



# Harlem River Greenway (Bronx)

Route Alternatives - Northern Section

March 13th, 2024





# Agenda

- Background + Intros (15 mins)
- Route Alternatives (30-minute presentation)
- Breakout Groups (45 minutes)
- Report Back (15 minutes)





# Project Team

## City Team



## Community Partners



## Consultant Support





# The Big Picture:

## 7-mile continuous greenway

- **Create a continuous and connected path** for cyclists, pedestrians, runners, and others
- **New transportation option** both for recreation and commuting
- **Connect people to the waterfront and parks**
- **Provide convenient and safe connections** to greenway paths from the local street network.

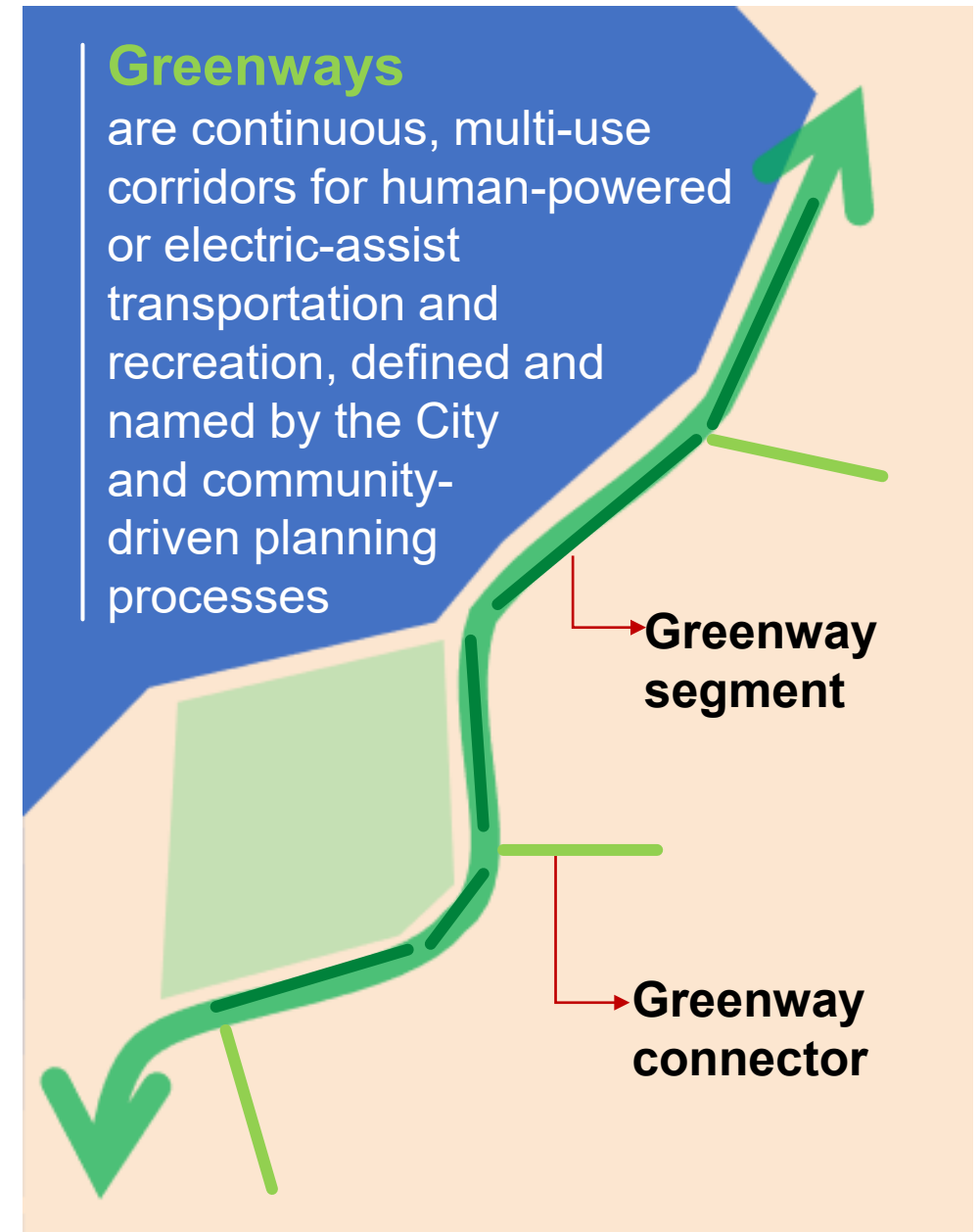




# What is a Greenway?

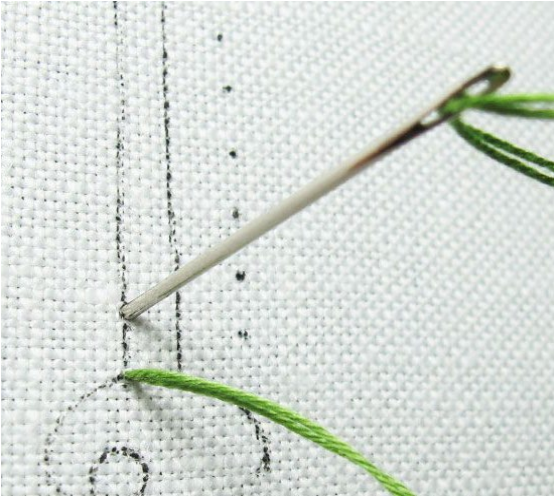


- **Continuity** is key
- Used for both **transportation** and **recreation**
- Used by **cyclists and pedestrians**, among others
- Often along natural and man-made linear spaces (rail/ highway rights-of-way, rivers, waterfronts, and parks)





