



# RALPH AVE, BAINBRIDGE ST, PATCHEN AVE

## School Safety Improvements

Presentation for CB 3 Transportation Committee | May 8, 2018

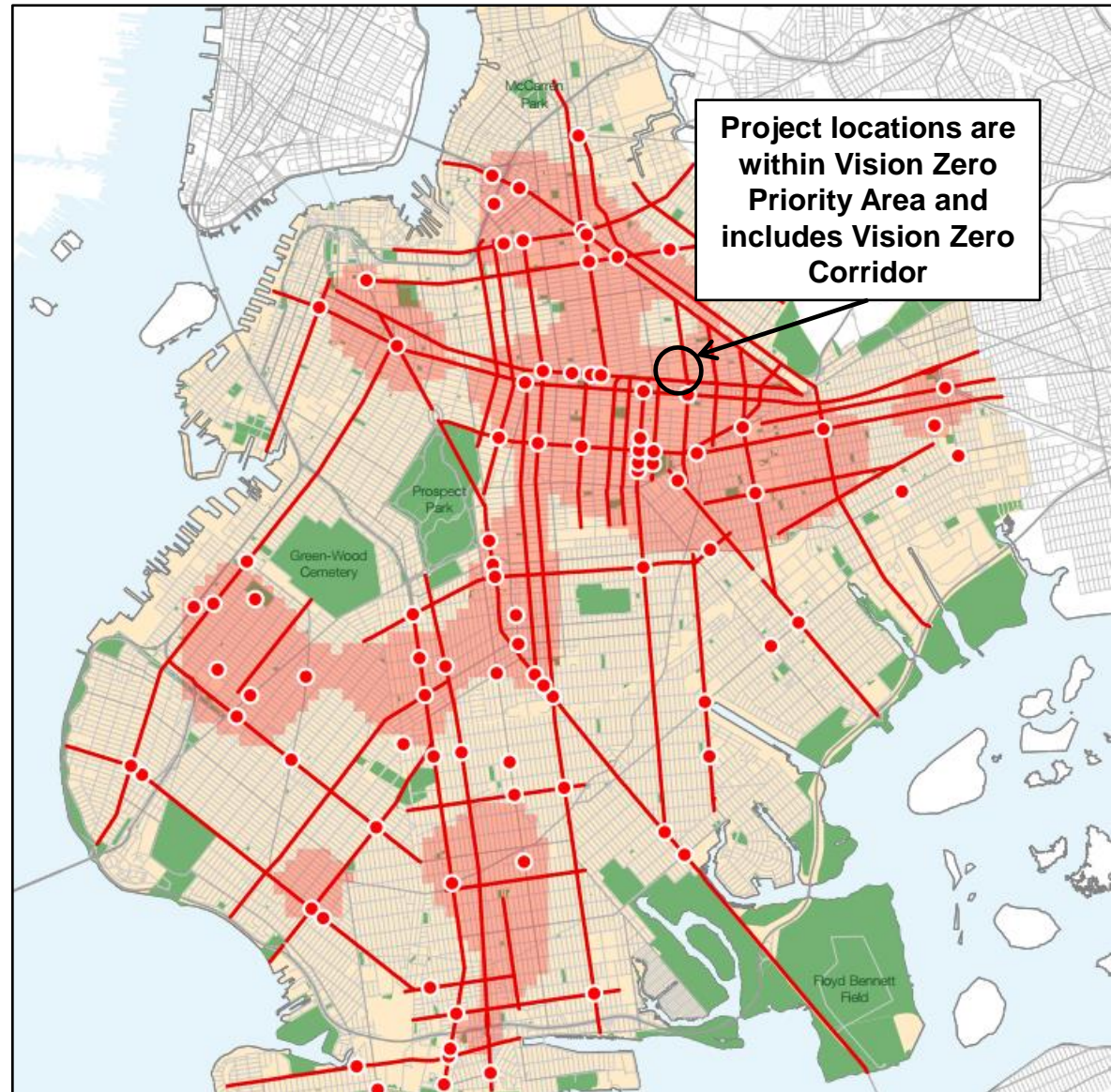
## Vision Zero Priority

### Vision Zero

- Multi-agency effort to reduce traffic injuries and fatalities in NYC
- Borough Action Plans released in 2015
- Priority Intersections, Corridors, and Areas identified for each borough

