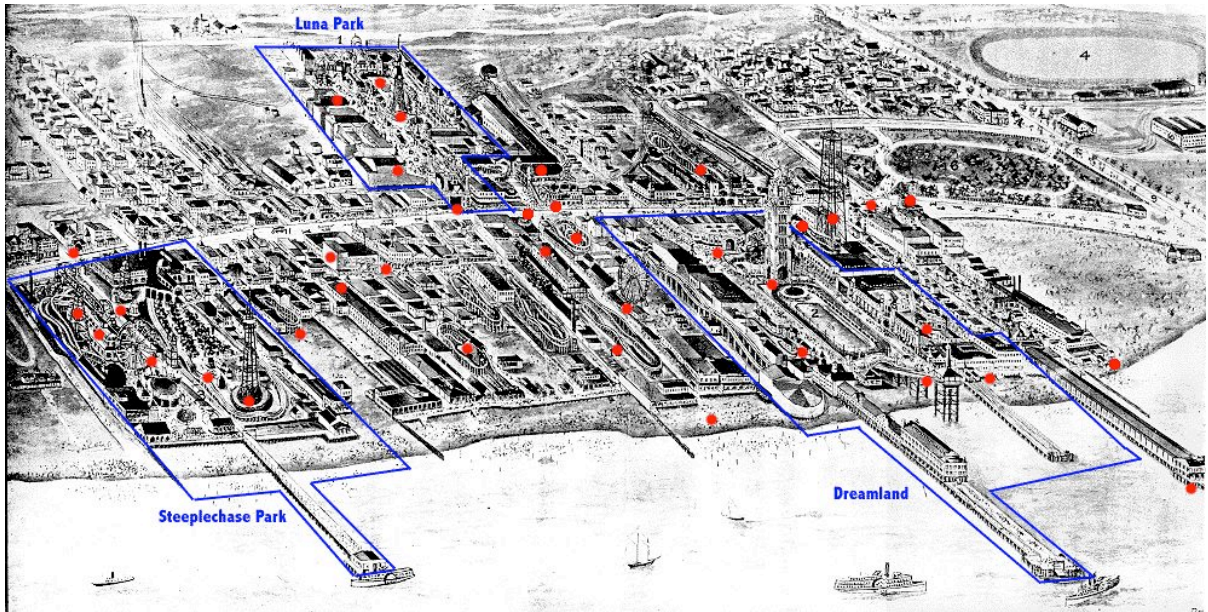


Coney Island Transportation Plan

Draft Version 3, Produced By BHRA, 10-30-2007, www.brooklynrail.net



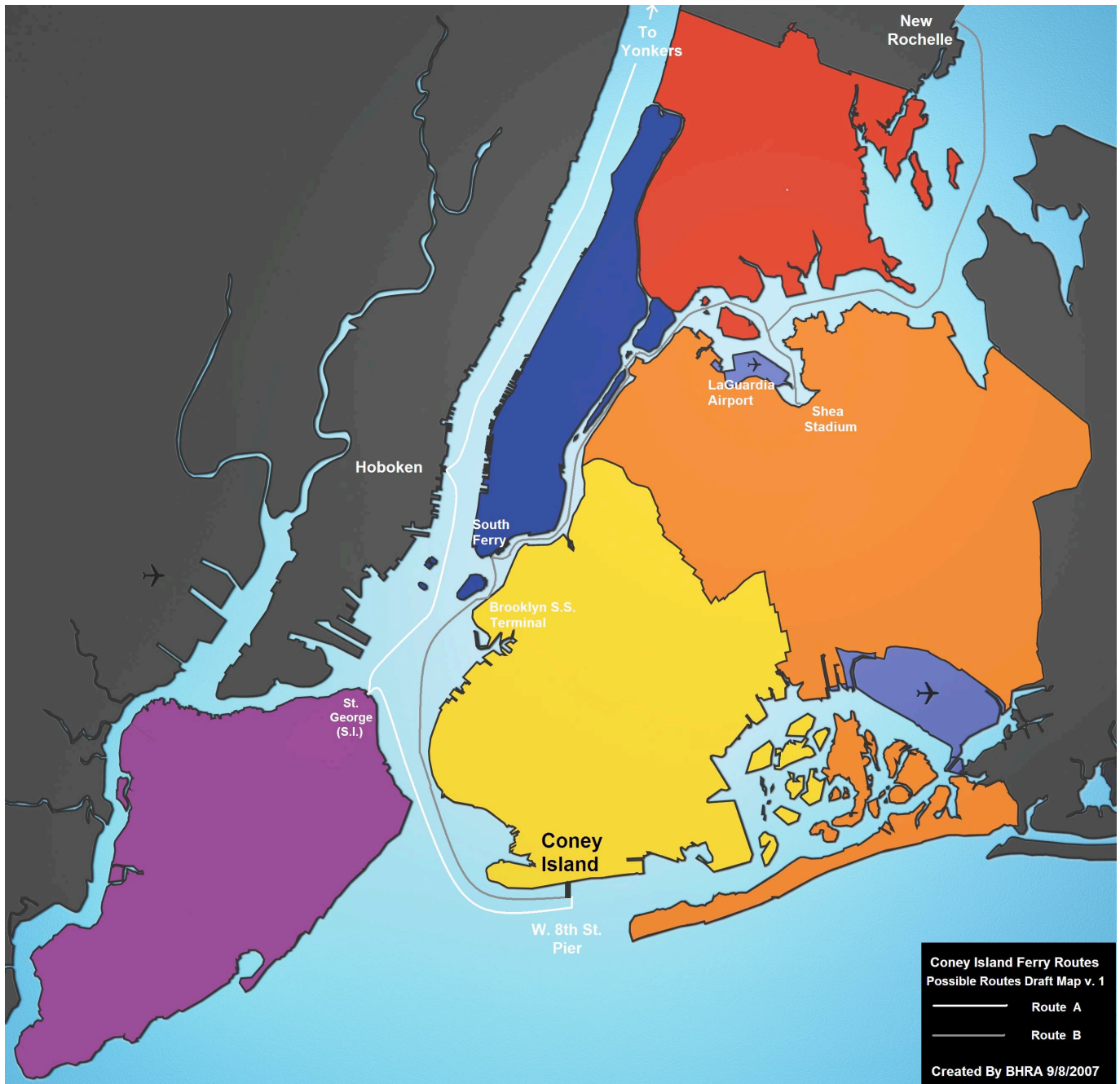
Birdseye View Of Coney Island Ferry Piers C. 1906, Dreamland (West 8th Street) Pier In Center

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Appendix A:	Historic Coney Island Photos and Images <ul style="list-style-type: none">- Historical Photos & Images- Epilogue: An 1890 Ferry Trip To Coney Island
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Coney Island Ferry Service – Draft Plan & Map of Possible Routes

Produced By BHRA, 9-14-2007, www.brooklynrail.net



Use the Zoom Button (magnifying glass icon) to see map in greater detail

Potential Coney Island Ferry Routes – Route A
Created By BHRA – 9/7/2007 – www.brooklynrail.net

Ferry Stop	Fare	Intermodal Connections	Park & Ride	Rationale & Notes
Coney Island	-	NYC Subway D,F,N,Q + Bus Routes	NO	Transport people who would normally not take the subway or Bus to Coney Island. Help mitigate the need for additional parking facilities.
Staten Island	Metrocard Fare	SI Ferry, SI Railway + Bus Routes	Yes	Access to Population of SI
Hoboken	Metrocard Fare x 2	Path Trains, Ferry Service, NJ Transit Rail and Metro-North Railroad (Lines West of Hudson): Morris & Essex, Main, Bergen, Pascack Valley, North Jersey Coast, Montclair-Boonton	No	Access to Population of NJ
