NYC Parks

RECONSTRUCTION OF BUS STOPS AND PERIMEMETER SIDEWALKS ON RIVERSIDE DRIVE

From West 97th Street to West 129th Street in Riverside Park,
Borough of Manhattan

LPC Review
August 9th, 2016
Quennell Rothschild & Partners

GOALS

- Improve pedestrian safety at bus stop locations
- New ADA-compliant bus access
- New paved bus loading areas
- New paved sidewalks
- Repair uneven paving & curbs
- Update bus stops locations
- Replace historic paving details at monuments
- Repair landscape areas adjacent to bus stops

TOTAL BUDGET: $1.875 million
TEA 21 1.5 M Federal Grant, $375 local match DPR/DOT

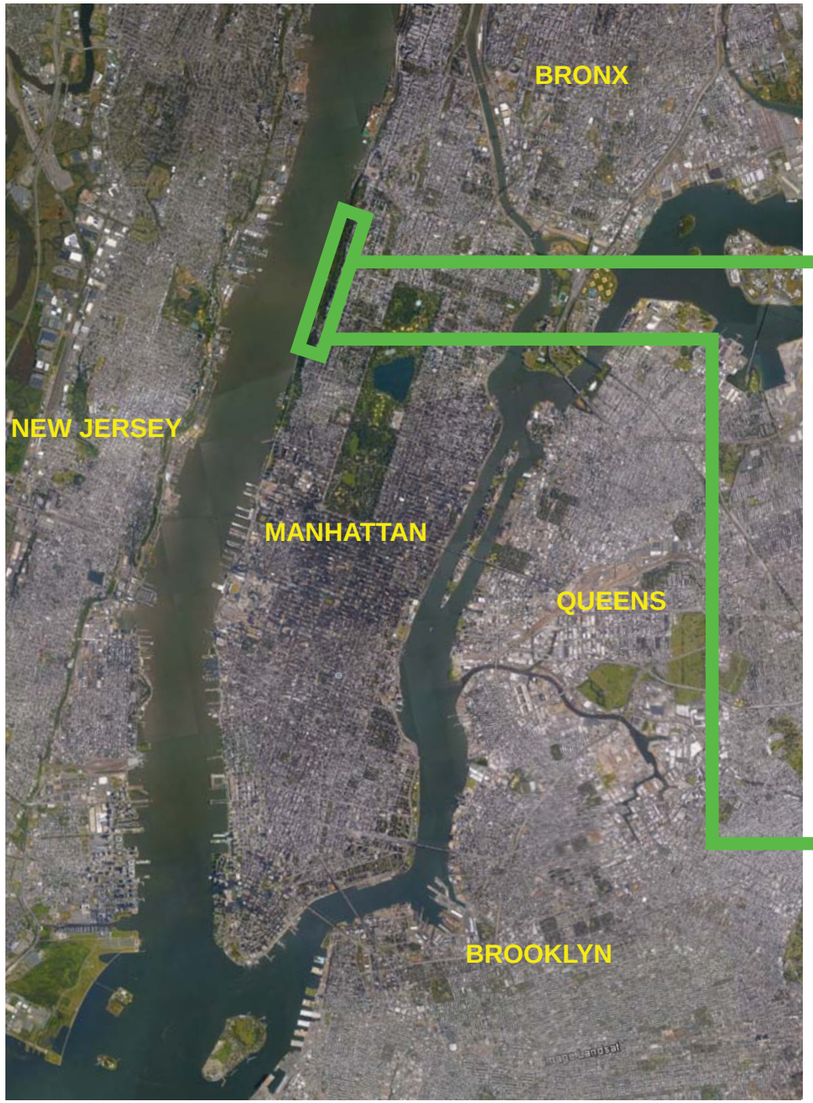
PROJECT SIZE: 0.85 acres

Scope meeting was held on July 15th, 2015 and attended by NYCDPR, Quennell Rothschild and Partners, CB7 and CB9.

COMMENTS FROM SCOPE MEETING:

The group physically surveyed sites between 100 St. and 108th St. and reviewed design drawings of the remaining sites. Their biggest concerns for bus stop improvement design include:

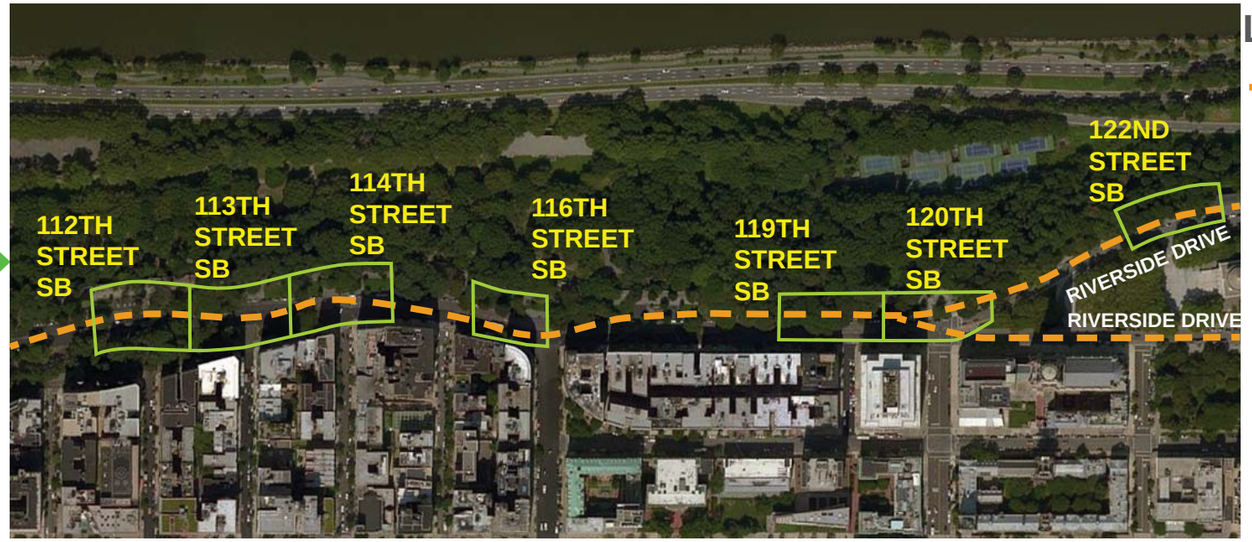
- Repair of dangerous tripping hazards at bus stops and on approaches to bus loading areas including settled and broken pavement and curbs.
- Remove bus stops from areas where they overlap with pedestrian crosswalks.
- Design in keeping with surrounding monument paving and views.
- Adding ADA access at each of the bus stops in the project area including ADA ramps at crosswalks and paved access to bus loading areas.
- Minimize parking area removal at bus bump-outs.
- Provide safe vehicular navigation around stopped buses.



Borough

0’ 10000’

N



Neighborhood

0’ 500’

N

LEGEND

Riverside Dr.

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RIVERSIDE DRIVE BUS STOPS | Project Location

FREDERICK DOUGLASS PLAYGROUND
playground, soccer field, basketball field

STRAUS PARK
community garden

WEST 111TH ST PEOPLE'S GARDEN
community garden

SAKURA PARK
community garden

RIVERSIDE PARK
waterfront park

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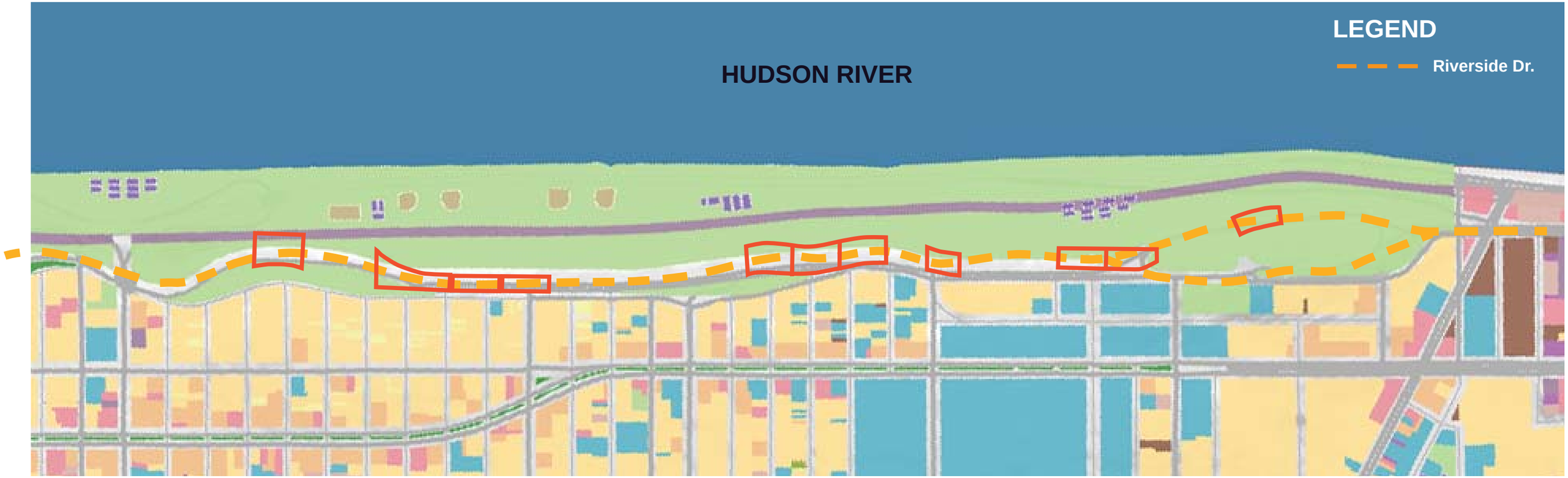
RIVERSIDE DRIVE BUS STOPS | Neighborhood Context

N



LEGEND

- 1 and 2 Family Residential
- Multi-family Residential
- Mixed Use
- Outdoor Recreation
- Commercial
- Institutional
- Industrial
- Parking
- Transportation/Utilities
- Vacant Lots

