Williamsburg/Bushwick

- Greenpoint
- Williamsburg
- Bedford - Stuyvesant
- Bushwick
- Ridgewood
- Brownsville
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

Bushwick Ave/Beaver St/Arion Pl

Jefferson St and Bushwick

Flushing & Myrtle Left Turns

Bushwick Striping Plan
### Beaver St, Arion Pl and Bushwick Ave 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>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle</td>
<td>6</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Occupant</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6</strong></td>
<td><strong>0</strong></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

Fatalities = none
Bushwick, Beaver & Arion St Safety Issues

Long crosswalks &
Long wait times
Bushwick, Beaver & Arion St Safety Issues

Missing sidewalk

Beaver St

Arion Pl
Bushwick, Beaver & Arion St Proposal

New sidewalk around the Greenstreet brings pedestrians to the crosswalk

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

Shorten Crosswalks
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 Ave Safety Issues

### 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>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>18</td>
<td>0</td>
<td>0</td>
</tr>
<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
Myrtle and Bushwick Ave Safety Issues

Myrtle Ave and Bushwick Ave 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>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle</td>
<td>42</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>47</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

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 Issues

Bushwick is in the top third of Brooklyn corridors for crashes

<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>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle</td>
<td>178</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Occupant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>218</td>
<td>8</td>
<td>1</td>
</tr>
</tbody>
</table>

Fatalities (2006-Present)
1 Bicyclist
Confusing striping during non rush hours:
1. Too wide for parking lane
2. Too narrow for moving lane
Bushwick Proposed Striping Plan

**EXISTING**

<table>
<thead>
<tr>
<th>15’</th>
<th>10’</th>
<th>10’</th>
<th>15’</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking/Rush hour Moving Lane</td>
<td>Moving Lane</td>
<td>Moving Lane</td>
<td>Parking/Rush hour Moving Lane</td>
</tr>
</tbody>
</table>

50’

**PROPOSED**

<table>
<thead>
<tr>
<th>13’</th>
<th>10’</th>
<th>4’</th>
<th>10’</th>
<th>13’</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking/Rush hour Moving Lane</td>
<td>Moving Lane</td>
<td>Flush Median</td>
<td>Moving Lane</td>
<td>Parking/Rush hour Moving Lane</td>
</tr>
</tbody>
</table>

24
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 & Seigel St Safety Issues

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>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>17</strong></td>
<td><strong>0</strong></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</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

25(AM)/20(Mid)/25(PM)
Bushwick & Seigel St Safety Issues

Existing Signal Phasing

Proposed Signal Phasing

Traffic from Seigel to Bushwick does not have to stop

New Pedestrian Only Phase

No Left Turn
Moore St Safety Issues

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

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>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>6</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>3</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>16</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>25</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Fatalities = 1 bicyclist
Moore St Safety Issues

- Overly wide street
- Long crosswalks
Moore St Proposal

Neckdown to be built as part of Humbolt St capital reconstruction

Mid-block crosswalk and painted neckdowns

Shorter crosswalks & new concrete island and neckdown

Humboldt St

Playground

Basketball Court

Moore St