



Plan Enlargement 4: Hamilton Avenue and Van Brunt Street to Beard Street and Conover Street

2.3.2 ROUTE ANALYSIS

In Red Hook, three important segments of the Greenway exist: Columbia Street, Erie Basin Park, and the Columbia Street Pier. This section describes planned upgrades to each of these segments and a current project to establish the Greenway on Van Brunt Street. It also analyzes route alternatives for the following three segments:

- Hamilton Avenue and Van Brunt Street to Beard Street and Conover Street
- Beard Street and Conover Street to Erie Basin Park
- Erie Basin Park to Hamilton Avenue Bridge

Planned Upgrade—Columbia Street

From the southern end of Brooklyn Bridge Park at Atlantic Avenue, there is a jersey-barrier protected bicycle path to Congress Street, where an off-street path continues to Degraw Street. In the future, this existing section of Greenway could be upgraded with additional landscaping and amenities.

Current Project—Van Brunt Street

The DDC is currently working with NYCDOT to extend the existing path on Degraw Street to Van Brunt Street and establish a bicycle facility along Van Brunt Street to Hamilton Avenue. This segment of the Greenway will be built as part of the on-going reconstruction of Van Brunt Street.

Summit Street and Van Brunt Street to Beard Street and Conover Street (Plan Enlargement 4)

Route A-Waterfront Route

Route A from Pioneer Street and Conover Street is the Buttermilk Channel Waterfront Future Enhancement Project.

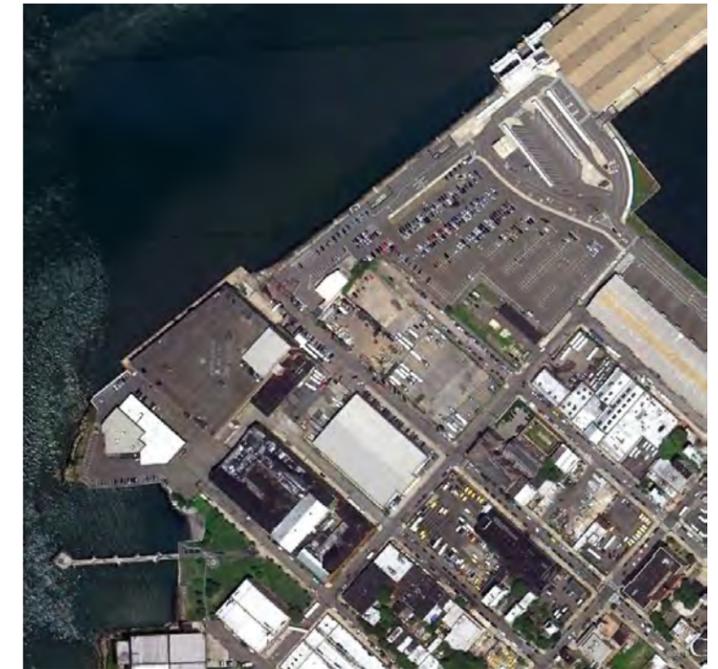
Route A takes advantage of the space and waterfront access available at Atlantic Basin. The section that runs along Summit Street and Imlay Street from Hamilton Avenue to the Bowne Street gate to the Basin is part of the preferred route. Alternatively, based on continued discussions with the Port Authority of New York and New Jersey (PANYNJ) and EDC, the route may continue down Imlay Street and enter the Basin at Verona Street. The Basin and the Cruise Ship Terminal are changing landscapes and the route will have to be flexible as implementation moves forward.

Route A travels along Van Brunt Street to Summit Street and onto Imlay Street. On Summit Street the roadway is very wide and a two-way path could be accommodated. On Imlay Street, the west sidewalk abuts a fence but could be extended to create a 16' wide multi-use path that complements the truck route by separating bicycles and pedestrians from traffic. Converting Imlay Street and Summit Street to one-way streets should also be explored as a means of simplifying truck movements and providing more space for the Greenway.

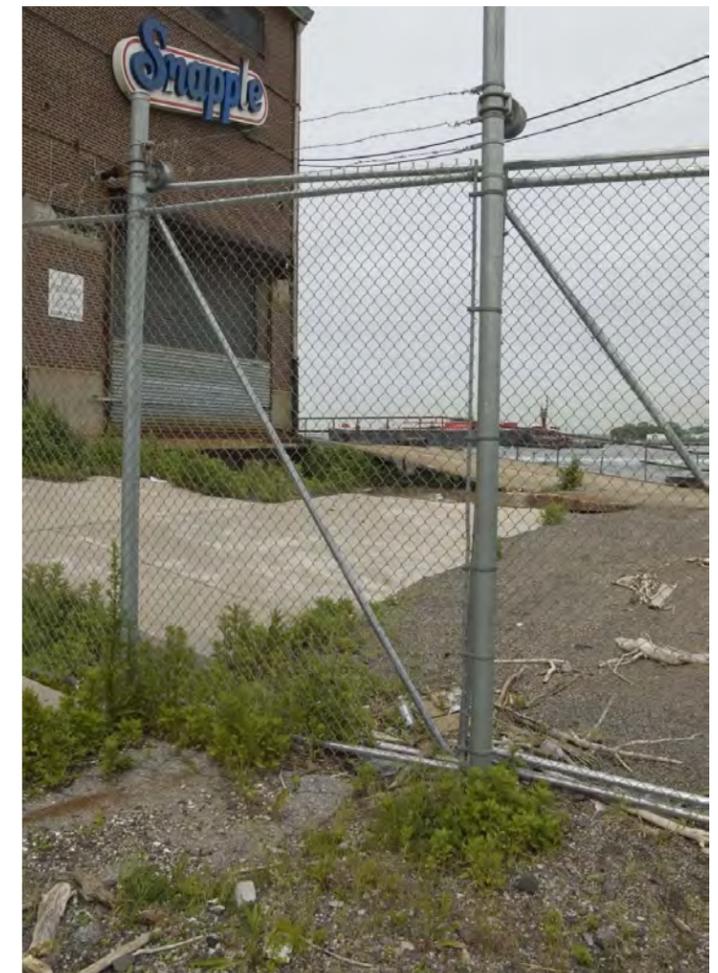
Route A continues through the gate at Bowne Street and Imlay Street and into Atlantic Basin on a PANYNJ controlled roadbed. Commercial Wharf, the street within the Basin, has ample space for pedestrians and bicycles. The Bowne Street gate is narrow and is the primary vehicular egress to the Basin for the Cruise Ship Terminal and Phoenix Beverage. Alternatively, the Greenway could continue on Imlay Street to Verona Street and Commercial Wharf. NYCDOT will work with PANYNJ and EDC to implement a safe bicycle facility within the Basin that does not interfere with traffic operations on cruise days.

Commercial Wharf becomes Conover Street at the intersection of Pioneer Street, where Route A diverts from Route B. Route A turns west towards the waterfront, along the periphery of the New York Passenger Ship Terminal parking lot and then continues along the waterfront edge of several privately-owned waterfront properties. Though property owners have expressed interest in a public esplanade, construction will require expensive bulkhead repair.

The route follows the waterfront and connects to Conover Street via Louis Valentino, Jr. Park and Van Dyke Street. This route offers Brooklyn's closest views of the Statue of Liberty and Governor's Island. Route A was preferred by most participants at the second community workshop, due to its proximity to the waterfront. Due to the high construction cost and access to private property required, this portion of the route is a long-term option.



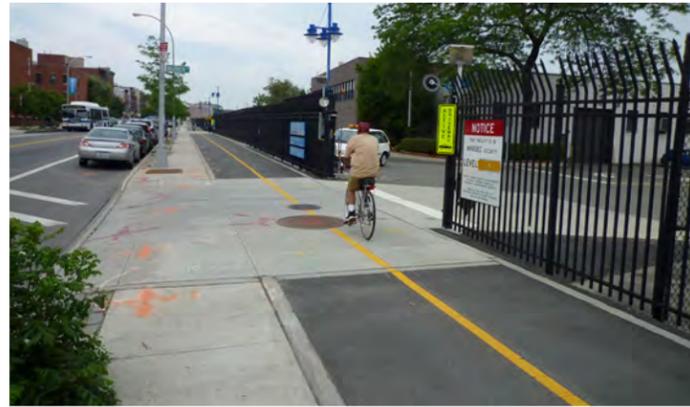
Cruise Ship Terminal to Valentino Jr. Park (existing). Photo: Bing



Waterfront lot at west end of Wolcott Street (existing)



Imlay Street north of Bowne Street (existing)



Columbia Street (precedent)



Pier 11 at Commercial Wharf (existing)



Valentino Pier Park (existing)

IMLAY STREET CROSS-SECTIONS (ROUTE A)

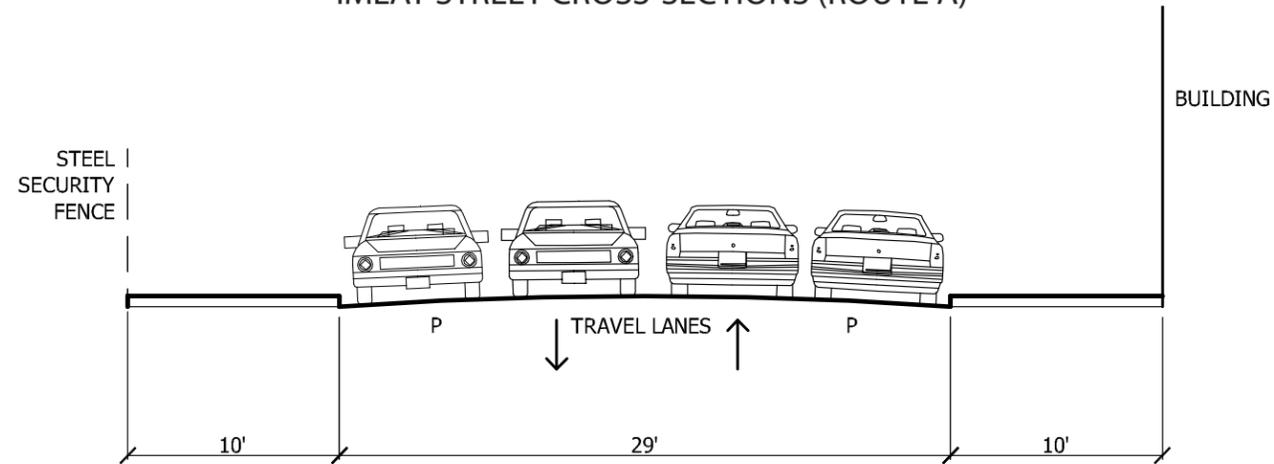


Fig. 21: Existing configuration of Imlay Street north of Bowne Street

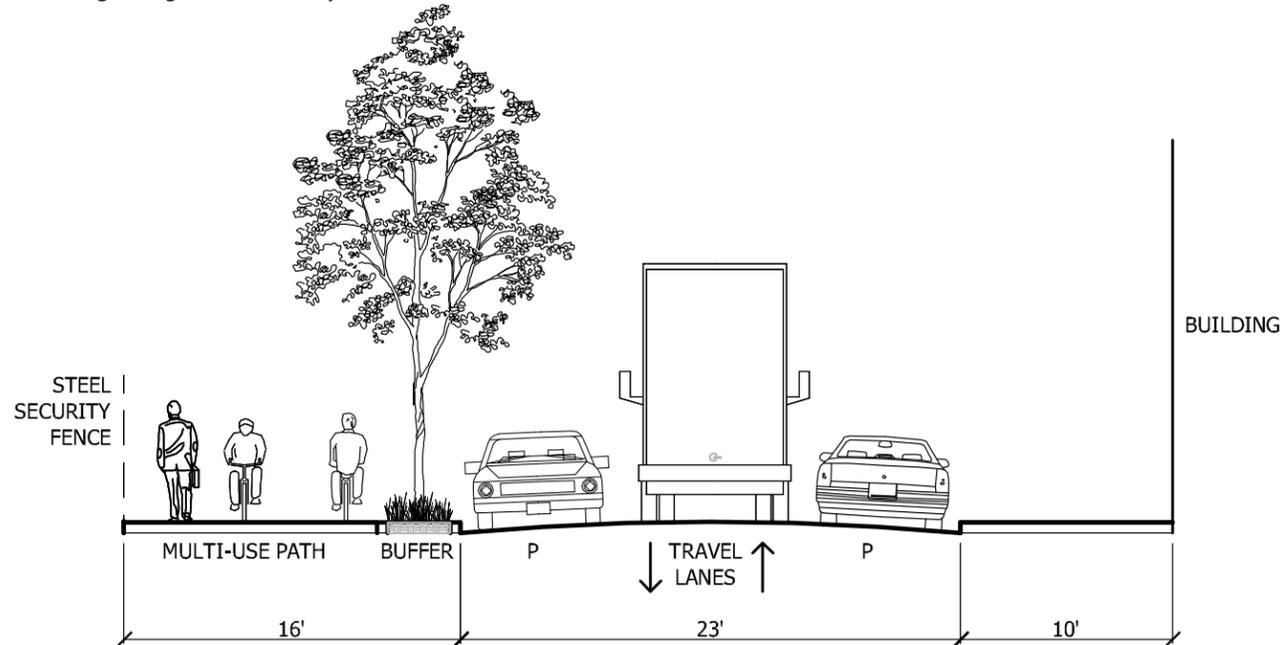


Fig. 22: Possible configuration for Imlay Street north of Bowne Street

COMMERCIAL WHARF CROSS-SECTIONS (ROUTES A)

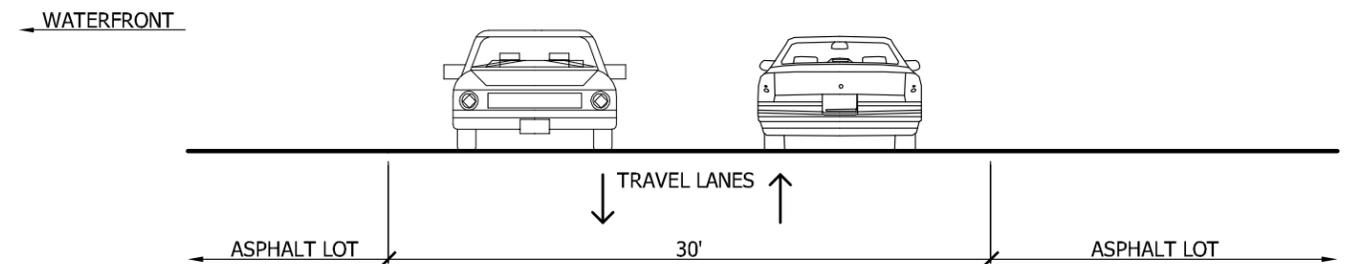


Fig. 23: Existing configuration on Pier 11 at Commercial Wharf

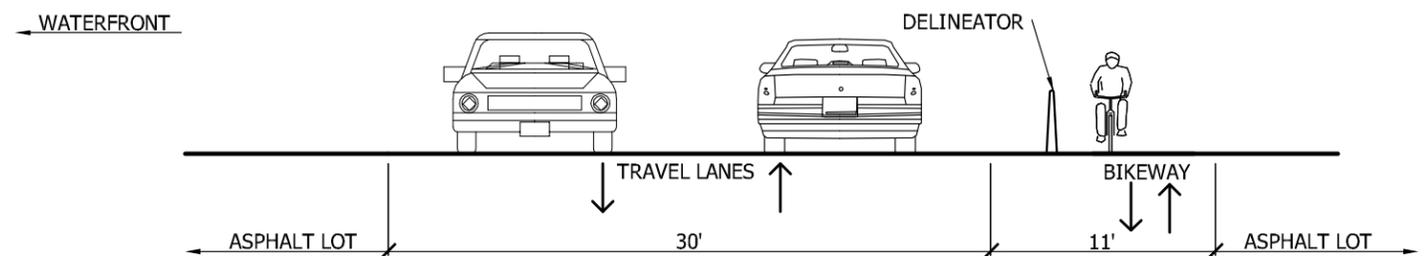


Fig. 24: Possible configuration for Pier 11 at Commercial Wharf

Route B–Conover Street

Route B splits from Route A south of Atlantic Basin at the intersection of Conover Street and Pioneer Street. It is the preferred route as it will be easier to implement than Route A, but still offers direct access to Atlantic Basin.

Conover Street has a 30' cobblestone roadbed and accommodates two-way traffic and parking on both sides. Smooth cobble bicycle lanes could be constructed adjacent to the parking lanes, leaving a strip of rough cobblestone paving in the center of the street to calm traffic south of Dikeman Street. Shared lane markings may not be ideal for a greenway facility, but given the challenges of implementing the long-term waterfront option (see Route A) and low traffic volumes on this street, it is considered the best option at this time. Other traffic calming and streetscape enhancements should be explored as this capital project is developed.



