



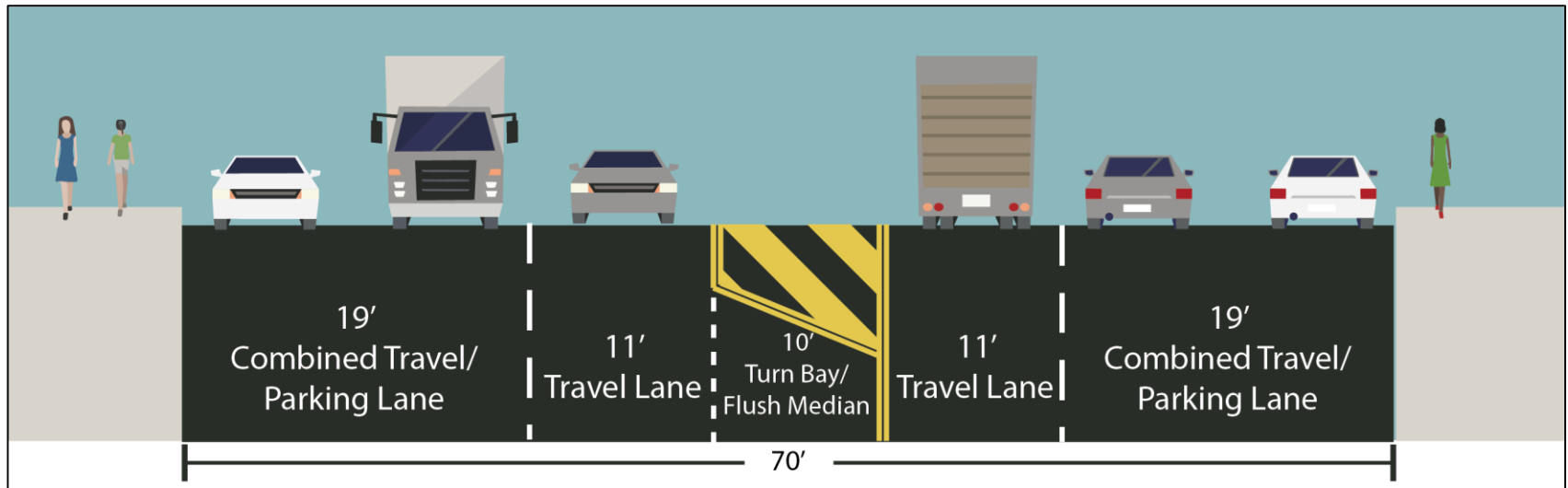
STREET SAFETY TOWN HALL

November 18, 2019



EXISTING CONDITIONS – CONEY ISLAND AVE

- Coney Island Ave is a 70' wide street with two moving lanes, left turn bays, and a parking lane in each direction
- Frequent double parking and high speeds – 46% of recorded vehicles traveling over the speed limit
- Coney Island Ave is a busy corridor with intensive land uses including auto focused businesses, retail, and residential areas
- The B68 bus runs on Coney Island Ave and multiple express buses run on Coney Island Ave north of Cortelyou Rd
- Coney Island Ave is a local truck route providing an important north/south connection in Brooklyn



Typical cross section on Coney Island Ave

PREVIOUS NYC DOT WORK CONEY ISLAND AVE

- 2015: Constructed 3 pedestrian refuge islands at Roder Ave, Ave N, and Ave O
- 2016: Constructed median tip extensions and left turn bays at Guider Ave
- 2017: Improved lane designation and signal timing at Brighton Beach Ave
- 2018: Added a signal and new pedestrian crossing at Hinckley Pl
- 2018: Installed a curb extension and widened crosswalk at Quentin Rd
- 2019: Constructed a pedestrian refuge island and new crossing at Cortelyou Rd



