

Caton Avenue

Pedestrian Safety Improvements

2015



**VISION
ZERO**

NEW YORK CITY



New York City Department of Transportation

Presented by the Pedestrian Projects Group on May 12, 2015 to CB12 Transportation Committee

Project Area



Crash Data

Total
Injuries
2009-2013

29

5

* 10

4

4

41

Caton Ave - Ocean Pkwy to Coney Island Ave, BK

Injury Summary, 2009-2013 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	11	0	0	0
Bicyclist	9	2	0	2
Motor Vehicle Occupant	73	1	0	1
Total	93	3	0	3

*November 2014 Fatality

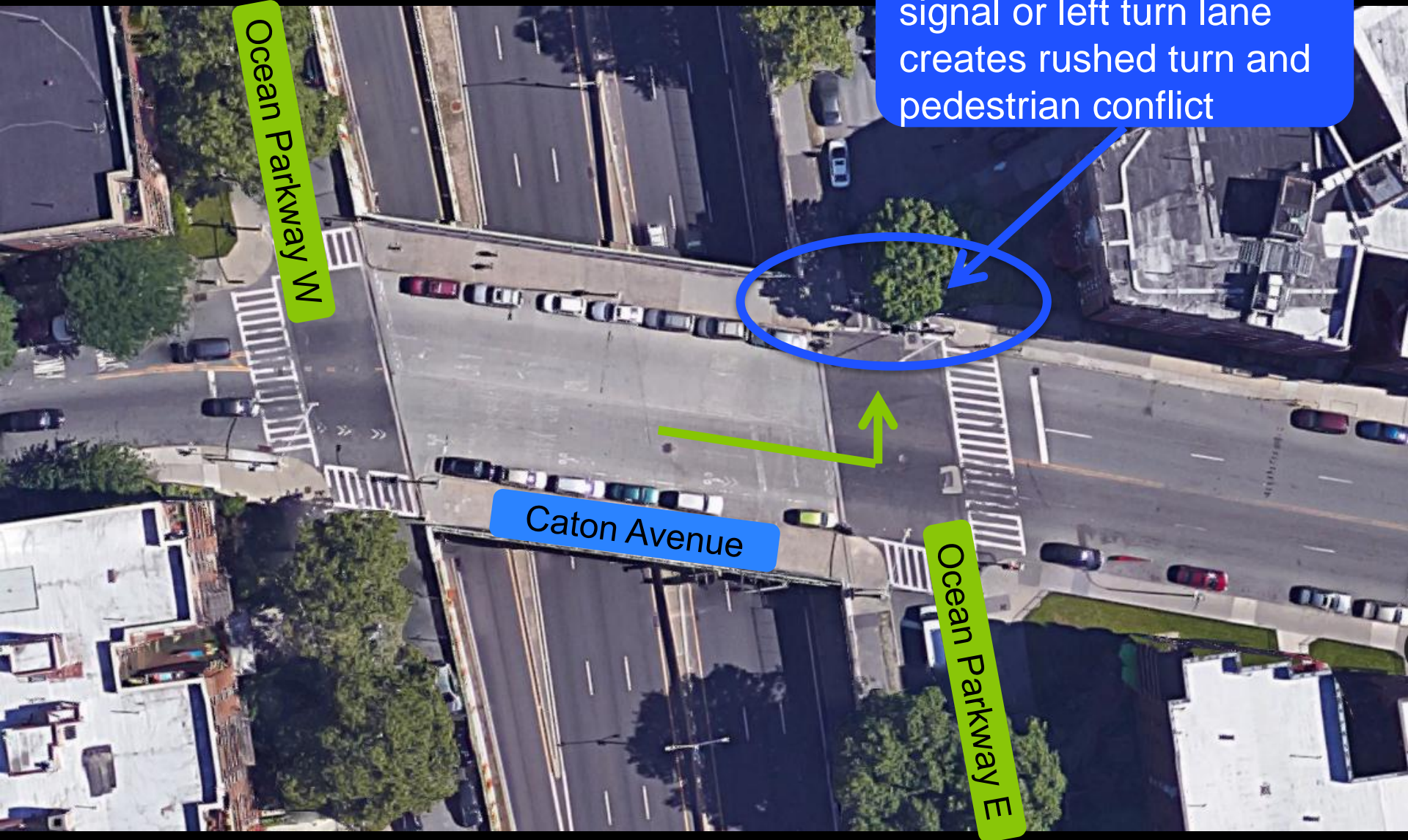
Existing Issues

- Pedestrian-vehicle conflicts
- Lack of marked pedestrian crossings
- Long crossing distances
- High vehicle speeds
- Narrow local streets with new transportation demand due to school



Jan 8 Street Safety Meeting

Pedestrian Conflicts



No eastbound left turn signal or left turn lane creates rushed turn and pedestrian conflict

