

# Work will extend trail along the Bronx River

Ken Valenti  
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The Bronx River Pathway, which has become part of a Maine-to-Florida trailway for cyclists, walkers and joggers, won't likely make a seamless connection with a trail in the Muskrat Cove section of the Bronx.

People walking or riding bicycles would have to veer off onto local streets in Yonkers, such as Bronx River Road, a Westchester County Parks Department director said this week.

But two projects to expand and connect pathways will make for a continuous wooded trail from the Kensico Dam Plaza south along 13 miles of the river.

In the last three-quarters of a mile or so, the river, Metro-North Railroad tracks, retaining walls and steep slopes combine in a compressed area to make it difficult to find a place to put a trail, said David DeLucia, director of park facilities. Because of that, a trail may not work there, he said.

"I'd rather not give up just yet, but it looks that way," DeLucia told an audience in the Bronxville Public Library on Tuesday.

The alternative would be to direct cyclists and pedestrians onto streets that would reach the Bronx by McLean Avenue in Yonkers, across the river from Muskrat Cove.

Maggie Greenfield, greenway director of the Bronx River Alliance, said cyclists could still get to the Muskrat Cove area from its south end by cutting over 233rd Street in the Bronx.

The Bronxville meeting, attended by some 50 residents and public officials, was held to update people on the progress of the pathway and the East Coast Greenway, a 3,000-mile trail along the entire East Coast.

That final Westchester piece could come as part of a bike- and walking-path project, mostly along local roads, from Palmer Road in Bronxville to McLean Avenue. In 2002, Yonkers and the county Planning Department jointly se-

cured a federal grant of almost \$1.1 million for the project, then estimated to cost \$1.3 million, said David Simpson, spokesman for Yonkers Mayor Phil Amicone.

Simpson said the projected cost has grown, and that the city's share would now be about \$350,000. He said the county is revising the trail design.

Cyclists and others were eager to see the county continue work on the trail. Peter Tartaglia, spokesperson for the parks department, could not release an estimated cost for the project until it comes before the Westchester County Board of Legislators, expected within "the next couple of weeks." The money would come from county capital funds.

Another piece will extend the trail from its southernmost point at Palmer Road to the top of a trail loop north of Oak Street on the Yonkers-Mount Vernon border.

It is the final piece, from the Oak Street line, that presents the greatest challenge. DeLucia said he had not given up.

Bronxville resident Carl Hamann arranged the meeting with Mike Oliva, the mid-Atlantic liaison for the East Coast Greenway Alliance, after taking a recent bicycle ride with Oliva and others from Bronxville to the southern tip of Manhattan. He said people would love to be able to ride, for instance, to the Italian restaurants and markets of Arthur Avenue in the Bronx.

"You could ride your bike from Bronxville or Scarsdale to Arthur Avenue on bike paths. How spectacular would that be?" he said.

One resident, Claire Fay, worried that the plans would crowd the Bronx River Pathway in Bronxville, which is often busy already, by attracting new cyclists.

"Some of them might announce themselves, but some of them don't and they're coming up very fast," said Fay, who walks her dog on the trail. "It's just a bit chaotic."

Reach Ken Valenti  
at kivalent@lohud.com  
or 914-696-8255.

