

# Ocean Ave and Parkside Ave

Pedestrian Safety Improvements

2015



# Ocean and Parkside: Existing Conditions

## Background

### Existing configuration

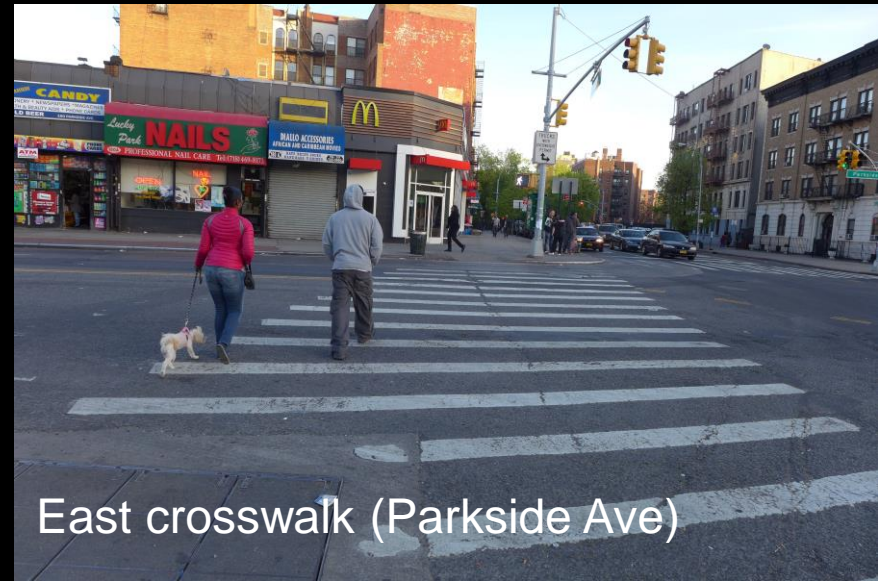
- Ocean Ave: 55 ft. wide street with one travel lane in each direction (2 at rush hours)
- Parkside Ave: 50 ft. wide street with one travel lane in each direction

### Existing Uses

- Subway (Q), Prospect Park, Buses (B12, B16), Retail, Residential
- Ocean Ave is a major North/South arterial
- Parkside Ave carries less traffic east of Flatbush



North crosswalk (Ocean Ave)

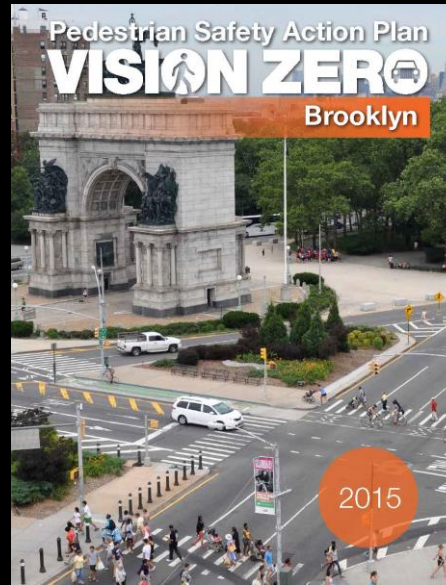


East crosswalk (Parkside Ave)

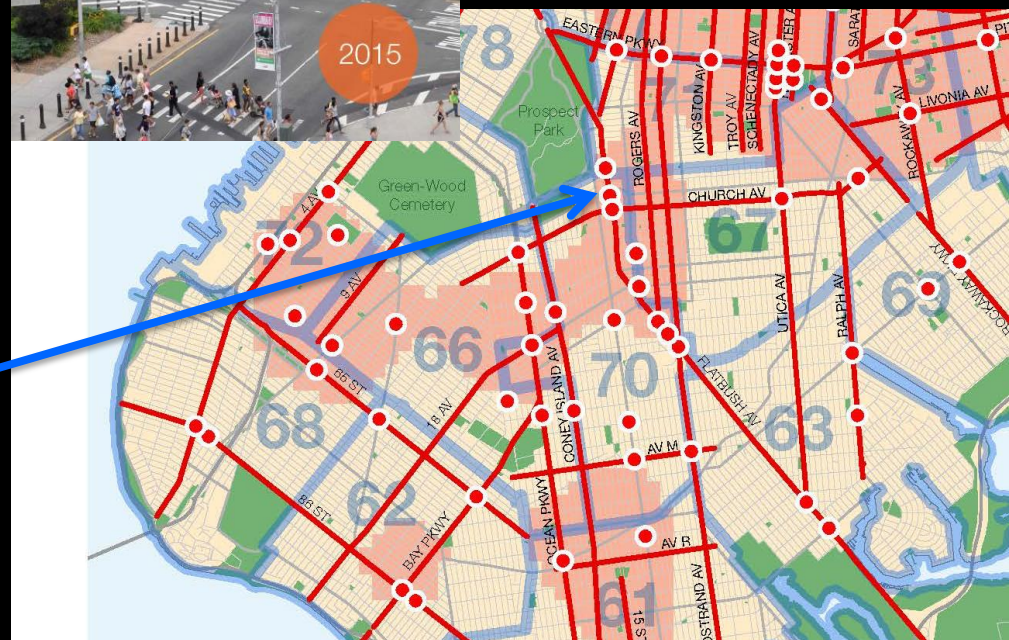
# Why? Vision Zero Priority Area

## Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
- Priority Intersections, Corridors, and Areas identified for each borough
  - Ocean and Parkside is in a Brooklyn Priority Area



## Brooklyn Priority Map



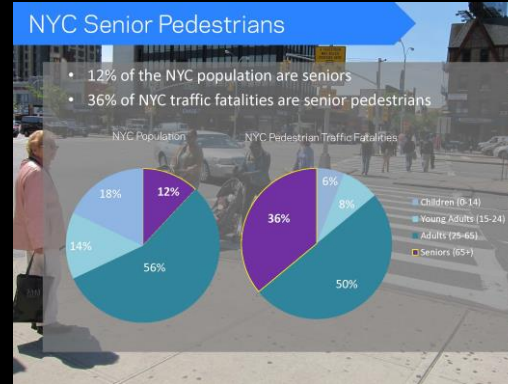
For the complete plan:

<http://www.nyc.gov/html/dot/downloads/pdf/ped-safety-action-plan-brooklyn.pdf>

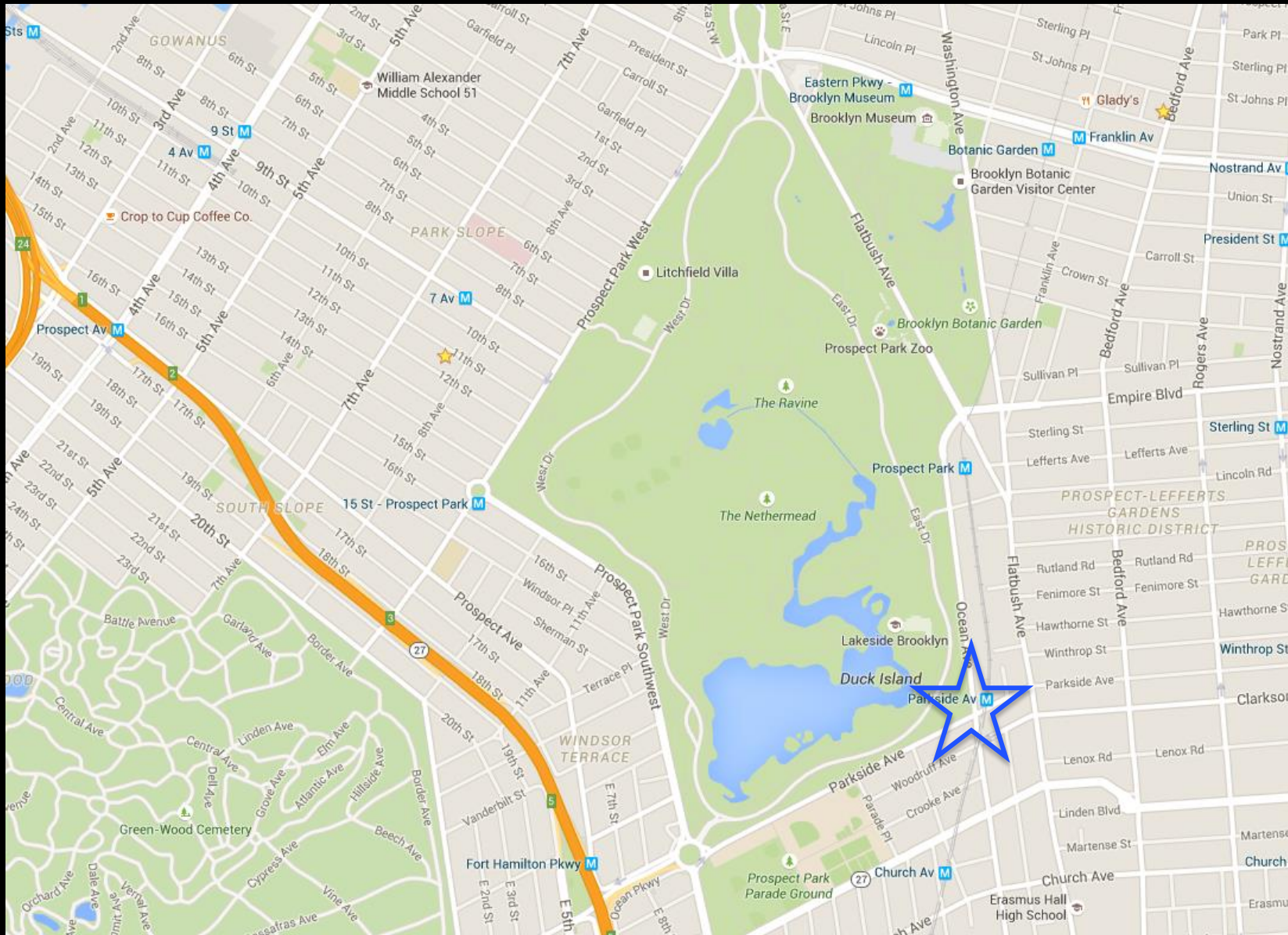
# Why? Senior Pedestrian Focus Area

## Safe Streets for Seniors

- Program created in 2008 to improve safety for pedestrians where senior pedestrian severe injuries and fatalities cluster
- 12% of NYC population are seniors, while 36% of NYC traffic fatalities are senior pedestrians
- Flatbush Senior Pedestrian Focus Area designated in 2012
  - Ocean and Parkside is in the focus area



# Location: Turning vehicles, at Subway and Park



# Ocean and Parkside: 2012 Project

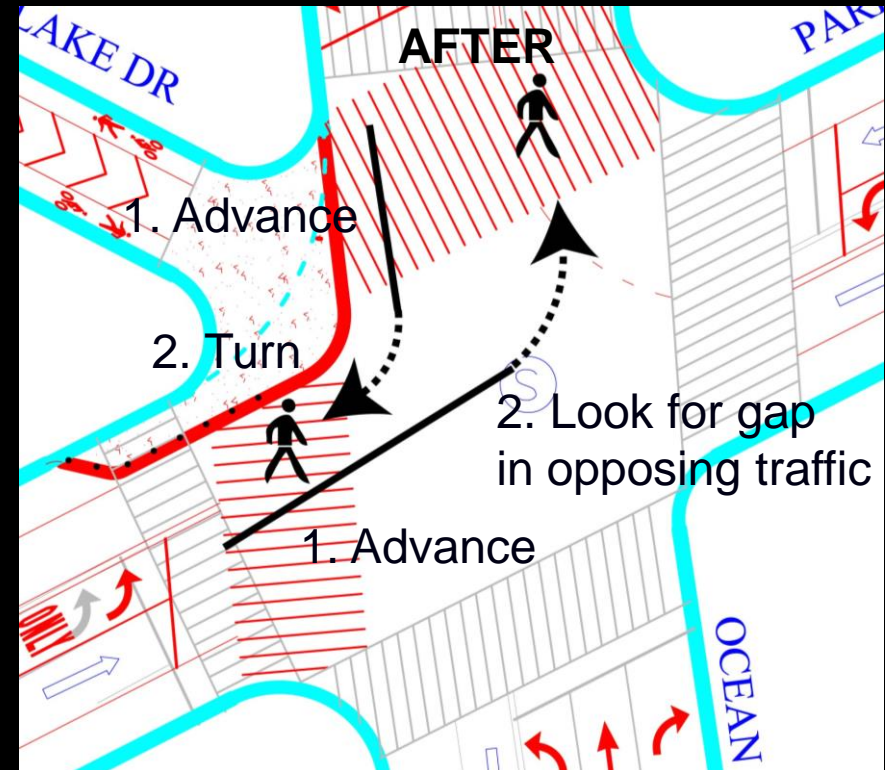


BEFORE



AFTER

# Ocean and Parkside: 2012 Project

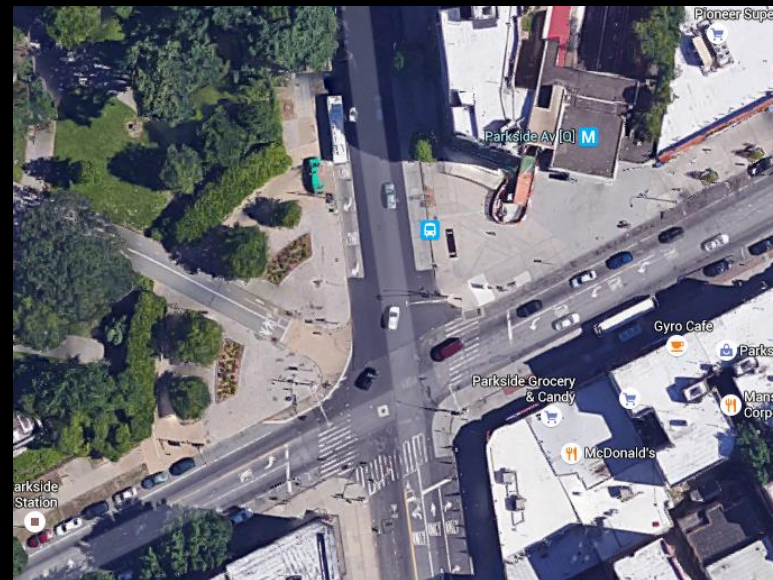


## RESULTS

- Tightened intersection, slowed turns
- Converted Prospect Park entrance to bike and pedestrian
- **88% Reduction in Motor Vehicle Occupant Injuries**
- **Pedestrian injuries remained about the same**

