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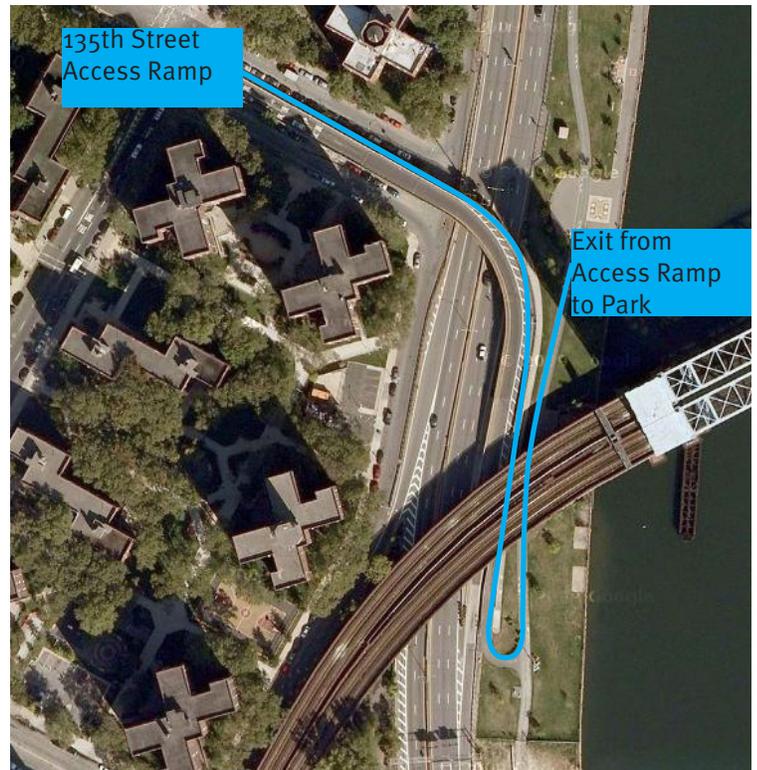


Your advocate for bicycling,
walking and public transit

Connecting Parks, Health, and Pedestrian Safety:

Improving Pedestrian and Cyclist Access to Harlem River Park

February 2009



Acknowledgements Transportation Alternatives thanks the Laura B. Vogler Foundation, Inc. for making the Harlem River Park Walk Access and Usage Survey possible as well as the NYC Food and Fitness Partnership for their support for safer access to Harlem River Park for pedestrians and bicyclists.

Transportation Alternatives also thanks the Harlem River Park Task Force for their support and feedback throughout the survey process.

February 2009

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Executive Summary

In 2007, Transportation Alternatives (T.A.) and the Harlem River Park Task Force proposed recommendations to the New York City Department of Transportation (NYC DOT) to improve pedestrian and cyclist access to Harlem River Park. When DOT failed to make improvements, T.A. further researched the access ways, surveyed residents and developed enhanced recommendations to strengthen the case for greater park access. This report builds on the 2007 research collected with residents of the Kennedy Senior Center and Manhattan Community Boards 10 and 11.

Pedestrian inaccessibility to the Harlem River Park is the impetus for this report. Many people who live in the residential complexes overlooking the park do not know how to enter it. The access ways are small and unidentifiable, some just five feet wide and are between or along roads with heavy vehicular traffic leading on or off Harlem River Drive.

People enjoy using the park, but feel unsafe getting there. Those who have not used the park say it is because they are unaware of where to enter or perceive the access ways as unsafe.

Accessing the Harlem River Park is a public health issue. East and Central Harlem suffer huge public health disparities. One in three individuals is considered obese, and 25% of adults do not get any physical activity. Approximately 13% of adults in East Harlem and 12% in Central Harlem have diabetes, compared with 9% of adults citywide.¹ East and Central Harlem residents should be able to safely access Harlem River Park.

Based on survey feedback and multiple site visits, T.A. recommends the DOT calm traffic and prioritize pedestrian safety over vehicular convenience to improve access to the park. We urge the DOT to listen to the concerns of community residents. Many short-term and low cost improvements to the access ways can be made that will ensure the park serves as a positive public health resource to Upper Manhattan.

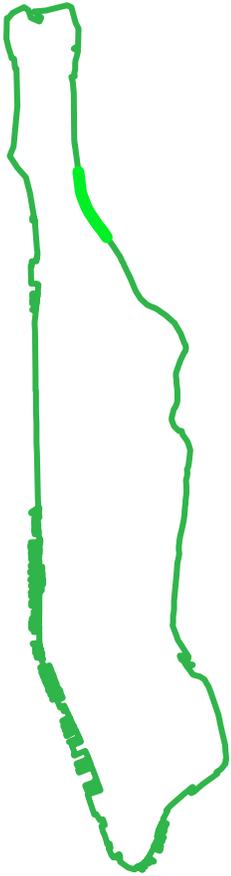
¹ New York City Department of Health and Mental Hygiene, nyc.gov/html/doh/html/dpho/dpho.shtml

About the Harlem River Park Task Force

The Harlem River Park Task Force is comprised of 34 local, citywide and regional organizations working together with seven elected officials to assist the New York City Department of Parks and Recreation with the design and construction of Harlem River Park, a park along the Harlem River waterfront from 125th to 145th Streets.

Harlem River Park Task Force Members:

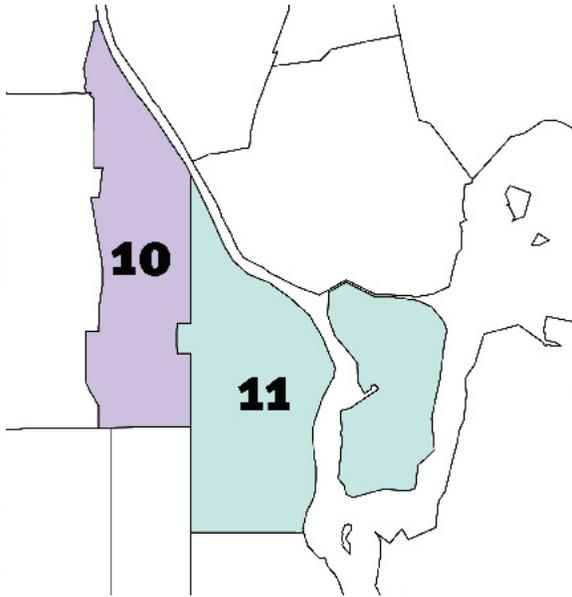
Congressman Charles B. Rangel
Manhattan Borough President Scott M. Stringer
State Senator Bill Perkins
State Senator Jose M. Serrano
Assembly Member Keith L.T. Wright
Council Member Inez E. Dickens
Council Member Melissa Mark-Viverito
Manhattan Community Board 10
Manhattan Community Board 11
369th Regiment Armory
African Voices
CIVITAS
Chashama, Inc.
The Community Association of East Harlem
East Harlem Business Capital Corporation
East Harlem Preservation
El Museo Del Barrio
Esplanade Gardens Tenants Association
Genesis Community Development Corporation
Harlem Community Development Corporation
Harlem Arts Alliance
Hope Community
Incorporation of Artists on the Move
Lenox Terrace Association of Concerned Tenants
Abraham Lincoln Houses Tenants Association
Manhattan Waterfront Parks Coalition/Friends of Hudson River Park
Metropolitan Waterfront Alliance
Museum of the City of New York
New Yorkers for Parks
New York League of Conservation Voters
New York New Jersey High Intensity Drug Trafficking Area
New York Restoration Project
NYS Department of State - Division of Coastal Resources
NYS Office of Parks, Recreation and Historic Preservation
Partnership for Parks
Riverbend Housing Company, Inc.
Riverkeeper
Riverton Tenants Association
The Urban Divers Estuary Conservancy
Transportation Alternatives
Tri-state Transportation Campaign
Robert Wagner Houses Tenant Association
West Harlem Environmental Action