### Ralph Ave, Bainbridge St, Patchen Ave

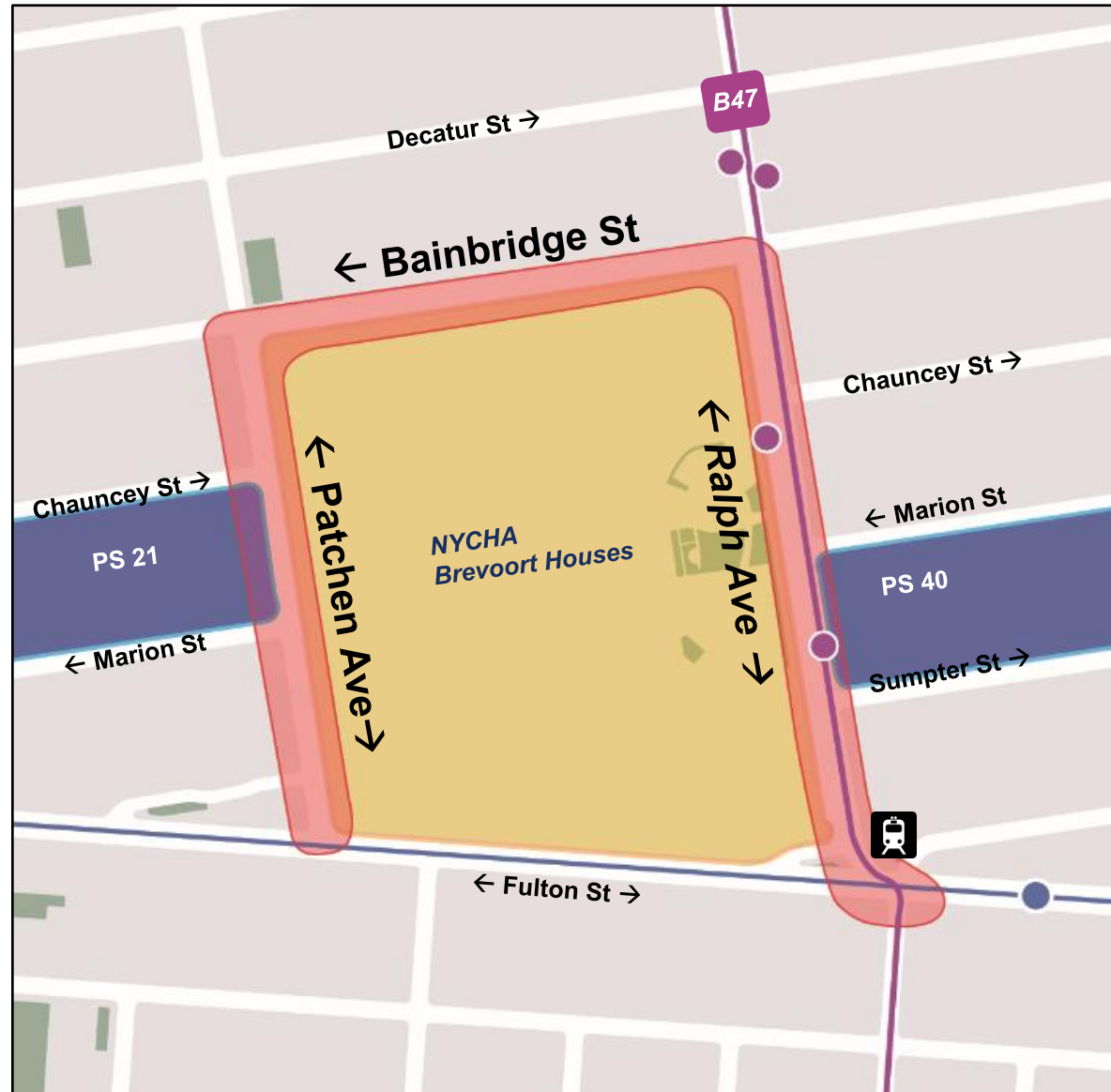
- Ralph Ave is a Vision Zero Priority Corridor
- Ralph Ave, Bainbridge St, and Patchen Ave are located in a Priority Area





## School Safety

- PS 40, CB 3, and 81<sup>st</sup> Precinct requested traffic calming and pedestrian safety improvements on Ralph Ave
- Vision Zero Priority Area
- High pedestrian volumes

