



Hylan Boulevard Street Improvement Project

Presentation to Staten Island Community Board 3

June 8th, 2022



Hylan Blvd Satterlee St to Page Ave

Project Overview

- Make a 4 to 3 conversion of Hylan Blvd between Satterlee St and Page Ave to improve safety
- Add bike lanes in both directions to link the bike network
- Update the westbound approach of Hylan Blvd at Page Ave

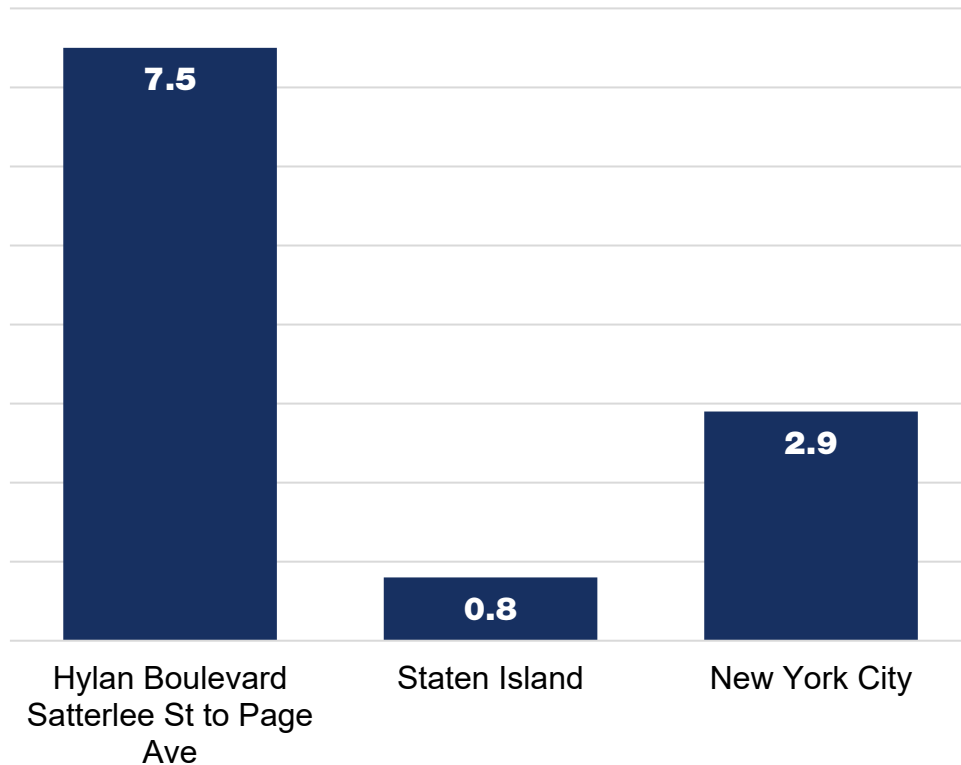


Hylan Blvd Needs Safety Improvements

How do we measure safety?

- The number of people **killed or severely injured (K.S.I.)** in crashes *per mile of street*
- Hylan Blvd, between Satterlee St and Page Ave, has:
 - **9 times** the KSI per mile than Staten Island
 - **2½ times** that of N.Y.C

People Killed or Severely Injured In Crashes per Mile



Proven Method of Increasing Safety

4 to 3 Conversions Helps Safety For All Road Users

- Reduce the number of travel lanes from two lanes to one in each direction, which helps calm traffic
- Add dedicated left-turn bays for safer left-turns

