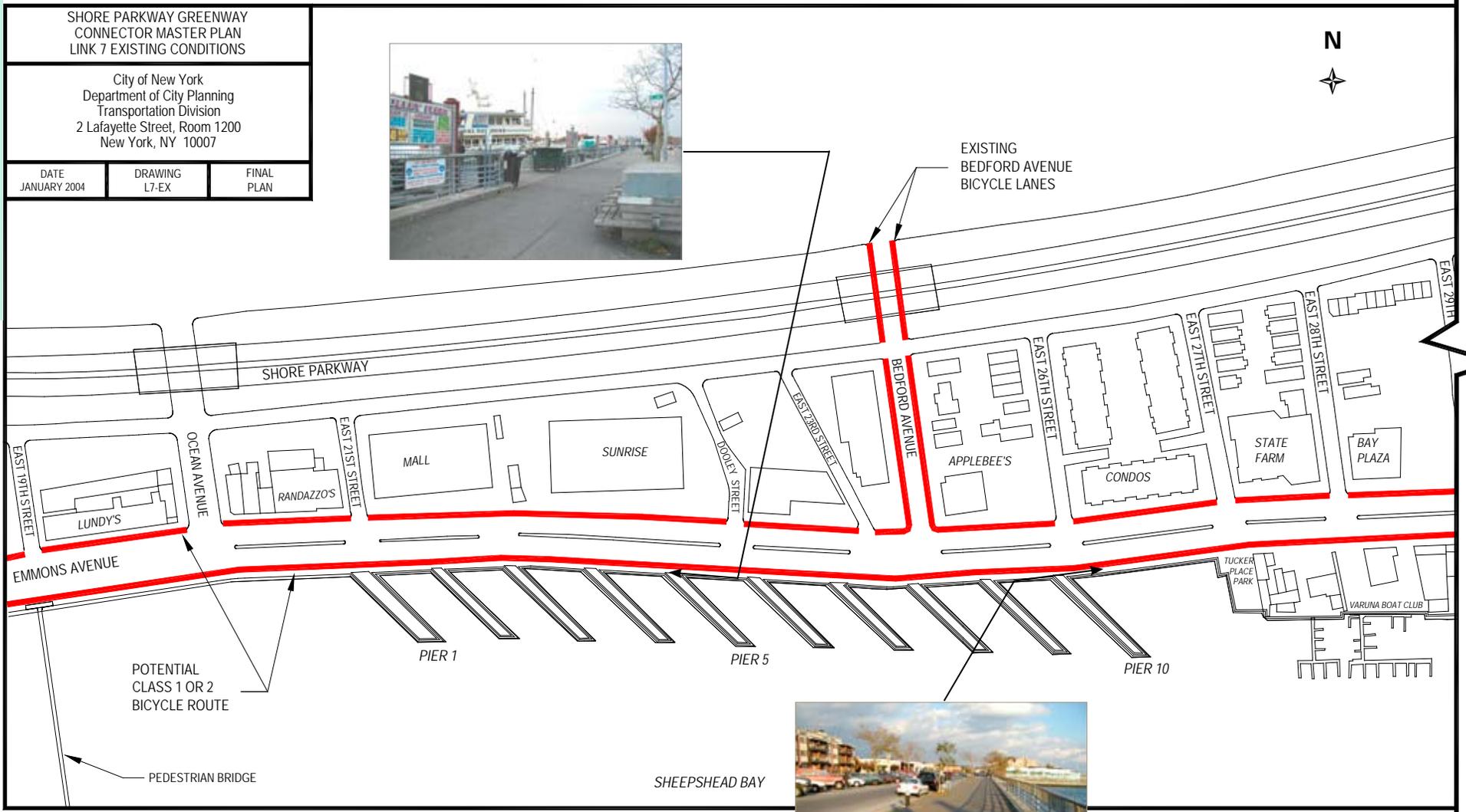


# LINK 7: EMMONS AVENUE – OCEAN AVENUE TO KNAPP STREET

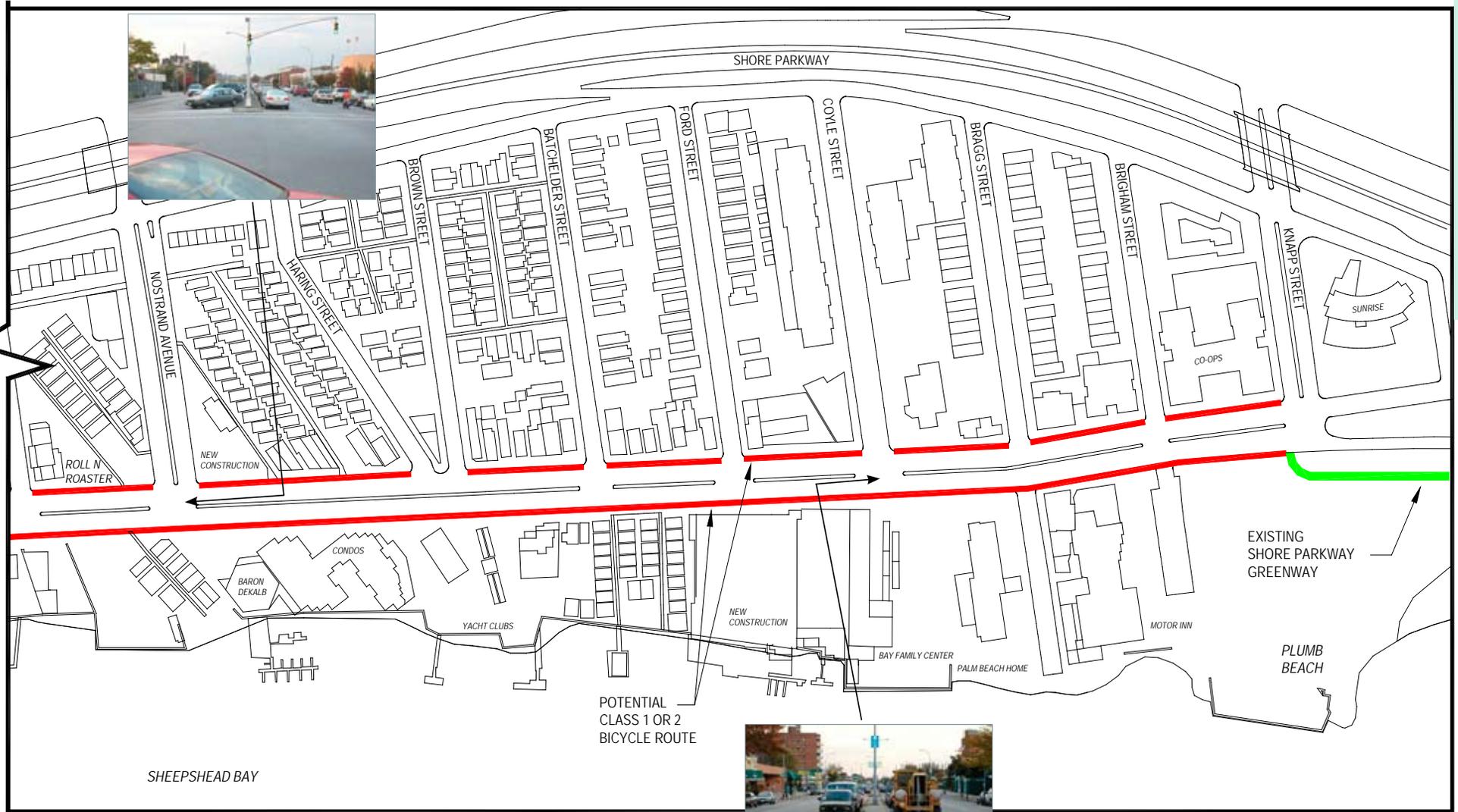
**Proposed Route**



Map 11

# LINK 7: EMMONS AVENUE - OCEAN AVENUE TO KNAPP STREET

Proposed Route



## LINK 7: EMMONS AVENUE – OCEAN AVENUE TO KNAPP STREET

### *Existing Conditions*

Link 7 (along with Link 3) is the most problematic within the study area. The Shore Parkway runs east-west one block north and parallel to Emmons Avenue. Directly to the south of Emmons Avenue is Sheepshead Bay. The side streets north of Emmons Avenue [Map 11] are bound by the bay and the parkway and are a concentrated mix of residences, bungalows, houses, apartments, condominiums, and seniors homes. Land uses on the north side of Emmons Avenue are a mix of residential buildings and ground-floor commercial uses, including some of the city's most famous seafood restaurants. On the south side of Emmons Avenue, from East 21st Street to East 27th Street, is the commercially-active Sheepshead Bay waterfront, where 10 piers built by the City in 1936 offer fishing and party excursions on eighteen boats. Pier activity often results in vehicles illegally parking along the curb. Further east on the south of Emmons Avenue are a few restaurants, yacht clubs, small bungalows, housing complexes and a number of new condominium developments in the area. The vibrant waterfront activity and attractions along Emmons Avenue often results in traffic congestion, particularly during the summer months and on weekends when bicycle use is at its greatest. A lack of adequate on- or off-street parking contributes to the congestion.

