



Harlem River Greenway (Bronx)

Route Alternatives – Southern Section

March 19th, 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

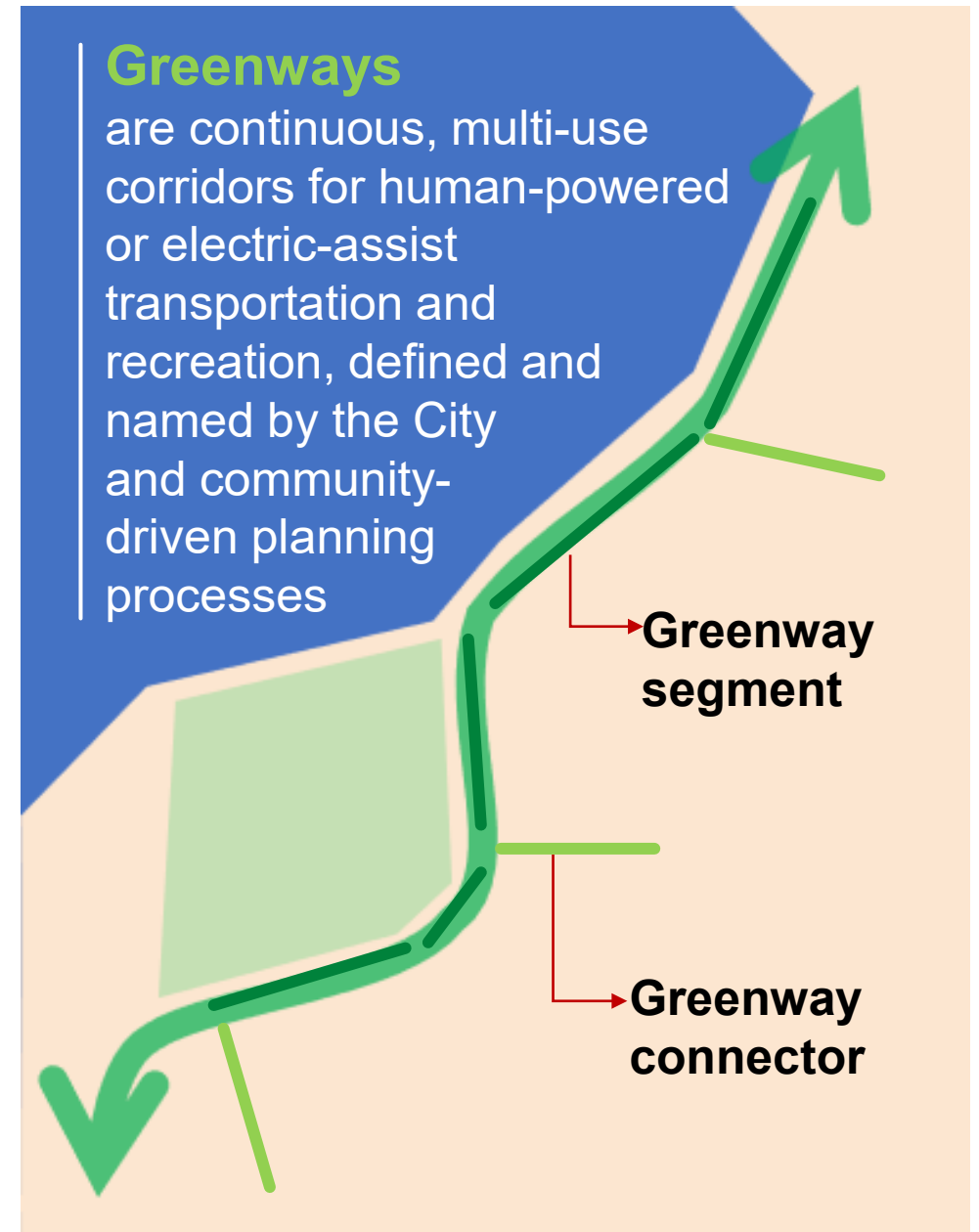
- **Create a continuous and connected path** for cyclists, pedestrians, runners, and others
- **New transportation option** both for recreation and commuting
- **Connect people to the waterfront and parks**
- **Provide convenient and safe connections** to greenway paths from the local street network.



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)



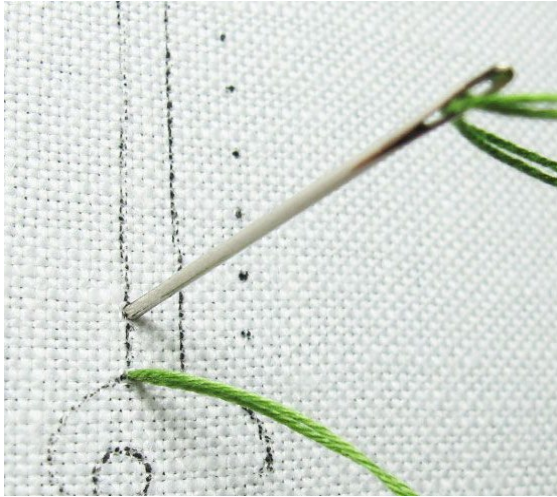
Greenways

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

Greenway segment

Greenway connector

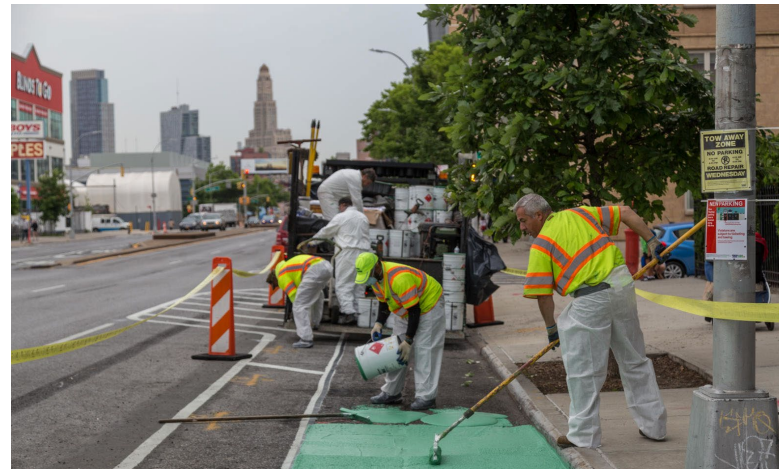
What is an Implementation Plan?



