



Queens Waterfront Greenway: Route Alternatives

Gantry Plaza State Park to Bowery Bay/LaGuardia Airport
(LIC, Hunters Point, Dutch Kills, Astoria, Ditmars/Steinway, Astoria Heights)

December 8th, 2025



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.

Project Team

City Team



NYC Parks



Community Partners



Astoria Park Alliance



ALLIANCE FOR
**FLUSHING
MEADOWS**
CORONA PARK

Consultant Support

TYLin



**Public Works
Partners**

Agenda

- Background + Intros
(15 mins)
- Route Alternatives
(30 min presentation)
- Breakout Groups
(1 hr)
- Report Back
(15 minutes)



Flushing Meadows Corona Park

What is a Greenway?



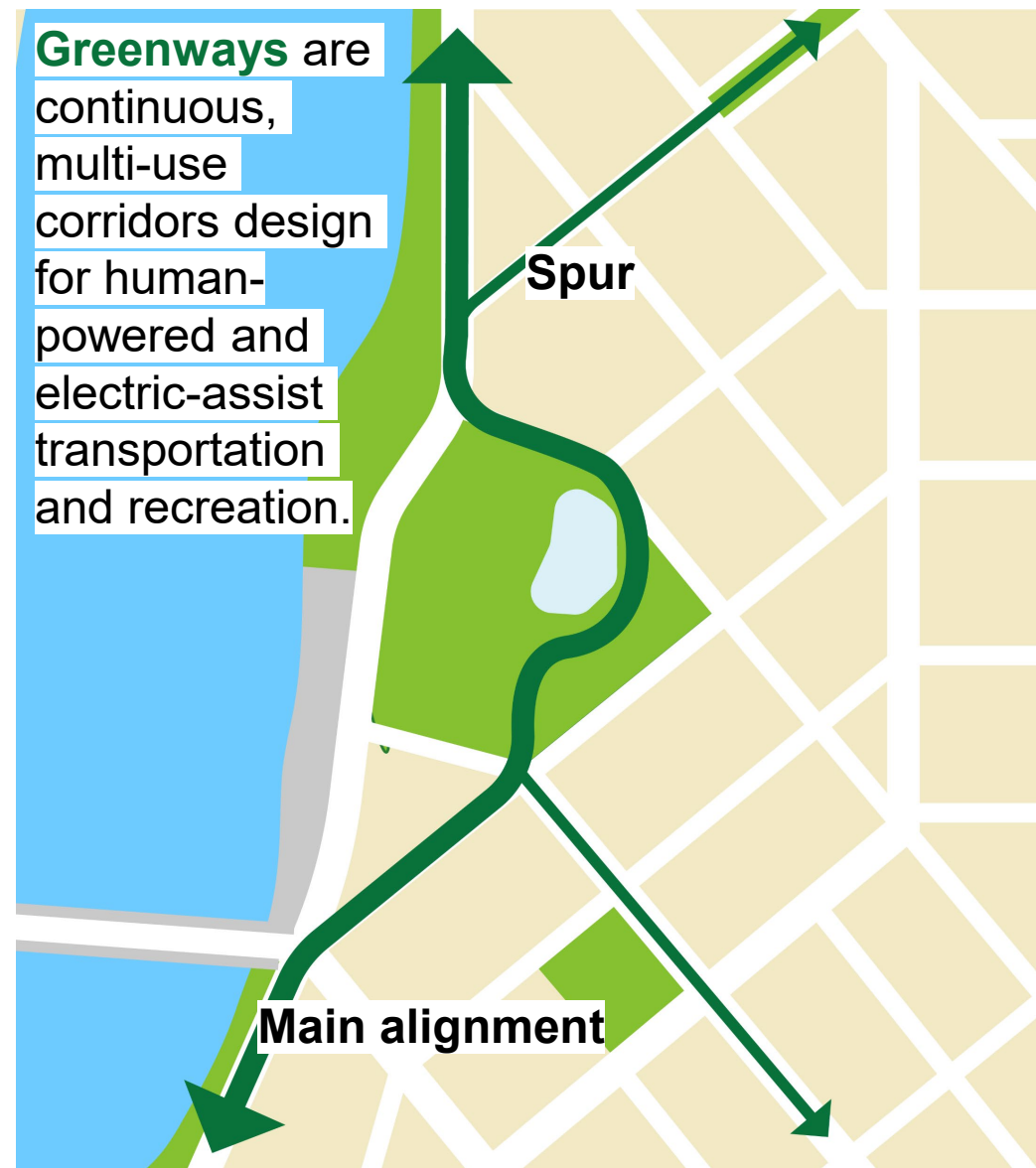
- Increase **access and mobility**
- Provide opportunities for **active transportation**
- Improve **connections to neighborhood amenities** such as parks and waterfront
- Encourage **economic development**



Astoria Park



Shore Front Pkwy.



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**.



Vernon Blvd and Broadway (Costco entrance)



Queensbridge Park Waterfront



9th St. Street End

Implementation Strategy

Street Improvement Projects (SIPs) use DOT's in-house resources such as paint and delineators to make street design changes quickly



