

## **Appendix I: Mitigation**

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# **CONEY ISLAND REZONING**

## **Draft Environmental Impact Statement**

Appendix I: Mitigation – Tables

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# CONEY ISLAND REZONING EIS

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**TABLE I-1  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY AM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mitigation Measures
<b>1 SURF AVENUE AND WEST 30TH STREET</b>													
West 30th Street	SB	LR	0.26	26.1	C	LR	0.26	26.1	C	- Mitigation not required for all time periods.			
Surf Avenue	EB	T	0.31	9.7	A	T	0.31	9.8	A				
	WB	T	0.34	10.1	B	T	0.35	10.2	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.32</b>	<b>11.4</b>	<b>B</b>	<b>-</b>	<b>0.32</b>	<b>11.4</b>	<b>B</b>	<b>B</b>				
<b>2 SURF AVENUE AND WEST 29TH STREET</b>													
West 29th Street	NB	LR	0.25	26.6	C	LR	0.25	26.6	C	- Mitigation not required for all time periods.			
	SB	LTR	0.68	37.9	D	LTR	0.68	37.9	D				
Surf Avenue	EB	TR	0.35	10.2	B	TR	0.36	10.2	B				
	WB	LT	0.36	10.3	B	LT	0.37	10.4	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>15.8</b>	<b>B</b>	<b>-</b>	<b>0.47</b>	<b>15.8</b>	<b>B</b>	<b>B</b>				
<b>3 SURF AVENUE AND WEST 28TH STREET</b>													
West 28th Street	NB	LR	0.06	23.7	C	LR	0.06	23.7	C	- Mitigation not required for all time periods.			
	SB	LTR	0.27	26.3	C	LTR	0.27	26.3	C				
Surf Avenue	EB	TR	0.39	10.5	B	TR	0.39	10.6	B				
	WB	LT	0.35	10.2	B	LT	0.36	10.3	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.35</b>	<b>11.9</b>	<b>B</b>	<b>-</b>	<b>0.35</b>	<b>11.9</b>	<b>B</b>	<b>B</b>				
<b>4 SURF AVENUE AND WEST 25TH STREET</b>													
West 25th Street	NB	LR	0.20	25.7	C	LR	0.20	25.7	C	- Mitigation not required for all time periods.			
	SB	LTR	0.34	27.3	C	LTR	0.34	27.3	C				
Surf Avenue	EB	TR	0.38	10.3	B	TR	0.38	10.4	B				
	WB	LT	0.40	10.8	B	LT	0.41	10.9	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.38</b>	<b>12.8</b>	<b>B</b>	<b>-</b>	<b>0.39</b>	<b>12.9</b>	<b>B</b>	<b>B</b>				
<b>5 SURF AVENUE AND WEST 24TH STREET</b>													
West 24th Street	NB	LTR	0.25	22.9	C	LTR	0.25	22.9	C	- Mitigation not required for all time periods.			
Surf Avenue	EB	LTR	0.63	16.9	B	LTR	0.64	17.2	B				
	WB	LTR	0.48	14.1	B	LTR	0.50	14.3	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.48</b>	<b>16.1</b>	<b>B</b>	<b>-</b>	<b>0.49</b>	<b>16.3</b>	<b>B</b>	<b>B</b>				
<b>6 SURF AVENUE AND WEST 23RD STREET</b>													
West 23rd Street	SB	LTR	0.24	22.4	C	LTR	0.24	22.4	C	- Mitigation not required for all time periods.			
Surf Avenue	EB	TR	0.49	13.8	B	TR	0.50	13.9	B				
	WB	LT	0.51	14.3	B	LT	0.52	14.5	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.41</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.41</b>	<b>14.8</b>	<b>B</b>	<b>B</b>				

**TABLE I-1  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY AM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>7 SURF AVENUE AND WEST 21ST STREET</b>														
West 21st Street	NB	LR	0.11	28.9	C	-	-	-	-	-	-	-	-	- Mitigation not required for the weekday AM peak period.
	SB	LTR	0.52	37.4	D	LTR	0.63	41.4	D	LTR	0.54	34.2	C	- Restripe the WB receiving side from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
Surf Avenue	EB	TR	0.41	7.8	A	TR	0.43	8.0	A	TR	0.57	18.0	B	- Restripe the WB approach from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
	WB	LT	0.48	8.7	A	LT	0.62	10.9	B	LT	0.69	14.3	B	- Restripe the SB approach from one 30-ft. lane with parking on both sides to one 20-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday PM peak periods and allow parking for all other times.
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>11.3</b>	<b>B</b>	<b>-</b>	<b>0.62</b>	<b>12.8</b>	<b>B</b>	<b>-</b>	<b>0.63</b>	<b>18.0</b>	<b>B</b>	<b>-</b>	- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 44 s green for EB/WB phase, and 24 s green time for SB phase (each phase has a 3 s amber and 2 s all red). - [Measures reflect improvements needed for the weekday midday and PM, and Saturday midday and PM peak periods; otherwise mitigation is not needed.]
<b>8 SURF AVENUE AND WEST 20TH STREET</b>														
	(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)				(SIGNALIZED INTERSECTION)					
West 20th Street	NB	-	-	-	-	LTR	-	120.0+	F*	LTR	0.71	35.4	D	- Restripe the WB receiving side from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
Surf Avenue	EB	LT	-	10.8	B	LT	-	11.4	B	LTR	0.61	15.8	B	- Shift the centerline along the WB approach 1-ft. south. Restripe the WB approach from one 9.5-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 13-ft. right-turn lane. Restripe the EB receiving side from one 9.5-ft. lane, one 15.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 13-ft. curb parking lane.
	WB	-	-	-	-	LT	-	10.2	B	LT	0.52	14.2	B	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (250 ft.) to allow for three moving lanes at the approach.
	-	-	-	-	-	-	-	-	-	R	0.16	10.6	B	- Install a traffic signal with a 90-second cycle length and two phases. [EB/WB green time 49s; NB/SB green time is 31 s; all phases have a 3 s amber and 2 s of all red time.]
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.3</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.65</b>	<b>17.8</b>	<b>B</b>	<b>-</b>	
<b>9 SURF AVENUE AND WEST 19TH STREET</b>														
West 19th Street	NB	L	0.04	23.2	C	LR	0.85	53.3	D	L	0.05	22.0	C	- Stripe a 6-ft. wide hatched median along the EB approach tapered back to the centerline 250-ft. from the intersection.
	R	-	0.31	26.9	C	-	-	-	-	R	0.68	35.9	D	- Restripe the EB approach from one 9.5-ft. lane, one 15.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 10-ft. curb parking lane.
	SB	LTR	0.49	31.1	C	LTR	0.69	38.7	D	LTR	0.68	37.3	D	Restripe the WB receiving side from one 9.5-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
Surf Avenue	EB	TR	0.47	11.4	B	TR	0.57	12.9	B	TR	0.75	25.0	C	- Restripe the WB approach from one 11.5-ft. left-turn lane, one 9-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane, one 10-ft. lane, one 11.5-ft. shared bike lane and one 10-ft. lane. Restripe the EB receiving side from one 9-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane.
	WB	L	0.33	12.0	B	L	0.45	15.7	B	L	0.44	16.2	B	- Shift the centerline along the NB approach 1-ft. west. Restripe the NB approach from one 11-ft. lane and one 8-ft. curb parking lane to one 10-ft. lane and one 10-ft. lane which would serve as a travel lane only for the weekday AM period and Saturday midday and PM periods and allow parking for all other times.
	T	0.41	10.7	B	T	0.48	11.6	B	T	0.33	10.3	B	- Restripe the SB approach from one 29-ft. lane with parking on both sides to one 21-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday midday and PM peak periods and allow parking for all other times.	
<b>Overall Intersection</b>	<b>-</b>	<b>0.48</b>	<b>14.2</b>	<b>B</b>	<b>-</b>	<b>0.67</b>	<b>20.1</b>	<b>C</b>	<b>-</b>	<b>0.75</b>	<b>22.1</b>	<b>C</b>	<b>-</b>	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach. - Install "No Standing 7 AM - 10 AM Mon-Fri, 11 AM - 7 PM Saturday" regulations along the east side of the NB approach 250 ft from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 40 s green for EB/WB phase, and 28 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
<b>10 SURF AVENUE AND WEST 17TH STREET</b>														
West 17th Street	SB	L	0.19	28.3	C	L	0.40	31.8	C	L	0.41	32.6	C	- Eliminate the 11-ft. wide hatched median on the WB receiving side and restripe as a WB receiving travel lane. Restripe the EB approach from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 11-ft. left-turn lane, one 11-ft. shared bike lane, and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane and one 10-ft. lane.
	R	0.91	67.0	E	R	1.20+	120.0+	F*	R	0.65	25.5	C		
Surf Avenue	EB	DefL	0.72	21.2	C	DefL	1.20+	120.0+	F*	L	0.95	37.8	D	- Shift the centerline along the the WB approach 5-ft. south. Restripe the WB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane, and one 11-ft. lane. Restripe the EB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
	T	0.56	11.4	B	T	0.68	14.0	B	T	0.34	7.4	A		
	WB	TR	0.32	7.8	A	TR	0.46	9.3	A	TR	0.32	16.6	B	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (210 ft.) to allow for three moving lanes at the approach.
<b>Overall Intersection</b>	<b>-</b>	<b>0.77</b>	<b>21.2</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>86.0</b>	<b>F</b>	<b>-</b>	<b>0.78</b>	<b>20.5</b>	<b>C</b>	<b>-</b>	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach. - Install signage along the WB approach of Surf Avenue to inform motorists of the left-turn lane on the receiving side of the upstream intersection with West 19th Street. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 14 s green for new EB lead/SB right-turn phase, 40 s green for EB/WB phase, and 21 s green time for SB phase (each phase has a 3 s amber and 2 s all red).
<b>11 SURF AVENUE AND WEST 16TH STREET</b>														
West 16th Street	NB	LR	0.03	26.3	C	-	-	-	-	-	-	-	-	- Shift the centerline along the the EB approach 6-ft. south. Restripe the EB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane, and one 11-ft. lane.
	SB	LTR	0.28	30.0	C	LTR	0.84	57.5	E	LTR	0.73	41.8	D	
Surf Avenue	EB	TR	0.35	8.0	A	TR	0.47	9.2	A	TR	0.45	16.9	B	- Shift the centerline along the the WB approach 6-ft. south. Restripe the WB approach from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11-ft. lane tapered 125-ft. from the stop bar, 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM and Saturday midday and PM peak periods and allow parking for all other times. Restripe the EB receiving side from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
	WB	LT	0.30	7.6	A	LT	0.46	9.2	A	LT	0.37	9.8	A	
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>9.6</b>	<b>A</b>	<b>-</b>	<b>0.57</b>	<b>15.9</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>17.5</b>	<b>B</b>	<b>-</b>	- Restripe the SB approach from one 31-ft. lane with parking on both sides to one 19-ft. lane with parking on west curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM periods and Saturday midday and PM periods and allow parking for all other times. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (240 ft.) to allow for three moving lanes at the approach. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for a new WB lead phase, 42 s green for EB/WB phase, and 26 s green time for SB phase (each phase has a 3 s amber and 2 s all red).

**TABLE I-1  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY AM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>12 SURF AVENUE AND WEST 15TH STREET</b>														
West 15th Street	NB	LTR	0.16	29.3	C	LT	0.38	34.7	C	LT	0.28	27.1	C	- Mitigation not required for the weekday AM and midday peak periods.
		-	-	-	-	R	0.13	30.3	C	R	0.09	24.5	C	- Shift the centerline along the EB approach 6-ft. to the south. Restripe the EB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft.
Surf Avenue	EB	LTR	0.43	8.1	A	LT	0.59	10.2	B	L	0.29	11.7	B	lane, one 12-ft. shared bike lane and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times.
		-	-	-	-	-	-	-	-	T	0.45	10.7	B	Provide a 11-ft. wide hatched median along the receiving side of the WB approach.
	WB	LTR	0.41	7.9	A	TR	0.46	8.4	A	TR	0.68	22.0	C	- Restripe the WB approach from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times. Restripe the EB receiving side from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane. Provide a 11-ft. wide hatched median along the receiving side of the EB approach.
	<b>Overall Intersection</b>	-	<b>0.36</b>	<b>8.8</b>	<b>A</b>	-	<b>0.54</b>	<b>10.8</b>	<b>B</b>	-	<b>0.56</b>	<b>16.8</b>	<b>B</b>	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for three moving lanes at the approach. - Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 42 s green for EB/WB phase, and 26 s green time for NB phase (each phase has a 3 s amber and 2 s all red). - [Measures reflect improvements needed for the weekday PM and Saturday midday and PM peak periods; otherwise mitigation is not needed.]
<b>13 SURF AVENUE AND STILLWELL AVENUE</b>														
Stillwell Avenue	NB	LTR	0.14	29.2	C	LTR	0.16	29.5	C	LTR	0.10	21.8	C	- Restripe the EB approach from one 10-ft. left-turn lane, one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane, one 10-ft. lane, one 12-ft.
	SB	LTR	0.63	36.9	D	LTR	0.81	46.4	D	LTR	0.51	27.0	C	shared bike lane, and one 10-ft. right-turn lane. Restripe the WB receiving side from one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane and one 11-ft. shared
Surf Avenue	EB	L	0.40	10.3	B	L	0.65	20.3	C	L	0.64	22.1	C	bike lane, and one 10-ft. lane which would serve as a travel lane only for weekday PM and Saturday midday and PM and allow parking for all other times.
		TR	0.28	6.7	A	TR	0.35	7.3	A	T	0.39	11.5	B	- Restripe the WB approach from one 11-ft. left-turn lane, one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 11-ft. left-turn lane, one 10-ft. lane, one 11-ft. shared
		-	-	-	-	-	-	-	-	R	0.02	8.6	A	bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times.
	WB	L	0.02	5.4	A	L	0.03	5.4	A	L	0.04	15.0	B	- Provide an 8-ft. curb extension on the corner of the south curb of the EB receiving.
		TR	0.33	7.1	A	TR	0.43	8.1	A	TR	0.68	24.2	C	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (220 ft.) to allow for four moving lanes at the approach. - Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 39 s green for EB/WB phase, and 29 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
	<b>Overall Intersection</b>	-	<b>0.46</b>	<b>13.2</b>	<b>B</b>	-	<b>0.69</b>	<b>15.8</b>	<b>B</b>	-	<b>0.65</b>	<b>20.0</b>	<b>C</b>	
<b>14 SURF AVENUE AND WEST 12TH STREET</b>														
West 12th Street	NB	LTR	0.38	36.4	D	-	-	-	-	-	-	-	-	- Mitigation not required for all time periods.
	SB	LTR	0.46	36.1	D	LTR	0.38	33.3	C					
Surf Avenue	EB	LTR	0.35	7.3	A	LTR	0.44	8.1	A					
	WB	LTR	0.31	7.0	A	LTR	0.38	7.6	A					
		-	-	-	-	-	-	-	-					
	<b>Overall Intersection</b>	-	<b>0.38</b>	<b>11.2</b>	<b>B</b>	-	<b>0.42</b>	<b>9.8</b>	<b>A</b>					
<b>15 SURF AVENUE AND WEST 8TH STREET</b>														
West 8th Street	NB	LTR	0.10	20.6	C	LTR	0.32	23.6	C	LTR	0.21	22.7	C	- Mitigation not required for the weekday AM peak period.
	SB	L	0.45	26.3	C	L	0.52	28.6	C	L	0.54	30.6	C	- Restripe the NB approach from one 14-ft. lane to two 11-ft. lanes. Restripe the SB receiving side from one 13-ft. lane and one 16-ft. lane to one 11-ft. lane and one 10-ft. lane.
		TR	0.23	21.8	C	TR	0.33	22.9	C	TR	0.35	24.2	C	- Modify existing signal phasing and timing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB/WB left-turn lead
Surf Avenue	EB	L	0.33	13.8	B	L	0.51	18.5	B	L	0.47	14.5	B	phase, 39 s green for EB/WB phase, and 29 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
		TR	0.34	12.3	B	TR	0.44	13.4	B	TR	0.55	20.7	C	- [Measures reflect improvements needed for the weekday midday and PM, and Saturday midday and PM peak periods; otherwise mitigation is not needed.]
	WB	L	0.04	9.9	A	L	0.15	11.3	B	L	0.14	10.4	B	
		TR	0.36	12.6	B	TR	0.40	13.0	B	TR	0.50	20.0	C	
	<b>Overall Intersection</b>	-	<b>0.40</b>	<b>15.3</b>	<b>B</b>	-	<b>0.52</b>	<b>17.0</b>	<b>B</b>	-	<b>0.59</b>	<b>21.1</b>	<b>C</b>	

**TABLE I-1  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY AM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>16 MERMAID AVENUE AND WEST 30TH STREET</b>														
West 30th Street	SB	LTR	0.34	17.2	B	LTR	0.34	17.2	B					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.50	11.3	B	TR	0.51	11.5	B					
	WB	LT	0.38	9.7	A	LT	0.39	9.9	A					
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>11.9</b>	<b>B</b>	<b>-</b>	<b>0.45</b>	<b>12.0</b>	<b>B</b>	<b>-</b>	<b>0.45</b>	<b>12.0</b>	<b>B</b>	<b>-</b>	
<b>17 MERMAID AVENUE AND WEST 29TH STREET</b>														
Mermaid Avenue	EB	LTR	0.63	14.1	B	LTR	0.64	14.4	B					- Mitigation not required for all time periods.
	WB	LTR	0.59	13.7	B	LTR	0.60	13.9	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.62</b>	<b>13.9</b>	<b>B</b>	<b>-</b>	<b>0.64</b>	<b>14.2</b>	<b>B</b>	<b>-</b>	<b>0.64</b>	<b>14.2</b>	<b>B</b>	<b>-</b>	
<b>18 MERMAID AVENUE AND WEST 20TH STREET</b>														
West 20th Street	NB	LTR	0.38	18.8	B	LTR	0.96	57.2	E	LT	0.68	24.4	C	- Restripe the NB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on the west curb and one 10-ft. right-turn lane.
										R	0.25	15.8	B	- Install "No Standing Anytime" regulation along the east side of the NB approach 200 ft. from the stop bar to allow for two moving lanes at the approach.
Mermaid Avenue	EB	LT	0.65	14.1	B	LT	0.65	14.3	B	LT	0.70	16.9	B	- Modify signal timing from 31 s green for the EB/WB phase and 19 s green for the NB phase (3 s amber and 2 s all red) to 29 s green for the EB/WB phase and 21 s green for NB phase
	WB	TR	0.45	10.9	B	TR	0.45	11.0	B	TR	0.48	12.7	B	(each phase has a 3 s amber and 2 s all red).
<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>13.7</b>	<b>B</b>	<b>-</b>	<b>0.77</b>	<b>27.2</b>	<b>C</b>	<b>-</b>	<b>0.69</b>	<b>17.6</b>	<b>B</b>	<b>-</b>	
<b>19 MERMAID AVENUE AND WEST 19TH STREET</b>														
West 19th Street	SB	LTR	0.37	17.4	B	LTR	0.40	17.9	B					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.57	11.8	B	TR	0.60	12.3	B					
	WB	LT	0.44	10.0	B	LT	0.48	10.6	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>12.0</b>	<b>B</b>	<b>-</b>	<b>0.52</b>	<b>12.7</b>	<b>B</b>	<b>-</b>	<b>0.52</b>	<b>12.7</b>	<b>B</b>	<b>-</b>	
<b>20 MERMAID AVENUE AND WEST 17TH STREET</b>														
West 17th Street	NB	LTR	0.66	18.7	B	LTR	1.15	102.9	F	LTR	1.06	67.9	E	- Partially Mitigated.
	SB	LTR	0.42	12.9	B	LTR	0.62	15.7	B	LTR	0.57	13.3	B	- Restripe the EB approach from one 21-ft. lane with parking to one 10-ft. left-turn lane and one 11-ft. shared through-right lane.
Mermaid Avenue	EB	LTR	1.00	56.9	E	LTR	1.07	76.9	E	L	0.52	21.0	C	- Restripe the WB approach from one 22-ft. lane with parking to one 10-ft. shared left-through lane and one 12-ft. right-turn lane.
										TR	0.65	21.1	C	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for two moving lanes at the approach.
	WB	LTR	0.58	16.5	B	LTR	0.61	17.3	B	LT	0.51	17.9	B	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for two moving lanes at the approach.
										R	0.20	13.9	B	- Install signage along the EB approach on Mermaid Avenue to inform motorists of the left-turn lane at the approaching intersection.
<b>Overall Intersection</b>	<b>-</b>	<b>0.83</b>	<b>27.8</b>	<b>C</b>	<b>-</b>	<b>1.11</b>	<b>58.0</b>	<b>E</b>	<b>-</b>	<b>0.88</b>	<b>33.2</b>	<b>C</b>	<b>-</b>	- Modify signal timing from 25.8 s green for EB/WB phase and 25.8 s green for NB/SB phase (3 s amber, 1.2 s all red) to 22 s green for EB/WB phase and 28 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
<b>21 MERMAID AVENUE AND WEST 15TH STREET</b>														
West 15th Street	NB	LTR	0.36	17.3	B	LTR	0.66	24.8	C	LTR	0.55	18.0	B	- Mitigation not required for the weekday AM, midday and PM peak periods, and the Saturday midday peak periods.
Mermaid Avenue	EB	LT	0.48	9.8	A	LT	0.48	9.9	A	LT	0.62	15.9	B	- Modify signal timing from 32.4 s green for EB/WB phase and 20.4 s green for NB phase (2.4 s amber, 1.2 s all red) to 26 s green for EB/WB phase and 24 s green time for NB phase
	WB	TR	0.32	8.6	A	TR	0.32	8.6	A	TR	0.40	13.3	B	(each phase has a 3 s amber and 2 s all red).
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>10.9</b>	<b>B</b>	<b>-</b>	<b>0.55</b>	<b>14.3</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>15.8</b>	<b>B</b>	<b>-</b>	[Measures reflect improvements needed for the Saturday PM peak period; otherwise mitigation is not needed.]
<b>22 MERMAID AVENUE AND STILLWELL AVENUE</b>														
Stillwell Avenue	NB	LT	0.61	20.3	C	LT	0.69	23.7	C	LT	0.73	26.5	C	- Restripe the EB approach from one 22-ft. lane with parking to one 12-ft. lane and one 10-ft. right-turn lane striped for 150 ft from the stop bar.
	SB	LTR	0.35	12.5	B	LTR	0.36	12.7	B	LTR	0.38	13.3	B	- Modify signal timing from 25.8 s green for the EB/WB phase and 25.8 s green for the NB/SB phase (3 s amber and 1.2 s all red) to 25 s green for the EB/WB phase and 25 s green for
Mermaid Avenue	EB	LTR	0.85	37.0	D	LTR	0.91	45.4	D	LT	0.39	15.1	B	NB/SB phase (each phase has a 3 s amber and 2 s all red).
										R	0.64	25.9	C	
	WB	LTR	0.25	13.0	B	LTR	0.26	13.1	B	LTR	0.27	13.8	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.73</b>	<b>22.7</b>	<b>C</b>	<b>-</b>	<b>0.80</b>	<b>26.2</b>	<b>C</b>	<b>-</b>	<b>0.68</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	