The City widened Emmons Avenue to 80 feet in 1931. A five and one-half foot raised concrete center median divides eastbound and westbound traffic [Figures 32 and 33]. Westbound conditions are consistent for the length of this link — two moving and two parallel parking lanes configured within 37-39 feet of roadbed. The roadway in the eastbound direction is less consistently configured. To accommodate activity associated with the piers, eastbound Emmons Avenue for the 10 blocks from Ocean Avenue to Nostrand Avenue has back-in angled parking adjacent to the center median and a 21-foot travel lane. Parking is not permitted on the south side of the street though the regulations are frequently ignored. East of Nostrand Avenue, the eastbound direction has two moving and two parking lanes.

North-south streets begin or terminate at Emmons Avenue. Bus routes on Emmons Avenue include the B4 and the B44. The sidewalk along the bay from East 12th Street to East 27th Street at Tucker Place Park is a minimum of 10-15 feet wide. Further east the sidewalk varies in width from being fully paved at 10 feet clear to 5 feet clear with a 5-foot tree pit.

The eastern section of the Shore Parkway Greenway begins south of Brigham Street in a narrow paved parking lot next to a fenced empty lot. The entrance is not well-marked and easily missed. Brigham Street is controlled by stop signs, and crosswalks are marked along but not across Emmons Avenue. From Brigham Street to Knapp Street, one short block, Emmons Avenue widens to 47 feet eastbound and 39 feet westbound. Knapp Street is a signalized intersection with crosswalks.

