Hylan Boulevard
Street Improvement Project

Presentation to Tottenville Civic Association
August 10th, 2022
Overview
Project Overview

Hylan Boulevard from Satterlee Street to Page Avenue

- NYC DOT has identified Hylan Boulevard from Satterlee Street to Page Avenue as a high crash corridor.
- As part of our mission to increase safety and mobility for all road users, we intend to add life-saving safety features where they are needed most.
What We’ve Done

Hylan Boulevard from Satterlee Street to Page Avenue

- **In 2015**, NYC DOT begins analyzing this section of Hylan Boulevard.
- **Summer/Fall 2019**, we notified local representatives and Community Board 3 of our recommendations for improvements.
- **June 2022**, additional presentations were made to the Community Board and local representatives.
- **May/June 2022**, follow up studies were conducted in response to concerns raised by the community.
- **July 2022**, following a deadly crash on Hylan Boulevard, NYC DOT has decided to move forward with the safety project.
In Just the Last Three Months

Timelines

Street User Survey Begins

- 5/11
- 5/18
- 5/25
- 6/1
- 6/8
- 6/15
- 6/22
- 6/29
- 7/6

Community Board 3 Presentation

- Spot Traffic Counts Begin
- 5/11
- 5/18
- 5/25
- 6/1
- 6/8
- 6/15
- 6/22
- 6/29
- 7/6

Car Crash Kills 3 Teens

- 6/22
- 6/29
- 7/6

NYC DOT Moves Forward With Street Safety Project

- 7/13
- 7/20
- 7/27
- 8/3
- 8/10

Car Crashes Into House

- 7/13
- 7/20
- 7/27
- 8/3
- 8/10

Tottenville Civic Association Meeting
In Just The Last Three Months

Recent Crashes

- At least **3 serious crashes** have occurred in the last **3 months**

- **3 teenagers died** within seconds drive from the project (July 10th)

- 1 car went **through Conference House Park** (May 25th)

- 1 car went **through a house** at Sleight Avenue (July 25th)
These Are Not Isolated Events

The Bigger Picture

- NYC DOT study of Hylan Boulevard found that speed is a significant factor in crashes
- These 3 recent crashes were all the result of speed
- It’s unlucky, but more likely that crashes like these would occur and that they will happen again in the future
- Because of that danger, NYC DOT is proceeding with the project
What We Are Going To Talk About Today

Presentation Overview

• Why we are working here:
  o The objectives and goals of the project
• Why Hylan Boulevard has high injuries:
  o Traffic Safety
  o Roadway Design
  o Street Users
• What we can do:
  o Previous experience
  o Safer designs
Background
Why We Are Working Here

NYC DOT Programs

• **Vision Zero Campaign**
  o Focus on road safety

• **NYC DOT Bike Unit**
  o Expanding bicycling in NYC
Improving Street Safety

Vision Zero

- **NYC DOT** believes that everyone should be able to travel safely and securely through the City via all available mode options
- We aim to create safe transportation environments and eliminate serious and fatal traffic crashes
- We can achieve this through data-driven processes and design
Implementing Vision Zero

Vision Zero Priority Corridors

- To prioritize safety work, NYC DOT identifies the corridors with the **most severe injuries and fatalities** in each borough

- Those corridors are classified as **Vision Zero Priority Corridors**

- Hylan Boulevard from Satterlee Street to Page Avenue has been a **Vision Zero Priority Corridor since 2015**
Identifying Vision Zero Priority Corridors

Corridor Classes By Borough

- Corridor safety is measured by the number of people Killed or Severely Injured (KSI) per mile.
- On Staten Island, corridors with 6.47+ KSI/per mile are identified as Vision Zero Priority Corridors.