Once complete, Harlem River Park will connect to an existing esplanade south of 125th Street, and eventually to the planned greenway around Manhattan. Image courtesy Department of City Planning

Public Health Information in Community Boards 10 And 11

Harlem River Park has the potential to benefit the 224,852 residents of Central and East Harlem.¹ A large number -61,973 and 25,732 respectively- are under the age of 18 or over the age of 65, and require an even higher standard of pedestrian safety in order to access the park safely. Of these residents, 9,784 live in the census tracts directly adjacent to the intersections that lead into the park.



Community Districts 10 and 11 in North Eastern Manhattan

The District Health Public Office of the New York City Department of Health and Mental Hygiene has identified East and Central Harlem, Manhattan Community Districts 10 and 11, as high-need areas in which to address public health issues. In East and Central Harlem 1 in 3 adults is considered obese, and 25% of adults do not get any physical activity.² A 2004 report from the NYC Department of Health and Mental Hygiene found parks contribute to neighborhood health.³ As one of the few open spaces in East and Central Harlem, Harlem River Park could greatly contribute to improving access to physical activity and overall community public health.

1 2000 Census

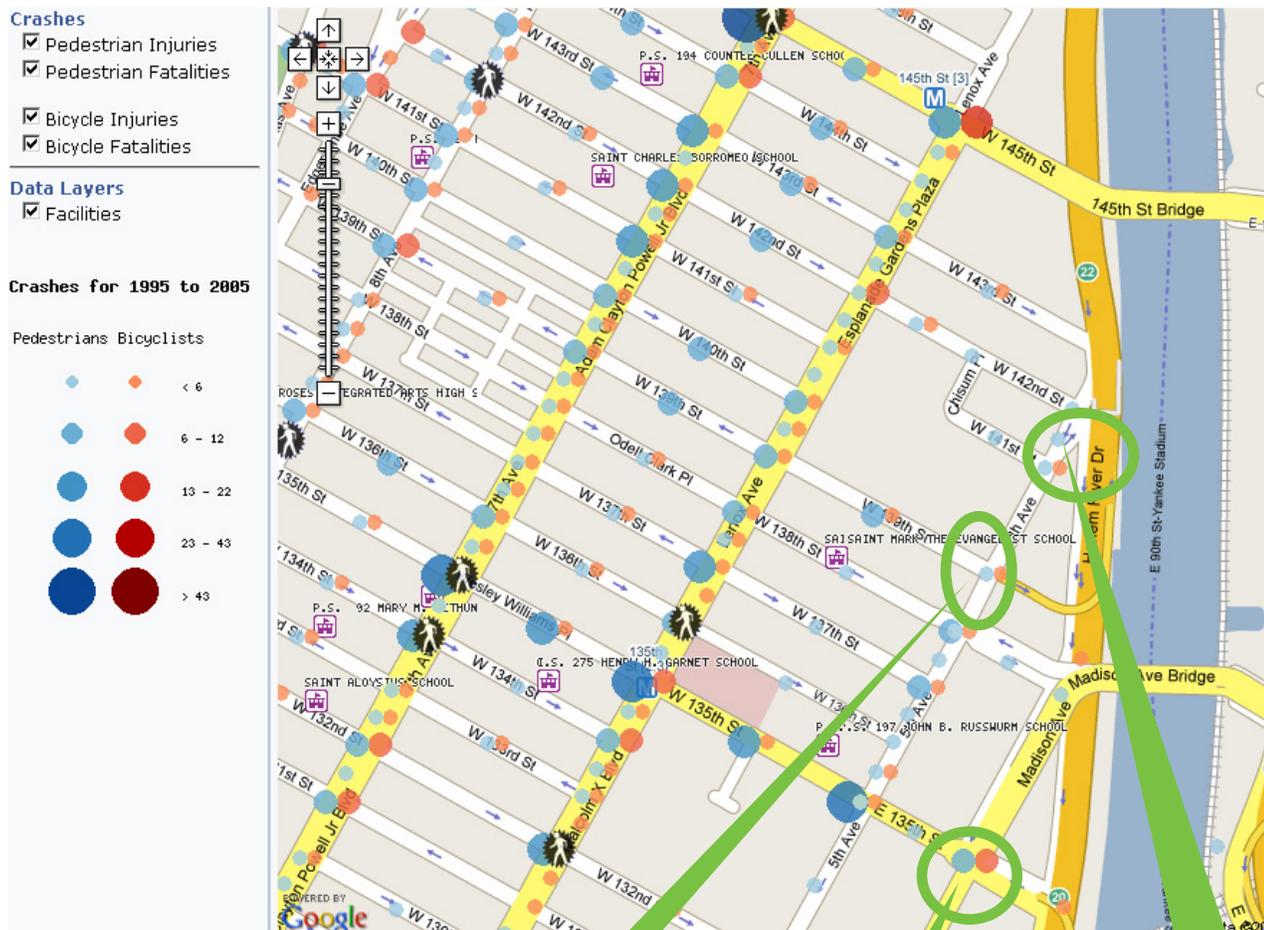
2 nyc.gov/html/doh/downloads/pdf/dpho/dpho-manhattan-insert.pdf

3 Health Disparities in NYC: nyc.gov/html/doh/downloads/pdf/epi/disparities-2004.pdf (2004), p. 24

Vehicle Crash Information Near Access Ways

Crash Stat (crashstat.org)

In 2008 Transportation Alternatives compiled and mapped data on crash statistics from 1995-2005 onto a map of the five boroughs. This resource allows anyone to search for an intersection and review the number of reported pedestrian and cyclist injuries or fatalities from vehicles between 1995-2005.



139th Street and 5th Avenue (ramp side of street)
1 pedestrian and 2 bicycle crashes reported

135th Street and Madison Avenue
9 pedestrian and 8 bicycle crashes reported

142nd Street and 5th Avenue
2 pedestrian crashes reported

About the Survey

In summer 2008, Transportation Alternatives and the Harlem River Park Task Force surveyed the residential communities surrounding the park entrances at Madison Avenue and 135th Street and at 5th Avenue and 139th and 142nd Streets.

The survey was a collaborative effort between the Riverton Tenant's Association, the Esplanade Gardens Tenant's Association, the Lincoln Houses Tenant's Association, West Harlem Environmental Action (WEACT), the 369th Armory, Community Board 10 & 11, Transportation Alternatives and the NYC Parks Department (all Task Force members except for the Parks Department) to understand potential barriers to access to the park. The goals of the survey were to gauge how frequently people visit the park, which entrances they use and how safe they feel when using the access ways. The survey also asked for ideas to make the park more accessible to community members.

