

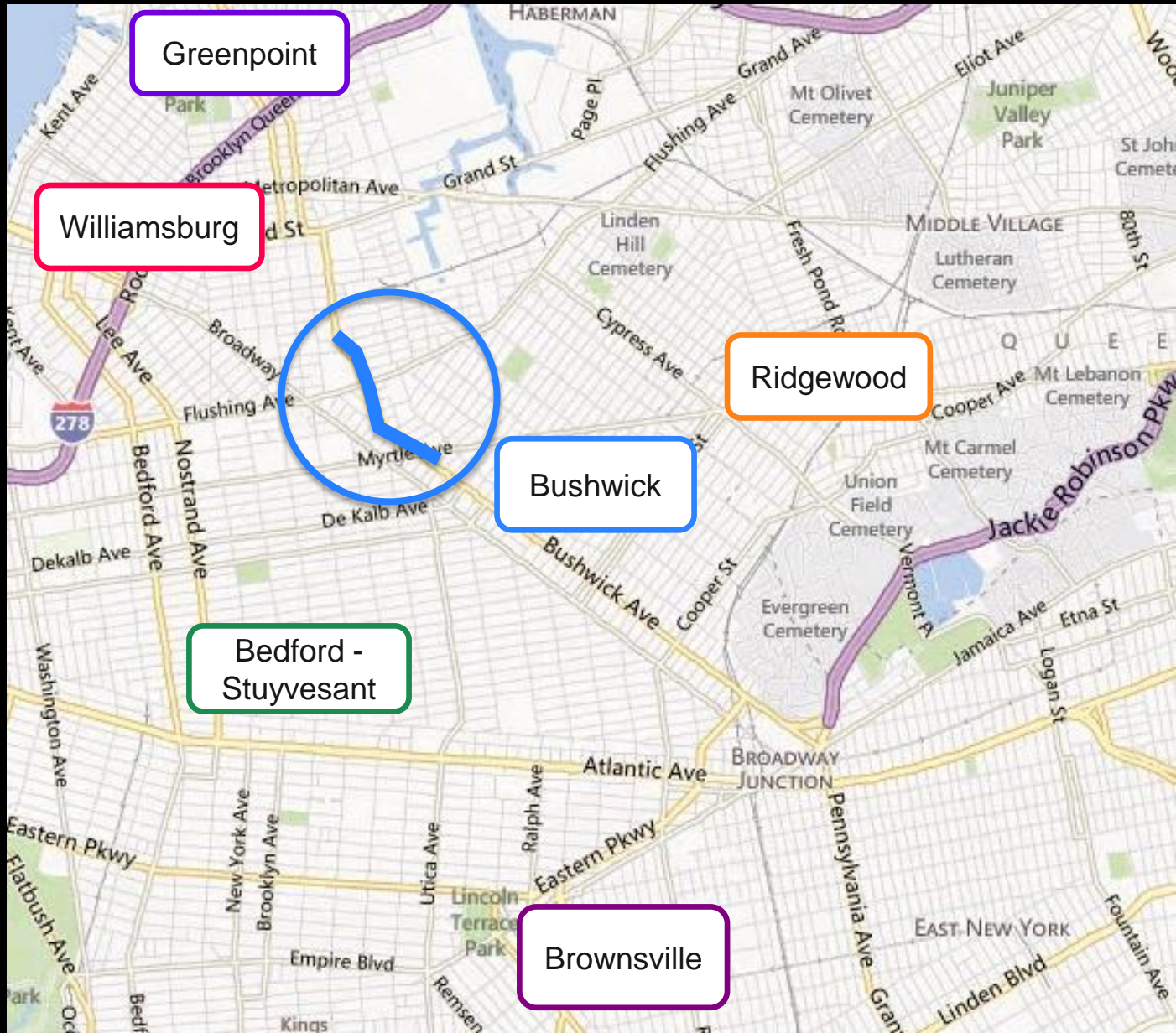
Bushwick Avenue

Pedestrian Improvements

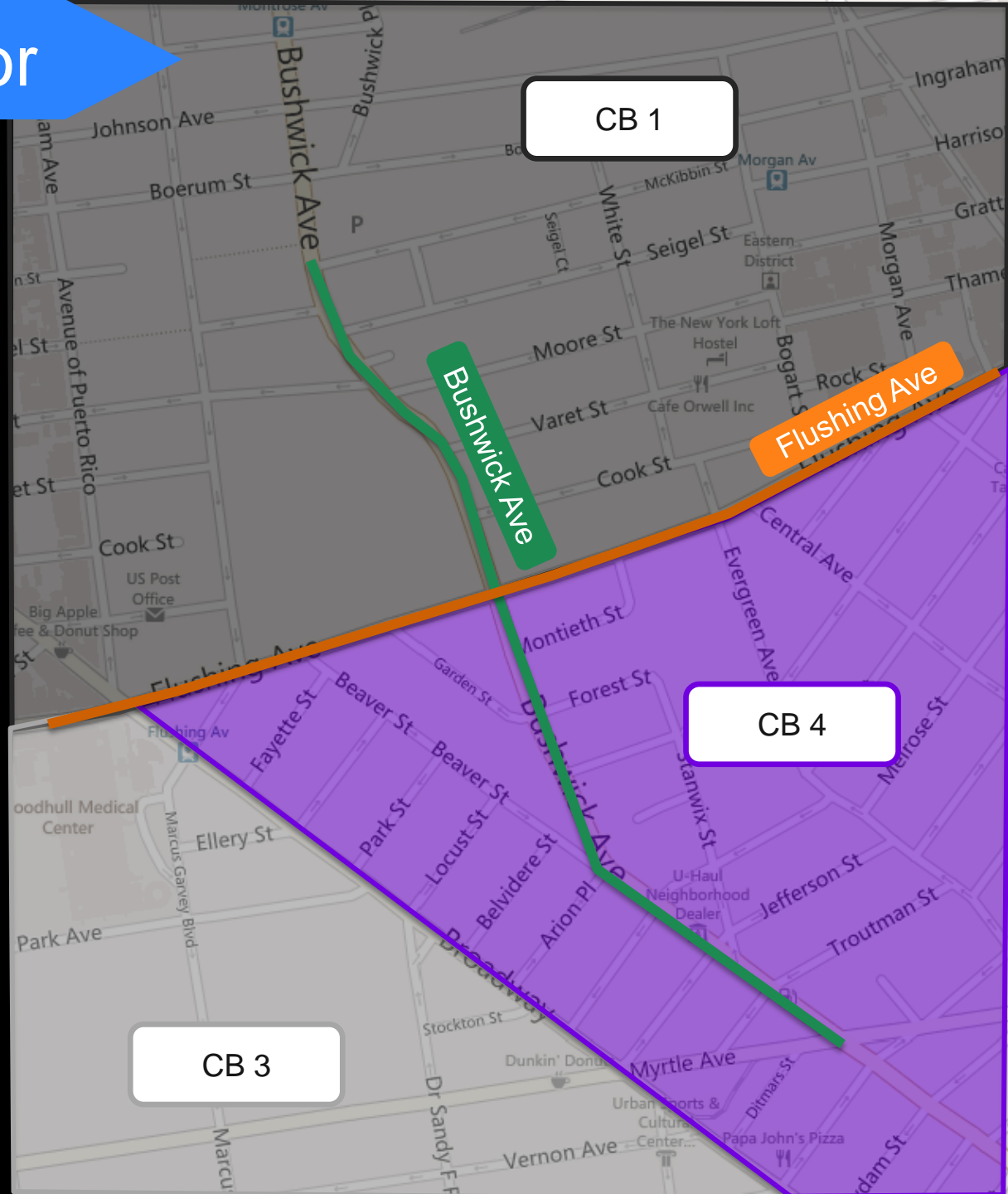
2014



Williamsburg/Bushwick



Bushwick Corridor



Bushwick Corridor

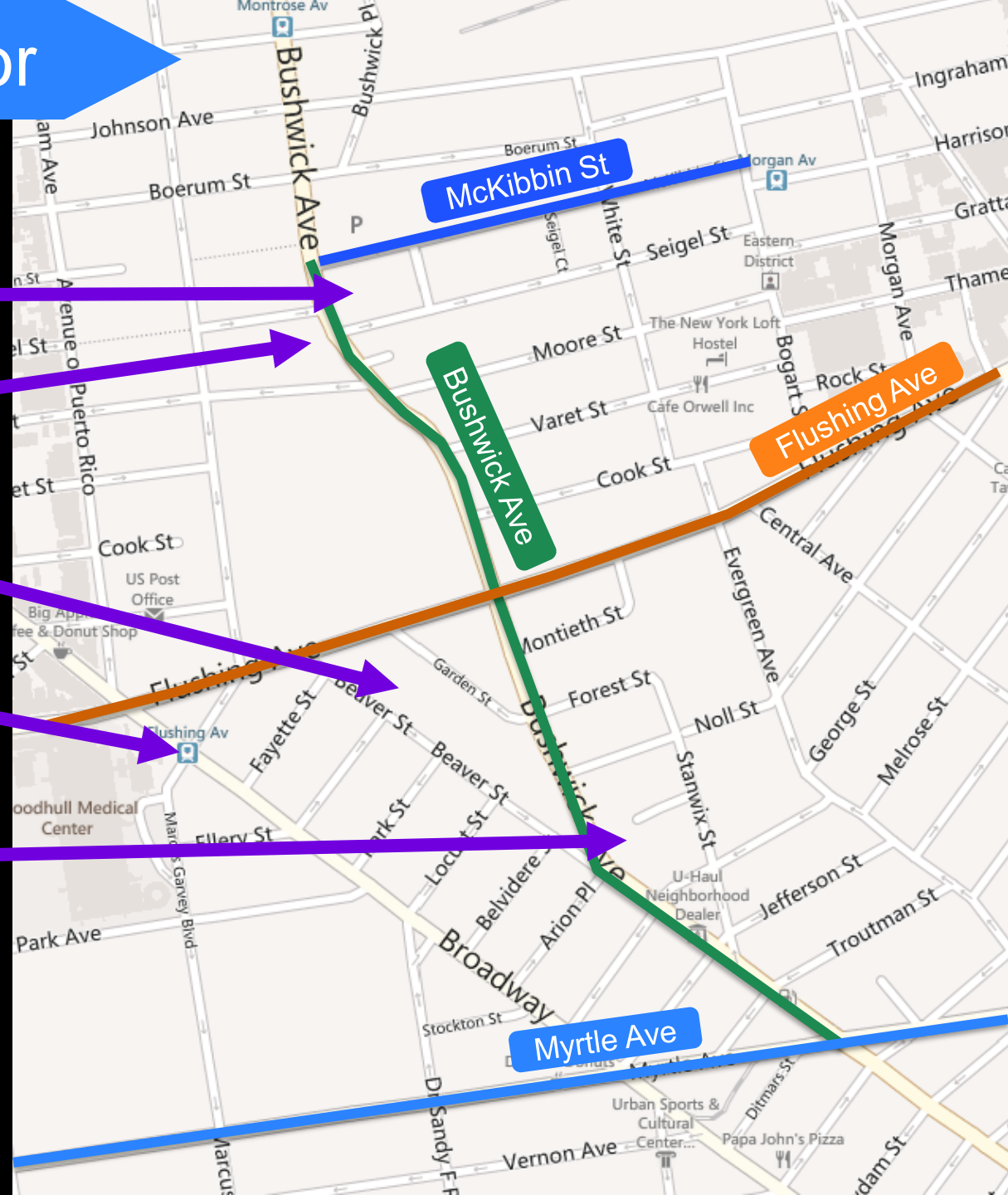
P.S. 147

Bushwick Branch
Library

P.S. 120

Flushing Ave
Subway

Ridgewood
Bushwick
Senior Center



Community Requests

Locations of community requests
for safety improvements

Graham Ave BID
requests safety
improvements

Ridgewood
Bushwick Senior
Citizens Council
requests
improvements

Community letter
requests
improvements



Background

Community Request

- Graham Ave BID requested safety improvements to the intersection of Bushwick Ave and Seigel St, due to turning movements through the intersection
