RALPH AVENUE
AVENUE J TO AVENUE T

Presentation to Brooklyn Community Board 18
April 18, 2018

Research, Implementation, & Safety
PROJECT LOCATION

- Ralph Avenue, Avenue J to Avenue T
- 0.9 miles
- Community Board 18
- Retail and residential corridor
- Georgetown Shopping Center
- B47 bus route
- Local truck route
SAFETY DATA

- Ralph Avenue is a Vision Zero Priority Corridor
- Ralph Ave and Avenue L is a Vision Zero Priority Intersection
- 213 total injuries and 10 people killed or severely injured (2012-2016)
- Driver failure to yield is the leading cause of pedestrian crashes
  - Ralph Ave: 46% of pedestrian crashes resulted from failure to yield
  - Brooklyn average: 35% of pedestrian crashes resulted from failure to yield
- Motor vehicle left turn crashes are double the borough average:
  - Ralph Ave: 16% of motor vehicle crashes were left turn crashes
  - Brooklyn average: 8% of motor vehicle crashes were left turn crashes

**Injury Summary, 2012-2016 (5 Years)**

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>34</td>
<td>6</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>176</td>
<td>3</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>213</strong></td>
<td><strong>9</strong></td>
<td><strong>1</strong></td>
<td><strong>10</strong></td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2012-1/29/2018: 1

Source: Fatalities: NYC DOT
Injuries: NYS DOT
KSI: Persons Killed or Severely Injured

nyc.gov/visionzero
EXISTING CONDITIONS

Wide roadway with 2 lanes & left turn bays/medians

Substandard medians

Midblock crossing & unpredictable vehicle movements

Long crossing distances & long distances between signalized crossings

High speeds (71% of vehicles recorded traveling above the speed limit)
CORRIDOR PROPOSAL DETAILS

Construct 5 pedestrian refuge islands to shorten crossing distances and calm traffic at Ralph Ave and:

- Avenue J (north crosswalk)
- E 72\textsuperscript{nd} St (south crosswalk)
- Avenue K (north crosswalk)
- Avenue L (south crosswalk)
- and Avenue T (north crosswalk)
CORRIDOR PROPOSAL DETAILS

Add 2 midblock signals at existing left turn bays to Georgetown Shopping Center to improve vehicle access and add pedestrian crossings.
CORRIDOR PROPOSAL DETAILS

Expand concrete triangle and add new crosswalk at Mill Ave to expand pedestrian refuge and calm traffic
CORRIDOR PROPOSAL DETAILS

Ban southbound left turn at Ave K to reduce conflicts and install pedestrian island

Maintain left turns at E 72nd St (left turn signal) and Avenue L

AM Peak: 46
PM Peak: 83
CORRIDOR PROPOSAL DETAILS

- Install painted curb extension at Ave M to slow right turns and shorten crossing distances
- Install center flush median and parking lane stripe
- Upgrade pedestrian ramps at Ave J, E 72nd St, Ave K, Ave L, Ave M, Mill Ave, and Ave T
BENEFITS OF PROPOSAL

• Create shorter pedestrian crossings and safer turns by constructing 5 pedestrian refuge islands at Avenue J, E 72nd St, Avenue K, Avenue L, and Avenue T

• Provide additional pedestrian access and improved mobility by adding 2 midblock signals at existing left turn bays to Georgetown Shopping Center

• Improve pedestrian refuge and create additional pedestrian access by expanding concrete triangle and adding new crosswalk at Mill Ave

• Clarify vehicle movements and reduce conflicts by banning southbound left turn at Ave K

• Create shorter pedestrian crossings and slower right turns by installing painted curb extension at Ave M to slow right turns and shorten crossing distances

• Standardize travel lanes and organize traffic by installing center flush median and parking lane stripe
THANK YOU!

Questions?

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