

A wide-angle photograph of a waterfront industrial area. In the foreground, dark blue water ripples across the frame. On the left, a large green and white ship is docked at a pier, with a massive orange gantry crane towering over it. To the right, a long, white industrial building with several large doors sits on a pier. In the background, a city skyline is visible under a blue sky with scattered white clouds.

Brooklyn Waterfront Greenway **ATLANTIC BASIN CONNECTOR**

Commissioner Janette Sadik-Khan New York City Department of Transportation
Presented February 21, 2013 to Community Board 6



PROJECT BACKGROUND

WATERFRONT DEVELOPMENT



Waterfront has seen major changes

- Growing residential and recreational uses
- Brooklyn Bridge Park and the Greenway draw people to the waterfront

Columbia Street Path (Opened 2008)

- >400 weekend cyclists per day

Pier 6 (Opened Summer 2011)

- >1000 weekend pedestrians per day
- >300 weekend bike riders per day

Numbers will increase as park grows

PROJECT BACKGROUND

GREENWAY IMPLEMENTATION PLAN

Community-based planning process

- Visioning workshops
- Preferred route
- 24 Capital projects

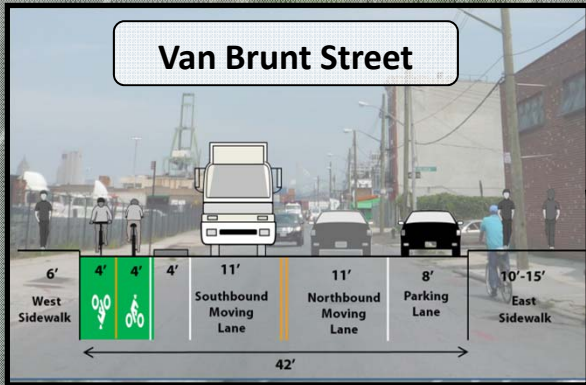


PREFERRED ROUTE AND DISCRETE CAPITAL PROJECT MAP



PROJECT BACKGROUND

GREENWAY DEVELOPMENT



PROJECT BACKGROUND

IMPLEMENTATION PLAN - ATLANTIC BASIN

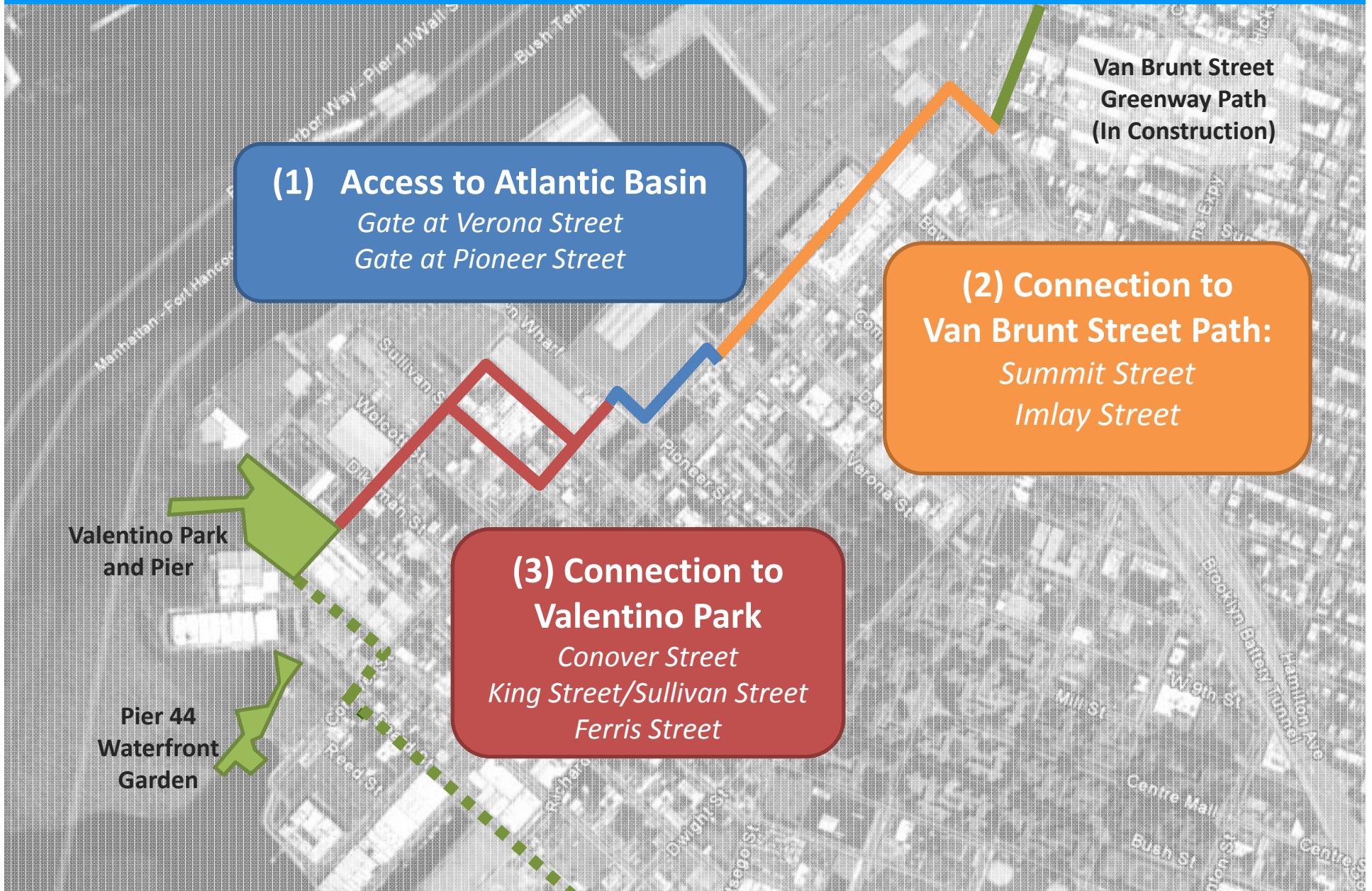
Route Alternatives



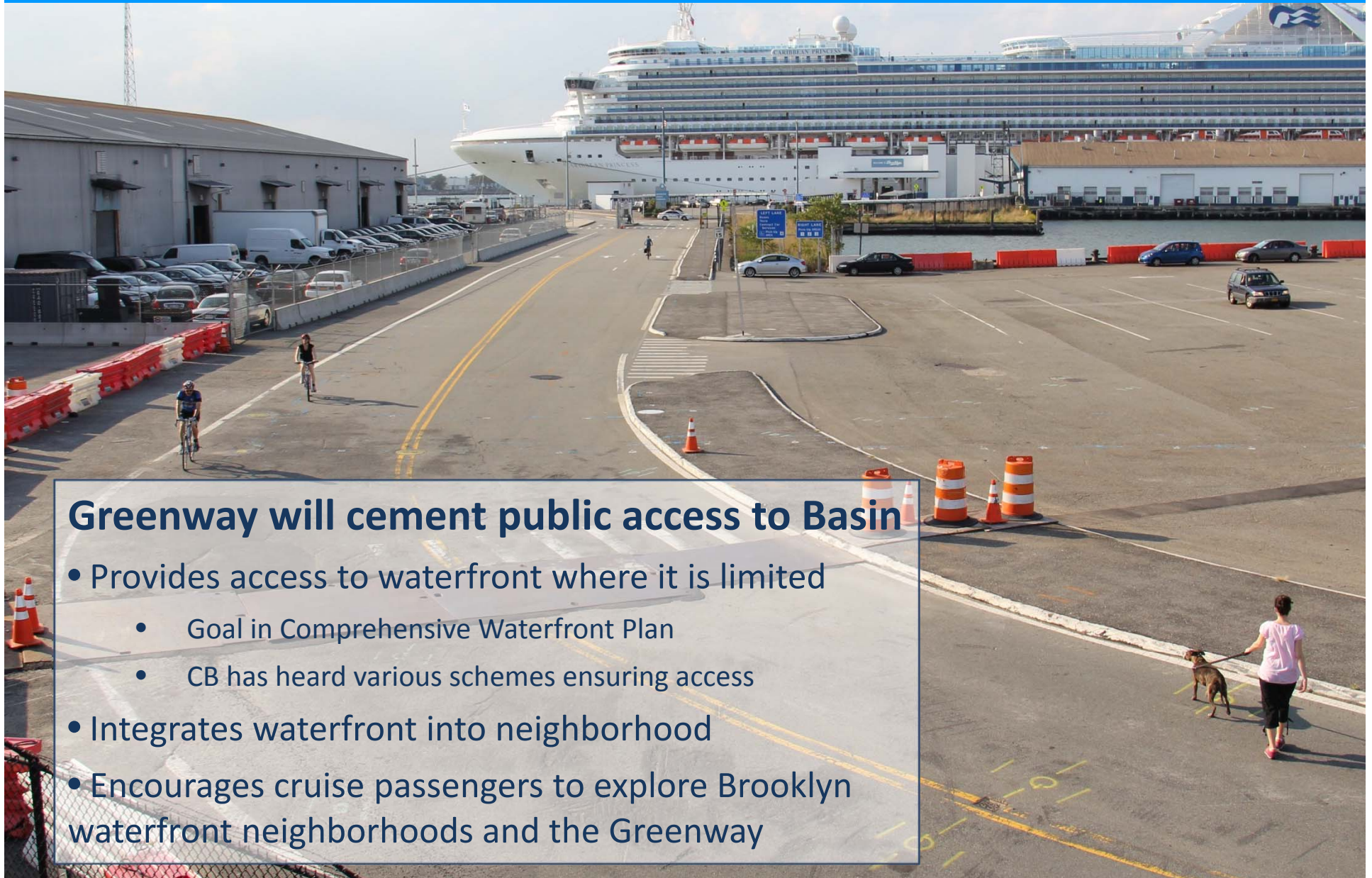
Preferred Route



ATLANTIC BASIN CONNECTOR PROJECT ROUTE



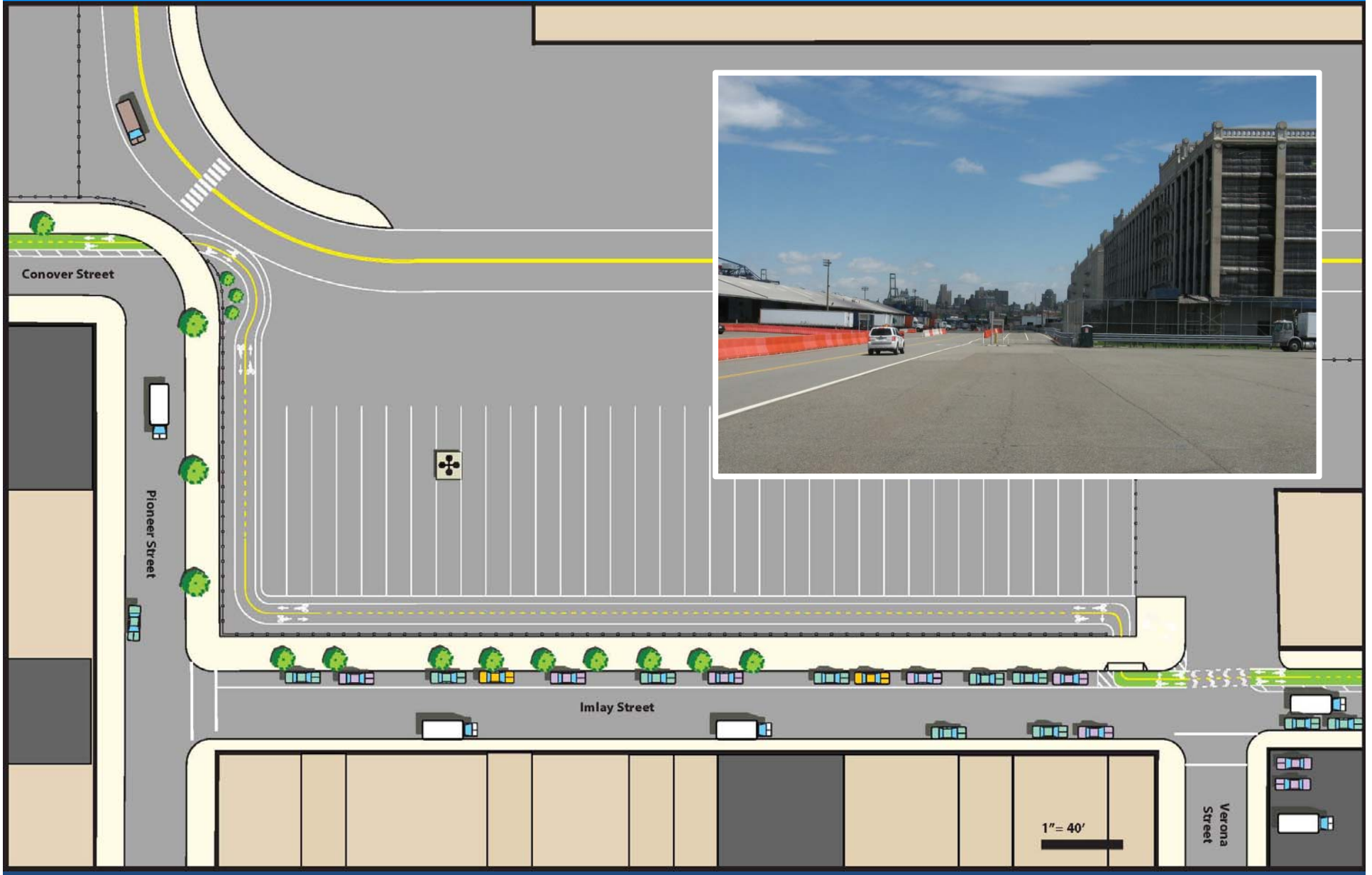
ACCESS TO ATLANTIC BASIN ISSUES AND OPPORTUNITIES



