

Canarsie & Spring Creek

This study area consists of the neighborhoods of Canarsie, Starrett City, Spring Creek, and portions of East New York and Flatlands.



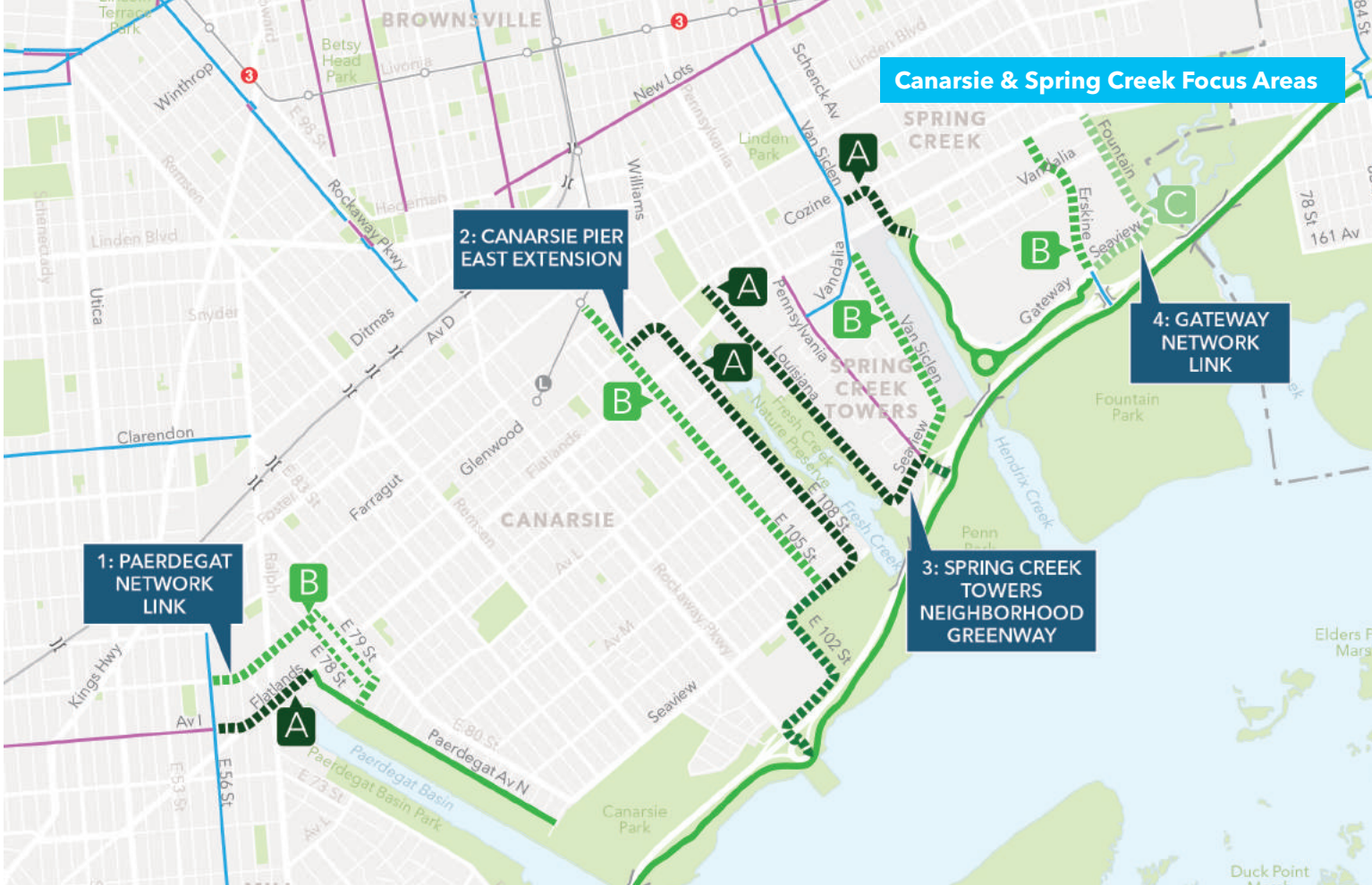
Waterfront and Recreation Amenities

The existing Greenway, which runs along the waterfront edge of the Canarsie & Spring Creek study area, is largely complete. However, it is physically separated from adjacent neighborhoods by the Shore Pkwy and can be difficult to access by foot or bicycle. Increasing access to the Shore Pkwy Greenway segment of the Jamaica Bay Greenway and the waterfront edges which exist on three sides of Canarsie, Spring Creek, and Starrett City, was the primary goal for this study area.

Workshop participants highlighted a number of Greenway destinations, including Canarsie Pier, future Penn and Fountain Parks, Canarsie Park, Fresh Creek waterfront, and the Gateway Center.

- **Canarsie Pier** is a major recreational destination. It offers space for barbecuing, picnics, fishing, kayaking, and swimming. More than 16,000 visitors to Canarsie Pier arrive each year by foot or bicycle. The Pier is part of the Gateway National Recreation Area, which also includes the future Penn and Fountain Parks. The Pier is accessible via the existing Shore Pkwy segment of the Jamaica Bay Greenway.
- **Canarsie Park** consists of two large, noncontiguous parcels of parkland, both of which serve as local parks and regional ball field centers.
- **Fresh Creek Nature Preserve** divides the neighborhoods of Starrett City and Canarsie. This waterfront park is currently only accessible on the Starrett City side.
- **Gateway Center** includes a major shopping center, ball fields, and a portion of the existing Jamaica Bay Greenway, from Vandalia St to Fountain Ave. An existing bridge overpass connects this neighborhood to the Shore Pkwy segment of the Greenway, but workshop participants identified this connection as uncomfortable and a potential site for improvements.

