

NYC DOT Adopt A Greenway Segment Descriptions

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Greenway Segments

The greenway is organized into greenway segments that are named for street or geographic location. See the Greenway Segments for Adoption table (below) for location and length of each segment of the greenway.

Greenway segments differ greatly in amount of sidewalk, bike lanes, landscaped area, public art, street furniture, and other design features.

Counts for street furniture, street lighting traffic control devices, landscaping and other features were deemed accurate via walk through on 11/18/2013.

Any upgrades or changes should be brought to the attention of DOT Adopt a Greenway.

West Street Greenway Segment

0.94 linear miles

Greenway to be added when capital project completed



Segment Description

West Street between Eagle Street & Quay Street

0' to 15' wide west sidewalk

2-way signed route, no street markings

Cayler Street between Franklin Street & West Street

10' to 15' wide north sidewalk

1-way signed route, no street markings

Quay Street between Franklin Street & West Street

10' to 15' wide south sidewalk

1-way signed route, no street markings

Franklin Street between Cayler Street and North 14th Street

5' wide sidewalk

5' wide grass planting strip

Two 5' wide bike lanes

Overview

The sidewalk width varies along this segment from 15' to nonexistent in some areas, and is not accessible on some blocks where construction is present.

On West Street the bike route is signed on-street, and allows for 2 way travel along with vehicular traffic. Cayler Street and Quay Street serve as the west bound and east bound connections, respectively, as they are one way for vehicular traffic. There are no street markings for bicycles on these three streets. The bike route on Franklin Street consists of two marked 5' bike lanes, travelling in the same direction as vehicular traffic.

Connecting the Pulaski Bridge to Long Island City, Queens, this greenway segment is the waterfront route through Greenpoint. It provides access and connections to WNYC Transmitter Park at Greenpoint Avenue, and the Greenpoint/India Street East River Ferry Terminal.

The adjacent properties are mostly of industrial manufacturing uses, although there are also a few walk-up multifamily residences, larger apartment buildings and small businesses present. Some of the vacant and industrial lots border the greenway with fences.

Stewardship of this segment includes:

Sidewalks along the bike route from curb to property line. All traffic control devices and street furniture present along this path, and landscaping features that are not maintained by adjacent residences or property owners.

Segment Specific Considerations

Overgrowth of vegetation passes through from portions of the segment bordered by fence and presents potential obstruction of the pathway. This should be trimmed to the fence line as necessary.

The on-street portion of this greenway is accessible by DSNY street cleaning and snow plowing.

Some tree beds and planters along this segment are actively maintained by the adjacent property owners and will not require additional maintenance.

Many hydrants along this route are not functional, and may not be relied upon for water use.



**Franklin
Street at
Quay Street.**
West Street
Greenway

West Street Greenway Segment Features

Landscaping Features

Tree Beds	37
Planters	3
Planting Strips	1

Street Furniture

City Benches	-
Waste Receptacles	-
Street Lighting	

Traffic Control Devices

Traffic Signal	
Pedestrian Signal	
Concrete Barrier	-
Concrete Barrier with Metal Fencing	-
Flexible Delineator	-
Bell Bollards	-
Flexible Bollards	-
Quick Curb	-

Signs

Greenway Medallion	18
Adopt a Greenway	
Way finding Guide Sign	1
Bike Route Sign	17

Bicycle Facilities

City Racks	-
Citi Bike Stations	-

Other Features

Barrier Beautification murals	-
Bus Stops	-
Hydrants	17
Catch Basins	24

Kent Avenue North Greenway Segment

0.98 linear miles



Segment Description

Kent Avenue between North 14th Street & South 5th Street

10' wide west sidewalk

8' wide parking protected 2-way bike lane, adjacent to sidewalk

2' wide buffer separating bike lane from vehicular traffic

Overview

A two-way parking protected bike path is a main feature of this heavily trafficked greenway corridor. This segment of the greenway provides access to the Williamsburg Bridge as a crossing to the Lower East Side of Manhattan and the N.6th St./N. Williamsburg East River Ferry Terminal. It is a connection to open space as it passes Bushwick Inlet Park, East River State Park, Grand Ferry Park as well as a temporary dirt bike park between South 4th Street and South 3rd Street.

The adjacent properties include many blocks of industrial and manufacturing use, large mixed residential and commercial buildings, some multifamily residences, and small commercial uses.

Stewardship of this segment includes

Sidewalk from the west curb to property line, the 2-way bike lanes, and the buffer. All traffic control devices and street furniture present along this path, and landscaping features that are not maintained by adjacent residences or property owners.

Segment Specific Considerations

Construction at the Domino Sugar Factory site at 316 Kent Avenue (between South 5th Street and Grand Street) results in a temporary walking path and bike lanes in the roadway, protected by wooden barriers and flexible delineators. These temporary features should be monitored for good repair and safety. Construction is expected to be completed in 2023.

DPR has installed guide signs providing wayfinding to the East River Ferry from this greenway segment. DPR guide signs are green and oval in shape. Any damage should be reported to DPR.

Some tree beds along this segment between North 7th Street and North 3rd Street are actively maintained by the adjacent property owners and will not require additional maintenance.

The on-street portion of this greenway is accessible by DSNY street cleaning. Snow removal may be required in the parking protected bike lanes.

Kent Avenue North Greenway Segment Features

Landscaping Features

Tree Beds	40
Planters	-
Planting Strips	-

Street Furniture

City Benches	-
Waste Receptacles	4
Street Lighting	33

Traffic Control Devices

Traffic Signal	11
Pedestrian Signal	17
Concrete Barrier	-
Concrete Barrier with Metal Fencing	-
Flexible Delineator	-
Bell Bollards	-
Flexible Bollards	-
Quick Curb	-

Signs

Greenway Medallion	8
Adopt a Greenway	
Way finding Guide Sign	4
Bike Route Sign	8

Bicycle Facilities

City Racks	17
Citi Bike Stations	-

Other Features

Barrier Beautification murals	-
Bus Stops	-
Hydrants	3
Catch Basins	19



- Typical design of Kent Avenue North Greenway Segment.



