GREATER GREENWAYS

NYC Greenway Plan

NEW YORK CITY DOT
Ydanis Rodriguez
Commissioner

NYC Parks

NYC/EDC

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Acknowledgments

This plan presents the current state of the New York City Greenway network as required by Local Law 115 of 2022. In addition, this report lays out a vision for growing and improving the greenway network.

This plan was developed by the New York City Department of Transportation in close collaboration with the New York City Department of Parks and Recreation and the New York City Economic Development Corporation.

The data presented in this plan represents a snapshot in time as of December 31st, 2024.

Contributions

Ydanis Rodriguez
Commissioner

NYC Department of Transportation

NYC Department of Parks and Recreation

NYC Economic Development Corporation

NYC Office of the Mayor

NYC Greenways Coalition

WSP USA

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This parking-protected 2-way path on 20th Ave is part of the Queens Waterfront Greenway and connects users directly to Ralph Demarco Park along the East River.

Executive Summary

New York City is home to North America's oldest greenway, Ocean Parkway, and the busiest bike path in the country, the Hudson River Greenway. From Ocean Parkway's inception in 1894, NYC has played a critical role in pioneering cycling and pedestrian infrastructure. Today, the City's greenway network consists of 506 miles, made up of 347 miles of off-street paths and 159 miles of on-street paths. In addition to serving as a critical transportation and recreational corridor for New York City, the network is also a regional hub, connecting to the East Coast Greenway's 3,000-mile route spanning 15 states and 450 cities and towns from Maine to Florida.

New York City's greenway system, developed by multiple agencies and partners, has grown over time, often in fragmented segments. To address this, and in accordance with Local Law 115 of 2022, the City has completed a two-year effort to inventory, map, and analyze the entire greenway network. The information presented in this plan—including a comprehensive dataset of the existing greenway network, naming conventions, network mileage, and jurisdictional boundaries—will support future planning, construction, and maintenance of greenways. The information outlined in this Plan and can be found as interactive maps on DOT's website. Per LL115, the City will also post annual updates moving forward.

We have divided this Plan into two chapters: Greenways of Today and Greenways of Tomorrow. In the first chapter, we have defined greenways as continuous, multi-use corridors for human-powered or electric-assist transportation and recreation, designated and named by the City and community-driven planning processes. Greenways tend to follow natural or man-made linear paths (e.g., along railways, highways, waterfronts, and/or parkland), and often connect NYC's parks, open spaces, economic hubs, and other destinations. The Plan then examines the myriad benefits of greenways, including increasing transportation options, enhancing safety, encouraging active transportation, expanding access to green space, improving air quality, supporting economic growth, and creating new connections to job hubs and commercial districts. Using the data we compiled, the Plan then lays out the current state of the greenway system by meticulously mapping current systems and jurisdiction.

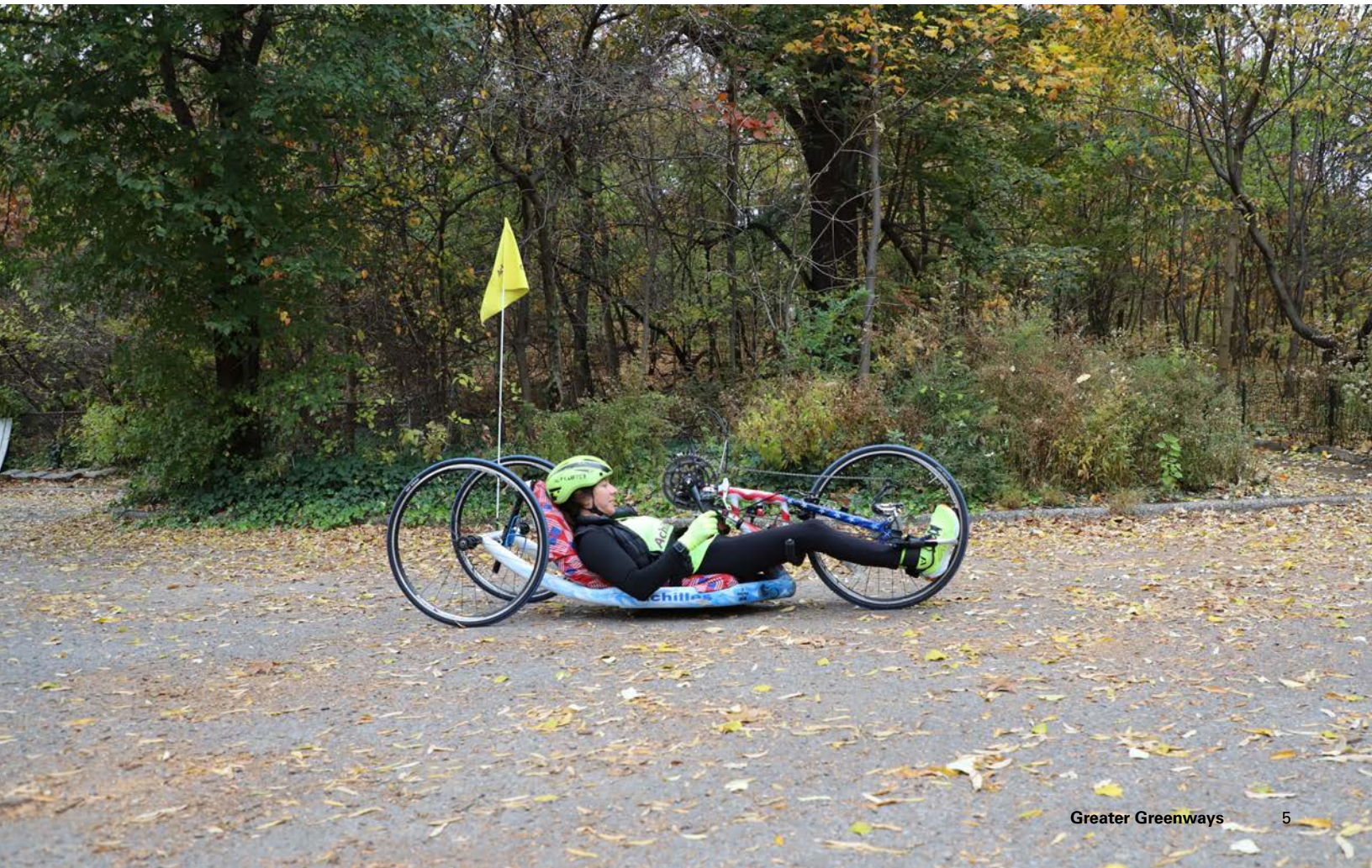
The second chapter outlines the Plan's vision and goals. The five main goals are: (1) enhancing NYC's transportation network, (2) promoting social equity and accessibility, (3) supporting health and wellness, (4) fortifying environmental resilience, and (5) fostering economic growth. Together, these objectives inform our guiding vision of creating a high-quality, fully connected greenway network that is equitable, accessible, and comfortable for New Yorkers of all ages and abilities.

To realize this vision, we have dedicated part of this Plan to defining gaps in the system and explaining our gap analysis methodology. The maps in Chapter II identify gaps in the existing network and indicate potential new greenway corridors to address them. Next, we outline the strategy to fill these gaps. Some tools at the City's disposal include implementation plans, quick-build street improvement projects,

and longer-term capital projects. Notably, the City has secured $7.25 million to develop implementation plans for five “early action corridors” in the outer boroughs that will yield 40 miles of new pedestrian and cyclist infrastructure; work in the Bronx and Queens is already underway. The chapter concludes by summarizing design features that ensure the network is accessible to all users.

The Plan provides a blueprint for future greenway planning. The next step in greenway expansion will be implementing the ambitious vision laid out in Greater Greenways. But the City is not waiting to get to work. In collaboration with New Yorkers, the City has already begun leveraging its resources to build new greenways through quick-build and capital projects. We are committed to continuing this work and creating the world-class, equitable citywide greenway network that our City deserves.

▼ Achilles International athlete riding a handcycle as part of adaptive cycling sessions in NYC Parks.



Letter from the Commissioner

Ydanis Rodriguez
Commissioner
NYC Department of Transportation

Dear Fellow New Yorker:

In 2023, I took a great bicycle ride with Mayor Eric Adams from Washington Heights in northern Manhattan onto the High Bridge. After riding across, the Mayor announced an unprecedented effort to invest in a new greenway along the Harlem River in the Bronx.

Open spaces like greenways are a critical element of our city's quality of life, but for too long, the options for our city's pedestrians and cyclists to easily access our parks and waterfront have been at best a patchwork; most often, greenways were adjacent only to wealthier communities. The High Bridge itself had fallen into disrepair for decades, but after being brilliantly restored and reopened by NYC Parks in 2015, it has become an apt symbol for the capacity of a concerted effort to create and revitalize our city's network of greenways.

Spanning from my home neighborhood of Washington Heights to the Bronx, the High Bridge connects communities with some of our city's most adverse health outcomes and least access to public space. So, if a soaring and historic 175-year-old bridge – the very first that joined Manhattan Island to the mainland—can be transformed into a glorious, vital, and even modern car-free connection between two great boroughs, we know we can—and should—do so much more.

Greater Greenways is a report that allows us to take stock of our greenway network. Required by local law, this first-ever overview looks at what we have accomplished and more important, looks forward to where we can expand our greenways.

We can be very proud of New York City's most recent accomplishments around greenways under this current administration, which include:

- After close collaboration with nearby Bronx communities, we have begun building out the new Harlem River Greenway that the Mayor first announced on the High Bridge. This year, we will build more than 2 miles of the 7-mile waterfront greenway we envision that connects Van Cortlandt Park and Randall's Island Park.

- Working with our partners at the Economic Development Corporation (EDC), we have made major progress along the Manhattan Waterfront Greenway, with an impressive new

segment off East Midtown, as we get closer to a greenway that fully encircles the borough.

- We have also begun engaging with communities on the planning of an ambitious 16-mile Queens Waterfront Greenway that will allow cyclists and pedestrians alike to fully enjoy the Long Island Sound waterfront.

The second half of this report digs into our very specific vision for the "Greenways of Tomorrow," citing specific and actionable goals, as we build out a network that enhances the larger transportation network, promotes equity, fosters economic growth, supports environmental resilience, and supports health and wellness.

With those goals as our guide, we also specifically outline plans and maps for future greenway segments prioritized for the years ahead—as we recognize the deep need to close remaining greenway gaps from the Bronx all the way to the Rockaways and the south end of Staten Island—with a network that is equitable, accessible, and comfortable for New Yorkers of all ages and abilities.

I am deeply proud of the work that my predecessors and I have done at NYC DOT over the last generation to reimagine New York City's public space. In just the last three years, we have built a record number of protected bicycle lanes—including by creating entirely new greenway miles in places like Emmons Ave along the waterfront in Brooklyn's Sheepshead Bay—which is of course not far from the oldest greenway in America along Ocean Parkway.

That hard work of building upon our city's rich history must continue. With solid plans for growth and with New Yorkers enjoying greenways in such record numbers, I do fully expect a connected network of greenways to blossom across the city.

Ydanis Rodriguez

Letter from the Commissioner

Iris Rodriguez-Rosa
Commissioner
NYC Department of Parks and Recreation

Dear New Yorkers;

Across the five boroughs, our city's parks, waterfronts, and greenspaces invite New Yorkers to relax, work up a sweat, or simply connect with their neighbors. Linking these public spaces to New Yorkers and to each other is our greenway network: a critical citywide system of paths for cyclists, micromobility users, and pedestrians.

These greenways are vital parts of the shared infrastructure that helps New Yorkers enjoy all the physical, mental, and social benefits of time outdoors and active recreation. Strengthening and expanding this greenway network is a top priority for us at NYC Parks, our partners at the New York City Department of Transportation (DOT), and across the Adams Administration.

Together with our partners at NYC DOT, we are pleased to present Greater Greenways: New York City's Greenway Plan, outlining our plan for investing in this critical network and satisfying Local Law 115 of 2022, which set ambitious goals for our greenways.

Greater Greenways: New York City's Greenway Plan is a critical resource as we further develop our greenway system for future generations. This report provides a roadmap for building a network that is equitable, accessible, and comfortable for New Yorkers of all ages and abilities. It carefully inventories important information about the state of our greenways today and develops a plan for the improved greenway network of tomorrow by identifying our vision, goals, and the process to get there.

We have spent the last two years mapping every mile of our greenway system, determining jurisdictions, identifying capital projects, and working closely with our partners at NYC DOT and the Economic Development Corporation to ensure that this cross-agency priority receives a cross-agency response.

With Greater Greenways, we are building on the proud history of greenways in New York City, and specifically in NYC Parks. As New Yorkers, we can brag that Ocean Parkway is not only the oldest greenway in New York City, but in all of North America. Further, NYC Parks is currently home to over 240 lane miles of greenways, more than any other City agency. Now, we have the opportunity to envision an improved future for our ever-growing greenway system, ensuring that all New Yorkers have the access to greenways that they deserve.

Greater Greenways would not be possible

without our many greenway and open space advocates who provided feedback on our work throughout this two-year process. The collaboration and feedback does not stop once the ink dries on the report. As we further invest in these critical public resources, we will be continuing our deep public engagement with communities across the five boroughs to ensure the greenway system works for all New Yorkers.

A beautiful, well-maintained greenway network can enrich the lives of New Yorkers. We look forward to continuing this work with our partners across the government and with communities throughout New York City.

Iris Rodriguez-Rosa

▼ NYC DOT and NYC Parks collaborated to add lighting to this section of the Manhattan Waterfront Greenway along the Hudson River

Letter from the NYC Greenways Coalition

NYC Greenways Coalition

The NYC Greenways Coalition applauds the release of Greater Greenways: New York City Greenway Plan. We view this as an important step toward a more complete and equitable greenway network for all New Yorkers. In a city that needs more room for people to safely and comfortably walk and ride bikes, that needs more greenery and needs to reduce heat-island effects, that needs resilient waterfronts, and needs more open space for its once-again growing population, greenways touch all the bases. A citywide greenway network will bring neighborhoods together, providing all New Yorkers with unparalleled opportunities to safely walk, run, bike, or just enjoy these beautiful green spaces.

Not since the early 1990s has New York City had a comprehensive greenways plan for the entire city, and the Greater Greenways Plan moves us in that direction. In the past 20 years, NYC has experienced a surge of cycling, rolling, running, and walking. Technological advances have enabled more New Yorkers to enjoy our greenway system, and the City has made commendable progress in building more infrastructure, improving safety, and connecting more communities. Much of this has happened through greenway planning and construction on the community and borough level. But that has resulted in multiple disconnected segments across the city. Some communities have been overlooked and not received their fair share. Historically, low-income neighborhoods and communities of color have seen the least investment in greenway infrastructure, but this plan will help to disrupt that pattern by ensuring every neighborhood and every borough is included in a comprehensive network of greenways. Now is the time to fill those gaps and address inequities so New Yorkers can reach more of the city and enjoy the healthiest, cleanest, and most fun way to get around town. With so much increased demand, New Yorkers need more supply in the form of wider greenways accessible to all abilities and that stretch many more miles.

