

ADDENDUM TO
CONCEPTUAL DESIGN FOR PROPOSED CAPITAL PROJECTS
ALTERNATE ROUTES





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PALISADE AVENUE & RIVERDALE PARK PATHWAY





View looking north on Palisade Avenue Between Spaulding Lane & 232nd StreetPalisade Avenue R.O.W. Between Spaulding Lane & 254th Street

Existing Conditions

Street Width: 20' Roadway, 2-15' Side Path

Travel Direction: South - North

Traffic Volumes: Low

Palisade Avenue is a narrow, two-way residential street with direct views of the Hudson River waterfront and New Jersey Palisades at certain cross streets. From 232nd Street to Spaulding Lane, a 7-15' dirt path runs along the west side of the roadway. Official maps from the Bronx Borough President's Office show additional unused right-of-way under NYCDOT ownership that could possibly be used for a more robust greenway facility. Traffic volumes range between approximately 50 and 150 vehicles per hour (vph) per direction during the AM and PM peak hours. North of 231st Street, no parking is allowed on either side of the roadway. Land use is predominately single family residential to the east. Riverdale Park is to the west from 232nd Street to 254th Street.

Riverdale Park has been designated "Forever Wild" by NYCDPR. This designation has strong community support and presents a challenge to any new development that may be proposed on park property. However, the dirt path along the edge of the park is generally free of trees, and therefore improvements to the path would have minimal impact on Riverdale Park's natural environment. Impacts to trees are being studied, but an initial assessment indicates that many of the trees that could potentially be impacted are invasive or in poor condition.

The intersection of Palisade Avenue and Spaulding Lane requires careful planning to guide motorists, pedestrians and cyclists around this right-angle turn in the road. Spaulding Lane has rough paving and climbs steeply away from Palisade Avenue, creating a need for significant traffic calming to address these conditions as well as visibility between modes.

Design Solution

Palisade Ave from 232nd Street to Spaulding Lane

Option A: The roadway consists of one 10' travel lane in each direction with minimal shoulder, no curbs and no parking. Pedestrians currently use a 7-15' dirt path on the west side of the roadway. This path should be upgraded to ensure pedestrian safety and comply with ADA guidelines. Shared-lane markings are proposed on this portion of the roadway for cyclists.

Option B: Title and grade maps from the Bronx Borough President's Office indicate an 80'-120' right-of-way exists on this portion of Palisade Avenue. A physically separated shared multi-use path, with a two-way bicycle path and walkway is proposed to upgrade the existing path on the west side of Palisade Avenue. One travel lane is maintained in each direction at the existing lane widths. To mitigate some of the drainage and erosion issues that currently exist, bioswales would be designed into the vegetated buffer between the moving lanes and multi-use path at key points where water runoff from inland is channeled. Utility poles, trees and other geometric constraints cause pinch points in available right-of-way along this path's alignment. These constraints will be addressed during design.

Spaulding Lane to 254th Street

Palisade Avenue right-of-way continues north of Spaulding Lane as a dirt path. It is proposed that this path could be improved to allow cycling, as a continuation of the side path proposed south of Spaulding Lane. As an alternative to this route along the Palisade Avenue right-of-way, the greenway could be routed onto Spaulding Lane, Independence Avenue, and 252nd Street and Sycamore Avenue to avoid altering the current state of the path through the park. However, it should be noted that all of these streets are narrow, winding and have no sidewalks.



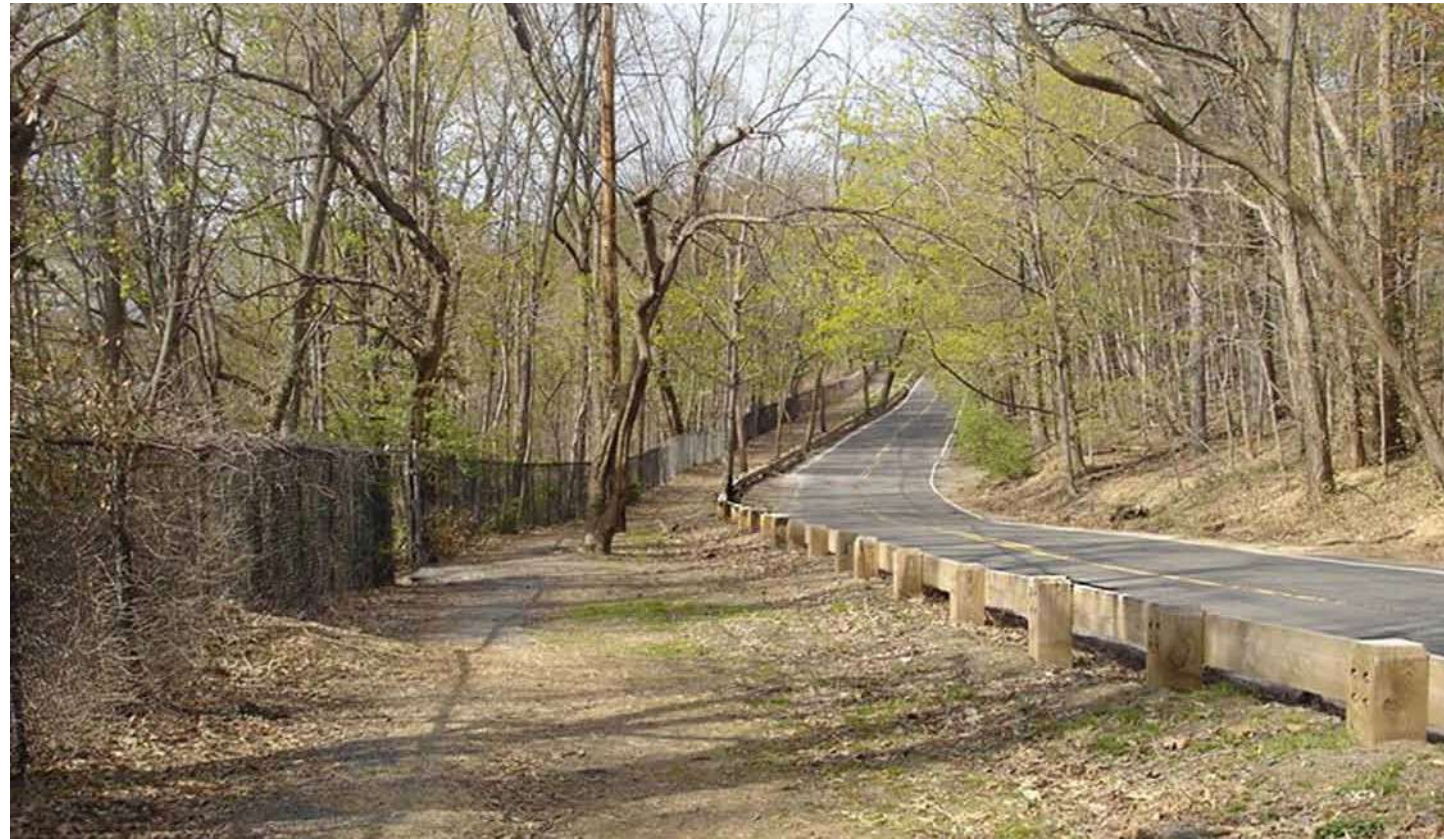
Existing Conditions: Palisade Avenue R.O.W. - Spaulding Lane to 254th Street



Case Study Example: Tallman Mountain State Park - Rockland City, NY



Case Study Example: The OCA Trail in Yonkers



Existing Photo Palisades Avenue - BEFORE



Rendering of potential multi-use path along Palisades Avenue - AFTER



Existing Conditions: Palisades Avenue Between Spaulding Lane & 247th Street



Existing Conditions: Spaulding Lane facing west, approaching Palisade Avenue



Existing Conditions: 252nd Street facing west



Existing Conditions: Independence Avenue just north of intersection with Spaulding Lane



Existing Conditions: Sycamore Avenue

⑦ PALISADE AVE, 261ST STREET & RIVERDALE AVE CONNECTOR







Palisade Avenue north of 254th Street



Palisade Avenue north of New York Orphan Amy Road

Existing Conditions

Street Width: Palisade Avenue & 261st Street - 20', Riverdale Avenue - 64'

Travel Direction: Palisade Avenue (North - South), 261st Street (East - West), Riverdale Avenue (North - South)

Traffic Volumes: Palisade Avenue & 261st Street (Low), Riverdale Avenue (Moderate)

Palisade Avenue north of 254th Street and 261st Street have steep grades and narrow lanes, no parking, and limited visibility at times. There is no shoulder, and shrubs or grass abut against the roads, so there is no sidewalk as a result.

Riverdale Avenue from 261st street to Valentine Lane is a busy retail corridor with limited on-street parking on both sides of the street.

Design Solution

Reconstruct Palisade Avenue and 261st Street as 'slow-speed' complete streets, including new sidewalks where missing, and Class 3 bicycle route signs and pavement markings should be implemented, as well as other pedestrian safety and traffic calming improvements.

On Riverdale Avenue, a bicycle lane solution would impact on-street parking, so a 4-lane to 3-lane conversion is proposed. This would allow for the implementation of Class 2 bicycle lanes and streetscape improvements extending to Yonkers.