Conover Street north of Beard Street (existing)



Bike lanes and cobblestones, Long Island City and Berlin (existing)



Bike lanes and cobblestones (precedent)

CONOVER STREET CROSS-SECTIONS (ROUTE B)

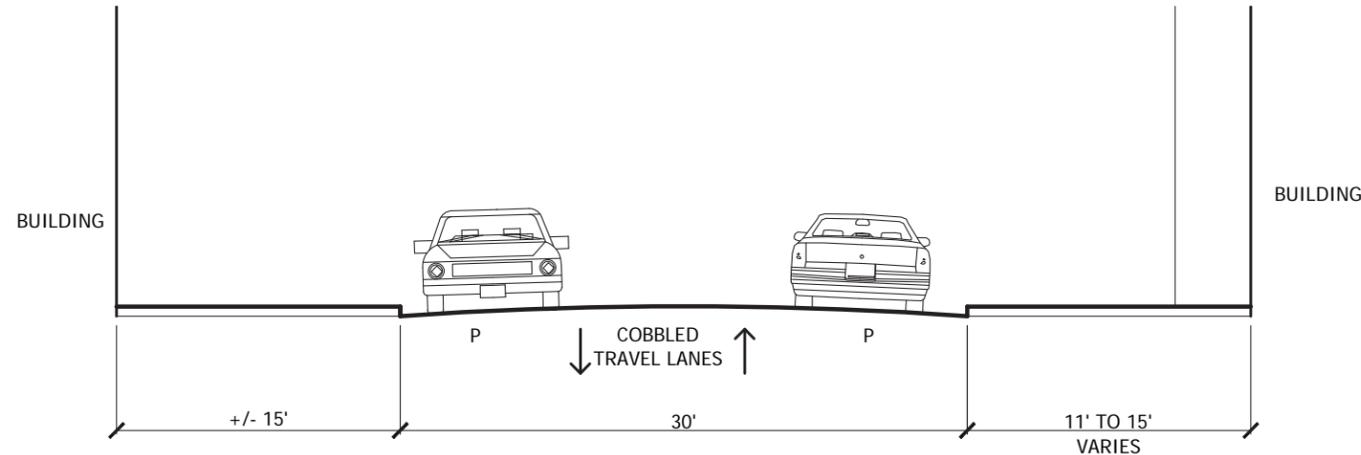


Fig. 25: Existing configuration on Conover Street north of Beard Street

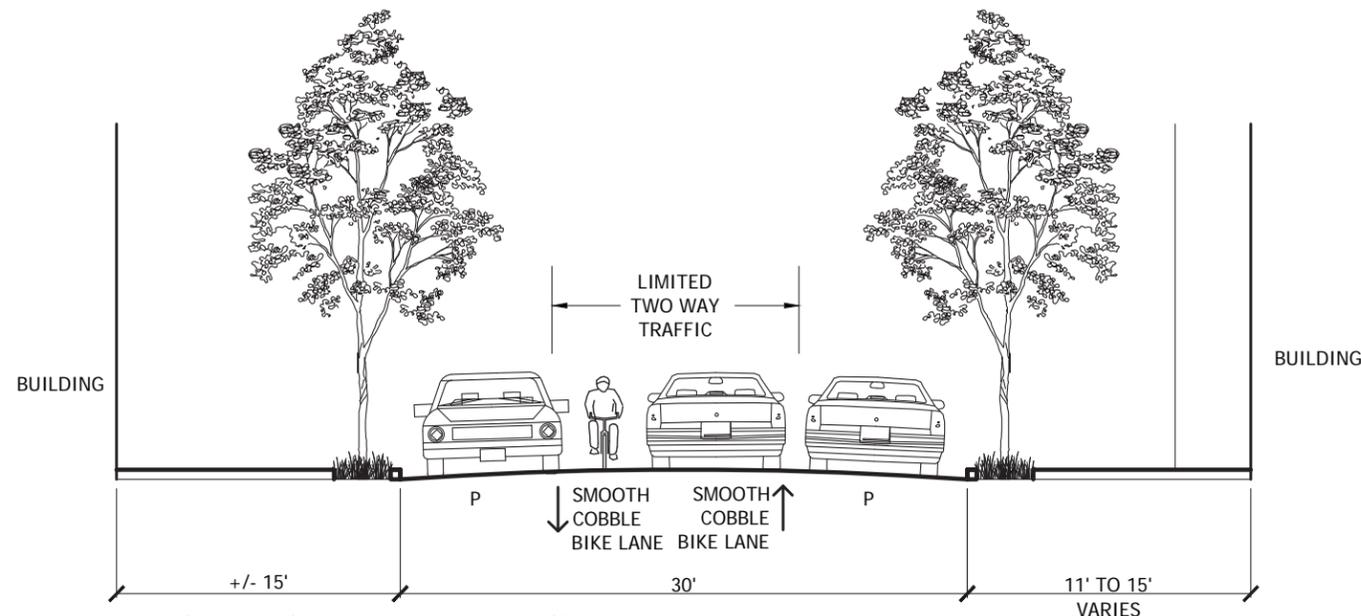


Fig 26: Possible configuration for Conover Street north of Beard Street

Ferris Street is a potential north-south alternative to Conover Street because it offers direct access to Louis Valentino, Jr. Park, but access at the Ferris Street Gate at Atlantic Basin is currently restricted. NYCDOT will continue to discuss routing the Greenway through Atlantic Basin and via Ferris Street with the PANYNJ and EDC.

Route C–Van Brunt Street

Although Route C would offer direct access to retail along Van Brunt Street, the street's narrow width and relatively high traffic volumes make this a very difficult route to implement. It also lacks a strong connection to the waterfront. It is not the preferred route.

Route C would be the most direct route from the intersection of Hamilton Avenue and Van Brunt Street, but it would bypass the western shoreline of Red Hook. Van Brunt Street has high traffic volumes, and is a truck and bus route. This narrow roadway has few traffic signals. A bicycle facility on Van Brunt Street would consist of either shared lane markings or the removal of parking on at least one side to accommodate bicycle lanes, which would impact local businesses.



Van Brunt Street north of Summit Street (existing)

RECOMMENDATION:

From **Summit Street and Van Brunt Street to Beard Street and Conover Street** the Preferred Route Recommendation is:

Route A–Hamilton Avenue and Van Brunt Street to Conover Street and Pioneer Street, based on

- Waterfront access at Atlantic Basin
- Low traffic volumes on Summit Street & Imlay Street
- Potential for future extension along waterfront

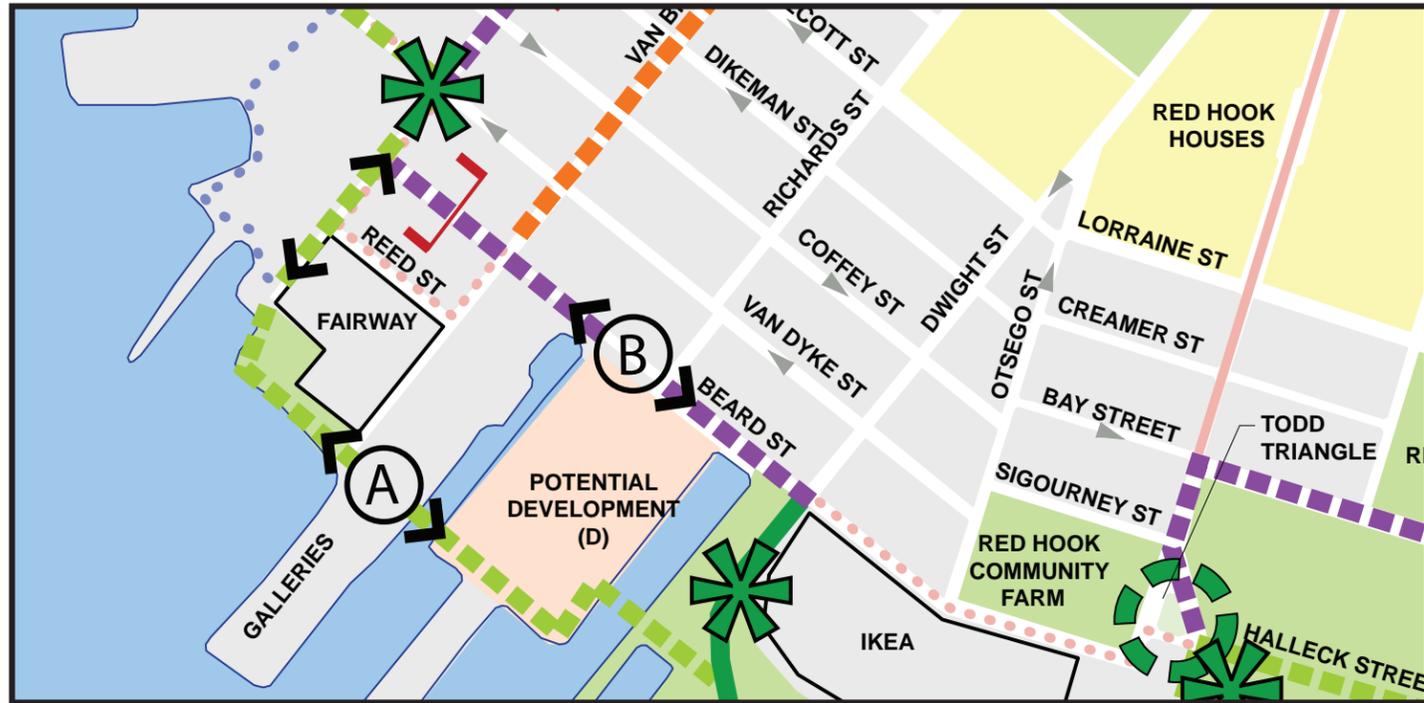
Route B–Conover Street and Pioneer Street to Beard Street and Conover Street, based on

- Low traffic volumes on Conover Street
- Direct access between Atlantic Basin and Fairway Market and its Esplanade

Future Enhancement Project

Buttermilk Channel Waterfront

- Waterfront Access
- Connection to Louis Valentino, Jr. Park and Pier



Plan Enlargement 5: Beard Street and Conover Street to Erie Basin Park

Beard Street and Conover Street to Erie Basin Park (Plan Enlargement 5)

Route A–Fairway and Erie Basin

Route A offers direct access to the shops, galleries and esplanade along the waterfront, but this privately owned waterfront would require substantial investment in improved bicycling and walking infrastructure to comfortably accommodate a public Greenway.

Route A is the Fairway and Erie Basin Future Enhancement Project.

Route A continues on Conover Street until meeting the water’s edge on the southwest corner of the Fairway Market property. This route overlaps with an existing pedestrian path behind Fairway, which would require widening in order to function as a shared-use path. Route A continues southeast onto a pier with various gallery spaces. The inlet between the piers would then have to be crossed with a new bridge.

The large waterfront parcel to the east of Fairway and the Galleries is a development site. Should this parcel be developed in the future, implementation of a public esplanade along the edge could be explored, creating a seamless link between the Van Brunt Street Pier and Erie Basin Park (Ikea). Because of the costs involved, especially the construction of at least one, and perhaps two, new bridges and significant investment to stabilize the bulkheads, Route B is the preferred alternative.

Planned Upgrade: Erie Basin Park and Columbia Street Pier

Paths already exist through Erie Basin Park and along the Columbia Street Pier. In the future, these routes could be upgraded to provide an improved experience for Greenway users, by widening the paths and providing additional amenities, such as landscaping.

Route B–Beard Street

Route B can be implemented within the public right-of-way and with considerably less new infrastructure than Route A. Route B is the preferred route.

Route B consists of a connection along Beard Street from Conover Street to Erie Basin Park. Beard Street has cobblestones with asphalt patches and will need to be resurfaced in the future. The road should be repaved without cobblestones, or smooth cobblestones should be laid in moving lanes, delineating the roadbed as a shared space for cyclists and warning cars of their presence.

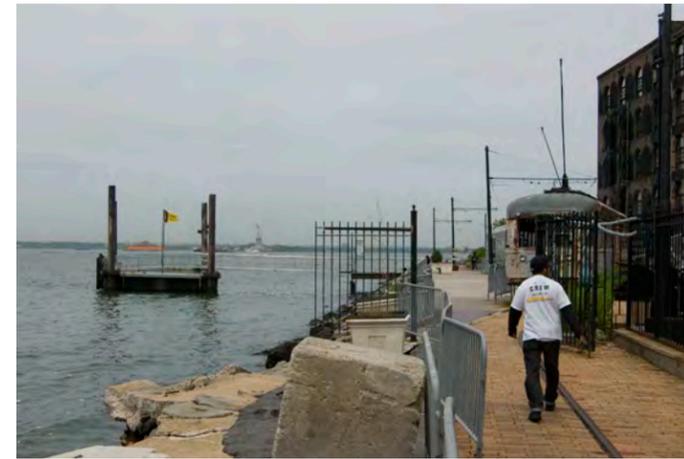
RECOMMENDATION:

From **Beard Street and Conover Street to Erie Basin Park (Ikea)** the Preferred Route Recommendations:

- Route B–Beard Street**, based on
- Slow moving traffic along Beard Street
 - Proximity to the waterfront
 - Difficulty to implement waterfront path
 - Direct connection to Louis Valentino, Jr. Park and Pier

Future Enhancement Project

- Fairway and Erie Basin**
- Access to the waterfront
 - Off-street path connecting to Erie Basin Park



Fairway to Ikea via the waterfront (existing)



Beard Street between Conover Street and Erie Basin Park (existing)

BEARD STREET CROSS-SECTIONS (ROUTE B)

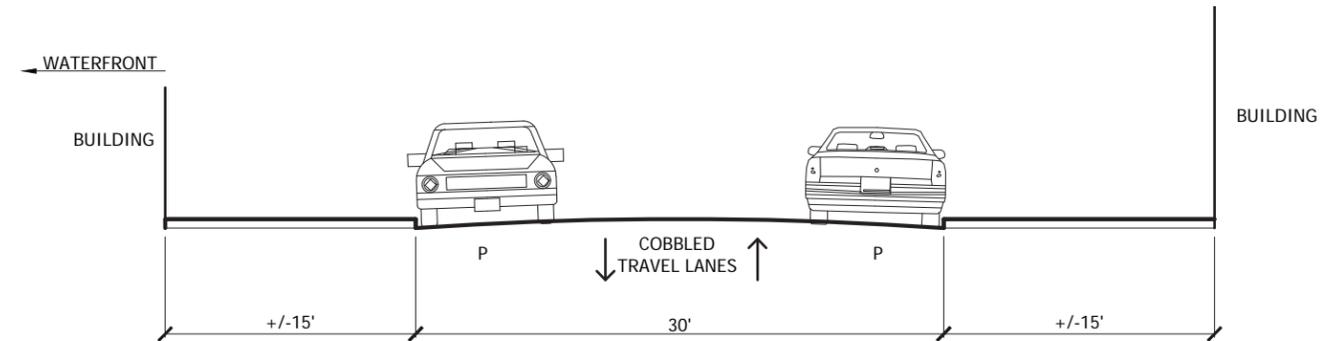


Fig. 27: Existing configuration on Beard Street between Conover Street and Erie Basin Park

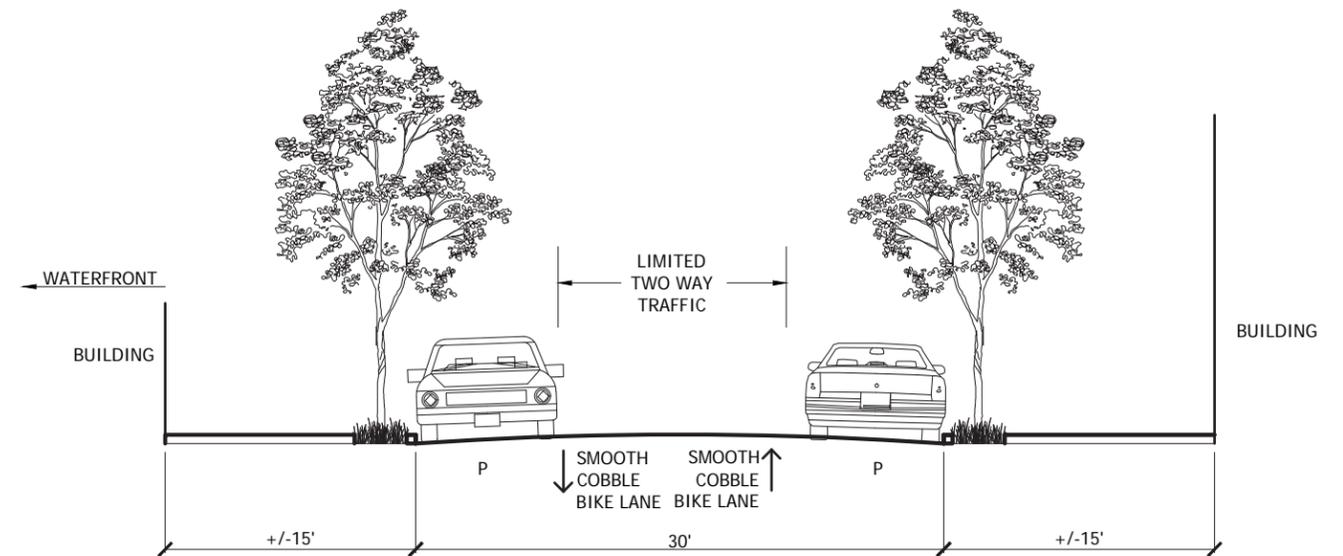
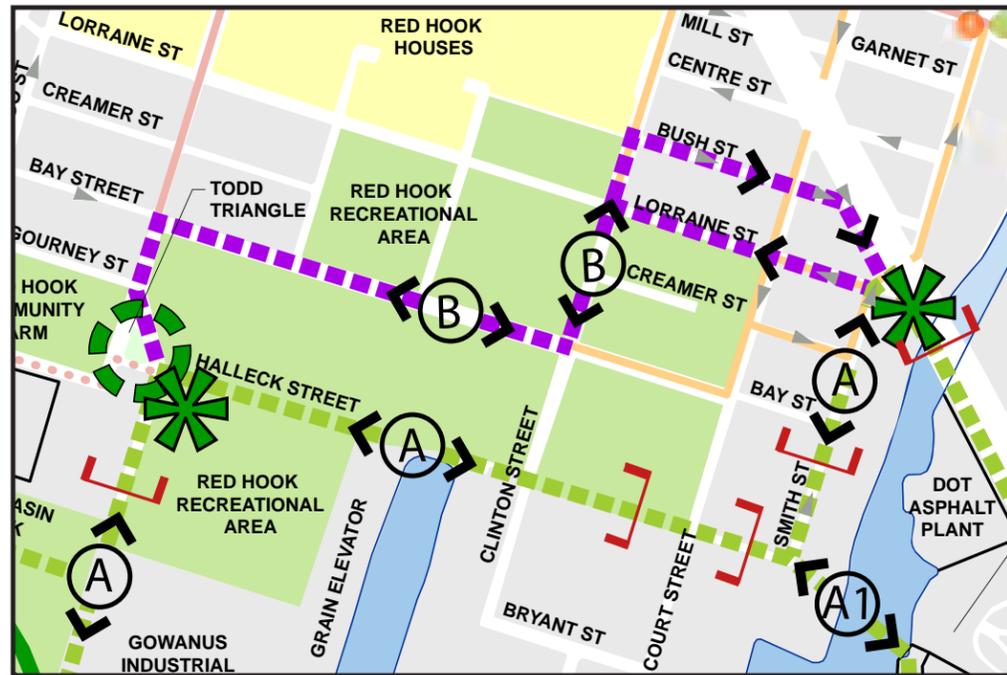


Fig. 28: Possible configuration for Beard Street between Conover Street and Erie Basin Park



Plan Enlargement 6: Erie Basin Park to Hamilton Avenue Bridge



Columbia Street opposite Erie Basin Park (seen at left), view looking north (existing)



Columbia Street at baseball fields, immediately south of Halleck Street ROW, view looking north (existing)

COLUMBIA STREET CROSS-SECTIONS (ROUTES A & B)

