

# HENRY HUDSON PARKWAY (9A)

## SCENIC BYWAY INITIATIVE

### REPORT ON PHASE ONE OF PUBLIC OUTREACH

July 15, 2004



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## **Background and Credits**

In March 2004 the New York Metropolitan Transportation Council approved funding for the Henry Hudson Parkway Scenic Byway initiative in its 2004-2005 Unified Planning Work Program: “As a prelude to the possible designation of the Henry Hudson Parkway as New York State Scenic Byway, the New York Metropolitan Transportation Council (NYMTC) will pursue the development of a corridor management plan (CMP) for the Parkway. Future designation as a Scenic Byway would be the first in New York City and would protect and enhance the Henry Hudson Parkway as a significant architectural, cultural, environmental, historic, recreational, and scenic resource of the city of New York. The CMP will address built and natural components of the Parkway, which is defined as the roadway, the corridor, and the context wherever it is affected by the Parkway.”

The Henry Hudson Parkway Task Force looks forward to supporting and participating in the development of the corridor management plan, and submits this report in partial fulfillment of the requirement to develop public consensus on a vision for the future of the scenic byway. The Task Force also looks forward to working with stakeholders throughout the Route 9A corridor should the project be expanded to include the entire corridor, as recommended by the Hudson River Valley Greenway.

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Many individuals also made generous contributions to this project, including Edward A. Ames, Kent Barwick, John Benfatti, Steven Bernardo, Nancy Bruning, Marcela Calabi, Jodie Colon, James Dowell, Allen Ginsberg, Hilary Kitasei, Robert Laravie, Dave Lutz, Ellen Macnow, Savona Valery McLaine, Meg Maguire, John T. Reddick, Elizabeth Ritter, Laura Spalter, Massimo Strino, Carol Truppi, Anthony Walmsley, and Robert Yaro. The following elected officials and community boards have sent letters of support: U.S. Congressman Charles Rangel, U.S. Congressman Eliot Engel, NYS Senator Eric Schneiderman, NYS Senator Guy Velella, NYS Assemblyman Jeffrey Dinowitz, Bronx Borough President Adolfo Carrion, NYC Councilman Oliver Koppell, Bronx Community Board 8 and Manhattan Community Board 12.

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- Symposium program
- *A Proposal to Designate the Henry Hudson Parkway as New York City’s First Scenic Byway* (power point)
- **Henry Hudson Parkway Corridor Map** (Upper West Side, Harlem, Washington Heights. Inwood, Riverdale, Van Cortlandt Park & Overview
- *Understanding Jurisdiction along the Henry Hudson Parkway.* A report by the Sam Schwartz Company for the Riverdale Nature Preservancy
- *Stormwater Capture Parks along the Henry Hudson Parkway: Developing Endor Garden as a Watershed Model.* A model framework for the Henry Hudson Parkway Scenic Byway developed by the Gaia Institute coupling parkland creation with overpass infrastructure.

REFERENCES AND RESOURCES links or files – Page 2 of CD

- HHP Task Force website: [www.henryhudsonparkway.org](http://www.henryhudsonparkway.org)
- Managing Historic Parkways in Mass . . . The report on Massachusetts parkways is posted on the site below at VINEYARD Featured Links Vol. IV, Issue 2 (2003): National Park Service Historic Landscape Initiative  
<http://www2.cr.nps.gov/hli/>
- Contextual Study of New York State's pre-1961 Bridges prepared for NYS Department of Transportation (1999):  
[www.dot.state.ny.us/eab/bridge/bridgescontextuastudy-99.pdf](http://www.dot.state.ny.us/eab/bridge/bridgescontextuastudy-99.pdf)  
The contextual study establishes a framework for understanding the historic and engineering significance of New York's bridges. The study includes an overview of national trends in bridge engineering, the history of bridge design and construction in New York State, and the development of New York's transportation networks.
- New York State Scenic Byway Legislation
- National Scenic Byway Program -- Taking the High Road: The Environmental and Social Consequences of America's Highway Programs: HighRoadFull1.pdf
- US Department of Transportation -- Federal Highways Administration -- Scenic Byway Legislation USDOT FHWA website on scenic byways:  
[www.bywayonline.org/](http://www.bywayonline.org/).
- NYS Scenic Byways Program: [www.dot.state.ny.us/scenic/scenic.html](http://www.dot.state.ny.us/scenic/scenic.html)
- National Scenic Byways Online: [www.byways.org](http://www.byways.org)
- USDOT FHWA website on scenic byways: [www.bywayonline.org/](http://www.bywayonline.org/)
- New York Metropolitan Transportation Council: [www.nymtc.org](http://www.nymtc.org)
- NYC DOT Adopt a Highway:  
[www.nyc.gov/html/dot/html/permits/adopthwy.html](http://www.nyc.gov/html/dot/html/permits/adopthwy.html)
- Department of Buildings Sign Enforcement Program (pdf file and link):  
[www.nyc.gov/html/dob/html/signs.html](http://www.nyc.gov/html/dob/html/signs.html)
- NYS DOT on signs and scenic byways – file of same name.pdf
- Regulations Enforcing Billboard Laws – file of same name.pdf
- Documentation of the Bronx River Parkway (in Westchester) recently completed by the National Park Service (Historic American Engineering Record/HAER):  
[www.westchesterarchives.com/BRPR/BRPRHome.html](http://www.westchesterarchives.com/BRPR/BRPRHome.html).
- Hudson River Valley Greenway Scenic Byways Project (HRG Consultants):  
<http://hrgconsultants.com/hrvbyways/>

## Introduction

The Henry Hudson Parkway Task Force was established in January 2002 by the Riverdale Nature Preservancy to spearhead the designation of the Henry Hudson Parkway as a New York State Scenic Byway, the first in New York City. Its members represent parks, neighborhoods, and organizations with a stake in the future byway, which is defined as the roadway and corridor, and the context where it is affected by the parkway, including the viewshed and watershed.

In 2003 the Henry Hudson Parkway Task Force undertook a public outreach campaign to make the public aware of the parkway's considerable resources and of the potential benefits of its designation as a Scenic Byway. This report is a compilation of comments that were recorded at public meetings in the Upper West Side/Harlem, Washington Heights/Inwood, Riverdale, a day-long symposium and public workshop at Wave Hill in the Bronx, and more than thirty presentations to community boards, elected officials, and organizations. Interested parties were invited to submit comments by mail or email. Altogether more than 70 pages of comments on the project have been compiled. They are organized by topic and summarized in the narrative that follows. This report begins the process of reaching public consensus on a vision for the Henry Hudson Parkway, and helps identify stakeholders and topics that have not yet been sufficiently addressed.

The Henry Hudson Parkway (NYS 9A) is 11.1 miles long, beginning at West 72nd St. in Manhattan and extending to the Bronx border with Yonkers. It passes through or next to 13 state and city parks, the Hudson River Greenway, and numerous community gardens, greenstreets, and adopt-a-highway sites. It travels through two counties (Manhattan and the Bronx) and four community districts: Bronx CB 8 (Riverdale and Spuyten Duyvil: city line to Harlem River), Manhattan CB 12 (Inwood and Washington Heights: Harlem River to 155th Street), Manhattan CB 9 (West Harlem: West 155th Street to Cathedral Parkway), and Manhattan CB 7 (Upper West Side: Cathedral Parkway to West 59th Street).

### **The Henry Hudson Parkway Scenic Byway as Gateway to a Regional System**

At the same time the Henry Hudson Parkway Task Force was holding public meetings in New York City to gauge local support for its scenic byway designation, the Hudson River Valley Greenway, under a grant from the Federal Highway Administration, conducted twelve county-based workshops to explore the potential for a system of scenic byways in the Hudson River Valley. Public comments from the New York City workshop (Bronx and Manhattan counties) are included in both this report and theirs, which will be published in the summer of 2004. (The preliminary report is available online at the project website: <http://www.hrgconsultants.com/hrvbyways>.)

In its report the Hudson River Valley Greenway identified all of Route 9A in New York City (the Henry Hudson Parkway, Joe Dimaggio Highway, and West Street to the southern terminus of Manhattan) as a potential scenic byway and gateway to a Hudson River Valley system of scenic byways.

## **I. NARRATIVE SUMMARY**

### **1. Amenities**

Bicyclists and park users cited need for information about public restrooms and bicycle repair facilities along the greenway. Residents suggested that signs to gas stations could help prevent highway traffic from getting lost on local streets in search of same.

### **2. Design**

#### **A. Alignment**

There is strong opposition to any alteration of the horizontal or vertical alignment of the roadway (“straightening the S-curves”) by drivers, residents, park users and environmentalists. Drivers say the curves, dips, and rises are what provide the parkway’s driving experience – a sequence of different and dramatic scenic views -- which is unique in New York City. Residents note the scenic views provided by the serpentine road below. People also fear the loss of its historic design integrity, and infrastructure, like sidewalls. Environmentalists say disturbing the slopes and curves will increase storm water run off, aggravating both safety and pollution of the river. Many people expressed the view that the safety issue had probably been resolved by correcting the banking of the road last year, and that straightening the road would only increase speed and accidents.

#### **B. Landscape**

People who experience the parkway from the road, the waterway or adjacent land expressed appreciation for the natural beauty of its varied landscape – the tree canopy that provides dappled shade to the roadway, autumn foliage, dramatic rock outcrops – as well as designed landscape – allees of sycamore and cherry trees, flowering shrubs and perennial gardens, marigolds spilling over the edge of the sewage treatment plant in Harlem. From the view of surrounding parks and adjacent buildings, landscaping softens the view of the highway. Many noted the enjoyment derived from the efforts of volunteer gardeners in Riverside Park, Harlem, and the Bronx, and unhappiness with the cable netting and rock catchment fences marring rock outcrops in northern Manhattan and the Bronx.

#### **C. Infrastructure**

New York City’s project to rehabilitate the stone overpasses in the Bronx, by covering the stonework with concrete topped with chain link fences, elicited passionate defense of the existing (original) design from the community. Comments argue for preserving the stone bridges and other infrastructure along the entire parkway: retaining walls, fences, park structures, overlooks, staircases, landings, pedestrian tunnels and bridges. These are what people identify as the major aesthetic features of the parkway, which should be revealed, even illuminated. They would like to eliminate signs, graffiti, paint, jersey barriers, orange barrels, and chain link that obscure them. Many argued for more context sensitive design, and look forward to working with the Task Force in assuring consistency.

### **3. Economic Development**

Potential economic benefits of the Scenic Byway included: improved property values by protecting the residential character of the densely populated Riverdale section of the corridor; improved property values by eliminating the billboard blight in Harlem; and commercial activity based on culture, recreation, and tourism in Harlem and Inwood.

### **4. Environmental Management**

Trees filter the pollution from the highway, and moderate the temperature of the urban environment. The permeable soil of the buffer captures storm water, keeping pollutants from reaching the river in combined sewer overflows. Suggestions included enhancing the parkway as an urban greenbelt, so that its landscape can do more to filter air pollution, moderate temperature, and prevent pollution of the Hudson and Harlem Rivers. These functions could be improved by designing the parkway infrastructure to capture more stormwater runoff and making it available to benefit the landscape.

Some see the parkway and the river as so inextricably linked that they propose defining the byway as the watershed – e.g., the Hudson River Valley, or New York City’s system.

Air quality (noise and pollution) is a major concern, especially in Riverdale, where the parkway is lined with residential buildings. They cited the congestion at rush hour in front of the toll. Harlem residents as well as motorists driving through Harlem cited unpleasant odors from the sewage treatment plant.

### **5. Greenway**

The Henry Hudson Parkway corridor includes a number of existing and potential greenways, including pedestrian and multi-use trails, which take advantage of the same scenic, cultural, recreational, and transportation resources. Most of these are west of the parkway, along the Hudson River. Most of the parkway falls within the Hudson River Valley Greenway, which is defined in New York City as 1000 feet from the river. It is contiguous with both the Manhattan Greenway (its bike route now ending at Riverside Drive in Inwood, with inland links to the Harlem River section). The section between 59<sup>th</sup> Street and 116<sup>th</sup> Street is also the East Coast Greenway, a 2,600-mile city-to-city route extending from Maine to Florida. Bicyclists and pedestrians presently use a variety of unofficial routes through Inwood Park and Riverdale, including the Henry Hudson Bridge. Where the Parkway veers inland from the river in the north Bronx, it enters Van Cortlandt Park, where trails are being developed that could link to the Bronx Greenway, Putnam Trail, and Saw Mill River Parkway.

Residents in Inwood and Riverdale are both excited and wary of extending the Hudson River Valley Greenway through their communities, citing conflicting desires to access the waterfront but not to “develop” it. There is broad support for at least pedestrian trails along the water, with routes for bicycles that are utilitarian as well as recreational (e.g., straighter, flatter,

without stairs, and permitting speed) created in a way or a place where it does not threaten the habitat or the peacefulness of the river's edge. A bikeway component to the parkway - e.g., an alternative route that was an asphalt path alongside the parkway in northern Manhattan and an on-street route through Riverdale was proposed as a possible win-win solution.

Access to the greenway and waterfront parks is a major concern in northern Manhattan. Conversely, bicyclists point out that it is difficult to reach the best features of the byway (e.g., the Cloisters, as well as amenities) from the Greenway. Access that requires stairs does not meet the needs of persons using bicycles, strollers, or mobility vehicles, and that tunnels are often unsafe. Restoring the traffic light at the foot of Ft. Tryon Park was suggested. Crossing the Harlem River between the Bronx and Manhattan was also cited as a major issue. Design of the Dyckman Street ramp crossing was criticized by users.

Finding a compromise where different users can use different routes may be a workable solution for future access.

*\*\*\* In the summer of 2004, New Yorkers for Parks awarded the Task Force an intern from the Harvard School of Design to work with the Riverdale community on a design to enhance the park-like character of the parkway in the Bronx, including a walking and bicycle trail identified by the NYC Department of Transportation and NYC Parks Department. That plan, including reports of public workshops and walks, will be available in the fall of 2004.*

## **6. Historic Resources**

Landscape architects and parkway historians recognized the Henry Hudson Parkway as a historic resource of significance to New York history and to global landscape architecture. The parkway from 72<sup>nd</sup> Street to 129<sup>th</sup> Street is a New York City Scenic Landmark and listed on the National Register of Historic Places. They urge seeking the same for the entire parkway, despite the limited amount of protection provided by either.

The Cloisters, Grants Memorial, Riverside Church, and the Soldiers and Sailors Monument were the historic parkway features most often cited. Motorists see many structures along the route that seem historical, but often have no idea what they are (e.g., grand staircases, overlooks and sculptures that are part of Riverside Park north of 129<sup>th</sup> Street, the Grecian overlook and Billings Estate). Few people are aware that the Riverside Drive Viaduct, by far the parkway's largest and most prominent feature, is a landmark.

The corridor includes many individual landmarks (buildings and sculpture) and historic districts. Their visibility and accessibility from the parkway and the greenway are issues that need further study.

