

St. Johns Pl. / Sterling Pl.

Corridor Safety Improvements

2016

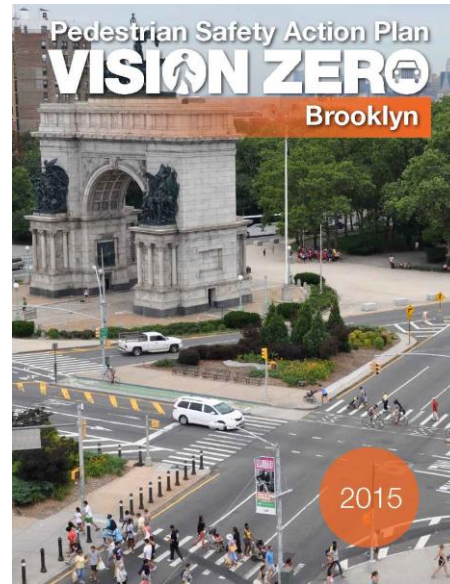


New York City Department of Transportation
Presented by the Office of Research, Implementation and Safety
Brooklyn Community Board 8 on Tuesday, January 26th, 2016

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 PI & Sterling PI** are in a Priority Area for Brooklyn. St. Johns PI & Utica Ave is a priority intersection.



Safety Data: Project Need

- 2010-14:
 - 680 total injuries
 - Severe injuries concentrated in areas where street widens
- 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)

| | Total Injuries | Severe Injuries | Fatalities | KSI |
|------------------------|----------------|-----------------|------------|-----|
| Pedestrian | 167 | 19 | 0 | 19 |
| Bicyclist | 59 | 5 | 0 | 5 |
| Motor Vehicle Occupant | 454 | 23 | 0 | 23 |
| Total | 680 | 47 | 0 | 47 |

19 severe ped injuries
5 severe bicyclist injuries

47 KSI (persons killed or severely injured)

Fatalities, 01/01/2010-12/31/2016 : 1

Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured

Project Location

- Commercial and residential land use
- Existing bicycle routes (Vanderbilt Ave, Plaza St. E., Washington Ave, Classon Ave, Franklin Ave, Bedford Ave, Brooklyn Ave, Kingston Ave)
- B45 bus on St. Johns Pl. and Sterling Pl.



Existing Conditions: St. Johns Pl.

1 St. Johns Pl (Plaza St. E. to Washington Ave)

- 50 ft. wide roadway, one lane in each direction
- Existing 6 ft. flush median, wide parking lanes



St. Johns Pl. btwn Plaza St. E & Washington Ave.

