

Forest Avenue, South Avenue Street Improvement Project

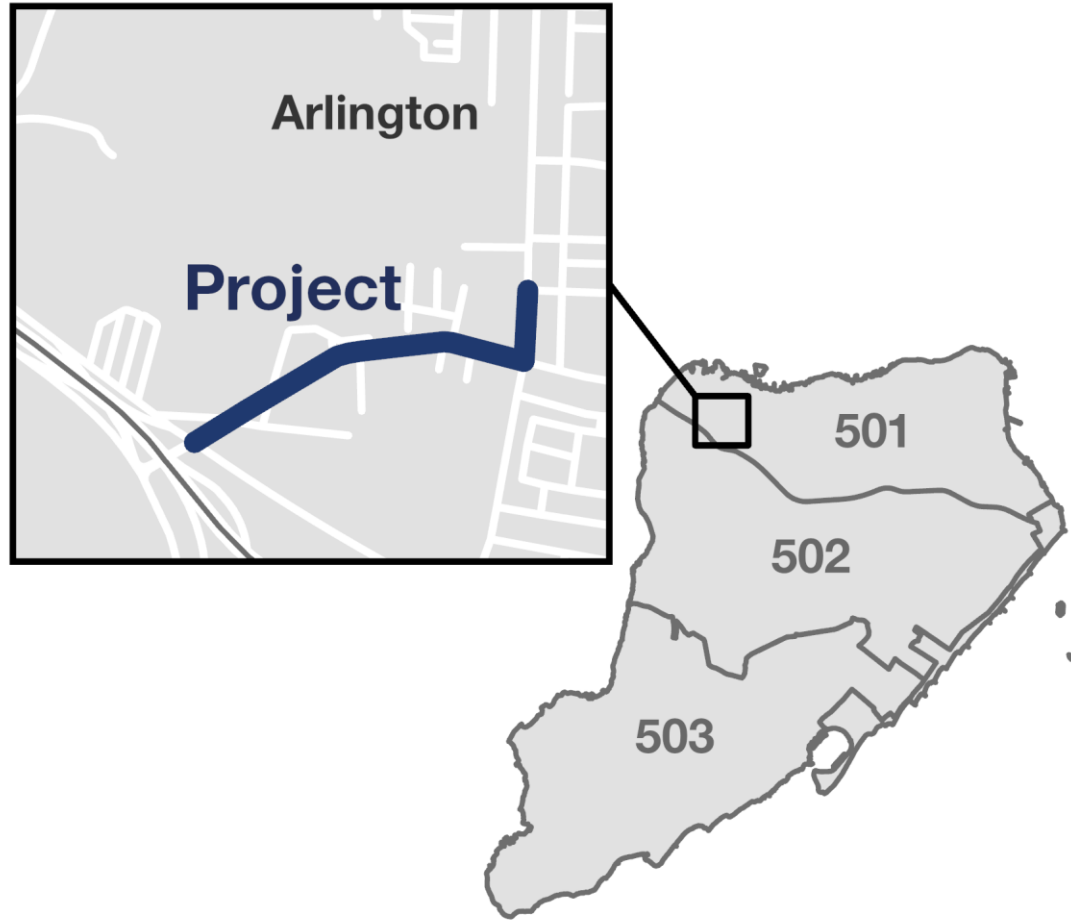
Staten Island Community Board 1

May 28, 2026

Project Overview

Project Area

- Street Improvement Project
 - Traffic Calming
 - New Bike Facilities
 - Pedestrian Improvements
- Arlington Neighborhood



Project Limits

Project Map

- **Forest Avenue**
Goethals Road North
to South Avenue
- **South Avenue**
Forest Avenue to
Netherland Avenue



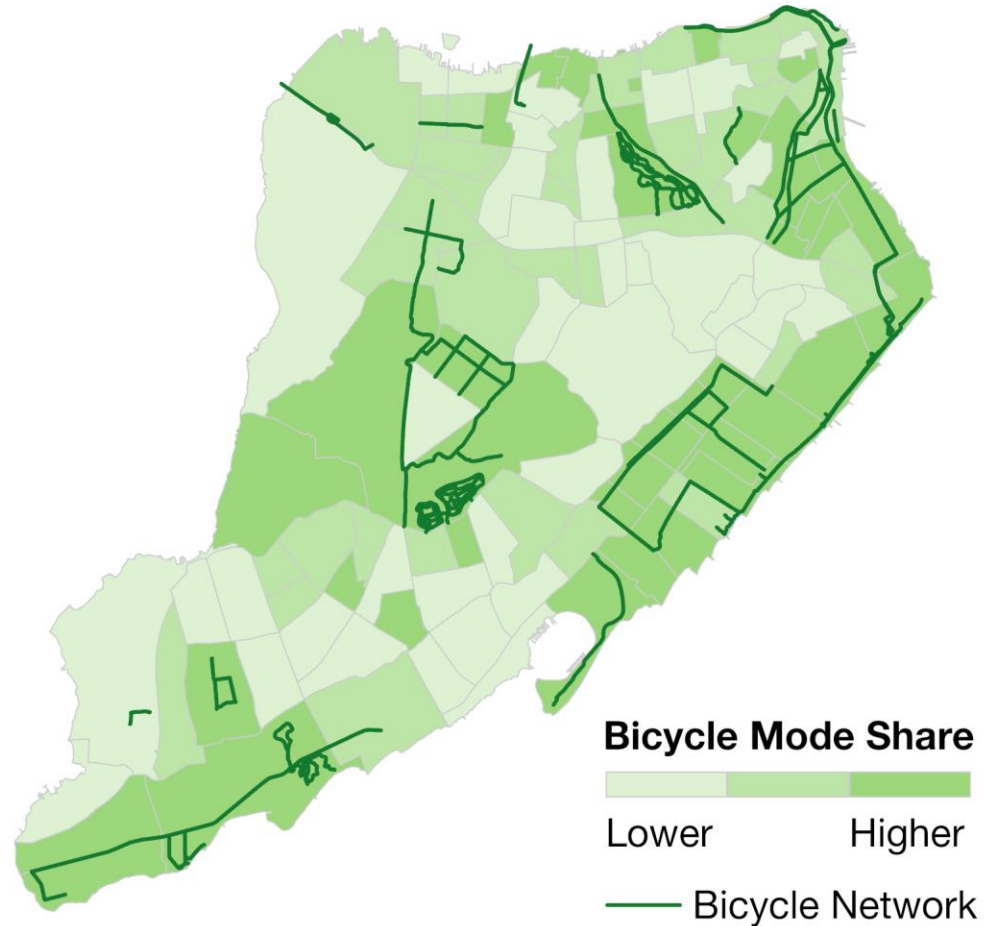
Project Goals

- Improve connectivity of the existing bike network
- Leverage bike improvements for the benefit of all users