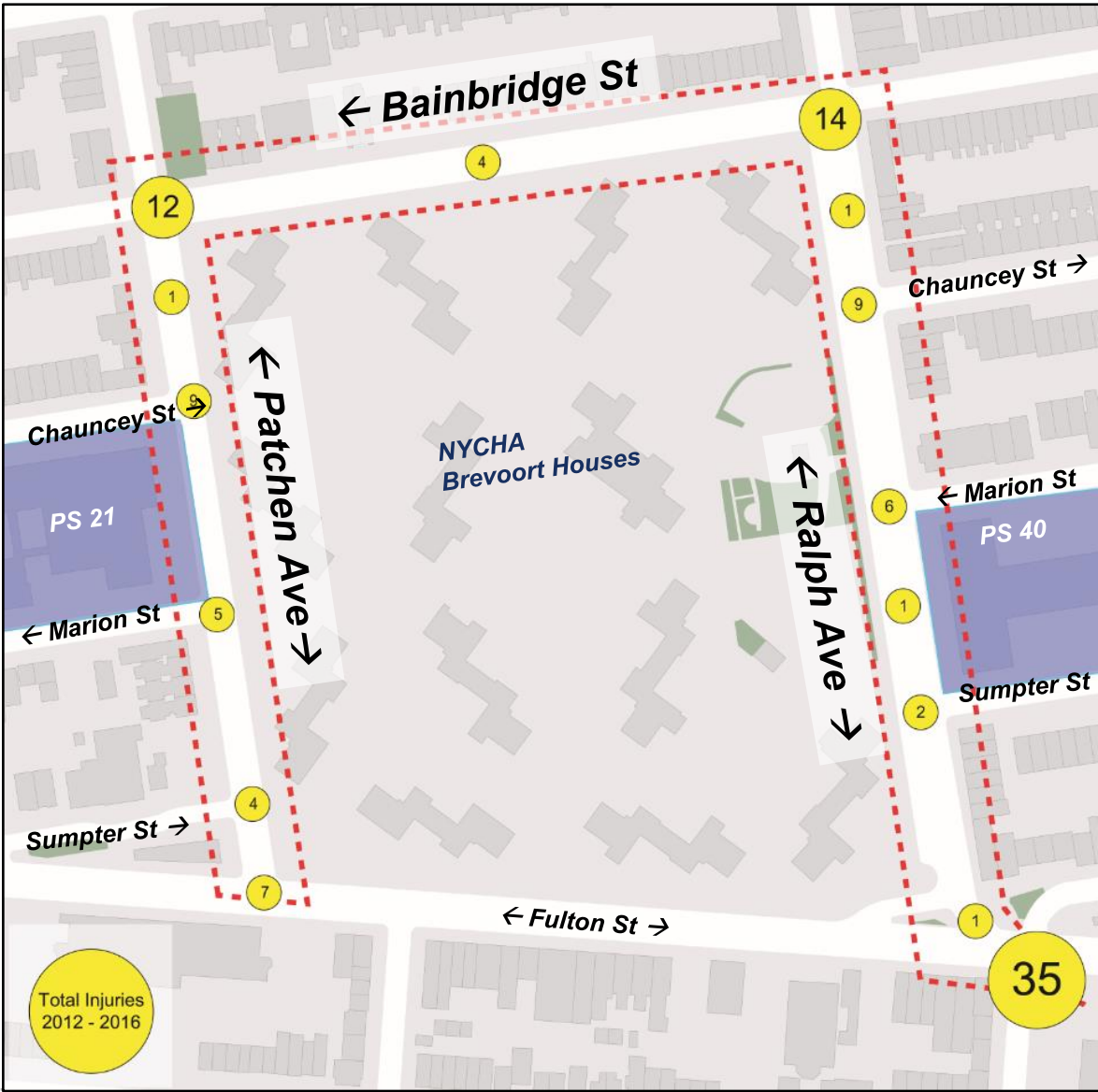


Safety Data

- Ralph Ave, Bainbridge St, and Patchen Ave project area is a High Crash Corridor with 8.7 killed or severely injured per mile, ranking in the top third of Brooklyn corridors
- 50% of known pedestrian crashes occurred at uncontrolled intersections or midblock

Injury Summary (2012 – 2016)

	Total Injuries	Severe Injuries	Fatalities
Pedestrian	37	2	0
Bicyclist	14	3	0
Motor Vehicle Occupant	63	1	0
TOTAL	114	6	0





# Ralph Ave (Fulton St to Bainbridge St)

**Existing: Long crossings and long distances between crossings**

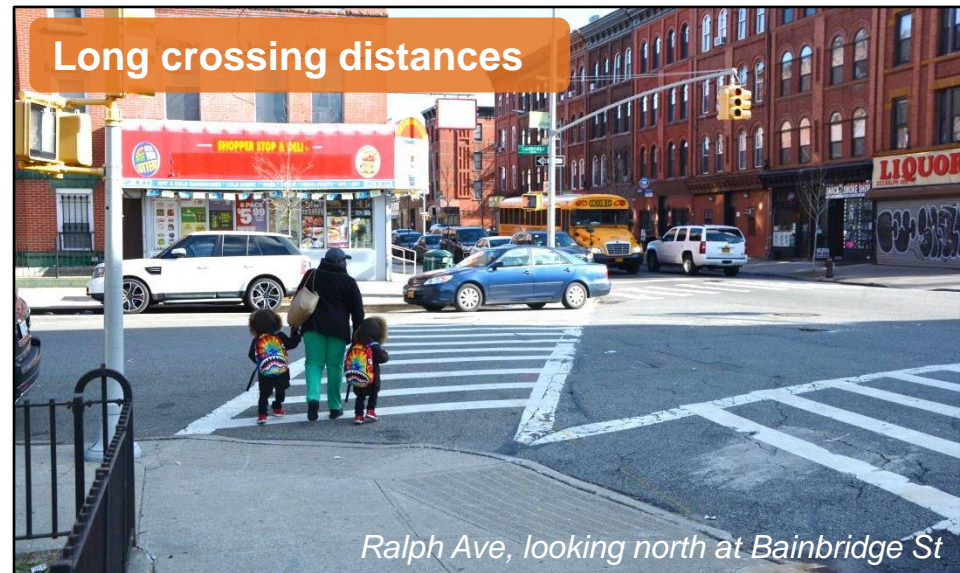
**Pedestrian desire lines between signalized crossings**