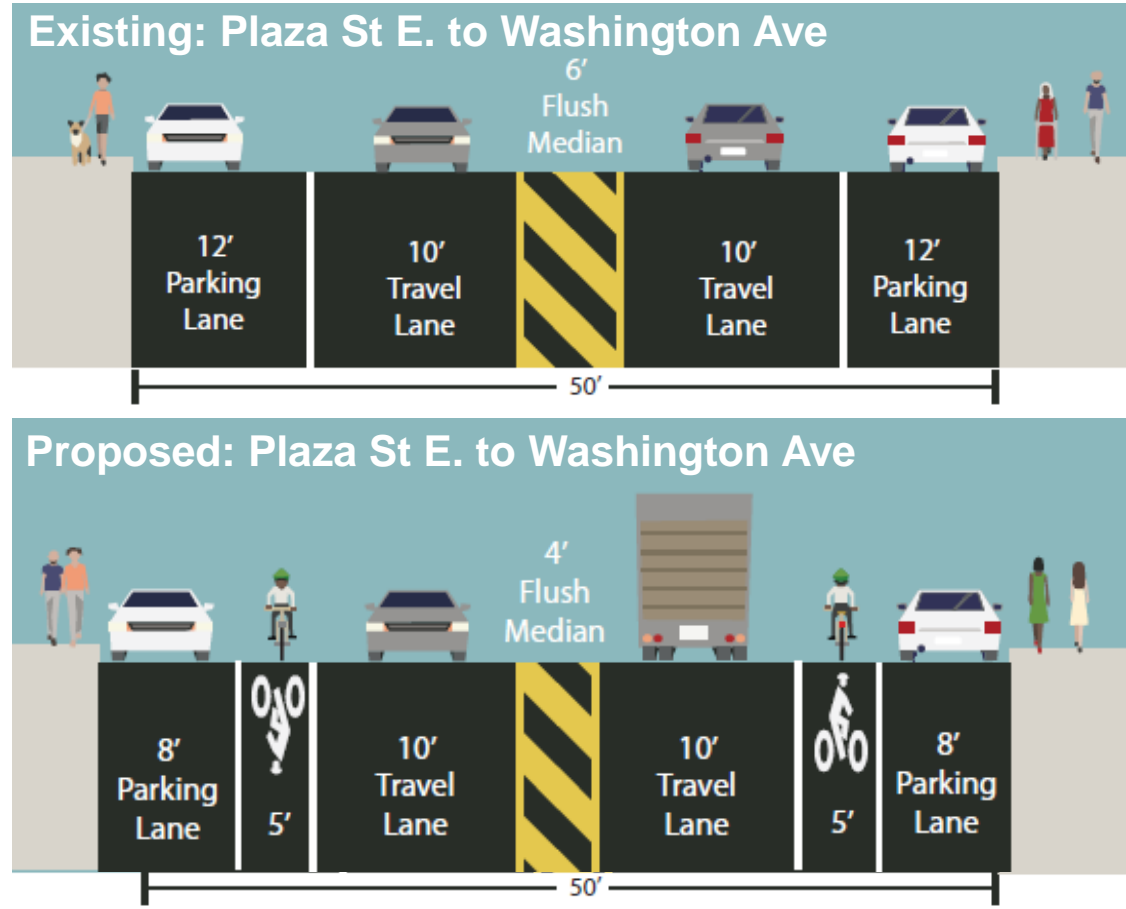


St. Johns Pl. at Washington Ave., looking West

Proposal: St Johns Pl.

1 St. Johns Pl (Plaza St. E. to Washington Ave)

- 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.



Existing Conditions: St. Johns Pl.

2 St. Johns Pl. (Washington Ave. to Rogers Ave.)

