



86TH ST: STILLWELL AV TO SHELL RD / MCDONALD AV

School Safety Improvements

Shared with CBs 11, 13 & 15 | February 4, 2019

PROJECT BACKGROUND

1

BACKGROUND

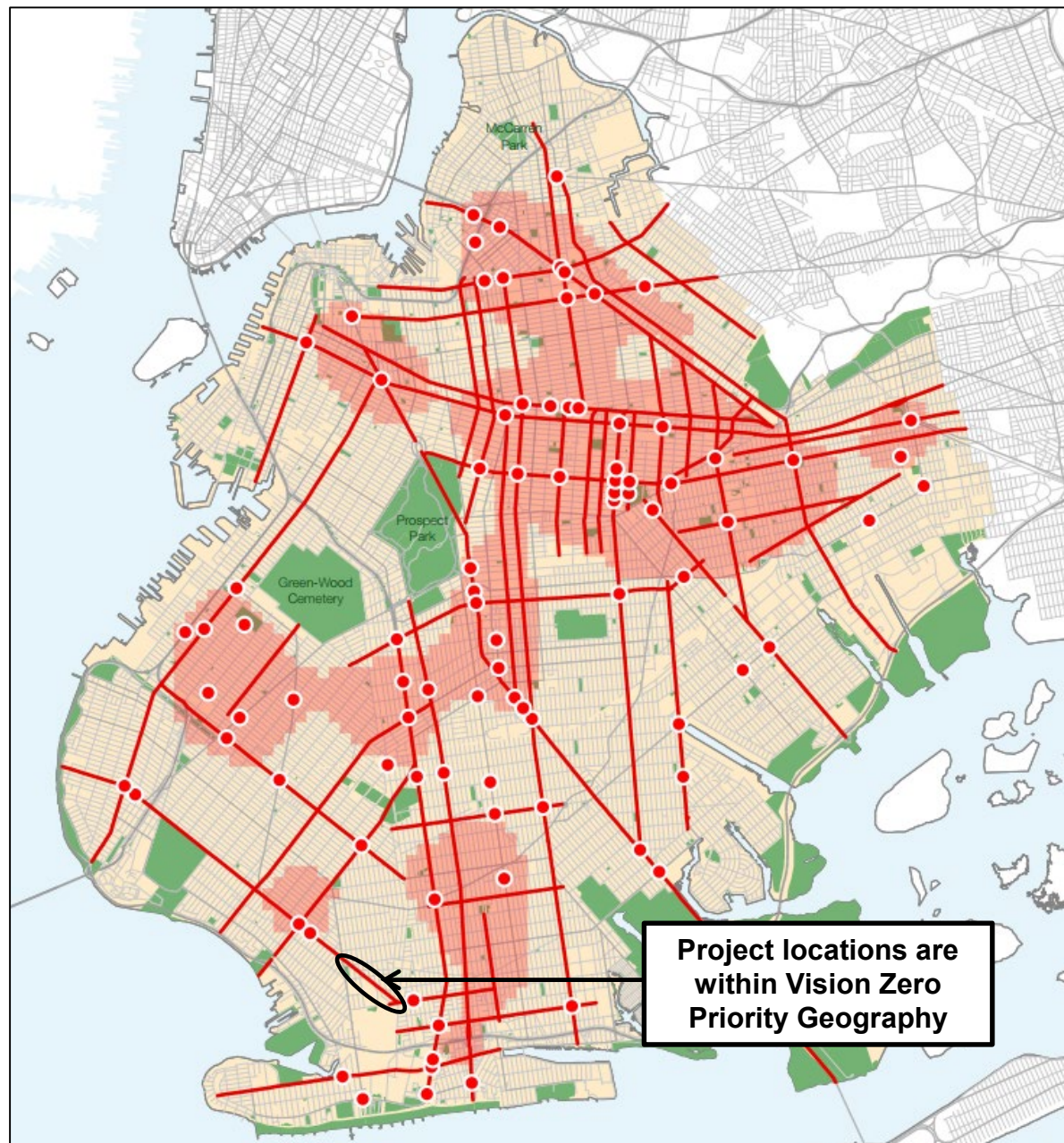
VISION ZERO

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

BACKGROUND

PROJECT LOCATION

86 St: Stillwell Ave to Shell Rd/McDonald Ave

- 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

86 St - Stillwell Ave to Shell Rd, BK

Injury Summary, 2012-2016 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	42	5	0	5
Bicyclist	15	2	0	2
Motor Vehicle Occupant	78	4	0	4
Total	135	11	0	11

Fatalities, 01/01/2012-2/5/2018 : 1

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



EXISTING CONDITIONS & PROPOSALS

2

EXISTING CONDITIONS

CORRIDOR SAFETY – SHARED THROUGH/LEFT TURN LANE

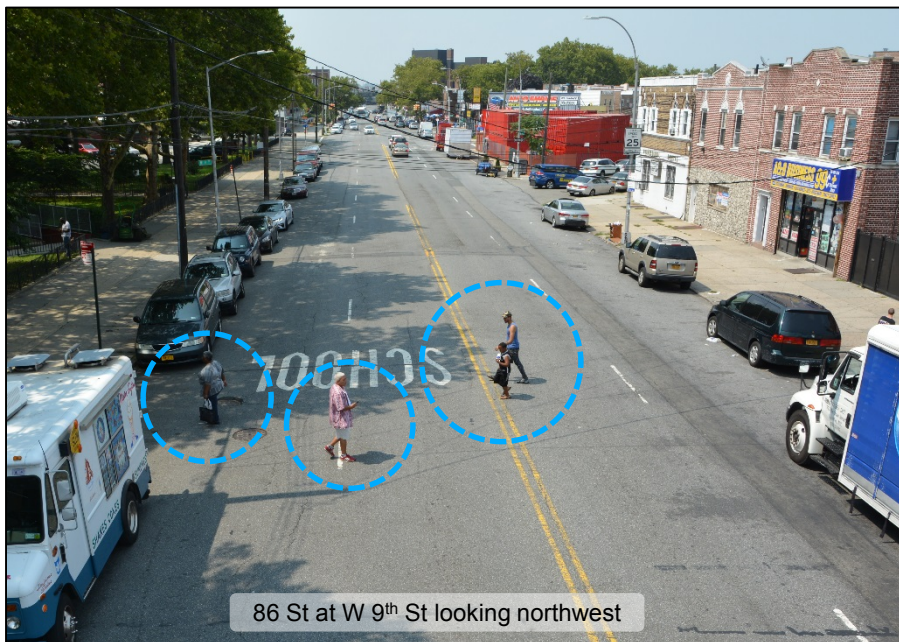
- Shared through/ left turn lane causes unpredictable maneuvers
- Drivers swerve between lanes to avoid left turning and double parked vehicles



