



EAST RIVER GREENWAY IMPROVEMENTS

Traffic Calming and Protected Bike Lanes

Presented to Manhattan Community Board 6
November 7, 2016



Presentation Overview

- Background
- Existing Issues and Proposed Project
 - Waterside Plaza
 - Water Club Restaurant
 - E 34th St Intersection
- Summary
- Questions



Background Area Improvements



E 37th Two-way Protected Bike Lane (2014)

Improved access to/from the Greenway from protected bike lanes on 1st Ave and 2nd Ave



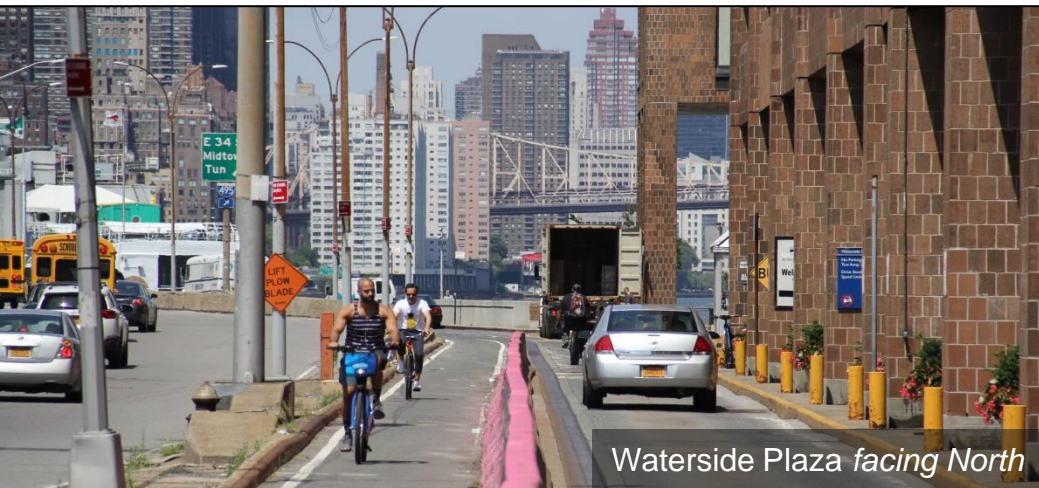
E 34th St Ferry Landing (2012)



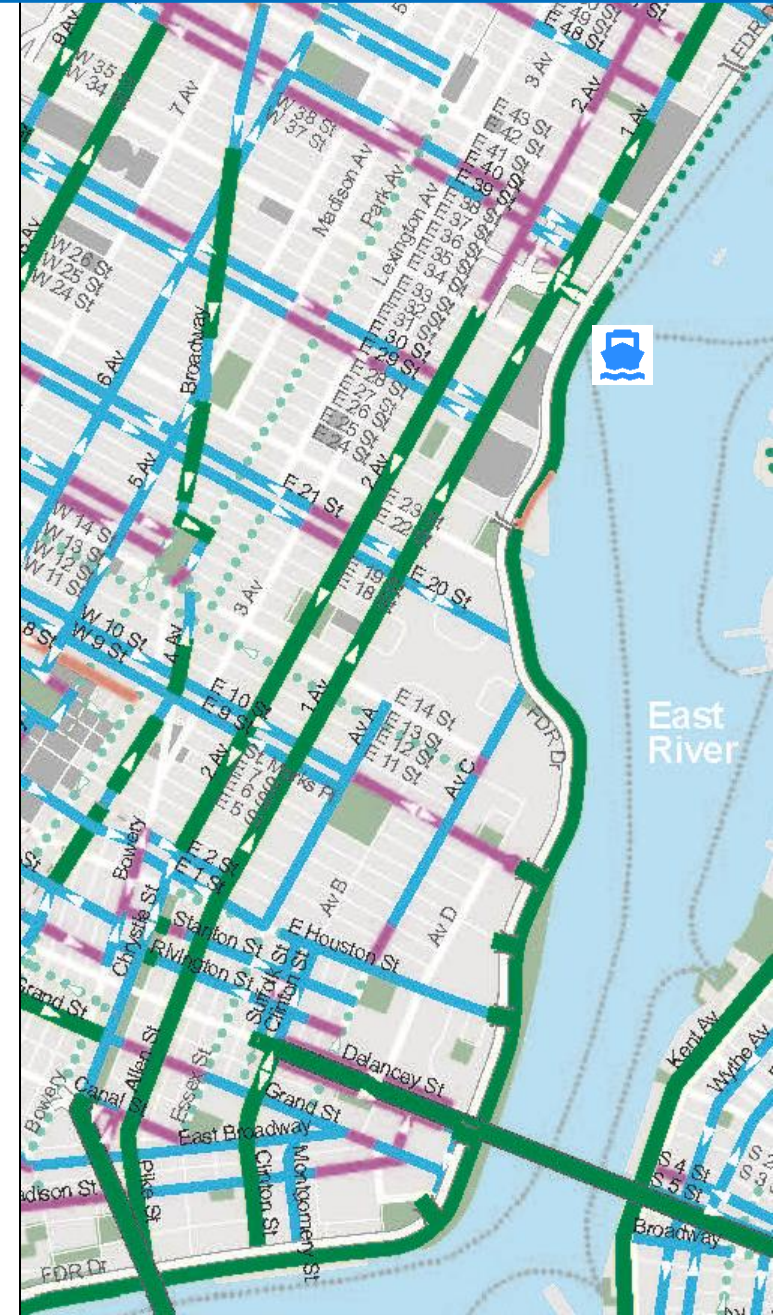
East River Park and Promenade (2011)

