NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

New York Metropolitan Transportation Council

Hudson River Valley Greenway Link

Task #5
Workshop #1 Final Summary

March 30, 2009

Submitted By:

The RBA Group New York — ARCHITECTS · ENGINEERS · PLANNERS

with:

Eng-Wong, Taub & Associates — Traffic and Transportation Consultants

HOWARD/STEIN-HUDSON ASSOCIATES

PB PARSONS BRINCKERHOFF

Interactive Elements Incoporated

TASK 5: WORKSHOP SUMMARY REPORT

On February 26, 2009 a public workshop for the Hudson River Valley Greenway Link was held in the East Dining Room of Lehman College's Music Building in the Bronx. The purpose of the Workshop was to gather information and recommendations from those with knowledge of the study area to assist in identifying potential routes for further study. Using information gathered at the Workshop, the Project Team will identify which routes will be analyzed at a further level of detail.

IN ATTENDANCE

Nada Anid, Manhattan College
Richard Baldwin, Bronx Resident
John Benfatti, Bronx Resident
Stephen Byrns, Riverdale Nature Preserve
Zachary Campbell, Zetlin Communications
Maggie Clarke, Inwood Livable Streets
Linda Cox, Bronx Resident
Matt Dillon, Trust for Public Land
Jeffrey Dinowitz, Assemblyman
Paul Elston, RSPC
Brian Fineman, Bronx Resident
Rob Freudenberg, Regional Plan Association
Marsh Heiman, Manhattan College
Laurie Hogan, Yonkers Resident
Sura Jeselsolen, Along the Hudson
Hilary Kitasei, Riverdale Nature Preservancy
Betty Klein, Bronx Resident
Seth Kolhman, Riverdale Nature Preserve
Susan Landgraf, Island Garden
I-C Levenberg-Engel, BCEQ
Mark Maglienti, NYSDOT
Matt McDevitt, College of Mount Saint Vincent
Tom McNeil, Assemblyman Dinowitz's Office
Caroline Niemczyk, Open Space Institute
Margot Perron, PKS
Mary Jane Shimsky, Assemblyman Brodsky's Office
Matt Shurtleft, Trust For Public Land
Erik Seims, NYCDCP
Bernard L. Stein, Riverdale Press
Laura Stockstill, Bronx Borough President's Office
Dart Westphal, MPC

Dina Weinberg, Island Garden
Courtney White, Wave Hill

PROJECT TEAM IN ATTENDANCE

Howie Mann, NYMTC Project Manager
Noah Bernstein, Project Team
Jay Van Esley, Project Team
Charu Kukreja, Protect Team
Chris Lucas, Project Team
Christie Marcella, Project Team
Mark Walker, Project Team
Ryan Walsh, Project Team
Jackson Wandres, Project Team
Janice Yuvan, Project Team

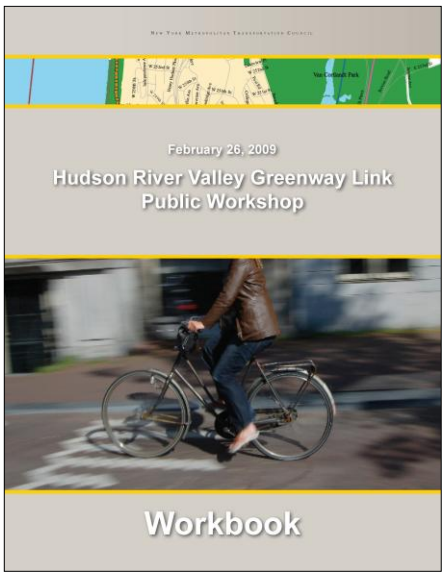


Figure 1: Workshop Workbook

AGENDA

As participants entered the meeting room, they were asked to sign-in, providing their contact information. Participants were also given a Workbook, Comment Form, and an Agenda for the evening's activities. Participants circulated around the room, informally discussing the project with the Project Team and other attendees, while viewing large maps of the Study Area.

The Workshop began with a brief presentation by various members of the Project Team. The presentation was initiated by Howie Mann, of NYMTC, who facilitated introductions of the Project Team and Workshop participants. His presentation provided background information about the Hudson River Valley Greenway Link Project. Janice Yuvan (RBA Group) described the progress of the project to date. Jackson Wandres (RBA Group) provided an introduction to the Charrette Process and explained that the purpose of the workshop. Ryan Walsh (Howard/Stein-Hudson Associates) explained the planned Workshop activities.

Participants were then asked to shuffle their seating arrangements and sit at one of five tables for the facilitated workbook activity.

WORKBOOK SUMMARY

After reviewing the Study and Workshop Purpose and the Study Goals and Objectives, participants were guided through a series of questions and activities by a facilitator. They were encouraged to provide information and comments by writing in workbooks and drawing on working table maps. The following section summarizes the results of these workbook activities.