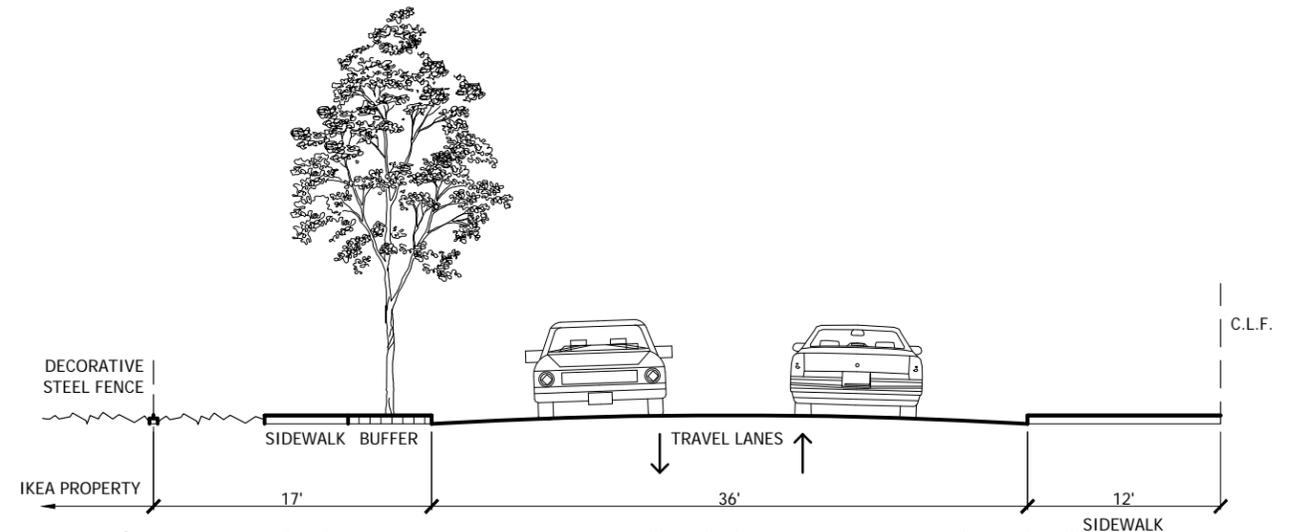


Fig. 29: Existing configuration on Columbia Street opposite Erie Basin Park and adjacent to Gowanus Industrial Park

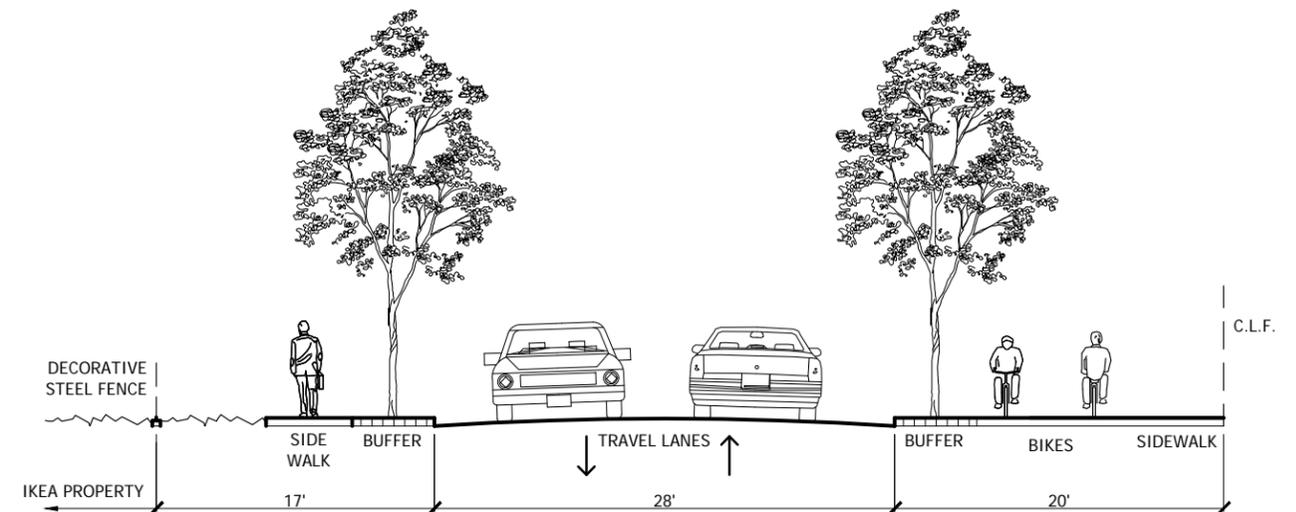


Fig. 30: Possible configuration for Columbia Street opposite Erie Basin Park and adjacent to Gowanus Industrial Park

Erie Basin Park to Hamilton Avenue Bridge (Plan Enlargement 6)

Route A—Columbia, Halleck and Smith Streets

Route A is the most direct route and is closest to the waterfront. It directly connects Erie Basin Park (Ikea) to the Red Hook Recreational Area and offers the possibility of connecting to the Gowanus Canal waterfront. Route A is the preferred route.

Route A crosses the east side of Red Hook primarily on off-street paths that are close to the waterfront. Along Halleck Street the design of the Greenway would not have to account for the presence of vehicular traffic, except crossing Clinton Street.

The path will exit Erie Basin Park onto Columbia Street at the foot of the Columbia Street Pier and head north on the sidewalk on the east side of Columbia Street to Halleck Street where it will turn east and enter Red Hook Recreation Area. A new mid-block road crossing will be needed on Columbia Street where the path exits Erie Basin Park. Upon reaching the East side of Columbia Street and turning to head north, path users will first pass truck parking for the Gowanus Industrial Park. The iconic grain elevator building is visible in the background. The sidewalk in front of Gowanus Industrial Park is 12' wide and will need to be widened to accommodate the path design as proposed. Where Gowanus Industrial Park ends, natural turf baseball fields begin. The route will continue on the existing sidewalk past the baseball fields until reaching Halleck Street. The sidewalk in front of the baseball fields is 20'-wide, has existing street trees and does not need to be widened to accommodate the path.

At the intersection of Columbia Street and Halleck Street, a small traffic island with a NYCDOT public art project connects the

Greenway to the Columbia Street Pier. Improvements to this traffic island will be explored to create a gateway to the Greenway and the Columbia Street Pier from the Columbia Street bicycle lanes. From here, Route A enters the Red Hook Recreational Area and travels along the south side of the sports fields, with expansive views of Erie Basin. Existing park pedestrian paths are narrow, but could be widened for shared use.

Past the small inlet and grain elevators, Route A continues on the Halleck Street right-of-way all the way to Clinton Street. West of Clinton Street, the right-of-way is used by the adjacent property owner. Between Clinton Street and Court Street, Halleck Street is covered with debris and is reportedly contaminated with PCBs. Although these constraints are a barrier to immediate development, this section of the Greenway could be built on existing right-of-way.

Route A continues on Halleck Street from Court Street to Smith Street where it once again becomes a typical roadway in public use. The route then turns north on Smith Street to Hamilton Avenue, the most direct means of continuing south to Sunset Park. Smith Street between Halleck Street and Lorraine Street is a truck route. Many of the buildings on the east side of the street are currently vacant and for sale, as they all back-up onto the Gowanus Canal—a designated Federal Superfund site. As such, these buildings may remain underutilized for the foreseeable future. It is recommended that the sidewalk on the east side of the street be reconstructed as a shared-use path.



Waterfront at Red Hook Recreational Area (existing)



Halleck Street at Red Hook Recreational Area (existing)

HALLECK STREET AT PARK (ROUTE A)

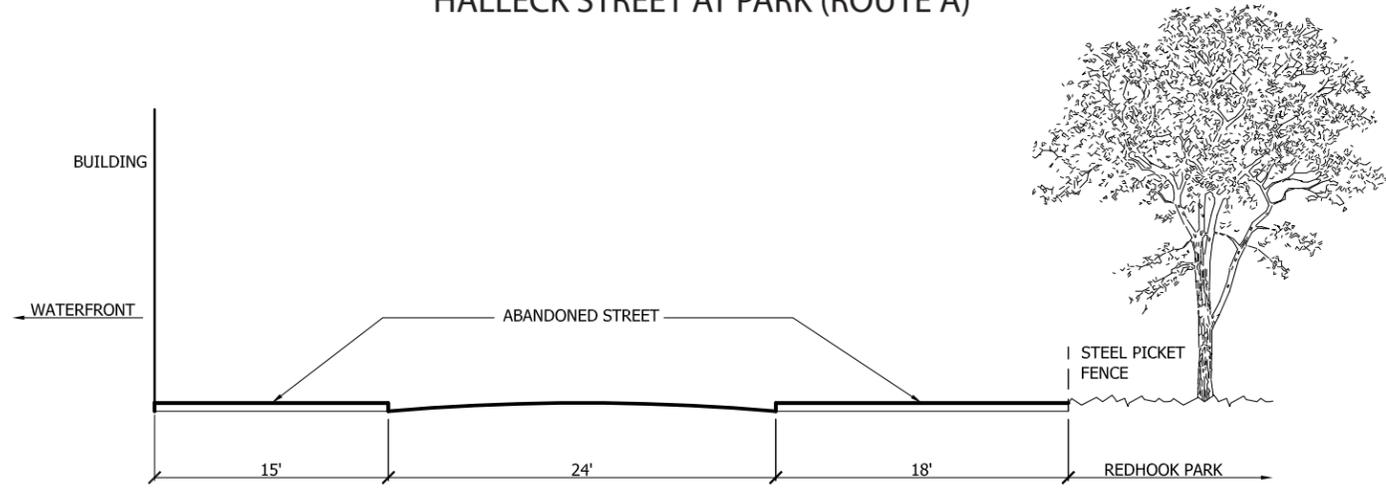


Fig. 31: Existing configuration on Halleck Street between Court Street and Clinton Street

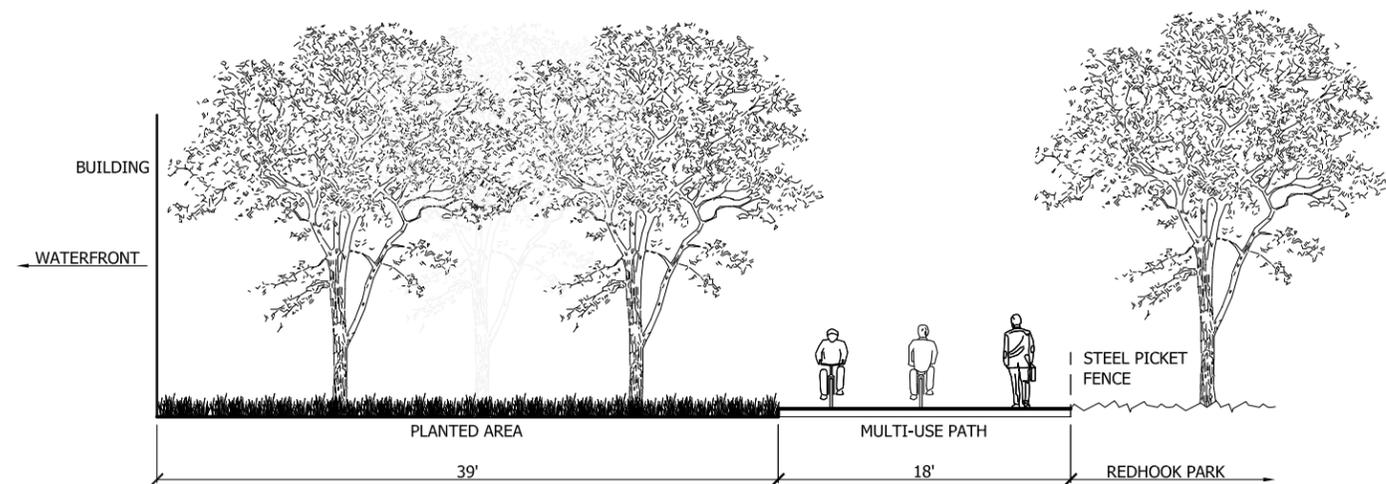


Fig. 32: Possible configuration for Halleck Street between Court Street and Clinton Street



Proposed Configuration for Halleck Street at Red Hook Recreational Area



Halleck Street between Court and Smith Streets (existing)



Columbia Street, Brooklyn (precedent)

Route A1 is the *Proposed Bridge over the Gowanus Canal Future Enhancement Project*.

As the Greenway develops in Red Hook and Sunset Park, it is proposed that a new bicycle and pedestrian bridge across the Gowanus Canal be constructed as an alternative to the Hamilton Avenue Bridge route. (The Hamilton Avenue Bridge route alternative is discussed in the Sunset Park section of this chapter). If this new bridge were to be built, the Greenway route would connect to Sunset Park from Halleck Street and Smith Street, rather than continuing north on Smith Street (as described in Route A above).

On the western side of the Gowanus Canal, Percival Street east of Smith Street is mapped as City right-of-way. However, it appears to be used by adjacent property owners, so acquisition would

have to be explored if the bridge were to be constructed here. On the eastern side of the canal, there is a City-owned property between the bulkhead line and Home Depot where the bridge could potentially land. This property offers potential waterfront access and connects directly to 19th Street, providing a better link to Sunset Park. The Gowanus Canal is a navigable waterway, so a new bridge would have to be built to permit boats to pass.

Given the high cost of altering the Hamilton Avenue Bridge, community concerns about routing cyclists through industrial areas, and the potential to create new open spaces and view corridors at the entrance to the canal, the construction of a new bridge in this location is proposed as an alternative to retrofitting the Hamilton Avenue Bridge. There are major cost and environmental constraints associated with this project.

HALLECK STREET CROSS-SECTIONS (ROUTE A)

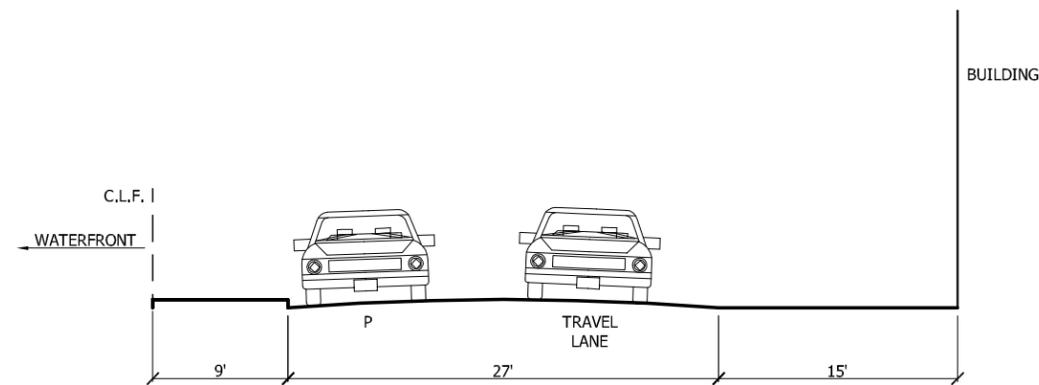


Fig. 33: Existing configuration on Halleck Street between Court Street and Smith Street

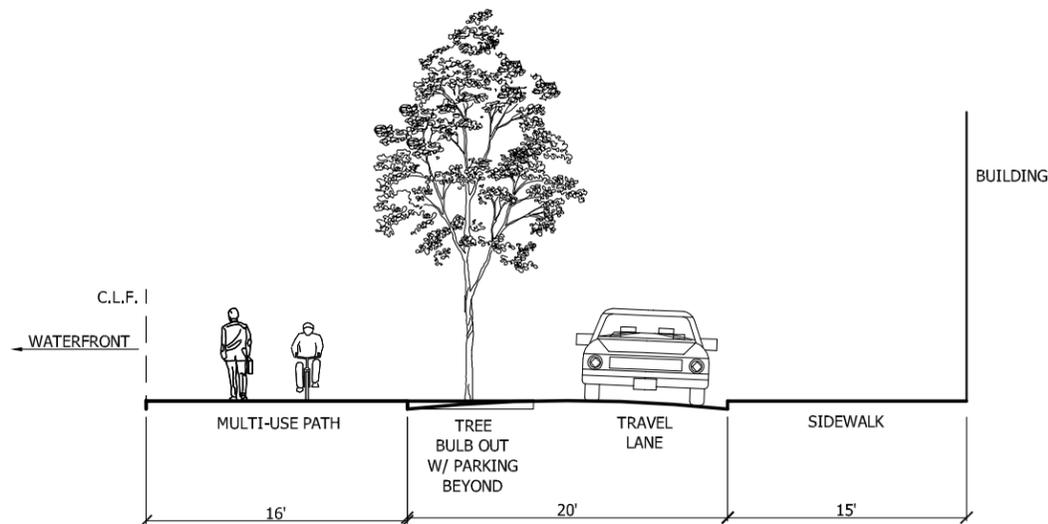


Fig. 34: Possible configuration for Halleck Street between Court Street and Smith Street



Concept for proposed bridge over the Gowanus Canal Future Enhancement Project. Photo: Bing



Small-scale operable pedestrian bridge; closed and open, UK (precedent)



Smith Street between Sigourney Street and Bay Streets (existing)



Kent Avenue, Brooklyn (precedent)



Bush Street between Clinton and Court Street looking east (existing)



Lorraine Street between Clinton and Court Streets looking east (existing)

SMITH STREET CROSS-SECTIONS (ROUTE A)

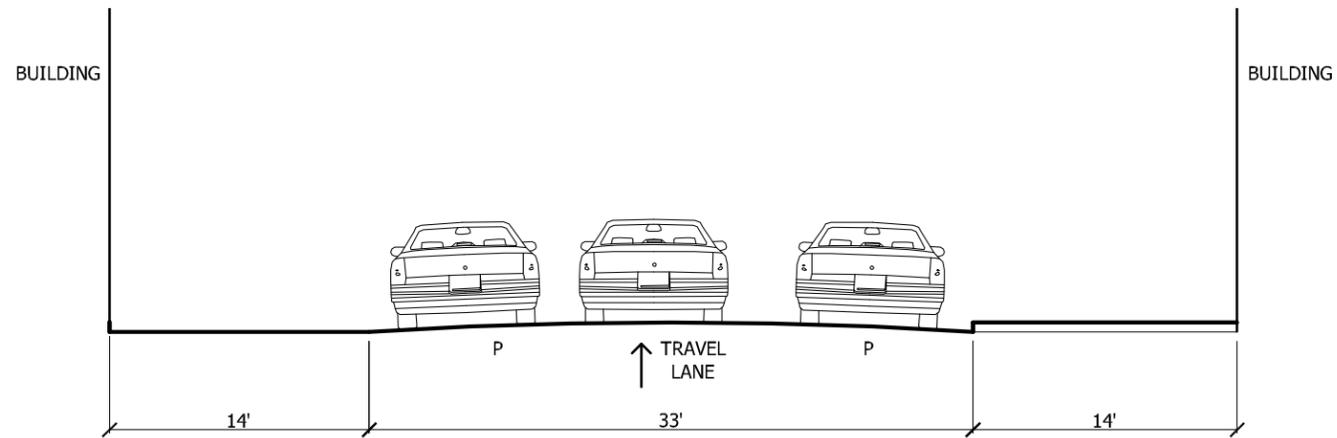


Fig. 35: Existing configuration on Smith Street between Sigourney Street and Bay Street