**TABLE I-1  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY AM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>23 NEPTUNE AVENUE AND CROPSEY AVENUE/WEST 17TH STREET</b>															
Cropsey Avenue/West 17th Street	NB	LTR	0.95	54.5	D	LTR	1.20+	120.0+	F*				- Unmitigatable Impact.		
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		T	0.66	30.8	C	T	0.93	49.4	D						
		R	0.83	22.7	C	R	0.84	23.0	C						
Neptune Avenue	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		TR	0.34	11.8	B	TR	0.40	12.4	B						
	WB	L	0.25	24.6	C	L	0.41	28.2	C						
		TR	0.95	47.1	D	TR	1.03	66.1	E						
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>83.8</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>							
<b>24 NEPTUNE AVENUE AND STILLWELL AVENUE</b>															
Stillwell Avenue	NB	LTR	0.39	18.3	B	LTR	0.43	18.9	B	LTR	0.47	21.9	C	- Shift the centerline along the the EB approach 6-ft. north. Restripe the EB approach from two 11-ft. lanes, one 5-ft. buffer, one 5-ft. bike lane and one 10-ft. curb parking lane to one 10 ft. left-turn lane, two 11-ft. lanes, one 3-ft. buffer., one 5-ft. bike lane and one 8-ft. curb parking lane. Restripe the WB receiving side from one 11-ft. lane, one 13-ft. lane and one 16-ft. 90 degree parking lane to one 12-ft. lane and one 22-ft. lane with parallel parking. - Shift the centerline along the the WB approach 4-ft. south. Eliminate the WB approach buffer for 75-ft. Restripe the WB approach from one 11-ft. lane, one 12-ft. lane, one 5-ft. buffer, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane tapered for 100-ft., two 11-ft. lanes, one 5-ft. bike lane and one 8-ft. curb parking lane. Restripe the EB receiving side from one 12-ft. lane and one 29-ft. lane with parking to one 12-ft. lane and one 25-ft. lane with parking. - Modify existing signal phasing and timing from 39.6 s green for EB/WB phase and 39.6 s green for NB/SB phase (3.6 s amber, 1.8 red) to 7 s green for new EB/WB left-turn lead phase, 32 s green for EB/WB phase, and 36 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).	
	SB	LTR	0.64	23.4	C	LTR	0.66	24.1	C	LTR	0.73	29.4	C		
Neptune Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	L	1.07	118.9	F		
		-	-	-	-	-	-	-	-	TR	0.87	37.7	D		
	WB	LTR	1.04	67.1	E	LTR	1.20+	120.0+	F*	L	0.53	26.1	C		
		-	-	-	-	-	-	-	-	TR	0.94	45.5	D		
<b>Overall Intersection</b>	-	<b>1.00</b>	<b>99.2</b>	<b>F</b>	-	<b>1.15</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.96</b>	<b>42.1</b>	<b>D</b>			
<b>25 NEPTUNE AVENUE AND WEST 8TH STREET/SHELL ROAD</b>															
West 8th Street/Shell Road	NB	L	0.94	86.6	F	L	1.20+	120.0+	F*	L	1.00	100.4	F		- Partially Mitigated. - Restripe the EB approach from one 9-ft. hatched median, one 11-ft. lane and one 27-ft. lane to one 10-ft. left-turn lane, one 11-ft. lane and one 26-ft. lane. - Restripe the SB approach from one 8-ft. left-turn lane, one 12-ft. lane and one 21-ft. lane with parking to one 10-ft. left-turn lane, one 12-ft. lane and one 19-ft. right-turn lane with parking. - Modify signal timing and phasing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 14 s green for the new EB lead/SB right-turn phase, 33 s green for the EB/WB phase, and 28 s green for the NB/SB phase; each phase has 3 s amber and 2 s all red.
		TR	0.30	22.6	C	TR	0.38	23.6	C	TR	0.41	25.9	C		
	SB	L	0.47	28.0	C	L	0.53	30.7	C	L	0.56	33.7	C		
		TR	0.78	32.2	C	TR	0.84	35.1	D	T	0.76	36.3	D		
	-	-	-	-	-	-	-	-	R	0.62	19.0	B			
Neptune Avenue	EB	DefL	1.03	52.5	D	DefL	1.18	110.6	F	L	0.99	49.7	D		
		TR	0.77	18.5	B	TR	0.96	30.3	C	TR	0.49	11.5	B		
	WB	LTR	0.46	13.6	B	LTR	0.53	14.7	B	LTR	0.80	32.4	C		
<b>Overall Intersection</b>	-	<b>0.99</b>	<b>30.2</b>	<b>C</b>	-	<b>1.20</b>	<b>46.3</b>	<b>D</b>	-	<b>0.99</b>	<b>31.3</b>	<b>C</b>			
<b>26 OCEAN PARKWAY AND NEPTUNE AVENUE</b>															
Ocean Parkway (Main Road)	NB	L	0.29	52.7	D	L	0.29	52.7	D				- Unmitigatable Impact.		
		TR	0.75	39.8	D	TR	0.84	44.9	D						
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		TR	0.56	33.1	C	TR	0.59	33.8	C						
Ocean Parkway (Service Road)	NB	TR	0.37	32.0	C	TR	0.39	32.4	C						
	SB	TR	0.98	88.0	F	TR	1.11	120.0+	F*						
Neptune Avenue	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		T	0.82	43.7	D	T	0.92	54.6	D						
		R	0.25	25.0	C	R	0.25	25.0	C						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>							

**TABLE I-1  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY AM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>27 CROPSY AVENUE AND BAY 50TH STREET</b>															
Cropsy Avenue (Main Road)	NB	DefL	0.81	31.9	C	DefL	1.07	77.0	E	DefL	0.96	44.7	D	- Provide a 8-ft. bulbout on the west curb of the SB receiving side to facilitate vehicles exiting from the Belt Parkway off-ramp approach. - Modify existing signal timing from 26.1 s green for the WB phase, 35.1 s green for the NB/SB phase and 12.6 s green for the NB lag phase (3.6 s amber, 1.8 s all red) to 26 s green for the WB phase, 33 s green for the NB/SB phase and 16 s green for the NB phase (each phase has 3 s amber and 2 s all red).	
		T	0.67	15.9	B	T	0.72	17.5	B	T	0.70	16.5	B		
	SB	TR	0.86	30.9	C	TR	0.89	32.5	C	TR	0.94	39.7	D		
Cropsy Avenue (Service Road)	NB	T	0.33	10.3	B	T	0.33	10.3	B	T	0.33	9.8	A		
Bay 50th Street	WB	LTR	0.97	58.7	E	LTR	0.97	58.7	E	LTR	0.98	59.9	E		
Shore Parkway Ramp (Unsignalized)	EB	R	-	67.5	F	R	-	83.1	F	R	-	21.1	C		
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>36.3</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>51.0</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>34.0</b>	<b>C</b>			
<b>28 CROPSY AVENUE AND BAY 52ND STREET</b>															
Cropsy Avenue	NB	TR	0.96	32.8	C	TR	1.16	100.2	F	T	0.79	23.3	C		- Restripe the NB approach from one 11-ft. lane, one 12-ft. lane and one 26-ft. lane to three 11-ft. lanes and one 16-ft shared through-right lane. - Install signage along the NB approach of Cropsy Avenue to inform motorists that "Right lane must turn right except buses." - Modify existing signal phasing and timing from 39.6 s green for the EB phase and 39.6 s green for the NB/SB phase (3.6 s amber, 1.8 s all red) to 40 s green for the EB phase, 25 s green for the new lead NB/SB phase (with pedestrian crossing along the west crosswalk) and 10 s green for the NB/SB phase (with pedestrian crossing along the east and west crosswalks); each phase has 3 s amber and 2 s all red.
		-	-	-	-	-	-	-	-	R	0.94	39.1	D		
	SB	T	0.77	24.2	C	T	0.81	25.5	C	T	0.80	24.9	C		
Bay 52nd Street	EB	L	0.28	17.1	B	L	0.28	17.1	B	L	0.28	16.8	B		
		TR	0.49	20.9	C	TR	0.56	22.4	C	TR	0.55	22.0	C		
		R	0.57	22.2	C	R	0.69	26.0	C	R	0.68	25.4	C		
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>27.3</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>61.5</b>	<b>E</b>	<b>-</b>	<b>0.81</b>	<b>25.8</b>	<b>C</b>			
<b>29 OCEAN PARKWAY AND SHORE PARKWAY SOUTH</b>															
Ocean Parkway (Main Road)	NB	T	0.54	27.4	C	T	0.61	28.7	C	T	0.61	28.7	C	- Restripe the NB approach on the service road from one 25-ft. lane to one 12-ft. lane and one 13-ft. right-turn lane for 150-ft. from the stop bar.	
		SB	L	1.15	120.0+	F*	L	1.15	120.0+	F*	L	1.15	120.0+		
		T	0.26	11.1	B	T	0.28	11.3	B	T	0.28	11.3	B		
Ocean Parkway (Service Road)	NB	TR	0.91	55.5	E	TR	0.99	70.6	E	T	0.26	23.8	C		
		-	-	-	-	-	-	-	-	R	0.84	49.8	D		
Shore Parkway South	SB	T	0.32	12.1	B	T	0.34	12.4	B	T	0.34	12.4	B		
	EB	L	0.98	67.4	E	L	0.98	67.4	E	L	0.98	67.4	E		
		LTR	1.02	72.7	E	LTR	1.02	72.7	E	LTR	1.02	72.7	E		
<b>Overall Intersection</b>	<b>-</b>	<b>0.99</b>	<b>53.6</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>54.4</b>	<b>D</b>	<b>-</b>	<b>0.96</b>	<b>51.1</b>	<b>D</b>			
<b>30 OCEAN PARKWAY AND SHORE PARKWAY NORTH</b>															
Ocean Parkway (Main Road)	NB	L	1.00	96.4	F	L	1.00	96.4	F					- Mitigation not required for the weekday AM and midday peak periods.	
		T	0.57	19.7	B	T	0.62	20.7	C						
		SB	T	0.62	32.7	C	T	0.64	33.1	C					
Ocean Parkway (Service Road)	NB	T	0.19	14.8	B	T	0.19	14.8	B						
	SB	TR	0.53	32.4	C	TR	0.57	33.3	C						
Shore Parkway North	WB	L	0.43	29.8	C	L	0.44	30.1	C						
		LT	0.45	30.2	C	LT	0.46	30.5	C						
		R	1.20	120.0+	F*	R	1.20	120.0+	F*						
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>47.3</b>	<b>D</b>	<b>-</b>	<b>1.05</b>	<b>46.8</b>	<b>D</b>	<b>-</b>	<b>1.05</b>	<b>46.8</b>	<b>D</b>			

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

**TABLE I-2  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY MIDDAY**

INTERSECTION & APPROACH	No Build					Build				Mitigation				
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mitigation Measures
<b>1 SURF AVENUE AND WEST 30TH STREET</b>														
West 30th Street	SB	LR	0.40	28.6	C	LR	0.40	28.6	C					- Mitigation not required for all time periods.
Surf Avenue	EB	T	0.25	9.2	A	T	0.29	9.6	A					
	WB	T	0.28	9.4	A	T	0.31	9.7	A					
<b>Overall Intersection</b>	<b>-</b>	<b>0.32</b>	<b>12.2</b>	<b>B</b>		<b>-</b>	<b>0.34</b>	<b>12.2</b>	<b>B</b>					
<b>2 SURF AVENUE AND WEST 29TH STREET</b>														
West 29th Street	NB	LR	0.44	31.3	C	LR	0.44	31.3	C					- Mitigation not required for all time periods.
	SB	LTR	0.35	27.4	C	LTR	0.35	27.4	C					
Surf Avenue	EB	TR	0.30	9.7	A	TR	0.34	10.1	B					
	WB	LT	0.33	10.0	A	LT	0.36	10.4	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.36</b>	<b>14.0</b>	<b>B</b>		<b>-</b>	<b>0.39</b>	<b>13.9</b>	<b>B</b>					
<b>3 SURF AVENUE AND WEST 28TH STREET</b>														
West 28th Street	NB	LR	0.15	24.8	C	LR	0.15	24.8	C					- Mitigation not required for all time periods.
	SB	LTR	0.42	29.6	C	LTR	0.42	29.6	C					
Surf Avenue	EB	TR	0.32	9.8	A	TR	0.36	10.2	B					
	WB	LT	0.28	9.5	A	LT	0.31	9.8	A					
<b>Overall Intersection</b>	<b>-</b>	<b>0.35</b>	<b>12.7</b>	<b>B</b>		<b>-</b>	<b>0.38</b>	<b>12.7</b>	<b>B</b>					
<b>4 SURF AVENUE AND WEST 25TH STREET</b>														
West 25th Street	NB	LR	0.25	27.0	C	LR	0.25	27.0	C					- Mitigation not required for all time periods.
	SB	LTR	0.29	26.8	C	LTR	0.29	26.8	C					
Surf Avenue	EB	TR	0.32	9.8	A	TR	0.35	10.1	B					
	WB	LT	0.31	9.8	A	LT	0.34	10.1	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.31</b>	<b>12.2</b>	<b>B</b>		<b>-</b>	<b>0.33</b>	<b>12.2</b>	<b>B</b>					
<b>5 SURF AVENUE AND WEST 24TH STREET</b>														
West 24th Street	NB	LTR	0.30	23.7	C	LTR	0.30	23.7	C					- Mitigation not required for all time periods.
Surf Avenue	EB	LTR	0.53	14.9	B	LTR	0.57	15.7	B					
	WB	LTR	0.40	13.0	B	LTR	0.44	13.4	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>14.9</b>	<b>B</b>		<b>-</b>	<b>0.47</b>	<b>15.4</b>	<b>B</b>					
<b>6 SURF AVENUE AND WEST 23RD STREET</b>														
West 23rd Street	SB	LTR	0.35	24.2	C	LTR	0.35	24.2	C					- Mitigation not required for all time periods.
Surf Avenue	EB	TR	0.41	12.8	B	TR	0.44	13.2	B					
	WB	LT	0.41	12.9	B	LT	0.45	13.4	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.39</b>	<b>14.1</b>	<b>B</b>		<b>-</b>	<b>0.41</b>	<b>14.5</b>	<b>B</b>					

**TABLE I-2  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY MIDDAY**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>7 SURF AVENUE AND WEST 21ST STREET</b>														
West 21st Street	NB	LR	0.21	30.6	C	-	-	-	-	-	-	-	-	- Restripe the WB receiving side from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
	SB	LTR	0.58	41.0	D	LTR	1.16	120.0+	F*	LT	0.68	40.8	D	- Restripe the WB approach from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
Surf Avenue	-	-	-	-	-	-	-	-	-	R	0.27	28.4	C	- Restripe the SB approach from one 30-ft. lane with parking on both sides to one 20-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday PM peak periods and allow parking for all other times.
	EB	TR	0.33	7.1	A	TR	0.37	7.4	A	TR	0.49	16.6	B	- Install "No Standing 11 AM - 2 PM Mon-Fri, 4 PM - 7 PM Saturday" regulations along the west side of the SB approach 75-ft. from the stop bar to allow for two moving lanes at the approach.
	WB	LT	0.35	7.3	A	LT	0.54	9.5	A	LT	0.61	12.6	B	- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 44 s green for EB/WB phase, and 24 s green time for SB phase (each phase has a 3 s amber and 2 s all red).
<b>Overall Intersection</b>	-	-	<b>0.41</b>	<b>11.4</b>	<b>B</b>	-	<b>0.69</b>	<b>30.1</b>	<b>C</b>	-	<b>0.61</b>	<b>18.3</b>	<b>B</b>	
<b>8 SURF AVENUE AND WEST 20TH STREET (UN SIGNALIZED INTERSECTION)</b>														
West 20th Street	NB	-	-	-	-	LTR	-	120.0+	F*	LTR	0.56	29.3	C	- Restripe the WB receiving side from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
	Surf Avenue	EB	LT	-	11.5	B	LT	-	14.5	B	LTR	0.72	19.0	B
Surf Avenue	WB	-	-	-	-	LT	-	10.8	B	LT	0.62	16.0	B	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (250 ft.) to allow for three moving lanes at the approach.
	-	-	-	-	-	-	-	-	-	R	0.45	14.4	B	- Install a traffic signal with a 90-second cycle length and two phases. [EB/WB green time is 49 s; NB/SB green time is 31 s; all phases have 3 s of amber and 2 s of all red time.]
	<b>Overall Intersection</b>	-	-	<b>0.8</b>	<b>A</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.66</b>	<b>18.4</b>	<b>B</b>	
<b>9 SURF AVENUE AND WEST 19TH STREET</b>														
West 19th Street	NB	L	0.03	23.0	C	LR	0.39	29.3	C	LR	0.46	30.8	C	- Stripe a 6-ft. wide hatched median along the EB approach tapered back to the centerline 250-ft. from the intersection.
	R	0.07	23.5	C	-	-	-	-	-	-	-	-	-	- Restripe the EB approach from one 9.5-ft. lane, one 15.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 10-ft. curb parking lane.
Surf Avenue	SB	LTR	0.54	32.5	C	LTR	0.86	51.7	D	LT	0.51	29.7	C	- Restripe the WB receiving side from one 9.5-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
	-	-	-	-	-	-	-	-	-	R	0.30	25.4	C	- Restripe the WB approach from one 11.5-ft. left-turn lane, one 9-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane, one 10-ft. lane, one 11.5-ft. shared bike lane and one 10-ft. lane. Restripe the EB receiving side from one 9-ft. lane and one 14-ft. shared bike lane with 8-ft. parking to one 12-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane.
	EB	TR	0.34	10.0	A	TR	0.40	10.5	B	TR	0.53	19.6	B	- Shift the centerline along the NB approach 1-ft. west. Restripe the NB approach from one 11-ft. lane and one 8-ft. curb parking lane to one 10-ft. lane and one 10-ft. lane which would serve as a travel lane only for the weekday AM period and Saturday midday and PM periods and allow parking for all other times.
	WB	L	0.16	9.2	A	L	0.24	10.5	B	L	0.25	11.4	B	- Restripe the SB approach from one 29-ft. lane with parking on both sides to one 21-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday midday and PM peak periods and allow parking for all other times.
	T	0.35	10.1	B	T	0.53	12.1	B	T	0.36	10.5	B	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach.	
<b>Overall Intersection</b>	-	-	<b>0.41</b>	<b>13.0</b>	<b>B</b>	-	<b>0.64</b>	<b>18.1</b>	<b>B</b>	-	<b>0.54</b>	<b>17.3</b>	<b>B</b>	- Install "No Standing 11 AM - 7 PM Except Sunday" regulations along the west side of the SB approach 250 ft from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 40 s green for EB/WB phase, and 28 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
<b>10 SURF AVENUE AND WEST 17TH STREET</b>														
West 17th Street	SB	L	0.57	36.1	D	L	1.07	101.3	F	L	0.83	43.3	D	- Eliminate the 11-ft. wide hatched median on the WB receiving side and restripe as a WB receiving travel lane. Restripe the EB approach from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 11-ft. left-turn lane, one 11-ft. shared bike lane, and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane and one 10-ft. lane.
	R	0.76	49.0	D	R	1.20+	120.0+	F*	R	0.62	21.3	C		
Surf Avenue	EB	DefL	0.54	13.7	B	DefL	1.20+	120.0+	F*	L	0.86	33.3	C	- Shift the centerline along the the WB approach 5-ft. south. Restripe the WB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane, and one 11-ft. lane. Restripe the EB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
	T	0.40	8.9	A	T	0.50	10.1	B	T	0.33	10.4	B	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (210 ft.) to allow for three moving lanes at the approach.	
	WB	TR	0.32	7.8	A	TR	0.65	12.4	B	TR	0.46	20.6	C	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach.
<b>Overall Intersection</b>	-	-	<b>0.60</b>	<b>17.5</b>	<b>B</b>	-	<b>1.20+</b>	<b>78.2</b>	<b>E</b>	-	<b>0.80</b>	<b>23.5</b>	<b>C</b>	- Install signage along the WB approach of Surf Avenue to inform motorists of the left-turn lane on the receiving side of the upstream intersection with West 19th Street. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 11 s green for new EB lead/SB right-turn phase, 36 s green for EB/WB phase, and 28 s green time for SB phase (each phase has a 3 s amber and 2 s all red).
<b>11 SURF AVENUE AND WEST 16TH STREET</b>														
West 16th Street	NB	LR	0.08	27.3	C	-	-	-	-	-	-	-	-	- Shift the centerline along the the EB approach 6-ft. south. Restripe the EB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane, and one 11-ft. lane.
	SB	LTR	0.36	32.0	C	LTR	1.16	120.0+	F*	LTR	0.51	29.9	C	
Surf Avenue	EB	TR	0.34	7.9	A	TR	0.56	10.2	B	TR	0.56	18.6	B	- Shift the centerline along the the WB approach 6-ft. south. Restripe the WB approach from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11-ft. lane tapered 125-ft. from the stop bar, 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM and Saturday midday and PM peak periods and allow parking for all other times. Restripe the EB receiving side from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
	WB	LT	0.29	7.6	A	LT	0.70	13.6	B	DefL	0.44	14.0	B	- Restripe the SB approach from one 31-ft. lane with parking on both sides to one 19-ft. lane with parking on west curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM periods and Saturday midday and PM periods and allow parking for all other times.
	-	-	-	-	-	-	-	-	-	T	0.45	10.7	B	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (240 ft.) to allow for three moving lanes at the approach.
<b>Overall Intersection</b>	-	-	<b>0.34</b>	<b>9.8</b>	<b>A</b>	-	<b>0.82</b>	<b>29.2</b>	<b>C</b>	-	<b>0.82</b>	<b>17.1</b>	<b>B</b>	- Install "No Standing 11 AM - 2 PM, 4 PM - 7 PM Except Sunday" regulations along the east side of the SB approach 250 ft. from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for a new WB lead phase, 42 s green for EB/WB phase, and 26 s green time for SB phase (each phase has a 3 s amber and 2 s all red).

