



**Hudson River Valley Greenway Trail
Bronx Link**

**Report From:
Bronx Advisory Committee to the
Hudson River Valley Greenway
October 1998**

DOCUMENT OVERVIEW

Contained herein are three sections that report the work of the Bronx Advisory Committee to the Hudson River Valley Greenway. They are the:

- 1) Resolutions, which are the recommendations from the committee as to how to proceed.

- 2) The report, the analytical work they underlies the report resolutions. This report stands on its own, in that it describes and assesses various alternatives that were identified for review early in the planning process. Though it changed throughout the course of its development due to committee discussions and updated information, it has not been modified or adjusted according to external support or opposition of specific elements.

- 3) A summary of community feedback produced through various outreach activities conducted by the committee. This community received formal input via public hearings, the March 1998 MTA Metro-North Railroad Waterfront Access Hearing, a survey circulated by the committee throughout the community and informal feedback via letters within local newspapers, petition signatures and other manifestations of local opinion.

The Greenway Committee, though advisory in nature, has a continuing important formal role to play with respect to the future of the Hudson River Valley Greenway within our community. All committee members wish to see a process that leads to a sound long-term plan and "do-able" proposals that garner wide public support.

It is important to re-affirm that the Resolutions present a series of concepts for further discussion and review. We recognize that actual implementation of any proposal will be a complicated process that depends upon a wide variety of factors.

The members of this Committee deeply appreciate the time and effort of all involved throughout this process. We desire the eventual outcome to be one that successfully balances the needs and concerns of individuals and specific areas with the aspirations of the community at large.

RESOLUTION

THE BRONX ADVISORY COMMITTEE

TO THE HUDSON RIVER VALLEY GREENWAY

WHEREAS, pursuant to the Hudson River Valley Greenway Act, the Bronx Advisory Committee to the Hudson River Valley Greenway was appointed in 1996 with a mandate to recommend routes for a Hudson River Valley Greenway (HRVG) trail through the Bronx; and,

WHEREAS, the Committee studied many possible routes, held numerous open meetings, considered many details of trail placement and design, and hired a landscape architect to assist in development of concepts and design visual materials; and,

WHEREAS, the Committee ultimately considered and analyzed concepts for possible bike and walking trails, including 6 possible North-South routes (3 off-road and 3 on-street), and possible East-West on-street routes that could connect the North-South routes and create recreational trails within local neighborhoods; and,

WHEREAS, the Committee examined locations at which the Metro North Railroad tracks could be crossed to get to the shores of the Hudson and Harlem Rivers, and ways the various North-South routes could link up with the City of Yonkers and Manhattan; and,

WHEREAS, the Committee held two public hearings at which it presented these concepts; and,

WHEREAS, a number of hearing attendees described for the Committee a variety of objectionable usages of the waterfront and expressed their concern with respect to possible negative impacts from the Greenway such as increased noise, parking requirements and traffic; and,

WHEREAS, the Committee distributed a questionnaire to local residents, the results which indicated a majority preference for a trail to follow the water's edge; and,

WHEREAS, the Committee considered the potential uses of Palisade Avenue and other local streets for the purpose of a walking/and or combined bike/walking route connecting communities to the north and south; and,

WHEREAS, the Committee does not support designating a bicycle route through any portion of Riverdale Park; and,

WHEREAS, the Committee envisions the Putnam Line as an opportunity to provide recreational and open space; and,

WHEREAS, the Committee believes it is appropriate for local residents to work closely with implementing agencies on design, construction, and operation of any Greenway trail through local neighborhoods; and,

WHEREAS, the Metropolitan Transportation Authority and its subsidiary Metro-North Railroad have indicated a willingness to consider a crossing, over its tracks; and,

WHEREAS, the Committee views creation of river access at Riverdale Station as an opportunity to provide access to the river; and,

THEREFORE, BE IT RESOLVED THAT THE COMMITTEE RECOMMENDS:

1) That the New York City Department of Parks and Recreation and the Metro North Railroad, working in full cooperation with the community at each stage of the process, provide access to the Hudson River at Riverdale Station in a manner compatible with the residential area surrounding it, seeking ways to design and manage it so that it is not a disturbance to the community -- and evaluate the environmental and community impact of such access.

2) That the appropriate agencies of the City and State of New York along with the Hudson River Valley Greenway Communities Council and Conservancy designate a pedestrian Hudson River Valley Greenway route along Palisade Avenue from 232nd Street to 261 st Street extending to the north along Riverdale Avenue to the Yonkers border, and south to Manhattan via Independence Avenue, Kappock Street and the Henry Hudson Bridge, with consideration toward implementing traffic control measures to resolve safety issues, receiving community approval of signage and other safety measures to be placed along such a route.

3) Further study of the feasibility of a route along the river. This study should include the legal, engineering, and financial feasibility, review cost projections, and determine the impact on the estuary. Any endorsement of such a route is subject to a future review by the committee of the experience with the Riverdale Station access point, with particular reference to safety, noise, security, maintenance, and operations.

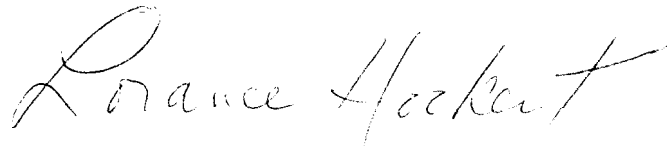
4) Support of a multi-use path along the Putnam Rail, although it is not formally included within the Hudson River Valley Greenway corridor for the City of New York. We recommend that NYC Department of Parks and Recreation initiate a full study in cooperation with NYC Department of Environmental Protection.

Such a study should include the consideration of existing studies, designs, and projects for this corridor, inclusion of input from the Bronx and Manhattan communities that may be impacted by such a route, and an examination of whether there is a need within these communities to designate separate sections for recreational or off-road cycling and whether it is feasible to do so.

5) If a bike route is to be designated within the Hudson River Valley Greenway corridor, we advise the appropriate agencies that the committee prefers a study of such a route along the river, with the consideration that any bicycle route through the Bronx should connect with a designated Westchester or Manhattan route. Such a study should incorporate all of the criteria set forth above for the study of a trail along the river, such as safety, maintenance, noise control, security, and experience with the access point at Riverdale Station.

6) In the event that either the River route or the Putnam route is not designated as a bicycle route, this committee or its successor should reconvene to make other recommendations.

RESPECTFULLY SUBMITTED,

A handwritten signature in cursive script that reads "Lawrence Hockert". The signature is written in black ink and is positioned to the right of the typed name.

LAWRENCE HOCKERT, ESQ.

CHAIRMAN, BRONX ADVISORY COMMITTEE TO THE HUDSON RIVER VALLEY GREENWAY

Options Study

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I) Introduction

A) What is a Greenway?

Greenways can be many things to many people. In some respects, a greenway can be thought of as a linear park, with certain goals that make it more than an ordinary bike path or hiking trail. Greenways can be open spaces where people enjoy quiet reflection or recreational amenities, they can be natural corridors that preserve habitats for plants and animals, they can offer scenic vistas, they can be neighborhood bicycle routes that offer alternative ways to get around town. Significantly, the look and uses of a Greenway are shaped by a community's vision of what it should be (figs. 1 and 2).

B) What is the Hudson River Valley Greenway?

The Hudson River Valley Greenway was created by the New York State Legislature through the Hudson River Valley Greenway Act of 1991. Its overall goals are to preserve, enhance, and develop the world-renowned scenic, natural, historic, cultural, and recreational resources of the Hudson River Valley while interfacing with the economic needs of the local region. Figure 3 illustrates the diversity of attractions and resources throughout the Valley.

The goals of the Greenway, as expressed in the Act include:

- Natural and cultural/historic resource protection
- Regional planning
- Public access

- Heritage and environmental education
- Economic development

The Greenway Act also calls for a system of trails, consistent with these principles, that will link the towns and cities, parks, natural areas, and historic sites on both sides of the Hudson River from Troy to Battery Park in Manhattan. As of March 1998, 31 local community trails had been created as part of the Hudson River Valley Greenway. (See Appendix A for a list of trails and their lengths.)

In New York City, the Greenway planning area is defined as the areas of The Bronx and Manhattan that are both adjacent to the Hudson River and within the boundaries of the city's Waterfront Revitalization Program (WRP). The WRP currently covers all land within the New York City Coastal Zone Boundary. Figures 4 and 5 show the study area.

Work is progressing on the Hudson River Valley Greenway trail in New York City. The section between the Battery and 59th Street is under construction. Completion of the link between 59th Street and 72nd Street must be coordinated with the ongoing construction of Riverside South. The link from 72nd Street to Yonkers is in the planning stage. The portion of the trail in the Bronx is the subject of this report.

C) Coordination of the Bronx Portion of the Greenway Trail with Other Planning Activities

The Bronx link in the Hudson River Valley Greenway is to be coordinated with existing and ongoing city and state plans. These include:

- 1) NYC Department of City Planning (DCP) *A Greenway Plan for New York City, 1993*, which presents a vision for a system of Greenways throughout the city, whose routes correspond, to a large extent, with the routes under study in this Plan (fig. 5).
- 2) With NYC Department of Transportation (DOT), DCP in 1997 published the *New York Cycling Map, Bronx Edition* which mapped "a route network of streets and park paths best suited for cycling." Figure 6 shows the Northwest Bronx portion.
- 3) NYC Department of Parks & Recreation (DPR) is currently preparing a master plan for the *"Hudson River Trail"*, which will run from 158th Street to the NYC/Westchester line, following the Hudson shoreline and existing streets. The Bronx Greenway planning process is an integral part of that effort.
- 4) The DCP *Waterfront Revitalization Program*, which defines the coastal zone boundary (CZB) in New York City. The CZB was designated the boundary of the City's Hudson River Valley Greenway trail study area.
- 5) The DCP *Comprehensive Waterfront Plan, Reclaiming the City's Edge, 1992*, which develops the policies of the *Waterfront Revitalization Program* and suggests several Greenway routes and waterfront improvements in the NW Bronx (fig. 8)
- 6) NY State Department of Environmental Conservation (DEC) *Final Hudson River Estuary Management Plan*.
- 7) NY State DEC and NY State Office of Parks, Recreation, & Historic Preservation *Conserving Open Space in New York State*, which recommends acquisition of land in the study area for parkland.
- 8) Bronx Community Board 8's future *197-a land use plan*.

D) The Bronx Advisory Committee to the Hudson River Valley Greenway

Under the overall coordination of the Hudson River Valley Greenway Communities Council and the Greenway Conservancy for the Hudson River Valley, Inc., the Hudson River Valley Greenway trail is being designed by local communities.

The Bronx Advisory Committee (the organization responsible for this report, and hereafter referred to as "the Committee") is made up of local residents with a wide variety of expertise, who are working on the Greenway on a voluntary basis. Appointment of the Committee was formally approved in 1996 by the Hudson River Valley Greenway Communities Council.

1) Overall Hudson River Valley Greenway Goals:

The goals of the Committee must conceptually link with the overall goals of the Hudson River Valley Greenway, defined as follows:

Natural and Cultural/Historic Resource Protection

The northwest Bronx is rich in natural and cultural resources (fig. 7). The steep terrain itself has been relatively unchanged throughout the Special Natural Area District (see below) and provides an opportunity to appreciate the topography of northern New York City. The Lower Hudson River has been designated a Significant Coastal Fish and Wildlife Habitat, recognized for its critical role in the lives of several species of fish. Alderbrook still runs as a surface stream into Riverdale Park, where it terminates in a wetland. Other wetlands exist on the southeastern shore of the Spuyten Duyvil triangle. Large stretches of forested parkland provide habitat for plants and animals.

A historic district in the area, designated a NYC Landmark in 1990 preserves one of the first developments in this country to be built during the "romantic suburb" movement, associated with Frederick Olmstead, Andrew Jackson Downing, and Alexander J. Davis (fig. 9). A dozen other historic buildings, listed on either the National and State Registers of Historic Places or by the NYC Landmarks Preservation Commission, chronicle early development in the area. Archaeological sites exist from the times of Native American habitation, American Revolutionary activities, and early European settlement.

The natural resources in most of the Greenway planning area are protected under a zoning overlay called a Special Natural Area District (SNAD). See figure 7.

This overlay requires that the NYC Department of City Planning review certain development and site alteration activities in the area for their impact on natural features. The Greenway trail has the potential to enhance resource protection in several ways. Off-road segments of the Greenway can preserve open spaces by precluding further development.

Greenway routes, either on or off-road, can be designed to include measures that will slow down soil erosion and cleanse runoff from lawns and roads, thereby improving water quality in the Hudson and Harlem Rivers. Additionally, landscape plantings along any bicycling or walking trail through the Greenway area will offer the opportunity to enhance the area's ecology.

Regional Planning

The Hudson River Valley Greenway Act encourages Hudson River Valley communities to jointly develop regional Greenway plans. The Plans help participants to identify issues that spill beyond town or county boundaries. They coordinate the achievement of regional goals, and also address how Greenway routes will link communities.

For the purposes of the Greenway Act, NYC is considered a region in its own right, and its regional goals are expressed in the Waterfront Revitalization Program (WRP). The WRP contains a set of policies that guide land use and development within the city's coastal zone, with an aim to "preserve, protect, develop, and where possible, to restore or enhance the resources of the nation's coastal zone" (Federal Coastal Zone Management Act of 1972). The Program assists city planners in addressing coastal zone issues from a city-wide perspective.

However, this report goes beyond the WRP by addressing the question of connections to neighboring areas. It suggests several possible connections with Yonkers to the north, Manhattan to the south, and other recommended Bronx routes to the east (fig. 10). These connections create a comprehensive system of routes that offers local residents myriad options for recreation and commuting.

Public Access

The Hudson River Valley Greenway Act states that the Greenway trail shall be continuous and provide close proximity and visual access to the Hudson River.

There are many opportunities in the Bronx portion of the Greenway planning area to protect and enhance visual access to the Hudson and Harlem Rivers. For example, streets leading down to the rivers provide views down narrow corridors (fig. 11). Riverdale Park offers expansive vistas of the Hudson River, the majestic Palisades across the river, and the George Washington Bridge to the south. Shorefront Park and Henry Hudson Park in Spuyten Duyvil offer similarly exhilarating views of the Harlem River, the forest at Inwood Hill Park, and the confluence of the Harlem and Hudson Rivers. The Hudson River can also be glimpsed from Palisade Avenue through the trees in Riverdale Park and between the apartment buildings south of the Park. Direct physical access to the shore of either river is currently cut off by the railroad. The All River Route option within the report examines ways that access over the tracks to the water's edge could be achieved. It emphasizes use and expansion of existing overpasses and access points at the Riverdale and Spuyten Duyvil train stations and at Ludlow Street in Yonkers, and explores how other access points could be created.

The Committee has also studied the available space and conditions along the narrow strip that runs between the tracks and the water to consider the possibilities of creating a riverside path. This report lays out some of the issues and considerations for developing such a path.

Heritage and Environmental Education

The Hudson River has long served as a transportation corridor, tying together the towns and cities along its banks and influencing their development. The Hudson River Valley Greenway provides an opportunity for jurisdictions in the Valley to examine their common histories as well as their individual heritages and to consider their natural resources within the context of the whole valley.

Existing environmental and heritage programs could participate in the development of educational materials and may implement new programs based on the Greenway. Programs that may participate and benefit from cross-fertilization include the Wave Hill Environmental Education program, the Urban Park Rangers and various environmental programs managed by the Friends of Van Cortlandt Park.

Economic Development

As defined in the Greenway legislation, economic development activities are meant to respond to the goals of the local community. As the Greenway planning area in The Bronx is a thriving residential area with supporting commercial activities, economic development, if appropriate, must be keyed into the needs of the specific subcommunities served.

The Greenway trail is intended to beautify our streets, extend opportunities for recreation to our residents, provide and protect open spaces and serve as a valued focal point and amenity. The Greenway could strengthen our area's reputation as a premier residential neighborhood in New York City, thereby increasing the stability of our neighborhoods and local businesses. In a residential community it could provide additional recreational opportunities, protect scenic vistas, and preserve open space.

The Committee believes that the encouragement of tourism, a possible benefit as mentioned in the legislation, is not an appropriate strategy for this area. Nothing within the legislation requires participating communities to promote tourism within their respective communities.

2) Funding Sources

Possible sources for funds (capital and operating) include New York City's budget, the New York State Department of Transportation (for the Palisade Avenue project), the federal Transportation Equity Act for the 21 st Century (TEA-21), the New York State 1996 Clean Water/Clean Air Bond Act, the New York State Environmental Protection Fund, the MTA capital budget, and grants from private foundations.

There may be instances where "low-build" options can be implemented through agency operating funds, simplifying the funding process. Where operating funds are required for maintenance purposes, the viability of long-term funding must be a part of determining the "implementability" of the plan.

The DPR, Metro-North, and State and City DOT's will play a major role in project design, funding, and operation.

Elements of this study or any final report will require a careful weighing of costs, legal constraints, engineering feasibility, and responsiveness to Hudson River Valley Greenway and community goals.

Issues of liability must also be taken into account throughout the planning process. Greenway trails owned and managed by public agencies will be the responsibility of the agency with jurisdiction. Any other facilities, developed by other organizations, for example, will be insured by those organizations.

3) Phasing and Implementation of Potential Projects

The Greenway routes presented in this review are an ambitious package. The Committee supports both the development of a well-researched, long-term plan, and a short-term implementation program which moves forward those projects that can be implemented relatively easily to create visible, usable results in relatively short order.

II) Possible Bronx Hudson River Valley Greenway Trail Routes

Overview:

The Bronx Hudson River Valley Greenway trail will be a link in a larger chain of Greenways. At its broadest level, it will be part of the proposed Northeast Greenway that is being planned to run throughout New England and the Mid-Atlantic states. In New York State, it will be a spectacular link in the Hudson River Valley Greenway, being planned to run from Troy to the southern tip of Manhattan. In New York City, it will be part of a city-wide network of Greenway trails joining our boroughs, our parks and our waterfronts. And in each neighborhood, it could be a near-by natural and recreational trail that provides open spaces for the local community to enjoy.

Many Hudson Valley towns and parts of New York City already have sections of the Hudson River Valley Greenway in place. The Advisory Committee studied several ways to configure the Bronx link in the system. Six north-south routes were considered (fig. 10), including:

- An "all river" route skirting the edge of the Hudson River,
- Three on-street routes,
- A route along the old Putnam rail line, and

- A route along the Old Croton Aqueduct corridor.

The "all-river" route and two of the on-street routes fall within the study area, as defined by the Hudson River Valley Greenway Act and the NYC Waterfront Revitalization Program (refer to page 1). One of the on-street routes, the Putnam Rail Line Route and Old Croton Aqueduct Route do not. However, the Committee sees this planning process as an opportunity to explore the viability of these parallel north-south routes and several east-west links between them. These additional routes offer local residents a variety of options for recreation and commuting, including a 6.25 mile loop (Appendix B) within Bronx Community Board District 8.

The possibility of eventually developing more than one route may have positive potential benefits including

- minimizing the number of users on any one route
- preventing conflicting uses where physical design constraints exist
- making it possible to phase in the Greenway by implementing "easier" or "low build" options first, eventually following up with routes or segments should additional resources materialize

1) All River Route:

This route (both the low-and high-build options) would bring the Greenway to the edge of the Hudson River. Cyclists and walkers could travel just feet from the water, on approximately three miles of flat terrain. Access to the river could be provided to a degree heretofore not possible. Secure fencing would be needed to separate the path from the adjacent railroad. Points of land jutting out into the Hudson (which could offer shoreline access independent of this linear route) could offer resting points and an opportunity to enjoy the pleasures of the waterfront.

Construction of the railroad, starting in approximately 1850, cut off the local community from the Hudson River and destroyed the river's natural edge. The All River Route could restore access to the Hudson and partially restore the water's edge to varying degrees, based upon the scale of the project.

The Railroad notwithstanding, the Hudson River and its uplands possess a rustic character that blends easily with the protected Palisades cliffs across the river and differs greatly from the concrete environment of Manhattan. Interventions were studied that could preserve this natural ambiance and restore the river's edge both aesthetically and biologically. Some of the benefit of these measures could be to reduce erosion, cleanse storm water runoff, enhance the local vegetation, and improve water quality in the river.

Properties along the Hudson shoreline are currently owned by the railroads, the city, and private owners. The rails along the Hudson are used by Amtrak, Conrail, and Metro-North. Four of the tracks are electrified, and a fifth rail, running nearest the water, is not. The Amtrak route diverts from the main line to the swing bridge crossing the Harlem River, providing Empire Corridor access to Penn Station. Members of the Advisory Committee held an introductory meeting with the MTA to present the Committee's ideas. Subsequent to that meeting, the Committee learned of the MTA's intention to expand waterfront access opportunities according to the wishes of local communities. The efforts of this committee could interface with the railroad's plans.

General Description of Current Conditions:

Presently, the edge of the Hudson River offers a narrow ribbon of land that could be used for a Greenway path. The rocky edge that stabilizes the shore is approximately 14 feet wide. The shoreline is fairly straight, but at several points small juts of land protrude into the water, specifically at Dodge Point, Meadow Point, and Mt. St. Vincent. The space between the riprap boulders along the shore and the first rail varies from 15 to 35 feet. Within this space is a gravel service road that is presently used by MetroNorth and is accessed from the West 254th Street bridge. Within this space are also utility stanchions carrying an old generation of electric cables. The stanchions are spaced 150 feet on center (apart) and run along the entire stretch of River. Three power sub-stations are also located along this stretch of waterfront.

There are four electrified tracks between Spuyten Duyvil and approximately 235th Street. North of 235th Street a fifth, non-electrified track exists. Metro-North has informed the Committee that this track serves the Jack Frost sugar factory immediately north of the NYC/Yonkers border. Remnants of a sixth track can be seen at various points in the northernmost section, but this track is partially buried, overgrown, and unused. (See figs. 12, 13, and 14 for views of existing conditions.)

The eastern edge of the railroad property, next to Riverdale Park, is severely eroded at the steepest points. Drainage and erosion are major problems along the All River Route and the Riverdale/Palisade/Kappock Route.

General Trail Design Features:

Any trail along the water will be treated as a nature trail, appropriate for bird watching, walking, and similar passive pursuits. The use of one or several easements on MetroNorth property could allow access to the shore. This access could be in the form of a trail along the edge or it could be limited to one or more small landings. It would also require use of one or more existing or new bridges across the tracks.

For both options defined below, a security fence would have to be built in accordance with MTA requirements. It could be partially hidden from view by plantings. Trailside interpretive signs could present the natural and cultural history of the area, in a regional context.

Low-Build Option:

Under this alternative, a pathway could be built on the west (river) side of the utility stanchions. Various improvements would be required to create a safe and accessible path. This option recommends that the trail be constructed on top of the riprap in various places. Existing conditions could essentially be improved to allow safe passage adjacent to existing utilities and tracks.

A possible method for transforming the river's edge is through the use of gabions. A Gabion is a wire "basket" filled with rocks of varying sizes. Gabions placed along a shoreline stabilize soil that is deposited between the rocks. They have been developed specifically for shoreline restoration projects and will withstand the rigorous environment. Appendix C illustrates gabions that have been installed along a river bank and are providing a medium for plants to grow.

High-Build Option (features required over and above Low-Build):

This option envisions that the non-electrified rail and the utility stanchions are removed. This would free-up from 15 to 40 feet of space for use as a trail corridor (fig. 15). Utility cables that are still in use could be buried beneath the service road.

Recent comments by Metro-North officials at public hearings indicate their intention to eventually remove these stanchions, increasing the feasibility of this and the low-build option (with reference to the non-electrified rail, Metro-North officials stated at a public hearing on river access that they were looking at options to cut back the "freight siding" to provide more room along the shoreline for trail and other recreational uses.) The power sub-stations might require relocation to the east side of the tracks, a task that requires considerable resources and careful study.

The distance between the riprap and the safety fence would vary from nine to 124 feet. In most places there could be enough room for a paved bicycle path eight feet wide as well as a walking path that may be paved or may be surfaced with a more rustic-looking material. Where the existing space is very narrow, the path could be built on top of the riprap, as in the low-build option. We do not recommend building out past the existing shoreline (fig. 16).

Wherever possible, landscaping structures such as gabions could be installed over the existing riprap to provide a way to trap soil and enable a variety of indigenous plants to grow. The hard, rocky edge could be transformed, filled with tidal grasses and wildflowers. Low, marshy areas could be planted with wetland plants. Work will not extend beyond the existing shoreline, the criteria for all river construction.

Wetlands could be established at the points along the Hudson where the city's combined sewers overflow into the river during storms, and possibly at other appropriate points. They would work in conjunction with a refurbished storm water drainage system up slope to hold and purify storm water before it enters the Hudson. The Committee has consulted with an expert in ecological restoration to study the feasibility and design of such wetlands. (Appendix D describes the drainage problems and possible improvements.)

The distance between the path and the safety fence will vary from four feet to as much as 100 feet. Where possible, foliage should be planted in this area to create habitat for native species. Many of these plants have already established themselves along the water's edge. They will not interfere with operation of the rail. Where space is extremely limited, vines or other small-scale vegetation such as ground covers could be planted. (A plant list is included as Appendix E.)

A new gravel service road for Metro-North would be placed next to the main line tracks, on the track side of the security fence. It would be available to the Greenway for maintenance, security patrol, and emergency vehicles.

River Access Points:

Access to the water's edge could occur at as many as four points: Ludlow Street in Yonkers; Riverdale Station, which has a staircase; Dodge Point, an historic trail crossing where only an eastern bridge support remains; and Spuyten Duyvil Station, where the station overpass could be extended to provide access to the shore.

It is important to note that each of these access points, independent of any linear path along the waterfront, has the ability to stand alone as a small landing area with access to the shore.

In their most fully-developed form, access points could be open to foot traffic and bicycles, conforming to the required standards for wheelchair access. Parking could be available at existing station parking lots and bicycle racks or lockers could be provided.

A) Ludlow Street, Yonkers, NY

The Committee has investigated ways to connect the studied routes with Yonkers. It has found that there is sufficient room in the rail corridor to continue the All River Route as far as the sewage treatment plant in Yonkers. From that point, it may be possible to use a service road on the plant property to bring the All River Route onto the Yonkers street system just south of Ludlow Street. Continuing north, one reaches Ludlow Street, which crosses the tracks and connects with Riverdale Avenue, another proposed Greenway route. Also at Ludlow Street, the Greenway could link to the Ludlow Street Metro-North station (fig. 17).

B) Riverdale Station

The Riverdale Station offers access to the Hudson River at West 254th Street. Parking for over 100 cars is available at the station; the parking lot is almost completely unused on weekends and is currently 50 - 75% utilized during the week.

The platforms at this station are below street grade. Persons entering the station from the parking lot presently climb five steps up to an overpass, then take staircases of approximately 30 steps down to the northbound and southbound platforms. Figure 18 shows the overpass and the higher grade on the east side of the tracks.

The southbound platform is to the west of all the electrified tracks. One can now climb down from the southbound platform to a strip of land along the water via a ladder at the north end of the station and a staircase at the south end. Neither of these are meant for public use, however. They are strictly utilitarian and there is no fence safeguarding people from the rail. This land area is extensive enough to accommodate the ramp described below.

The Riverdale Yacht Club lies at the water's edge, just south of West 254th Street. It is the only development directly on the water along the entire stretch of the Hudson River in the Bronx. Any trail or access point developed at or near the Riverdale Yacht Club would need to include a buffer of screening plantings to maintain privacy at the Yacht Club. Paths could be diverted as far as practicable from the Yacht Club property.

To gain waterfront access, this option includes the construction of a new ramp from the overpass to the west side of the tracks. Several configurations are possible.

A small ramp will also have to be provided from the parking lot. A safety fence would need to be installed to protect trail users and prevent access to unauthorized areas.

C) Spuyten Duyvil Station

The Spuyten Duyvil Station provides access to the Harlem River Shorefront, just east of the confluence of the Harlem and Hudson Rivers.

Figures 19 through 22 illustrate the description and suggested changes below.

The platforms are above street grade. A flight of six steps leads from the parking lot to the northbound platform. A stairway of approximately 35 steps leads up from the northbound platform to an overpass that crosses the tracks. A similar staircase descends from the overpass to the southbound platform. A third track runs to the outside of the southbound platform and is not crossed by the overpass. The overpass can also be accessed at street grade via a ramp from the top of Edsall Road, the access road to the station. The existing station was recently rebuilt, and the new overpass was designed to accommodate an addition, such as the one described below.

Parking is available for approximately 50 cars at the station. The parking lot is almost completely unused on the weekends but fully utilized during the week.

The strip of land between the tracks and the water is narrow at the easternmost part of the station but widens out considerably as one moves west, opening up into the Spuyten Duyvil Triangle. On the Triangle, the electrified rails of Metro- North run along the north side, non-electrified Amtrak tracks run to the swing bridge along the west side, and a currently-unused, non-electrified track runs along the east side. There are several small brick buildings in the Triangle as well. The Triangle is overgrown with shrubs and small trees, and wetlands run along its eastern edge.

To make the Shorefront accessible on either the Harlem or Hudson River side of the triangle, the existing overpass could be extended to cross the third set of tracks. The extension could be designed to serve as an observation platform, offering views of the Harlem and Hudson Rivers, Inwood Hill Park in Manhattan, the Henry Hudson Bridge, and waterfowl attracted to the wetlands on Spuyten Duyvil triangle. A ramp to accommodate bicycles and provide wheelchair access could be constructed from the overpass down to the land on the other side of the tracks. Safety fences would have to be installed to protect people from the rails and prevent unauthorized access.

If safe access were provided to the river, various levels of improvement to the Triangle could be possible. The magnitude and type of improvements would depend upon the funding available and community input.

The Committee has discussed enhancing the natural environment on the Triangle. Additional wetlands could be planted to treat the outfall from the combined sewer overflow pipe that empties into the Harlem River just east of the triangle.

The Committee has consulted with an expert in ecological restoration about the feasibility and efficacy of such wetlands. Preliminary conclusions are that if designed properly, the wetlands will be stable and effective. A nature trail may also be provided on the triangle.

D) Dodge Point:

Dodge Point offers an opportunity to preserve and protect significant natural and cultural resources in Riverdale Park. The access point was considered for foot traffic only, due to the sensitivity of these resources. The access could be provided at approximately West 247th Street by way of the existing path from Palisade Avenue to the western edge of Riverdale Park and a newly-constructed bridge from the Park to the small jut of land on the other side of the tracks.

The existing path through the Park is an unimproved foot path that is experiencing extreme erosion. Soil is washing into the Hudson River, tree roots are exposed, and the Park is deprived of rainwater that could be used by park vegetation. The access point here could repair these conditions and provide a new, naturally-landscaped path.

An archaeological survey of Riverdale Park completed in 1989 found that Dodge Point is at the site of an archaeological complex from the historic period referred to as the Canal House site. It was at this site that local Inwood Marble was processed into lime and transported to boats on the Hudson River for shipment to market. Lime from the kilns at this site was used to construct the forts at the entrance to New York harbor. The infrastructure that remains from the early shipping operations at the Canal House includes a bridge support in Riverdale Park and the jut of land on the River (fig. 23). There is a wide, unobstructed view of the Hudson River and the Palisades from the edge of Riverdale park, atop the old bridge support.

Access over the tracks could be via a simple bridge at the location of the remnant bridge support. The support may be rehabilitated and incorporated into the new structure, or used as a decorative feature, depending on its structural integrity.

Steps could lead down to the jut, which could also accommodate the new bridge support on the water (fig. 24).