PS 40



*Ralph Ave, looking east at Sumpter St*

**Long crossing distances**



*Ralph Ave, looking north at Bainbridge St*

**Unpredictable vehicle movements**



*Ralph Ave, looking west at Marion St*

**Poor pedestrian visibility**



*Ralph Ave, looking south at Marion St*



# Ralph Ave (Fulton St to Bainbridge St)

## Existing: Conflict between buses and vehicles using angled parking

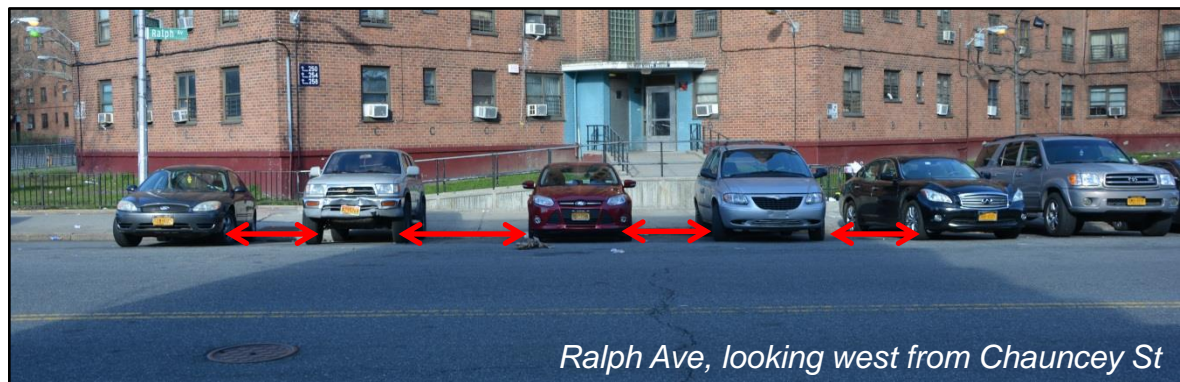
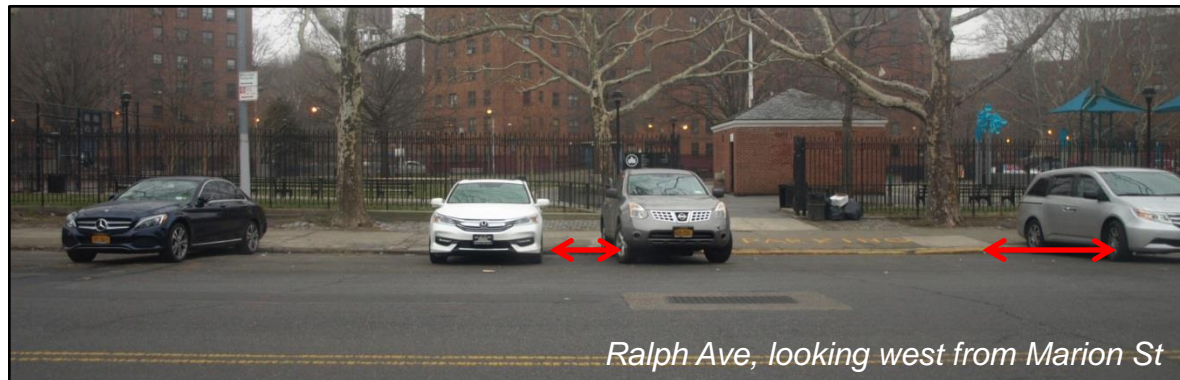
- Angled parking makes pulling buses to the curb difficult, creating ADA accessibility issues
- Buses have to wait for parked cars to pull in/out



# Ralph Ave (Fulton St to Bainbridge St)

## Existing: Inefficient use of angled parking

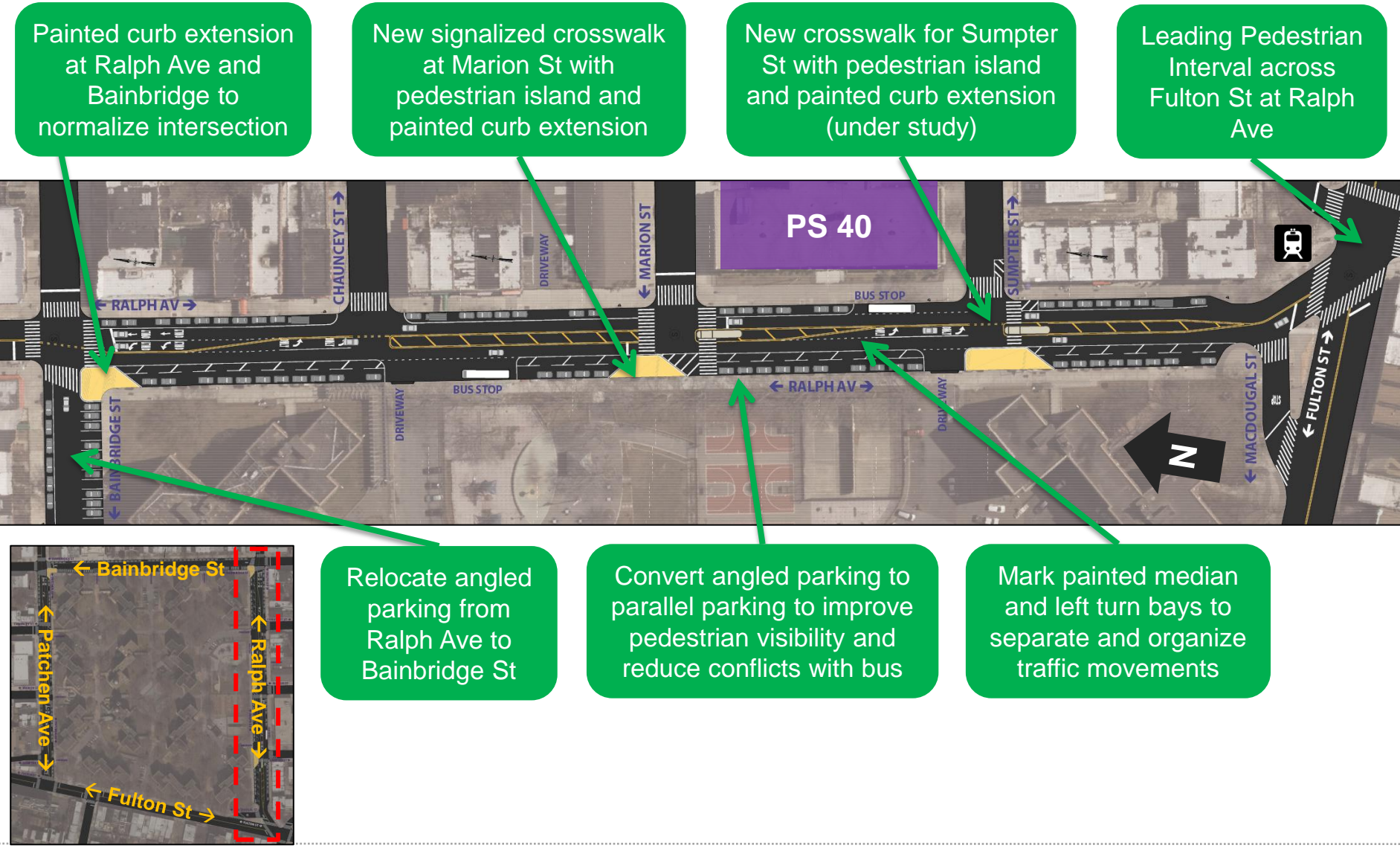
- Unmarked parking spots are used inefficiently, leaving space between vehicles which could accommodate more parking