Yonkers	Metrocard Fare x 3	Metro-North Railroad, Amtrak, Bus Routes. Yonkers Raceway is an 8 minute jitney/bus ride from the Yonkers ferry landing pier.	Yes	Access to Population of Westchester and Upstate NY. Ferry service from Coney Island provides service to attractions at Yonkers Raceway, such as legal slot machines and harness racing.

Potential Coney Island Ferry Routes – Route B
Created By BHRA – 9/7/2007 – www.brooklynrail.net

Ferry Stop	Fare	Intermodal Connections	Park & Ride	Rationale & Notes
Coney Island	-	NYC Subway D,F,N,Q + Bus Routes	no	Transport people who would normally not take the subway or Bus to Coney Island. Mitigate the need for additional parking facilities.
Brooklyn Steamship Terminal (Columbia Street)	Metrocard Fare	B-61 bus	Yes	Park and Ride
Battery-Maritime Terminal (Lower Manhattan)	Metrocard Fare	NYC Subway + Buses	no	Access to Lower Manhattan Business District, allow for a direct connection between LaGuardia and Manhattan / Brooklyn
LaGuardia Airport	Metrocard Fare x 2	Buses	no	Create a mass-transit connection between LaGuardia and Manhattan / Brooklyn - Wall Street to Coney Island Connection - A new ferry terminal would be required
Shea Stadium	Metrocard Fare x 2	NYC Subway 7 Train, LIRR, buses	Yes	Park and Ride, convenient access between LIRR / Queens and Coney Island
New Rochelle, New York	Metrocard Fare x 3	Metro North Railroad -New Haven Line Amtrak - N.E. Corridor Railroad station approx. 1/2 mile from potential ferry service	Yes	Connection to Metro-North New Haven Line / Amtrak (lines from Boston, Conn., R.I., N.E. Bronx). Co-op city via the B-L 45 Bus, southern Westchester / southern Connecticut population. - Adequacy of Ferry Facilities needs consideration

