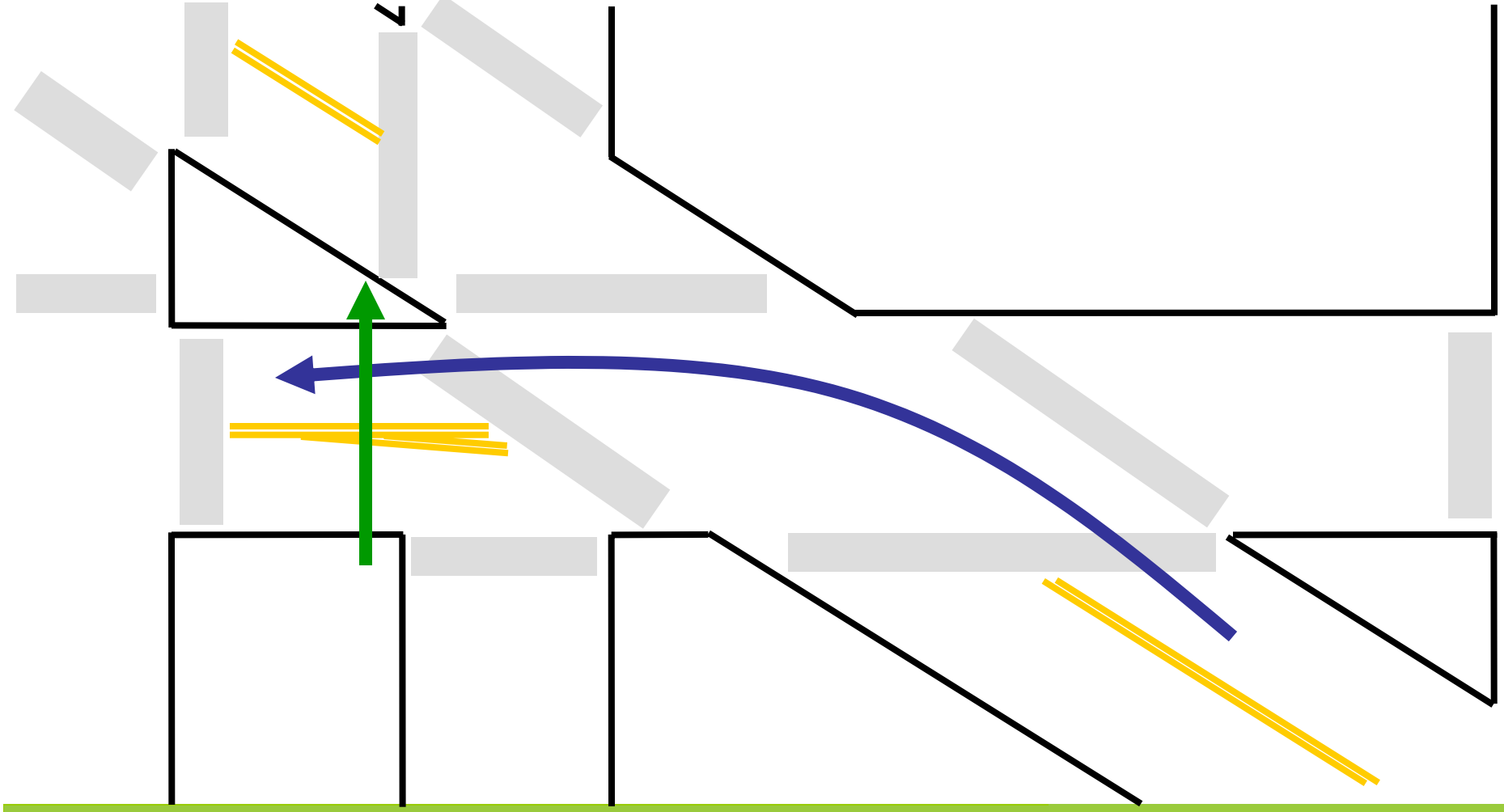
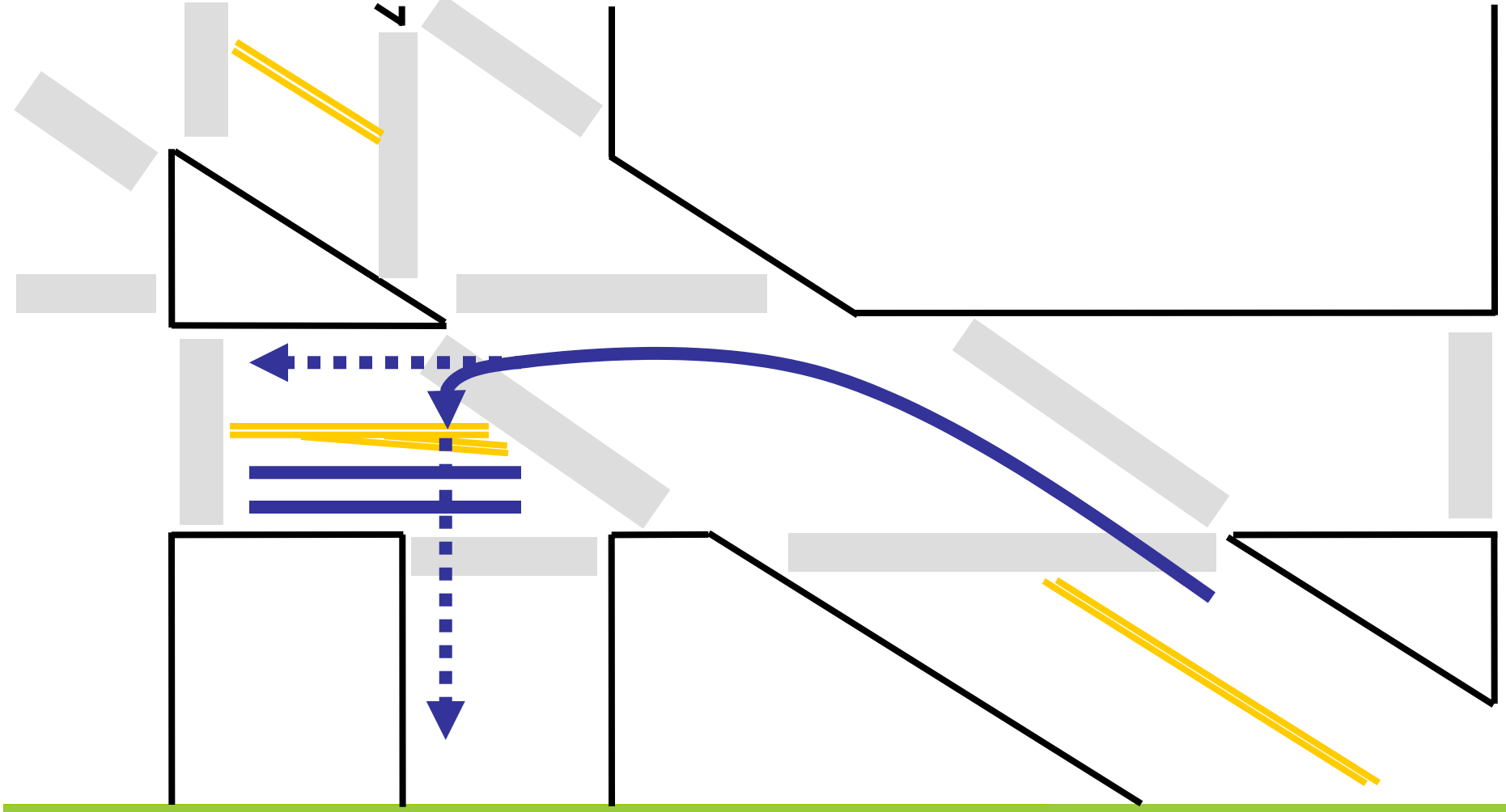
The Intersection of Lafayette and Fulton

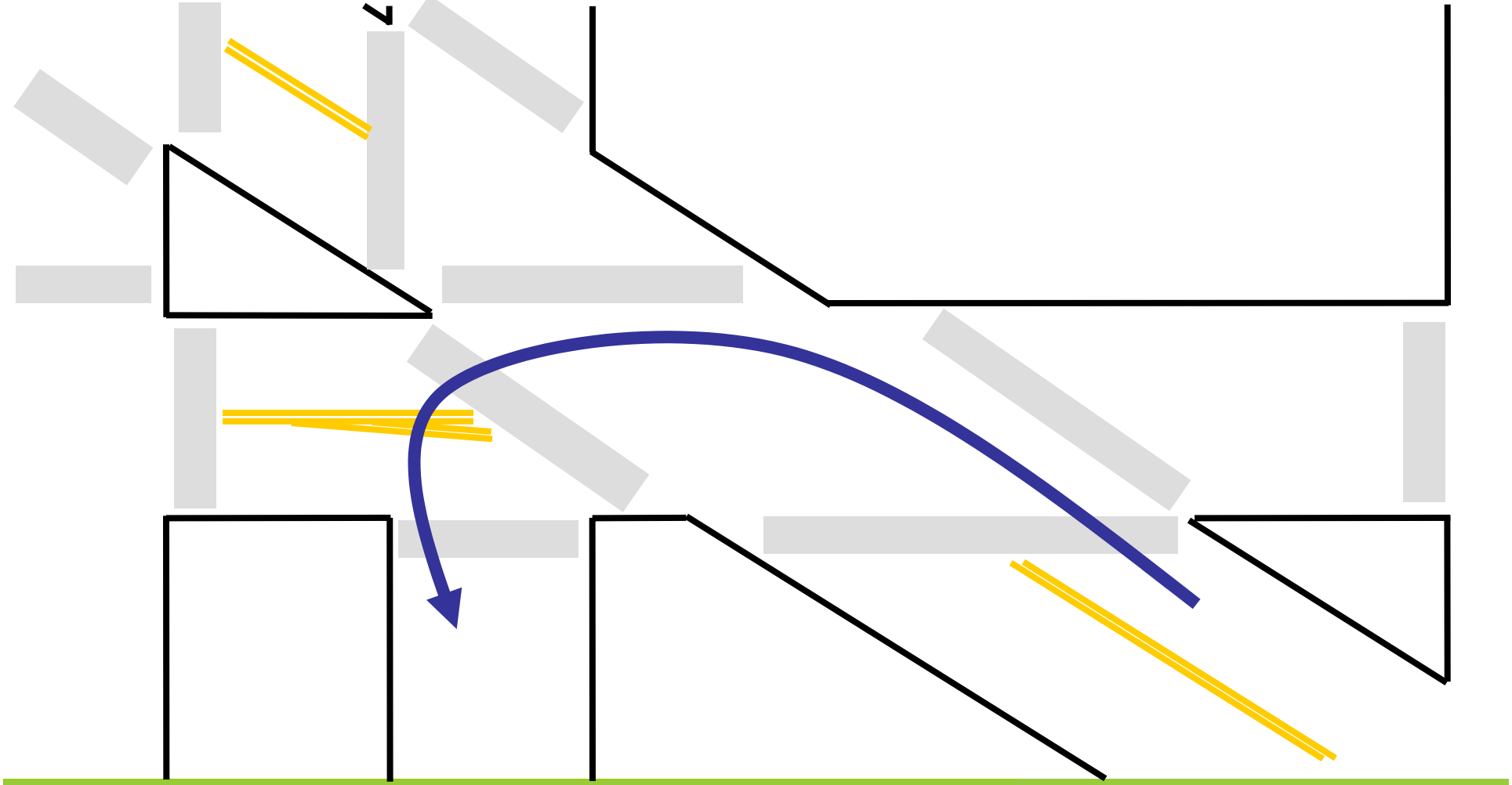
1. There is tremendous pedestrian traffic from Fort Greene to Fulton, where there is no crosswalk and crossing is precarious