Construction Cost Estimate

\$5M - Palisade Avenue & 261st Street

\$45,000 - Riverdale Avenue



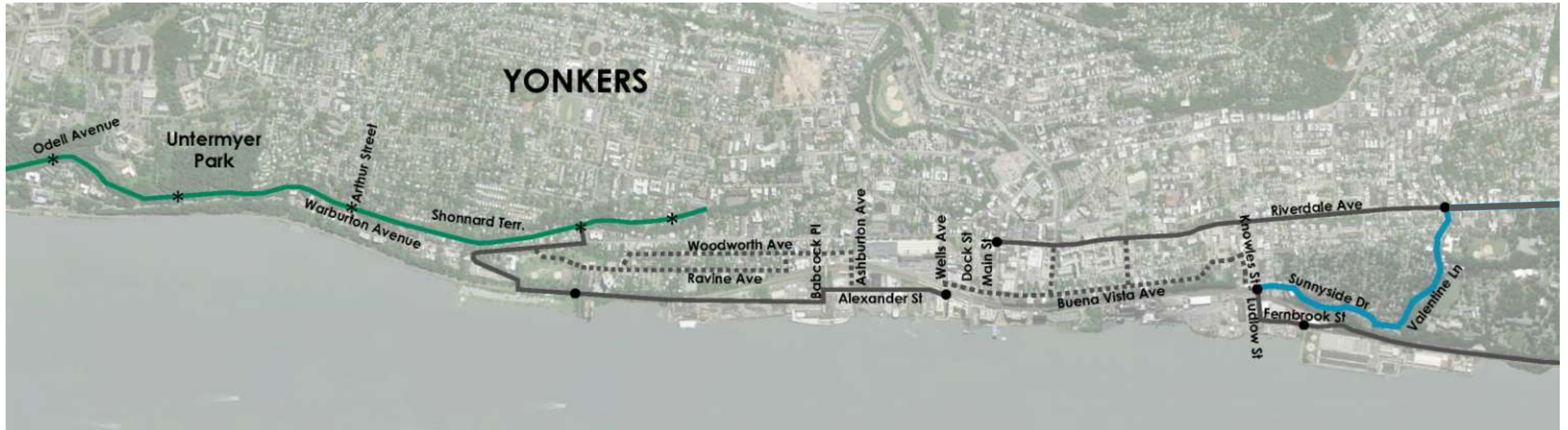
261st Street south of Riverdale Avenue



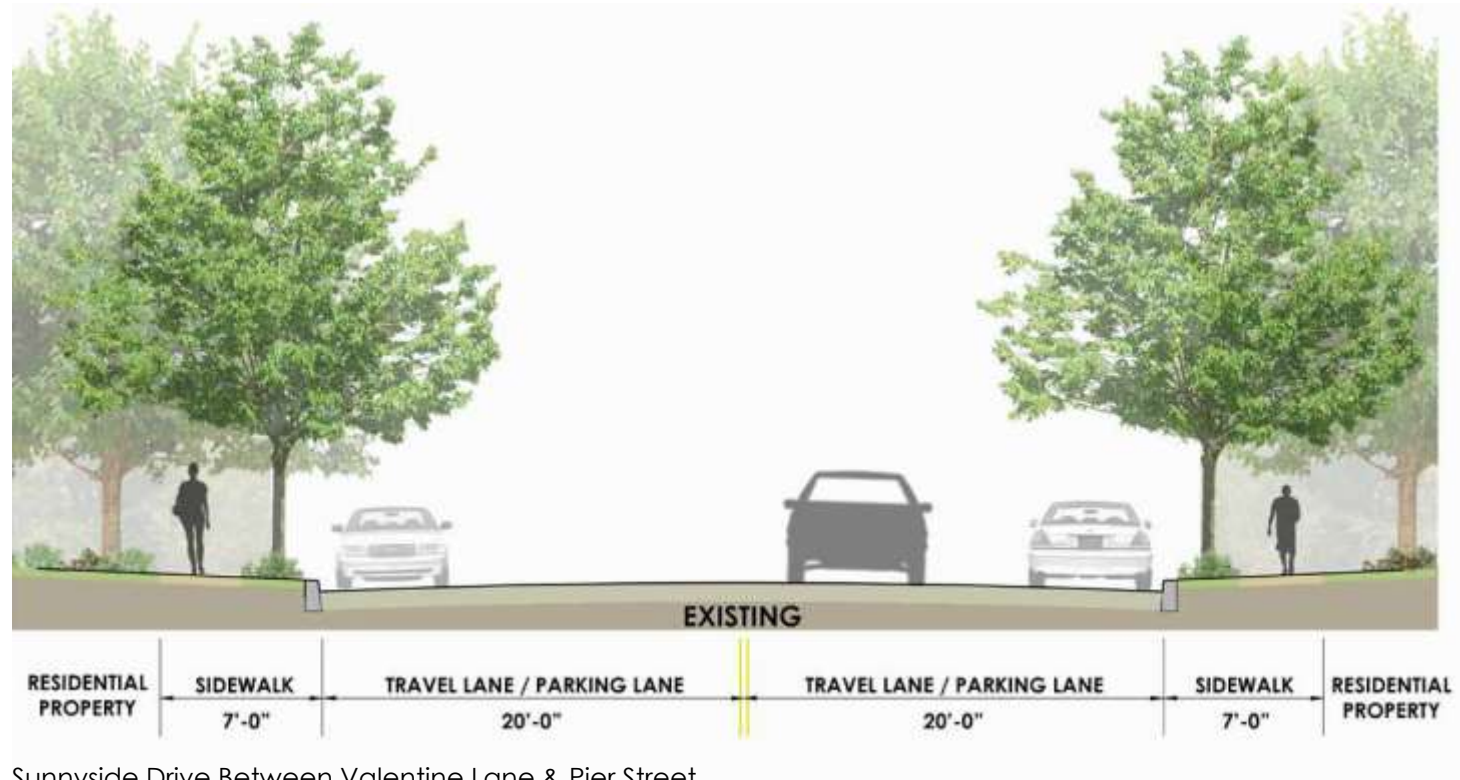
Riverdale Avenue north of 261st Street

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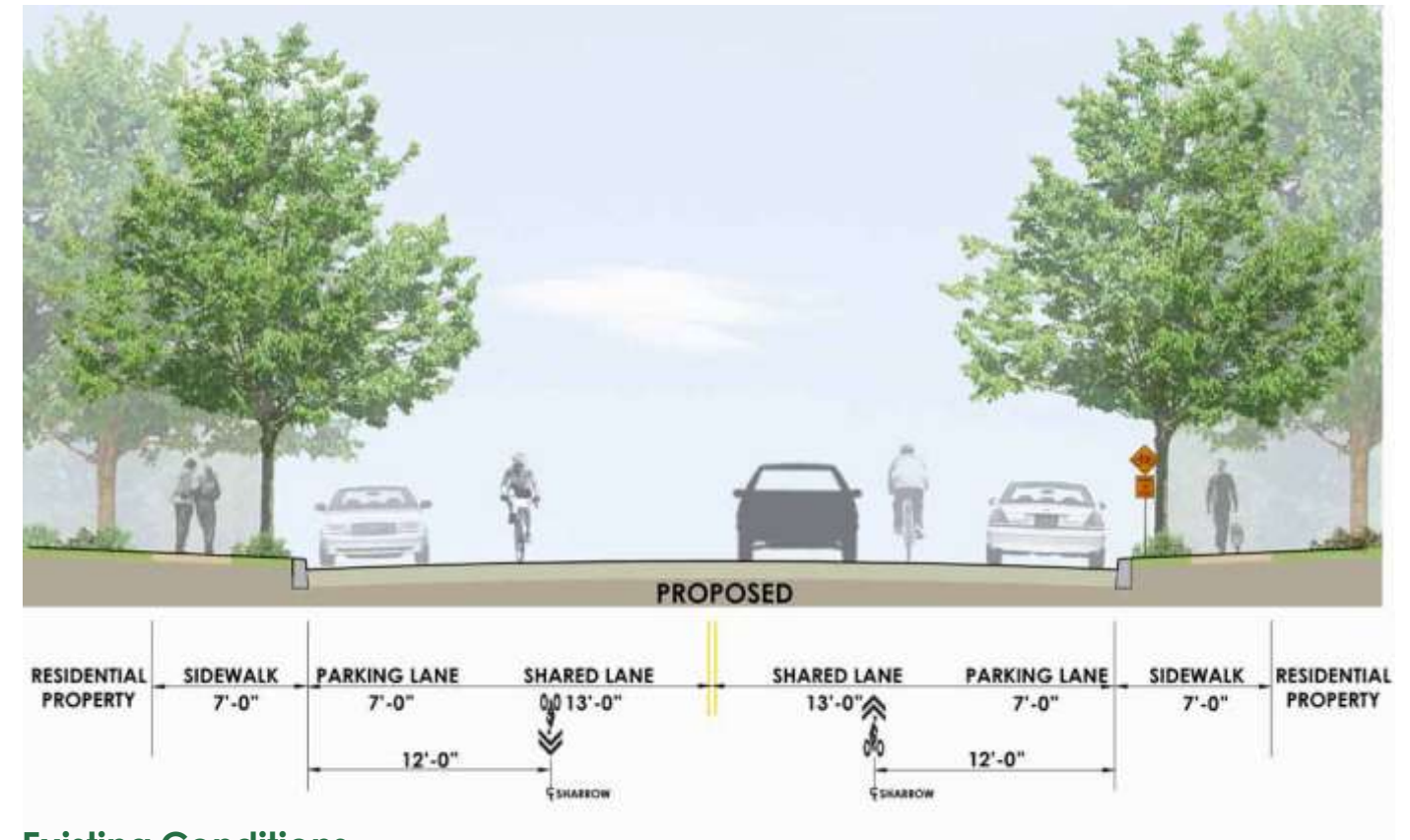
VALENTINE LANE, SUNNYSIDE DRIVE







Sunnyside Drive Between Valentine Lane & Pier Street



Existing Conditions

Street Width: 40'

Travel Direction: East - West

Traffic Volumes: Low

Parking Regulations: Parking on both sides of the street, except west of Hawthorne Avenue on Valentine Lane

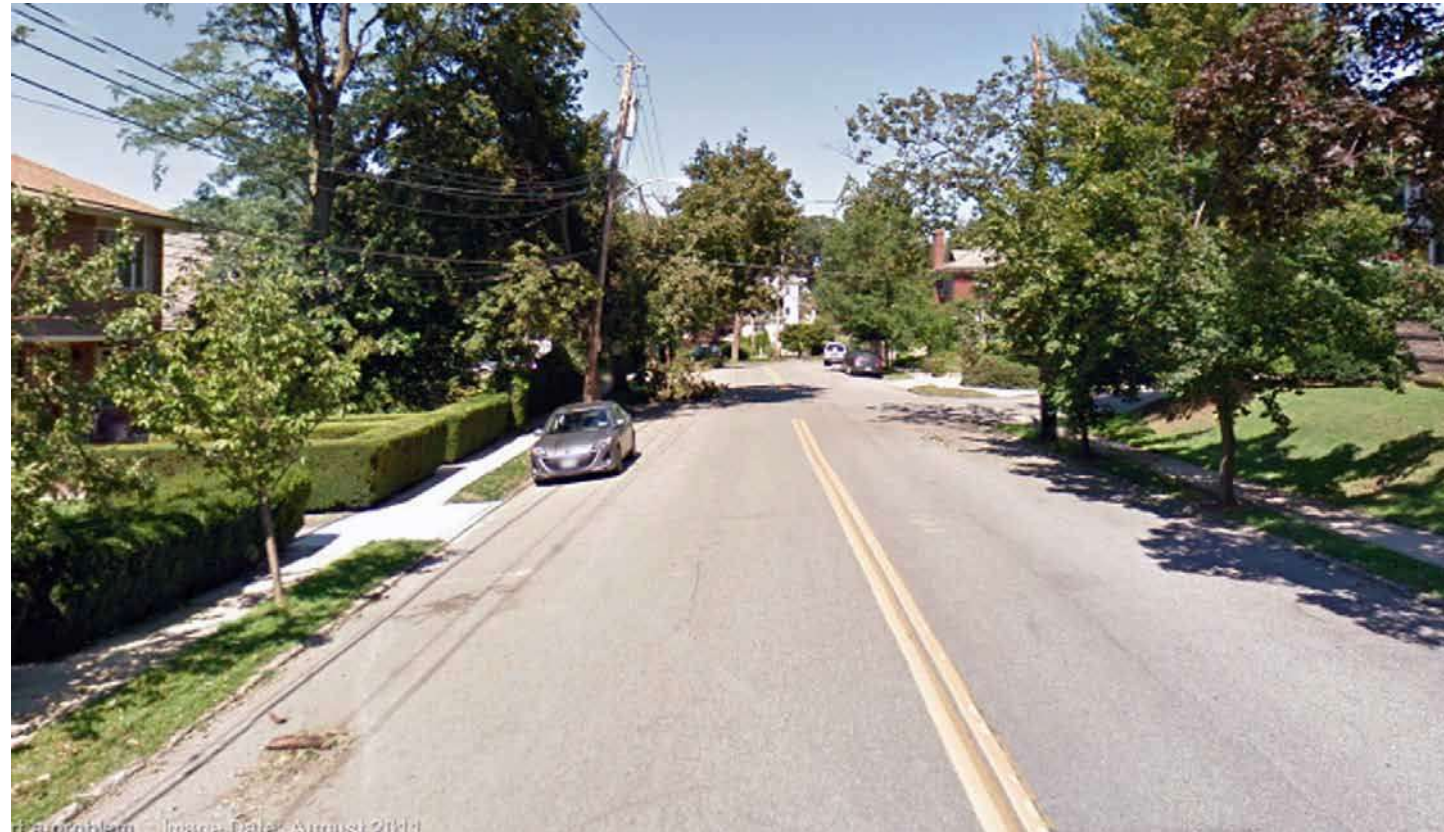
Valentine Lane and Sunnyside Drive are quiet residential streets with on-street parking and low traffic speeds.

Design Solution

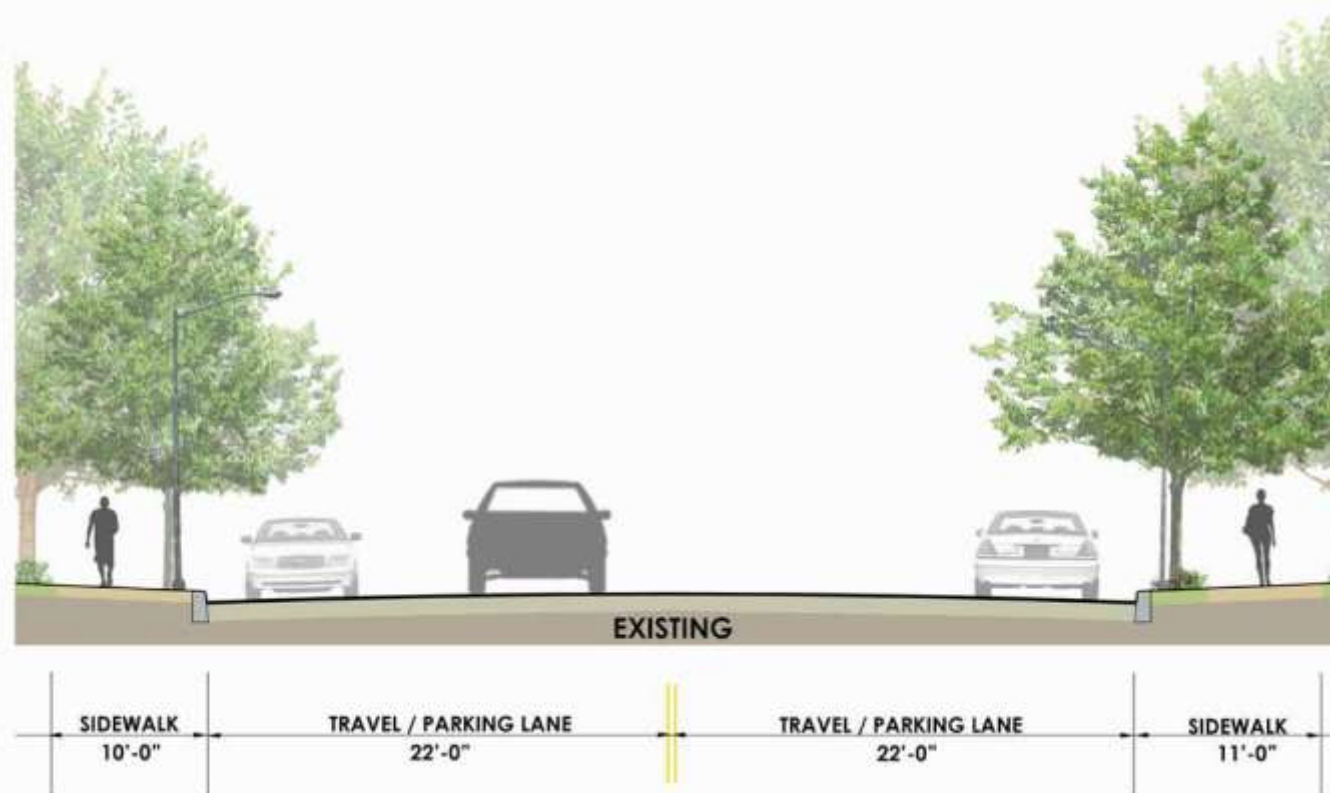
Install Class 3 shared lanes along Sunnyside Drive and Valentine Lane north of Hawthorne Avenue, to form a comfortable connection through the southern part of Yonkers. Between Riverdale Avenue and Hawthorne Avenue, the roadway widens, providing sufficient space for a Class 2 bicycle lane. Prior to implementation, community outreach should be conducted.

