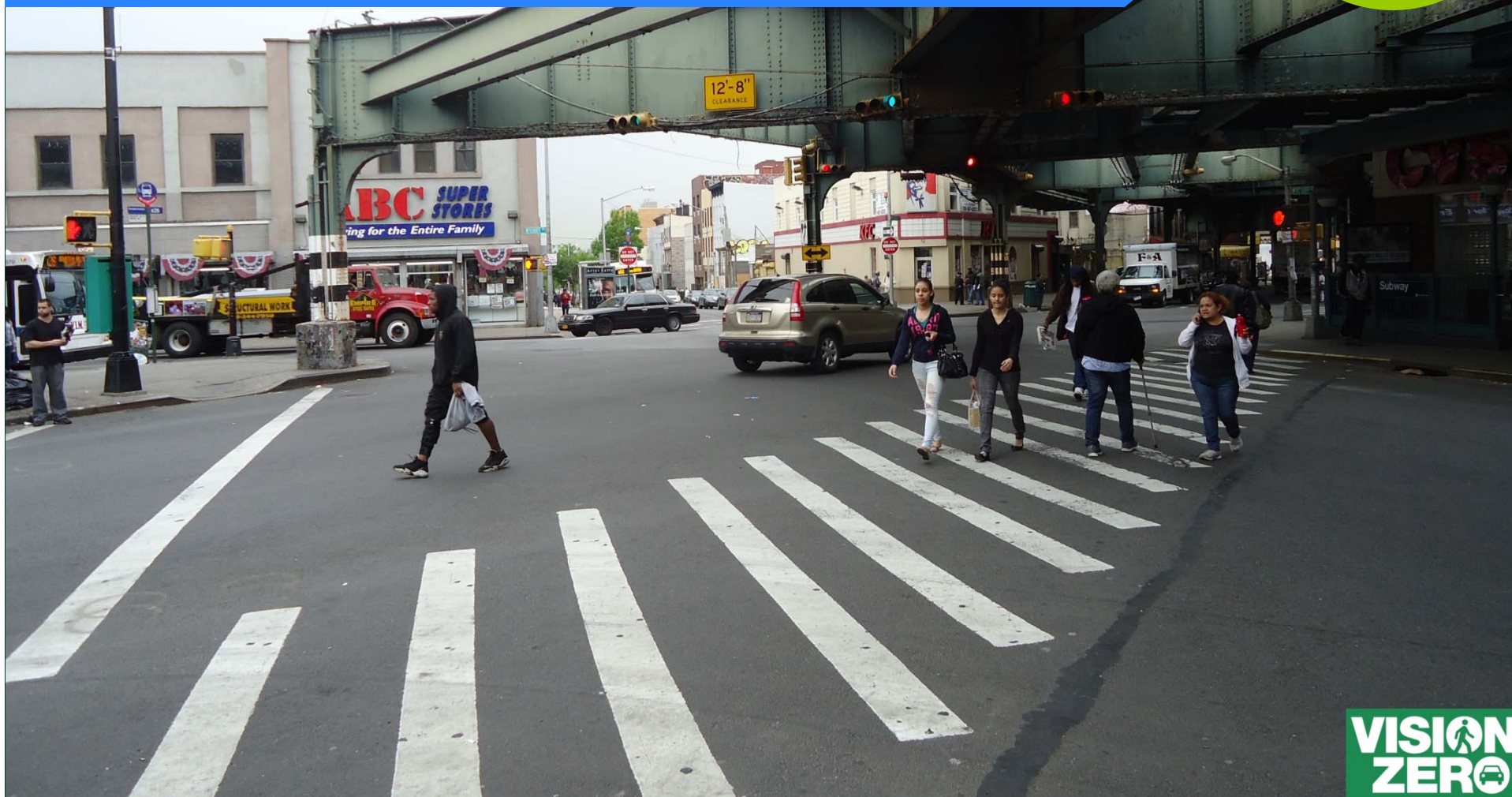# Myrtle Ave/Wyckoff Ave/Palmetto St
High Pedestrian Crash Location