<table>
<thead>
<tr>
<th>Borough</th>
<th>Total Mileage</th>
<th>KSI</th>
<th>Total KSI/Mile</th>
<th>Top 10%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manhattan</td>
<td>729</td>
<td>2,805</td>
<td>3.8</td>
<td>19.87+</td>
</tr>
<tr>
<td>Bronx</td>
<td>984</td>
<td>2,537</td>
<td>2.6</td>
<td>13.32+</td>
</tr>
<tr>
<td>Brooklyn</td>
<td>1,763</td>
<td>4,737</td>
<td>2.7</td>
<td>13.36+</td>
</tr>
<tr>
<td>Queens</td>
<td>2,494</td>
<td>3,629</td>
<td>1.5</td>
<td>10.63+</td>
</tr>
<tr>
<td><strong>Staten Island</strong></td>
<td><strong>1,052</strong></td>
<td><strong>816</strong></td>
<td><strong>0.8</strong></td>
<td><strong>6.47+</strong></td>
</tr>
<tr>
<td>Total City*</td>
<td>6,191</td>
<td>17,904</td>
<td>2.9</td>
<td></td>
</tr>
</tbody>
</table>

Source: Fatalities: NYC DOT, Injuries NYS DOT
This Section Of Hylan Meets The Criteria

KSI per mile from Satterlee Street to Page Avenue

- At **7.5 KSI per mile**, this stretch of Hylan Boulevard is within the **Top 10%** of corridors with people killed or severely injured.
- It is **9 times** the average Staten Island street’s KSI per mile.
- **2½ times** the average NYC street.

**People Killed or Severely Injured In Crashes per Mile**

<table>
<thead>
<tr>
<th></th>
<th>Hylan Boulevard Satterlee St to Page Ave</th>
<th>Staten Island</th>
<th>New York City</th>
</tr>
</thead>
<tbody>
<tr>
<td>KSI per mile</td>
<td>7.5</td>
<td>0.8</td>
<td>2.9</td>
</tr>
</tbody>
</table>

Background
Expanding Cycling In NYC

NYC DOT Bike Unit

- Network Expansion
  - 542.9 lane miles built since 2013
- Daily Cycling
  - 116% increase in daily cycling (2009-2019)
- NYC Streets Master Plan
  - Focus on improving overall cycling network and connectivity across the entire city
Significant Cycling Route

Strava | Metro Data

- **Strava** tracks bicycle ridership through their apps
- Allows **NYC DOT** to see cycling trends around Staten Island
- Identifies **Hylan Boulevard** as a primary cycling route
Bicycle Network
Priority Route

Previous Plans

- **NYC Bicycle Master Plan**
  - NYC DCP, DPR, DOT – 1997

- **The Green Wave Plan**
  - NYC DOT – 2019

- **The Five Borough Bikeway**
  - Regional Plan Association – 2020

- **Streets Master Plan**
  - NYC DOT - 2022
Large, Existing Bike Network

Previous Work

• Existing on-street bicycle lanes connect to a variety of Greenways and destinations:
  • Bunker Pond Park
  • Lemon Creek Park
  • Mount Loretto
  • Long Pond Park
  • Conference House Park
Street User Opinions

NYC DOT Street Ambassador Survey

Gain insight from the community with regards to current travel modes and cycling behavior to inform an effort to expand the bike network
In Person Surveys

Deployment Sites

• 4 in person surveys were done
• Conference House Park
  • May 13th
  • June 1st
  • June 3rd
• Tottenville Pool
  • June 28th
Online Surveys

QR Flyers Posted and Social Media Campaign

Flyers advertising the survey were placed at popular destinations

Also shared on social media sites
Participation Rate Was High

By The Numbers

- We received **double** the number of respondents that we were expecting.
- Most surveys were filled out **via the web**.
- More than **50 in-person surveys** were completed.
Survey Is Reflective Of The Community

Public Survey Profile

- Majority of respondents **typically get around by car**
- **Reside near Hylan Boulevard**
- **Half** were women
- **Majority White**
- Many were between the ages of **45 and 54**

