



C H A P T E R S E V E N

CATEGORY 5, PUBLIC USE AND ENJOYMENT

INTRODUCTION AND ISSUES IDENTIFICATION

Jamaica Bay is the largest natural area in New York City, and presents some of the best opportunities for wildlife viewing, recreation, and outdoor education within the City limits, a natural respite within an extensively urban environment. The area is a valuable resource for New York City residents, including 12,000 acres of bayside and island landscapes within the public, long-term protection of the NPS GNRA. The Bay is internationally renowned for its avian and fisheries habitats, and is a haven for fisherman, birders and naturalists of all manner and levels of sophistication. To many visitors, the intact beauty and wildness of the landscape is surprising, considering the juxtaposition to such a highly urbanized environment. Ensuring and enhancing public access, recreation, and enjoyment opportunities within Jamaica Bay's diverse natural, cultural, and scenic resources is an objective of this Plan. This must occur in ways that are environmentally sustainable, and do not harm sensitive habitat areas.

A major area of public access to the Bay including the water, marshes, and sandy beaches is available at GNRA, owned and operated by the NPS. It is estimated that GNRA's Jamaica Bay Unit hosts between 3 and 4 million visitors per year (by comparison, New York City's Central Park typically hosts about 25 million visitors annually). Visitors typically engage in hiking, biking, bird watching, picnicking, sightseeing, photography, and fishing. Boating on the Bay is also popular, although at times the use of personal watercraft on the Bay has been restricted due to health and environmental impact concerns. Boat wakes may also contribute to marsh erosion. Public pedestrian access to the Bay occurs at several programmed areas in the GNRA including Jacob Riis Park, Canarsie Pier, Fort Tilden Beach, Plum Beach and Jamaica Bay Wildlife Refuge, and informal footpaths along the perimeter. The access provided by the above sites is easily reachable by residents in the western and southern neighborhoods of the watershed such as Mill Basin, Mill Island, Marine Park, Bergen Beach, Canarsie, Sheepshead Bay, Neponsit, Belle Harbor, Seaside, Breezy Point, and the Rockaways.

There are other areas along the shoreline, comprising approximately half of the Bay, where public access is restricted due to property ownership, the presence of hazards, and lack of amenities including parking and trails. Few subway lines reach as far as the Jamaica Bay watershed and existing bus routes are often slow or hard to access by pedestrians. Southeastern Queens, in particular, has been identified as an area with limited public access. Limited bus service and no subway access is available in this area. On a positive note, bicycle and pedestrian-friendly greenways have been planned, including a loop around Jamaica Bay. Beginning phases have provided the implementation of much of the northern part of the loop and the east and west cross-bay loop segments. The Greenway loop connects Southeastern Queens to the waterfront and to the rest of the City's greenway infrastructure (see Figure 7.1 Public Access). Despite the popularity of GNRA, public access to the shoreline areas and open waters of the Bay could be greatly enhanced.

