



# Safe Routes to Transit – 86th Street

(Project ID: HWSRT200E)

CB 11 Transportation Committee  
Update

August 2022



# Project Update – July, 2022

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## Summary of Changes:

- On June 15, NYC DOT (in partnership with NYC DDC) presented the Safe Routes to Transit – 86<sup>th</sup> Street Capital project to CB 11 Transportation Committee
- The project originally proposed consolidating the northbound / westbound bus stop at 19<sup>th</sup> Ave, with the nearby bus stop at Bay 20<sup>th</sup> St / New Utrecht Ave
- Transportation Committee members raised safety concerns about the Bay 20<sup>th</sup> St / New Utrecht Ave stop, and stated that it was no longer active. The Committee recommended that the project maintain the stop at 19<sup>th</sup> Ave
- In response, NYC DOT and NYC DDC investigated and found that it was feasible to maintain the stop at 19<sup>th</sup> Ave, and have agreed to move forward with the Committees recommendation
- This presentation has been updated to reflect this change of scope



# 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

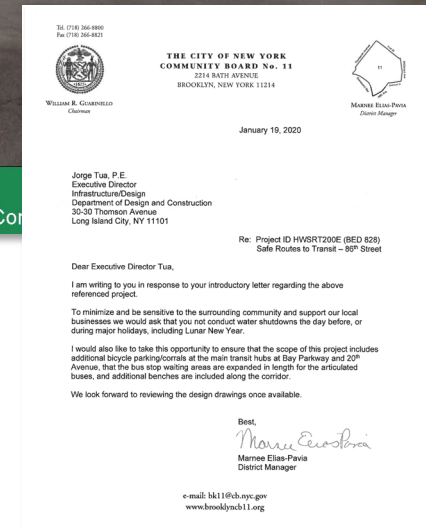
# Project Background

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



