



Hylan Boulevard Corridor Transportation Improvement Study

Public Meeting

March 14, 2012

Agenda

- Welcome/Introductions
- Project Recap
- Stakeholder Feedback
- Recommended Plan
- Benefits of Plan
- Implementation Schedule
- Question and Answer

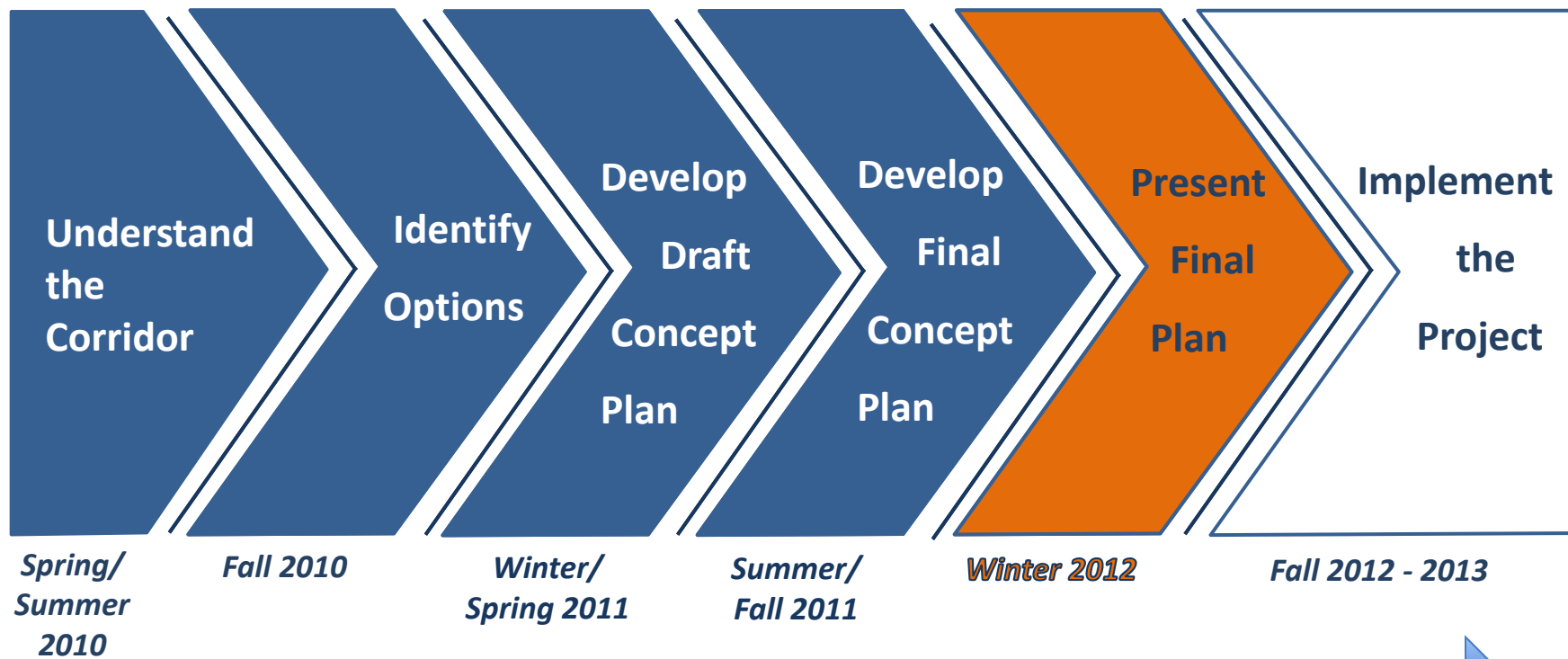
Study Corridor



Project Goals

- Improve traffic flow
- Reduce bus travel time and improve reliability
- Improve transit access to Manhattan, Brooklyn, and Staten Island destinations
- Improve safety for all corridor users

Project Timeline



Public Outreach

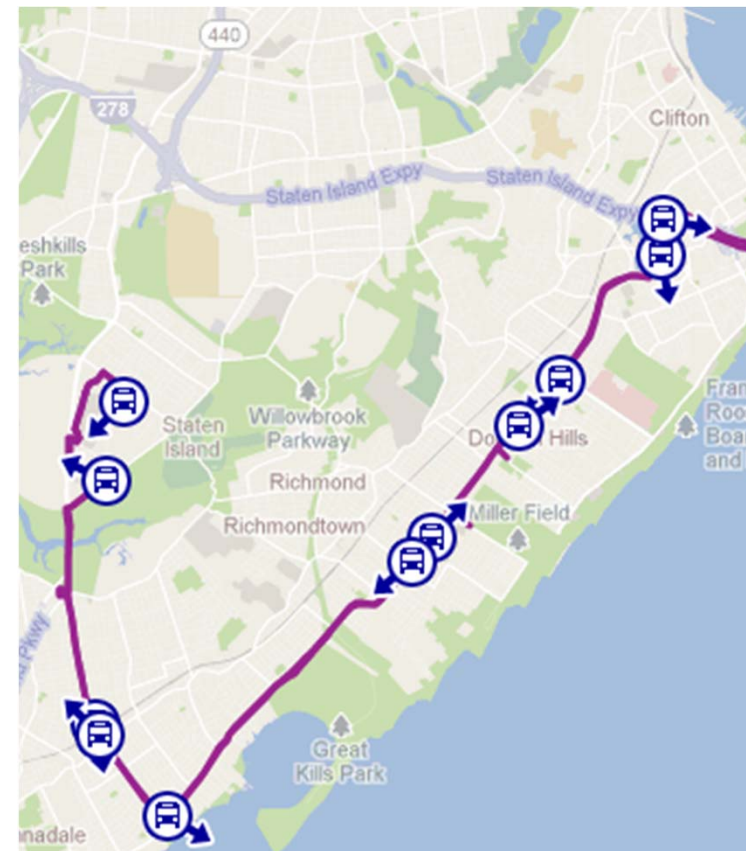
- Two Community Advisory Committee meetings and three Open Houses held over course of project
- Briefings to Staten Island Borough President and to elected officials
- Public input has been largely supportive:
 - ❖ Need for better local and express bus service
 - ❖ Need for pedestrian and safety improvements
 - ❖ Concern expressed about making sure changes do not cause traffic congestion
 - ❖ Concern about making sure that Select Bus Service does not cause crowding on local routes

