



HYLAN BLVD IMPROVEMENTS PAGE AVE TO SATTERLEE ST

Presentation to Staten Island Community Board 3

October 2nd, 2019



Hylan Blvd Improvements, Page Ave to Satterlee St

Increase Traffic Safety

Hylan Blvd is a Vision Zero Priority Corridor, part of the top 10% of corridors where people have been killed or severely injured per mile

Close the Gap in the Existing Bicycle Network

Lack of bicycle lanes linking Tottenville with the larger South Shore bicycle network

Increase Cycling on Staten Island

Cycling rates are increasing on Staten Island and additional increases are expected for Tottenville in the coming years

Minimize Impacts To Existing Travel Times and Parking

Add new amenities and safety features without significantly impacting existing users



Existing Vehicle Traffic Conditions

High Vehicle Speeds

74 mph

top speed recorded during a typical midweek day⁽¹⁾
 10-20% of vehicles traveling above the speed limit⁽¹⁾

Poor Traffic Safety

4.1 KSI

People killed or severely injured per mile between 2013 and 2017⁽²⁾

1 fatality

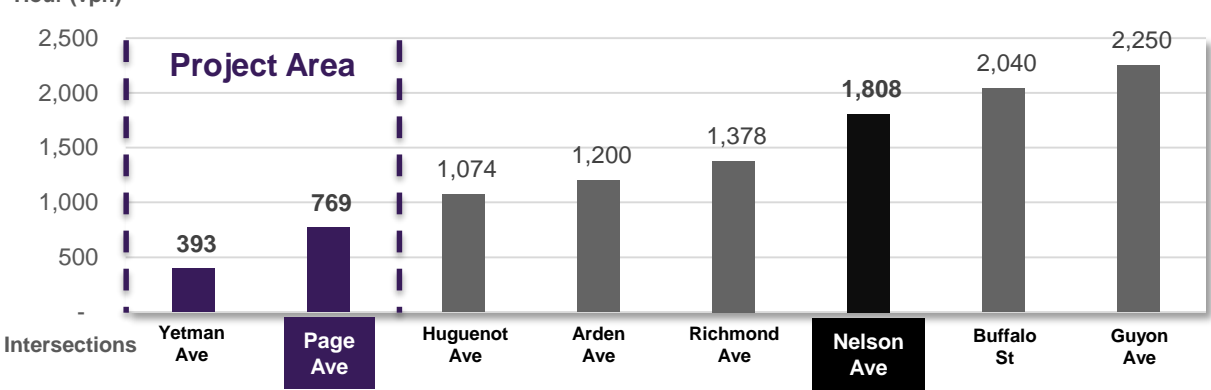
Motor Vehicle Occupant killed in 2016⁽²⁾

Low Traffic Volumes

769 vph

Peak traffic volumes at Page Ave are half the volume as those at Nelson Ave, but both locations have the same number of travel lanes⁽³⁾

Midweek Peak Hour Traffic Volumes on Hylan Blvd (AM Northbound)



Growth in Cycling on Staten Island

Increasing Ridership

↑90%
Biking to Work ⁽⁴⁾

Staten Islanders biking to work increased at a faster rate than the rest of NYC between 2013 and 2018

>132,000
Bike Share Trips ⁽⁵⁾

Dockless Bike Share Pilot launched along the North and East Shores of Staten Island in July 2018