Construction Cost Estimate

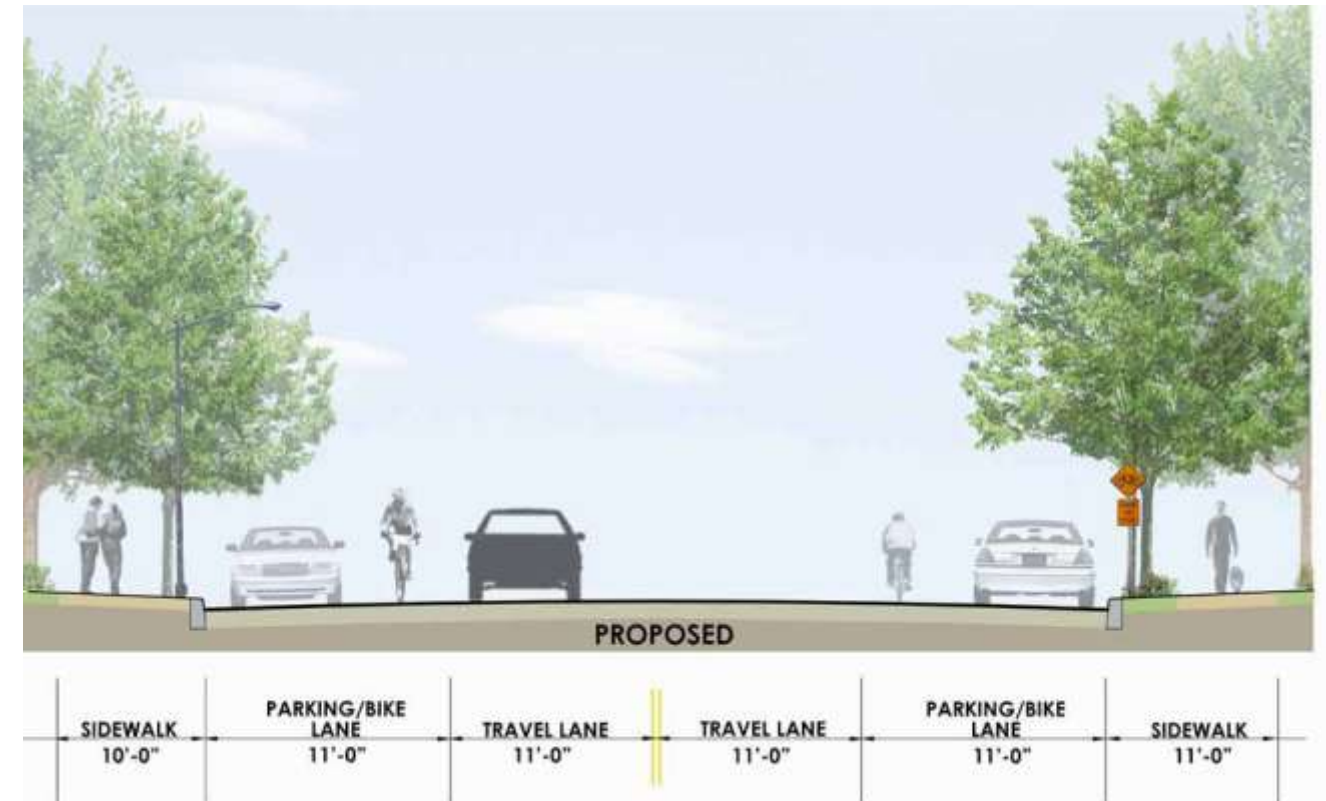
\$25,000 for signs and markings



Sunnyside Drive north of Valentine Lane



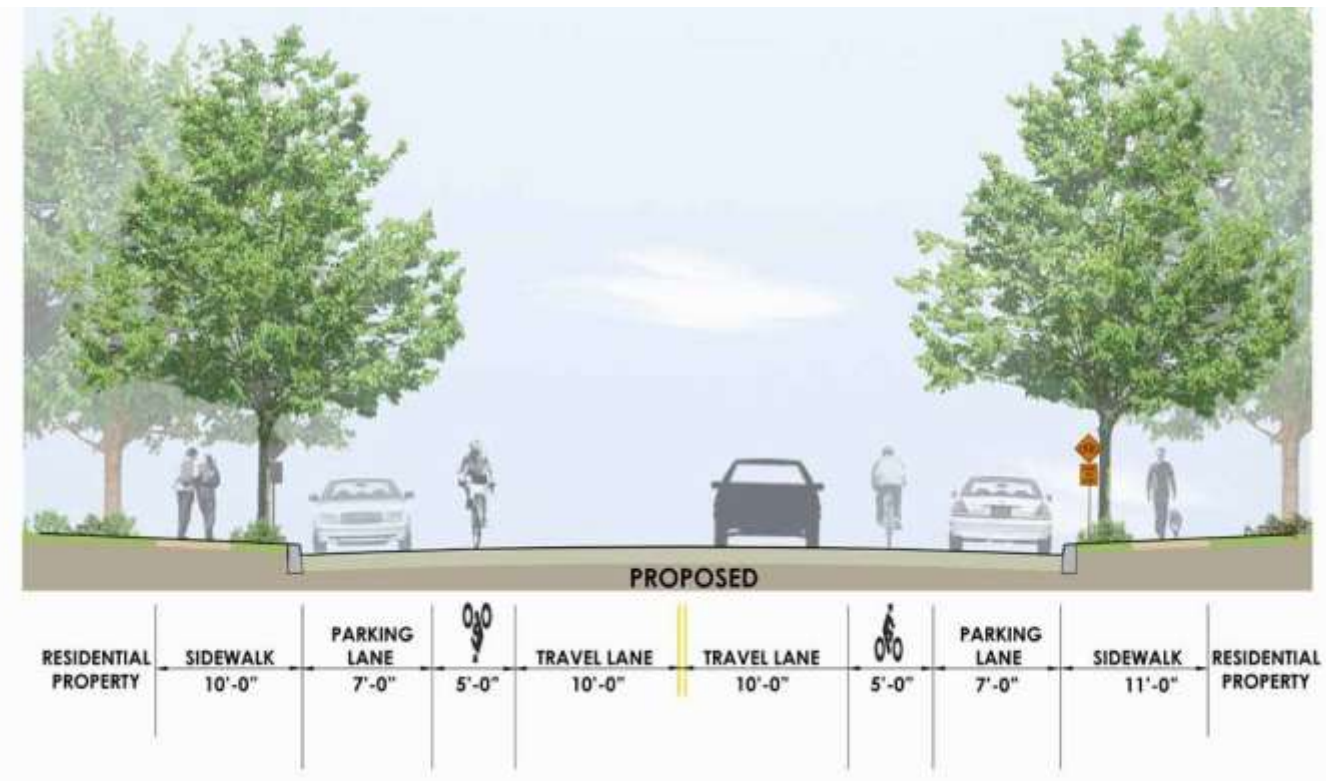
Valentine Lane Between Riverdale Avenue & Hawthorne Avenue



