

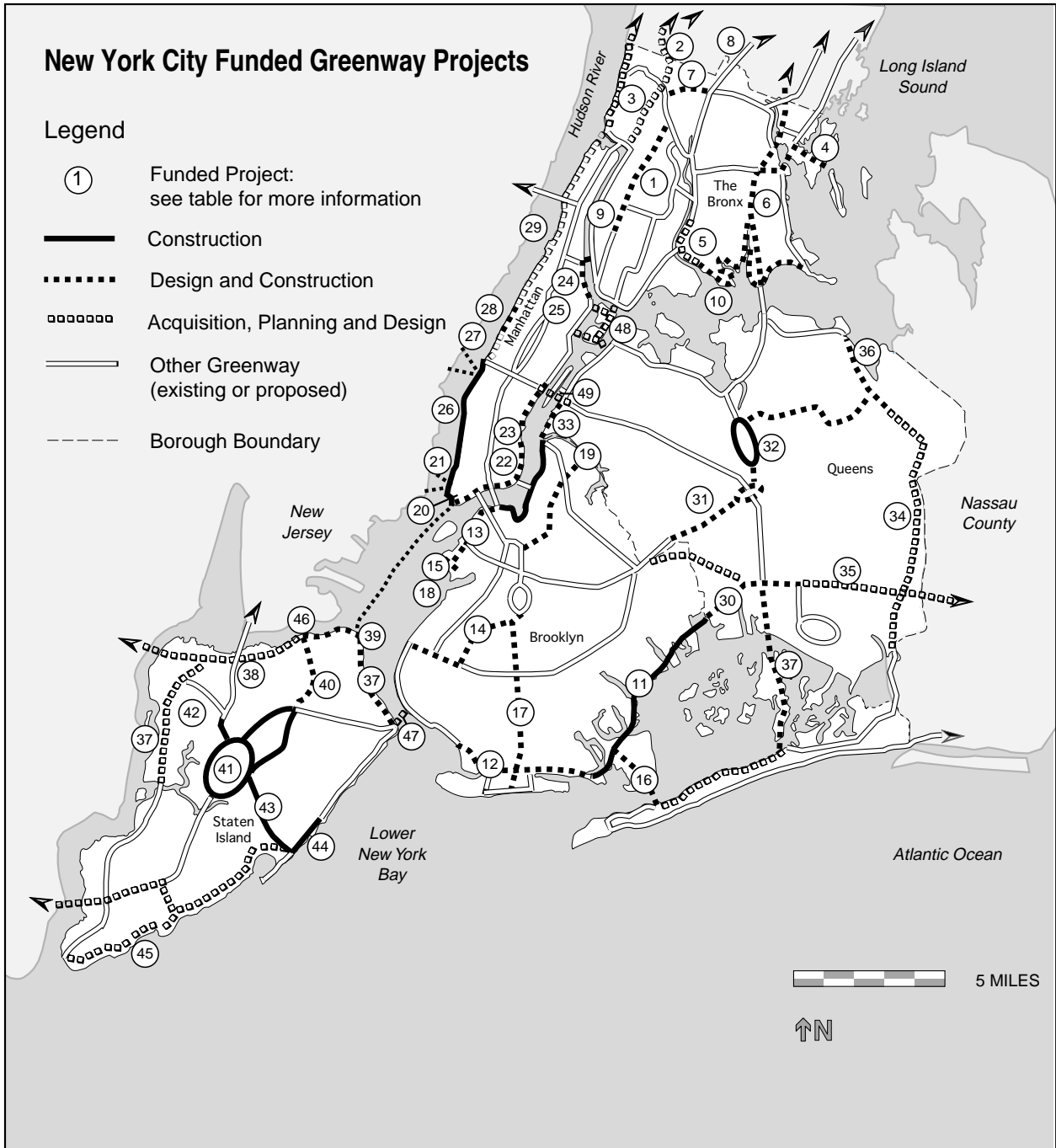
The Greenway System



A greenway is generally defined as a multi-use pathway for non-motorized transportation along natural and manmade linear spaces such as rail and highway rights-of-way, river corridors, waterfront spaces, parklands and, where necessary, city streets. In 1993, DCP released *A Greenway Plan for New York City*, which identifies a city-wide greenway system. Complementary greenway reports for the city have also been released, including the Bronx Borough President's *Bronx Greenway Plan*, the Staten Island Borough President's *Staten Island Bikeway and Cultural Trail*, the Manhattan Borough President's *Comprehensive Manhattan Waterfront Plan* and the Neighborhood Open Space Coalition's *Brooklyn-Queens Greenway*.

