



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#) | [Publications](#)

Archived Content

This page describes the state of the Manhattan Waterfront Greenway in 2004. It was developed as an overview of the planning process at that time. Current information about this and other components of New York City's bicycle network can be found at the [Department of Transportation website](#). See [more information](#) about the Department of City Planning's Bicycle and Greenway Planning program.



Looking north on the new Harlem River Speedway

The Manhattan Waterfront Greenway is a 32-mile route that circumnavigates the island of Manhattan. The greenway builds on recent efforts to transform a long-ignored and derelict waterfront into a green attraction for recreational and commuting use. Wherever possible, it runs along the shoreline and thus reclaims the waterfront for pedestrians, cyclists, rollerbladers, and other users of non-motorized transportation. The Manhattan Waterfront Greenway and other New York City greenways continuously improve the quality of life for New Yorkers by creating improved access to the waterfront and the open spaces throughout the City.

Most portions of the greenway are beautiful off-street paths through parks or other recreational spaces. Greenway-connectors run on-street, where waterfront access is not currently possible. Some of the improvements that have taken place include: signing a bike path through The Battery, transforming the industrial waterfront in the West

Village and Chelsea into Hudson River Park, and turning the neglected and inaccessible Harlem River Speedway into a beautiful promenade. This newest section of off-street path runs two miles along the Harlem River waterfront, providing a lovely green space, stunning views of the High Bridge, the Alexander Hamilton Bridge and the Washington Bridge, as well as an enhanced connection between northern Manhattan and the rest of the island.

The Department of City Planning (DCP) has been active in the planning, design, promotion and implementation of new greenways since 1993, when it produced *A Greenway Plan for New York City*. DCP and the New York City Department of Transportation (DOT) also produced *The New York City Bicycle Master Plan* in 1997, which incorporated the Greenway Master Plan's goal of 350 miles of greenway throughout the city into a 900-mile citywide network of on- and off-street paths and bike lanes. The Manhattan Waterfront Greenway and this website are continuations of these efforts.

This website presents the user with information on the past, present and future of the Manhattan Waterfront Greenway through text, maps, photos, and video of cyclists riding along portions of it.

[Virtual Ride Around Manhattan](#)

Take a virtual ride on the Manhattan Waterfront Greenway with the Department of City Planning and see the greenway from a cyclist's perspective.

[Past and Current Planning](#)

Learn about the history and the future of the Manhattan Waterfront Greenway and other New York City greenways.

[Maps](#)

See maps and photos of the greenway that detail the completed route, the Waterfront Links, and the long-term plans for the greenway.

Publications

Report:



The [Manhattan Waterfront Greenway Master Plan](#) (📄 3.92 MB), released in 2004, documents past plans for the greenway, recent improvements and current conditions on the greenway and the waterfront, and future greenway developments.

Brochure and Map:

The Manhattan Waterfront Greenway map highlights parks and other attractions located on or near the waterfront, points out ferry landings, guides the pedestrian and cyclist through on-street connections, and provides important safety tips.

[Front](#) (📄 812 k)

[Back](#) (📄 571 k)

Funding

This website was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.

Funding for other planning and construction projects associated with the Manhattan Waterfront Greenway and Bicycle Network Development (BND) comes primarily from Congestion Mitigation Air Quality (CMAQ) program funds under the Intermodal Surface Transportation (ISTEA) Efficiency Act (subsequently Transportation Equity Act for the 21st Century).



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#) | [Publications](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)

The [completed route](#) of the Manhattan Waterfront Greenway creates a loop around the borough. See photos and maps of the existing greenway.

There are several sites along the Manhattan waterfront where the path is not permanent, is inadequate or does not exist. These missing [waterfront links](#) make a continuous waterfront route impossible at this time. See photos of current waterfront conditions and learn about plans for improvement.

The [long-term plan](#) is to have a waterfront path along almost the entire shoreline of Manhattan. Learn about the changes that will happen in the next several years.

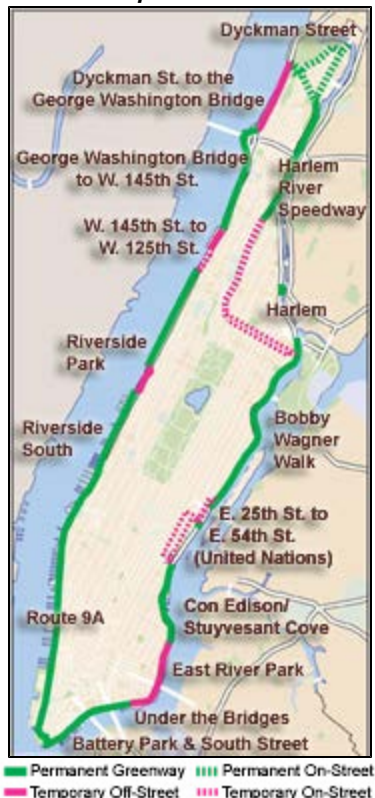


Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#) | [Publications](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)

Completed Route



The Manhattan Waterfront Greenway has been partially implemented over the past decade; as of spring 2003 there were over 17 miles of shoreline greenways along the East, Harlem and Hudson rivers and New York Bay. These 17 miles came about as part of initiatives from the Department of City Planning (DCP), New York State Department of Transportation (SDOT), New York City Department of Transportation (DOT), New York City Department of Parks and Recreation (DPR), the Manhattan Borough President's Office, and the New York City Economic Development Corporation (EDC).

In January of 2003 the City promised a continuous interim route around Manhattan by the end of the summer. An addition \$4.5 million above the capital budget was pledged for the completion of the project.

The completed route was designed so that there could be a continuous loop around Manhattan before it was possible to have a greenway entirely on the water. The route and all new paths were conceived by an interagency committee, consisting of those agencies listed above. The City is committed to opening up the Manhattan waterfront to non-motorized transit, ensuring the improvement and growth of the Manhattan Waterfront Greenway.

To view photos and more detailed maps of specific sections of the greenway click on the map or choose from the table below.

[Battery Park and South Street](#)
[Under the Bridges](#)
[East River Park](#)
[Con Ed and Stuyvesant Cove](#)
[East 25th to East 54th Street \(United Nations\)](#)
[Bobby Wagner Walk](#)
[Harlem](#)
[Harlem River Speedway](#)
[Dyckman Street](#)
[Dyckman Street to the George Washington Bridge](#)
[George Washington Bridge to West 145th Street](#)
[West 145th to West 125th Street](#)
[Riverside Park](#)
[Riverside South](#)
[Route 9A](#)



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Battery Park and South Street

[Next Segment](#)



[View Detailed Map](#)

The greenway through Battery Park is split into two paths, one for pedestrians and one for cyclists and rollerbladers. Pedestrians are directed to use the waterfront esplanade, which is closed to cyclists and skaters, but all greenway users are allowed and encouraged to use the large existing path that goes through the northern interior of the park. The path, while good, is not ideal because "The Sphere," the World Trade Center memorial, lies along it, causing congestion.

After going through the park, greenway users currently travel to South Street along the construction zone surrounding the Whitehall ferry terminal.

The path continues along the waterfront on South Street and under the FDR Drive until Brooklyn Bridge. Through this section the route passes the South Street Seaport, the Fulton Fish Market, and a few small but lovely waterfront park areas. Under the FDR the path is predominantly a Class 1, two-way, separated-use greenway, but there are a few sections where there is no striping because of crowded conditions.



The Battery



Whitehall Ferry Terminal



New greenway sign at the Ferry Terminal



Manhattan Waterfront Greenway

[Return to Previous Page](#)

Battery Park and South Street





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Under the Bridges

[Next Segment](#)



[View Detailed Map](#)

Riding under the FDR, greenway users can go inland to connect to the Brooklyn, Manhattan, and Williamsburg bridges. Between the Brooklyn and the Manhattan bridges the greenway is a wide Class 1 dual carriageway built by the New York City Economic Development Corporation as part of the East River Esplanade. Here pedestrians walk along the water on a bench-lined path and cyclists and rollerbladers use the two-way asphalt path that runs under the FDR.

Between the Manhattan and the Williamsburg bridges, the path along South Street goes slightly inland to accommodate the warehouses on the river's edge. Between the bridges, the greenway is briefly a shared-use path with no separation between wheeled users and pedestrians. The greenway widens before the entrance to East River Park near the Williamsburg Bridge.