Recognizing a need to plan for the future, the NYC Greenways Coalition advocated NYC Council in 2022 for a citywide greenways plan. Sponsored by Councilmembers Carlina Rivera and Selvena Brooks-Powers and over 30 other councilmembers, Local Law 115 was passed almost unanimously—demonstrating the strong support across the city for a better greenway network. Greenways span multiple communities and government agencies—making them essential but also complex in their design, maintenance, and jurisdiction. Representing more than 45 organizations across New York City, the Coalition sees a better

greenway system as an important solution to so many societal needs: equity, safety, mobility, health, and climate resilience.

Created via collaboration of multiple city agencies, the Greater Greenways Plan establishes an important baseline defining different types of greenways and mapping their agency jurisdiction. It also documents in one place for the first time all capital projects, so New Yorkers can understand the status and location of future greenways. When New Yorkers participate in greenway planning, it's important they also understand their implementation—which is often many years later.

Organizing this information in one place and identifying future priorities is essential to the success of the next step in our city's greenway movement: movement, both for the creation of six "early action corridor" implementation pans and expanding the citywide network beyond that.

To get the greenway system New Yorkers deserve and will embrace, the Coalition looks forward to partnering with the City and to being a vigilant watchdog when necessary. We are committed to making sure the plans are created and implemented, and that greenways are designed and maintained at the same standard in every community. Local Law 115 requires regular updates to the plan, and the Coalition will be there at every step of the way, voicing our support, holding the City accountable, and engaging more New Yorkers in this vision.

NYC Greenways Coalition Steering Committee members: **Hunter Armstrong and Chauncy Young**

Co-Chairs: **Sofia Barandiaran, Corey Hannigan, Jon Orcutt, EdMundo Martinez, Kathy Park Price, Eric McClure**


NORTH RIVER
citi bike

Contents

◀ Off-street path in Battery Park, part of the Manhattan Waterfront Greenway

GREENWAYS OF TODAY

This chapter presents a snapshot of the greenway network in 2025. New York City boasts over 500 miles of existing greenways—an extensive lattice of bike and pedestrian routes throughout the five boroughs. By inventorying the network as it is today, we can better prepare to improve and expand in the future.

Introduction

Guiding Vision:

A high-quality, fully connected greenway network that is equitable, accessible, and comfortable for New Yorkers of all ages and abilities

The information presented in Greater Greenways—the result of a two-year inventory and mapping process conducted for the first time in City history—codifies, catalogs, and maps the City's greenway network. This document outlines a renewed vision for a comprehensive, equitable, accessible, and comfortable greenway system. Greenways enhance quality of life by fostering opportunities for active transportation, mobility, recreation, public health, climate resilience, and economic development. Greater Greenways reflects the City's commitment to an equitable, healthy, and resilient future for New York and all New Yorkers.

From the Staten Island Waterfront to the Mosholu-Pelham Greenway, New York City's greenway system serves as the backbone of the City's transportation and recreational network for people walking, jogging, cycling, rolling, and using wheelchairs and mobility devices. The City has made significant strides in expanding the greenway network, but much work remains to achieve the vision of a fully-connected network. Accomplishing the bold goals outlined in the Greater Greenways Plan will require the collective commitment and collaboration of city, state, and federal stakeholders and everyday New Yorkers.

Greenways are intended to serve users of all ages and abilities. Many New Yorkers use greenways to test out a new pair of roller skates or learn to ride a bike, as pictured here in Van Cortlandt Park, part of the Harlem River-Putnam Greenway.

What are Greenways?

Main Alignment **Spur**

Greenways are inherently cross-jurisdictional, weaving between waterfronts, parks, and streets.

Greenways are continuous, multi-use corridors designed for human-powered and electric-assist transportation and recreation.

1. **Waterfront Segment:** New York City is home to 520 miles of waterfront, much of which is accessible via greenways.
2. **Local Streets:** NYC DOT has added greenways to many local streets, enlivening public space and prioritizing active transportation.
3. **Parks:** Greenways run through many NYC Parks connecting New Yorkers to green spaces while also serving as destinations in and of themselves.
4. **Park Edge:** Greenways along park edges provide more direct routes through neighborhoods while taking advantage of natural edge conditions to minimize the number of intersections. These are also useful parallel routes to in-park segments when certain parks are closed at night.
5. **Parkway Segment:** Some greenways take advantage of long, linear man-made right-of-ways, providing active transportation options alongside vehicular routes.

Greenways are **continuous**, multi-use corridors designed for human-powered and electric-assist transportation and recreation. Defined and named through community-driven planning, greenways often follow natural or man-made linear spaces such as railways, highways, rivers, waterfronts, and parkland. They connect NYC's many parks, open spaces, job centers, commercial centers, and key destinations.

Greenway **corridors** consist of individual **segments** that, while useful individually, derive their greatest value by forming a continuous route. Like an interstate highway linking two distant cities, greenways can provide uninterrupted paths between far-flung destinations.

A greenway features a **main alignment** forming a primary through-route; occasionally, parallel routes briefly diverge before reconnecting to the main alignment as one path. Greenway **spurs** are secondary, non-continuous segments of the greenway network that link users to community amenities and/or provide access from the local network to the main greenway, particularly where highways or other barriers constrain access.

▼ While greenway design varies by segment, shared-use paths like this one in Prospect Park–part of the Historic Brooklyn Greenway–provide a great space for cyclists, joggers, and walkers to travel and recreate in parallel.

Greenway Design

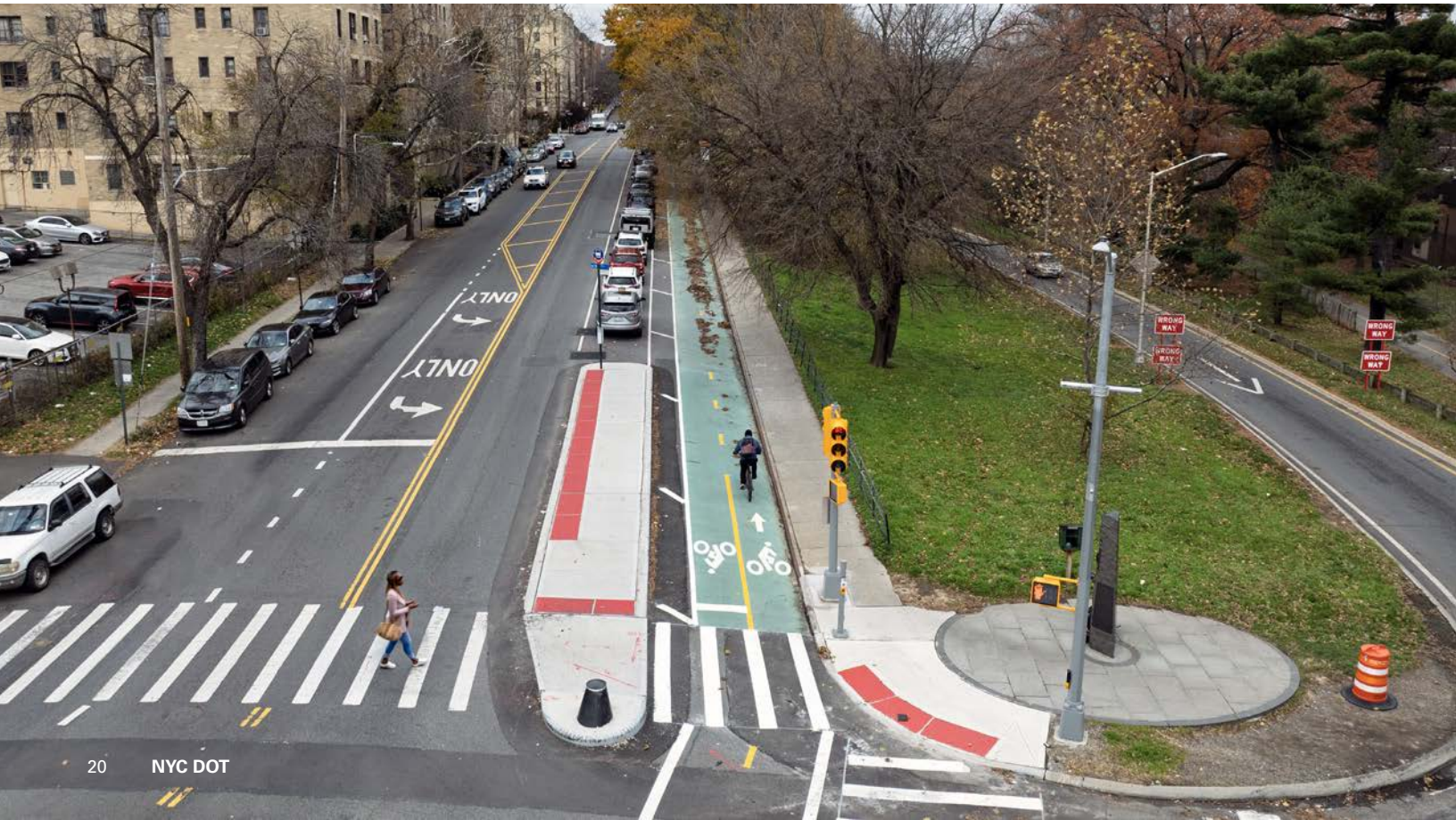
The City bases its greenway design standards on guidance from the NYC DOT's *Street Design Manual*, as well as national standards from the American Association of State Highway and Transportation Officials (AASHTO) and the National Association of City Transportation Officials (NACTO). Key design elements—such as adequate width, separation of uses, and intersection treatments—are determined by contextual factors outlined here.

High-capacity greenways have a high volume of users; they are often long routes that span densely-populated areas. These greenways also generally boast a high concentration of amenities/ trip generators. They are often off-street, and therefore have less frequent intersections with the street grid.

Neighborhood/local greenways are the main systems with segments connected to the on-street bike network. They may be on- or off-street and intersect with the street network more frequently.

Greenway spurs are shorter segments that connect neighborhoods into the greenway network. Spurs (or connectors) often and ideally follow edge conditions with limited interaction with the street network.

▼ This 2-way protected path on Webster Ave is part of the Bronx River Greenway. A concrete island provides ample room for transit riders to wait for the bus.



A note on Greenways design/type:
In New York City, greenways are *not* defined by specific design features; instead, they are created with the goal of consistency across the entire system. In practice, greenways might consist of any design or geographic elements, including on-street and off-street paths, and wayfinding signage. Nevertheless, the City's goal is for all greenways to be built or upgraded to the highest-quality design standards.

Existing greenway designation and design may not be consistent with current or recommended design standards, especially for many of the City's legacy greenways. The City will continue to invest resources to ensure that greenway segments are cohesive with the citywide network.

Off-Street Greenways

Off-street path in Highbridge Park in Washington Heights

Even in the winter, joggers enjoy the in-park path in Van Cortlandt Park, fully separated from traffic.

On-Street Greenways

This on-street path along the East River forms a piece of the Manhattan Waterfront Greenway.

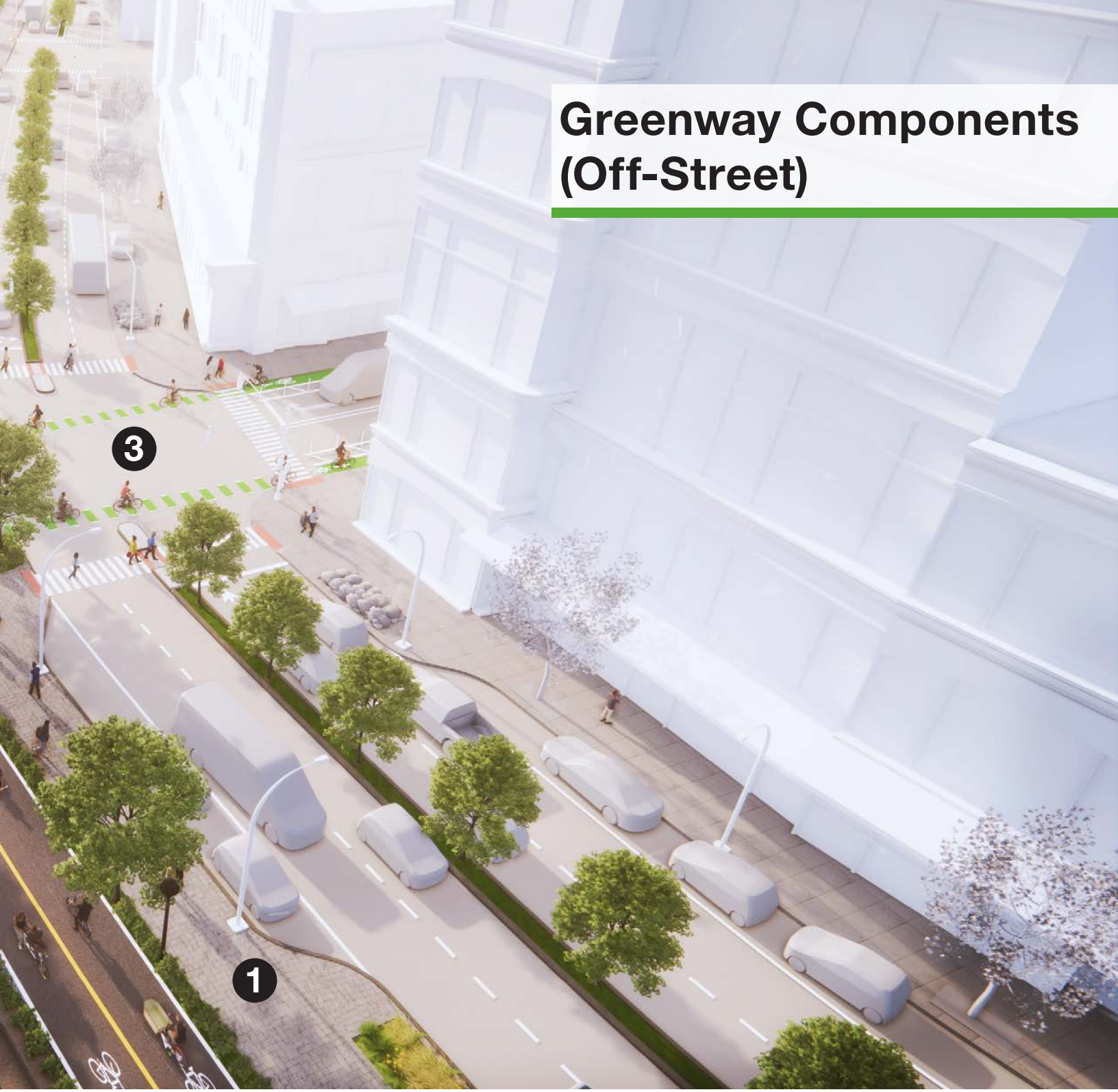
DOT installed an on-street connection linking to Canarsie Pier and the Jamaica Bay Greenway.

1. Where geometrically feasible, an ample buffer zone provides space between greenway users and vehicluar traffic. This zone often doubles as a utility strip for the installation of light poles, hydrants, and signage.

2. Where space allows, robust separation between pedestrians and cyclists allows for a more peaceful experience for users moving at different speeds.

3. Safe, intuitive access points to the greenway are key for integrating the corridor with the rest of the local transportation network.

Greenway Components (Off-Street)



4. Park amenities such as playgrounds, recreation facilities, and picnicking fields can be nestled within the greenway corridor. At its best, a greenway is both a transportation option and a place to be.

5. With ample space, greenways can also incorporate public restrooms which make for a more comfortable experience for all greenway users.

6. Many waterfront greenways provide direct connections to New York City's ferry service which allows users to bring bicycles, scooters, and strollers aboard at no extra cost.