Since the completion of the DCP plan, over \$61 million has been allocated by federal, state and city agencies for the implementation of the greenway system. These individual projects have been included in the 900 mile network.

Funded greenway projects are shown on the map on page 20 and the chart on page 21. Priority funded greenway projects are described on the following pages. The selection of priorities was based on the existence of partially completed routes and potential usage. The following pages also describe potential greenway projects which have not received funding.



New York City Funded Greenway Projects

Note: numbering does not indicate project rank.

Borough / Number / Project Name *	Type *	Funding *	Sponsor	Applicant	Total
Bronx					\$12,044,875
1 Grand Concourse Traffic Design Study	D, C	CMAQ 3	DOT	DOT	\$425,000
2 Putnam RR Line: Van Cortlandt Park	A	CMAQ 3	DPR	DPR	\$670,000
3 Putnam RR Line: Harlem River - Van Cort. Park	P	CMAQ 4	Bx. Boro Pres.	NOSC	\$50,000
4 Mosholu/Pelham Parkway Extension	D, C	CMAQ 5, 6	DPR	Bx. Boro Pres.	\$2,000,000
5 Bronx River Trailway	A, P	ENH 1	NYS DEC	NYS DEC	\$923,000
6 Hutchinson Parkway Greenway	D, C	ENH 2	DPR	Bx. Boro Pres.	\$800,000
7 Van Cortlandt Park / X-Country Trail	D, C	ENH 2	DPR	Friends of Van.Cort.Pk.	\$469,150
8 Van Cortlandt Lakes Restoration & Access	D, C	ENH 3	DPR	DPR	\$3,432,400
9 Harlem River Restoration	D, C	ENH 3	DPR / DEP	DPR / DEP	\$1,675,325
10 Bronx Soundview Greenway	P, D, C	ENH 3	DCP / DPR	DCP / DPR	\$1,600,000
Brooklyn					\$9,073,650
11 Shore Parkway Path: Knapp St - Penn. Avenue	D, C	EQBA	DPR	DPR	\$3,800,000
12 Shore Parkway Path: Bay Parkway - Knapp St	P	CMAQ 3	DOT	DOT	\$100,000
13 Brooklyn Waterfront Trail	P, D, C	CMAQ 5	DCP / DOT	DCP / DOT	\$723,650
14 Sunset Park Connector	P, D	ENH 1	DOT	Transport. Alt	\$300,000
15 Esplanade at Brooklyn Army Terminal	D, C	ENH 1	EDC	EDC	\$625,000
16 Rockaway/Gateway Greenway: Flatbush Ave	D, C	ENH 1	DEC	NPS / NOSC	\$1,250,000
17 Ocean Parkway Bicycle/Ped. Corridor	D, C	ENH 2	Bk. Boro Pres.	Bk. Boro Pres.	\$1,090,000
18 Coffey St. Pier	D, C	ENH 3	DPR	DPR	\$400,000
19 BQE Corridor Landscape Enhancement	D, C	ENH 3	DEP	DEP	\$885,000
Manhattan					\$16,308,430
20 East River Docks	D, C	CMAQ 2, 4	EDC	DPR	\$4,540,000
21 Pier 15 Rehabilitation	C	ENH 1	NYS Dorm. Auth.	South St. Seaport	\$400,000
22 East River Bikeway/Esplanade: Pier A - 63rd	D, C	CMAQ 3, 5	EDC	EDC/Man. BP	\$4,895,000
23 Stuyvesant Cove Park	C	CMAQ 5, ENH 1	DPR/DOT	CB #6 / Man. BP.	\$850,800
24 Harlem River Esplanade: 125th - 145th	D, C	CMAQ 2, 5	DPR	DPR	\$1,375,000
25 Harlem Gateway Corridor	D, C	ENH 3	ESDC	Cityscape Inst.	\$1,247,630
26 Route 9A Bikeway	D, C	NHS	NYS DOT	NYS DOT	N / A