Commuter & Recreation Destinations

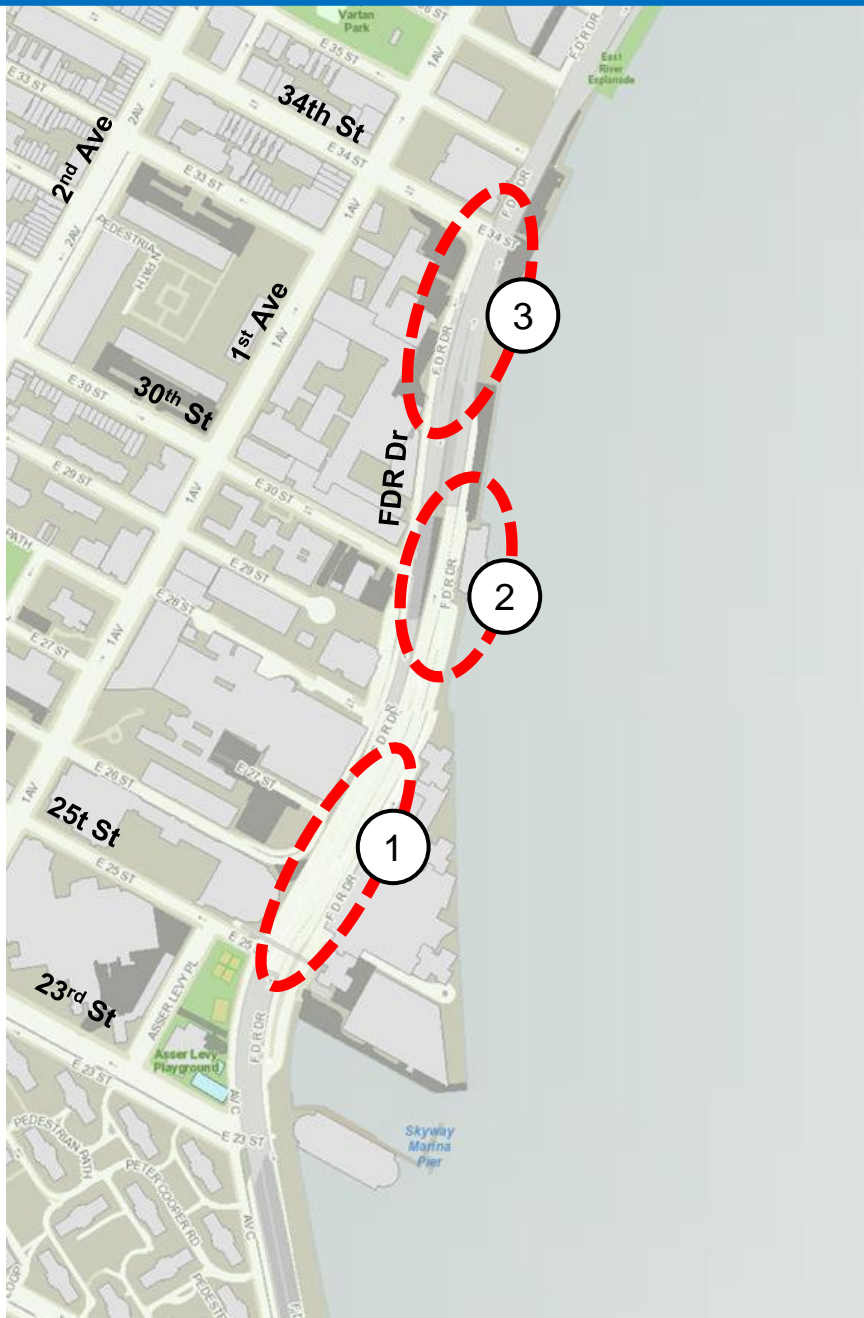
- Ferry Terminal
- M34 SBS
- Citi Bike Station
- Jobs in Midtown
- United Nations International School
- Park Connections
 - East River Promenade
 - Murphy Park
 - Stuyvesant Cove Park
 - Asser Levy Rec Center
- Planned East River Esplanade expansion north of 37th St