# What is an Implementation Plan?



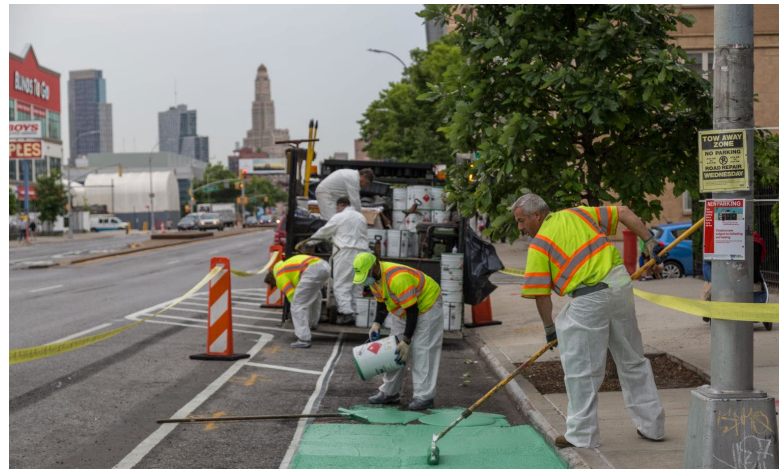
**Community-driven plan:**  
draw continuous line on the map



**Quick-build projects:** use DOT in-house resources, build momentum



**Long-term projects:** Tackle key sections with capital projects





# What we've been up to: collecting ideas, feedback



**Car Free Earth Day,  
April 22, 2023**



**Hike the Heights,  
June 3, 2023**



**Bike the Block Alexander Ave,  
June 10, 2023**



**Helmet Giveaway,  
July 7, 2023**



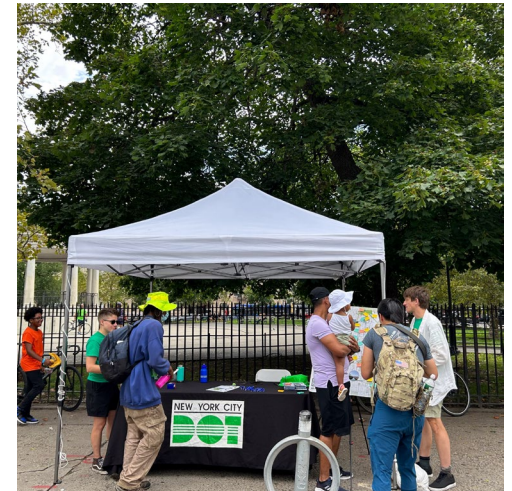
**Fish Parade,  
June 18, 2023**



**We are Melrose,  
July 8, 2023**



**South Bronx Unite, City of Water Day  
July 15, 2023**



**Summer Streets Grand Concourse  
August 26, 2023**

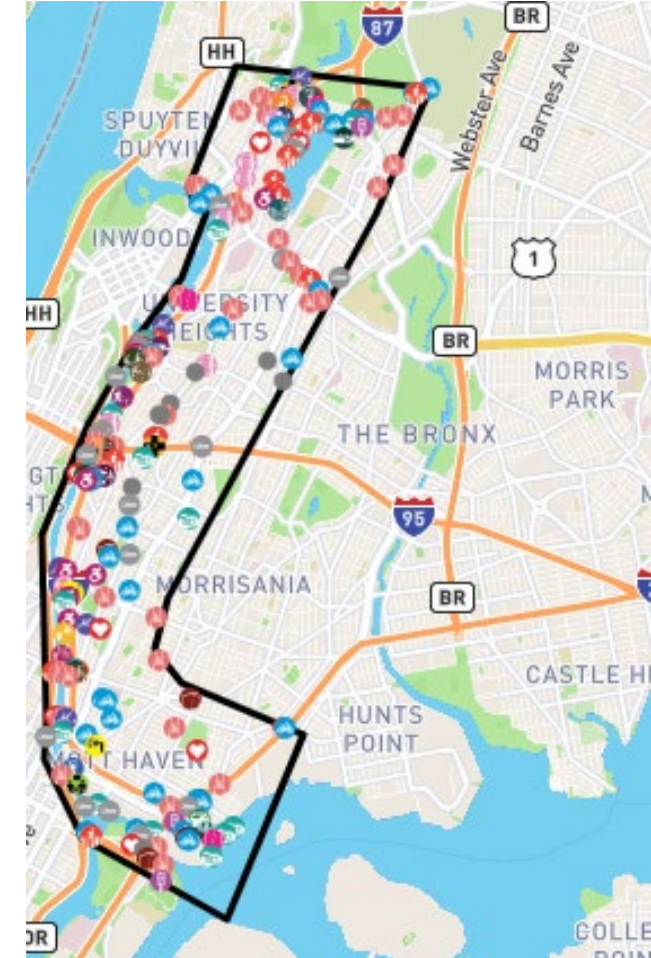


# What we heard: 2023 outreach themes

- Make new **connections** to the waterfront, other protected bike lanes and the citywide greenway system
- Improve **lighting, signage** and **wayfinding**
- Build new **protected** and **separated** cycling and pedestrian paths - cars often park and drive in standard bike lanes
- Create **east to west** pedestrian and bicycle connections
- Improve **intersections**, particularly at major roads, bridges and on/off ramps
- Forge interagency and public-private **partnerships** to build and maintain