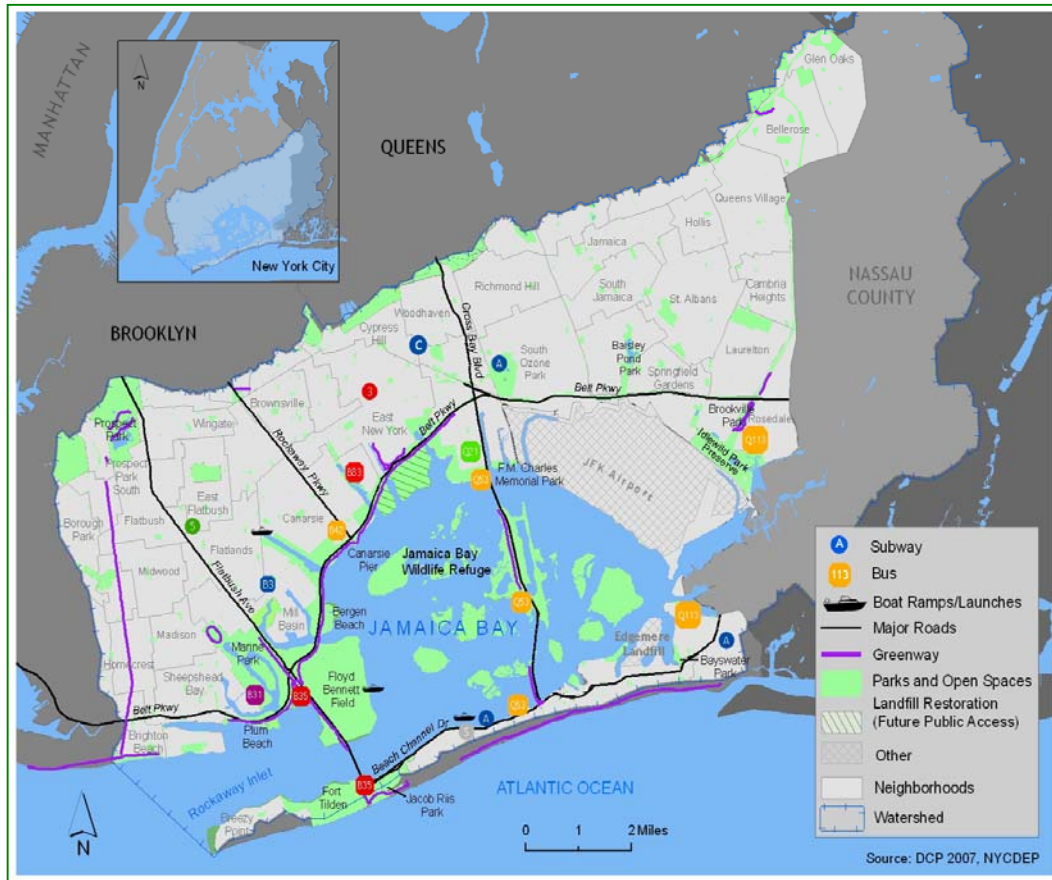


FIGURE 7.1 Public Access to Jamaica Bay; Source: NYCDEP

Public access to portions of the Bay is limited largely as a result of barriers that have been constructed along or adjacent to the shoreline of the Bay. The pressures of urban expansion and population growth in Brooklyn and Queens, including the Rockaways, have led to residential, commercial, industrial, and transportation infrastructure running along the perimeter of the Jamaica Bay estuary. The Belt Parkway is one such obstacle that acts as a 20 mile divide between the Bay and its adjacent landscapes, particularly for residents on the north side who cannot easily cross the Parkway to access the Bay. Large properties located directly on the Bay that are privately owned or not designated for public uses also act as a barrier to public access. For example, JFK Airport in southeastern Queens prohibits public access due to strict security concerns associated with the airport. Finally, some of the Bay’s shoreline has been hardened or bulkheaded, limiting direct public access to the waters of the Bay.

Boating access for the general public is also limited. While private boating access can be achieved at one of the many marinas located around the perimeter of the Bay (including Dead Horse Bay, Sheepshead Bay, Shellbank Creek, Mill Basin, East Mill Basin, Paerdegat Basin, Shellbank Basin, Motts Basin, Little Bay, Broad Channel, and several others along Rockaway), public boating access is very limited and only a few public boat launches exist within the Bay. In addition, public access to recreational activities such as fishing, hiking, biking, picnicking, bird watching, photography, etc. is currently restricted to areas designated as New York City or State Parks (see Volume 1, Chapter 5) or areas within the GNRA (parts of Floyd Bennett Field, Breezy Point, Canarsie Pier, Dead Horse Bay, Fort Tilden, and Jacob Riis Park).



Beach at Jacob Riis Park; Source: NPS

The implementation of potential management strategies included in other categories of this *Jamaica Bay Watershed Protection Plan*, particularly Category 1: *Water Quality* (see Volume 2, Chapter 3) and Category 2: *Restoration Ecology* (see Volume 2, Chapter 4), would have ancillary benefits for the public use and enjoyment of landscapes in the Jamaica Bay watershed by improving water quality and ecosystem health in these areas. Shell fisheries were closed to the public in 1921 as the result of elevated pathogen concentrations in the shellfish harvested from the Bay and have never reopened. Fishing is limited or restricted due

to the presence of toxins in certain finfish populations. Swimming is limited by elevated levels of pathogens in the tributary basins, as well as a lack of water clarity due to extensive eutrophication throughout the estuary. Neighboring residents and businesses often report bad odors at the head of tributary basins that receive sediments and waters from CSOs as well as the presence of floatable debris and litter along the shorelines, in wetlands, and along the upland buffers.



