

# Welcome! We will begin in a few minutes

## Translation & Accessibility:

Closed Captioning is available in the languages in:

- Español
- 한국어
- 中文
- ελληνικά
- עברית



- This workshop will also include breakout room discussions
- If you having trouble with Zoom or need assistance accessing an interpreter, please email [help@publicworkspartners.com](mailto:help@publicworkspartners.com).



# Queens Waterfront Greenway: Route Alternatives

**Full Route**

(Gantry Plaza State Park to Fort Totten)

February 26<sup>th</sup> 2026



# Code of Conduct

## Purpose

- This code of conduct is intended to facilitate respectful and productive community conversations at public events and workshops. Participants who violate the conduct will be removed from the workshop.

## Community Guidelines

- **Listen.** Listen intently and without judgment so we may learn from one another's experiences and perspectives, even if they differ from our own. Do not interrupt others when they are talking.
- **Share the air.** Take a step back if you are dominating the conversation and share responsibility for including all voices in the discussion.
- **Treat others with respect and dignity.** Treat people as having intrinsic value and allow them to maintain their sense of worth and well-being. Don't make assumptions about how people want to be addressed.
- **Show empathy.** Demonstrate the ability to recognize and respect how someone feels. No hate speech, discrimination, harassment or violence of any kind will be tolerated.
- **Be present.** Focus on the conversation at hand. Use of videography or audio recording devices—particularly during group discussions—is strongly discouraged as it can make fellow participants feel uncomfortable.

# Code of Conduct

## Prohibited Behaviors

The following behaviors will not be tolerated and will result in the immediate removal of the participant from the event:

### Harassment and Discrimination

- Verbal abuse, slurs, or derogatory comments
- Discrimination based on race, color, religion, national origin, age, disability, gender, sexual orientation, or any protected status
- Intimidation or threatening behavior

### Disruptive Conduct

- Preventing others from speaking or participating
- Sustained interruption of presentations or discussions
- Refusing to follow facilitator instructions
- Using amplified devices without authorization
- Deliberately exceeding allocated speaking time after warnings
- Any other conduct intended to disrupt the event

### Physical Misconduct

- Any form of physical violence or threatening gestures
- Intentional physical contact without consent
- Damaging or defacing venue property or any workshop materials

### Other Prohibited Actions

- Bringing weapons or dangerous materials to events
- Being under the influence of alcohol or illegal substances
- Deliberately spreading misinformation to disrupt proceedings

New York City DOT reserves the right to determine whether any action violates the rules above. NYCDOT also reserves the right to end the meeting at any point to ensure the safety of staff and attendees.

# Agenda

- Background + Intros (15 mins)
- Route Alternatives (30 min presentation)
- Breakout Groups (1 hr)
- Wrap up (5 minutes)



# Project Team

## City Team



NYC Parks



## Community Partners



## Consultant Support

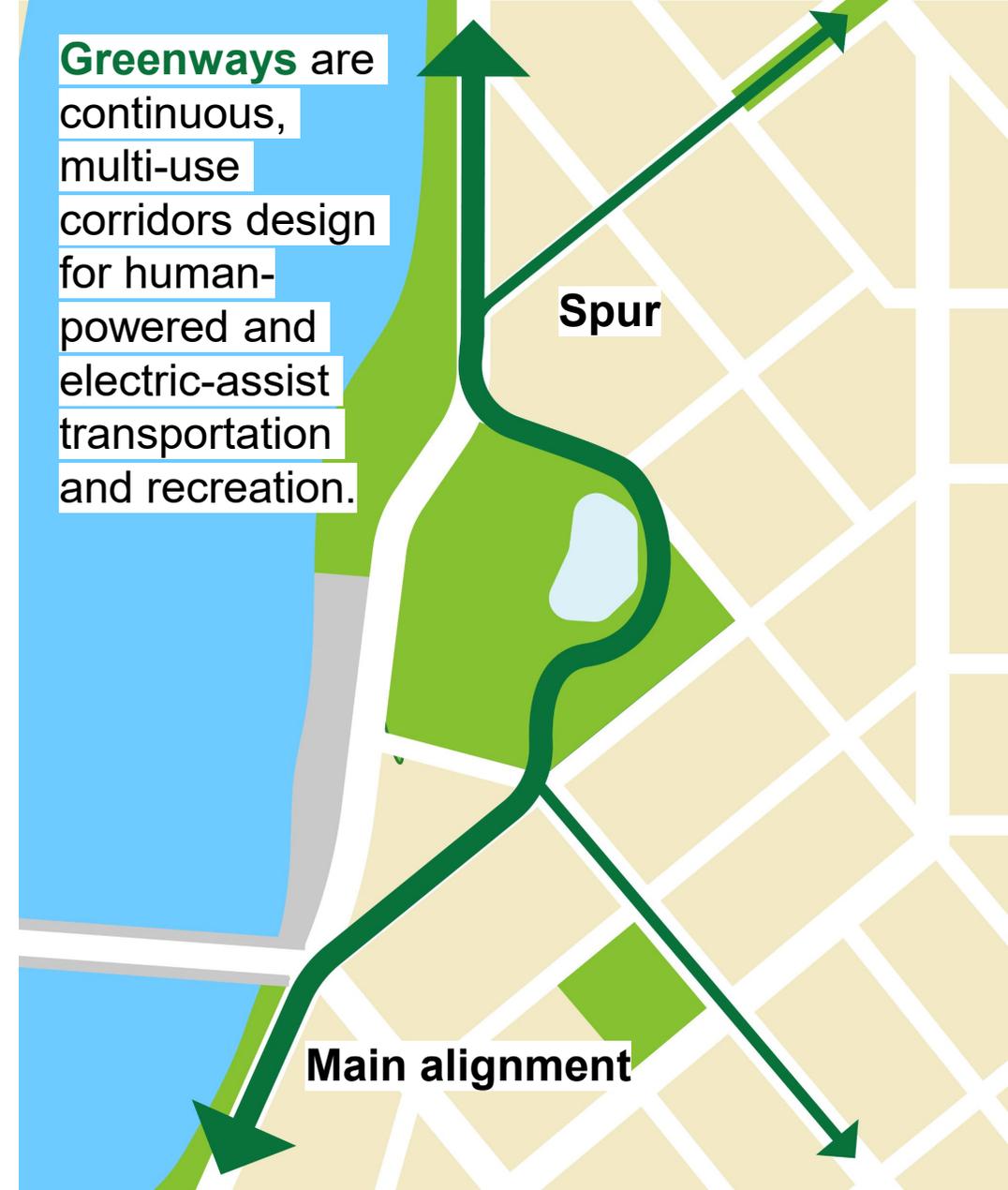
**TYLin**



# What is a Greenway?



- Increase **access and mobility**
- Provide opportunities for **active transportation**
- Improve **connections to neighborhood amenities** such as parks and waterfront
- Encourage **economic development**



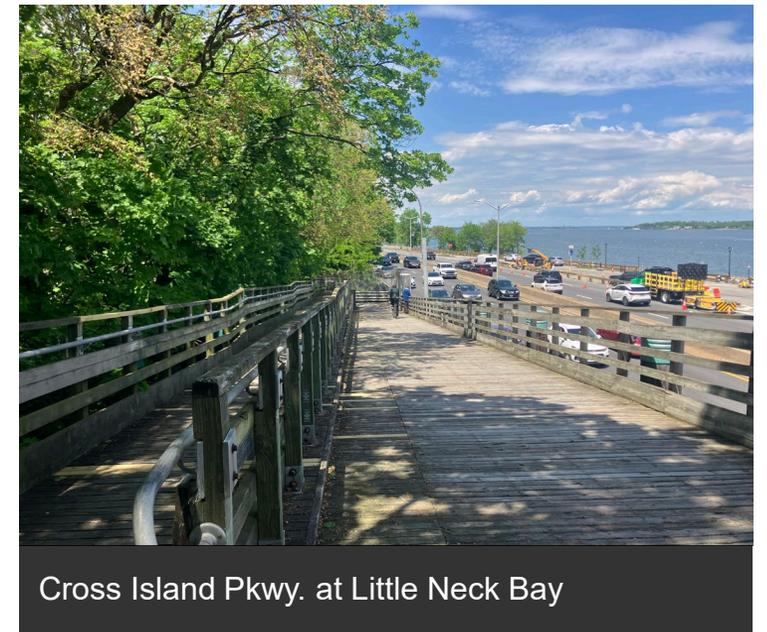
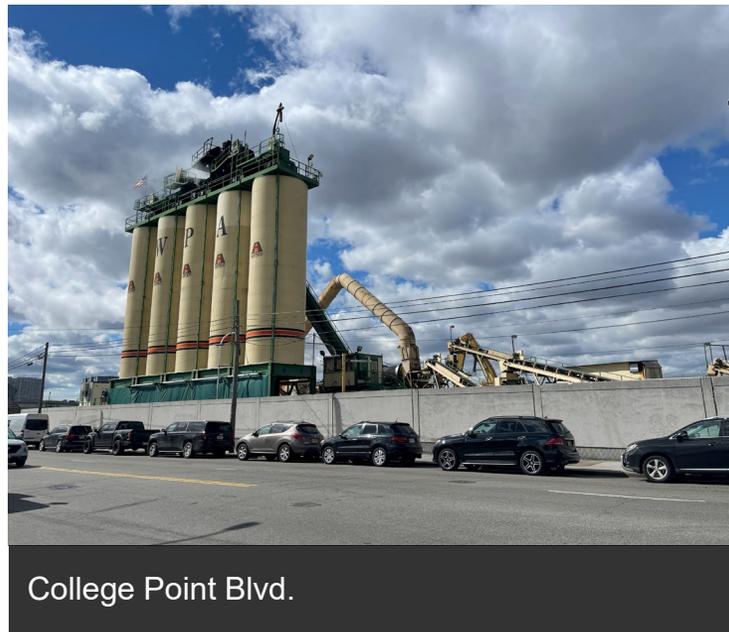
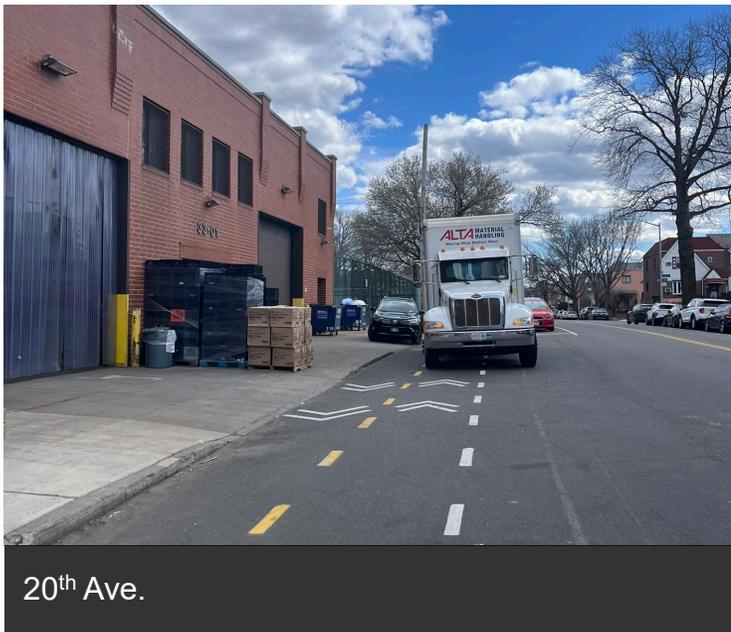
# Project Goal

Work with community members to **develop a comprehensive plan for a continuous, safe, and accessible path** that serves the diverse neighborhoods of Queens.



