Jerome Avenue, running north of the Macombs Dam Bridge. There are also bicycle/pedestrian paths on all study area bridges (see Photo 2).

– The Oak Point Link runs as an elevated rail line in the Harlem River along the waterfront throughout the study area. It connects the Hudson East Shore Line on the west side of the Bronx with the Oak Point Yard on the south side of the Bronx, and it passes through the Harlem River Yard. The link runs for approximately 1.8 miles on a fixed trestle, parallel to the Metro North line rail tracks, and comes on land at the Park Avenue and Lincoln Avenue street ends and the Harlem River Yard (see Photo 3). The Oak Point Link is owned by the New York State Department of Transportation.
– The Major Deegan Expressway runs along or close to the waterfront throughout the study area, either elevated or at ground level (see Photo 4).
– There is a ferry which runs to the Yankee Stadium parking lots north of the former Bronx Terminal Market from Weehawken, NJ and Manhattan during Yankee game times.

Some major future planned changes in and around the study area are:

– The Yankee Stadium redevelopment project.
– The Gateway Center/Bronx Terminal Market redevelopment project.
– The Regatta Park Greenway just north of Section 1.
– The South Bronx Greenway just east of Section 5.

One major change recently approved in the study area is the rezoning of the Port Morris neighborhood, between Park Avenue and Willow Avenue, from the

Photo 1. Saint Anns Avenue bicycle lanes

Photo 2. 145th Street Bridge bicycle and pedestrian paths

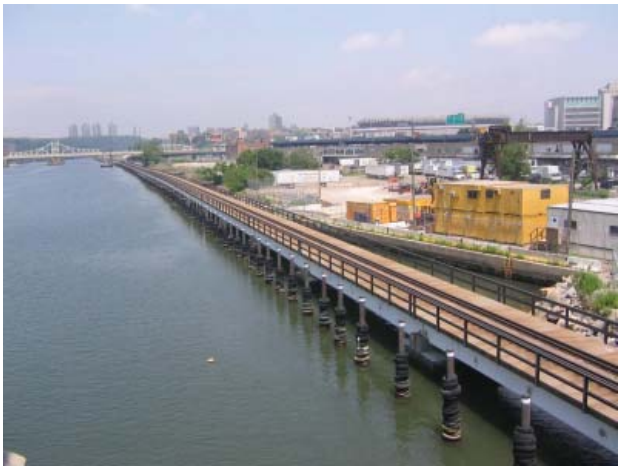

Photo 3. Oak Point Link from 145th Street Bridge

Photo 4. Major Deegan Expressway at Park Avenue

waterfront to East 134th Street in Section 3 and part of Section 4 and roughly north of the Harlem River Intermodal Rail Yard to East 134th Street in most of Section 4 and all of Section 5. These changes will be discussed in their relevant study area sections below.

Land Use

Land use throughout the study area is primarily industrial and manufacturing in nature; these uses are particularly intense along the Harlem River waterfront. There are pockets of residential and commercial-oriented lots near Yankee Stadium in Section 1. Lots near the waterfront along sections 3 through 5 are experiencing residential influx as a result of the Port Morris residential/manufacturing mixed use rezoning. The following is a description of the particular land uses of each section in the study area.

Section 1: Land Use

The waterfront along Section 1 is zoned for manufacturing uses. Land use here includes Yankee Stadium parking lots, the High Bridge rail yards used by the Metropolitan Transportation Authority (MTA), and the recently vacated Bronx Terminal Market. There is a recently approved plan to rezone a portion of the former Bronx Terminal Market for commercial uses, as part of the Gateway Center development project. In addition, the establishment of new parkland for city owned property between the Macombs Dam Bridge and the 145th Street bridge has recently been approved. There are areas of commercial zoning north of East 153rd Street and along the east side of River Avenue and east of River Avenue. In addition, there are areas of residential zoning east of River Avenue. The proportion of total building area by land use in Section 1 breaks down as: 10% Office, 2.4% Retail, 1.6% Garage, 22% Storage, 2.4% Factory, 25.7% Other (commercial and manufacturing), and 35% Residential (see Figure 4).

Section 2: Land Use

Most of Section 2 is zoned manufacturing, with some commercial zoning for lots along East 149th Street, east of Gerard Avenue. The proportion of total building area by land use in Section 2 breaks down as: 5.5% Office, 0.2% Retail, 7.9% Garage, 51.3% Storage, 14.2% Factory, 20.9% Other (commercial and manufacturing), and 0%Residential (see Figure 4).

The waterfront lots between East 144th Street and East 149th Street are occupied by a few businesses with parking lots and frontage on Exterior Street. There is a large school bus parking lot on the waterfront, with a driveway from Exterior Street around East 146th Street.

In addition, there are large unused lots along the waterfront north of the Madison Avenue Bridge. The lot immediately north of the bridge is planned to have a large storage center built on it by a company which also has a large storage facility along the waterfront in Section 3.

Section 3: Land Use

Between the Madison Avenue Bridge and the Park Avenue street end, the waterfront is zoned manufacturing, and is dominated by "The Padded Wagon," a large moving and self-storage company. Southeast of the Park Avenue street end, the zoning is mixed-use residential and manufacturing, as per the recent Port Morris rezoning.

The proportion of total building area by land use in Section 3 breaks down as: 2.8% Office, 2.0% Retail, 6.1% Garage, 76.6% Storage, 9.3% Factory, 2.8% Other (commercial and manufacturing), and 0.4% Residential (see Figure 4).

Section 4: Land Use

The area east of Lincoln Avenue and immediately north of the waterfront along Section 4 is occupied by the Harlem River Intermodal Rail Yard, and is zoned manufacturing. The lots along the 3rd Avenue Bridge west of Lincoln Avenue, and the lots above East 132nd Street east of Lincoln Avenue are zoned mixed-use residential and manufacturing, as per the Port Morris rezoning.

The proportion of total building area by land use in Section 4 breaks down as: 4.3% Office, 0.8% Retail, 3% Garage, 8% Storage, 11.7% Factory, 0.2% Other (commercial and manufacturing), and 72.1% Residential (see Figure 4).

Section 5: Land Use

The area east of the Willis Avenue Bridge and immediately north of the waterfront along Section 5 is occupied by the Harlem River Intermodal Rail Yard, and is zoned manufacturing. There is one lot south of East 132nd Street and east of the Willis Avenue Bridge which is zoned mixed-use residential and manufacturing, as per the Port Morris rezoning. Pulaski Park, a 1.43 acre park which includes basketball courts, handball courts and an asphalt playing field, is located on the south side of Bruckner Boulevard, just east of Willis Avenue. The lots between Willis Avenue and St. Anns Avenue, from East 132nd to East 134th Streets, are all part of the re-zoning as well; so are the lots between St. Anns Avenue and Willow Avenue, from Bruckner Blvd/ East 133rd Street to East 134th Street. The two large lots between St. Anns Avenue and Willow Avenue, East 132nd Street to Bruckner Blvd./East 133rd Street, are zoned manufacturing. Much of the land use between St. Anns Avenue and Willow Avenue along East 132nd Street is industrial, and it attracts heavy truck traffic, with numerous cars parked along the sidewalks, which are subsequently impassable by foot.

The proportion of total building area by land use in Section 5 breaks down as: 2.2% Office, 0.4% Retail, 2.3% Garage, 22.5% Storage, 8.2% Factory, 0.4% Other (commercial and manufacturing), and 64.1% Residential (see Figure 4).

Major Projects and Future Plans

(Please see Chapter 3: "Future Developments" for a more detailed discussion of the Yankee Stadium and Bronx Terminal Market/Gateway Center projects)

In Section 1, Yankee Stadium is planned to be moved from its current site into Macombs Dam Park, just north of East 161st Street, with the Department of Parks and Recreation as the project's lead agency. The details of this project are described in Chapter 3.

In addition, a portion of the former Bronx Terminal Market (BTM) site is planned to be redeveloped into a retail complex named the Gateway Center. The city agency lead on this project is the Economic Development Corporation (EDC). The details of this project are described in Chapter 3.

The proposed redevelopment of the BTM site into a shopping center includes the improvement of the 149th Street and Exterior Street intersection, including the intersection crossings at the foot of the 145th Street Bridge.

The Department of Parks and Recreation is developing a plan for the Regatta Park Greenway along the Bronx Harlem River waterfront from the Macombs Dam Bridge to East 225th Street. A portion of this greenway is recommended to run along Sedgwick Avenue, just north of Section 1.

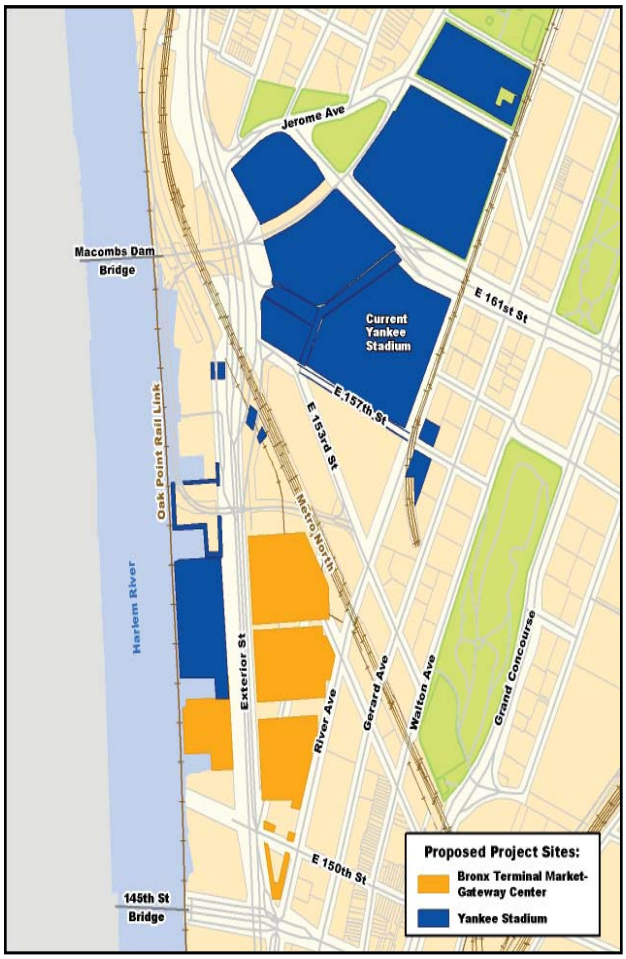

Figure 7. Potential major future developments, Section 1

The New York City Department of Transportation has undertaken reconstructive work on the 145th Street Bridge, which is scheduled to last until 2007.