- Ridgewood Bushwick Senior Citizens Council, Inc. requested safety improvements to Bushwick between Noll St and Beaver/Arion Pl due to missing sidewalk along existing greenstreet
- Community Letter requested a curb extension or island at the intersection of Bushwick and Jefferson where pedestrians are vulnerable



General Issues

- Missing sidewalks
- Long wait for walk signal
- Long crossing distances
- Weaving traffic
- Skewed intersections



Rapid Response Toolkit

- Pavement markings
- Concrete sidewalk extensions & islands
- New signage
- Painted and/or textured surfaces



Bushwick Corridor Improvements

Bushwick Striping Plan

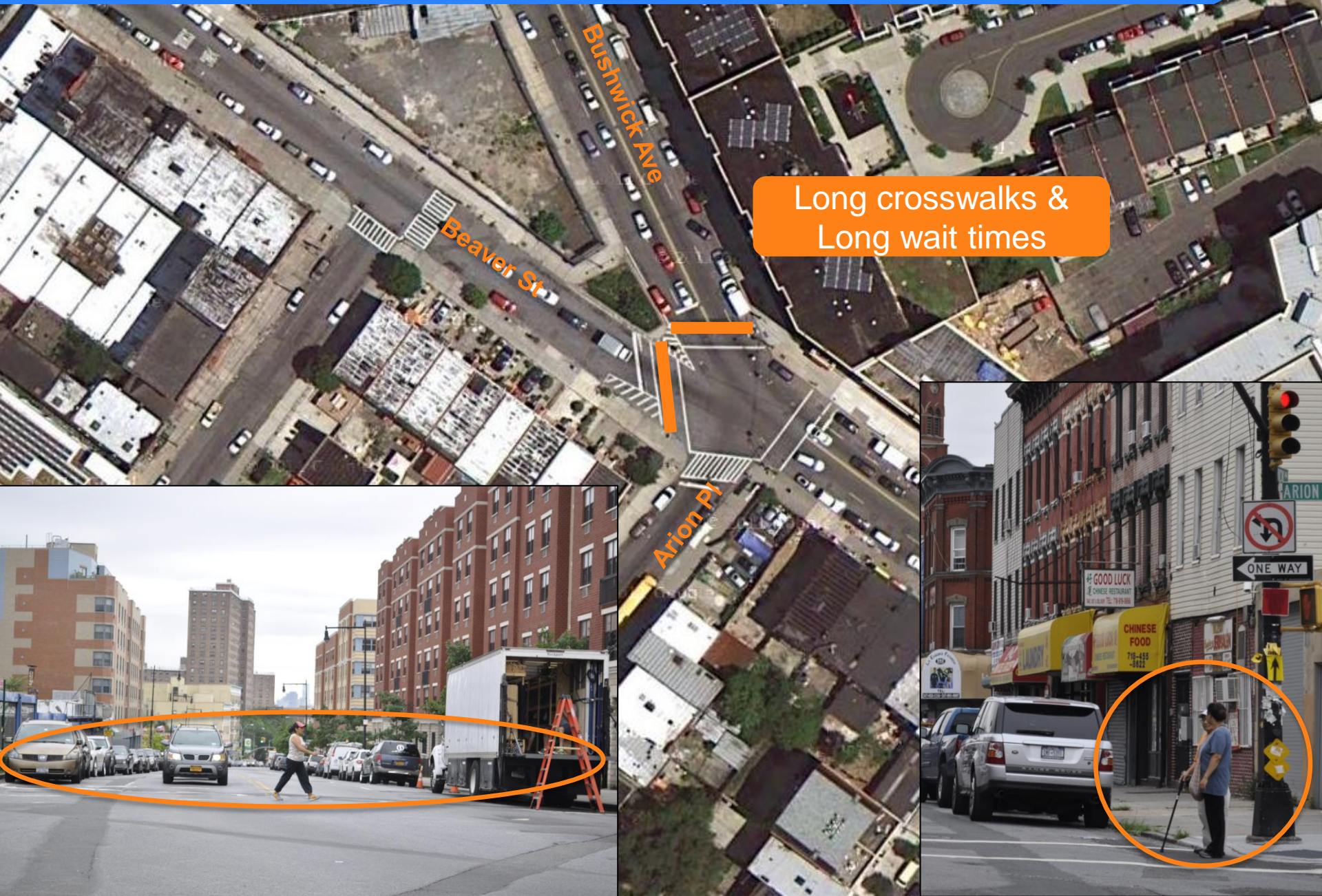
Bushwick Ave/Beaver St/Arion Pl

Jefferson St and Bushwick Ave

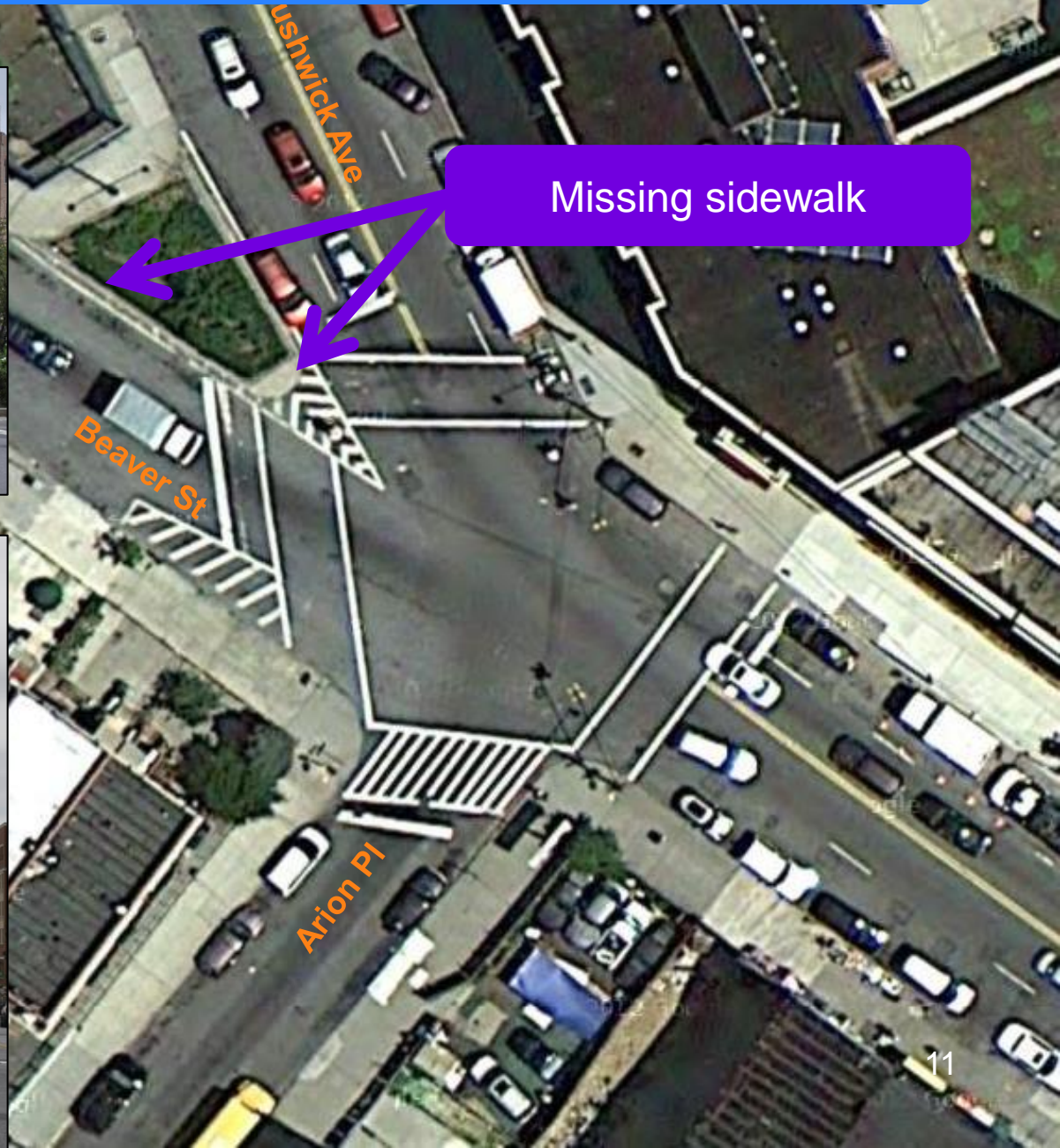
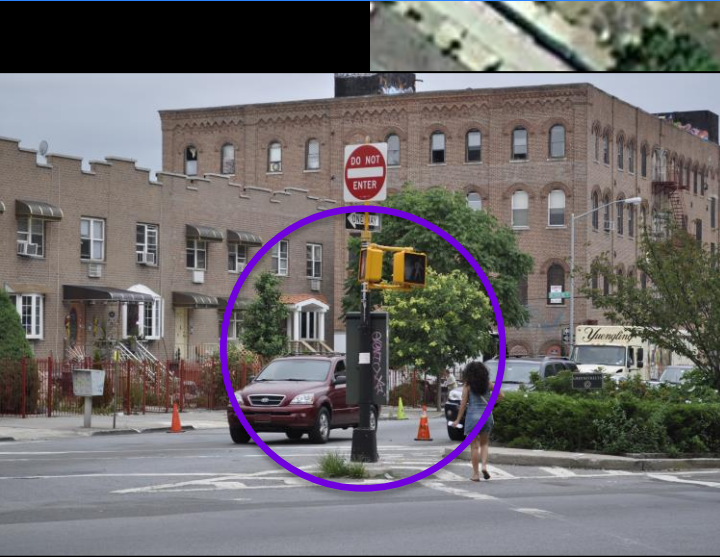
Flushing & Myrtle Left Turn Bans