### Typical Transportation Mode(s)
- Walk: 6%
- Bus: 1%
- Car: 87%
- Bike: 6%

### Do you reside near Hylan Blvd?
- Yes: 88%
- No: 12%

### Gender
- Female: 52%
- Male: 31%
- Other: 1%
- Prefer not to say: 15%

### Race
- Asian: 2%
- Hispanic/Latinx: 5%
- White: 56%
- Other race: 7%
- Prefer not to say: 30%

### Participant Age
- 18 – 24: 4%
- 25 – 34: 12%
- 35 – 44: 17%
- 45 – 54: 27%
- 55 – 64: 18%
- 65 – 74: 8%
- 75+: 3%
- Prefer not to say: 11%
Why We Are Working On Hylan

Summary

• Hylan is 9 times as likely to have a crash with serious injury or death than other streets on Staten Island and it is our job to improve it

• It has been on all major bike network plans for Staten Island since 1997

• Because it is one of the most popular routes for cyclists on the Island
Existing
Why Hylan Has Lot’s Of Injuries

Existing

• What’s causing the injuries?
• What is the design of the street, what are the impacts of that design?
• What is the traffic like?
• How do people feel about cycling around Hylan?
37 Crashes With Injuries or Fatalities

Crash Reports With Injuries by Year (2016-2020)

- NYC DOT has analyzed 37 crash reports (MV-104AN) where an injury or death occurred.
- On average there is a crash with at least an injury every 49 days.

<table>
<thead>
<tr>
<th>Year</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>36219475</td>
<td>36770407</td>
<td>37181118</td>
<td>37678109</td>
<td>38321047</td>
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<td></td>
<td>36222865</td>
<td>36784877</td>
<td>37259044</td>
<td>37686080</td>
<td>38391396</td>
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<td></td>
<td>36239793</td>
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<td>37357310</td>
<td>37713745</td>
<td>38490810</td>
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<td>36809725</td>
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<td>37529107</td>
<td>37833488</td>
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<td></td>
<td>36902928</td>
<td>37579972</td>
<td>37912644</td>
<td>38678485</td>
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<td></td>
<td>36913844</td>
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<td>37923039</td>
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<td>38133758</td>
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<td></td>
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<td></td>
<td>38220900</td>
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<td></td>
</tr>
</tbody>
</table>

Source: Fatalities: NYC DOT, Injuries NYS DOT
46 People Were Injured, 8 Severely, 1 Killed

Injury Summary, 2016-2020 (5 Years)

- **4 pedestrians** suffered severe injuries
- **4 motor vehicle occupants** were severely injured and **1 was killed**
- **5 cyclists** were injured

<table>
<thead>
<tr>
<th>Mode</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>6</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Motor Vehicle Occupant</strong></td>
<td><strong>35</strong></td>
<td><strong>4</strong></td>
<td><strong>1</strong></td>
<td><strong>5</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>46</strong></td>
<td><strong>8</strong></td>
<td><strong>1</strong></td>
<td><strong>9</strong></td>
</tr>
</tbody>
</table>

Source: Fatalities: NYC DOT, Injuries NYS DOT
Injuries Occur Throughout Corridor

Crashes On Hylan With Injuries and Fatalities

- Crashes with injuries and severe injuries occurred throughout the corridor
- One fatality occurred at Joline Avenue (by the Tottenville Pool)
- Eight injuries (one severe) at Sleight Avenue
Total Injuries Remains Consistent Since 2015

Injuries By Year, 2016-2020 (5 Years)

- On average, per year:
  - 9 people are injured
  - 1 pedestrian
  - 1 cyclist
  - 7 motor vehicle occupants
  - Crashes with injuries happen on a regular basis

<table>
<thead>
<tr>
<th>Year</th>
<th>Pedestrian</th>
<th>Bicyclist</th>
<th>Motor Vehicle</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>2017</td>
<td>0</td>
<td>3</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>2018</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>2019</td>
<td>5</td>
<td>1</td>
<td>12</td>
<td>18</td>
</tr>
<tr>
<td>2020</td>
<td>1</td>
<td>1</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td>6</td>
<td>5</td>
<td>35</td>
<td>46</td>
</tr>
</tbody>
</table>

Source: Fatalities: NYC DOT, Injuries NYS DOT
Cyclists Being Injured Are Young

Injuries by Age Group, 2016-2020 (5 Years)