The entrance to this access point from Palisade Avenue could include an unobtrusive, small sign made of natural materials, pointing to "river access."

The archeological survey and the DPR's Management Plan for Riverdale Park recommend creation of natural and cultural resource education programs in the park. This connecting route could offer an opportunity for one component of such a program.

2) Existing Streets Route - Riverdale/Palisade/Kappock

This route passes through the streets of Riverdale as close as is generally possible to the river, where views of the river and the Palisades are framed by the trees of Riverdale Park. The route passes the campus of Mt. St. Vincent College, the Riverdale Historic District, and Wave Hill, the area's premier cultural institution and a popular environmental education center. It also passes several of the Riverdale homes that are listed on the National Register of Historic Places and links several area parks and playgrounds, including Riverdale Park and Raol Wallenberg Park, two forested parks for walking, bird watching, and other forms of passive recreation.

Specifically, it crosses the Yonkers border on Riverdale Avenue and travels south to West 261st Street. At West 261st Street it turns west to Palisade Avenue, then continues along Palisade Avenue to West 254th Street. From here, it makes a relatively steep climb up West 254th Street to Independence Avenue. It follows Independence to Spaulding Lane where it descends steeply back to Palisade Avenue. It then travels south along Palisade Avenue to Kappock Street, and southeast along Kappock to the Henry Hudson Bridge to Manhattan.

This route coordinates well with the intention in Yonkers to use Riverdale Avenue to link several Hudson River access points. Crossing over the Henry Hudson Bridge must be coordinated with Manhattan Greenway planning groups.

Figures 25 through 28 illustrate the description and suggested changes below.

Description of Current Conditions:

Conditions along this route offer a variety of experiences. Riverdale Avenue is a commercial street that carries four lanes of traffic. Once off the busy Avenue, the route enters the Riverdale Special Natural Area District, a quiet district of leafy residential lots and narrow, winding streets. The streets are lined with broad, old trees and low brick walls that recall the turn-of-the-century estates. The east-west legs offer short, steep climbs up from the river. Auto traffic is generally light in this area, and local residents currently jog and walk in the streets. Kappock Street and the connection to the Henry Hudson Bridge are outside of the Special Natural Area District. Streets are wider and serve the mid-rise apartments here. There are various ways to reach the Henry Hudson Bridge, where currently only the lower level is open to pedestrian traffic.

Suitability Issues and Potential Improvements:

Northern Palisade Avenue & Connecting Streets: There is a narrow sidewalk on West 261 st Street that is well-traveled by pedestrians going between Riverdale Avenue and the Hebrew Home for the Aged.

The sidewalk in its present configuration does not appear to be suitable for shared use by bicyclists and pedestrians.

Palisade Avenue between West 261 st Street and West 254th Street is very narrow and winding, and has no sidewalk. Additionally, there are sharp, blind curves. These conditions could present safety problems for Greenway users, although the streets are currently used by bicyclists and joggers. This portion of the route could be bypassed via Riverdale Avenue, which is wider but less picturesque.

Should a decision be made to pursue this option, a variety of interventions will be necessary along the streets. Narrow sections or winding sections with blind curves would require further study by NYCDOT to determine how best to meet design and safety standards. Wider sections would require signage at a minimum, identifying the streets a bicycle route.

Southern Palisade Avenue: There is a 4-foot-wide path along the stretch of Palisade Avenue adjacent to Riverdale Park. Although laid fairly recently, the path has become full of gaps and holes due to insufficient maintenance and undermining by uncontrolled storm water runoff. This same runoff is severely eroding Riverdale Park, and carries pollutants washed from the streets and nearby properties.

Currently, the path is separated from Palisade Avenue by an asphalt curb, a wooden guard rail, and in areas where there is sufficient space, a strip of grass (that has for the most part turned to weeds). Utility poles share space with the guard rail supports. The guard rail is in deteriorated condition. A chain link fence with three gates controls access to Riverdale Park from Palisade Avenue. In all, the space between the road and the fence varies from 14 to 20 feet. The chain link fence does not delineate the property line of Riverdale Park. In fact, the Palisade Avenue right-of-way extends some 60' into the park.

New York State Department of Transportation funds are available to rehabilitate the path. A rehabilitated path could correct the drainage problem and, rather than a simple reconstruction, the path could be reconfigured to accommodate both walkers and bicyclists comfortably.

Low-Build: The new path could consist of an 8-foot-wide paved path for bicycles (the minimum width required for 2-way bicycle traffic) and a 4-foot walking path, which could be of stone dust or another natural material, to accommodate jogging and walking. Alternatively, a widened shoulder could be provided on Palisade Avenue to accommodate a striped bicycle lane, and an unpaved walking path could be provided alongside.

High-Build: The asphalt curb, guard rail, and utility stanchions could be removed and replaced by a corridor of trees, low shrubs, and ground covers. This would require burial of the utility cables. How costs would be apportioned among the state, the city, utilities and private property owners would require further study.

A cobblestone-lined drain could channel storm water along Palisade Avenue. At appropriate points, the water could be diverted under the new path and into rehabilitated drainage areas in Riverdale Park. These drainage structures would be designed with natural materials and would slow storm water enough to allow it to soak into the soil. This could increase the life of the path, reduce erosion in Riverdale Park, and provide needed water for park vegetation.

The NYC Department of Parks and Recreation strongly supports retaining some sort of barrier to the park to prevent dumping. Several options to consider include: installing a new wooden guard rail, replacing the chain link fence with a 4-foot fence, or using a barrier that is more rustic in appearance, such as a stone wall, or dense, woody plantings. A barrier on the Riverdale Park side of the path could be set several feet further into the park instead of right up against the path, to allow for a more open, forested feeling along the path.

Connection to Henry Hudson Bridge: There are various options for linking with the pedestrian walkway of the Henry Hudson Bridge, should this be the connection south to the Manhattan portion of the Greenway. In addition, if separate bicycling and walking routes are designated, they could rejoin at the entrance to the bridge. Planning the specifics of this portion of the route will require study by MTA Bridges and Tunnels and NYCDOT, and full community participation.

3) Existing Streets Route - Riverdale Avenue/Henry Hudson Parkway Service Road/ Return to Riverdale Avenue

As with the prior Existing Streets Route, this route crosses the Yonkers border on Riverdale Avenue but continues on Riverdale Avenue to West 254th Street. It then follows the Henry Hudson Parkway service road to the Henry Hudson Bridge. Should the bridge be chosen as the link with Manhattan, this would be a more direct route between Manhattan and Yonkers - but affords less proximity to the river.

Alternate Southern Diversion: at West 239th Street, this route would divert east on Riverdale Avenue, turn east onto West 231st Street or West 230th Street, head east for approximately five blocks, and then turn south onto Broadway towards the Broadway Bridge and Manhattan.

Riverdale Avenue is a four-lane street lined with retail establishments and apartment houses. In the north, the entrance to the Skyview Shopping Center on the west side of the street was identified in a 1998 Riverdale Press survey as a high collision area, even with the installation of a traffic light.

The Henry Hudson Parkway service road is variously one or two traffic lanes and one parking lane and is lined with apartment houses. This part of the route is moderately used, carrying several bus routes and presenting occasional double parking.

The northbound and southbound Henry Hudson Parkway service roads are, necessarily, on opposite sides of the Parkway. Bicycle traffic will, therefore, run northbound on the east side of the Parkway and southbound on the west side of the Parkway. There are numerous points along the Parkway where Greenway users could cross between the northbound and southbound sides.

Along the alternate southern diversion, Riverdale Avenue slopes steeply down towards the Harlem River. Northbound pedestrians and bicyclists are confronted with a long uphill stretch. Riverdale Avenue, West 230th Street, and Broadway are popular local shopping areas with many cars pulling into and out of parking spaces and double parking throughout the day. In addition, there are several bus routes along these stretches.

As with all the on-street routes, the NYC DOT would have to study these routes to determine how best to meet design and safety standards. Possible interventions include signage to identify the streets as a Greenway Route, striping along some segments of the route, and installation of traffic control devices such as stop signs at strategic points. Some modification in parking may be required at certain locations.

4) Existing Streets Route Broadway

While this route does not fall within the geographic area of the Greenway study area, it is being presented by the Committee as part of a comprehensive system of routes that connect to the Greenway trail and provide additional north-south route options in the Northwest Bronx.

The conditions along Broadway are variable through this area. In Yonkers, the road has one wide travel lane in each direction, a parking lane on each side, and is lined with small-scale commercial uses. Upon entering New York City, the road widens to two travel lanes in each direction, the outer lanes being wide enough to accommodate bicycles comfortably. Parking continues down both sides of the street in New York City. Van Cortlandt Park borders the street on the east, as far as West 240th Street, and a collection of small businesses, apartment houses, gas stations, small hotels, group residences and other moderate-density uses runs down the west side of the street (fig. 29). Many of the facilities in Van Cortlandt Park can be accessed from Broadway, including historic Van Cortlandt House, the Van Cortlandt ecology center, and the pool.

The elevated train lines begin at West 242nd Street. From this point southward, trestle supports run down the street, in most places leaving one through lane in each direction and one lane that is used as a service lane for the local stores. Traffic is often backed up along this stretch of Broadway. There are four stops of the Broadway Local 1 and 9 lines along this stretch: at West 242nd, West 238th, West 231st, and West 225th Streets. A diversion east to Bailey Avenue, a wide avenue with far less commercial activity, could avoid this portion of Broadway and its associated problems.

As with all routes along existing streets, the NYCDOT would have to study conditions along the route to determine how best to meet design and safety standards. Possible interventions include signage to identify the streets as a Greenway Route, striping along some segments of the route, and installation of traffic control devices such as stop signs at strategic points.

5) Putnam Line

This route is also not within the Greenway planning area but is also being presented by the Committee as part of a comprehensive system of routes that connect to the Greenway trail and provide additional north-south route options in the Northwest

The Putnam Line Route could follow the old right-of-way of the Putnam Division of the New York Central Railroad. Conrail, the successor owner to the abandoned corridor, is interested in divesting itself of the property. The line runs north-south from Westchester County through Van Cortlandt Park and, south of the Park, adjacent to and west of the Major Deegan Expressway. Westchester County is already using federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds to develop a paved bicycle trail along the segment between Yonkers and Elmsford, and hopes to begin work on the southern segment shortly. Portions north from Eastview to Briarcliff Manor are already in operation. There are currently no plans to develop the route within the City of Yonkers.

New York City is presently negotiating with the railroad for acquisition of the segment of the Putnam line that runs through Van Cortlandt Park. The NYC DPR has received an ISTEA grant to acquire this segment for a walking and bicycle route and has begun the process of mapping it to parkland. Additional ISTEA funds have been granted to the Neighborhood Open Space Coalition to study the feasibility of extending the trail south of Van Cortlandt Park.

Should issues with respect to Yonkers be resolved, the Bronx segment could serve as the southern end of what could eventually be a 30-mile long route along the Putnam Line. It could also create a long stretch of open space for the community. Several large tracts of land that abut the Line could become parkland. These new facilities could provide recreational space in neighborhoods with few parks, particularly Marble Hill, and could provide access to the Harlem River waterfront over the Metro-North tracks.

Figures 30 through 37 illustrate the description and suggested changes below.

Description

The rail corridor of the Putnam Line varies in width from 60 to 90 feet. The narrow segments are in the north and have one rail running along them; the wider segments have two rails. Parts of the corridor are in open cut. The eastern edge is variously bordered by a retaining wall for the Major Deegan Expressway or a high fence, and the western edge of the property generally slopes steeply up to grade

The tracks are still in place and the corridor is overgrown. There are occasional pools of standing water at low points where stands of Phragmites have established themselves, especially towards the north.

Access:

There are several good candidates for access points to this route. At the southern edge of Van Cortlandt Park, a ramp can be provided from West 238th Street, adjacent to the present community garden. Just south of West 230th Street, there are several driveways along Exterior Street that lead to the Putnam Line. These are on private property. Finally, it is possible to go through a commercial parking lot on the south side of West 225th Street, to a gravel road that runs behind the Presbyterian Hospital facility, to a vacant property along the Putnam Line. This access point is very convenient to Broadway, the Broadway Bridge, and Marble Hill Houses.

Potential

With rail removal and repaving, the trail could be made usable at minimal cost. However, the potential exists for further amenities and design improvements.

Two of the above access points are good candidates for the development of new parks. At West 230th and Exterior Streets, there is a large, vacant lot and long strip of land along the tracks that could be added to the Putnam Line corridor as a pocket park. The vacant property behind the Presbyterian Hospital facility is larger and contains the shell of an old brick power house that could be retrofitted for park facilities. The design of the power house, both exterior and interior, evokes past industrial waterfront uses and could contribute a historic dimension to the new park. This park could also eventually be linked with parks being considered to the south, along the shore of the Harlem River. The amenities and facilities provided in these parks should be decided upon in coordination with the local community.

An opportunity is also presented to uncover the brook that historically flowed overland from Van Cortlandt Lake to the Harlem River. Tibbetts Brook currently drains the south end of Van Cortlandt Lake, passes through a wetland, and is diverted underground into the sewer system.

The NYC Department of Environmental Protection (DEP) is studying alternatives for its flow. A possible recommendation of the study could be to direct the Brook down the Putnam line corridor. The flow may be directed through underground pipes, or aboveground, in a new stream channel. Much will depend on the volume and quality of the water. In addition, in the same way that constructed wetlands could deal with storm water runoff along the All River Route, it may be possible to construct wetlands along the Putnam to process pollutants found in Tibbetts Brook, particularly at its mouth where it meets the Harlem River.

If the DEP decides to redirect Tibbetts Brook down the Putnam Line corridor, the resulting capital project can be designed to include construction of a Greenway path.

6) Old Croton Aqueduct

Like the previous two routes, the Old Croton Aqueduct Route is not within the Greenway planning area, but is being presented as part of a comprehensive system of routes that connect to the Greenway trail and provide additional north-south route options in the Northwest Bronx. This route is also being presented as an example of an operating trail that could serve as a model for some sections of the Greenway trail proper.

Constructed between 1837 and 1842, the Old Croton Aqueduct was the first of its kind ever constructed in the United States and New York City's first successful public water supply system. The aqueduct originally ran from the Croton Dam in Cortlandt, NY, which dammed the Croton River, to the Murray Hill Reservoir in Manhattan, now the site of the New York Public Library and Bryant Park at West 42nd Street. Croton Dam and the original aqueduct were replaced by a system with more capacity in the late 1800s and early 1900s. The original structures still exist today, and the corridor they pass through is a popular hiking trail (fig. 38). The corridor was listed in the National and New York State Registers of Historic Places in 1974 and was declared a Scenic and Historic Corridor by the New York State Legislature in 1976. A portion of it has also been designated part of the Hudson River Valley Greenway in Westchester.

As it runs through the woods of Van Cortlandt Park, the corridor is wide, well-graded and at times indistinguishable from the other hiking trails in the woods. At other points it is paved or has stairs, particularly when maneuvering around the Major Deegan Expressway. Although a lack of signs in the Park requires a hiker to have some familiarity with the trail, several good guides have been published. At various points, parts of the old aqueduct tunnel or system controls are visible. At the Van Cortlandt Park Golf Course, the Old Croton Aqueduct route can link up with the Putnam Line. Once leaving Van Cortlandt Park, the old aqueduct corridor follows local neighborhood streets to the Jerome Park Reservoir, then follows Aqueduct Lane and University Avenue to the High Bridge (a recreation of a Roman Viaduct) where it crosses into Manhattan. The High Bridge has been closed to traffic, however, and pedestrians must cross the Harlem River at either the Alexander Hamilton or Washington Bridges.

III) East-West On-Street Connectors

Throughout this report, reference has been made to the potential for connections between the north-south routes. The Committee has identified three east-west routes that could serve as connections. Most sections of these routes are included on the NYC DOT and DCP's 1997 Edition of the *New York Cycling Map*.

A northern east-west connector could run along Mosholu Avenue between Broadway and Riverdale Avenue, then continue west along West 254th Street to the Riverdale Railroad Station. This route would connect the Riverdale Station or the All River Route with all of the Existing Streets routes. It could also be extended into Van Cortlandt Park, to connect with the Putnam Line or the Old Croton

Running through the central part of the study area, Manhattan College Parkway could connect the Broadway Route with the route running along the Henry Hudson Parkway Service Road (fig. 39).

In the south, one can travel east-west along Kappock Street to Johnson Avenue, then north on Johnson Avenue past John F. Kennedy High school to West 230th Street, then east along West 230th Street to Broadway (fig. 40). This route could connect the existing streets routes. Continuing westward on Exterior Street, or taking Broadway to West 225th Street could provide access to the Putnam Line route, if the entrances on 230th Street and 225th Street were developed. Alternatively, a route can be designated along Independence Avenue south of Kappock Street, to Palisade Avenue, to Edsall Avenue, through the parking lot of the Spuyten Duyvil Station and past Spuyten Duyvil Shorefront Park, then back up the hill from the river to Johnson Avenue. The Spuyten Duyvil Station overpass is located along this route, near the top of Edsall Avenue, providing access to the Harlem River shoreline, as described above under the All River Route.

These connecting trails make it possible to view the Bronx Hudson River Valley Greenway trail not only as a conduit for through traffic, but also as a loop through local neighborhoods, providing our communities with interesting recreational facilities close to home, easy access to the individual north-south routes, and safer ways to travel within the community. (See Appendix B)

IV) Connectors to the North and South

As described under "Regional Planning" in the "Goals" section above, connections between the Greenway trails in individual communities up and down the Hudson Valley are a priority of the Hudson River Valley Greenway Act. There are several opportunities in both the north and the south of the study area to connect with Yonkers and Manhattan.

To The North:

Connections between The Bronx and Yonkers can be achieved along each of the studied routes. Along the River's edge, there is enough room between the active rails and the water's edge to construct a continuation of the All River Route in Yonkers. As described under Ludlow Street, in the description of the All River Route, the trail could be diverted onto a service road or the sewage treatment plant property from which it could link to the Yonkers street grid. Riverdale Avenue already provides a seamless connection between The Bronx and Yonkers. Broadway similarly presents a seamless northern connection. Westchester County anticipates acquisition and trail development for the full length of the Putnam Line in that county. The trail along the Old Croton Aqueduct presently runs the full length of the historic facility, through Westchester and into New York City. The path is primarily for walking, although some segments are suitable for horseback riding.

To The South:

Connecting the Bronx and Manhattan portions of the Hudson River Valley Greenway trail will require crossing the Harlem River. Three bridges already exist. Figure 41 illustrates their locations. Each has different issues and requirements.

Amtrak Bridge: The westernmost bridge is the Amtrak swing bridge, which carries Amtrak trains to Penn Station. With modification, this bridge could carry the All River Route across to the west side of Inwood Hill Park. There is a short stretch of undeveloped park land on the Manhattan side which could be joined to the paved paths in the park near the River.

The bridge is operated manually by an operator who is housed on the center of the bridge. During the summer, the bridge opens for the Circle Line, which runs hourly, with several "special" additional boats each day. Trail users would need to wait for the bridge to close to have the opportunity to travel to the other side.

At this time, there is only one track on the swing bridge and room for a second track. Although the track is not electrified, safety and security issues with respect to high speed trains would require the utmost consideration.

To provide commuter services to the west side, Metro-North has informed the Committee that it is developing a long-term plan that might involve installing a second track on the bridge and electrifying both rails.

Jurisdictional issues with Amtrak and the State Department of Transportation would also need to be resolved. Alternatively, the Committee has raised the possibility of cantilevering a path off the side of the bridge, a method which has been used successfully elsewhere.

Henry Hudson Bridge: The highest Harlem River crossing is the arching span of the Henry Hudson Bridge. This bridge could take Greenway users from the Henry Hudson Parkway service road across to the ridge of Inwood Hill Park. The bridge has two levels. A walkway presently exists on the lower level, but it is narrow and bicycles must be walked. In The Bronx it is approached from the southbound Henry Hudson Parkway service road via several steps.

The upper roadway of the bridge also has a walkway but it has been closed for many years. It was reached in The Bronx from the Kappock Street exit on the northbound side. It is not clear whether the upper roadway was closed for safety or structural reasons. However, as the bridge is now under reconstruction by MTA Bridges and Tunnels, there is a narrow window of opportunity to explore the correction of problems that caused it to be closed. The Bridge Manager has stated the agency's general opposition to using the upper level, as revenue facilities are within close proximity to the southern end of the path.

In Manhattan, both walkways enter a wooded section of Inwood Hill Park. This area is the last undisturbed forest in Manhattan and is home to several rare and sensitive species. Community Board 12 in Manhattan is very concerned about the potential impact of increased off-path traffic on these sensitive resources. Should bicycle traffic be banned from this portion of the park, an alternate means of re-accessing the trail in the vicinity of Dyckman Street would have to be developed.

The Broadway Bridge: This bridge provides the easternmost Harlem River crossing. It has a sidewalk approximately six feet wide on each side. It is also heavily used by pedestrians, particularly students attending John F. Kennedy High School in Marble Hill, and by motorized traffic. The travel lanes of the bridge are constructed of a metal lattice that does not provide sufficient traction for bicycle tires. This bridge is also outside the study area, but is included in this discussion as a way to increase options for crossing the river.

V) Effects on the Local Community

The development of a Greenway trail in and through the Northwest Bronx, Community Board District 8, could create benefits for the local community. However, each of the alternatives presented also has the potential for creating burdens or problems for the community as a whole and for residents immediately adjacent to the routes. This section will attempt to define both the potential benefits and problems, and examine each problem to evaluate its intensity and the ability of the community to control, mitigate and solve it. Because the All River Route has a unique set of benefits and potential problems, it will be examined separately from the other routes.

A) All River Route and River Access Options:

The All River Route, including site-specific access options, can provide significant benefits to the local community. It has the unique ability to provide point access to the Hudson River shoreline at the least, and potential additional benefits such creating a north/south trail for walking and bicycling, restoring the shoreline, and addressing important drainage, erosion and water quality problems. Additionally, it is the only possible off-road route wholly within the study area.

Nevertheless, the All River Route also has the potential to create problems for local residents. The sheer beauty of the waterfront and nature trail will attract many local residents as well as users who are not local. The potential number of people using the waterfront is difficult to project, although such a projection would be necessary before any projects are undertaken.

Privacy: Increased numbers of people on the waterfront and along access points could be intrusive on the quiet of the neighborhood. The combination of railroad tracks separating the trail from the local community and the steep grade up from the tracks offer some protection to residents. Tree plantings and other screenings may be needed for additional visual and sound mitigation.

Parking: Most users will walk or ride bikes to the waterfront. However, some users of this waterfront trail could come by car to the three primary access points which provide parking: the Ludlow Railroad Station, the Riverdale Railroad Station, and the Spuyten Duyvil Railroad Station. The volume of this automobile traffic is hard to predict, but it is unlikely that it would exceed the parking capacity at the three railroad stations, which is limited during business hours. These options do not call for installation of additional parking at any access point. It is essential that sufficient police enforcement prevent illegal parking.

It is reasonable to assume that a nature trail along the River will attract users who share interests in nature and passive recreation. Additionally, this waterfront nature trail may divert some of the Wave Hill traffic to this alternative setting and thus reduce the parking problems there.

Jurisdiction Issues and Maintenance: There are numerous models available for the governance and funding. In each case, the land is owned by the city or state, the funding is provided through a combination of government and private contributions, and the organization is governed by a Board which includes private citizens and government officials. This private/public partnership would be able to set regulations for the use of the waterfront, control access to the waterfront, oversee or employ the responsible security forces, and provide for operations and maintenance.

Noise Control: Various ways to deal with noise must be investigated and implemented. For example, to limit the noise from individuals, specific activities such as playing radios or drinking alcoholic beverages should be prohibited on the trail, consistent with current park regulations. The community must be satisfied that enforcement will be effective.

Safety and Security: During the season of active use (probably April through November), the waterfront and surrounding areas must be regularly patrolled. Trail designs must provide enough room and the proper structural support for the motorized vehicles that will be needed for maintenance and that could be required in an emergency. In addition, the trail should be designed in a way that promotes clear visual access to all points. Safety of people on off-road trails can be greatly affected by the degree to which the trail is screened from view. Careful consideration will be given to the amount and placement of shrubbery, walls, and other items that can create unsafe conditions.

This route would require some method of patrol over and above current police allocations. This could be a partnership of existing law enforcement agencies, including Metro-North Police, the local NYC precinct, and a private neighborhood patrol. The current unregulated environment, one which promotes law-breaking, trespassing, and vandalism could be replaced by a safe and regulated environment.

Numerous users are the "eyes and ears" of a Greenway trail safety patrol. The number of people on the trail will be related, to some degree, to the number of access points. Frequent access points bring the trail closer to more people and encourage them to "drop by" even when they don't have time to linger.

B) General Discussion of Greenway Trail Community

Implementing at least one of the full north-south routes examined in this report is essential to the goal of creating a Hudson River biking and walking trail all the way from the southern tip of Manhattan to Troy.

To the extent that this trail creates new biking and walking traffic in our community, under certain circumstances it could create problems for local residents. The seriousness of the problems, indeed the extent to which one can describe a given situation as a "problem," will primarily depend on the extent of the use of the trail. The design of the trail and the regulation of its use can determine the extent to which site-specific problems are controlled.

Statistical Information on the recreational use of other local bike trails is limited. The 15-mile Putnam Railroad trail which stretches from Chappaqua to Yorktown is "well-used" by bicyclists, joggers, and pedestrians during good weather, according to the Westchester County Department of Planning. Also, the Bronx River Parkway is shutdown on eight weekends per year for four hours on Saturday and Sunday. This route, which is almost 15 miles round trip, is heavily used during good weather, according to the same Westchester official. However, neither situation is a direct equivalent to the concepts under discussion.

To attempt to predict usage of these trails, it is useful to consider the short-term and long-term, and to evaluate use for walking, commuter biking and recreational biking. In both the short and long term, almost all of the "walking" use will be local (1 - 5 miles). In the short term, for on-street routes, bicycle use might be almost exclusively local because the links that would connect the Bronx to Manhattan and to Westchester will take a considerable period of time to develop. The trail between 59th Street and Battery Park City is scheduled for completion early in the next decade. The link between 59th Street and 72nd Street, somewhat dependent upon integration with Riverside South (Trump City), is still in the conceptual stage and would not be completed before 2005. The link between 155th Street and The Bronx is under study.

Links to the north are even less certain, since the planning has not even begun on major sections of the trail in Westchester. In fact, all of the routes could require between 5 - 10 years to implement, even starting with low-build designs.

On-street routes could probably be implemented within several years. They essentially already exist, only requiring formal designation and attention to safety and design issues discussed above. Such formal designation could increase traffic, but is unlikely to result in large amounts of externally-generated recreational use.

In the long term (ten plus years), one could envision substantial weekend recreational bicycle traffic on the off-street routes, and modest commuter and recreational use during the week-weather permitting. A very small number of recreational bikers are long-distance bikers who travel more than 15 miles per day. These few bikers might have little or no impact on the community because of their limited numbers and because they would travel through the community in a matter of minutes. Most Manhattan bicyclists would use their local Manhattan waterfront, just as most Bronx residents would use their local trails.

The possible implementation of parallel north/south trails could divide traffic and reduce the impact on any particular area. To the extent that the trails are removed from immediate residential uses, such as the All River Route, the Putnam Railroad route and part of the Old Croton Aqueduct route, the occasional intensive use becomes even less intrusive for our community.

The most intensive use of the bicycle trails could occur with events that choose to take advantage of new routes. These major events require a permit and are regulated by the Police Department. Vigilant monitoring of this permitting process by the local community and elected officials would ensure that such events are rare and do not become overly burdensome for our community.

The Committee believes these concern about usage are legitimate and serious and must be fully addressed.

Illustrations



The look and uses of a Greenway are shaped by a community's vision of what it should be. These are views of part of New York City's Greenway network—the esplanade along the Hudson River at Battery Park City in lower Manhattan.

Figure 1



These sections of the Hudson River Valley Greenway are near Bear Mountain.

Figure 2



The Hudson River Valley Greenway

Economic Development ■ River Access ■ Recreation

The Greenway was created in 1991 to enhance the character, economy and identity of the Hudson River Valley. A Greenway Council works with communities on local and regional planning, and A Greenway Conservancy for the Hudson River Valley helps to implement specific physical projects that are linked by a Hudson River Trail system and a regional tourism strategy. Both the Council and the Conservancy are non-regulatory. Participation in the Greenway is voluntary.

City of Albany

- Albany Cultural Center
- Albany Riverfront
- Albany State University
- Albany Zoo
- Albany State Park

City of Catskill

- Catskill Cultural Center
- Catskill State Park
- Catskill State University
- Clinton County Historical Society
- Clinton County Museum

City of Schoharie

- Schoharie State Park
- Schoharie County Historical Society
- Schoharie County Museum

The Hudson River Greenway Trail System is the physical symbol of the Greenway. It promotes a regional identity for communities in the Hudson River Valley through a visible process of land development. The Greenway Trail is a multi-use system linking historic, scenic, cultural and natural resources up and down the Hudson.