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

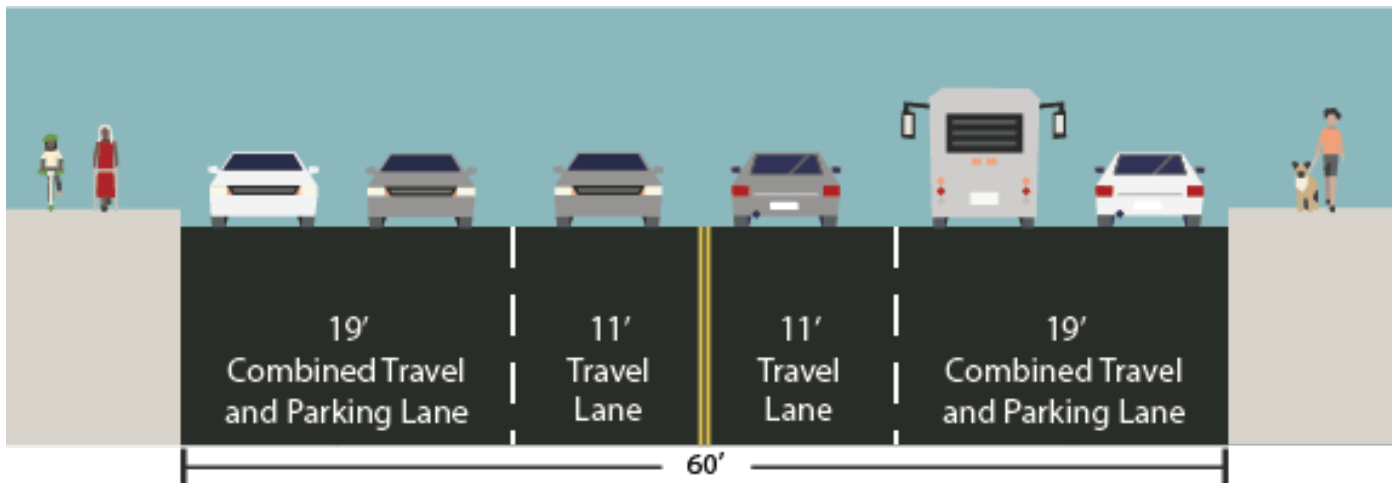
CORRIDOR IMPROVEMENTS – PROPOSED CONFIGURATION

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

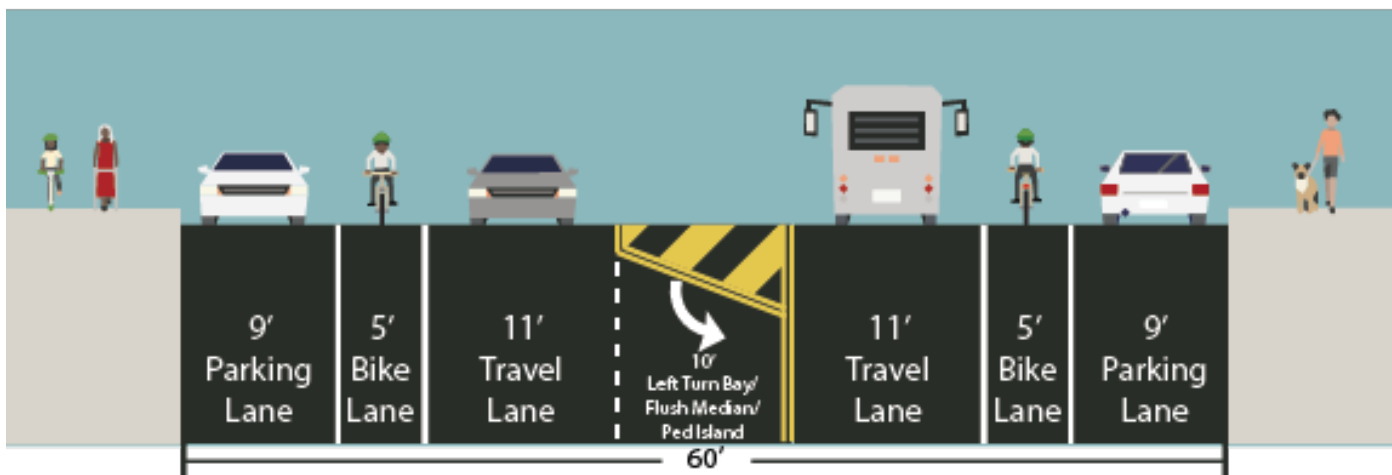


PROPOSED

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

Flush median creates space for emergency vehicles to bypass traffic

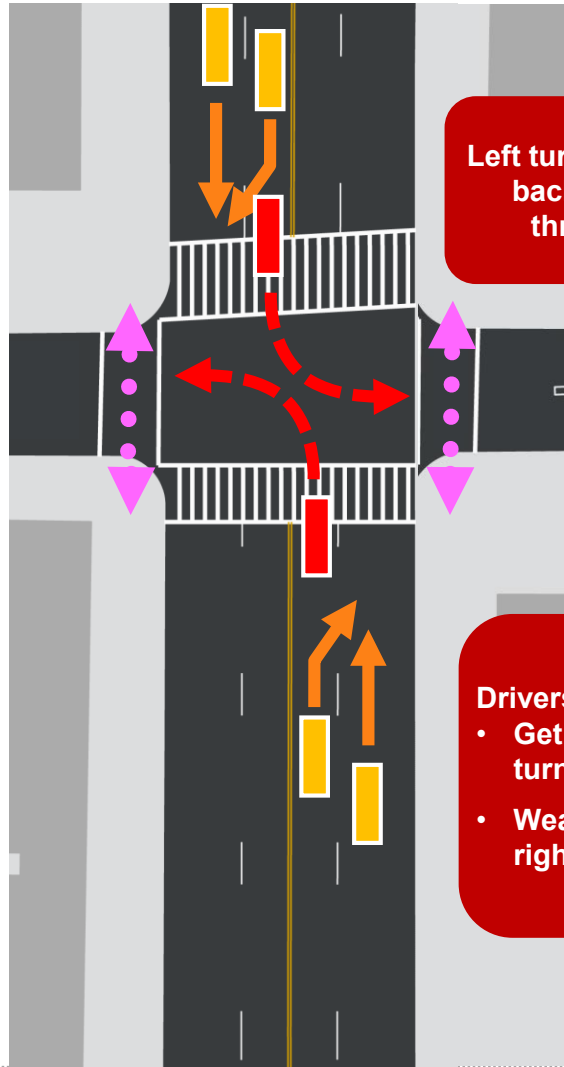
Extra space allows for addition of bike lanes to dedicate space for cyclists, and increase predictability