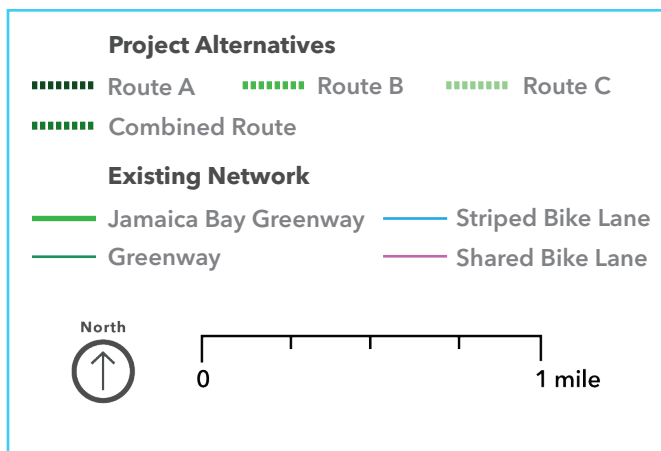




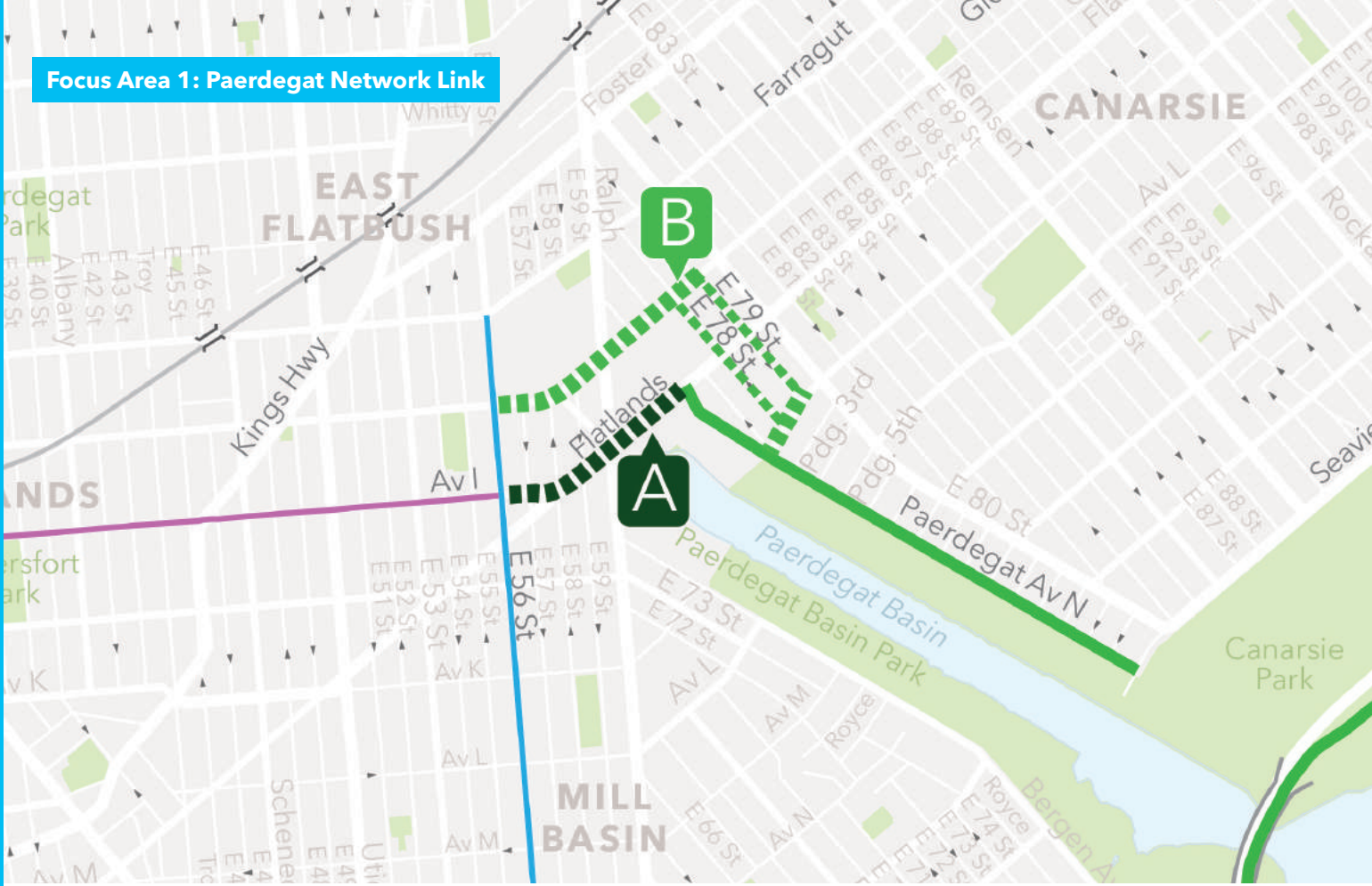
Focus Areas

Within the Canarsie & Spring Creek study area, four focus areas were selected for further analysis. Alternatives for possible Greenway development were reviewed at a community workshop on April 8, 2014.

- **Focus Area 1: Paerdegat Network Link** explores possible connections to the Greenway, Canarsie Pier, and Canarsie Park on the west side of Canarsie.
- **Focus Area 2: Canarsie Pier East Extension** looks at ways to connect to Canarsie Pier and the L train on the east side of Canarsie.
- **Focus Area 3: Spring Creek Towers Neighborhood Greenway** extends the Jamaica Bay Greenway into this East New York neighborhood along a waterfront edge.
- **Focus Area 4: Gateway Network Link** enhances neighborhood connections to the Greenway through Gateway Center.



Focus Area 1: Paerdegat Network Link



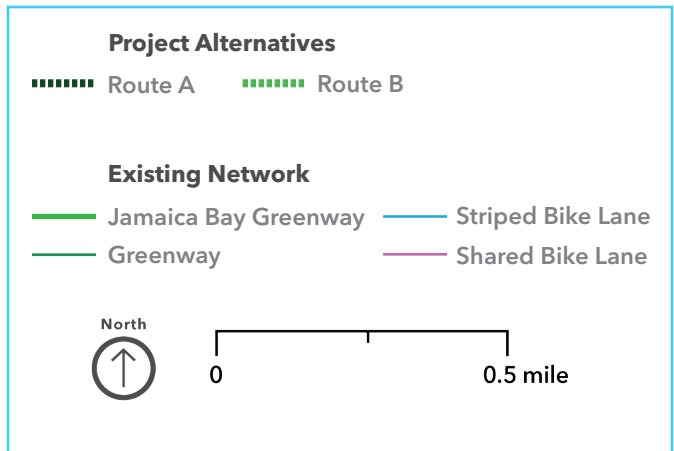
Focus Area 1: Paerdegat Network Link

Existing Conditions

In 2014 DOT installed a two-way Greenway path from Flatlands Ave to Seaview Ave, along the Paerdegat Basin Park. This path has significantly improved neighborhood connections to Canarsie Park; however, this segment of path does not directly connect to the Jamaica Bay Greenway or the nearby existing bicycle route network. Flatlands Ave is a major barrier to accessing the Greenway and the waterfront for residents on foot or bicycle.

The goal of improvements in this focus area is to:

- Connect the existing Greenway segment along Paerdegat Ave North to the Greenway and Canarsie Pier
- Enhance neighborhood connections to Canarsie Park, the Jamaica Bay Greenway, and the waterfront
- Connect to the existing bicycle network



Route Options

Option A: Direct Route along Flatlands Ave

Option A creates a bicycle connection between the end of the existing Greenway (at E 76th St and Flatlands Ave) and the beginning of the existing bicycle network (at Ave I and E 56th St) along Flatlands Ave. This route option provides the most direct route for cyclists, and creates the opportunity to improve pedestrian crossings along the route, as well. However, Flatlands Ave is a heavily trafficked street and a bus route with limited opportunity to install improvements for cyclists in the short term.

Option B: Connection through Neighborhood Streets

Option B directs Greenway users to quieter neighborhood streets, creating a connection to the bicycle network along Paerdegat 1st Ave from Paerdegat Ave N to E 79th St, E 78th St and E 79th St (two-way pair), and Glenwood Rd to the existing bicycle lane on E 56th St. This route, while less direct, has the advantage of significantly lower vehicular volumes. The route could be improved with shortened crossings across Flatlands Ave, wayfinding, as well as on-street markings for cyclists.

Selected Route

Direct Route along Flatlands Ave

A route along Flatlands Ave and Ave I to connect to the bicycle network at E 56th St and Ave I was selected due to the directness of the connection, full use of the existing path along E 76th St, and feedback from workshop participants. An extension of the proposed Glenwood Rd bicycle facilities eastward to connect to the L train should also be explored as a future network expansion project.

Facility Design

The existing Greenway route along Paerdegat Ave N is recommended as a future capital project. This could include installation of trees and buffer space between the path and the parking lane, as well as building out