The Department of Design and Construction (DDC) is developing a plan to redesign East 149th Street between River Avenue and A.J. Griffin Place, east of the Grand Concourse.

Further south, the recent approval of the Port Morris Special Mixed Use District extension has rezoned former commercial and manufacturing lots into a mixed-use district which allows residential use and community facilities. The mixed-use district now extends between Park Avenue and Willow Avenue, from the waterfront to East 134th Street in Section 3 and part of Section 4 and roughly north of the Harlem River Intermodal Rail Yard to East 134th Street in most of Section 4 and all of Section 5. This rezoning will change the demographic character of neighborhoods adjacent to the waterfront in Sections 3 to 5. An expected influx of residents into the area will presumably be accompanied by a greater need for quality pedestrian and bicycle facilities.

There is interest in the community in building a park and providing public access at the street-end of Park Avenue in Section 3, shown in Photo 28. The site is currently owned by the Department of Citywide Administrative Services (DCAS). The Oak Point Link runs on land at this particular point, cutting off the spit of land (possible public access site) from the street end. However, trains apparently only run on the rail link two times per day. This site is isolated from upland connections, as is a large portion of Section 3, because of the Major Deegan Expressway, which runs at-grade or slightly elevated just east of the waterfront throughout the section.

There is a plan being developed for the South Bronx Greenway, undertaken by EDC and Sustainable South Bronx/The Point, which has a proposed segment along East 132nd Street on the east side of Section 5. In addition, there is a proposal as part of the greenway plan to establish a shared use path under the Amtrak viaduct east of the Triborough Bridge (at East 132nd Street) to connect to a proposed bicycle and pedestrian bridge to Randall's Island.

Section by Section

The following is a description of the entire study area, section by section. Please refer to the maps (see Figures 8, 10, 13, 15 and 18) in each section description, as well as the overall study area map (see Figure 1) for section boundaries.

Section 1: Macombs Dam Bridge to 145th Street Bridge

Section 1: Streets, Current Waterfront Access and Bicycle and Pedestrian Facilities

The southern bicycle/pedestrian path of the Macombs Dam Bridge is 7' 4" wide, but varies in width. Currently, the only non-motorized access between this path and the Bronx Terminal Market is a bike/pedestrian ramp that runs perpendicular to the Macombs Dam Bridge path from its eastern end, where it intersects with a southbound Major Deegan Expressway on/off-ramp; the path runs alongside the off-ramp between the bridge exit and the Bronx Terminal Market (see Photo 5). The bicycle/pedestrian ramp is steeply graded, and appears to be primarily meant for use by people who have parked in the lots north of the BTM site (which are only open during Yankee games), who would use the ramp to get to Yankee Stadium. It is a narrow path, and would not be ideal for bicycling. The southern bicycle/pedestrian path of the Macombs Dam Bridge also connects to East 161st Street and a sidewalk along a service road (the Deegan service road) on the eastern side of the Deegan. The northern bicycle/pedestrian path connects to East 161st Street, Jerome Avenue and the Deegan service road sidewalk.

Viable upland connections are limited north of the Macombs Dam Bridge because of heavy traffic on arterial roads such as Jerome Avenue, leading to and away from the bridge and the Deegan. In addition, north of Jerome Avenue and east of Sedgwick, the landscape experiences a dramatic increase in elevation, which makes cycling to the area difficult and prevents direct connections between Sedgwick and the elevated local streets to its east until University Avenue/ Martin Luther King Boulevard (there are a few steep staircases along Sedgwick that allow access for pedestrians to local streets east).

At the intersection of Sedgwick and Jerome Avenues, there is a large median which directs the traffic coming from Jerome Avenue north to the Deegan, as well as the traffic coming north from the Macombs Dam Bridge and the Deegan service road, east onto Jerome Avenue. There is no crosswalk at this portion of the intersection. After crossing this intersection towards the south, there is a sidewalk on the east side of the Deegan service road which leads to and away from the Macombs Dam Bridge bicycle and pedestrian paths, down to the intersection of East 157th Street and the Deegan service road. The sidewalk is adjacent to an unused grassy open space, owned by the New York City Department of Parks and Recreation (Parks), which leads under the Macombs Dam Bridge viaducts to Macombs Dam Park (see Photo 6). With alteration (widening of sidewalk, use of open space), this sidewalk could be transformed into a shared-use path segment. Its current width varies from around 9 feet on either side of the bridge to around 7'6" under the bridge. Since it is adjacent to unused open space, it seems a good candidate for widening to accommodate a shared-use path.

As mentioned above, connections between the Macombs Dam Bridge bicycle and pedestrian paths and the Deegan service road sidewalk can be achieved at either Jerome Avenue, where a path loops around the bridge vehicular on-ramp and connects to and from the northern bridge path, or further south, where the path loops around a bridge vehicular off-ramp to connect to and from the southern bridge path. As the Deegan service road sidewalk loops around to connect to the southern bridge path, it

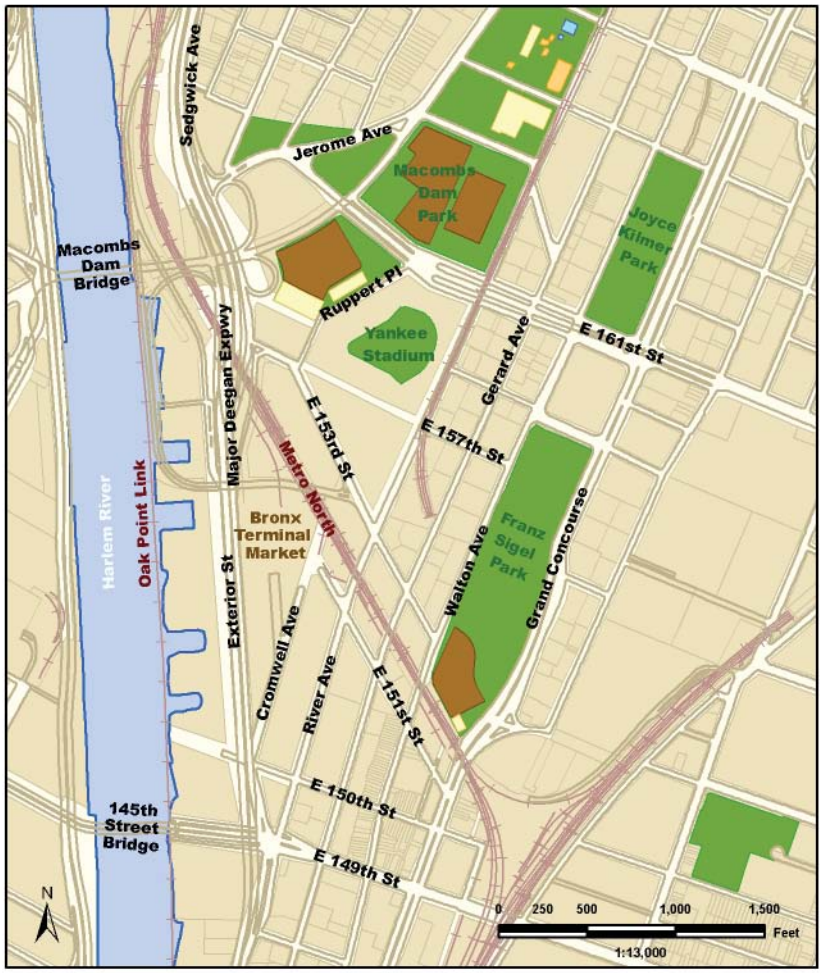

Figure 8. Section 1 map

retains its width of around 9 feet until it connects to the bridge path itself. At this point, the path narrows to around 7'6". A crosswalk connects the southern and northern bridge paths.

Exterior Street north of East 149th Street, which runs through the Bronx Terminal Market and under the Major Deegan Expressway, is currently a wide two-way cobblestone street with no lane markings and no sidewalks (see Photo 7). There is moderately heavy traffic and fast moving truck traffic related to BTM deliveries. There are also trucks parked perpendicularly to Exterior Street which block portions of the road and force pedestrians to walk in traffic lanes. Currently, there are plans to improve this road for automotive traffic (repaving, lane striping, etc.) and to establish sidewalks as part of the Gateway Center development. There is no upland connection from Exterior Street north of East 150th Street. Plans for the future Gateway Center show a pedestrian connection along Interior Street, which would run from Exterior Street to River Avenue between East 150th Street and East 151st Street. Interior Street would be an access road for vehicles to the parking garages in the mall. Exterior Street ends (and resumes north of our study area around the High Bridge) at the northern end of the Bronx Terminal Market. At this point, land use is dominated by on-ramps and off-ramps to the Major Deegan, and by parking lots run by the Parks Department that are in use only on Yankee game days. Photo 8 shows the current Bronx Terminal Market waterfront.

Photo 5. Bicycle/pedestrian ramp between the Macombs Dam Bridge and the Bronx Terminal Market

Photo 6. Major Deegan Expressway service road near Macombs Dam Bridge

Photo 7. Exterior Street at Bronx Terminal Market

Photo 8. Bronx Terminal Market waterfront

East 157th Street begins at its intersection with the Deegan service road as a short two-way segment with a 42 foot wide roadbed, a 10' 5" wide north sidewalk and an 8' 2" wide south sidewalk. This street merges into East 153rd Street at around Ruppert Place, just west of Yankee Stadium, and appears again just east of the stadium, where it extends two blocks – from River to Walton Avenues – as a two-way street with parking on both sides. The roadbed along this segment is 34 feet wide and the sidewalks are 13 feet wide each.

Ruppert Place is situated between Yankee Stadium's west wall and a small Macombs Dam Park annex. It runs two ways between East 157th Street and East 161st Street, its roadbed is 21' 7" wide, and it has a 4 foot wide sidewalk along its west side. Along its east side is a very wide sidewalk used as access to and from Yankee Stadium. During the baseball season, there are security barriers at both ends of Ruppert Place, which prevent its use as a permanent public street.