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**



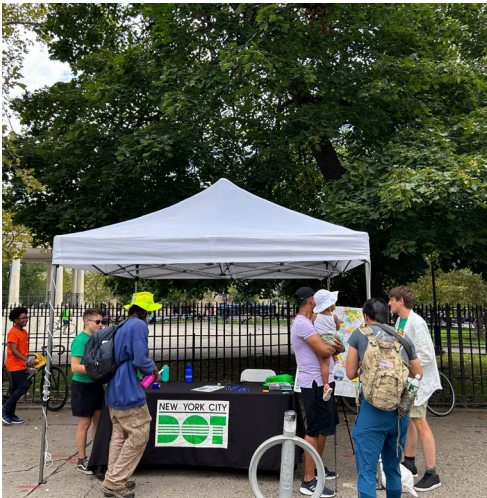
**Fish Parade,
June 18, 2023**



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



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



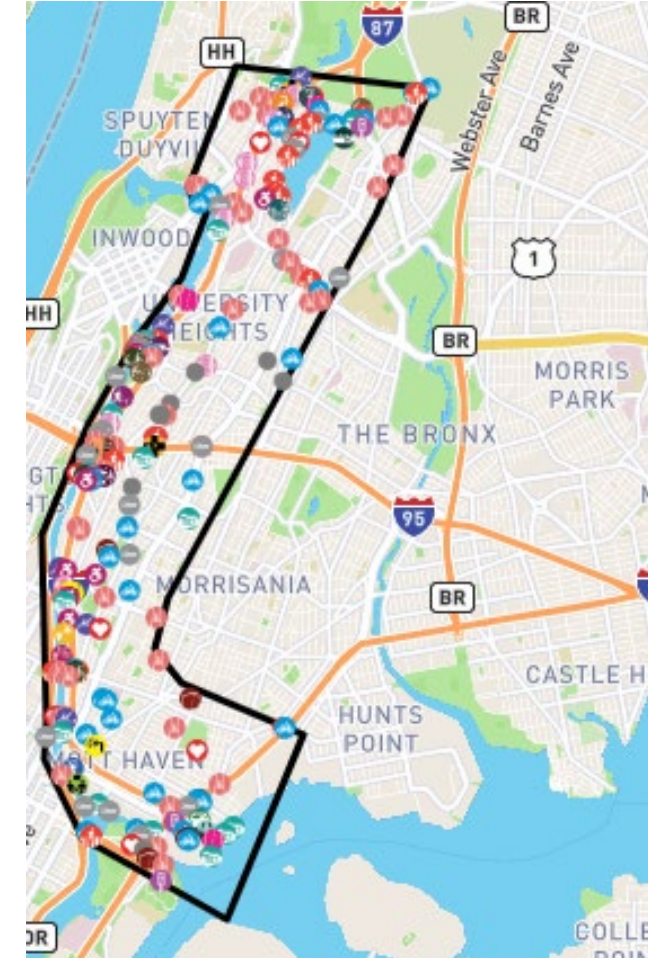
**Summer Streets Grand Concourse
August 26, 2023**

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

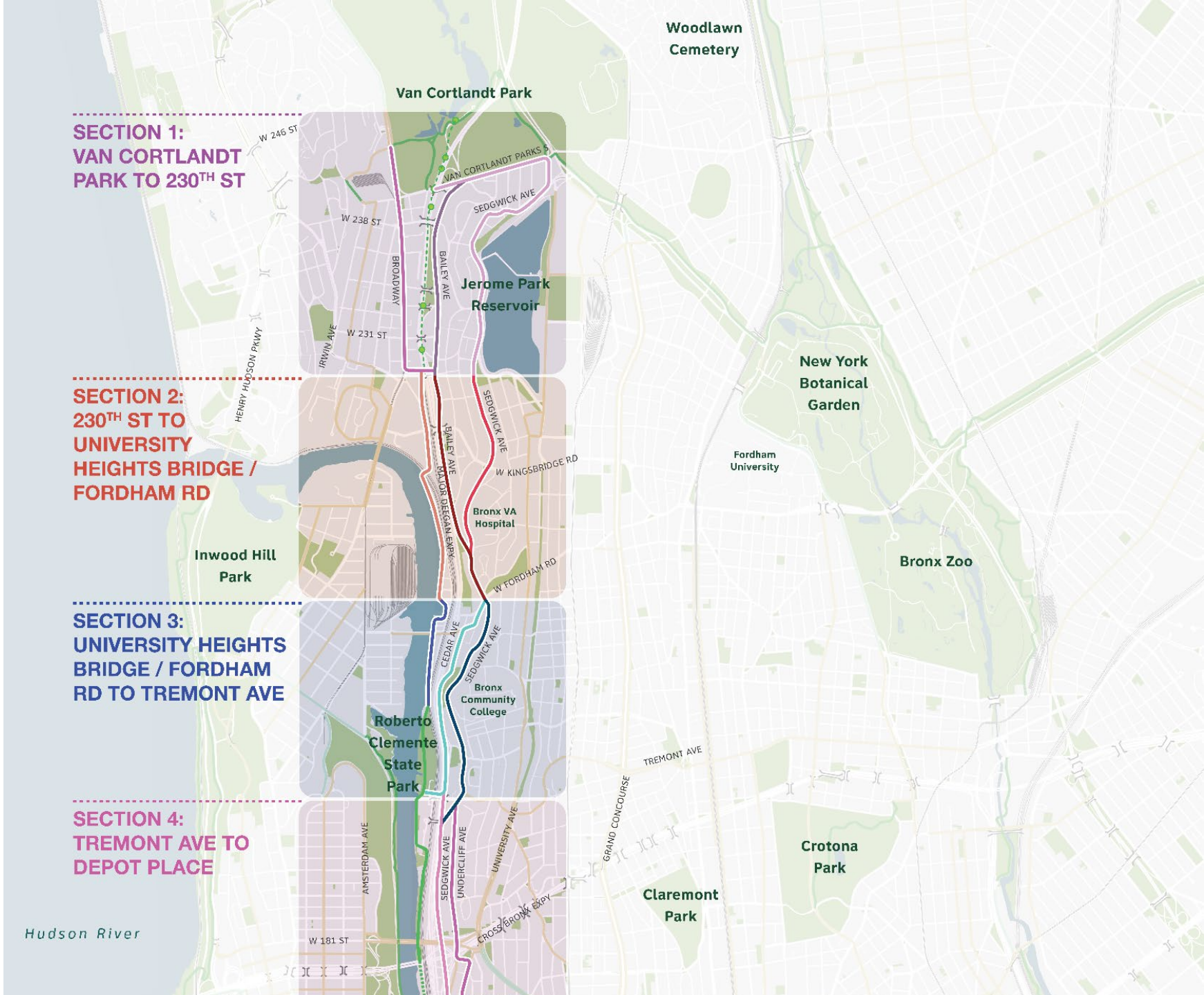
- Greenway planning here is not going to be easy:
 - Steep topography
 - Rail lines, highways
 - Private property ownership
 - Industrial land use
- But given these challenges, how can we establish the best route possible?
- What can we do in the near-term?



