

Caton Avenue

Pedestrian Safety Improvements

2015



Project Area



Crash Data

Total
Injuries
2009-2013

41

4

4

* 10

5

29

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

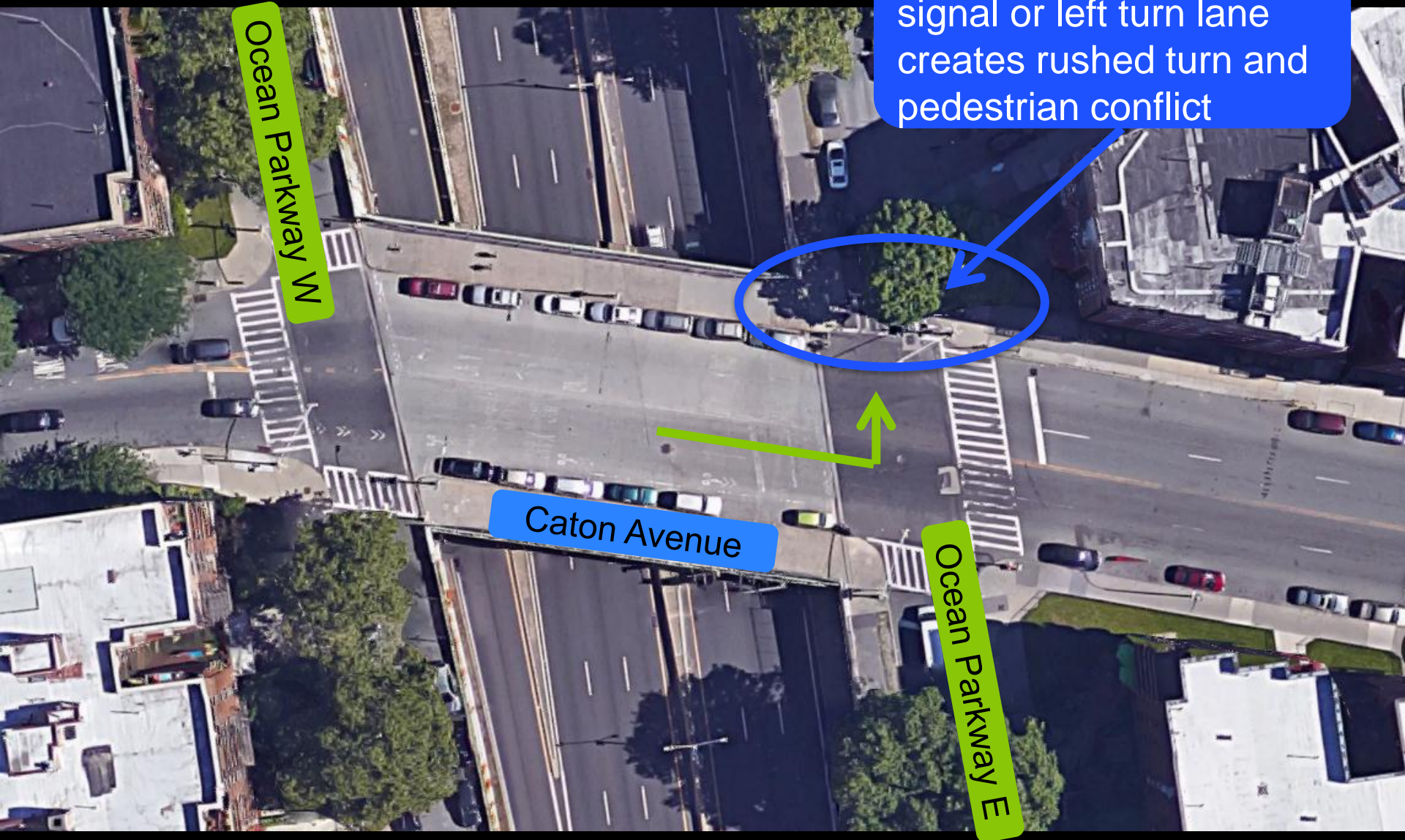
Existing Issues

- 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

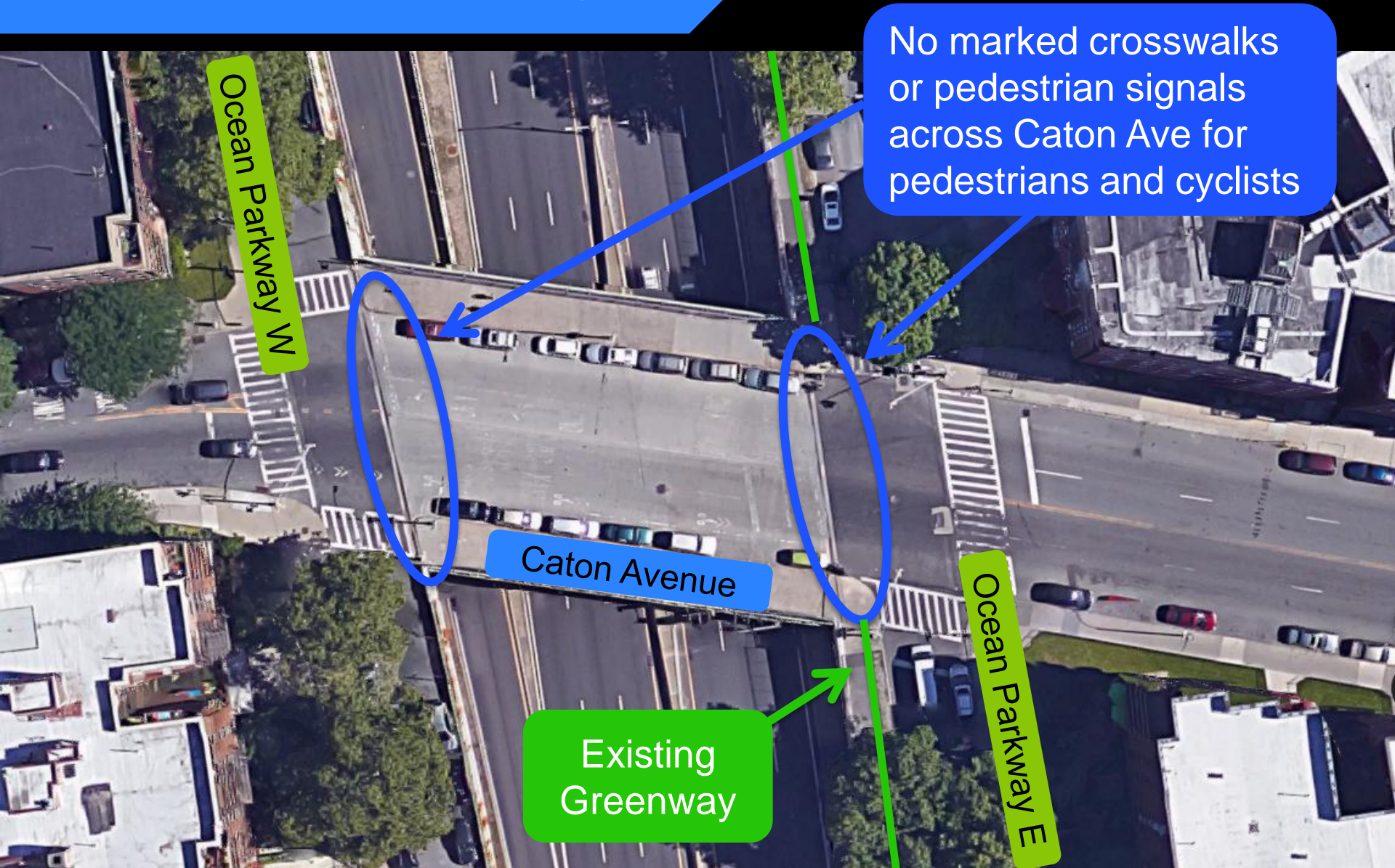
Pedestrian Conflicts