- Injured children and young adults are more likely to be cyclists than pedestrians
- Injured adults are more likely to be pedestrians than cyclists

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Pedestrian</th>
<th>Bicyclists</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Children (1-17)</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Young Adults (18-29)</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Adults (30-64)</td>
<td>3</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Seniors (65-120)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Unknown</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6</strong></td>
<td><strong>5</strong></td>
<td><strong>11</strong></td>
</tr>
</tbody>
</table>

Source: Fatalities: NYC DOT, Injuries NYS DOT
Injuries Indicate Speed Is An Issue

Motor Vehicle Injuries by Collision Type, 2016-2020

- **Rear-end and right-angle collisions** are the primary identified causes of crashes for motor vehicle injuries

- **Speed plays a primary factor** in the severity of injuries from such collisions

<table>
<thead>
<tr>
<th>Collision Type</th>
<th>Number of Injuries</th>
<th>Percent of Known Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Turn</td>
<td>4</td>
<td>12.5%</td>
</tr>
<tr>
<td>Rear-End</td>
<td>7</td>
<td>21.9%</td>
</tr>
<tr>
<td>Right-Angle</td>
<td>7</td>
<td>21.9%</td>
</tr>
<tr>
<td>Head-on</td>
<td>2</td>
<td>6.3%</td>
</tr>
<tr>
<td>Other Known</td>
<td>12</td>
<td>37.5%</td>
</tr>
<tr>
<td>Total Known</td>
<td>32</td>
<td>91%</td>
</tr>
<tr>
<td>Unknown</td>
<td>3</td>
<td>9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>35</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: Fatalities: NYC DOT, Injuries NYS DOT
Speed Impacts Pedestrian Safety Too

Vehicle Action Versus Ped Action, 2016-2020 (5 Years)

- Pedestrians most likely to be hit by a vehicle going straight, where a vehicle should be able to see and react before hand
- Unsafe speeds leaves little time to react

<table>
<thead>
<tr>
<th>Vehicle Action</th>
<th>Crossing with Signal</th>
<th>Crossing Against Signal</th>
<th>Crossing No Signal Marked Crosswalk</th>
<th>Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Turn</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Right Turn</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Going Straight</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2</strong></td>
<td><strong>2</strong></td>
<td><strong>1</strong></td>
<td><strong>1</strong></td>
<td><strong>6</strong></td>
</tr>
</tbody>
</table>

Source: Fatalities: NYC DOT, Injuries NYS DOT
Wide, Residential Street

Street Design

- **60 feet wide** with two travel lanes in each direction and parking permitted along the curbs
- **Last mile** of a major north-south route on Staten Island
- Lined with **detached housing**
- Designed for **large-scale development**
Traffic Volumes Were Low in 2015

Automated Traffic Recorder (ATR) Counts From October 2015

- Eastbound traffic reaches a **short peak** of 769 vehicles per hour (VPH)
- Traffic stays below **450 VPH** for other times and directions
- Low volumes are **conducive to speeding**

Source: ATR Count 96810 on Hylan Blvd. from Bedell Ave. to Page Ave. – 10/18/2015 – 10/31/2015
And Have Stayed Low Since 2015

2015 ATRs vs. 2022 Spot Checks

- NYC DOT conducted follow up spot checks during midweek peak hours
- In 6 years, traffic volumes have not significantly increased, but have decreased during most times and directions

Source: ATR Count 96810 on Hylan Blvd. from Bedell Ave. to Page Ave. – 10/18/2015 – 10/31/2015, Spot Traffic Volume Check – 6/22/2022
Pedestrian Risk of Death Increases With Speed

- The likelihood of pedestrian death in a crash involving a vehicle more than doubles between 23 and 32 MPH.
- They are twice as likely to die at 30 than at 25 MPH.
- And five times more likely between 23 and 42 MPH.

