



Safe Routes to Transit – 86th Street

(Project ID: HWSRT200E)

CB 11 Transportation Committee

June 15, 2022



Department of
Design and
Construction

CDM
Smith



Program Background

Safe Routes to Transit

- Safe Routes to Transit is NYC DOT's program to reduce barriers and address problems with pedestrian and bicycle access to public transportation
- Focus given to unsafe waiting conditions beneath elevated train lines, non-ADA compliant bus stops, and intersection safety
- Bus stop improvements help to:
 - Improve bus service
 - Provide improved safety and accessibility for those with mobility challenges



Broadway & 231 St, BX



White Plains Rd & Allerton Ave, BX

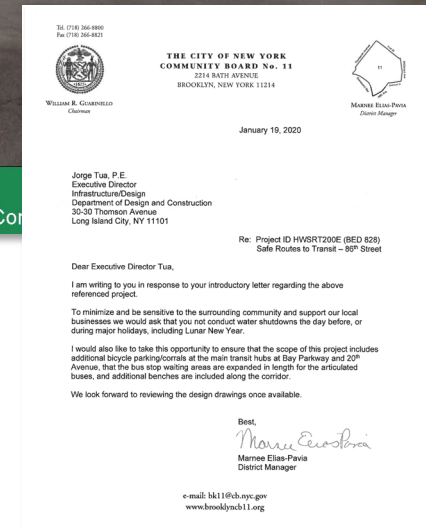
Project Background

Previous Outreach

- Improvements along the corridor were requested by Assembly Member William Colton in 2014
- DOT presented concept design to CB 11's Transportation Committee in August 2015
- In July 2019, 6 Members of Congress supported DOT's application to the Federal Transit Administration for additional federal funds
- In December 2019, project initiation notification was sent to CB 11
 - District Manager Elias-Pavia responded requesting the project extend the bus bulbs to accommodate the articulated buses, and that it include benches and bike parking facilities



2015 DOT Presentation



Letter from DM Elias-Pavia

Project Location

- 1 mile long corridor on 86th Street from 19th Ave to 25th Avenue
 - 86th Street is a busy commercial corridor with high volumes of pedestrians
- Project also includes DEP work on 20th Avenue between 86th Street and Bath Ave Avenue, and along 86th St between 19th Ave and 21st Ave
 - 20th Avenue is a largely residential neighborhood street
- Multiple transit routes along 86th Street:
 - Elevated D train with stops at 20th Ave, Bay Parkway and 25th Ave
 - B1 on 86th St, and the B6 and B82 / B82-SBS on Bay Parkway



