Vision Zero Priority Corridors / Areas

Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
- Priority Intersections, Corridors, and Areas identified
  - **St Johns Pl & Sterling Pl** are in a Priority Area for Brooklyn. St. Johns Pl & Utica Ave is a priority intersection.
- Residential and commercial land use
- St. Johns Pl. is wide, two-way street (50 ft.) for majority of project area
- Existing bicycle routes (Vanderbilt Ave, Plaza St. E., Washington Ave, Classon Ave, Franklin Ave, Bedford Ave, Brooklyn Ave, Kingston Ave)
- B45 bus runs on St. Johns Pl. and Sterling Pl.
Safety Data: Project Need

- 680 total injuries in project area
- Severe injuries concentrated in areas where street widens to 50 ft.
- Radar speeds show up to 47% of cars traveling over speed limit
- 31.5% of motor vehicle crashes are rear-end crashes

### Injury Summary 2010-2014 (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>167</td>
<td>19</td>
<td>0</td>
<td>19</td>
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<tr>
<td>Bicyclist</td>
<td>59</td>
<td>5</td>
<td>0</td>
<td>5</td>
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<tr>
<td>Motor Vehicle Occupant</td>
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<td>23</td>
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<td>23</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>680</strong></td>
<td><strong>47</strong></td>
<td><strong>0</strong></td>
<td><strong>47</strong></td>
</tr>
</tbody>
</table>

- 19 severe ped injuries
- 5 severe bicyclist injuries
- 47 severe injuries
- 1 fatality in 2015 (motor vehicle occupant)

*Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured*
Safety Data: Utica Ave. & St. Johns Pl.

- Vision Zero Priority Intersection with 7 pedestrian severe injuries
  - 3rd highest number of pedestrian severe injuries at a single intersection in BK
  - Majority of pedestrians injured were crossing with the signal in their favor

<table>
<thead>
<tr>
<th>St Johns Pl At Utica Ave, BK</th>
</tr>
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<tbody>
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<td>Injury Summary, 2010-2014 (5 Years)</td>
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</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>19</td>
<td>7</td>
<td>0</td>
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<tr>
<td>Bicyclist</td>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>34</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Total</td>
<td>54</td>
<td>7</td>
<td>0</td>
<td>7</td>
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</tbody>
</table>

Fatalities, 01/01/2010-11/30/2015: None

Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured
Existing: Utica Ave & St. Johns Pl

- Long crossing distances
- Busy transfer point between B45 (St. Johns) and B46 (Utica) buses
- High pedestrian volumes, especially crossing St. Johns Pl.
- Conflicts between left turning vehicles
Left Turn Conflicts: Utica Ave & St. Johns Pl

Overlapping left turns at Utica Ave.
Proposal: St. Johns Pl. and Utica Ave

- Add turn bays on St. Johns Pl. for EB and WB lefts onto Utica Ave.
- Restrict NB left turns from Utica Ave. to WB St. Johns Pl. (69 vehicles at peak)
- No parking loss

Vehicle Peak: 69 vehicles

Pedestrian Peak: 578 people
Proposal: Alternate Routes

Alternate Route: Sterling Pl.

Peak hour: 69 vehicles

Alternate Route: President St.
Project Location

NYC DOT Bike Map

St Johns Pl.
New York Ave.
Ulitsa Ave.
Ralph Ave.
Existing Conditions: St. Johns Pl.

1 Ralph Ave. to New York Ave.

50 ft. wide street with one lane in traveling each direction

4 ft. median exists btwn Utica Ave. and Ralph Ave.
Proposed: St. Johns Pl.

- Ralph Ave. to New York Ave.

- Add 4 ft. painted center median
- Mark bicycle lanes in both directions
- Connects to existing routes on Brooklyn Ave., Kingston Ave., planned route on St. Johns Pl. in CB 16
Proposed: Bike Connections

NYC DOT Bike Map

LEGEND
Existing Bicycle Facilities
- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Route
Project Location

NYC DOT Bike Map
Existing Conditions: St. Johns Pl.

New York Ave. to Rogers Ave.

34 ft. wide street with one lane traveling in each direction
Proposed: St. Johns Pl.

New York Ave. to Rogers Ave.

- Add shared lane markings in both directions
- Helps guide cyclists and alerts motorists
Existing Conditions: St. Johns Pl.

Rogers Ave. to Washington Ave.

- Vehicles use as one lane
- 34’ wide with 2 lanes traveling eastbound
- Low volume: 175-225 vph at peak
Proposed: St. Johns Pl.

Rogers Ave. to Washington Ave.

- Upgrade travel lane and parking lane width
- Mark eastbound bike lane
  - Connects to existing routes Classon Ave., Franklin Ave., and Bedford Ave.
- Increases predictability for motorists/cyclists
Example: Franklin Ave, BK

• Franklin Ave, completed in CB 8 in Summer 2014
• Significant crash reduction
• Vehicle volume on St. Johns Pl. is less than half of Franklin Ave.
Project Location

NYC DOT Bike Map

Washington Ave.
St Johns Pl.
Plaza St.

[Map of NYC showing biking routes and project location]
Existing Conditions: St. Johns Pl. from Washington Ave. to Plaza St E.

- 50 ft. wide roadway, one lane in each direction
- Existing 6 ft. flush median, wide parking lanes
Proposed: St. Johns Pl.

- Narrow existing painted center median to 4 ft.
- Mark 2-way bicycle lane in eastbound and westbound direction
  - Connects to existing routes on Plaza St. E. and Washington Ave.
Project Location

NYC DOT Bike Map
Existing Conditions: Sterling Pl.

5 Kingston Ave. to Vanderbilt Ave.

34 ft. wide street with one lane traveling westbound
Proposed: Sterling Pl.
Kingston Ave. to Vanderbilt Ave.

**Existing**

- Combined Moving and Parking Lane: 34'

**Proposed**

- Parking Lane: 9'
- Travel Lane: 11'
- Parking Lane: 9'

Wayfinding signs direct cyclist to westbound route.

B45 turns onto Sterling Pl. at Rogers Ave.
Project Benefits

- Reduces speeding by creating standard width moving lanes
- Simplifies high crash intersections for pedestrians and motor vehicles and allows simpler, safer left turns
- Maintains vehicle capacity and parking
- Creates new bicycle connections, increasing connectivity with existing routes
Questions?

Contact: DOT Brooklyn Borough Office at (646) 892-1350