Background

Safety Goals
- Improve safety and visibility
  - Safer crosswalks
  - Simplified intersections
  - Tame traffic
- Enhance access to Harlem River Park

Harlem River Park Gateway Project Area 2004-2009

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Avg Inj/Yr</th>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>30</td>
<td>6</td>
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<td>Bicyclist</td>
<td>7</td>
<td>1.4</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>171</td>
<td>34.2</td>
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<tr>
<td>Total</td>
<td>210</td>
<td>41.6</td>
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Fatalities (2004-2008)
1 Motor Vehicle Occupant
1 Pedestrian

*Intersections Included:
135th and Madison, 135th and 5th, 136th and 5th, 137th and 5th, 138th and 5th, 139th and 5th, 141st and 5th, 142nd and 5th

Injury Report
Park Access Points

- 135th Street
- 139th Street
- 142nd Street
- Harlem River Park

Harlem River Park

142nd Street

Madison Avenue

5th Avenue
Harlem River Park Timeline

- 2001 – Harlem River Park Task Force founded
- 2002 – Completed Phase I (132nd – 138th)
- 2009 – Task Force & Transportation Alternatives present safety improvements to CB 11
- 2009 – Completed Phase II (138th – 142nd) & Phase III (142nd – 145th)

Proposed Safety Improvements
- 2010 – DOT improves access to newly completed park

54,000 sq. ft of new park space
Quick Project Toolkit

- Pavement markings
- Signal timing
- New signage
- Painted and/or textured surfaces
- Concrete islands
- Flexible delineators
1. 142\textsuperscript{nd} Street and Fifth Avenue

2. 138\textsuperscript{th} and 139\textsuperscript{th} Streets at Fifth Avenue

3. Fifth Avenue Corridor

4. 135\textsuperscript{th} Street and Madison Avenue
1. 142\textsuperscript{nd} Street and Fifth Avenue

2. 138\textsuperscript{th} and 139\textsuperscript{th} Streets at Fifth Avenue

3. Fifth Avenue Corridor

4. 135\textsuperscript{th} Street and Madison Avenue
142nd and Fifth Ave - Existing

- Barrier blocks sight lines
- Poor access to park entrance
- Confusing intersection
- No barrier to highway
- Park Access
142nd and 5th Existing – Proposed
142nd and 5th - Proposed Safety Improvements

- Striped area to improve driver visibility
- Build gravel sidewalk extension w/ flexible delineators
- Add fence to jersey barrier
- Add new crosswalk
- Clears pedestrian path to park ramp

142nd Street – View South
1. 142nd Street and Fifth Avenue

2. 138th and 139th Streets at Fifth Avenue

3. Fifth Avenue Corridor

4. 135th Street and Madison Avenue
Illegal right-turns on red threaten pedestrians

Existing Greenstreet

Park access

Long crosswalks

Fifth Avenue – view south

138th Street – view west

138th and 139th at 5th - Existing

138th and 139th at 5th - Existing
138th and 139th at 5th Existing

Savoy Park

Path to Park

Post Office

Existing
138th and 139th at 5th – Proposed Safety Improvements

- Build median
- Improve signage to reduce illegal right-turns on red
- Expand Greenstreet
- Build sidewalk refuge
- Match # of lanes with traffic volumes
- New islands added based on input from CB10

Proposed

Path to Park
138th and 139th at 5th – Proposed Safety Benefits

- Improved access to park entrance
- Safe refuge for pedestrians + encourages bridge traffic to obey yield-to-pedestrian laws
- New crosswalk w/pedestrian signals
- Signs to reduce illegal right-turns on red
- Tamed traffic
- Shortened crosswalks

Path to Park

Proposed Structures

Tamed traffic

Post Office
Crossing Fifth Ave: 49 seconds
Plus 10 seconds pedestrian-only, no traffic

Crossing 138th St: 31 seconds
1. 142nd Street and Fifth Avenue

2. 138th and 139th Streets at Fifth Avenue

3. Fifth Avenue Corridor

4. 135th Street and Madison Avenue
Fifth Avenue Corridor Proposal

Improves S/B lane alignment at 5th Ave and 132nd St

Calms traffic, maintains parking + lanes consistent with blocks to north + south
1. 142nd Street and Fifth Avenue

2. 138th and 139th Streets at Fifth Avenue

3. Fifth Avenue Corridor

4. 135th Street and Madison Avenue
135th and Madison - Existing

135th Street view east

Madison Avenue Bridge view north

NW corner view south

135th Street view west
135th and Madison - Existing

Long crosswalks

Park access

Madison Avenue Bridge

135th Street

Service Road

Madison Avenue

80'

60'

100'
135th and Madison

Turning conflicts
135th and Madison

Navigating Traffic
135th and Madison

Pedestrian waiting in traffic
135th and Madison - Existing
135th and Madison: Wide intersection

- Poor alignment

- Path to Park

- Riverton Square

- Lincoln Houses

- E 135 ST
135th and Madison – Proposed Safety Improvements
135th and Madison – Proposed Safety Improvements

Concrete curb extensions

Consolidate bus stop w/ 5th Ave

New pedestrian islands

Color coated curb extension w/bollards

Reverse street direction

Path to Park
New plantings

Islands provide safe crossing

Shorter crosswalks

Improves drop-off/pick-up access to Riverton Square

Path to Park
One-Way Reversal Access

- Circulation maintained
- Service road reversed
- New service road direction
Improved Emergency Access to Riverton Square for Fire Department and Ambulances

Service road reversed
New service road direction

June 28, 2010 – FDNY Approval
September 9, 2010 – OEM Approval
- Improves safety and visibility
  - Safer crosswalks
  - Simplified intersections
  - Tames traffic
- Enhances access to Harlem River Park
Proposal Summary

Park Triangle: Fifth Avenue at 142nd Street
1. Shorten crosswalks adding colored road surface & flexible delineators

Madison Avenue Bridge Exits at 138th and 139th Streets
1. Add median between 138th and 139th
2. Expand safety island on west side
3. Build out the channelization in the crosswalk southeast of bridge

Fifth Avenue between 135th and 132nd Street
1. Restripe the road to maintain consistency with the number of lanes feeding into it, lessens pedestrian exposure to traffic

Madison Avenue Bridge Entry/Exit at Madison Avenue & 135th Street
1. Shorten crosswalks and tighten intersection:
2. Add two safety extensions each in east + north crosswalks for refuge + island in south crosswalk
3. Reverse service road north of Harlem River Drive exit from westbound to eastbound
4. Consolidate two bus stops on one block for Bx33 eastbound
5. Simplification allows more Walk time