Ocean Parkway W

Caton Avenue

Ocean Parkway E

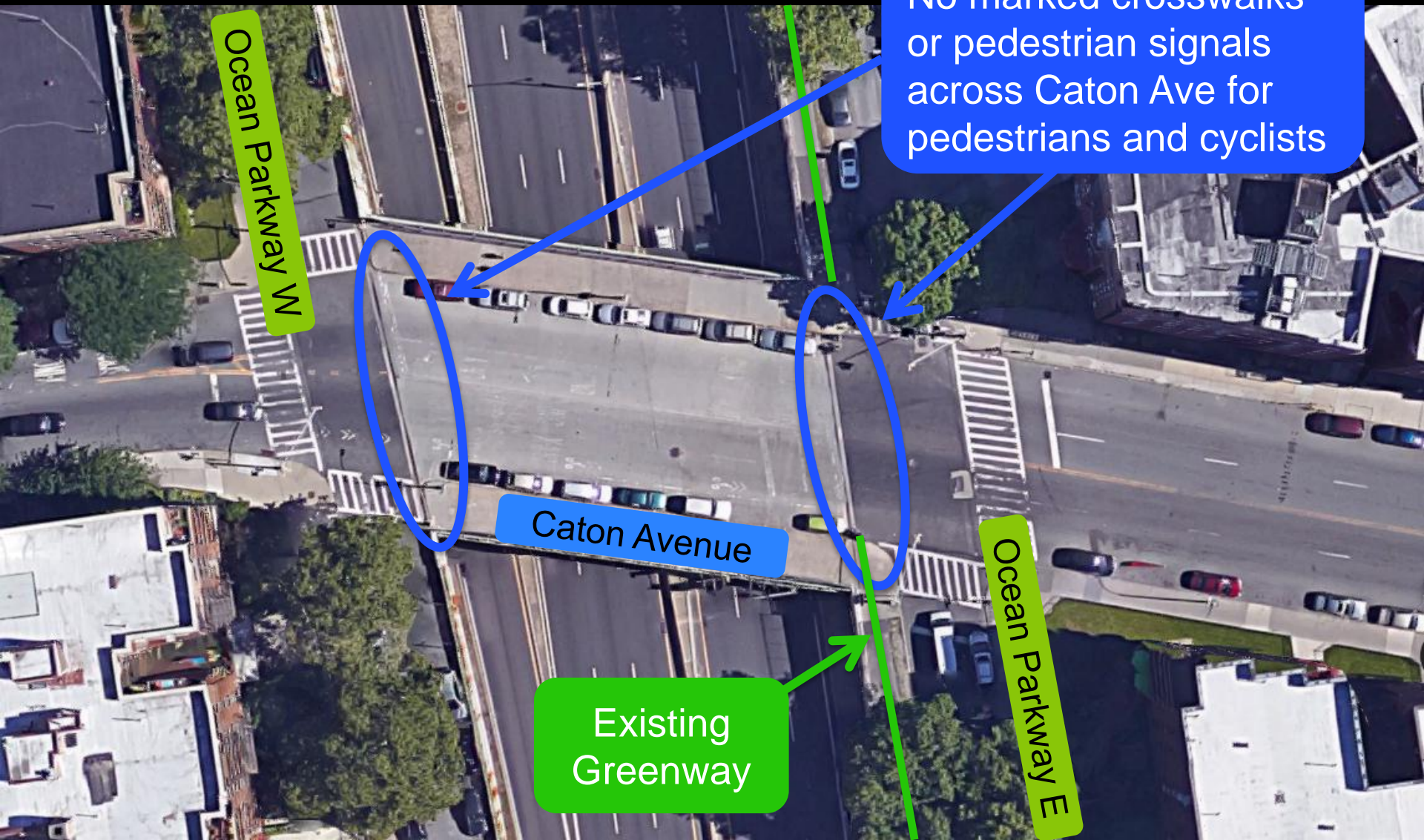
Pedestrian Conflicts

No eastbound left turn signal or left turn lane creates rushed turn and pedestrian conflict



Caton Ave at Ocean Pkwy E looking south

Pedestrian Crossings



No marked crosswalks or pedestrian signals across Caton Ave for pedestrians and cyclists

Ocean Parkway W

Caton Avenue

Existing Greenway

Ocean Parkway E

Pedestrian Crossings

No marked crosswalks
or pedestrian signals
across Caton Ave



Caton Ave at Ocean Pkwy E looking south

Vehicle Speeding

Transition from 1 travel lane to 2 travel lanes and wide roadway encourages speeding



38 foot roadway



43 foot roadway



60 foot roadway

Vehicle Speeding

Transition from 1 travel lane to 2 travel lanes and wide roadway encourages speeding