The survey asked approximately 10 questions and included room to write comments. It looked closely at access to the park between 135th and 139th streets as the section at 142nd street is still under construction. The existing pedestrian ramp at 142nd and 5th Avenue is in good condition, but the intersection around it is very dangerous and needs to be improved before the northern end of the park opens in May 2009.

Based on the results, formal recommendations will be made for improvements to the State and City Departments of Transportation (DOT). The NYC DOT is engaged in the process and has expressed interest in cooperating to make improvements to the area. The State DOT has even suggested that at 135th Street and Madison Avenue a separate pedestrian bridge to the park could be built.

Neighborhood-wide Connections

Additional traffic calming efforts are underway in Harlem that can contribute to further improving access to the park. Working with Community Pride, Community Board 10 unanimously passed a Safer Streets Resolution at its general meeting in January 2009. The resolution recommends the installation of a crosswalk and traffic calming devices at the corner of 135th Street and Lenox Terrace Place, and the institution of longer crossing times and LPIs at the most dangerous streets and intersections within CB10, such as:

- 125th Street (from River to River)
- 135th Street (from St. Nicholas Place to Harlem River Drive)

Neighborhood-wide improvements are the most holistic way to improve pedestrian and cyclist safety in East and Central Harlem. Access to the park would be strengthened if all changes were implemented together.

Accessing Harlem River Park is a challenge. Sixty seven percent of respondents had visited the park-many to exercise and socialize-but the lack of safety around the access ways discourages neighborhood residents from visiting. A majority of all respondents, whether they had visited the park or not, said access was unsafe for pedestrians. Findings show that calming traffic, providing pedestrians with more time to cross the street, and increasing visibility of oncoming traffic will lead to more people visiting the park.

Harlem River Park is a neighborhood park that can positively contribute to the community district's public health; 68% of park visitors walk to get there and 38% use it to exercise.

Despite the positive experiences people have in the park, 65% say the access ways are not safe for pedestrians and cyclists, and 57% said they would visit more if improvements to the intersections at the access ways were made. Major deterrents to using the access ways are:

- Presence of glass or debris on access ramps (71%)
- Speeding drivers at access points (70%)
- Poor access for people in wheelchairs or with mobility impairments (67%)

In terms of general accessibility, 58% of people who had not visited the park were deterred because there is no comfort station. The closest restrooms to the park are many superblocks away.

The most common reasons why neighborhood residents do not visit Harlem River Park are:

- Lack of knowledge about the location of access points (80%)
- Perception of crime and lack of police/park patrol (50%)

Improvements will positively serve both existing and new park visitors. Key improvements would:

- Provide pedestrians and cyclists with more time to cross the street
- Calm traffic and extend sidewalks to protect pedestrians from traffic
- Remove glass and debris
- Implement better lighting and more signage
- Create protected bike facilities that lead to the park and that connect the East River Esplanade and the Harlem River Park.

The sooner changes are made, the sooner neighborhood residents will be able to engage in more physical activity.

Where People Enter the Park

136 people between the ages of 18 and 80 years old completed the Harlem River Park Access and Usage Survey.

Number of people who had visited the park:

- 91 (67%) said they had visited the park
- 45 (33%) said they had not visited the park

Where people enter the park

135th Street and Madison Avenue

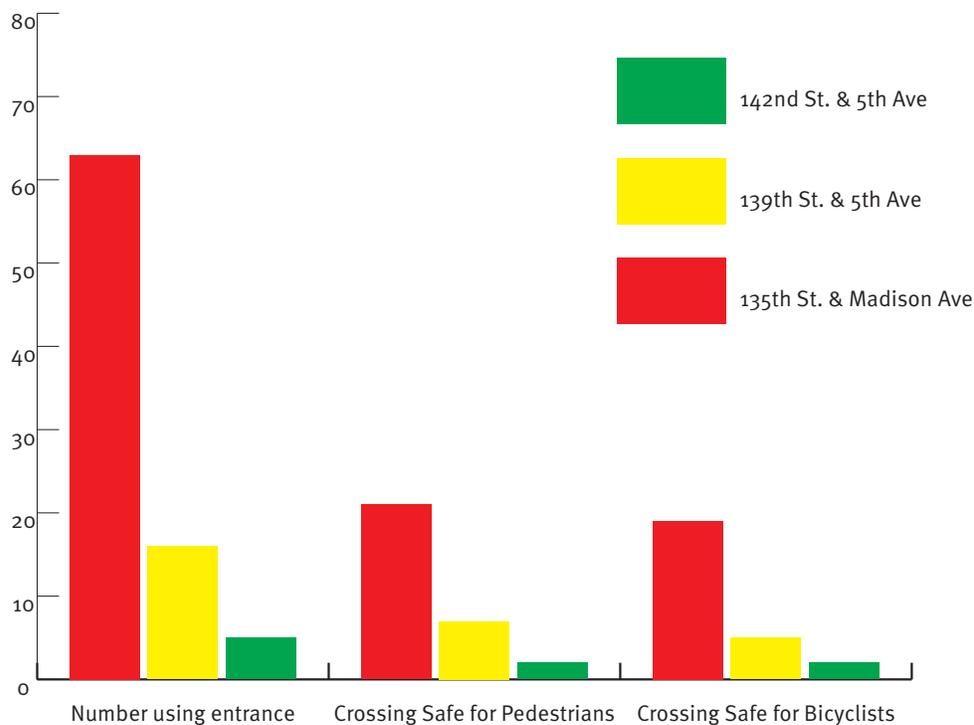
Of the 91 people who had visited the park, 75% said they use this entrance. Sixty seven percent think it is unsafe for pedestrians and 70% think it is unsafe for bicyclists.

139th Street and 5th Avenue

Of the 91 people who had visited the park, 19% said they use this entrance. Fifty six percent think it is unsafe for pedestrians and 69% think it is unsafe for bicyclists.

142nd Street and 5th Avenue

This section of the park is under construction which may relate to why it is the least used. Of the 91 people who had visited the park, 6% said they use this entrance. Sixty percent think it is unsafe for pedestrians and 60% think it is unsafe for bicyclists.



135th Street and Madison Avenue is the most popular entrance, yet it is also the one perceived as least safe for pedestrians. At each access ramp, a majority of respondents said they did not feel the access ways were safe for pedestrians and bicyclists

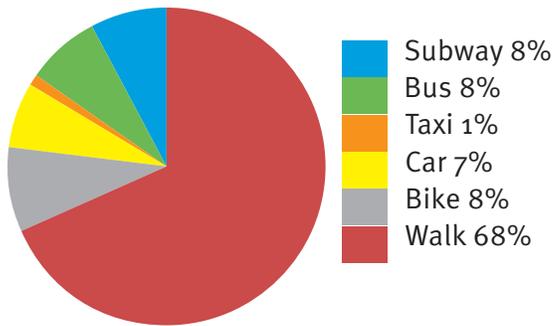
Reasons for Visiting Harlem River Park

Survey findings show that Harlem River Park can positively contribute to the community’s public health. A majority of visitors walk to the park and 38% use it to exercise or engage in physical activities. East and Central Harlem are considered “high-need” areas when it comes to public health and opportunities for residents to be physically active should be made safer.