1 Protected bike lanes are proven to calm traffic and improve safety for all roadway users. As noted in 2022 the *Pedestrian Safety and Older New Yorkers* study, the safety benefits are greatest for seniors. Following the installation of protected bike lanes in the city, rates of senior pedestrian KSI (killed or seriously injured) fell by 39% and injuries fell by 22%.

2 Where feasible, on-street greenways are physically protected from vehicular traffic by parked cars, planters, concrete barriers, or bike share docks.

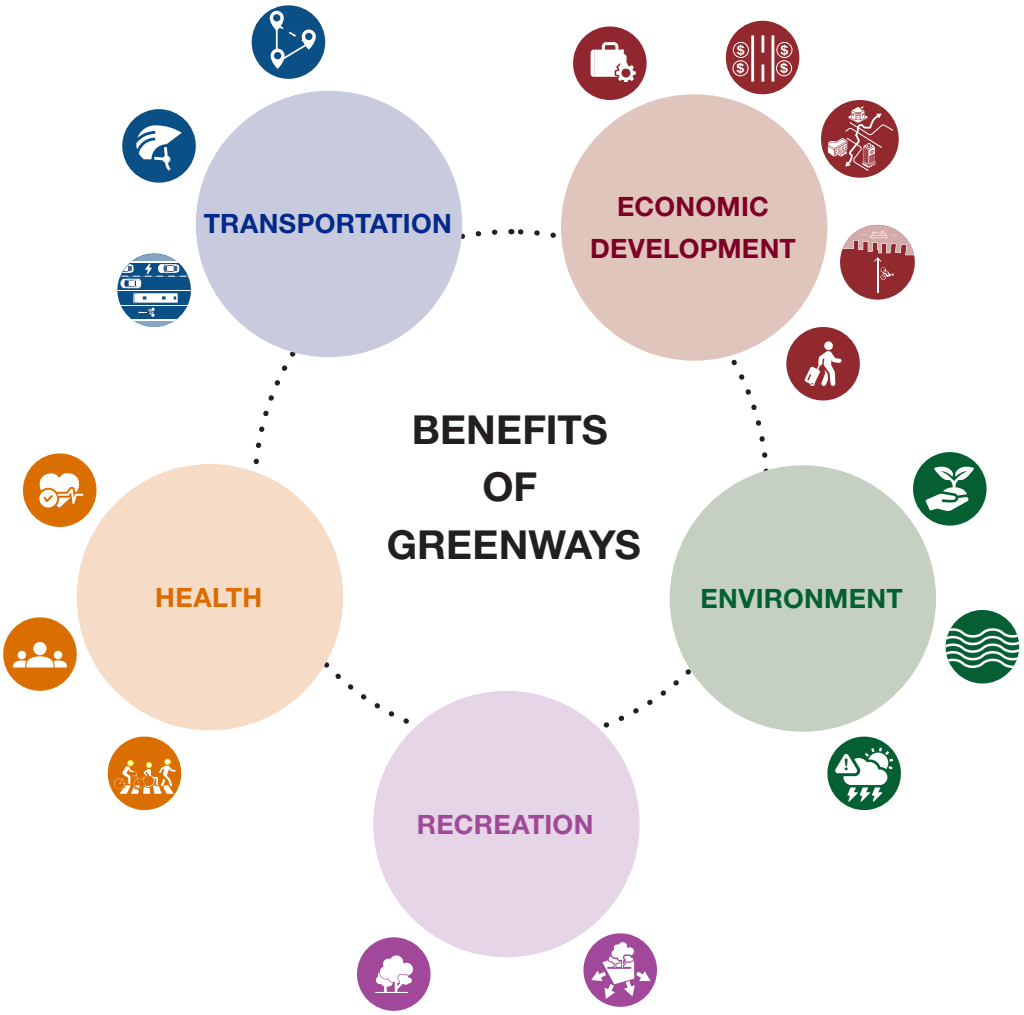
3 A buffer zone provides clearance from car doors while also giving greenway users breathing room for a more comfortable experience

Greenway Components (On-Street)

4. Where site conditions allow, seating provides a place of respite for New Yorkers
5. NYC DOT has installed over 35,000 bicycle racks to facilitate active transportation to local destinations.
6. Pedestrian islands are a common feature along greenway corridors, providing both traffic calming and safe places for pedestrians to cross the street.
7. NYC Parks maintains over 660,000 street trees which improve air quality and provide much-needed shade and storm water absorption
8. Wayfinding for greenway users is provided in the form of guide signs and maps directing people to local destinations and connecting routes. Circular Greenway medallions serve as confirmation of a designated greenway route, much like a blaze on a hiking trail.

Benefits of Greenways

Investing in greenways offers a wide range of positive effects. Greenways improve quality of life by providing opportunities for active transportation and recreation for people walking and cycling, as well as play an essential role in enhancing public health, the environment, climate resilience, and economic development. Greenways prioritize pedestrians by providing enjoyable places to walk along waterfronts or in parks, while others prioritize benefits to cyclists by providing separated, off-street facilities. Many are shared-used paths that support both the recreation and transportation for those traveling by foot and micromobility.



Greenways are part of New York's multimodal transportation system, often linking users to train stations and ferry terminals.


TO

Benefits of Greenways

Environment

Improve air quality

Reduce impact of particulates and carbon exhaust in areas adjacent to highways with high asthma rates.

Mitigation of extreme weather

Greenways provide local environmental benefits such as tree canopy for shade, impervious ground cover for stormwater retention, and resilient vegetation for beautification.

Environmental protection

Preservation of open space and wildlife habitats for future generations

Health

Encourage active transportation adoption

Greenways encourage walking and cycling, fostering communities that can value, advocate for, and access active and sustainable transportation.

Improve physical and mental health

Regular physical activity improves health outcomes for heart disease, diabetes, cancer, and other chronic diseases. Spending time outside can also improve mental health and decrease risk of psychiatric disorders in adults and youth.

Promote social and communal well-being

Greenways provide opportunities for interactions within communities, improve access to open, green spaces; they also promote social cohesiveness, community connections, and cultural awareness.

Recreation

Access to green open spaces

Greenways connect neighborhoods historically lacking parkland and provide transportation to more open green spaces.

Expand dedicated space for recreation

Greenways provide increased space within communities dedicated to active recreation.

Transportation

Enhance mobility and transportation options

Greenways are a crucial part of a comfortable, sustainable, and equitable transportation system. They enhance affordable and accessible transportation options that accommodate various users (pedestrians, analog cyclists, and miromobility users) of various abilities, including wheelchair and mobility device users.

Improve access for underserved areas

Greenways connect communities with limited access to public transportation and/or low car ownership rates to job centers, business districts, and neighborhood amenities.

Increase safety

Greenways provide continuous, long-distance routes often off-street or separated from motor vehicular traffic, reducing conflicts between pedestrians, motor vehicle operators, and cyclists.

Economic Developement

Economic growth catalyst

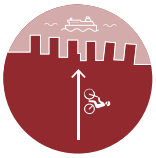
Increased potential for economic development, benefits to properties, and more local investment

New connection to hubs

New connections to job hubs, commercial districts, and between neighborhoods

Opportunity to pair greenways with benefits

Opportunities to pair greenway investment with community benefits and amenities, workforce development, and affordable housing



Improve accessibility to working waterfronts

Greenways provide sustainable transportation to several working waterfronts such as Hunts Point, the Brooklyn Navy Yard, and Brooklyn Army Terminal.

Increase tourism

Potential to increase tourism by offering a pedestrian-friendly city

State of Greenways

As of 2025

Borough	Total Miles	% of borough residents within ¼ mile of a greenway
 Manhattan	125	43%
 Brooklyn	100	23%
 Queens	137	16%
 The Bronx	86	25%
 Staten Island	54	15%

506 total miles in the citywide greenway network

378 miles of protected greenways (75% of total network)

196 parks larger than ¼ acre in size connected by greenway

17 miles of new greenway capital projects in construction

This 2-way protected path on Vernon Blvd forms part of the Queens Waterfront Greenway, which links users to an incredible string of waterfront parks and neighborhood destinations.

Existing Network

Greenways are a critical part of New York City's history of open space and transportation infrastructure, dating back more than a century. Home to Ocean Parkway, the nation's first ever separated bicycle and pedestrian path constructed in 1894, the City advanced greenways across all five boroughs through the turn of the 19th century and mid 20th century, with Pelham Parkway, Shore Parkway, and Vanderbilt Motor Parkway all among the legacy greenways constructed.

Today, there are 15 defined greenway systems in New York City, each connecting residents and visitors to a mix of internationally renowned destinations and local gems throughout the five boroughs. NYC's greenway network also connects to the regional network—notably, the East Coast Greenway, the Empire State Trail, and the future Long Island Greenway.

The greenway network consists of over 500 miles of on- and off-street pedestrian and bicycle facilities. The 15 primary greenway systems are complemented by a series of greenway spurs—offshoots connecting into adjoining neighborhoods or linking to specific destinations. There are 35 existing spurs, totaling up 112 miles of greenway inventory.

While New York City has taken remarkable steps to build greenways through near and long-term planning, considerable work remains. The key to a truly successful greenway network is continuity: when various segments connect the system's utility the accompanying benefits are amplified. The inventory of existing greenway infrastructure allows the City to more clearly identify gaps in the various systems and the overall network.

A map of NYC's existing greenway network ▶

Greenway System

Manhattan
- Manhattan Waterfront

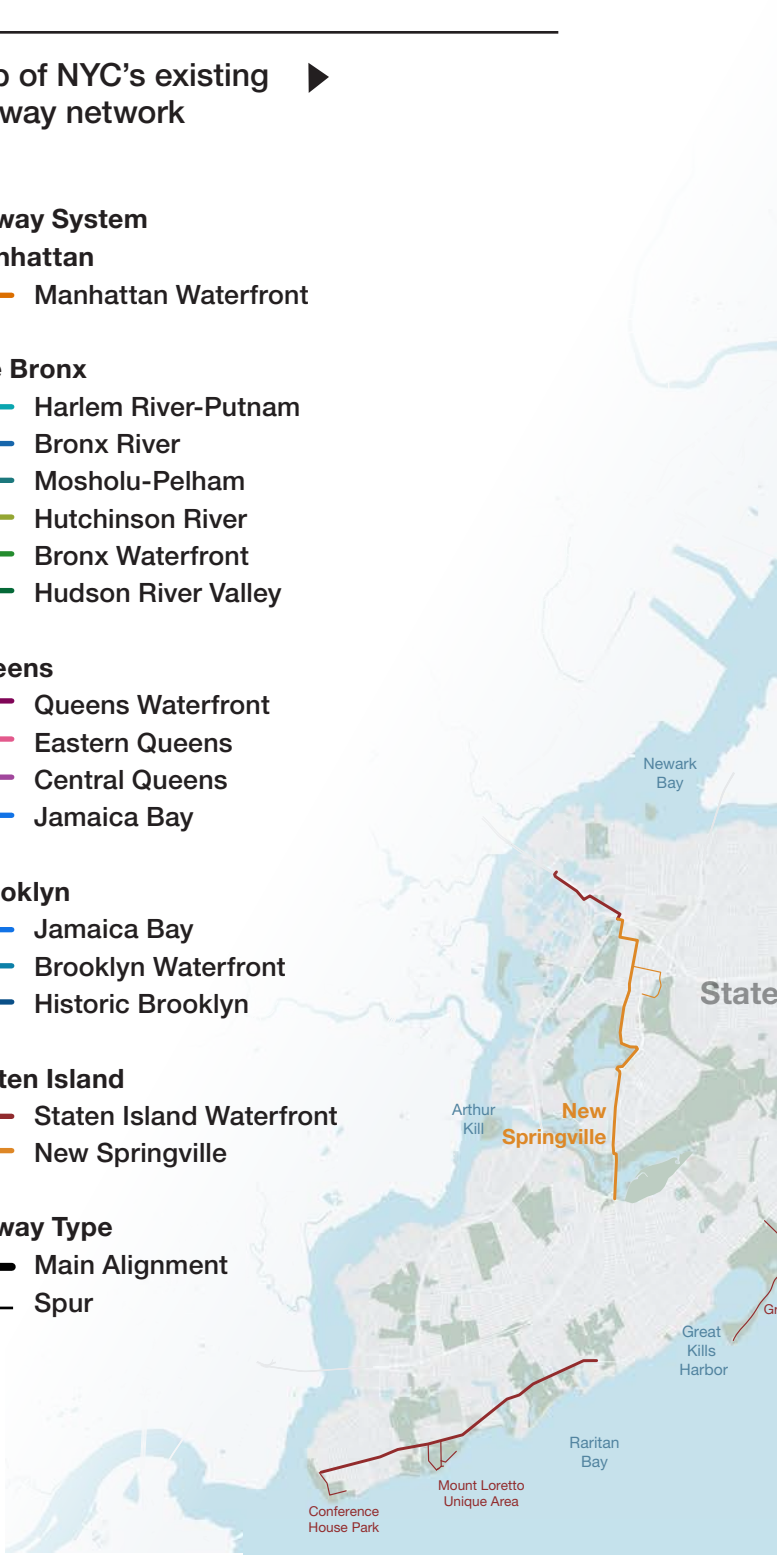
The Bronx
- Harlem River-Putnam
- Bronx River
- Mosholu-Pelham
- Hutchinson River
- Bronx Waterfront
- Hudson River Valley