Project Area: 86<sup>th</sup> St from 19<sup>th</sup> Ave to 25<sup>th</sup> Ave

MTA Bus Map - Brooklyn

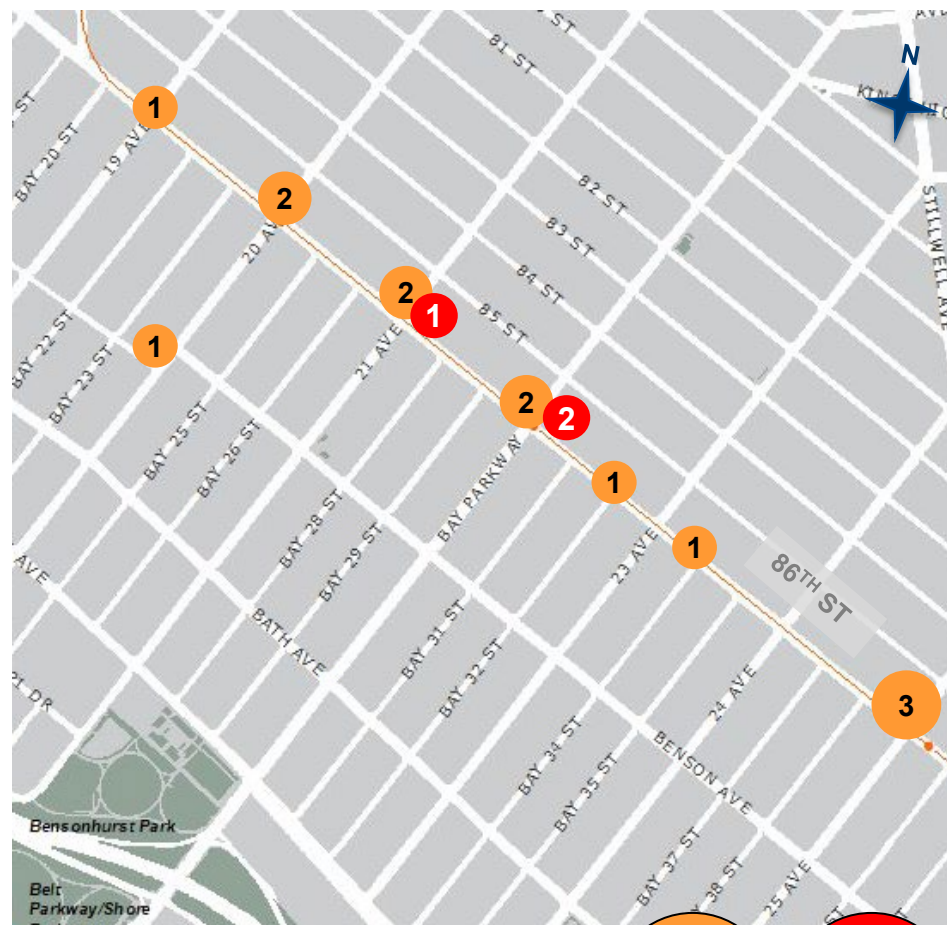
# Safety Data

- 86<sup>th</sup> 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 21<sup>st</sup> 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
<b>Total</b>	<b>238</b>	<b>13</b>	<b>2</b>	<b>15</b>

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



**Severe Injuries**  
2015-2019

**Fatality**  
2015 - Present



# Existing Conditions/Issues





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**In-street bus stops create conflicts between pedestrians and vehicles**

86th St & 23rd Ave





# Existing Conditions/Issues



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**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

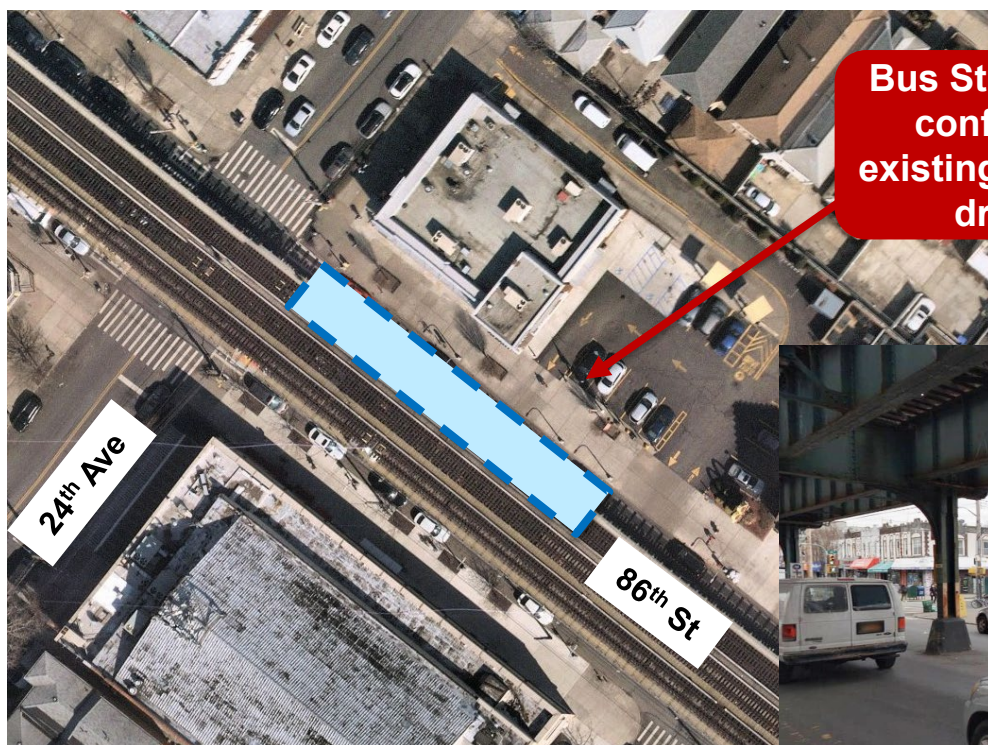
- 14 total bus bulbs and bus pads
  - 12 on 86<sup>th</sup> St, servicing B1
  - 2 on Bay Pkwy servicing B82-SBS
- Coordinated with MTA Bus Network Redesign:
  - Consolidates both stops at 24<sup>th</sup> Avenue
- Curb extensions at 20<sup>th</sup> Ave, Bay Pkwy and 24<sup>th</sup> Ave
  - Provide additional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