Bushwick, Beaver & Arion St Safety Issues



Bushwick, Beaver & Arion St Safety Issues

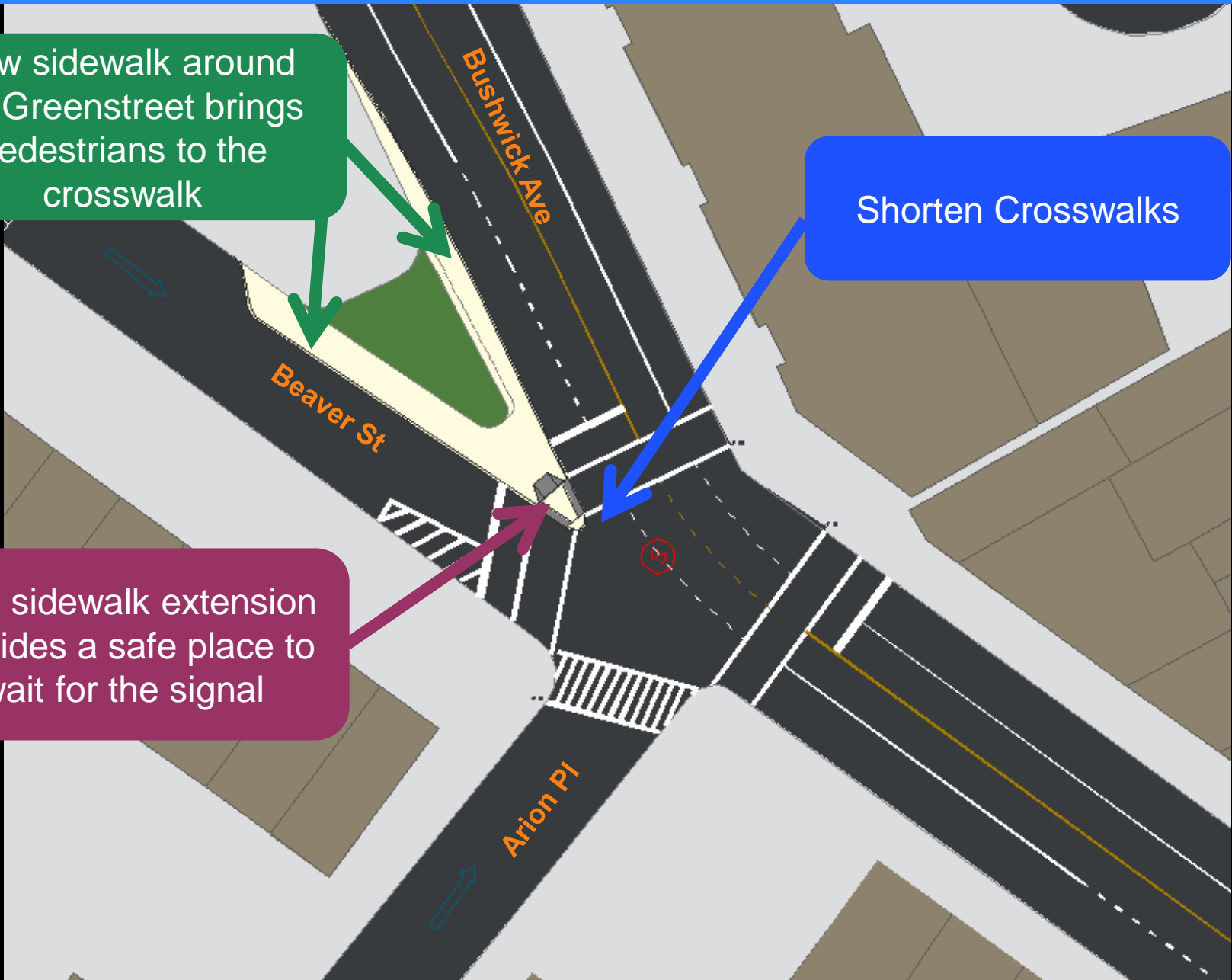


Bushwick, Beaver & Arion St Proposal

New sidewalk around the Greenstreet brings pedestrians to the crosswalk

Shorten Crosswalks

New sidewalk extension provides a safe place to wait for the signal

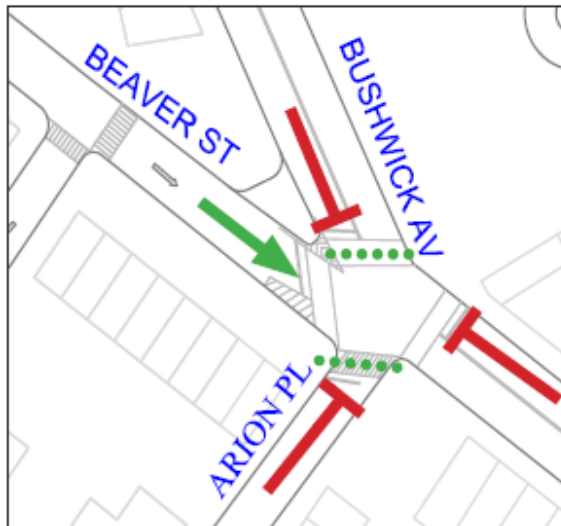


Bushwick, Beaver & Arion St Signal Timing

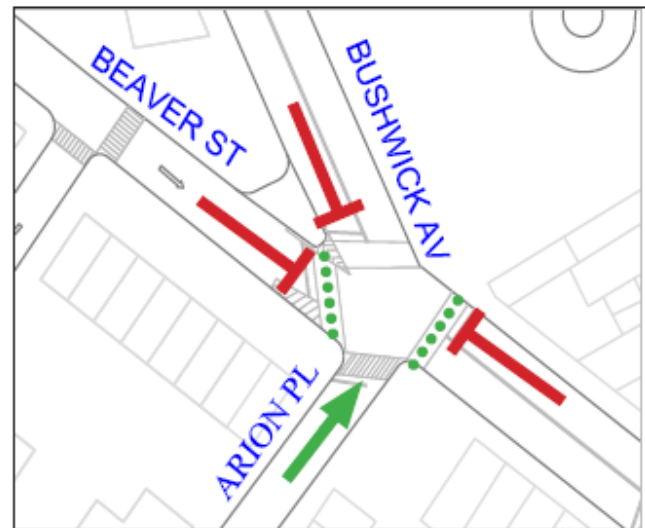
Phase One: Bushwick has green



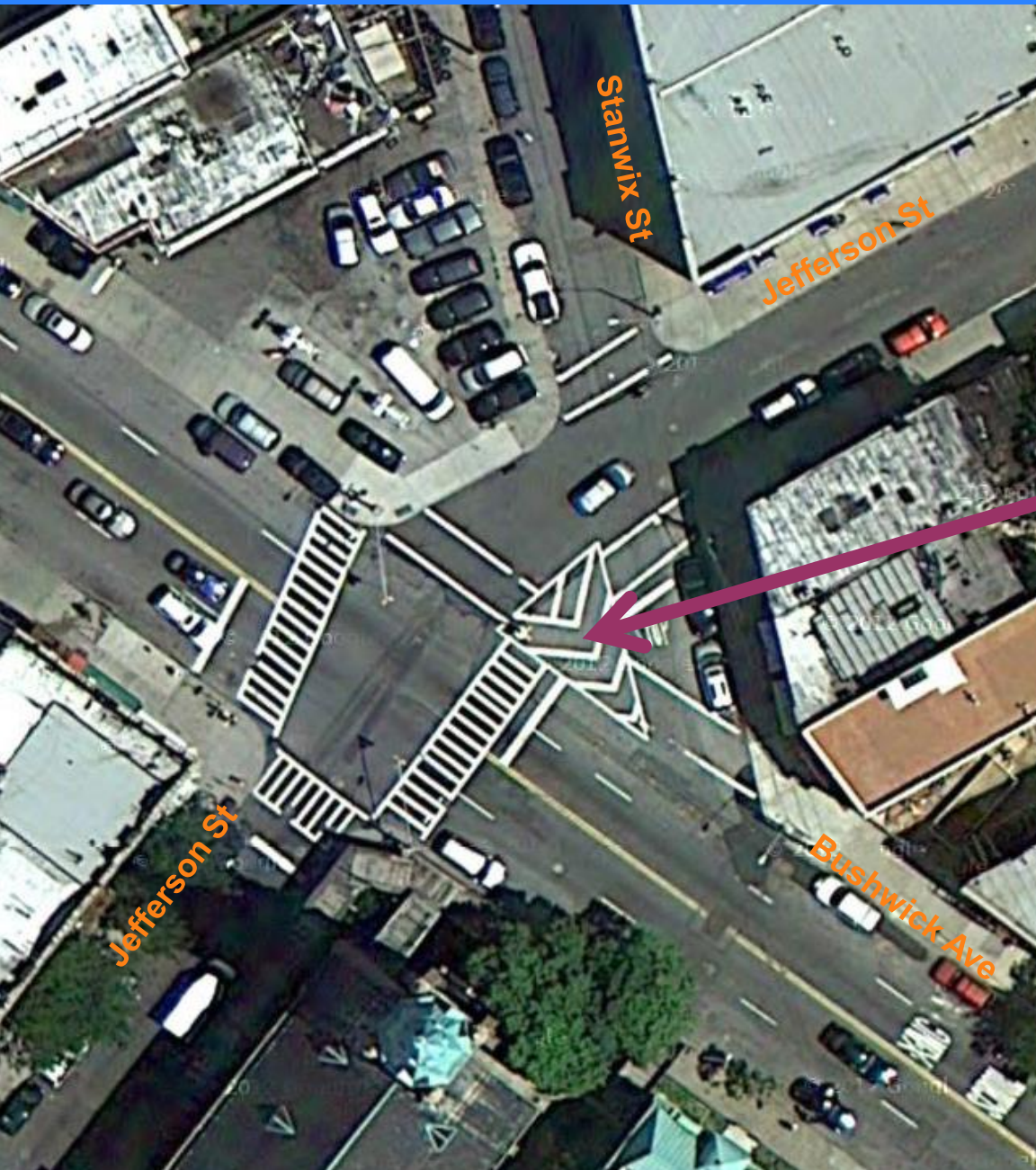
Phase Two: Beaver has green



Phase Three: Arion has green