Caton Ave at E 7th St looking west

(pre-

Proposed Plan



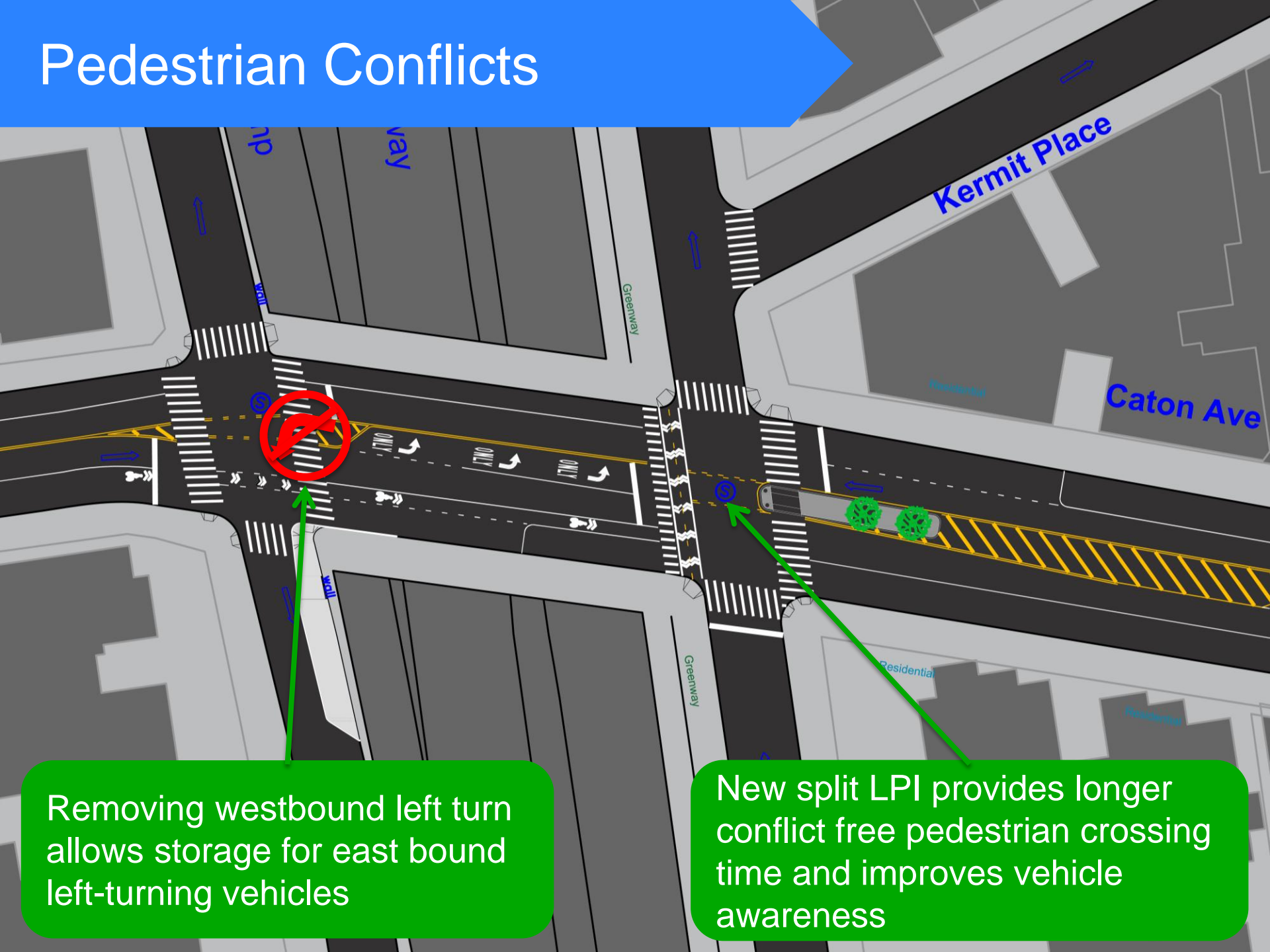
Proposed Plan

SCA construction



DEP construction

Pedestrian Conflicts



Removing westbound left turn allows storage for east bound left-turning vehicles

New split LPI provides longer conflict free pedestrian crossing time and improves vehicle awareness

Split LPI

Phase 1:

- Left turns held with red arrow
- Thru movement proceeds
- Pedestrians cross with no turns

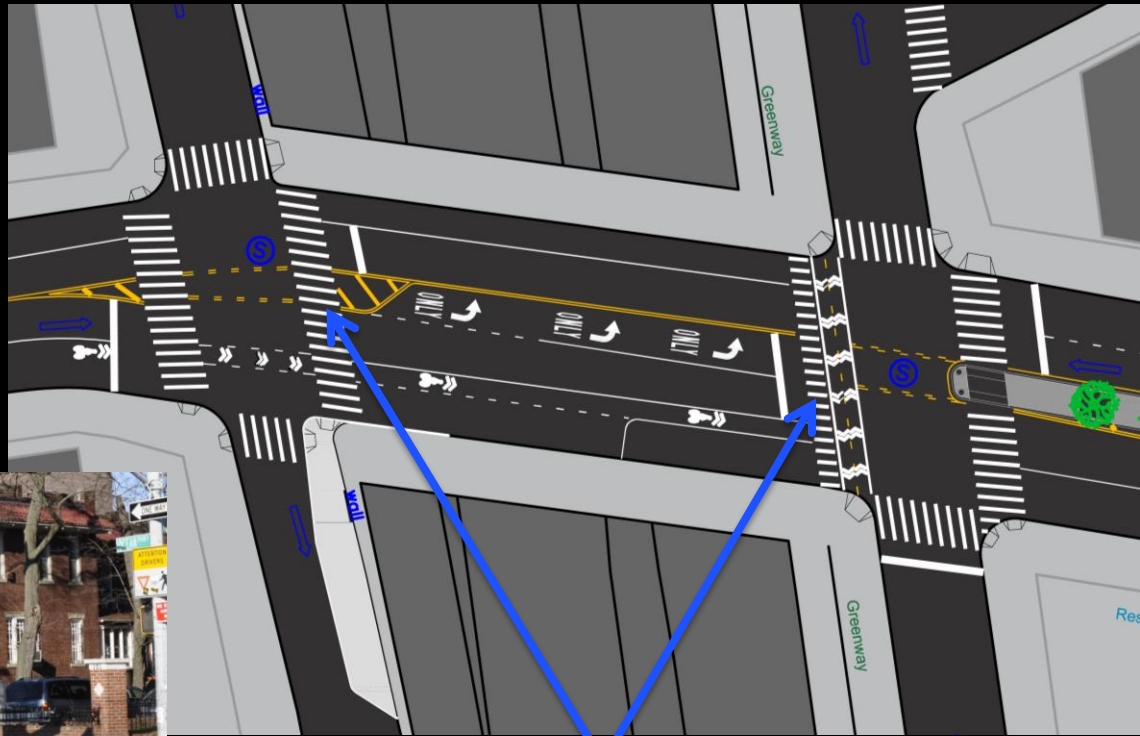


Phase 2:

- Left turns released with flashing yellow arrow
- Thru movement continues
- Pedestrians continue to cross



Pedestrian Crossings



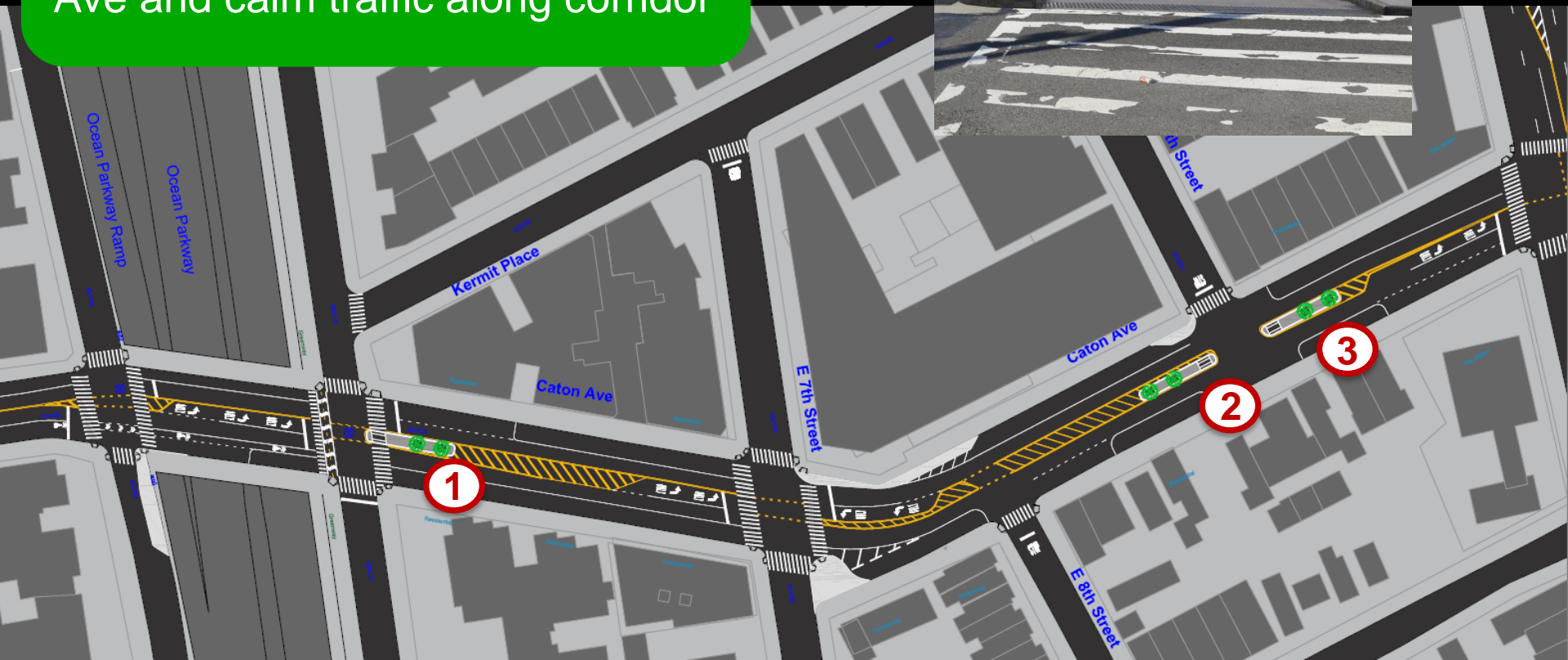
Caton Ave at Ocean Pkwy E looking north

New crosswalks and pedestrian signals provide safe, visible crossings

Pedestrian Islands

Three new pedestrian islands shorten crossings across Caton Ave and calm traffic along corridor