39th Ave. DOT In-house SIP, 2021

Time ●●●● Complexity ●●●● Cost ●●●●

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



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, 31st St
June 21, 2025



Helmet Giveaway
June 28, 2025



TransFest
July 19, 2025



Riverkeeper Sweep
May 3, 2025



34th Ave Open Streets
July 7, 2025



Queens Social Ride
August 3, 2025



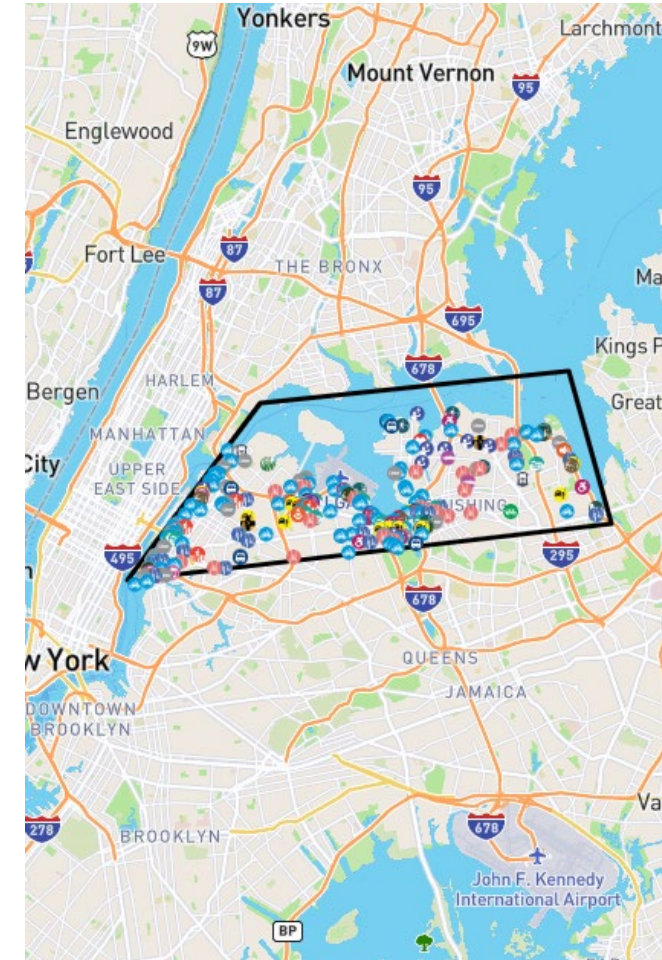
LIC Springs! 2025
June 1, 2025

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

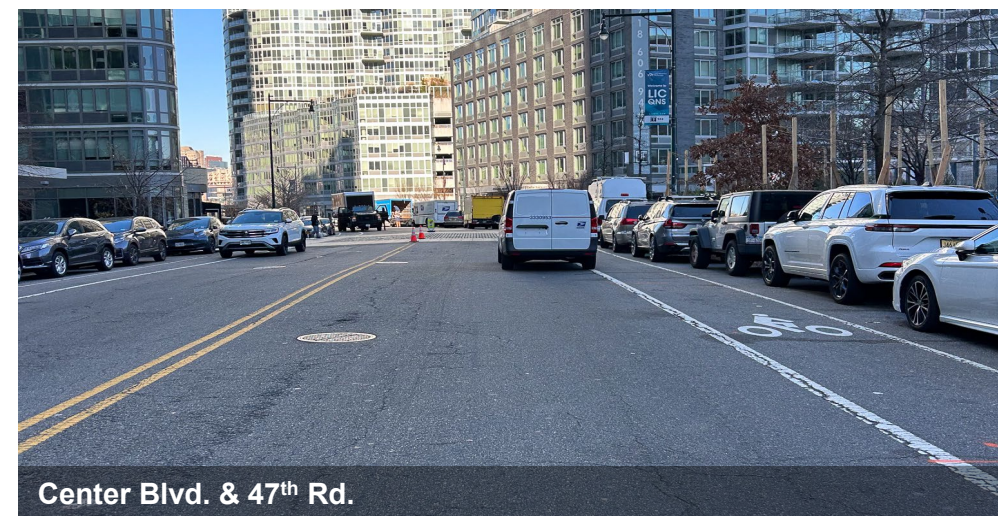
Considerations:

- 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 sections
- But given these challenges, how can we establish the best route possible?
- What can we do in the near-term?
Long-term?

Evaluating Tradeoffs



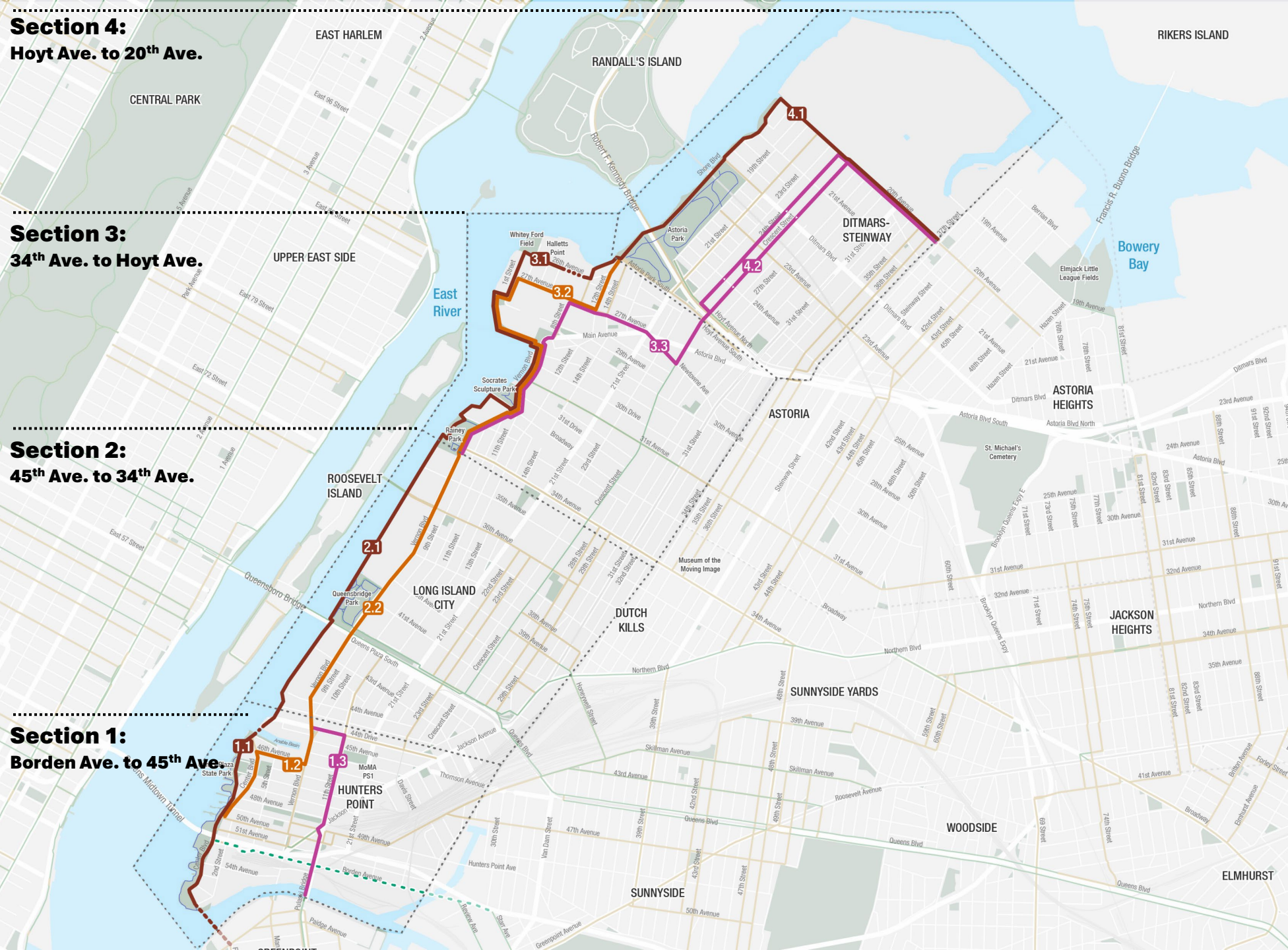
Western Queens

Section 4:
Hoyt Ave. to 20th Ave.

Section 3:
34th Ave. to Hoyt Ave.

Section 2:
45th Ave. to 34th Ave.