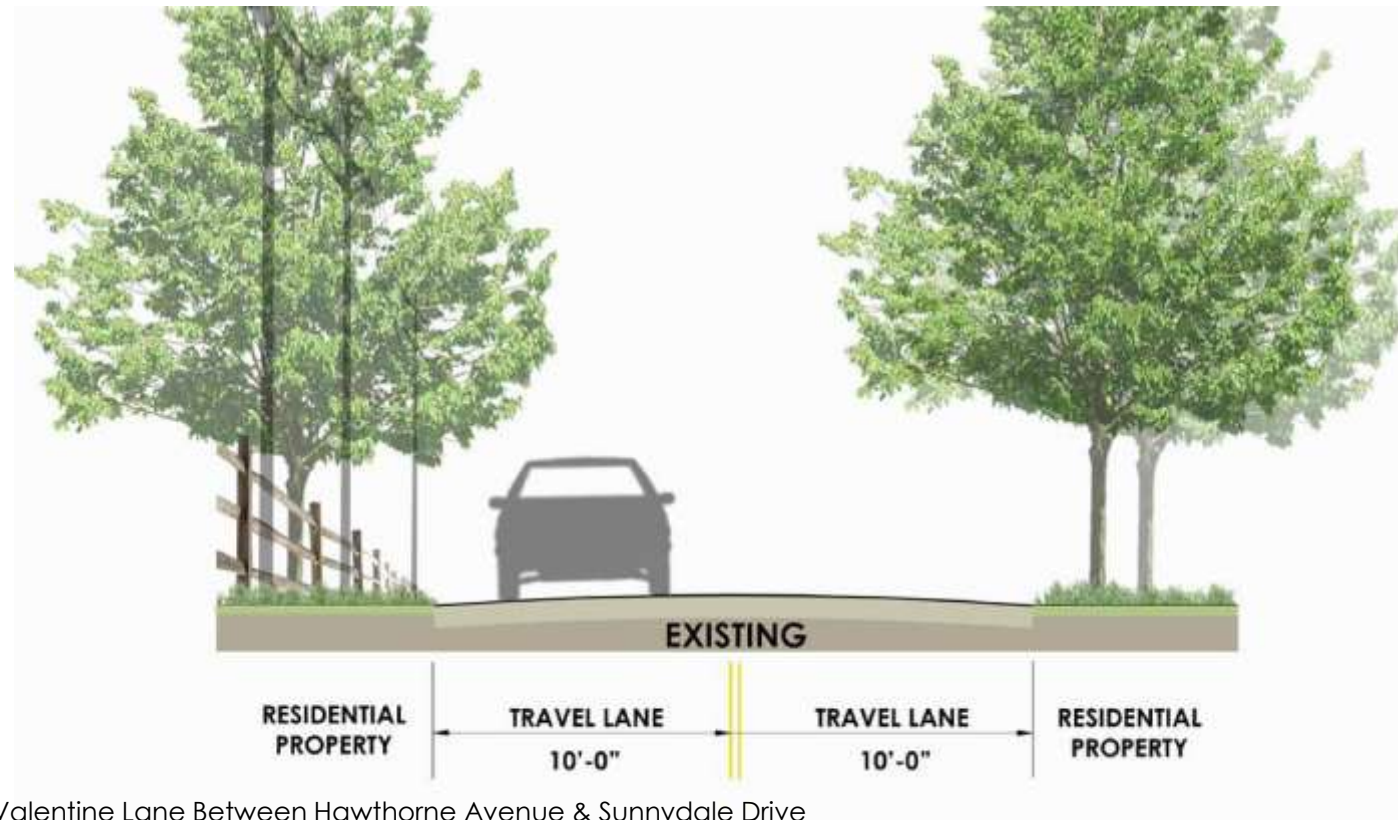
Option 1



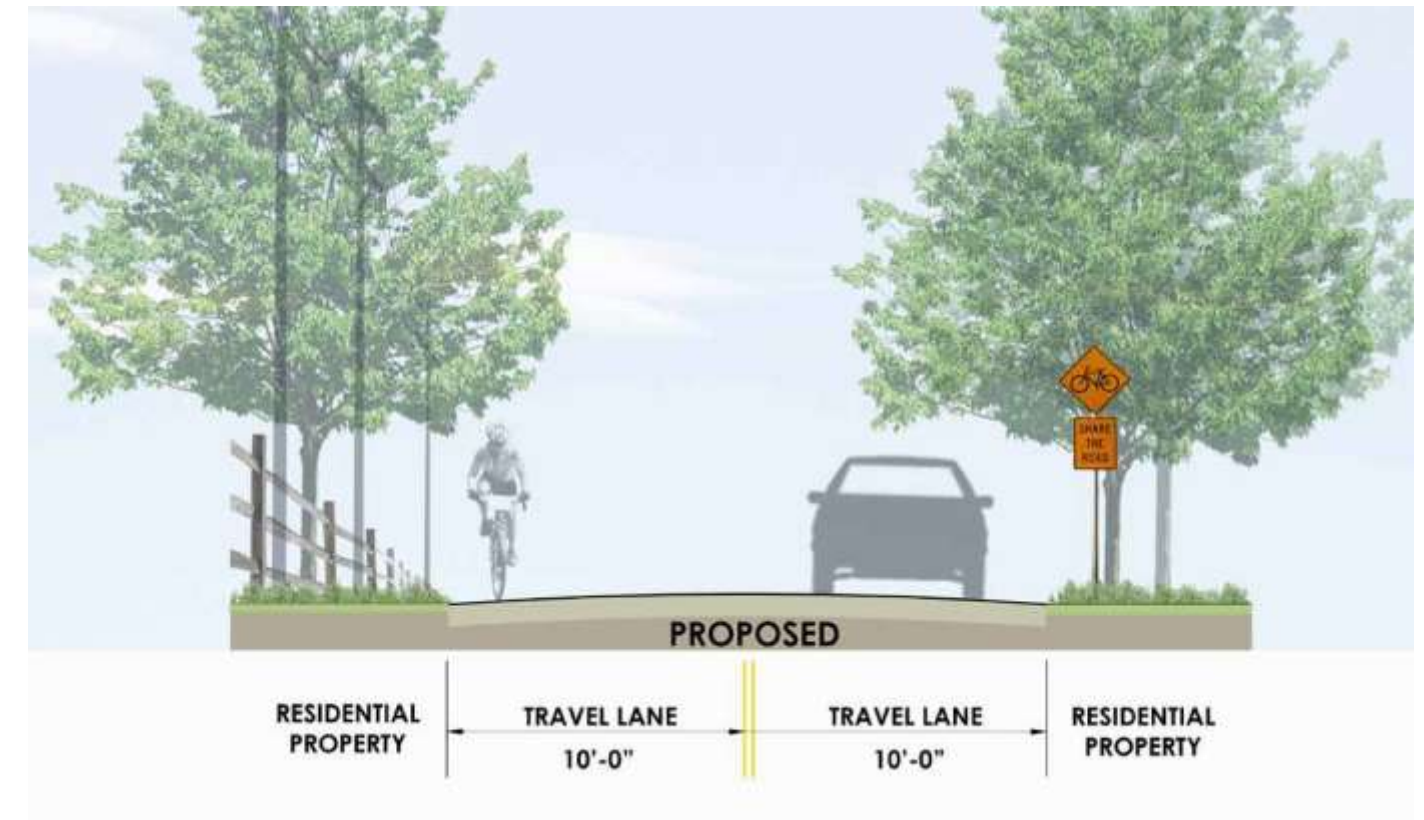
Valentine Lane west of Riverdale Avenue



Option 2



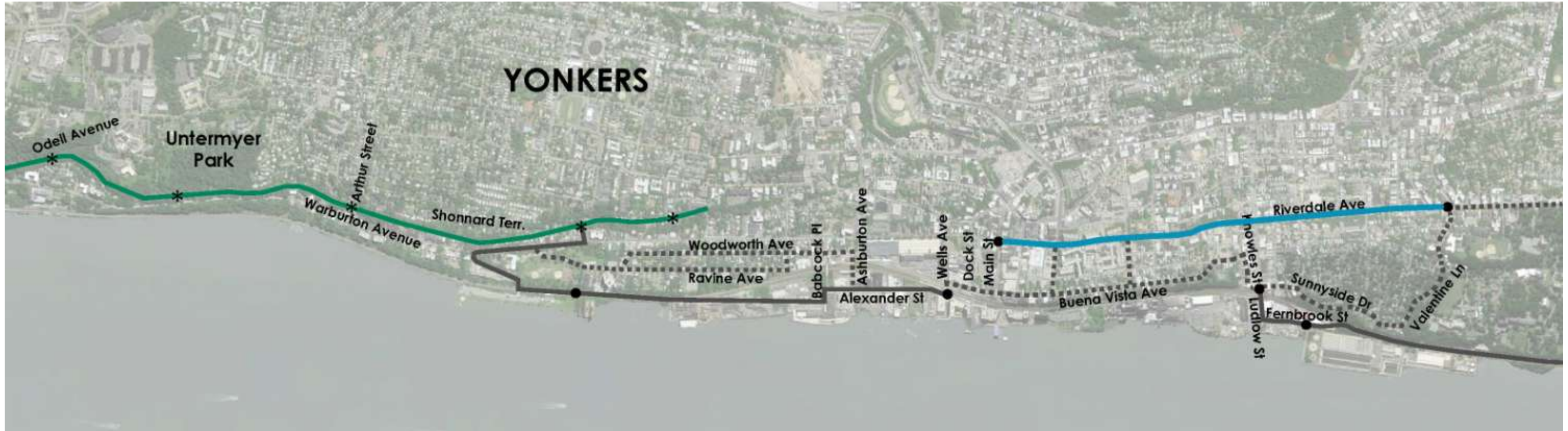
Valentine Lane Between Hawthorne Avenue & Sunnydale Drive



Valentine Lane west of Hawthorne Street

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RIVERDALE AVENUE URBAN BOULEVARD



Existing Conditions

Street Width: 74' - 90'

Travel Direction: North - South

Median Type: Varies

Parking: Commercial parking on both sides of the street

The current configuration and condition of Riverdale Avenue is not conducive to cycling, and provides an inconsistent pedestrian experience. Parking and moving lane widths are wider than necessary, which contributes to high speed traffic. The width of the street varies substantially from one end to the other, although two moving lanes and parking are maintained in each direction, with left turn lanes at many intersections.

The first two blocks north of Valentine Avenue have a painted median, which is built out to the north of Radford Street. Some of the medians have trees planted, but they do not extend through crosswalks to provide a refuge for pedestrians crossing the street. Street trees on sidewalks are sporadic.

Design Solution

Riverdale Avenue is an important inland route, connecting downtown Yonkers to the retail center in the northern part of Riverdale in Bronx. The long-term vision is to create an urban boulevard with substantial pedestrian and bicycle amenities, which would require reconstruction of the street to reapportion space from the medians elsewhere in certain locations. The short-term concept would provide shared lanes for cyclists with a few exceptions where on-street bicycle lanes are possible without changing the existing street geometry. Street trees are proposed along the sidewalks to fill in the gaps that exist.

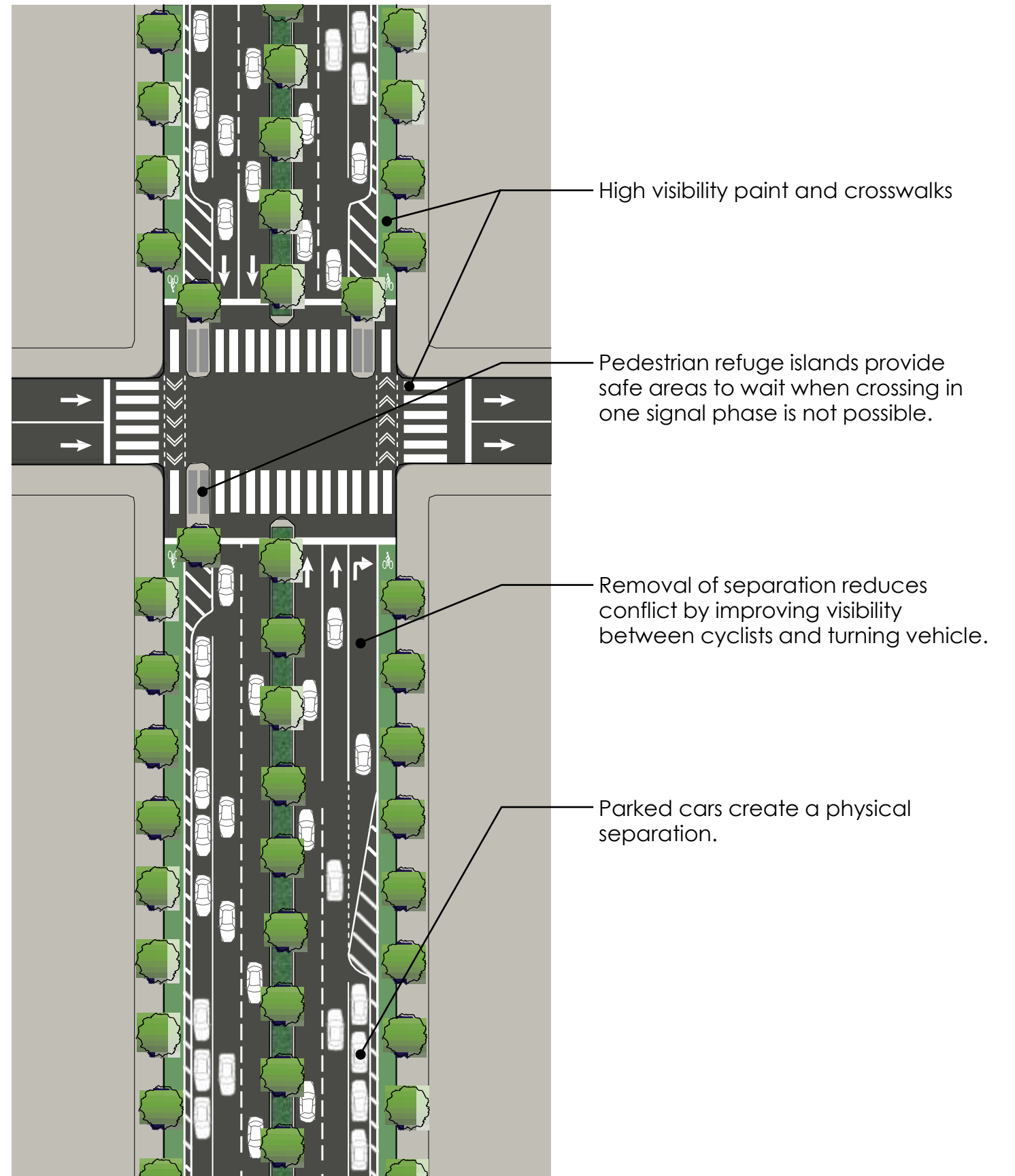
Riverdale Avenue is a bus route. Therefore, for the proposed cross-sections shown, a 12' wide lane is maintained adjacent to parking for bus operations.

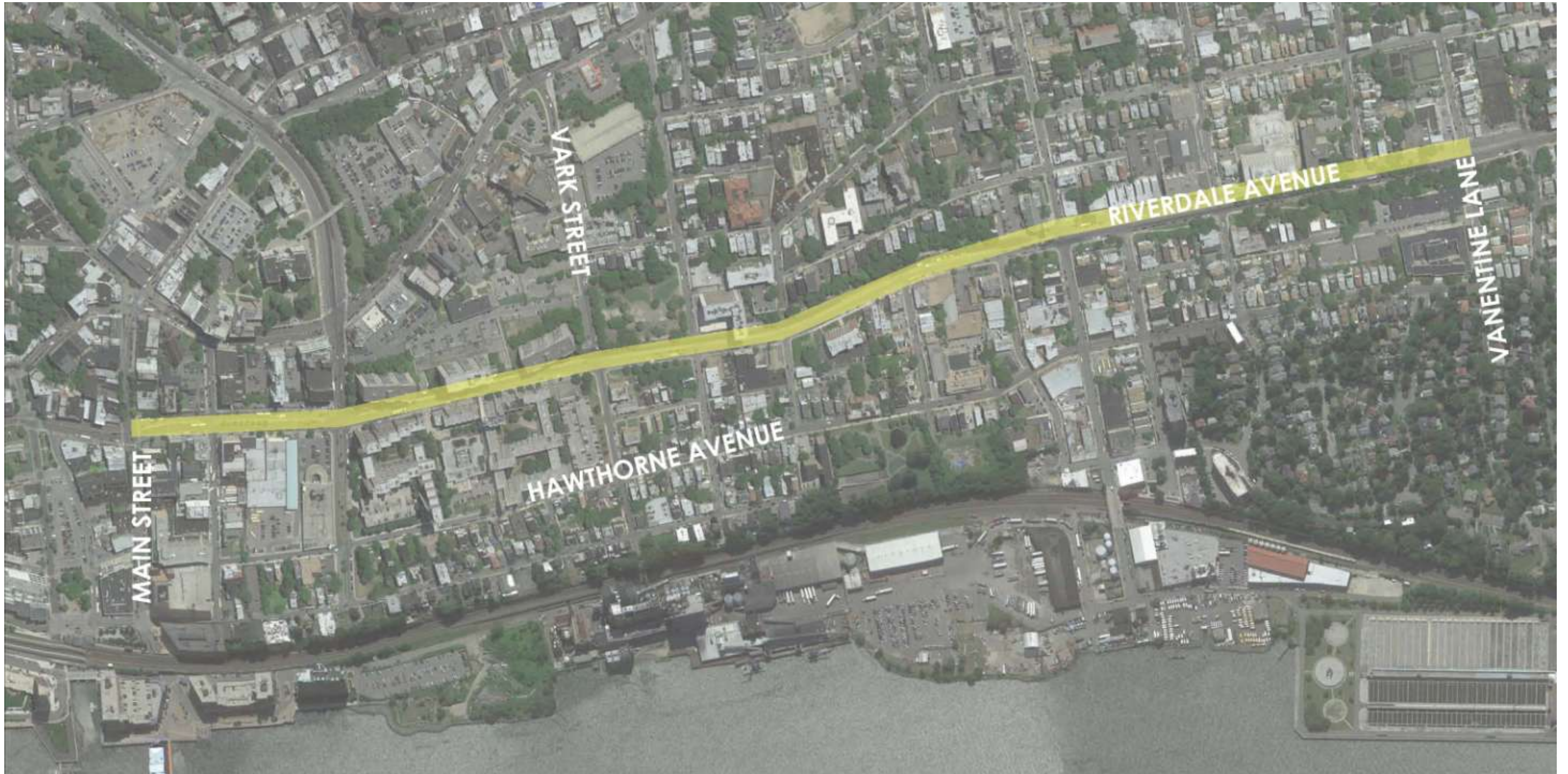
Short-term

In many cases, the existing lane configuration can be tightened to calm traffic. Where there is not space for striped bicycle lanes, any additional width would be given to the parking lane. This would provide additional clearance between parking and moving lanes for cyclists.

