

# Harlem River Greenway

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## IMPLEMENTATION PLAN





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# Letter From Commissioner Rodriguez

Dear Fellow New Yorkers,

Earlier this year, the Department of Transportation (NYC DOT) was joined by our partners at NYCParks and the Economic Development Corporation (NYC EDC) to celebrate the release of Greater Greenways, a report about New York City’s concrete plans to expand the greenway network that provides car-free access to our parks and waterfront. Having fought for expansion of greenways for over fifteen years – first as a City Council Member in northern Manhattan and now as Transportation Commissioner -- I believe that all New Yorkers deserve access to Greenways, no matter their neighborhood.

We are now pleased to share this implementation plan for one of the most ambitious elements for the future of New York City greenways, the Bronx Harlem River Greenway. The project is one of the largest efforts to connect Bronx residents with their waterfront. In 2023, NYC DOT, NYC Parks, NYCEDC, and the New York City Department of Environmental Protection (NYC DEP), launched a comprehensive planning process to realize a decades-long vision: a continuous, 7-mile greenway along the Harlem River on western edge of the Bronx. Stretching from Van Cortlandt Park to Randall’s Island Park, the 75-year old Major Deegan Expressway had mostly cut Bronx residents off from this stretch of waterfront – creating an enormous missing link among the city’s greenways.

While that waterfront now stands on the cusp of transformation, the planning and implementation challenges are many. The Harlem River waterfront is among the most complex geographies in New York City—marked by steep hills, heavy industry, utilities, and other serious transportation constraints. For these reasons, our plan does not treat this new greenway as a single monolithic project, but instead our planners have envisioned it as a series of manageable segments, best advanced in phases.

Already, in a relatively short window, this phased approach has yielded results. By leveraging NYC DOT’s in-house capabilities, we cut the ribbon this year on a new greenway portion in Highbridge – and we are actively adding miles of new segments, including in and around Van Cortlandt Park and near the Madison Avenue Bridge. Even as our broader planning work continues, these near-term upgrades allow neighbors to experience tangible progress and also serve as a foundation for larger investments required in years ahead, which will involve close coordination with state and federal partners, as well as private property owners.

In addition to the hard-working public servants who have proudly constructed this plan, this work would not have been possible without the active participation of Bronx residents, community-based organizations, and local leaders who brought their lived experience, historic knowledge, and deep insight into this process. Dozens of public events and workshops, along with hundreds of comments, together informed our work. I wish to thank the persistent advocacy of these communities, who drove this initiative forward and continue to guide it.



After all, this Harlem River Greenway is more than a north-south walking and cycling path. It will serve as a new spine in the Bronx’s active transportation network, accompanied by a set of connections that will better connect Bronxites to their waterfront, link neighborhoods to parks, and strengthen bicycle access citywide. In a borough where adverse health outcomes are disproportionately high and access to green open space has long been uneven, this project represents a meaningful step toward closing those gaps.

Building a new Bronx Harlem River Greenway will allow us to create an exciting, equitable and enduring piece of public infrastructure for generations to come.

A handwritten signature in black ink, likely belonging to Ydanis Rodriguez.

Ydanis Rodriguez, Commissioner, NYC Department of Transportation



# Letter From NYC Parks



Dear New Yorkers,

Our greenways are a way to connect New Yorkers to their greenspaces and waterfronts, giving them places to exercise safely, get fresh air, and connect with their community. Strengthening and expanding this greenway network, especially for those communities, like many in the Bronx, that have for too long been divided from their nearest open spaces and waterfronts, is a critical step to promote health, quality of life, and equity. By developing an implementable vision based in community engagement and interagency collaboration alongside our partners at the New York City Department of Transportation, Department of Environmental Protection, and Economic Development Corporation, we can make our vision of connected, accessible, and equitable greenways a reality.

We are pleased to present with our partners the Harlem River Greenway Implementation Plan. For the last two years, we have worked on a vision for this 7-mile greenway, stretching from Van Cortlandt Park to Randall’s Island Park, that strengthens cycling and walking connections and helps Bronxites connect to their waterfront. This plan thoughtfully considers challenges the Bronx has across this corridor and along the waterfront, including steep terrains, industrial uses, and space limitations, and presents short- and long-term projects to address these challenges.

We are already working to improve both destinations and connections for cyclists and pedestrians using the Harlem River Greenway. Our investment in the Tibbetts Brook Daylighting, an ambitious green infrastructure and greenway project in collaboration with NYC DEP, will bring a new mile-long section of off-street greenway to the Bronx. We’re also working to improve access to the greenway with the Bridge Park South Extension, a project that will extend the footprint of our existing Bridge Park and increase direct waterfront access for cycling and walking. We are looking forward to working with our interagency partners to build on this momentum and close gaps as laid out in this plan.

This work would not have been possible without the engagement of the many Bronx community members and advocates who participated and guided the planning process, and who have tirelessly advocated for a Harlem River Greenway. We know this dialogue will continue for years to come as we close the gap and improve the corridor.

Once complete, the Harlem River Greenway will not just be a transportation option that takes New Yorkers from Point A to Point B—it will be a vibrant recreational resource to help communities explore their neighborhoods, access their local parks, and connect with their waterfronts.

Iris Rodriguez Rosa, Commissioner, NYC Parks

# Letter From Harlem River Coalition

On behalf of the Harlem River Coalition, we are writing to express our support for the 2025 NYC Department of Transportation’s (DOT) Harlem River Greenway plan. The release of this plan marks a historic milestone for the Bronx, offering a concrete roadmap to realize a dream that our community has nurtured for generations: reconnecting our neighborhoods to the Harlem River Waterfront and creating a continuous greenway path from Randall’s Island to Van Cortlandt Park. The development of this greenway will not only serve the Bronx, but also strengthen New York City’s Greenway Network as well as serve as an essential link for regional networks including the New York State Empire Trail and the East Coast Greenway.

We are proud to have partnered with the NYC DOT and NYC Parks in the development of this plan. This collaboration stands as a testament to what is possible when government agencies actively listen to and integrate the wisdom of local stakeholders. We are gratified to see that the final plan honors the community’s long-time vision, prioritizing safe, continuous access to the water and acknowledging the river as a vital natural resource for recreation, education, and ecological health.

While the Harlem River Coalition was formally established in 2009 to unify the voice of the waterfront, the spirit of this advocacy runs much deeper. Many of our partner organizations and individual members have been on the front lines for over forty years, fighting against environmental neglect and envisioning a future where the Harlem River is a sanctuary rather than a barrier. This plan validates decades of resilience, stewardship, and community planning.

However, we recognize that a plan is only the first step. As we move toward implementation, the Harlem River Coalition and our member organizations remain steadfast in our commitment to this cause. Working collectively with members of the Harlem River Coalition, the NYC Greenway Coalition and members of the Urban Waters Federal Partnership—we will continue to advocate for:

- » **Access to Waterfront:** Commitment to developing potential connections between the Harlem River Greenway and the waterfront
- » **Equitable Access:** Ensuring that the development of the waterfront serves existing residents and prevents displacement.
- » **All Ages and All Abilities Connections:** Creating fully off-street greenway paths that make active transportation accessible to all community members
- » **Environmental Justice:** Prioritizing green infrastructure and its workforce development that mitigates the effects of climate change in our vulnerable communities.
- » **Continued Engagement:** Maintaining a transparent dialogue between the City and the community as shovels hit the ground.

We congratulate the NYC DOT on the completion of this comprehensive plan. We look forward to continuing our partnership to bring these renderings to life—starting on our public streets and extending to the Harlem River waterfront—to revitalize the Bronx for the benefit of Bronxites and all New Yorkers.



Chauncy Young, Coordinator, Harlem River Coalition  
Mychal Johnson, Co-Founder, South Bronx Unite!  
Bob Fanuzzi, President, Bronx Council for Environmental Quality  
Jennifer Beaugrand, The Bronx is Blooming



# Letter From NYC Greenway Coalition



For generations, Bronx residents have lacked access to the Harlem River waterfront. New York has made commendable progress in building greenways in other neighborhoods, but communities next to the Harlem River have long been overlooked. This plan for the long-awaited Harlem River Greenway represents an important step toward correcting that injustice.

We are grateful for the tenacity of advocates like the Harlem River Greenway Coalition and to NYC DOT and other partners in government for at last responding to the community and creating this plan.

Now that the plan is done, it's time to build the greenway, and fortunately there are already projects underway along Van Cortlandt Park Connection, Bailey Avenue, and Depot Place Bridge. We don't want to wait another generation before walkers, runners, and cyclists can travel safely from Randall's Island to Van Cortlandt Park and every community in between and be fully protected from motor vehicles.

Greenways bring neighborhoods together and provide New Yorkers with unparalleled opportunities to safely walk, run, bike, or just enjoy open space by the water. Greenways are the most fun way to get around New York and are widely recognized to improve physical and mental health. The time is now for neighbors in Mott Haven, Morris Heights, and Kingsbridge to stroll or roll or sit a while along the Harlem River with their friends and families.

We look forward to joining our NYC Greenways Coalition partners and friends across the Bronx at many future ribbon cuttings—soon—on the Harlem River Greenway.

NYC Greenways Coalition Steering Committee members:

Hunter Armstrong and Chauncy Young, Co-Chairs;  
Sofia Barandiaran;  
Corey Hannigan;  
Jon Orcutt;  
EdMundo Martinez;  
Kathy Park Price

# Project Team

## Agency Partners

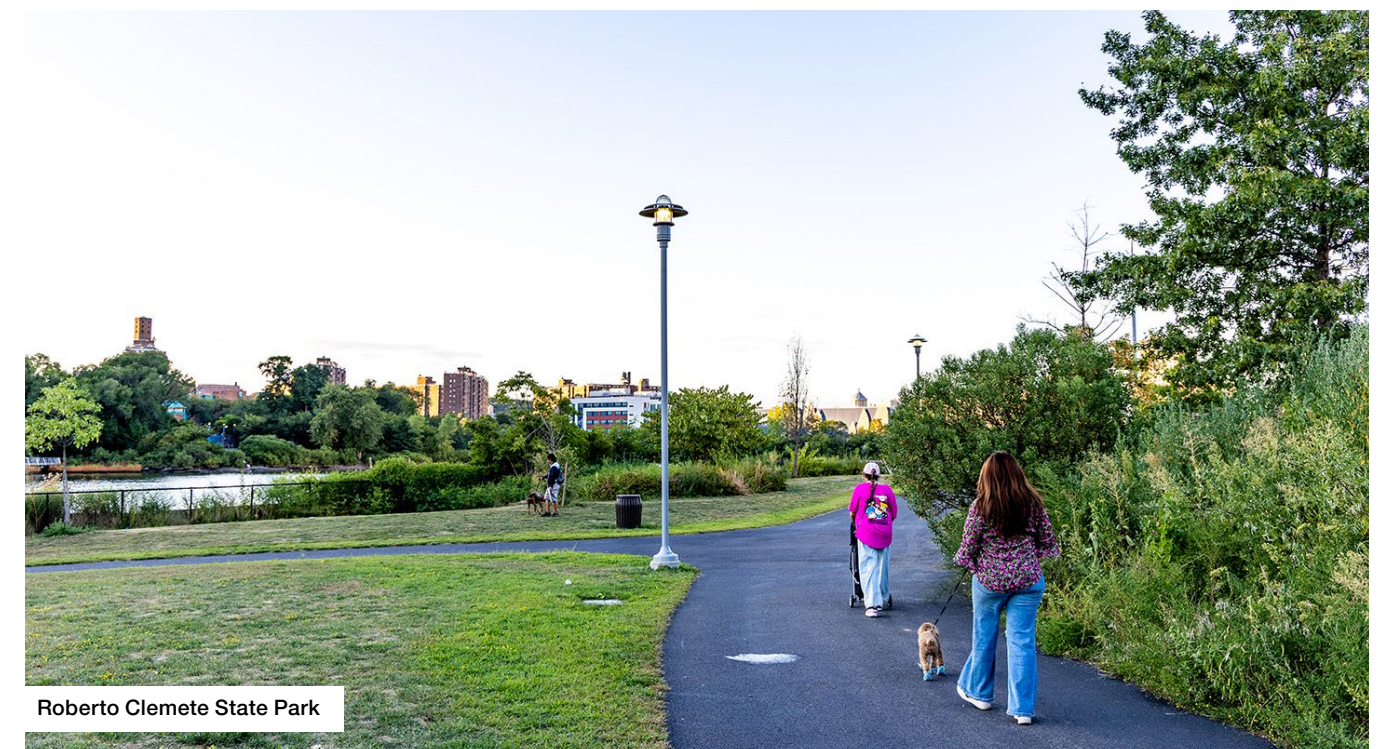
- » NYC Department of Transportation
- » NYC Department of Parks and Recreation
- » NYC Economic Development Corporation
- » NYC Department of Environmental Protection
- » NYC Department of City Planning
- » NYS Department of Transportation
- » NYS Office of Parks, Recreation, and Historic Preservation

## Community Partners

- » Harlem River Working Group
- » Bronx Center for Environmental Quality
- » Hudson River Foundation
- » NY/NJ Harbor Estuary Program
- » Van Cortlandt Park Alliance
- » Randall's Island Park Alliance
- » South Bronx Unite
- » Bronx River Alliance
- » NYC Greenways Coalition

## Consultant Team

- » TYLin
- » SCAPE Landscape Architecture
- » Public Works Partners





# Executive Summary

In 2023, New York City Department of Transportation (NYC DOT)—in partnership with the New York City Department of Parks and Recreation (NYC Parks), New York City Economic Development Corporation (NYCEDC), and New York City Department of Environmental Protection (NYC DEP)—launched a planning process to develop a greenway along the Harlem River in the Bronx. Building on decades of local advocacy, the vision for a Harlem River Greenway consists of a continuous 7-mile, cycling and walking connection between Van Cortlandt Park and Randall’s Island Park.

This **Harlem River Greenway Implementation Plan** presents a clear roadmap for turning this vision into reality. The following pages detail the complexity of the study area and articulate a series of bite-sized projects to tackle building the greenway.

By utilizing NYC DOT’s in-house resources in the near-term, progress has already begun in several sections of the corridor. These near-term improvements can be complemented by a series of catalytic long-term projects and potential partnership opportunities where jurisdiction lies outside of City control.

In addition to establishing a north-south transportation spine—the primary goal—this plan also propose key connections to and from the greenway, emphasizing waterfront access points and linkages to the existing bicycle network. By reconnecting residents to and along the waterfront, the Harlem River Greenway will provide better access to parks, as well as implement high-quality, sustainable transportation options for cyclists and pedestrians.

Moving from the steep bluffs of Kingsbridge Heights to the industrial lowlands of Port Morris, this plan weaves a continuous thread between 8 diverse planning areas in the western Bronx. In individual planning areas, the plan evaluates each neighborhood’s existing conditions and identifies the preferred greenway alignment. Conceptual designs are provided for both near-term and long-term greenway configurations. In a few locations, this plan highlights work that is already underway to implement the greenway as of Fall 2025.

This plan was developed in close partnership with Bronx residents and community groups who lent their local expertise to the City team at over 30 events, 10 workshops, hundreds of comments, and persistent advocacy. NYC DOT would like to extend our thanks to all who contributed to the process over the last 2.5 years.

## Citywide Greenway Plan

In 2023, the City announced a historic expansion of New York City’s greenways, including six new corridor implementation plans. These projects, and the overall effort, will fill critical gaps in the City’s greenway network, expand active transportation and green space, enhance cycling and pedestrian safety, and improve New Yorkers’ access to good jobs.

In addition, NYC DOT and NYC Parks recently published the Greater Greenways Plan which documents both the existing greenway network and a vision for future expansion. The plan can be accessed at [nyc.gov/greenways](https://nyc.gov/greenways).

See you on the greenway!



View from the High Bridge, looking south



End of Lincoln Avenue, looking west



# Summary of Projects

**Van Cortlandt Park and Kingsbridge**  
Van Cortlandt Park to W 230 St

**Tibbets Brook Daylighting**

**Kingsbridge Heights**  
W 230 St to Fordham Rd/University Heights Bridge

**Kingsbridge Waterfront Extension**

**University Heights and Morris Heights**  
Fordham Rd/University Heights Bridge to Tremont Ave

**Fordham Landing & Robert Clemente State Park (RCSP) North Connection**

**Highbridge North**  
Tremont Ave to Depot Place

**Bridge Park South Extension**

**Highbridge South**  
Depot Place to Mill Pond Park

**Depot Place**

**Outboard River Path**

**Concourse**  
Mill Pond Park to Madison Ave Bridge

**Lower Concourse Park**

**Mott Haven**  
Madison Ave Bridge to Lincoln Ave

**Port Morris**  
Lincoln Ave to E 132nd St

**11. Lincoln Ave Connector**

**12. Bruckner Blvd**

**Harlem River Yards Waterfront Path**

**1. Van Cortlandt Park Connection**

**2. Bailey Ave North**

**3. Bailey Ave South**

**4. Sedgwick Ave North**

**5. Sedgwick Ave Central**

**6. Sedgwick Ave South**

**7. Macombs Dam East Link**

**8. Exterior St North**

**9. Exterior St South**

**10. E 135th St**

**13. Willow Ave**

Proposed Projects		Length (feet)	Long-term Cost (scaled)
1	Van Cortlandt Park Connection	1,500	\$
	Tibbets Brook Daylighting	4,000	Funded
2	Bailey Ave North Corridor Improvements	4,400	\$\$\$
3	Bailey Ave South Corridor Improvements	5,200	\$\$\$\$
	Kingsbridge Waterfront Extension	6,000	
4	Sedgwick Ave North Corridor Improvements	4,600	\$\$\$
	Fordham Landing & RCSP North Connection	2,100	
5	Sedgwick Ave Central Corridor Improvements	5,100	\$\$\$\$
	Bridge Park South Extension	1,100	Funded
6	Sedgwick Ave South Corridor Improvements	4,500	\$\$\$
7	Macombs Dam East Link	3,300	\$\$
	Outboard River Path	5,900	
8	Exterior St North Corridor Improvements	2,000	\$
9	Exterior St South Corridor Improvements	2,000	\$
10	E 135th St Corridor Improvements	2,100	\$
11	Lincon Ave Connector	1,500	Funded
12	Bruckner Blvd Corridor Improvements	3,300	\$\$
	Harlem River Yards Waterfront Path	6,400	
13	Willow Ave Upgrade	300	\$

## Legend

- Existing Greenway
- On-Street Greenway Project
- Partnership Opportunity
- In-Park Greenway Project
- Connecting Route



## CHAPTER 1

# Introduction



Van Cortlandt Park

## What is a Greenway?

Greenways are continuous, multi-use corridors for human-powered or electric-assist transportation and recreation and are defined and named by the City through community-driven planning processes. Greenway routes are often located along natural and man-made linear spaces such as rail and highway rights-of-way, river corridors, waterfront spaces, and parkland.

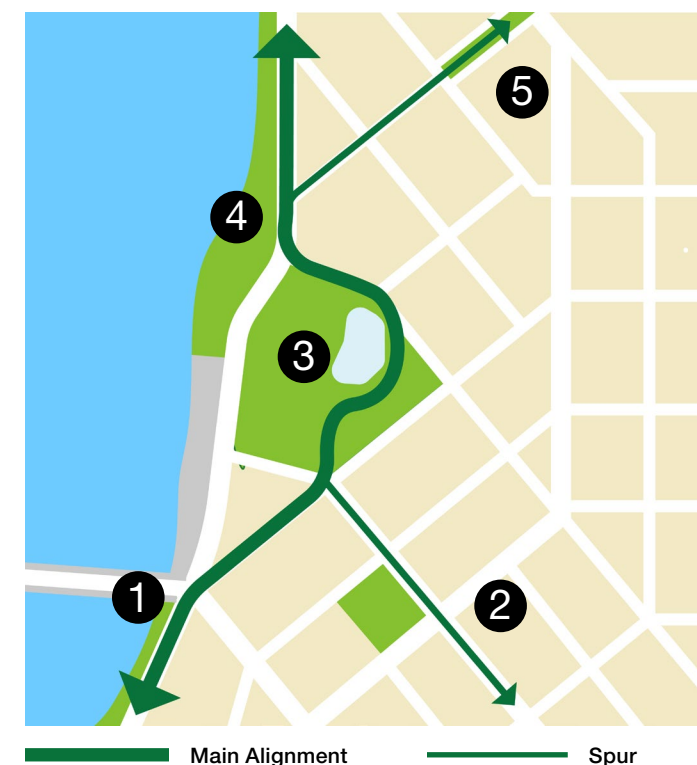
**Greenways are for everyone:** They are used by cyclists, pedestrians, joggers, wheelchair users, kids learning how to ride a bike, and parents pushing strollers, among others. They serve as multi-use paths for recreation as well as transportation.

**Greenways are key transportation assets:** They link the City's multitude of parks and open spaces while also connecting major commercial, retail, and employment centers. Greenways also enhance accessibility and mobility – particularly in areas underserved by subway lines.

In addition to serving as transportation corridors, **greenways can serve as important community nodes.** Users may travel along the greenway to visit with friends and family members in a park; they might also use the greenway as a pleasant site of exercise along the waterfront. Greenways provide opportunities for active transportation, and encourage sustainable modes of transit like walking and biking.



Webster Ave, Bronx River Greenway



**Greenways are continuous, multi-use corridors for human-powered or electric-assist transportation and recreation.**

- ① Waterfront Segment
- ② Local Streets
- ③ Parks
- ④ Park Edge
- ⑤ Parkway Segment

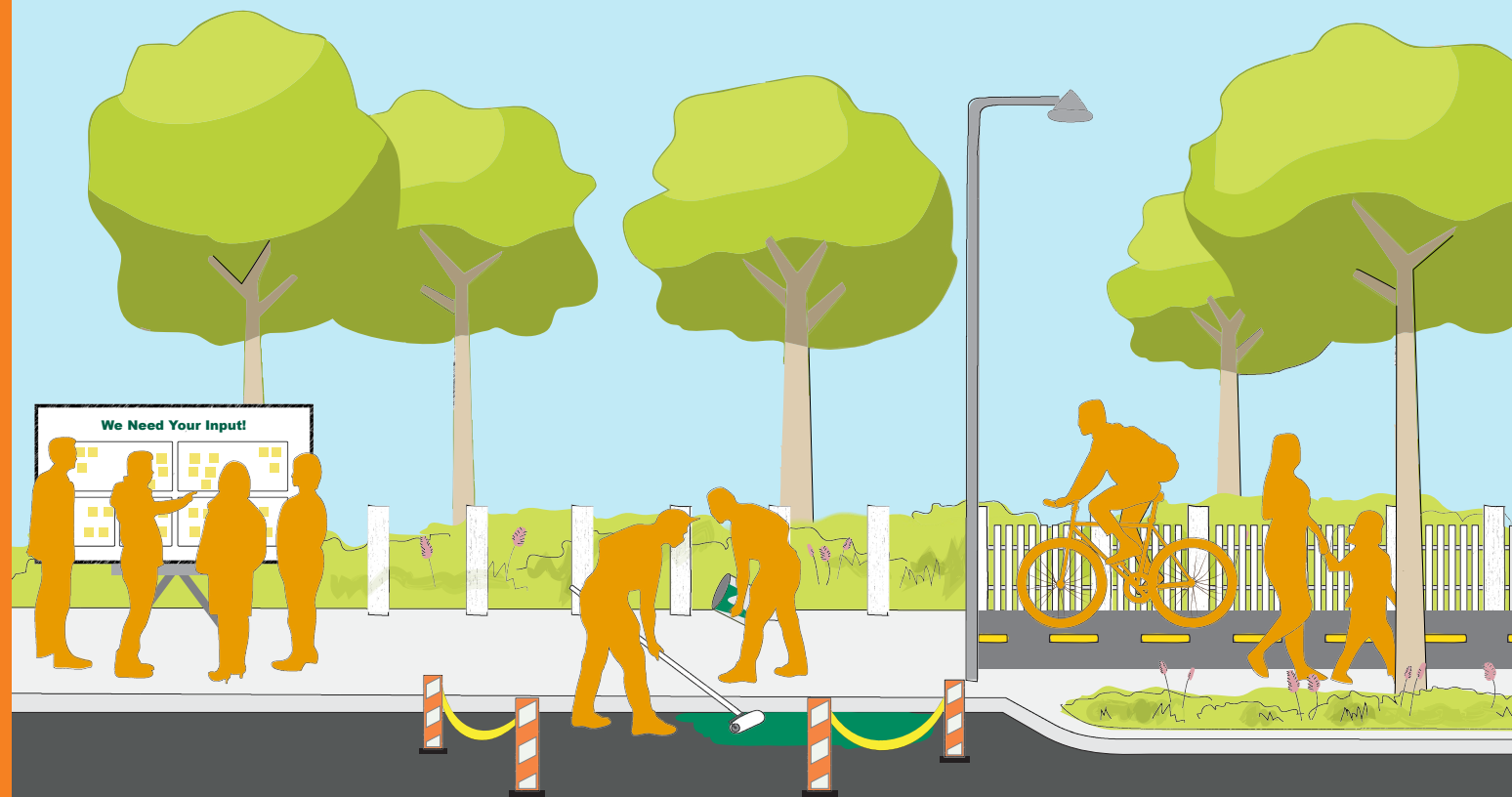
Main Alignment

Spur



# Implementation Plan

While there have been several planning documents and reports published about this corridor over the years, this greenway **implementation plan** aims to turn ideas into reality. The following pages lay out a roadmap for how to grow this community-based vision from concepts to projects, articulating actionable steps and phases for near-term and long-term greenway construction.



## 1 Community-Driven Plan

Gather public input from extensive outreach and identify the best locations for greenway routes, taking into consideration safety, comfort, directness, and feasibility.

## 2 Quick-Build Projects

Use NYC DOT in-house resources such as paint, delineators, concrete barriers, planters, and limited concrete elements to build community momentum quickly.

## 3 Long-Term Projects

Tackle key sections of the route with capital projects, upgrading near-term work to a more robust design or constructing tricky sections that are beyond the capacity of in-house crews.

## 2025 Progress

In 2025, NYC DOT started construction on the Harlem River Greenway, utilizing in-house resources to make progress as soon as possible.

In May, Commissioner Rodriguez joined community partners to announce the completion of the first near-term project along the Depot Place ramp in the Highbridge neighborhood of the Bronx.

Additional implementations include:

- » a completely revamped entrance to Van Cortlandt Park (0.5 miles),
- » a road diet and protected two-way greenway path on Bailey Ave from Van Cortlandt Park South to W 225th Street (1.8 miles),
- » a two-way protected greenway path on the recently reconstructed Exterior Street from the 145th St Bridge to the Madison Avenue Bridge (0.8 miles),
- » a school safety redesign on Bruckner Blvd including a two-way protected greenway path (1.2 miles), and
- » an upgraded protected path on Willow Ave to connect to Randall's Island Park (0.05 miles).

Taken together, these near-term projects constructed over 4 miles of the Harlem River Greenway.



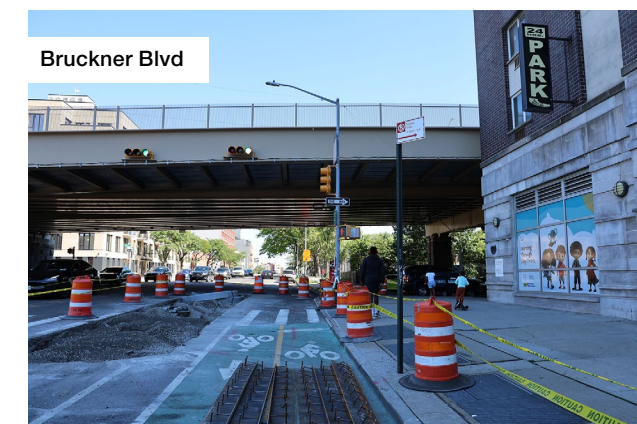
Bailey Ave



Van Cortlandt Park Connection



Van Cortlandt Park Connection



Bruckner Blvd



Depot PI



# Design Approach

The ideal greenway is accessible and comfortable for New Yorkers of all ages and abilities. The City bases its greenway design standards on guidance from the NYC DOT’s Street Design Manual, as well as national standards from the American Association of State Highway and Transportation Officials (AASHTO) and the National Association of City Transportation Officials (NACTO). Key design elements—such as adequate width, separation of uses, and intersection treatments—are determined by contextual factors such as right-of-way constraints, neighborhood character and volume of users.

In New York City, greenways are not defined by specific design features; instead, they are created with the goal of consistency across the entire system. In practice, greenways might consist of any design or geographic elements, including on-street and off-street paths, and wayfinding signage.