Notes and Comments On Route B

- The reason we chose not to create a ferry service to Yankee stadium, is due to two geographic reasons:
 1. A separate ferry traveling north along the Harlem River would likely be needed, it may be impractical for ferry routes A or B to divert from their paths along the Hudson River and Long Island Sound respectively, in order to stop at Yankee stadium.
 2. Also, Yankee Stadium is served by both the B and D express trains from Coney Island's Stillwell Avenue subway terminal, making it a "one seat" (no transfer needed) ride to and from Coney Island.

Brooklyn Historic Railway Association - July 30, 2007



Rail Transit Plan For Coney Island, NYC



PCC Trolley In San Francisco, 2007

Why PCC's for Brooklyn in the 21st Century?

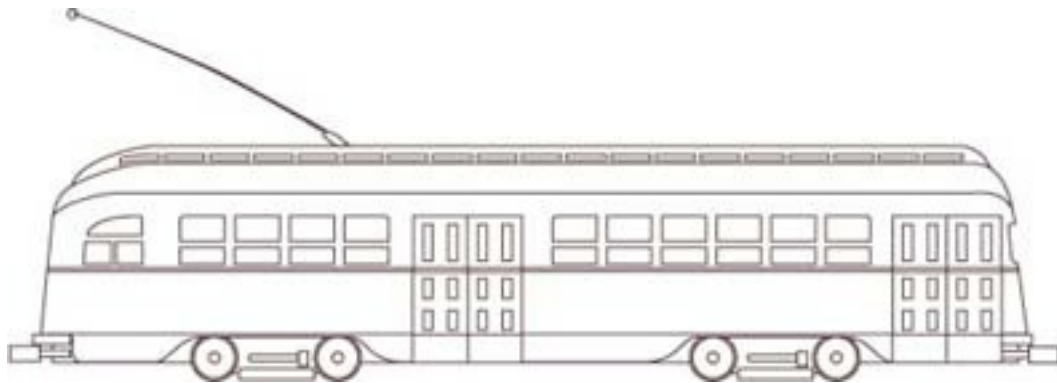
The PCC Solution for Brooklyn!



The PCC is essentially a hybrid type of electric, pollution free urban transportation vehicle- it combines all of the advantages of a conventional light rail vehicle with all the nostalgic charm of a historic trolley. The PCC's historically accurate nature only serves to enhance the qualities of the historic and scenic areas it would service. However, the PCC has none of the drawbacks of a conventional light rail vehicle:

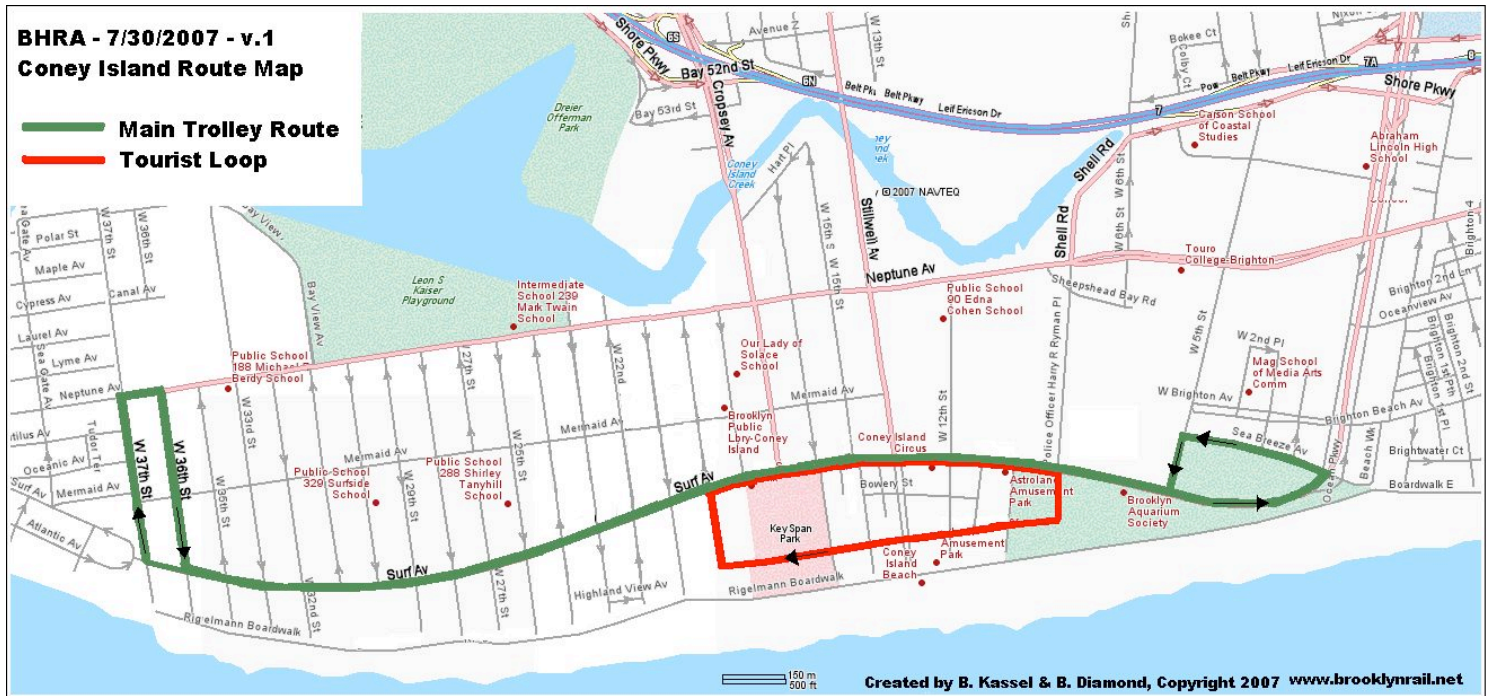
- The PCC can operate in mixed traffic with other vehicles, pedestrians and bicycles. The PCC does not require dedicated traffic lanes, and can actually keep up with traffic. The use of [Passenger Boarding Islands](#) eliminates traffic delays due to alighting passengers.
- Due to its light weight, the PCC uses a simplified form of track construction, which costs only a fraction of conventional light rail track.
- The PCC uses a simplified form of overhead wire construction, the cost of which is only a fraction of conventional light rail catenary wires. Since the PCC's trolley wires are simplified, the visual impacts of the PCC's wires are greatly mitigated over light rail wires.

- Because the PCC uses a simplified form of track construction not requiring deep excavations, the need for utility relocation is negligible to non-existent.
- Because the PCC can operate in existing city streets, its rails are flush with the roadway and its turning radii fits into existing street geometries, the PCC will not divide neighborhoods by presenting physical or psychological barriers, as do both conventional light rail and divided highways.
- Because of the PCC's low weight and unique electrical propulsion package, the PCC only uses a fraction of the electrical power requirement of a conventional light rail vehicle. In fact, the PCC spends most of its time coasting and applying brakes. PCC's do not require the same large scale and costly power substations as do conventional light rail vehicles.
- Several American cities such as San Francisco, Philadelphia and Kenosha have re-discovered the PCC, and have actually reinstated regular revenue service using these sturdy vehicles.



Vintage PCC Streetcar

Proposed Coney Island Streetcar Routes (use magnifying tool to enlarge)



**BHRA PROPOSED CONEY ISLAND ELECTRIC TROLLEY LINE
OPERATING SCHEDULE, OPERATING COSTS AND
POTENTIAL REVENUE SOURCES**

Draft Version - October 30, 2007

The proposed BHRA trolley line in Coney Island is two miles long, a largely double track line that contains roughly 4 miles of track.

Trolleys operating in the street with mixed traffic, travel an average speed of approximately 12 mph, including stopping, passenger loading and starting.

One trolley can travel the entire 4 track-mile line in 20 minutes (3 complete loops per hour).

Proposed Service Schedule

Off-peak service: 5-minute headways (4 trolleys in service) – (13 hrs per day 8:30 Am – 4:30 Pm, 7 Pm – 12 midnight)

Rush hour service: 3-minute headways (6 trolleys in service) - (5 hrs per day - 6:00-8:30 Am, 4:30-7 Pm)

Projected Yearly Operating Costs

Based upon information from Dallas, TX (MATA) and Philadelphia, PA (SEPTA) it costs approximately \$60 per hour to operate a trolley car (including union wages, electricity, insurance costs and maintenance costs).