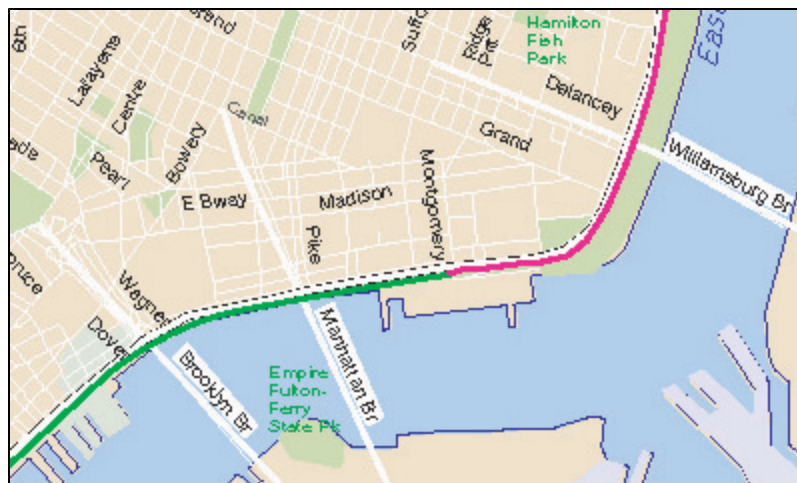
*Under the FDR Drive
looking at the Brooklyn
Bridge*



Manhattan Waterfront Greenway

[Return to Previous Page](#)

Under the Bridges





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

East River Park

[Next Segment](#)



[View Detailed Map](#)

The permanent greenway in East River Park runs along the waterfront esplanade where Con Edison is currently removing its infrastructure and DPR is repairing and refurbishing the bulkhead. The waterfront route will be under construction for the next few years. Through the southern part of the park, one may ride or walk along the waterfront, but north of Corlears Hook the greenway consists of a shared-use path on the western edge of the park, adjacent to the FDR Drive. In the park there is access to the gardens, sports facilities, sculptures and other amenities.



East River Park



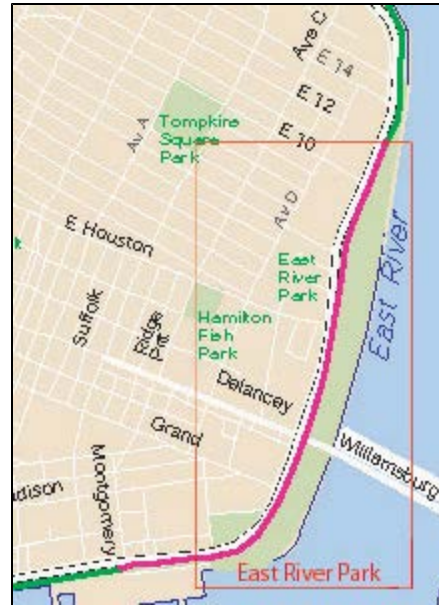
East River Park waterside path



Manhattan Waterfront Greenway

[Return to Previous Page](#)

East River Park





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Con Ed and Stuyvesant Cove

[Next Segment](#)



[View Detailed Map](#)

From East 12th Street to East 14th Street the land along the waterfront is leased by the City to Con Edison. The greenway, sandwiched between Con Edison facilities and the FDR, narrows considerably. In 2003 the path was much improved thanks to negotiations among the City, the SDOT, and Con Edison. SDOT was able to widen the path for much of its length and to install new safety barriers.

From East 14th Street to East 23rd Street the greenway is an attractive bike- and walkway hugging the shoreline. In Stuyvesant Cove, from East 23rd Street to East 25th Street, the greenway becomes a dual carriageway with bicycle path and walkway separated by greenery and land with benches and informational display panels. This section of the path and the surrounding park were completed by EDC as part of the implementation of the entire East River Esplanade. They stand out as innovative spaces that are a pleasure to use and that improve the quality of the surrounding area through excellent landscaping and design.



South of 14th Street



Manhattan Waterfront Greenway

[Return to Previous Page](#)

Con Ed and Stuyvesant Cove





Manhattan Waterfront Greenway

[Return to Previous Page](#)

East 25th to East 54th Street (United Nations)





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

East 25th to East 54th Street (United Nations)

[Next Segment](#)



[View Detailed Map](#)

From East 25th Street to East 30th Street the greenway runs along the service road for the Waterside Plaza apartment complex and the Water Club restaurant. Southbound cyclists are provided a designated and segregated contra-flow bike lane in the service road; northbound cyclists ride with traffic.

At East 30th Street the greenway continues on the service road and on the wide sidewalk past the Water Club parking lot. It then moves to a marginal street and passes the City's busiest heliport, the 34th Street ferry terminal, and an NYU parking lot. At East 36th Street it enters Glick Park, located along the waterfront from East 36th Street to East 38th Street.

Riders exit Glick Park at East 37th Street. Greenway users should turn inland, cross under the FDR, and then use First Avenue to go north (southbound riders use Second Avenue and East 38th Street). These Class 3, on-street routes continue to East 54th Street, where users turn onto Sutton Place to connect to Bobby Wagner Walk and return to the waterfront.

First and Second Avenue are streets with heavy traffic volumes. They should not be used by inexperienced cyclists.



Sutton Place



Next to Glick Park



First Avenue



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Bobby Wagner Walk

[Next Segment](#)



[View Detailed Map](#)

At East 54th Street, greenway users should turn east toward Sutton Place (southbound greenway users should use East 55th Street) and continue north to East 63rd Street, where there is a pedestrian bridge to Bobby Wagner Walk. Bobby Wagner Walk was built in 1939 as part of the construction of the FDR Drive and is the oldest portion of the Manhattan Waterfront Greenway. The esplanade is a multi-use path with no separation between cyclists and other wheeled users and pedestrians. It is bordered on the east by the East River and on the west primarily by the FDR, though in Carl Schurz Park the path runs next to Gracie Mansion above the FDR.

Carl Schurz Park is a beautiful and old park with huge trees and gorgeous views of the East River and Queens. The opening of the Manhattan Waterfront Greenway in 2003 marked the first time that cyclists were allowed to ride in the park. At East 80th Street cyclists must dismount to climb a set of stairs, at which DPR installed a tire channel. The bikeway then continues to East 125th Street.

Bobby Wagner Walk offers an excellent connection to the greenway on Wards and Randall's Island via the pedestrian bridge at East 103rd Street.



East River north of the East 103rd Street pedestrian bridge



Carl Schurz Park



Manhattan Waterfront Greenway

[Return to Previous Page](#)

Bobby Wagner Walk

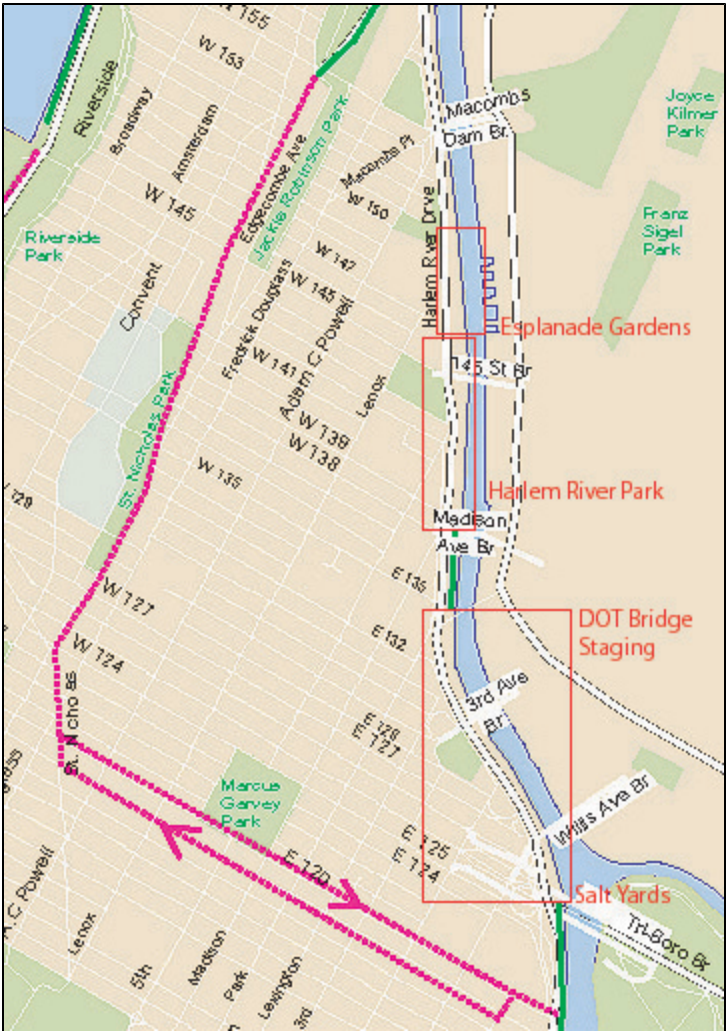




Manhattan Waterfront Greenway

[Return to Previous Page](#)

Harlem





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Harlem

[Next Segment](#)



[View Detailed Map](#)

Currently, greenway users may not continue along the waterfront north of East 125th Street due to the reconstruction of three Harlem River Bridges. After Bobby Wagner Walk, greenway users should cross the East 120th Street pedestrian bridge over the FDR to proceed inland. They then continue west on East 119th (eastbound travelers take East 120th Street). Both East 119th and East 120th are marked with Class 2 bike lanes that connect to the north- and southbound bike route on St. Nicholas Avenue, which has striped bike lanes to West 169th Street. East 120th Street abuts a public sculpture court and Marcus Garvey Park. St. Nicholas Avenue abuts St. Nicholas Park, which has stunning rock faces.



Bike lane on St. Nicholas Avenue



East 120th Street and Pleasant Avenue



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Harlem River Speedway

[Next Segment](#)



[View Detailed Map](#)

Greenway users continue on St. Nicholas Avenue until West 151st Street, where the route diverges to St. Nicholas Place. At West 155th Street, the bike route meets the on-ramp for the Harlem River Drive. In 2003 the New York State Department of Transportation installed a separated, two-way bike path along the ramp, allowing greenway users to access the Harlem River Speedway, two new miles of greenway between West 163rd Street and Dyckman Street. The new speedway is actually a reconstruction of a riverside walkway and carriage path that date to 1898. The path is a Class 1 facility that takes riders along a beautiful stretch of the otherwise inaccessible Harlem River. Inland access to the new Speedway is not possible between West 155th and Dyckman streets as the speedway runs directly between the Harlem River Drive and the Harlem River.