Shoreline Fishing at GNRA; Source: NPS

There are opportunities to enhance the public use and enjoyment values of these natural resources. This should be done in a coordinated manner that facilitates greater understanding of ecological processes, inspires environmental stewardship, and provides enjoyment to residents and visitors alike. The upland and waterside landscapes of the Jamaica Bay watershed have become severed. By reestablishing connections between the upper watershed and the estuary, both ecologically and recreationally, essential links can be recreated. Additionally, enhancing public access to natural landscapes in the upper portions of the watershed is also important.

One of the best ways to secure public support for Plan implementation strategies is to viscerally engage citizens in the aesthetic experience of Jamaica Bay. Through their personal participation, citizens are not only more receptive to educational lessons but also, and much more importantly, able to find their own reasons to care about the landscape, advocate for the preservation of the Bay, and become connected to the watershed.



OBJECTIVE 5A: INCREASE PUBLIC ACCESS TO JAMAICA BAY.

Current Programs

A *New York City Comprehensive Waterfront Plan* (1993) and the *New Waterfront Revitalization Program* (1992) developed by the NYCDCP provide specific goals to increase the amount of public access to New York City's waterfront areas. The existing document *A Greenway Plan for New York City* (1993) developed by NYCDCP is responsible for the 350-mile greenway system currently being constructed throughout New York City. This plan articulates a lengthy, spatially extensive greenway through bayside lands (on the northern and western edge of the Bay) with plans for future segments to create a continuous loop around the Bay from Plumb Beach, northwest to Spring Creek Park, south through Cross Bay to Rockaway Park (this portion is an on-street trail), west to Jacob Riis Park, and returning north through Floyd Bennett Field.

NYCDOT and NYCDPR are in various stages of planning, designing and constructing multiple greenway projects within the Jamaica Bay watershed. Priority projects include portions of the Shore Parkway Bicycle Path and the Rockaway Gateway Greenway. Completed greenways projects include a portion of the Shore Parkway Path, Knapp to Pennsylvania Avenue (1997) and the Ocean Parkway Greenway (2004). The NYCDOT is also in the final stages of approval for federal grant money to implement additional greenways projects, entitled; "Citywide Greenways Connector and Access," and "Greenway Integration into the Streets." Some of these projects, upon construction, will improve public access within the watershed. NYCDOT connector streets coordinate with NYCDPR off-street greenways. For example, NYCDOT will be installing bike facilities along 157th Avenue via 84th Street to link to the northern loop of Gateway-Rockaway Greenway (also known as the Shore Parkway Pathland and Cross Bay Boulevard Greenway segments).

GNRA has been studying various alternatives that would enhance access on NPS properties, although the majority of considerations focus on vehicular access. When the Pennsylvania Avenue and Fountain Avenue Landfill restoration projects are completed, NYCDEP will cede these areas totaling approximately 400 acres to NPS for maintenance as passive recreational areas. NYCDEP is also in the process of designing the Ecology Park, a six-acre park adjacent to Paerdegat Basin that will showcase many of the ecosystems present within New York City and will enable a close-up view of these communities along Paerdegat Basin.

The USACE (2002) prepared conceptual restoration designs for eight high priority sites in and around Jamaica Bay. Five of these eight designs included various amenities for public access, such as interpretive features, hiking and bicycling trails and blinds for bird watching. The Ecology Park has been incorporated into the USACE's concept project for Paerdegat Basin. These designs were developed based on the results of the Jamaica Bay Ecosystem Research and Restoration Team, Final Report, March 2002 (Volumes I, II and III) (JBERRT 2002).

The Waterfront Park Coalition, an alliance of over 35 diverse non-profit organizations, proposed a number of projects that would revitalize and improve access to NYC's waterfront in *New York Waterfront Park Coalition* (2002). The proposed projects included for the Jamaica Bay waterfront are currently in various stages of development with funding commitments from a variety of governmental agencies including NPS, NYSDEC, DSNY, and NYCDOT and NYCDPR. Several community groups have taken steps to address the lack of public access to the Bay in southeastern Queens. The

SQPA completed a study on the lack of legal access in southeastern Queens; the study was used to request state funding to implement its findings. The EQA has designed a boat launch for the edge of Idlewild Park with NYCDPR and secured grant funding for its construction following NYSDEC approval. Although this boat launch will provide access to Thurston Basin, current plans do not include access to Jamaica Bay.