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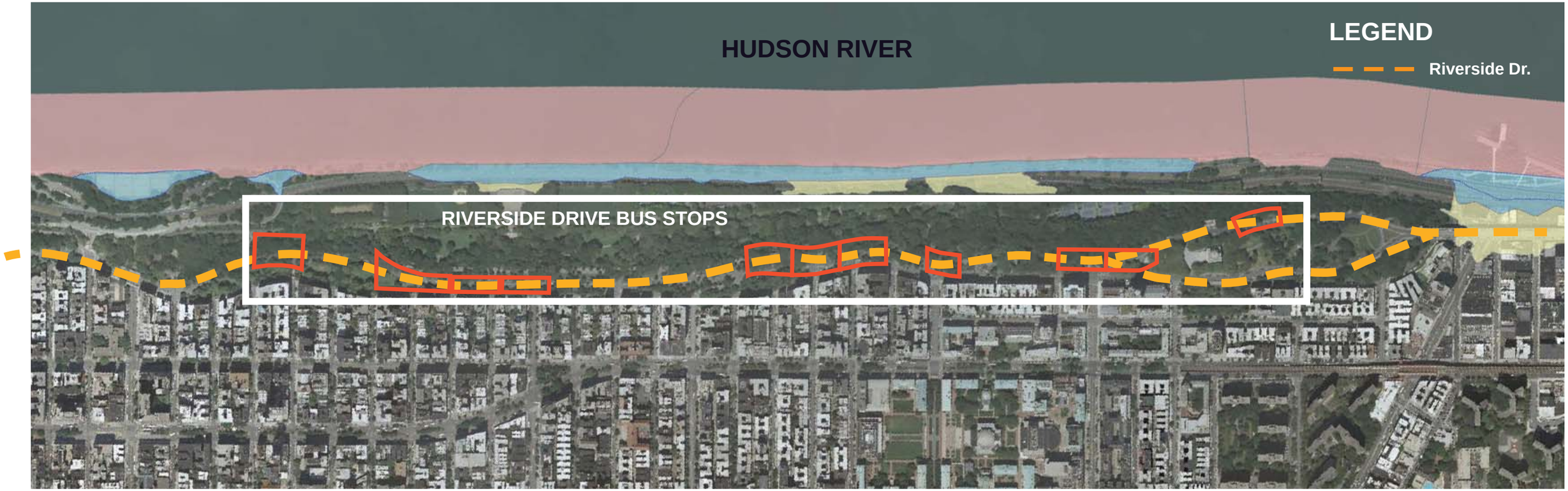
RIVERSIDE DRIVE BUS STOPS | Land Use

N



LEGEND

- 100 Year Flood Zone
- 100 Year Flood Zone with Velocity Hazard
- Outside 500 Year Flood Zone

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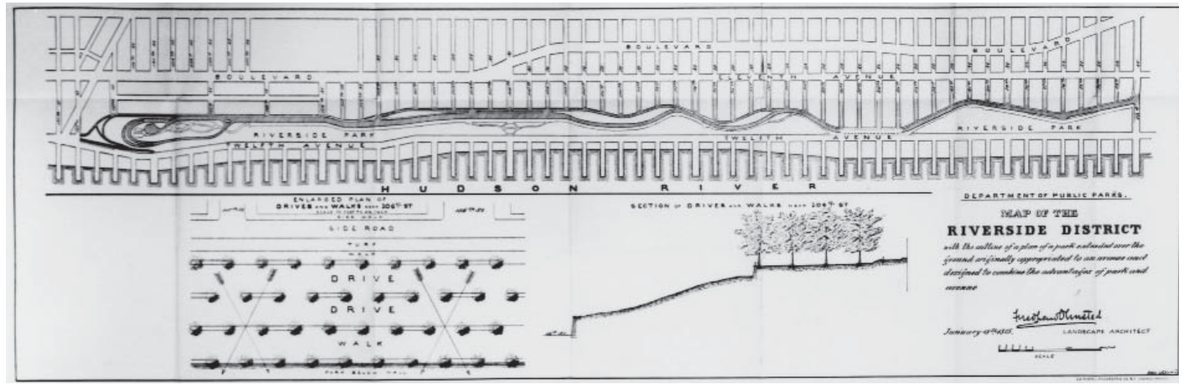
RIVERSIDE DRIVE BUS STOPS | Flood Risk

N

Clockwise from Left: Reconstruction c. 1934, Postcard c.1915, Schematic Plan by Frederick Law Olmsted,1875



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RIVERSIDE DRIVE BUS STOPS | Historic Images

Bus Stop clearance too short. Stopped bus blocks crosswalk

Bus loading area settlement

Pavement heaving & settlement

Curb heaved and cracked

Pavement settlement

No ADA access to loading area

Existing Raised Bus Platform looking East

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Existing tree inhibits bus stop extension

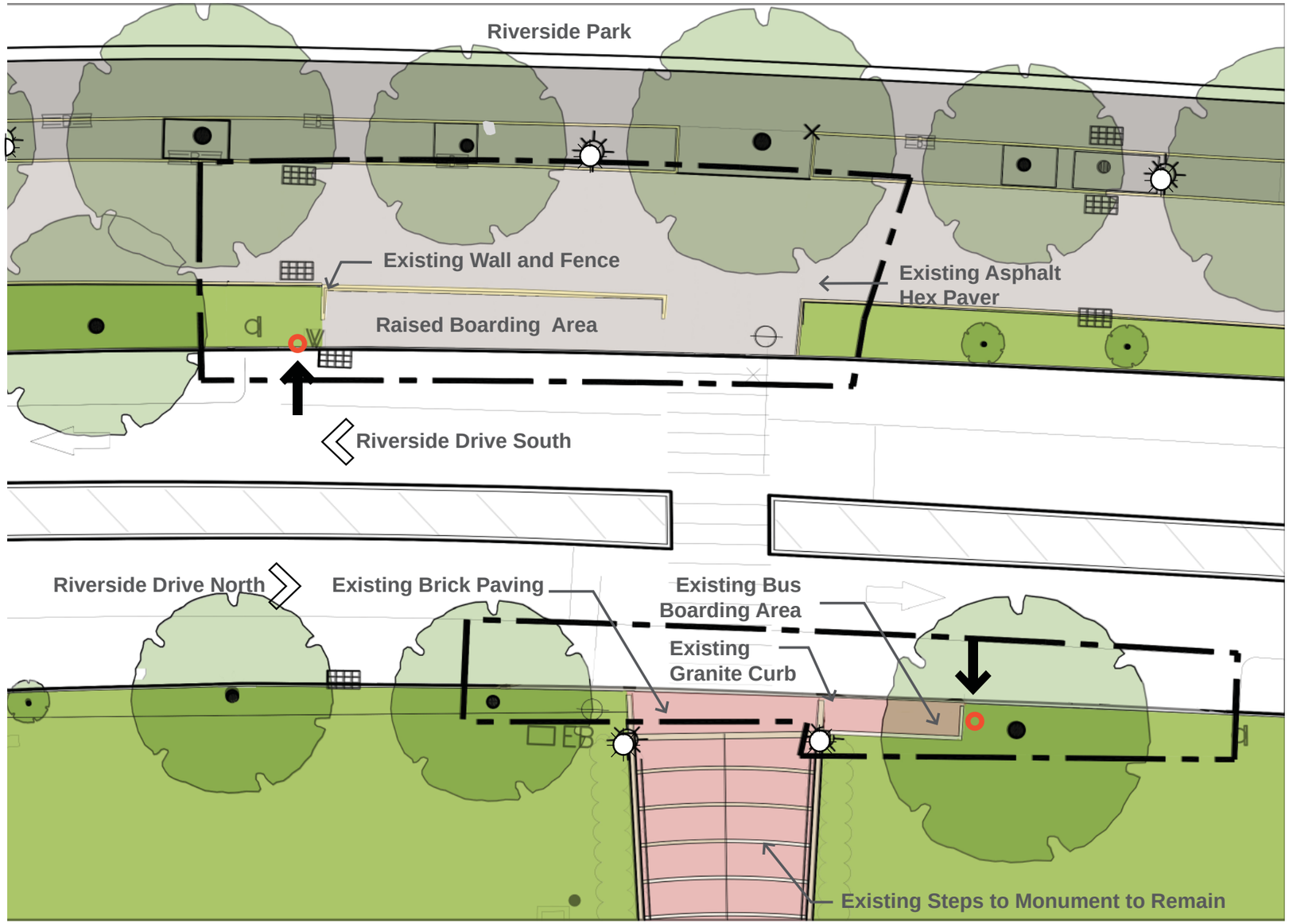
Bus stop clearance too short. Stopped bus blocks crosswalk

Bus stop impacts historic monument

Existing traffic pole

No ADA accessible ramp

Existing Bus Stop at Monument & Existing Tree



LEGEND

- Project area
- Exist. Bus Stop
- Existing Tree
- Proposed Tree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt Block - Existing
- Concrete Paving/Curbs
- Brick Paving - Existing
- Granite Paving/Curbs
- Paving Various