Cycling Goals

2023 Cycling Activity by Census Tract vs Bike Network

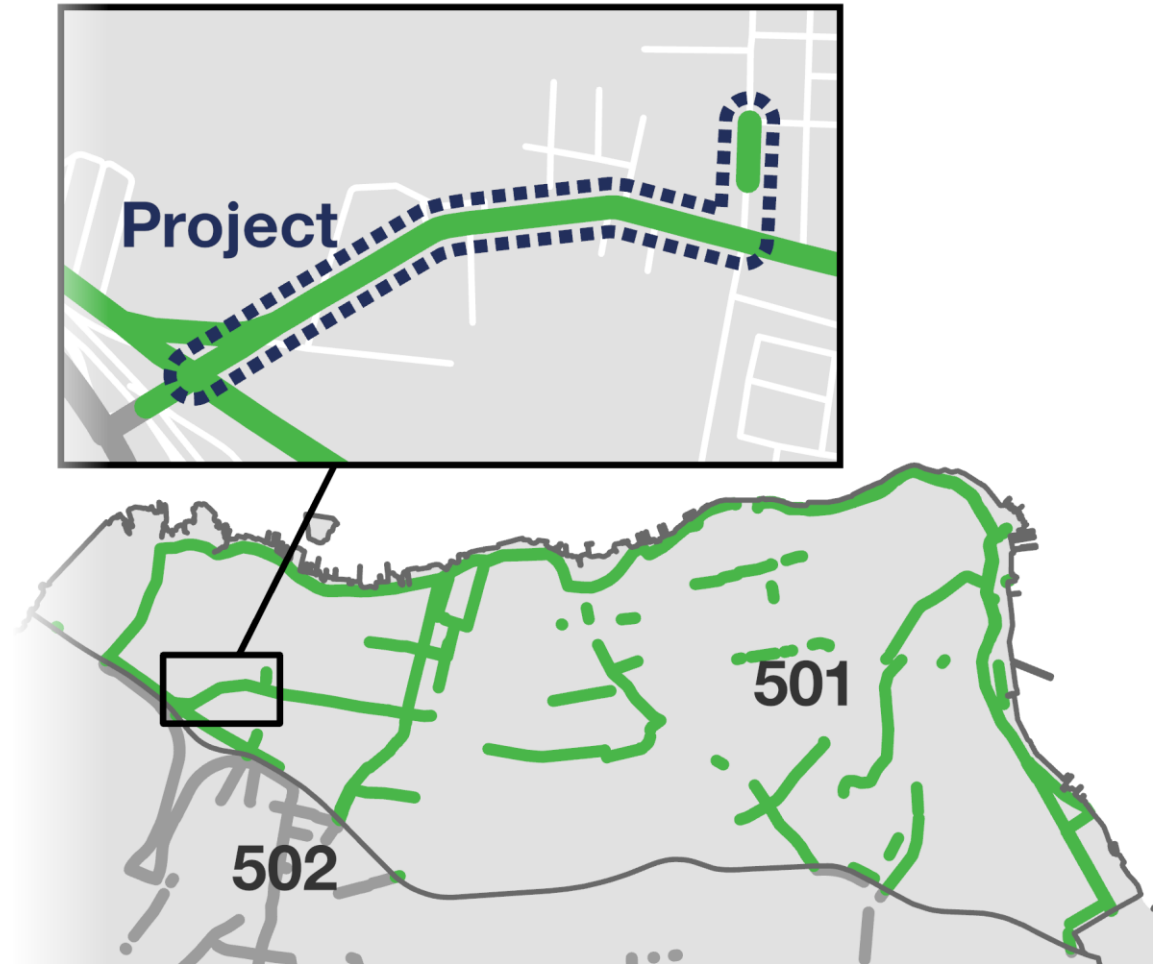
- Increase cycling in NYC
- 10% mode share by 2050
- Build out bike network to increase cycling



Cycling Priorities

Top Cycling Routes in SI Community Board 1

- App data (Strava) counts cycling trips on streets
- Top routes in Community Board 1 can be identified, including:
 - Forest Ave.
 - South Ave.

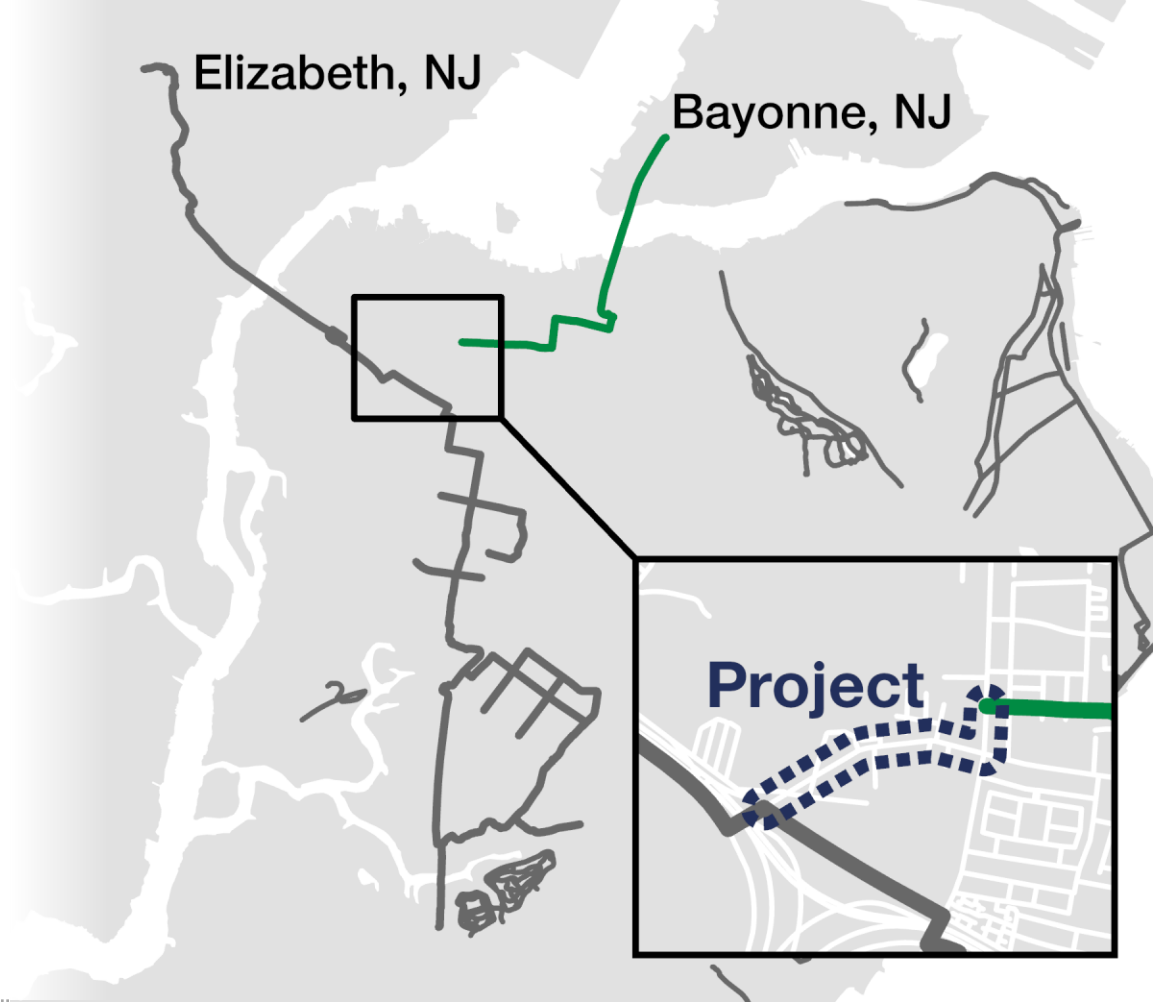


Close Gap in Bike Lane Network

Existing Bicycle Network

Mariner's Harbor/Bayonne Bridge bike route ends at South Ave. creating a gap between:

- Mid-Island Bike Network
- Elizabeth, NJ

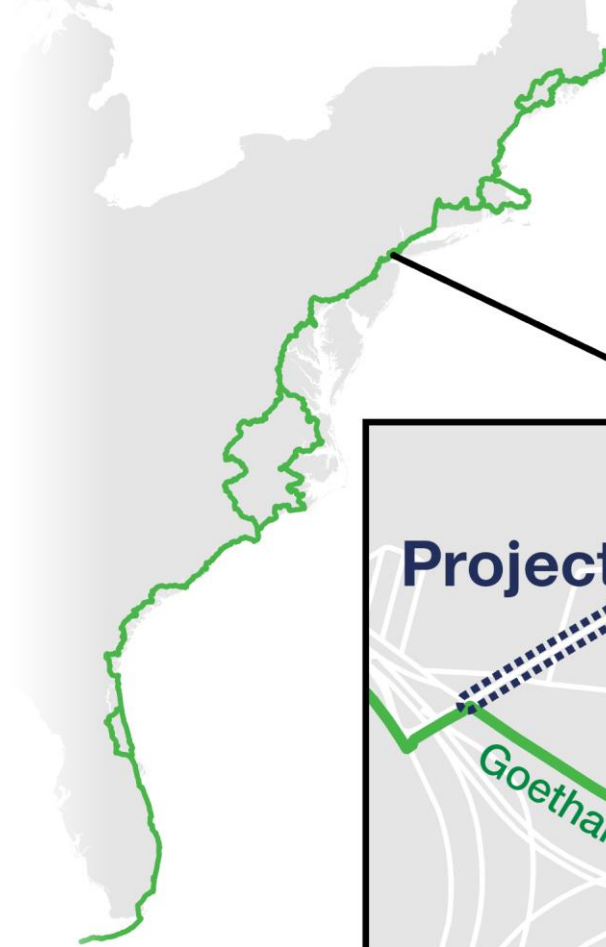


National Bicycle Route

East Coast Greenway

Currently routes around
Forest Ave. due to lack of
facilities

- 3,000-mile route between Florida Keys and Maine
- Routed through Staten Island via Goethals and Bayonne Bridges



Safety Goals

Vision Zero Program

- Safety and security for all travel modes
- Eliminate serious and fatal traffic crashes
- Data-driven processes and better street design