Proposed Improvements

- Speed S79 service with fewer stops and more direct route
- Provide better public information for all bus routes on corridor
- Add bus lanes in select areas to reduce delays
- Real-time Information for best route to Verrazano-Narrows Bridge
- Optimize traffic signals to improve traffic flow
- Complete left turn bay capital projects on Hylan Boulevard
- Add left turn bays on Richmond Avenue
- Implement pedestrian safety enhancements throughout corridor

Short-Term Bus Service Improvements

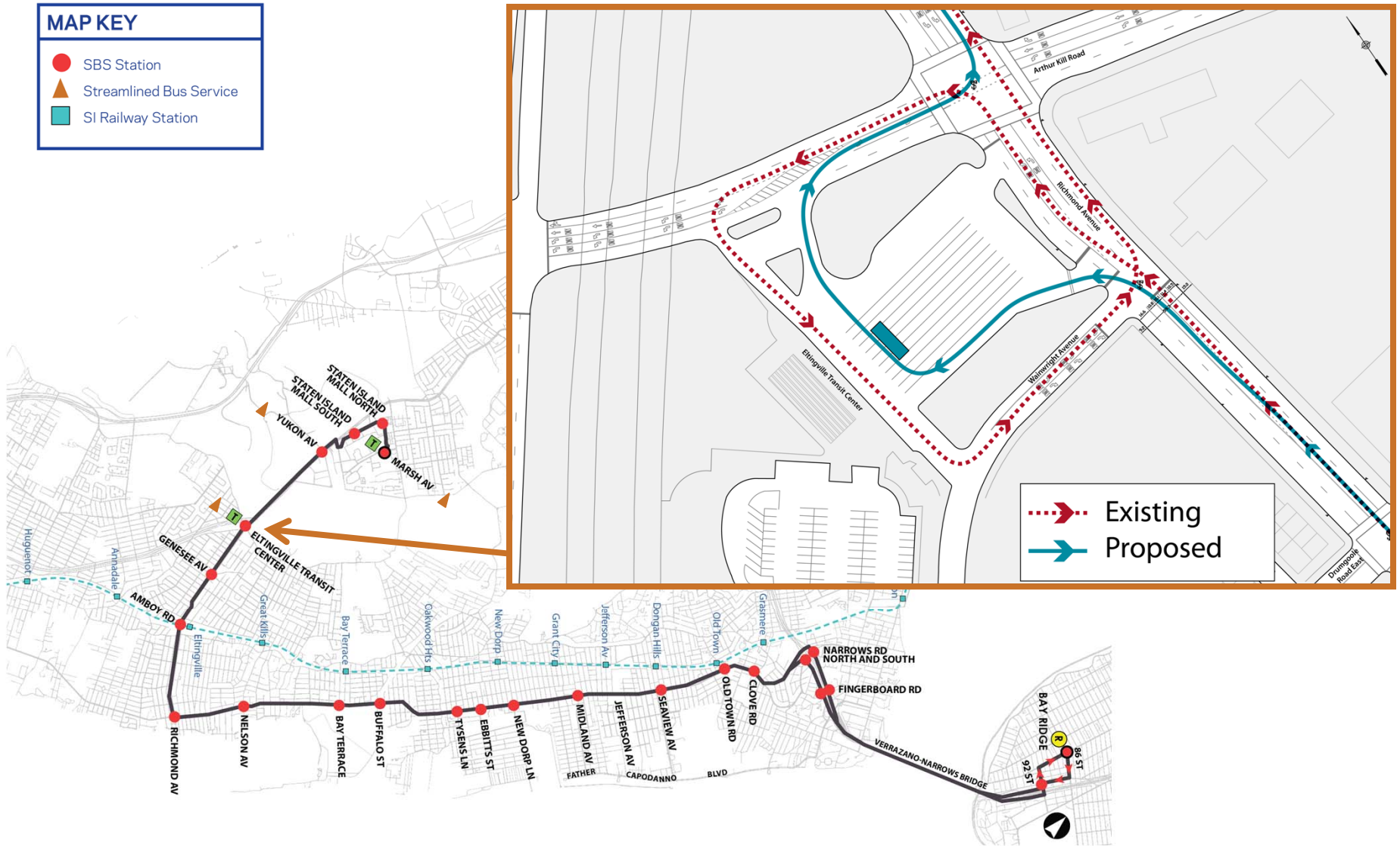
- Introduce Limited stop spacing on S79 to match ridership demands
- S59, S78 provide Local service -- S78 rerouted via Steuben Street
- Adjust S79 for more direct trips near Staten Island Mall and Eltingville Transit Center
- BusTime implemented in January – Provides web-based location information for all SI Local and Express buses
- Real time information screens installed at Eltingville Transit Center – looking for other pilot locations