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



Caton Ave at Ocean Pkwy E looking north

Pedestrian Crossings



Pedestrian Crossings

No marked crosswalks
or pedestrian signals
across Caton Ave



Caton Ave at Ocean Pkwy E looking north

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



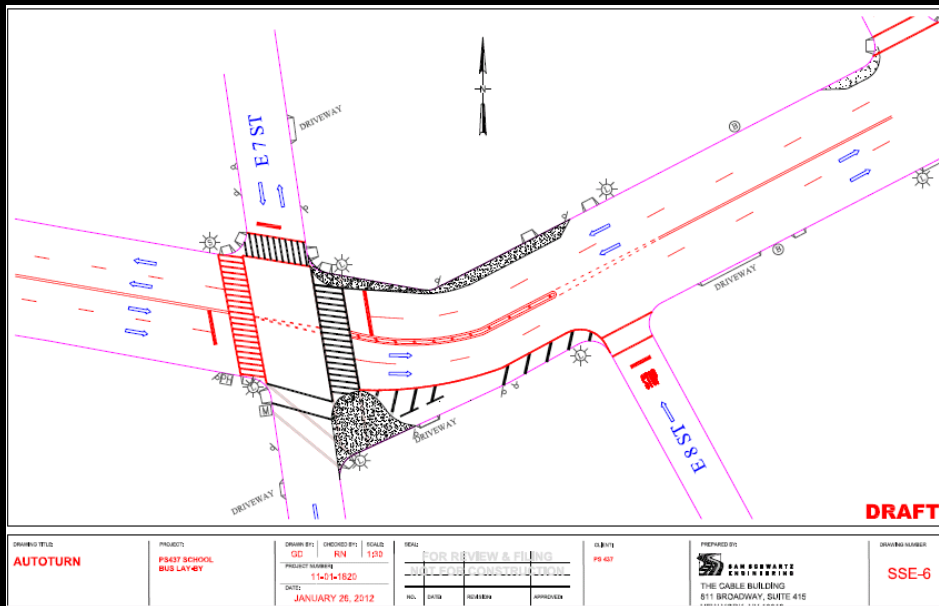
Caton Ave at E 7th St looking west
(pre-construction)

