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
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**

- **Spring/Summer 2010**: Understand the Corridor
- **Fall 2010**: Identify Options
- **Winter/Spring 2011**: Develop Draft Concept Plan
- **Summer/Fall 2011**: Develop Final Concept Plan
- **Winter 2012**: Present Final Plan
- **Fall 2012 - 2013**: Implement the Project

Public Outreach Throughout
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

Existing
Proposed
Streamlined Bus Service: Richmond Avenue

MAP KEY
- SBS Station
- Streamlined Bus Service
- SI Railway Station
Streamlined Bus Service: Staten Island Mall

MAP KEY
- SBS Station
- Streamlined Bus Service
- SI Railway Station

[Map of Staten Island with routes marked as existing and proposed]
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
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
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
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**
- Red: Bus Lanes (peak period on Hylan Blvd.)
- Green: Upgraded Median
- Blue: SI Railway Station
- Orange: Streamlined Bus Service
- Left-Hand Arrow: Left Turn Bay
- Red Circle: SBS Station
- Asterisk: Potential Advance Signal
- Yellow Diamond: Bus Lay-By Lane
- Red Diamond: Reconfigured Bus Station

**POSSIBLE LONG TERM IMPROVEMENTS**
- S79 SBS travels straight on Richmond Avenue
- S79 SBS stays on Staten Island Mall’s Ring Road
- Rerouting of S79 SBS at Ellenville Transit Center

[Map of Hylan Boulevard showing various improvements and key features]
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

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- Visit the Website: www.nyc.gov/brt