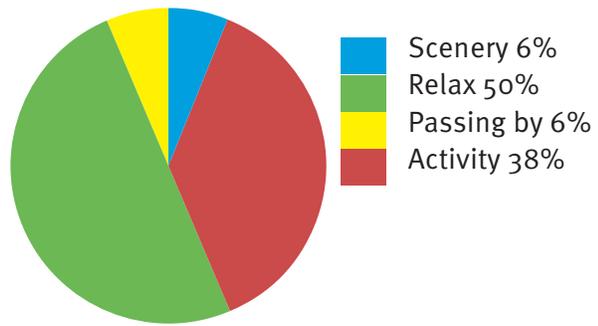
Eighty people provided answers as to why they visit the park. “Relax” and “exercise” were the most popular responses, but the park also serves as a social and scenic place for families.

The pie charts below provide details on why people visit.

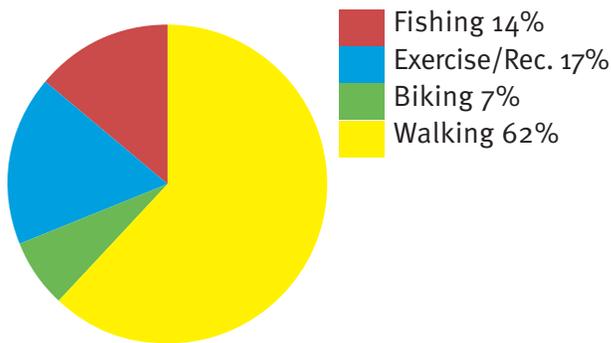
How People Reach the Park?



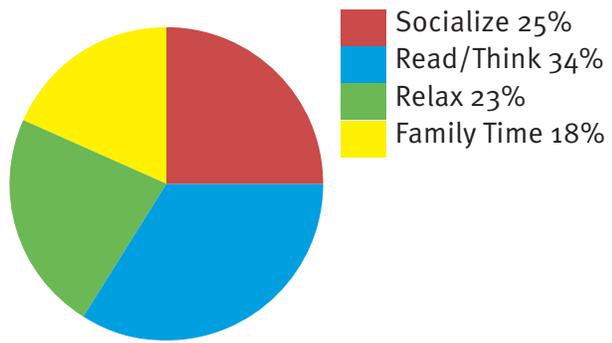
Why People Visit the Park?



Activities/ Exercise



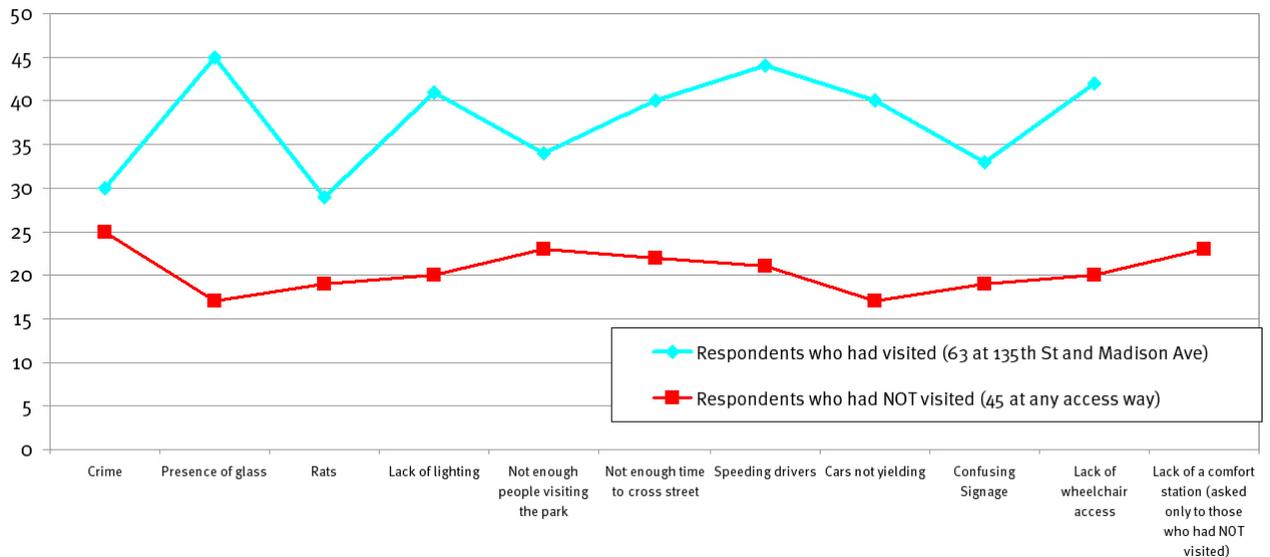
Relax/Socialize



Issues at Access Points

Issues previous visitors have experienced and that have deterred people from ever visiting

People who had visited the park and those who had not were asked separately what issues existed at the access points or had deterred them from using the park. The responses are charted below. Survey findings show that improvements can be made to the access points that will benefit current park users and simultaneously encourage new park visitors.



People unfamiliar with the access ways perceive them as unsafe. “Crime/unsafe” was noted as one of the most common deterrents for people who had NOT visited the park, yet for those who had it was one of the least common issues. This is most likely due to the fact that the entrances are not heavily used and that one can not see the park from the beginning of the access ramp at the street. If it is your first time visiting you can not see where the path will lead. The design and current state of the access ramps do not make people feel safe.

Lack of a comfort station was also a strong issue for those who had not visited the park before.

Issues previous visitors have experienced and that have deterred people from ever visiting

Lack of knowledge about the access ramps was the largest identified issue for non-park visitors (80%). The City and State DOT can work together to add signage and lighting on the ramps and clear them of glass and debris. NYC DOT can implement traffic calming measures such as LPs to help pedestrians avoid speeding drivers. The access ramp at 135th Street should be extended further west into the crosswalk so the entrance is clear and visible to pedestrians and drivers.

135th Street and Madison Avenue is the most frequently used and the issues surrounding it are discussed in more detail than the other two, below. *Findings from 139th and 142nd Street access ramps are available in Appendix.*

Issues that received the greatest number of responses from people who had visited the park:

- Presence of glass or debris on access ramps (71%)
- Speeding drivers at access points (70%)
- Poor access for people in wheelchairs or with mobility impairments (67%)
- Poor lighting at access points (65%)
- Excess exposure to the highway (65%)
- Not enough time to cross the street at access point (63%)
- Drivers not yielding to pedestrians at access point (63%)

The least common responses for those who had visited the park:

- Rats (29%)
- Crime (30%)

Issues that received the greatest number of responses from people who had NOT visited the park:

- Lack of knowledge about location of access points (80%)
- Crime/unsafe (56%)
- Lack of police (60%)
- Not enough people accessing the park (51%)
- Not enough time to cross the street (48%)
- Speeding drivers (47%)
- Lack of a comfort station (58%)



Current signage is small and only located at immediate entrances to access ways. Larger signage could improve access to the park and community awareness

Changes that Would Improve Access and Lead You to Visit

Fifty seven percent of respondents said they would visit the park more if improvements were made to the access ways and ramps.