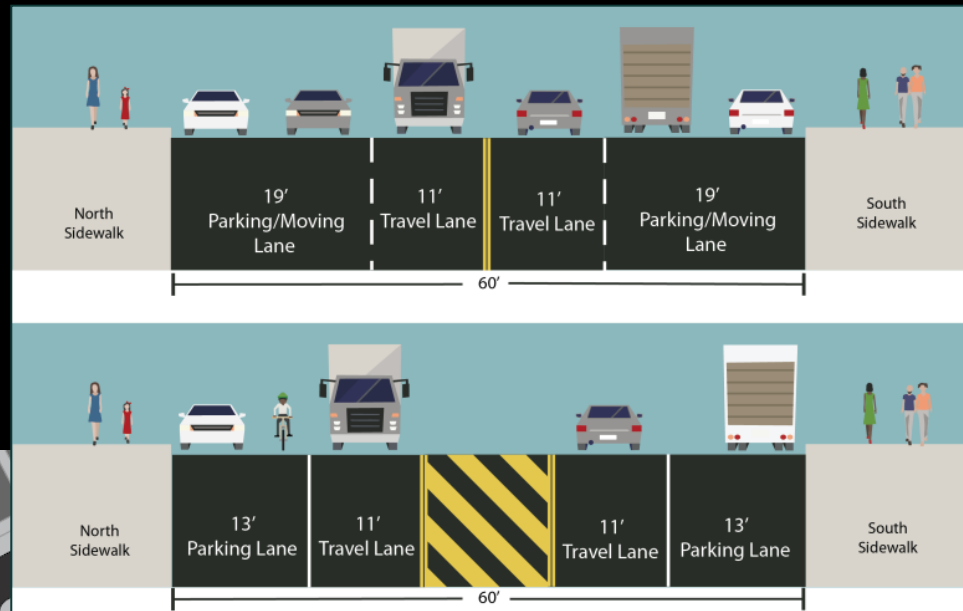
Caton Ave and Ocean Parkway



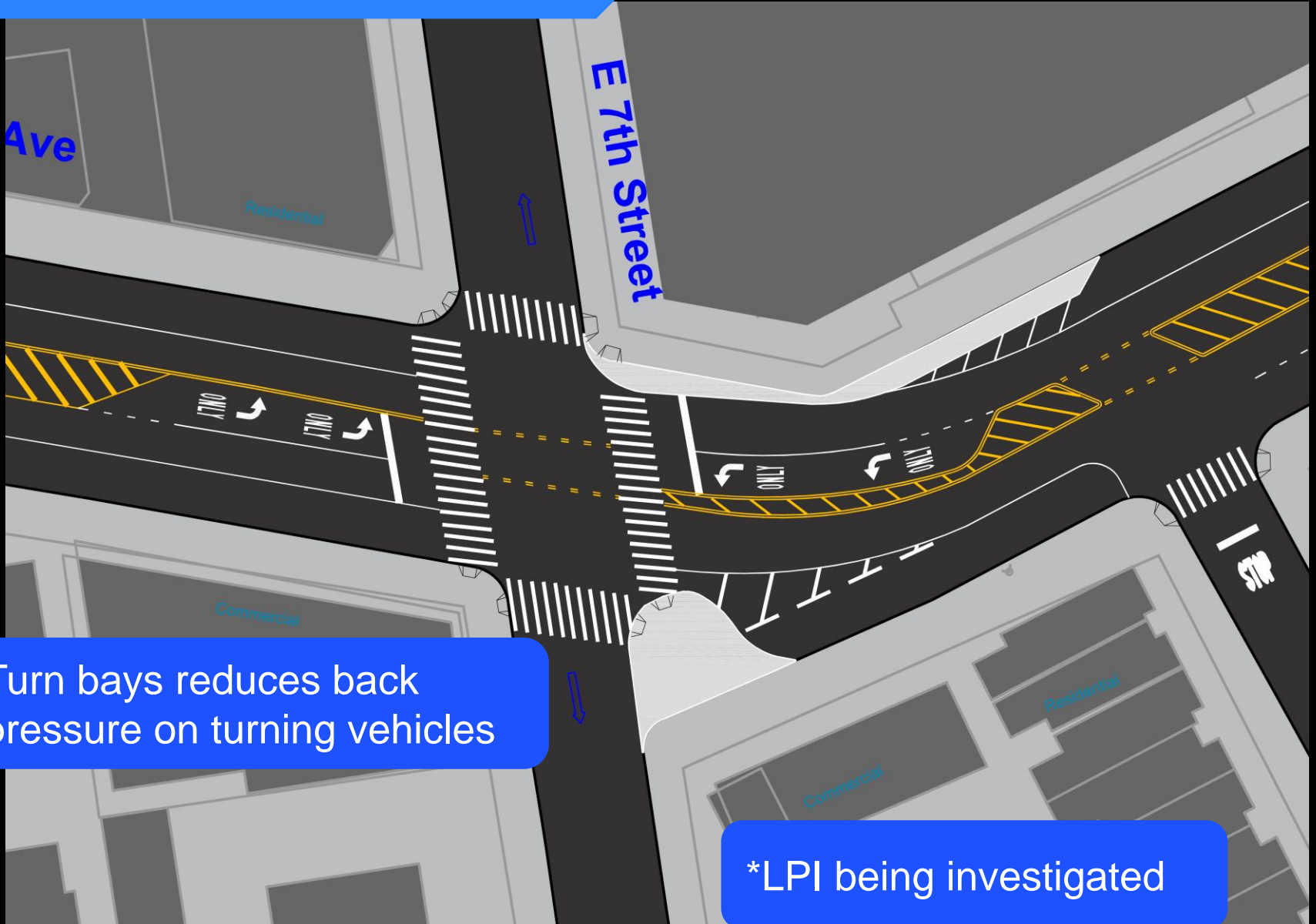
Corridor Alignment

Maintaining one lane plus turn bays improves alignment and discourages speeding.