Waterside Plaza facing North



Overview of Locations – South to North



1 Waterside Plaza



2 The Water Club



3 At 34th St

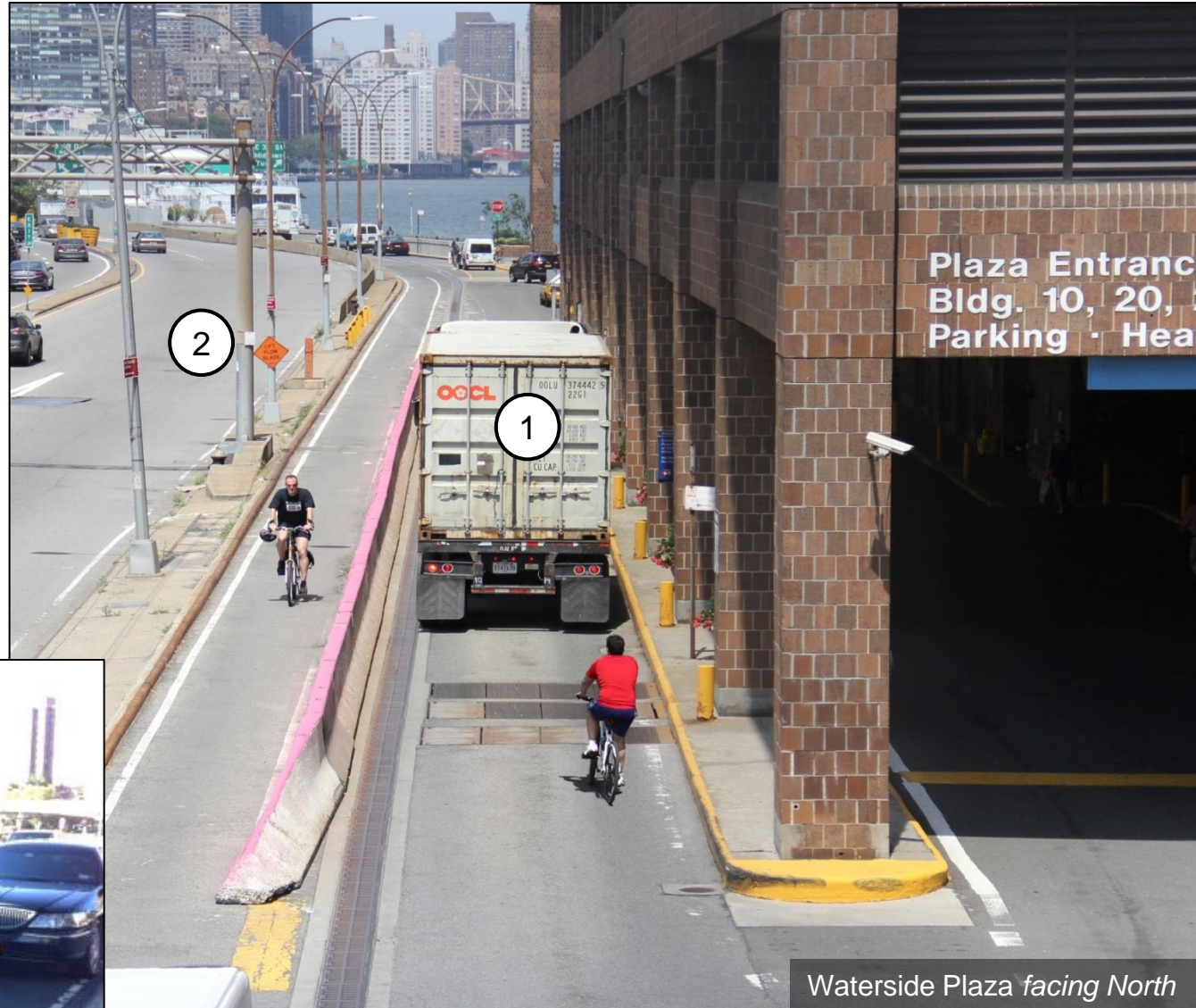


Waterside Plaza Existing Issues

Greenway path not intuitive and only protected in one direction

① Northbound cyclists share narrow lane with large vehicles

② Only southbound lane protected by Jersey barrier



Waterside Plaza facing North

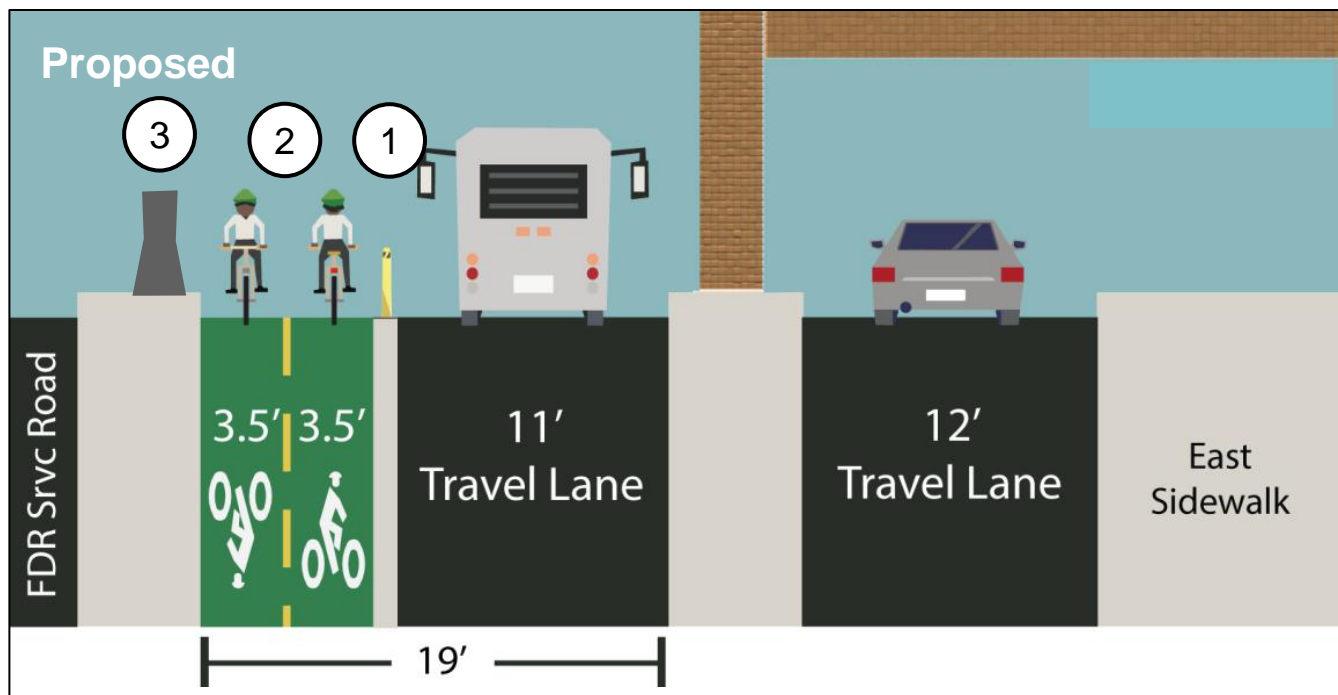
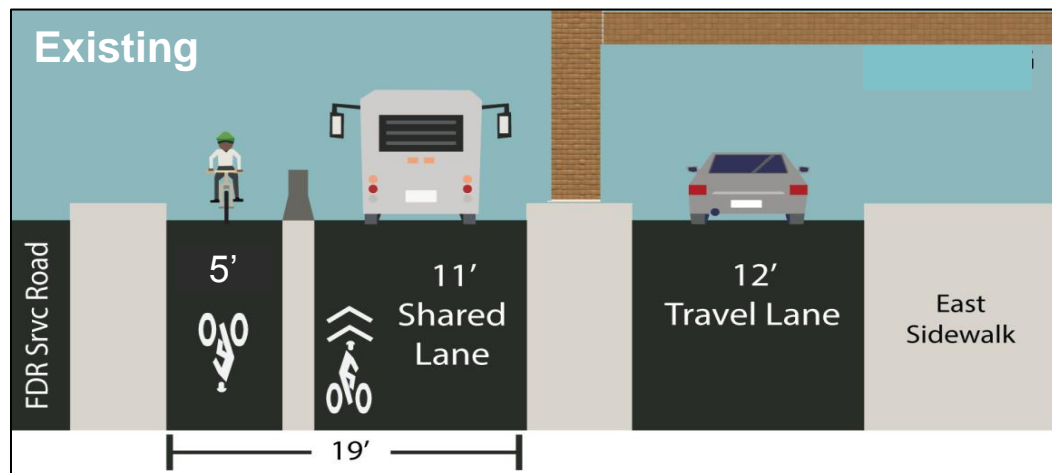