27 Riverside Park Walk: 72th - 155th	D, C	CMAQ 3	DPR	DPR	\$1,625,000
28 Riverside Park Walk: 83rd - 91st	C	CMAQ 6	DPR	DPR	\$1,250,000
29 Hudson R. Trail: 155th St - Bronx County line	P	CMAQ 3	DPR	DPR	\$125,000
Queens					\$6,356,677
30 Shore Parkway: Penn. Ave - JFK Airport	D, C	CMAQ 3, 4	DPR	DPR	\$1,905,000
31 Brooklyn / Queens Greenway: Queens	D, C	ENH 1	DOT / DPR	DOT / DPR	\$1,040,000
32 Flushing Meadows Park Cultural Walkway	C	ENH 1	DPR	Qu. Boro Pres.	\$93,000
33 Queens West Ped. / Bike Improvements	D, C	ENH 2	Qu. West D.C.	Qu. West D.C.	\$640,677
34 Laurelton & Cross Island Parkway Greenways	P, D	ENH 2	DCP / DPR	DCP / DPR	\$415,000
35 Southern Parkway Greenway & Conduit Blvd	P, D	ENH 2	DCP / DPR	DCP / DPR	\$353,000
36 Alley Pond Path Reconstruction	D, C	ENH 3	DPR	DPR	\$660,000
37 Rockaway / Gateway Greenway Cross Bay Blvd	D, C	ENH 3	NYS DEC	NYS DEC	\$1,250,000
Staten Island					\$10,072,000
38 North Shore Rail with Trail	P, D, C	CMAQ 3, 6	DCP / DPR	DCP / DPR	\$1,219,000
39 North Shore Esplanade Extension	D, C	ENH 1	EDC	EDC	\$4,082,000
40 S. I. Bikeway & Cultural Trail: Lakes Segment	C	ENH 1	DPR	S. I. Boro Pres.	\$300,000
41 S. I. Greenbelt: Forest Loop	D, C	CMAQ 4, 6	DPR	DPR	\$2,000,000
42 S. I. Greenbelt: North / South Connector	C	ENH 3	DPR	S. I. Boro Pres.	\$260,000
43 S. I. Greenbelt: Amundsen Trail	C	ENH 3	DPR	NYCDPR	\$1,200,000
44 S. I. Bikeway & Cultural Trail: Beach Segment	C	ENH 3	DPR	S. I. Boro Pres.	\$400,000
45 South Shore Greenway	P	ENH 3	DCP	NYCDCP	\$111,000
46 Snug Harbor Ferry Terminal	C	ENH 3	DPR	Snug Harbor Cultural	\$500,000
Citywide / Multi-Borough					\$7,349,500
47 Verrazano Bridge: Ped / Bike Access	P	CMAQ 3	DCP	DCP	\$100,000
48 Randall's Island Access	P	CMAQ 4	EDC	DPR	\$304,000
49 Queensboro Bridge Access	P	ENH 3	DCP	DCP	\$75,000
Bicycle Network Development	P, D, C	CMAQ 1, 2, 5, 6	DCP/DOT/DPR	DCP/DOT/DPR	\$5,283,000
Citywide Signage Study	D	CMAQ 3	DCP	DCP	\$50,000
On Street Bicycle Parking 1 & 2	C	ENH 1, 3	DOT	Transp. Alt.	\$1,250,000
Brooklyn/Queens Greenway User Map	P	ENH 1	DPR	NOSC	\$80,000
Waterborne Transportation: Manhattan - GNRA	P	ENH 2	GNRA / HRPC	NOSC	\$207,500
New York City					\$61,205,132

P = Planning D = Design C = Construction CMAQ = Congestion Mitigation Air Quality ENH = Enhancement EQBA = Environ. Quality Bond Act NHS = National Highway System

The Bronx



Mosholu-Pelham Greenway

The Mosholu-Pelham Greenway

An existing greenway runs east-west along the Mosholu and Pelham Parkways, linking Van Cortlandt Park with the Bronx Zoo and the New York Botanical Gardens. DPR will design and construct an extension to connect the Greenway with Pelham Park and Orchard Beach to the east, and the Van Cortlandt Golf House to the west.