Queens
- Queens Waterfront
- Eastern Queens
- Central Queens
- Jamaica Bay

Brooklyn
- Jamaica Bay
- Brooklyn Waterfront
- Historic Brooklyn

Staten Island
- Staten Island Waterfront
- New Springville

Greenway Type
- Main Alignment
- Spur




Westchester County
Long Island Sound
Harlem River-Putnam
Hudson River Valley
Mosholu-Pelham
Bronx River
Hutchinson River
Mosholu-Pelham
Orchard Beach
City Island
Inwood Hill
The Bronx
Harlem River-Putnam
Fort Washington Park
Polo Grounds
Bronx River
Hutchinson River
Eastchester Bay
Manhattan Waterfront
Bronx Waterfront
Powells Cove
Manhattan
Randall's Island
Little Bay
Queens Waterfront
Little Neck Bay
New Jersey
Roosevelt Island
Queens Waterfront
Eastern Queens
Hudson River
East Midtown
Roosevelt Island Bridge
Port Authority Bus Terminal
Queens-bridge
Hall of Science
Cunningham Park
Alley Pond Park
East River
Central Queens
StuyTown
Forest Hills
Pike/ Allen Malls
Seward Park
Queens
Nassau County
Manhattan Waterfront
Brooklyn Waterfront
Glendale
Central Queens
Governor's Island
Historic Brooklyn
Shirley Chisholm Fountain
Upper New York Bay
Columbia Street
Spring Creek Park Gateway
Eastern Queens
Brooklyn
Shirley Chisholm Fountain
Canarsie Pier
Leif Ericson Park
Canarsie Park
Shirley Chisholm Penn
Brooklyn Waterfront
Historic Brooklyn
Jamaica Bay
Jamaica Bay
Marine Park
Gravesend Bay
Far Rockaway
Staten Island Waterfront
Coney Island
Rockaway Inlet
Breezy Point
Atlantic Ocean
Fort Tilden
Lower New York Bay
N
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	Greenway	Limits	Spurs
MANHATTAN	**Manhattan Waterfront**	Loop around Manhattan	East Midtown, Fort Washington Park, Governor's Island, Inwood Hill, Pike/Allen Malls, Polo Grounds, Port Authority Bus Terminal, Randall's Island, Roosevelt Island, Roosevelt Island Bridge, Seward Park, StuyTown
BRONX	**Hudson River Valley**	Spuyten Duyvil Creek to Westchester County	-
	Harlem River-Putnam	Van Cortlandt Park to Randall's Island Park	Randall's Island
	Mosholu-Pelham	Van Cortlandt Park to Pelham Bay Park	City Island, Orchard Beach
	Hutchinson River	Pelham Bay Park to Ferry Point Park	-
	Bronx Waterfront	Randall's Island Park to Fort Schuyler	-
QUEENS	**Queens Waterfront**	Hunter's Point South Park to Alley Pond Park	Queensbridge
	Eastern Queens	Alley Pond Park to Brookfield Park	Alley Pond Park
	Central Queens	Highland Park to Alley Pond Park	Cunningham Park, Forest Hills, Glendale, Hall of Science
QN & BK	**Jamaica Bay**	Loop around Jamaica Bay	Breezy Point, Canarsie Park, Canarsie Pier, Far Rockaway, Fort Tilden, Shirley Chisholm Fountain, Shirley Chisholm Penn, Spring Creek Park Gateway
BROOKLYN	**Historic Brooklyn**	Coney Island to Prospect Park to Highland Park	-
	Brooklyn Waterfront	Newtown Creek/ Greenpoint to Marine Park	Columbia St, Coney Island, Leif Ericson Park
STATEN ISLAND	**Staten Island Waterfront**	Goethals Bridge to Fort Wadsworth to Conference House Park	Conference House Park, Great Kills Park, Mount Loretto Unique Area
	New Springville	Goethals Bridge to Brookville Park	Willowbrook Park

Jurisdiction: Ownership and Maintenance

New York City's existing greenways were born from multiple nonlinear planning processes over the last century. Part of what makes greenways unique is their blend of transportation and active and passive recreation opportunities, including segments along streets, within parks, and along waterfronts. The cross-jurisdictional nature of greenways makes them inherently challenging to plan, build, and manage. Many agencies have a role to play at different stages of the greenway lifecycle, from planning and design to construction, maintenance, and operation. Our now-completed mapping and inventory process should render responsibility more transparent as we build out the City's greenway network and plan for the future.

Public agencies, private and nonprofit entities, and conservancies work together in NYC to maintain the greenway network. Operation and maintenance of greenways is multifaceted and includes routine maintenance such as litter and debris removal, landscaping, and snow clearance, as well as more substantial facility repair and replacement, which may include repaving and full reconstruction. In most cases, NYC DOT has jurisdiction for all existing on-street portions of greenways (189 miles), and NYC Parks has jurisdiction for in-park greenways and paths along parkways (247 miles). Other entities—a mix of government agencies, public authorities, and private landowners—maintain the remaining 70 miles. Maintenance of the greenway network falls into two categories:

Routine maintenance:

- **Cleaning:** litter removal, graffiti, garbage collection, sweeping, snow and ice removal
- **Surface repairs:** asphalt and concrete patching, and refreshing markings
- **Landscaping:** turf maintenance, weeding, vegetation and tree care, pruning, and debris removal
- **Amenities:** cleaning wayfinding signage; repairing lighting, benches, drinking fountains, and fences; and servicing and stocking of public restrooms

Restorative maintenance:

- Partial or total replacement of path surfaces, drainage, landscaping, and related amenities
- Significant infrastructure maintenance, often carried out by government agencies through capital investment

Operational agencies, namely NYC Parks, DOT, and Sanitation (DSNY), are responsible for most routine maintenance. Parks has a comprehensive maintenance and operations program that ensures that 30,000 acres of open spaces, including greenways, are regularly cleaned and any unsafe conditions are addressed promptly. This includes tasks like debris removal, snow and ice clearance, with coordination between Parks and DSNY to prioritize and manage maintenance. DOT is primarily responsible for repaving the on-street portions of greenways. In a typical year, DOT repaves existing greenway paths within the right-of-way and installs wayfinding signs or markings for detour

routes during construction closures. In some cases, DOT and Parks work together on maintenance efforts such as with the recent resurfacing of the Central Park Loop. DOT also furnishes and installs lighting in most NYC Parks. In recent years, DSNY and DOT have expanded their maintenance fleets to include smaller street sweepers, snow plows, and milling machines to better service greenway paths.

While the following map does not capture all the nuance involved in operating a 500-mile system, **it does reflect which agency or entity has primary maintenance and operations responsibility for each segment**. (In a few instances, the property owner of a greenway segment has established a memorandum of understanding with another entity that transfers the maintenance burden and responsibility.) As the City continues to build out the citywide greenway network, we will continue to strengthen the lines of communication between our agencies to help problem-solve with combined resources.

All New Yorkers have a role to play as the eyes and ears of the City. If you see an issue with a greenway, please bring it to our attention via 311 or through the relevant agency's contact page. In case of an urgent safety condition, contact 911.

- **NYC Parks:** https://www.nycgovparks.org/contact-parks
- **NYC DOT:** https://www.nyc.gov/html/dot/html/contact/contact.shtml
- **NYC DSNY:** https://www.nyc.gov/site/dsny/about/contact.page

Greenway jurisdiction is split between several local entities, from citywide agencies to national and local authorities

- NYC Department of Parks and Recreation
- NYC Department of Transportation
- New York State Department of Transportation
- National Park Service
- Battery Park City Authority
- Metropolitan Transportation Authority
- Private
- Brooklyn Bridge Park Development Corporation
- NYC Department of Small Business Services
- New York State Parks, Recreation and Historic Preservation
- US Navy
- Roosevelt Island Operating Corporation
- Governors Island Preservation and Education Corporation


Van Cortlandt Park
Westchester County
Harlem River-Putnam
Hudson River Valley
Long Island Sound
Pelham Bay Park
Bronx River
Mosholu-Pelham
The Bronx
Bronx Park
Crotona Park
Hutchinson River
Eastchester Bay
Manhattan Waterfront
Manhattan
Bronx Waterfront
Powells Cove
Little Bay
Little Neck Bay
New Jersey
Central Park
Queens Waterfront
LGA
Eastern Queens
Hudson River
Flushing Meadows Park
Kissena Park
Alley Pond Park
Central Queens
East River
Cunningham Park
Queens
Nassau County
Brooklyn Waterfront
Forest Park
Highland Park
Historic Brooklyn
Prospect Park
Eastern Queens
Upper New York Bay
Brooklyn
Idlewild Park
JFK
Silver Lake Park
Clove Lakes Park
Historic Brooklyn
Dyker Beach Park
Jamaica Bay
Jamaica Bay
Gravesend Bay
Brooklyn Waterfront
Floyd Bennett Field
Staten Island Waterfront
Jacob Riis Park
Rockaway Inlet
Atlantic Ocean
Lower New York Bay
N
0 1 2 4 mi

Greenway Closures & Detours

Greenways are an essential element of New York City's transportation system, spanning more than 500 miles of bicycle and pedestrian corridors integrated into the City's landscape. Like any other component of this network, closures significantly impact the lives of New Yorkers and should be minimized whenever possible. However, upgrades, repairs, and other conditions may require temporary closures of greenway segments.

In accordance with Local Law 115 (2022), current information on temporary greenway closures, including limits, expected closure duration, detour routes, and other relevant information can be found on NYC DOT's website. The City also reports closures to various navigation applications such as Google and Apple maps.

▲ While Rainey Park in Queens was closed for upgrades, DOT implemented an on-street detour that served as a parallel greenway route on the street.

Additional information on bicycle infrastructure closures and detours:

Local Law 124 (2019): Maintenance and Protection of Traffic Plan (MPTs) for Cyclists
Enacted in 2019, Local Law 124 requires a construction permit authorizing work affecting a street segment or intersection with a bicycle lane to include a stipulation requiring the applicant to maintain a temporary bicycle lane. NYC DOT has conducted outreach and worked with the construction industry to create guidelines for compliance with MPTs. DOT inspectors on bicycles monitor work zone conditions as construction unfolds.

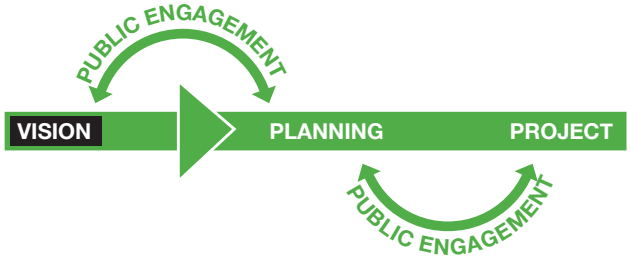
Local Law 124 (2023): Bicycle Infrastructure Conditions Map
Introduced in 2022 and enacted in 2023, Local Law 124 requires the NYC DOT to develop a searchable map with current information on active construction and planned resurfacing, which may impact bicycle lanes. This map also includes Open Street locations, bicycle parking, bikeshare, and scooter-share stations. It is updated daily based on Street Construction Permits, the DOT's Street Resurfacing Schedule, and Open Street Locations (all available in Open Data), which are updated at varying intervals.

A temporary access point is provided for cyclists while the Shore Parkway section of the Brooklyn Waterfront Greenway undergoes rennovation ▶

GREENWAYS OF TOMORROW

New York's City's greenway network is always growing, improving, and expanding to meet the needs of a dynamic population. In this chapter, the City presents a vision for the next generation of greenways – Excelsior!

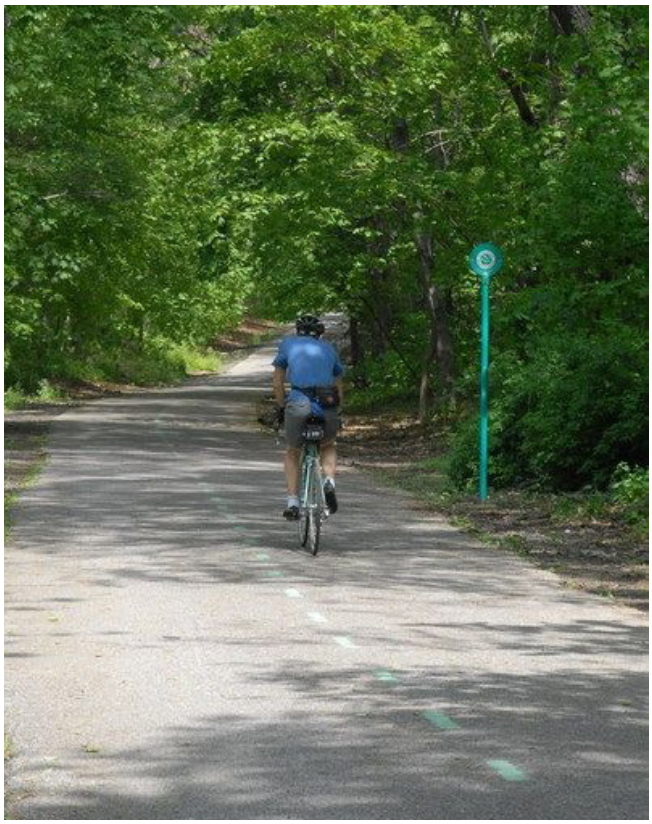
Vision



Vision: Framework outlining long-term goals to guide future greenways planning

The Greenway Plan for New York City (1993) laid out the first ever comprehensive vision for landscaped paths connecting city neighborhoods to the City's waterfront and open spaces. The NYC DOT and the Department of City Planning (DCP) then produced the New York City Bicycle Master Plan (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.

Since its release, the 1993 **vision** has served as a foundation for **implementation plans** across the five boroughs. These implementation plans have created a pipeline for greenway **projects**, with many greenways under development today, directly resulting from past and present implementation plans. Over thirty years after the 1993 vision's release, the City has renewed its commitment to expanding and improving its greenway network.



▲ The Vanderbilt Motor Parkway, originally built for pleasure driving, now provides a lush path for cyclists and pedestrians as part of the Central Queens Greenway.

Goals

Enhance NYC's Transportation Network
Fill existing gaps and expand greenway systems to increase active transportation options; create a comfortable, safer, fully integrated greenway network with amenities that seamlessly connects neighborhoods, parks, waterfronts, and key destinations across all five boroughs.

Support Environmental Resilience
Promote active transportation to reduce emissions, incorporate design features that improve stormwater management, mitigate urban heat, and expand natural habitats for wildlife.

Promote Social Equity & Accessibility
Ensure the greenway and bicycle network is accessible to all New Yorkers, prioritizing historically underinvested communities while addressing barriers to cycling and walking.

Support Health & Wellness
Improve physical and mental health by expanding and promoting active transportation and outdoor recreation opportunities that support physical and psychological well-being.

Foster Economic Growth
Leverage the greenway network to stimulate the local economy by connecting people to employment and commercial hubs and boosting tourism.

Process Overview

Now that we've defined greenways, outlined their benefits, provided an inventory of the existing network—as well as documented historical progress on implementation or the City's greenway network—it is important to highlight the process used to continue to build out this important infrastructure.

1. Conduct comprehensive data collection to create a detailed inventory and mapping of NYC's greenway system

2. Evaluate progress of past implementation plans and built greenway projects against previously established goals.

3. Develop a framework for identifying network gaps and setting priorities for expansion

4. Outline implementation strategies for greenway project completion

New York City has a long history of greenway planning. Past plans and initiatives have consistently supported the development and expansion of greenways, recognizing their role in enhancing the quality of life for all New Yorkers. While not exhaustive, the appendix lists the most relevant and recent plans that informed this effort.

The City reviewed public feedback from past and ongoing public engagement processes, including public workshops, outreach at local events, and project-specific outreach (e.g., town halls and community board meetings). This Plan builds on input gathered through past public engagement efforts and complements it with consultation with various stakeholders, including the NYC Greenways Coalition, DOT's Community Bicycle Working Group, elected officials, city agencies, and individual community members.

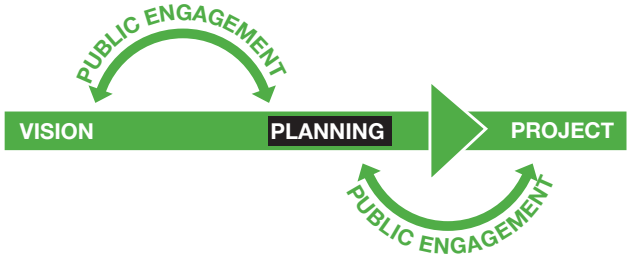
The City will continue to gather community input throughout the planning process to refine a citywide vision for greenways and to develop neighborhood-level projects that reflect community values while promoting a more connected and equitable greenway network.

Bronx residents discuss Harlem River Greenway route alternatives at Spring 2024 workshop.


Harlem River Greenway

Planning Strategy

Past Plans & Studies



Implementation Plan: Community-driven planning process that translates vision into actionable steps

The City has made significant progress on earlier plans by breaking the greenway network into more manageable pieces, translating plans from concept to reality. These efforts have resulted in detailed corridor plans developed in collaboration with the community. Greenway projects identified as part of these planning processes continue to be implemented with a mix of private, city, state, and federal resources and have resulted in the development and implementation of dozens of greenway projects across the five boroughs. Examples include DOT's *Brooklyn Waterfront Greenway* and *Jamaica Bay Greenway plans*, Parks' *Destination Greenways! Plan*, and the City's *Manhattan Waterfront Greenway: A Vision for Closing the Loop*, detailed on the adjacent map.

