



# Seaview Avenue Safety Project

Updated Presentation to  
Staten Island Community Board 2

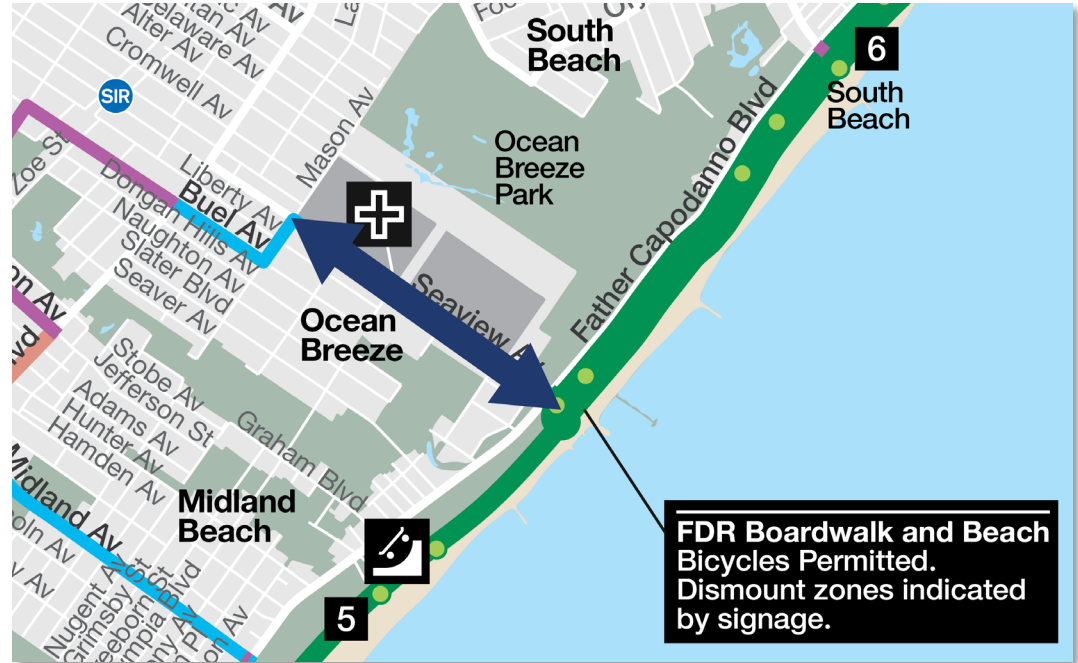
June 18, 2024



# Seaview Avenue Mason Avenue to Father Capodanno Boulevard

## Project Overview

- Calm traffic along the entire corridor by upgrading existing bicycle lanes to protected
- Add new traffic signal and crosswalk



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# Background





# Site Visit

## Project Origin

- Spring 2022: NYC DOT participated in walkthrough with **Borough President's Office** and **Staten Island University Hospital** administrators
- After observing conditions on the street, NYC DOT was asked to take measures to **increase traffic safety for pedestrians crossing Seaview Av**