# LINK 7: EMMONS AVENUE – OCEAN AVENUE TO KNAPP STREET

## Existing Conditions

### Existing Conditions 1

Ocean Avenue to Nostrand Avenue - Raised Median and Angled Parking

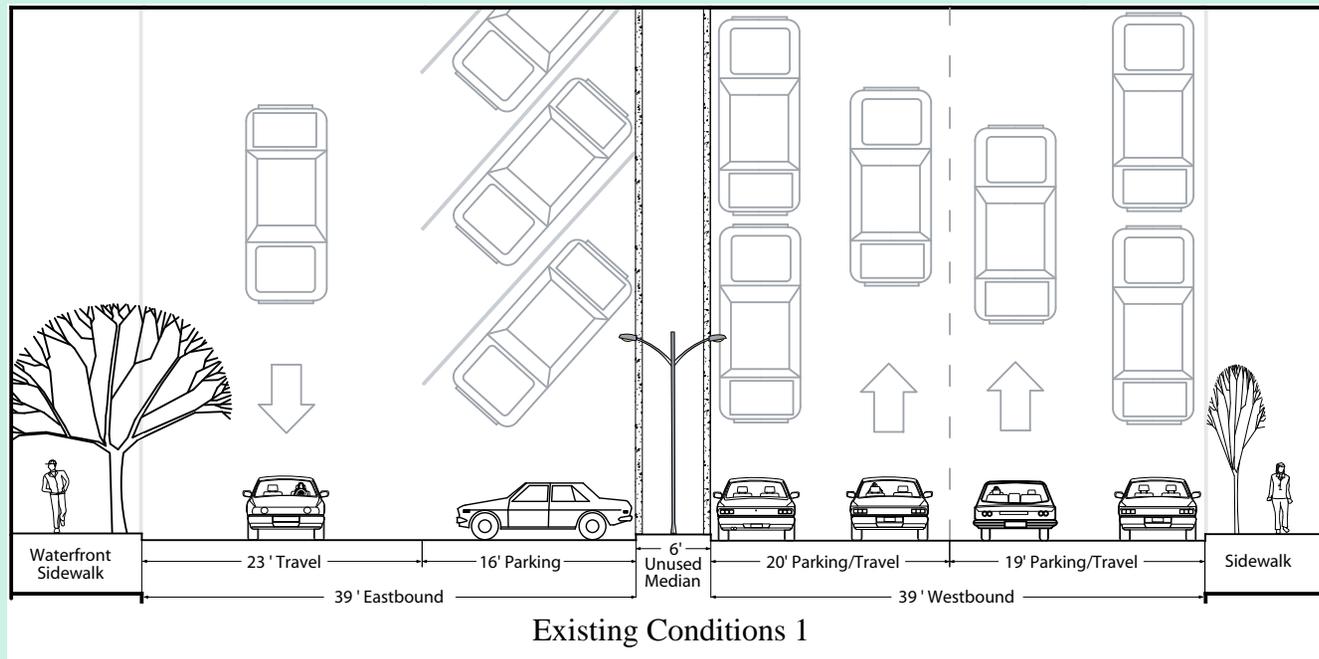


Figure 32



# LINK 7: EMMONS AVENUE – OCEAN AVENUE TO KNAPP STREET

## Existing Conditions

### Existing Conditions 2

Nostrand Avenue to Brigham Street - Raised Median