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2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY MIDDAY**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>12 SURF AVENUE AND WEST 15TH STREET</b>														
West 15th Street	NB	LTR	0.25	30.5	C	LT	0.60	44.0	D	LT	0.43	30.8	C	- Mitigation not required for the weekday AM and midday peak periods.
		-	-	-	-	R	0.16	29.7	C	R	0.12	24.3	C	- Shift the centerline along the EB approach 6-ft. to the south. Restripe the EB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft.
Surf Avenue	EB	LTR	0.46	8.4	A	LT	0.76	14.6	B	L	0.62	23.1	C	lane, one 12-ft. shared bike lane and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times.
		-	-	-	-	-	-	-	-	T	0.45	10.7	B	Provide a 11-ft. wide hatched median along the receiving side of the WB approach.
	WB	LTR	0.46	8.5	A	TR	0.64	10.9	B	TR	0.95	41.4	D	- Restripe the WB approach from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times. Restripe the EB receiving side from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane. Provide a 11-ft. wide hatched median along the receiving side of the EB approach.
<b>Overall Intersection</b>	-	<b>0.41</b>	<b>9.9</b>	<b>A</b>	-	<b>0.72</b>	<b>14.9</b>	<b>B</b>	-	<b>0.78</b>	<b>27.4</b>	<b>C</b>	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for three moving lanes at the approach. - Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 42 s green for EB/WB phase, and 26 s green time for NB phase (each phase has a 3 s amber and 2 s all red). - [Measures reflect improvements needed for the weekday PM and Saturday midday and PM peak periods; otherwise mitigation is not needed.]	
<b>13 SURF AVENUE AND STILLWELL AVENUE</b>														
Stillwell Avenue	NB	LTR	0.63	46.4	D	LTR	0.86	76.1	E	LTR	0.39	27.1	C	- Restripe the EB approach from one 10-ft. left-turn lane, one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane, one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. right-turn lane. Restripe the WB receiving side from one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane and one 11-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for weekday PM and Saturday midday and PM and allow parking for all other times.
	SB	LTR	0.73	40.1	D	LTR	1.12	112.9	F	LTR	0.74	33.2	C	- Restripe the WB approach from one 11-ft. left-turn lane, one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 11-ft. left-turn lane, one 10-ft. lane, one 11-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times.
Surf Avenue	EB	L	0.24	7.6	A	L	0.55	17.0	B	L	0.55	19.8	B	- Provide an 8-ft. curb extension on the corner of the south curb of the EB receiving.
		TR	0.32	7.0	A	TR	0.41	7.8	A	T	0.41	11.7	B	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (220 ft.) to allow for four moving lanes at the approach.
		-	-	-	-	-	-	-	-	R	0.09	9.2	A	- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 39 s green for EB/WB phase, and 29 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
	WB	L	0.14	6.5	A	L	0.17	7.0	A	L	0.24	18.5	B	
		TR	0.30	6.9	A	TR	0.50	8.9	A	TR	0.81	29.1	C	
<b>Overall Intersection</b>	-	<b>0.42</b>	<b>15.9</b>	<b>B</b>	-	<b>0.70</b>	<b>31.2</b>	<b>C</b>	-	<b>0.80</b>	<b>23.2</b>	<b>C</b>		
<b>14 SURF AVENUE AND WEST 12TH STREET</b>														
West 12th Street	NB	LTR	0.09	28.7	C	-	-	-	-	-	-	-	-	- Mitigation not required for all time periods.
	SB	LTR	0.23	31.0	C	LTR	0.19	30.0	C					
Surf Avenue	EB	LTR	0.36	7.4	A	LTR	0.47	8.4	A					
	WB	LTR	0.34	7.3	A	LTR	0.52	9.1	A					
<b>Overall Intersection</b>	-	<b>0.33</b>	<b>8.7</b>	<b>A</b>	-	<b>0.44</b>	<b>9.5</b>	<b>A</b>						
<b>15 SURF AVENUE AND WEST 8TH STREET</b>														
West 8th Street	NB	LTR	0.27	23.1	C	LTR	1.14	120.0+	F*	LTR	0.67	33.1	C	- Restripe the NB approach from one 14-ft. lane to two 11-ft. lanes. Restripe the SB receiving side from one 13-ft. lane and one 16-ft. lane to one 11-ft. lane and one 10-ft. lane.
	SB	L	0.20	22.2	C	L	0.33	25.6	C	L	0.33	26.5	C	- Modify existing signal phasing and timing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB/WB left-turn lead phase, 39 s green for EB/WB phase, and 29 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
		TR	0.19	21.5	C	TR	0.42	24.6	C	TR	0.45	26.3	C	
Surf Avenue	EB	L	0.41	15.8	B	L	0.74	33.1	C	L	0.63	20.8	C	
		TR	0.32	12.1	B	TR	0.48	13.9	B	TR	0.60	21.6	C	
	WB	L	0.19	11.8	B	L	0.46	18.2	B	L	0.41	14.3	B	
		TR	0.39	12.8	B	TR	0.51	14.4	B	TR	0.62	22.3	C	
<b>Overall Intersection</b>	-	<b>0.35</b>	<b>14.8</b>	<b>B</b>	-	<b>0.89</b>	<b>33.4</b>	<b>C</b>	-	<b>0.68</b>	<b>23.8</b>	<b>C</b>		

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CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY MIDDAY**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>16 MERMAID AVENUE AND WEST 30TH STREET</b>														
West 30th Street	SB	LTR	0.52	20.3	C	LTR	0.52	20.3	C					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.37	9.7	A	TR	0.42	10.3	B					
	WB	LT	0.40	9.8	A	LT	0.45	10.5	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>12.8</b>	<b>B</b>	<b>-</b>	<b>0.48</b>	<b>13.0</b>	<b>B</b>						
<b>17 MERMAID AVENUE AND WEST 29TH STREET</b>														
Mermaid Avenue	EB	LTR	0.54	12.7	B	LTR	0.60	14.0	B					- Mitigation not required for all time periods.
	WB	LTR	0.73	18.6	B	LTR	0.79	21.8	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.74</b>	<b>16.1</b>	<b>B</b>	<b>-</b>	<b>0.79</b>	<b>18.4</b>	<b>B</b>						
<b>18 MERMAID AVENUE AND WEST 20TH STREET</b>														
West 20th Street	NB	LTR	0.71	29.5	C	LTR	1.20+	120.0+	F*	LT	0.89	41.9	D	- Restripe the NB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on the west curb and one 10-ft. right-turn lane. - Install "No Standing Anytime" regulation along the east side of the NB approach 200 ft. from the stop bar to allow for two moving lanes at the approach. - Modify signal timing from 31 s green for the EB/WB phase and 19 s green for the NB phase (3 s amber and 2 s all red) to 29 s green for the EB/WB phase and 21 s green for NB phase (each phase has a 3 s amber and 2 s all red).
										R	0.60	25.4	C	
Mermaid Avenue	EB	LT	0.50	11.9	B	LT	0.51	12.1	B	LT	0.55	14.1	B	
	WB	TR	0.42	10.6	B	TR	0.42	10.7	B	TR	0.45	12.3	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.58</b>	<b>16.2</b>	<b>B</b>	<b>-</b>	<b>0.90</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.70</b>	<b>24.0</b>	<b>C</b>		
<b>19 MERMAID AVENUE AND WEST 19TH STREET</b>														
West 19th Street	SB	LTR	0.71	25.5	C	LTR	0.90	40.5	D					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.43	9.8	A	TR	0.50	10.8	B					
	WB	LT	0.40	9.6	A	LT	0.50	11.2	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.54</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.66</b>	<b>21.4</b>	<b>C</b>						
<b>20 MERMAID AVENUE AND WEST 17TH STREET</b>														
West 17th Street	NB	LTR	0.58	16.7	B	LTR	1.03	61.5	E	LTR	0.95	39.8	D	- Restripe the EB approach from one 21-ft. lane with parking to one 10-ft. left-turn lane and one 11-ft. shared through-right lane. - Restripe the WB approach from one 22-ft. lane with parking to one 10-ft. shared left-through lane and one 12-ft. right-turn lane. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for two moving lanes at the approach. - Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for two moving lanes at the approach. - Install signage along the EB approach on Mermaid Avenue to inform motorists of the left-turn lane at the approaching intersection. - Modify signal timing from 25.8 s green for EB/WB phase and 25.8 s green for NB/SB phase (3 s amber, 1.2 s all red) to 22 s green for EB/WB phase and 28 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
	SB	LTR	0.51	13.6	B	LTR	0.91	25.3	C	LTR	0.83	18.6	B	
Mermaid Avenue	EB	LTR	0.82	29.1	C	LTR	0.95	47.3	D	L	0.53	21.6	C	
										TR	0.53	18.4	B	
	WB	LTR	0.48	14.5	B	LTR	0.54	15.5	B	LT	0.42	16.2	B	
										R	0.22	14.2	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>18.2</b>	<b>B</b>	<b>-</b>	<b>0.99</b>	<b>37.8</b>	<b>D</b>	<b>-</b>	<b>0.77</b>	<b>24.1</b>	<b>C</b>		
<b>21 MERMAID AVENUE AND WEST 15TH STREET</b>														
West 15th Street	NB	LTR	0.28	15.9	B	LTR	0.57	21.2	C	LTR	0.48	16.2	B	- Mitigation not required for the weekday AM, midday and PM, and the Saturday midday peak periods. - Modify signal timing from 32.4 s green for EB/WB phase and 20.4 s green for NB phase (2.4 s amber, 1.2 s all red) to 26 s green for EB/WB phase and 24 s green time for NB phase (each phase has a 3 s amber and 2 s all red). - [Measures reflect improvements needed for the Saturday PM peak period; otherwise mitigation is not needed.]
Mermaid Avenue	EB	LT	0.44	9.7	A	LT	0.46	9.9	A	LT	0.58	15.8	B	
	WB	TR	0.29	8.3	A	TR	0.33	8.6	A	TR	0.41	13.3	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.38</b>	<b>10.4</b>	<b>B</b>	<b>-</b>	<b>0.50</b>	<b>12.9</b>	<b>B</b>	<b>-</b>	<b>0.53</b>	<b>15.2</b>	<b>B</b>		
<b>22 MERMAID AVENUE AND STILLWELL AVENUE</b>														
Stillwell Avenue	NB	LT	0.49	16.3	B	LT	0.70	23.6	C	LT	0.74	26.3	C	- Restripe the EB approach from one 22-ft. lane with parking to one 12-ft. lane and one 10-ft. right-turn lane striped for 150 ft from the stop bar. - Modify signal timing from 25.8 s green for the EB/WB phase and 25.8 s green for the NB/SB phase (3 s amber and 1.2 s all red) to 25 s green for the EB/WB phase and 25 s green for NB/SB phase (each phase has a 3 s amber and 2 s all red).
	SB	LTR	0.44	13.4	B	LTR	0.49	14.0	B	LTR	0.51	14.8	B	
Mermaid Avenue	EB	LTR	0.86	36.7	D	LTR	0.98	59.0	E	LT	0.39	14.8	B	
										R	0.73	30.9	C	
	WB	LTR	0.08	10.6	B	LTR	0.08	10.6	B	LTR	0.08	11.1	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.67</b>	<b>22.0</b>	<b>C</b>	<b>-</b>	<b>0.84</b>	<b>30.6</b>	<b>C</b>	<b>-</b>	<b>0.73</b>	<b>20.5</b>	<b>C</b>		

**TABLE I-2  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY MIDDAY**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>23 NEPTUNE AVENUE AND CROPSEY AVENUE/WEST 17TH STREET</b>														
Cropsey Avenue/West 17th Street	NB	LTR	1.15	119.7	F	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		T	0.87	42.7	D	T	1.20+	120.0+	F*					
		R	0.73	18.8	B	R	0.74	19.2	B					
Neptune Avenue	EB	L	1.11	109.8	F	L	1.16	120.0+	F*					
		TR	0.26	11.1	B	TR	0.34	11.8	B					
	WB	L	0.20	23.4	C	L	0.46	28.7	C					
		TR	1.06	74.6	E	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>79.3</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>24 NEPTUNE AVENUE AND STILLWELL AVENUE</b>														
Stillwell Avenue	NB	LTR	0.44	19.2	B	LTR	0.48	19.7	B	LTR	0.53	23.0	C	- Shift the centerline along the the EB approach 6-ft. north. Restripe the EB approach from two 11-ft. lanes, one 5-ft. buffer, one 5-ft. bike lane and one 10-ft. curb parking lane to one 10 ft. left-turn lane, two 11-ft. lanes, one 3-ft. buffer., one 5-ft. bike lane and one 8-ft. curb parking lane. Restripe the WB receiving side from one 11-ft. lane, one 13-ft. lane and one 16-ft. 90 degree parking lane to one 12-ft. lane and one 22-ft. lane with parallel parking. - Shift the centerline along the the WB approach 4-ft. south. Eliminate the WB approach buffer for 75-ft. Restripe the WB approach from one 11-ft. lane, one 12-ft. lane, one 5-ft. buffer, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane tapered for 100-ft., two 11-ft. lanes, one 5-ft. bike lane and one 8-ft. curb parking lane. Restripe the EB receiving side from one 12-ft. lane and one 29-ft. lane with parking to one 12-ft. lane and one 25-ft. lane with parking. - Install "No Standing 11 AM - 2 PM Mon-Fri" regulations along the west side of the SB approach 250 ft. from the stop bar to allow for two wider moving lanes at the approach - Modify existing signal phasing and timing from 39.6 s green for EB/WB phase and 39.6 s green for NB/SB phase (3.6 s amber, 1.8 red) to 7 s green for new EB/WB left-turn lead phase, 32 s green for EB/WB phase, and 36 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
	SB	LTR	0.82	30.1	C	DefL	0.70	30.2	C	DefL	0.80	40.9	D	
		-	-	-		TR	0.86	37.9	D	TR	0.69	27.4	C	
Neptune Avenue	EB	LTR	1.13	103.8	F	LTR	1.20+	120.0+	F*	L	0.74	41.2	D	
		-	-	-		-	-	-	-	TR	0.83	34.8	C	
	WB	LTR	1.16	107.8	F	LTR	1.20+	120.0+	F*	L	0.73	35.1	D	
		-	-	-		-	-	-		TR	1.09	84.8	F	
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>76.9</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.94</b>	<b>49.8</b>	<b>D</b>	
<b>25 NEPTUNE AVENUE AND WEST 8TH STREET/SHELL ROAD</b>														
West 8th Street/Shell Road	NB	L	0.77	51.1	D	L	1.20+	120.0+	F*	L	0.99	89.8	F	
		TR	0.20	21.5	C	TR	0.28	22.4	C	TR	0.29	23.7	C	
	SB	L	0.41	27.3	C	L	0.44	28.3	C	L	0.43	29.1	C	
		TR	0.60	27.5	C	TR	0.73	31.0	C	T	0.60	30.2	C	
	-	-	-	-		-	-	-		R	0.64	24.6	C	
Neptune Avenue	EB	LTR	0.89	26.3	C	LTR	1.20+	120.0+	F*	L	0.88	44.0	D	
		-	-	-		-	-	-	-	TR	0.62	14.3	B	
	WB	LTR	0.58	15.0	B	LTR	0.89	25.8	C	LTR	0.94	35.9	D	
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>25.1</b>	<b>C</b>	-	<b>1.20+</b>	<b>92.9</b>	<b>F</b>	-	<b>0.96</b>	<b>30.6</b>	<b>C</b>	
<b>26 OCEAN PARKWAY AND NEPTUNE AVENUE</b>														
Ocean Parkway (Main Road)	NB	L	0.56	62.0	E	L	0.56	62.0	E					- Unmitigatable Impact.
		TR	0.78	42.8	D	TR	0.91	53.3	D					
	SB	L	1.18	120.0+	F*	L	1.18	120.0+	F*					
		TR	0.58	34.8	C	TR	0.66	36.7	D					
Ocean Parkway (Service Road)	NB	TR	0.46	36.1	D	TR	0.52	38.2	D					
	SB	TR	0.76	51.8	D	TR	1.19	120.0+	F*					
Neptune Avenue	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		T	0.68	33.6	C	T	0.82	41.3	D					
		R	0.19	22.7	C	R	0.19	22.7	C					
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					

