

## Appendix N

# Bicycle Concept Plans at the George Washington Bridge

**Short-Term Recommendation**

Stripe a high visibility crosswalk and bicycle specific crossing treatments across Hudson Terrace at the GWB south walkway and a high visibility crosswalk across Hudson Terrace at the existing traffic signal adjacent to the north walkway access. Stripe crosswalks across maintenance access roads on/off the GWB.

**Mid-Term Recommendation**

Install HAWK Signal at the Hudson Terrace intersection with the GWB south walkway. This will work in conjunction with the existing traffic light at the ramp from the GWB westbound at Hudson Terrace. The signal will provide gaps in the Hudson Terrace motor vehicle traffic when actuated, allowing the pedestrian and bicycle traffic to cross to roadway safely.

**Example of a HAWK Signal**

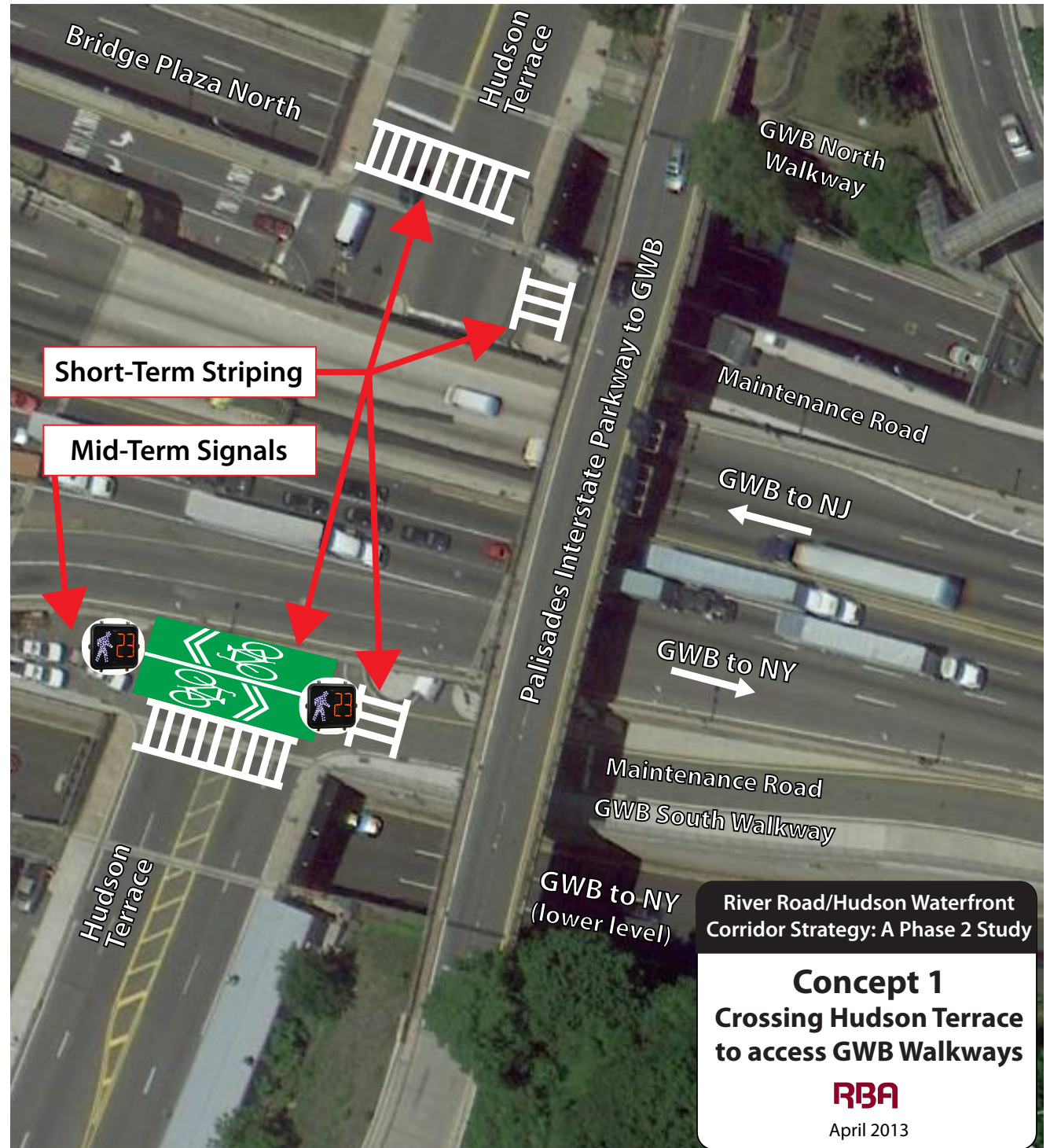


Source: Federal Highway Administration

**Example of a Phase Sequence for a HAWK Signal**

1. Dark until activated	2. Flashing yellow light for 3-6 s	3. Steady yellow light for 3-6 s
4. Steady red light during pedestrian interval	5. Alternating flashing red lights during pedestrian clearance interval	

Source: Improving Pedestrian Safety at Unsignalized Crossings, TCRP/NCHRP Report 112/ 562



