Myrtle Avenue and Flatbush Avenue

Intersection Improvements

2014

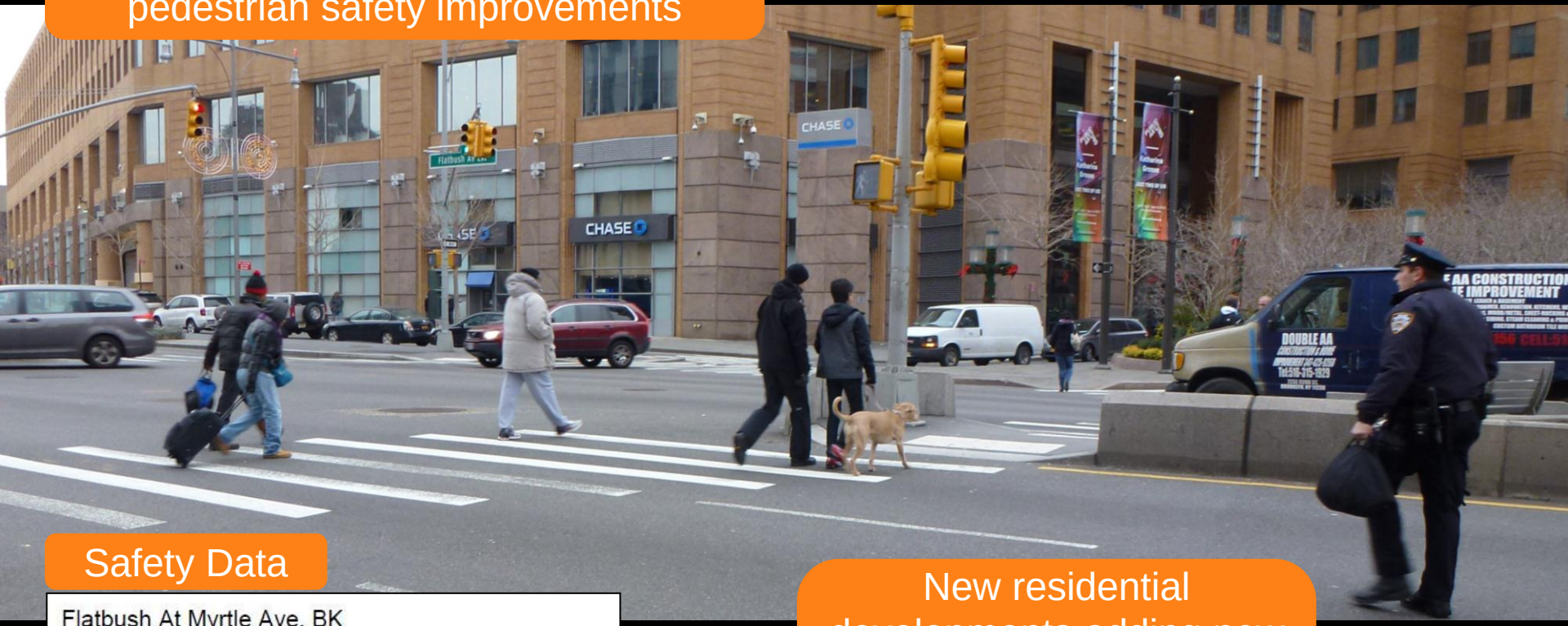
Commissioner Polly Trottenberg New York City Department of Transportation

Presented by the Pedestrian Projects Group on February 18, 2014 at Community Board 2 Transportation Committee

NEW YORK CITY DOT

Project Background

Numerous community requests for pedestrian safety improvements



Safety Data

Flatbush At Myrtle Ave, BK

Injury Summary, 2007-2011 (5 Years)