Streamlined Bus Service: Eltingville Transit Center

MAP KEY

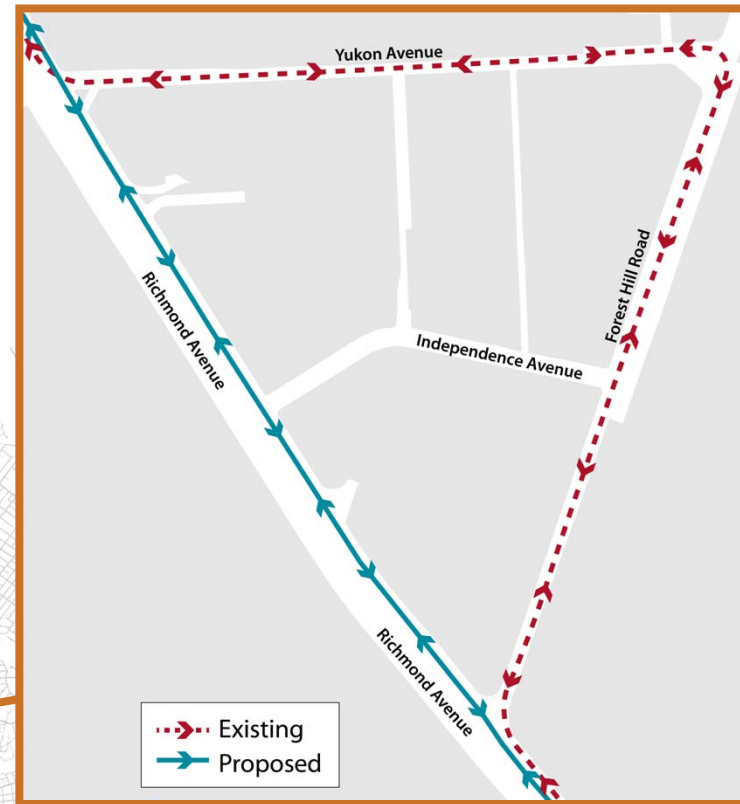
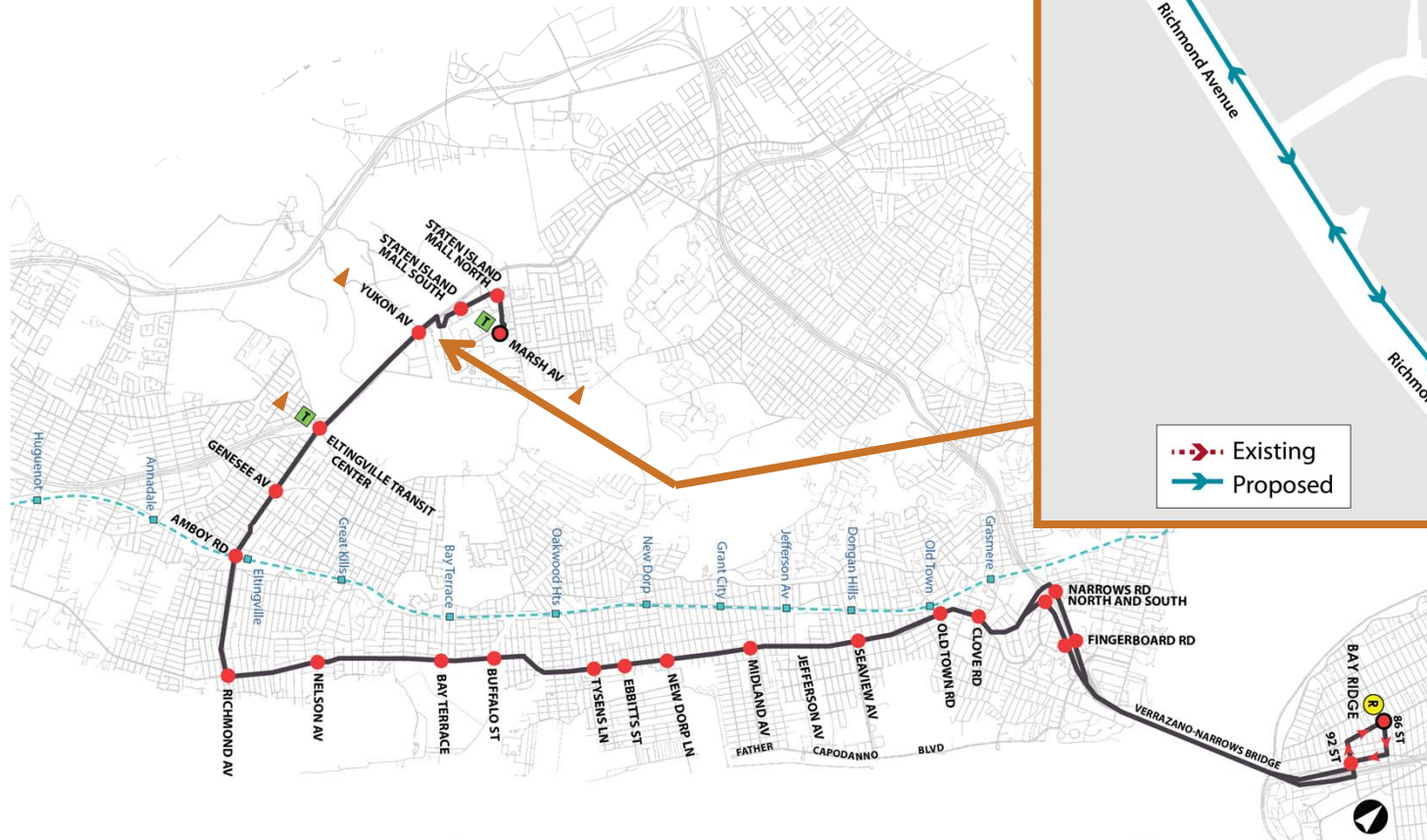
- SBS Station
- ▲ Streamlined Bus Service
- SI Railway Station



Streamlined Bus Service: Richmond Avenue

MAP KEY

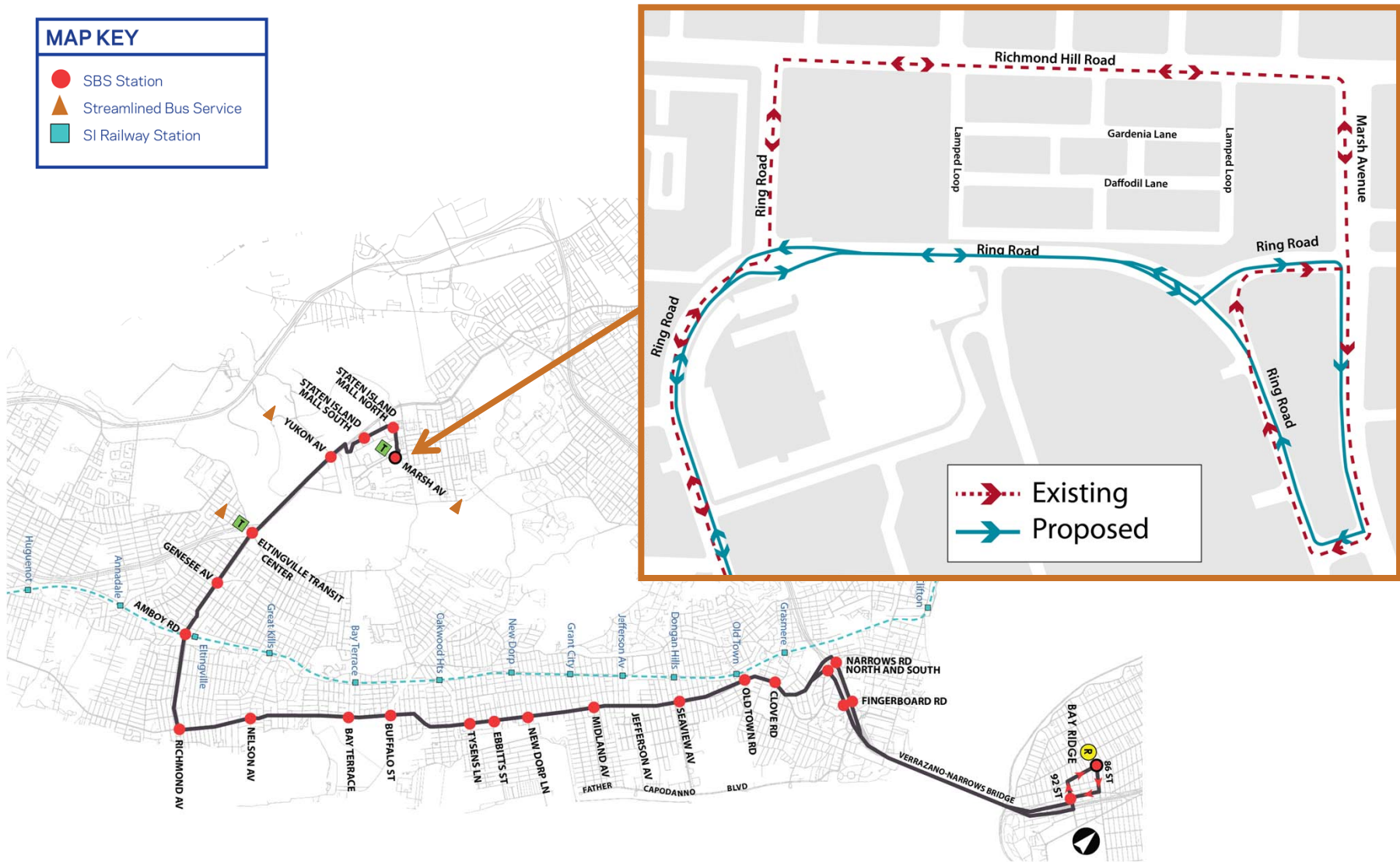
- SBS Station
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Streamlined Bus Service: Staten Island Mall