Therefore, *Peak Service* would cost:

$$365 \text{ (days per year)} \times \$60 \text{ (cost per hour)} \times 6 \text{ (\# trolleys)} \times 5 \text{ (hrs per day)} = \$657,000$$

Although only 260 days of the year are weekdays (conventional peak-service days), we use the 365 days to accommodate the extra service that will be needed for special events and summer weekends)

Off Peak Service would cost:

$$365 \text{ (days per year)} \times \$60 \text{ (cost per hour)} \times 4 \text{ (\# trolleys)} \times 13 \text{ (hrs per day)} = \$1,138,800$$

Cost Summary:

Peak Service	657,000
Off Peak Service	1,138,800
Administrative Expenses	300,000

Total operating cost per year = \$ 2,095,800

Possible Revenue Sources (2 possibilities)

Operation With Subsidy

In Dallas, TX the entire trolley system's operating cost is underwritten by the Dallas Area Rapid Transit and the local business improvement district (BID). The fare is free. Additional funds are raised by trolley and station "naming rights", and rentals of the trolleys for special events (birthdays, weddings, etc).

Operation Without Subsidy

In other cities the trolley systems charge the same base fare per trip as the local bus system. If the new Coney Island trolley were to accept Metrocard, (and was able to keep at least \$1 of every fare) then the trolley system should be able to operate without subsidy.

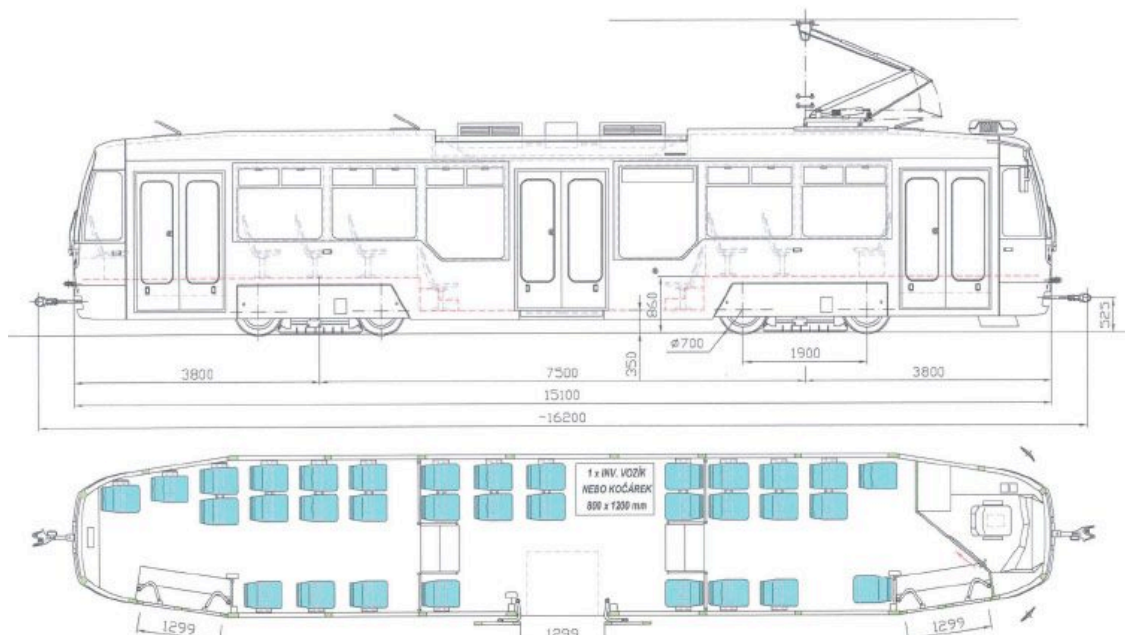
From our initial calculations, this system would cover its own operating expenses, if every trolley picked up an average of 12 people per route (between one end of the line and the other).

New Streetcars with PCC Performance Characteristics

(Available for aprox. \$500,000 Each)



Low Floor Streetcar - ADA compliant
PCC Performance Characteristics - superior braking,
acceleration, energy efficiency