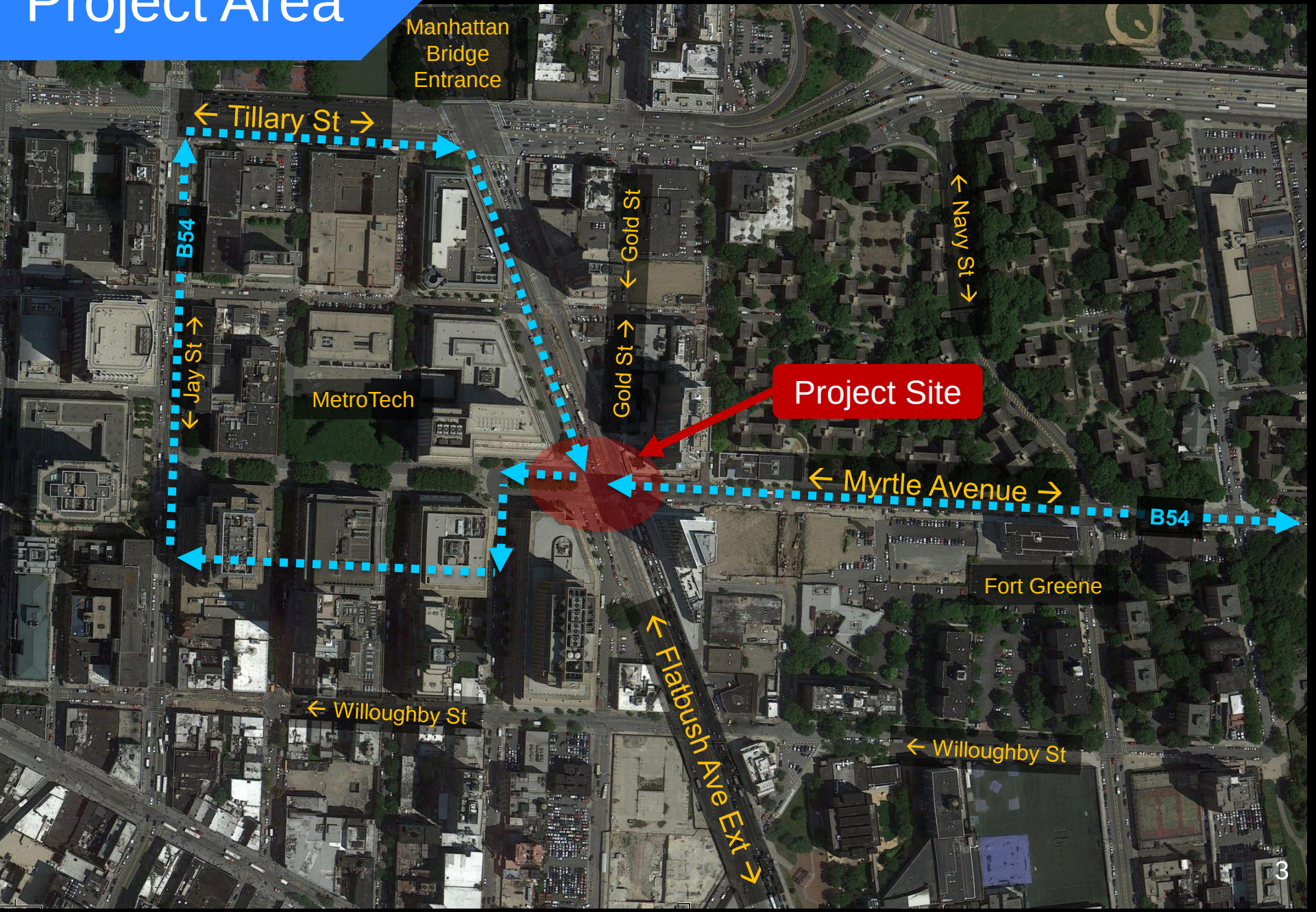
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	12	2	0	2
Bicyclist	3	0	0	0
Motor Vehicle Occupant	89	8	0	8
Total	104	10	0	10

Fatalities, 01/01/2007-7/15/2013 : None

Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured

New residential developments adding new pedestrians – over 1,347 new units in the past 5 years