MAP KEY

- SBS Station
- ▲ Streamlined Bus Service
- SI Railway Station



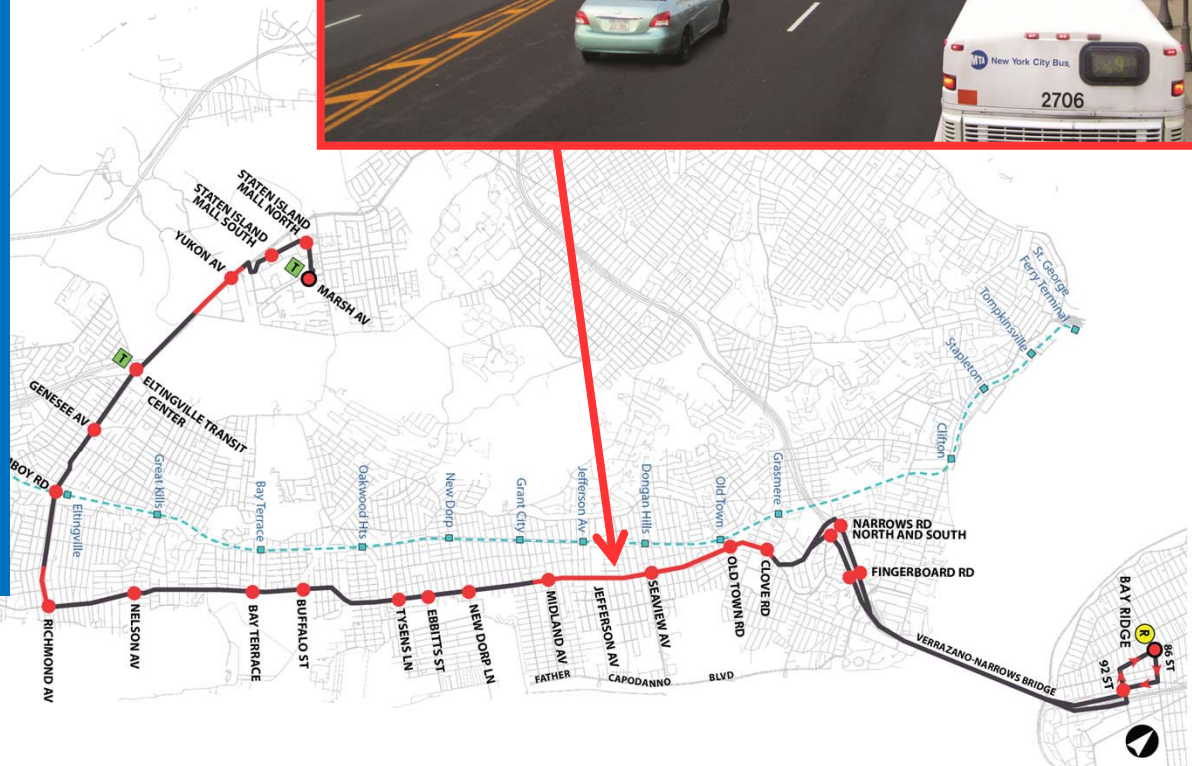
Peak Period Bus Lanes: Hylan Boulevard

- Bus lanes on 2 miles between Lincoln Avenue and Steuben Street – “Express Route to the Bridge”

 - Bus ridership (local and express) is highest – best time savings for all travelers
 - Drivers have a choice between Hylan Blvd and Father Capodanno Blvd