Community Boards 4 (BK) and 5 (QN) – April 21, 2014
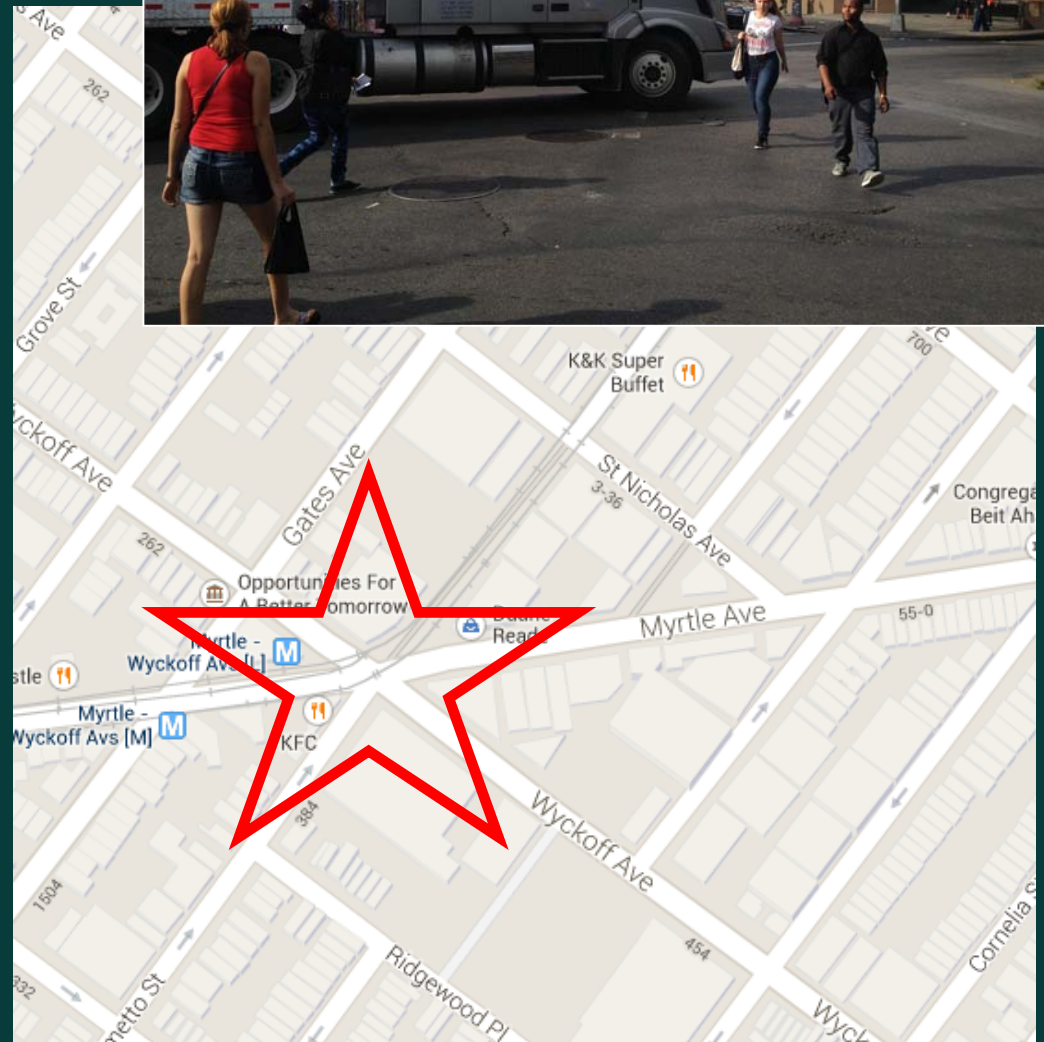
2014

Commissioner Polly Trottenberg
New York City Department of Transportation
Office of Research, Implementation and Safety

VISION ZERO
NEW YORK CITY
DOT

Project Location

- Transit hub with access to M and L subways and B13, B26, B52, B54, Q55, and Q58 buses