East 153rd Street between East 157th Street and River Avenue runs two ways, with a 21' 9" wide vehicular travel lane in each direction, an 8 foot wide sidewalk on the south side, and a 9' 4" wide sidewalk on the north side. There is no parking on either side of this segment. East 153rd Street has relatively light traffic, except on game days. About ¾ of the way between the Deegan service road and River Avenue, there is a Deegan on/off-ramp on the west side of East 153rd Street. There is an existing walk signal to cross the on/off-ramp at this intersection; however, there is no intersection striping, and cars entering or exiting the Deegan here drive quite fast. East 153rd Street becomes narrower between River and Walton Avenues, with a 17 foot vehicular travel lane in each direction, a 12' 7" wide sidewalk on the south side, a sidewalk on the north side which varies in width between 10 feet and 15 feet, and parking on both sides.

Situated east of Yankee Stadium and the Bronx Terminal Market, River Avenue runs two ways, with one vehicular travel lane in each direction. The southbound lane is 20 feet wide, and the northbound lane is 19' 8" wide. The sidewalk on the west side of the street is 18 feet wide, and the sidewalk on the

Photo 9. Gerard Avenue between East 153rd Street and East 157th Street

Photo 10. Walton Avenue between East 153rd Street and East 157th Street

Photo 11. East 149th Street end and 145th Street Bridge underpass

east side is 17' 5" wide. The traffic along this segment of River Avenue is moderate, except for Yankee game times, when the traffic can be quite heavy.

Gerard and Walton Avenues lie east of River Avenue and could be used as a north/south pair between East 153rd Street and East 149th Street. Gerard Avenue, which is the street immediately east of River Avenue, runs northbound with one vehicular travel lane which is 34 feet wide. Gerard Avenue's eastern sidewalk is 12' 9" wide, and its western sidewalk is 13' 3" wide. Cars park on both sides of the street, as shown in Photo 9. Walton Avenue runs one way southbound, and has one vehicular travel lane which is 34 feet wide along this segment. Its western sidewalk ranges in width between 7' 8" (at points between East 149th Street and East 150th Street) and 12' 8" (at all other points). There is parking on both sides of the street, as shown in Photo 10. Both Gerard and Walton have light traffic along these segments.

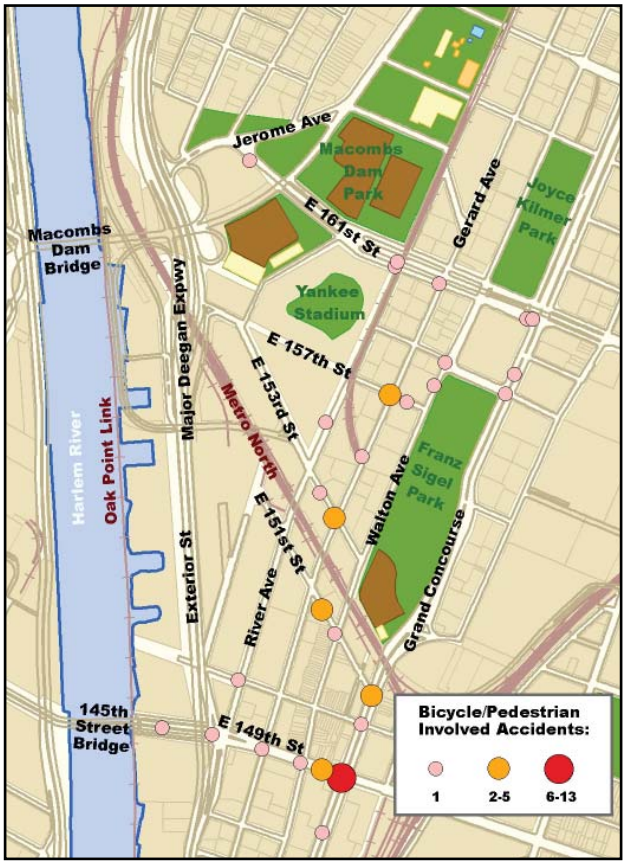

Figure 9. Section 1 bicycle and pedestrian involved accidents, 2001-2003

East 149th Street has two extension segments running along either side of the 145th Street Bridge, as shown in Photo 11. The southern extension is blocked by a jersey barrier about 1/3 of the way down toward the waterfront. Beyond this barrier, there is a chain link fence blocking access to the waterfront. There is very little space between the waterfront and the Oak Point Link along this part of the study area. The waterfront at the end of the northern extension is also blocked by a chain link fence. The two extension segments are connected under the bridge by an area which was under construction at the time of this writing. The southern segment consists of a 17' 7" wide road and 4' 9" wide sidewalks.

Some possible upland connections include East 150th and East 151st Streets. Sections of both these streets are planned to be de-mapped (between Exterior Street and River Avenue) as part of the Gateway Center development project. East 150th Street between River and Gerard Avenues runs one-way westbound. Sanitation trucks park along both sides of this segment. Between Gerard and Walton Avenues, East 150th Street has one vehicular travel lane, which is 30 feet wide. There is parking on both sides of this street between River Avenue and Grand Concourse. East 150th Street between Walton Avenue and Grand Concourse has one vehicular travel lane, which is 29' 10" wide.

East 151st Street between River Avenue and Grand Concourse has two vehicular travel lanes, with the westbound lane measuring 16' 9" wide and the eastbound lane measuring 17' 5" wide. Both East 150th and East 151st Streets have light traffic.

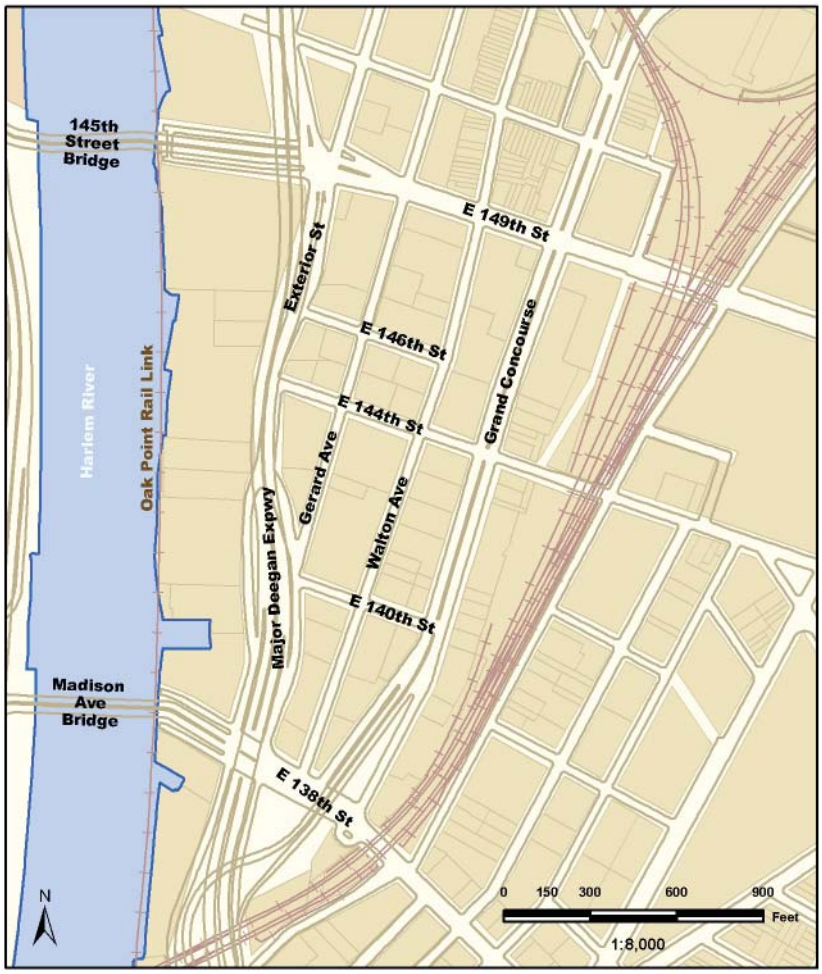

Figure 10. Section 2 map

Section 2: 145th Street Bridge to Madison Avenue Bridge

Section 2: Streets, Current Waterfront Access and Bicycle and Pedestrian Facilities

The intersection crossings at the foot of the 145th Street Bridge are barely visible, and accessing the bicycle/pedestrian paths on either side of the bridge requires crossing busy traffic at the intersection of Exterior Street and East 149th Street. The bridge paths exit into the middle of this busy intersection, as seen in Photos 12 and 13. Both the northern and southern bridge bicycle/pedestrian paths are 8' 8" wide.

Exterior Street south of East 149th Street initially consists of a one way street pair straddling an off-ramp from the elevated Deegan. The southbound segment of Exterior Street between East 149th Street and East 146th Street (to the west of the Deegan

Photo 12. 145th Street Bridge access

ramp) has one vehicular travel lane which is 29' 9" wide, with a sidewalk along its west side which is 10' 7" wide and a sidewalk along its east side of variable width, currently strewn with garbage. The northbound segment of Exterior Street between East 149th Street and East 146th Street (to the east of the Deegan ramp) consists of one vehicular travel lane which is 29' 5" wide. There is a sidewalk along the east side of the street, which is approximately 11 feet wide. On the west side of the street is a wall that

Photo 13. Aerial photograph of access to the 145th Street Bridge

abuts the Deegan off-ramp. These one way segments are divided between East 149th Street and East 146th Street by a wide cobblestone median of variable width, but approximately 46 feet wide on average. This median is currently used for vehicle parking and is covered with garbage. Each one way segment of Exterior Street has moderately heavy traffic, typically consisting of large trucks driving northbound toward East 149th Street and the Bronx Terminal Market or southbound toward East 138th Street and the Madison Avenue Bridge.

