Project Location

- 1.5-mile curving road, with long stretches without signals
- S44, S59, S89, S94 & X10, X12, X17, X42 bus routes
- Local truck route
- Connects to Staten Island Expressway
- Mix of residential and shopping center retail
Safety Data: Project Need

- Richmond Ave is a designated High Crash Corridor with 16.2 KSI per mile, ranking in the top 10% of Staten Island corridors

- 2011 High Pedestrian Crash Location at Richmond Ave & Morani St

**Injury Summary, 2008-2012 (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>57</td>
<td>4</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>338</td>
<td>19</td>
<td>0</td>
<td>19</td>
</tr>
<tr>
<td>Total</td>
<td>397</td>
<td>23</td>
<td>1</td>
<td>24</td>
</tr>
</tbody>
</table>

**Fatalities, 01/01/2008-3/3/2014**

- 1 pedestrian fatality at Richmond Ave & Morani St in 2010

**Injuries by Year, 2008-2012**

<table>
<thead>
<tr>
<th>Year</th>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>10</td>
</tr>
<tr>
<td>2009</td>
<td>10</td>
</tr>
<tr>
<td>2010</td>
<td>6</td>
</tr>
<tr>
<td>2011</td>
<td>12</td>
</tr>
<tr>
<td>2012</td>
<td>19</td>
</tr>
<tr>
<td>Total</td>
<td>57</td>
</tr>
</tbody>
</table>
Existing Conditions

• 80-ft wide roadway with two through lanes in each direction, left turn bays and wide 14-ft painted center median

• Oversized travel lanes and inconsistent lane widths

• High speeds: Peak speeds of 54mph recorded on several corridor segments with over 60% of drivers traveling over the speed limit

• Frequent curb cuts for driveways and shopping centers

• Peak vehicles per hour of ~1,400 northbound and ~1,000 southbound
Corridor Proposal Details

- Modify painted median and install parking lane stripes to standardize moving lanes and calm traffic along corridor

- Concrete, planted median in key locations

- Pedestrian safety islands at:
  - Jules Dr,
  - Deppe Pl, and
  - Merrill Ave/ Morani St

- High-visibility crosswalks at:
  - Lamberts Ln/Christopher Ln
  - Victory Blvd
Intersection Specific Proposal Details

Richmond Ave at Victory Blvd
Intersection Specific Proposal Details

Richmond Ave at Victory Blvd

Install high-visibility crosswalks

Install kwik kurb on Richmond Ave south of Victory Blvd to prevent unsafe movements across channelization
Intersection Specific Proposal Details

Richmond Ave at Merrill Ave / Morani St

Top 20 High Pedestrian Crash Location to be addressed under NYC Local Law 12

Street Team target location

All pedestrian-vehicle collisions occurred while crossing Richmond Ave

Pedestrian fatality occurred in north crosswalk
Intersection Specific Proposal Details

Richmond Ave at Merrill Ave / Morani St

- Top 20 High Pedestrian Crash Location to be addressed under NYC Local Law 12
- Street Team target location
- All pedestrian-vehicle collisions occurred while crossing Richmond Ave
- Pedestrian fatality occurred in north crosswalk

Install concrete pedestrian safety island (requires left turn ban)

Install parking lane stripe to calm traffic
Ban low-volume left turn from southbound Richmond Ave onto Morani St to install pedestrian safety island.

Alternate Route:

- Peak hour volume, 6:00-7:00pm
  - 38 southbound left turns per hour at peak (1-2 per cycle)

*Peak hour volume, 6:00-7:00pm*
Benefits of Pedestrian Island

- Addresses pedestrian safety at this High Pedestrian Crash Location (per Local Law 12) and Vision Zero Street Team location
- Safer crossing near school and between bus stops
- Shortens crossing distance and provides pedestrian refuge space
- Reduces pedestrian-vehicle conflicts
- Slows turning vehicles
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- Shortens crossing distance and provides pedestrian refuge space
- Safer crossing near school and between bus stops
- Addresses pedestrian safety at this High Pedestrian Crash Location (per Local Law 12) and Vision Zero Street Team location
- Reduces pedestrian vehicle-conflicts
- Slows turning vehicles

 Addresses pedestrian safety at this High Pedestrian Crash Location (per Local Law 12) and Vision Zero Street Team location

 Safer crossing near school and between bus stops

 Shortens crossing distance and provides pedestrian refuge space

 Reduces pedestrian vehicle-conflicts

 Slows turning vehicles
Benefits of Proposal

- Standardizing the lane widths with painted and concrete medians and wide parking lane stripes help reduce speeding and calm traffic.

- Concrete medians eliminate dangerous left turns from side streets across multiple lanes of traffic and help prevent head-on crashes.

- Parking lane stripes provide safe buffer space for drivers exiting parked vehicles, space for buses to pull over without blocking through traffic, and better visibility for entering vehicles.

- Pedestrian safety islands shorten crossing distances and create safer pedestrian crossings; turn ban reduces pedestrian-vehicle conflicts.

- Planted medians beautify corridor.
Questions?

Thank You

Contact:
Staten Island Borough Commissioner’s Office at (212) 839-2400