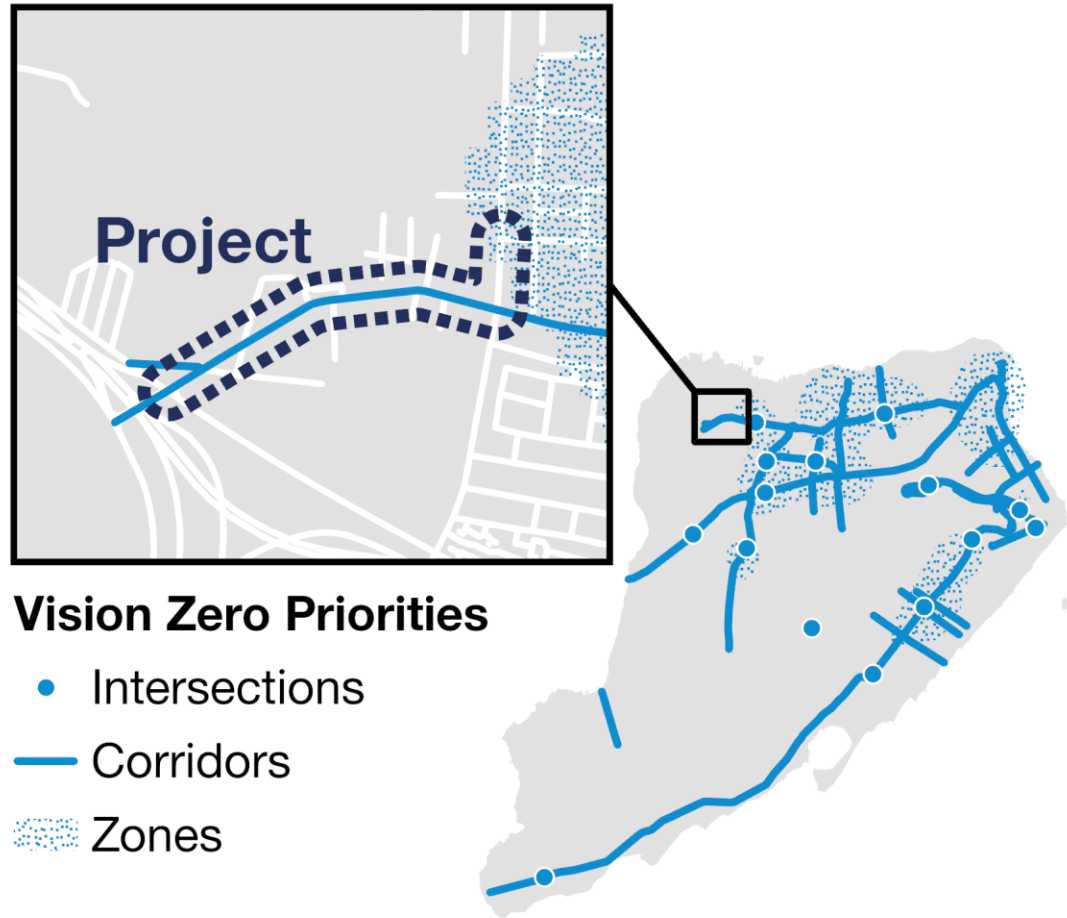
VISION ZERO 
Building a Safer City

Safety Priorities

Vision Zero Priorities

Areas of high pedestrian fatalities and severe injuries are identified and prioritized:

- Forest Ave. is a Priority Corridor
- South Ave. partially overlaps a Priority Zone

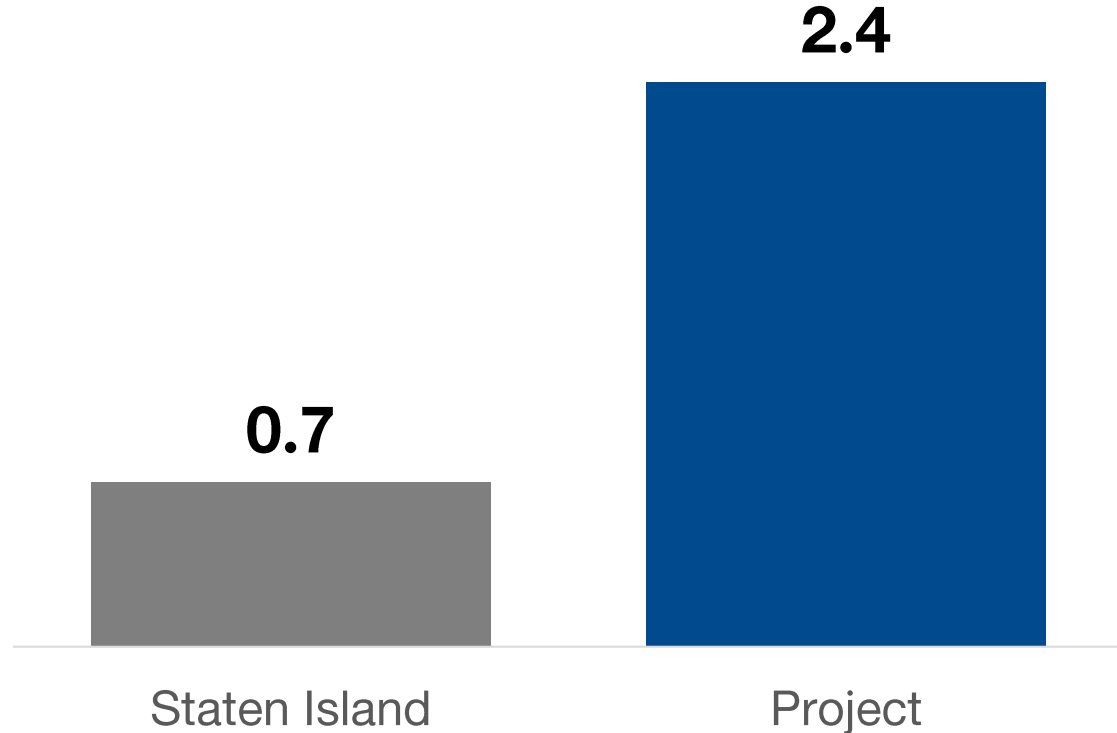


Forest Avenue, South Avenue Traffic Safety

KSI Per Mile

Higher rate of people
**killed or severely
injured (KSI):**

- Project has a KSI rate of 2.4 per mile
- **3 times the KSI rate of Staten Island**

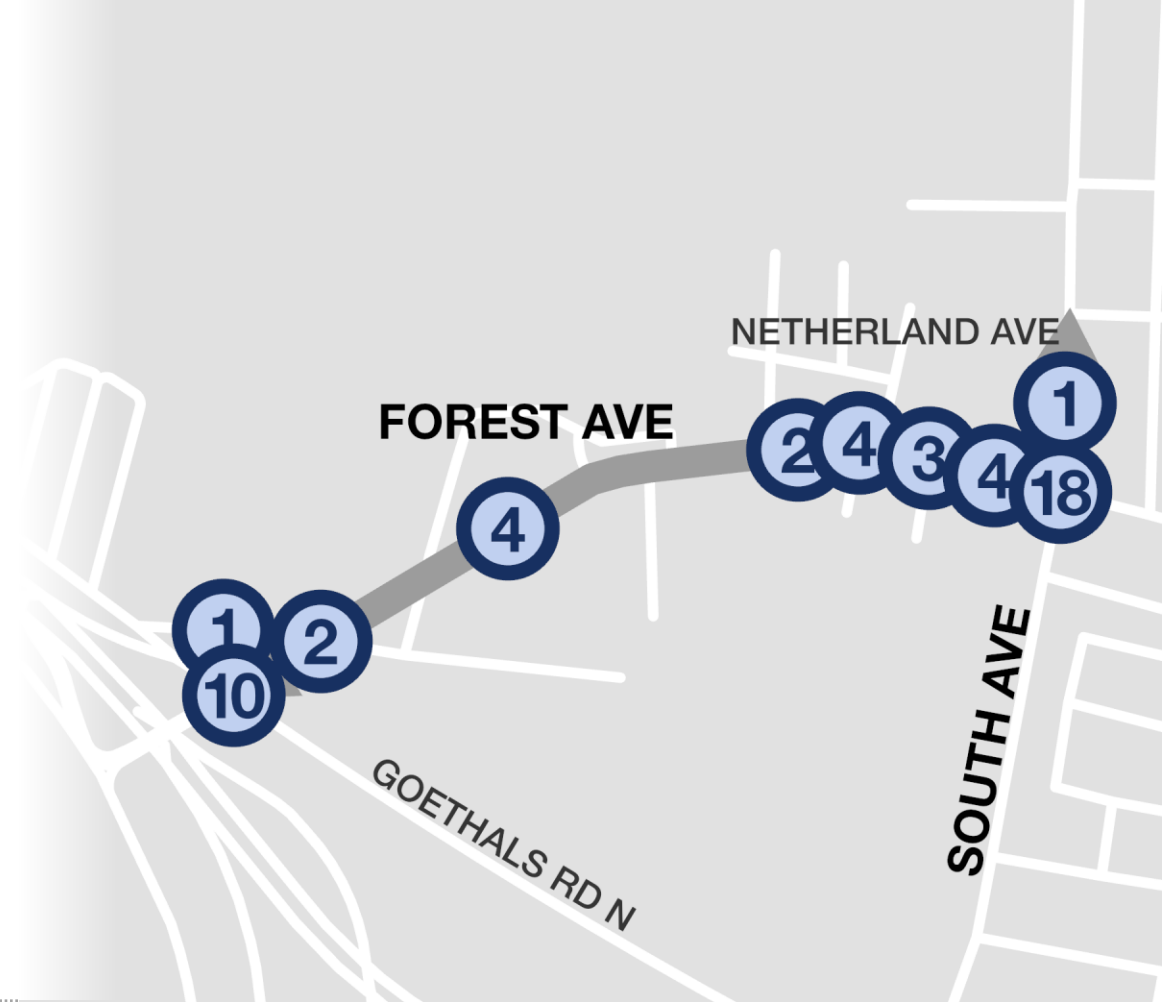


Traffic Injuries

Location of Injuries (2021-2025)