The one way segments of Exterior Street join south of East 146th Street. South of East 146th Street, to about East 141st Street, Exterior Street is a wide two way thoroughfare running under the elevated Deegan with no lane markings, characterized by fast truck traffic (see Photo 14). The roadbed along this segment is 58 feet wide with a 21' 7" wide sidewalk running along its east side, and a 19' 8" wide sidewalk running along its west side. South of East 141st Street, Exterior Street splits into one-way pairs again and emerges from under the Deegan overpass

Photo 14. Exterior Street between East 146th Street and East 140th Street

as the Deegan descends to become at grade. The southbound segment of Exterior Street here consists of one unmarked vehicular travel lane 29' 6" wide, with a 10' 2" wide sidewalk running along its west side, and a sidewalk of varying width, which is 14' 4" wide at its widest point running along its east side, adjacent to a wall abutting the Deegan off-ramp. This segment of Exterior Street merges with an off-ramp from the southbound Deegan south of East 140th Street and subsequently becomes significantly more heavily trafficked as it approaches East 138th Street and the entrance to the Madison Avenue Bridge (see Photos 15 and 16). After merging with the Deegan off-ramp, the southbound Exterior Street segment becomes striped as three vehicular travel lanes, one being a right-hand turn lane for access onto the bridge or onto the East 138th Street extension, one segment of which runs along the north side of the bridge. There is regulated parking on the west side of the above southbound Exterior Street segment until it merges with the Deegan off-ramp.

Photo 15. Major Deegan Expressway and southbound Exterior Street intersection at East 138th Street.

Northbound Gerard Avenue has a lane which merges onto the northbound Deegan at approximately 200 feet north of its intersection with East 138th Street, and another lane which continues north as Gerard Avenue, subsequently becoming much less trafficked (see Figure 11). At the junction of Gerard Avenue and the northbound Exterior Street branch (just north of East 140th Street), both Gerard Avenue and Exterior Street are relatively calm in terms of traffic. The sidewalk on the east side of Gerard Avenue widens to 14' 7" as it approaches East 140th Street. The entire section of Gerard Avenue between East 138th Street and East 140th Street has no parking. Just north of East 140th Street, Exterior Street begins its northbound lane as a branch off Gerard Avenue. This segment of Exterior Street runs one way northbound with one vehicular travel lane and parking on its east side. The segment ends when the northbound and southbound Exterior Street vehicular travel lanes merge as one

Photo 16. Aerial photograph of access to the Madison Avenue Bridge

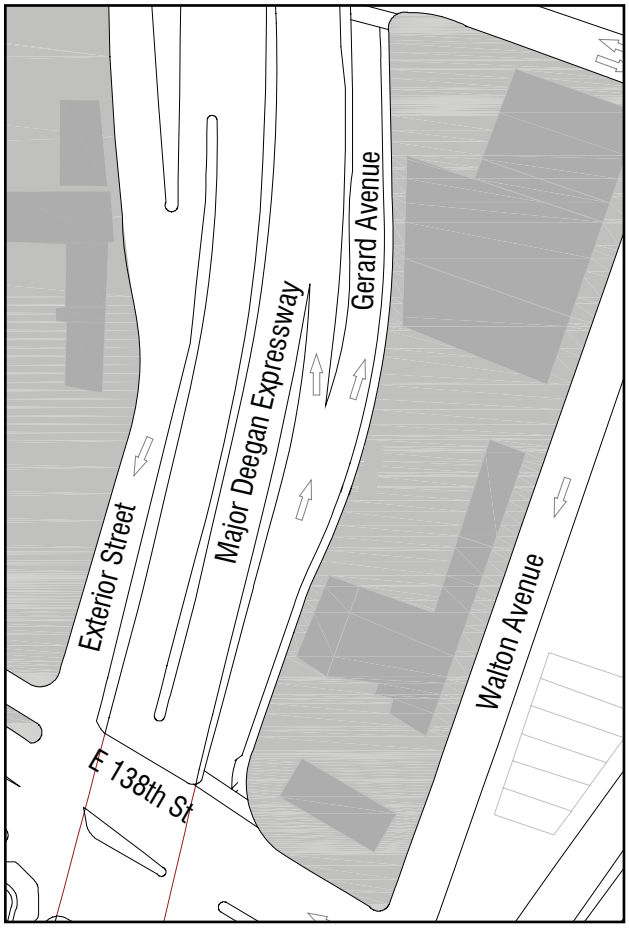

Figure 11. Intersection of Gerard Avenue and E. 138th Street

lane under the Deegan overpass (described above). This occurs at about East 141st Street. Between East 140th Street and East 141st Street, the northbound Exterior Street branch has a 29' 7" wide roadbed with a 6 foot wide sidewalk along its east side, and a 4 foot wide sidewalk along its west side (adjacent to a Deegan overpass wall). The east sidewalk is quite overgrown with weeds from an adjacent lot.

North of the northbound Exterior Street branch described above, Gerard Avenue runs one way northbound, with a 33' 7" wide roadbed. There is a 14 foot wide sidewalk running along Gerard's east side, and one along its west side which is 13' 7" wide. There is parking on both sides of the street. The first several yards of the western sidewalk along this segment is overgrown with weeds. This configuration of Gerard Avenue is the same between the Exterior Street branch and East 149th Street.

Walton Avenue between East 138th Street and East 149th Street runs one way southbound. The segment of Walton Avenue between East 138th Street and East 146th Street consists of one vehicular travel lane, and a roadbed which is 33'6" wide. Both its western and eastern sidewalks are 13 feet wide. Between East 146th Street and East 149th Street, Walton Avenue's western sidewalk widens to 19 feet.

East 144th Street provides an upland connection between Exterior Street and the Grand Concourse. This segment of East 144th Street consists of an unmarked two-way vehicular travel lane with a 33' 7" wide roadbed. The southern sidewalk is 12' 8" wide while the northern sidewalk is 13 feet wide. There is parking along the north side of the street.

Photo 17. Madison Avenue Bridge underpass

Photo 18. East 138th Street end

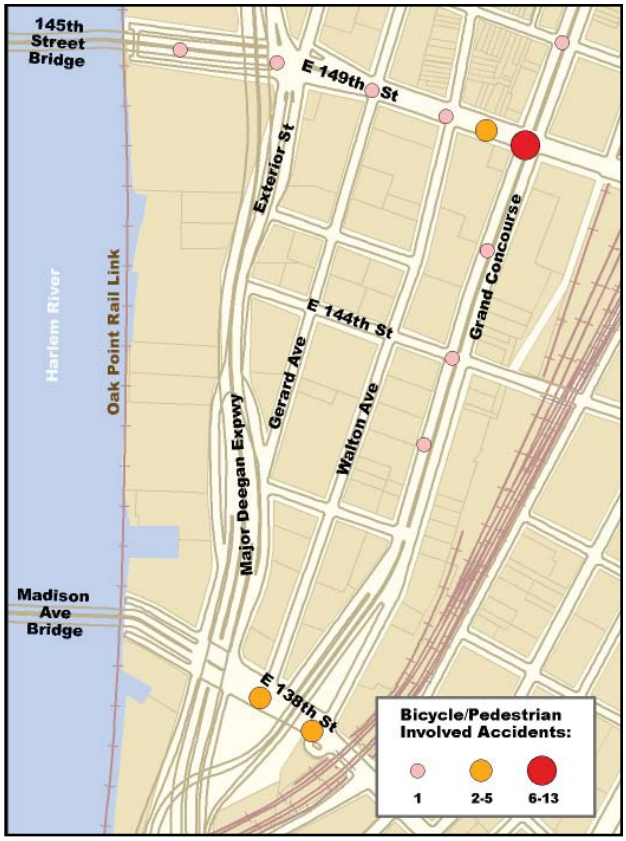

Figure 12. Section 2 bicycle and pedestrian involved accidents, 2001-2003

East 138th Street divides into two segments between Exterior Street and the Harlem River waterfront, running along either side of the Madison Ave Bridge. Photo 18 shows the northern segment, which consists of a 22 foot wide roadbed, a 9' 9" wide northern sidewalk and a 5' 5" wide southern sidewalk. The southern extension's roadbed is 19 feet wide, with a 5' 8" wide northern sidewalk and a 9' 7" wide southern sidewalk. The southern segment is used for parking by an adjacent used car sales business, apparently due to lack of space in its own parking lot. The two segments of East 138th Street are connected under the Madison Avenue Bridge by a 9' 10" wide road. There are jersey barriers with chain link fencing on top on the west side of this road, preventing access to the water and the Oak Point Link. There is little space between the street end and the Oak Point Link here.

Section 3: Madison Avenue Bridge to 3rd Avenue Bridge

Section 3: Streets, Current Waterfront Access and Bicycle and Pedestrian Facilities

South of East 138th Street, East 135th Street is the continuation of the southbound Exterior Street segment. The northwest-bound and southeast-bound segments of East 135th Street are divided by the Deegan in Section 3 (see Photo 19). The southeast-bound segment is relatively busy with vehicular traffic between the Madison Avenue Bridge and the Park Avenue street end because of a Deegan entrance just north of the Park Avenue street end. This segment of East 135th Street (which is on the waterfront on the west side of East 135th Street and is across the street from the Deegan on-ramp) has two southeast-bound travel lanes separated by a dashed white line.

