



Advocates Announce Harbor Ring Pedestrian and Bike Route

October 2, 2012

The Transportation Alternatives (T.A.) Harbor Ring Committee, a coalition of T.A.-affiliated volunteers committed to improving the New York City regional waterfront, announced today the Harbor Ring route: the first pedestrian and bicycle pathway encircling New York Harbor. Weaving together existing and proposed pathways, this fifty-mile route connects Manhattan, Brooklyn, Staten Island, Bayonne, Jersey City and Hoboken. People around the region now have the opportunity to easily explore the harbor's many landmarks on bike and on foot from a route that offers unparalleled 360-degree views of the entire harbor. People can start using and enjoying the existing pathways of the Harbor Ring right away and offer feedback and suggestions for improvement to the Harbor Ring Committee, which will work with T.A., New York City's leading transportation advocacy group, to refine and enhance the route. The map and cue sheets can be accessed and printed from the Harbor Ring website: www.harborring.org.

The mapped route also provides a blueprint for expanding the current car-free pathway sections, including the long sought path over the Verrazano-Narrows Bridge. Bicycle and pedestrian pathways have proven benefits for transportation, tourism, real estate development and public health. According to Paul Steely White, Executive Director of Transportation Alternatives, the Harbor Ring draws on the success of New Jersey's Hudson River Walkway, Manhattan's Hudson River Park and the Brooklyn Waterfront Greenway. According to White, "Waterfront bike and walkway improvements over the last two decades improved our region and enhanced the quality of life of countless people. Now we must stitch these pieces together and complete the Harbor Ring to create a lasting legacy for the benefit of generations to come."

The 50th anniversary of the Verrazano-Narrows Bridge in 2014 is a target year to bring renewed attention to the need for a bicycle and pedestrian pathway over the bridge. The bridge was designed to accommodate such a pathway between the suspender cables on both the north and south sides, but this was not included in the final plans. A 1997 study conducted by Amman & Whitney, the original bridge engineers, under contract to the New York City Department of City Planning, deemed the pathway feasible to build.

Harbor Ring also lays out the first truly regional pedestrian and bikeway network. New Yorkers and New Jersey residents live just a few short miles apart, yet pedestrians and bicyclists scarcely are able to cross between the states, save through the George Washington Bridge. Donations for the Harbor Ring project can be made to Transportation Alternatives, a 501(c)3 organization, by mentioning "Harbor Ring" along with the gift. Funds are also being sought via Indiegogo: www.indiegogo.com/HarborRing. Map sponsorships are available to businesses and organizations.

THE HARBOR RING COMMITTEE

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