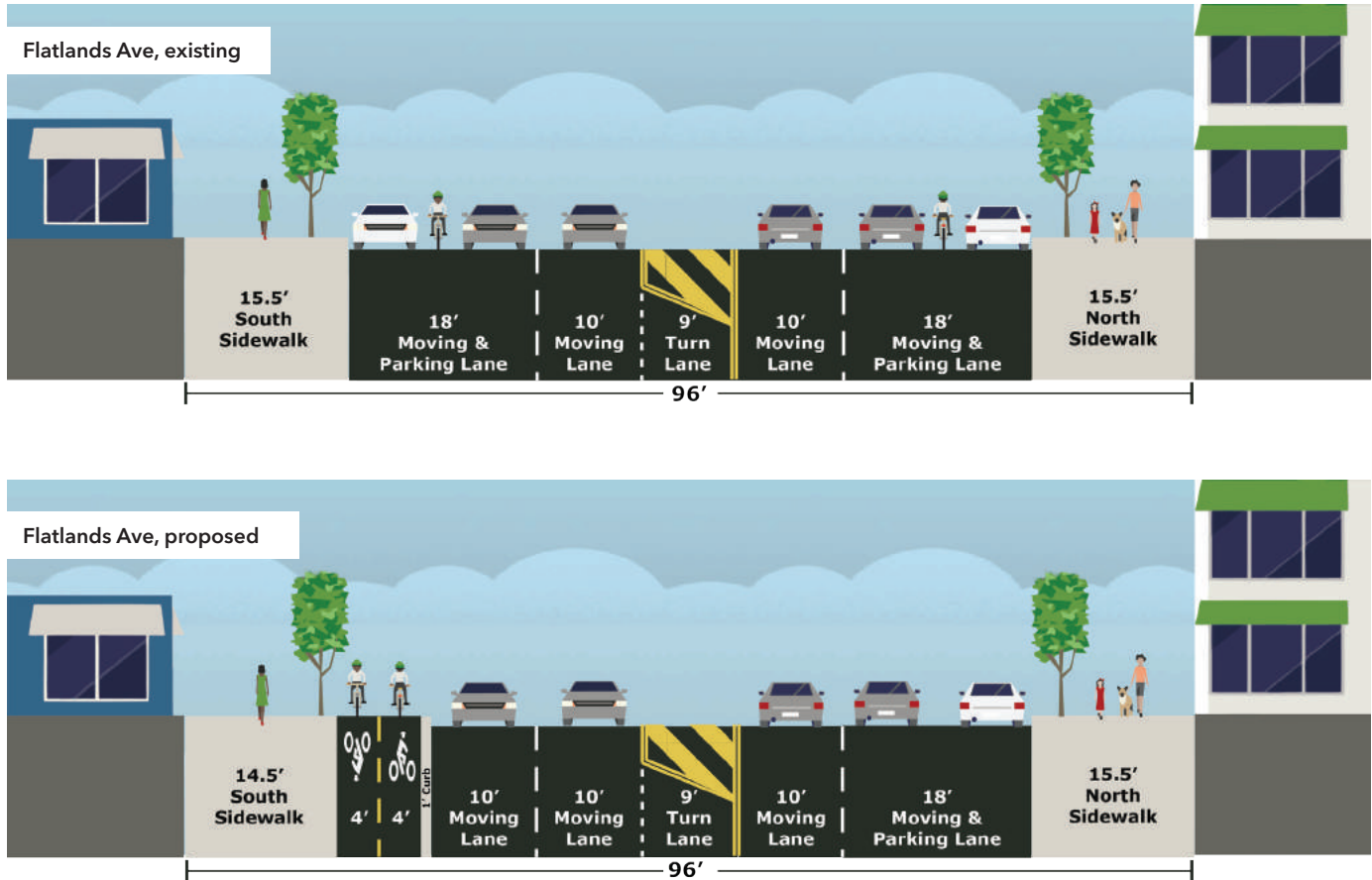
concrete pedestrian areas that are currently marked in paint.

Street improvements are proposed as follows:

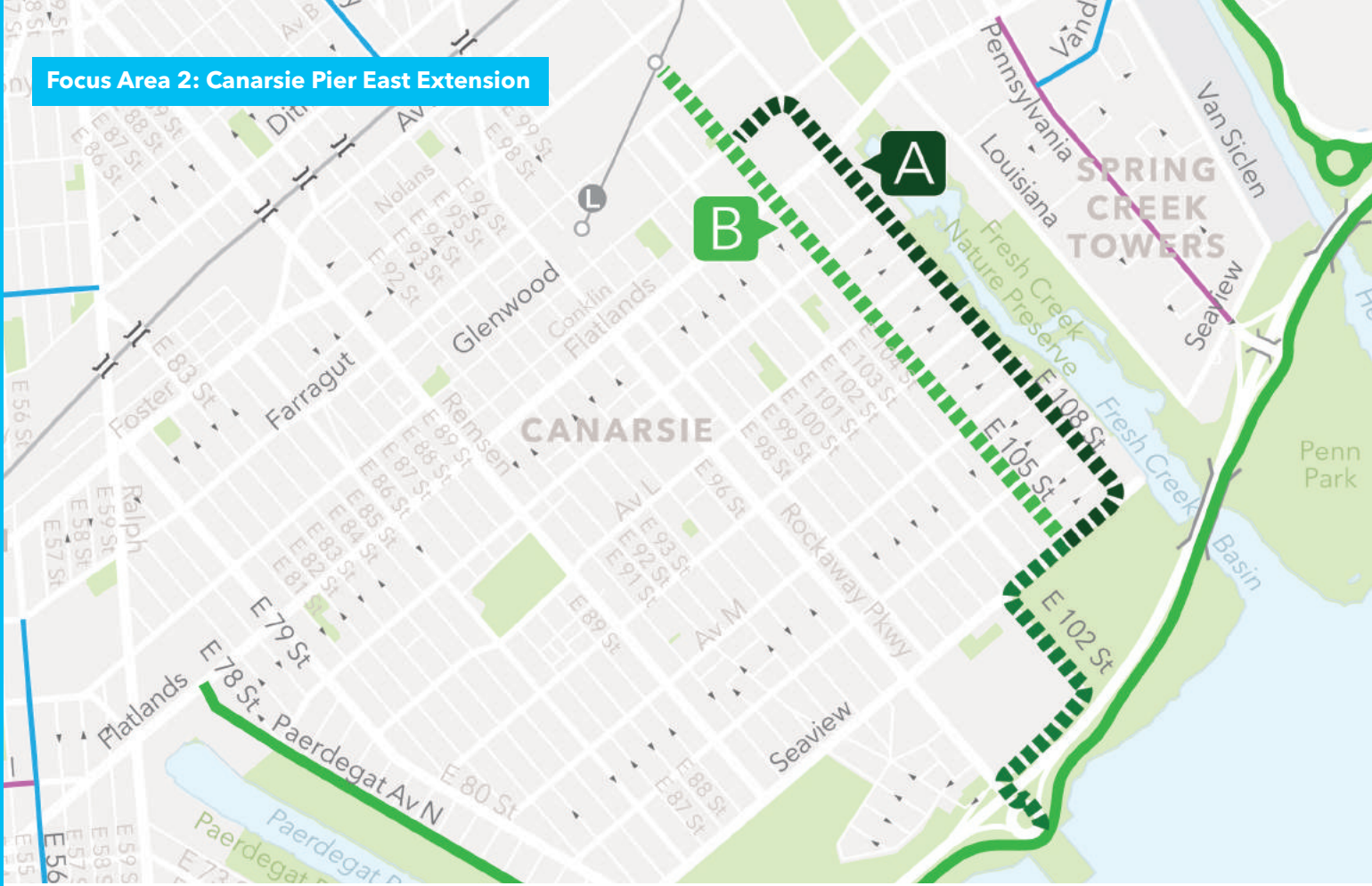
- Two-way path and intersection improvements along Flatlands Ave between E 76th St and Ave I
- Standard bicycle lanes on Ave I between Flatlands Av and E 56th St

Future Enhancement Project

A connection to the Greenway through Canarsie Park is a planned NYC Parks capital project. This path will increase residents' access to both the Greenway and Canarsie Pier.



Focus Area 2: Canarsie Pier East Extension



Focus Area 2: Canarsie Pier East Extension

Existing Conditions

Canarsie Pier is a major destination for picnics and barbecues, fishing, boating, and more. Requests to improve pedestrian and cyclist access to the Pier were among the most commonly received comments during the planning process. While the Pier is easily accessible to pedestrians and cyclists from the Shore Pkwy segment of the Jamaica Bay Greenway, access from the adjacent neighborhood requires crossing on- and off-ramps to the Shore Pkwy.

Prior to this planning process, there was no neighborhood cycling route connecting Canarsie to the Pier. Based on feedback received during the planning process, DOT installed a pathway through Canarsie Circle extending to E 102nd St on Shore Pkwy. Additionally, a path was installed on Seaview Ave between E 102nd St and E 108th St. Several options as how best to extend the Greenway to the neighborhood edge were discussed at public meetings..