- Palmetto St north of intersection is bus only, bus layover on Wyckoff

- Local (BK) and through (QN) truck route on Myrtle Ave with large and heavy truck traffic using the intersection
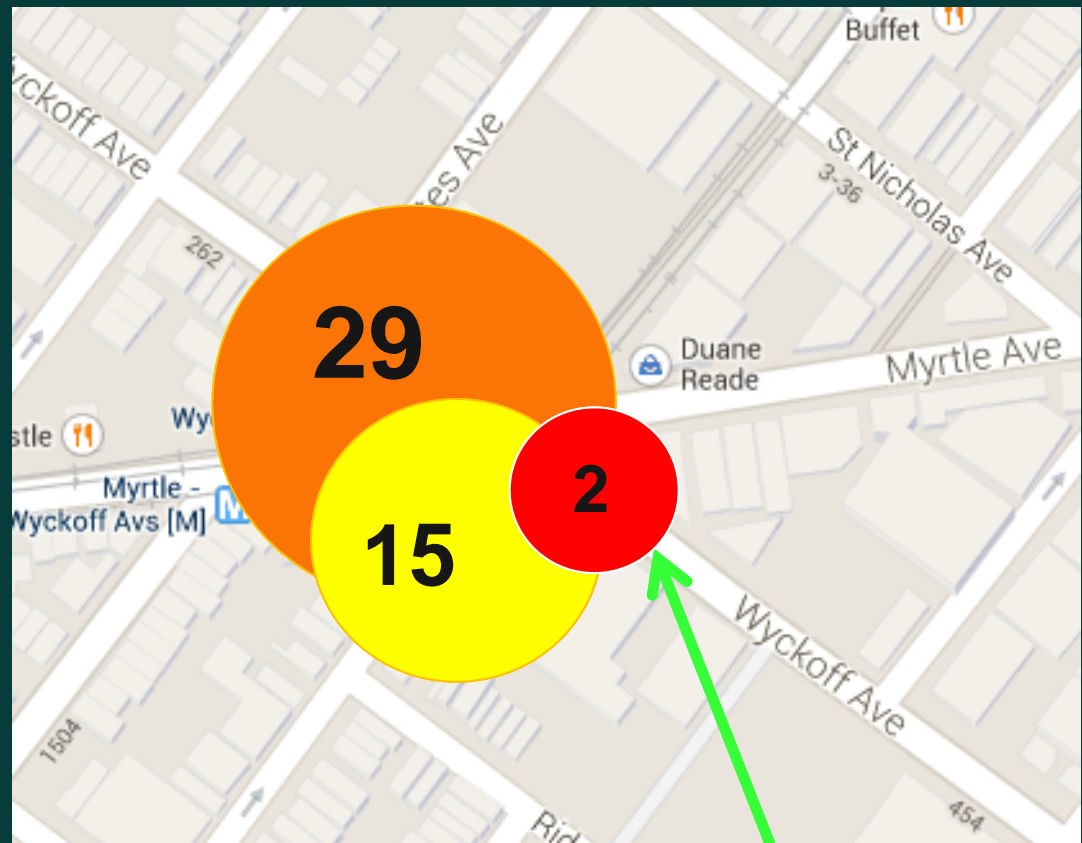
- Heavy pedestrian volumes

Existing Conditions

- Multi-legged intersection with long crossing distances

- Poor visibility, especially at night, under elevated subway tracks and around subway support columns

- Skewed intersection makes for longer crossing distances

- West crosswalk across Myrtle Ave has heaviest pedestrian volumes

- Pedestrian non-compliance

Safety Data: Project Need

- Designated as a High Pedestrian Crash Location

Total Injuries 2008-2012

Pedestrian Injuries 2008-2012

Fatalities 2008-2012

29

15

2

Myrtle Ave At Wyckoff Ave, QN

Injury Summary, 2008-2012 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	15	3	1	4
Bicyclist	0	0	0	0
Motor Vehicle Occupant	14	1	0	1
Total	29	4	1	5