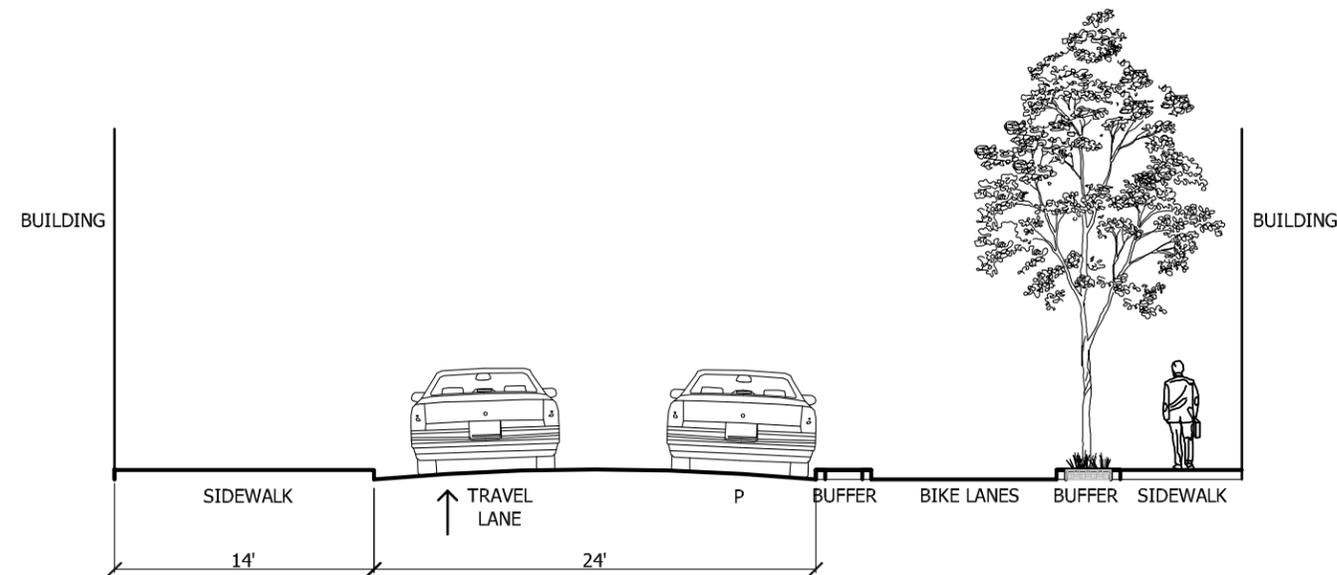


Fig. 36: Possible configuration for Smith Street between Sigourney Street and Bay Street



Clinton Street at Creamer Street looking north (existing)



Bay Street looking east from Columbia Street (existing)

Route B—Columbia, Bay, Clinton, Lorraine and Bush Streets

Route B would not provide protected paths and would not provide waterfront views or access. It is not the preferred route.

Route B overlaps with Route A between Erie Basin Park and the intersection of Columbia Street and Halleck Street. From there, Route B continues two additional blocks north on Columbia Street to Bay Street, at which point Route B turns east on Bay Street to Clinton Street. Shared lane markings are the only bicycle facility that could be implemented in the existing right-of-way without removal of the on-street parking that serves businesses in the area.

At the intersection of Bay Street and Clinton Street, Route B turns up Clinton Street, avoiding the heavy industrial uses along Smith Street. Within two to three blocks, the Greenway route would connect to the east via a one-way pair of streets on Lorraine Street and Bush Street, which connects to Hamilton Avenue to cross the Gowanus Canal. The routes along these streets would be a mixture of on-street bicycle lanes and shared lane markings. These streets are farther from the waterfront and also have a high percentage of truck traffic.

RECOMMENDATION:

From **Erie Basin Park to Hamilton Avenue Bridge** the Preferred Route Recommendations:

Route A—Columbia, Halleck and Smith Streets, based on

- Waterfront views and access
- Incorporation of Red Hook Recreational Area
- Underutilized right-of-way between Clinton Street and Court Street

Future Enhancement Project

Proposed Bridge over the Gowanus Canal

- Provides alternative to Hamilton Avenue Bridge
- Circumvents portion of Hamilton Avenue and Third Avenue

2.3.3 RED HOOK RECOMMENDED ROUTE

Red Hook Waterfront Recommendation Summary/Discrete Capital Projects

- 11 **Columbia Street Greenway Upgrade**
Columbia Street between Atlantic Avenue and Degraw Street – Class 1 – Landscape existing sidewalk path
Degraw Street between Columbia Street and Van Brunt Street – Class 1 – Widen, landscape and extend existing path to Van Brunt Street
- 12 **Atlantic Basin Connector**
Van Brunt Street between Degraw Street and Hamilton Avenue – Class 1 – New two-way shared-use path
Summit Street between Van Brunt Street and Imlay Street – Class 1 – New two-way shared-use path
Imlay Street between Hamilton Avenue and Bowne Street – Class 1 – New two-way shared-use path
- 13 **Atlantic Basin**
Bowne Street from Imlay Street to Commerical Wharf – Class 3 – Designated bicycle route with shared lane markings, or Alternative: Imlay Street between Bowne Street and Verona Street – Class 1 – New two-way multi-use path
Commercial Wharf from Bowne Street to Pioneer Street – Class 1 – New two-way shared-use side path
- 14 **Valentino Pier Connector**
Conover Street between Pioneer Street and Beard Street – Class 3 – Designated bicycle route with shared lane markings, or Alternative: Ferris Street between Pioneer Street and Valentino Pier– Class 3 – Designated bicycle route with shared lane markings
Beard Street between Conover Street and Dwight Street – Class 3 – Designated bicycle route with shared lane markings
- 14a **Future Enhancement Project–Buttermilk Channel Waterfront and Fairway Erie Basin Waterfront**
- 15 **Erie Basin Park Greenway Upgrade**
Erie Basin Park (Continuous Park Property) between Dwight Street and Gowanus Industrial Park – Class 1 - Upgrade of existing facilities
- 16 **Columbia Street Extension (Next to Ikea)**
Columbia Street between Ikea Path and Halleck Street – Class 1 – New two-way shared-use side path with landscape
- 17 **Red Hook Recreation Area**
Halleck Street between Columbia Street and Court Street – Class 1 – Upgrade existing and create new off-street two-way shared-use paths
- 18 **Smith Street Connector**
Halleck Street between Court Street and Smith Street – Class 1 – New two-way shared-use side path
Smith Street between Halleck Street & Gowanus Expressway – Class 1 – New two-way shared-use side path

2.3.4 RED HOOK INLAND CONNECTORS

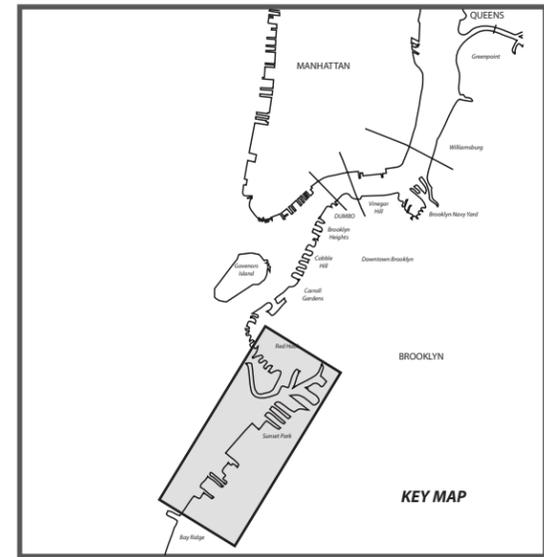
Inland Connectors ←-----→

- Kane & Congress Streets:** Existing bicycle lanes; Connects to Cobble Hill and Carroll Gardens neighborhoods/retail
- Van Brunt Street:** Vibrant commercial street and pedestrian crossing ; Connects to Red Hook neighborhood/retail
- Court & Smith Streets:** Existing shared lane markings; Connects to Red Hook Recreational Area

RED HOOK RECOMMENDED ROUTE MAP



SUNSET PARK ROUTE ALTERNATIVE MAP



EXISTING BIKEWAYS:

- PROTECTED BICYCLE PATH
- STRIPED BICYCLE LANE
- SHARED LANE

POTENTIAL BIKEWAYS IN NYC BIKE MAP:

- PROTECTED BICYCLE PATH
- STRIPED BICYCLE LANE OR SHARED LANE

PROPOSED ROUTE AND ROUTE ALTERNATIVES

- EXISTING ROUTE
- PLANNED ROUTE
- ROUTE ALTERNATIVE A
- ROUTE ALTERNATIVE B
- ROUTE ALTERNATIVE C

ROUTE ALTERNATIVE LABEL WITH BIKEWAY DIRECTION

BEGINNING / END OF ROUTE ALTERNATIVES

KEY BIKE / PEDESTRIAN ACCESS POINTS TO WATERFRONT - PROPOSED SAFETY IMPROVEMENTS

PROPOSED PEDESTRIAN ESPLANADE

- PROPOSED DEVELOPMENT
- PUBLIC HOUSING
- EXISTING PARK
- PROPOSED PARK

NORTH

0 1/8 mile 1/4 mile 1/2 mile



2.4.1 EXISTING CONDITIONS

Neighborhood Boundaries

The Sunset Park study area is bounded by the Hamilton Avenue Bridge to the north (located where Hamilton Avenue crosses over the Gowanus Canal), the intersection of Shore Road and 69th Street where pedestrians and cyclists access the Veteran's Memorial Pier and the Shore Parkway Bicycle Path to the south, New York Harbor shoreline to the west and Third Avenue to the east.

Neighborhood Waterfront Amenities-Land Use

Sunset Park is a strong center of manufacturing and industry. The City has invested heavily in industrial infrastructure along the waterfront. There are two recently rebuilt railroad 'float-bridges' operated by PANYNJ, one at 51st Street and the other at the south end of the Brooklyn Army Terminal (BAT). EDC is currently upgrading in-street heavy-rail infrastructure to ensure continued and improved future connectivity between the two float-bridge operations and surrounding industrial property.

Bush Terminal is an enclosed industrial park located between the waterfront and First Avenue, from 43rd Street to 51st Street. The South Brooklyn Marine Terminal (SBMT) is another large industrial facility along the waterfront, located between the waterfront and Second Avenue, from 28th Street to 39th Street.

Aside from these two large industrial parks on the waterfront, there are several large industrial properties in the area, such as Sunset Industrial Park at the north end of the study area, accessible from Third Avenue via 20th Street and 21st Street, and Industry City, a 90-acre, 8-square block industrial complex located between 29th Street and 37th Street and Second Avenue and Third Avenue.

Besides manufacturing and industry, the Sunset Park waterfront is home to a number of critical municipal services including two power generation stations, two waste-transfer stations, a municipal asphalt production plant and a NYC Department of Sanitation (DOS) garbage truck depot located at 51st Street and First Avenue. At Second Avenue and 56th Street sits Lutheran Medical Center, a full city block (and growing) of interconnected buildings and home to one of the busiest and most highly-rated trauma centers in all of New York City.

All of these land uses provide valuable jobs to the local community and New York City. While typical residential-oriented retail activity can be found consistently along Fourth and Fifth Avenues, isolated pockets can also be found on both Second Avenue in the vicinity of Lutheran Hospital and along Third Avenue.

Existing and Planned Pedestrian and Bicycle Network

The only two bicycle facilities in the Sunset Park study area are in the southern end. There is a one-way eastbound bicycle lane on Wakeman Place between Colonial Road and Third Avenue, and an existing two-way bicycle path in Owl's Head Park.

Second Avenue south of 41st Street as well as 41st Street and 42nd Street east of Second Avenue are represented in the NYC

Cycling Map as potential bicycle routes.

Greenway Destinations

Aside from a playground on Second Avenue between 55th Street and 56th Street there are no public parks or recreational facilities within the Sunset Park study area. Public access to the waterfront includes:

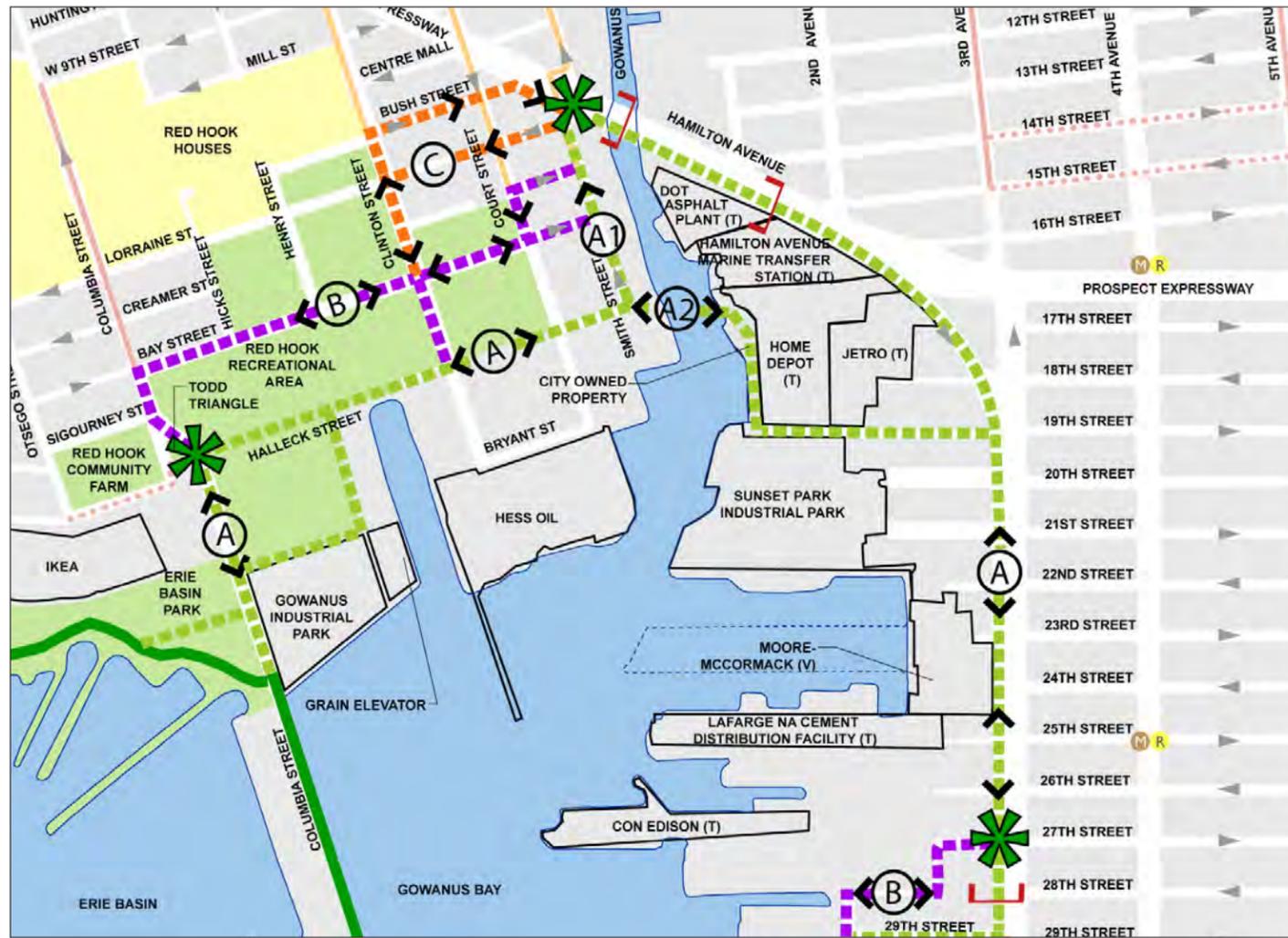
- Pier 4, also known as the 58th Street Pier (daytime use only)
- Owl's Head Park
- Shore Park and Shore Parkway Waterfront Esplanade begins at 69th Street
- Veterans Memorial Pier at the end of 69th Street
- Planned: Bush Terminal Piers Waterfront Park – along the waterfront between 43rd Street and 51st Street

Community Outreach

Community workshops were held on April 8, 2010, October 7, 2010 and October 18, 2011. Existing conditions throughout the study area were described and discussed at the first workshop. Route options and possible design concepts were presented and discussed at the second workshop. The Recommended Route and associated design concepts were presented and discussed at the third workshop.

Key points addressed in the workshops include:

- Industrial retention and continued economic growth to provide jobs for the local community
- Importance of walking to waterfront jobs
- Accessible waterfront with high-quality public open spaces
- Connections from the community to public open spaces and the waterfront
- Vehicular mix (i.e., pedestrians and cyclists mixing with large trucks) and the design of complete streets that are safe, functional and attractive for all users
- The role of bicycle and pedestrian facilities to connect local industrial workers to their jobs
- Wayfinding and access to the planned Bush Terminal Piers Park
- Discussion of design possibilities



Plan Enlargement 7: Hamilton Avenue at Smith Street to Third Avenue at 27th Street

2.4.2 ROUTE ANALYSIS

The Sunset Park Waterfront study area was broken down into the following five segments, moving north to south:

- Hamilton Avenue at Smith Street over the Gowanus Canal to Third Avenue and 27th Street
- Third Avenue and 27th Street to Second Avenue and 32nd Street
- Second Avenue from either 29th or 32nd Street to Second Avenue and 39th Street
- Second Avenue and 39th Street to Second Avenue and 58th Street
- 58th Street to Shore Parkway Greenway

Hamilton Avenue at Smith Street over the Gowanus Canal to Third Avenue at 27th Street (Plan Enlargement 7)

Route A—Hamilton Avenue at Smith Street to Third Avenue at 27th Street

Due to the physical barriers presented by the Gowanus Expressway, the Gowanus Canal and Hamilton Avenue, Route A along Hamilton Avenue and Third Avenue is the only currently feasible route alternative and is, therefore, the preferred route.