# Project Scope: Bus Stop Challenges

## 24<sup>th</sup> Ave - Driveway Conflicts

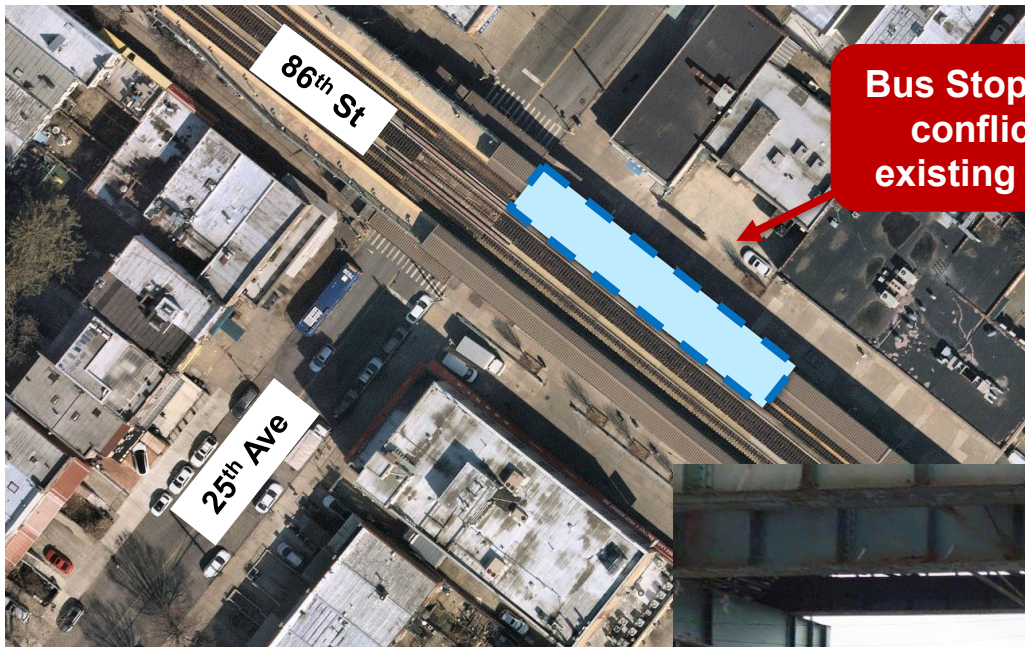


Bus Stop Location  
conflicts with  
existing McDonalds  
driveway



# Project Scope: Bus Stop Challenges

## 25<sup>th</sup> Ave - Driveway Conflicts



**Bus Stop Location  
conflicts with  
existing driveway**

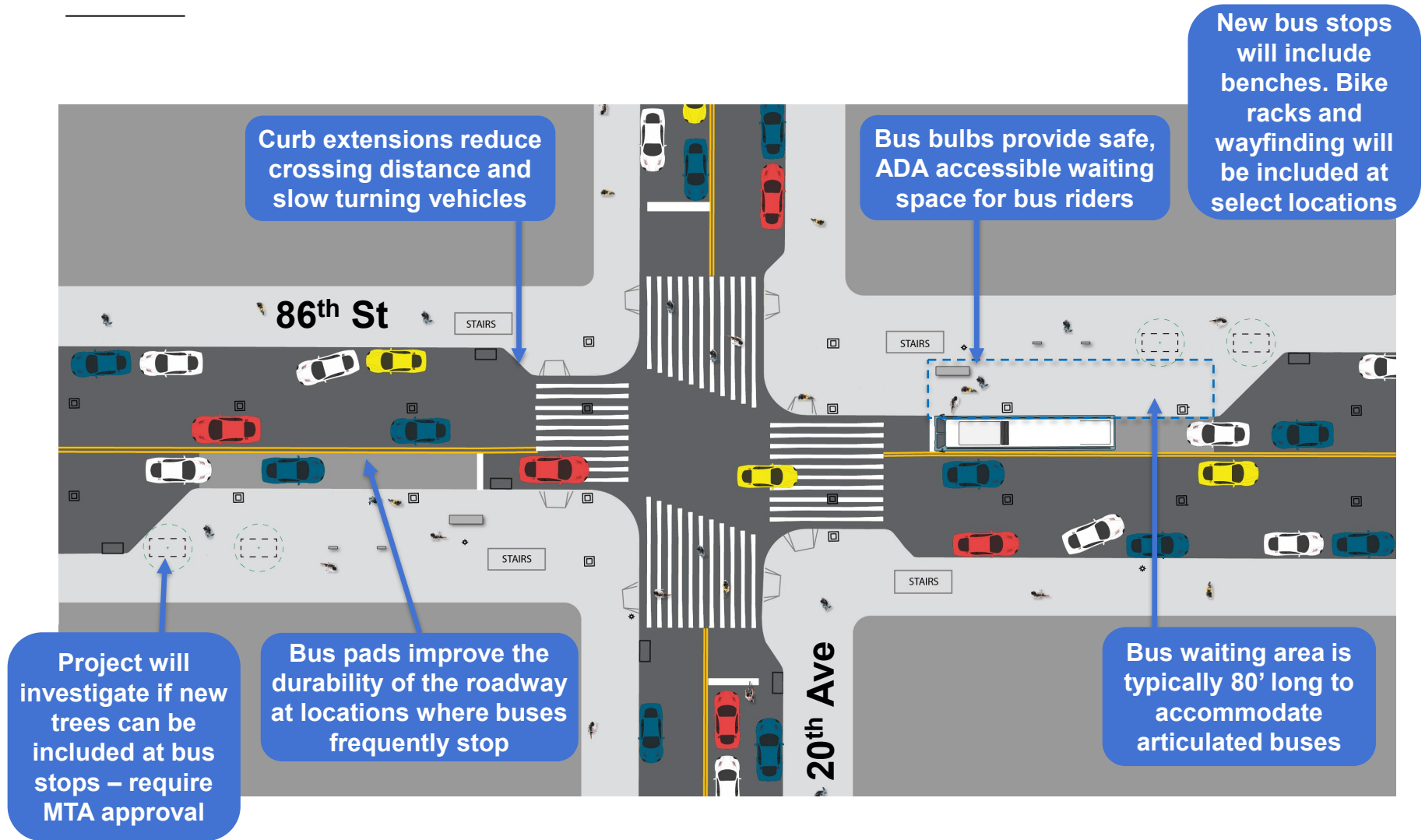




# Project Scope: Bus Stop Consolidation & Changes

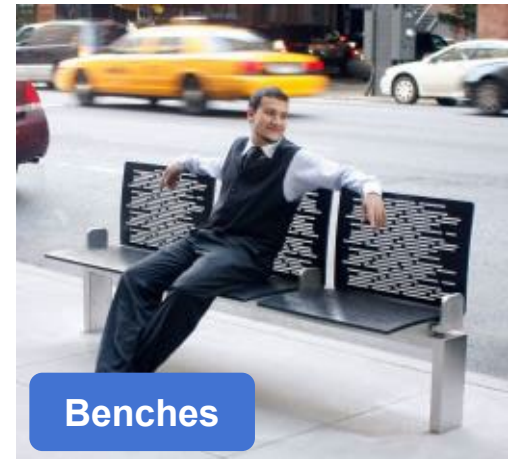
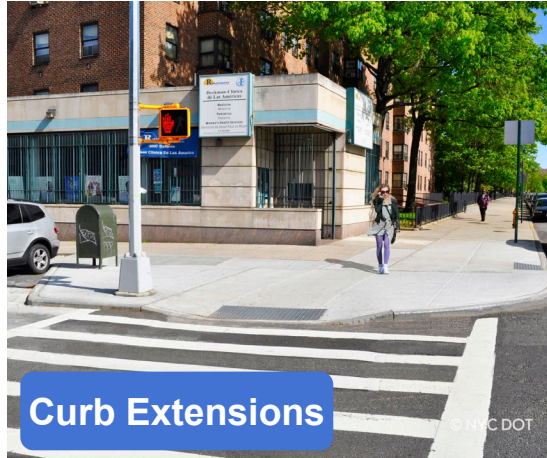


