GOALS AND OBJECTIVES
• Create Open and Green Space
• Expand Waterfront Opportunities
• Enhance Recreational Opportunities
• Link to Existing Greenways and Bicycle Routes
• Upgrade Existing Bicycle Facilities within Study Area
• Develop Safe and Direct Non-Motorized Transportation Facilities
The Shore Parkway Greenway Connector would complete the missing inland section of one of the City’s best waterfront greenways. By linking the western and eastern sections of the greenway, the project would allow users to ride safely and continuously through many of Brooklyn’s finest parks, open spaces and neighborhoods. The project seeks to:

- Provide for safe and direct non-motorized transportation facilities;
- Improve existing bicycle facilities;
- Link existing greenways and bicycle routes;
- Enhance recreational and waterfront opportunities; and
- Create and preserve open spaces.

The project initially examined the feasibility of locating the greenway within the Shore Parkway right-of-way as it continues inland north of the Coney Island peninsula. Though this is not a waterfront route, it would be direct, continuous, and consistent with the design of the existing greenway. However, the lack of available space, the multiple bridges, on-ramps, off-ramps, and the elevated sections of the parkway make such a route impossible except in the most westerly section of the study area. The resulting route follows the Shore Parkway South Service Road (Shore Road South), and then traverses the Coney Island peninsula.

The plan emphasizes the continuity of the route, compatibility between links, proximity to the waterfront and keeping bi-directionality. Wherever possible, the preferred action is to plan, design, and build a Class 1 off-street path that is consistent with the existing Shore Parkway Greenway. Proposed on-street bicycle facilities keep all eastbound and westbound pathway users together on the same route.
**Introduction**

**Links and Connections** [Map 2]

The completion of the pedestrian and bicycle connector would improve non-motorized vehicle access to:

**Neighborhoods**
Bay Ridge, Fort Hamilton, Bath Beach, Coney Island, Brighton Beach, Manhattan Beach, Sheepshead Bay, Mill Basin, Starrett City, Spring Creek, Howard Beach, and the Rockaways

**Waterfront Parks and Open Spaces**
Owl’s Head Park, the 69th Street Pier, Dyker Beach Park, Bensonhurst Park, Dreier-Offerman Park, Six Diamonds Park, Leon S. Kaiser Playground, the Coney Island Boardwalk, Brighton Beach, Manhattan Beach, Plumb Beach, the Canarsie Pier, and the National Park Service’s Gateway National Recreation Area, including Floyd Bennett Field, Fort Tilden, and Jacob Riis Park

**Greenways and Bicycle Lanes**
The Ocean Parkway Greenway, the Rockaway-Gateway Greenway, the Sunset Park connector, the Cross Bay Boulevard bicycle lanes, and the Bedford Avenue bicycle lanes

**Recreation, Amusement, and Sports Facilities**
Fort Hamilton, Dyker Beach Golf Course, Marine Park Nature Center and Golf Course, Ryan Center Historic Hangar Row, Keyspan Stadium, the New York Aquarium, Astroland Amusements, and Aqueduct Race Track

**Colleges**
Kingsborough Community College and Brooklyn College

**Transportation**
NYC Transit stations at Stillwell Avenue, West 8th Street, Brighton Beach Avenue, Neptune Avenue, Ocean Parkway and John F. Kennedy International Airport.
Introduction

Map 2

Brooklyn
- On-Street
- Greenways

Study Area

Shore Parkway Greenway Connector Master Plan
**Project Scope**

This federally-funded project seeks to enhance and develop better bicycling, pedestrian, and universal access facilities on this greenway. This report evaluates existing conditions for motorists and pathway users, identifies issues and opportunities, and makes a series of recommendations in order to achieve the goals of a redesigned route, primarily off-street where possible, that is safe for all users.

Data on existing conditions was collected for the length of the study area. Fieldwork and documents/records produced an inventory of roadway geometries and striping, sidewalk and bridge conditions, vehicular volumes, movements, and classifications; bus, pedestrian, and pathway user movements; on- and off-street parking regulations, capacity, and utilization, and accident data. Peak hour vehicle, bicycle, and pedestrian counts were taken and vehicular levels-of-service and parking capacity analyses were conducted using the standard accepted methodology, including the Highway Capacity Manual and Software (2000).