City of Bardonia

- Bardonia State Park
- Bardonia Cultural Center

City of Highland Falls

- Highland Falls State Park

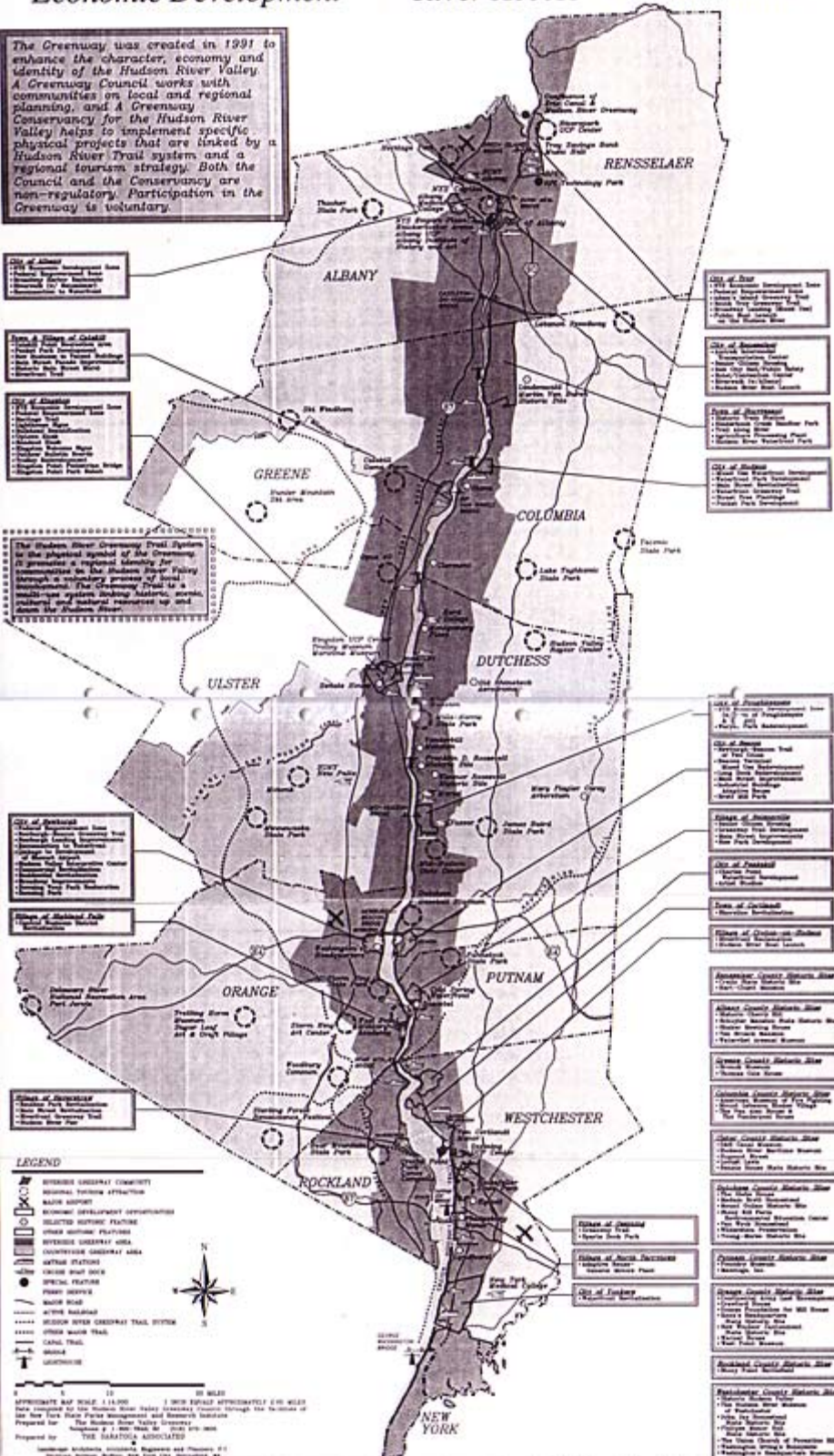
City of Roseton

- Roseton State Park
- Roseton Cultural Center

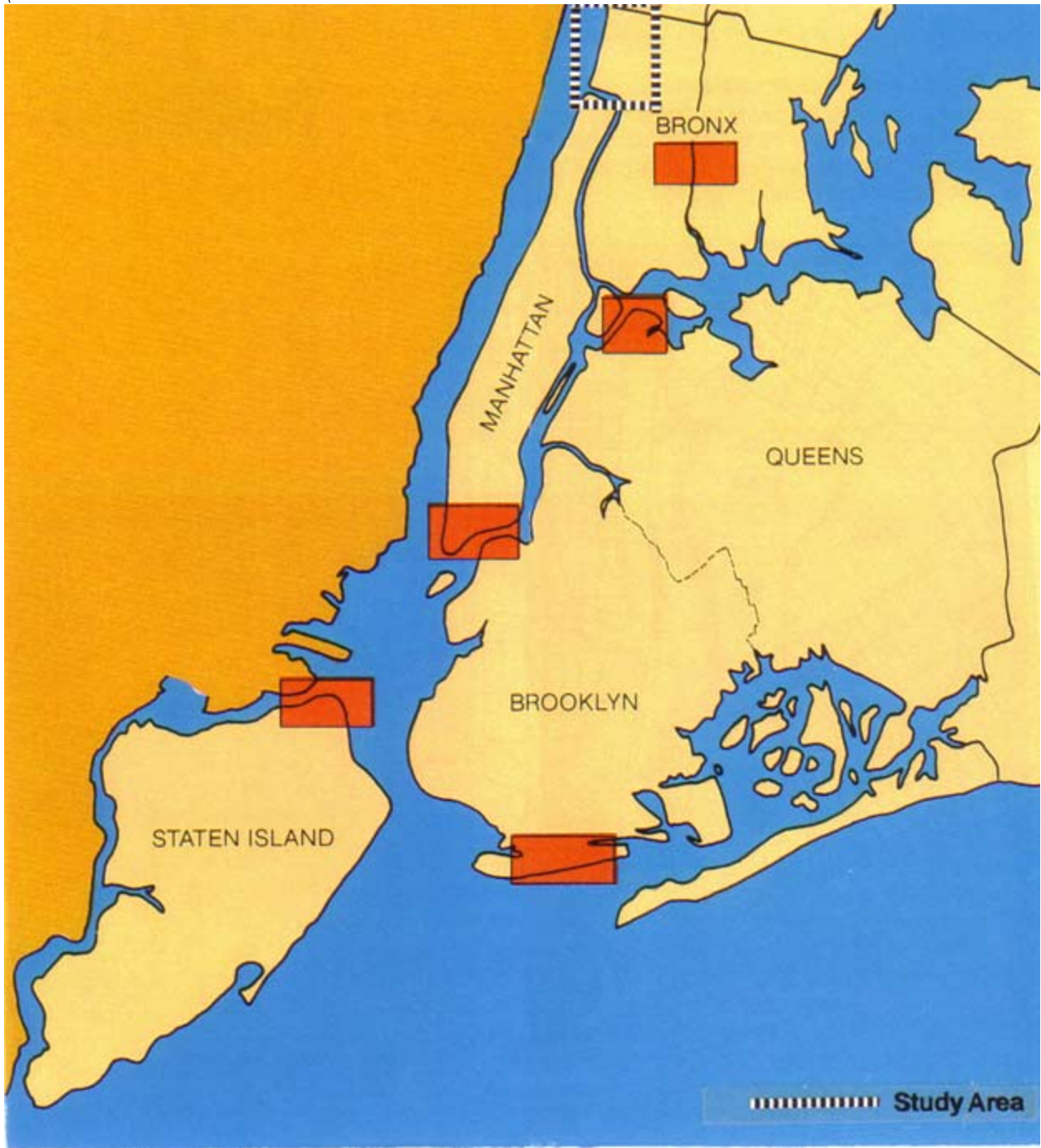
LEGEND

- GREENWAY CORRIDOR
- BICYCLE ROUTES
- HIKING ROUTES
- HISTORICAL MARKERS
- OTHER TRAILS
- WATERWAYS
- MILEAGE

APPROXIMATE MAP SCALE: 1:100,000. 1 INCH EQUALS APPROXIMATELY 2.5 MILES. DATA SUPPLIED BY THE HUDSON RIVER VALLEY TOURISM AND ECONOMIC DEVELOPMENT AUTHORITY. PREPARED FOR: HUDSON RIVER VALLEY GREENWAY. PREPARED BY: THE GREENWAY COUNCIL. SHELTON, NY. 1995. ALL RIGHTS RESERVED. THE GREENWAY COUNCIL IS AFFILIATED WITH THE HUDSON RIVER VALLEY TOURISM AND ECONOMIC DEVELOPMENT AUTHORITY. SHELTON, NY. 10152-1000.



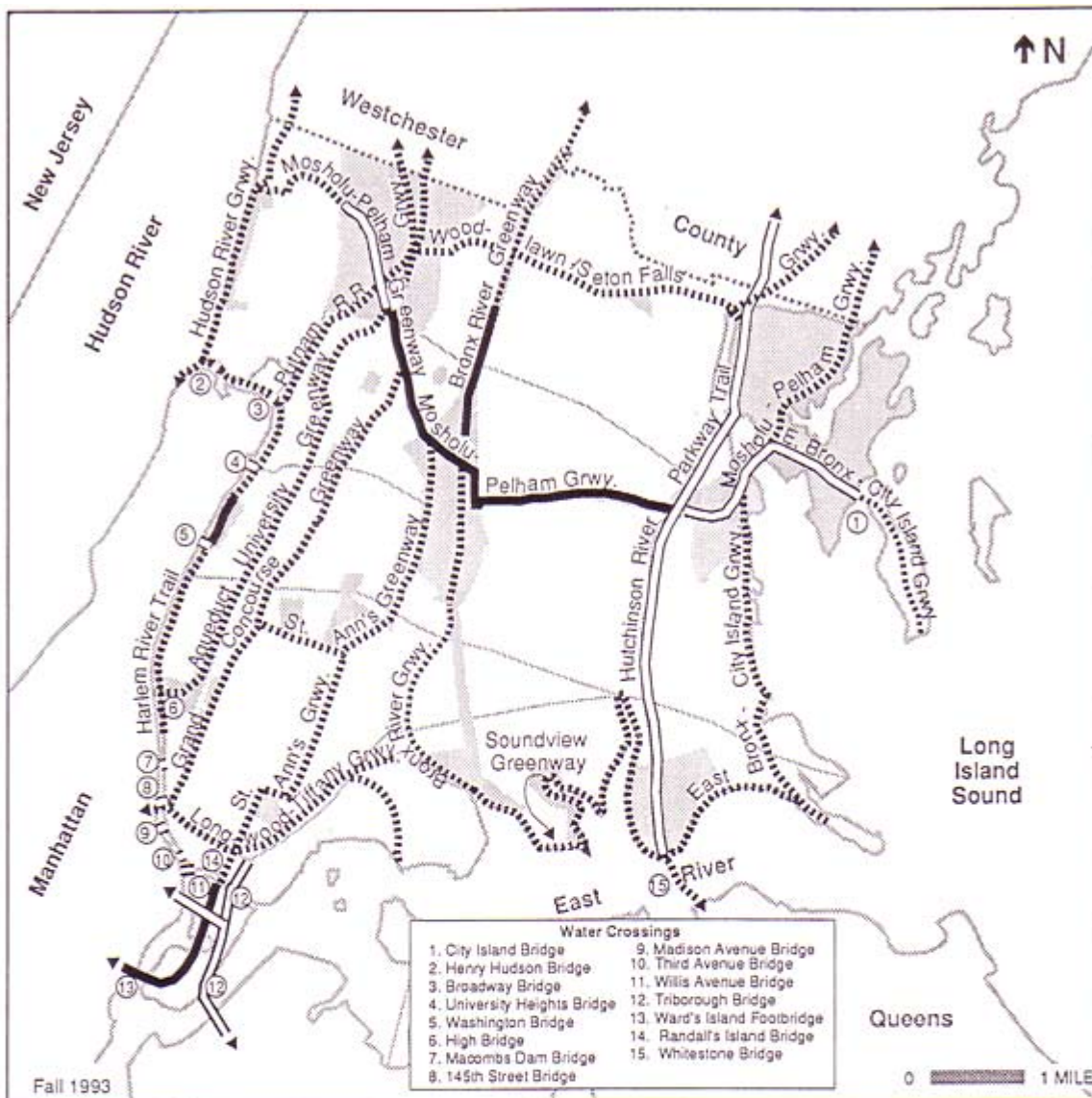
The Hudson River Valley Greenway embraces the entire Hudson River Valley and will showcase the valley's world-renowned natural and cultural resources.



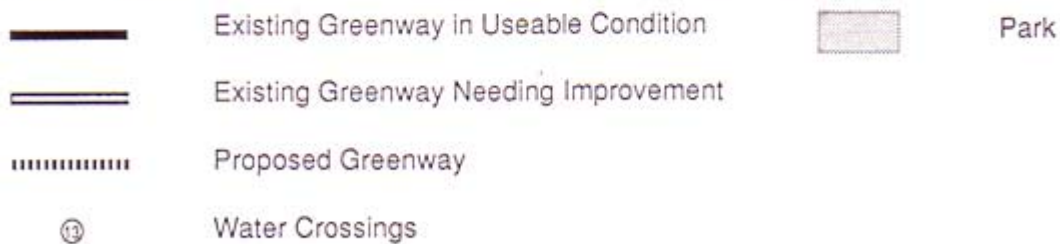
Reprinted from NYC Department of City Planning,
Waterfront Walks in New York City brochure

Location Map showing the Bronx Hudson River Valley Greenway trail study area

Figure 4



The Bronx Greenways: Existing and Proposed



Greenway Plan for New York City / NYC Department of City Planning

Detail from the NYC Department of City Planning Greenway Plan showing generalized Greenway trail routes for the Bronx

Figure 5



Reprinted from City of New York DCP and DOT, *New York Cycling Map, Bronx Edition*

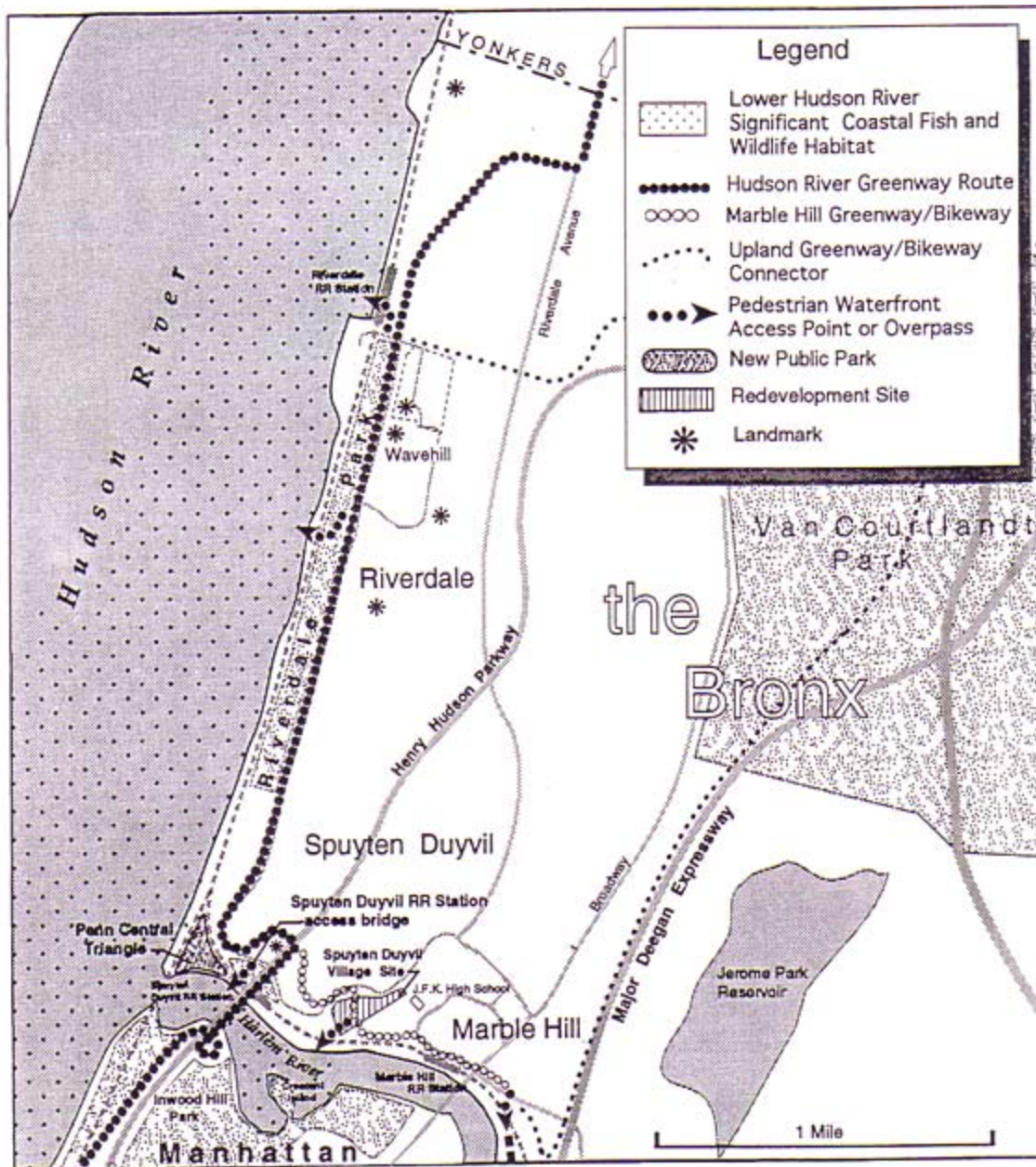
Separate from the city-wide Greenway Plan, the NYC Departments of City Planning and Transportation have identified streets and park paths "best suited" for bicycling.

Figure 6



The Hudson River Valley Greenway Act defines the Hudson River Valley Greenway in the Bronx as the land that is within the coastal zone boundary and adjacent to the Hudson River. The area is rich in natural and cultural resources.

Figure 7



REACH 6 / Hudson and Harlem Rivers
Recommendations (North)

Figure 6.5

Comprehensive Waterfront Plan
New York City Department of City Planning



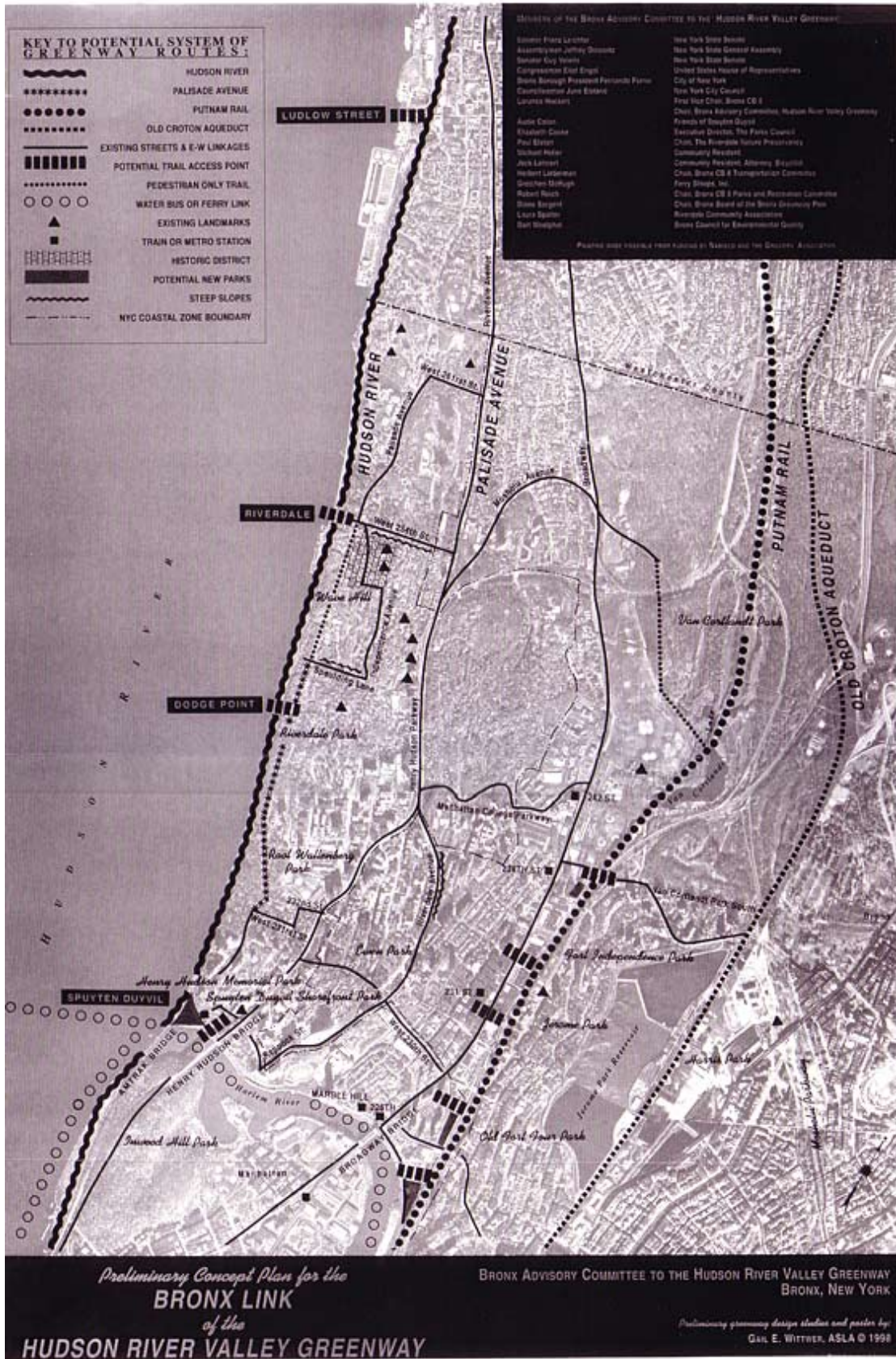
The NYC Department of City Planning's *Comprehensive Waterfront Plan* offers more specific suggestions for Greenway trails in the northwest Bronx.

Figure 8



View of the historic district in the study area, from Sycamore Avenue

Figure 9



Poster depicting potential Hudson River Valley Greenway trail routes considered by the Bronx Greenway Committee

Figure 10



One goal of the Hudson River Valley Greenway trail is visual access to the Hudson River. The study area provides many views of the river and the Palisades, like this one down West 254th Street. Figure 11



The shore of the Hudson River is under consideration for an "All River" Greenway trail. This view of the shoreline, looking south, shows the existing rocky edge. Figure 12



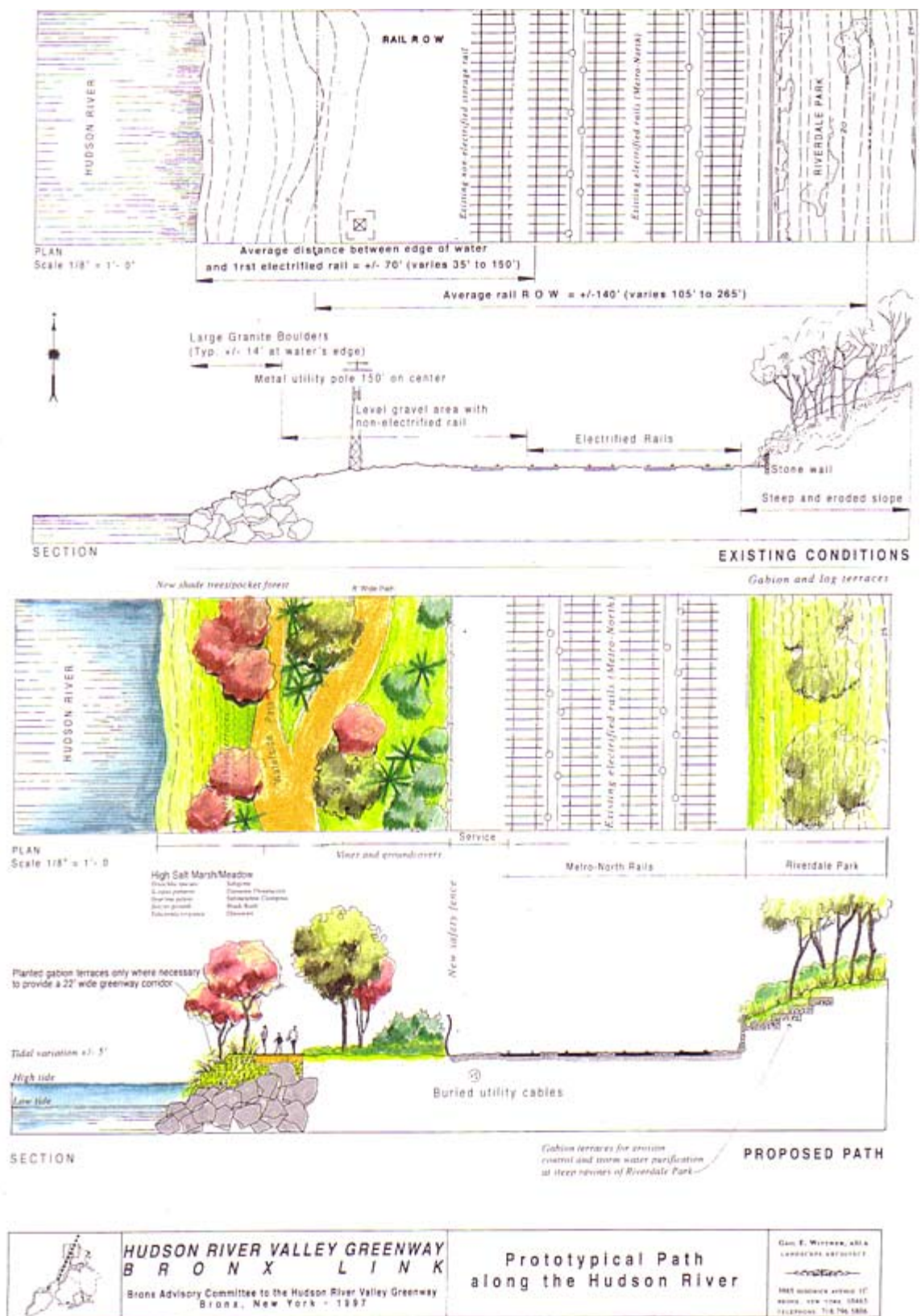
Existing conditions along the Hudson River, near the Bronx-Westchester County border, looking north, showing the non-electrified "5th" rail and the obsolete utility stations

Figure 13



The shoreline currently supports varying amounts and qualities of vegetation.

Figure 14



The "high-build" option for a Greenway trail along the shore of the Hudson River could include removing the non-electrified rail and the utility stanchions, improving the shoreline habitat, and providing a trail for public access.

Figure 15



EXISTING CONDITIONS

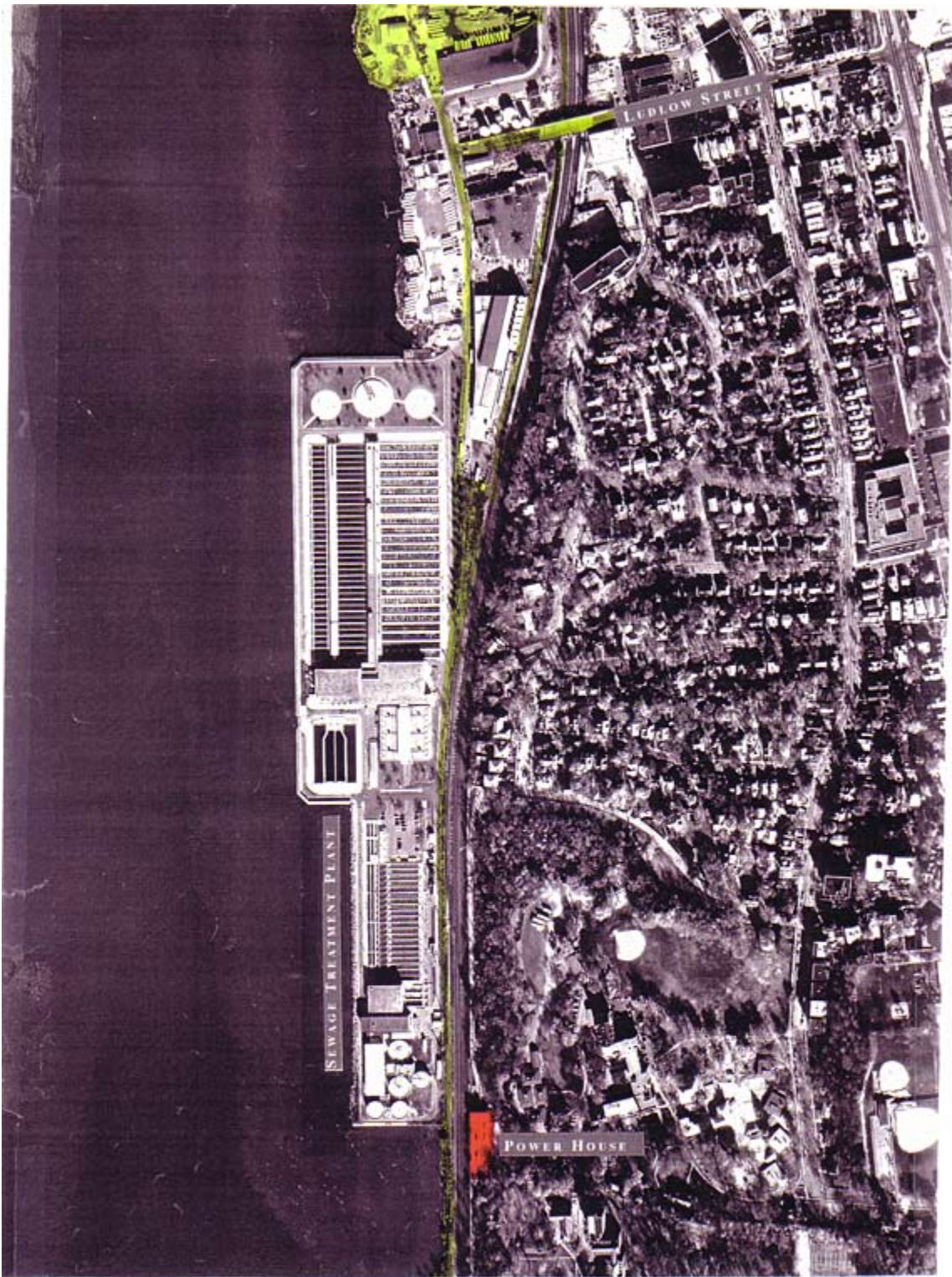


PROPOSED TRAIL

	<p>HUDSON RIVER VALLEY GREENWAY B R O N X L I N K Bronx Advisory Committee to the Hudson River Valley Greenway Bronx, New York • 1997</p>	<p>View along the Hudson River</p>	<p>GAIL E. WETTER, ARLA LANDSCAPE ARCHITECT 1865 HUDSON AVENUE 12 BRONX, NEW YORK 10463 TELEPHONE 718.794.8806</p>
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A possible transformation of the Hudson River shoreline under the "high-build" option

Figure 16



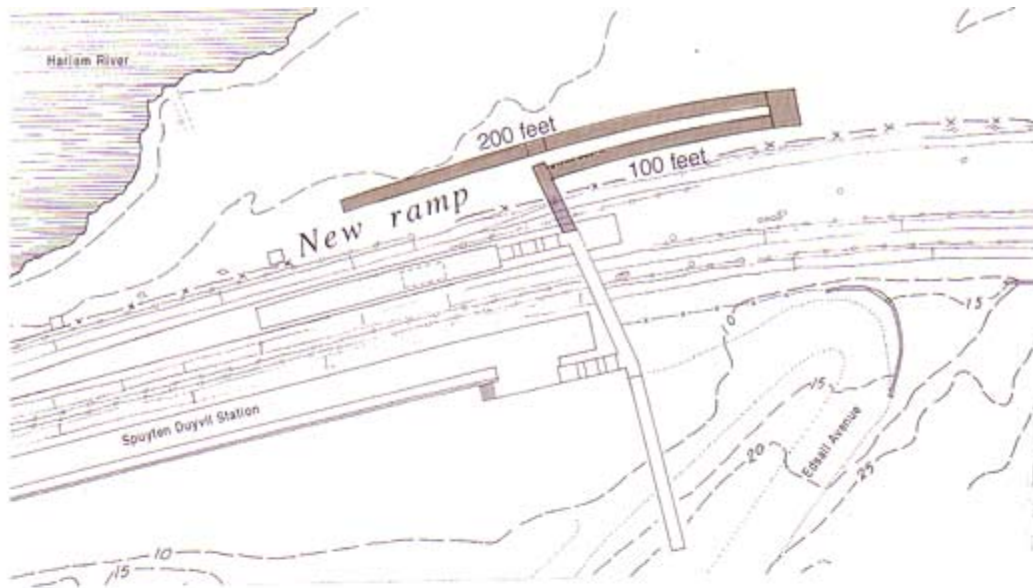
	<p>HUDSON RIVER VALLEY GREENWAY B R O N X L I N K</p> <p>Bronx Advisory Committee to the Hudson River Valley Greenway Bronx, New York • 1997</p>	<p>Aerial diagram of greenway route and access point at Ludlow Street and bridge in Yonkers</p>	<p>Gail E. Wittner, ASLA LANDSCAPE ARCHITECT</p> <p>3965 BEDFORD AVENUE, 11^F BRONX, NEW YORK 10465 TELEPHONE: 718-796-5806</p>
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It may be possible to extend the All River Route into Yonkers, where the tracks can be crossed at Ludlow Street.