Pedestrian refuge island; Coney Island Ave and Ave N



Pedestrian island and new crossing; Coney Island Ave and Cortelyou Rd

CONEY ISLAND AVE AND CHURCH AVE

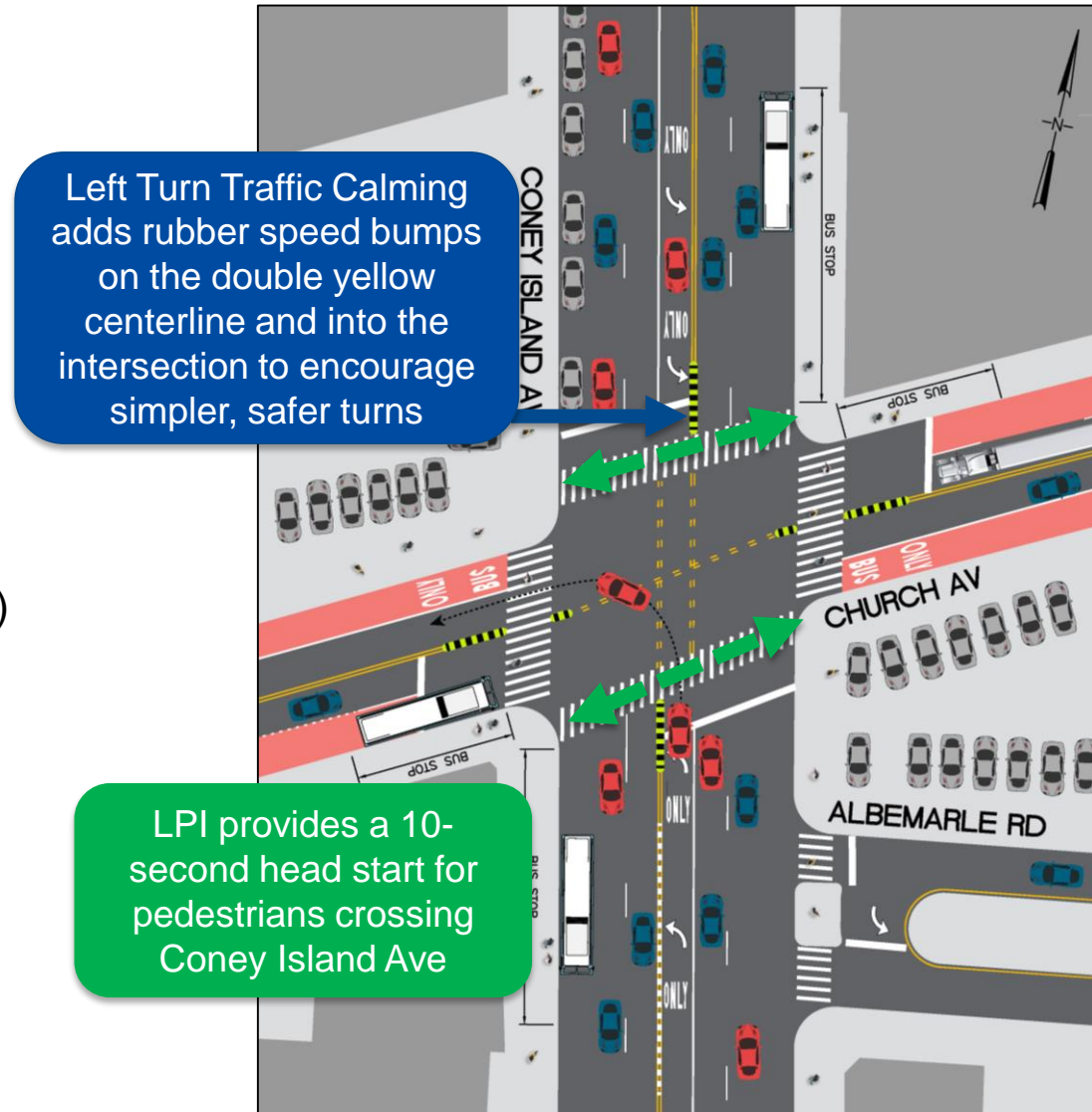
Pedestrian fatality—July 2019

Improvements:

- Extended Leading Pedestrian Interval (LPI) to 10 sec, crossing Coney Island Ave (August 2019)
- Add Left Turn Traffic Calming to all four legs of the intersection (December 2019)
- Bus Only lane added for B35, B103, BM3, and BM4 (October 2019)

Design challenges:

- Coney Island Ave and Church Ave are both truck routes
- New Bus Only lane on Church Ave
- Additional pedestrian improvements may require left turn bans from Coney Island Ave to Church Ave



CONEY ISLAND AVE AND CORTELYOU

- Constructed pedestrian island and added new crosswalk through center of intersection where over 200 people cross in the peak hour
- Installed split phase LPI to allow pedestrians a head start across Cortelyou Road, mitigating aggressive left turns from Coney Island Avenue into the crosswalk

Benefits:

- Reduced conflicts between left turning vehicles and pedestrians
- Accommodated pedestrian desire line

Update:

- Currently studying signal timing and operational improvements



Pedestrian island and new crossing; Coney Island Ave and Cortelyou Rd

PREVIOUS NYC DOT WORK

Left Turn Traffic Calming, Signal Timing

Left Turn Traffic Calming installed at three intersections

1. Church Ave (2017)
2. Ave J (2018)
3. Ave O (2017)

Leading Pedestrian Intervals (LPIs) installed at 21 intersections pre-2019

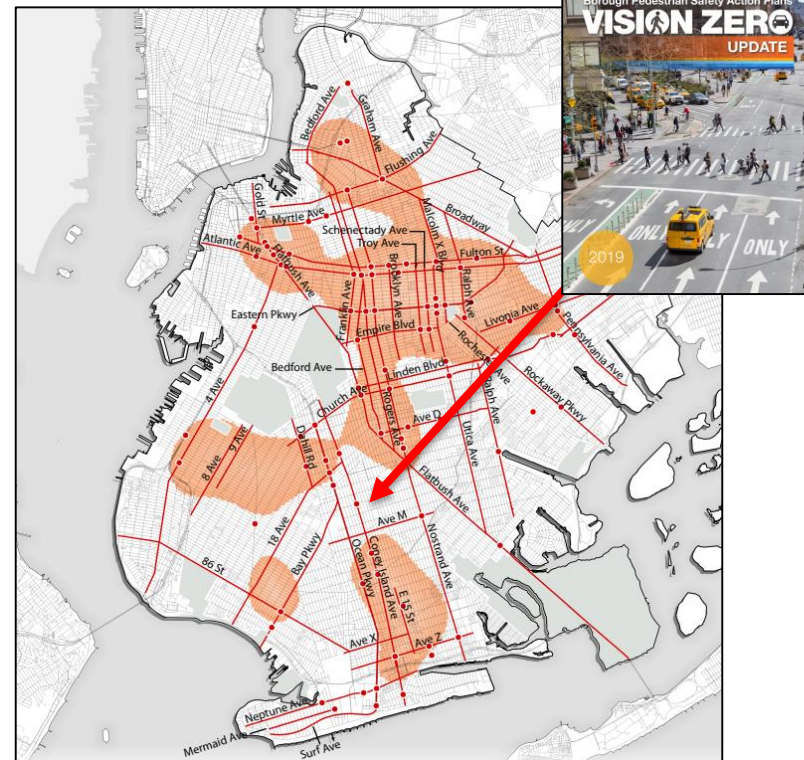
- | | |
|------------------------|--------------------|
| 1. Caton Ave | 2. Church Ave |
| 3. Foster Ave | 4. Ave H |
| 5. Ave I | 6. Ave K |
| 7. Ave L | 8. Ave M |
| 9. Ave N | 10. Ave O |
| 11. Quentin Rd | 12. Kings Hwy |
| 13. Ave R | 14. Ave S |
| 15. Ave T | 16. Ave V |
| 17. Ave X | 18. Ave Y |
| 19. Neptune Ave | 20. Ocean View Ave |
| 21. Brighton Beach Ave | |



Left turn traffic calming; W 96th St and Amsterdam Ave, MN

CRASH HISTORY

- Coney Island Avenue is a Vision Zero Priority Corridor
- Coney Island Avenue contains Seven Vision Zero Priority Intersections
 1. Dorchester Rd
 2. Ave J
 3. Ave O
 4. Quentin Rd
 5. Kings Hwy
 6. Ave Z
 7. Brighton Beach Ave
- Three 2019 fatalities
 1. Pedestrian fatality at Church Ave
 - Right turn failure to yield
 2. Cyclist fatality at Ave L
 - Speeding driver ran a red light
 3. Pedestrian fatality at Ave H
 - Right turn hit pedestrian on sidewalk



Coney Island Ave - Caton Ave to Brighton Beach Ave, BK
Injury Summary, 2013-2017 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	326	34	3	37
Bicyclist	84	7	0	7
Motor Vehicle Occupant	886	24	0	24
Total	1296	65	3	68

Fatalities, 01/01/2013-7/8/2019 : 4

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

Pedestrian:	4
Bicyclist:	0
Motor Vehicle Occupant:	0

Route Length: 5.1 miles

RECENT IMPROVEMENTS – OCTOBER 2019

Signal Timing

- In October 2019 NYC DOT adjusted signal timing and installed extra-long 10-second LPIs for a total of 29 intersections across Coney Island Ave
 - NYC DOT extended existing LPIs from 7 to 10 seconds at 19 intersections
 - NYC DOT added new 10-second LPIs to 9 intersections on Coney Island Ave at:
 1. Beverley Rd
 2. Ave C
 3. Dorchester Rd
 4. Ditmas Ave
 5. 18 Ave
 6. Newkirk Ave
 7. Gravesend Neck Rd
 8. Ave W
 9. Crawford Ave
- LPIs give pedestrians a head start to cross the street before vehicles can proceed, helping to establish pedestrians in the crosswalk and increasing yielding behavior



Leading pedestrian interval, Kenmare St and Lafayette St, MN

FUTURE IMPROVEMENTS— DECEMBER 2019

Left Turn Traffic Calming

- In December 2019, NYC DOT will add Left Turn Traffic Calming to all eligible intersections
 1. Church Ave (upgrade)
 2. Dorchester Rd
 3. Ave H
 4. Ave L
 5. Ave M
 6. Quentin Rd
 7. Kings Hwy
 8. Ave R
 9. Ave S
 10. Ave T
 11. Ave W
 12. Ave Y
 13. Ave Z
 14. Neptune Ave
 15. Ocean View Ave
- Left Turn Traffic Calming encourages slower, safer turns for vehicles with increased yielding to pedestrians with the right of way