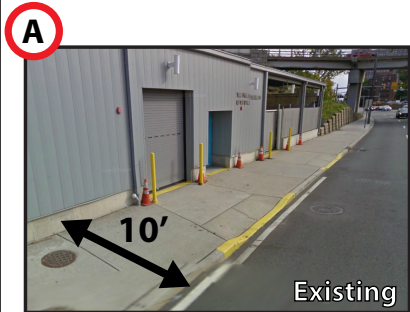
River Road/Hudson Waterfront Corridor Strategy: A Phase 2 Study

**Concept 1**  
**Crossing Hudson Terrace to access GWB Walkways**

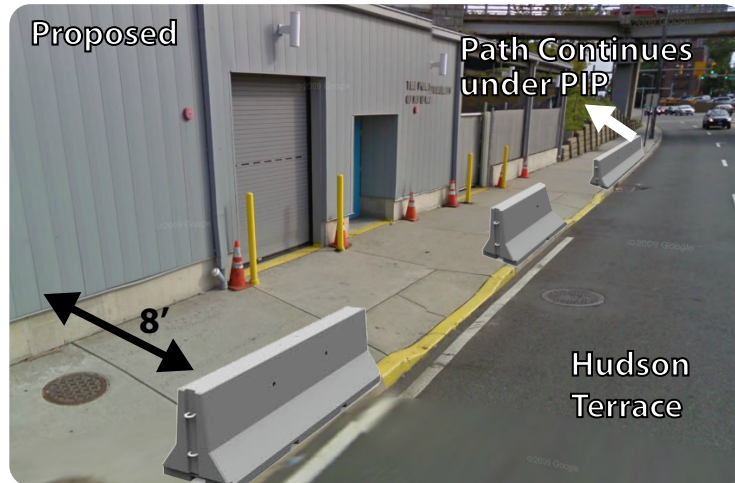
**RBA**  
 April 2013

**Long-Term Recommendation**

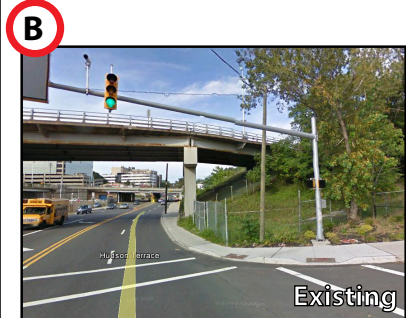
Construct a shared use path along the eastern side of Hudson Terrace between the entrance to Fort Lee Historic Park and the GWB south walkway. Constructing this path will provide a continuous off-road connection between the GWB south walkway and the existing path along Hudson Terrace that extends south to Henry Hudson Drive. The sidewalk along Hudson Terrace from the south walkway until south of the Port Authority maintenance garages is 10' wide. This is wide enough for a two-directional shared use path. However, shared use paths located immediately adjacent to roadways require a physical barrier. While needed in tight spaces, the barriers will narrow the path to 8'. Warning signs that indicate the path narrows should be considered. After the maintenance garages, the sidewalk is too narrow to accommodate a shared use path. Therefore, the path should continue around the support for the Palisades Interstate Parkway (PIP) ramp.