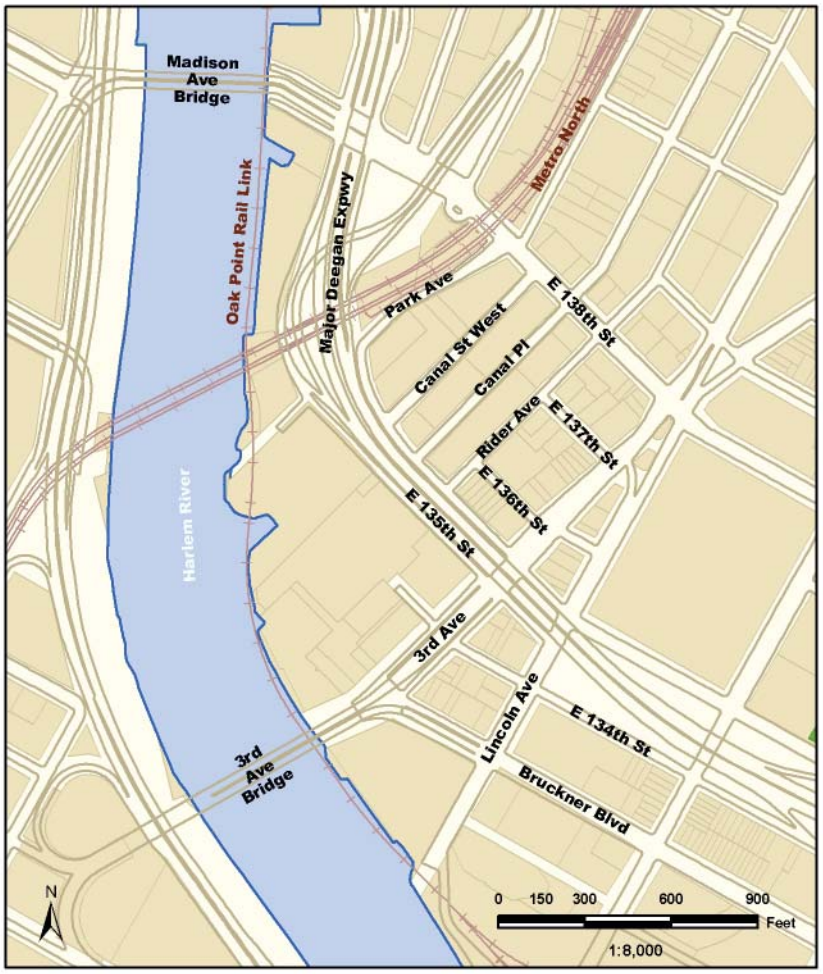

Figure 13. Section 3 map

Each vehicular travel lane is 15 feet wide. There is a sidewalk along its west side that is 10' 4" wide, and a sidewalk along its east side, adjacent to the elevated Deegan wall, which is 10' 7" wide (see Photo 20). As East 135th Street approaches the Deegan on-ramp, the street widens and another travel lane is dedicated to traffic merging onto the Deegan. Most of the observed traffic between East 138th Street and the Deegan on-ramp was merging or waiting to merge onto the expressway.

The segment of southeast bound East 135th Street between the Deegan on-ramp and the 3rd Avenue Bridge is 32 feet wide. There are three vehicular travel lanes on this segment. The southwestern-most lane is a right-turn only lane when it approaches 3rd Avenue. There is a narrow 5' 2" sidewalk along the west side of this segment. A large storage facility named "Storage Deluxe," with frontage on East 135th Street on this segment has erected a fence separating its property from the sidewalk, and this fence line is continued

Photo 19. Aerial photograph of streets south of the Madison Avenue Bridge

Photo 20. East 135th Street under Metro North Bridge

along an adjacent empty lot, then is extended by a fence along the "Bridge Building Supply Company" building, which is situated on the corner of East 135th Street and 3rd Avenue.

There is an underpass at the southern end of Rider Avenue, northwest of 3rd Avenue, which runs under the elevated Deegan between the southeast and northwest bound segments of East 135th Street. This underpass has potential to be used as a safe upland connection for bicyclists and pedestrians. However, it has been recently fenced off on both sides, as seen in Photo 21, most likely to prevent its use as a shelter. Rider Avenue between East 135th Street and East 138th Street is a two way street with no lane markings and parking on both sides of the street. It has a

Photo 21. Major Deegan Expressway underpass at Rider Avenue

30' 7" wide roadbed. The east sidewalk is partially covered by weeds. Rider Avenue is relatively lightly trafficked between East 138th Street and East 135th Street. However, its southwest end is the location of the back of a United Parcel Service (UPS) facility whose front is on Canal Place to the west. The next street to the west, Canal Street West, is less busy and runs two ways with no lane markings. Both sidewalks along Canal Street West are in poor condition, and the east sidewalk is only partially paved (see Photo 22).

Photo 22. Canal Street West between East 135th Street and East 138th Street, looking northeast

Access to and from the 3rd Avenue Bridge's bicycle and pedestrian paths is available on both sides of the bridge along 3rd Avenue's extension southwest of East 135th Street (see Photo 23). Each bridge path is 7' 7" wide. There is no signage for the 3rd Avenue Bridge's bicycle/pedestrian paths at the bridge's entrance from 3rd Avenue (see Photo 24). The southeastern bridge path can be accessed by climbing a flight of stairs, recently completed as part of the bridgework related to the construction of the Bruckner Boulevard on-ramp (see Photo 25). In addition, although the northwestern bridge path can be accessed via a ramp from 3rd Avenue and East 135th Street, there is a staircase currently being constructed further southwest of the ramp entrance, and it appears that this will be used as an entrance/exit to the northwestern path. These stairs would not be ideal for bicycle or wheelchair access to the bridge

Photo 23. 3rd Avenue Bridge bicycle and pedestrian crossings

paths, and this study would recommend maintaining the northwestern path ramp and adding a ramp on the southeastern side of the bridge for entrance to and exit from the bike and pedestrian path.

The southeast-bound segment of East 135th Street has been described above. The northwest-bound segment of East 135th Street runs between 3rd Avenue and Park Avenue and consists of one vehicular travel lane, with a roadbed which is 30' 4" wide, and parking

Photo 24. Aerial photograph of access to the 3rd Avenue Bridge

Photo 25. 3rd Avenue Bridge stairs to access bicycle and pedestrian paths

on the northeast side of the street. There is a sidewalk on the northeast side that is 10' 4" wide. There is no sidewalk on the southwest side of the street, as this side runs up to a wall supporting the elevated Deegan. East 135th Street merges into Park Avenue as it winds northward toward East 138th Street (see Photo 26). Park Avenue between East 135th Street and East 138th Street runs one way northbound. Park Avenue's roadbed is 39 feet wide, with a single vehicular travel lane and parking on both sides of the street. Toward 138th Street, much of the parking on both sides of the street consists of postal trucks and truck trailers. Along the western side of the street, there is a 6' 5" wide sidewalk; along the eastern side, there is a 10' 2" wide sidewalk. The northern

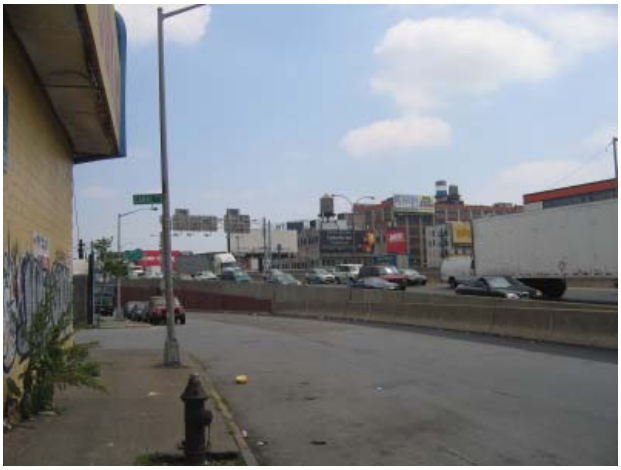

Photo 26. East 135th Street between Park Avenue and Canal Street West

Photo 27. Aerial photograph of 3rd Avenue between E. 135th Street and E. 138th Street

sidewalk is unpaved as it nears East 138th Street, and is partially covered by weeds.

3rd Avenue north of East 135th Street runs one way southbound with four through vehicular traffic lanes to the 3rd Avenue Bridge, of which the western lane divides into a through lane and a wide turn lane at East 135th Street, the turn lane being for right turns onto East 135th Street (see Photo 27). The roadbed on this segment of 3rd Avenue is 100' 4" wide, with each travel lane being (from east to west): 27' 3" wide; 11' 3" wide; 11' 7" wide; and 50' 3" wide, with the western lane dividing into a 12' 5" wide through lane and a 37' 10" wide turn lane at East 135th Street. The west and east sidewalks are 14' 6" wide each. Cars and trucks frequently double- and triple-park on both sides along this segment of 3rd Avenue, between East 135th and East 138th Streets. Traffic is fast and relatively heavy along this segment.

As mentioned on page 15, there is interest in the community in building a park and providing public access at the street-end of Park Avenue, which is adjacent to the Harlem River west of East 135th Street. (see Photo 28). The Oak Point Rail Link comes on land at this location, and there is a spit of land with direct waterfront access just west of the Oak Point Rail Link tracks.

Photo 28. Park Avenue Street end

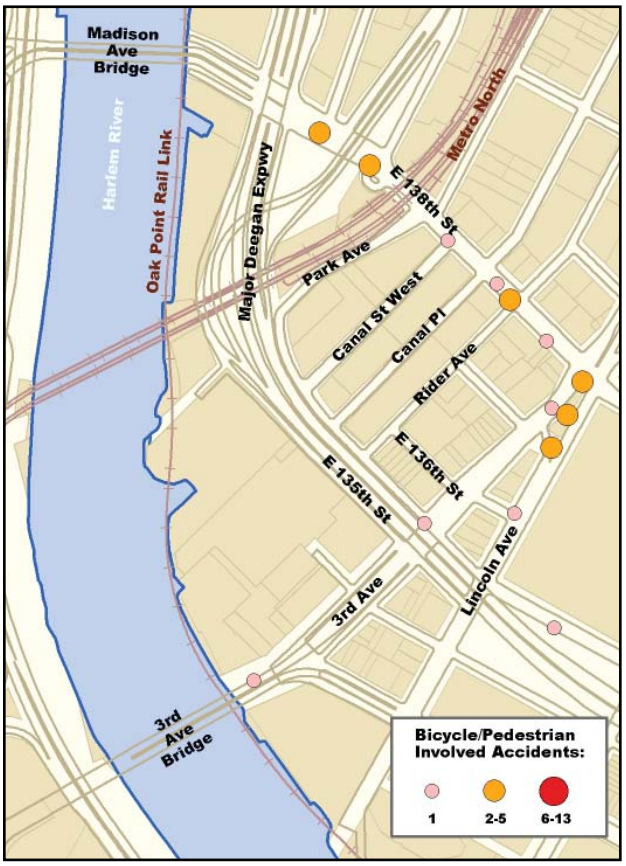

Figure 14. Section 3 bicycle and pedestrian involved accidents, 2001-2003

One possible upland connection, Morris Avenue north of East 139th Street, runs 2 ways. Between East 138th Street and East 142nd Street, Morris Avenue has 2 unmarked vehicular travel lanes in each direction, and the opposing-flow directions are separated by a double yellow line. The northbound lanes are 32' 4" wide together, and the southbound lanes are also 32' 4" wide. The west sidewalk is 24' 9" wide, while the east sidewalk is 14' 10" wide. There is parking on both sides of the street. There is moderate traffic on this segment (see Photo 29).

