



## Hylan Boulevard Corridor Transportation Improvement Study

# Public Meeting

September 15, 2011

# Agenda

- Welcome/Introductions
- Project Recap
- Stakeholder Concerns
- Recommended Plan
- Benefits of Plan
- Breakout Groups and Feedback
- Next Steps

# Project Goals

- Improve traffic flow
- Reduce bus travel time and improve reliability
- Improve transit access to Manhattan, Brooklyn and to Staten Island destinations
- Improve safety for all corridor users

# Project Timeline

## Understand the Corridor *(Complete)*

- Perform studies of traffic, parking, delivery needs, and bus ridership
- Obtain feedback from CAC and public in Fall 2010



## Identify Tool Box of Options *(Complete)*

- Develop improvements to bus operations, traffic, and safety for all users
- Assess options in four typical focus areas
- Obtain feedback from CAC and public in Spring 2010



## Develop Draft Concept Plan *(In Progress)*

- Evaluate options at key intersections
- Consider effects on bus passengers, drivers, pedestrians, and parking



## Develop Preferred Plan with Stakeholders *(Fall 2011)*

- Conduct additional meetings with CAC and public
- Prepare implementation plan

**Implement the Project** *(Target 2012 or 2013)*

## Study Corridor



# Stakeholders' Concerns

- Increase local and express bus service
- Select Bus Service should not increase crowding on local routes
- Improve safety for pedestrians and drivers
- Do not reduce on-street parking
- Changes should not make traffic congestion worse
- Improve pavement condition on Hylan Blvd



# Toolbox of Improvements

## Traffic and Safety

- Left-Turn Lane Improvement Projects
- Signal Timing Optimization
- Advanced Signals
- Pedestrian Islands
- Sidewalks
- Wider Medians



## Technology

- Transit Signal Priority
- Real-time Bus Information
- Advanced Payment System



## Bus Service

- Curb Bus Lane
- Simplified Service Pattern
- Longer Stop Spacing
- Streamlined Route Path