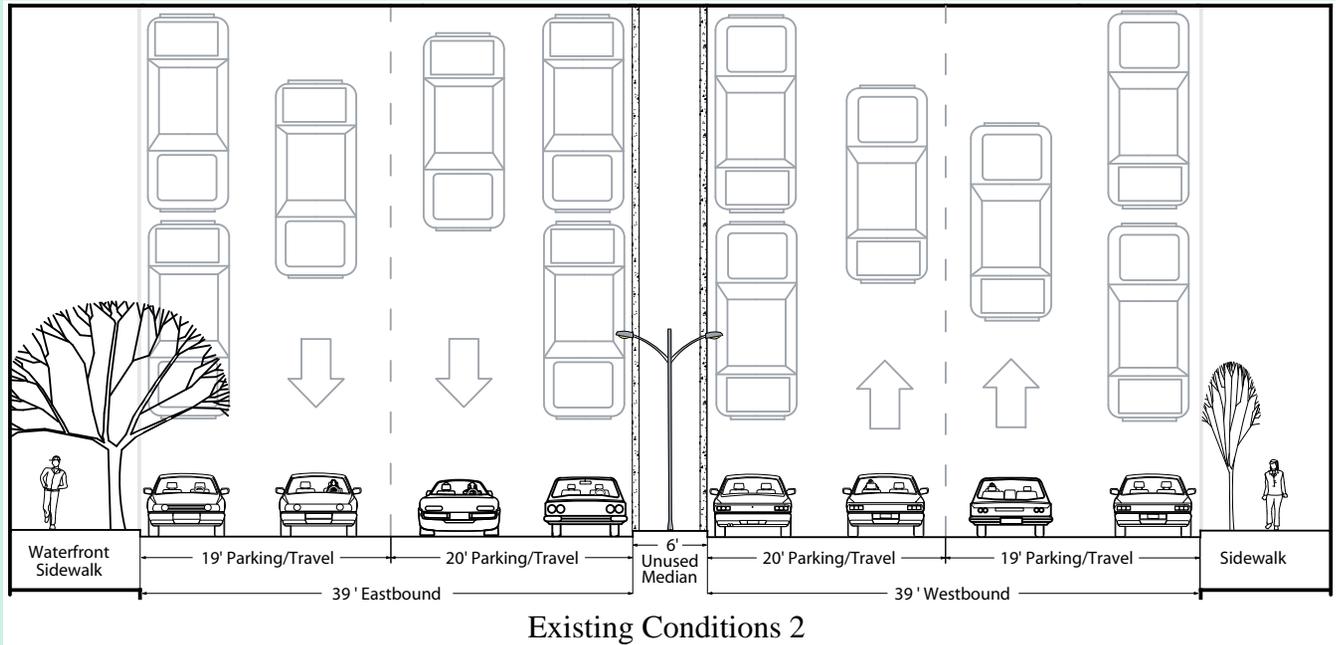


Figure 33

## LINK 7: EMMONS AVENUE – OCEAN AVENUE TO KNAPP STREET

- 80+ foot Roadbed
- Raised Median
- Parking
  - Meters
  - Angled Parking
  - Double Parallel Parking
- Land Use
  - Commercial - Piers, Restaurants
  - Bungalows
  - Senior Residential
  - Two-to-six Story Buildings