Project Area



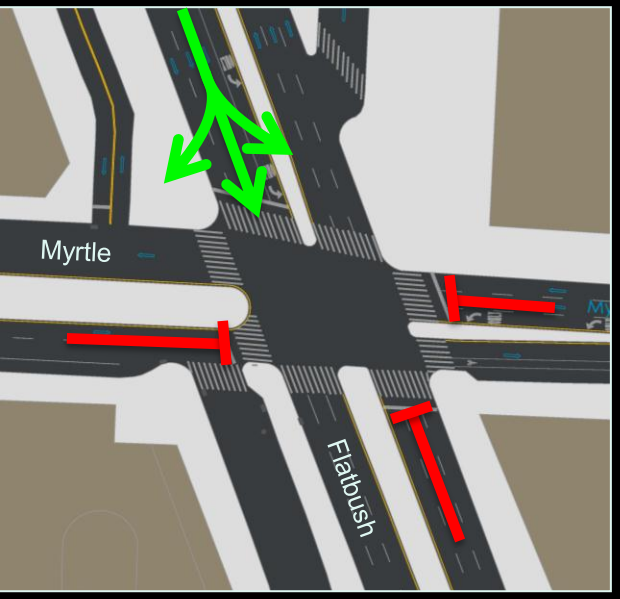
Existing Conditions

Queuing for left turn onto Myrtle Ave spills into moving lane during PM peak

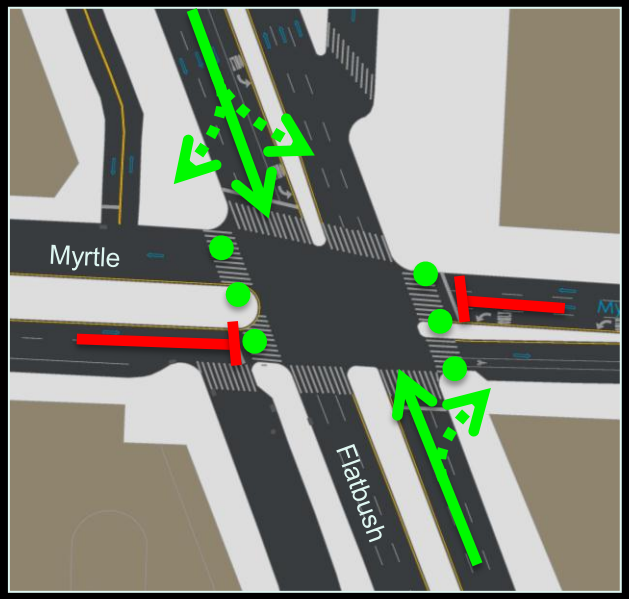
Queuing causes B54 passenger delay

Existing Signal

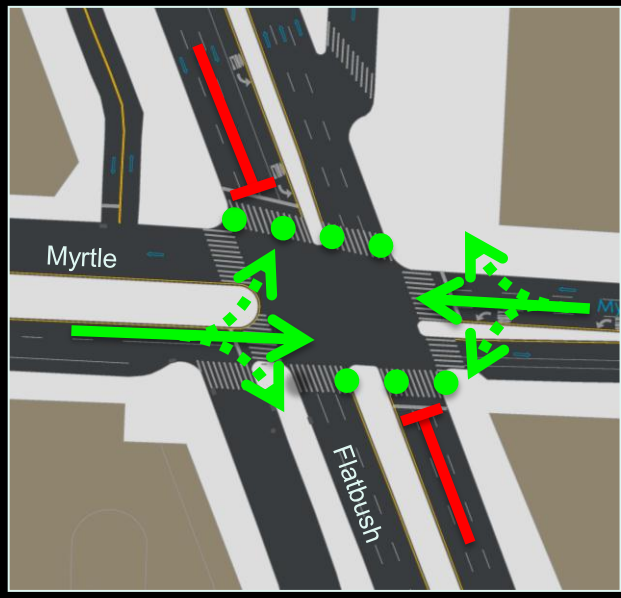
Three phase signal creates long delays for all users



