

LINK 5: NEPTUNE AVENUE – WEST 17TH STREET TO OCEAN PARKWAY

Recommendations

Four options have been developed for this segment of the route.

Option 1: Build a Class 1 Shared-Use Sidewalk (Combined North Sidewalk & Bi-Directional Bicycle Lane)

As in Link 4, this option [Figure 26] would build a 20-foot shared-use sidewalk along the north side of Neptune Avenue from West 17th Street to Ocean Parkway by using 10 feet of excess and unnecessary roadbed or by recapturing the median. Bicyclists would use the new off-street path, while pedestrians would use the existing sidewalk. Where the sidewalk is fully paved, the greenway would be a Class 1 shared-use pathway. Where there is a five-foot sidewalk and a five-foot amenity strip, the existing landscaping would serve as a barrier between bicyclists and pedestrians to make a Class 1 dual carriageway. The greenway may be wider wherever there is a painted median or the westbound roadbed is over 40 feet wide. Amenities such as benches and trees could be added to the design.

Greenway users on Neptune Avenue would have to negotiate cross traffic at the intersecting north-south streets. However, only six cross streets continue north of Neptune Avenue due to the super blocks occupied by high-rise housing (West 16th Street, West 15th Street, Stillwell Avenue, Shell Road, West 6th Street and West 5th Street — and only Stillwell Avenue has significant traffic). Vehicle-pedestrian-bicycle conflict could be further minimized by installing crosswalks typically used at bridge approaches, and regulatory signs to caution motorists and greenway users to share the road. The city would have to design the shared-use sidewalk and assume jurisdiction, legal responsibility and maintenance for it.

Option 2: Stripe Class 2 On-Street Bi-Directional Bicycle Lane with Buffer

This option [Figure 27] proposes to build a Class 2 bi-directional bicycle lane along the north side of Neptune Avenue by recapturing excess roadbed unnecessary for vehicular use. The existing roadway would be reconfigured to add a nine-foot two-way bike lane with a one-foot barrier. Pedestrians and joggers would use the adjacent existing north sidewalk. Pedestrians and joggers would use the adjacent existing north sidewalk. This option would be cost-effective because the roadway geometry remains the same, but it would require an adequate buffer between bicyclists and the motor vehicle lane. The buffer could be a raised, graded, tinted pavement or something more substantial to offset the pathway. There are issues with this option: first, DSNY would still have to be able to maintain 10 feet of right-of-way for street sweeping and snow removal and the Federal Highway Administration does not approve of bi-directional pathways against one-way traffic.

LINK 5: NEPTUNE AVENUE – WEST 17TH STREET TO OCEAN PARKWAY

Recommendations

Option 1: Class 1 Shared-Use Sidewalk Bi-Directional, Greening of the Center Median

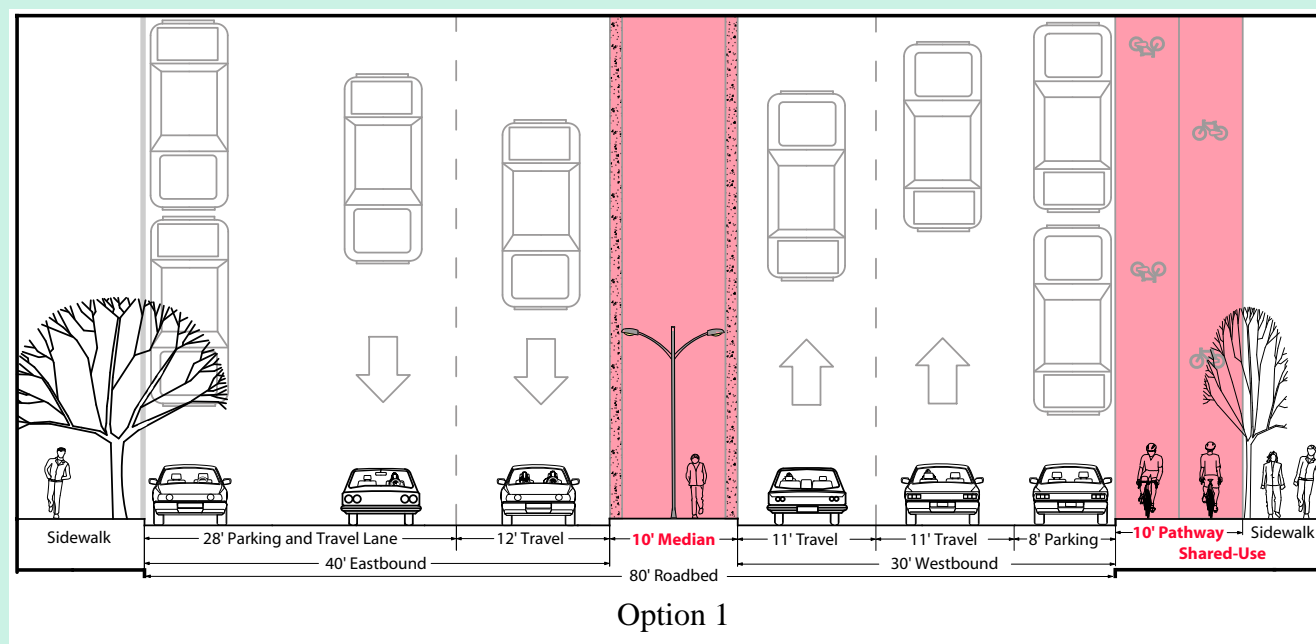
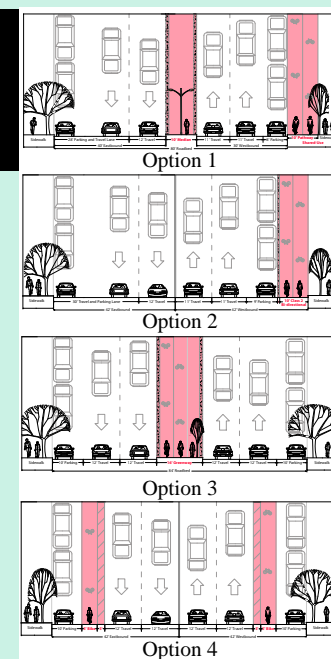