PROPOSAL

CORRIDOR IMPROVEMENTS – 4 LANE TO 3 LANE TRAFFIC CALMING

EXISTING

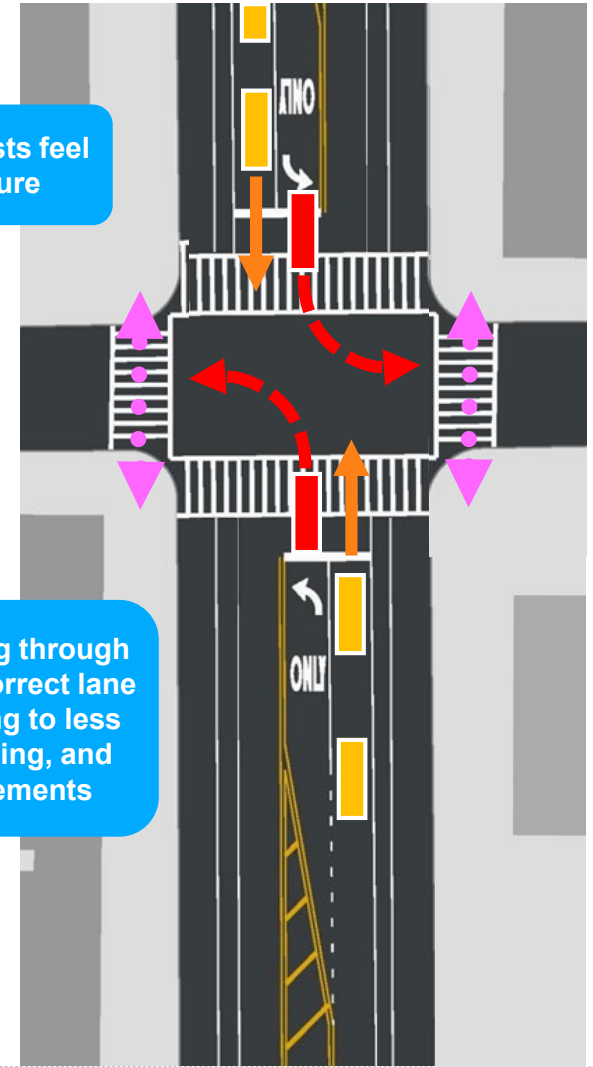


Left turning motorists feel back pressure from through vehicles

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

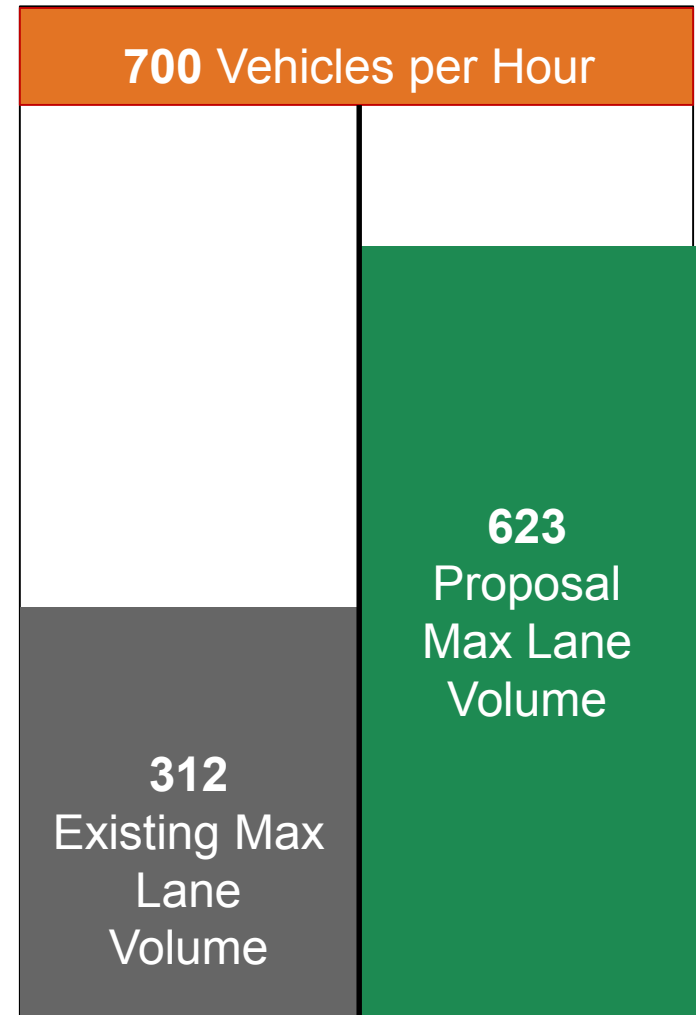
Proposal (1 lane + left turn bays)

- 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



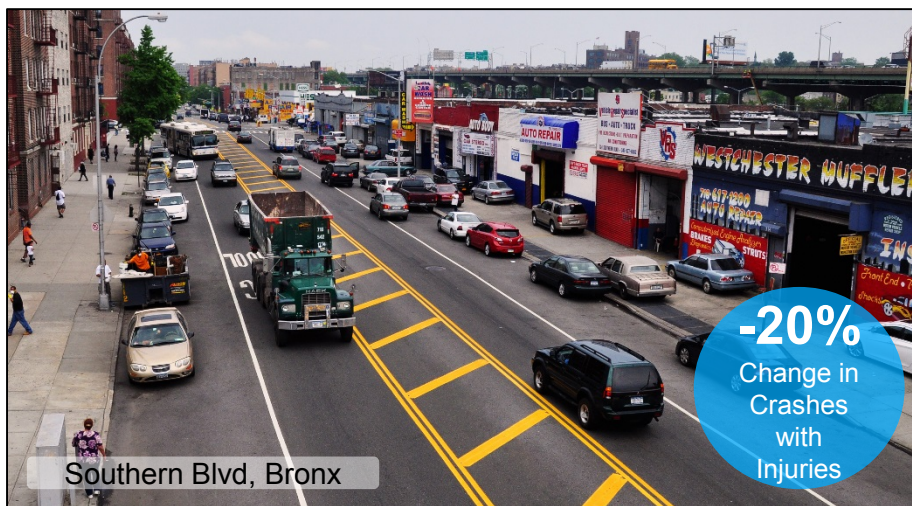
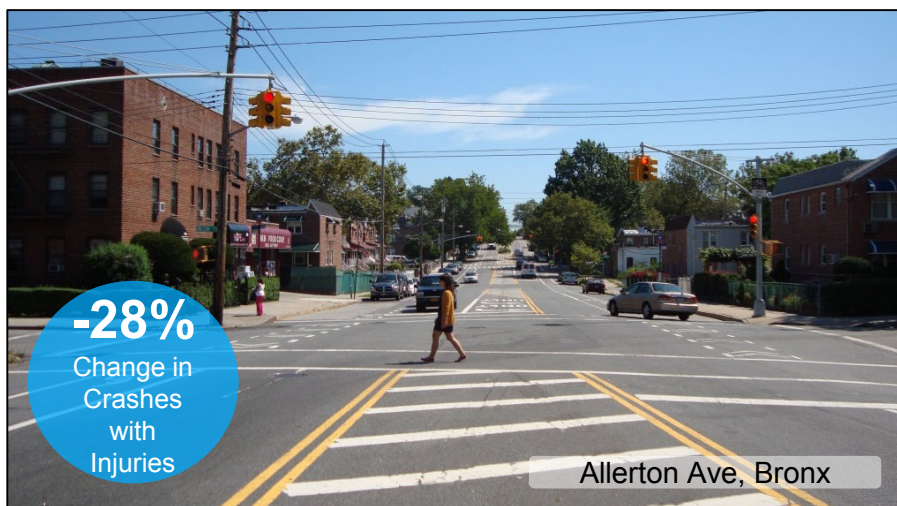
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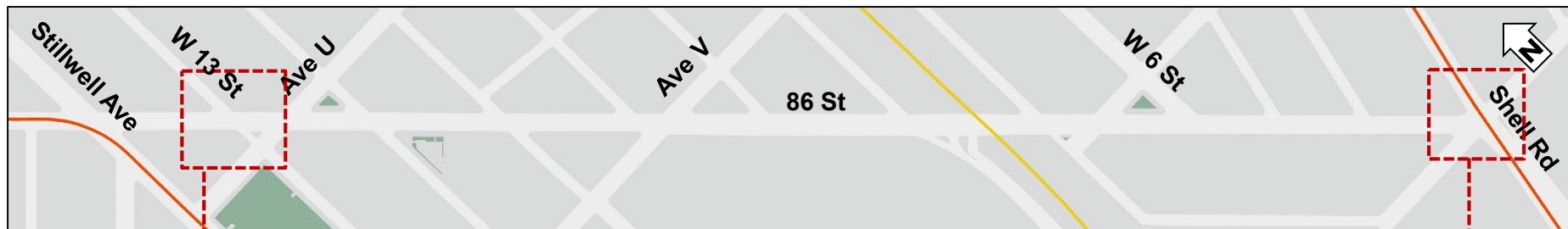
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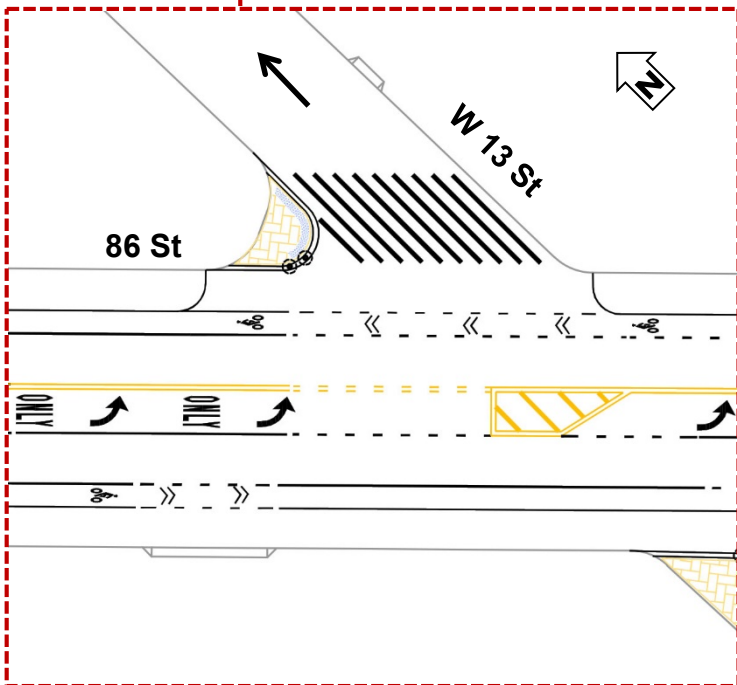


