

Ocean Ave and Parkside Ave

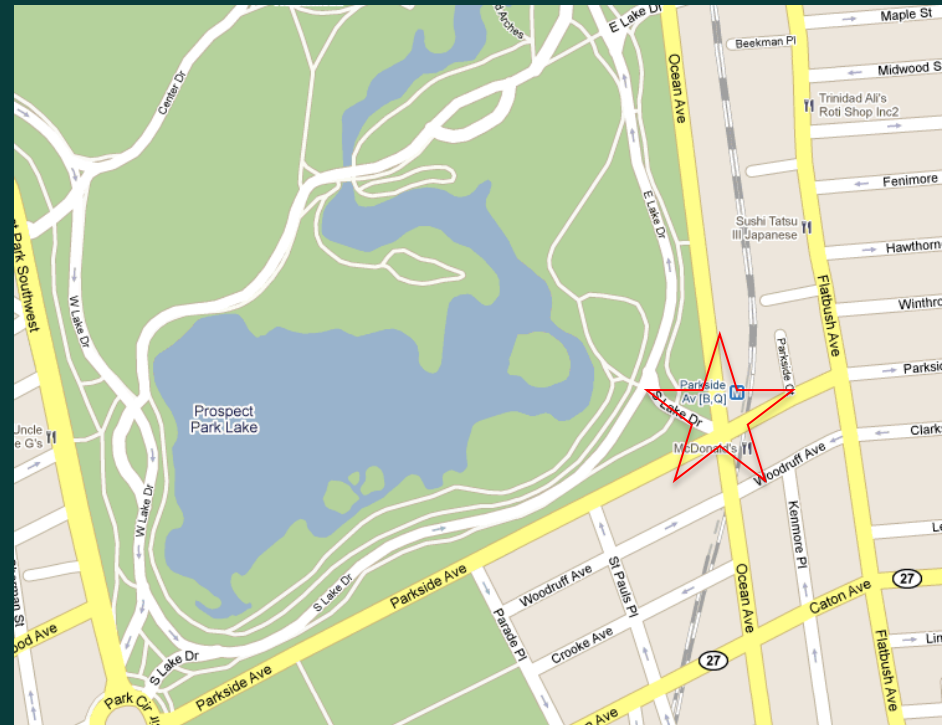
Pedestrian Safety Improvements

2012



Context

- Wide intersection at southeast corner of Prospect Park
- Pedestrian safety concern crossing between subway and park
- Q, B subways
- B12, B16 buses



Need: Why Ocean and Parkside?

- 99th percentile of severity weighted Brooklyn intersections
- 20 injuries per year, 99 injuries in 5 years
- Community pedestrian safety request