This map shows routes identified in past plans and studies. Many of these plans grew up to become real, built projects while other plans remain unfulfilled.

Manhattan

- Manhattan Waterfront Greenway A Vision for Closing the Loop (2017)

The Bronx

- The Bronx Greenway Plan (1993)
- South Bronx Greenway (2006)
- Bronx Greenway Feasibility Study (2018)

Queens

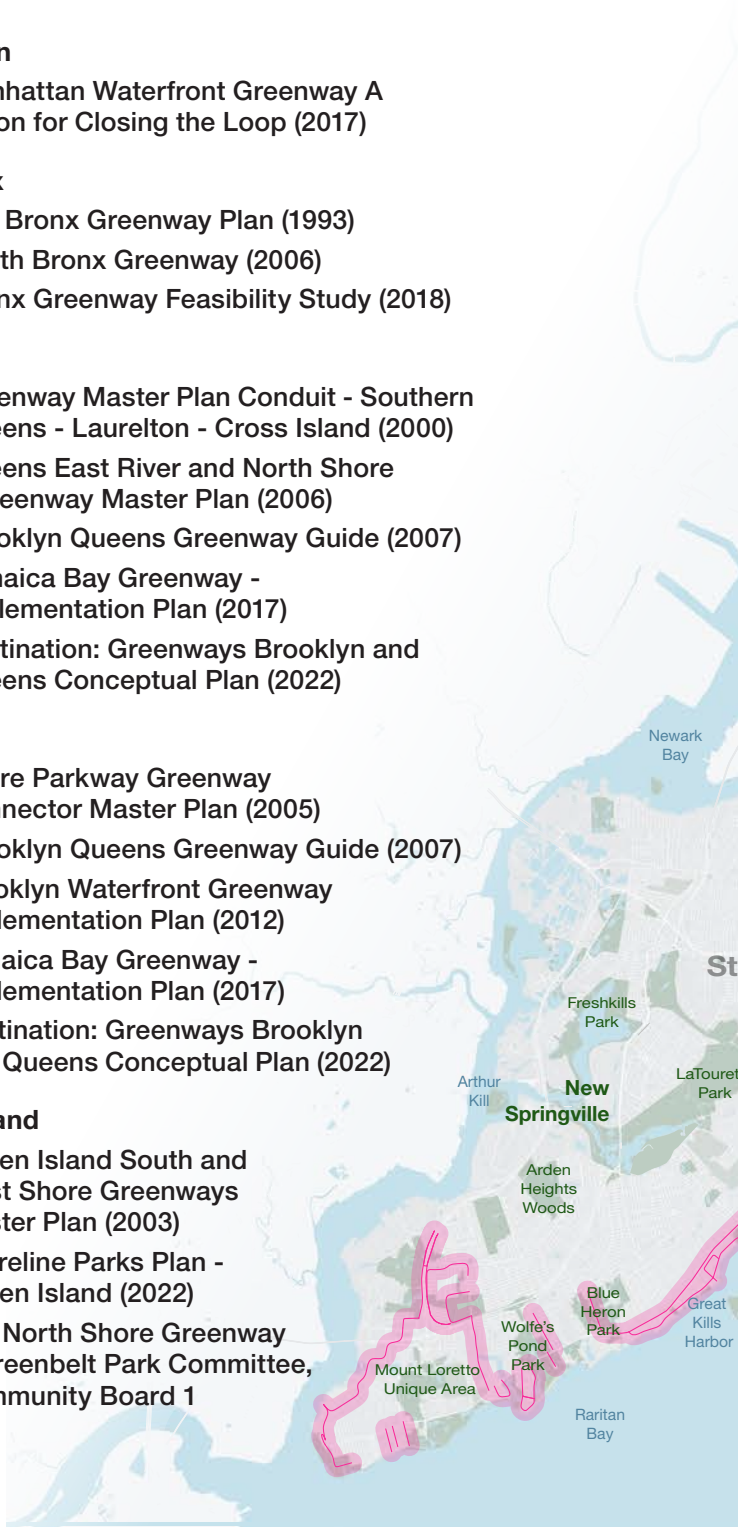
- Greenway Master Plan Conduit - Southern Queens - Laurelton - Cross Island (2000)
- Queens East River and North Shore - Greenway Master Plan (2006)
- Brooklyn Queens Greenway Guide (2007)
- Jamaica Bay Greenway - Implementation Plan (2017)
- Destination: Greenways Brooklyn and Queens Conceptual Plan (2022)

Brooklyn

- Shore Parkway Greenway Connector Master Plan (2005)
- Brooklyn Queens Greenway Guide (2007)
- Brooklyn Waterfront Greenway Implementation Plan (2012)
- Jamaica Bay Greenway - Implementation Plan (2017)
- Destination: Greenways Brooklyn and Queens Conceptual Plan (2022)

Staten Island

- Staten Island South and West Shore Greenways Master Plan (2003)
- Shoreline Parks Plan - Staten Island (2022)
- The North Shore Greenway & Greenbelt Park Committee, Community Board 1




Van Cortlandt Park
Westchester County
Harlem River-Putnam
Hudson River Valley
Woodlawn Cemetery
Long Island Sound
Pelham Bay Park
Bronx River
Mosholu-Pelham
Bronx Park
The Bronx
Crotona Park
Hutchinson River
Eastchester Bay
Manhattan Waterfront
Manhattan
Bronx Waterfront
Powells Cove
Little Bay
Little Neck Bay
New Jersey
Central Park
Queens Waterfront
LGA
Eastern Queens
Hudson River
Flushing Meadows Park
Kissena Park
Alley Pond Park
Central Queens
East River
Calvary Cemetery
Mt Zion Cemetery
Cunningham Park
Queens
Nassau County
Mount Olivet Cemetery
St. John Cemetery
Brooklyn Waterfront
Forest Park
Evergreens Cemetery
Highland Park
Historic Brooklyn
Eastern Queens
Prospect Park
Upper New York Bay
Green-Wood Cemetery
Brooklyn
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Ongoing Plans

In 2023, the Adams administration announced a planning process for a historic expansion of New York City's greenways in the outer boroughs with six new early action implementation plans. As a result of this expansion, NYC will build more than 40 miles of new greenways and explore improvements to existing infrastructure along "early action corridors" to expand safer, greener transportation options in Brooklyn, the Bronx, Queens, and Staten Island.

The development of each early action implementation plan corridor is supported by a competitive $7.25 million federal RAISE grant awarded to NYC in 2022. Together, the five corridors will build upon ongoing planning for a 7-mile Harlem River Greenway in the Bronx. Planning for the Queens Waterfront Greenway began in early 2024, and over the next few years, the City will kick off early action implementation plans for the remaining corridors. Each corridor implementation plan cycle will require approximately two years to complete. The City expects all six early action implementation plans to be complete by 2028.

This major expansion of the existing greenway network has and will continue to involve a collaborative, community-driven process to develop implementation plans for each corridor, which will consist of short- and long-term projects. The identified corridors were chosen based on the considerations of equity, park access, transportation utility, economic development, and other factors.

A map of the six early action plan corridors.


Westchester County
Long Island Sound
Harlem River Putnam
Hudson River Valley
Bronx River
Pelham Bay Park
Mosholu-Pelham
Hutchinson River
Eastchester Bay
The Bronx
Manhattan Waterfront
Manhattan
Bronx Waterfront
Powells Cove
Little Bay
Little Neck Bay
New Jersey
Queens Waterfront
LGA
Eastern Queens
Hudson River
Central Park
Flushing Meadows Park
Kissena Park
Alley Pond Park
Central Queens
East River
Calvary Cemetery
Mt Zion Cemetery
Cunningham Park
Queens
Nassau County
Mount Olivet Cemetery
St. John Cemetery
Forest Park
Brooklyn Waterfront
Evergreens Cemetery
Highland Park
Southern Queens
Historic Brooklyn
Eastern Queens
Prospect Park
Upper New York Bay
Green-Wood Cemetery
Brooklyn
Idlewild Park
JFK
Silver Lake Park
Clove Lakes Park
Historic Brooklyn
Jamaica Bay
Dyker Beach Park
Jamaica Bay
Gravesend Bay
Brooklyn Waterfront
Floyd Bennett Field
Staten Island Waterfront
Jacob Riis Park
Rockaway Inlet
Atlantic Ocean
Great Kills Park
Lower New York Bay
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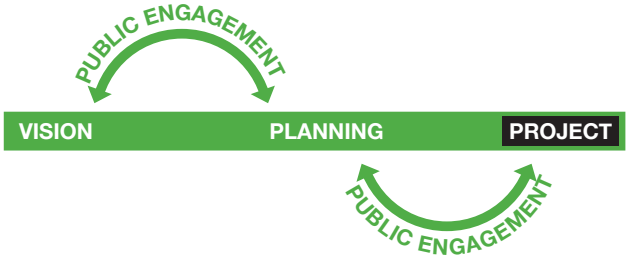
Greenway Projects



Projects: Quick-build or capital construction of greenway segments

The City implements greenways across the five boroughs through a mixture of short-term and long-term projects, described in this Plan as street improvement projects (SIPs) and capital projects, respectively. NYC DOT, Parks, and EDC, alongside the NYC Greenways Coalition and other key stakeholders, will continue to work collaboratively to develop implementation strategies for each corridor, with planning processes staggered over several years. The City will implement short-term and long-term projects along the routes identified in the planning process.

Green Infrastructure

Green infastructure is an array of practices or infrastructure that mimic or enhance natural systems to collect storm water from streets, sidewalks, and other impervious surfaces before it can enter the sewer system or cause flooding.

Unified Storm Water Rule - Per New York City's Unified Stormwater Rule, green infrastructure elements are now required to be included in almost all street reconstruction capital projects. The most common tools utilized include: porous concrete, infiltration basins, and bioswales.

Jamaica Bay Greenway: Beach 108th St - Completed in 2022, this greenway segment was one of the first street reconstruction projects in the city to feature precast porous concrete panels in the parking lane—a subtle green infrastructure tool that captures storm water and reduces the burden on storm sewers.

Far Right : In their most developed form, greenway segments are landscaped with native plantings, and outfitted with street amenities such as lighting, street furniture, and green infrastructure.

Street Improvement Projects

New York City's greenways run through parks and along streets, offering high-quality bicycle and pedestrian infrastructure that is vital to the City's transportation network. Quick-build Street Improvement Projects (SIPs) bring greenways to life using NYC DOT resources including markings, signs, street furniture, signal infrastructure, and limited concrete work. Because the DOT owns these resources and processes, projects can be implemented efficiently, delivering timely safety upgrades for all road users.

NYC DOT integrates greenway SIPs into its work program. These projects also help build momentum for long-term capital investments. Often, successful greenway projects combine both SIPs and capital construction—for example, SIPs can be installed along a corridor, and intersections can later be rebuilt using capital funds.

SIPs are an effective way to expand the greenway network quickly. Since 2015, NYC DOT has implemented dozens of distinct greenway and greenway connector projects in all five boroughs with additional projects under development. The images on this page and the following page depict a small sampling of the many greenway SIPs installed by DOT in recent decades.

▲ Flatbush Ave alongside Prospect Park provides a parallel route to the in-park path as part of the Historic Brooklyn Greenway

▲ This shared-use path for pedestrians and cyclists provides a direct link into Canarsie Park and an entrance to the Jamaica Bay Greenway

▲ A segment of the Brooklyn Waterfront Greenway along Emmons Ave in Sheepshead Bay

▲ This on-street path along 230th St in Queens provides access to Alley Pond Park and the Eastern Queens Greenway

▲ This two-way parking protected path on E 38th St provides a safe connection to the Manhattan Waterfront Greenway along the East River

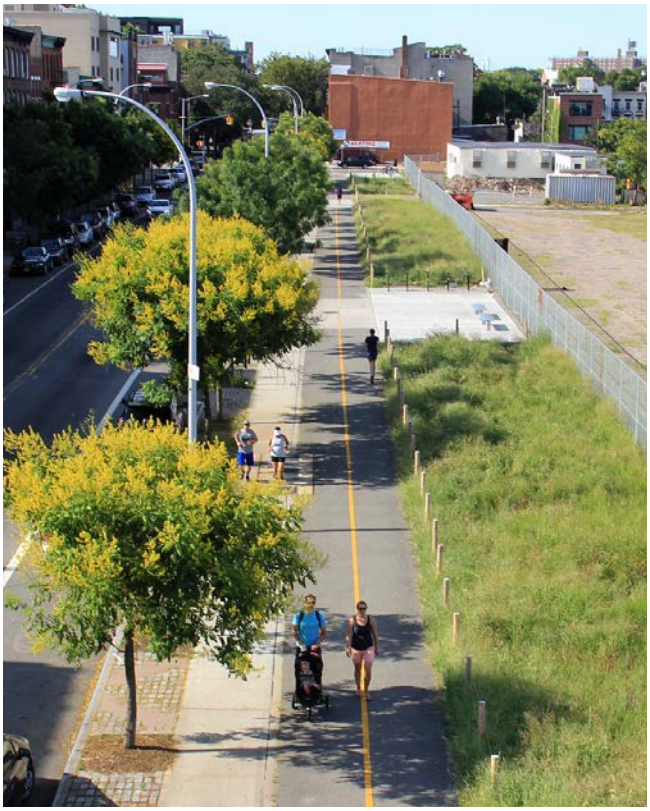
Capital Construction Projects

Long-term capital construction projects upgrade or build new greenway segments through partial or complete reconstruction. This may include installing sidewalk-grade facilities, landscaping, accessible ramps and sidewalks, and/or lighting. These improvements may be tied to infrastructure projects such as relocation of utilities, upgrading subsurface water and sewer systems, and resiliency improvements.

Two tradeoff to consider when relying solely on capital construction for greenway expansion is time and funding. Contracts often unfold over several years and require complex design, engineering, and construction resources, resulting in higher costs and longer timelines.

To ensure a fair distribution of investments in an environment of finite resources, the City evaluates and prioritizes potential projects based on a number of factors—including safety, equity, and environmental sustainability—outlined in the agencies' strategic plans, OneNYC, and NYC's Roadmap to 80x50. Community-driven requests come to NYC DOT's and Parks' attention in a number of ways, including but not limited to: community board budget consultations and budget priorities, 311 and Commissioners' correspondence unit inquiries, social media, in-person outreach events, and advocacy from elected officials.