## **7. Implementation and Process**

Residents in every community expressed concern about the lack of public participation in projects that have such major impact not only on their neighborhoods but on significant resources for which the city is custodian. With so many city and state agencies sharing

responsibility, it is difficult to discover or affect developments until it's too late. There is hope that the Byway approach of "context sensitive design" will increase the public's oversight, but there is also skepticism that it may create another layer of bureaucracy.

Major benefits expected to come from the Byway include: funding for enhancements that agencies do not consider because of their expense (e.g., preserving and replacing original built components), flexibility in design and materials, enforcement of a single standard of design for the whole corridor, and enforcement of billboard laws. The public sees clear and consistent design guidelines outlined in a corridor management plan as a major benefit of designation.

It was suggested that the agency like DEP or DOT that causes a problem (e.g., degradation of adjacent parkland or infrastructure) should be required to pay for its remediation, rather than leaving a poorly funded agency like Parks with the burden of correcting it. Storm water erosion along sides of the parkway could be repaired by the New York City Department of Environmental Protection, which would benefit from less water entering the combined sewer overflow systems.

## **8. Land Use**

A major benefit people hope to realize from scenic byway designation is elimination of signs and billboards.

People expressed hope that becoming a Scenic Byway could influence development in their communities: e.g., in Inwood and Harlem, where waterfront development is undergoing a change in use, and in Riverdale, where there is a new surge in high-rise construction.

Structures adjacent to the parkway should be designed with sensitivity to the "face" they present to the highway.

## **9. Maintenance**

Current responsibility for maintenance is so fractured that the public has no idea what geographic areas and functions are assigned to what agency. Speakers criticized NYC DOT as being the controlling agency, even for parkland and park infrastructure, and giving little consideration to pedestrians, aesthetics or environmental impact. It is felt that decisions are driven by excessive fear of liability. DOT was criticized as not knowing how to utilize volunteers, as Parks does. MTA and NYC DOT (Bridges) were criticized for ignoring the transportation needs of pedestrians and bicyclists.

Specific maintenance practices that are criticized include: painting over graffiti instead of removing it; neglecting natural areas along the parkway; haphazard replacement of guard rails.

## **10. Natural Resources**

The parkway is seen as an important ecological corridor along the Hudson River and across the northern Bronx. Its tree canopy, understory, and coast provide habitat for wildlife and neotropical migratory birds along the Atlantic flyway, including bald eagles, falcons, and Monarch butterflies. It counters the “heat island effect” and lowers the temperature in the summer, and raises it in the winter, helping to conserve energy.

The Palisades across the river and the outcrops of Manhattan schist and Fordham gneiss along the Manhattan/Bronx ridge give the parkway its most dramatic landscapes. The corridor contains the highest natural points in both Manhattan (Bennett) and the highest in the Bronx (Chapel Farm).

## **11. Parks**

Each community is struggling with competing demands for active vs. passive recreation. Active recreation that is quiet, scenic, and used by local residents is most appreciated: e.g., community gardens, hiking trails, kayaking, etc. Recreation that is loud and exclusive (e.g. dominated by one age or group, or requiring a fee) is most controversial.

Each community wants more access to their parks and waterfront although there are concerns about the impacts of increased usage, e.g. strangers in the neighborhood, increased traffic, illegal parking, noise, litter, etc.

All comments on greenstreets were positive. Many noted poor maintenance of parks.

## **12. Safety**

The public understands that most unpopular projects are driven (or justified) by a city or state agency’s exposure to liability, but complain that they are not shown the safety studies on which they’re based. They want to be able to evaluate whether projects are actually cost effective, or reflexive applications of inappropriate standards. In addition to capital projects, comments pointed out some programmatic improvements to safety.

## **13. Signs**

Too many signs clutter the landscape and bridges, and confuse motorists. Highway signs in northern Manhattan and the Bronx are much more intrusive than those in the Riverside Park section: parkway entrance signs in Riverdale are large, overhead types, inappropriate for small local roads. Billboards in Harlem, now spilling out into the Riverside Park section, evoke heavy criticism. Institutions in Riverdale are also criticized.

## **14. Support**

All comments are in favor of Scenic Byway designation.

Qualifications include potential expense and restrictions on speed and upgrading. Residents south of the parkway expressed concern that designation of the Henry Hudson Parkway might prevent eventual burying of the Miller Highway.

### **15. Transportation**

Any suggestion of adding or eliminating an exit or entrance along the parkway elicits strong opinions on either side, but almost always based on its impact on local traffic. Recreational, scenic, environmental, historical, and cultural values are rarely cited. The exception is when the highway interferes with access to the new waterfront or greenway.

On the other hand, the prospect of changing the alignment (“straightening the S-curves”) elicits strong objections, in defense of these other values.

Comments recognize that the parkway has changed in function from a recreational drive to a commuter road, and that vehicle technology has changed, resulting in higher driving speeds. Comments recognize the need to balance the needs of a high traffic volume with byway aesthetics. Landscaping features (curves) are seen by some as traffic calming features. There is much interest in the multimodal potential of the byway.

A scenic byway approach is likely to contribute a new perspective to all of these public discussions.

### **16. Views**

The scenic views most often cited are the Hudson River and Palisades, natural and designed landscapes, cultural monuments (especially the Cloisters, Soldiers & Sailors Monument, Riverside Church, and Little Red Lighthouse), bridges and overpasses, the Riverside Drive Viaduct, architectural skylines, and historic components of the river (piers) and the parkway itself (walls, rotunda, etc.).

Suggestions for enhancing these views include: eliminating existing billboards and preventing more, special illumination, removing graffiti, selective pruning, removal of jersey barriers and other elements that cover up attractive features and block views (e.g., of the Little Red Lighthouse and the river), and controlling the size and heights of buildings.

## II. METHOD OF OUTREACH

Throughout 2003 representatives of the Henry Hudson Parkway Task Force made presentations and distributed literature about the scenic byway program to community organizations and elected officials with interests in the parks, waterfront, and neighborhoods in the Henry Hudson Parkway corridor, as well as to individuals and organizations interested in the city's historic preservation, environment, transportation, and governance. They held three widely publicized public meetings, and one all-day symposium, which included a public workshop conducted by the Hudson River Valley Greenway. Summaries of each are included.

## III. GAPS TO BE ADDRESSED IN FUTURE OUTREACH

### A. Additional outreach recommended to specifically address:

- Van Cortlandt Park
- Harlem
- Inwood (especially Spanish-speaking community)
- Commuters
- Alternative transportation advocates
- Business community, including developers
- 9A south of 72<sup>nd</sup> Street

### B. Issues for further development:

- Economic development
- Governance
- Billboard and sign regulation & enforcement
- Land use implications

**Washington Heights/Inwood**  
**March 6, 2003, 7:00 p.m. – 9:00 p.m.**

**Geographic Area**

This meeting focused on the neighborhood of Washington Heights in upper Manhattan, bounded generally by Dyckman Street to the north, Broadway to the east, W155th Street to the south, and the Hudson River to the west.

**Planning**

Planning was overseen by the Riverdale Nature Preservancy's Henry Hudson Parkway Scenic Byway Task Force, with assistance from the Preservancy's planning consultant.

Representatives from the NYS Scenic Byway Program were scheduled to speak, but had to cancel enroute because of a blizzard.

All arrangements, advertising, and communications were carried out by three community volunteers who are active in neighborhood issues:

- Elizabeth Loris Ritter, President, Hudson Heights Owners Coalition; Assistant Chair, Manhattan Community Board 12 Parks Committee
- Marcella Calabi, Chair, Hudson Heights Owners Coalition
- Nancy Bruning, President, Friends of Fort Tryon Park

A display map was created for the meeting by the New York Public Interest Research Group's Community Mapping Assistance Project (NYPIRG CMAP). The map, at 1:3,200 scale, identified the Parkway, park locations and access points, neighborhood streets, historic sites landmarked by the City, viewing locations, and other community facilities of interest.

**Advertisement**

An invitation letter and flier were developed in English and Spanish and mailed to 300 individuals and organizations known by the organizers to be active and/or with an interest in the parks and parkway. Two hundred more bilingual flyers were posted throughout the community and handed out at local schools and parks.

**Facility**

The meeting was held at the NYC Department of Parks' J. Hood Wright Park Recreation Center, located in the park at Fort Washington Boulevard and West 173rd Street. Refreshments were served.

**Meeting Purpose**

The purposes of the meeting were to gauge community interest in scenic byway designation and identify specific issues in this geographic area that should be addressed by the corridor management plan.

**Meeting Summary**

Twenty people attended, despite a blizzard which caused the Hudson Valley Scenic Byway representatives to turn back half way from Albany.

**HENRY HUDSON PARKWAY SCENIC BYWAY INITIATIVE - PUBLIC COMMENTS PHASE ONE**

Hilary Kitasei, chair of the Henry Hudson Parkway Task Force, opened the meeting. She described the scenic byway program and the benefits of scenic byway designation; identified the corridor as the roadway, immediately adjacent parkland, and in a broader sense, the adjacent neighborhoods; and outlined the community outreach process, including the creation of an advisory committee. She explained that the advisory committee will represent government agencies and the community, and will contract with specialists to develop the corridor management plan, and she invited participants to volunteer for or nominate others for the advisory committee

Marcella Calabi facilitated the discussion. She first clarified the parameters of the discussion, and identified her role as collecting, understanding, and recording the wishes of participants, with respect to the experience of driving on the Parkway, facilities in the parks, access to and between points within the corridor, and how communities want their neighborhoods to be perceived from the Parkway.

Mary Bandziukas, AICP, consultant to the Riverdale Nature Preservancy, recorded comments.

Attendees all actively participated in the discussion and were enthusiastic about both this opportunity to express their views and the prospects of scenic byway designation.

**Riverside Park**  
**May 1, 2003, 7:00 p.m. – 9:00 p.m.**

**Geographic Area**

This meeting focused on Riverside Park and the Riverside Park Extension, which are bordered by the Upper West Side and Harlem/Morningside Heights neighborhoods.

**Planning**

Planning was overseen by the Riverside Park Fund. The Riverside Park Fund, a non-profit membership organization of over 5,000 households, works in partnership with the NYC Dept. of Parks and Recreation to raise funds for and execute park improvement projects in Riverside Park. The Fund also coordinates volunteer efforts that average 31,000 hours of volunteer time per year, at 70 adopted sites and several annual park-wide events.

A display map was created for the meeting by the New York Public Interest Research Group's Community Mapping Assistance Project (NYPIRG CMAP). The map, at 1:3,200 scale, identifies the Parkway, park locations and access points, neighborhood streets, and city landmarks.

**Advertisement**

Articles and announcements of the meeting were included in two issues of the Riverside Park Fund newsletter (20,000 hard copies distributed and website). Personal invitations and announcements were mailed to twenty community leaders, principally in Harlem.

**Facility**

The meeting was held at the Interdenominational Center on Riverside Drive and 129<sup>th</sup> Street, headquarters of the Riverside Park Fund. Refreshments were served.

**Meeting Purpose**

The purposes of the meeting were to gauge community interest in scenic byway designation and to identify specific issues in this geographic area that should be addressed by the corridor management plan.

**Meeting Summary**

16 people attended. James Dowell, executive director of the Riverside Park Fund, opened the meeting. Hilary Kitasei, chair of the Henry Hudson Parkway Task Force, described the purpose of the meeting. Robert Laravie, design manager in the Landscape Architecture Unit of NYS DOT, gave a PowerPoint presentation of the NYS Scenic Byway program. Karen Argenti, consultant to the Henry Hudson Parkway Task Force, facilitated the discussion. Mary Bandziukas, AICP, recorded comments.

Additional comments were submitted on index cards and by email to [info@henryhudsonparkway.org](mailto:info@henryhudsonparkway.org).

**Riverdale**  
**July 9, 2003, 7:00 p.m. – 9:00 p.m.**

**Geographic Area**

This meeting focused on the portion of the Henry Hudson Parkway running through the Bronx neighborhoods of Spuyten Duyvil, Riverdale, and Fieldston. A separate meeting will focus on the Parkway in Van Cortlandt Park.

This section of the Bronx extends along the Hudson River from the Westchester County Line to the Harlem River.

**Planning**

The meeting was co-sponsored by the Riverdale Nature Preservancy, the Association of Riverdale Cooperatives, which represents over 100 cooperative and condominium buildings in Riverdale and nearby Kingsbridge, and the Riverdale Community Association, an all-volunteer civic association comprised of over 700 families and many businesses and committed to neighborhood preservation and improvement.

A display map was created for the meeting by the New York Public Interest Research Group's Community Mapping Assistance Project (NYPIRG CMAP). The map, at 1:3,200 scale, identifies the Parkway, park locations and access points, neighborhood streets, and city landmarks.

**Advertisement**

Hilary Kitasei made an announcement before the full meeting of Bronx Community Board 8 and sent personal invitations, followed up by phone calls, to elected officials. Each of the co-sponsors advertised the meeting to its membership, either through an individual mailing or in its regular newsletter. Notices were distributed by the Task Force to its data base and on its website. In addition, 500 flyers were distributed by hand to every private house, apartment building, and business adjacent to the parkway.

**Facility**

The meeting was held at St. Gabriel's Church, at W. 233<sup>rd</sup> Street and Arlington Avenue, in Riverdale. Refreshments were served. Free parking was available on site and along local streets.

**Meeting Purpose**

The purposes of the meeting were to gauge community interest in scenic byway designation and to identify specific issues in this geographic area that should be addressed by the corridor management plan.

**Meeting Summary**

84 people signed in (the estimated count was over a hundred, however, resulting in standing room only.)

**HENRY HUDSON PARKWAY SCENIC BYWAY INITIATIVE - PUBLIC COMMENTS PHASE ONE**

Laura Spalter, president of the RCA, opened the meeting and introduced officers of the co-sponsoring organizations, elected officials, and members of the local press.

Robert Laravie, design manager in the landscape architecture unit of NYS DOT, explained the jurisdictional issues associated with Parkway management and summarized the transportation programs with the most potential impact on Parkway management:

- NYS Arterial Highway Law (Section 349c), passed in the 1970s, stipulates that the state will upgrade arterials on an as-needed basis and then provide NYC with funds for their maintenance.
- Creation of the “built system”--In the 1980s, the most severe problems were rehabilitated and all rehabilitated roadways were designated as part of the “built system”. NYC was issued funds to maintain the built system. Sections of the Henry Hudson Parkway are now part of the built system (although not Riverdale).
- Maintenance Jurisdiction Plans (MJPs) are being created to specify all responsible agencies along NYS parkway rights of way. Past work orders specified length but not width, thereby ignoring parkway buffers.
- State Arterial Maintenance Program (SAMP) -- NYS provides extra funding for maintenance. The Henry Hudson Parkway is not one of the six roadways participating in the program.
- Verification mapping—an attempt to rationalize the system; very costly and not progressing.

Hilary Kitasei, chair of the Henry Hudson Parkway Task Force, gave a power point presentation on the scenic byway program and the state of the Henry Hudson Parkway.

The discussion was facilitated by Karen Argenti and comments were recorded by Mary Bandziukas, AICP. Both are consultants to the Riverdale Nature Preservancy.