MTA Bus Map - Brooklyn

Project Area: 86th St from
19th Ave to 25th Ave

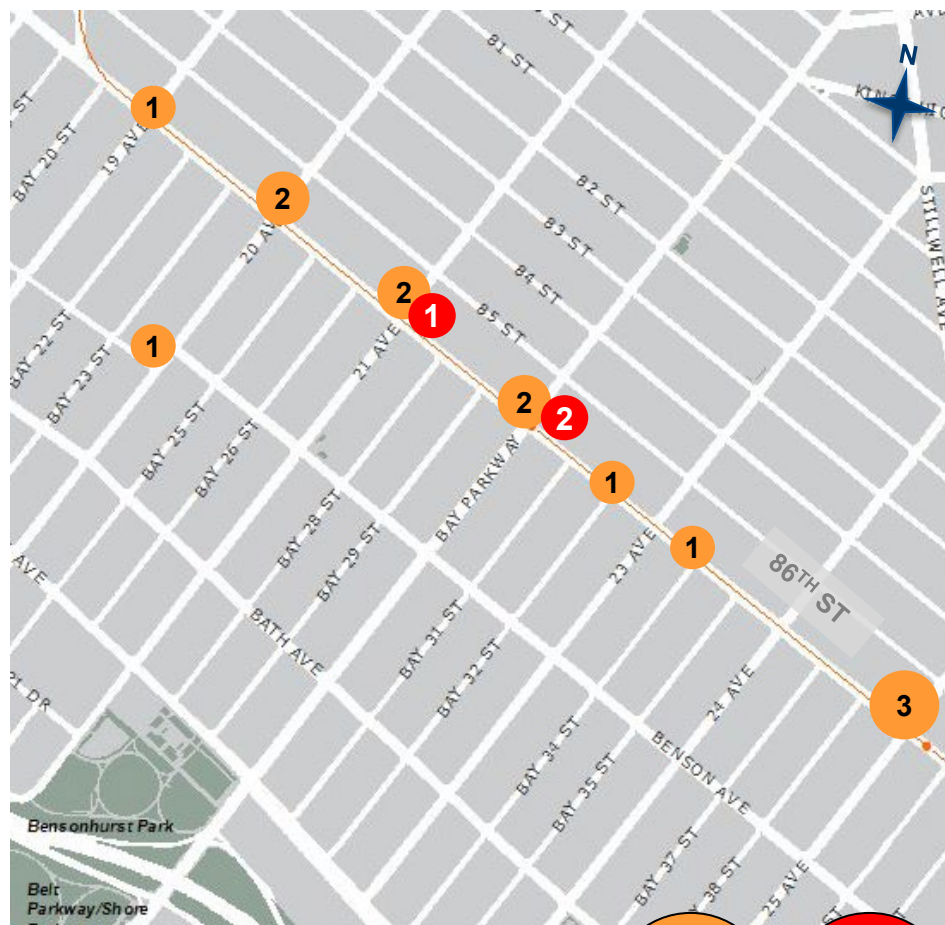
Safety Data

- 86th St is a Vision Zero Priority Corridor and there have **been a total of 238 total injuries along the entire corridor between 2015 and 2019**
- 13 severe injuries between 2015 and 2019
- 3 fatalities have occurred between 2015-2022; one at 21st Ave and two at Bay Parkway
- 22% of all pedestrian injuries involved them crossing with the signal – indicating a trend of vehicles failing to yield to pedestrians at intersections
- Primary type of crashes for vehicles: Rear-End, Sideswipe and Left Turn crashes

Injury Summary, 2015-2019 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	71	5	2	7
Bicyclist	26	5	0	5
Motor Vehicle Occupant	141	3	0	3
	0	0	0	0
Total	238	13	2	15

Source: Fatalities: NYCDOT, Injuries: NYSDOT KSI: Persons Killed or Severely Injured



Severe Injuries
2015-2019

Fatality
2015 - Present

Existing Conditions/Issues

86th St and 24th Ave



Bus stops located in the middle of roadway, bus riders are forced get on and off the bus in the street

Existing Conditions/Issues

In-street bus stops create conflicts between pedestrians and vehicles

86th St & 23rd Ave



Existing Conditions/Issues



Existing Conditions/Issues

Pedestrian ramps that do not meet ADA standards and are constrained by elevated subway. This prevents safe access for people who use wheelchairs, walkers and those with mobility issues

86th St & 20th Ave



Existing Conditions/Issues



Project Scope

- 13 total bus bulbs and bus pads
 - 11 on 86th St, servicing B1
 - 2 on Bay Pkwy servicing B82-SBS
- Coordinated with MTA Bus Network Redesign:
 - Consolidates NB/WB stop at 19th Ave, both stops at 24th Ave
- Curb extensions at 20th Ave, Bay Pkwy and 24th Ave
 - Provide additional pedestrian safety improvements and ADA accessibility at constrained locations
- DEP sewer work along 20th Ave to include trench restoration and a full street reconstruction
 - Curb extensions at 20th Ave and Benson Ave
 - Precast porous concrete panels along parking lanes on 20th Ave



Project Scope: Bus Stop Challenges

19th Ave – Stop Spacing



The northbound bus stops at Bay 20th St and 19th Ave are ~300' apart. MTA recommends 750'-1000'

