

# George Washington Bridge “Restoring the George” Construction Program Supplemental Information on Bicycle and Pedestrian Access

The replacement of the George Washington Bridge suspender ropes is part of the “Restoring the George” program which includes 11 projects to rehabilitate the 85-year-old George Washington Bridge. The suspender rope replacement project includes the replacement of suspender ropes, inspection, repair and dehumidification of the main cables, replacement of the north and south sidewalks, and new security fencing on the water-side of the sidewalks.

As part of this project, improvements to the sidewalks represent an investment of \$118 million in construction costs, which is over 20% of the construction cost of the suspender rope replacement project. The “Restoring the George” program addresses pressing bridge access issues and improvements to the pedestrian and bicycle experience that includes separation of users on the north and south sidewalks, ADA compliant access ramps, elimination of stairways and constricted turns on access ramps, introduction of spacious entry plazas and viewing platforms, and safety fencing along ramps and main span sidewalks. The sidewalk improvements include:

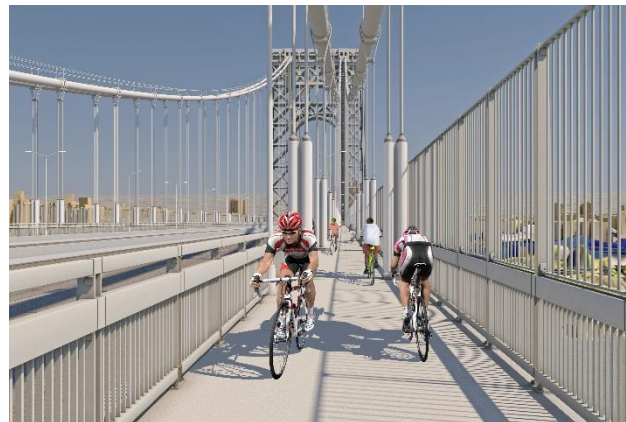
- When completed, both North and South sidewalks will operate simultaneously, at the current sidewalk widths of 10’ (6’-11” within the bridge towers and 6’-9” at the suspender rope locations). Pedestrians and those requiring ADA access will use the south sidewalk, and bicyclists will use the north sidewalk. This is an improvement from the current condition where the cyclist and walkers share the same sidewalk.
- Approach ramps will be added to the North sidewalk where there were previously stairs accessing the sidewalk (there are existing ramps on the South sidewalk). All approach ramps, will be between 11’ and 14’ wide, constructed to be ADA-compliant for pedestrians and bicyclists and have a maximum slope of 5%.
- Safety features such as sidewalk pavement markings, bicycle-friendly rub-rails, improved lighting and wayfinding signage will be included to assure user safety and comfort.
- The sidewalk will provide for a continuous path across the bridge on both the north and south sides, with a series of spacious entry plazas and 3 viewing platforms. The viewing platforms have been located along the approach ramps and positioned to exploit the views of the Hudson River and Palisades.
- Modification of scope to incorporate a relatively low cost solution to the tight corners at and around the towers that would benefit cyclists by not having to disembark when approaching the towers.

## Existing



Existing sidewalk is shared between pedestrians and bicyclists

## Future



Separation of users between north and south sidewalks will enhance user experience (north sidewalk)

Existing



All users are required to use stairs to access the north sidewalk

Future



ADA-compliant 14' wide sidewalk access ramp, maximum 5% slope (11' wide at NJ north)



Narrow widths and constricted turns at existing access ramp



Improved widths and slopes at future access ramp



Partial height fence at the approach ramps and main span



New 11' high safety fence at the main span of the bridge; sidewalk access ramps will be 9' high; vehicular side rail will also be replaced



**Existing**



Existing conditions have limited opportunities for gathering and place-making

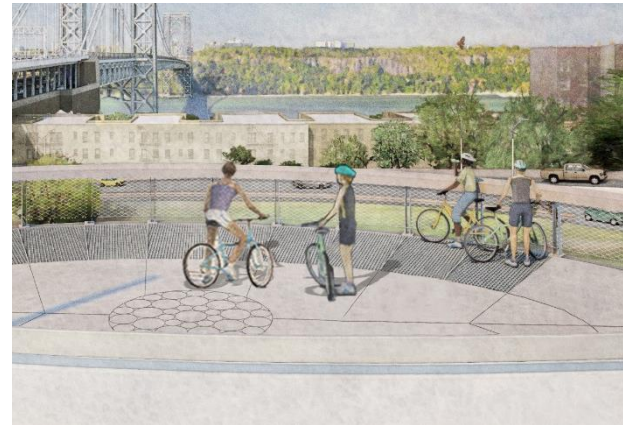
**Future**



Spacious entry plazas will provide bridge orientation with wayfinding and meet-up areas for enhanced user experience



