

FRIENDS OF THE HUDSON RIVER GREENWAY IN THE BRONX

Hudson River Valley Greenway Link Study

RBA

**PB PARSONS
BRINCKERHOFF**

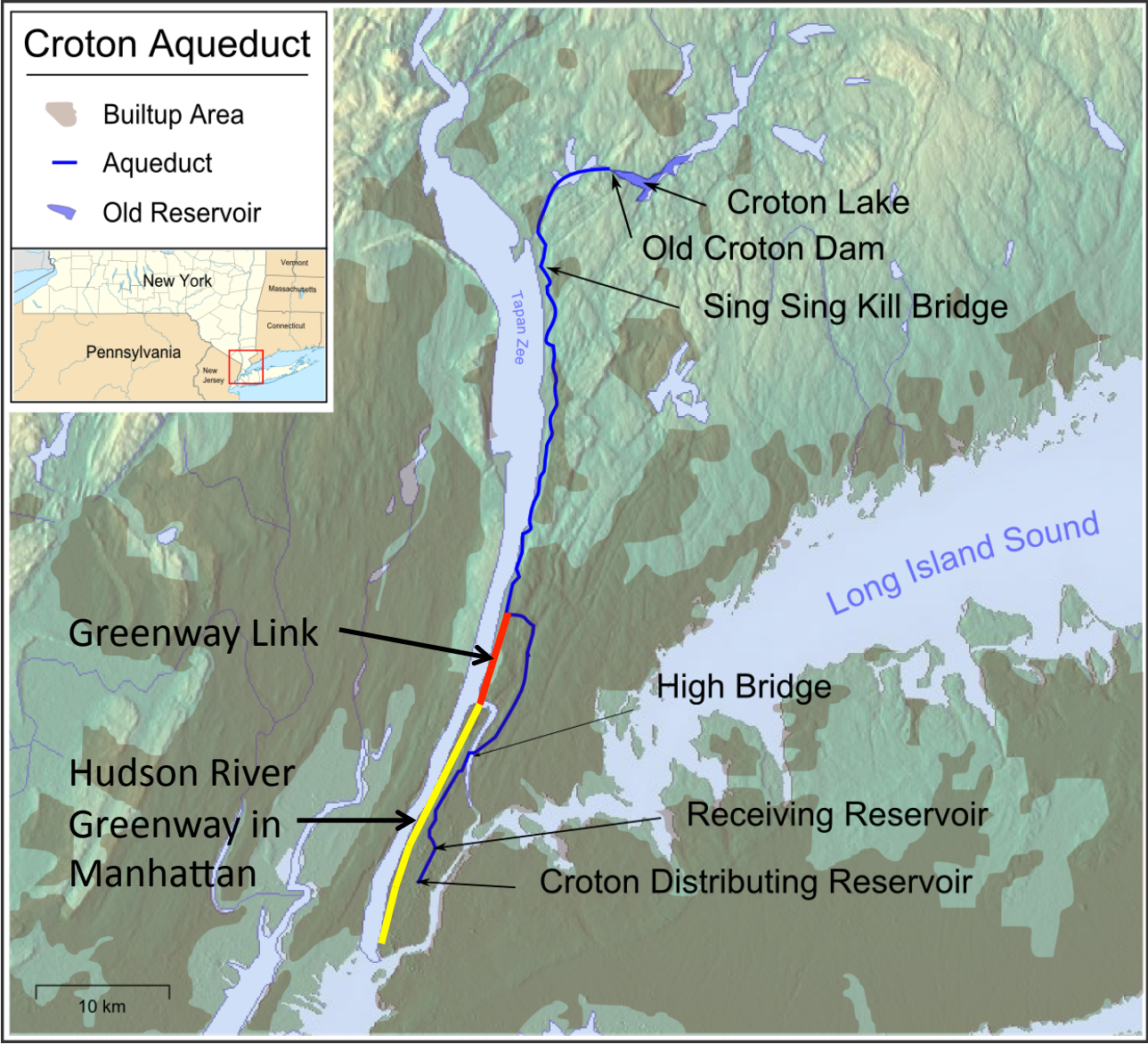
**HOWARD
STEIN
HUDSON
ASSOCIATES**

**Interactive
Elements
Incorporated**

Eng-Wong, Taub & Associates



Greenway Link will connect the Manhattan Greenway to the Old Croton Aqueduct Trail – providing a continuous trail from the southern tip of Manhattan to Croton on the Hudson



PROJECT GOAL

Close the gap between the Manhattan Greenway in Northern Manhattan and the Old Croton Aqueduct Trail in Northern Yonkers – Sticking as close to the River as possible.