Project Alternatives

- Route A
- Route B
- Combined Route

Existing Network

- Jamaica Bay Greenway
- Greenway
- Striped Bike Lane
- Shared Bike Lane

North



The purpose of improvements in this focus area is to:

- Improve pedestrian and cycling access to Canarsie Pier and the Jamaica Bay Greenway, especially from the east side of Canarsie
- Enhance park edges, including Canarsie Park

Alternatives Considered

Rockaway Pkwy north of Shore Pkwy was not considered as an option in this focus area due to large vehicular volumes and previous community feedback.

Option A: Canarsie Pier East Extension

Option A continues the Greenway route north along E 108th St. A number of design options are possible along this route; however, community feedback was strongly in favor of maintaining two-way traffic on this road. Advantages of this route include its proximity to the waterfront and lack of turn conflicts. Disadvantages include lack of space to install standard bicycle lanes while maintaining two-directional traffic.

Option B: E 105th St

Option B creates a bicycle connection between the L train station at E 105th St and Greenway route on Seaview Ave. Advantages of this route include its direct link to transit as well as space to install standard bicycle lanes.

Selected Route

Canarsie Pier East Extension

A route along the edge of the neighborhood, alongside Canarsie Park East and the Fresh Creek Nature Preserve, was selected due to limited turn conflicts and proximity to the park.

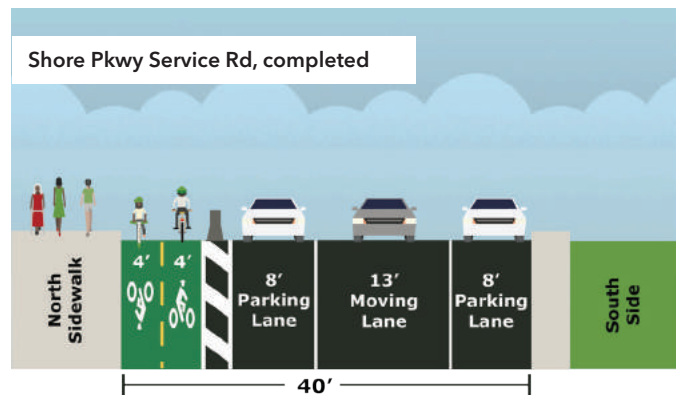
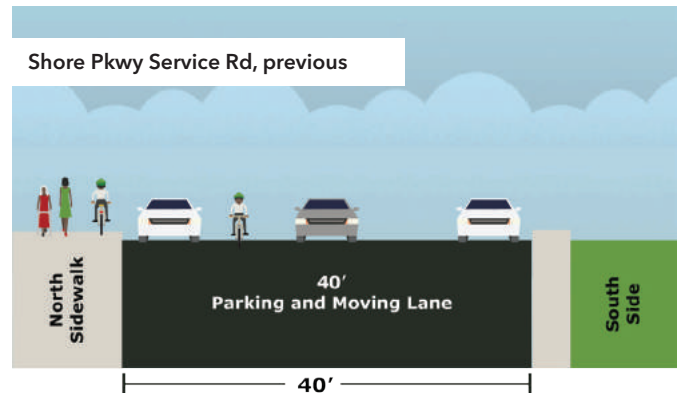
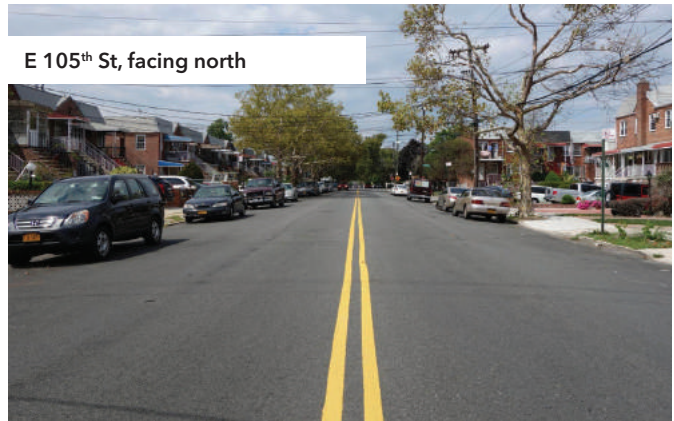
Facility Design

DOT will seek to enhance the existing route along Rockaway Pkwy, Shore Pkwy, E 102nd St, and Seaview Ave with a capital project.

DOT will also work with NY Rising to install streetscape improvements on E 108th St.

Future Enhancement Project

DOT will continue to work with NYC Parks to enhance the Canarsie Park edge along E 102nd St and Seaview Ave.