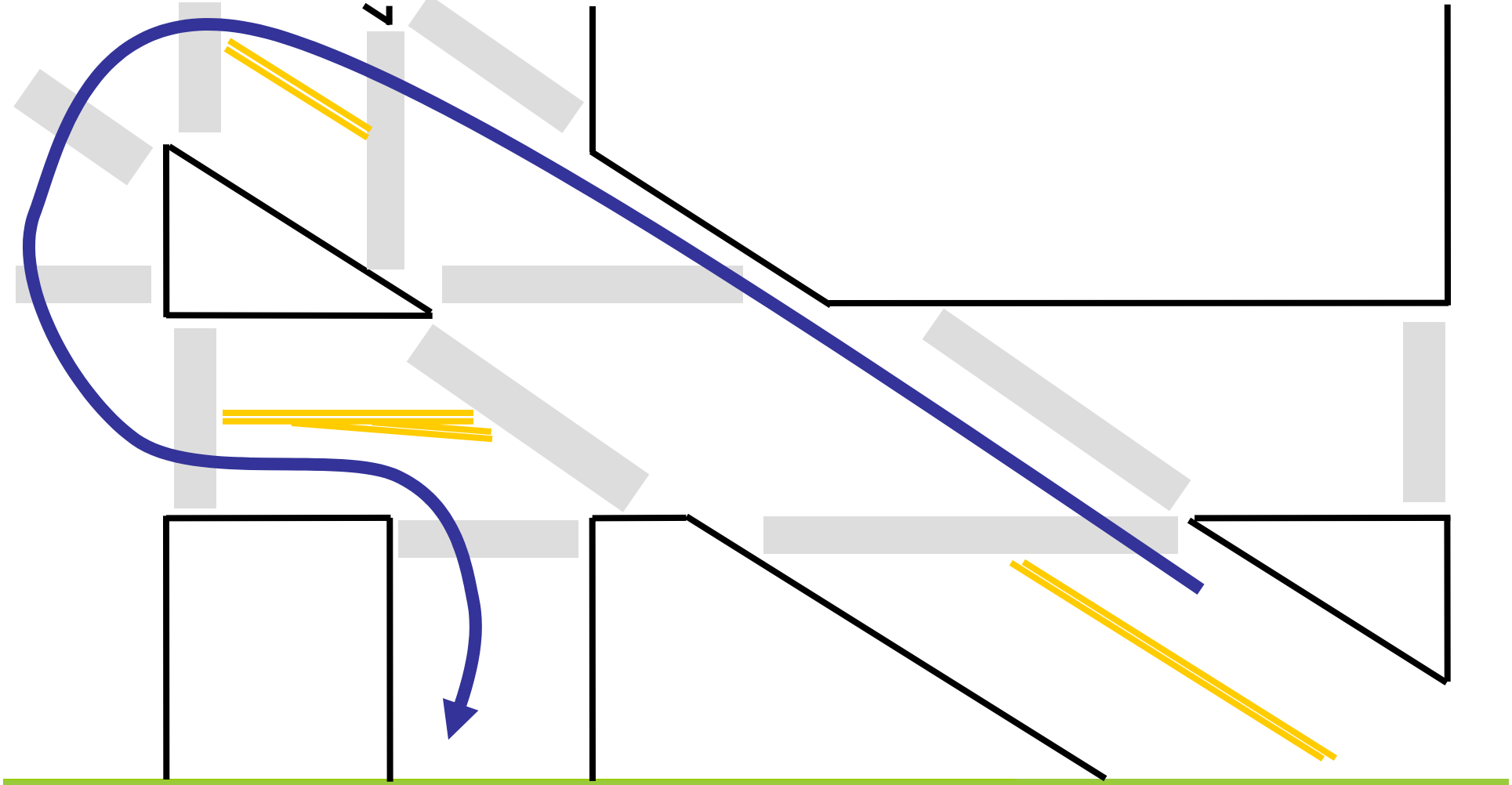
2. Cars turning from Fulton to Fort Greene Pl routinely block traffic from turning down Lafayette



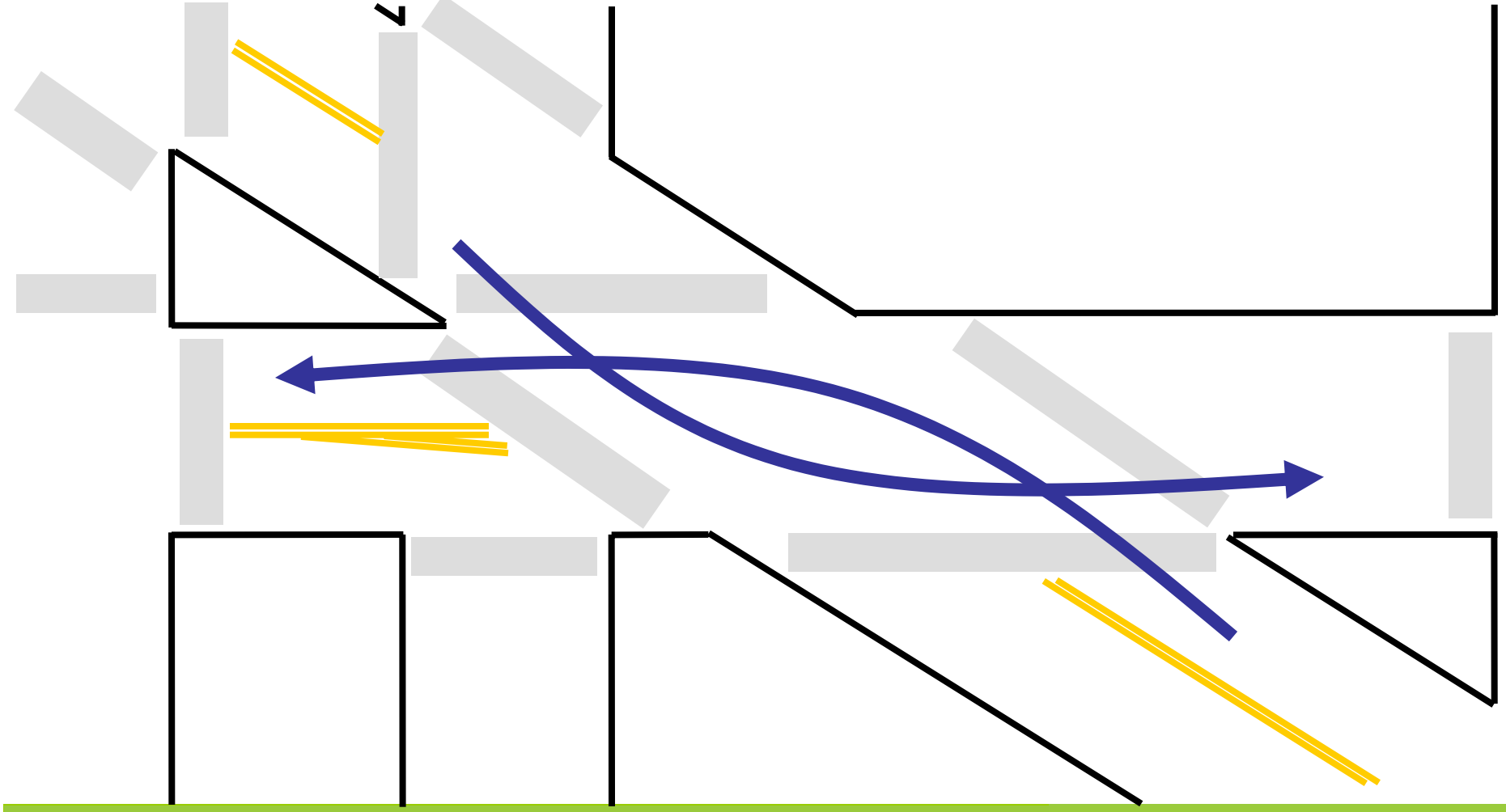
Because of the double-double yellow, these turns are technically