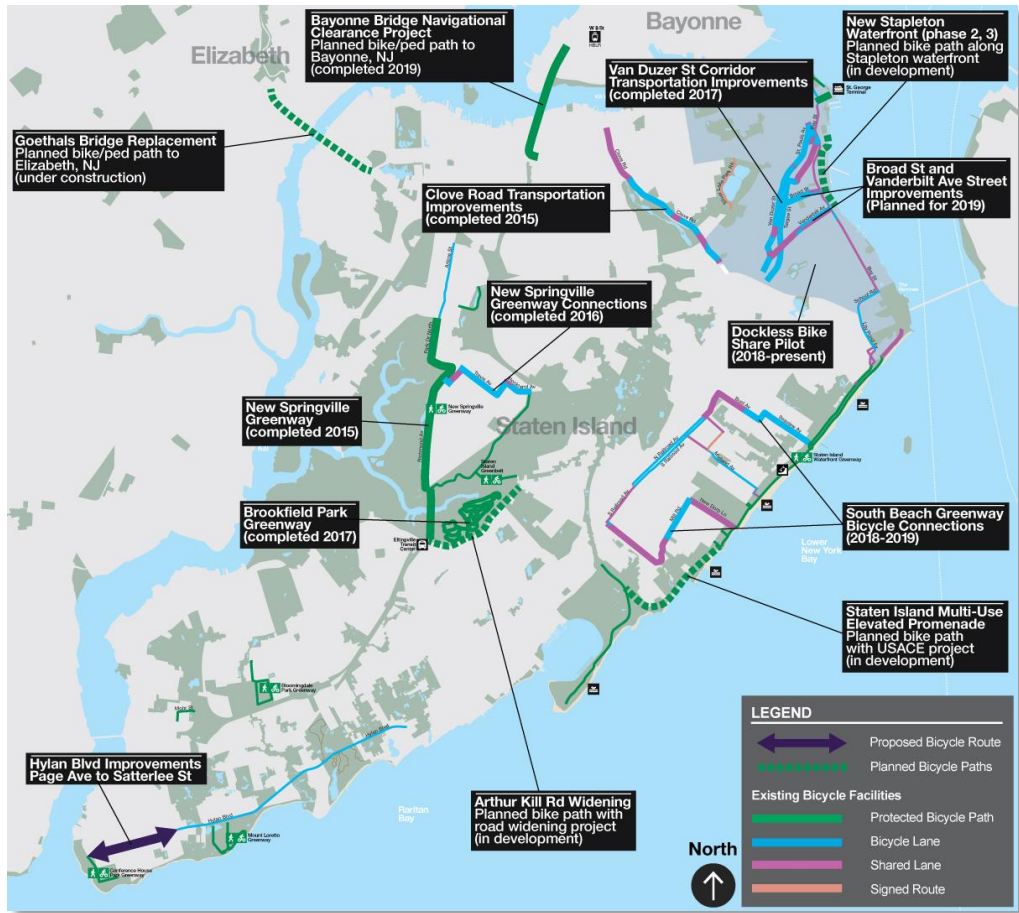
Due to popularity, the pilot will **expand borough-wide**

Expanding Bicycle Network

64
Lane Miles Existing Before 2013

33
Lane Miles Built Between 2013-2018

23
Lane Miles Planned for 2019-2022



Gap in Bicycle Network

Existing Greenways

- 1** **Conference House Park Greenway**
1.2 miles of bike lanes and pedestrian paths through park land and historic site
- 2** **Mount Loretto Greenway**
2.6 mi of bicycle paths through preserved nature areas and waterfront



Existing Bicycle Lanes

- 3** **Hylan Bl, Page Ave to Poillon Ave**
6.5 mi of bike lanes linking together greenways, nature areas, community centers, schools, fishing piers, and beaches



Gap in Network

- 4** **Hylan Bl, Page Ave to Satterlee St**

1.2
Miles Without
Bicycle Lanes

242
Cyclists On A
Typical Weekend
Day⁽⁶⁾



Proposed Changes: Hylan Blvd, Page Ave to Satterlee St

Increase Traffic Safety and Fill The Gap in The Bicycle Network

Repurpose One Travel Lane In Each Direction To Discourage Speeding and Aggressive Driving

Wider travel lanes create greater vehicle speeds and excess lanes allow for aggressive overtaking