### Greening and Green Infrastructure

A greening program focuses on introducing more plants, shade, and natural features into everyday public spaces so they feel more welcoming, comfortable, and environmentally resilient. Building on this idea, the City is committed to bringing more natural elements into future greenway projects—adding shade, softening hard edges, and strengthening ecological connections along the routes people use most.

Through this approach, the City aims to create corridors that feel calmer and cooler while giving teams the tools to act quickly when opportunities for meaningful greening arise, all in support of broader community and citywide goals.

The ultimate goal of the Harlem River Greenway plan is to achieve the highest quality designs along this 7-mile corridor, with grade-separated or off-street paths as the gold standard.



# Project Typologies

Below are the categories of greenway development, each defined by its scope, implementation timeline, and coordination requirements. These typologies help guide planning, design, and investment strategies by clarifying the nature and complexity of each project type.

## On-Street Greenway Project



### Near-Term (Quick-Build)

Quick-build Street Improvement Projects (SIPs) bring greenways to life using NYC DOT resources including markings, signs, street furniture, signal infrastructure, and limited concrete work. Because NYC DOT owns these resources and processes, projects can be implemented efficiently, delivering timely safety upgrades for all road users. NYC DOT integrates greenway SIPs into its yearly work program. These projects also help build momentum for long-term capital investments. This planning process created a pipeline of projects for NYC DOT’s SIP program along the Harlem River.



### Long-Term (Capital Construction)

Long-term capital construction projects upgrade or build new greenway segments through street reconstruction. This may include installing sidewalk-grade facilities, landscaping, accessible ramps and sidewalks, and lighting. Improvements may be tied to infrastructure projects such as relocation of utilities, upgrading subsurface water and sewer systems, and resiliency improvements. Two tradeoffs to consider when relying on capital construction for greenway expansion is time and funding. Contracts often unfold over several years and require complex design, engineering, and construction resources, resulting in higher costs and longer timelines. This plan defines discrete on-street greenway capital projects for which NYC DOT can seek funding.



### Connecting Routes and Network Expansion

While this plan is primarily focused on establishing the main alignment of the greenway, a series of connecting routes have also been identified. These spurs would link the main spine of the greenway to the rest of the existing bike network, bridges, and key destinations and parks.

## In-Park Project

These capital projects are located within NYC Parks’ property and will create segments of the greenway within parkland. NYC DOT and NYC Parks coordinate closely to ensure these projects align seamlessly with on-street segments for a continuous user experience.

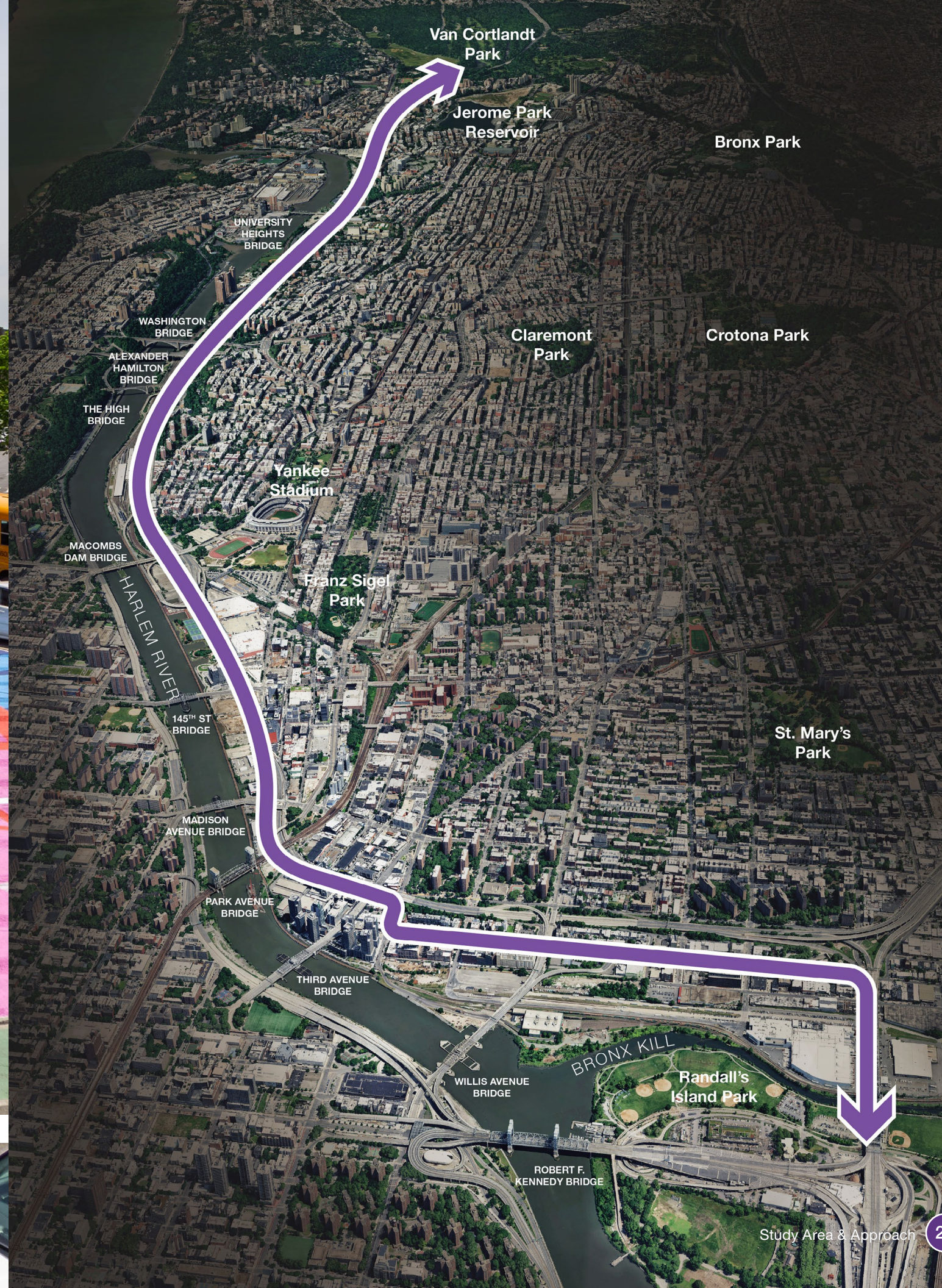
## Partnership Opportunity

Partnership opportunities often require a longer timeline and coordination with multiple agencies or property owners, particularly along the Harlem River waterfront where land is held by a variety of stakeholders. While these projects can be complex and extend beyond NYC DOT’s direct jurisdiction, they also offer the chance to create meaningful, catalytic improvements in areas that are otherwise difficult to develop. Working together with partners, the City will continue to bring these projects forward, enhancing both access and the overall waterfront experience.



## CHAPTER 2

# Study Area & Approach





# Planning Context

## Challenges

Implementing a greenway in the Bronx will not be easy. The Bronx has been notoriously divided by highways and dominated by car and rail infrastructure that limit accessibility and connectivity for residents trying to reach other parts of the city. Private property and industrial land uses are also prevalent along the riverfront, limiting access to the water. Moreover, much of the topography is intimidatingly steep; local streets turn into staircases, often revealing dramatic—if not challenging—vistas.

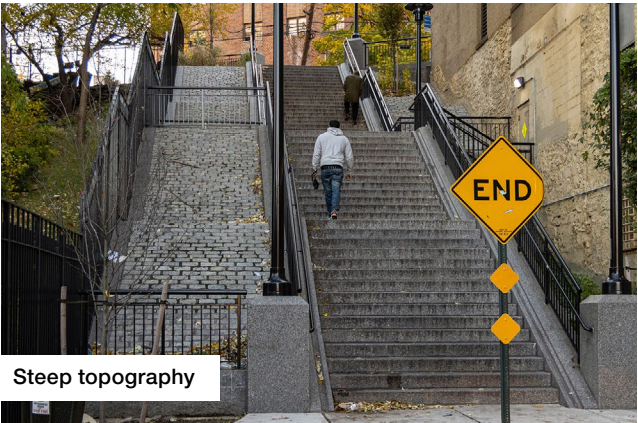
Community advocates have long called for a greenway along the Harlem River as the existing disconnected street grid is onerous for cyclists and pedestrians. In addition, New York City’s Vision Zero priority areas—areas designated by the City as in need of street safety investment due to the high number of traffic injuries—encompass the majority of the Harlem River Greenway study area.

New York Department of Environmental Conservation has also identified nearly the entirety of the Harlem River watershed as an Environmental Justice area. Because of the many highways and limited green space, the Bronx is at a higher risk for urban heat island effect, which affects communities by exacerbating air pollution and increasing heat-related illness and mortality. Traffic-related air pollution in the South Bronx contributes to alarming asthma rates.

These complex challenges underscore the urgent need for a greenway along the Bronx side of the Harlem River. Creating a greenway that reconnects the waterfront and improves safe connections across the highway corrects the historical transportation injustice in the Bronx in the past.



Highways



Steep topography



Rail lines

### Project Goals

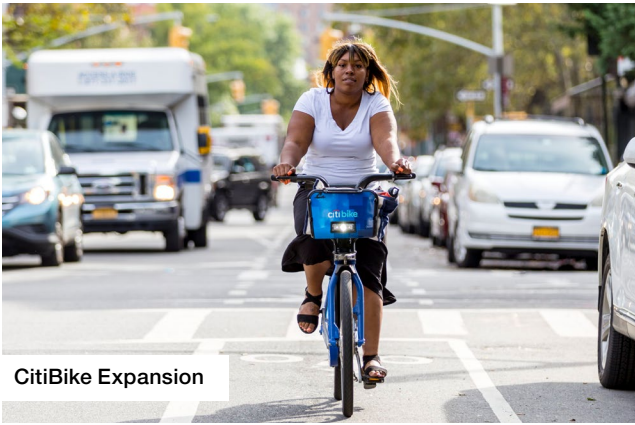
- » Create a continuous and connected path for cyclists, pedestrians, runners, and others
- » New transportation option both for recreation and commuting
- » Connect people to the waterfront and parks
- » Provide convenient and safe connections to greenway paths from the local street network

## Opportunities

The opportunity and need for a greenway along the Bronx side of the Harlem River is apparent to those who spend time in the area. Looking beyond the highways and rail lines, a hidden waterfront emerges—a riverbank that even many locals are unfamiliar with. The draw of the waterfront, coupled with a string of exemplary parks—Van Cortlandt Park, Roberto Clemente State Park, Mill Pond Park, and Randall’s Island Park—underscores the need for a continuous recreational and transportation corridor to forge connections between these destinations.

Moreover, the timing is ripe for improving and expanding the transportation network in the western portion of the Bronx. In an area with limited subway access, demand for additional transportation options is apparent in the increasing number of cyclists and micromobility users. As of 2025, the CitiBike service area has expanded to cover the entire Bronx side of the Harlem River waterfront. Recent and planned investment, particularly around the Lower Concourse area and Mott Haven, will also increase demand for transportation options.

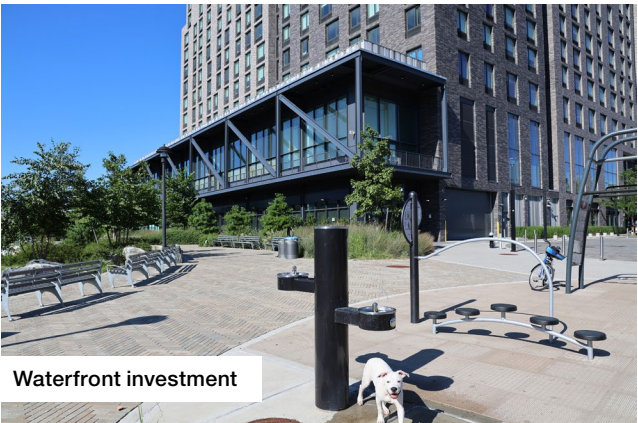
The Harlem River Greenway will plug a key gap in the regional greenway network, forming a piece of the Empire State Trail and the East Coast Greenway, connecting Bronx residents not just to local amenities but to a whole network of safe, interconnected paths for biking and walking.



CitiBike Expansion



Demand for transportation options



Waterfront investment



Exemplary parks



Regional Connections



# Outreach and Engagement Approach

## A Community Driven Plan

The idea for the Harlem River Greenway came from community members, and Bronx residents have been involved extensively throughout the process. Frustrated with historic underinvestment, environmental injustice issues, and the lack of waterfront access, community organizations such as the Harlem River Working Group and South Bronx Unite called for a reimagining of the Harlem River Waterfront. Their advocacy led the City to select this corridor as the first location for a greenway implementation plan.

## Events and Workshops

In early 2023, the project team kicked off a whirlwind tour of over 30 community engagement touchpoints to spread the word and gather ideas for the Harlem River Greenway. Hoping to capture a broad variety of perspectives, the project team varied the type of outreach from flyering and tabling at events to in-depth community workshops. Over the course of 2.5 years, hundreds of comments were collected in person and via an online feedback map.

At the heart of the engagement strategy were 10 bilingual workshops conducted in English and Spanish. During the first round of workshops, participants joined breakout groups and responded to prompts about priority issues they would like addressed, preferred greenway locations and destinations, connectivity considerations, and safety concerns. Facilitators recorded comments in maps of the study areas. The second round of workshops centered around preferences on near-term route alternatives. Community members discussed the pros and cons of each route option, helping to establish the final list of selected routes. The final round was an open house-style format where community members could provide input on which proposed projects should be prioritized first and which street elements should be prioritized along the corridor.

At the American Planning Association–New York Metropolitan Chapter’s Annual Meeting, the Harlem River Greenway planning process received the Mitchell Silver Award for Meritorious Service to Empower Historically Underserved Communities, which recognizes exceptional commitment to urban planning and community empowerment.

ENVIRONMENT

### Inside a coastal community’s fight for a greener waterfront


The people of the South Bronx have almost no access to their own coast. South Bronx Unite’s Arif Ullah is working to change that.

ALLISON PARSHALL • JULY 29, 2022



news12  
THE BRONX

LOCAL WEATHER POWER & POLITICS CRIME THE EAST



RALLY TO DEMAND PEDESTRIAN AND BICYCLE ACCESS ON DEPOT PLACE BRIDGE

0:40 / 1:44

### Protesters urge DOT to expand pedestrian, bicycle access on Depot Place Bridge

Advocates say they are calling for changes that would make the area safer for pedestrians and bicyclists.

News 12 Staff • Mar 22, 2021, 9:14 AM • Updated 1,135 days ago



3.22.23 HRG Press Announcement



4.22.23 Car Free Earth Day



6.10.23 Bike the Block



6.06.23 High Bridge 175th Anniversary



6.03.24 Hike the Heights



7.08.23 We Are Melrose



7.15.23 Bronx Unite City of Water Day



8.07.23 Summer Streets Grand Concourse



11.18.23 NYC H2O Walking Tour and Site Visit





8.08.23 Summer Streets Grand Concourse



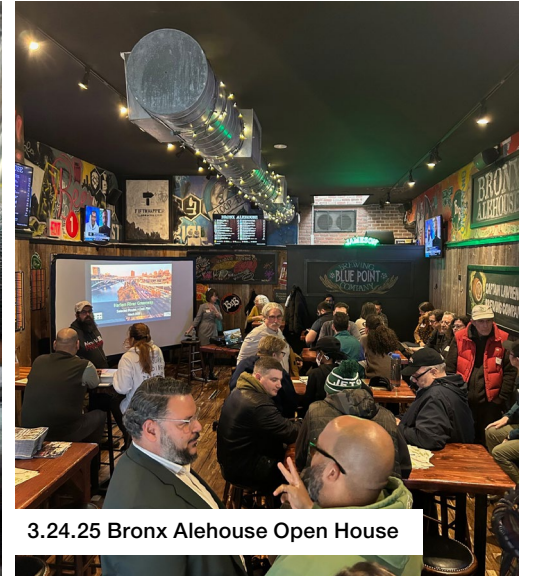
10.18.23 Canoemobile School Workshop



3.13.24 BBC Workshop



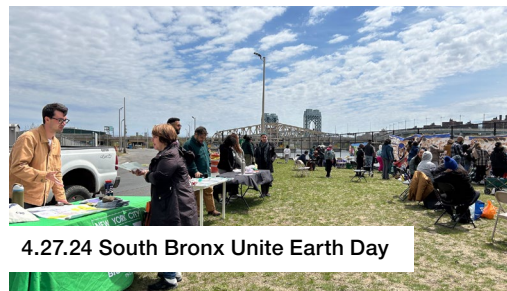
3.19.24 Bronx Brewery Workshop



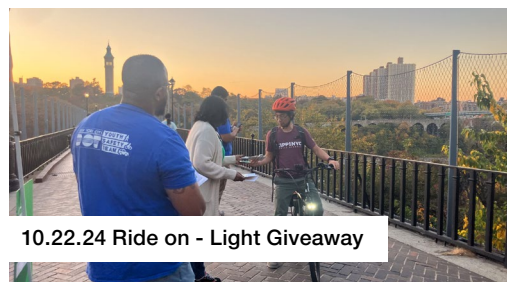
3.24.25 Bronx Alehouse Open House



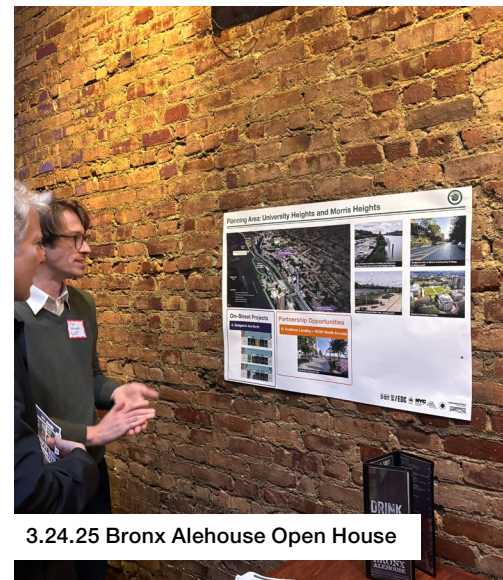
2.21.24 BCEQ Bronx Parks Speak Up



4.27.24 South Bronx Unite Earth Day



10.22.24 Ride on - Light Giveaway



3.24.25 Bronx Alehouse Open House



3.24.25 Bronx Alehouse Open House



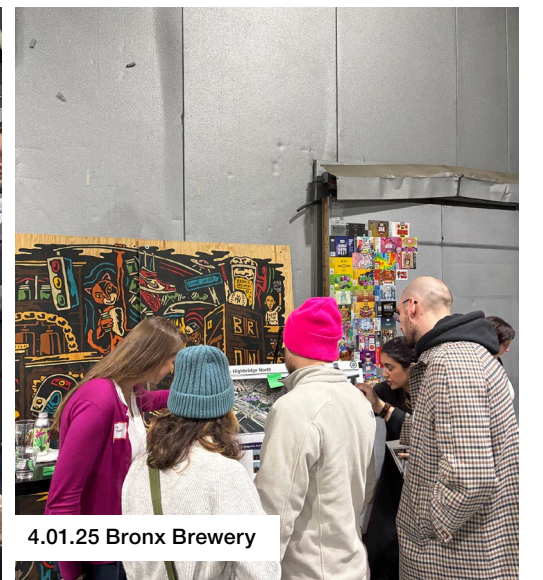
11.23.24 Highbridge Heroes Walk Run



2.22.25 BCEQ Speak Up



3.19.24 Bronx Brewery Workshop



4.01.25 Bronx Brewery



## CHAPTER 3

# Selected Routes



Bailey Ave

## Planning Areas

For planning purposes, the study area was divided into eight planning areas:

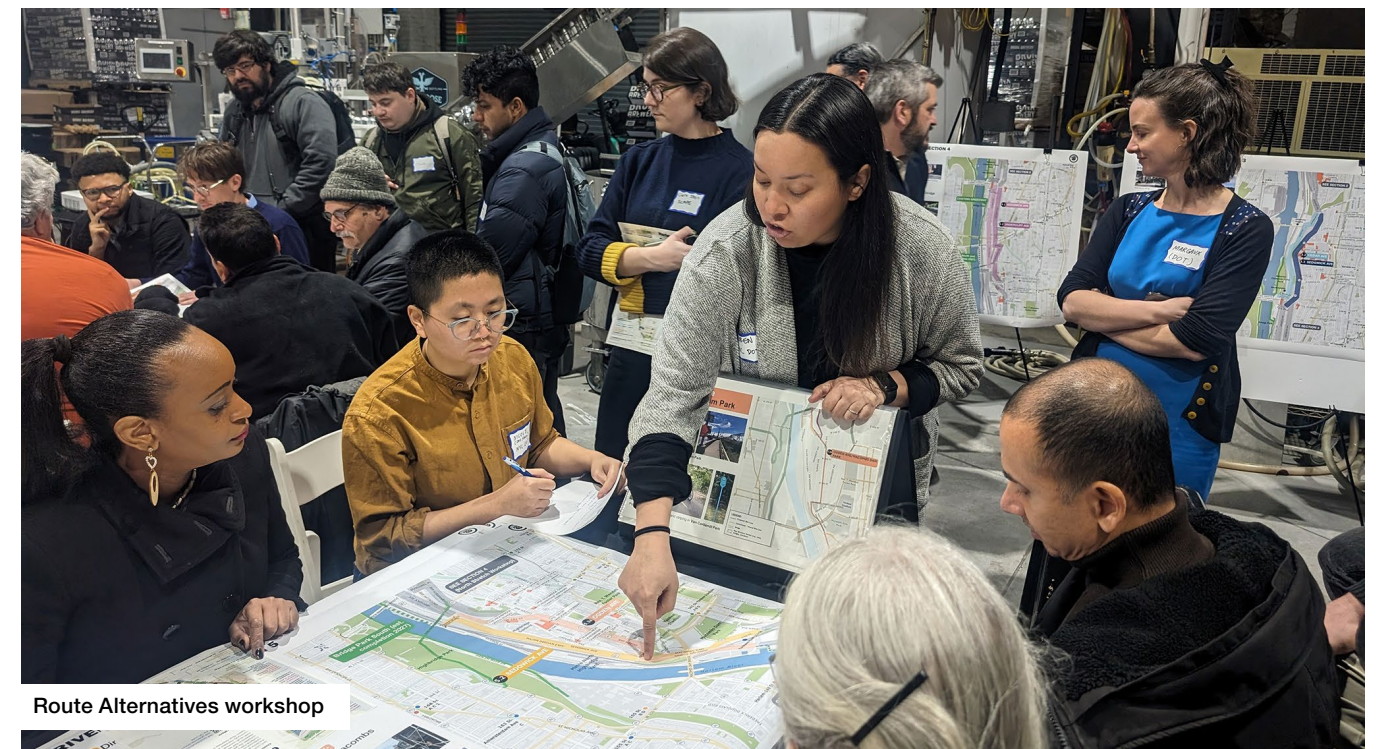
- » Van Cortlandt Park and Kingsbridge
- » Kingsbridge Heights
- » University Heights and Morris Heights
- » Highbridge North
- » Highbridge South
- » Concourse
- » Mott Haven
- » Port Morris

Within each planning area, a series of route alternatives was proposed. During Spring 2024 workshops and throughout the following year, community members weighed in on the tradeoffs of each of these routes. The selected routes were chosen based on extensive community feedback, field observations, feasibility assessments, and preliminary traffic engineering analysis.

This plan describes the details of 13 feasible on-street projects that span eight planning areas along the Harlem River in The Bronx. All projects are feasible with a near-term configuration and 6 of these projects were implemented in 2025. Most projects could be complemented with a long-term capital design. For long-term capital build-out of each project, an estimated cost of construction is provided. These capital projects will be implemented over time and as funds become available. All projects will be reviewed by the appropriate Community Boards before implementation.

Where relevant, this plan also highlights planned in-park projects within the footprint of local parkland. Additionally, a series of partnership opportunities are explored for areas outside of City jurisdiction.

The plan documents the existing conditions surrounding each project, presents an analysis of the alternatives reviewed, and describes the specific greenway projects.



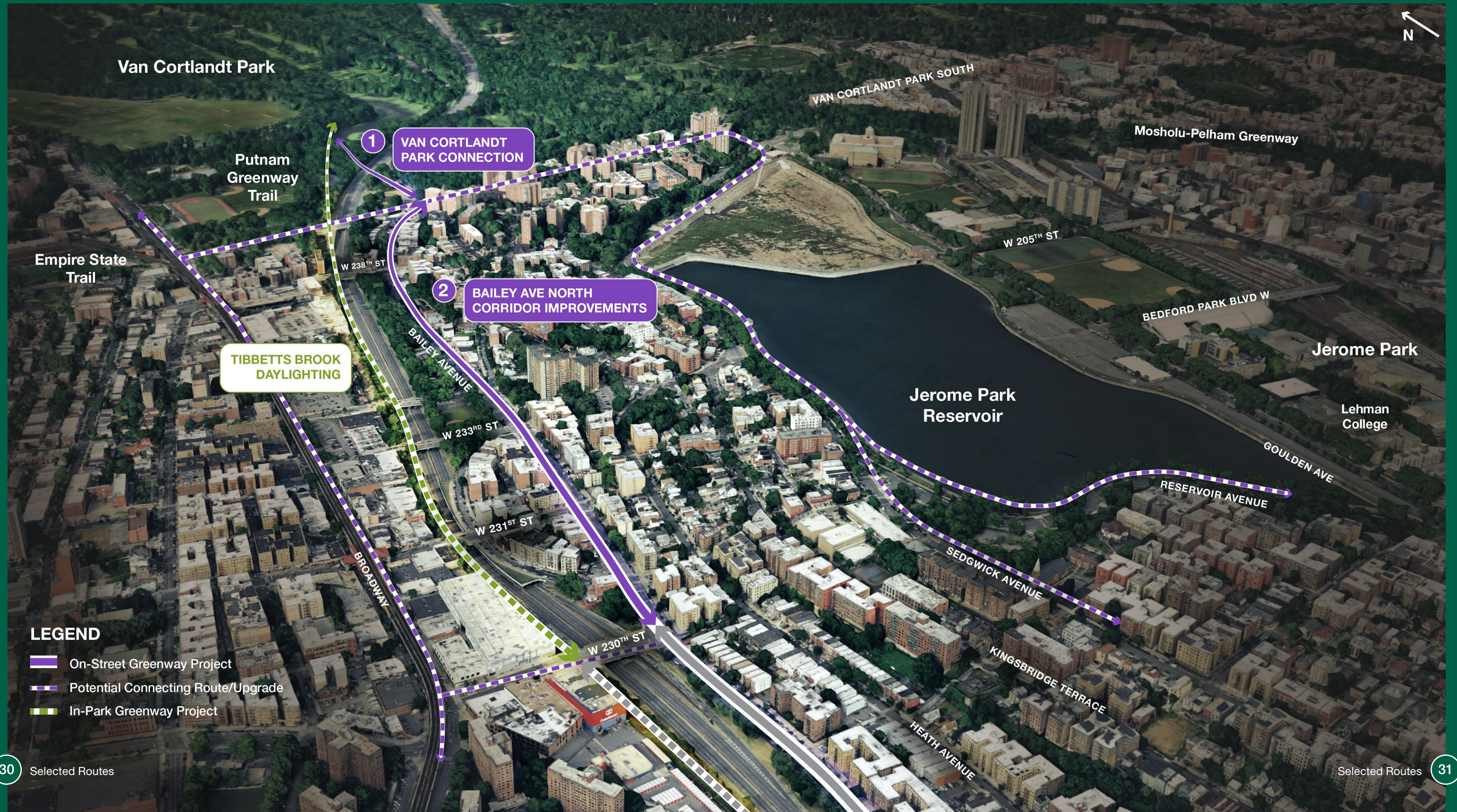
Route Alternatives workshop



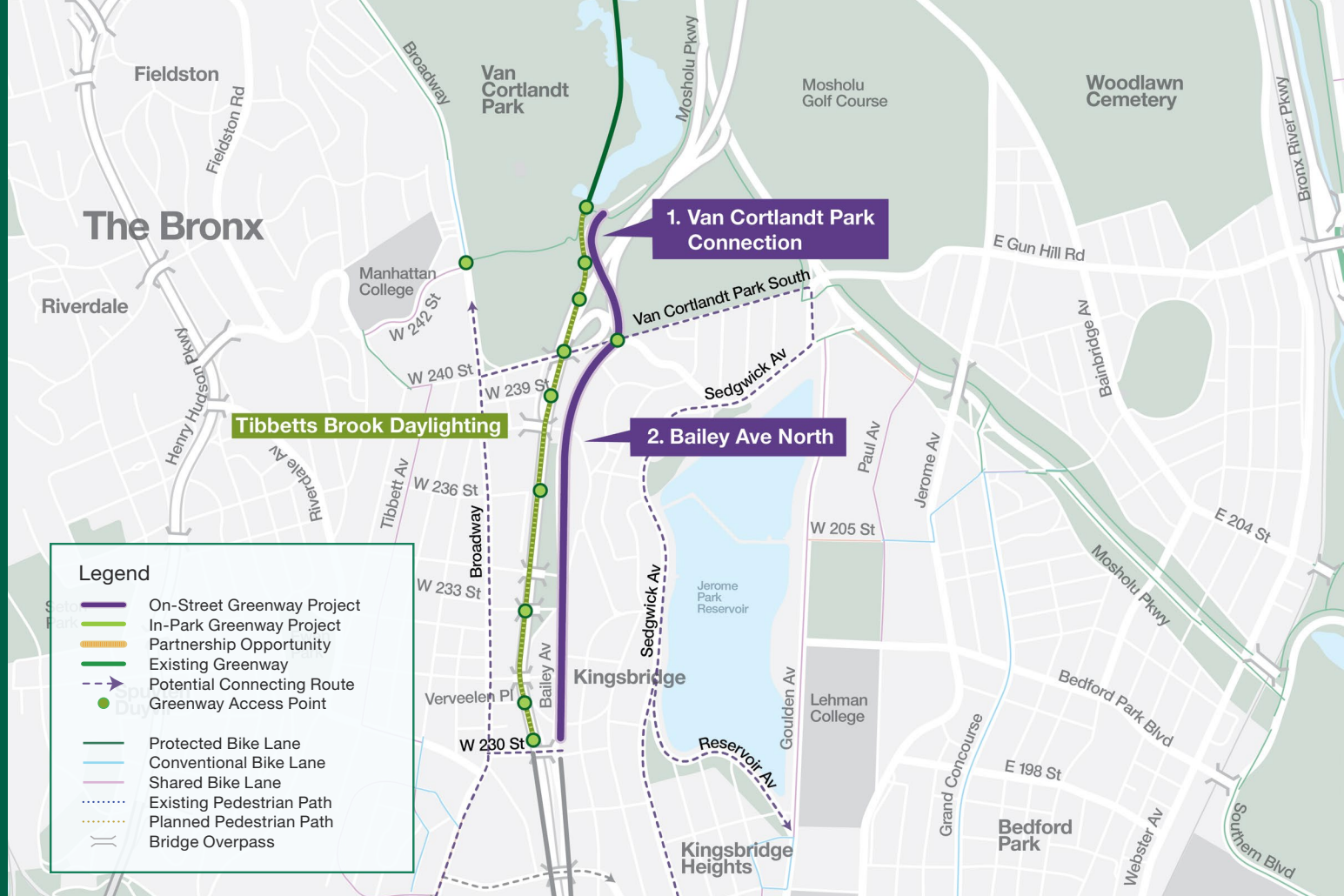


# Planning Area: Van Cortlandt Park & Kingsbridge

Van Cortlandt Park to W 230th Street







# Planning Area: Van Cortlandt Park & Kingsbridge

Van Cortlandt Park to W 230 St

## Existing Conditions

This northernmost planning area focuses on the area between Van Cortlandt Park and 230th St. Van Cortlandt Park is home to the existing Harlem River-Putnam Greenway which provides an important connection between the South County Trailway in Westchester County and the Bronx. This area is important locally and regionally: the Putnam Greenway in the Bronx is also part of the impressive state-wide Empire State Trail which connects NYC all the way to Canada.