The changes desired were similar for those who had visited and for those who had not. The identified changes compliment the improvements needed to address the most pressing issues at the access points. Changes would increase the likelihood of more people visiting the park and engaging in healthy physical activities.



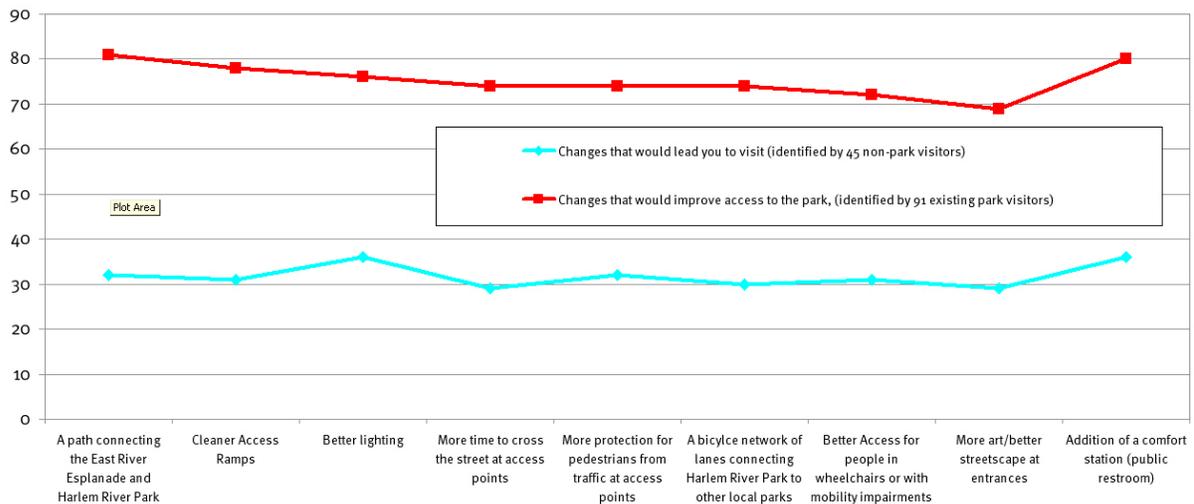
Protected bicycle lane on 9th Avenue in Manhattan

Some respondents suggested “creating community maps” to increase access way awareness. For people who had visited the park before, the most common changes they identified that would improve access were:

- Cleaner access ramps
- Better lighting
- More time to cross the street at access points
- A path connecting the East River Esplanade and Harlem River Park
- A comfort station

For people who had not visited before, the most common changes they identified that would lead to new visits were:

- Better lighting
- More protection for pedestrians from traffic at access points
- A path connecting the East River Esplanade to the Harlem River Park
- A comfort station



Recommendations and Next Steps

The survey results, site visits and study of the area are the foundation for the following recommendations for how to improve pedestrian and cyclist safety and access to the park.

Recommendations for all intersections

- Make all pedestrian signals “accessible”
- All street corners should follow ADA requirements for corner ramping
- All pavement at cross walks, curbs and curb-cut corner ramps should be smooth, and free of debris
- Crosswalks should be clearly painted and have stop bars and/or bike boxes painted 5 feet behind them.

More detailed recommendations for the specific intersections are organized by access way:

- 135th Street and Madison Avenue
- 139th Street and 5th Avenue
- 142nd Street and 5th Avenue

And then divided into two sections:

- Short-term
- Long-term



Example of a pedestrian refuge with bollards that slows turning cars down and shortens crossing times for pedestrians

135th Street and Madison Avenue

Pedestrian access at 135th Street Intersection

Increase Pedestrian Safety

- Place two bollards at foot of the entrance to the access-way to protect pedestrians from cars turning off exit ramp and making northbound turn to Madison Avenue Bridge. Two bollards are needed to protect cyclists riding down the ramp from entering traffic
- Bollards at north and south pedestrian refuges and sidewalk corners
- Raise crosswalk to distinguish between street and pedestrian walkway (this is a longer term change and requires capital funding)
- Extend curb slightly at 135th Street northeast corner to increase pedestrian visibility of oncoming traffic
- Build-up protective wall along pedestrian path to protect from vehicles

Increase Predictability of Vehicles

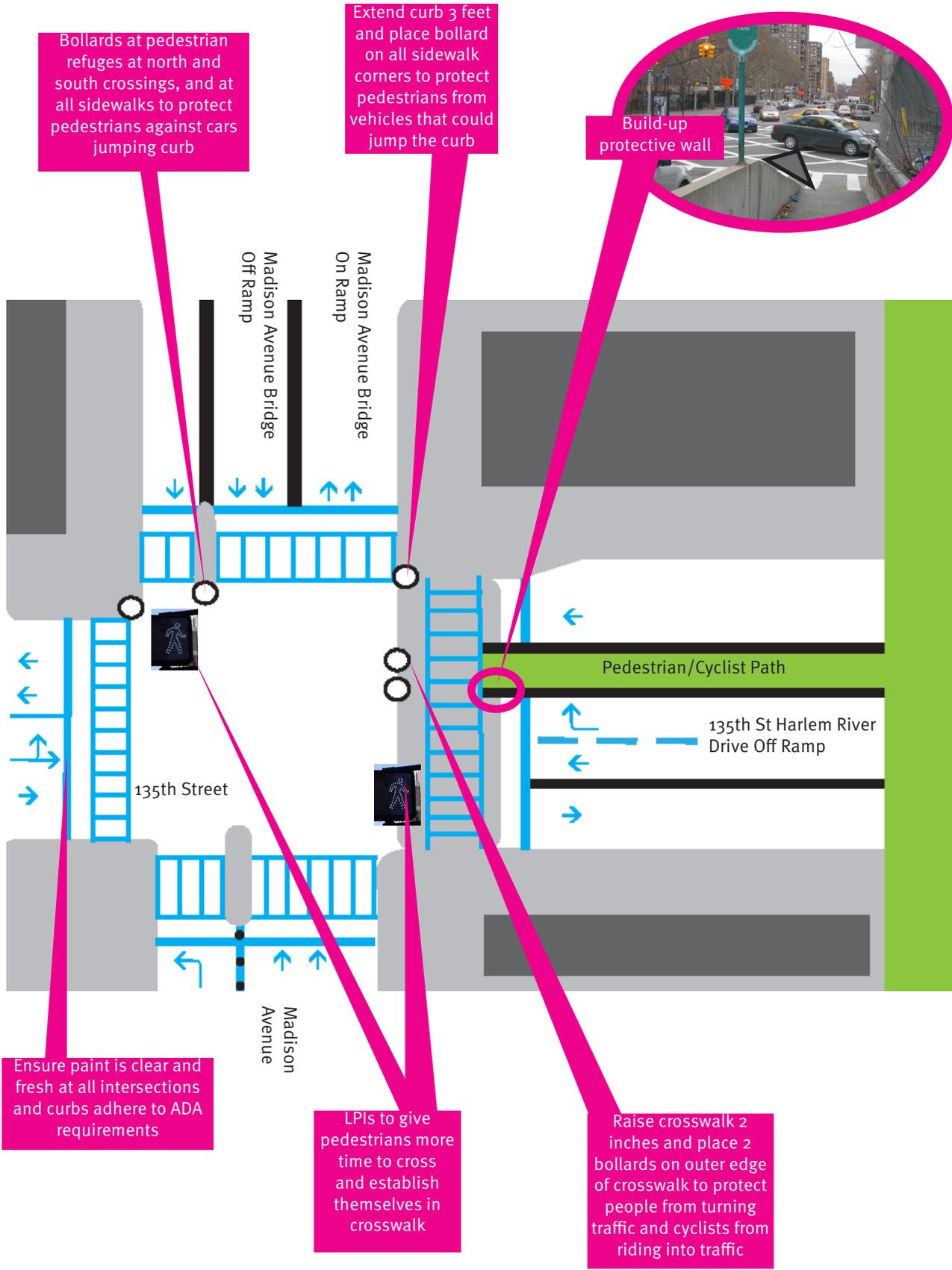
- Leading Pedestrian Interval (LPI) at 135th Street for east-west and south-north crossings (LPI and any changed signalization should be synchronized with traffic lights for Bronx bound traffic)
- Northern lane on Drive off-ramp as a right turn only lane (needed so vehicles coming from east and west are not competing to turn onto bridge)
- West-bound access road needs its own dedicated signal (vehicles trying to go straight would not have to compete with cars turning right from the Off Ramp and onto Bridge)