PROPOSAL

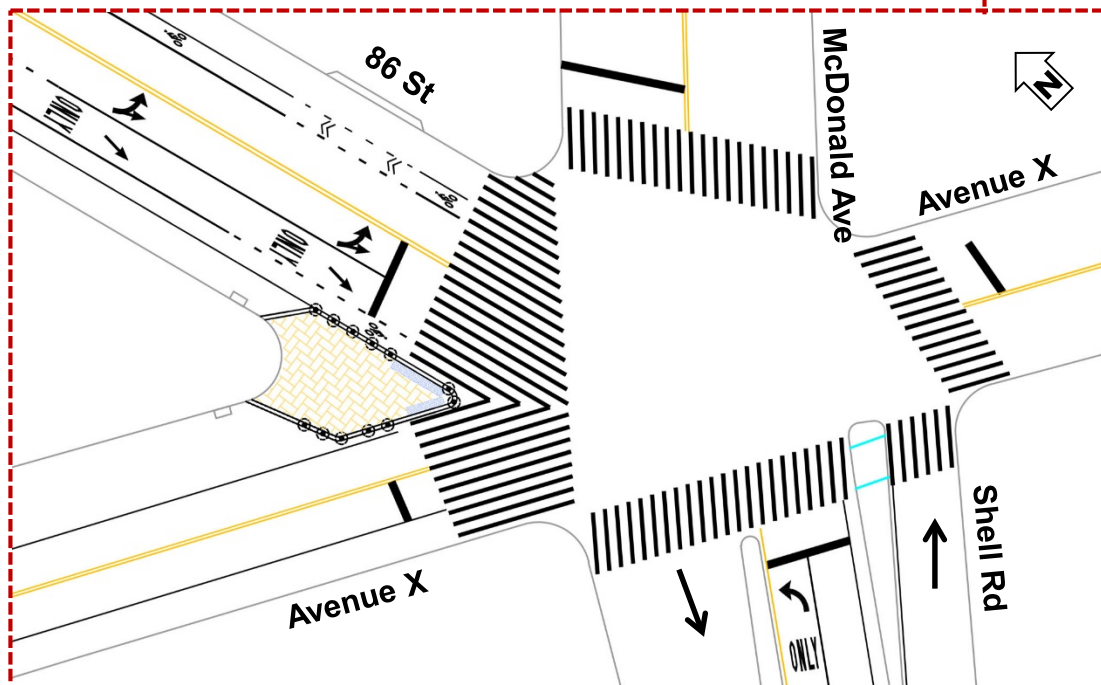
INTERSECTION IMPROVEMENTS – PAINTED CURB EXTENSIONS