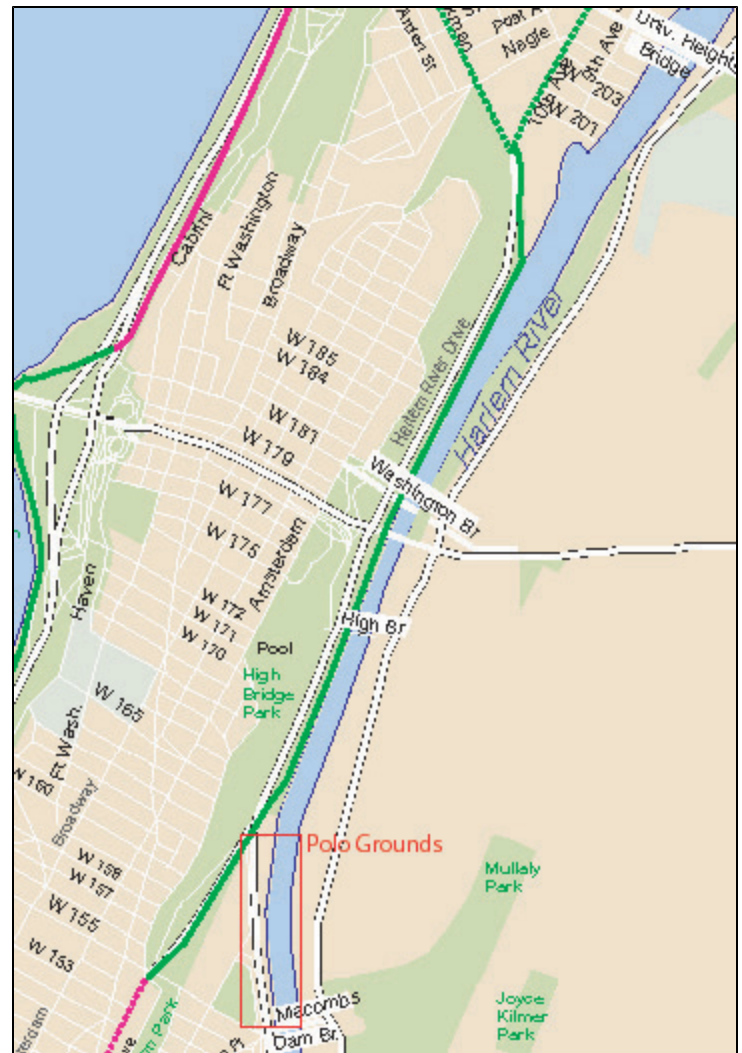
Harlem River Speedway



Manhattan Waterfront Greenway

[Return to Previous Page](#)

Harlem River Speedway





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Dyckman Street

[Next Segment](#)



[View Detailed Map](#)

Dyckman Street is a short but busy link between the east and west sides of northern Manhattan. It is currently the most direct link between the greenways on the Harlem and Hudson Rivers. Dyckman Street is a Class 2, on-street route from Tenth Avenue to Nagle Avenue; a Class 3, on-street route from Nagle Avenue to Broadway; then again a Class 2, on-street route until Riverside Drive.

Greenway users who want to stay closer to the water or go to the Bronx may use the recommended on-street route up Tenth Avenue to the Broadway Bridge and then cycle back along Seaman Avenue. Pedestrians may also use Tenth Avenue, but they, unlike cyclists, can walk through Inwood Hill Park to connect with the path south of Dyckman Street. Wheeled users and pedestrians can access the Harlem River at West 202nd and West 215th streets, but there is no access along the water. Inwood Hill Park does not allow cycling.



Bike lane on Dyckman Street



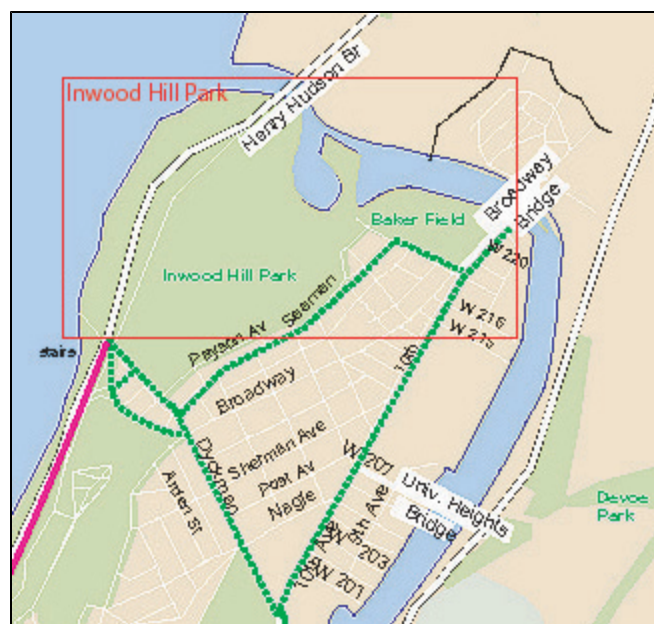
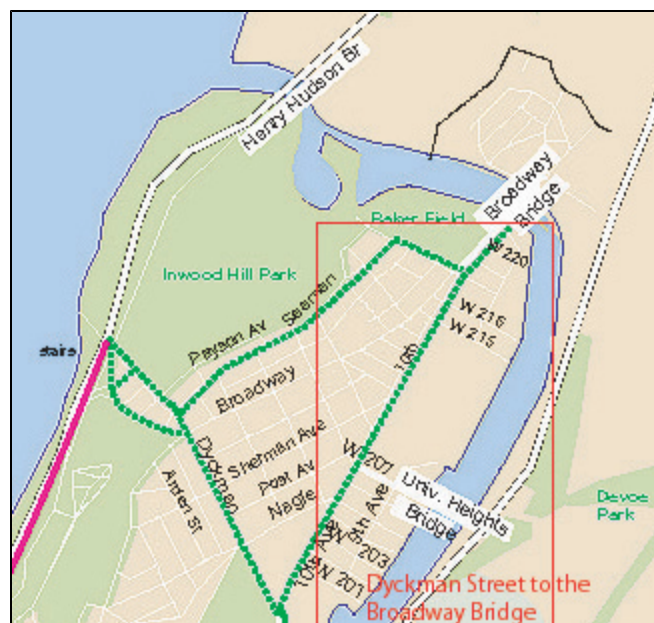
Dyckman Street eastbound



Dyckman Street looking toward the Hudson River

[Return to Previous Page](#)

A map showing the proposed bridge crossing the Hudson River. The bridge is highlighted in green and pink. Dyckman Street is labeled at the top right, with an arrow pointing to the bridge crossing. The map shows the river, surrounding land, and other streets.





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Dyckman Street to the George Washington Bridge

[Next Segment](#)



[View Detailed Map](#)

From Dyckman Street to West 181st Street, just north of the George Washington Bridge, greenway users should take the path that runs along the Henry Hudson Parkway. For the opening of the Manhattan Waterfront Greenway, DPR repaved the path to make it easier for bicycles and skaters to use (though to access it from Dyckman Street it is necessary to climb a set of stairs). This path features beautiful views of the Hudson River and Fort Tryon Park, and runs directly adjacent to a Grecian temple. This upland path lies between the Henry Hudson Parkway and a bluff to the Amtrak Empire Line and the waterfront. As such it has no waterfront or upland connections. At West 181st Street greenway users can connect to a previously existing path that runs along the waterfront to West 145th Street.



Henry Hudson Path near Dyckman Street



Stairs from Riverside Drive to Henry Hudson Path



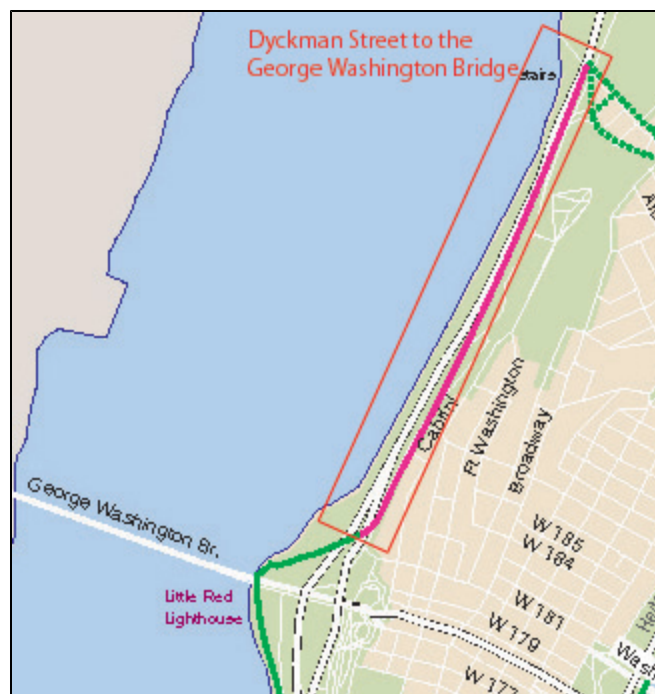
View of the Hudson River



Manhattan Waterfront Greenway - Maps

[Return to Previous Page](#)

Dyckman Street to the George Washington Bridge





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

George Washington Bridge to West 145th Street

[Next Segment](#)



[View Detailed Map](#)

From the George Washington Bridge to West 145th Street there is an existing waterfront greenway. At West 179th Street, just south of the George Washington Bridge, the greenway runs along the water across the highway in Fort Washington Park. The greenway is 12 feet wide and has lighting, benches and tables and offers spectacular views of the Hudson River. In this area there is limited upland access from the greenway; the park is only accessible from West 181st, 158th and 155th streets.