Sub-standard bus spacing contributes to slower bus speeds

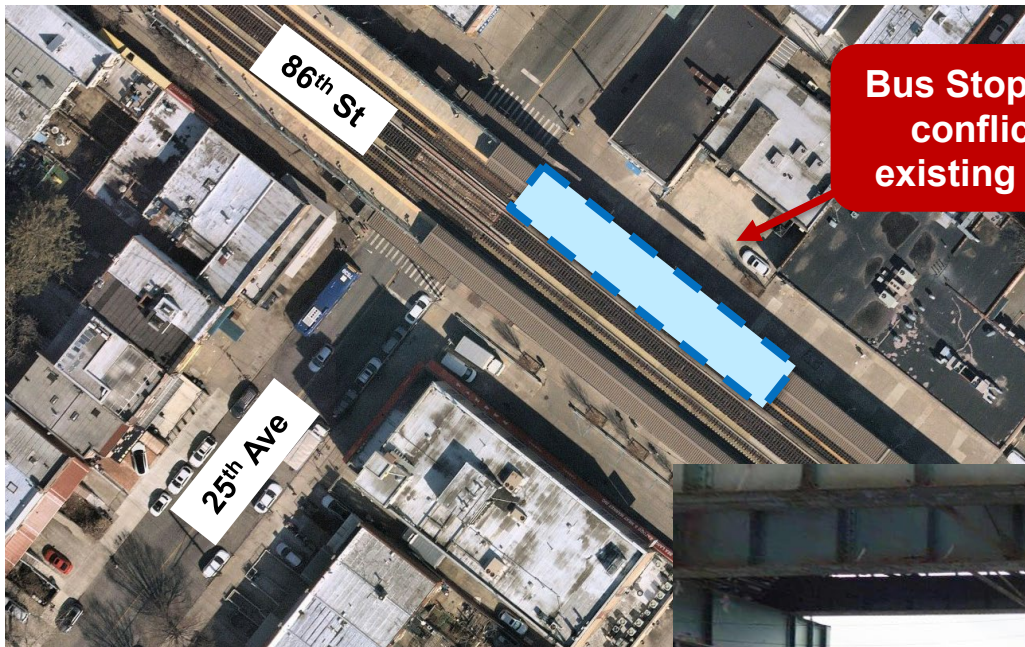
Project Scope: Bus Stop Challenges

24th Ave - Driveway Conflicts



Project Scope: Bus Stop Challenges

25th Ave - Driveway Conflicts



Bus Stop Location
conflicts with
existing driveway



Project Scope: Bus Stop Consolidation & Changes

Bay 20th St:
Northbound bus stop is not in the roadway, so no bus bulb is proposed here

