

SHORE PARKWAY GREENWAY CONNECTOR



MASTER PLAN



Department of City Planning
City of New York

TRANSPORTATION DIVISION

Member of New York Metropolitan Transportation Council



SHORE PARKWAY GREENWAY CONNECTOR MASTER PLAN



**Michael R. Bloomberg, Mayor
City of New York**

**Amanda M. Burden, AICP, Director
New York City Department of City Planning**

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EXECUTIVE SUMMARY

Greenways are multi-use pathways for non-motorized transportation along natural and constructed linear spaces.



Dreier-Offerman Park represents an incredible opportunity to build an outstanding waterfront greenway facility in Brooklyn for walkers, joggers, and bicyclists.



The Shore Parkway Greenway in Brooklyn travels along the waterfront.



The shared-use pathway along the Hudson River waterfront in Manhattan.

EXECUTIVE SUMMARY

The Shore Parkway Greenway Connector would complete the missing inland section of one of the City's premier waterfront greenways, a legacy of the Robert Moses era of parkway construction in the 1930s. The master plan proposes recommendations to link the two separate sections of the Shore Parkway Greenway that parallels New York Bay and Jamaica Bay. Completing this five-mile gap would provide a continuous 23-mile greenway for bicyclists, pedestrians, joggers, rollerbladers and others to travel safely and continuously along or near the waterfront through many of Brooklyn's finest parks, open spaces and neighborhoods.

The recommended greenway route follows the Shore Parkway South Service Road (Shore Road South) adjacent to waterfront parcels until Cropsey Avenue. The project initially examined and rejected the feasibility of a greenway within the Shore Parkway right-of-way east of the Cropsey Avenue Bridge. Such a route is not possible through the elevated section of the parkway that continues inland through manufacturing and transit yards north of the Coney Island Creek and the multiple on- and off-ramps. Instead, the route continues south on-street into Coney Island, and then traverses the Coney Island peninsula on Neptune and Emmons avenues.

This plan examines existing conditions, highlights opportunities, and presents recommendations, supported by technical analysis, to guide the implementation of new or improved bicycle facilities on this five-mile connector. The master plan emphasizes the continuity and bi-directionality of the route, compatibility between links, proximity to the waterfront, and the safety of all users. The plan outlines both short- and long-term options. Its primary goal is to upgrade the existing Class 3 (signed only) route. Wherever possible, the preferred action is to plan, design, and build a Class 1 separated off-street path that is consistent with the existing Shore Parkway Greenway. Where on-street, the proposed Class 2 striped bicycle lanes keep all eastbound and westbound users together on the same route.

PLANNING FRAMEWORK

Map 1

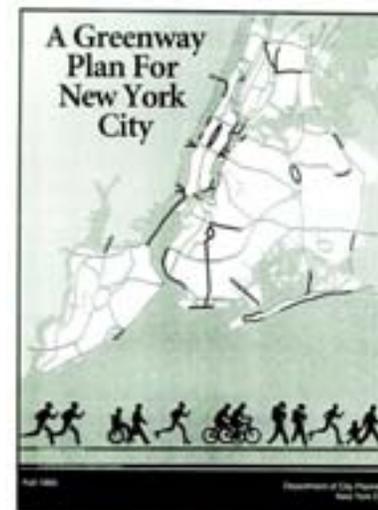


PLANNING FRAMEWORK

A Greenway Plan for New York City

In 1993 the New York City Department of City Planning (DCP) released *A Greenway Plan for New York City* which established a framework for building an ambitious 350-mile greenway system in the city [Map 1]. A greenway is defined as a multi-use pathway for non-motorized transportation along natural and built linear spaces, such as rail and highway rights-of-way, parklands, waterfront esplanades, and, where necessary, city streets. Greenways serve as open space connectors linking origins and destinations such as parks, cultural areas, historic sites, employment centers, retail stores, and schools. A successful greenway offers easy accessibility, connects to the existing bicycle network, and is direct, continuous, and safe for pedestrians, joggers, cyclists, in-line skaters, and wheelchair users.

The Shore Parkway Greenway is one of the City's finest waterfront greenways, a legacy of the Robert Moses era of parkway construction. In *A Greenway Plan for New York City*, the existing Shore Parkway Greenway west of Bensonhurst Park is identified as a "priority greenway" in "good and usable condition," the city's "best traffic-free multi-use path." The "marginally usable" greenway east of Knapp Street has recently been renovated in some sections and leads users on a beautiful waterfront pathway through Marine Park and Gateway National Recreation Area, ending in Howard Beach, Queens. The five-mile gap is identified as a "proposed greenway" while the entire greenway is a "priority route."

