



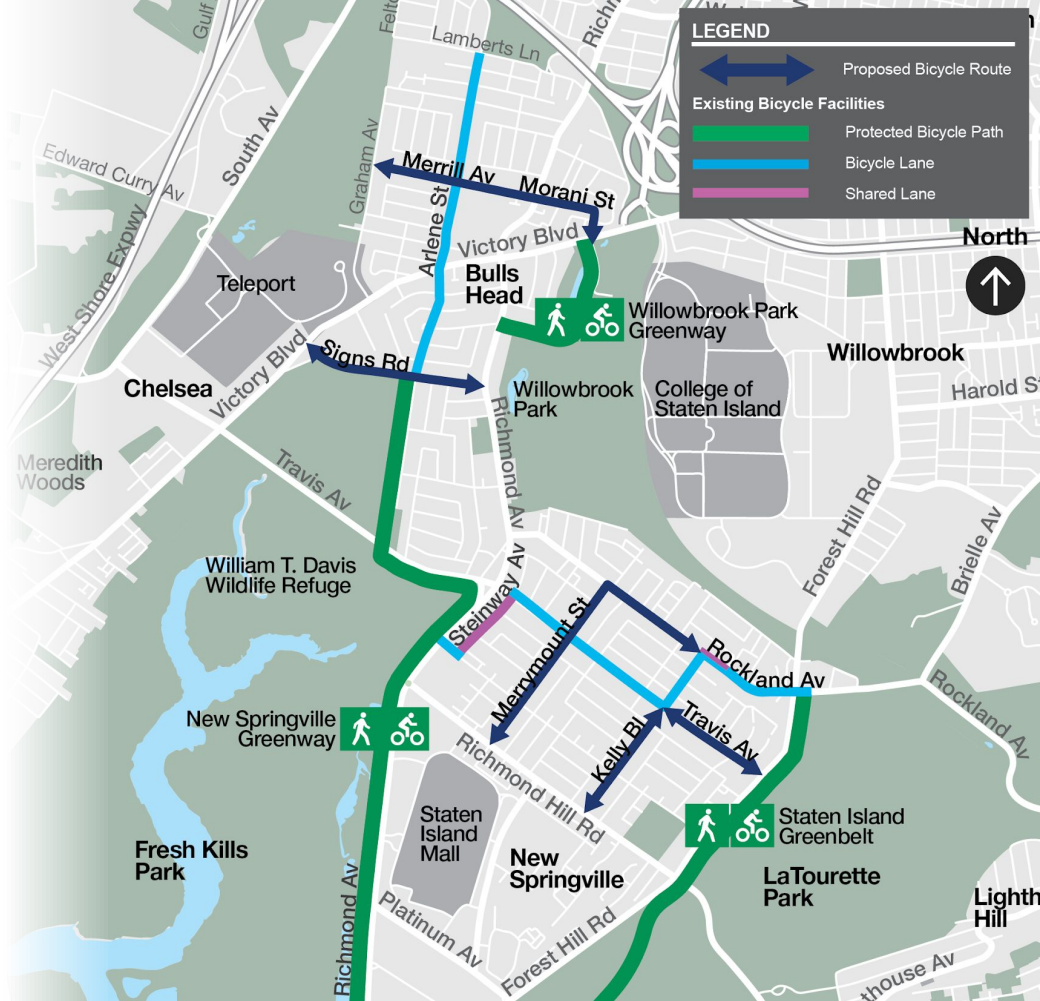
Mid-Island Bike Network Expansion

Presentation to Staten Island Community Board 2
October 2020

Mid-Island Bike Network Expansion

Project Overview

- Increase cyclists' safety by expanding bike lanes into the community
- Use bicycle project as an opportunity to increase pedestrian safety
- No changes to traffic capacity or parking



A blue-tinted photograph of three cyclists riding on a paved path in a wooded area. The cyclist in the foreground is a man wearing a black jersey, white arm warmers, and a black helmet. Behind him is a woman in a light-colored jacket and a child in a light-colored shirt and dark pants. The path is paved and has a white dashed line. The background is a dense forest of trees.