# Why Queens?

- Many neighborhoods are **disconnected from the Queens waterfront** by highways, airports, and industrial uses.
- This portion of Queens contains **22 miles of shoreline** and **20 public parks**, many which have **recently received public investment**.



# Implementation Strategy

- **Street Improvement Projects (SIPs)** use DOT's in-house resources such as paint and delineators to make street design changes **quickly**
- **Capital Projects** are longer-term, major street reconstruction projects that modify the geometry of the street and are often coordinated with sewer and water upgrades

39th Ave. DOT In-house SIP, 2021



Time ●●●● Complexity ●●●● Cost ●●●●

Kent Ave. DOT/DDC Capital Project, 2021



Time ●●●● Complexity ●●●● Cost ●●●●

# What we've been up to: collecting ideas, feedback



**Vernon Blvd Summer Streets**  
July 27, 2024



**DOT Block Party, 31<sup>st</sup> St**  
June 21, 2025



**Helmet Giveaway**  
June 28, 2025



**TransFest**  
July 19, 2025



**Riverkeeper Sweep**  
May 3, 2025



**34<sup>th</sup> Ave Open Streets**  
July 7, 2025



**Queens Social Ride**  
August 3, 2025



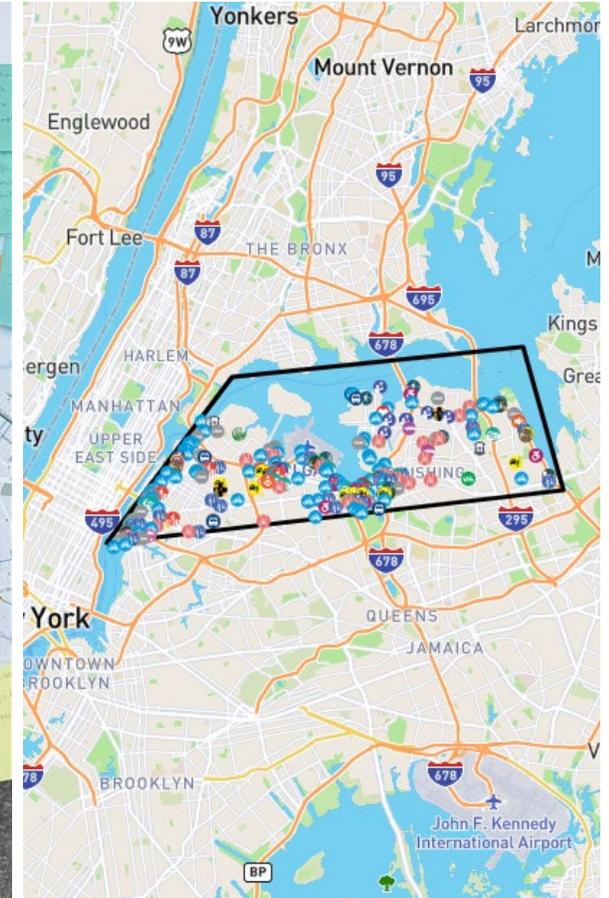
**LIC Springs! 2025**  
June 1, 2025

# What we heard: 2025 outreach themes

- Make new east/west connections to the waterfront, other protected bike lanes, and the citywide greenway system
- Improve signage and wayfinding
- Physical separation between bikes, pedestrians, and cars is critical for safety.
- Better interborough connections are needed, particularly to bridges connecting Queens to the Bronx and Manhattan
- Improve intersections, particularly at major roads, such as Ditmars Blvd. and Roosevelt Ave.



In-person feedback map



Online feedback map

# What are we doing today?



## Route Alternatives

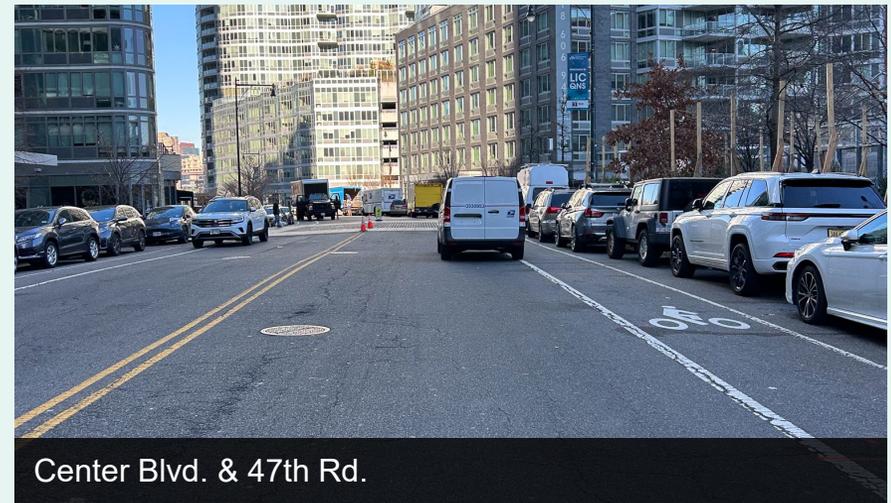
### Considerations:

- Community suggestions (from workshops, events, online feedback map)
- Waterfront access and views
- Directness and convenience
- Safety, comfort
- Connections to transit, bridges, and local destinations
- Feasibility, timeframe to implement

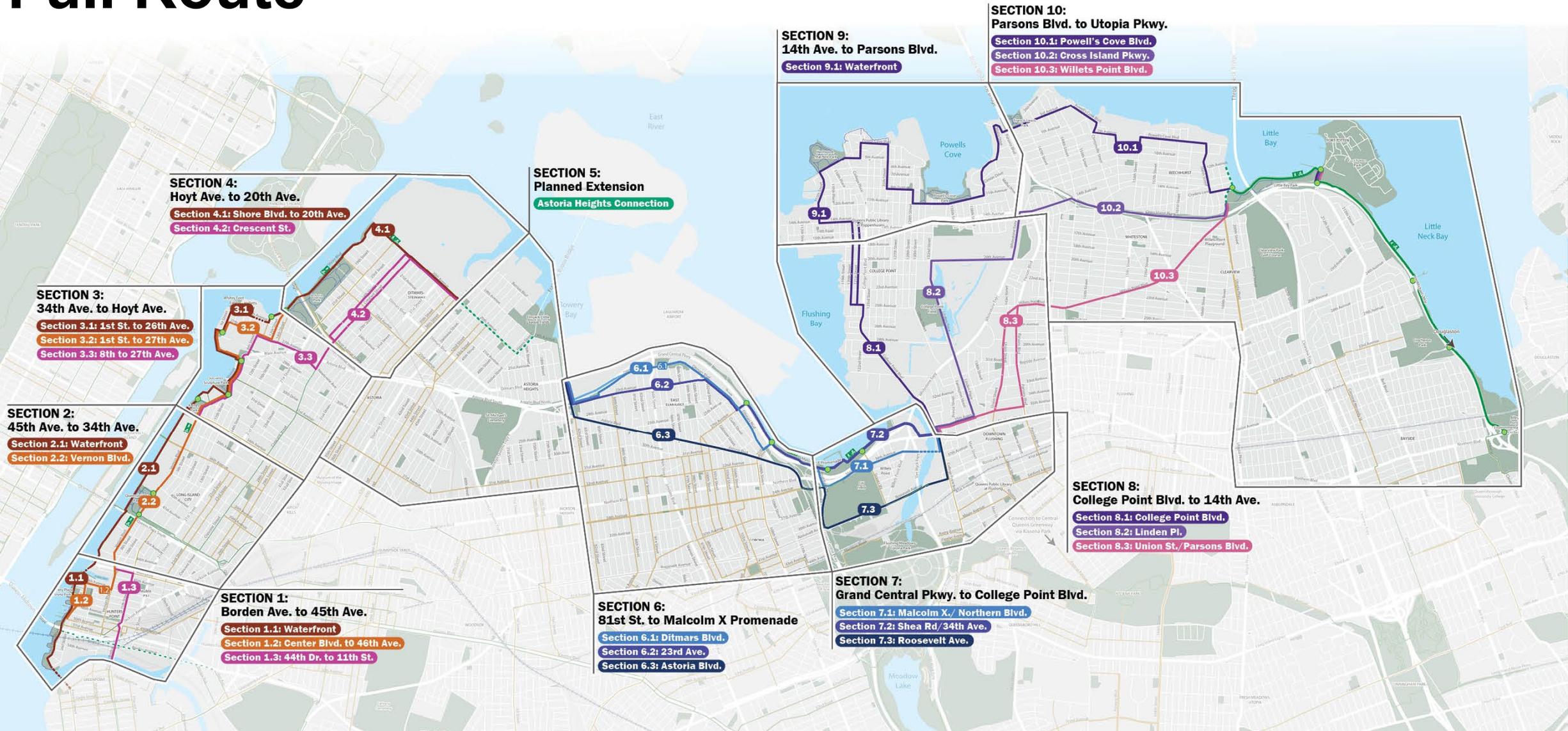
# What are we doing today?

- Greenway planning here is not going to be easy:
  - Gaps in the network
  - Industrial portions of the waterfront
  - Privately-owned waterfront section
- But given these challenges, how can we establish the best route possible?
- What can we do in the near-term? Long-term?