illegal; in 10 minutes I witnessed 3 cars made this turn



What DOT expects motorists to do is far more circuitous (and unlikely), traversing 8 crosswalks instead of just 3



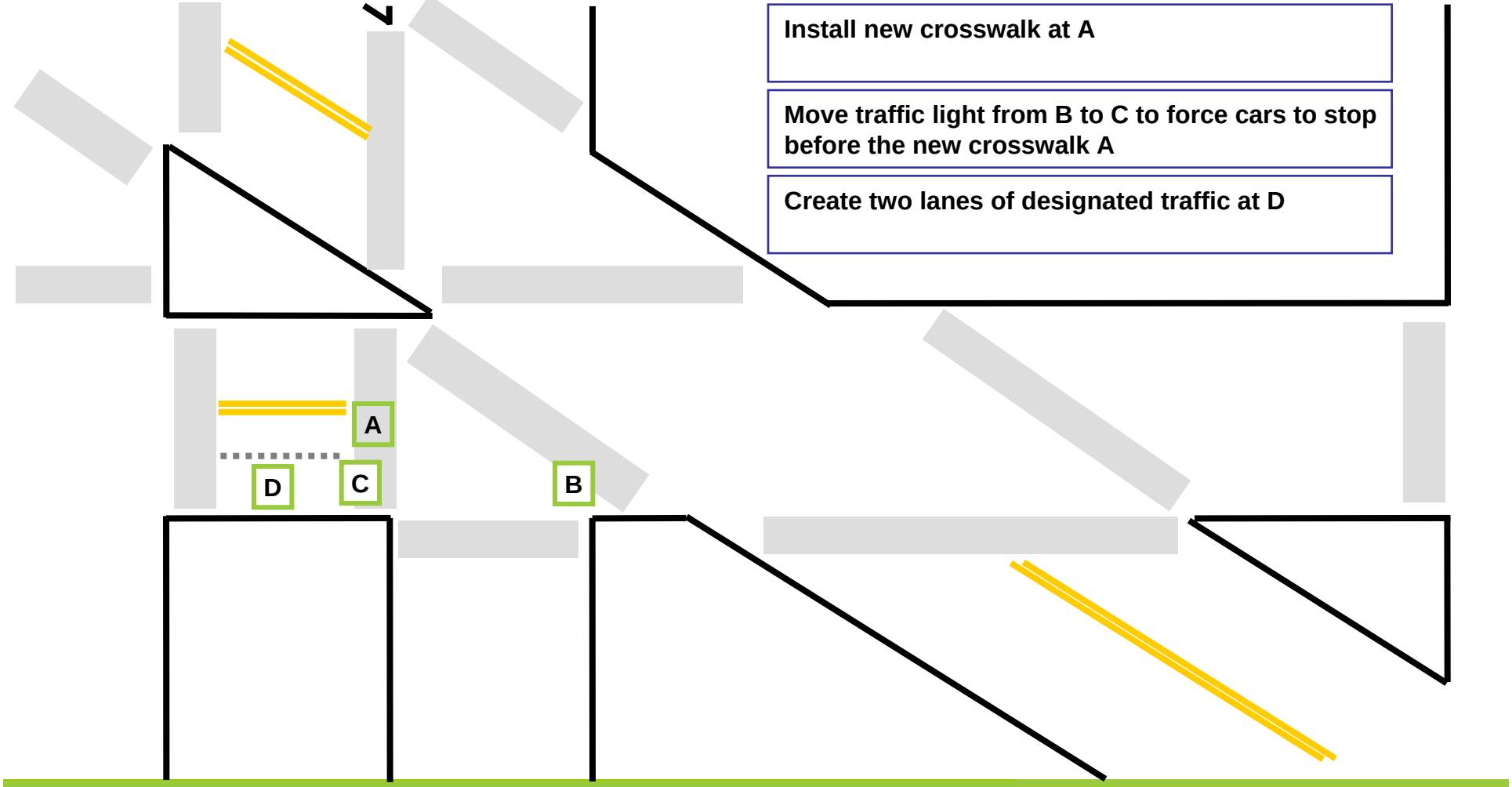
3. Traffic routinely gets snarled at the intersection