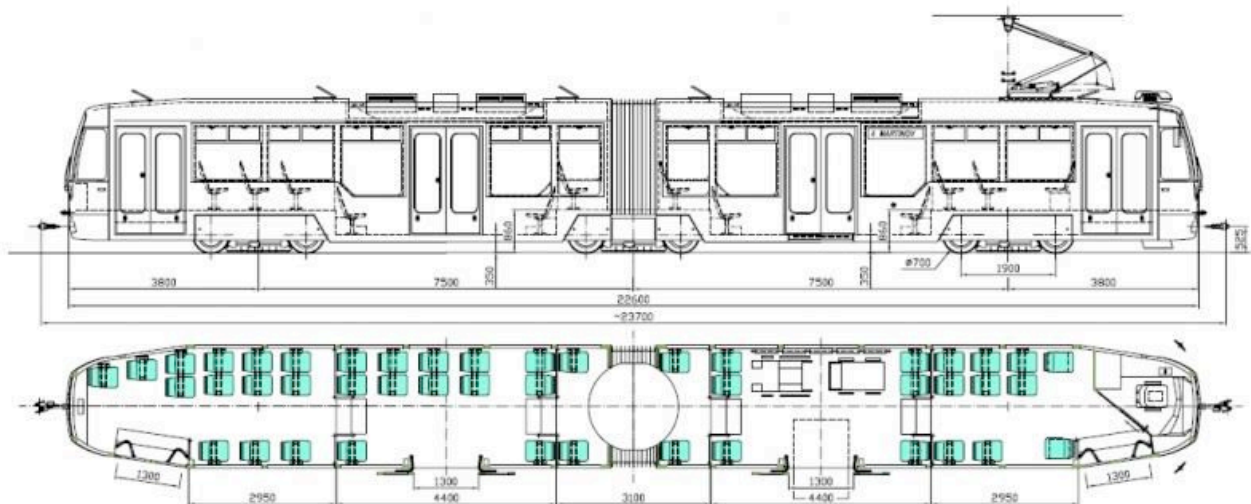


New Articulated Streetcars with PCC Performance Characteristics



Low Floor Articulated Streetcar - ADA compliant

PCC Performance Characteristics - superior braking, acceleration, energy efficiency