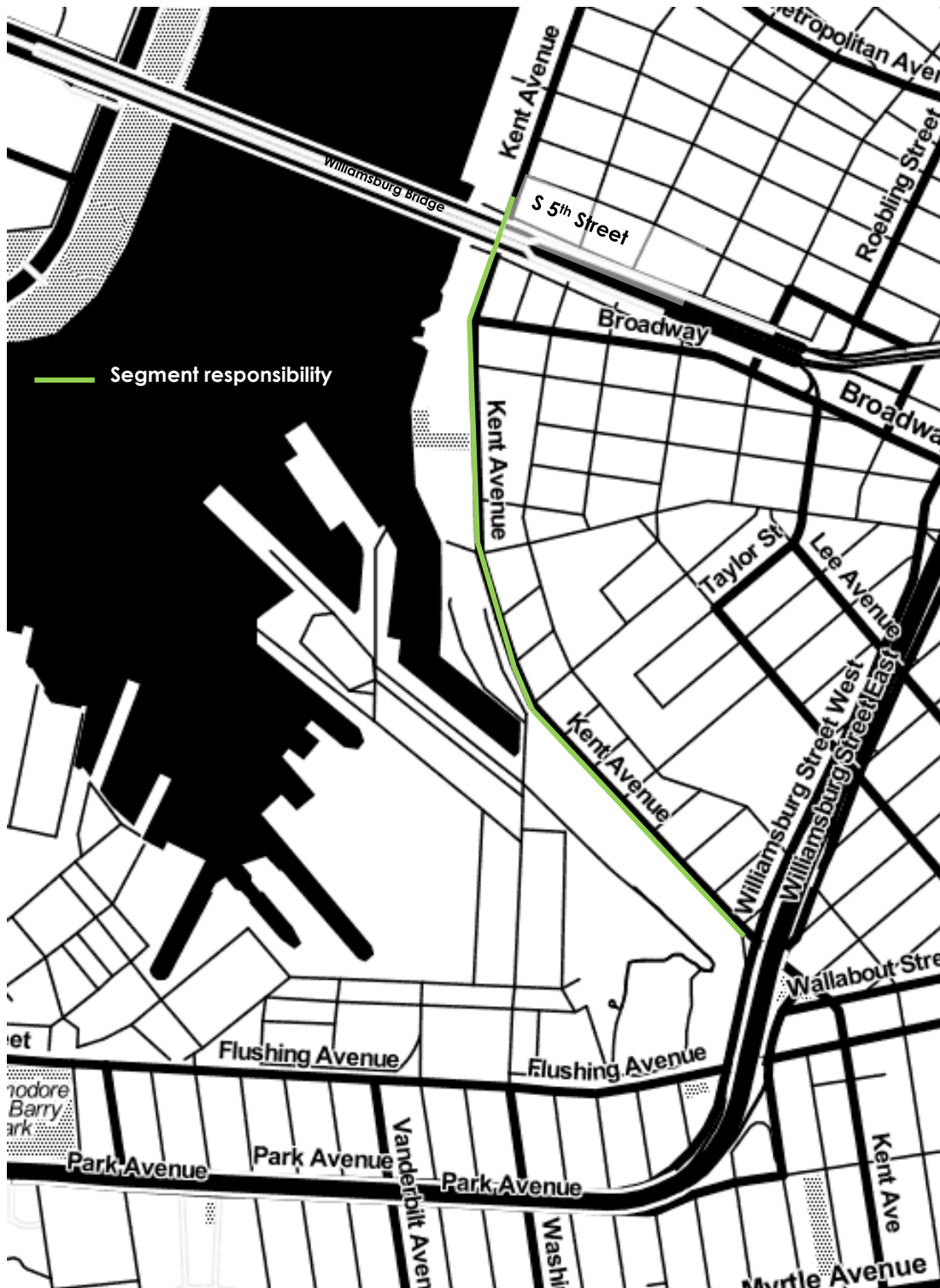
Clockwise:

- Two-way bike path on Kent Avenue.
- Construction between Grand Avenue and South 5th Street is expected to be completed in 2023.
- Kent Avenue at South 4th Street



Kent Avenue South Greenway Segment

0.95 linear miles



Segment Description:

Kent Avenue between South 5th Street & Clymer Avenue

10' wide west sidewalk

8' wide parking protected 2-way bike lane, adjacent to sidewalk

Kent Avenue between Clymer Street and Williamsburg Street West

17' wide west sidewalk

8' wide protected 2-way bike lane, adjacent to sidewalk

2' wide buffer separating bike lane from vehicular traffic

Overview

South of the Williamsburg Bridge, the continuation of this greenway corridor is a sidewalk and an adjacent 2-way parking protected lane.

This segment of the greenway provides access to the Williamsburg Bridge as a crossing to the Lower East Side of Manhattan. The Schaeffer Landing/S. Williamsburg East River Ferry Terminal is at South 9th Street.

The adjacent properties include a few blocks of industrial and manufacturing use, many 1 and 2 family residences, and some multifamily residences. The entire adjacent property south of Clymer Street is owned by the Department of Business. Many active and inactive driveways that cross the greenway are present here.

Stewardship of this segment includes:

The west sidewalk from property line or fence line to the curb, the adjacent bike lanes and, where present, the buffer. All traffic control devices and street furniture present along this path, and landscaping features that are not maintained by adjacent residences or property owners.

Segment Specific Considerations

Overgrowth of vegetation passes through from portions of this segment bordered by fence and presents potential obstruction of the path. This should be trimmed to the fence line as necessary.

The on-street portion of this greenway is accessible by DSNY street cleaning. Snow removal may be required in the parking protected bike lanes.

Kent Avenue South Greenway Segment Features

Landscaping Features

Tree Beds	8
Planters	-
Planting Strips	-

Street Furniture

City Benches	-
Waste Receptacles	-
Street Lighting	26

Traffic Control Devices

Traffic Signal	15
Pedestrian Signal	22
Concrete Barrier	-
Concrete Barrier with Metal Fencing	-
Flexible Delineator	-
Bell Bollards	-
Flexible Bollards	-
Quick Curb	-

Signs

Greenway Medallion	10
Adopt a Greenway	-
Way finding Guide Sign	1
Bike Route Sign	5