# Evaluating Tradeoffs



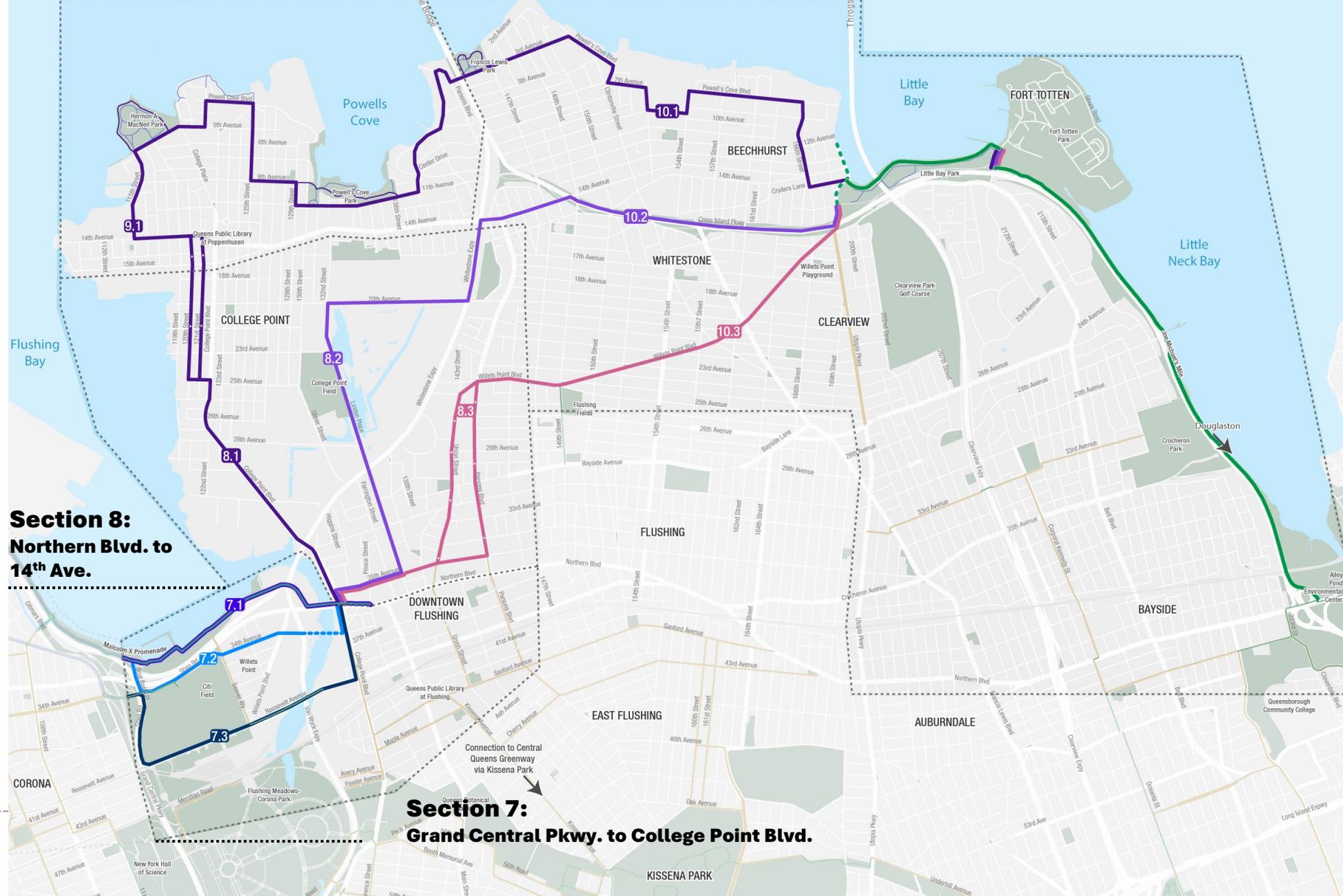
# Full Route



# Eastern Queens

## Section 9: 14<sup>th</sup> Ave. to Whitestone Expy.

## Section 10: Francis Lewis Park to Northern Blvd.



## Section 8: Northern Blvd. to 14<sup>th</sup> Ave.

## Section 7: Grand Central Pkwy. to College Point Blvd.

# Section 7

Grand Central Pkwy to College Point Blvd

- **7.1 Malcolm X. Promenade/Northern Blvd** – Most waterfront route via Malcom X Promenade with connection to Citi Field, Willets Point, and Downtown Flushing
- **7.2 Shea Rd/34<sup>th</sup> Ave** – Route closest to CitiField via Shea Road with access to the Promenade via College Point Blvd.
- **7.3 Roosevelt Ave** – East-west route with alternative option for crossing Flushing Creek and direct connection to the subway



# 7.1 Northern Blvd. Bridge



Existing: Northern Blvd Bridge path (6')



Proposed: West Bernardo Dr. Bike Path (cantilever structure, San Diego, CA)



# 7.2 Shea Rd./34<sup>th</sup> Ave.



Existing: Marina Rd./Malcolm X Promenade, looking east



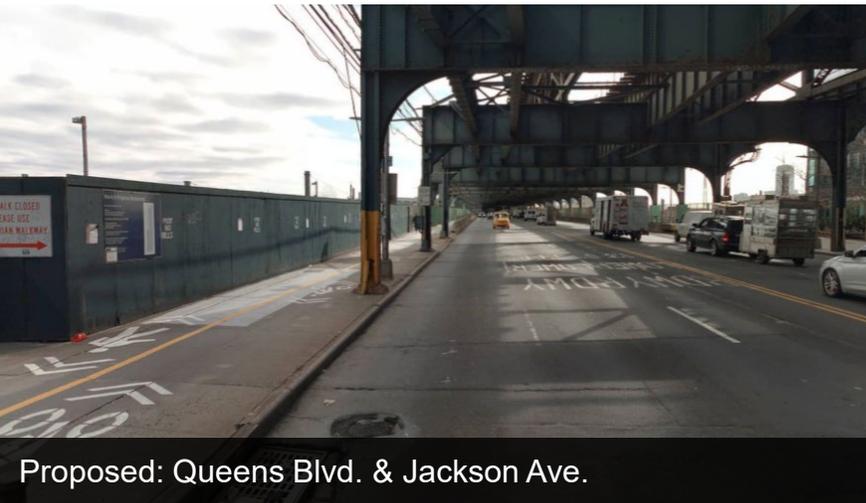
Proposed: 4<sup>th</sup> St. & Borinquen Pl., BK (31')



# 7.3 Roosevelt Ave.



Existing: Roosevelt Ave. Between GCP and Seaver Way, looking east (42")



Proposed: Queens Blvd. & Jackson Ave.



# Section 7

Grand Central Pkwy. To College Point Blvd

## Summary of route alternatives

### 7.1 Northern Blvd. Bridge (long-term)



#### 7.1 Malcolm X./Northern Blvd—

Most waterfront route via Malcom X Promenade with connection to Citi Field, Willets Point and Downtown Flushing

### 7.2 Shea Rd./34<sup>th</sup> Ave. (long-term)



#### 7.2 Shea Rd./Malcolm X. —

Route closest to CitiField via Shea Rd. with access to the Promenade via College Point Blvd.

### 7.3 Roosevelt Ave. (near-term)



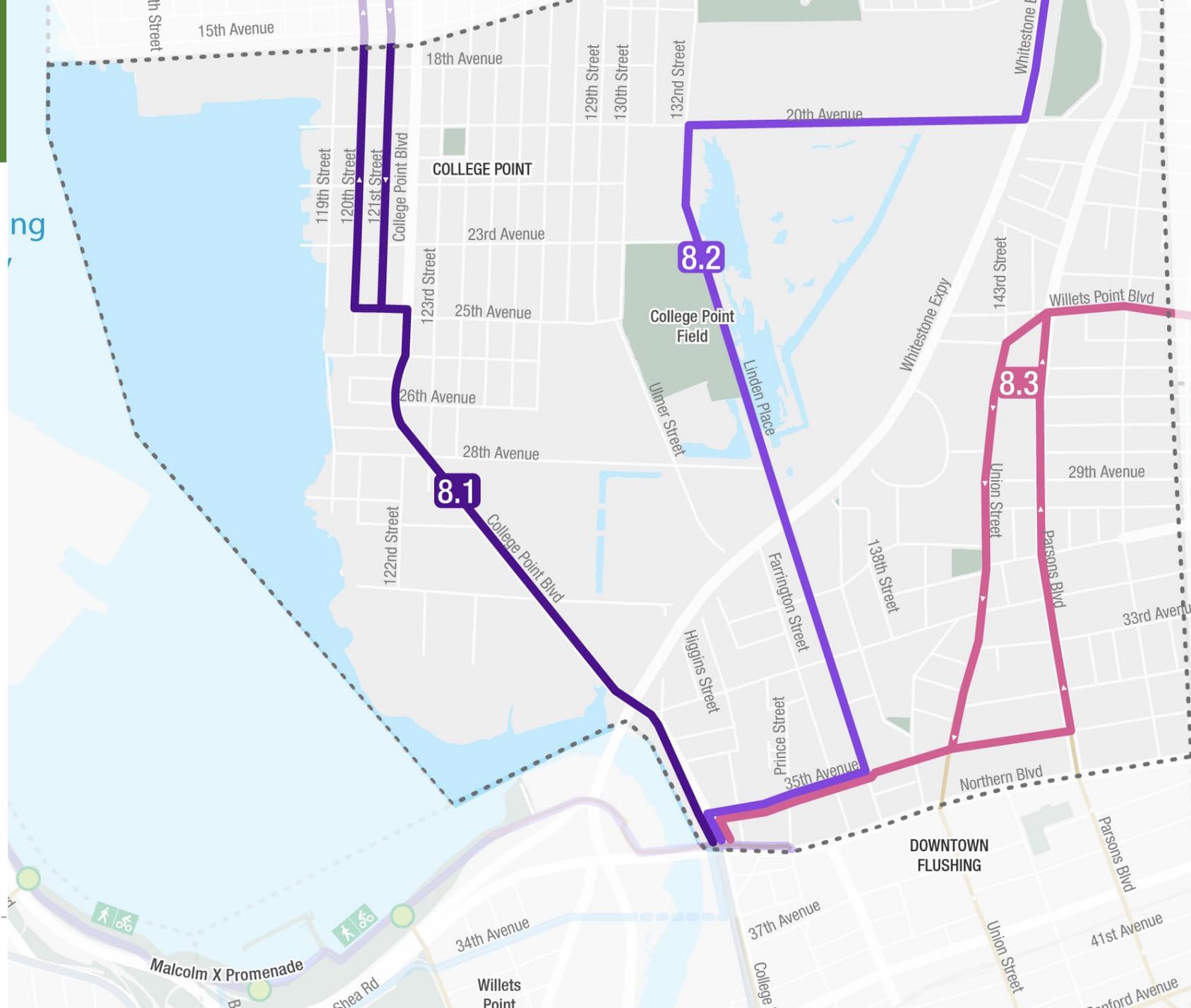
#### 7.3 Roosevelt Ave. —

East-west route with alternative option for crossing Flushing Creek and direct connection to the subway