- Install physical barrier to separate the shared use path from Hudson Terrace.
- Maintain driveway access to Port Authority maintenance garages.



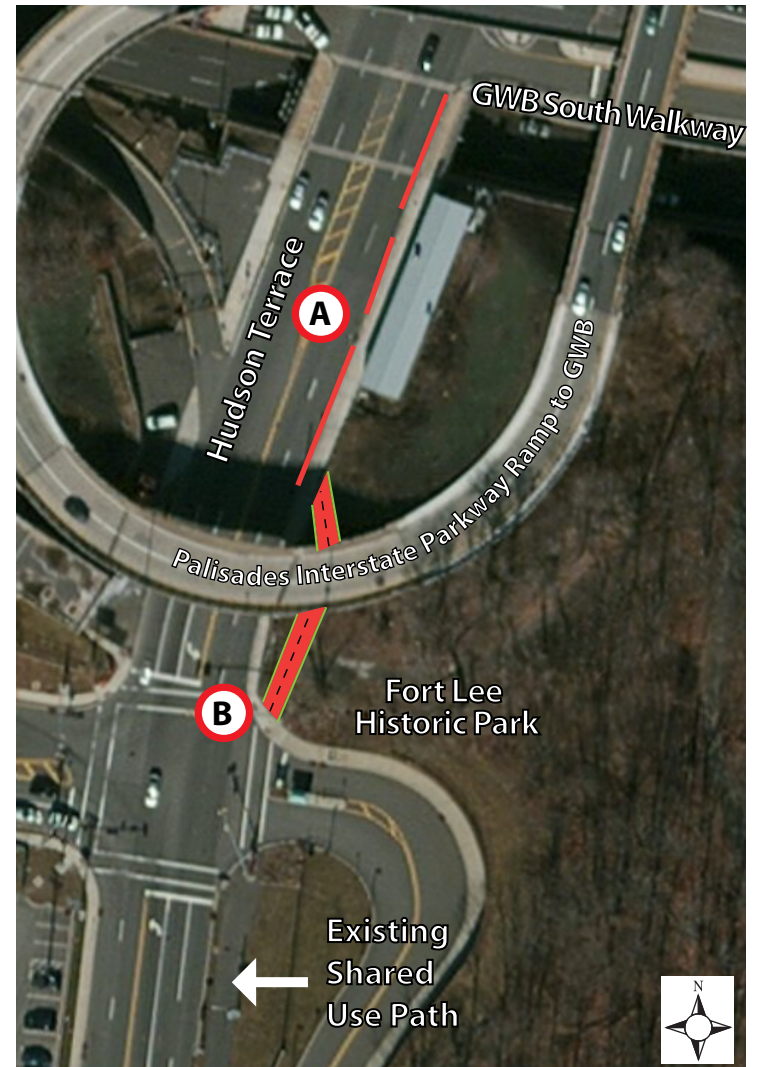
Example of Physical Barrier Separating Shared Use Path from Hudson Terrace



- The proposed path between Fort Lee Historic Park and the GWB south walkway will require earthwork under the PIP entrance ramp to the GWB.