because cars cross behind each other rather than in front



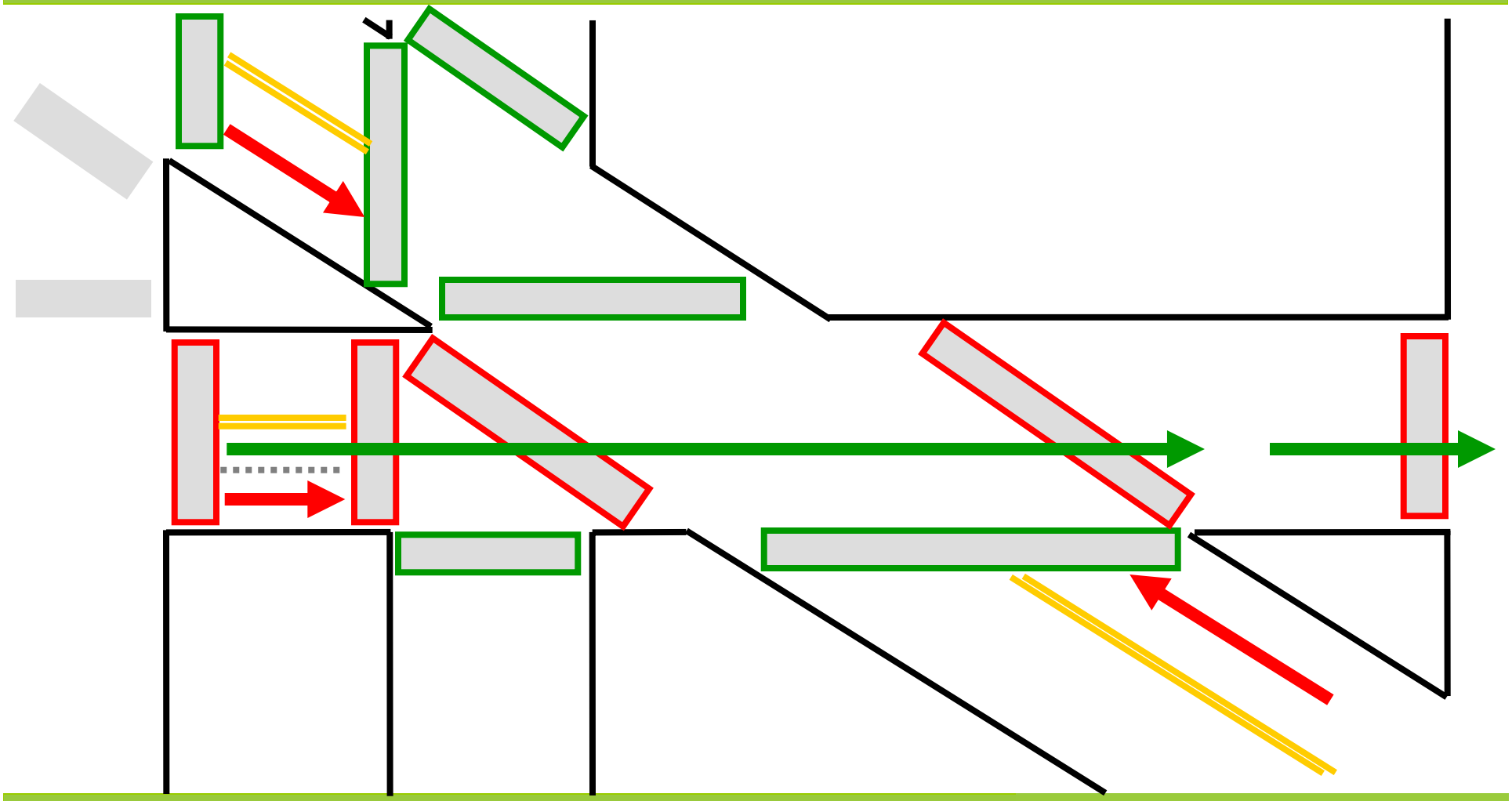
Example photo; almost every light rotation results in a situation similar to that illustrated

To pretend these issues are not problematic is waiting for an accident to happen

