BROAD ST AND VANDERBILT AVE STREET IMPROVEMENTS

Presentation to Staten Island Community Board 1

March 21, 2019
Broad St and Vanderbilt Ave Street Improvements

PROJECT OVERVIEW

1. Staten Island Cycling Trends
2. Previous Work
3. Proposed Improvements
4. Project Summary
Staten Island Cycling Trends (2014-present)

Increased Ridership and Expanding Network

Biking to Work
48% Increase

Staten Island is the borough with the highest rate of change for people biking to work.

Source: 3-Year Rolling Average of US ACS – Journey to Work

Bike Network Size
42% Increase

27 additional lane miles added from 2014 – 2017, for a total of 91 miles

Dockless Bike Share Pilot
+54,000 Trips

From 7/26/2018 to 1/30/2018

*based on unverified operator data
Previous Work: New Springville Greenway Connections (Summer 2016)

Connecting Bicycle Routes Increased Cycling

After adding a bicycle connection between the New Springville Greenway and the Staten Island Greenbelt, ridership more than doubled.

Nome Ave at Richmond Ave
206% increase

Travis Ave at Nehring Ave
128% increase

Rockland Ave at Forest Hill Rd
195% increase

Source: 14-hour weekend bicycle counts in June 2016 and 2018
Previous Work: Targee St, Dekalb St to Van Duzer St (Summer 2017)

Safety Significantly Increased After Travel Lanes Were Narrowed and Bicycle Lanes Added

Crashes with injuries
Down 64%

Motor Vehicle Occupant Injuries
Down 77%

Pedestrian Injuries
Down 17%

Cyclist Injuries
Down 100%

Source: NYPD AIS/TAMS Crash Data from 2014-2018

each before year period is the 12-month period beginning August 1 and ending July 31. The 1-year period as November 1, 2017 to October 31, 2018. The implementation period of August 1, 2017 to October 31, 2017 is excluded.
Proposed Improvements

**New Bicycle Routes**
Add bicycle routes to Broad St and Vanderbilt Ave between existing routes on Van Duzer St, Targee St, and Bay St

**To Enhance The Existing Bicycle Network**
Build on positive trends for cycling on Staten Island by connecting existing routes to population and commercial centers

**And Increase Street Safety**
Implement proven traffic calming measures on a Vision Zero Priority Corridor
Proposed Improvements: New Bicycle Facilities

Add Bicycle Lanes

- Dedicates space for cyclists on the street
- Increases predictability of cyclist’s behaviour for motorists and pedestrians
- Separates slower bicycle traffic from motor vehicle traffic

Add Shared Lane Markings

- Guides cyclists along routes
- Alerts motorists to the presence of cyclists
- Helps align cyclists properly in the street
Existing Conditions: Broad St

Vanderbilt Ave facing east towards Thompkins Ave

Wide parking lanes
Retail between Targee St and Quinn St and at Bay St
Stapleton Houses between Gordon St and Cedar St

Vision Zero Priority Area
High concentration of pedestrian injuries

106 cyclist
during a typical midweek day
Source: 14-hour count at Canal St on 10/10/2018
Proposed Improvements: Broad St

Repurpose Existing Parking Lane Width for Cyclist

Narrow wide parking lanes and dedicate remaining space to bicycle lanes

Add shared lane markings where road is too narrow for bike lanes (1 block)
Existing Conditions: Vanderbilt Ave

Vanderbilt Ave facing east at Nunley Ct

Steep hill between Tompkins Ave and Osgood Ave
Large apartment buildings on Park Hill
Retail at the intersection of Targee St and Vanderbilt Ave
SIR Clifton Station on Bay St

Vision Zero Priority Corridor
Top 10% of borough corridors in KSI/mile

9 pedestrians severely injured since 2012
7 motor vehicle occupants injured since 2012

Source: Injuries, NYS DOT; KSI, Persons Killed or Severely Injured
Proposed Improvements: Vanderbilt Ave

Discourage Speeding with Speed Cushions

Add speed cushions along Vanderbilt Ave to slow vehicles down, without negatively affecting bus, truck, and emergency vehicle traffic.

Existing Speed Cushions on Van Duzer St
Proposed Improvements: Vanderbilt Ave, Bay St to Osgood Ave

Separate Cyclists From Faster Motor Vehicle Traffic During Uphill Segments

Narrow uphill travel lane to standard width and add dedicated bicycle lane
Add sharrows to downhill stretch and narrow travel lanes to standard shared lane widths
Proposed Improvements: Vanderbilt Ave, Osgood Ave to Van Duzer St

Add Shared Lanes To Guide Cyclists to Existing Routes

Where roadway is too narrow for dedicated bike lanes, shared lane markings are used to guide cyclists to existing bicycle routes on Van Duzer St and Targee St.
Project Summary

Encourage Cycling
Connect existing bicycle routes and communities to increase safety and help with wayfinding

Discourage Speeding
Narrow travel lanes standard width and add speed cushions to Vanderbilt Ave

No Loss To Traffic or Parking Capacity
Narrow travel and parking lanes to increase safety without impacting existing capacity
THANK YOU!

Questions?