Existing conditions have limited opportunities for viewing and place-making



Viewing platforms will provide scenic vistas with respite and meet-up areas for enhanced user experience

**Existing: South sidewalk (NJ)**



Existing condition at NJ-South: Hudson Terrace looking east: absence of crosswalk, entry area and street buffer; narrow sidewalk with vehicular gate impediment

**Future: South sidewalk (NJ) – Pedestrians**



Future view at NJ-South: south sidewalk pedestrian operation includes a new crosswalk (along Hudson Terrace), spacious entry plaza and main span access sidewalk

Existing: South sidewalk (NY)



Existing condition at NY-South: W. 178<sup>th</sup> Street and Cabrini Boulevard: absence of entry area and street buffer; ramp access to bridge is narrow with constricted turns

Future: South sidewalk (NY) – Pedestrians



Future view at NY-South: south sidewalk pedestrian operation includes a spacious entry plaza, viewing platform and main span access ramp



Existing: North sidewalk (NJ)



Existing condition at NJ-North: Hudson Terrace looking east: absence of crosswalk, entry area and street buffer; stair-only access to bridge

Future: North sidewalk (NJ) – Bicycles



Future view at NJ-North: north sidewalk bicycle operation includes a new crosswalk (across Hudson Terrace), spacious entry plaza, viewing platform and main span access ramp

Existing: North sidewalk (NY)



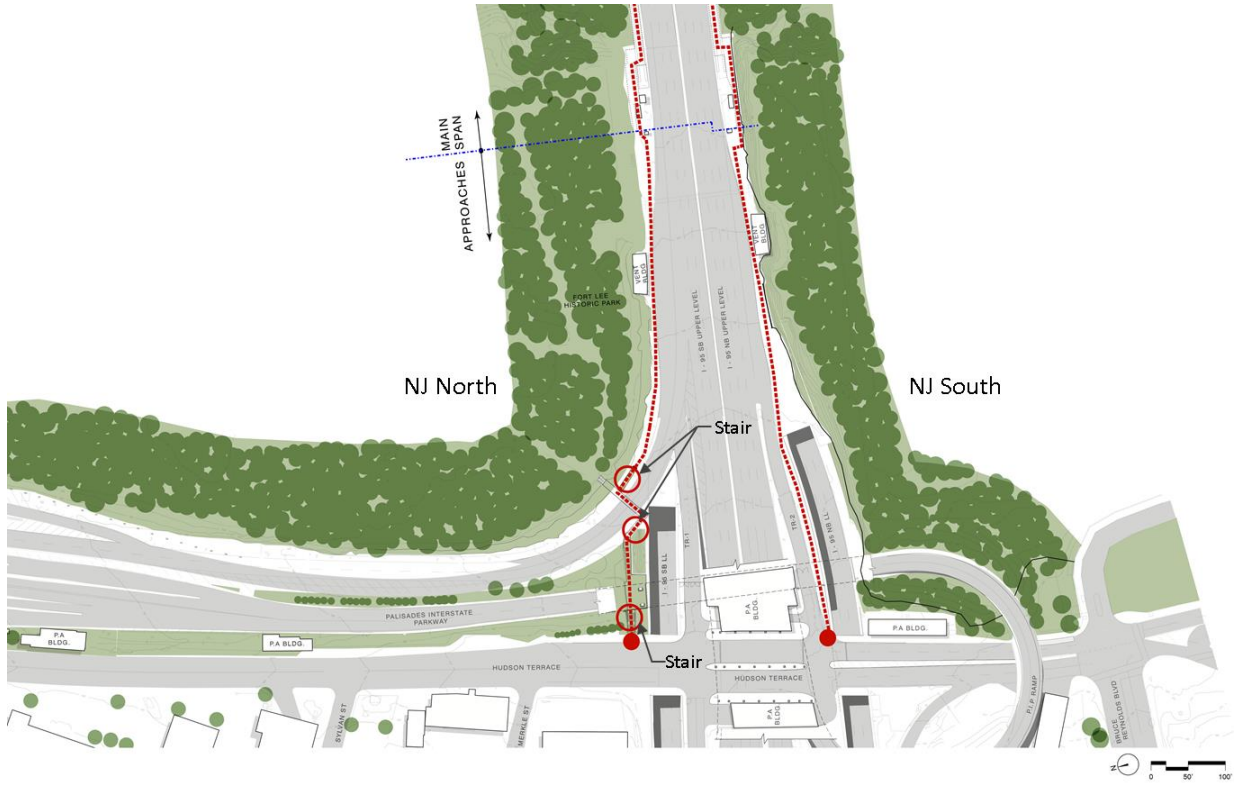
Existing condition at NY-North: W. 179<sup>th</sup> Street and Cabrini Boulevard: lack of crosswalk and entry area with buffer from street, stair access-only