- 34' wide street with two lanes traveling eastbound
- Low volume: 175-225 vph at peak
- Cars tend to use the roadway as one lane



St. Johns Pl. btwn Franklin Ave. & Bedford Ave.

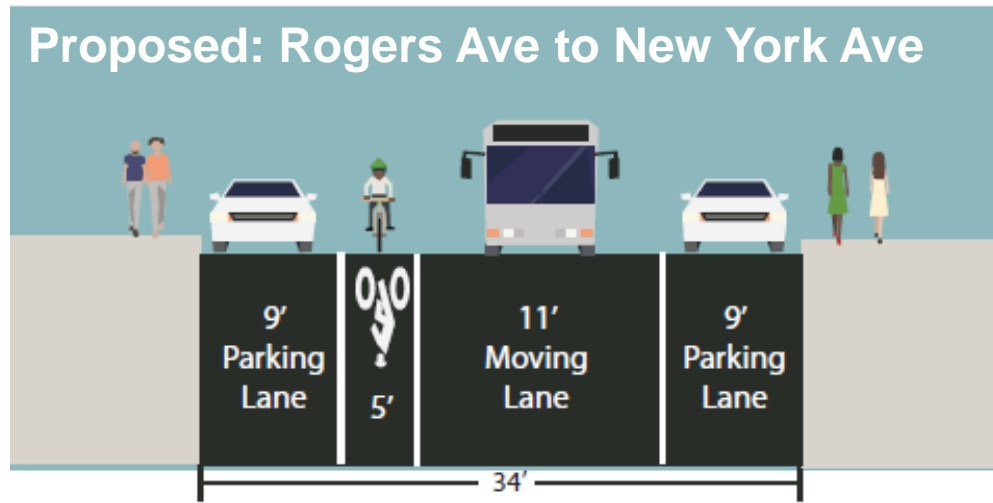
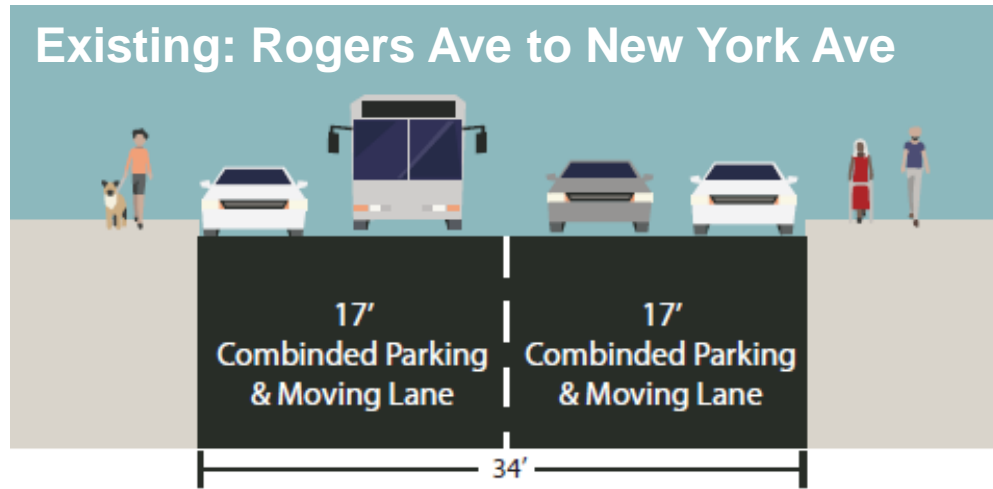


St. Johns Pl. btwn Washington Ave. & Classon Ave.