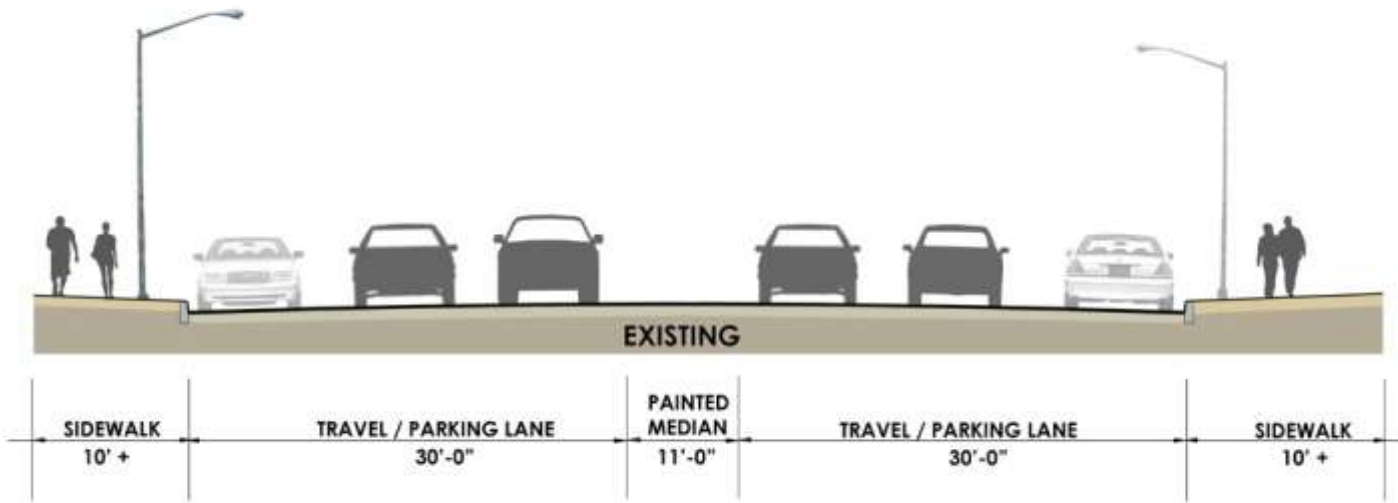
Long-term

The long-term intent is to create a tree-lined urban boulevard. Street trees should be filled into sidewalks and medians where missing. When roadway width make it possible, it is recommended that the design shown to the right be implemented in order to provide a safe and comfortable cycling experience.

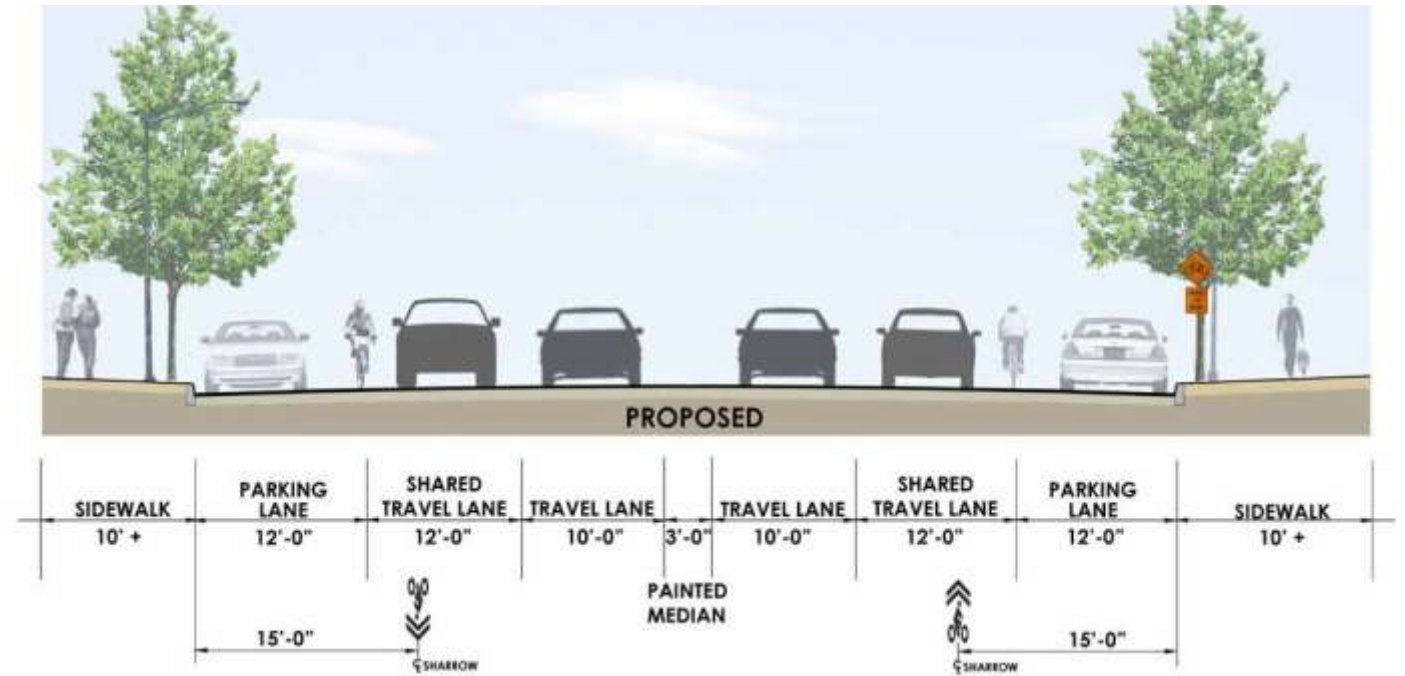






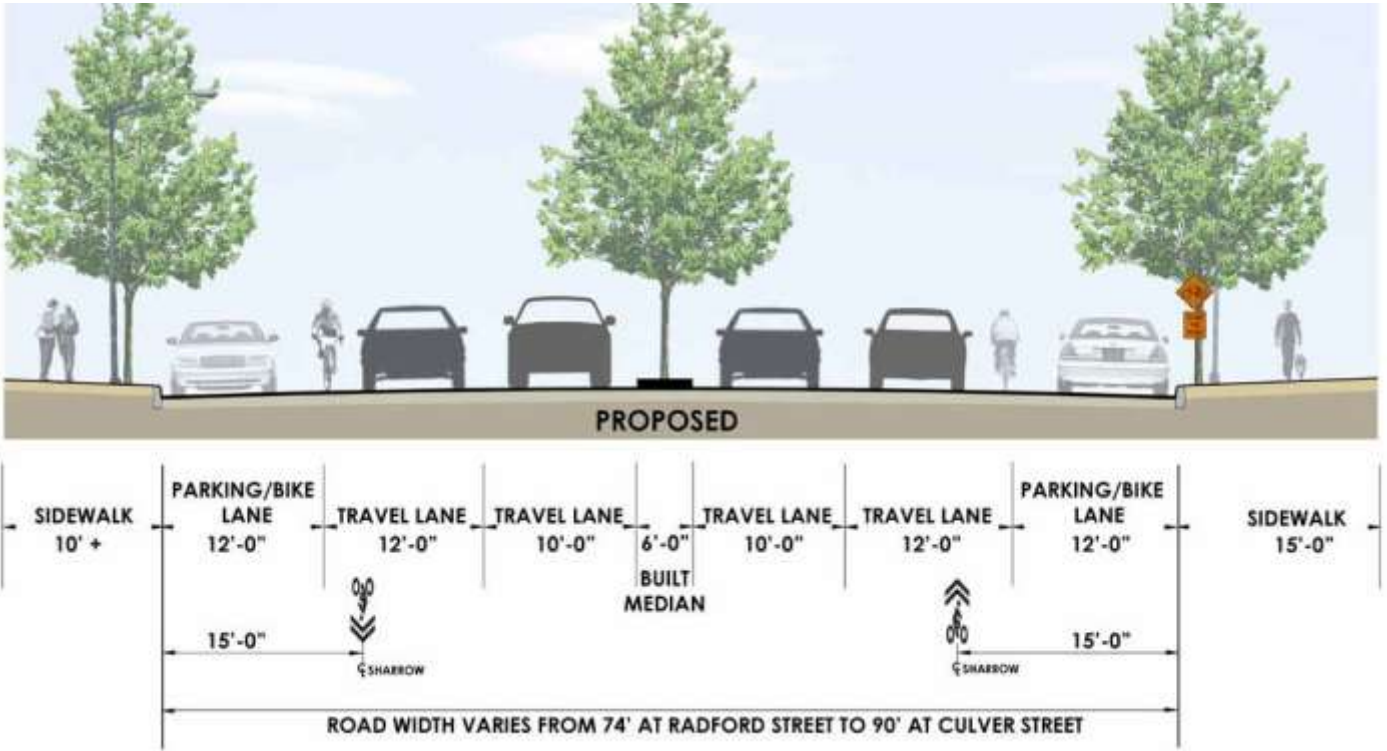
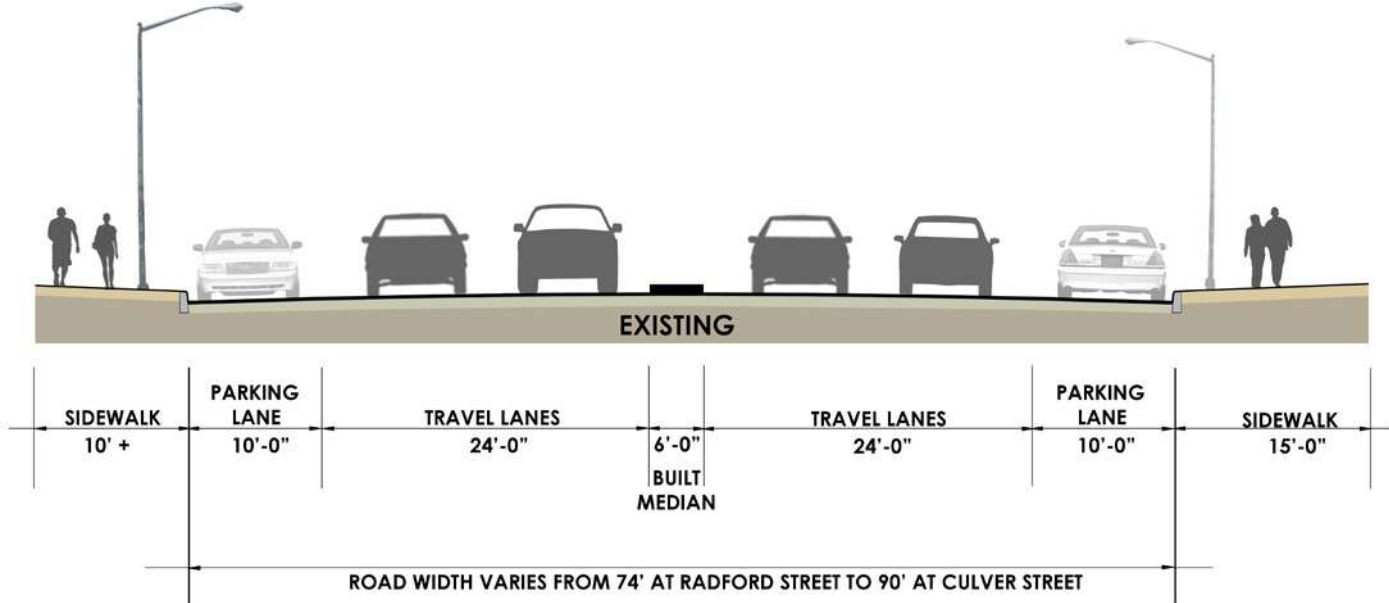