Bicycle Facilities

City Racks	-
Citi Bike Stations	-

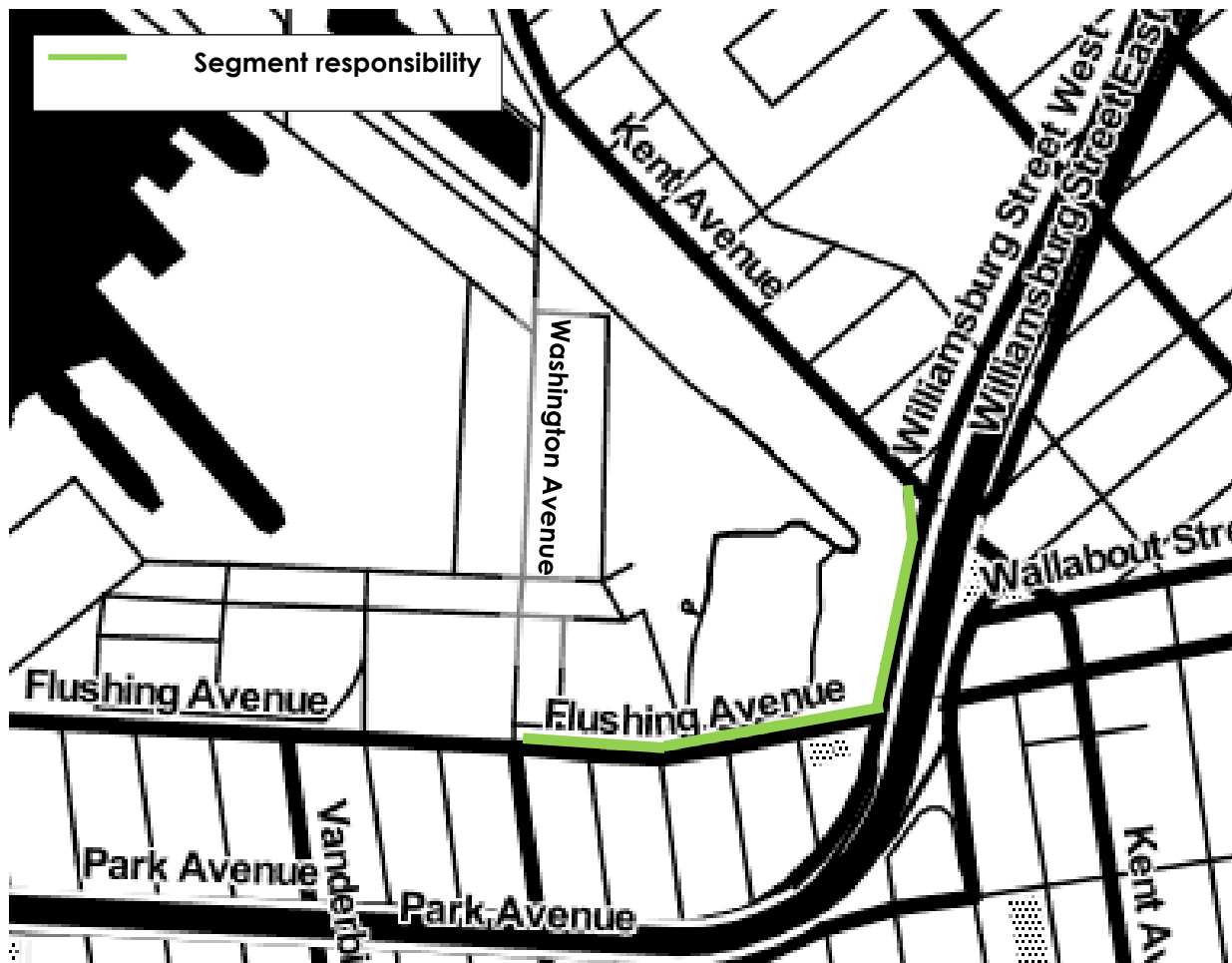
Other Features

Barrier Beautification murals	-
Bus Stops	-
Hydrants	11
Catch Basins	22

Williamsburg Street West / Flushing Avenue Greenway Segment

0.46 linear miles

Greenway to be enhanced when capital project completed



Segment Description

Williamsburg Street West between Kent Avenue & Flushing Avenue

15' wide west sidewalk

10' wide bike path off street, adjacent to the sidewalk, separated from adjacent vehicular lane by concrete barriers.

Flushing Avenue between Williamsburg Street West & Washington Avenue North side of street

15' wide north sidewalk

10' wide bike path off street, adjacent to the sidewalk, separated from adjacent vehicular lane by concrete barriers.

Overview

This greenway segment curves around the edge of the Brooklyn Navy Yard, following the shape of the waterfront. Concrete barriers provide protection for the two-way bike path.

The adjacent property is the Brooklyn Navy Yard, which is operated by the Brooklyn Navy Yard Development Corporation (BNYDC) and is closed to the public. Across Williamsburg Street West, on the BQE embankment, Brooklyn Greenway Initiative maintains the landscaping through the Adopt – A – Highway program. On the south side of Flushing Avenue, there is industrial and manufacturing land use, as well as some mixed residential and commercial buildings.

Ground break of the Naval Hospital Cemetery Memorial Landscape is expected for spring 2014. Brooklyn Greenway Initiative and Brooklyn Navy Yard Corporation will landscape the site, which is on Williamsburg Street West between Kent and Flushing Avenues.

Stewardship of this segment includes

The sidewalk and two-way bike lane between the fence line and the concrete barriers. All traffic control devices and street furniture present along this path, and landscaping features that are not maintained by adjacent residences or property owners.

Segment Specific Considerations

Overgrowth of vegetation passes through from portions of this segment bordered by fence and presents potential obstruction of the path. This should be trimmed to the fence line as necessary.

Access to snow removal equipment will be necessary to clear the bike path of snow or ice.

Lighting fixtures present in adjacent property provide illumination of this greenway segment. The property owner should be contacted if lights are damaged or missing such that greenway safety is compromised in dark conditions.

Concrete barriers along this segment are topped with metal fencing and painted with 5 different murals from the DOT Barrier Beautification project.

This segment is prone to heavy litter and plant debris accumulation because of its location between fenced property of the Navy Yard and the raised BQE. Its relatively hidden fences, walls and other components are especially prone to graffiti vandalism.