Improve Access to Park

- Large, clear signage directing pedestrians and cyclists to the park (at intersection and along 135th Street) and alerting cyclists riding down the ramp to approaching intersection; highlight pedestrians to vehicles
- Remove debris, glass and trash from ramps
- Bike route along 135th Street that leads to access ramp and park



Remove glass and debris from walkway



139th Street and 5th Avenue

Pedestrian Access at 139th Street Intersection

Increase Pedestrian Safety

- Extend curb slightly on the south-east corner of 139th Street and 5th Avenue to deter cars turning onto the Drive from cutting close to curb and to reduce chance of pedestrian-vehicle collision
- Bollard on 139th Street and 5th Avenue south-east and north-east corners to protect pedestrians from turning traffic
- Move sign post to north-east side of street (currently it obstructs access to pedestrian and bicyclist ramp)

Ramps

- Build-up protective wall along ramp (protect pedestrians from vehicles)
- Remove debris, trash and glass
- Add lighting along access ramp

Improve Access to Park

- Lighting around access ramp entrance and on 5th Avenue
- Larger signage to indicate clearly entrance to the park for pedestrians and bicyclists

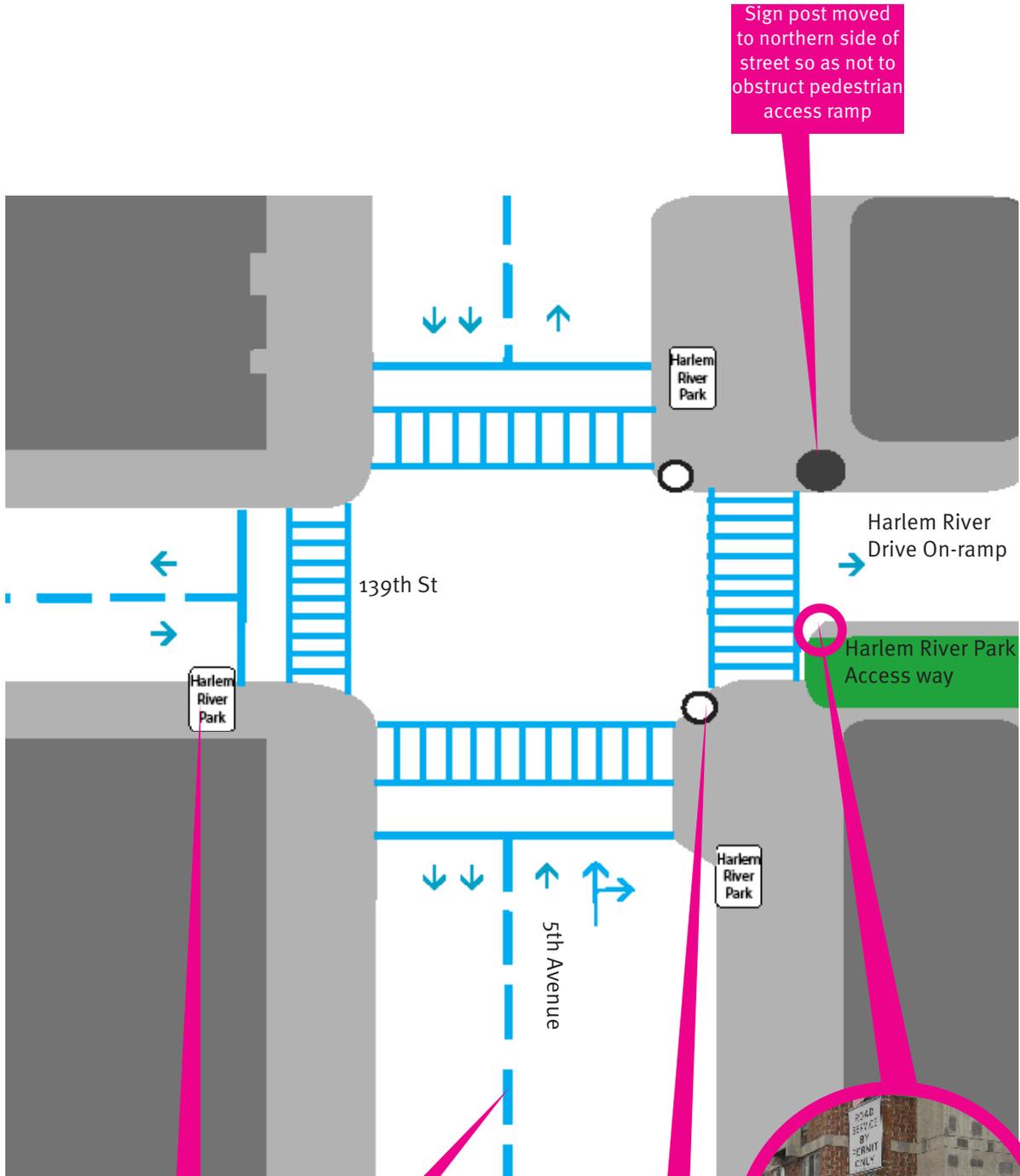


Extend curb and place bollard at corner to protect pedestrians from cars making right turn onto the Drive

Move sign post to north side of street so it does not obstruct access to entrance way



Curb extension shown here shortens crossing time for pedestrians and improves visibility of oncoming traffic



Sign post moved to northern side of street so as not to obstruct pedestrian access ramp

Signage to direct people to the park

Channelize lanes to make vehicles more predictable

Bollard and curb extension to shorten crossing time, protect pedestrians from curb-jumpers, and calm traffic turning onto Harlem River Drive