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



Route Sections 5-8


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

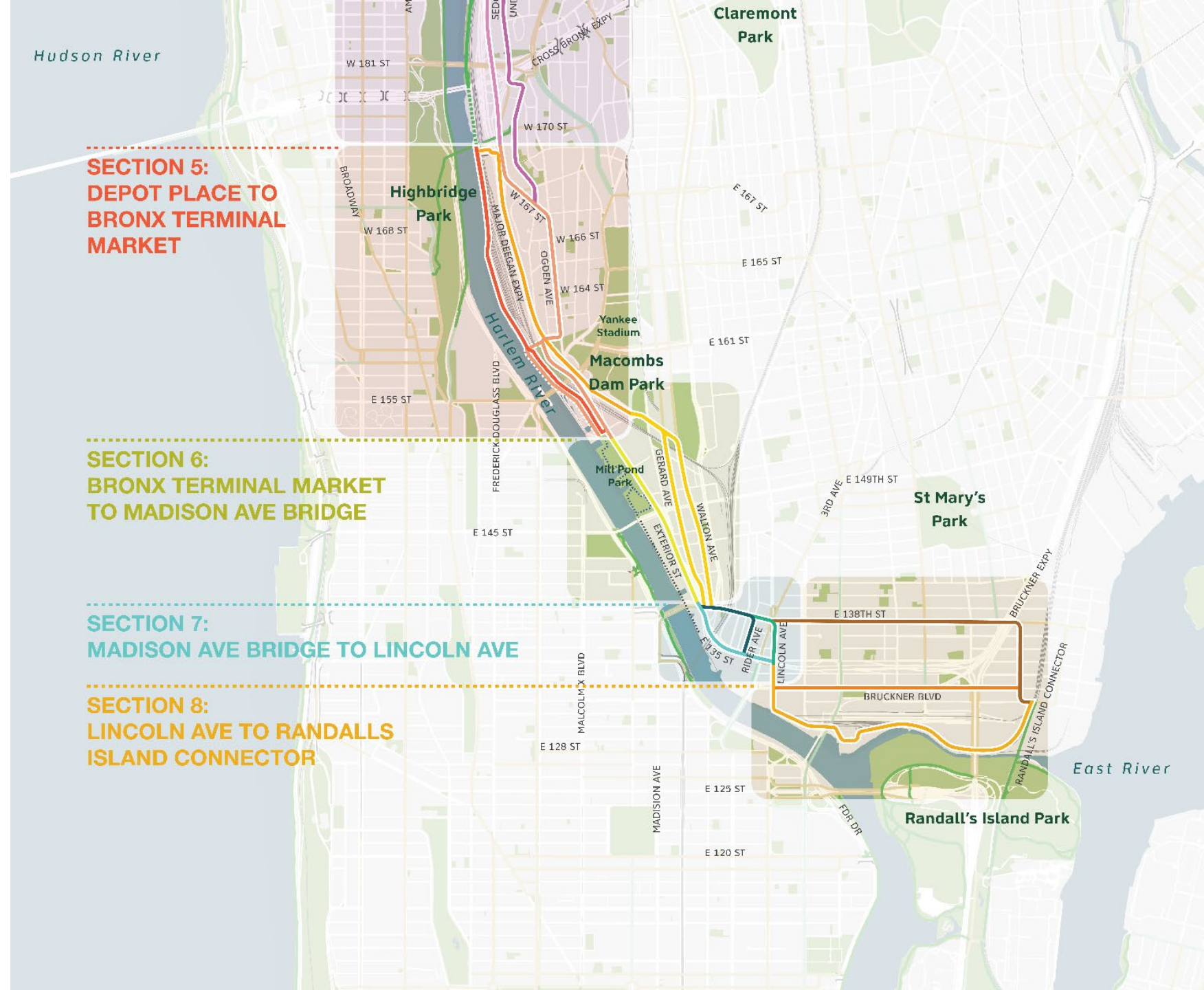
**SECTION 6:
BRONX TERMINAL
MARKET TO
MADISON AVE BRIDGE**

**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 5

Depot Place to Bronx Terminal Market

- **5.1 Waterfront Route** - long term, off-street. Requires commitment from the MTA.
- **5.2 Sedgwick Ave** – direct, views of the river, close to the highway
- **5.3 Ogden Ave** – connection to Macombs Dam Park, access into the neighborhood.