Fatalities, 01/01/2008-3/3/2014 : 1

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

5 KSI (persons killed or severely injured) at this intersection

2 pedestrian fatalities: 1 in 2009 and 1 in 2013 (recorded by NYPD as just east of the intersection)
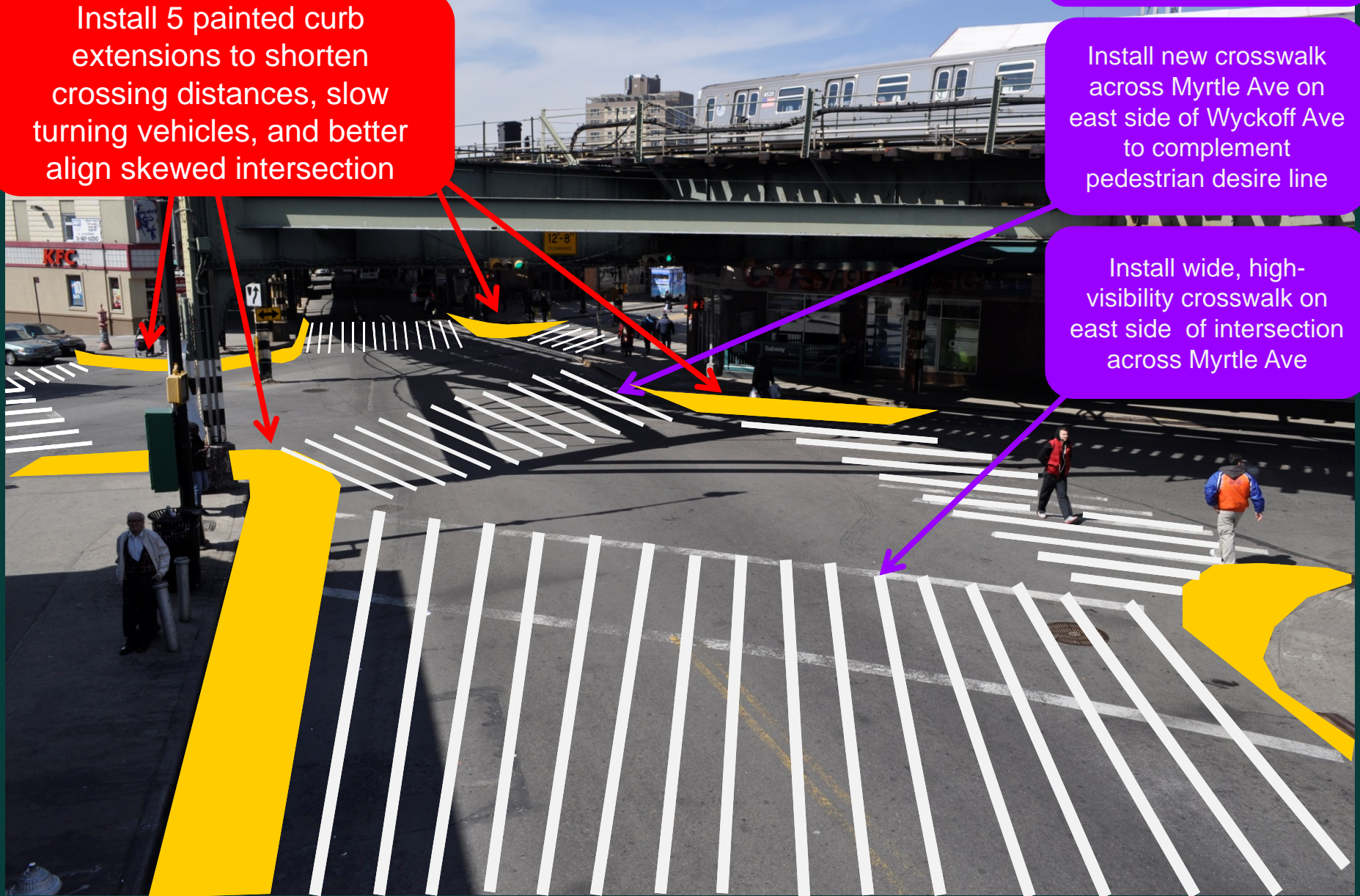
Proposal: Curb Exentions