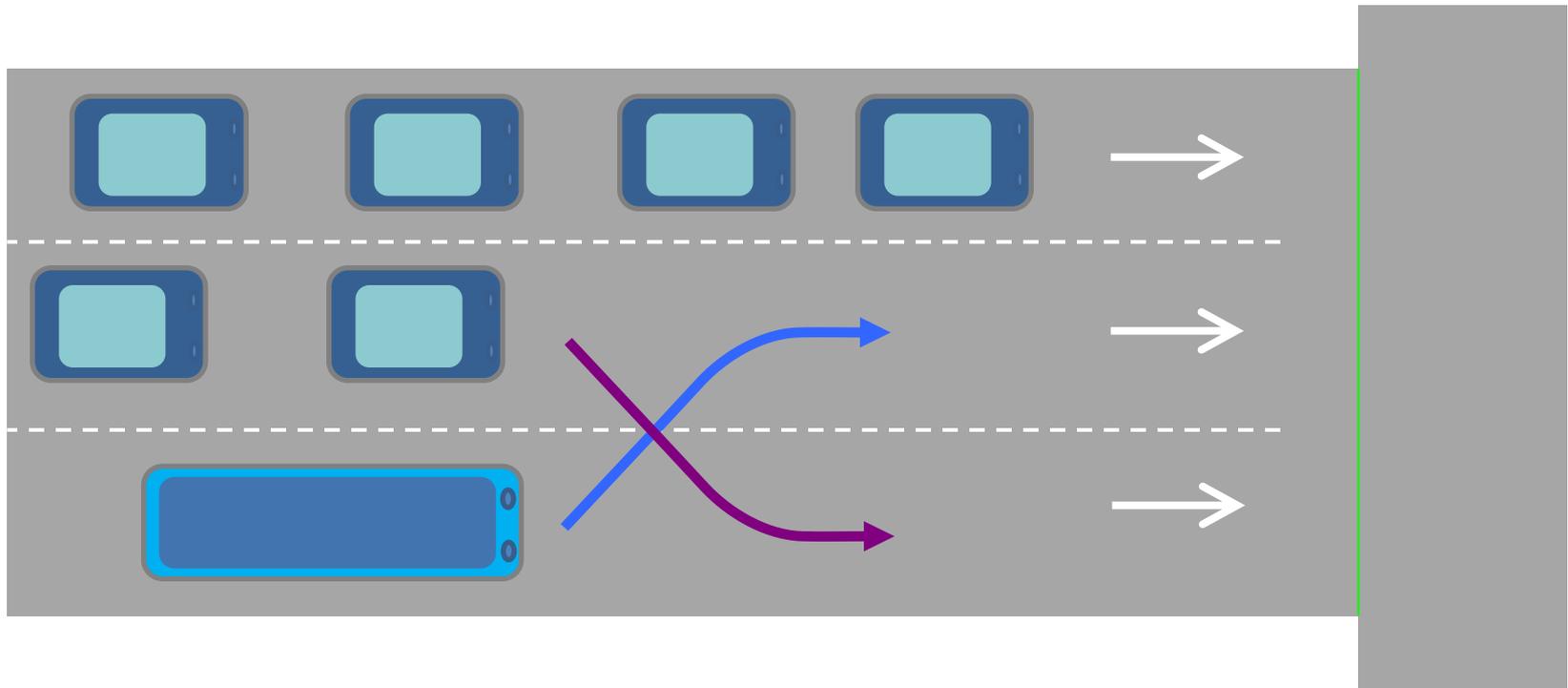
# Proposed Improvements

- **Address roadway bottlenecks to improve traffic flow**
  - Optimize signal timings – make sure signal progression matches actual traffic speed
  - Use Advance Signals to reduce weaving and unclog intersections
  - Adjust bus stop locations where they cause congestion
  - Modify curb regulations and lane configurations