Add Left-Turn Bays For Calmer Left Turns

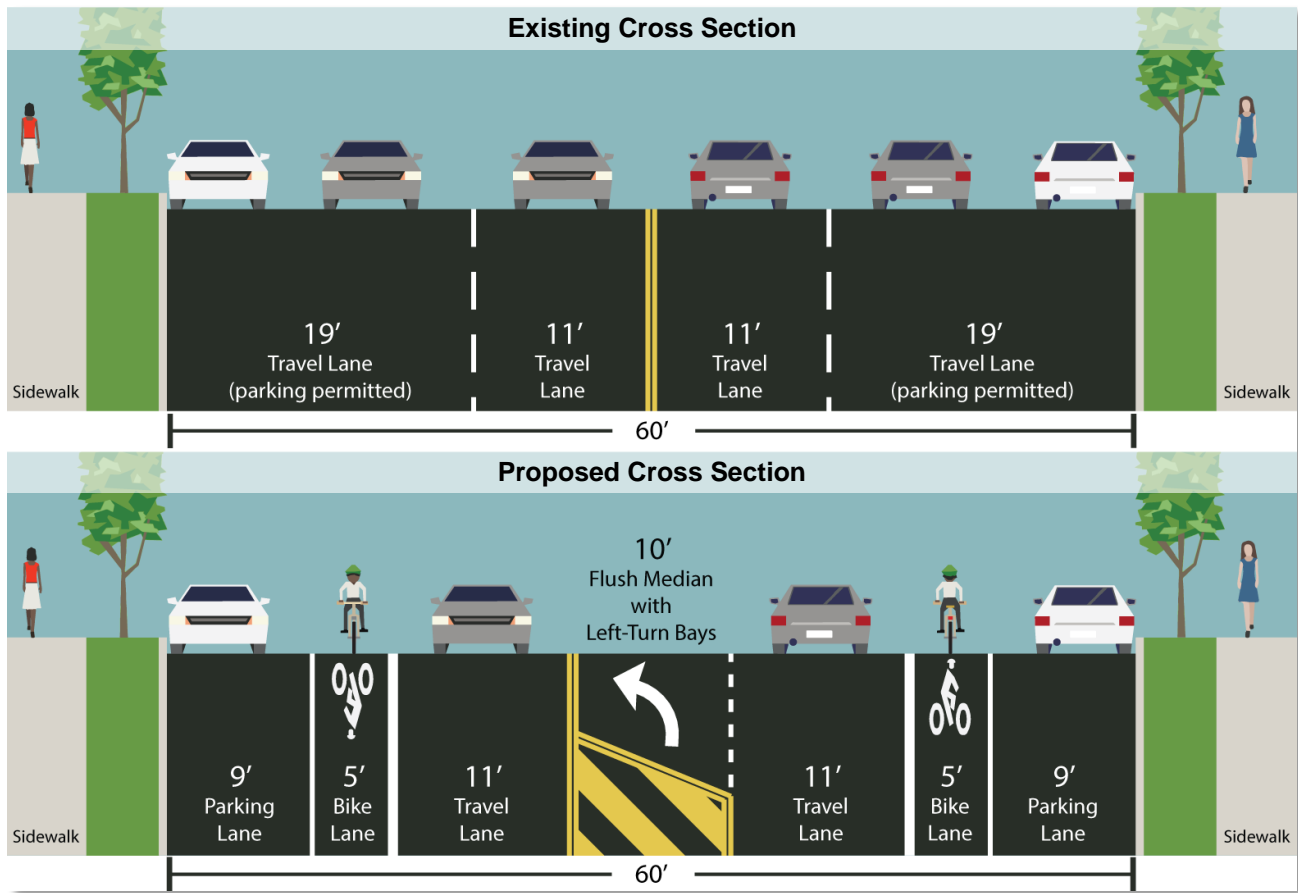
Turning vehicles are removed from the traffic flow which reduces pressure on them to make turns as fast as possible