Waterside Plaza Facing South

Waterside Plaza Proposed Design

- 1 Replace jersey barriers with flexible delineators to gain 2 feet of additional space
- 2 Convert southbound bike lane to two-way
- 3 Move Jersey Barriers to west side of the southbound bike lane

- Separates bikes from motor vehicles
- Creates clear, safe bike connection in both directions



**Designated bike route
is unclear, cyclists
asked to dismount and
walk bikes on sidewalk**

1 Bikes ride on sidewalk
with pedestrians

2 Bikes ride with fast
moving traffic coming
off the FDR

3 Bikes ride against traffic

4 Parking lot creates
ambiguous connection

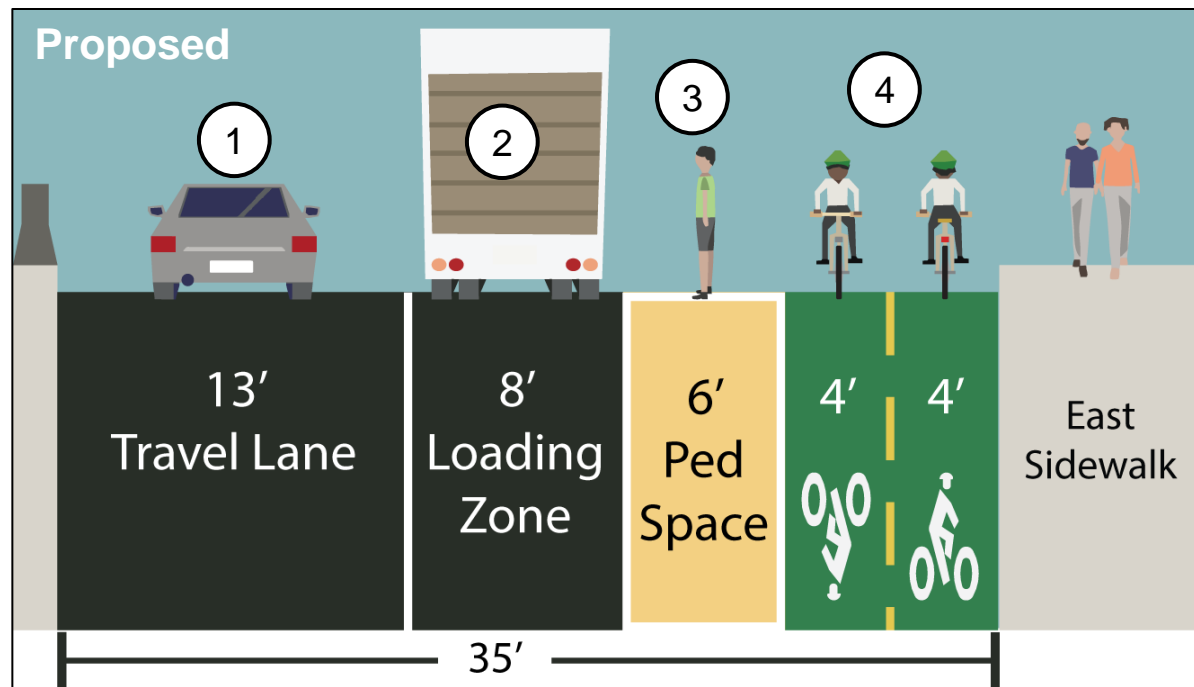
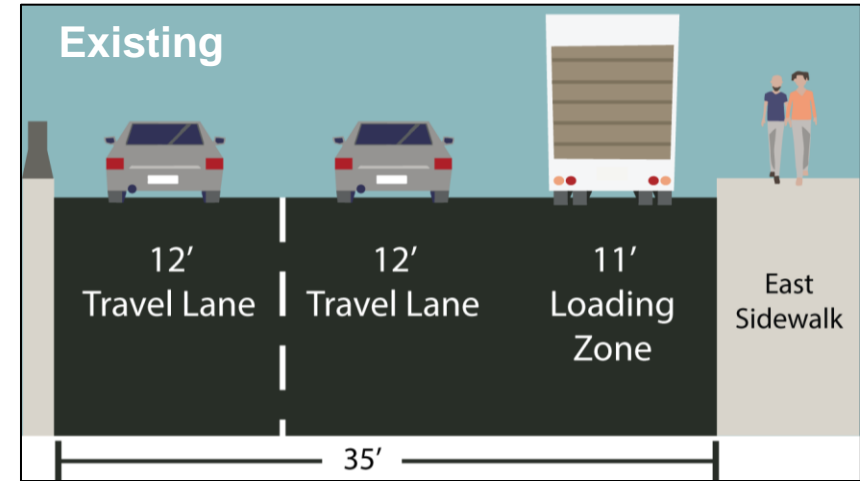


Water Club facing north

Proposed Design – *In front of restaurant*

- 1 Remove one travel lane for 300 feet
- 2 Maintain loading lane in front of restaurant
- 3 Install painted pedestrian space to facilitate loading
- 4 Install two-way bike lane along eastern curb

- **Calms traffic**
- **Separates bikes and pedestrians**
- **Creates clear, safe connection**