Route A on Hamilton Avenue departs from Smith Street and travels southeast, passing over the Gowanus Canal on the Hamilton Avenue Bridge. At the approach to 17th Street there are four moving lanes. Two left turn lanes allow vehicles to exit

this southbound section of Hamilton Avenue to reach points to the north and east. The innermost turn lane is dropped at this location, as is the outermost through-lane, which reduces the roadway to two moving lanes between 17th Street and 19th Street. The route then bends to the south and merges with Third Avenue at 19th Street, and continues on the west side of Third Avenue to 29th Street.

In order to create the space needed to accommodate the Greenway from Smith Street to 21st Street, it is proposed that the curbside travel lane closest to the waterfront be eliminated, reducing the number of moving lanes from four lanes to three lanes. The additional space would be used to create a two-way bicycle path at grade with the existing sidewalk (which would remain for pedestrians). A traffic study will be performed to confirm that the westernmost travel lane may be removed without adversely impacting the vehicular level of service in the southbound direction on Hamilton Avenue. South of 21st Street it is proposed that the existing three travel lanes and curbside parking lane be preserved but that the travel lanes each be narrowed to 11' to allow for widening of the sidewalk to accommodate the bicycle path.

Traveling south from Smith Street, the Greenway will cross over the Gowanus Canal on the Hamilton Avenue Bridge, which is a moveable bridge. Therefore, it is not recommended that the bridge deck be reconstructed. Pedestrians will continue to use the existing sidewalk and cyclists would be accommodated in the roadway directly adjacent to the existing curb, pending removal of one travel lane as described above. It is recommended that the bicycle path on the operable portion of the bridge be separated from adjacent vehicular traffic with flexible plastic bollards similar to a treatment found on Tillary Street. Due to the necessary costs and the limitations of a moveable bridge, it is not recommended that the sidewalk be widened or heavy concrete barriers be placed on the bridge deck.

A short-term solution for the bicycle path on Hamilton Avenue south of the Hamilton Avenue Bridge to 21st Street is to place the bicycle path in the roadway, adjacent to the existing curb, in place of the existing travel lane. The bicycle path would be separated from vehicular traffic by a fixed concrete barrier and fence similar to the treatment in place on Flushing Avenue. This treatment is proposed as a short-term solution as far south as 21st Street, where curbside parking begins. See Route A from 21st Street to 29th Street for details of the proposed design south of 21st Street.

The long-term solution for this segment is to permanently reconstruct and widen the sidewalk closest to the waterfront to accommodate the bicycle path and a buffer of trees at the same elevation as the sidewalk. This long-term option would likely require reconstructing the entire roadway, narrowing the moving lanes from their current widths and relocating existing utilities.



Hamilton Avenue at Home Depot entrance/exit facing east (existing)



Hamilton Avenue at 17th Street facing west (existing)



Hamilton Avenue Bridge over Gowanus Canal facing west (existing)

HAMILTON AVENUE CROSS-SECTIONS (ROUTE A)

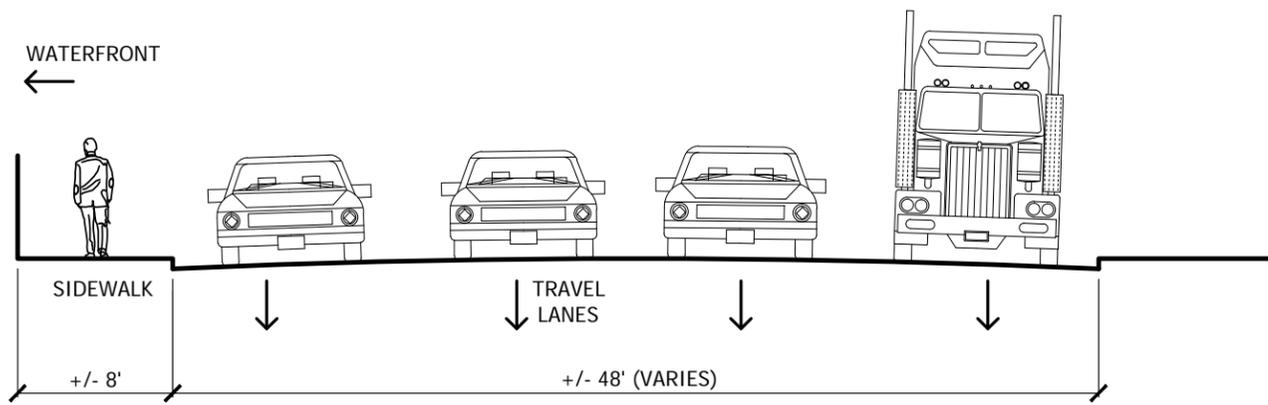


Fig. 37: Existing configuration on Hamilton Avenue from Smith Street to 21st Street

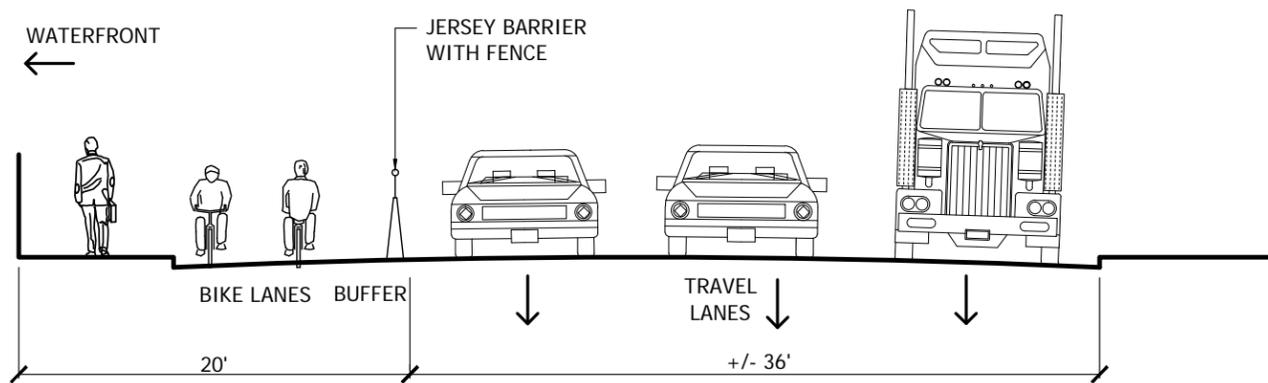


Fig. 38: Possible Short-Term Configuration for Hamilton Avenue from Hamilton Avenue Bridge to 21st Street

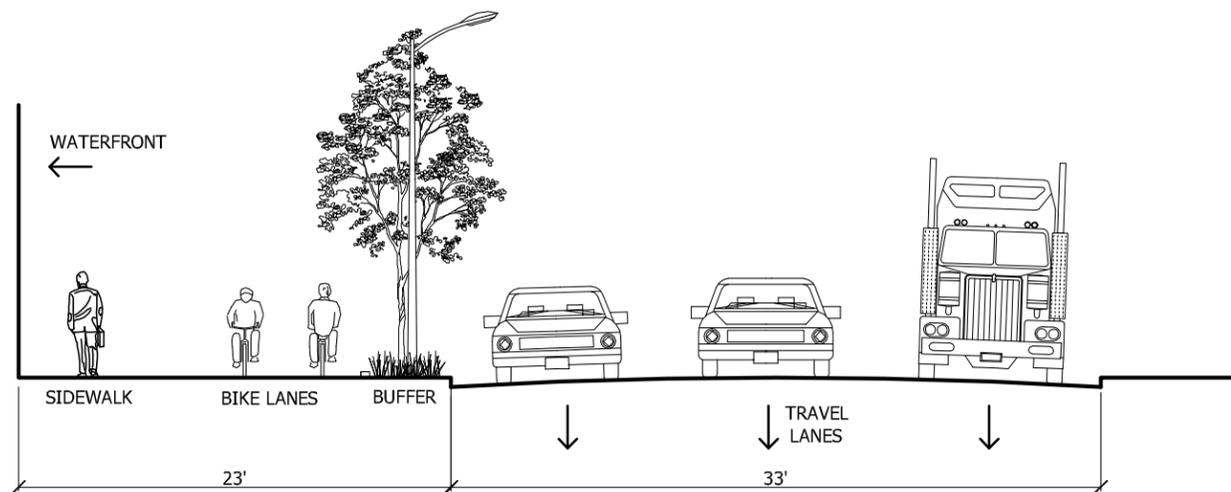


Fig. 39: Possible Long-Term Configuration for Hamilton Avenue from Hamilton Avenue Bridge to 21st Street



Kent Avenue Bicycle Path with turn bays (precedent)



Columbia Street with jersey barrier (short-term precedent)



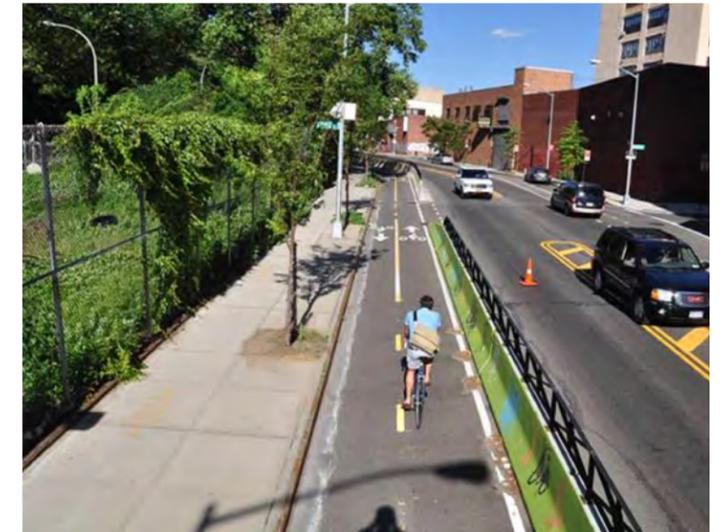
Hamilton Avenue Bridge looking west (existing)



Tillary Street Bicycle Path with flexible bollards (short-term precedent)



Hamilton Avenue looking west from Department of Sanitation Marine Transfer Station (existing)



Flushing Avenue with jersey barrier (short-term precedent)

Route A (continued) from 21st Street to 27th Street

Southbound Hamilton Avenue becomes Third Avenue at 18th Street. The Existing configuration changes at 21st Street from four moving lanes without parking to three moving lanes with on-street parking on the west curb. It is proposed that the travel lanes on Third Avenue between 21st Street and 27th Street be narrowed to provide space for the sidewalk on the west side of Third Avenue to be widened for a two-way shared path.

The path would be separated from the parked cars with a narrow buffer for trees and lighting. This would entail reconstructing the curb and sidewalk and most of the roadway, requiring relocation of drainage and other utilities. Parking may need to be removed in advance of certain key intersections to provide a dedicated right-turn lane in order to maintain vehicular level of service.



Third Avenue from 18th Street to 27th Street (existing)

THIRD AVENUE CROSS-SECTIONS (ROUTE A)

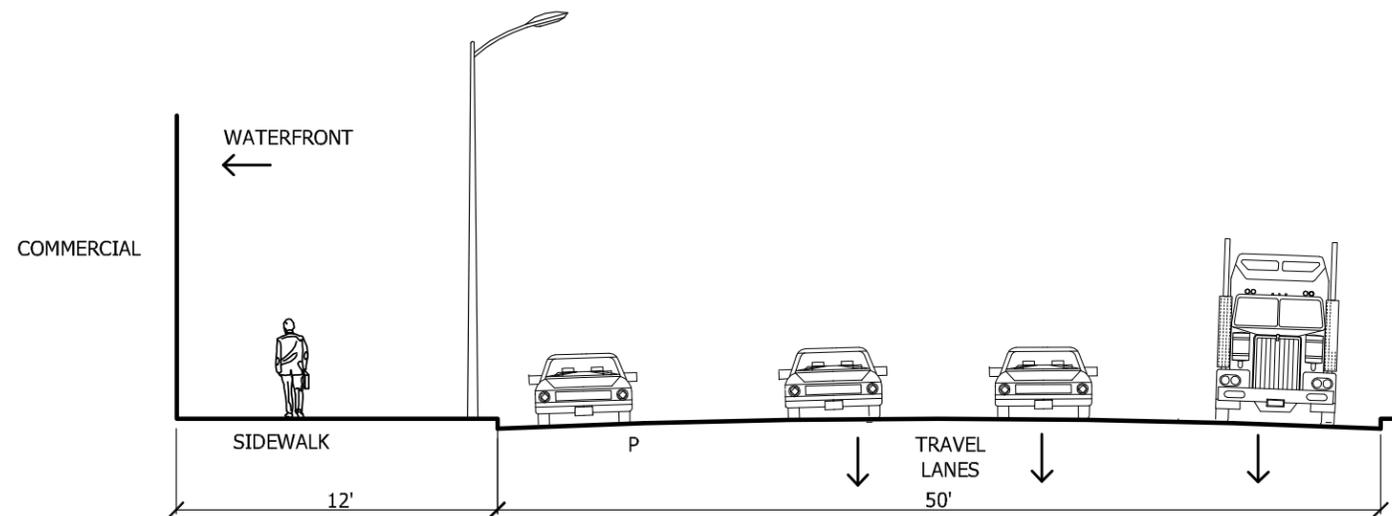


Fig. 40: Existing configuration on Third Avenue between 21st Street and 27th Street

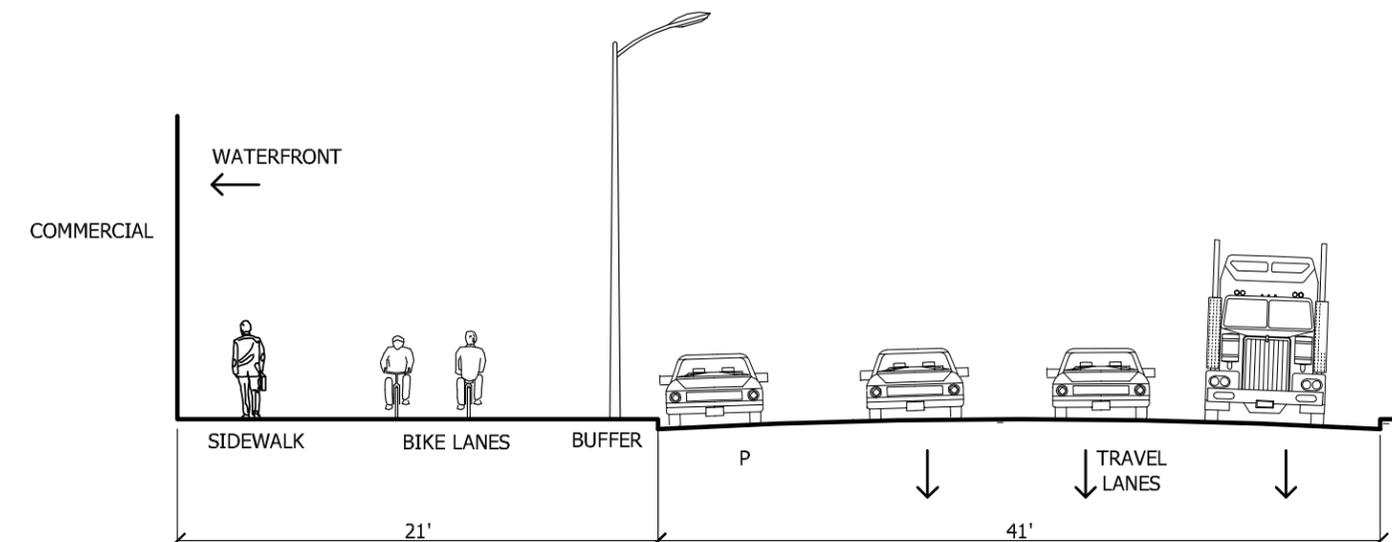
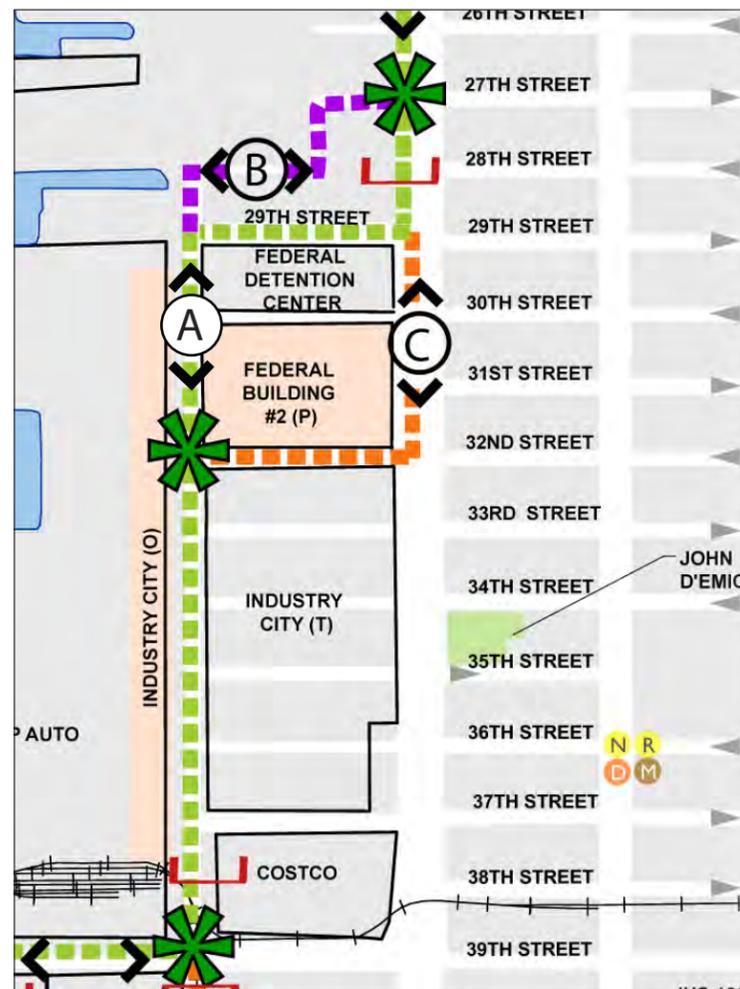


Fig. 41: Possible Configuration for Third Avenue between 21st Street and 27th Street



Computer enhanced image of a shared-use sidewalk, Germany (precedent)



Plan Enlargement 8: Third Avenue and 27th Street to Second Avenue and 32nd Street

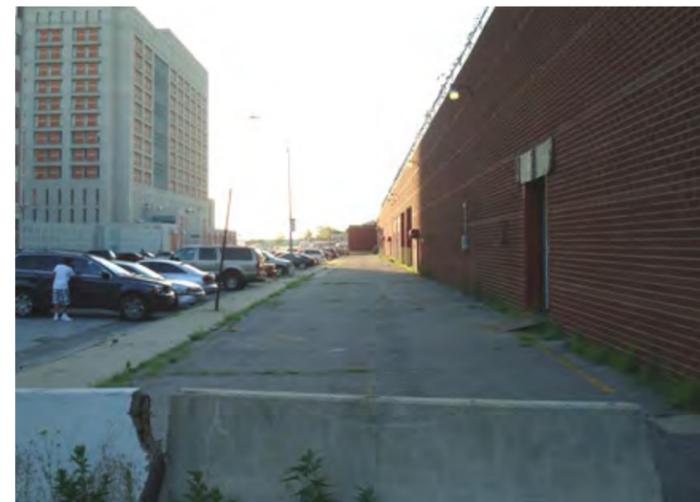
Third Avenue & 27th Street to Second Avenue & 32nd Street (Plan Enlargement 8)

Route A–29th Street Connector

Route A continues the Greenway treatment proposed for Third Avenue north of 27th Street to 29th Street and then to Second Avenue. 29th Street is extremely wide and closed to traffic. Route A is the preferred route.