# Existing Conditions

## Overhead View

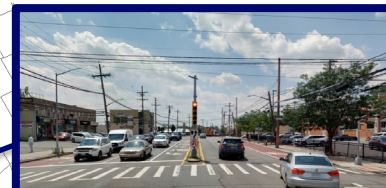
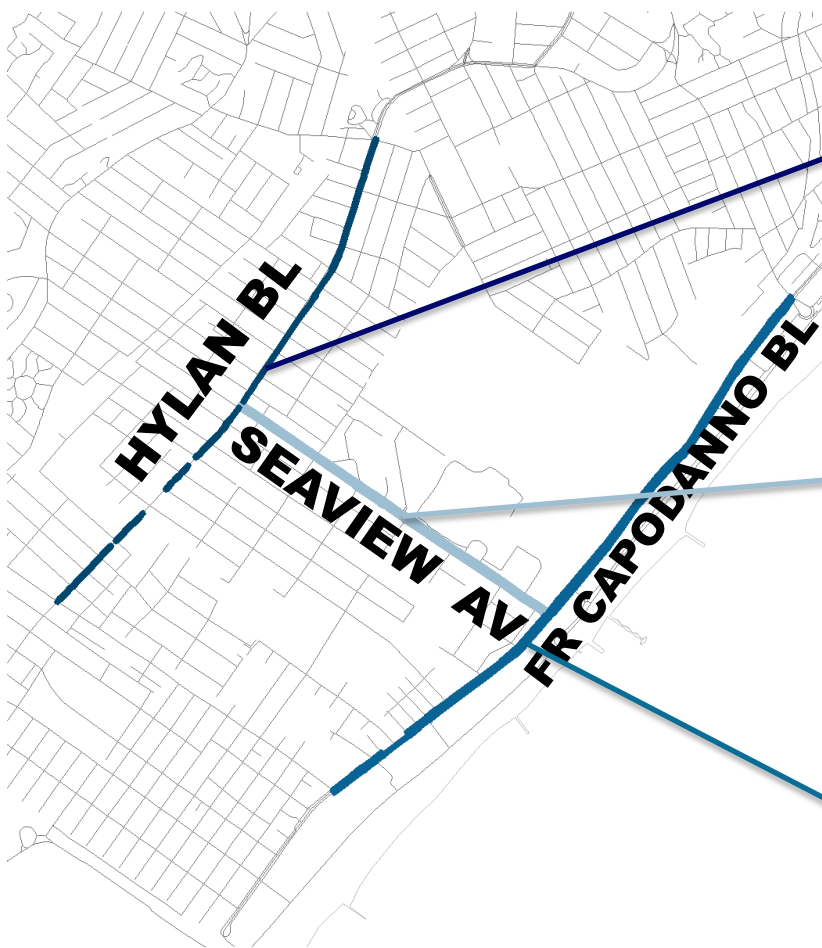
- Two-travel lanes in each direction
- Left-turn Bays
- Bikes lanes in both directions
- Large median in the middle
- Parking lanes on both sides of the street



# Low Traffic Volumes

## Daily Traffic Volumes

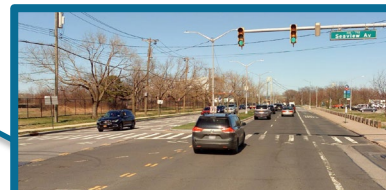
- Streetlight Estimated Annual Average Daily Traffic during 2021
- Seaview has a fraction of the traffic of both Hylan Bl and Fr Capodanno Bl, but same number of travel lanes



