





# Transportation

Access to transit, safe and walkable streets, and quality public spaces are critical building blocks of a healthy, vibrant community. Bushwick is well-served by transit on its major corridors, including the J, M, Z, and L trains as well as nine bus routes. Despite being well-served by transit overall, Bushwick only has three Americans with Disabilities Act (ADA) accessible stations serving the area. The Metropolitan Transit Authority (MTA) and DCP are working together to address this issue through a mix of MTA capital improvements and zoning changes to map transit easements adjacent to subway stations.

In terms of pedestrian and cyclist amenities, a public plaza was recently established at the Myrtle-Wyckoff transit hub and the bicycle network is growing. In addition, through its Vision Zero Pedestrian Safety Action Plan, Department of Transportation (DOT) identified priority corridors and intersections in Bushwick for safety engineering, enforcement, and education initiatives. Of these corridors, Bushwick's elevated train corridors, Broadway and Myrtle Avenue, face acute challenges due to complex intersections with sharp angles. DOT has studied Myrtle Avenue and sections of Broadway in the Bushwick Neighborhood Plan study area for potential safety improvements and is beginning to undertake interventions.

In addition to pedestrian safety issues, areas under the elevated train can be dark and unwelcoming. By exploring possible lighting, street furniture, and zoning interventions to bring greater light and vibrancy to these corridors, DCP and DOT are working to address the pedestrian environment under the elevated. See more on relevant zoning changes on p.62 of the Land Use and Zoning section. Taken together, these strategies and the others listed below aim to enhance safety and mobility, promote cohesive streetscapes and public spaces, and improve local transit access as the neighborhood grows and land use patterns change.



*Myrtle Ave Station on the J, Z, M subway lines*

## Actions

- In late 2018, DOT implemented a pedestrian safety project at Broadway and Flushing Avenue, a Vision Zero Priority Intersection. The project expanded the crosswalk to better align with the subway station stairs and installed a hardened centerline to better protect pedestrians from left-turning vehicles.
- In 2018, DOT installed 3.4 miles of bike lanes on Troutman Street, Starr Street, Central Avenue, and Evergreen Avenue as part of its Bushwick Community Bicycle Network and the neighborhood's Priority Bicycle District designation.
- Add six temporary Citi Bike stations and pursue additional Citi Bike expansion for Bushwick in 2019.
- DOT is finalizing its design for the Wyckoff Avenue capital street reconstruction, with construction anticipated to start in 2020. The Myrtle/Wyckoff Plaza reconstruction is also part of this capital project. Existing plaza geometry, including the neckdowns at the intersection of Myrtle and Wyckoff avenues, will be reconstructed, making permanent safety enhancements at a location that saw three fatalities prior to the creation of the plaza. The reconstructed plaza will include both fixed and movable seating; utility allowances for a potential future kiosk; and open, flexible areas for a variety of programming types, including markets. The plaza is currently and will continue to be managed by DOT as part of the [OneNYC Plaza Equity Program](#) with maintenance services provided by the Horticultural Society of New York.
- To facilitate better access to transit stations through off-street relocation of subway entrances, include transit easements for future development of sites within 50 feet of MTA subway station envelopes.
- The MTA is currently exploring ADA improvements for stations on the L line in Northwest Bushwick and East Williamsburg as well as on the J/Z line east of Myrtle Avenue in Bushwick.
- Platform repairs and improvements are planned for stations throughout Bushwick along the L line.
- In 2018, the M line along Myrtle Avenue underwent significant rehabilitation, including reconstruction of the Myrtle Avenue viaduct.



*Enhance public spaces  
(Myrtle/Wyckoff Plaza)*



*Explore bike infrastructure expansion  
(Knickerbocker Avenue)*



*Improve pedestrian crossings  
(Broadway and Flushing Ave)*



*Under the El project seating prototype.  
Credit: Ciochini Design*

## Objective: Enhance pedestrian safety and mobility for Bushwick residents and visitors

- Evaluate key corridors and intersections for Vision Zero safety projects, such as Myrtle Avenue and Broadway.
- Advocate for transportation and infrastructure improvements that consider the needs of children, seniors, and those with special needs.
- Explore adding bike lanes and bike parking to extend and fill gaps in the bike network.
- Coordinate Citi Bike expansion in Bushwick.
- Evaluate corridors for truck safety engineering improvements and upgrade truck route signage.

## Objective: Promote cohesive streetscapes with quality public spaces, wayfinding, and lighting

- Work with local partners on plaza programming and additional amenities such as public art, wayfinding signage, and street furniture.
- Explore and identify opportunities for uniform lighting, plantings space, and other treatments to improve conditions under elevated infrastructure throughout Bushwick, particularly at transit nodes.

## Objective: Enhance local transit access, connections, and service

- Add amenities such as CityBench, leaning bars, and real-time passenger information to high ridership bus stops in Bushwick.
- Evaluate bus priority improvements, such as bus lanes and transit signal priority, along routes to downtown Brooklyn.
- Continue annual investments in all aspects of the transit system to bring infrastructure to a state of good repair.
- Perform a comprehensive Brooklyn bus network study in the next three years with the objective of redesigning Brooklyn's bus network.
- Improve accessibility in the transit system to have a system where no customer is more than two stations away from an accessible station.

## Community District 4 Vision Zero and Crash Map



[Vision Zero](#), launched in 2014, is New York City's multi-agency, data-driven initiative to eliminate traffic deaths and serious injuries through engineering, enforcement, and education. The City has undertaken a robust portfolio of street design changes, re-engineering intersections and corridors for safety. Completed projects within Bushwick include bike lane installations, crosswalk upgrades, intersection visibility improvements, and lane narrowing throughout the neighborhood, as well as parking and loading restrictions along Broadway.

