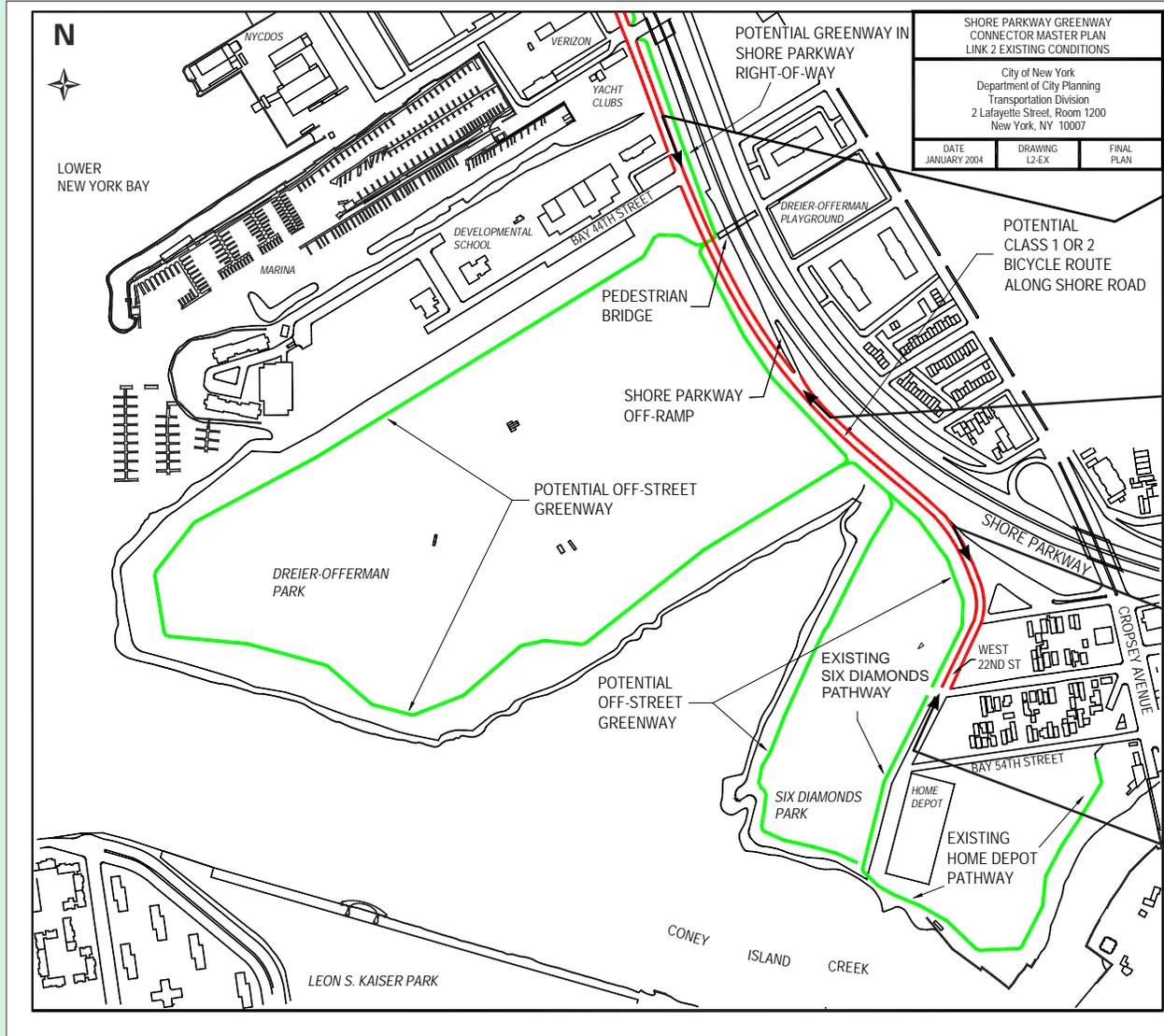


LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSY AVENUE

Proposed Route

Map 6



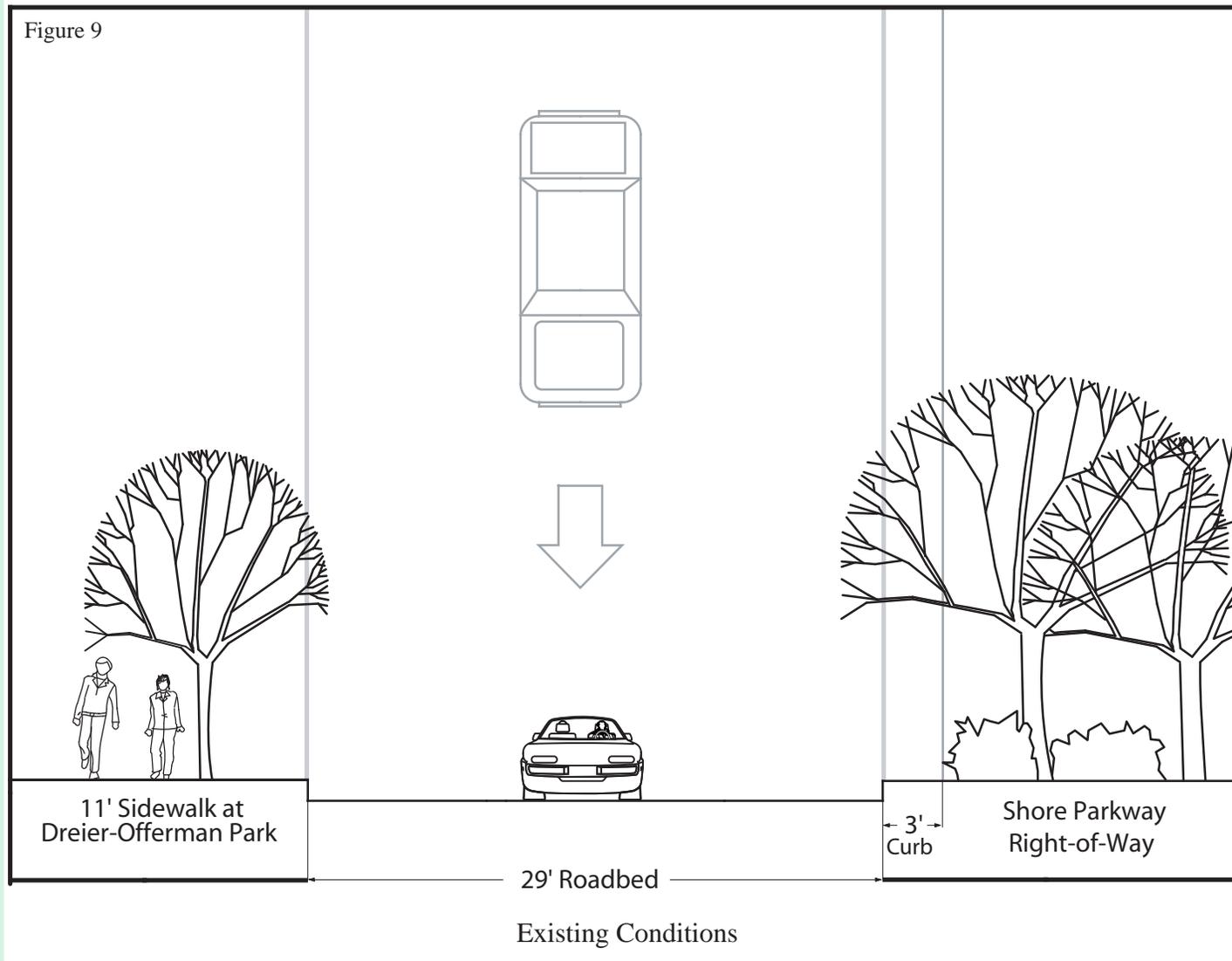
LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSEY AVENUE***Existing Conditions***

Shore Parkway continues inland along waterfront parcels until Cropsey Avenue [Map 6], where it skirts the Coney Island peninsula. Land uses in this link are predominantly waterfront open spaces to the west and large retailers to the east. On the south side of Shore Road South, east of 26th Avenue, are the Excelsior Yacht Club and Ben Ma Chree Yacht Club with a waterfront marina. The Brooklyn School for Special Children is located at the corner of Bay 44th Street; its parking lot fronts Shore Road South. Further south is Dreier-Offerman Park, bounded by Bay 44th Street, Shore Road South and Coney Island Creek. While the 70-acre waterfront park has baseball and soccer fields (and parking), the park is largely unprogrammed. Across an inlet from Dreier-Offerman Park is Six Diamonds Park, 36 acres of green space with baseball fields. Both parks are underutilized. The sidewalk in front of Dreier-Offerman Park is 11 feet wide with a minimum of five feet of paved sidewalk and sandwiched by grass, dirt and tree pits, and is under the jurisdiction of NYC Parks & Recreation. East of Six Diamonds Park are small homes and the recently-developed Home Depot, with nearly 150,000 square feet of retail space and over 500 parking spaces. Other big-box retail stores - a large Pathmark grocery store and a now-closed Topps Appliance - are also located between West 22nd Street and Cropsey Avenue.