# Ralph Ave (Fulton St to Bainbridge St)

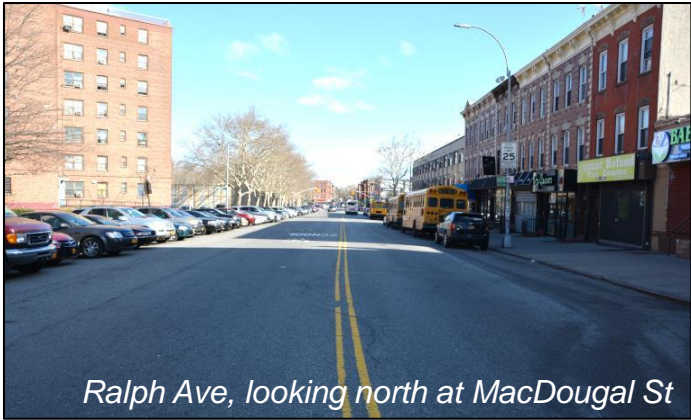
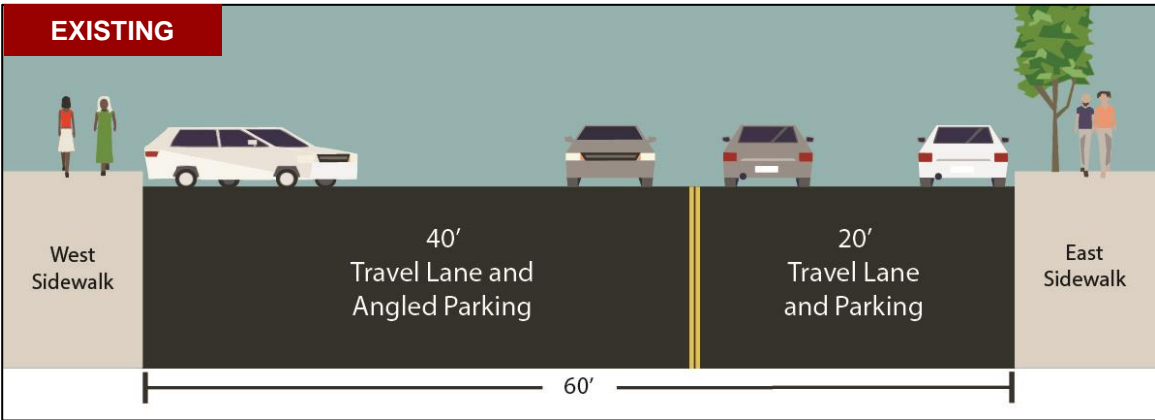
## Proposal: Safer, Shorter Pedestrian Crossings