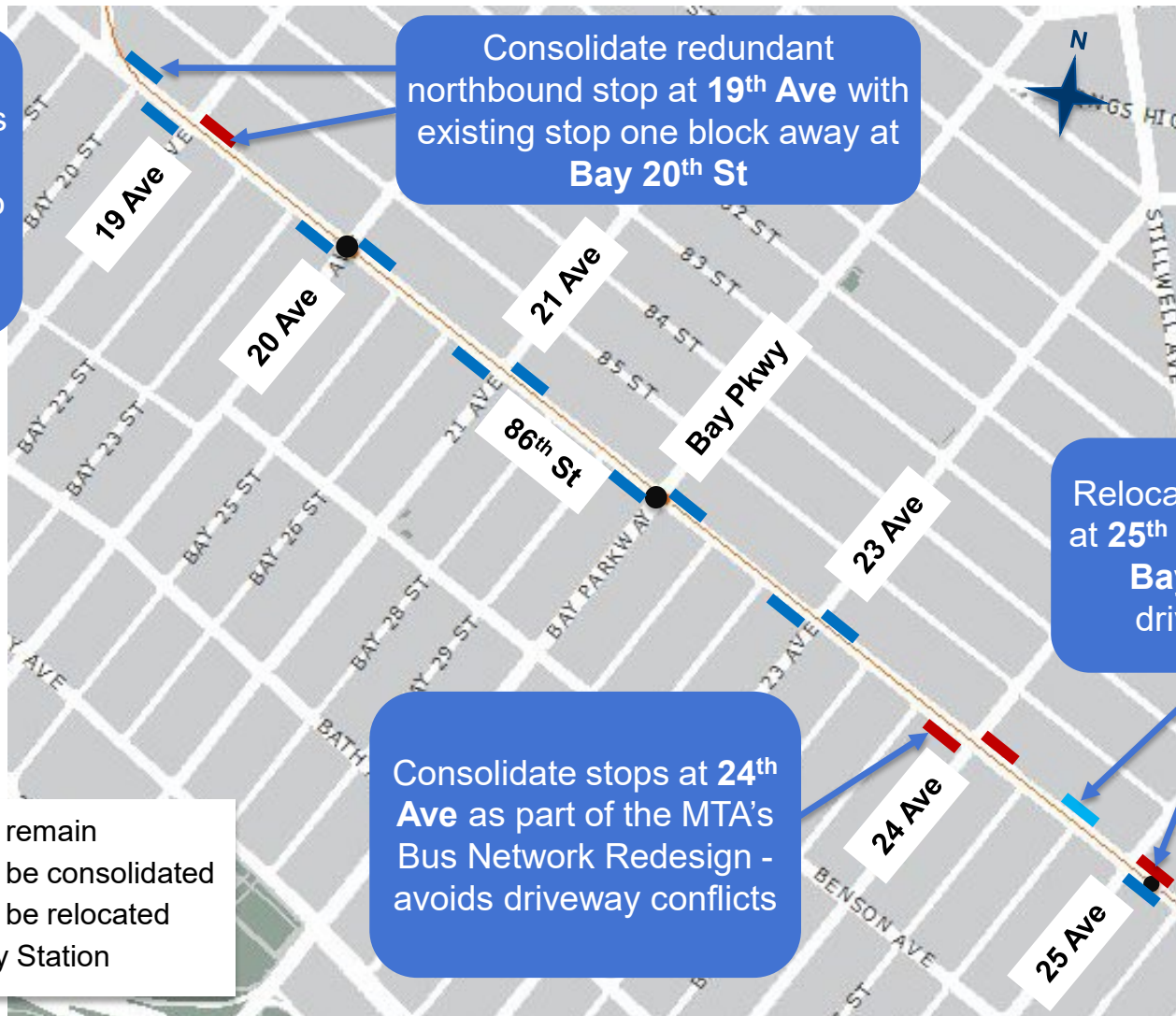
Consolidate redundant northbound stop at 19th Ave with existing stop one block away at Bay 20th St

Relocate northbound stop at 25th Ave to mid-block at Bay 38th St due to driveway conflicts