Shore Road South remains 29 feet wide but functions as a single eastbound travel lane [Figure 9]. There are no posted parking regulations, no cars parked on either side of the street during the weekday or weekends, and no bus routes. At the first Technical Advisory Committee meeting for this project, participants reported that during special events at Dreier-Offerman Park, vehicles tend to park along the street. Vehicular traffic on Shore Road South decreases to 225 to 350 vph as vehicles turn onto 26th Avenue (from 300 to 500 vph in Link 1), then increases again to 800 to 1,000 vph as high-speed traffic exiting the parkway merges onto Shore Road South. East of the off-ramp, Shore Road South remains 29 feet wide but becomes two travel lanes as it nears West 22nd Street, which diverges southward from the service road along the eastern edge of Six Diamonds Park. West 22nd Street was redesigned to allow vehicles to enter the Home Depot from the parkway and service road (the main entry/exit is on Cropsey Avenue at Bay 54th Street). It carries light two-way traffic, is 44 feet wide, and has no posted parking regulations.

LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSEY AVENUE

Existing Conditions



LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSEY AVENUE

- Available Right-of-Way
- 29-Foot Roadbed
- One Southbound Travel Lane
- No Parking
- Sidewalk on Southside Only
- Open Space and Green Space
 - Dreier-Offerman Park
 - Six Diamonds Park
 - Home Depot Pathway

Existing Conditions



LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSEY AVENUE

Existing Conditions

On the north side of the Shore Parkway and Dreier-Offerman Park is Dreier-Offerman Playground (also known as Little Dreier-Offerman Park), a two-acre neighborhood park that was reconstructed in 2000. A pedestrian bridge crosses Shore Parkway southeast of Bay 44th Street, connecting Shore Road South and Shore Road North, and Dreier-Offerman Park and Dreier-Offerman Playground. The bridge is non-ADA compliant, and it does not span the parkway service roads, leaving people to cross Shore Road South or Shore Road North midblock without a stop sign or crosswalk.

Mitigation for the development of the Home Depot included the construction of two pathways around the site and a 36-foot wide easement with fencing and trees between Home Depot and Six Diamonds Park. The 14-foot wide Six Diamonds gravel and dirt pathway begins at Bay 53rd Street and West 22nd Street and runs west of the Home Depot for about 700 feet. The path connects to other dirt pathways in the park and to the 10-foot wide Home Depot pathway, which parallels the Coney Island Creek waterfront for approximately 1,400 feet. This path, also made of loose gravel, closes each day from dusk to dawn. Both pathways are gated and are often locked, even during official operating hours. Neither path is designated as a bicycle facility or a greenway.



The pedestrian bridge over the Shore Parkway to Dreier-Offerman Playground.



The Home Depot pathway and posted signage at the entrance.