The Tibbetts Brook Daylighting project, a dual-purpose green infrastructure and greenway project, is underway and will transform the area to the west of the Major Deegan. As this project

is quite complex, it is not expected to open until 2030. Like many in-park facilities, access may need to be curtailed at night for safety, so in order to complement the Tibbetts project, NYC DOT studied several on-street route alternatives which would be available for use in the near term and provide a 24/7 transportation option.

## Route Alternatives

In this planning area, Bailey Ave, Broadway, and Sedgwick Ave were considered as potential greenway routes. Bailey Ave affords an opportunity to improve safety on a high-crash residential corridor and links up directly with an entrance to Van Cortlandt Park. Broadway offers a flatter alternative and connections to local retail and the 1 train, while Sedgwick Ave,

though further east, provides sweeping hillside views and access to the Jerome Park Reservoir.

## Selected Routes

Though workshop participants identified advantages to all three on-street routes, Bailey Ave was selected as the preferred alignment in this area. Two near-term projects are identified on the following pages: one focused on improving the intersection of Bailey Ave and Van Cortlandt Park South, and one transforming the corridor of Bailey Ave from the park to 230th Street.

Broadway and Sedgwick Ave (via Van Cortlandt Park South) will be studied as future bike network expansion routes.

In addition, DOT will explore the addition of bike connections on 230th St, the southern terminus of the Tibbetts project and an important connecting street over the Major Deegan Expressway. Bike lanes along Reservoir Ave will also be studied to promote access to the Jerome Park Reservoir and Lehman College.

## Potential Improvements

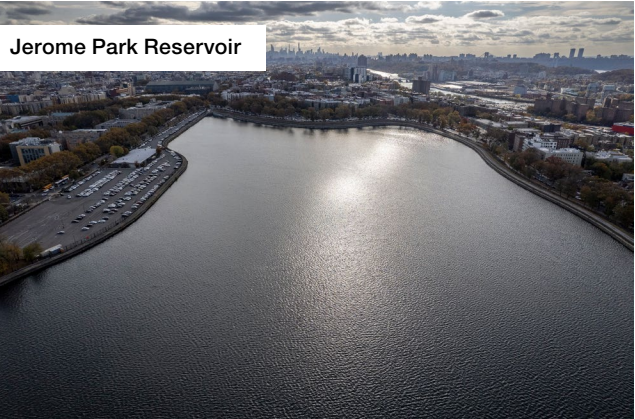
- 1 Van Cortlandt Park Connection
- 2 Bailey Ave North
- Tibbets Brook Daylighting

## Connecting Routes

- » Van Cortlandt Park South
- » Broadway
- » Sedgwick Ave
- » Reservoir Ave
- » W 230th St



Van Cortlandt Park



Jerome Park Reservoir



Mosholu-Pelham Greenway



Lehman College (CUNY)



On-Street Greenway Project

# 1. Van Cortlandt Park Connection

## Major Deegan Expressway (I-87) Exit 11 Off-ramp to Van Cortlandt Park South

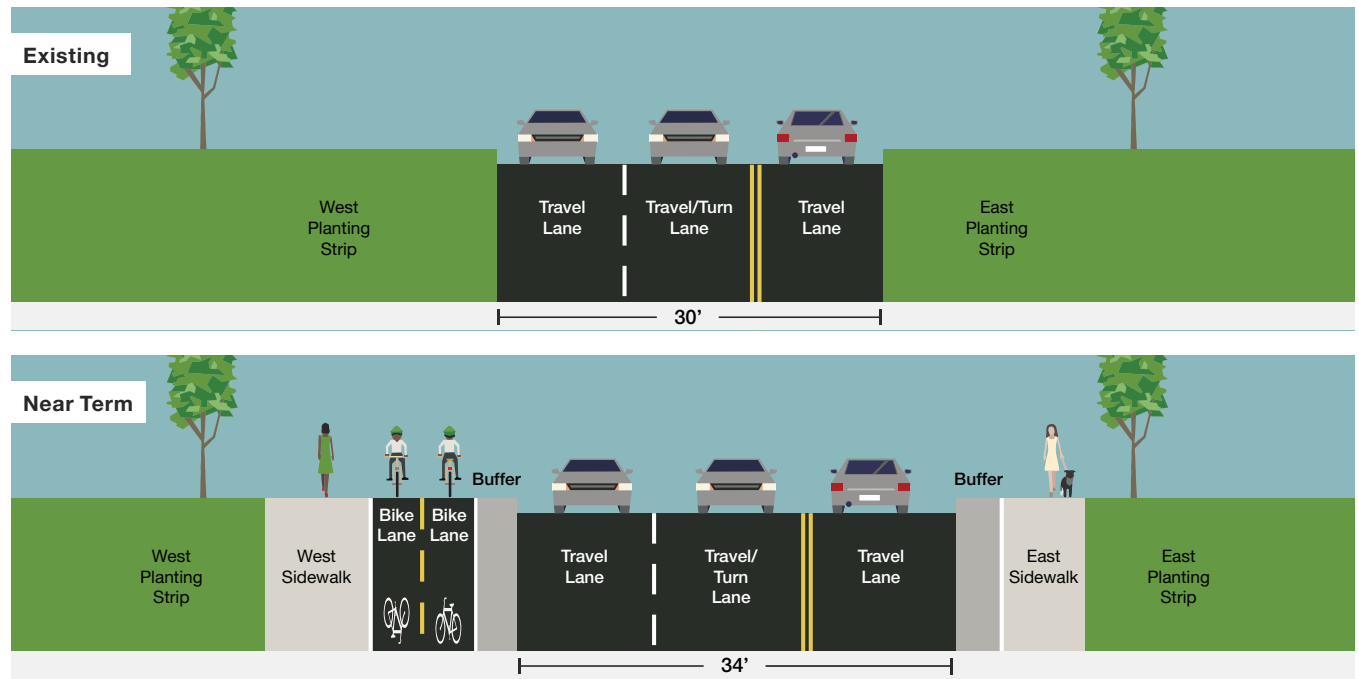
In 2025, NYC DOT in-house crews revitalized the entrance to Van Cortlandt Park at the intersection of Bailey Ave and Van Cortlandt Park South, providing a new and intuitive connection to the existing Putnam Greenway and Empire State Trail. In its previous condition, this park entrance was inaccessible to pedestrians and bicycles due to Major Deegan Expressway on and off-ramps which served only vehicular traffic, forcing pedestrians to walk in the roadway and cross without any curb cuts or stop controls. In the new, upgraded condition, new crosswalks were installed to reduce crossing distances and improve pedestrian visibility. The new and expanded sidewalk includes a grade-separated path for cyclists. While this project was constructed entirely with in-house resources, it has the look and feel of a major capital project due to the fully rebuilt sidewalk.



Van Cortlandt Park South at Bailey Ave, looking south



Greenway construction underway



In-Park Project

# Tibbetts Brook Daylighting

Currently the in-park Putnam Trail terminates near the southern edge of Van Cortlandt Park, but that will change with the completion of NYC DEP and NYC Park's construction of the Tibbetts Brook Daylighting and Greenway project. This ambitious green infrastructure project will daylight Tibbetts Brook which has been buried underground for more than a century. In addition, this project will provide a new and unique off-street greenway for pedestrians and cyclists, comprising a new mile-long section of the Harlem River-Putnam Greenway. On-street access points will be located at Van Cortlandt Park S, W 239th St, W 233rd St, Verveelen Pl, and W 230th St, with a potential access point located at W 236th St. This project is currently in final design and construction is expected to be completed in 2030.



Existing CSX Corridor at W 239th St

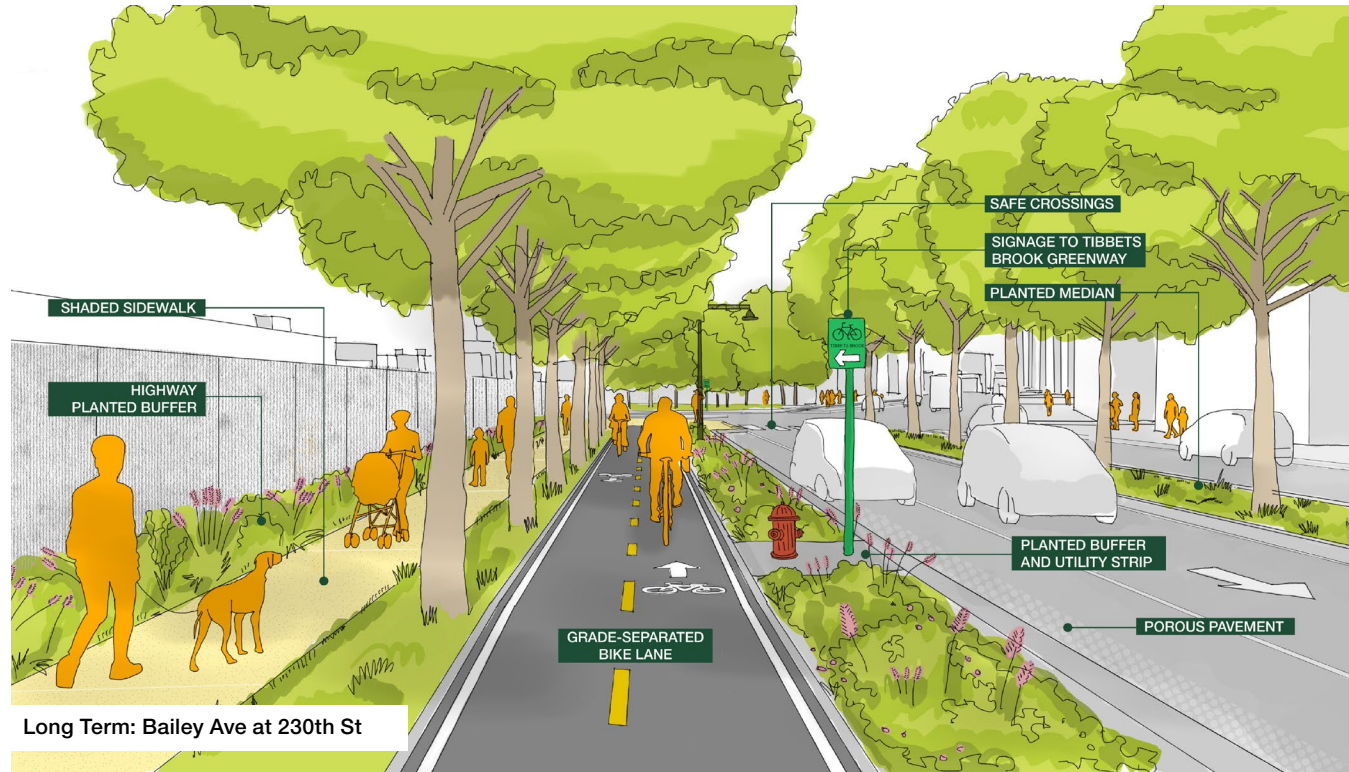


Planned: Tibbetts Brook Daylighting



Planned: Tibbetts Brook Daylighting





#### On-Street Greenway Project

## 2. Bailey Avenue North Corridor Improvements

### Van Cortlandt Park South to 230th St

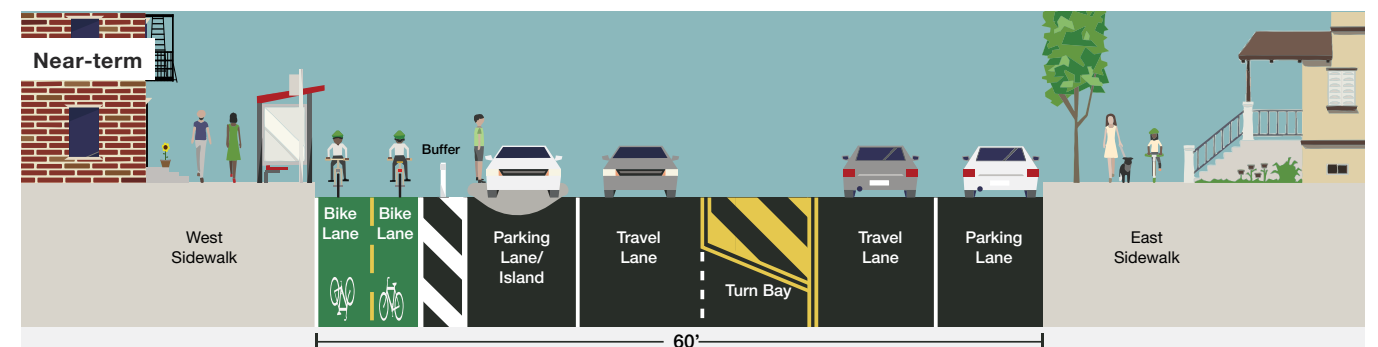
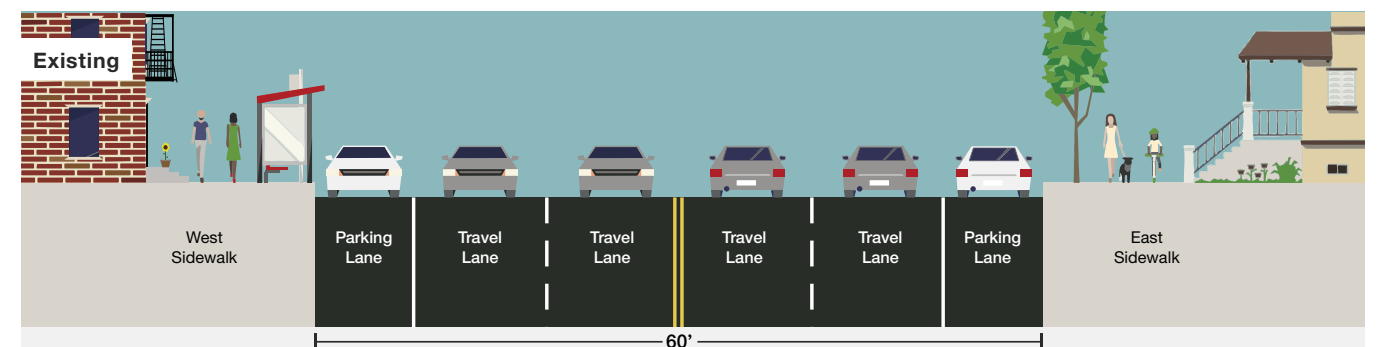
In 2025, NYC DOT is installing this portion of the Harlem River Greenway on Bailey Ave. This in-house project will dramatically improve safety on Bailey Ave, responding to years of community requests to reduce vehicular speeding on this over-wide, high-crash corridor. A greenway on Bailey Ave will take the form of a two-way path along the west side of the street, repurposing one of the four travel lanes but preserving parking spaces in a configuration known as a 4-to-3 conversion.

Long term, Bailey Ave could be reconfigured with a capital project redesign. A capital project here could include amenities such as planted medians, landscaped buffers, and green infrastructure.

This route along Bailey Ave also will provide direct access to the residential part of the



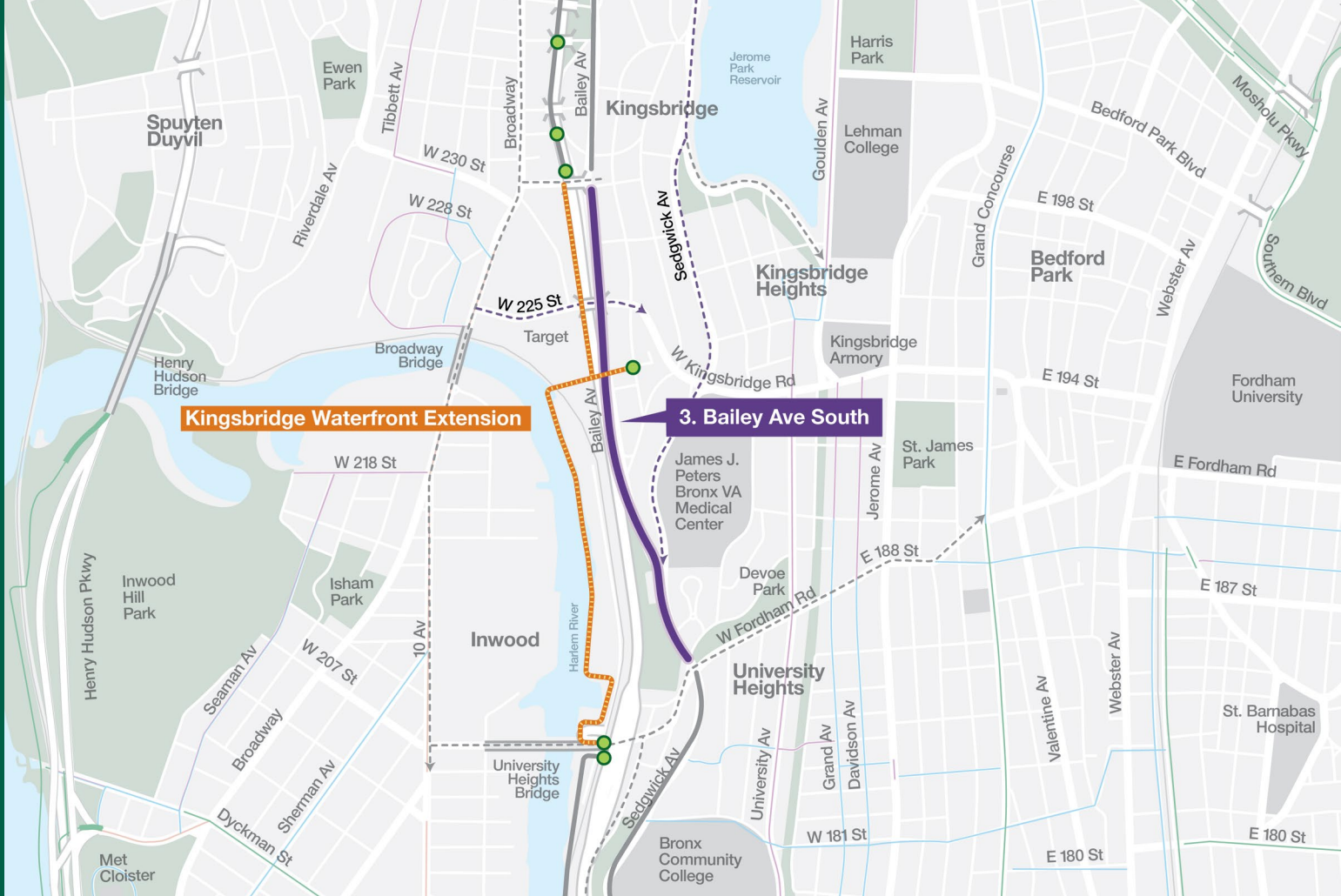
neighborhood and would complement the future Tibbetts Daylighting project by providing a north-south greenway on the east side of the Major Deegan.











# Planning Area: Kingsbridge Heights

230th Street to Fordham Road and University Heights Bridge

## Existing Conditions

The Kingsbridge Heights planning area runs from 230th Street, where the Tibbetts project will have its southern terminus, to Fordham Road and the University Heights Bridge. This neighborhood is home to the James J. Peters Veterans Affairs Medical Center, a shopping center with a Target, and a thin strip of waterfront land cut off from the rest of the neighborhood by Metro-North tracks and the Major Deegan Expressway. This area is expected to grow when the planned Fordham Landing North mixed-use development is constructed.

**Legend**

- On-Street Greenway Project
- In-Park Greenway Project
- Partnership Opportunity
- Existing Greenway
- Potential Connecting Route
- Greenway Access Point
- Protected Bike Lane
- Conventional Bike Lane
- Shared Bike Lane
- Existing Pedestrian Path
- Planned Pedestrian Path
- Bridge Overpass

## Route Alternatives

In this area, Bailey Ave and Sedgwick Ave were considered for on-street route alternatives. While Bailey Ave has a steep hill, it offers proximity to and views of the waterfront. Sedgwick Ave is leafy and close to the Bronx VA Medical Center, but farther from the river.

The Kingsbridge Waterfront Extension, a potential long term route through the rail right-of-way and the private Fordham Landing development site, was also investigated.

## Selected Routes

Of the on-street routes, Bailey Ave was identified as the preferred route and a project from 230th St to W Fordham Rd is articulated on the next page.

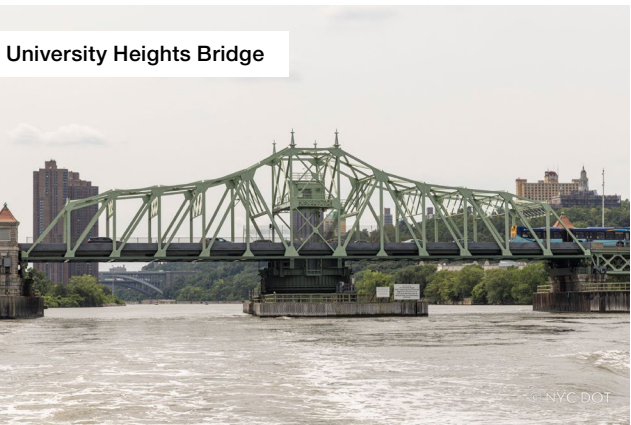
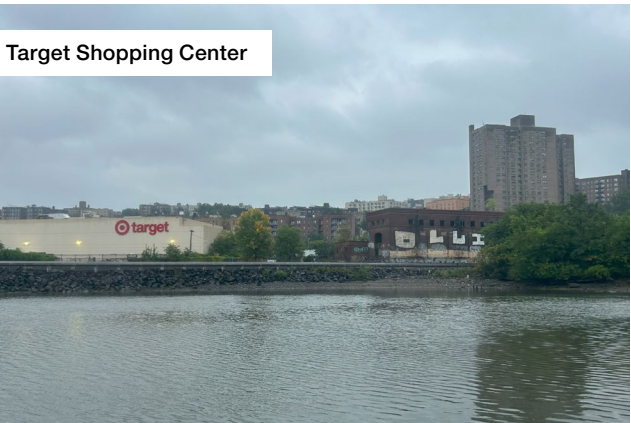
While Sedgwick Ave was not selected as the preferred greenway route, DOT will study this portion of Sedgwick Ave for the addition of bike lanes in the future. In addition, DOT will explore the addition of bike lanes on 225th St to increase connectivity across the Major Deegan and link greenway users with retail corridors along 225th St and Broadway.

## Potential Improvements

- 3 Bailey Ave South
- Kingsbridge Waterfront Extension

## Connecting Routes

- » Sedgwick Ave
- » 225th St



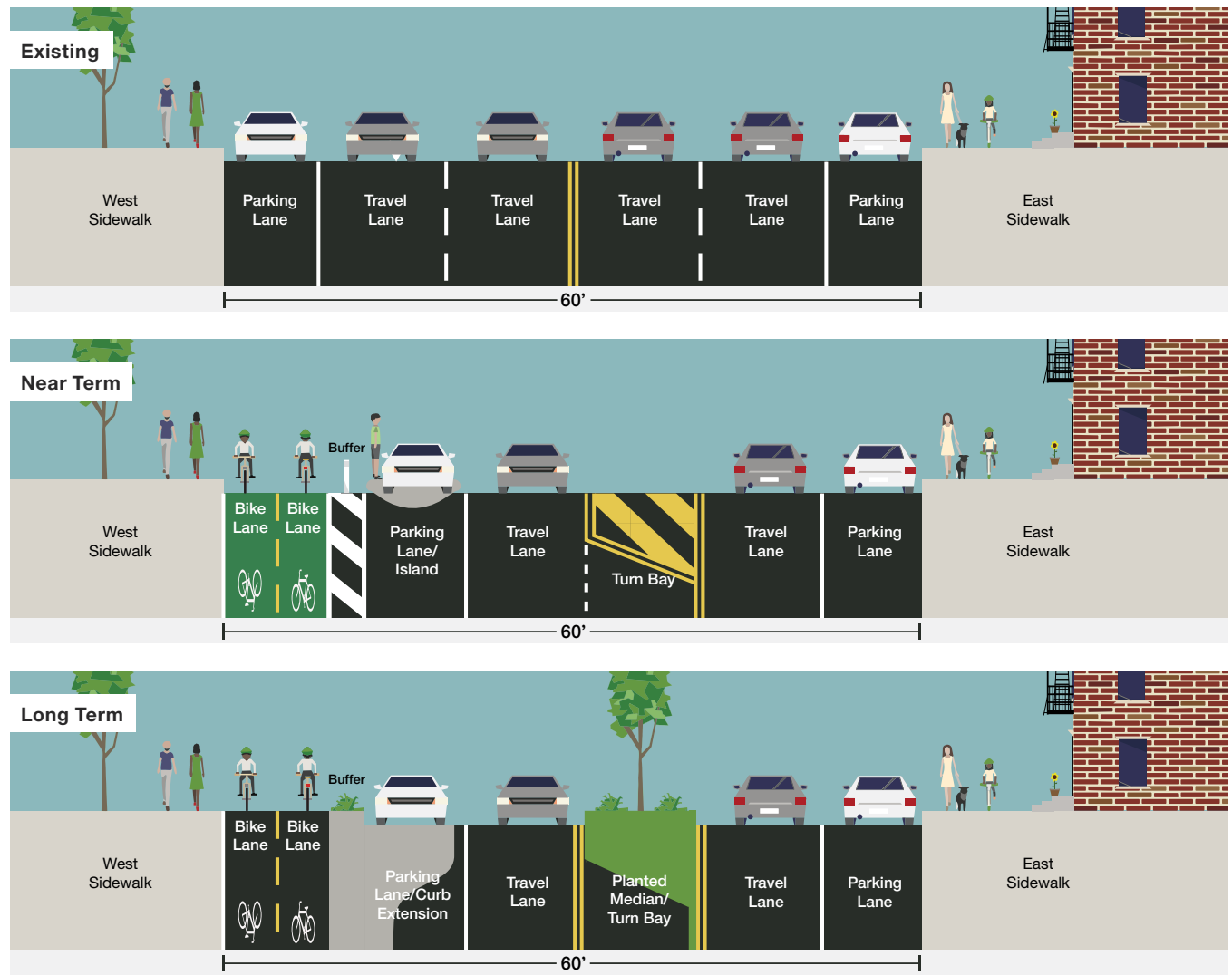


### 3. Bailey Avenue South Corridor Improvements

#### 230th St to W Fordham Rd

Bailey Avenue was selected as the preferred on-street route in this section due to the street's waterfront views and consistency with the Kingsbridge area to the north. Much like in the previous planning area, adding a greenway along Bailey Avenue will have the added benefit of calming vehicular speeding on this high-crash corridor. Roadway space will be reallocated to better balance cyclists, pedestrians, bus riders, and drivers.