Greenway will cement public access to Basin

- Provides access to waterfront where it is limited
 - Goal in Comprehensive Waterfront Plan
 - CB has heard various schemes ensuring access
- Integrates waterfront into neighborhood
- Encourages cruise passengers to explore Brooklyn waterfront neighborhoods and the Greenway

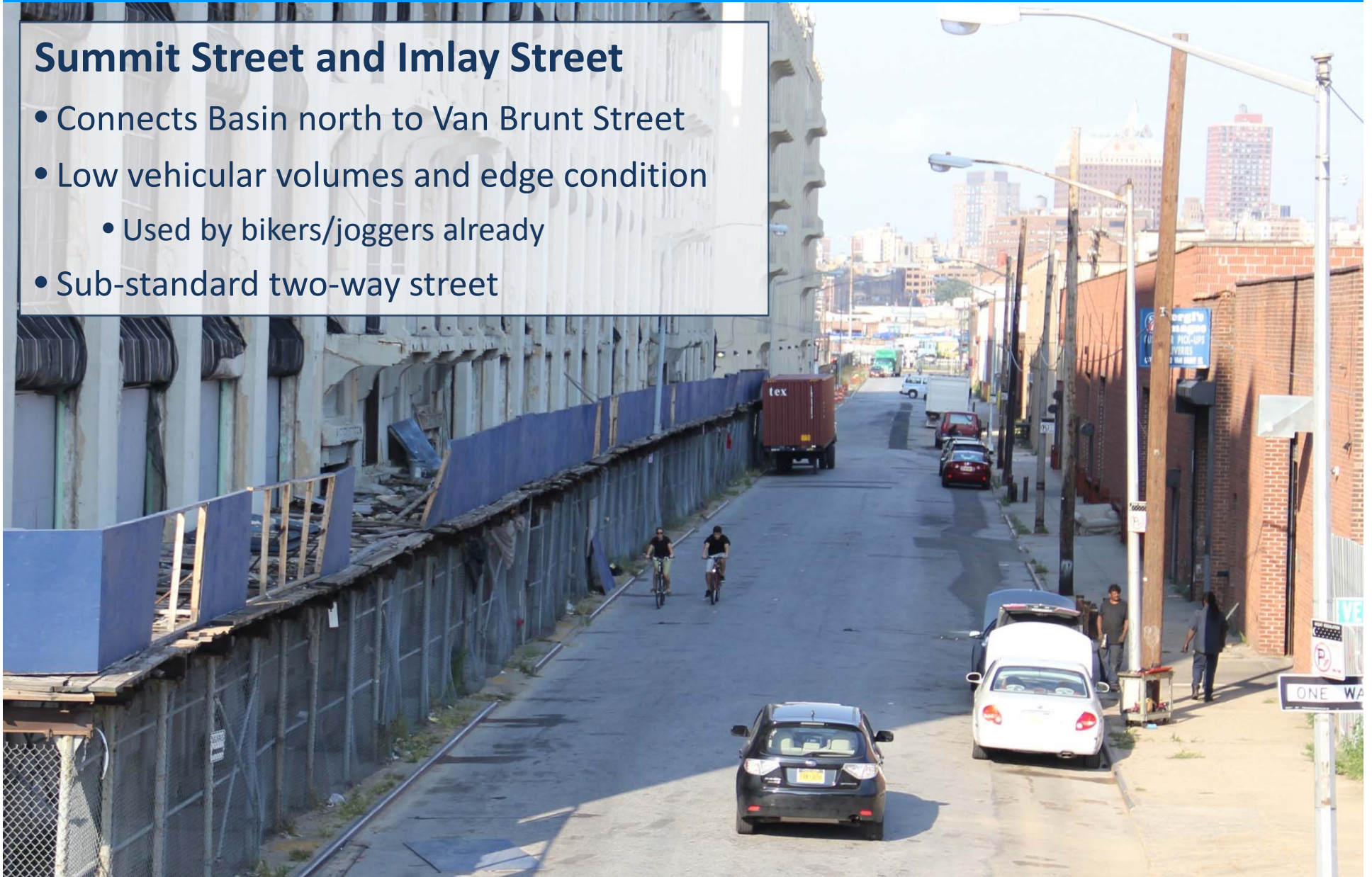
ACCESS TO ATLANTIC BASIN PROPOSED IMPROVEMENTS