CURRENT DESTINATIONS

Participants were asked to identify destinations that they currently bike and/or walk to. They marked these locations on maps with adhesive dots and listed these locations in their workbooks.

Many of the most commonly cited locations were Parks and Recreational Facilities, including:

- Riverdale Park
- Untermyer Park
- Inwood Park (and Canoe Launch)
- Fay Park
- Van Cortlandt Park
- Fort Tryon Park
- Wave Hill
- Old Croton Aqueduct Trail
- Various locations along the Westside Greenway in Manhattan, such as the 56th Street and 72nd Street kayak launches.

Commercial centers were frequently cited as current pedestrian or bicycle destinations. Popular commercial centers included:

- Downtown Yonkers
- Central Riverdale, especially Johnson Avenue at the intersection with W 235th Street and Riverdale Avenue at W 238th Street
- Broadway at 231st Street
- The Skyview Shopping Center at Riverdale Avenue & W 259th Street.

Schools were also frequently cited as current destinations for walking and cycling. Popularly mentioned schools included:

- The Ethical Culture Fieldston School
- Spuyten Duyvil School
- College of Mount Saint Vincent
- Kinneret Day School
- SAR Academy High School
- JFK High School.

Figure 2: Destinations in Inwood Hill Park

DESIRED DESTINATIONS

Figure 3: Workshop Activities

Participants were then asked about destinations that they would like to walk or bike to but currently do not. They were also asked to explain why they do not currently walk or cycle to these destinations.

Participants provided a wide variety of responses to this question. Desired destination written in the handbooks ranged from general responses such as, "restaurants," or "libraries," to specific locations, such as "the Riverdale Avenue/Henry Hudson Parkway BX7, BX10, BX20 Stop."

The Spuyten Duyvil Triangle due west of the Spuyten Duyvil Rail Station, was one popular desired destination. This location was frequently called out for its natural beauty. Participants explained that it is home to a variety of bird species that are not commonly seen in the area.

A variety of waterfront destinations were cited as desired destinations. These included:

- Dodge Point
- "The Point" at the south end of Riverdale Park
- The College of Mount Saint Vincent's waterfront park
- The Sugar Plant and Wastewater Treatment Plants in Yonkers
- Both the Henry Hudson Bridge and Spuyten Duyvil Swing Bridge were also frequently cited for desired access.

Many participants expressed the desire for better access to transit. In addition to the bus stop listed above, all of the rail stations in the study area were called out as desired pedestrian and bicycle destinations.

- Riverdale Station was the most frequently named station and many participants commented that the steep terrain provides a significant barrier to the station.
- Spuyten Duyvil Station
- Ludlow Station
- Yonkers Station
- Glenwood Station
- And Greystone Station were each identified by numerous participants.

When discussing why various destinations could not be accessed, several themes emerged. Many of the East/West connections, such as W 254th Street, are too steep to traverse. In other instances, poor road conditions were cited as a barrier. One such location is Sycamore Avenue and its side streets, just east of Riverdale Park in Riverdale. These roads are severely potholed and were cited by one table as a barrier to Riverdale Park.

WATERFRONT ACCESS

When asked where participants currently access the waterfront, a relatively small number of locations were identified. Participants were encouraged to provide information about formal waterfront locations as well as illegal or quasi-legal locations where locals are known to access the waterfront.

- The most frequently cited waterfront access point was the Beczak Environmental Center in Yonkers.

Participants also called out:

- The Dyckman Marina at the end of Dyckman Street in Manhattan
- Inwood Hill Park along the Harlem River
- Riverdale Rail Station
- The Yonkers Rail Station
- The beach in Manhattan due east of the Spuyten Duyvil Swing Bridge
- Several hole-in-the-fence locations in Riverdale Park were identified
- Several locations accessed by kayak

Participants were then asked to identify locations where they would like to be able to access the water. The most frequent response was, "all along the waterfront." Other locations included:

- "The Point" at the south end of Riverdale Park
- The marshlands at the north end of Riverdale Park
- Dodge Point
- The College of Mount Saint Vincent's waterfront park
- The Sugar Factory
- The Wastewater Treatment Plant in Yonkers
- The Glenwood Power Station
- Fort Washington Park.

Participants were also asked to identify inland locations with unique or scenic views of the water. A number of locations were cited in Riverdale Park and at institutions such as Wave Hill and the College of Mount Saint Vincent. Several on-street locations were identified including:

- W 254th Street at Arlington Avenue in the Bronx
- Alexander Street at Wells Avenue
- Alexander Street at Ashburton Avenue in Yonkers
- Various points along Warburton Avenue

PREVIOUS EFFORTS

One of the working table maps provided to the groups depicted routes that have been examined or proposed by previous studies. These routes featured both on-street and off-street elements. The facilitators explained that these routes have been studied or proposed at different points over the past several decades. Segments of the routes depicted are in various stages of implementation.