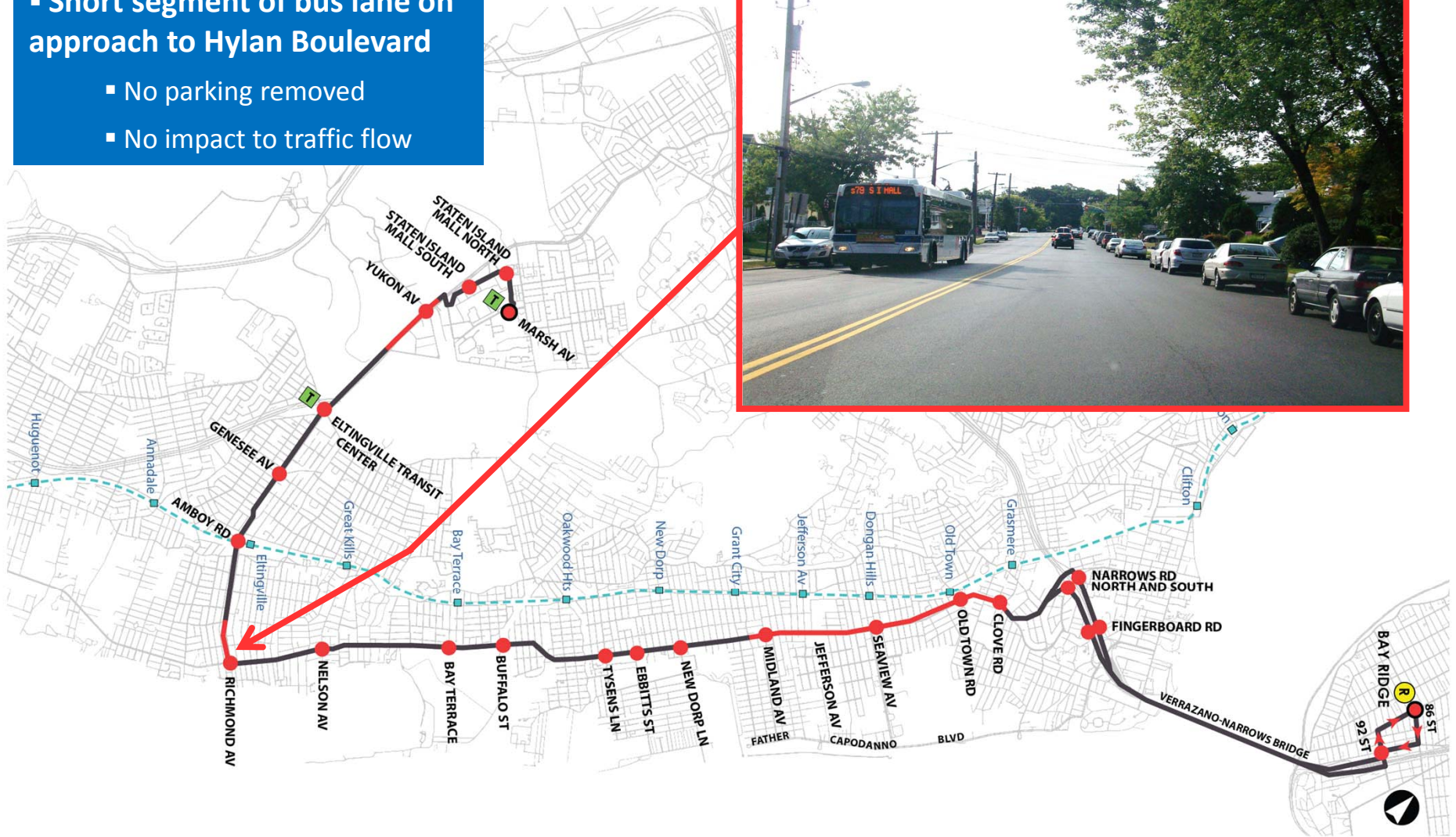
- Parking already prohibited in peak direction.

 - Extensive parking study undertaken – limited parking occurring on Hylan Blvd, excess parking capacity available on side streets



Bus Lane: Richmond Avenue Approach to Hylan Boulevard

- Short segment of bus lane on approach to Hylan Boulevard
 - No parking removed
 - No impact to traffic flow



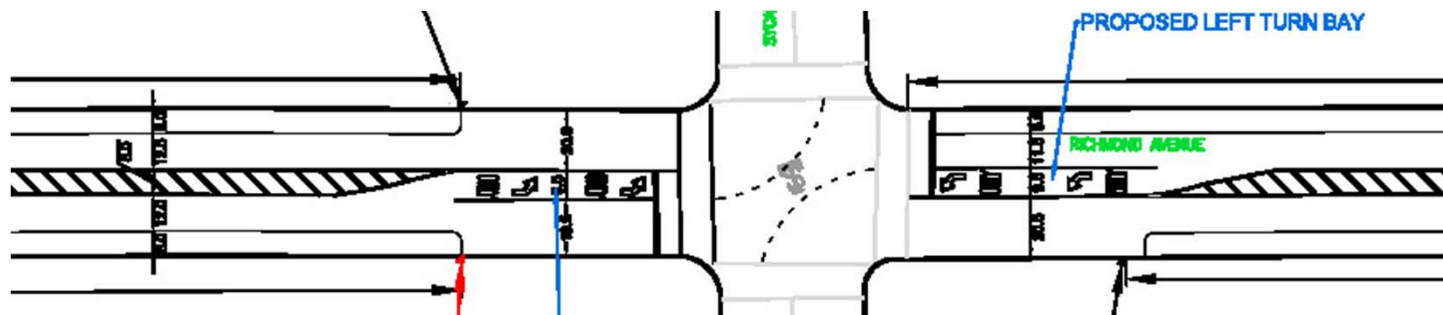
Bus Lane: Northbound Richmond Avenue Near SI Mall

- Short segments of bus lane near SI Mall
 - No parking removed
 - No impact to traffic flow



Road Changes – Richmond Avenue

- Add lane for double exit to Korean War Veterans Parkway
 - ❖ Reduces weaving and improves traffic flow
- Add 3 left turn bays along southern Richmond Avenue, at Koch Blvd, Sycamore, and Oakdale Streets
 - ❖ Removes left turns from through traffic flows, improving safety



