**Crash Data**

**Total Injuries 2009-2013**

**Caton Ave - Ocean Pkwy to Coney Island Ave, BK**

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>11</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>9</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>73</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>93</strong></td>
<td><strong>3</strong></td>
<td><strong>0</strong></td>
<td><strong>3</strong></td>
</tr>
</tbody>
</table>

*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
No eastbound left turn signal or left turn lane creates rushed turn and pedestrian conflict.
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
No marked crosswalks or pedestrian signals across Caton Ave for pedestrians and cyclists.
Pedestrian Crossings

No marked crosswalks or pedestrian signals across Caton Ave

Caton Ave at Ocean Pkwy E looking north
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
Additional Area Improvements

SCA Construction

Completed Summer 2015

DDC Construction

Est. 2017 completion
Proposed Plan

- DEP construction
- SCA 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
New crosswalks and pedestrian signals provide safe, visible crossings.
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 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
Proposed Street Network

Existing

Removed

New Direction
Daylighting

Parking removal improves 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 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
Thank You