### *Existing Conditions*



# LINK 7: EMMONS AVENUE – OCEAN AVENUE TO KNAPP STREET

## Recommendations

### Option 1: Class 1 Off-Street Facility Bicycles Only

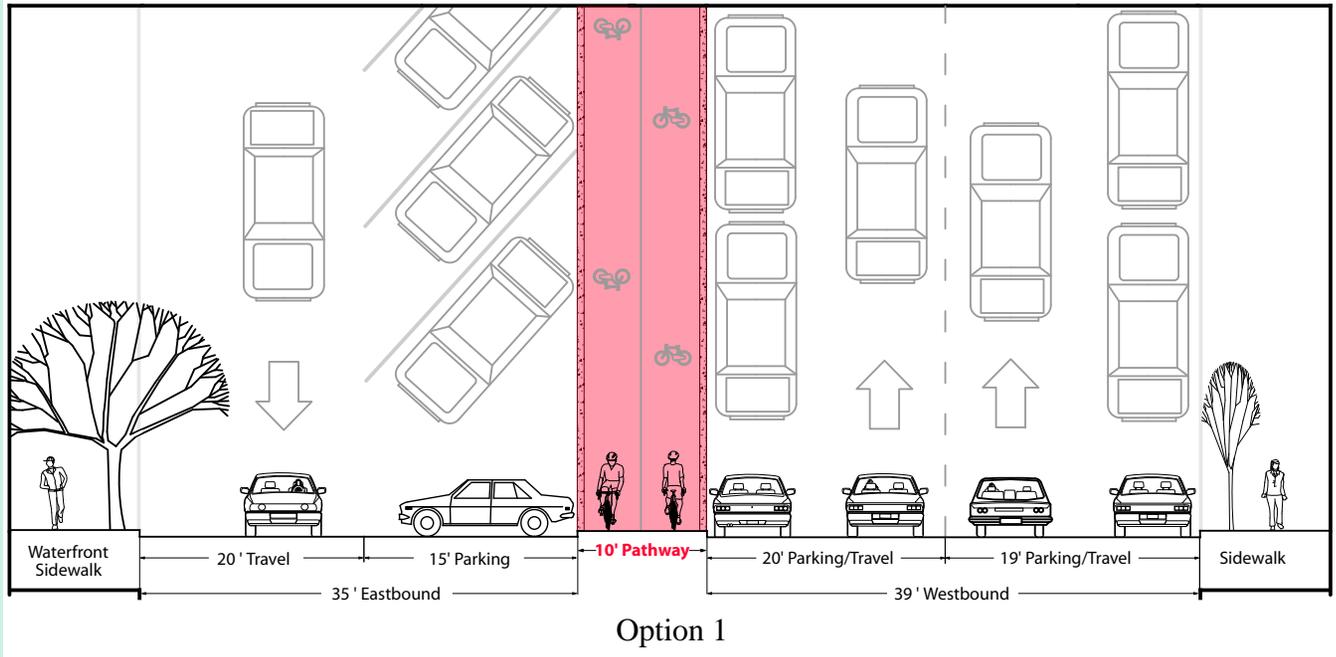
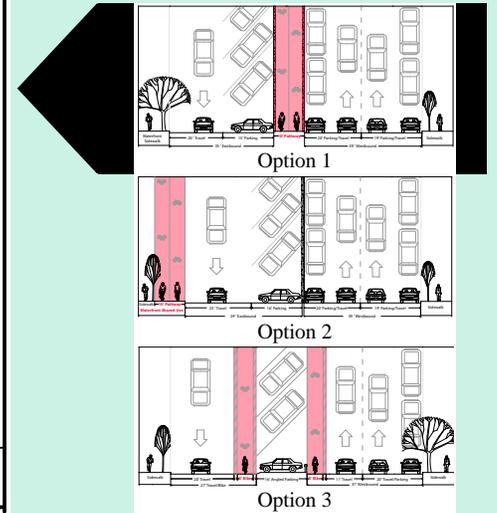


