

Coney Island Ave (Ave M to Ave O)

Corridor Safety Improvements

2014

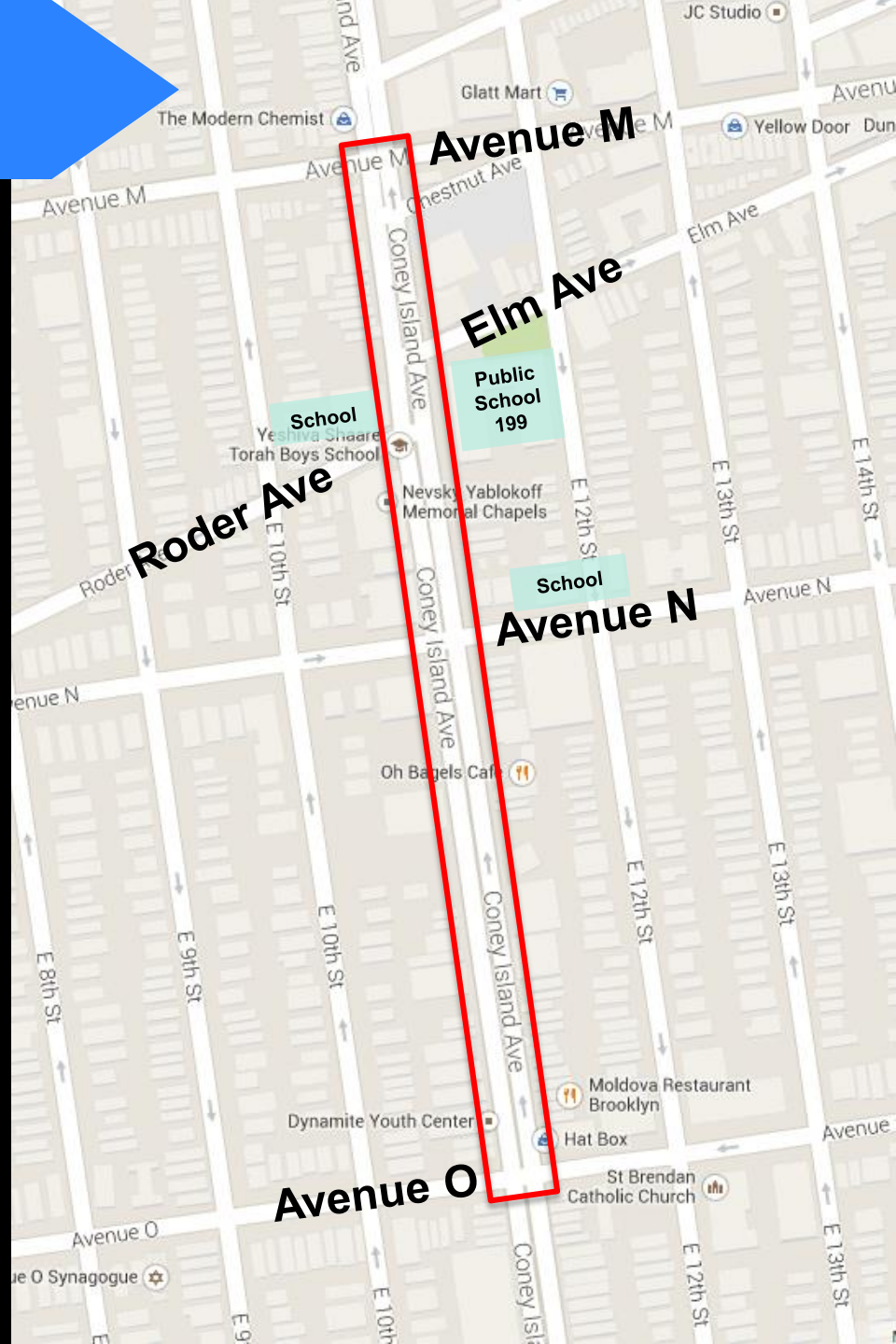


New York City Department of Transportation Office of Research, Implementation & Safety

Presented on November 19, 2014 to Community Board 12 Transportation Committee

Project Location

- 70-foot wide roadway
- Two travel lanes in each direction with painted median and left turn bays
- Local truck route
- Three schools located on/near the study corridor
- Commercial corridor with residential side streets