At West 155th Street Fort Washington Park becomes Riverside Park. From West 155th Street to West 146th Street the greenway continues through Riverside Park as a 12-foot wide multi-use path with limited access due to the Henry Hudson Parkway.



South of the George Washington Bridge



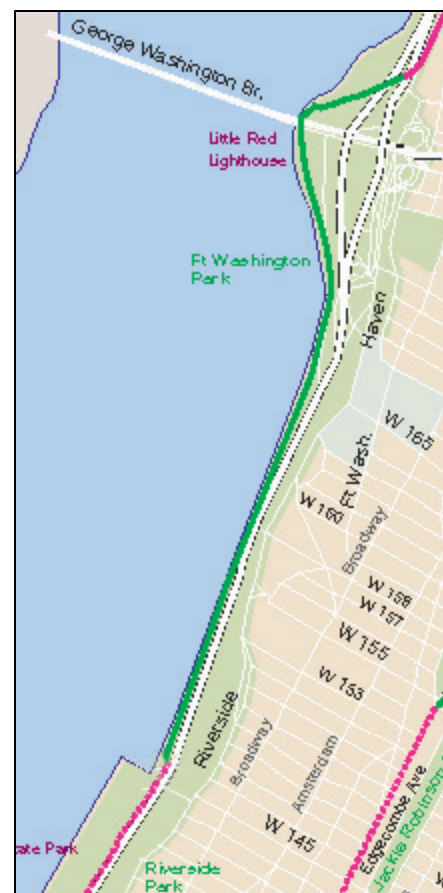
Riverside Park at 160th Street



Manhattan Waterfront Greenway - Maps

[Return to Previous Page](#)

George Washington Bridge to West 145th Street





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

West 145th Street to West 125th Street

[Next Segment](#)



[View Detailed Map](#)

From West 145th Street to West 135th Street is Riverbank State Park, a well-appointed recreational facility that sits atop the North River Water Treatment Plant. This waste processing plant prevents waterfront access between West 145th and West 135th streets. Because of the difference in grade between the rooftop and the street, the greenway will not be connected to the park. Cyclists and pedestrians currently bypass the park by using the service road that runs beside the plant. This service road has limited hours of operation. It is open only from dawn to dusk.

Between West 135th and West 125th streets, a Fairway Supermarket parking lot blocks the waterfront. Pedestrians easily walk through the lot, but cyclists are currently detoured to Twelfth Avenue, which has a southbound Class 2 bike lane (northbound the path is Class 3, on-street). At West 125th Street, cyclists connect to Cherry Walk and Riverside Park.



Path behind the Riverbank State Park



12th Avenue



Manhattan Waterfront Greenway

[Return to Previous Page](#)

West 145th to West 125th Street





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Riverside Park

[Next Segment](#)



[View Detailed Map](#)

From West 125th to West 100th Street is Cherry Walk, a waterfront path that takes users along one of the most natural sections of coastline in Manhattan. Completed with [CMAQ](#) funds in 2001, Cherry Walk is a beautiful, separated-use, tree-lined section of greenway between the Henry Hudson Parkway on the east and the Hudson River on the west. This is one of the only places in the city where there is no barrier between the path and the river; it is possible to take a careful walk across the rocks and touch the water.

From West 100th Street to West 91st Street the greenway continues along the waterfront on the western side of the Henry Hudson Parkway. From West 91st Street to West 83rd Street there is a 0.41 mile inland detour through Riverside Park because there is little room between the highway and the water. Pedestrians are allowed in this area, but there is not enough space for cyclists. At West 83rd Street the greenway returns to the waterfront.



Cherry Walk



Riverside Park



Riverside Park Upland

Completed Route

Riverside Park





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Riverside South

[Next Segment](#)



[View Detailed Map](#)

From West 72nd to West 59th Street is Riverside South, an office and housing development. As a requirement for City permission to build Riverside South, the developers created a waterfront park. To connect to the Hudson River Greenway the park was designed to include a greenway. Neither the greenway nor the park are in their final form, but the greenway is a wide, paved two-way path adjacent to the water.



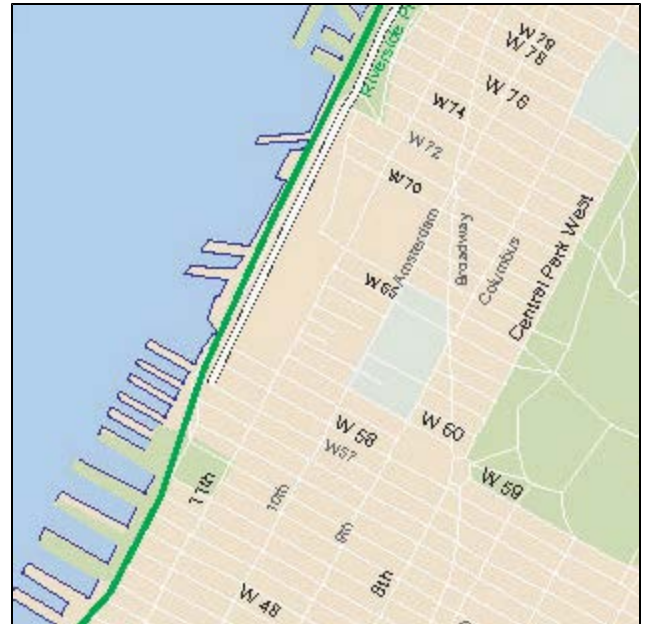
Riverside South



Manhattan Waterfront Greenway

[Return to Previous Page](#)

Riverside South





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Route 9A

[Next Segment](#)



[View Detailed Map](#)

From West 59th Street to Battery Park Place, the greenway runs between Route 9A and the waterfront in what is to become Hudson River Park. The greenway is a 36-foot separated-use path with a planted raised buffer between greenway users and vehicles. This stretch of waterfront has many amenities: piers, a trapeze school, batting cages, benches, and upland access at almost all street intersections. The Route 9A greenway is an example of the potential for non-motorized transportation and the wonderful facilities that can result from proper funding and collaboration.

Currently there is minor construction on this route because of the creation of Hudson River Park and the renovation of Route 9A. The construction does not affect greenway users' ability to enjoy the route.



Route 9A



Route 9A at 42nd Street



Manhattan Waterfront Greenway

[Return to Previous Page](#)

Route 9A





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#) | [Publications](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)

Missing Waterfront Links



The Manhattan Waterfront Greenway offers many new access points to the water. There are, however, several sites places where the path is short-term, is inadequate or does not exist.

These missing links make a continuous waterfront route difficult at this time.

The map shows the locations of these missing links. Click on any location to learn more about the particular difficulties at that site, the plans for that site, and to see photographs of the area.

[Battery Place to Old Slip](#)

[East River Park](#)

[Con Edison Parking](#)

[United Nations](#)

[FDR Drive](#)

[Salt Yard and DOT Staging Grounds](#)

[Harlem River Park](#)

[Esplanade Gardens](#)

[Polo Grounds](#)

[Dyckman Street to the Broadway Bridge](#)

[Inwood Hill Park](#)

[Amtrak Corridor](#)

[Riverbank State Park](#)

[Fairway Parking Lot](#)

[Riverside Park](#)



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Battery Place to Old Slip

[Next Segment](#)



[View Detailed Map](#)

At Battery Place the permanent greenway ends and a temporary path runs through the park to the Battery Maritime, which is under construction as the Whitehall Ferry Terminal is rebuilt. The construction area includes slips for the docking ferries, the Battery Maritime plant, and the grounds surrounding the buildings, creating an entire zone of rebuilding. The Battery will eventually have a permanent path on the perimeter of the park, as shown in the accompanying graphic; this should be complete by 2008. The reconstruction (including permanent shared-use cycling and pedestrian paths) of the Battery Maritime is under the jurisdiction of EDC and will be complete by 2006.



Battery Maritime Construction



Ferry re-construction



Battery Master Plan with Bosque Detail
(used with permission of the Battery Conservancy)

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Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

East River Park

[Next Segment](#)



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The current off-street path in East River Park is shared by wheeled users and pedestrians and abuts the FDR Drive rather than the waterfront. The waterfront esplanade in the park is currently closed to the public due to a crumbling bulkhead and utility work by Con Edison. As Con Edison completes its work, DPR plans to follow piece by piece and reconstruct the bulkhead. This should be complete and the waterfront open to pedestrians again by 2007, at which point the path adjacent to the FDR will be improved and designated for wheeled users. The whole project is expected to be complete in 2008.