Management Strategy 5a1: Provide access and connections to the waterfront for neighborhoods most in need, based on consideration of current lack of access, population density, and physical barriers.

STRATEGY DESCRIPTION

Many residents who live in close proximity to the Bay do not use it as a resource because of the barriers to access and physical disconnection from the Bay. The Belt Parkway, JFK Airport, and other infrastructure girdles the Bay, disconnecting the shoreline area from the adjacent neighborhoods, particularly in southeastern Queens. The lack of natural area connections from the estuary to the upper watershed, typically provided by tributaries and riparian corridors in other watersheds but lacking in the Jamaica Bay watershed because the tributaries are piped, leads to a lack of awareness that there is a unique natural landscape in close proximity. Providing physical access points to more areas along the shoreline of the Bay and creating recreational and aesthetic connections between the estuary and the upper watershed would enable more residents to use and enjoy this resource. Plans have been developed for improvements to public access throughout the Jamaica Bay watershed.

EVALUATION OF MANAGEMENT STRATEGY

Environmental

The main environmental benefit of increasing public access is that when residents have increased contact with natural areas this translates to increased understanding of the importance of conservation. This will help residents to understand why these areas are important now and for generations to come.

Increased public access also provides important social benefits. The opportunity for exercise and peaceful contemplation provided by Jamaica Bay within easy access for many residents provides many health benefits. These benefits are important for all residents, young and old. Opportunities to interact with nature are thought to be especially important for children in terms of reduction of stress, attention-deficit disorder, anxiety, depression, and childhood obesity. Children who are given the opportunity to enjoy and interact with nature are more likely to become good environmental stewards in the future. As residents realize these social benefits, protection of the watershed and the Bay will be given a greater priority these residents' daily lives.



Belt Parkway Bicycle Access in Brooklyn; Source: NYCDOT

Technical

The Belt Parkway:

The Belt Parkway separates Jamaica Bay from most of the upper watershed. The Belt Parkway, also referenced to as Shore Parkway Path, is a minimum of 6 lanes wide where it crosses through Brooklyn and Queens. According to recent estimates by the NYSDOT, these sections of the Belt Parkway carry 135,000 – 140,000 vehicles per day. The entire Belt-Cross Island Parkway route was originally constructed with only six pedestrian overpasses. The Belt Parkway is currently the location of many infrastructure and safety improvements.

JFK Airport:

Although public access cannot be allowed through JFK Airport for security reasons, greenway connectors and purchase of land adjacent to JFK Airport have been proposed to increase access to the Bay in the Southeast Queens area. See *Implementation Strategies* below, for details.

The Rockaways:

The Rockaways are viewed by many to be so inconvenient to access that they never undertake the trip. For example, it takes over an hour on the A train to get to the Rockaway Peninsula. The NPS has been trying to change this view of the Rockaways. Two ways to make the Rockaways more accessible have been proposed – connection via ferry service to and from Manhattan and connection via a bicycle route to encircle the entire Bay. Details of these proposals are included in *Implementation Strategies*, below.



Rockaway Beaches;
Source: NYCDPR

Cost

A total of approximately \$10,063,000 in local, state, and federal funding has been allocated for Greenway connections discussed below. All dollar amounts discussed below are initial planning numbers and do not necessarily reflect final or current costs of the project.

Legal

If properties need to be acquired to implement greater access, legal issues may be triggered. Projects along the waterfront areas may also require NYSDEC permits. In New York City, the NYSDEC regulates all “adjacent areas” located within 150 feet of mapped tidal wetlands.