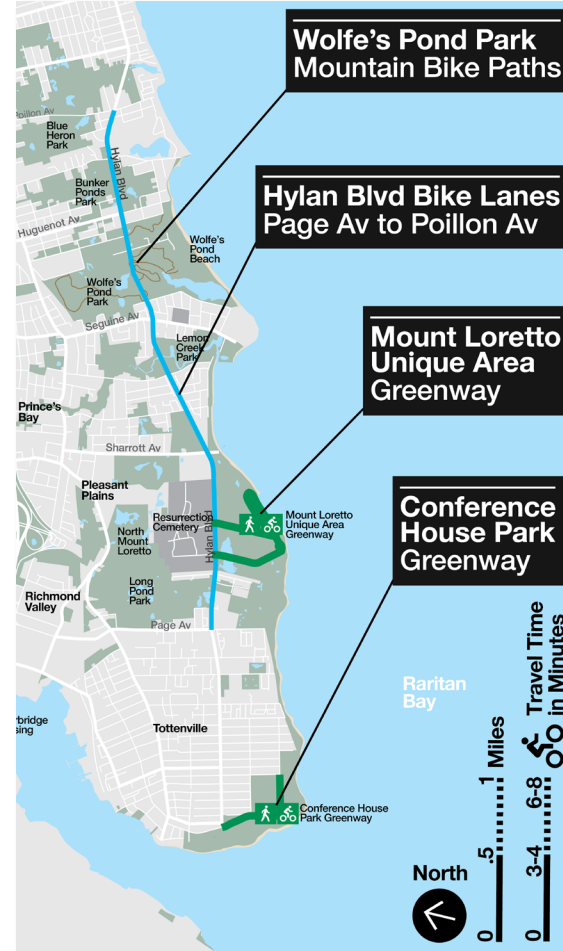
Example Projects	Change in Crashes with Injuries (%)
West 6 th Street, BK	-24%
Empire Boulevard, BK	-15%
Allerton Avenue, BX	-28%
Gerritsen Avenue, BK	-40%
Southern Boulevard, BK	-20%
Randall Avenue, BX	-22%
Macombs Road, BX	-44%

Harding Avenue, Bronx



Existing Bike Network

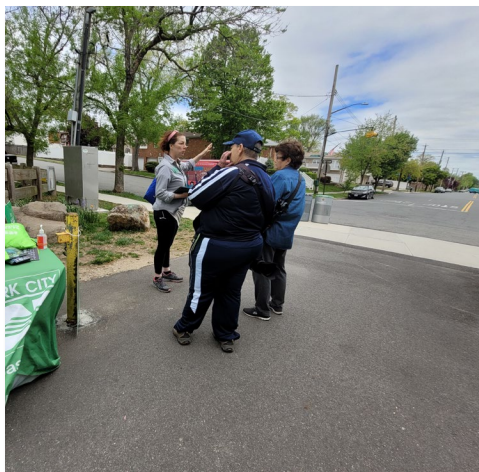
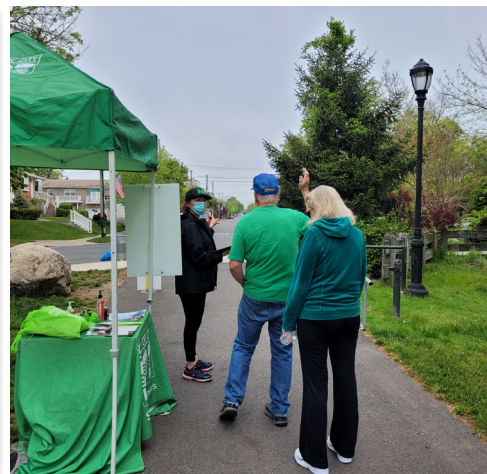
- **Greenways**
 - Conference House Park
 - Mount Loretto Greenway
- **On-Street Bike Lanes**
 - Hylan Blvd, Page Ave to Poillon Ave
- **Gap in Network**
 - Hylan Blvd, from Satterlee St to Page Ave – 1 mile
- **Ridership**
 - 242 bicycles on a typical weekend day