Crumbling bulkhead in East River Park



Crumbling bulkhead



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Con Edison Parking Lots

[Next Segment](#)



[View Detailed Map](#)

The waterfront land between East 38th and East 41st streets is currently leased to Con Edison, which uses the site as an employee parking lot. The lot is closed to the public. The Con Edison plant is expected to be decommissioned in 2011, at which time a shared-use path will be implemented.



Con Edison Parking Lot at East 39th Street



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

United Nations

[Next Segment](#)



[View Detailed Map](#)

The United Nations sits on a platform above the FDR. For security and other reasons, the United Nations has been reluctant to allow any sort of public path to be built on or along the property. The UN is planning a major renovation of its headquarters, however, and as part of this construction will build a new office building on the adjacent Robert Moses Park.

In order to compensate for loss of parkland the United Nations has agreed to construct a cantilevered esplanade from East 41st Street to East 51st Street. Final designs have not yet been approved, but completion is tentatively scheduled for 2008.



United Nations from the north



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

FDR

[Next Segment](#)



[View Detailed Map](#)

The FDR lies directly on the water's edge north of the United Nations. Its proximity to the water between East 51st and East 60th streets makes a waterfront greenway impossible without cantilevered structures. The current reconstruction of the FDR requires that northbound traffic be routed onto a temporary structure built over the river, thereby delaying any permanent construction of a greenway.



North along the FDR



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Salt Yard and DOT Staging Grounds

[Next Segment](#)



[View Detailed Map](#)

Just north of the Triborough Bridge, the Department of Sanitation (DSNY) uses the waterfront for storage of road salt. The salt is to be relocated shortly.

Just north of the salt yards, between East 125th and East 139th streets, the New York City Department of Transportation (DOT) is using the Harlem River shore as a staging ground for its bridge reconstruction. Over the next decade DOT will repair and reconstruct the Third Avenue, Madison Avenue, and Willis Avenue bridges. Until this work is finished the shoreline is closed to the public.

After the DOT bridge reconstruction is complete, both DSNY and DOT have agreed to cede their land to the Department of Parks & Recreation (DPR), which will then turn it into a waterfront park, complete with greenway. DPR expects the Harlem River Park system to be complete by 2018.



Salt Yards



DOT Staging Area



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Harlem River Park

[Next Segment](#)



[View Detailed Map](#)

From East 135th Street to East 139th Street there is a short greenway through Harlem River Park; however, it is not connected to the larger greenway system. The greenway will be improved as soon as it can be extended either north or southbound.

A former greenway from West 142nd Street to West 145th Street has fallen into disrepair. DPR has Congestion Mitigation and Air Quality funding to construct a greenway from East 139th Street to West 142nd Street; perhaps it will be able to renovate the path up to West 145th Street as part of park improvement and maintenance.



Harlem River at 142nd Street



Harlem River Park



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Esplanade Gardens

[Next Segment](#)



[View Detailed Map](#)

West 145th Street to West 150th Street along the Harlem River is leased by the city to Esplanade Gardens Housing, which currently uses the waterfront for parking and garbage dumpsters. Though Esplanade Gardens has so far not been amenable to the suggestion of rearranging its parking lot to accommodate a greenway, the City is confident that an agreement can be reached and a shared-use path will be implemented in the near future.



*Esplanade Gardens
Parking*



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Polo Grounds

[Next Segment](#)



[View Detailed Map](#)

Between West 150th Street and West 163rd Street, next to the Polo Grounds Housing complex, the FDR is at grade and directly adjacent to the river. This setup of the highway makes it incredibly difficult for a greenway to be implemented along the waterfront. While eventually there may be a cantilevered structure here, because of expense and jurisdiction it is not clear when this will happen.



Harlem River Drive



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

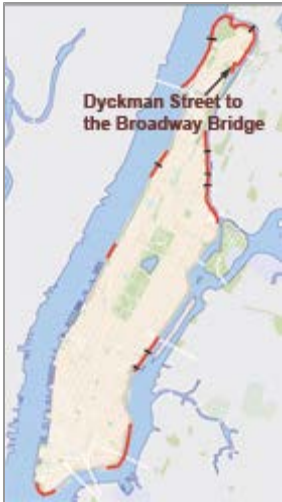
Maps: [Introduction](#) | [Completed Route](#) | [Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Dyckman to the Broadway Bridge

[Next Segment](#)



[View Detailed Map](#)

Between Dyckman Street and West 201st Street it is difficult to access the waterfront because of the various private owners and municipal uses there. In many sections the waterfront is fenced-off and inaccessible to the public. Waterfront properties in this section are occupied by the Department of Parks & Recreation, Con Edison, New York City Transit, the Department of Business Services, the Department of Sanitation, and Paragon Cable. While it is unlikely that all these entities would agree to a greenway through their properties, consistent with the City's Sherman Creek Task Force plans, a waterfront path between these two streets is envisioned for some undetermined time in the future DCP's current recommendation is that a permanent route be put in place on Tenth Avenue, though eventually some sort of cantilevered structure may be possible.



*Con Edison site near
203rd Street*



*Tenth Avenue
northbound*



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Inwood Hill Park

[Next Segment](#)



[View Detailed Map](#)

From the Broadway Bridge to Dyckman Street along the waterfront, a 1.49-mile stretch runs past Columbia University's Baker Field and through Inwood Hill Park. Currently pedestrians are allowed to use the path in the park, but cyclists are not. It is unlikely that the waterfront in the north of the park along the Harlem River will ever have a bicycle path because of its designation as a wilderness area. Columbia University's Baker Field also effectively prevents a greenway being implemented along the Harlem River shore. In addition to these two impediments, the bluffs in Inwood Hill Park effectively prevent waterfront access. DCP recommends an inland route through this part of Manhattan.



Inwood Hill Park waterfront



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Amtrak Corridor

[Next Segment](#)



[View Detailed Map](#)

The path that currently runs along the Henry Hudson Parkway between Dyckman and West 181st Street, while excellent, is not directly on the waterfront. The waterfront is currently home to the tracks for Amtrak's Empire Line. Adjacent to the tracks from Dyckman Street to West 187th Street, an unpaved path has no upland access and no delineated point of exit from West 187th Street. From West 187th Street to West 181st Street the path is rocky and not maintained; it is not suitable for wheeled users and pedestrians should use caution.

DPR has partial funding for the paving and cantilevering of the waterfront route and expects it to be complete by 2008.



Amtrak Corridor near Dyckman Street



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Riverbank State Park

[Next Segment](#)



[View Detailed Map](#)

Between West 145th and West 135th streets waterfront access is not possible because of the North River Water Treatment Plant that sits on land built out over the Hudson River. Riverbank State Park sits atop the treatment plant but the greenway cannot be connected to it because bikes are not allowed in the park and the rooftop is elevated well above street level. DPR has created a striped inland route along the service road from 145th Street to 135th Street to bypass the gap.



Path behind Riverbank State Park



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Fairway Parking Lot

[Next Segment](#)



[View Detailed Map](#)

Between West 135th and West 125th streets a Fairway Supermarket parking lot blocks the waterfront. Cyclists are currently detoured to Twelfth Avenue, which is striped southbound and signed northbound as an interim route along the greenway. EDC has plans and full funding for a separated, shared-use path along the waterfront, which will become a park area. The path and park should be finished in 2007.



Fairway Parking Lot



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



[Previous Segment](#)

Riverside Park

[Next Segment](#)



[View Detailed Map](#)

The Riverside Park path primarily sits between the Hudson River and a grassy hill which is popular among sun bathers and picnickers, but from West 91st to West 83rd Street the Henry Hudson Parkway comes so close to the river that the path is almost non-existent. In this location the path is unpaved and too narrow to allow both wheeled users and pedestrians. Currently pedestrians are allowed on the path and cyclists and rollerbladers are directed to use an upland path in the park. In case greenway users don't notice the signs, the path is blocked by boulders that effectively prevent cyclists and rollerbladers from entering. The upland path is quite wide, has lovely views of the river, and runs beside two beautiful gardens.

The waterfront path will be expanded when the bulkhead is repaired and a cantilevered structure is added. The path will then be a 14-foot wide separated-use greenway. DPR needs more funding for this project, but it is expected to be complete by 2018.



