



Lincoln Ave, Father Capodanno Blvd to N Railroad Ave

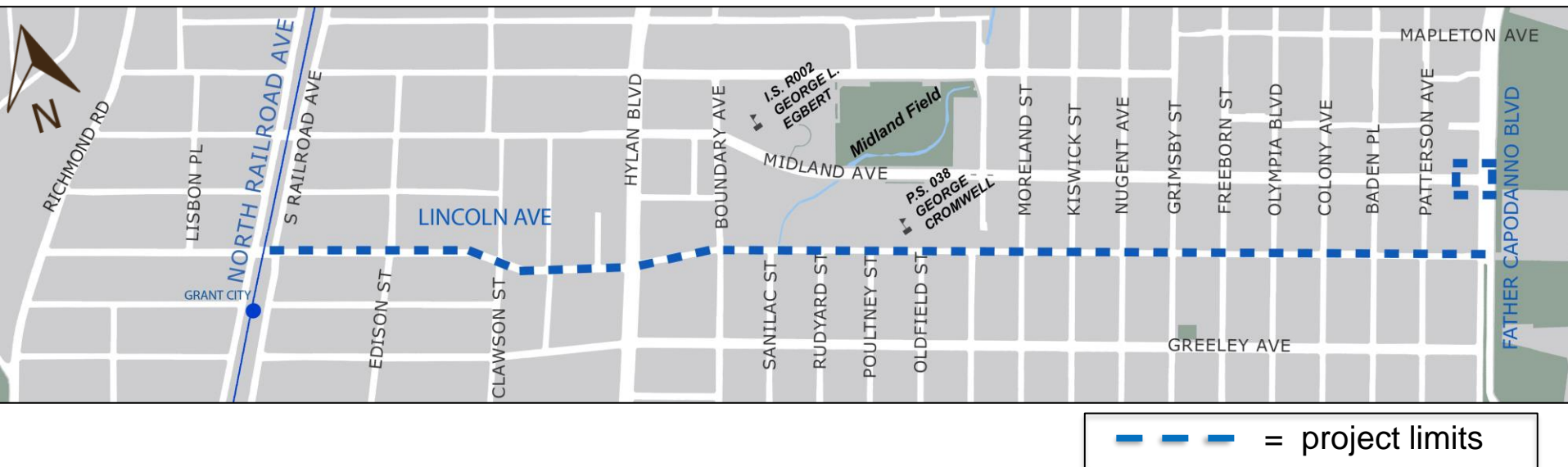
Corridor Safety Improvements

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

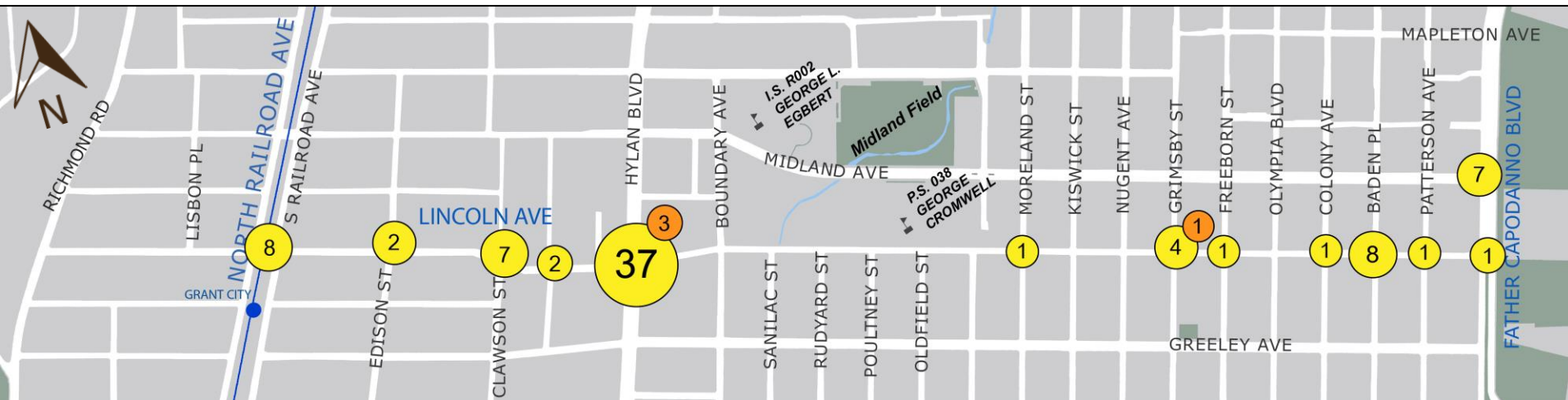
Injury Summary, 2016-2020 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	10	4	0	4
Bicyclist	3	0	0	0
Motor Vehicle Occupant	65	1	0	1
Other Motorized	0	0	0	0
Total	78	5	0	5