RECOMMENDATIONS

It is recommended that the city work with state, federal, and other entities to further pursue opportunities for enhancing public access to Jamaica Bay and informing residents of these opportunities, pending funding availability. Since space is a limiting factor throughout the Jamaica Bay watershed, many of the greenway plans discussed below are located adjacent to or within the right-of-way of the adjacent roadways. A coordinated, multi-agency approach to on-going management and maintenance of roadways, especially in areas of bridges, is essential to the continued development of pedestrian and bicycle-friendly access to the Bay. Involvement of a

number of agencies in the designing and planning phases of roadway projects would also avoid costly retrofitting for pedestrian and bicycle access in the future

IMPLEMENTATION STRATEGIES

The greenway and connector projects below are all in various stages of implementation by City agencies and include new greenway connections and improvements such as new sidewalks, bike paths, pedestrian ramps, improved entries/exits to in-park greenways, neckdowns or other safety features, and improved connectors and linkages between existing paths in adjacent areas and other parts of the watershed (see Figure 7.2). Depending on their specific locations these greenways may include some or all of the following: path/sidewalk construction, drainage improvements, pavement markings, tree plantings, entrance enhancements, intersection access improvements, striping, and signage. Each of the proposed projects is further described on the following pages.

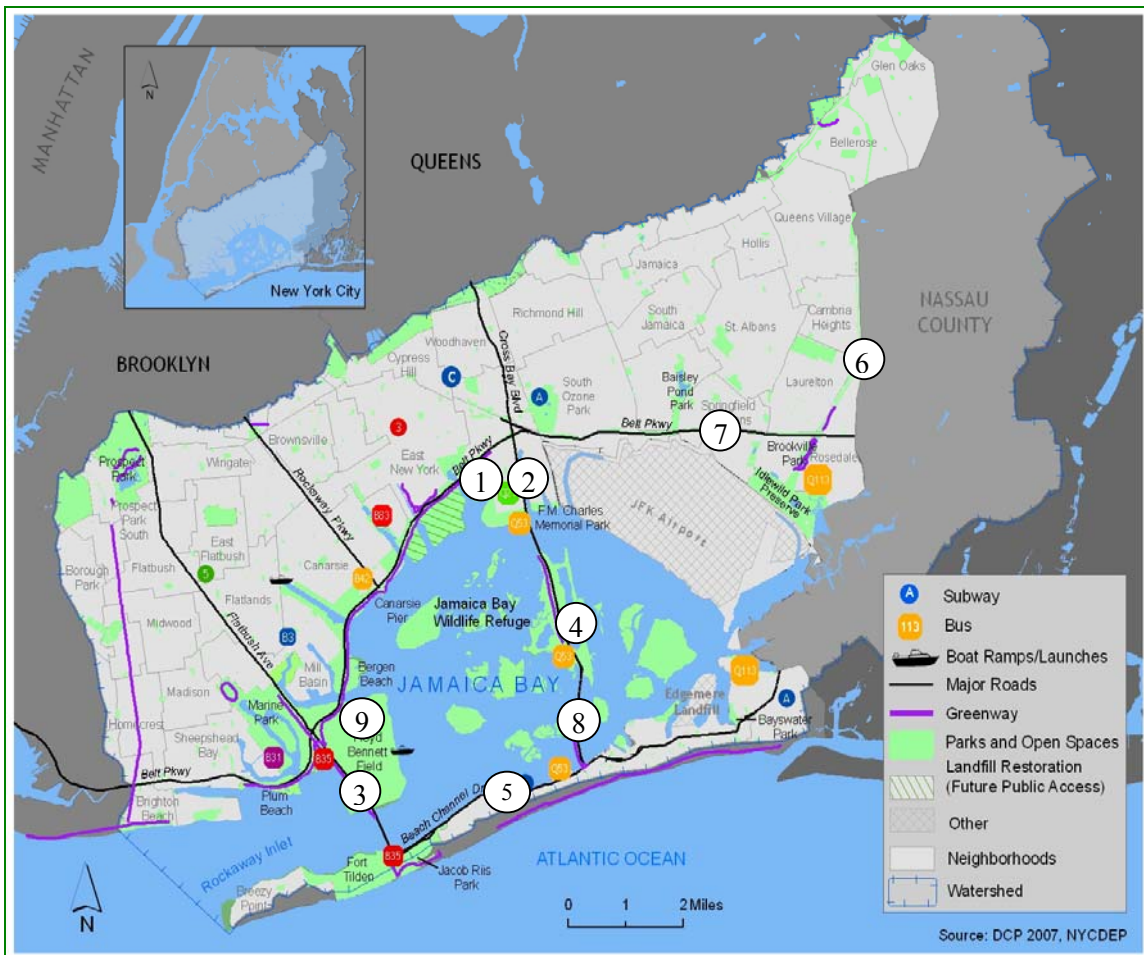


FIGURE 7.2 Public Access Areas to Waterfront and Proposed Improvements; Source: NYCDEP.