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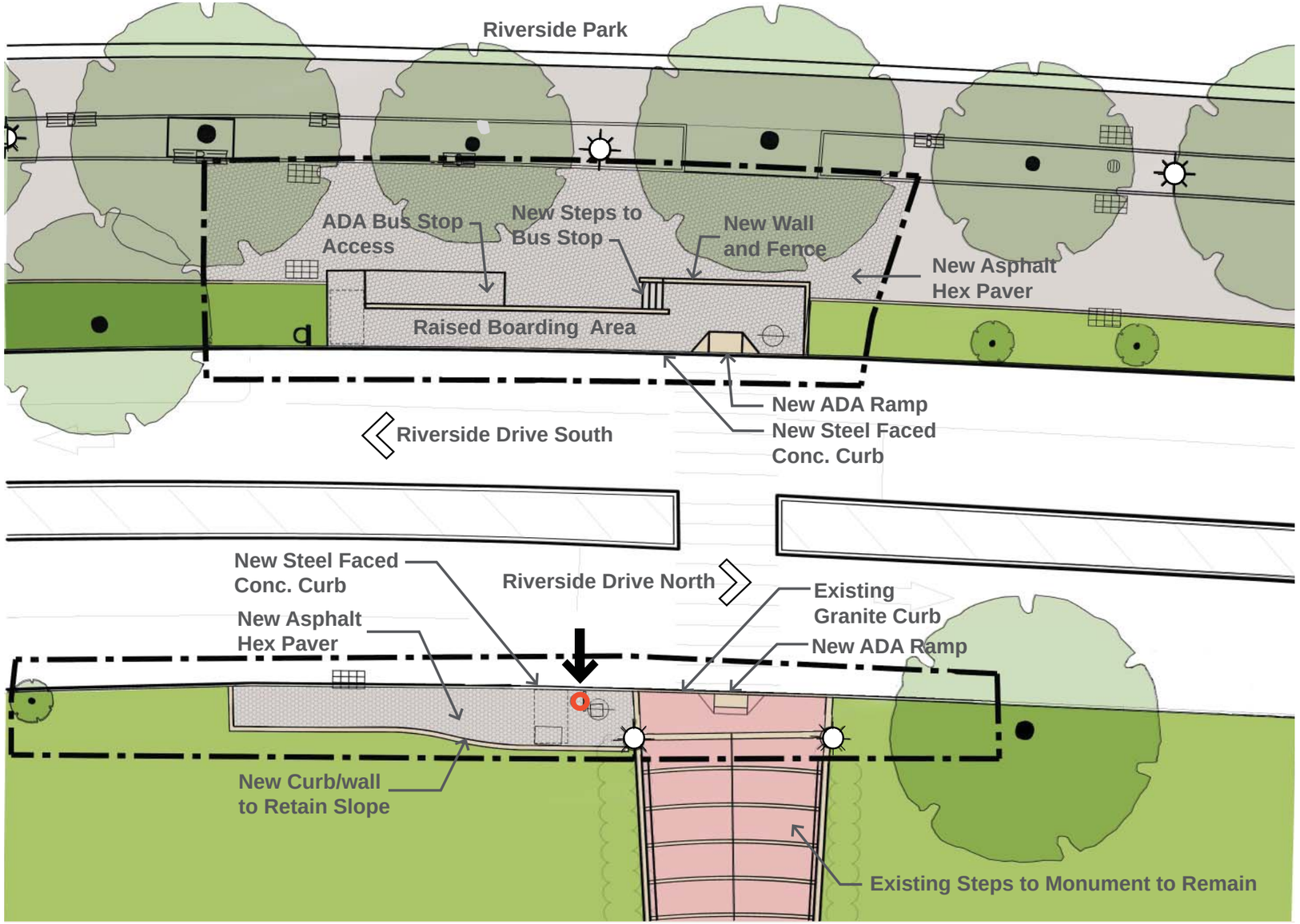
RIVERSIDE DRIVE BUS STOPS | Existing Plan - 100 St. Northbound & Southbound

N

0’ 20’ 40’



LEGEND

- Project area
- 8' x 5 DOT Alightng Area
- New Bus Stop
- Existing Tree
- Proposed Tree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt Block - Existing
- Asphalt Block - New
- Concrete Paving/Curbs
- Brick Paving - Existing
- Granite Paving/Curbs
- Paving Various

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RIVERSIDE DRIVE BUS STOPS | Schematic Plan - 100 St. Northbound & Southbound

N

0' 20' 40'

Bus stop to be relocated

Trees located in proposed new sidewalk zone

Curbs heaved and cracked

Pavement settlement

Non-standard ADA ramp

Existing Raised Bus Platform looking West

Non-standard
ADA ramp

Path width varies

Bus stop clearance
too short
Stopped bus blocks
crosswalk

Curb heaving
and cracking

Existing Bus Stop Boarding Area

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Catch basin to be relocated

Planted median stops short of crosswalk and provides no pedestrian protection

Crosswalk provides no safe stopping zone for pedestrians during dual road crossing

View of Planted Island on South side of Intersection

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Crosswalk provides no safe stopping zone for pedestrians during dual road crossing

Planted median stops short of crosswalk and provides no pedestrian protection

View of Planted Island on North side of Intersection

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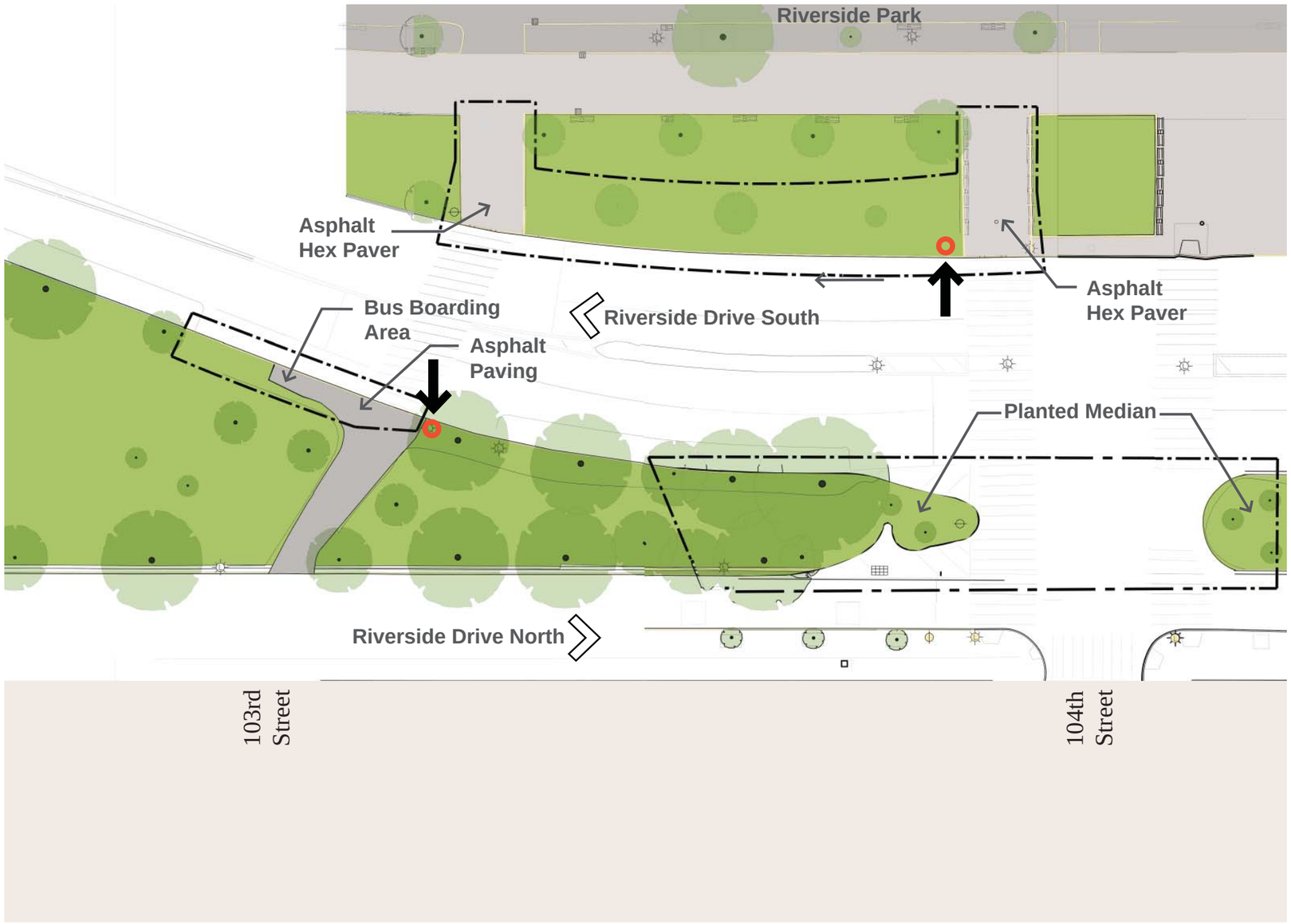
RIVERSIDE DRIVE BUS STOPS | Site Analysis - 104th Street Northbound - North of Intersection



LEGEND

- Project area
- New Bus Stop
- Existing Tree
- Proposed Tree
- TransplantedTree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt Block Paving
- Asphalt Block - New
- Concrete Paving/Curbs
- Paving Various