One moving lane in each direction will be converted into a turning lane to accommodate a greenway path on the west side of the street. In workshops, several community members noted that this stretch of Bailey Ave is less residential and expressed hope that a greenway along Bailey would help revitalize this corridor. While the section to the north is under construction as of 2025, NYC DOT expects to implement this section of safety project along Bailey Ave the following year as part of the 2026 work program.



Bailey Ave at Heath Ave, looking north



#### Partnership Opportunity

### Kingsbridge Waterfront Extension

While the Tibbetts Brook shared-use path shall terminate at 230th St, community members continue to seek a connection further south which would require a bridge over the Metro-North yard and main line tracks and follow the riverfront. However, and importantly, this long-term route is entirely outside of the jurisdiction of the City and would require commitments from both the MTA—who own the portion from 230th St to 225th St—and from the private developer Dynamic Star, who owns the sliver of waterfront land north of the University Heights Bridge. Both north and south of 225th Street is an active train yard that supports Metro-North Railroad's operation. The area between 225th Street and 230th Street present unique challenges due to width. Dynamic Star plans to redevelop their site in two phases with mixed-use residential and a waterfront esplanade, but the timeline is unknown. For the second

Conceptual sketch: Kingsbridge Waterfront Extension



phase of the redevelopment, which requires zoning modifications and other approvals, a access bridge over the highway and Metro-North Railroad's main line would be required for the development and could be located around Heath Ave or 193rd St. NYC DOT will continue to work with stakeholders to ensure the goals of the Harlem River Greenway are met.





# Planning Area: University Heights and Morris Heights

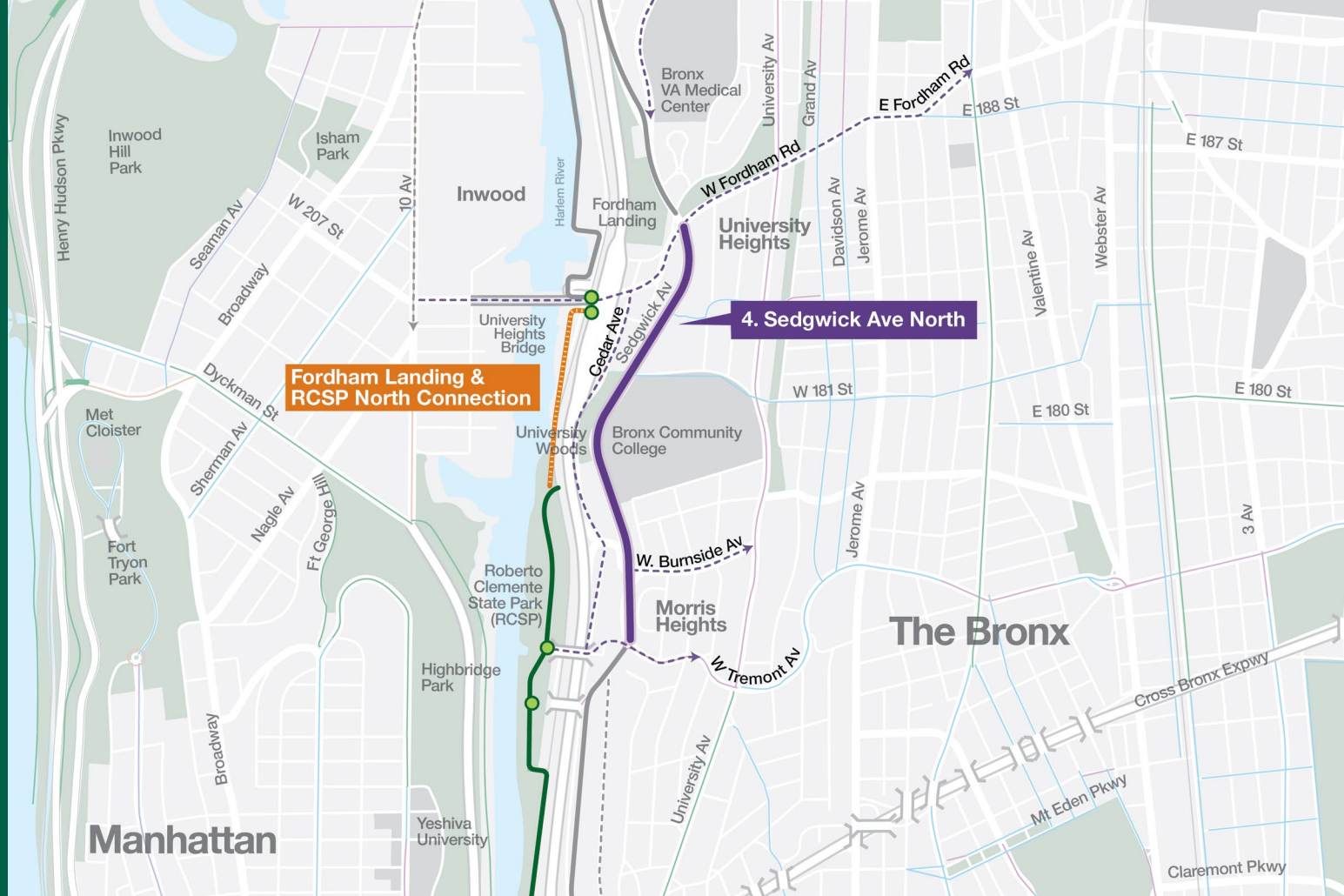
Fordham Road and University Heights Bridge to Tremont Ave



## LEGEND

- On-Street Greenway Project
- Potential Connecting Route/Upgrade
- Partnership Opportunity
- Existing Greenway





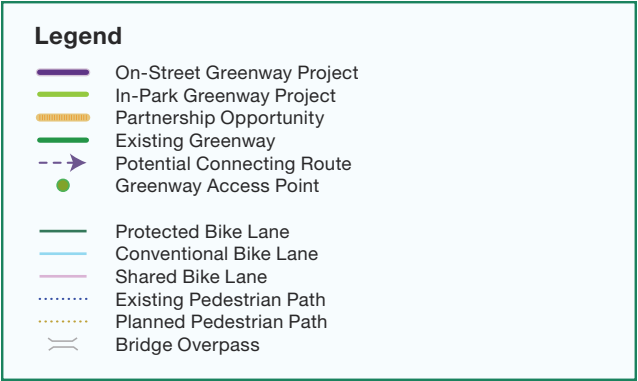
# Planning Area: University Heights and Morris Heights

Fordham Road and University Heights Bridge to Tremont Ave

## Existing Conditions

This planning area covers the neighborhoods from Fordham Road and the University Heights Bridge down to the northernmost entrance to Roberto Clemente State Park (RCSP). Roberto Clemente State Park contains one of the few existing portions of the Harlem River Greenway and offers sweeping waterfront views. In its current condition, access to the park is constrained both geographically, since there are limited access points, and temporally, because the gates to the park close every night at 8:30pm.

These largely residential areas are relatively quiet outside of a few commercial corridors. While there is Metro North access, the



nearest subway line is far up the hill, limiting transportation options.

## Route Alternatives

Cedar Ave and Sedgwick Ave were considered as potential on-street route alternatives in this area. Cedar Ave is quite narrow but offers access to University Woods, whereas Sedgwick Ave is wider and passes by Bronx Community College. In addition, NYC DOT investigated the waterfront route through the private Fordham Landing development with an eye towards a potential new access point into Roberto Clemente State Park.

## Selected Routes

Sedgwick Ave was identified as the preferred route in this area due to its directness and proximity to the college. A project stretching from Fordham Road to Tremont Ave is outlined on the next page.

In the future, DOT could study Cedar Ave for a one-way conversion in order to better accommodate a mix of pedestrians, cyclists, and drivers. In addition, NYC DOT is currently studying the University Heights Bridge for potential bicycle and pedestrian improvements. This bridge connects to Fordham Road, another candidate for potential bike network expansion. Further south, cycling upgrades will also be explored on W Burnside Ave and Tremont Ave, the later of which connects to Roberto Clemente State Park via a step street.

## Potential Improvements

- 4 Sedgwick Ave North
- Fordham Landing & RCSP North Connection

## Connecting Routes

- » Cedar Ave
- » Fordham Rd
- » Burnside Ave
- » Tremont Ave

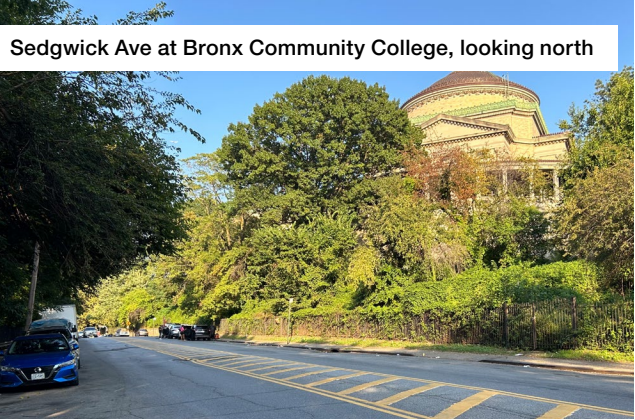




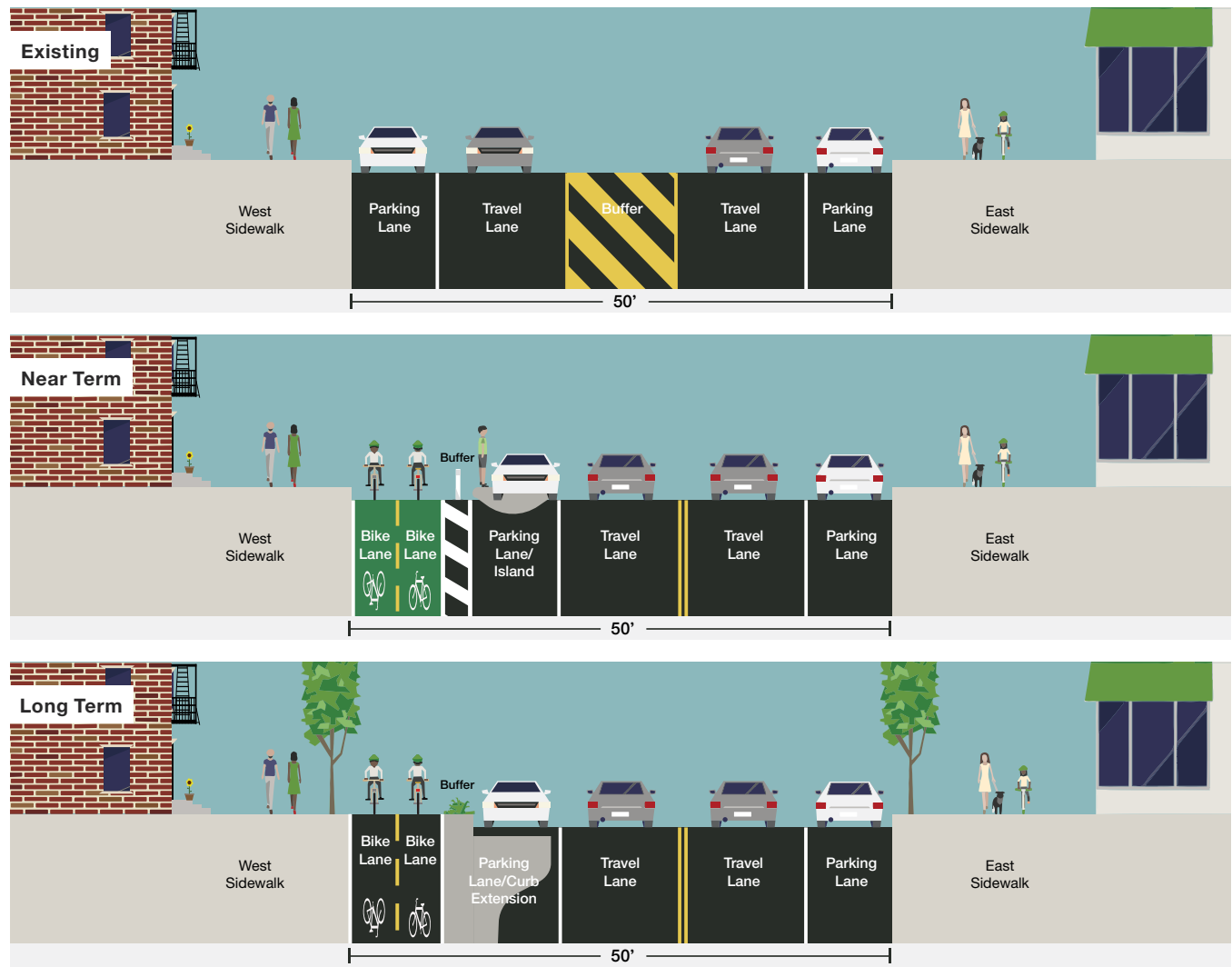
# 4. Sedgwick North Corridor Improvements

## Fordham Rd to Tremont Ave

Sedgwick Ave was selected as the preferred on-street route alternative because it provides a direct north-south route and connects to the street grid at Tremont Ave and to Roberto Clemente State Park. Sedgwick Ave also offers shade from many clusters of mature canopy trees. Moreover, it will directly serve the over 5,000 students, faculty, and staff at Bronx Community College. The greenway along Sedgwick Ave will continue the two-way path on

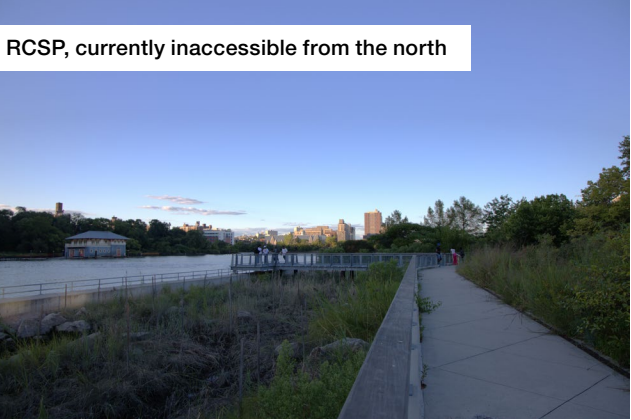


the west side of the street from Bailey Avenue. Some excess roadway width, particularly where there is a flush painted median, will be repurposed in order to accommodate the greenway.



# Fordham Landing + Roberto Clemente State Park North Connection

Private developer Dynamic Star is advancing their Fordham Landing South project which will provide a waterfront esplanade through their property. The esplanade will offer both cyclists and pedestrians valuable waterfront access. However, given its pedestrian-focused design and the steep grade change separating it from the street network, it is not expected to function as a direct transportation route for cyclists—making an additional parallel route crucial. Moreover, just south of the Fordham Landing South site, there is a 700' gap along the waterfront separating this planned mixed-use development from Roberto Clemente



State Park. While the gap consists of a sliver of property owned by the MTA and Con Edison, there is the potential for a greenway extension to the park in the future so long as required clearances are met and an agreement can be reached. The NYC DOT will advance a parallel on-street route on Sedgwick Avenue while the City and other stakeholders work to develop a long-term plan for a waterfront greenway.

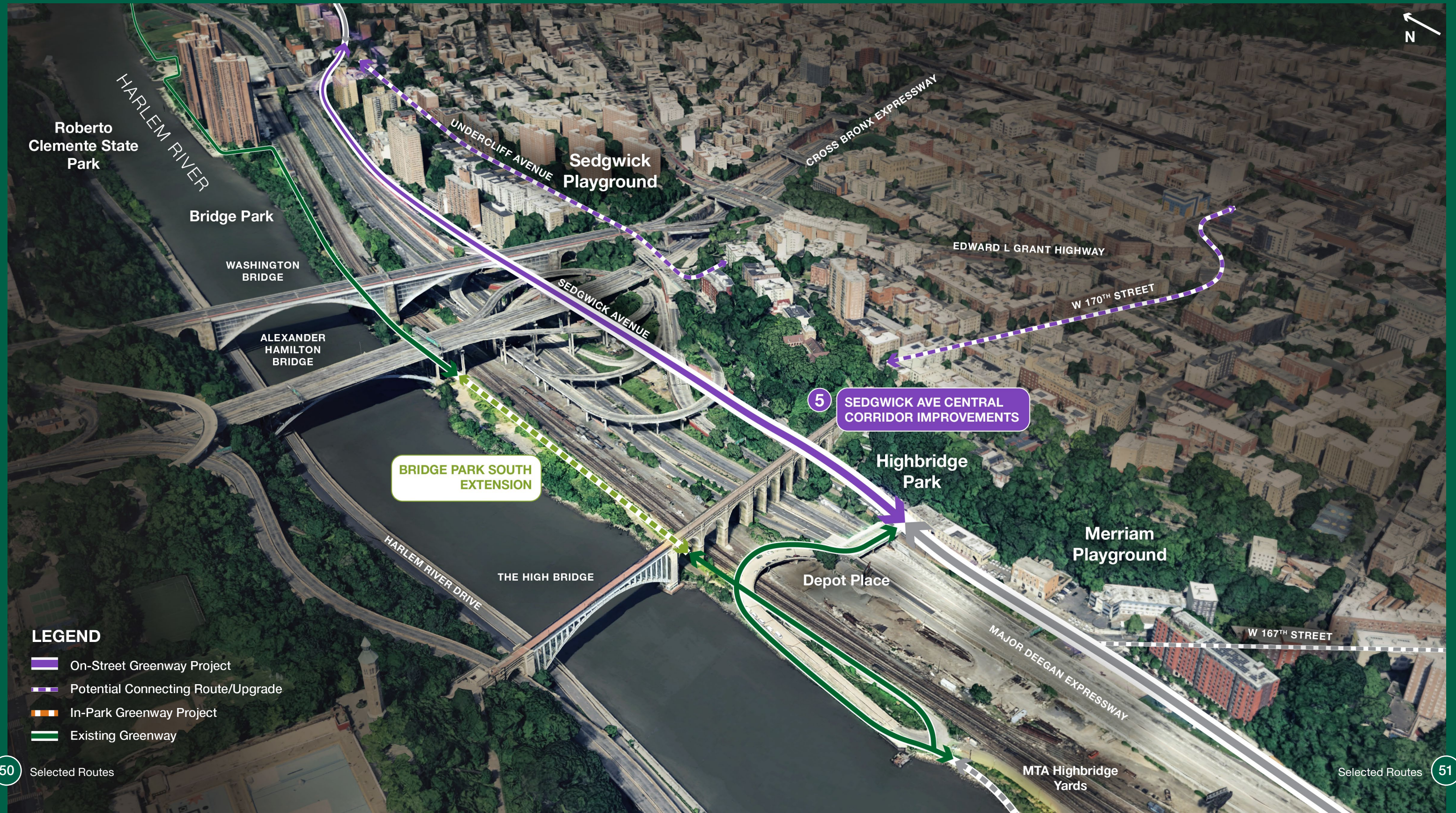






## Planning Area: **Highbridge North**

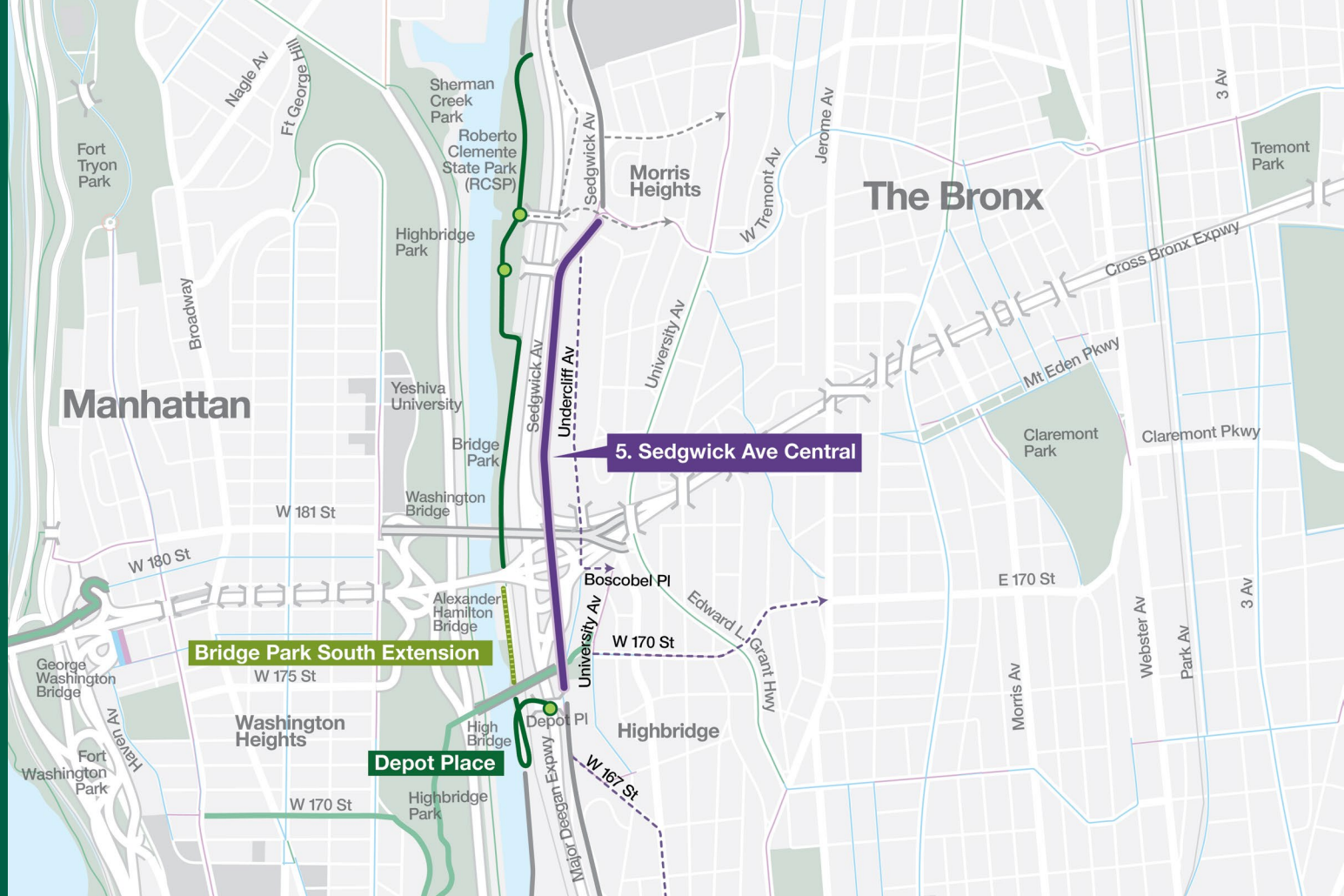
Tremont Avenue to Depot Place



### LEGEND

- On-Street Greenway Project
- Potential Connecting Route/Upgrade
- In-Park Greenway Project
- Existing Greenway





## Planning Area: Highbridge North

Tremont Avenue to Depot Place

### Existing Conditions

This planning area includes a portion of the Highbridge neighborhood, and the area north of the eponymous bridge, stretching from Tremont Avenue to Depot Place. In 2025, NYC DOT implemented a two-way path on Depot Place, providing a direct connection to the river at a point which was previously choked up with parked vehicles and inhospitable to those traveling on foot or by bike. The Depot Place project connects users to the existing waterfront path throughout this area, traversing Bridge Park and Roberto Clemente State Park.

While this waterfront greenway is a hidden gem of the west Bronx, there are only two entrance points which are over a mile apart. In the early

**Legend**

- On-Street Greenway Project
- In-Park Greenway Project
- Partnership Opportunity
- Existing Greenway
- Potential Connecting Route
- Greenway Access Point

- Protected Bike Lane
- Conventional Bike Lane
- Shared Bike Lane
- Existing Pedestrian Path
- Planned Pedestrian Path
- Bridge Overpass

mornings and at night, this route turns into a dead end when Roberto Clemente State Park is closed. In order to provide a 24/7 facility, NYC DOT also investigated complementary on-street routes.

### Route Alternatives

NYC DOT studied two on-street route alternatives to complement the existing waterfront greenway: Sedgwick Ave, and a combination of Undercliff Ave, Boscobel Place, and University Ave. The elevation gain in this area is dramatic, so even though these routes are not far apart, Sedgwick provides a much lower elevation route whereas Undercliff Ave to University Ave is a much steeper climb which links to the High Bridge.

### Selected Routes

Sedgwick Ave was selected as the preferred on-street route as workshop participants liked that it provides access to the waterfront greenway at Depot Place and the Roberto Clemente State Park Bridge.

NYC Parks is also currently designing the extension to Bridge Park which will transform what is now a forgotten slice of the waterfront into a brand new park.

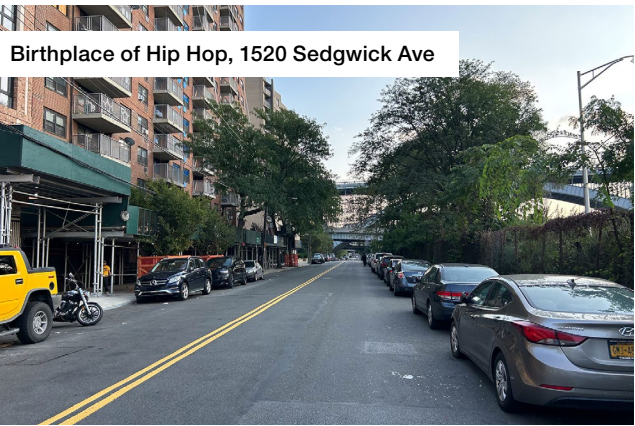
NYC DOT will also study potential upgrades to the zig-zag route of Undercliff Ave, Boscobel Pl, and University Ave. While this route does not connect directly to the waterfront, workshop participants liked the calm and leafy character of the streets and the connection to the High Bridge. NYC DOT will also investigate upgrades to the existing lanes on 167th St and 170th St.