① Indicates Proposed Improvements to Public Access.



Greenway and Connector Projects

① Shore Parkway: Pennsylvania Avenue to 84th Street

This project is a section of the Rockaway Gateway Greenway, which would establish a continuous approximately 20-mile greenway loop around the Bay. When completed, the loop will connect Floyd Bennett Field, Fort Tilden, Jacob Riis Park, and the Jamaica Bay Wildlife Refuge, providing bike and pedestrian access around the Bay, across bridges and to the Rockaway's ocean beaches. Much of the trail along the Shore Parkway was built at the time the roadway was originally created however, the trail exists in the form of interrupted pathways. Although no additional access is proposed from the upland communities, the proposed improvements and additions to the greenway route will facilitate connections to existing access points.

Schedule: Construction was started in April 2007 and is anticipated to be completed during 2007.

Cost: The cost for this portion of the Shore Parkway Path is estimated to be \$2,574,000.

② Shore Parkway Path: 84th Street to JFK Airport

This project will accomplish two goals – to implement a new segment of the Rockaway Gateway Greenway loop, discussed above, and to provide improved connections to JFK Airport.

Schedule: To be determined.

Cost: The cost for this portion of the Shore Parkway Path is estimated to be \$1,500,000. Federal Enhancement Funding in the amount of \$1,200,000 has been provided. An additional \$300,000 in matching funds is required.

③ Rockaway/Gateway Greenway: Flatbush Avenue

Proposed activities within this section of the Rockaway/Gateway Greenway include improvements to access at eight Belt Parkway ramps, to install controls and allow pedestrian/cyclist flow between Brooklyn residential and commercial areas to the GNRA's Floyd Bennett Field and Jacob Riis Park.

Schedule: This project was mostly completed in 1998. However, improvements to pedestrian access and connections to other portions of the greenway are needed.

Cost: To be determined.

3a Rockaway/Gateway Greenway: Spring Creek Portion (not shown on map)

This portion of the Rockaway/Gateway Greenway will connect the Shore Parkway Path section described above with the Cross Bay Boulevard portion, described below.

Schedule: Planning phase is ongoing. Final placement of the trail is still being discussed.

Cost: To be determined.



④ Rockaway/Gateway Greenway: Cross Bay Boulevard

This portion of the Rockaway/Gateway Greenway will likely consist of mostly roadside paths due to concerns regarding nesting bird habitat.

Schedule: Construction is mostly complete. Improvements such as landscaping work are required. Landscaping is important in this section of the greenway due to nesting bird habitat concerns.

Cost: Costs for landscaping and other improvements to be determined.

⑤ Rockaway/Gateway Greenway: Rockaway Boulevard along Beach Channel Drive

This portion of the Rockaway/Gateway Greenway will provide bicycle access to the Rockaway Peninsula and will provide a connection between the Rockaways and Riis Park. Logistical issues including traffic safety, flooding, and infrastructure improvements to the existing roadway at Riis Park must be addressed prior to construction.

Schedule: No proposed start date. Final placement of the trail is still being discussed.

Cost: To be determined.

⑥ Laurelton and Cross Island Parkway Greenways

NYCDOT and NYCDPR are planning and designing this 22-mile path through parkland located adjacent to the roadways. This route will provide a link from the Brooklyn/Queens Greenway system, through the upper Jamaica Bay watershed area, to the Southern Parkway Greenway (discussed below) and to the waterfront in the Southeast Queens area.

Schedule: The Phase I section between 147th and 135th Avenues was completed in 2006. Construction of Phase II, between 135th Ave. and 100th Dr., is pending acquisition of additional funding.

Cost: The Phase I Section cost was \$895,000. Phase II projected cost is \$3,420,000. To date, \$2,000,000 in Federal Enhancement Funding has been obtained. An additional \$1,420,000 is needed to complete the project.

⑦ Southern Parkway Greenway and Conduit Boulevard

This greenway will connect to the Brooklyn/Queens Greenway via the Laurelton Greenway (discussed above) and continue east out of the Jamaica Bay watershed through Nassau County and west to the Rockaway/Gateway Greenway (discussed above).