Seaview Ave, facing east



E 102nd St, facing north



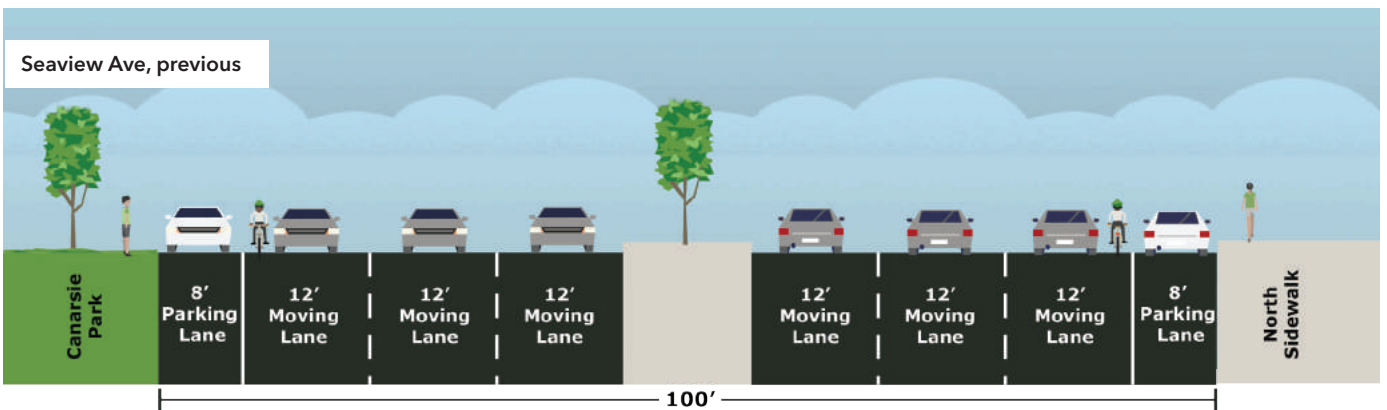
Shore Pkwy, facing east



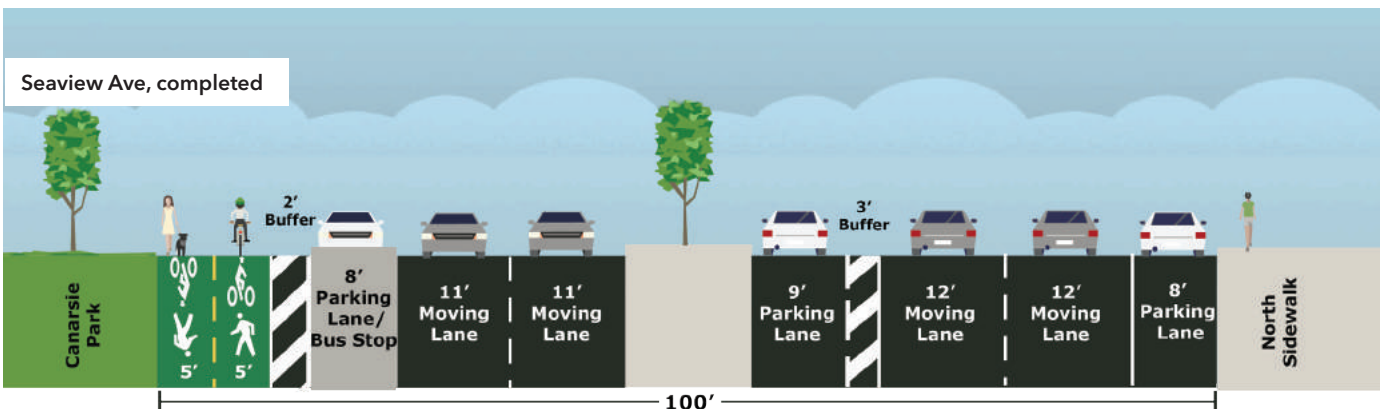
Canarsie Circle, facing south

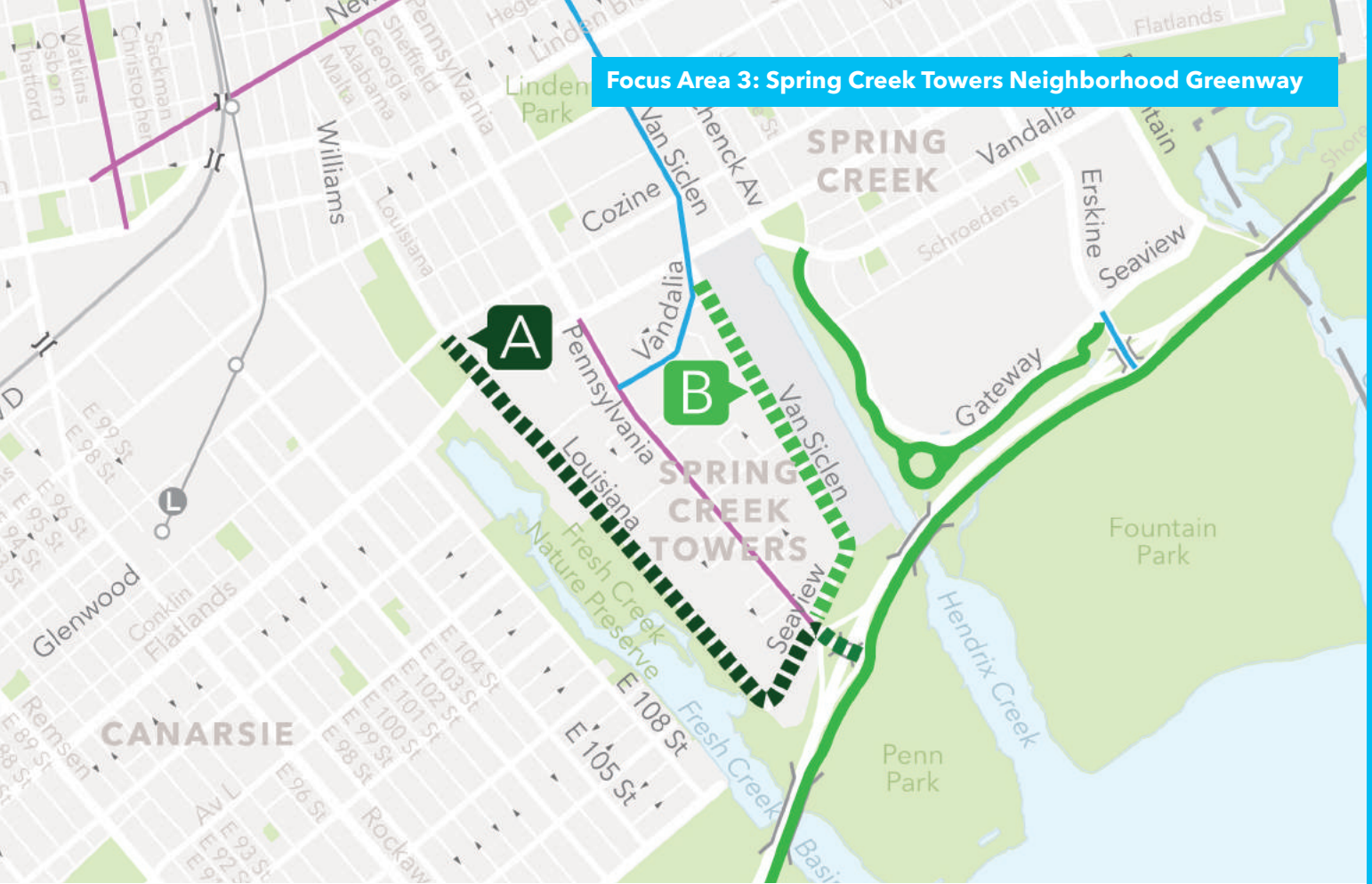


Seaview Ave, previous



Seaview Ave, completed



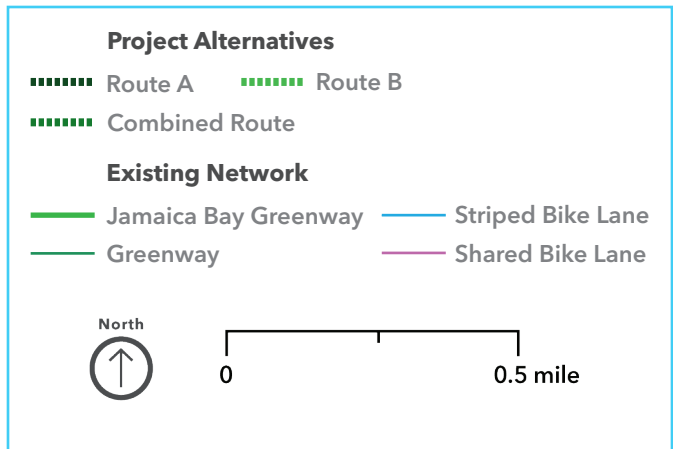


Focus Area 3: Spring Creek Towers Neighborhood Greenway

Existing Conditions

Like Canarsie, the Spring Creek Towers neighborhood is surrounded on three sides by water, creating an opportunity to provide neighborhood access to the Greenway by extending the existing Shore Pkwy segment of the Jamaica Bay Greenway into the neighborhood along a waterfront edge.

Currently, there is no dedicated bicycle or pedestrian access to the existing Shore Pkwy segment of the Greenway from Spring Creek Towers. Visitors must cross uncontrolled intersections with Shore Pkwy on- and off-ramps on Pennsylvania Ave in order to reach the Greenway. While there is a sidewalk on the bridge, there are no crosswalks or pedestrian signals connecting these sidewalks across Seaview Ave. Bicycle lanes extend into Spring Creek on Van Sicten Ave, connecting to the main bicycle network in East New York, and wide parking lanes serve as a bicycle facility on Pennsylvania Ave; however,



these treatments do not cross Seaview Ave to access the Greenway.

The purpose of improvements in the Spring Creek Neighborhood Greenway is to:

- Enhance neighborhood access to the existing segment of the Jamaica Bay Greenway and future Fountain and Penn Park
- Provide a local link to extend the Greenway path into the Spring Creek neighborhood

Route Options

The existing Greenway can only be accessed by crossing the Shore Pkwy on the Pennsylvania Ave overpass. Therefore, this segment of Pennsylvania Ave is included in both route options. Traffic calming has been requested on both Louisiana Ave and Van Siclen Ave.

Option A: Louisiana Ave Waterfront Path

Option A creates a path along the Fresh Creek Nature Preserve park edge on Louisiana Ave, extending the Greenway into the Spring Creek Neighborhood as far as Flatlands Ave. This route has the advantage of waterfront views and direct access into the Nature Preserve, as well as access to the ball fields in Spring Creek Park. A two-way path design on this route would require parking loss.

Option B: Direct Connection to Bicycle Network, Van Siclen Ave

Option B takes advantage of the relatively wide street of Van Siclen Ave. North of Vandalia Ave, Van Siclen Ave is a marked bicycle lane connecting to East New York and the bicycle path network. However, Van Siclen Ave does not provide direct connection to neighborhood parks, or offer waterfront views.

Selected Route

Option A: Louisiana Ave Waterfront Path

This route is preferred based on community feedback, direct access to parks, and proximity to the waterfront. A bicycle connection on Van Siclen as part of a future bicycle lane expansion project is also recommended.

