



Broadway

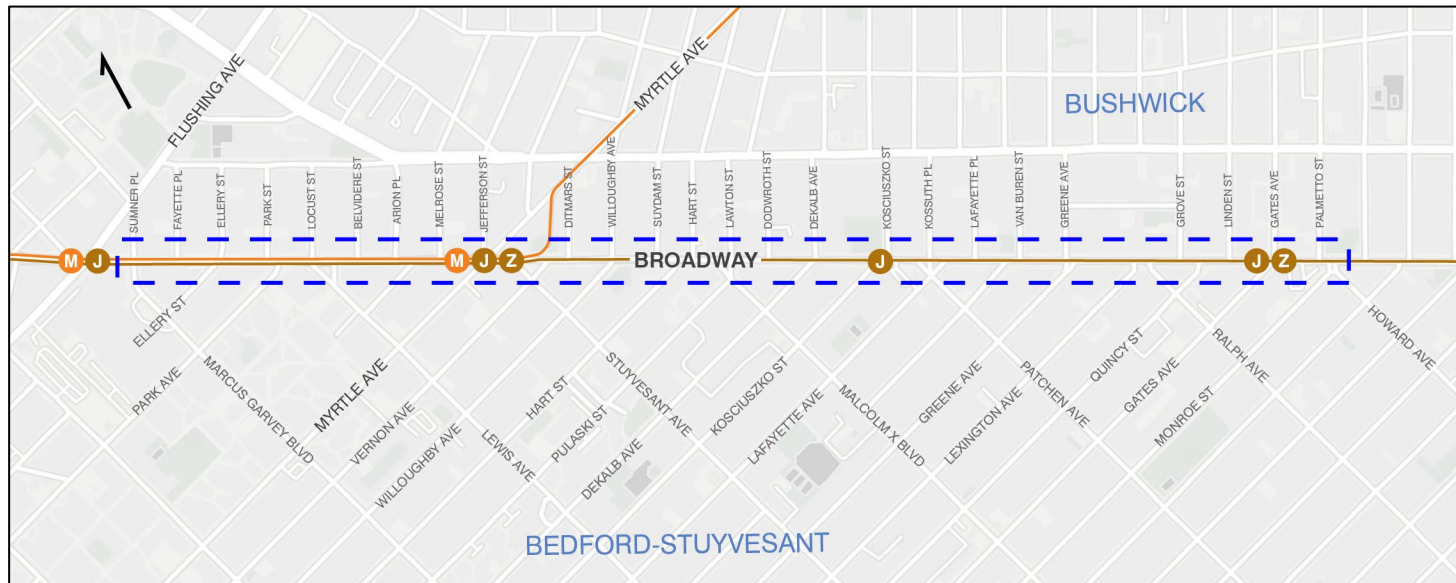
Marcus Garvey Blvd to Howard Ave

Brooklyn Community Board 4

June 2025

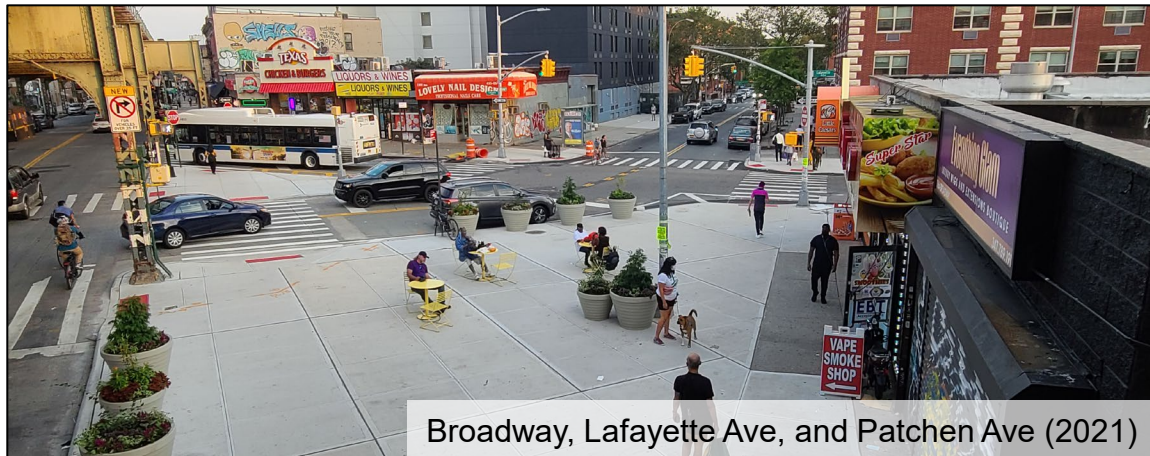
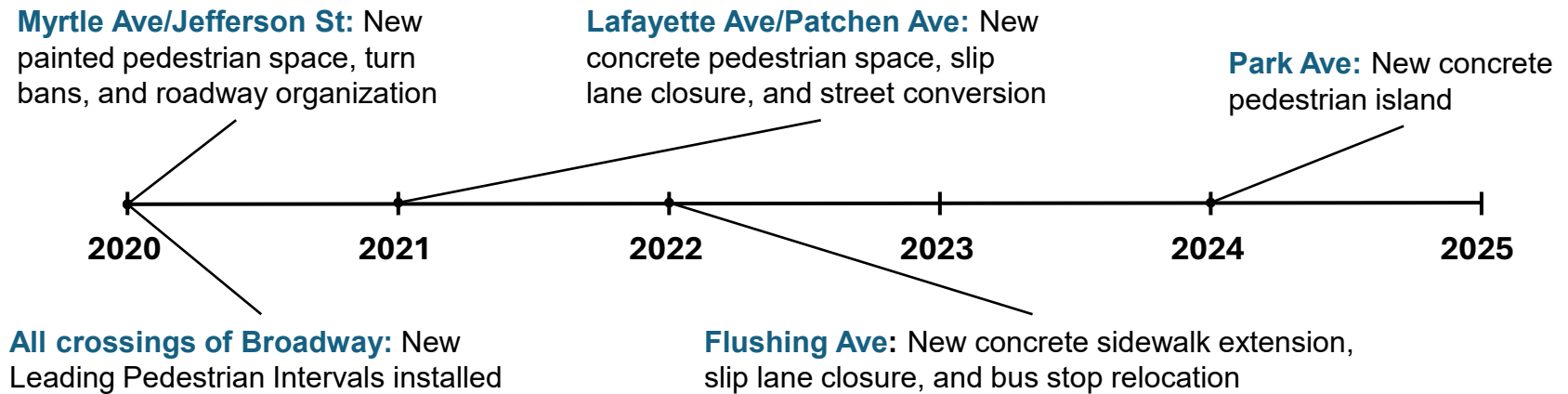
Broadway Corridor Background