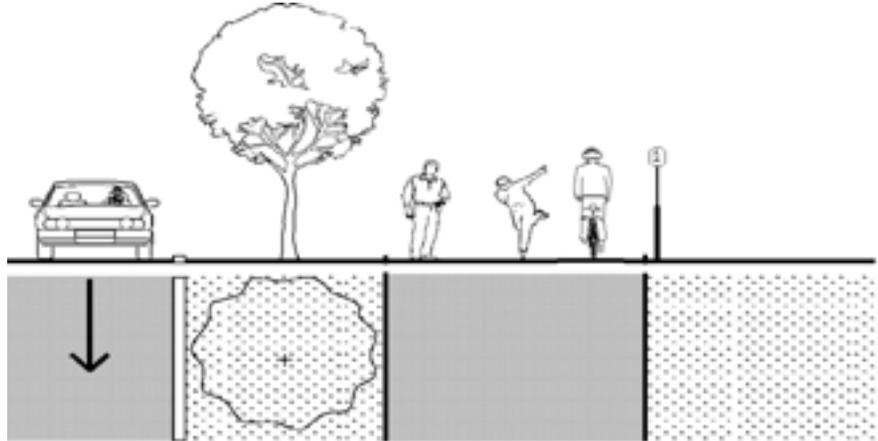


The New York City Bicycle Master Plan

In 1997, DCP and the New York City Department of Transportation (NYCDOT) released *The New York City Bicycle Master Plan*, which identified a 909-mile city-wide bicycling and greenway network of existing and recommended routes. The Shore Parkway Greenway Connector is identified as a "priority link." Under the Bicycle Network Development program, DCP, NYCDOT and the New York City Department of Parks & Recreation (DPR) have prepared area-specific master plans such as this one to advance the implementation of the proposed actions, particularly along the City's 578-mile waterfront.