Section 5

Depot Place to Bronx Terminal Market

Aerial View



5.2 SEDGWICK AVE

**5.3A OGDEN AVE /
Macombs Dam Park**

5.1 WATERFRONT

**5.3B OGDEN AVE /
Exit 6 Ramp**

5.1 Waterfront

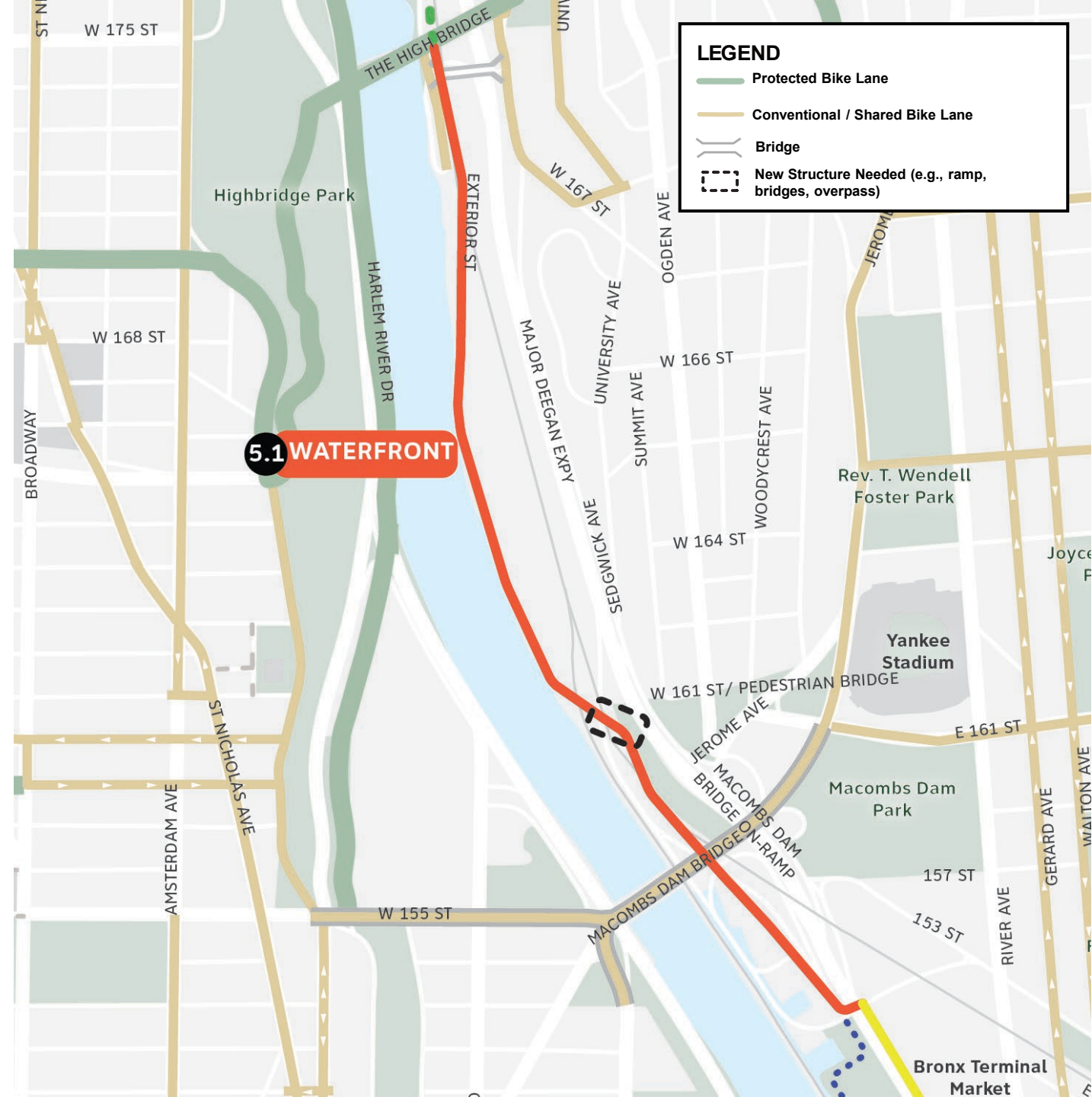


Existing: view of MTA's High Bridge Yards, looking south



Image credit: M. Edlow, Visit Philadelphia

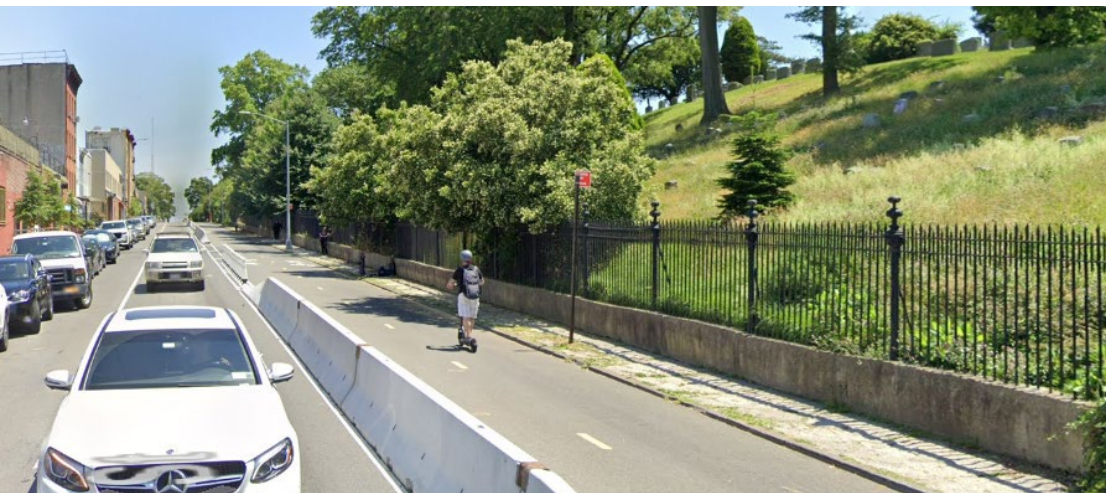
Proposed: Schuylkill Banks Boardwalk, Philadelphia



5.2 Sedgwick Ave



Existing: view of Sedgwick Ave, looking north



Proposed: 20th St, Brooklyn



LEGEND

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

5.3 Ogden Ave



Existing: view of Ogden Ave at 166th St, looking south, 40' wide



Proposed: E 37th St, Manhattan, 40' wide



5.3A Ogden Ave to Macombs Dam Park



Existing: views of Macombs Dam Park



Proposed: path with signage and striping in Van Cortlandt Park



5.3B Ogden Ave to Exit 6 Ramp

Existing: Exit 6 Ramp at 161st St, looking south



Existing: Exit 6 Ramp passing under Macombs Dam Bridge, looking north



Proposed: Starlight Park, bike and ped bridge



Proposed: Harper Street, QN



Image credit: Nathan Kensinger

Section 5

Depot Place to Bronx Terminal Market

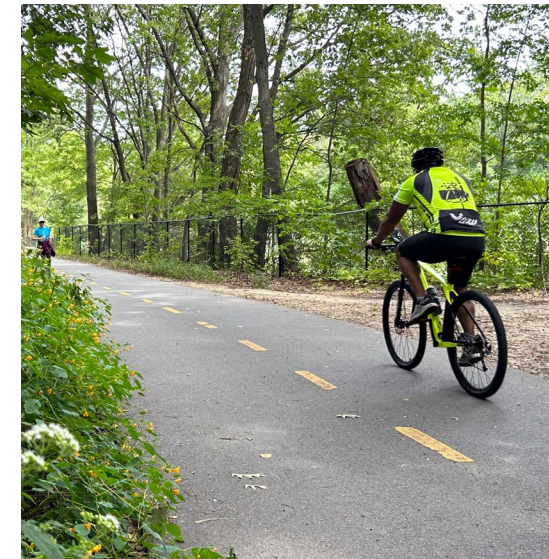
5.2 Sedgwick Ave



- **5.2 Sedgwick Ave** – direct, views of the river, close to the highway

Summary of near-term options

5.3A Ogden Ave to Macombs Dam Park



- **5.3A Ogden Ave to Macombs Dam Park** – connection to Park, access into the neighborhood and to Macombs Dam Bridge level

Section 6

Bronx Terminal Market to Madison Avenue Bridge

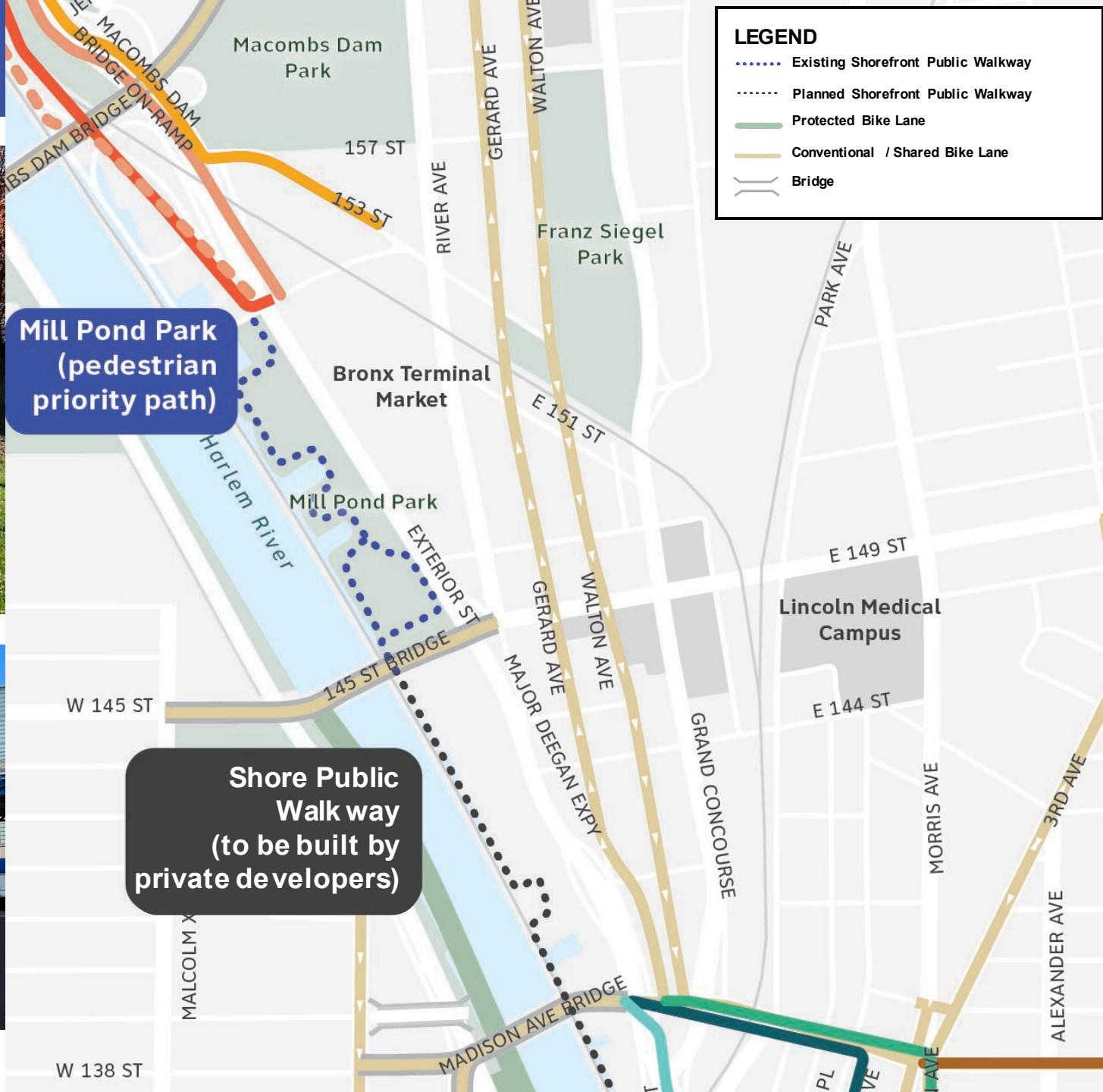
- **Waterfront path** exists in Mill Pond Park and will soon connect to a waterfront esplanade through Bronx Point. These are pedestrian priority areas rather than direct routes for cyclists.
- On-street greenway routing options include:
 - **6.1 Exterior Street** – direct, access to Bronx Terminal Market, views of waterfront, highway overhead
 - **6.2 Gerard/Walton** – more residential, further east