Schedule: This project has not been implemented. Design and construction are pending acquisition of additional funding.

Cost: To be determined. This project is currently unfunded.



⑧ Far Rockaway North Shore Greenway

This proposed trail could connect communities in Far Rockaway with the Rockaway/Gateway Greenway around Jamaica Bay (discussed above). It would also link together Somerville Basin, Conch Basin, North Basin, and several proposed parks that lie adjacent to public housing projects in the vicinity of these basins.

Schedule: The U.S. Department of Housing and Urban Development (HUD) is currently moving forward with public housing improvements in this area, including recreational and waterfront access opportunities.

Cost: To be determined. NYCHA has expressed an intention to work with public agencies and local organizations to secure funding for these improvements.

Other Waterfront Access Projects

⑨ Floyd Bennett Field/Gateway National Recreation Area

NPS has identified numerous capital improvement projects within the GNRA, including rehabilitating Park visitor centers and stabilizing the nine historic hangars at Floyd Bennett Field.

Schedule: Capital improvements are in planning and design. No final schedule available.

Cost: \$30 million. Contingent on securing congressional funding.

OBJECTIVE 5B: INCREASE PUBLIC ACCESS TO A WIDER RANGE OF LANDSCAPE TYPES IN THE UPPER WATERSHED IN ORDER TO EXPAND THE PUBLIC’S UNDERSTANDING OF THE INTERCONNECTIVITY OF THE ENTIRE JAMAICA BAY WATERSHED.



Recreational Opportunities in the Upper Watershed;
Source: NPS

Current Programs

In addition to proposed greenways along the Bay, the current NYCDOT and NYCDCP *New York City Bicycle Master Plan* and *A Greenway Plan for New York* includes some smaller, isolated greenway segments throughout the upper watershed. These Plans also articulate a series of on-street bike trails that connect discrete public landscapes with one another, connect discrete public landscapes and greenways, and connect greenways with one another. While funding continues to be identified and allocated toward greenway development, NYCDOT, NYCDPR, and NYCDCP are currently undertaking project planning and development to identify gaps in the current New York City greenway network.

These projects will increase the integration of the thriving perimeter greenways into the City’s urban street network, including arterials, retail corridors, and transit-oriented development corridors. Such improvements may include signage and markings for delineating greenway use, sidewalk installation, path paving, greenway extensions, intermodal bike facilities, traditional and innovative pedestrian and

bicycle facilities, street tree planting and landscape improvements, and weekly street openings throughout the city. The 40-mile long Brooklyn Queens Greenway extends from the Atlantic Ocean at Coney Island in Brooklyn to Fort Totten on the Long Island Sound in Queens, passing through 13 parks, two botanical gardens, the New York Aquarium, the Brooklyn Museum, the new Hall of Science, two environmental education centers, four lakes, and numerous ethnic and historic neighborhoods.

PLANYC 2030, a comprehensive plan to achieve sustainability for New York City’s future, includes an initiative to increase the number of accessible parks throughout New York City. The goal of this initiative is to ensure that all New Yorkers from every neighborhood live within a 10 minute walk of a park. Implementation of this plan will include the opening and/or renovation of many school playgrounds for use as public parks after school hours. Proposed improvements to Highland Park and Rockaway Beach are also part of the initiative.

The CENYC also includes an open space component. The Open Space and Greening (Greening) program empowers people in neighborhoods to create, manage, and sustain community gardens. Greening has helped transform vacant land into open spaces where citizens can work together. The project includes a community garden mapping project that enables residents to access locations of all community gardens associated with Greening. Other resources provided by CENYC include the Grow Truck, a vehicle which traverses all five boroughs to deliver garden tools, plants, and horticultural advice, and the Greenmarket programs, which coordinates farmers markets for growers of local produce throughout the city.



Management Strategy 5b1: Build upon the existing New York City Bicycle Master Plan and A Greenways Plan for New York City to establish landscape connectivity within the watershed.

STRATEGY DESCRIPTION

A greenway is defined as, “a multi-use pathway for non-motorized transportation along natural and manmade linear spaces such as rail and highway rights-of-way, river corridors, waterfront spaces, parklands and, where necessary, city streets NYCDPR. This management strategy seeks to leverage existing greenways, bikeways, and plans in ways that enhance public access to restored natural landscapes and habitats



Bicycle Path on Ocean Parkway, Brooklyn; Source: NYCDPR

that contribute to the health of Jamaica Bay and a sustainable watershed. In essence, the strategy proposes the use of greenways as connections between fragmented landscapes within the watershed.