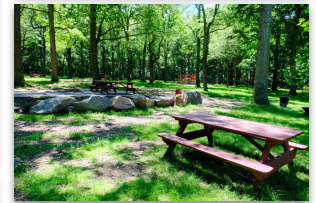
Background

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Large, Connected Bicycle Network

Offers Many Recreational Options for Cyclists

- 12.6 lane miles of existing protected bike lanes and multi-use paths through parks
- Connect to play fields, fishing, carousel, archery field, nature trails, model plane fields, and picnic grounds



Local Support for Network Expansion

User Survey of the New Springville Greenway and SI Greenbelt in April 2016

- 92% of respondents would like to bike in the area
- 73% started their trips from home
- 72% were concerned about speeding vehicles



Existing On-Street Routes

Connecting Routes To The Local Community

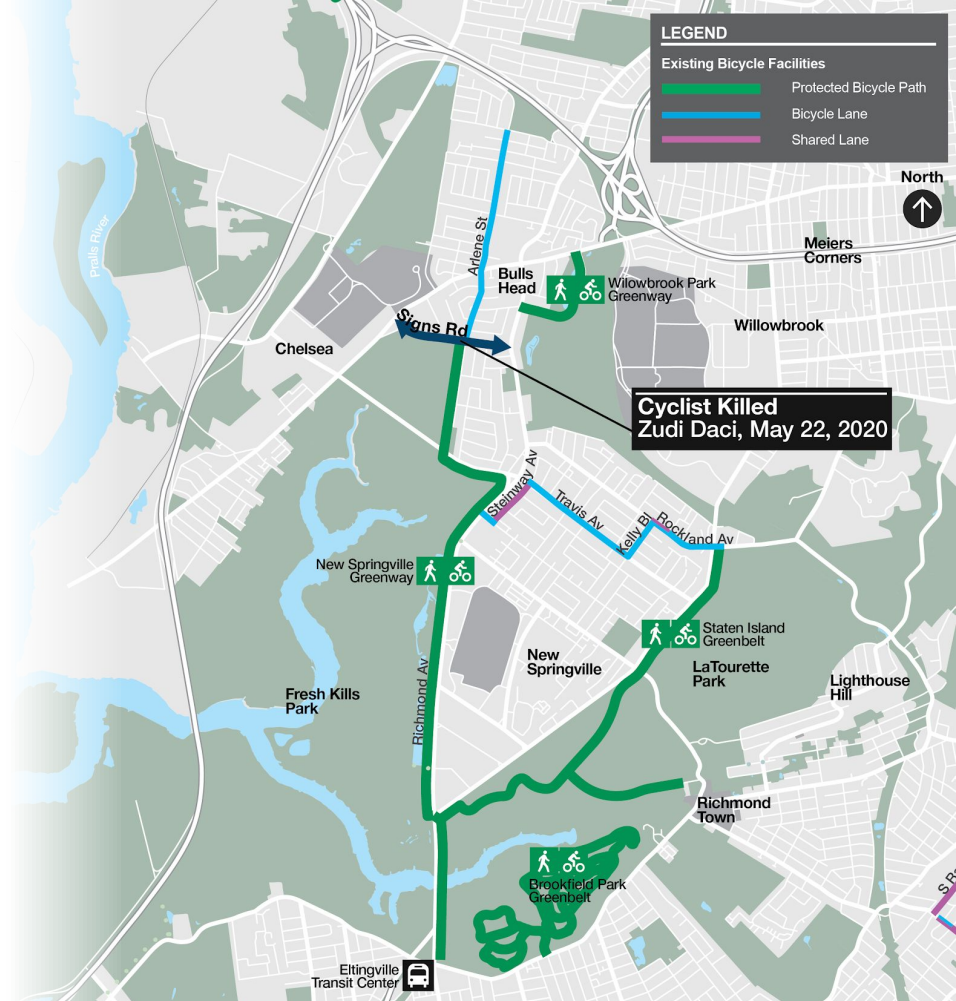
- Arlene Street Bike Lanes (2006) connects the Bulls Head community
- New Springville Greenway Connections (2016) connects to its namesake community



Safety Gaps In The Network

Recent Cyclist Fatality

- Cyclist killed on May 22nd riding on Signs Road
- Signs Road is a collector road, similar to many in the neighborhood, that connect residential streets to the existing bike network, but does not have a bike lane





