Welcome! We will begin in a few minutes

Translation & Accessibility

• Closed Captioning is available in English and live interpretation is available in Spanish via the Interpretation button
• Please use the chat to submit your questions.
• This workshop will also include breakout room discussions.

¡Bienvenido! Empezaremos en unos minutos

Traducción y Accesibilidad

• Los subtítulos están disponibles en inglés y la interpretación en vivo está disponible en español a través del botón de Interpretación
• Utilice el chat para enviar sus preguntas.
• Este taller también incluirá discusiones en cuartos virtuales separados.
Harlem River Greenway Workshop #2

University Heights Bridge to Macombs Dam Bridge

Wednesday, April 19, 6-8pm
Project Team

City and State Team

New York City DOT
NYC Parks
New York State Parks, Recreation and Historic Preservation
NYC Environmental Protection
NYC/EDC

Community Partners

Harlem River Community Connection
NY/NJ Harbor & Estuary Program
Urban Waters Federal Partnership
Bayonne Council for the Arts

Consultant Support

Sam Schwartz
SCAPE
Public Works Partners
Agenda

• Project Background & Goals
• Process + Schedule
• Existing Conditions
• Breakout Room Activity
• Next Steps/Announcements
Poll #1

How do you currently travel in the area?
Project Background

- Bronx communities have been historically disconnected from the Harlem River
- Long-time advocacy for a continuous greenway and improved connectivity
- This is a community-based process to develop an implementation plan for the Greenway
- When complete, the Greenway will consist of a continuous 7-mile, multi-use shared path connecting Van Cortlandt Park to Randall’s Island Park
Past Planning Studies

A Greenway Plan for New York City, 1993

Harlem River Greenway Plan (Pratt Center for Community Development), 2011

Bronx, Meet Your Waterfront (MIT), 2011

Mott Haven/Port Morris Waterfront Plan (South Bronx Unite), 2012

Harlem River Brownfields Opportunity Area Report (BCEQ/Parks), 2015

Special Harlem River Waterfront District Expansion (DCP), 2017

Harlem River Bridges Plan (DOT), 2018

Harlem River Watershed and Natural Resources Management (Parks), 2020
What is a Greenway?

- Continuity is key
- Main greenway corridor is comprised of several continuous segments (on and off street)
- Main corridor links to the rest of the network via greenway connectors
- Often along natural and man-made linear spaces (rail/highway rights-of-way, rivers, waterfronts, and parks)

Greenways are continuous, multi-use corridors for human-powered or electric-assist transportation and recreation, defined and named by the City and community-driven planning processes.
Benefits of a Greenway

- Improves transportation access and mobility
- Provides opportunities for active transportation (improving health)
- Encourages sustainable modes of transportation (biking and walking)
- Brings people together through recreation and leisure
- Encourages economic development in the area
- Connects people to nature and the waterfront
Project Goals

- Develop a comprehensive plan for a continuous, safe, and accessible path

- Work with community members to plan a greenway that best serves Bronxites

- Identify a series of short-term street improvement projects and long-term capital projects along the Harlem River

- Identify greenway connectors to provide upland communities with access to the Harlem River Greenway and waterfront
Project Schedule

- **March 2023**
  - Project Kick off
  - Community Workshops: Evaluate Existing Conditions

- **April 2023**
  - Community Workshops: Identify potential routes & project ideas

- **Summer 2023**
  - Community Workshops: Gather feedback on specific routes & projects

- **Fall 2023**
  - Refine specific project ideas & present final implementation plan

- **2024**
Implementation Strategies

- **Street Improvement Projects** use DOT’s in-house resources such as paint and delineators to make street design changes quickly.

- **Capital Projects** are longer-term, major street reconstruction projects which modify the geometry of the street and are often coordinated with sewer and water upgrades.
Study Area Overview

• Van Cortlandt Park to Randall’s Island Park
• 7-mile route
• 3 focus sections:
  • Van Cortlandt Park to University Heights Bridge
  • University Heights Bridge to Macombs Dam Bridge
  • Macombs Dam Bridge to Randall’s Island Connector
Workshop # 2 Focus Area

- Central Section: University Heights Bridge to Macombs Dam Bridge
Study Area Context and Neighborhood Destinations
Creating Connections
Key Destinations: Parks, Open Space and Recreation

Open Space and Recreation

- Parks
- Cemeteries

Data Sources:

nyc.gov/dot
Key Destinations: Parks, Open Space and Recreation
Key Destinations: Community Assets & Places of Interest

Public Facilities
- Higher Education
- Schools (K-12)
- Day Care and Pre-K
- Cultural Institutions
- Libraries
- Senior Centers
- Health Care Facilities
- Hospitals

Commercial Centers
(based on site observations and desktop analysis)

Existing Bike Routes
- Protected
- Curbside, Sharrow, Signed

nyc.gov/dot
Poll #2

How would you like to travel in your area?
Nearby residents primarily travel by walking, transit, and biking.