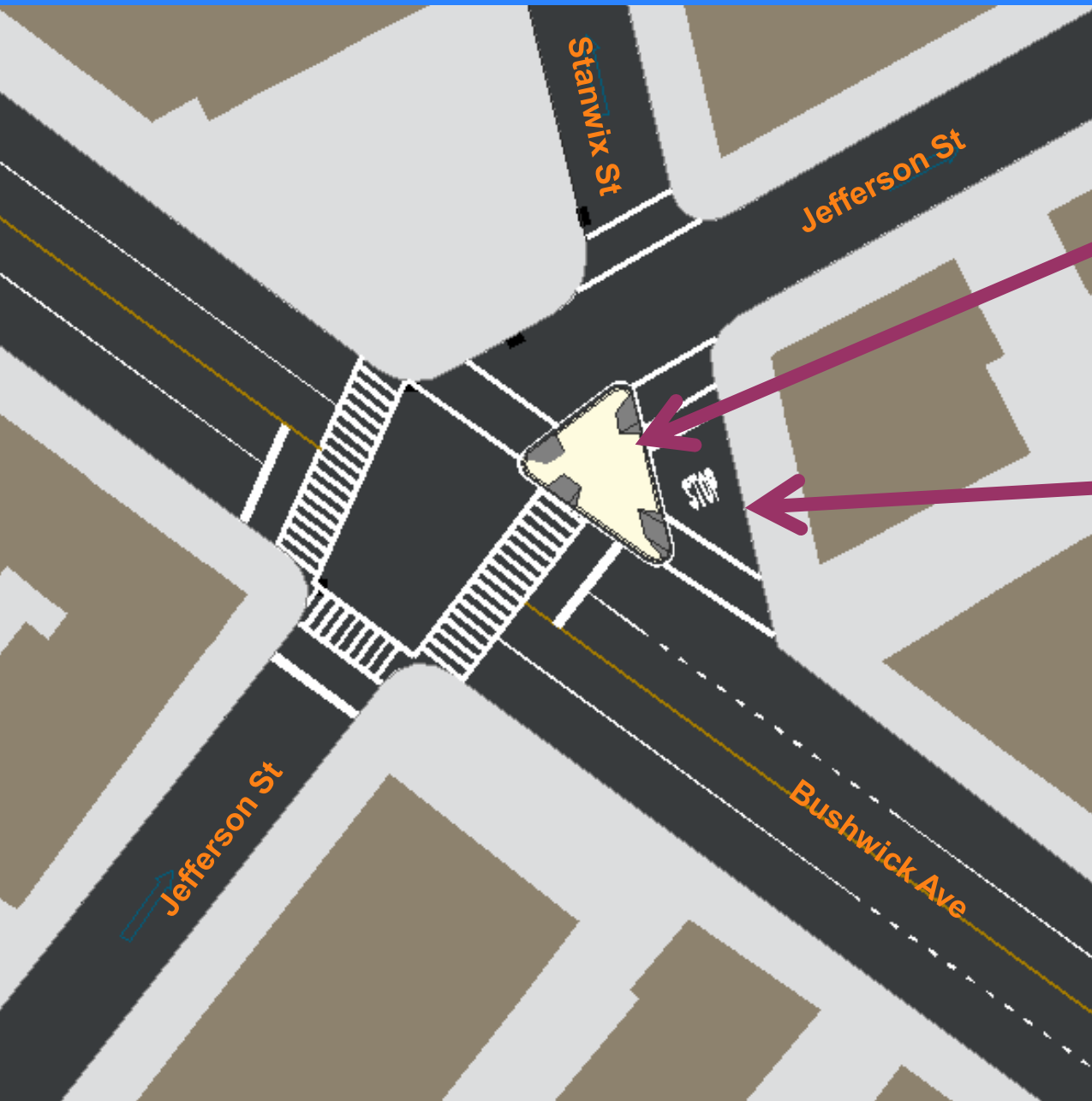


Bushwick & Jefferson Safety Issues



Long Crosswalk and
unprotected triangle

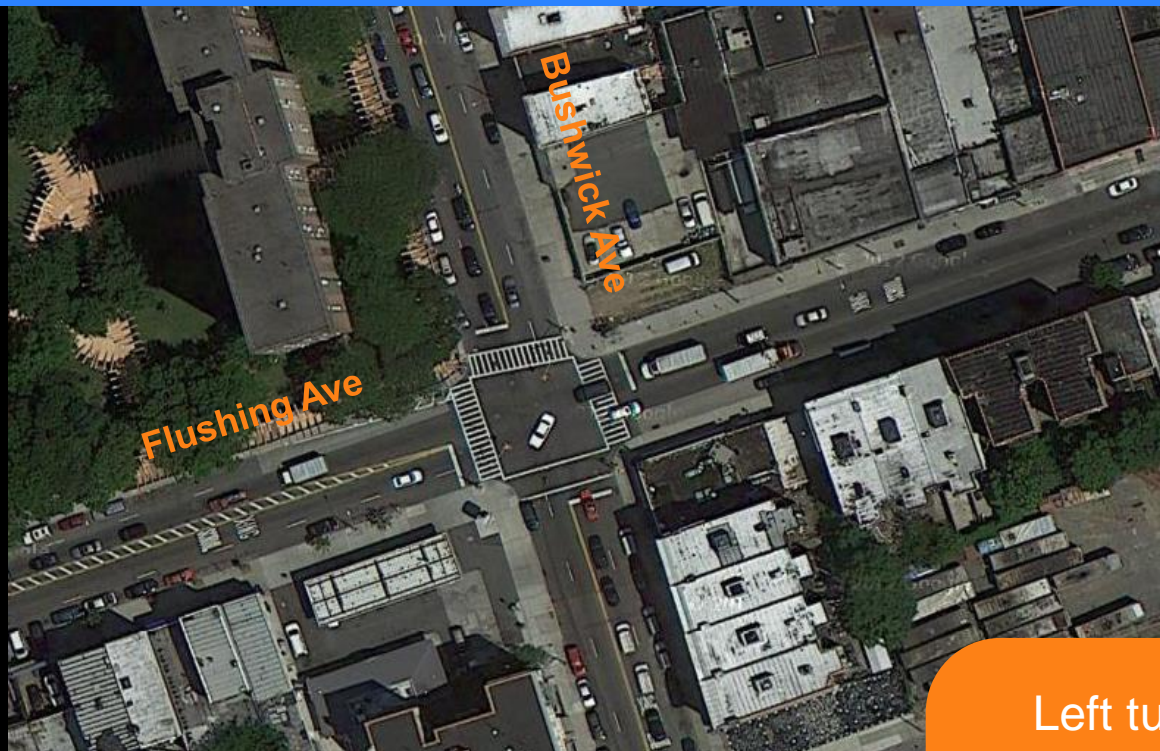
Bushwick & Jefferson St Proposal



Island provides pedestrian refuge and calms traffic

Removal of 2 parking spaces

Flushing and Bushwick Safety Issues



Flushing Ave and Bushwick Ave Injury Summary 2006-2010

	Total Injuries	Severe Injuries	Fatalities
Pedestrian	2	0	0
Bicyclist	4	0	0
Motor Vehicle Occupant	18	0	0
Total	24	0	0

Left turns account for **31.2%** of known crashes at Flushing and Bushwick compared to **7.5%** at the average Brooklyn intersection