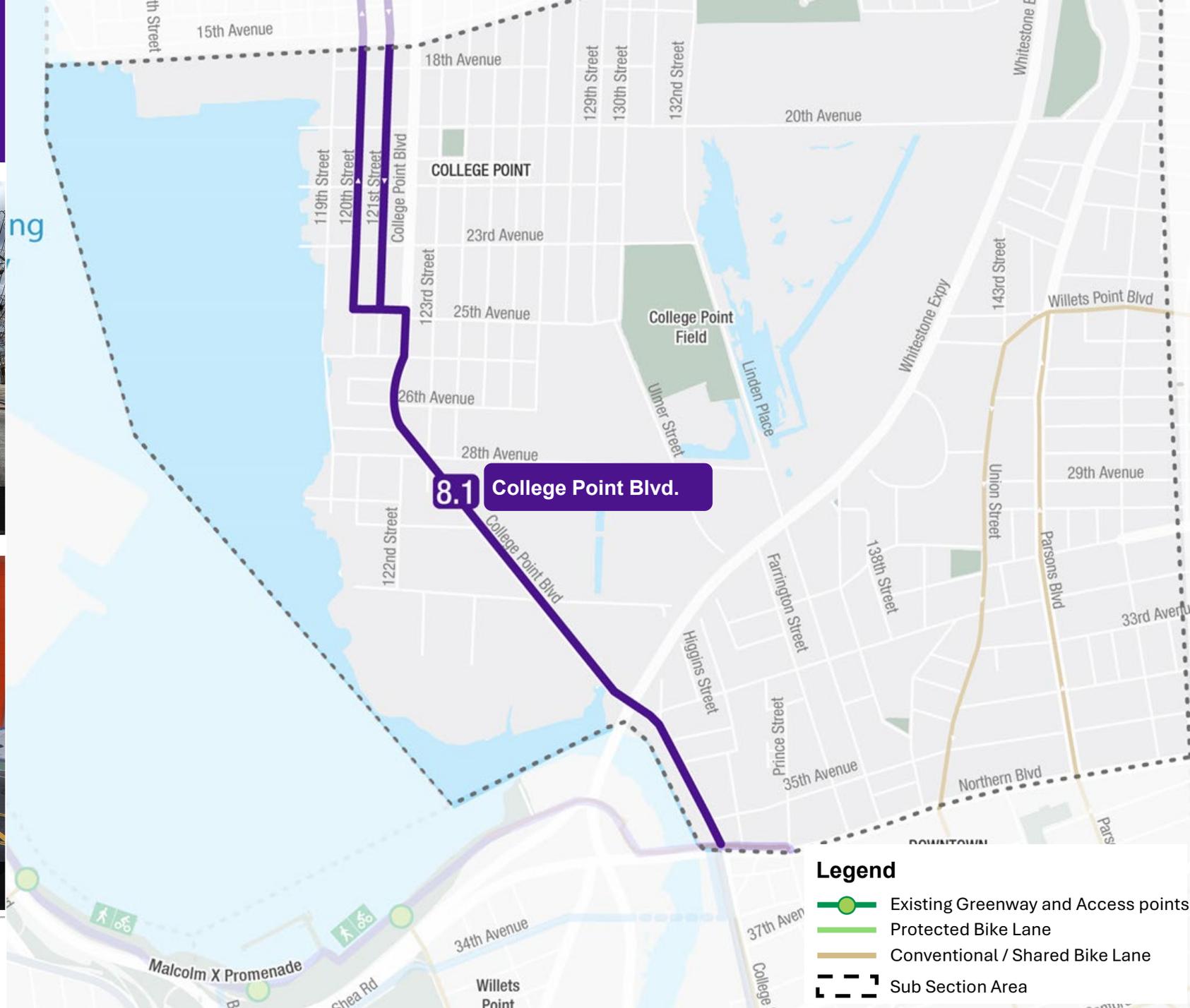
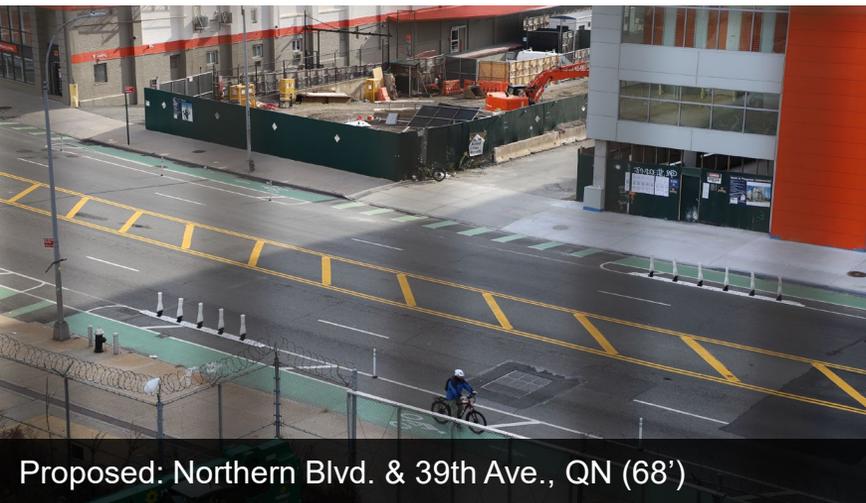
# Section 8

College Point Blvd. to 14<sup>th</sup> Ave.

- **8.1 College Point Blvd.** – Direct, north-south route nearest to waterfront; revamps wide, industrial road unfriendly to bikes and peds
- **8.2 Linden Pl.** – An insulated but more inland route that takes advantage of natural edge conditions and greenery along College Point Fields; connects to former Flushing Airport site
- **8.3 Union St./Parsons Blvd.** – Upgrades existing one-way pair to PBL to connect to Willets Point Blvd.; most connected to the current bike network



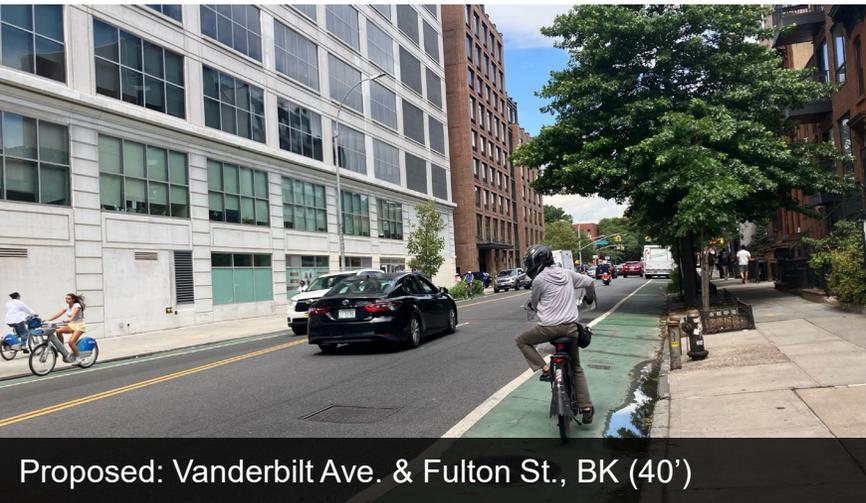
# 8.1 College Point Blvd.



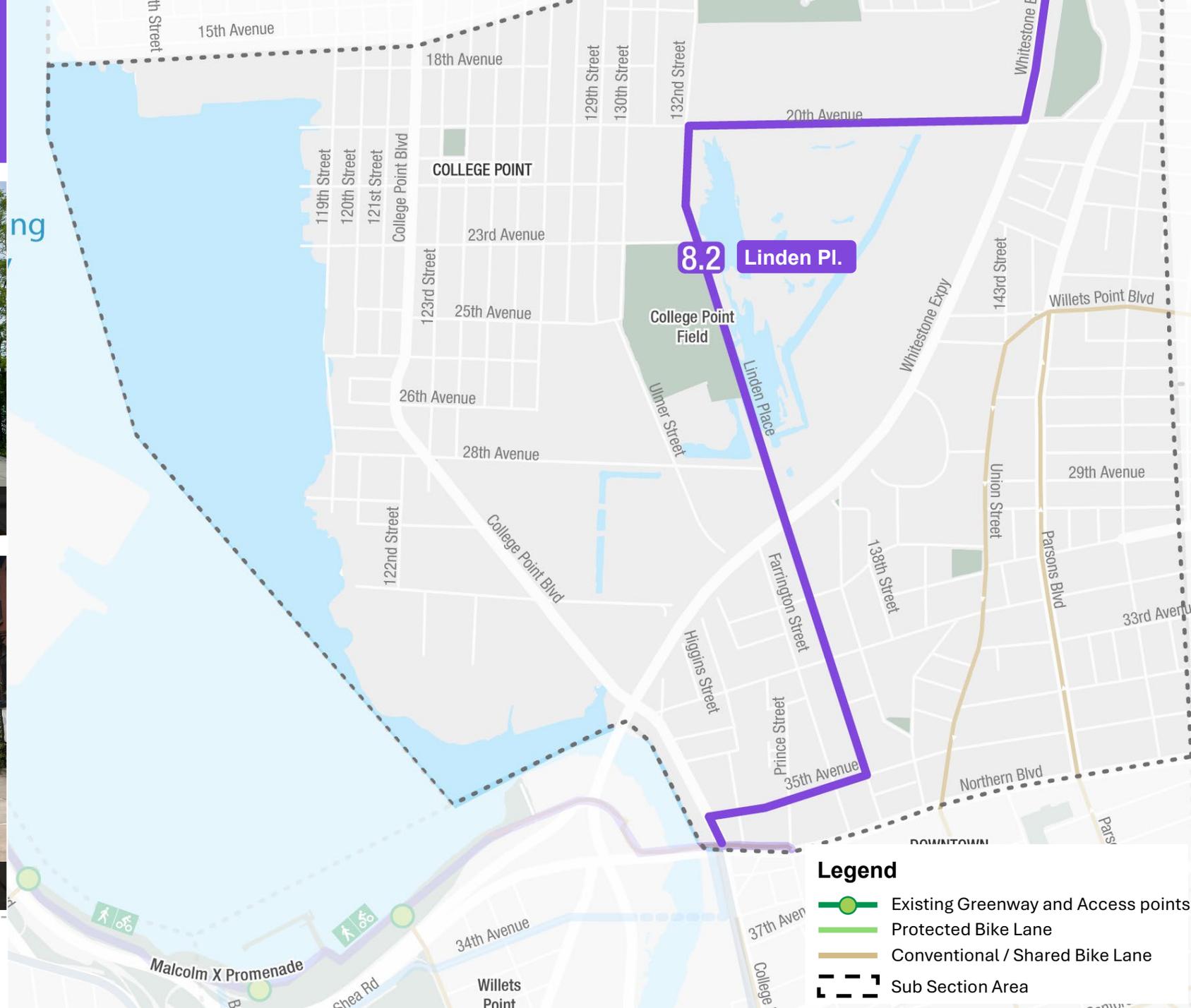
# 8.2 Linden Pl.