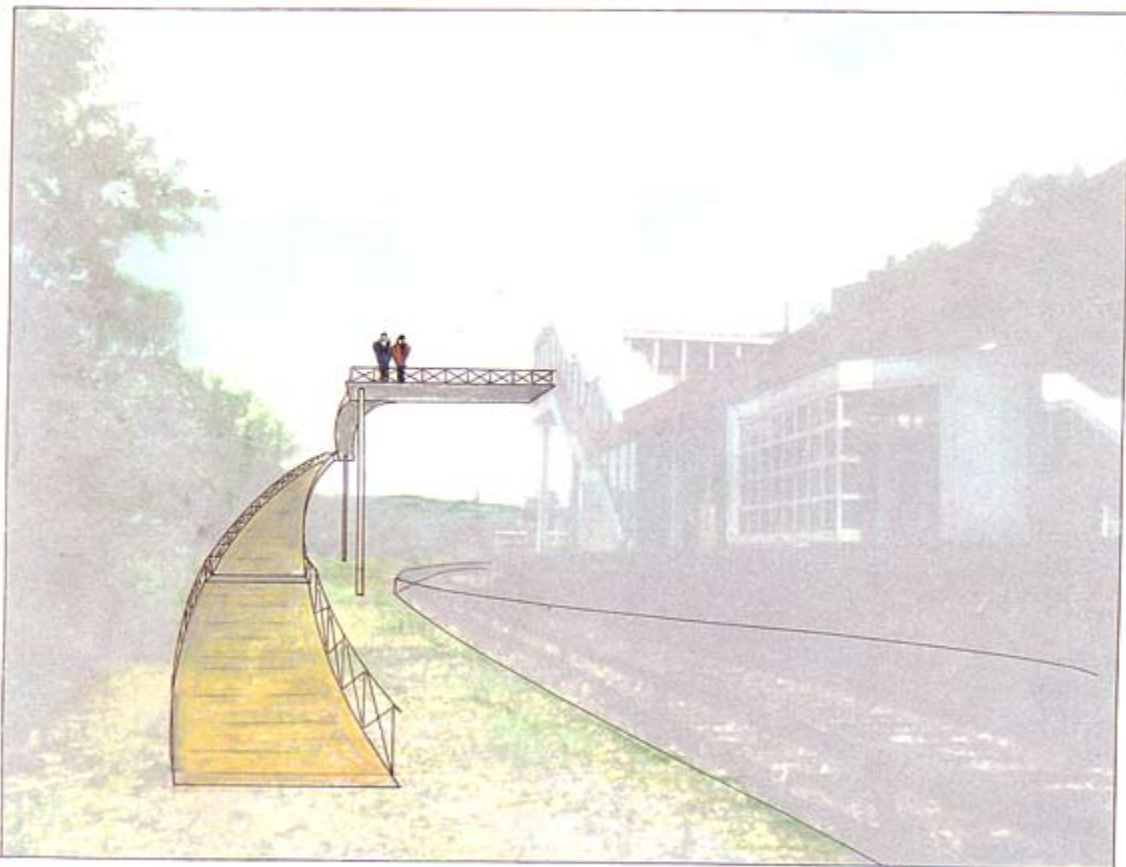
Figure 17



The electrified rails can safely be crossed at the Riverdale railroad station. This view shows existing conditions at the station. Figure 18



Proposed plan at Spuyten Duyvil Station Bridge



Gail E. Wittwer, ASLA
Landscape Architect
Bronx, New York • Summer 1997

**HUDSON RIVER GREENWAY
B R O N X L I N K**
Bronx Advisory Committee to the Hudson River Valley Greenway

Access to the Harlem River shore can be gained at the Spuyten Duyvil railroad station. The existing overpass can be extended over the southernmost rail and a ramp can descend to ground level.

Figure 19



Aerial view of the Spuyten Duyvil railroad station and the Spuyten Duyvil Triangle

Figure 20



Existing conditions at the Spuyten Duyvil Triangle

Figure 21



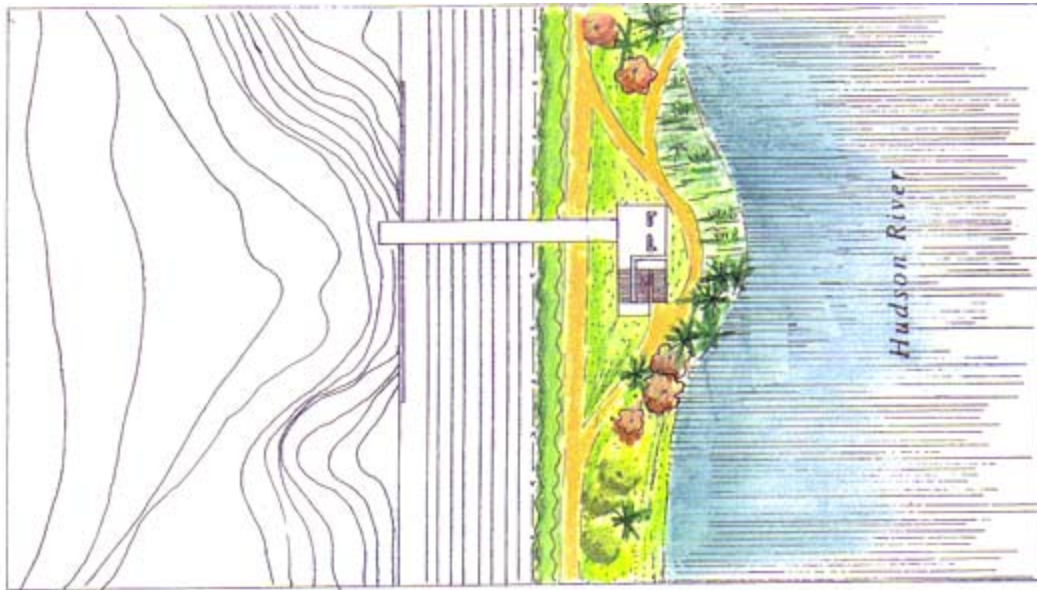
**HUDSON RIVER VALLEY GREENWAY
BRONX LINK**
Bronx Advisory Committee to the Hudson River Valley Greenway
Bronx, New York - 1997

**Schematic Park Plan
and
Bridge at Spuyten Duyvil**

ERIC S. WISSEMAN, ARCHITECT
1965 JEFFERSON AVENUE, 11F
BRONX, NEW YORK 10461
TELEPHONE: 718-758-1800



Existing conditions at Dodge Point, a historic rail crossing. An access point to the Hudson River shore at this location was considered for foot traffic only, due to the sensitivity of natural and cultural resources in Riverdale Park. Figure 23



Plan of proposed bridge and path at the Dodge Dock



Gail E. Wittwer, ASLA
Landscape Architect
Bronx, New York • Summer 1997

**HUDSON RIVER GREENWAY
BRONX LINK**
Bronx Advisory Committee to the Hudson River Valley Greenway

Plan view and sketch of a possible rail crossing and waterside trail at Dodge Point

Figure 24



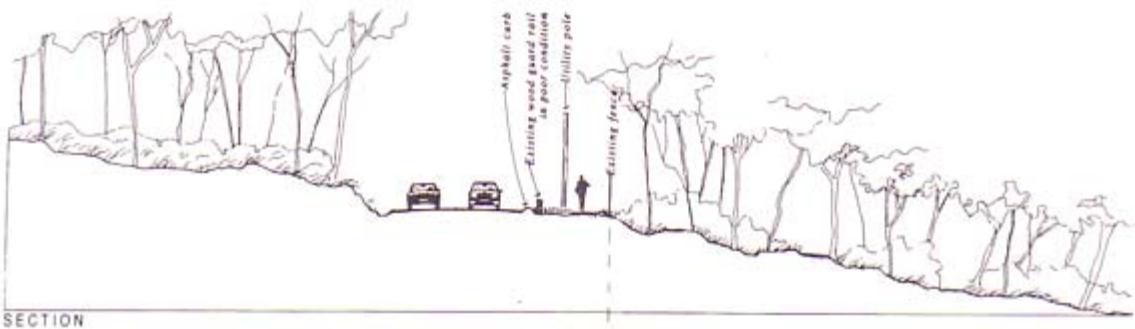
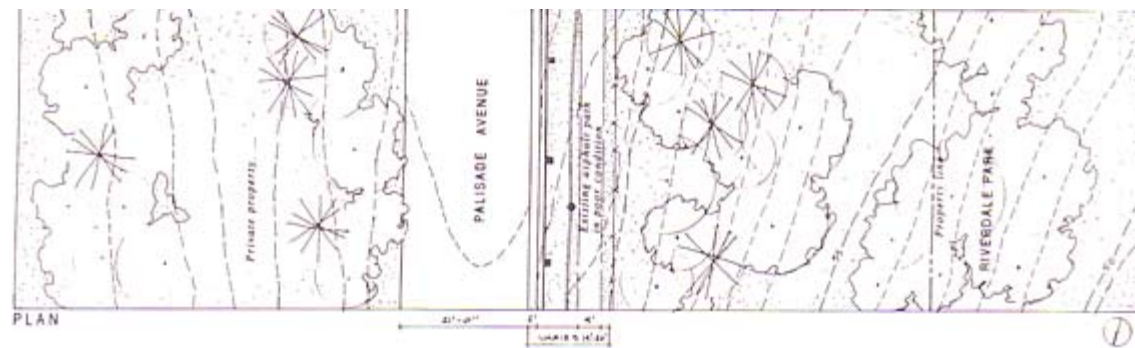
The Riverdale/Palisade/Kappock route could include the northern section of Riverdale Avenue, shown here, looking south.

Figure 25

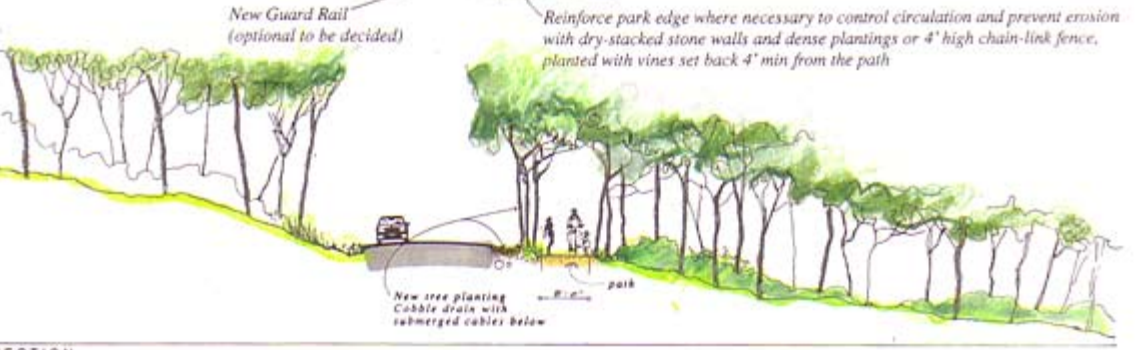


The Riverdale/Palisade/Kappock route could travel west along W. 261st Street to Palisade Avenue. This view is of existing conditions along Palisade Avenue.

Figure 26



EXISTING CONDITIONS



PROPOSED PATH

	<p>HUDSON RIVER VALLEY GREENWAY BRONX LINK Bronx Advisory Committee to the Hudson River Valley Greenway Bronx, New York - 1997</p>	<p>Prototypical Path along Palisade Avenue</p>	<p>GAIL E. WITNER, ASLA LANDSCAPE ARCHITECT 3945 SULLY ROAD, N.W. BROOKLYN, NEW YORK 11235 TELEPHONE: 718.796.1806</p>
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A "high-build" option for the rehabilitation of Palisade Avenue could include removing the utility poles, burying the cables, addressing stormwater drainage problems, considering new types of guard rails and fencing, and planting trees between the path and the street to envelop the path in a parklike setting.

Figure 27



EXISTING CONDITIONS



PROPOSED TRAIL

	<p>HUDSON RIVER VALLEY GREENWAY B R O N X L I N K Bronx Advisory Committee to the Hudson River Valley Greenway Bronx, New York • 1997</p>	<p>View along Palisade Avenue</p>	<p>GAIL B. WITMER, ASLA LANDSCAPE ARCHITECT 3943 SEDWICK AVENUE 3C BRONX, NEW YORK 10463 TELEPHONE: 718.796.1826</p>
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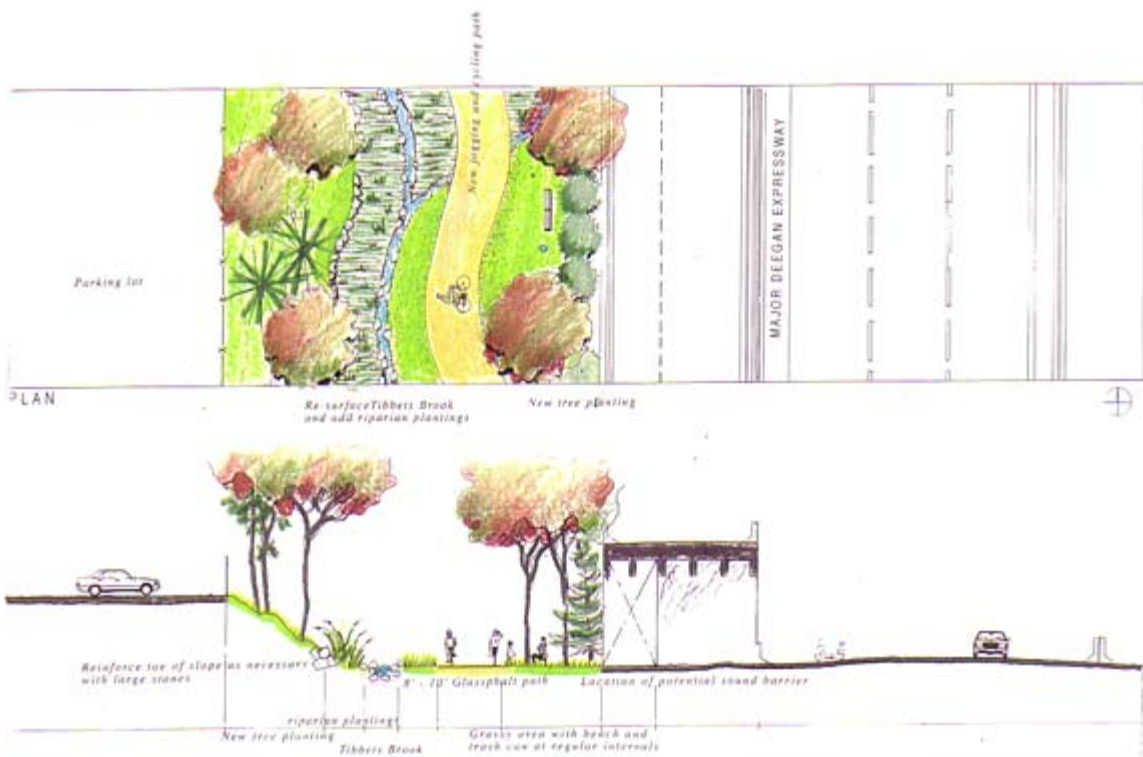
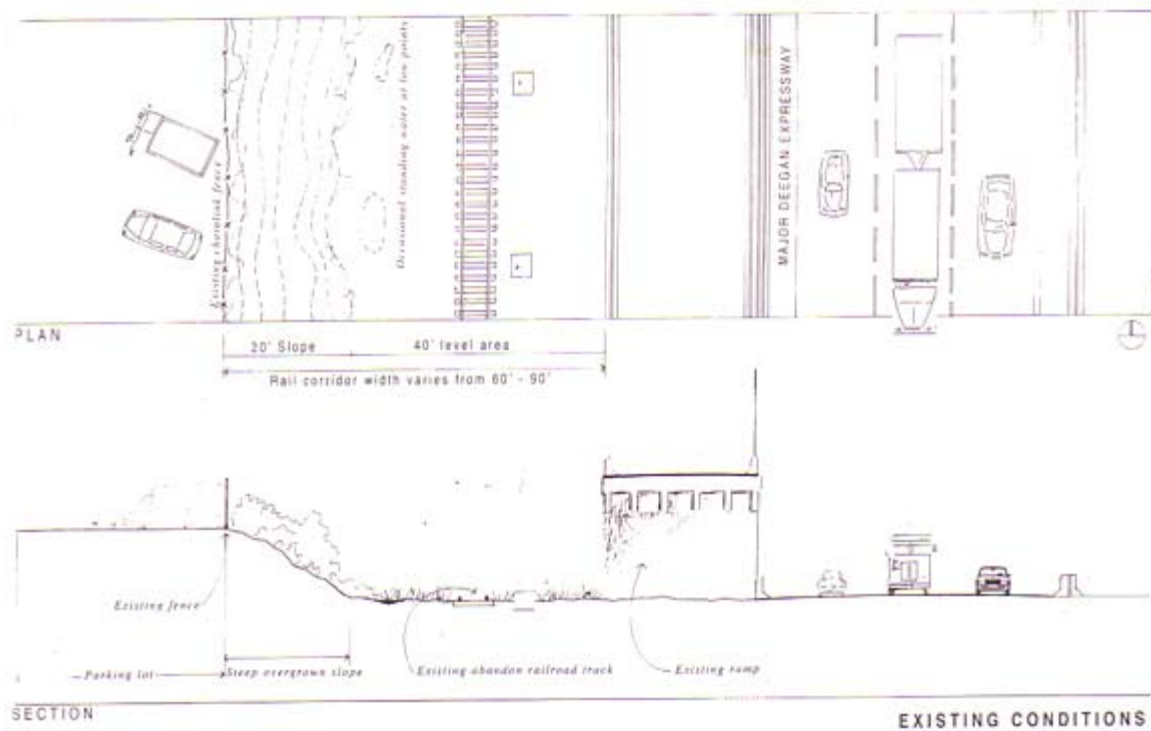
A possible transformation of Palisade Avenue under the “high-build” option.

Figure 28



A route down Broadway was considered as part of a comprehensive system of trails in the area. This view of Broadway is looking south, with Van Cortlandt Park to the left.

Figure 29



	<p>HUDSON RIVER VALLEY GREENWAY BRONX LINK</p> <p>Bronx Advisory Committee to the Hudson River Valley Greenway Bronx, New York - 1997</p>	<p>Prototypical Path along the Putnam Rail</p>	<p>GLENN E. WITTMAN, AIA LANDSCAPE ARCHITECT</p> <p>3965 BOONVILLE AVENUE, 4C BRONX, NEW YORK 10463 TELEPHONE: 718.796.5856</p>
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The Putnam Rail offers another opportunity for an off-road Greenway trail in the NW Bronx. Rail removal, paving, and replanting could make the corridor usable.

Figure 30



EXISTING CONDITIONS



PROPOSED TRAIL

	<p>HUDSON RIVER VALLEY GREENWAY B R O N X L I N K Bronx Advisory Committee to the Hudson River Valley Greenway Bronx, New York • 1997</p>	<p>View along the Putnam Rail corridor</p>	<p>GAIL E. WEITNER, ASLA LANDSCAPE ARCHITECT 1965 BROADWAY AVENUE 10 BRONX, NEW YORK 10463 TELEPHONE 718.796.5806</p>
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A possible transformation of the Putnam Rail Line corridor.

Figure 31

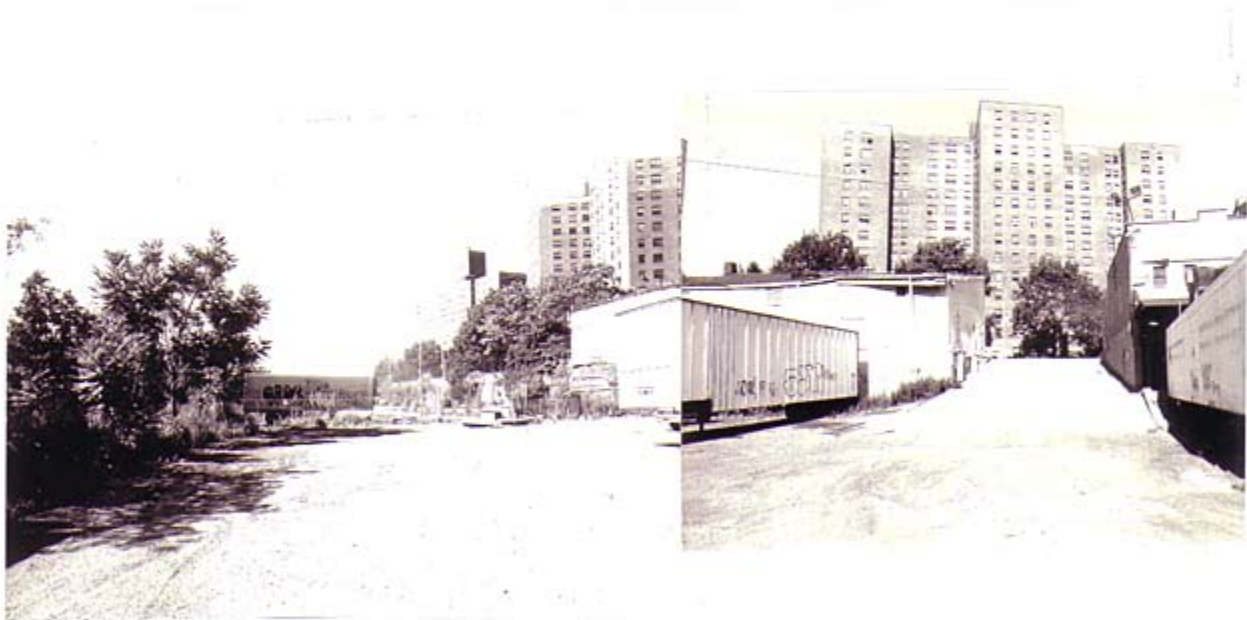


Possible access points to a trail on the Putnam Line are at Van Cortlandt Park South and at West 238th Street.

Figure 32



Looking North



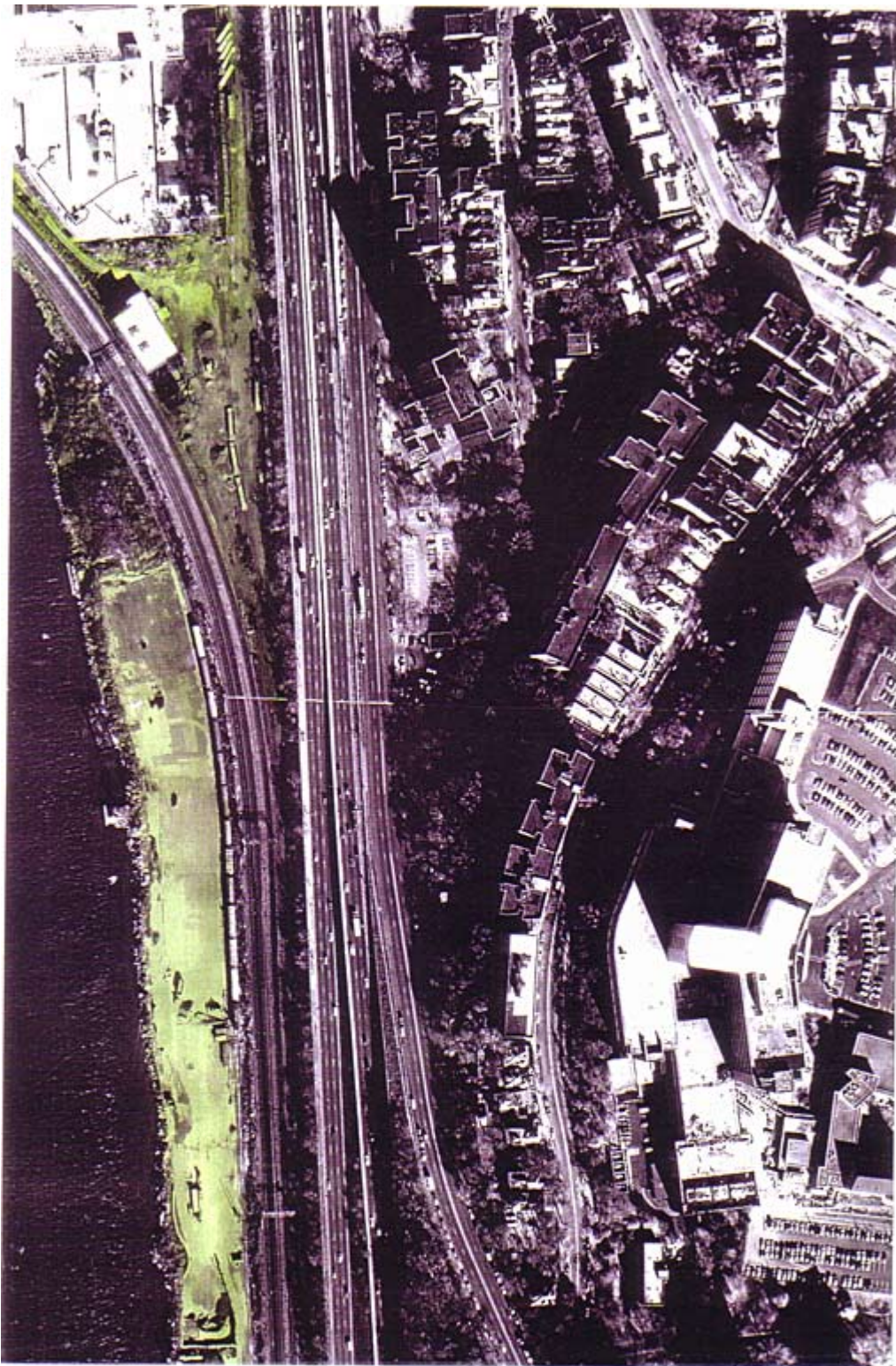
Another possible access point to a trail on the Putnam Line is at West 230th and Exterior Streets. These views are of existing conditions on the rails (top) and behind the buildings on Exterior Street (bottom). The trees on the left in the bottom photograph border the Putnam Rail corridor.

Figure 33



The land behind the buildings on Exterior Street may be an appropriate site for a new pocket park, providing space for a variety of activities.

Figure 34



Aerial view of the triangle where the Putnam Rail meets the Harlem River

Aerial view of the triangle formed where the Putnam Rail meets the Harlem River, behind the Presbyterian Hospital facility (top left) at W. 225th Street. This site provides a fourth possible access point to the Putnam Rail and space for a large, new park.

Figure 35



Interior view of Power House



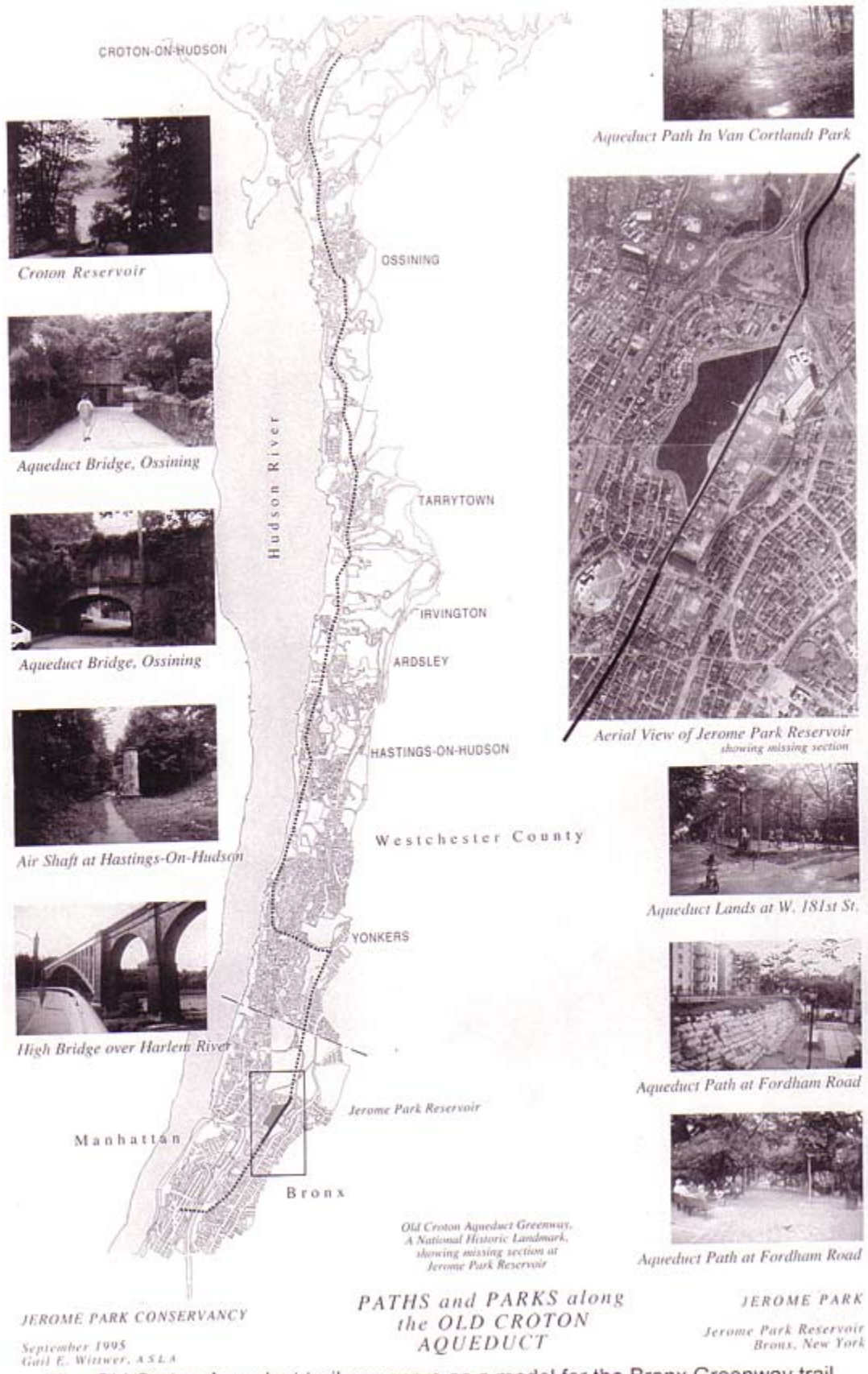
Existing conditions behind the Presbyterian Hospital facility include the shell of an old power house that could be retrofitted for park facilities.

Figure 36



If Tibbetts Brook could be redirected down the Putnam Rail line, it could filter through wetlands before entering the Harlem River.

Figure 37



The Old Croton Aqueduct trail can serve as a model for the Bronx Greenway trail.

Figure 38



East-west routes on existing streets could connect the north-south trails and create recreational and commuting loops for the local community. The number of east-west routes is limited by topography. These views are along Manhattan College Parkway, one of the routes.