STREETS BLOG.ORG

Monday, May 12, 2008

15 Comments

Eyes on the Street: A Death-Defying Walk to Prospect Park

by Ben Fried on May 12, 2008



Ocean Ave At Parkside Ave, BK

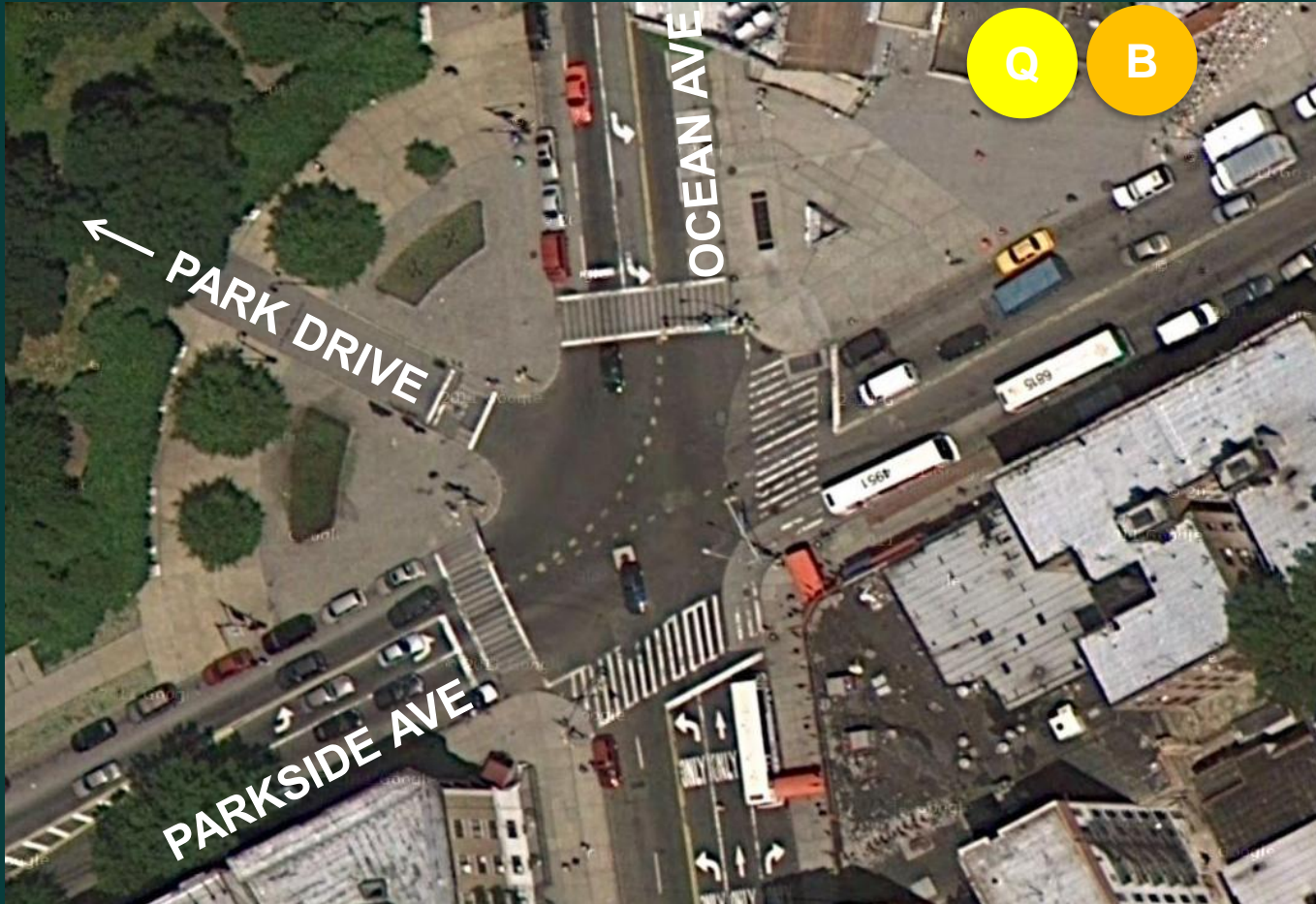
Injury Summary, 2006-2010

	Total Injuries	Avg Inj/Yr	Severity Percentile of Boro Intersections
Pedestrian	18	3.6	98%
Bicyclist	3	0.6	N/A
Motor Vehicle Occupant	78	15.6	98%
Total	99	19.8	99%

Fatalities, 01/01/2006-1/9/2012 : None

Source: Injuries: NYS Dept. of Transportation
Fatalities: NYC Dept. of Transportation