- Project area is a 1.5-mile stretch of Broadway, a busy commercial corridor between Bushwick and Bedford-Stuyvesant
- J/M/Z trains run above Broadway on elevated tracks
- Multiple bus lines (B15, B46, B47) run along Broadway
- Broadway is a local truck route
- Community Boards 3, 4, & 16 have requested safety improvements on the corridor
- Broadway is a Vision Zero Priority Corridor and within a Vision Zero Priority Area



Previous Work on Broadway

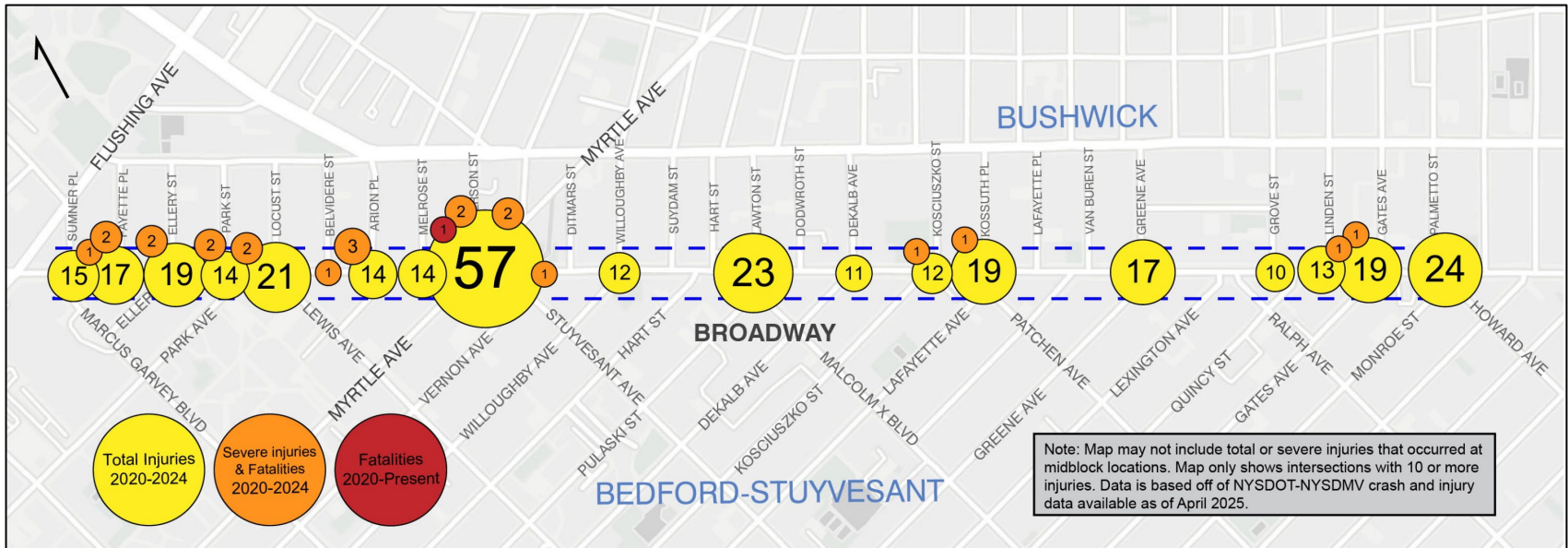
NYC DOT has installed numerous safety improvements along Broadway in the past 5 years:



Safety Data

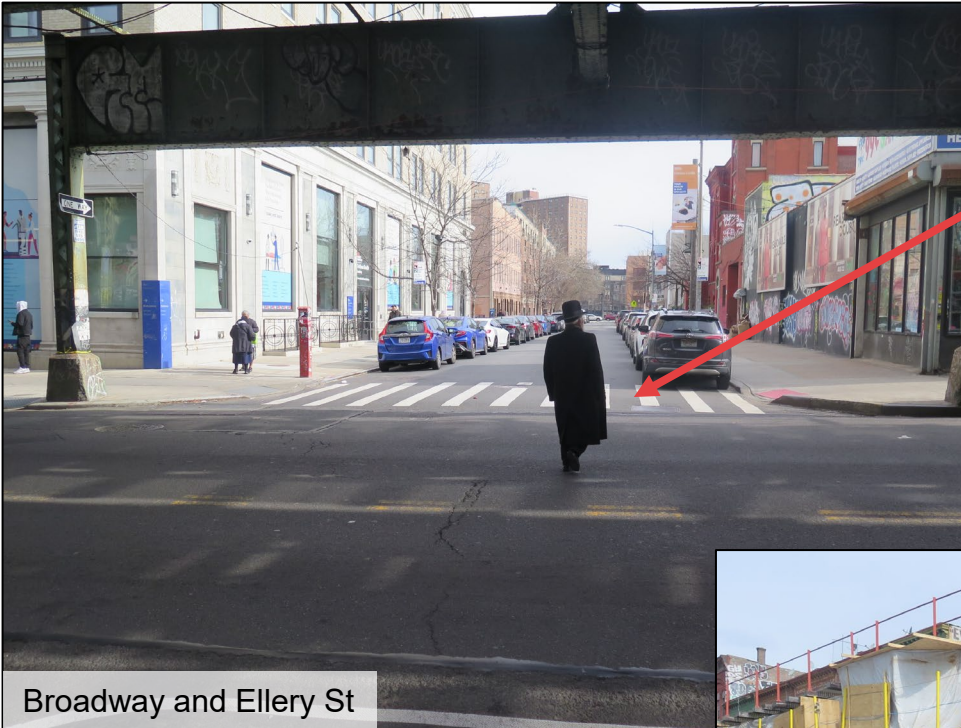
Injury Summary, 2020-2024 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	86	4	1	5
Bicyclist	95	7	0	7
Motor Vehicle Occupant	232	9	0	9
Other Motorized	30	1	0	1
Total	443	21	1	22



- Broadway is a Vision Zero Priority Corridor with 14.8 KSI per mile – ranked top 10% of all streets in Brooklyn
- One pedestrian fatality at Myrtle Ave intersection (2024)
- 16.4% of motor vehicle injuries on this corridor are due to left turn crashes, compared to 9.7% citywide
 - Indicative of fast, aggressive turns

Safety Data – Pedestrian Injury Deep Dive



56% of pedestrian injuries on Broadway occur either at mid-block locations or intersections without a traffic signal or stop sign (compared to 48% citywide).

41% of the time pedestrians are hit in the crosswalk crossing with the signal, the vehicle is making a left turn. Each of these crashes are due to the driver failing to yield to the pedestrian.