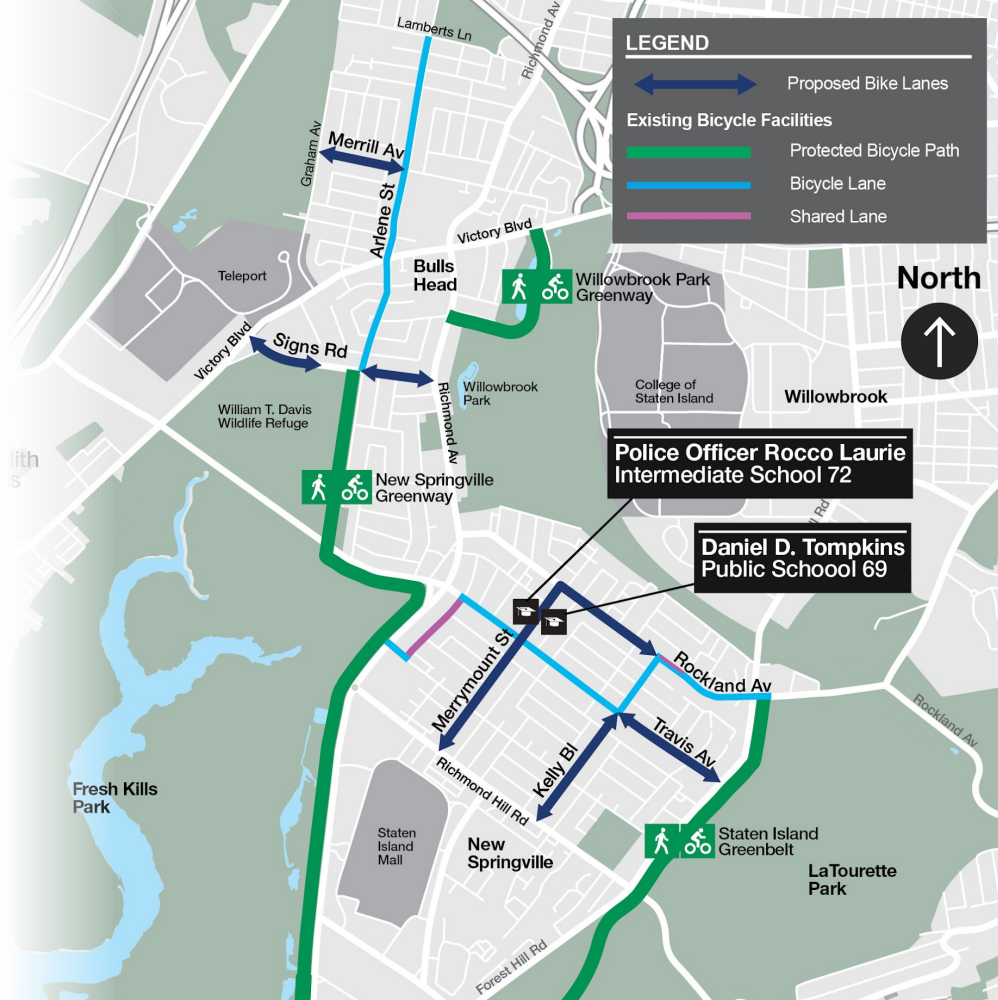
Proposal

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Expand The Bike Network

Add Bike Lanes To Collector Roads

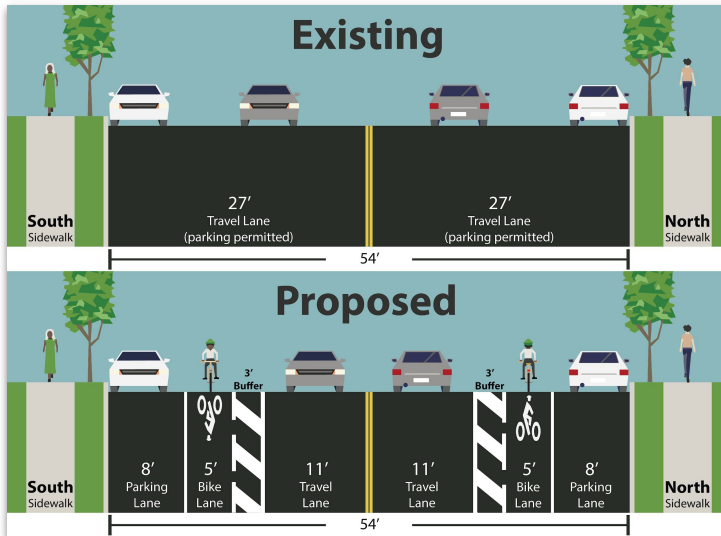
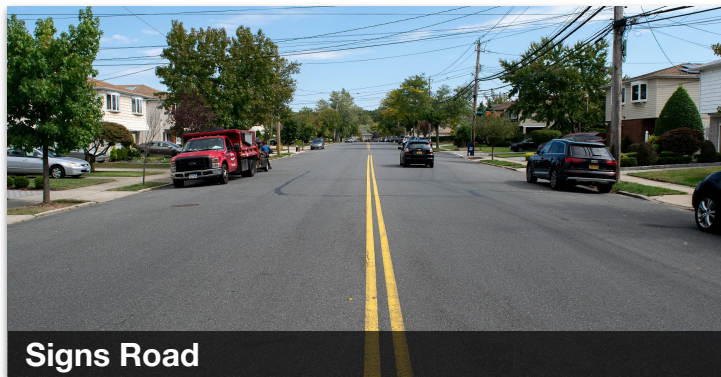
- Connect bicycle network to more residential streets
- Provide safer routes to schools
- Discourage speeding and aggressive driving