From investments in the Kissena Corridor in Queens, to the Bronx side of the Harlem River, to the North Shore of Staten Island, the City is working to build the most expansive and highest quality greenway network in the country. The map and table on the following pages show a robust pipeline of defined greenway capital projects, over 100 in total, in various stages of development. Generally, **projects categorized as in "planning" have been defined through public processes but need funding to advance further, whereas projects in "design" or "construction" are funded and progressing.**

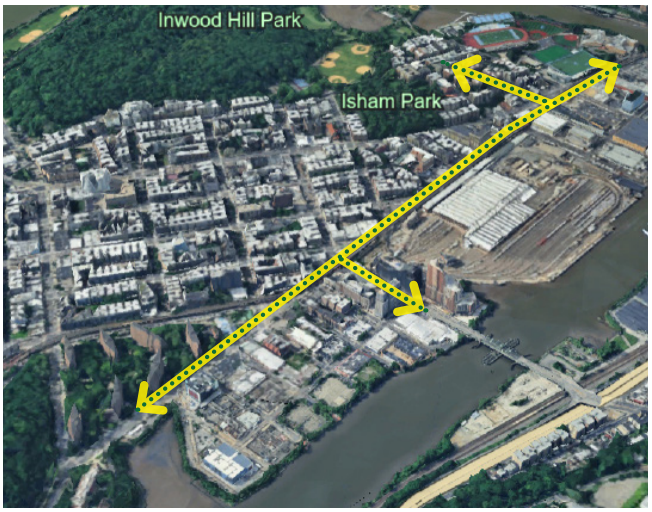


▲ One of the first capitally-built greenway segments along Columbia St in Brooklyn, part of the Brooklyn Waterfront Greenway

Brooklyn Waterfront Greenway: Hamilton Ave – Gowanus Connector
(Construction)

NYC DOT and Department of Design and Construction (DDC) are currently constructing a portion of the Brooklyn Waterfront Greenway along the southwest side of Hamilton Ave and the west side of Third Ave. This project will facilitate safe bicycle and pedestrian connections through an industrial area that is currently inhospitable to those traveling by bike or on foot and will fill a major gap in the greenway. This project also includes expanded sidewalks and new plantings.

Manhattan Waterfront Greenway: Inwood 10th Ave
(Design)



NYC DOT recently won a $96 million federal grant for a greenway project along 10th Ave in Inwood to fill one of the last major gaps in the Manhattan Waterfront Greenway, creating a continuous cycling route around the island. The project will also address traffic safety equity in Inwood, delivering a host of safety upgrades in an underserved area to make the neighborhood's streets safer for all. Upgrades include a new plaza, sidewalk extensions, pedestrian islands, bus boarding extensions, raised crosswalks, and improved lighting under the elevated subway line.

Capital Construction Projects

Harlem River-Putnam Greenway: Tibbetts Brook Daylighting
(Design)

The City is embarking on an ambitious green infrastructure project to daylight parts of Tibbetts Brook in the Bronx that have been covered for more than a century. Stream daylighting is the process of restoring a stream to a more natural state by unearthing any obstructions covering it, such as concrete or pavement.

Daylighting Tibbetts Brook will remove the brook's clean water from the Sewer System and help to reduce Combined Sewer Overflows (CSOs) into the Harlem River. It may also help lessen flooding along Broadway and other areas of the Tibbetts Brook Watershed.

This project will also include a greenway for cyclists and pedestrians connecting from the existing Putnam Trail in Van Cortlandt Park and running south to 230th St.

Destination: Greenways! Shore Parkway Promenade and 4th Ave Entrance
(Design)

The Shore Parkway Promenade and 4th Ave. Entrance project will reconstruct 2.25 miles of the promenade from the American Memorial Veteran's Pier to the 4th Ave entrance to the Verrazzano-Narrows Bridge. This project advances the recommendations identified by NYC Parks and DOT in Destination: Greenways! to enhance park greenway experiences in Southwestern Brooklyn by connecting parks and creating appealing routes that address route gaps, wayfinding, and safety issues.

The proposed design aims to better serve the community by offering a renovated promenade with improved greenway signage, furniture, and re-surfacing. It will include dedicated pedestrian and bicycle lanes, a drinking fountain on the northern portion of the site, and inclusive design. The design emphasizes expanding tree coverage, incorporating lawn areas instead of tree pits to promote healthy tree growth, and increasing site permeability.

Staten Island Waterfront Greenway: Tompkinsville Esplanade
(Design)

The Tompkinsville Esplanade will fill a critical gap in public access to the North Shore waterfront while restoring the deteriorated shoreline. This new public waterfront will feature pedestrian and bicycle pathways that coexist with working maritime uses. The project also involves the construction of a new pier for the NYC DOT Dockbuilders and includes a new building for offices and operations. The design has been completed, and construction is anticipate to span from summer 2025 to fall 2028.

Staten Island Waterfront Greenway: Stapleton Waterfront
(Construction)

The New Stapleton Waterfront is an NYC EDC-led initiative to transform a 35-acre decommissioned US Navy Homeport on the North Shore of Staten Island into a mixed-use residential community featuring 12 new acres of open space, a public school, and roadway infrastructure improvements. The reconstructed road will include a new ½ mile bike and pedestrian pathway along a planted median connecting the public to a continuous waterfront open space. Construction is anticipated to be complete in spring 2027.

New York City Greenways Capital Projects Map

	Manhattan Waterfront
1	The Battery Coastal Resilience
2	South Battery Park City Resiliency
3	North/West Battery Park City Resiliency
4	Allen & Pike Street Malls - Ph. 3
5	FiDi-Seaport Climate Resilience Master Plan
6	Seaport Coastal Resilience
7	Allen & Pike Street Malls - Ph. 2
8	Brooklyn Bridge - Montgomery Coastal Resiliency
9	East Side Coastal Resiliency
10	East Side Greenway 14 St Connector
11	UN Esplanade
12	East River Esplanade E 114 St - E 117 St Repairs
13	Randall's Island Greenway - Sunken Garden Loop Connector
14	Bobby Wagner Walk and 107 St Pier
15	East River Esplanade E 70 St - E 78 St Repairs
16	Riverside Park Cherry Walk Repairs
17	East Harlem Sub-Project 1
18	East Harlem Sub-Project 2
19	North Harlem
20	Percy E Sutton Playground
21	East Harlem Sub-Project 3
22	Fort Washington Park Retaining Wall & Greenway Repairs
23	Lighthouse Link - Fort Washington Park
24	Inwood Pedestrian Safety Improvements
25	Inwood Upland Routes
26	Inwood Sherman Creek Waterfront
27	Academy Street Park
28	Henry Hudson Bridge (MN)
29	Broadway Bridge
	Harlem River-Putnam
30	Mott Haven Pedestrian and Cyclist Safety Improvements
31	Bridge Park South
32	Tibbetts Brook Daylighting Project
	Bronx River
33	Replacement of Three Bridges on Bronx River Parkway
34	E 177 St and Devoe Av
35	E 233 St
	Bronx Waterfront
36	Del Valle Square Reconstruction
37	Hunts Point Interstate Access - contract #3
38	Soundview and Pugsley Creek
	Southern Queens Greenway
39	Conduit Ave Corridor (Queens)
40	Conduit Ave Corridor (Brooklyn)
	Hudson River Valley
41	Henry Hudson Bridge (BX)
	Hutchinson River Greenway
42	Hutchinson River Parkway Ramps
43	Pelham Parkway Malls Partial Reconstruction
	Queens Waterfront
44	Bike/Ped Bridge over Newtown Creek (Queens)
45	Rainey Park Reconstruction
46	Joe Michael's Mile Seawall Repairs
47	Utopia Pkwy Safety Improvements & Seawall Repair
	Eastern Queens
48	Alley Pond Park to Northern Boulevard
49	Brookville Park Reconstruction
	Central Queens
50	Kissena Park Paths and Renovated Entrances
51	Kissena Park Velodrome Connection
52	Kissena Corridor Park - West
53	College Point Boulevard to Main St
54	Flushing Meadows Corona Park World's Fair Avenue Promenades
55	Flushing Meadows Corona Park Meadow Lake Creek Overlook

	Central Queens
56	111th Street Safety Improvements
57	Flushing Meadows Corona Park Meadow Lake
58	Queensway - Metropolitan
59	Queensway - Forest Park Pass
60	164 St to Fresh Meadow Lane
61	Kissena Corridor Park - East
	Jamaica Bay
62	Broad Channel
63	165th Avenue
64	Erskine Street Bridge
65	Seaview Av
66	Gateway Network Link, Fountain Ave
67	Conduit Extension
68	Marine Park
69	Paerdegat Ave North
70	Spring Creek Towers Neighborhood Greenway
71	Spring Creek, Louisiana Av
72	Southern Brooklyn Crosstown B82 SBS
73	Marine Park - Flatbush Avenue Connector
74	Emmons Ave
75	Beach Channel Drive Ph. B
	Brooklyn Waterfront
76	Six Diamonds Park and Coney Island Creek Bridge
77	Cropsey Av to Coney Island
78	Calvert Vaux Park
79	Shore Parkway
80	Bensonhurst Park
81	Dyker Beach to Bensonhurst Park
82	Shore Parkway Promenade South Repaving & Seawall Repair
83	Verrazzano-Narrows Bridge to Dyker Beach Waterfront Park
84	Under Verrazzano-Narrows Bridge
85	American Veterans Memorial Pier to Verrazzano-Narrows Bridge
86	Sunset Park South
87	Leif Ericson Park
88	Owl's Head Park to Narrows Botanical Gardens
89	MiNY - Bush Terminal North campus
90	Sunset Park Infrastructure - 39 St
91	Hamilton Av Gowanus Connector
92	Sunset Park North
93	BWG - Smith St
94	Red Hook Coastal Resiliency
95	Atlantic Av Connector
96	DUMBO/Vinegar Hill Reconstruction
97	Kent Av North Ph. 1
98	Kent Av North Ph. 2
99	Kent Av North Ph. 3
100	Bike/Ped Bridge over Newtown Creek (Brooklyn)
101	Commercial St
102	Williamsburg St West
103	Vinegar Hill Connector
	Historic Brooklyn
104	Eastern Parkway - Pitkin Ave Connector
105	Grand Army Plaza / Prospect Heights Public Realm
106	Prospect Park - Ocean Av & Parkside
	Staten Island Waterfront
107	Hylan Blvd Bike and Ped Improvements
108	St. George Esplanade
109	Lighthouse Point
110	Richmond Terrace – Bay Street Safety Improvements
111	Tompkinsville Esplanade
112	New Stapleton Waterfront - Ph. 3 (north)
113	New Stapleton Waterfront ph. 2 (south)
	New Springville
114	Arthur Kill Road

◀ Project Lookup Table

A citywide map of greenway capital projects, designated by project phase ▶

Project Index

(Each Greenway Capital Project is labeled with a unique number on the map. Please refer to the Project Lookup Table to find the corresponding project information.)

Project Index

Project Phase

- Construction
- Design
- Planning

Greenways

- Existing
- Capital Project


Westchester County
Van Cortlandt Park
Harlem River-Putnam
Hudson River Valley
Long Island Sound
Pelham Bay Park
Bronx River
Mosholu-Pelham
Bronx Park
Hutchinson River
Crotona Park
Eastchester Bay
The Bronx
Powells Cove
Manhattan Waterfront
Manhattan
Bronx Waterfront
Little Bay
Little Neck Bay
Queens Waterfront
New Jersey
Central Park
Eastern Queens
Hudson River
Alley Pond Park
Kissena Park
Central Queens
East River
Cunningham Park
Queens
Nassau County
Brooklyn Waterfront
Forest Park
Highland Park
Southern Queens
Historic Brooklyn
Prospect Park
Upper New York Bay
Brooklyn
Eastern Queens
Idlewild Park
Silver Lake Park
Clove Lakes Park
Historic Brooklyn
Dyker Beach Park
Jamaica Bay
Jamaica Bay
Gravesend Bay
Floyd Bennett Field
Brooklyn Waterfront
Staten Island Waterfront
Jacob Riis Park
Rockaway Inlet
Atlantic Ocean
Great Kills Park
Lower New York Bay
N
0 1 2 4 mi

Greenways of Tomorrow

In New York City, the development of greenways has often focused on building individual segments rather than creating a fully connected network, frequently leading to fragmentation. The City aims to adopt a more balanced approach by filling gaps between existing segments, improving access to the current greenway system, and expanding the network in underserved areas. To support this goal, the City conducted a data-driven inventory and mapping effort, outlined earlier in this report, to identify gaps in the network. These gaps represent missing links—ranging from short stretches to longer segments—between the existing system and the envisioned continuous greenway. Definitions for the different types of gaps are provided below.

Defining Gaps:

1. **Spot gap:** A gap within an existing segment, such as an intersection or access point, that lacks safe pedestrian and bicycle infrastructure

2. **Segment gap:** A small and often well-defined gap between two greenway segments

3. **System gap:** A longer gap within a particular system where no specific routes have been identified or implemented

4. **Network gap:** Larger geographical areas with minimal or no greenway network coverage

5. **Access gap (connector/spur**): A segment not belonging to the main greenway alignment; spurs connect users from a neighborhood or the on-street bicycle network

6. **Standard/Condition gap**: A segment of the greenway network that is in poor condition or does not accommodate users

Identifying and Prioritizing Gaps:

Greenway network planning includes a mix of research, technical analysis, and stakeholder engagement. Many network gaps have been identified due to overarching goals defined in guiding plans and policies, while others are based on decades of stakeholder feedback. This plan leveraged geospatial analysis, available data, prioritization metrics, and community partnerships to identify gaps.

This gap identification process aims to provide a framework to **close gaps in the existing network** to maximize the benefits of a continuous network, **provide connections** to the existing network from the bicycle network and/or neighborhoods, **and identify new areas and corridors** for future greenway expansion. This report identifies greenway network gaps **as defined and required by LL115 (2022).** Future long-term greenways planning will look expansively at additional network gaps beyond this report and will analyze opportunities.

Prioritize access to water crossings by ensuring all bridges are accessible and comfortable to people walking and cycling

Ensure various systems provide connections between boroughs and to the greenway network beyond city limits

Connect neighborhoods and on-street bicycle network to the greenway network

Create a connected network of appropriate density

Existing Network: Notable Gaps

In this section, the City has identified notable gaps to guide future greenway expansion efforts, ensure that resources are directed to the most impactful locations, and contribute to a more cohesive, accessible, and user-friendly greenway system. Note that not all gaps in the network are named in this report, but the gaps listed will be prioritized for planning and implementation.

Map displaying prominent gaps in the existing greenway network ▶

Existing Greenways

Gaps in Greenways Network

▼ On either side of Bush Terminal Piers Park, a hidden gem in Sunset Park, gaps remain in the Brooklyn Waterfront Greenway. A joint DOT-DDC study is underway to develop the best path forward for addressing these missing links.


Van Cortlandt Park
Westchester County
Harlem River-Putnam
Hudson River Valley
Woodlawn Cemetery
Long Island Sound
Pelham Bay Park
Bronx River
Mosholu-Pelham
Pelham Bay
Turtle Cove
Hutchinson River
Crotona Park
The Bronx
Eastchester Bay
Manhattan Waterfront
Manhattan
Bronx Waterfront
Powells Cove
Little Bay
Little Neck Bay
New Jersey
Central Park
Queens Waterfront
LGA
Eastern Queens
Hudson River
Flushing Meadows
Alley Pond Park
Central Queens
East River
Calvary Cemetery
Mt Zion Cemetery
Cunningham Park
Queens
Nassau County
Mount Olivet Cemetery
St. John Cemetery
Brooklyn Waterfront
Forest Park
Evergreens Cemetery
Highland Park
Southern Queens
Historic Brooklyn
Eastern Queens
Prospect Park
Upper New York Bay
Green-Wood Cemetery
Brooklyn
Idlewild Park
JFK
Silver Lake Park
Clove Lakes Park
Historic Brooklyn
Jamaica Bay
Jamaica Bay
Dyker Beach Park
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Brooklyn Waterfront
Floyd Bennett Field
Staten Island Waterfront
Rockaway Inlet
Jacob Riis Park
Atlantic Ocean
Great Kills Park
Lower New York Bay
N
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Connecting Existing Greenways

Brooklyn

Brooklyn, the city's most populous borough, has experienced historic growth in cycling as the greenway and bicycle network has expanded. The three greenway systems in Brooklyn—Historic Brooklyn, Brooklyn Waterfront, and Jamaica Bay—pass through various urban landscapes from historic neighborhoods to industrial areas to new waterfront parks.