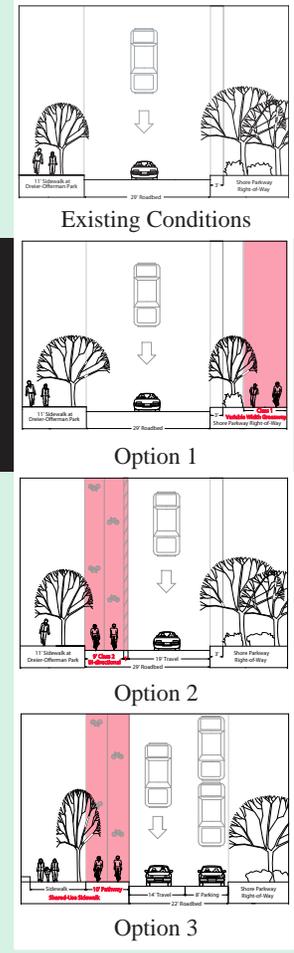
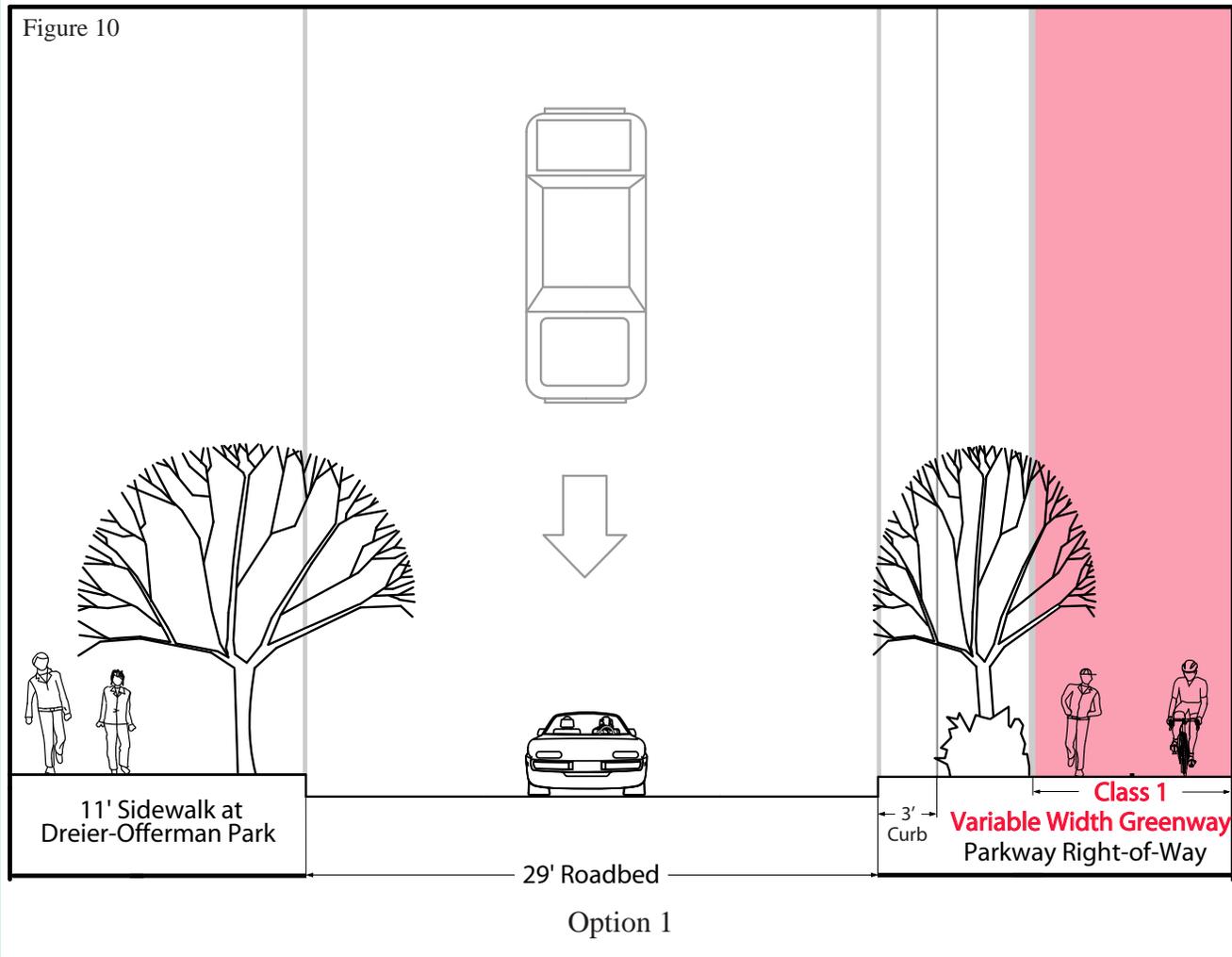
LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSEY AVENUE



LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSY AVENUE

Recommendations

Option 1: Class 1 Off-Street Greenway
Within Shore Parkway Right-of-Way



LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSEY AVENUE***Recommendations***

There are three options proposed in this link.

Option 1: Build a Class 1 Off-Street Greenway in the Shore Parkway Right-of-Way

The preferred option [Figure 10] is to extend the 12-to-15 foot Class 1 greenway in the Shore Parkway right-of-way (as proposed in Link 1, Option 1) from 26th Avenue to the pedestrian bridge that spans the Shore Parkway and connects Dreier-Offerman Playground and Dreier-Offerman Park. Greenway users would use a newly-marked bicycle and pedestrian crosswalk to cross 26th Avenue at an existing stop-controlled intersection. The pedestrian bridge should be redesigned to provide universal access (ADA compliant), permitting wheeled users to cross the bridge, as well as being extended so that it spans Shore Road South and Shore Road North, landing directly adjacent to or in Dreier-Offerman Park and Dreier-Offerman Playground. Connecting the future greenway to the existing waterfront in Six Diamonds Park and Dreier-Offerman Park is crucial. The NYCDOT has jurisdiction of the right-of-way and of the pedestrian bridge and are planning to rehabilitate the bridge and make it ADA compliant in the near future. This action would provide greenway users a safe connection between the proposed on- and off-street paths and would alleviate the need for local residents using the bridge to cross against moving traffic at an uncontrolled mid-block location.