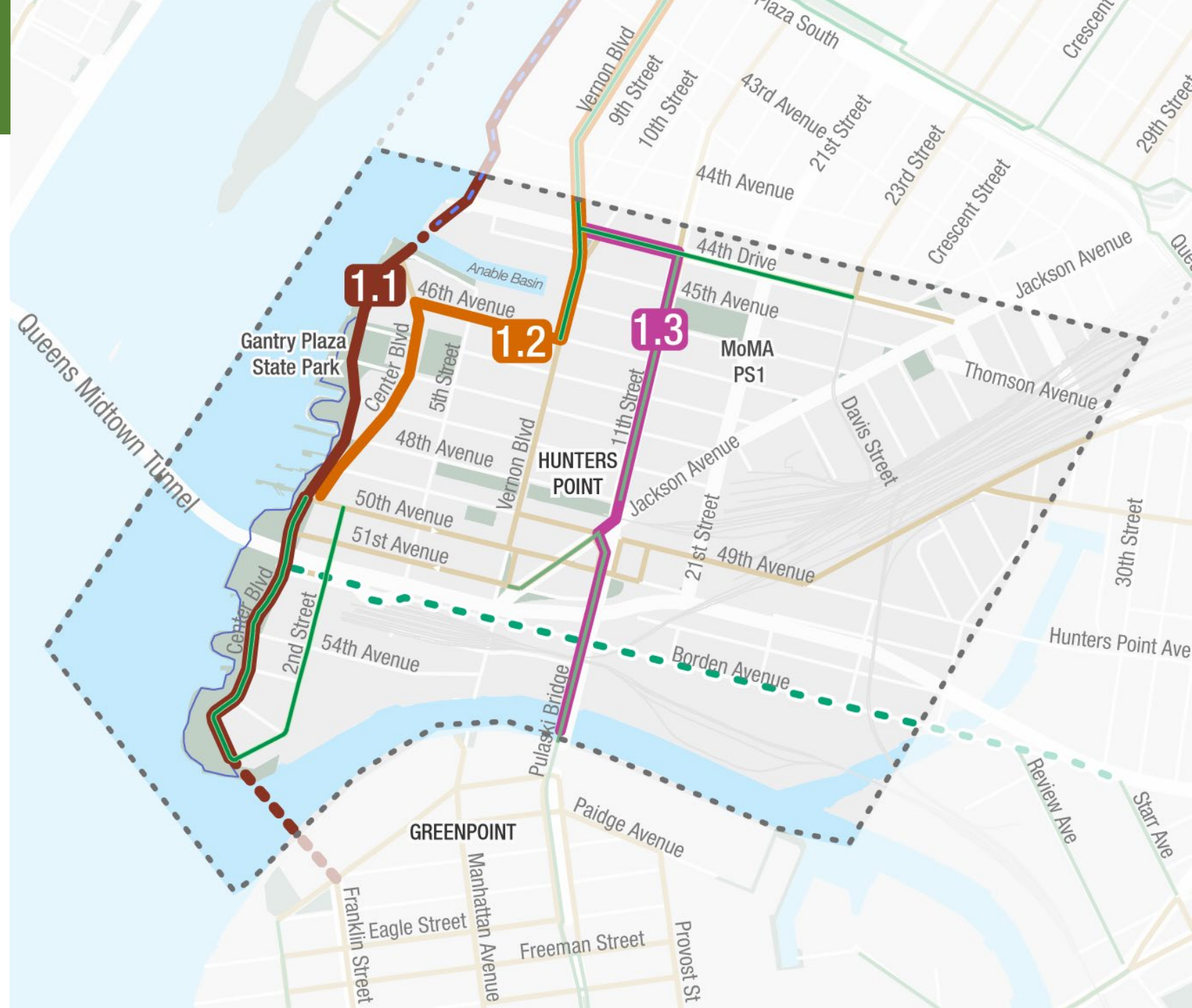
Section 1:
Borden Ave. to 45th Ave.



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



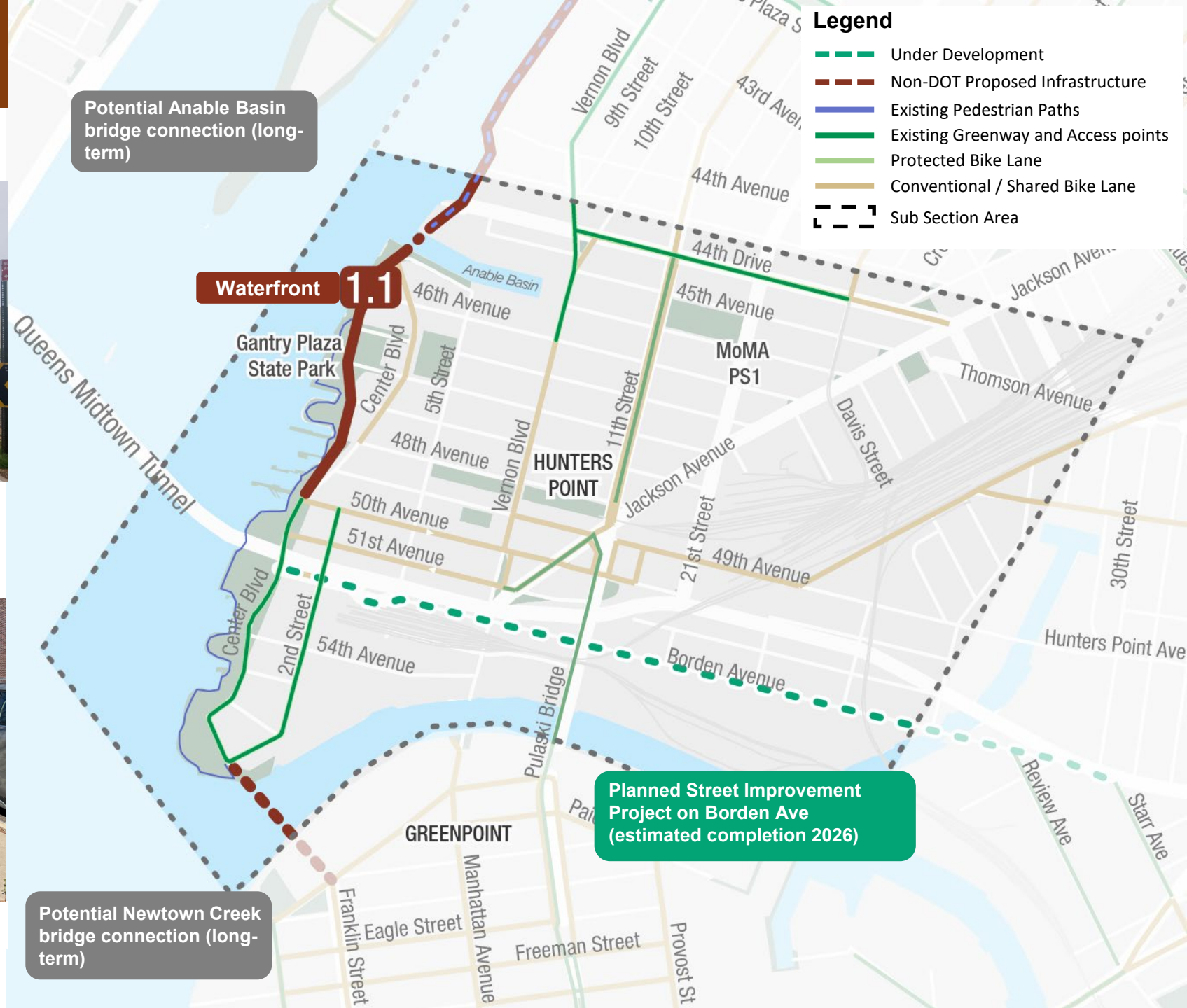
1.1 Waterfront



Existing: End of Center Blvd. two-way path at 50th Ave.