Add Bicycle Lanes To Remove Cyclists From Vehicle Flow

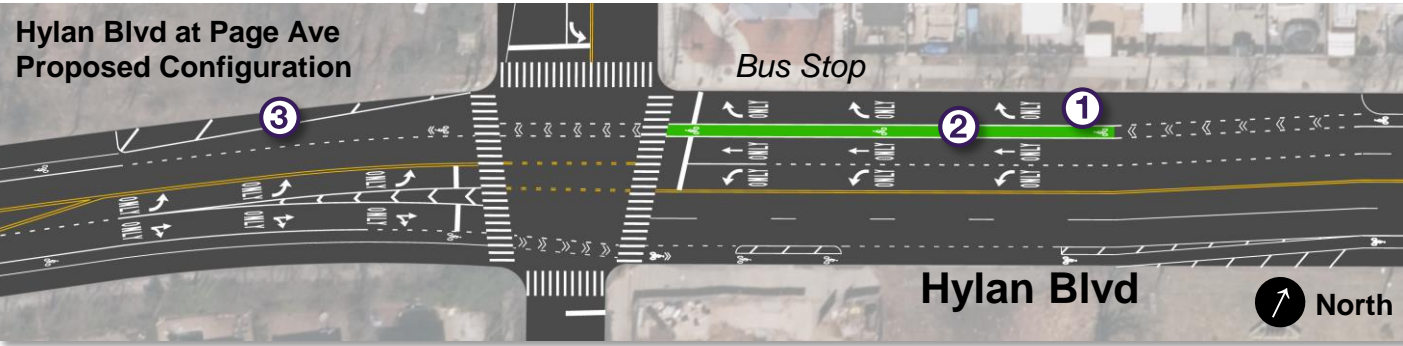
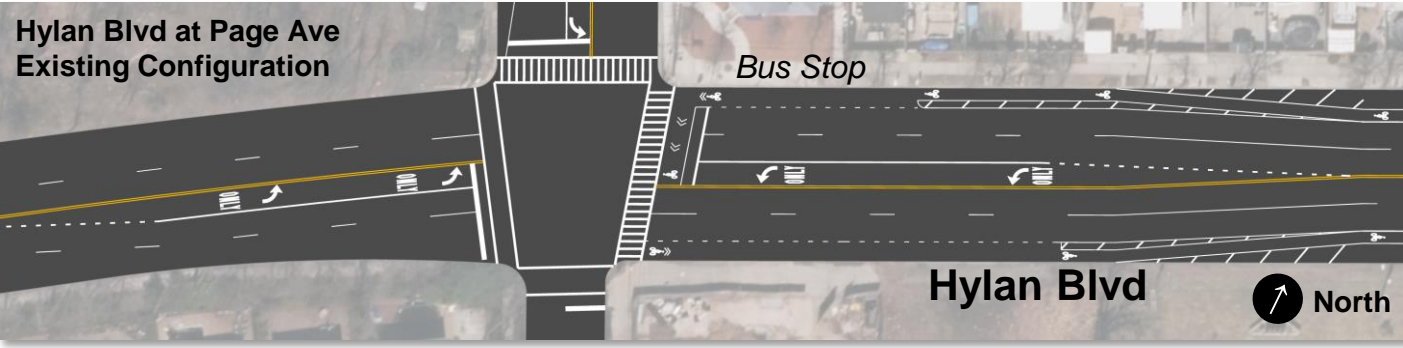
Slower bicycle traffic is separated from faster moving vehicles

Speed Limit Reduction Would Have To Be Considered As Part Of Implementation

Lower speeds increase reaction time for vehicles, significantly lowering the crash risk



Proposed Changes: Hylan Blvd at Page Ave



1

Add Eastbound Right-Turn Only Lane

Convert one travel lane into a right-turn only lane to accommodate the large number of turning vehicles

2

Relocate Bicycle Lane Between Existing Thru-Lane and New Turn-Lane

Prevents conflicts by positioning bicycle traffic outside of right-turning vehicles

3

Add Bus Merge to West Side of Intersection

Thru bus traffic will be allowed to use right-turn only lane in order to access bus stop