Additional comments were submitted on index cards at the meeting, and in follow up emails to [info@henryhudsonparkway.org](mailto:info@henryhudsonparkway.org).

**Symposium: Scenic Byways and the Urban Landscape/  
The Henry Hudson Parkway/  
9a and Other Opportunities for New York City  
November 14, 2003 from 8:30 am to 5 p.m.**

**Geographic Area**

The Hudson River Valley Greenway in Bronx and Manhattan, which is defined as the area 1000 feet from the River. This meeting thus included both the Henry Hudson Parkway and Rt. 9a to Battery Park.

**Planning**

This all-day meeting was co-sponsored with the Hudson River Valley Greenway, as part of its Scenic Byway Project. Handouts included corridor management plans for three New York Scenic Byways (Bronx River, Taconic, and Palisades), FHWA manuals "Flexibility in Highway Guidelines," literature on the NYS Scenic Byway Program, the Henry Hudson Parkway Scenic Byway initiative, and a CD including maps and reports relevant to the Henry Hudson Parkway Scenic Byway.

The symposium was free, and included lunch. Pre-registration was required.

A set of display maps was created for the meeting by the New York Public Interest Research Group's Community Mapping Assistance Project (NYPIRG CMAP). The map, at 1:3,200 scale, identifies the Parkway, park locations and access points, neighborhood streets, and city landmarks.

**Advertisement**

The symposium was publicized electronically to over 50,000 people by the Henry Hudson Parkway Task Force, New York Metropolitan Transportation Council, Hudson River Valley Greenway, Treebranch, Neighborhood Open Space, Regional Planning Association, Historic District Council, American Society of Landscape Architects, and others. Personal invitations were sent to elected officials, agencies, and community leaders by the Hudson River Valley Greenway, using a database developed by the NYC Parks Department and Henry Hudson Parkway Task Force.

**Facility**

The symposium was held in two rooms of Wave Hill, a NYC public garden and cultural institution overlooking the Hudson River in the Riverdale section of the Bronx. Continental breakfast and lunch were provided. Wine from an upstate Hudson Valley vineyard donated by the Atria Riverdale was served at sunset.

**Meeting Purpose**

The purpose of the symposium was to introduce the Scenic Byway Program to the city's community leaders, and professional engineers, landscape architects, and planners. The purpose of the workshop was to identify potential byways in the city, criteria for their selection, and the organizations that might sponsor them.

**Meeting Summary**

Two hundred people registered for the symposium, and 185 attended. Programs for the symposium and the workshop are included on the attached CD. A full report on the workshop is available from the Hudson River Valley Greenway:

[www.hudsongreenway.state.ny.us/scenic/bywaysproj.htm](http://www.hudsongreenway.state.ny.us/scenic/bywaysproj.htm) .

**Henry Hudson Parkway Scenic Byway  
Summary of Public Comments  
As of February 1, 2004**

Comment	Issue	Geographic Area	How Submitted	Date Submitted	Submitted by	Interested volunteer?
There are no signs anywhere on the highway to let drivers know where they can buy gas! As a result they get off an exit by chance, get lost and add to congestion of local traffic.	Amenities	General	Community meetings		Motorists & residents	
It would be helpful to know where to fix a flat tire.	Amenities	General	Email	January 2003	Bicyclist	
There is no public toilet in Ft. Washington Park or in the Dyckman end of Inwood park for that matter. There isn't anything in Ft. Tryon either except in the Cloisters and the New Leaf Café.	Amenities	Washington Heights/ Inwood	Email		Park user Bicyclist	
A winding free-flowing alignment was fitted to the topography and related to an established design speed – 35mph – ample at the time. Landscape architects worked with engineers and planners to refine the internal geometry of roadways, medians and interchanges, with the design of bridges and overpasses, and fit them to the external random and undulating topography of the landscape, to reveal its most attractive, dramatic and beautiful scenic features. Among them were Hermann Merkel and Michael Rapuano on the Bronx River, Clarke and Rapuano on the Westchester County and New York City parkways, Clarence Coombs on the Palisades, and Charles J. Baker on the Taconic. They and others saw the possibilities of a new landscape of movement and speed: a contemporary	Design (Alignment)	General	Presentation of ASLA award to NYS DOT and NYC Parks Department on behalf of the Metropolitan Parkway System	April 2003	Anthony Walmsley, FASLA	

**Henry Hudson Parkway Scenic Byway  
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<p>version of the pioneers' original experience of riding over and through the landscape – diving into valleys, emerging on the crests of hills, seeking the cool pastures of the forest, or shooting straight across sunlit plains. Lawrence Halprin was to write:</p> <p>“Freeways out in the countryside, with their graceful, sinuous, curvilinear patterns, are like great free-flowing paintings in which, through participation, the sensations of motions through space are experienced ... [They] speak to us in the language of a new scale, a new attitude in which high-speed motion and the qualities of change are not mere abstract conceptions but a vital part of everyday experiences.” (Lawrence Halprin in <i>Freeways</i>, 1966, p.17).</p>						
Carving away the mountainside would be massively destabilizing and require elaborate (and sure to be ugly) means to retain it.	Design (Alignment)	Inwood	CB12 meeting	Nov. 20, 2002	Dr. Clarke, geologist	
	Design (Lighting)					
Grass has all been lost to weeds	Design (Landscape)	Riverdale	Community meeting	July 9, 2003		
<p><u>Parapets and retaining walls</u></p> <ul style="list-style-type: none"> <li>• Wherever possible, original stone should be preserved and reused.</li> <li>• Any replacement stone should match original in size, shape and color.</li> </ul>	Design (Infrastructure)	Riverdale	Written testimony to Art Commission	Feb. 2003	HHPTF	

**Henry Hudson Parkway Scenic Byway  
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<ul style="list-style-type: none"> <li>• If it is necessary to make the parapets able to withstand a crash, alternatives to rebuilding the parapets should be explored (e.g., bollards at curb points of anticipated impact)</li> <li>• If parapets must be rebuilt to accommodate a concrete core, the facades on both the inside and outside should match the original as closely as possible.</li> <li>• Under no conditions should concrete barriers be installed in front of parapets.</li> <li>• Graffiti should be removed, not painted over.</li> </ul> <p><u>Pedestrian Fencing</u></p> <ul style="list-style-type: none"> <li>• Fencing should be mounted on top of the parapets, not in front.</li> <li>• Alternatives to chain link should be considered, and the community allowed the opportunity to raise the funds necessary.</li> <li>• If there is no alternative to chain link, it should be vinyl coated with a dark color instead of galvanized.</li> </ul> <p><u>Guardrails</u></p> <ul style="list-style-type: none"> <li>• Guardrails should be the rustic style, as prescribed by NYS parkway guidelines. Examples of it have been used in Riverdale.</li> <li>• Guardrails should be the minimum necessary to</li> </ul>						

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<p>address demonstrated safety concerns.</p> <ul style="list-style-type: none"> <li>• <u>Signs and lighting</u></li> <li>• Overhead signs should not be re-mounted on the stone facades of the bridges, but instead be ground-mounted according to current NYS parkway guidelines and in use in Manhattan sections of the Henry Hudson Parkway.</li> <li>• Backs of signs, poles, and lighting fixtures should be dark green or gunmetal black.</li> <li>• Signs should not be placed in greenstreets, but on sides of streets.</li> <li>• Signs should be consolidated on as few poles as possible.</li>   <li>• <u>Landscaping</u></li> <li>• Tree pits should be included in all sidewalk designs.</li> <li>• Wherever possible, greenstreets and medians should be paved with cobblestones. This can be done by transferring money from the DOT budget for this project to the Parks department. (If DOT is unwilling to do this, we would like to raise private money to do it. In either case it is more cost-effective to do now, rather than after the job is complete.)</li> </ul>						
The central concrete medians topped with chain link	Design					

**Henry Hudson Parkway Scenic Byway  
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Comment	Issue	Geographic Area	How Submitted	Date Submitted	Submitted by	Interested volunteer?
were installed to reduce the glare of oncoming cars. They are terribly ugly. It would be wonderful to restore the landscaped medians which accomplished the same thing.	(Infrastructure)					
The existing configuration of the parapets of the [Riverdale overpass bridges] is important in an architectural context. In much the same way early modern highways such as the Bronx River Parkway, the Henry Hudson Parkway, the Interborough Parkway, and the Blue Ridge Parkway emphasized the need to integrate the roadway and structures into a landscape plan, the architecture of these structures conveys a certain style. This attention to detail produced something more than a simple highway bridge. Obviously, Robert Moses and his designers were greatly influenced by Frederick Law Olmsted's Central Park and Prospect Park bridges.	Design (Infrastructure)	Riverdale	Letter	Feb. 6, 2003		David C. Fischetti, PE President DCF Engineering, Inc. <b>(comment at request of National Park Service)</b>
Treatment of rocks is disgraceful	Design (Landscape)	Riverdale	Community meeting	July 9, 2003		
DOT should provide the CB and the public with the accident studies (e.g., accidents before and after the temporary correction; exact sites, times and causes of accidents, comparisons to other roadways, speed data, etc.) well ahead of DOT's presentation so we have time to study them.	Design (Alignment)	Washington Heights Inwood	CB 12 meeting	Nov. 20, 2002	Lauretta Kahn	
An aide to Assemblyman Farrell urged caution in	Design	Washington	CB 12	Nov. 20,		

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Comment	Issue	Geographic Area	How Submitted	Date Submitted	Submitted by	Interested volunteer?
turning away money that has been awarded for the project.	(Alignment)	Heights Inwood	meeting	2002		
Don't most of the accidents in this area happen when there's water or ice? Wouldn't solving the drainage problem be more effective than adding more runoff?	Design (Alignment)	Washington Heights Inwood	CB 12 meeting	Nov. 20, 2002	resident	
The accident rate near the GWBridge is now very low. The problems were not solved by the drought; they were solved by rebanking the road in a major "temporary" improvement...In rainy weather, cars skidded like crazy. I know: I was one of the people who called 911 to report most of the previous accidents at that location. Our apartment overlooks the highway and it was sickening: almost every time it rained we'd hear tires screeching and cars bashing into the concrete barriers along the way. The problem I repeat was not the rain but the incorrect banking of the road: now that the road has been repaired, there are very few accidents at this location on clear or rainy days. I'll bet the stats show this stretch of highway to be in the normal-accident range.	Design (Alignment)	Washington Heights	Email	June 19, 2002	Jean Lee Poggi, resident overlooking the parkway	

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The S curve in Inwood is quite treacherous (and I am a young driver)-few, if any, respect the 35 mph. limit, but I support the limit, at least at that section. EZpass does alleviate some of the logjam.	Design (Alignment)	Washington Heights	Community meeting (index card)	March 6, 2003	F. Brady <a href="mailto:brady@amnh.org">brady@amnh.org</a>	
Warned of effects on drainage that would be the result of cutting away the rock slope. DOT's plan to channel all stormwater runoff properly - into sewers.would carry more pollutants to the river and increase erosion of the remaining vegetated buffers – a perfect example of why a comprehensive plan for managing the corridor is needed.	Design (Alignment)	Washington Heights Inwood	CB 12 meeting	Nov. 20, 2002	Dr. Paul Mankiewicz, Gaia Institute	
Beauty and safety should be prioritized over speed	Design (Alignment)	Washington Heights	Community meeting	March 6, 2003		
Create an awareness that increased speed does not correlate with increased safety	Design (Alignment)	Washington Heights	Community meeting	March 6, 2003		
Current travel speeds are adequate	Design (Alignment)	Washington Heights	Community meeting	March 6, 2003		
The curves are part of the charm of the parkway; they make driving at 45 mph feel faster	Design (Alignment)	Washington Heights	Community meeting	March 6, 2003		
The Henry Hudson Parkway is a deliberately serpentine road curving around the dramatic topography of northern Manhattan and the Bronx, designed to offer motorists a varying landscape of extraordinary individual vistas.	Design (Alignment)	General	Community Meeting		HHPTF	
S curves should be preserved. There is no imperative to disrupt this last green stretch along The Hudson	Design (Alignment)	No info.	Web site	Nov. 19, 2003	Ben Berry 212-568-0864	Yes

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<p>river. The traffic calming, gentle sweep of the curves and their alternating views of parkland and the Hudson river are actually enjoyable. Straightening the highway would only blight the area, encourage illegal drag racing, promote higher speeds and ensuing noise, pollution and accidents.</p>					<a href="mailto:benberry@aol.com">benberry@aol.com</a>	
<p>Background: The divided section of the Parkway contains a series of curves referred to as S-curves. For a period of time in the recent past, these curves were experiencing a higher-than-average accident rate. The New York State Department of Transportation (DOT) proposed that straightening the curves would reduce the accident rate. DOT also established that the southbound lane was incorrectly banked, because the direction of travel had been reversed but the banking had not. DOT rebanked the lane and the accident rate has been reduced to average levels. While DOT is considering straightening the curves, the agency has agreed to prepare alternatives after meeting fierce community resistance, and has also invited the Task Force and NYC Department of Parks and Recreation to partner in the process.</p>	Design (Alignment)	Washington Heights	Community meeting	March 6, 2003		
<p>Bank the curves properly throughout the curve area</p>	Design (Alignment)	Washington Heights	Community meeting	March 6, 2003		
<p>Improve safety without widening and straightening the</p>	Design	Washington	Community	March		

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road	(Alignment)	Heights	meeting	6, 2003		
Straightening the S-curves will not increase the volume of cars that can travel on the parkway, because there are S curves in Riverdale and the entire Saw Mill Parkway is a series of S curves.	Design (Alignment)	Washington Heights	Community meeting	March 6, 2003		
The bridges on the Henry Hudson Parkway are very significant, and make for a scenic parkway drive through the city and Westchester County from Riverside Drive, past the George Washington Bridge, up the Henry Hudson to the Westchester parkways” the Bronx River, the Hutchinson, the Saw Mill, the Sprain Brook, and the Taconic. In that context, these bridges should be preserved in a sympathetic manner, not a run-of-the-bill solution for typical interstate girder bridges. I would urge you to look beyond strict by-the-code designs and look to more creative examples..	Design (Infrastructure)	General	Letter	Feb. 6, 2003	Christopher H. Marston, Architect National Park Service Historic American Engineering Record	
Any rehabilitation to this bridge should emphasize waterproofing and drainage of the roadway, lighting, concrete rehabilitation, and stone cleaning and repointing.  The existing chain link safety fence is an unintrusive solution which could be upgraded. The chain link could be mounted to the deck, inside the parapet as it is now. Although the parapet may not meet current AASHTO configuration and impact requirements for	Design (Infrastructure)	Riverdale	Letter	Feb. 6, 2003	David C. Fischetti, PE President DCF Engineering, Inc. (comment at request of National Park Service)	