# Ralph Ave (Fulton St to Bainbridge St)

## Proposal Detail: Safer, Shorter Pedestrian Crossings

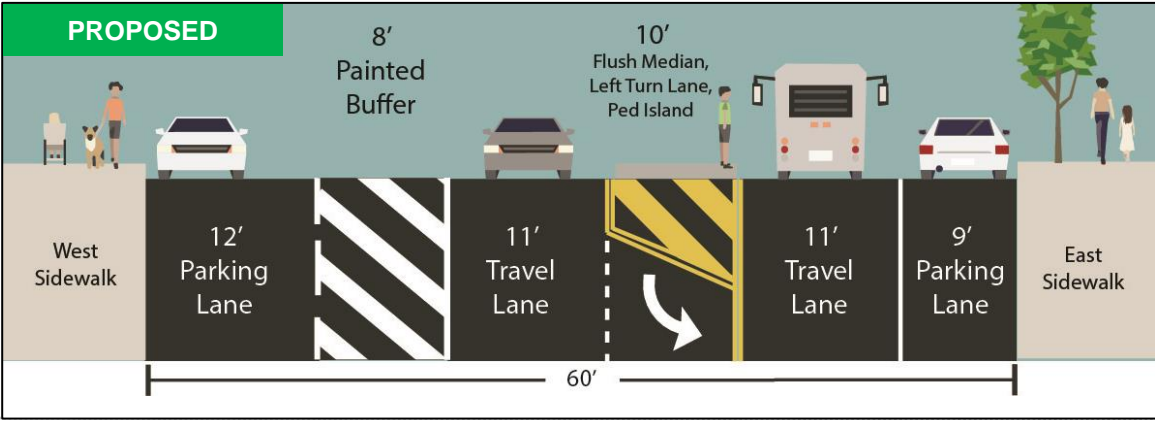


Convert angled parking to parallel parking to improve pedestrian visibility and reduce conflicts with bus

Relocate angled parking from Ralph Ave to Bainbridge St

Mark painted median and left turn bays to separate and organize traffic movements

Install new crossings and pedestrian islands at Marion St and Sumpter St (under study)



## Proposal Detail: Painted Curb Extensions

- Shorten pedestrian crossings
- Control vehicle turns
- Increase pedestrian visibility





## Bainbridge St (Ralph Ave to Patchen Ave)

**Existing: Wide street with low traffic volumes encourages speeding**

63% of vehicles over 25 mph speed limit  
Max speed: 50 mph  
(n=100)

50'

*Bainbridge St, looking east at Patchen Ave*

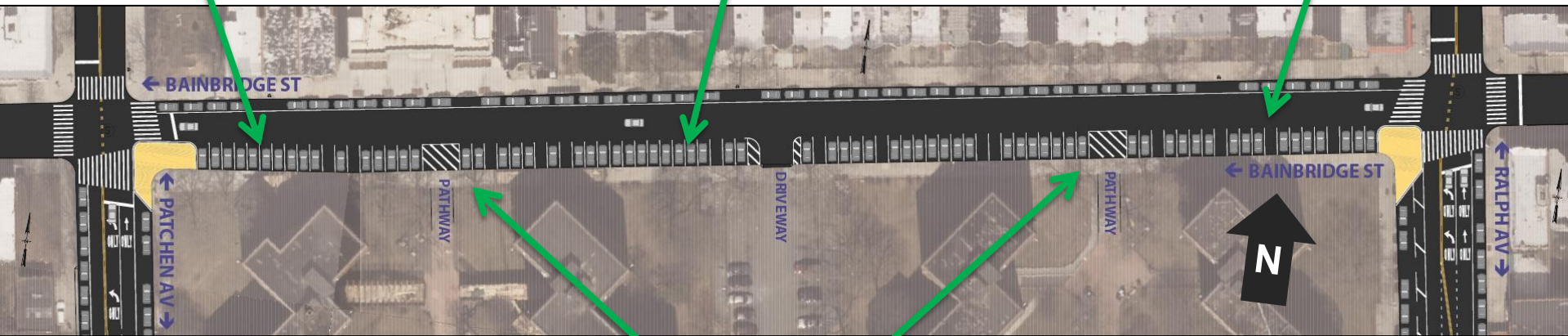
# Bainbridge St (Ralph Ave to Patchen Ave)

## Proposal: Convert parallel parking to 90-degree parking

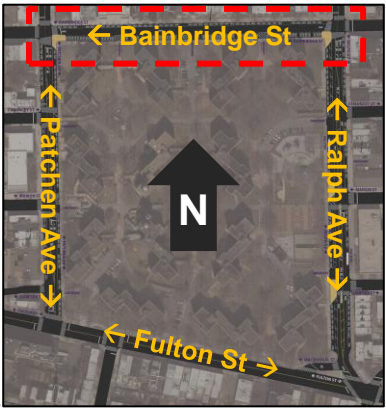
Relocate angled parking from Ralph Ave to Bainbridge St

Mark 90-degree parking spaces on Bainbridge St for more efficient use

Narrow travel lane to discourage speeding and reduce unpredictable vehicle movements