In-person feedback map



Online feedback map



# What are we doing today?



## Route Alternatives

### Considerations:

- Community suggestions (from workshops, events, online feedback map)
- Waterfront access and views
- Directness and convenience
- Safety, comfort
- Connections to transit, bridges, and local destinations
- Feasibility, timeframe to implement



# What are we doing today?

## Evaluating Tradeoffs

- Greenway planning here is not going to be easy:
  - Steep topography
  - Rail lines, highways
  - Private property ownership
  - Industrial land use
- But given these challenges, how can we establish the best route possible?
- What can we do in the near-term?





# Route Sections 1-4

LEGEND

Planned Greenways

Greenway Access Point

Existing Greenway

Protected Bike Lane

Conventional / Shared Bike Lane

Existing Shorefront Public Walkway

Planned Shorefront Public Walkway

Bridge

A detailed map of the Hudson River waterfront in the Bronx, New York, illustrating four proposed route sections. The map is oriented with the Hudson River to the west.   
**SECTION 1: VAN CORTLANDT PARK TO 230TH ST** (purple dashed line) runs along the river from Van Cortlandt Park, past Jerome Park Reservoir, to W 230th St.   
**SECTION 2: 230TH ST TO UNIVERSITY HEIGHTS BRIDGE / FORDHAM RD** (red dashed line) continues from W 230th St, passing the Bronx VA Hospital, to W Fordham Rd.   
**SECTION 3: UNIVERSITY HEIGHTS BRIDGE / FORDHAM RD TO TREMONT AVE** (blue dashed line) continues from W Fordham Rd, passing Roberto Clemente State Park and Bronx Community College, to Tremont Ave.   
**SECTION 4: TREMONT AVE TO DEPOT PLACE** (pink dashed line) continues from Tremont Ave, passing Claremont Park and Crotona Park, to Depot Place.   
The map also shows existing infrastructure: a green line for the existing greenway, a thick green line for a protected bike lane, a yellow line for conventional/shared bike lanes, and blue dotted lines for existing shorefront public walkways. Planned shorefront public walkways are shown as grey dotted lines. Key landmarks include Van Cortlandt Park, Jerome Park Reservoir, Inwood Hill Park, Fordham University, New York Botanical Garden, Bronx Zoo, and Woodlawn Cemetery. Major streets like Broadway, W 246th St, W 238th St, W 231st St, W 213th St, W 205th St, W 181st St, Amsterdam Ave, Sedgwick Ave, Undercliff Ave, University Ave, and the Grand Concourse are labeled.



# Route Sections 5-8

**SECTION 5:  
DEPOT PLACE TO  
BRONX TERMINAL  
MARKET**

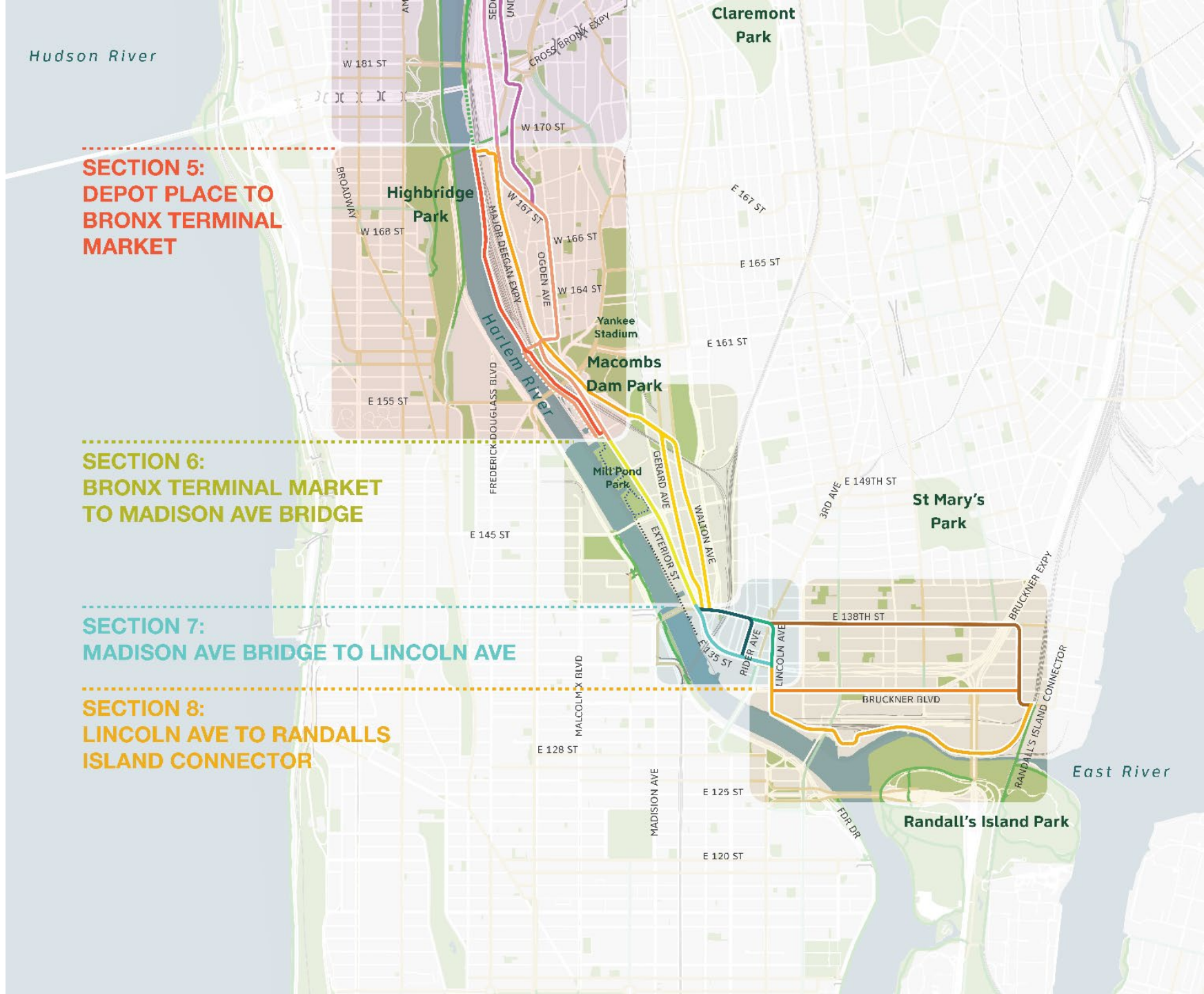
**SECTION 6:  
BRONX TERMINAL MARKET  
TO MADISON AVE BRIDGE**