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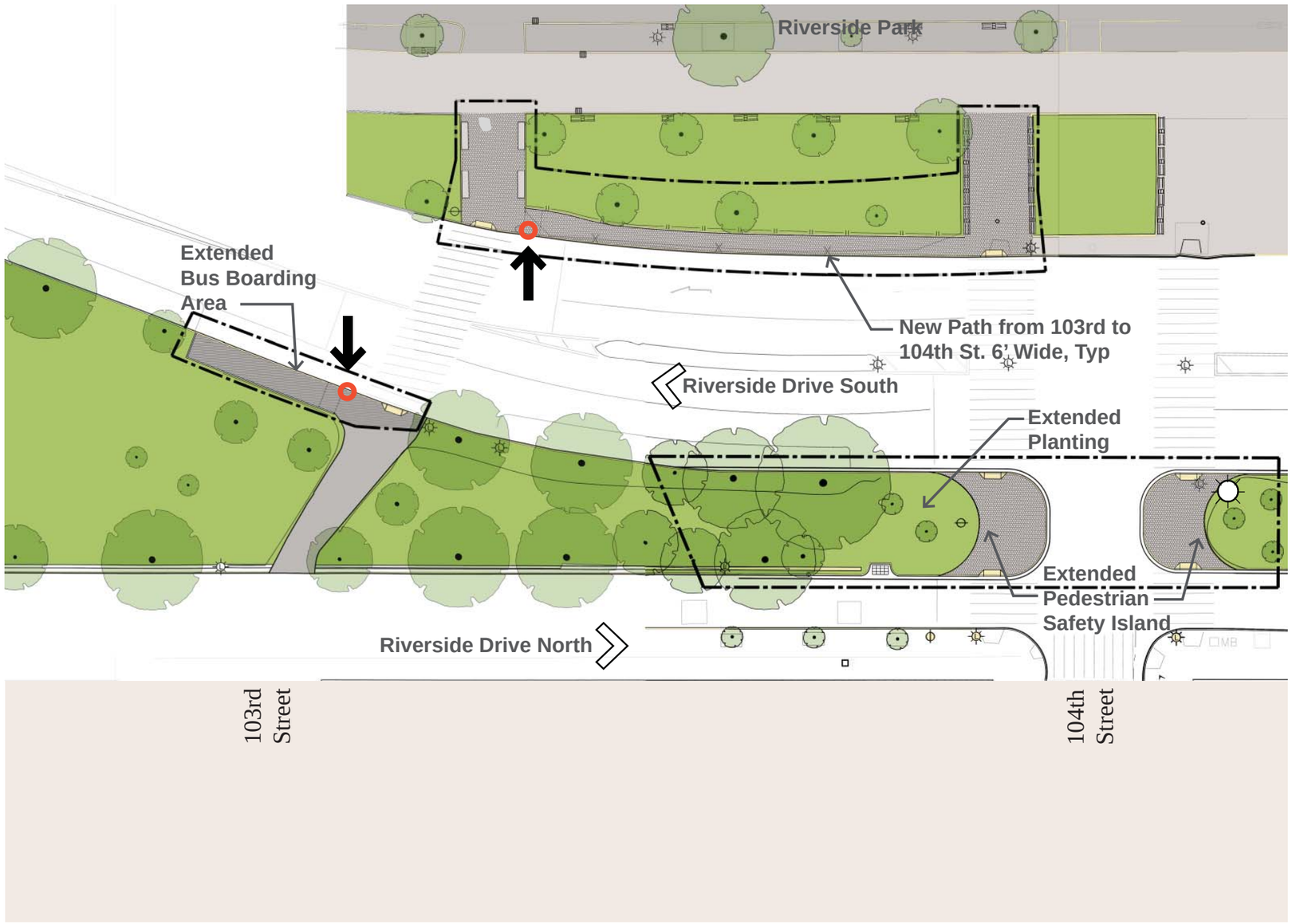
RIVERSIDE DRIVE BUS STOPS | Existing Plan - 103-104th St. Northbound & Southbound

N

0’ 20’ 40’



LEGEND

- Project area
- 8' x 5 DOT Alightng Area
- New Bus Stop
- Existing Tree
- Proposed Tree
- TransplantedTree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt Block Paving
- Asphalt Block - New
- Concrete Paving/Curbs
- Paving Various

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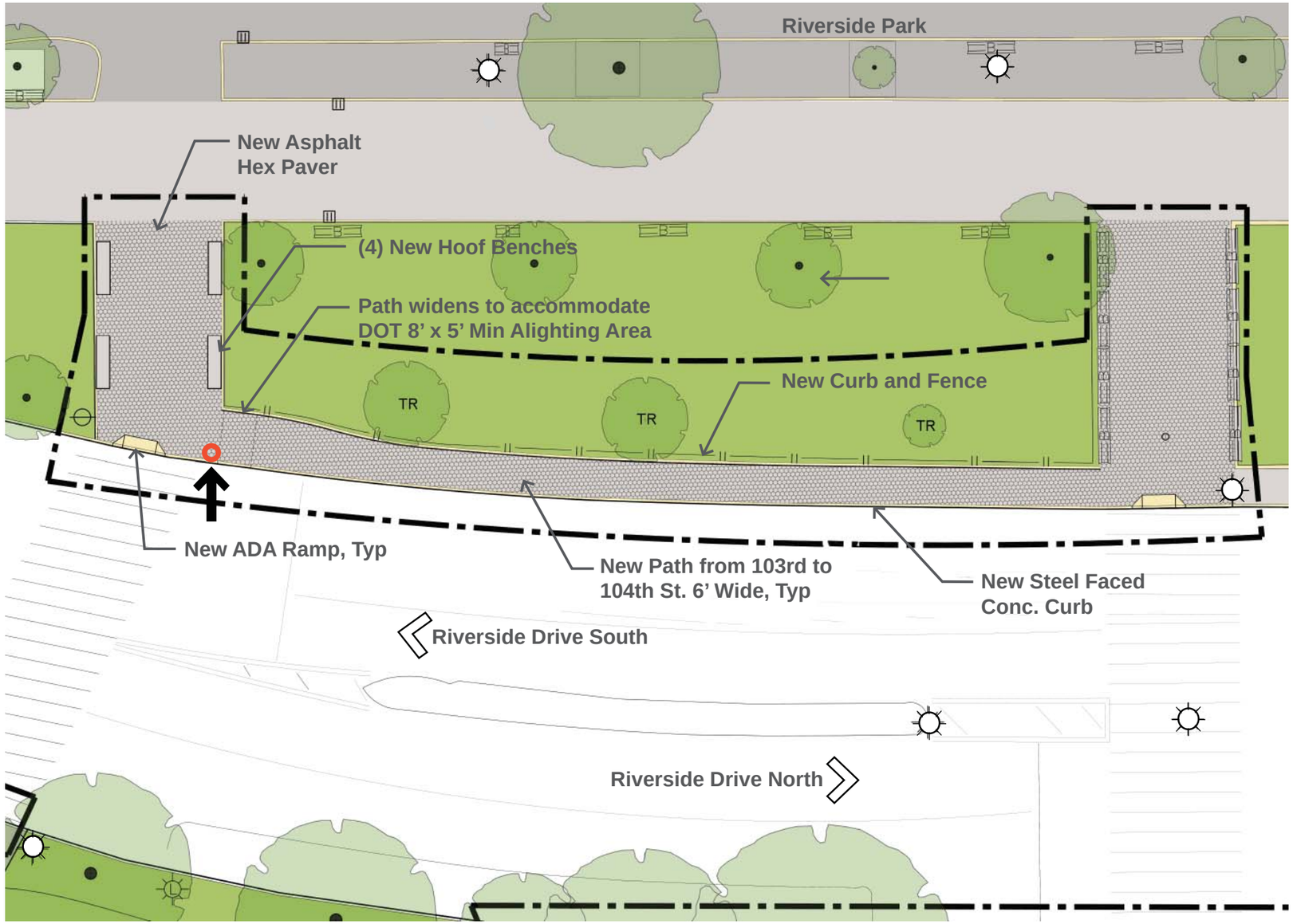
RIVERSIDE DRIVE BUS STOPS | Schematic Plan - 103-104th St. Northbound & Southbound

N

0' 20' 40'



LEGEND

- Project area
- 8' x 5 DOT Alightng Area
- New Bus Stop
- Existing Tree
- Proposed Tree
- TransplantedTree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt Block Paving
- Asphalt Block - New
- Concrete Paving/Curbs
- Paving Various

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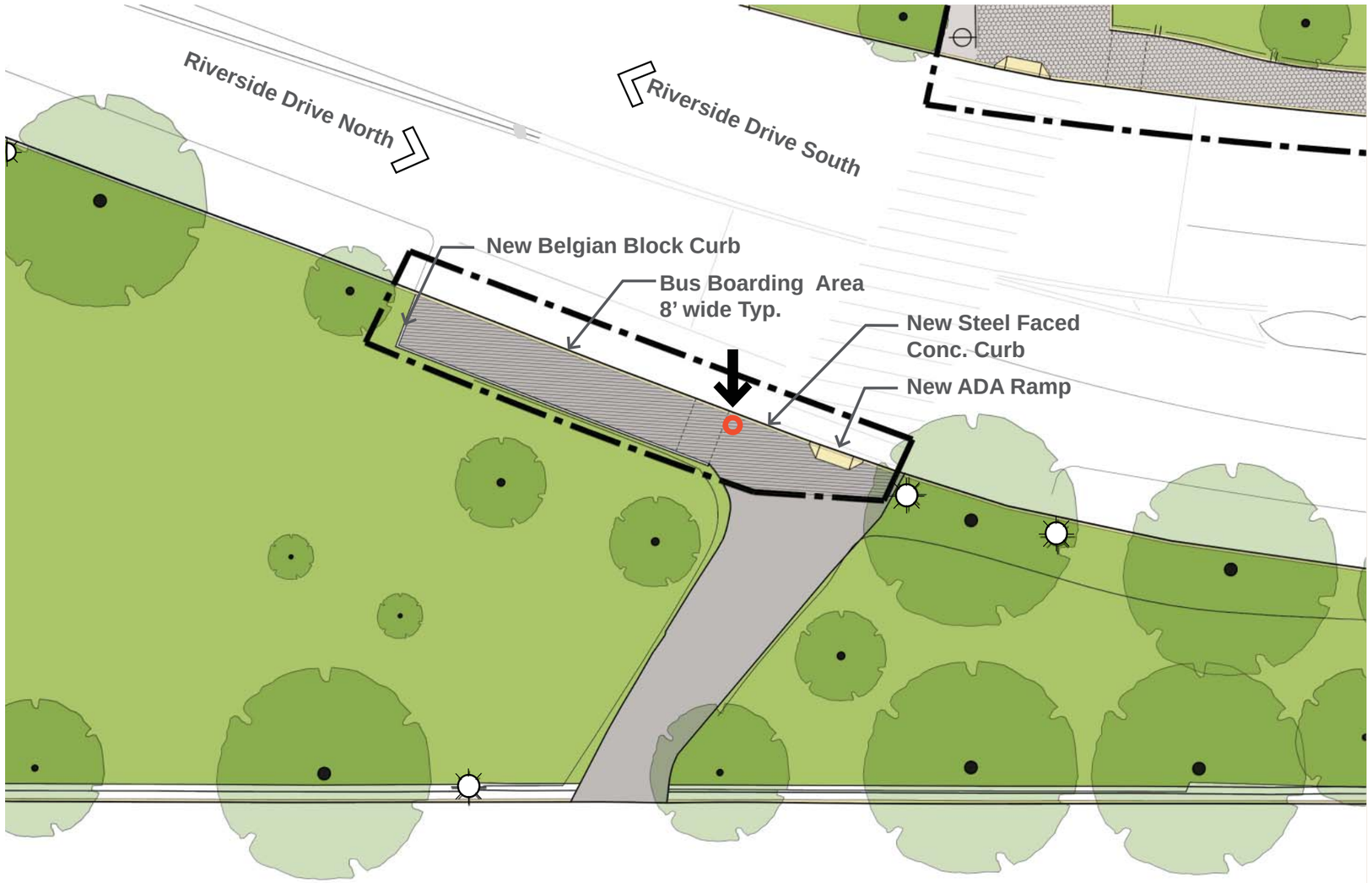
RIVERSIDE DRIVE BUS STOPS | Schematic Plan - 103 St. Southbound - Enlargement