Mill Pond Park



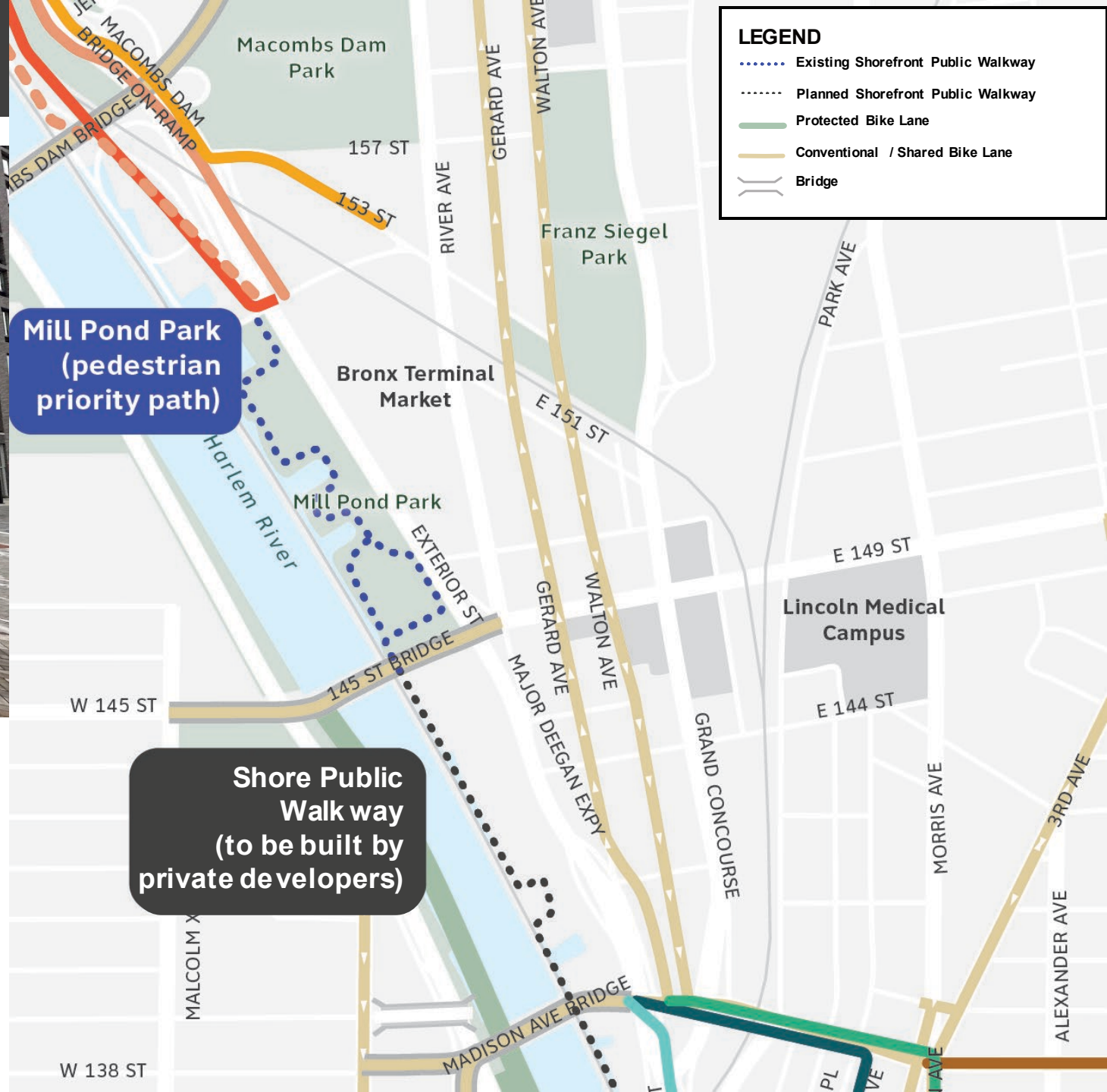
Existing: Mill Pond Park - pedestrian priority areas