System gap:

- Continue to pursue street improvement projects and capital projects to close gaps identified in the *Brooklyn Waterfront Greenway Implementation Plan* and *Destination: Greenways!* (Brooklyn). Some of the major gaps through DUMBO, Red Hook, and Sunset Park will be addressed through a series of capital projects expected to begin in the coming years. When completed, the 25-mile route along the Brooklyn waterfront will connect over twenty neighborhoods from Greenpoint to Sheepshead Bay.

Condition gaps:

- Historic Brooklyn, Coney Island to Highland Park (12 miles): Beginning in late 2025, NYC Parks and NYC DOT will embark on an implementation planning process which will explore new connections to the United States' oldest bike lanes on Ocean and Eastern Parkways. The plan will address quality deficiencies and gaps in the greenway network running from the southern tip of Brooklyn at Coney Island to the border of Brooklyn and Queens. The route will connect to Broadway Junction, providing commuters at one of Brooklyn's busiest transit hubs safe cycling access to some of the largest green spaces in the borough. The implementation plan will also establish new design and maintenance standards for these over one-century-old greenway routes.

▲ Cyclists and pedestrians have been enjoying Ocean Parkway for over 100 years.

- Brooklyn Waterfront Greenway, Shore Parkway to Coney Island: Identified in *Destination: Greenways!* (Brooklyn), two projects aim to upgrade the signed route connecting Cropsey Ave to the Coney Island Boardwalk. One DOT in-house project proposed on-street improvements including new and improved bicycle connections to Coney Island which would serve as an interim connection while the City explores ways to build a dedicated bicycle and pedestrian bridge over the Coney Island Creek.

- Jamaica Bay: *see Queens section on following pages*

◀ A recently constructed segment of the Brooklyn Waterfront Greenway along 2nd Ave adjacent to Brooklyn Army Terminal

The Bronx

There are six greenway systems in the Bronx in various stages of development. Accounting for a total of 86 miles, the Bronx greenway network is connected to the larger regional greenway network beyond City borders into Westchester County. A fully connected greenway network will improve transportation access and mobility for Bronxites, especially in areas where the public transport network is sparse.

System gap:
Implementation plans for the Harlem River and Bronx Waterfront Greenways aim to expand the network by creating over twenty miles of greenway routes for transportation and recreation.

- Harlem River, Van Cortlandt Park to Randall's Island Park (7 miles): Following a 2.5 year community engagement process, the City has identified a series of projects to close gaps in the Harlem River Waterfront Greenway, several of which will be implemented as early as 2025 with DOT in-house resources. When complete, the Harlem River Greenway will be a continuous 7-mile transportation corridor connecting Van Cortlandt Park to Randall's Island.

  Bridge Park South: As part of the Harlem River Greenway, NYC Parks will construct Bridge Park South which will restore and activate the waterfront by providing opportunities for passive and active recreation. The site encompasses over 4.9 acres of unused waterfront parkland between Exterior Street and the Harlem River, and will extend the Harlem River Greenway south from existing Bridge Park North by constructing 0.23 miles of new, multimodal greenway. This project will also create new salt marsh habitat within a living shoreline and improve waterfront access with the construction of a "get-down" to the water.

- Bronx Waterfront along Long Island Sound, Randall's Island Park to SUNY Maritime (15 miles): From Randall's Island eastward, this greenway—to be studied with a greenway implementation plan beginning in 2026—will simplify and improve safety for commutes to industrial job centers like Hunts Point and improve connections between waterfront parks in the Soundview and Throggs Neck neighborhoods.

Condition gaps:
- The Bronx has some of the city's oldest greenway systems, many needing restorative maintenance. Condition gaps should be prioritized to ensure a proper state of good repair and update design standards, especially at intersections where improvements can reduce conflicts between motorists, cyclists, and pedestrians, such as at exit ramps and overpasses along the Hutchinson River Greenway.

- The Bronx River Greenway has seen recent investments at Concrete Plant Park and Starlight Park including unique amenities such as a freshwater kayak launch and the Bronx River Foodway,

a half-acre edible food forest. Further capital upgrades are planned at the intersection of E 177th and Devoe Ave including a grade-separated path in an area where there is currently only signage and substandard sidewalks.

- Pelham Parkway Malls Partial Reconstruction: This project will improve 1.38 miles of the existing shared use greenway between Wallace and Stillwell Aves by widening it 1-2 feet, to accommodate both pedestrians and cyclists safely. This project will also reconstruct pedestrian crossings at Bronxwood Ave on the northern mall and at Seymour Ave on the southern mall. Greenway improvements will also include site amenities, including water fountains, and ADA access.

This segment of the Bronx River Greenway in Starlight Park weaves along the river and over Amtrak tracks, integrating seamlessly with the adjacent neighborhoods.

Manhattan

The Manhattan Waterfront Greenway provides essential access to the waterfront, integrating green open spaces within a connected network. The 32.5-mile loop will connect a network of green open spaces totaling more than 1,000 acres – an area larger than Central Park.

Segment gaps progress:

- Manhattan Waterfront Greenway: A Vision for Closing the Loop (2017) identified five gaps and two critical upgrade areas in the network that are needed to complete the Manhattan Waterfront Greenway. Most of these projects are in historically underserved communities along the east side of the island. In December 2023, EDC filled the first of the gaps in this plan with the construction of the East Midtown Greenway and Andrew Haswell Green Park. Construction for the East Harlem gap, called Manhattan Greenway Harlem River and led by EDC, is currently underway. Projects filling two other gaps, in Inwood (multiple projects led by EDC and DOT) and along the UN Esplanade (led by EDC) are in design. The final gap, North Harlem, led by EDC, is in pre-design planning. For the two critical upgrade areas, the East Side Greenway 14th St Connector in the East Village, led by DDC and Parks, is beginning design, and Fort Washington Park, led by Parks, is in pre-design planning.

◀ Though gaps remain, the Manhattan Waterfont Greenway is one of the most developed systems in the City. Every year, walking enthusiasts use pieces of the greenway like this segment along the Harlem River, for the Great Saunter, a 32-mile walk around the island.

Greenway access points and connectors:

- In the past decade, bicycle and pedestrian access to and on bridges has improved dramatically with upgrades on NYC Parks' High Bridge; DOT's Willis Ave project, dedicated bike paths on the Brooklyn Bridge, Washington Bridge, and Queensboro Bridge; PANYNJ's redesigned George Washington Bridge; and MTA's Henry Hudson and RFK-Triborough Bridge, all of which provide access to the Manhattan Waterfront Greenway. The City will continue to work on enhancing connections ensuring equitable access to open space for all Manhattan residents. Ongoing and future greenway access projects include 3rd Ave and 128th St, Dyckman St and Gansevoort St. & Horatio St Hudson River Greenway connectors.

Condition gaps:

- Several sections of the Manhattan Waterfront Greenway have been identified for potential upgrades with studies ongoing or under construction including NYS West Side Highway Route 9A Mobility and Safety Enhancements Study, and the East Side Coastal Resiliency project (Montgomery St to E 14th St).

Queens

Greenways will improve transportation options throughout New York City's largest and most diverse borough, enhancing park access for Queens neighborhoods with limited green space. Greenways are particularly beneficial for historically underserved communities and residents without adequate public transit access. Queens has four existing greenway systems – the Queens Waterfront, Eastern Queens, Central Queens, and Jamaica Bay Greenways, and a new system is planned for Southern Queens. Capital and street improvement projects have been identified and are under development or implementation in many parts of the borough.

System gap:

- Queens Waterfront, Gantry Plaza State Park to Little Bay Park (16 miles): The ongoing early action implementation plan will provide a blueprint for improving pedestrian and cyclist safety and comfort by closing gaps along the waterfront from Long Island City and Astoria to East Elmhurst and College Point.

- A collaboration between NYC Parks and NYC DOT, Destination: Greenways! (Queens) is a concept study covering parts of two existing systems – the Eastern Queens and Central Queens Greenways. The plans laid out nine discrete projects to improve safety and the overall user experience from Flushing Meadows Corona Park to Alley Pond Park. Much of the work articulated in the plan is already underway, including segments in Flushing Meadows Corona Park.

- Jamaica Bay Greenway: a planned 28-mile network of pedestrian and bicycle paths connecting communities along the Jamaica Bay waterfront to destinations such as Rockaway Beach, Marine Park, Canarsie Pier, Floyd Bennett Field, Fort Tilden, Riis Beach, and the Jamaica Bay Wildlife Refuge. The Jamaica Bay Greenway Implementation Plan details a series of capital projects that span four study areas around the Brooklyn and Queens neighborhoods surrounding Jamaica Bay. Over the last decade, most major gaps in the Jamaica Bay loop have been closed and many connecting spurs have been added. Recent work includes a physically protected path on the Addabbo Bridge, a grade-separated path connecting to Canarsie Pier, and a completely redesigned street on Beach 108th St connecting to the ferry landing. Further capital upgrades are planned for Beach Channel Drive and connecting spurs on Seaview Ave, Paerdegat Ave, and Flatbush Ave.

NYC DOT installed a 2-way path along Shorefront Parkway in Rockaway Beach, part of the Jamaica Bay Greenway. This segment not only provided a complementary route to the boardwalk but also dramatically calmed speeding traffic on this over-wide street.


ONLY
ONLY

Staten Island

The Staten Island Waterfront Greenway and New Springville Greenway exist in fragmented pieces, with significant gaps remaining. Closing the gaps identified will capitalize on the "borough of parks'" vast system of green open spaces and waterfront.

Segment gaps

- Staten Island Waterfront Greenway: The early action implementation plan for the 10-mile Staten Island Waterfront Greenway from Goethals Bridge to Verrazzano Bridge will identify a safe east-west cycling and walking route across the entire North Shore of Staten Island. It will provide significant connections to forthcoming EDC projects identified in the Staten Island North Shore Action Plan, including the Tompkinsville Esplanade and New Stapleton Waterfront, as well as existing destinations like the St. George Ferry Terminal, Goethals Bridge, and East Shore.

- New Springville Greenway: In the future, the City will explore extending the New Springville greenway south to the waterfront. In the near term, capital upgrades are in design along Arthur Kill Road which will better connect Staten Islanders to Brookfield Park.

Greenway access points and connectors:

- The City is exploring the addition of bicycle and pedestrian facilities along bridges to improve water crossings between Staten Island, Brooklyn, and New Jersey. The City recently collaborated with the Port Authority of New York and New Jersey (PANYNJ) to add bike and pedestrian access to the Bayonne and Goethals Bridges, better linking New Jersey communities to the Staten Island bike network. In addition, the Metropolitan Transportation Authority's (MTA) Extend Transit's Reach: MTA's Strategic Action Plan to Promote Bicycle, Pedestrian, and Micromobility Access to MTA Facilities report presents a vision for improving conditions for cyclists, pedestrians, and micromobility users on MTA bridges. The plan proposes to assess the feasibility of constructing two cantilevered wings on either side of the Verrazzano-Narrows Bridge in the future.

The New Springville Greenway provides a place of calm for Staten Islanders to walk, run, and bike in a verdant park setting.

New Greenways

The next generation of New Yorkers derserve an even greater greenway network. While schematic in nature, these potential corridors weave together communities, nature, and everyday destinations.

More than just a way to get around, these envisioned greenways represent a commitment to healthier lifestyles, sustainable transportation options, inclusivity and shared public spaces.

This map presents a schematic vision of opportunities for future corridors to fill major gaps in the network. No specific route alignments or streets have been identified.

- Existing Greenways
- Gaps in Existing Greenways Systems
- Opportunities for New Greeways Corridors
- Greenways Connector
- Early Action Corridors
- Existing Bicycle Network


Van Cortlandt Park
Westchester County
Harlem River-Putnam
Hudson River Valley
Woodlawn Cemetery
Long Island Sound
Pelham Bay Park
Bronx River
Mosholu-Pelham
Pelham Bay
Turtle Cove
Hutchinson River
Crotona Park
Eastchester Bay
The Bronx
Powells Cove
Manhattan Waterfront
Manhattan
Bronx Waterfront
Little Bay
Little Neck Bay
New Jersey
Central Park
Queens Waterfront
LGA
Eastern Queens
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Alley Pond Park
Central Queens
East River
Calvary Cemetery
Mt Zion Cemetery
Cunningham Park
Queens
Nassau County
Mount Olivet Cemetery
St. John Cemetery
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Forest Park
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Southern Queens
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Floyd Bennett Field
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Jacob Riis Park
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Great Kills Park
Lower New York Bay
Atlantic Ocean
N
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New Greenways: Notable Gaps

Brooklyn

- Rail and Trail (Interborough Express (IBX): The MTA is developing the IBX, a rapid transit project to operate passenger train services along an existing underutilized freight right-of-way between southern and eastern Brooklyn and central Queens. The IBX route and project also provides a unique opportunity to incorporate a greenway along the same footprint.

Bronx

- East Bronx, Westchester County to the Bronx Waterfront: A north-south greenway corridor in the East Bronx, stretching from Westchester County to the South Bronx would provide a vital route for pedestrians and cyclists, connecting communities along the route. This continuous route would offer residents and visitors an inland alternative for people waking and bicycling.

- East-West Bronx: The City aims to establish an east-west greenway through the middle of the borough linking the Harlem River Waterfront, the Washington Bridge and Highbridge, Claremont Park and Crotona Park and the Bronx River Greenway to the Hutchinson River Greenway. This greenway would establish the first continuous protected bicycle facilities in the western part of the borough.

Manhattan

- Manhattan Mid-Island: a continuous north-south route running through the heart of Manhattan would provide cyclists with a safer, more direct pathway, offering an efficient and accessible alternative for commuting and recreation. By cutting through the city's core, this route could connect neighborhoods, parks, and transit hubs, improving access to key destinations while alleviating pressure along waterfront paths like the Hudson River Greenway and East River Esplanade.

Queens

- Southern Queens Greenway, Spring Creek Park to Brookville Park (7 miles): One of six early action corridors, the Southern Queens Greenway will transform access to John F. Kennedy International Airport (JFK). JFK's roughly 35,000 employees will have access to a fast, environmentally friendly mode of transportation connecting the airport

to the remainder of the borough. This corridor will also directly connect to the existing Jamaica Bay Greenway and parks in Southeast Queens.

- Newtown Creek: This greenway will follow the east-west Creek shoreline north of Brooklyn, connecting to Long Island City. Ultimately, the Newtown Creek Greenway will connect several residential neighborhoods through the borough's industrial core of Blissville, while creating safer, more direct connections to Brooklyn via the Kosciusko and Greenpoint Ave Bridges.