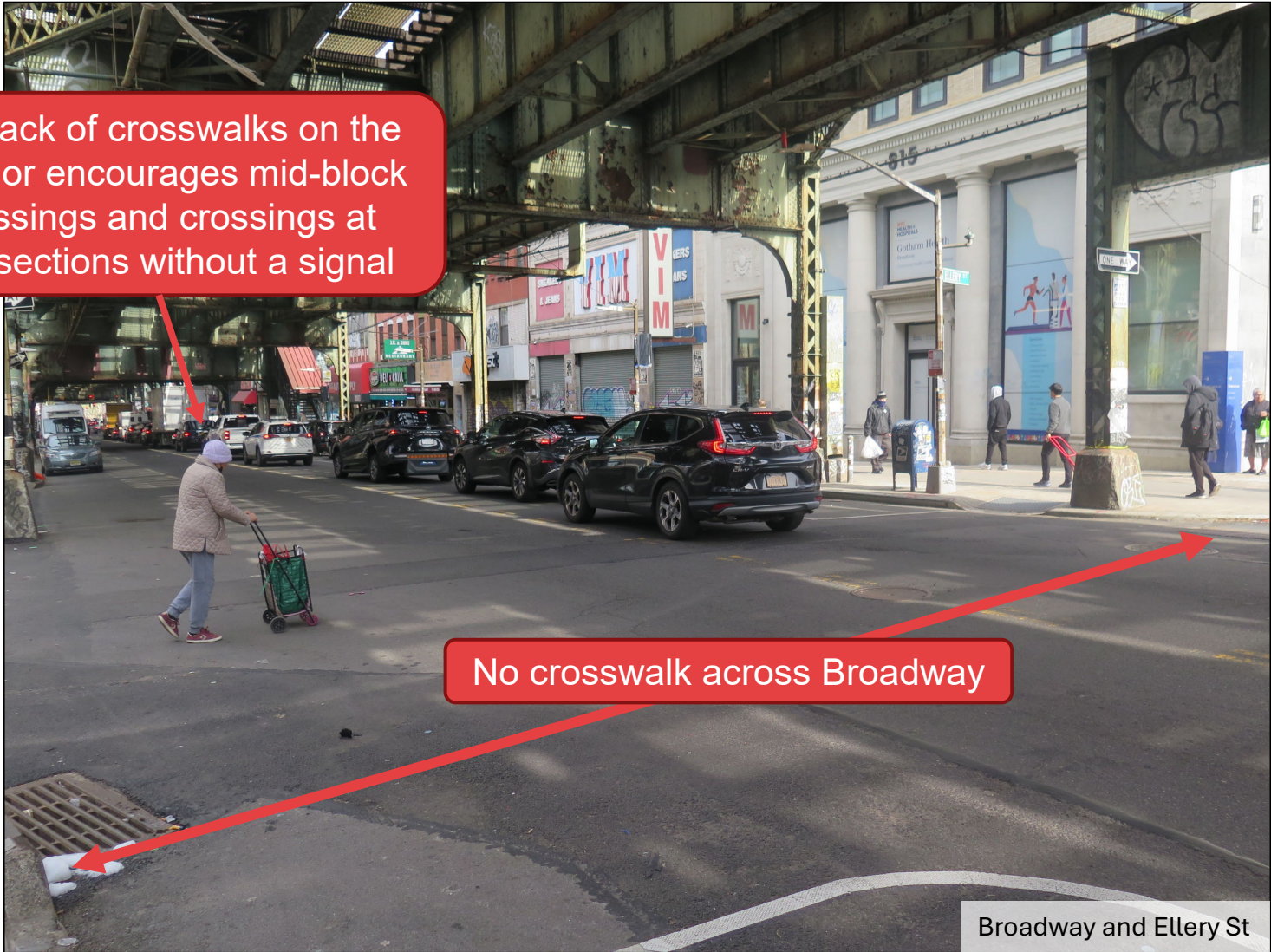


Existing Conditions – Absent Crosswalks

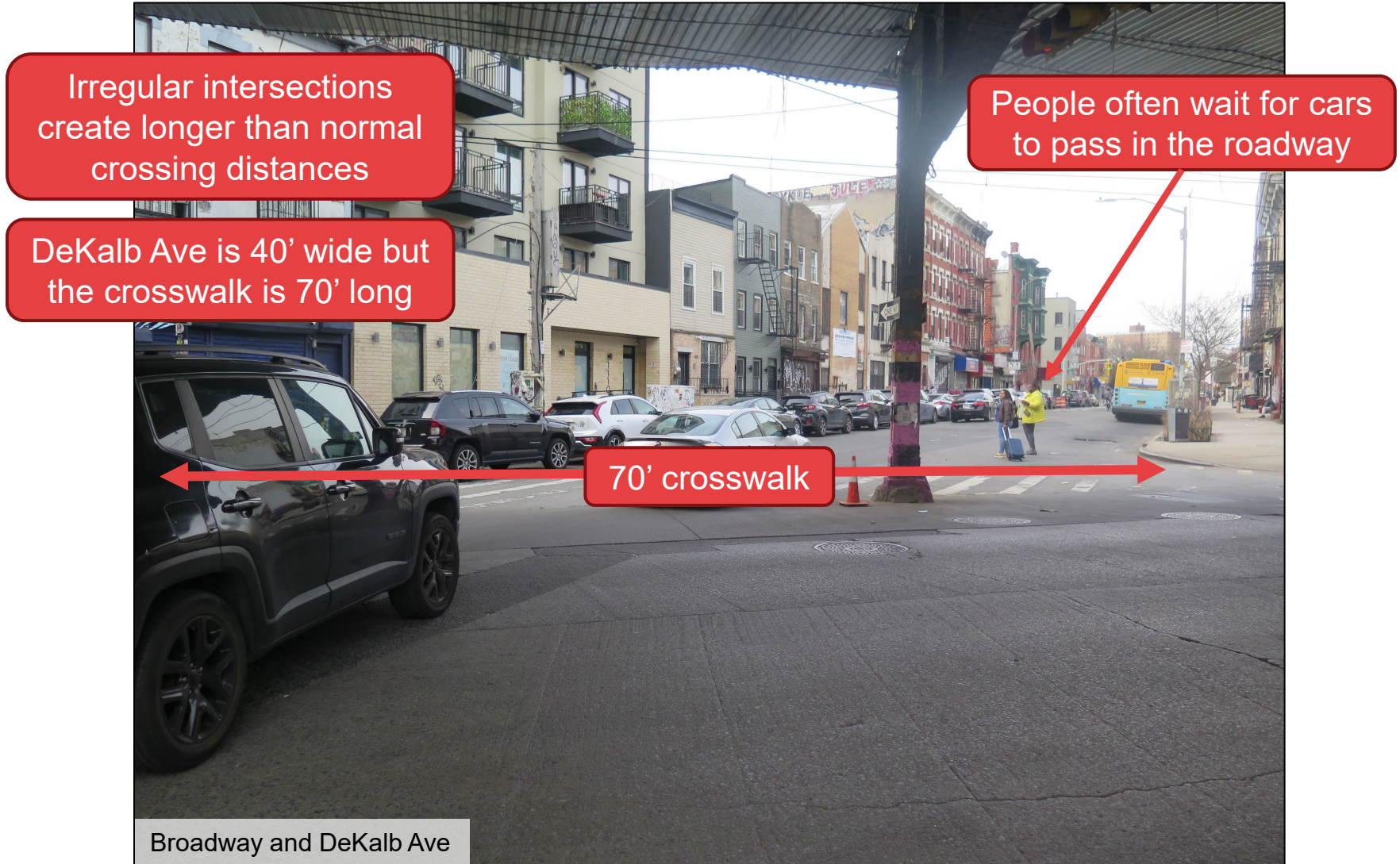
The lack of crosswalks on the corridor encourages mid-block crossings and crossings at intersections without a signal