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

**Total Injuries
2016-2020**

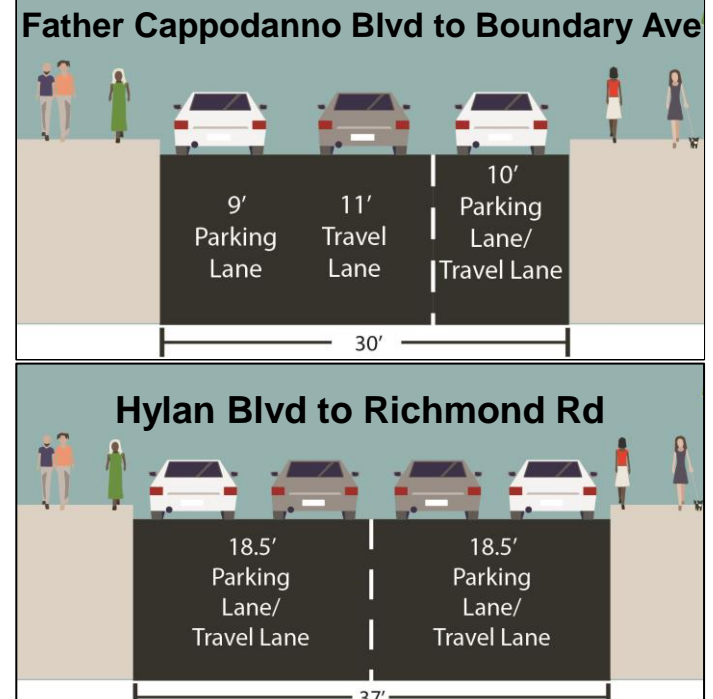
**Severe Injuries
2016-2020**



*Map does not include total or severe injuries that occurred at midblock locations. Data is based off of NYSDOT/NYS DMV 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 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



Existing Conditions

Lack of Pedestrian Space Near PS 038



Existing Conditions

Lack of Bike Infrastructure



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

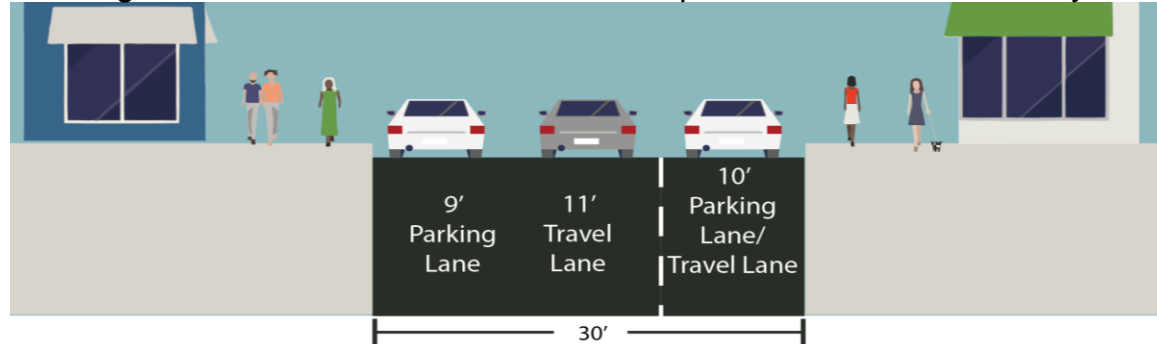
- Significant safety improvements (geometric changes and speed reducers) require removal of lane capacity
- To determine feasibility of removing lane capacity, NYC DOT collected multiple days of traffic counts in March 2022 and averaged volumes for analysis
 - Identified AM peak hour (7:15 – 8:15) and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