Future: North sidewalk (NY) - Bicycles



Future view at NY-North: W. 180<sup>th</sup> Street and Cabrini Boulevard looking west - north sidewalk bicycle operation includes a spacious entry plaza, viewing platform and main span access

# New Jersey Approaches – Existing Alignments

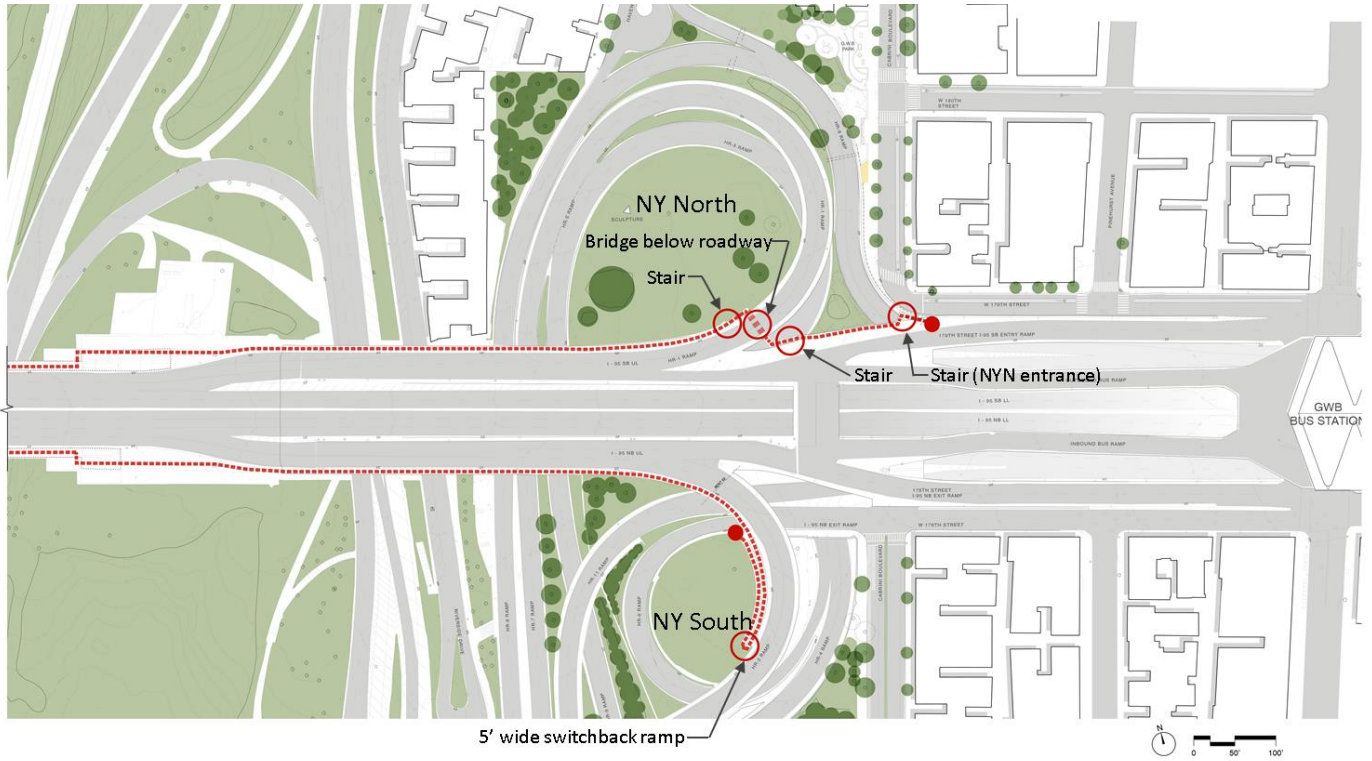