Participants were asked to take a few minutes to review the previously proposed routes and discuss the elements that they think work or that they would use and those elements that they did not find favorable and why.

When discussing favorable elements of the previous studies, participants commonly mentioned the use of:

- The Henry Hudson Bridge
- Fieldston Road
- Waterfront Routes
- Palisade Avenue was identified as a favorable route because it is scenic and features low traffic volumes.
- Use of the Spuyten Duyvil Swing Bridge was discussed as the most convenient river crossing and was identified for special views of the water, other bridges, and the Palisades.
- Several participants spoke favorably of the Henry Hudson Parkway Service Roads and suggested that the corridor should be landscaped and re-imagined as a bicycle boulevard.

The east side of Riverdale Park along Spaulding Lane received mixed reviews. On the positive side, participants commented that it is an attractive route that provides access to the park. However, many felt that the route is too steep to be a viable route. Palisade Avenue from the Henry Hudson Bridge to Riverdale Park was also identified as being too steep to be a viable route.

Another disfavored route segment was Broadway through the Bronx. Many participants felt that this route was too far from the water and too heavily trafficked by automobiles. Others mentioned that it did not fit the spirit of a greenway with its dense, heavy development. Some participants noted that a Broadway route may suit their needs but only with significant street treatments.

Participants also identified the stairs over the railroad tracks in Inwood Hill Park as an unattractive element of the previous routes. It was felt that dismounting and carrying a bicycle up stairs is not convenient nor in the spirit of a greenway.

Some participants noted that it was difficult to assess routes without talking about detailed design elements. Specifically, some participants expressed that they were strongly opposed to any paved trails in Riverdale Park or Inwood Hill Park but may be supportive of more environmentally friendly designs that do not create impermeable surfaces.

Routes For Further Investigation

After discussing and writing about previous efforts, participants were asked to discuss any potential on-street or off-street routes that had not been previously explored. Facilitators provided a brief explanation of what planners might look for in developing on-street bicycle facilities, namely excess capacity.

Participants suggested further research of road segments for various reasons. Independence Avenue was cited for featuring excess capacity and the one participant suggested the team look specifically between W 227th Street and W 246th Street.

Fieldston Road was commonly mentioned and one participant specifically recommended investigation of the Fieldston Road Overpass over the Henry Hudson Parkway. It was suggested that this overpass features significant excess capacity and could serve as a valuable link.

One participant suggested that a route from Ludlow Station or the Wastewater Treatment Plant in Yonkers, could utilize Sunnyside Drive to Valentine Lane to Riverdale Avenue in order to minimize steep grades. Another suggested that linking to the Old Croton Aqueduct could be achieved from North Broadway, which is less steep than Lamartine Avenue.

A number of potential East/West routes were suggested for further exploration. These included:

- Odell Ave into Untermyer Park
- Main Street in Yonkers
- Radford Street to Franklin Avenue in Yonkers
- Mosholu Ave to W 254th Street
- W 231st Street
- W 232nd Street
- W 247th to Manhattan College Parkway, via the Henry Hudson Parkway service road
- W 253rd Street
- Spaulding Lane

Other segments suggested for further research included:

- The end of W 261st Street between the College of Mount Saint Vincent and Hebrew Home towards the water
- Off-street facilities around the Spuyten Duyvil Railroad Station.

Harlem River Crossings

The next section of the workbook provided brief physical descriptions of the three Harlem River Crossings within the Study Area. Participants were asked to share any experiences that they have

had using these crossings. They were asked to emphasize any safety concerns they may have or recommendations for improving these connections.

The Henry Hudson Bridge was the subject of the greatest number of comments. Many participants suggested that the path on the lower level of the bridge is not wide enough and that is not appropriate for a greenway crossing in its current condition. There was wide agreement that getting cyclists across the Harlem River without having to dismount should be a priority of the project.

Several participants expressed safety concerns about the Broadway Bridge. These participants discussed that the bridge is generally unpleasant and not in the spirit of a greenway. One participant suggested that the sidewalks are not wide enough. Another participant explained that the bridge is desolate and scary at night. One participant recounted an incident in which her front tire was swallowed by an expansion joint on the bridge, resulting in a damage inducing crash.

Figure 4: Facilitated Discussion

Several comments were submitted regarding the Spuyten Duyvil Swing Bridge. One participant suggested that the bridge is open too frequently to be useful. One participant recounted an experience crossing the Swing Bridge. This participant felt that this would be the preferred crossing but noted that the bridge would require significant work to make it bicycle and pedestrian accessible.