**TABLE I-2  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY MIDDAY**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>27 CROPSY AVENUE AND BAY 50TH STREET</b>															
Cropsy Avenue (Main Road)	NB	DefL	0.76	29.5	C	DefL	1.00	54.5	D	DefL	0.89	35.8	D	- Provide a 8-ft. bulbout on the west curb of the SB receiving side to facilitate vehicles exiting from the Belt Parkway off-ramp approach. - Modify existing signal timing from 26.1 s green for the WB phase, 35.1 s green for the NB/SB phase and 12.6 s green for the NB lag phase (3.6 s amber, 1.8 s all red) to 26 s green for the WB phase, 33 s green for the NB/SB phase and 16 s green for the NB phase (each phase has 3 s amber and 2 s all red).	
		T	0.65	15.4	B	T	0.71	16.9	B	T	0.70	16.0	B		
	SB	TR	0.67	25.3	C	TR	0.72	26.6	C	TR	0.77	29.5	C		
Cropsy Avenue (Service Road)	NB	T	0.28	9.7	A	T	0.28	9.7	A	T	0.27	9.3	A		
		WB	LTR	0.70	36.3	D	LTR	0.70	36.3	D	LTR	0.70	36.6		D
Bay 50th Street															
Shore Parkway Ramp (Unsignalized)	EB	R	-	71.4	F	R	-	120.0+	F*	R	-	25.8	D		
<b>Overall Intersection</b>	<b>-</b>	<b>1.19</b>	<b>30.6</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>45.9</b>	<b>D</b>	<b>-</b>	<b>1.18</b>	<b>27.1</b>	<b>C</b>			
<b>28 CROPSY AVENUE AND BAY 52ND STREET</b>															
Cropsy Avenue	NB	TR	0.81	23.8	C	TR	0.98	35.1	D	T	0.71	22.5	C		- Restripe the NB approach from one 11-ft. lane, one 12-ft. lane and one 26-ft. lane to three 11-ft. lanes and one 16-ft shared through-right lane. - Install signage along the NB approach of Cropsy Avenue to inform motorists that "Right lane must turn right except buses." - Modify existing signal phasing and timing from 39.6 s green for the EB phase and 39.6 s green for the NB/SB phase (3.6 s amber, 1.8 s all red) to 42 s green for the EB phase, 23 s green for the new lead NB/SB phase (with pedestrian crossing along the west crosswalk) and 10 s green for the NB/SB phase (with pedestrian crossing along the east and west crosswalks); each phase has 3 s amber and 2 s all red.
		-	-	-	-	-	-	-	-	R	0.86	31.3	C		
	SB	T	0.65	21.7	C	T	0.73	23.5	C	T	0.76	25.5	C		
Bay 52nd Street	EB	L	0.38	18.4	B	L	0.38	18.4	B	L	0.36	16.6	B		
		TR	0.63	24.2	C	TR	0.82	33.7	C	TR	0.77	28.6	C		
	R	0.65	24.7	C	R	0.96	50.3	D	R	0.90	38.4	D			
<b>Overall Intersection</b>	<b>-</b>	<b>0.73</b>	<b>23.0</b>	<b>C</b>	<b>-</b>	<b>0.97</b>	<b>33.3</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>26.9</b>	<b>C</b>			
<b>29 OCEAN PARKWAY AND SHORE PARKWAY SOUTH</b>															
Ocean Parkway (Main Road)	NB	T	0.44	19.9	B	T	0.49	20.6	C	T	0.49	20.6	C	- Mitigation not required for the weekday midday, and the Saturday midday and PM peak periods. - Restripe the NB approach on the service road from one 25-ft. lane to one 12-ft. lane and one 13-ft. right-turn lane for 150-ft. from the stop bar. - [Measures reflect improvements needed for the weekday AM peak period; otherwise mitigation is not needed.]	
		SB	L	1.18	120.0+	F*	L	1.18	120.0+	F*	L	1.18	120.0+		
		T	0.28	8.4	A	T	0.32	8.8	A	T	0.32	8.8	A		
Ocean Parkway (Service Road)	NB	TR	0.79	35.2	D	TR	0.85	40.4	D	T	0.15	16.7	B		
		-	-	-	-	-	-	-	-	R	0.79	36.3	D		
Shore Parkway South	SB	T	0.28	8.8	A	T	0.34	9.4	A	T	0.34	9.4	A		
	EB	L	0.83	55.8	E	L	0.83	55.8	E	L	0.83	55.8	E		
		LTR	0.93	63.6	E	LTR	0.93	63.6	E	LTR	0.93	63.6	E		
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>43.5</b>	<b>D</b>	<b>-</b>	<b>0.93</b>	<b>42.3</b>	<b>D</b>	<b>-</b>	<b>0.89</b>	<b>41.3</b>	<b>D</b>			
<b>30 OCEAN PARKWAY AND SHORE PARKWAY NORTH</b>															
Ocean Parkway (Main Road)	NB	L	1.06	113.2	F	L	1.06	113.2	F					- Mitigation not required for the weekday AM and midday peak periods.	
		T	0.36	9.1	A	T	0.39	9.4	A						
	SB	T	0.37	18.8	B	T	0.40	19.3	B						
Ocean Parkway (Service Road)	NB	T	0.10	7.3	A	T	0.10	7.3	A						
		SB	TR	0.29	18.4	B	TR	0.35	19.2	B					
Shore Parkway North	WB	L	0.62	41.3	D	L	0.67	42.1	D						
		LT	0.59	40.8	D	LT	0.66	41.8	D						
	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*							
<b>Overall Intersection</b>	<b>-</b>	<b>0.99</b>	<b>108.6</b>	<b>F</b>	<b>-</b>	<b>1.02</b>	<b>102.6</b>	<b>F</b>	<b>-</b>						

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

**TABLE I-3  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mitigation Measures
<b>1 SURF AVENUE AND WEST 30TH STREET</b>													
West 30th Street	SB	LR	0.45	29.8	C	LR	0.45	29.8	C	- Mitigation not required for all time periods.			
Surf Avenue	EB	T	0.18	8.7	A	T	0.20	8.9	A				
	WB	T	0.27	9.4	A	T	0.30	9.6	A				
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>12.7</b>	<b>B</b>	<b>-</b>	<b>0.35</b>	<b>12.6</b>	<b>B</b>					
<b>2 SURF AVENUE AND WEST 29TH STREET</b>													
West 29th Street	NB	LR	0.34	29.3	C	LR	0.34	29.3	C	- Mitigation not required for all time periods.			
	SB	LTR	0.31	27.4	C	LTR	0.31	27.4	C				
Surf Avenue	EB	TR	0.23	9.1	A	TR	0.26	9.3	A				
	WB	LT	0.32	9.9	A	LT	0.34	10.1	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>12.8</b>	<b>B</b>	<b>-</b>	<b>0.34</b>	<b>12.7</b>	<b>B</b>					
<b>3 SURF AVENUE AND WEST 28TH STREET</b>													
West 28th Street	NB	LR	0.03	23.1	C	LR	0.03	23.1	C	- Mitigation not required for all time periods.			
	SB	LTR	0.36	28.2	C	LTR	0.36	28.2	C				
Surf Avenue	EB	TR	0.25	9.2	A	TR	0.27	9.4	A				
	WB	LT	0.28	9.5	A	LT	0.30	9.7	A				
<b>Overall Intersection</b>	<b>-</b>	<b>0.30</b>	<b>11.7</b>	<b>B</b>	<b>-</b>	<b>0.32</b>	<b>11.7</b>	<b>B</b>					
<b>4 SURF AVENUE AND WEST 25TH STREET</b>													
West 25th Street	NB	LR	0.08	23.8	C	LR	0.08	23.8	C	- Mitigation not required for all time periods.			
	SB	LTR	0.18	24.9	C	LTR	0.18	24.9	C				
Surf Avenue	EB	TR	0.29	9.5	A	TR	0.31	9.7	A				
	WB	LT	0.28	9.5	A	LT	0.30	9.7	A				
<b>Overall Intersection</b>	<b>-</b>	<b>0.25</b>	<b>10.8</b>	<b>B</b>	<b>-</b>	<b>0.27</b>	<b>10.9</b>	<b>B</b>					
<b>5 SURF AVENUE AND WEST 24TH STREET</b>													
West 24th Street	NB	LTR	0.09	20.6	C	LTR	0.09	20.6	C	- Mitigation not required for all time periods.			
Surf Avenue	EB	LTR	0.36	12.6	B	LTR	0.39	12.9	B				
	WB	LTR	0.34	12.3	B	LTR	0.37	12.6	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.26</b>	<b>12.7</b>	<b>B</b>	<b>-</b>	<b>0.27</b>	<b>13.0</b>	<b>B</b>					
<b>6 SURF AVENUE AND WEST 23RD STREET</b>													
West 23rd Street	SB	LTR	0.30	23.3	C	LTR	0.30	23.3	C	- Mitigation not required for all time periods.			
Surf Avenue	EB	TR	0.30	11.7	B	TR	0.32	11.9	B				
	WB	LT	0.45	13.6	B	LT	0.48	14.1	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.39</b>	<b>14.0</b>	<b>B</b>	<b>-</b>	<b>0.41</b>	<b>14.2</b>	<b>B</b>					

**TABLE I-3  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY PM**

INTERSECTION & APPROACH	No Build					Build				Mitigation				Mitigation Measures
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>7 SURF AVENUE AND WEST 21ST STREET</b>														
West 21st Street	NB	LR	0.05	28.1	C	-	-	-	-	-	-	-	-	- Restripe the WB receiving side from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
	SB	LTR	0.86	59.5	E	LTR	1.15	120.0+	F*	LTR	0.88	52.5	D	- Restripe the WB approach from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
Surf Avenue	EB	TR	0.30	6.9	A	TR	0.33	7.1	A	TR	0.45	17.3	B	- Restripe the SB approach from one 30-ft. lane with parking on both sides to one 20-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday PM peak periods and allow parking for all other times.
	WB	LT	0.28	6.8	A	LT	0.57	10.2	B	LT	0.63	14.2	B	- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 42 s green for EB/WB phase, and 26 s green time for SB phase (each phase has a 3 s amber and 2 s all red).
<b>Overall Intersection</b>	-	-	<b>0.44</b>	<b>15.0</b>	<b>B</b>	-	<b>0.72</b>	<b>30.6</b>	<b>C</b>	-	<b>0.69</b>	<b>22.2</b>	<b>C</b>	
<b>8 SURF AVENUE AND WEST 20TH STREET (UNSIGNALIZED INTERSECTION)</b>														
West 20th Street	NB	-	-	-	-	LTR	-	120.0+	F*	LTR	0.50	28.1	C	- Restripe the WB receiving side from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
Surf Avenue	EB	LT	-	14.8	B	LT	-	20.5	C	LTR	0.72	19.5	B	- Shift the centerline along the WB approach 1-ft. south. Restripe the WB approach from one 9.5-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 13-ft. right-turn lane. Restripe the EB receiving side from one 9.5-ft. lane, one 15.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 13-ft. curb parking lane.
	WB	-	-	-	-	LT	-	14.4	B	LT	0.75	19.9	B	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (250 ft.) to allow for three moving lanes at the approach.
	-	-	-	-	-	-	-	-	-	R	0.54	16.4	B	- Install a traffic signal with a 90-second cycle length and two phases. [EB/WB green time is 49 s; NB/SB green time is 31 s; all phases have 3 s of amber and 2 s of all red time.]
<b>Overall Intersection</b>	-	-	-	<b>1.4</b>	<b>A</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.65</b>	<b>20.0</b>	<b>B</b>	
<b>9 SURF AVENUE AND WEST 19TH STREET</b>														
West 19th Street	NB	L	0.00	22.8	C	LR	0.28	27.6	C	LR	0.47	38.6	D	- Stripe a 6-ft. wide hatched median along the EB approach tapered back to the centerline 250-ft. from the intersection.
		R	0.03	23.1	C	-	-	-	-	-	-	-	-	- Restripe the EB approach from one 9.5-ft. lane, one 15.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane, and 10-ft. curb parking lane.
	SB	LTR	0.73	42.2	D	LTR	1.00	81.3	F	LT	0.71	42.7	D	Restripe the WB receiving side from one 9.5-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
	-	-	-	-	-	-	-	-	-	R	0.44	33.6	C	- Restripe the WB approach from one 11.5-ft. left-turn lane, one 9-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane, one 10-ft. lane, one 11.5-ft. shared bike lane and one 10-ft. lane. Restripe the EB receiving side from one 9-ft. lane and one 14-ft. shared bike lane with 8-ft. parking to one 12-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane.
Surf Avenue	EB	TR	0.36	10.1	B	TR	0.42	10.8	B	TR	0.59	22.0	C	- Shift the centerline along the NB approach 1-ft. west. Restripe the NB approach from one 11-ft. lane and one 8-ft. curb parking lane to one 10-ft. lane and one 10-ft. lane which would serve as a travel lane only for the weekday AM period and Saturday midday and PM periods and allow parking for all other times.
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.18	116.3	F	- Restripe the SB approach from one 29-ft. lane with parking on both sides to one 21-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday midday and PM peak periods and allow parking for all other times.
	T	0.32	9.8	A	T	0.55	12.5	B	T	0.35	8.6	A	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach.	
<b>Overall Intersection</b>	-	-	<b>1.08</b>	<b>47.6</b>	<b>D</b>	-	<b>1.20+</b>	<b>62.3</b>	<b>E</b>	-	<b>1.12</b>	<b>36.3</b>	<b>D</b>	- Install "No Standing 11 AM - 7 PM Except Sunday" regulations along the west side of the SB approach 250 ft from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 13 s green for new WB lead phase, 38 s green for EB/WB phase, and 24 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
<b>10 SURF AVENUE AND WEST 17TH STREET</b>														
West 17th Street	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- Eliminate the 11-ft. wide hatched median on the WB receiving side and restripe as a WB receiving travel lane. Restripe the EB approach from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 11-ft. left-turn lane, one 11-ft. shared bike lane, and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane and one 10-ft. lane.
	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	0.93	35.6	D	- Shift the centerline along the the WB approach 5-ft. south. Restripe the WB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane, and one 11-ft. lane.	
Surf Avenue	EB	DefL	0.68	22.2	C	DefL	1.20+	120.0+	F*	L	0.86	43.6	D	- Shift the centerline along the the WB approach 6-ft. south. Restripe the WB approach from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11-ft. lane tapered 125-ft. from the stop bar, 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM and Saturday midday and PM peak periods and allow parking for all other times. Restripe the EB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
	T	0.42	9.1	A	T	0.52	10.4	B	T	0.36	11.7	B	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (210 ft.) to allow for three moving lanes at the approach.	
	WB	TR	0.52	9.9	A	TR	0.92	26.0	C	TR	0.84	34.7	C	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach.
<b>Overall Intersection</b>	-	-	<b>0.88</b>	<b>74.6</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.90</b>	<b>53.0</b>	<b>D</b>	- Install signage along the WB approach of Surf Avenue to inform motorists of the left-turn lane on the receiving side of the upstream intersection with West 19th Street. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 17 s green for new EB lead/SB right-turn phase, 28 s green for EB/WB phase, and 30 s green time for SB phase (each phase has a 3 s amber and 2 s all red).
<b>11 SURF AVENUE AND WEST 16TH STREET</b>														
West 16th Street	NB	LR	0.02	26.3	C	-	-	-	-	-	-	-	-	- Shift the centerline along the the EB approach 6-ft. south. Restripe the EB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane, and one 11-ft. lane.
	SB	LTR	0.76	48.4	D	LTR	1.20+	120.0+	F*	LTR	0.75	37.5	D	- Shift the centerline along the the WB approach 6-ft. south. Restripe the WB approach from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11-ft. lane tapered 125-ft. from the stop bar, 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM and Saturday midday and PM peak periods and allow parking for all other times. Restripe the EB receiving side from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
Surf Avenue	EB	TR	0.37	8.1	A	TR	0.59	10.6	B	TR	0.59	19.0	B	- Restripe the SB approach from one 31-ft. lane with parking on both sides to one 19-ft. lane with parking on west curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM periods and Saturday midday and PM periods and allow parking for all other times.
	WB	LT	0.39	8.3	A	LT	0.96	31.5	C	DefL	0.49	15.2	B	- Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach.
	-	-	-	-	-	-	-	-	-	T	0.40	9.9	A	- Install "No Standing 11 AM - 2 PM, 4 PM - 7 PM Except Sunday" regulations along the east side of the SB approach 250 ft. from the stop bar to allow for two moving lanes at the approach.
<b>Overall Intersection</b>	-	-	<b>0.49</b>	<b>13.6</b>	<b>B</b>	-	<b>1.17</b>	<b>79.7</b>	<b>E</b>	-	<b>0.88</b>	<b>18.3</b>	<b>B</b>	- Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for a new WB lead phase, 42 s green for EB/WB phase, and 26 s green time for SB phase (each phase has a 3 s amber and 2 s all red).

**TABLE I-3  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY PM**

INTERSECTION & APPROACH	No Build					Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>12 SURF AVENUE AND WEST 15TH STREET</b>															
West 15th Street	NB	LTR	0.32	31.6	C	LT	0.72	52.8	D	LT	0.54	35.3	D	<ul style="list-style-type: none"> <li>- Shift the centerline along the EB approach 6-ft. to the south. Restripe the EB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times. Provide a 11-ft. wide hatched median along the receiving side of the WB approach.</li> <li>- Restripe the WB approach from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times. Restripe the EB receiving side from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane. Provide a 11-ft. wide hatched median along the receiving side of the EB approach.</li> <li>- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for three moving lanes at the approach.</li> <li>- Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for three moving lanes at the approach.</li> <li>- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 10 s green for new EB lead phase, 40 s green for EB/WB phase, and 25 s green time for NB phase (each phase has a 3 s amber and 2 s all red).</li> </ul>	
	-	-	-	-	-	R	0.28	33.3	C	R	0.21	27.1	C		
Surf Avenue	EB	LTR	0.61	10.7	B	DefL	1.20+	120.0+	F*	L	0.85	42.0	D		
	-	-	-	-	-	T	0.70	12.9	B	T	0.45	10.2	B		
	WB	LTR	0.62	10.7	B	TR	0.71	12.0	B	TR	0.74	23.5	C		
<b>Overall Intersection</b>	-	-	<b>0.55</b>	<b>12.1</b>	<b>B</b>	-	<b>1.09</b>	<b>26.9</b>	<b>C</b>	-	<b>0.71</b>	<b>21.2</b>	<b>C</b>		
<b>13 SURF AVENUE AND STILLWELL AVENUE</b>															
Stillwell Avenue	NB	LTR	0.51	37.7	D	LTR	0.81	63.3	E	LTR	0.38	26.3	C		<ul style="list-style-type: none"> <li>- Restripe the EB approach from one 10-ft. left-turn lane, one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane, one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. right-turn lane. Restripe the WB receiving side from one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane and one 11-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for weekday PM and Saturday midday and PM and allow parking for all other times.</li> <li>- Restripe the WB approach from one 11-ft. left-turn lane, one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 11-ft. left-turn lane, one 10-ft. lane, one 11-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times.</li> <li>- Provide an 8-ft. curb extension on the corner of the south curb of the EB receiving.</li> <li>- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (220 ft.) to allow for four moving lanes at the approach.</li> <li>- Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach 250 ft. from the stop bar to allow for four moving lanes at the approach.</li> <li>- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 39 s green for EB/WB phase, and 29 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).</li> </ul>
	SB	DefL	0.93	76.1	E	LTR	1.20+	120.0+	F*	LTR	0.86	40.3	D		
	TR		0.99	84.4	F	-	-	-	-	-	-	-	-		
Surf Avenue	EB	L	0.33	9.7	A	L	0.63	23.7	C	L	0.54	20.0	B		
	TR		0.34	7.1	A	TR	0.42	7.8	A	T	0.42	11.7	B		
	-	-	-	-	-	-	-	-	-	R	0.11	9.3	A		
	WB	L	0.14	6.5	A	L	0.15	6.7	A	L	0.20	17.7	B		
	TR		0.49	8.6	A	TR	0.67	11.4	B	TR	0.71	23.5	C		
<b>Overall Intersection</b>	-	-	<b>0.61</b>	<b>22.0</b>	<b>C</b>	-	<b>0.84</b>	<b>46.2</b>	<b>D</b>	-	<b>0.80</b>	<b>22.6</b>	<b>C</b>		
<b>14 SURF AVENUE AND WEST 12TH STREET</b>															
West 12th Street	NB	LTR	0.11	29.0	C	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> <li>- Mitigation not required for all time periods.</li> </ul>	
	SB	LTR	0.39	34.0	C	LTR	0.30	31.5	C	-	-	-	-		
Surf Avenue	EB	LTR	0.41	7.8	A	LTR	0.53	9.1	A	-	-	-	-		
	WB	LTR	0.46	8.2	A	LTR	0.64	10.7	B	-	-	-	-		
<b>Overall Intersection</b>	-	-	<b>0.44</b>	<b>10.0</b>	<b>A</b>	-	<b>0.56</b>	<b>11.0</b>	<b>B</b>	-	-	-	-		
<b>15 SURF AVENUE AND WEST 8TH STREET</b>															
West 8th Street	NB	LTR	0.12	20.9	C	LTR	1.20+	120.0+	F*	LTR	0.44	26.1	C	<ul style="list-style-type: none"> <li>- Restripe the NB approach from one 14-ft. lane to two 11-ft. lanes. Restripe the SB receiving side from one 13-ft. lane and one 16-ft. lane to one 11-ft. lane and one 10-ft. lane.</li> <li>- Modify existing signal phasing and timing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB/WB left-turn lead phase, 39 s green for EB/WB phase, and 29 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).</li> </ul>	
	SB	L	0.25	22.7	C	L	0.41	27.2	C	L	0.39	27.8	C		
	TR		0.35	23.6	C	TR	0.86	40.9	D	TR	0.63	30.6	C		
Surf Avenue	EB	L	0.53	20.3	C	L	0.96	71.8	E	L	0.79	34.3	C		
	TR		0.41	13.0	B	TR	0.64	16.6	B	TR	0.58	21.2	C		
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	0.84	44.3	D		
	TR		0.49	14.1	B	TR	0.61	16.0	B	TR	0.76	26.0	C		
<b>Overall Intersection</b>	-	-	<b>1.16</b>	<b>88.3</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.73</b>	<b>27.8</b>	<b>C</b>		