Phase 1:
Protected SB Left
16 secs



Phase 2:
Flatbush Ave Ext
65 secs



Phase 3:
Myrtle Ave
39 secs

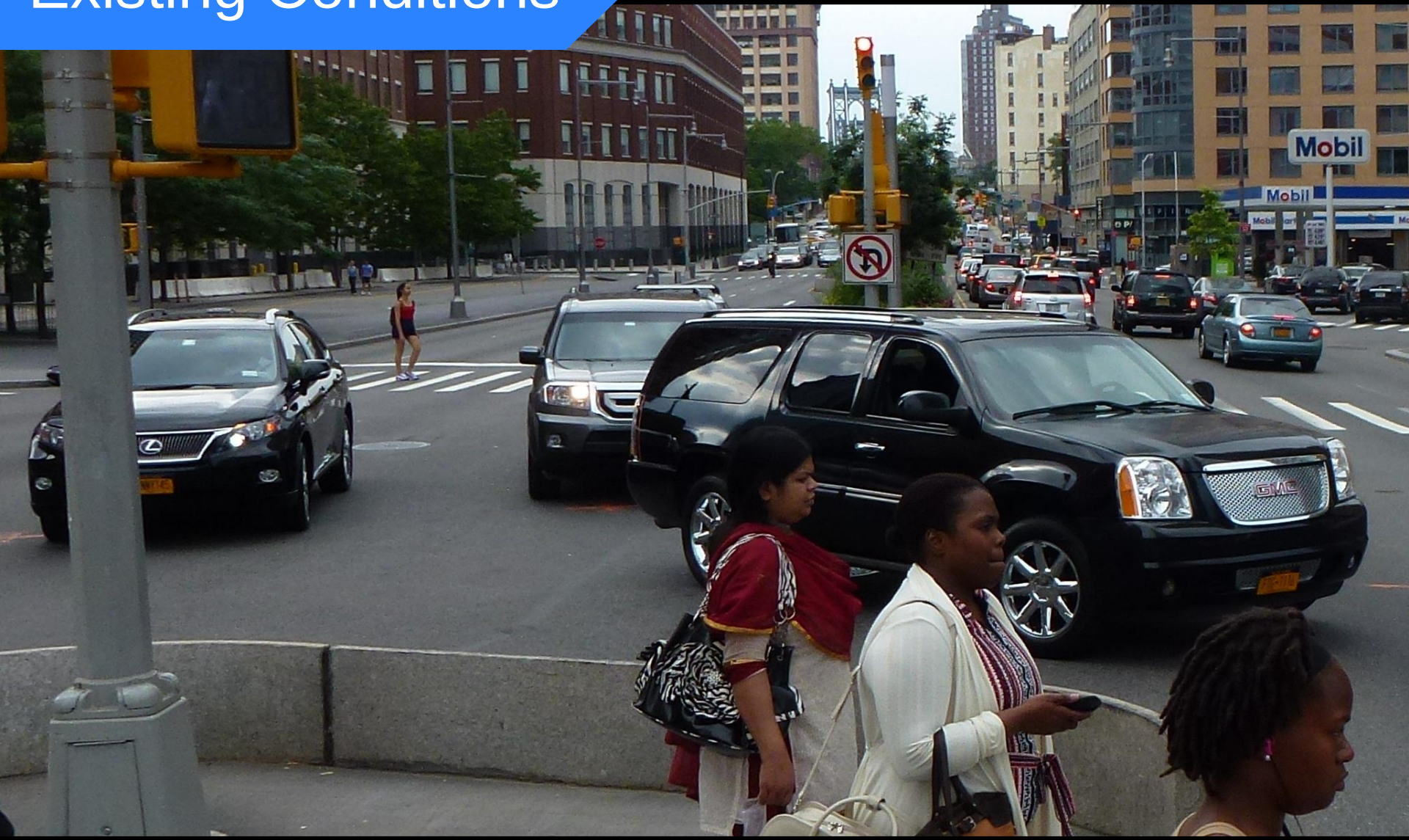
245 southbound left turns during PM peak hour (about 8 per cycle)

Phase 2 permits southbound left but few vehicles can find gaps in traffic

Existing Conditions

Vehicles that do not flush through with permitted left phase conflict with pedestrians during Myrtle Ave phase