Existing: Linden Pl. looking north (40')



Proposed: Vanderbilt Ave. & Fulton St., BK (40')



- Legend**
- Existing Greenway and Access points
  - Protected Bike Lane
  - Conventional / Shared Bike Lane
  - Sub Section Area

# 8.3 Union St./Parsons Blvd.



Existing: Union St., looking north (45')



Proposed: 180th St., BX (50')



# Section 8

College Point Blvd. to 20th Ave.

## Summary of route alternatives

### 8.1 College Point Blvd. (near-term)



#### 8.1 College Point Blvd. –

Direct, north-south route nearest to waterfront; revamps wide, industrial road unfriendly to bikes and peds

### 8.2 Linden Pl. (near-term)



#### 8.2 Linden Pl. –

An insulated but more inland route that takes advantage of natural edge conditions and greenery along College Point Fields

### 8.3 Union St./Parsons Blvd. (near-term)



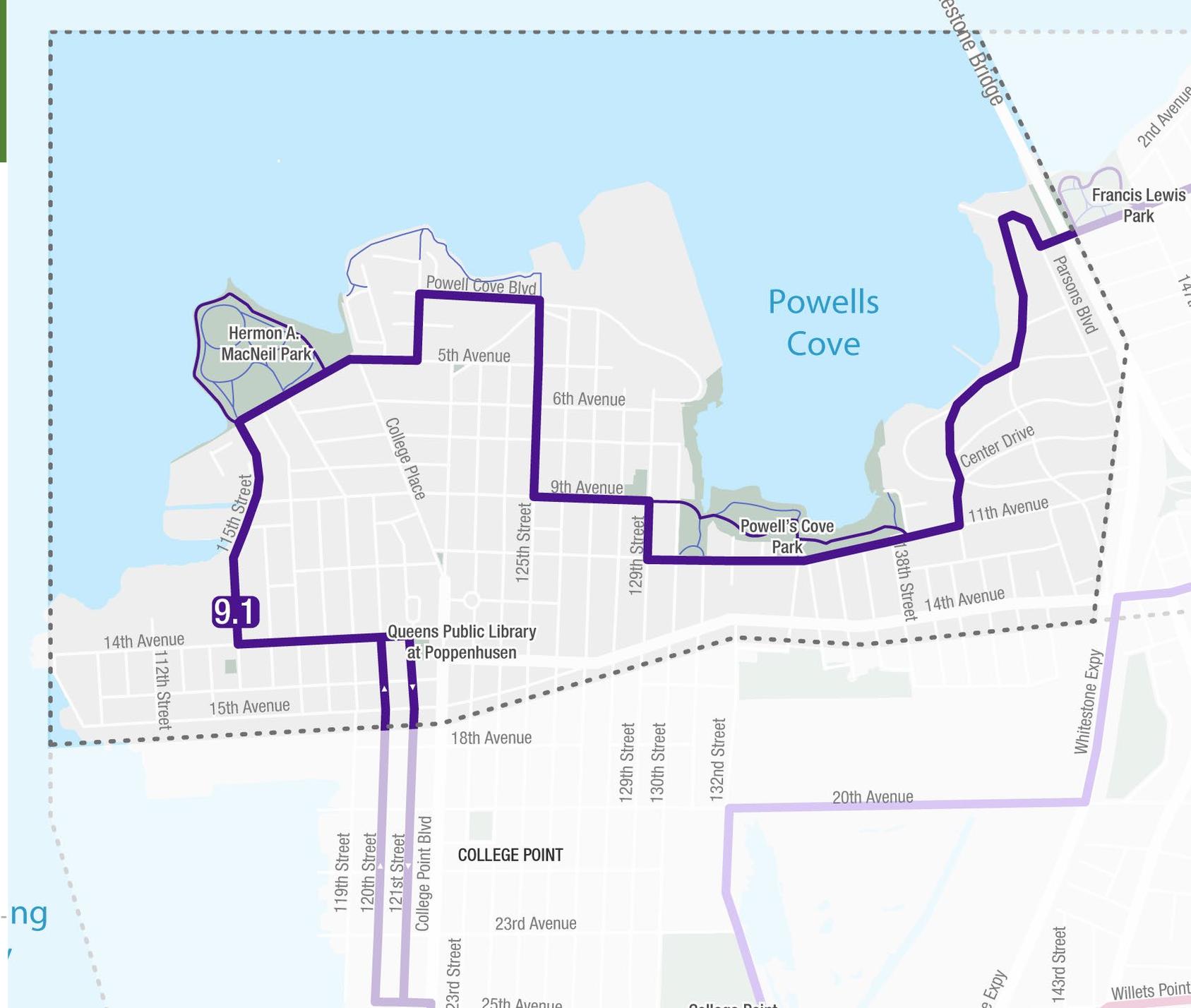
#### 8.3 Union St./Parsons Blvd. –

Upgrades existing one-way pair to PBL to connect to Willets Point Blvd.; most connected to the current bike network

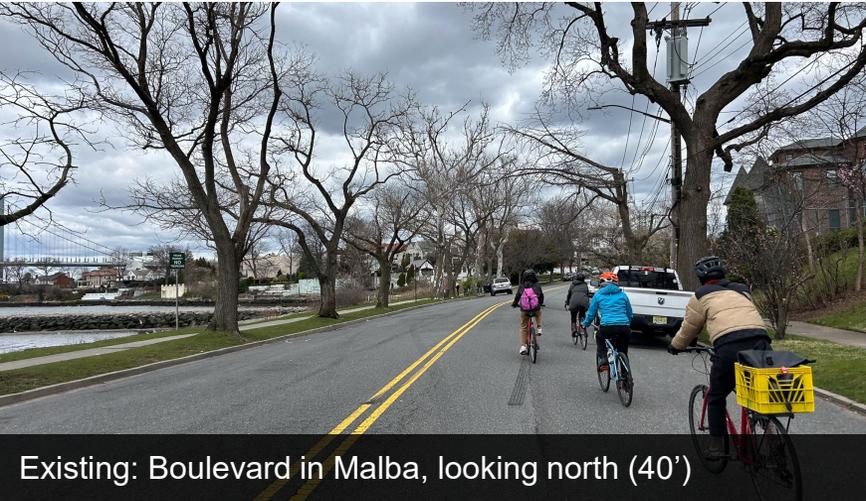
# Section 9

14<sup>th</sup> Ave. to Parsons Blvd.

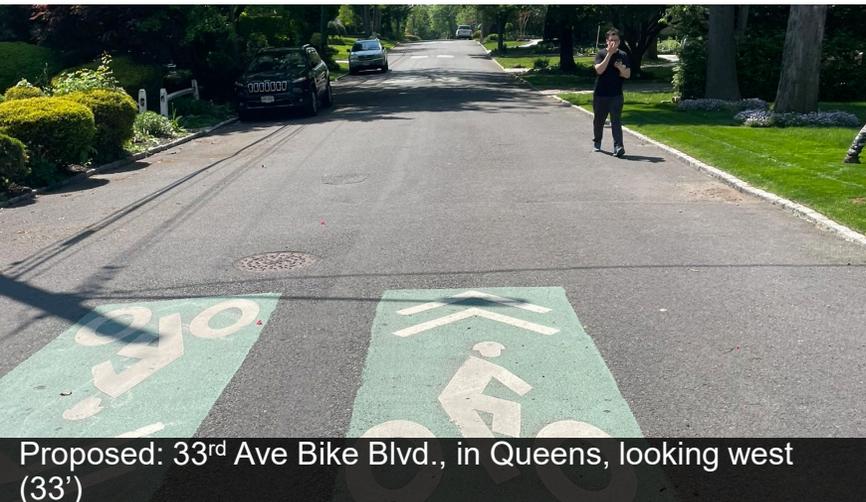
- **9.1 Waterfront** – Most waterfront route that utilizes quiet, neighborhood streets for a bike boulevard treatment



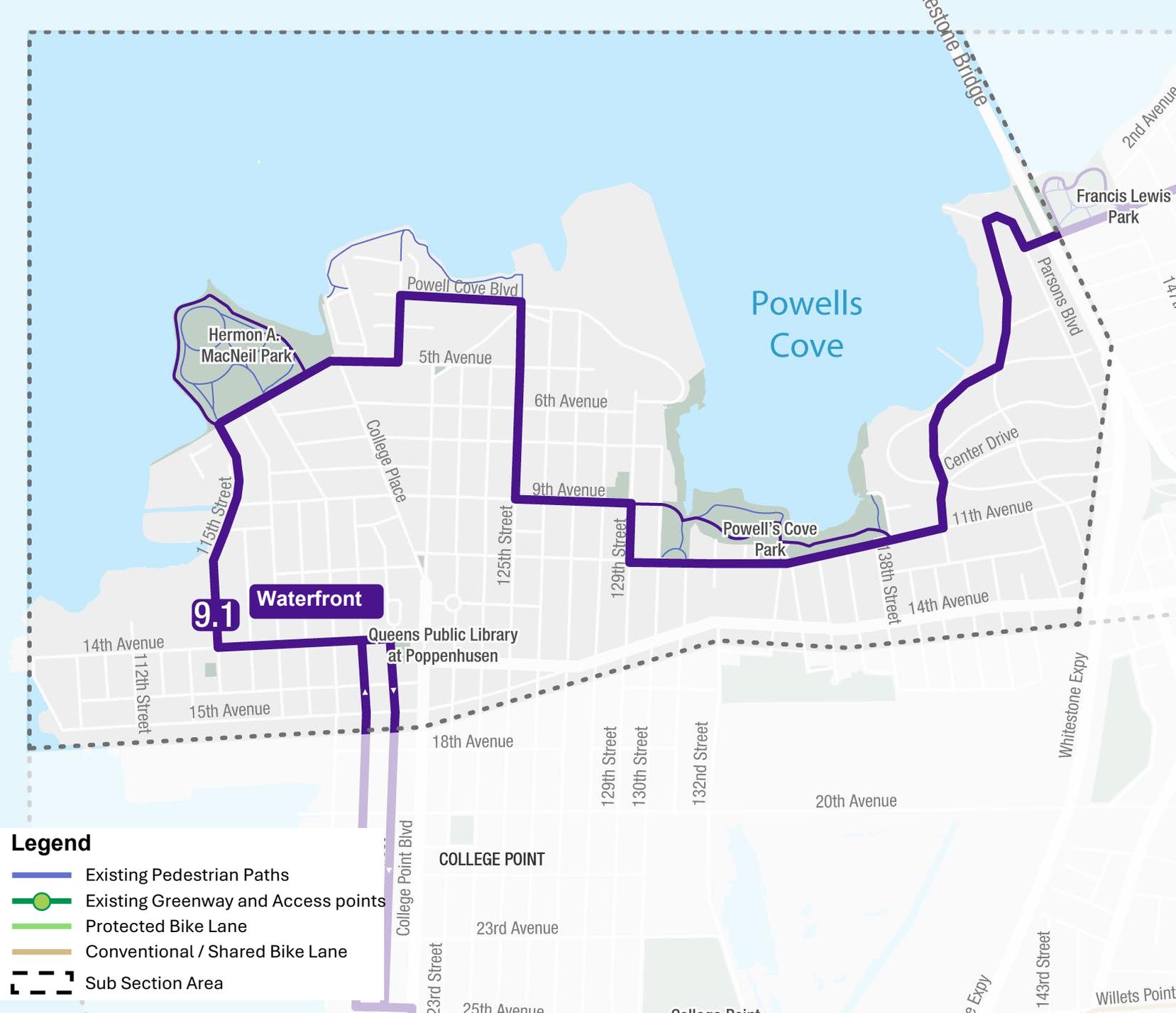
# 9.1 Waterfront



Existing: Boulevard in Malba, looking north (40')