**SECTION 7:  
MADISON AVE BRIDGE TO LINCOLN AVE**

**SECTION 8:  
LINCOLN AVE TO RANDALLS  
ISLAND CONNECTOR**

## LEGEND

- Planned Greenways
- Greenway Access Point
- Existing Greenway
- Protected Bike Lane
- Conventional / Shared Bike Lane
- Existing Shorefront Public Walkway
- Planned Shorefront Public Walkway
- Bridge

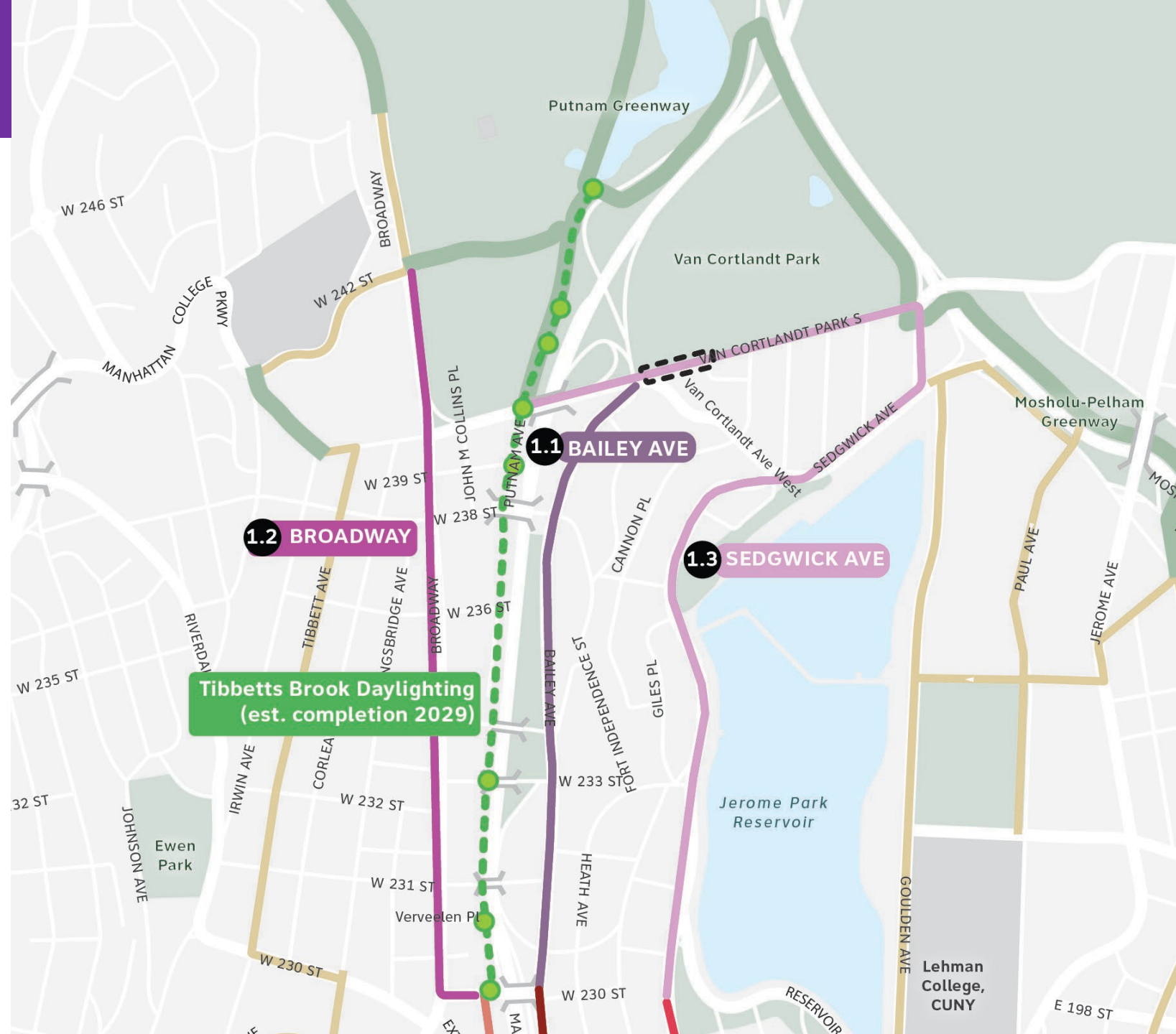




# Section 1

## Van Cortlandt Park to 230<sup>th</sup> St

- **Tibbetts Brook Daylighting** project will provide a new greenway from VCP to W 230th, but won't be complete until 2029
- In the near term, on-street greenway routing options include:
  - **1.1 Bailey Ave** - high crash corridor, close to Tibbetts, more residential
  - **1.2 Broadway** – heavily commercial, relatively flat, proximity to 1 train
  - **1.3 Sedgwick Ave** – scenic views, reservoir access, connection to Mosholu greenway, quite steep





# Tibbetts Brook Daylighting and Greenway



**Existing: CSX corridor at 239<sup>th</sup> Street, looking south**



**Planned: Tibbetts Brook at 239<sup>th</sup> Street, looking south**



## LEGEND

- Planned Greenways
- Greenway Access Point
- Existing Greenway
- Protected Bike Lane
- Conventional / Shared Bike Lane
- Bridge