North of East 142nd Street, Morris Avenue narrows to one vehicular lane in each direction. The northbound lane is 25 feet wide, and the southbound lane is approximately the same. The west sidewalk narrows to 10 feet, while the east sidewalk remains about 14' 10" wide. This segment of Morris Avenue gets quite busy in both directions approaching the intersection of East 149th Street.

Photo 29. Morris Avenue between East 139th Street and East 140th Street

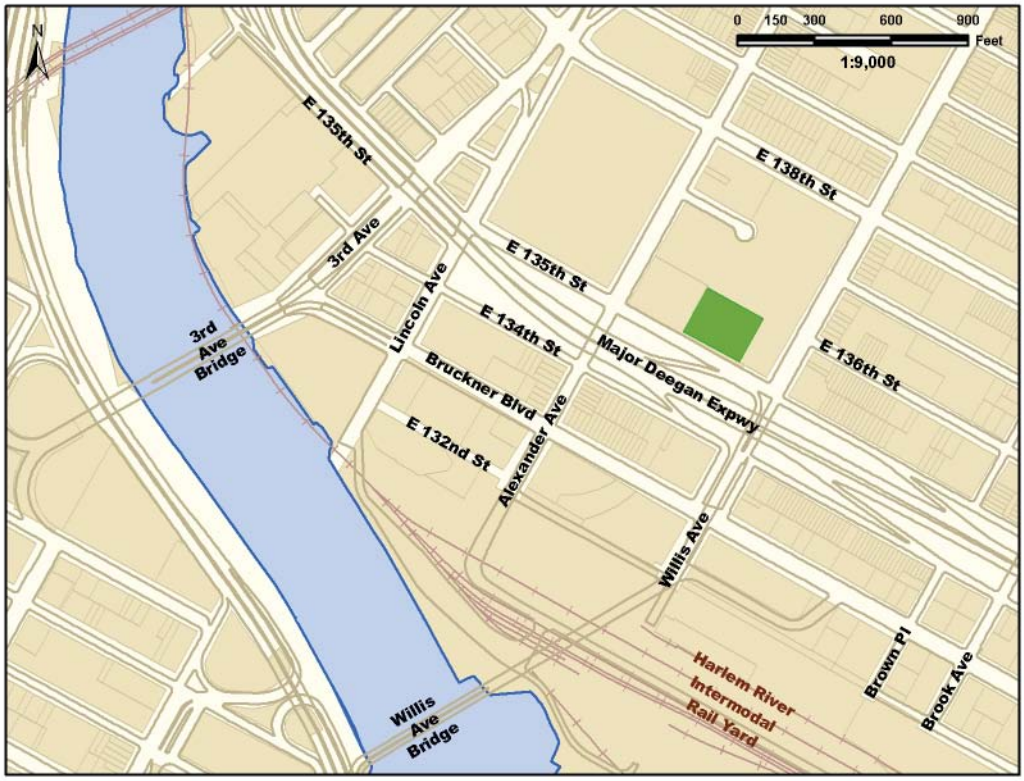

Figure 15. Section 4 map

Section 4: 3rd Avenue Bridge to Willis Avenue Bridge

Section 4: Streets, Current Waterfront Access and Bicycle and Pedestrian Facilities

Between 3rd Avenue and Lincoln Avenue, the southeast bound segment of East 135th Street has one wide (28' 10")vehicular travel lane, an 8 foot wide sidewalk along its south side, and a fenced parking lot with no sidewalk along its north side. The lot is maintained by "J & East Parking."

The service roads below the 3rd Avenue Bridge are being paved and restored, as of this writing. The two sides of the 3rd Avenue extension, which run alongside the bridge to the fenced-off waterfront, are relatively calm in terms of traffic. There is a considerable amount of paved space under the 3rd Avenue Bridge which connects the 3rd Avenue and Bruckner Boulevard extensions, and which is currently used primarily for parking (see Photo 30). The extension of 3rd Avenue along the northwest side of the 3rd Avenue Bridge runs one way southwest-bound. Its roadbed is 21' 8" wide, and there are cars parked on its northwest side. There is a 20 foot wide sidewalk on the northwest side of the street, which narrows to 14' 5" west of East 134th Street. There is a 2' 7" wide sidewalk on the southeast side, which runs adjacent to a bridge

Photo 30. Paved space under 3rd Avenue Bridge

wall. Along the southeast side of the bridge, the 3rd Avenue extension runs one way northeast-bound, and has a 20 foot wide roadbed with parking along its northwest side. There is a 14 foot wide sidewalk along its southeast side and a 3' 5" sidewalk along its northwest side, adjacent to the bridge wall.

Between the 3rd Avenue extension and Lincoln Avenue, the Bruckner Boulevard extensions are a quiet, one-way pair straddling the 3rd Avenue Bridge on-ramp. The northeast side of the pair runs one way northwest bound, and has a 19' 7" wide roadbed with parking along its southwest side. There is a 9' 6" wide sidewalk along its northeast side and a very narrow sidewalk along its southwest side, adjacent to the bridge wall. The southwest side of the pair runs one way southeast bound. This side has a 29' 3" wide roadbed, with a south sidewalk which is 6 feet wide. The north side has no sidewalk. There is no parking allowed at any time on the south side of the southwest Bruckner Boulevard extension. This segment of Bruckner Boulevard has a wide (about 20' 4") parking area designed for perpendicular parking adjacent to the south sidewalk for "Bell Atlantic Parking." There is no separation between the lot and the sidewalk.

Southeast of Lincoln Avenue, Bruckner Boulevard's vehicular traffic volumes increase in both directions because of the connectivity of this important arterial road. At Lincoln Avenue, the increased traffic volume on Bruckner Boulevard is also partially due to the nearby entrance to the 3rd Avenue Bridge (at Bruckner Boulevard and Lincoln Avenue) as well as due to local traffic turning onto Bruckner Boulevard from Lincoln Avenue. This segment of Bruckner Boulevard runs two ways, with two striped vehicular travel lanes in each direction. The total width of the roadbed is 72 feet, divided into 29' 3" for the eastbound lanes and 42' 9" for the westbound lanes. The northwest-bound Bruckner Boulevard segment has a right-turn lane onto Lincoln Avenue, which appears to be relatively busy. The Bruckner through lanes here are used for access to the 3rd Avenue Bridge ramp and the 3rd Avenue Bridge extension, across Lincoln Avenue (see Figure 16).

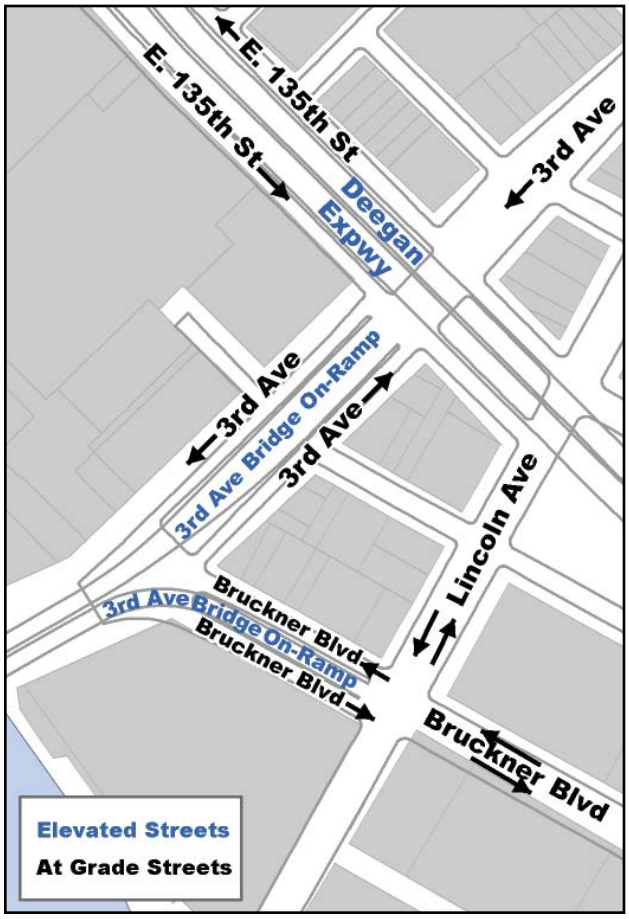

Figure 16. Streets around the 3rd Avenue Bridge

The Bruckner Boulevard Antique and Art District extends between Lincoln Avenue and approximately Willis Avenue, two long blocks to the east. The sidewalks in this district are pleasant to walk along, lined with numerous trees, benches, and antique and furniture stores (see Photo 31). The northern sidewalk's width is 15' 9", while the southern sidewalk is 15 feet wide. Although Bruckner Boulevard is relatively busy here, it would be desirable for the recommended route to run through this asset to the neighborhood, especially considering the recent Port Morris rezoning, which will presumably bring more local residential foot and bicycle traffic into the neighborhood in the near future.

There are plenty of trees and streetlights on both sides of Bruckner Blvd. east of 3rd Avenue. On the south side of the street, the trees taper off around the exit from the Willis Avenue Bridge (near Brown Place) in Section 5, while on the north side, the trees taper off around Willis Avenue.

Photo 31. Bruckner Boulevard Antique and Art District

Lincoln Avenue between East 135th Street and East 134th Street runs two vehicular travel lanes in two directions (north and south), with the opposing lanes divided by a double yellow line. The southbound lanes are undivided, and measure 30' 5" wide together. The northbound lanes are divided by a dashed white line, with the westernmost lane measuring 11 feet wide, and the easternmost lane measuring 19 feet wide. The western sidewalk is 20' 4" wide, while the eastern sidewalk is 19' 10" wide.

South of East 134th Street, the west sidewalk along Lincoln Avenue narrows to 15' 5" wide. The two southbound vehicular travel lanes are separated by a white dashed line along this segment, with the westernmost lane measuring 24 feet wide, and the easternmost lane measuring 11' 5" wide. There are frequently cars double parked along the western side of Lincoln Avenue between East 135th and East 134th Streets.