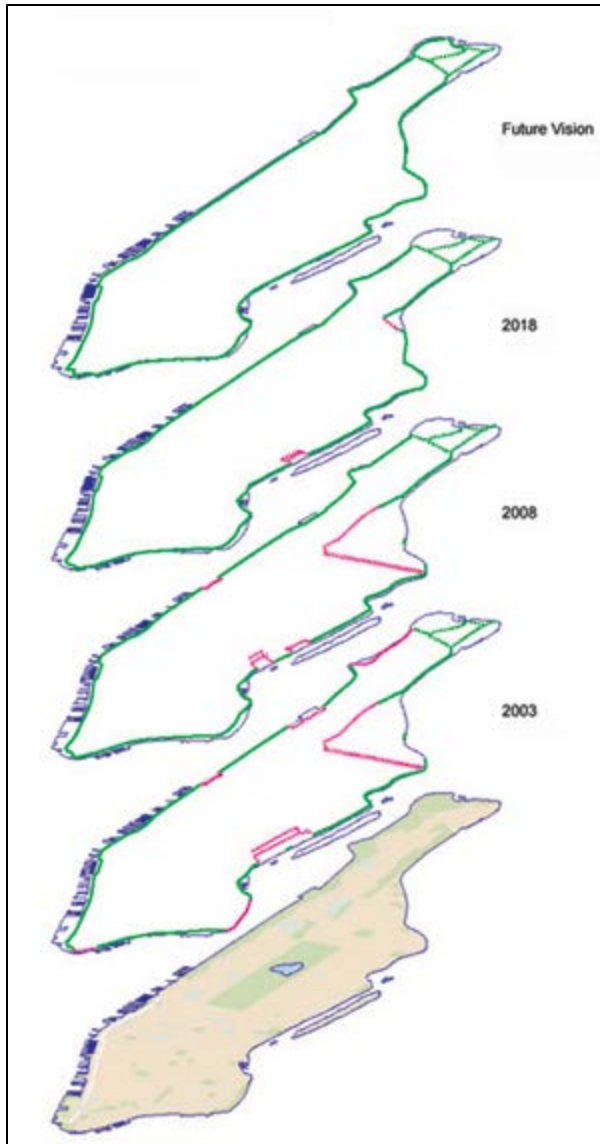
Hudson River at 86th Street



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#) | [Publications](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)



More than 20 of the 32 miles of the Manhattan Waterfront Greenway are on the water or otherwise in their permanent state. But 12 miles of waterfront are still without a permanent greenway. The greenway will be improved and further implemented for many years to come. This section explores the improvements expected to be completed by 2008 and 2018, and finally those that are proposed and probable, but that have no set date for completion.

[2008 Plan](#)

[2018 Plan](#)

[Future Vision](#)



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)

2008 Plan



2018 Plan

Future Vision

Between today and 2008 many greenway improvements will take place. The sites on which these improvements will happen are highlighted on the map.

Battery Park

The Battery Conservancy plans to create a new bicycle path on the northern and eastern perimeters of the park. The path will connect to Route 9A and to the new path at the Ferry Terminal. The path should be completed by 2008.

Ferry Terminal

For the past few years the Battery Maritime has been under construction. The building, ferry slips and surrounding area are all being renovated. As part of the reconstruction a new shared-use path will connect from the park along the service road from the Battery Maritime to Old Slip. This pathway will run along the water in the location of the current sidewalk. The New York City Economic Development Corporation (EDC), the New York City Department of Transportation and Community Board 1 currently have full funding (CMAQ) to create this esplanade, which will connect to the existing greenway at Old Slip. The project should be complete by 2006. [Maps of site.](#)

East River Park

The waterfront portion of East River Park is currently closed to the public due to a crumbling bulkhead and cable removal by Con Edison. As Con Edison completes each phase of its work, the Department of Parks & Recreation (DPR) will follow and reconstruct the bulkhead. Parks & Recreation also plans to improve the inland path, which will be designated for bicycles. The reconstruction will be mainly structural and will not offer any large cosmetic changes. The waterfront esplanade should be complete and open to pedestrians again by 2008. [Map of site.](#)

United Nations

The United Nations was, until recently, reluctant to have a greenway running along its property due to security concerns. Now, however, it is renovating its headquarters. In order to do this it is building new office space on Robert Moses Park. The loss of parkland must be mitigated and the United Nations has agreed to build a public esplanade from East 41st to East 51st Street. The plans for the esplanade are not yet complete, but all involve a cantilevered structure off of the FDR. The reconstruction, including the creation of the greenway, is expected to be completed by 2008. [Map of site.](#)

Amtrak Corridor

From Dyckman Street to West 187th Street, there is currently an unpaved pathway that sits between the Hudson River and the tracks for Amtrak's Empire Line. From West 187th Street to West 181st Street the path is not maintained and nonexistent in places. By 2006 DPR will have built a new path in the location of the current unpaved structure from Dyckman Street to West 187th Street and will have built a cantilevered path between West 187th and West 181st streets (under the George Washington Bridge). DPR has prepared designs for this section of greenway. It also has \$2 million in funding for construction, but needs \$2.7 more in local match money before it can commence building. [Map of site.](#)

Riverbank State Park and Fairway

From West 145th Street to West 135th Street, Riverbank State Park

permanently blocks the waterfront from all uses. While the park is a beautiful recreation spot, it cannot be part of a greenway because of its location atop the water treatment plant. DPR has full funding to improve the separated-use path behind the park. The improved path will have more plantings and barriers to separate it from traffic and will be adjacent to the current service road.

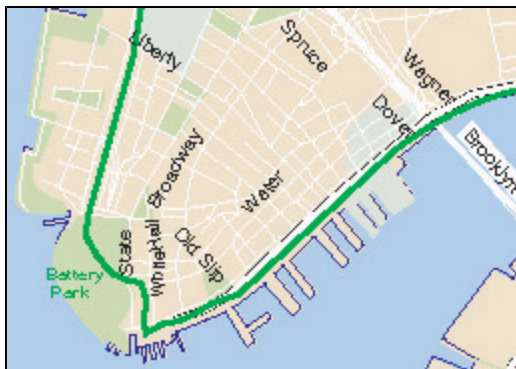
From West 135th Street to West 125th Street, the Fairway parking lot currently blocks the waterfront. By 2006 Fairway will have relocated its parking lot as part of the EDC's Harlem waterfront project. EDC will then create a shared-use waterfront path and park on the water in this location. The park, which is being designed and constructed by EDC, will include ecological and recreational piers, native plants, and beautiful views of the George Washington Bridge. This project will be complete by spring 2006. [Map and rendering of site.](#)



Manhattan Waterfront Greenway

[Return to Previous Page](#)

2008 - Ferry Terminal



Rendering of the Future Battery Maritime Building
(used with permission of the New York City Economic Development Corporation)



The Battery Master Plan with Bosque Detail
(image courtesy of the Battery Conservancy)

[View a larger image.](#)



Manhattan Waterfront Greenway

[Return to Previous Page](#)

2008 - East River Park





Manhattan Waterfront Greenway

[Return to Previous Page](#)

2008 - United Nations





Manhattan Waterfront Greenway

[Return to Previous Page](#)

2008 - Amtrak Corridor





Manhattan Waterfront Greenway

[Return to Previous Page](#)

2008 - Riverbank State Park and Fairway



Rendering of future West Harlem Park
(used with permission of the New York City Economic Development Corporation)



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)

2008 Plan



2018 Plan

Future Vision

By 2018 most of the planned improvements to the Manhattan Waterfront Greenway will have taken place. The construction on the Harlem River bridges will be complete and all of the cantilevered structures needed along the Hudson River will be in place.

Con Edison Parking

Between East 38th and East 41st streets, a parking lot for Con Edison's employees sits on the waterfront land. Over the next eight years, the Con Edison plant on East 38th Street will be decommissioned and the parking lot will no longer be needed. At this time, the land will be converted to a greenway with paths for pedestrians and wheeled users. This greenway will connect to Glick Park to the south. [Map and rendering of site.](#)

Harlem River

Over the next decade, three of the bridges across the Harlem River will be repaired and reconstructed by the Department of Transportation (DOT). The waterfront, which is being used as a staging ground for the reconstruction, is closed to the public until the bridge repairs are complete. After DOT finishes the reconstruction of the Harlem River bridges, the staging area from East 125th Street to East 139th Street will be ceded to the Department of Parks and Recreation (DPR), which will relocate the salt pile at East 125th Street and turn the whole riverbank into parkland. This park will connect to Harlem River Park, which sits just north on the river, and there will be a greenway through both.

From West 141st Street to West 145th Street the greenway is currently in disrepair. The City is confident that over the next several years funding will be found to improve the path and connect it to the greenway to the south.

From West 145th Street to West 151st Street, the waterfront is leased to Esplanade Gardens Housing, which uses the waterfront land as a parking lot and a location for its garbage dumpsters. The City is confident that an agreement can be reached with Esplanade Gardens' management to create an easement through the lot for a path. The path will then connect on-street to the 155th Street entrance ramp on the speedway, which gives access to the greenway at 162nd Street. [Map and rendering of site.](#)

Riverside Park

From West 91st Street to West 83rd Street, the Henry Hudson Parkway is too close to the Hudson River for both cyclists and pedestrians to use the path. To widen the esplanade, DPR plans to build a cantilevered, shared-use path in this location. DPR has partial funding for this, but still needs more for completion. When this stretch of greenway is completed, it will be possible to travel all the way from the Battery to Dyckman Street next to the water. [Map of site.](#)



Manhattan Waterfront Greenway

[Return to Previous Page](#)