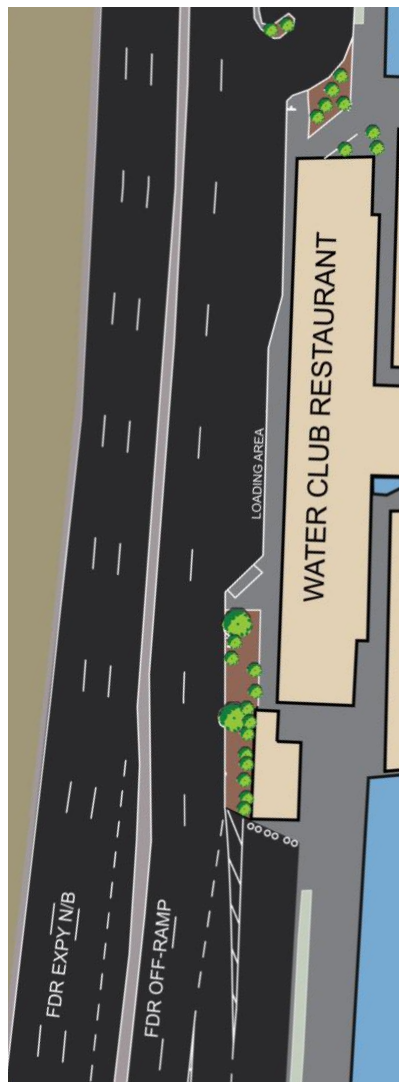


Proposed Design – *In front of restaurant*

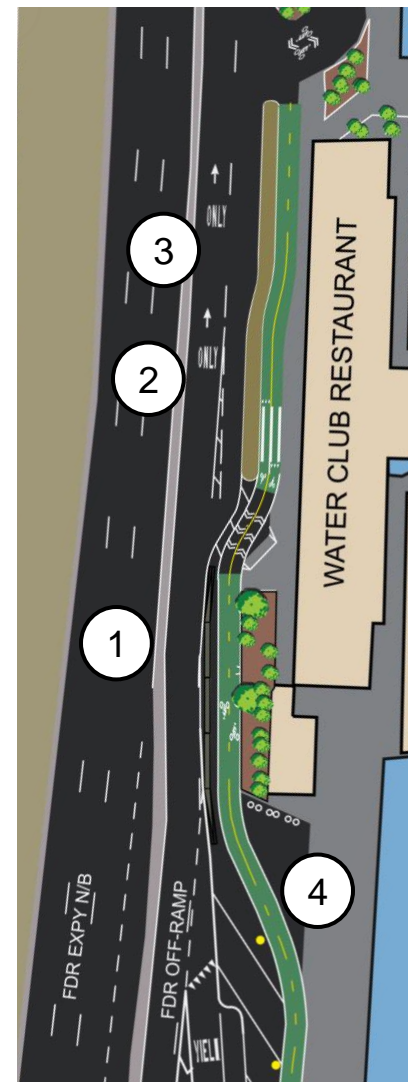
- 1 Remove one travel lane for 300 feet
- 2 Maintain loading lane in front of restaurant
- 3 Install painted pedestrian space to facilitate loading
- 4 Install two-way bike lane along sidewalk

- **Calms traffic**
- **Separates bikes and pedestrians**
- **Creates clear, safe connection**