No crosswalk across Broadway

Broadway and Ellery St

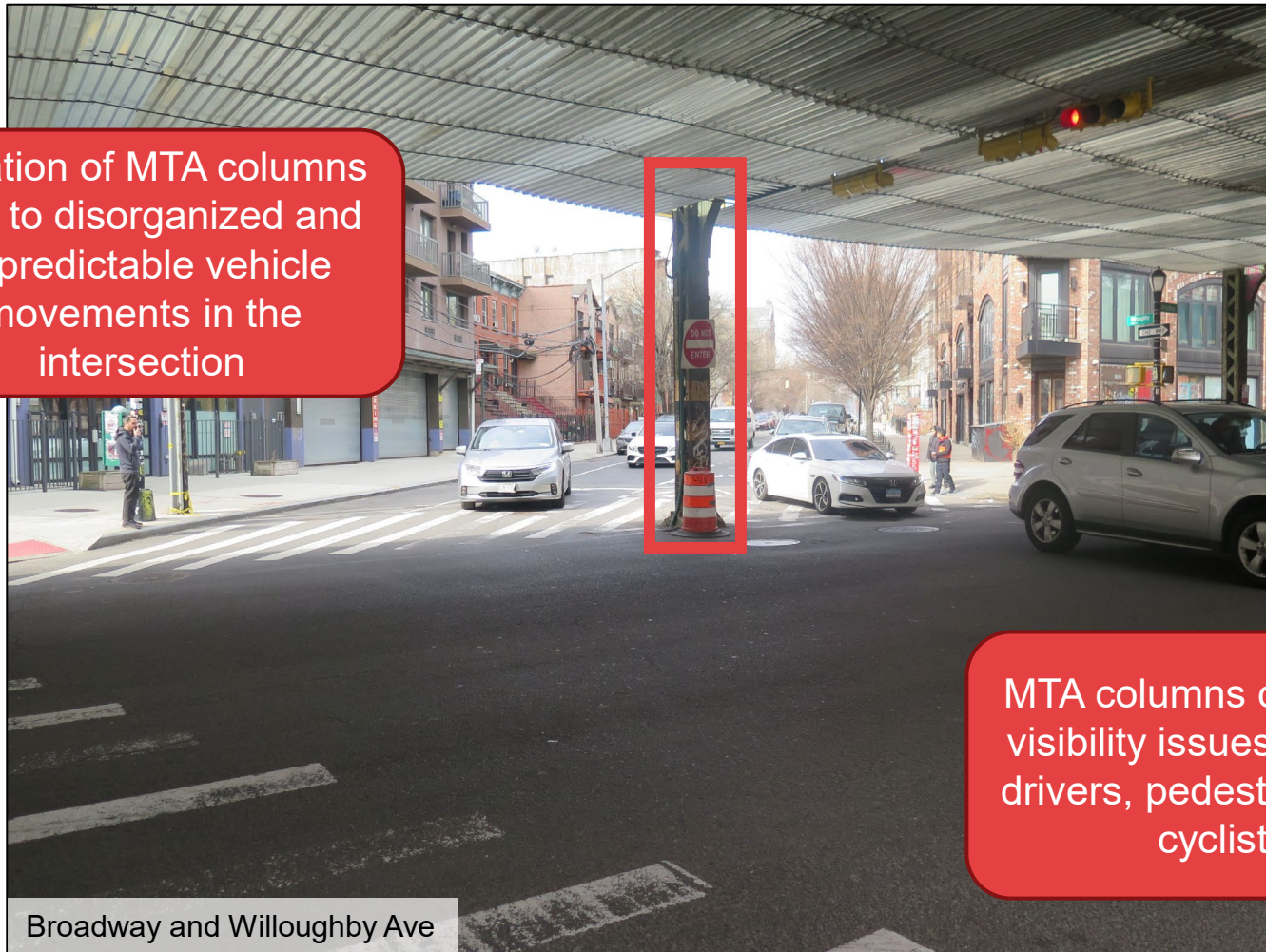


Existing Conditions – Long Crossing Distances



Existing Conditions – Disorganized Movements Around Columns

Location of MTA columns lead to disorganized and unpredictable vehicle movements in the intersection



MTA columns can cause visibility issues amongst drivers, pedestrians, and cyclists

Broadway and Willoughby Ave

Existing Conditions – Uncontrolled Slip Lane

Unsignalized turns off of Broadway onto Malcolm X Blvd encourage speeding and create dangerous conflicts between vehicles and pedestrians