Build-up protective wall

142nd Street and 5th Avenue

Pedestrian Access at 142nd Street Intersection

Increase Pedestrian Safety

- Paint crosswalk between 5th Avenue and access ramp and between 142nd Street and sidewalk/Greenstreet along access ramp entrance
- Curb-cuts at the end of 5th Avenue and on park-side entrance
- Create sidewalk along access way entrance road
- “Daylight” space in front of pedestrian ramp entrance (remove parking)
- Curb extension into the “daylighted” space
- Add fence behind access ramp wall and along Greenstreet (this is critical to protecting children from falling onto the Harlem River Drive)
- Texturize crossing area between 5th Avenue and Pedestrian ramp, and place reflectors on edges of crossing area

Reduce Vehicular Speeds

- Speed bumps between 143rd and 142nd Streets and before the Stop sign on north-eastern side of Monument to reduce vehicle speeds before intersection
- Rumble strips on Harlem River Drive exit ramp between 145th and 143rd Streets (only use on off-ramp, not on streets cyclists use, as they interfere with cycling)
- Stop bar before Stop sign on Monument
- Flashing lights and Yield to Pedestrian sign at northern-western side and southern side of Monument (alert traffic to pedestrian and park zone)
- Flashing light on east side of 5th Avenue between 141st and 142nd Streets (alert vehicles to pedestrian crossing before turning onto access road)

Improve Pedestrian Access to Park

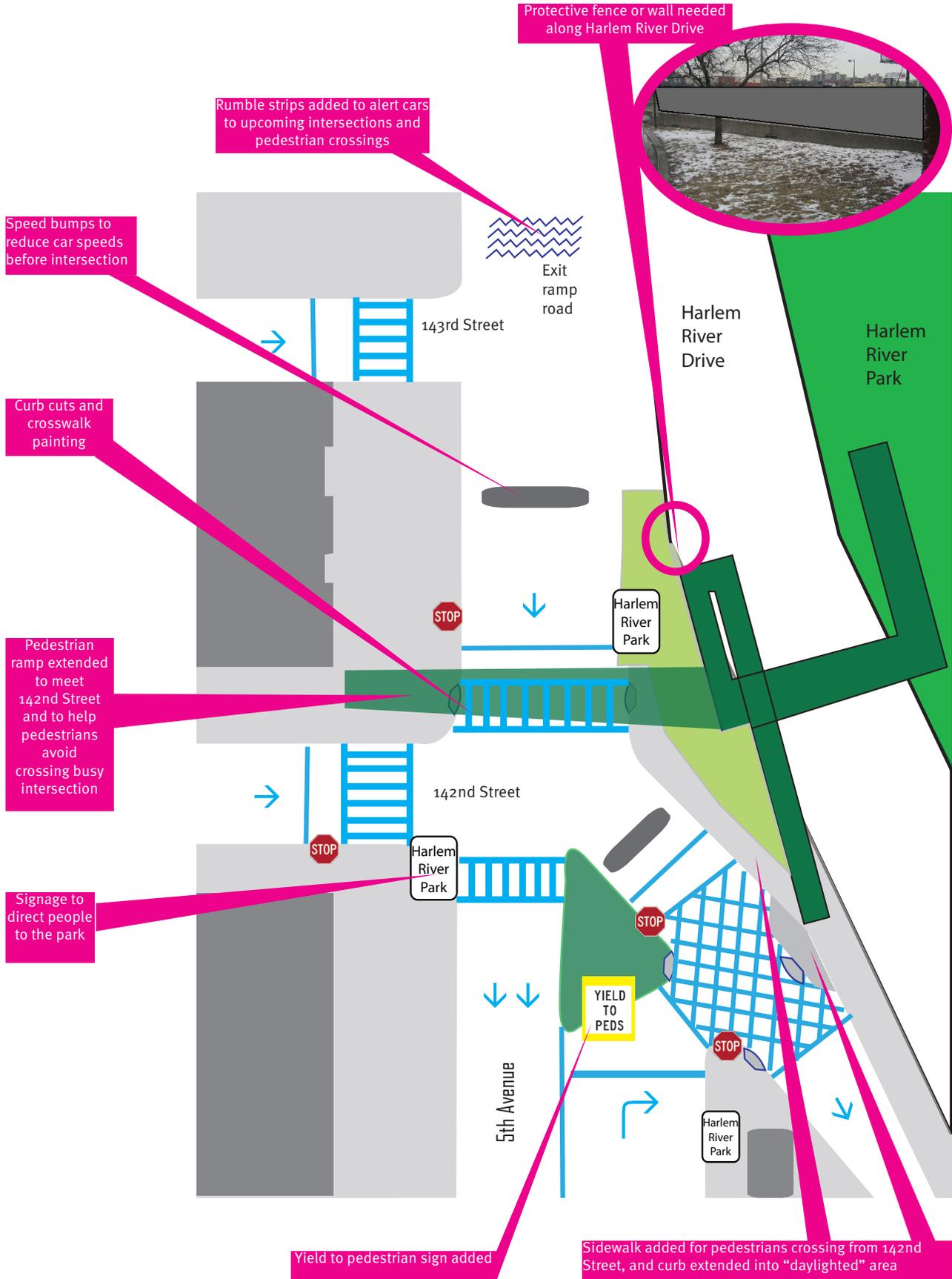
- Signage along 5th Avenue between 141st Street and 142nd Street indicating pedestrian crossing and park entrance
- Signage for pedestrians and bicyclists walking north on 5th Avenue and east on 142nd Street, and for drivers exiting the Harlem River Drive onto 5th Avenue and driving southeast on access road and driving north on 5th Avenue and turning southeast to drive on access road

Yield to pedestrian sign at Monument



Daylighting needed in front of pedestrian ramp so pedestrian can easily access





Short- and Long-Term Improvements

The recommendations to NYC DOT for all three intersections are divided into short- and long-term sections of implementation.

Short-term:

Improve Pedestrian Safety

- Paint crosswalk at end of 5th Avenue and access ramp entrance, and at 142nd Street crossing east to access ramp
- Curb cuts at 142nd Street and 5th Avenue (along path side)
- Network of bicycle lanes connecting streets, such as 135th Street, to Harlem River Park
- Bollards placed at designated curbs

Rationalize Traffic and Calm Traffic

- Speed bumps between 143rd and 142nd Streets and the Monument and Greenstreet at 142nd Street, and rumble strip on Harlem River Drive exit ramp between 145th and 143rd Streets
- Leading Pedestrian Interval (LPI) at 135th St. and Madison Avenue, at both crossings, to extend pedestrian crossing time
- Change signalization at 135th Street and Madison Avenue to include designated right and left turn signals, and designated signals for west-bound access road traffic

Improve Pedestrian Access

- Signage to clearly indicate access ramps to park for pedestrians, bicyclists and drivers (might have to work with the NYC Parks Department)
- Daylight area in front of 142nd Street pedestrian path so pedestrians can see and use access ramp
- Clean access ramps of debris, trash and glass
- Lighting along ramps

Long-term:

- Construct a comfort station in Harlem River Park
- Work with NY State DOT to build a pedestrian-only access ramp at 135th Street and Madison Avenue connecting to the park
- Construct an extension of the 142nd Street ramp that connects to 142nd Street between 5th Avenue and Lenox Avenue

Conclusion

Harlem River Park is a great new park and an asset to the East and Central Harlem communities. In a neighborhood where 25% of people do not get daily physical activity, the park can serve as a resource to improving public health and providing more places for neighborhood residents to engage in exercise.

