



## **FREQUENTLY ASKED QUESTIONS**

### **What is the High Line?**

The High Line is a 1.45-mile-long elevated, steel structure built in the 1930s to carry freight trains. It runs from Gansevoort Street, in the Meatpacking District, through the West Chelsea gallery neighborhood, ending at 34th Street, next to the Jacob Javits Convention Center. The last train ran on it in 1980.

### **Who owns the High Line?**

The High Line, south of 30<sup>th</sup> Street, is owned by the City of New York and is under the jurisdiction of the Department of Parks & Recreation. It was donated to the City by CSX Transportation, Inc. which still owns the northernmost section (30<sup>th</sup> - 34<sup>th</sup> Street). The land beneath the High Line is owned in parcels by New York State, New York City, and more than 20 private property owners.

### **Who are Friends of the High Line (FHL)?**

FHL is a community-based 501(c)(3) organization dedicated to the preservation and adaptive reuse of the High Line. FHL began as an advocacy group, but once construction is complete, FHL will function as a conservancy, which will raise funds and help operate the park, through a partnership with the New York City Department of Parks & Recreation.

### **Why preserve and reuse the High Line?**

The High Line is a monument to the industrial history of New York's West Side. It offers an opportunity to create an innovative new public space, raised above the city streets, with views of the Hudson River and the city skyline. Its conversion will be a global model for the reuse of transportation infrastructure, offering greening opportunities, alternative transportation options, and social and economic benefits to meet changing needs in post-industrial urban environments.

### **Does the High Line project have political support?**

Yes. Elected officials supporting the project include U.S. Senators Charles Schumer and Hillary Rodham Clinton, Congressman Jerrold Nadler, Governor Eliot Spitzer, New York State Senator Thomas Duane, New York State Assembly Members Deborah Glick and Richard Gottfried, Mayor Michael Bloomberg, Speaker of the City Council Christine Quinn, and Manhattan Borough President Scott Stringer.

### **When will it open to the public?**

Construction began in April 2006. Section 1 (Gansevoort Street- 20<sup>th</sup> Street) is projected to open in 2008.

### **Has a rail-trail atop an elevated structure been created before?**

The city of Paris successfully converted a similar rail viaduct into an elevated park called the Promenade Plantée. It is lavishly planted and offers both stairs and elevators for access. Projects similar to the High Line are in early stages in St. Louis, Philadelphia, Jersey City, Chicago, and Rotterdam.

**Is the High Line structurally sound?**

Yes. It was built to hold two loaded freight trains, and it is still structurally sound. As part of construction, the structure is being fully rehabilitated, including concrete repair, repainting, and drainage improvements, prior to its conversion to public open space.

**How will people access the High Line from the street?**

Access systems will be built at numerous points and will meet standards established by the Americans with Disabilities Act.

**How will the public space atop the High Line be made safe and secure?**

Safety and security will be designed into the public space and into its daily operations. Access points will be securely locked, well-lit, and monitored when the public space is closed. Areas under the High Line will be well-illuminated. Windows in adjacent buildings will offer “eyes on the park.” Security patrols will monitor the public space. Most important, the enticing and compelling design of the High Line will attract a large numbers of visitors, contributing to overall safety.

**What will the public space on the High Line look like?**

The design team hopes to capture the quiet, contemplative nature of the High Line after the trains stopped running, creating a world apart from the bustling streets of Manhattan. Concrete, reinforced and handsomely textured, will be cast in long, narrow “planks,” forming a smooth, linear, virtually seamless walking surface. Tapered into surrounding plantings designed by Piet Oudolf, they will allow plant life to push up through the seams. The public environment on the High Line will also contain special features, including water features, children’s features, viewing platforms, sundecks, and gathering areas to be used for performances, art exhibitions, or educational programs. For more information on the High Line’s design, visit [www.thehighline.org/design](http://www.thehighline.org/design).

**What will happen to the High Line at the West Side Rail Yards?**

While the High Line’s future is secure below 30<sup>th</sup> Street, and construction on the park has begun on Section I, the future of the rail yards section depends on plans now being developed by the State-run MTA and private developers. This section of the High Line (30<sup>th</sup> to 34<sup>th</sup> Streets) makes up about one-third of the Line. Here, the structure might be fully preserved, altered, or removed. For more information on our Rail Yards advocacy, please visit our Rail Yards Blog at [www.railyardsblog.wordpress.com](http://www.railyardsblog.wordpress.com).

**How can I help?**

FHL is committed to engaging the High Line community and all interested New Yorkers in plans for the High Line’s design, reconstruction, programming, and daily operations. To stay informed about public events and meetings, subscribe to FHL’s E-mail Newsletter at [www.thehighline.org](http://www.thehighline.org). To become a member, to volunteer, or to make a donation, please visit [www.thehighline.org](http://www.thehighline.org) or call (212) 206-9922.

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