Participants were asked to rank their preferences for the three river crossings. The Spuyten Duyvil Swing Bridge garnered the highest number of top ranking votes. The Henry Hudson Bridge was the second most popular first rank option. These two bridges shared the vast majority of first and second rank votes. The Broadway Bridge received an overwhelming share of bottom rank votes.

Participants were then asked if they had any other ideas for crossing the Harlem River that were not previously discussed. Several participants suggested bicycle ferries. One participant suggested that the ferries should run on the weekends in summer between Dyckman Street and Yonkers Ferry Dock.

IDEAL ROUTES

As a final exercise, each participant was given a map of the Study Area and asked to draw their ideal route informed by the workshop activity and discussions. Popular lines included:

- A route across the Spuyten Duyvil Swing Bridge and along the river's edge
- Along Riverdale Avenue
- On Broadway
- Palisade Avenue to Riverdale Avenue

- From Van Cortlandt Park to Henry Hudson Service Roads to W 246th Street to Dodge Point down to the water's edge.

Figure 5: Workshop Map

OTHER COMMENTS

Participants were encouraged to submit any project related comments that they cared to share regardless if they fell outside the content of the workshop activities. A significant number of participants commented that though they are supportive of a Hudson River Valley Greenway, it is important that the route be extremely sensitive to the natural environment in the area.

Several participants commented that they do not wish to see paved paths or changes to the topography in Riverdale or Inwood Hill Parks. Forever Wild areas were specifically mentioned for heightened environmental sensitivity. In Riverdale Park, runoff from tennis courts was cited as an existing problem. Other participants noted that areas including the Spuyten Duyvil Triangle are sensitive natural oases that must be protected. Some comments noted that a waterside route would have to take into consideration the impacts of global climate change and the attendant sea level rises and increased flooding.

Requests for preservation were not limited to the natural environment. Some participants requested preservation of the historic and scenic character of roads in Riverdale. One participant suggested that this project should not seek to remove any rail lines. That comment explained that it is important for the region to preserve all opportunities for rail travel.

With regard to establishing east-west routes, it was suggested that unconventional options should be explored. Some participants recommended that the study team investigate how bike-friendly European cities such as Zurich, Switzerland have dealt with topographical issues in their bike networks. One participant suggested the use of funiculars to overcome the steep terrain.

Several comments requested that the study team consider several corridors and weigh the various benefits of each. For instance, it was suggested that one route may have stronger recreational benefits, while another may be better for commuting. It was suggested that perhaps the study could ultimately recommend several of these routes for various functions. One participant supported this suggestion by explaining that she currently cycles recreationally on the Old Croton Aqueduct Trail but only as far as Lamartine Avenue where the trail joins mixed traffic.

Other comments focused on desired amenities relating to a greenway. The necessity for additional bicycle parking was mentioned by several participants. They requested bicycle parking facilities around destinations and all along the route. Some comments requested bicycle parking at transit facilities and bicycle racks on transit buses. Also, design level suggestions were made for several corridors. Specifically, street treatments for Dyckman Street were requested with separated bike lanes and a landscaped median.

Many participants felt that the greenway should be accessible to all users. For some, this means that vehicle parking should be provided, especially for a water front alignment, to accommodate seniors and families that may not be capable of cycling. Others felt that additional parking would increase auto traffic in their neighborhoods.