Adding Bike Lanes to Streets

Proposed Changes

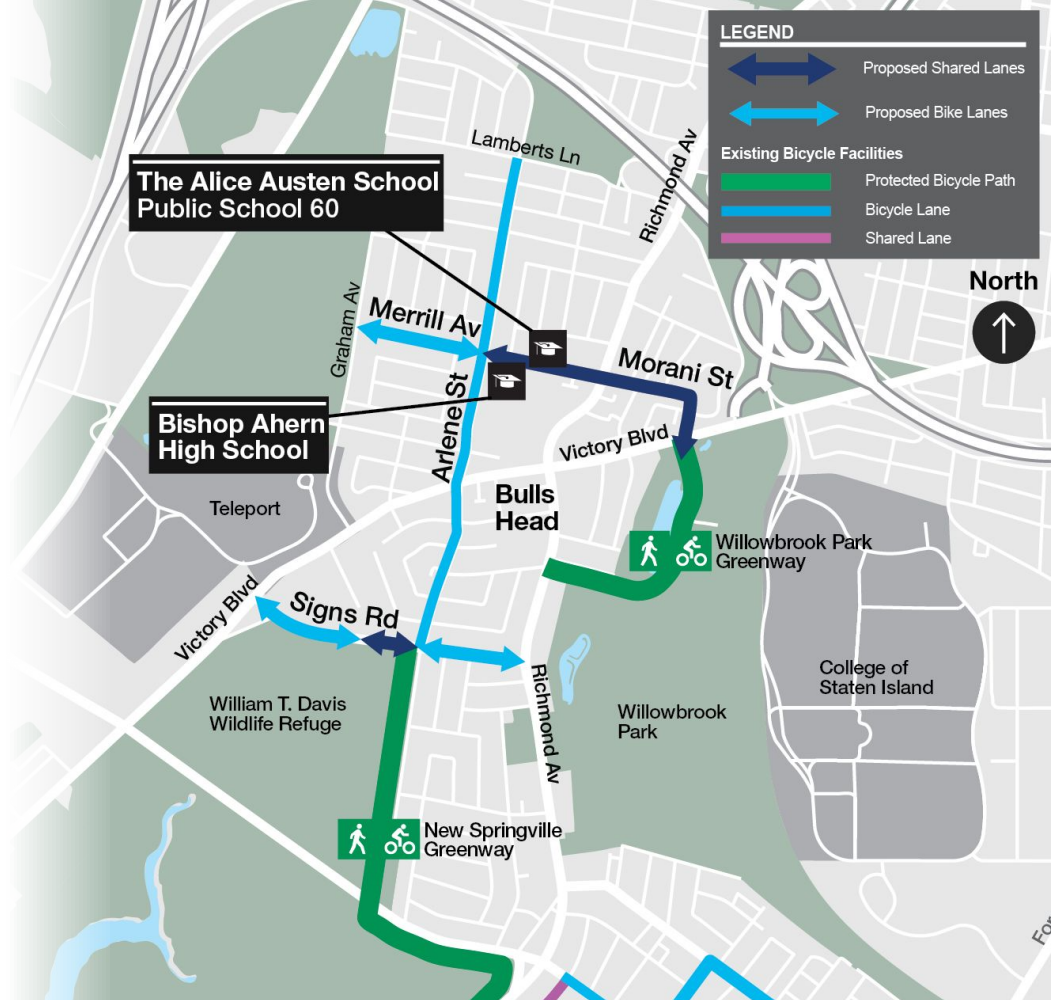
- Travel lanes are updated to safer, standard widths
- Parking lane stripes are added to help motorists park properly
- Bicycle lanes added to allow cyclists to travel comfortably at their own speed



