

10. CONCLUSION

The analyses of the existing conditions formed the basis for identifying various issues and problems in the study area that requires further study.

Demographics

The socio-economic and demographic data analyzed for the study area showed that in general the study area's population is increasing. Likewise, the number of people living below the poverty level in the study area has also increased in the most recent Census.

Land Use and Zoning

The analysis of existing land use and zoning in the study area shows that majority of the study area is stable and vibrant; however, there are pockets of vacant lots and buildings as well as under-utilized lots that together tarnishes the image of the study area. These locations, many of which are located in Coney Island, provide opportunities for development and revitalization. This process has begun along Mermaid Avenue where some vacant lots are being developed with single family homes by Astella Development Corporation.

Traffic and Transportation

Many of the intersections analyzed in the study area operate at an acceptable level of service. However, many of the major intersections in the study area operate at level of service E or worse for one or more of the peak hours. These intersections include:

- Coney Island Avenue/Brighton Beach Avenue;
- Coney Island Avenue/Guider Avenue;
- Ocean Parkway/Neptune Avenue;
- McDonald Avenue/86th Street/Avenue X/Shell Road;
- Coney Island Avenue/Neptune Avenue; and,
- McDonald Avenue/Kings Highway.

Double-parked trucks are evident along streets with a concentration of commercial activities.

These corridors include:

- Kings Highway between Ocean Parkway and Stillwell Avenue;
- Brighton Beach Avenue between Ocean Parkway and Brighton 12th Street;
- 86th Street from Bay Parkway to Stillwell Avenue; and,
- McDonald Avenue between Avenue X and Kings Highway.

Pedestrians and Bicycles

The analysis of existing conditions revealed several locations that require further study and improvements due to high pedestrian volumes and/or accidents. Some of these intersections include:

- Coney Island Avenue/Brighton Beach Avenue
- Bay Parkway/86th Street
- Ocean Parkway/Neptune Avenue
- Kings Highway/Coney Island Avenue
- Coney Island Avenue/Neptune Avenue

All crosswalks in the area have an acceptable level of service (LOS) – C or better. Large surges of pedestrian volumes were observed at Bay Parkway/86th Street, Brighton Beach Avenue/Coney Island Avenue, and Avenue X/McDonald Avenue/86th Street.

Accidents/Safety Analysis

The five-year (1996-2000) accident analysis revealed 27 intersections with more than 20 accidents per year. The top five locations were:

- Ocean Parkway/Neptune Avenue;
- Coney Island Avenue/Avenue Z;
- Coney Island Avenue/Guider Avenue;
- Coney Island Avenue/Neptune Avenue; and,
- Cropsey Avenue/Bay Parkway.

The 27 locations will be further analyzed to determine what actions, if any, are needed to improve safety at these intersections. Particular attention will be given to intersections that had more than five pedestrian accidents in a given year.

Parking Analysis

Currently, on-street parking supply meets demand in most of the study area. However, problems (caused primarily by double-parked delivery trucks) exist on Brighton Beach Avenue, 86th Street, and Kings Highway. Double-parked vehicles on these corridors impede circulation and contribute to congestion. Additionally, parking deficiency exists during the summer months when the beach, the Aquarium, the Amusement Park, and Keyspan Park attract a lot of visitors.

Public Transportation

In general, the study area is adequately served by mass transit; however, infrequent service on some routes, such as the B74 line, is a major concern for the community. Due to infrequent service on this route, many residents are forced to use jitneys. The opportunity to improve transit service between communities on the peninsula also exists and is desired. The feasibility of a new route serving Coney Island, Brighton Beach, and Manhattan Beach should be explored.

Alternative Futures (Development Scenarios)

Four transportation and three land use scenarios were developed using the information gathered from residents and community groups at public forums. These scenarios represent potential land use and transportation futures in the study area based on the community's visions. The feasibility and potential impact of the implementation of the scenarios will be assessed with the Best Practice Model.