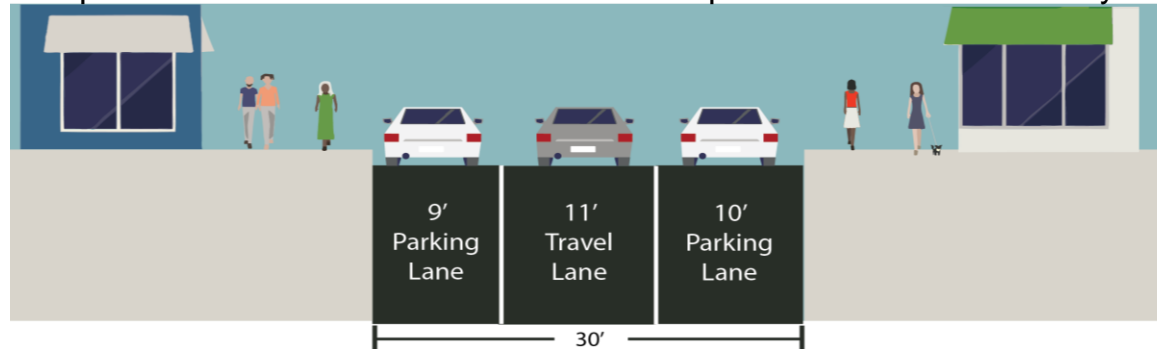
Proposed Safety Improvements — Father Capodanno Blvd to Boundary Ave