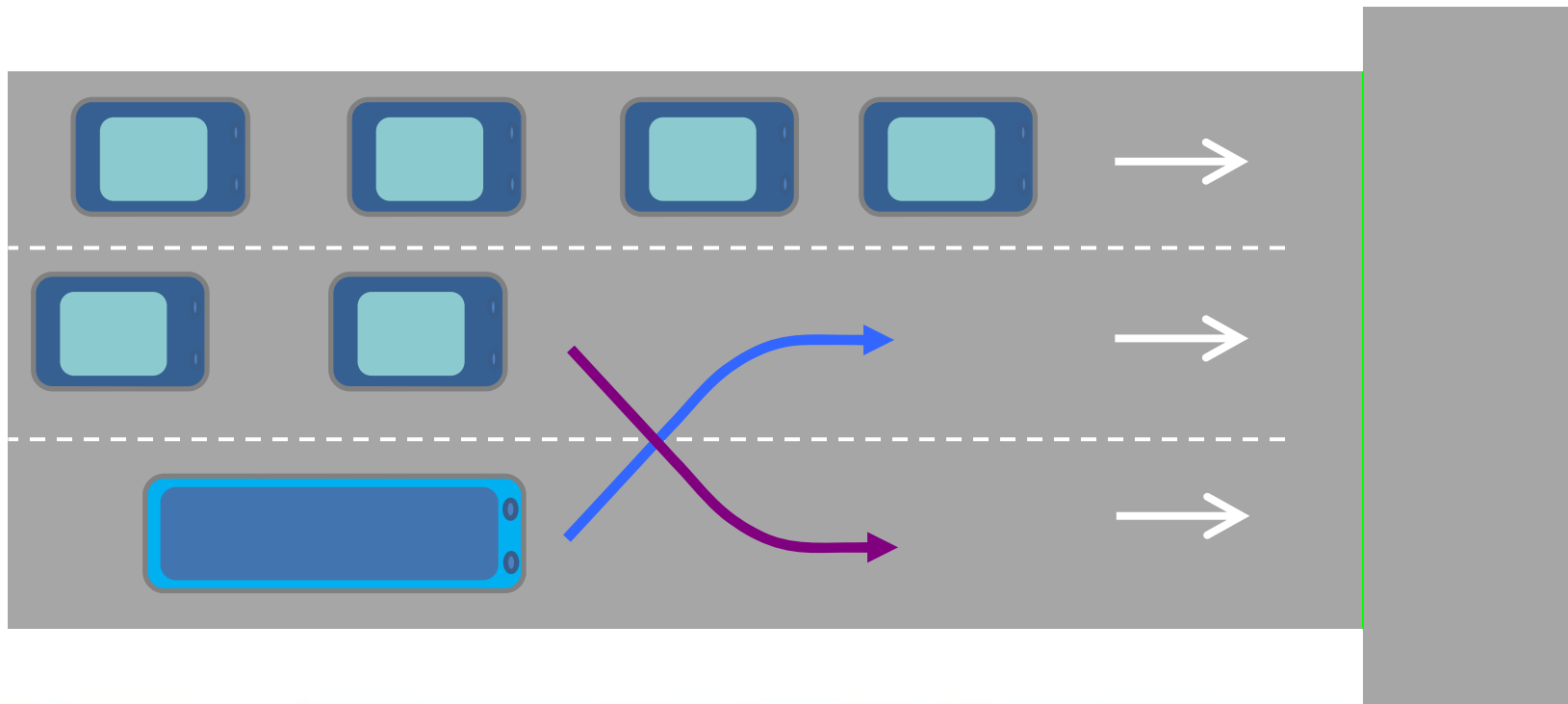
Traffic Signal Improvements

- Optimize signal timings throughout project area
- Add Transit Signal Priority along S79 route
 - ❖ Buses would stop at fewer red lights
 - ❖ Also helps flow of general traffic on Hylan Boulevard, while providing enough time for cross traffic and pedestrians
 - ❖ Victory Boulevard TSP experience: 10% bus travel time savings, 5% traffic travel time savings
 - ❖ Victory Blvd TSP will be extended to College of S.I.
- Pilot “Advance Signal” treatment to separate bus movements from traffic movements at key congested intersections



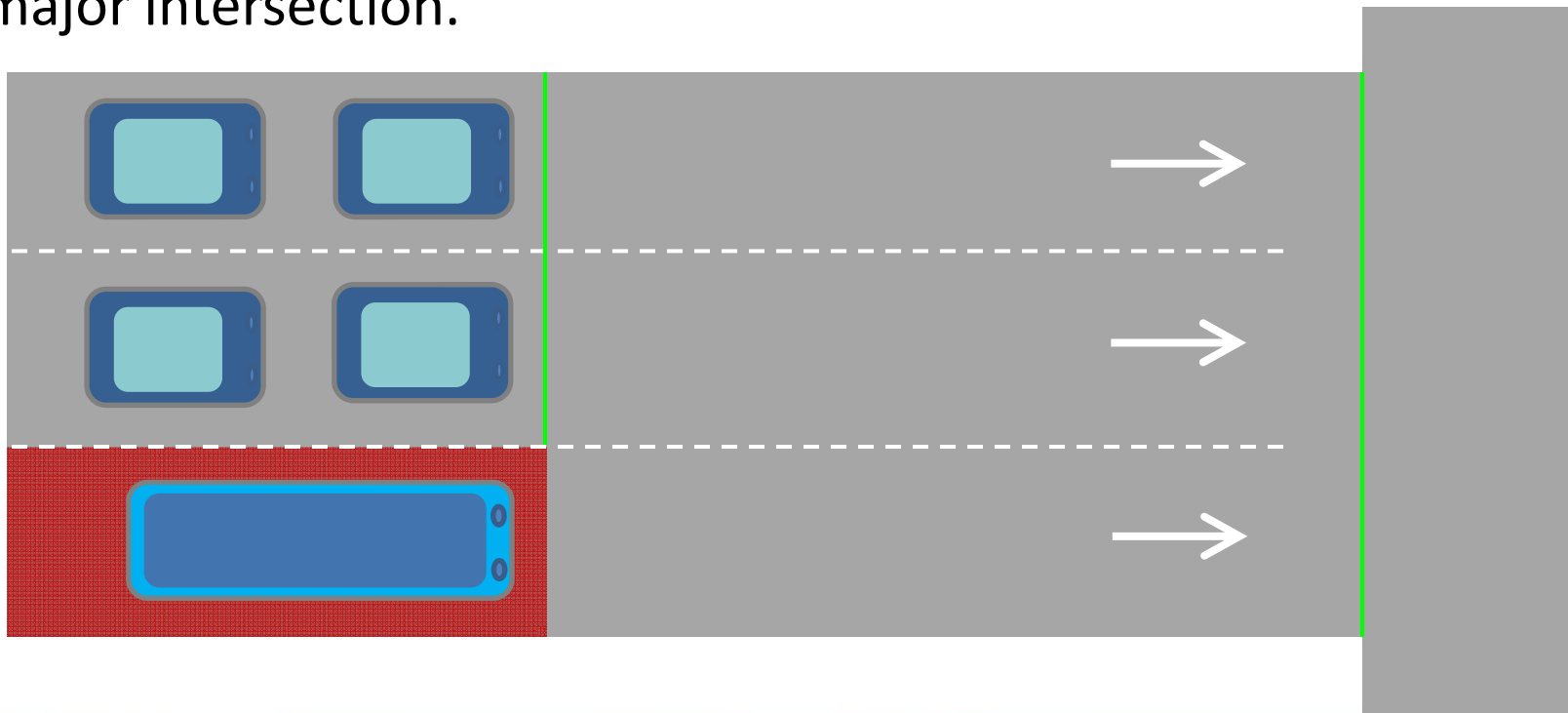
Advance Signal

- Green time for Hylan Boulevard is limited at busy intersections
- Goal: Move as many vehicles as possible on green signal
- Issue: Weaving of cars and buses clogs the intersection



Advance Signal

- Solution: Separate bus and car weaving before light turns green
- Reduced weaving allows more efficient (and safer) flow through intersection
- Allows buses to avoid congestion without having a bus lane at a major intersection.