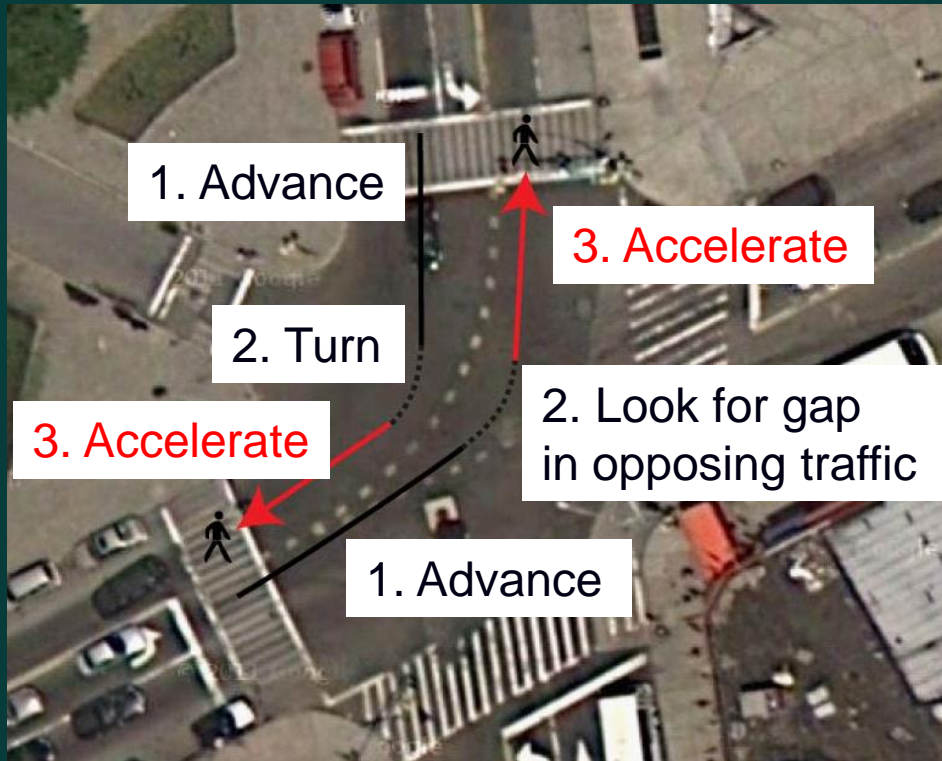
Existing



- East Drive (northbound) open weekdays 7-9 AM
(open to construction vehicles until 3 PM)

Issues

- Wide fast turns: conflict with pedestrian walk signal



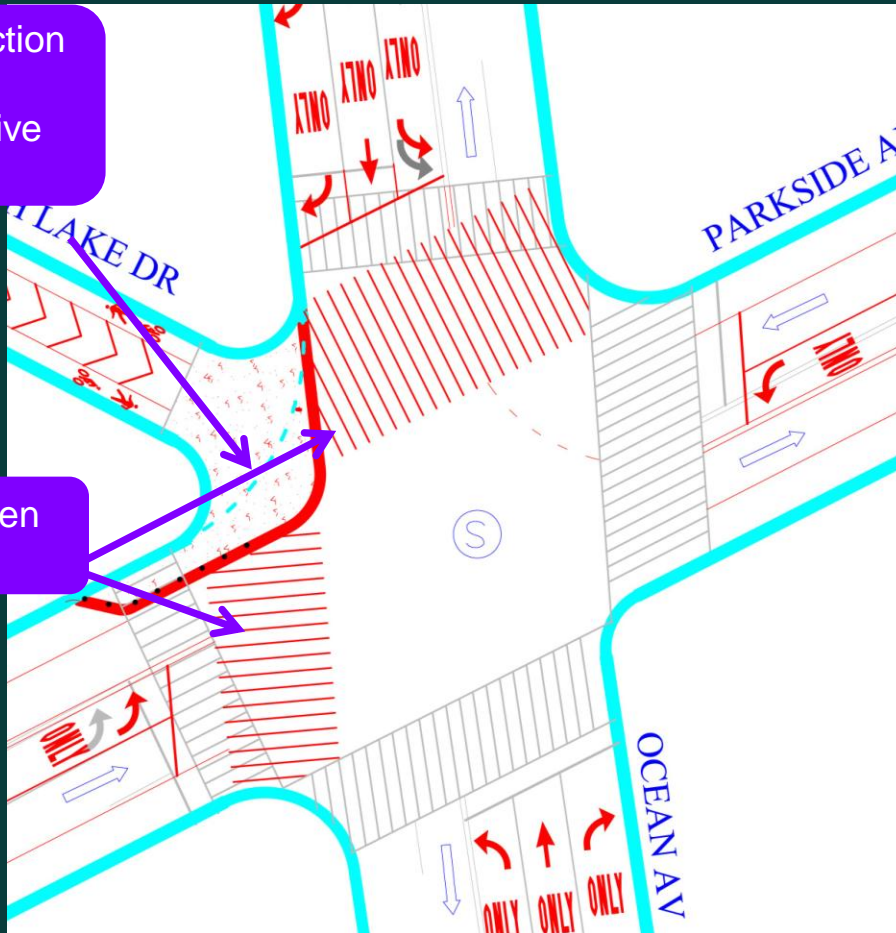
54% of pedestrian crashes 2006-2010 at Ocean and Parkside Aves occurred when the pedestrian had the walk signal