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2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>16 MERMAID AVENUE AND WEST 30TH STREET</b>														
West 30th Street	SB	LTR	0.53	20.8	C	LTR	0.53	20.8	C					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.38	9.8	A	TR	0.41	10.2	B					
	WB	LT	0.40	10.0	B	LT	0.43	10.4	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.45</b>	<b>12.9</b>	<b>B</b>	<b>-</b>	<b>0.47</b>	<b>13.0</b>	<b>B</b>	<b>B</b>					
<b>17 MERMAID AVENUE AND WEST 29TH STREET</b>														
Mermaid Avenue	EB	LTR	0.41	10.4	B	LTR	0.45	10.8	B					- Mitigation not required for all time periods.
	WB	LTR	0.57	13.1	B	LTR	0.60	13.8	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.57</b>	<b>11.9</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>12.5</b>	<b>B</b>	<b>B</b>					
<b>18 MERMAID AVENUE AND WEST 20TH STREET</b>														
West 20th Street	NB	LTR	0.63	24.9	C	LTR	1.18	120.0+	F*	LT	0.78	29.6	C	- Restripe the NB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on the west curb and one 10-ft. right-turn lane. - Install "No Standing Anytime" regulation along the east side of the NB approach 200 ft. from the stop bar to allow for two moving lanes at the approach.
	-	-	-	-	-	-	-	-	-	R	0.37	18.3	B	
Mermaid Avenue	EB	LT	0.36	10.0	B	LT	0.38	10.2	B	LT	0.40	11.7	B	
	WB	TR	0.57	12.6	B	TR	0.58	12.8	B	TR	0.62	15.0	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.81</b>	<b>57.0</b>	<b>E</b>	<b>E</b>	<b>-</b>	<b>0.69</b>	<b>19.0</b>	<b>B</b>	
<b>19 MERMAID AVENUE AND WEST 19TH STREET</b>														
West 19th Street	SB	LTR	0.45	18.6	B	LTR	0.55	20.8	C					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.38	9.4	A	TR	0.44	10.0	B					
	WB	LT	0.65	13.5	B	LT	0.80	19.6	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.57</b>	<b>13.2</b>	<b>B</b>	<b>-</b>	<b>0.71</b>	<b>16.8</b>	<b>B</b>	<b>B</b>					
<b>20 MERMAID AVENUE AND WEST 17TH STREET</b>														
West 17th Street	NB	LTR	0.84	29.6	C	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	- <b>Unmitigatable Impact.</b> - Restripe the EB approach from one 21-ft. lane with parking to one 10-ft. left-turn lane and one 11-ft. shared through-right lane. - Restripe the WB approach from one 22-ft. lane with parking to one 10-ft. shared left-through lane and one 12-ft. right-turn lane. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for two moving lanes at the approach. - Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for two moving lanes at the approach. - Install signage along the EB approach on Mermaid Avenue to inform motorists of the left-turn lane at the approaching intersection. - Modify signal timing from 25.8 s green for EB/WB phase and 25.8 s green for NB/SB phase (3 s amber, 1.2 s all red) to 22 s green for EB/WB phase and 28 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red). - [Measures reflect improvements needed for the weekday AM and midday and Saturday midday and PM peak period; otherwise mitigation is not needed.]
	SB	LTR	0.81	17.0	B	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
Mermaid Avenue	EB	LTR	0.65	20.2	C	LTR	0.76	25.8	C	L	0.45	20.9	C	
	-	-	-	-	-	-	-	-	-	TR	0.48	17.7	B	
	WB	LTR	0.69	19.1	B	LTR	0.77	21.9	C	LT	0.59	18.9	B	
	-	-	-	-	-	-	-	-	-	R	0.35	16.1	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.77</b>	<b>20.6</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>F*</b>	<b>-</b>	<b>1.17</b>	<b>120.0+</b>	<b>F*</b>	
<b>21 MERMAID AVENUE AND WEST 15TH STREET</b>														
West 15th Street	NB	LTR	0.60	21.8	C	LTR	0.89	40.0	D	LTR	0.74	23.4	C	- Mitigation not required for the weekday AM, midday and PM, and the Saturday midday peak periods. - Modify signal timing from 32.4 s green for EB/WB phase and 20.4 s green for NB phase (2.4 s amber, 1.2 s all red) to 26 s green for EB/WB phase and 24 s green time for NB phase (each phase has a 3 s amber and 2 s all red). - [Measures reflect improvements needed for the Saturday PM peak period; otherwise mitigation is not needed.]
Mermaid Avenue	EB	LT	0.41	9.7	A	LT	0.42	9.7	A	LT	0.53	15.6	B	
	WB		0.38	9.0	A	TR	0.40	9.3	A	TR	0.51	14.6	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>13.3</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>21.8</b>	<b>C</b>	<b>C</b>	<b>-</b>	<b>0.63</b>	<b>18.4</b>	<b>B</b>	
<b>22 MERMAID AVENUE AND STILLWELL AVENUE</b>														
Stillwell Avenue	NB	LT	0.59	18.5	B	LT	0.79	28.1	C	LT	0.84	34.4	C	- Mitigation not required for the weekday PM, and the Saturday midday peak periods. - Restripe the EB approach from one 22-ft. lane with parking to one 12-ft. lane and one 10-ft. right-turn lane striped for 150 ft from the stop bar. - Modify signal timing from 25.8 s green for the EB/WB phase and 25.8 s green for the NB/SB phase (3 s amber and 1.2 s all red) to 25 s green for the EB/WB phase and 25 s green for NB/SB phase (each phase has a 3 s amber and 2 s all red). - [Measures reflect improvements needed for the weekday AM and midday and Saturday PM peak periods; otherwise mitigation is not needed.]
	SB	LTR	0.47	13.6	B	LTR	0.53	14.3	B	LTR	0.55	15.1	B	
Mermaid Avenue	EB	LTR	0.71	24.5	C	LTR	0.80	30.5	C	LT	0.39	14.9	B	
	-	-	-	-	-	-	-	-	-	R	0.49	18.8	B	
	WB	LTR	0.07	10.4	B	LTR	0.07	10.4	B	LTR	0.07	11.0	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.65</b>	<b>17.9</b>	<b>B</b>	<b>-</b>	<b>0.79</b>	<b>22.3</b>	<b>C</b>	<b>C</b>	<b>-</b>	<b>0.66</b>	<b>20.9</b>	<b>C</b>	

**TABLE I-3  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>23 NEPTUNE AVENUE AND CROPSY AVENUE/WEST 17TH STREET</b>															
Cropsy Avenue/West 17th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*				- Unmitigatable Impact.		
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*						
		R	0.94	33.6	C	R	0.97	39.1	D						
Neptune Avenue	EB	L	1.14	120.0+	F*	L	1.20+	120.0+	F*						
		TR	0.26	11.0	B	TR	0.32	11.6	B						
	WB	L	0.31	25.7	C	L	0.62	36.0	D						
		TR	1.06	77.8	E	TR	1.20+	120.0+	F*						
<b>Overall Intersection</b>			<b>1.20+</b>	<b>114.9</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>24 NEPTUNE AVENUE AND STILLWELL AVENUE</b>															
Stillwell Avenue	NB	LTR	0.46	19.4	B	LTR	0.54	20.8	C	LTR	0.61	24.8	C	- Shift the centerline along the the EB approach 6-ft. north. Restripe the EB approach from two 11-ft. lanes, one 5-ft. buffer, one 5-ft. bike lane and one 10-ft. curb parking lane to one 10 ft. left-turn lane, two 11-ft. lanes, one 3-ft. buffer., one 5-ft. bike lane and one 8-ft. curb parking lane. Restripe the WB receiving side from one 11-ft. lane, one 13-ft. lane and one 16-ft. 90 degree parking lane to one 12-ft. lane and one 22-ft. lane with parallel parking. - Shift the centerline along the the WB approach 4-ft. south. Eliminate the WB approach buffer for 75-ft. Restripe the WB approach from one 11-ft. lane, one 12-ft. lane, one 5-ft. buffer, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane tapered for 100-ft., two 11-ft. lanes, one 5-ft. bike lane and one 8-ft. curb parking lane. Restripe the EB receiving side from one 12-ft. lane and one 29-ft. lane with parking to one 12-ft. lane and one 25-ft. lane with parking. - Modify existing signal phasing and timing from 39.6 s green for EB/WB phase and 39.6 s green for NB/SB phase (3.6 s amber, 1.8 red) to 7 s green for new EB/WB left-turn lead phase, 32 s green for EB/WB phase, and 36 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).	
	SB	LTR	0.82	29.8	C	LTR	0.88	34.9	C	LTR	0.89	38.0	D		
Neptune Avenue	EB	LTR	1.14	104.3	F	LTR	1.20+	120.0+	F*	L	0.68	34.3	C		
		-	-	-	-	-	-	-	-	TR	0.92	42.8	D		
	WB	LTR	0.94	42.8	D	LTR	1.20+	120.0+	F*	L	0.78	44.2	D		
		-	-	-	-	-	-	-	-	TR	0.93	43.3	D		
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>55.7</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.92</b>	<b>39.3</b>	<b>D</b>		
<b>25 NEPTUNE AVENUE AND WEST 8TH STREET/SHELL ROAD</b>															
West 8th Street/Shell Road	NB	L	0.46	31.8	C	L	1.20+	120.0+	F*	L	0.72	44.5	D		- Restripe the EB approach from one 9-ft. hatched median, one 11-ft. lane and one 27-ft. lane to one 10-ft. left-turn lane, one 11-ft. lane and one 26-ft. lane. - Restripe the SB approach from one 8-ft. left-turn lane, one 12-ft. lane and one 21-ft. lane with parking to one 10-ft. left-turn lane, one 12-ft. lane and one 19-ft. right-turn lane with parking. - Modify signal timing and phasing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 12 s green for the new EB lead/SB right-turn phase, 32 s green for the EB/WB phase, and 31 s green for the NB/SB phase; each phase has 3 s amber and 2 s all red.
		TR	0.24	21.9	C	TR	0.34	23.1	C	TR	0.34	22.8	C		
	SB	L	0.18	22.1	C	L	0.20	22.7	C	L	0.19	22.0	C		
		TR	0.66	28.5	C	TR	0.83	34.6	C	T	0.59	28.1	C		
	-	-	-	-	-	-	-	-	R	0.66	19.8	B			
Neptune Avenue	EB	DefL	0.76	23.8	C	LTR	1.20+	120.0+	F*	L	0.89	30.6	C		
		TR	0.73	19.3	B	-	-	-	-	TR	0.61	15.0	B		
	WB	LTR	0.38	12.5	B	LTR	0.60	15.7	B	LTR	0.84	33.7	C		
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>21.6</b>	<b>C</b>	-	<b>1.20+</b>	<b>82.2</b>	<b>F</b>	-	<b>0.78</b>	<b>24.8</b>	<b>C</b>		
<b>26 OCEAN PARKWAY AND NEPTUNE AVENUE</b>															
Ocean Parkway (Main Road)	NB	L	0.45	55.6	E	L	0.45	55.6	E				- Unmitigatable Impact.		
		TR	0.87	48.0	D	TR	1.03	75.2	E						
Ocean Parkway (Service Road)	SB	L	1.19	120.0+	F*	L	1.19	120.0+	F*						
		TR	1.02	68.5	E	TR	1.13	109.6	F						
Neptune Avenue	NB	TR	0.36	33.1	C	TR	0.40	34.2	C						
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		T	0.60	32.1	C	T	0.69	35.1	D						
		R	0.18	23.9	C	R	0.18	23.9	C						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						

**TABLE I-3  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON WEEKDAY PM**

INTERSECTION & APPROACH	No Build Control				Build Control				Mitigation Control				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>27 CROPSEY AVENUE AND BAY 50TH STREET</b>														
Cropsy Avenue (Main Road)	NB	DefL	0.66	26.6	C	DefL	0.95	43.9	D	DefL	0.85	32.2	C	- Provide a 8-ft. bulbout on the west curb of the SB receiving side to facilitate vehicles exiting from the Belt Parkway off-ramp approach. - Modify existing signal timing from 26.1 s green for the WB phase, 35.1 s green for the NB/SB phase and 12.6 s green for the NB lag phase (3.6 s amber, 1.8 s all red) to 26 s green for the WB phase, 33 s green for the NB/SB phase and 16 s green for the NB phase (each phase has 3 s amber and 2 s all red).
		T	0.66	15.1	B	T	0.69	16.0	B	T	0.68	15.2	B	
	SB	TR	0.88	31.7	C	TR	0.91	34.4	C	TR	0.97	43.8	D	
Cropsy Avenue (Service Road)	NB	T	0.52	12.9	B	T	0.52	12.9	B	T	0.51	12.2	B	
Bay 50th Street	WB	LTR	0.90	49.0	D	LTR	0.90	49.0	D	LTR	0.90	49.4	D	
Shore Parkway Ramp (Unsignalized)	EB	R	-	83.9	F	R	-	120.0+	F*	R	-	69.3	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>37.2</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>50.9</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>38.5</b>	<b>D</b>		
<b>28 CROPSEY AVENUE AND BAY 52ND STREET</b>														
Cropsy Avenue	NB	TR	0.96	33.1	C	TR	1.20	120.0+	F*	T	0.83	24.6	C	- <b>Partially Mitigated.</b> - Restripe the NB approach from one 11-ft. lane, one 12-ft. lane and one 26-ft. lane to three 11-ft. lanes and one 16-ft shared through-right lane. - Install signage along the NB approach of Cropsy Avenue to inform motorists that "Right lane must turn right except buses." - Modify existing signal phasing and timing from 39.6 s green for the EB phase and 39.6 s green for the NB/SB phase (3.6 s amber, 1.8 s all red) to 40 s green for the EB phase, 25 s green for the new lead NB/SB phase (with pedestrian crossing along the west crosswalk) and 10 s green for the NB/SB phase (with pedestrian crossing along the east and west crosswalks); each phase has 3 s amber and 2 s all red.
		-	-	-	-	-	-	-	-	R	0.97	44.9	D	
	SB	T	0.94	34.1	C	T	1.03	52.2	D	T	1.02	48.7	D	
Bay 52nd Street	EB	L	0.30	17.3	B	L	0.30	17.3	B	L	0.30	17.0	B	
	TR	0.73	28.4	C	TR	1.00	61.6	E	TR	0.99	58.7	E		
	R	0.82	33.1	C	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*		
<b>Overall Intersection</b>	<b>-</b>	<b>0.89</b>	<b>32.1</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>94.9</b>	<b>F</b>	<b>-</b>	<b>1.12</b>	<b>55.1</b>	<b>E</b>		
<b>29 OCEAN PARKWAY AND SHORE PARKWAY SOUTH</b>														
Ocean Parkway (Main Road)	NB	T	0.85	43.6	D	T	0.98	58.2	E	T	0.98	58.2	E	- <b>Unmitigatable Impact.</b> - Restripe the NB approach on the service road from one 25-ft. lane to one 12-ft. lane and one 13-ft. right-turn lane for 150 ft from the stop bar. - [Measures reflect improvements needed for the weekday AM peak period; otherwise mitigation is not needed.]
	SB	L	1.06	101.7	F	L	1.06	101.7	F	L	1.06	101.7	F	
	T	0.49	17.2	B	T	0.55	18.2	B	T	0.55	18.2	B		
Ocean Parkway (Service Road)	NB	TR	0.79	51.5	D	TR	0.97	77.4	E	T	0.25	30.9	C	
	-	-	-	-	-	-	-	-	-	R	0.84	62.1	E	
	SB	T	0.31	15.1	B	T	0.41	16.4	B	T	0.41	16.4	B	
Shore Parkway South	EB	L	0.52	33.3	C	L	0.52	33.3	C	L	0.52	33.3	C	
		LTR	0.80	42.0	D	LTR	0.80	42.0	D	LTR	0.80	42.0	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.88</b>	<b>42.2</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>47.4</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>45.5</b>	<b>D</b>		
<b>30 OCEAN PARKWAY AND SHORE PARKWAY NORTH</b>														
Ocean Parkway (Main Road)	NB	L	0.86	68.6	E	L	0.86	68.6	E					- <b>Unmitigatable Impact.</b>
		T	0.41	12.1	B	T	0.47	12.8	B					
	SB	T	0.58	25.7	C	T	0.64	26.9	C					
Ocean Parkway (Service Road)	NB	T	0.12	9.7	A	T	0.12	9.7	A					
	SB	TR	0.37	23.1	C	TR	0.48	25.1	C					
Shore Parkway North	WB	L	0.71	46.1	D	L	0.77	49.7	D					
	LT	0.74	47.8	D	LT	0.86	57.3	E						
	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*						
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>48.4</b>	<b>D</b>	<b>-</b>	<b>0.91</b>	<b>47.9</b>	<b>D</b>	<b>-</b>	<b>0.91</b>	<b>47.9</b>	<b>D</b>		

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

**TABLE I-4  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY MIDDAY**

INTERSECTION & APPROACH	No Build				Build				Mitigation				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mitigation Measures
<b>1 SURF AVENUE AND WEST 30TH STREET</b>													
West 30th Street	SB	LR	0.38	28.3	C	LR	0.38	28.3	C	- Mitigation not required for all time periods.			
Surf Avenue	EB	T	0.23	9.0	A	T	0.26	9.3	A				
	WB	T	0.30	9.6	A	T	0.32	9.8	A				
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>11.9</b>	<b>B</b>	<b>-</b>	<b>0.34</b>	<b>11.9</b>	<b>B</b>	<b>B</b>				
<b>2 SURF AVENUE AND WEST 29TH STREET</b>													
West 29th Street	NB	LR	0.38	29.4	C	LR	0.38	29.4	C	- Mitigation not required for all time periods.			
	SB	LTR	0.39	28.6	C	LTR	0.39	28.6	C				
Surf Avenue	EB	TR	0.29	9.6	A	TR	0.33	9.9	A				
	WB	LT	0.39	10.7	B	LT	0.43	11.1	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.39</b>	<b>13.8</b>	<b>B</b>	<b>-</b>	<b>0.41</b>	<b>13.8</b>	<b>B</b>	<b>B</b>				
<b>3 SURF AVENUE AND WEST 28TH STREET</b>													
West 28th Street	NB	LR	0.19	25.3	C	LR	0.19	25.3	C	- Mitigation not required for all time periods.			
	SB	LTR	0.22	25.7	C	LTR	0.22	25.7	C				
Surf Avenue	EB	TR	0.35	10.1	B	TR	0.38	10.4	B				
	WB	LT	0.33	9.9	A	LT	0.35	10.2	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.31</b>	<b>11.8</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>11.9</b>	<b>B</b>	<b>B</b>				
<b>4 SURF AVENUE AND WEST 25TH STREET</b>													
West 25th Street	NB	LR	0.23	26.3	C	LR	0.23	26.3	C	- Mitigation not required for all time periods.			
	SB	LTR	0.31	27.2	C	LTR	0.31	27.2	C				
Surf Avenue	EB	TR	0.30	9.6	A	TR	0.32	9.8	A				
	WB	LT	0.35	10.1	B	LT	0.37	10.4	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>12.2</b>	<b>B</b>	<b>-</b>	<b>0.35</b>	<b>12.3</b>	<b>B</b>	<b>B</b>				
<b>5 SURF AVENUE AND WEST 24TH STREET</b>													
West 24th Street	NB	LTR	0.23	22.6	C	LTR	0.23	22.6	C	- Mitigation not required for all time periods.			
Surf Avenue	EB	LTR	0.52	14.9	B	LTR	0.56	15.5	B				
	WB	LTR	0.43	13.3	B	LTR	0.46	13.7	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.41</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.43</b>	<b>15.2</b>	<b>B</b>	<b>B</b>				
<b>6 SURF AVENUE AND WEST 23RD STREET</b>													
West 23rd Street	SB	LTR	0.38	24.7	C	LTR	0.38	24.7	C	- Mitigation not required for all time periods.			
Surf Avenue	EB	TR	0.36	12.3	B	TR	0.39	12.6	B				
	WB	LT	0.46	13.6	B	LT	0.49	14.0	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>14.5</b>	<b>B</b>	<b>-</b>	<b>0.45</b>	<b>14.7</b>	<b>B</b>	<b>B</b>				