Street Survey

NYC DOT is currently surveying greenway users

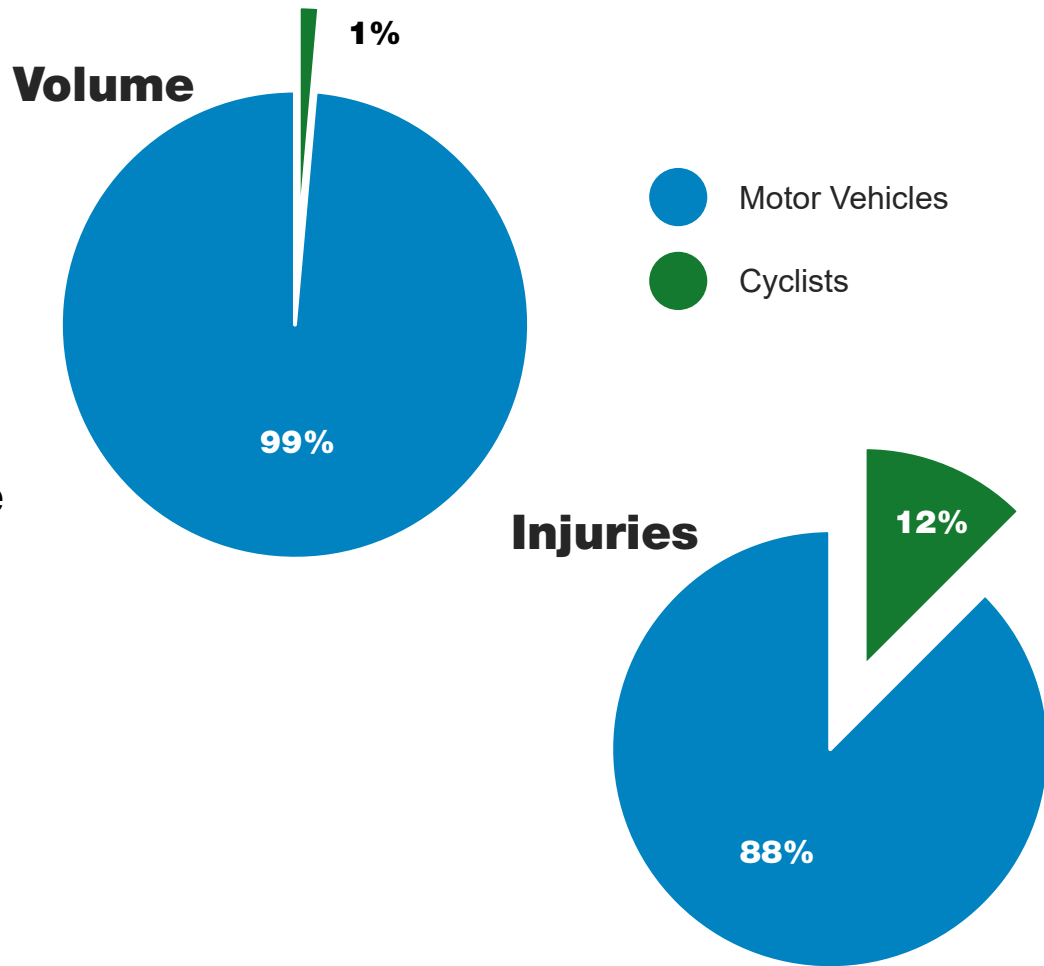
- 79% are residents of the area
- 12% ride a bike to get around
- 53% say bike lanes, protected lanes, road safety improvements, and safety awareness would encourage them to ride more
- 45% *of cyclists* ride a bike on Hylan Boulevard



Cyclists More Likely To Be Injured

Volume to injuries is not proportional

- Bicycles make up only 1% of the bicycle and vehicle traffic
 - 14hr-midweek bicycle and vehicle counts
- Bicycles represent 12% of the bicycle and vehicle injuries
 - Injuries between 2016-2020