Potential Improvements

Tighten intersection

Close East Drive
entrance

Realign and widen
crosswalks



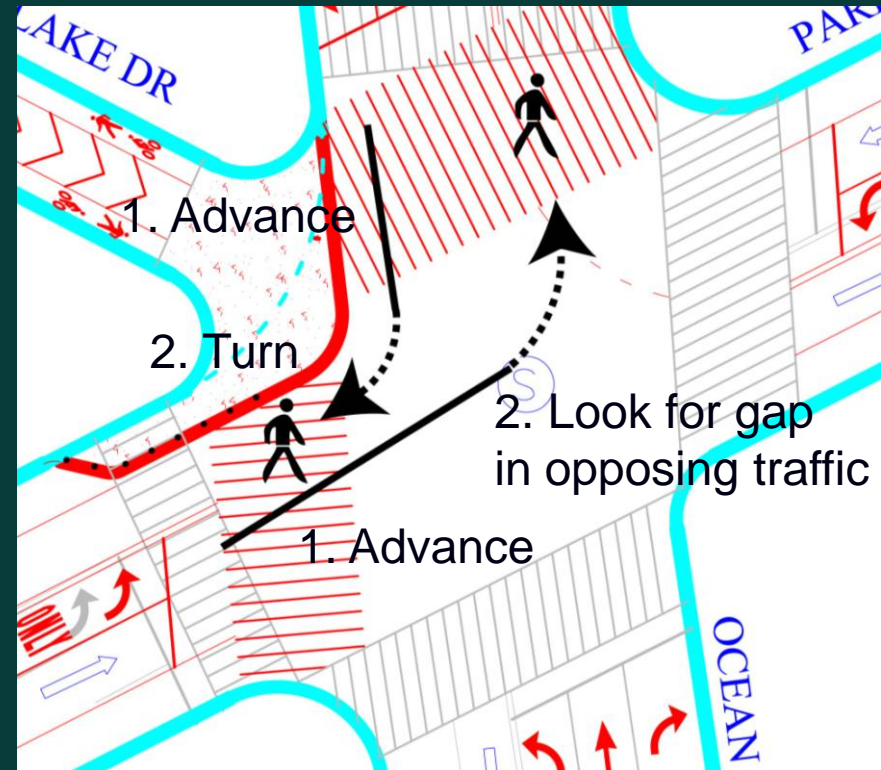
6894 SqFt

3391 SqFt

Halve intersection size

Potential Improvements

- Issue: Wide fast turns conflict with pedestrian walk signal



In the tightened intersection design, crossing pedestrians are closer and more visible to drivers looking to find a gap in opposing traffic.

- North crosswalk is 29' closer, west crosswalk is 25' closer to turning drivers

Additional Issues

- Pedestrians crossing Park Drive conflict with Ocean Ave green
- B12 buses block Ocean Ave northbound right turn lane
- Supermarket delivery trucks double park on Parkside Ave

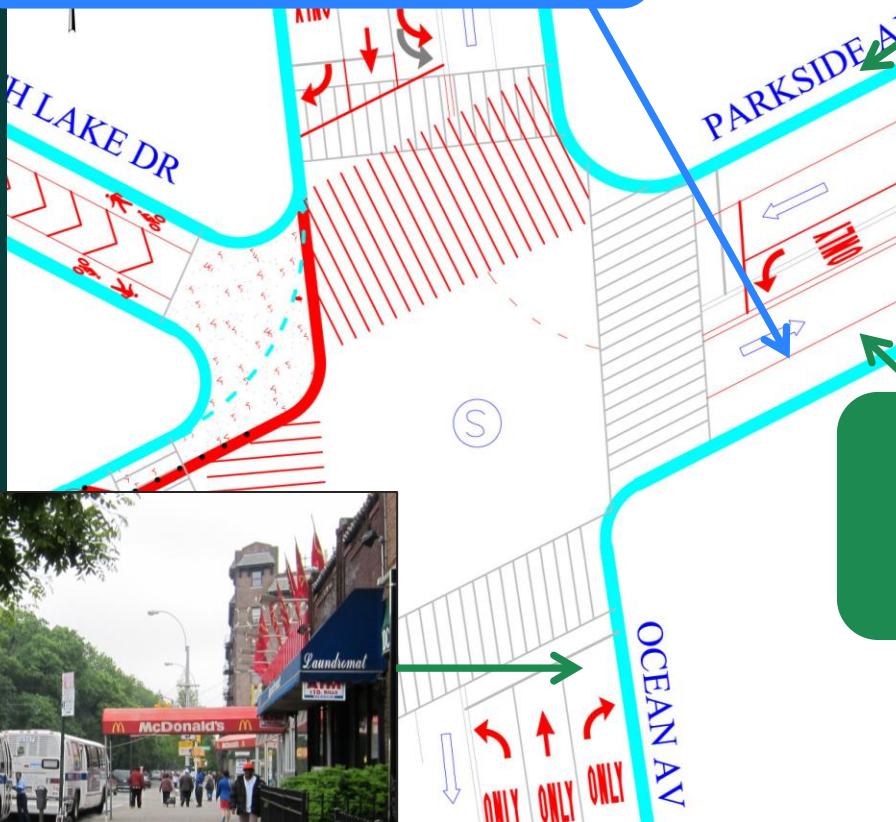


Bus Improvements

Lengthen Parkside Ave B12 bus stop to eliminate unsafe layovers

North curb: Remove Taxi stand, convert to 3 meters (AM Loading, Evening For-Hire Vehicles)