**Car Ownership**
- 55%: No vehicles
- 29%: One vehicle
- 11%: Two vehicles
- 5%: Three or more vehicles

**Mode Split**
- 77%: Walking/Biking/Public Transportation
- 3%: Private Car/FHV/Taxi
- 20%: Other

Data: Replica Fall 2021 datasets (ACS 2019); Figures shown represent 1 mile buffer around HRG study area.
Commute Travel Times

• Most people in study area have commute times longer than 30 minutes

• Greenways can provide additional transportation options and support connections to transit

Data: ACS 2017-2021, NYC Streets Plan
Transit Network + Hubs

Public Transportation
- MTA Subway Stations
- Bus
- Metro North Stations
- Highways

N

0

0.1

0.2

0.3

0.4

Miles

Date Sources
NYC DOT
DOT Plan

nyc.gov/dot
Bicycle Facilities - Typologies

Shared Bicycle Lanes

Shared lane markings guide cyclists where to ride on the street
- Alert drivers & cyclists of shared space
- Provide wayfinding for cyclists
- Guide cyclists away from car doors

Standard Bicycle Lanes

Bicycle lanes provide dedicated space in the road
- Discourage speeding by visually narrowing the road
- Increase predictability by clearly defining road space for each user

Protected Bicycle Lanes

Bicycle lanes protected by bollards or floating parking
- Maximize traffic calming by physically narrowing roadways
- Increase safety for all road users by shortening crossing distances for pedestrians, & separating people driving and biking
Existing Bicycle Infrastructure

Bike Infrastructure
- Protected Lane
- Conventional Lane
- Shared
- Signed
- Citi Bike Docks
- Citi Bike Expansion Zone

Public Transportation
- MTA Subway Stations
- Metro North Stations

Data Sources:
NYS DOT
NYC Open Data
Existing Bicycle Infrastructure #1

Auto-oriented infrastructure impedes biking and walking connection to the waterfront.
Study Area Overview: Part 1

Heavy traffic and noise make key walking and cycling connections uncomfortable.
Safety – Vision Zero
Priority Areas

Vision Zero

- Intersections
- Corridors
- Priority Zones

Data Sources: NYC DOT MapLazy, Owner Type (CDD2): https://www1.nyc.gov/content/nyc_dot/planning/data-map/open-data/dot-geo-uploads
Uncomfortable and confusing pedestrian crossings make walking less appealing.
Ongoing Projects

Selected Planned and Ongoing Projects
- Mobility and Safety
- Streetscape Improvements
- Parks and Open Space
- Housing and Commercial Development
- Bicycle Crossings (NYC DOT 2018)
Barriers to Access
Highways and rail lines divide the area and fragment the biking and walking network.
Steep inclines and declines pose challenges for connectivity.
Topography & Slope

Topography and Geomorphology (NAVD88)

250'
0'

Existing Bike Routes
- Protected, Curbside, Sharrows
- Signed Routes

Note: Sources include Topographic, waterbody data (2017), https://data.cityofnewyork.us/City-Government/Topo-Geodetic-Data-2017-7c8b-jf8f/data

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Ownership

Other Public Authority, State or Federal Government

City

Mixed City and Private

Tax Exempt (Non-Profit, Religious Institutions, etc.)

Private

Data Sources:
NYC DOT MapPLUTO, Owner Type [2022] https://www1.nyc.gov/site/planning/data-maps/open-data/dev-pluto.html.page

nyc.gov/dot
Tell Us What You Think!
What we’d like to hear from you

- Learn about your transportation needs and challenges
- Identify key corridors and intersections that could benefit from safety improvements for people biking and walking
- Identify high priority gaps in accessibility in the study area
Breakout Room Activity

• When prompted, enter your assigned breakout room
• If you would like to continue with Spanish interpretation, please decline the breakout room invitation and stay in the main room
• Closed Captioning will be available throughout the activity
• We will come back to the main room at the end and report back before closing
Report Back

What were the main takeaways from each breakout room?
How to Provide Additional Feedback

• You can provide additional comments at the feedback portal
• To learn more, visit the project website here: https://nycdotprojects.info/harlem-river-greenway-bronx
NY-NJ Harbor & Estuary Program Grant Opportunity

• Request for Proposals: public programs in support of the Harlem River and Harlem River Greenway
  o For example: learn to ride events, community plantings, canoe paddling, public art installations, neighborhood walks and bike rides
• Grant awards: ~$5,000-$15,000
• Letter of inquiry due May 15th
• More info available: www.hudsonriver.org/article/public-access-grants
Next Steps

• Community Workshop series:
  1. Tuesday, April 18th 6-8pm ✔
  2. Wednesday, April 19th 6-8pm ✔
  3. Wednesday, April 26th 6-8pm

• Summer 2023:
  • Identify potential routes and project ideas based on community input

• 2024:
  • Publish Implementation Plan
Thank you!