

Commissioner Janette Sadik-Khan, New York City Department of Transportation Office of Research, Implementation and Safety

# Need: Why 86th Street?

#### Safety:

- 4<sup>th</sup> and 3<sup>rd</sup> Aves = Tier 1 intersections in CB10 Ped Safe report
- Four schools along corridor

#### Crashes:

- 4<sup>th</sup> Ave & 86<sup>th</sup> St = High Pedestrian Crash Location (23 accidents and 1 fatality from 2006-10)
- High Crash Corridor (88th percentile for pedestrian injuries/mi)

#### Speeding:

Over 45% of vehicles exceed speed limit

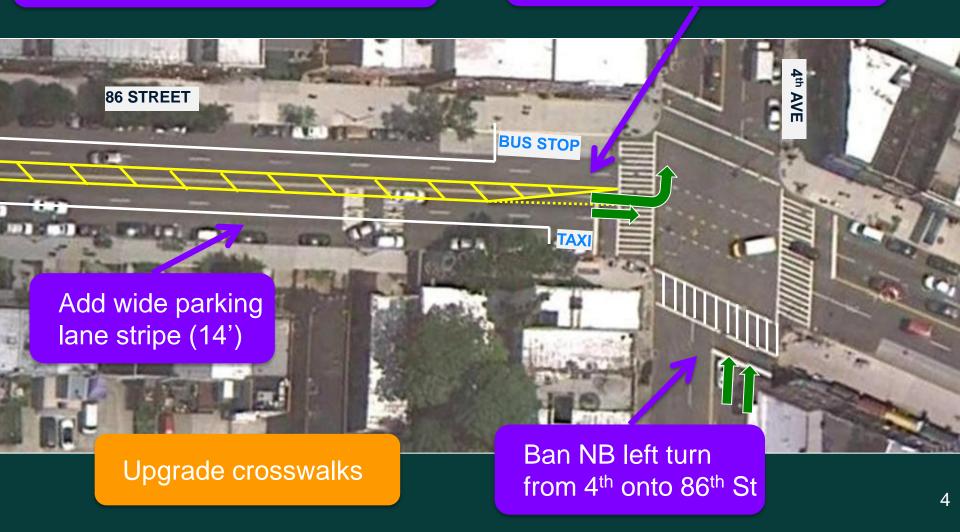




### **Focused Solutions**

Remove one travel lane in each direction (Shore Rd to 4<sup>th</sup> Ave)

Install painted center median (10') with left turn bays



# Proposal Details: NB left turn ban



- Peak NB left turns at 86<sup>th</sup> St = 34 (~ 1 per signal cycle)
- Vehicles have option of turning left at 87th or 84th Street
- Removes left turn from most skewed part of intersection and makes intersection safer for crossing

### Proposal: Example



Install left turn bays and painted medians

Separates left turns and better organizes traffic

Safer midblock crossings for peds

Install wide 14' parking lane stripe

Keeps travel lane clear of double parking

## Proposal: Benefits

- Reduces speeding and calms traffic
- Reduces vehicle/pedestrian conflict
- Provides safer pedestrian crossings
- Better manages traffic flow
- Provides footprint for future capital project

Speeding reduced by 60%

Injuries decreased by 49% (peds by 19%)



86<sup>th</sup> Street and 3<sup>rd</sup> Ave, looking west towards Ridge Blvd



Example configuration: Gerritsen and Avenue T, Brooklyn



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Poly Place, Brooklyn

### Questions?



Contact: Brooklyn Borough Commissioner's office at (718) 222-7273 or <a href="mailto:cworkman@dot.nyc.gov">cworkman@dot.nyc.gov</a>