Fatalities = none

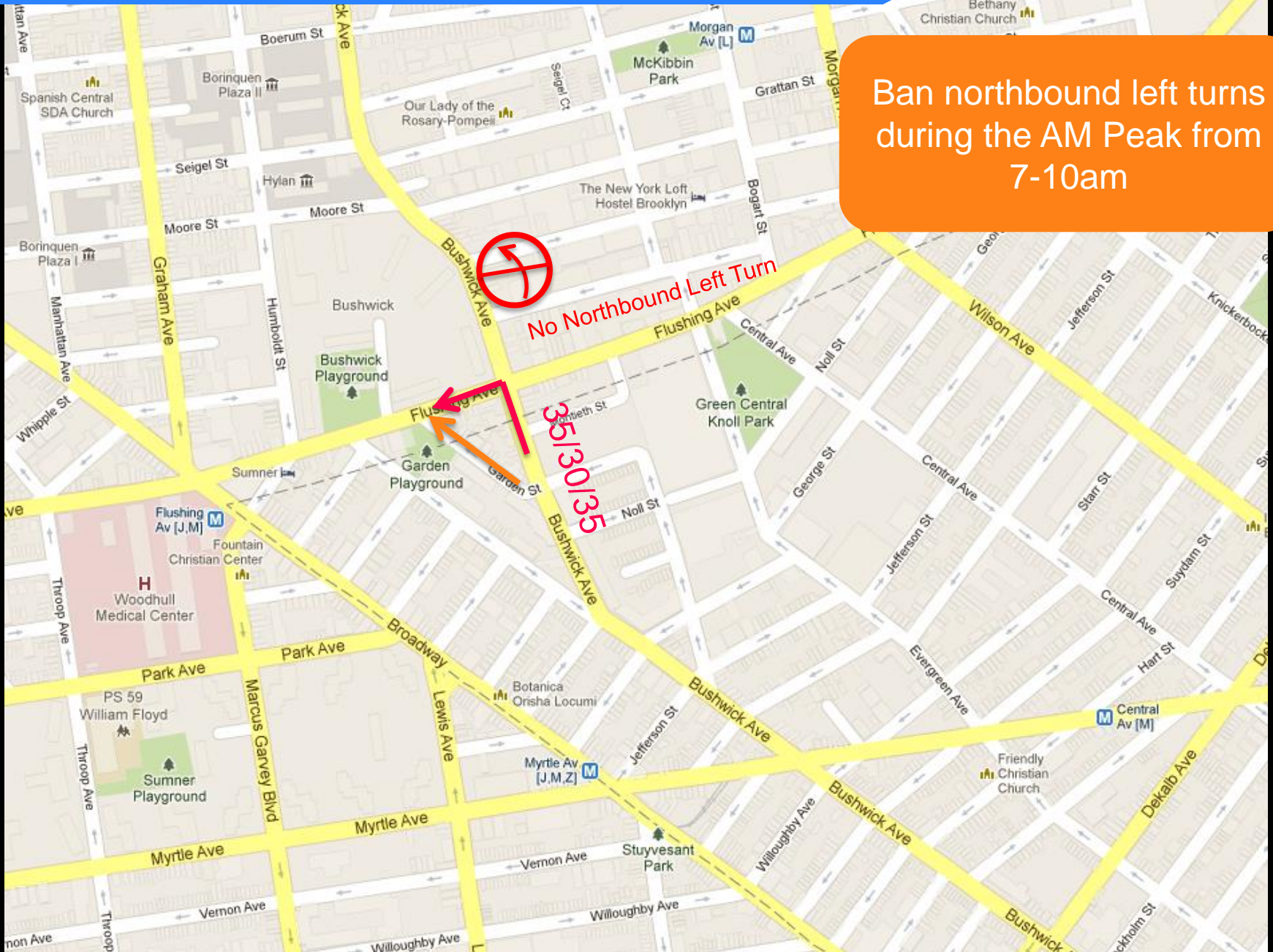
Flushing and Bushwick Proposal

Ban northbound left turns
during the AM Peak from
7-10am

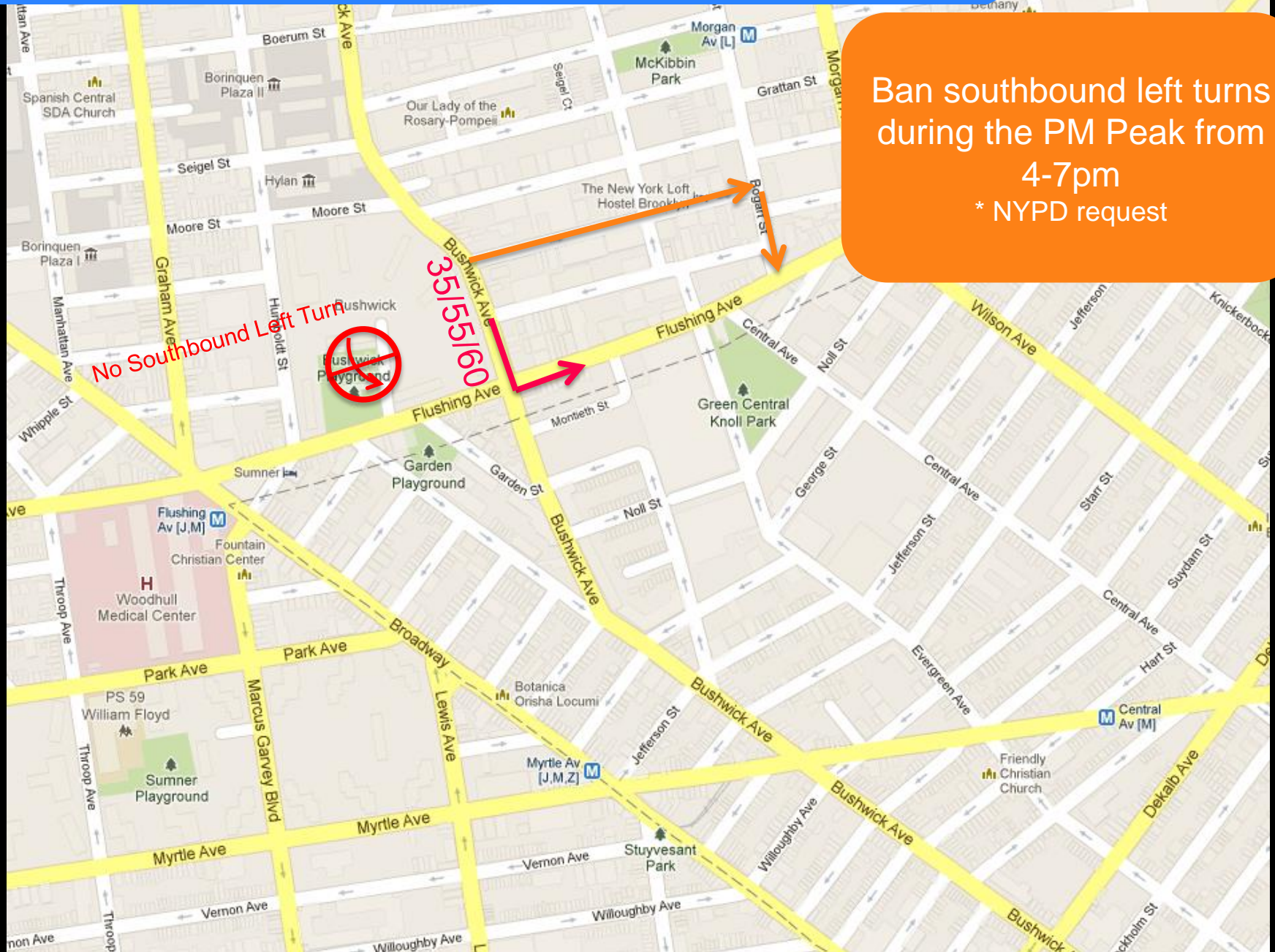


No Northbound Left Turn

5/13/15



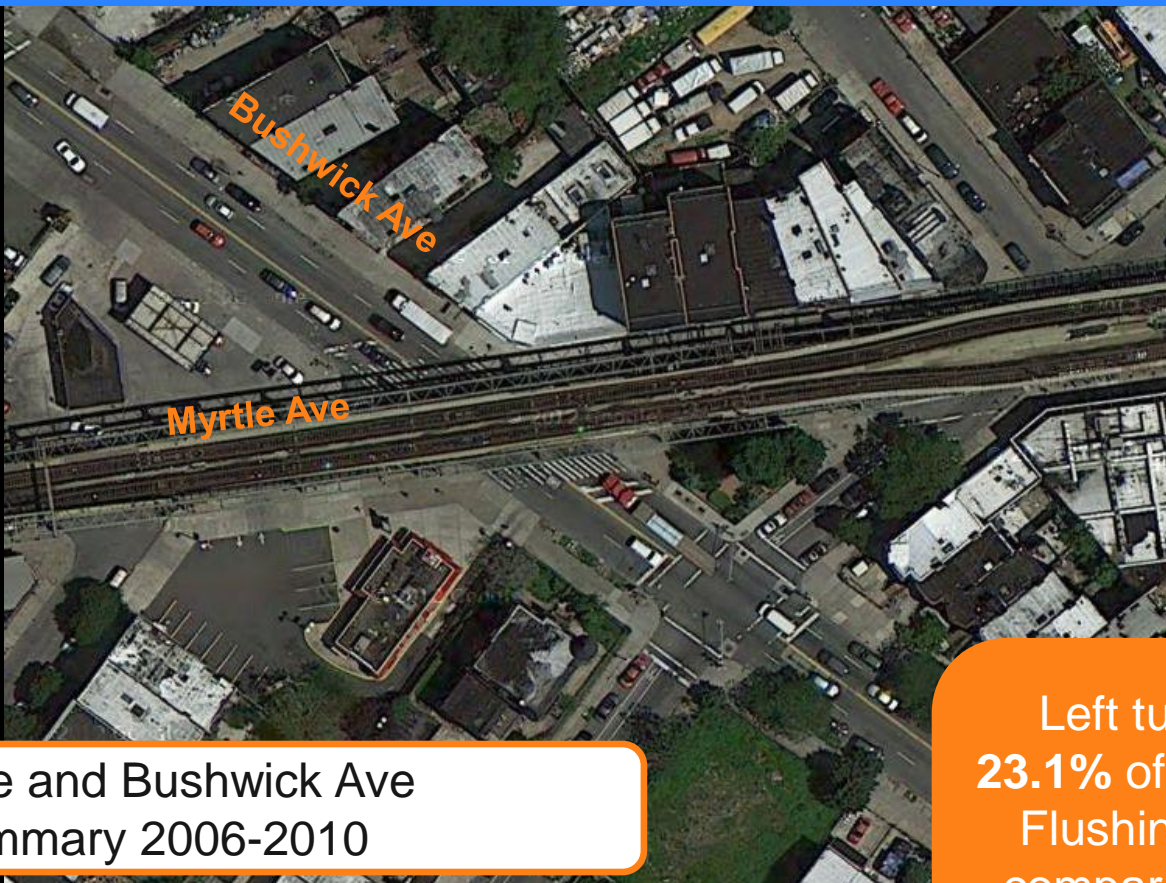
Flushing and Bushwick Proposal



Ban southbound left turns
during the PM Peak from
4-7pm

* NYPD request

Myrtle and Bushwick Safety Issues



Myrtle Ave and Bushwick Ave Injury Summary 2006-2010

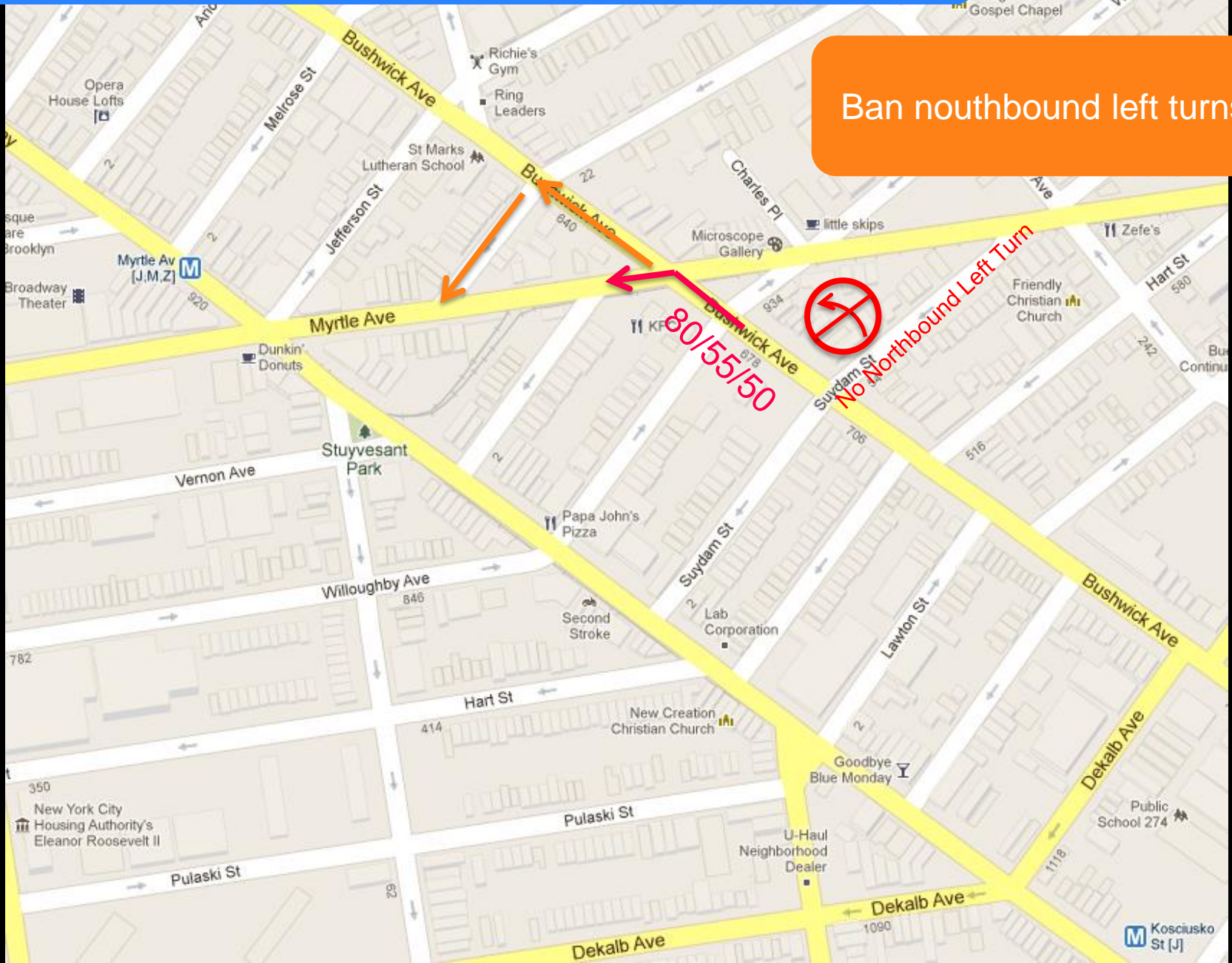
	Total Injuries	Severe Injuries	Fatalities
Pedestrian	1	1	0
Bicyclist	4	0	0
Motor Vehicle Occupant	42	0	0
Total	47	1	0