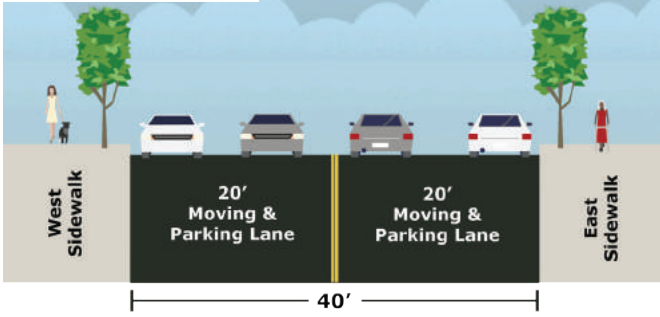
Facility Design

A two-way pedestrian and bicycle path is proposed to be installed on Louisiana Ave from Flatlands Ave to Seaview Ave, Seaview Ave from Louisiana Ave to Pennsylvania Ave, and Pennsylvania Ave from Seaview Ave to the Jamaica Bay Greenway entrance. An enhanced pedestrian crossing is also proposed on Pennsylvania Avenue.

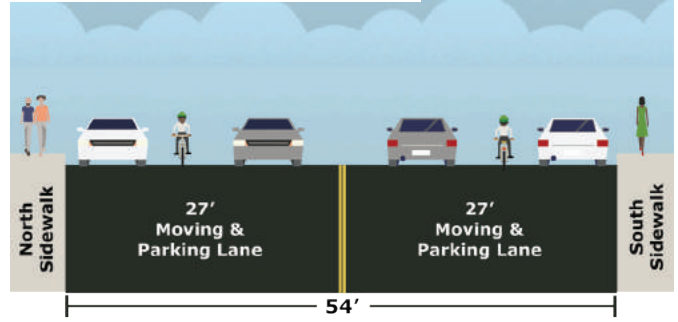
Future on-street bicycle connection can also be explored on Van Siclen Ave as part of a community requested traffic calming project, as well as on Glenwood Rd and Cozine Ave as part of a future bicycle network expansion.



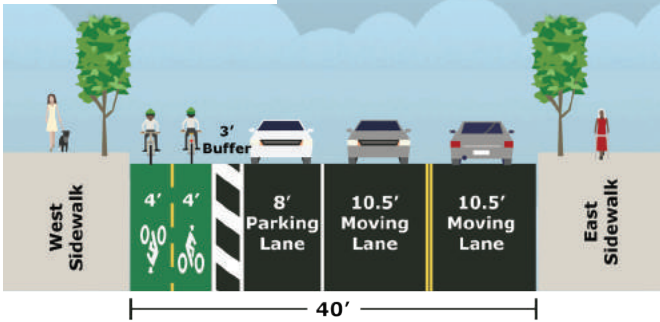
Louisiana Ave, existing



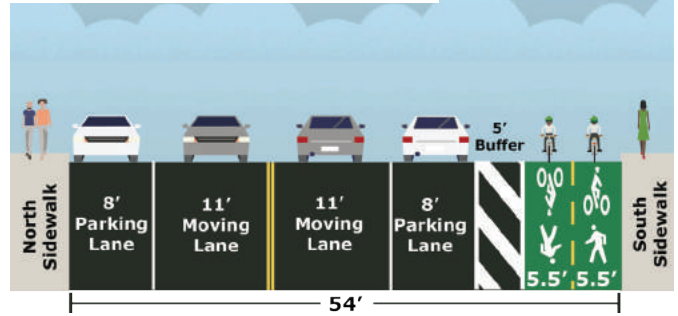
Seaview Ave at Louisiana Ave, existing



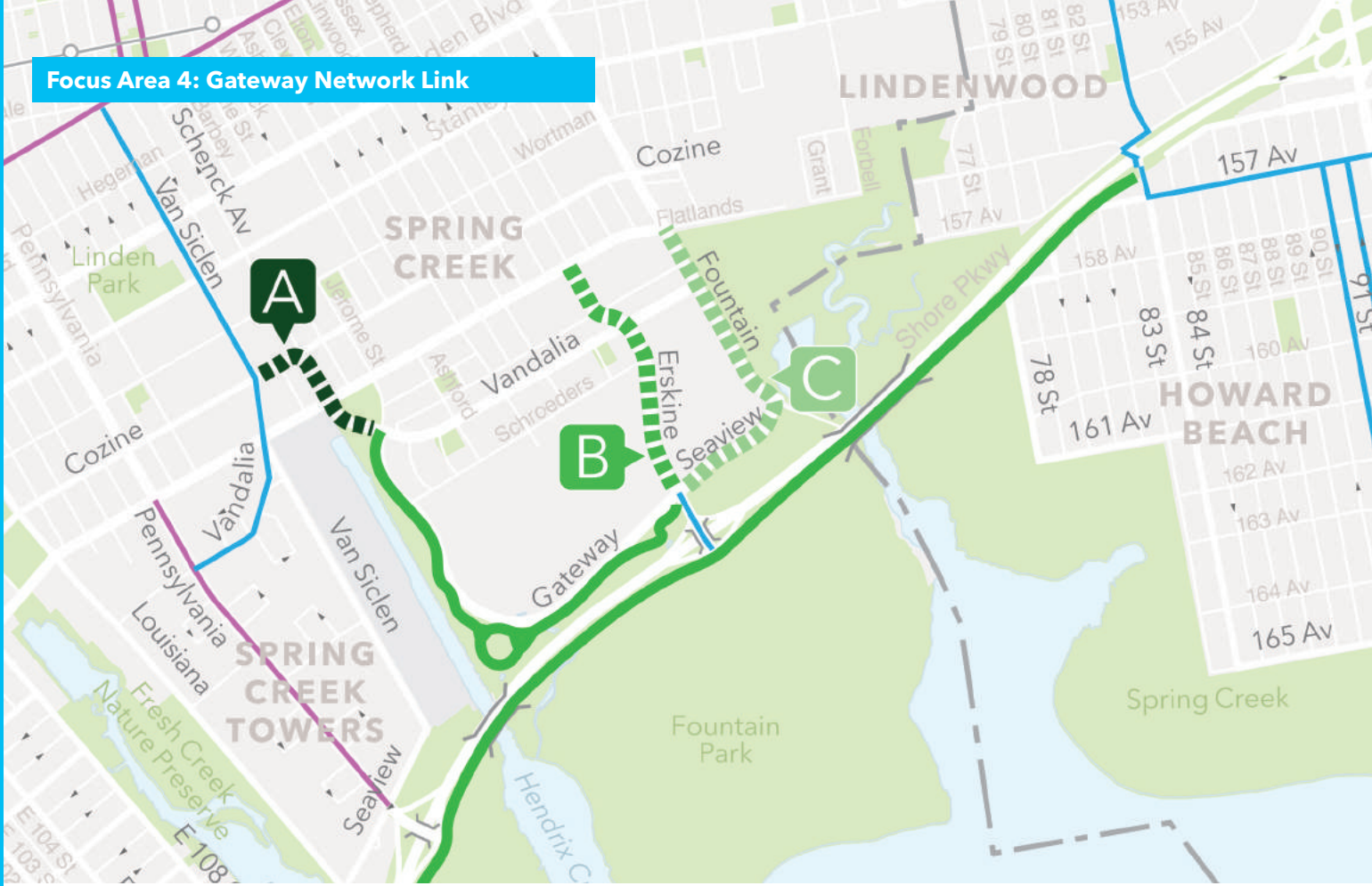
Louisiana Ave, proposed



Seaview Ave at Louisiana Ave, proposed



Focus Area 4: Gateway Network Link



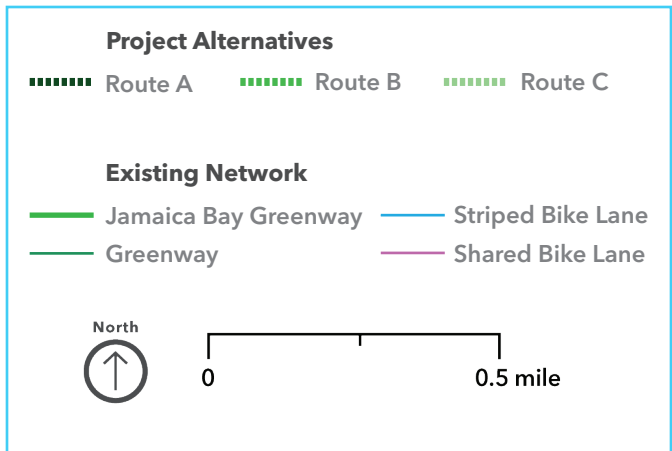
Focus Area 4: Gateway Network Link

Existing Conditions

Gateway Center in East New York was frequently cited in community workshops as a desirable Greenway destination and access point. There is an existing, off-street multi-use path that extends from Vandalia Ave along Gateway Dr to Erskine St, where it connects to an on-street bike lane, over the Erskine St overpass to the site of the future Fountain Park.