N

0' 20' 40'



LEGEND

- Project area
- 8' x 5 DOT Alightng Area
- New Bus Stop
- Existing Tree
- Proposed Tree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt - Existing
- Asphalt - New
- Asphalt Block - New
- Concrete Paving/Curbs
- Paving Various

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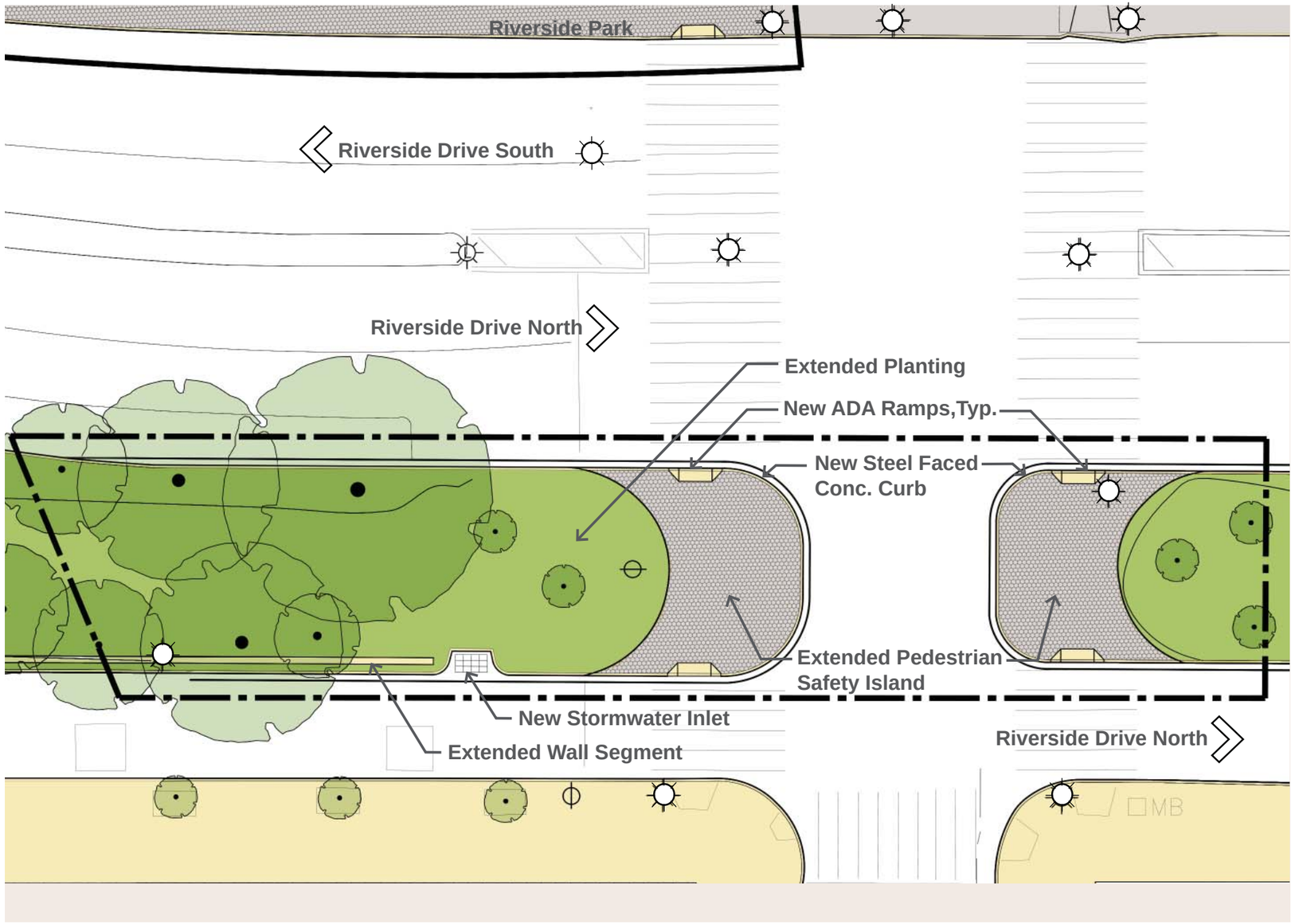
RIVERSIDE DRIVE BUS STOPS | Schematic Plan - 103 St. Northbound - Enlargement

N

0' 20' 40'



LEGEND

- Project area
- New Bus Stop
- Existing Tree
- Proposed Tree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt Block Paving
- Asphalt Block - New
- Concrete Paving/Curbs

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RIVERSIDE DRIVE BUS STOPS | Schematic Plan - 104 St. Northbound & Southbound - Enlargement

N

0’ 20’ 40’

Existing Bus Stop Boarding Area

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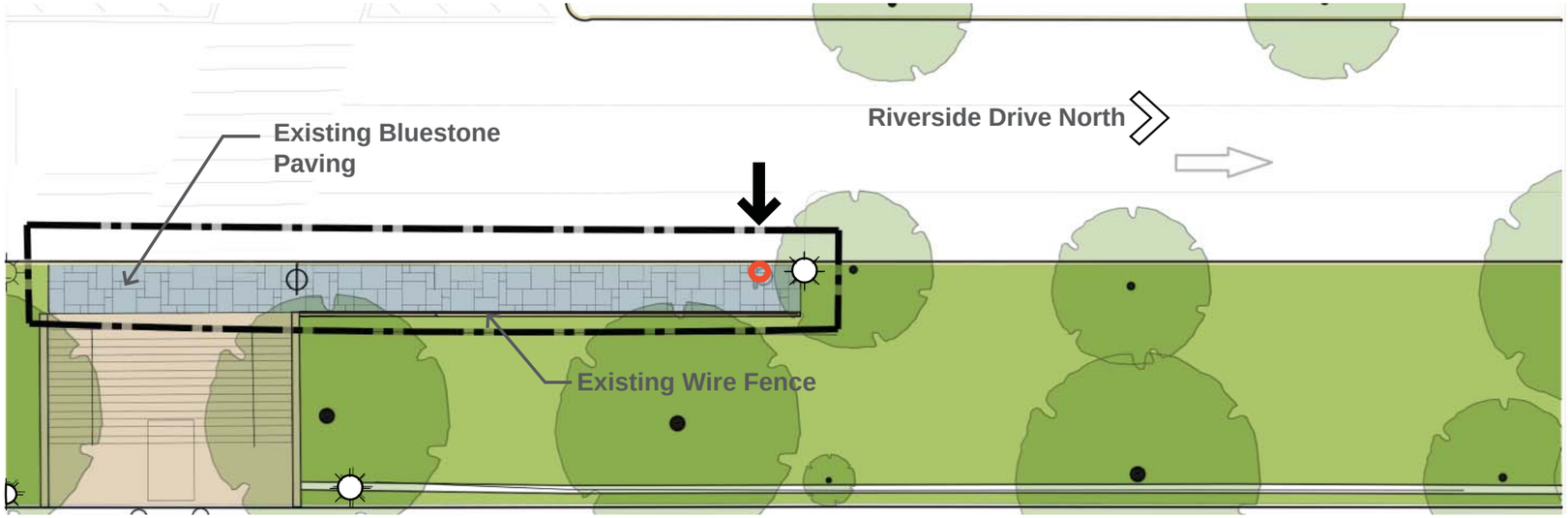
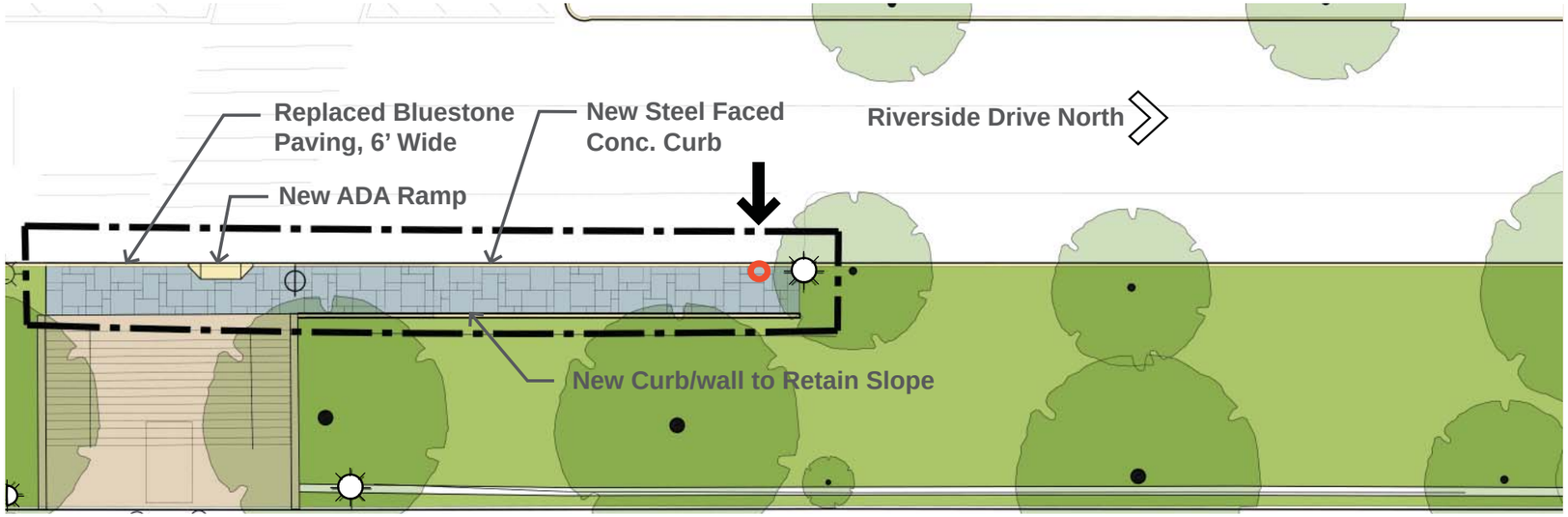
RIVERSIDE DRIVE BUS STOPS | Site Analysis - 106th Street Northbound