**Technical Advisory Committee**

This master plan was developed in consultation with a Technical Advisory Committee (TAC) consisting of representatives from local community boards, neighborhood groups and associations, city officials, and transportation advocates. The names and affiliations of members are included in Appendix 5.

**Funding**

This project is funded by a federal matching grant from the metropolitan planning organization for the region, the New York Metropolitan Transit Council (NYMTC), through the Unified Planning Work Program. The New York City Department of Transportation (DOT) previously received funding to implement improvements through the Transportation Enhancements program under the Intermodal Surface Transportation Efficiency Act (ISTEA). Additional capital funds to build the plan’s recommended actions will be sought through federal programs, the city budget, or discretionary funds available through local and state elected officials.
The Shore Parkway

The Shore Parkway, part of the Belt Parkway, begins at the Gowanus Expressway in Bay Ridge and continues south and east along the New York Bay waterfront from Bay Ridge to Bensonhurst and from Sheepshead Bay to Howard Beach, Queens. The parkway skirts the Coney Island peninsula, where it travels inland and is elevated. The parkway connects 26 parks or open spaces with over 3,500 acres.

The parkway is a six-lane limited-access highway that connects to the Verrazano-Narrows Bridge, providing vehicular access to Staten Island and New Jersey, and to the Southern, Laurelton, and Cross Island parkways, linking drivers to Queens and Nassau County, Long Island. The Shore Parkway is heavily used by cars, with annual average daily traffic (AADT) of more than 140,000 vehicles. Trucks are not allowed on the parkway.

The Belt Parkway was first proposed by Robert Moses in 1930. Construction of the parkway along the southern Brooklyn and Queens waterfront began in 1934 and was completed in 1940. The 36.5-mile highway was designed with a dark-colored main road and light-colored entrance and exit ramps and sodium-vapor lights on traditional timber lampposts. As originally constructed, the parkway had four travel lanes, two in each direction, separated by a wide grassy median. In the late 1940s the road was widened to six lanes. In more recent years, the Shore Parkway has been reconstructed and new signs and lights have been installed.

The Shore Parkway Greenway

The existing Class 1 greenway, built as part of the original design, is split into two sections that are connected by a Class 3 signed on-street route. The western section of the Shore Parkway Greenway begins at the 69th Street Pier in Bay Ridge and continues south for seven miles along the Brooklyn waterfront past the Verrazano-Narrows Bridge, Fort Hamilton and Dyker Beach Park. The greenway from Bay Ridge to the Verrazano is an excellent example of an off-street, dual carriageway, with an often expansive divider between wheeled and non-wheeled users. The greenway, with scenic waterfront views of the New York Bay, ends at Bensonhurst Park at the intersection of Bay Parkway, a Shore Parkway off-ramp and the Shore Parkway South Service Road (Shore Road South).

The existing eastern section of the greenway begins at Brigham Street and Emmons Avenue in Plumb Beach, Sheepshead Bay. This Class 1, off-street, shared-use path continues eastward for 11 miles along the waterfront through green spaces and parks including Marine Park, Floyd Bennett Field, Bergen Beach Park, Canarsie Beach Park and Pier, and Spring Creek Park. Ending in Howard Beach, Queens, this section of the greenway along the parkway features an ecologically-diverse wildlife habitat with wetlands and passive open space.
The five-mile gap in the Shore Parkway Greenway is a Class 3, signed bike route, divided into two paired routes for eastbound and westbound riders. Eastbound riders travel on-street along Shore Road South, turn south onto Cropsey Avenue, then cross the Cropsey Avenue Bridge to Neptune Avenue. Bicyclists continue south on West 17th Street to Surf Avenue, then travel east to Ocean Parkway and north to Neptune Avenue and Emmons Avenue. The connection to the existing greenway is at the unsignalized intersection of Brigham Street and Emmons Avenue and not the signalized intersection at Knapp Street one block farther east, which is often cited in documents as the entrance to the eastern section of the greenway.