**27,866**



**4,427**



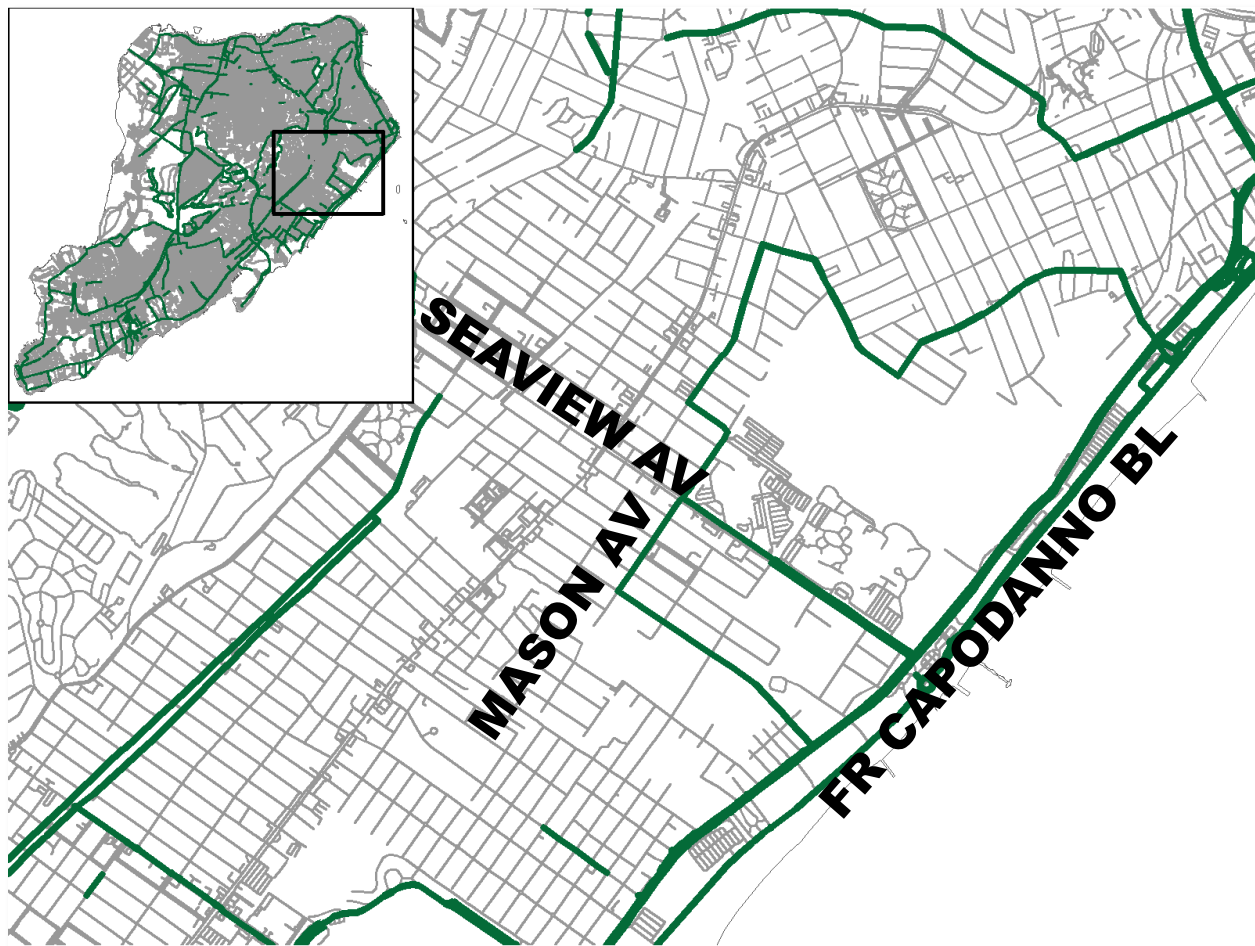
**13,211**



# Important Cycling Corridor

## Cycling Trips

- Strava Metro bicycle and e-bike trips in 2023 show that Seaview Av is an important cycling route
- Likely to continue to grow in the future



# Large Distances Between Signals

## Traffic Signal Locations

- Only three traffic signals on Seaview Avenue between Mason Avenue and Father Capodanno Boulevard
- 5-10 minute walking distances between signals
- Pedestrians more likely to cross outside of crosswalks





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Proposal

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# Decreasing KSI

## How NYC Improves Traffic Safety

- Standard measurement of a street's safety is the number of people **Killed or Severely Injured**
- NYC uses street design features to **reduce the KSI** along corridors and at intersections



# Road Diet

## Safety Tools

- **Road Diets:** Removal of travel lanes for more than 1,000 feet or more.
- **Reduces KSI** by:
  - 30% for all users
  - 32% pedestrians
  - 35% senior citizens





# Turn Calming and Daylighting

## Safety Tools

- **Turn Calming:** Markings, bollards and/or rubber speed bumps that slow and control turns
- **Daylighting:** Prevent parking around intersections, crosswalks, major driveways, and bus stops along corridor to improve visibility for motorists and safety for cyclists and pedestrians
- **Reduces KSI by:**
  - 16% for all users
  - 33% pedestrians
  - 60% senior citizens



