HYLAN BLVD IMPROVEMENTS
PAGE AVE TO SATTERLEE ST
Presentation to Staten Island Community Board 3
October 2nd, 2019
**Hylan Blvd Improvements, Page Ave to Satterlee St**

**Increase Traffic Safety**
Hylan Blvd is a Vision Zero Priority Corridor, part of the top 10% of corridors where people have been killed or severely injured per mile.

**Close the Gap in the Existing Bicycle Network**
Lack of bicycle lanes linking Tottenville with the larger South Shore bicycle network.

**Increase Cycling on Staten Island**
Cycling rates are increasing on Staten Island and additional increases are expected for Tottenville in the coming years.

**Minimize Impacts To Existing Travel Times and Parking**
Add new amenities and safety features without significantly impacting existing users.
Existing Vehicle Traffic Conditions

High Vehicle Speeds

- **74 mph**
  - Top speed recorded during a typical midweek day\(^{(1)}\)
  - 10-20% of vehicles traveling above the speed limit\(^{(1)}\)

Poor Traffic Safety

- **4.1 KSI**
  - People killed or severely injured per mile between 2013 and 2017\(^{(2)}\)
- **1 fatality**
  - Motor Vehicle Occupant killed in 2016\(^{(2)}\)

Low Traffic Volumes

- **769 vph**
  - Peak traffic volumes at Page Ave are half the volume as those at Nelson Ave, but both locations have the same number of travel lanes\(^{(3)}\)
Growth in Cycling on Staten Island

Increasing Ridership

↑90%
Biking to Work (4)

Staten Islanders biking to work increased at a faster rate than the rest of NYC between 2013 and 2018

Dockless Bike Share Pilot launched along the North and East Shores of Staten Island in July 2018

Due to popularity, the pilot will expand borough-wide

Expanding Bicycle Network

64 Lane Miles Existing Before 2013

33 Lane Miles Built Between 2013-2018

23 Lane Miles Planned for 2019-2022
**Gap in Bicycle Network**

**Existing Greenways**

1. **Conference House Park Greenway**  
   1.2 miles of bike lanes and pedestrian paths through park land and historic site

2. **Mount Loretto Greenway**  
   2.6 mi of bicycle paths through preserved nature areas and waterfront

**Existing Bicycle Lanes**

3. **Hylan Bl, Page Ave to Poillon Ave**  
   6.5 mi of bike lanes linking together greenways, nature areas, community centers, schools, fishing piers, and beaches

**Gap in Network**

4. **Hylan Bl, Page Ave to Satterlee St**  
   1.2 Miles Without Bicycle Lanes  
   242 Cyclists On A Typical Weekend Day(6)
Increase Traffic Safety and Fill The Gap in The Bicycle Network

Repurpose One Travel Lane In Each Direction To Discourage Speeding and Aggressive Driving
Wider travel lanes create greater vehicle speeds and excess lanes allow for aggressive overtaking

Add Left-Turn Bays For Calmer Left Turns
Turning vehicles are removed from the traffic flow which reduces pressure on them to make turns as fast as possible

Add Bicycle Lanes To Remove Cyclists From Vehicle Flow
Slower bicycle traffic is separated from faster moving vehicles

Speed Limit Reduction Would Have To Be Considered As Part Of Implementation
Lower speeds increase reaction time for vehicles, significantly lowering the crash risk
Proposed Changes: Hylan Blvd at Page Ave

1. Add Eastbound Right-Turn Only Lane
   Convert one travel lane into a right-turn only lane to accommodate the large number of turning vehicles.

2. Relocate Bicycle Lane Between Existing Thru-Lane and New Turn-Lane
   Prevents conflicts by positioning bicycle traffic outside of right-turning vehicles.

3. Add Bus Merge to West Side of Intersection
   Thru bus traffic will be allowed to use right-turn only lane in order to access bus stop. Merge will allow them to enter back into traffic safely.

Transition Hylan Blvd From Two Travel Lanes to One At The Page Ave Intersection
**Proposed Changes: Travel Lanes**

**Travel Lane Removal Will Not Significantly Impact Travel Times on Hylan Bl**

Traffic models were created of Hylan Blvd when and where traffic volumes were the highest (between Joline Ave and Page Ave)

Traffic models were created based on the existing and proposed conditions, factoring in:
- Number of Lanes and Their Widths
- Traffic Volumes and Where They Turn
- Right-Turn-On-Red Rules
- Percentage of Heavy Vehicles
- Traffic Signal Timings

At the most trafficked section of the project, during the peak traffic volumes, travel times would increase by approximately 8 or 9 seconds

### Travel Times

**Eastbound Midweek Traffic Volumes From Joline Ave to Page Ave**(4)

<table>
<thead>
<tr>
<th>Time</th>
<th>Existing Travel Time</th>
<th>Proposed Travel Time</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:15am</td>
<td>0:00:55</td>
<td>0:01:03</td>
<td>+8 seconds</td>
</tr>
</tbody>
</table>

**Westbound Midweek Traffic Volumes From Page Ave to Joline Ave**(4)

<table>
<thead>
<tr>
<th>Time</th>
<th>Existing Travel Time</th>
<th>Proposed Travel Time</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2:30pm</td>
<td>0:01:24</td>
<td>0:01:33</td>
<td>+9 seconds</td>
</tr>
</tbody>
</table>
Proposed Changes: Parking

Minimal Parking Changes

5 parking spaces to be removed out of 30 existing parking spaces along the north curb of Hylan Blvd between Page Ave and Bedell Ave

0 vehicles regularly parking at that location

Parking Utilization – Hylan Blvd North Curb, from Page Ave to Bedell Ave

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Parking Spaces</th>
<th>Vehicles Parked</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Midday</td>
<td>30</td>
<td>0</td>
</tr>
<tr>
<td>Weekday Evening</td>
<td>30</td>
<td>0</td>
</tr>
<tr>
<td>Weekend Midday</td>
<td>30</td>
<td>0</td>
</tr>
<tr>
<td>Weekend Evening</td>
<td>30</td>
<td>0</td>
</tr>
</tbody>
</table>
Project Summary

Calms Hylan Blvd through Residential Tottenville
Discourages speeding, aggressive driving, and allows for safer turns

 Increases Safety for Cyclists
Provides safe, dedicated space on the roadway for existing cyclists and for the expected increases in cycling due to bike share expansion

Closes Large Gap in The South Shore Bicycle Network
Encourages cycling to parks, beaches, fishing piers, protected natural areas, schools, and community activities

Minimal Changes to Traffic Flow and Parking Needs
Traffic times will not be significantly impacted and parking only removed at a location where vehicles are not currently parking
THANK YOU!

Questions?
Notes

(1): Top vehicle speeds collected during spot speed checks in May of 2017

(2): Injuries and fatalities based on NYS DOT data between 2013 and 2017


(5): Based on unverified operator data as of August 2019

(6): Cyclist volumes measured during weekday and weekend counts at Page Ave between 7am and 9pm in June 2017

(7): Travel times generated with data from manual turning movement counts and automatic traffic recording devices in Nov 2017

(8): Parking counts collected in May of 2017