Install 5 painted curb extensions to shorten crossing distances, slow turning vehicles, and better align skewed intersection
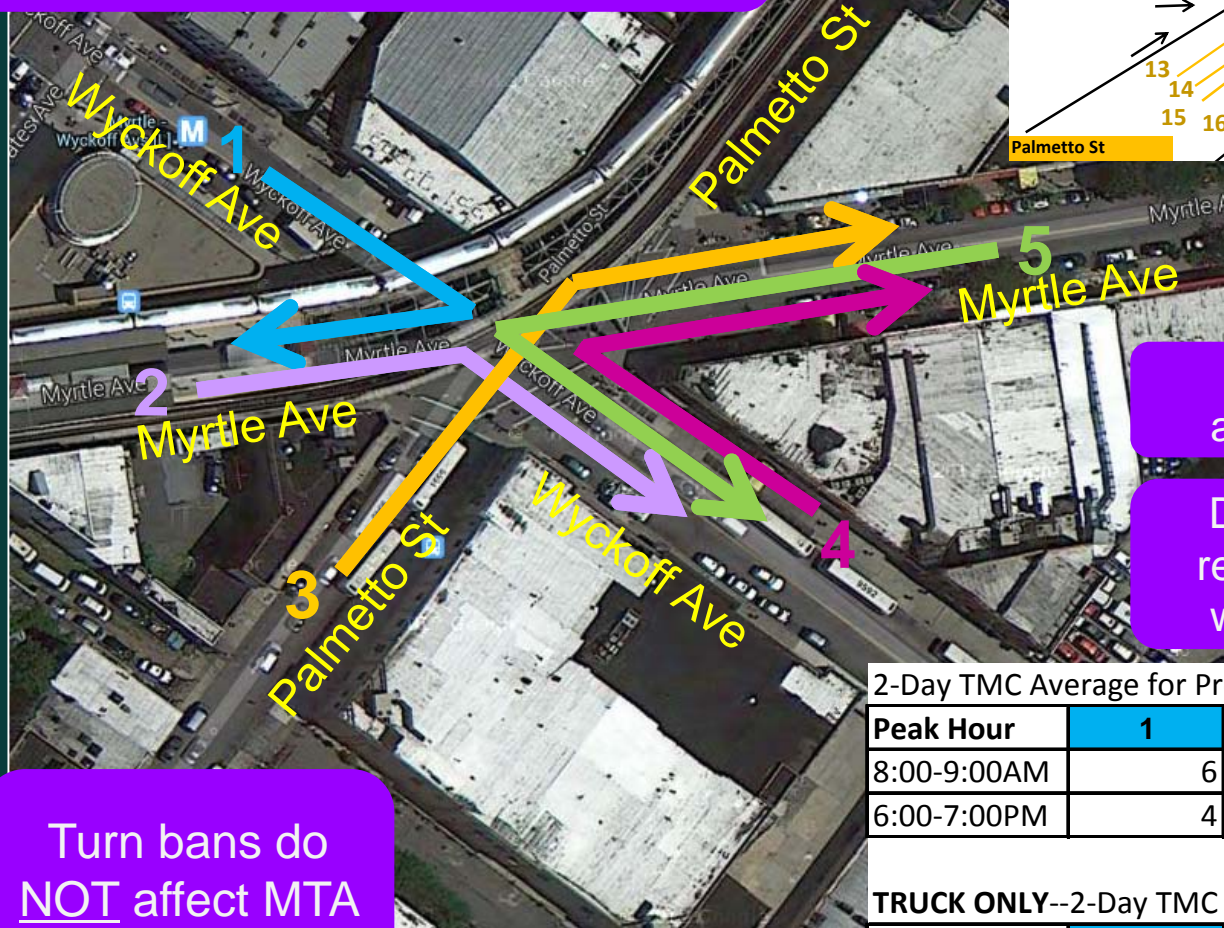
Install high-visibility crosswalks at all crossings

Install new crosswalk across Myrtle Ave on east side of Wyckoff Ave to complement pedestrian desire line