Proposed Plan



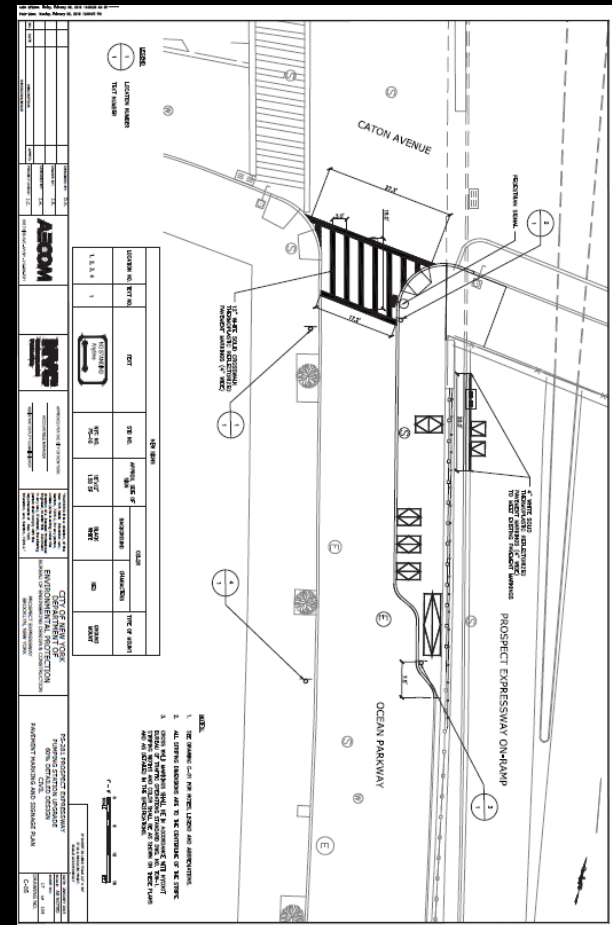
Additional Area Improvements

SCA Construction



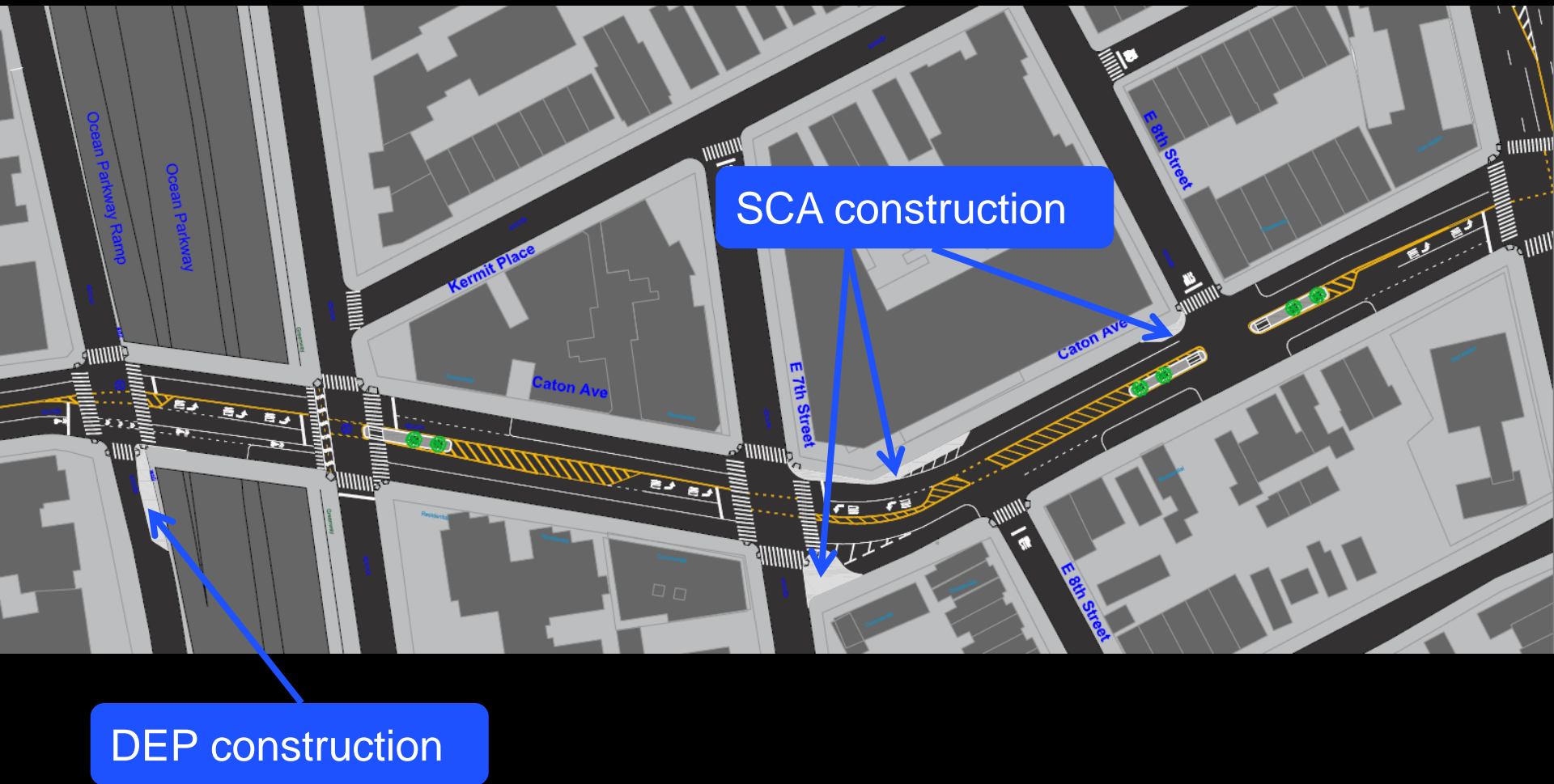
Completed Summer 2015

DDC Construction

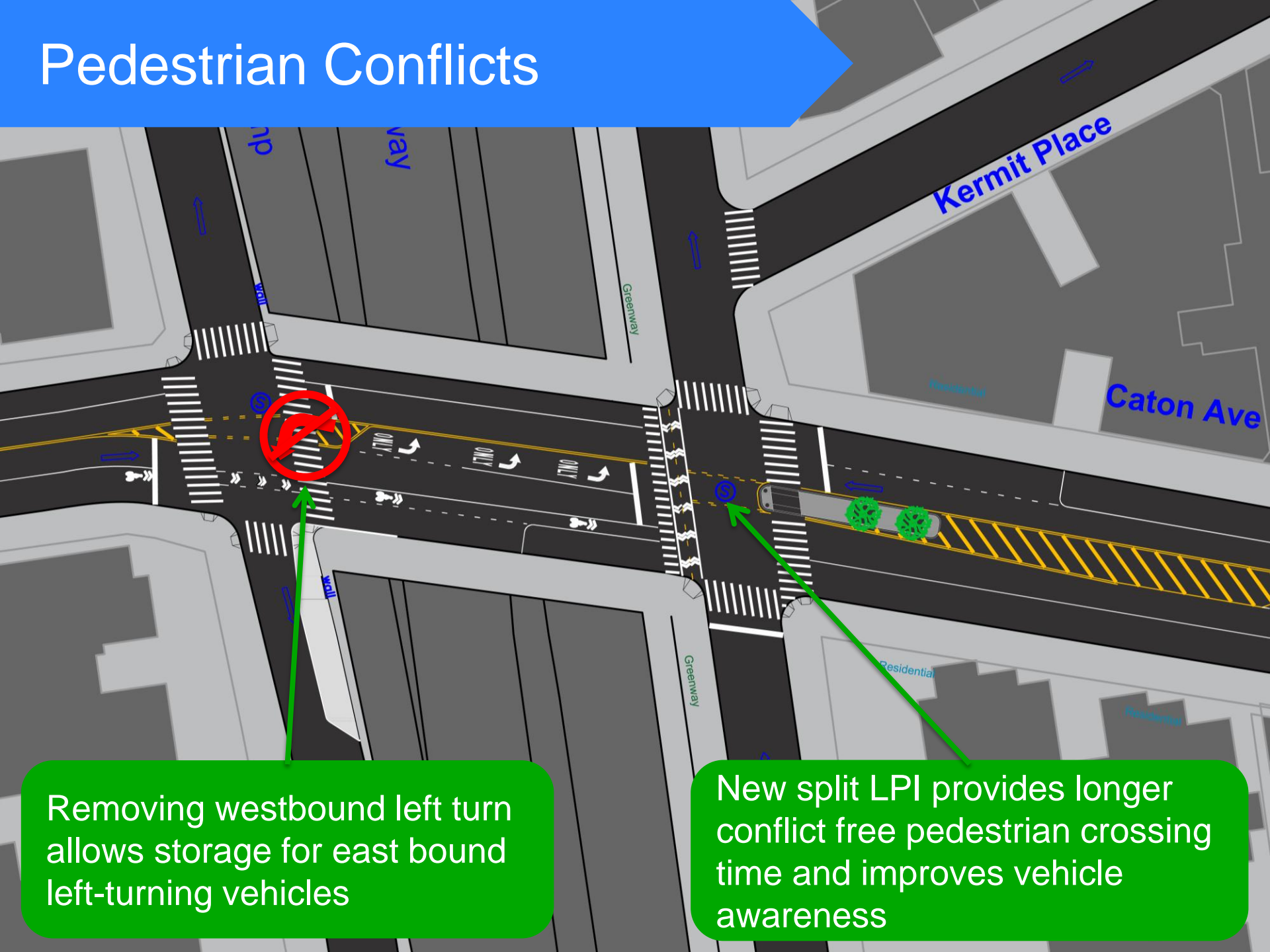


