



**Father Capodanno Blvd,  
Midland Ave. to Miller Field**  
Staten Island CB 2 Presentation

May 2025

# Project Location

## Father Capodanno Blvd

- Midland Ave. to Miller Field
- 0.25 miles

## Context:

- **Residential and recreational** land uses, adjacent to **beach**
- Multiple **senior centers** nearby
- **2024 pedestrian fatality**
- **Past safety improvements** at Midland and Lincoln Avenues
- **Two travel lanes and one parking lane** in each direction
- **Low traffic volumes** overall; majority SB traffic turns at Midland or Lincoln Ave.
- Goal: Build on 2023 and 2024 improvements to continue **improving safety for all users**





# Project Background

## Crash History

- **4 total crashes** with injuries in the last 5 years (2020-2024)
- **1 pedestrian fatality**

## Crash Trends

- All known vehicle crashes from 2017-2025 involve **rear ends or sideswipes**, indicative of **speeding and aggressive driving**

## Low Traffic Volumes

- Fr. Cap maximum hourly volumes:
  - At Midland Ave: 511 vehicles
  - SB after Lincoln Ave: 132 vehicles
  - Around the turnaround: 377 vehicles
- In general, **one travel lane can accommodate 700 vehicles per hour** without becoming congested



# 2024 Pedestrian Fatality & Previous Improvements

## 2024 Fatality

- In January 2024, a 61-year-old **pedestrian was killed crossing Father Capodanno Blvd** at Lincoln Avenue
- **Uncontrolled intersection with no crosswalk** present

## Previous Improvements

### Midland Ave & Fr. Capodanno Blvd:

- Added **painted median tip** extension to provide a refuge for crossing pedestrians and slow down turning vehicles (2023)

### Lincoln Ave & Fr. Capodanno Blvd:

- Installed **painted curb extension** to shorten crossing distances and slow turn onto Lincoln Ave (2023)
- Installed **all-way stop** control and added **crosswalks** across Father Capodanno Blvd to improve intersection safety and pedestrian access (2024)





# Existing Conditions

## Wide roadways



# Existing Conditions

Long crossing distances





# Existing Conditions

## Confusing bicycle facilities



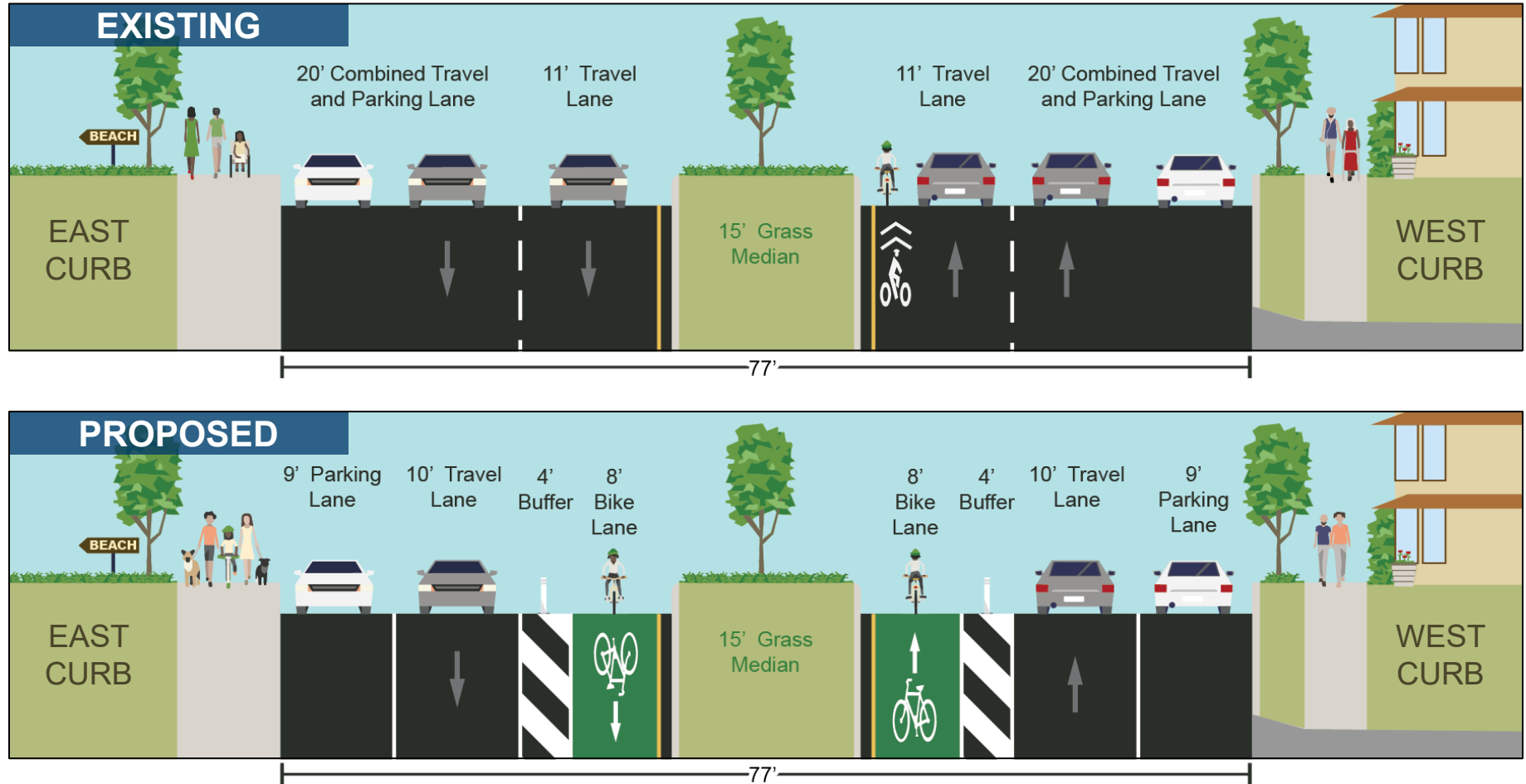
**Median-side shared lane** on SB side is **unusual and uncomfortable** for both cyclists and drivers