Figure 26



LINK 5: NEPTUNE AVENUE – WEST 17TH STREET TO OCEAN PARKWAY

Recommendations

Option 2: Class 2 On-Street Bi-Directional with Buffer

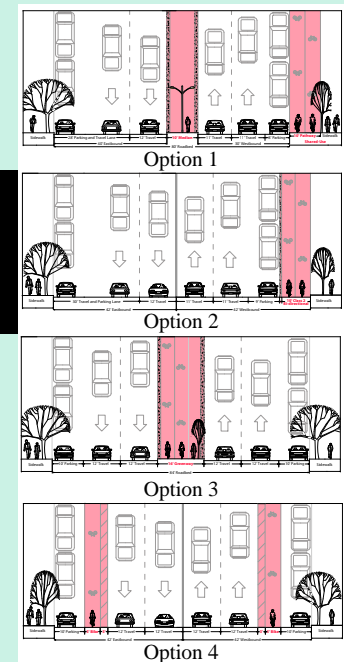
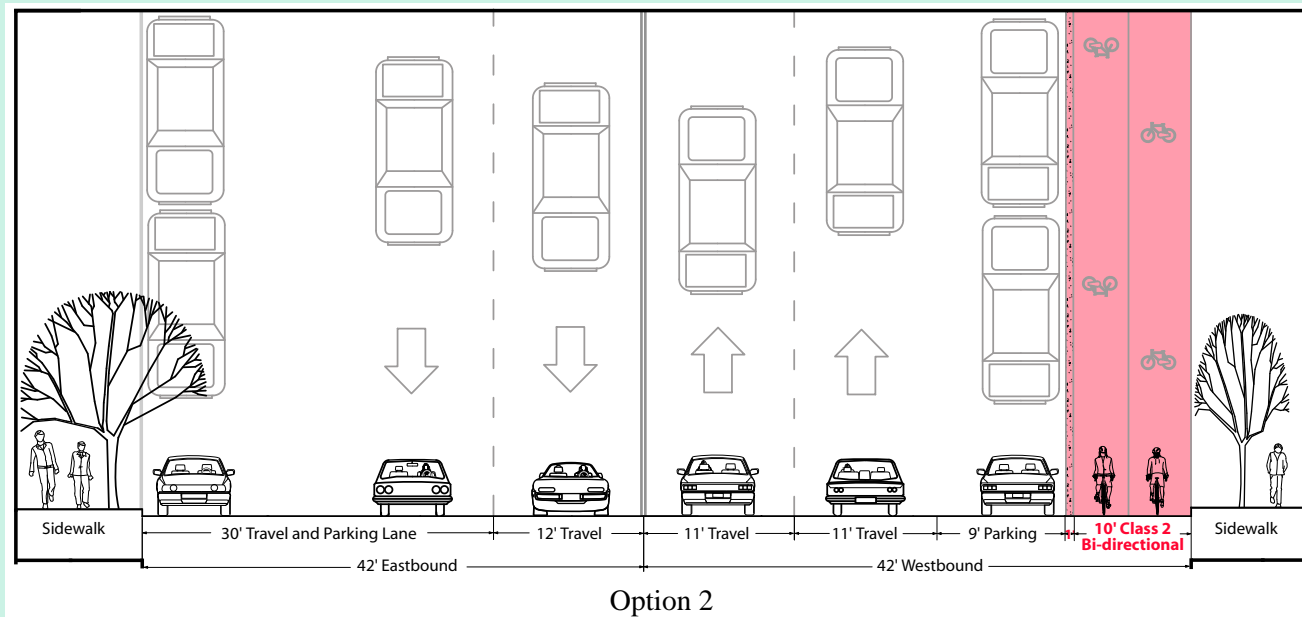