Close Gaps In The Bike Network

Add Shared Lanes to Roadways

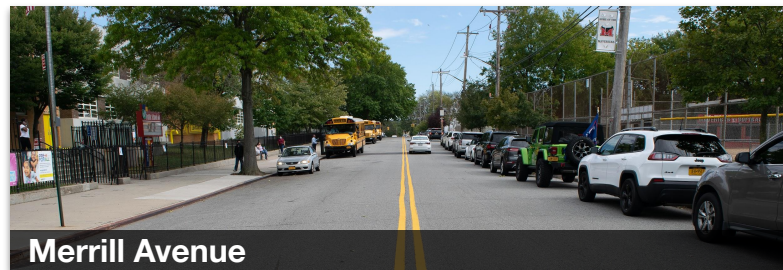
- Connect Willowbrook Park to the larger bike network
- Increase cyclists safety on roads too narrow for dedicated bike lanes
- Provide additional safe routes to schools



Adding Shared Lanes To Streets

Proposed Changes

- Add “Sharrow” markings to:
 - Guide cyclists along the route
 - Align cyclists in the safe position on the road
 - Alert motorists of the increased likelihood that cyclists will be on the road



Close Gaps In Pedestrian Network

Add Shared Path

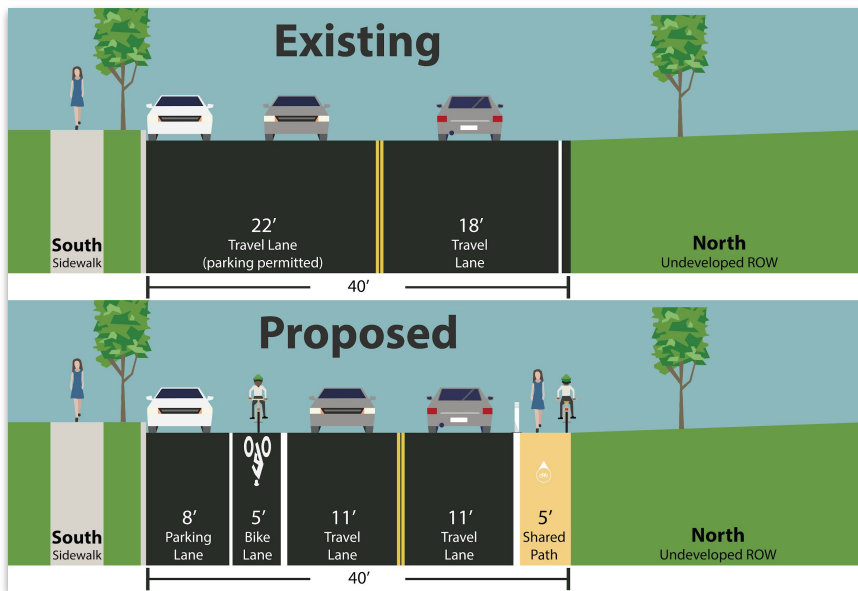
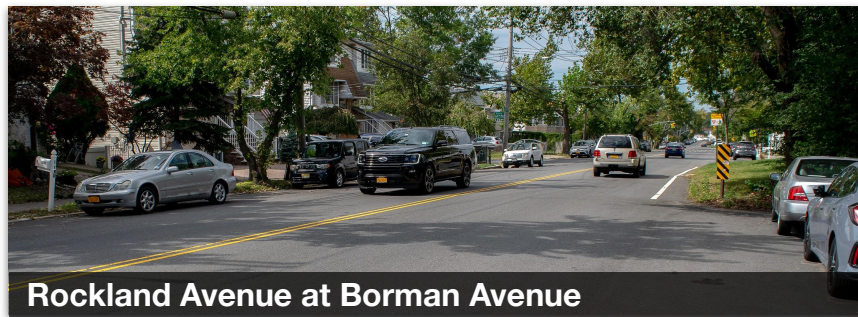
Gap along the north sidewalk on Rockland Avenue between Keating Place and Borman Avenue



