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

Coney Island Ave - Ave M to Ave O, BK

Injury Summary, 2008-2012 (5 Years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>42</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>138</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>179</td>
<td>8</td>
<td>0</td>
<td>8</td>
</tr>
</tbody>
</table>

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

- Pedestrian: 1
- Bicyclist: 0
- Motor Vehicle Occupant: 0

Majority of pedestrian injuries happened while crossing with the walk signal.
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

Modify signal timing to streamline intersection operations

Reduce conflict points for eastbound and westbound traffic

Existing Traffic Conditions:

Two-way traffic meets one-way traffic

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

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

- 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."

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

Contact:
Brooklyn Borough Commissioner’s Office at 718-222-7259