Shore Public Walkway



Existing: Bronx Point Shore Public Walkway, looking north



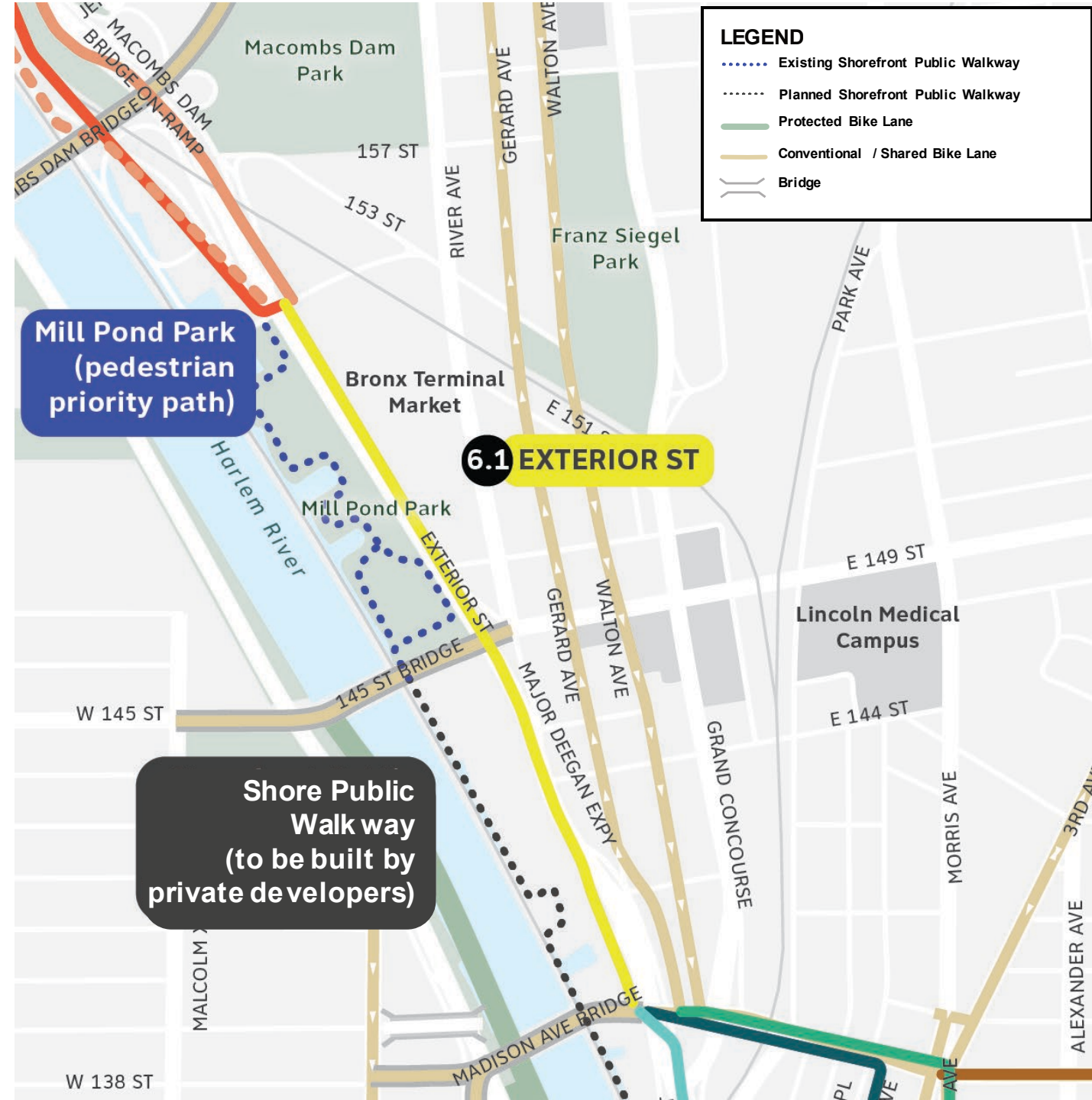
6.1 Exterior St



Existing: Exterior St at E 140th Street, looking north



Proposed: FDR Service Road, Manhattan



6.2 Gerard/Walton Ave



Existing: Gerard Ave at E 153rd St, looking north – 34' wide



Existing: W 53rd Street, Manhattan – 34' wide



Section 6

Bronx Terminal Market to Madison Avenue Bridge

Summary of near-term options

6.1 Exterior St



- **6.1 Exterior St** – direct, access to Bronx Terminal Market, views of waterfront, highway overhead

6.2 Gerard/Walton Ave



- **6.2 Gerard/Walton** – more residential, further east

Section 7

Madison Avenue Bridge to Lincoln Ave

- **Waterfront path** will be constructed by developers as required by zoning. Pedestrian priority.
- On-street greenway routing options include:
 - **7.1 E 135th St** – closest to the waterfront, parallels highway
 - **7.2 Rider Ave** – would connect under highway by opening up underpass
 - **7.3 Lincoln Ave** – furthest inland, close to transit, connection to waterfront via Lincoln Ave street end



7.1 E 135th Street



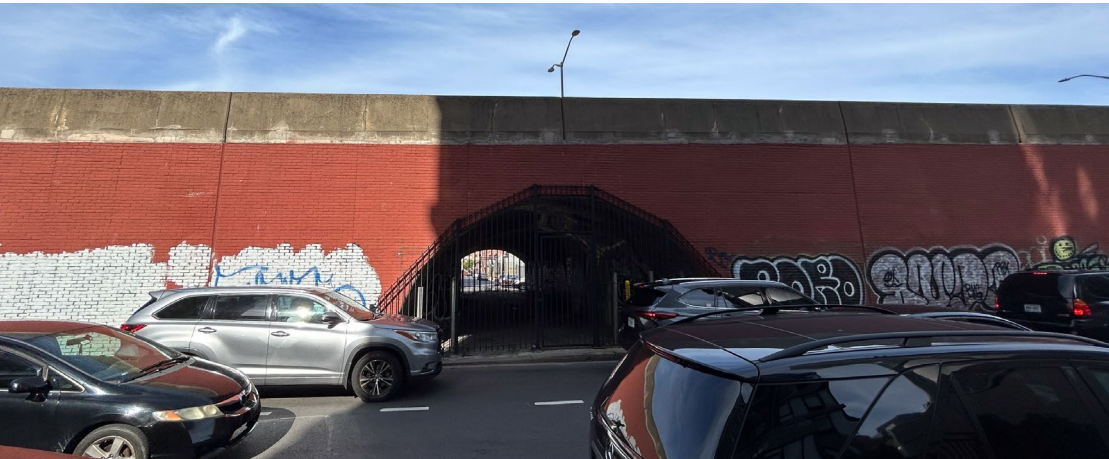
Existing: E 135th St at E 138th, looking south, 30' wide



Proposed: Shore Parkway, Brooklyn, 30' wide



7.2 Rider Ave



Existing: View of Rider Ave at E 135th St, looking north



Proposed: Park Avenue at 106th St, Manhattan



7.3 Lincoln Ave



Existing: Lincoln Ave at E 136th St, looking south, 60'