### Potential Improvements

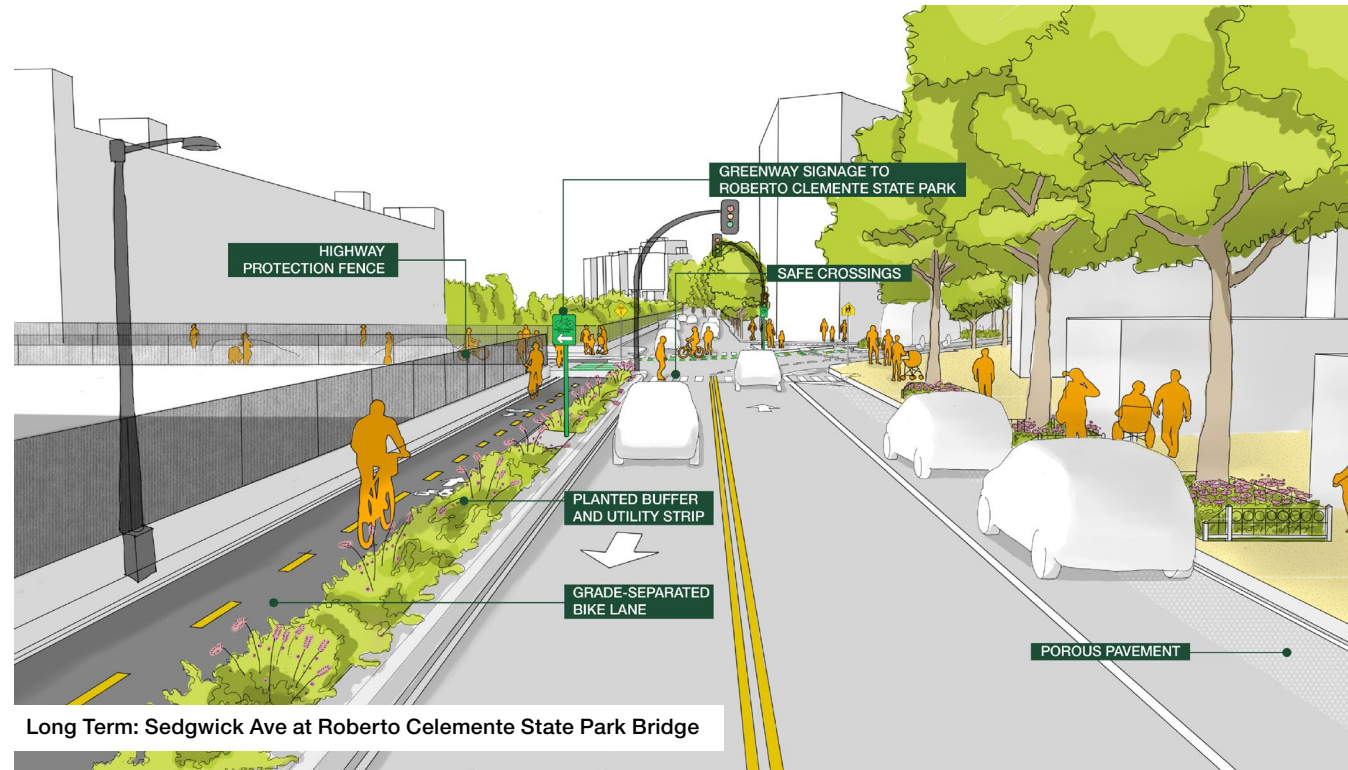
- 5 Sedgwick Ave Central
- Bridge Park South Extension

### Connecting Routes:

- » Undercliff Ave
- » Boscobel Pl
- » University Ave
- » 167th St
- » 170th St







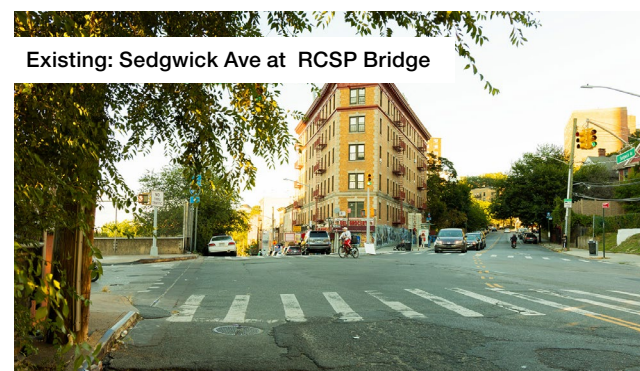
Long Term: Sedgwick Ave at Roberto Celemente State Park Bridge

#### On-Street Greenway Project

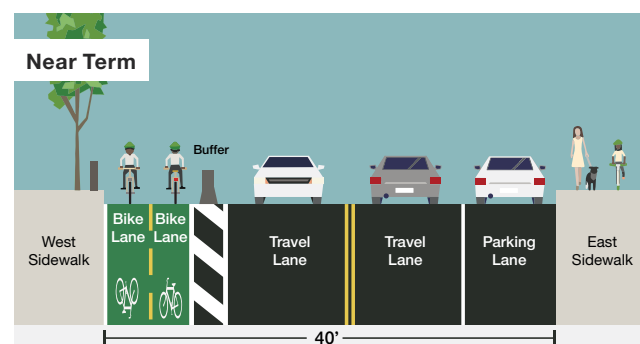
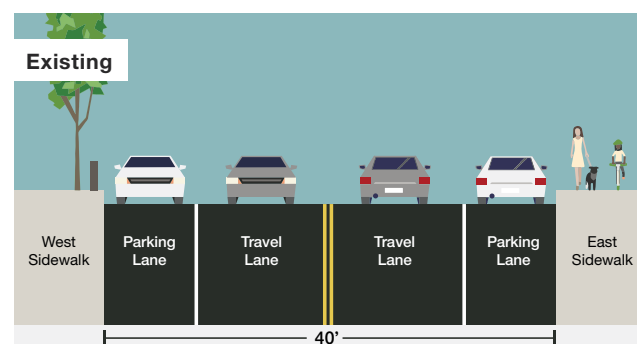
## 5. Sedgwick Central Corridor Improvements

### Tremont Ave to Depot Pl

Sedgwick Ave was selected as the preferred on street route as it is the closest continuous street to the water and generally flatter than other streets further inland. In workshops, community members noted that adding a greenway to Sedgwick Ave could also help calm traffic, as there are multiple busy highway entrances and drivers frequently speed here. Sedgwick Ave also offers historical significance as the birthplace of hip-hop.



Existing: Sedgwick Ave at RCSP Bridge



Conceptual Sketch of Bridge Park South Extension

#### In-Park Project

## Bridge Park South Extension

As part of an upcoming NYC Parks project, the footprint of the existing Bridge Park will be extended further south to the area under the High Bridge. When completed in 2029, this segment will realize the vision of a fully off-street waterfront greenway. However, opportunities

to travel between waterfront level and the much higher elevation neighborhoods of Highbridge and Mt. Eden are few and far between due to the presence of the Major Deegan and Metro-North tracks.

Schematic of Bridge Park Extension South





## Depot Place

In 2025, NYC DOT completed work on the Depot Place ramp and Exterior Street. The project provides a critical connection for cyclists and pedestrians to cross over the Major Degan Expressway and Metro-North tracks to access the river waterfront's Bridge Park and Roberto Clemente State Park. As part of the project, NYC DOT added a barrier protected bike lane as well as new pedestrian space. Depot Place is the only waterfront access point for over a mile in each direction.



Recently completed Depot Place ramp



Depot Place



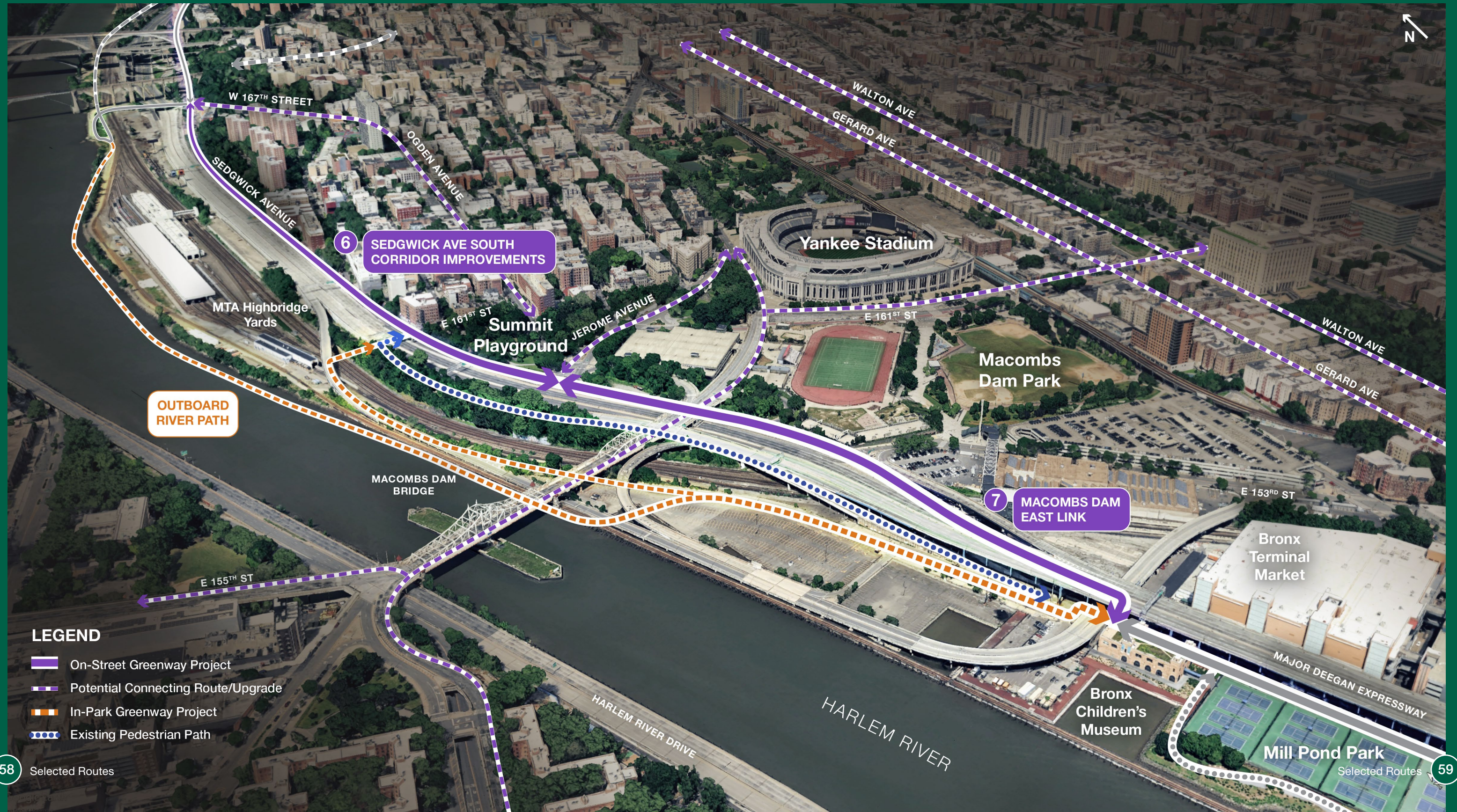
Exterior Street





## Planning Area: Highbridge South

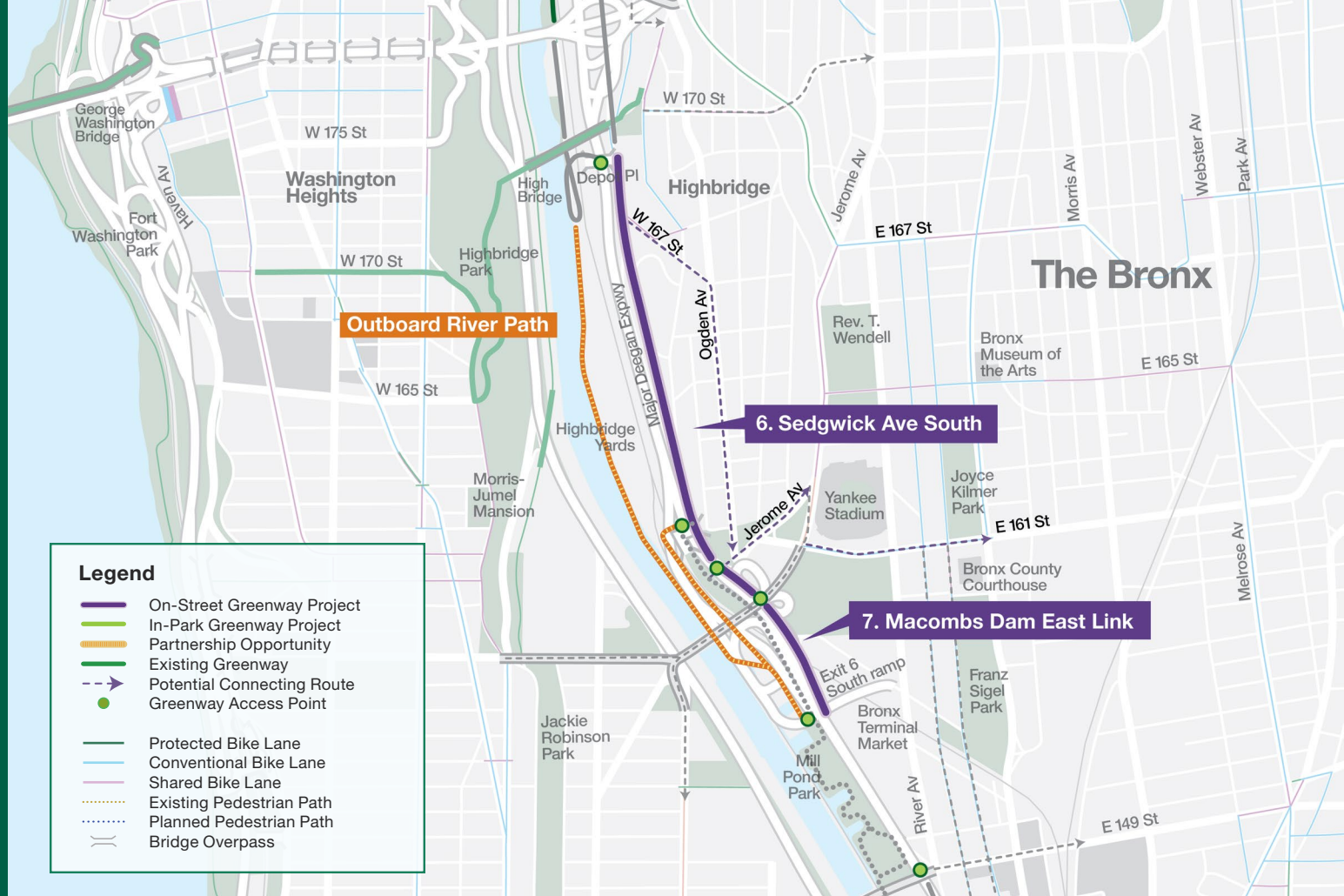
Depot Place to Jerome Avenue



### LEGEND

- On-Street Greenway Project
- Potential Connecting Route/Upgrade
- In-Park Greenway Project
- Existing Pedestrian Path





# Planning Area: Highbridge South

Depot Place to Bronx Terminal Market

## Existing Conditions

The southern portion of the Highbridge neighborhood, running from Depot Place to Jerome Avenue, is one of the most constrained and challenging pieces of the entire 7-mile study area. A greenway through this area must contend with multiple barriers including steep topography, the Major Deegan, Metro-North tracks, and the Macombs Dam Bridge, all of which converge in a snarl just north of the Bronx Terminal Market. In its current state, cyclists and pedestrians find this area to be both confusing and intimidating.

## Route Alternatives

In this complicated area, NYC DOT investigated potential route alternatives along the waterfront by Highbridge Yards, Sedgwick Ave, 167th Street to Ogden Ave, and along the Exit 6 south ramp along the Major Deegan. Of the on-street routes, Ogden Ave provides an alternative through the heart of the Highbridge neighborhood whereas Sedgwick Ave offers a lower elevation and more direct route closer to the waterfront.

## Selected Routes

Sedgwick Ave, which turns into Exterior Street further south, was selected as the preferred on-street route. While this route is directly adjacent to the highway, workshop participants liked that it would offer a new transportation option in an area with few north-south bike routes and far from the nearest subway. A greenway along Sedgwick will also enliven this area, connecting to waterfront parks via Depot Place and linking to Manhattan via the Macombs Dam Bridge. This route will be divided into two projects, detailed on the following pages.

Longer term, NYC DOT will continue to investigate the potential for a waterfront route adjacent to Highbridge Yards, working with the MTA to identify a route that meets all safety, clearance and security requirements. All stakeholders will continue to engage on this challenging and constrained waterfront.

In addition, NYC DOT will study 167th St and Ogden Ave for potential bicycle routes which would provide access to a neighborhood commercial corridor. Jerome Ave and 161st St will also be explored for upgrades in order to better integrate the greenway with nearby destinations such as Yankee Stadium, Joyce Kilmer Park, and Franz Sigel Park.

## Potential Improvements

- 6 Sedgwick South Corridor Improvements
- 7 Macombs Dam East Link
- Outboard River Path

## Connecting Routes:

- » Ogden Ave
- » Jerome Ave
- » 167th St
- » 161st St



High Bridge



River access at Depot Place



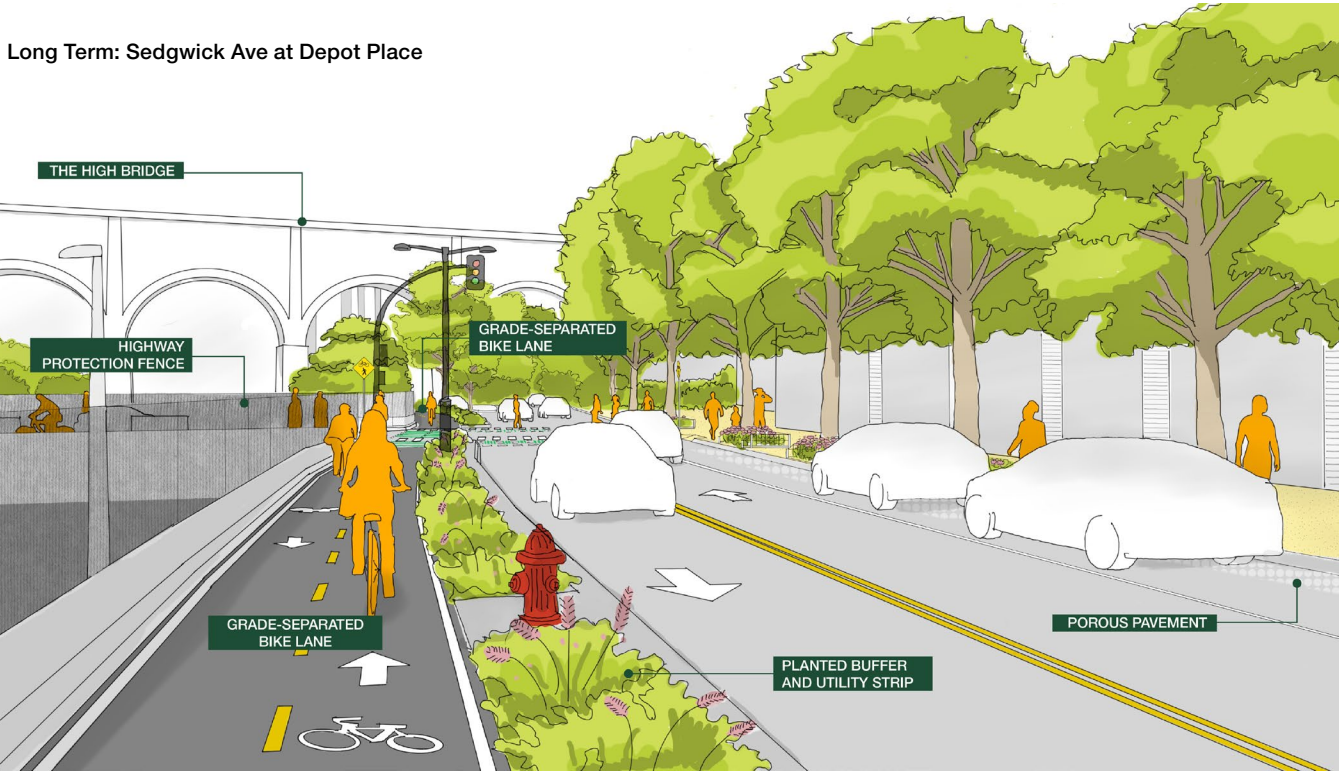
West side of Macombs Dam Park



Yankee Stadium, Macombs Dam Park



Long Term: Sedgwick Ave at Depot Place



On-Street Greenway Project

# 6. Sedgwick South Corridor Improvements

## Depot Place to Jerome Avenue

Depot Place provides one of the few access points to the riverfront in this area. This route along Sedgwick Ave affords an opportunity to improve the stop controls at the intersection of Depot Pl and Sedgwick Ave, calming the high volume of traffic entering the Major Deegan southbound.

South of Depot Place, the route would continue along the west side of Sedgwick Ave as it passes the NYPD facility. Then, south of 167th St where Sedgwick becomes the service road for the Major Deegan, the route would shift to the east side of Sedgwick Ave. There, the design would use concrete barriers to create a physically protected space for bikes and pedestrians, effectively recreating the temporary condition that existed during the two years that the Major Deegan Expressway was under construction.

Sedgwick Ave at Depot Place, looking north

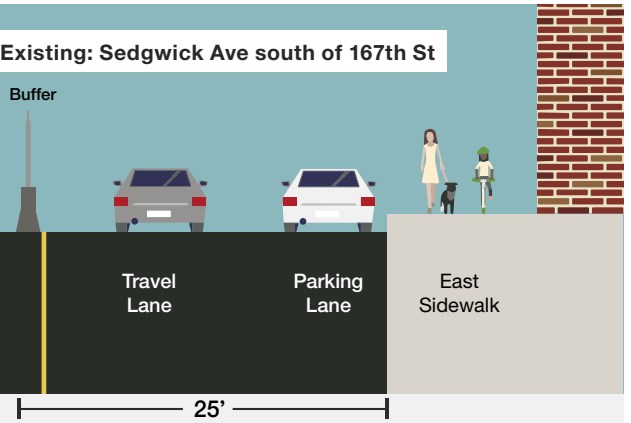


While this route would align the greenway close to the highway, it would provide a direct route and would improve the conditions for both pedestrians and cyclists via a shared-use path design. Because the existing sidewalk is extremely narrow, pedestrians would share the path on the roadbed, a strategy that NYC DOT has employed successfully in other constrained areas, such as on 20th Street in Brooklyn.

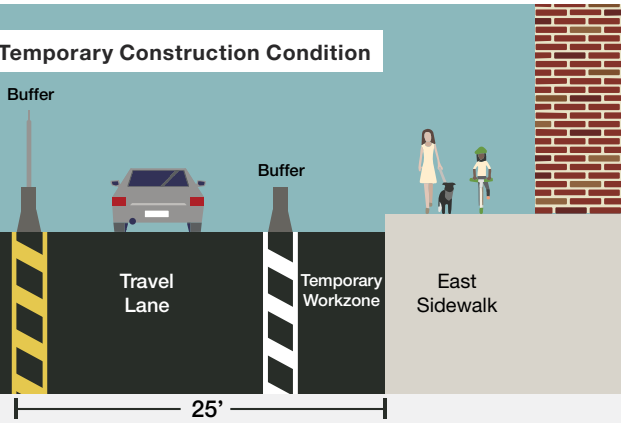
Sedgwick Ave during Major Deegan construction, 2022



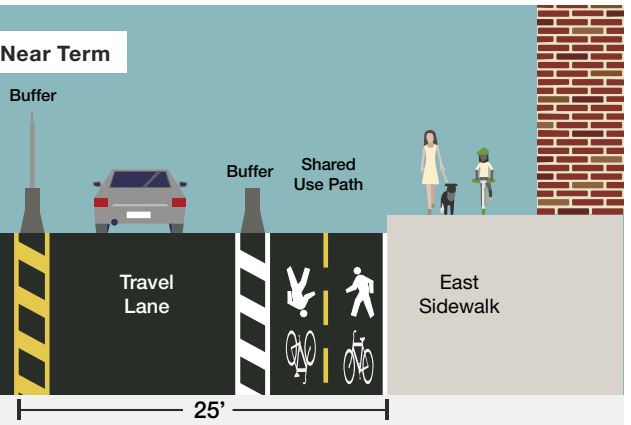
Existing: Sedgwick Ave south of 167th St



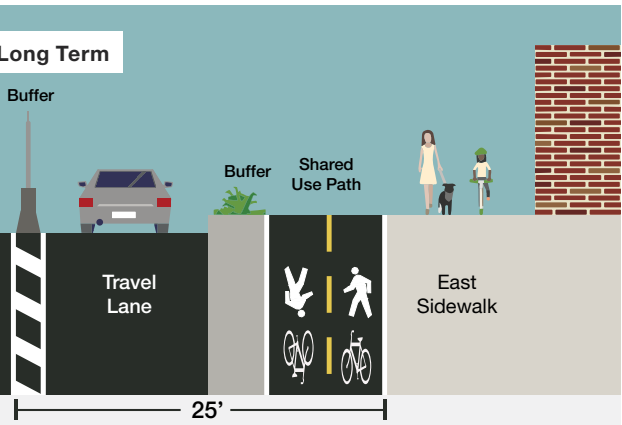
Temporary Construction Condition



Near Term



Long Term





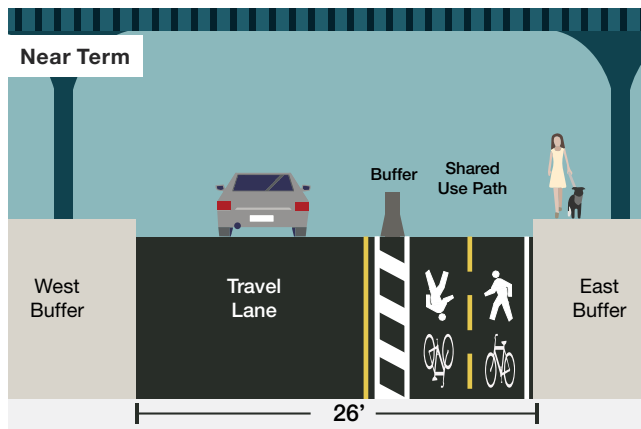
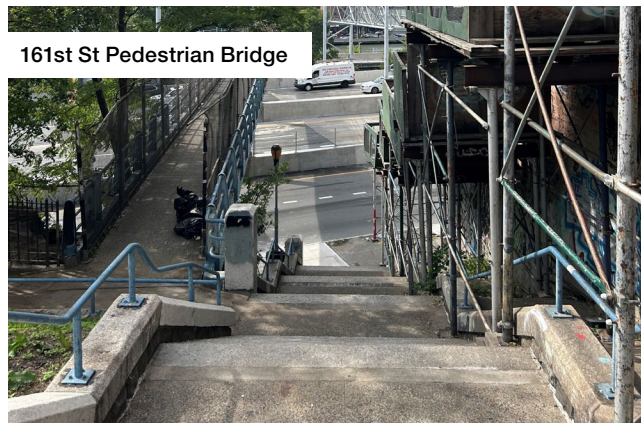
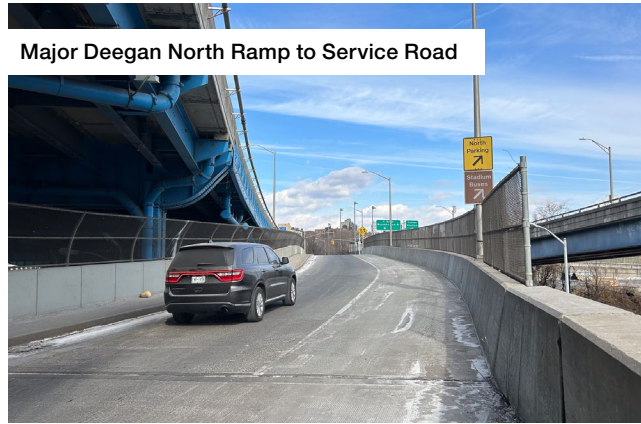
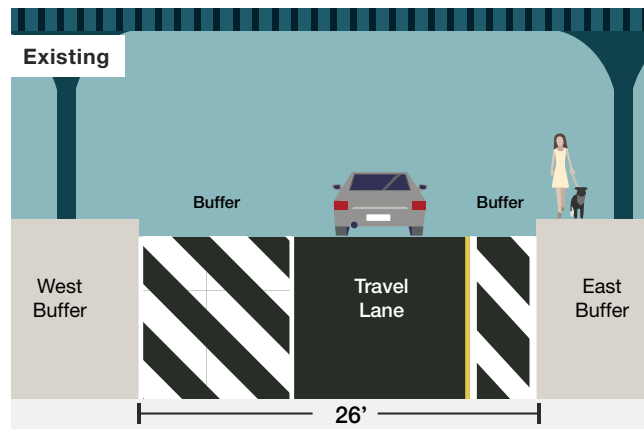
## 7. Macombs Dam East Link

### Jerome Ave to Bronx Terminal Market

At Summit Playground and Jerome Ave, this near-term route would demonstrate the maximum potential of NYC DOT's in-house work program. By utilizing concrete barriers and signal upgrades, a greenway path can be routed along Sedgwick Ave under the Macombs Dam Bridge. Sedgwick Ave turns into Exterior St which is carried by a NYSDOT-owned bridge structure over the Metro-North tracks. By utilizing the excess width on this ramp, NYC DOT can accommodate cyclists and pedestrians with a barrier-protected shared use path. While it may be hard to envision in the current condition, this route will provide a critical link across the Macombs Dam Bridge and to the emerging destinations along Exterior St further south.

This route also provides the advantage of connecting to the Macombs Dam Bridge to the west side of Macombs Dam Park via the 161 St pedestrian bridge. While it is possible to bike and walk on these connecting paths already, there is no wayfinding or dedicated space for cyclists. Markings and wayfinding could clarify the route onto the Macombs Dam Bridge and into the west side of Macombs Dam Park.

