



KINGS HIGHWAY (E 98 ST TO AVE J)

Brooklyn Community Board 17 Transportation Committee

March 9, 2021



- Project limits: E 98th St to Ave J; 2.7 mile corridor
- Primarily a residential corridor with limited commercial areas
- Within Brownsville Senior Pedestrian Focus Area
- B7 bus runs on Kings Hwy south of E 95th St and B8 bus runs on Kings Hwy between Beverley Rd and Ave D
- Divided between Community Board 17 and 18 at the Bay Ridge Branch train tracks



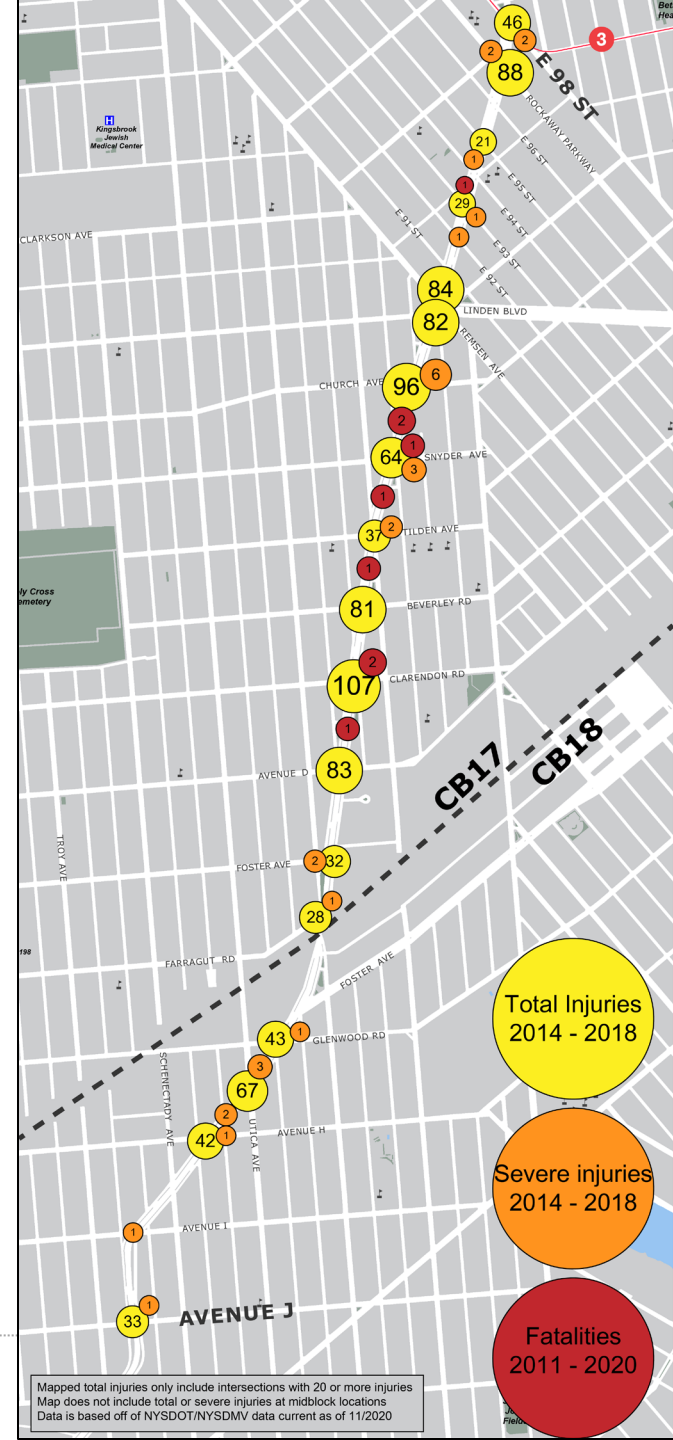
SAFETY DATA (2014 – 2018)

- Kings Hwy is in a Vision Zero Priority Area with 7 pedestrian severe injuries and 12.9 KSI per mile
- Kings Hwy has 1,238 total injuries and 31 severe injuries in the most recent 5 year period and 9 fatalities in the last 10 years
- Disproportionate number of drivers injured in left turn crashes