Proposed: Kent Ave South, Brooklyn

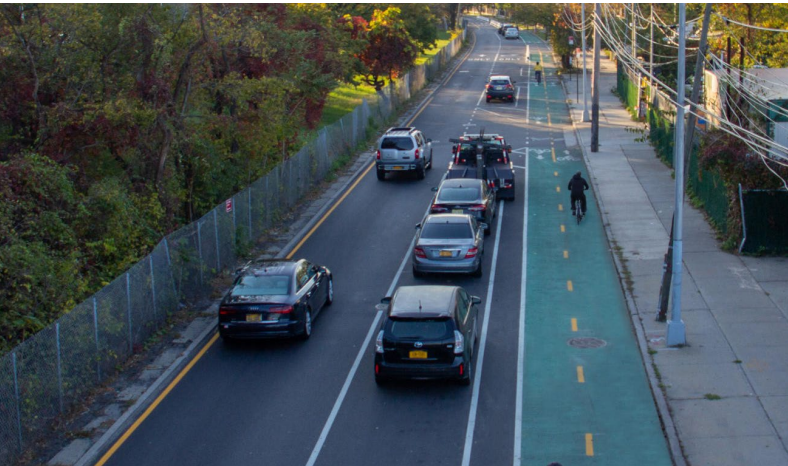


Section 7

Madison Avenue Bridge to Lincoln Ave

Summary of near-term options

7.1 E 135th Street



- **7.1 E 135th St** – closest to the waterfront, parallels highway

7.2 Rider Ave



- **7.2 Rider Ave** – would connect under highway by opening up underpass

7.3 Lincoln Ave

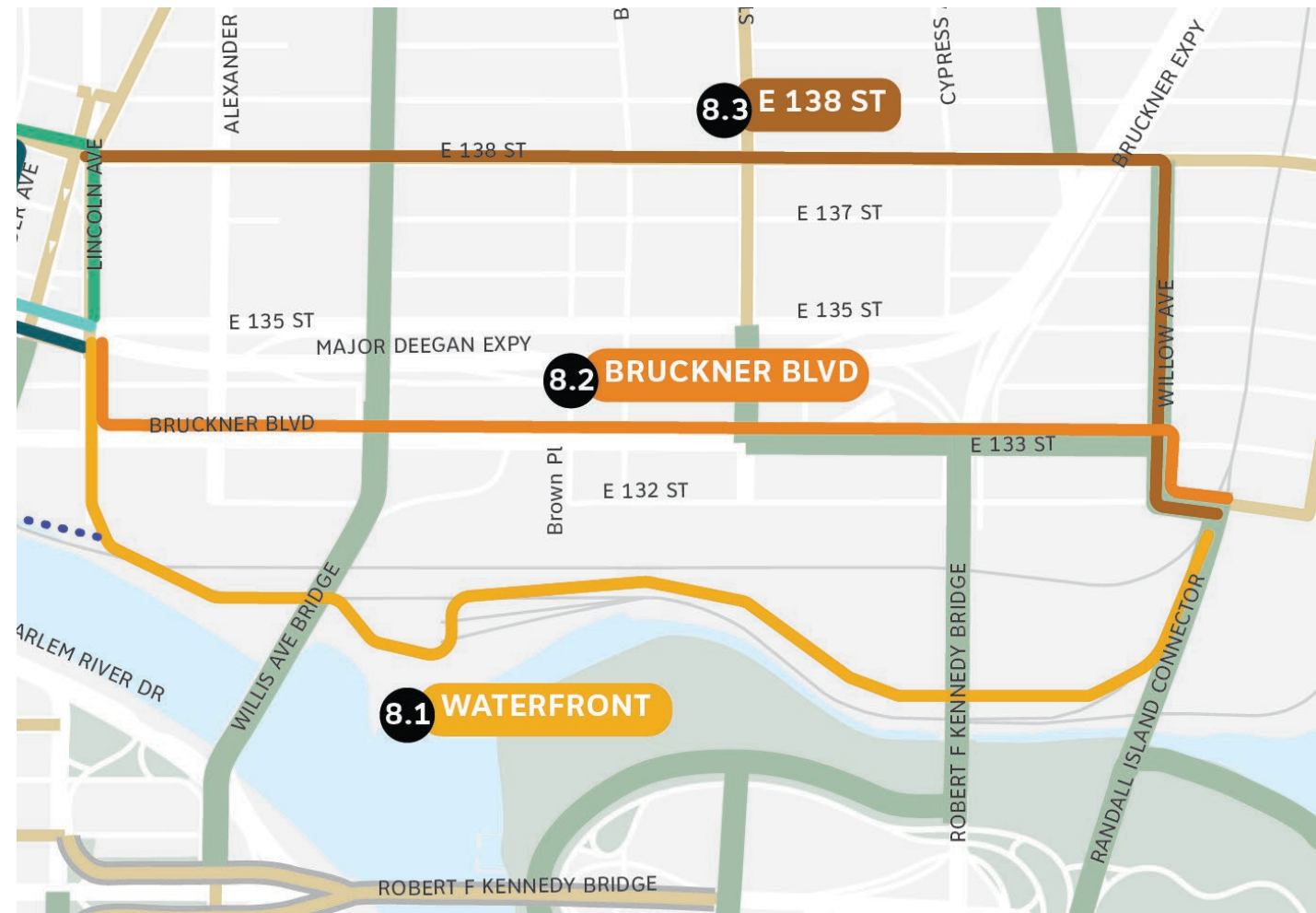


- **7.3 Lincoln Ave** – furthest inland, close to transit, connection to waterfront via Lincoln Ave street end

Section 8

Lincoln Ave to Randall's Island Connector

- **8.1 Waterfront Route** - long term, largely off-street. Requires coordination with Harlem River Yards/NYS DOT.
- **8.2 Bruckner Blvd** – of the continuous local streets this is the closest to the water. Provides access to local retail and connects to existing bike facilities on E 133rd
- **8.3 E 138th St** – Opportunity to upgrade bike lanes on a wide, continuous street. Furthest from the water but access to 6 train.