**TABLE I-4  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY MIDDAY**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>7 SURF AVENUE AND WEST 21ST STREET</b>														
West 21st Street	NB	LR	0.27	32.5	C	-	-	-	-	-	-	-	-	- Restripe the WB receiving side from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
	SB	LTR	0.43	35.7	D	LTR	0.82	56.6	E	LTR	0.70	41.9	D	- Restripe the WB approach from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
Surf Avenue	EB	TR	0.32	7.0	A	TR	0.34	7.2	A	TR	0.46	16.2	B	- Restripe the SB approach from one 30-ft. lane with parking on both sides to one 20-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday PM peak periods and allow parking for all other times.
	WB	LT	0.30	6.9	A	LT	0.54	9.6	A	LT	0.59	12.3	B	- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 44 s green for EB/WB phase, and 24 s green time for SB phase (each phase has a 3 s amber and 2 s all red).
	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>0.35</b>	<b>10.2</b>	<b>B</b>	-	<b>0.61</b>	<b>15.3</b>	<b>B</b>	-	<b>0.61</b>	<b>18.1</b>	<b>B</b>	
<b>8 SURF AVENUE AND WEST 20TH STREET (UNSIGNALIZED INTERSECTION)</b>														
West 20th Street	NB	-	-	-	-	LTR	-	120.0+	F*	LTR	0.65	32.8	C	- Restripe the WB receiving side from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
Surf Avenue	EB	LT	-	11.8	B	LT	-	14.0	B	LTR	0.59	15.5	B	- Shift the centerline along the WB approach 1-ft. south. Restripe the WB approach from one 9.5-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 13-ft. right-turn lane. Restripe the EB receiving side from one 9.5-ft. lane, one 15.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 13-ft. curb parking lane.
	WB	-	-	-	-	LT	-	12.0	B	LT	0.67	17.2	B	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (250 ft.) to allow for three moving lanes at the approach.
	-	-	-	-	-	-	-	-	-	R	0.32	12.3	B	- Install a traffic signal with a 90-second cycle length and two phases. [EB/WB green time is 49 s; NB/SB green time is 31 s; all phases have 3 s of amber and 2 s of all red time.]
<b>Overall Intersection</b>	-	-	<b>0.6</b>	<b>A</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.66</b>	<b>18.1</b>	<b>B</b>		
<b>9 SURF AVENUE AND WEST 19TH STREET</b>														
West 19th Street	NB	L	0.01	22.8	C	LR	0.70	44.2	D	L	0.01	21.5	C	- Stripe a 6-ft. wide hatched median along the EB approach tapered back to the centerline 250-ft. from the intersection.
	R	-	0.33	28.1	C	-	-	-	-	R	0.59	34.9	C	- Restripe the EB approach from one 9.5-ft. lane, one 15.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane, and one 10-ft. curb parking lane.
	SB	LTR	0.59	34.5	C	LTR	0.99	77.9	E	LT	0.77	43.6	D	Restripe the WB receiving side from one 9.5-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
Surf Avenue	EB	TR	0.38	10.3	B	TR	0.45	11.1	B	TR	0.18	23.5	C	- Restripe the WB approach from one 11.5-ft. left-turn lane, one 9-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane, one 10-ft. lane, one 11.5-ft. shared bike lane and one 10-ft. lane. Restripe the EB receiving side from one 9-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane.
	WB	L	0.49	15.5	B	L	0.64	22.5	C	L	0.65	22.1	C	- Shift the centerline along the NB approach 1-ft. west. Restripe the NB approach from one 11-ft. lane and one 8-ft. curb parking lane to one 10-ft. lane and one 10-ft. lane which would serve as a travel lane only for the weekday AM period and Saturday midday and PM periods and allow parking for all other times.
	T	-	0.35	10.1	B	T	0.55	12.5	B	T	0.38	10.7	B	- Restripe the SB approach from one 29-ft. lane with parking on both sides to one 21-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday midday and PM peak periods and allow parking for all other times.
<b>Overall Intersection</b>	-	-	<b>0.52</b>	<b>14.6</b>	<b>B</b>	-	<b>0.76</b>	<b>23.9</b>	<b>C</b>	-	<b>0.70</b>	<b>20.5</b>	<b>C</b>	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach. - Install "No Standing 7 AM - 10 AM Mon-Fri, 11 AM - 7 PM Saturday" regulations along the east side of the NB approach 250 ft from the stop bar to allow for two moving lanes at the approach - Install "No Standing 11 AM - 7 PM Except Sunday" regulations along the west side of the SB approach 250 ft from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 40 s green for EB/WB phase, and 28 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
<b>10 SURF AVENUE AND WEST 17TH STREET</b>														
West 17th Street	SB	L	0.99	74.5	E	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- <b>Partially Mitigated.</b>
	R	-	1.11	120.0+	F*	R	1.20+	120.0+	F*	R	0.66	19.9	B	- Eliminate the 11-ft. wide hatched median on the WB receiving side and restripe as a WB receiving travel lane. Restripe the EB approach from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 11-ft. left-turn lane, one 11-ft. shared bike lane, and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane and one 10-ft. lane.
Surf Avenue	EB	DefL	0.81	29.5	C	DefL	1.20+	120.0+	F*	L	0.92	43.7	D	- Shift the centerline along the the WB approach 5-ft. south. Restripe the WB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane, and one 11-ft. lane. Restripe the EB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
	T	-	0.40	8.9	A	T	0.52	10.4	B	T	0.31	8.0	A	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (210 ft.) to allow for three moving lanes at the approach.
	WB	TR	0.38	8.4	A	TR	0.73	14.2	B	TR	0.58	24.2	C	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach.
<b>Overall Intersection</b>	-	-	<b>0.89</b>	<b>37.2</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.01</b>	<b>68.8</b>	<b>E</b>	- Install signage along the WB approach of Surf Avenue to inform motorists of the left-turn lane on the receiving side of the upstream intersection with West 19th Street. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 19 s green for new EB lead/SB right-turn phase, 33 s green for EB/WB phase, and 23 s green time for SB phase (each phase has a 3 s amber and 2 s all red).
<b>11 SURF AVENUE AND WEST 16TH STREET</b>														
West 16th Street	NB	LR	0.00	26.0	C	-	-	-	-	-	-	-	-	- Shift the centerline along the the EB approach 6-ft. south. Restripe the EB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane, and one 11-ft. lane.
	SB	LTR	0.57	38.4	D	LTR	1.20+	120.0+	F*	LTR	0.58	31.3	C	- Shift the centerline along the the WB approach 6-ft. south. Restripe the WB approach from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11-ft. lane tapered 125-ft. from the stop bar, 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM and Saturday midday and PM peak periods and allow parking for all other times. Restripe the EB receiving side from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
Surf Avenue	EB	TR	0.40	8.4	A	TR	0.68	12.3	B	TR	0.69	20.9	C	- Restripe the SB approach from one 31-ft. lane with parking on both sides to one 19-ft. lane with parking on west curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM periods and Saturday midday and PM periods and allow parking for all other times.
	WB	LT	0.31	7.6	A	LT	0.97	34.5	C	DefL	0.74	28.4	C	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (240 ft.) to allow for three moving lanes at the approach.
	-	-	-	-	-	-	-	-	-	T	0.34	9.4	A	- Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach.
<b>Overall Intersection</b>	-	-	<b>0.45</b>	<b>11.3</b>	<b>B</b>	-	<b>1.07</b>	<b>47.9</b>	<b>D</b>	-	<b>0.83</b>	<b>19.0</b>	<b>B</b>	- Install "No Standing 11 AM - 2 PM, 4 PM - 7 PM Except Sunday" regulations along the east side of the SB approach 250 ft. from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for a new WB lead phase, 42 s green for EB/WB phase, and 26 s green time for SB phase (each phase has a 3 s amber and 2 s all red).

**TABLE I-4  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY MIDDAY**

INTERSECTION & APPROACH	No Build					Build				Mitigation				Mitigation Measures
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>12 SURF AVENUE AND WEST 15TH STREET</b>														
West 15th Street	NB	LTR	0.70	42.9	D	LT	0.75	52.3	D	LT	0.55	33.6	C	<ul style="list-style-type: none"> <li>- Shift the centerline along the EB approach 6-ft. to the south. Restripe the EB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times. Provide a 11-ft. wide hatched median along the receiving side of the WB approach.</li> <li>- Restripe the WB approach from one 10-ft. lane, one 14-ft. shared bike lane and 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times. Restripe the EB receiving side from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane. Provide a 11-ft. wide hatched median along the receiving side of the EB approach.</li> <li>- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for three moving lanes at the approach.</li> <li>- Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for three moving lanes at the approach.</li> <li>- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 42 s green for EB/WB phase, and 26 s green time for NB phase (each phase has a 3 s amber and 2 s all red).</li> </ul>
						R	0.90	86.5	F	R	0.63	41.3	D	
Surf Avenue	EB	LTR	0.59	10.1	B	LT	0.91	24.2	C	L	0.74	27.8	C	
										T	0.50	11.2	B	
	WB	LTR	0.58	10.2	B	TR	0.61	10.2	B	TR	0.61	19.3	B	
<b>Overall Intersection</b>			<b>0.61</b>	<b>14.6</b>	<b>B</b>		<b>0.91</b>	<b>23.6</b>	<b>C</b>		<b>0.65</b>	<b>19.1</b>	<b>B</b>	
<b>13 SURF AVENUE AND STILLWELL AVENUE</b>														
Stillwell Avenue	NB	LTR	1.08	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.74	42.1	D	<ul style="list-style-type: none"> <li>- Restripe the EB approach from one 10-ft. left-turn lane, one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane, one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. right-turn lane. Restripe the WB receiving side from one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane and one 11-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for weekday PM and Saturday midday and PM and allow parking for all other times.</li> <li>- Restripe the WB approach from one 11-ft. left-turn lane, one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 11-ft. left-turn lane, one 10-ft. lane, one 11-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times.</li> <li>- Provide an 8-ft. curb extension on the corner of the south curb of the EB receiving.</li> <li>- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (220 ft.) to allow for four moving lanes at the approach.</li> <li>- Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach 250 ft. from the stop bar to allow for four moving lanes at the approach.</li> <li>- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 37 green for EB/WB phase, and 31 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).</li> </ul>
	SB	DefL	1.02	106.3	F	LTR	1.20+	120.0+	F*	LTR	0.83	37.7	D	
		TR	0.98	86.6	F									
Surf Avenue	EB	L	0.41	10.7	B	L	0.75	29.8	C	L	0.69	26.6	C	
		TR	0.38	7.5	A	TR	0.48	8.4	A	T	0.45	13.2	B	
										R	0.21	11.3	B	
	WB	L	0.23	7.5	A	L	0.28	8.5	A	L	0.39	23.4	C	
		TR	0.40	7.7	A	TR	0.60	10.0	B	TR	0.68	23.9	C	
<b>Overall Intersection</b>			<b>0.58</b>	<b>32.3</b>	<b>C</b>		<b>1.06</b>	<b>84.7</b>	<b>F</b>		<b>0.77</b>	<b>24.1</b>	<b>C</b>	
<b>14 SURF AVENUE AND WEST 12TH STREET</b>														
West 12th Street	NB	LTR	0.40	35.8	D									- Mitigation not required for all time periods.
	SB	LTR	0.78	40.1	D	LTR	0.59	33.6	C					
Surf Avenue	EB	LTR	0.48	8.4	A	LTR	0.62	10.4	B					
	WB	LTR	0.47	8.5	A	LTR	0.72	12.6	B					
<b>Overall Intersection</b>			<b>0.55</b>	<b>13.0</b>	<b>B</b>		<b>0.69</b>	<b>13.5</b>	<b>B</b>					
<b>15 SURF AVENUE AND WEST 8TH STREET</b>														
West 8th Street	NB	LTR	0.34	24.0	C	LTR	1.20+	120.0+	F*	LTR	0.57	30.2	C	<ul style="list-style-type: none"> <li>- Restripe the NB approach from one 14-ft. lane to two 11-ft. lanes. Restripe the SB receiving side from one 13-ft. lane and one 16-ft. lane to one 11-ft. lane and one 10-ft. lane.</li> <li>- Modify existing signal phasing and timing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 9 s green for new EB/WB left-turn lead phase, 39 s green for EB/WB phase, and 27 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).</li> </ul>
	SB	L	0.28	23.6	C	L	0.40	27.4	C	L	0.42	30.6	C	
		TR	0.36	23.5	C	TR	0.65	29.4	C	TR	0.75	35.7	D	
Surf Avenue	EB	L	0.66	25.9	C	L	1.17	120.0+	F*	L	0.86	38.2	D	
		TR	0.45	13.5	B	TR	0.61	15.9	B	TR	0.76	26.0	C	
	WB	L	0.52	19.1	B	L	1.20	120.0+	F*	L	0.88	41.4	D	
		TR	0.48	13.9	B	TR	0.59	15.6	B	TR	0.73	24.7	C	
<b>Overall Intersection</b>			<b>0.54</b>	<b>17.3</b>	<b>B</b>		<b>1.20+</b>	<b>101.5</b>	<b>F</b>		<b>0.78</b>	<b>29.8</b>	<b>C</b>	

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INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>16 MERMAID AVENUE AND WEST 30TH STREET</b>														
West 30th Street	SB	LTR	0.55	21.0	C	LTR	0.55	21.0	C					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.43	10.3	B	TR	0.47	10.8	B					
	WB	LT	0.24	8.3	A	LT	0.27	8.6	A					
<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>13.1</b>	<b>B</b>	<b>-</b>	<b>0.50</b>	<b>13.2</b>	<b>B</b>	<b>-</b>	<b>0.50</b>	<b>13.2</b>	<b>B</b>		
<b>17 MERMAID AVENUE AND WEST 29TH STREET</b>														
Mermaid Avenue	EB	LTR	0.56	12.7	B	LTR	0.60	13.5	B					- Mitigation not required for all time periods.
	WB	LTR	0.50	12.1	B	LTR	0.54	12.8	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.57</b>	<b>12.5</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>13.2</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>13.2</b>	<b>B</b>		
<b>18 MERMAID AVENUE AND WEST 20TH STREET</b>														
West 20th Street	NB	LTR	0.60	25.5	C	LTR	1.20+	120.0+	F*	LT	0.74	27.9	C	- Restripe the NB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on the west curb and one 10-ft. right-turn lane. - Install "No Standing Anytime" regulation along the east side of the NB approach 200 ft. from the stop bar to allow for two moving lanes at the approach.
										R	0.59	28.0	C	
Mermaid Avenue	EB	LT	0.43	10.8	B	LT	0.44	11.0	B	LT	0.47	12.7	B	
	WB	TR	0.50	11.6	B	TR	0.51	11.7	B	TR	0.54	13.7	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.54</b>	<b>14.3</b>	<b>B</b>	<b>-</b>	<b>0.80</b>	<b>70.9</b>	<b>E</b>	<b>-</b>	<b>0.63</b>	<b>19.0</b>	<b>B</b>		
<b>19 MERMAID AVENUE AND WEST 19TH STREET</b>														
West 19th Street	SB	LTR	0.51	20.4	C	LTR	0.67	24.7	C					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.54	11.5	B	TR	0.61	13.1	B					
	WB	LT	0.57	12.0	B	LT	0.76	18.3	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>13.5</b>	<b>B</b>	<b>-</b>	<b>0.72</b>	<b>17.8</b>	<b>B</b>	<b>-</b>	<b>0.72</b>	<b>17.8</b>	<b>B</b>		
<b>20 MERMAID AVENUE AND WEST 17TH STREET</b>														
West 17th Street	NB	LTR	0.89	32.2	C	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	- <b>Partially Mitigated.</b> - Restripe the EB approach from one 21-ft. lane with parking to one 10-ft. left-turn lane and one 11-ft. shared through-right lane. - Restripe the WB approach from one 22-ft. lane with parking to one 10-ft. shared left-through lane and one 12-ft. right-turn lane. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for two moving lanes at the approach. - Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for two moving lanes at the approach. - Install signage along the EB approach on Mermaid Avenue to inform motorists of the left-turn lane at the approaching intersection. - Modify signal timing from 25.8 s green for EB/WB phase and 25.8 s green for NB/SB phase (3 s amber, 1.2 s all red) to 22 s green for EB/WB phase and 28 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
	SB	LTR	0.76	16.9	B	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
Mermaid Avenue	EB	LTR	1.04	72.6	E	LTR	1.20+	120.0+	F*	L	0.70	30.0	C	
										TR	0.55	18.9	B	
	WB	LTR	0.66	19.0	B	LTR	0.67	19.0	B	LT	0.50	17.7	B	
										R	0.27	14.5	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>32.2</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		
<b>21 MERMAID AVENUE AND WEST 15TH STREET</b>														
West 15th Street	NB	LTR	0.51	19.3	B	LTR	0.78	28.7	C	LTR	0.65	19.8	B	- Mitigation not required for the weekday AM, midday, PM, and the Saturday midday peak periods.
Mermaid Avenue	EB	LT	0.43	9.6	A	LT	0.44	9.7	A	LT	0.55	15.4	B	
	WB	TR	0.30	8.4	A	TR	0.33	8.7	A	TR	0.41	13.4	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.46</b>	<b>12.1</b>	<b>B</b>	<b>-</b>	<b>0.57</b>	<b>16.7</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>16.5</b>	<b>B</b>		- [Measures reflect improvements needed for the Saturday PM peak period; otherwise mitigation is not needed.]
<b>22 MERMAID AVENUE AND STILLWELL AVENUE</b>														
Stillwell Avenue	NB	LT	0.67	21.7	C	LT	0.90	40.8	D	LT	0.84	32.5	C	- Mitigation not required for the weekday PM, and the Saturday midday peak periods.
	SB	LTR	0.39	12.9	B	LTR	0.44	13.4	B	LTR	0.42	12.4	B	
Mermaid Avenue	EB	LTR	0.81	30.1	C	LTR	0.91	42.6	D	LT	0.65	23.4	C	- Restripe the EB approach from one 22-ft. lane with parking to one 12-ft. lane and one 10-ft. right-turn lane striped for 150 ft from the stop bar. - Modify signal timing from 25.8 s green for the EB/WB phase and 25.8 s green for the NB/SB phase (3 s amber and 1.2 s all red) to 23 s green for the EB/WB phase and 27 s green for NB/SB phase (each phase has a 3 s amber and 2 s all red).
										R	0.37	16.6	B	
	WB	LTR	0.09	10.7	B	LTR	0.09	10.7	B	LTR	0.10	12.6	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.74</b>	<b>21.0</b>	<b>C</b>	<b>-</b>	<b>0.90</b>	<b>30.4</b>	<b>C</b>	<b>-</b>	<b>0.75</b>	<b>21.0</b>	<b>C</b>		- [Measures reflect improvements needed for the weekday AM and midday and Saturday PM peak periods; otherwise mitigation is not needed.]