Source: https://www.transportation.gov/NRSS/SaferSpeeds

<table>
<thead>
<tr>
<th>Speed (MPH)</th>
<th>Risk of Death</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>10%</td>
</tr>
<tr>
<td>32</td>
<td>25%</td>
</tr>
<tr>
<td>42</td>
<td>50%</td>
</tr>
<tr>
<td>50</td>
<td>75%</td>
</tr>
<tr>
<td>58</td>
<td>90%</td>
</tr>
</tbody>
</table>
Vehicles Were Going too Fast Before

Radar Speed Survey’s from May 2017

- **21% of vehicle speeds** were above the posted speed limit (40 MPH)
- **63% of vehicle speeds** were above 32 MPH

Source: Radar Speed Survey of eastbound traffic on Hylan Blvd. from Chelsea St. to Brighton St. at 9:30pm, 5/18/2017
Changes To Speed Enforcement

Changes Since First Spot Speed Count

- **Speed cameras** were installed within the project area
- The **speed limit** reduced to 30 MPH along all of Hylan Boulevard
And Vehicles Continue To Go Too Fast

Radar Speed Survey’s from June 2022

• **59% of vehicle speeds** were above the posted speed limit (30 MPH)

• **52% of vehicle speeds** are above 32 MPH

• Despite enforcement changes, vehicles are still going **very fast** for a local street

Source: Radar Speed Survey of eastbound traffic on Hylan Blvd. from Loretto St. to Sprague Ave. at 8:00pm, 6/23/2022
Hylan Is A Popular Bike Route

Spot Checks from 2017 and 2022

• 12 bicycle counts have been done over 5 years
• Volumes have stayed consistent
• Volumes are high for an on-street bike lane in Staten Island

Source: Bicycle Counts 108567 (June 2017), 108568 (June 2017), 142274 (June 2022), and 142275 (June 2022)
Cyclists Report Using Hylan Often

Profile Questions from Street Ambassador Survey

- A quarter of all respondents cycle on Hylan Boulevard
- Two-thirds cycle on in frequently

Do you cycle on Hylan Blvd?

- Yes: 24%
- No: 76%

Frequency cycling on Hylan Blvd

- First time: 2%
- Rarely: 4%
- Occasionally: 32%
- Frequently: 62%
What Would Get More People To Cycle?

Top changes respondents want to see to encourage cycling in the neighborhood

• About half of those surveyed are *not interested in cycling*
• For those who are, *protected lanes was the highest rated*

Percent of respondents report cycling barriers on Hylan Blvd (n=368)

- Not interested in cycling: 50%
- More protected bike lanes: 15%
- Improved road surfaces: 14%
- Safer traffic conditions: 6%
- More bike lanes in general: 6%
- More awareness of bike safety: 4%
- More bike parking: 3%
- Better bike access: 1%

Existing
What We’ve Learned

Summary

• Crashes with injuries happen every 49 days, throughout the corridor indicate there is a design issue with the street.

• Speeding, due to a road with too much capacity, is playing a significant role.

• Lots of cyclists, who use the route frequently.

• Cyclist want better protections.
Planned Improvements
What We Can Do

NYC DOT Toolkit

• We can make operational changes for a safer street with **low-cost tools** that can be **installed quickly**
• We call these **Street Improvement Projects** and we’ve done **hundreds**
• We’ve developed groups of safety improvements that we call our **toolkit**
• We’ve studied them for their effectiveness, and **we can apply them here**
We Can Use A “Road Diet”

NYC DOT Safety Toolkit

• Road Diets are defined as, but not limited to, corridor projects with an added flush median, bike lane or a widened parking lane, and a removed vehicular moving lane for at least 1,000 feet

• By balancing vehicle volume to lane capacity, safety can be significantly increased for all users
Road Diets Substantially Reduce Injuries

NYC DOT Safety Treatment Evaluation

• Survey of 28 treatments and 29.1 centerline miles between 2005 and 2018 showed substantial drops in KSI for all road users

• Highest percentage was for Motor Vehicle Occupants

<table>
<thead>
<tr>
<th>Street User</th>
<th>Injury Change</th>
<th>KSI Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Road Users</td>
<td>-16.6%</td>
<td>-30.0%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>-12.5%</td>
<td>-31.7%</td>
</tr>
<tr>
<td>Motor Vehicle Occupants</td>
<td>-19.3%</td>
<td>-33.8%</td>
</tr>
</tbody>
</table>
Proven Method of Increasing Safety