86 St at W 13 St - Painted

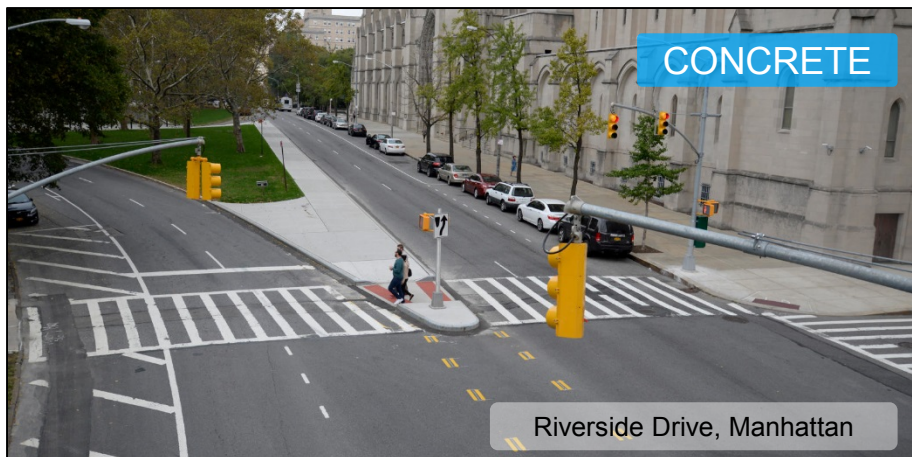


86 St at McDonald Ave/Shell Rd - Painted



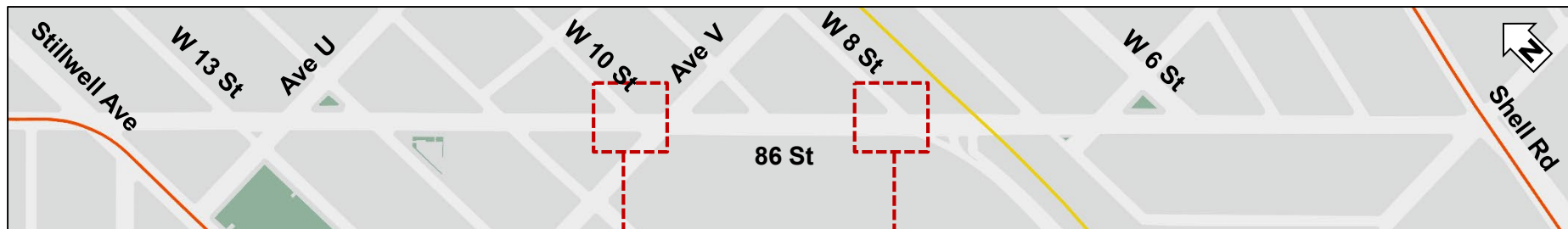
PROPOSAL

INTERSECTION IMPROVEMENTS – PAINTED CURB EXTENSIONS

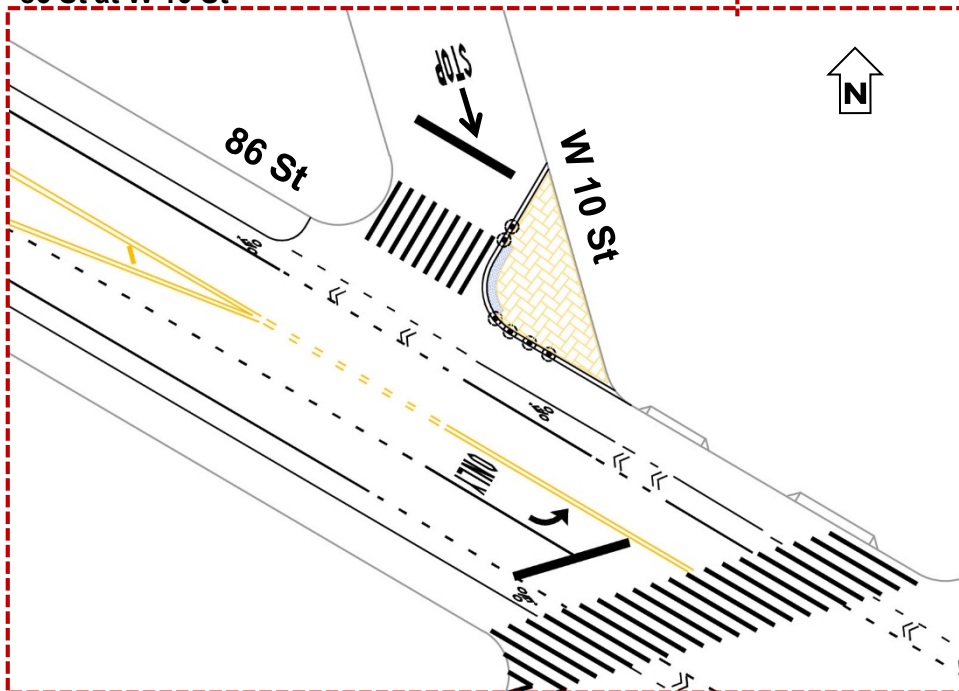


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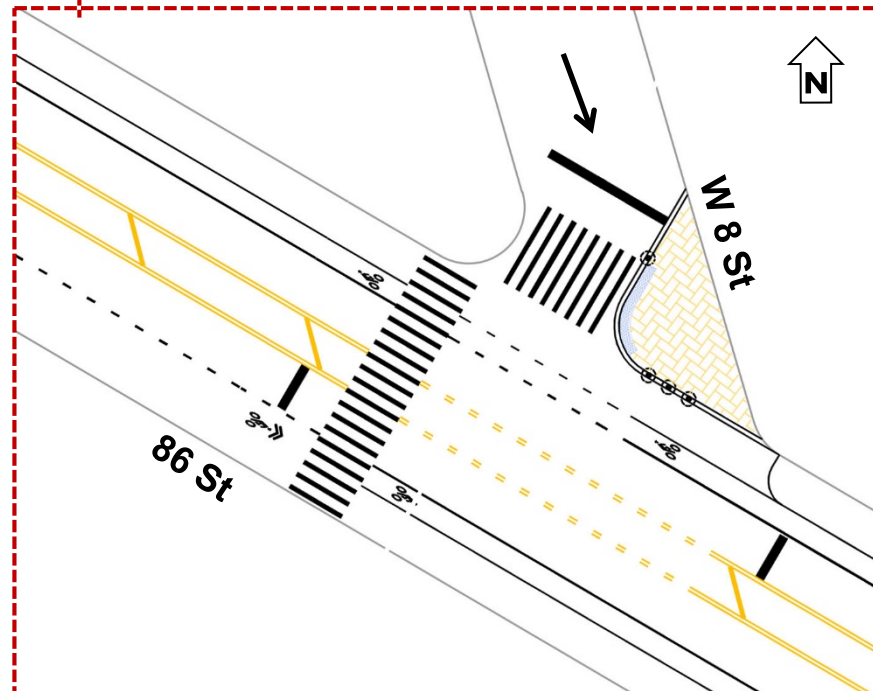
INTERSECTION IMPROVEMENTS – INTERSECTION NORMALIZATION