HUDSON RIVER GREENWAY LINK

PREFERRED ALTERNATIVE - 3 MILES OF WATERFRONT ACCESS



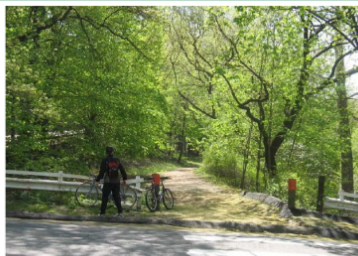
Old Croton
Aqueduct Trail



Greenway Link – 5 miles

Manhattan
Greenway

OCA Trail – Odell Avenue, Yonkers



MWG @ Ft Washington Park, Northern Manhattan



Cherry Walk in Manhattan



Hudson River Shoreline, Riverside Park/ Cherry Walk, NY NY

Continue it in the Bronx

RIVERDALE PARK WATERFRONT – 232 to 254 STREET



EXISTING CONDITIONS – NYMTC proposes to not change

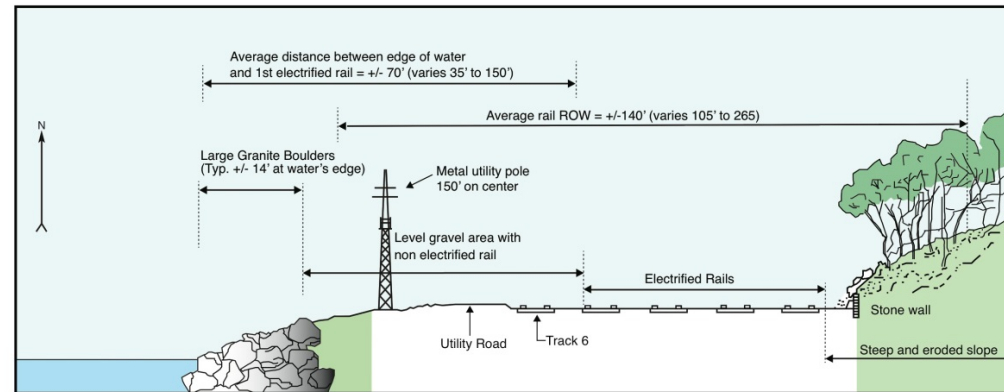
Case Study Example – Pile Supported Structure

Riverwalk – Riverside Park, Manhattan

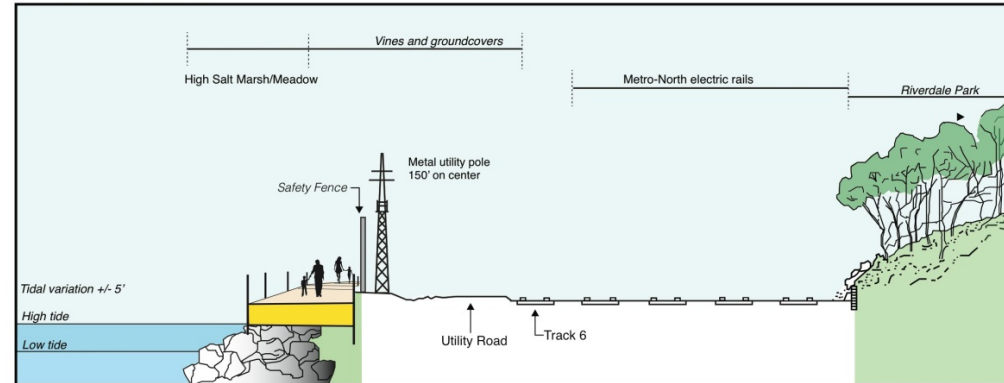


North Bronx Waterfront south of Riverdale Station

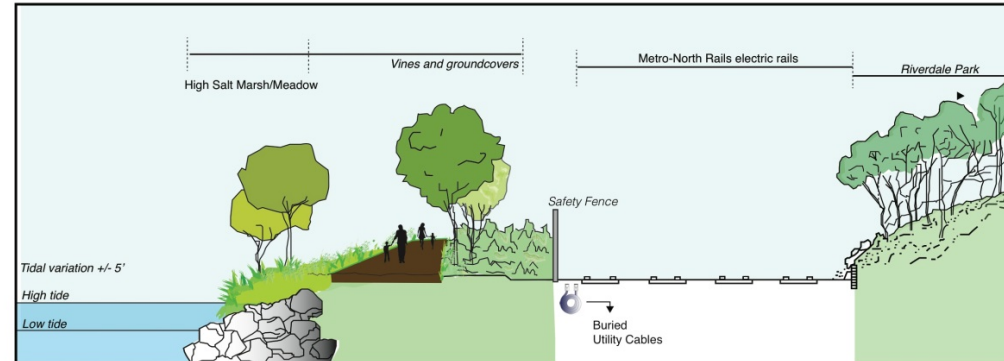
EXISTING



NYMTC PLAN



FHRG PROPOSAL



Hudson River Waterfront, 232nd Street to Riverdale Station – looking north

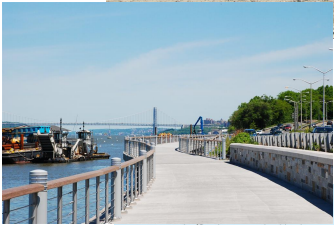
Existing



FHRG Proposal



NYMTC Proposal



Removing Track 6 would have a tremendous impact on the quality of the Park



View Looking South along Hudson River Shoreline from College Point Bridge

Existing Conditions – an inaccessible Hudson River waterfront.