View of Proposed Shared Use Path from Hudson Terrace and Entrance to Fort Lee Historic Park



River Road/Hudson Waterfront Corridor Strategy: A Phase 2 Study

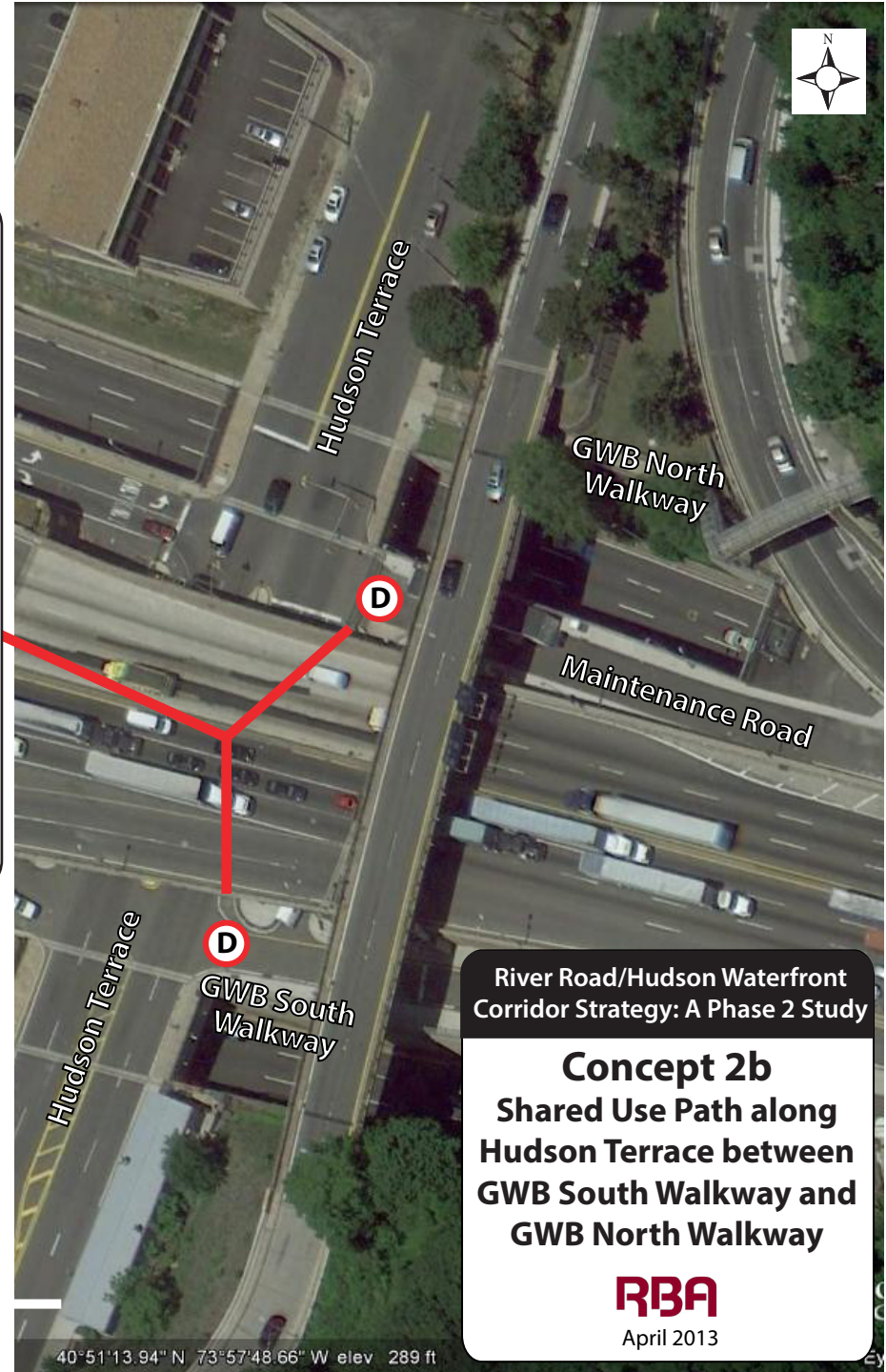
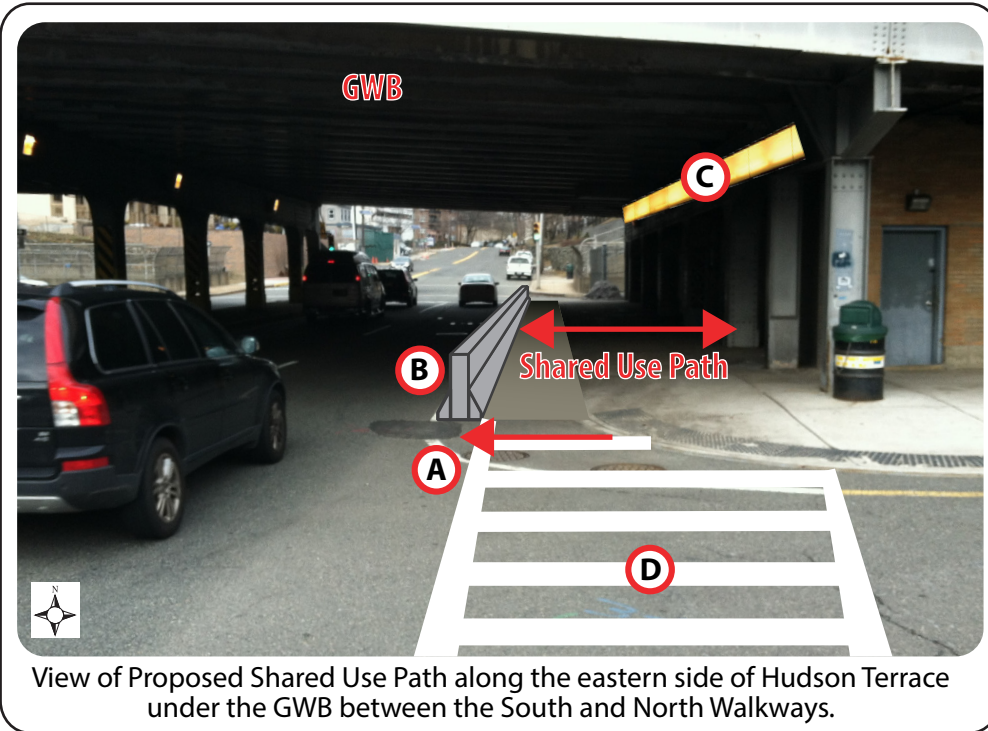
**Concept 2a**  
**Shared Use Path along Hudson Terrace between Fort Lee Historic Park and GWB South Walkway**