Lincoln Avenue between Bruckner Boulevard and East 132nd Street runs two ways, with no vehicular lane markings and parking on both sides. Parking on the east side of Lincoln Avenue is perpendicular. The roadbed on Lincoln Avenue is 60 feet wide, with sidewalks that are 20 feet wide on both sides. About halfway down the block toward East 132nd Street, a large driveway curb cut leads cars to a parking area on the west sidewalk for "Atlantic Bell Managers." This parking area does not diminish the width of the sidewalk, however, because it is recessed further west from the established building line to its north. At the southern end of Lincoln Avenue to the east is the entrance to the Harlem River Intermodal Rail Yard, a large multi-modal freight and waste transfer center owned by the New York State Department of Transportation and leased to the Galesi Group, a private development company doing business as Harlem River Yard Ventures. At this spot, Waste Management has a waste transfer station, and the entrance is adjacent to the Lincoln Avenue street end (see Photo 32). Frequent truck traffic and objectionable smells characterize this particular spot. To the northwest of the street end there is a bus parking lot, with consequent bus traffic entering and exiting the facility.

Photo 32. Lincoln Avenue street end

There is a service road south of East 132nd Street which runs through the Harlem River Yard site parallel to East 132nd Street between Willis Avenue and just west of the Triborough Bridge (see Photo 33). The lightly used service road is currently in private use by the tenants of the Harlem River Yard, and is blocked by fencing at its upland access point at Willis Avenue and by a guarded gate at its upland access point at St. Anns Avenue. Public use of this service road could provide a unique opportunity to develop a bicycle/pedestrian travel segment undisturbed by automotive traffic. Photo 34 shows the fence at the end of Willis Avenue that blocks public access to the service road. The fence also blocks access to the currently vacant former New Haven Railroad Passenger building, whose lot is included in the Port Morris rezoning.

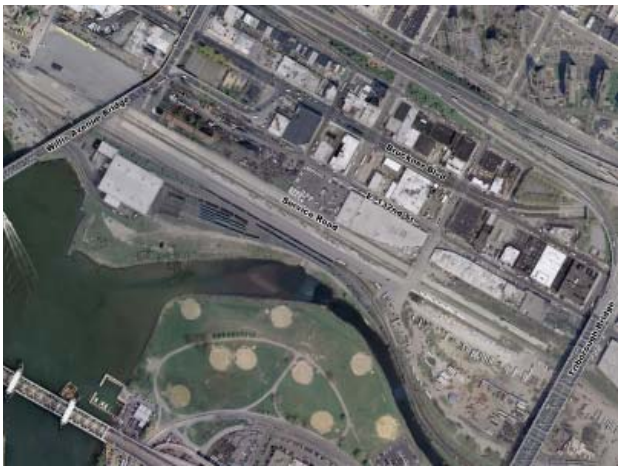

Photo 33. Harlem River Intermodal Rail Yard

Photo 34. Willis Avenue street end

Although East 132nd Street appears as a city street on current zoning and city maps, it is fenced off and blocked by a dumping area and parking lot between Lincoln and Alexander Avenues, used by businesses with frontage on Bruckner Boulevard. East 132nd Street between Alexander Avenue and Willis Avenue appears to be used currently only by area employees for parking or access to jobs near the waterfront. There is also a significant amount of dumped garbage along this segment, including items such as furniture. The cars parked on this segment simply park around the trash. It is an unimproved two-way cobblestone and dirt road, and is 53 feet wide with no sidewalks on either side. The north side of the street is used for perpendicular car parking, and the south side is used for parallel car parking. Cars line the entire length

Photo 35. East 132nd Street between Alexander Avenue and Willis Avenue

of the street on both sides (see Photo 35). If this segment were to be used as a bicycle and pedestrian path, there would need to be extensive rehabilitation of the street and addition of sidewalks on either side.

East 134th Street between Lincoln and Alexander Avenues runs one way eastbound, with parking on both sides of the street. The roadbed on this segment is 30' 7" wide. The sidewalk on the south side of the street is 15 feet wide. There is no sidewalk on the north side of this street segment, just a fence separating the street from a grassy slope up to the elevated Deegan. This segment of East 134th Street is not very busy with traffic, although it leads up to an on-ramp to the Deegan further east.

East 135th Street between Lincoln and Alexander Avenues runs one way westbound, with four lanes of traffic. The roadbed on this segment is 49' 3" wide, with the northernmost lane being 13' 3" wide, and the other three being 12 feet wide each. The northern sidewalk is 14' 4" wide. There are quite a few trees along the north sidewalk, but few streetlights. There is no southern sidewalk, just a fence separating the street from an incline leading up to the elevated Deegan. There is no parking on either side of the street. This segment of East 135th Street is very busy with vehicles coming off the Willis Avenue Bridge and the Deegan. East 135th Street narrows to 3 vehicular lanes west of Lincoln Avenue and further narrows to 2 lanes west of 3rd Avenue, and maintains its busy

traffic through these segments. The north sidewalk also narrows to 7' 6" west of Lincoln Avenue.

Alexander Avenue runs two ways between its street end at East 132nd Street and Bruckner Boulevard. There is one vehicular travel lane in each direction, north and south, with the opposing lanes separated by a double yellow line. Each vehicular travel lane is 25' 6" wide. There is a 25' 3" wide sidewalk along each side of this segment. There are no apparent parking regulations on either side, and the east sidewalk has cars parked on and across it along this entire segment. There is a security gate and a sign which reads "road closed" at the end of Alexander Avenue, which is an entrance to the Harlem River Yards.

East 136th Street east of 3rd Avenue has one eastbound vehicular travel lane, with a 34 foot wide roadbed. The south and north sidewalks along this segment are 12' 7" wide each. Buses frequently park and idle on both sides of this street, and the Bx21 and Bx32 buses have stops here.

Where East 137th Street intersects with Lincoln Avenue and 3rd Avenue, there is a well maintained park named Graham Triangle, with trees, flowers, benches and a monument in the middle.

A short segment of East 137th Street connects 3rd Avenue to the calmer Lincoln Avenue at the south end of Graham Triangle. This segment of East 137th Street has one southeast-bound vehicular travel lane which is not heavily trafficked, is quite wide (25' 9"), is adjacent to the wide Graham Triangle on its north side, and has a wide sidewalk on its south side.

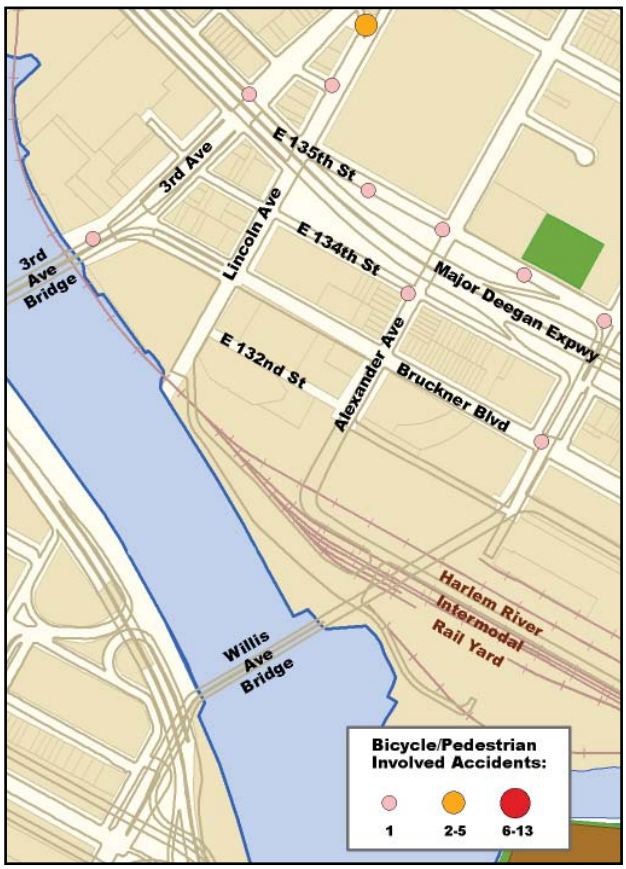

Figure 17. Section 4 bicycle and pedestrian involved accidents, 2001-2003

Figure 18. Section 5 map

Section 5: Willis Avenue Bridge to Triborough Bridge

Section 5: Streets, Current Waterfront Access and Bicycle and Pedestrian Facilities

Currently, access to the Willis Avenue Bridge's northwest bicycle and pedestrian path is accessible via a ramp at the intersection of Willis Avenue and East 134th Street on the northwest side of the bridge. There is also a staircase leading to the path from the northwest Willis Avenue extension at Bruckner Boulevard. The northwest and southeast bridge paths are 7 feet wide, but vary in width. The southeast bridge path is accessible from a ramp which runs alongside a bridge off-ramp and intersects with Bruckner Boulevard about 2/3 of the way between Willis Avenue and Brown Place.

Vehicles run one way northeast-bound on the Willis Avenue Bridge, then exit onto the northwest-bound East 135th Street lanes toward a Deegan on-ramp, or onward onto East 135th Street. There is no marked crosswalk across the northwest intersection of East 135th Street and the Willis Avenue bridge off-ramp, or across the Willis Avenue Bridge off-ramp itself (see Photos 36 and 37). There is a signalized crossing across the southeast intersection of East 135th Street and Willis Avenue.