Merge will allow them to enter back into traffic safely

Transition Hylan Blvd From Two Travel Lanes to One At The Page Ave Intersection

Travel Lane Removal Will Not Significantly Impact Travel Times on Hylan Bl

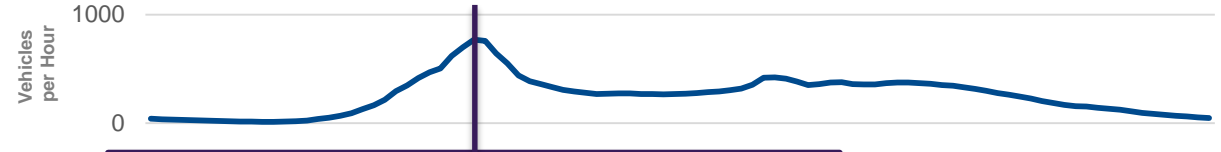
Traffic models were created of Hylan Blvd when and where traffic volumes were the highest (between Joline Ave and Page Ave)

Traffic models were created based on the existing and proposed conditions, factoring in:

- Number of Lanes and Their Widths
- Traffic Volumes and Where They Turn
- Right-Turn-On-Red Rules
- Percentage of Heavy Vehicles
- Traffic Signal Timings

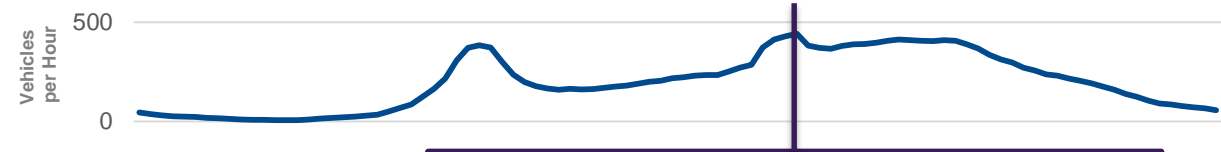
At the most trafficked section of the project, during the peak traffic volumes, travel times would increase by approximately 8 or 9 seconds

Eastbound Midweek Traffic Volumes From Joline Ave to Page Ave⁽⁴⁾



Travel Times ⁽⁷⁾			
Time	Existing Travel Time	Proposed Travel Time	Change
7:15am	0:00:55	0:01:03	+8 seconds

Westbound Midweek Traffic Volumes From Page Ave to Joline Ave⁽⁴⁾



Travel Times ⁽⁷⁾			
Time	Existing Travel Time	Proposed Travel Time	Change
2:30pm	0:01:24	0:01:33	+9 seconds

Proposed Changes: Parking



Minimal Parking Changes

5 parking spaces to be removed out of 30 existing parking spaces along the north curb of Hylan Blvd between Page Ave and Bedell Ave

0 vehicles regularly parking at that location

Parking Utilization – Hylan Blvd North Curb, from Page Ave to Bedell Ave⁽⁸⁾

<i>Time Period</i>	<i>Parking Spaces</i>	<i>Vehicles Parked</i>
Weekday Midday	30	0
Weekday Evening	30	0
Weekend Midday	30	0
Weekend Evening	30	0

Project Summary

Calms Hylan Blvd through Residential Tottenville

Discourages speeding, aggressive driving, and allows for safer turns

Increases Safety for Cyclists

Provides safe, dedicated space on the roadway for existing cyclists and for the expected increases in cycling due to bike share expansion

Closes Large Gap in The South Shore Bicycle Network

Encourages cycling to parks, beaches, fishing piers, protected natural areas, schools, and community activities

Minimal Changes to Traffic Flow and Parking Needs

Traffic times will not be significantly impacted and parking only removed at a location where vehicles are not currently parking



THANK YOU!

Questions?



NYCDOT



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NYCDOT

- (1): Top vehicle speeds collected during spot speed checks in May of 2017
- (2): Injuries and fatalities based on NYS DOT data between 2013 and 2017
- (3): Peak traffic volumes and directions based on Automatic Traffic Recording device measurements in Oct 2015 and Oct 2016
- (4): Based on 3-Year Rolling Average of US ACS – Journey to Work (2013-2018)
- (5): Based on unverified operator data as of August 2019
- (6): Cyclist volumes measured during weekday and weekend counts at Page Ave between 7am and 9pm in June 2017
- (7): Travel times generated with data from manual turning movement counts and automatic traffic recording devices in Nov 2017
- (8): Parking counts collected in May of 2017