Longer term, capital work could improve the intersections with the bridge's on-and-off ramps to better serve cyclists and pedestrians.



## Outboard River Path

Similarly to other waterfront segments, a waterfront route in this area would require reaching an agreement with the MTA that meets all safety, setback and security requirements as Highbridge Yard, a secure active railyard, is located in this area. An outboard waterfront greenway would likely require extensive permitting and may require an act of Congress, as any intrusion into the river would reduce the width of a federal navigational channel. A waterfront route would also require crossing the Oak Point Link train tracks, a 1.9 mile rail line, and passing underneath the Macombs Dam Bridge. Two potential access points could be located at the 161st Street pedestrian

bridge and the Exit 6 south ramp, connecting to the Yankee Stadium parking lots along the waterfront. Because of difficulties related to site control, engineering, and permitting, this unprecedented waterfront route is a long-term proposition.

Despite the challenges, all parties involved are engaged in open, ongoing collaboration to advance a Harlem River waterfront greenway in the Bronx and to help address the historic inequities created by highway construction and years of underinvestment.

Conceptual sketch of outboard path and Macombs Dam Bridge underpass







## Planning Area: Concourse

Bronx Terminal Market to Madison Avenue Bridge



### LEGEND

- On-Street Greenway Project
- Potential Connecting Route/Upgrade
- Existing Pedestrian Path
- Planned Pedestrian Path





# Planning Area: Concourse

Bronx Terminal Market to Madison Avenue Bridge

## Existing Conditions

Running from the Bronx Terminal Market to the Madison Avenue Bridge, the Concourse neighborhood of the Bronx is evolving rapidly. With a string of newly opened and upcoming cultural and retail sites, this area is transforming into a new destination. While the presence of the overhead highway blocks some views, the waterfront is increasingly in reach via Mill Pond Park and the future Lower Concourse Park. The greenway should build on this momentum and further enliven the area.

This area also highlights the topic of pedestrian-priority paths. In Mill Pond Park, there is already a beautiful waterfront path within the footprint of the park. While bicycles are permitted to use the path—a great place for newer cyclists and

kids to learn to ride—this winding promenade does not function as an efficient transportation option due to the number of curves and lack of directness.

Further south, a series of additional waterfront paths have been or will be constructed by private developers as part of the requirements of the Special Harlem River Waterfront zoning district. The northernmost of these developments is the recently completed Bronx Point complex. While these esplanades will certainly constitute a part of the larger greenway system, they do not meet the needs of cyclists looking to travel expeditiously from point A to point B. Moreover, an outboard option in this area is not feasible due to the presence of the Oak Point Link.

## Route Alternatives

Exterior Street, Gerard Ave, and Walton Ave were proposed as route alternatives in this area. Exterior Street provides a direct route close to all the “action” along the waterfront whereas the pair of Gerard and Walton Aves would provide a more residential, calmer route further inland.

## Selected Routes

Exterior Street was selected as the designated greenway alignment. This route provides waterfront access and views as well as an opportunity to calm traffic along what is currently a car and truck-dominated street. Two project phases are proposed for Exterior Street on the following pages.

Workshop participants also expressed interest in upgrading the conventional bike lanes on Gerard Ave and Walton Ave which would complement the waterfront route and provide the advantage of skirting around the Macombs Dam Bridge interchange further north.

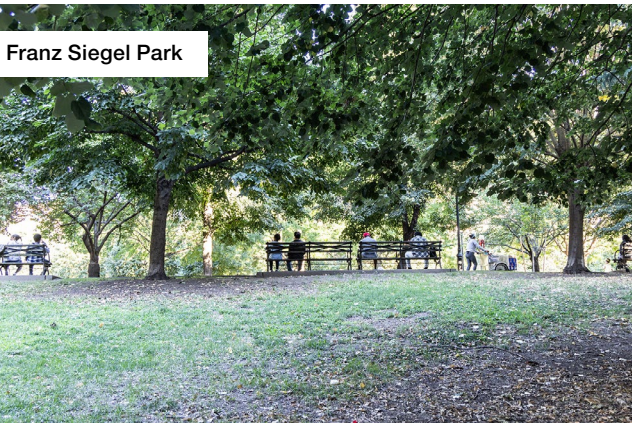
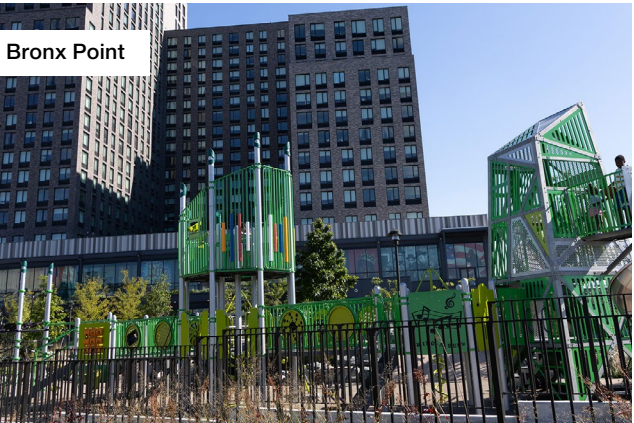
Additionally, DOT will study the addition or upgrade of cycling routes on all of the east-west through streets which cross over the Metro-North rail tracks, including: E 149th St, E 144th St, and E 138th St.

## Potential Improvements

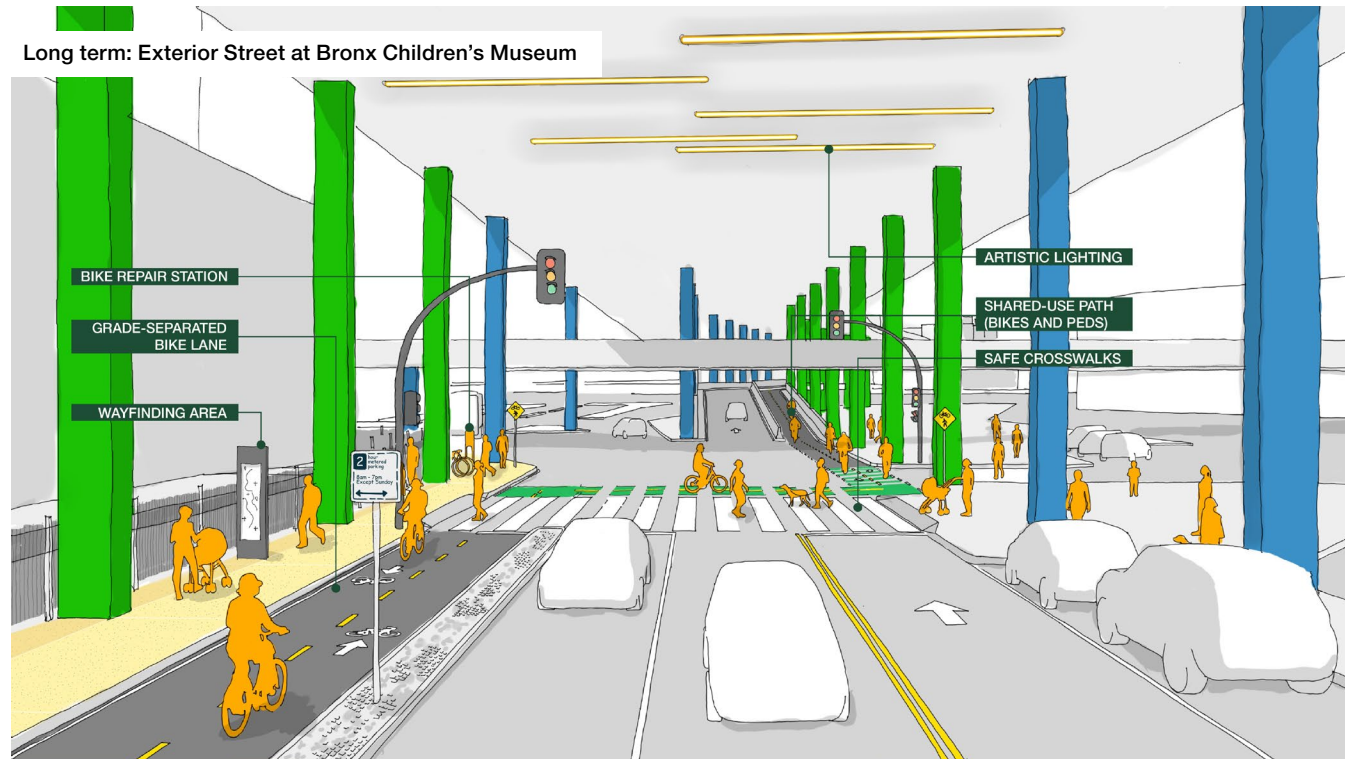
- 8 Exterior St North
- 9 Exterior St South
- Lower Concourse Park

## Connecting Routes:

- » Gerard Ave
- » Walton Ave
- » E 138th St
- » E 144th St
- » E 149th St







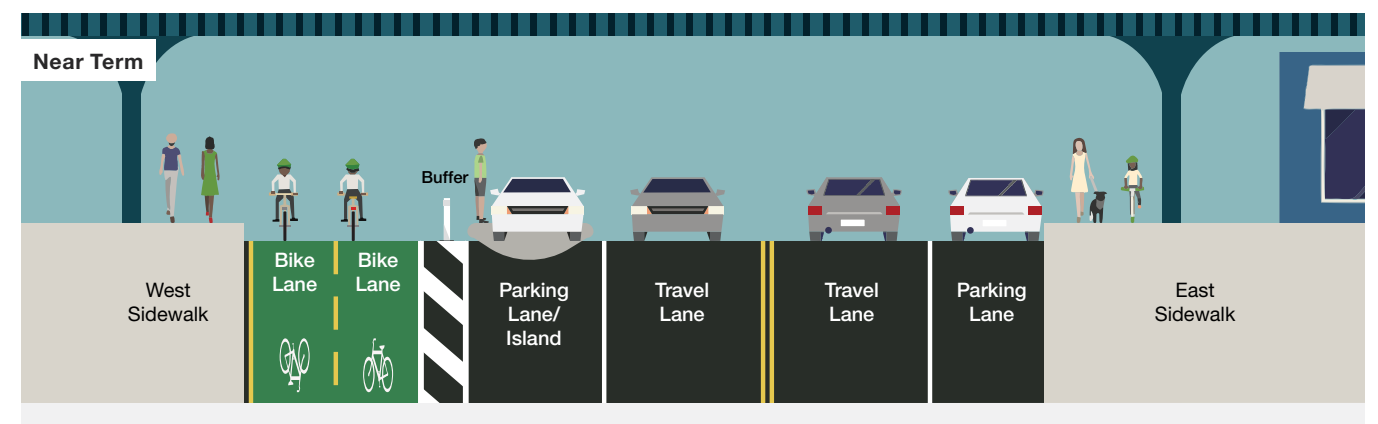
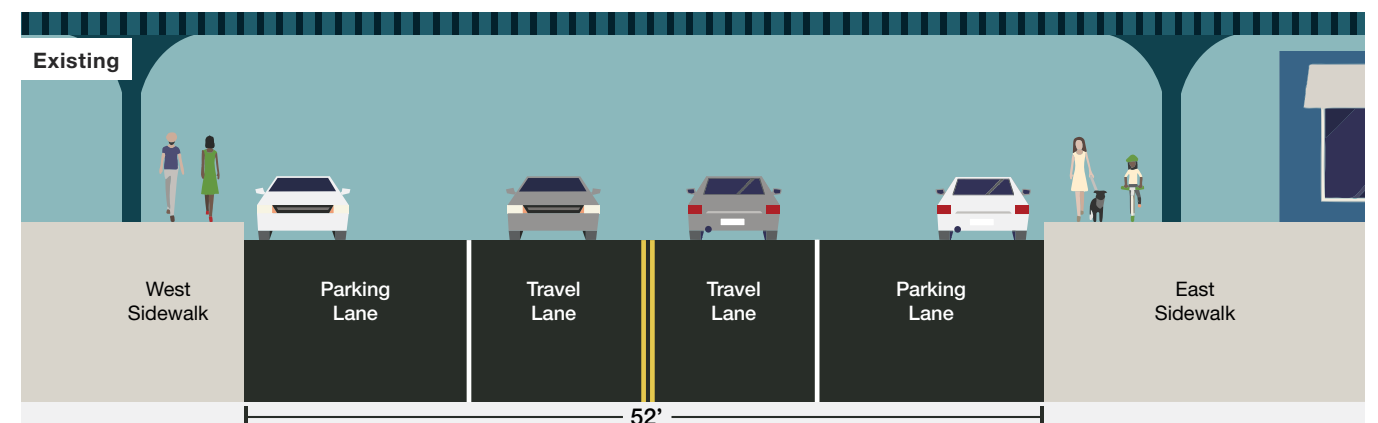
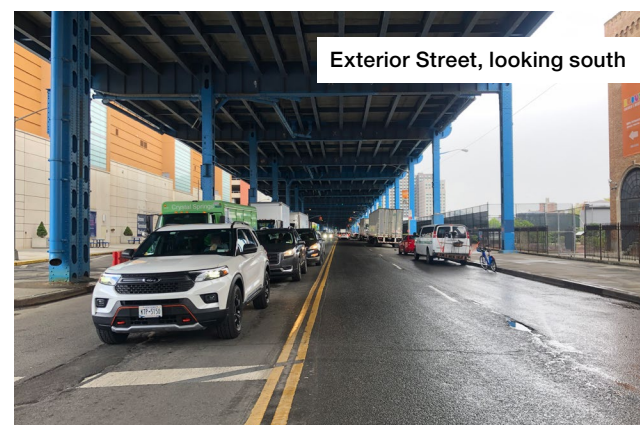
#### On-Street Greenway Project

## 8. Exterior Street North Corridor Improvements

### Bronx Terminal Market to 145th St Bridge

Exterior St, characterized by the presence of the elevated highway, is the most direct route. A greenway along Exterior St would convert the western parking lane into a two-way path. This route has the advantage of connecting users to a burgeoning new cultural district that includes the Bronx Children's Museum, the future Hip Hop Museum, and the Bronx Terminal Market.

Longer term, the sidewalk could be expanded into the roadbed, adding a grade-separated bike path. There are opportunities to explore interpretive signage and a bike repair station adjacent to the Children's Museum. In addition, subtle cues such as painting some highway columns green, could help highlight the greenway route.





9. Exterior Street South Corridor Improvements

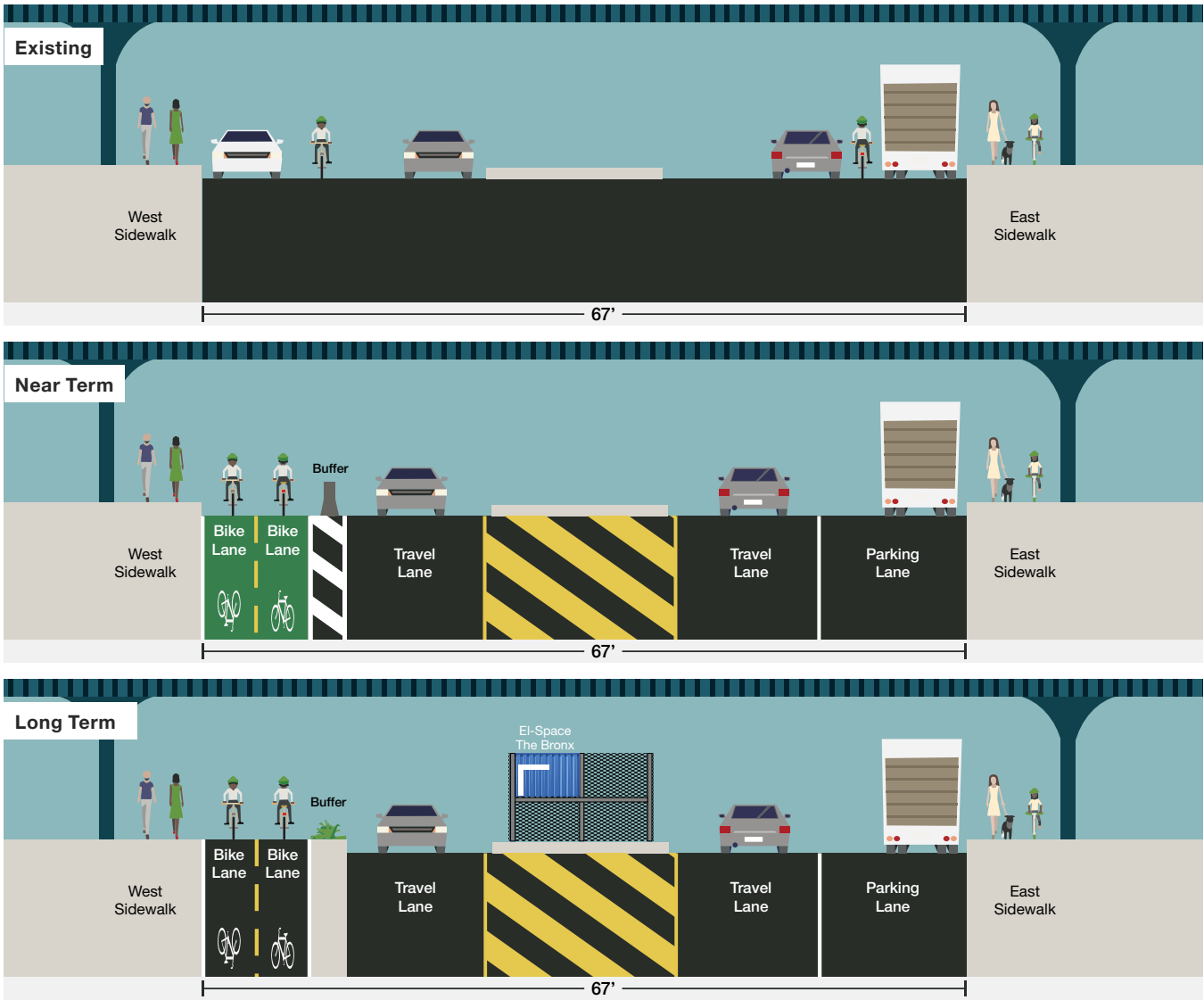
145th St Bridge to Madison Avenue Bridge

In 2025, NYC DOT will use in-house resources to implement the greenway on Exterior Street from the 145th St Bridge to the Madison Avenue Bridge. This work was coordinated with NYCEDC’s recently completed infrastructure upgrades along the same portion of Exterior Street.

The greenway will take the form of a two-way path on the west curb, connecting to the future

Lower Concourse Park. This route is the closest continuous street to the water and provides connections to Manhattan across two bridges.

Underneath the elevated structure, a decorative “EI-fence” could be used both as a canvas for art and to cordon off operational space from pedestrian areas.



In-Park Project

Lower Concourse Park

NYCEDC and NYC Parks are currently constructing Lower Concourse Park which is expected to open in 2026. This brand new waterfront park will be an amenity for greenway users but will not serve as a through-route for

cyclists (who will use Exterior Street). This park will feature much needed green space in a formerly industrial area, waterfront access with a living shoreline, spaces for active and passive recreation, and public restrooms.







# Planning Area: **Mott Haven**

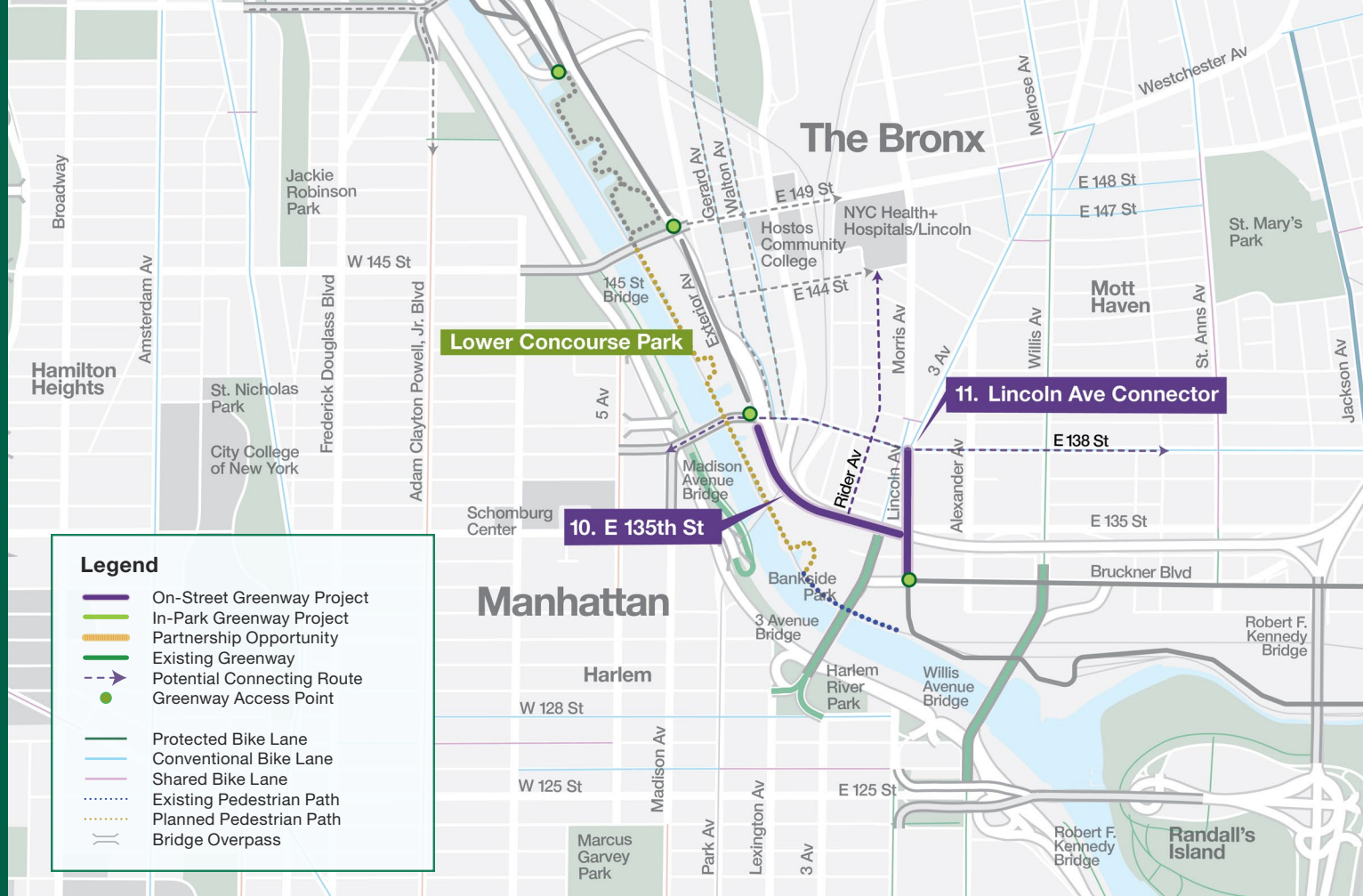
Madison Avenue Bridge to Lincoln Avenue



## LEGEND

- On-Street Greenway Project
- Potential Connecting Route/Upgrade
- Existing Pedestrian Path
- Planned Pedestrian Path





# Planning Area: Mott Haven

Madison Avenue Bridge to Lincoln Avenue

## Existing Conditions

This small but complex segment is defined by the presence of two impenetrable barriers: the walls surrounding the Major Deegan Expwy/I-87 and the Oak Point Link along the water. A significant amount of new development is planned south and east of the Major Deegan but few local streets pass under or above the highway.

Much like the area to the north along Exterior St, this growing area will have waterfront esplanades built out by developers as required by zoning. These spaces will be pedestrian-priority areas on private property, and private owners have the authority to regulate the space as they wish; some residents have reported

feeling unsure if they are welcome in these spaces due to the ambiguous semi-public design. NYC DOT is committed to making the greenway open and inviting to everyone, so the goal for this area is to complement these waterfront spaces with on-street cycling routes.

## Route Alternatives

In this small and constrained area sandwiched between the Madison Avenue Bridge and the 3rd Avenue Bridge, NYC DOT evaluated on-street route alternatives along E 135th St, E138th St, Rider Ave and Lincoln Ave. E 135th St offered the most waterfront adjacent option while E 138th St (via Rider Ave or Lincoln Ave) provided access into the heart of the neighborhood.

## Selected Routes

E 135th St and Lincoln Ave were selected as the preferred routes. E135th St will provide a continuous greenway route near the water while Lincoln Ave will connect this rapidly growing waterfront into the Mott Haven core. Specific projects are identified on the following pages.

While not chosen as the designated greenway route, NYC DOT will study the potential for upgrading the existing lanes on E 138th St and will investigate adding bike facilities to Rider Ave, potentially opening up a new bike and pedestrian shortcut underneath the highway.