Existing Conditions



Double left queuing delays Myrtle Ave movement in next phase

Existing Conditions

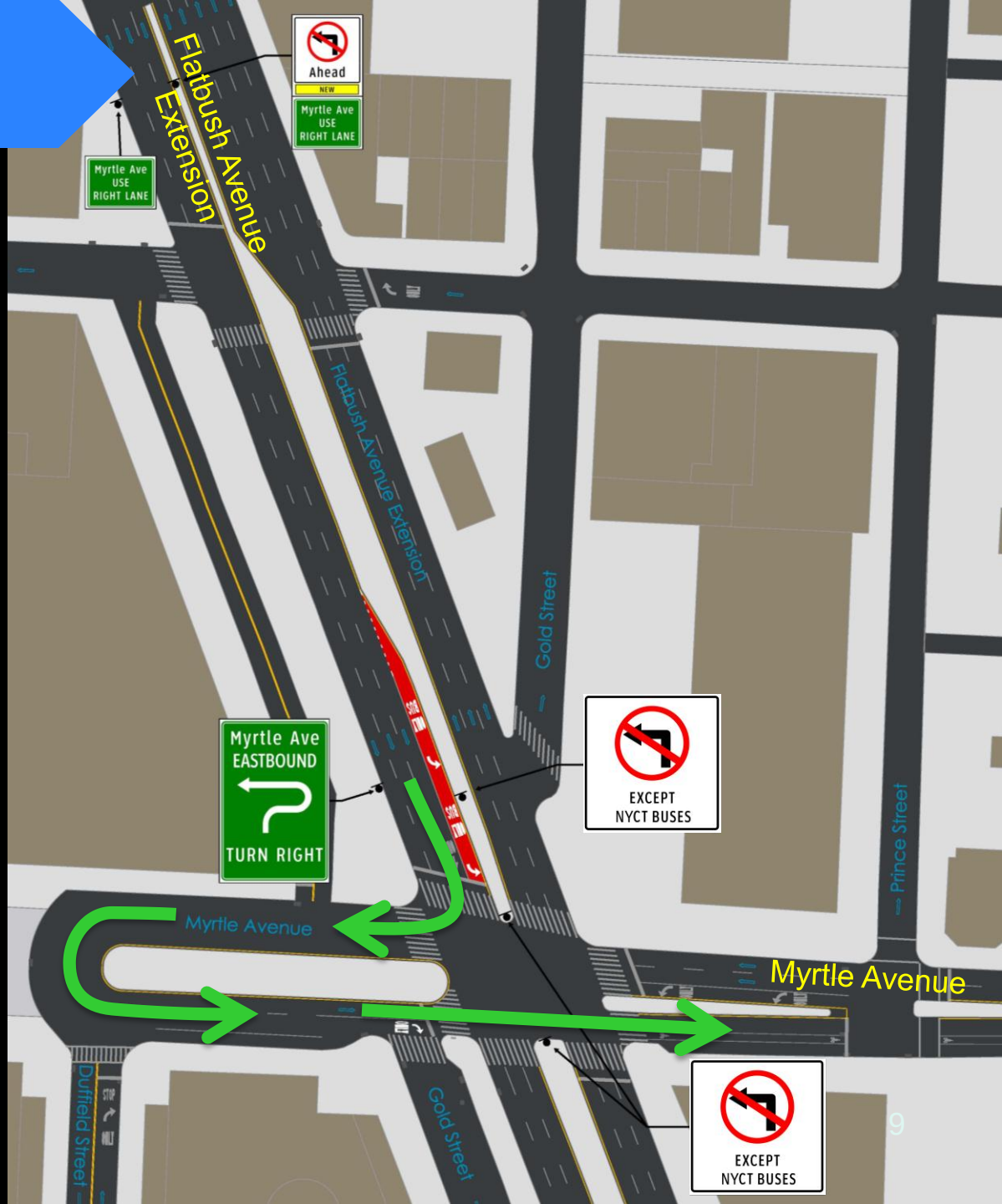
Proposed Plan

Ban southbound left turns (except NYCT buses)

- Red painted bus turn-bay
- Actuated signal for buses

Southbound traffic turns right at Myrtle Avenue and loops around for eastbound Myrtle Avenue