South curb: Remove 3 meters, convert to larger bus stop (current capacity 2 buses, proposed capacity 4 buses)



Additional Improvements

Add southbound right turn lane

Turn bays:

- Simplify the intersection
- Organize traffic
- Relieve congestion

Install westbound left turn bay

Lengthen the eastbound left turn bay

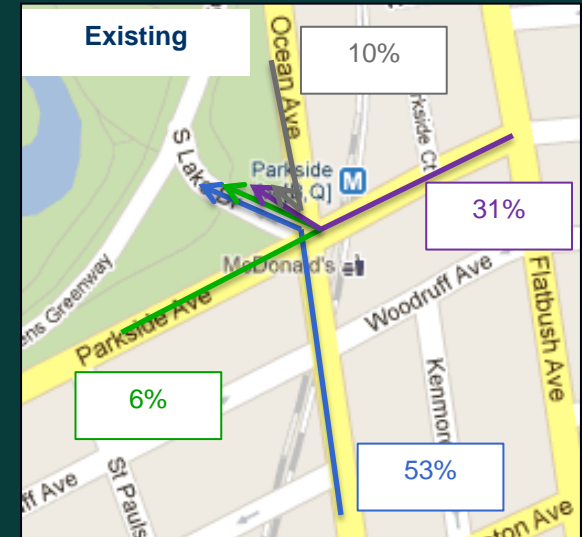
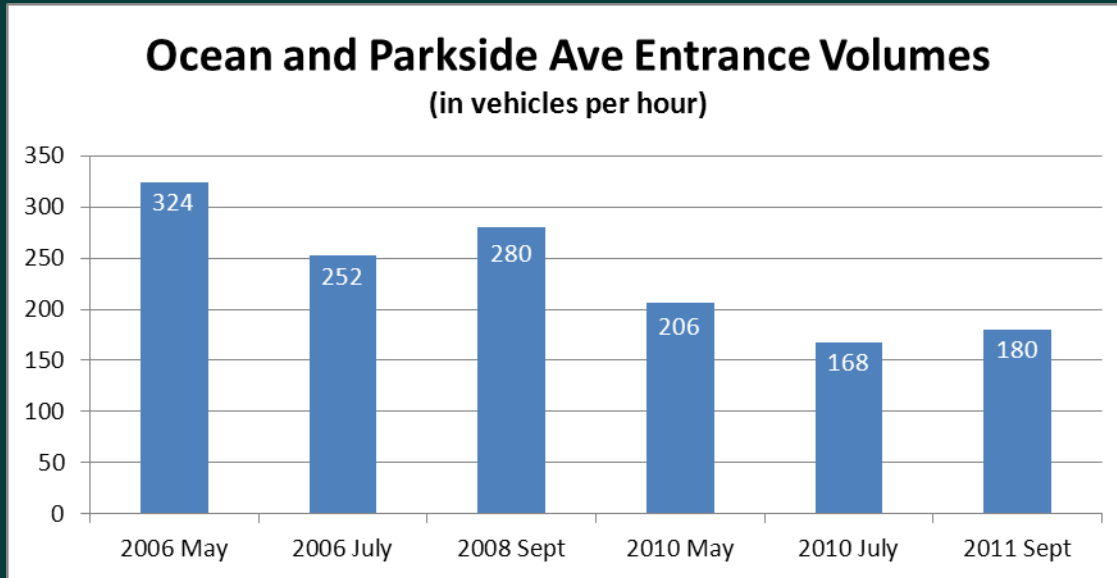


Install parking lane stripes

Parking lane stripes:

- Narrow moving lanes
- Organize traffic

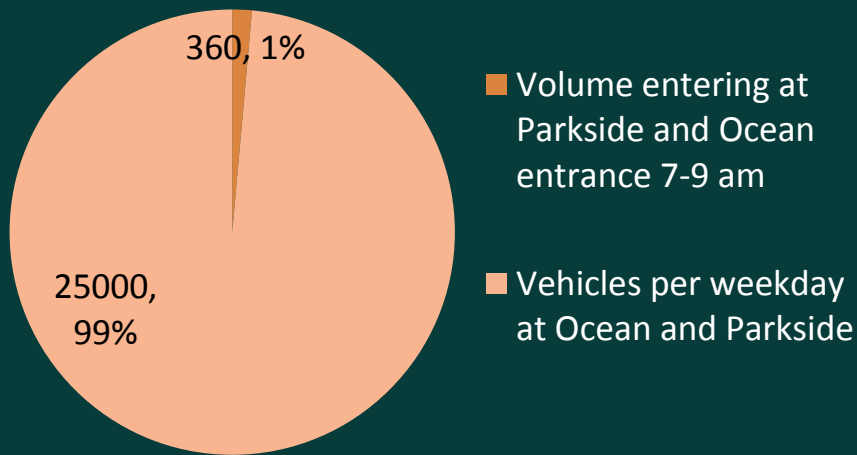
Decreasing park entrance use



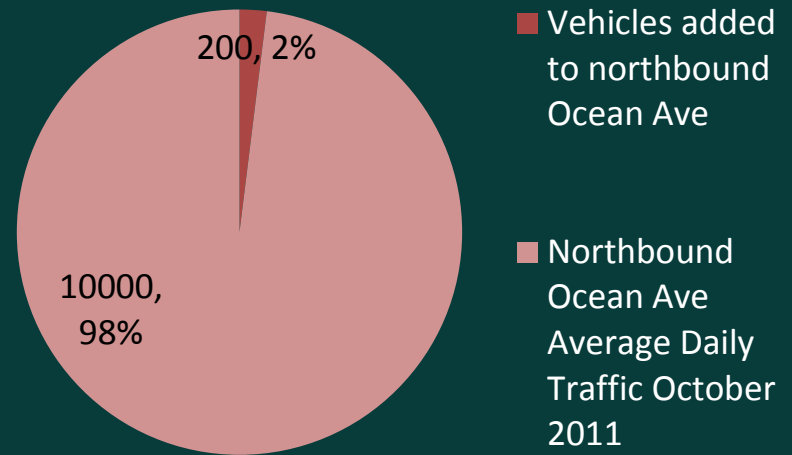
- Parkside and Ocean Ave entrance vehicle volume is dropping
- Of the 360 vehicles per weekday (7-9am, <2 per minute) that now enter the park at Parkside Ave, 200 in 2 hours would be added to northbound Ocean Ave

Traffic Diversions

Share of Intersection Traffic



Share of Corridor Traffic



360 is 1% of the intersection's weekday drivers:

- >25,000 vehicles/weekday use Ocean and Parkside intersection each weekday
- 1,300 pedestrians cross Ocean and Parkside Aves when the drive is open (7-9 am)

Adding 200 vehicles to northbound Ocean Ave adds just 2% more traffic

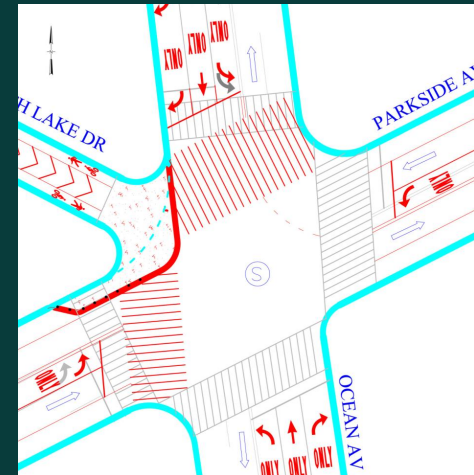
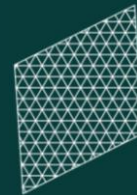
- 10,000 vehicles/weekday existing on northbound Ocean Ave (ADT, Oct 2011)

Most drivers enter Prospect Park from south of the park at Park Circle

- 1,200 vehicles/weekday enter Prospect Park at Park Circle (7-9 am, July 2010)

Benefits of Proposal

- Approximately 50% decline in crashes and injuries expected
 - 10 injuries per year could be prevented
- Dramatically improves safety with minimal effects on traffic
- Doubles layover bus stop capacity
- Provides loading opportunity for supermarket
- Enhances safety for all road users



Questions?

Thank
You