Fatalities = none

Left turns account for **23.1%** of known crashes at Flushing and Bushwick compared to **7.5%** at the average Brooklyn intersection

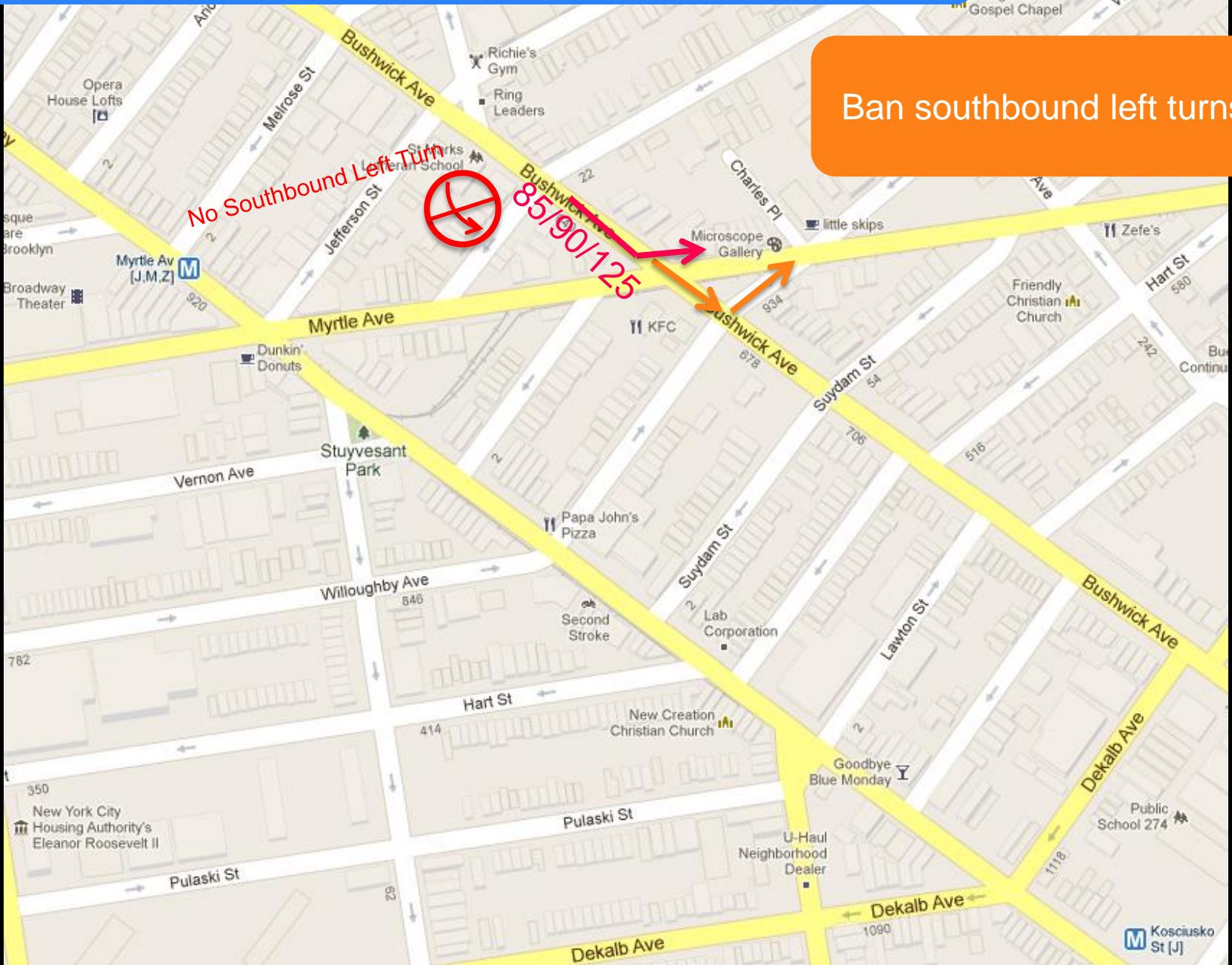
Myrtle Ave and Bushwick Proposal

Ban northbound left turns



Myrtle Ave and Bushwick Proposal

Ban southbound left turns



Bushwick Striping Plan

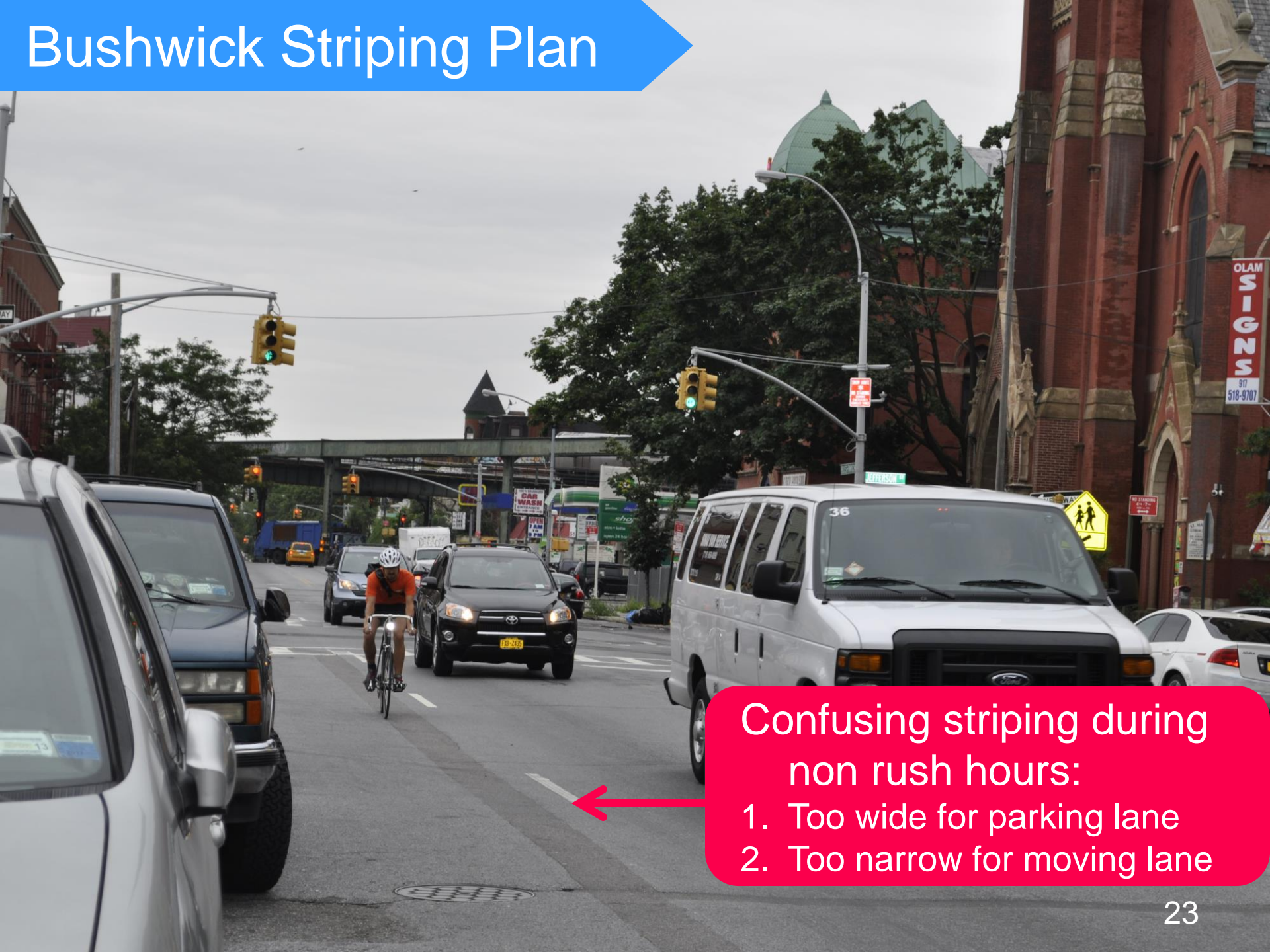
Bushwick is in the top third of Brooklyn corridors for crashes

Bushwick Ave: McKibbin St to Myrtle St Injury Summary 2006-2010

	Total Injuries	Severe Injuries	Fatalities
Pedestrian	16	4	0
Bicyclist	24	2	1
Motor Vehicle Occupant	178	2	0
Total	218	8	1

