

LINK 6: NEPTUNE AVENUE - OCEAN PARKWAY TO OCEAN AVENUE

Proposed Route



Map 10

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Existing Conditions

Neptune Avenue changes considerably in Link 6 from the previous link. The land use changes from manufacturing and residential towers to one-to-five story residential buildings, single family homes, and commercial storefronts [Map 10]. Between Ocean Parkway and Coney Island Avenue, the width of the Neptune Avenue roadbed narrows from 80 feet to 50 feet, there is no longer a center median, and there is one travel lane and one parallel parking lane in each direction [Figure 30]. At the intersection with Coney Island Avenue, Neptune Avenue in each direction has a narrow left turn lane and a wide shared through/right turn lane. There is no parking for eastbound traffic along the south curb; and for westbound traffic may park against the north curb causing.

Neptune Avenue widens back to 80 feet east of Coney Island Avenue at East 12th Street where the roadway passes underneath the elevated subway train lines at East 12th Street. Neptune Avenue becomes Emmons Avenue where it parallels the bay east of West End Avenue. From Cass Place/Brighton Street to Ocean Avenue, Emmons Avenue has a painted center median with left turn lanes. “No parking” signs are posted at those intersections with demarcated left turns.

The narrower roadbed, center lane turn lanes, and commercial activity contributes to the overall traffic congestion in this link. Traffic volumes are high, although lighter than to the west, with about 900 to 1,000 total vehicles in the peak hours. Shore Parkway on- and off-ramps provide a direct connection to the busy Coney Island and Sheepshead Bay waterfront and Emmons Avenue. Kingsborough Community College also generates significant traffic. In addition, West End Avenue and Shore Boulevard are important streets for cars entering or leaving Coney Island from Sheepshead Bay. The Oriental Boulevard bicycle lane connects the college to West End Avenue. The area has two subway stations at Brighton Beach Avenue and Sheepshead Bay Road and the B4, B49, and X29 bus routes serve the area.

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Existing Conditions



- 50-foot Roadbed
 - Widens to 80 feet
 - Traffic Congestion
- On-Street Parking
- Land Use
 - Residential and Commercial
 - Two-to-six Stories

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Existing Conditions

Ocean Parkway to East 12th Street

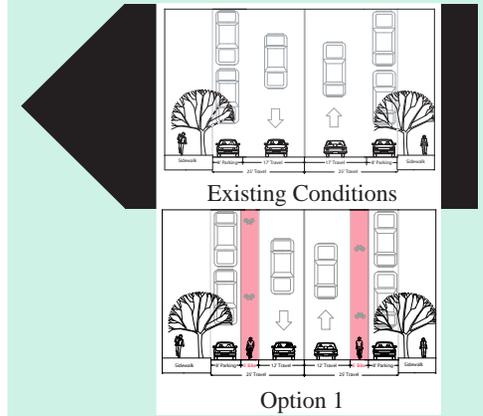
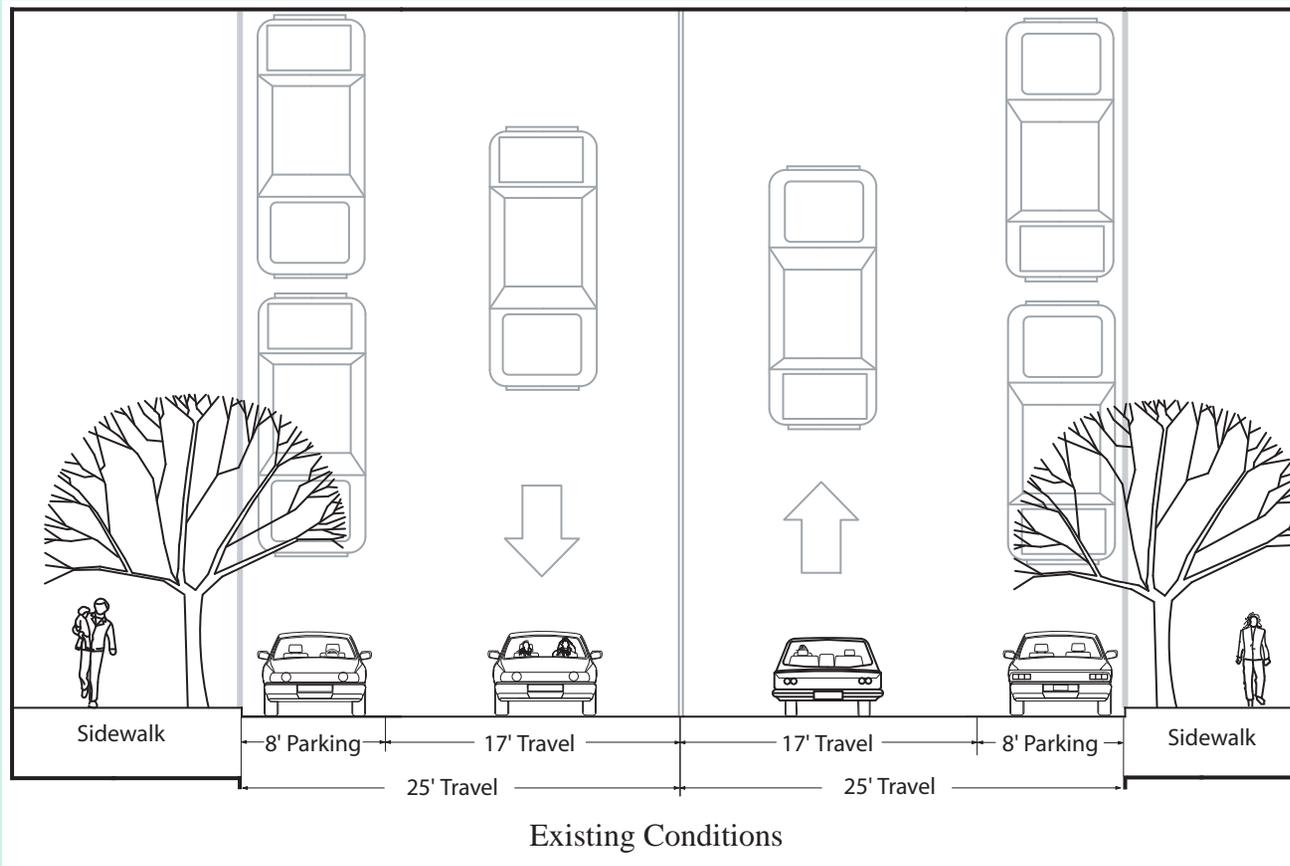


