



## BRONX COMMUNITY BOARD NO. 8

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**Honorable Ruben Diaz, Jr.**  
**Bronx Borough President**

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Daniel Padernacht, Chairperson

Nicole M. Stent, District Manager

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Bronx Community Board No. 8 at its meeting held on June 10, 2014 passed the following resolution by a vote of 37 in favor, 0 opposed, and 2 abstentions:

**WHEREAS**, residents of Bronx Community Board 8 support a Hudson River Greenway extending from Spuyten Duyvil to Yonkers, providing runners, walkers, people with disabilities, cyclists and others an enjoyable riverfront experience with a superb view of the Palisades, as well as access to the Greenway to the north and the Greenway to the south, so that a continuous Greenway runs from Manhattan to Westchester;

**WHEREAS**, residents of Bronx Community Board 8 have advocated locating the Greenway route along the Hudson River in the 1998 report of the Bronx Advisory Committee to the Hudson River Valley Greenway;

**WHEREAS**, the 2003 197-a Plan of Bronx Community Board 8 supports a Greenway along the Hudson River and enhanced riverfront access for the community;

**WHEREAS**, local elected officials support a Hudson River Greenway and riverfront access for the community;

**WHEREAS**, the New York Metropolitan Transportation Council (NYMTC), with funding provided in part by Senator Charles Schumer, presented to the Parks & Recreation Committee of Bronx Community Board 8 and most recently to a joint meeting of that committee and the Traffic & Transportation Committee, a conceptual study of a proposed Hudson River Greenway route connecting the Manhattan and Westchester portions of the Greenway, which includes a short-term inland route from the Henry Hudson Bridge to the city line at Riverdale Avenue and a long-term waterfront route from the Henry Hudson Bridge to Yonkers along the Hudson River;

**WHEREAS**, Metro-North has identified stabilization and bolstering of the embankment that protects the shoreline from flooding on its tracks as priorities on the Hudson Line through Riverdale;

**WHEREAS**, Metro-North has represented that Track 6 of the Hudson Line through Riverdale is necessary for its operations, the stabilization and bolstering of the embankment on the shoreline and to accommodate anticipated growth in ridership in present routes and possible Penn Station access on the Hudson Line in the future;

**THEREFORE, BE IT RESOLVED THAT:**

1. This resolution supersedes the May 2012 resolution of Bronx Community Board 8 regarding the Hudson River Greenway.
2. Bronx Community Board 8 supports an all-river Hudson River Greenway.
3. Bronx Community Board 8 rejects the NYMTC proposal to widen streets to their un-built width, remove trees, reduce traffic and/or parking lanes on local streets, construct a cantilever mixed-use attachment to the Henry Hudson Bridge and build mixed-use bicycle paths, ramps or bridges through Riverdale Park.
4. That engineering and other feasibility studies be performed by the appropriate agencies along the length of the proposed Greenway in Riverdale to determine the best location for an all-river Greenway located west of the Metro-North tracks with the goals of minimizing costs of construction and operation without inhibiting and, if possible, enhancing Metro-North's stabilization and bolstering of the riverfront embankment.
5. That NYMTC engage Metro-North to discuss modifications to the NYMTC proposal based on Metro-North's plans for stabilizing and bolstering the riverfront.
6. That engineering and other feasibility studies be performed by the appropriate agencies to evaluate the connection of the Hudson River Greenway from Manhattan to the Bronx across the Harlem River at Spuyten Duyvil, via the Amtrak swing bridge or on a new purpose-built swing bridge.
7. That initial access to the Greenway be implemented by using either the existing bridge to cross the Metro-North tracks at West 254th Street or the Riverdale train station overpass and that the first segment of the Greenway be constructed on the west side of the Metro-North tracks from West 254<sup>th</sup> Street to Yonkers while other access points to the Greenway are investigated.
8. That until a Spuyten Duyvil Greenway connection can be implemented, a traffic study be performed in cooperation with the Metropolitan Transportation Authority to assess whether traffic lanes on the lower level of the Henry Hudson Bridge can be reconfigured to create a larger pedestrian and bicycle pathway across the bridge.
9. That our elected officials assist in obtaining funding for the feasibility studies and in addressing any concerns about the Greenway raised by Amtrak and the MTA.
10. That further consideration of an all-river Greenway route should continue under the auspices of Bronx Community Board 8 in cooperation with local residents, community groups, elected officials, government agencies, the affected rail companies and any other stakeholders.