Westbound bicyclists leaving the greenway at Brigham Street also travel on-street along Emmons and Neptune avenues, south on Ocean Parkway, west on Surf Avenue, then north on West 17th Street and Cropsey Avenue. Riders then travel west on the Shore Parkway North Service Road, north onto Bay 35th Street, west onto Bath Avenue, south onto Bay Parkway, and finally ride under the Shore Parkway to access the western section of the greenway.

**Greenway and Bicycle Connections** [Map 3]  
The western end of the Shore Parkway Greenway leads to the Sunset Park Connector, on- and off-street bicycle paths and lanes that link Owl’s Head Park, the Greenwood Cemetery, and Prospect Park. The eastern section of the greenway connects to two existing north-south bicycle facilities. The Rockaway-Gateway Greenway on Flatbush Avenue and the Marine Parkway Bridge leads to Fort Tilden and Jacob Riis Park. The Cross Bay Boulevard bicycle lane runs from Howard Beach through Broad Channel to the boardwalk along the Atlantic Ocean in the Rockaways.

With the completion of the Shore Parkway Greenway Connector, four other existing bicycle facilities would have improved connections: the Ocean Parkway Greenway, the nation’s first dedicated bicycle lane and greenway, which extends from Coney Island to Prospect Park; the Bedford Avenue Class 2 bicycle lane that links the Sheepshead Bay waterfront to Crown Heights through Brooklyn College; the Oriental Avenue bicycle lane in Manhattan Beach connecting to Kingsborough Community College; and the Coney Island (a.k.a Riegelmann) Boardwalk, currently open to bicyclists from 5:00 to 10:00 a.m. only.

The New York City Department of Parks & Recreation recently received $1 million in multi-model funds from New York State Assemblywoman Adele Cohen (46th District), as well as an additional $175,000 to build a new waterfront greenway with related amenities along the Coney Island Boardwalk. These funds will be used to implement the first phase of a new pathway dedicated to bicyclists, in-line skaters, people using wheelchairs, etc., that is parallel to the existing boardwalk, and to install historic boardwalk lights and provide decorative enhancements (see page 57). This new greenway will help minimize conflicts between pedestrians and wheeled users by permitting separate facilities for each user group. U.S. Congressman Jerry Nadler (NY 8th District) has earmarked an additional $3.2 million in TEA-3 funds to construct future phases of the waterfront greenway.
Study Area Links
The study area has been divided into seven separate segments or links [Map 4], due to the study area’s length of over five miles, and the variety in its physical characteristics, road conditions, and landscapes. The seven links are:

<table>
<thead>
<tr>
<th>Link 1:</th>
<th>Shore Road South from Bay Parkway to 26th Avenue;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link 2:</td>
<td>Shore Road South from 26th Avenue to Cropsey Avenue, including Dreier-Offerman Park, Six Diamonds Park and the Home Depot path;</td>
</tr>
<tr>
<td>Link 3:</td>
<td>Cropsey Avenue/West 17th Street from the Home Depot to Neptune Avenue;</td>
</tr>
<tr>
<td>Link 4:</td>
<td>Neptune Avenue from West 37th Street to West 17th Street;</td>
</tr>
<tr>
<td>Link 5:</td>
<td>Neptune Avenue from West 17th Street to Ocean Parkway;</td>
</tr>
<tr>
<td>Link 6:</td>
<td>Neptune Avenue and Emmons Avenue from Ocean Parkway to Ocean Avenue; and</td>
</tr>
<tr>
<td>Link 7:</td>
<td>Emmons Avenue from Ocean Avenue to Knapp Street.</td>
</tr>
</tbody>
</table>

For each link, existing conditions are described, findings are highlighted, and recommendations are proposed. Most links list the preferred action and additional and alternative options considered for this project. These options have been developed to provide a range of possible solutions, both short- and long-term, on-street and off-street, and to assess the viability of each proposal. In some instances, a recommendation may require funding and commitments that are not currently available.