Williamsburg West Street/Flushing Avenue Greenway Segment Features

Landscaping Features

Tree Beds	30
Planters	-
Planting Strips	-

Street Furniture

City Benches	-
Waste Receptacles	-
Street Lighting	8

Traffic Control Devices

Traffic Signal	1
Pedestrian Signal	2
Concrete Barrier	-
Concrete Barrier with Metal Fencing	89
Flexible Delineator	6
Bell Bollards	-
Flexible Bollards	-
Quick Curb	-

Signs

Greenway Medallion	3
Adopt a Greenway	-
Way finding Guide Sign	3
Bike Route Sign	2

Bicycle Facilities

City Racks	-
Citi Bike Stations	-

Other Features

Barrier Beautification murals	5
Bus Stops	-
Hydrants	2
Catch Basins	8

Urban Art

This segment has Barrier Beautification murals along its concrete barriers.

Description of murals:

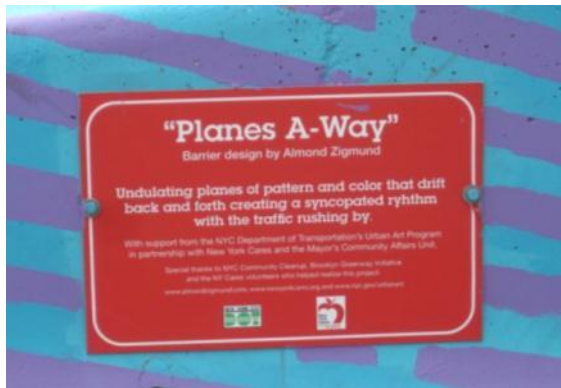
"Planes Away" 8 colors, hand drawn. 2 sections: Kent Avenue - Flushing Avenue

"Teeth & Grooves" 2 colors, stencil. 2 sections: Williamsburg Street West - Stueben Street & Hall Street
- Washington Avenue

"Bike Stacks" 2 colors, stencil. 1 section: Stueben Street - Grand Avenue

No name, 2 colors, stencil. 1 section: . Grand Avenue - Ryerson Street

No name, 2 colors, stencil. 1 section: Ryerson Street - Hall Street



Top to bottom:

- Sidewalk and two – way protected bike lane on Flushing Avenue at Williamsburg Street West.
- Concrete barrier murals and titles along Williamsburg Street West Greenway Segment.
- Flushing Avenue at Ryerson Street Williamsburg Street West/Flushing Avenue Greenway segment

Navy Yard Greenway Segment

0.67 linear miles

Greenway to be enhanced when capital project completed



Segment Description

Flushing Avenue between Washington Avenue & Navy Street

15' wide sidewalk, on north side of street

4' wide bike path on street, adjacent to sidewalk

2' wide buffer

Overview

This segment of the greenway is an efficient straight-away along the Brooklyn Navy Yard from Washington Avenue to a turn at Navy Street. Three bus stops are present along Flushing Avenue (Routes B57 & B69).

The adjacent property is the Brooklyn Navy Yard, which is operated by the Brooklyn Navy Yard Development Corporation (BNYDC) and its majority is closed to the public. An exception is the Brooklyn Navy Yard Center at BLDG 92, which is an exhibition, visitors and employment center that is operated as a program of BNYDC.

Responsibility of this segment includes:

The north sidewalk, one-way bike lane from the fence line and the buffer street markings. All traffic control devices and street furniture present along this path, and landscaping features that are not maintained by adjacent residences or property owners.

Segment Specific Considerations

Overgrowth of vegetation passes through from portions of this segment bordered by fence and presents potential obstruction of the path. This should be trimmed to the fence line as necessary.

The sidewalk portion of this segment is prone to heavy litter and plant debris accumulation.

The on-street portion of this greenway is accessible by DSNY street cleaning and snow removal.

Navy Yard Greenway Segment Features

Landscaping Features

Tree Beds	55
Planters	-
Planting Strips	-

Street Furniture

City Benches	-
Waste Receptacles	-
Street Lighting	13

Traffic Control Devices

Traffic Signal	5
Pedestrian Signal	19
Concrete Barrier	-
Concrete Barrier with Metal Fencing	-
Flexible Delineator	-
Bell Bollards	-
Flexible Bollards	-
Quick Curb	-

Signs

Greenway Medallion	3
Adopt a Greenway	-
Way finding Guide Sign	5
Bike Route Sign	7

Bicycle Facilities

City Racks	-
Citi Bike Stations	-

Other Features

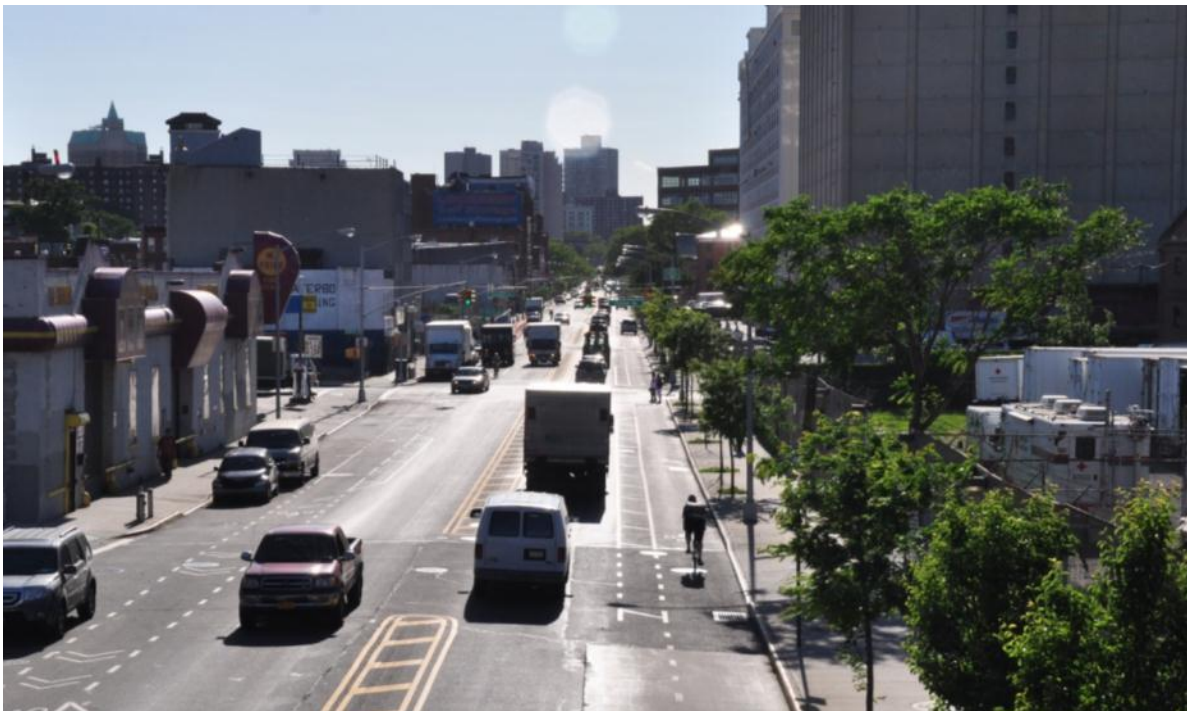
Barrier Beautification murals	-
Bus Stops	4
Hydrants	2
Catch Basins	12



Top to bottom: • **Flushing Avenue at Carlton Street** Typical Navy Yard Greenway segment.