The purpose of improvements in this focus area is to:

- Integrate the Gateway Dr path into the Jamaica Bay Greenway system
- Enhance access to Gateway Center for visitors coming from other neighborhoods
- Provide future access to the planned Fountain and Penn Parks



Route Options

Enhancements to the Erksine St overpass, which connects the existing Gateway Dr protected path to the Shore Pkwy Greenway, are included in all three options.

Option A: Network Connections

Option A installs an on-street bicycle connection on Schenck Ave to Cozine Ave/Glenwood Rd, connecting to other proposed greenway extensions and the L train station at E 105th St. Schenck Ave and Cozine Rd are not suitable for a two-way cycling path, due to many intersecting streets.

Option B: Neighborhood Greenway Link

Option B installs an additional Greenway spur, internal to the Spring Creek development, on Erskine St. This path would create additional access to Gateway Center and the Greenway.

Option C: Fountain Ave Greenway Extension

Option C takes advantage of the edge conditions afforded by Spring Creek park and by excess road capacity along Seaview Ave and Fountain Ave to install a fully protected, two-way path from Erskine St to Flatlands Ave. This path would provide access to the Greenway for residents and visitors coming from the east side of East New York, as well as providing additional bike access for the popular Aquaduck Flea Market.

Selected Route

Fountain Ave Greenway Extension

Fountain Ave is preferred for a Greenway treatment because of the opportunity to create a two-way, fully separated path, access to parks and the waterfront, and proximity to densely populated neighborhoods.

During the planning process, an unrelated project resulted in the planned closure of Schenck Ave south of Flatlands Ave, which disqualified Option A from final consideration. As part of the same project, the multi-use path along Gateway Dr is expected to be extended to Flatlands Ave at Jerome St. It is recommended that an on-street bike lane on Cozine Ave and Jerome Ave be explored in the future in order to connect this path extension to the existing bike network.

Facility Design

A two-way path is proposed to be installed on Seaview Ave from Erskine St to Fountain Ave, and on Fountain Ave from Seaview Ave to Flatlands Ave. Fountain Ave has significant excess capacity compared to its volume of traffic; excess roadway space can be converted to a fully separated Greenway path as part of a capital build out. Bus bulbs are also recommended at bus stops in a capital build out design.