Figure 34



## LINK 7: EMMONS AVENUE – OCEAN AVENUE TO KNAPP STREET

### *Recommendations*

While five options have been developed for Link 7, the feasibility of recommendations for the greenway connector in this segment is compromised by a lack of adequate on- and off-street parking, a longstanding community issue, and the unusual street design. Although outside the project scope, the addition of off-street parking facilities would alleviate some of the vehicular congestion, permit the redesign of Emmons Avenue as a more pedestrian and bicycle-friendly avenue with two travel lanes and one parking lane in each direction. Options 1, 2, 3 and 4 require the redesign and/or redevelopment of Emmons Avenue and the waterfront. Similar to the proposed new pedestrian and bicycle bridge across Coney Island Creek that we believe can be a catalyst to the development of an improved creek waterfront area, we see Emmons Avenue as an opportunity to improve a working waterfront while addressing community concerns in regard to automobile congestion.

#### ***Option 1: Convert the Center Median to a Class 1 Bicycle-only Facility***

This option [Figure 34] proposes to convert the existing five-to-six-foot raised median into a 10- to 12-foot greenway by recapturing available space from the Emmons Avenue roadbed. The center median greenway could be even wider from Ocean Avenue to Nostrand Avenue, where only angled parking is permitted in the eastbound direction, and at the greenway entry point at Knapp Street. This option provides an off-street, Class 1 facility that is direct, consistent with the existing greenway, and takes advantage of unused roadbed.

As in earlier links, safety improvements - extending the medians to limit the intersection crossing distance, marking crosswalks between medians - would be required to make this option work. In Link 7 additional issues are associated with the median greenway. While the existing light poles and traffic signals would serve to separate directional travel on the center medians, a physical barrier to prevent cars parked at an angle from hanging over the median curb would need to be installed.

#### ***Option 2: Build a Waterfront Class 1 Greenway or Shared-Use Sidewalk***

This option envisions the redevelopment and redesign of the Emmons Avenue waterfront in conjunction with the development of a new off-street parking facility. Using the Hudson River Greenway along Manhattan's redeveloped west side waterfront as a guide, the combination of active piers with green space, open space, and recreational opportunities can be achieved with appropriate funds and community input. This redevelopment must tap into the unique history, qualities, and attributes of the Sheepshead Bay waterfront and community. The greenway could begin at East 15th Street, where the bay begins, or continue south around the entire bay and connect to Manhattan Beach and Kingsborough Community College.

A shared-use sidewalk [Figure 35], a smaller and more affordable variant than the redevelopment of the entire waterfront, could be built along the south side of Emmons Avenue from Ocean Avenue (or East 15th Street) to Nostrand Avenue by eliminating excess roadbed or by recapturing space from the median. The 15-foot wide sidewalk from East 15th Street to East 27th Street is sufficiently wide; sidewalks east of East 27th Street vary in width and would have to be repaved.

## LINK 7: EMMONS AVENUE – OCEAN AVENUE TO KNAPP STREET

### *Recommendations*

#### ***Option 3: Convert the Center Median to Angled Parking and Stripe Adjacent Bicycle Lanes***

This option [Figure 36] would consolidate the adjacent median curbside parallel and angled parking lanes into a single lane of angled parking located on the median. Class 2 bicycle lanes would be striped in the roadway adjacent to the median, or could be incorporated into the raised parking median along its edges. This option would impact on-street parking by eliminating approximately 150 parking spaces, making the option impractical given the current configuration of Emmons Avenue (See Appendix 3: Parking Analysis).

#### ***Option 4: Stripe Class 2 On-Street Bicycle Lanes***

Class 2 bicycle lanes [not shown] could be striped in each direction adjacent to the outer curb on Emmons Avenue, but would necessitate the removal of the westbound parking lane and the eastbound parking lane between Nostrand and Knapp avenues, making the option impractical given the current configuration of Emmons Avenue.