## Potential Improvements

- 10 E 135th St
- 11 Lincoln Ave Connector

## Connecting Routes:

- » Rider Ave
- » E 138th St



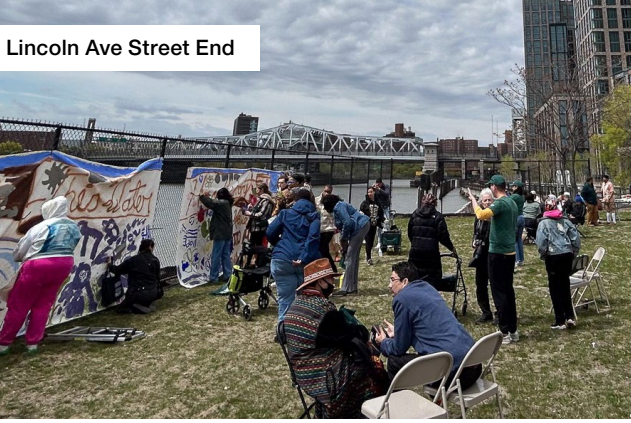
Bankside Esplanade



Hostos Community College



Lincoln Hospital



Lincoln Ave Street End

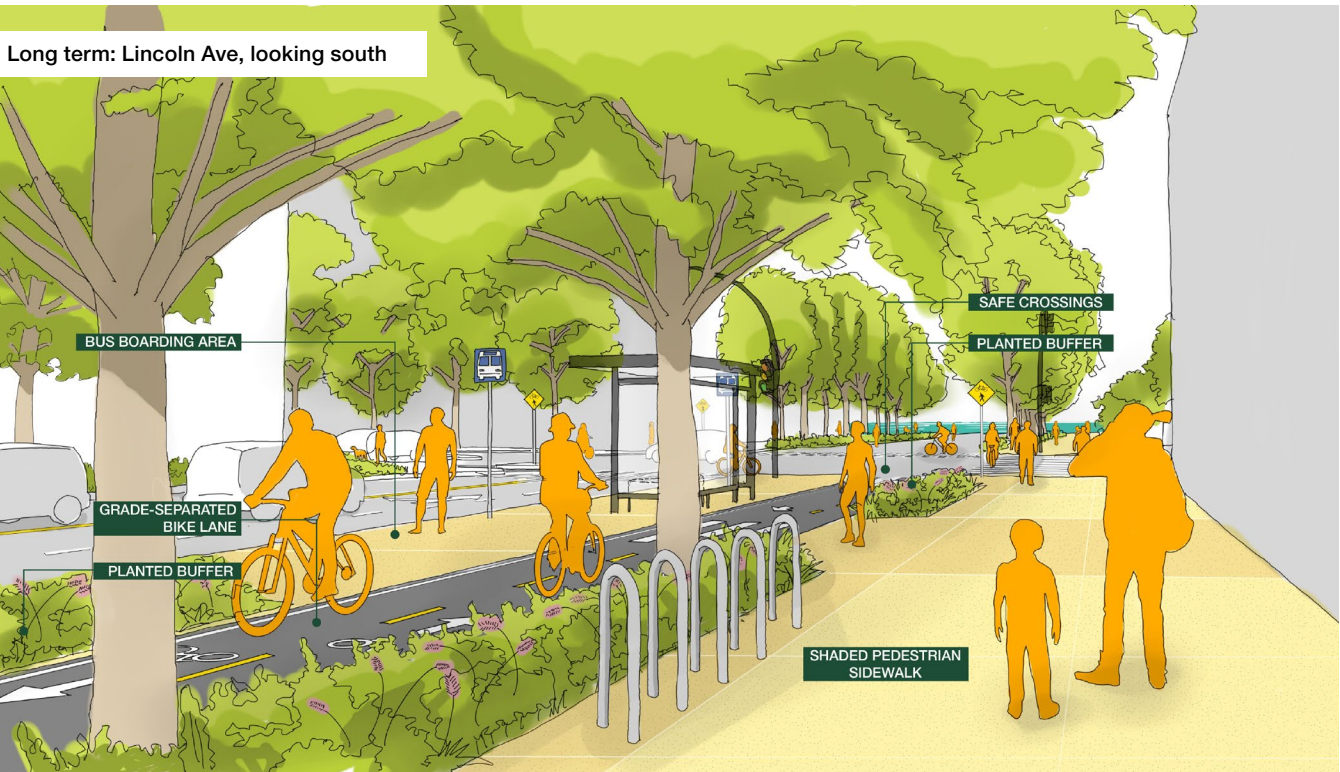
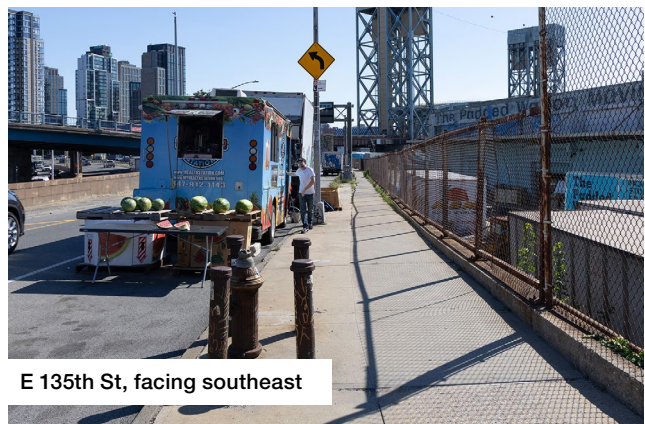
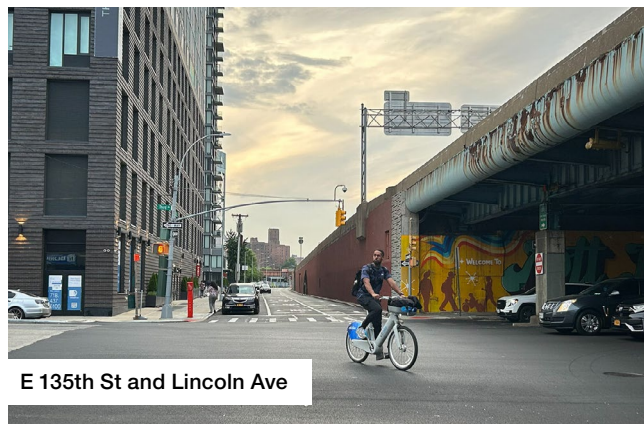
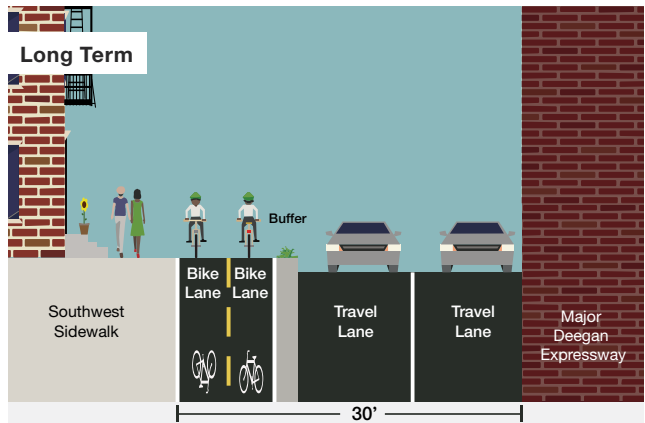
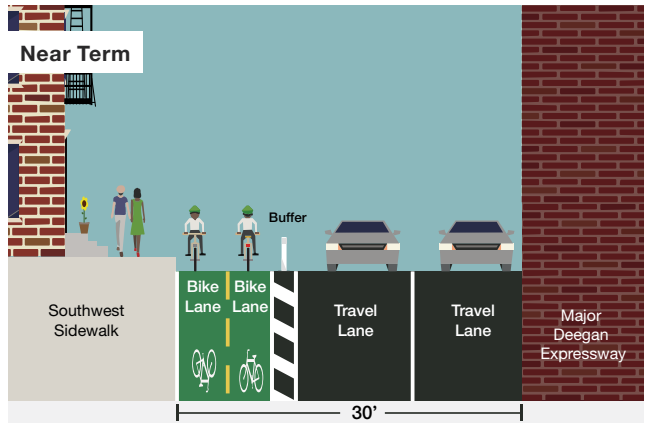
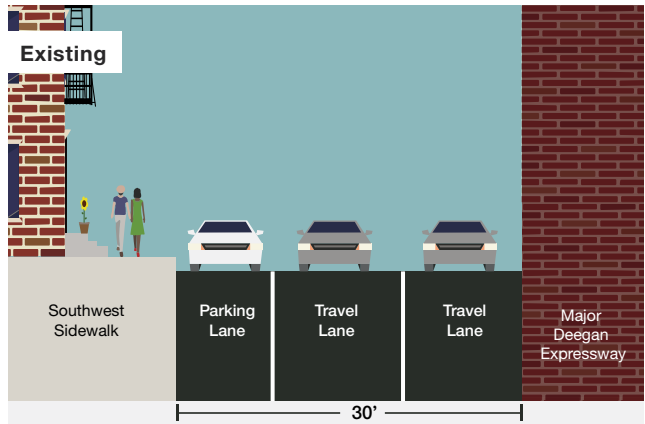


# 10. E 135th Street Corridor Improvements

## Madison Avenue Bridge to Third Ave Bridge

Workshop participants expressed a preference for E 135th St as the preferred route due to its direct continuation of Exterior St and its proximity to the waterfront. Residents viewed adding a greenway as an opportunity to address the lack of intuitive navigation, isolated feel, and limited entry and exit points on E 135th St. This route is interspersed with nice views of the waterfront at street ends.

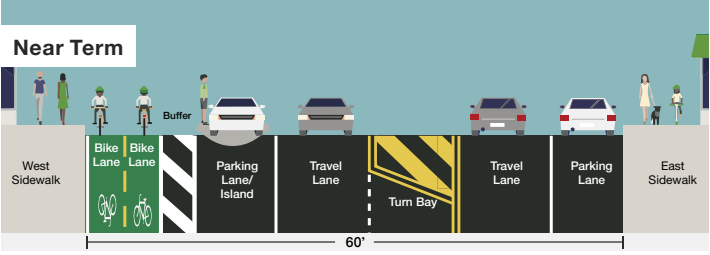
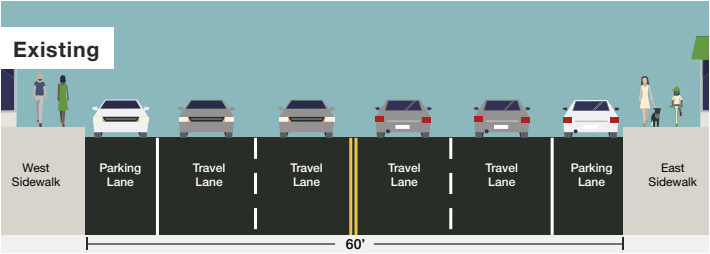
As a result of previous rezoning, the land use in this area will be changing dramatically over the coming years from industrial to mixed-use residential. The greenway will be particularly useful in serving the transportation needs of thousands of new residents; NYC DOT has been coordinating with the NYC Department of City Planning and private developers to ensure that their plans are compatible with a future greenway route.



# 11. Lincoln Avenue Connector

## E 138th St to Bruckner Blvd

In workshops, participants favored Lincoln Ave as it provides a connection through the highway and an access point to the waterfront. This portion of the greenway on the west side of Lincoln Ave will be built as part of a major capital project with construction anticipated to begin in 2030. Bringing investment to a historically overlooked area of the South Bronx, this project will reinvigorate the corridors of 3rd Ave and Lincoln Ave by adding sidewalk extensions, constructing raised bike lanes, planting street trees, and reconfiguring the complex bowtie intersection formed by Third Ave, Lincoln Ave, and Morris Ave. This project will enhance the bus rider experience by constructing bus bulbs to facilitate safe, accessible boarding of the Bx2, Bx32, and Bx21 buses.










# Planning Area: **Port Morris**

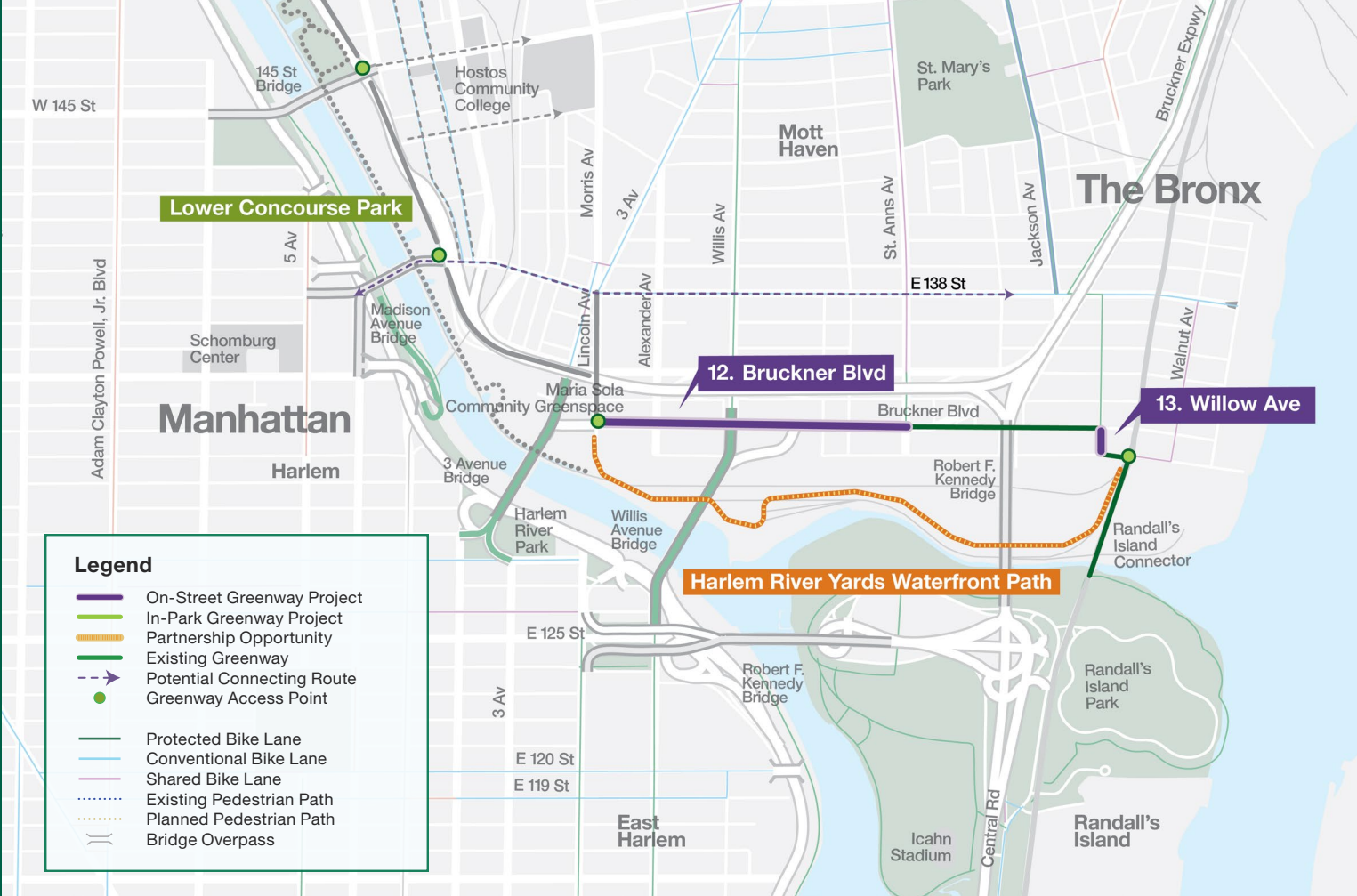
Lincoln Avenue to E 132nd Street



## LEGEND

-  On-Street Greenway Project
-  Partnership Opportunity
-  Existing Greenway





# Planning Area: Port Morris

Lincoln Avenue to E 132nd Street

## Existing Conditions

In this southernmost planning area, the street grid is fragmented by two highways, three bridge landings, and multiple train tracks -- the result of decades of industrial land uses and transportation infrastructure being thrust upon the South Bronx. A new greenway for cyclists and pedestrians would represent one step towards environmental justice for Mott Haven and Port Morris and would align with advocacy efforts of community groups such as South Bronx Unite.

This area is also a particularly important nexus in the citywide greenway system. Randall's Island is a hub for bike and pedestrian travel

that links four distinct systems: the Harlem River Greenway, the Bronx Waterfront Greenway, the Manhattan Waterfront Greenway, and the Queens Waterfront Greenway.

In the past decade, NYC DOT expanded the bicycle network in the South Bronx with a number north-south bike paths including along Willis Ave, St Ann's Ave, Jackson Ave, and Willow Ave. However, the network still lacks a protected east-west connection linking Mott Haven and Port Morris.

## Route Alternatives

In this planning area, there are relatively few continuous east-west streets that are uninterrupted by highways, bridges, or extra large "super blocks" that warp the street grid. Nonetheless, Bruckner Blvd and E 138th street provide continuous options. These two streets, along with a connection to the existing lanes on Willow Ave were evaluated as potential on-street greenway routes. Bruckner Blvd is a retail corridor while E 138th St provides access to the 6-train and already has conventional bike lanes.

NYC DOT also investigated the long-term possibility of adding a path directly along the waterfront, opening up a currently industrial area to residents for recreation and transportation.

## Selected Routes

Bruckner Blvd to Willow Ave was selected as the preferred on-street route and two projects are detailed on the following pages.

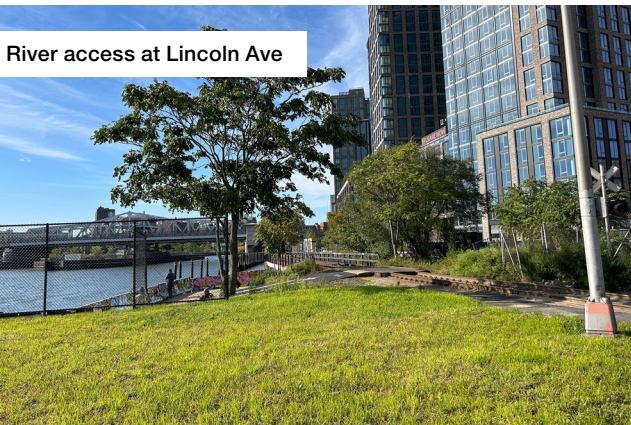
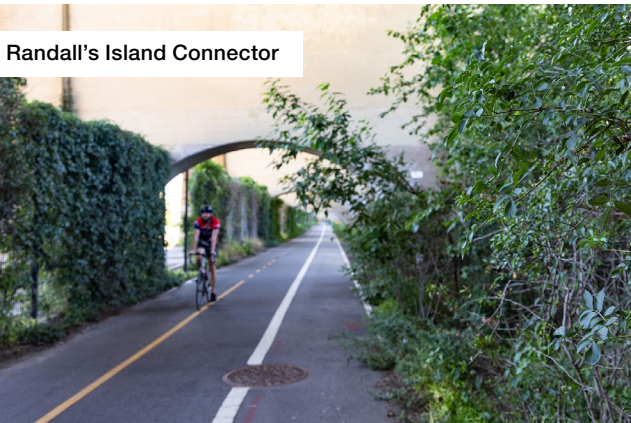
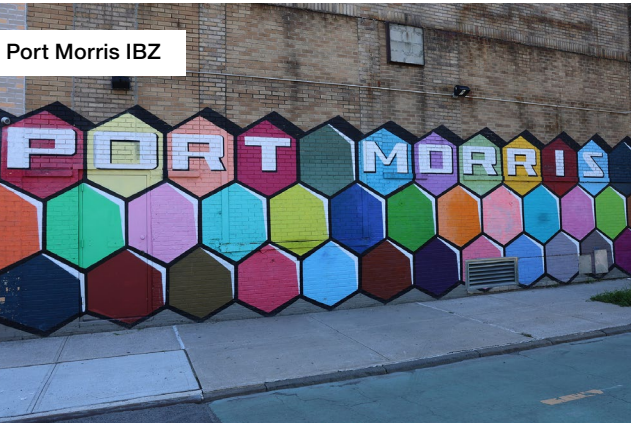
While not chosen as the designated greenway route, NYC DOT will also investigate the feasibility to upgrade the conventional lanes on E 138th St in the future, as this street provides a useful connection to the 6-train and Madison Ave Bridge.

## Potential Improvements

- 12 Bruckner Blvd
- 13 Willow Ave
- Harlem River Yards Waterfront Path

## Connecting Routes:

- » E 138th St





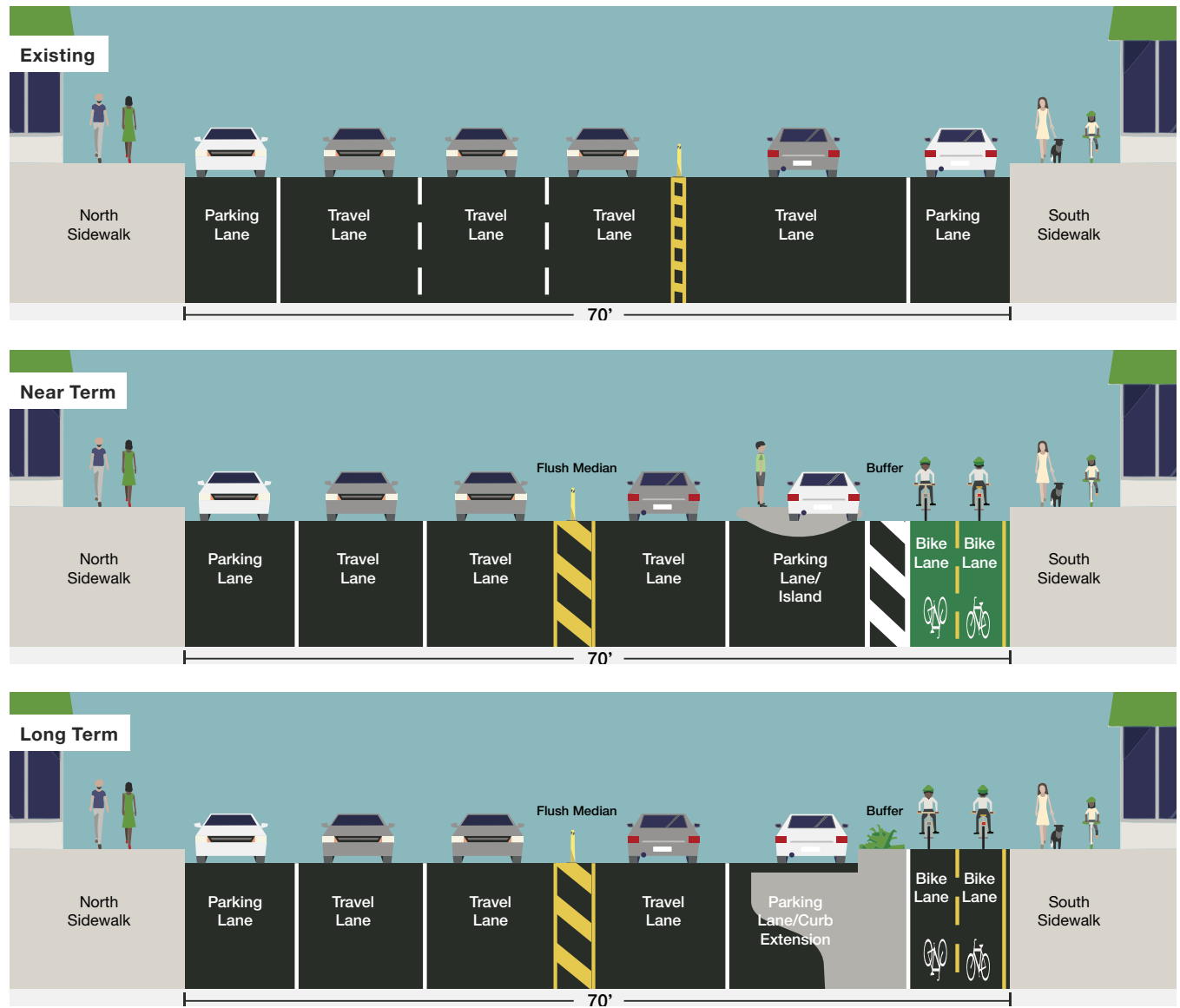
## 12. Bruckner Boulevard Corridor Improvements

### Lincoln Ave to E 133rd St

Bruckner Blvd was selected as the preferred route, since it presents the best connection from E 135th St and offers a direct, waterfront adjacent route. Bruckner Blvd is the southernmost continuous street in this section and will provide access to local retail. This route

continues the existing two-way bike path on E 133rd St and connects to existing perpendicular paths at St Anns Ave and Willow Ave.

Bruckner Blvd also provides an opportunity to calm traffic for hundreds of young students who go to school at DREAM Charter School and the South Bronx Charter School for International Culture and the Arts. In 2025, NYC DOT's School Safety group will begin to install the greenway along Bruckner Blvd, using in-house resources to calm vehicular traffic, shorten pedestrian crossings, and a parking-protected path for cyclists.



Bruckner Blvd: 2025 implementation underway



Bruckner Blvd at Lincoln Ave, pedestrian improvements under construction as of 2025

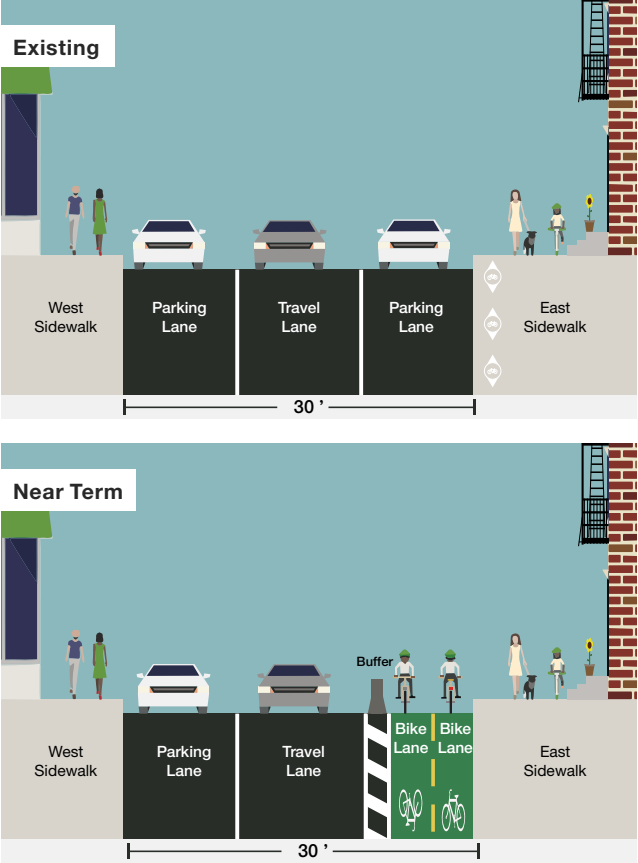




13. Willow Avenue Upgrade

E 133rd St to E 132nd St

In 2025, NYC DOT will upgrade the existing bike lanes on Willow Ave between E 133rd St and E 132nd St in order to improve the connection to Randall’s Island. This upgrade will create a dedicated two-way path on the east side of Willow Ave, replacing the bike stamps currently on the sidewalk.



Harlem River Yards Waterfront Path

Inspired by South Bronx Unite’s waterfront plan, there is potential for a greenway through what is currently an industrial and largely inaccessible swath of land. A waterfront route through this area would be accessed via Lincoln Ave which terminates at the Harlem River by the entrance to the rail yard. The street end is currently used as an informal convening spot for fishing and socializing, which demonstrates an unmet demand for waterfront access in the South Bronx. The waterfront greenway alignment would bend eastward toward Randall’s Island, passing through land that is owned by NYSDOT but is operated by the Harlem River Yards Ventures/the Galesi Group via a long-term ground lease. Because this land is completely outside the control of the City, any waterfront

path is a long-term proposition, underscoring the importance of the near-term project on Bruckner Blvd.





## CHAPTER 4

# Implementation Strategy & Partners

## Implementation

This section summarizes the route as a series of projects for phased implementation by NYC DOT, as funding and resources become available. Partnership Opportunities are long-term projects, typically located directly on the waterfront, on land not under the jurisdiction of NYC DOT, which requires coordination with other agencies.

A total of 13 on-street projects and 4 partnership opportunities have been identified as part of the Harlem River Greenway Implementation Plan. Potential improvements to existing routes are also listed in the summary table on the following pages. Connecting routes are beyond the scope of this Plan but are included for consideration in the future.

A number of factors defined these projects, including:

- » Feedback gathered at 10 community workshops and pop-up events
- » Individual neighborhood needs and constraints
- » Opportunities to improve traffic safety
- » Street geometry, grid orientation and physical barriers to implementation
- » Political and agency jurisdiction
- » Realistic roadway reconstruction expectations
- » The presence of other recently completed projects and proposed new capital projects by NYC DOT or other agencies on or adjacent to the route

Projects are listed and shown on the tables on the following pages. Physical project limits, including start and end points, and the approximate length of affected streets, are specified.

NYC DOT may reevaluate the proposed project limits and routes when projects move into implementation phase. To assist in phasing the implementation of these projects, tables include the following information for each project:

- » Estimated construction cost
- » Jurisdiction
- » Overview of near term and/or long term design
- » A description of the work proposed

High-level cost estimate ranges were derived from precedent NYC DOT capital projects and escalated to a proposed construction year of FY2030.