# Need: Why Ocean and Parkside?

- **Vision Zero Priority**
  - Ocean and Parkside Ave is in a Priority Area
  - 102 injuries (2009-2013):
    - 4 Severe injuries (1 pedestrian)
    - 22 pedestrian injuries
    - 74 motor vehicle occupant injuries



2012  
Project

Crashes with Injuries	'09-'10	'10-'11	'11-'12	'12-'13	'13-'14
Motor Vehicle Occupant	15	11	13	2	1
Pedestrian	6	5	6	6	5



# Need: Why Ocean and Parkside?

- **Failure to Yield Crashes**
  - Of the total pedestrian crashes from 2009-2013, 68.8% were crossing with the signal
    - This is 28% above the borough average
- **Turning drivers conflict with pedestrians crossing**
  - Eastbound left and southbound right are the heaviest turns
  - Other left turns are low volume
  - 54% of crashes occur during PM rush hours (3pm-9pm)

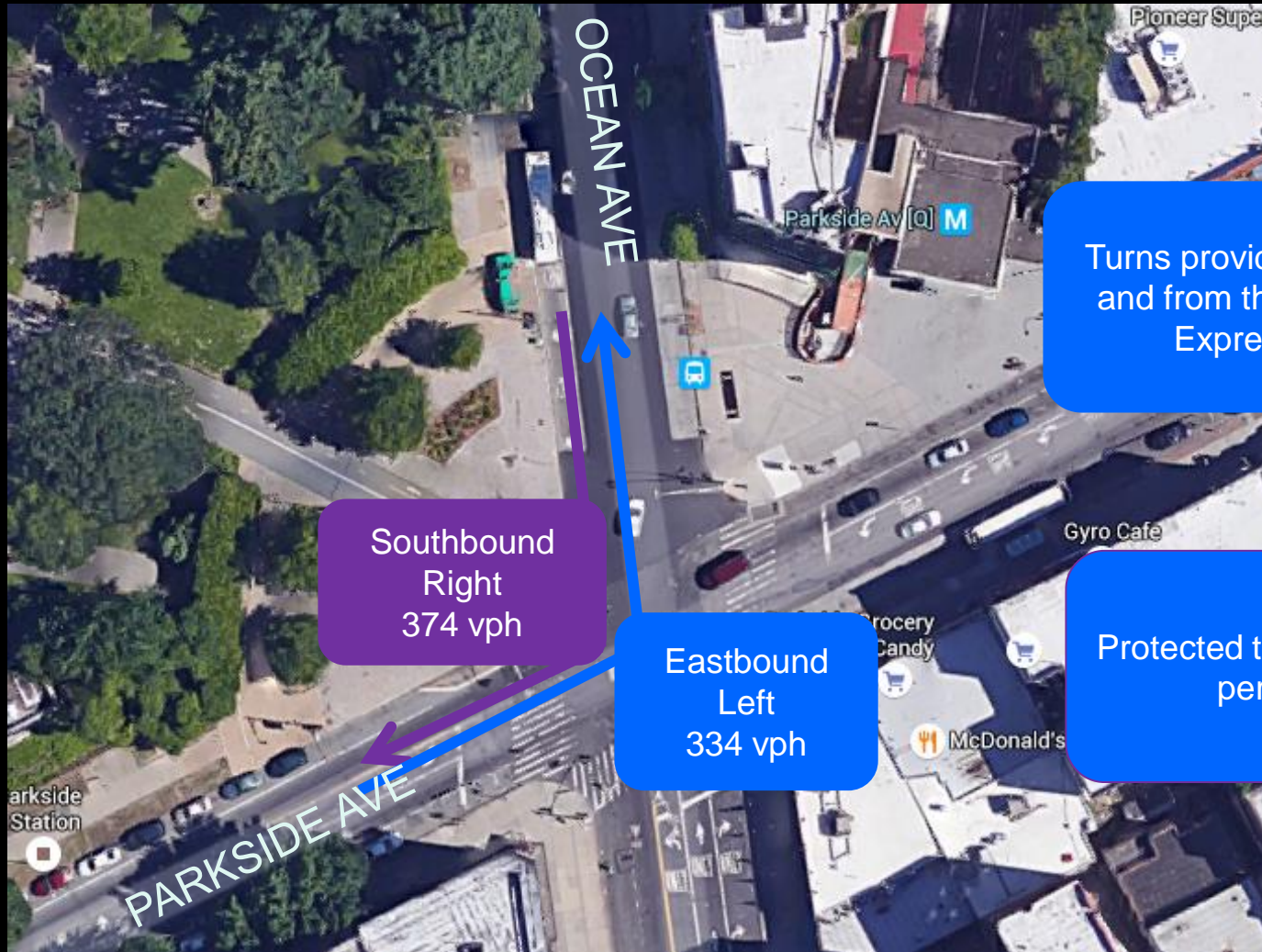


# Need: Why Ocean and Parkside?

- **Turners conflict with pedestrians**
  - 62.5% are left turn or right angle related
  - 30% are in the north crosswalk (between the Q subway station and Prospect Park)