The off-street greenway could continue east to Cropsey Avenue if means to safely cross the parkway off-ramp were implemented. As stated earlier, there is a precedent for this option where the Pelham Greenway crosses a Pelham Parkway exit. Vehicles exiting the parkway onto Shore Road South could be controlled by a stop sign, thereby permitting the installation of a crosswalk for greenway users. The redesigned crossing might include physical barriers, stop signs, and other regulatory signs and markings to control the movements of path users. Controlling exiting parkway traffic could cause unacceptable spill backs and congestion, although a traffic control device actuated by greenway users would minimize impacts on traffic flow. However, NYCDOT does not support a greenway that crosses a parkway ramp.

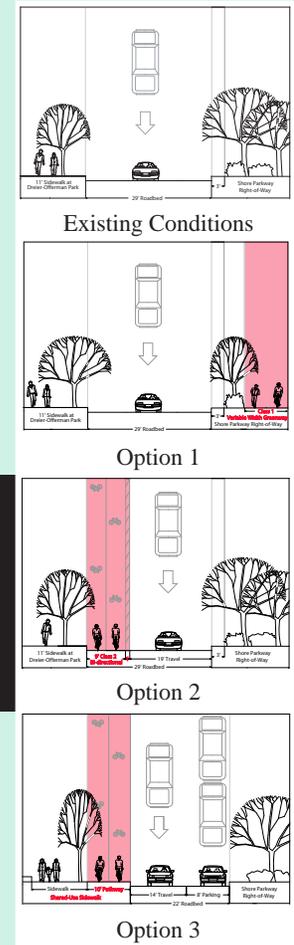
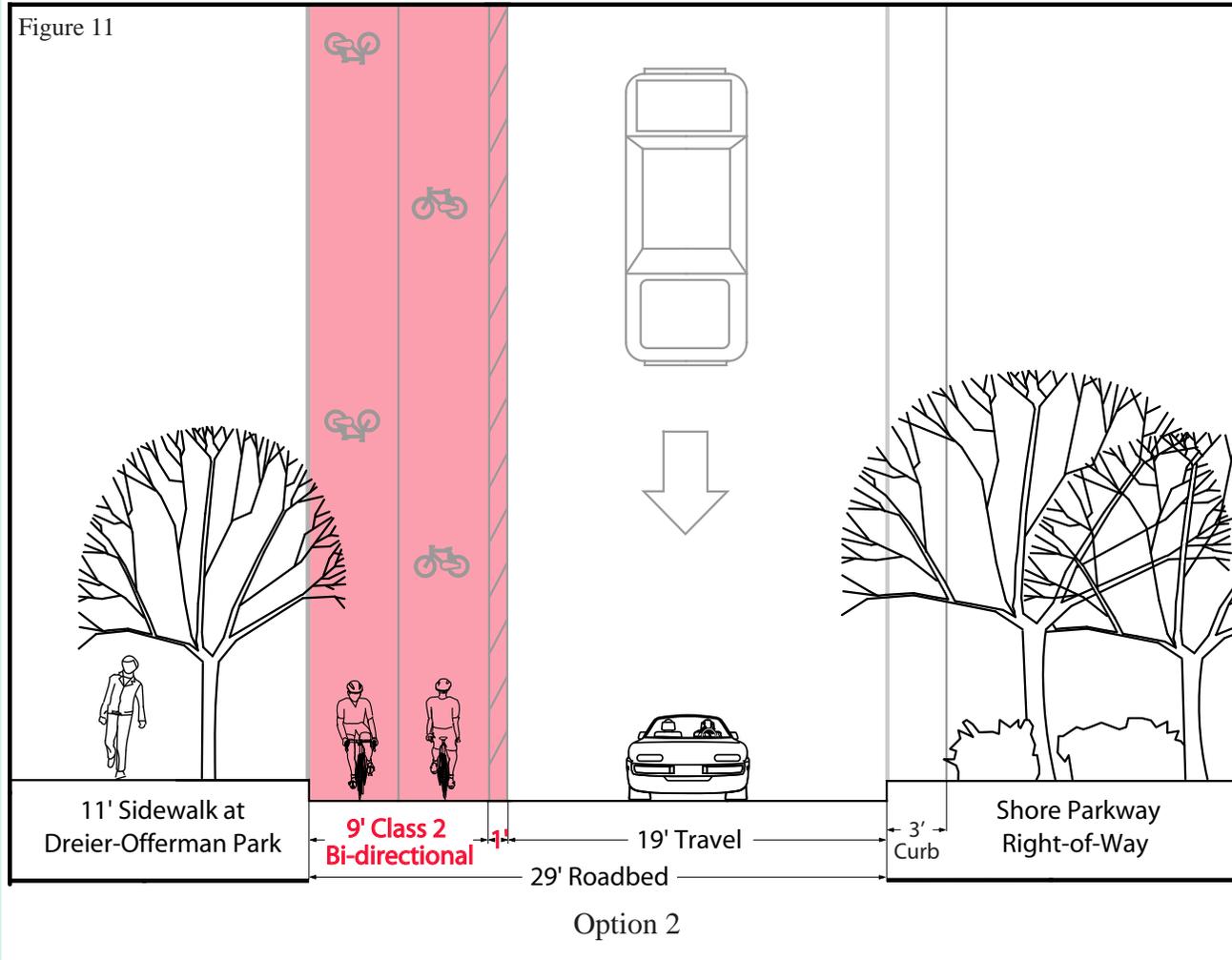
Another option is to build a pedestrian and bicycle bridge over the parkway exit ramp. This would eliminate any conflict between vehicles and pedestrians and cyclists. As stated earlier, ADA-mandated design standards would require lengthy approaches to the bridge, making this a costly variable to this option. A further drawback is that, in either case, motorists would be required to stop again for greenway users crossing from the north to the south side of the service road.

LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSY AVENUE

Recommendations

Option 2: Class 2 On-Street Greenway

Bi-directional with Buffer/Barrier within Existing Roadbed



LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSEY AVENUE

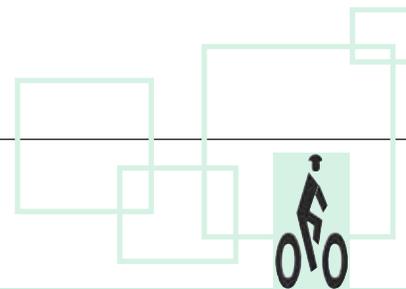
Recommendations

Option 2: Stripe Class 2 On-Street Bi-Directional Bicycle Lane with Buffer/Barrier

This option [Figure 11] proposes an on-street, bi-directional Class 2 lane that is nine feet wide with a one-foot barrier (as in Option 2, Link 1), leaving a 19-foot roadbed. Unlike Link 1, parking would not have to be removed since there are no vehicles parked on Shore Road South in this link. The pathway would parallel Dreier-Offerman Park and Six Diamonds Park along the south curb of Shore Road South and then continue south on West 22nd Street to the Home Depot Pathway and/or Bay 54th Street. The pathway should be raised, graded, or made of a tinted pavement (typically a brick color) in order for it to be discernible and delineated from the regular roadway.

The on-street bi-directional bicycle lane proposed in this option would continue the same facility proposed in Option 2 in the previous link. It would connect with the off-street path (Option 1, Link 1) at 26th Avenue, where pathway users would cross Shore Road South at an existing stop-controlled intersection marked by a crosswalk. As in Link 1, Option 2a, additional space may be taken from the Shore Parkway right-of-way to widen the roadway and/or pathway.

