Bushwick Avenue
Pedestrian Improvements

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Presented by the Pedestrian Projects Group on September 17, 2013 at Community Board 1 Transportation Committee
Bushwick Corridor

CB 1

CB 3

CB 4
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
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

Seigel St and Bushwick

Moore St: Bushwick to Humboldt

Flushing and Bushwick Proposal

Bushwick Striping Plan
### Seigel St and Bushwick Ave Injury Summary 2006-2010

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>12</td>
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<td>0</td>
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<tr>
<td>Total</td>
<td>17</td>
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</table>
Bushwick & Seigel St Safety Issues

- Long crosswalk
- Overly wide roadway encourages speeding and weaving
- Missing crosswalks
Bushwick & Seigel St Safety Issues

- Shorter crossings
- Island provides pedestrian refuge and calms traffic
- New crosswalk
- New trees
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

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
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</thead>
<tbody>
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<td>Pedestrian</td>
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<td>0</td>
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<tr>
<td>Bicyclist</td>
<td>3</td>
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<td>1</td>
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<tr>
<td>Motor Vehicle Occupant</td>
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<td>0</td>
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<tr>
<td>Total</td>
<td>25</td>
<td>1</td>
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</table>

Fatalities = 1 bicyclist

Moore street is in the top third of Brooklyn corridors for crashes.
Moore St Safety Issues

- Overly wide street
- Long crosswalks
Moore St Proposal

- Neckdown to be built as part of Humboldt St capital reconstruction
- Shorter crosswalks & new concrete island and neckdowns
- Mid-block crosswalk and painted neckdowns

Humboldt St

Moore St

Playground

Bushwick Ave

Basketball Court

Moore St
### Flushing Ave and Bushwick Ave Injury Summary 2006-2010

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>2</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Bicyclist</td>
<td>4</td>
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<td>0</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>18</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>24</strong></td>
<td><strong>0</strong></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

Fatalities = none

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

Ban northbound left turns during the AM Peak from 7-10am
Flushing and Bushwick Proposal

Ban southbound left turns during the PM Peak from 4-7pm
Bushwick Striping Plan Issues

Bushwick is in the top third of Brooklyn corridors for crashes

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

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>16</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>24</td>
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<td>1</td>
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<tr>
<td>Motor Vehicle Occupant</td>
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Fatalities (2006-Present)
1 Bicyclist
Confusing striping during non rush hours:
1. Too wide for parking lane
2. Too narrow for moving lane
Proposed Improvements

1. New island and crosswalks at Seigel St
   1. Ban NB left turn from Seigel to Bushwick

2. Moore St Improvements:
   1. Flip angled parking to the south side of the street
   2. Add midblock painted sidewalk extensions
   3. Add concrete triangle at Bushwick

3. Clearer street marking plan while maintaining rush-hour regulations for peak hour traffic

4. Improved signal timing plan along the corridor

5. Ban left turns from Bushwick to Flushing during peak hours