Injury Summary, 2014-2018 (5 Years)

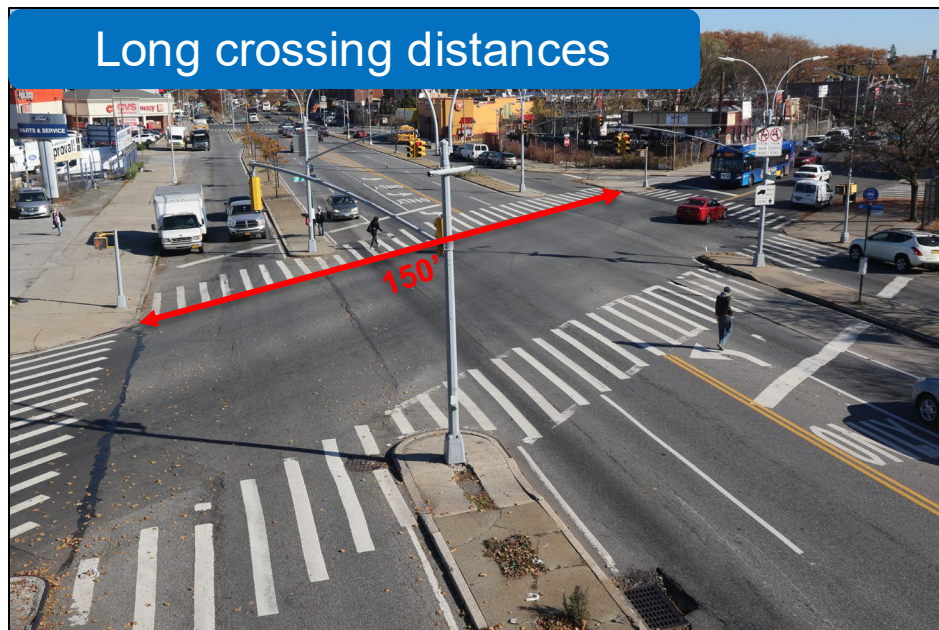
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	83	7	0	7
Bicyclist	23	1	0	1
Motor Vehicle Occupant	1132	23	1	24
Total	1238	31	1	32

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



EXISTING CONDITIONS - PEDESTRIANS

Long crossing distances



Kings Hwy and Ave H

- Long crossing distances make it more difficult for pedestrians to cross Kings Hwy safely, especially pedestrians with limited mobility

Lack of mid-crossing refuges



Kings Hwy and Tilden Ave

- Lack of mid-crossing refuges mean pedestrians do not have safe, ADA-compliant space to wait while crossing
- Recessed medians allow for faster, dangerous turns

EXISTING CONDITIONS - VEHICLES

Disorganized service road



Kings Hwy and Beverly Rd

- The disorganized service road leads to unclear merges, undefined spaces, and additional vehicle conflicts