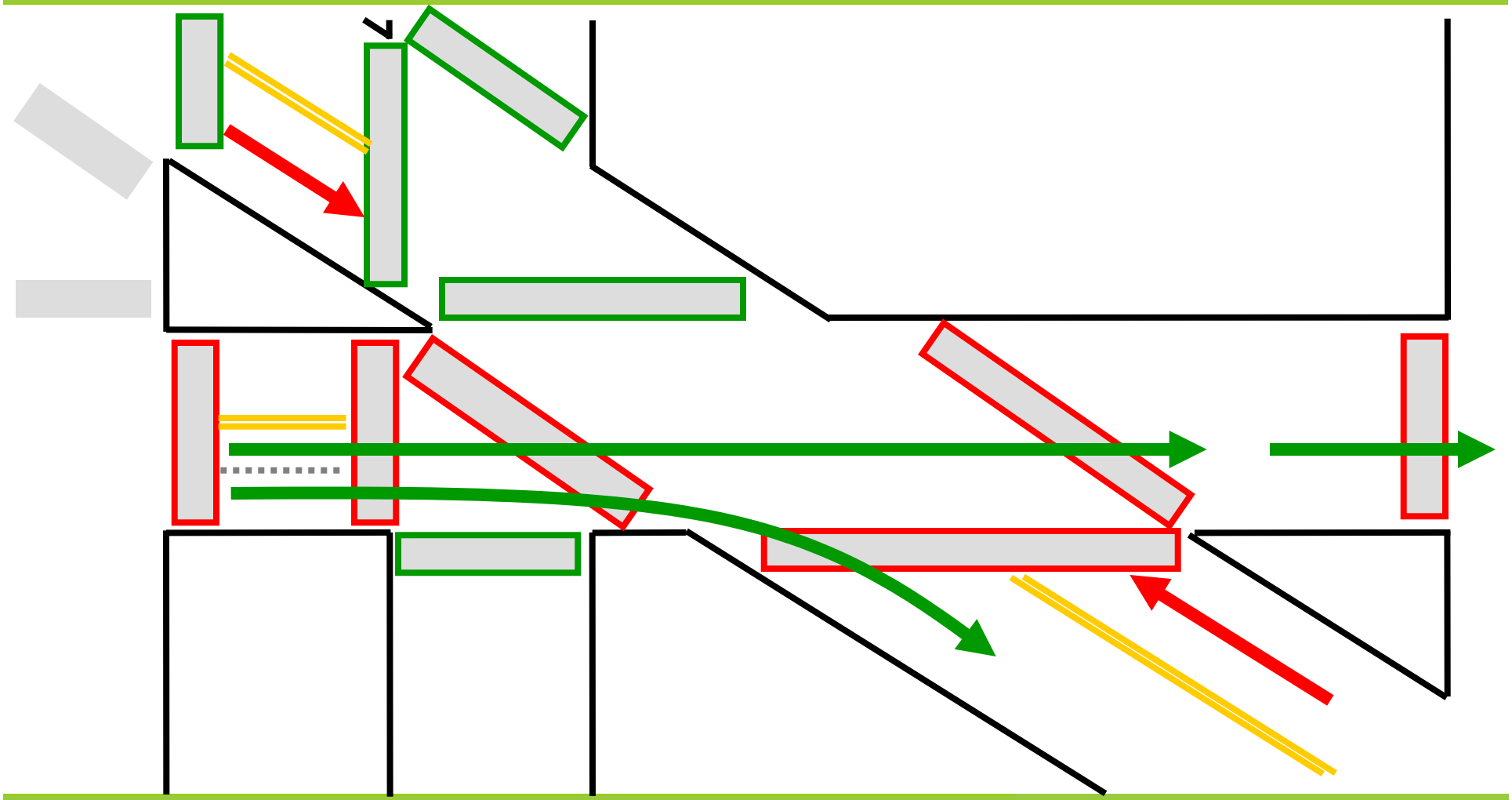
Realigning the intersection with 3 light rotations (plus one light delay) would resolve these issues



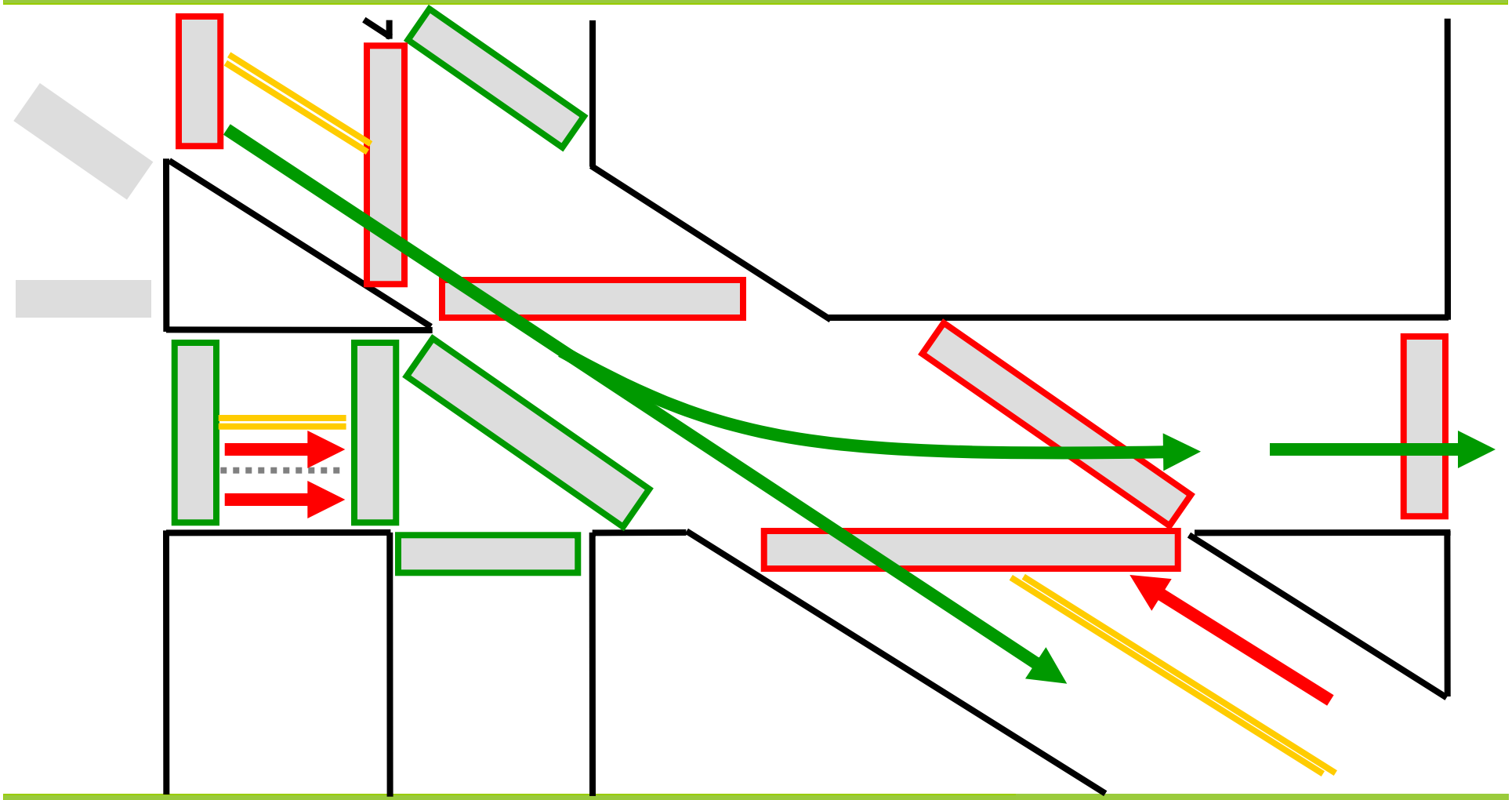
Light 1a would give the green to motorists going straight up Lafayette only