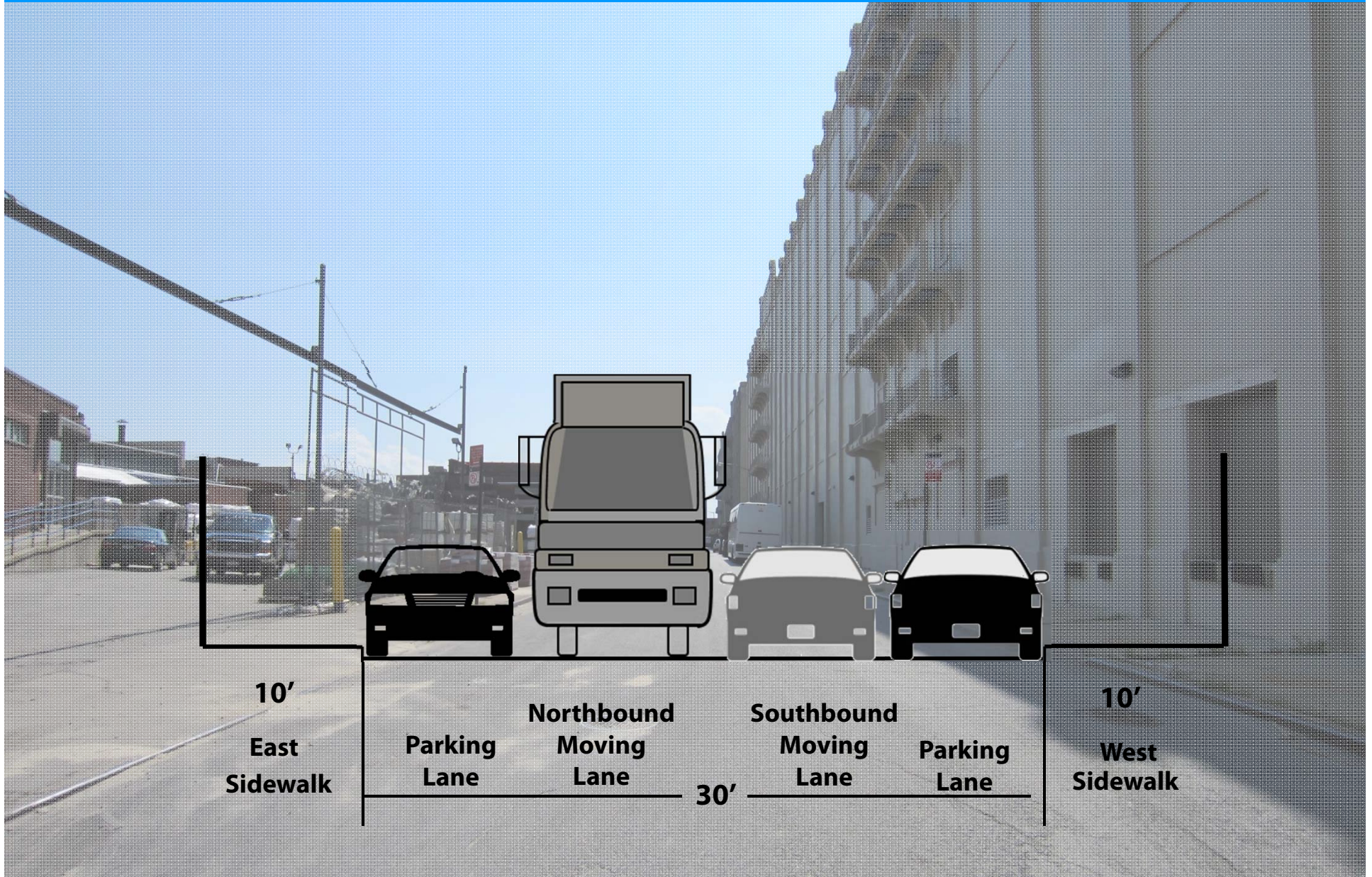
CONNECTION TO VAN BRUNT STREET PATH ISSUES AND OPPORTUNITIES