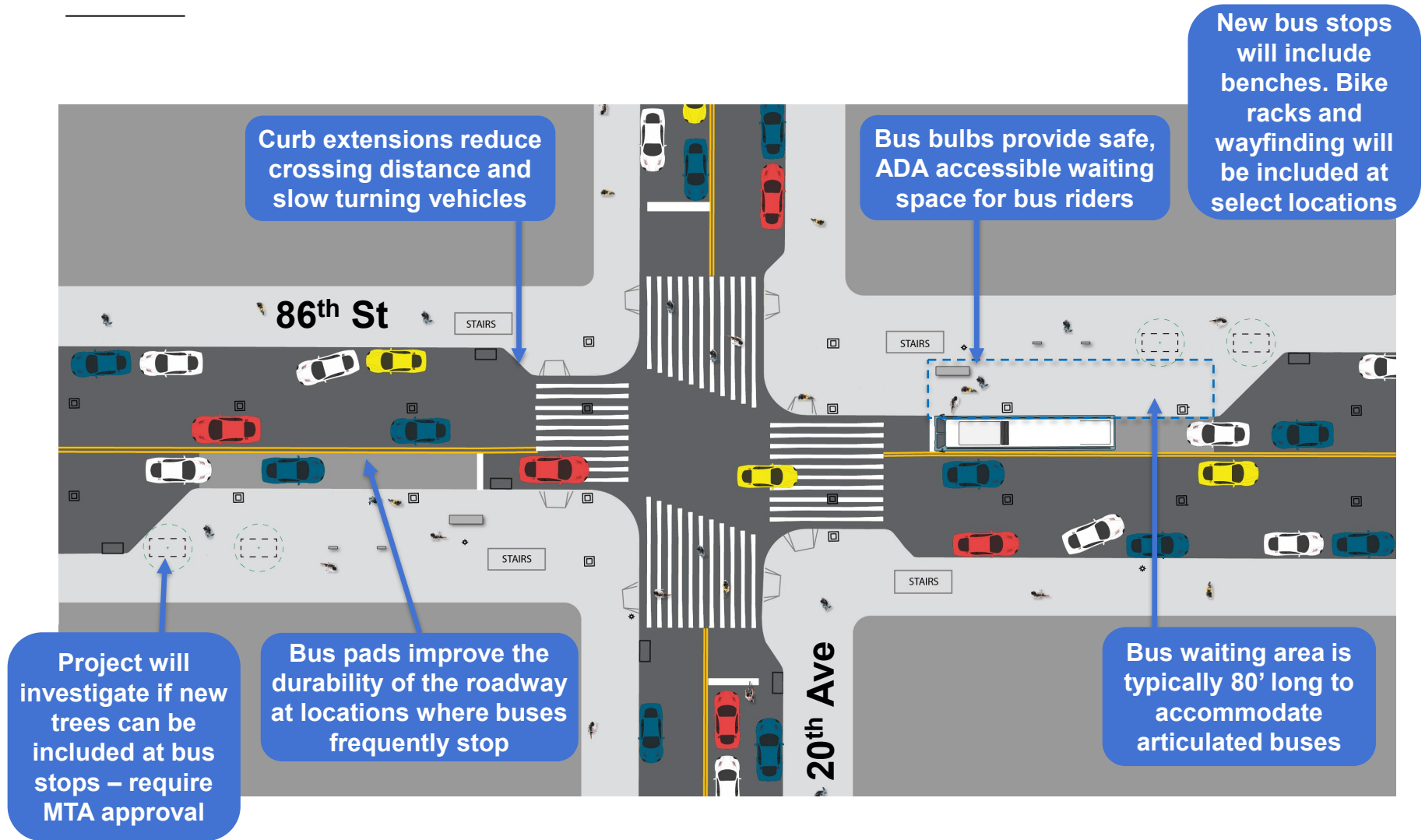
Consolidate stops at 24th Ave as part of the MTA's Bus Network Redesign - avoids driveway conflicts

25th Ave:
Subway transfer and access maintained at this high ridership stop

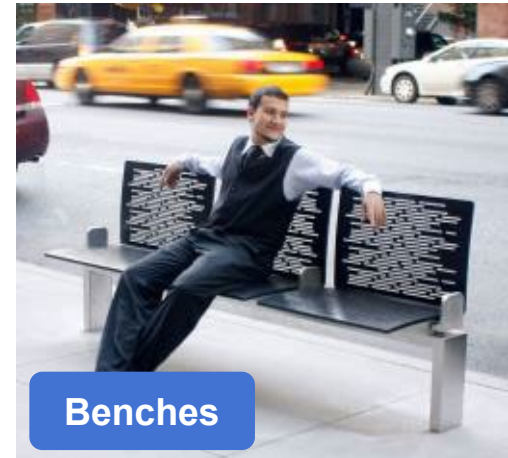
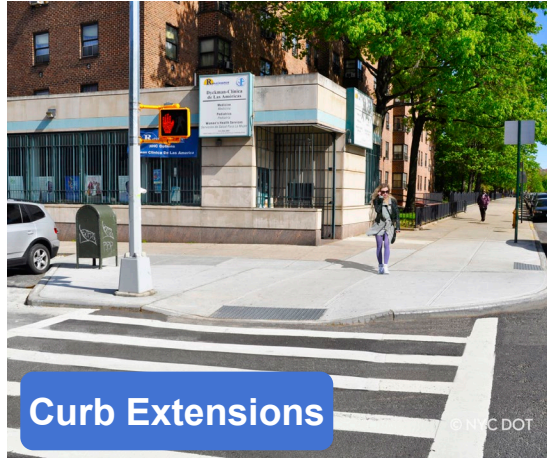
- Stop to remain
- Stop to be consolidated
- Stop to be relocated
- Subway Station