Route A takes advantage of the northernmost existing pedestrian connection to Second Avenue which is 29th Street. 29th Street is closed to through traffic due to the Federal prison that is located between Third and Second Avenues. The primary pedestrian entrance to the Federal Detention Center is located along 29th Street, so a route along this section requires coordination with the Federal government.

Two possible Greenway route configurations are possible on 29th Street. Option 1 involves building a physically separated pathway down the middle of the street (shown in figure 42). Option 2 would use the extremely wide sidewalk on the north side of 29th Street instead.



29th Street looking west from Third Avenue (existing)

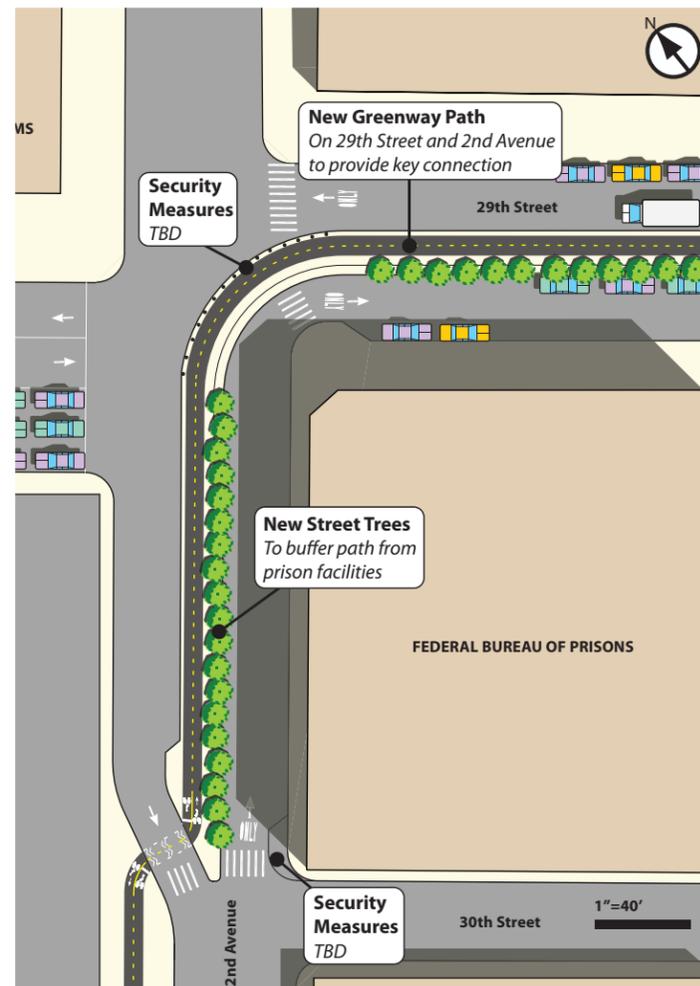


Fig 42: Possible configuration of 29th Street and Second Avenue connection in front of the Federal Bureau of Prisons

Route B–27th and 28th Street Connector

Route B brings the Greenway from Third Avenue to Second Avenue at the first possible opportunity via an off-street connection. Route B runs adjacent to an active Con Edison sub-station and involves land not within NYCDOT jurisdiction. It is also visually removed from the street grid which presents safety issues. Thus, Route B is not a desirable route.

Route B heads towards the waterfront at 27th Street. 27th Street terminates approximately 250 feet west of Third Avenue, where a paved roadway forms a north-south connection to 28th Street. This north-south roadway is an unmapped street but it runs parallel to the street grid and connects to 28th Street. From there, Route B turns onto Second Avenue.

At the time of this report, Con Edison was not in favor of opening this space to the Greenway. Instead they offered to support the Greenway along 29th Street where they will work with NYCDOT to meet the needs of the Greenway along the south side of their property (north side of 29th Street).



27th Street between Second Avenue and Third Avenue looking south (existing)

Route C–32nd Street Connector

Route C remains on Third Avenue to 32nd Street to avoid the prison because access to 30th and 31st Streets are controlled by gates and security guards, so these streets should be avoided. 32nd Street is in poor condition and has many cobblestones. Due to traffic considerations on Third Avenue and the high cost of construction, this is not the preferred route.

A Federal Detention Center occupies the block between 29th and 30th Street and a building listed as Federal Building Number 2 occupies the block between 30th and 31st Streets. The block between 31st Street and 32nd Street is vacant. The public is not admitted to 30th and 31st Streets currently with access controlled by gates and security guards. After 29th Street, 32nd Street is the next available opportunity to travel from Third Avenue to Second Avenue. South of 32nd Street to 38th Street there is no access to Second Avenue through Industry City.

32nd Street is wide and has views to the waterfront, but would require a full reconstruction. There are no sidewalks and the street is paved with very rough cobblestones. This route is considered an alternative in the event that an agreement cannot be reached with the Federal Detention Center about the use of 29th Street.



30th Street looking west from Third Avenue (existing)

RECOMMENDATION:

From **Third Avenue & 27th Street to Second Avenue & 32nd Street** the Preferred Route Recommendations:

Route A–29th Street Connector, based on:

- Low traffic volumes
- Street width/available right-of-way
- First east-west connection from Third Avenue

Second Avenue from 29th Street to 39th Street

No viable alternative exists; this is the preferred route.

Second Avenue is in poor condition. In most places, original Belgian blocks remain as do some of the original trolley and railroad tracks. The sidewalk is not continuous on the west side. The street width varies and pavement is in poor condition.

The proposed design widens the existing sidewalk to create a two-way bicycle path along the curb maintaining the sidewalk along the fence line. A landscaped buffer would separate the path from the moving lanes. In order to realize this vision, the entire roadway would likely need to be fully reconstructed.

Industry City, the primary land owner east of this section of Second Avenue, has supported the Greenway and expressed a desire for improvements along this stretch of roadway. This segment could become a major access point for cyclists and pedestrians to reach the planned Bush Terminal Piers Park as well as a popular commuter route for local workers.



Looking west down 32nd Street from Third Avenue (existing)



Industry City, Second Avenue at 33rd Street (existing)

SECOND AVENUE CROSS-SECTIONS (ROUTE A)

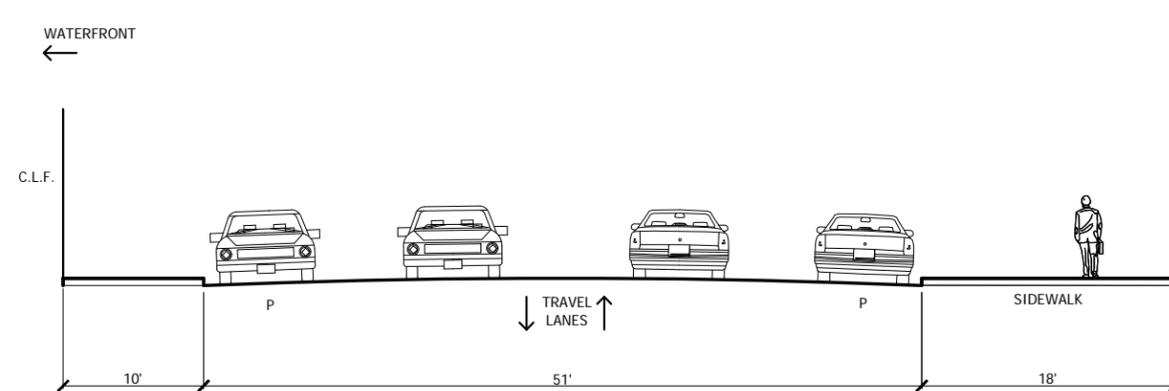


Fig. 43: Existing configuration on Second Avenue 27th Street to 39th Street

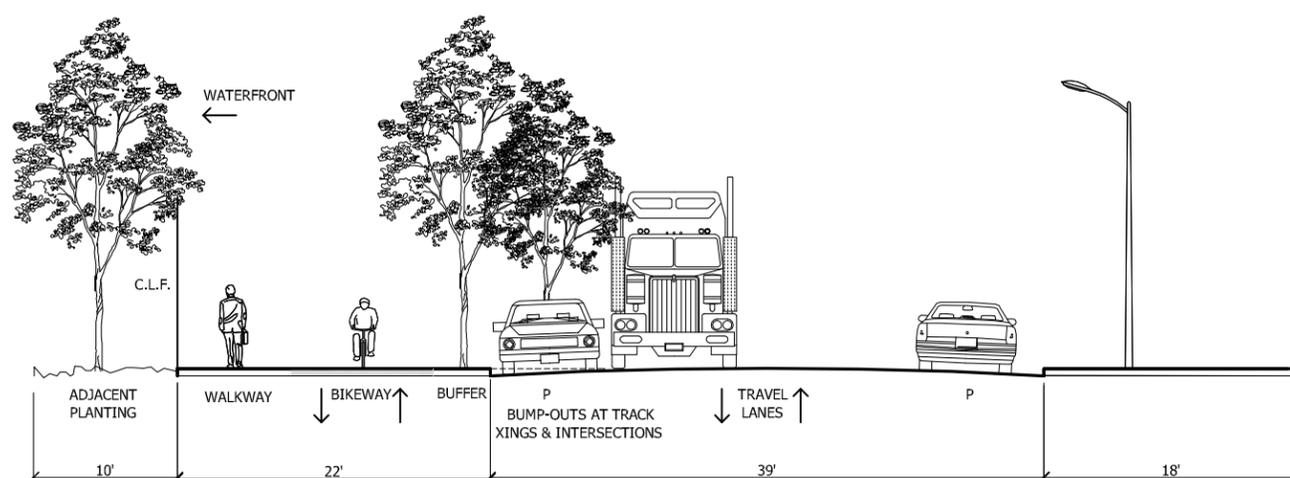
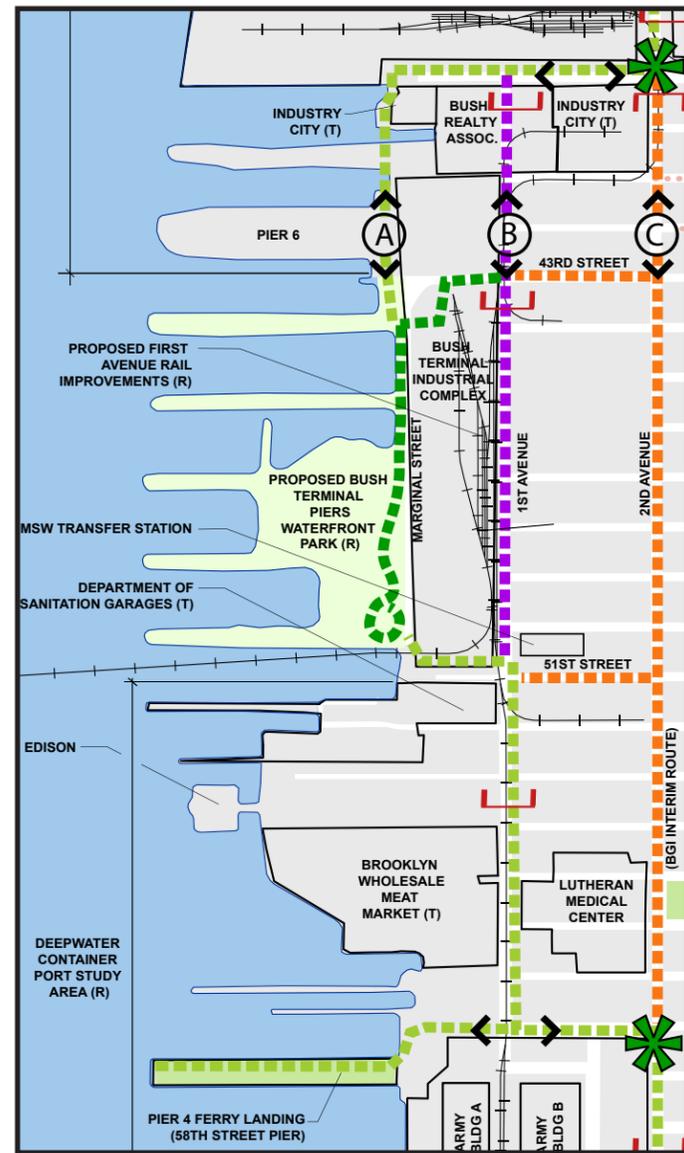


Fig. 44: Possible Configuration for Second Avenue 27th Street to 39th Street



Possible configuration for Second Avenue from 29th Street to 39th Street opposite Industry City



Plan Enlargement 9: 39th Street to 58th Street

39th Street to 58th Street (Plan Enlargement 9)

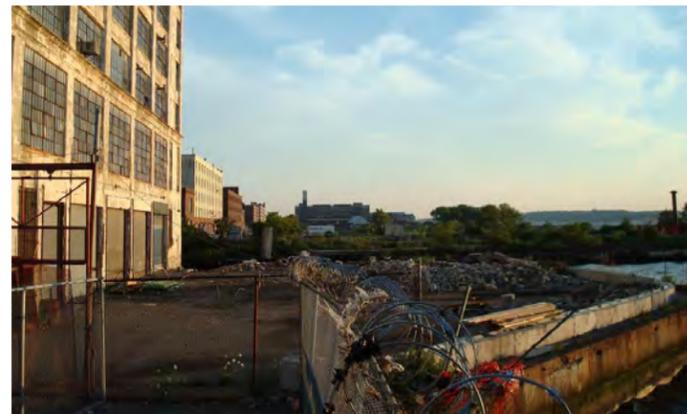
On-going City and State improvements to rail and road infrastructure along the Sunset Park waterfront are an important part of this section. EDC is currently installing new railroad track on First Avenue between 43rd Street and 39th Street. With this in mind, any future reconfiguration of First Avenue must be approved by the EDC, NYSDOT and PANYNJ to ensure that it does not impede freight movement. Furthermore, any design of the Greenway through this section of Sunset Park must be reviewed by adjacent businesses to ensure the project does not impact circulation, parking and access to loading areas.

Route A-39th Street, Marginal Street, the planned Bush Terminal Piers Park, 51st Street, First Avenue and 58th Street

Construction of the waterfront portion of Route A (39th Street to 51st Street) requires significant reconstruction of shoreline structures along Marginal Street from 39th Street to 43rd Street as well as construction of the planned Bush Terminal Piers Park from 43rd Street to 51st Street. Implementation of the waterfront portion of Route A needs to be closely coordinated with industrial use of the waterfront, making it a Future Enhancement Project.

The sections of Route A along 39th Street from Second Avenue to First Avenue, along First Avenue from 51st Street to 58th Street and along 58th Street from First Avenue to Second Avenue are part of the preferred route.

39th Street from Second Avenue to First Avenue is a wide two-way cobblestone street. On the north side of the street is the SBMT. The south side of the street is lined with large industrial buildings with numerous loading docks on the ground floor facing the street. It is proposed that the Greenway along this stretch continue the same design proposed for Second Avenue (from 29th Street to 39th Street), a two-way, shared-use path built on the north side of the street, adjacent to the SBMT property line. This will require widening the sidewalk, with special care taken when in close proximity to active rail tracks, specifically when entering the SBMT.



Marginal Street facing south from 39th Street (existing)



39th Street facing west from Second Avenue (existing)

Marginal Street from 39th Street to 43rd Street is the first of two segments that comprise the planned Marginal Street/Bush Terminal Piers Park Future Enhancement Project. Marginal Street provides direct access to the waterfront using unmapped right-of-way along the waterfront from 39th Street to 43rd Street. The route would pass on the west side of a property owned by Industry City located along the waterfront bulkhead, past Pier 6, to meet up with the planned Bush Terminal Piers Park at approximately 43rd Street. As Bush Terminal properties are developed, the possibility of a public/private partnership to build a continuous esplanade from 39th Street to Bush Terminal Piers Park could be explored.

Although this path would offer direct access to the waterfront and provide an off-street bicycle and pedestrian alternative to First Avenue and Second Avenue, it should be considered a long-term project because it will require costly demolition and reconstruction of deteriorating waterfront infrastructure. Construction of this segment will require extensive environmental review and permitting as well as coordination with adjacent property owners. Marginal Street between 39th Street and 43rd Street is currently utilized by adjacent industrial businesses and is not open for public use. Significant capital investment would be needed to open up this section and ensure that 43rd Street and 51st Street can be used as park/waterfront access points. Due

to these constraints, it is unlikely that a waterfront route in this section will be open in the near future.

Bush Terminal Piers Park is part of the Marginal Street/Bush Terminal Piers Park Future Enhancement Project. This planned new public park would be built on the waterfront behind Bush Terminal, from approximately 43rd Street to 51st Street. A design for the park exists, but the final design has not been completed.



Float bridge operations at 51st Street (existing). Photo: Bing



Proposed Plan for Bush Terminal Piers Park. Image: EDC



First Avenue facing south from 43rd Street (existing)



58th Street Pier view looking east with BAT in background (existing)



58th Street at Second Avenue looking west (existing)



Columbia Street (precedent)

A pedestrian and bicycle path connection to the park at 51st Street must be designed in a way that accommodates crossing of active freight rail movement between the float bridge connection point at the water's edge and First Avenue. A large DOS maintenance facility is located on the south side of 51st Street. NYCDOT will have to coordinate with EDC and PANYNJ to implement the southern connection to the park.