LEGEND

- Project area
- New Bus Stop
- Existing Tree
- Proposed Tree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Concrete Paving/Curbs
- Bluestone Paving
- Granite Paving/Curbs

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RIVERSIDE DRIVE BUS STOPS | Existing and Schematic Plans - 106 St. Northbound

N

0' 20' 40'

Remove bus stop

Pavement spotty, landscape compacted and unsightly

Existing tree negatively impacted by surrounding pavement

Curb heaved and cracked

Existing Bus Stop & Tree

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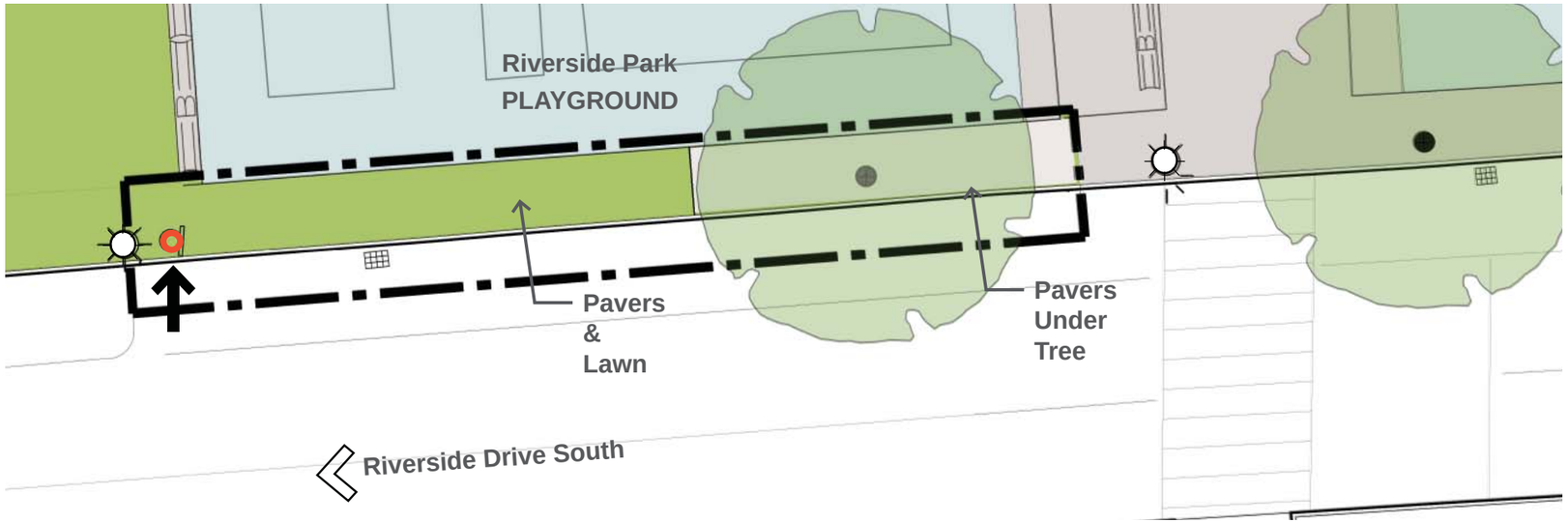
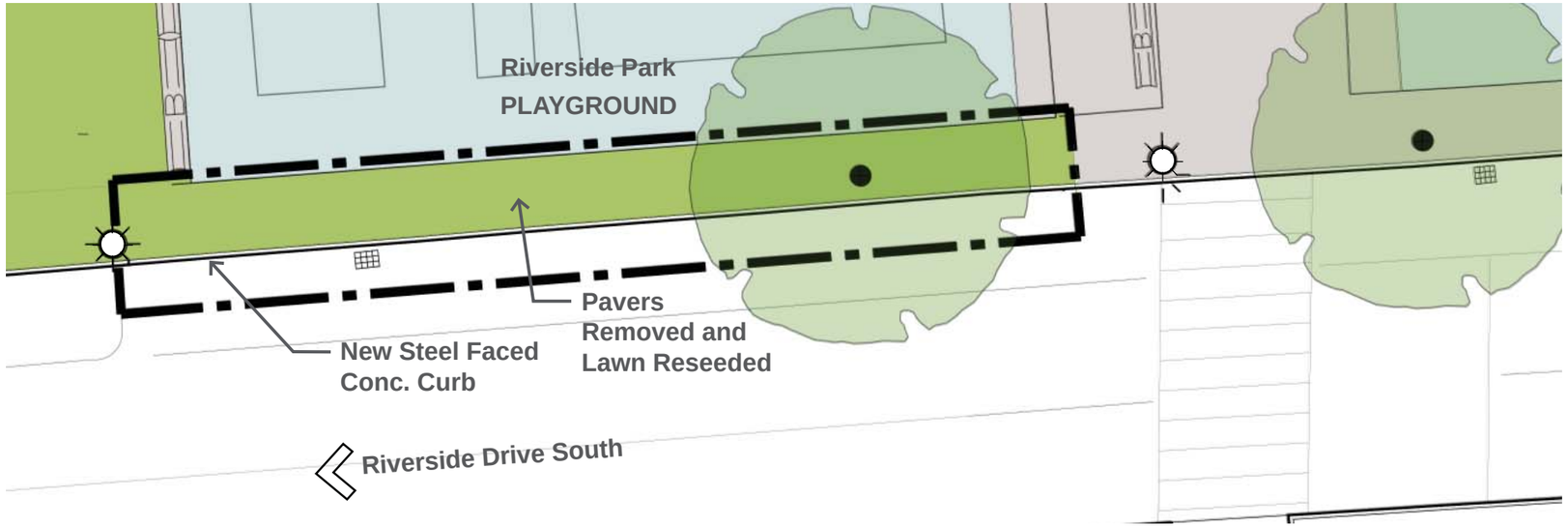
RIVERSIDE DRIVE BUS STOPS | Site Analysis - 112th Street Southbound





LEGEND

- Project area
- New Bus Stop
- Existing Tree
- Proposed Tree
- Existing Street Light Post
- Existing Inlet
- Lawn
- Asphalt Block Paving
- Safety Surface

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RIVERSIDE DRIVE BUS STOPS | Existing and Schematic Plans - 112 St. Southbound

N

0’ 20’ 40’

Existing Intersection

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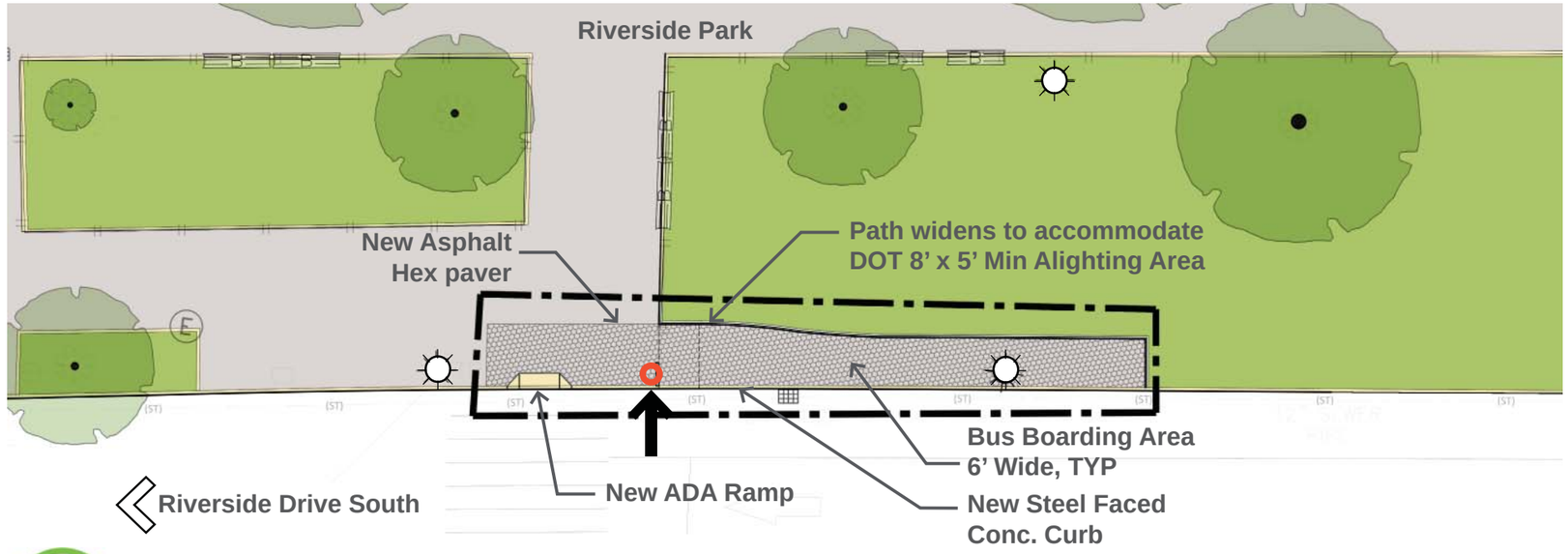
RIVERSIDE DRIVE BUS STOPS | Site Analysis - 113th Street Southbound



LEGEND

- Project area
- 8' x 5 DOT Alighting Area
- New Bus Stop
- Existing Tree
- Proposed Tree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt Block Paving
- Asphalt Block - New
- Concrete Paving/Curbs

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RIVERSIDE DRIVE BUS STOPS | Existing and Schematic Plans - 113 St. Southbound

N

0' 20' 40'

Remove bus stop

Existing Bus Stop

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RIVERSIDE DRIVE BUS STOPS | Site Analysis - 114th Street Southbound