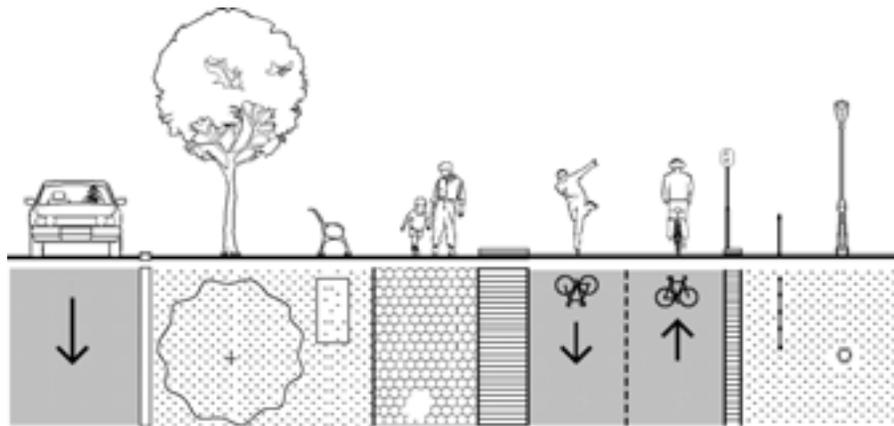
GREENWAYS AND BICYCLE FACILITIES

Figure 1



Class 1 Shared-Use Pathway

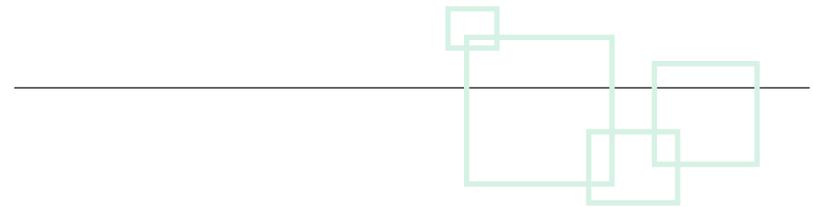
Figure 2



Class 1 Dual Carriageway

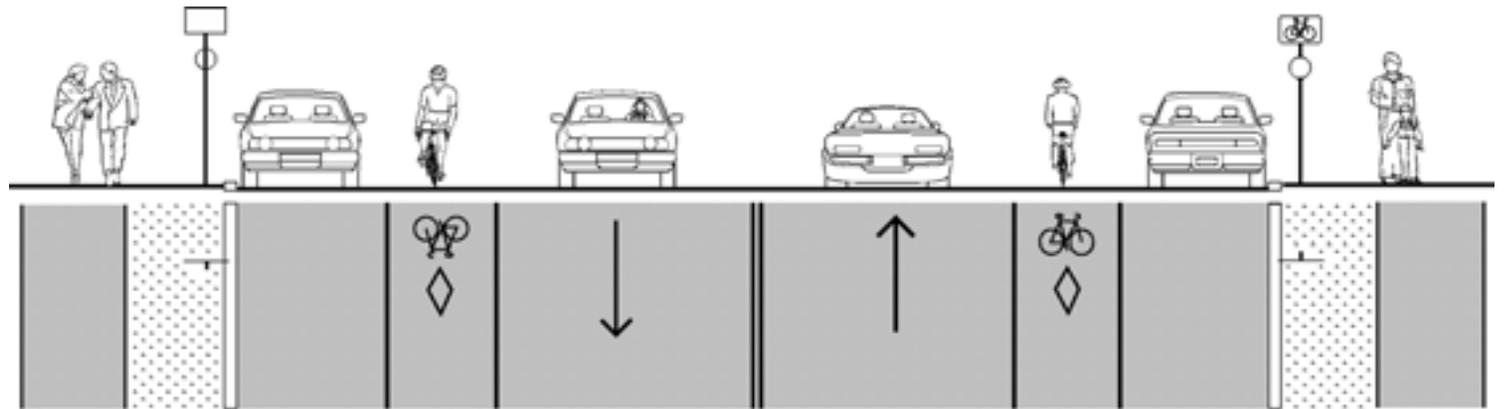
There are three general classifications of bicycle facilities. Class 1 facilities are off-street multi-use paths, either shared-use paths or dual carriageways, separated from the roadway and delineated by pavement markings and regulatory signage [Figure 1 and Figure 2]. Class 2 facilities are on-street bicycle lanes delineated by pavement markings and signage [Figure 3]. Class 3 facilities are on-street routes distinguished only by signage [Figure 4].

The existing Shore Parkway Greenway is a Class 1 dual carriageway from Bay Ridge Avenue to the Verrazano-Narrows Bridge, and a Class 1 multi-use pathway for the rest of the off-street greenway. The entire five-mile gap in the greenway is designated as a Class 3 bike route (regulatory signage only).



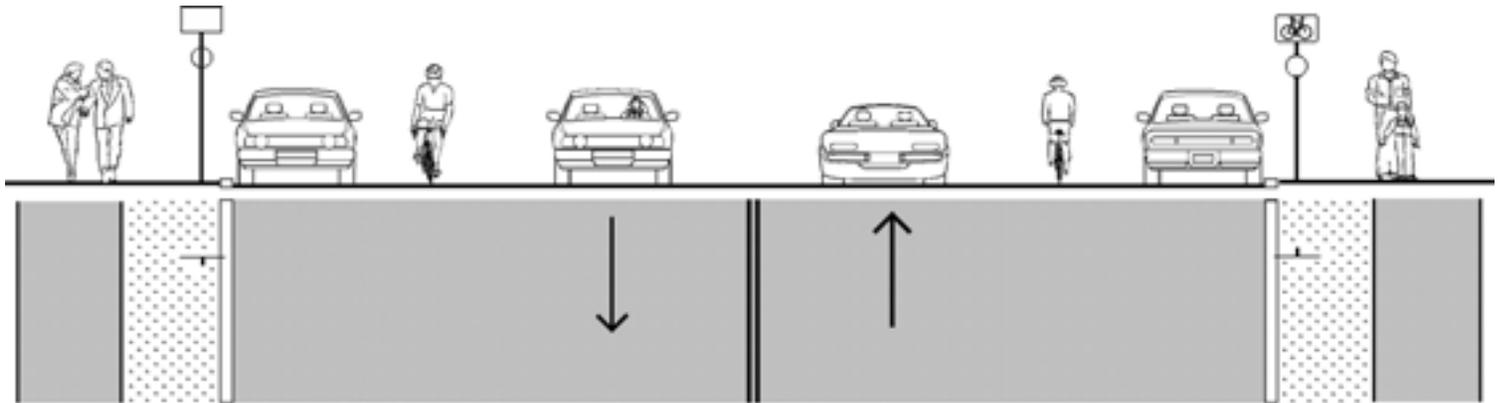
GREENWAYS AND BICYCLE FACILITIES

Figure 3



Class 2 On-Street Bicycle Lane

Figure 4



Class 3 Signed Bicycle Route