- 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

Existing Conditions: Lincoln Ave, Father Capodanno Blvd to Boundary Ave



Proposed Conditions: Lincoln Ave Father Capodanno Blvd to Boundary Ave



Evaluation of Rush Hour Regulation Removal

Father Capodanno Blvd to Boundary Ave

Congested Lane

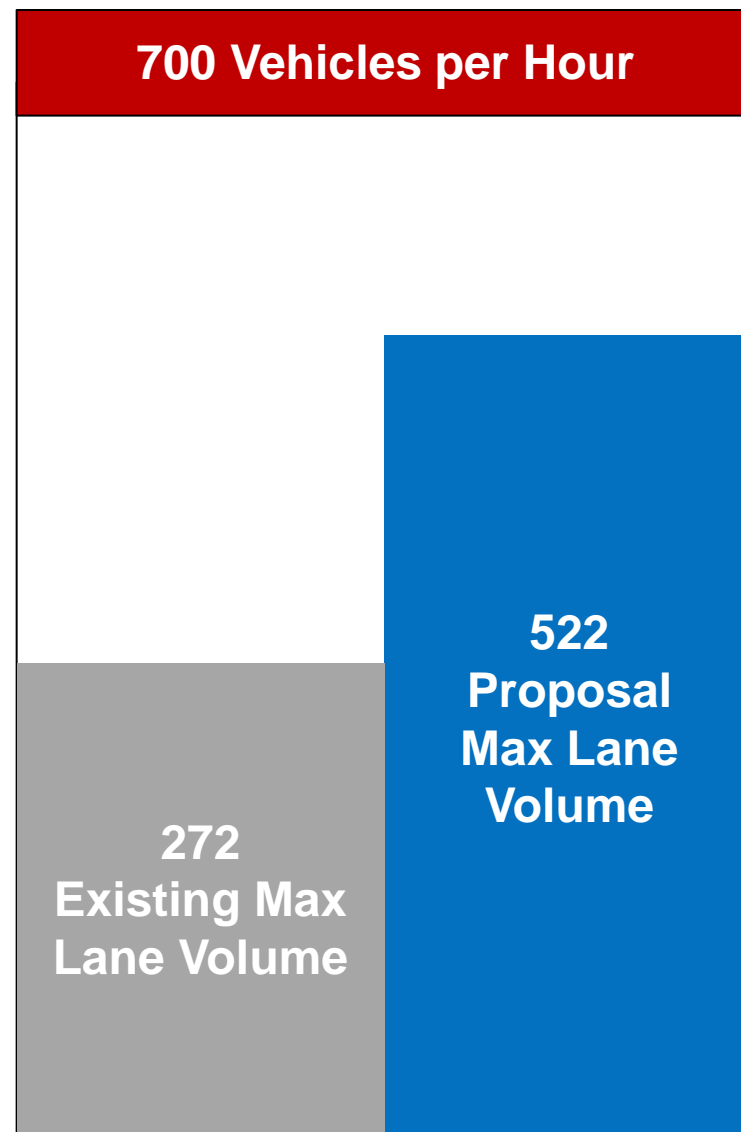
- 700 vehicles per hour or above

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



Proposed Safety Improvements – Speed Humps

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

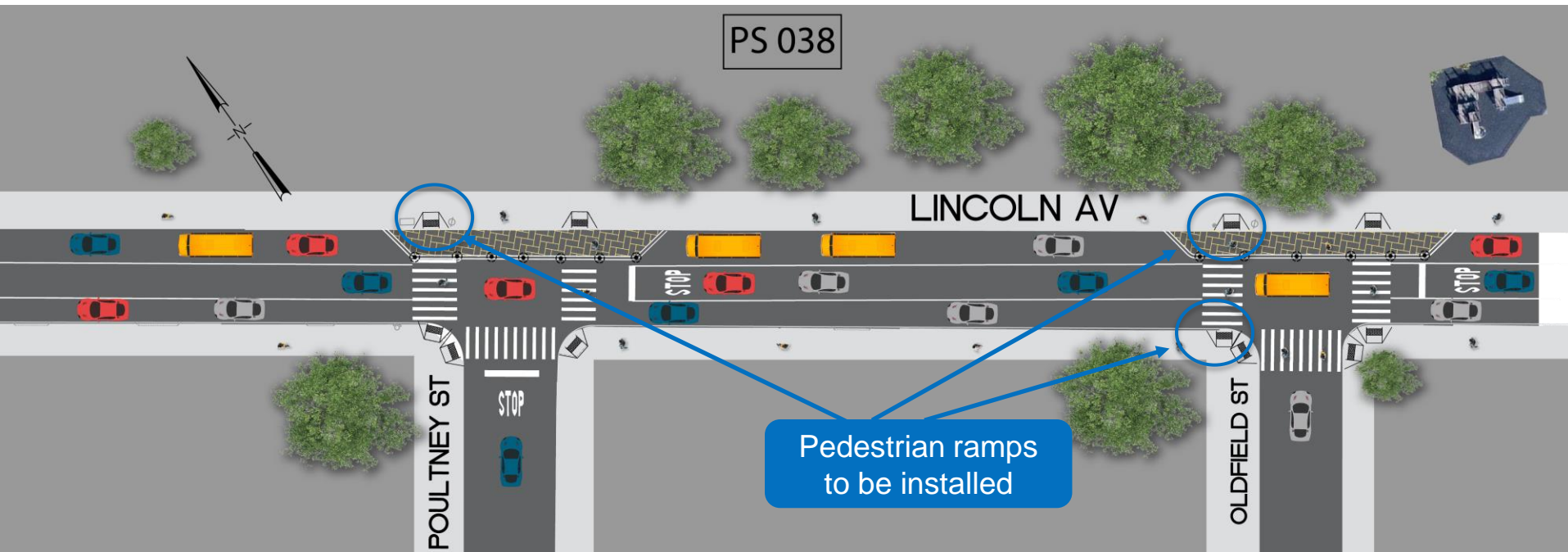
- Between Sanilac St and Rudyard St
- Between Mason Ave and Moreland St
- Between Kiswick St and Nugent Ave
- Between Freeborn St and Olympia Blvd
- Between Patterson Ave and Father Capodanno Blvd