2018 - Con Edison Parking



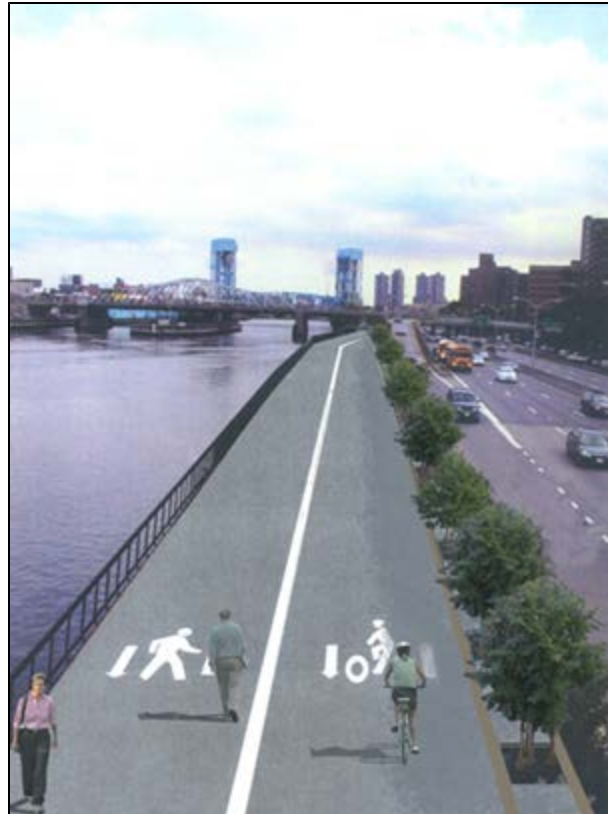
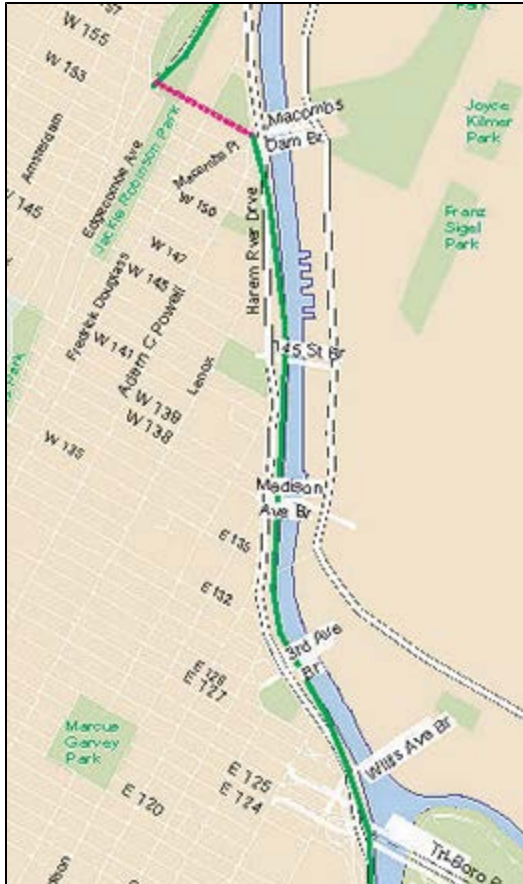
Rendering of Con Ed Parking Area



Manhattan Waterfront Greenway

[Return to Previous Page](#)

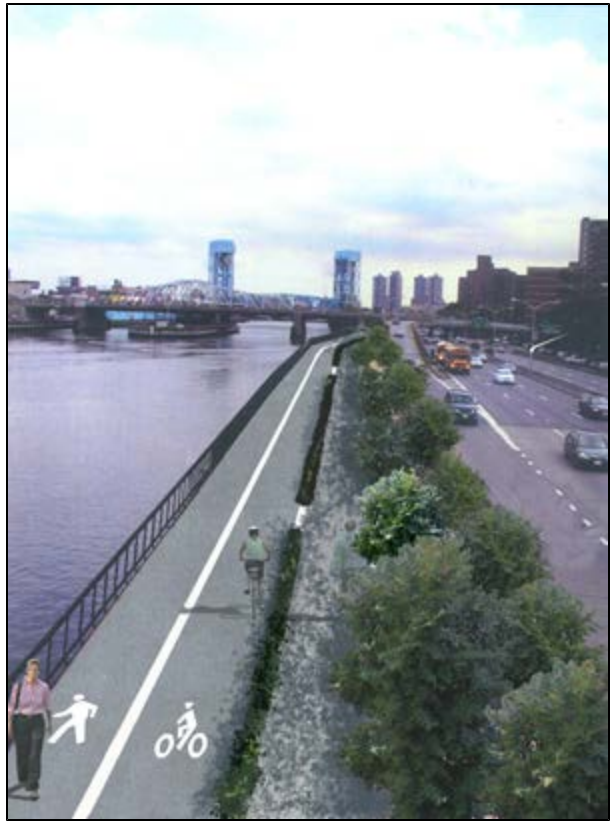
2018 - Harlem River



Rendering of path north of Harlem River Park



Rendering of Esplanade Gardens Greenway



Harlem River near West 142nd Street

[Return to Previous Page](#)



Manhattan Waterfront Greenway

[Return to Previous Page](#)

2018 - Riverside Park





Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#)

Maps: [Introduction](#) | [Completed Route](#) | [Missing Waterfront Links](#) | [Long-Term Route](#)

2008 Plan



■ Permanent Greenway ■ Permanent On-Street

2018 Plan

By 2018 almost all portions of the Manhattan Waterfront will have a permanent greenway path. There are, however, some portions of the island where challenges facing greenway implementation make only very long-term planning possible. These sites are expected to eventually have greenways, but when is not clear.

FDR

From East 51st Street to East 60th Street the FDR is at grade and directly next to the East River. To create a bike path in this area it is necessary to build a cantilevered structure outboard of the FDR. There are currently no plans for this to take place, but it would be possible in the event of future FDR reconstruction. [Map and rendering of site.](#)

Polo Grounds

From West 155th to West 162nd Street, the topography of the land and the proximity of the Harlem River Drive to the Harlem River demand that any waterfront bike and pedestrian path be a cantilevered structure. It is possible that this will take place as part of some future reconstruction of the Harlem River Drive, but there are no plans for this at present. [Map and rendering of site.](#)

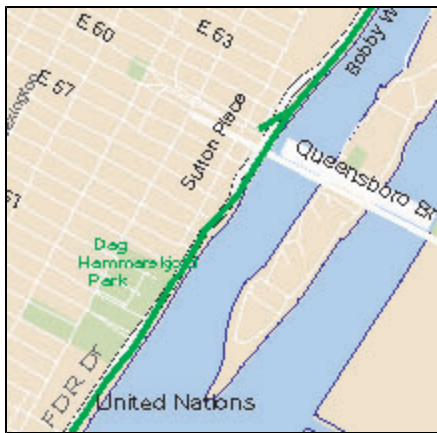
Future Vision



Manhattan Waterfront Greenway

[Return to Previous Page](#)

Future Vision - FDR



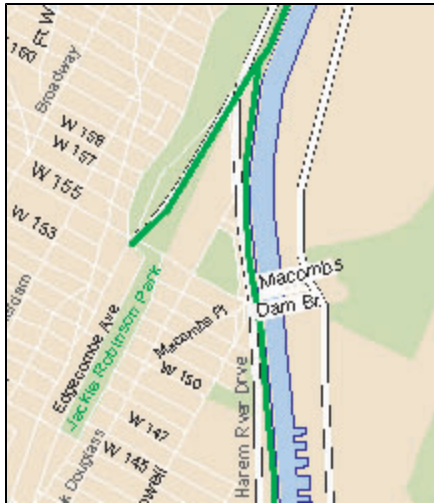
Rendering of possible cantilevered greenway off the FDR



Manhattan Waterfront Greenway

[Return to Previous Page](#)

Future Vision - Polo Grounds



Rendering of future Polo Grounds



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#) | [Publications](#)

In March of 2002, Ted Wright and Amy Pfeiffer of the Department of City Planning took a bike ride around Manhattan with a digital video camera and recorded scenes from their ride. In August of 2003, Rex Hodgson and Kate Dyson biked along the new route and recorded that ride and the improvements to the path. These video clips come from both rides, and take into account most of the recent improvements to the greenway. In some sections, however, they still depict conditions that have since been altered.

In the video clips both route names and recent improvements are labeled. Improvements to look for include new pavement markings, new greenway signs, bike crossings and lights and whole new segments of path.

Select a section of the Manhattan Waterfront Greenway to view a video clip illustrating a biker's perspective.



Description	Video Links*
1 - The Battery	View the video
2 - Battery to the Brooklyn Bridge	View the video
3 - Brooklyn Bridge to E. 12th St.	View the video
4 - East 12th to East 34th St.	View the video
5 - East 34th to East 39th St.	View the video
6 - East 40th to East 60th St.	View the video
7 - East 60th to East 81st St.	View the video
8 - East 81st to East 120th St.	View the video
9 - Inland Harlem	View the video
10 - Harlem River Speedway	View the video
11 - Dyckman Street	View the video
12 - Dyckman to West 181st St.	View the video
13 - West 165th to West 125th St.	View the video
14 - West 125th to West 59th St.	View the video
15 - West 59th St. to the Battery	View the video



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | **[Planning](#)** | [Publications](#)

Planning: [Introduction](#) | [Past Planning](#) | [2008](#) | [2018](#) | [Future Vision](#)

[Past Planning](#)

Read about the planning documents for portions of the existing greenway.

Future Planning

Read about the plans for the portions of greenway that will be completed by [2008](#), [2018](#), and in the far [future](#).

Other Agencies

Look at the websites of other agencies to learn about their roles in greenway development.

[Department of Parks and Recreation](#)

[New York City Department of Transportation](#)

[New York State Department of Transportation](#)

[New York City Economic Development Corporation](#)

[Hudson River Park Trust](#)

[Office of the Mayor](#)



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#) | [Publications](#)

Planning: [Introduction](#) | [Past Planning](#) | [2008](#) | [2018](#) | [Future Vision](#)



New Henry Hudson greenway looking south

Over the past few years several plans have been developed to shape the Manhattan waterfront. This page describes some of the site-specific plans.

