Caton Avenue
Pedestrian Safety Improvements

New York City Department of Transportation
Presented by the Pedestrian Projects Group on May 26, 2015 to CB7 Transportation Committee
Project Area

Ocean Parkway

Caton Avenue

East 7th Avenue

East 8th Avenue

Coney Island Avenue
Crash Data

Total Injuries 2009-2013

*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
Pedestrian Crossings

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
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)
Additional Area Improvements

SCA Construction

Completed Summer 2015

DDC Construction

Est. 2017 completion
Proposed Plan

DEP construction

SCA construction
New split LPI provides longer conflict free pedestrian crossing time and improves vehicle awareness.

Removing westbound left turn allows storage for east bound left-turning vehicles.
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.
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

- Existing
- Removed
- New Direction

Major Streets:
- Ocean Pkwy
- Coney Island Ave
- E 8th St
- E 7th St
- Kermit Pl
- Caton Pl
- Prospect Expwy

Points of Interest:
- International Baptist Church
- PS 130 The Parkside School
- Dunkin’ Donuts
- Shenanigans Pub
- 620 on Caton
- Caton & Coney Car Care Center
Caton Ave and E 7th St

Turn bays reduces back pressure on turning vehicles

E. 7th St one-way conversion creates all-pedestrian phase
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
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
Thank You