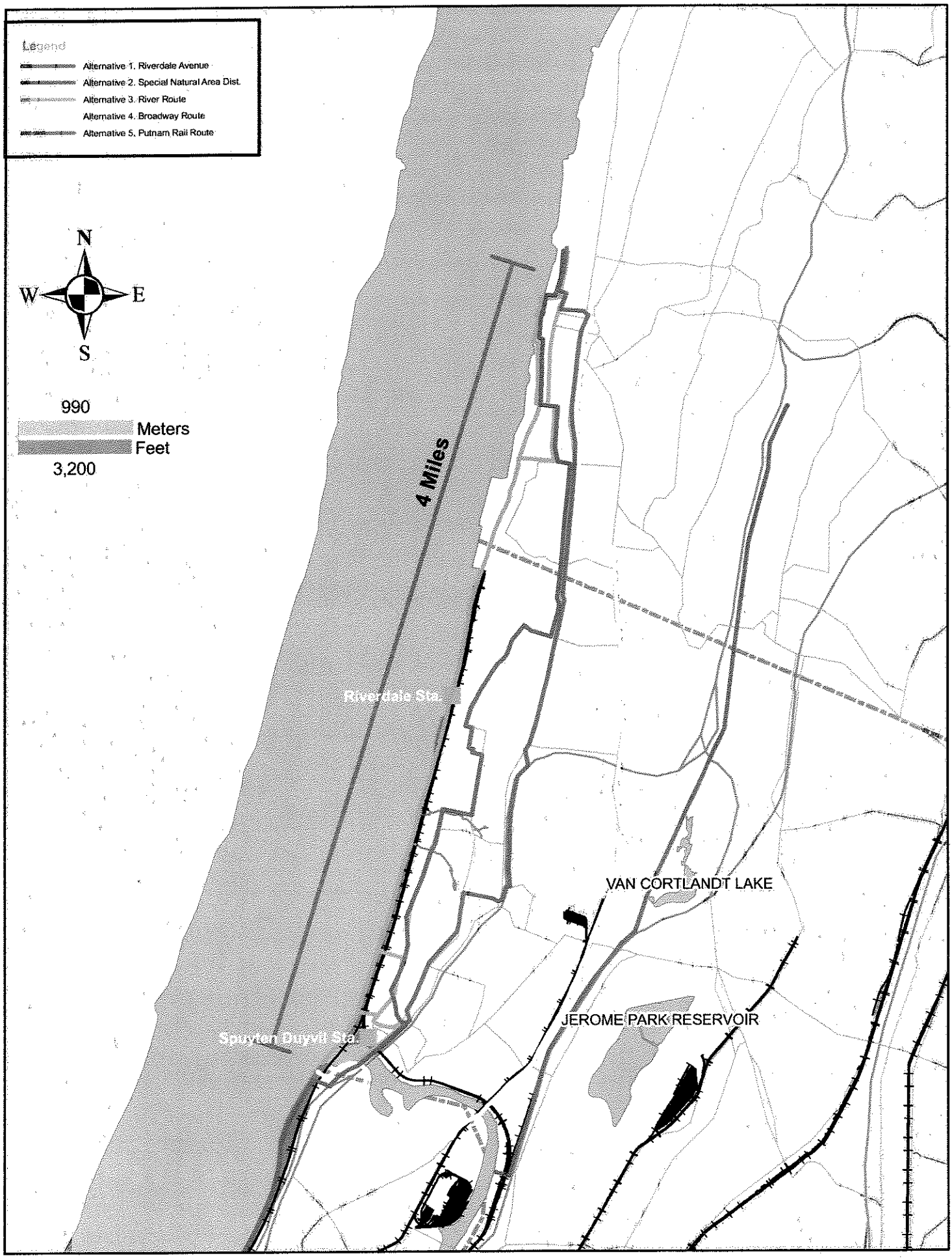
The Friends of the Hudson River Valley Greenway in the Bronx submitted detailed comments and responses to the project's Gap Analysis and Literature Review. The comments provide design cross sections, maps of the study area, and address the Goals and Objectives of the project. These comments are included as an Appendix.

CONCLUSION

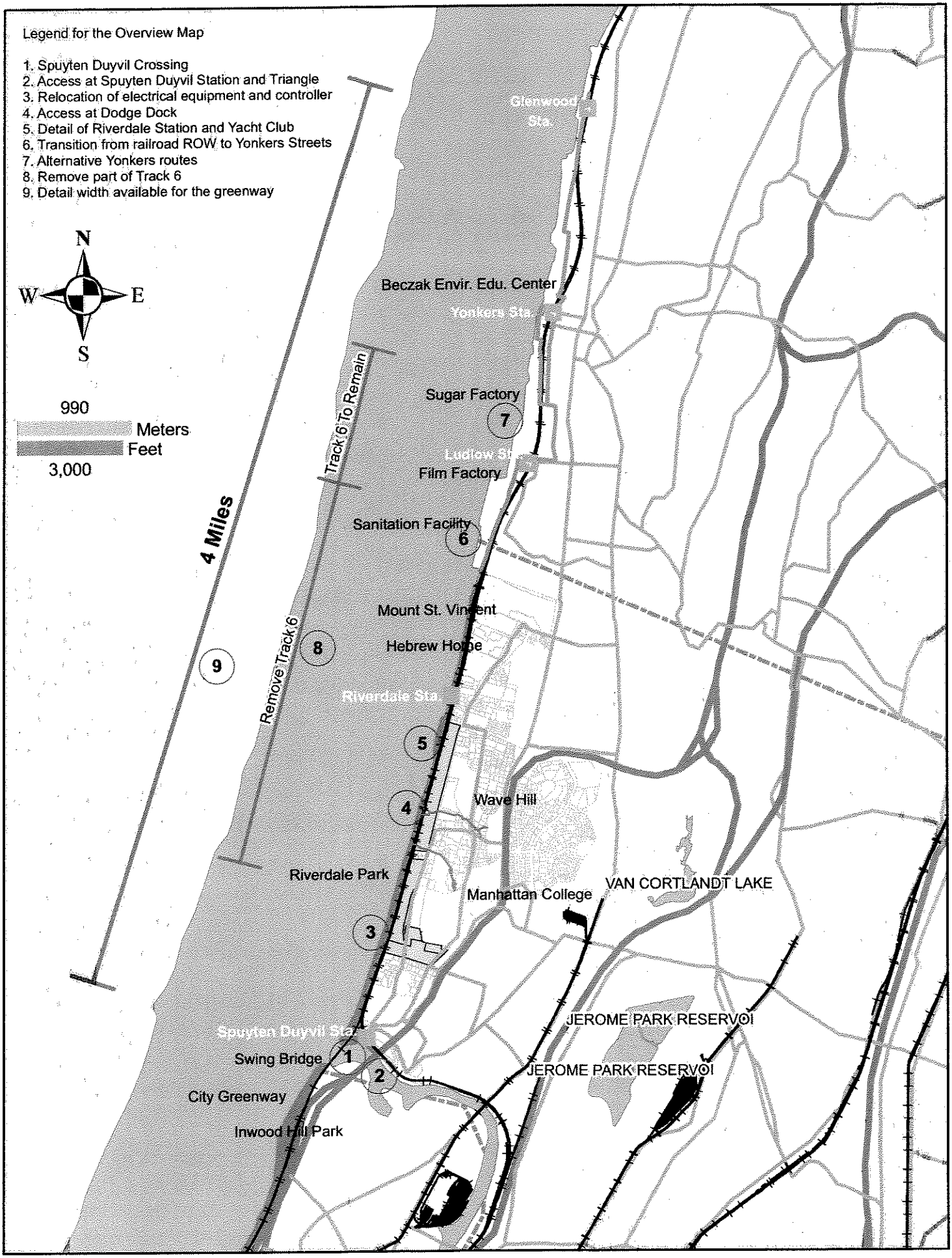
Following these exercises, the Workshop was concluded with a short announcement by Howie Mann. He thanked attendees for their participation and invited additional input through the provided comment form or direct communication via email or phone. Several attendees made closing comments, expressing the need to keep a focus on the Hudson River and suggesting the use of the Spuyten Duyvil Swing Bridge as a Harlem River Crossing.