Riverdale Avenue Between Valentine Lane & Radford Street



Riverdale Avenue at Valentine Lane Facing North





Riverdale Avenue Between Radford Street & Culver Street



Riverdale Avenue North of Radford Street Facing North





Riverdale Avenue Between Culver Street & Morris Street



Short Term Solution

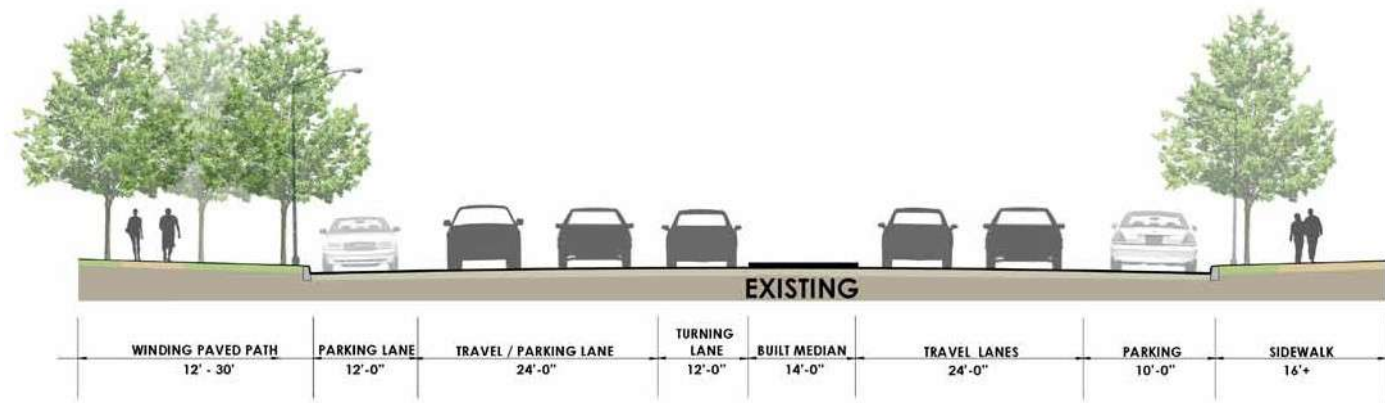


Riverdale Avenue North of Culver Street Facing North



Long Term Solution





Riverdale Avenue between Morris Street & Pier Street



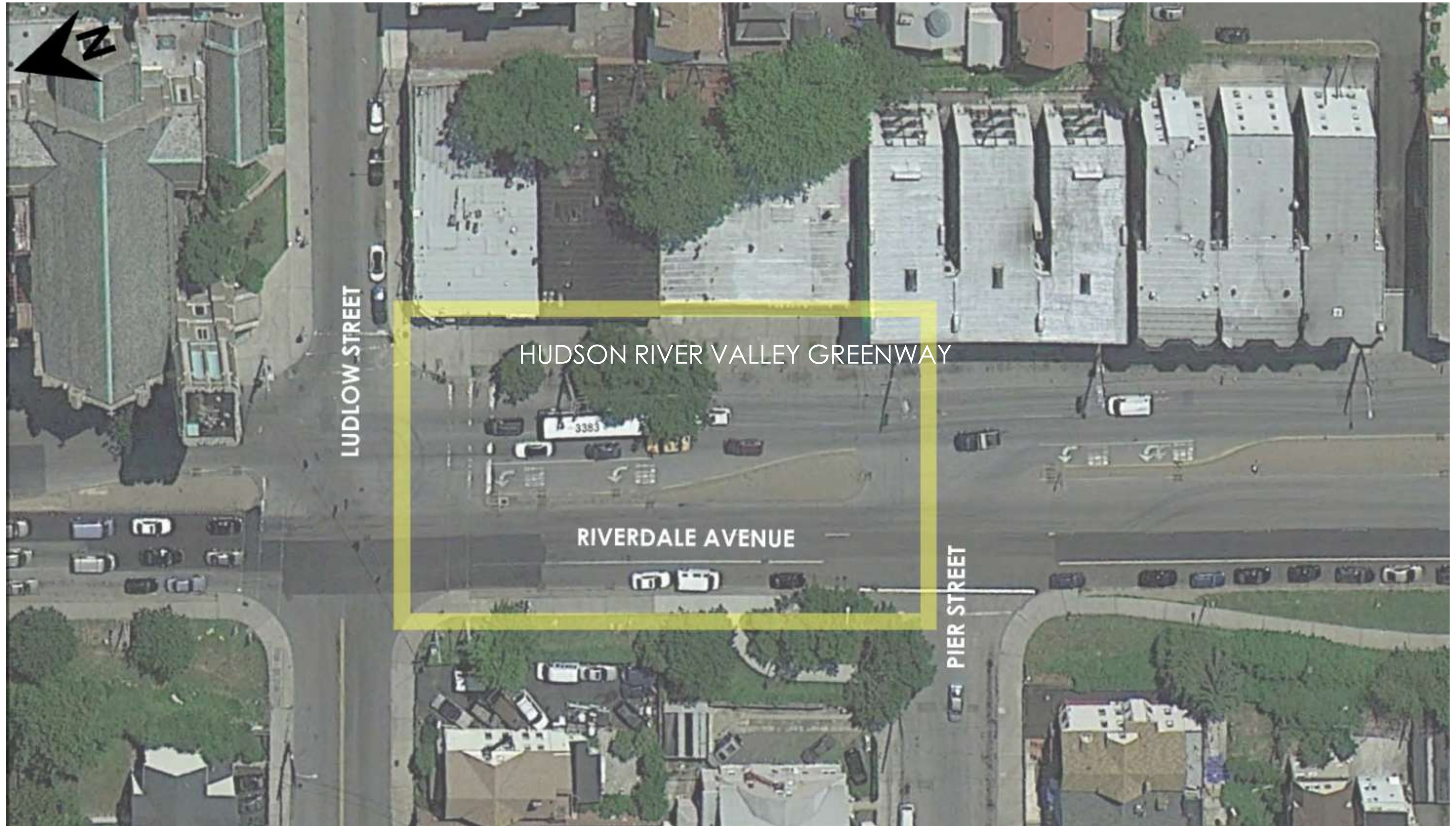
Short Term Solution



Riverdale Avenue at Morris Street Facing North



Long Term Solution





Riverdale Avenue at Ludlow Street Facing North

Existing Conditions

Street Width: 86'

Travel Direction: North - South

Traffic Volumes:

Parking Regulations:

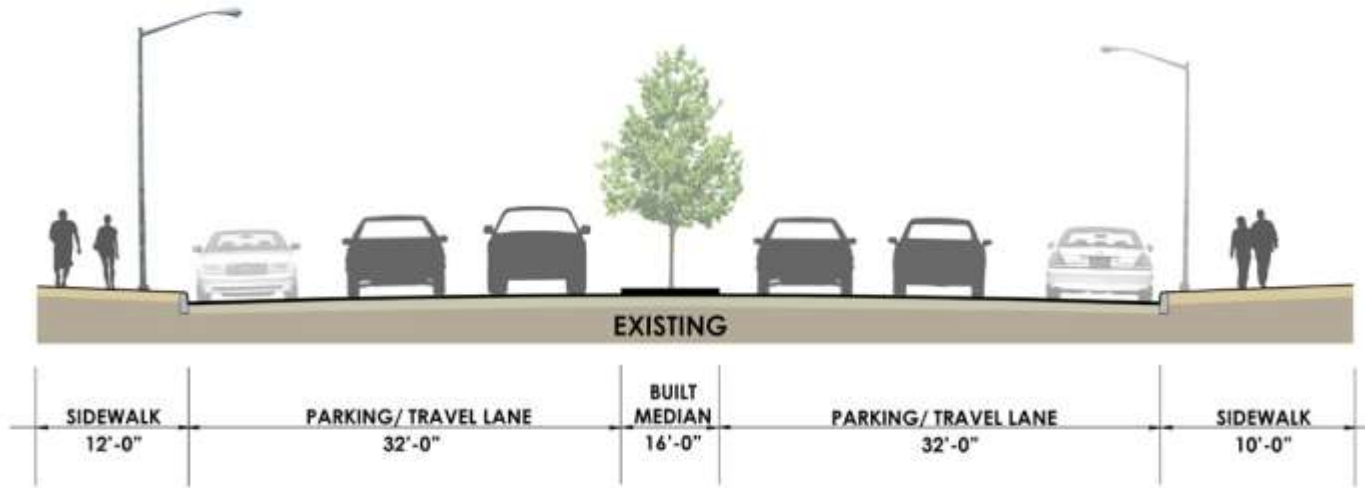
Median Type: Built, 20' Wide

Design Solution

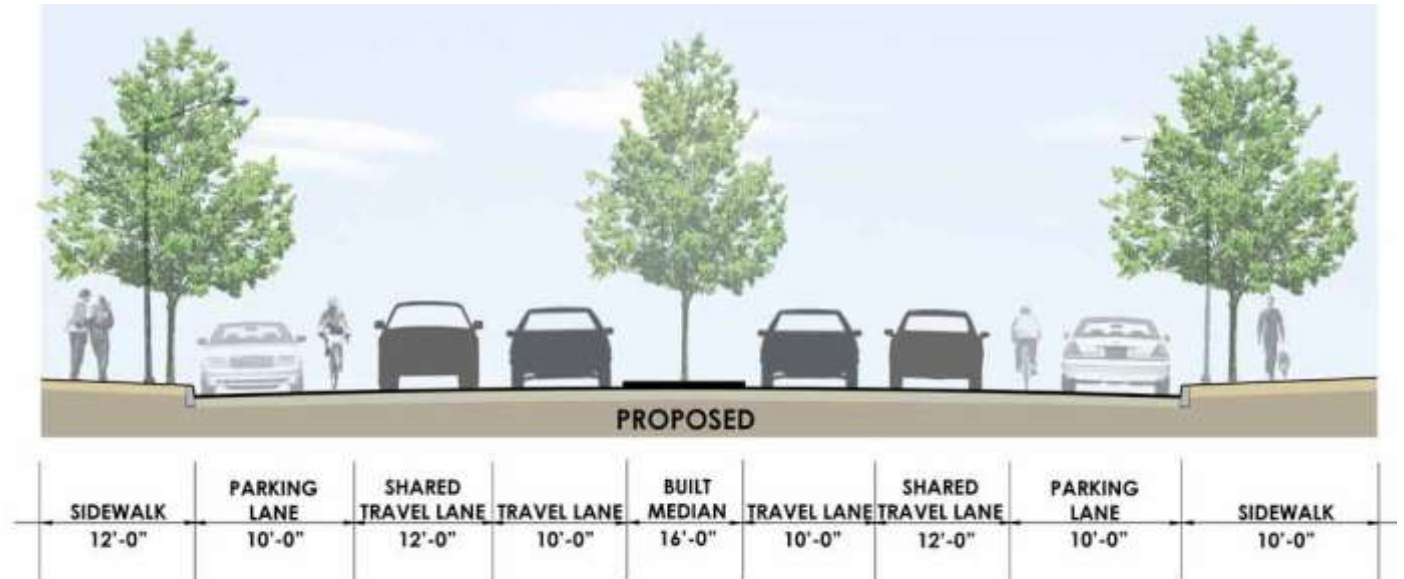
This short segment of Riverdale Avenue would require a treatment to transition between the chosen design to the north and south.

Construction Cost Estimate





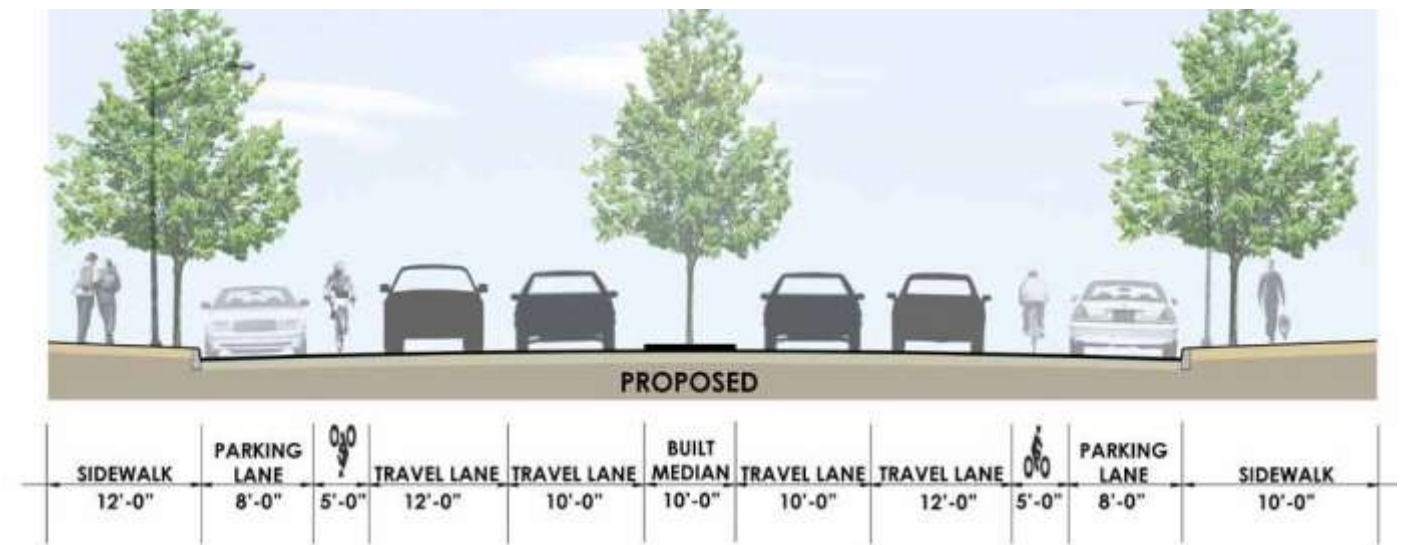
Riverdale Avenue Between Ludlow Street & Vark Street