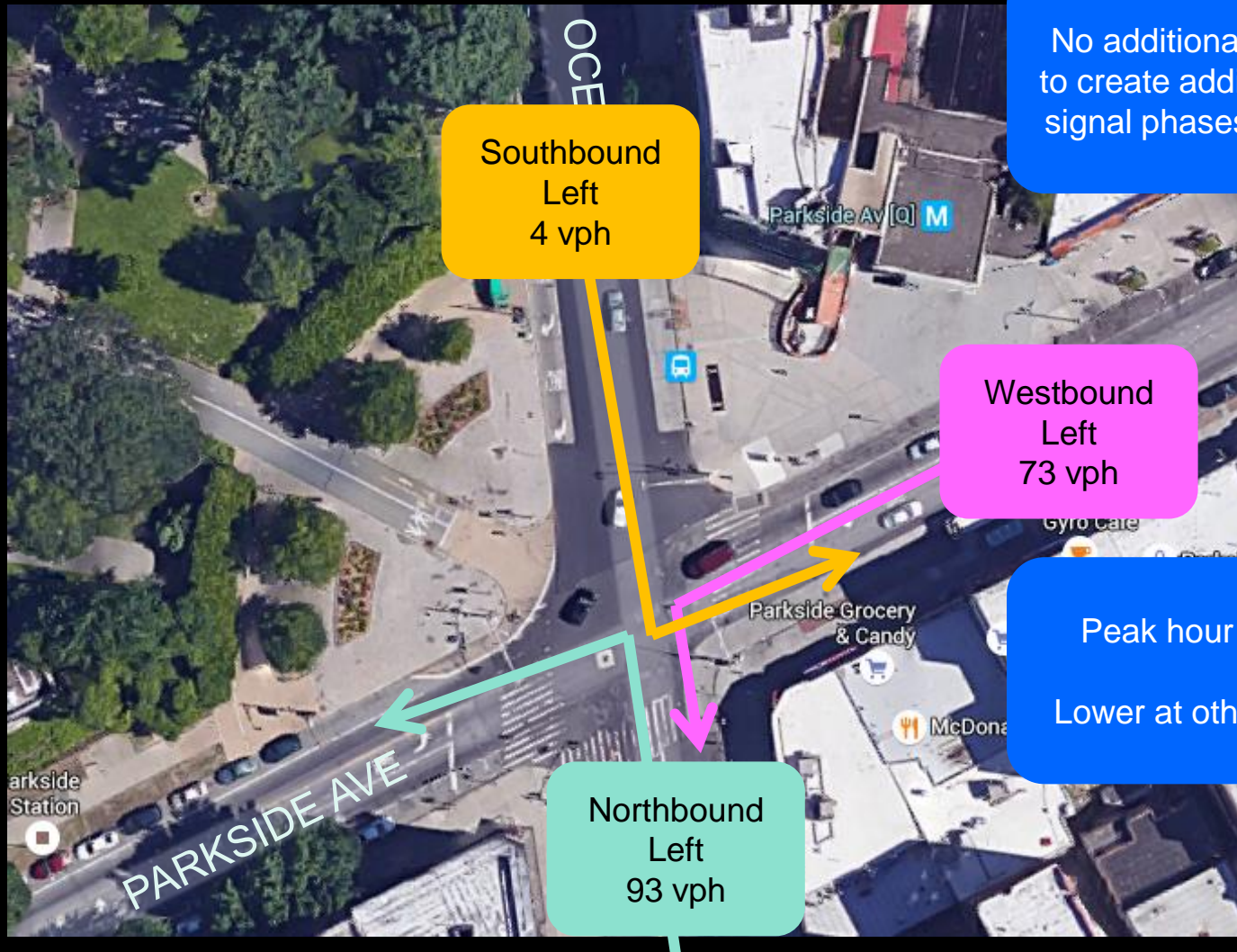
# Issue: High Turn Volumes around Park



Turns provide access to and from the Prospect Expressway

Protected turn phase and permitted

# Issue: Lower volume left turns add conflicts



No additional time available to create additional protected signal phases for other turns