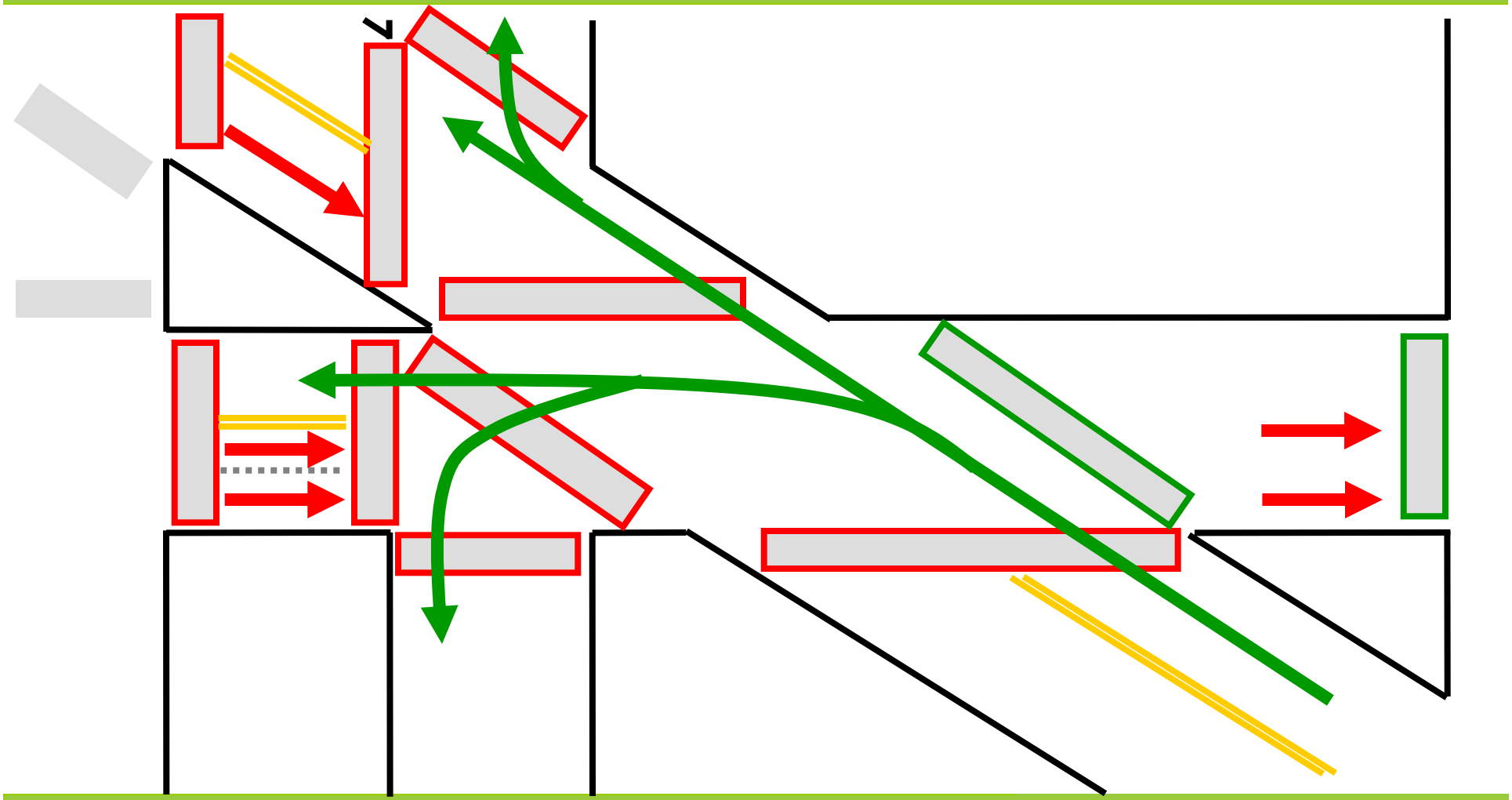
Light 1b would be a delayed light from Light 1a, giving the green to motorists turning right on Fulton



Light 2 would give the green to motorists driving up Fulton, either straight or left on Lafayette



Light 3 would give motorists driving down Fulton the green, either straight or turning left on Lafayette



Such a signal design would address all pedestrian and motorist concerns for safety.

- The pedestrian has a CLEAR walk WITHOUT obstruction at least once during a full rotation of the light signals at each of the eleven sidewalks at the intersection
  - *There is no time when a pedestrian green can be confronted with a motorist*
- The motorist has a CLEAR path without cars crossing in front at least once during a full rotation of the light signals