Between **2009-2013** and **2012-2016** pedestrians killed or severely injured per mile on **Bushwick Avenue** dropped

**50%**

Between **2009-2013** and **2012-2016** pedestrians killed or severely injured per mile on **Knickerbocker Avenue** dropped

**60%**

**57** pedestrian injuries were reported along Myrtle Avenue between Broadway and Irving Avenue from 2013-2017

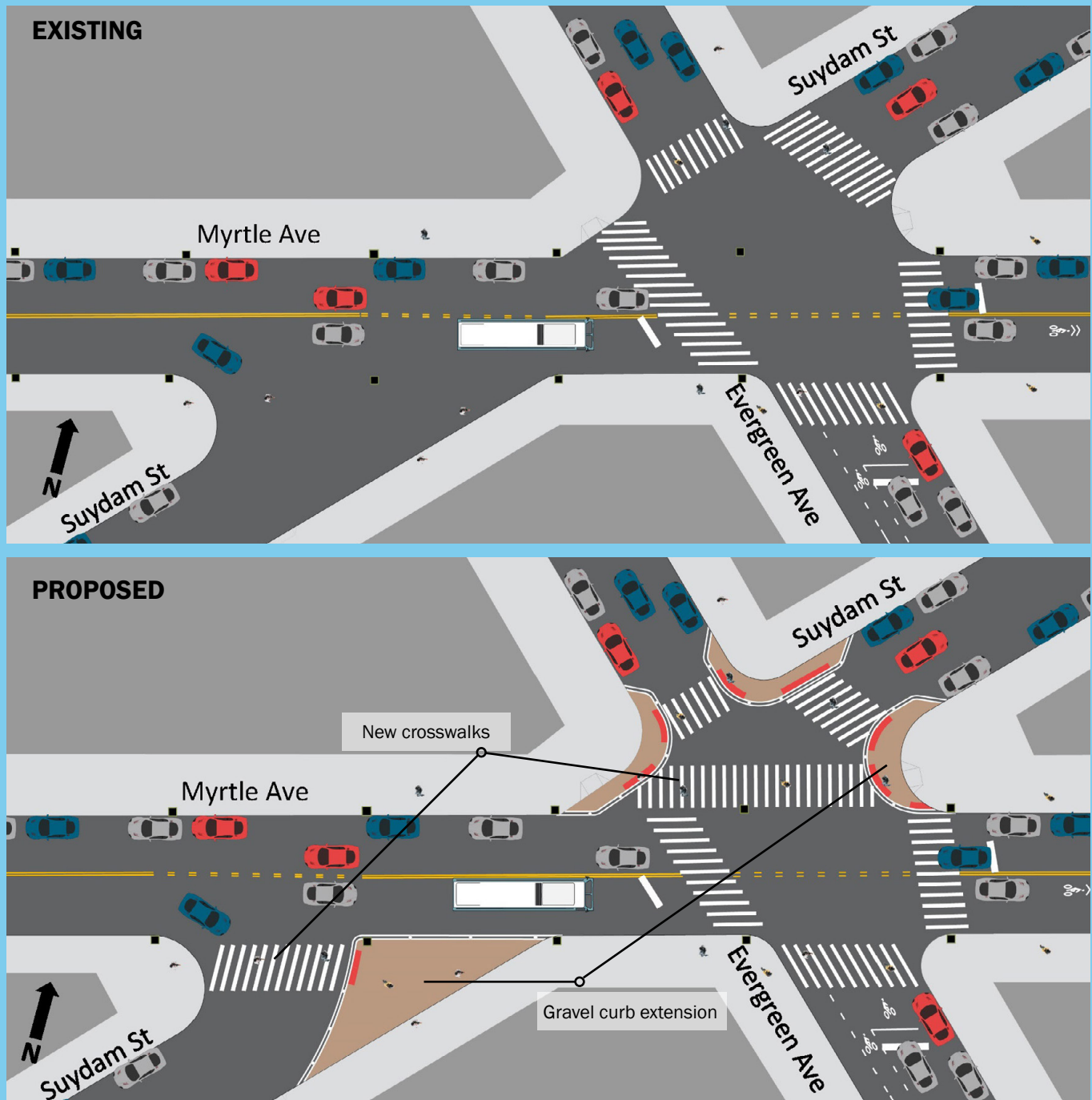
**10** persons killed or severely injured were reported along Myrtle Avenue between Broadway and Irving Avenue from 2013-2017

NYCDOT, NYSDOT/NYS DMV Accident Database, NYSDOT/NYPD Reconciled Fatality Database



## FEATURED PROJECT: Myrtle Avenue Safety Improvements

In 2019, DOT plans to implement corridor safety improvements along Myrtle Avenue in Bushwick between Broadway and Irving Avenue. DOT plans to install eight new crosswalks along pedestrian desire lines and curb extensions at seven intersections in order to shorten crossing distances, encourage safer and slower turns, and clarify movements around subway columns. DOT will also be pursuing lighting improvements along the corridor to increase visibility, focusing on the areas below M train stations. These changes will bring important safety improvements to a Vision Zero Priority Corridor that will benefit everyone who uses or passes through Myrtle Avenue.



Suydam Street and Myrtle Ave. At this intersection, DOT plans to install new crosswalks and a curb extension that shortens crossing distances