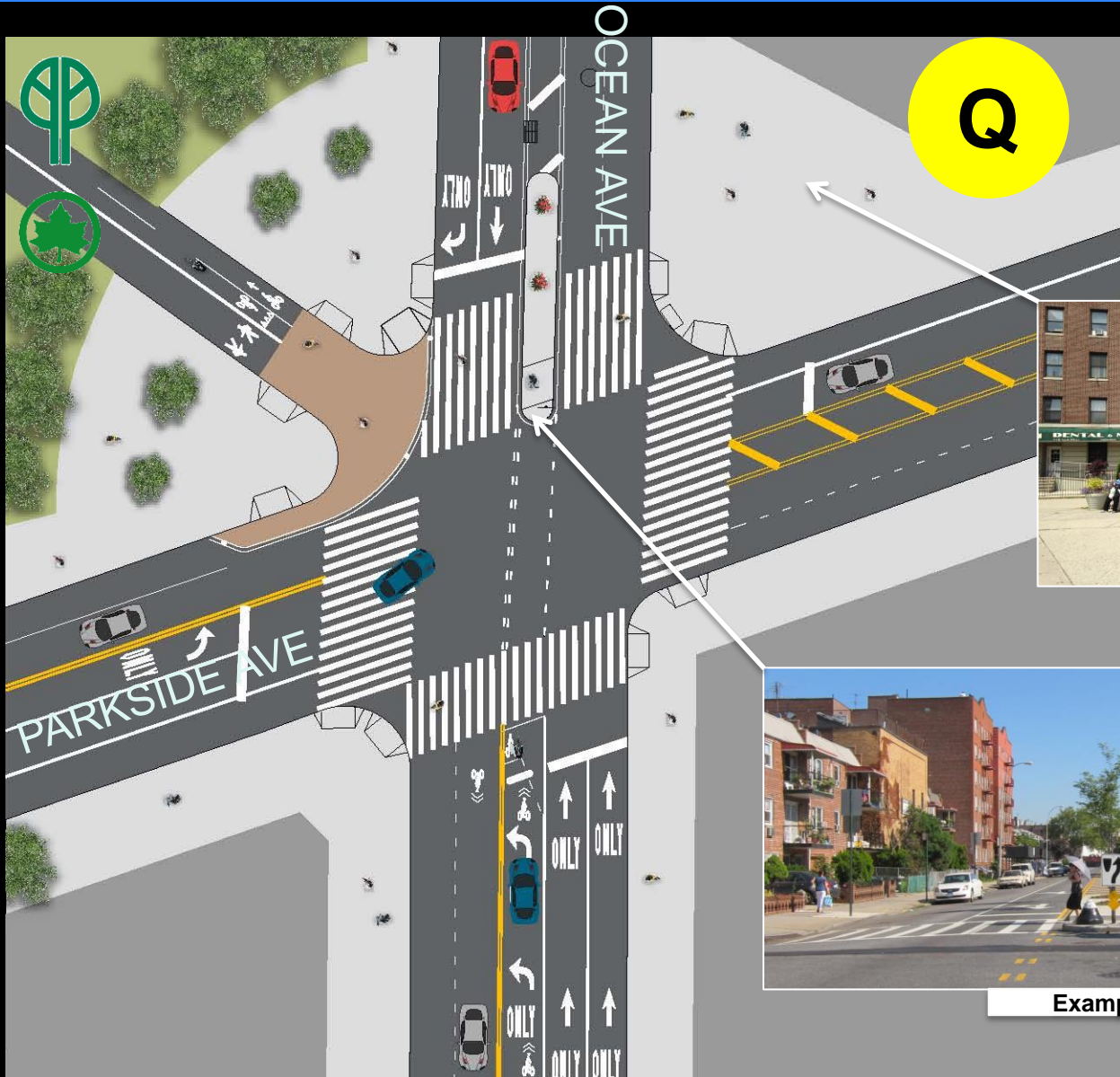
Westbound Left 73 vph

Peak hour 5:30-6:30pm  
Lower at other times of day

Northbound Left 93 vph

Southbound Left 4 vph

# Proposal: Pedestrian Island in North Crosswalk

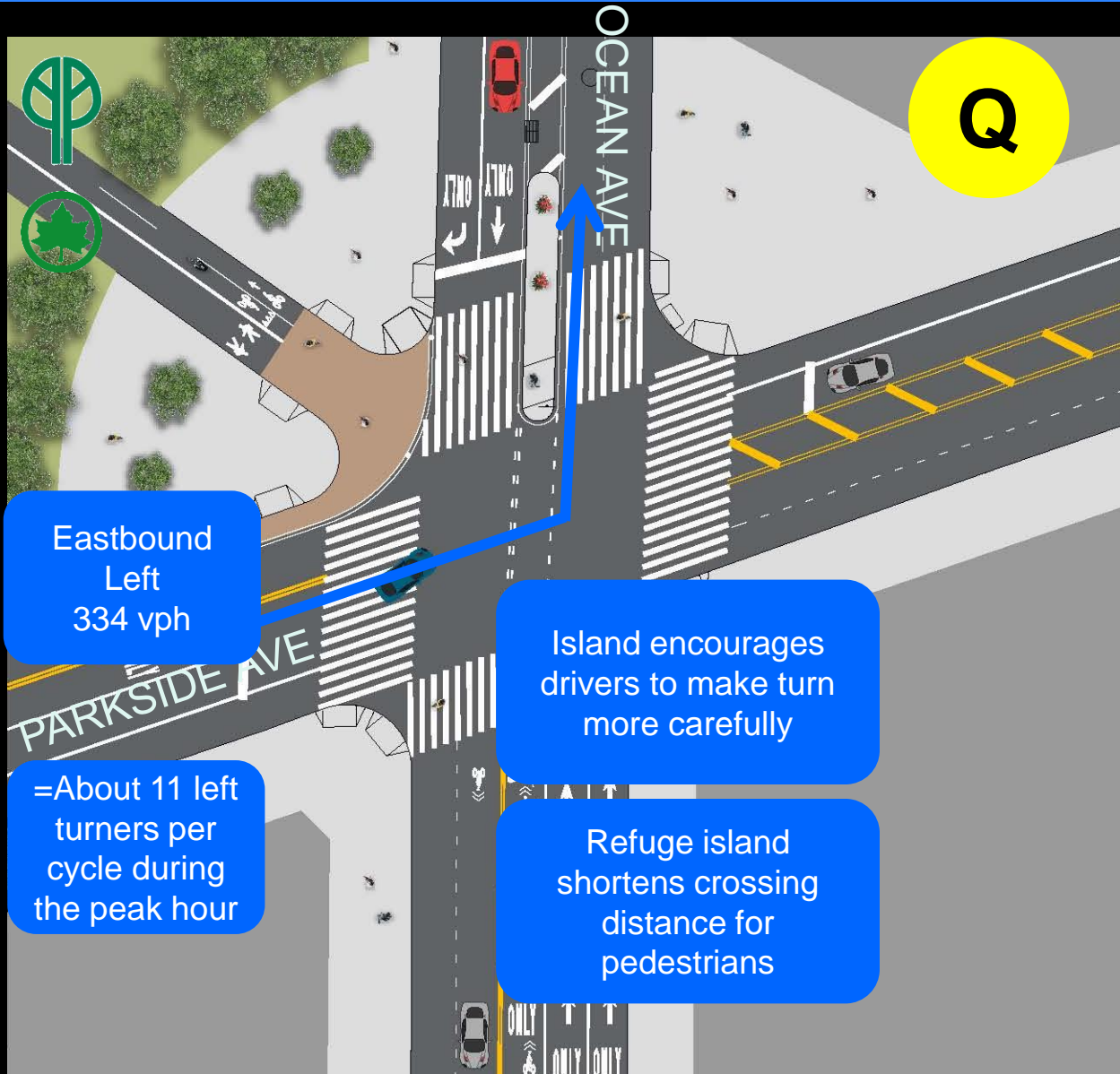


New Plaza



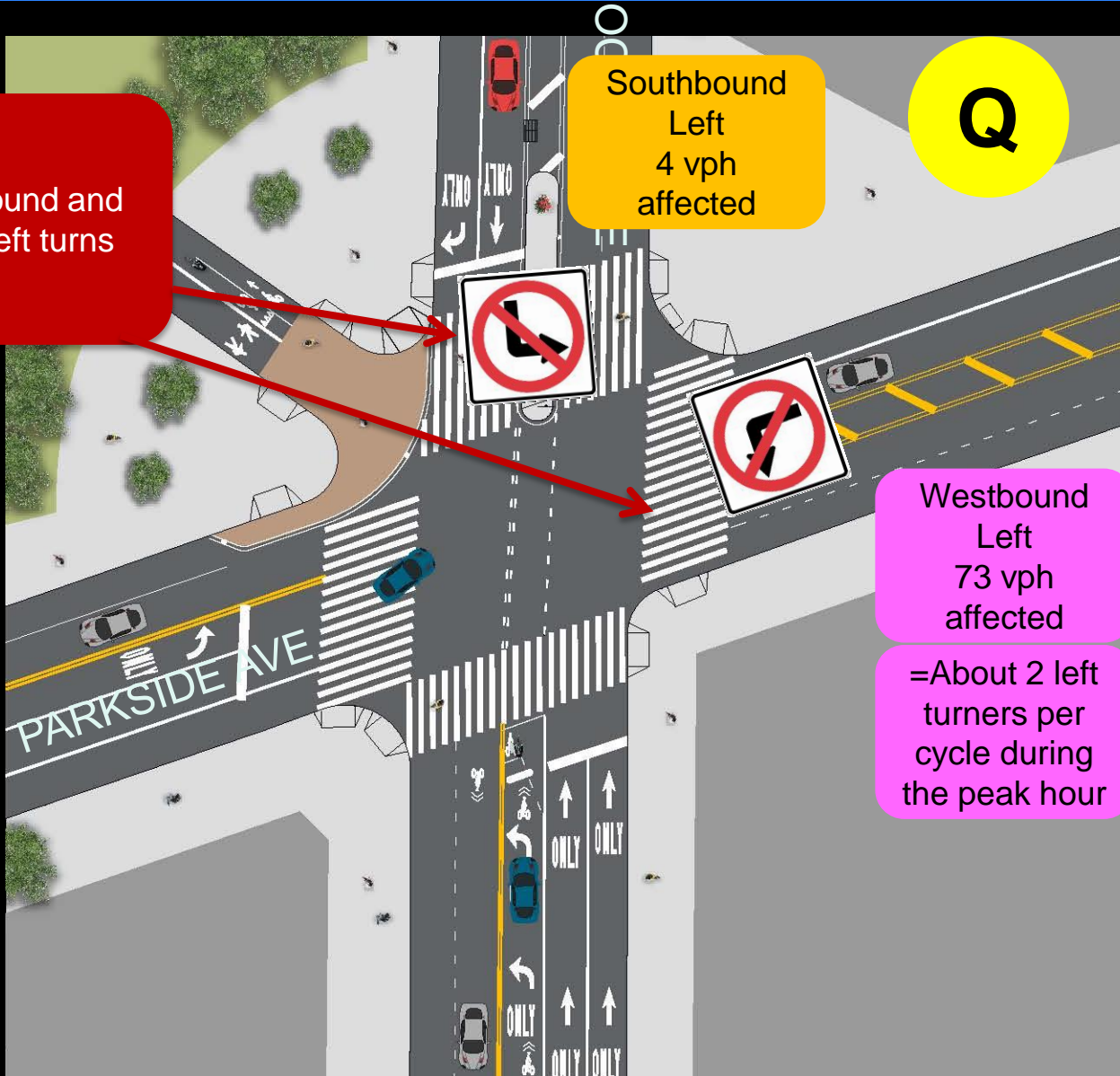
Example: W 6<sup>th</sup> St & Ave O