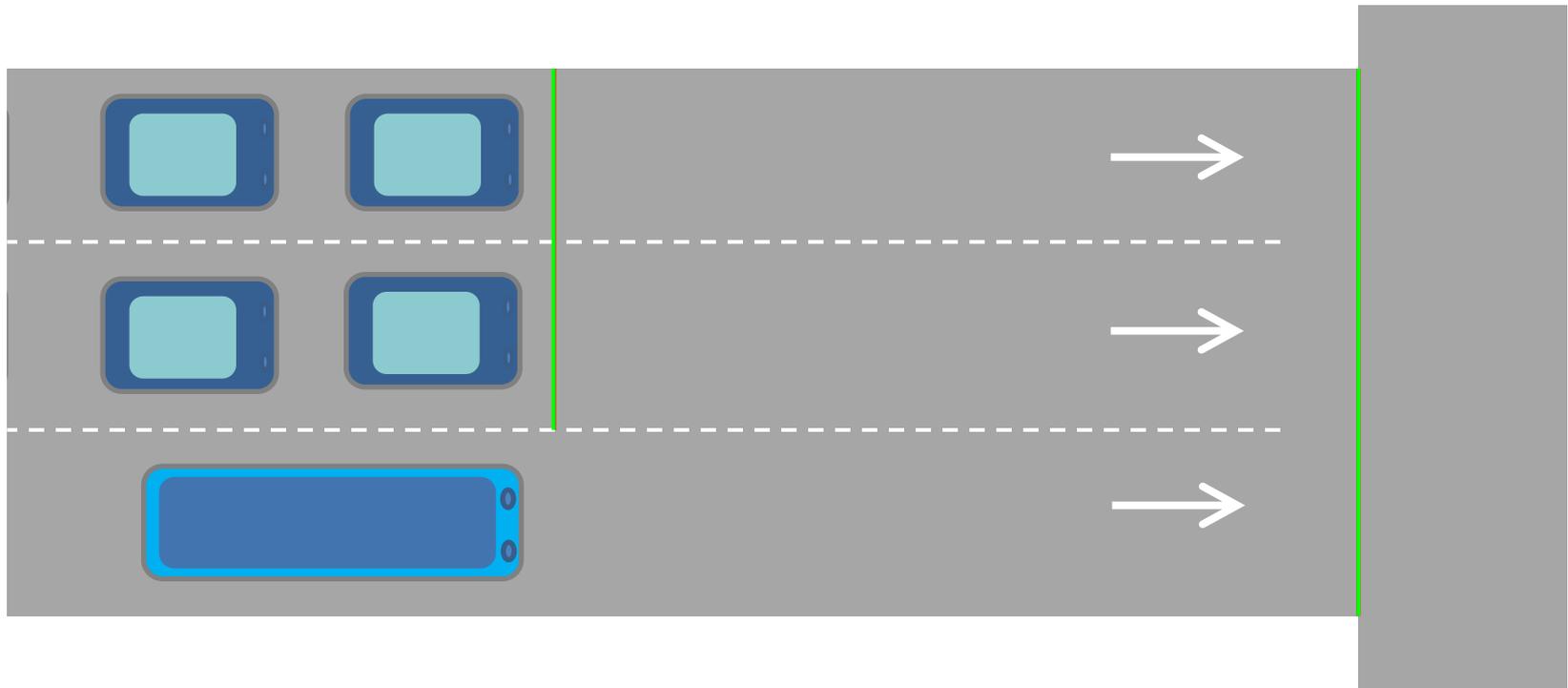
# Advance Signal

- Green time for Hylan Blvd is limited at busy intersections
- Goal: Move as many vehicles as possible on green signal
- Issue: Weaving of cars and buses clogs the intersection



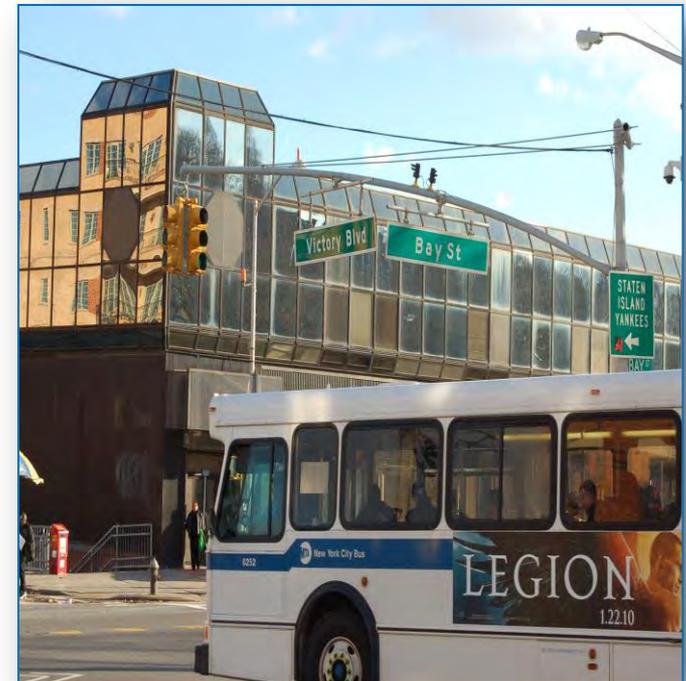
# Advance Signal (cont'd)

- Solution: Separate bus and car weaving *before* light turns green
- Reduced weaving allows more efficient (and safer) flow through intersection



# Proposed Improvements

- **Apply Transit Signal Priority throughout Corridor**
  - “Smart” traffic signals reduce the number of red lights at which buses get caught
  - Improved signal progression will improve flow of general traffic
  - Maintains crossing time for pedestrians
  - Victory Blvd experience: Travel time savings of approximately 10% for buses and 5% for other traffic



# Proposed Improvements

- **Strategic Use of Bus Lanes**
  - Focused on 2+/- miles of Hylan Blvd south of Steuben Street– “express route to the bridge”
  - Bus ridership (local and express) is highest – best time savings for all travelers
  - Drivers have a choice between Hylan Blvd and Father Capodanno Blvd
  - Limited parking effects during peak hours. Hylan Blvd currently has rush hour regulations, and most businesses have parking lots.