Figure 39

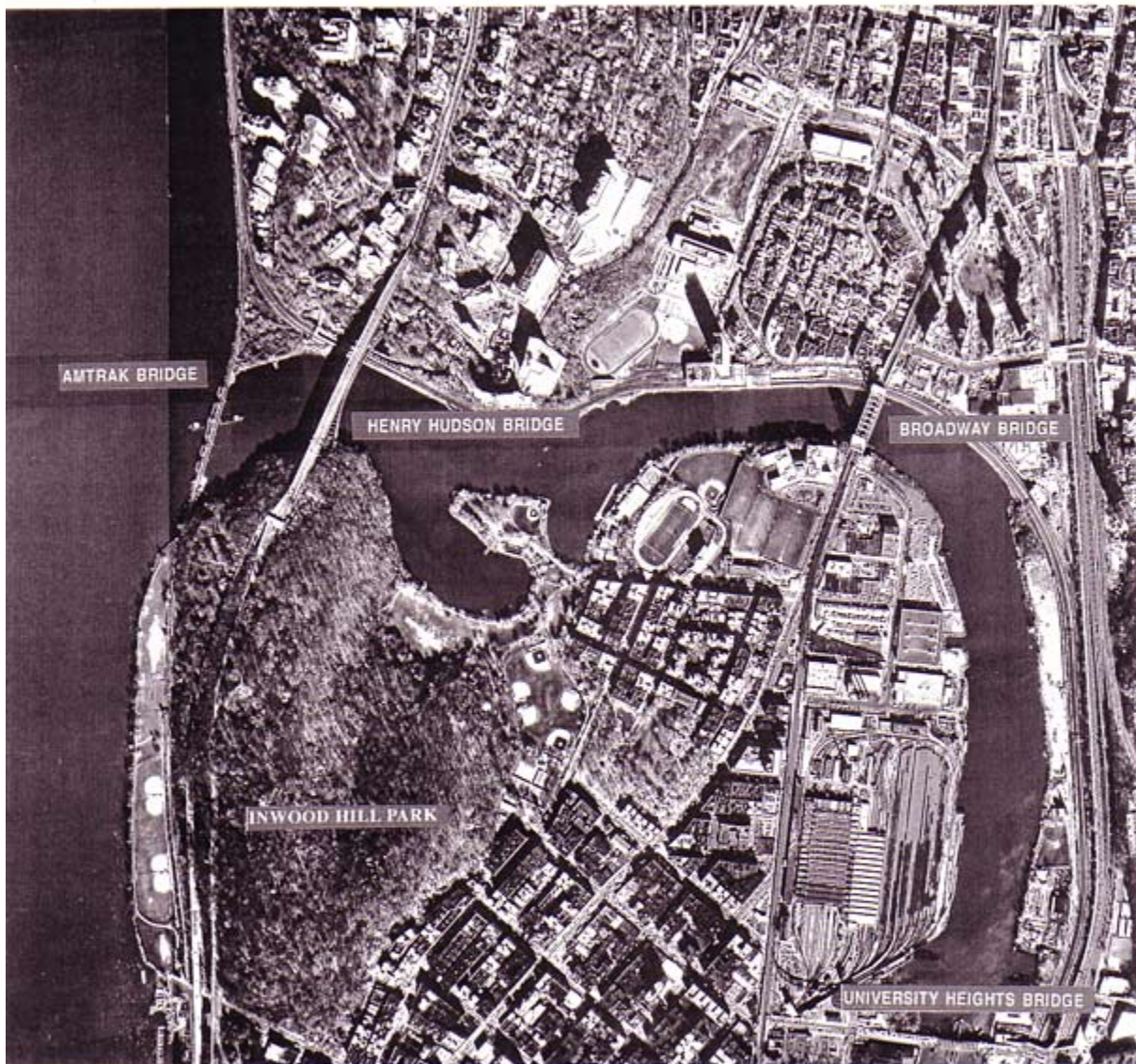


Another east-west connector trail could be along West 230th Street, shown here, looking west.

Figure 40

Henry Hudson Parkway
and Riverdate Avenue

Broadway



	<p>HUDSON RIVER VALLEY GREENWAY B R O N X L I N K Bronx Advisory Committee to the Hudson River Valley Greenway Bronx, New York · 1997</p>	<p>Harlem River Crossings</p>	<p>GAIL E. MITCHELL, AIA LANDSCAPE ARCHITECT 3963 BROADWAY AVENUE, 1C BRONX, NEW YORK 10463 TELEPHONE: 718.756.3886</p>
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Connecting the Bronx link in the Hudson River Valley Greenway with Manhattan will require crossing the Harlem River. There are three existing bridges, each with different constraints.

Figure 41



Uncontrolled storm water runoff is undermining Palisade Avenue (top) and eroding Riverdale Park (bottom).

Figure 42

Appendices



Appendix A

HUDSON RIVER GREENWAY TRAIL
March 1998

	Miles
Columbia County	
Clermont State Historic Site	1.08
Dutchess County	
Hyde Park Trail (portion)	4.27
Poets Walk Trails	7.70
River Trail at Mills-Norrie State Park	2.66
Stony Creek Trail, Red Hook (Tivoli Bays)	.60
Village of Tivoli Trails	2.63
Orange County	
Fort Montgomery Trail	2.30
Frederick Douglass Trail	1.50
Highland Falls Greenway Trail	2.00
Stillman (portion) and Howell Trails	5.90
Trail of Two Cities: Newburgh-Beacon	15.78
West Point Greenway Trail	6.05
Putnam County	
Hudson Highlands State Park (southern section)	6.86
Little Stony Point	.59
Manitou Point Preserve Trails	3.70
Rockland County	
Harriman/Bear Mountain	2.78
Hook Mountain/Nyack Beach Bikeway	4.91
Jones Point Path	1.91
Old Erie Railroad Bed (portions)	2.38
R. G. Esposito Trail, South Nyack	1.00
Stony Point Historic Site	.44
Tallman Mountain State Park Bike Path	2.13

The Hudson River Valley Greenway was created in 1991 to enhance the character, economy and identity of the Hudson River Valley.

The Greenway Council works with communities on local and regional planning and the Greenway Conservancy for the Hudson River Valley helps to implement specific projects that are linked by the Hudson River Trail System and a regional tourism strategy.

Both the Council and the Conservancy are non-regulatory. Participation is voluntary.

Ulster County	
Esopus Meadows Preserve Trails	2.01
Hudson Valley Rail Trail	2.48
Kingston Greenway Trail	1.66
Kingston Heritage Trail	3.77
Westchester County	
Anthony's Nose Trail	.59
George's Island Park Trails	3.25
Horseman's Trail	1.00
Old Croton Trailway (portion)	21.91
Town of Cortlandt Shoreline Trail	4.80
Total - Community-based Trails	120.64
Bike Route 9	156.00
Greenway Trail System Total	276.64

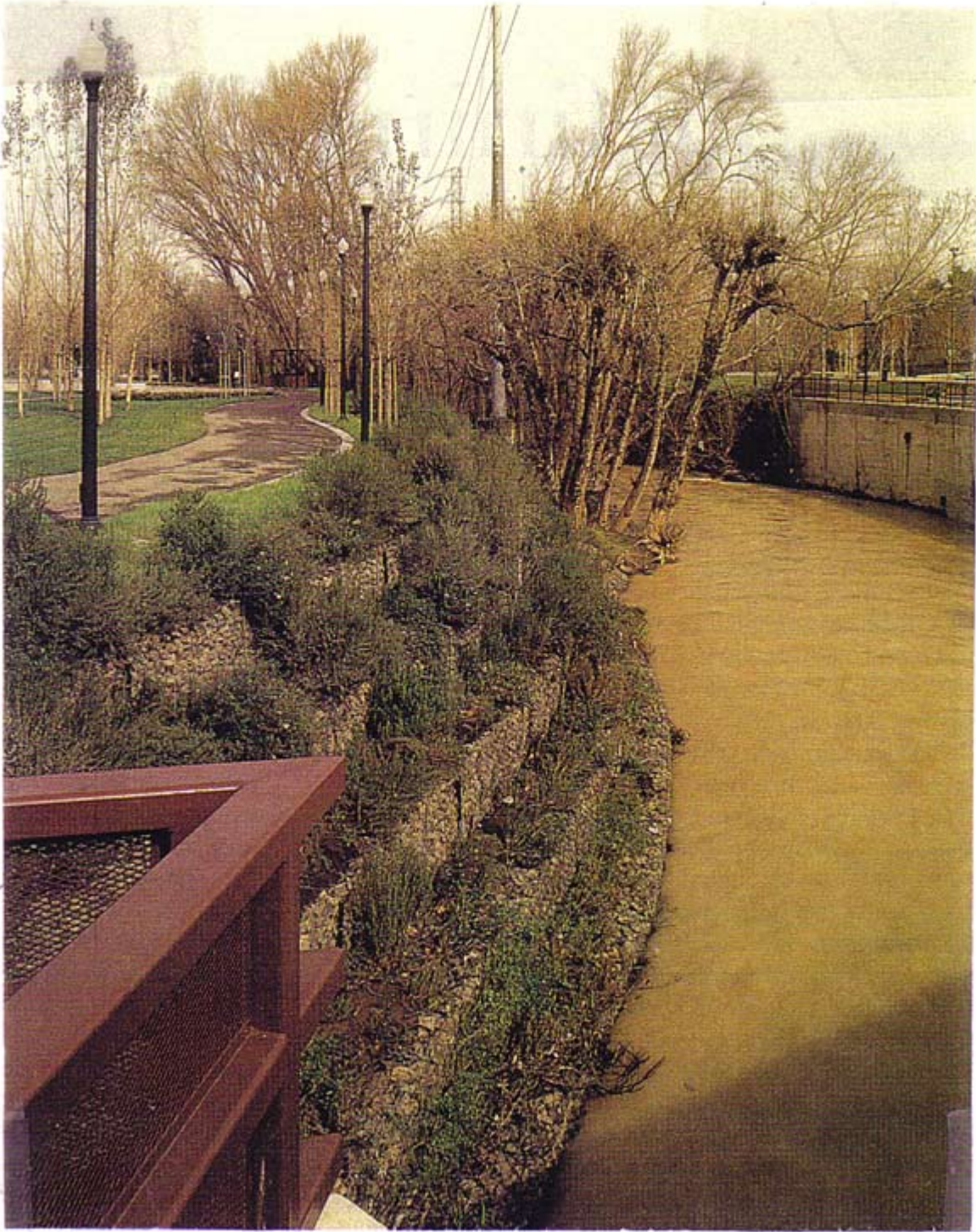
APPENDIX B

**HUDSON RIVER VALLEY GREENWAY TRAIL- BRONX LINK
DISTANCES**

Route	From	To	Miles
<u>All River Route</u>	Spuyten Duyvil	Ludlow Street	3.2
	Spuyten Duyvil	Dodge Dock	0.9
	Dodge Dock	West 254 th Street	0.9
	West 254 th Street	Ludlow Street	1.4
<u>Putnam Rail</u>	Washington Bridge	Yonkers Line	4.8
	Washington Bridge	West 225 th Street	2.0
	West 225 th Street	West 238 th Street (Van Cortlandt Park)	1.0
	West 238 th Street	Yonkers Line	1.8
<u>Palisade Avenue</u>	Spuyten Duyvil	West 254 th Street	1.9
	Spuyten Duyvil	West 232 nd Street	0.6
	West 232 nd Street	West 254 th Street	1.3
<u>E-W Connectors</u>	Putnam Rail & West 225 th Street	Spuyten Duyvil	.85
	Putnam Rail & West 225 th Street	West 232 nd Street & Palisade Avenue	1.0
<u>Neighborhood Loop</u>	Spuyten Duyvil to Riverdale Station, across Mosholu Parkway to Van Cortlandt Park, to the Putnam Rail, to the Harlem River, across again to Spuyten Duyvil		6.25

APPENDIX C

ILLUSTRATION OF GABIONS USED TO STABILIZE RIVERBANK AND ANCHOR VEGETATION



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APPENDIX D

DRAINAGE IMPROVEMENT OPPORTUNITIES

The New York City sewer system is a combined system that carries both sewage and stormwater in the same pipes. Sustained rainfalls frequently overwhelm the system and overflow is released through Combined Sewer Overflow (CSO) outfalls.

In the study area, stormwater and sewage are collected and transported downhill to a force main running parallel to Palisade Avenue. From there, they are diverted to the Wards Island sewage treatment plant. There are five CSO outfalls in the study area that release overflow directly into the Hudson River, bypassing the treatment plant. The State Department of Environmental Conservation (DEC) has determined that overflow of the City's combined sewers is the most important pollution problem along this stretch of the Hudson River.

The All-River Route could address this problem. Its design could include constructed wetlands at the five CSOs that would filter and cleanse the outfall before it enters the river. The Committee has consulted with an expert in ecological restoration to determine if it is reasonable to expect wetlands to establish and be sustained at these locations and the effect they might have on water quality in the river. Preliminary conclusions are that the wetlands can, in fact, thrive at these locations if properly designed and will function well enough to improve water quality substantially.

In addition, the stormwater drainage pipes along the east-west streets are broken in many places and no longer function. While this keeps stormwater out of the sewers and decreases the degree of combined sewer overflow, it causes major flooding along the roads, which is especially treacherous in winter when the steep streets can become coated with ice. It also causes extensive erosion along the streets and in Riverdale Park (fig. 42), with the result that Palisade Avenue and several east-west streets are being undermined; deep, dangerous gullies have formed alongside the roads; and the vegetation in Riverdale Park is threatened.

The rehabilitation of Palisade Avenue could be designed to capture runoff and control its entry into Riverdale Park. With this improvement, runoff would no longer undermine Palisade Avenue. Additionally, the runoff could be available for park vegetation and could filter into the soil where pollutants would be removed.

These projects will require coordination with the NYC Department of Environmental Protection, the DEC, and other agencies.

APPENDIX E

HUDSON RIVER VALLEY GREENWAY TRAIL– BRONX LINK
PRELIMINARY PLANT LIST

	BOTANICAL NAME	COMMON NAME
Trees – Riparian forest/top of bank planting		
	<i>Pinus rigida</i>	Pitch Pine
	<i>Prunus maritima</i>	Beach Plum
	<i>Prunus serotina</i>	Black Cherry
	<i>Juniperus virginiana</i>	Red Cedar
	<i>Amelanchier arborea</i>	Serviceberry
	<i>Amelanchier canadensis</i>	Shadbush
	<i>Magnolia virginiana</i>	Sweetbay Magnolia
	<i>Nyssa sylvatica</i>	Black Tupelo
	<i>Populus deltoides</i>	Cottonwood
	<i>Salix nigra</i>	Black Willow
	<i>Quercus palustris</i>	Pin Oak
	<i>Quercus bicolor</i>	Swamp White Oak
	<i>Tilia americana</i>	American Linden
	<i>Iva frutescens</i>	March Elder
Shrubs		
	<i>Clethra alnifolia</i>	Summersweet Clethra
	<i>Lindera bezoin</i>	Spicebush
	<i>Myrica pensylvanica</i>	Northern Bayberry
	<i>Rhus coppalina</i>	Winged Sumac
	<i>Rhus glabra</i>	Smooth Sumac
	<i>Rosa palustris</i>	Swamp Rose
	<i>Salix x cotteti</i>	"Bankers Dwarf" Willow
	<i>Salix discolor</i>	Pussy Willow
High Salt Marsh – Meadow		
	<i>Asclepias incarnata</i>	Swamp Milkweed
	<i>Distichlis spicata</i>	Saltgrass
	<i>Scirpus pungens</i>	Common Threesquare
	<i>Spartina patens</i>	Saltmeadow Cordgrass
	<i>Juncus gerardi</i>	Black Rush
	<i>Salicornia virginica</i>	Glasswort
	<i>Rosa carolina</i>	Pasture Rose
	<i>Solidago rugosa</i>	Rough-leaved Goldenrod
	<i>Lupinus perennis</i>	Wild Blue Lupine
Low Tidal Salt Marsh		
	<i>Spartina alterniflora</i>	Saltmarsh Cordgrass
Groundcovers		
	<i>Comptonia peregrina</i>	Sweetfern
	<i>Galium odoratum</i>	Sweet Woodruff

COMMUNITY INPUT

Overview of Community Input for the Greenway Project

In open meetings, the Committee reviewed previous studies and plans of city agencies, held numerous open meetings, walked each of the studied routes, debated alternative routes and connections, and considered design and planning details.

The Committee hired a landscape architect to develop its ideas and create visual materials. Many of these drawings and other graphics are included in this report. In the spring of 1998, the Committee produced a brochure, a slide show, and a portable exhibit, and conducted two public hearings to present its ideas to the greater community and seek community input. Numerous local residents, elected officials, public agency representatives and representatives from advocacy groups attended and presented their views to committee members. Committee members also attended an MTA/Metro North Railroad public hearing with respect to that agency's consideration of providing waterfront access to river front property west of Hudson Line tracks.

The Committee also designed a questionnaire asking for respondents' reactions to the alternative routes, which was distributed at the hearings and throughout the local neighborhoods. The comments from each of the hearings were summarized and categorized by issue, and the results of the questionnaire were tallied. These two documents are included in this section of the report.

The Committee also received input from a variety of additional sources including but not limited: unsolicited letters in local newspapers, a widely-distributed petition advocating waterfront access, and personal discussions among residents and other individuals.

Summary Table of Comments Made at Three Public Hearings on the Bronx HRVG and River Access

Local Residents and Representatives of Local Civic Organizations		
Speaker	Meeting	Comments
Susan Boyle, member of Transportation Alternatives	2/24	Transportation Alternatives has 4,000 members in NYC. Commends the visionary plans. Improvements to a walking and biking system can be a vital asset to a neighborhood, and tying that to the Hudson is critical.
Perry Brass, local resident of Palisade Ave.	2/24	Summers are very difficult now, due to use of the tracks—noise, trash, fires...who will control these problems? Has contacted the 50 th Pct., June Eisland, Senator Leichter, with no real cooperation. Calls to Metro-North have become routine; Metro-North has decided that fires are the fire dept.'s responsibility. Referred to the fire at Villa Charlotte Bronte.
Perry Brass, resident of Villa Charlotte Bronte	MTA – 3/5	Problems of noise, smoke, cruise boats at all hours of the night, small children playing on the tracks. The NYPD leaves the area to Metro-North police but is aware of the problems. Must be real responsibility to control use.
Diedra Burke, Secretary for the Riverdale Community Association	2/24	Concerned about preservation of Riverdale as a quiet bedroom community and preservation of natural resources. Must consider how the number of people and events will affect the quality of life; until that is known, cannot support any plan. Supports a study of walking path on the Hudson and a bike path on the Putnam, both only if funds for maintenance and security can be assured. Opposes anything that will increase vehicular traffic or the demand for parking, or support development of park concessions etc.; a riverside path with motorized vehicles or bicycles; designated bike routes on streets, especially if they attract biking events. Unhappy that other bike plans were drawn up with no community participation. The Bronx Committee must not exceed its mandate to study the feasibility of our voluntary participation in the HRVG. Request the Committee recommend a simple plan to DPR that can be implemented with deliberation and evaluated as we proceed as to its effects on our neighborhoods and natural resources.
Dante Caputo, resides near the Riverdale Station, member of the Yacht Club	3/19	Who will pay for security and maintenance? Who will be responsible for same? The Yacht Club has had problems with pedophiles approaching the children, unattended dogs, and other activities. The Riverdale Station is strewn with beer bottles (and there are no toilets) on weekends during fair weather. Expects things to be worse in the future.

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Mildred Carroll, local resident	3/19	Referred to the issues in her Riverdale Press letter, which included safety from the rails, vandalism to the tracks, parking, dangerous currents, skepticism that people will use the access bridges and will continue to cross the tracks, security, litter, and anti-social behavior. Stated that the community's input is critical. We are 100 years too late to redo the shoreline, we must make due with what we have. There is not enough space for a multi-use trail.
Jodi Colon, local resident, founding member, Friends of Spuyten Duyvil	MTA – 3/5	Access is a matter of degree. We already have some access; the definition of access is important. We need to deal with existing problems of noise, fires, etc. now. We should get DPR and NYPD budgets restored. Access projects should not pit one neighbor against another or endanger anyone's quality of life.
Elizabeth Cooke, Executive Director, The Parks Council, local resident	MTA – 3/5	The Parks Council helps neighborhoods realize their visions in ways that will work. Cited Bryant Park example. The tracks are not a park; if they were, there would not be the problems there are now. NYC DPR budget is lowest percentage in the nation, even in these flush economic times; there is no constituency for parks. Others can protect the river and environment as well or better than the railroad.
Peter Davies, board member of the RNP, local resident of Hillside	2/24	The RNP considers the Hudson River our most important asset. The Greenway is a unique opportunity to protect the waterfront from development by committing it to use as a nature trail and to correct environmental problems. We must have a full assessment of impacts on the community and plans for maintenance, security, and funding. Presents conditions of support for any Plan. Supports study of a waterfront route which should be comprehensive and include protection of views, environmental restoration, correcting drainage problems, regulated access points, and several alternative trail designs of varying lengths and uses, i.e. multi-use and walking-only. Supports designation of Palisade Avenue as a walking route. Supports immediate cleanup of the Putnam Line and development of a Greenway plan for the Putnam. Supports completion of the Old Croton Aqueduct Greenway. Does not believe there is a possibility to create "green ways" along Riverdale Ave. and Broadway. Supports study of E-W connectors. No Greenway route should be designed for bicycle marathons.
Peter Davies, board member of the RNP, local resident of Hillside	3/19	The RNP is concerned about the issues that have been raised. The RNP supports the Greenway, but believes that before any plan is approved there should be in place assurances for responsive safety, security and maintenance programs; that parking should be addressed, and that a funding plan is in place. The RNP also believes that more information is needed on the projected usage of the path(s) and the impacts to the community. It is important to recognize that there is funding available to do the things that need to be done.

Summary Table of Comments Made at Three Public Hearings on the Bronx HRVG and River Access

Phyllis Davies, local resident of Hillside	MTA – 3/5	The stretch between Ludlow and Riverdale Station is too narrow for a meaningful path; there is no intermediary access in case of emergency, any accident would be fatal. Suggests a small park at the Riverdale Station and at Ludlow.
Phyllis Davies, local resident of Hillside	3/19	Some of these plans consider removing the 5 th rail. At the MTA hearing, they made it clear that they have no intention of removing the 5 th rail. Such a narrow space, with no access between Ludlow and Riverdale will be very hard to patrol. It is not right to compare our shoreline with Riverside Park, there the railroad is underground. There is no where in Manhattan where you can put your toes in the water. Many communities speak glowingly about having provided visual access to the Hudson; that's their contribution to the HRVG. We already have that.
Paul Elston, Chair, Riverdale Nature Preservancy, local resident	MTA – 3/5	The Preservancy supports a comprehensive approach to a Greenway Waterfront Plan and recommends that it include five elements: 1) protecting the waterfront from development by remapping the waterfront to a City "park", requiring the protection of the views in the City zoning resolutions, and purchasing necessary access or rights over the private property, 2) restoring the water edge by creating wetlands and salt marshes and improving drainage systems, 3) providing multiple points of regulated access, including handicapped access, to the River at the Ludlow, Riverdale and Spuyten Duyvil railroad stations, and 4) providing for a trail along the waterfront. This could be just a walking and jogging trail, or might also provide for a bike trail depending on further design and evaluation of the feasibility, cost, safety issues and its impact on the River. The trail design should not involve placing fill in the Hudson River.
Joseph Fox, lived in Spuyten Duyvil since 1919; lives on Palisade Ave. near 254 th Street	3/19	Everyone has the best interests of the community at heart. The plans sound good on paper but, the facts are that there are noise, safety, parking, etc. issues. Has a real-life example of how a River route would work: in good weather Riverdale Station suffers damage, for example doors are taken off hinges and windows are broken, there is much litter, a safety problem, and no policing. He is 100% opposed to a river route like this. Asks the committee to keep the wishes of the community in mind. Leave Riverdale as it is...a unique treasure that has survived for all these years.
Renee Galloway, Palisade Ave. resident	3/19	Would like to share the river, but would like to keep it pristine. Cautious about possibility that outsiders will bring crime, graffiti, and threats to safety. Keep our area quiet, peaceful, and beautiful, and do not invite more traffic.
Mike Heller, Democratic District Leader, 81 st District, local resident	MTA – 3/5	Designs must respond to needs of community, funding should not impinge on MTA modernization program

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Larry Hockett, Chairman, Bronx Advisory Committee to the HRVG, local resident	MTA – 3/5	The committee also has a variety of opinions on the value of a river Greenway. The committee likes the idea but recognizes there are serious problems. Invites Metro-North to Committee hearing on March 19 th .
Charles Hogan, local resident	3/19	A park along the river will require city services, which will require a road. Look at VCP; despite existing laws it is a constant mess. Expects the same for a Greenway park. Take a conservative approach.
Leslie Hogan, local resident of Broadway	2/24	Has bicycled around Riverdale for 25 years. Is concerned about design of on-street routes—striping bike lanes would reduce travel lanes for cars. Broadway is now a speedway between Yonkers and the Henry Hudson, bikes along Broadway too will not help. Notes that friends from Manhattan now come and park on Van Cortlandt South and bike north along Broadway. If there are biking events, where will they park? Will the E-W routes bring a large number of transient bikers and walkers into our quiet neighborhoods? Supports the Putnam line for bikes. Suggests hiring local teenagers as “parkies” to maintain the trails and curb vandalism. Do not bring transients into Van Cortlandt Park to “mess it up”.
Nina Hogan, member of RNP, local resident	MTA – 3/5	Access to the river involves access to Riverdale Park. There should be no threats to that tranquil retreat. Increased use will ultimately result in the need to widen Palisade Avenue to accommodate maintenance and emergency vehicles. Opening a Pandora’s Box.
Nina Hogan, member of RNP, local resident	3/19	Between the dream and the reality falls a shadow. Cannot compare Riverdale proposals with the promenade in Brooklyn Heights, the geography is very different. Currents in the river are strong and dangerous, and the near-shore drop-off is very deep. People will be tempted to swim despite regulations and will drown.
Bill Johnson, member of CB 8 Parks Committee, local resident	2/24	Submitted a petition of 75 park users that there not be a bike way in Riverdale Park; the park should be only for pedestrians. Also, does not support bikes on Palisade Avenue, as this will funnel bikes into Riverdale Park. Personal endorsement of study of the river route that will address the concerns others have raised. Believes that opening the riverfront to “desirables” will be a buffer against “undesirables”.
Robert Kornfeld, Sr., Chair of the Riverdale Historic District, historian, local resident	3/19	Speaking as an individual, is not against change. Notes the ongoing DEP effort to consider reviving Tibbetts Brook as an opportunity. Must consider the long term. How did Commodore Vanderbilt ever get our waterfront away from us? Speaking for the Riverdale Historic District (RHD): after the MTA meeting, the RHD voted to oppose a designated bicycle path through the historic district and the surrounding neighborhood. Impacts on the district, such as parking and cleanliness must be considered. Additional information is needed; the project must ensure protection of the district.

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Joseph Kozlowski, Director of the Board, Friends of the Old Croton Aqueduct	MTA – 3/5	Asks Metro-North for help to stop development on the west side of the tracks where plans are to put up 8 – 12 story buildings that will block the view.
Ruth Kraus, resident of 254 th and Netherland	3/19	Rides a bicycle. Goes to the Bronx River Parkway on Sundays. Would be more comfortable riding in VCP if she knew there would be more people there. Is not comfortable riding on Riverdale Ave. or other streets because of traffic. Would like to walk along the River.
Edna Kuhn, resident for over 40 years, lives in Vinmont	3/19	The path along the river will be a big project requiring fences, roads, ADA access, and will change the character of the neighborhood. Show us how it can be done and what we have to sacrifice to get it. The committee's presentation is so general, we can only say no. Would like to walk along the river but is concerned that it cannot be made secure. Currently takes ranger walks in VCP—rangers told "us" not to go alone. The corner of 254 th Street and Mosholu already has a lot of community facilities and high parking demands. Adding a bike path is too much. Mixing bikes and walkers on the same path is absurd.
Fern LaDue, resident of Palisade Avenue for 40 years	3/19	Opposes opening the shoreline – has observed problems first hand. Had apartment gutted due to water during the fire. People build lean-to's, one summer they built shacks, garbage, rats, radios, fires, overnight camping, screaming, barking dogs. There are not enough resources for 24-hour/day patrols. Opposes designated bicycle lanes along Palisade Avenue and in Riverdale in general due to the narrow streets. We should not be seen as a recreational center for the city.
Russell LaDue, long-time resident	3/19	Described the fire at Villa Charlotte Bronte. A wall of fire came up from the river but the fire department was on the road. Very frightening experience. One apartment was burned and his was damaged due to the water.
Vito LaRocca, local resident	MTA – 3/5	The river should be open to all. We are not using what we already have; lets clean up the parks, identify what we already have, and build from there.
Paulette Licitra	3/19	Must admiring nature mean using it? Towns to the north have no riverside land. The River is fronted by factories or parks for residents only. People will come here to picnic etc. Is it so important to use up every bit of unbuilt land? Can't we enjoy it without putting our toes in it? Upstate is using Greenway funds for revitalization; we are already vital. Let's respect nature and not treat it as our own personal living room to do with as we please.
Robert Lynch, local resident	MTA – 3/5	We are in strong economic times; the municipal services we see now may be the best we will ever see. Will Metro-North commit to maintenance, security etc. in lean times?

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Robert Lynch, local resident	3/19	City services are bad even in these good budget years. Residents would like to see current facilities maintained and improved—to see well-maintained parks and local roads, and to see erosion problems dealt with. Once we see that, you will not characterize us as negative, but as enthusiastic.
Bea Meltzer, local resident	MTA – 3/5	This land is not a toy, we have to preserve it. Access will cause drastic changes, the only impacts I can see are unsupervised overuse, unplanned growth and disrespect for the environment.
Bea Meltzer, local resident	3/19	This is a true community issue and as this is a democracy, the community should have self-determination. Don't cut a trail through our woods, listen to the community and leave our shoreline alone.
Leonard Morgenstern, local resident for over 30 yrs., member TA	3/19	Cited the example of the new Oakland/Alameda trail along the San Francisco Bay. They had the same concerns as here. Speaking from 40 years of experience: once you develop a beautiful Greenway and responsible parties use it, respect for the area increases and the anti-social problems diminish.
Peter Mott, President NYC Audubon Society Board, Teacher in Riverdale, local resident	MTA – 3/5	Audubon Society supports opening up the riverbank as long as there are no incursions into the river; must give careful deference to wildlife and ecologically sensitive areas; need security and maintenance plans. If students have access they will become advocates for the river. Would like to be able to legally cross to the river.
Herb Myerson, local resident since 1955	2/24	One of the dreamers and part of the silent majority that wants access to the Hudson shoreline. When there is access, people will come. Other municipalities have overcome the problems of radios, barbecues, etc. One of the credos of people who use areas like the Croton trail is to be considerate; the Croton goes past and through estates and there are no problems; it's safer to have such a trail than not to have it. Artwork from PS 7 shows how kids dream about a river they can use. Should have bridges from the railroad stations and a trail along the river. Thinks the community should have had more input on the DPR Spuyten Duyvil waterfront project. Many groups, such as the Appalachian Mtn. Club and the American Canoe Assoc. want to be involved in caring for the trail.
Herb Myerson, local resident since 1955	MTA – 3/5	MTA parking lots in Westchester are opened up on weekends for public use; opening up the park will drive out the anti-socials. MTA is willing to help us. Associations with 400 to 600 families don't speak for all of Riverdale, e.g. Skyview has several thousand residents.

