86th St:
Stillwell Av to Shell Rd / McDonald Av

School Safety Improvements
Shared with CBs 11, 13 & 15 | February 4, 2019
PROJECT BACKGROUND
**Vision Zero**

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
- Priority Intersections, Corridors, and Areas identified for each borough

**86 St.**

- 86 St is a Priority Corridor

Project locations are within Vision Zero Priority Geography
Project area used by students accessing Lafayette High School, Big Apple Academy, Coney Island Prep HS, and John Dewey High School

- Residential and commercial corridor
- Three subway stops along the corridor (D, N, & F trains) and two bus routes (B1 & B4)
- Local truck route between Stillwell Ave and Ave U
- Previous work: 4-to-3 conversion on W 6 St
- 86 St is in a Priority Bicycle District
BACKGROUND
SAFETY DATA 2012-2016

- 135 total injuries
- 11 severe injuries
- 31% of severe injuries are pedestrians
- 55% of pedestrian injuries are severe
- Left turns and rear-end collisions comprise 47% of motor vehicle crashes
EXISTING CONDITIONS & PROPOSALS
EXISTING CONDITIONS
CORRIDOR SAFETY – SHARED THROUGH/LEFT TURN LANE

- Shared through/ left turn lane causes unpredictable maneuvers
- Drivers swerve between lanes to avoid left turning and double parked vehicles
EXISTING CONDITIONS
CORRIDOR SAFETY – LONG DISTANCE BETWEEN CROSSWALKS

- Long distance between crosswalks leads to jaywalking
EXISTING CONDITIONS

INTERSECTION SAFETY

- Irregular intersections with long crosswalks
- Drivers take turns at high speeds
PROPOSAL
CORRIDOR IMPROVEMENTS – PROPOSED CONFIGURATION

EXISTING

Wide roadway creates long pedestrian crossings

Shared thru/left turn lane leads to unpredictable vehicular movements and unsafe left turns

No dedicated space for bikes: cyclists ride with traffic, less predictable locations

PROPOSED

Turn bays improve traffic flow and create simpler, safer left turns

Flush median creates space for emergency vehicles to bypass traffic

Extra space allows for addition of bike lanes to dedicate space for cyclists, and increase predictability
PROPOSAL
CORRIDOR IMPROVEMENTS – 4 LANE TO 3 LANE TRAFFIC CALMING

EXISTING

Left turning motorists feel back pressure from through vehicles

Drivers traveling through:
• Get stuck behind left turning vehicles
• Weave or merge into right lane

PROPOSED

Left turning motorists feel less back pressure

Drivers traveling through are already in correct lane position, leading to less weaving, merging, and sudden movements
PROPOSAL
CORRIDOR IMPROVEMENTS – 4 LANE TO 3 LANE TRAFFIC CALMING

Congested Lane
• 700 vehicles per hour or above

Existing (2 lanes)
• Maximum* 312 vehicles per lane

Proposal (1 lane + left turn bays)
• Maximum 623 vehicles per lane
  *Maximum Recorded Weekday Peak Volume (AM & PM) on 86 St, between Van Sicklen St and Lake St (highest volume on the corridor)

Left Turn Bays
• Left turn bays in 15 locations will further improve capacity

700 Vehicles per Hour

623 Proposal Max Lane Volume

312 Existing Max Lane Volume
PROPOSAL
CORRIDOR IMPROVEMENTS – 4 LANE TO 3 LANE TRAFFIC CALMING

Consistent moving lane reduces speeding, reduces conflict

Removing one lane in each direction discourages speeding

Left turn bays improve traffic flow and create safer left turns

Prospect Ave, Bronx
PROPOSAL
CORRIDOR IMPROVEMENTS – 4 LANE TO 3 LANE TRAFFIC CALMING

-24%
Change in Crashes with Injuries

West 6th St, Brooklyn

-15%
Change in Crashes with Injuries

Empire Blvd, Brooklyn

-28%
Change in Crashes with Injuries

Allerton Ave, Bronx

-20%
Change in Crashes with Injuries

Southern Blvd, Bronx
PROPOSAL

INTERSECTION IMPROVEMENTS – PAINTED CURB EXTENSIONS

86 St at W 13 St - Painted

86 St at McDonald Ave/Shell Rd - Painted
PROPOSAL
INTERSECTION IMPROVEMENTS – PAINTED CURB EXTENSIONS

PAINTED
Beaver Street and Hanover Street, Downtown, Manhattan

CONCRETE
Riverside Drive, Manhattan

PAINTED
Adam Clayton Powell Jr. Blvd and 116 St, Manhattan

- An extended tip increases pedestrian safety by shortening crossing
- Improves vehicular alignment
PROPOSAL
INTERSECTION IMPROVEMENTS – INTERSECTION NORMALIZATION

Meeker Avenue, Brooklyn

Longwood Avenue, Bronx.

Bay Street and Victory Blvd, Staten Island

Painted curb extensions normalizes skewed intersections, improves vehicular alignment and shortens crosswalks making them safer for pedestrians.
PROPOSAL
INTERSECTION IMPROVEMENTS – PAINTED SLIP LANE CLOSURES

86 St
86 St at W 13 St
86 St at W 8 St
86 St at W 7 St
Stillwell Ave
W 13 St
Ave U
86 St
W 8 St
W 7 St
Ave W
Shell Rd

nyc.gov/visionzero
PROPOSAL
INTERSECTION IMPROVEMENTS – PAINTED SLIP LANE CLOSURES

Painted slip lane closures increases pedestrian safety
PROPOSAL
INTERSECTION IMPROVEMENTS – RIGHT-TURN BANS

Right-turn ban for all vehicles traveling EB on 86 St turning WB onto Ave U

Right-turn ban for all vehicles traveling EB on 86 St turning WB onto Ave X
PROPOSAL
INTERSECTION IMPROVEMENTS – LEFT-TURN BANS

Left-turn ban for all vehicles from 86 St onto Stillwell Ave
PROPOSAL
PARKING IMPROVEMENTS – LOADING ZONE & METERED PARKING

86 St from W 11 St to W 10 ST

Metered parking in front of L&B Spumoni Gardens to increase parking turnover

W 8 St at 86 St

Loading zone on W 8 St for C-Town supermarket to reduce double parking
SUMMARY OF PROPOSALS

1. 86 St at Stillwell Ave
   - Left Turn Bans

2. 86 St at W 13 St / Ave U:
   - Painted Curb Extension
   - Painted Slip Closure
   - Right-Turn Ban

3. 86 St at W 10 St:
   - Painted Curb Extension
   - Metered Parking

4. 86 St at midblock between W 9 St and W 8 St:
   - Mid-block signalize crossing

5. 86 St at W 8 St:
   - Painted Curb Extension
   - Painted Slip Closure
   - Loading Zone

6. 86 St at W 7 St:
   - Painted Slip Closure

7. 86 St at W 6 St and Van Sicklen St:
   - New crosswalks

8. 86 St at McDonald Ave/Shell Rd:
   - Painted Curb Extension
   - Right-Turn Ban
THANK YOU!