Existing



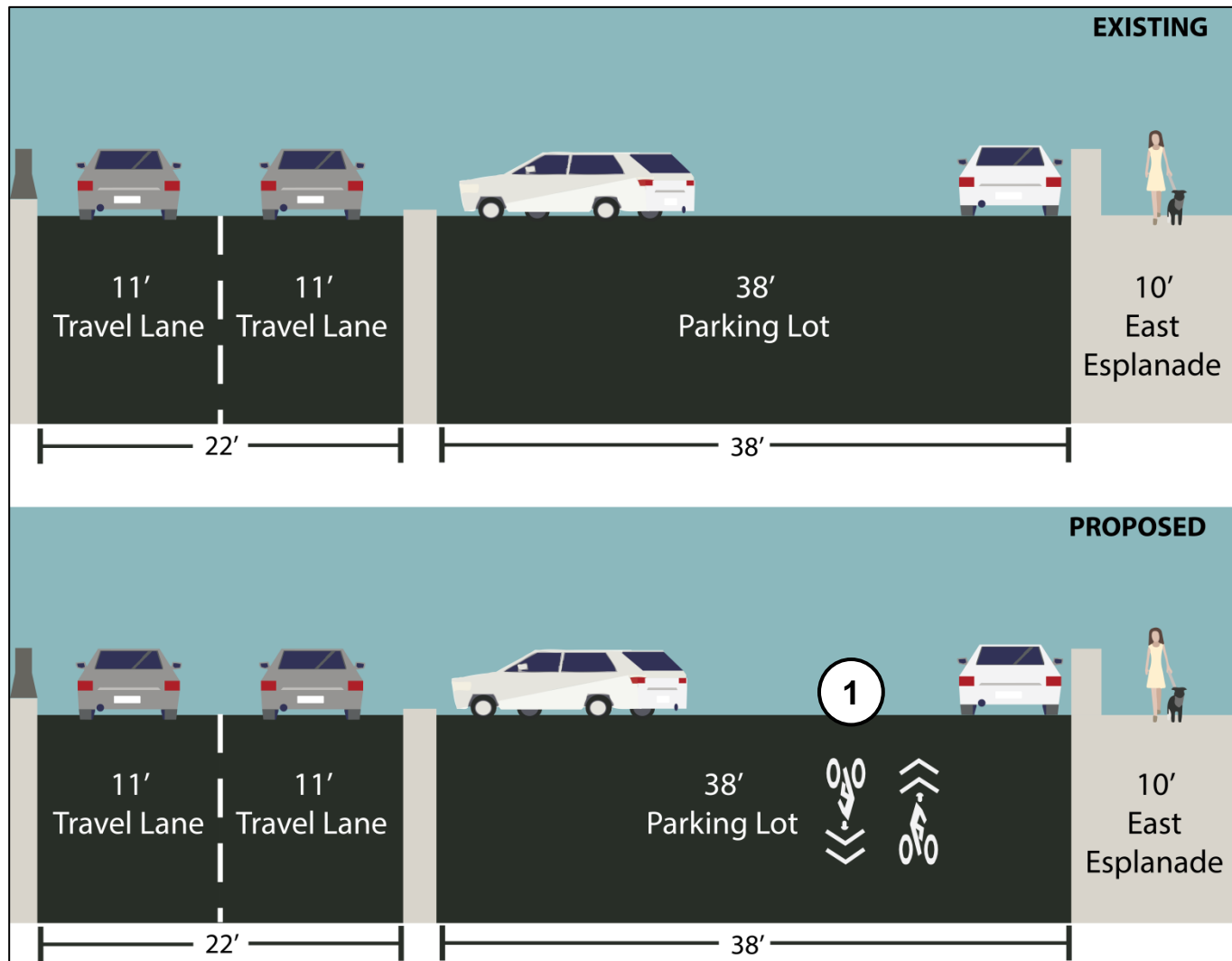
Proposed



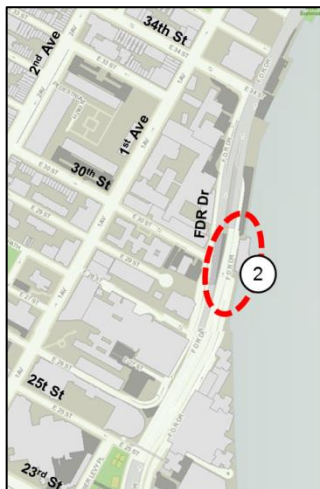
The Water Club Proposed Design – *Parking lot*

- 1 Install two-way shared lane through parking lot

Clarifies bike route in both directions



Location Map

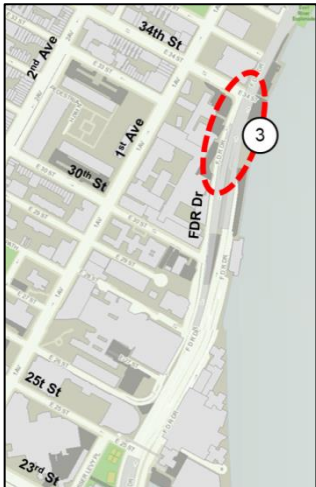


At 34th St Existing Issues

No designated route or wayfinding for bikes and pedestrians connecting to the ferry terminal or E 37th St