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Susan Pliner, President Villa Charlotte Bronte co-op board.	MTA – 3/5	Opposed to river access unless fires, barbecues, “makeshift toilets” loud radios (soccer games) are eliminated. Use of Riverdale Station parking lot will cause confusion and overcrowding; 254 th Street is too narrow for increased traffic.
Ed Ravin, local resident	3/19	Waterfront Greenways are being seen nationally as ways to reclaim waterfronts. It is possible that there are enforcement problems now because police do not have safe access across the tracks; legal access may improve enforcement. Police have monthly community meetings to identify problem areas. Greenways are treasures.
Dennis Reeder, resident of Vinnmont	3/19	Maintenance of the River Route will be a problem because it will be a long, narrow park with little access. Appreciates the advance “warning” on the Greenway; there was no community outreach before Mosholu and 254 th Streets were designated bikeways. The Greenway does not connect to anything; the Yonkers Greenway (along the river) is a joke. Should look at the Putnam line as a good place to put a bikeway.
Sol Scheinbach, resident for 20 years, birder	3/19	Most has already been said. Jogs along Palisade Ave., goes birding along the unbuilt portion of Palisade Ave. The Greenway can be a great idea, but it depends on the concept. Riverdale Park is a sanctuary, yet bike riders go through the unbuilt Palisade Ave. section. Bikes and walkers do not mix; opposes multi-use path. Has a vision of collisions between bicyclists and toddlers on the trail. Doubts the police will respond to complaints about radios and barbecues if he can’t get them to catch car thieves.
Ray Schneider, local resident	MTA – 3/5	Proposed three sites for access: the Spuyten Duyvil triangle, the bridge that carries 254 th Street over the tracks, College of Mt. St. Vincent.
Eva Schulz, local resident	3/19	Most concerns have already been stated, except parking. No parking should be provided for the Greenway – the roads are too narrow. Other concerns: security and safety. We should clean up Riverdale Park, fix the fence along the trains to keep people out, put bicycles on the Putnam or Croton routes.
Peter Selgin, resident of Spuyten Duyvil	2/24	Acknowledges that a lot of good work has gone into the plan, but is concerned about monitoring and maintenance. Once a month, he picks up 1 – 2 trash bags full of trash. Many people pick up trash, but there is no official program in place. It should not be taken for granted that these same people will just increase their efforts and pick up after trail users; there should be money for maintenance. The devil is in the details. Without a high fence along Palisade Avenue, people will dump in the park; they will throw things over a low fence or wall. The most logical approach is to start with a small area and see what happens. There are parts of the plan that could be implemented experimentally that will tell us much more about what is likely to happen.

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Peter Selgin, resident of Spuyten Duyvil	3/19	Likes the status quo; moved here for the status quo. What is stopping anyone from riding a bike in Riverdale? Any path should be for walkers, who will contribute to the area by stopping to pick up litter. The waterfront in Yonkers and the rest of the Hudson Valley is either derelict buildings or municipal parks that restrict bicycles, rollerblades, dogs, etc. Imagine people coming from all over the valley to do those things here. There really is no Greenway that we are not being a part of –it is all a fiction. The HRVG is a way to get state funds to small cities that need it for revitalization. We do not need it, nor do we need access to the river. If we want to enjoy the river, let's make it quiet and clean and keep it that way.
Dan Slattery, Chief Business Officer for College of Mt. St. Vincent	3/19	The College shares 70 acres with the Sisters of Charity but they are two separate entities; the sisters own the point. There are 400 on-campus students; students do not have access to the point because of drinking, security. Any Greenway will invite students to be creative to gain access. Any plans must consider possible plans by Mt. St. Vincent and Manhattan College biology depts. To make the point into ecological research area.
Sr. Doris Smith, Secretary for the Sisters of Charity	3/19	Where is the short- and long-term funding? Who will administer the Greenway? Is there a budget? What assurances for security? What about liability issues for property owners? Mt. St. Vincent tries to be a good steward of the environment and would like others to be able to enjoy it. Concerns: drinking, litter, security. Wants to be cooperative, but until it is known what is expected of property owners, must withhold judgement.
Laura Spalter, Co-chair, Riverdale Community Association	MTA – 3/5	So far, MTA and NYPD have demonstrated that they cannot handle the problems that exist. SNAD is environmentally sensitive; project will increase traffic to the area; increased traffic and parking needs will also have negative impacts on the community.
Tony Thoman, local resident, member of TA and Friends of Spuyten Duyvil	3/19	Wants to get his toes wet. Is aware of preliminary nature of project and hopes it does not die. Cites example of Lake Michigan parks in Chicago. Concerns: litter, glass, etc. in existing parks. Can DPR afford maintenance of another park? Hopes Committee will address issues. Suggests: establishing police substations at the access points. A long process with a lot of coordination needed between agencies; if we keep at it, we can establish something we will not regret.
Irwin Weinberg, resident of Pelham Area	MTA – 3/5	Cited Ft. Schuyler example. State Police have a facility there and make their presence known; fishermen, picnickers etc. leave the place spotless. It's up to local residents to get after the police. The waterfront has restorative properties.

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Hugh Young, resident of Palisade Avenue in Spuyten Duyvil for 5 years	2/24	At the moment, many people already use the tracks, and cause noise, litter, fires, and drunken fights. On the weekends, the disturbance lasts until 1:00 a.m. on Saturday then starts again at 6:00 a.m. on Sunday with a new crowd. Children play on the tracks. Problems are getting worse—litter is increasing and people are “making out” by the Spuyten Duyvil station at night. Need ongoing funding to protect the area. At night it will be a much different place than during the day. Must protect the river. Want to make it accessible but have done a miserable job of protecting it so far. Please remember me before all you outsiders make decisions about my home.
Hugh Young, resident of Palisade Avenue	MTA – 3/5	“Noble optimists” are failing to look at serious problems we have now: litter, noise, fires. Not a pessimist but a realist.
Richard Zublauskus, fisherman	MTA – 3/5	All development is displeasing. To protect the river, close it off to everyone.
Elected Officials		
Speaker	Meeting	Comments
June Eisland, NYC Councilwoman	MTA – 3/5	“Enhanced” river access means bringing disorderly conduct under control now. After enhancement, can consider increasing access.
June Eisland, NYC Councilwoman	3/19	The Greenway is a visionary idea but there are real problems. Even with flush budgets, more funds are not being directed to security. We must solve existing problems before seeking more access. Law-abiding people will not keep the order, will expect the police to do it. It is not appropriate to expect the situation to just improve if the Greenway comes in, there must be accountability. As a bike rider, does not support mixed use paths. DPR must commit long-term funds for maintenance. There must be assurances for long-term safety and maintenance.
Jeffrey Dinowitz, NYS Assemblyman	MTA – 3/5	Must address present problems first; must guarantee funding will be there; should not consider constraints as excuses to not proceed.

Summary Table of Comments Made at Three Public Hearings on the Bronx HRVG and River Access

Jeffery Dinowitz, NYS Assemblyman	3/19	The committee has agreed that we want to preserve the beauty of the river. He and Franz are setting up a meeting with MTA, the 50 th pct. and co-op boards. We have to address the problems of fires, litter, etc. regardless of the Greenway. Would like to hear more comments about the non-River routes. Announced \$850K NYS DOT funds for Palisade Avenue, can stand on its own or be part of a larger picture; \$300K Bond Act funds for DPR's Alderbrook project. There will be a Greenway and people will be passing through our neighborhoods. Do we want some say in how they do it? DPR has final say; hopes to see some consensus in the community.
Franz Leichter, NYS Senator	3/19	Bears much of the responsibility for the proposals. Comments are eye-opening and disappointing. Has always heard complaints about not having access to the river. The HRVG effort is to preserve the valley from overdevelopment and create river access. Valid issues are being raised but also some unjustified fears and concerns. There is nothing inconsistent with a Greenway and a wonderful community. Hopes we are not so scared that we conjure up the worst and reject the opportunity. Other communities are dealing with the same issues. Asks the community to have an open mind.

Representatives of Organizations with Particular Expertise in The HRVG, Bicycle Routes, or Parks

Speaker	Meeting	Comments
Matthew Atkinson, Staff Attorney, Riverkeeper	2/24	Has studied legal obligation of MTA to provide access since 1994. MTA agrees about responsibility to provide access at historic rail crossings; including the crossings the Bronx is looking at. They are dedicating funds, technical ability, and engineering to studying public access. Engineering is not the issue, the issue is what do people want. The railroad will be extremely willing to work with the community. Provides the MTA meeting schedule. A cross section of society wants to use the river; hopes the community will give them the opportunity to do so.
Matthew Atkinson, Staff Attorney, Riverkeeper	MTA – 3/5	The Bronx is the only county without improved access; when we turn our faces to the river the police will care.

Summary Table of Comments Made at Three Public Hearings on the Bronx HRVG and River Access

<p>Matthew Atkinson, Staff Attorney, Riverkeeper</p>	<p>3/19</p>	<p>Advocates public access to the river; realizes the community might view him as an outsider. Riverdale is extremely unusual in its reaction to the opportunity for access. There is a distinction between naysayers who are using concerns to block any projects and those who are raising concerns and are willing to work at them. Has undertaken legal studies of the public's right to access for four years. Access to the shoreline and adjacent waters is integral to western culture. It was first codified in the Justinian Code of the Roman Empire in the 6th century; King John's infringement on these rights resulted in a provision in the Magna Carta (1215 AD) that expressly prohibited such infringement. While it is not at all clear that the public has the right to cross the tracks or use the railroad right-of-way, it is clear that the public has the right to go to the river in the Bronx. The corridor has become a quasi-private park for some local residents. In this shadowland, Metro-North and the 50th pct. don't feel obligated to enforce laws. A fight against public access is shameful. If Riverdale is successful in denying river access to the public, it will distinguish itself by its intolerance.</p>
<p>John Boldt, representing himself</p>	<p>MTA – 3/5</p>	<p>The waterfront has an emotional draw, not just for anglers. Cited example of his boyard. When he acquired it he removed 27 dumpsters of trash; as legitimate uses took over, the troublemakers went away. "Broken window theory" says "nobody cares". We must listen to legitimate concerns. Manhattan CB12 supports cantilevering a path off the swing bridge and opening up the Spuyten Duyvil triangle – excellent striped bass fishing spot.</p>
<p>Bill Castro, Bronx Commissioner, NYC Dept. Parks and Recreation</p>	<p>3/19</p>	<p>DPR is taking this project seriously. Ellen and Joshua are consulting with everyone they can. Commissioner Stern is following the project closely. DPR is very open and wants to see what is the most sensible plan. DPR is completing its 158th Street to Yonkers study this summer. Wants to reassure the community that DPR is listening. Recognizes that these are legitimate concerns. Has a lot of experience with park security, and DPR is taking a serious look at use concerns.</p>
<p>John Cronin, Executive Director, Riverkeeper</p>	<p>MTA – 3/5</p>	<p>Two choices: no one uses the river or everyone uses it. Where projects have been built, disorderly conduct has stopped. Positive changes occur where there is a strong constituency.</p>
<p>Andrew Darrel, Executive Director, Hudson River Park Alliance</p>	<p>MTA – 3/5</p>	<p>Strong supporter for HRVG and access; "highest and best use" of the waterfront is open, green space. Projects should be designed so that public recreation and environmental protection coexist.</p>

Summary Table of Comments Made at Three Public Hearings on the Bronx HRVG and River Access

Richard Gans, Bronx Chair of Transportation Alternatives	2/24	There are 100 members in the Bronx chapter of TA, about 1/3 in Riverdale/Kingsbridge. Apologized for insufficient notice to the community about the last Century Ride (there were over 3,000 riders last Sept.; has been going on for 10 years; this year they went to Riverdale first instead of last). Supports the Hudson River, Palisade Ave., and Putnam line routes; all serve different purposes and all should be accessible to bikes and promote bicycling. Increases in commuter biking should be applauded. Suggests designing Palisade Avenue as a shared car/bicycle street, with traffic calming devices installed. Work of the Committee is outstanding. The city is full of historic transportation wrongs—no railroad connection between Grand Central and Penn Station, no bicycle route along the reconstructed Mosholu Parkway—don't commit another historic wrong.
Richard Gans, Bronx Chair of Transportation Alternatives	3/19	TA has 40 members in the Riverdale/Kingsbridge area. Confused about the position: things are really bad now so we should maintain the status quo. Safety consists of having a critical mass of people you feel comfortable around. One way to prevent problems would be to prohibit additional parking. It is absolutely better to separate walkers from bicyclists (de rigueur in Europe) but it is possible to use a trail surface that will discourage fast bicycling. Fully supports a bicycle route on Palisade Avenue; clarified position, as per Riverdale Press letter.
Joshua Laird, Director of Planning, NYC DPR	MTA – 3/5	In The Bronx, access is visual. DPR and MTA projects can go forward independently, but would like to work together.
David Sampson, Executive Director HRVG Communities Council	MTA – 3/5	Can site many successful projects, willing to assist

Breakout of issues, ideas, and suggestions according to topic

What have we learned from the public meetings?

The majority of speakers at each of the three meetings support some aspect of the Greenway concept, but have reservations about details of maintenance, safety, design, usage, and location. This section breaks out the many comments into useful categories that can begin to define community goals and frame specific questions to be researched. These comments, as presented below and in the table above, are not a complete transcription of the proceedings, but they capture the major concerns and ideas that were expressed. There is a great deal of overlap between these topics and some comments may not fit well into any of these headings; this organization is only an aid.

This issues summary should be incorporated into a larger analysis that includes the questionnaire and letters to the editor from local papers.

Local Residents and Representatives of Local Civic Organizations

MAINTENANCE AND SECURITY

Operations

Who will control the problems of noise, trash, fires, all happening now? (Brass)
Vandalism, litter, anti-social behavior (Carroll)

There must be assurances for responsive security and maintenance programs (Ptr. Davies)

No intermediary access between Riverdale and Ludlow stations will make that stretch very hard to patrol (Phy. Davies)

Riverdale station is continually vandalized and there is no policing (Fox)

Despite existing laws, VCP is a mess; expects the same for Greenway (C. Hogan)

Suggests hiring local teenagers as "parkies" to maintain the trails and curb vandalism (L. Hogan)

Is concerned that a river path could not be made secure (Kuhn)

Has observed people building lean-to's and shacks; problems of garbage, rats, fires, screaming, barking dogs; there are not enough resources for 24-hour-per-day patrols (F. LaDue)

The fire at Villa Charlotte Bronte came up from the river but the fire department was on the road (R. LaDue)

Need security and maintenance plans (Mott)

Opposed to river trail unless fires, barbecues, "makeshift toilets", loud radios etc. are eliminated (Pliner)

Police have monthly community meetings to identify problems (Ravin)

Maintenance of the river route will be a problem because it is long and narrow, with little access (Reeder)

Breakout of issues, ideas, and suggestions according to topic

Doubt that police will respond if they won't even catch car thieves (Scheinbach)
Concerned about maintenance and security (Schulz)
It should not be assumed that the residents who currently pick up trash will maintain the Greenway (Selgin)
Students at Mt. St. Vincent do not have access to the point because of drinking and security (Slattery)
Who will administer the Greenway? (Smith)
What about liability issues for property owners? (Smith)
Concerned about drinking, litter, security (Smith)
MTA and NYPD have demonstrated that they cannot handle the problems that exist (Spalter)
Suggestion to establish a police substation at river access points (Thoman)
State Police presence at Ft. Schuyler ensures that waterfront users there leave the area spotless (Weinberg)
Nights are much different than days: many people who use the tracks now cause terrible disturbances and exhibit anti-social behavior (Young)

Effects of the Greenway on future operations

The Riverdale station is strewn with litter after nice summer weekends; expects it to get worse (Caputo)
Outsiders may bring crime and graffiti and threats to safety (Gallay)
Believes opening the riverfront to desirables will be a buffer against undesirables (Johnson)
Would be more comfortable riding a bike in VCP if she knew more people would be there (Kraus)
Citing the example of the new Oakland/Alameda trail, experience shows that once responsible parties begin to use a Greenway, antisocial behavior diminishes (Morgenstern)
When there is access, people will come and drive out the anti-socials; it is safer to have such a trail than to not have it (Myerson)
Many groups, such as the Appalachian Mt. Club and the American Canoe Assoc. will get involved in caring for the trail (Myerson)
Current enforcement problems may be due to lack of safe access for police; once safe access is provided, enforcement may improve (Ravin)
Citing example of Lake Michigan parks in Chicago, believes a waterfront park would invite responsible use (Thoman)

SAFETY

Safety from the rails, from dangerous currents (Carroll)
Skeptical that people will use safe access points; believes they will continue to cross the tracks (Carroll)
There must be assurances for responsive safety programs (Ptr. Davies)
There is no intermediary access between Ludlow and Riverdale stations, any accident would be fatal (Phy. Davies)
There are safety issues (Fox)

Breakout of issues, ideas, and suggestions according to topic

Currents in the River are strong and dangerous and the near-shore drop-off is very deep; despite regulation, people will drown (N. Hogan)
Would like to be able to legally and safely cross to the River (Mott)
Concerned about safety (Schulz)
Children play on the tracks now (Young)

BUDGET

Supports studies only if funds for maintenance and security are assured (Burke)
Opposes park concessions for revenue generation (Burke)
Who will pay for and be responsible for security and maintenance?(Caputo)
A funding plan should be in place before plan approval; it is important to recognize that there is funding in place to do what needs to be done (Ptr. Davies)
Municipal services are scanty even in these good economic times (Lynch)
Will Metro-North commit to maintenance, security, etc. in lean times? (Lynch)
Funds should not impinge on MTA modernization program (Heller)
MTA is willing to help us (Myerson)
Where is the short- and long-term funding? (Smith)
Is there a budget? (Smith)
Can DPR afford maintenance of another park? (Thoman)
Need ongoing funding to protect the area (Young)

TRAFFIC AND PARKING

Opposes traffic-generating uses and uses that will increase demand for parking (Burke)
Concerned about parking (Carroll)
Parking needs and impacts on the community should be studied (Ptr. Davies)
There are parking issues (Fox)
Do not invite more traffic (Gallay)
If there are biking events, where will they park? (L. Hogan)
The corner of 254th Street and Mosholu already has high parking demands; adding a bike path is too much (Kuhn)
In Westchester, MTA parking lots are opened up on weekends for public use (Myerson)

Breakout of issues, ideas, and suggestions according to topic

Use of Riverdale Station parking lot will cause confusion and overcrowding (Pliner)
The roads are too narrow to provide on-street parking for a Greenway (Schulz)

NEIGHBORHOOD CHARACTER

Concerned about preservation of Riverdale as a quiet bedroom community (Burke)
Leave Riverdale as it is...a unique treasure that has survived for all these years (Fox)
Keep our area quiet, peaceful and beautiful (Gallay)
Will the E-W routes bring transients into our quiet neighborhoods? (L. Hogan)
The path along the river will be a big project requiring fences, roads, ADA access, and will change the character of the neighborhood (Kuhn)
Increased traffic and parking will have negative impacts on the community (Spalter)

USAGE

Must consider how the number of people and events will affect the quality of life (Burke)
Need more information on projected usage and impacts to the community (Ptr. Davies)
Nowhere in Manhattan can put your toes in the water (Phy. Davies)
We should not be seen as a recreational center for the city (F. LaDue)
People will come from Westchester and other places where they have no river access, to picnic etc. (Licitra)
If students have access to the river, they will become advocates for it (Mott)
Artwork from PS 7 shows how kids dream of a river they can use (Myerson)
Waterfront Greenways are being seen nationally as ways to reclaim waterfronts (Ravin)
People will come from all over to do the things they are prohibited from doing in their own communities (Selgin)
We do not need access to the water (Selgin)
Any path should be for walkers; they will stop to pick up litter (Selgin)

DEFINITION OF ACCESS (TO THE SHORELINE)

We already have some access; access is a matter of degree (Colon)
In many communities, their contribution to the HRVG is visual access; we already have that (Phy. Davies)

Breakout of issues, ideas, and suggestions according to topic

NATURAL ENVIRONMENT

Concerned about preservation of natural resources (Burke)

We are 100 years too late to redo the shoreline (Carroll)

The Hudson River is our most important asset (Ptr. Davies)

Trail design should restore the water edge by creating wetlands and salt marshes and improving drainage systems, and it should not involve placing fill in the Hudson River. (Elston)

Would like to keep the River pristine (Gallay)

There should be no threats to Riverdale Park, a tranquil retreat (N. Hogan)

Let's respect nature and not treat it as our personal living room, to do with as we please (Licitra)

We must preserve the land; the only impacts I can see are unsupervised overuse and unplanned growth; leave our shoreline alone; don't cut a trail through our woods (Meltzer)

There should be no incursion into the River (Mott)

Must give deference to wildlife and ecologically sensitive areas (Mott)

Riverdale Park is a sanctuary, but bike riders go through the unbuilt portion of Palisade Ave. now (Scheinbach)

Let's make the River quite and clean and keep it that way (Selgin)

Any plans must consider proposal to make the Mt. St. Vincent point into an ecological research area (Slattery)

Should not increase traffic in the SNAD since it is an environmentally sensitive area (Spalter)

We must protect the river (Young)

To protect the river, there should be no development and it should be closed off to everyone (Zublauskus)

HUDSON RIVER ROUTE

General support for

Supports study of a walking path (Burke)

Supports study of a river route (Johnson)

Would like to walk along the River (Kraus)

Would like to walk along the River (Kuhn)

The River should be open to all (LaRocca)

Should have bridges at the railroad stations and a trail along the River (Myerson)

Supports access because the waterfront has restorative properties (Weinberg)

Breakout of issues, ideas, and suggestions according to topic

HUDSON RIVER ROUTE (cont'd)

Design

There is not enough room for a multi-use trail (Carroll)

The stretch between Ludlow and Riverdale Stations is too narrow for a meaningful path (Phy. Davies)

At their public hearing, MTA made it clear that they have no intention of removing the 5th rail (Phy. Davies)

Should not compare us with Riverside Park; there the railroad is underground (Phy. Davies)

The Preservancy supports a comprehensive approach to a Greenway Waterfront Plan, including protecting the waterfront from development by remapping the waterfront to a City "park", requiring the protection of the views in the City zoning resolutions, and purchasing necessary access or rights over the private property; providing multiple points of regulated access, including handicapped access, to the River at the Ludlow, Riverdale and Spuyten Duyvil railroad stations; providing for a trail along the waterfront that could be just a walking and jogging trail, or might also provide for a bike trail depending on further design and evaluation of the feasibility, cost, safety issues and its impact on the River (Elston)

City services for the park will require a road (C. Hogan)

Palisade Avenue will have to be widened for maintenance and emergency vehicles (N. Hogan)

Should not compare with Brooklyn Heights, the geography is very different (N. Hogan)

Mixing bikes and walkers on the same path is absurd (Kuhn)

The trail does not connect to anything (Reeder)

Proposes three sites for access: the Spuyten Duyvil triangle, the bridge at 254th Street, and Mt. St. Vincent (Schneider)

PALISADE AVENUE ROUTE

Submitted a petition from 75 park users that there be no bikeway in Riverdale Park (Johnson)

Riverdale Park should be only for pedestrians (Johnson)

Opposes a bikeway on Palisade Avenue, as it will funnel bikes into Riverdale Park (Johnson)

Riverdale Historic District voted to oppose a designated bike path through the District and surrounding neighborhood; any project must study the impact on and assure protection of the District (Kornfeld)

Opposes a designated bicycle lane along Palisade Avenue due to narrowness of street (F. LaDue)

Bikes and walkers do not mix (Scheinbach)

Without a high fence along Palisade Ave., people will dump in the park; they will throw things over a low fence or wall (Selgin)

PUTNAM LINE ROUTE

Supports study of a bike path (Burke)

Supports the Putnam Line for bikes, but do not allow transients to “mess up” VCP (L. Hogan)

Considers the DEP effort to revive Tibbetts Brook to be an opportunity (Kornfeld)

Should be considered as a good place for a bikeway (Reeder)

Should put bicycles on the Putnam line (Schulz)

OTHER EXISTING-STREETS ROUTES

Opposes designated bike routes on streets especially ones that will attract biking events (Burke)

Striping bike lanes on streets would reduce travel lanes for cars (L. Hogan)

Bikes on Broadway will exacerbate a problem with speeders (L. Hogan)

Friends now come from Manhattan, park on VCP South, and bike north on Broadway (L. Hogan)

Is not comfortable riding on Riverdale Ave. or other streets because of traffic (Kraus)

Opposes designated bicycle lanes along Riverdale streets in general because streets are too narrow (F. LaDue)

254th Street is too narrow for increased traffic (Pliner)

What is stopping anyone from riding a bike in Riverdale? (Selgin)

PLANNING PROCESS

Unhappy that other bike plans were drawn up with no community participation (Burke)

Bronx Committee must not exceed its mandate to study feasibility (Burke)

The community’s input is critical (Carroll)

Access should not pit neighbor against neighbor (Colon)

Designs must respond to the needs of the community (Heller)

Show us how it can be done and what we have to sacrifice to get it (Kuhn)

The Committee’s presentation is too general (Kuhn)

The community should have self-determination (Meltzer)

The community should have had more input on the Spuyten Duyvil project (Myerson)

Associations with 400 or 600 members don’t speak for all of Riverdale (Myerson)

Appreciative of the “advance warning”; there was no community outreach before designation of Mosholu Ave. (Reeder)

Breakout of issues, ideas, and suggestions according to topic

The community is beginning a long process of coordination between agencies; if we keep at it, we will establish something we will not regret (Thoman)
Decisions should not be made by “outsiders” without considering local residents (Young)

STRATEGIES FOR THE FUTURE

Requests a simple plan that can be evaluated for impacts as we proceed (Burke)

Need to deal with existing problems of noise, fires, etc. now (Colon)

Suggests a small park at the Riverdale station and at Ludlow (Phy. Davies)

Take a conservative approach (C. Hogan)

Consider the long term (Kornfeld)

We are not using what we already have; lets clean up the parks, identify what we already have, then build from there (LaRocca)

Upstate is using Greenway funds for revitalization; we are already vital (Licitra)

Once we see well-maintained parks and local roads, and erosion problems dealt with, we will be enthusiastic about the Greenway (Lynch)

Clean up Riverdale Park, fix the fence along the trains to keep people out (Schulz)

Start with a small area and see what happens; there are parts of the plan that could be implemented experimentally (Selgin)

Elected Officials

MAINTENANCE AND SECURITY

It is not appropriate to expect the situation to just improve by itself if the Greenway comes it; there must be accountability (Eisland)

BUDGET

DPR must commit long-term funds for maintenance (Eisland)

Must guarantee funding (Dinowitz)

NEIGHBORHOOD CHARACTER

There is nothing inconsistent with a Greenway and a wonderful community (Leichter)

Breakout of issues, ideas, and suggestions according to topic

NATURAL ENVIRONMENT

The Committee has agreed that we want to preserve the beauty of the river (Dinowitz)
Announced \$300K Bond Act funds for Alderbrook project (Dinowitz)

ROUTE SPECIFICS

Does not support mixed use paths (Eisland)
Announced \$850K NYSDOT funds for Palisade Avenue project – can stand on its own or be part of a larger project (Dinowitz)
Has always heard complaint about not having access to the river (Leichter)

PLANNING PROCESS

There will be a Greenway and people will pass through our neighborhood. Do we want some say in how they do it? Hopes to reach a consensus (Dinowitz)
Other communities are dealing with the same issues; asks the community to have an open mind (Leichter)

STRATEGIES FOR THE FUTURE

“Enhanced” river access means bringing disorderly conduct under control now; after enhancement, consider increased access (Eisland)
We have to address the existing problems of fires, vandalism, etc. now, regardless of the Greenway (Dinowitz)

Representatives of Organizations with Particular Expertise in the HRVG, Bicycle Routes, or Parks

MAINTENANCE AND SECURITY

When we turn our faces to the river, the police will care (Atkinson)
The “broken window theory” says that deterioration begets deterioration, but when legitimate uses take over, troublemakers go away (Boldt)
Has a lot of experience with park security (Castro)
Where projects have been built, disorderly conduct has stopped (Cronin)
Safety consists of having a critical mass of people you feel comfortable around (Gans)
Can cite many successful projects (Sampson)

TRAFFIC AND PARKING

One way to prevent problems would be to prohibit additional parking (Gans)

Breakout of issues, ideas, and suggestions according to topic

USAGE

DPR is taking a serious look at use concerns (Castro)

ROUTE SPECIFICS

A cross-section of the community wants to use the river (Atkinson)
The public right to access to the shoreline and adjacent waters is integral to western culture (Atkinson)
Manhattan CB 12 supports cantilevering a path off the swing bridge and opening up the Spuyten Duyvil triangle (Boldt)
DPR is very open and wants to see what is the most sensible plan (Castro)
The highest and best use of the waterfront is open green space (Darrel)
Supports the Hudson River, Palisade Ave., and Putnam Line routes; all serve different purposes and all should be open to bicyclists (Gans)
Palisade Ave. could be designed as a shared car/bicycle street, with traffic calming features (Gans)
It is absolutely better to separate walkers and bicyclists (Gans)
It is possible to use a trail surface that will discourage fast bicycling (Gans)

NATURAL ENVIRONMENT

The Spuyten Duyvil triangle is an excellent bass fishing spot (Boldt)
Projects should be designed so that public recreation and environmental protection coexist (Darrel)

PLANNING PROCESS

Engineering is not the issue, the issue is what do people want (Atkinson)
Ellen Macnow and Joshua Laird are consulting with everyone they can, and Commissioner Stern is following the project closely (Castro)
DRP will complete its 158th Street – Yonkers plan this summer (Castro)
The DPR and MTA projects can go forward independently, but would like to work together (Laird)

STRATEGIES FOR THE FUTURE

There are two choices: no one uses the river because it is illegal to get there, or everyone uses it because it is legal (Cronin)

Summary of Greenway Questionnaire

The purpose of the Greenway questionnaire was to collect information from the public about preferences for and desired uses of several possible routes for the Hudson River Valley Greenway through the Bronx. The questionnaire was developed by the Bronx Advisory Committee to the Hudson River Valley Greenway and distributed at each of two public meetings held in local neighborhoods and at several sites around the community. (See sample questionnaire at Attachment A.)

Respondents had varying levels of familiarity with the Greenway concept. For some, the display drawings and slide show at the public meetings were their first acquaintance with the project. Other respondents had been involved with various aspects of project planning and had greater familiarity with the material.

A total of 110 questionnaires were returned to the Committee. Of the 110 questionnaires, 14 were not included in the tally below because either the respondent did not indicate either their zip code, gender, or age group or the respondent does not reside in zip code 10463 or 10471. The responses on these questionnaires are important to the Committee, however, and these 14 questionnaires are discussed at the end of this report. The summary below includes only the remaining 96 questionnaires. The full tally of the 96 questionnaires is provided as Attachment B.

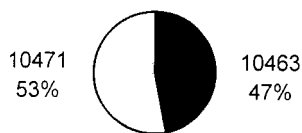
The questionnaire also included four open-ended questions. Respondents were asked what their favorite hiking/biking trails are, which activities they presently engage in that would be suitable for the Greenway, if they have any recommendations for future study or concerns related to the routes, and for additional comments and suggestions. Many people answered these questions, some providing long responses on the back of the form or enclosing letters with their questionnaires. These questions have not yet been reviewed and are not summarized below.

Characteristics of Respondents

The 96 respondents are fairly evenly split between zip code 10471 (51 respondents) and zip code 10463 (45 respondents).

The 96 respondents are fairly evenly split by gender; 52 are female and 44 are male.

Total Respondents by Zip Code

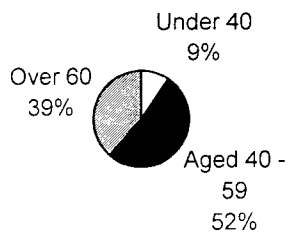


Total Respondents by Gender



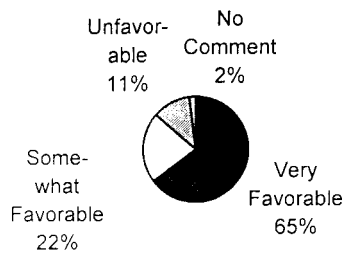
One-half of the 96 respondents were between 40 and 59 years old. A very small proportion (10%) were under 40.

Total Respondents by Age Group



Summary of Initial Reactions of Questionnaire Respondents to the Overall Proposal

Initial Reaction of All Respondents



The initial response of the majority of respondents was very favorable. Over 85% of respondents were very or somewhat favorable.