Concentration of traffic injuries at the intersections of:

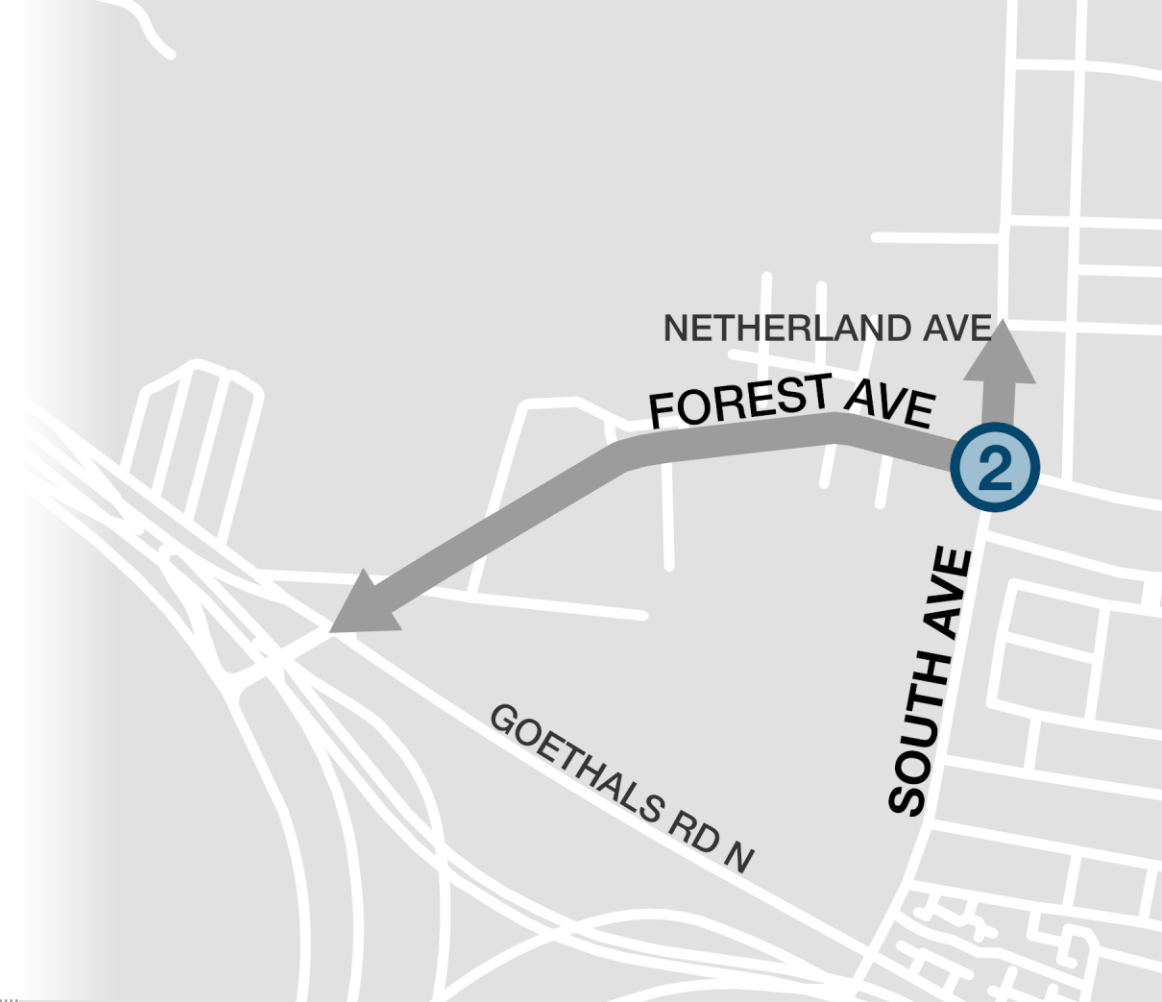
- Forest Ave. and Goethals Rd. N.
- Forest Ave. and South Ave.



Traffic Fatalities

Location of Injuries (2021-2025)

- 2 traffic fatalities at **Forest Ave. and South Ave. intersection**
- Both **pedestrians**
- Both on the **south leg of intersection**



Increasing Safety With Bike Projects

Vision Zero Corridors Delisted after Bike Projects

- Bike projects are used to increase safety for everyone
- Previous bike projects increased safety enough to remove them from the Vision Zero Priority List



**Clove Road
Delisted in 2019**

**Targee Street
Delisted in 2023**



32%

**Decline in
Injuries**

**Previous SICB1 Bike Projects:
SI Ferry Terminal Improvements (2018)**

An aerial photograph of a residential street, likely in New York City, showing a mix of cars, a cyclist, and lush green trees. The street is lined with houses and utility poles. The text '50% Decline in Injuries' is overlaid in the top right corner.

50%
**Decline in
Injuries**

**Previous SICB1 Bike Projects:
Vanderbilt Avenue (2019)**



86%
Decline in Injuries

Previous SICB1 Bike Projects: Netherland Avenue (2021)

Planned Improvements

- Implement traffic calming for Vision Zero Priority Corridor
- Add facilities to a primary cycling route
- Enhance safety at high crash intersection

Road Diet

Safety Effectiveness of Road Diets

- Traffic calming measure
- Removal or narrowing of travel lanes
- Discourage speeding
- Reduces Pedestrian Exposure



Traffic Mode	KSI Change
All User	-30.0%
Pedestrians	-31.7%
Senior Pedestrians	-35%
Motor Vehicle Occupants	-33.8%

Planned Road Diet

Scope of Road Diet

Forest Ave. between
Goethals Rd. N. and
South Ave.

- One of two travel lanes in each direction will be removed



Protected Bike Lanes

Safety Effectiveness of Road Diets

- Separates cyclists from vehicle traffic
- Protected by parking or some other form of physical barrier
- Daylighting increases visibility
- Turn calming provides more reaction time