Proposed: Center Blvd. & 56th Ave., QN



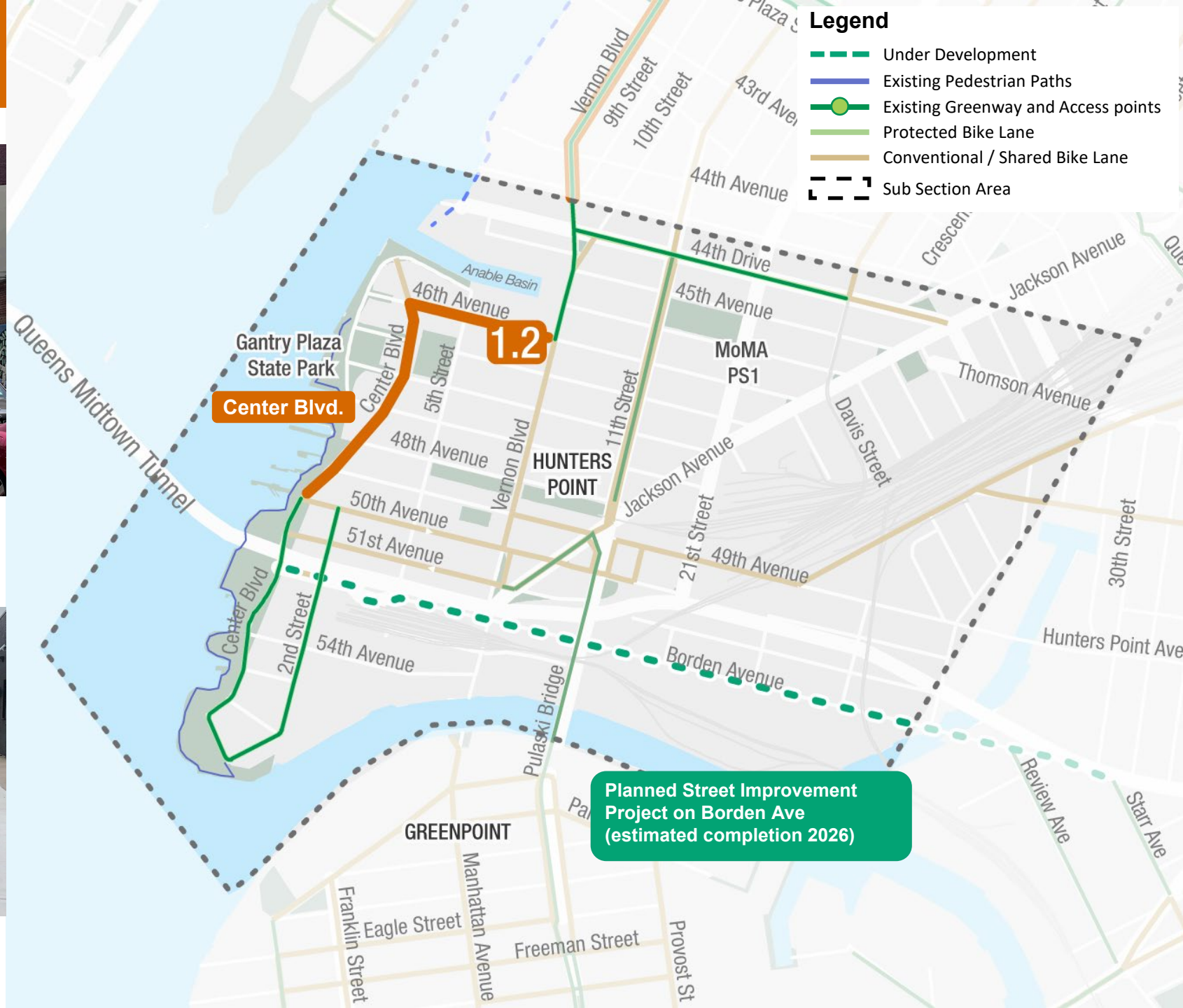
1.2 Center Blvd. to 46th Ave.



Existing: View of 46th Ave., looking east (30')



Proposed: Franklin Ave. and Quay St., BK (40')



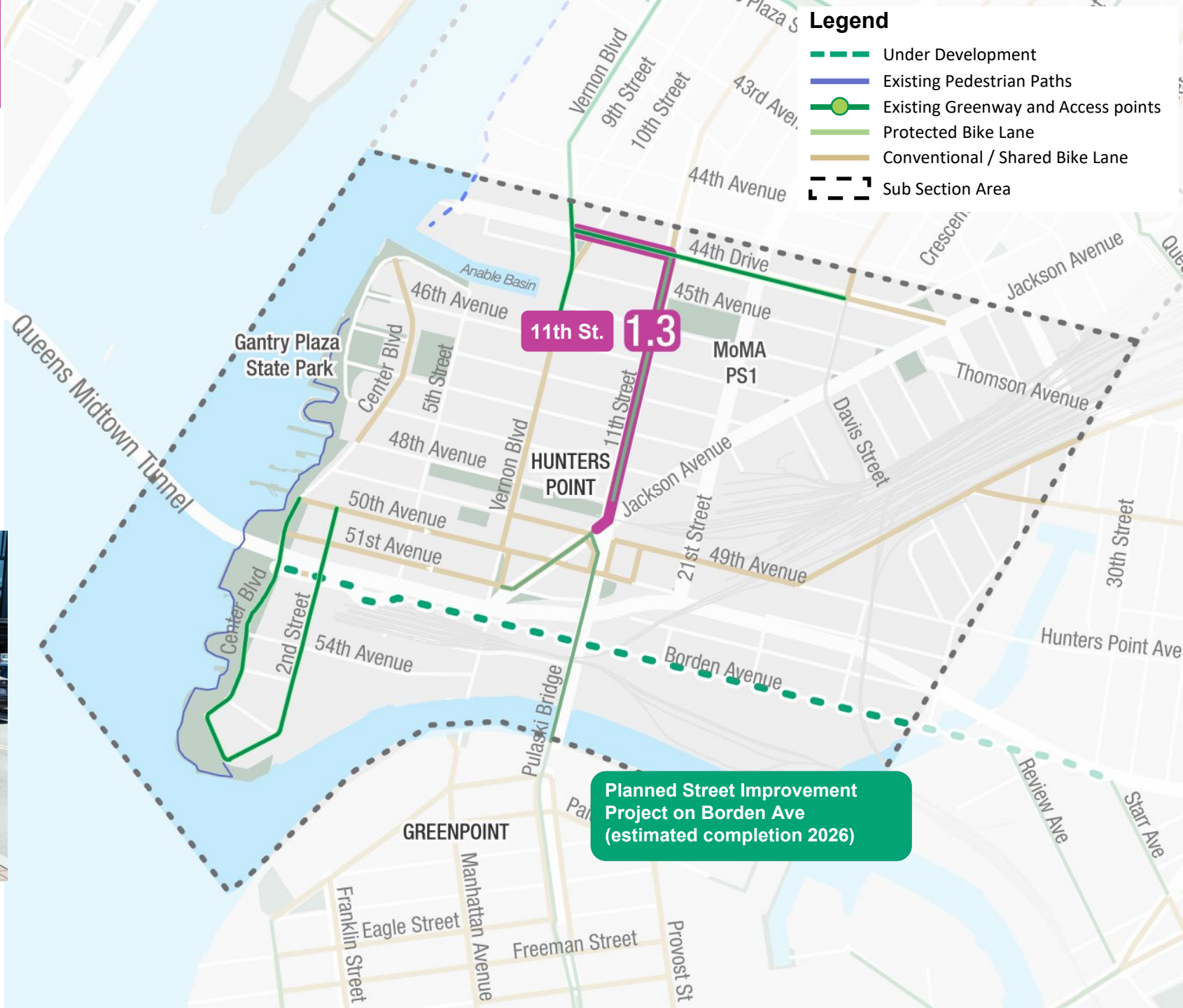
1.3 44th Dr. to 11th St.