#### ***Option 5: Stripe an Eastbound Class 2 On-Street Bicycle Lane (combined with Existing Class 3 Route)***

Given a lack of viable options and available space, this option [not shown] would stripe a bicycle lane on eastbound Emmons Avenue between Ocean Avenue and Nostrand Avenue. Eastbound Emmons Avenue east of Nostrand Avenue and westbound Emmons Avenue for the length of Link 7 would remain a signed Class 3 route. This option does not require the removal of a parking or travel lane and requires minimal investment. The NYCDOT prefers this option.

#### ***Additional Improvements***

In all options, signal timing changes are proposed to improve traffic operations at Emmons Avenue and Nostrand Avenue (see Appendix 2: Traffic Analysis). Knapp Avenue, which is signalized and marked with crosswalks, should be designated and redesigned as the official gateway and access point to the existing greenway instead of the informal access point at Brigham Street which is not controlled or marked with crosswalks.

# LINK 7: EMMONS AVENUE – OCEAN AVENUE TO KNAPP STREET

## Recommendations

### Option 2: Class 1 Shared-Use Sidewalk Waterfront Greenway

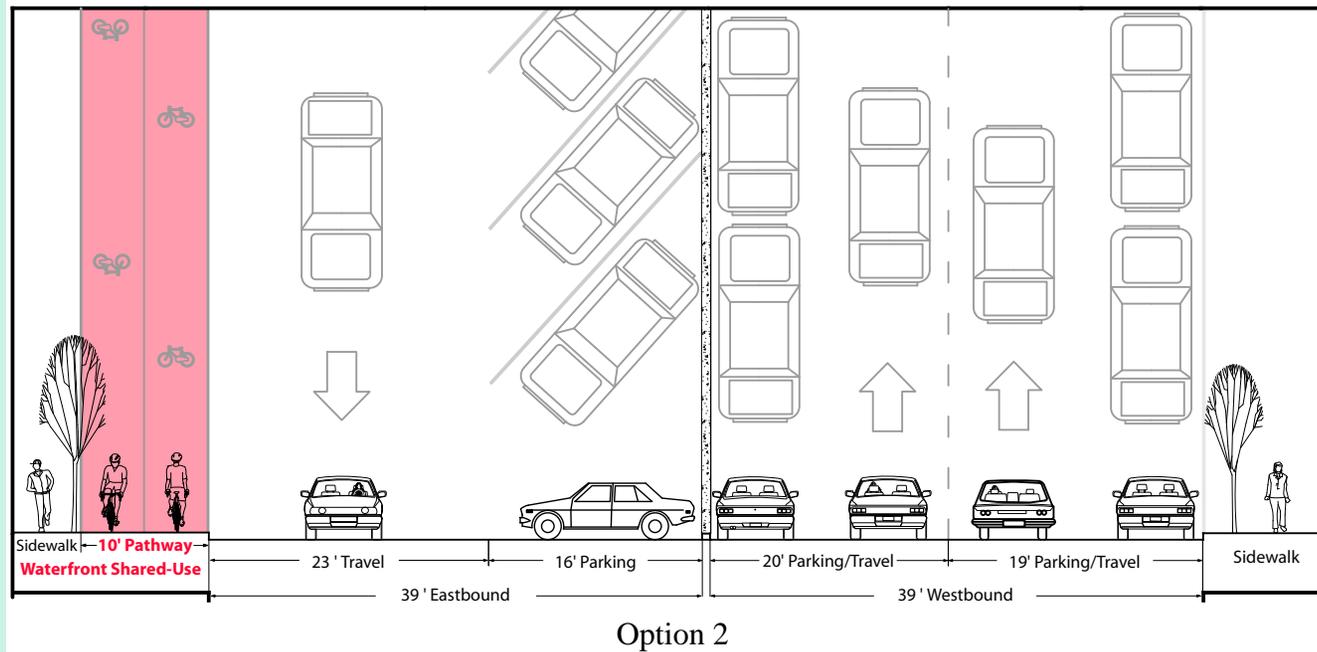
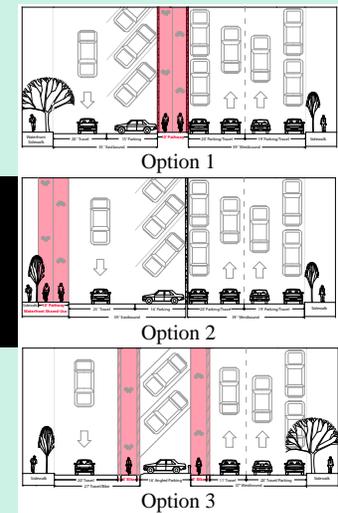