EVALUATION OF MANAGEMENT STRATEGY

See Potential Management Strategy 5a1 for environmental and legal issues associated with this strategy. See costs under *Implementation Strategies* below.

RECOMMENDATION

It is recommended that the City work with state, federal, and other entities to further pursue opportunities for enhancing connections between diverse landscapes and natural areas throughout the Jamaica Bay watershed and informing residents of these opportunities, pending funding availability

IMPLEMENTATION STRATEGIES



Highland Park; Source: NYCDPR

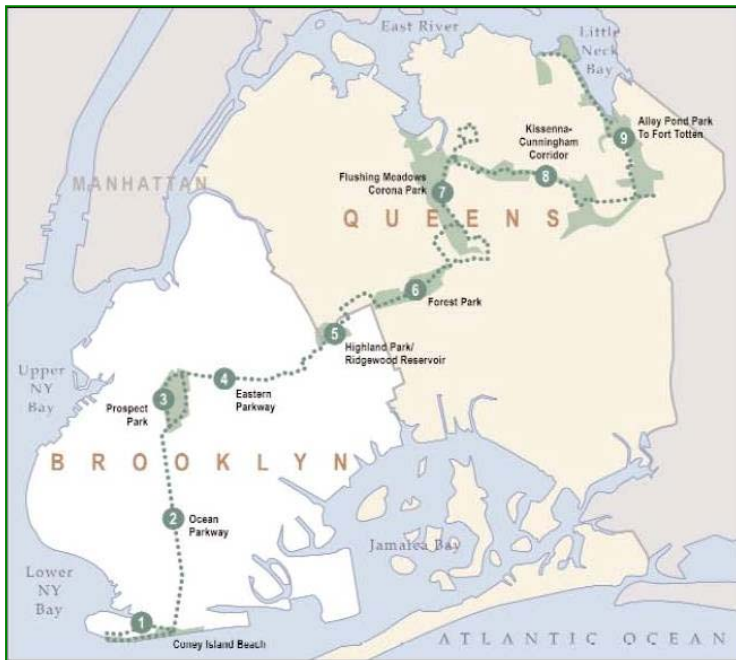


FIGURE 7.3 Brooklyn/Queens Greenway System;
Source: NYCDPR

based on a thorough review of appropriate destinations. “Parks” were cited as one of the major destinations during the Bicycle Master Plan design process. The Greenway Plan for New York City also seeks to connect existing parks, open spaces and the waterfront via existing natural or man made corridors. The Brooklyn Queens Greenway traverses and connects a number of parks and significant cultural locations within the upper watershed (see Figure 7.3). There are currently significant planning efforts to provide connectivity between natural destinations within the upper watershed as well as connections to the waterfront.

Implementation of additional greenways will involve work with stakeholders to identify connections, infrastructure requirements, improvements to public amenities (including educational signs and displays), and funding sources for the continued management and maintenance.

Brooklyn/Queens Greenway-Queens

The current *Greenway Plan for New York City* (NYCDEP, 1993) and the *NYC Master Bicycle Plan* (NYCDPR, 1997) includes over 900 miles of on and off street routes within the city. This planning is comprehensive in nature and is



This project includes the portion of the Brooklyn/Queens Greenway that runs through the Jamaica Bay watershed. The project will include actions such as installing landscaping and street trees; installing bike racks, and marking bike facilities. Traffic signals, new crosswalks, and bike lane striping may also be a part of this project. This project will overlap with other greenway integration projects, some of which are discussed in Management Strategy 5A.

Schedule: The segment known as the “Eastern Parkway Extension: Brooklyn Queens Greenway” between Eastern Parkway at Buffalo Avenue and Highland Park is under design. This greenway link is scheduled to be trail blazed with greenway signs for both pedestrians, who will be using sidewalks, and cyclists, who will follow new bicycle markings in the streets. Projected completion date is June 2010.

Cost: To be determined.

Greenstreets Program

NYCDPR is establishing an enhanced Greenstreets Program under PLANYC 2030. See Management Strategy 3b1 for more information.

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