Cyclists Safety Can Be Improved

Conventional Bike Lanes

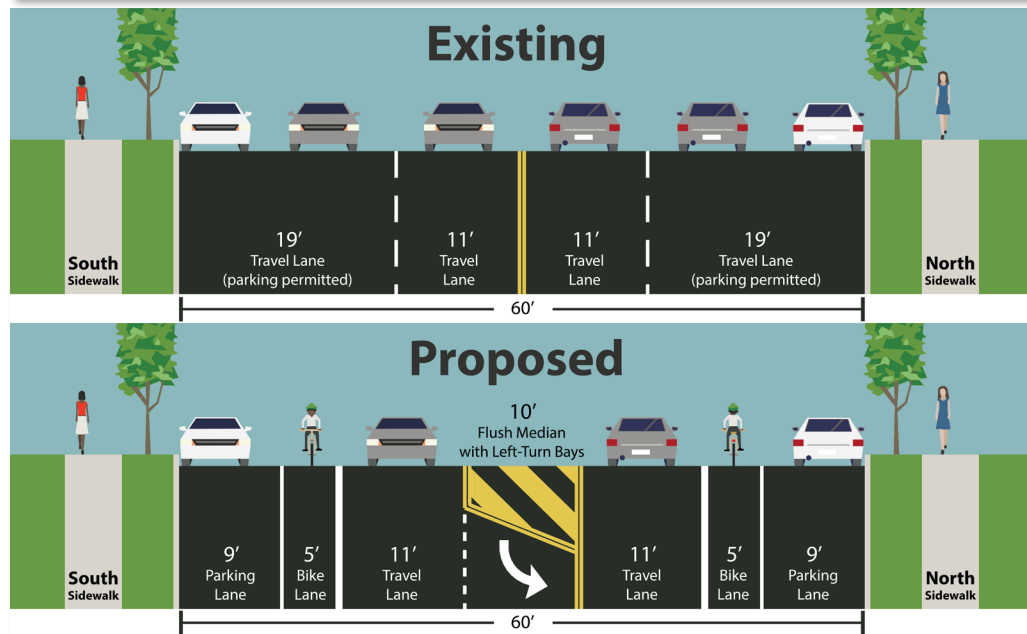
- Where studied, adding bike lanes reduced risk of cyclist injury by:
 - 32% for all street types
 - 42% on low-volume streets
 - 26% on mid-volume streets



Planned Changes

Hylan Blvd Satterlee St to Page Ave

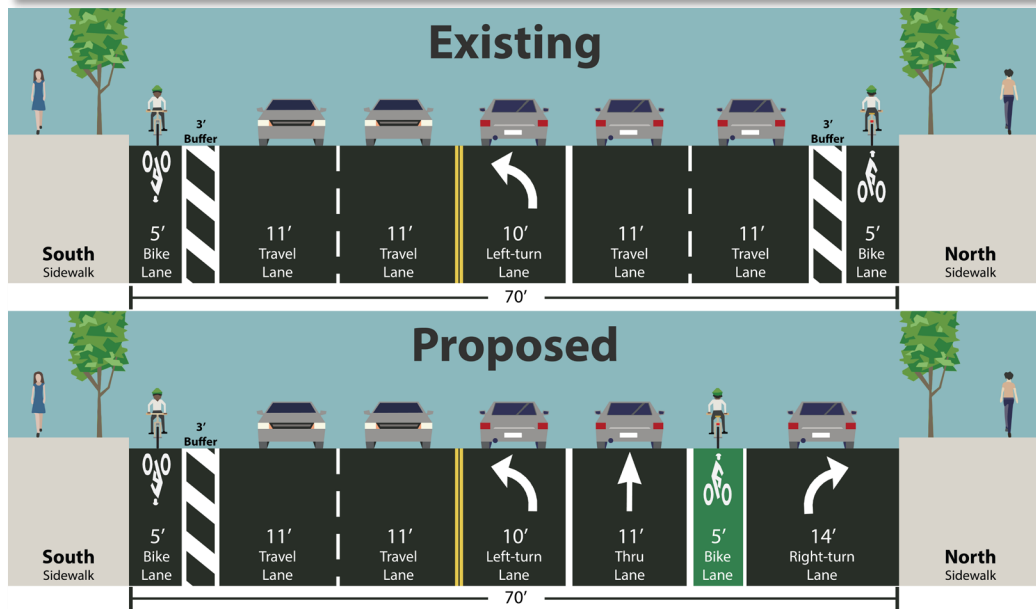
- Remove one travel lane in each direction
- Add flush median with left-turn bays
- Add conventional bike lanes in both directions
- Minimum impacts to parking and traffic



Planned Changes

Hylan Blvd at Page Ave East-leg of Intersection

- Convert one travel lane into a right turn-bay and one into a thru-only
- Add floating southbound bike lane between turn and thru lanes
- 5 parking spaces removed from northwest corner to help with bus merge



Summary

- Road Diet organizes traffic more efficiently, helping safety on the road
- Cyclists given dedicated bike lanes from Conference House Park to Annadale, with connections to greenways along route
- Minimal impacts to parking and travel times
- DOT will monitor conditions after installation



Thank You!

Questions?



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