# 1.1 Bailey Ave



**Existing: Bailey Ave at 231<sup>st</sup> St, looking south – 60' wide**



**Proposed: Webster Ave, BX – 60' wide**





# 1.2 Broadway



**Existing: Broadway at 231<sup>st</sup> St, looking north – 60' wide**



**Proposed: White Plains Road**





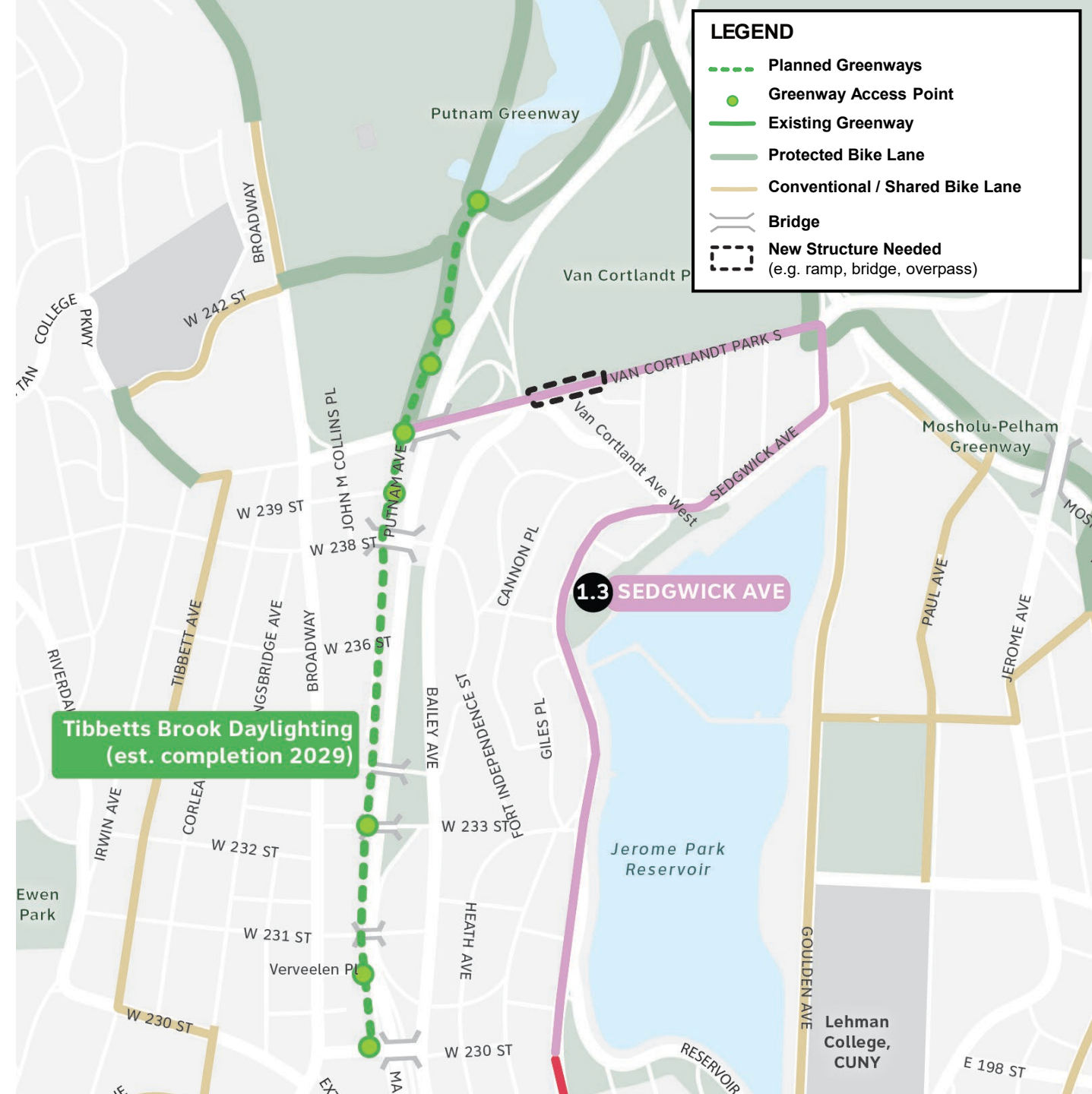
# 1.3 Sedgwick Ave



Existing: Sedgwick Ave at 238<sup>th</sup> St, looking south – 40' wide



Proposed: Franklin St, Brooklyn – 40' wide





# Section 1

Van Cortlandt Park to 230<sup>th</sup> St

## Summary of Near-term Options

### 1.1 Bailey Ave



- **1.1 Bailey Ave** - high crash corridor, more residential, close to Tibbetts Brook

### 1.2 Broadway



- **1.2 Broadway** – heavily commercial, relatively flat, proximity to 1 train

### 1.3 Sedgwick Ave



- **1.3 Sedgwick Ave** – scenic views, reservoir access, connection to Mosholu greenway, quite steep



# Section 2

230<sup>th</sup> St – University Heights Bridge/ Fordham Rd

- **2.1 Tibbetts Extension / Waterfront Route** - long term, off-street. Requires commitment from the MTA, a new structure, and working with private developer
- In the near term, on-street greenway routing options include:
  - **2.2 Bailey Ave** – steep, close to the highway, nice views of the river
  - **2.3 Sedgwick Ave** – leafy, direct access to the VA hospital, minimal intersections





# 2.1 Tibbetts Extension / Waterfront (long term)



**Existing: views of Metro-North tracks and waterfront from Target parking lot, looking south**





# 2.1 Tibbetts Extension / Waterfront (long term)



**Existing: views of waterfront** between 225<sup>th</sup> St and W Fordham Rd, privately owned by Dynamic Star LLC





## 2.2 Bailey Ave



**Existing: Bailey Ave at Health Ave, looking north, 60'**



**Proposed: Gerritsen Ave, Brooklyn, 60'**





## 2.3 Sedgwick Ave



**Existing:** Sedgwick Ave at Bronx VA Hospital, looking south, 50'



**Proposed:** Chrystie St, Manhattan





# Section 2

230<sup>th</sup> St – University Heights Bridge/ Fordham Rd

## Summary of near-term options

### 2.2 Bailey Ave



- **2.2 Bailey Ave** – steep, close to the highway, nice views of the river

### 2.3 Sedgwick Ave



- **2.3 Sedgwick Ave** – leafy, direct access to the VA hospital, minimal intersections



# Section 3

University Heights Bridge / Fordham Rd – Tremont Ave

- **3.1 Roberto Clemente State Park –** greenway exists through the park, but gates close at 8:30 pm and new access needed from the north through private developer's property for continuity
- On-street routing options include:
  - **3.2 Cedar Ave** – nice views, closer to the water, highway-adjacent
  - **3.3 Sedgwick Ave** – steep, close to Bronx Community college, leafy