Install wide, high-visibility crosswalk on east side of intersection across Myrtle Ave
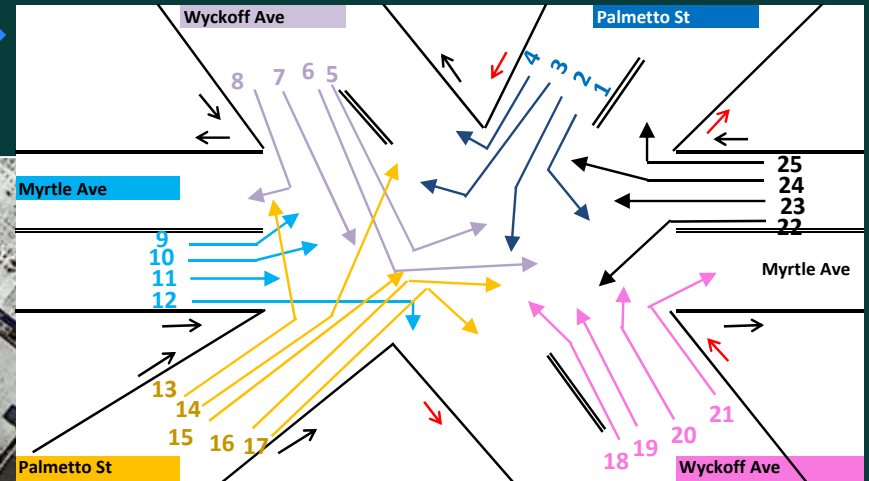
Proposal: Turn Bans

Ban 5 low-volume turns to minimize dangerous vehicle movements and reduce pedestrian-vehicle conflicts

Street grid allows for many alternative routes for vehicles

Diversion plan will help trucks return to Myrtle Ave truck route without using this intersection

Turn bans do **NOT** affect MTA bus operations

2-Day TMC Average for Proposed Turn Bans					
Peak Hour	**1**	**2**	**3**	**4**	**5**
8:00-9:00AM	6	38	26	20	20
6:00-7:00PM	4	86	44	12	33

TRUCK ONLY--2-Day TMC Average for Proposed Turn Bans					
Peak Hour	**1**	**2**	**3**	**4**	**5**
8:00-9:00AM	1	4	0	1	1
6:00-7:00PM	0	2	0	0	0

Alternative Routes for Myrtle Ave

Ban right turns from N/B Palmetto St onto E/B Myrtle Ave 🚫

Peak hour volumes:
8:00a-9:00a: 26
6:00p-7:00p: 44

OPTION 1:

OPTION 2:

Myrtle Ave

Madison St

Palmetto St

Wyckoff Ave

Cornelia St

Irving Ave

Alternative Routes for Wyckoff Ave

Ban right turns from N/B Wyckoff Ave onto E/B Myrtle Ave 🚫

Peak hour volumes:
8:00a-9:00a: 20
6:00p-7:00p: 12

OPTION 2:

St Nicholas Ave

Gates Ave

Myrtle Ave

Myrtle Ave

Madison St

Wyckoff Ave

Cornelia St

OPTION 1:

OPTION 3:

Alternative Routes for Myrtle Ave

Ban left turns from
W/B Myrtle Ave
onto
S/B Wyckoff Ave

Peak hour volumes:
8:00a-9:00a: 20
6:00p-7:00p: 33

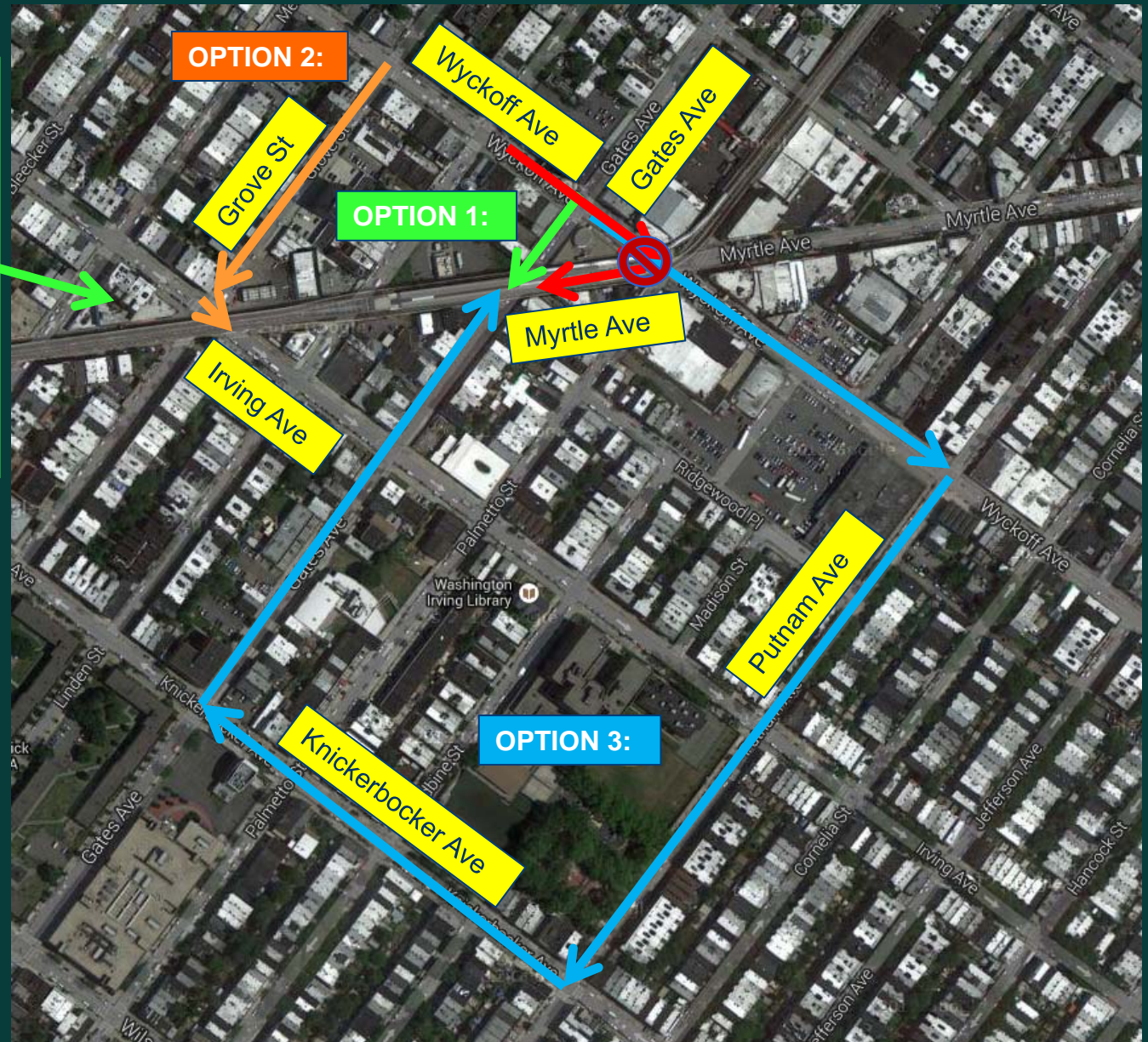OPTION 1:

OPTION 2:

OPTION 3:

Gates Ave

St Nicholas Ave

Myrtle Ave

Wyckoff Ave

Putnam Ave

Cornelia St

Palmetto St

Irving Ave

Alternative Routes for Myrtle Ave

Ban right turns from S/B Wyckoff Ave onto W/B Myrtle Ave
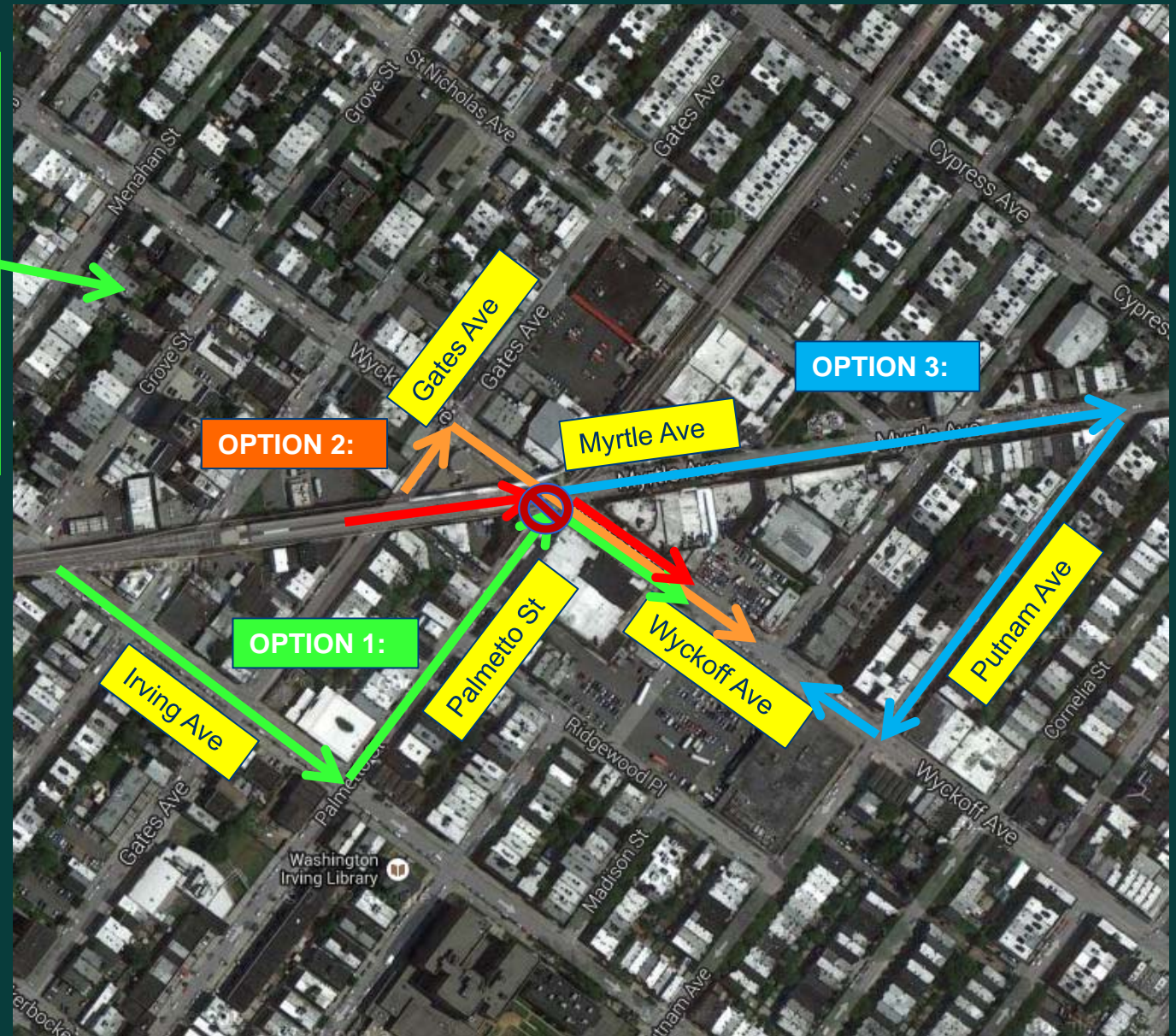
Peak hour volumes:
8:00a-9:00a: 6
6:00p-7:00p: 4

OPTION 2:
OPTION 1:
OPTION 3:

Grove St
Wyckoff Ave
Gates Ave
Irving Ave
Myrtle Ave
Putnam Ave
Knickerbocker Ave

Alternative Routes for Myrtle Ave

Ban right turns from E/B Myrtle Ave onto S/B Wyckoff Ave

Peak hour volumes:
8:00a-9:00a: 38
6:00p-7:00p: 86

OPTION 1:
OPTION 2:
OPTION 3:

Myrtle Ave
Gates Ave
Wyckoff Ave
Irving Ave
Palmetto St
Putnam Ave

Safety Improvements

Completed:
- New, brighter street lighting under the elevated train installed in January 2014

Under review:
- Install flashing yellow warning lights on the subway support columns

In progress:
- Leading Pedestrian Interval under investigation for possible installation
- Working with BID to maintain painted extensions
- Working with NYCDOT Safety Education department to create pedestrian safety materials for distribution

Benefits of Proposal

- Painted curb extensions shorten crossing distances, tighten intersection, align skewed streets and slow vehicle turns

- New crosswalk across Myrtle Ave accommodates pedestrian desire line and makes pedestrians crossing under the elevated train more visible

- Turn bans reduce conflicts between pedestrians and vehicles and remove dangerous truck turns from high pedestrian intersection

- New street lighting and warning lights help improve visibility under the elevated train and around subway support columns

Proposed Conditions: painted curb extension on Flatbush Ave at Sterling Pl in Brooklyn

Questions?

Thank You

Contact:
Queens Borough Commissioner's Office at 212-839-2510 or qbc@dot.nyc.gov
Brooklyn Borough Commissioner's Office at 718-222-7259