Putnam Railroad Trail

DPR has received funding to design and construct a north-south path within the abandoned rail corridor as it passes through Van Cortlandt Park. The path will connect to an existing 50 mile bicycle path located to the north, and with a proposed link across the Harlem River to Manhattan to the south.

Hutchinson River Greenway

DPR will design and construct a 3 mile route within the Hutchinson Parkway right-of-way. The route will connect the Mosholu-Pelham Greenway with Ferry Point Park and the QBX1 bike-on-bus over the Whitestone Bridge.

233rd Street

Roadway width and traffic volume prohibit on-street cycling along this street, a critical east-west route. An existing sidewalk, along the northern perimeter of Woodlawn Cemetery, could be upgraded to accommodate bicycles. This route is part of the Woodlawn-Seton Falls Greenway identified in the Bronx Borough President's *The Bronx Greenway Plan*.

Bronx Park

Although north-south paths exist along the perimeter of this park, there are limited east-west crossings. Cycling on Fordham Road, the major east-west connection, is undersirable due to heavy traffic. Multi-use paths are needed to accommodate bicycles and pedestrians.

Brooklyn



Shore Parkway bicycle path

Shore Parkway Bicycle Path: Bay to Knapp

The waterfront Shore Parkway Bicycle Path has two distinct, unconnected sections. DOT is planning an on-street connection between Bay Parkway and Knapp Street. Construction would create a continuous, 17 mile waterfront path.

Rockaway Gateway Greenway

Connecting with the Shore Parkway bicycle path, this DEC/National Park Service project will design a 20 mile route loop around Jamaica Bay. Construction along Flatbush Avenue is slated as the first phase of implementation.

Brooklyn Waterfront Trail

Consistent with proposals in the Red Hook community's 197-a Plan, this DCP/DOT project will connect the Brooklyn Bridge promenade path with the existing and proposed recreational facilities at Fulton Pier, Coffey Street Pier and the Erie Basin Promenade via multi-use paths and on-street lanes.

Improved Access to Prospect Park

The multi-use path along Eastern Parkway terminates at the Brooklyn Museum, creating conflicts between cyclists and pedestrians seeking access to the Brooklyn Public Library and Prospect Park. The path could be extended along the westbound service road, connecting into Grand Army Plaza and Prospect Park. Improved access is also needed at Park Circle, the Park's southern terminus.

Connections to the Shore Parkway Bicycle Path

Abundant parkland located adjacent to several inlets offers the potential for connecting the neighborhoods along Jamaica Bay with the city's longest bicycle/pedestrian path.

Manhattan



East River Park esplanade

East River Bikeway and Esplanade

EDC has developed a master plan for a 6 mile waterfront bikeway and esplanade, from Pier A and Battery Park to East 63rd Street. First phase construction will connect South Street Seaport with the existing esplanade along East River Park; other portions will be constructed in conjunction with several adjacent projects: Stuyvesant Cove (18th-23rd Streets), Wall Street Ferry and Esplanade project and construction at the FDR Drive. The esplanade will link the Hudson River Trail, which begins at Battery Park, with the existing esplanade north of East 63rd Street.

Harlem River Esplanade

A waterfront bicycle path will be constructed in conjunction with development of this underutilized parkland along the East River, from the Triborough Bridge at 125th Street to West 145th Street. The project, sponsored by DPR and the Manhattan Borough President's Office, will connect with the East River Esplanade to the south.



Hudson River, Battery Park City

Hudson River Trail

This route travels along the entire west side waterfronts of Manhattan and the Bronx. Segments include the proposed Route 9A bikeway/walkway from the Battery to 59th Street, and DPR's Riverside Walk, to be constructed through Riverside Park. The Route 9A interim path, from Chambers to W 30th Street, has proven immensely popular. The route will ultimately connect with the Hudson River Valley Greenway and such regional trails as State Bicycle Route 9 and the East Coast Greenway.