# Proposed Improvements

- **Focus on Pedestrian Safety**
  - Extend medians into crosswalks to provide refuges
  - Build sidewalks where none exist near bus stops
  - Add pedestrian ramps



# Proposed Improvements

## ■ Other Roadway Improvements

- Resurface street and upgrade medians where needed
- Restripe lanes and crosswalks
- Improve horizontal alignment to improve use of all lanes (within existing ROW)
- Adjust curb regulations to match parking demand
- Add left turn bays and other traffic improvements on Richmond Ave



# Proposed Improvements

## ■ Bus Operations

- Maintain S78 and S59 Local service throughout corridor. Assure that both services can accommodate all customers
- Streamline S79 route near Eltingville Transit Center and SI Mall
- Operate S79 with limited stop spacing
- MTA Bus Time™ Real-time information on bus arrivals coming soon
- Faster fare collection, initially for S79



# Possible Long-term Improvements

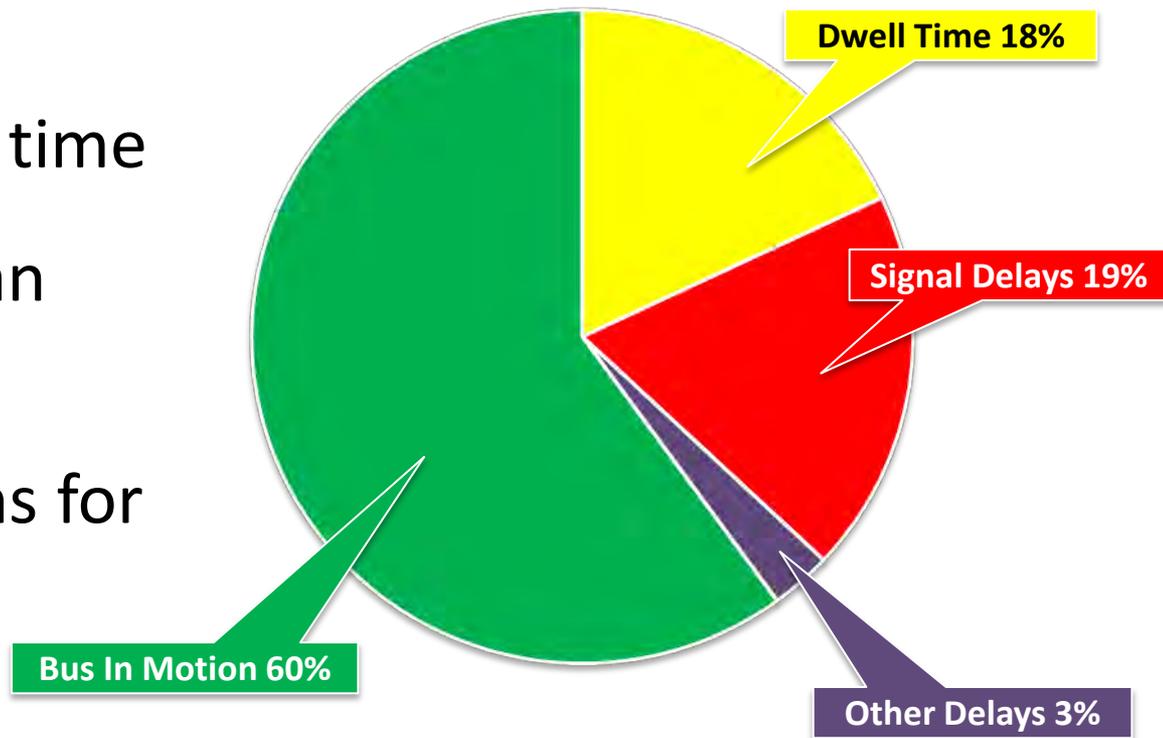
- Create bus lay-by to reduce congestion between Tysens Lane and Ebbitts Street
- Reconfigure bus stops near SI Mall to encourage bus use and improve pedestrian safety
- Create better bus passenger stations to improve passenger comfort and convenience



# Benefits of Recommended Plan

- Improve reliability of bus service
- Reduce bus travel time
- Improve pedestrian safety
- Improve conditions for drivers

Components of Travel Time on S79 Route



# Next Steps

## September-October 2011:

- Incorporate feedback from stakeholders into a preferred corridor-wide concept plan

## November 2011:

- Complete traffic and parking studies; refine plan based on analyses and feedback

## December 2011:

- Present refined plan to CAC and public; develop implementation plan

## 2012/2013:

- Develop final plan and implement