Bailey Ave under construction



Planning Area	Project				Length	Cost Estimates for Long-term Design		Jurisdiction	Overview of Greenway Design		
	ID	Location	Beginning	Ending	Approx Feet	Low Scenario	High Scenario		Near Term	Long Term	Description of Long-term Work
VAN CORTLANDT PARK AND KINGSBRIDGE	1	Van Cortlandt Park Connection									
		Park Path / I-87 Off-Ramp	Golf Course	Van Cortlandt Park S	1,500	\$14M	\$23M	NYC DOT NYC Parks NYSDOT	Two-way bicycle path and expanded sidewalk on the west side of the street		
	»	Tibbetts Brook Daylighting									
		Former CSX right-of-way	Van Cortlandt Park S	W 230th St	8,500			NYC DEP NYC Parks		Off-street, two-way shared use path alongside stream	Extend Putman Greenway, based on new ROW NYC has purchased from CSX to create a shared use path alongside the stream
	2	Bailey Ave North Corridor Improvements									
		Bailey Ave	Van Cortlandt Park S	W 230th St	4,400	\$42M	\$67M	NYC DOT	Parking protected two-way bicycle path on the west side of the street	Grade separated, two-way bicycle path and separate pedestrian path on the west side of the street	Widen sidewalk to accommodate a two-way bicycle path and separate pedestrian path
KINGSBRIDGE HEIGHTS	3	Bailey Ave South Corridor Improvements									
		Park Path / I-87 Off-Ramp	W 230th St	W Fordham Rd	5,200	\$49M	\$79M	NYC DOT	Parking protected two-way bicycle path on the west side of the street	Grade separated, two-way bicycle path and separate pedestrian path on the west side of the street	Widen sidewalk to accommodate a two-way bicycle path and separate pedestrian path
	»	Kingsbridge Waterfront Extension									
		MTA Metro-North Right-of-Way	W 230th St	W 225th St				MTA			Extend greenway from the southern terminus of the Tibbetts Brook project over the Metro-North tracks. Connect with waterfront esplanade planned as part of private Fordham Landing North development.
		Bridge over Metro-North tracks	West side of tracks	East side of tracks				MTA		Off-street bicycle and pedestrian path that includes a bridge over the Metro-North tracks to access the waterfront path	
		Waterfront Path	Metro-North tracks	University Heights Bridge				Private (Dynamic Star)			
UNIVERSITY HEIGHTS AND MORRIS HEIGHTS	4	Sedgwick Ave North Corridor Improvements									
		Sedgwick Ave	W Fordham Rd	W Tremont Ave	4,600	\$44M	\$70M	NYC DOT	Parking protected two-way bicycle path on the west side of the street	Grade separated, two-way bicycle path and separate pedestrian path on the west side of the street	Widen sidewalk to accommodate a two-way bicycle path and separate pedestrian path
	»	Fordham Landing / Roberto Clemente North Connection									
		Fordham Landing	University Heights Bridge	Southern end of Exterior St / development site				Private (Dynamic Star)		Publicly-accessible waterfront esplanade on private land	
		Outboard Path / Shoreline	Southern end of Exterior St / development site	Roberto Clemente State Park				Con Edison NYS Parks Private (Dynamic Star)		Off-street bicycle and pedestrian path that includes an outboard structure due to the narrow shoreline	Outboard structure to provide a two-way bicycle and pedestrian path
	5	Sedgwick Ave Central Corridor Improvements									
HIGHBRIDGE NORTH		Sedgwick Ave	W Tremont Ave	Depot Pl	5,100	\$48M	\$77M	NYC DOT	Parking protected two-way bicycle path on the west side of the street	Grade separated, two-way bicycle path and separate pedestrian path on the west side of the street	Widen sidewalk to accommodate a two-way bicycle path and separate pedestrian path
	»	Existing: Roberto Clemente State Park									
		RCSP / River Park Towers			3,700			NYS Parks	Extend operating hours, add markings to delineate cyclist and pedestrian space		
	»	Existing: Bridge Park									
		Bridge Park	River Park Towers	Alexander Hamilton Bridge	2,300			NYC Parks		Add amenities (eg. bathrooms, boat launch)	
	»	Bridge Park South Extension									
		Bridge Park South Extension	Alexander Hamilton Bridge	The High Bridge	1,200			NYC Parks		Off-street bicycle and pedestrian path	Connect Bridge Park two-way bicycle path with Depot Pl/ Exterior St two-way bicycle path



Planning Area	Project				Length	Cost Estimates for Long-term Design		Jurisdiction	Overview of Greenway Design		
	ID	Location	Beginning	Ending	Approx Feet	Low Scenario	High Scenario		Near Term	Long Term	Description of Long-term Work
HIGHBRIDGE SOUTH	»	Existing: Exterior St, Depot Pl									
	Exterior St		The High Bridge	Depot Pl	800			NYC DOT			
	Depot Pl Bridge over Metro- North		Exterior St	Depot Pl	900			NYC DOT			
	Depot Pl Bridge over I-87		Depot Pl	Sedgwick Ave	200			NYSDOT	Signalize intersections		
	6	Sedgwick Ave South Corridor Improvements									
	Sedgwick Ave		Depot Pl	Jerome Ave	4,500	\$43M	\$68M	NYC DOT NYSDOT	Concrete barrier protected two-way shared use path (on west side of the street north of 167th St and east side of the street south of 167th St)	Grade separated, two-way shared use path (on west side of the street north of 167th St and east side of the street south of 167th St)	Widen sidewalk to accommodate a two-way bicycle path and separate pedestrian path
	7	Macombs Dam East Link									
	Sedgwick Ave / Major Deegan Service Rd		Jerome Ave	Exterior St	1,900	\$31M	\$50M	NYC DOT NYSDOT	Concrete barrier protected two-way shared use path on the east side of the street	Grade separated, two-way shared use path on the east side of the street and intersection improvements at on- and off-ramps.	Widen sidewalk to accommodate a two-way shared use path on the east side of the street. Reconfigure Macombs Dam Ramps to better serve pedestrians and cyclists.
	Macombs Dam Bridge on-ramp		Sedgwick Ave	Macombs Dam Bridge (westbound)	700			NYC DOT			
	Macombs Dam Bridge on-ramp		Sedgwick Ave	Macombs Dam Bridge (eastbound)	700			NYC DOT			
HIGHBRIDGE SOUTH (CONT.)	»	Existing: Macombs Dam West Link									
	Pedestrian Bridge over I-87		E 161st	Macombs Dam Park (west of I-87)	350			NYSDOT	Add bike stamps and signage	Connect to outboard river structure to the north and Exterior St north improvements to the south	
	Park path		Pedestrian Bridge	Southern end of park path	700			NYC Parks	Add striping and signage		
	Major Deegan Exit 5S Sidewalk		Southern end of park path	Yankee stadium parking lot	1,500			NYSDOT	Add bike stamps and signage		
	»	Outboard River Path									
	Harlem River		Depot Pl	Macombs Dam Bridge				MTA NYCEDC Coast Guard		Off-street bicycle and pedestrian path that includes an outboard structure due to the narrow shoreline	Outboard structure to provide a two-way bicycle and pedestrian path
	Pedestrian Bridge Extension over Metro-North		Western end of existing pedestrian bridge	Exit 6 South Ramp				NYSDOT			
	Exit 6 South Ramp		Pedestrian Bridge	Yankee Stadium Parking Lot				NYSDOT			
CONCOURSE	8	Exterior St North Corridor Improvements									
	Exterior St		Yankee stadium parking lot	145th St Bridge / E 149th St	2,000	\$19M	\$30M	NYC DOT	Two-way shared bicycle lane and dedicated pedestrian path on the west side of the street	Grade separated, two-way bicycle path and separate pedestrian path on the west side of the street	Widen sidewalk to accommodate a two-way bicycle path and separate pedestrian path
	9	Exterior St South Corridor Improvements									
	Exterior St		145th St Bridge / E 149th St	Madison Ave Bridge / E 138th St	2,000	\$19M	\$30M	NYC DOT	Two-way shared bicycle lane and dedicated pedestrian path on west side of the street	Grade separated, two-way bicycle path and separate pedestrian path on the west side of the street	Widen sidewalk to accommodate a two-way bicycle path and separate pedestrian path
MOTT HAVEN	10	E 135th St Corridor Improvements									
	E 135th St		Madison Ave Bridge / E 138th St	Lincoln Ave	2,100	\$20M	\$32M	NYC DOT	Two-way shared bicycle lane and dedicated pedestrian path on southwest side of the street	Grade separated, two-way bicycle path and separate pedestrian path on the southwest side of the street	Widen sidewalk to accommodate a two-way bicycle path and separate pedestrian path
	11	Lincoln Ave Connector									
	Lincoln Ave		E135th Street	Third Ave / Morris Ave / E 138th St / Lincoln Ave	900	\$14M	\$23M	NYC DOT	Parking protected two-way bicycle path on the west side of the street	Grade separated, two-way bicycle path and separate pedestrian path on the west side of the street	Connect Lincoln Ave to Exterior St as well as the waterfront with a two-way bicycle path
Lincoln Ave		E135th Street	Midblock between Bruckner Blvd and E 132nd St	600	NYC DOT						



Planning Area	Project				Length	Cost Estimates for Long-term Design		Jurisdiction	Overview of Greenway Design		
	ID	Location	Beginning	Ending	Approx Feet	Low Scenario	High Scenario		Near Term	Long Term	Description of Long-term Work
PORT MORRIS	12 Bruckner Blvd Corridor Improvements										
		Bruckner Blvd	Lincoln Ave	St Ann's Pl	3,300	\$31M	\$50M	NYSDOT	Parking protected two-way bicycle path on the south side of the street	Grade separated, two-way bicycle path and separate pedestrian path on the south side of the street	Widen sidewalk to accommodate a two-way bicycle path and separate pedestrian path
	» Existing: E 133rd, Willow, E 132nd, Randall's Island Connector										
		E 133rd St	St Ann's Pl	Cypress Pl	500			NYC DOT			
	13 Willow Ave Upgrade										
		Willow Ave	E 133rd St	E 132nd St	300	\$3M	\$5M	NYC DOT	Upgrade from sidewalk stamps to two-way concrete-barrier protected path on the east side of the street	Grade separated, two-way bicycle path and separate pedestrian path on the east side of the street	Widen sidewalk to accommodate a two-way bicycle path and separate pedestrian path
	» Existing: E 132nd, Randall's Island Connector										
		E 132nd St	Willow Ave	Randall's Island Connector	350			NYC DOT Amtrak	Improve signage, add mural under Amtrak bridge		
		Randall's Island Connector	E 132nd St	Central Rd / Hell Gate Pathway	2,200			Amtrak			
	» Harlem River Yards Waterfront Path										
		Waterfront	Lincoln Ave	Randall's Island Connector				NYSDOT (and long-term lease to private owner)		Off-street bicycle and pedestrian path that follows the route of South Bronx Unite's proposed waterfront plan	On NYSDOT-owned land, connect Lincoln Ave two-way bicycle path with Randall's Island Connector. Bridge or add at-grade signalized rail crossing at juncture with Oak Point Link



## CHAPTER 5

# Conclusion



Outreach event on the High Bridge

This Harlem River Greenway Implementation Plan marks the end of a nearly three-year planning process, and the beginning of the work to make the plan a reality. This plan came from Bronx community members fighting for access to and along their waterfront, and Bronx residents will continue to carry the torch as proposals from this plan turn into projects. While engineering and funding questions can be solved, political will power is what moves a greenway from a line on a map to reality. NYC DOT encourages supporters of the Harlem River Greenway to vocally champion individual projects in discussions with elected officials, at community board meetings, and, most importantly, in conversations with neighbors.

## Looking beyond the Harlem River

As of 2025, NYC DOT is currently developing an implementation plan for the Queens Waterfront Greenway to fill gaps in along the Queens side of the East River and Long Island Sound. Bronx residents traveling along the Harlem River Greenway will be able to enjoy this complementary greenway route via Randall's Island. Additionally, in 2027 NYC DOT will kick off a similar implementation planning process for the Bronx Waterfront Greenway picking up from the southern tip of the Harlem River Greenway in Port Morris and stretching all the way northeast to Fort Schuyler.



Randall's Island Connector



# Appendix



Depot Place and Exterior Street

## The Bronx: From Past to Present

Long before it was lined with industry, the Lenape people relied upon the Harlem River, cultivating its agricultural fields and utilizing its local waterways for fishing, hunting, trade, and travel. Population growth and trade took place in the 17th century as Europeans colonized and transformed the area into what would later become an industrial destination.

Rail lines followed the low riverbanks and the valleys of the Fordham Gneiss rock formation, which is one of the oldest in the world.

Prior to industrialization, the Harlem River was not directly connected to the Hudson River. It was linked through Spuyten Duyvil Creek and tidal marshes at the northern tip of Manhattan, between today's Marble Hill and Kingsbridge neighborhoods.

Beginning in the 19th century, the City dredged and channelized the Harlem River and hardened its shorelines to support navigation and industrialization in the New York Harbor.

Robert Moses, the planning commissioner in 1942-1960, who's referred to as the architect of the highway system in the New York metropolitan region, built the Major Deegan Expressway during the height of the post-war highway boom starting in the 1950, with the final sections completed in the early 1970s.

In addition to the Major Deegan on the western and southern edges of the Bronx, Moses built the Cross Bronx Expressway through the southern Bronx, the Bruckner Expressway in the eastern Bronx, and the Sheridan Expressway along the Bronx River. These highways encircle the South Bronx.

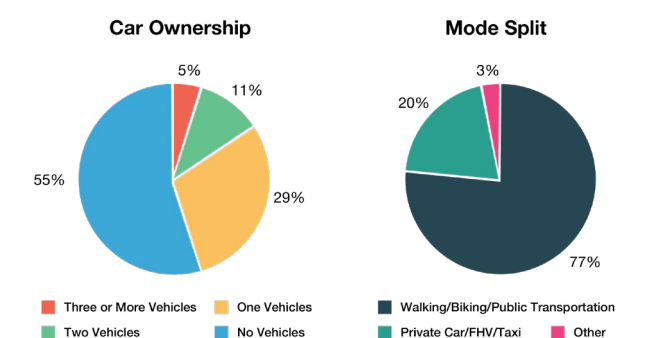
Network of highways in the Bronx



These highways are one of the many explicit and implicit policies and manifestations that have negatively impacted the health and quality of life outcomes and opportunities for many of the Bronx communities.

## Transportation Modes

While highways divide the Bronx, more than half of households in the study area do not have access to a car. Residents travel mostly by sustainable modes including walking, transit and biking.



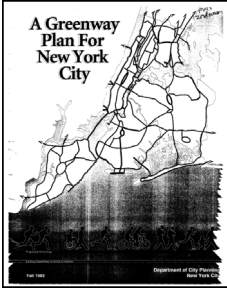


Past Planning Efforts

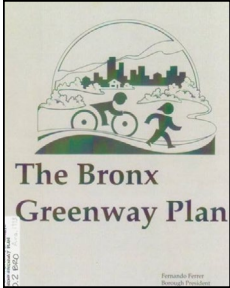
The idea for a greenway along the Harlem River was first proposed in the 1990s. Various plans have been developed over the years that have tried to improve waterfront access in the Bronx. Some plans have been led by the city, while others have been community—or university—driven. Many plans, such as the Harlem River Greenway Plan (2011, Pratt), the Mott Haven-Port Morris Waterfront Plan (2012, South Bronx Unite), and the Harlem River Brownfields Opportunity Area Report (2015, BCEQ/NYC Parks) have focused on the watershed and the ecological and environmental qualities of the Bronx waterfront, as well as residential access

to the river. These plans explored the potential for greenway connections, providing on-water access such as docks and improving the environmental health of the water, bringing it back into a healthy functioning relationship with the community.

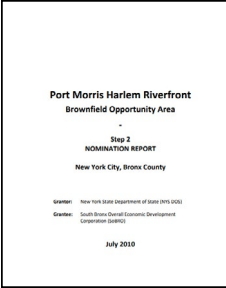
Other plans, such as NYC DOT’s Connecting Communities: A Vision for the Harlem River Bridges, have been more transportation-focused and have increased pedestrian and bicycle mobility between Manhattan and the Bronx. Other recent citywide plans provide context to greenway development along the Bronx side of the Harlem River, such as the New York City Streets Plan and the Green Wave Bike Plan.



A Greenway Plan for New York City, DCP



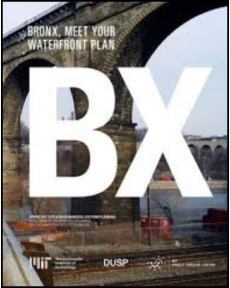
The Bronx Greenway Plan



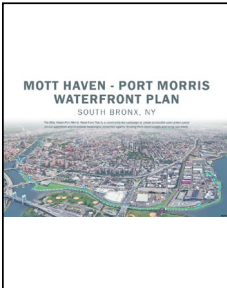
Port Morris Harlem Riverfront Opportunity



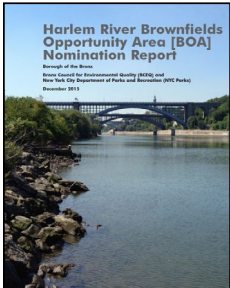
Harlem River Greenway Plan, Pratt Center for Community Development



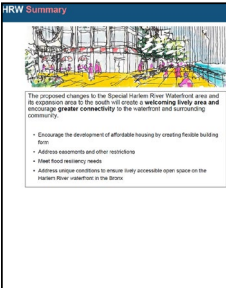
Bronx, Meet your Waterfront, MIT



Mott Haven/Port Morris Waterfront Plan, South Bronx Unite



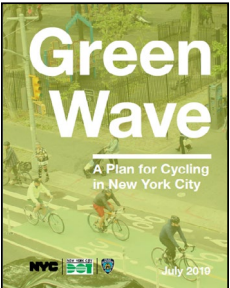
Harlem River Brownfields Opportunity Area Step 2



Special Harlem River Waterfront District Expansion, DCP



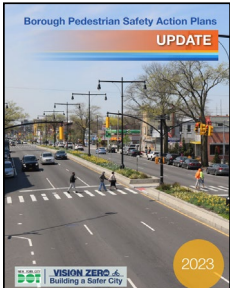
Harlem River Bridges Plan, NYC DOT



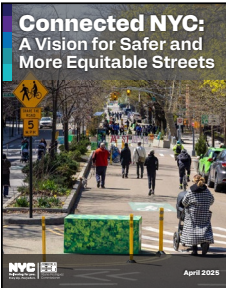
Green Wave Bike Plan, NYC DOT



Harlem River Watershed and Natural Resources Management, NYC Parks



Vision Zero Action Plan Update, NYC DOT



Connected NYC: A Vision for Safer and more Equitable Streets, NYC DOT



NYC Streets Plan Update, NYC DOT



NYC Streets Plan Update, NYC DOT



Washington Bridge bike path, installed by NYC DOT in 2024



Connecting Communities: 2025 Update on Harlem River Bridges Access Plan

In 2018, NYC DOT published “Connecting Communities,” a community-driven plan to increase pedestrian and bicycle mobility between the Bronx and Manhattan across the Harlem River. The vision for “Connecting Communities” was to knit together vibrant neighborhoods and commercial hubs on both sides of the river, improve safety, and provide additional options for people to access the jobs, schools, parks, and transit options separated by the Harlem River.

Throughout the past seven years, many of the projects articulated in that plan have become a reality, with recent improvements to the Washington Bridge, Henry Hudson Bridge, E.L. Grant Highway, and the approach to the Willis Avenue Bridge. More work is planned or underway, all of which will complement the Harlem River Greenway. Together, the Greenway and the perpendicular connections to and across the river will form a strong, integrated network for cyclists and pedestrians.



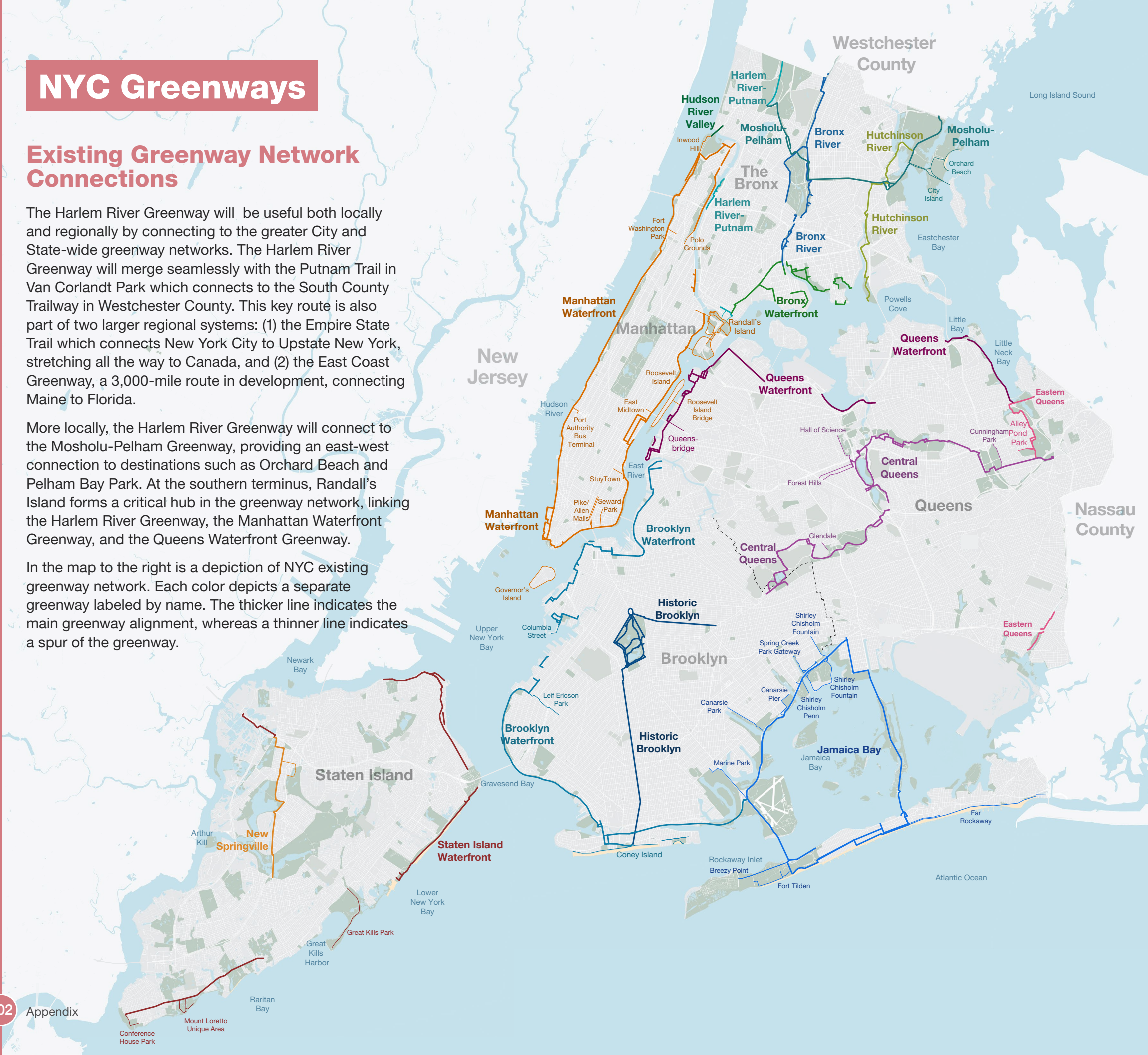
# NYC Greenways

## Existing Greenway Network Connections

The Harlem River Greenway will be useful both locally and regionally by connecting to the greater City and State-wide greenway networks. The Harlem River Greenway will merge seamlessly with the Putnam Trail in Van Corlandt Park which connects to the South County Trailway in Westchester County. This key route is also part of two larger regional systems: (1) the Empire State Trail which connects New York City to Upstate New York, stretching all the way to Canada, and (2) the East Coast Greenway, a 3,000-mile route in development, connecting Maine to Florida.

More locally, the Harlem River Greenway will connect to the Mosholu-Pelham Greenway, providing an east-west connection to destinations such as Orchard Beach and Pelham Bay Park. At the southern terminus, Randall's Island forms a critical hub in the greenway network, linking the Harlem River Greenway, the Manhattan Waterfront Greenway, and the Queens Waterfront Greenway.

In the map to the right is a depiction of NYC existing greenway network. Each color depicts a separate greenway labeled by name. The thicker line indicates the main greenway alignment, whereas a thinner line indicates a spur of the greenway.



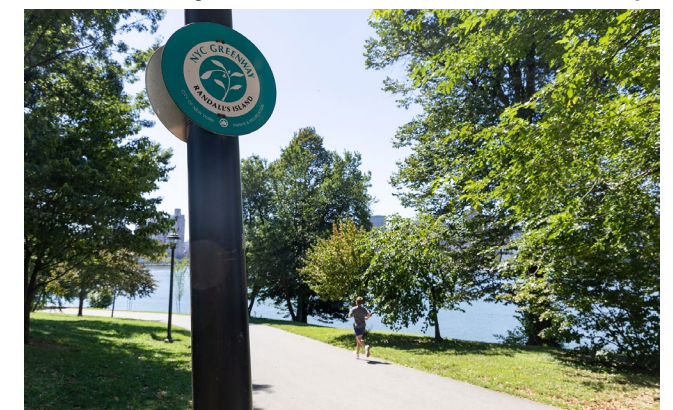
Barretto Point Park (Bronx Waterfront Greenway)



Bruckner Blvd (Bronx Waterfront Greenway)



Ward's Island Bridge, connects to Manhattan Waterfront Greenway



Randall's Island, connects Queens Waterfront Greenway via RFK bridge



# Greater Greenways



## A Growing Network

In the past several years, there has been a groundswell of support, interest, and funding from the federal government, elected officials, advocates, and

community members in advancing the greenway network. In August 2022, the United States Department of Transportation announced a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant award for New York City to plan for a major expansion of greenways across the five boroughs. Coupled with a dramatic increase in ridership, New York City is now experiencing a verifiable greenways “moment.”

New Jersey



## Citywide Greenway Plan

In October 2023, the City announced a historic expansion of New York City’s greenways, including six new corridor implementation plans. This effort is a collaborative, community-driven process to develop implementation plans for each corridor consisting of near- and long-term projects. These projects, and the overall effort, will fill critical gaps in the City’s greenway network, expand active transportation and green space, enhance cycling and pedestrian safety, and improve New Yorkers’ access to good jobs.

The identified corridors —chosen based on the merits of equity, park access, transportation utility, and economic development, among other factors are: the Harlem River Greenway, the Queens Waterfront Greenway, the Historic Brooklyn Greenway, the Bronx Waterfront Greenway, the Staten Island Waterfront Greenway, and the Southern Queens Greenway. The Harlem River Greenway plan was selected as the first of these six corridor plans to begin.

NYC DOT, NYC Parks, and NYCEDC are working collaboratively to develop implementation plans for each corridor, with planning processes staggered over the coming years.

In addition, NYC DOT and NYC Parks recently published the Greater Greenways Plan which documents both the existing greenway network and a vision for future expansion. The plan can be accessed at [nyc.gov/greenways](https://nyc.gov/greenways).



# Toolbox

The tools listed below represent some of the proven elements that the City employs in greenway projects. Quality greenway design must be safe, ecologically sustainable, attractive, and contextually harmonious with the surrounding environment.

The Harlem River Greenway will respond to the unique urban fabric along the route, meeting the needs of the rapidly changing waterfront and addressing the environmental challenges of each location. While creativity is encouraged where it makes sense, design components should be cost-effective, durable, require minimal maintenance and be responsive to the City's sustainability goals.



**Shared-Use Path**

A path used by pedestrians, cyclists, skaters and other non-motorized users, typically with separation from vehicle traffic.



**Concrete (Jersey) Barriers**

Physical separators that protect cyclists and/or pedestrians from vehicle traffic.



**Curb Extensions**

An expansion of the curb, typically at an intersection, into the roadway to reduce pedestrian crossing distances.



**Pedestrian Refuge Island/Bus Boarding Island**

A designated waiting area for pedestrians within the roadbed, typically located at crosswalks to shorten crossing distances or at bus stops to facilitate safe, easy, and fast bus boarding.



**Public Art**

Many elements of the streetscape can serve as canvases and foundations for murals, projections, sculptures, or other art interventions.



**Bicycle Racks**

Bicycle and micromobility parking installed on sidewalks and in select locations on the roadbed, which allows people to store their bikes short term. Bicycle racks can also double as intersection daylighting.



**Grade-Separated Paths**

Paths raised above the street to the height of the sidewalk or between the street and the sidewalk to further separate cyclists from vehicle traffic.



**Traffic Control Signals and Stop Controls**

Traffic control measures such as signal infrastructure, stop signs, or enhanced crossings, all help users find a gap in traffic to facilitate safe crossing. Bike signals at intersections may indicate bike specific phases, allow for contraflow bike traffic, and provide clarity for bikeway users.



**Seating**

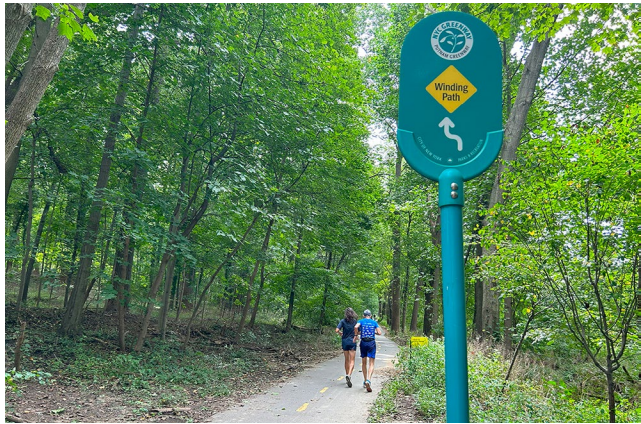
Benches and leaning bars on sidewalks and plazas provide places to rest, enabling people to take longer journeys, empowering bus riders, seniors, and people with disabilities.



**Wayfinding**

Signage, such as WalkNYC signs provide clear and legible maps with neighborhood information, such as street names, mass transit, museums and other neighborhood amenities to help New Yorkers and visitors know how to navigate the City.





### Guide Signs

Bicycle guide signs provide simplified information about nearby destinations accessible by bike. Greenway medallions, which utilize the iconic NYC greenway symbol, serve as confirmation that users are on the designated greenway route, akin to a trail blaze.



### Planters

Planters placed along the street beautify and improve safety by creating a natural buffer between users and reducing vehicle speeds through visual narrowing of the roadway.



### Community Programming

Organized activities and initiatives designed to address the needs, educate, or enhance the well-being of a specific community.



### Landscaped Areas

Areas of the public right-of-way beautified with trees or understory plantings.



### Street Trees

Trees planted in the right-of-way which serve as a buffer between the roadbed and the sidewalk. Street trees can also beautify and cool the street, and enhance the overall appeal of walking and biking.



### Porous Concrete

A paving material that allows stormwater to filter through, helping to alleviate flooding issues by reducing demand on storm sewers.



### Pedestrian + Bike Bridge

A structure that carries primarily cyclists and pedestrians over a roadway, waterway, or other chasm.



### Street Lighting

Streetscape amenity to provide lighting and improve visibility and safety for pedestrians, cyclists and vehicles.



### Bioswales

Shallow, vegetated channels in the right-of-way used to divert stormwater from the sewers.



### Infiltration Basins

Vegetated or covered channels in the right-of-way used to capture stormwater and slowly filter it back into the ground.



### Two-Way Path

A bike lane that accommodates cyclists traveling in both directions, typically with a physical separation from vehicle traffic.



### One-Way Path

A bike lane that accommodates cyclists traveling in the same direction as vehicle traffic.