Est. 2017 completion

Proposed Plan



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:

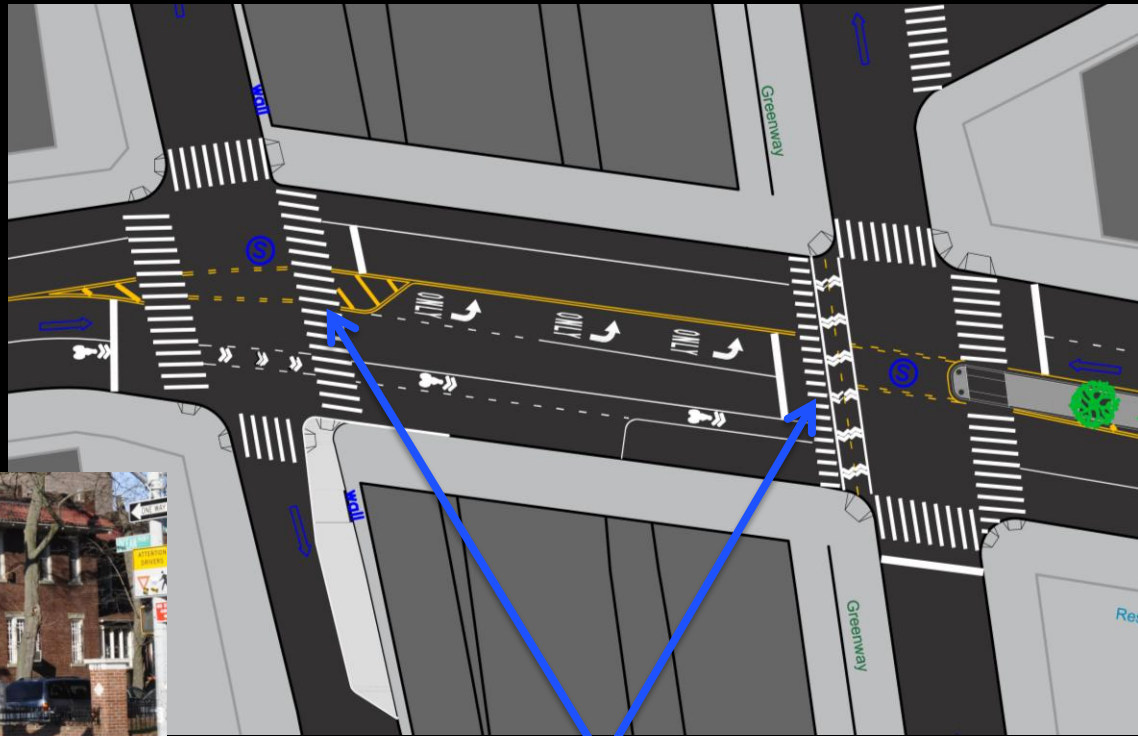
- Left turns released with flashing yellow arrow
- Thru movement continues
- Pedestrians continue to cross