Proposal: St Johns Pl

2 St. Johns Pl. (Washington Ave. to Rogers Ave.)

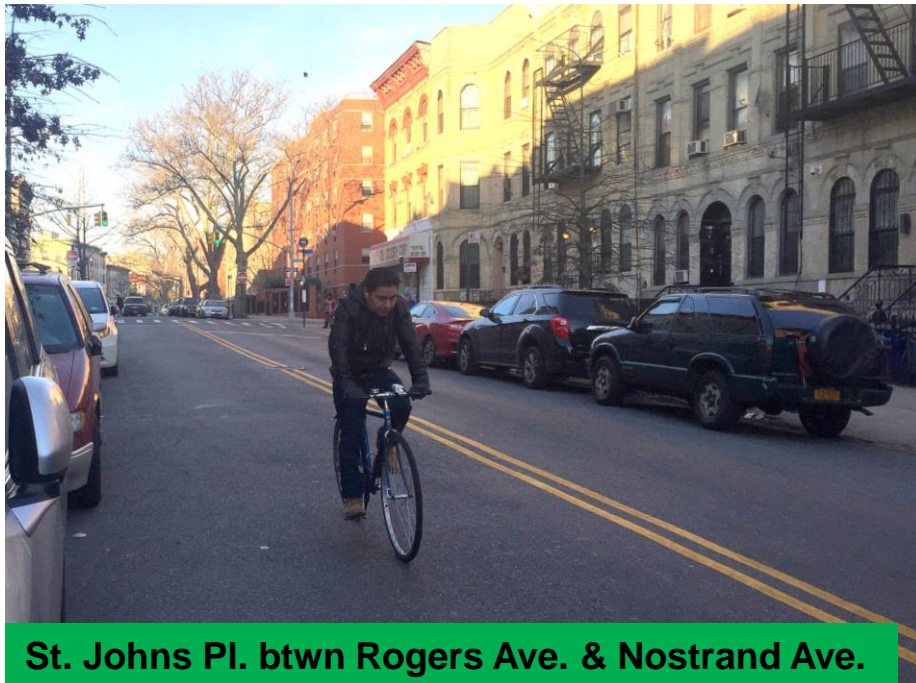
- Reduce to one lane, eastbound
- Mark eastbound bike lane
 - Connects to existing routes Classon Ave., Franklin Ave., and Bedford Ave.



Existing Conditions: St. Johns Pl.

3 St. Johns Pl. (Rogers Ave to New York Ave)

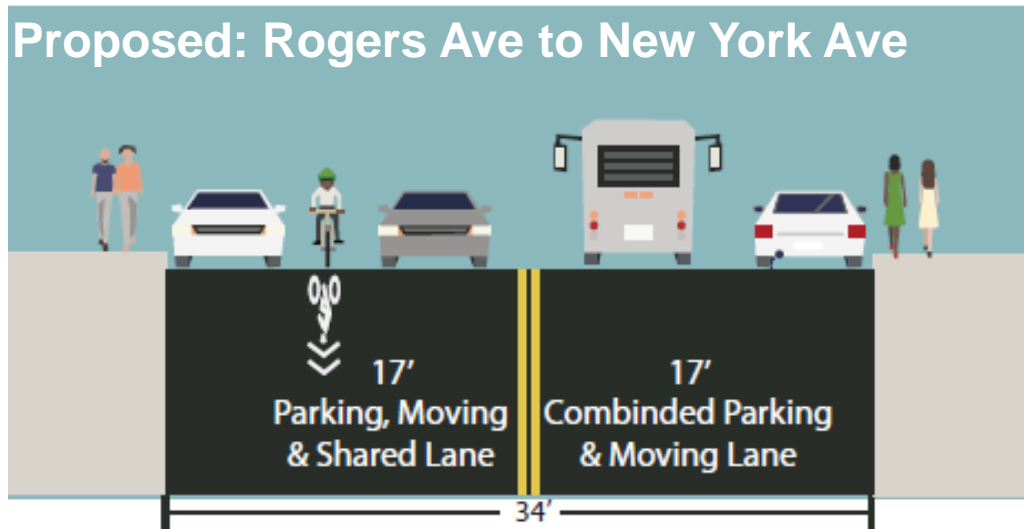
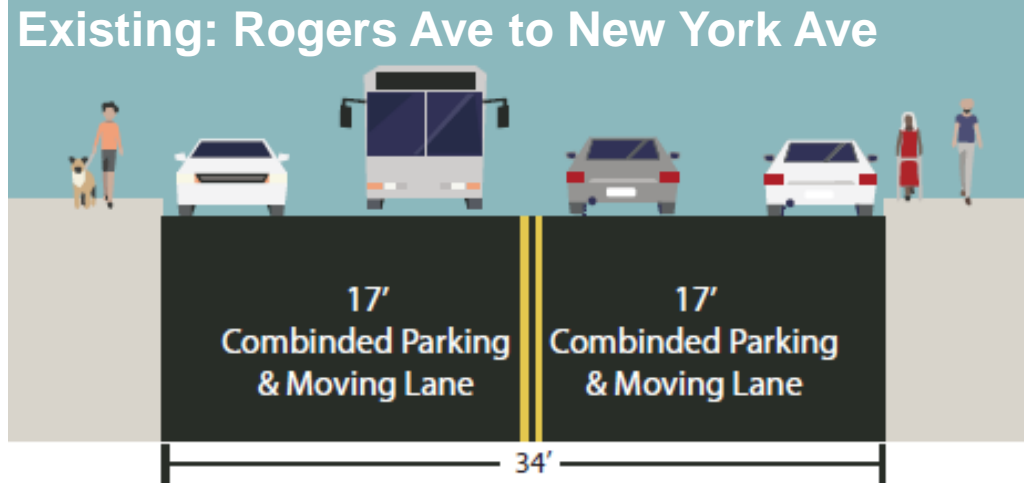
- 34 ft. wide street with one lane traveling in each direction (eastbound/westbound)
- B45 bus runs in both directions