**Henry Hudson Parkway Scenic Byway  
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<p>guardrails, it is a reinforced concrete element tied If history indicates that vehicles have jumped the curb and crashed through the parapet of this or similar bridges, then some additional, non-intrusive restraint, such as a guard rail cable system could be added. In my opinion, there would have to be a dismal safety history for this bridge to justify altering the original configuration.</p>						
<p>In accepting the DOT design [for rehabilitation of the overpasses in Riverdale] some members of the Art Commission expressed the hope that the parkway will be designated a scenic byway and that additional funds would be available to replace the metal highway-style guard rails that will be introduced on the bridge sidewalks with a more appropriate design [e.g., like NYS DOT's wooden guide rails]/ We agree, but also think it would be less wasteful if the current project is not approached as a temporary design.</p> <p>We also ask [DOT] to reconsider bollards. It has been pointed out that bollards are used on the overpass of the Grand Concourse in front of the Bronx County Courthouse for the purpose of protecting the wall.</p>	Design (Infrastructure)	Riverdale	Letter to DOT	Mar. 24, 2003	HHPTF	
<p>In January the DOT Borough Commissioner told Community Board 8 that the Art Commission would "rubber stamp" their plan. Last week, in the Mayor's office, the same DOT team acknowledged that the Art</p>	Design (Infrastructure)	Riverdale	Letter to Art Commission	Mar. 9, 2003	HHPTF	

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<p>Commission does have the sole LEGAL AUTHORITY TO APPROVE OR DISAPPROVE THEIR PLAN.</p> <p>In that meeting we were shown a preview of what DOT will offer you today: a Hobson's choice between two options, each of which is worse than what exists now. DOT's instructions from the Art Commission were to preserve the stone facade inside and outside of the bridge AND incorporate ornamental fencing. DOT will tell you to choose one or the other, but you cannot have both.</p> <p>Ornamental fencing does not mitigate the loss of the stone parapets, and should be rejected.</p> <p>So should the new chainlink plus guard rail option, which will be unsightly from the parkway as well as the street. Guard rails will change the current use of these beautiful public spaces by "channeling" pedestrians between the back of highway guardrails and chainlink fences Will DOT move the bus stops from the overpass, or let significant sections of the parapet be unprotected?</p> <p>The most serious deficiency of this option is DOT's withdrawal of the ornamental fencing.</p>						

**Henry Hudson Parkway Scenic Byway  
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<p><b>You are only being asked to choose the lesser of two evils because DOT refuses to consider the standard technologies and approaches now used by every state DOT in the northeast, including New York.</b></p> <p>Their solution (an example of which is attached) satisfies the highest safety standards as well as the aesthetic standards of the Art Commission. Mr. Henry Perhaia's assertion that "steel pins corrode" is refuted by his peers in all of these other jurisdictions as well as in New York City. They assure us that there is no problem with the design, the materials, or the ability to find contractors capable of doing this work well (an example of one contractor recommended by both NYS DOT and NYC DOT is attached.)</p> <p><b>As long as we are captive to this fear of pins, we will watch the systematic destruction of our city's entire stone infrastructure. The City of Olmsted and Moses will be buried by concrete and chainlink.</b></p> <p>DOT's options are poor long-term investments for the City. They ignore the costs of removing graffiti from concrete and litter trapped behind chain link, and of replacing dented guard rails. They ignore the economic impact of a blighted gateway to the Bronx and New York City and on the property values of</p>						

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Bronx neighborhoods. In short, this is no way to market New York City as a “luxury brand.”						
Is there a way now to try to get those guard rails on the overpasses eliminated? What an ugly addition—we can’t protect against every possibility.	Design (infrastructure)	Riverdale	Community meeting (index card)	July 9, 2003	Judith Kramer <a href="mailto:Sdk3616@aol.com">Sdk3616@aol.com</a>	
<p>1. Michael George, landscape architect, NYS DOT Region 8</p> <p>Saw Mill, Taconic and Hutchinson Parkway bridges – now mount decorative railings in the capstone of the parapets. “When we have to reinforce the parapet with a concrete core, we reface the facades either with the original stone, cut down, or with stone veneer that is the closest possible match in color, pattern and size. We used new stone façade for the McLean Ave. bridge on the Saw Mill because there was no original stone to work with. They were building a new parapet where there had been a railing only. The Hutchinson parkway bridge in Scarsdale is a work of art..”</p> <p>2. Christopher Marston, architect with the National Park Service Historic American Engineering Record – helped in preparation of corridor management plans for the Taconic in 1999 and Bronx River Parkway in 2001. Both</p>	Design (infrastructure)	Riverdale	Letter & Email	Feb. 9, 2003	Experts commenting on alternatives to NYC DOT’s plan for overpasses	

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<p>parkways used several stone-veneer rigid frame concrete arches. These bridges, originated in the New York/Westchester and were copied in hundreds of parkways and park roads across the country before WWII. The HHP bridges should be appreciated within this Hudson River Valley context – part of a scenic parkway drive from Riverside Drive, past the GW Bridge, up to the Westchester parkways.</p>						
<p>3. David Fischetti, engineer consultant to National Park Service, was asked to comment on the proposed safety upgrades on the 239<sup>th</sup> St. bridge: “Although the parapet may not meet current AASHTO configuration and impact requirements for guardrails, it is a reinforced concrete element tied in to the bridge deck. If history indicates that vehicles have jumped the curb and crashed through the parapet of this or similar bridges, then some sort of additional, non-intrusive restraint, such as a guard rail cable system, could be added. In my opinion, there would have to be a dismal safety history for this bridge to justify altering the original configuration.”</p>						
<p>4. Tom Lingel, McGinley-Hart, a firm that does</p>						

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<p>nothing but historical preservation, was recommended by the National Trust for Historic Preservation. They have widened the Merritt parkway by adding an arch, with close attention to matching the appearance of the original bridge. Recommends reusing the stone.</p> <p>5. Stephen J. Roper, Historic Bridge Specialist for Mass Highway, sent pictures of the kind of fencing they are mounting on capstones of parapets on similar bridges (steel fencing in bronze anodized frames).</p>						
Please replace the overpass chain link; please replace the fences with wood fences there originally—done! Great.	Design (infrastructure)	Riverdale	Community meeting (index card)	July 9, 2003		
The installation of concrete barriers in front of the stone parapets topped with chain link fences, will destroy what remains of the historic and aesthetic character these important public spaces provide. We believe there must be another way to accomplish the safety goals of the Department and still be within the contextual framework of local community aesthetics.	Design (Infrastructure)	Riverdale	Letter to DOT Bronx Borough Commissioner	Nov. 18, 2002	HHPTF	
We feel it is imperative that the current aesthetic remain in order to reflect the historical and rustic appeal of our community... It is critical that the current look and feel of the Parkway be maintained in order not to undermine the Scenic Byway designation,	Design (Infrastructure)	Riverdale	Letter	Jan. 22, 2003	Damian McShane, Chair, CB 8 Traffic & Transportation	

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which Community Board 8 supports.					Committee	
Will old-fashioned lampposts and lights be erected?	Design (infrastructure)	Riverdale	Community meeting (index card)	July 9, 2003	James J. Gormley 718-581-0735	
No Jersey barriers	Design (Infrastructure)	Washington Heights	Community meeting	March 6, 2003		
I love to drive by the allees of sycamore trees planted by Moses, and the cherry trees along the river. It makes every drive a pleasure. The marigolds planted along the edge of the Sewage Treatment Plant in Harlem are bright and cheerful, and complement the colorful grafitti on the footbridges – a different aesthetic from the rest of the parkway, but nice.	Design (Landscape)	General	Website	January 2003	Motorist	
If you need more plants for the bridges, I have plenty to give.	Design (Landscape)	Riverdale	Community meeting (index card)	July 9, 2003	Olive Rosenfield 718-543-0017	
In Manhattan there is beautiful ivy growing on stone retaining walls. Why can't we have that in the Bronx?	Design (Landscape)	Riverdale	Community Meetings			
Would like to see flowerpots on the overpasses at 232 <sup>nd</sup> Street—L. Spalter: they are hard to keep watered.	Design (Landscape)	Riverdale	Community meeting	July 9, 2003		
It makes such a difference when there is a planted median in the center. It feels safer, quieter, cooler, and makes the return trip a surprise. When you look at Riverside Drive you see what can be done with even a narrow median. I would eliminate concrete, and then	Design (Landscape)	Riverside Park/Harlem	Community meeting follow up	March 2003	Motorist	

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grass. Everything should be densely planted.						
Diversity of plantings results in a succession of blooms	Design (Landscape)	Riverside Park/Harlem	Community meeting	May 1, 2003		
North of 125 <sup>th</sup> Street, the edge of the river is not designed, it has been left wild. It should be cleaned up.	Design (Landscape)	Riverside Park/Harlem	Community meeting	May 1, 2003		
Plant trees that flower for a longer season, such as dogwoods, in addition to the cherry blossoms	Design (Landscape)	Riverside Park/Harlem	Community meeting	May 1, 2003		
Virginia creeper on walls would be nice.	Design (Landscape)	Riverside Park/Harlem	Community meeting	May 1, 2003		
No metallic cheesecloth on the rock cuts above the parkway	Design (Landscape)	Washington Heights	Community meeting	March 6, 2003		
Where the highway is elevated or there are ramps there are often dead, ugly, and dangerous spaces underneath. An example is the one that faces you when you exit at 181st Street. Wouldn't it be lovely as a terraced shade garden? It's too large and too prominent a place to be abandoned to blight. There must be something it could be used for!	Design (Landscape)	Washington Heights/Inwood	Walking tour	Nov. 10, 2003		
The New York State Scenic Byway program is an important initiative to preserve and enhance our natural and historical resources, and to stimulate tourism and other economic development. I encourage you in your efforts as you engage the communities that	Economic Development	General	Letter	August 19, 2002	Sen. Eric T. Schneiderman	

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surround the Henry Hudson Parkway to develop goals and a management plan that will enhance the parkway for those communities, and for the many thousands of visitors to the city who drive on the parkway daily.						
The Riverside Park Fund has a different view from the community. We want activity on the waterfront. They want it just passive recreation.	Economic Development	Riverside Park/Harlem	Community meeting (follow up call)	May 1, 2003		
There is a need for more activity and positive image of the Harlem community.	Economic development	Riverside Park/Harlem	Community meeting	May 1, 2003		
Why does Harlem look like a mess with all the billboards and trash and not like the rest of the parkway. It depresses our property values.	Economic Development	Riverside Park/Harlem	Community meeting	May 1, 2003		
The corridor should be defined as the watershed. The corridor management plan will be an opportunity to replace practices that now cause storm water runoff to pollute the river, with those that use parkway landscape and infrastructure to capture water for the benefit of the parkway greenbelt.	Environmental Management	General	Meeting with Riverkeeper/ Follow up letter	Dec. 9, 2003	HHPTF	
There is a bottleneck at the HHB, southbound; bottlenecks cause air pollution	Environmental Management	Riverdale	Community meeting	July 9, 2003		
Air quality is not monitored, but should be	Environmental management	Riverside Park/Harlem	Community meeting	May 1, 2003	motorist	
Bad smells from sewage treatment plant	Environmental management	Riverside Park/Harlem	Community meeting	May 1, 2003	motorist	

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Comment	Issue	Geographic Area	How Submitted	Date Submitted	Submitted by	Interested volunteer?
Bad smells from sewage treatment plant	Environmental management	m Riverside Park/Harlem	Community meeting	May 1, 2003	motorist	
<p>Properly retrofitted with terraced organics, young trees, understory shrubs and herbaceous plants, every linear foot of green buffer along the roadways should have the capacity to capture and treat 500 to 1000 gallons of water per hour during storm events. This comes to at least 2 to 4 million gallons of water per hour along each linear mile of parkway.</p> <p>The cost of this retrofit would be relatively low, as measured by the price of added organics and log and stone terraces for planting beds. The benefits would be linear miles of redbud, shadbush, viburnum, as well as fifty other shrubs and twice that number of herbaceous plants, from asters to Solomon's Seal to trout lily.</p>	Environmental Management	General	Community Meetings		Gaia Institute	
<p>When the parkways were built, forested and vegetated areas were functional watershed areas around the road. These supported the downhill parkway vegetation with water, and also diminished the upland heat island effect. When Central Park was built, in early pictures, mosses could be seen covering rock around the lake. Now, this microclimate is gone, and the air is far too dry and hot to support such organisms. The build-out of the City, and the capture and removal of all storm water in drains and pipes, exacerbated the heat island effect, as well as the</p>	Environmental Management	General	Community Meetings		Gaia Institute	

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"starvation" of downhill plant life that once relied on water from groundwater supplies.  At the same time, the City has experienced the large scale "invention" of non-point pollution. The only way to eliminate the latter is to feed runoff back into the ground where water becomes a resource for soil ecosystems, and its capacity to transport non-point pollutants disappears.						
Several years ago, Inwood was designated a Clearwater site; bringing attention to the environment of this part of the Hudson. What is status? Can Clearwater org. help with SB designation?	Environmental management	Inwood	e-mail	June 1, 2002	Barbara Pressman bpressman@inwoodhill.org	
Grade adjustment? Especially at underpasses at 240 and 246 Streets. Ties in to flood control on Roadway. This leads to flooding in heavy downpours—traffic ties up; can't get through.	Environmental management	Riverdale	Community meeting (index card)	July 9, 2003		
I am most concerned with ecological factors—plantings, rainwater runoff, air and noise pollution control, etc. Plants = clean air, less noise, and captured runoff.	Environmental management	Riverdale	Community meeting (index card)	July 9, 2003	Liz Ritter <a href="mailto:Lizbear@vzavenue.net">Lizbear@vzavenue.net</a>	
Is cantilevering a serious consideration? Is so I am opposed. But we do need to reduce the noise.	Environmental management	Riverdale	Community meeting	July 9, 2003		
It is possible to catch 10 – 20 Million gallons of rainwater in the soils along the Parkway and use the water for buffer plants. The plants will cool the air in summer appreciably.	Environmental management	Riverdale	Community meeting	July 9, 2003		

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Slower speeds result in less noise.	Environmental management	Riverdale	Community meeting	July 9, 2003		
When the parkway was built many trees were saved, but the understory was lost.	Environmental management	Riverdale	Community meeting	July 9, 2003		
DEP spent \$250 million on a storm water catchment basin in Queens. The soils along the parkway could retain 10 – 20 million gallons of storm water for a fraction of the cost.	Environmental management	Riverside Park/Harlem	Community meeting	May 1, 2003		
Mulch Christmas trees to make new soil.	Environmental management	Riverside Park/Harlem	Community meeting	May 1, 2003		
Now, people see parks as a way to spend money, but if you improve the soil, you can manage and clean stormwater and water the plantings, which help cool the air and will also frame the views of the river.	Environmental management	Riverside Park/Harlem	Community meeting	May 1, 2003	Dr. Paul Mankiewicz <a href="mailto:gaiainst@aol.com">gaiainst@aol.com</a>	
Retaining walls and terraces will help retain storm water for infiltration	Environmental management	Riverside Park/Harlem	Community meeting	May 1, 2003		
manage stormwater, particularly in natural areas to E of Parkway; erosion puts trees at risk of falling, trees at risk get cut down	Environmental management	Washington Heights	Community meeting	March 6, 2003		
Please consider selecting native plants along the parkway. In NJ, DOT planted all invasives and those at DOT who discovered this before implementation were harassed into silence.	Environmental management	Washington Heights	Community meeting (index card)	March 6, 2003	F. Brady <a href="mailto:brady@amnh.org">brady@amnh.org</a>	Can supply info. on native plant selections
Trails are currently being developed along the Hutch, the Merritt, the Taconic, the Saw Mill, and the Bronx	Greenway	General	Email	Oct. 4, 2002	HHPTF	