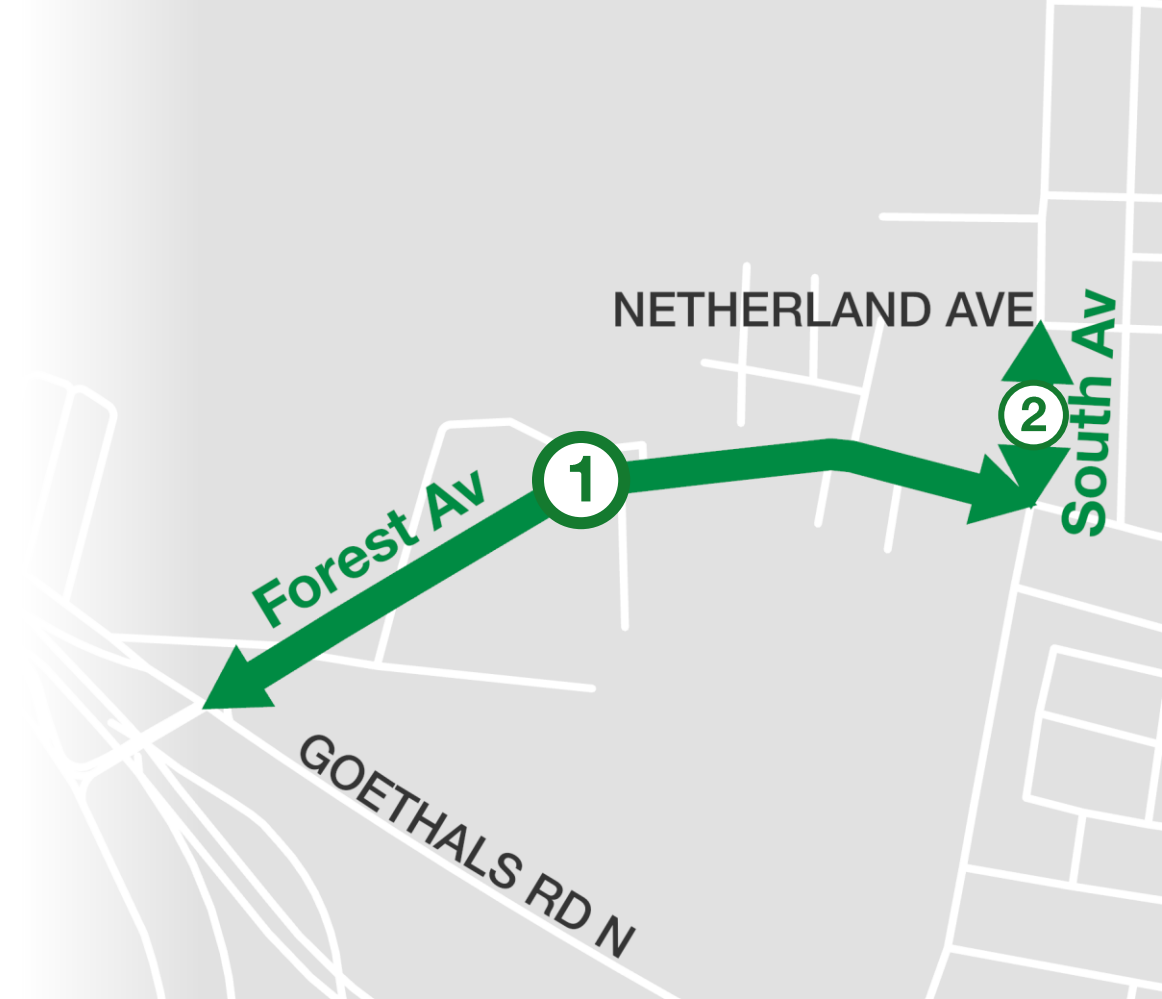
Traffic Mode	KSI Change
All User	-18.1%
Pedestrians	-29.2%
Senior Pedestrians	-39%
Motor Vehicle Occupants	-13.1%

Planned Protected Bike Lanes

Scope of Bike Lanes

Protected bike lanes to be added in both directions between Goethals Rd. N. and South Ave.

1. Either side of Forest Ave.
2. West side of South Ave.



Pedestrian Islands

Safety Effectiveness of Concrete Ped Islands

- Concrete and painted islands in roadway
- Reduces Pedestrian Crossing Time
- Provides Refuge to Pedestrians
- Slow Turns

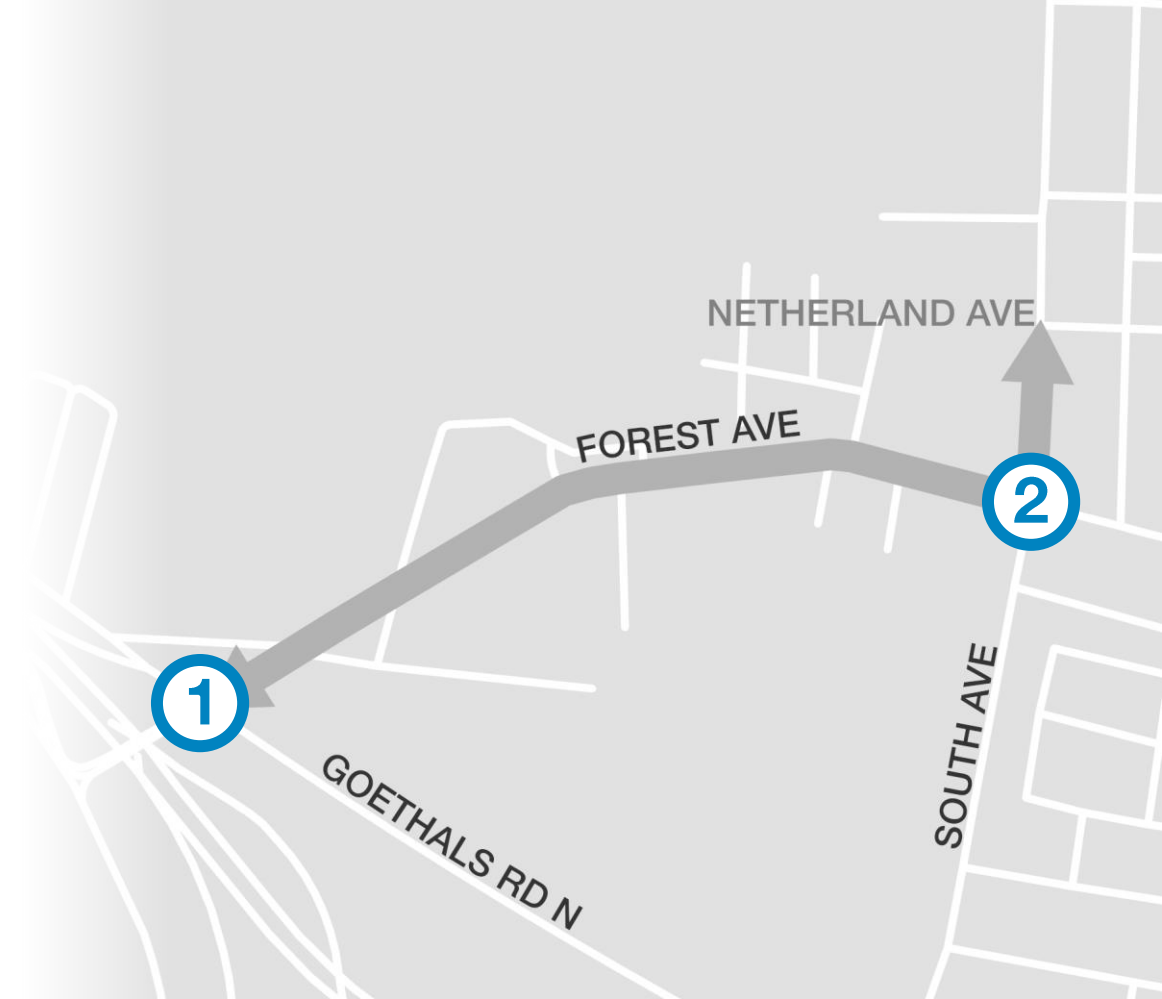


Traffic Mode	KSI Change
All Road Users	-35.5%
Pedestrians	-29.9%
Senior Pedestrians	-25%
Motor Vehicle Occupants	-52%

Planned Pedestrian Islands

Scope of Pedestrian Islands

1. Widen existing island on Goethals Rd. N. for bike and pedestrian traffic
2. Add new pedestrian island on south leg of South Ave.-Forest Ave. intersection



Changes to Goethals Rd. N.