Pedestrian Safety

- Extend medians into crosswalks to provide pedestrian refuge at 9 locations on Hylan Boulevard and Richmond Avenue
- Construct sidewalks where needed to connect to bus stops
- Repair damaged sidewalks, install curb ramps where needed
- Construct median bus station at Richmond and Yukon Aves

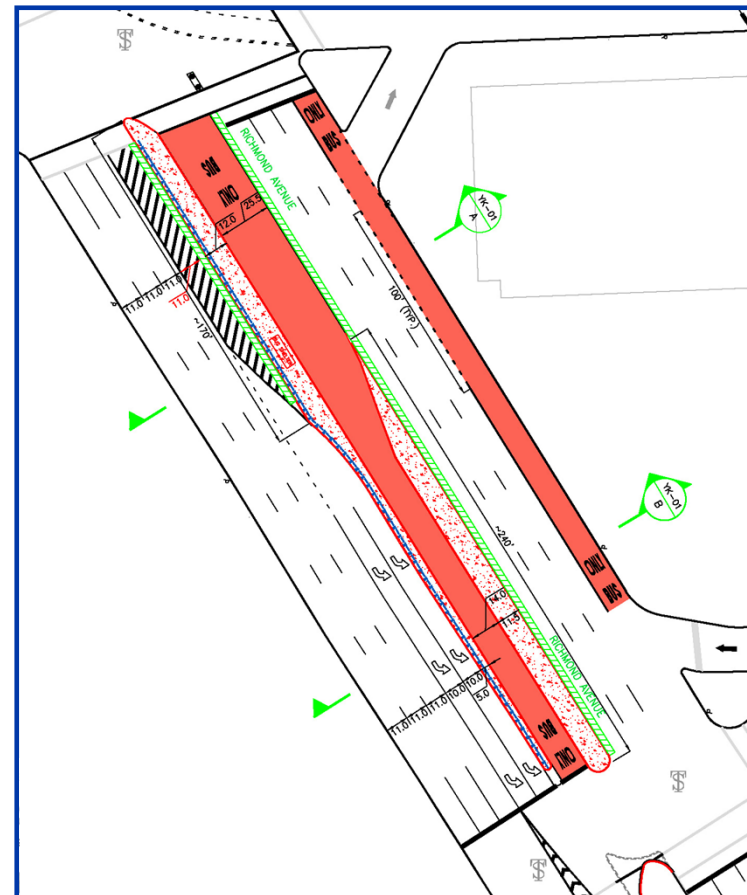


Median Bus Station

- Construct median bus station at Richmond and Yukon Avenues

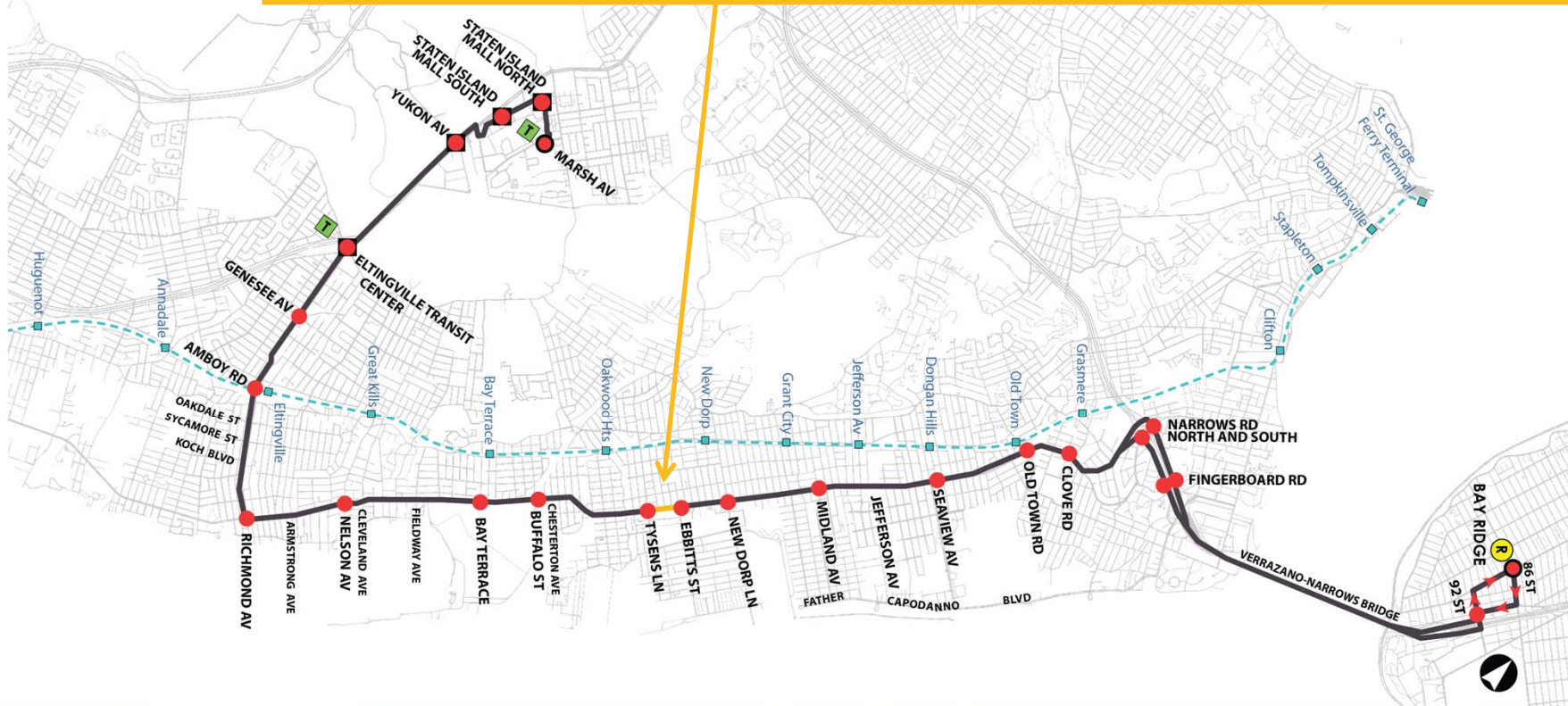
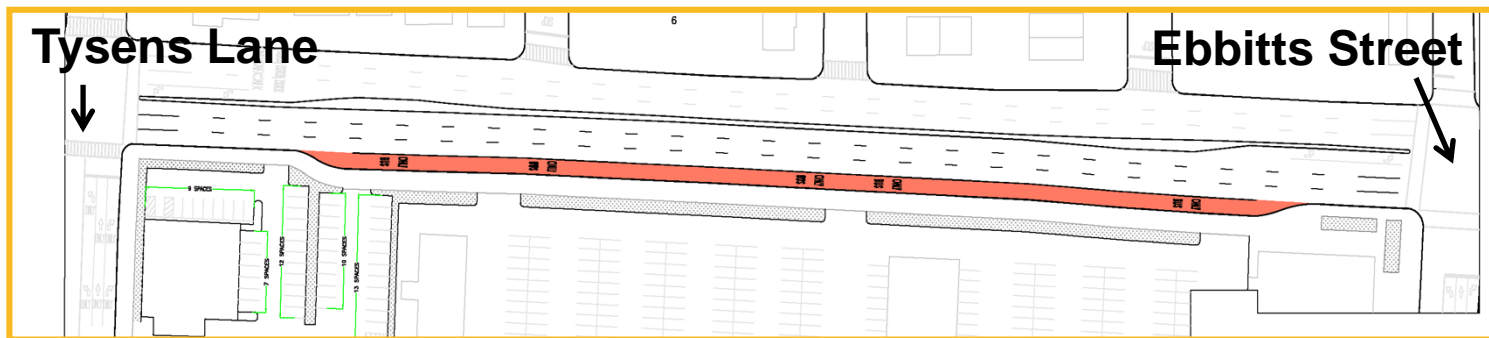


