

# Hudson River Greenway Access

On Riverside Drive north of West 181<sup>st</sup> Street



Fall  
2011



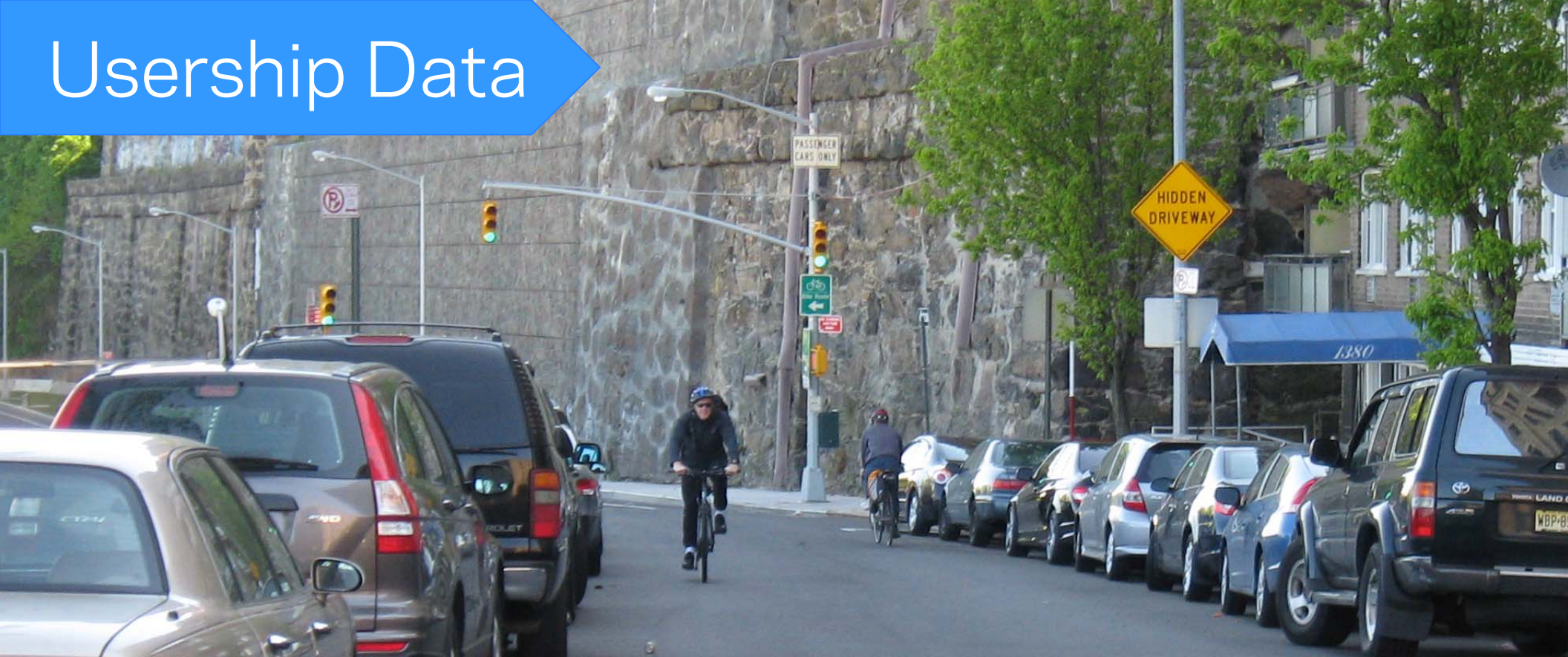
# Project Background



- Ped/bike bridge is the only access to greenway between 158<sup>th</sup> St and Dyckman St
- High bicycle and pedestrian use
- Cyclists existing greenway ride against traffic to West 181<sup>st</sup> St
- Motorists travel against traffic to avoid getting on parkway
- No curb ramps at pedestrian bridge
- Signal actuation does not function consistently
- CB 12 resolution asked DOT to address this issue