Proposal: St Johns Pl.

3 St. Johns Pl. (Rogers Ave to New York Ave)

- Add shared lane markings on eastbound St. Johns Pl.
- Shared lane markings needed for only two blocks



Existing Conditions: St. Johns Pl. Between New York Ave. and Ralph Ave.

4 St. Johns Pl. (New York Ave to Ralph Ave)

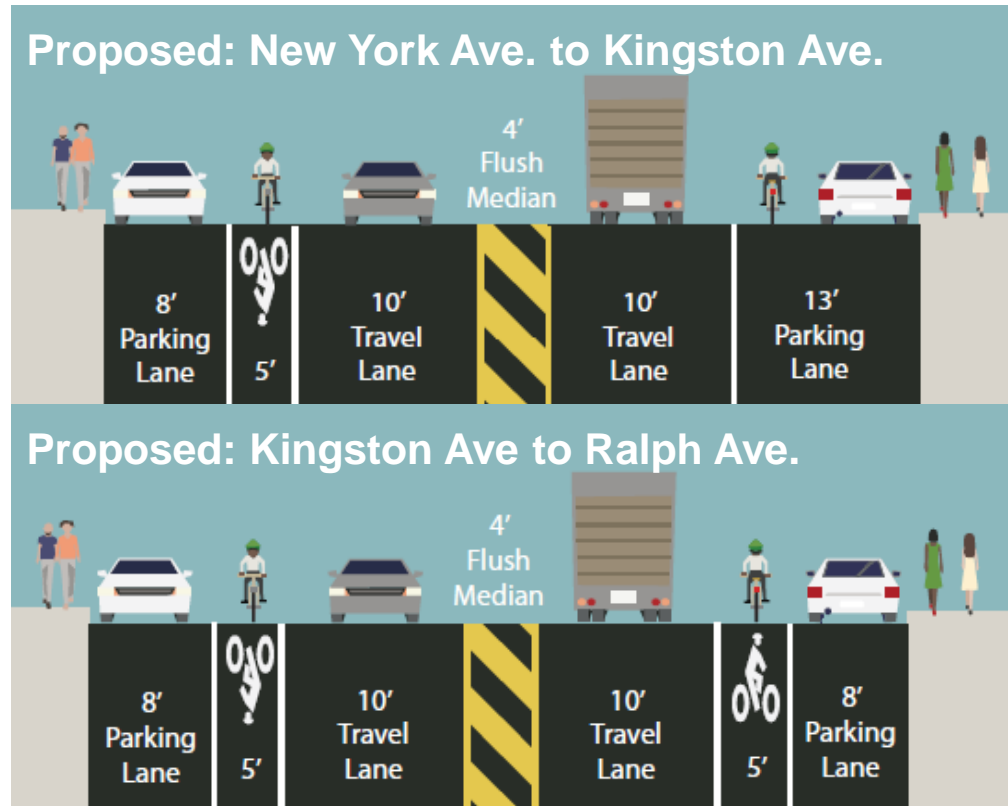
- 50 ft. wide street with one lane in traveling each direction (eastbound/westbound)
- 4 ft. median already exists between Utica Ave. and Ralph Ave.



Proposal: St Johns Pl.

4 St. Johns Pl. (New York Ave to Ralph 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
 - Cyclists are directed to shift to Sterling Pl. via NB Kingston Ave.



Existing Conditions: Sterling Pl.