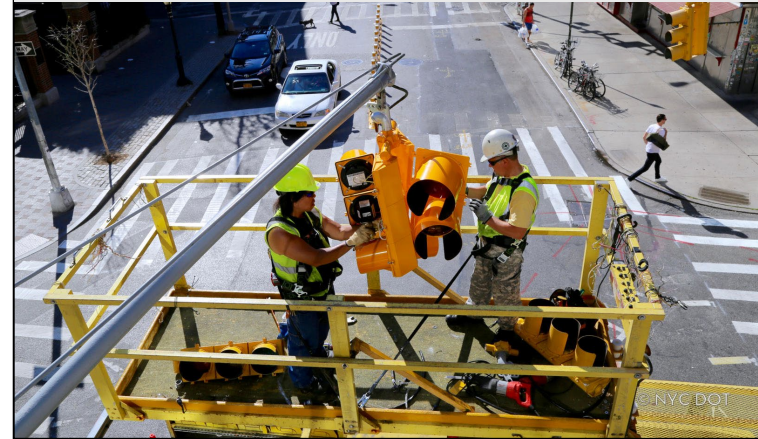
Broadway and Malcolm X Blvd

Proposed Design Elements

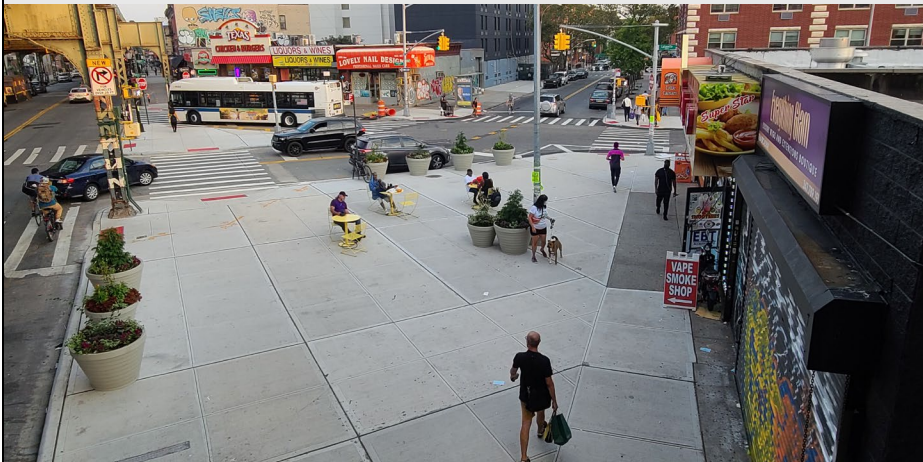
Painted Curb Extensions



New Signals and Crosswalks



Closure of Slip Lane and Upgraded Concrete Islands

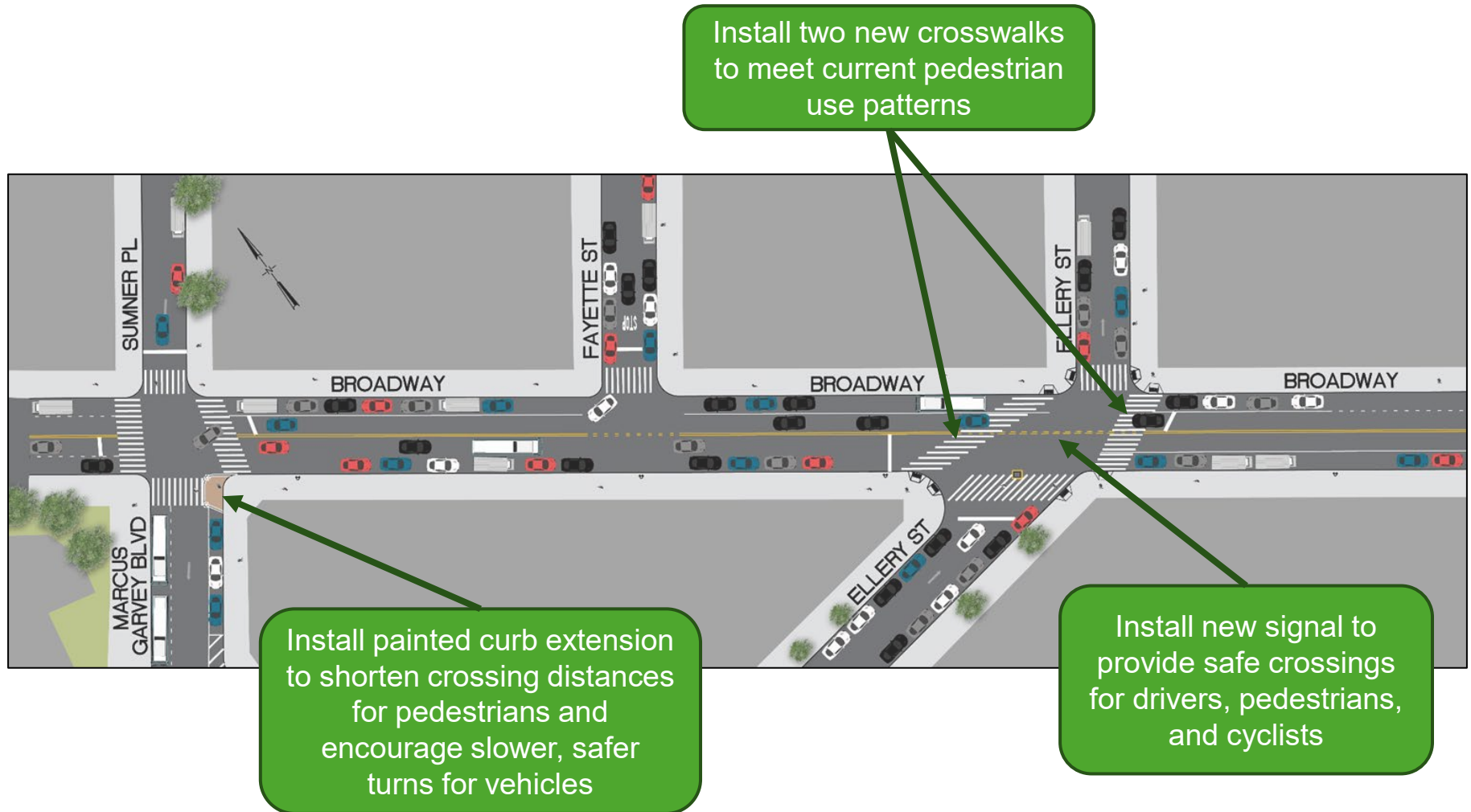


New Turn Restrictions



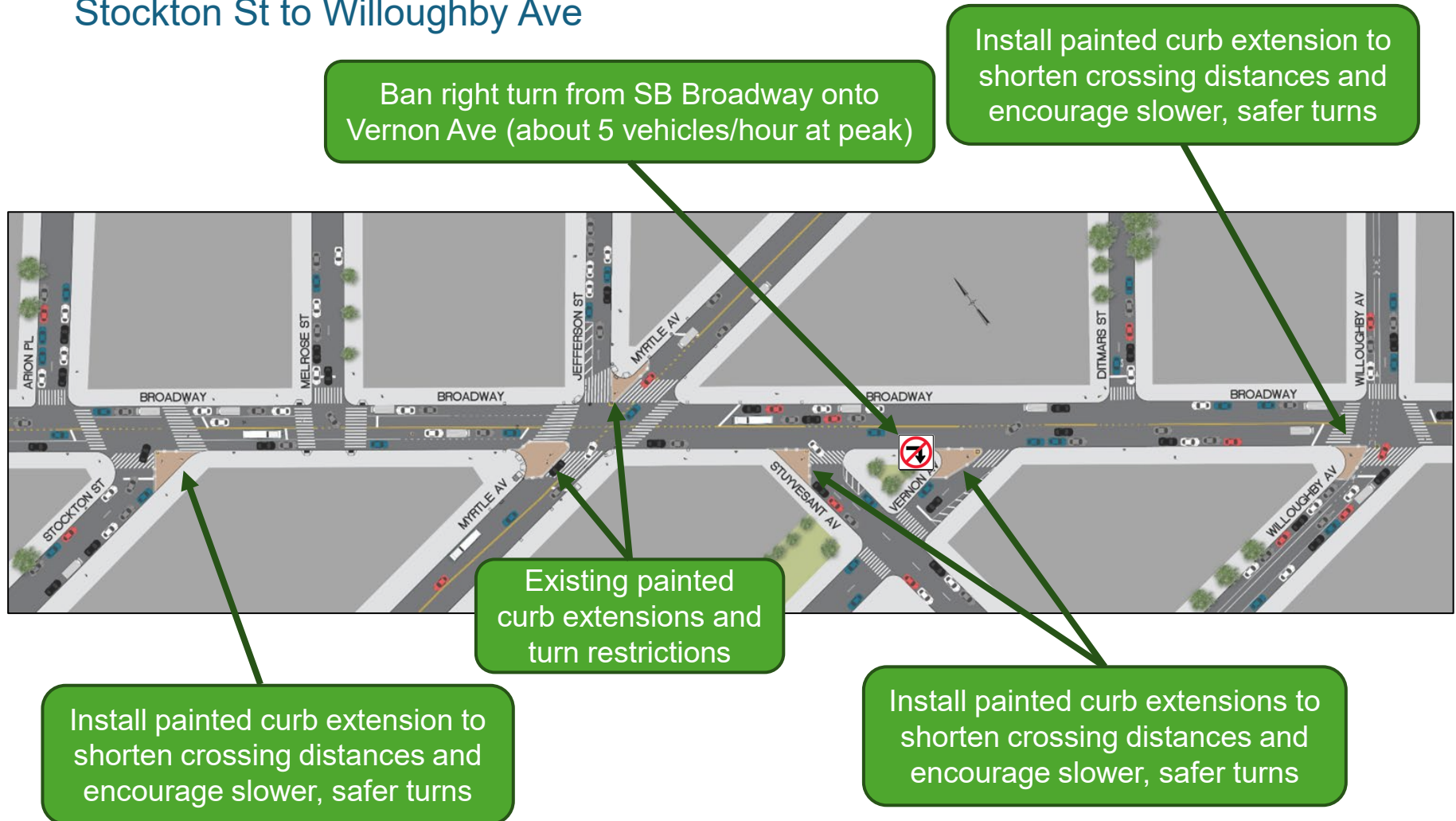
Proposed Design

Marcus Garvey Blvd to Ellery St



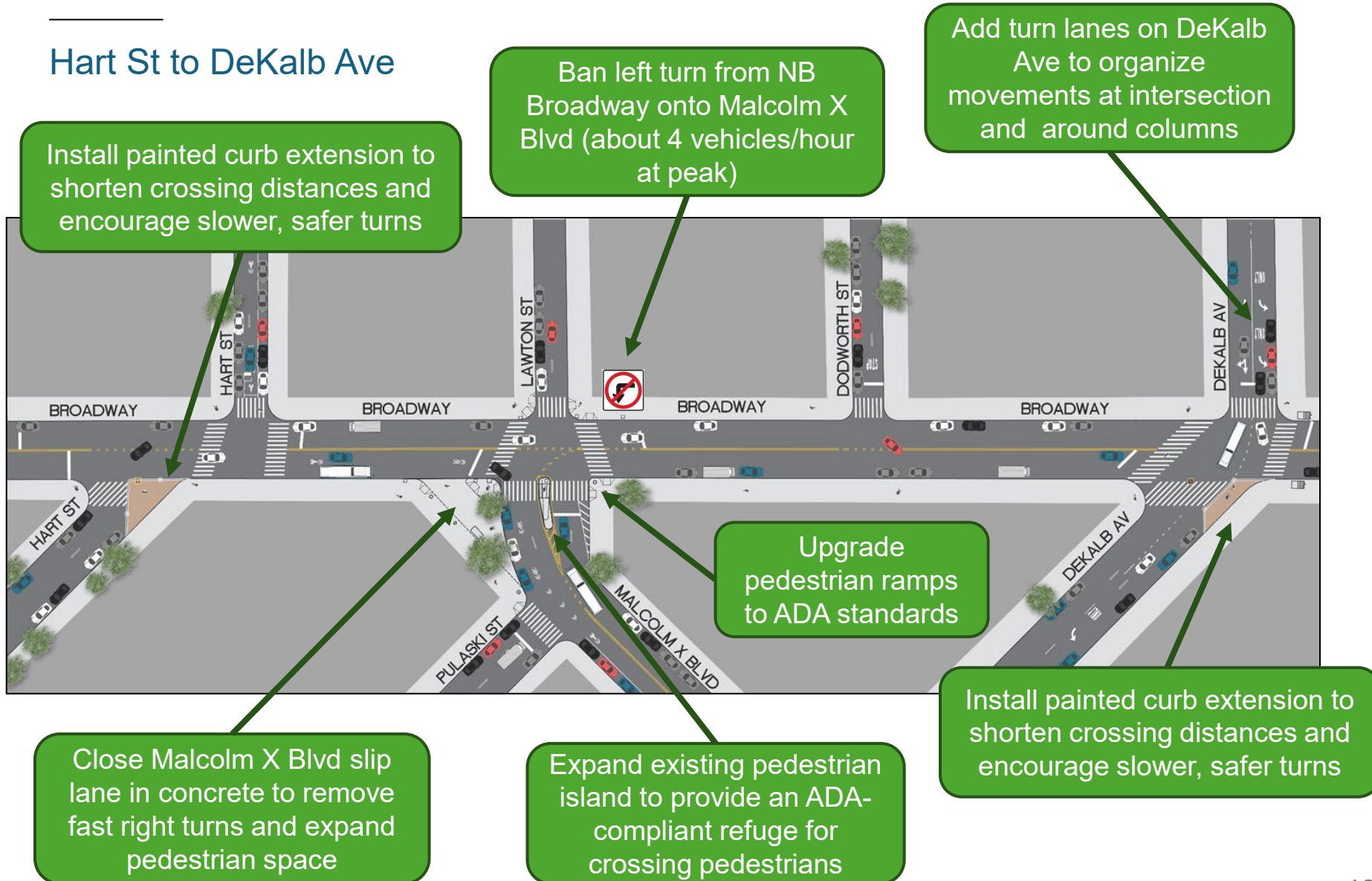
Proposed Design

Stockton St to Willoughby Ave



Proposed Design

Hart St to DeKalb Ave