Left turn traffic calming; Grand Ave and W Burnside Ave, BX

NEXT STEPS –IMPROVEMENTS

- NYC DOT plans to add 4 pedestrian refuge islands on Coney Island Ave at:
 - Dorchester Rd
 - Ditmas Ave
 - Ave L
 - Quentin Rd
- Dorchester Rd/Ditmas Ave and Quentin Rd are Vision Zero Priority Intersections and Ave L was the site of 2019's cyclist fatality
- NYC DOT is currently collecting vehicle, pedestrian, and cyclist volumes on the corridor and will analyze this data to help inform additional safety changes



Proposed 2020 project limits,
proposed island locations

LONG TERM STUDY AND CHANGES

- NYC DOT will study conditions on Coney Island Ave this winter with newly collected data
- With new data, NYC DOT will investigate additional safety treatments at key intersections and corridor-wide
- Possible treatments under study:
 - Turn bans to allow for additional pedestrian islands
 - Additional pedestrian crossings
 - Bike lanes
 - Bus improvements
 - Curbside management changes



Pedestrians cross Coney Island Ave at Quentin Rd

DESIGN CONSIDERATIONS

Existing Volumes

- Vehicle, pedestrian and cyclist volume data will help inform DOT's safety improvement proposal

Travel lane and/or turn bays

- Complete street re-design may require the removal of travel lane and/or turn bays

Parking

- Improve curb access, including expanding loading zone, may be considered in order to reduce double parking

Bus and Truck Route

- Further consideration is given to corridors that are heavily trafficked by heavy vehicles; necessary curb access to express buses, and delivery trucks

Land Use

- Different land uses may require different design elements

Citywide Initiatives

- DOT's Vision Zero, Better Buses, Green Wave (Bikes), and NYC Transportation Master Plan

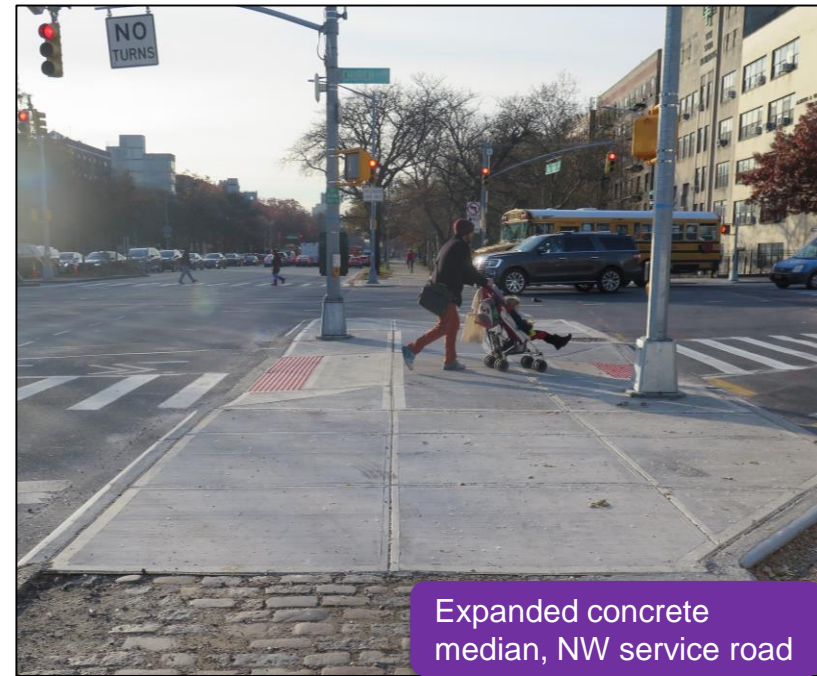


OCEAN PKWY AND CHURCH AVE: PROJECT IMPLEMENTATION UPDATE

- Project started construction in June 2019
- Concrete median expansions completed in August
- Signal work and remaining markings completed in November

Project improvements:

- Lengthened existing Leading Pedestrian Interval (LPI) to cross Ocean Pkwy/Prospect Expwy by 5 seconds
 - Banned low volume westbound left turn from Church Ave to southbound Ocean Pkwy
 - Reconfigured markings on Church Ave
 - Expanded NE and NW service road medians at Prospect Expwy
 - Added painted curb extensions at Ocean Pkwy and Church Ave (NW corner) and Church Ave and E 7th St (SW corner)
- **Next Steps:**
 - Monitor conditions at intersection and on Church Ave, including collecting new traffic count data
 - Evaluate if adjustments are needed



Expanded concrete median, NW service road



Plan: Ocean Pkwy and Church Ave

THANK YOU!

Questions?



NYCDOT



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