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
CONY 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
Left Turn Traffic Calming installed at three intersections
1. Church Ave (2017)
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
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
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.
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
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
**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
THANK YOU!

Questions?