Location Map

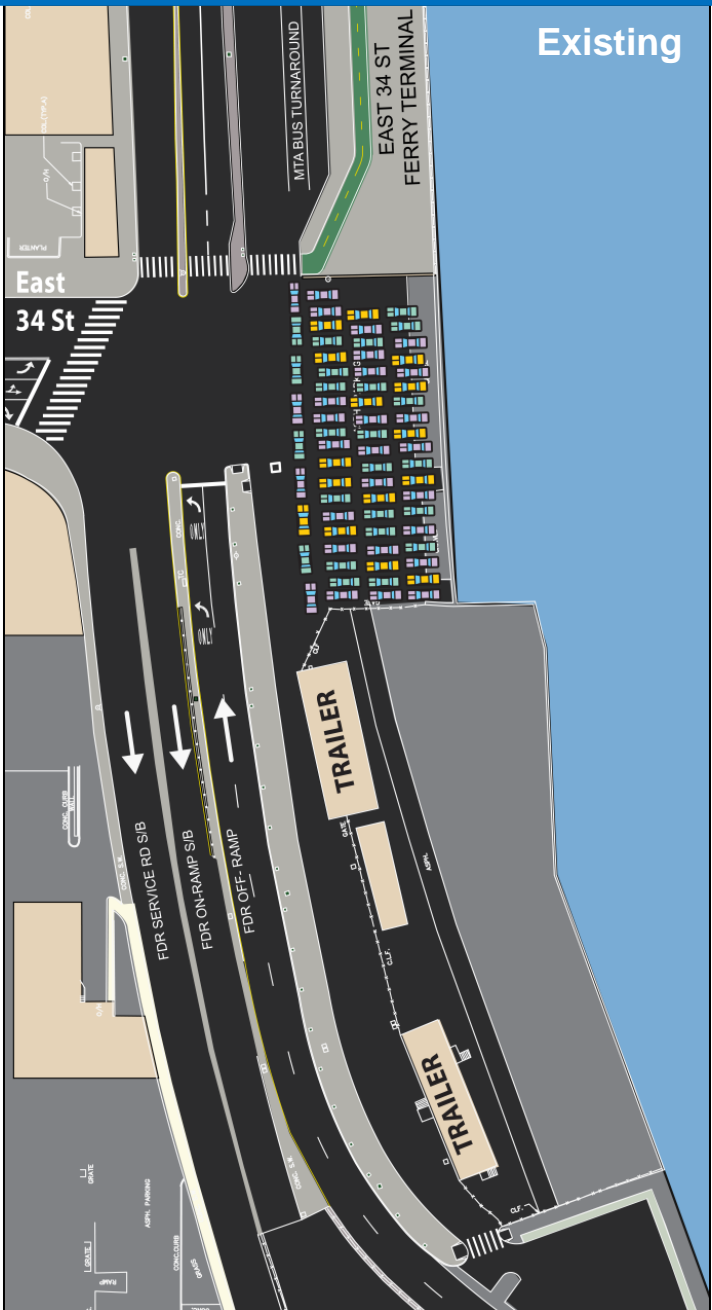


Under FDR at 34th St facing south

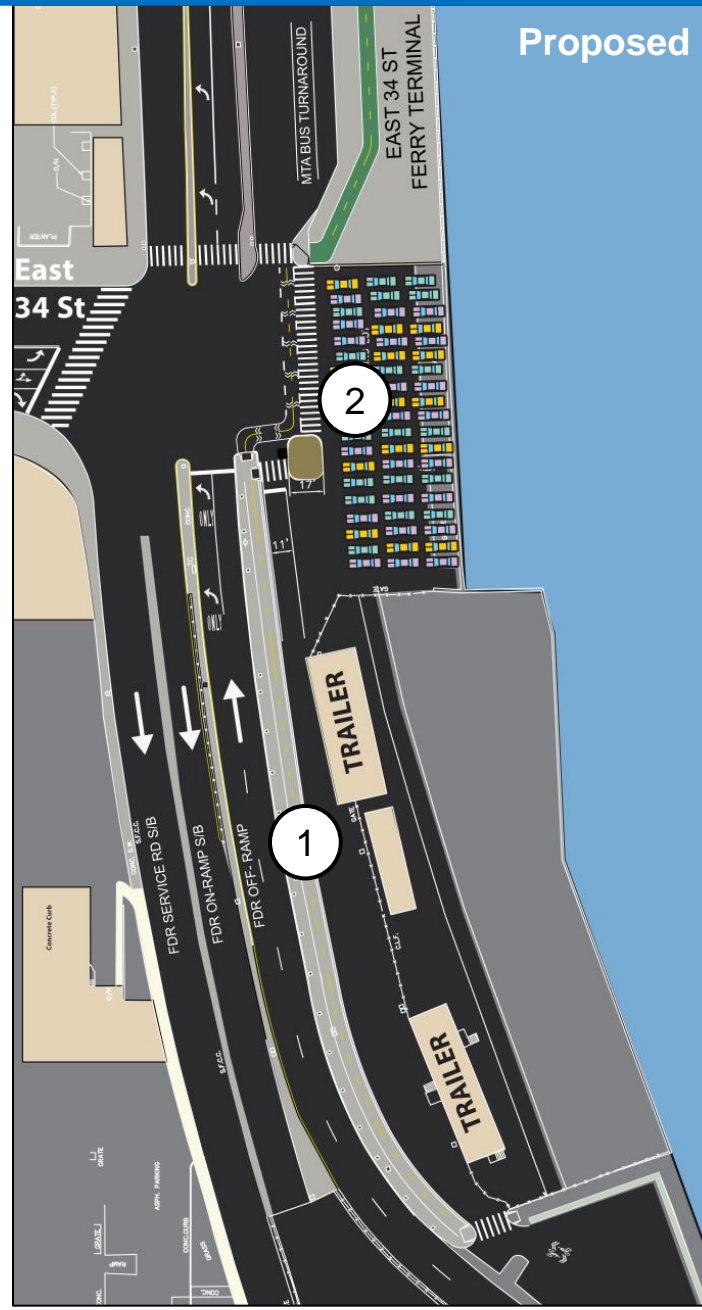
At 34th St Proposed Design

- 1 Create two-way shared (bike/ped) path on median
- 2 Install new painted pedestrian area and crossings at parking lot

Creates clear, safe bike and pedestrian connection



Existing

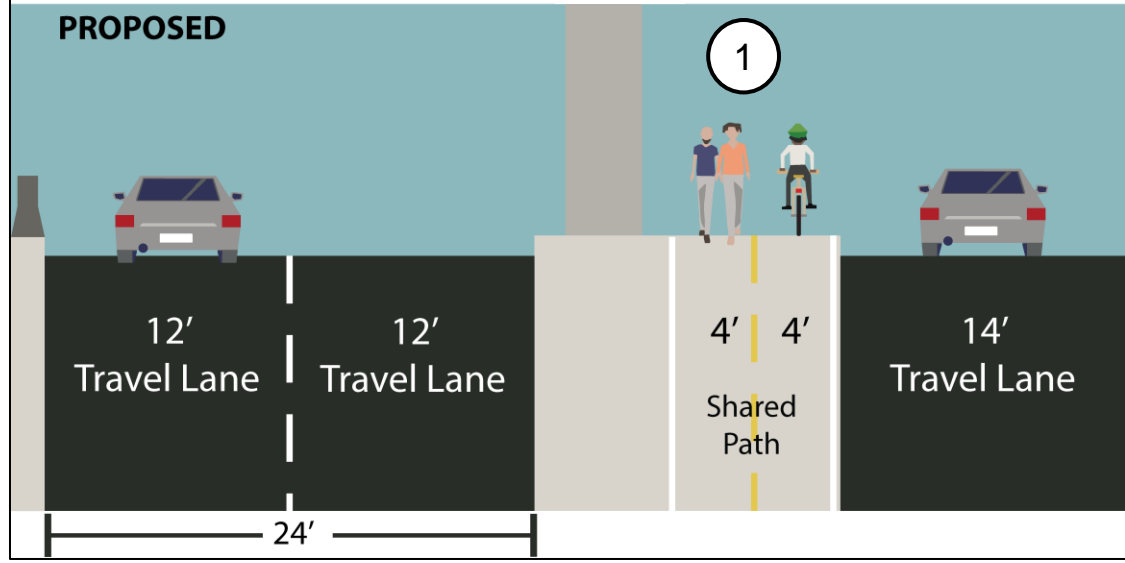
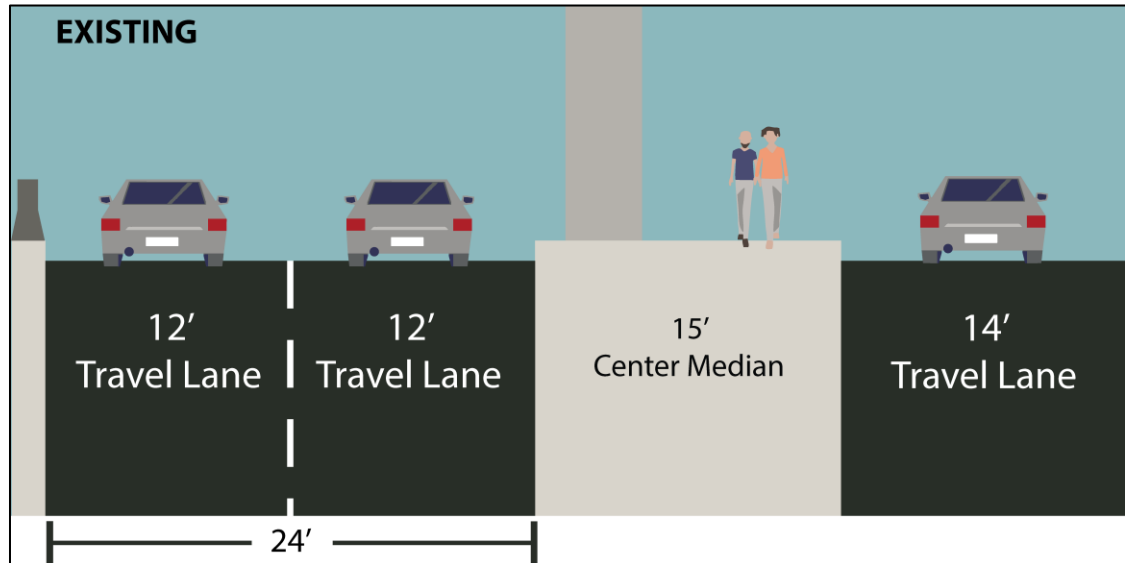