Pedestrian Crossings



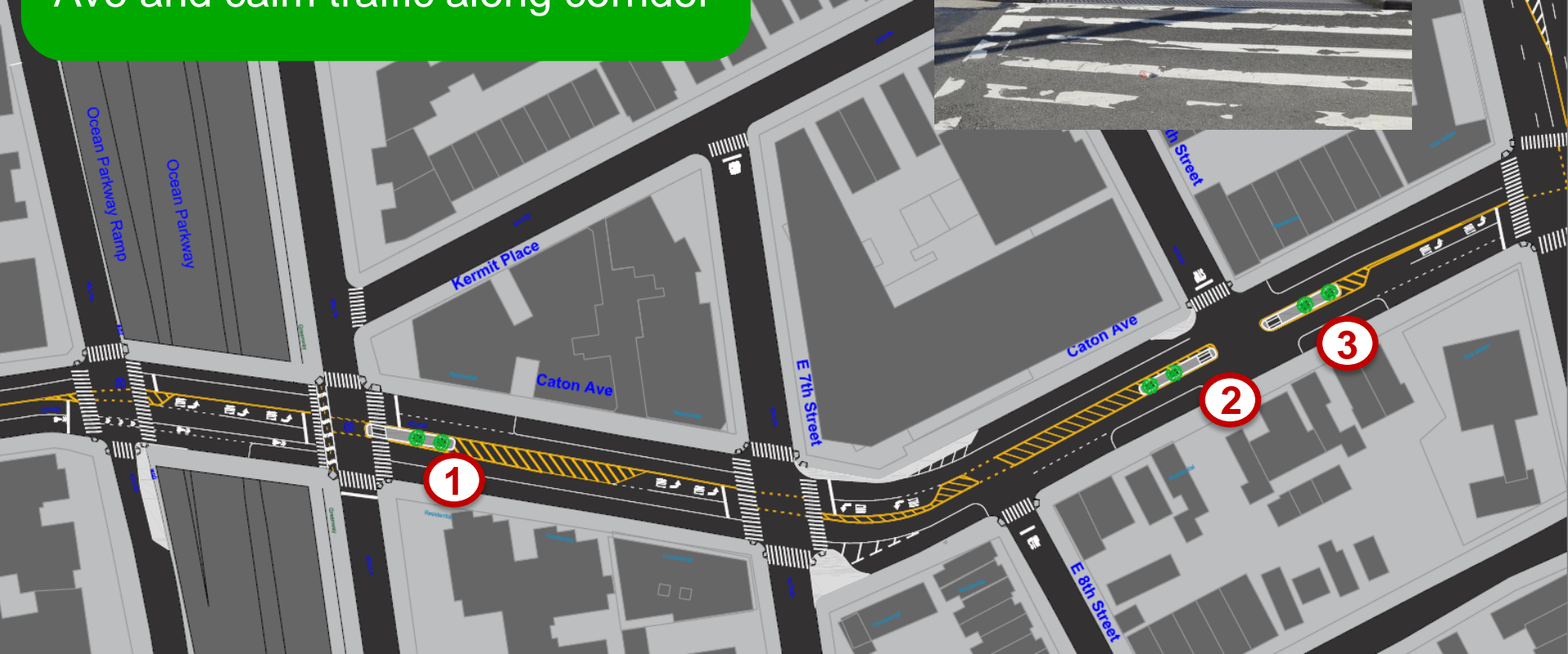
Caton Ave at Ocean Pkwy E looking north



New crosswalks and pedestrian signals provide safe, visible crossings

Pedestrian Islands