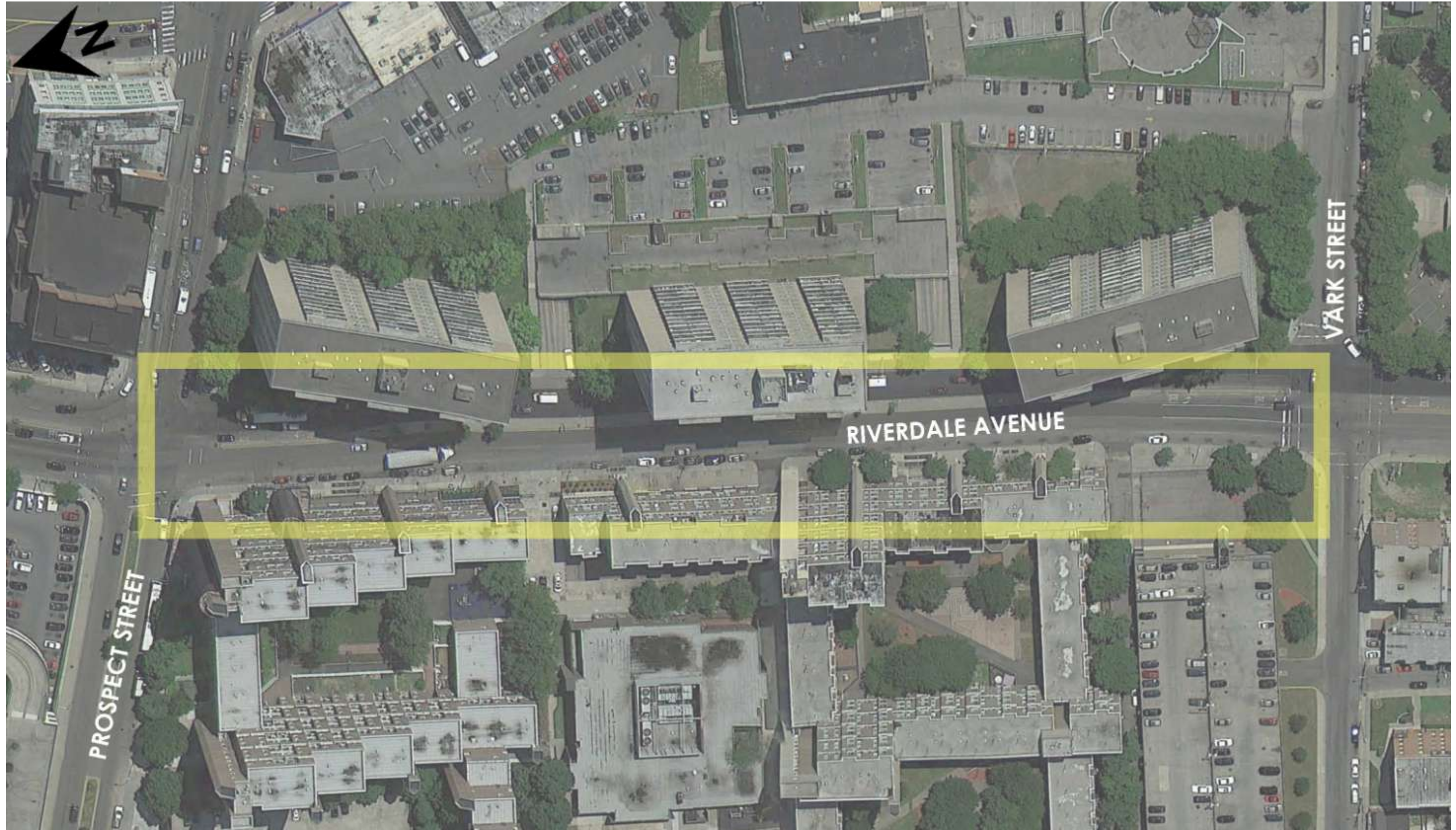
Short Term Solution

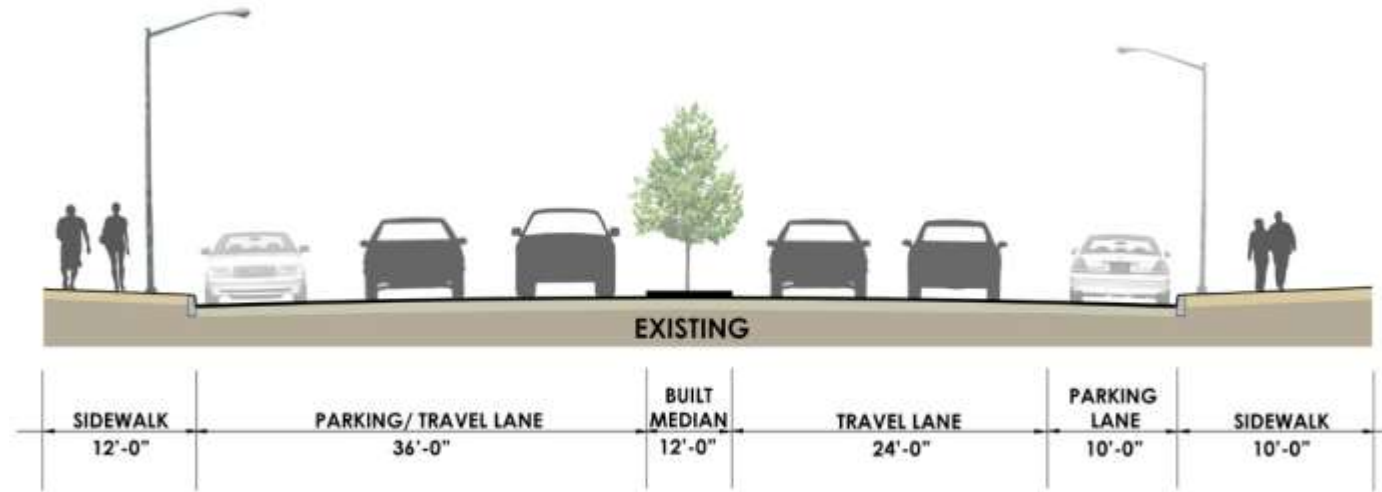


Riverdale Avenue at Downing Street Facing North



Long Term Solution



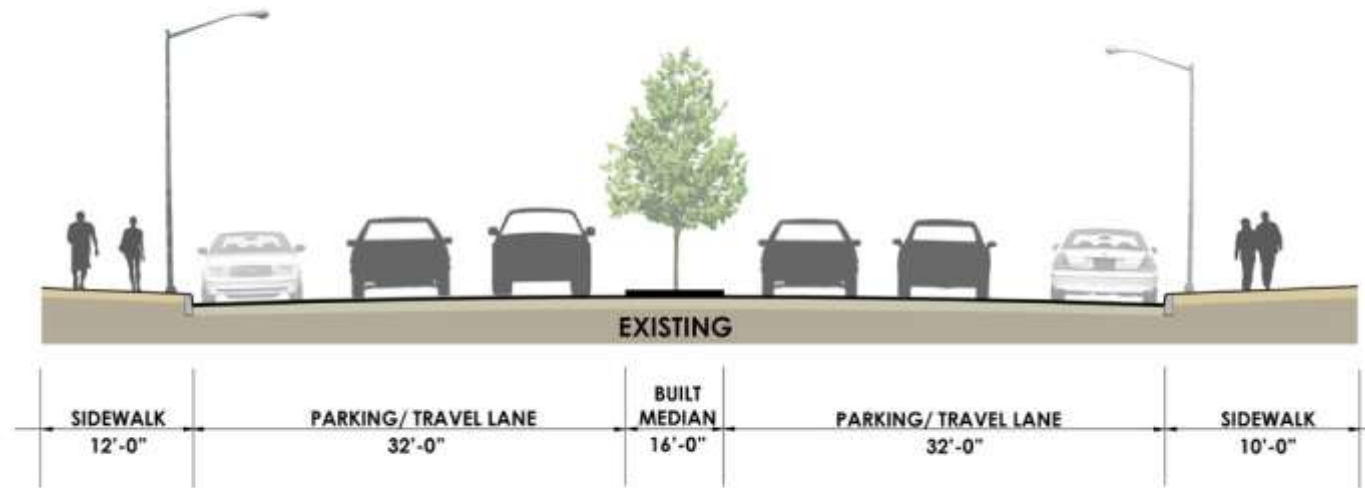


Riverdale Avenue Between Vark Street & Prospect Street



Riverdale Avenue North of Vark Street Facing North



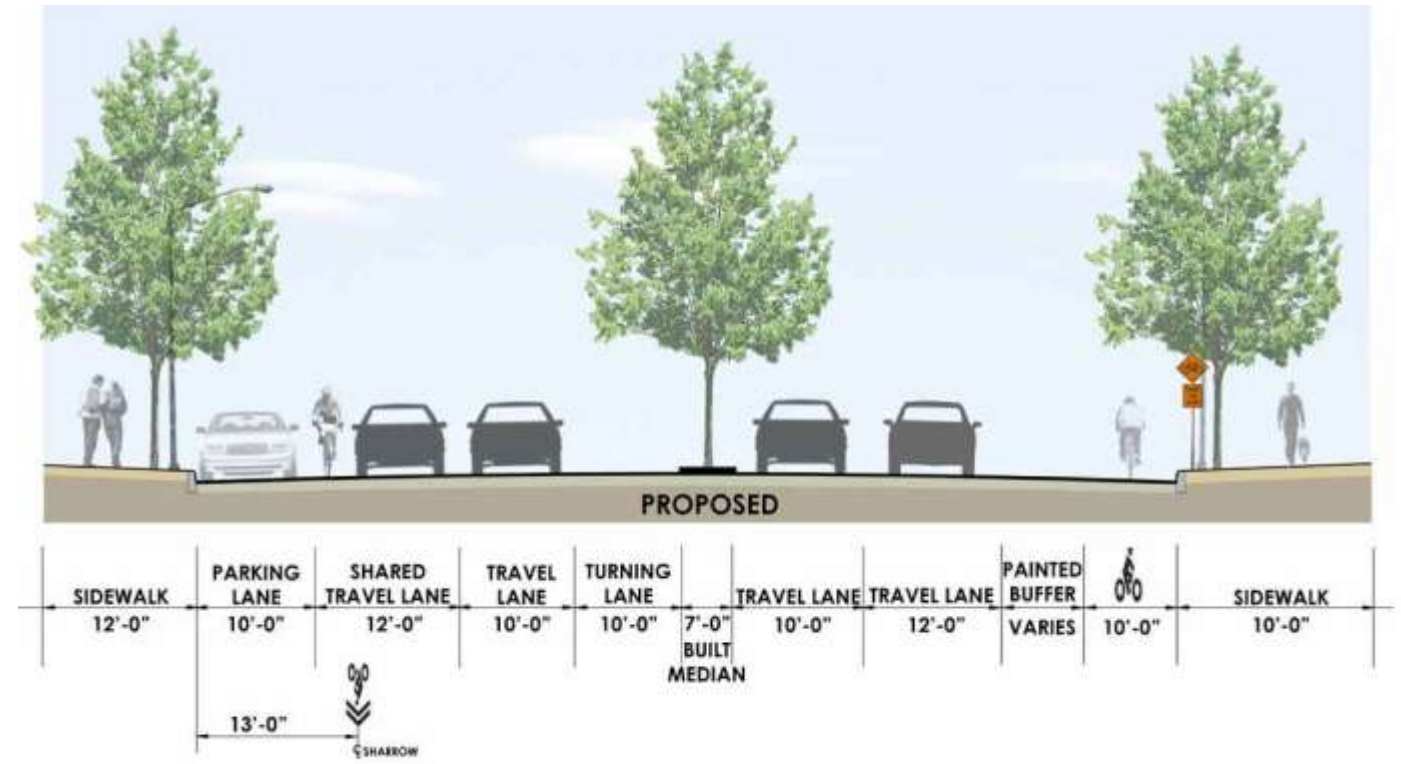
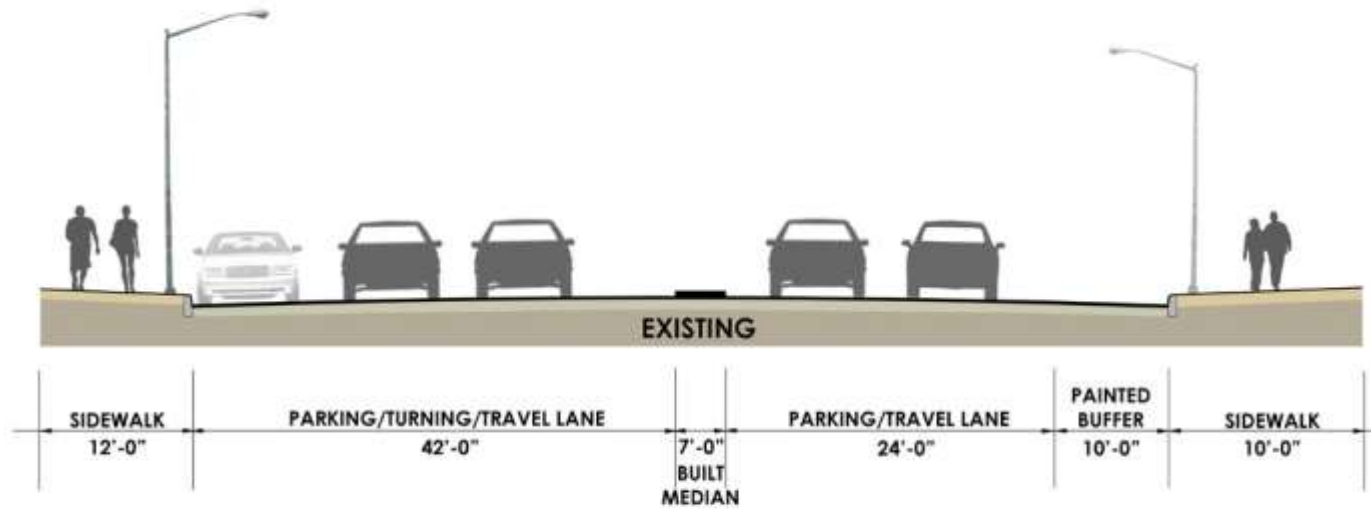