Existing: 11th St. & 47th Ave., QN (70')



Proposed: Somerville, MA



Planned Greenway

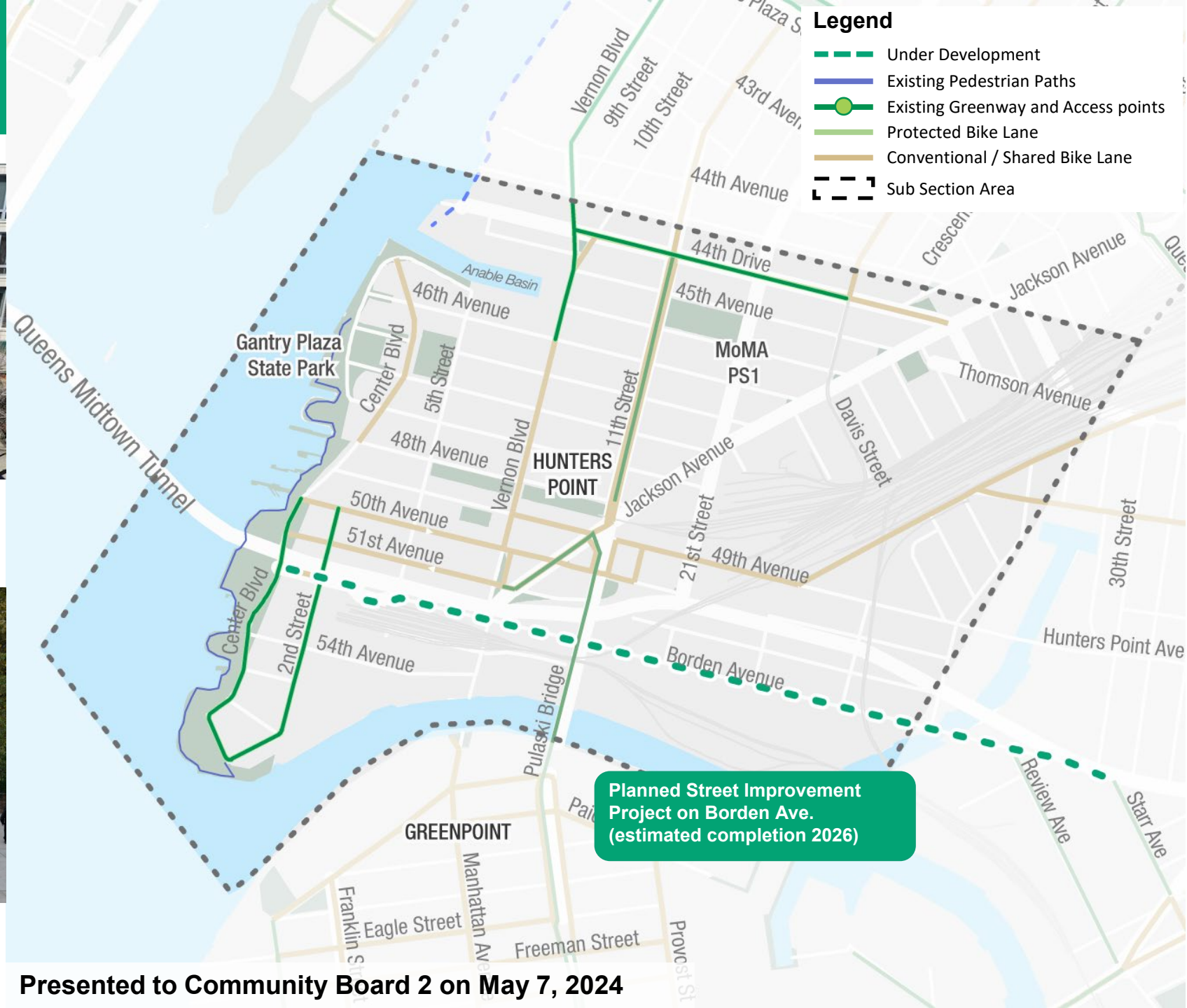
Borden Ave.



Existing: Borden Ave., looking west



Planned: Clinton St., MN



Legend

- Under Development
- Existing Pedestrian Paths
- Existing Greenway and Access points
- Protected Bike Lane
- Conventional / Shared Bike Lane
- Sub Section Area

Presented to Community Board 2 on May 7, 2024

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 46th 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



2.1 Waterfront



Existing: view south of Queensboro Bridge



Proposed: Brooklyn Bridge Park



2.2 Vernon Blvd.



Existing: Vernon Blvd. at 43rd Ave., looking north (45')



Proposed: Kent Ave., BK (60')



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)



