Lincoln Ave, Father Capodanno Blvd to N Railroad Ave
Corridor Safety Improvements
Community Board 2 Transportation Committee | Spring 2023
Project Location

- **Limits:** Father Capodanno Blvd to N Railroad Ave, 1.16 miles, as well as intersection of Father Capodanno Blvd and Midland Ave
- **Nearby schools:**
  - IS 002 George L Egbert
  - PS 038 George Cromwell
- West of Hylan Blvd, Lincoln Ave is a local truck route
- West of Hylan Blvd, S51 and S81 bus run on Lincoln Ave
- Staten Island Railway Grant City stop located at Lincoln Ave and N Railroad Ave
- Lincoln Ave has mainly residential land use with a few commercial buildings near Hylan Blvd and Railroad Ave
Safety Data

- From 2016-2020, there were 78 total injuries, with 10 involving pedestrians
- Lincoln Ave is a Vision Zero Priority Corridor with 2.2 pedestrian KSI per mile

<table>
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<tr>
<th>Mode</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<td>Pedestrian</td>
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<tr>
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<td>Total</td>
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</table>

Source: Fatalities: NYCDOT, Injuries: NYSDOT, KSI: Persons Killed or Severely Injured

*Map does not include total or severe injuries that occurred at midblock locations. Data is based off of NYSDOT/NYSMDV crash and injury data available as of August 2022.
Existing Conditions

- From Father Capodanno Blvd to Boundary Ave, Lincoln Ave is 30’ and has one travel lane, but rush hour regulations on the north side of Lincoln Ave create two travel lanes Monday – Friday from 4 to 7 PM
- West of Hylan Blvd, Lincoln Ave is wider (~37’) and has two travel lanes
Existing Conditions

Wide, Open Roadway Leads to Speeding

Lincoln Ave and Sanilac St

- Lincoln Ave flagged by NYPD in 2021 due to high levels of speeding, with an 85th percentile speed of 30 mph
- Due to lack of stop signs and signals, vehicles choose Lincoln Ave to travel from East to West through Midland Beach at high speeds
- Not currently eligible for speed humps due to multiple lanes
- Over 6000 speed violations at Lincoln Ave and Railroad Ave between July 2021 – June 2022
  - Average of 25 speed violations per day
Existing Conditions

Long Pedestrian Crossing

Midland Ave and Father Capodanno Blvd
Existing Conditions

Lack of Pedestrian Space Near PS 038

Lincoln Ave and Poultney St

Lincoln Ave and Oldfield St
Existing Conditions

Lack of Bike Infrastructure

Lincoln Ave and Father Capodanno Blvd
Completed Safety Improvements

Summer 2022

- New stop sign replaced previously uncontrolled crossing at Lincoln Ave and Poultney St near PS 038
- Signal timing modified at Hylan Blvd to allow more time for protected left turns from northbound Hylan Blvd onto westbound Lincoln Ave
Traffic Modeling

Methodology

- Significant safety improvements (geometric changes and speed reducers) require removal of lane capacity
- To determine feasibility of removing lane capacity, NYC DOT collected multiple days of traffic counts in March 2022 and averaged volumes for analysis
  - Identified AM peak hour (7:15 – 8:15) and PM peak hour (4:00 – 5:00)
- Traffic analysis has shown that rush hour regulation/lane removal is feasible
Proposed Safety Improvements — Father Capodanno Blvd to Boundary Ave

- Removal of rush hour regulations on Lincoln Ave from Father Capodanno Blvd to Boundary Ave
  - Restore 24-hour parking on N side of Lincoln Ave
- Add parking lane stripes to visually tighten the corridor to discourage speeding
Evaluation of Rush Hour Regulation Removal

Father Capodanno Blvd to Boundary Ave

**Congested Lane**
- 700 vehicles per hour or above

**Existing** (2 travel lanes during rush hour regulations)
- Maximum* 272 vehicles per lane

**Proposal** (1 lane)
- Maximum 522 vehicles per lane
- Maintain existing 3 westbound travel lanes between Boundary Ave and Hylan Blvd to accommodate higher traffic volumes approaching Hylan Blvd

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*Maximum volume at Lincoln Ave and Oldfield St with existing conditions*
Proposed Safety Improvements – Speed Humps

With the removal of rush hour regulations, the following locations are recommended for speed hump installation:

- Between Sanilac St and Rudyard St
- Between Mason Ave and Moreland St
- Between Kiswick St and Nugent Ave
- Between Freeborn St and Olympia Blvd
- Between Patterson Ave and Father Capodanno Blvd

🌟 = Recommended speed humps for installation
Proposed Safety Improvements – Pedestrian Space

- Install curb extensions on Lincoln Ave at Father Capodanno Blvd and near P.S. 038
- Install additional crosswalk at Lincoln Ave and Oldfield St and Poultney St and install ADA-compliant pedestrian ramps
Proposed Safety Improvements - Hylan Blvd to N Railroad Ave

- Remove one travel lane on Lincoln Ave from Hylan Blvd to N Railroad Ave and add a conventional bike lane
Evaluation of Lane Removal

Hylan Blvd to N Railroad Ave

**Congested Lane**
- 700 vehicles per hour or above

**Existing (2 lanes)**
- Maximum* 263 vehicles per lane

**Proposal (2 lanes + select left turn bays)**
- Maximum 526 vehicles per lane
- Maintain existing 2 westbound travel lanes between S Railroad Ave and N Railroad Ave

*Maximum volume at Lincoln Ave and Grant Pl with existing conditions
Proposed Bike Lane

Proposed bike lane on Lincoln Ave connects to existing bike lanes on N and S Railroad Ave
Proposed Safety Improvements – Reduced Crossing Distance

Install painted median tip extension at Midland Ave and Father Capodanno Blvd

Existing Conditions:

Proposed:

Midland Ave and Father Capodanno Blvd, SI

Merrick Blvd and 231st St, QN
Project Benefits

- Reduces speeding / calms traffic
- Shortens pedestrian crossings
- Improves pedestrian safety adjacent to a school
- Clarifies vehicle movements
- Improves bicycle route connections

Example: E 115th St and Pleasant Ave, MN
Thank You!

Questions?