



Subway Sidewalk Interface

Technical Memorandum V Recommendations - Bronx Edition, 2004

Overview:



The Subway-Sidewalk Interface Project is a joint project of the New York City Department of City Planning (NYCDCP) and the New York City Department of Transportation (NYCDOT). It is funded by a matching city-federal grant under the Transportation Equity Act for the 21st Century (TEA-21), Congestion Mitigation and Air Quality (CMAQ) program.

Pedestrian circulation improvements linked to mass transit access can reduce vehicular congestion and improve air quality. Focusing on the areas where the subways meet the street, the project aims to encourage mass transit use by improving pedestrian and vehicular circulation around the entrances to subway stations. The type of improvements recommended to relieve congestion and improve security and safety may include signage, lighting, signal timing adjustments, pavement markings, corner clearances, and curb line changes where necessary. Thirty sites throughout the Bronx, Brooklyn and Queens have been selected.

The ten stations selected in the Bronx are: 231st Street (1); 233rd Street (2/5); Burnside Avenue (4); Fordham Road (B/D); Gun Hill Road (5); Gun Hill Road (2/5); Parkchester/East 177th Street (6); Pelham Parkway (5); Pelham Parkway (2/5); and Third Avenue/149th Street (2/5). This Bronx edition of the Recommendations Report has been preceded by a series of technical memoranda on station selection, literature review, existing conditions, and issues and opportunities. Recommendations reports for Brooklyn and Queens will follow.

The Bronx Recommendations Report includes the following highlights.

- The report recommends that safer areas be created for pedestrians waiting for buses at stations where a bus line runs underneath an elevated subway line and its support columns fall in the roadbed. In these instances, pedestrians must often load and unload buses from the inner travel lane because the buses are unable to maneuver between the support columns and pull up to the curb. The report recommends the installation of neckdowns to address this condition. A neckdown extends the curb near the intersection, at the bus stop, to meet the columns in the roadway, providing a safe area in which to wait for, board, and exit the bus. As a result, NYCDOT has begun to test neckdowns and pedestrian refuge islands at 48 sites throughout the city.
- At the Hub, the report recommends closing a portion of Willis Avenue to better integrate Roberto Clemente Plaza with the surrounding streetscape and provide seamless intermodal transfers for subway and bus passengers. The expanded Plaza would provide for improved urban design, landscaping, and pedestrian amenities at the site, complementing work being done by the Economic Development Corporation in this area of the Bronx.
- At Parkchester, the report identifies cost-effective measures that would improve the operation of the Hugh J. Grant Circle by realigning the curbs to the west of the station so that it is geometrically more circular, and by channelizing traffic into a series of right turn only lanes. Extending some of the curbs along the west side of the Circle and the installation of a new crosswalk and traffic signal will result in improved pedestrian access to the subway station entrance, which is located at the center of the circle.

Report:

The report is also available as one [complete document](#) (📄 2.1 MB).

Related Notes

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