# Proposal: Pedestrian Island in North Crosswalk



# Proposal: 2 left turn bans

Ban southbound and westbound left turns



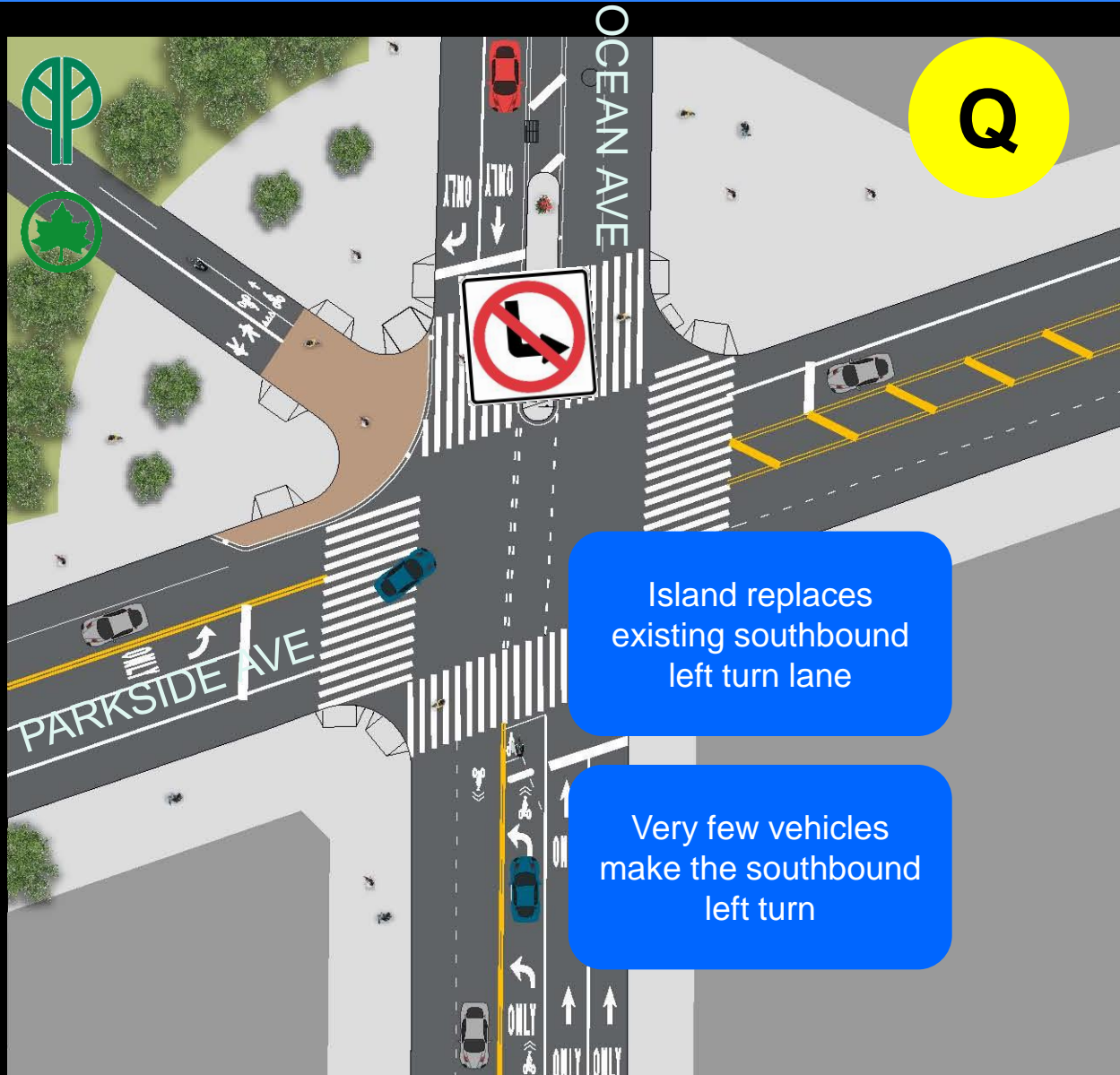
Southbound  
Left  
4 vph  
affected

Q

Westbound  
Left  
73 vph  
affected

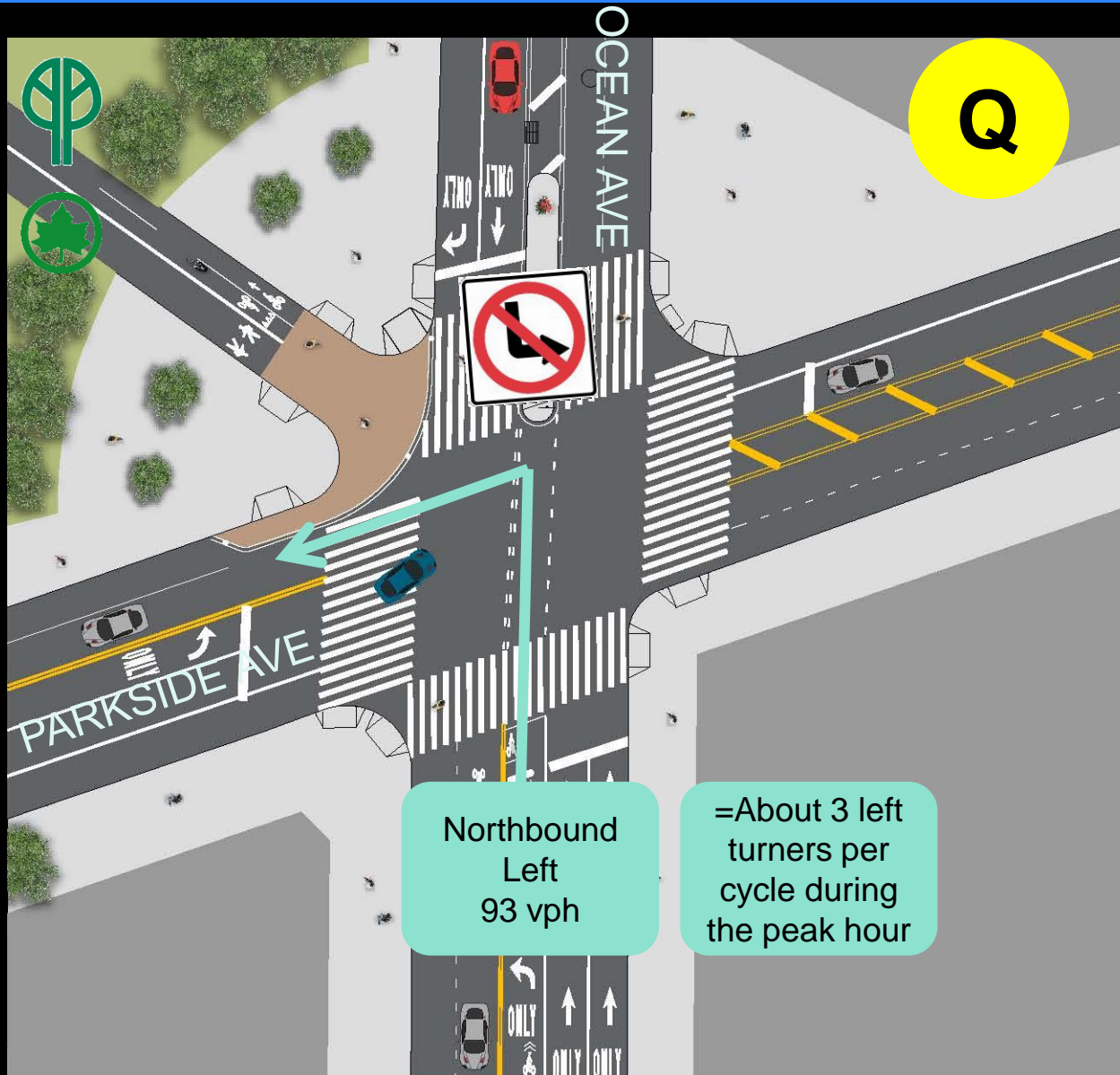
=About 2 left  
turners per  
cycle during  
the peak hour