5 Sterling Pl. Kingston Ave. to Vanderbilt Ave.

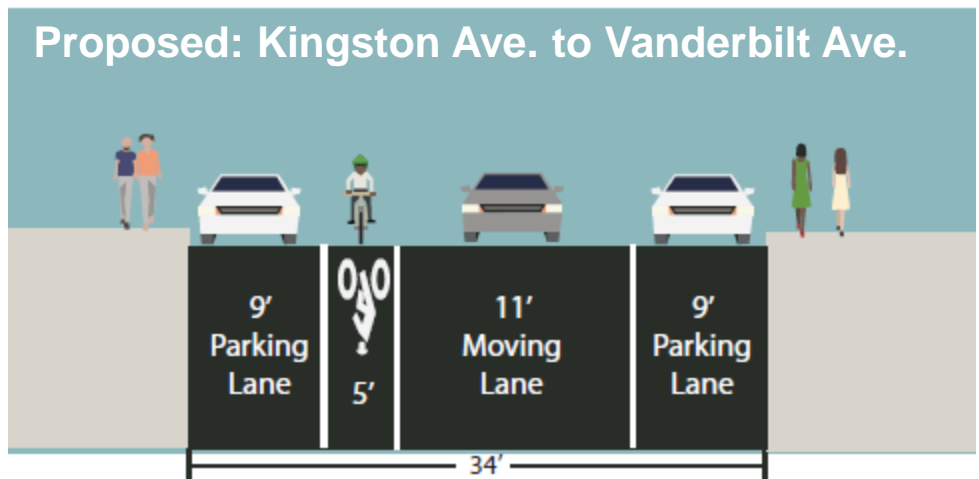
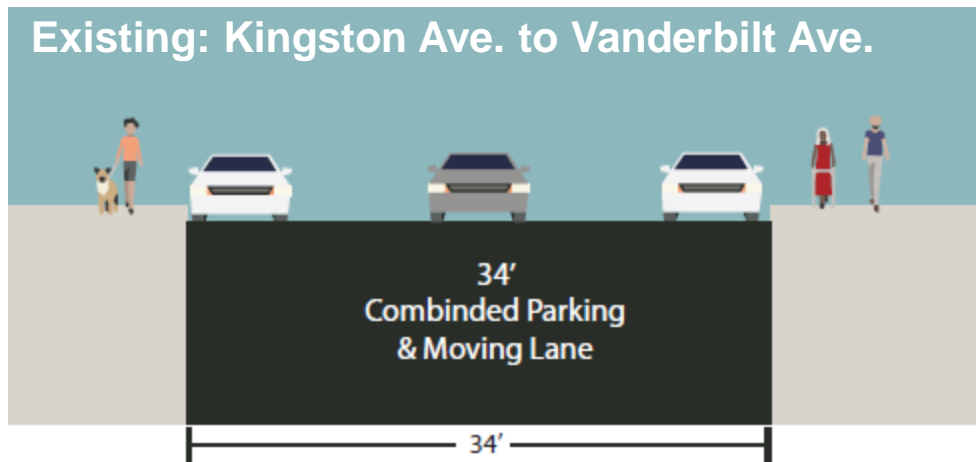
- 34 ft. wide street with one lane in traveling westbound



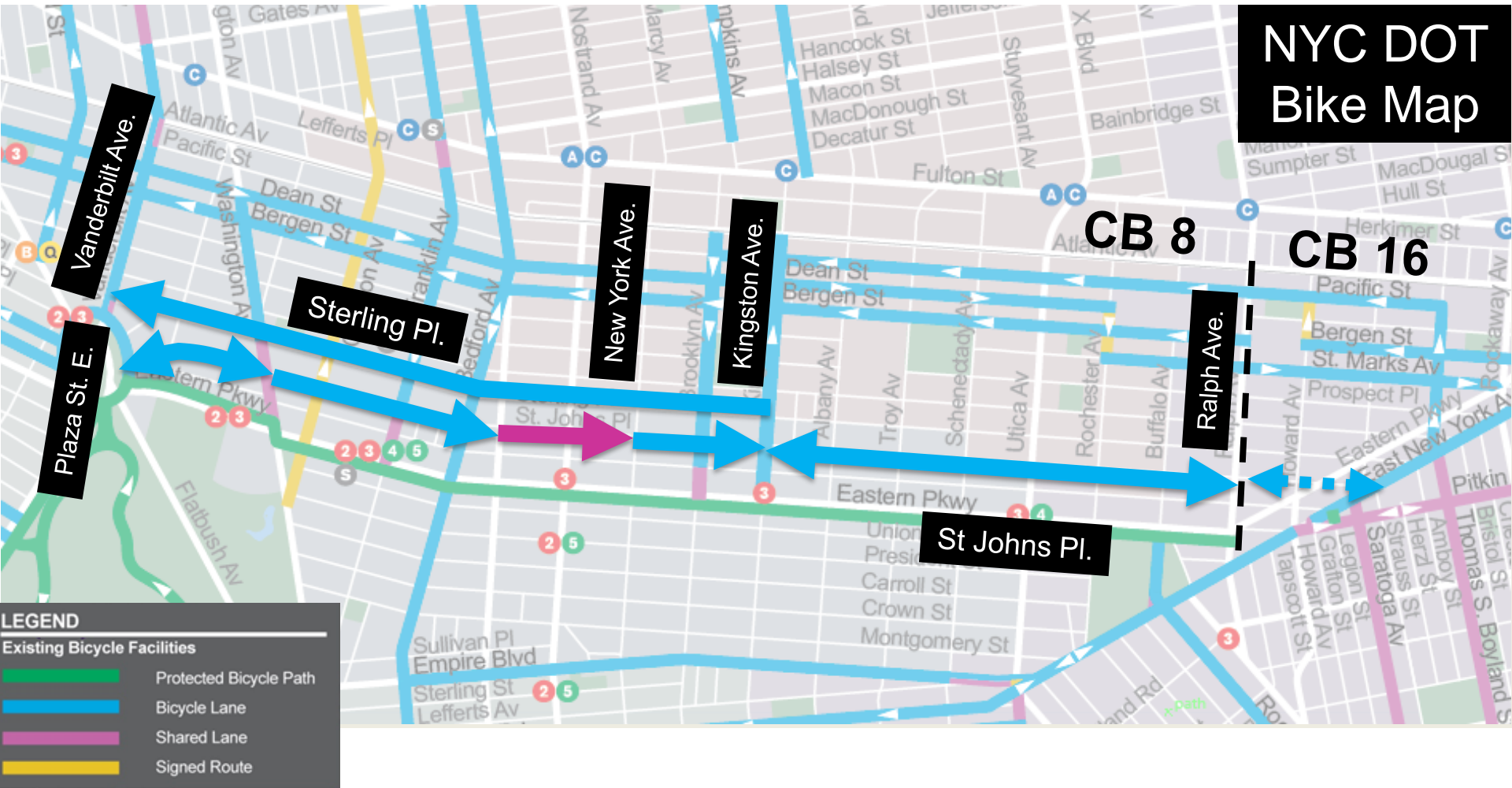
Proposal: Sterling Pl.