Traffic Lane Changes

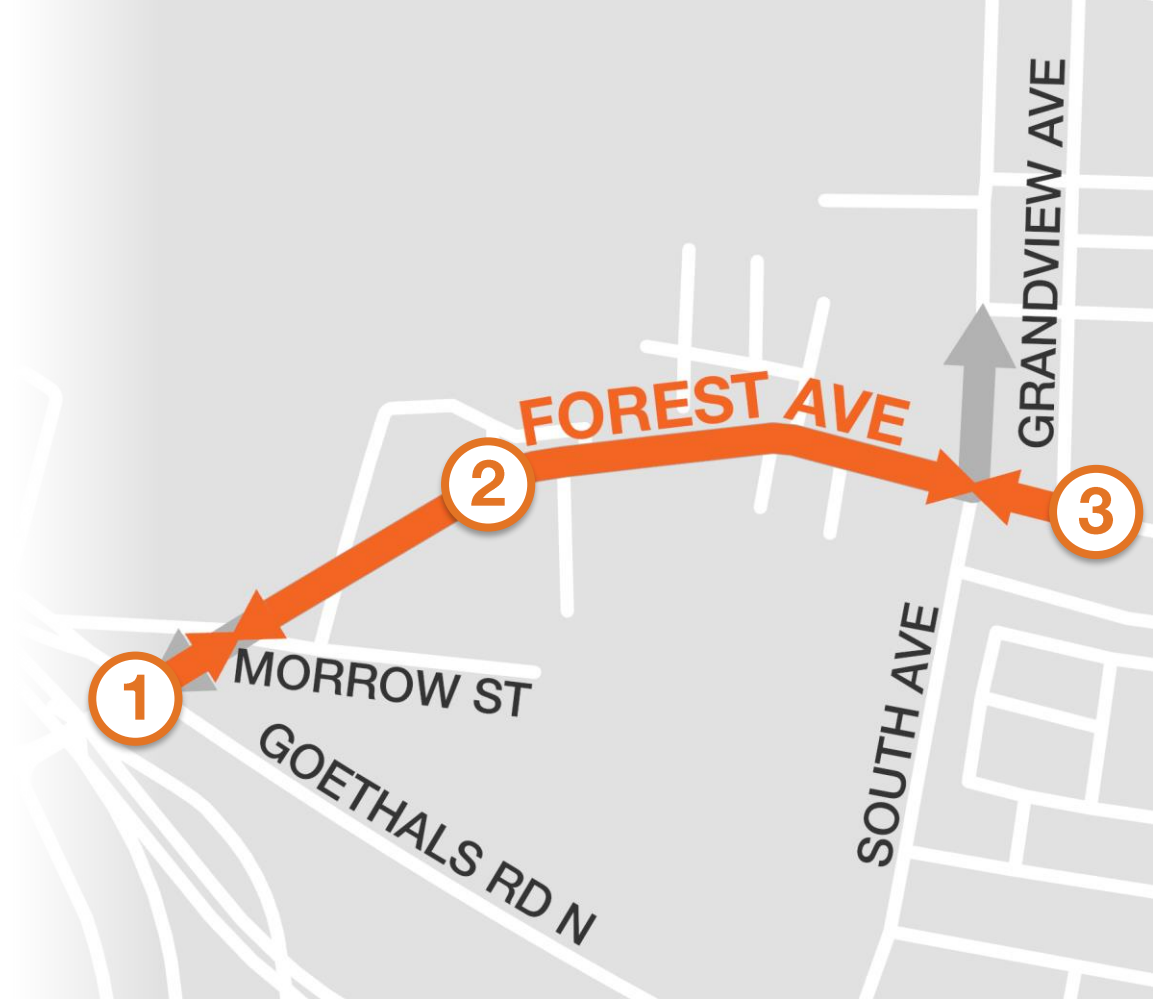
- Convert one northwest-bound travel lane on Goethals Rd. N. to right-turn only at Forest Ave.
- That lane currently acts as a right-turn lane



Changes to Forest Ave.

Traffic Lane Changes

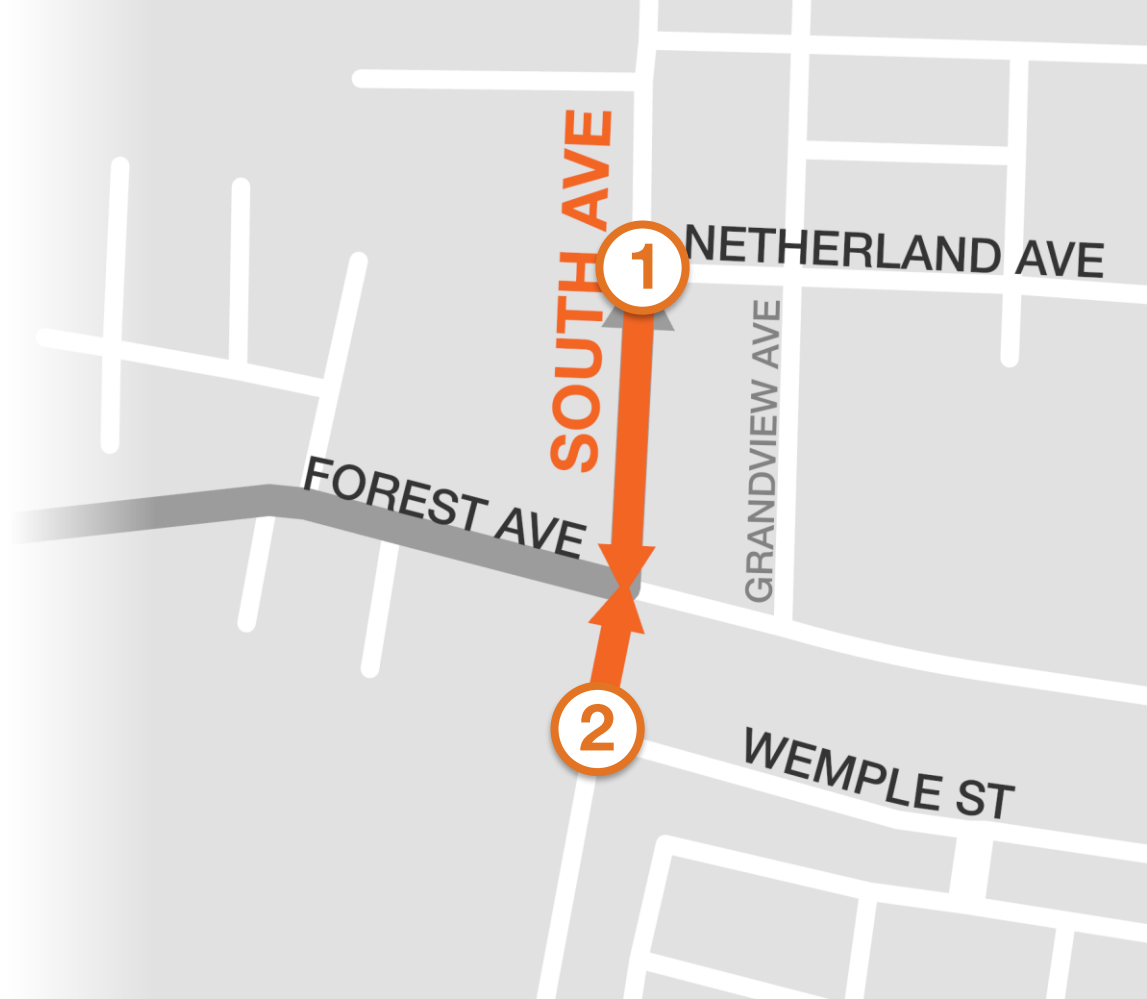
1. Remove one of two eastbound travel lanes
 2. Remove one of two travel lanes in each direction
 3. Convert one westbound lane to right-turn only
- * Left-turn lanes unchanged



Changes to South Ave.

Traffic Lane Changes

1. Merge southbound right-turn and thru lanes together
 2. Merge northbound right-turn and thru-lanes
- * Left-turn lanes unchanged



Changes to Traffic Signals

Traffic Signal Changes

Modify signal timing at Forest Ave.-South Ave. to reduce impacts from traffic lanes changes:

- Longer peak hour queues expected
- Delays during peak hour slightly increased, but similar to existing