# 3.1 Existing Greenway / Waterfront



**Existing: Waterfront** between University Heights Bridge and Roberto Clemente State Park



Image credit: Dynamic Star

**Proposed: Fordham Landing South**, private development





# 3.2 Cedar Ave



**Existing: Cedar Ave** at University Woods, looking south – 30'



**Proposed: Imlay St, Brooklyn** – 30' wide





# 3.3 Sedgwick Ave



**Existing: Sedgwick Ave** at Bronx Community College, looking south – 50’ wide



**Proposed: 233<sup>rd</sup> St, Queens** – 50’ wide





# Section 3

University Heights Bridge / Fordham Rd – Tremont Ave

## Summary of near-term options

### 3.2 Cedar Ave



- **3.2 Cedar Ave** – nice views, closer to the water, highway-adjacent

### 3.3 Sedgwick Ave



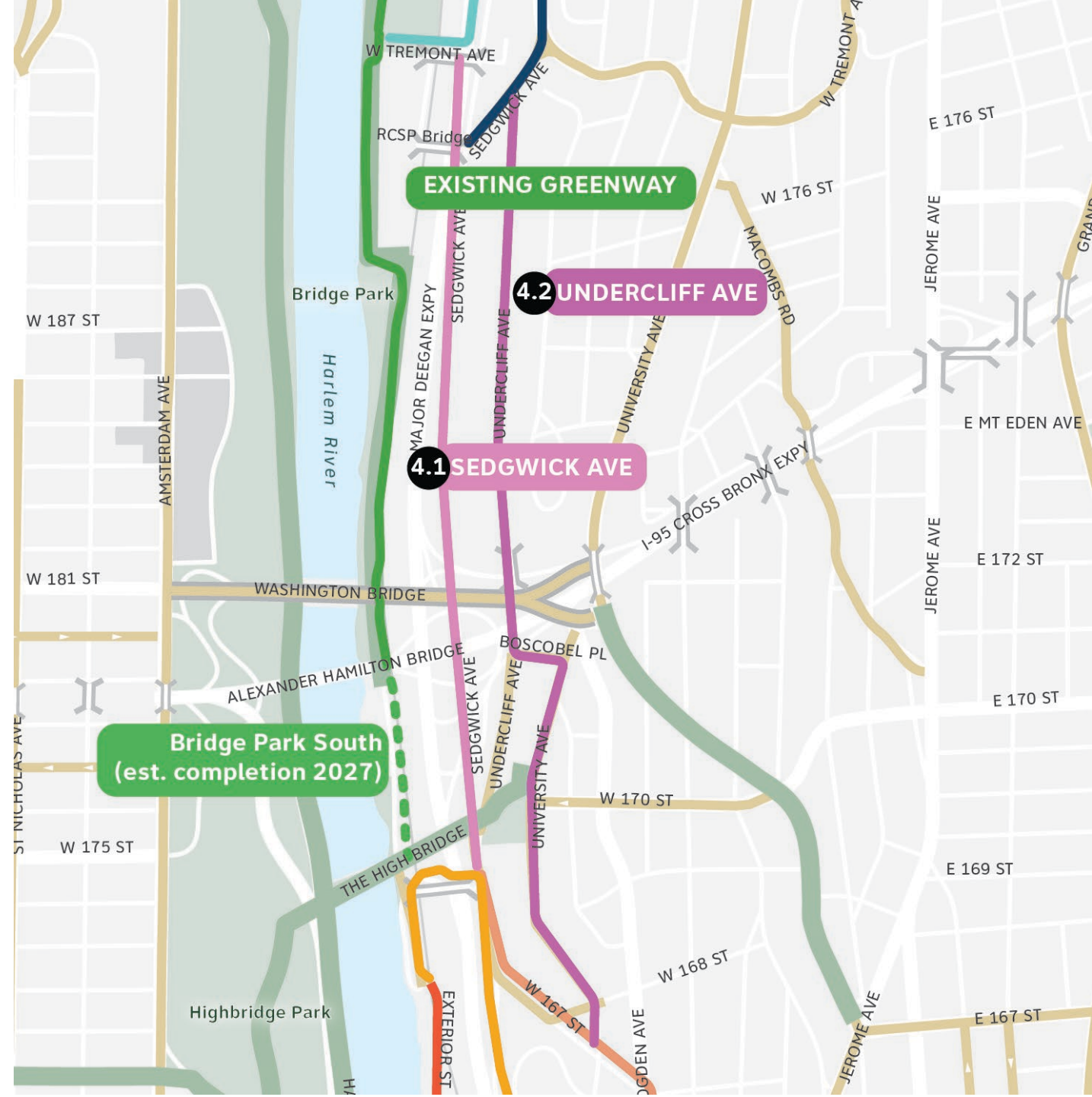
- **3.3 Sedgwick Ave** – steep, close to Bronx Community college, leafy



# Section 4

## Tremont Ave to Depot Place

- **Existing Greenway and planned extension**
  - Parks' project will improve greenway south of the Hamilton Bridge (est. completion 2027)
- On-street routing options include:
  - **4.1 Sedgwick Ave** – direct, more secluded, crosses highway entrances
  - **4.2 Undercliff Ave** – residential, narrower, provides access to the High Bridge (via University)