# Protected Bike Lanes

## Safety Tools

- **Protected Bike Lanes:** Bike lanes protected by parking or some other physical barrier
- **Reduces KSI by:**
  - 18% for all users
  - 29% pedestrians
  - 39% senior citizens



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## Summary

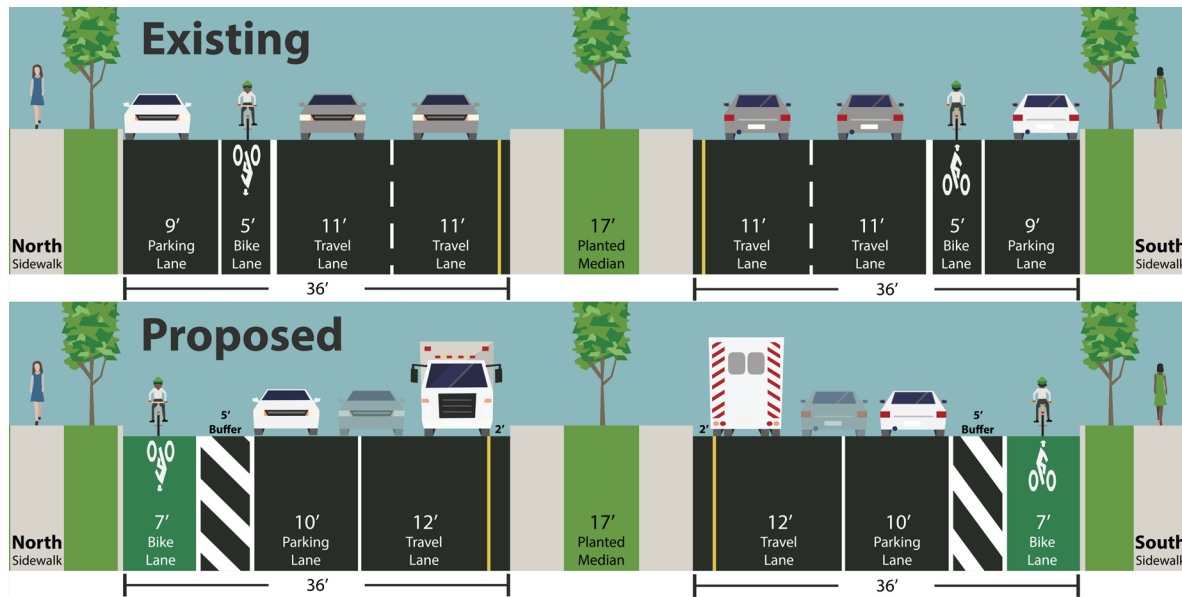
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# New Cross Section for Seaview Ave

## Proposed Changes

- **Road Diet:** Remove an excess travel lane in each direction
- **Protected Bike Lanes:** Relocate bicycle lanes behind parking



# Safer Pedestrian Crossings

## Proposed Changes

- Add traffic signal and crosswalk at Hospital facilities



# Summary of Changes

Implement road diet to reduce speeding

- Remove one travel lane in each direction
- Upgrade bicycle lanes to protected

Add Daylighting for motorist's visibility of pedestrians and cyclists

- Prevent parking around driveways, intersections, crosswalks, and bus stops

Add Signalized Pedestrian Crossing for safer pedestrian crossings

- Add traffic signal and pedestrian crossing at Nugent Avenue intersection



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## Presentation Updates

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# Transportation Committee's Requests

- NYC DOT presented project to Staten Island Community Board 2's Transportation Committee on June 3<sup>rd</sup>, 2024
- The Committee requested NYC DOT provide:
  1. **Traffic safety data** (KSI number) for Seaview Avenue
  2. **Data sources** for the benefits of safety treatments described in the presentation