Figure 35



# LINK 7: EMMONS AVENUE – OCEAN AVENUE TO KNAPP STREET

## Recommendations

### Option 3: Class 2 Bicycle Lanes Next to Converted Center Median Center Median Converted to Angled Parking

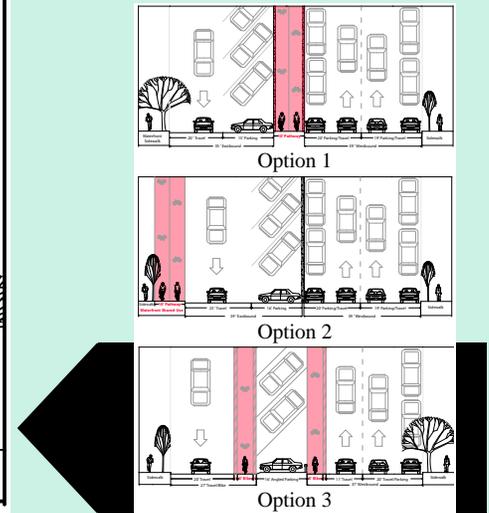
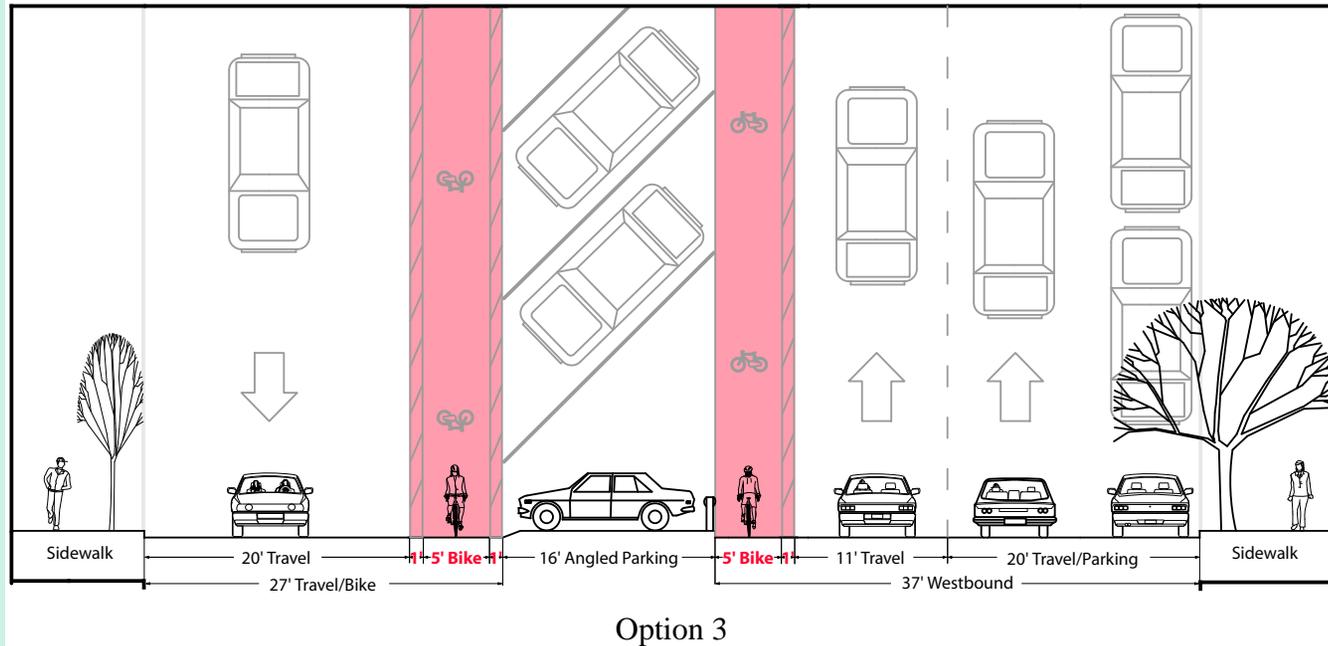


Figure 36