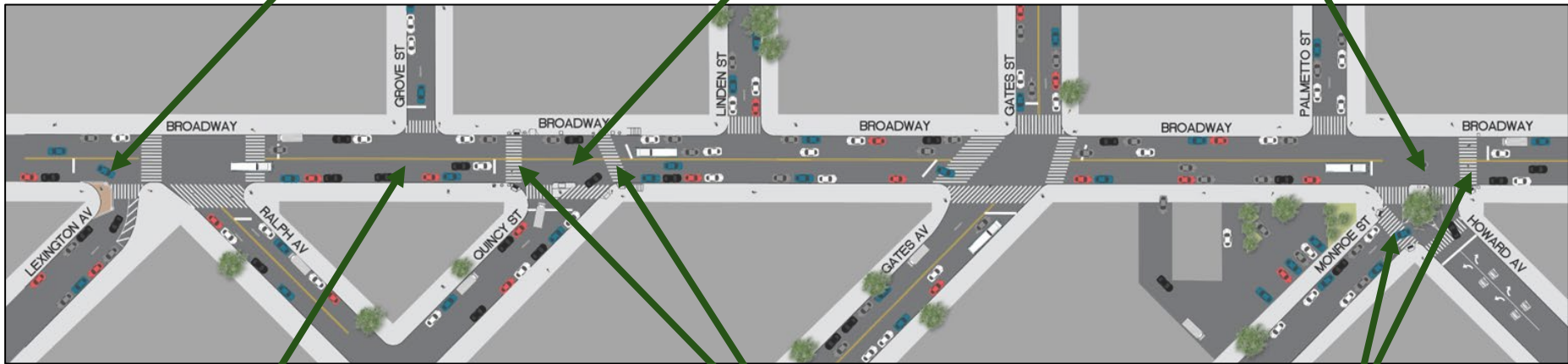
Proposed Design

Lexington Ave to Howard Ave

Install painted curb extension to shorten crossing distances and encourage slower, safer turns

Install new traffic signal

Install new traffic signal



New traffic signal under study

Install two new crosswalks to provide new safe crossings of Broadway

Install two new crosswalks to provide people with new safe crossings

Proposal Summary

- **Closure of Malcolm X Blvd slip lane in concrete:**

- Removes conflicts between vehicles and pedestrians
- Expands existing pedestrian space
- Encourage slower, safer turns for drivers

- **Three new traffic signals (Ellery St, Quincy St, and Howard Ave/Monroe St):**

- Provide new, safe crossings of Broadway for drivers, pedestrians, and cyclists

- **Painted curb extensions:**

- Shorten crossing distances for pedestrians
- Encourage slower, safer turns for drivers
- Organize traffic around columns and normalize intersections
- Increase visibility for pedestrians, cyclists, and drivers



Thank You!

Questions?



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