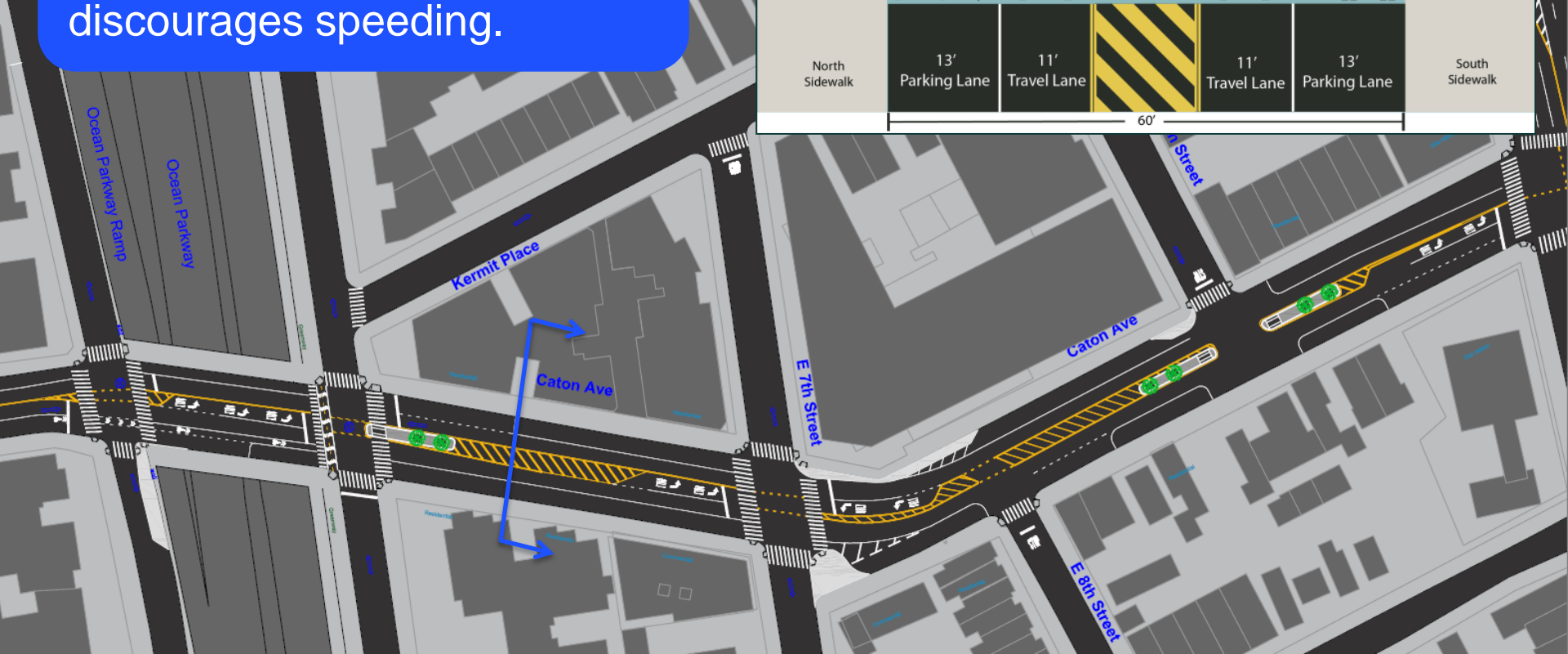
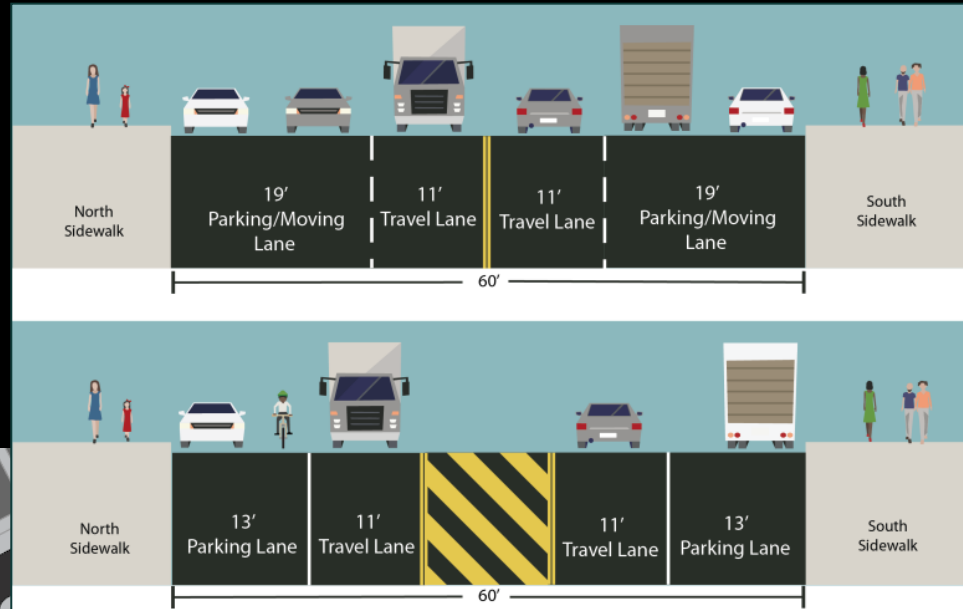
Three new pedestrian islands shorten crossings across Caton Ave and calm traffic along corridor