86 St at W 10 St

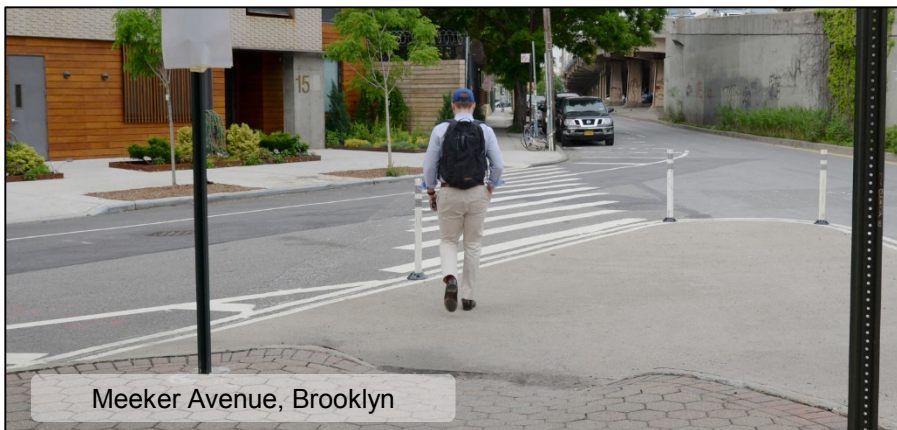


86 St at W 8 St



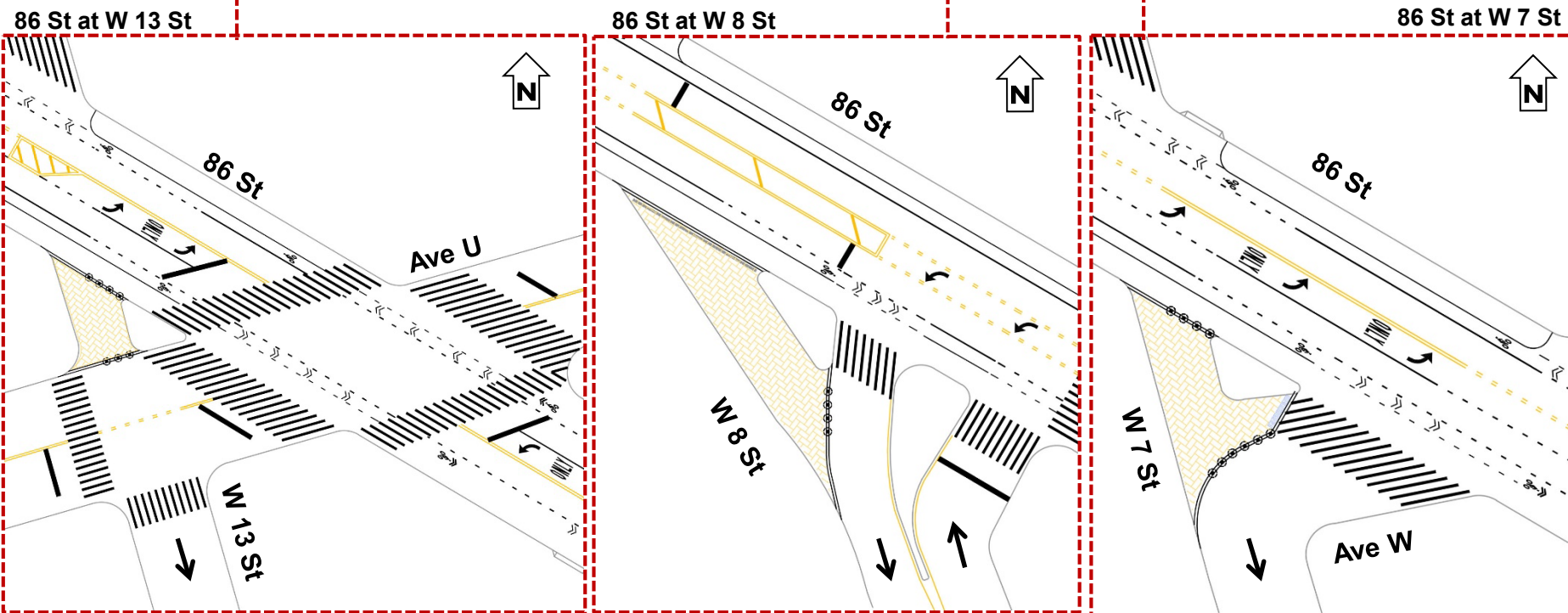
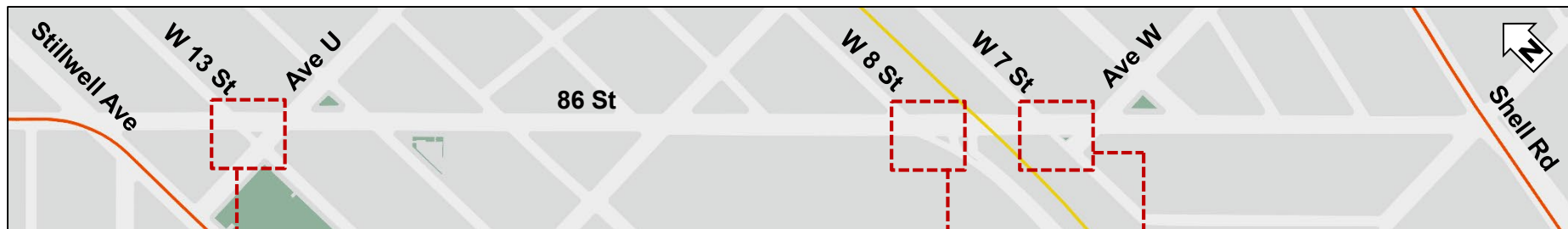
PROPOSAL