Existing



Proposed

Possible Long Term Improvements: Bus Lay-by Lane



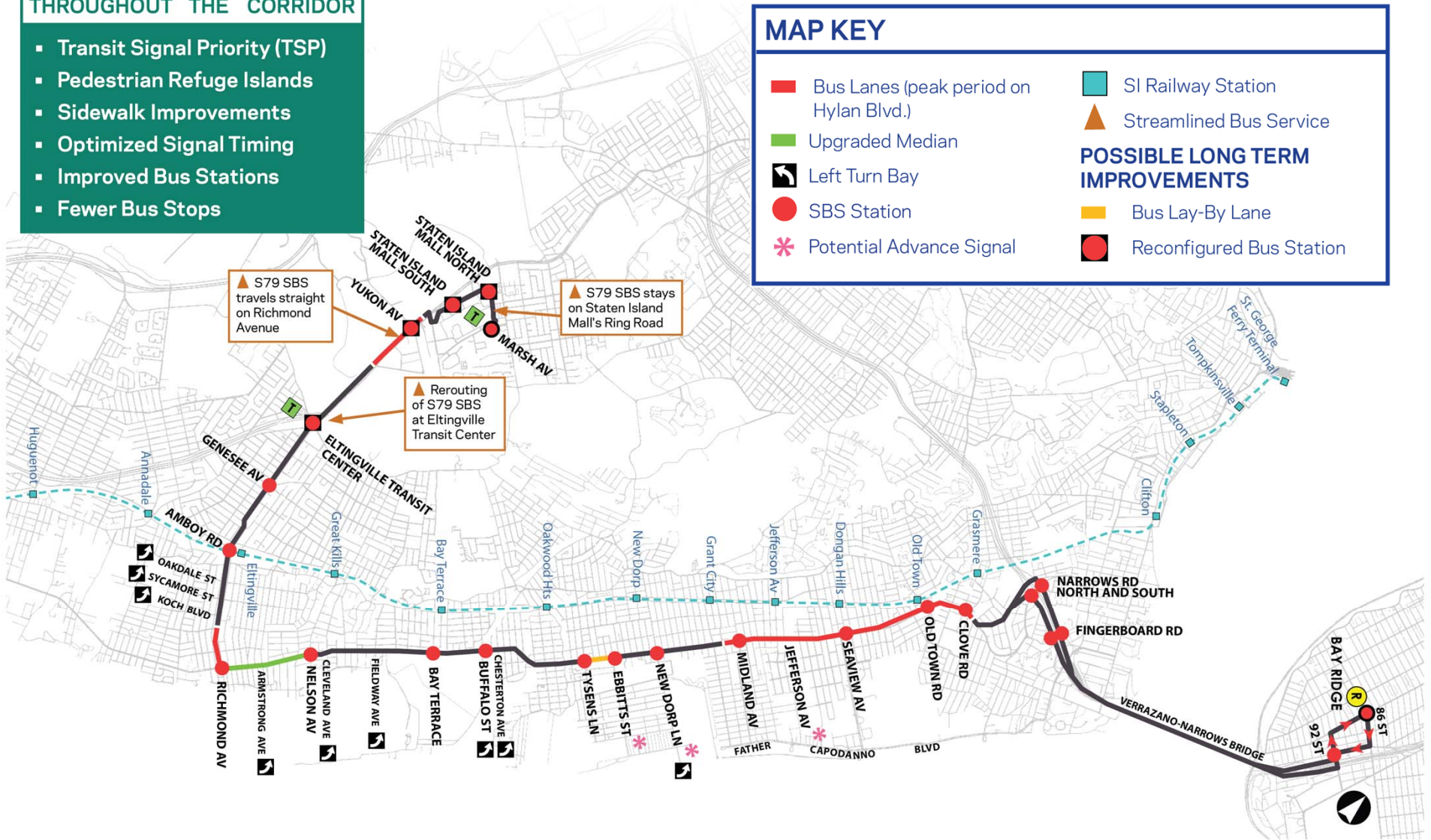
Recommended Plan

THROUGHOUT THE CORRIDOR

- Transit Signal Priority (TSP)
- Pedestrian Refuge Islands
- Sidewalk Improvements
- Optimized Signal Timing
- Improved Bus Stations
- Fewer Bus Stops

MAP KEY

- Bus Lanes (peak period on Hylan Blvd.)
- Upgraded Median
- ◀ Left Turn Bay
- SBS Station
- * Potential Advance Signal
- SI Railway Station
- ▲ Streamlined Bus Service
- POSSIBLE LONG TERM IMPROVEMENTS**
- Bus Lay-By Lane
- Reconfigured Bus Station



Benefits of Recommended Plan

- 20% faster bus trips
- More predictable bus arrivals
- Less delays at traffic signals
- Minimal impact for general traffic
- Safer pedestrian crossings
- Better access to bus stops

Next Steps

- Finalize recommended plan – **Spring 2012**
- Implement street changes – **Summer 2012**
- Implement bus service changes – **September 2012**
- Continue development of long-term improvements – **2013**

Stay Informed

- Contact Melissa Farley at 646-252-2655 or Melissa.Farley@nyct.com
- Visit the Website: www.nyc.gov/brt