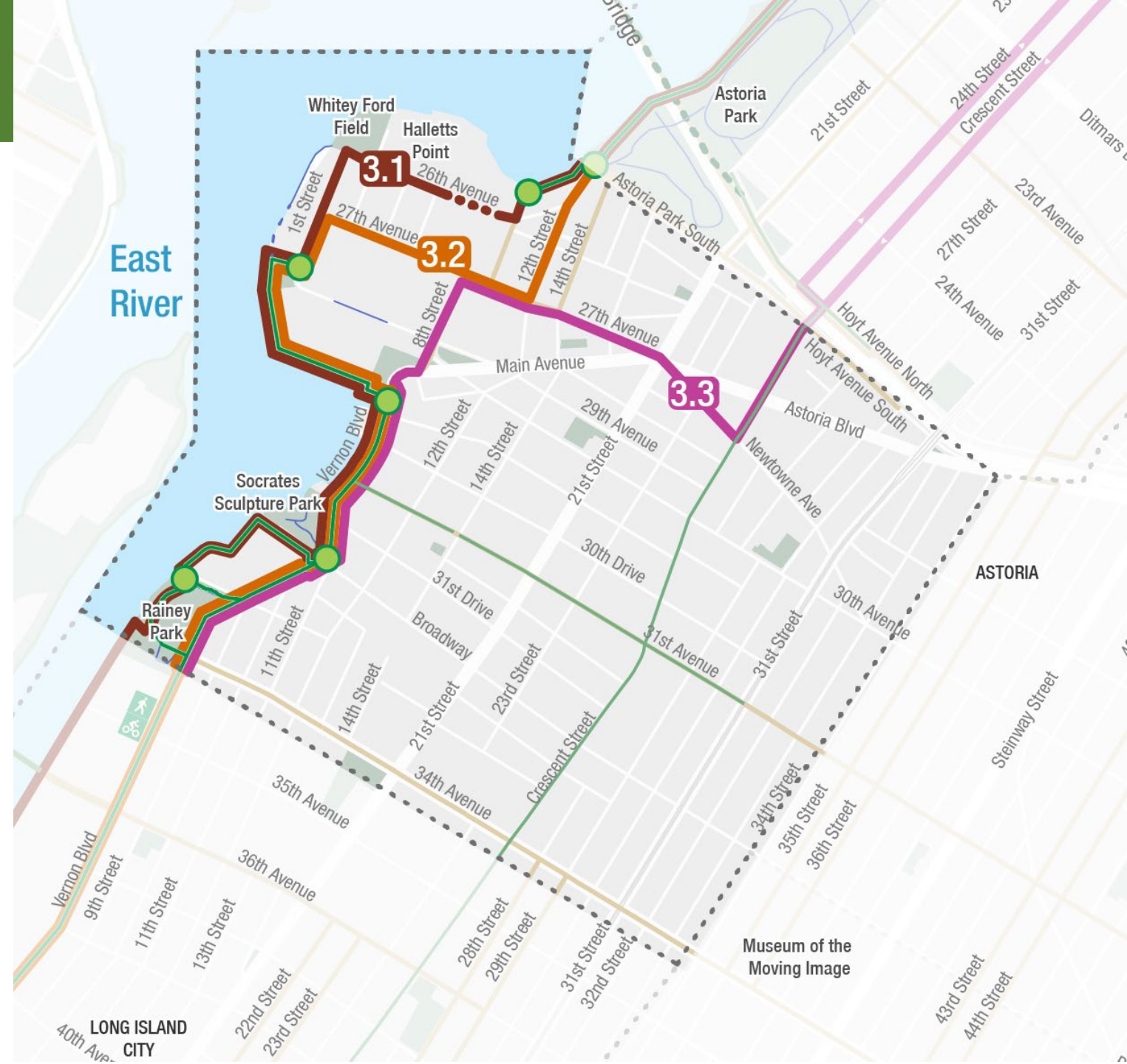
2.2 Vernon Blvd. –

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.



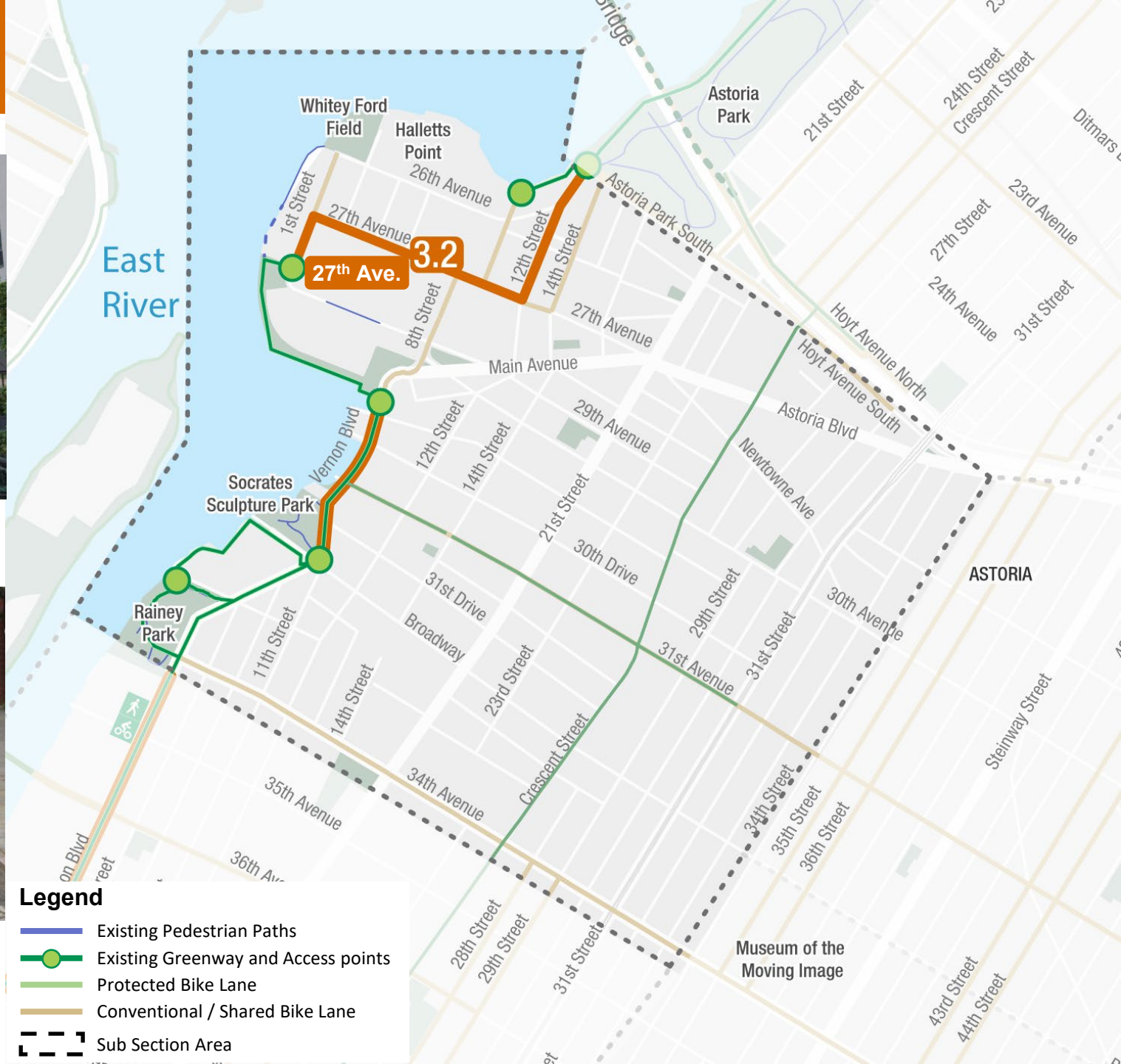
3.2 1st to 27th Ave.