Appendix A: Historic Coney Island Photos and Images

Dreamland Iron Pier At West 8th Street Prior To The 1911 Fire



The Ferry Terminal End Of Dreamland Pier 1,200 Feet From Shore

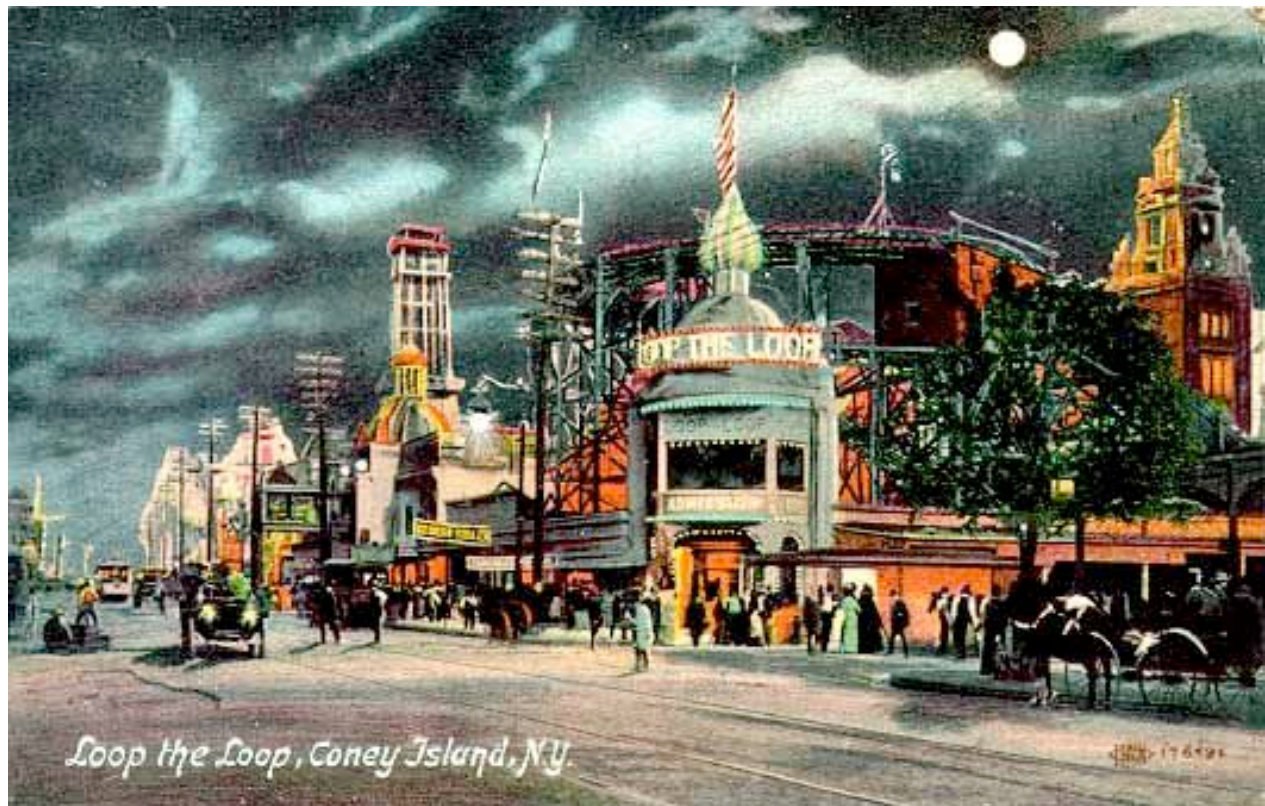


Transverse View Of Dreamland Iron Pier

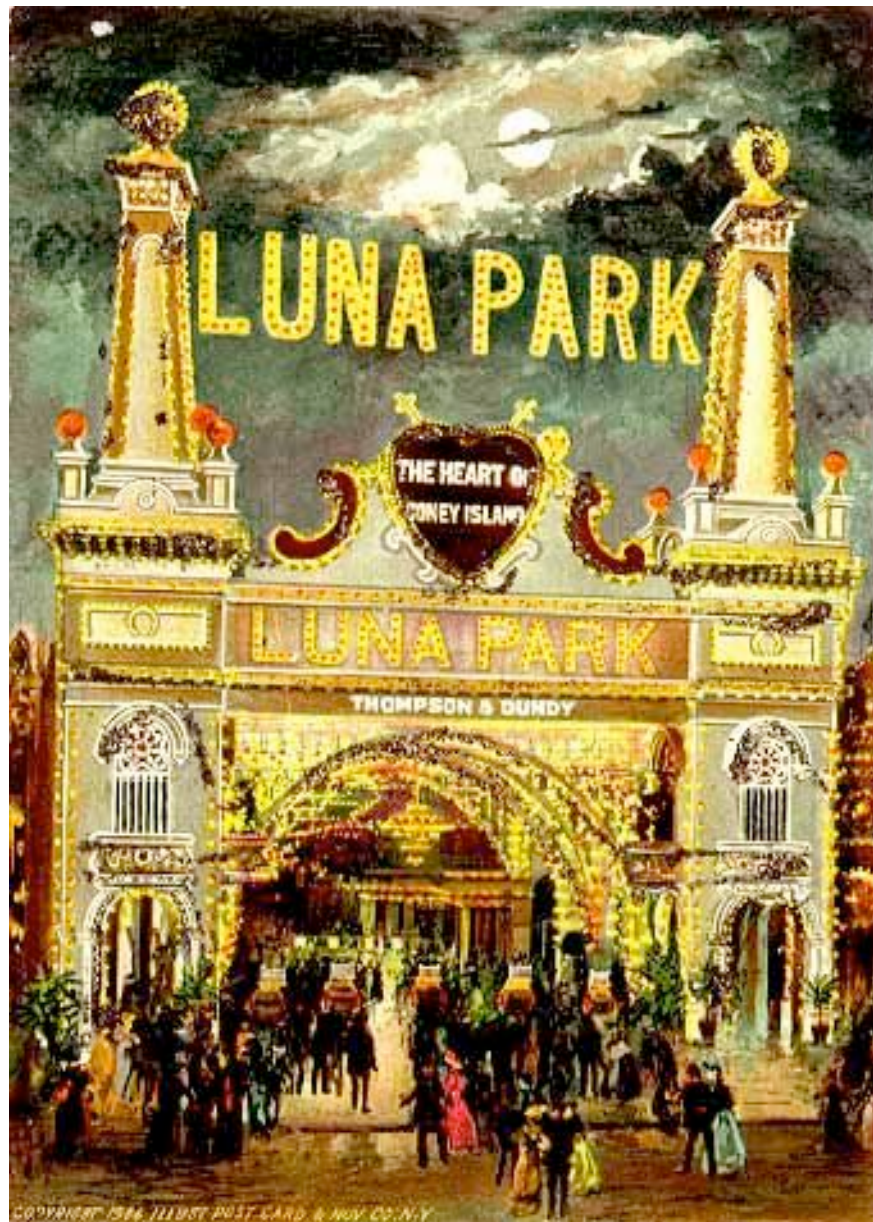


Dreamland Entrance At Night

Entrances to Dreamland and Luna Park, Fore Runners Of The Las Vegas Strip



Luna Park Entrance at Night



A Panoramic View Of Dreamland, Prior To 1911



An Unusual Ride In Steeplechase Park- The “See-Saw”



Epilogue: An 1890 Ferry Trip To Coney Island

The following excerpts provide a colorful description of a late 19th century (ca 1890's) family outing to Coney Island, via Ferry from Manhattan. Keep in mind, this was sometime prior to the advent of subway service as we know it today. It is a combination of detailed research and pros, and well describes the milieu of the subject.