INTERSECTION IMPROVEMENTS – INTERSECTION NORMALIZATION



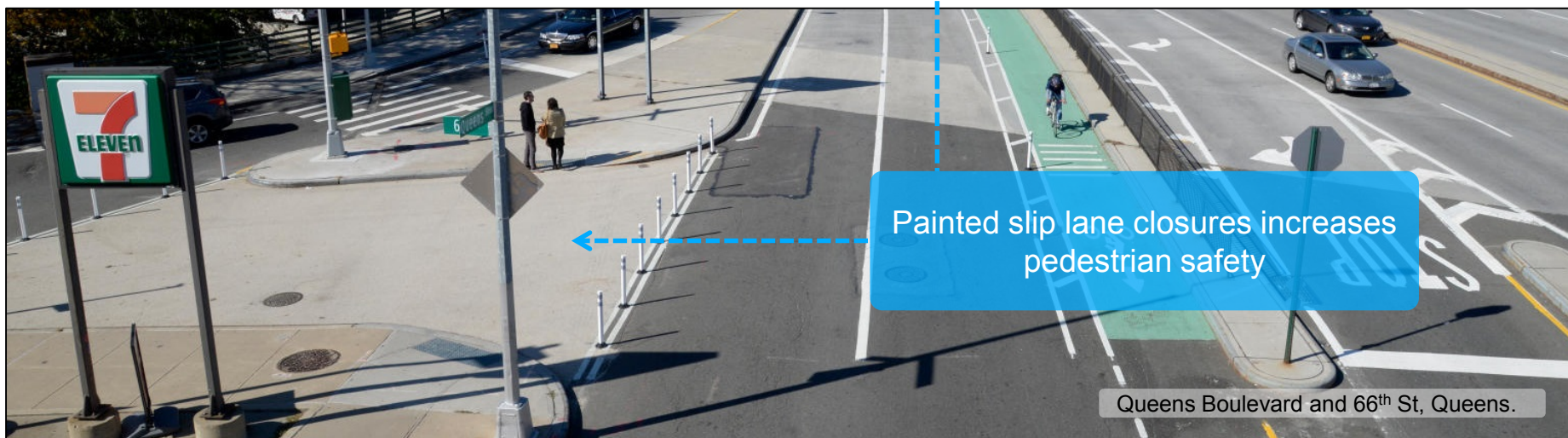
PROPOSAL

INTERSECTION IMPROVEMENTS – PAINTED SLIP LANE CLOSURES



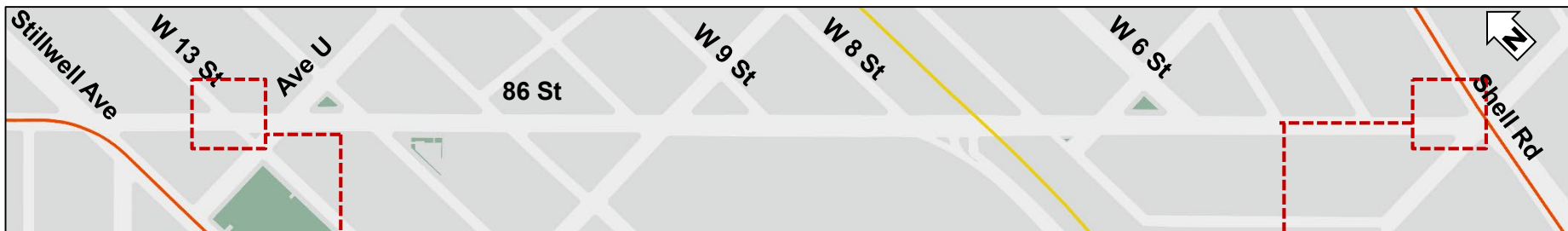
PROPOSAL

INTERSECTION IMPROVEMENTS – PAINTED SLIP LANE CLOSURES



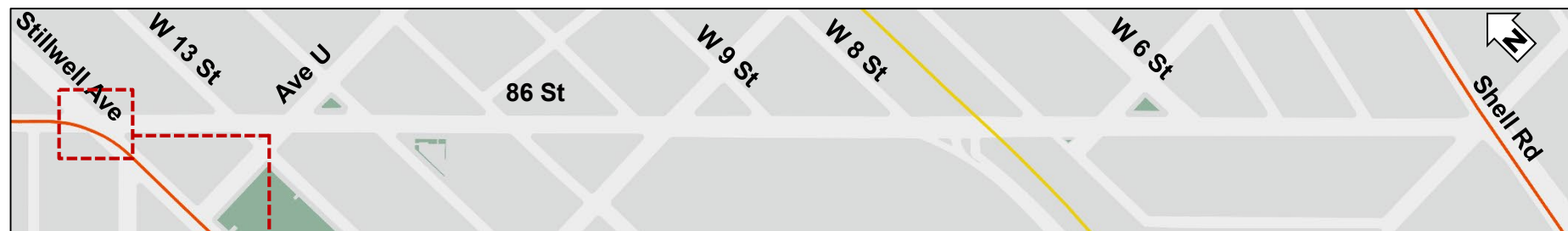
PROPOSAL

INTERSECTION IMPROVEMENTS – RIGHT-TURN BANS

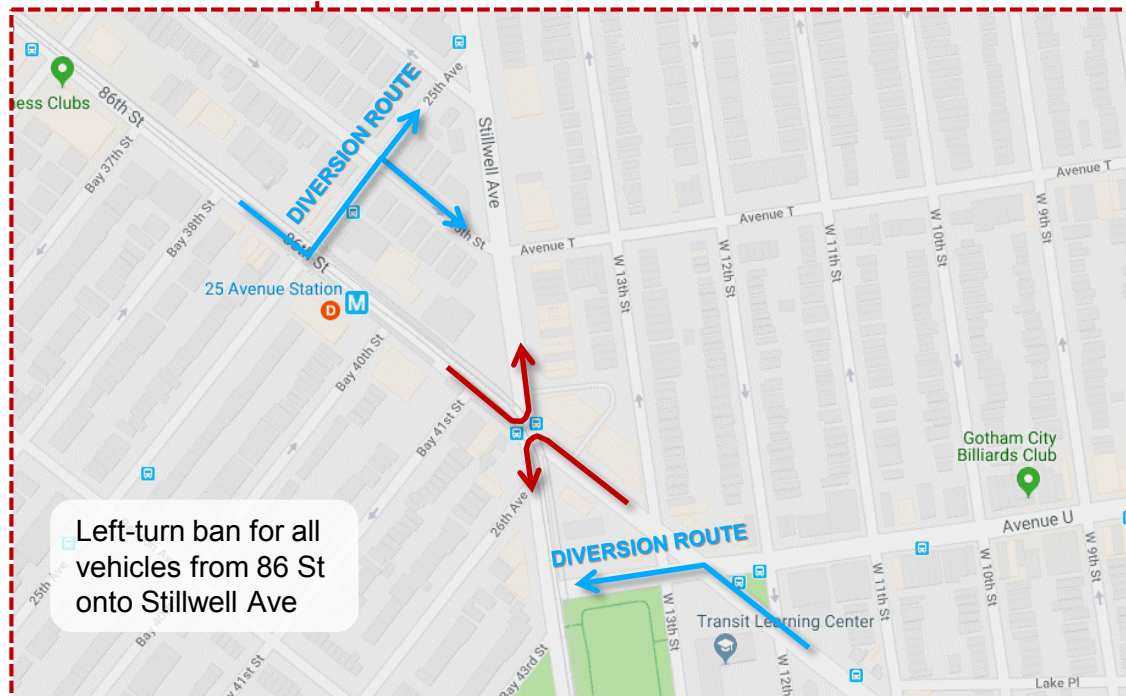


PROPOSAL

INTERSECTION IMPROVEMENTS – LEFT-TURN BANS