Lane ends abruptly - no connections South to Miller Field

Mismatched with traditional bike lane on Northbound side

FR. CAPODANNO BLVD & LINCOLN AVE

# Updated Proposal





# Proposed Safety Improvements

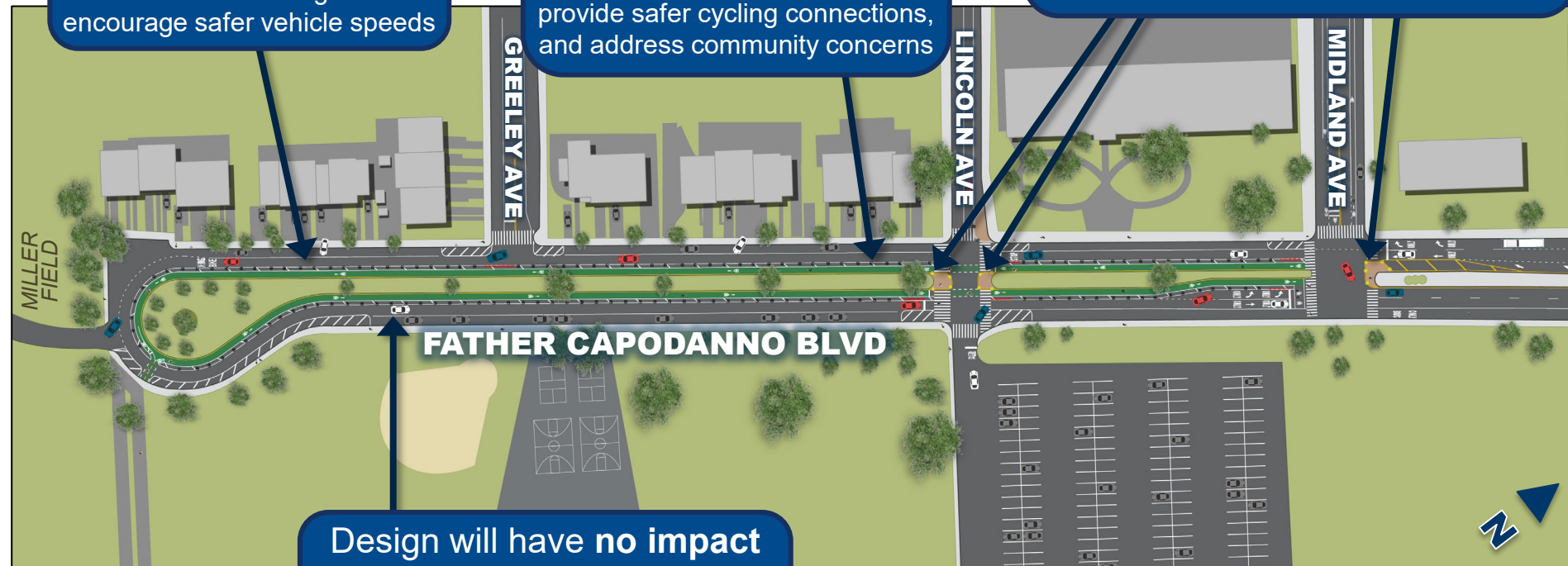
Calm traffic and enhance safety

**Remove extra travel lane**  
to shorten crossings and encourage safer vehicle speeds

**Add protected bike lane along median**  
to shorten pedestrian crossing of vehicle lanes, organize roadway, provide safer cycling connections, and address community concerns