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River Parkway. Some will be part of the East Coast Greenway, which is an urban greenway linking downtowns in a single route from Maine to Florida. The NYC parkways should all be doing the same thing.						
A greenway route along the NB roadway could provide the solution to the controversy about a greenway through Inwood Park.	Greenway	Inwood	CB 12 meeting	Nov. 20, 2002	Marjorie Clarke, biker	yes
A number of constituents have complained about the Dyckman St. off-ramp, where DOT has installed a number of lightweight plastic stanchions, eliminated parking in front of the last residential block on RSD, and installed additional stop signs. Drivers in the west bound right hand lane on RSD find themselves "trapped" and cannot move over to the southbound entrance to the parkway; this was previously possible. Motorists are backing up, driving on the sidewalk, etc. In other words, in focusing on creating a "solution" to the problem of a bikepath crossing a parkway entrance, a more immediate and perhaps even more dangerous problem has emerged. Additionally there are issues about the esthetics of all the additional signage required, the removal of a line of parked cars as a safety barrier between pedestrians on a residential sidewalk and accelerating cars entering the parkway, the practical consideration of residents now needing to circle the block to drive downtown, the	Greenway	Inwood	Email	June 27, 2003	Sara Morgridge, aide to Councilman Robert Jackson	

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<p>elimination of parking spaces on Staff Street, the painted lines of the bikepath which overlap with angled in parking on Staff,etc. I have issues with the idea that users of a bikepath need to stop, dismount and walk across a part of the bikepath (note that the preceding portion of the bike path actually is on a sidewalk - in itself illegal</p>						
<p>Expressed concern about the implications for the Greenway, which has been controversial in Inwood Park.</p>	Greenway	Inwood	CB12 meeting	Nov. 20, 2002	Emilia Cardona, Chair CB12 Parks Committee	
<p>Motorists and other roadway users need to get used to a new traffic pattern. This is true in most cases. There were complaints about the speed bumps when they were first installed because motorist were driving too fast over them and bumping the ground. It was very annoying, but the motorists did acclimate and there is no problem now. We should give the Dykman/Riverside Dr. entrance a chance and see if motorist get used to the new traffic pattern. Regarding bicycle riding on sidewalks, the regulation states that it is illegal unless you are a child or the sidewalk is designated for bicycle use. There are several other sidewalks around the City that are so designated. This is usually done in areas where pedestrian usage is low. With proper signs and markings, bicyclists and pedestrian can learn to share the sidewalk.</p>	Greenway	Inwood	Email	June 27, 2003	John Benfatti	

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Parkland along the parkway in the Bronx should be as accessible to the public as it is in Manhattan. Pedestrian crossings and bike routes along the corridor should be improved, as consistent with the Scenic Byway and the Bronx Link of the Hudson River Valley Greenway.	Greenway	Riverdale	Comments on 197-a Plan	June 2003	HHPTF	
Would like bike access all the way up the river	Greenway	Riverdale	Community meeting	July 9, 2003		
The Putnam Rail Trail runs north south through Van Cortlandt Park and then along the Deegan to the Harlem River on the Bronx side. Going north it parallels the Saw Mill through Tibbets Brook Park. It is not built in NYC and Yonkers. It is constructed beginning in Hastings and continuing north to Ardsley. This portion is called the South County Trail. The portion between Ardsley and the North County I believe is under construction. Probably about a five mile link. The North County Trail starts in Mt. Pleasant and continues to Croton on the Hudson. The Henry Hudson Parkway Greenway would link with the Putnam Rail Trail in Van Cortlandt.	Greenway	Van Cortlandt Park	Email	Sept. 24, 2003	John Benfatti	
Access to the bridge is VERY DIFFICULT. I have gone across on the lower roadway's very very narrow side path on the west side in years past. I think there might be a wider one on the east side of the upper level, but am not sure. You just can't get there from here. And then where do you go when you get off in	Greenway	Washington Heights /Inwood	Email		Marjorie Clarke (biker)	

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<p>Riverdale?</p> <p>People who like the parks here have studiously fought the greenway from Battery to Albany going through this neighborhood. One local person told me that bikers would throw garbage, urinate and defecate everywhere!)</p> <p>Dyckman St and 181st St pedestrian overpasses are the only access to the greenway between the GW and HH bridges. The large hills prevent movement from the residences on the other side. The 181st st overpasses are a tortuous maze. You have to know where you are going; steps involved. Bike ramp closed; must use steps. Below the bridge is a newer one (with steps again); I haven't used it.</p> <p>The under bridge (GW) is a difficult area to traverse. Needs some work (to go N-S).</p>						
<p>The Henry Hudson Parkway was built in the 1930s, at the height of the parkway design movement. It is regarded by many as America's greatest contribution to global landscape architecture. New York City and its suburbs were central to that movement.</p>	<p>Historic Resources</p>	<p>General</p>	<p>Community Meeting</p>		<p>C.Rambusch</p>	
<p>Robert Moses designed the Henry Hudson Parkway in the 1930s as a pleasure drive for city residents out to the country and for visitors to the city to pass through</p>	<p>Historic Resources</p>	<p>Riverdale</p>	<p>Letter to Landmarks Commission</p>		<p>Hilary Kitasei</p>	

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<p>the distinct landscapes and architecture of New York’s diverse neighborhoods. In south Riverdale the Parkway was deliberately routed on Spuyten Duyvil Parkway and Riverdale Avenue so that it would be a boulevard lined with small but elegant homes facing the road. Unfortunately few of those houses still exist, having been replaced by large-scale institutional facilities and high-rise apartments.</p> <p>The Oxford-Cambridge neighborhood is one of few remaining enclaves of pre-Parkway Riverdale in this area. It is walking distance from the Parkway and adjacent to the Johnson Avenue business district, which serves as a restaurant row for the northwest Bronx, much like Belmont Avenue in Little Italy. It is the scale and character of the Oxford-Cambridge neighborhood that give Johnson Avenue its ambience.</p> <p>An Oxford-Cambridge historic district will support our vision of the Henry Hudson Parkway as a linear park road linking historic neighborhoods by walking and bicycle trails. South Riverdale and Harlem are the most compromised sections of the 11-mile corridor. Just as in Harlem, the preservation of a small district here will have the power to ignite community pride in its architectural heritage.</p>						
Sign at bell tower—Bell tower is actually called “the	Historic	Riverdale	Community	July 9,		

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monument”—TF will have to research this	Resources		meeting	2003		
The entire parkway and its components should be evaluated for landmarking.	Historic Resources	General	Letter to NYC Landmarks Commission	Jan.8, 2003	HHPTF	
The parkway offers views of numerous historic engineering and architectural landmarks. The built elements of the Parkway (bridges, retaining walls, guard rails, ancillary structures) were aesthetically designed to be harmonious with the surrounding natural landscape and elegant urban architecture.	Historic Resources	General	Community Meetings		HHPTF	
In many ways Riverside Drive has served as an inspired historic model for compatible pedestrian and vehicular movement. The drive aided in not only connecting the city and neighboring residents to Robert Mose's expansion of the park and parkway that parallel it, but it also provides many similar opportunities at its northern end for exploring better connections to the Hudson River and shoreline.	Historic Resources	Harlem	Symposium	Nov. 14, 2003	John Reddick, Citiscape Institute	
I cannot believe that the DOT would destroy the Riverside Drive Viaduct. For what purpose would this be done, except to make work, spend money and raise taxes to pay for it all? I am sure that they mean well, but they are misguided. This is part and parcel of the DOT's menacing Urbanization process cloaked in	Historic Resources	Inwood	Website		Ben Berry Resident	

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"Liability Reduction."						
At the southern end, the Johnson foundry made cannons during the civil war	Historic resources	Riverdale	Community meeting	July 9, 2003		
According to the Levanthal Memorandum, each agency is supposed to do certain maintenance. Because of the Levanthal Memo, we do not require the agency that responsible for the problem to solve it – the Parks Department is often burdened with the task. How can we get the correct agency to maintain (or pay) for solving the problem?	Implementation & Process	General	Email		HHPTF	
Because the byway is an important resource of New York City and the Hudson River Valley, degradation of any of its resources in one place degrades the whole byway.	Implementation & Process	General	Meeting with Riverkeeper/ Follow up letter	Dec. 9, 2003	HHPTF	
By going ahead and letting the contract for the rehabilitation of the overpasses in Riverdale without first obtaining the approval of the Art Commission (required) or the Community Board (advisory only), NYC DOT caused the city to incur costly change orders, and produced an inferior compromise design.	Implementation & Process	General	Community Bd. 8 meeting	May 2003	Hilary Kitasei	
Can a pickup truck with non-commercial plates drive on the parkway? On the Miller Highway? On West Street?	Implementation & Process	General	Website	Dec. 2004	Visitor	
Can cars with commercial plates drive on the parkway?	Implementation & Process	General	website	August 9, 2003	Visitor	

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Can passenger buses drive on the parkway?	Implementation & Process	General	website	Jan. 30, 2003	Commuter	
Can pick up trucks drive on the parkway?	Implementation & Process	General	website	Sept. 11, 2003	Visitor	
Can the Art Commission review State DOT projects? (Answer: Yes, if a city agency like Parks requests it to do so.) Why doesn't the Art Commission and Landmarks Commission review the closing of the 72 <sup>nd</sup> St. exit, and the S-Curve proposal? Does the Art Commission review every project, or pick only a few. If so, how does it decide which to choose?	Implementation & Process	General	Art Commission Hearing	February 2003	HHPTF	
How is land converted from parkland to roadway, e.g., for expansions, or use by other agencies for parking/storage? ULURPs ever used to convert use or ownership? Alienation not required?	Implementation & Process	General	Email			
If SUVs were rightfully classified as trucks, could we ban them from the parkway? Could we use the privilege of parkways as an incentive to influence the industry?	Implementation & Process	General	Symposium	Nov. 2003		
If the State is liable for accidents caused by natural rockfalls, is it also responsible for accidents caused by rock-tosses from the overpasses? That is, is it State liability that is also driving the pedestrian fencing (chain link or steel picket), and the protection of the parapets? And if so, WHY CAN'T NYSDOT STANDARDS AND TECHNOLOGIES BE USED??	Implementation & Process	General	Community meeting follow up	March 2003		
It is very important that the Traffic & Transportation	Implementation	General	Riverdale	Dec. 16,	HHPTF	

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Committee be apprised of all projects/developments affecting the parkway corridor. The recent power plant proposal is one example of a project that would have had a significant negative impact on the scenic character of the parkway. When a new development is being evaluated, the T&T committee should be concerned not only with its impact on traffic, but on scenic views from the parkway (e.g., its frontage) and on pedestrian & bicycle access, all of which are integral to the scenic byway.	& Process		CB meeting	2003		
Local involvement is the primary benefit of creating a scenic byway, What a pleasure it has been to work with the tremendous advocates for parks in your community. From Inwood Hill and Ft. Tryon Parks to little George Washington Bridge Park, they took time as volunteers to testify at hearings and write letters on behalf of what would once have been considered parochial Bronx issues, the stone overpasses. It was the first test of our new united voice on behalf of the Henry Hudson Parkway, and it succeeded.	Implementation & Process	General	CB 12 meeting	Sept. 3, 2003	HHPTF	
New York City is way ahead of other cities in creating tools to restrict billboards. We need to enforce them.	Implementation & Process	General	Symposium	Nov. 14, 2003	Kent Barwick, Municipal Art Society	
The Hudson River is itself a potential scenic byway, one that could encompass the Palisades Interstate Parkway and Henry Hudson Parkway scenic byways on either shore, as well as others now being developed	Implementation & Process	General	Meeting with Riverkeeper/ Follow up letter	Dec. 9, 2003	HHPTF	

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throughout the Hudson River Valley.						
The whimsical sign of the Half Moon ( the Boat) above the sign on the post could be put on shirts, Cups, caps and other items, to support preserving the Henry Hudson Parkway and having it designated as a Scenic Byway.	Implementation & Process	General	Website	Nov. 19, 2003	Ben Berry resident	
When an agency addresses one liability (like cars crashing into bridge parapets on the overpasses) with a solution that creates another liability (pedestrians injuring themselves on highway-style guide rails on the sidewalk) -- is there any study analysis of which is the greater risk? Or is it a game to simply pass along the liability?	Implementation & Process	General	Community Meeting follow up	March 2003		
A few years back, Inwood was supposedly designated a Clearwater site, and there were supposed to be some kind of events surrounding that and bringing further attention to the environment of this part of the Hudson. I wonder what's happened with that, and if the Clearwater organization might help with the Scenic Byway designation?	Implementation & Process	Inwood	Email		Barbara Pressman (Park volunteer)	
Designation is done by NYS Legislature. CMP will take a year from the time funding is received.	Implementation & Process	Riverdale	Community meeting	July 9, 2003		
Guardrails: Oliver Koppell noted that there is \$200K in the budget to redo fences along the parkway. Important to get the right guardrail design.	Implementation & Process	Riverdale	Community meeting	July 9, 2003		

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Have other byways applied and been rejected in NYC? No.	Implementation & Process	Riverdale	Community meeting	July 9, 2003		
How can the public keep in touch with the process? sign-in sheets—e-mail list, contact list	Implementation & Process	Riverdale	Community meeting	July 9, 2003		
How much money is involved to implement? Implementation is project by project. For example, to rehab the overpasses, the city allocated an additional \$200,000 to retain the stone parapets after the community protested the original design.	Implementation & Process	Riverdale	Community meeting	July 9, 2003		
Is there a role for private funds? Yes	Implementation & Process	Riverdale	Community meeting	July 9, 2003		
Is there the possibility of a Parkway administrator? A: the CMP will lay out management. Riverside Park Fund is a model—the fund has a landscape coordinator.	Implementation & Process	Riverdale	Community meeting	July 9, 2003		
Once designated, what happens? The implementation plan is part of the CMP and has to be funded.	Implementation & Process	Riverdale	Community meeting	July 9, 2003		
The National Scenic Byways website has a very good explanation about the program, e.g. there is a requirement that a byway have a theme or narrative.	Implementation & Process	Riverdale	Community Meeting	July 9, 2003	Bruce Feld	
There are 7 overpasses in Riverdale, of which 5 were included in the recent rehab project. The rehab includes some work on the bridges and wingwalls, which are the state's jurisdiction. If the state had been the agency to do the work, would that have put this section into the "built" system? Why would the city pay for work it could get the state to do?	Implementation & Process	Riverdale	Community Meeting follow up	March 2003	HHPTF	