Summit Street and Imlay Street

- Connects Basin north to Van Brunt Street
- Low vehicular volumes and edge condition
 - Used by bikers/joggers already
- Sub-standard two-way street

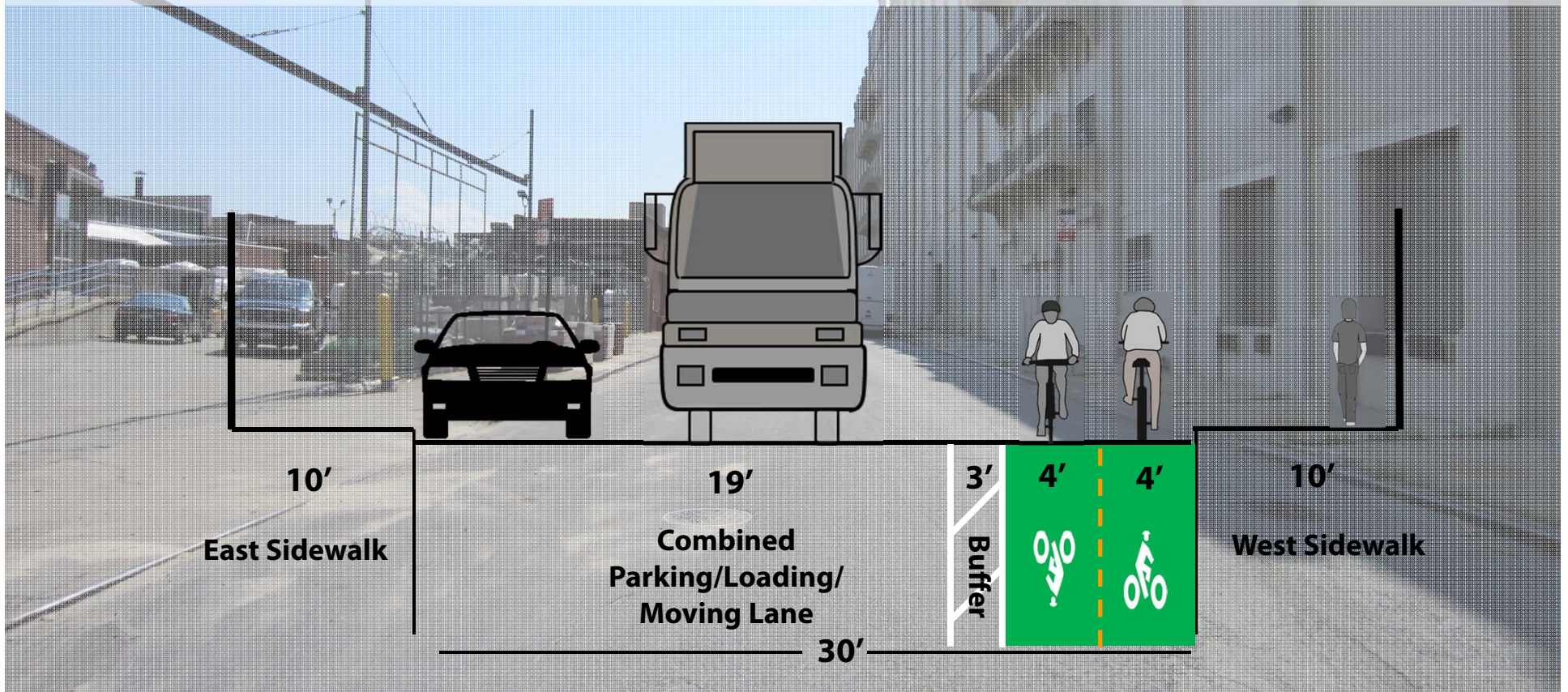


CONNECTION TO VAN BRUNT STREET PATH EXISTING CONDITIONS – IMLAY STREET



CONNECTION TO VAN BRUNT STREET PATH PROPOSED IMPROVEMENTS – IMLAY STREET

- Conversion to one-way northbound
- Removal of parking on west curb
- Two-way bike path along the west curb



CONNECTION TO VAN BRUNT STREET PATH VEHICULAR FLOW – PEAK HOUR VOLUMES



CONNECTION TO VAN BRUNT STREET PATH

VEHICULAR FLOW – PEAK HOUR VOLUMES

Potential One-way Conversion

- Conover Street south of Sullivan Street (NB)
- Reed Street (WB)
- Beard Street (EB)

One-way Conversion

- Summit Street (EB)
- Imlay Street (NB)
- Pioneer Street (EB)
- Conover Street north of Sullivan Street (NB)

Van Brunt Street

- Accommodates additional SB volumes
- Potential for reduced NB volumes due to improved flow on Imlay Street