# Existing Greenway / Bridge Park Extension



**Existing and Planned: Greenway in Bridge Park** will be extended further south (completion estimated in 2027)

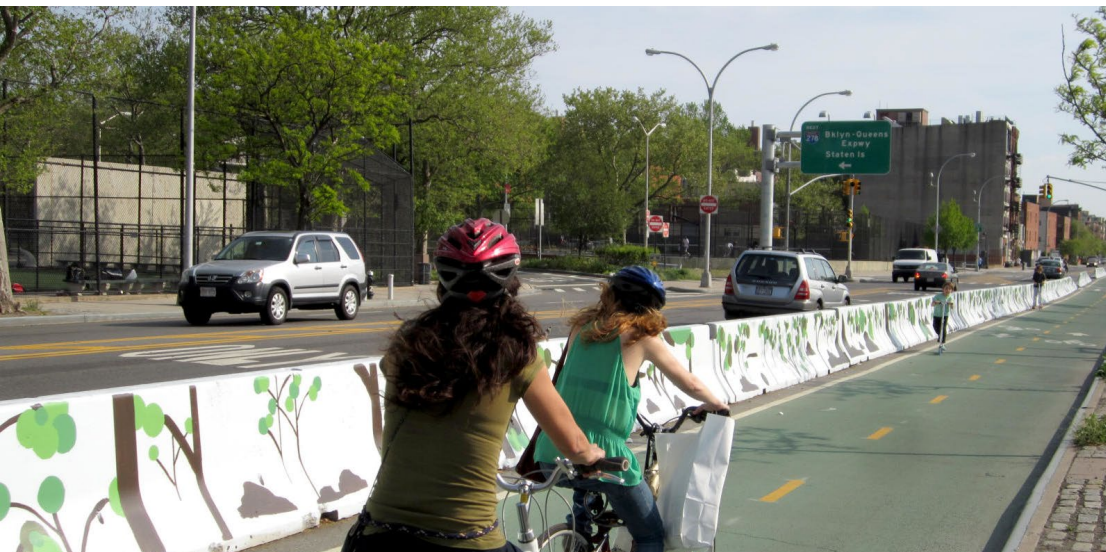




# 4.1 Sedgwick Ave



**Existing: Sedgwick Ave** under Washington Bridge, looking south – 50' wide



**Proposed: Columbia Street, Brooklyn** – 50' wide



## LEGEND

- Protected Bike Lane
- Conventional / Shared Bike Lane
- Bridge



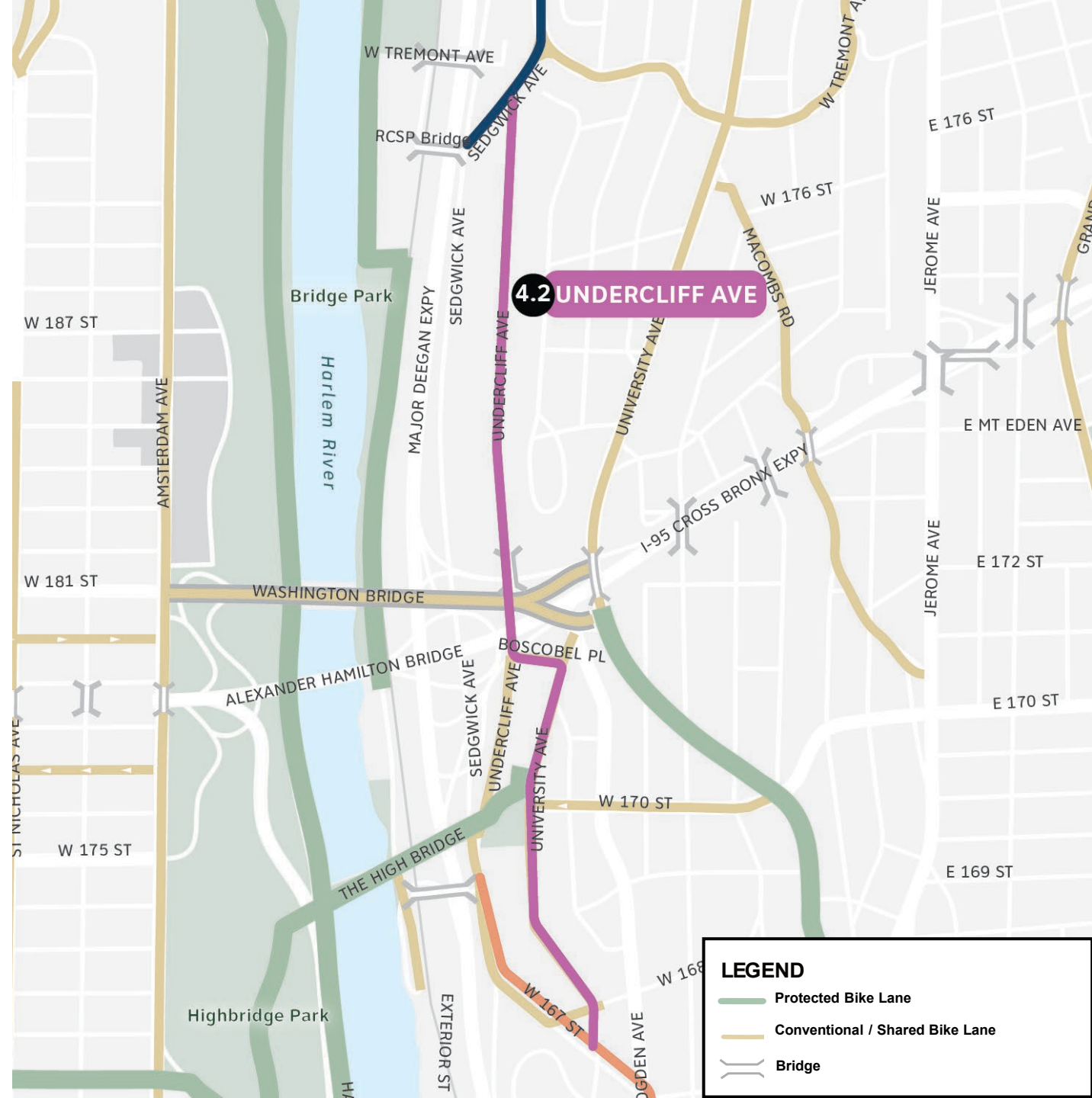
## 4.2 Undercliff Ave



**Existing: Undercliff Ave at Sedgwick Ave, looking south – 30'**



**Proposed: Crescent St, Queens – 30' wide**





# Section 4

Tremont Ave to Depot Place

## Summary of near-term options

### 4.1 Sedgwick Ave



- **4.1 Sedgwick Ave** – direct, more secluded, crosses highway entrances

### 4.2 Undercliff Ave



- **4.2 Undercliff Ave** – residential, narrower, provides access to the High Bridge (via University)



# Thank you!

Questions?