April 2013

### Long-Term Recommendation

Construct a shared use path along the eastern side of Hudson Terrace between the GWB south walkway and the GWB north walkway to provide a continuous off-road connection between the GWB walkways. Together, Concept 2a and 2b provide an off-road connection from both GWB walkways and the existing path along Hudson Terrace that extends south to Henry Hudson Drive.



Existing

- A** Relocate curb to widen shared use path.
- B** Install physical barrier to separate the shared use path from Hudson Terrace.
- C** Install additional pedestrian scale lighting under GWB.
- D** Stripe crosswalks across maintenance access roads on/off the GWB.

River Road/Hudson Waterfront Corridor Strategy: A Phase 2 Study

**Concept 2b**  
**Shared Use Path along Hudson Terrace between GWB South Walkway and GWB North Walkway**

**RBA**  
 April 2013

### Short-Term Recommendation

- Stripe and sign a bicycle lane along Hudson Terrace between the GWB and Sylvan Street, preserving the on street parking where possible. This will target the high crash intersections of Hudson Terrace at both Merkle Street and Sylvan Street, increasing visibility and expectation of potential conflict.
- Add green color to enhance visibility of the bike lane.

*Example of Bicycle Lanes  
Next to On-Street Parking and a Curb*



Source: National Association of City Transportation Officials - Urban Bikeway Design Guide 2011.