4 to 3 Conversions Helps Safety For All Road Users

• Reduce the number of travel lanes from two lanes to one in each direction, which helps **calm traffic and discourages speeding**

• Add dedicated left-turn bays for **safer left-turns**

<table>
<thead>
<tr>
<th>Example Projects</th>
<th>Change in Crashes with Injuries (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>West 6th Street, BK</td>
<td>-24%</td>
</tr>
<tr>
<td>Empire Boulevard, BK</td>
<td>-15%</td>
</tr>
<tr>
<td>Allerton Avenue, BX</td>
<td>-28%</td>
</tr>
<tr>
<td>Gerritsen Avenue, BK</td>
<td>-40%</td>
</tr>
<tr>
<td>Southern Boulevard, BK</td>
<td>-20%</td>
</tr>
<tr>
<td>Randall Avenue, BX</td>
<td>-22%</td>
</tr>
<tr>
<td>Macombs Road, BX</td>
<td>-44%</td>
</tr>
</tbody>
</table>
We Can Add Bike Lanes

NYC DOT Safety Toolkit

- Conventional Bicycle Lanes, a lane designated for cyclists, defined only by paint, sometimes referred to as Class II Bicycle Facilities
- By increasing safety for cyclists, other road users benefit, too
Bike Lanes Improve Safety For All Users

NYC DOT Safety Treatment Evaluation

- Survey of 542 treatments and 133.8 centerline miles between 2005 and 2018 showed **drops in KSI for all road users**
- Highest percentage was for **Motor Vehicle Occupants**

<table>
<thead>
<tr>
<th>Street User</th>
<th>Injury Change</th>
<th>KSI Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Road Users</td>
<td>1.1%</td>
<td>-15.3%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>-1.4%</td>
<td>-16.2%</td>
</tr>
<tr>
<td>Motor Vehicle Occupants</td>
<td>-1.1%</td>
<td>-25.1%</td>
</tr>
</tbody>
</table>
What A Road Diet Will Look Like

Planned Changes

• One travel lane in each direction replaced with left-turn bays and flush median for **safer left turns**

• Bike lanes separate bicycle traffic from vehicular traffic and narrows remaining travel lanes to **discourage speeding**
**Additional Changes**

**Hylan Blvd at Page Ave East-leg of Intersection**

- Convert one travel lane into a right turn bay and one into a thru only **so traffic flow lines up** through the intersection
- Add floating southbound bike lane between turn and thru lanes
- 5 parking spaces removed from northwest corner to **help with bus merge**
We Can Improve Safety on Hylan

Summary

• By balancing road capacity and traffic volumes, along with adding left-turn bays, we can bring down the number of people killed and severely injured

• By adding bike lanes we can improve safety and comfort for the cyclists who use Hylan and make it safer for others as well
Summary
In Just The Last Three Months (cont’d)

- Historically, we can expect an injury causing crash to occur every 49 days on average and can expect that speed will most likely be a factor in those crashes.
- We saw two serious crashes related to speed in the project corridor within 61 days:
  - May 25th crash at Conference House Park
  - July 25th crash at Sleight Avenue
- Those crashes were not isolated incidents, they represent understood issues caused in part by the design of the street.
- And NYC DOT has proven tools to address them.
What We Will Do

Summary of Changes

• We will repurpose one travel lane in each direction and add left-turn bays to balance traffic volume and capacity.

• We will install a bike lane in each direction to complete the Hylan Boulevard bike route between Poillon Avenue and Conference House Park.

• And will continue to monitor and evaluate the street, as we do with all our safety projects, following installation.
Why We’re Doing It

Summary of Benefits

• The City is dedicated to reducing traffic deaths and severe injuries

• We do not believe that crashes with injures must happen on Hylan Boulevard and can design a safer street for everyone who uses it

• We can expand travel options for all of Hylan’s users

• And we can do so without significantly impacting those who use it now
Thank You!

Questions?