Routing of the Greenway along First Avenue from 51st Street to 58th Street will also need to consider the presence of increased rail traffic along the corridor. On this segment of First Avenue, active rail is in the middle of the roadway with one travel lane in each direction and parking on both sides of the street. Trucks make up a high percentage of the vehicular mix. The proposed design leaves the railroad tracks in their existing location but calls for reconstruction of the roadway by widening the sidewalk on the west side of the street to accommodate a two-way shared-use path with a landscaped buffer. Any design will have to be finalized with community input and discussions with EDC and PANYNJ.

58th Street from First Avenue to Second Avenue is a wide two-way street, with parking on both sides of the street. A short-term treatment for this block would be to move the parked cars on the south side of the street approximately 14' off the curb and utilize markings and pavement color to create a parking-protected two-way curbside bicycle path in the roadway, similar to Kent Avenue in Williamsburg. A long-term solution would be to narrow the travel lanes and widen the sidewalk on the south side of the street to build a physically separated two-way shared-use path with a landscaped buffer, similar to the path on Columbia Street south of Atlantic Avenue. The design of the Greenway at First Avenue and 58th Street, where it turns the corner towards Second Avenue, will need to accommodate vehicular access to the BAT and public access to the 58th Street Pier.

FIRST AVENUE CROSS-SECTIONS (ROUTE A)

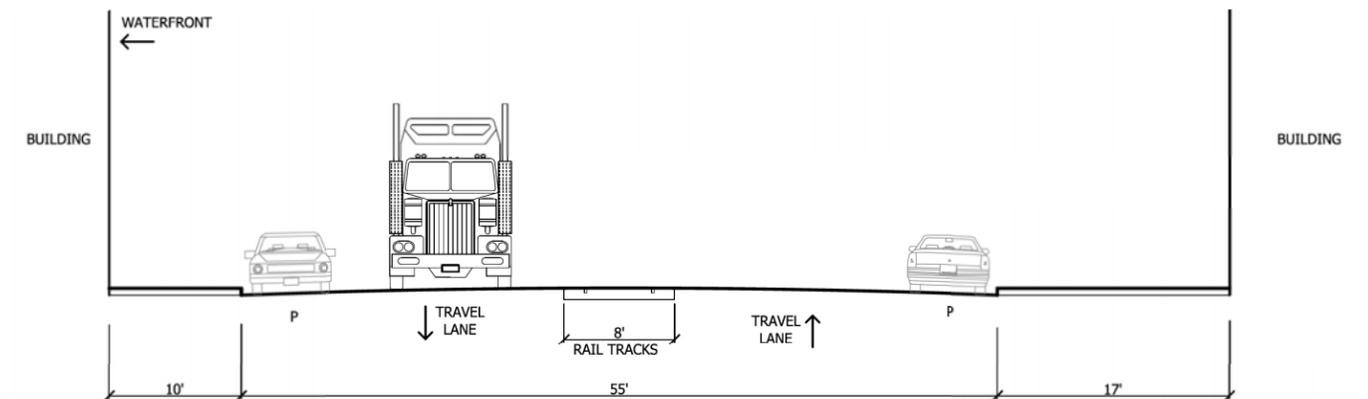


Fig. 45: Existing configuration on First Avenue between 51st and 58th Streets

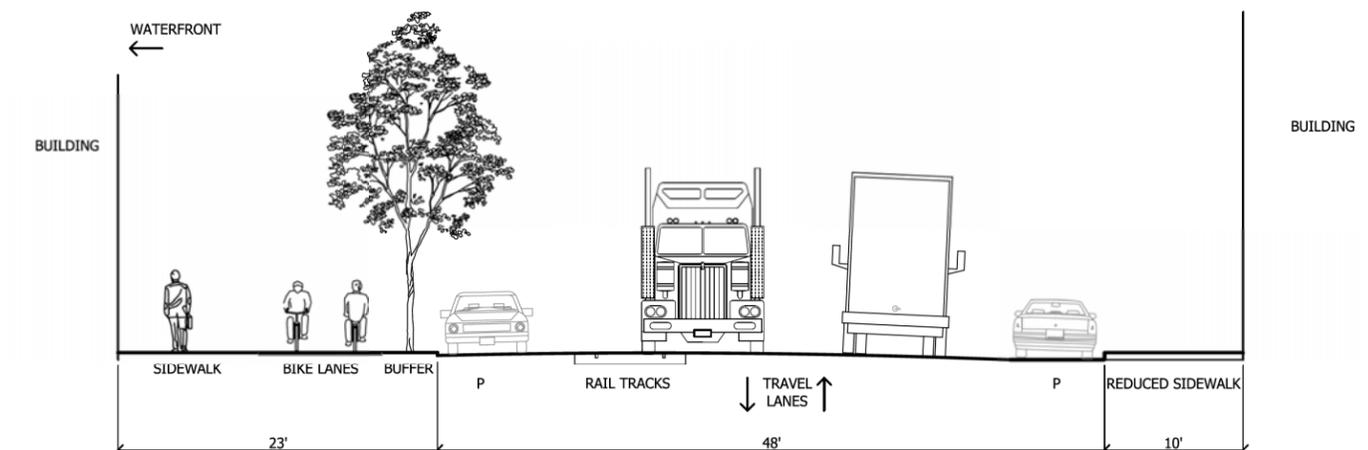


Fig. 46: Possible configuration for First Avenue between 51st and 58th Streets



51st Street facing west from First Avenue (existing)



First Avenue facing north from 52nd Street (existing)

Route B—First Avenue from 39th Street to 51st Street

Route B offers an alternative to the northern section of waterfront route (Route A) by using First Avenue. Freight rail improvements are currently being constructed on First Avenue connecting Bush Terminal at 43rd Street and to the SBMT at 39th Street. Route B is the preferred route from 39th Street to 51st Street.

Route B runs along First Avenue from 39th Street to 51st Street. Rail operations are active, and new rail road tracks are currently being built in the center of First Avenue between 39th Street and 43rd Street and connecting north into the SBMT. Efforts are on going to attract new industrial tenants to the Bush Terminal Industrial Complex. Rail and truck traffic along this stretch of First Avenue is predicted to increase.

First Avenue lacks sidewalks between 39th and 41st Street on the east side and between 39th and 42nd Street on the west side. Active loading docks, loading bays, garage doors and driveways line both sides of First Avenue between 39th Street and 42nd Street. Furthermore, a one story brick warehouse on the east side narrows the width of First Avenue between 40th Street and 41st Street.

The proposed Greenway design includes a new shared-use path to be built along the east side of the street to avoid conflict with loading zones on the west side. It is proposed that First Avenue be kept one-way southbound from 39th Street to 41st Street after construction in order to accommodate implementation of the proposed Greenway path on the east side of the new tracks.

At 43rd Street, the Greenway will need to cross to the west side of First Avenue to make use of the sidewalk along the periphery of Bush Terminal. The west side is an ideal greenway location due to the edge condition with no turning movement conflicts across the path. It is recommended that the sidewalk and curb be fully reconstructed, widened, planted with street trees and designated as a shared-use path, similar to the proposal along Second Avenue from 29th Street to 39th Street.

FIRST AVENUE CROSS-SECTIONS (ROUTE B)

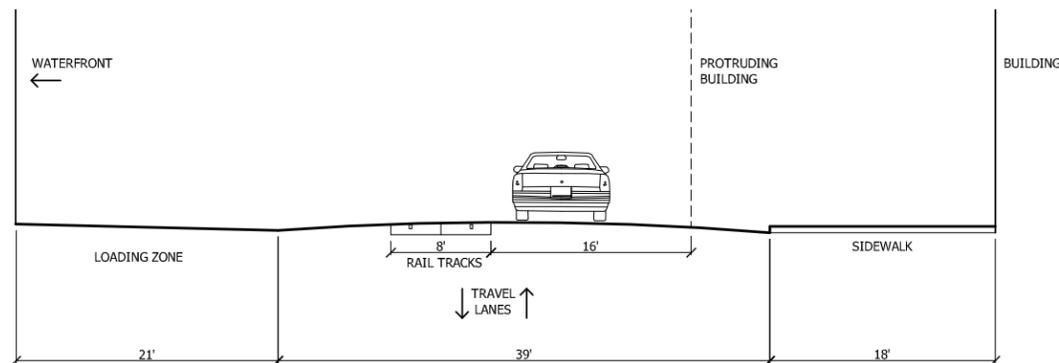


Fig. 47: Existing configuration on First Avenue between 39th and 44th Streets

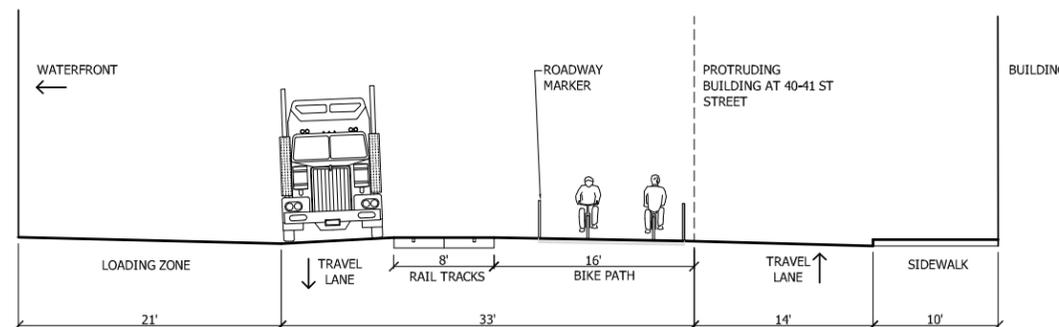


Fig. 48: Possible configuration on First Avenue between 39th and 44th Streets

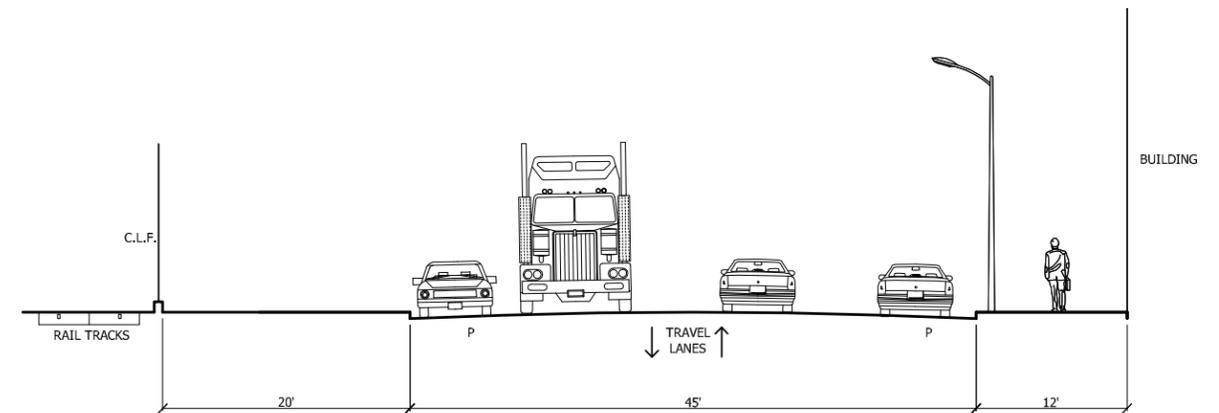


Fig. 49: Existing configuration on First Avenue between 44th and 51st Streets

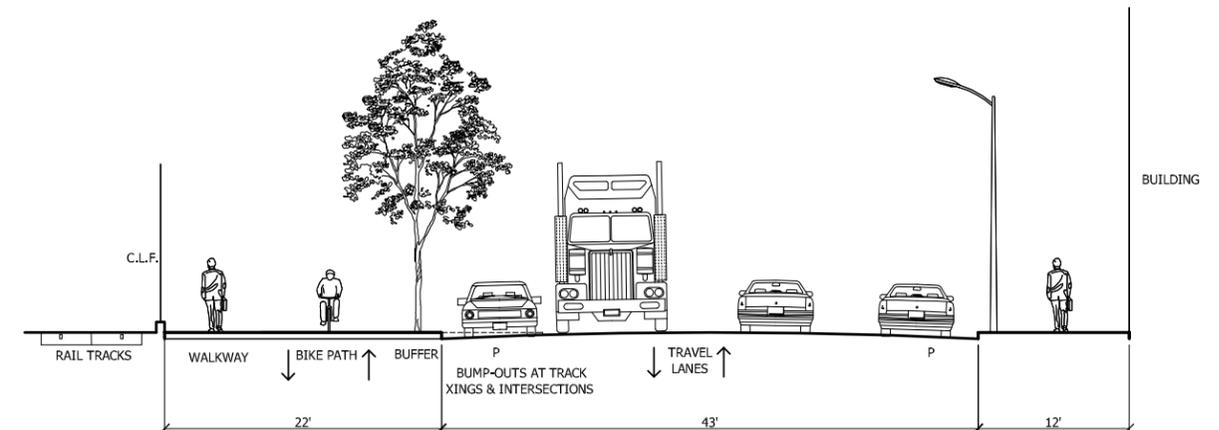


Fig. 50: Possible configuration on First Avenue between 44th and 51st Streets



First Avenue facing north from 43rd Street (existing)

Route C—Second Avenue from 39th Street to 44th Street

Route C is not recommended because it does not provide direct access to, or views of, the waterfront, or an adequate greenway facility suitable for use by all ages of cyclists.

This option calls for the installation of shared lane markings in the roadway for cyclists. Parking would be maintained on both sides of the street. Route C would connect to the Bush Terminal Piers Park via existing sidewalks and new shared lane markings on 43rd Street and/or 51st Street. Route C would be far less expensive, but it would not create the desired greenway experience. Existing land uses would also impact the Greenway: as retail activity and traffic generated by Lutheran Medical Center create higher volumes, there will be more on-street parking demand and double parking.



Second Avenue at 52nd Street looking north (existing)

SECOND AVENUE CROSS-SECTIONS (ROUTE C)

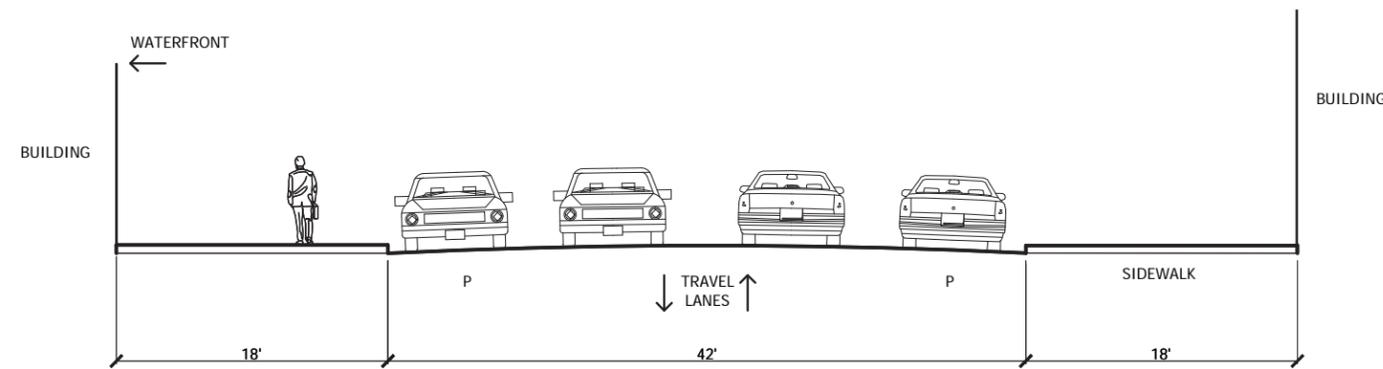


Fig. 51: Existing configuration on Second Avenue between 39th and 44th Streets



First Avenue facing north from 42nd Street (existing)

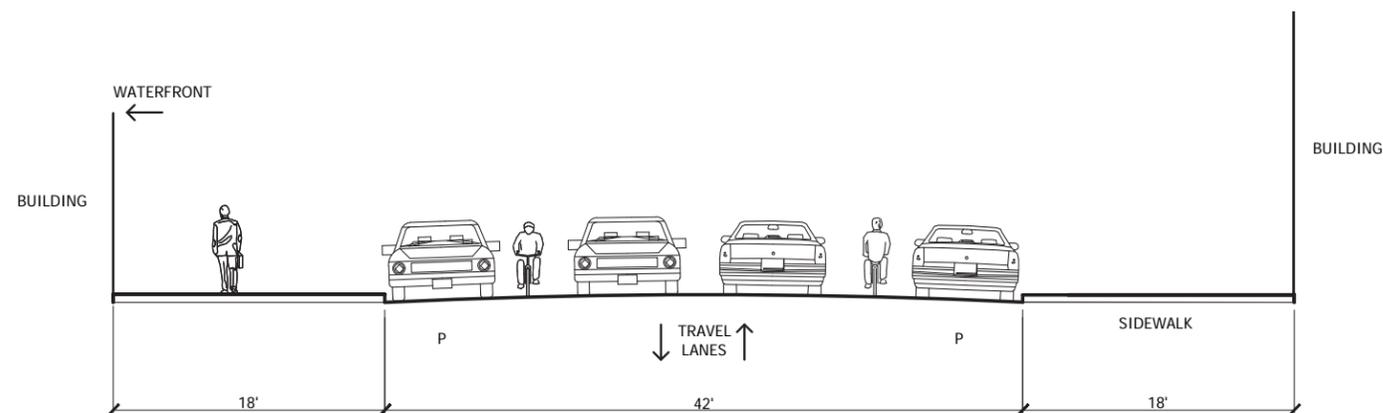


Fig. 52: Possible configuration on Second Avenue between 39th and 44th Streets

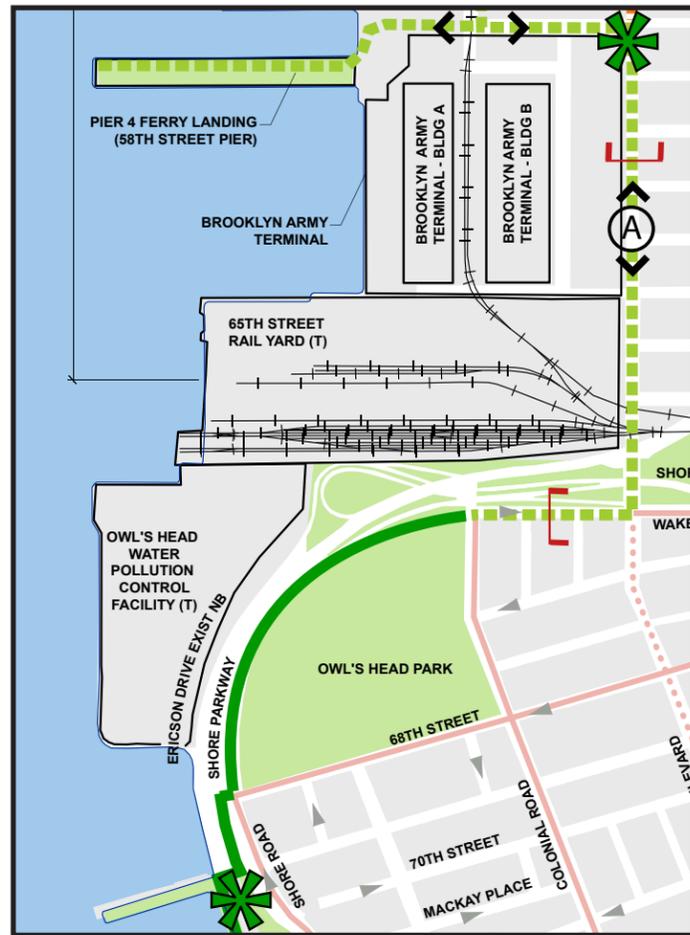


First Avenue facing north from 44th Street (existing)

RECOMMENDATION:

From **39th Street to 58th Street** the Preferred Route Recommendations are:

- Route A—39th Street** from Second Avenue to First Avenue, based on
 - Seamless connections from Second Avenue path to First Avenue path.
- Route B—First Avenue** from 39th Street to 51st Street, based on
 - Direct connection to Bush Terminal Piers Park at 43rd Street and 51st Street
 - Continuous route the length of First Avenue
- Route A—First Avenue** from 51st Street to 58th Street, based on
 - Proximity to waterfront
 - Direct connection to 58th Street Pier and BAT
 - Continuous route the length of First Avenue
- Route A—58th Street** from First Avenue to Second Avenue, based on
 - Wide right-of-way
 - Connection to 58th Street Pier and BAT



Plan Enlargement 10: 58th Street to Shore Parkway

Second Avenue and 58th Street to Owl's Head Park (Plan Enlargement 10)

Route A—Owl's Head Park Connection

No alternative exists; this is the preferred route.