Unclear slip lanes

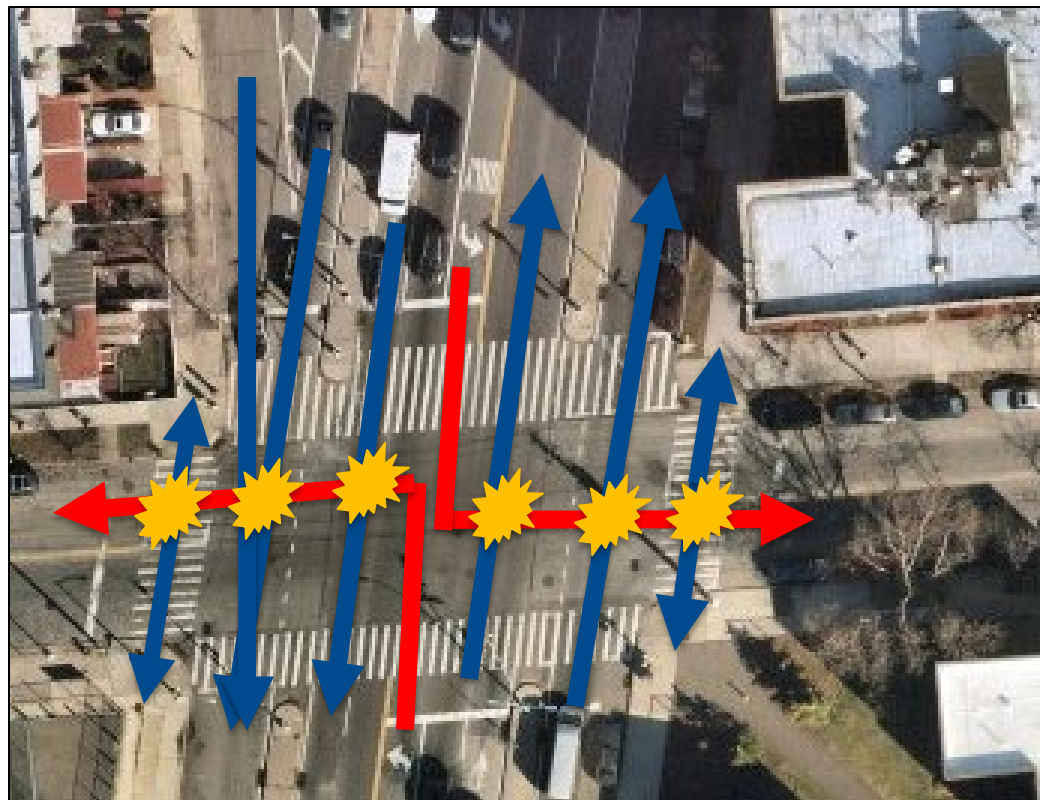


Kings Hwy and Foster Ave

- Unclear slip lanes result in dangerous transitions between the main road and the service road

EXISTING CONDITIONS – LEFT TURNS

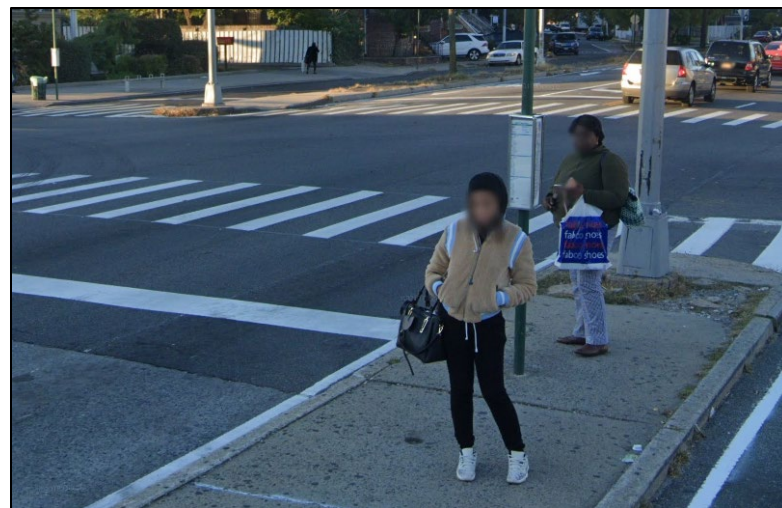
- Motorists must yield to multiple streams of traffic and pedestrians when attempting to make left turns
- Motorists have to deal simultaneously with multiple potential conflicts, lack of visibility, and long turning distances
- Left turns cause a disproportionate amount of the crashes on Kings Hwy – 90% more injuries to drivers compared to Brooklyn averages due to left turns



Vehicles making lefts from Kings Hwy face multiple conflicts with other vehicles and pedestrians in addition to visibility challenges and long turn distances (Ave D)

EXISTING CONDITIONS – BUS STOPS

- Most bus stops along Kings Hwy are along a narrow, concrete median between the main road and the service road
- Many bus stops are not ADA-compliant with no ramp access, signal pole obstructions, and without sufficient space for wheelchair users to maneuver onto bus ramps
- The narrow medians between two moving lanes creates an unsafe waiting experience for riders