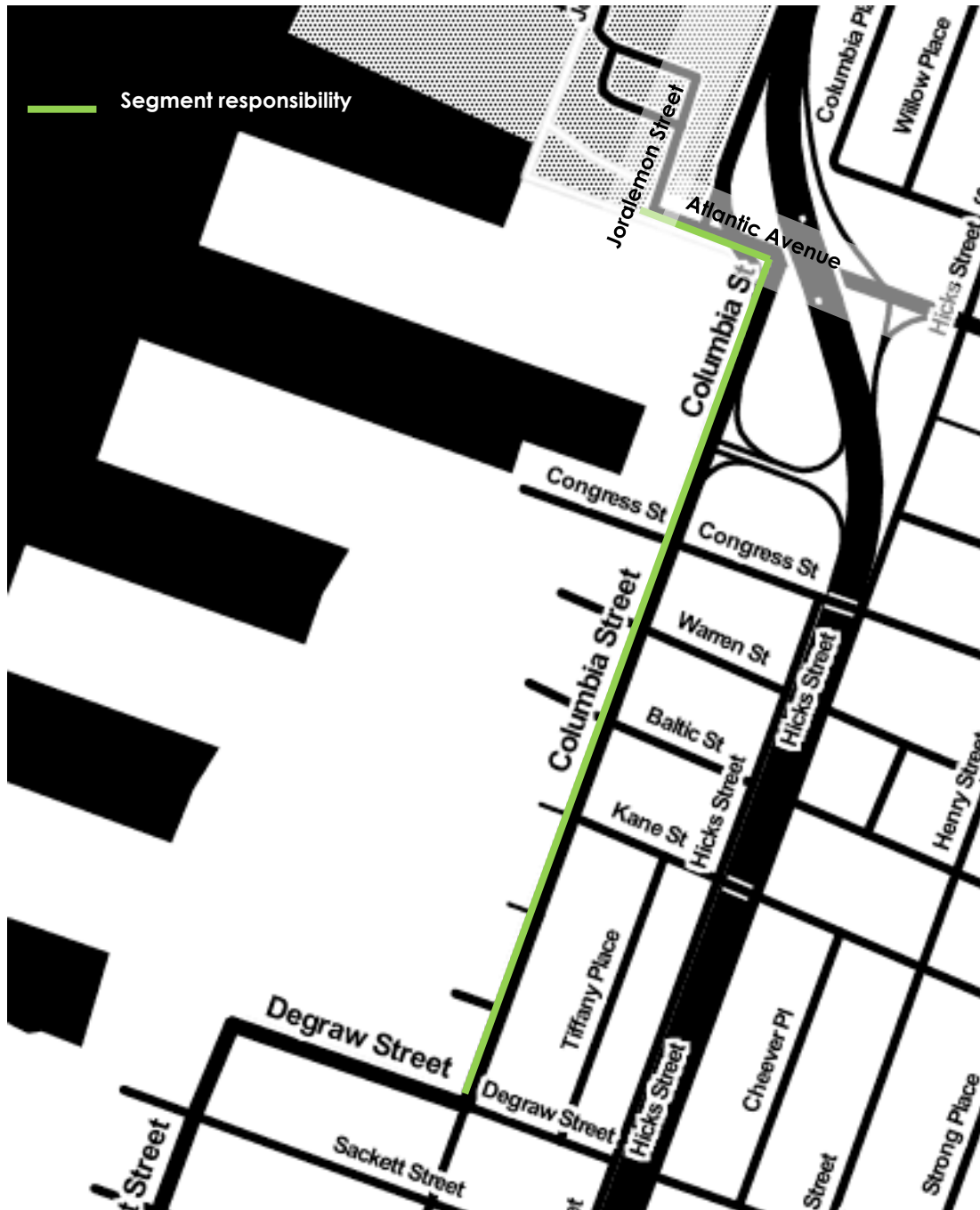
• **Cyclists turn off of Navy Street onto the Navy Yard Greenway Segment.**

• **Flushing Avenue at Ryerson Street** Williamsburg Street West/Flushing Avenue Greenway segment.



Columbia Street Greenway Segment

0.52 linear miles



Segment Description

Atlantic Avenue between Brooklyn Bridge Park & Columbia Street

14' wide south sidewalk

8' wide 2-way path, separated from adjacent vehicular lane by

Public plaza space at entrance to Brooklyn Bridge Park, separating bike lanes from vehicular traffic

Columbia Street between Atlantic Avenue & Congress Street

15' wide west sidewalk

10' wide 2-way path on street, separated from adjacent vehicular lane by concrete barriers

Columbia Street between Congress Street & Degraw Street

9' wide west sidewalk

10' wide 2-way path adjacent to sidewalk

Overview

This greenway segment begins as a pedestrian plaza at an entrance to Pier 6 / Brooklyn Bridge Park, and provides an entirely off-street two-way bike path as a route to Red Hook. Two bus stops for route B61 are present along this segment.

The adjacent waterfront property is owned by the City and is used for Transportation and Utilities. Brooklyn Greenway Initiative has an office on Columbia Street. Across Columbia Street, there are a mix of 1, 2 and multifamily residences, as well as street level retail and restaurants.

Stewardship of this segment includes

The pedestrian plaza at the entrance to Brooklyn Bridge Park, including the landscaping and street furniture from Joralemon Street to Columbia Street.

The 2 way bike lane and sidewalk between the plaza and the fence line.

The sidewalk and 2 way bike path along west side of Columbia Street, from the concrete barriers to the fence line.

All traffic control devices and street furniture present along this path, and landscaping features that are not maintained by adjacent residences or property owners.