The existing sidewalk on the west side of Second Avenue from 58th Street to Wakeman Place is wide and could be used as a shared-use path. Some portions of the sidewalk need to be repaired, but overall, this route functions well because of the generous width and minimum number of curb cuts that interrupt the path. As funding is pursued, widening the sidewalk should be explored to allow for more landscaping and a more comfortable design for bicycles and pedestrians.

Wakeman Place from Second Avenue to Colonial Road, around Owl's Head Park and to the Shore Parkway Esplanade at 69th Street is a relatively quiet one-way eastbound residential street with parking on both sides of the street and a 4' bicycle lane. There is an existing sidewalk on the north side of the street that is used primarily by pedestrians accessing parked vehicles. It is recommended that the northern curb be extended 5' to the south. The fence line along this sidewalk could potentially be shifted further towards Shore Parkway to better accommodate a shared-use path.



Second Avenue facing west from 58th Street (existing)



Columbia Street, Brooklyn (existing)

SECOND AVENUE CROSS-SECTIONS (ROUTE A)

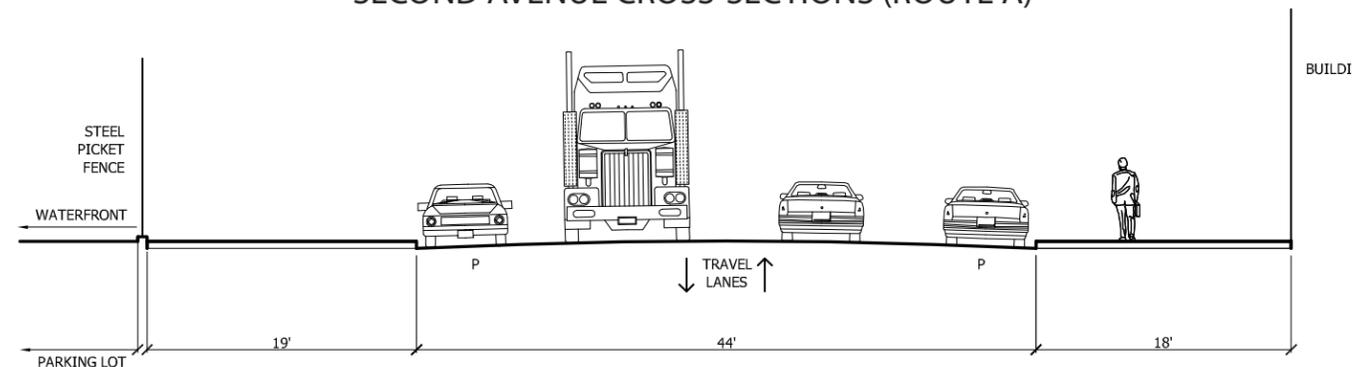


Fig. 53: Existing configuration on Second Avenue between 58th Street and Wakeman Place

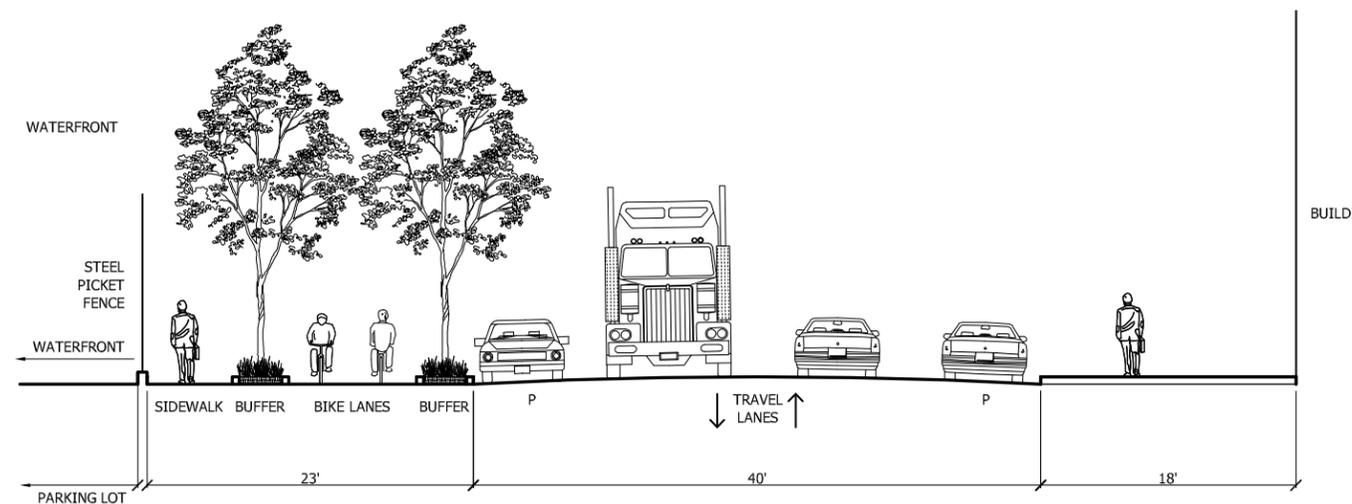


Fig. 54: Possible configuration for Second Avenue between 58th Street and Wakeman Place



Wakeman Place between Sedgwick Place and Bergen Place (existing)



Degraw Street, Brooklyn (precedent)

WAKEMAN PLACE CROSS-SECTIONS (ROUTE A)

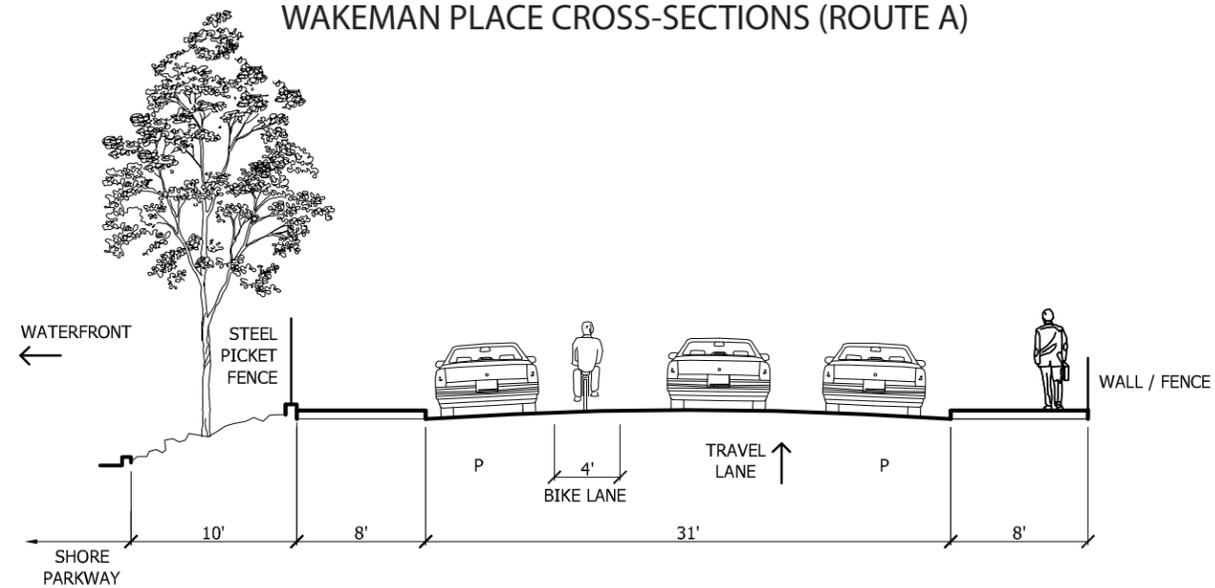


Fig. 55: Existing configuration on Wakeman Place between Sedgwick Place and Bergen Place

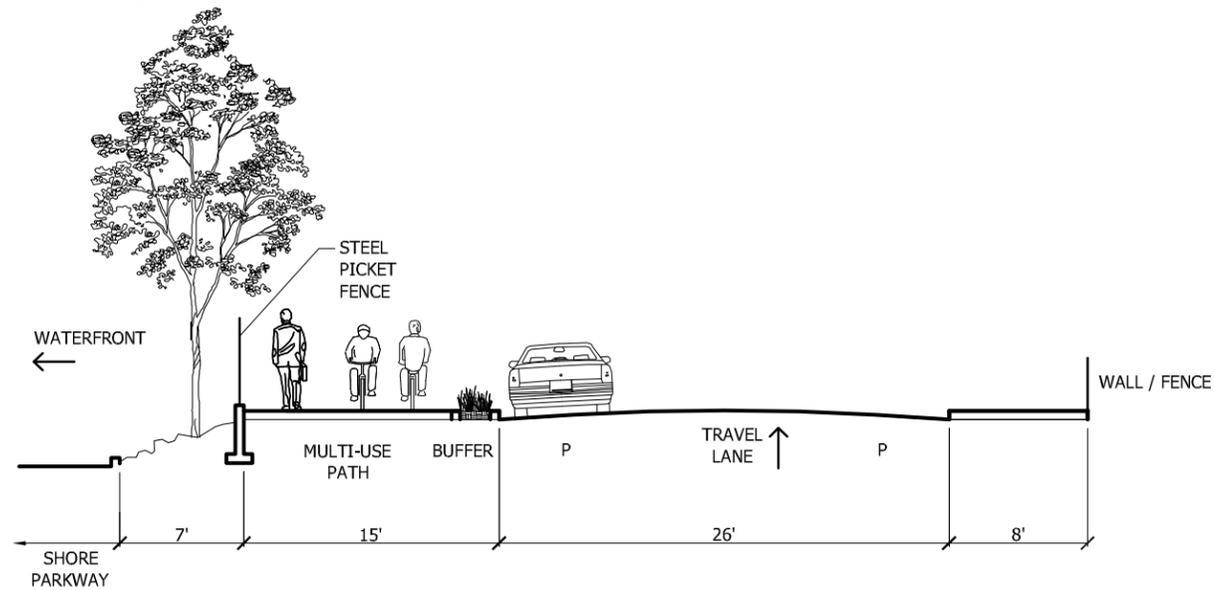


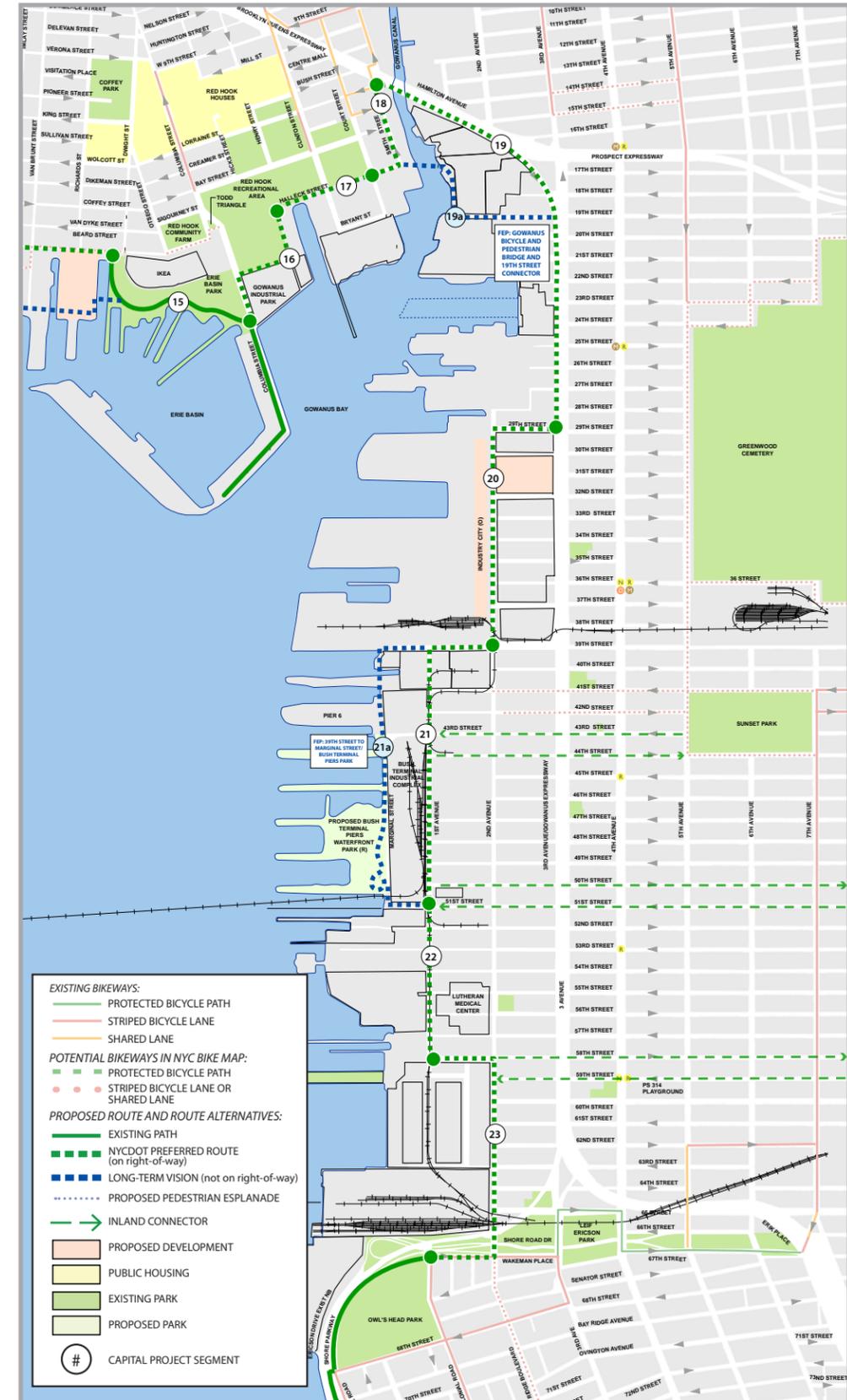
Fig. 56: Possible configuration for Wakeman Place between Sedgwick Place and Bergen Place

2.4.3 SUNSET PARK RECOMMENDED ROUTE

Sunset Park Waterfront Recommendation Summary/Discrete Capital Projects

- 19 **Gowanus Connector / Hamilton Avenue**
Hamilton Avenue between Smith Street and 18th Street – Class 1 – Off-street, two-way shared-use bicycle path
Third Avenue between 18th Street and 29th Street – Class 1 – Off-street, two-way shared-use sidewalk path
- 19a **Future Enhancement Project–Gowanus Bicycle and Pedestrian Bridge and 19th Street Connector**
- 20 **Sunset Park North**
29th Street between Second Avenue and Third Avenue – Class 1 – Off-street, two-way shared-use path
Second Avenue from 29th Street to 39th Street – Class 1 – Off-street, two-way shared-use path
- 21 **Bush Terminal Connector**
39th Street between Second Avenue and First Avenue – Class 1 – Off-street, two-way shared-use path
First Avenue between 39th Street and 43rd Street – Class 1 – On-street, two-way bicycle path separated with roadway markers
First Avenue between 43rd Street and 51st Street – Class 1 – Off-street, two-way shared-use path
- 21a **Future Enhancement Project–Marginal Street/Bush Terminal Piers Park**
- 22 **Sunset Park South**
First Avenue between 51st Street and 58th Street – Class 1 – Off-street, two-way shared-use path
- 23 **Owl’s Head Connector**
58th Street between First Avenue and Second Avenue – Class 1 – Parking-protected, two-way bicycle path
Second Avenue between First Avenue and Wakeman Place – Class 1 – Off-street, two-way shared-use path
Wakeman Place between Second Avenue and Colonial Road – Class 1 – Off-street, two-way shared-use path

SUNSET PARK RECOMMENDED ROUTE MAP



2.4.4 SUNSET PARK INLAND CONNECTORS

Inland Connectors ←-----→

- 43rd & 44th Streets–Pedestrian connection/amenities;** Bicycle and pedestrian facilities to be enhanced; Connecting future Bush Terminal Piers Waterfront Park
- 50th & 51st Streets:** Bicycle and pedestrian facilities to be enhanced; Connecting Sunset Park neighborhood/retail to future Bush Terminal Piers Waterfront Park
- 57th & 58th Streets:** Bicycle and pedestrian facilities to be enhanced; Connecting Sunset Park neighborhood/retail to 58th Street Pier