Figure 27

LINK 5: NEPTUNE AVENUE – WEST 17TH STREET TO OCEAN PARKWAY

Recommendations

Option 3: Convert Center Median to Class 1 Off-Street Greenway

This option [Figure 28] proposes to convert the painted/raised center medians from West 17th Street to Ocean Parkway into a minimum 16-foot Class 1 off-street greenway. The facility would be separated from motorized vehicles which is consistent with the existing Shore Parkway Greenway and would be a direct route between the existing sections of the Shore Parkway Greenway. The existing passive green space in the median would be used for more active community use as a greenway with trees and benches.

As previously stated, a median path would require all users to cross against westbound vehicles making left turns from Neptune Avenue. However, crossing against traffic may be a daunting task for some people, so extra safety measures should be incorporated into the facility such as crosswalks marked between the medians, as on Ocean Parkway with the Ocean Parkway Greenway, and extending medians into the intersection to shorten the crossing distance for pathway users. At signalized intersections, a leading pedestrian and bicycle interval could be incorporated into the signal phasing to permit an early entry into the intersection.

Option 4: Stripe Class 2 On-Street Bicycle Lanes with Buffer

This option [Figure 29], which NYCDOT prefers, would stripe on-street bike lanes five feet wide with a three- to five-foot buffer in each direction on Neptune Avenue. With a minimum of 40 feet of roadbed in each direction, 10 feet or more of roadbed may be recaptured for greenway use without affecting traffic. The four-foot painted median separating eastbound moving traffic from angled parking adjacent to Trump Village could be incorporated into the striped lane, which should be dashed or painted blue to highlight potential conflict between vehicles and bicyclists. Regulatory signs alerting drivers to the presence of bicyclists should also be installed.

Additional Improvements

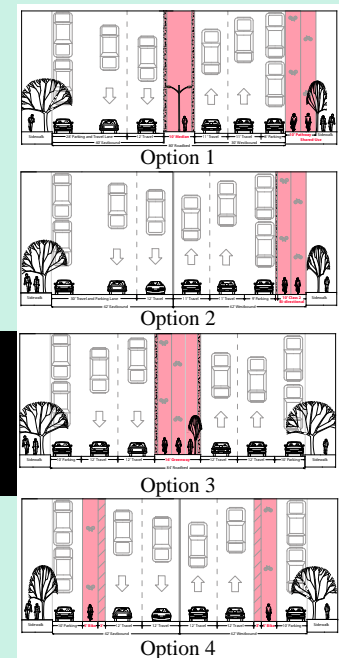
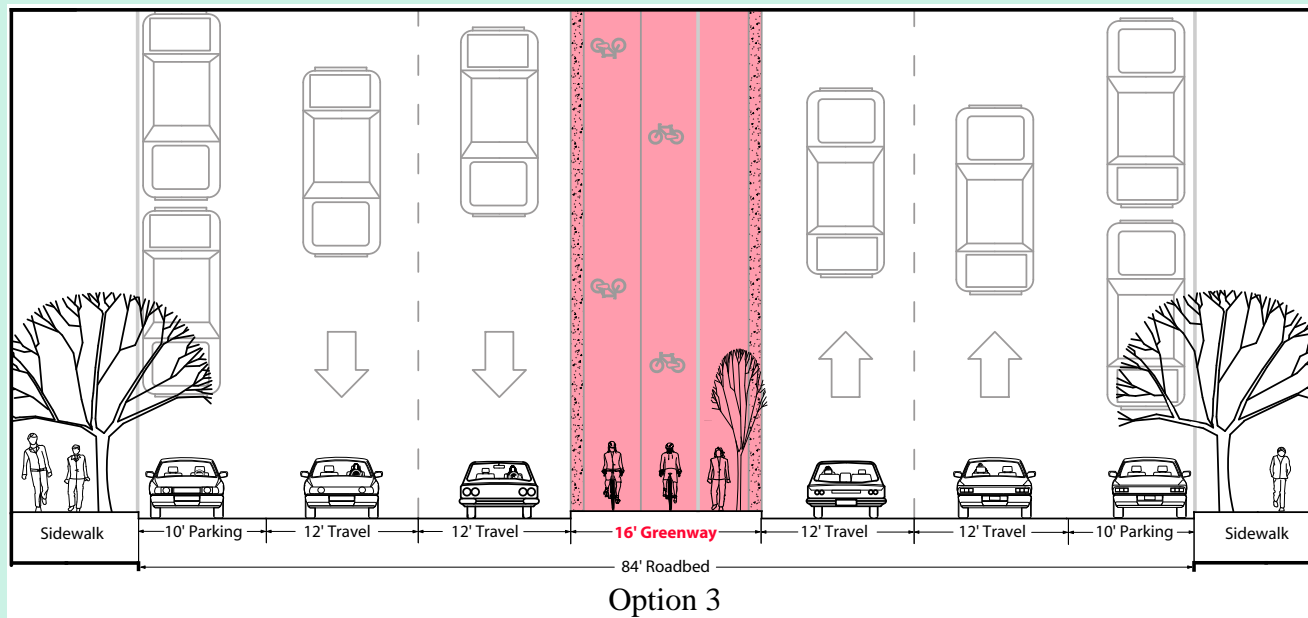
In all options, signal timing changes are proposed at the intersection of Neptune Avenue and Ocean Parkway to improve traffic operations (see Appendix 2: Traffic Analysis). In Options 1, 2 and 4, the center median should be improved and greened to serve as passive open space.