Segment Specific Considerations

Access to snow removal equipment will be necessary to clear this greenway segment of snow or ice.

Trees and tree beds along this segment are not maintained by the adjacent property, and will need to be maintained.

The cobblestones along the curb should be weeded and kept in good condition.

A Citi Bike station is sited adjacent to the public plaza space on Atlantic Avenue.

A connected tree bed is present along Columbia Street.

Concrete barriers along this segment are topped with metal fencing and painted with a mural from the DOT Barrier Beautification project.

Lighting fixtures present in adjacent property provide illumination of this greenway segment. The property owner should be contacted if lights are damaged or missing such that greenway safety is compromised in dark conditions.

Urban Art

This segment has Barrier Beautification murals along its concrete barriers.

Description of murals:

"A Silence Already Filled with Noises" 5 colors, stenciled. Columbia Street

Columbia Street Greenway Segment Features

Landscaping Features

Tree Beds	49
Planters	14
Planting Strips	1

Street Furniture

City Benches	6
Waste Receptacles	-
Street Lighting	18

Traffic Control Devices

Traffic Signal	3
Pedestrian Signal	4
Concrete Barrier	-
Concrete Barrier with Metal Fencing	36
Flexible Delineator	17
Bell Bollards	-
Flexible Bollards	-
Quick Curb	-

Signs

Greenway Medallion	4
Adopt a Greenway	-
Way finding Guide Sign	3
Bike Route Sign	-

Bicycle Facilities

City Racks	-
Citi Bike Stations	1

Other Features

Barrier Beautification murals	1
Bus Stops	2
Hydrants	4
Catch Basins	8



- Clockwise:**
- Two-way bike path and pedestrian plaza at entrance to Brooklyn Bridge Park on Atlantic Avenue.
 - Sidewalk and two-way, off-street bike path along Columbia Street south of Congress Street.
 - Concrete barrier mural title plaque.
 - Concrete barrier mural along Columbia Street Greenway Segment.





Clockwise:

- Two-way protected bike path and sidewalk along Columbia Street north of Congress Street.

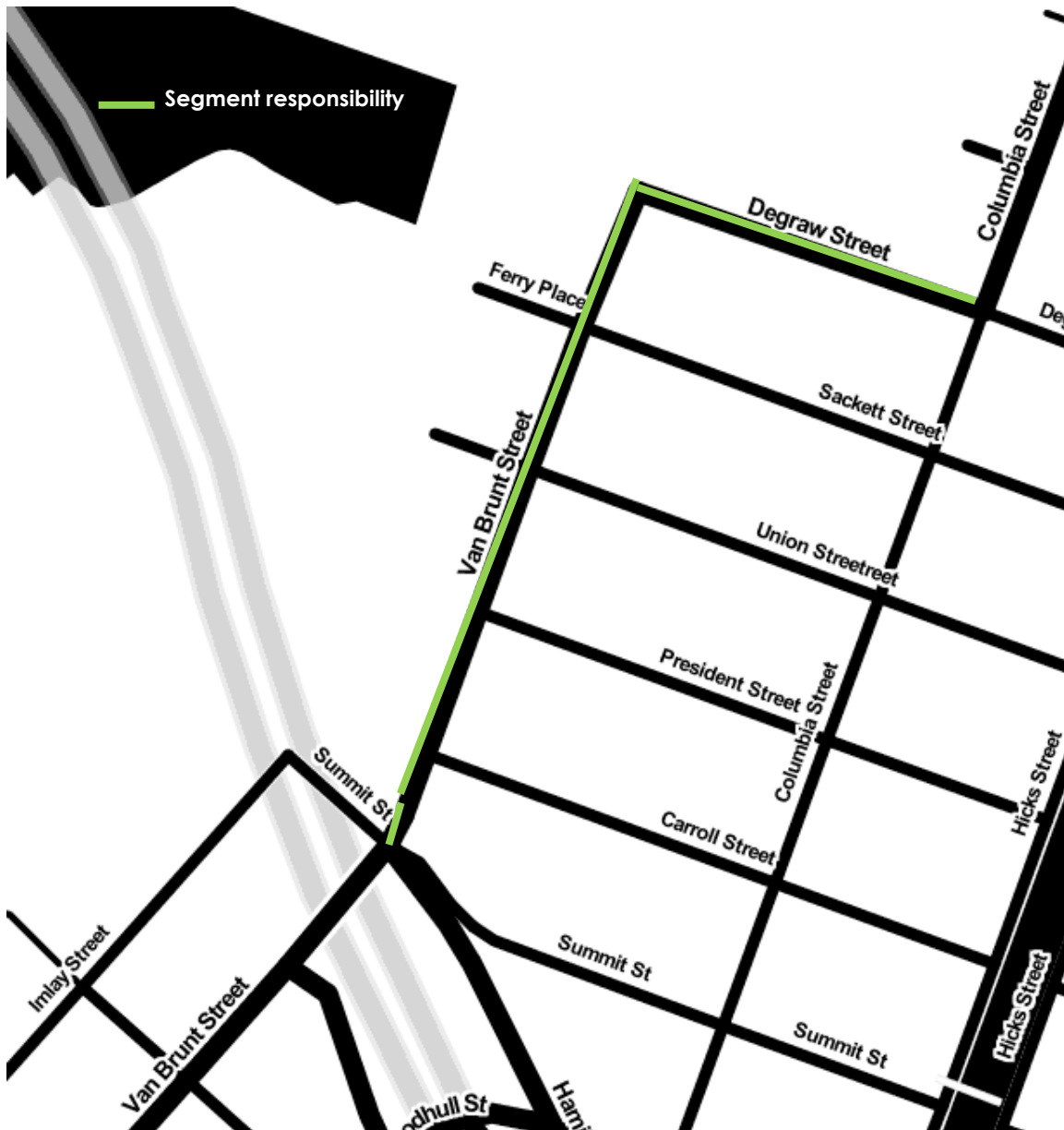
- Public plaza space at an entrance to Pier 6/Brooklyn Bridge Park.



Van Brunt Street Greenway Segment

0.30 linear miles

Greenway to be added when capital project completed



Segment Description

Degraw Street between Columbia Street & Van Brunt Street

15' wide 2-way shared use path, on north side of street, separated from adjacent street by curb.

