Background:
New Parkland and Pedestrian/Bicycle Paths on the Harlem River

High Bridge
New pedestrian and bicycle connection over river to Manhattan
Opening 2014

Bridge Park
New waterfront park with path connecting to Roberto Clemente State Park
Opening Pending

Roberto Clemente State Park
Potential for expanded use and connectivity
Transportation Context: New Pedestrian and Bicycle Connections

**Bridge Park and Roberto Clemente To the North**
- University Heights
- Bronx Community College
- Fordham

**High Bridge To Manhattan**
- Highbridge Park and Pool
- Washington Heights/Inwood
- Harlem River Speedway
- Bike Routes to Harlem and Central Park
- GWB to NJ

**High Bridge To Bronx**
- Yankee Stadium
- The Hub
- Croton Aqueduct
- Bronx Zoo/Botanic Garden
- Pelham Bay Park/Orchard Beach
Project Overview:

Access to High Bridge
1. **Visibility:** W 170th Street Corridor
2. **Safety:** Crossing E L Grant Hwy
3. **Network:** Creating Direct Bike Connections

Integrating the Waterfront
1. **Connectivity:** *Linking the Neighborhood and the Waterfront*
   - University Ave/Undercliff Ave
   - Depot Place
2. **Access:** *Creating a Temporary Greenway Along Waterfront*
Access to High Bridge

Issues Overview

(1) Visibility:
W 170th St Corridor

(2) Safety:
Crossing E L Grant Hwy on W 170th St

(3) Network:
Creating Direct Bike Connections
Access to High Bridge—Visibility

Existing Conditions

W 170th St at Ogden Ave, facing west

Ogden Ave to High Bridge

- Entrance to High Bridge not visible
- No visual connection to/from commercial corridor
- Low vehicular volumes: WB 175/EB 199
  (east of Ogden Ave: WB 580/EB 511)
Access to High Bridge—Visibility
Existing Conditions

University Ave at W 170th St, facing south

University Ave at W 170th St
Entrances to High Bridge not visible
Access to High Bridge—Visibility
Proposed Solution: Complete Streets Gateway to High Bridge

Ogden Ave to High Bridge
One-way conversion creates space for pedestrian and bicycle improvements
• Painted neckdowns
• Contraflow bike lane/shared lane

Ogden Ave to E L Grant Hwy
• Shared lanes – wayfinding
Access to High Bridge—Visibility
Proposed Solution: Complete Streets Gateway to High Bridge

Ogden Ave to High Bridge
One-way WB conversion creates space for pedestrian and bicycle improvements
- Painted neckdowns
- Potential for planters (maintenance partner)
- Contraflow bike lane

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W 170<sup>th</sup> St—Ogden Ave to University Ave

**EXISTING**

- South Sidewalk
  - 17’ Combined Parking/Moving Lane
  - 17’ Combined Parking/Moving Lane
  - 34’

**PROPOSED**

- South Sidewalk
  - 8’ Parking Lane
  - 5’ Shared Lane
  - 13’ Parking Lane
  - 8’

- North Sidewalk
Access to High Bridge—Visibility
Proposed Solution: Complete Streets Gateway to High Bridge

University Ave between W 170th St and High Bridge Ramp Entrance
- Open up curb and sight lines in front of Bridge entrance
- Removal of 5 parking spaces
- Wayfinding – green paint highlights unique destination
- Allows contraflow bike connection from High Bridge to W 170th St
Access to High Bridge: Visibility
Proposed Solution: Wayfinding Signs

WalkNYC Wayfinding
- Community Workshop, February 2014
Access to High Bridge—Safety
Existing Conditions

Intersection with E L Grant Hwy
- Complicated 5-leg intersection
- Excess roadway width
- Long crossing distances
Access to High Bridge—Safety
Proposed Solution: Pedestrian/Bicycle Crossing Enhancements

Painted Neckdowns
- Shorter crossings
- Better visibility

Bike Box
- Safer left-turn for NB cyclists
Access to High Bridge—Network
Existing Conditions

W 170th St
- Not direct route to/from north
- Steep hill

University Ave
- Direct route
- One-way/Two-way change
- No legal left turn onto E L Grant Hwy to continue north

University Ave at Merriam Ave, facing north – change from one-way to two-way
Access to High Bridge—Network
Proposed Solution: Bike Connection on University Ave

University Ave—High Bridge to Merriam Ave (One-way Section)

EXISTING

25'
Combined Parking/Moving Lane

33'

PROPOSED

7'
Parking Lane
12'
Shared Lane
5'
Parking Lane
9'

East Sidewalk

West Sidewalk

Plaza St, Brooklyn
Access to High Bridge—Network
Proposed Solution: Bike Connection on University Ave

University Ave—Merriam Ave to E L Grant Hwy
(Two-way Section)

**EXISTING**

East Sidewalk

16’
Combined Parking/Moving Lane

16’
Combined Parking/Moving Lane

32’

West Sidewalk

**PROPOSED**

East Sidewalk

16’
Combined Parking/Shared Lane

16’
Combined Parking/Shared Lane

West Sidewalk
Access to High Bridge—Network
Proposed Solution: Bike Connection on University Ave

Curb extension with Two-way Bike Path
enables cyclists to use signal and continue northbound
Integrating the Waterfront
Issues Overview

(1) Connectivity:
Linking Neighborhood and Waterfront
- Undercliff Ave
- University Ave
- Crossing at Depot Pl

(2) Access:
Creating Temporary Greenway Along Waterfront
Integrating the Waterfront—Connectivity

Existing Conditions

University Ave at W 170th St, facing south

Undercliff Ave at Sedgwick Ave, facing north
Integrating the Waterfront—Connectivity
Proposed Solution: Bike Connection from Waterfront

**University Ave—W 168th St to W 170th St**
- Shift parking from west to east curb
- Curbside bike lane
- Shared lanes on W 168th St, W 167th St, Sedgwick Ave to complete connection
Integrating the Waterfront—Connectivity
Proposed Solution: Bike Connection to Waterfront

**EXISTING**

- Combined Parking/Moving Lane
- 35’

**PROPOSED**

- Moving Lane
- Parking Lane
- 6’

**Undercliff Ave—Boscobel Pl to Sedgwick Ave**

- Remove parking on west curb (approximately 25 spaces)
- Curbside bike lane
- Shared lane on Boscobel Pl

Christopher St, Manhattan
Integrating the Waterfront—Connectivity

Existing Conditions

Depot Pl at Sedgwick Ave, facing west

Stairs from High Bridge

No Crossing to Depot Pl
Integrating the Waterfront—Connectivity
Proposed Solution: Gateway to the Waterfront at Depot Pl

Gateway to Waterfront
- Pedestrian actuated signal
- New crosswalk
- Bike path

Depot Pl and Sedwick Ave, facing south
Integrating the Waterfront—Access

Existing Conditions

**Exterior St, facing north**

- Roadway along waterfront connects to Bridge Park

**Depot Pl, facing south**
Temporary Greenway Path
- Gateway treatment
- Roadway repairs
- Markings to designate pedestrian and bicycle space, while maintaining vehicular access as needed
Summary of Project Benefits

- Enhanced visibility of High Bridge entrance
- W 170th St as clear pedestrian and bicycle route connecting High Bridge to commercial corridor and transit
- Safer crossing for pedestrians and cyclists at E L Grant Hwy
- Improved connections to existing bicycle network
- New bike routes connecting High Bridge and neighborhood to waterfront
- Safe crossing to Depot Pl
- Half-mile of temporary greenway path along waterfront connecting to Bridge Park and Roberto Clemente State Park
Questions?

Thank You