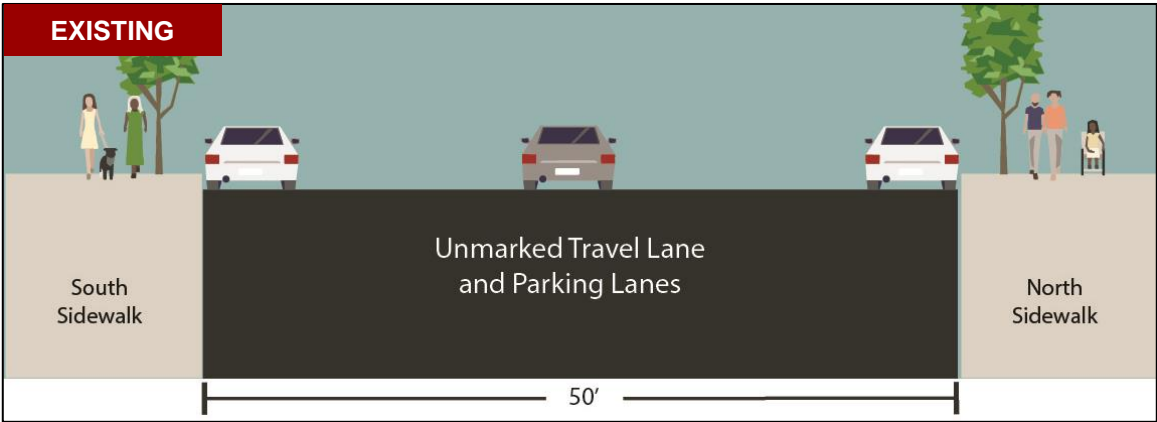
Remove parking at approach to pathways into Brevoort Houses per FDNY request





# Bainbridge St (Ralph Ave to Patchen Ave)

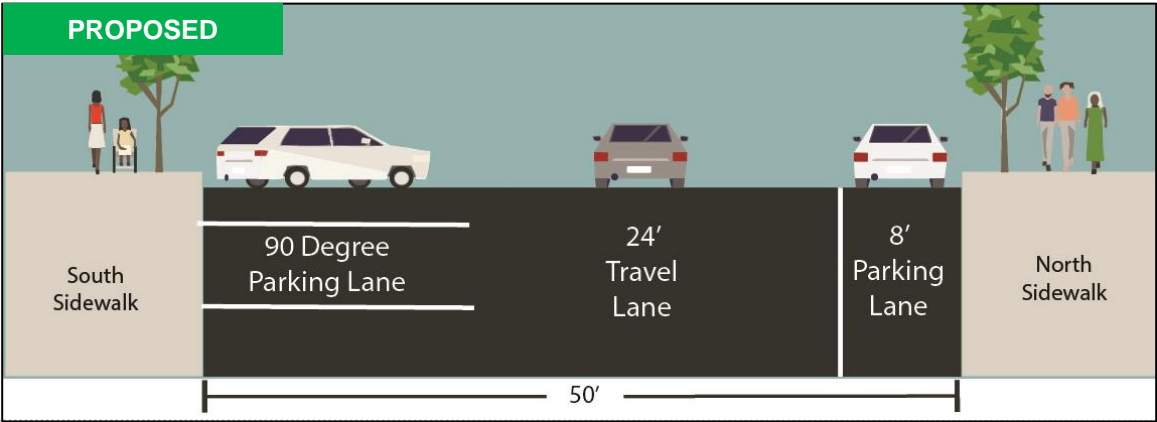
## Proposal Detail: Convert parallel parking to 90-degree parking



Relocate angled parking from Ralph Ave to Bainbridge St

Mark 90-degree parking spaces on Bainbridge St for more efficient use

Narrow travel lane to discourage speeding and reduce unpredictable vehicle movements





# Patchen Ave (Bainbridge St to Fulton St)

## Existing: Long crossings and wide vehicle turns

Long crossing distances



Unpredictable vehicle movements



Wide roadway with 2 lanes



Wide vehicle turns



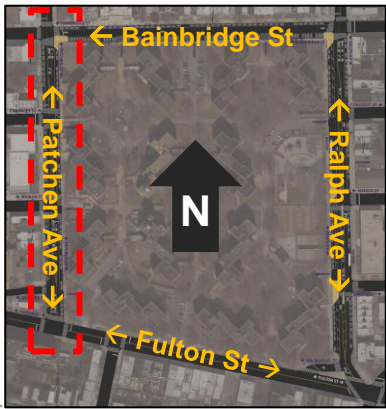
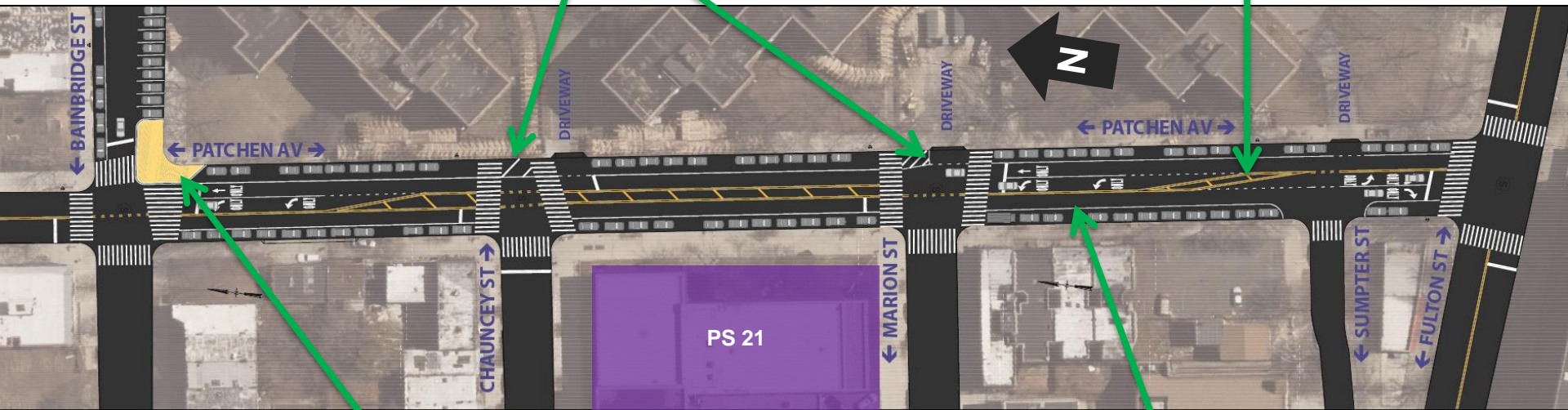