Project Proposal: Typical Design



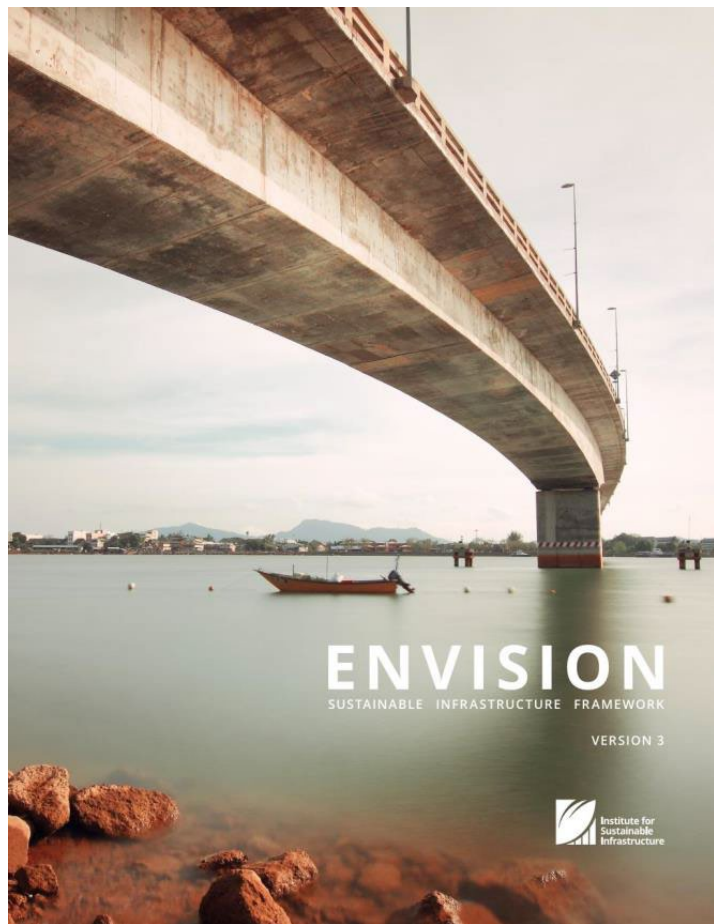
Project Toolkit



Capital Project Schedule

- **Fall 2020:** Design Start
- **Summer 2022: Presentation to Community Board 11**
 - **Fall 2022:** Preliminary Design distributed to Community Board 11
- **Fall 2023:** Design Finish
- **Fall 2025:** Target for Construction Start, 2 years duration

Envision Sustainability Rating System



- Envision™ is a rating system and planning guide created by the Institute for Sustainable Infrastructure specifically for infrastructure projects.
- Envision is a framework that provides the guidance needed to initiate this systematic change in planning, design and delivery of sustainable and resilient infrastructure
- Envision addresses the full range of sustainability: social, environmental, economic and resilience
- The Envision™ framework is used as a tool to implement sustainability and resiliency strategies in projects
- This project is targeting to achieve Silver Envision Award



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Project Sustainability and Resiliency Components

- Improve access to transit by:
 - Building bus bulbs and bus pads
 - Installing high visibility crosswalks
 - Providing new, ADA compliant pedestrian ramps
- Where possible, introduce new tree plantings and tree pits to:
 - Provide shade in a high heat vulnerability index area
 - Add greenery and reduce impervious surfaces, mitigate climate change
- Improve drainage system:
 - Add new catch basins, and catch basin chute connections to existing or proposed combined sewers
- Upgrade sewers:
 - Rehabilitate, relocate or replace of existing sewers and/or the install new sewers

Summary – Project Benefits

- Provide safe, fully accessible bus stops along 86th Street by installing bus bulbs and bus pads at all stops
- Upgrade bus stops by installing amenities like benches, bike racks and wayfinding
- Enhance pedestrian safety on 86th Street and on 20th Avenue by installing curb extensions to shorten crossing distances and slow turning vehicles
- Improve roadway conditions and underground infrastructure on 20th Ave by reconstructing the roadway and upgrading or replacing existing sewers and water main



Questions?

Follow Up:

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