
High Line – www.thehighline.org

Gansevoort Street to 34th Street between 10 and 11th Ave.
Manhattan, NY

Facts:

- The High Line was originally constructed in the 1930s, to lift dangerous freight trains off Manhattan's streets.
- No trains have run on the High Line since 1980
- When all sections are complete, the High Line will be a mile-and-a-half long elevated park, running through the West Side neighborhoods
- High Line is a monument to the industrial history of the City.
- Innovative new public space through adaptive reuse
- High line runs through three of Manhattan's most dynamic neighborhoods: Meatpacking District, West Chelsea, and Hell's Kitchen/Clinton
 - In the 1930s these neighborhoods were dominated by industrial and transportation uses
 - Now many of the warehouses and factories have been converted to art galleries, design studios, retailers, museums, and residences.

History Timeline

1847

The City of New York authorizes street-level railroad tracks down Manhattan's West Side

1951-1929

So many accidents occur between freight trains and street-level traffic that 10th Avenue becomes known as Death Avenue. For safety, men on horses, called West Side Cowboys, ride in front of trains waving red flags



1929

After public debate about the hazard, the City and State of New York and the New York Central Railroad agree to the West Side Improvement project, which includes the High Line. The entire project is 13 miles long, and eliminates 105 street-level railroad crossings.

1934

High Line opens to trains.

1950s

Growth of interstate trucking leads to a drop in rail traffic, nationally and on the High Line

1960s

The southernmost section of the High Line is demolished

1980s

The last train runs on the High Line.

Mid-1980s

A group of property owners lobbies for demolition of the entire structure. Members of this group own land under the High Line that was purchased at prices reflecting the High Line's easement. Peter Obletz, challenges demolition efforts in court and tried to re-establish rail service to the line.

1999

Friends of the High Line is founded to advocate for the High Line's preservation and reuse as open space.

March 2002

Friends of the High Line gains first City support – a City Council resolution advocating for the High Line's reuse

October 2002

A study done by Friends of the High Line finds that the High Line project is economically rational: New tax revenues created by the public space will be greater than the costs of construction.

December 2002

The City files with the federal Surface Transportation Board for railbanking, making it City policy to preserve and reuse the High Line

January – July 2003

An open ideas competition, "Designing the High Line" solicits proposals for the High Line's reuse. 720 teams from 36 countries entered.

March – September 2004

Friends of the High Line and the City of New York select a team led by James Corner Field Operations, a landscape architecture firm, Diller Scofidio + Renfro, and architecture firm and experts in horticulture, engineering, maintenance, public art and other disciplines.

September 2005

The State of New York, CSX Transportation Inc, and the City of New York jointly file with the Surface Transportation Board to railbank the High Line

June 2005

The Surface Transportation Board issues a Certificate of Interim Trail Use for the High Line, authorizing the City and railroad to conclude railbanking negotiations.

November 2005

The City take ownership of the High Line from CSX Transportation Inc and the City and CSX sign a Trail Use Agreement

April 2006

Groundbreaking for the first phase of construction on Section 1

June 2009

Section 1 opens to the public

2010

Section 2 is projected to open to the public