Caton Ave cross section btwn Ocean Pkwy and E 7th St



Caton Ave and E 7th St



Turn bays reduces back pressure on turning vehicles

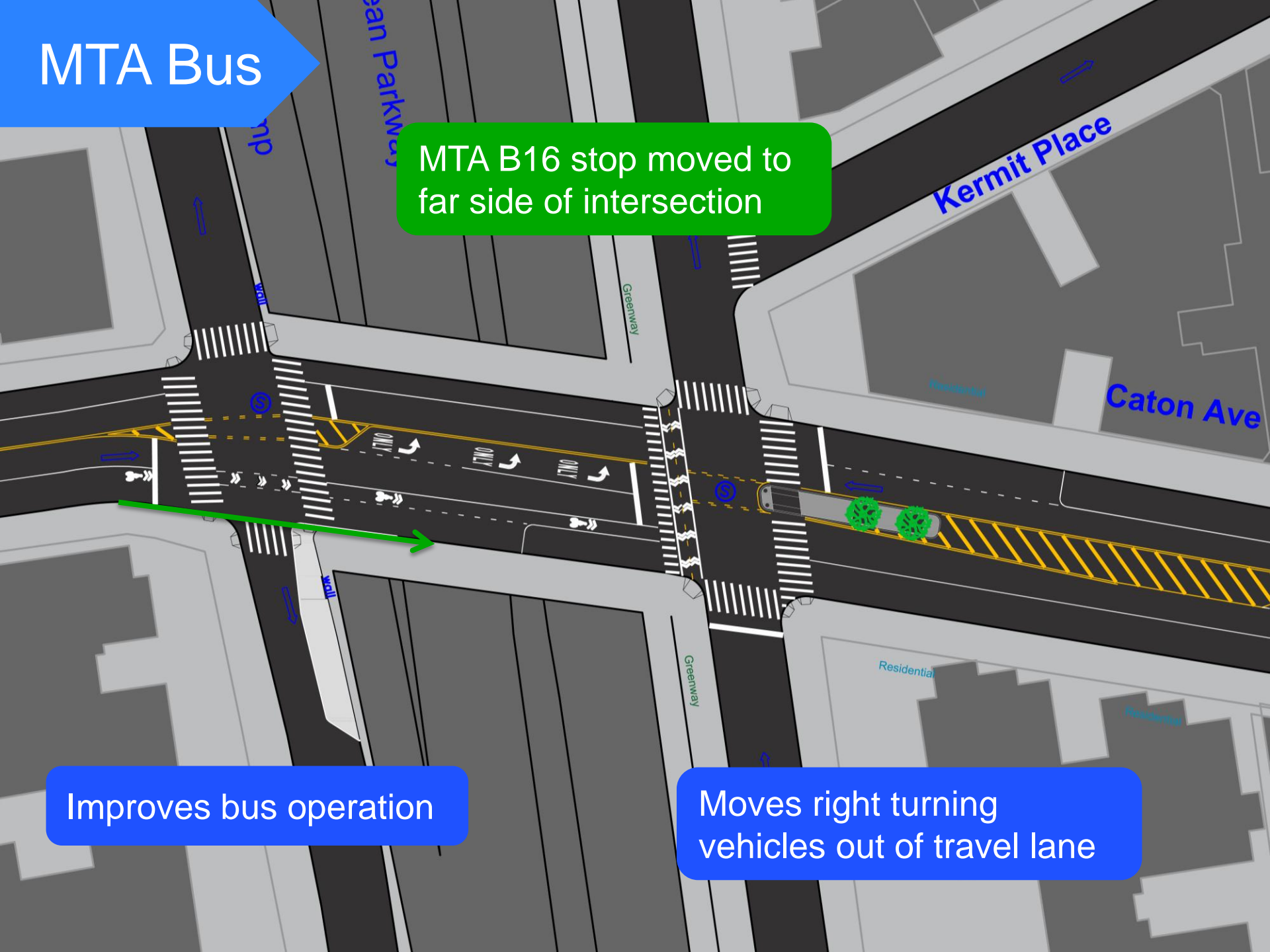
*LPI being investigated

MTA Bus

MTA B16 stop moved to far side of intersection

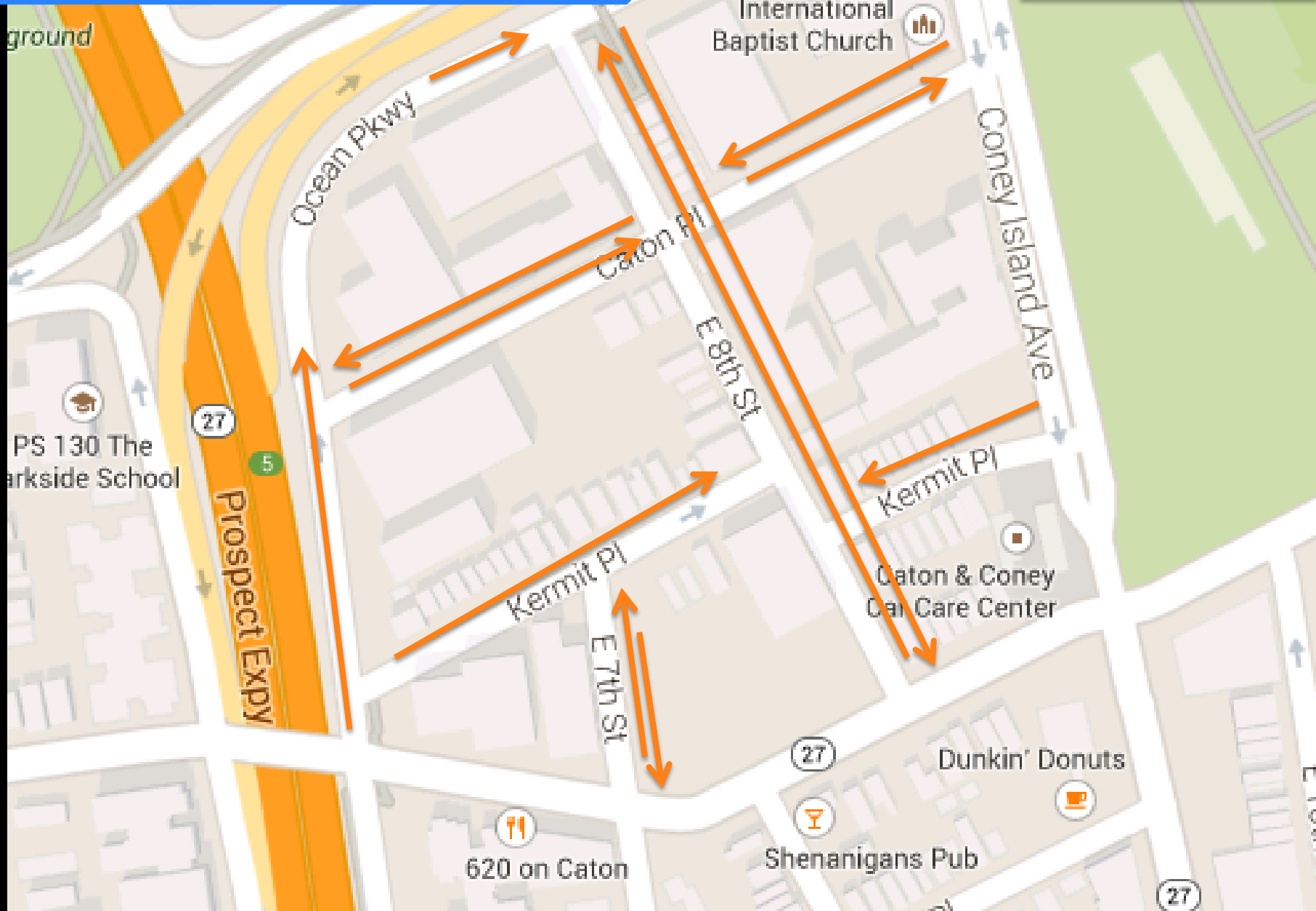
Improves bus operation

Moves right turning vehicles out of travel lane



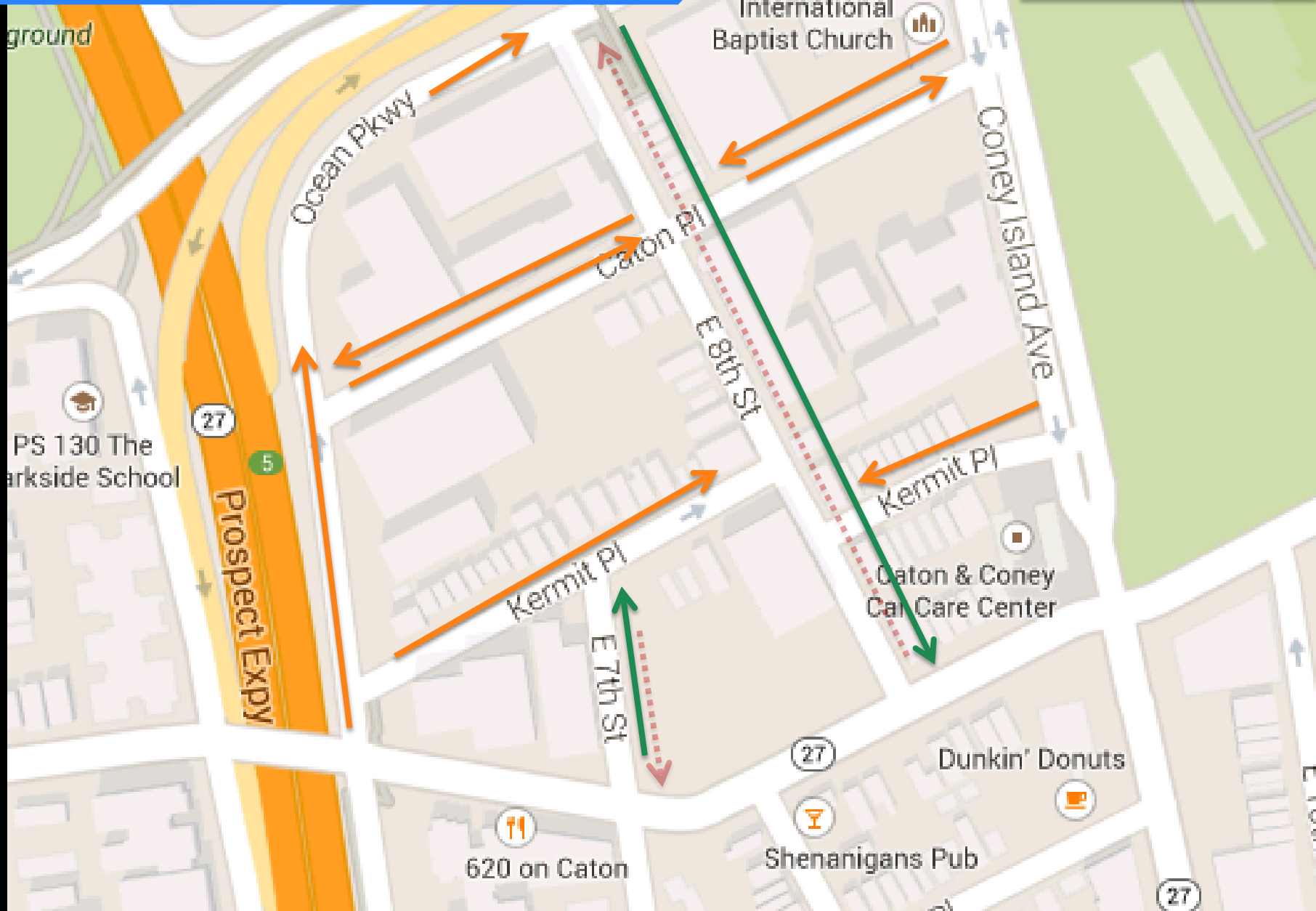