LINK 5: NEPTUNE AVENUE – WEST 17TH STREET TO OCEAN PARKWAY

Recommendations

Option 3: Class 1 Center Median Greenway

Bi-Directional, Off-Street



LINK 5: NEPTUNE AVENUE – WEST 17TH STREET TO OCEAN PARKWAY

Recommendations

Option 4: Class 2 On-Street Bicycle Lanes with Buffer

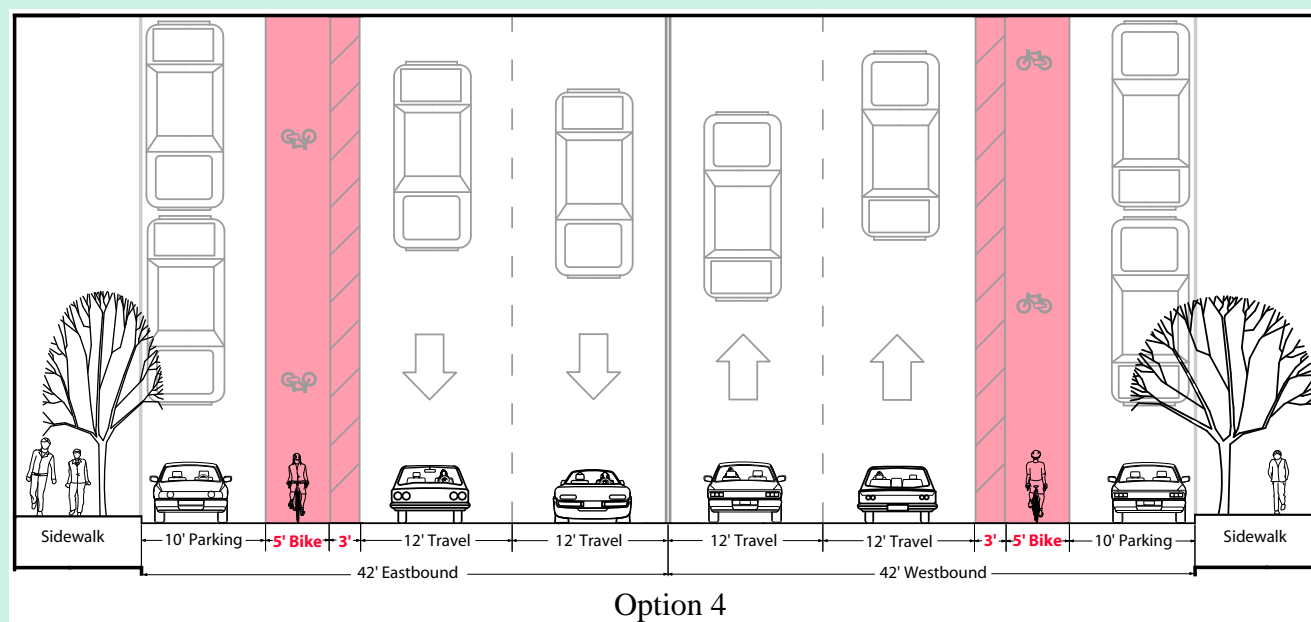


Figure 29