Adding Shared Path to Rockland Avenue

Proposed Changes

- Walking path added where sidewalk is missing
- Vertical flexible posts used to better delineate space for motorists
- Bike stamps and signs indicate to cyclists they may use space, but give way to pedestrians



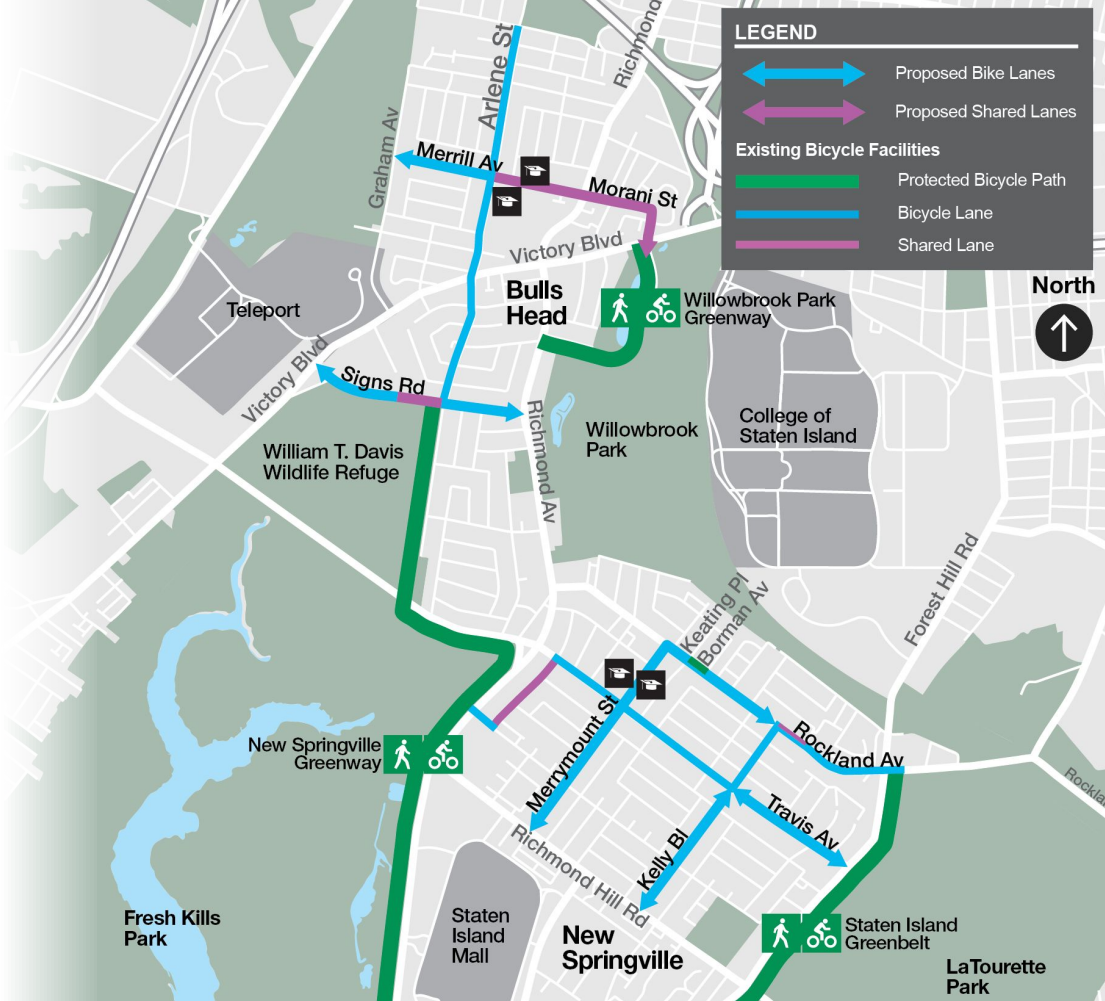


Summary

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Summary of Changes

- 6 additional miles of bike lanes and shared lanes
- Traffic lanes updated to standard, safer widths
- Dedicated parking lanes striped
- No loss of parking or traffic capacity



Project Benefits

- Creates safer bicycle connections between local:
 - Residences
 - Parks
 - Schools
- Creates safer pedestrian route on Rockland Ave
- Helps calm traffic on local streets



Thank You!

Questions?



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