Fatalities (2006-Present)
1 Bicyclist

Bushwick Striping Plan

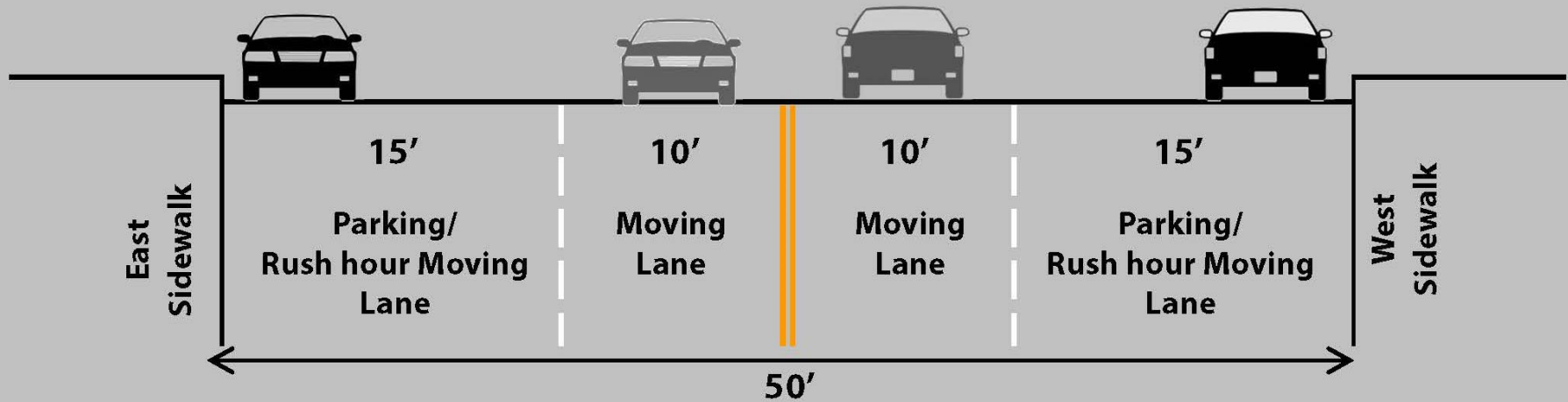


Confusing striping during non rush hours:

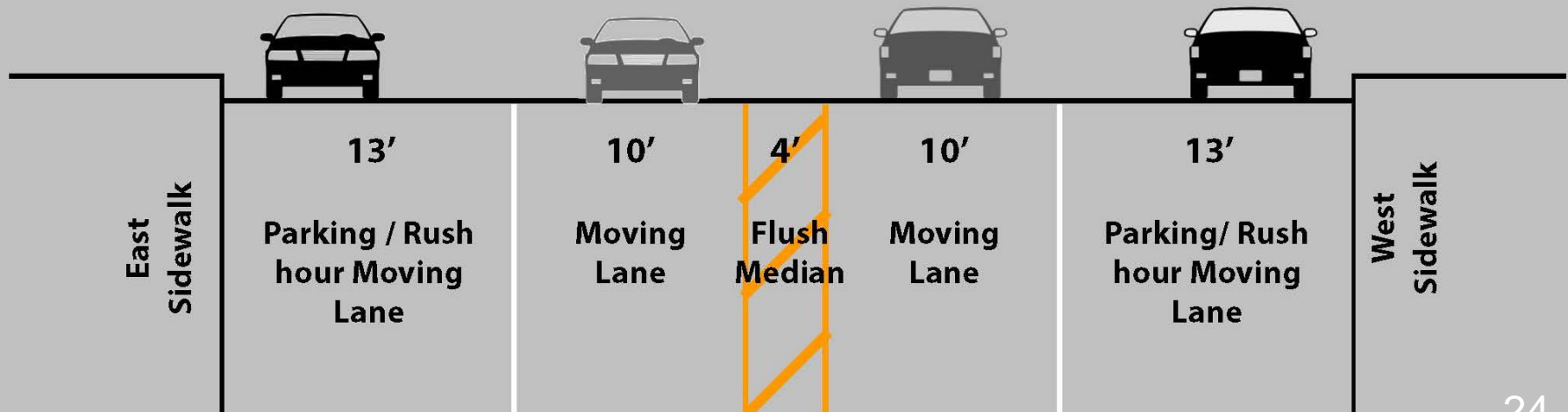
1. Too wide for parking lane
2. Too narrow for moving lane

Bushwick Updated Striping Plan

EXISTING



PROPOSED



Bushwick Striping Example



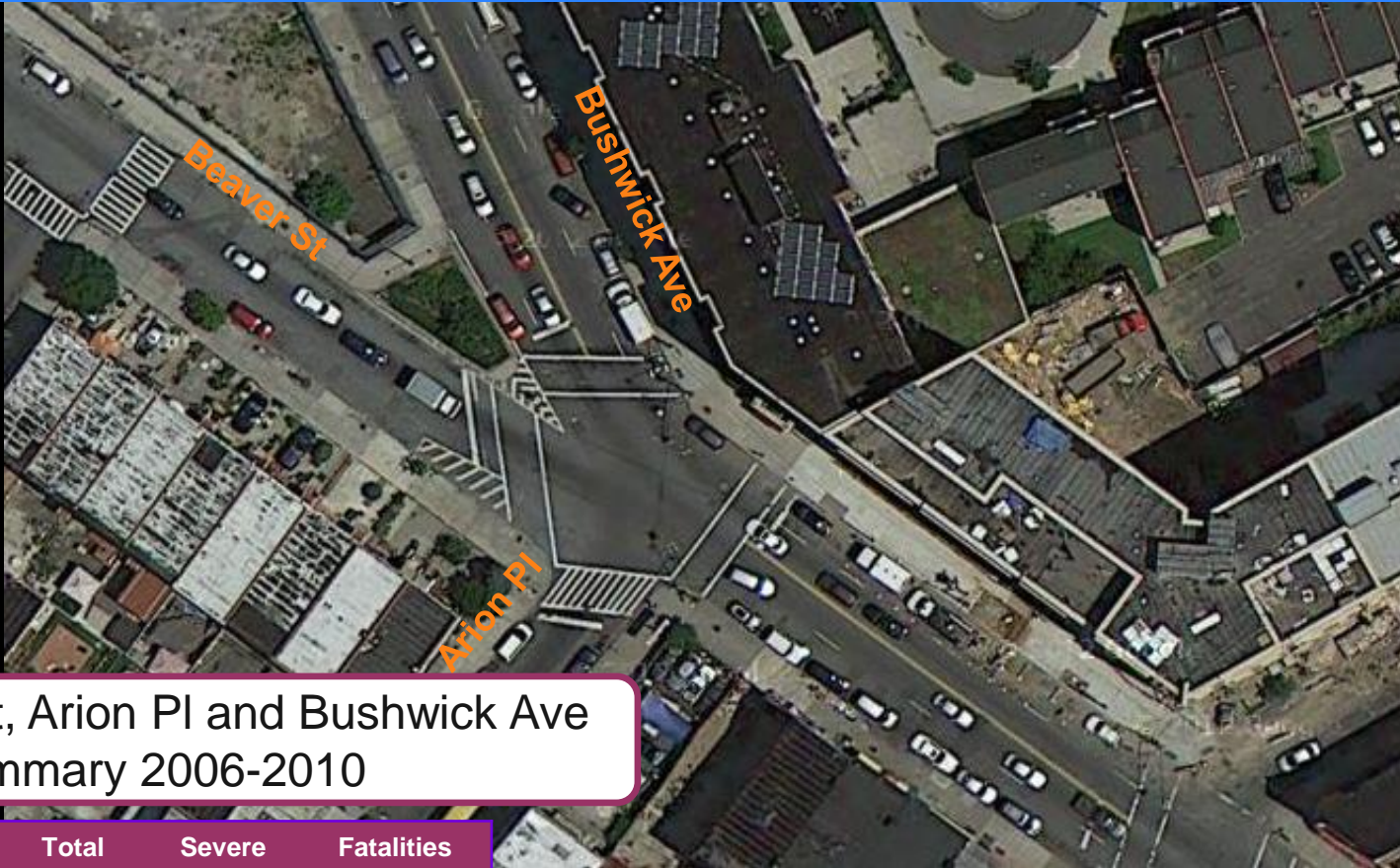
Proposed Improvements

1. New sidewalk at Bushwick/Arion Pl/Beaver St
2. New concrete island at Jefferson and Bushwick
3. Ban left turns from Bushwick to Flushing during peak hours
4. Ban left turns from Bushwick to Myrtle at all hours
5. Clearer street marking plan while maintaining rush-hour regulations for peak hour traffic
6. Improved signal timing plan along the corridor

www.nyc.gov/dot

Thank
You

Bushwick, Beaver & Arion St Safety Issues



Beaver St, Arion Pl and Bushwick Ave Injury Summary 2006-2010

	Total Injuries	Severe Injuries	Fatalities
Pedestrian	0	0	0
Bicyclist	0	0	0
Motor Vehicle Occupant	6	0	0
Total	6	0	0