Proposed

At 34th St Proposed Design

- 1 Create two-way shared (bike/ped) path on median

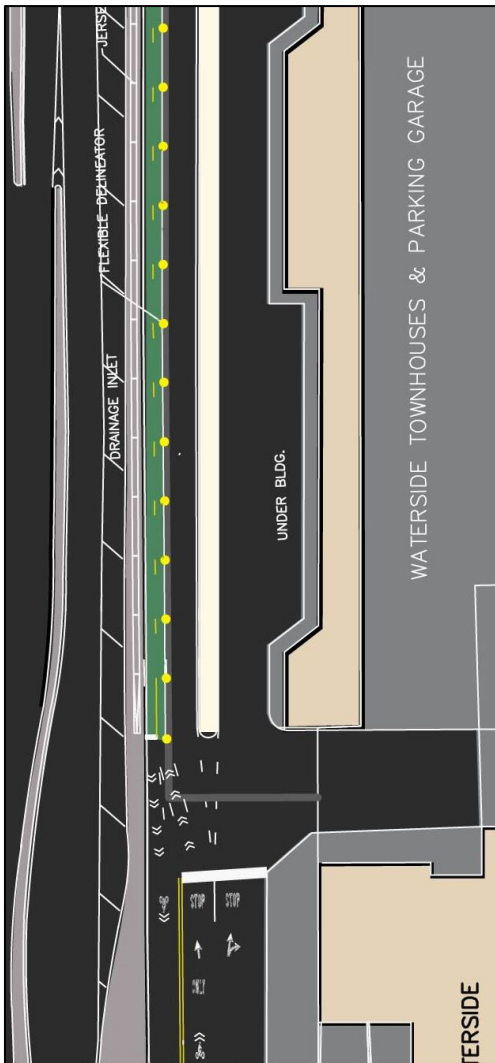
Creates clear, safe bike and pedestrian connection



Summary

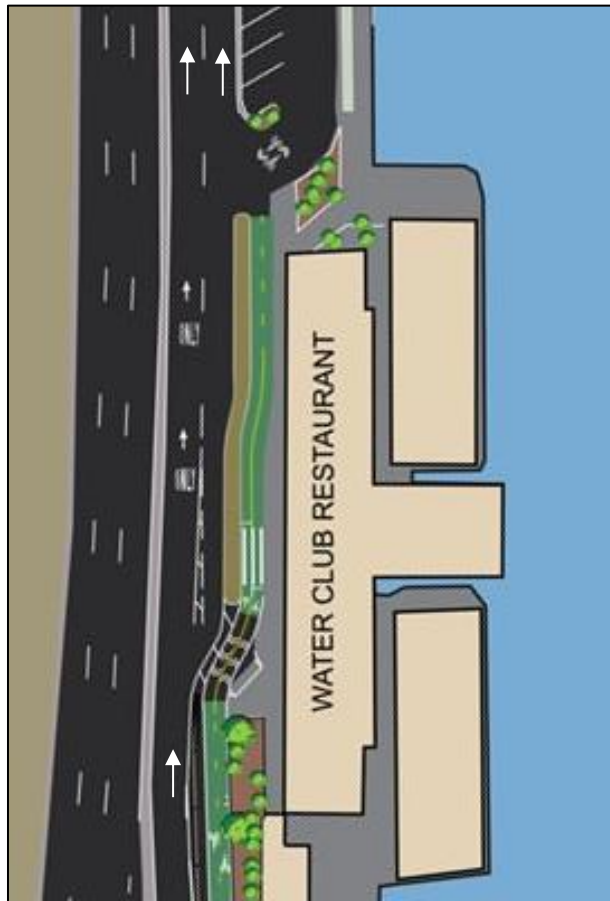
Waterside Plaza

Move Jersey barrier to create space for protected two-way path



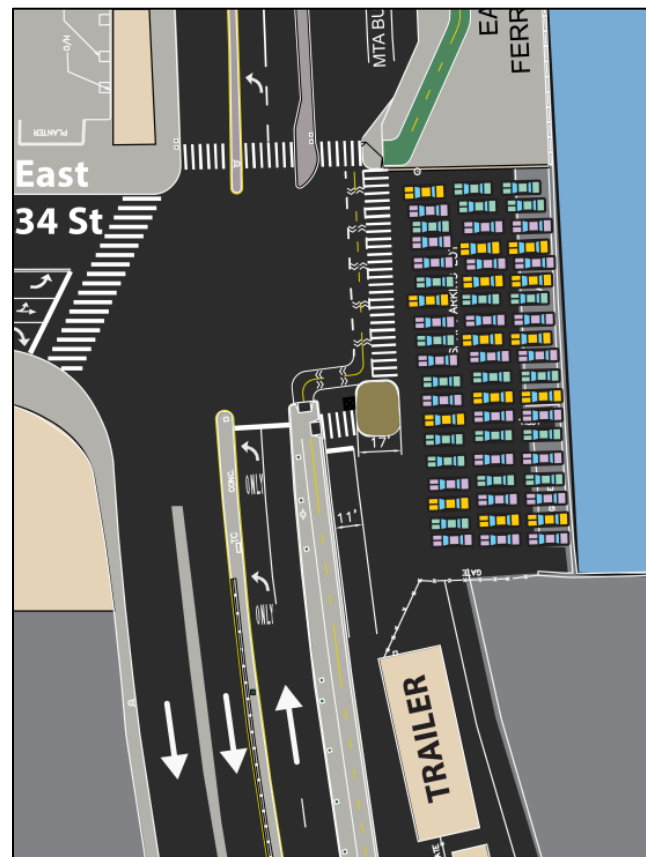
The Water Club

Create two-way path for bikes while maintaining loading access for restaurant, separates bikes and pedestrians



At E 34th St

Create shared use path along existing median, add new bike and pedestrian crossings to connect to the ferry terminal and E 37th St



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Thank
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