# New Jersey Approaches – Proposed Alignments

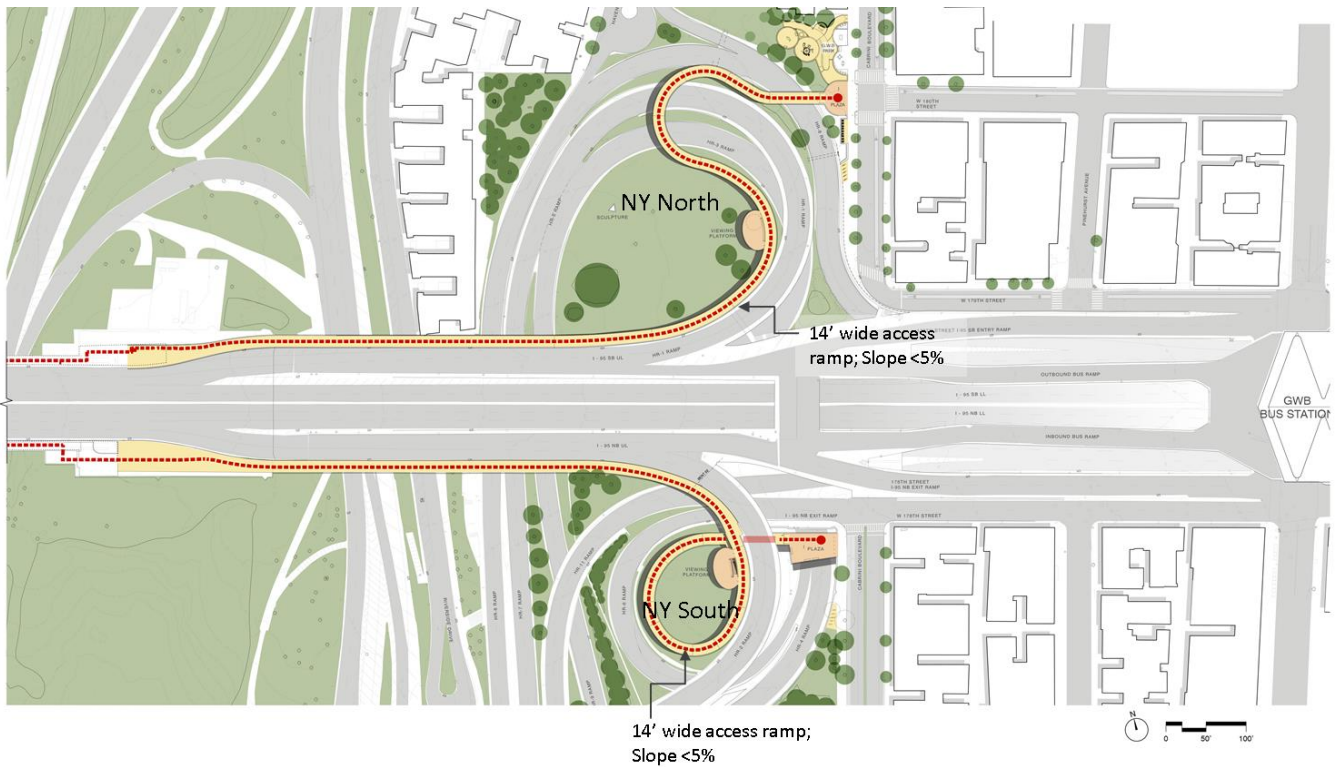




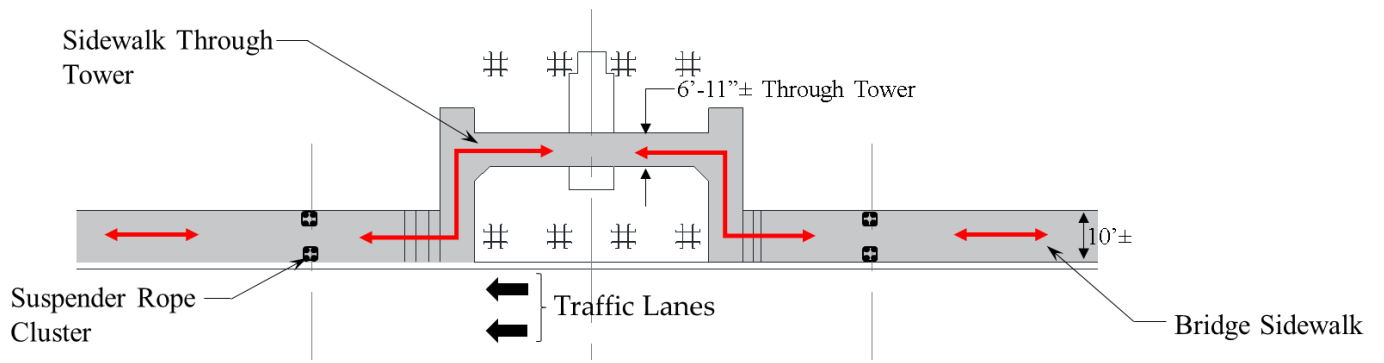
### New York Approaches – Existing Alignments



### New York Approaches – Proposed Alignments



Existing: Sidewalk at Tower



New: Sidewalk at Tower with Wedge Modification