Existing: 27th Ave. at 4th St., looking west (50')



Proposed: St. Ann's Ave., BX (50')



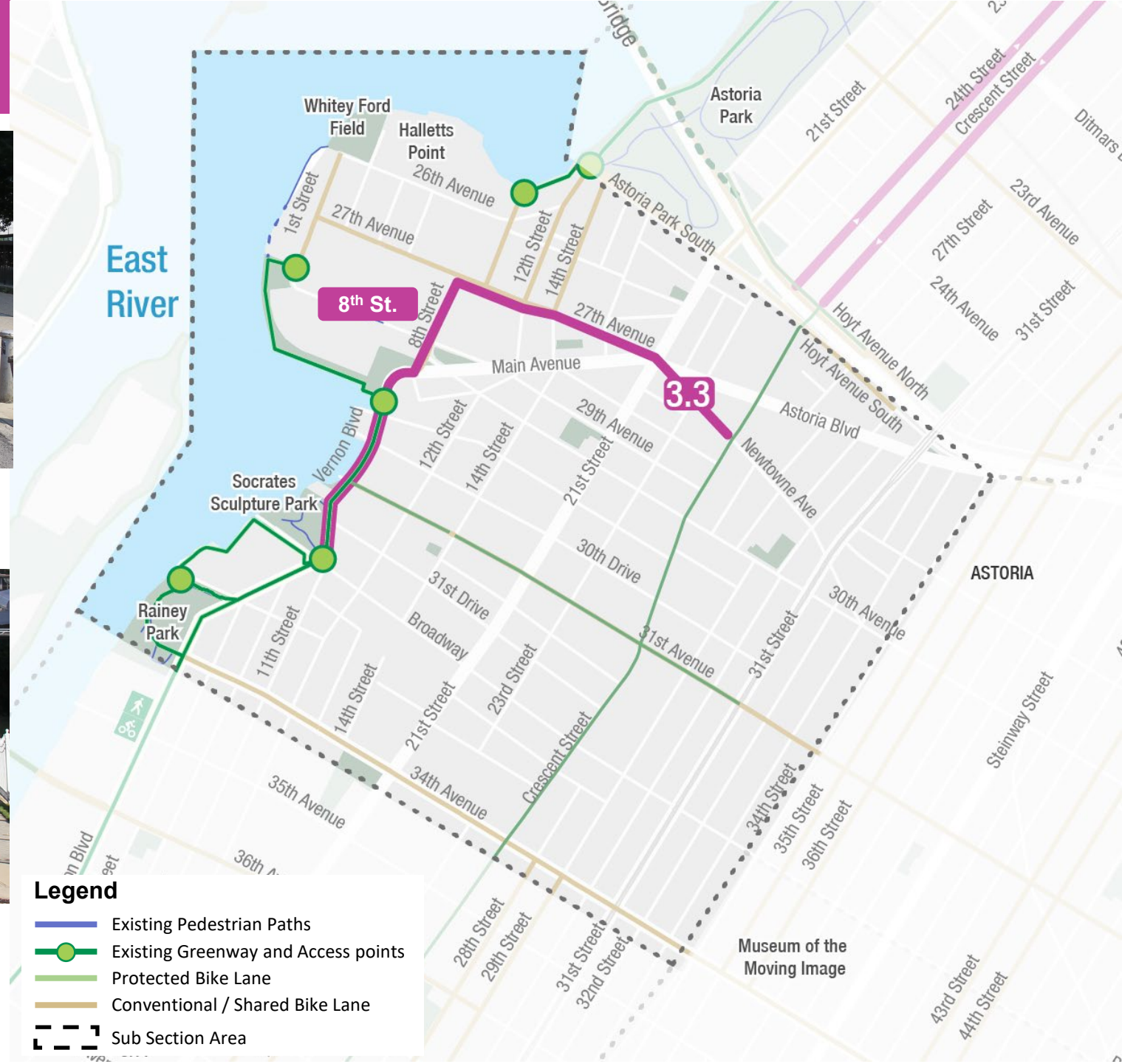
3.3 8th St. To 27th Ave.



Existing: 27th Ave. at 9th St., looking east (30')



Proposed: 27th Ave. & Butler St., Queens (30')



Legend

- Existing Pedestrian Paths
- Existing Greenway and Access points
- Protected Bike Lane
- Conventional / Shared Bike Lane
- Sub Section Area

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.

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



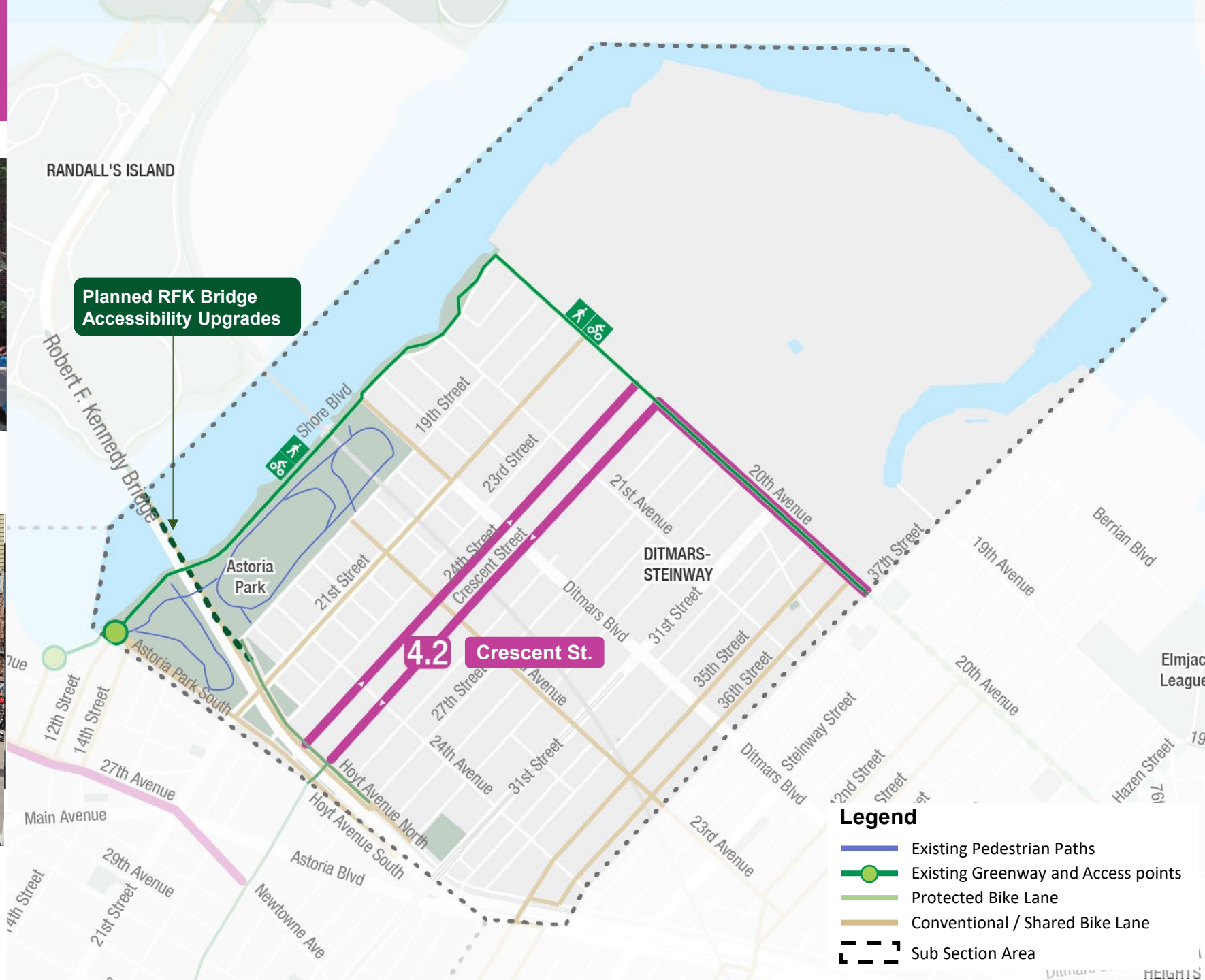
4.2 Crescent St.