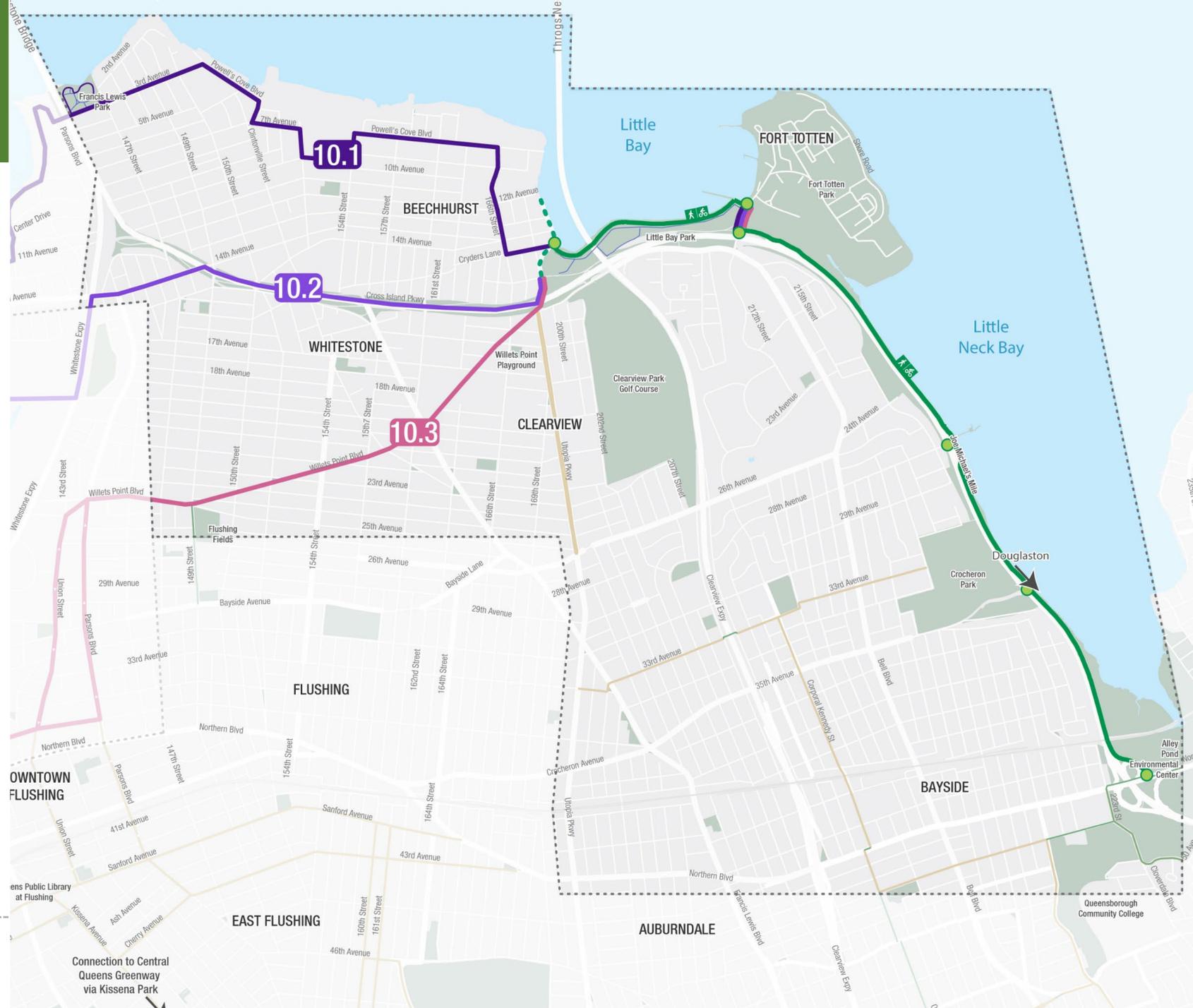
Proposed: 33<sup>rd</sup> Ave Bike Blvd., in Queens, looking west (33')



# Section 10

Parsons Blvd. to Utopia Pkwy.

- **10.1 Powell's Cove Blvd. –** Calm, residential streets that follows the coastline, connecting to Little Bay Park
- **10.2 Cross Island Pkwy. Service Rd. –** Direct route with limited intersections with front-door access to Little Bay Park
- **10.3 Willets Point Blvd. –** Existing east-west bike lane connection that serves both residential and commercial areas, providing a link between downtown Flushing and Little Bay Park



# 10.1 Powell's Cove Blvd.



Existing: Willets Point Blvd., facing east (45')



Proposed: 39th Ave., QN (40')



# 10.2 Cross Island Pkwy. Service Rd.



Existing: Cross Island Pkwy., looking east



Proposed: Shore Pkwy., BK (28')



# 10.3 Willets Point Blvd.



Existing: Willets Point Blvd., looking east (50')



Proposed: 149th St., QN (50')



# Section 10

Parsons Blvd. to Utopia Pkwy.

## Summary of route alternatives

### 10.1 Powell's Cover Blvd. (near-term)



#### 10.1 Powell's Cove Blvd. –

Calm, residential street that follows the coastline, ending at Little Bay

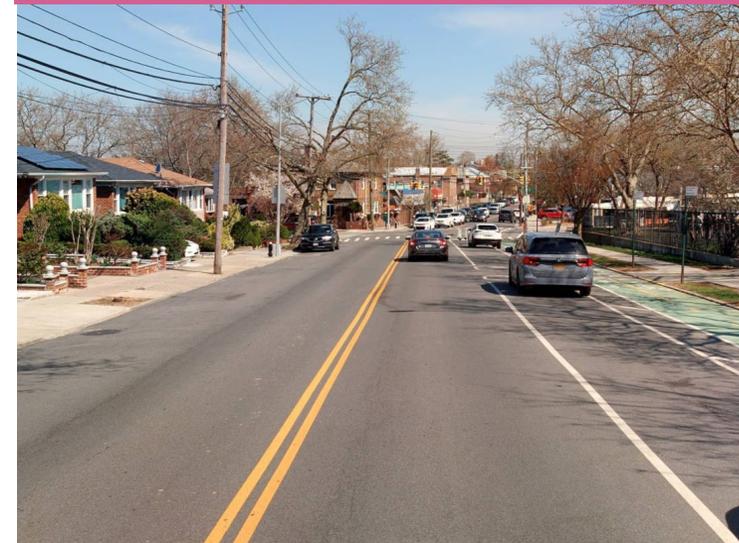
### 10.2 Cross Island Pkwy. Service Rd. (near-term)