# Proposal: Southbound left turn ban

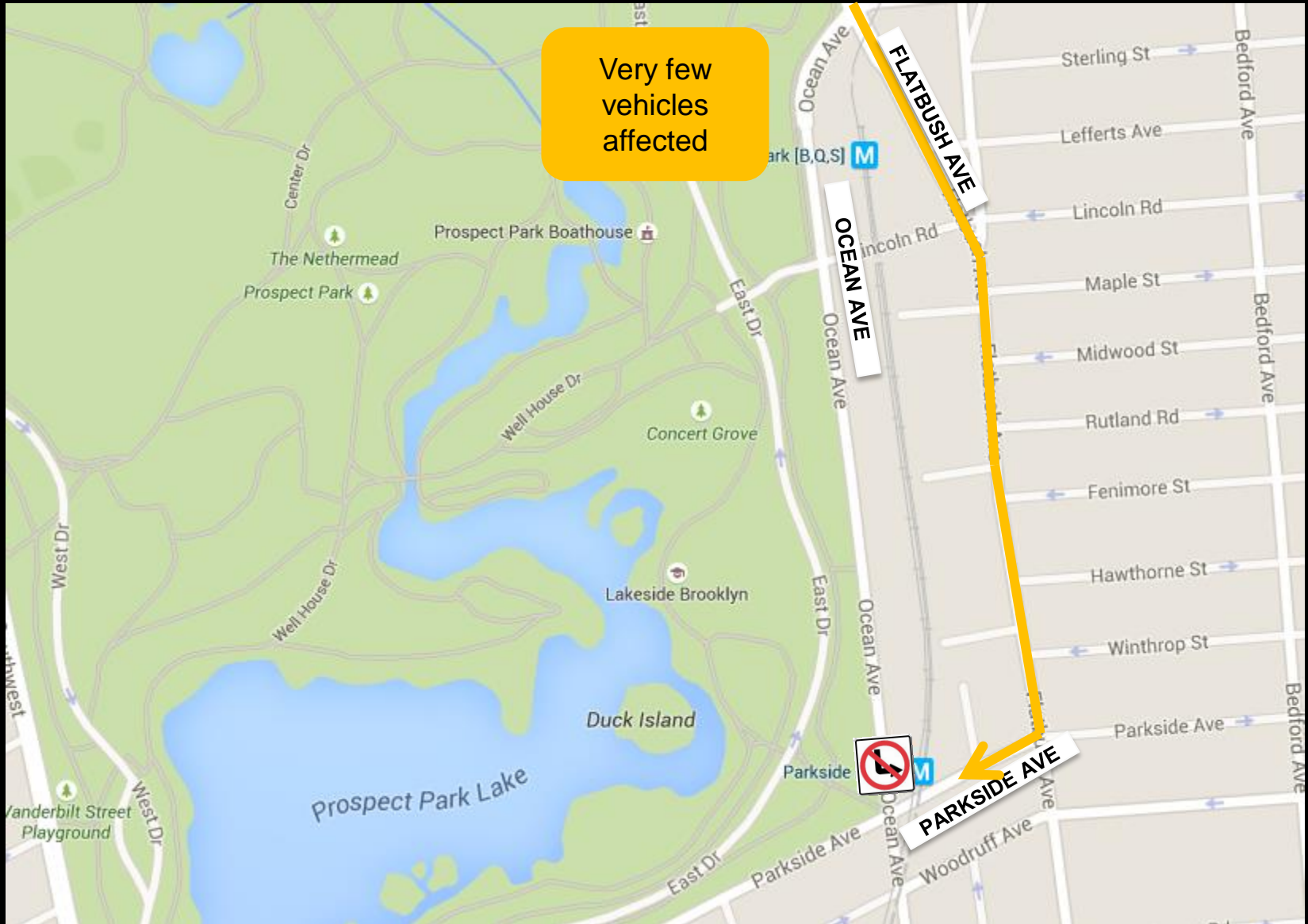




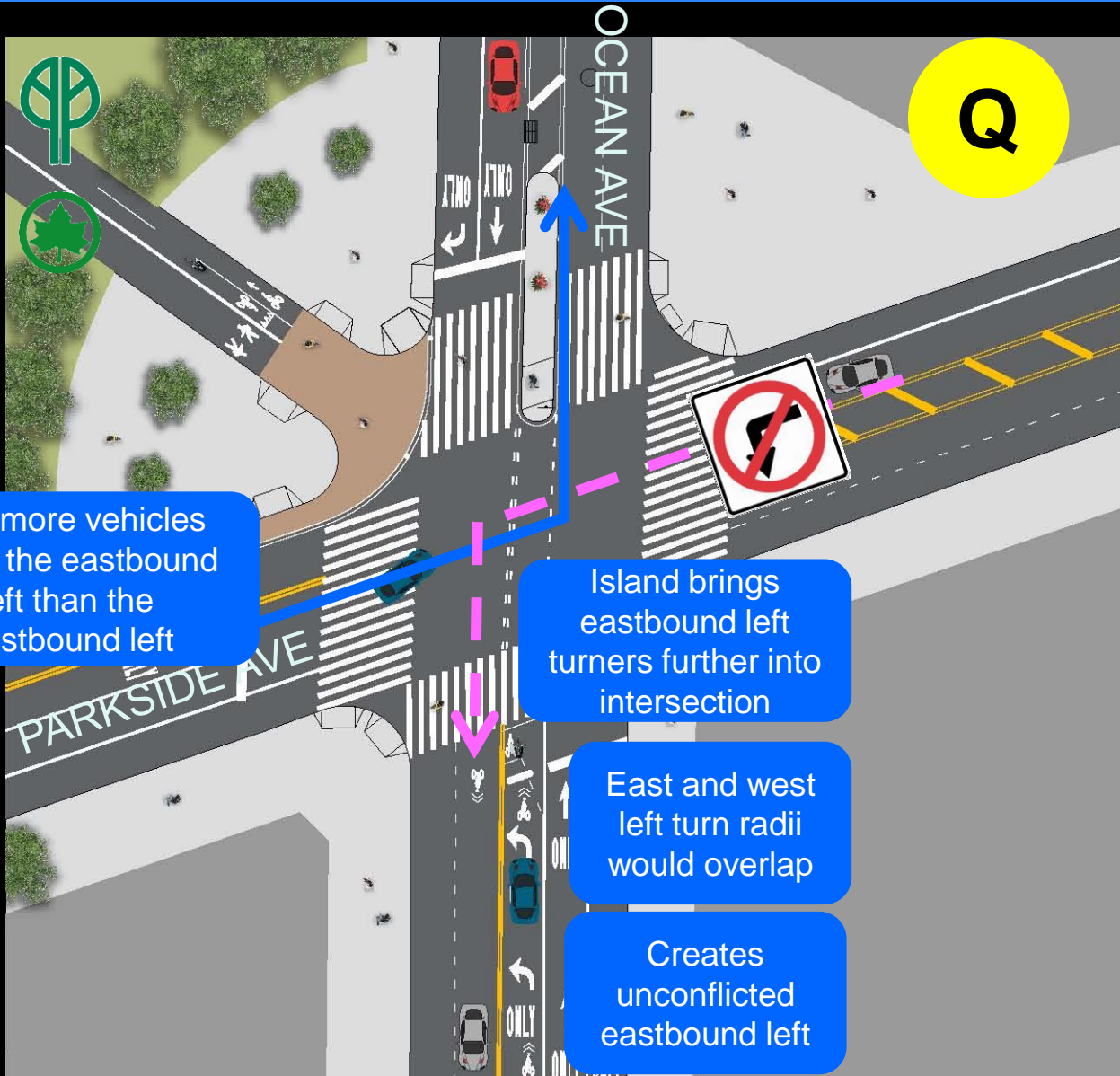
# Creates easier northbound left turn



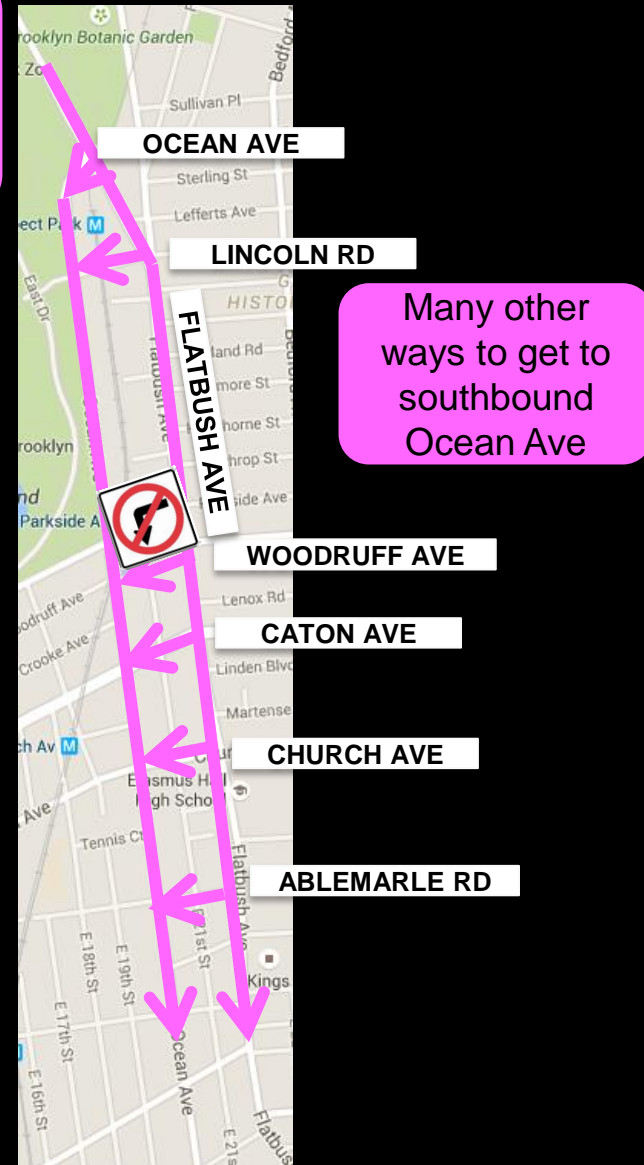
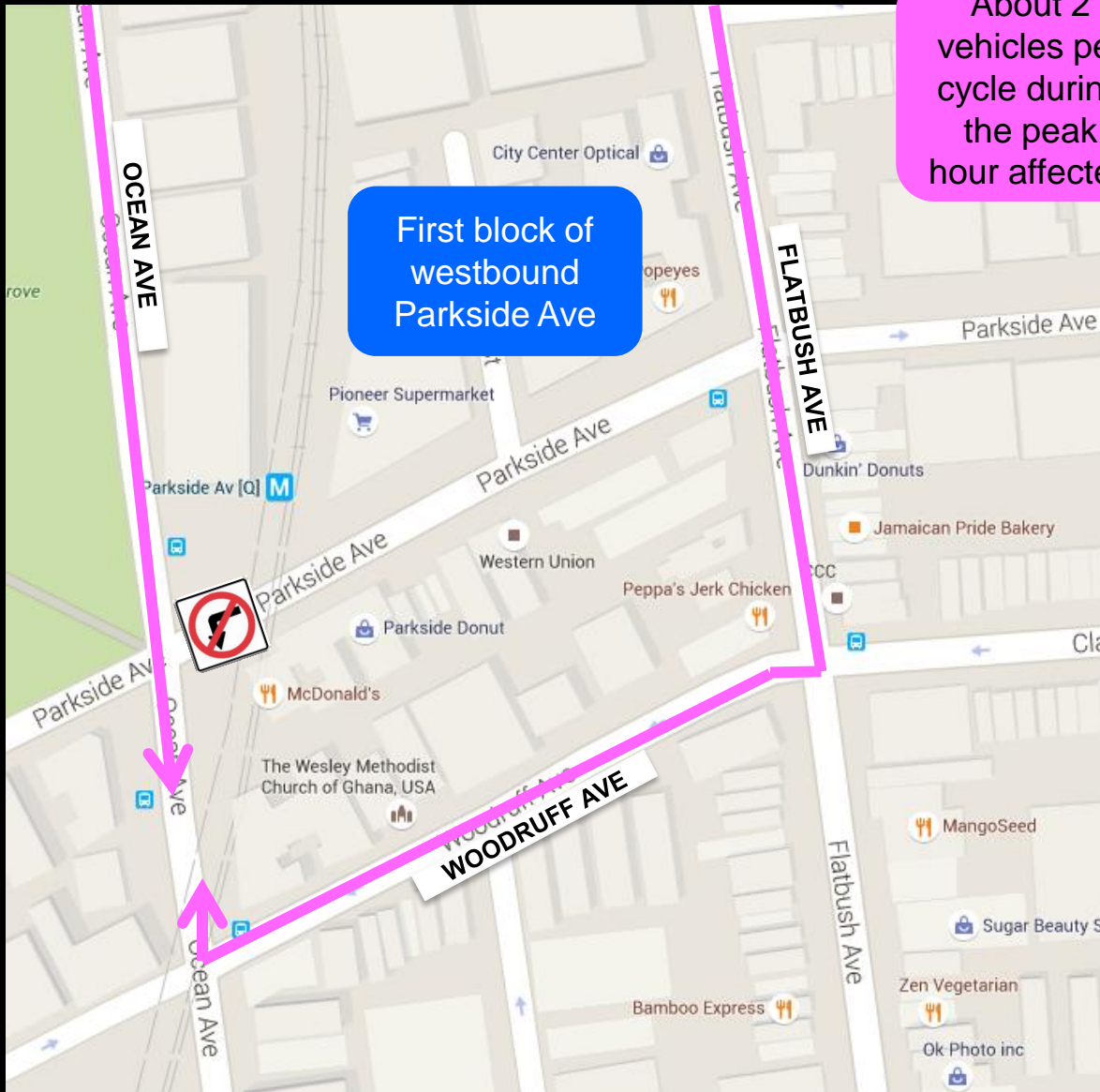
# Alternate routes for southbound left turn ban



# Proposal: Westbound left turn ban



# Alternate routes for westbound left turn ban



# Benefits of Proposal

## Benefits

- **Improves pedestrian safety**
  - Encourages more careful turns through the north crosswalk, between the Subway Station and Prospect Park
  - Left turn bans reduce conflicts with pedestrians in the north and east crosswalks
- **Reduces Crashes**
  - Pedestrian islands have been shown to reduce pedestrian crashes by 46% and motor vehicle crashes by up to 39% (US FHWA 2011)
- **Simplifies Intersection**
  - Fewer conflicts for drivers making turns around the park
  - Fewer turns make it safer to cross between subway, buses, and park
- **No Parking loss**



Questions?

Thank  
You