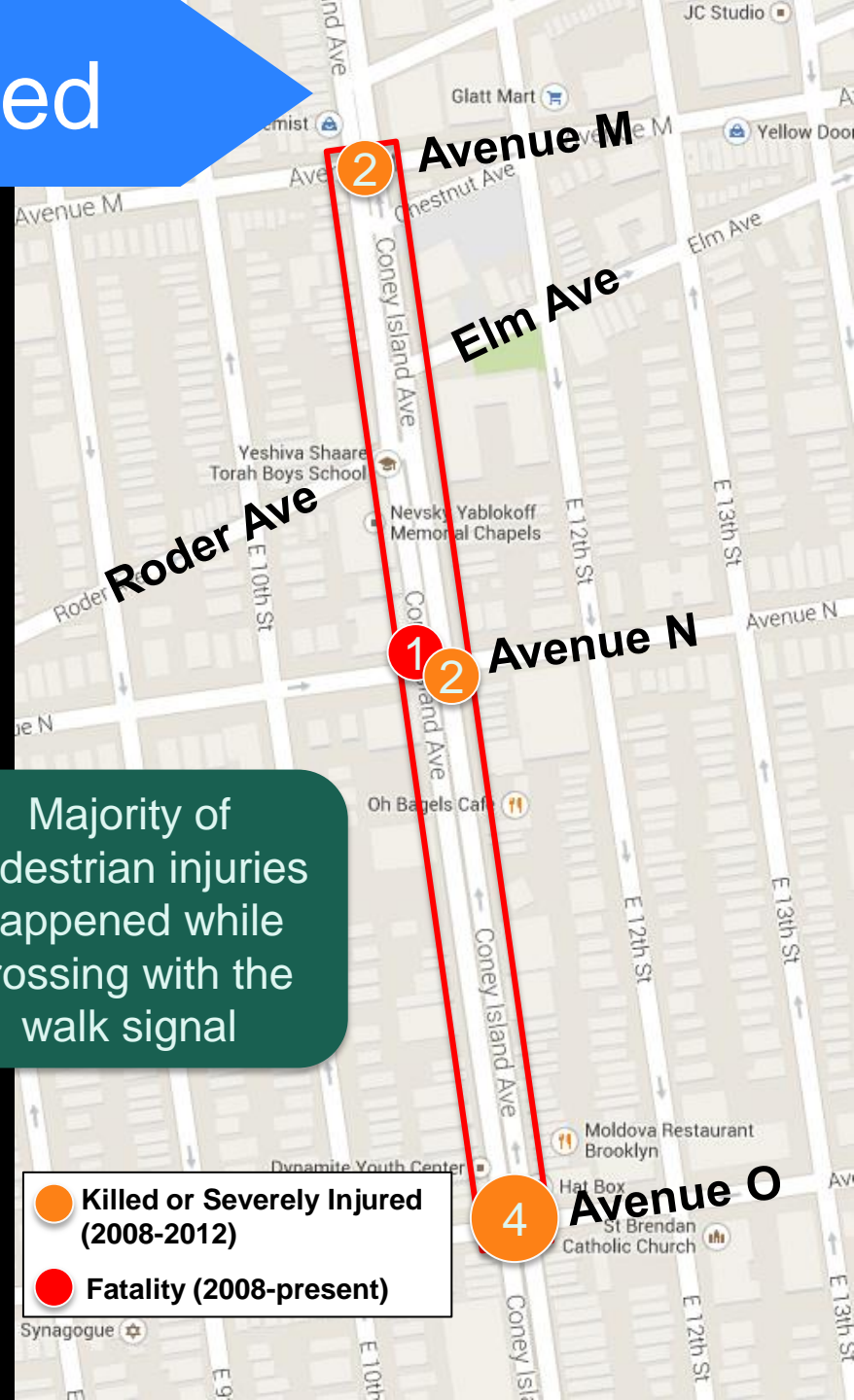
Existing Conditions

- 70-foot street width means long crossing distance for pedestrians
- Wide road width leads to speeding
- Underutilized space in the median where turn bays aren't needed
- One-way traffic meets two-way traffic at intersection of Avenue O and Coney Island Ave leading to conflicting traffic movements



Safety Data: Project Need

- Designated High Crash Corridor in the top 10 percent of Brooklyn corridors
- Pedestrian fatality at Coney Island Ave and Avenue N in May 2014
- Crash types indicate failure to yield to pedestrians and, at Ave O, also drivers