#### 10.2 Cross Island Pkwy. Service Rd. –

Inland route connecting to Little Bay Park

### 10.3 Willets Point Blvd. (near-term)

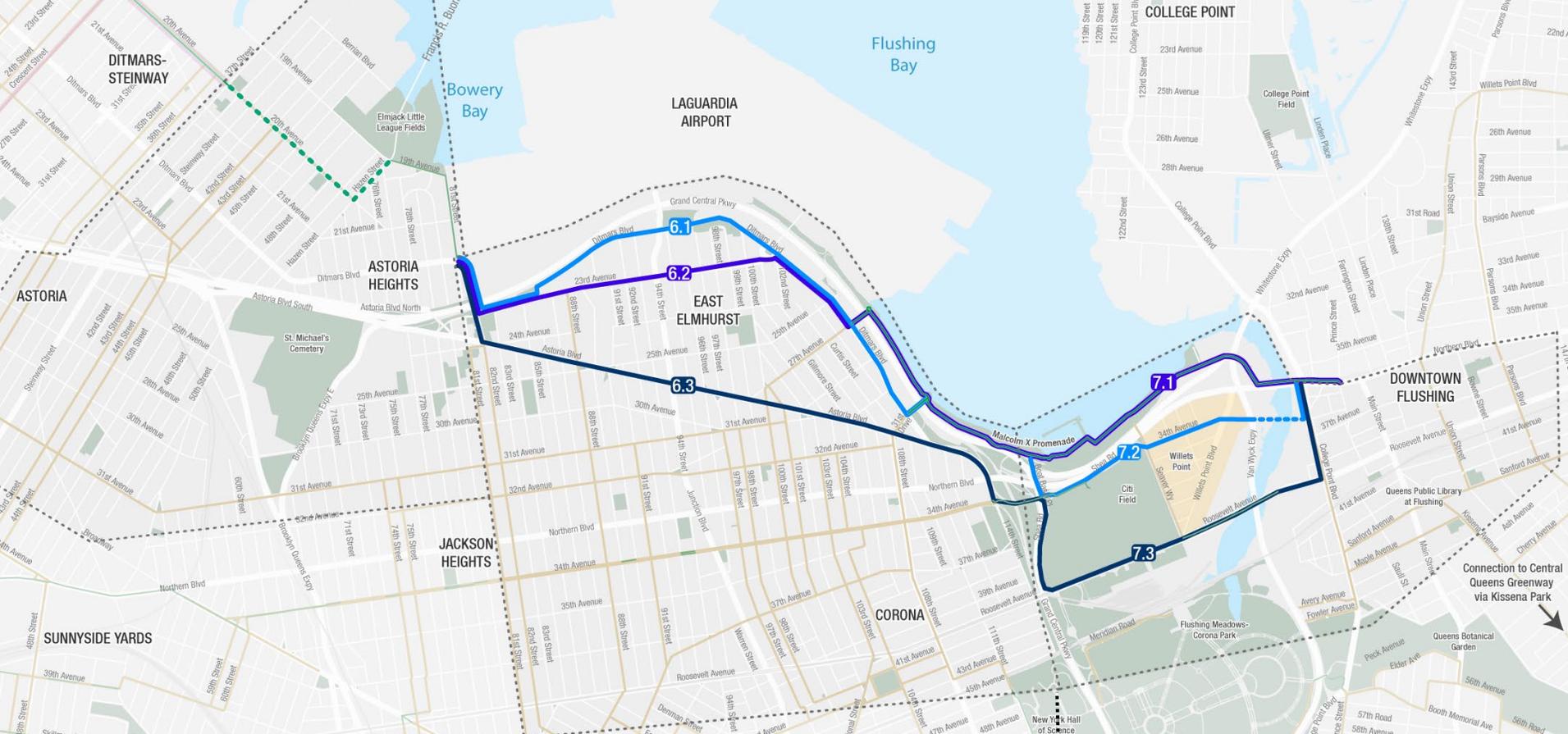


#### 10.3 Willets Point Blvd. –

Existing east-west bike lane connection to Little Bay Park

# Central Queens

## Section 5: 36<sup>th</sup> St. to 81<sup>st</sup> St.



## Section 6: 81<sup>st</sup> St. to Grand Central Pkwy.

## Section 7: Grand Central Pkwy. to College Point Blvd.

# Section 6

81st St. to Malcolm X Promenade

- 1.6.1 Ditmars Blvd. –** Closest to waterfront; connection to LaGuardia (94<sup>th</sup> St.)
- 2.6.2 23<sup>rd</sup> Ave. –** Neighborhood route that provides more direct connection to Malcolm X Promenade
- 3.6.3 Astoria Blvd. –** Inland, direct connection to Boat Basin Pl.; connection to CitiField; runs along Q33 and M60-SBS bus lines



# Section 6

81<sup>st</sup> St to Grand Central Pkwy.

## Summary of route alternatives

### 6.1 Ditmars Blvd. (long-term)



#### 6.1 Ditmars Blvd. –

Closest to the waterfront; connection to LaGuardia

### 6.2 23<sup>rd</sup> Ave. (near-term)



#### 6.2 23<sup>rd</sup> Ave. –

Inland, more direct connection to Malcolm X Promenade

### 6.3 Astoria Blvd. (near-term)



#### 6.3 Astoria Blvd. –

Inland, direct connection to Boat Basin PI; connection to CitiField; runs along Q33 and M60-SBS bus lines

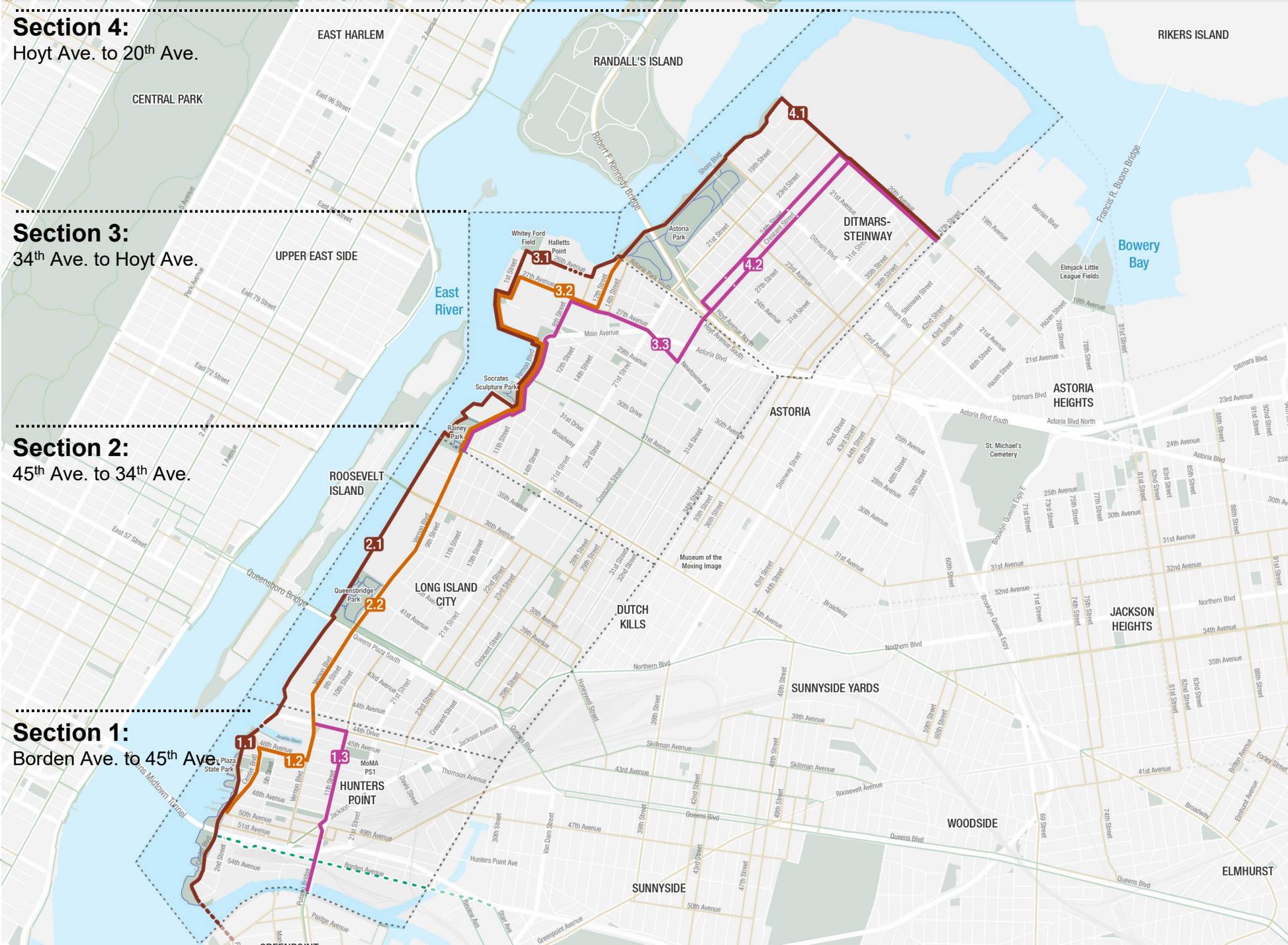
# Western Queens

**Section 4:**  
Hoyt Ave. to 20<sup>th</sup> Ave.

**Section 3:**  
34<sup>th</sup> Ave. to Hoyt Ave.

**Section 2:**  
45<sup>th</sup> Ave. to 34<sup>th</sup> Ave.

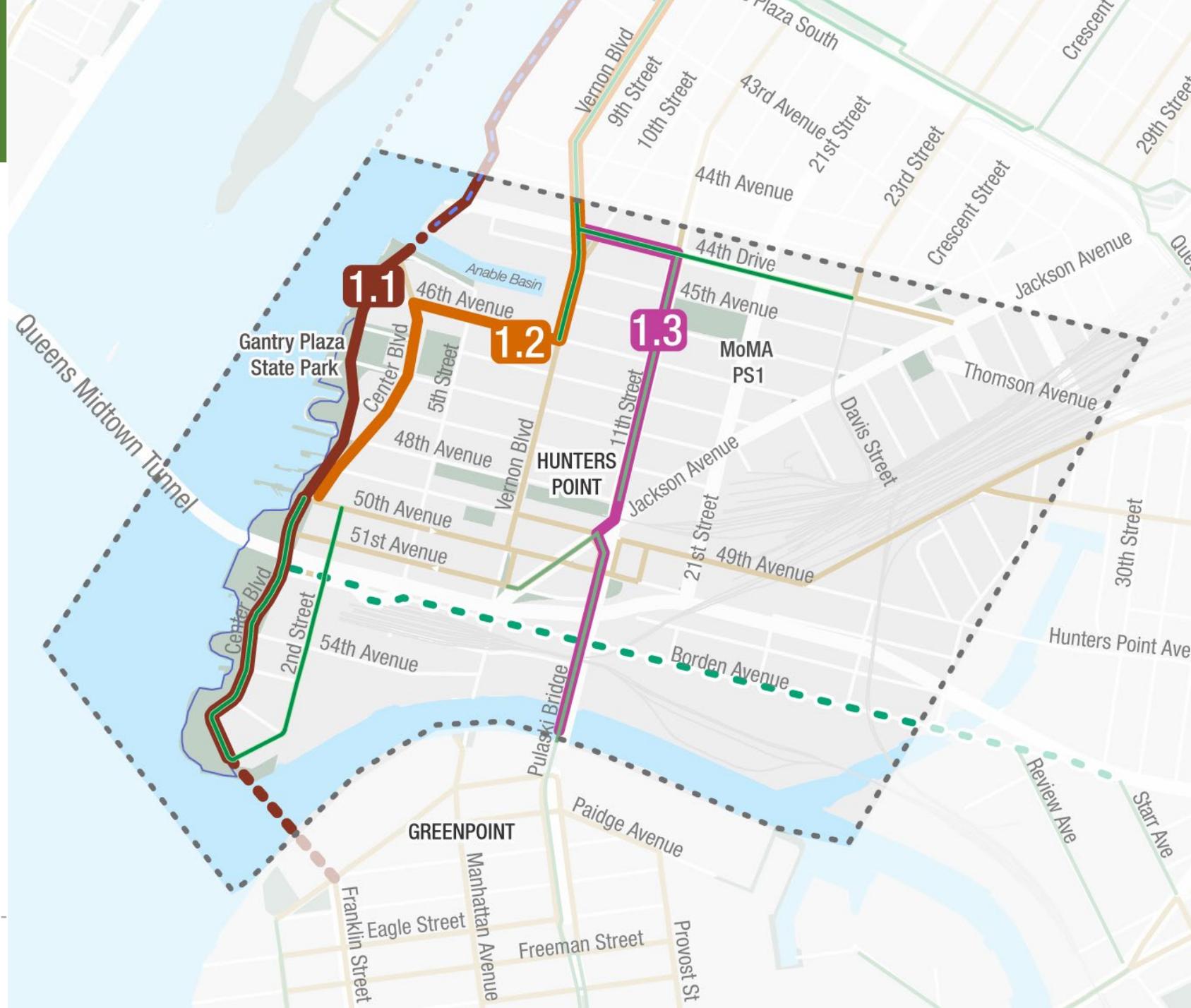
**Section 1:**  
Borden Ave. to 45<sup>th</sup> Ave.