Above: Two riders wait after getting off the B7 bus at Ave H
Below: The NB bus stop at Church Ave is inaccessible and narrow

PROPOSAL - CORRIDOR MARKINGS

- Add painted median tips to shorten crossing distances and provide refuges at all feasible locations
- Mark parking lane on the service road to improve roadway organization and predictability
- Add painted curb extensions at Clarendon Rd, E 59th St, and Foster Ave to slow turning vehicles, reduce crossing distances, and provide additional pedestrian space
- Upgrade all slip lane markings for safer transitions between the main road and the service road



Painted median tip extension at Kings Hwy and Avenue K

PROPOSAL – PROTECTED LEFT TURNS

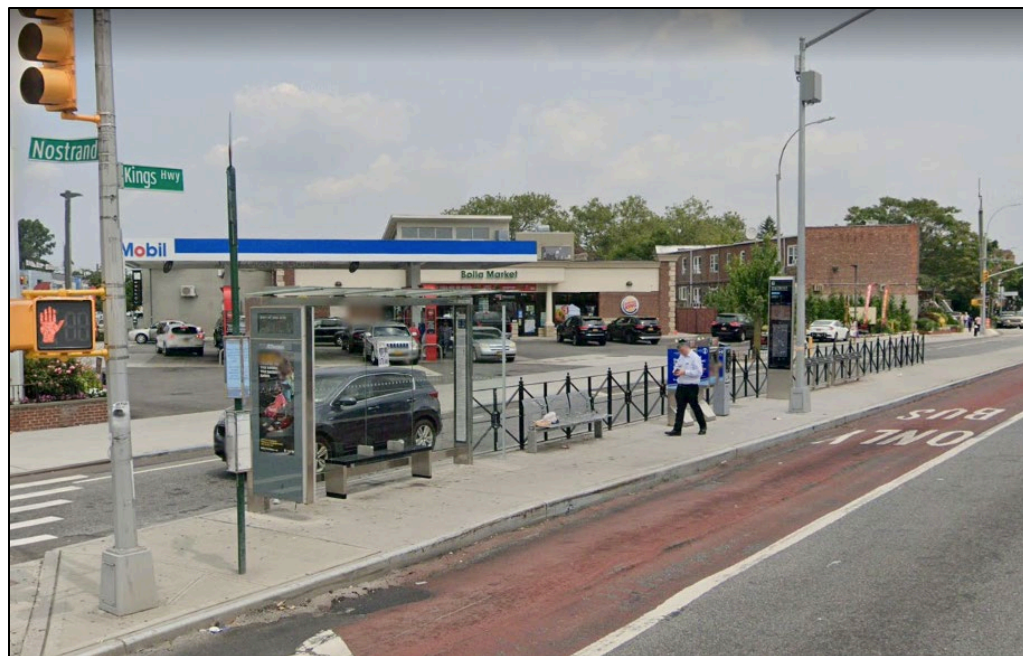
- Add dedicated, fully protected left turn phases at every intersection along Kings Highway with a left turn in CB 17
- Creates safer left turns for vehicles and pedestrians along Kings Hwy by removing conflicts, eliminating visibility challenges, and relieving back pressure



Existing left turn signal at Church Ave creates a protected left turn.