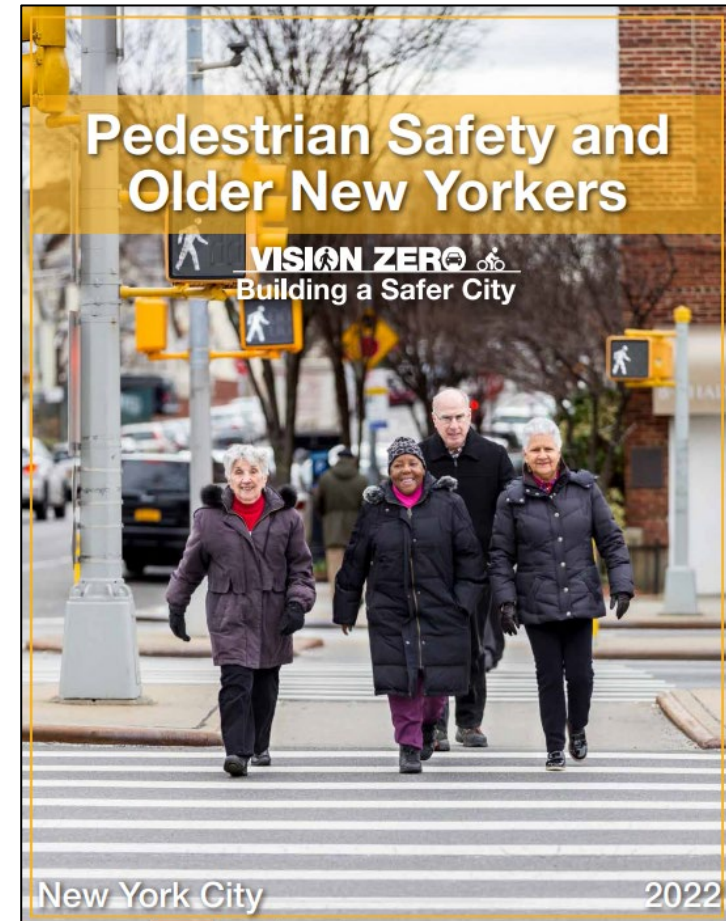
**Add and extend median tips**  
at Lincoln and Midland to encourage slower, safer turns and pedestrian-vehicle interactions, and give pedestrians a safe place to rest mid-crossing

**Design will have no impact to on-street parking.**  
Maintains curb-side parking and existing regulations.



# Protected Bike Lane Safety

- As part of DOT's Pedestrian Safety and Older New Yorkers study (2022), DOT analyzed the impact of Protected Bike Lanes on safety for roadway users
- Protected Bike Lane designs are proven to calm traffic and **improve safety for all roadway users**
- Safety improvements associated with Protected Bike Lanes are **most impactful for the most vulnerable roadway users**
  - All users:
    - 14.8% injury reduction
    - 16.1% KSI reduction
  - Pedestrians:
    - 17.8% injury reduction
    - 29.2% KSI reduction
  - **Senior Pedestrians:**
    - **22% injury reduction**
    - **39% KSI reduction**



Cover of NYC DOT's Pedestrian Safety and Older New Yorkers Report



# Implementation

- **Fall 2025 repaving** is scheduled for this section of the corridor
  - New markings added after repaving is completed
- **Informational signage** will be posted along corridor in advance of new markings

## What's Happening Here?

Improve Safety

Reduce Speeding

Soundview Ave., O'Brien Ave. to Gildersleeve Ave.  
Vision Zero Safety Improvements

Organize Roadway

Expand Bicycle Network

NYC DOT will implement street safety improvements on the Vision Zero Priority Corridor of Soundview Ave., between O'Brien Ave. and Gildersleeve Ave., as a continuation of Vision Zero work completed in 2023:

- Remove excess vehicle travel space (one lane each direction)
- Add parking-protected bike lanes in each direction to complete existing lanes on Soundview Ave.

Implementation begins Spring 2025

Existing:  
Soundview Ave. and O'Brien Ave.

Proposed:  
Soundview Ave. and Randall Ave.

For additional information about this project, contact the NYC DOT Bronx Borough Commissioner's Office at 212-748-6690 or visit our website: [nyc.gov/dot](https://nyc.gov/dot)  
To sign up for NYC DOT updates, visit [nyc.gov/dotnews](https://nyc.gov/dotnews)

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311

Example of informational signage for a safety improvement project

# Proposed Safety Improvements

## Calm traffic and enhance safety

Proposed improvements:

- **Improve safety** through removal of travel lane to promote safer speeds
- **Add and enhance median tips** to provide refuge for pedestrians, shorten crossing distances, and promote safer turns and pedestrian-vehicle interactions
- **Improve and enhance existing bike infrastructure** to provide safe bike connections and improve safety for all road users





# Thank You!

Questions?



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