Harlem River Drive: 155th Street - Dyckman

Members of the BND Advisory Committee have recommended development of a bicycle path along this narrow strip of waterfront parkland. The Manhattan Borough President's *Comprehensive Waterfront Plan* also recommends a waterfront route. DCP's *Plan for the Manhattan Waterfront* recommends use of the Bronx waterfront, from the Broadway Bridge to 155th Street, as an alternative. Additional study is needed to determine the feasibility of a Manhattan waterfront route.

Queens



Brooklyn-Queens Greenway: Vanderbilt Motor Parkway in Queens.

The Brooklyn / Queens Greenway

When completed, this 22-mile on- and off-street route, stretching from Coney Island in the south to Little Neck Bay in the north, will connect some of the city's major cultural institutions and tourist destinations, such as the Brooklyn Museum, the Brooklyn Botanic Garden and Shea Stadium and many of the city's finest parks. DOT and DPR have received funding to implement the Queens segment by 1998.

Conduit/Southern/Laurelton/Cross Island Greenways

DCP and DPR are planning and designing this 22 mile path through parkland located adjacent to the roadways. The route links such destinations as Highland Park, JFK Airport, and the existing Cross Island bicycle path.

Shore Parkway Bicycle Path: Access to JFK

This project will connect the Shore Parkway path with the existing bicycle lanes at JFK Airport, providing access to the many employment opportunities at the airport. DPR has received funding for design and construction and is currently in the consultant selection process.



Flushing Bay Esplanade

Flushing Bay Esplanade

Improved connections are needed along this esplanade. Access through a DPR concessionaire could provide linkage to the bicycle/pedestrian bridge over the Grand Central Parkway, and a 100' foot path could be constructed to connect with the LaGuardia Airport loop road. Possible construction funds could be provided by a DEP mitigation project.

Shore Parkway Bicycle Path: Fountain Avenue Landfill

A short but critical segment of the bicycle path has been destroyed by landfill operations. Although ISTEA funding has been secured to construct a permanent path, cyclists and runners currently use the highway shoulder to traverse this massive segment. An interim path is needed for path users while design work proceeds on the permanent path.

Atlantic Avenue: Conduit Blvd-Jamaica

The avenue's wide median, which accommodates turn lanes, could be reconstructed to accommodate a multi-use path along this major east-west route.

Forest Park

The width and traffic volume of Forest Parkway and Freedom Drive inhibit on-street cycling on these streets. However, both streets contain sidewalks which could be upgraded to accommodate bicycles. The sidewalks also lead to paths which could connect cyclists with the auto-free Forest Park Drive East.

Staten Island



North Shore Rail Line, Harbor Herons Wetlands

Staten Island Rail with Trail

A multi-use path is planned along the abandoned North Shore rail line, offering spectacular views of New York Harbor. The route, which will serve as a segment of the East Coast Greenway, will connect with the St. George Ferry Terminal, Snug Harbor Cultural Center, and the existing Bayonne and proposed Goethals Bridge bicycle paths. Funding for a first phase implementation has been secured by DCP and DPR.

Staten Island Cultural Trail

Proposed in the *Staten Island Bikeway and Cultural Trail*, this DPR project will link the Snug Harbor Cultural Center with Clove Lakes and Silver Lake Parks.

Staten Island Greenbelt Trail

A 10 mile bicycle path will traverse the 2500 acre Greenbelt. Located at the center of Staten Island, the trail will provide access to the Greenbelt's many natural, cultural and historic resources. DPR has secured design and construction funds.

Richmond Avenue / Travis Avenue

Due to heavy traffic and limited roadway width, a multi-use path is needed along Richmond and Travis Avenues between the southern entrance of the Staten Island Mall and Arlene Street. The path would connect with the proposed on-street routes on Richmond Avenue to the south and Arlene Street to the north. Existing open space within the roadway rights-of-way provides the required path space.