**TABLE I-4  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY MIDDAY**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>23 NEPTUNE AVENUE AND CROPSEY AVENUE/WEST 17TH STREET</b>														
Cropsey Avenue/West 17th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*				- Unmitigatable Impact.	
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		T	1.10	93.3	F	T	1.20+	120.0+	F*					
		R	0.99	44.0	D	R	1.02	51.3	D					
Neptune Avenue	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		TR	0.29	11.3	B	TR	0.36	12.0	B					
	WB	L	0.40	27.8	C	L	0.78	47.2	D					
		TR	1.13	103.5	F	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>24 NEPTUNE AVENUE AND STILLWELL AVENUE</b>														
Stillwell Avenue	NB	LTR	0.54	20.9	C	LTR	0.55	20.8	C	LTR	0.61	24.5	C	- Partially Mitigated. - Shift the centerline along the the EB approach 6-ft. north. Restripe the EB approach from two 11-ft. lanes, one 5-ft. buffer, one 5-ft. bike lane and one 10-ft. curb parking lane to one 10 ft. left-turn lane, two 11-ft. lanes, one 3-ft. buffer,, one 5-ft. bike lane and one 8-ft. curb parking lane. Restripe the WB receiving side from one 11-ft. lane, one 13-ft. lane and one 16-ft. 90 degree parking lane to one 12-ft. lane and one 22-ft. lane with parallel parking. - Shift the centerline along the the WB approach 4-ft. south. Eliminate the WB approach buffer for 75-ft. Restripe the WB approach from one 11-ft. lane, one 12-ft. lane, one 5-ft. buffer, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane tapered for 100-ft., two 11-ft. lanes, one 5-ft. bike lane and one 8-ft. curb parking lane. Restripe the EB receiving side from one 12-ft. lane and one 29-ft. lane with parking to one 12-ft. lane and one 25-ft. lane with parking. - Modify existing signal phasing and timing from 39.6 s green for EB/WB phase and 39.6 s green for NB/SB phase (3.6 s amber, 1.8 red) to 7 s green for new EB/WB left-turn lead phase, 32 s green for EB/WB phase, and 36 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
	SB	LTR	0.65	23.6	C	DefL	0.67	29.8	C	DefL	0.77	40.2	D	
		-	-	-	TR	0.70	27.4	C	TR	0.77	34.2	C		
Neptune Avenue	EB	LTR	1.02	61.8	E	LTR	1.20+	120.0+	F*	L	0.62	31.2	C	
		-	-	-	-	-	-	-	-	TR	0.92	42.1	D	
	WB	LTR	0.98	50.0	D	LTR	1.20+	120.0+	F*	L	0.74	39.1	D	
		-	-	-	-	-	-	-	TR	1.03	64.6	E		
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>43.8</b>	<b>D</b>	-	<b>1.17</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.91</b>	<b>45.5</b>	<b>D</b>	
<b>25 NEPTUNE AVENUE AND WEST 8TH STREET/SHELL ROAD</b>														
West 8th Street/Shell Road	NB	L	0.70	44.9	D	L	1.20+	120.0+	F*	L	0.83	52.4	D	
		TR	0.21	21.6	C	TR	0.32	22.8	C	TR	0.31	22.5	C	
	SB	L	0.39	26.1	C	L	0.43	27.6	C	L	0.40	26.2	C	
		TR	0.62	27.9	C	TR	0.84	36.1	D	T	0.47	25.6	C	
		-	-	-	-	-	-	-	-	R	0.79	28.0	C	
Neptune Avenue	EB	LTR	0.79	21.1	C	LTR	1.20+	120.0+	F*	L	0.91	41.1	D	
		-	-	-	-	-	-	-	-	TR	0.56	14.5	B	
	WB	LTR	0.51	13.3	B	LTR	0.75	16.4	B	LTR	0.97	32.7	C	
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>22.2</b>	<b>C</b>	-	<b>1.20+</b>	<b>79.9</b>	<b>E</b>	-	<b>0.87</b>	<b>27.5</b>	<b>C</b>	
<b>26 OCEAN PARKWAY AND NEPTUNE AVENUE</b>														
Ocean Parkway (Main Road)	NB	L	0.40	55.1	E	L	0.40	55.1	E				- Unmitigatable Impact.	
		TR	0.99	65.9	E	TR	1.17	120.0+	F*					
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		TR	0.77	40.2	D	TR	0.89	47.1	D					
Ocean Parkway (Service Road)	NB	TR	0.42	35.0	D	TR	0.47	36.5	D					
	SB	TR	0.57	40.5	D	TR	1.07	112.9	F					
Neptune Avenue	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		T	0.61	30.8	C	T	0.68	33.4	C					
		R	0.18	22.7	C	R	0.18	22.7	C					
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					

**TABLE I-4  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY MIDDAY**

INTERSECTION & APPROACH	Mvt.	No Build				Build				Mitigation				Mitigation Measures	
		V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>27 CROPSY AVENUE AND BAY 50TH STREET</b>															
Cropsy Avenue (Main Road)	NB	DefL	0.83	32.5	C	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	- <b>Partially Mitigated.</b> - Provide a 8-ft. bulbout on the west curb of the SB receiving side to facilitate vehicles exiting from the Belt Parkway off-ramp approach. - Modify existing signal timing from 26.1 s green for the WB phase, 35.1 s green for the NB/SB phase and 12.6 s green for the NB lag phase (3.6 s amber, 1.8 s all red) to 26 s green for the WB phase, 36 s for the NB/SB phase and 13 s for the NB phase (each phase has 3 s amber and 2 s all red).	
		T	0.85	22.5	C	T	0.90	27.1	C	T	0.89	25.1	C		
	SB	TR	0.77	27.5	C	TR	0.81	28.9	C	TR	0.79	27.5	C		
Cropsy Avenue (Service Road)	NB	T	0.36	10.7	B	T	0.36	10.7	B	T	0.36	10.2	B		
Bay 50th Street	WB	LTR	0.89	47.8	D	LTR	0.89	47.8	D	LTR	0.90	48.4	D		
	EB	R	-	73.7	F	R	-	120.0+	F*	R	-	38.9	E		
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>34.7</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>73.9</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>57.6</b>	<b>E</b>			
<b>28 CROPSY AVENUE AND BAY 52ND STREET</b>															
Cropsy Avenue	NB	TR	0.94	28.2	C	TR	1.20+	120.0+	F*	T	0.86	24.2	C		- <b>Partially Mitigated.</b> - Restripe the NB approach from one 11-ft. lane, one 12-ft. lane and one 26-ft. lane to three 11-ft. lanes and one 16-ft shared through-right lane. - Install signage along the NB approach of Cropsy Avenue to inform motorists that "Right lane must turn right except buses." - Modify existing signal phasing and timing from 39.6 s green for the EB phase and 39.6 s green for the NB/SB phase (3.6 s amber, 1.8 s all red) to 40 s green for the EB phase, 25 s green for the new lead NB/SB phase (with pedestrian crossing along the west crosswalk) and 10 s green for the NB/SB phase (with pedestrian crossing along the east and west crosswalks); each phase has 3 s amber and 2 s all red.
		-	-	-	-	-	-	-	-	R	0.93	32.9	C		
	SB	T	0.84	26.9	C	T	0.93	33.8	C	T	0.92	32.5	C		
Bay 52nd Street	EB	L	0.38	18.4	B	L	0.38	18.4	B	L	0.37	18.1	B		
		TR	0.85	35.9	D	TR	1.14	108.6	F	TR	1.13	103.2	F		
		R	0.94	46.7	D	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*		
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>30.8</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>111.5</b>	<b>F</b>	<b>-</b>	<b>1.16</b>	<b>69.3</b>	<b>E</b>			
<b>29 OCEAN PARKWAY AND SHORE PARKWAY SOUTH</b>															
Ocean Parkway (Main Road)	NB	T	0.44	19.8	B	T	0.52	21.0	C	T	0.52	21.0	C	- Mitigation not required for the weekday midday, and the Saturday midday and PM peak periods. - Restripe the NB approach on the service road from one 25-ft. lane to one 12-ft. lane and one 13-ft. right-turn lane for 150 ft from the stop bar. - [Measures reflect improvements needed for the weekday AM peak period; otherwise mitigation is not needed.]	
		SB	L	1.20	120.0+	F*	L	1.20	120.0+	F*	L	1.20	120.0+		
		T	0.33	8.8	A	T	0.38	9.3	A	T	0.38	9.3	A		
Ocean Parkway (Service Road)	NB	TR	0.36	19.7	B	TR	0.46	21.7	C	T	0.07	15.7	B		
		-	-	-	-	-	-	-	-	R	0.44	21.6	C		
	SB	T	0.13	7.6	A	T	0.22	8.3	A	T	0.22	8.3	A		
	EB	L	0.81	54.1	D	L	0.81	54.1	D	L	0.81	54.1	D		
		LTR	0.90	59.3	E	LTR	0.90	59.3	E	LTR	0.90	59.3	E		
<b>Overall Intersection</b>	<b>-</b>	<b>0.68</b>	<b>43.3</b>	<b>D</b>	<b>-</b>	<b>0.73</b>	<b>40.5</b>	<b>D</b>	<b>-</b>	<b>0.72</b>	<b>40.4</b>	<b>D</b>			
<b>30 OCEAN PARKWAY AND SHORE PARKWAY NORTH</b>															
Ocean Parkway (Main Road)	NB	L	1.01	98.6	F	L	1.01	98.6	F	L	1.01	98.6	F	- <b>Partially Mitigated.</b> - Modify existing signal timing from 29 s green for the WB phase (3 s amber, 3 s all red), 60 s green for the NB/SB phase and 15 s green for the NB-L/SB-L exclusive phase (3 s amber, 2 s all red) to 31 s green for the WB phase, 58 s green for the NB/SB phase and 15 s green for the NB-L/SB-L exclusive phase; WB phase has 3 s amber and 3 s all red, all other phases has 3 s amber and 2 s all red.	
		T	0.33	8.9	A	T	0.39	9.4	A	T	0.40	10.3	B		
	SB	T	0.45	19.9	B	T	0.50	20.7	C	T	0.52	22.2	C		
Ocean Parkway (Service Road)	NB	T	0.07	7.1	A	T	0.07	7.1	A	T	0.07	7.8	A		
		SB	TR	0.14	16.4	B	TR	0.24	17.6	B	TR	0.25	18.8		B
Shore Parkway North	WB	L	0.70	50.5	D	L	0.78	55.7	E	L	0.73	50.5	D		
		LT	0.66	48.7	D	LT	0.84	60.2	E	LT	0.78	53.4	D		
	R	1.08	117.0	F	R	1.08	117.0	F	R	1.00	89.1	F			
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>39.0</b>	<b>D</b>	<b>-</b>	<b>0.75</b>	<b>38.7</b>	<b>D</b>	<b>-</b>	<b>0.75</b>	<b>36.7</b>	<b>D</b>			

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

TABLE I-5  
 CONEY ISLAND REZONING DEIS  
 2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY PM

INTERSECTION & APPROACH	No Build					Build					Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C		Control Delay
<b>1 SURF AVENUE AND WEST 30TH STREET</b>												
West 30th Street	SB	LR	0.38	28.4	C	LR	0.38	28.4	C	- Mitigation not required for all time periods.		
Surf Avenue	EB	T	0.22	9.0	A	T	0.24	9.1	A			
	WB	T	0.25	9.2	A	T	0.28	9.4	A			
<b>Overall Intersection</b>	-		<b>0.29</b>	<b>11.9</b>	<b>B</b>	-	<b>0.31</b>	<b>11.8</b>	<b>B</b>			
<b>2 SURF AVENUE AND WEST 29TH STREET</b>												
West 29th Street	NB	LR	0.31	28.0	C	LR	0.31	28.0	C	- Mitigation not required for all time periods.		
	SB	LTR	0.33	27.4	C	LTR	0.33	27.4	C			
Surf Avenue	EB	TR	0.26	9.3	A	TR	0.28	9.5	A			
	WB	LT	0.32	10.0	A	LT	0.35	10.2	B			
<b>Overall Intersection</b>	-		<b>0.32</b>	<b>12.9</b>	<b>B</b>	-	<b>0.34</b>	<b>12.9</b>	<b>B</b>			
<b>3 SURF AVENUE AND WEST 28TH STREET</b>												
West 28th Street	NB	LR	0.05	23.3	C	LR	0.05	23.3	C	- Mitigation not required for all time periods.		
	SB	LTR	0.27	26.4	C	LTR	0.27	26.4	C			
Surf Avenue	EB	TR	0.30	9.6	A	TR	0.32	9.8	A			
	WB	LT	0.25	9.2	A	LT	0.27	9.4	A			
<b>Overall Intersection</b>	-		<b>0.29</b>	<b>11.2</b>	<b>B</b>	-	<b>0.30</b>	<b>11.3</b>	<b>B</b>			
<b>4 SURF AVENUE AND WEST 25TH STREET</b>												
West 25th Street	NB	LR	0.06	23.4	C	LR	0.06	23.4	C	- Mitigation not required for all time periods.		
	SB	LTR	0.17	24.9	C	LTR	0.17	24.9	C			
Surf Avenue	EB	TR	0.30	9.6	A	TR	0.32	9.8	A			
	WB	LT	0.30	9.6	A	LT	0.32	9.9	A			
<b>Overall Intersection</b>	-		<b>0.26</b>	<b>10.7</b>	<b>B</b>	-	<b>0.27</b>	<b>10.8</b>	<b>B</b>			
<b>5 SURF AVENUE AND WEST 24TH STREET</b>												
West 24th Street	NB	LTR	0.31	24.0	C	LTR	0.31	24.0	C	- Mitigation not required for all time periods.		
Surf Avenue	EB	LTR	0.49	14.2	B	LTR	0.51	14.7	B			
	WB	LTR	0.45	13.6	B	LTR	0.48	14.0	B			
<b>Overall Intersection</b>	-		<b>0.42</b>	<b>14.9</b>	<b>B</b>	-	<b>0.44</b>	<b>15.2</b>	<b>B</b>			
<b>6 SURF AVENUE AND WEST 23RD STREET</b>												
West 23rd Street	SB	LTR	0.51	27.6	C	LTR	0.51	27.6	C	- Mitigation not required for all time periods.		
Surf Avenue	EB	TR	0.38	12.5	B	TR	0.41	12.7	B			
	WB	LT	0.50	14.1	B	LT	0.53	14.6	B			
<b>Overall Intersection</b>	-		<b>0.50</b>	<b>15.5</b>	<b>B</b>	-	<b>0.52</b>	<b>15.7</b>	<b>B</b>			

**TABLE I-5  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>7 SURF AVENUE AND WEST 21ST STREET</b>														
West 21st Street	NB	LR	0.20	30.6	C	-	-	-	-	-	-	-	-	- Restripe the WB receiving side from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LT	0.70	47.5	D	- Restripe the WB approach from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
			-	-	-	-	-	-	-	R	1.18	120.0+	F*	- Restripe the SB approach from one 30-ft. lane with parking on both sides to one 20-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only
Surf Avenue	EB	TR	0.40	7.7	A	TR	0.43	8.0	A	TR	0.68	32.4	C	for the weekday midday and Saturday PM peak periods and allow parking for all other times.
	WB	DefL	1.20	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	1.06	100.8	F	- Install "No Standing 11 AM - 2 PM Mon-Fri, 4 PM - 7 PM Saturday" regulations along the west side of the SB approach 75-ft. from the stop bar to allow for two moving lanes at the approach.
		T	0.46	8.6	A	T	0.50	9.0	A	T	0.47	7.6	A	- Modify existing cycle length from 90 s to 120 s. Signal phasing and timing shifts from 59.4 s green for EB/WB phase and 19.8 s green for SB phase (3.6 s amber, 1.8 s all red) to 34 s green for new WB lead phase, 49 s green for EB/WB phase, and 22 s green time for SB phase (each phase has a 3 s amber and 2 s all red).
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>55.5</b>	<b>E</b>	-	<b>1.20+</b>	<b>119.7</b>	<b>F</b>	-	<b>1.16</b>	<b>51.5</b>	<b>D</b>	
<b>8 SURF AVENUE AND WEST 20TH STREET (UNSIGNALIZED INTERSECTION)</b>														
West 20th Street	NB	-	-	-	-	LTR	-	120.0+	F*	LTR	0.69	43.6	D	- Restripe the WB receiving side from one 10-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11.5-ft. lane, one 12-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane.
Surf Avenue	EB	LT	-	73.8	F	LT	-	120.0+	F*	DefL	0.96	72.0	E	- Shift the centerline along the WB approach 1-ft. south. Restripe the WB approach from one 9.5-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 13-ft. right-turn lane. Restripe the EB receiving side from one 9.5-ft. lane, one 15.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 13-ft. right-turn lane.
			-	-	-	-	-	-	-	TR	0.67	21.3	C	12-ft. shared bike lane and one 13-ft. curb parking lane.
	WB	-	-	-	-	LT	-	29.9	D	LT	0.68	20.6	C	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (250 ft.) to allow for three moving lanes at the approach.
			-	-	-	-	-	-	-	R	0.84	36.4	D	- Install a traffic signal with a 120-second cycle length and two phases. [EB/WB green time is 67 s; NB/SB green time is 43 s; all phases have 3 s of amber and 2 s of all red time.]
<b>Overall Intersection</b>	-	-	-	<b>6.1</b>	<b>A</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.86</b>	<b>30.2</b>	<b>C</b>	
<b>9 SURF AVENUE AND WEST 19TH STREET</b>														
West 19th Street	NB	L	0.08	24.1	C	LR	1.01	98.4	F	L	0.28	36.1	D	- Stripe a 6-ft. wide hatched median along the EB approach tapered back to the centerline 250-ft. from the intersection.
		R	0.39	29.9	C	-	-	-	-	R	0.58	44.0	D	- Restripe the EB approach from one 9.5-ft. lane, one 15.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 10-ft. curb parking lane.
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LT	0.99	81.8	F	Restripe the WB receiving side from one 9.5-ft. lane, one 13.5-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
			-	-	-	-	-	-	-	R	0.94	75.7	E	- Restripe the WB approach from one 11.5-ft. left-turn lane, one 9-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane, one 10-ft. lane, one 11.5-ft. shared bike lane and one 10-ft. lane. Restripe the EB receiving side from one 9-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 12-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane.
Surf Avenue	EB	TR	0.35	10.1	B	TR	0.38	10.4	B	TR	0.52	25.6	C	- Shift the centerline along the NB approach 1-ft. west. Restripe the NB approach from one 11-ft. lane and one 8-ft. curb parking lane to one 10-ft. lane and one 10-ft. lane which would serve as a travel lane only for the weekday AM period and Saturday midday and PM periods and allow parking for all other times.
	WB	L	1.20	113.0	F	L	1.20+	120.0+	F*	L	1.15	110.5	F	- Restripe the SB approach from one 29-ft. lane with parking on both sides to one 21-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday midday and PM peak periods and allow parking for all other times.
		T	0.43	10.3	B	T	0.62	12.2	B	T	0.40	12.2	B	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach.
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>78.5</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.14</b>	<b>44.3</b>	<b>D</b>	- Install "No Standing 7 AM - 10 AM Mon-Fri, 11 AM - 7 PM Saturday" regulations along the east side of the NB approach 250 ft from the stop bar to allow for two moving lanes at the approach - Install "No Standing 11 AM - 7 PM Except Sunday" regulations along the west side of the SB approach 250 ft from the stop bar to allow for two moving lanes at the approach. - Modify existing cycle length from 90 s to 120 s. Signal phasing and timing shifts from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 15 s green for new WB lead phase, 53 s green for EB/WB phase, and 37 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
<b>10 SURF AVENUE AND WEST 17TH STREET</b>														
West 17th Street	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- Eliminate the 11-ft. wide hatched median on the WB receiving side and restripe as a WB receiving travel lane. Restripe the EB approach from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 11-ft. left-turn lane, one 11-ft. shared bike lane, and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane and one 10-ft. lane.
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
Surf Avenue	EB	LT	0.40	11.3	B	LT	0.48	12.2	B	L	0.00	0.0	A	- Shift the centerline along the the WB approach 5-ft. south. Restripe the WB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane, and one 11-ft. lane. Restripe the EB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
			-	-	-	-	-	-	-	T	0.53	18.3	B	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (210 ft.) to allow for three moving lanes at the approach.
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.11	103.4	F	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach.
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>110.6</b>	<b>F</b>	- Install signage along the WB approach of Surf Avenue to inform motorists of the left-turn lane on the receiving side of the upstream intersection with West 19th Street. - Modify existing cycle length from 90 s to 120 s. Signal phasing and timing shifts from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead/SB right-turn phase, 60 s green for EB/WB phase, and 38 s green time for SB phase (each phase has a 3 s amber and 2 s all red).
<b>11 SURF AVENUE AND WEST 16TH STREET</b>														
West 16th Street	NB	LR	0.00	26.0	C	-	-	-	-	-	-	-	-	- Shift the centerline along the the EB approach 6-ft. south. Restripe the EB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to two 10-ft. lanes, one 12-ft. shared bike lane, and one 11-ft. lane.
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.18	120.0+	F*	
Surf Avenue	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	- Shift the centerline along the the WB approach 6-ft. south. Restripe the WB approach from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 11-ft. lane tapered 125-ft. from the stop bar, 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM and Saturday midday and PM peak periods and allow parking for all other times. Restripe the EB receiving side from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane.
	WB	LT	0.42	8.6	A	DefL	1.20+	120.0+	F*	DefL	0.75	41.2	D	- Restripe the SB approach from one 31-ft. lane with parking on both sides to one 19-ft. lane with parking on west curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM periods and Saturday midday and PM periods and allow parking for all other times.
			-	-	-	T	0.96	31.5	C	T	0.34	7.3	A	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (240 ft.) to allow for three moving lanes at the approach.
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>113.4</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>104.4</b>	<b>F</b>	- Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach. - Install "No Standing 11 AM - 2 PM, 4 PM - 7 PM Except Sunday" regulations along the east side of the SB approach 250 ft. from the stop bar to allow for two moving lanes at the approach. - Modify existing cycle length from 90 s to 120 s. Signal phasing and timing shifts from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 10 s green for a new WB lead phase, 69 s green for EB/WB phase, and 26 s green time for SB phase (each phase has a 3 s amber and 2 s all red).