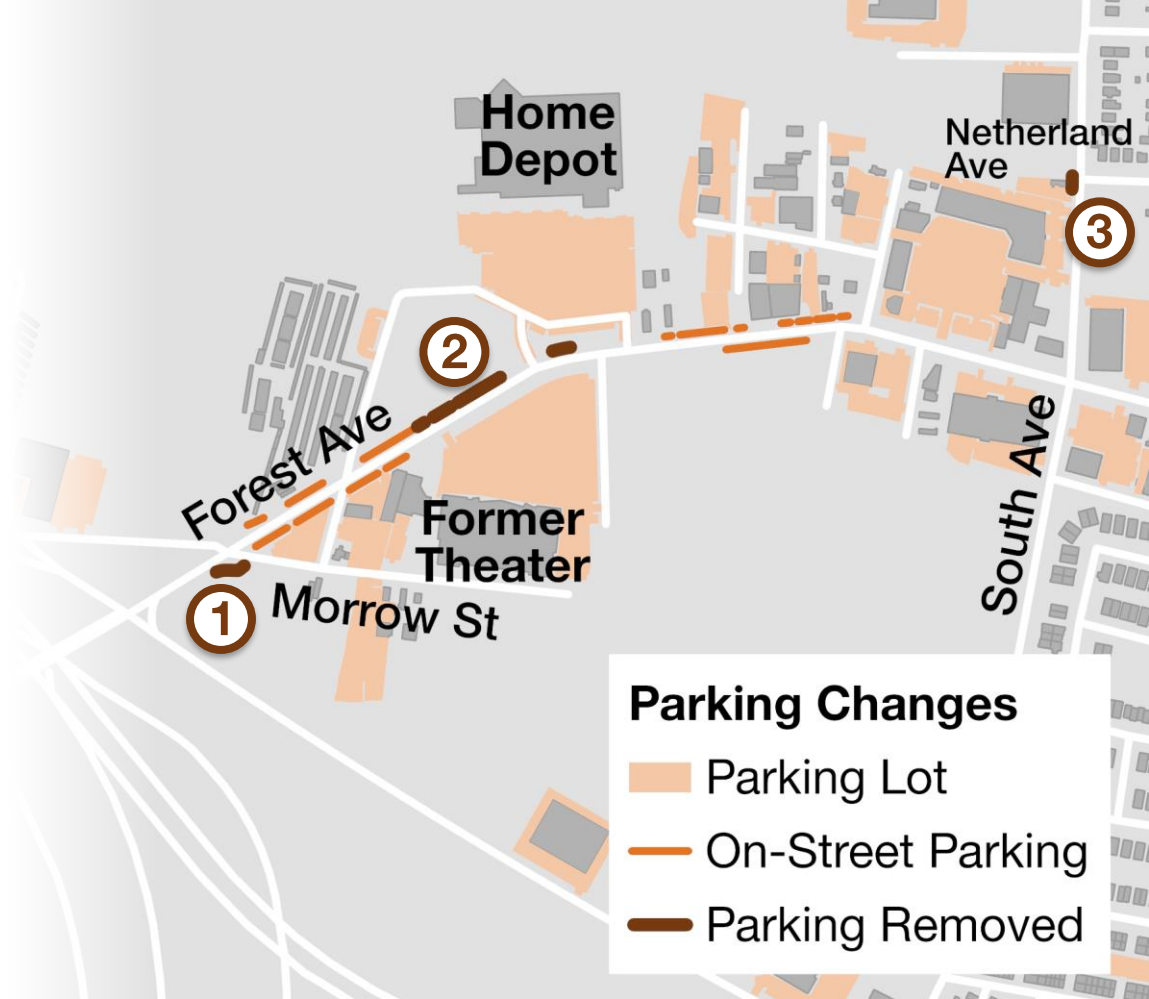


Changes To On Street Parking

Vehicle Parking

On-street parking to be removed at locations near parking lots or in front of unused land:

1. Forest Ave.-Morrow St.
2. Across from former movie theater
3. At South Ave.-Netherland Ave.



Spot Changes to Parking

Parking Change Estimates

Additional parking removal need for daylighting and clearance at:

- Intersections
- Bus Stops
- Driveways
- Major Driveways

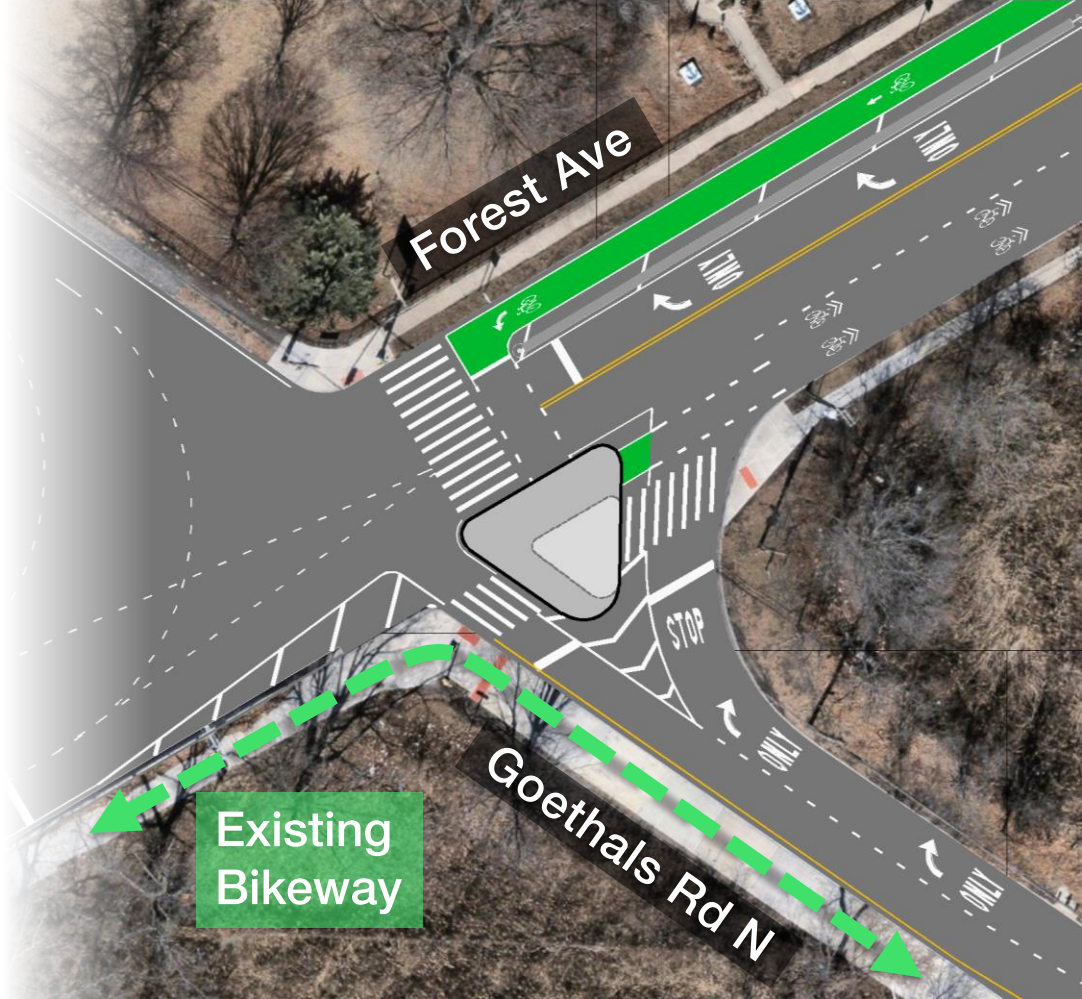
Location	Number of Locations Impacted	Parking Spots Need per Treatment	Total Parking Spots Removed
Intersections	2	2	4
Bus Stops	2	2	4
Driveways	9	0.5	5
Major Driveways	3	1	3

Forest Ave.-Goethals Rd. N. Improvements

Proposed Design

Expanded pedestrian island:

- Connection to existing bikeway
- Shorter pedestrian crossing distances
- Right-turns given dedicated lane

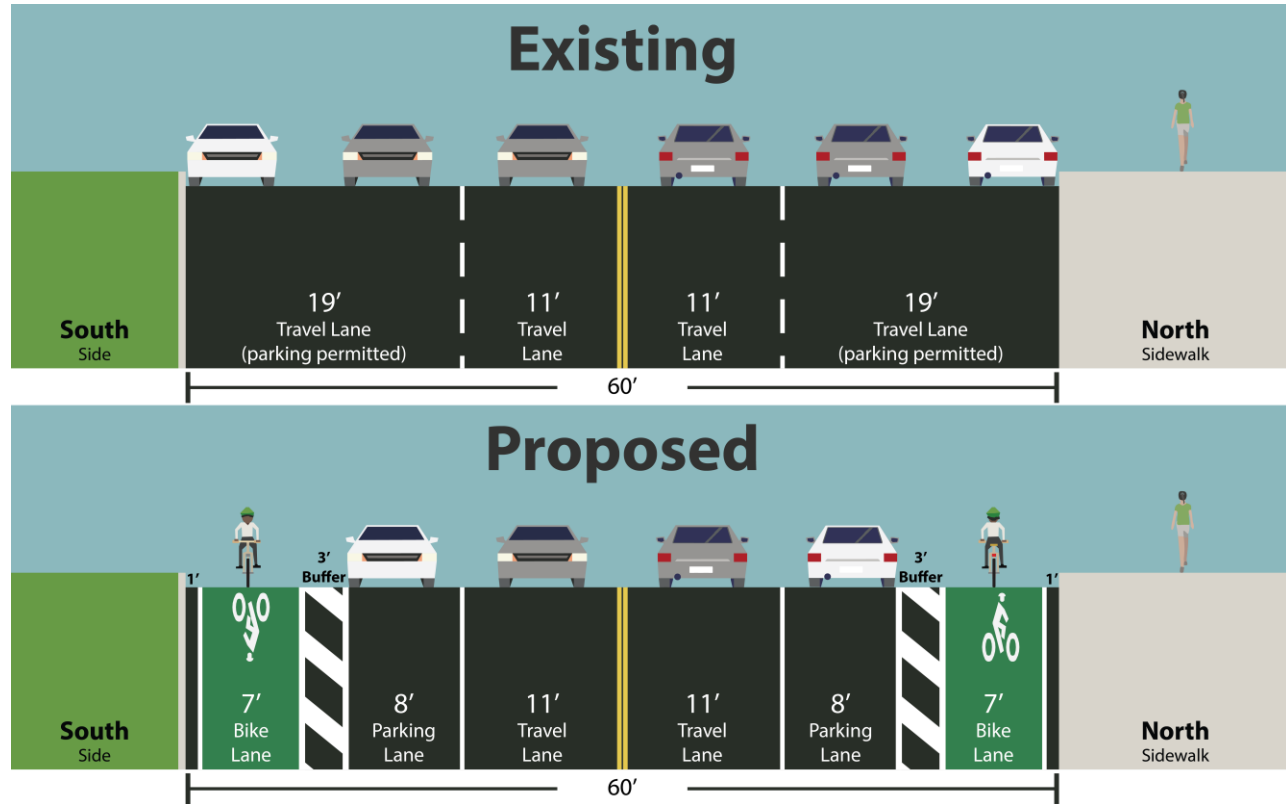


Forest Ave. Improvements

Existing and Proposed Cross Sections

Road Diet and Protected Bike Lanes:

- Cyclist given safe, separate space from vehicle traffic
- Aggressive driving and speeding discouraged



South Ave.-Forest Ave. Improvements

Proposed Design

Median island added to south leg of South Ave.:

- Shorter pedestrian crossing distances
- Slow turns over crosswalk
- Safe refuge for pedestrians midway

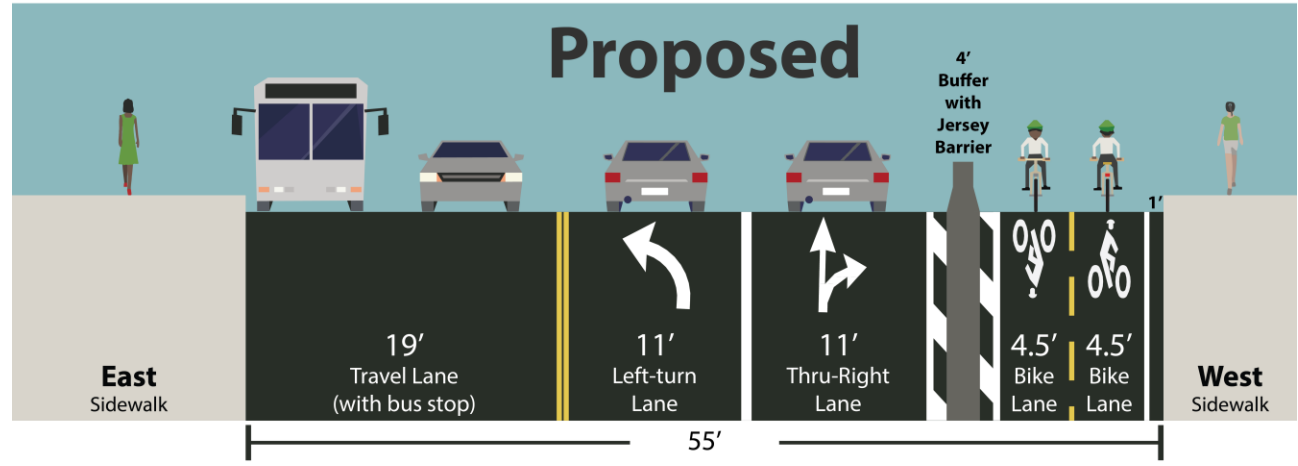
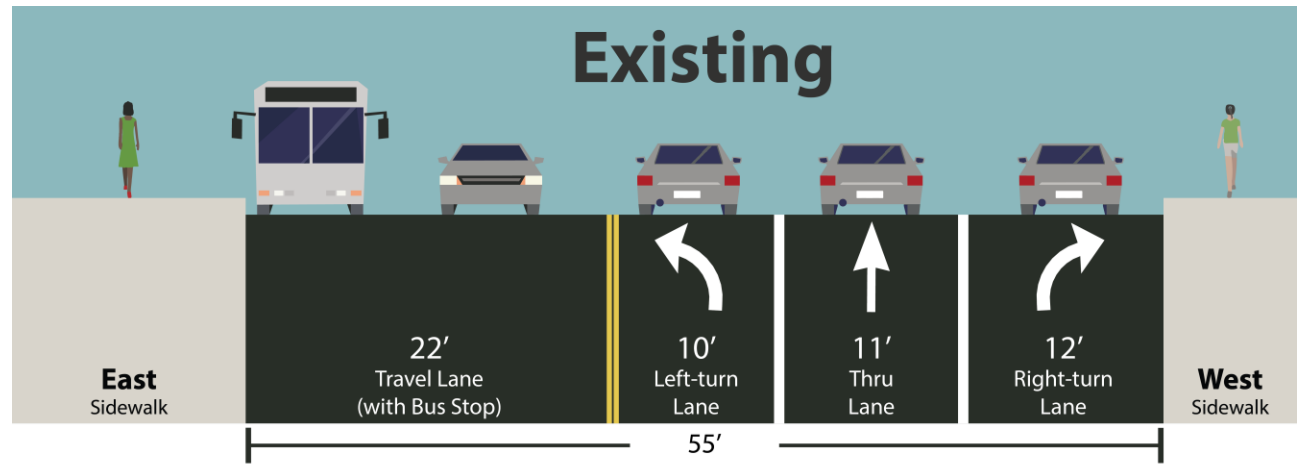


South Ave. Improvements

Existing and Proposed Cross Sections

Protected bike lanes
added to west side of
street:

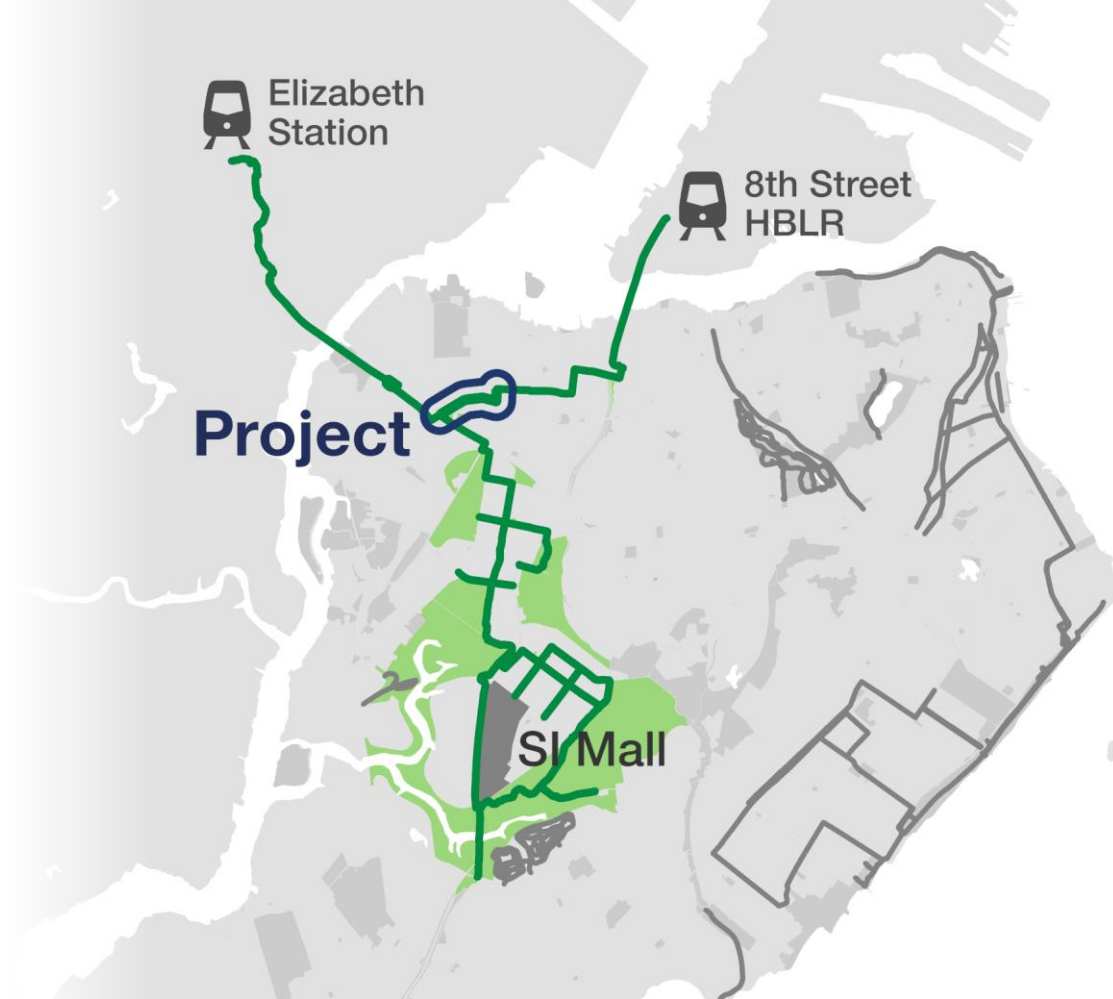
- Connection created to existing bike route on Netherland Ave.



Project Summary

Post-Project Bike Network

- Critical gap closed in the cycling network
- Refuge island added where pedestrians are being seriously injured and killed
- Traffic calmed along a Vision Zero Priority Corridor



Thank you!



NYCDOT



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