# Section 1

Borden Ave. to 45th Ave.

- **1.1 Waterfront** – Extends existing off-street bike paths along Gantry Plaza State Park with scenic views of East River
- **1.2 Center Blvd. to 46th Ave.** – Extends existing on-street conventional lanes on Center St. and connects to existing greenway along Vernon Blvd.
- **1.3 44th Dr. to 11th St.** – Direct path north from Pulaski Bridge to Vernon



# Section 1

Borden Ave. to 45th Ave.

## Summary of route alternatives

### 1.1 Waterfront (long-term)



#### 1.1 Waterfront –

Extends existing off-street bike paths along Gantry Plaza State Park with scenic views of East River

### 1.2 Center Blvd. to 46<sup>th</sup> Ave. (near-term)



#### 1.2 Center Blvd to 46th Ave –

Extends existing on-street conventional lanes on Center St. and connects to existing greenway along Vernon Blvd.

### 1.3 44th Dr. to 11th St. (long-term)



#### 1.3 44th Dr. to 11th St –

Direct path north from Pulaski Bridge to Vernon

# Section 2

45th Ave to 34th Ave

- **2.1 Waterfront** – Off-road, direct access to parks, but requires coordination with private developers and zoning changes
- **2.2 Vernon Blvd** – Existing greenway with direct access to waterfront parks as well as the Roosevelt Island and Queensboro Bridges



# Section 2

45th Ave. to 34th Ave.

## Summary of route alternatives

### 2.1 Waterfront (long-term)



#### 2.1 Waterfront –

Off-road, direct access to parks, but requires coordination with private developers

### 2.2 Vernon Blvd. (long-term)



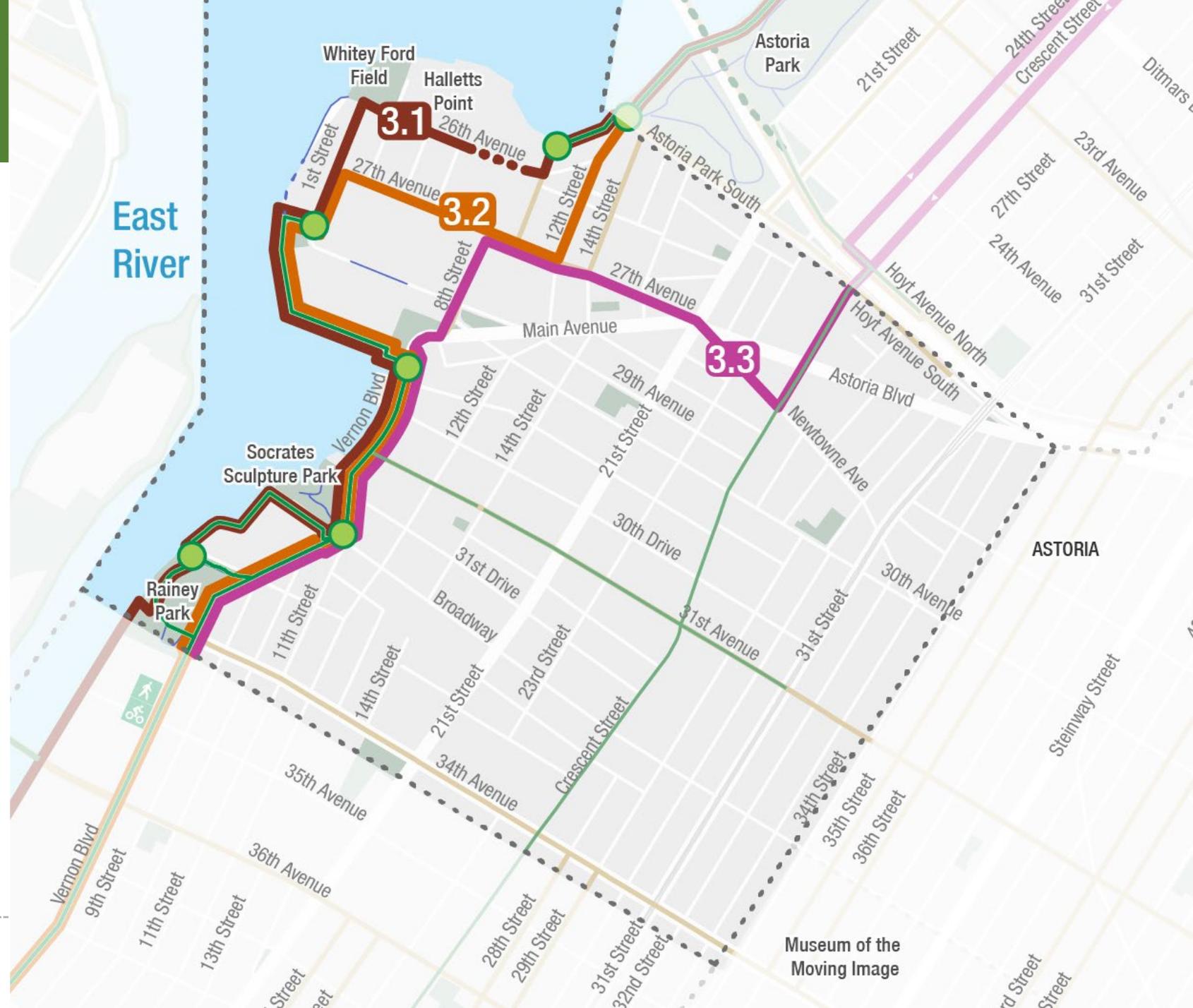
#### 2.2 Vernon Blvd. –

Existing greenway with direct access to waterfront parks as well as the Roosevelt Island and Queensboro Bridges

# Section 3

34th Ave. to Hoyt Ave.

- 3.1 1st St. to 26th Ave. –** Halletts Point waterfront route that—with a non-DOT project—connects 26th Ave. to the existing network
- 3.2 1st to 27th Ave. –** Partially waterfront option that upgrades the existing 27th Ave. facility and connects to Astoria Park via residential streets
- 3.3 8th St. to 27th Ave. –** Extends greenway spine along Vernon Blvd., upgrades existing 8th St. facility, and connects to 27th Ave.



# Section 3

34th Ave. to Hoyt Ave.

## Summary of route alternatives

### 3.1 1st St. to 26th Ave. (near-term)



#### 3.1 1st St. to 26th Ave. –

Halletts Point waterfront route that—with a non-DOT project—connects 26th Ave. to existing network

### 3.2 1st St. to 27th Ave. (near-term)



#### 3.2 1st St. to 27th Ave. –

Partially waterfront option that upgrades existing 27th Ave. facility and connects to Astoria Park via residential streets

### 3.3 8th St. To 27th Ave. (long-term)



#### 3.3 8th St. To 27th Ave. –

Extends greenway spine along Vernon Blvd., upgrades existing 8th St. facility and connects to 27th Ave.

# Section 4

Hoyt Ave. to 20th Ave.

**1.4.1 Shore Blvd. to 20th Ave.** – Existing greenway path within Astoria Park that runs along the waterfront, then continues onto 20th Ave.

**2.4.2 Crescent St.** – Residential, north-south connection to 20th Ave., with direct access to the RFK bridge and the Ditmars-Steinway commercial district



# Section 4

Hoyt Ave. to 20th Ave.

## Summary of route alternatives

### 4.1 Shore Blvd. to 20th Ave. (long-term)



#### 4.1 Shore Blvd. to 20th Ave. –

Existing greenway path within Astoria Park that runs along the waterfront, then continues onto 20th Ave.

### 4.2 Crescent St. (near-term)



#### 4.2 Crescent St. –

Residential, north-south connection to 20th Ave., with direct access to the RFK bridge and the Ditmars-Steinway commercial district





# Break-out Group Instructions

**Decline** the breakout group prompt if you require **interpretation services**. We will provide further instructions shortly.

**Accept** the breakout group prompt if you would like to discuss the **entire greenway - Western, Central, and Eastern Queens sections**.

**Please use the "Raise Hand" feature** if you would like to discuss only the **Eastern Queens section**.

**Wrap Up (5 mins)**



# Interpretation Access

## Translation & Accessibility:

Closed Captioning is available in the languages in:

- Español
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- עברית



- This workshop will also include breakout room discussions
- If you having trouble with Zoom or need assistance accessing an interpreter, please email [help@publicworkspartners.com](mailto:help@publicworkspartners.com).

# Project Timeline

## Milestones:



## Outreach Throughout Process:

- Greenways Community Working Group meetings
- Public engagement at community events
- Elected Officials, Community Boards, stakeholders
- Data collection & analysis

## Stay in touch:

- Project Website/feedback portal
- Newsletters, group e-mails
- Social Media
- Flyer Distribution

Questions? Email [queenswaterfrontgreenway@publicworkspartners.com](mailto:queenswaterfrontgreenway@publicworkspartners.com)

Thank you!



# DOT Toolkit: Bicycle and Greenway Network



Barrier Protected Two-way Path



Two-way Protected Bike Path with Bus Boarding Island



One-way Parking-Protected Bike Lane



Traffic Control Signals



Curb Extensions



Curb Extension with Public Art



Street Furniture & Greenery



Curb Management (loading zones)

# Appendix

- **Greenway:** A continuous, multi-use corridor for human-powered or electric-assist transportation and recreation, defined and named by the City and community-driven planning processes. Greenways are often constructed along natural and man-made linear spaces such as rail and highway rights-of-way, rivers, waterfronts, parks.
- **Edge condition:** Describes state of roadway alongside greenway; most often in this context, “edge condition” references planning bike lanes alongside parks or other green spaces, which in turn minimizes users’ need to interface with intersections, producing a safer and faster ride as well as simpler street design.
- **4-to-3 conversion:** A proven street redesign approach that converts a four-lane, undivided roadway into a three-lane, undivided roadway with three moving lanes. This is also known as a “road diet.”
- **Modal filter:** A street design that blocks the passage of certain classes of traffic, usually motor vehicles (e.g., bollards, plantings, signs)
- **Jersey barrier:** 20-foot-long concrete barriers used to harden and protect bike lanes from vehicular traffic
- **Daylighting:**
  - 1) A street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections
  - (2) In the context of Tibbetts Brook, “daylighting” refers to the process of restoring a stream to a more natural state by removing any obstructions covering it, such concrete or pavement.
- **Green infrastructure:** In New York City, “green infrastructure” describes an array of practices that use or mimic natural systems to manage stormwater runoff (e.g., rain gardens, infiltration basins, or green roofs)