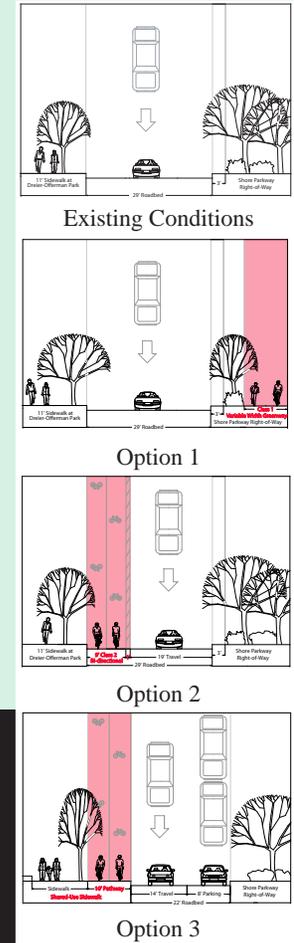
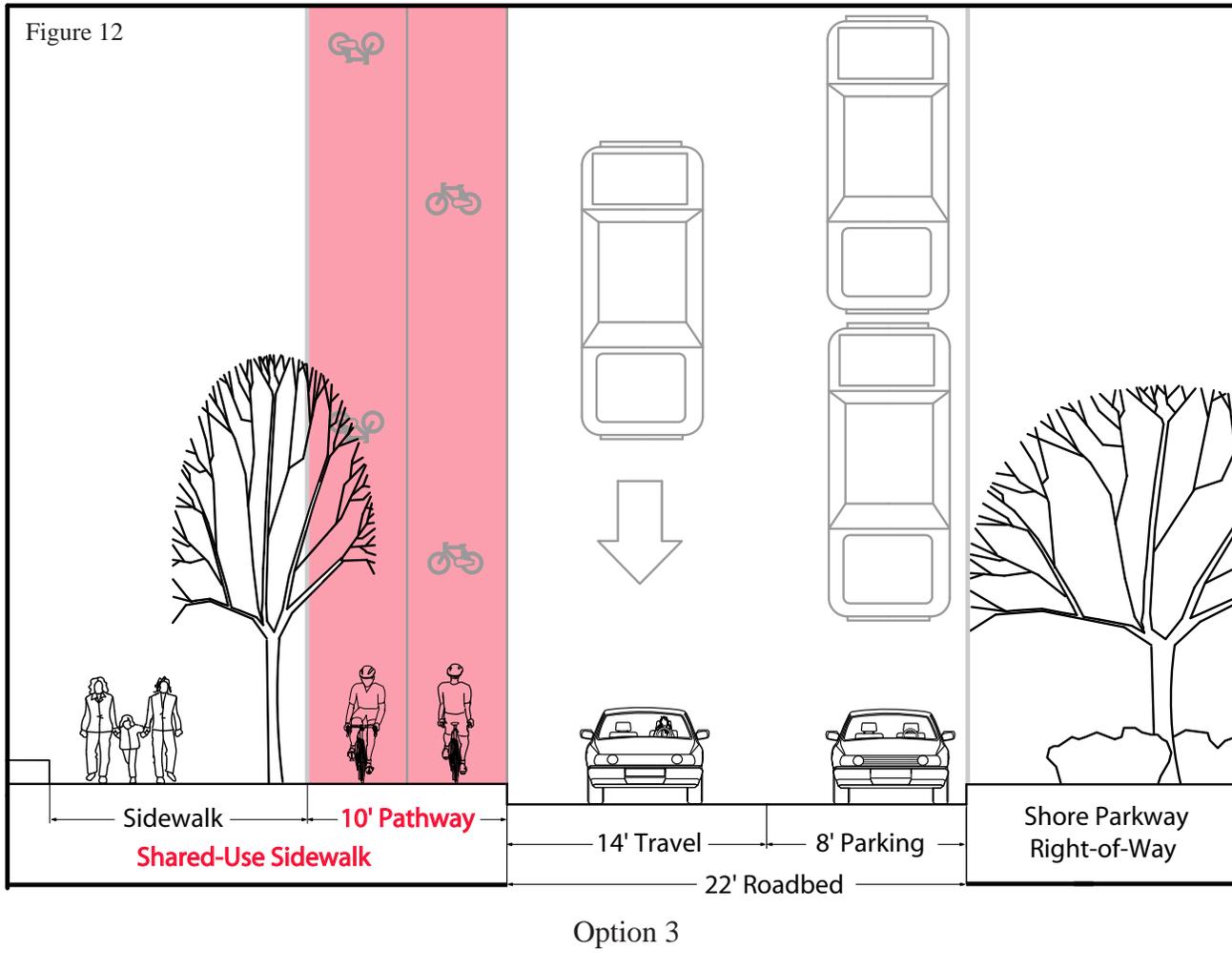
However, there are issues with this option: DSNY needs at least 10-feet of right-of-way to sweep the streets or remove snow and the Federal Highway Administration (FHA) does not recommend bi-directional pathways on one-way streets. This option is achievable in conjunction with a roadway widening and a sufficient barrier between the bicyclists and vehicles. While the FHA does not recommend bi-directional pathways on one-way streets, there are numerous example of this configuration throughout the nation and the world. There is also a precedent in the city where the NYCDOT implemented a reverse flow bicycle lane on the one-way northbound FDR service road in Manhattan from the Water Club restaurant to East 24th Street.



LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSY AVENUE

Recommendations

Option 3: Class 1 Shared-Use Sidewalk
Bi-Directional and Off-Street



LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSEY AVENUE***Recommendations******Option 3: Build a Class 1 Shared-Use Sidewalk (Combined South Sidewalk & Bi-Directional Bicycle Lane)***

As in Link 1 Option 3, this option [Figure 12] proposes to redesign the south sidewalk as a shared-use sidewalk, whereby pedestrians and bicyclists would be separated from the street and moving traffic by a raised curb. AASHTO guidelines state that shared-use pathways should be a minimum of 10 feet. The sidewalk in front of Dreier-Offerman is 11 feet wide with a minimum of five feet of asphalt and six feet of grass, dirt and tree pits. The unpaved areas would have to be redesigned and paved as part of the shared-use sidewalk. Appendix 1 has a detailed discussion of the shared-use sidewalk in Links 1 and 2.

Excess roadbed could also be added to provide a wider pathway and more design features and amenities. By adding five to seven feet of roadbed to the shared-use pathway, it can be reconfigured to create an eight-foot pedestrian path separated from a ten-foot wide bi-directional bicycle path paved in colored asphalt and appropriately striped. The single travel lane along Shore Road South would be reduced to 22 or 24 feet. Redesigning the roadway and adding additional width from the Shore Parkway right-of-way can also be used to design a more spacious facility while maintaining the existing street geometry.

This option does not require the elimination of any on-street parking. NYC Parks & Recreation has jurisdiction over the sidewalk fronting the park and have shown a willingness to the concept of a shared-use sidewalk where appropriate. The MTA has expressed its preference for the shared-use sidewalk in Links 1 and 2 because bus movements would not be affected. In Options 2 and 3, additional regulatory signage should be posted to minimize conflict between greenway users and drivers entering or exiting off-street parking lots.

The Bi-Directional Bike Lane along Shore Road South (Option 2 in Links 1 and 2) and the Shared-Use Sidewalk (Option 3 in Links 1 and 2) have an advantage over the Greenway in the Shore Parkway right-of-way (Option 1 in Links 1 and 2) in that they are more direct routes with no parkway ramp crossings.

LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSEY AVENUE

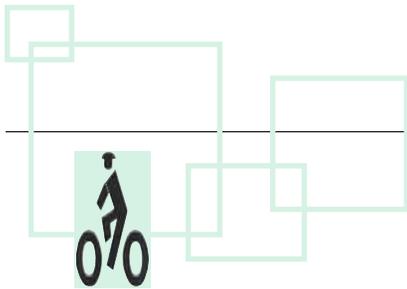
Recommendations

Additional Improvements

The dirt and gravel pathways in Dreier-Offerman Park, Six Diamonds Park and Home Depot should be paved, signed, and officially designated as Class 1 greenways. These pathways could be either dual carriageway, shared-use facilities or a combination of both.

The Home Depot Pathway, while small and inadequately designed, could be improved and widened from 10 feet to a minimum of 12 feet and should have the same operating hours as Dreier-Offerman Park. If Home Depot is unwilling to improve the pathway and have it officially designated as a greenway, Bay 54th Street should be designated as a Class 3 bicycle route to link Six Diamonds Pathway to Cropsey Avenue. Bay 54th Street is a signalized intersection and connects to Cropsey Avenue Bridge and the sidewalks on both sides of the bridge (see Link 3).

The existing (and proposed) pathways inside Dreier-Offerman Park and Six Diamonds Park should be paved, signed, and designated as Class 1 greenways, consistent with Parks Department policies. Dreier-Offerman Park has some unconnected paved portions of a pathway (see photo on page 41) that need to be expanded to Shore Road South. Environmental concerns raised by the paving of asphalt paths and runoff in the parks could be addressed by building the pathways with a porous material that allows rain and snow to permeate its surface and therefore reduce runoff. However, pathways made of porous materials require more maintenance.



LINK 2: SHORE ROAD SOUTH FROM 26TH AVENUE TO CROPSEY AVENUE

Additional Improvements

Recommendations

Designation of Greenway Facilities



Dreier-Offerman Park



Six Diamonds Park



Home Depot Pathway