More people would use the park if improvements were made. To ensure they are, local political support must be built.

Once in place, the physical design recommendations have the potential to:

- Improve pedestrian and bicyclist safety at access points and help the surrounding communities feel comfortable and safe entering the park
- Address issues at access points that currently deter neighborhood residents from visiting the park
- Support the current, popular uses of the park.



Image courtesy Harlem CDC

Take Action

If you live near Harlem River Park, contact your community board leaders and elected officials and urge them to write letters of support to push DOT to improve access to the park.

Community Boards

Community Board 10
215 West 125th Street, 4th Floor
New York, New York 10027
tel: 212-749-3105
fax: 212-662-4215
email: info@cb10.org
CB 10 Chair: Franc Perry
CB 10 District Manager: Geneva T. Bain
email: gtbain@cb10.org

Community Board 11
1664 Park Avenue (between 117th and 118th Streets)
New York, NY 10035
tel: 212-831-8929/30
CB 11 Chair: Robert Rodriguez
email: rjrodriguez@cb.nyc.gov
CB 11 District Manager: George Sarkissian
email: gsarkissian@cb.nyc.gov

Elected Officials

Manhattan Borough President
Scott Stringer
1 Centre Street, 19th Floor
New York, NY 10007
212-669-8300
mbpo.org/

Council Member Inez Dickens
District Office
163 W. 125 Street
New York, NY 10027
212-678-4505

Council Woman
Melissa Mark-Viverito
District Office
105 E. 116th Street
New York, NY 10029
tel: 212-828-9800

State Senator
Bill Perkins
District Office
163 West 125th Street Suite 912
New York, NY 10027
tel: 212-222-7315

State Senator
Jose M. Serrano
District Office
157 East 104th Street
New York, NY 10029
tel: 212-828-5829

Congressman
Charles B. Rangel
163 West 125th Street, Suite #737
New York, NY 10027
tel: 212-663-3900

Issue Encountered at Access Point	135th Street & Madison	139th Street & 5th Ave	142nd Street & 5th Ave
Number respondents using this entrance	63	16	5
Presence of broken glass/debris on access ramps	71%	75%	40%
Speeding drivers at access points	70%	38%	60%
Poor access for people in wheelchairs and with mobility impairments	67%	63%	40%
Excess exposure to highway traffic	65%	19%	40%
Poor lighting at access points/ramps	65%	44%	20%
Not enough time to cross the street at access points	63%	56%	20%
Drivers not yielding to pedestrians at access points	63%	44%	20%
Not enough people accessing the park	54%	75%	0%
Confusing signage at access points	52%	44%	0%
Crime/Unsafe	48%	25%	40%
Presence of rats	46%	38%	40%

Issues that have deterred you from visiting the park	Yes Responses
Lack of knowledge about location of access points	36
Crime/Unsafe	25
Lack of police/park patrol in the park	27
Lack of a comfort station	23
Not enough people accessing the park	23
Not enough time to cross the street at access points	22
Speeding drivers at access points	21
Poor lighting at access points/ramps	20
Poor access for people in wheelchairs or with mobility impairments	20
Confusing signage at access points	19
Presence of rats	19
Presence of broken glass or debris on the access ramps	17
Drivers not yielding to pedestrians at access points	17

Appendices

Changes that would improve access to the park, identified by existing park visitors	Yes Responses
A path connecting the East River Esplanade and Harlem River Park	81
Having a comfort station (public restroom)	80
Cleaner Access Ramps	78
Better lighting	76
More time to cross the street at access points	74
More protection for pedestrians from traffic at access points	74
A bicycle network of lanes connecting Harlem River Park to other local parks	74
Better Access for people in wheelchairs or with mobility impairments	72
More art/better streetscape at entrances	69
Additional enforcement or parks patrolmen in park	65
Protected bicycle facilities leading to the park	72
Other	13

Changes that would lead you to visit, identified by non-park visitors	Yes Responses
A path connecting the East River Esplanade and Harlem River Park	32
Cleaner Access Ramps	31
Better lighting	36
More time to cross the street at access points	29
More protection for pedestrians from traffic at access points	32
A bicycle network of lanes connecting Harlem River Park to other local parks	30
Better Access for people in wheelchairs or with mobility impairments	31
A comfort station was added	36
Better signage indicating entrances to the park	35
Protected bicycle facilities	34
More art/better streetscape at entrances	29

Appendix B: Harlem River Park Walk Access and Usage Survey

1. Have you ever visited Harlem River Park Walk between 135th and 139th Street? (If NO, skip down to question #11)

2. If yes, how often do you visit Harlem River Park Walk?

Once a year Once a month More often than once a week

Once a week More often than once a week

3. Explain why you visit Harlem River Park Walk

4. How do you typically get to Harlem River Park Walk

walking bike car taxi

bus subway

5. Where do you enter Harlem River Park Walk? (check entrance you use most)

6. Do you think crossing the street to enter the park at this location is safe for pedestrians or bicyclists?

7. Do any of the following issues exist at this access point?

Presence of broken glass/debris on access ramps

Speeding drivers at access points

Poor access for people in wheelchairs and with mobility impairments

Excess exposure to highway traffic

Poor lighting at access points/ramps

Not enough time to cross the street at access points

Drivers not yielding to pedestrians at access points

Not enough people accessing the park

Confusing signage at access points

Crime/Unsafe

Presence of rats

8. Which of the following changes would improve access to the park:

A path connecting the East River Esplanade and Harlem River Park

Cleaner Access Ramps

Better lighting

More time to cross the street at access points

More protection for pedestrians from traffic at access points

A bicycle network of lanes connecting Harlem River Park to other local parks

Better Access for people in wheelchairs or with mobility impairments

More art/better streetscape at entrances

Additional enforcement or parks patrolmen in park

Protected bicycle facilities leading to the park

Having a comfort station (public restroom)

Other

Appendices

9. Would you visit the park more often if these changes were made?

Yes No

10. Are there other changes that you would like to see improve access to Harlem River Park Walk? If you answered question 10, skip to demographic questions

11. If no, have any of the following issues deterred you from visiting Harlem River Park?

- Lack of knowledge about location of access points
- Crime/Unsafe
- Lack of police/park patrol in the park
- Lack of a comfort station
- Not enough people accessing the park
- Not enough time to cross the street at access points
- Speeding drivers at access points
- Poor lighting at access points/ramps
- Poor access for people in wheelchairs or with mobility impairments
- Confusing signage at access points
- Presence of rats
- Presence of broken glass or debris on the access ramps
- Drivers not yielding to pedestrians at access points

12. Would you visit the park more often if the following changes were made?

- A path connecting the East River Esplanade and Harlem River Park
- Cleaner Access Ramps
- Better lighting
- More time to cross the street at access points
- More protection for pedestrians from traffic at access points
- A bicycle network of lanes connecting Harlem River Park to other local parks
- Better Access for people in wheelchairs or with mobility impairments
- A comfort station was added
- Better signage indicating entrances to the park
- Protected bicycle facilities
- More art/better streetscape at entrances

13. Are there other changes that you would like to see improve access to Harlem River Park Walk?

Demographic Questions:

Where do you live?

Gender?

Age Range?