Cozine Ave, potential configuration



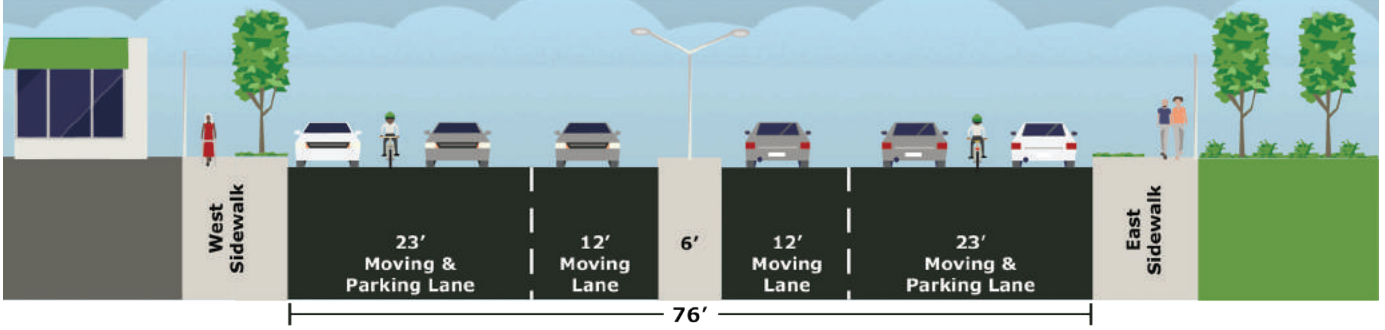
Erskine St, facing south



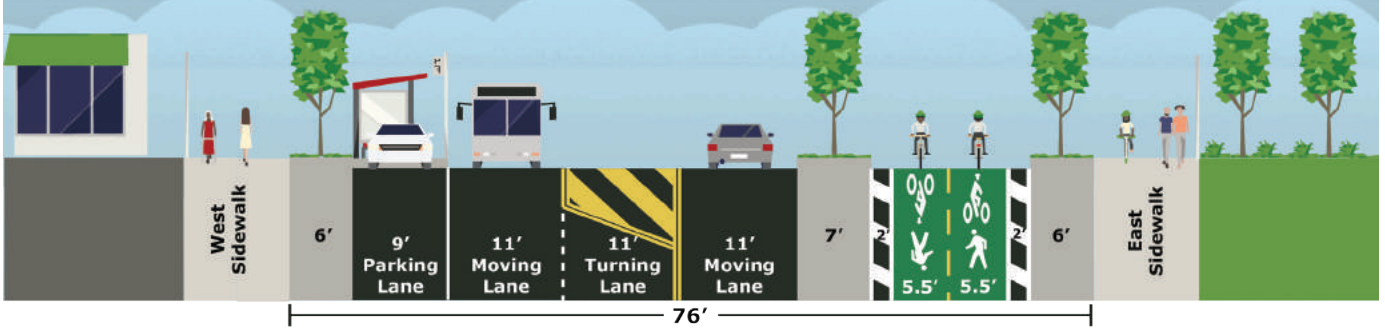
Fountain Ave, facing north



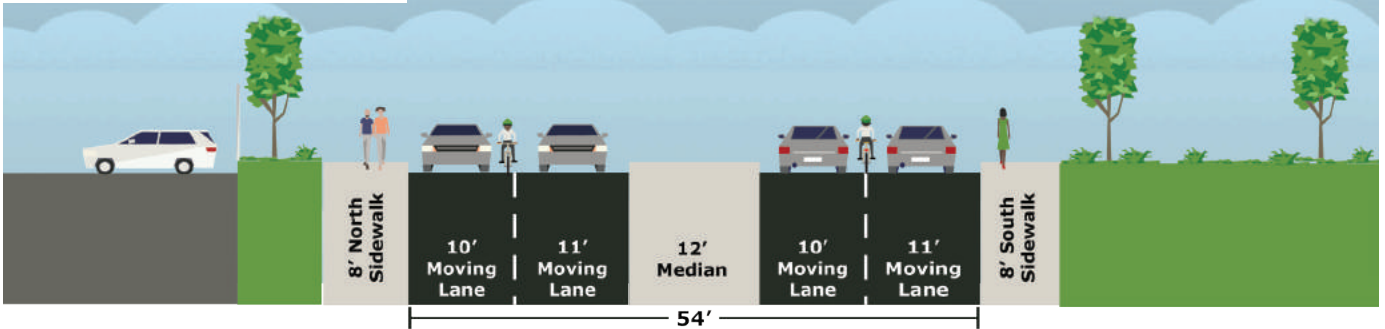
Fountain Ave, existing



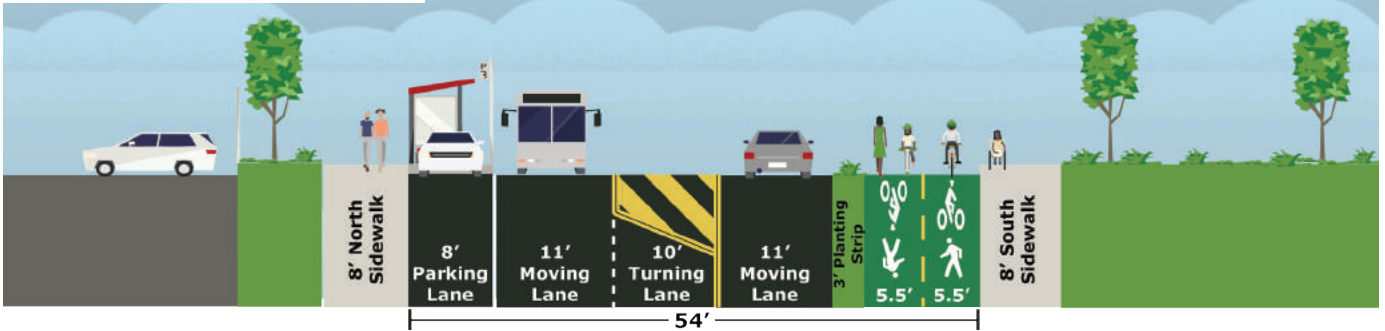
Fountain Ave, proposed

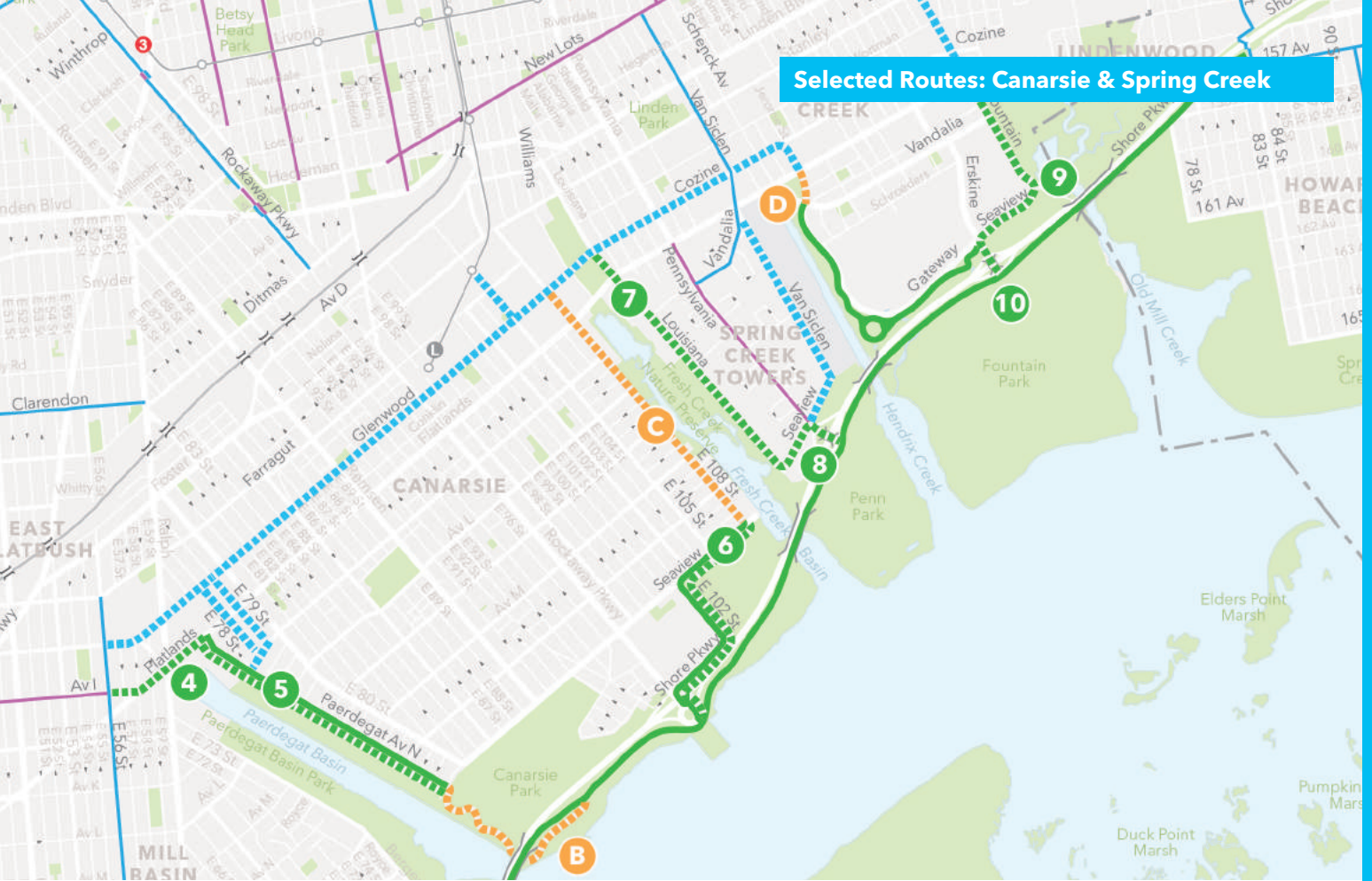


Seaview Ave at Fountain Ave, existing



Seaview Ave at Fountain Ave, proposed





Selected Routes: Canarsie & Spring Creek

Planned Greenway Projects

4: Paerdegat Network Link

- E 76th St (Flatlands Ave to Paerdegat Ave N)

5: Paerdegat Ave N Enhancement

- Paerdegat Ave N (Paerdegat 1st St to Seaview Ave)

6: Canarsie Pier East Extension

- Rockaway Pkwy (Canarsie Circle to Seaview Ave)
- Shore Pkwy (Rockaway Pkwy to E 102nd St)
- E 102nd St (Shore Pkwy to Seaview Ave)
- Seaview Ave (E 102nd St to E 108th St)

7: Spring Creek Neighborhood Greenway

- Louisiana Ave (Cozine Ave to Seaview Ave)
- Seaview Ave (Louisiana Ave to Pennsylvania Ave)

Proposed Projects

- ▬▬▬▬▬ New or Enhanced Greenway Route
- ▬▬▬▬▬ Future Enhancement Project
- ▬▬▬▬▬ Bike Network Expansion

Existing Network

- ▬▬▬▬▬ Jamaica Bay Greenway
- ▬▬▬▬▬ Greenway
- ▬▬▬▬▬ Striped Bike Lane
- ▬▬▬▬▬ Shared Bike Lane

North 0 1 mile

8: Pennsylvania Ave Overpass

9: Gateway Network Link

- Fountain Ave (Flatlands Ave to Seaview Ave)
- Seaview Ave (Erskine St to Fountain Ave)

10: Erskine St Overpass

Future Enhancement Projects

B: Canarsie West Trail Connector

- Multi-use path through Canarsie Park, west of Rockaway Pkwy

C: E 108th St Streetscape Improvements

- E 108th St Shared markings and pedestrian improvements

D: Gateway Dr Extension

- Multi-use path (Vandalia Ave to Flatlands Ave)

Future Bicycle Network Expansions

- Glenwood Rd (E 56th St to Louisiana Ave)
- Cozine Ave (Louisiana Ave to Fountain Ave)
- E 78th St/ E 79th St (Glenwood Rd to Paerdegat 1st St)
- Paerdegat 1st St (Paerdegat Ave N to E 79th St)
- E 105th St (Glenwood Rd to E 105th St L Station)
- Schenck Ave (Cozine Ave to Gateway Dr)
- Fountain Ave (connections to Highland Park)
- Van Siclen Ave (Vandalia Ave to Seaview Ave)
- Seaview Ave (Van Siclen Ave to Pennsylvania Ave)