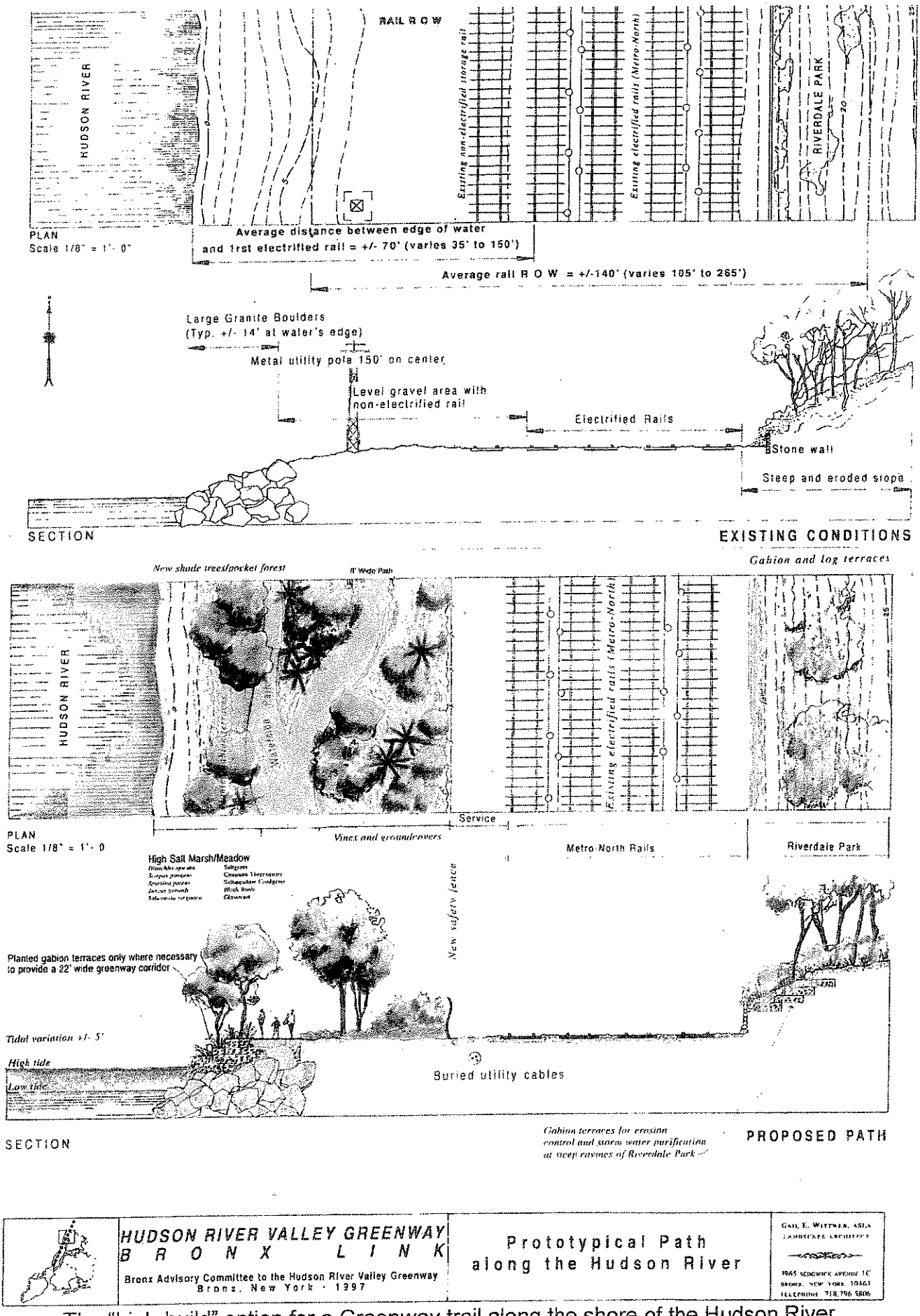
APPENDIX

Manhattan/Bronx/Yonkers Hudson River Greenway Link



Manhatten/Bronx/Yonkers Hudson River Greenway Link





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

Prototypical Path
along the Hudson River

Gail E. Wittwer, ASLA
Landscape Architect
1965 Sedgwick Avenue 1C
Bronx, New York 10453
Telephone 718.796 5806

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

FHRG Comments on the draft GOALS AND OBJECTIVES AND GAP ANALYSIS – February 26, 2009

The FHRG hopes for the development of detailed plans, budgets and schedules for each of alternative walking and biking paths as specified on Attachment 1:

- River Alignment
- Henry Hudson Parkway Corridor
- Broadway (consider connecting to Putnam trail)
- Scenic Natural Area

Each of the alternative paths should be connected to the appropriate Harlem River crossing, and we request that a plan be developed to connect all of the Harlem River crossings to the River Alignment. The FHRG asks for a detailed plan for the River Alignment, and a well documented budget, schedule and implementation plan (definition of obstacles) for all of the alternatives – a determination of the engineering feasibility and the costs and benefits. The Gap study should include detailed examination of the studies defined below:

Goals and Objectives

The existing draft of the Goals does not mention the "Hudson River" or adequately specify the "linking" the Manhattan and Yonkers Greenway paths. We recommend that the Goals and Objectives prominently feature the Hudson River at the beginning of the statement and more specifically describe the goal of linking the two Greenway paths as follows:

"Provide for a walking and bike path that links the Manhattan and Yonkers/Westchester Greenway paths."

"Provide for a Greenway path that is at the edge of the Hudson River and will bring the trail users in physical, visual and spiritual contact with the River."

Crossing the Harlem River

All of the possible alternative paths will require an analysis of the best means to bring pedestrians and bikes across the Harlem River to connect the Greenway Link to Manhattan. We anticipate that crossing the Harlem River is likely to be challenging from an engineering, cost and institutional point of view. Based upon our study of the Harlem River crossing issues, we support the agenda specified for the Gap Study that should be considered as alternative means to cross the Harlem River:

1) Henry Hudson Bridge – we think there are several alternatives to be studied including:
   a) Connection between Inwood Park, over the railroad tracks, and the Henry Hudson Bridge,
   b) An adequate walking and biking path on the bridge on the lower level or a cantilevered bike and walking path off of the west side of the bridge, connecting

to Kappock Street, to Palisades, to 231st Street, and then over a new bridge across the railroad tracks (replacing the remnants of an earlier bridge)
   c) a path on the east side of the bridge that connects to each alternative path,
2) Spuyten Duyvil Swing Bridge –
   a) Cantilevering off of the existing swing bridge or
   b) Building within the deck of the existing swing bridge and sharing it with a single track;
3) Broadway Bridge – study three paths from the Broadway Bridge to: the Putnam path, to the River Alignment and the Yonkers waterfront. This would be the least best crossing for the River alignment, but it is the only existing bike route over the three bridges.
4) New Free Standing Bridge - Building a new free standing swing bridge or other movable crossing from Inwood Park to the Bronx side on the west side of the railroad tracks;
5) Ferry - Building docks that would permit transporting pedestrians and bikes riders by ferry – maybe the low tech, low cost solution..

We will need the cooperation of the Coast Guard and the MTA to complete this work. We believe that each of the above are feasible from an engineering and construction point of view, but we need a detailed plan and an assessment of the cost and schedule for each of the alternatives.

River Alignment – We anticipate that the River Route Alternative is likely to be challenging as it will require significant research and engineering to assess its feasibility (See Attachment 2). However, its proximity to the River is an obvious advantage as it does not compete for space with vehicular traffic, and would be consistent with the Greenway plans of New York City and Westchester.