Corridor Alignment

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

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

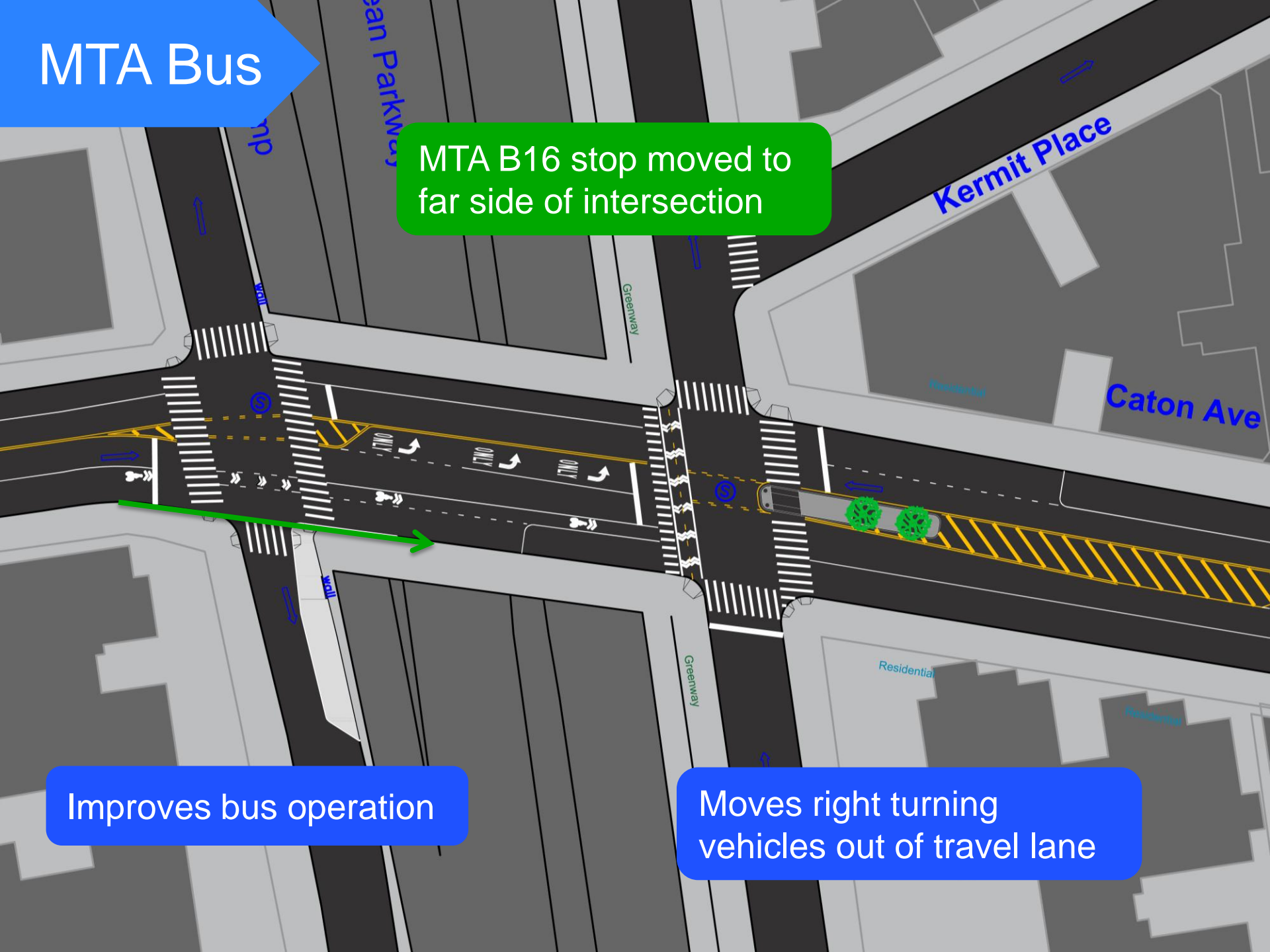


MTA Bus

MTA B16 stop moved to far side of intersection

Improves bus operation

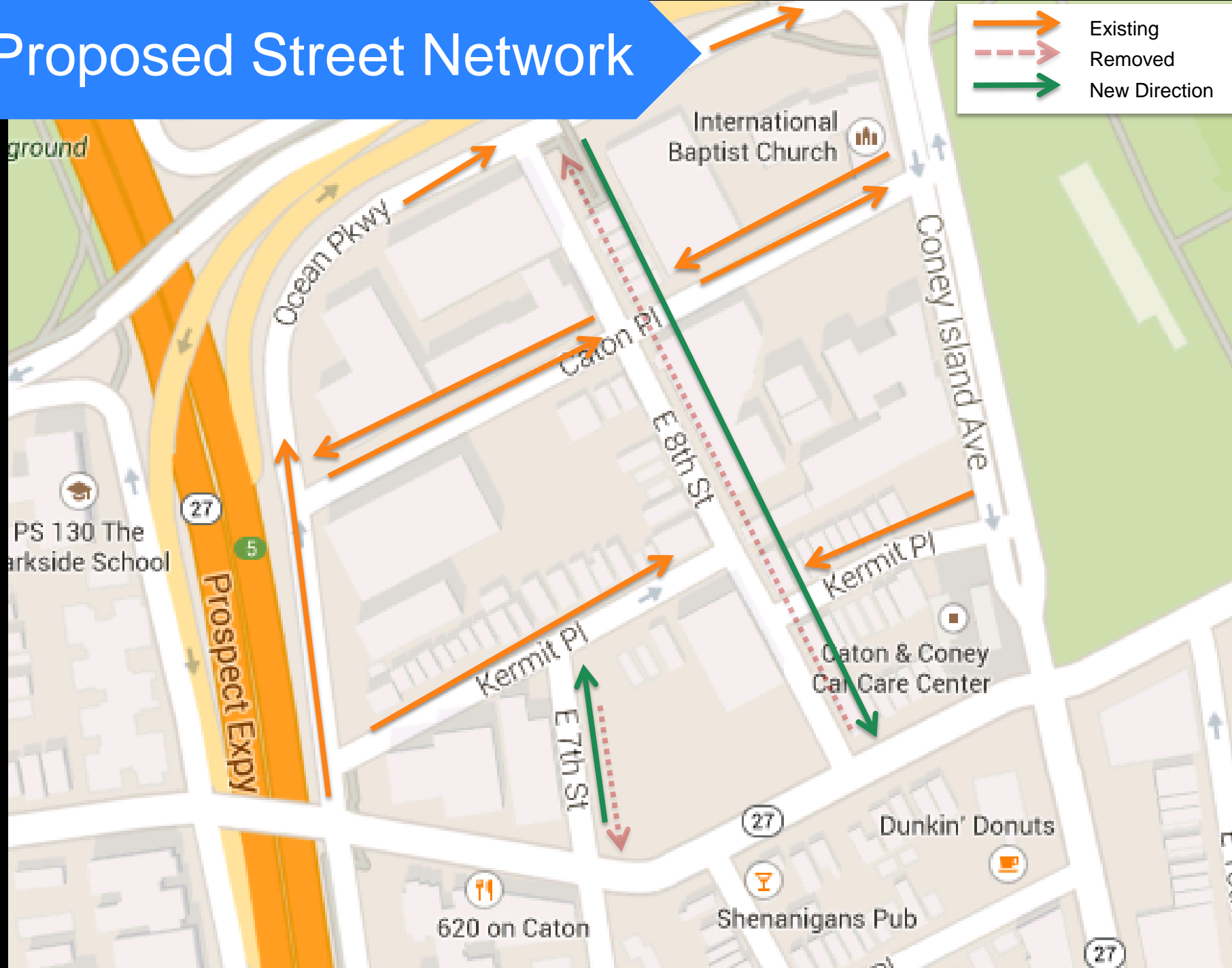
Moves right turning vehicles out of travel lane