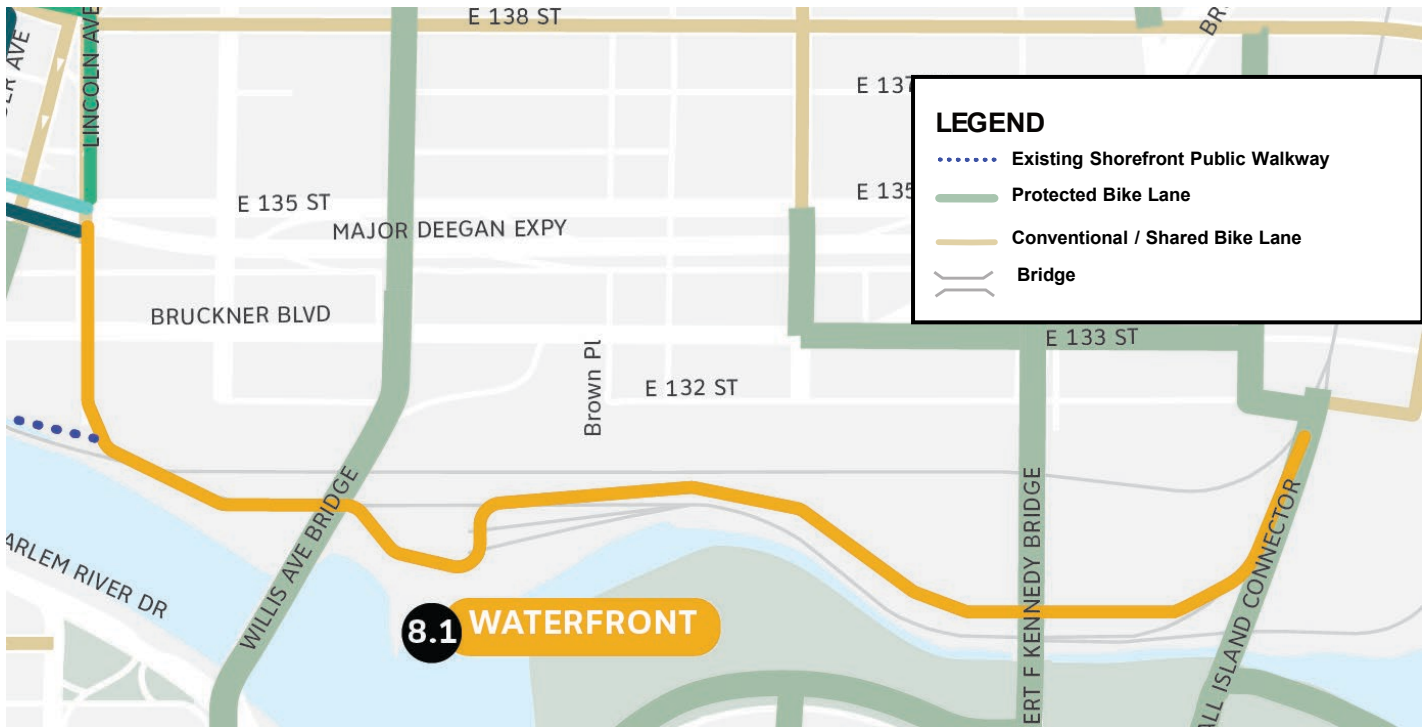
8.1 Lincoln Ave / Waterfront



Existing: Lincoln Ave street end, looking south towards river



Proposed: Atlantic Ave street end, Brooklyn



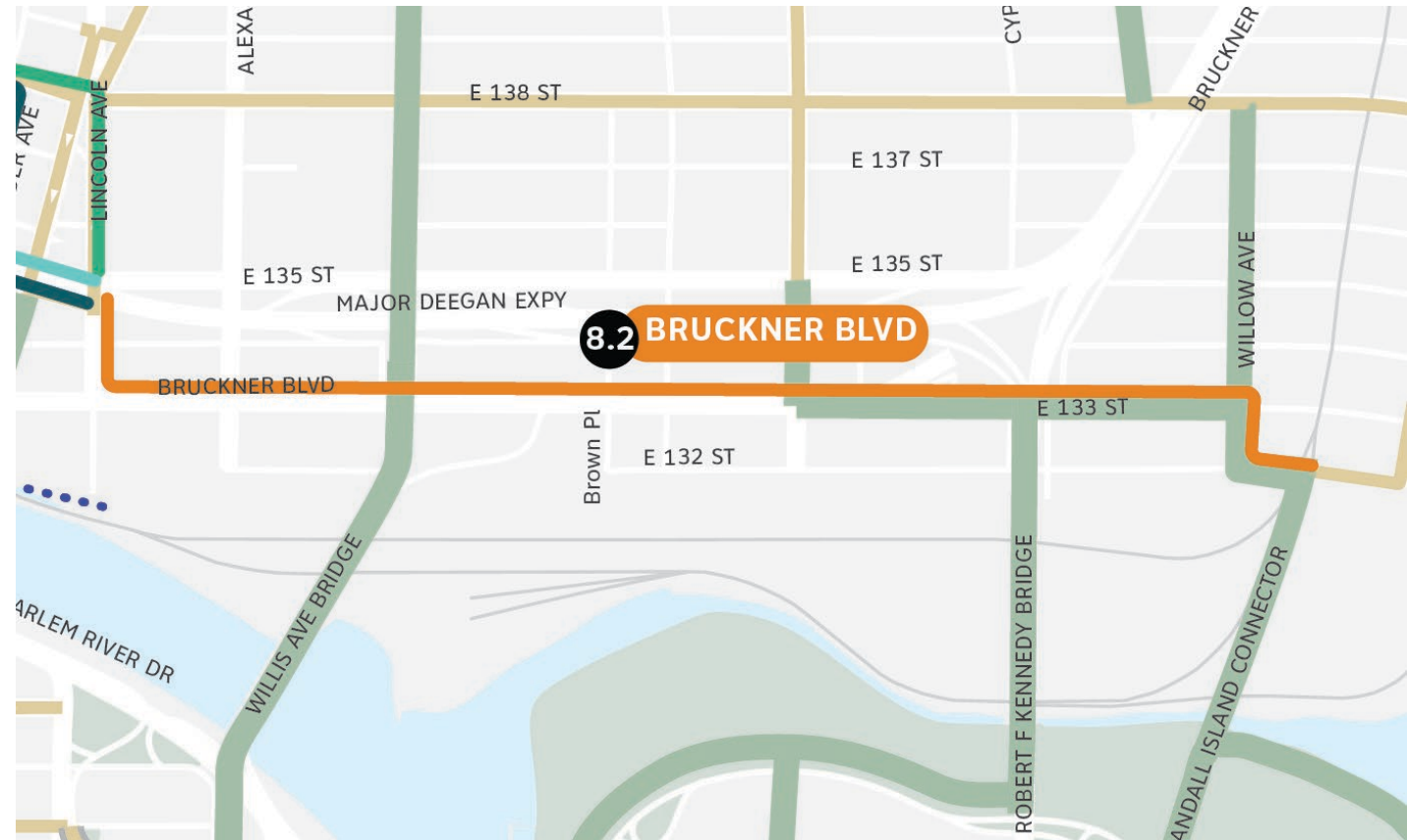
8.2 Bruckner Blvd



Existing: Bruckner Blvd at Lincoln Ave, looking east, 60-70' wide



Proposed: Soundview Ave, 60' wide



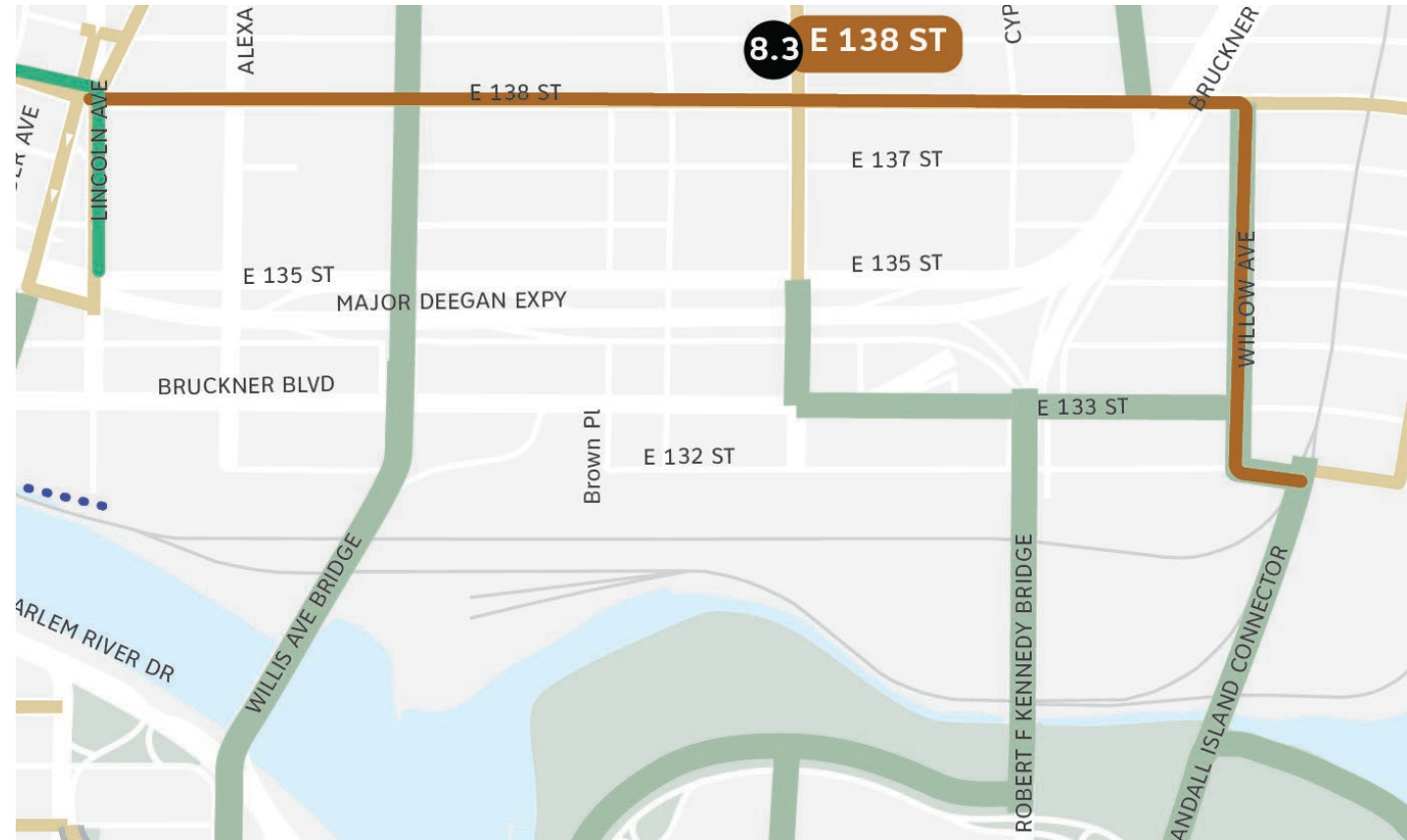
8.3 E 138th Street



Existing: E 138th St at Brook Ave, looking east, 50'



Proposed: Grand St, Brooklyn, 50'



LEGEND

- Existing Shorefront Public Walkway
- Protected Bike Lane
- Conventional / Shared Bike Lane
- Bridge

Section 8

Lincoln Ave to Randall's Island Connector

8.2 Bruckner Blvd



- **8.2 Bruckner Blvd** – closest continuous street to the water, access to local retail, connects to existing bike facilities on E 133rd

Summary of near-term options

8.3 E 138th Street



- **8.3 E 138th St** – access to Madison Ave Bridge, proximity to the 6-train

Randall's Island Park



Thank you!

Questions?