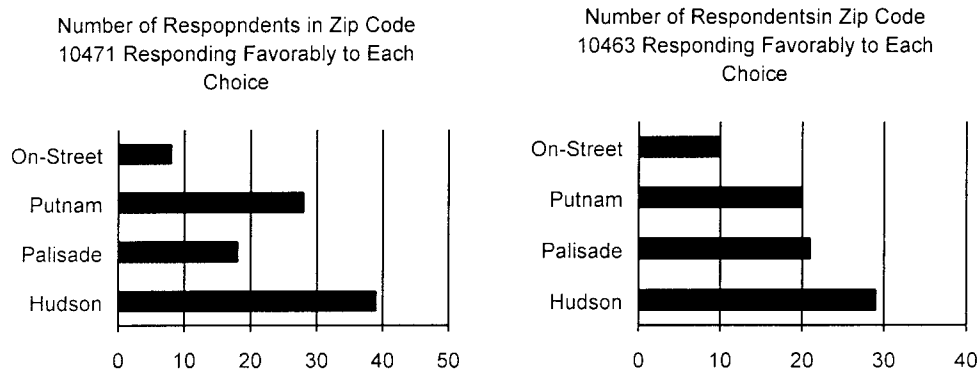
Initial Reaction by Gender and Age							
	Male			Female			Total
	Under 40	40-59	Over 60	Under 40	40-59	Over 60	
Very Favorable	5	15	13	2	19	8	62
Somewhat Favorable	1	2	4	1	6	7	21
Un-Favorable	0	2	2	0	5	2	11
No Comment	0	0	0	0	1	1	2
Total	6	19	19	3	31	18	96

All age and gender groups exhibit a high percentage of "very favorable" responses. The exception is females over 60 years of age. This group is nearly evenly split between "very favorable" and "somewhat favorable".

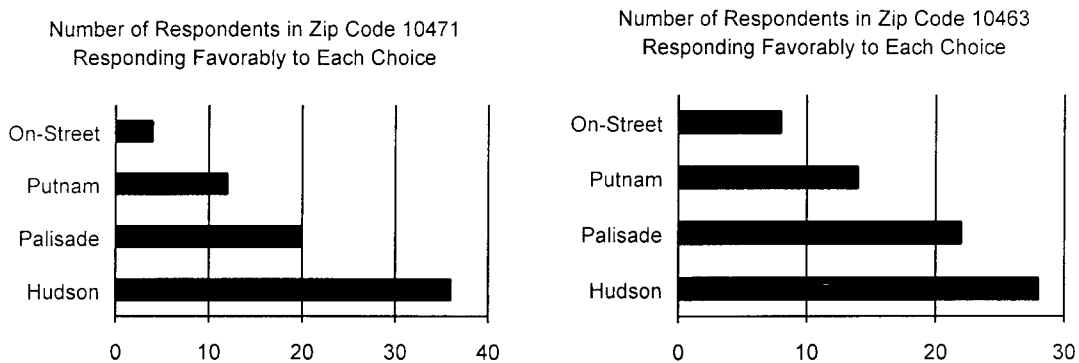
Responses to the First Six Questions

The first six questions asked respondents to select all items that apply to themselves or their households. Consequently, the total number of items selected exceeds the total number of respondents.

Question: Which of the routes would you like to see selected for further review and study?

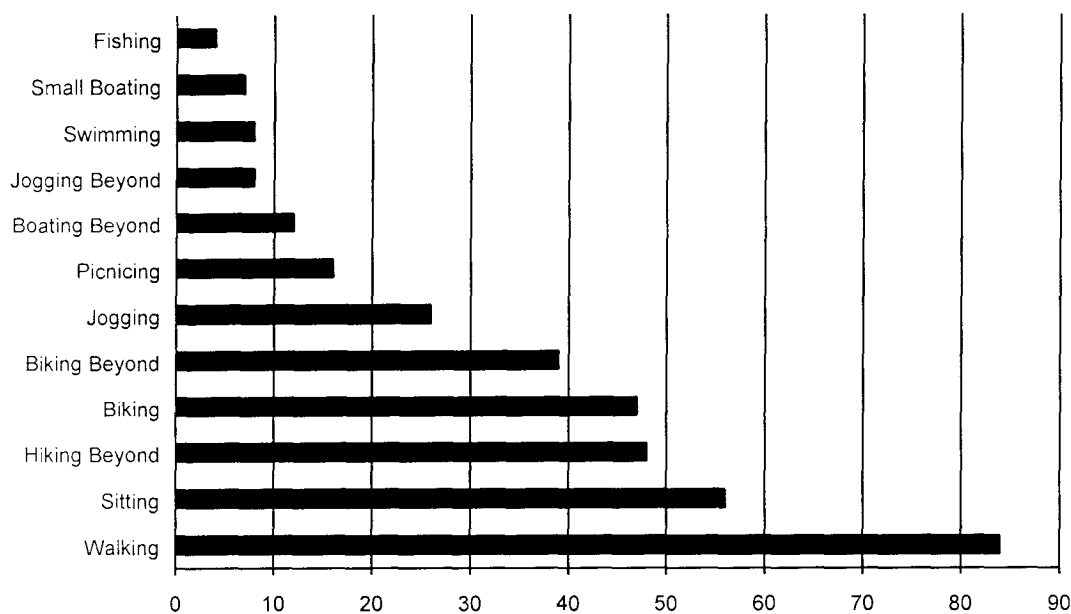


Question: Which of the routes would you be most likely to use?



Question: What activities would you or members of your household use the trails for?

Total Number of Respondents Expressing Interest in Each Activity



Respondents Expressing Interest in Each Activity, by Age Group

	Walk	Sit	Hike Bynd	Bike	Bike Bynd	Jog	Picnic	Boat Bynd	Jog Bynd	Swim	Sml Boat	Fish	# in age group
<40	7	3	4	9	9	3	3	1	3	1	1	0	9
40-59	41	30	23	29	23	19	8	5	5	4	3	3	50
60+	36	23	21	9	7	4	5	6	0	3	3	1	37
Total	84	56	48	47	39	26	16	12	8	8	7	4	96

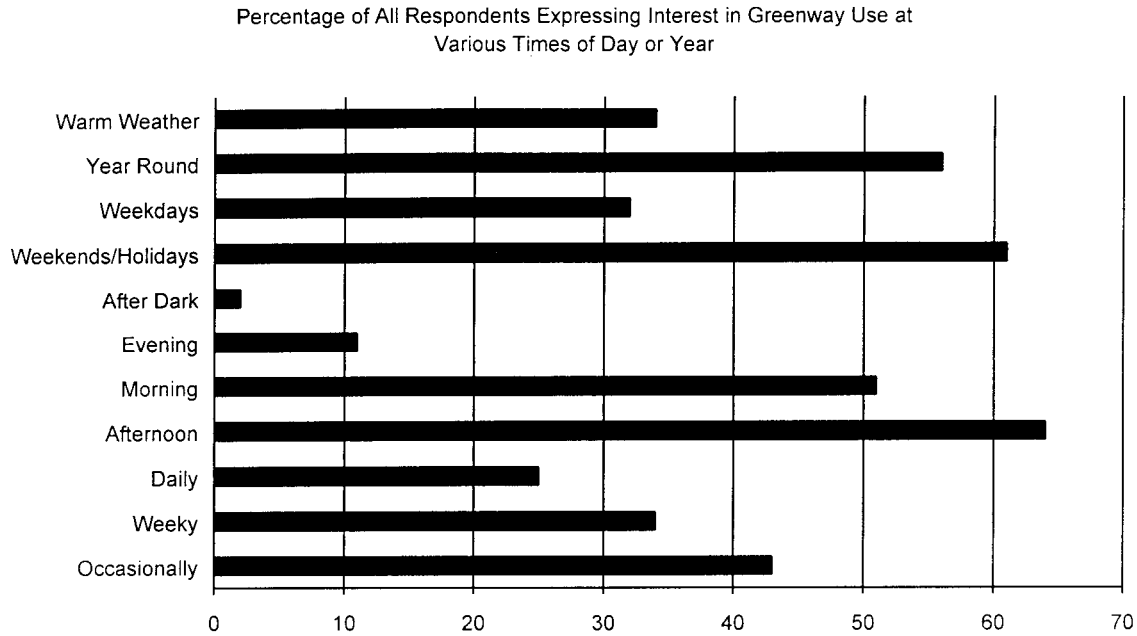
The total number of respondents in each age group is given in the rightmost column. The total number of respondents who expressed interest in each of the activities is given in the bottom row.

All respondents under the age of 40 expressed interest in biking and in biking beyond the Bronx. A high proportion also expressed interest in walking.

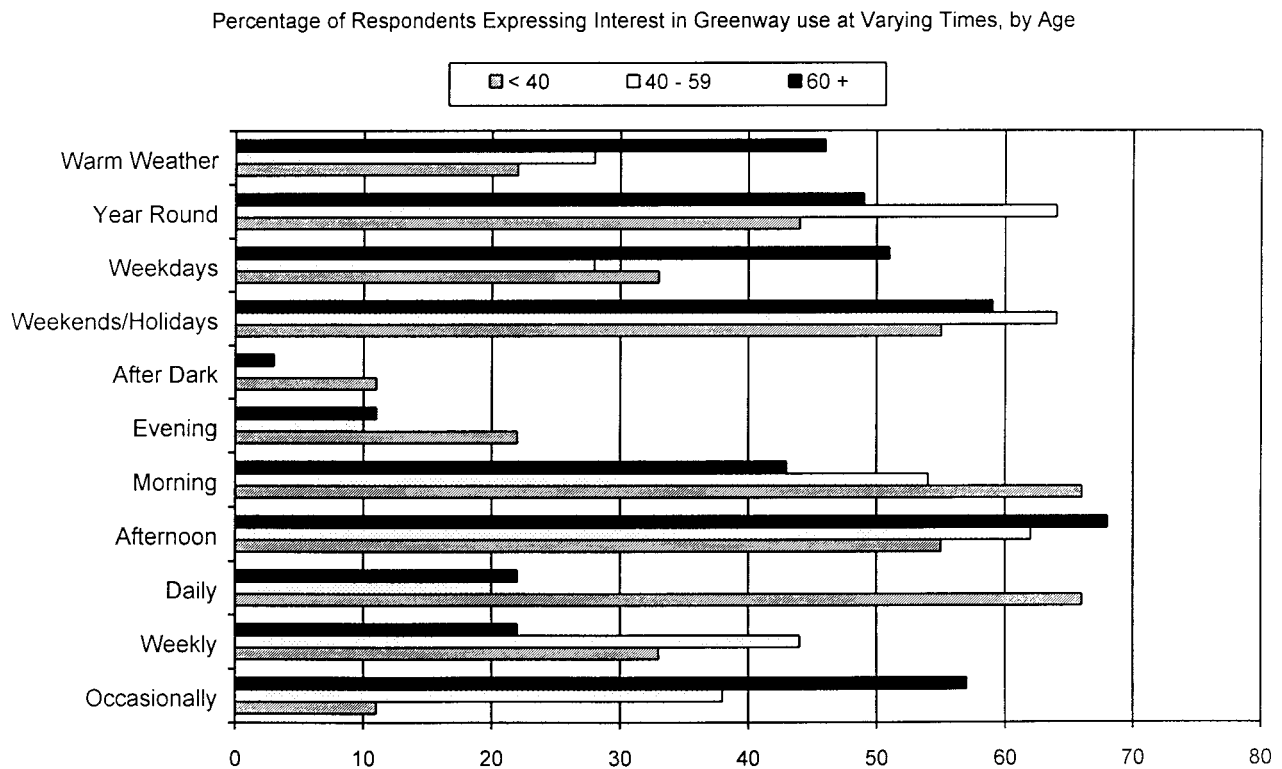
Close to half, or more, of the respondents between the ages of 40 and 59 expressed interest in walking, sitting, biking, and both hiking and biking beyond the Bronx.

More than half the respondents aged 60 and over similarly expressed interest in walking, sitting, and hiking beyond the Bronx.

Question: When would you or members of your household be most likely to use the greenways?



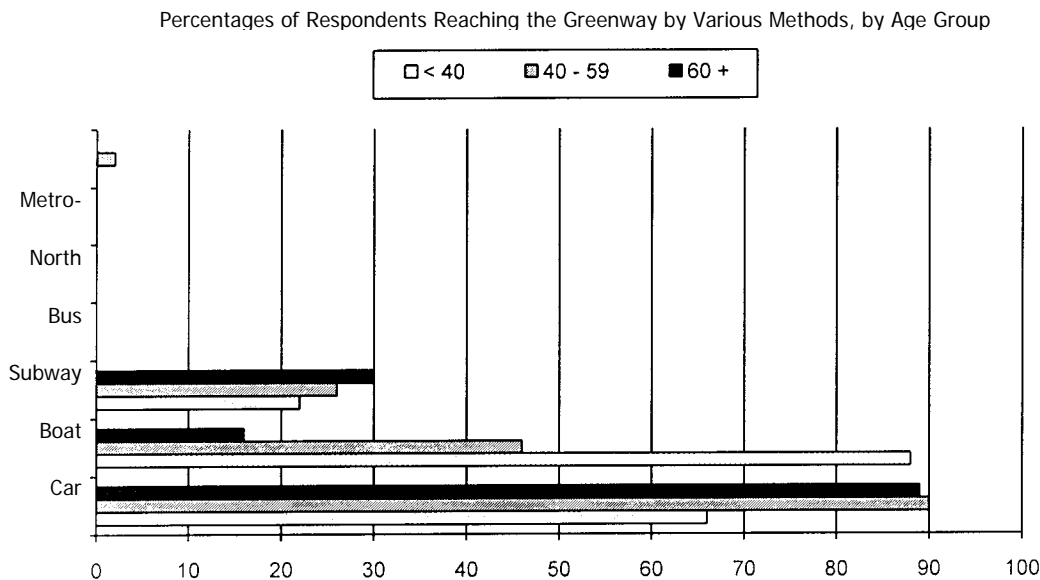
Respondents 60 years old and older were nearly equally interested in warm weather and year round usage, while those under 60 were more interested in year round use than warm-weather-only use. Respondents 60 years old and older were also nearly equally interested in using the trail on both weekends and weekdays, while persons under 60 were more interested in weekend use. More than half of all age groups expressed interest in afternoon use, especially those over 60, while morning use was



avored by younger persons. Respondents under 40 expressed more interest in daily Greenway use, while those over 60 expressed more interest in occasional Greenway use.

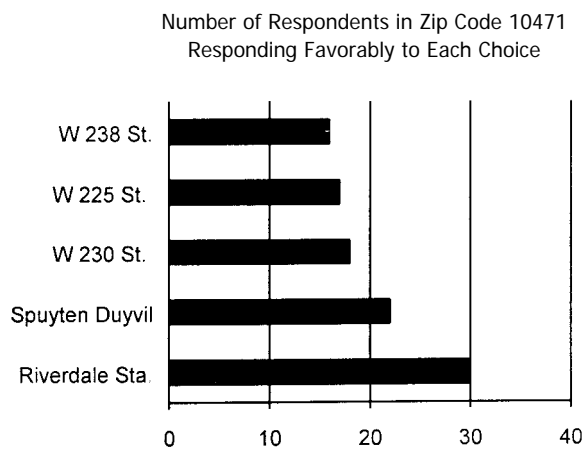
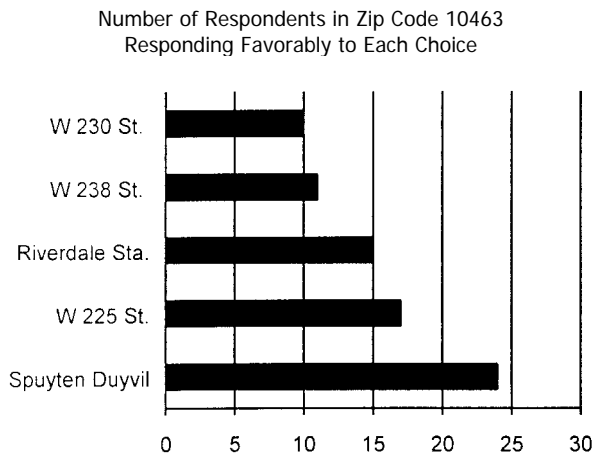
Question: How would you reach the trails?

Most Respondents expressed interest in walking to Greenway trails. Most persons under 40 also expressed interest in biking to the trails, while less than 20% of persons over 60 were interested in biking to trails. Approximately one-quarter of all respondents expressed interest in driving to trails.



Question: Would you like to see new pocket parks at these

Respondents in southern neighborhoods responded most favorably to a pocket park at Spuyten Duyvil Triangle. Respondents in northern neighborhoods responded most favorably to a pocket park at the Riverdale Station.



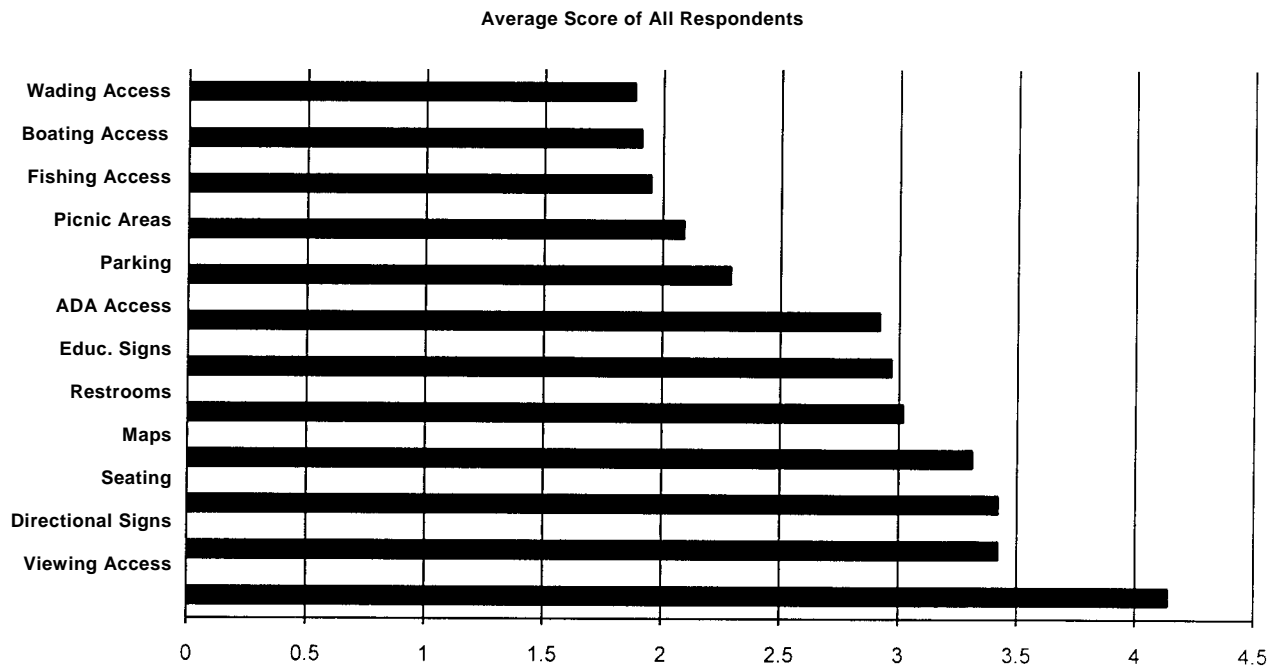
Responses to the Seventh

The seventh question asked respondents to circle the level of importance of specific trail features, with 5 being "very important" and 1 being "not important". Where respondents did not indicate a preference, the response was tallied as a 0.

Question: How important are the following trail features?

An average score for all respondents for each feature was calculated by adding together all responses for each individual feature, which ranged from 0 to 5, and dividing by the total number of respondents--96.

Viewing Access is the only trail feature receiving an average rating of "important". Other features rated higher than average importance (response 3) are restrooms, maps, seating, and directional signs.



By gender, average scores for each feature are very similar except for boating access, which is nearly .7 of a score higher for men, and wheelchair/stroller access ramps, which is nearly .5 of a score higher for women.

Summary of Respondents Who Did Not Indicate Age, Gender, or Zip Code - 9 respondents summarized in Column I, and Respondents Who Do Not Live in the Immediate Neighborhoods - 6 respondents summarized in Column II

Respondents who do not live in the immediate neighborhoods listed their zip codes as: 10502 (Ardsley), but works in 10471
 07306
 10467
 10705 – two respondents
 10741

Initial response to the proposals for further

	Column I	Column II
Very favorable	7	3
Somewhat favorable	2	2
Unfavorable	0	1

Which routes would you like to see selected for further

	Column I	Column
Hudson	6	5
Palisade	2	3
Putnam	4	3
On-street	1	2

Which routes would you be most likely to use?

	Column I	Column II
Hudson	6	5
Palisade	2	3
Putnam	2	3
On-street	0	1

What activities would you or members of your household use the trails for?

	Column I	Column II
Sitting	5	4
Walking	7	6
Jogging	1	3
Biking	3	2

Picnicking	1	0
Small Boat Launch	1	0
Hike beyond Bronx	5	2
Jog beyond Bronx	1	1
Bike beyond Bronx	3	1
Boat beyond Bronx	1	0
Cross country skiing	1	0

When would you or members of your household be likely to use the trails?

	Column I	Column II
Daily	1	2
Weekly	6	4
Occasionally	1	2
Morning	5	4
Afternoon	6	5
Evening	3	2
After dark	2	1
Weekdays	3	1
Weekends/holidays	5	2
Warm weather only	3	0
Year round	4	5

How would you reach the trails?

	Column I	Column II
Walk	6	5
Bike	2	1
Private Car	3	3
Boat	1	0

Would you like to see new pocket parks at these sites?

	Column I	Column II
W. 238 St	3	2
W. 225 St.	1	1
W. 230 St.	2	0
Spuyten Duyvil Triangle	4	3
Riverdale Station	5	3

How important are the following trail features?

The following scores are averages of all responses for each category. "No response" was counted as zero.

	Column I	Column II
Maps/printed guides	3.2	3
Directional signs	3	3.2
Educational signs	3.7	3
Seating/benches	2.9	4.2
Picnic areas/tables	1.2	1.3
Access for fishing	2	0.8
Access for boating	1.7	1.3
Access for viewing	3.7	4.7
Access for wading	1.4	1
Restrooms	1.7	3.2
Parking	1.7	2.3
Wheelchair/stroller access	1.8	2.3

Bronx Advisory Committee to the Hudson Valley Greenway

The Bronx Advisory Committee to the Hudson Valley Greenway would like you to participate in developing plans for a greenway through the northwest Bronx.

The committee has created graphic illustrations of the routes being recommended for further study. We will collect information from the public about preferences and desired uses of the routes and we will project costs for development. We will also identify legal, physical or other barriers along the routes. Subsequent research will be conducted by city and state government agencies.

Please review the drawings that illustrate the possible biking and walking routes and answer the following questions.

Check all answers that apply for you and/or your household.

Which of the routes would you most like to see selected for further review and study?

- Hudson River Trail Putnam Railway
 Palisade Avenue On-street links

Which of the routes would you be most likely to use?

- Hudson River Trail Putnam Railway
 Palisade Avenue On-street links

What activities would you or members of your household use the trails for?

- Sitting / Nature Watching Picnicking
 Walking / Hiking Fishing
 Jogging / Running Swimming
 Biking Small boat launch

- I would hike beyond Bronx County
 I would jog beyond Bronx County
 I would bike beyond Bronx County
 I would travel by boat beyond Bronx County

When would you or members of your household be most likely to use the greenways?

- Daily Morning
 Weekly Afternoon
 Occasionally Evening
 After dark
 Weekdays Warm weather only
 Weekends and holidays Year Round

How would you reach the trails?

- Walk Subway
 Bike Bus
 Private Car MetroNorth
 Boat

Would you like to see new pocket parks at these sites?

- Putnam Ave. between Van Cortlandt Park So. and W. 238 St.
 East of Exterior St. at W. 230 St.
 The triangle where the Putnam railway meets the Harlem River
 The triangle at Spuyten Duyvil
 Riverdale Station (W. 254 St and the Hudson River)

How important are the following trail features? (circle your choice)

	Very important		not important		
Maps / Printed Guides	5	4	3	2	1
Directional Signs	5	4	3	2	1
Educational Signs	5	4	3	2	1
Seating / Benches	5	4	3	2	1
Picnic areas / tables	5	4	3	2	1
Access to the river for fishing	5	4	3	2	1
Access to the river for boating	5	4	3	2	1
Access to the river for viewing	5	4	3	2	1
Access to the river for wading	5	4	3	2	1
Restrooms	5	4	3	2	1
Parking Facilities	5	4	3	2	1
Wheelchair / stroller access ramps	5	4	3	2	1

Please tell us about yourself and your reactions to the plans:

- Age Group Under 20 50 to 59
 20 to 29 60 to 69
 30 to 39 70 to 79
 40 to 49 over 80

- Gender Male Female

My zip code is _____

My favorite hiking/hiking trails are:

I now engage in the following activities that would be suitable for the Greenway:

My initial response to the Hudson River Valley Greenway proposal for future study is:

- Very favorable Somewhat favorable Unfavorable

Recommendations for future study, or concerns related to one or more of the proposed routes:

Additional comments and suggestions:

Would you be willing to volunteer for ecological projects or maintenance programs?

- Yes No

If yes, please give us your name, address, and phone number:

Please use the back of this page for additional comments. If no one collects your questionnaire, please return it to Senator Franz Leichter or Assemblyman Jeffrey Dinowitz at 3107 Kingsbridge Avenue, Bronx, NY 10463, or fax to 718-796-0694.

The Bronx Advisory Committee to the Hudson Valley Greenway was established in 1996 by Senator Franz Leichter and Assemblyman Jeffrey Dinowitz for the purpose of creating a preliminary concept plan for a greenway along the Hudson River in the Bronx. For further information please call 718-549-4541 or 718-796-5345.

SUMMARY OF GREENWAY SURVEYS												
LOCATION	ZIP CODE 10463						ZIP CODE 10471					
GENDER	MALE			FEMALE			MALE			FEMALE		
AGE	<40	40-59	60+	<40	40-59	60+	<40	40-59	60+	<40	40-59	60+
STUDY												
HUDSON	3	8	3	2	8	5	1	7	11	0	12	8
PALISADE	1	3	3	3	7	4	1	1	5	0	7	4
PUTNAM	5	6	3	1	5	0	1	5	7	0	11	4
ON STREET	2	1	2	2	3	0	1	0	1	0	6	0
USE												
HUDSON	3	8	2	3	8	4	0	8	8	0	12	8
PALISADE	1	3	2	3	9	4	0	2	6	0	7	5
PUTNAM	5	2	3	1	3	0	0	1	2	0	6	3
ON STREET	1	0	2	1	3	1	0	0	0	0	4	0
ACTIVITIES												
SITTING	1	6	3	1	11	4	1	6	9	0	7	7
WALKING/HIKE	3	8	6	3	12	6	1	6	13	0	15	11
JOG	2	4	0	1	3	0	0	5	3	0	7	1
BIKING	5	3	1	3	10	0	1	4	5	0	12	3
PICNICING	1	2	1	2	2	2	0	2	2	0	2	0
FISHING	0	1	0	0	0	0	0	1	1	0	1	0
SWIMMING	0	1	0	1	1	1	0	0	2	0	2	0
SMALL BOAT	0	2	0	1	1	0	0	0	3	0	0	0
HIKE BEYOND BX	2	8	4	2	5	5	0	4	7	0	6	5
JOG BEYOND BX	2	2	0	1	0	0	0	2	0	0	1	0
BIKE BEYOND BX	5	5	0	3	6	0	1	3	4	0	9	3
BOAT BEYOND BX	1	2	1	0	1	3	0	1	1	0	1	1



RIVERDALE COMMUNITY ASSOCIATION

September 28, 1997

Lorance Hockert

Hudson River Valley Greenway Committee
7 Blackstone Place

Dear

Just a note to give you some feedback from our recent RCA executive board meeting. This was our first opportunity to share the Hudson River Valley Greenway maps.

Questions and concerns that

1. Is it necessary to use Riverdale's already congested streets? Why not access the Hudson River route directly from Yonkers, as the map indicates Riverdale Avenue (in Yonkers) and the Ludlow Station as Greenway access points?
2. Is it necessary to use Riverdale's streets to establish east-west routes connecting the proposed Hudson River and Putnam routes?
3. We anticipate that the Hudson River Valley Greenway will be highly publicized and greatly utilized. Will the Greenway designation affect residents' quality of life? As many bike events don't require permits, will there be a mechanism to regulate the number and size of events?
4. Will the designation lead to the establishment of bicycle lanes by DOT? If so, will bike lanes result in any decrease in the number of parking spaces on our commercial or residential streets?
5. Re Riverdale as a connecting link between Manhattan and Albany: Promoting tourism and/or economic development via the Greenway may be appropriate for Manhattan or the upper Hudson Valley region. However, our sense is that most Riverdalians consider Riverdale a bedroom community. The development of new regional parks, bridges, water taxi and/or ferry links as proposed, may have serious quality of life ramifications for neighbors who live near the river.

For that reason, we are pleased with the committee's decision to hold public forums in each neighborhood. I look forward to discussing our concerns and to continued dialogue.

