

Jamaica Bay Greenway



WHAT is the Greenway?



The Jamaica Bay Greenway is a planned 28-mile network of pedestrian and bicycle paths connecting communities along the Jamaica Bay waterfront to more than 10,000 acres of city, state and federal parkland, including Rockaway Beach, Marine Park, Canarsie Pier, Floyd Bennett Field and the Jamaica Bay Wildlife Refuge.

More than 10 miles of the Greenway already exist, serving roughly 100,000 local and regional visitors annually. When completed, multi-use paths and on-street bicycle markings will create a loop route around Jamaica Bay, allowing cyclists and walkers to commute, exercise and explore the Bay's natural beauty from Sheepshead Bay and Spring Creek in Brooklyn to Howard Beach and the Rockaway Peninsula in Queens.

Recently, more than two miles of protected path have been added to connect the Canarsie neighborhood in Brooklyn to the Greenway, and

other segments are now in design.

As the City and the National Park Service continue to invest in Jamaica Bay as a recreational destination and an economic driver for South Brooklyn and Queens, a cohesive, user-friendly greenway network is a critical resource for accessing all the Bay has to offer.

New York City Department of Transportation (DOT) has committed to growing the network of pedestrian, bicycle, and greenway facilities throughout the City. Over 380 miles of protected paths and lanes have been built, many of which connect more than 60 miles of planned or completed waterfront public spaces. Greenways provide a safe, convenient, and fun space for active recreation and non-motorized transportation. The completion of the Jamaica Bay Greenway is an important component of an interconnected Brooklyn-Queens waterfront greenway network.

OTHER Parallel Projects

Reconstruction of Seven Bridges on the Shore Pkwy

DOT began reconstruction of seven bridges on the Shore Pkwy in 2012. The Jamaica Bay Greenway utilizes four of these bridges: Gerritsen Inlet, Mill Basin, Paerdegat Basin and Fresh Creek Basin bridges. Pedestrian and bicycle paths will be maintained at all times during construction. In addition to eliminating substandard conditions and addressing safety, pedestrian and bicycle paths are being upgraded on some bridges, including a 12-foot bike path on the Fresh Creek Basin Bridge, and barrier-protected pedestrian and bicycle path on the Paerdegat Basin Bridge. Construction work is expected to be complete in 2017, while landscaping work will continue until 2019.

Rockaway Boardwalk Reconstruction

The Jamaica Bay Greenway route is complemented by the Rockaway Beach Boardwalk, which is currently undergoing a phased reconstruction. More than \$140 million has been invested to repair and restore Rockaway Beach from the damage caused by Hurricane Sandy. NYC Parks and NYC EDC are leading the construction of the new, protective and more resilient boardwalk that features various coastal protection structures. The new boardwalk will also include designated bike lanes and provide a continuous walking path from Beach 19th St to Beach 126th St. The entire boardwalk reconstruction is scheduled to be completed by the summer of 2017.

Spring Creek Salt Marsh and Coastal Upland Restoration

Spring Creek Park is one of many open spaces adjacent to the Jamaica Bay Greenway. In response to damage sustained in the park and uplands during Hurricane Sandy, NYC Parks and the National Park Service will restore intertidal marsh along the Spring Creek tributary to Jamaica Bay, and maritime shrub-scrub, forest and grassland habitat in the surrounding upland area. The restored areas will offer open space for passive recreation and environmental educational to nearby neighborhoods and visitors alike. Included in the Jamaica Bay Greenway Implementation Plan is a proposed Future Enhancement Project to construct an off-street multi-use path through a restored Spring Creek Park.

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For more information visit
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WHY

Build the Greenway?

Vision Zero

Provide safe options for commuting and recreation with new street designs to improve safety and reduce traffic crashes.

Waterfront Access

Create efficient new transportation and recreation options that connect waterfront neighborhoods and destinations to the rest of the city.

Improve Public Health

Provide all New Yorkers with easily accessible active recreational opportunities and green spaces.

Green Streets & Sidewalks

Create more inviting streetscapes with new trees and vegetation to improve quality of life and clean the air.