Fatalities = none

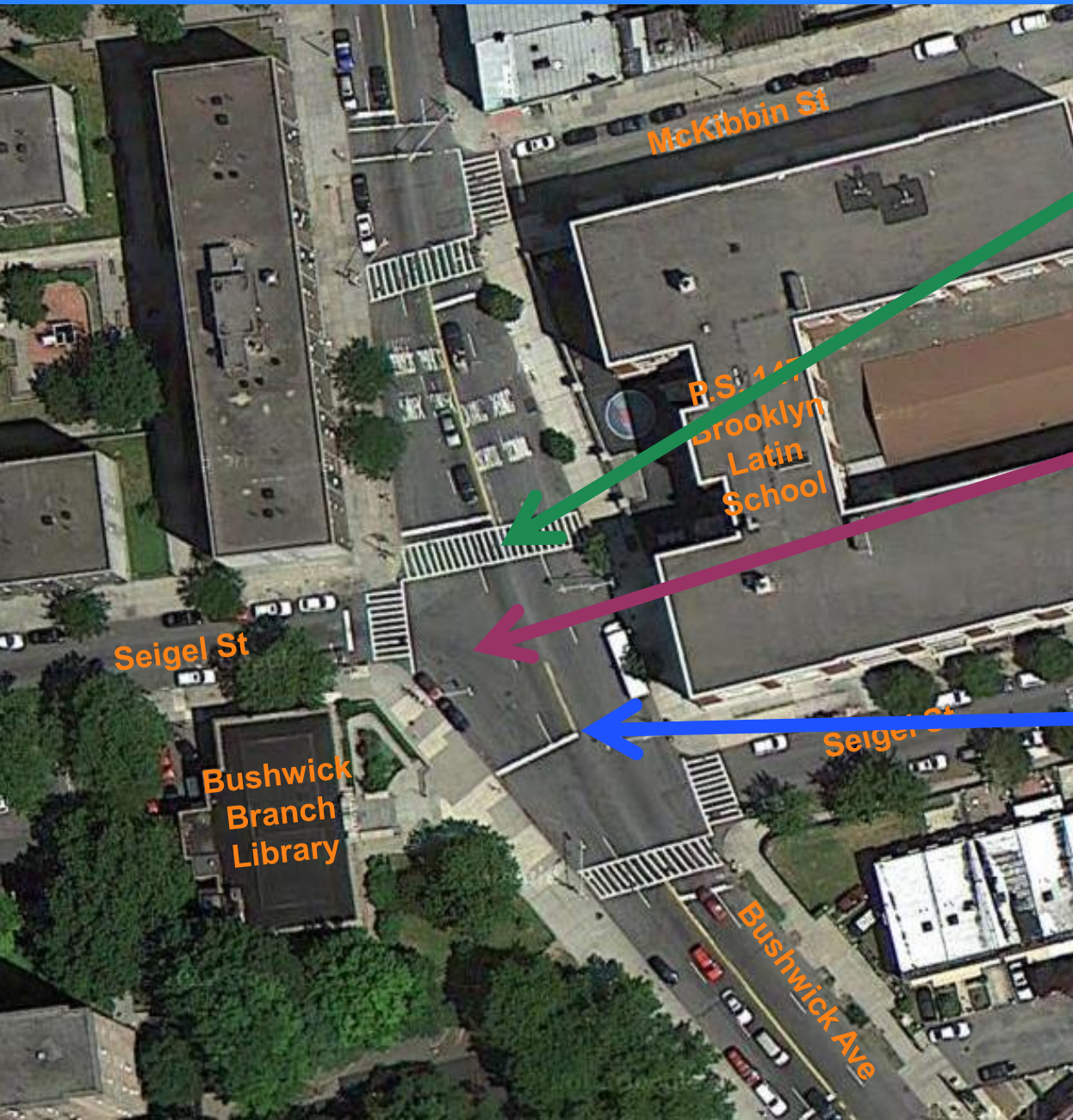
Bushwick & Seigel St Safety Issues



Seigel St and Bushwick Ave
Injury Summary 2006-2010

	Total Injuries	Severe Injuries	Fatalities
Pedestrian	3	0	0
Bicyclist	2	0	0
Motor Vehicle Occupant	12	0	0
Total	17	0	0

Bushwick & Seigel St Safety Issues

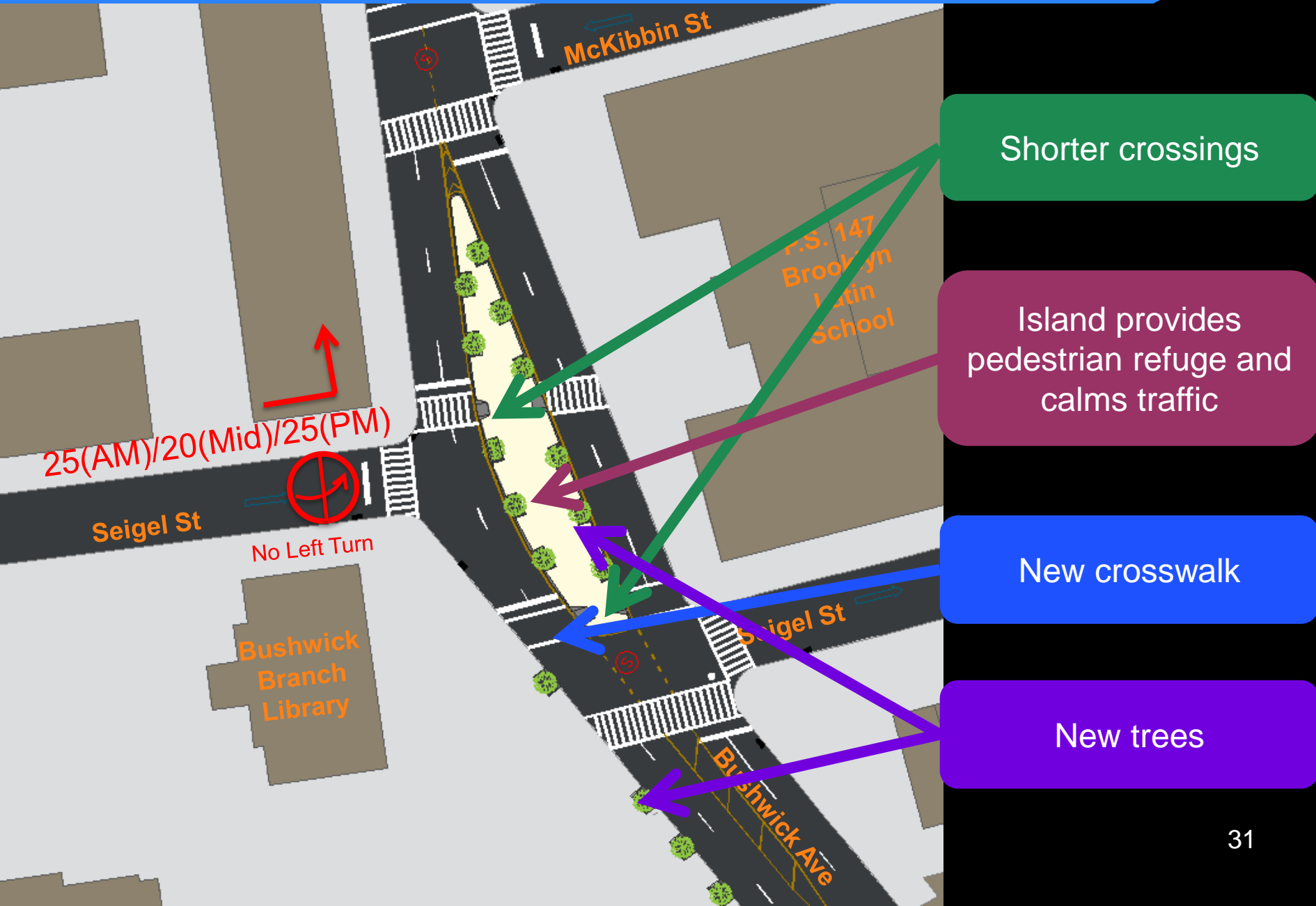


Long crosswalk

Overly wide roadway encourages speeding and weaving

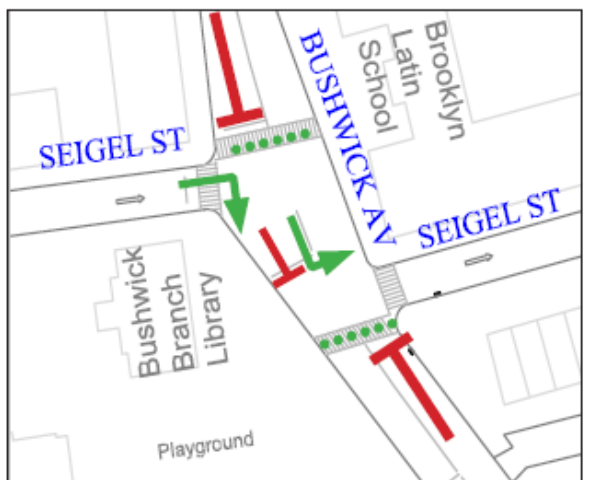
Missing crosswalks

Bushwick & Seigel St Safety Issues



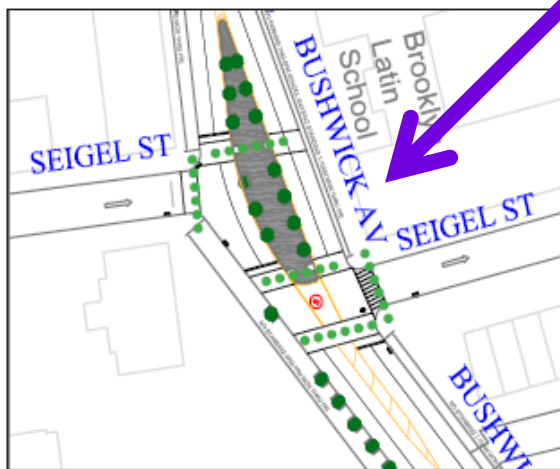
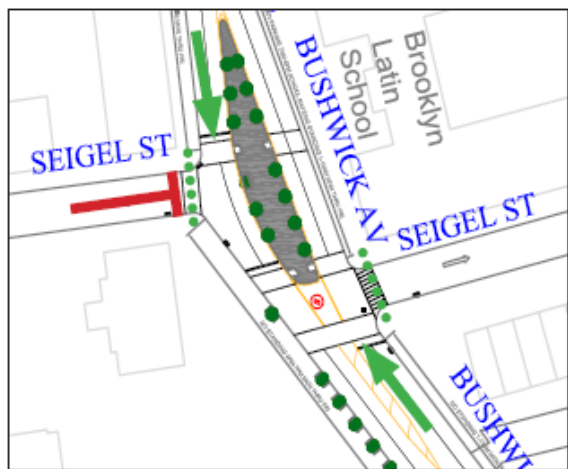
Bushwick & Seigel St Safety Issues

Existing Signal Phasing

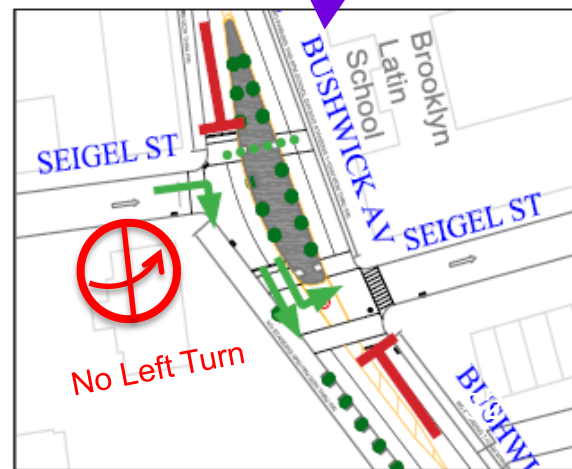


Traffic from Seigel to Bushwick does not have to stop

Proposed Signal Phasing



New Pedestrian Only Phase



No Left Turn

Moore St Safety Issues



Moore St: Bushwick to Humboldt Injury Summary 2005-2009

	Total Injuries	Severe Injuries	Fatalities
Pedestrian	6	1	0
Bicyclist	3	0	1
Motor Vehicle Occupant	16	0	0
Total	25	1	1

Moore street is in the top third of Brooklyn corridors for crashes

Fatalities = 1 bicyclist

Moore St Safety Issues



Overly wide street

Long crosswalks

Moore St Proposal