CONNECTION TO VALENTINO PARK ISSUES AND OPPORTUNITIES

King, Sullivan, and Ferris Streets

- Connects Basin to Valentino Park
- Maintains proximity to waterfront
- Uses quiet, industrial streets
- Avoids cobblestones



CONNECTION TO VALENTINO PARK EXISTING CONDITIONS & PROPOSED IMPROVEMENTS



King Street (WB)

Sullivan Street (EB)

- Quiet 30' wide streets
- Shared lane connection to Ferris Street

Hoyt Street, Brooklyn



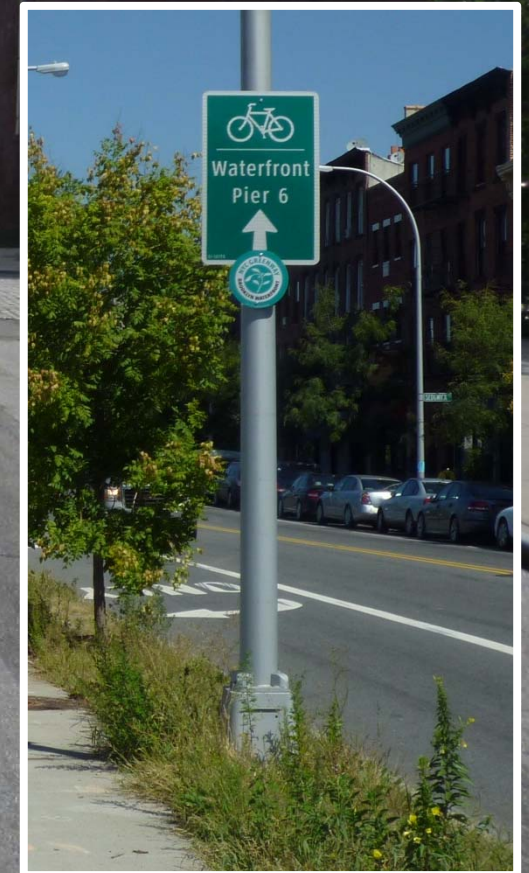
CONNECTION TO VALENTINO PARK

EXISTING CONDITIONS & PROPOSED IMPROVEMENTS



Ferris Street

- Very low traffic volumes
- Wide sidewalks
- Signed route



VAN BRUNT STREET COMPLEMENTARY BIKE ROUTE



- Commercial corridor
- Desire for bike route expressed at Greenway workshops
- Alternative to waterfront route; serves different purpose
- Too narrow for bicycle lanes

VAN BRUNT STREET PROPOSED IMPROVEMENTS



Fifth Avenue, Brooklyn

ATLANTIC BASIN CONNECTOR

SUMMARY OF PROPOSED IMPROVEMENTS