HOW

Will the Greenway Get Built?



ENGAGING

Communities

The Jamaica Bay Greenway Implementation Plan describes the location and design of 19 miles of new or enhanced Greenway route. A total of 17 discrete projects on New York City Department of Transportation (DOT) right of way and nine Future Enhancement Projects (FEP) have been identified and will be implemented over time as funds become available.

Projects on DOT jurisdiction have potential short and long term designs, while FEPs require long term coordination with other agencies. All portions of the Greenway route and associated open spaces will rely on the cooperation of public agencies and private partners including NYC

Parks; National Parks Service (NPS); Brooklyn Community Boards 5, 15, and 18; Queens Community Boards 10 and 14; and the support of local civic and business owners. The landowners will share the stewardship of the Greenway.

More than \$2.5 million in federal funding already has been secured for the Greenway. DOT has made the Jamaica Bay Greenway a priority project, allocating additional money for both short and long term improvements that engage neighboring communities, create new green spaces, and connect pedestrians and bicyclists to the waterfront.

Since 2011, Regional Plan Association (RPA) has worked with DOT, NPS, NYC Parks, and several community organizations to conduct a comprehensive community engagement process to encourage community members to experience the Greenway and identify communities' needs, desires and ideas for improving greenway access. Over the course of three years, partner organizations and agencies have presented to civic associations, community-based organizations, and community boards; hosted dozens of public awareness events and Greenway tours; distributed informational pamphlets; and held quarterly public forum meetings to discuss issues related to the Greenway.

Building on this process, in 2014, DOT and RPA began work on the Jamaica Bay Greenway Implementation Plan that will guide future development of the Greenway and ensure its completion. DOT and RPA held 12 community-planning workshops around the bay to identify priority ideas and destinations, discuss alternative routes and present selected route designs for community feedback. The community input from this process has helped identify proposed routes and priorities and informed the final plan. This detailed plan, summarized here and available at nyc.gov/dot, provides information on the 26 projects along the Greenway.

WHAT

Will the Greenway Look Like?



Multi-Use Path

Path is designated for use by both pedestrians and cyclists.



Protected Path

Path is in the roadway, separated from vehicle traffic by plastic or concrete barriers or the placement of parked cars.



Separated-Use Path

Path is demarcated by barriers or painted markings, designating separate areas for pedestrians or cyclists.



On-Street Markings

Route for cyclists is in the roadway and designated with standard traffic markings.



Grade Separated Path

Path is adjacent to the roadway, separated from vehicle traffic by a curb or change in pavement level.



Off-Street Path

Path is separate from the street network, generally in the jurisdiction of an agency other than DOT.

Project is on NYC DOT jurisdiction, with potential short term and long term designs.

A Project requires coordination with agencies other than NYC DOT.

Proposed Projects

1 Plumb Beach Network Link

Install grade separated two-way bicycle path along the Sheepshead Bay waterfront.

Length (ft) 4,800 ft

Cost \$\$\$\$

2 Marine Park Connector

Install grade-separated pedestrian and bicycle path adjacent to Marine Park.

Length (ft) 2,500 ft

Cost \$\$\$\$

3 Flatbush Ave Enhancements

Enhance crossings at Shore Pkwy ramps. Reconstruct path to accommodate a pedestrian and bicycle path on west side of Flatbush Ave.

Length (ft) 6,500 ft

Cost \$\$\$\$

A Marine Park Path

Work with NYC Parks to widen the existing off-street path to accommodate a multi-use path through or adjacent to Marine Park.

Length (ft) 1,900 ft

4 Paerdegat Network Link

Install two-way, off-street bicycle path between existing bicycle network and Greenway.

Length (ft) 2,000 ft

Cost \$\$\$\$

5 Paerdegat Ave N

Build out curb and pedestrian neckdowns to create grade-separated, multi-use path along Paerdegat Basin

Length (ft) 5,000 ft

Cost \$\$\$\$

6 Canarsie Pier East Extension

Construct grade-separated path and pedestrian neckdowns along Canarsie Park East, connecting to Canarsie Pier.