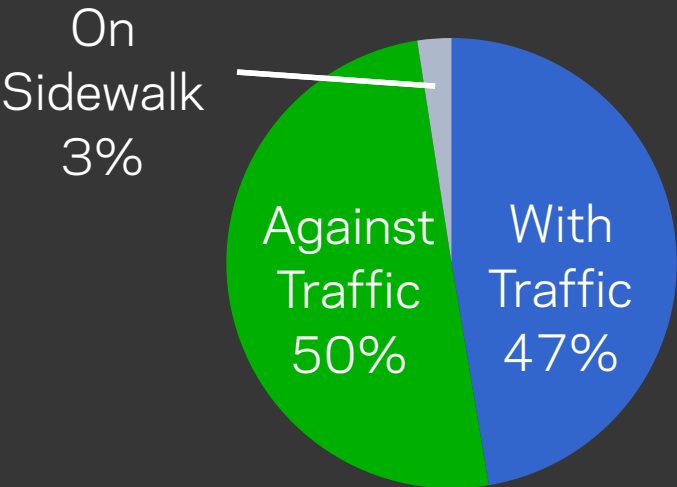
# Usership Data



12-HOUR WEEKEND COUNTS  
MAY 21, 2011  
7AM - 7PM

	Number of People Using Pedestrian/Bicycle Bridge
Bicycles	1189
Pedestrians	1078

Cyclists On Riverside Drive between  
181<sup>st</sup> St and Bridge



Source: ATI Data

## Proposed Connection to On-street Network







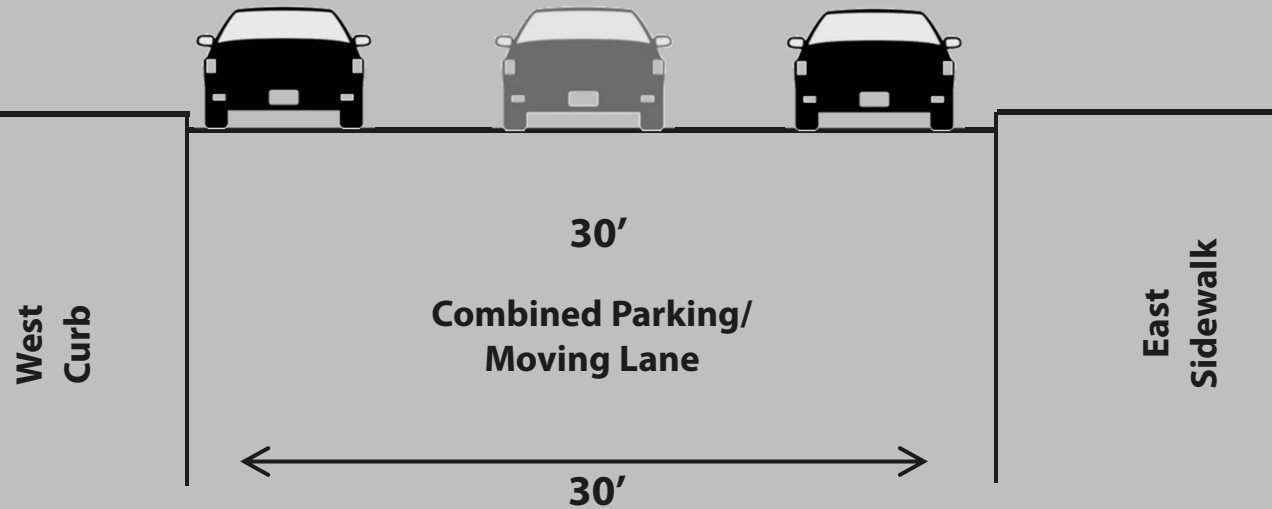
Existing  
Conditions –  
Riverside Dr

# Proposed Improvements

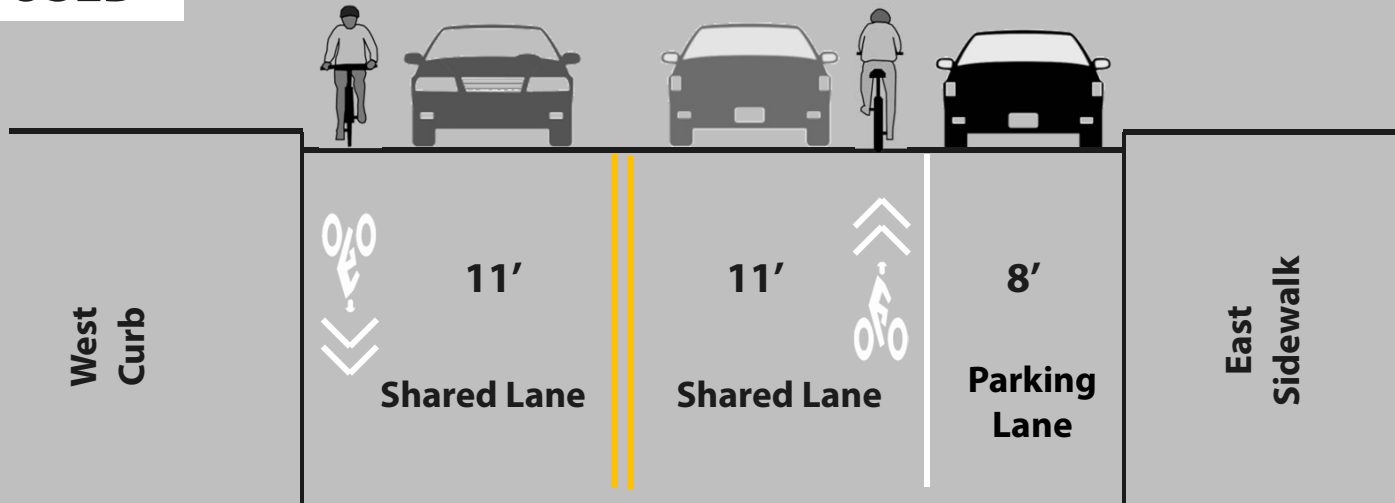
- Conversion from one-way to two-way street
- Removal of 11 parking spaces on west side of street
- Installation of shared lane markings and signs for cyclists on Riverside Drive and West 181<sup>st</sup> Street to connect to Fort Washington Avenue bicycle lanes
- Installation of curb cuts on at crosswalk to bridge
- Installation of new signal controller to standardize and reduce the time to activate walk signal

# Proposed Configuration - Riverside Drive

## EXISTING



## PROPOSED





# Example of Shared Lane Markings



Example of  
Shared Lane  
Markings -  
Vanderbilt Ave  
Brooklyn



# Project Summary

- New design will improve safety for all roadway users
- Two-way street will accommodate motorists and cyclists heading southbound
- Shared lane markings and signs will establish designated bike route and improve safety for cyclists
- New curb cuts will better accommodate bicycles, wheelchairs, and strollers
- Signal adjustment will improve safety for pedestrians

Questions?

**Thank  
You**