LEGEND

- Project area
- Existing Tree
- Proposed Tree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt Block Paving
- Asphalt Block - New
- Concrete Paving/Curbs

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RIVERSIDE DRIVE BUS STOPS | Existing and Schematic Plans - 114 St. Southbound

N

0’ 20’ 40’

Bus stop clearance too short. Stopped bus blocks crosswalk

No ADA accessible ramp

Existing Bus Stop

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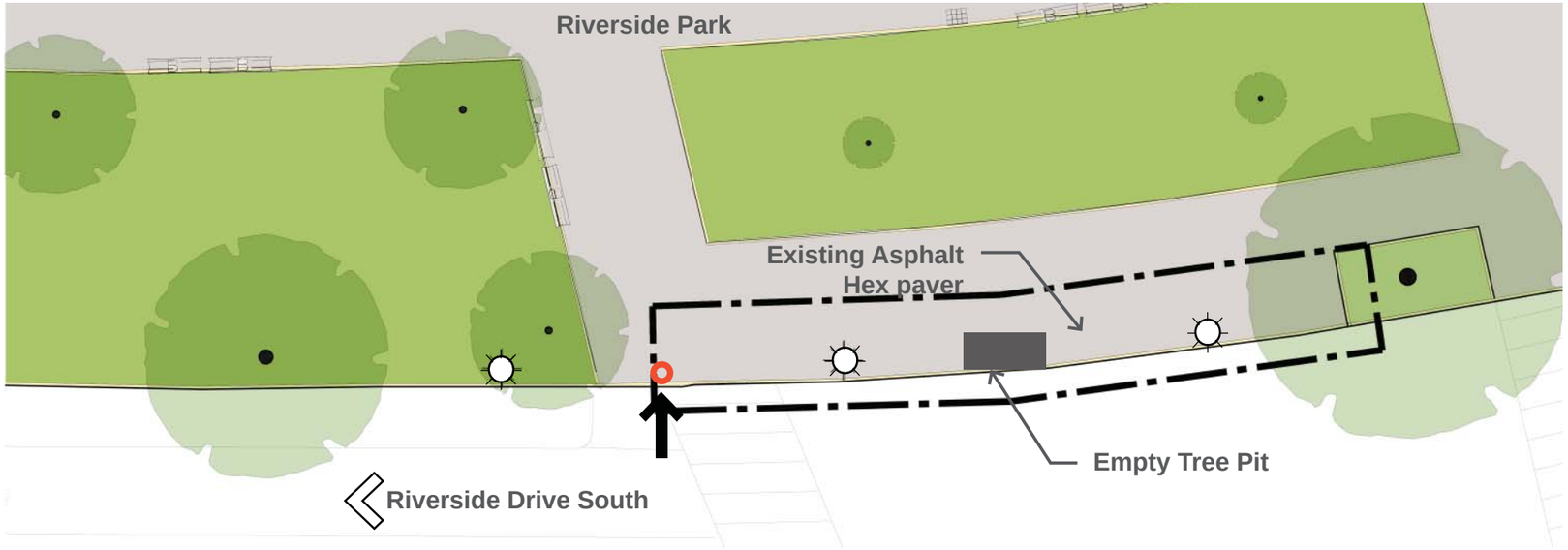
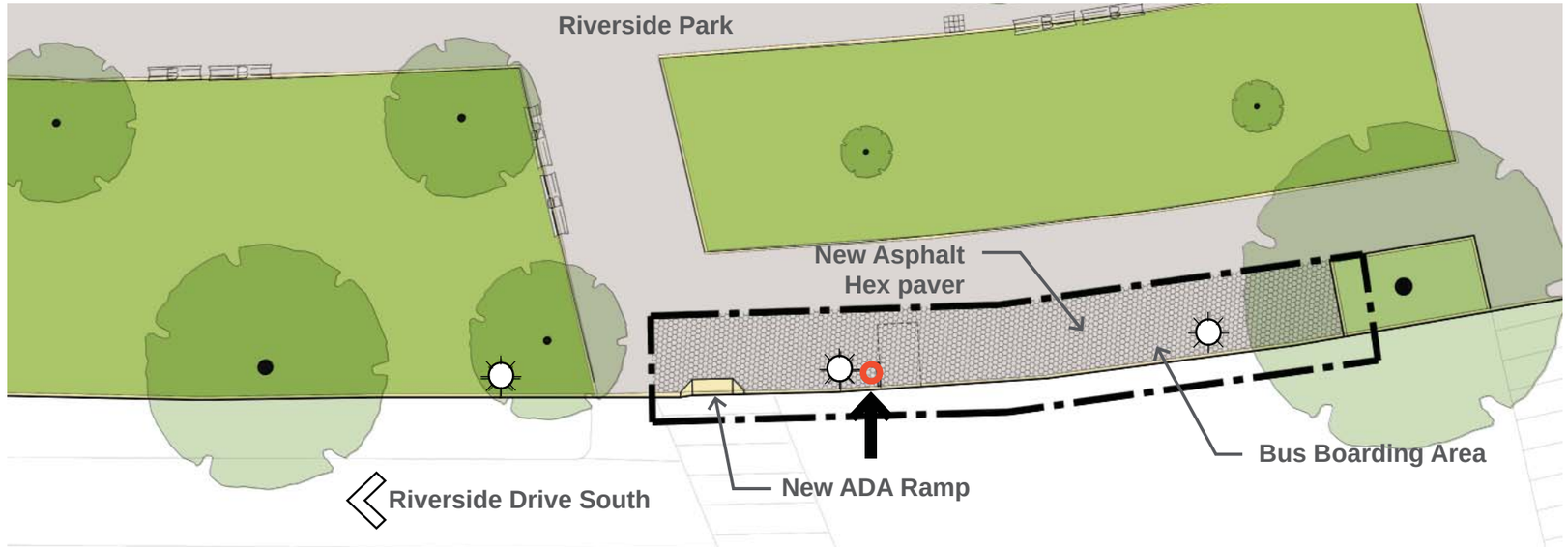
RIVERSIDE DRIVE BUS STOPS | Site Analysis - 116th Street Southbound





LEGEND

- Project area
- 8' x 5 DOT Alighting Area
- New Bus Stop
- Existing Tree
- Proposed Tree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt Block Paving
- Asphalt Block - New
- Concrete Paving/Curbs

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RIVERSIDE DRIVE BUS STOPS | Existing and Schematic Plans - 116 St. Southbound

N

0' 20' 40'

Existing Intersection

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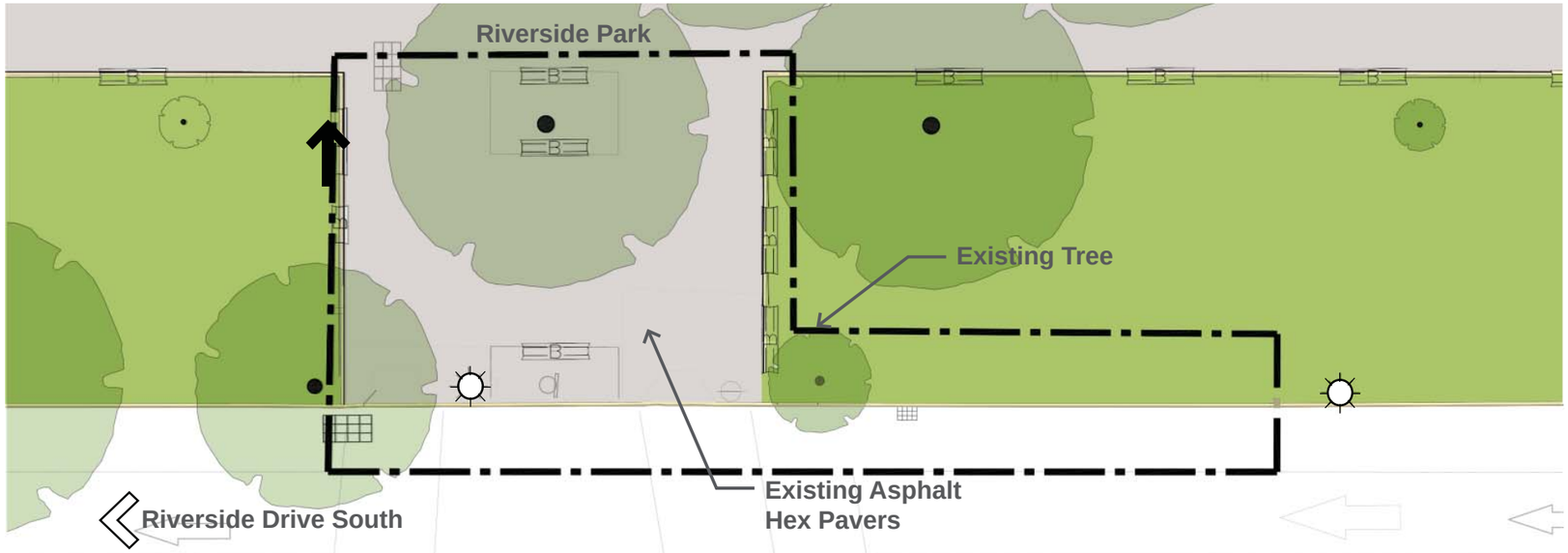
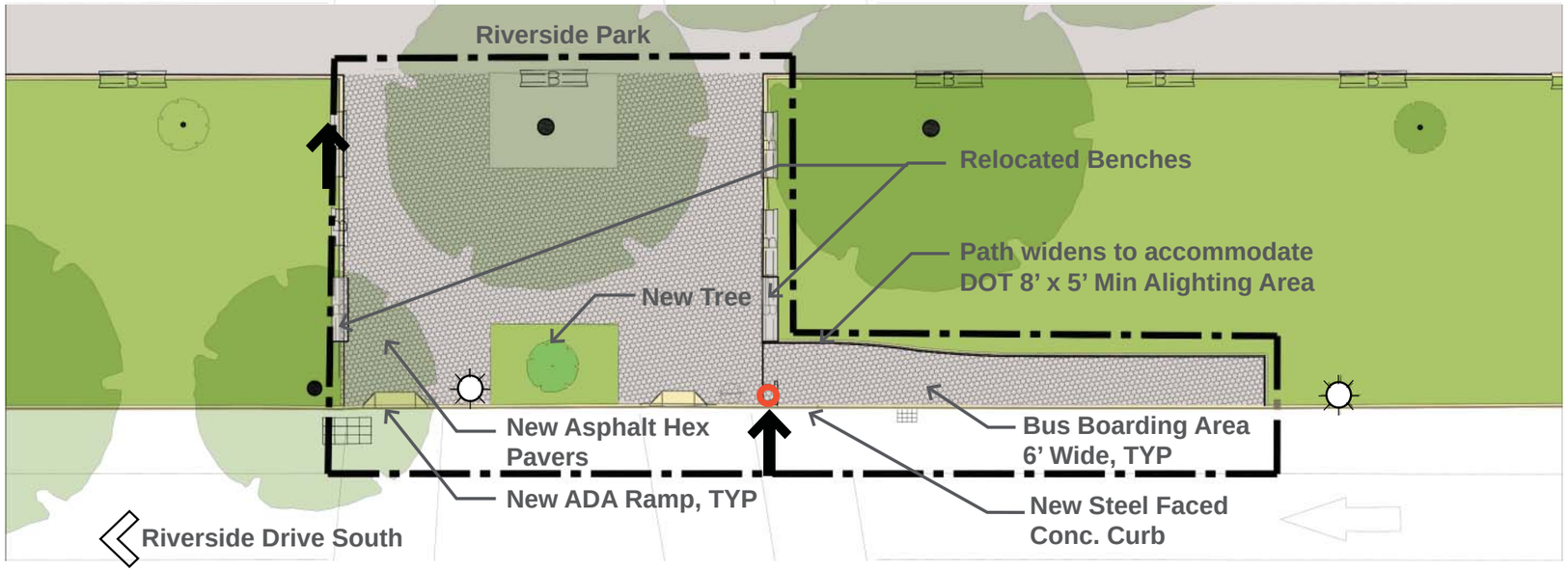
RIVERSIDE DRIVE BUS STOPS | Site Analysis - 119th Street Southbound