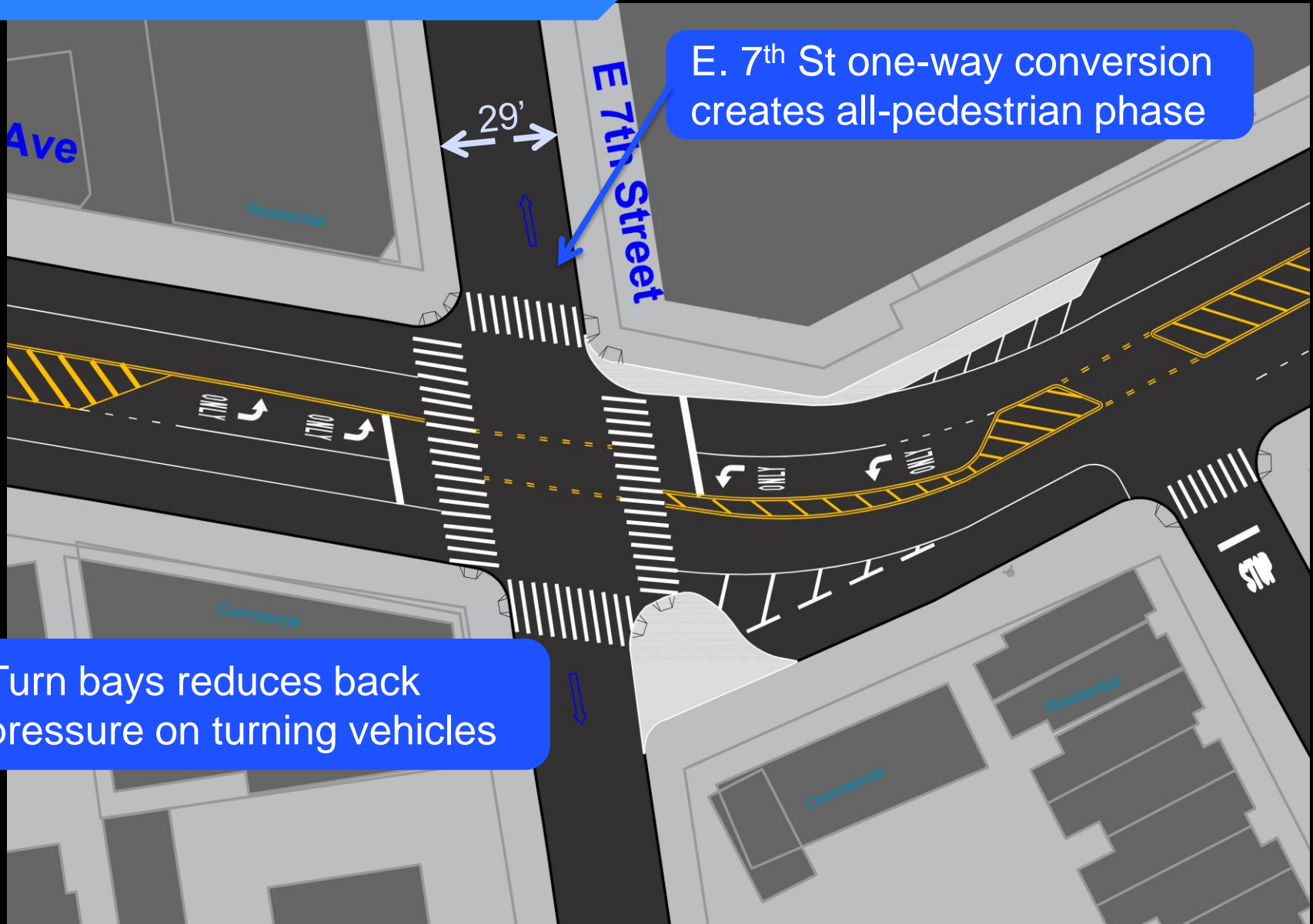
Existing Street Network



Proposed Street Network



Caton Ave and E 7th St



Calton Ave and E 8th St



E. 8th St

Signal being studied at
E. 8th St and Caton Ave

Daylighting

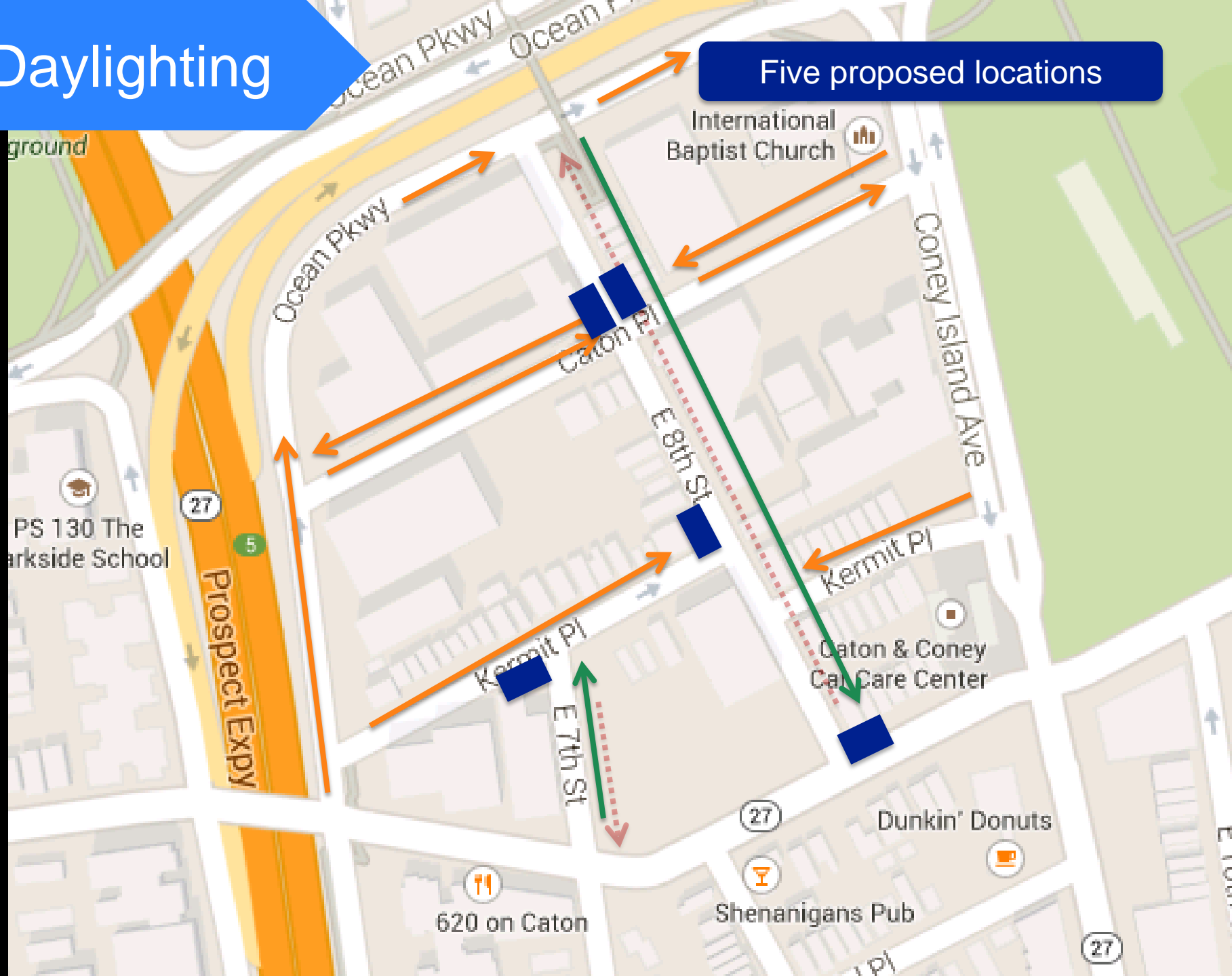
Parking removal at corner improves vehicle sight lines



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, accommodate school activity and create all-pedestrian phase at Caton Ave and E. 7th St
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**