★ = 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

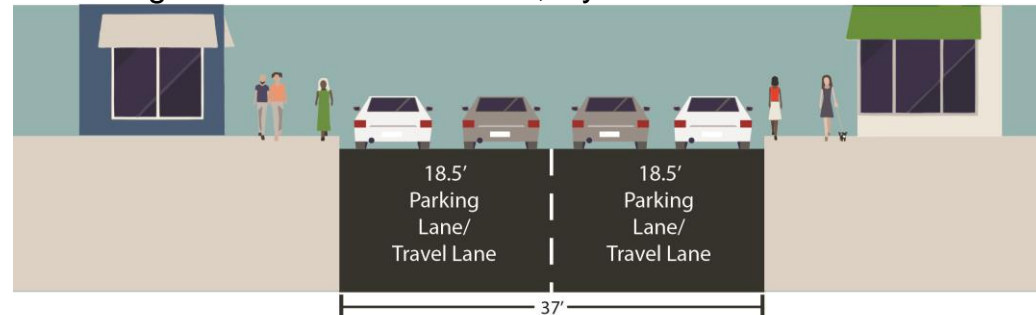


Proposed Safety Improvements - Hylan Blvd to N Railroad Ave

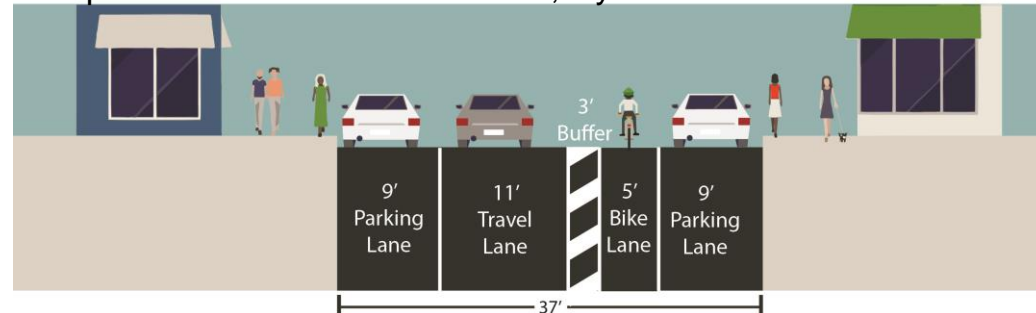
- Remove one travel lane on Lincoln Ave from Hylan Blvd to N Railroad Ave and add a conventional bike lane



Existing Conditions: Lincoln Ave, Hylan Blvd to N Railroad Ave



Proposed Conditions: Lincoln Ave, Hylan Blvd to N Railroad Ave



Evaluation of Lane Removal

Hylan Blvd to N Railroad Ave

Congested Lane

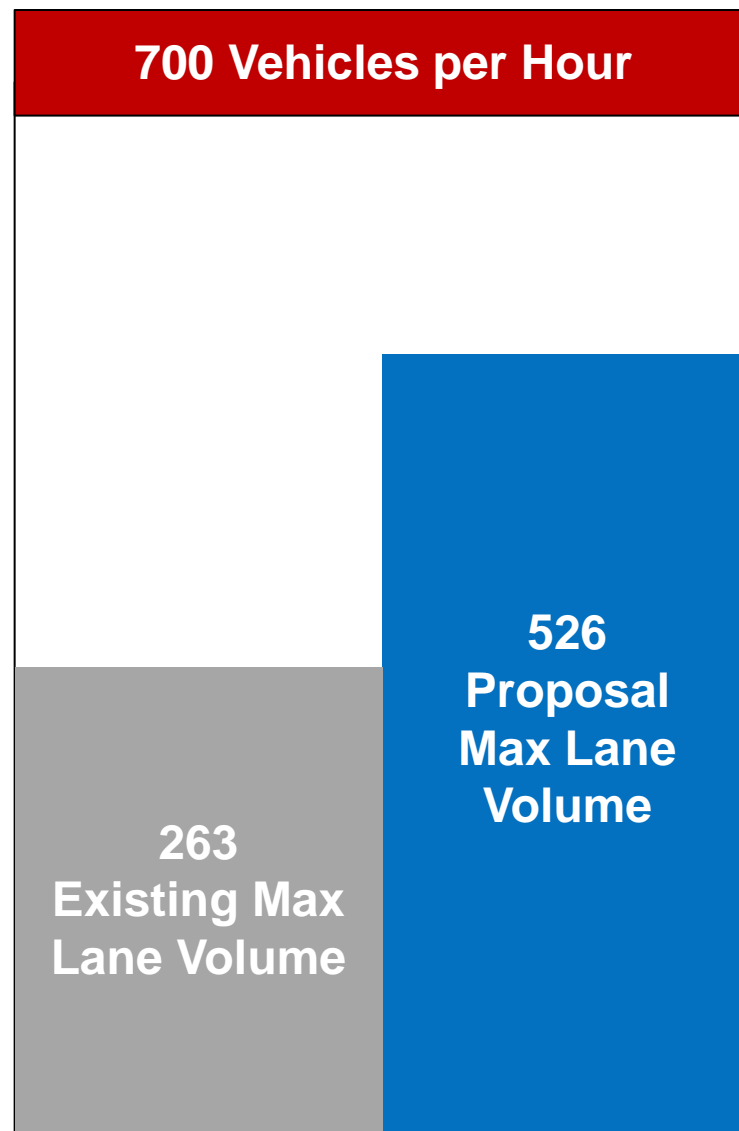
- 700 vehicles per hour or above

Existing (2 lanes)