Existing Street Network

- Existing
- Removed
- New Direction



Proposed Street Network

	Existing
	Removed
	New Direction



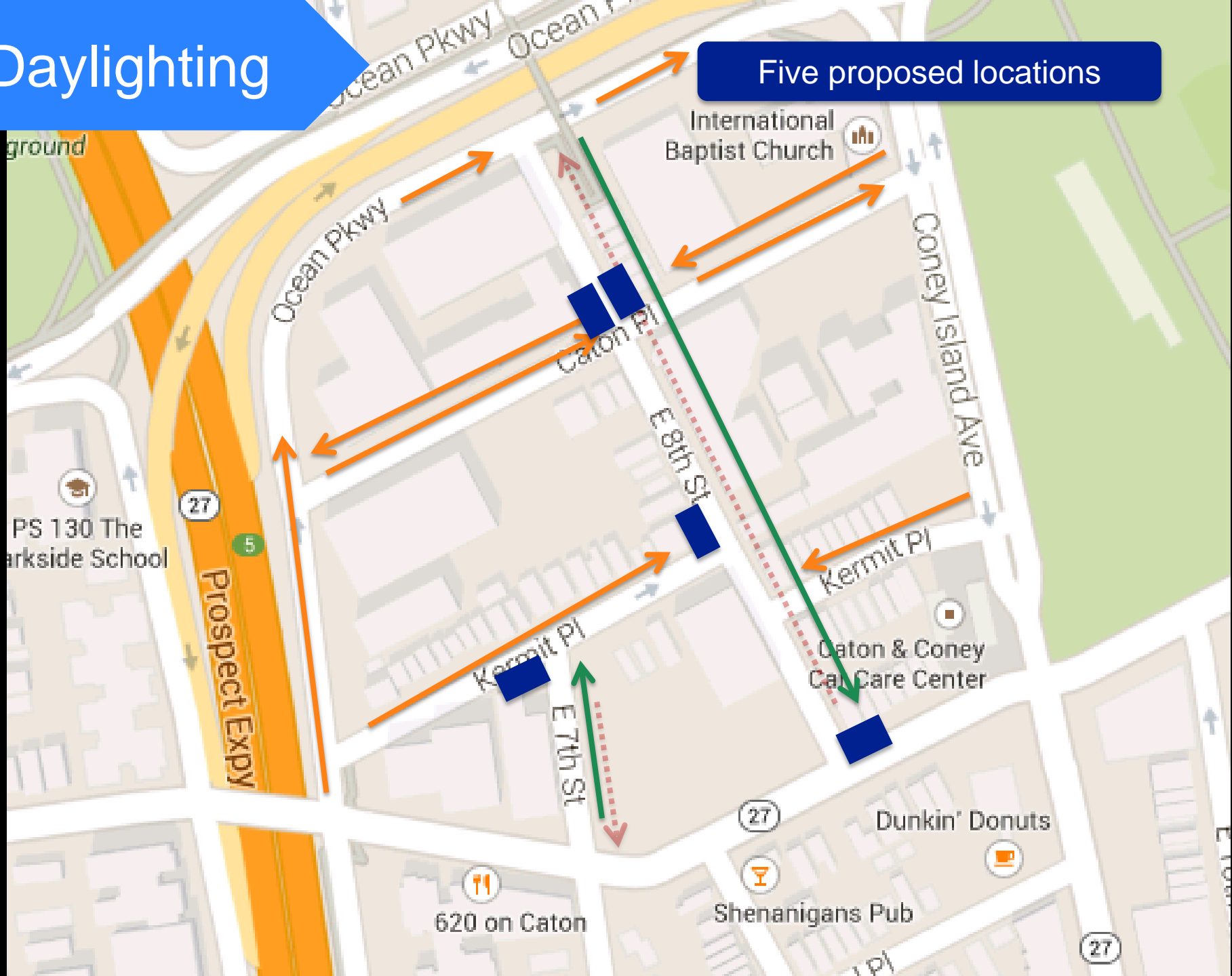
Daylighting



E 7th St at Kermit Pl, looking north

Daylighting

Five proposed locations



Plan Summary



1. Install new pedestrian crosswalks and signals to improve access and safety
2. Add split LPI to reduce pedestrian-vehicle conflict
3. Build three pedestrian islands to shorten crossing distance
4. Convert corridor to one lane with turn bays to improve alignment and reduce speeding
5. Modify street directions in neighborhood to improve mobility and accommodate school activity
6. Daylight five parking spots to improve sight lines
7. Move B16 bus stop to improve bus operation and improve traffic flow

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**Thank
You**