5 Sterling Pl.: Kingston Ave. to Vanderbilt Ave.

- Mark bicycle lane in westbound direction
 - Connects to existing routes Vanderbilt, Washington, Classon, Franklin, Bedford Brooklyn, and Kingston Aves.
- Serves as westbound pair for St. Johns Pl.

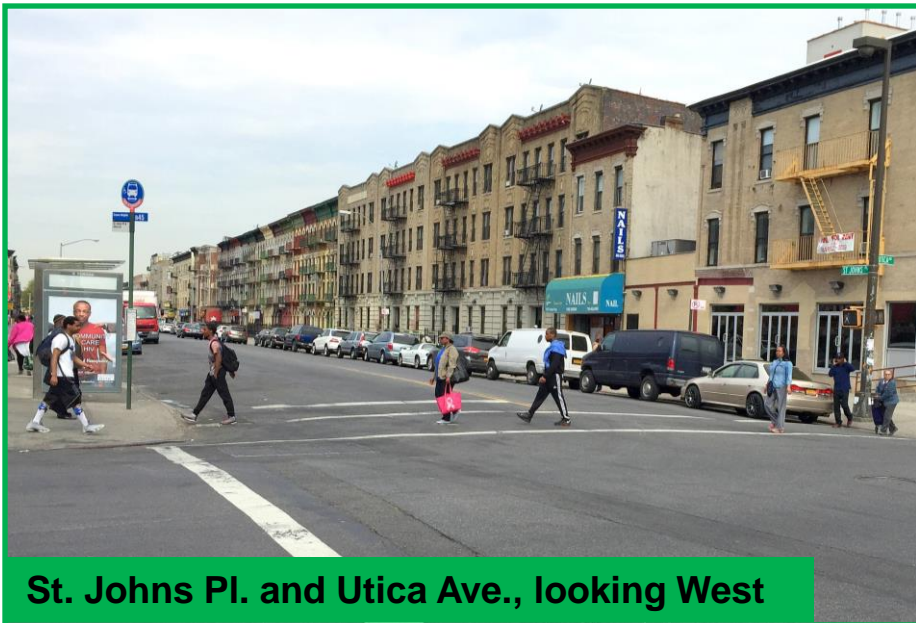


Proposed: Bike Connections



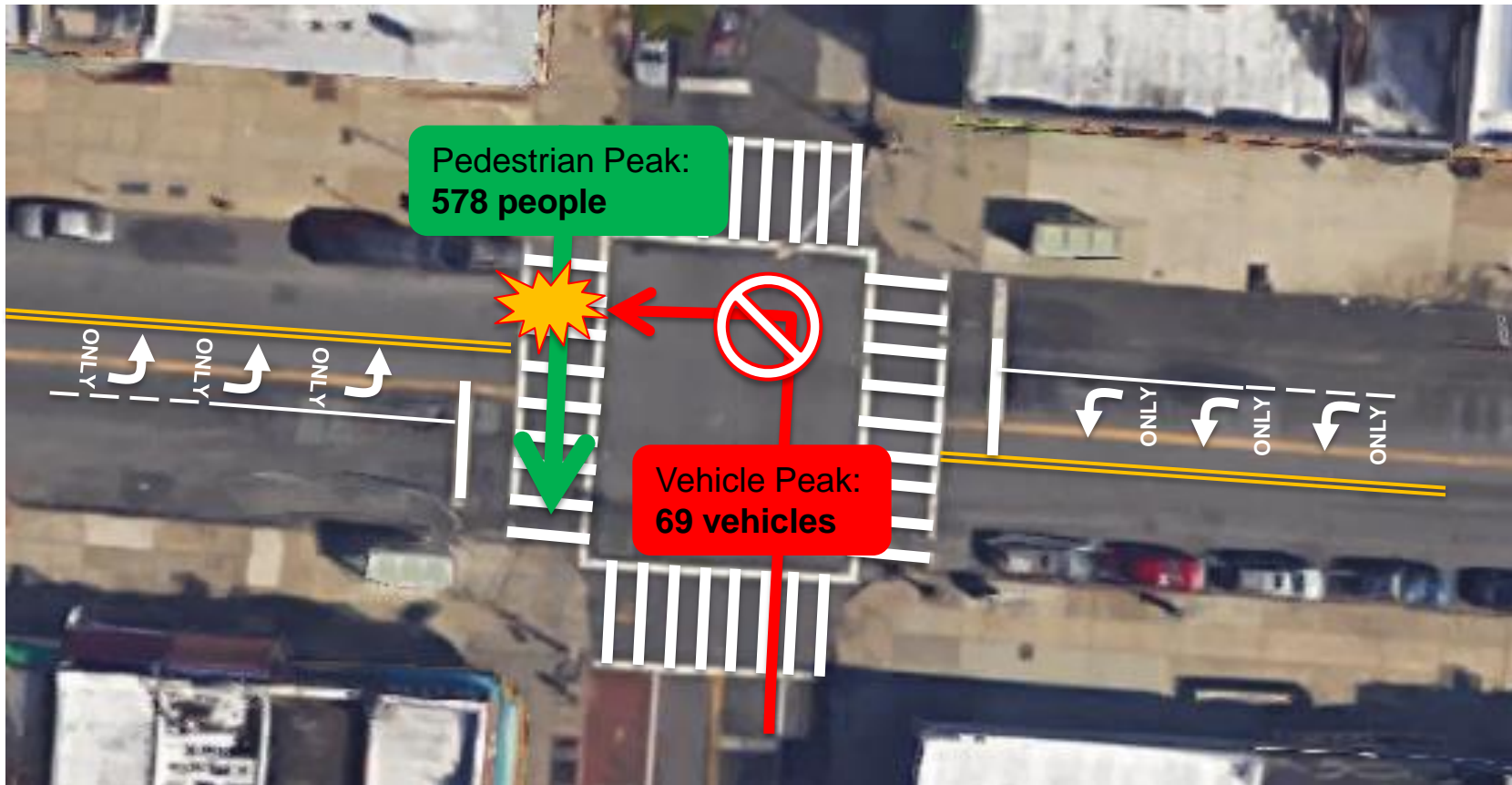
Existing: Utica Ave & St. Johns Pl

- Vision Zero Priority Intersection with 7 Pedestrian KSI
 - 3rd highest Ped KSI in all of Brooklyn (2010-2014 crash data)
- Designated 2013 High Pedestrian Crash Location
- Many severe pedestrian injuries occurring in west crosswalk, which also has highest pedestrian volumes
- Major bus transfer point between B45 (St. Johns) and B46 (Utica)
- High pedestrian volumes and many left turn conflicts