Southeast of the intersection of East 135th Street and Willis Avenue, there are traffic lanes for vehicles

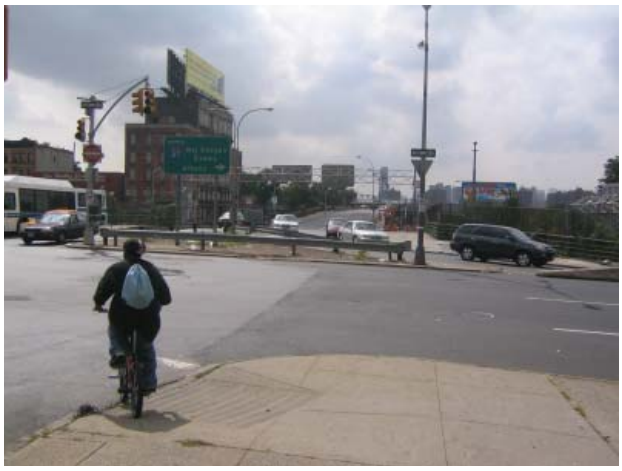

Photo 36. Willis Avenue Bridge bicycle and pedestrian crossings

driving along East 135th Street. At the bridge off-ramp, there are separated lanes for vehicles exiting the bridge and those driving along East 135th Street (separated by raised concrete). In order to cross both these lanes, a bicyclist or pedestrian must currently cross at the crosswalk across East 135th Street on the southeast side of Willis Avenue. However, this side does not connect to any bridge path (because the southeast side bridge path exits at Bruckner Boulevard before Brown Place), so in order to get on the northwest side bridge path, one must cross the lanes exiting the Willis Avenue Bridge (which are not stop controlled and are fast moving) from the southeast side of Willis Avenue somewhere between East 135th Street and East 134th Street. As mentioned above, there are no crosswalks to accommodate this movement. In other words, there are currently no safe crossings dedicated to bicyclists and pedestrians who wish to cross East 135th Street at the foot of the Willis Avenue Bridge to access the bridge's northwest bicycle/pedestrian path, the only path accessible at this intersection. According to the New York City Department of Transportation, the Willis Avenue Bridge is scheduled to be replaced by a newly constructed bridge just southeast of its current location. Construction of the new bridge is scheduled to begin in March, 2007, with an anticipated completion date in March, 2012. A new bicycle/pedestrian path on the northwest side of the bridge is part of the new construction plan. Therefore, any recommendations for the improvement of current Willis Avenue Bridge bicycle and pedestrian access can be considered short-term in nature.

Between the Willis Avenue Bridge off-ramp and Brown Place, Bruckner Boulevard runs two ways, with two vehicular travel lanes in each direction. The roadbed is about 69' 4" wide, separated approximately in half by a double yellow line which delineates the opposing travel lane pairs. There is a sidewalk on each side of the street, and each is 15 feet wide. There is a frequent stream of vehicular traffic exiting directly (without any stop control) from the Willis Avenue Bridge and entering Bruckner Boulevard.

Bruckner Boulevard becomes quite busy around Brown Place. Brown Place between Bruckner Boulevard and East 132nd Street runs two ways, with no vehicular lane markings. The roadbed is 29' 8" wide, with a 15 foot sidewalk on its west side and a 14' 9" sidewalk on its east side. The eastern sidewalk is only half paved, but the lack of paving may be due to construction. This segment of Brown Place is relatively lightly trafficked. Brown Place is

Photo 37. Aerial photograph of access to the Willis Avenue Bridge

Photo 38. Brook Avenue between East 137th Street and East138th Street

cut off north of Bruckner Boulevard by the Deegan Expressway.

Brook Avenue between Bruckner Boulevard and East 132nd Street is a two-way street with opposing vehicular travel lanes separated by a double yellow line. There is parking on both sides of the street. The roadbed on this segment of Brook Avenue is 43' 9" wide, with the northbound lane being 21' 9" wide and the southbound lane being 22 feet wide. The western sidewalk is 18 feet wide, while the eastern sidewalk is 7' 4" wide. The eastern sidewalk is only partially paved. Brook Avenue might be a possible upland connection (it is wide, has low traffic, etc.), although it runs one way southbound further north of this two-way segment (see Photo 38).

In Section 5, East 132nd Street has two-way vehicular traffic with no lane markings and a 35' 7" wide roadbed. The northern sidewalk along East 132nd Street between Brown Place and St. Anns Avenue is 12'6" wide, while the southern sidewalk is 9' 9" wide. There is a large U.S. Postal Service (USPS) facility on the south side of East 132nd Street between Brown Place and St. Anns Avenue. One component of this facility is a large parking lot which is frequently used by postal trucks and USPS employees. East of St. Anns Avenue, truck traffic becomes quite heavy on East 132nd Street due to the intense industrial and manufacturing nature of the surrounding land use. East 132nd Street has cars parked on the sidewalks on both sides of the street between St. Anns and Willow Avenues, almost completely blocking them, as seen in Photo 39. This, combined with relatively heavy truck and car traffic, makes walking down the street intimidating. Frequent use of driveways by delivery trucks along this segment also make it hard to recommend a shared-use path here.

St. Anns Avenue between Bruckner Boulevard and East 132nd Street has two-way vehicular traffic, with one lane in each direction, separated by a double yellow line. The roadbed is 50'6" wide, with the northbound lane measuring 26 feet wide and the southbound lane measuring 24'6" wide. There is parking on both sides of St. Anns Avenue. This segment is relatively busy compared with Brown Place or Brook Avenue south of Bruckner Boulevard, as this segment appears to be the primary route for access to and egress from the aforementioned USPS facility.

The bicycle lanes on each side of St. Anns Avenue begin north of East 135th Street. They run in the direction of traffic on both sides of the street, and are only 4' 5" wide (see Photo 1 on page 12). St. Anns Avenue runs two ways north of East 135th Street, with one vehicular lane in each direction, separated by a double yellow line. The street dimensions on St. Anns Avenue north of East 135th Street are relatively tight. The roadbed is 42' 6" wide, with a 7 foot wide parking lane on the west side; a 7' 6" wide parking lane on the east side; 4' 5" bicycle lanes on both sides; and 9' 10" wide travel lanes on both sides.

Photo 39. East 132nd Street between St. Anns Avenue and Cypress Avenue

Photo 40. Triborough Bridge pedestrian access

There is a sharp incline on East 137th Street, west of its intersection with St. Anns Avenue. There is also a sharp incline on East 138th Street, east of its intersection with St. Anns Avenue.

Bruckner Boulevard splinters off east of St. Anns Place (which is east of St. Anns Avenue), with the less busy, southern branch called East 133rd Street, and the northern branch continuing as the Bruckner Expressway. The East 133rd Street roadbed is 39' 7" wide, with 10 foot wide sidewalks on both sides of the street. The street runs one way eastbound until Willow Avenue, where it becomes two-way. East of Cypress Avenue, East 133rd Street runs along a quiet residential neighborhood.

Cypress Avenue between East 132nd Street and Bruckner Boulevard, on the west side of the Triborough Bridge, runs one way southbound, with a 44 foot wide roadbed, an 18 foot wide west sidewalk and a 14' 6" east sidewalk adjacent to a pedestrian and bike access ramp to the bridge. Cypress Avenue on the other side of the bridge runs one way northbound with an 18' 8" wide roadbed, a 9' 2" wide east sidewalk and a 2' 8" west sidewalk adjacent to stairs that provide access to the bridge. There is no standing allowed at any time on either side of this segment.

As mentioned above, access to the Triborough Bridge bicycle and pedestrian paths is provided on either side of Cypress Avenue. On the east side, the access consists of a set of stairs (not bikeable) that lead to a 9' 10" wide bridge sidewalk (see Photo 40). On the west side, there is a ramp with sharp switchbacks.

East 134th Street east of the Bruckner service road has a wide, 42 foot wide roadbed, and 18 foot wide sidewalks. It is very quiet all the way to Locust Street, with minimal traffic moving on its two-way roadbed. Cars park on both sides of the street.

There is an Amtrak bridge running adjacent to the New York Post building on East 132nd Street, between Willow and Walnut Avenues. The New York Post has erected a barbed-wire fence to the west of the bridge's eastern support columns. There is a dirt road running under the bridge between East 132nd Street and the waterfront, as shown in Photo 41. There are plans to use the area under this bridge for the South Bronx Greenway, as a connection to a planned bicycle/pedestrian bridge to Randall's Island. This plan, developed by the New York City Economic Development Corporation (EDC) in consultation with Sustainable South Bronx and The Point, includes a bicycle and pedestrian route segment along East 132nd Street, between Willow Avenue and St. Anns Avenue. This could be a point of connection to this study's planned route.

Photo 41. Path under Amtrak Bridge towards Randall's Island

Willis Avenue might not be appropriate as an upland connection due to its fast, heavy traffic. North of the Willis Avenue Bridge exits, Willis Avenue is a very busy 2-way street, with 2 marked vehicular travel lanes in each direction, and opposing-flow directions separated by a double yellow line. The northbound lanes are (east to west) 18' 5" and 11' 3" wide. The southbound lanes are (east to west) 11' 5" and 18' 2" wide. The east and west sidewalks are both 20 feet wide. There is parking on both sides of the street. In addition, the Bx15 bus runs along both sides of the street.

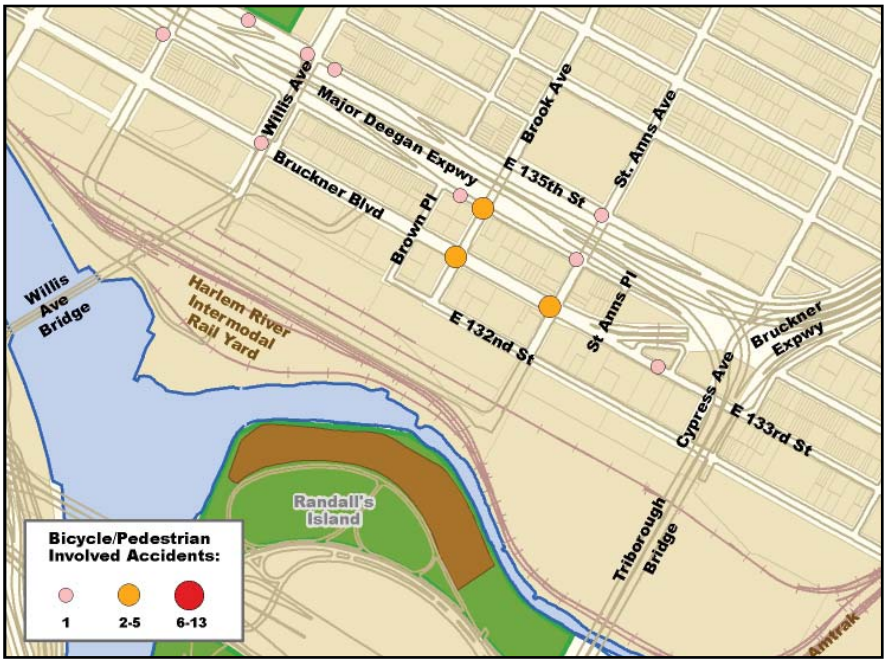

Figure 19. Section 5 bicycle and pedestrian involved accidents, 2001-2003