Riverdale Avenue Between Prospect Street & Hudson Street



Riverdale Avenue North of Prospect Street Facing North



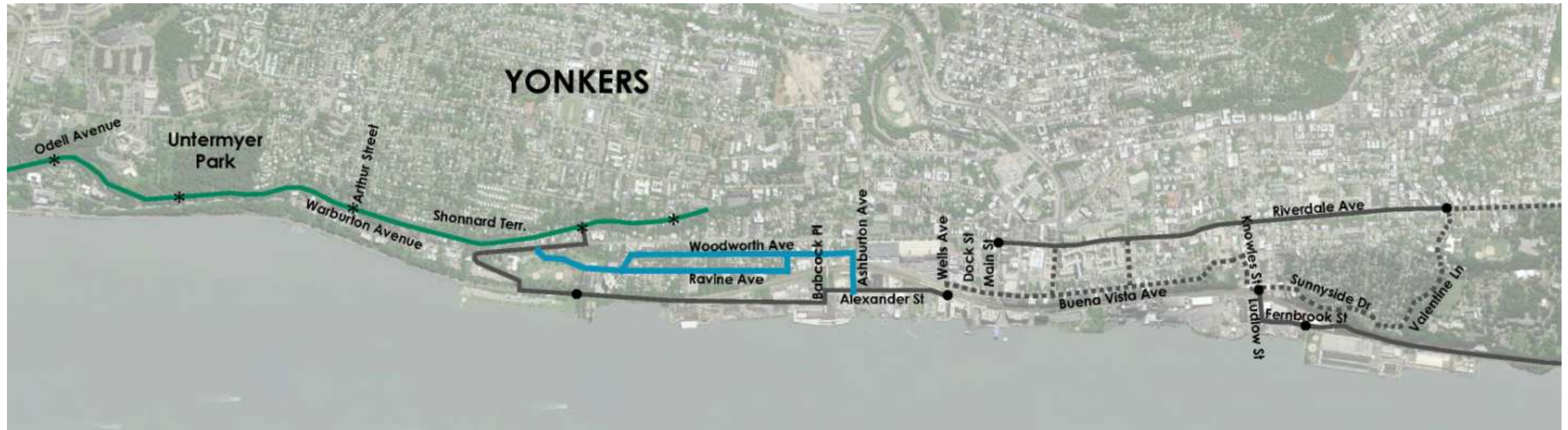


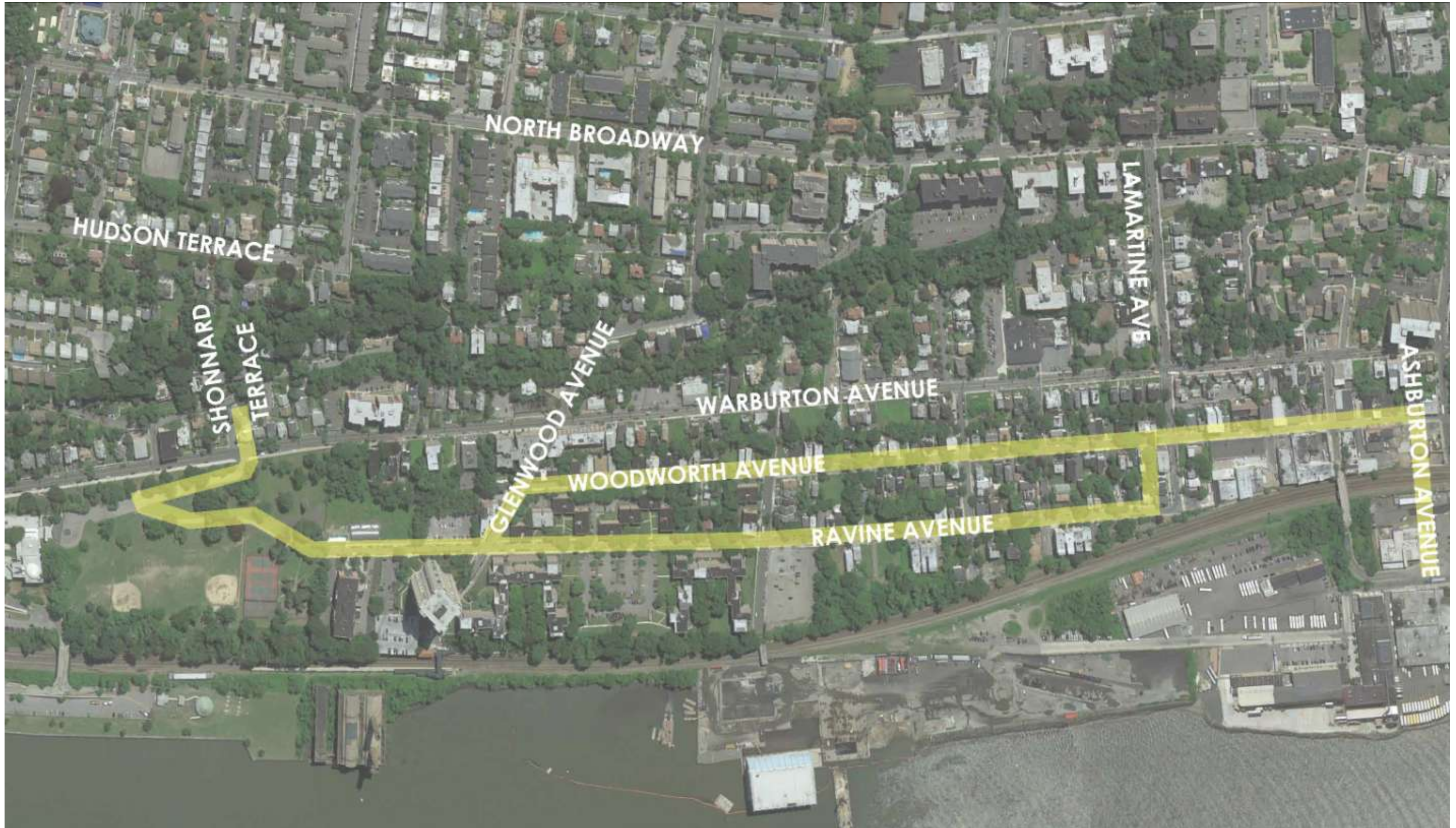
Riverdale Avenue Between Hudson Street & Main Street

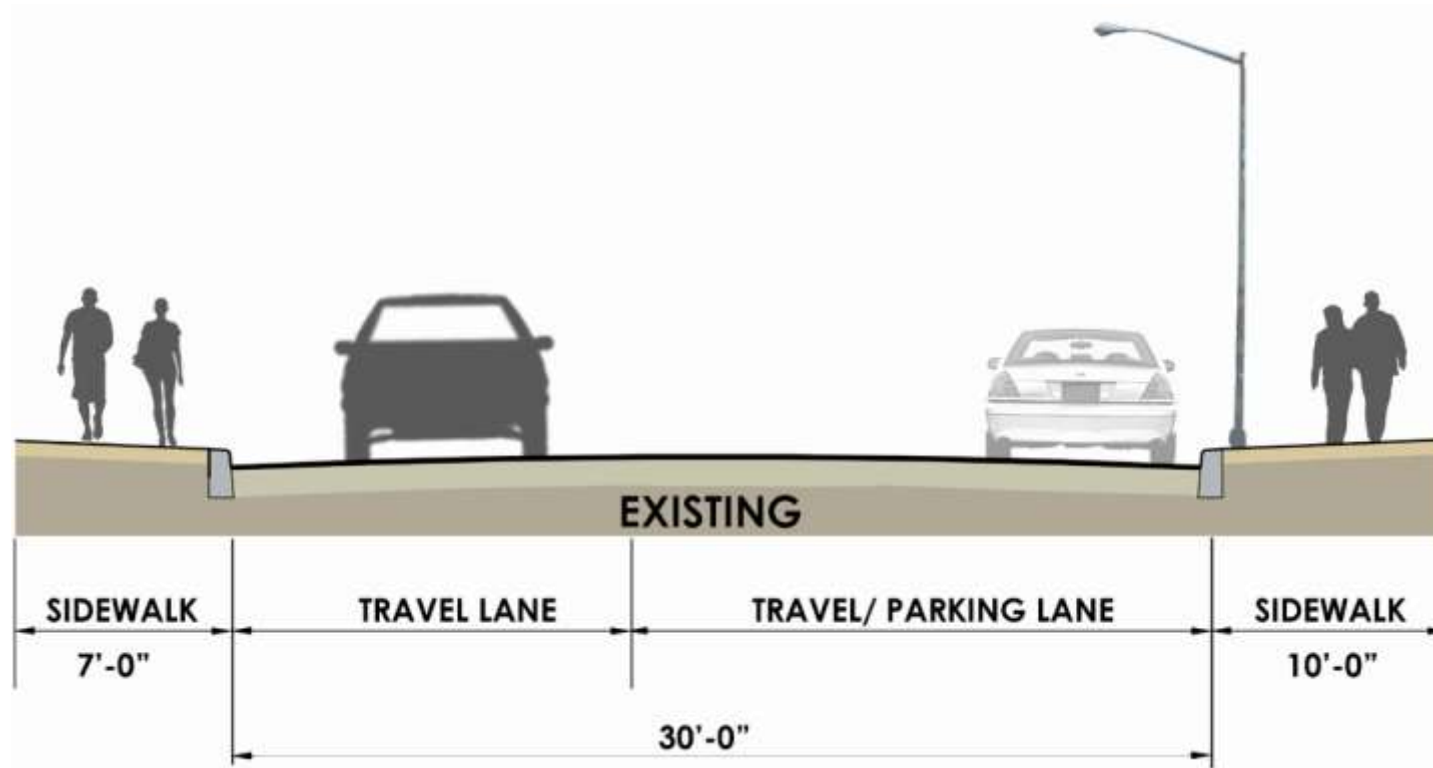


Riverdale Avenue North of Hudson Street Facing North

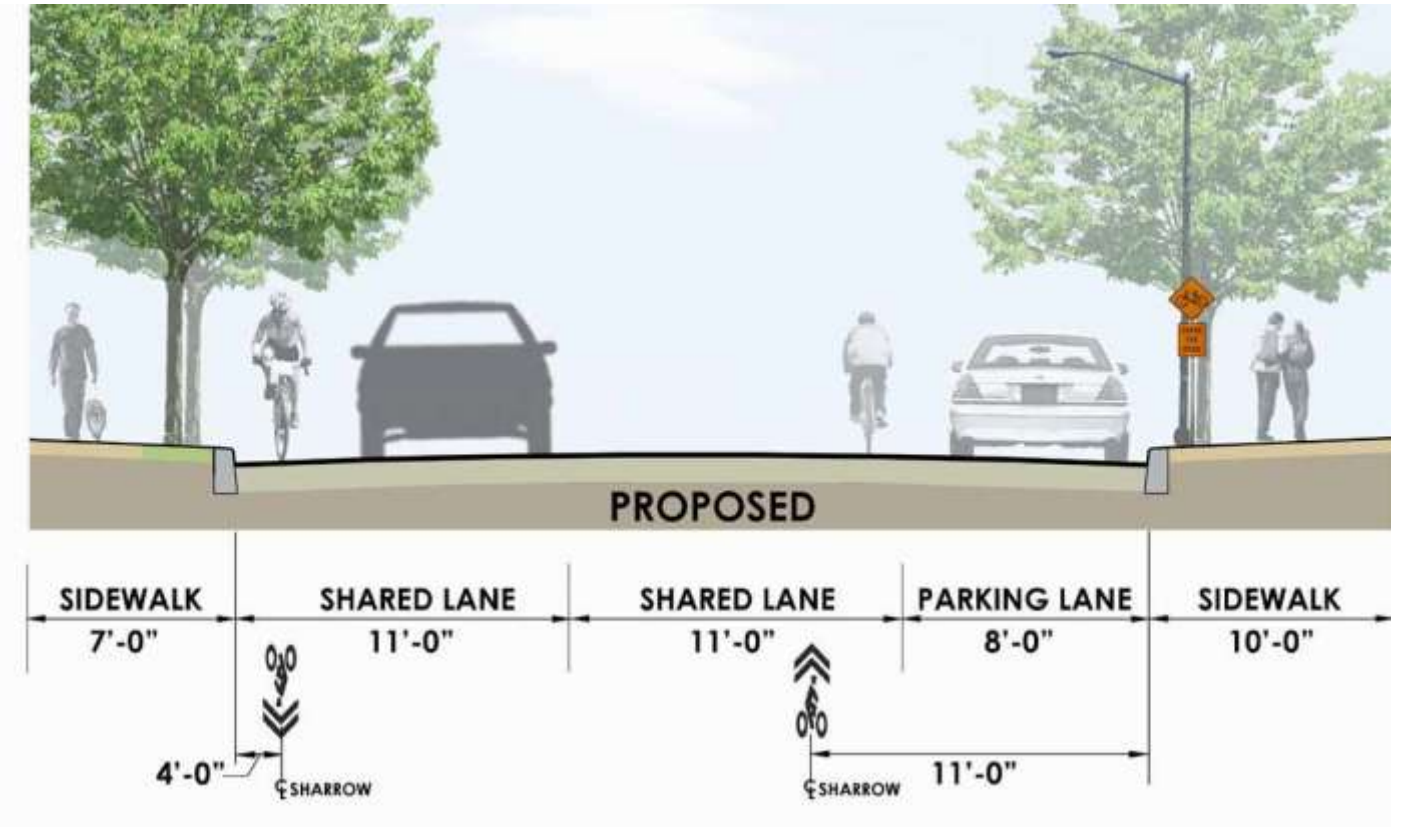
12 ASHBURTON AVE, WOODWORTH AVE - RAVINE AVE PAIR & TREVOR PARK CONNECTION







Ashburton Avenue Between Alexander Street & Woodworth Avenue



Existing Conditions

Street Width: 30'

Travel Direction: East - West (Ashburton), North - South (Ravine and Woodworth)

Traffic Volumes: Low

Parking Regulations: Parking on both sides of the street on Ravine Avenue and Woodworth Avenue

Ashburton Avenue crosses under the railroad overpass towards the tree lined residential streets of Yonkers. While street trees are prevalent, sidewalks are inconsistent and often less than 5' wide.

Design Solution

It is recommended that a slow-speed complete street be implemented along these streets.

Construction Cost Estimate

\$25,000 for signs and markings



Ashburton Avenue Between Alexander Street & Woodworth Avenue



Ravine Avenue Between Lamartine Avenue & Trevor Park



Rendering of Potential 'full use' Shared Travel Lanes