PROPOSAL– BUS STOPS

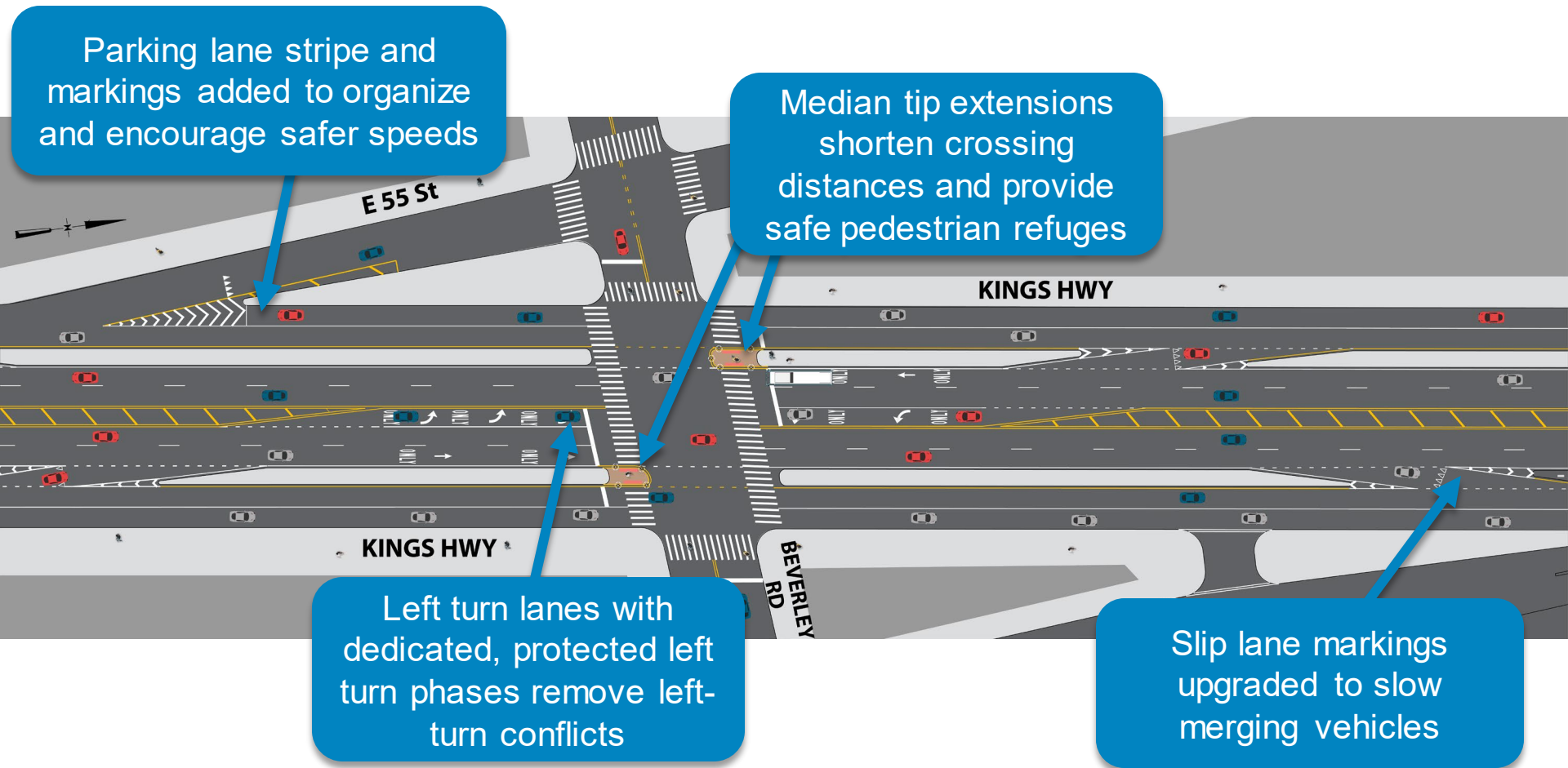
- NYC DOT to improve bus stop medians in 2021 at Church Ave
- Expanded medians will be ADA-compliant, provide sufficient space for riders, and a comfortable waiting area
- NYC DOT working in coordination with MTA to identify corridor bus stop upgrade priorities