# Patchen Ave (Bainbridge St to Fulton St)

## Proposal: Mark roadway to organize traffic

Remove parking at approach to crosswalks to improve pedestrian visibility

Mark painted median and left turn bays to separate and organize traffic

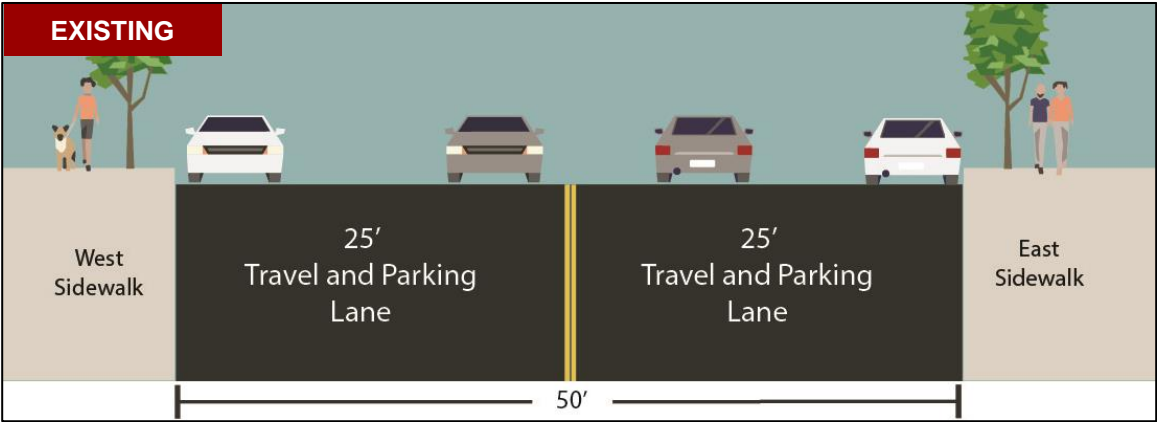


Painted curb extension at Patchen Ave and Bainbridge St to normalize intersection, control vehicle turns, and shorten pedestrian crossings

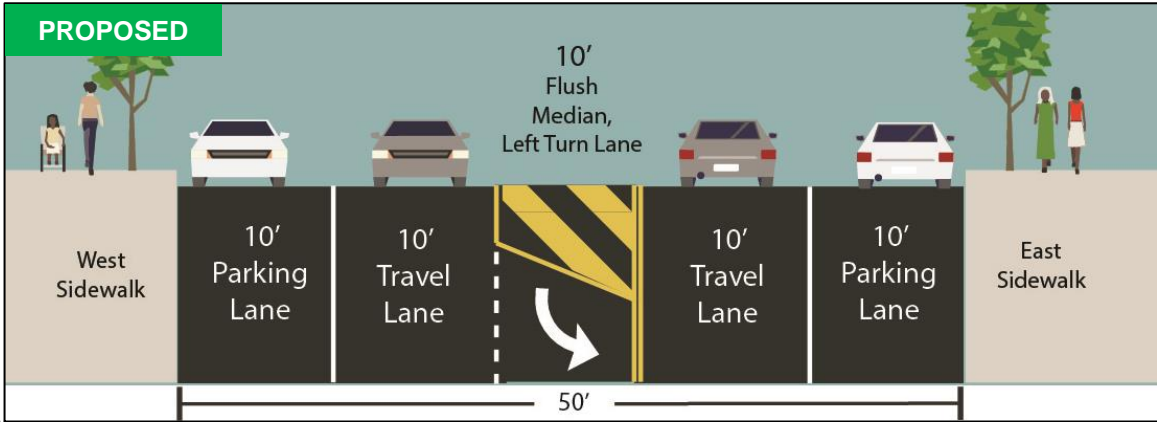
Stripe travel lanes to discourage speeding and reduce unpredictable vehicle movements

# Patchen Ave (Bainbridge St to Fulton St)

## Proposal Detail: Mark roadway to organize traffic



Mark painted median and left turn bays to separate and organize traffic





Proposal Detail: Parking

- Relocate angled parking from Ralph Ave to Bainbridge St to improve pedestrian safety
- Stripe parking stalls to maximize efficiency
- Calm traffic on Bainbridge St
- Improve pedestrian visibility and bus operations on Ralph Ave
- Up to 8 parking spaces removed to add new crosswalks, shorten pedestrian crossings, improve pedestrian visibility and provide FDNY access to Brevoort Houses



THANK YOU!



NYC DOT



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