# Project Proposal: Typical Design





# Project Toolkit



# Capital Project Schedule

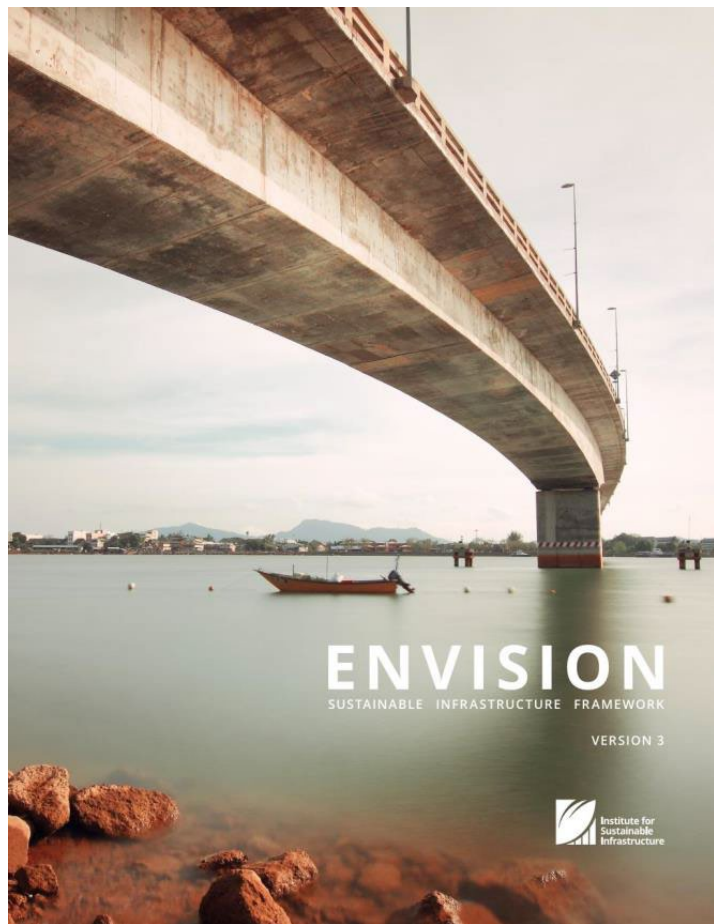
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- Fall 2020: Design Start
- **Summer 2022: Presentation to Community Board 11**
  - Fall 2022: Preliminary Design distributed to Community Board 11
- Fall 2023: Design Finish
- Fall 2025: Target for Construction Start, 2 years duration



# Envision Sustainability Rating System

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- 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



Department of  
Design and  
Construction



# Project Sustainability and Resiliency Components

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- 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

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- Provide safe, fully accessible bus stops along 86<sup>th</sup> 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 86<sup>th</sup> Street and on 20<sup>th</sup> Avenue by installing curb extensions to shorten crossing distances and slow turning vehicles
- Improve roadway conditions and underground infrastructure on 20<sup>th</sup> Ave by reconstructing the roadway and upgrading or replacing existing sewers and water main



White Plains Rd & Allerton Ave

# Questions?

## Follow Up:

Keith Bray, Brooklyn Borough Commissioner  
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