The following are a list of issues or studies that we request be addressed during the research:

1) Width of available space between the required railroad space and the edge of the water at high tide. The requirements of the railroad agencies along the Hudson River will define the River Alignment Alternative. We expect that safety and other requirements of the railroads will shape the proposed Greenway along the waterfront. Fencing, utility road and setback requirements will all define the border and alignment of the greenway. This research should identify the allocation along the alignment that will require building over the rip rap in order to meet the minimum requirements of a walking and biking path.

   Track 6 - The outcome of the consideration of Track 6 will materially shape the Greenway for a River Alignment. If it is possible to remove part of Track 6, it will provide much more generous space for the Greenway River Alignment. We believe that the switch at the Yonkers' border is sufficient to serve the Sugar Factory and Film Factory in Yonkers. Although we have never seen a long freight train or any other train on Track 6, it may be used for parking disabled trains for the temporary storage of work equipment. The research should address anticipated concerns of the

Railroad Agencies that removal of Track 6 might affect operating procedures in case of a train breakdown, and that removal of Track 6 might affect the ability of the railroad to maintain and improve tracks and the Riverdale Stations. The evaluation should also take into consideration the long-term objectives of the State to increase freight use of the Hudson line. The research should document existing use of Track 6 and evaluate the alternatives for addressing the maintenance and storage problems, including identifying all of the railroad spurs south of Croton Harmon that can be used to temporarily store stalled trains, and the ability of the railroads to use the four main tracks to address the potential problem.

The Report by the Hudson River Valley Greenway Trail, Bronx Advisory Committee indicated that with Track 6 in place, the pedestrian and bike Greenway could be built partially on top of the existing riprap along the River's edge. However, if Track 6 is partially removed, space for the trail and landscaping would increase significantly. According to the 1998 report, with Track 6 partially removed, the distance from the railroad safety fence to the riprap would vary from 9 to 124 feet. The park agencies of New York City and Westchester/Yonkers should set standards for the Greenway design, including the minimum width required for a pedestrian and bike trail. The evaluation should identify the extent that the space available between the safety fence that separates the railroad operation and the Greenway is greater than this minimum standard and the extent that the space is not adequate and requires a path that is partially built on the riprap.

The two most problematic locations are:

a) Riverdale Station and Riverdale Yacht Club – this is one of the squeeze points and we need a detailed plan
b) Electrical Equipment – located about 1000 yards north of the Spuyten Duyvil Bridge. What is the cost of moving the equipment to the east side of the tracks?

2) Mount Saint Vincent and other private property – we propose that the budget for the "river alignment" include the cost of acquiring the bridge and land west of the tracks from the current owners.

3) Habitat Issues - The riprap covers the area between high tide and low tide and is an important marine habitat. We request that the consultants develop a design for a boardwalk over the riprap and describe the environmental issues resulting from the design.

4) Toxic Waste – We request an initial assessment of toxic waste issues associated with the Greenway Link ROW.

5) East West Access – East-West Access across the tracks is critical for the River Alignment. We propose evaluation of crossing at the following locations:
   a) Dodge dock – existing remnants
   b) Mount Saint Vincent – historic bridge and a landing
   c) 231st Street – existing remnants

d) Ludlow – existing bridge
e) Sugar Factory – bridge over Track 6
f) North end of Riverdale Station parking lot

6) Connections with other Greenways
   a) Yonkers Streets near waterfront
   b) Old Croton Aqueduct
   c) Putnam Line
   d) US east coast Greenway

7) Yonkers Sugar Factory - In Yonkers, the Sugar Factory presents a challenge for the design of the Hudson River Greenway Link. The Factory has a port and rail operation and moves a substantial amount of material by truck. Its footprint occupies the entire space between the railroad track and the River. This is a great historic industrial site – it should be preserved and view-locations should be developed. The Factory and the bridge across the railroad tracks that once provided an entrance for the factory workers are historic features to be preserved.

8) Westchester Sewage Treatment Plant – This is not a difficult transition from the rail alignment to the Ludlow bridge.

9) Maintenance and Security
   The study and design efforts should explicitly address and plan for good security and maintenance along the River Alignment.

On-Road Routes
In addition to a River Alignment Alternative, we recommend that the Consultant Team conduct an in-depth evaluation of at least three on-road route alternatives for consideration by the Steering Committee including:

- Henry Hudson Parkway Corridor
- Broadway
- Scenic Natural Area

Need for access and information from Agencies
Transportation Agencies control final recommendations and are well positioned to define the interests of the Metro North, the MTA, Tunnel Authority and Metro-North, Amtrak, Coast Guard, CXS and other freight hauling corporations. This study effort is dependent upon the cooperation of NYMTC Members in providing requested information and access. The Consultant will need access to the property of these agencies. We request that the consultant prepare a request to each Agency (MTA, Metro-North Railroad, Bridges and Tunnels, Coast Guard, DEC and Amtrak).