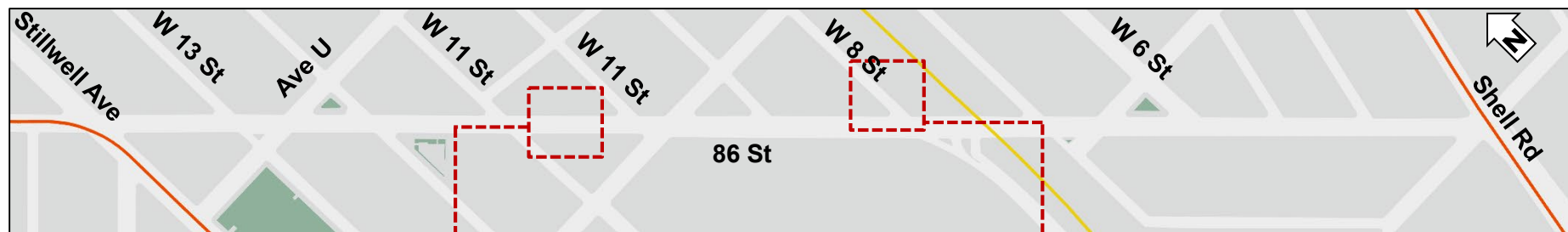


86 St at Stillwell Ave

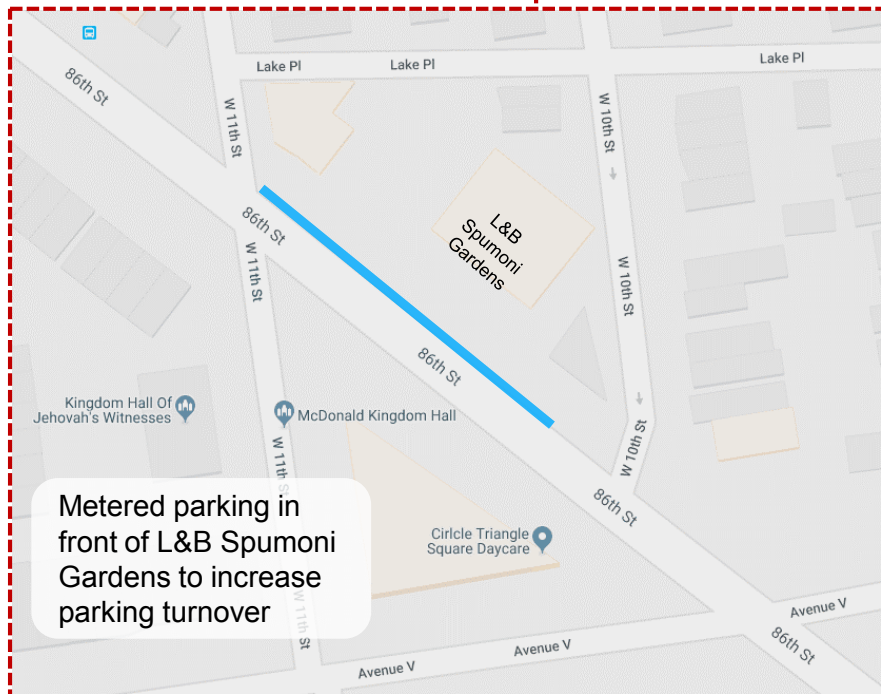


PROPOSAL

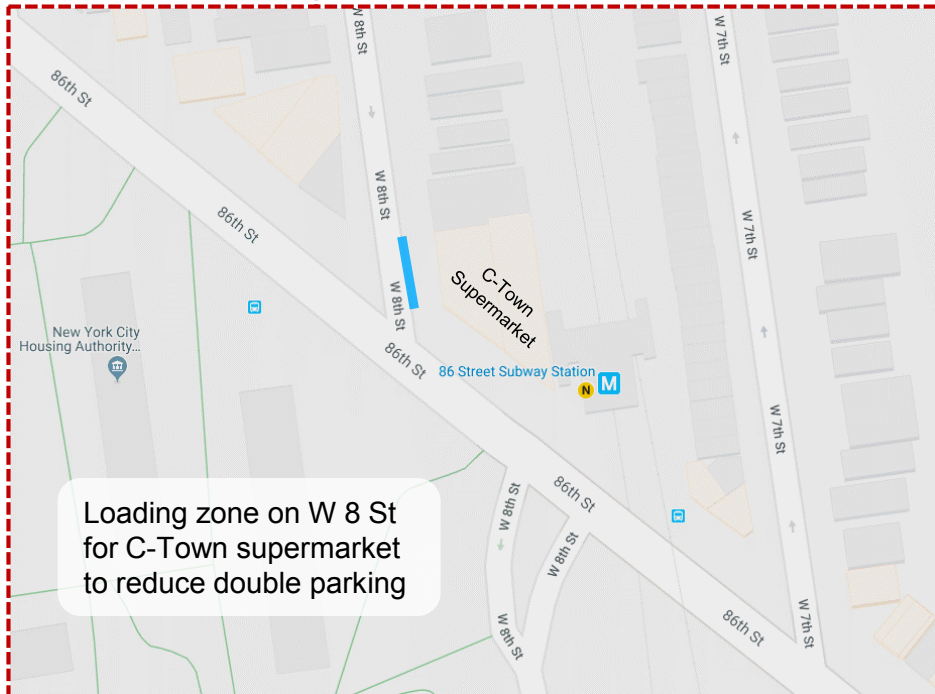
PARKING IMPROVEMENTS – LOADING ZONE & METERED PARKING



86 St from W 11 St to W 10 St

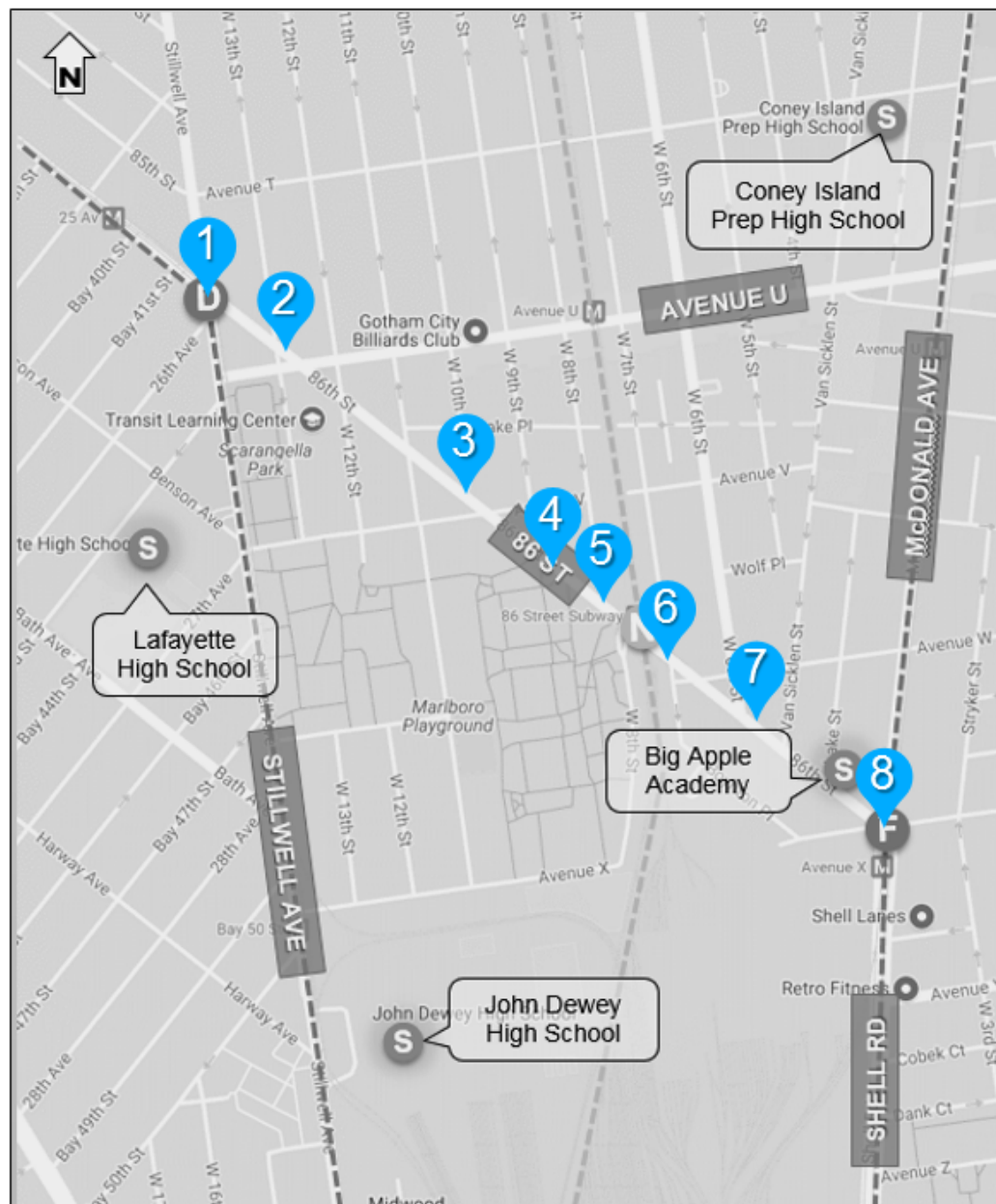


W 8 St at 86 St



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!



NYC DOT



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nyc_dot



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