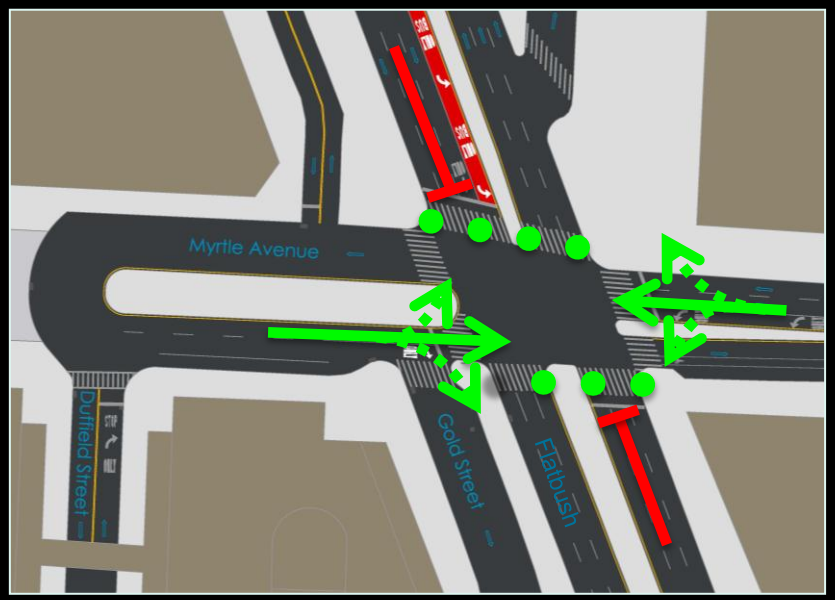
- Directional signage



Proposed Signal

Two phase signal

Phase 1:
Flatbush Ave Ext
65 secs



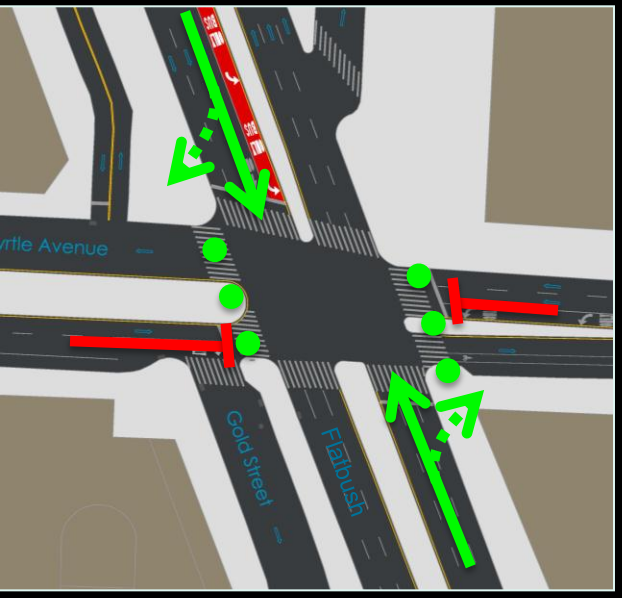
Phase 2:
Myrtle Ave
55 secs

Increased time for Myrtle Ave (+16 seconds)

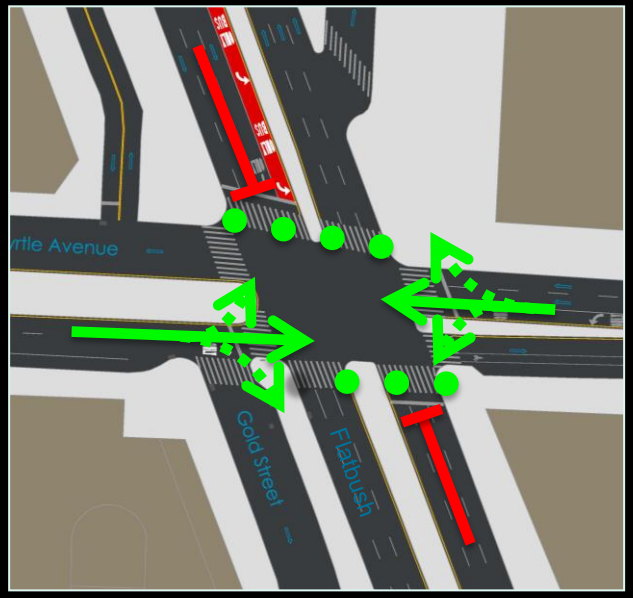
17 vehicles expected to queue per cycle during peak

Proposed Signal

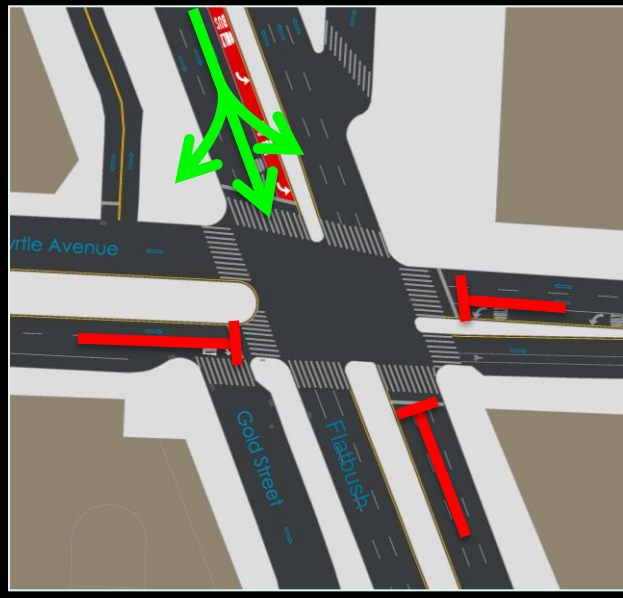
Three phase signal when actuated by bus



Phase 1:
Flatbush Ave Ext
65 secs



Phase 2:
Myrtle Ave
44 secs



Phase 3:
Bus Left
11 secs

Increased time for Myrtle Ave (+5 seconds)

Benefits

1. Reduces vehicle/pedestrian conflicts
2. Reduces wait-time for all users
3. Removes left-turn back-up from through-lane
4. Improves processing of left-turns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Thank You