*From "CONEY ISLAND" by Professor Solomon,
<http://www.professorsolomon.com>
Published by Top Hat Press, Baltimore, 1999
ISBN 0912509082*

" Those years had seen the rise of many amusements along the shore. (No amusement *park*, however, was to be found there; the idea of such a place had yet to enter the mind of man.) Visitors could have subjected themselves, for example, to the Switchback Railway—a gravity powered ride that was the first roller coaster.*

The more daring could have ascended with Professor King in his balloon. The curious could have slipped into a tent advertising "The Original Turkish Harem." The hungry could have patronized any of the restaurants along Surf Avenue, or stands offering such snacks as fried clams and corn-on-the-cob The thirsty could have chosen one of a multitude of saloons. And available at game booths was a time honored privilege: one could be fleeced of a trifling sum, in exchange for a good time.

The beach had become the site of a summer long fair—a commercial festival with the population of New York City from which to draw its crowds from. What had it been like, the Coney Island of the McKane years, for a typical visitor? (That is, for the majority who came out for its honest entertainments, rather than for the vice.) What sort of experience would have awaited him? What had been the tone and temper of the place To find out, let us imagine it is a Sunday afternoon, a century ago.

A middleclass resident of New York—the Head of Family, we'll call him—has made a promise. He has agreed to take the Wife and Boy out to Coney Island. The day has arrived; and the three of them (having attended church) are about to journey there, via steamer. To add a nautical touch to the occasion, the Boy has been outfitted in a little sailor's suit. This sartorial outrage has left him looking glum. But his mood should brighten once the Pegasus sets sail.

And there's the whistle now. "We're off! We're off!" cries the Boy, jumping up and down. Boisterous behavior, but his father does not restrain him. This is an outing, after all, a Sunday excursion; and the Head of Family is feeling excited himself. Holding onto his hat, he leans on the rail and watches as Manhattan— that vast hive of brick, studded with steeples—recedes. What a capital view, he says to himself. And what an excellent tonic is this breeze and spray! Clutching a picnic basket and an open parasol, the Wife is wearing her Sunday best. The wind bends the ostrich plume in her hat; ripples her ankle length dress; threatens to blow away the parasol.

The Head of Family—a stout, extravagantly mustached fellow in a checkered suit—is still holding onto his hat; for the wind would like nothing better than to deposit it on the waves. Indeed, that passenger over there just lost his. What a collection of hats Neptune must have by now, muses the Head of Family—everything from Phrygian caps to the latest straws.

He breathes deeply and murmurs pleurably. The salt air, the gulls, the pennants flapping on the lines. What a capital idea this was! As they sail across the bay, he points out to his son the Statue of Liberty and the Brooklyn Bridge. But not until the Pegasus is nearing its destination does the city's most distinctive monument, to his mind, become visible along the shore: the Elephant Hotel.

A hotel shaped like an elephant! For ships entering the harbor, it is an unmistakable landmark (even at night, when the glass eyes glimmer in the moonlight). Recalling that the hotel has been dubbed the Colossus of Architecture, the Head of Family remarks: "The Greeks at Rhodes had the Colossus, welcoming ships to their harbor. We New Yorkers have the Elephant."

The Boy is unmoved by the comparison. But he is intrigued by the structure and stares at it as if hypnotized. This is the same Elephant, explains the Head of Family, that inspired the recent hit tune. (He does not mention that it has also come to figure in a naughty saying. "I'm off to see the Elephant," a young man may whisper with a wink, to signify an amorous rendezvous). The Iron Pier looms larger. Finally, with a blast of its whistle and a thud, the Pegasus arrives.

At Coney Island, The passengers flow down the gangway and along the pier. In their midst is our family, eagerly anticipating an afternoon at the shore. On the beach, with its plank walk ways, the new arrivals merge with the crowd already there".

"But one last experience awaits our family at Coney Island. Standing in line to buy tickets for the ferry, the Head of Family discovers his wallet is gone. And only now do they learn that a virtual corps of pick pockets has been working the beach. Robbed! The Head of Family stands there groaning. The Wife, meanwhile, searches her purse and comes up with a handful of money. To their relief, it is just enough for the tickets. They pay and clamber aboard. The whistle blows. And the Pegasus, crowded with day trippers, steams back to Manhattan".



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