**TABLE I-5  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>12 SURF AVENUE AND WEST 15TH STREET</b>															
West 15th Street	NB	LTR	0.68	42.0	D	LT	0.89	70.8	E	LT	0.62	44.9	D	<ul style="list-style-type: none"> <li>- Shift the centerline along the EB approach 6-ft. to the south. Restripe the EB approach from one 10-ft. lane, one 15-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane. Restripe the WB receiving side from one 10-ft. lane, one 14-ft. lane, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times. Provide a 11-ft. wide hatched median along the receiving side of the WB approach.</li> <li>- Restripe the WB approach from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times. Restripe the EB receiving side from one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. lane. Provide a 11-ft. wide hatched median along the receiving side of the EB approach.</li> <li>- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for three moving lanes at the approach.</li> <li>- Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for three moving lanes at the approach.</li> <li>- Modify existing cycle length from 90 s to 120 s. Signal phasing and timing shifts from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 19 s green for new EB lead phase, 50 s green for EB/WB phase, and 36 s green time for NB phase (each phase has a 3 s amber and 2 s all red).</li> </ul>	
			-	-	-	R	0.61	47.8	D	R	0.41	38.9	D		
Surf Avenue	EB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	L	1.20+	120.0+	F*		
		TR	0.87	13.1	B	T	0.95	16.1	B	T	0.61	14.2	B		
	WB	LTR	0.72	12.8	B	TR	0.66	10.9	B	TR	0.74	32.2	C		
<b>Overall Intersection</b>	-		<b>1.20</b>	<b>39.6</b>	<b>D</b>	-	<b>1.20+</b>	<b>98.0</b>	<b>F</b>	-	<b>1.41</b>	<b>46.1</b>	<b>D</b>		
<b>13 SURF AVENUE AND STILLWELL AVENUE</b>															
Stillwell Avenue	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.02	92.3	F		<ul style="list-style-type: none"> <li>- Restripe the EB approach from one 10-ft. left-turn lane, one 10-ft. lane, one 14-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane, one 10-ft. lane, one 12-ft. shared bike lane, and one 10-ft. right-turn lane. Restripe the WB receiving side from one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 10-ft. lane and one 11-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for weekday PM and Saturday midday and PM and allow parking for all other times.</li> <li>- Restripe the WB approach from one 11-ft. left-turn lane, one 10-ft. lane, one 13-ft. shared bike lane and one 8-ft. curb parking lane to one 11-ft. left-turn lane, one 10-ft. lane, one 11-ft. shared bike lane, and one 10-ft. lane which would serve as a travel lane only for the weekday PM period and Saturday midday and PM periods and allow parking for all other times.</li> <li>- Provide an 8-ft. curb extension on the corner of the south curb of the EB receiving.</li> <li>- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (220 ft.) to allow for four moving lanes at the approach.</li> <li>- Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach 250 ft. from the stop bar to allow for four moving lanes at the approach.</li> <li>- Modify existing cycle length from 90 s to 120 s. Signal phasing and timing shifts from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 8 s green for new EB lead phase, 60 s green for EB/WB phase, and 37 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).</li> </ul>
	SB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	1.03	110.1	F		
		TR	1.06	105.6	F	TR	1.20+	120.0+	F*	TR	1.05	101.5	F		
Surf Avenue	EB	L	0.67	18.5	B	L	1.09	96.2	F	L	0.88	39.9	D		
		TR	0.48	8.2	A	TR	0.57	9.2	A	T	0.52	14.2	B		
			-	-	-	-	-	-	-	R	0.14	10.4	B		
	WB	L	0.23	7.7	A	L	0.28	8.9	A	L	0.31	20.7	C		
		TR	0.52	8.9	A	TR	0.67	11.0	B	TR	0.61	22.9	C		
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>56.0</b>	<b>E</b>	-	<b>1.20+</b>	<b>96.4</b>	<b>F</b>	-	<b>0.89</b>	<b>39.5</b>	<b>D</b>		
<b>14 SURF AVENUE AND WEST 12TH STREET</b>															
West 12th Street	NB	LTR	0.04	27.8	C	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> <li>- Mitigation not required for all time periods.</li> </ul>	
	SB	LTR	0.81	35.9	D	LTR	0.73	34.2	C						
Surf Avenue	EB	LTR	0.82	14.9	B	LTR	1.03	44.7	D						
	WB	LTR	0.61	10.1	B	LTR	0.79	14.7	B						
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>14.7</b>	<b>B</b>	-	<b>0.96</b>	<b>30.6</b>	<b>C</b>						
<b>15 SURF AVENUE AND WEST 8TH STREET</b>															
West 8th Street	NB	LTR	0.49	26.7	C	LTR	1.20+	120.0+	F*	LTR	0.80	44.1	D	<ul style="list-style-type: none"> <li>- <b>Partially Mitigated.</b></li> <li>- Restripe the NB approach from one 14-ft. lane to two 11-ft. lanes. Restripe the SB receiving side from one 13-ft. lane and one 16-ft. lane to one 11-ft. lane and one 10-ft. lane.</li> <li>- Modify existing cycle length from 90 s to 120 s. Signal phasing and timing shifts from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 12 s green for new EB/WB left-turn lead phase, 50 s green for EB/WB phase, and 43 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).</li> </ul>	
	SB	L	0.35	25.5	C	L	0.53	33.4	C	L	0.48	37.3	D		
		TR	0.38	23.9	C	TR	0.70	30.3	C	TR	0.49	32.1	C		
Surf Avenue	EB	L	0.66	25.5	C	L	1.08	100.3	F	L	0.79	35.4	D		
		TR	0.60	15.4	B	TR	0.75	18.6	B	TR	0.91	42.5	D		
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*		
		TR	0.53	14.7	B	TR	0.62	16.1	B	TR	0.79	35.7	D		
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>40.1</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>65.7</b>	<b>E</b>		

**TABLE I-5  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>16 MERMAID AVENUE AND WEST 30TH STREET</b>														
West 30th Street	SB	LTR	0.40	18.2	B	LTR	0.40	18.2	B					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.41	10.1	B	TR	0.44	10.4	B					
	WB	LT	0.22	8.2	A	LT	0.26	8.5	A					
<b>Overall Intersection</b>	<b>-</b>	<b>0.41</b>	<b>11.8</b>	<b>B</b>	<b>-</b>	<b>0.43</b>	<b>11.8</b>	<b>B</b>	<b>-</b>	<b>0.43</b>	<b>11.8</b>	<b>B</b>		
<b>17 MERMAID AVENUE AND WEST 29TH STREET</b>														
Mermaid Avenue	EB	LTR	0.49	11.3	B	LTR	0.52	11.8	B					- Mitigation not required for all time periods.
	WB	LTR	0.43	10.7	B	LTR	0.46	11.2	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>11.0</b>	<b>B</b>	<b>-</b>	<b>0.53</b>	<b>11.5</b>	<b>B</b>	<b>-</b>	<b>0.53</b>	<b>11.5</b>	<b>B</b>		
<b>18 MERMAID AVENUE AND WEST 20TH STREET</b>														
West 20th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	- Restripe the NB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on the west curb and one 10-ft. right-turn lane. - Install "No Standing Anytime" regulation along the east side of the NB approach 200 ft. from the stop bar to allow for two moving lanes at the approach. - Modify signal timing from 31 s green for the EB/WB phase and 19 s green for the NB phase (3 s amber and 2 s all red) to 29 s green for the EB/WB phase and 21 s green for NB phase (each phase has a 3 s amber and 2 s all red).
			-	-	-					R	1.03	94.0	F	
Mermaid Avenue	EB	LT	0.34	10.0	A	LT	0.36	10.1	B	LT	0.38	11.6	B	
	WB	TR	0.63	14.0	B	TR	0.64	14.1	B	TR	0.69	16.9	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>85.6</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.96</b>	<b>97.3</b>	<b>F</b>		
<b>19 MERMAID AVENUE AND WEST 19TH STREET</b>														
West 19th Street	SB	LTR	0.80	30.3	C	LTR	0.88	37.4	D					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.48	10.6	B	TR	0.54	11.5	B					
	WB	LT	0.68	10.6	B	LT	0.78	11.9	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.73</b>	<b>15.7</b>	<b>B</b>	<b>-</b>	<b>0.82</b>	<b>18.7</b>	<b>B</b>	<b>-</b>	<b>0.82</b>	<b>18.7</b>	<b>B</b>		
<b>20 MERMAID AVENUE AND WEST 17TH STREET</b>														
West 17th Street	NB	LTR	0.75	18.3	B	LTR	1.20+	120.0+	F*	LTR	1.20+	119.3	F	- <b>Partially Mitigated.</b> - Restripe the EB approach from one 21-ft. lane with parking to one 10-ft. left-turn lane and one 11-ft. shared through-right lane. - Restripe the WB approach from one 22-ft. lane with parking to one 10-ft. shared left-through lane and one 12-ft. right-turn lane. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for two moving lanes at the approach. - Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for two moving lanes at the approach. - Install signage along the EB approach on Mermaid Avenue to inform motorists of the left-turn lane at the approaching intersection. - Modify signal timing from 25.8 s green for EB/WB phase and 25.8 s green for NB/SB phase (3 s amber, 1.2 s all red) to 22 s green for EB/WB phase and 28 s green for NB/SB phase (each phase has a 3 s amber and 2 s all red).
	SB	LTR	0.93	18.1	B	LTR	1.20+	120.0+	F*	LTR	1.20+	110.2	F	
Mermaid Avenue	EB	LTR	1.04	76.3	E	LTR	1.20+	120.0+	F*	L	0.64	28.6	C	
			-	-	-					TR	0.49	17.7	B	
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LT	0.70	21.1	C	
			-	-	-					R	0.83	29.6	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>58.3</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.04</b>	<b>82.2</b>	<b>F</b>		
<b>21 MERMAID AVENUE AND WEST 15TH STREET</b>														
West 15th Street	NB	LTR	1.19	113.2	F	LTR	1.20+	120.0+	F*	LTR	1.19	109.6	F	- Modify signal timing from 32.4 s green for EB/WB phase and 20.4 s green for NB phase (2.4 s amber, 1.2 s all red) to 26 s green for EB/WB phase and 24 s green time for NB phase (each phase has a 3 s amber and 2 s all red).
Mermaid Avenue	EB	LT	0.39	9.0	A	LT	0.39	9.0	A	LT	0.49	14.1	B	
	WB	TR	0.37	8.8	A	TR	0.39	8.9	A	TR	0.48	13.8	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>55.1</b>	<b>E</b>	<b>-</b>	<b>0.80</b>	<b>116.2</b>	<b>F</b>	<b>-</b>	<b>0.83</b>	<b>60.9</b>	<b>E</b>		
<b>22 MERMAID AVENUE AND STILLWELL AVENUE</b>														
Stillwell Avenue	NB	LT	1.14	103.7	F	LT	1.20+	120.0+	F*	LT	1.13	96.7	F	- Restripe the EB approach from one 22-ft. lane with parking to one 12-ft. lane and one 10-ft. right-turn lane striped for 150 ft from the stop bar. - Modify signal timing from 25.8 s green for the EB/WB phase and 25.8 s green for the NB/SB phase (3 s amber and 1.2 s all red) to 25 s green for the EB/WB phase and 29 s green for NB/SB phase (each phase has a 3 s amber and 2 s all red).
	SB	LTR	0.44	13.5	B	LTR	0.48	13.9	B	LTR	0.42	11.2	B	
Mermaid Avenue	EB	LTR	0.92	44.0	D	LTR	0.98	56.4	D	LT	0.68	26.1	C	
			-	-	-					R	0.57	25.0	C	
	WB	LTR	0.09	10.7	B	LTR	0.09	10.7	B	LTR	0.11	14.1	B	
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>52.1</b>	<b>D</b>	<b>-</b>	<b>1.18</b>	<b>89.5</b>	<b>F</b>	<b>-</b>	<b>0.94</b>	<b>44.2</b>	<b>D</b>		

**TABLE I-5  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>23 NEPTUNE AVENUE AND CROPSY AVENUE/WEST 17TH STREET</b>														
Cropsey Avenue/West 17th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*				- Unmitigatable Impact.	
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
Neptune Avenue		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
		R	0.76	20.2	C	R	0.78	21.1	C					
	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		TR	0.30	11.4	B	TR	0.37	12.0	B					
	WB	L	0.32	26.0	C	L	0.59	34.9	C					
		TR	1.03	67.6	E	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>24 NEPTUNE AVENUE AND STILLWELL AVENUE</b>														
Stillwell Avenue	NB	DefL	0.65	27.8	C	DefL	0.56	23.6	C	DefL	0.63	29.0	C	- Shift the centerline along the the EB approach 6-ft. north. Restripe the EB approach from two 11-ft. lanes, one 5-ft. buffer, one 5-ft. bike lane and one 10-ft. curb parking lane to one 10 ft. left-turn lane, two 11-ft. lanes, one 3-ft. buffer., one 5-ft. bike lane and one 8-ft. curb parking lane. Restripe the WB receiving side from one 11-ft. lane, one 13-ft. lane and one 16-ft. 90 degree parking lane to one 12-ft. lane and one 22-ft. lane with parallel parking. - Shift the centerline along the the WB approach 4-ft. south. Eliminate the WB approach buffer for 75-ft. Restripe the WB approach from one 11-ft. lane, one 12-ft. lane, one 5-ft. buffer, one 5-ft. bike lane and one 8-ft. curb parking lane to one 10-ft. left-turn lane tapered for 100-ft., two 11-ft. lanes, one 5-ft. bike lane and one 8-ft. curb parking lane. Restripe the EB receiving side from one 12-ft. lane and one 29-ft. lane with parking to one 12-ft. lane and one 25-ft. lane with parking. - Modify existing signal phasing and timing from 39.6 s green for EB/WB phase and 39.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB/WB left-turn lead phase, 32 s green for EB/WB phase, and 36 s green time for NB/SB phase (each phase has a 3 s amber and 2 s all red).
		TR	0.50	20.0	C	TR	0.59	21.9	C	TR	0.65	25.9	C	
	SB	LTR	0.54	20.9	C	DefL	0.45	21.2	C	DefL	0.51	25.6	C	
Neptune Avenue		-	-	-	-	TR	0.71	28.2	C	TR	0.79	35.5	D	
	EB	LTR	0.99	54.7	D	LTR	1.20+	120.0+	F*	L	0.64	32.2	C	
		-	-	-	-	-	-	-	-	TR	0.82	33.6	C	
	WB	LTR	0.89	35.1	D	LTR	1.20+	120.0+	F*	L	0.56	24.9	C	
		-	-	-	-	-	-	-	-	TR	0.94	43.8	D	
	<b>Overall Intersection</b>	-		<b>0.82</b>	<b>35.6</b>	<b>D</b>	-	<b>1.08</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.87</b>	<b>35.0</b>	
<b>25 NEPTUNE AVENUE AND WEST 8TH STREET/SHELL ROAD</b>														
West 8th Street/Shell Road	NB	L	0.86	64.7	E	L	1.20+	120.0+	F*	L	1.07	108.7	F	- Partially Mitigated. - Restripe the EB approach from one 9-ft. hatched median, one 11-ft. lane and one 27-ft. lane to one 10-ft. left-turn lane, one 11-ft. lane and one 26-ft. lane. - Restripe the SB approach from one 8-ft. left-turn lane, one 12-ft. lane and one 21-ft. lane with parking to one 10-ft. left-turn lane, one 12-ft. lane and one 19-ft. right-turn lane with parking. - Modify signal timing and phasing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 11 s green for the new EB lead/SB right-turn phase, 31 s green for the EB/WB phase, and 33 s green for the NB/SB phase; each phase has 3 s amber and 2 s all red.
		TR	0.21	21.6	C	TR	0.30	22.6	C	TR	0.28	20.7	C	
	SB	L	0.26	23.5	C	L	0.28	24.0	C	L	0.24	21.5	C	
		TR	0.61	27.4	C	TR	0.76	31.7	C	T	0.59	26.8	C	
Neptune Avenue		-	-	-	-	-	-	-	-	R	0.52	15.9	B	
	EB	LTR	0.77	20.4	C	LTR	1.12	83.7	F	L	0.84	33.0	C	
		-	-	-	-	-	-	-	-	TR	0.55	15.4	B	
	WB	LTR	0.46	13.0	B	LTR	0.65	15.4	B	LTR	0.93	35.5	D	
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>23.3</b>	<b>C</b>	-	<b>1.20+</b>	<b>66.9</b>	<b>E</b>	-	<b>1.00</b>	<b>30.3</b>	<b>C</b>	
<b>26 OCEAN PARKWAY AND NEPTUNE AVENUE</b>														
Ocean Parkway (Main Road)	NB	L	0.31	52.1	D	L	0.31	52.1	D				- Unmitigatable Impact.	
		TR	1.20	120.0+	F*	TR	1.20+	120.0+	F*					
	SB	L	1.18	120.0+	F*	L	1.18	120.0+	F*					
Ocean Parkway (Service Road)		TR	1.02	68.9	E	TR	1.11	99.4	F					
	NB	TR	0.58	39.9	D	TR	0.67	44.5	D					
	SB	TR	0.58	42.2	D	TR	0.96	87.3	F					
Neptune Avenue	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		T	0.44	26.9	C	T	0.52	28.5	C					
		R	0.29	24.4	C	R	0.29	24.4	C					
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					

**TABLE I-5  
CONEY ISLAND REZONING DEIS  
2019 NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>27 CROPSEY AVENUE AND BAY 50TH STREET</b>															
Cropsey Avenue (Main Road)	NB	DefL	0.95	44.8	D	DefL	1.20+	120.0+	F*	DefL	0.96	39.1	D	- Provide a 8-ft. bulbout on the west curb of the SB receiving side to facilitate vehicles exiting from the Belt Parkway off-ramp approach. - Modify existing signal timing from 26.1 s green for the WB phase, 35.1 s green for the NB/SB phase and 12.6 s green for the NB lag phase (3.6 s amber, 1.8 s all red) to 25 s green for the WB phase, 27 s green for the NB/SB phase and 23 s green for the NB phase (each phase has 3 s amber and 2 s all red).	
		T	0.76	18.2	B	T	0.80	19.9	B	T	0.77	17.5	B		
	SB	TR	0.61	24.1	C	TR	0.64	24.6	C	TR	0.83	37.2	D		
Cropsey Avenue (Service Road)	NB	T	0.35	10.5	B	T	0.35	10.5	B	T	0.34	10.0	A		
	Bay 50th Street	WB	LTR	0.79	40.3	D	LTR	0.79	40.3	D	LTR	0.82	43.9		D
	EB	R	-	94.2	F	R	-	120.0+	F*	R	-	36.3	E		
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>38.7</b>	<b>D</b>	-	<b>1.20+</b>	<b>90.0</b>	<b>F</b>	-	<b>1.20</b>	<b>32.0</b>	<b>C</b>			
<b>28 CROPSEY AVENUE AND BAY 52ND STREET</b>															
Cropsey Avenue	NB	TR	0.91	25.8	C	TR	1.15	92.4	F	T	0.83	23.0	C		- <b>Partially Mitigated.</b> - Restripe the NB approach from one 11-ft. lane, one 12-ft. lane and one 26-ft. lane to three 11-ft. lanes and one 16-ft shared through-right lane. - Install signage along the NB approach of Cropsey Avenue to inform motorists that "Right lane must turn right except buses." - Modify existing signal phasing and timing from 39.6 s green for the EB phase and 39.6 s green for the NB/SB phase (3.6 s amber, 1.8 s all red) to 40 s green for the EB phase, 25 s green for the new lead NB/SB phase (with pedestrian crossing along the west crosswalk) and 10 s green for the NB/SB phase (with pedestrian crossing along the east and west crosswalks); each phase has 3 s amber and 2 s all red.
		-	-	-	-	-	-	-	-	R	0.83	25.2	C		
	SB	T	0.73	23.8	C	T	0.79	25.8	C	T	0.79	25.2	C		
Bay 52nd Street	EB	L	0.39	18.5	B	L	0.39	18.5	B	L	0.38	18.2	B		
		TR	0.93	47.2	D	TR	1.16	114.2	F	TR	1.14	108.5	F		
	R	1.01	62.1	E	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*			
<b>Overall Intersection</b>	-	<b>0.96</b>	<b>33.4</b>	<b>C</b>	-	<b>1.20+</b>	<b>89.8</b>	<b>F</b>	-	<b>1.06</b>	<b>59.0</b>	<b>E</b>			
<b>29 OCEAN PARKWAY AND SHORE PARKWAY SOUTH</b>															
Ocean Parkway (Main Road)	NB	T	0.55	21.5	C	T	0.62	22.8	C	T	0.62	22.8	C	- Mitigation not required for the weekday midday, and the Saturday midday and PM peak periods. - Restripe the NB approach on the service road from one 25-ft. lane to one 12-ft. lane and one 13-ft. right-turn lane for 150 ft from the stop bar. - [Measures reflect improvements needed for the weekday AM peak period; otherwise mitigation is not needed.]	
		SB	L	1.03	103.2	F	L	1.03	103.2	F	L	1.03	103.2		
		T	0.38	9.3	A	T	0.42	9.7	A	T	0.42	9.7	A		
Ocean Parkway (Service Road)	NB	TR	0.61	25.3	C	TR	0.72	29.5	C	T	0.15	16.6	B		
		-	-	-	-	-	-	-	-	R	0.64	27.0	C		
	SB	T	0.14	7.7	A	T	0.22	8.2	A	T	0.22	8.2	A		
	EB	L	0.91	60.7	E	L	0.91	60.7	E	L	0.91	60.7	E		
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
<b>Overall Intersection</b>	-	<b>0.89</b>	<b>60.2</b>	<b>E</b>	-	<b>0.95</b>	<b>57.5</b>	<b>E</b>	-	<b>0.90</b>	<b>57.0</b>	<b>E</b>			
<b>30 OCEAN PARKWAY AND SHORE PARKWAY NORTH</b>															
Ocean Parkway (Main Road)	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					- <b>Unmitigatable Impact.</b>	
		T	0.42	9.6	A	T	0.47	10.2	B						
	SB	T	0.48	20.3	C	T	0.51	20.9	C						
Ocean Parkway (Service Road)	NB	T	0.09	7.2	A	T	0.09	7.2	A						
		SB	TR	0.18	17.0	B	TR	0.27	18.2	B					
Shore Parkway North	WB	L	0.77	51.6	D	L	0.82	54.9	D						
		LT	0.80	53.4	D	LT	0.91	64.5	E						
	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*							
<b>Overall Intersection</b>	-	<b>1.00</b>	<b>91.5</b>	<b>F</b>	-	<b>1.04</b>	<b>87.1</b>	<b>F</b>							

(1) Control delay is measured in seconds per vehicle.

(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.