LEGEND

- Project area
- 8' x 5 DOT Alightng Area
- New Bus Stop
- Existing Tree
- Proposed Tree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt Block Paving
- Asphalt Block - New
- Concrete Paving/Curbs
- Paving Various

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RIVERSIDE DRIVE BUS STOPS | Existing and Schematic Plans - 119 St. Southbound

N

0' 20' 40'

Remove bus stop & CEMUSA shelter

Curb tied to concrete foundation

Existing Bus Stop

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RIVERSIDE DRIVE BUS STOPS | Site Analysis - 120th Street Southbound

LEGEND

- Project area
- New Bus Stop
- Existing Tree
- Proposed Tree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt Block Paving
- Concrete Paving/Curbs
- Paving Various

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RIVERSIDE DRIVE BUS STOPS | Existing and Schematic Plans - 120 St. Southbound

N

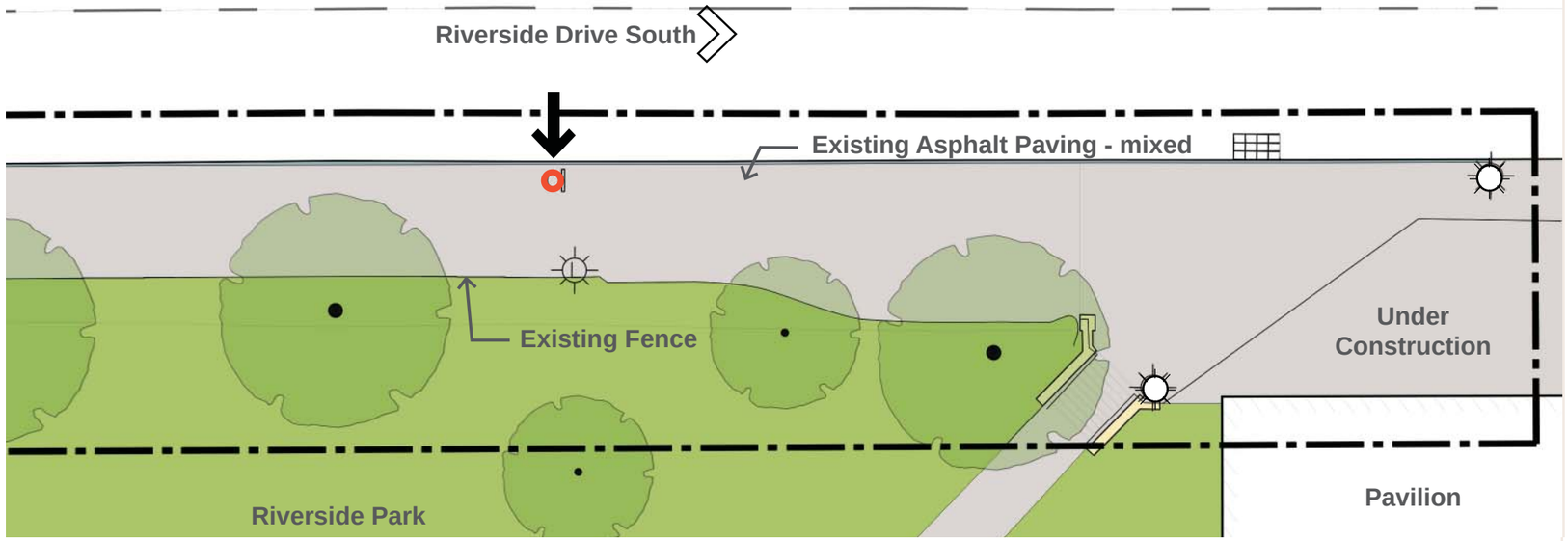
0’ 20’ 40’

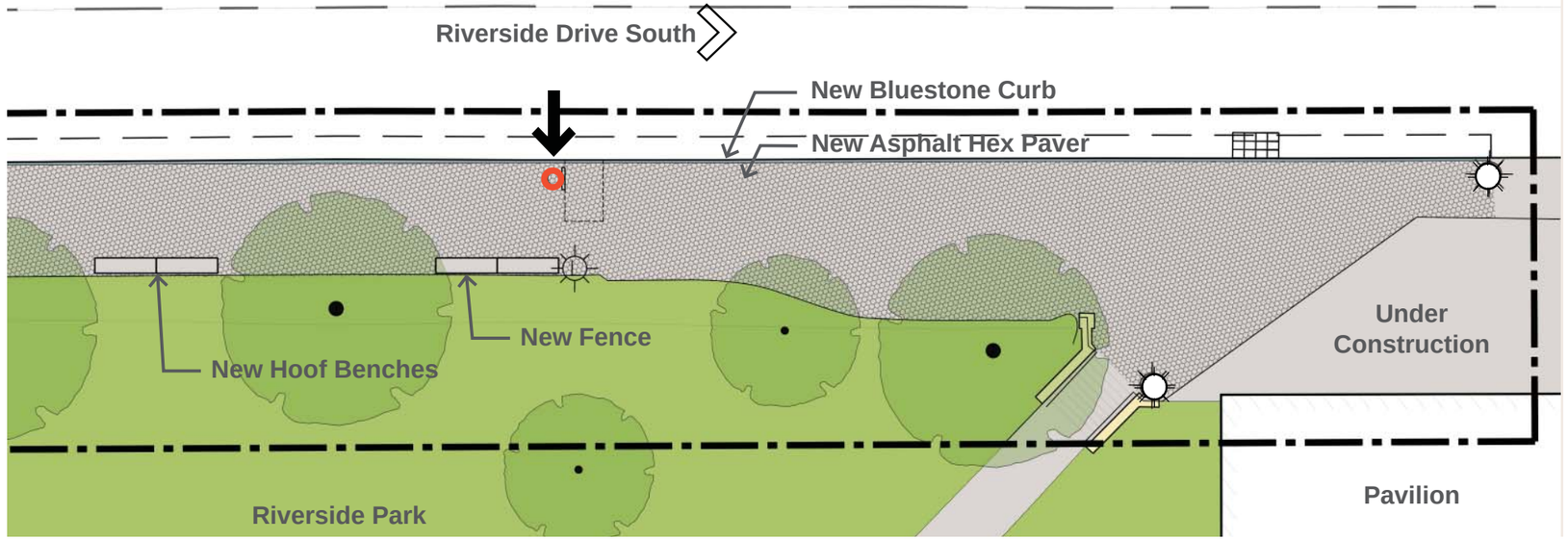
Pavement settled and heaved

Curb heaved, cracked and missing

Pavement trenched and patched

View South of Existing Bus Stop





LEGEND

- Project area
- 8' x 5 DOT Alightng Area
- New Bus Stop
- Existing Tree
- Proposed Tree
- Existing Street Light Post
- Existing Inlet
- Existing Lawn
- Asphalt Block Paving
- Asphalt Block - New
- Bluestone Curbs

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RIVERSIDE DRIVE BUS STOPS | Existing and Schematic Plans - 122 St. Southbound

N

0' 20' 40'

ASPHALT PAVERS

BRICK

NEW YORK BLUESTONE

SPARTA PINK GRANITE

POMPTON LAKES GRANITE CURB

BLUESTONE CURB

BELGIAN BLOCK CURB

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RIVERSIDE DRIVE BUS STOPS | Site Materials - All to match existing

PIPE RAIL FENCE

RIVERSIDE - STEEL FENCE 3’-0”

HOOF BENCH

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RIVERSIDE DRIVE BUS STOPS | Site Materials - All to match existing

PLANTING VS. PAVING TALLY

Location	Direction	Planting	Paving
100 St.	N & S	144	133
103-104 St.	N & S	470	1097
106 St.	N	No Change	
112 St.	S	238	0
113 St.	S	0	416
114 St.	S	No Change	
116 St.	S	0	60
119 St.	S	125	402
120 St.	S	180	0
122 St.	S	No Change	
TOTALS		**1157**	**2108**