Rendering of Potential Multi-use Path and Reconstructed Shoreline Looking South from College Point Bridge

NYMTC/Metro-North Plan - ___ feet wide Greenway. Track 6 is not electrified and does not carry freight.

FHRG Plan – a more generous allocation of land to the Park



HENRY HUDSON BRIDGE CANTILEVERED SIDE PATH



Existing: No bike riding allowed – very narrow



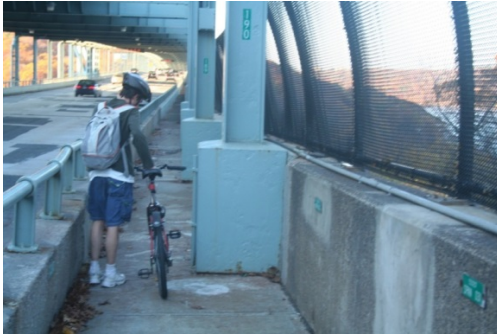
Proposed at cost of \$32 million



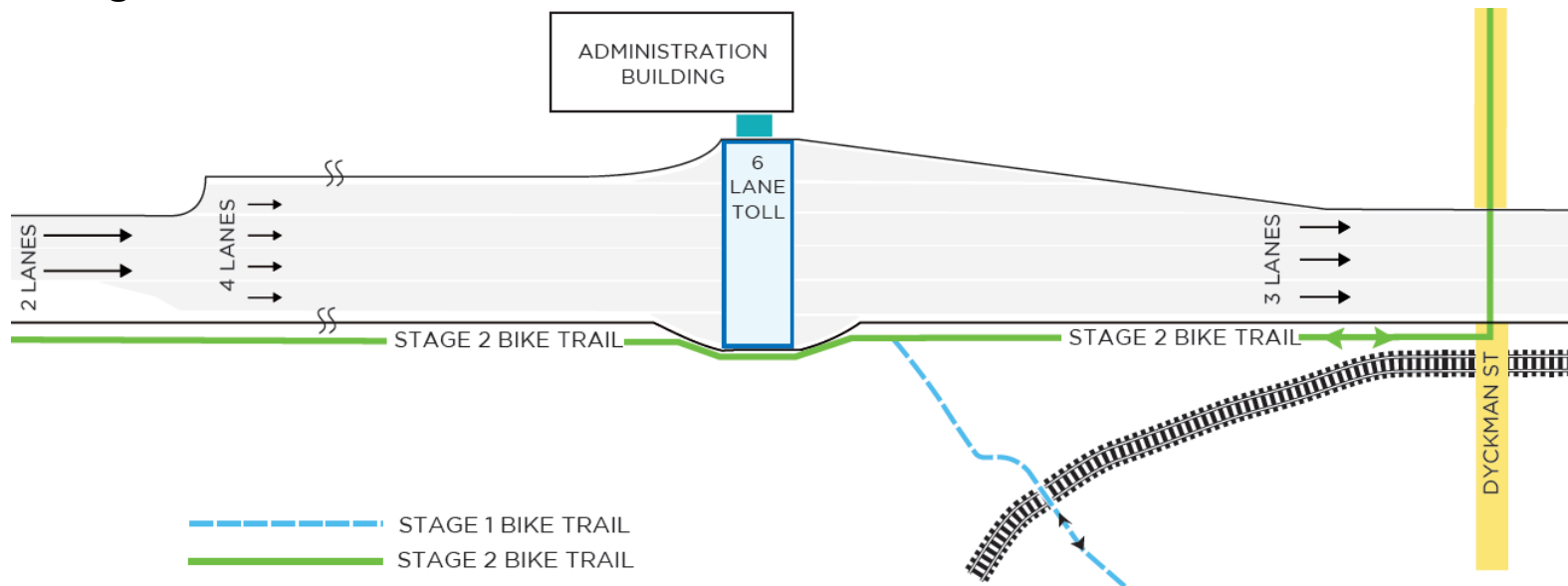
Henry Hudson Bridge - Southbound

Existing: No bike riding allowed, very narrow

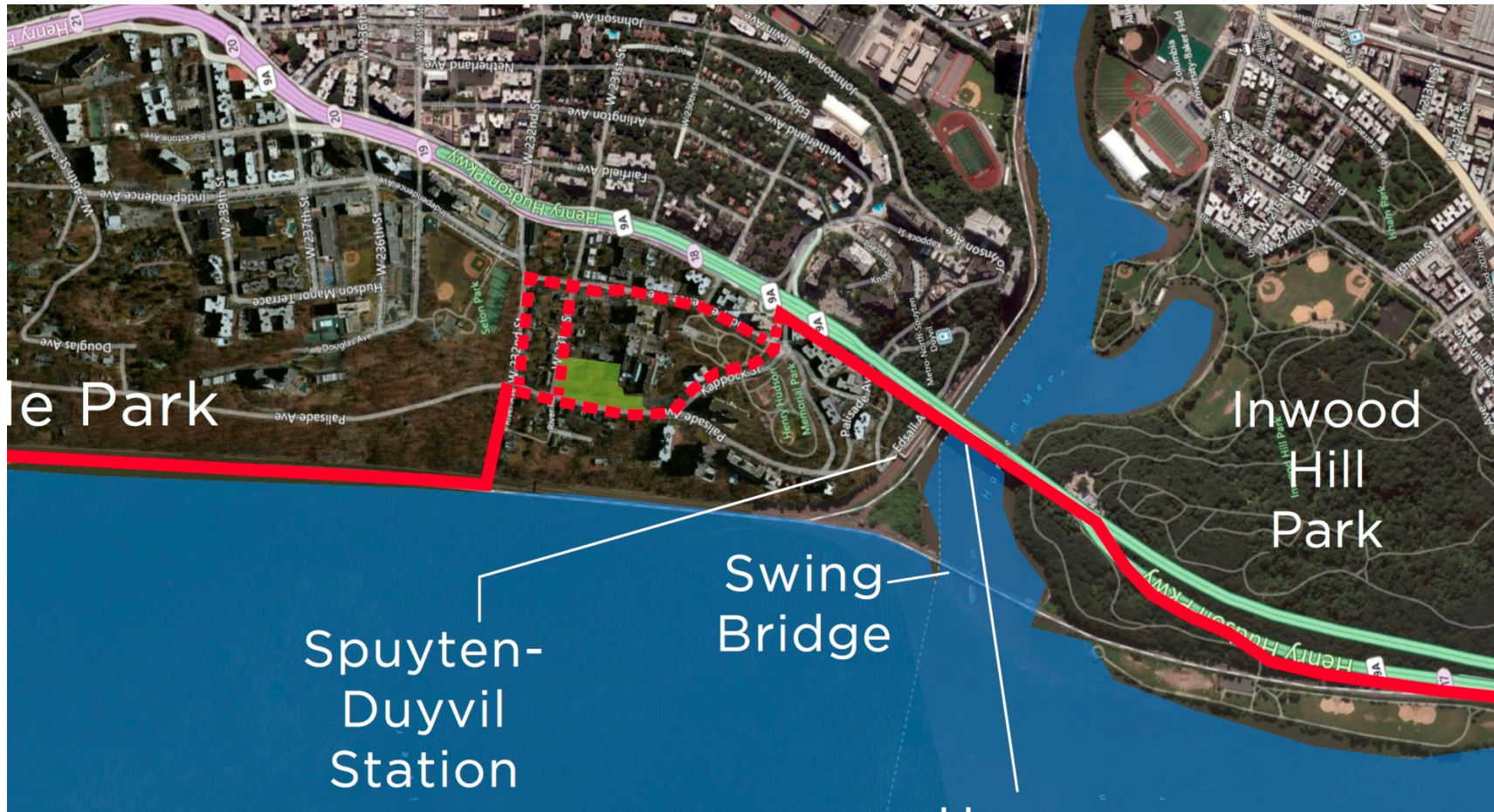
Existing 4 lanes for automobile traffic



Two lanes in, three lanes out, four lanes on bridge, no need for toll booth – MTA Bridge Authority should dedicate one of the four lanes to the GREENWAY – saving \$25 million. If needed, cantilever can be built in the future.



Henry Hudson Bridge connection to the waterfront



PALISADE AVENUE TO WATERFRONT AT 232ND STREET



Case Study Example – Circular Ramp

East bank Esplanade – Portland, Oregon



Going from South to North –

In Manhattan, the Stage 1 route will follow existing steep paths in Inwood Park. Stage 2 will add a more gradual ascent to the HENRY HUDSON BRIDGE east of the railroad and hugging the southbound highway.



HUDSON RIVER GREENWAY LINK

AT THE HEBREW HOME STAGES 1 AND 2