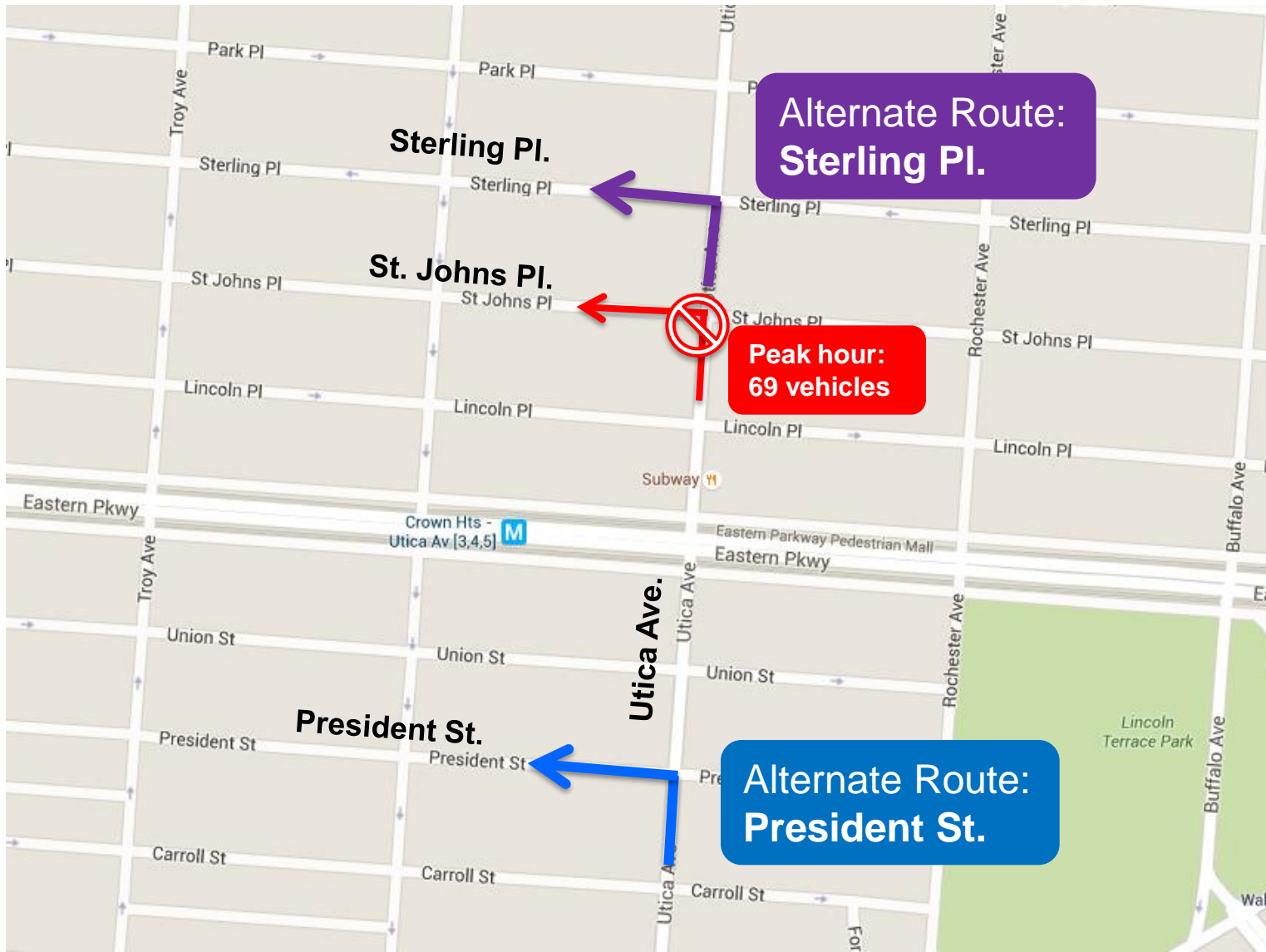


Proposal: St. Johns Pl. and Utica Ave

- 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)

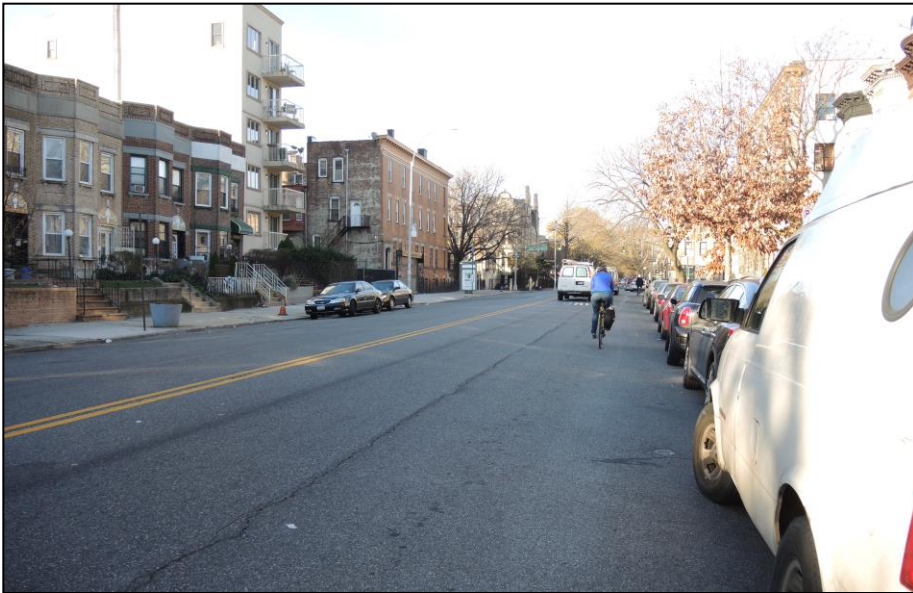


Proposal: Alternate Routes



Project Benefits

- Creates over 5 miles of new bicycle lanes for the Prospect Heights / Crown Heights community, increasing connectivity with existing routes
- Reduces speeding by marking standard width moving lanes
- Simplifies high crash intersections for pedestrians and motor vehicles and allows simpler, safer left turns



Existing: St. Johns Pl. and Eastern Pkwy.



Proposed: Eastern Pkwy. at Rockaway Ave.



Questions?



Thank
You



York Av



ONE WAY



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

Brooklyn Bike Map



Brooklyn Bus Map