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Who will be the point person/agency for the byway..Who will someone call?	Implementation & Process	Riverdale	Community meeting	July 9, 2003		
Within the CMP, does zoning play a role? No. CMP does not have the power to affect zoning but can make recommendations.	Implementation & Process	Riverdale	Community meeting	July 9, 2003		
Would like to see more private/public funding partnerships	Implementation & Process	Riverdale	Community meeting	July 9, 2003		
Raise toll on HH Bridge but offer discount passes to NYC residents (like a commuter tax)	Implementation & Process	Riverdale	Community meeting	July 9, 2003		
There may have been a central directive to install the catchment fences and netting, but regional directors were apparently free to forego them (like the Taconic). What happened to DOT's context sensitivity procedures? This project involved modification of PARKLAND, which should have been subject to a Section 4(f). I can't believe that the State can instigate and implement a project like this with no role for the city agencies or the public. It is just too outrageous.	Implementation & Process	Riverdale/ Inwood	Community Meeting follow up	March 2003		
Designation may affect existing advertising signs, in certain cases, if a specific issue is agreed upon as needing attention. In general, guidelines would only affect new signs. Specific mention was made of a very large electronic sign at 125 <sup>th</sup> Street.	Implementation & Process	Riverside Park/Harlem	Community meeting	May 1, 2003		
Participants wanted to understand how the management plan would be implemented if NYC agencies retain their jurisdictional controls over	Implementation & Process	Riverside Park/Harlem	Community meeting	May 1, 2003		

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operations and management. Mr. Laravie noted that the existence of an approved plan, created by consensus and actively managed by a responsible entity, can support agencies or individuals in actions that would be difficult to undertake alone.						
Scenic byway designation will not affect listing in the National Register.	Implementation & Process	Riverside Park/Harlem	Community meeting	May 1, 2003		
There is no pre-determined set of guidelines; guidelines in the management plan will be specific to this corridor, although they may draw upon the historic parkway guidelines, developed by NYS DOT, which are being applied in other regions.	Implementation & Process	Riverside Park/Harlem	Community meeting	May 1, 2003		
There is, in some cases, a great deal of support within agencies for the type of context-sensitive design that designation will recommend, and designation will provide the additional funds that will make these activities possible.	Implementation & Process	Riverside Park/Harlem	Community meeting	May 1, 2003		
Concerned about preserving the community board's role, albeit advisory, with DOT, but conceded that the Scenic Byway might well enhance that role, in which case he and the community board would likely support it.	Implementation & Process	Washington Heights Inwood	CB 12 meeting	Nov. 20, 2002	James Berlin, Transportation Committee Chair	
How will development of the management plan be funded? Response: the task force will apply for a grant from NYMTIC.	Implementation & Process	Washington Heights	Community meeting	March 6, 2003		
The proposal to build a 40-50 foot vertical extension to	Land Use	Inwood	Email	Aug. 27,	resident	

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<p>the abandoned Conrail substation at Dyckman Street may be a threat to the byway. This new structure would block the view of the river and valley from the northbound lanes, and the view of the Cloisters and Ft. Tryon park from the southbound lanes. The plan, to make the building into "Casa Duarte" a cultural center and restaurant, also includes an even taller utilities tower for an elevator. The heightened building would most likely almost fill the entire width between the two lanes and abut both. Currently (and probably by design) the low Conrail building does not impact the view corridor.</p>				2003		
<p>We support the extension of the Special Natural Area District to the Vinmont area and the Parkway at 232<sup>nd</sup> Street, and hope this will strengthen protection of the trees and rock outcrops, which are the natural elements of the Parkway through the Bronx corridor.</p>	Land Use	Riverdale	Comments on 197-a Plan	June 2003	HHPTF	
<p>The Henry Hudson Parkway was designed as a gateway to New York City, showcasing the diversity of historic residential neighborhoods of Fieldston and Spuyten Duyvil. Preserving this viewscape is beneficial not only to Riverdale, but also to the Bronx and to New York City.</p> <ul style="list-style-type: none"> <li>- Encourage residential scale and style development, with landscaped front facades facing the Parkway.</li> </ul>	Land Use/ Signs/ Design (infrastructure)					

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<ul style="list-style-type: none"> <li>- Discourage parking or garbage facilities that are visible from the Parkway.</li> <li>- Prohibit large or illuminated signs designed to be visible to Parkway motorists.</li> <li>- Preserve the diverse built elements of the Parkway – guardrails, stone walls, overpasses – that contribute to the distinct sense of place along the corridor. These should not be replaced with standard highway components.</li> </ul>						
<p>The Henry Hudson Parkway was designed by Robert Moses to be a spectacular gateway to New York City, showcasing its greatest monuments, engineering marvels, landscapes, and city life. As a landscaped parkway, the Henry Hudson Parkway spawned a surge of development of luxury apartment buildings facing the roadway. As its parkway character has been lost, however, newer structures have turned their backs to the parkway. Numerous studies have demonstrated the deleterious effect of expressways on urban communities. As a scenic byway, the Henry Hudson Parkway can enhance property values and business development, especially in Harlem and the Bronx. It will allow those communities to integrate the parkway in their local business and open space development strategies, something that they are now unable to do.</p>	Land Use/ Economic Development	General	Community Meetings		HHPTF	

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There are too many adopt a highway signs and they're too big. They pay almost nothing to advertise.	Maintenance	General	Symposium	Nov. 11, 2003	Meg Maguire, Scenic America	
graffiti is proliferating	Maintenance	Riverdale	Community meeting	July 9, 2003		
There is a spot on the south side of one of the bridges in Riverdale, over the Parkway, where a patch of concrete has been applied over the original material. Can this be removed and replaced by stone again?	Maintenance	Riverdale	Community meeting (index card)	July 9, 2003	Kaye Carpenter 5959 Independence Ave.	
There is construction debris in the parkland between 253 <sup>rd</sup> St. and the Parkway east of Fieldston Road, and no agency is willing to clean it up (in case of DOT, citing danger of steep slope)	Maintenance	Riverdale			HHPTF	
use a professional waterseal on stonework and graffiti washes right off with water.	Maintenance	Riverdale	Community meeting	July 9, 2003		
Every year we plant daffodils and bulbs and DOT mows them down after they bloom, so that's the end of them.	Maintenance	Riverdale	Community meeting follow up	July 9, 2003	Park volunterr	
Who is responsible for cleaning the overpasses?	Maintenance	Riverdale	Community meeting	July 9, 2003		
Who is responsible for cleaning the parkland between the highway and the road?	Maintenance	Riverdale	Community Meeting Follow up	July 9, 2003		
Color change on the HH Bridge should be with community input	Maintenance	Riverdale	Community meeting	July 9, 2003		

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<p>The Henry Hudson Parkway serves a number of critical ecological functions for New York City and the Hudson River Estuary.</p> <ul style="list-style-type: none"> <li>• The parkland corridor provides habitat to neotropical birds during their yearly migrations up and down the Hudson River.</li> <li>• In the northern Bronx, the corridor serves as an east-west landscape bridge linking the Hudson River and Van Cortlandt Park.</li> <li>• The vegetated buffer partially filters the carbon dioxide generated by the high volume of traffic using the parkway.</li> <li>• The tree canopy counteracts the “heat island” effect, lowering the ambient temperature of the densely-populated city.</li> <li>• Trees and vegetation screen residents and park users from the emissions particulates and the sound of the high volume of traffic.</li> </ul>	Natural Resources					
<p>Its landscapes are both natural and designed, capturing the diverse natural features along the length of the roadway – the Hudson and Harlem Rivers, the highest points in Manhattan (Fort Tryon) and the Bronx (Riverdale), outcroppings of Manhattan schist and Fordham gneiss, and the Inwood and Van Cortlandt Forests.</p>	Natural Resources	General	Community Meetings		HHPTF	

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I think preservation of the rock outcroppings--and allowing their aesthetic appreciation--is an important feature.	Natural Resources	Riverdale	Community meeting (index card)	July 9, 2003	Linda Cox <a href="mailto:lindacox@parks.nyc.gov">lindacox@parks.nyc.gov</a>	
<p>The woods west of Fieldston Road along 253<sup>rd</sup> Street are a native American beech forest, and contain several oak trees that are 2-300 years old. East of Fieldston Road there are European copper beech trees from the 19<sup>th</sup> century that were typical of grand estate plantings. Old growth trees are distinguished from champion or specimen trees, which may be as large, by their soaring branchless trunks and balding bark.</p> <p>Along with old growth trees, there are remnants of elaborate landscaping that was done in the area at the time the parkway was built: hemlocks, toppled by woody adelgid blight, and fir trees, their green tops invisible in the canopy, once screened the highway; magnolias, paulownia, and Sycamore maples that dotted the park. There is even a specimen Norway Maple, one of the many planted by Robert Moses in that era, that later became the bane of the Parks department. The trees, along with the original landscaping plan all point to what was once a beautiful park that was part of the original design of the parkway in 1935.</p>	Natural Resources	Riverdale	Report of field survey		Bruce Kershner, forest ecologist and director of NY Old Growth Forest Association	

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Orioles have been observed nesting along the corridor	Natural Resources	Washington Heights	Community meeting	March 6, 2003		
Rock stabilization barriers being installed in the Bronx and northern Manhattan conceal spectacular rock outcroppings, make it impossible to remove litter or graffiti behind.	Natural Resources/ Maintenance	Inwood	Website		Ben Berry Resident	
The parkway originated as a parks project as much as a road project: it was funded with federal money for parks, built by WPA workers through parks, on land owned by NYC Parks. Subsequent budget crises resulted in the sharing of jurisdiction with DOT and increasing loss of control for Parks. The scenic byway designation offers the local community a framework for restoring the balance.	Parks			Nov. 12, 2002	Elizabeth Lorris Ritter, Assistant Parks Committee Chair	
Since the Henry Hudson Parkway was built using federal funding for parks during the Great Depression, where possible it cut through existing parkland (Riverside Park, Inwood Hill Park, and Van Cortlandt Park). Hundreds of acres of new parkland were also created, by condemning private property, covering the railroad, and filling in the Hudson River. The resulting “ribbon or parks” offered parkway users an exciting panorama of urban recreation. Revitalization of the waterfront, a new state park (Riverside Park), the Hudson River Greenway, and a community garden habitat trail in Riverdale (Endor) are promising extensions of the Moses vision of a linear park, and begin to correct some of its original	Parks	General	Community Meetings		HHPTF	

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inequities.						
The parks are enjoyed by some but not all of the community. Ft. Wash above Dyckman has been taken over by the Mexicans on weekends for soccer, above the baseball fields. They set up tents and barbeques. The fields are torn up. It is not appreciated by some. I don't think the hockey rink is used much (maybe needs renovation). Ball fields recently renovated. Used some. Joggers use the paths all the time. XC skiers could use the paths if Parks wouldn't plow all of them (this also goes for using Inwood and Ft. Tryon.) The larger parks are feared by some because of potential for and previous rapes. Some of the internal pathways in Inwood are still broken. The lighting is all broken	Parks	Inwood	Email		Marjorie Clarke (biker)	
Trash problems in and around Inwood Hill Park	Parks	Inwood	e-mail	June 1, 2002	Barbara Pressman bpressman@inwoodhill.org	Could help create powerpoint presentations
Add more greenstreets and pedestrian crossings to knit together a linear park in the residential areas of Riverdale.	Parks	Riverdale	Community Meeting follow up	March 2003	Association of Riverdale Cooperatives	
Greenstreets projects are terrific, but the signs identifying them as Greenstreets are not needed—it's obvious they're Greenstreets	Parks	Riverdale	Community meeting	July 9, 2003		
The locked gate at the Bronx side of the HH Bridge	Parks	Riverdale	Email			

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that leads to Spuyten Duyvil Park should be re-opened.						
There is a half acre opposite my house (541 W. 239 St.), vacant and dirty. Is it possible to make a small park there?	Parks	Riverdale	Community meeting (index card)	July 9, 2003	Dr. A.K. B. Pillai <a href="mailto:akbdonna@msn.com">akbdonna@msn.com</a>	
We are requesting the Parks department to create one or two Greenstreets on the triangles now painted in the asphalt expanse of West 237 <sup>th</sup> Street and Henry Hudson Parkway West.	Parks	Riverdale	Letter	Jan. 28, 2003	HHPTF	
<p>The adventure equipment will be installed in an area of Riverside Park that is already an active recreation area. The site, known as the "Hudson Beach" area of the park, currently consists of a café and volleyball courts, with baseball fields and a skateboard park also in close proximity. In fact, much of the site proposed for the adventure equipment will remain open to the public as beach and hard court volleyball courts, but will be reconfigured to maximize the space so that no courts are eliminated/ The adventure equipment will occupy an area less than 200 feet wide and replace existing courts that are underutilized because of broken pavement, which the concessionaire will repair as part of his operation.</p> <p>The intent of the concession is to provide alternate fitness and recreation opportunities through adventure equipment. The major elements of this</p>	Parks	Riverside Park	Email (response by Parks to complaint about commercial adventure park in Riverside Park)	Aug. 19, 2002	Parks Dept.	

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concession will include a rock climbing wall and trapeze apparatus. The prices for the use of the adventure equipment will be affordable and the concessionaire will provide discounted programs for schools and community groups.						
The space between the railroad and the retaining wall for Riverside Drive could be a nice space, maybe for a putting green?	Parks	Riverside Park/Harlem	Community meeting	May 1, 2003		
There is a building to the east of the RR tracks at 138 <sup>th</sup> Street that could be an environmental museum.	Parks	Riverside Park/Harlem	Community meeting	May 1, 2003		
There is a need for more open space and parks for local residents in Harlem.	Parks	Riverside Park/Harlem	Community meeting	May 1, 2003		
Would like to see kayaking north of the plant (at 138 <sup>th</sup> Street?). The Economic Development Corp. (EDC) has a plan.	Parks	Riverside Park/Harlem	Community meeting	May 1, 2003		
Additional park paths adjacent to the roadside	Parks	Washington Heights	Community meeting	March 6, 2003		
Encourage creation of community gardens	Parks	Washington Heights	Community meeting	March 6, 2003		
Facilities should be accessible to and usable by pedestrians as well as bicyclists, wheelchairs, strollers (no stairs)	Parks	Washington Heights	Community meeting	March 6, 2003		
Maintain maximum amount of parkland between road and river	Parks	Washington Heights	Community meeting	March 6, 2003		
Unification of the park around the parkway	Parks	Washington	Community	March		

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<p>There is little direct enjoyment of the waterfront as most is not accessible. At the end of Dyckman, there is a pier, a restaurant and a boatyard. People come for 4th of July unauthorized fireworks. It used to be a hangout for people coming there in huge droves with their cars at night (and disturbing our neighborhood), till we made them stop it. You can see the water all along the path in Ft. Wash park above Dyckman and it's absolutely gorgeous; you can see to the bridge and up to Yonkers. I'll bet most in the neighborhood have never seen it. Below Dyckman is a path behind a fence that is often left unlocked as the Canoe club is down there. It goes most of the way to 181st St at the river's edge. The homeless build shelters down there under the highway and elsewhere. It's undeveloped and full of brush. Could be a lovely ribbon park for joggers, cyclists, picnickers. The gate to that is usually open. You walk on the gravel near the fence down to the hole in the fence where the land returns to the waters edge and climb up to the path that comes over the railroad and down to the Little Red Lighthouse around 180<sup>th</sup>. It needs a bridge for that stretch where the land disappears and you walk on railroad right of way. It would be the place to put the bikepath from Albany to Battery and would be a great</p>	Parks	Heights Washington Heights/ Inwood	meeting Email	6, 2003	Marjorie Clark (resident biker park user)	