- Queens Blvd, (7 miles): Queens Boulevard is undergoing a comprehensive transformation under NYC DOT's Vision Zero initiative, turning what once was one of the City's most dangerous roads into a safer, multi-modal corridor. DOT in-house work has already dramatically reduced fatalities by 68% and injuries by 35%. The installation of safe cycling infrastructure has also led to a dramatic rise in biking, with cyclist volumes increasing between 100 and 450 percent across the corridor. Looking ahead, NYC DOT will begin the next phase of Queens Boulevard's transformation in 2025 through major capital reconstruction. Planned improvements include continuous raised pedestrian malls and grade-separated bike paths; reconfiguring slip ramps to reduce crossing distances and encourage calmer, more predictable driving; enhancing accessibility at bus stops; and installing planted buffers, vertical safety barriers, new lighting, public seating, and landscaping across the corridor. When complete, this former "boulevard of death" will graduate into one of the City's premier greenways.

Staten Island

- North-South, East-West Staten Island Corridors: Establishing a spine of continuous inland north-south and east-west bicycle routes across Staten Island would create vital connections between neighborhoods that are currently underserved by cycling infrastructure. These routes would not only link key areas like Freshkills Park, Staten Island Greenbelt, and Wolfe's Pond Park, but also provide enhanced access to nature for residents and visitors alike. In addition to benefiting cyclists, the development of these corridors would include pedestrian improvements such as safer crossings, upgraded ramps, and wayfinding creating a more walkable and inviting environment. By integrating these routes with existing public transportation hubs and key destinations, this infrastructure would provide a valuable transportation alternative.

A Vision with Focus

For the first time, NYC has inventoried and mapped its entire existing greenway network, past and ongoing planning processes, and previously identified projects displayed as maps throughout this Plan and as interactive web maps on NYC DOT's website. This inventorying process provides a clear picture of present and future planned greenways, identifying gaps within existing systems and the overall network.

The next step in greenway expansion will be forging a path to implement the ambitious vision laid out in Greater Greenways. The City has already begun leveraging its resources to build greenways through a combination of quick-build and capital projects. We are committed to continuing this work and achieving the bold objectives of this Plan to promote access to the active transportation and recreation opportunities that greenways offer.

Vision:

Growing Together: Continually engage community members to ensure the vision and goals reflect the community's needs and wants.

- **New and Enhanced Routes:** Identify, plan, and implement projects that close gaps in the existing network. Plan and build a dense, high-quality network that serves as a transportation and recreational system resilient to changing climate.

- **Maintenance:** Identify additional resources to ensure that the existing and future greenway network is in good repair or upgraded, from day-to-day maintenance to landscaping and up-to-date design standards.

Greater Greenways has established a framework for an equitable citywide greenway network that reflects the values and aspirations of our city. The implementation of this vision will be directly shaped by New Yorkers' goals, needs, and voices, ensuring that it not only aligns with our goals but also creates a lasting impact for future generations. Just as New York City continues to grow and evolve, so will its greenway network. This Plan represents a significant step toward a more connected and vibrant system, and the City remains committed to designing, building, enhancing, and maintaining greenways in ongoing partnership with New Yorkers.

The recently revamped Starlight Park is a gem along the Bronx River Greenway featuring new bike and pedestrian bridges, a multi-purpose field, a picnic area, and two playgrounds.

Studying Future Greenways

In addition to the vision laid out in this report, the City will continue to push the greenway network even further with a future-looking analysis to plan for the next generation of New Yorkers. In 2025, the City began a complementary long-term citywide greenways expansion plan that explores on- and off-street alignments through waterfronts and parks. This plan will build upon the ongoing greenway network planning and underway projects to provide a framework for a world-class greenway network. The resulting strategy and action plan will lay the groundwork for a greener, more accessible, and safer New York City and enhance quality of life for New Yorkers, particularly in neighborhoods that have historically lacked investment in green transportation and public open space infrastructure.

This robust, forward-thinking, and community-driven planning effort will use this report, this Greater Greenways report and the six early action implementation corridors as a starting point to assess the network as it is today and as it is envisioned to expand. This data-driven process will identify, prioritize, evaluate, and study potential future greenway segments and projects on a citywide scale. The effort will have a strong focus on equity and expanding greenways into underinvested communities, particularly those outside of Manhattan, and will be guided by stakeholder and community engagement conducted throughout the process.

The planning effort will:

- **Assemble a Toolkit:** Compile actionable, forward-thinking best practices research about the impact, design and management of the next generation of NYC greenways.

- **Analyze Opportunities:** Use physical and socioeconomic data to conduct a citywide opportunity analysis for new greenway segments and projects, and develop a framework to equitably prioritize them.

- **Study Feasibility:** Dive deep into engineering and design issues for a number of the highest prioritized segments. This analysis will be critical for creating a pipeline of "shovel-ready" projects with defined scopes and cost estimates.

The outcome of this effort will be a public-facing strategy and action plan that will guide the City's greenway development for decades to come.

The recently-constructed East Midtown portion of the Manhattan Waterfront Greenway set a high bar for design. At 40' wide, this segment provides ample separation for bikes and pedestrians as well as lush plantings and silva cells for stormwater management.


NYC GREENWAY

APPENDIX

Background

About this Plan
New York City is experiencing a groundswell of support from community members, local stakeholders and elected officials advocating for the expansion of the greenway network. This support has been instrumental in securing a record high of federal planning and construction funds in recent years. With increasing levels of interest in walking and cycling, the City must continue to invest in facilities that accommodate existing users, in addition to making the five boroughs more resilient and accessible for a growing number of active transportation users, including e-micromobility. Two recent developments, described in detail below, build on NYC's established and steadfast commitment to expanding the greenway network.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant:
In August 2022, the United States Department of Transportation announced a $7.25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant award for New York City to plan for a major expansion of greenways across the five boroughs with a focus on lower-income communities that have historically lacked transportation investment, access to public transit and job opportunities. Funds will be used to develop comprehensive implementation plans to fill critical gaps in the greenway network, improve pedestrian and cyclist safety, and enhance quality of life with green transportation options and increased waterfront access.

The City has since identified six "Early Action" corridors across the five outer boroughs — prioritizing low- and moderate-income communities outside of Manhattan — and is conducting robust planning studies for each to prepare projects for implementation and funding. These implementation plans include extensive public engagement and will be developed in close collaboration with communities and key stakeholders, including the NYC Greenways Coalition. These new corridors will complement NYC DOT's network of on-street bike lanes, NYC EDC's investment in waterfront areas, and NYC Parks' public open spaces by dedicating more space to walking and cycling.

Local Law 115:
Also in 2022, the New York City Council enacted The Citywide Greenway Plan Local Law 115 (LL115) with nearly unanimous Council support. This legislation amends the New York City administrative code (§19-1100) and requires NYC DOT and Parks, in conjunction with other relevant City agencies and entities, to publish a citywide greenway plan in 2025, and annual updates thereafter.

The legislation requires the City to conduct a detailed inventory and mapping process of the existing greenway network and greenway jurisdiction, identifying areas for future greenway development and green infrastructure integration. Per the NYC Unified Stormwater Rule, green infrastructure elements are now required to be included in almost all capital projects as a mater of policy.

The City must also provide information on greenway closures and detours lasting longer than three months. Local Law 115 provides a framework for formally documenting the greenway network for the first time ever as the City embarks on an historic planning and implementation effort over the next decade.

Together, the RAISE award and LL115 build on an established and steadfast commitment to expanding the greenway network. Greater Greenways – NYC's first comprehensive greenway vision plan in almost three decades – will guide the future of greenways citywide.

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▼ A recently implemented piece of the Harlem River-Putnam Greenway in the Bronx

Guiding Principles (Plans and Policies)

The list below, though not exhaustive, provides a number of resources that were consulted during the writing of this Plan. These plans and reports highlight different areas – from resiliency to health, equity to economic development. They all serve as pathways to improving quality of life for New Yorkers.

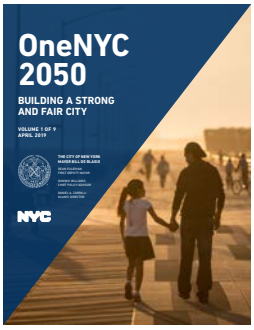
- OneNYC 2025 Strategic Plan
- NYC's Roadmap 80x50
- New New York: Making New York Work for Everyone
- Green Wave Plan
- Pedestrian Mobility Plan
- Streets Plan
- NYC DOT Strategic Plan
- Vital Parks for All
- PlaNYC: Getting Sustainability Done
- Comprehensive Waterfront Plan
- Design and Planning for Flood Resiliency
- Active Design Guidelines
- Racial Equity Plan

The OneNYC 2025 Strategic Plan pledges to increase connectivity of the bike network through on-street bike lanes and greenway expansion. This plan is guided by Roadmap to 80x50, the City's climate change plan, which aspires to a sustainable mode share of 80 percent by 2050. To achieve this, 80x50 calls upon NYC DOT to increase the mode share for bicycling to 10 percent of all trips by 2050.

In 2019, NYC DOT released the Green Wave Plan, a roadmap for safe cycling infrastructure with a multipronged planning and policy approach. In addition, the NYC Pedestrian Mobility Plan informs the design of sidewalks and streets to maintain the safety of the City's most vulnerable road users. Cyclist and pedestrian infrastructure improvements are priorities within NYC DOT's Streets Plan, which sets the strategic direction for improving the safety, accessibility, and quality of City streets.

In 2024, NYC Parks published Vital Parks for All: Investing in NYC's Living Infrastructure. This plan presents a vision for the present and future parks system and is driven by a mission of equitably delivering park resources. Vital Parks equips New Yorkers with information on how to enjoy and support their parks, including an interactive mapping tool.

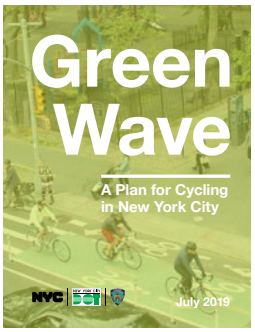
In May 2022, Mayor Adams and Governor Hochul launched the "New" New York Panel to examine the future of New York City and the region's economy. In December 2022, the Panel released the Making New York Work for Everyone Action Plan to guide the city's path to equitable economic recovery and resurgence. The plan promised to "invest in protected bikeway infrastructure and improve access to bikes, e-bikes, and bike storage" in order to "increase supply of mass transit options." The overarching goal was ease of commuting for New Yorkers.



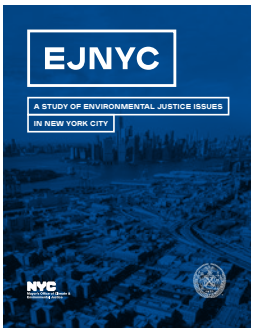
OneNYC 2025 Strategic Plan

NYC's Roadmap 80x50

Making New York Work for Everyone



Green Wave Plan

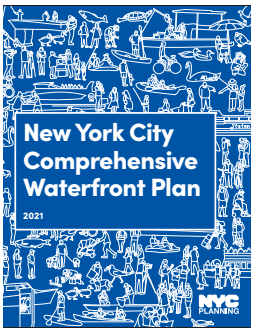


EJNY - Study of EJ Issues in NYC

NYC Streets Plan

NYC DOT Strategic Plan

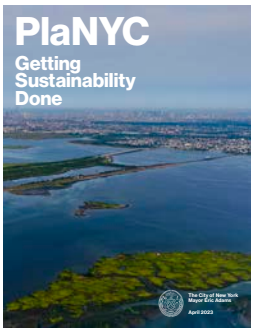
Vital Parks for All



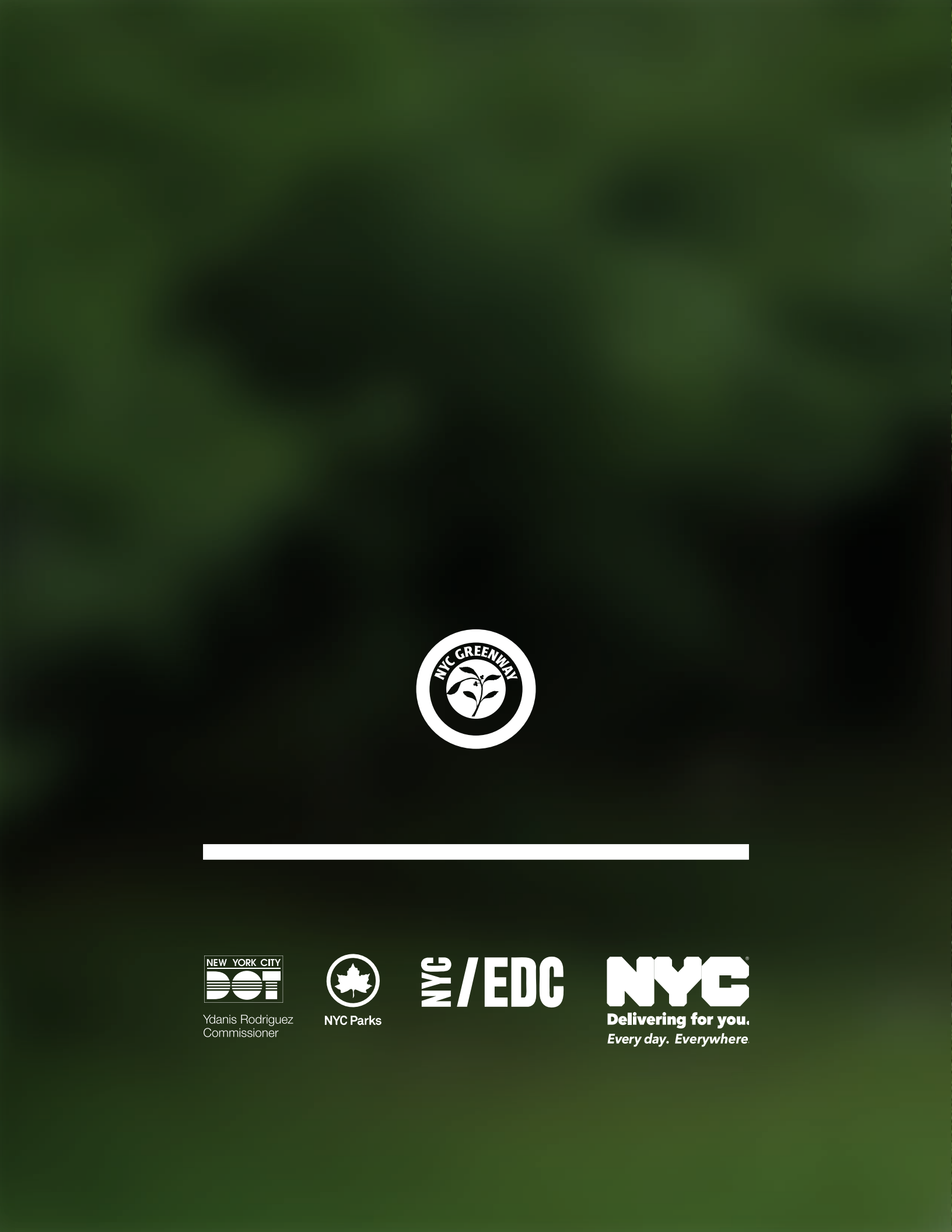
Comprehensive Waterfront Plan

Design and Planning for Flood Resiliency

Active Design Guidelines



PlaNYC: Getting Sustainability Done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