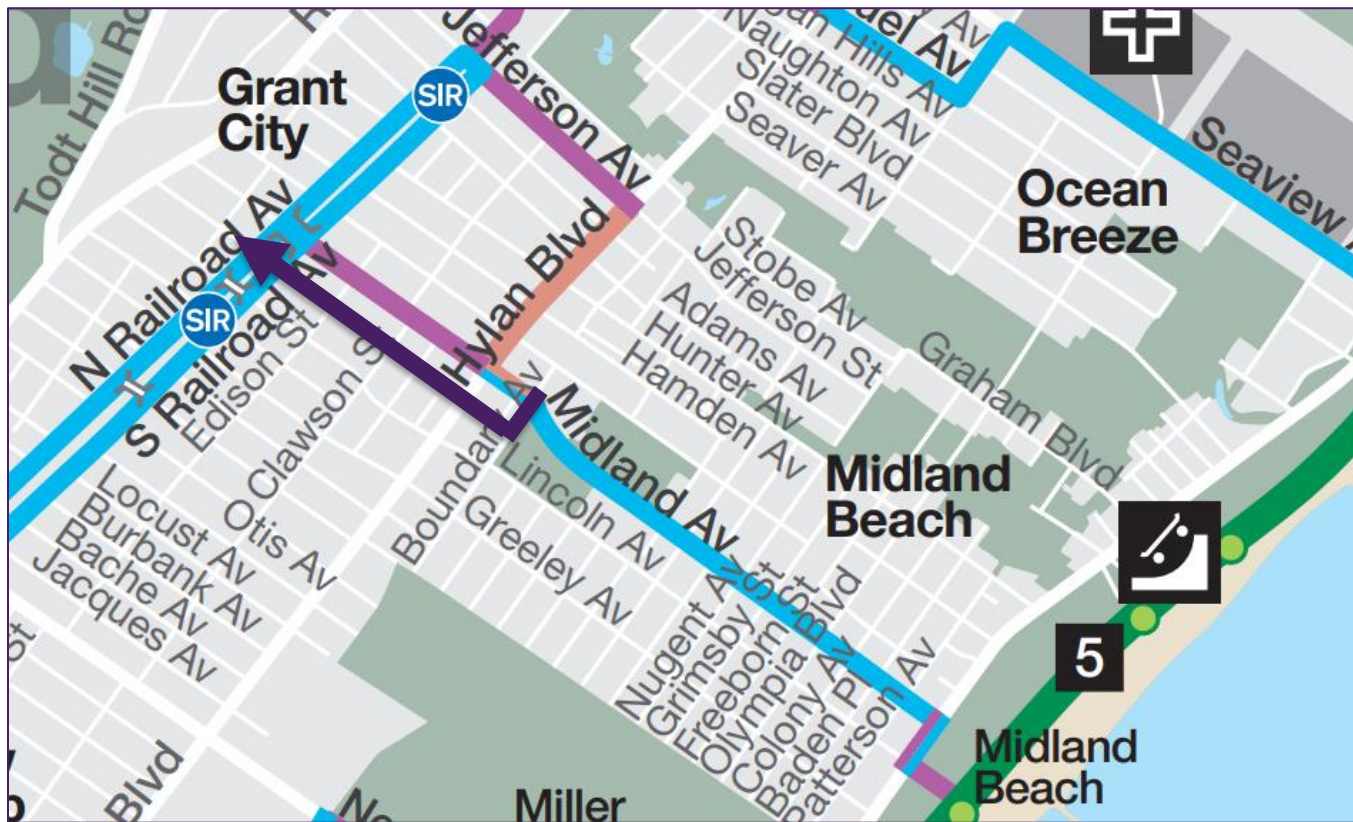
- Maximum* 263 vehicles per lane

Proposal (2 lanes + select left turn bays)

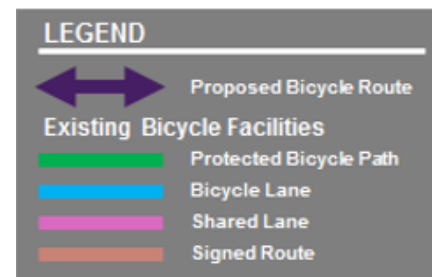
- Maximum 526 vehicles per lane
- Maintain existing 2 westbound travel lanes between S Railroad Ave and N Railroad Ave



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:



Project Benefits

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



Thank You!

Questions?



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