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way to avoid having to climb the hill to get downtown from Dyckman, which is at water level.						
Al Jablonsky, until July the director of NYS DOT Region 8 Design Unit (e.g., responsible for the S-Curve plan), told us [at the Oct. 4 conference on the Hutchinson Parkway] that most of the accidents in the S-curve area occur at night or in the rain. He also said that DOT recognized that it had made a big mistake in the way it handled the rock stabilization barriers. Region 8 director Robert Dennison, who wouldn't permit the rock barriers to go up on the Hutch, referred to them as "discretionary" NOT mandatory. To see an example of DOT's "context sensitivity," take a drive up the Hutch and see how Dennison worked with each neighborhood to choose a sound barrier (at phenomenal cost, considering the population affected.) The mitigation for Riverdale on the barriers was clematis planted at the base.	Safety	General	Email	Oct. 4, 2002	HHPTF	
Last week a truck crashed through the concrete sidewall on an overpass of the Shore Parkway. It is a mistake to allow this incident be used to justify future inflictions of misguided engineering solutions on the Henry Hudson Parkway. In truth, the accident points up the problems with the current approaches to bridge safety taken by NYC DOT.  The day after hearing about the accident, I drove out to	Safety	General	Email	Mar. 16, 2003	HHPTF	

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<p>inspect the bridge. It is one of a beautiful series of stone bridges that is part of the Long Island Parkway system created by Robert Moses. Unlike the bridges over the Henry Hudson Parkway, however, they have ornamental railings instead of stone parapets. With little variation, when doing rehabs of these bridges, NYC DOT reinforces the sides with concrete barriers in front of the railings. The accident shows that with enough force, concrete barriers can be pushed through the railings and over the edge.</p> <p>New York State DOT uses a different method. Some people may recall that the McLean Ave. bridge over the Saw Mill Parkway in Yonkers used to have an ornamental railing. A few years ago NYS DOT replaced the railings with stone parapets that have a reinforced concrete core tied into the deck of the bridge. They faced it on both sides with a new stone facade so closely matched in color and pattern that few people notice.</p> <p>NYS DOT uses the same technique in cases of bridges like the Henry Hudson Parkway, whose stone parapets do not meet current safety standards. They disassemble the parapets, and reconfigures the existing stone as a facade on a new concrete core. The same technique is being used on scenic parkways all over the state, as</p>						

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well as in Connecticut, Massachusetts, Washington D.C., Virginia, and Maryland.						
At 253 <sup>rd</sup> Street, coming onto the HHP, grass is too tall and is safety hazard, you can't see the oncoming traffic	Safety	Riverdale	Community meeting	July 9, 2003	Motorist	
need better policing of trucks and buses (city and school) that sneak onto the Parkway	Safety	Riverdale	Community meeting	July 9, 2003		
Safety and quality of walking over the overpasses should be enhanced – pedestrians should be protected from vehicles AND hazardous guard rails. Street furniture should be considered.	Safety	Riverdale	Email			
Safety crossing overpasses when school lets students out—Police should be there (IC)	Safety	Riverdale	Community meeting	July 9, 2003		
Signs- directional signs: “have to go”; are a safety feature	Safety	Riverdale	Community meeting	July 9, 2003		
smaller signs don't necessarily mean smaller letters; things can be abbreviated and reorganized.	Safety	Riverdale	Community meeting	July 9, 2003		
The guide rails that are part of the overpass compromise will be on the curbs of the sidewalk although their purpose is to protect the parapets, not the pedestrians. In fact they will pose a hazard to pedestrians who will be exposed to their rough sides in a narrowed space. DOT engineers explained to the art commission that guiderails along the parapets themselves (e.g, like the box rails in front of state sidewalls and bridge parapets everywhere) would not absorb the impact of vehicle, but send the bridge stones flying into the highway.	Safety	Riverdale	Community Meeting follow up	March 2003		

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The Hebrew Institute sign is dangerous with its small scrolling message.	Safety	Riverdale	Email			
the more signs, the less you tend to read them	Safety	Riverdale	Community meeting	July 9, 2003		
Too many signs	Safety	Riverdale	Community meeting	July 9, 2003		
Frequent accidents from 125 <sup>th</sup> to 135 <sup>th</sup> Streets; might be caused by distracting signs	Safety	Riverside Park/Harlem	Community meeting	May 1, 2003	motorist	
The orange sand bags or barrels clustered at exits and around the 79 <sup>th</sup> Street rotunda to absorb collisions look so temporary and so ugly. Isn't there an alternative or couldn't one be designed?	Safety	Upper West Side	Website	Jan. 2, 2004		
A longtime employee of NYCDOT Arterial Maintenance said that parks thought so badly of the rock retentions that they requested that that NYS leave them out of several places on the parkway, saying that they would take care of installation themselves (or not...). He also said that a NYS engineer admitted that the rock falls could be prevented by semi-annual scouring of loose rock. It can also be addressed by controlling the groundwater with proper drainage methods.	Safety	Washington Heights Inwood	Email	Oct. 28 2002	Name withheld	
Between W. 125 and W. 127 streets, stairs to the river need better security	Safety	Washington Heights	Community meeting	March 6, 2003		
There should be an end to drag racing on the parkway	Safety	Washington Heights	Community meeting	March 6, 2003		

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We have had our share of motorcycle races late at night.	Safety	Washington Heights/ Inwood	Community Meeting			
The entire length of the West Side Highway is polluted by sign posts. What are the really ugly barriers that are going up along the Henry Hudson Parkway between the George Washington Bridge and the toll booths? This is a really untouched stretch; its beauty is really being destroyed.	Signs	Inwood	Email	July 19, 2003	E.S. Miller	
Ground-mounted, parkway-scale signs would preserve the beauty of the bridges and be more sensitive to the historic character of Riverdale. They will also be consistent with the size and placement of signs on other parkways in New York State, as well as those on the Henry Hudson Parkway in Manhattan and 9a (the Saw Mill River Parkway) in Yonkers.	Signs	Riverdale			HHPTF	
Advertisement signs: at 237 <sup>th</sup> Street and HHP, huge Atria Sign. Once there is one big sign, they tend to proliferate.	Signs	Riverdale	Community meeting	July 9, 2003	resident	
Illuminated signs (billboards and highway signs) intrude into people's homes.	Signs	Riverdale & Harlem	Community meetings		residents	
Is there some interest in getting the Hebrew Institute to remove its neon Times Squareish sign from the roadway ?	Signs	Riverdale	Email	Dec. 24, 2003		
The electronic sign of the Hebrew Institute is an abomination.	Signs	Riverdale	Email			
The Hebrew Institute's sign is worse than the Atria's	Signs	Riverdale	Email			

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but everyone is afraid to say anything. The Parkway in Riverdale is lined with religious institutions. Can every one of them erect a neon sign?						
North of 125 <sup>th</sup> Street, there is an abundance of billboards and “other kinds of unnecessariness”. We want the billboards and garbage gone. We want a policy on garbage. We want scenic just like everyone else has.	Signs	Riverside Park/Harlem	Community meeting	May 1, 2003		
Remove billboards; especially between 125 <sup>th</sup> and 135 <sup>th</sup> Streets, they hide some interesting architectural things	Signs	Riverside Park/Harlem	Community meeting	May 1, 2003	motorist	
Recently, new highway-like signage went up on the Manhattan portion of the parkway. My organization (landmark west) is concerned about this and we are trying to find out how this got approved without a state historic review, as should have been necessitated along this section of the parkway (as you know, the parkway is landmarked along the upper west side in Manhattan).	Signs	Upper West Side	Email	Jan. 10, 2004	Michael Gotkin Landmark West	
I am writing to express my enthusiastic support for the effort to nominate the Henry Hudson Parkway as a New York State Scenic Byway.  I represent the 30 <sup>th</sup> Senate District, which includes almost the entire length of the Henry Hudson Parkway, and the communities bordering it – the Upper West Side, Harlem, Washington Heights, Inwood, and	Support	General	Letter	August 19, 2002	Senator Eric T. Schneiderman, District 30	

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<p>Riverdale. I enjoy the scenic drive on the Parkway daily, and I know that many of my constituents would benefit from the restoration and preservation of this unique corridor as a historic and scenic driving experience—not merely an expressway lined with billboards like so many others.</p>						
<p>While I'm for keeping parkway appearances traditional, I'm not for any conservation or landscaping that comes at the expense of safety improvements, and I'm sure the whole Saw Mill/HHP complex is in dire need of safety improvements above all else. No road should be driven on by people looking at scenery instead of what's in front of them. If that's the goal, then it should be turned into a pedestrian path. I don't even want bikers looking away from the path ahead of them. The areas surrounding the HHP can't expect anything more than those next to the Northern State, Southern State or Grand Central have ever gotten. None of them are expressways or ever will be, but they are not country paths anymore - they are commuter highways and that's just the way it is. The Jackie Robinson is still a beautiful winding little parkway and also a mega-deathtrap in desperate need of merciless and no-nonsense straightening out. The Bronx River in Westchester is gorgeous - and I dread when I have to</p>	Support	General	email		Jeff Mark Salzman	

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<p>drive on it and avoid it like the plague, because I enjoy not driving with my heart in my hand. I would not hesitate for a moment to upgrade it from beginning to end if the finances were there, because safety has to come before tradition. If corporate sponsors with deep pockets and an affinity for getting recognition plaques were to be cultivated to privately take on the expenses for any beautification program, I'd be all for it.</p>						
<p>This project will benefit the citizens of the 15<sup>th</sup> (congressional) district as well as the residents of New York City.</p>	Support	Harlem	Letter	Oct. 31, 2003	Congressman Charles B. Rangel	
<p>As you know, the entire stretch of the Henry Hudson Parkway that runs between New York City and Yonkers is entirely in our district and runs like a spine through our community. The central location of the parkway makes it a prominent corridor.</p> <p>I have consulted with my two chairmen, Damian McShane (Traffic &amp; Transportation) and Robert Moll (Parks) as well as the commissioner of Parks (Dorothy Lewindowski) and Traffic and Transportation (Connie Moran), and concluded that much research and work would be required to bring this project to fruition, but that it would be a tremendous enhancement to our community if the parkway were designated s Scenic Byway.</p>	Support	Riverdale	Letter	June 6, 2002	William D. Abramson, Chair, Community Board 8, Bronx	

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The Community Board is in favor of moving forward with the project and commends the Preservancy for taking on such an ambitious project. We look forward to hearing about future developments and working with you, the Department of Transportation and the Department of Parks in any way we can to support your efforts.						
I am for the scenic byway	Support	Riverdale	Community meeting (Index card)	July 9, 2003	Merrill Carpenter 5959 Independence Ave.	
I am for the scenic byway.	Support	Riverdale	Community meeting (index card)	July 9, 2003	Kaye Carpenter 5959 Independence Ave.	
I support the scenic byway designation.	Support	Riverdale	Community meeting (index card)	July 9, 2003	Linda Cox <a href="mailto:Lindacox@par.ks.nyc.gov">Lindacox@par.ks.nyc.gov</a>	
I think scenic byway designation is essential	Support	Riverdale	Community meeting (index card)	July 9, 2003	Rhea Dornbush 718-543-1202	
The Henry Hudson Parkway clearly meets the criteria for designation as a scenic byway. This parkway is a significant scenic, recreational, cultural, historic, and	Support	Riverdale Van Cortlandt	Letter	July 30, 2002	Senator Guy J. Velella, 34 <sup>th</sup> District	

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<p>archaeological resource. Designation as a scenic byway would make the Henry Hudson Parkway eligible for state and federal beautification funds, as well as creating the first byway in New York City.</p> <p>The Henry Hudson Parkway needs to be recognized for its value as an environmental and natural resource of New York City. I therefore support the Riverdale Nature Preservancy in nominating the Henry Hudson Parkway as a New York State Scenic Byway.</p>		Park				
We would oppose anything that would prevent burying the parkway in our neighborhood [south of the HHP] in the future	Support	Riverside Park South	Telephone		Michael Bradley	
Should involve the 104 <sup>th</sup> Street and 106 <sup>th</sup> Street Block Associations, plus other block associations. Should be a tour of the proposed corridor.	Support	Riverside Park/Harlem	Community meeting (index card)	May 1, 2003	Pam Maurath <a href="mailto:pmaurath@attglobal.net">pmaurath@attglobal.net</a>	Willing to help set up tour
Community Board 12, Manhattan is pleased to support the initiative to nominate the Henry Hudson Parkway as a New York State Scenic Byway, under the New York State Department of Transportation Scenic Byways program. We welcome the opportunity to collaborate with the communities and relevant governing agencies along the corridor to create a vision for its future – a vision that preserves and builds on the integrity of the Parkway’s original design as a transportation route and a ribbon of parks along the water.	Support	Washington Heights Inwood	Letter	Sept. 22, 2003	Zead Ramadan, Chair CB 12 Emilia Cardona, CB 12 Parks Committee Chair  Kirk Miller, CB 12 Traffic	

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<p>The waterfront and parks are scenic views and ecological treasures which serve as active recreational areas, including a City-wide greenway to which access is more and more important. Many of the city's most recognizable icons and landmarks: the George Washington Bridge, the Cloisters, the Little Red Lighthouse, the Billings Estate, the Riverside Drive Viaduct, and more are in our Community Board and are part of the Scenic Byway.</p> <p>We welcome the opportunity to develop a corridor management plan that restores and preserves the aesthetic glory of the Parkway while also returning waterfront access to the surrounding communities.</p> <p>Community Board 12, Manhattan is looking forward to working with all of the stakeholders – community residents and institutions, State and local agencies, Manhattan Boards 9 &amp; 7 to the south, and Bronx Board 8 to the north – to develop and implement the corridor management plan for the Henry Hudson Parkway.</p>					& Transportation Committee Chair	
<p>Our Board of Directors has asked me to confirm that our organization strongly supports the designation of the Henry Hudson Parkway as a "Scenic Byway."</p>	Support	Washington Heights	Email	Nov. 20, 2002	Jeanne Lee Poggi, Coordinator, 181 <sup>st</sup> St.	