Van Brunt Street between Degraw Street & Sackett Street

15' wide 2-way shared use path, on north side of street, separated from adjacent street by curb.

Van Brunt Street between Sackett Street & President Street

8' wide sidewalk

12' wide 2-way path

8' planting strip

Van Brunt Street between President Street & Summit Street

6' wide sidewalk

12' wide 2-way path

2' planting strip

Overview

This entire greenway segment provides off-street two-way bike lanes through the northern end of Red Hook's working waterfront. A mix of industrial, commercial and low rise multifamily residences border this greenway segment. At its southern end is the Red Hook Container Terminal.

Stewardship of this segment includes

The sidewalk and two-way bike path, and planting strips, where present, on the north side of Degraw Street and the west side of Van Brunt Street, from fence line to the curb. All traffic control devices and street furniture present along this path, and landscaping features that are not maintained by adjacent residences or property owners.

Segment Specific Considerations

Access to snow removal equipment will be necessary to clear this greenway segment of snow or ice.

Planting strips of varying widths are present along this segment.

Van Brunt Street Greenway Segment Features

Landscaping Features

Tree Beds	-
Planters	-
Planting Strips	2

Street Furniture

City Benches	-
Waste Receptacles	-
Street Lighting	-

Traffic Control Devices

Traffic Signal	-
Pedestrian Signal	-
Concrete Barrier	-
Concrete Barrier with Metal Fencing	-
Flexible Delineator	-
Bell Bollards	-
Flexible Bollards	-
Quick Curb	-

Signs

Greenway Medallion	-
Adopt a Greenway	-
Way finding Guide Sign	-
Bike Route Sign	-

Bicycle Facilities

City Racks	-
Citi Bike Stations	-

Other Features

Barrier Beautification murals	-
Bus Stops	-
Hydrants	2
Catch Basins	3

Brooklyn Cruise Terminal Segment

0.58 linear miles



Segment Description

Summit Street between Van Brunt Street & Imloy Street

9' wide north sidewalk

10' wide 2-way path adjacent to sidewalk

3' buffer

Imlay Street between Summit Street & Verona Street

10' wide west sidewalk

8' wide 2-way bike path adjacent to sidewalk

3' buffer

Atlantic Basin between Verona Street & Pioneer Street

14' wide west sidewalk

14' wide 2-way off street bike path adjacent to sidewalk

Atlantic Basin between Imlay Street & Conover Street

16' wide sidewalk

14' wide 2-way off-street bike path adjacent to sidewalk

Conover Street between Pioneer Street & King Street

16' wide sidewalk

8' wide 2-way bike path adjacent to sidewalk

3' buffer

Conover Street between King Street & Sullivan Street

12' wide sidewalk

5' wide 1 way bike lane adjacent to sidewalk

Overview

This segment of the greenway is travels through Red Hook's working waterfront, using Summit Street and Imlay Street. On Verona Street, it provides access to the Brooklyn Cruise Terminal, which welcomed 47 cruise ships in 2010. A mix of industrial uses borders the greenway here.

Stewardship of this segment includes

The sidewalk and two-way bike path, on the north side of Summit Street and the west side of Imlay Street and Conover Street, from fence line to the buffer.

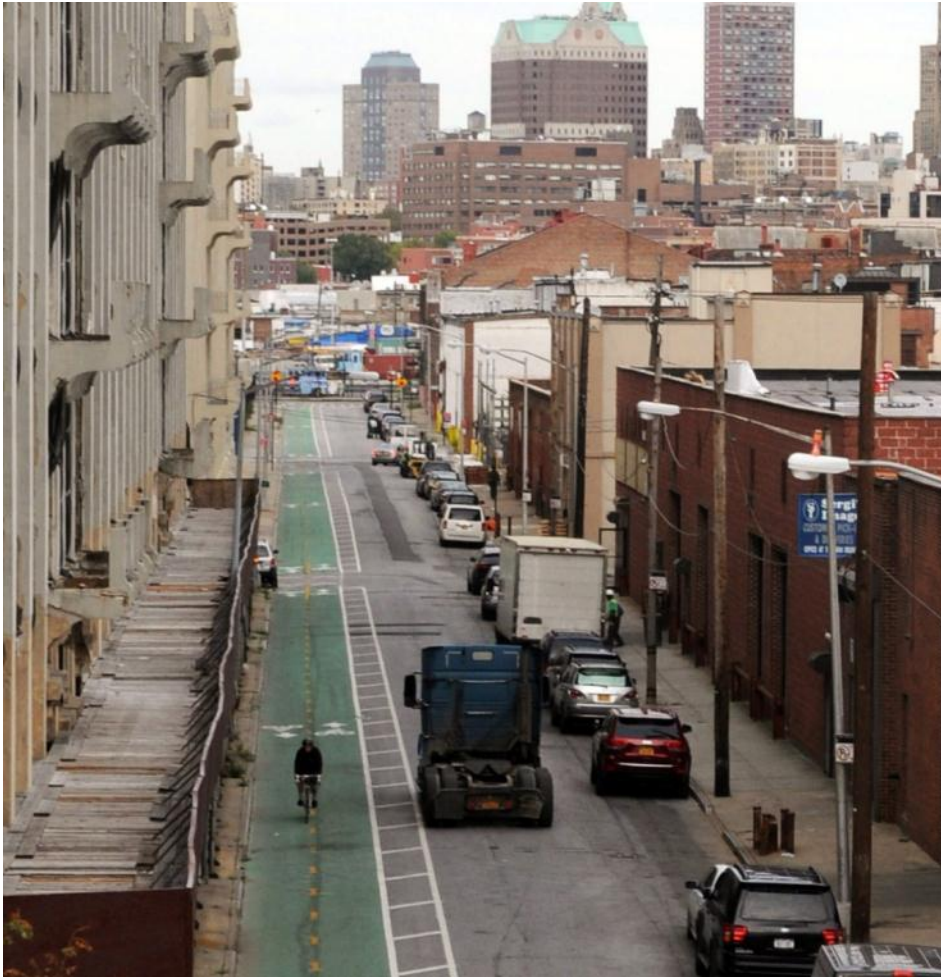
The two-way, off-street bike path adjacent to the Brooklyn Cruise Terminal.

All traffic control devices and street furniture present along this path, and landscaping features that are not maintained by adjacent residences or property owners.

Segment Specific Considerations

The on-street portion of this greenway is accessible by DSNY street cleaning and snow removal.