EDC's ***East River Bikeway and Esplanade Master Plan Report*** (1996)

(1996) calls for a continuous bikeway and esplanade to run the length of the East River, from the Battery to East 125th Street, and lists plans and concerns for the section from the Battery to East 63rd Street (the greenway already existed from East 63rd to East 125th Street). It divides the East River waterfront from the Battery to East 63rd Street into 10 segments and examines the characteristics, challenges and possibility of implementing a greenway at each location.

In addition to addressing specific segments individually, the *East River Bikeway and Esplanade Master Plan Report* also addresses design guidelines for mixed-use paths, on-street bike lanes, plants, and architectural elements along the esplanade. It provides schematic designs for all sections of the East River esplanade, discusses the implementation of these designs, and offers costs and alternatives for each of the designs. Most of the plans discussed in the report have been realized. There is a mixed-use waterfront path along most of the East River, and those sections that do not have a waterfront path were considered challenging from the start.

DCP's ***Harlem River Greenway Master Plan Plan*** (2000) identifies as its goal the creation of a multi-use path that runs the length of Harlem River. It gives the history of the area, lists landmarks, and describes existing conditions, destinations, and a recommended route, including an on-street alternative for sections that are difficult to implement. The plan pays particular attention to waterfront access, as several key parcels along the waterfront are privately owned, the plan recommends a multi-phase approach that could take decades to implement. The *Harlem River Greenway Master Plan* also discusses the area's difficult topography and presents design guidelines appropriate for the different types of shoreline.

DPR's ***Hudson River Valley Greenway Master Plan*** (2001) examines the New York City portion of the Hudson River Greenway from West 155th Street in Manhattan north through the entire Hudson River shore of the Bronx. The plan describes the development of New York City's west side greenway, existing conditions along the Hudson River waterfront and in surrounding neighborhoods, plans and alternatives for greenways along the Hudson River, and detailed inventories of the existing paving in locations close to the water. Overall it provides thorough documentation of the plans for the Manhattan and Bronx sections of the Hudson River Valley Greenway.

EDC's ***West Harlem Master Plan*** (2002) outlines many goals for the area between West 135th Street and St Clair Place, including the creation of a waterside park with a multi-use path. The master plan describes the character of the neighborhood, design guidelines for the path, and its connections to other sections of the greenway. The plan is particularly successful in detailing the context of the path. It places the greenway in the larger design of a waterfront park and discusses its links to other transportation systems in the area.



Route 9A near Chambers Street

The ***Environmental Impact Statement for Riverside South*** (1992) describes the proposed creation of a 25-acre park that includes a bike and walkway. The EIS provides specific designs and plans for the park and bikeway, including planting schemes, piers, an amphitheater and pedestrian bridges. The EIS also discusses the connections between the Riverside South greenway and the existing Riverside Park. The path has been partly implemented, but other parts of the plan are yet to be realized.

The ***Environmental Impact Statement for Route 9A*** reconstruction (1994) and the ***planting and urban design guidelines*** for the reconstruction (1996) are not focused on the creation of a multi-use path, but do include pertinent materials. The EIS specifies that as part of the reconstruction, a multi-use path will be built along the Hudson River, and gives a suggested route as well as alternatives. It references the Hudson River Greenway Act of 1991 as an impetus for the creation of the path. The design guide gives specifications for the layout of the path, its planting scheme, and the materials to be used to construct it.



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#) | [Publications](#)

Planning: [Introduction](#) | [Past Planning](#) | [2008](#) | [2018](#) | [Future Vision](#)

2008



Cyclists on the new Henry Hudson greenway

This page offers a counterclockwise description (starting at the Battery) of the greenway as it will be in 2008. It highlights the improvements that will take place over the next few years.

Beginning at Battery Place the Battery Conservancy will build a permanent path along the inland perimeter of the park; this should be complete by 2008.

The Economic Development Corporation (EDC), the Department of Transportation (DOT) and Community Board 1 currently have full funding to create a shared-use pathway along the service road from the Battery Maritime to Old Slip. This will improve the connections to the Battery and to the existing greenway at Old Slip. This greenway portion of this project should be completed by 2006.

From Old Slip the greenway is in its permanent state until East River Park. By 2008 Con Edison and DPR will have completed cable removal and bulkhead repairs in order to reopen the waterfront path. From East River Park the path will remain in its current state until East 41st Street, where the United Nations has agreed to build a greenway that would stretch to East 51st Street. This esplanade will run along the FDR on a cantilevered platform. While this was originally expected to be one of the most difficult sections of the greenway to implement, the UN agreed to build the new esplanade to mitigate its use of Robert Moses Park for construction of new office space.

After the United Nations site the path will remain in its current state along the East River, inland through Harlem, and then along the Harlem River and on Dyckman Street. At the western end of Dyckman Street, however, cyclists and pedestrians will be able to connect to the new shared-use path that will run adjacent to the track for Amtrak's Empire Line. The path along the train track will continue to West 181st Street, where it will connect to the existing esplanade and the George Washington Bridge. From Dyckman Street to West 187th Street, the path will run along an existing gravel path that will be upgraded and paved as part of the Hudson River Greenway Master Plan. From West 187th to West 181st Street, the path will have to be cantilevered. DPR has acquired funds from TEA-21 Enhancement grants for this construction, and needs more in local match money to complete the project. DPR has a completed design for this segment and plans to have the construction completed in 2006.

The path will remain in its current state from West 181st Street to West 135th Street. From West 135th Street to West 125th Street, users will connect to EDC's Harlem Waterfront Project, which will create a shared-use waterfront path behind the Fairway Supermarket from West 135th Street to West 125th Street. This EDC project will be complete in 2006. At West 125th Street the new greenway will connect to the existing greenway and run uninterrupted to West 91st Street, where users will continue to go along the interim path upland in the park then back to the waterfront at West 83rd Street.

The greenway is in its permanent state from West 83rd Street to Battery Place.



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#) | [Publications](#)

Planning: [Introduction](#) | [Past Planning](#) | [2008](#) | [2018](#) | [Future Vision](#)

2018



East River Esplanade south of East 103rd Street the Pedestrian Bridge

This page offers a counterclockwise description (starting at the Battery) of the greenway as it will be in 2018. It highlights the improvements that will take place before then.

From the Battery to East 37th Street no further improvements to the greenway are anticipated. At East 37th Street, as of 2012, the Con Edison plant will have been decommissioned and the land turned into a waterfront path and park, with connections to Glick Park and the UN esplanade. The greenway will then continue with no new improvements until the Harlem River, where major improvements are expected.

From East 125th to East 135th Street DOT construction will be complete and the land will be ceded to DPR, which will turn it into a park. In the park a greenway will run along the river and connect to the existing greenway from East 135th to East 139th Street through Harlem River Park.

From East 139th to East 145th Street the greenway will continue along the waterfront. At East 145th Street the waterfront is no longer public; it is leased to Esplanade Gardens Housing. The City is confident that by 2018 it will have negotiated the right to an easement from West 145th Street to West 151st Street so that the path will be able to abut the waterfront for the entire stretch from East 125th Street to West 151st Street. The path will be 12 feet wide and adjacent to the existing bulkhead. After Esplanade Gardens Housing, DPR has plans for the path to connect to the West 155th Street entrance ramp on the speedway, which gives access to the greenway at West 162nd Street. From here the path continues as it was until West 91st Street in Riverside Park.

From West 91st to West 83rd Street the greenway will run on a cantilevered shared-use path along the waterfront. Between West 89th and West 87th Street this will be connected to the Henry Hudson Parkway. DPR has partial funding for this but needs more for completion. From West 83rd Street to the Battery the path is in its permanent state.



Manhattan Waterfront Greenway

[MWG Home](#) | [Maps](#) | [Virtual Ride](#) | [Planning](#) | [Publications](#)

Planning: [Introduction](#) | [Past Planning](#) | [2008](#) | [2018](#) | [Future Vision](#)

Future Vision



Greenway pavement marking near the Staten Island Ferry Terminal

By 2018 almost all portions of the Manhattan Waterfront Greenway will be in their permanent states. There are, however, some portions of the island where implementation challenges mean that only very long-term planning is possible. These sites are expected to have greenways in the future, but when is not clear.

The waterfront sites without greenways will be concentrated on the Harlem River; it is unlikely that some of these sites will ever have esplanades. These areas are: Dyckman Street north to the Broadway Bridge and west of the Broadway Bridge along the Harlem River. [For more information look at the missing links maps of these sites.](#)

Two other large sections of the borough's waterfront are expected to get paths eventually, though. The first is from East 51st to East 60th Street where the FDR is at grade and directly adjacent to the East River. To create a bike path in this area it would be necessary to build a permanent cantilevered structure outboard of the FDR. There are no current plans for this to take place, but it is possible that it will happen as part of future FDR reconstruction.

The second area stretches from West 155th to West 162nd Street on the Harlem River. Here the topography of the land and the proximity of the Harlem River Drive to the Harlem River demand that any waterfront bike and pedestrian path be a cantilevered structure. There are no plans for this at present, but it could take place with future reconstruction of the Harlem River Drive.