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<p>Since our neighborhood is bordered by the Northbound Henry Hudson Parkway, we are very aware of the beauty of the parkway and the importance of keeping its character as a historic site, as well as its function as a key transportation link.</p> <p>We believe that the designation as Scenic Byway will provide the means to keep the Parkway beautiful and an asset to the communities it borders, while continuing to improve safety.</p> <p>Temporary improvements to the Northbound section of the Parkway in our area were made in the last two years; these improvements dramatically reduced accidents while retaining the beauty of the Parkway.</p> <p>We are very concerned that the long-term plans give full consideration to the impact on communities, on parkland, and on environmental and historic impacts of the Parkway. The Scenic Byways designation is, we believe, essential in order to give full consideration to these impacts.</p>					Beautification Project, Inc.	
<p>The community should take advantage of this opportunity to become the first scenic byway in the city. It is just the kind of creative approach to bringing new revenue to the city that Mayor Bloomberg has called for.</p>	Support	Washington Heights	CB 12 meeting	Nov. 20, 2002	Nancy Bruning, president Friends of Ft. Tryon Park	yes

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It is fairly well accepted that increasing capacity on roads only generates more traffic. Yet congestion has to be relieved because cars travelling at slower speeds emit far greater amounts of every kind of pollutant. The focus must be on eliminating chronic bottlenecks and treating breakdowns with speed.	Traffic	General	Email	Oct. 4, 2002	Traffic consultant	
The byway is a waterway, greenway, railway, and roadway, all of which provide public access to the corridor's unique scenic, recreational, cultural, historic, and natural resources. The corridor management plan is an opportunity to develop the corridor as an integrated, multi-modal transportation and park system.	Transportation	General	Meeting with Riverkeeper/ Follow up letter	Dec. 9, 2003	HHPTF	
The Henry Hudson Parkway is the gateway to Manhattan used on an average weekday by some 60,000 cars from New Jersey and 60,000 from upstate New York. In addition to the scenic experience, they enjoy several safety features unique to parkways: a limited access road free of commercial vehicles and with natural traffic calming features such as varied alignment and tree canopies.  The Parkway's overpasses, pedestrian tunnels, service roads, and the Greenway are also an integral part of local transportation networks. Such infrastructure should be enhanced to restore access to parks severed from the populace and fragmented by the Parkway and to	Transportation	General	Community Meetings		<b>HHPTF</b>	

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<p>encourage their use by pedestrians and bicyclists. Access between Manhattan and the Bronx should be enhanced. The safety and quality of walking and bicycling experiences should be enhanced everywhere. All of the “orphan” spaces created by the Parkway (overpasses, tunnels, ramps, etc.) should be integrated into the linear park and made into pleasant public spaces.</p>						
<p>There are many highways in NYC and Westchester, including many other sections of 9a, where there are variable speed limits. The goal of achieving a uniform speed limit should not be used to justify destroying the historic alignment or beauty of the parkway. An argument can be made that variable speed limits, like variable alignments, keep drivers awake and are thus a safety feature.</p>	Transportation	General	Community meeting			
<p>Make the HH Bridge free so that traffic won't use local streets in Inwood to avoid it.</p>	Transportation	Inwood	Email			
<p>People use the on and off ramp on Riverside to avoid paying the toll, so we get tons of traffic through the neighborhood that we wouldn't get if it were free. I'll bet that half of the traffic that goes past my building is from those who live in the Bronx avoiding the toll. This adds extreme congestion on weekends (I know because it's when I come home on the bike). Gridlock.</p>	Transportation (tolls)	Inwood	Email		Marjorie Clarke (Riverside Drive resident)	

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Bike lanes can remove travel lanes or parking. We do not want to lose parking spaces.	Transportation	Riverdale	Community meeting	July 9, 2003		
Every entrance and exit comes at a cost to the landscaped buffer. The deceleration and acceleration lanes require sacrificing about two blocks of that buffer. They also mean additional signs, both on the highway and the local streets. It's important to weigh the tradeoff for the local neighborhood.	Transportation (Exits and entrances)	Riverdale	Community Meeting	July 9, 2003	HHPTF	
How do you address the fact that the road is a commuter shortcut?	Transportation	Riverdale	Community meeting	July 9, 2003		
John Benfatti – former bike coordinator for NYC DOT: DOT advocates class III (signs only) along the Parkway service roads. Won't affect lanes but gives bikers routing information and alerts motorists to the presence of bikes.	Transportation (Greenway)	Riverdale	Community meeting	July 9, 2003		
Speed limit of 35 mph. along Inwood and Washington Heights is too low	Transportation	Riverdale	Community meeting	July 9, 2003		
The Atria in Riverdale has a virtual circular driveway on the parkway.	Transportation (Exits & entrances)	Riverdale	Community meeting follow up	July 2003		
The HHP is a major commuter route that connects to the West Side Highway. Curtailing traffic is unrealistic.	Transportation	Riverdale	Community meeting	July 9, 2003		
The roadway is designed for 35 mph.	Transportation	Riverdale	Community meeting	July 9, 2003		
4-track b division train/line under Riverdale and 12 <sup>th</sup> Aves. Between 263 <sup>rd</sup> Street to Battery Pl. extended to	Transportation	Riverside Park/Harle	Community meeting	May 1, 2003	Wm Stanford/Mr.X;	

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Brooklyn via the battery tunnel and possibly Staten Island. No promenade below Chambers Street.		m	(index card)		Box 646 NY NY 10040	
I used to drive that area daily to and from Lincoln Center, so I'm totally familiar with it as a driver. Closing the northbound 72nd Street exit is a stupid, foolish thing to do. It will force northbound traffic to exit at 79th Street, a dangerous, short ramp that requires a quick, right exit with very little advance ramp (because the road accommodates exiters at 72nd). This ramp flows onto 79th right at the intersection of Riverside, already overcompensated with southbound exiting traffic AND it just happens to be the place where the cross-town buses park and wait. It's already awful at rush hours and concert times (including weekends) and this plan only makes it worse.	Transportation (Exits & Entrances)	Upper West Side	Email	Jan. 13, 2004	K. Heintz (driver)	
If you're heading south on HHP and want to get off at 96th street, you get off, loop around under the parkway and then re-enter going northbound, pass the 95th street exit, including driving past the northbound traffic trying to exit at 95th street, and go a block north to ext at 96th street, passing as well the northbound traffic entering from 95th street. It's more than a little messy, but any solution is just going to transfer the problem to the streets in a way that adversely affects somebody. it's an interesting conundrum, and I haven't	Transportation (Exits & entrances)	Upper West Side	Email	Jan. 11, 2004	E. Ritter	

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heard any good solutions, Frankly. (Hence the appeal in just leaving it the way it is. at least we wouldn't have to deal w/ the law of unintended consequences when they "fix" the problem...)						
Re the 79th St. exit: The article says that there are only 4 cars exiting from the HH Parkway northbound. That exit is the only exit for the cars coming south onto 79th St. as well. I use it all the time at all hours of the day and can tell you it is very congested. At the corner of 79th St. and West End Ave. you have cars exiting from the highway both north and south. An additional problem is that the 79th cross-town bus idles there as well. Four and five lights pass before you can go through that corner.	Transportation (Exits & Entrances)	Upper West Side	Email	Jan. 10, 2004	E. Miller	
Recently the 96/95street off and on ramps were completely altered. My organization (landmark west) is concerned about this and we are trying to find out how this got approved without a state historic review, as should have been necessitated along this section of the parkway (as you know, the parkway is landmarked along the upper west side in Manhattan).	Transportation (Exits & Entrances)	Upper West Side	Email	Jan. 10, 2004	Michael Gotkin Landmark West	
There are a lot of things about Trump's proposal that make sense. The traffic generated by the projects he is building will have somewhere to go; a real street that dumps into another real street (72nd street) and then	Transportation (Exits and entrances)	Upper West Side	Email	Jan. 13, 2004	E. Ritter HHPTF	

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east, or northbound on either RSD or HHP, and because the new street will also have access from WEA via the cross streets, it may help flow along WEA.						
What the 72nd street exit provides is an alternative route when things are bottled up below 72nd Street.	Transportation (Exits & entrances)	Upper West Side	Email	Jan. 12, 2004	Arnold Simmel	
Haven't we sacrificed enough trees and acreage of Van Cortlandt Park to the highways? Burying highways is expensive and disruptive. It sort of made sense in developed areas like downtown Boston, or for the Gowanus Expressway in Brooklyn, but I think we would end up doing more damage than healing in the case of Van Cortlandt. (response to idea of burying part of highway to reconnect severed sections of VCP)	Transportation	Van Cortlandt Park	Email	Nov. 24, 2003	Ed Ravin (biker)	
<p>Those of us who live in the area north of 160<sup>th</sup> Street have only one exit from the Henry Hudson Parkway North, the exit which leads to all of following - the George Washington Bridge Upper and Lower levels, the Cross Bronx Expressway, and 178<sup>th</sup> Street. That ramp also has traffic coming into it from Riverside Drive. That exit is exceedingly congested at all times, whether noon or midnight.</p> <p>Coming south on the Henry Hudson Parkway, it is possible to exit to Riverside Drive and turn south to</p>	Transportation	Washington Heights	Letter	Jan. 20, 2003	Evelyn Miller Resident	

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<p><b>165th Street, or north to 181<sup>st</sup> Street.</b></p> <p>The residents of this community would appreciate consideration of another exit from the Henry Hudson Parkway North. As you go north on the parkway, if you pass the exit indicated above, you come to an exit that takes you to Riverside Drive south (but NOT north.) If that exit were reconfigured by placing a traffic light on Riverside Drive and making it possible to go NORTH as well as south, it would take all the traffic going to the local streets off the ramp leading to the George Washington Bridge and the Cross Bronx Expressway and ease the situation for all drivers.</p> <p>As a historical note, for many years, drivers coming north on the Henry Hudson Parkway passed the two exits on the right and were able to take an exit on the left which brought them to the Henry Hudson Parkway South, enabling them to exit on Riverside Drive north. For some unknown reason that exit was closed many years ago, although the roadway still exists.</p>						
Discourage use of local streets by commuter traffic	Transportation	Washington Heights	Community meeting	March 6, 2003		
DOT should maintain design integrity of the road	Transportation (Alignment)	Washington Heights	Community meeting	March 6, 2003		
Henry Hudson bridge rebuild: one level for traffic	Transportation	Washington	Community	March		

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both directions, one level for trains		Heights	meeting	6, 2003		
It is difficult to follow directional signs at the 181 <sup>st</sup> street southbound merge	Transportation	Washington Heights	Community meeting	March 6, 2003		
metro train line from Riverdale to Manhattan: tracks go across the bridge, then put a 4-track (2 local, 2 express) B division line under the parkway. Have another line from Brooklyn to Staten Island.	Transportation	Washington Heights	Community meeting	March 6, 2003		
Possible ez-pass type toll charge for non-residents on Broadway bridge	Transportation	Washington Heights	Community meeting	March 6, 2003		
there should be a northbound exit from the parkway at W. 181 <sup>st</sup> Street	Transportation	Washington Heights	Community meeting	March 6, 2003		
It's an enforcement problem, not a design problem. Cars are allowed to go 60 mph on a road designed for 35-40.	Transportation	Washington Heights/ Inwood	Community meetings			
The (72 <sup>nd</sup> St. no-exit) project should enhance river access, so that might include preserving the NYC street grid (or, rather, imposing it on this plot.) so that people who are east of the project can walk THROUGH it, on city streets, rather than having to walk all the way AROUND it when trying to get to the river.	Transportation (Exits & entrances)	Upper West Side	Email	Jan. 13, 2004	E.Ritter HHPTF	
In Harlem: walkways, tunnels, each one different. interesting walk on different terrains—need input from local stewards	Transportation (pedestrian)	Riverside Park/Harlem	Community meeting	May 1, 2003		
Need access to parkland west of parkway, and the waterfront, from neighborhood streets	Transportation (pedestrian)	Washington Heights	Community meeting	March 6, 2003		

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Need linkages between key destinations east and west of parkway, including the waterfront	Transportation (pedestrian)	Washington Heights	Community meeting	March 6, 2003		
Paths should be created as true alternatives to automobile transportation; they should be differentiated from recreational paths in that they do not permit slow-moving, meandering users such as children or dog walkers	Transportation (pedestrian)	Washington Heights	Community meeting	March 6, 2003		
Sufficient, convenient, safe, ways to cross from one side of the parkway to the other in every neighborhood, that are aesthetically pleasing and appropriate as seen from both parkway and crossing vantage points.	Transportation (pedestrian)	Washington Heights	Community meeting	March 6, 2003		
(Re 79 <sup>th</sup> St.exit) It is outrageous that a developer can close an entire exit of the highway due to his development. I'd like to see the traffic studies for what the increased traffic will be at 79th Street.	Transportation- (Exits & Entrances)	Upper West Side	Email	Jan. 10, 2004	Bill Abramsom	
The Henry Hudson Parkway and its surroundings should ideally mirror the parkland on the other side of the Hudson. The newly created bicycle paths along the northbound lane open this area open this area up for even more people to enjoy its natural beauty.	Views	Inwood	website		Ben Berry Resident	yes
The parkway's original vision is most visible in Riverside Park, between West 72 <sup>nd</sup> St. and 129 <sup>th</sup> St.-- a section already designated a NYC landmark and listed on the National Historic Register. There the parkway offers motorists unmarred vistas of river, Palisades,	Views	Riverdale	Riverdale Preservancy Meeting		HHPTF	

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and cityscape, and its residents the full use of their park and greenway. In Riverdale, by contrast, motorists experience the blight of an expressway: huge signs mar the stone bridges and loom from overhead stanchions even on local service roads. The parkland buffer is paved over or eroded, if not altogether gone. The once landscaped median is now miles of Jersey barriers topped with chainlink.						
125 <sup>th</sup> Street and northward should look like the area south of 125 <sup>th</sup> Street. In the south there are gardens, to the north there is only Jenny's garden, at 138 <sup>th</sup> Street. There are some plantings in the north, but no continuity.	Views	Riverside Park/Harlem	Community meeting	May 1, 2003		
Existing views are of the river, Riverside Church, Grants Tomb, the boat basin.	Views	Riverside Park/Harlem	Community meeting	May 1, 2003		
Representatives of the Harlem community expressed frustration with the appearance of the stretch of the park from 125 <sup>th</sup> Street to Dyckman Street. The river's edge needs to be designed.	Views	Riverside Park/Harlem	Community meeting	May 1, 2003		
The Ellison Memorial is beautiful; the whole stretch north of 125 <sup>th</sup> Street should be similarly beautiful.	Views	Riverside Park/Harlem	Community meeting	May 1, 2003		
The retaining wall for Riverside Drive is filled with graffiti	Views	Riverside Park/Harlem	Community meeting	May 1, 2003	motorist	
There is a perception that improvements north of 125 <sup>th</sup>	Views	Riverside	Community	May 1,		

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Street will be torn up, but that just doesn't happen.		Park/Harlem	meeting	2003		
They suggested a tour of existing conditions for byway planners from 129 <sup>th</sup> Street to 155 <sup>th</sup> Street and review of existing plans for the waterfront that have been drawn up over the years.	Views	Riverside Park/Harlem	Community meeting	May 1, 2003		
Views should be enhanced with selective pruning	Views	Riverside Park/Harlem	Community meeting	May 1, 2003	Motorist	
The Trump plan for 72 <sup>nd</sup> St. will create a street wall from 72 <sup>nd</sup> to 59 <sup>th</sup> St. of brick and glass and modern construction, whereas further north the view is of parkland and brownstones and lower apt bldgs in the distance. The current view is a parking lot, rubble, and the backs of early/mid-20th-century brick bldgs, many w/ large network TV posters on them.	Views	Upper West Side	Email	Jan. 13, 2004	E. Ritter HHPTF	
"No commercial development"	Views/ Parks	Riverside Park/Harlem	Community meeting	May 1, 2003		