# Traffic Safety Data for Seaview Avenue

## Traffic Safety Report

NYPD crash reports indicates that Seaview Avenue from Mason Avenue to Father Capodanno Boulevard has more KSI than most Staten Island streets

### Traffic Safety Data

Time Frame:	2019-2023 (5 years)
Source:	NYPD
Length:	0.68 miles
KSI:	4.4 per mile
Rank:	Top 33% in Staten Island



# Safety Treatment Evaluations

## Safety Evaluations

- Safety benefits of treatments for **all users and pedestrians** based on [Safety Treatment Evaluation \(2005-2018\)](#) [NYC DOT – 2022]
- Benefits to **Seniors** based on [Pedestrian Safety and Older New Yorkers](#) [NYC DOT – 2022]



### Safety Treatment Evaluation (2005-2018) 2022 – New York City Department of Transportation

From 2010-2021, NYC DOT completed over 1,000 Street Improvement Projects (SIPs), including over 10 miles of protected bike lanes, retimed signals for 25MPH on over 800 miles of streets, and installed over 5,000 leading pedestrian intervals (LPIs). As part of the Pedestrian Safety and Older New Yorkers report, DOT conducted a wide-ranging before/after analysis of safety treatments to compare injury, severe injury, and fatality changes between seniors and non-senior adults. The agency identified seven treatments that were particularly powerful in terms of reducing injuries for senior pedestrians. Building on that work, DOT also analyzed safety outcomes for those same treatments for all road users, pedestrians and motor vehicle operators. Results were not generated for cyclists and other motorized users (e.g., e-scooters) due to an sample sizes. However, findings on how bicycle facilities reduce injury risk for cyclists can be found in NYC DOT's 2021 report "Safe Streets For Cycling". Those results are summarized at the end of this report.

#### Safety Treatments Analyzed:

- **Road Diets** (defined as, but not limited to, corridor projects with an added flush median, bike lane, a widened parking lane, and a removed vehicular moving lane for at least 1,000 feet)
- **Conventional Bicycle Lanes** (a lane defined only by paint, sometimes referred to as Class II Bicycle Facilities)
- **Protected Bicycle Lanes** (a lane protected by parking or some other physical barrier, sometimes referred to as Class I Bicycle Facilities)
- **Pedestrian Islands** (concrete and painted pedestrian islands and medians, as well as extensions, concrete medians – does not include bike lane islands)
- **Curb and Sidewalk Extensions** (including neckdowns)
- **Turn Calming** (neck-downs, bollards and/or rubber speed bumps that slow and control turns)
- **Leading Pedestrian Intervals** (LPIs – providing a pedestrian crossing "head start" before vehicles receive the green light)

#### Methodology

NYC DOT employed a before/after injury analysis, comparing the average year of crash data before treatment installation to the average year of crash data after installation. In the before scenario, three years of crash data prior to the installation of a treatment were averaged, whereas in the after condition, two years were averaged in cases where three years of data was unavailable, otherwise three years of data were averaged. For this task, the report utilized comprehensive NYSDOT data which classifies injury crashes by severity. However, the availability and completeness of data for each treatment within this data set varies. Accordingly, NYC DOT relied on varying sample sizes for the evaluation of each treatment. When injuries were analyzed, fatal injuries were included as well.

Most of the treatments analyzed came from SIPs (2008-2016). LPIs are 2010-2016, with the majority in the latter years as NYC DOT ramped up the program. Turn Calming treatments are from 2016, the first year of the program. Crash data covers the years 2005-2018. The methodology used in this study differs slightly from that of a similar analysis performed in NYC DOT's *Pedestrian Safety and Older Adults* study. The latter limits analysis to crashes with one victim to allow matching victim age and severity, whereas the present study excludes victim age and therefore allows for multiple victim crashes to be included.

## Pedestrian Safety and Older New Yorkers

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Building a Safer City

New York City

2022

# Thank You!

## Questions?



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