Existing: Crescent St. at 24th Ave (28')



Proposed: 21st. St., BK (28')



Legend

- Existing Pedestrian Paths
- Existing Greenway and Access points
- Protected Bike Lane
- Conventional / Shared Bike Lane
- Sub Section Area

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

Section 5 Planned Greenway

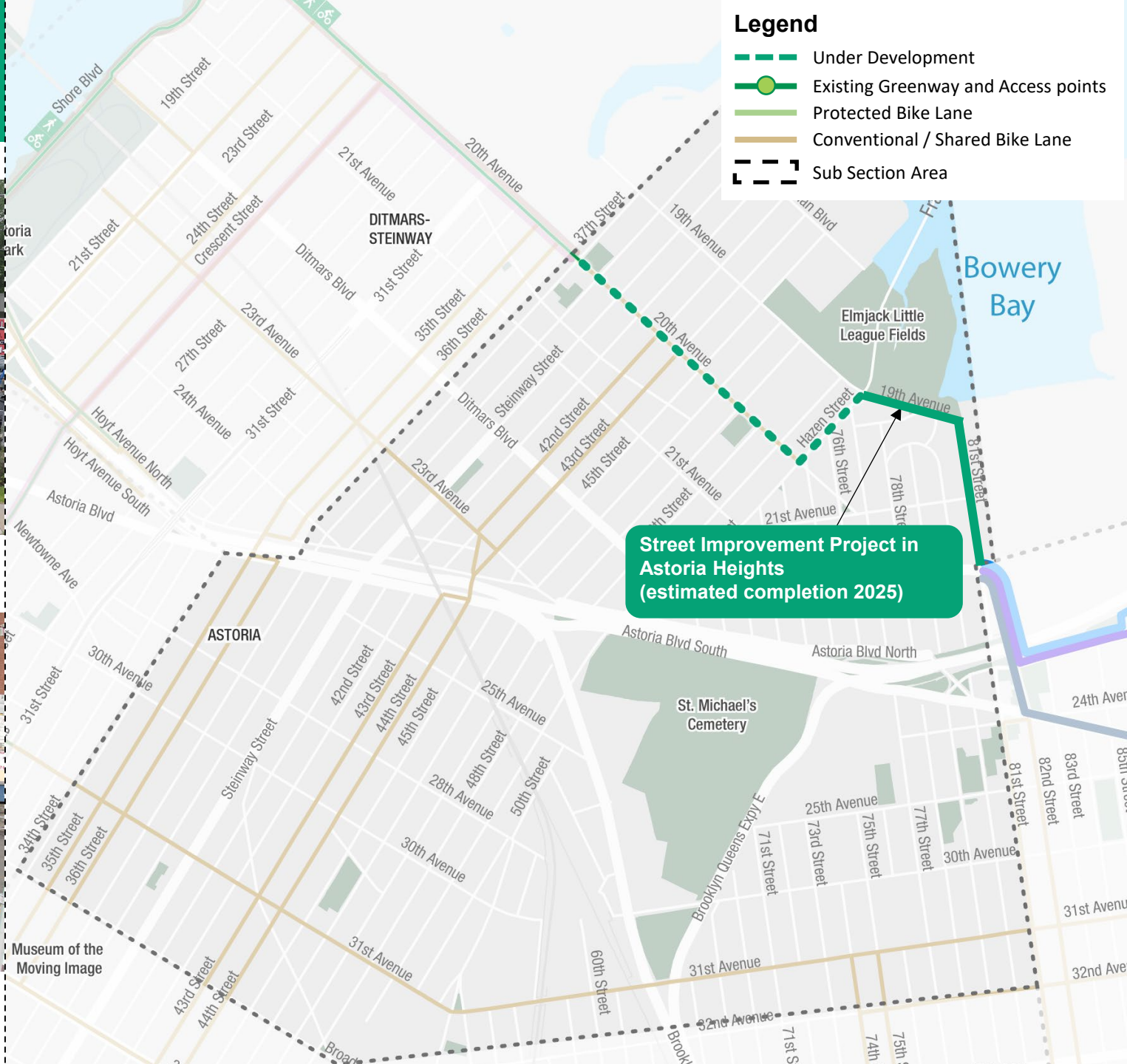
Astoria Heights Connection



Existing: View of 19th Ave., looking east (50')



Proposed: 20th Ave., looking west (50')



Break-out Groups (1 hour)

Tell us what you think!

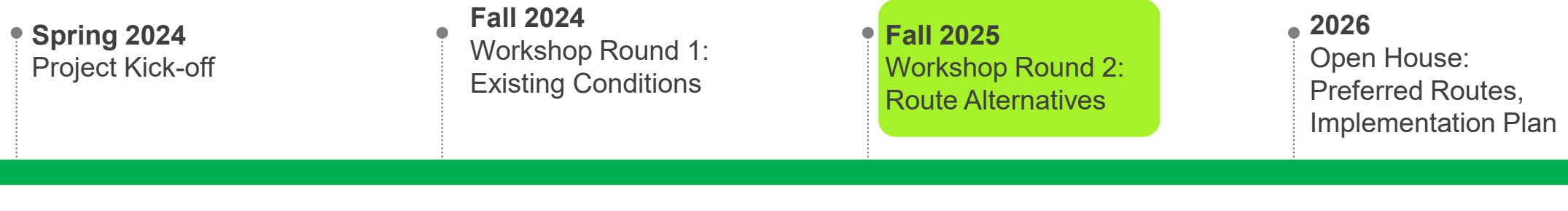


Report Back (15 mins)



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

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-feet-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)