Best regards,

Laura Spalter

cc Senator Franz Leichter Senator
Guy Velella Assemblyman
Jeffrey Dinowitz Councilwoman
June Eisland Robert Moll
Herb Leiberman
Robert Reich
Paul Elston

5480 Mosholu Avenue • Riverdale, New York

Tel: (718) 601-0483 • Fax: (718) 601-0395 • [E-mail: LSRCAI@AOL.COM](mailto:LSRCAI@AOL.COM)

SUMMARY OF GREENWAY SURVEYS												
LOCATION	ZIP CODE 10463						ZIP CODE 10471					
GENDER	MALE			FEMALE			MALE			FEMALE		
AGE	<40	40-59	60+	<40	40-59	60+	<40	40-59	60+	<40	40-59	60+
TIME OF USE												
DAILY	4	2	0	2	2	3	0	1	4	0	5	1
WEEKLY	1	4	2	1	8	2	1	4	1	0	6	3
OCCASINALLY	0	2	4	1	6	2	0	3	8	0	8	7
MORNING	4	5	4	2	5	3	0	5	5	0	12	4
AFTERNOON	2	6	5	3	10	4	0	5	9	0	10	7
EVENING	0	0	1	2	2	0	0	2	3	0	1	0
AFTER DARK	0	0	1	1	0	0	0	0	0	0	0	0
WEEKDAYS	2	1	3	1	6	3	0	2	6	0	5	2
WEEKENDS/ HOLIDAYS	3	5	4	2	10	3	0	8	9	0	9	6
WARM WEATHER	1	0	3	1	3	3	0	5	6	0	6	5
YEAR ROUND	2	9	4	2	8	4	0	4	6	0	11	4
HOW REACH												
WALK	2	9	5	3	11	6	1	9	13	0	16	9
BIKE	5	5	0	2	5	0	1	3	4	0	10	2
CAR	0	3	2	2	4	1	0	2	3	0	4	5
BOAT	0	0	0	0	0	0	0	0	0	0	0	0
SUBWAY	0	0	0	0	0	0	0	0	0	0	0	0
BUS	0	0	0	0	0	0	0	0	0	0	0	0
METRO-NORTH	0	1	0	0	0	0	0	0	0	0	0	0
NEW PARKS												
WEST 238TH ST	4	3	1	1	0	2	1	2	2	0	8	3
WEST 230TH ST	2	3	2	1	1	1	1	2	3	0	7	5
WEST 225TH ST	3	5	3	1	4	1	1	2	4	0	7	3
SPUYTEN DUYVIL RIVERDALE STATION	1	7	2	3	8	3	1	4	5	0	9	3
	1	4	5	1	2	2	1	6	10	0	8	5

SUMMARY OF GREENWAY SURVEYS												
LOCATION	ZIP CODE 10463						ZIP CODE 10471					
GENDER	MALE			FEMALE			MALE			FEMALE		
AGE	<40	40-59	60+	<40	40-59	60+	<40	40-59	60+	<40	40-59	60+
IMPORTANT FEATURES												
MAPS	3.8	4.1	3.8	5	3.5	2.4	5	2.7	3.1	0	3.5	2.2
DIR. SIGNS	3.8	3	4.5	4.7	4.4	2.4	4	2.4	3.3	0	3.8	2.8
EDUC. SIGNS	3	2.8	3.8	4.3	2.6	2.4	4	2.6	3.3	0	3.3	2.8
SEATING	2.6	3.7	4.7	4	3.5	3.4	4	2.8	3.6	0	3.5	3.1
PICNIC FACILITIES	2.8	2.2	3.2	3.3	2.1	1.3	3	1.6	2.2	0	2.2	1.5
FISHING ACCESS	2.6	2.1	2.2	3	1.4	1	2	1.8	2.5	0	2	2
BOATING ACCESS	1.6	3.1	2.5	3	1.8	1.9	0	1.7	2.4	0	1.3	1.2
VIEWING ACCESS	4.2	5	4	4.3	3.7	4.2	5	3.7	4.4	0	4.1	4.5
WADING ACCESS	3.4	1.7	2.5	3.7	2.3	1.5	0	1.9	1.7	0	1.6	1.1
RESTROOMS	3.2	2.7	4.2	5	2.8	2.6	4	2.3	2.4	0	3.1	2.8
PARKING	2.6	1.9	2.8	4.7	1.9	1.7	2	1.7	3.2	0	2	2.5
ACCESS FOR WHEELS (NON-MOTORIZED)	3.8	2.1	3.4	5	2.6	2.7	4	1.7	3.2	0	3.5	2.8
REACTION												
VERY FAVORABLE	4	8	3	2	7	3	1	7	10	0	12	5
SOMEWHAT FAVORABLE	1	2	2	1	3	3	0	0	2	0	3	4
UNFAVORABLE	0	0	1	0	3	1	0	2	1	0	2	1
NO COMMENT	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL RESPONSES	5	10	6	3	14	7	1	9	13	0	17	11

Proposed Link through Bronx for Henry Hudson
Greenway (for Pedestrians and Cyclists)

Pedestrians Only

From Manhattan via Henry Hudson Bridge, thence

Through existing streets to 232nd Street and Palisades Avenue, thence

Along improved Palisades Avenue to Spaulding Lane, thence Through

Riverdale Park, exit at 254th Street.

Cross railroad at bridge to be constructed North of railroad station at location
of railroad parking lot.

Proceed North at river's edge on existing river bank to city line.

Enter Westchester County.

Cyclist

From Manhattan via Henry Hudson Bridge, thence

Through existing streets (alternate routes) to

Putnam Railroad at West 230th Street, thence

North on Putnam Railroad route to city line. Enter

Westchester County.

Submitted by Gilbert Kerlin
1/20/98

The Friends of Spuyten Duyvil

718-548-5479
e-mail SpuytenDuy @ aol.com

2465 Palisade Avenue
Spuyten Duyvil NY, 10463

1 April

Larry Hockert

Chair, Bronx Advisory Committee to the Hudson River Valley Greenway
3107 Kingsbridge Avenue
Bronx, NY 10463

Dear Larry,

As you may know, we have taken a number of interested residents and community leaders from the Bronx and Manhattan out to explore the various routes suggested by the committee. A number of these trips have also included visits to Hudson River waterfronts outside of our community to examine the type and degree of river access provided in these areas. In addition, we researched and discussed the issues relating to the use and maintenance of existing trails and waterfronts, including those in the Staten Island Greenbelt, Gateway National Recreation Area, Pelham Bay Park, and the parks along the Manhattan shoreline.

After attending the meetings and hearings conducted by the Advisory Committee, the Parks Department, and Metro-North, we have compiled a list of recommendations based on the statements made at the public hearings and the numerous conversations we have had with residents, elected and community officials, and representatives of other local organizations.

In sharing our diverse comments, concerns and ideas, we have discussed and explored some potential solutions to a number of issues we uncovered. Although some people may have different views as to what the long term end result should be, we have searched for common ground as a place to begin. A number of these projects can be implemented during this calendar year, providing incremental benefits while additional studies and public hearings are being conducted to examine the feasibility of doing more in the future. We recommend that your committee consider the enclosed plan of action, and offer our resources and support in implementing it.

SUGGESTIONS TO THE BRONX ADVISORY COMMITTEE

Resolve the current issues relating to the dangerous, illegal and improper use of the waterfront along Metro-North's right-of-way.

Metro-North recently sought community input as to how they could improve access to the Hudson River. Although for some people this may mean physical access via building bridges or creating parks on the shoreline, we believe that it encompasses a much wider range of options. We would like to immediately advocate for the following actions:

Lock the gates that currently provide open access to the right-of-way.

- At Spuyten Duyvil Station, the gate is at street level in the parking lot, directly behind the staircase, and provides access to multiple sets of electrified rails. Although it has a chain and padlock, it is often left unlocked. In addition, the fence next to the gate needs to be extended to close the gap between the gate post and the storage shed.
- At Riverdale Station, the gate is at the northern end of the parking lot. There is currently no latch or lock on this gate.
- A gate across the 254th Street bridge and inside the driveway of the Yacht Club provides vehicular access to the service road running parallel to the tracks. Although it too has a chain and padlock, it is often left unlocked.

Increase the quantity and quality of patrols of the right-of-way.

- regular visual inspection to ensure that each locked gate is secure.
- the addition of at least one physical, on foot inspection of each of the stations and stairwells as opposed to only drive-through patrols.
- regular nightly rounds of not only the stations, but also visual inspection of the right-of-way. This could include the right-of-way between and immediately adjacent to Riverdale and Spuyten Duyvil Stations as viewed from not only the stations, but also from the many vantage points along Palisade Avenue.
- at least one drive per evening along the service road accessed at 254th Street.

Improve visual access by cleaning up the litter and debris along the right-of-way.

- Any resident of our community who commutes along the Hudson line is visually assaulted by the ever increasing amount of trash dumped along the Hudson and Harlem Rivers.

SUGGESTIONS TO THE BRONX ADVISORY COMMITTEE

accounting of each individual piece of trash collected. In our community, we currently focus on the shoreline running the length of the platforms at Riverdale and Spuyten Duyvil stations.

- If Metro-North is unable to immediately clean the right-of-way, we should be given the appropriate permission to use our own resources to accomplish this.
- Our group would be interested in exploring the possibility of partnering our volunteers with Metro-North resources and local schools for a project geared towards cleaning up the environment. With your support, we would be able to organize a pilot project for the Triangle and schedule it within a few weeks, before new growth limits access and visibility.

Remove the graffiti.

- Although Metro-North has removed some of the graffiti from its sub-stations, the signal boxes and retaining walls along the line remain eyesores.
- If Metro-North is unable to remove the graffiti within our community so we can truly have a graffiti-free Riverdale, we should be given the appropriate permission to use our own resources to accomplish this and bill Metro-North for the professional services required to do so.

Remove the equipment and debris left by work crews.

- At the March 5th hearing at the Riverdale YW-YMHA, MTA representatives said that equipment relating to their concrete rail installation would be removed. This is a project that only the MTA can accomplish.
- We request that not only is this equipment removed, but also the abandoned and decaying equipment left over from jobs during the previous decades.

Protect, preserve, and restore natural habitats along the right-of-way.

Sensitive ecological systems are being destroyed as trash replaces natural habitats and threatens wildlife. Erosion and non-point source pollution continues to degrade the aquatic habitat.

- The removal of debris along the right-of-way as described earlier would be a suitable first step.
- In the Spuyten Duyvil Triangle, removing the trash embedded in the salt marsh and surrounding habitat and the rocks blocking its growth would be a step towards restoring it. The environmental project mentioned earlier would also highlight the positive impact people can have on the environment.
- In addition, we seek the appropriate permission, agreements, commitments, and resources from MTA to:
 - protect and preserve the Triangle as a natural space.
 - implement environmental projects that would monitor pollution in the Hudson and Harlem Rivers and mitigate it through restoration and preservation of the existing salt marshes and wetland habitats.
 - implement natural methods to control erosion on the west side of the tracks.

Designate a pedestrian-only path for the Bronx link to the Hudson River Valley Greenway while studying the improvements needed to designate a separated path for cyclists.

- Our community is privileged to already have in place a number of opportunities for the leisurely enjoyment of our natural resources.

Anyone interested in exploring our community can easily identify on a current street map a route to walk, hike, bike, or drive along existing streets that would bring them closest to the Hudson River and past Wave Hill, Riverdale Park, Raoul Wallenberg Park, Seton Park, Henry Hudson Park, and Half Moon Overlook and Spuyten Duyvil Shorefront Park.

- Designating a pedestrian-only path would provide the opportunity to

immediately enjoy a greenway.

protect, preserve, restore and improve the existing trails, roads, parks, and scenic river views. make a number of improvements that would immediately benefit local community members. guide visitors who are not familiar with our neighborhoods to the greenest sites with the best

The Pedestrian Route

- Walk south from the Yonkers Link of the Hudson River Valley Greenway on Riverdale Avenue across the Bronx border to 261 st Street, passing historical Mt. St. Vincent's College.
- Take 261st Street to Palisade Avenue and follow it for views of the river glimpsed through the grounds of the institutions and private homes along this street. At 254th Street, turn right for a wonderful river view. For a more panoramic view, proceed west to the Riverdale Metro-North station.
- Consulting a street map offers options to walk south along Sycamore Avenue to enjoy the Historic district, or along Independence Avenue to explore Wave Hill. However, the greenest path closest to the Hudson is through the gate to Riverdale Park at 254th Street, near the pumping station.

Walkers continuing along this trail through Riverdale Park will find that most branches of the main paths lead them to places to sit or stand to enjoy views of the river while surrounded by the greenery and quiet of the Park. The trails through the park also lead to:

- the parking lot at Spaulding Lane.
- a view of Alderbrook.
- the view from Dodge Dock.
- a number of historically significant sites.
- at least four different gateways onto Palisade Avenue.

SUGGESTIONS TO THE BRONX ADVISORY COMMITTEE

Walking through the Park or outside of it along Palisade Avenue brings you to 232nd Street and Palisade Avenue, where the hiker has the following options:

Turn left on 232nd Street for Rauol Wallenberg Park, or recreational opportunities and rest stations at Seton Park, or continue along Palisade Avenue to Independence Avenue for more opportunities to enjoy views of the river, the Palisades, and the historical Villa Bronte apartments.

Turn left on Independence Avenue for recreational opportunities and rest stations at lower Henry Hudson Park, and views of landmarked Edgehill Church, then walk to the Kappock Street exit ramp of the Parkway. There is an entrance to the pedestrian walkway of the Henry Hudson Bridge that provides pedestrians with access to Manhattan's Inwood Hill Park and spectacular views of the Hudson and Harlem Rivers.

Otherwise continue along Palisade Avenue past Independence to Half Moon Overlook, the Spuyten Duyvil Metro-North Station, and Spuyten Duyvil Shorefront Park for more spectacular views of the Hudson and Harlem Rivers.

Walkers can connect to the Putnam Line by continuing to travel along Palisade Avenue and Johnson Avenue, turning right onto W. 230th Street, and crossing Broadway to the Putnam.

The Bicycle Route

- This route would follow the old Putnam rail corridor, which runs from approximately the Broadway Bridge to the Westchester border. If the adjacent section in Westchester is completed to link to the South County Trail, this would provide a 17 mile corridor. For our community, it could also provide linkage to the existing Bronx Greenways designated by the
 - Cyclists coming from Manhattan into the Bronx could use the Broadway bridge, which Transportation Alternatives has rated as excellent for cycling.
 - Multiple access points to the old Putnam Rail corridor could be placed off Broadway at one or more of the following spots:
 - W. 230th Street next to the southbound ramp leading off the Deegan.
 - Verveleen Place, which dead ends at the Putnam.
 - W. 233rd Street across from the Thoroughbred Lounge and behind Citibank.
 - The Putnam route continues north through Van Cortlandt Park.
 - Make a right before the bridge, go around the golf house and head north on the east side of the lake
 - Make a right and head south along the Mosholu extension to connect to the North Bronx Bikeway.

SUGGESTIONS TO THE BRONX ADVISORY COMMITTEE

Protect, preserve, restore and improve the existing trails, roads, parks, and scenic river views.

- Designation of the pedestrian route along Palisade Avenue and a cycling route along the Putnam would provide many immediate opportunities to improve what already exists and is currently used by residents and visitors traveling through our community.
- Our group has already partnered with Metro-North, the Parks Department and supervised teams from Americorp, the Parks Conservation Corps, and the Kennedy High School environmental club on a number of projects. We would be willing to partner with the Trail Association, NY-NJ Trail Conference, or any other group or agency if they were interested in assisting with accomplishing any of the following projects:

Riverdale and Spuyten Duyvil Stations

- MTA currently has capital funding for repairs to these station. Encourage them to make renovating them a priority and ensure that it includes improving the views of the Hudson
 - replacing the clouded Plexiglas marred by scratches.
 - cleaning the right-of-way along the entire length of the station and visible from the overpass.
 - replacing the broken iron staircase at Riverdale that leads to the tracks.
- Station improvements should also include
 - removing the debris accumulating along the fences lining the entrance and exit roads.
 - repairing the collapsed iron fencing at Riverdale between the bus drop-off point and the security booth.
- Zoning changes or agreements over future use of air rights or development rights will protect the views from these stations.

Riverdale Park to Spaulding Lane

- Create a more visible and inviting "main" entrance at 254th Street
 - Hanging routed "Riverdale Park" and "201-PARK" signs.
 - Repairing the approximately 30 feet of bent and collapsed chain link fence near the small parking lot, or replacing it with a more decorative fence.
 - Screening the chain link and razor wire fencing surrounding the pumping station with new plantings.
- Protect the park from misuse by off road cyclists.
 - Posting a "no bicycles" sign similar to the ones used at other city parks.
 - Maintaining the narrow entrances and high fences that make it difficult to get bikes into the park.
- Maintain the path.
 - Continue regular wood chipping of the trail and keep it cleared of overgrowth during the summer months.
 - Outline the trail edges to clearly identify it throughout all seasons of use.

Spaulding Lane Lot

- Clean up in and around the Spaulding Lane
 - Post signs as described for the 254th Street entrance.
 - Vines and debris can be removed from the entrance off of Palisade to provide a clear line of sight into the lot. This would allow regular Parks and precinct sector patrols to visually inspect the lot while driving on Palisade Avenue.
- Repair the stone wall at Alderbrook and replace the broken guardrail at the entrance to the lot.
- Require sector patrols to physically drive into the lot during their nightly

Riverdale Park

Woodchipping the existing trails and or outlining them with logs to

- help cut down on the erosion
- limit the overgrowth that often obscures the path edges in the summer.
- identify the path during winter months and protect the forest floor.
- Invest in projects like the restoration of Alderbrook that will allow storm run off to soak into the ground, thus limiting the amount of erosion and accompanying pollutants that dump into the Hudson.
- Secure the ledge overlooking the Dodge Dock site so no one can fall off the unprotected edge or into the open manholes.

Palisade Avenue

Designating the path running parallel to Palisade, west of the guardrail, as a pedestrian trail would

- eliminate the need to widen the path, cut down trees to move the fence towards the park, or negotiate the steep drop-off
- allow a larger portion of the 850K grant procured by Assemblyman Dinowitz to be put towards resolving the drainage and erosion problems.

Improvements could include:

- Smoothing out the bumpy asphalt or replacing it with a more natural, porous surface to allow storm run-off to soak into the ground.
- Enlisting the aid of some of the previously mentioned groups to maintain and clear the path during peak seasons of growth.
- Replacing the guardrail, which is currently a visual patchwork of wood and

Shorefront Park

- Woodchip the dirt trail at Half Moon Overlook and repair the eroded cinder/stone dust paths.
- Stabilize the northern edge of the park running parallel to Edsall Avenue.

SUGGESTIONS TO THE BRONX ADVISORY COMMITTEE

- Treat the run-off from the drainage pipes of the Henry Hudson Bridge that empty into the park.

Create a channel to divert and slow the flow, thereby decreasing the erosion and damage to surrounding vegetation.

Plant salt resistant plants and improve the ability of the wetlands to filter the run-off before it enters the tidal pond.

Determine if this pond empties into the Harlem River and is thus eligible for inclusion in the ISTEA project designed to mitigate highway run-off.

Independence Avenue

- Repair the sidewalk along lower Henry Hudson Park between Palisade Avenue and Kappock on the northern side of this street.

Henry Hudson Bridge Pedestrian Overpass

- **Create a more visible and inviting "main" entrance to the pedestrian walkway**
 - Improving visibility for pedestrians and motorists by clearing the brush and removing the two dead trees from the entrance.
 - Beautifying the area surrounding the entrance.
 - Removing the damaged guardrail and replacing it with a more aesthetically pleasing solution.
 - Beautifying the section between the entrance and the beginning of the bridge.
- Institute "traffic calming measures" such as
 - Identifying this pedestrian crossing zone with a sign or crosswalk stripes painted on the pavement.
 - Placing a speed bump a few feet before the entrance.

Putnam Line

- Rezone it to eliminate the possibility of losing it to manufacturing, commercial, or other uses.
- Request that Con-Rail donate the land to the Parks Department.
- Repair the gaps in the fences and secure the areas where vehicles currently have the ability to enter the right-of-way and illegally dump along the right-of-way.
- Enlist the aid of the Rails-to-Trails Conservancy.
- Pressure the DEP to complete its study on the drainage issues relating to Tibbet's Brook.

Explore the feasibility of providing access to the Hudson River shoreline at one or more limited, self-contained locations.

Embark upon a feasibility study.

- This feasibility study should be conducted by the Department of Parks and Recreation, as it has already been designated as the lead agency of the City of New York in connection with determining our Greenway Linkage, and as it also has the expertise and experience required to deal with recreational usage of public lands.
- The study should include input from the local community, particularly from residents and private property owners adjacent to the study area(s) and along any routes leading to the study areas(s).
- The study should include input from the Parks Committee of Community Board 8, and any government agencies that may be involved in consideration of the appropriate location(s).

Determine the criteria for selecting an appropriate site(s).

- The location(s) to be studied should meet, at a minimum, the following criteria:
 - It is public land, owned by or under the authority of the City of New York.
 - Users can be limited within a safe, designated area, secured against encountering the dangers of the electrified and high-speed rail system and the fast-moving current and steep drop-off of the river.
 - Access to the site can be controlled to eliminate improper usage, particularly after dark.
 - The site can be easily accessed by law enforcement and emergency vehicles and personnel.
 - The choice of location and design of the site should be within the Parks Department's ability to protect and preserve the surrounding environment and adequately maintain and operate the site.

Determine the potential usage and subsequent impact of such use at the selected site(s).

- Access to any site should not contribute to or exacerbate current parking and traffic-related problems within our community.
- The construction and subsequent use of any site should have negligible negative impact upon the environment and upon the residents in the immediate area.
- Regulations regarding usage of any site should be consistent with the regulations governing neighboring parks (e.g., no radios, open fires, alcohol, etc.).



RIVERDALE NATURE PRESERVANCY

TO: Lorance Hockert, Chair of the Bronx Advisory Committee to the Hudson River Valley Greenway

From: Riverdale Nature Preservancy Board of Directors

Subject: The RNP Recommendations on Hudson River Greenway

Date: May 22, 1998

The Bronx Advisory Committee recently conducted two public meetings to present its ideas and to receive the public's comments on those ideas. MetroNorth conducted a third and separate public meeting on the question of how to build safe access to the Harlem and Hudson Rivers. Our local press has provided substantial news and editorial space to air opinions on these issues. As part of this process, the Riverdale Nature Preservancy's Board has previously considered the issues and submitted its own statement to the Greenway Committee. The purpose of this statement is to update our earlier statement and incorporate the public discussion.

The Riverdale Nature Preservancy (RNP) supports the Hudson River Valley Greenway as it provides a unique opportunity for our community to protect the waterfront from development, study the feasibility of a nature trail, provide visual enjoyment and appropriate limited access to the River and help to restore the ecological preservation of our waterfront.

By making our community a part of the Hudson River Greenway, we are inviting greater use by a wider community. Before the Greenway Committee moves ahead with any Greenway route it must have a full assessment of the potential impacts on the community. It must have well-defined and realistic plans for maintenance, security, and funding; and have agreement on operating regulations that ensure that the Greenway benefits the local community as well as the wider community. Our Board has called for a further study which must begin with an analysis of the projected usage of the routes and how they will be funded, secured and maintained.

The RNP, in response to the opportunity offered by the Greenway Committee in solicitation of community views, makes the following recommendations:

- A. Secure the waterfront by working with the MTA and public officials and authorities to:

1. Assure that the legitimate concerns of neighbors living close to the Hudson and Harlem Rivers at Spuyten Duyvil and the Riverdale Railroad stations, are addressed by the MTA and our public officials and public authorities. This undertaking should be pursued without awaiting the implementation of any plan for access to or use of the river.
2. Post prominently at the waterfront signs prohibiting noise, fires, littering and the consumption of alcoholic beverages.
3. Require the MTA to establish a regular sufficiently frequent patrol on the utility road on the west side of the tracks to enforce these prohibitions.
4. Work with the local residents and the appropriate agencies to establish a plan for sufficient security at the Spuyten Duyvil and Riverdale stations.
5. Reinstall the gate at the Riverdale station parking lot, and securely fence access to the parking lot from the station platform, to prevent its use after hours. The gate should be locked at 10:00 p.m.

B. Clean Up the Waterfront

1. Seek MTA participation in removing the tons of construction waste and abandoned refuse along the waterfront.
2. Support and cooperate with the cleanup sponsored by the Friends of Spuyten Duyvil and the Riverdale Community Association.
3. Urge MTA to test for soil toxicity and explore availability of Brownfields funding. Remove any contaminated soil.

C. Explore remapping the waterfront area as Park with the MTA and appropriate City and State authorities

- D. Subject to A and B above, provide regulated, limited, self-contained access to the waterfront at at least one location. Because of available parking facilities as well as the existing capacity to cross the tracks, the Board recommends that the Riverdale Station be the first site for such uses as sitting and fishing. This improvement must be designed and implemented in close consultation with the local residents, the Community Board, the Department of Transportation, the Department of Parks, and the Department of Environmental Protection. Security, maintenance and policing must be assured by public authorities.

E. Designate Palisade Avenue as a Greenway walking-only trail from Spuyten Duyvil to Spalding Lane as well as support the implementation of an improvement program which will be funded with \$850,000 of DOT funds through the efforts of Assemblyman Jeffrey Dinowitz. The design and implementation of any plan must be done in consultation with the local residents, the Community Board, the DOT, the Parks Department, and the Department of Environmental Protection. The walking-only trail along Palisade Avenue must interdict bicycle access to Riverdale Park at the Alderbrook parking lot. This could be accomplished by installing a British style "Turnstile".

F. Restore, improve and enhance the wetland at Spuyten Duyvil. The NYC Department of Environmental Protection recently committed two million dollars to create a wetland at Spuyten Duyvil. We ask that the Committee support this project and work to ensure that the design of the project is done in close consultation with the local community and the Community Board.

G. Feasibility Studies and possible further RNP Assistance

In addition to the above recommendations that have been approved by the RNP Board of Directors, the RNP recommends that the Greenway Committee, working with the appropriate public agencies and officials, Community Board and the MTA should conduct further studies. These studies must take into consideration the impact on the community with respect to parking, safety, maintenance and funding. The studies should include:

1. Additional waterfront access other than the Riverdale Station site above, at the Marble Hill, Spuyten Duyvil and, in coordination with Yonkers' officials, Ludlow stations.
2. Additional restoration of the natural ecological
3. Trails along the Hudson River and the Putnam Railroad right-of-
4. Any East/West bicycle

The RNP Board has reviewed the report issued by the Friends of Spuyten Duyvil and others. We commend the authors of the report for their thoughtful and detailed recommendations and we associate the RNP with these recommendations.

In conclusion: The RNP extends its thanks to the Committee for its substantial contribution to the Greenway. The RNP Board will be ready to discuss with the Greenway Committee, at the appropriate time, ways in which it might assist further in the planning of the Greenway.

Riverdale Friends of the Hudson

Put the ~~river~~ back in *River*dale

May 11, 1998

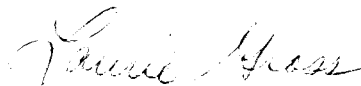
Dear Member of the Bronx Advisory Committee
for the Hudson River Valley Greenway:

Riverdale Friends of the Hudson is the voice of local residents who want river access and therefore favor the all-river route among the plans that you have submitted to the community for review.

We want to express our thanks for your hard work and the clear manner in which you have presented viable Greenway choices through our neighborhoods and along the Hudson River. We thank you especially for your efforts, through public forums and a questionnaire, to make it possible for all interested citizens to participate in this important decision.

We enclose our recommendations for the Hudson River Greenway.

Sincerely



Laurie Gross



Ruth Kraus

**Recommendations to the Bronx Advisory Committee
for the Hudson River Valley Greenway**

May 19, 1998

Revised 7/27/98

Riverdale Friends of the Hudson is a group of local residents--of Spuyten Duyvil, Riverdale, North Riverdale and Kingsbridge--that advocates safe public access to the Hudson and Harlem rivers.

Riverdale Friends of the Hudson makes the following recommendations to the Bronx Advisory Committee to the Hudson River Valley Greenway::

The Greenway Trail should follow the shore of the Hudson River ("all-river route'). The reasons are as, follows.

1. During three June weekends, Riverdale Friends of the Hudson collected 1,200 signatures on a petition urging the all-river route be studied as the preferred Greenway trail through our community. Also, 65 percent of the local residents who filled out the Bronx Advisory Committee's Hudson River Greenway questionnaire said they preferred a trail along the shore of the Hudson to other trail choices.
2. Safety is a vital issue. Our Hudson River shoreline will be the link between Westchester County and Manhattan once the Greenway is established to the north and south of us. Safety of the hikers who will walk along our section of the river, and of our local hikers, is of *primary* concern. A river trail will ensure that Metro North will be on board to do the necessary things--fence off the tracks, police the area, clean up their own toxic trash, remove stanchions and other unsightly features, etc.--and that the City Parks Department and police will do their part. The fences can be made both safe and attractive.
3. The river space (between the tracks and the water) is now a no man's land. Weeds and dumping are endemic, and vandals and late-night noisemakers have been allowed to take over, making life miserable for people who live along the river. Making a pleasant linear park along the river with safety features and enforced rules is the best way to solve these problems. Leaving things as they are (having river access continue to be illegal at all times) will only maintain the *status quo*, and therefore the same problems will continue.
4. There seems to be a fear of "outsiders." Barbecuing has been mentioned as a threat. It must be pointed out that the narrow stretch of land along the Hudson River does not have enough room for the sporting activity that big families who come to picnic in places like Van Cortlandt Park seek. They will not come to the Hudson River for this type of activity. Also, vandals come only to abandoned places, not where the land is regularly used by law-abiding citizens.
5. The Hudson River is a saltwater estuary. Biologically, estuaries are the second most productive kind of habitat in the world (after rainforests). Our riverside, thanks to the railroads' dumping,

herbicide use, and general ecological abuse, is all but dead biologically. Safe public river access for will bring much-needed attention and caring to this land; children in school programs can help with ecological restoration; wetlands can be built to clean runoff and for habitat for fish, birds and diverse marine animals. The cleaning up of toxic waste and a new reciprocity between people and their place by the river can be very healing for both.

6. Many local residents have pointed out that all around the country (and along the Hudson River Valley) people have been reclaiming their waterfronts. There is a reason for this. It would look very poor to have one community (named Riverdale!) that deliberately turned its back on the one moment of opportunity to restore the health, beauty and recreational possibilities for its riverside, while the rest of the world goes, thriving, in the opposite direction.

Further recommendations for the Greenway Trail or Trails:

1. The City should purchase the Triangle at Spuyten Duyvil, so it can be turned into a park. Any wetlands constructed there will not be disturbed by humans if the park is planned carefully, such as with boardwalks. Purchase of this vital piece of land (for ecological restoration, for a key link in our Greenway trails) should be a top priority.

2. We favor using the Amtrak swing bridge as the link to Manhattan. It is the most direct and the most beautiful. Also, should bikers use a shoreline Greenway trail, they will not enter the ecologically sensitive Inwood Hill Park when they cross this bridge.

3. A small-boat launch site should be included in the River Trail plan.

4. Although volunteer riverside cleanups serve a purpose, they do not address the root causes of the dumping that occurs. Only serious dedication by Metro North and our government agencies, responding to citizen pressure, can address the root causes. Our membership will join future volunteer cleanups. For us, however, the primary reason to go to the river is to enjoy it, learn about it and help restore its ecology.

5. The Spaulding Lane parking lot should be better policed, but not closed. It is used by not only Riverdale Park hikers but fishermen, neither of whom should be driven away. People in that neighborhood worry that access to a shore trail at the old Dodge Dock will create traffic and parking problems. We do not foresee this because we think the primary users of this river access point will be community members who prefer to walk to the place where they're going to hike.

6. Our community should look to successful waterfront greenways that have been established in other places like Chicago, Washington D.C., Seattle, and throughout the Hudson River Valley. These success stories may alleviate fears expressed by some members of our community.

Put the *river* back in *Riverdale*

PETITION

We, the undersigned residents of Riverdale, Spuyten Duyvil and Kingsbridge, hereby request the Bronx Advisory Committee for the Hudson River Valley Greenway to recommend to the New York City Parks Department that the All-River Trail following the shoreline of the Hudson River be studied as the preferred Greenway trail through our community. After decades of being shut away from our rivers we want safe access to their shores.

Name

Address

Lined area for signatures and addresses.



Mount St. Vincent.

Acknowledgments

Committee Members and Affiliations

Lorance Hockert, Chairman

Congressman Eliot Engel	U.S. House of Representatives
Franz S. Leichter	New York State Senate
Senator Guy Velella	New York State Senate
Assemblyman Jeffrey Dinowitz	New York State Assembly
Borough President Fernando Ferrer	City of New York
Councilwoman June Eisland	City of New York
Audie Colon	Friends of Spuyten Duyvil
Elizabeth Cooke	New York City Parks Council
Paul Elston	Riverdale Nature Preservancy
Michael Heller	Community Resident
Jack Lehnert	Community Resident
Herb Lieberman	Bronx Community Board 8
Gretchen McHugh	Ferry Sloops, Inc.
Robert Reich	Bronx Community Board 8
Diane Sargent	Bronx Community Board 8
Laura Spalter	Riverdale Community Association
Dart Westphal	Bronx Council for Environmental Quality

Other Contributors

Gail Wittwer, ASLA	Landscape Architect
Mary Bandziukas, AICP	Program Director, Riverdale Nature Preservancy
Paul Mankiewicz, Ph.D.	Ecological Restoration, The Gaia Institute
William Weitz	Chief of Staff, Office of Assemblyman Jeffrey Dinowitz
Vic Mallison	District Representative, Office of State Senator Franz Leichter

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This in no way constitutes an endorsement of the report by that organization.