Figure 30

LINK 6: NEPTUNE AVENUE – OCEAN PARKWAY TO OCEAN AVENUE

Recommendations

Option 1: Class 2 On-Street Bicycle Lanes Add Buffer East of East 12th Street

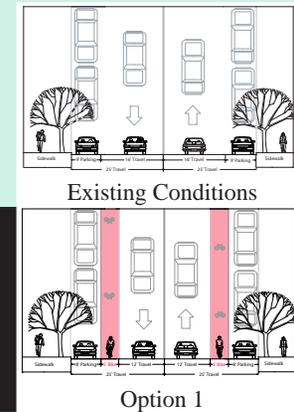
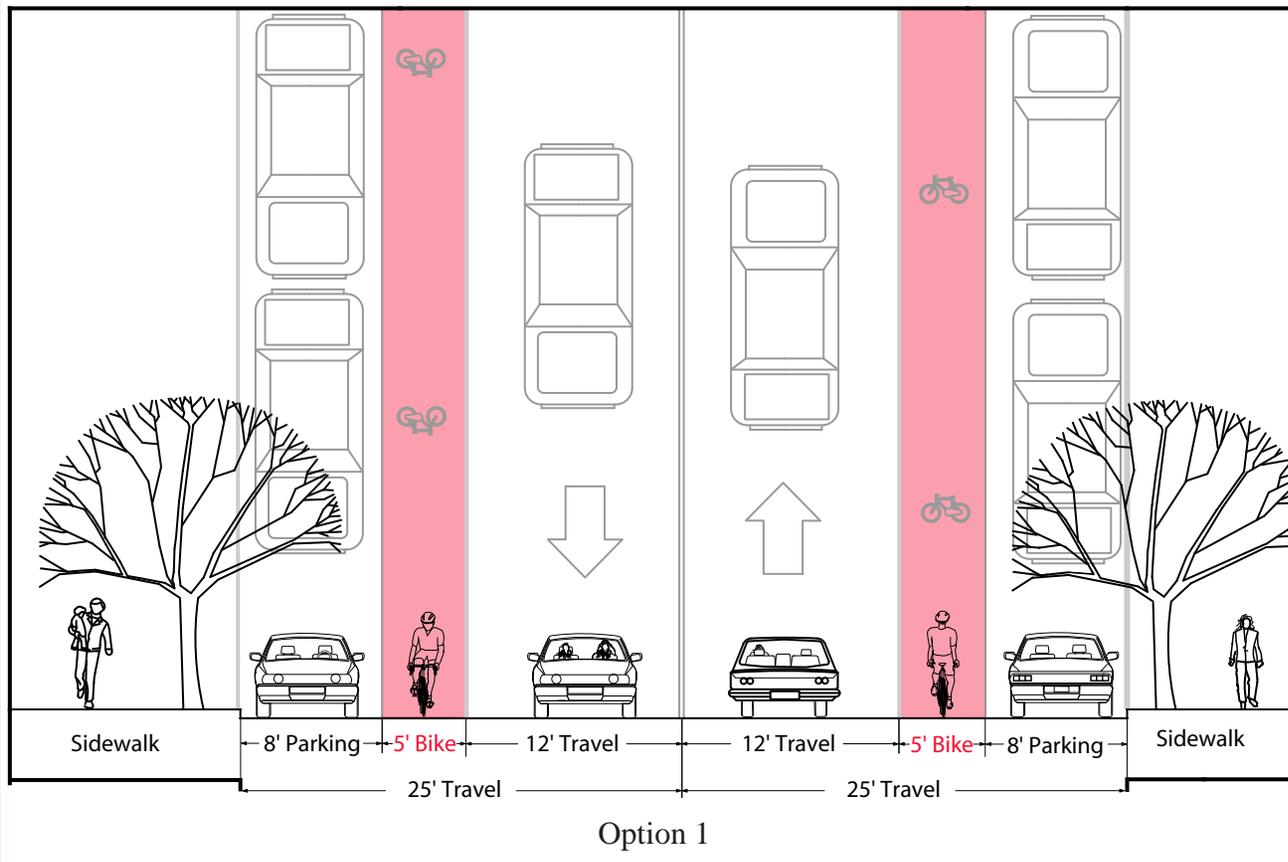


Figure 31

LINK 6: NEPTUNE AVENUE – OCEAN PARKWAY TO OCEAN AVENUE

Recommendations

There is only a single option for this link.

Option 1: Stripe Class 2 On-Street Bicycle Lanes

Due to space limitations, the only improvement option in this link is an on-street Class 2 bicycle lane five feet wide in each travel direction [Figure 31]. A five-foot wide buffer would be added to the bike lane where Neptune Avenue widens back to 80 feet at East 12th Street. A striped bike lane would make motorists drive more consistently in their travel lane and heighten their awareness of people riding bicycles on the street.

Additional Improvements

Signal timing changes are proposed to improve traffic operations at Neptune Avenue and Coney Island Avenue (see Appendix 2: Traffic Analysis).