Majority of pedestrian injuries happened while crossing with the walk signal

- Killed or Severely Injured (2008-2012)
- Fatality (2008-present)

Coney Island Ave - Ave M to Ave O, BK
Injury Summary, 2008-2012 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	42	4	0	4
Bicyclist	9	0	0	0
Motor Vehicle Occupant	128	4	0	4
Total	179	8	0	8

Fatalities, 01/01/2008-6/23/2014 : **1**

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

Pedestrian:	1
Bicyclist:	0
Motor Vehicle Occupant:	0

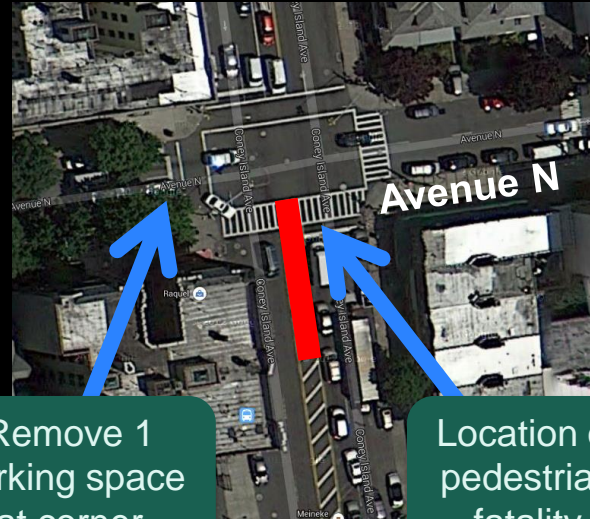
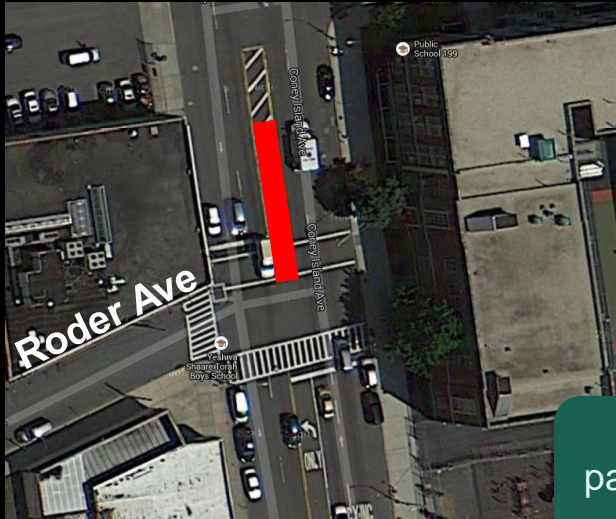
Proposal: Safety Islands

Build three concrete pedestrian safety islands at:

- Roder Ave
- Avenue N
- Avenue O

Build in existing painted median

No change to current traffic patterns



Remove 1 parking space at corner

Location of pedestrian fatality

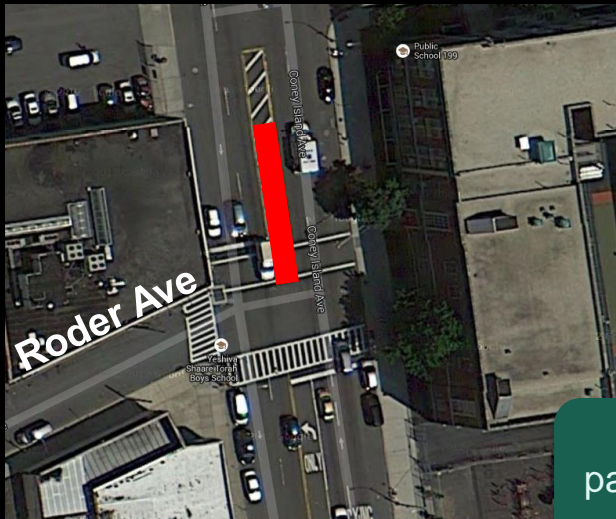
Proposal: Safety Islands

Build three concrete pedestrian safety islands at:

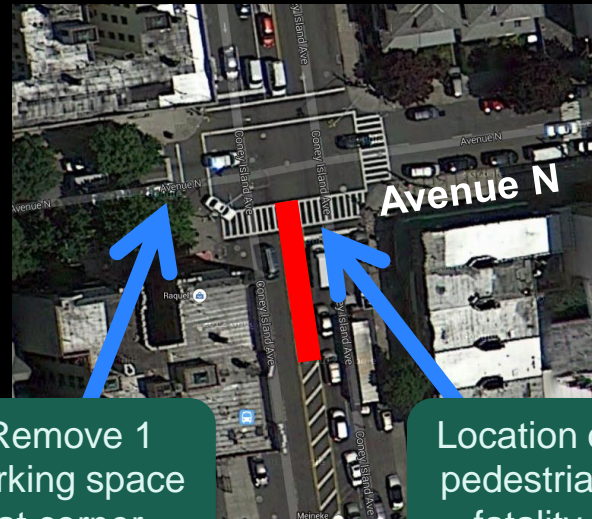
- Roder Ave
- Avenue N
- Avenue O

Build in existing painted median

No change to current traffic patterns



Remove 1 parking space at corner



Location of pedestrian fatality



Proposal: Markings

Upgrade crosswalks to all high-visibility markings

- Avenue M
- Roder Avenue
- Avenue N
- Avenue O



Install parking lane stripe from Ave M to Ave O



Proposal: Signal Timing

Coney Island Ave at Avenue O

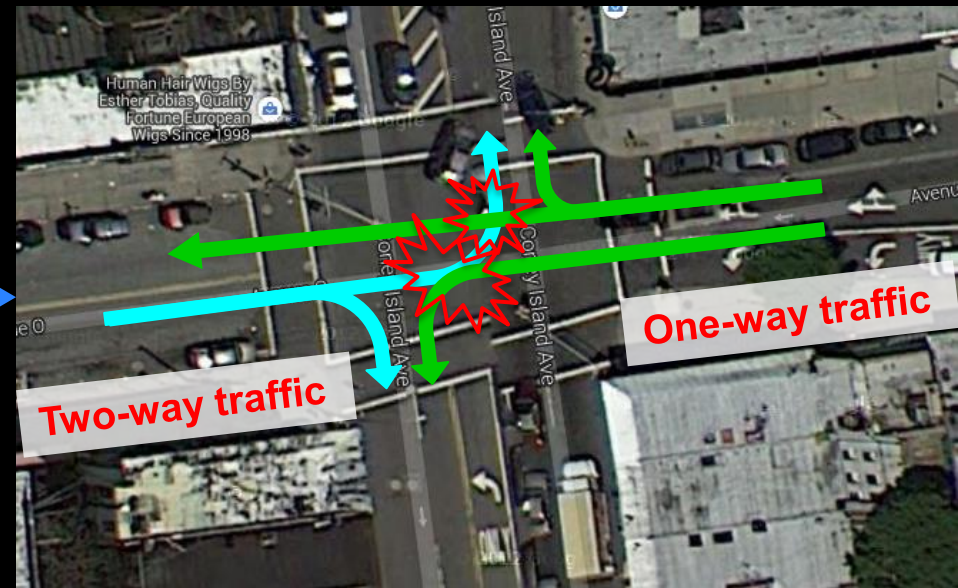


Two-way traffic meets one-way traffic

Modify signal timing to streamline intersection operations

Reduce conflict points for eastbound and westbound traffic

Existing Traffic Conditions:



Two-way traffic

One-way traffic

Experience with Proposed Treatment

Hillside Ave islands, QN (2008)

(Same width and geometry as Coney Island Ave)
35% decrease in pedestrian injuries



- The Federal Highway Administration (FHWA) has found that: *“Providing raised medians or pedestrian refuge areas at pedestrian crossings at marked crosswalks has demonstrated a 46 percent reduction in pedestrian crashes.”**

Gerritsen Ave & Ave U, BK (2009)

60% decrease in pedestrian injuries

Luten Ave islands, SI (2010)

62% decrease in pedestrian injuries

W 6th St islands, BK (2010)

25% decrease in pedestrian injuries

At November 12th meeting with CB14, NYPD stated that pedestrian islands do *not* pose issues for emergency vehicles and voiced support for the proposal.

Benefits of Proposal

- Concrete pedestrian safety islands shorten crossing distances and provide refuge space for pedestrians
- High visibility crosswalks create safer crossings and make pedestrians more visible to drivers
- Parking lane stripe defines moving lanes and calms traffic
- Modified signal timing at Avenue O would reduce conflict points for turning vehicles and streamline intersection operations





Questions?

Thank
You

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