Access to snow removal equipment will be necessary to clear the path through Atlantic Basin of snow or ice.



Clockwise:

- Two-way bike path on Imlay Street.
- Imlay Street at Summit Street
- Imlay Street at Commerce Street.



Brooklyn Cruise Terminal Greenway Segment Features

Landscaping Features

Tree Beds	18
Planters	-
Planting Strips	1

Street Furniture

City Benches	-
Waste Receptacles	-
Street Lighting	4

Traffic Control Devices

Traffic Signal	-
Pedestrian Signal	-
Concrete Barrier	-
Concrete Barrier with Metal Fencing	-
Flexible Delineator	-
Bell Bollards	-
Flexible Bollards	-
Quick Curb	-

Signs

Greenway Medallion	6
Adopt a Greenway	-
Way finding Guide Sign	6
Bike Route Sign	-

Bicycle Facilities

City Racks	-
Citi Bike Stations	-

Other Features

Barrier Beautification murals	-
Bus Stops	-
Hydrants	2
Catch Basins	4

Greenway Segment Maintenance Requirements

Maintenance categories marked with an X are required along the applicable greenway segment

Greenway Segment	Litter Pickup	Landscaping				Public Art	Street Furniture					Snow & Ice Removal	
		Weeding	Tree Pits	Planters	Trimming		Benches	CitiBike Stations	City Racks	Signs	Waste Receptacles	Sidewalk	Off Street Path
Brooklyn													
West Street	X	X	X	X	X					X		X	
Kent Avenue North	X	X	X		X				X	X	X	X	
Kent Avenue South	X	X	X		X					X		X	X
Williamsburg Street West/Flushing Avenue	X	X	X		X	X				X		X	X
Navy Yard	X	X	X		X					X	X	X	
Columbia Street	X	X	X	X	X	X	X	X		X		X	X
Van Brunt Street	X	X	X		X					X		X	X
Brooklyn Cruise Terminal	X	X	X		X					X		X	X
Valentino	X	X	X		X					X		X	

Definitions

311 311 is New York City's main source of government information and non-emergency services. www1.nyc.gov/311

Bike Share Stations The Citi Bike system, operated by NYC Bike Share features thousands of bikes at hundreds of stations around New York. Station locations are based on population and transit needs. Each station has a touchscreen kiosk, a map of the service area and surrounding neighborhood, and a docking system that releases bikes for rental.

BNYDC Brooklyn Navy Yard Development Corporation

BQE Brooklyn Queens Expressway

Catch Basin A catch basin is a type of storm drain located adjacent to a curb that collects rainwater from the street and transports it to a wastewater treatment plants or directly into a body of water. The catch basin is typically covered by a metal grate, which prevents large objects from falling in.

City Benches DOT is installing attractive and durable benches around the city, particularly at bus stops, retail corridors, and in areas with high concentrations of senior citizens. These benches will make streets more comfortable for transit riders and pedestrians, especially for those who are older and disabled.

CityRacks free sidewalk bicycle parking racks, placed throughout New York City by DOT. DOT installs CityRacks on sidewalks and, through its Bike Corral program, in clusters in the curbside lane of the roadway.

Concrete Barrier a modular concrete or plastic barrier used to separate lanes of traffic or uses. Sometimes referred to as a Jersey barrier.

DEP New York City Department of Environmental Protection

DPR New York City Department of Parks & Recreation

DSNY Department of Sanitation New York City

DOT New York City Department of Transportation (NYCDOT)

Fence Line when property lines are designated with a fence, the sponsor is responsible for the greenway segment from the fence line to the outside edge of the greenway design. Sponsors are responsible for maintaining by trimming any vegetation that grows through the fence line that may become an obstacle to the pathway.

Greenway Sponsor an individual, group or organization that agrees to maintenance of a Greenway Segment through the Adopt a Greenway Program

Greenway Segment The greenway is organized into greenway segments that are named for street or geographic location. See the Adoptable Greenway Segments table for location and length of each segment of the greenway. Greenway segments differ greatly in amount of sidewalk, bike lanes, landscaped area, public art, street furniture, and other design features.

Landscaping Plantings in the public right of way. Includes features such as tree beds, planters and planting strips.

Maintenance Provider A company whose professional services include litter removal and landscape maintenance. Sponsors may choose to partner with a maintenance provider in order to meet resources and responsibility requirements for adopting a greenway segment.

MOC Mayor's Office of Contract Services

MTA Metropolitan Transport Authority

NYCT New York City Transit

Planters large container that rests on the ground to hold trees or plants. Used to provide greenery to streetscapes, including greenways and public plazas, as well as provide flexible boundary lines.

Property Line the defined point where the adjacent property ends. The sponsor has responsibility of the adopted greenway segment from the adjacent property line to the outside edge of the greenway design.

Public Plaza DOT works with selected not-for-profit organizations to create neighborhood plazas throughout the City to transform underused streets into vibrant, social public spaces.

Signs are produced installed and maintained by DOT, and include regulatory, way finding and greenway medallion signs.

Street Furniture Sponsors are responsible to keep clean and in good repair street furniture features along an adopted Greenway Segment.

Street Lighting DOT routinely installs and maintains Standard streetlights. The current Standard fixtures are the 100W and 150W HPS Cobra Head for street lighting and the 70W and 100W HPS Cobra Head for pedestrian lighting; DOT is phasing in 110W LED Cobra Heads for street lighting and 75W LED Cobra Heads for pedestrian lighting.

Traffic/Pedestrian Signal A traffic signal controls the right-of-way for vehicles arriving at an intersection, which can reduce traffic delay and accident-producing conflicts. It also makes an intersection safe by determining whether vehicles or pedestrians should proceed.

Tree Beds Excavated pits that allow for the planting of street trees and other vegetation within the public right of way.

Connected Tree Beds a series of tree beds connected with a continuous trench in order to provide increased root space and storm water detention.

Tree Bed Guard a device, usually a cast-iron fence or wrought-iron wickets, installed around a tree bed for protection.

Urban Art Murals have been painted along some greenway segments by the DOT Urban Art Program

Waste Receptacle among its other responsibilities, the Department of Sanitation (DSNY) services over 25,000 waste receptacles - known as "baskets" - that are placed on thoroughfares citywide. They are concentrated in commercial areas, where they may be emptied as frequently as five times a day.