Proposed Bus Stop Conditions: Existing SB bus stop at Kings Hwy and Nostrand Ave

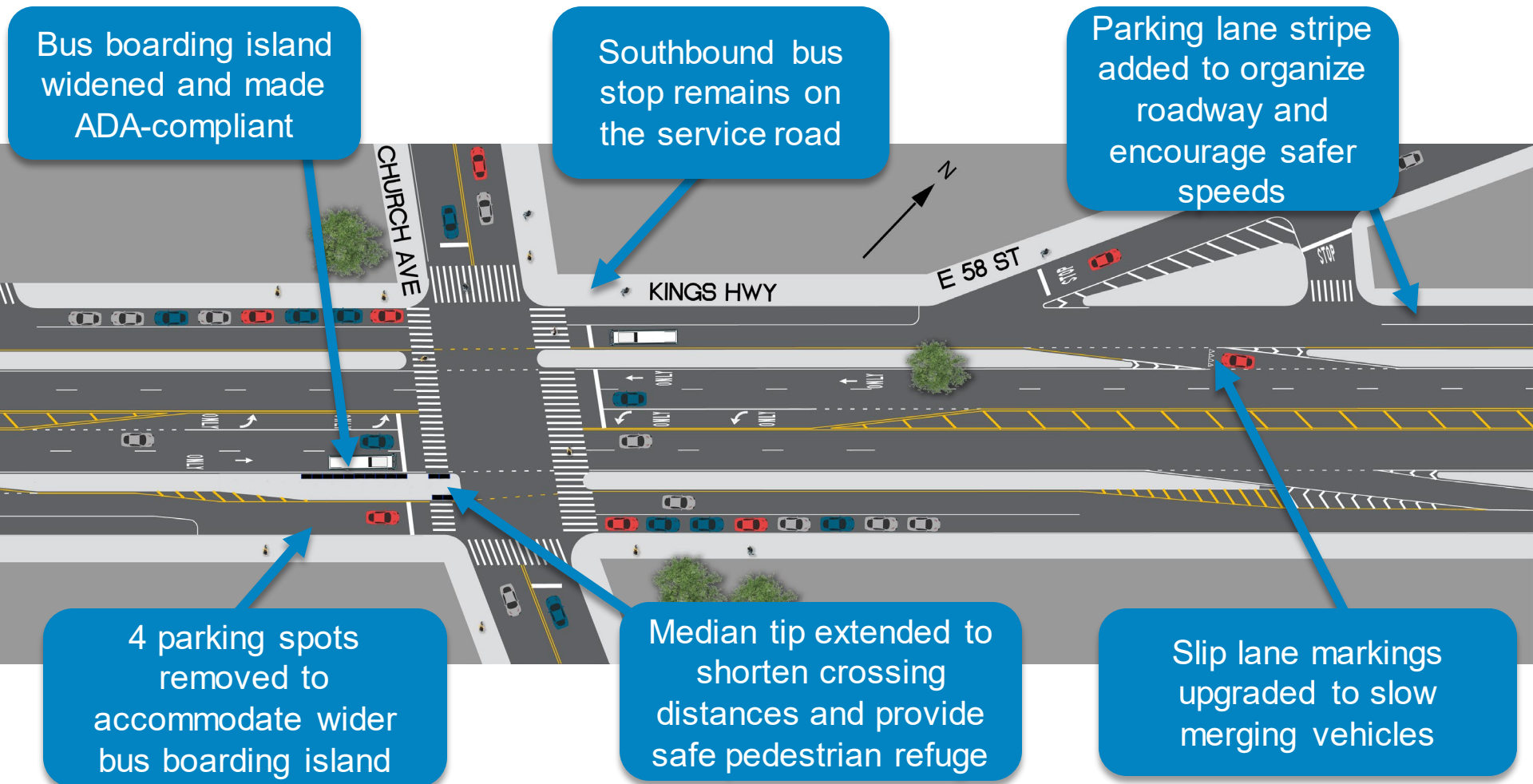
PROPOSED INTERSECTION IMPROVEMENTS

KINGS HWY AND BEVERLY RD



PROPOSED INTERSECTION IMPROVEMENTS

KINGS HWY AND CHURCH AVE



PROJECT BENEFITS

- Dedicated left turn signals eliminate turn conflicts and make left turns safer for drivers and pedestrians
- Bus stop improvements provide important accessibility and safety upgrades for riders
- Median tips and curb extensions create shorter and safer pedestrian crossings
- Parking lane stripe and slip lane markings organize the roadway, improve vehicle predictability, and encourage slower, safer speeds



Pedestrians cross Kings Hwy at Church Ave

THANK YOU!

Questions?



NYCDOT



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