Length (ft) 4,600 ft

Cost \$\$\$\$

7 Spring Creek Towers Neighborhood Greenway

Widen sidewalk to accommodate a grade separated pedestrian and bicycle path along the east side of Fresh Creek Nature Preserve.

Length (ft) 4,500 ft

Cost \$\$\$\$

8 Pennsylvania Ave Overpass

Widen sidewalk to accommodate a grade separated pedestrian and bicycle path on Pennsylvania Ave Overpass.

Length (ft) 600 ft

Cost \$\$\$\$

9 Gateway Network Link

Redesign roadway to include a protected pedestrian and bicycle path and construct bus stop bulb-outs along Spring Creek Park.

Length (ft) 3,500 ft

Cost \$\$\$\$

10 Erskine St Overpass

Enhance existing pedestrian and bicycle path on Erskine St Overpass.

Length (ft) 700 ft

Cost \$\$\$\$

B Canarsie West Trail Connector

Work with NYC Parks to construct an off-street, multi-use path through Canarsie Park West, connecting to Paerdegat Ave N and Greenway.

Length (ft) 3,150 ft

C E 108th St Streetscape Improvements

Work with NYC Parks, DEP and NY Rising to install streetscape improvements.

Length (ft) 500 ft

D Gateway Drive Extension

Work with HPD and NYC Parks to extend Gateway Drive multi-use path from Vandalia Ave to Flatlands Ave adjacent to new road.

Length (ft) 500 ft

11 Conduit Greenway Extension

Redesign street to create pedestrian path and protected bicycle path along neighborhood edge and on Cohancy St Bridge.

Length (ft) 3,500 ft

Cost \$\$\$\$

12 Belt to Bridge Connector

Install on-street bicycle lane markings, wayfinding signage, and pedestrian neckdowns at designated intersections from Shore Pkwy Greenway to Spring Creek Park. Construct new sidewalk with tree beds and grade-separated, multi-use path along Spring Creek Park.

Length (ft) 7,500 ft

Cost \$\$\$\$

E Addabbo Bridge Enhancements

Redesign Addabbo Bridge roadway and bridge approach to create protected two-way bicycle path.

Length (ft) 4,500 ft

Cost \$\$\$\$

F Spring Creek Park Path

Work with NPS and DOI to construct an off-street, multi-use path through Spring Creek Park.

Length (ft) TBD

Shore Pkwy Greenway Extension

Work with NYC Parks and NYS DOT to widen and enhance off-street, multi-use path from Shore Pkwy Greenway to 90th St.

Length (ft) 1,600 ft

G North Conduit Extension

Work with NYC Parks to widen and enhance existing path from Cohancy St Bridge to Southern Fields.

Length (ft) 3,500 ft

14 Broad Channel Greenway Enhancements

Reconstruct median, enhance pedestrian and bicycle facilities and wayfinding from Jamaica Bay Wildlife Refuge path to Cross Bay Bridge.

Length (ft) 6,200 ft

Cost \$\$\$\$

15 Nassau County Connector

Construct sidewalk, install on-street bicycle markings, and wayfinding signage from Rockaway Beach to Nassau County Line and Nassau Expressway Greenway.

Length (ft) 1,800 ft

Cost \$\$\$\$

16 Bridge to Beach Connector

Install on-street bicycle lanes and wayfinding signage from Rockaway Boardwalk to Cross Bay Bridge.

Length (ft) 1,900 ft

Cost \$\$\$\$

17 Jacob Riis Park to Boardwalk

Maintain or upgrade existing on-street route and install wayfinding signage from Jacob Riis Park to Rockaway Boardwalk.

Length (ft) 7,400 ft

Cost \$\$\$\$

H Beach 94th St Safety Improvements

Work with MTA to improve pedestrian crossing at Beach Channel Drive and Beach 92nd St.

Location Intersection

I Bayside Path

Work with NYC Parks, DOE and private property owners to construct continuous off-street, multi-use path along waterfront.

Length (ft) 14,200 ft

17 DOT Projects

9 Future Enhancement Projects

19 miles of new or enhanced Greenway

