

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

2014



Commissioner Polly Trottenberg New York City Department of Transportation
Presented by the Office of Research, Implementation and Safety to Queens Community Board 5 on May 14, 2014

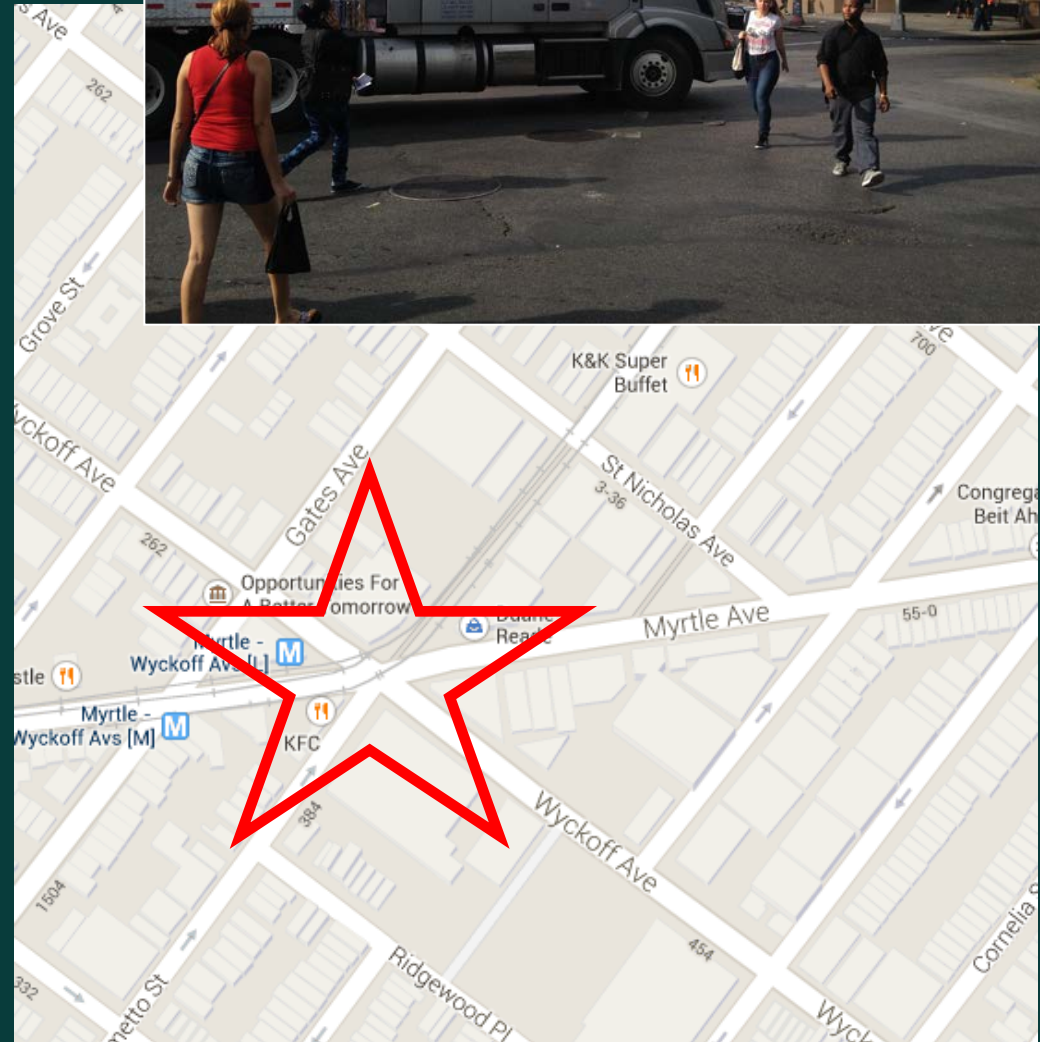
**VISION
ZERO**

NEW YORK CITY



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



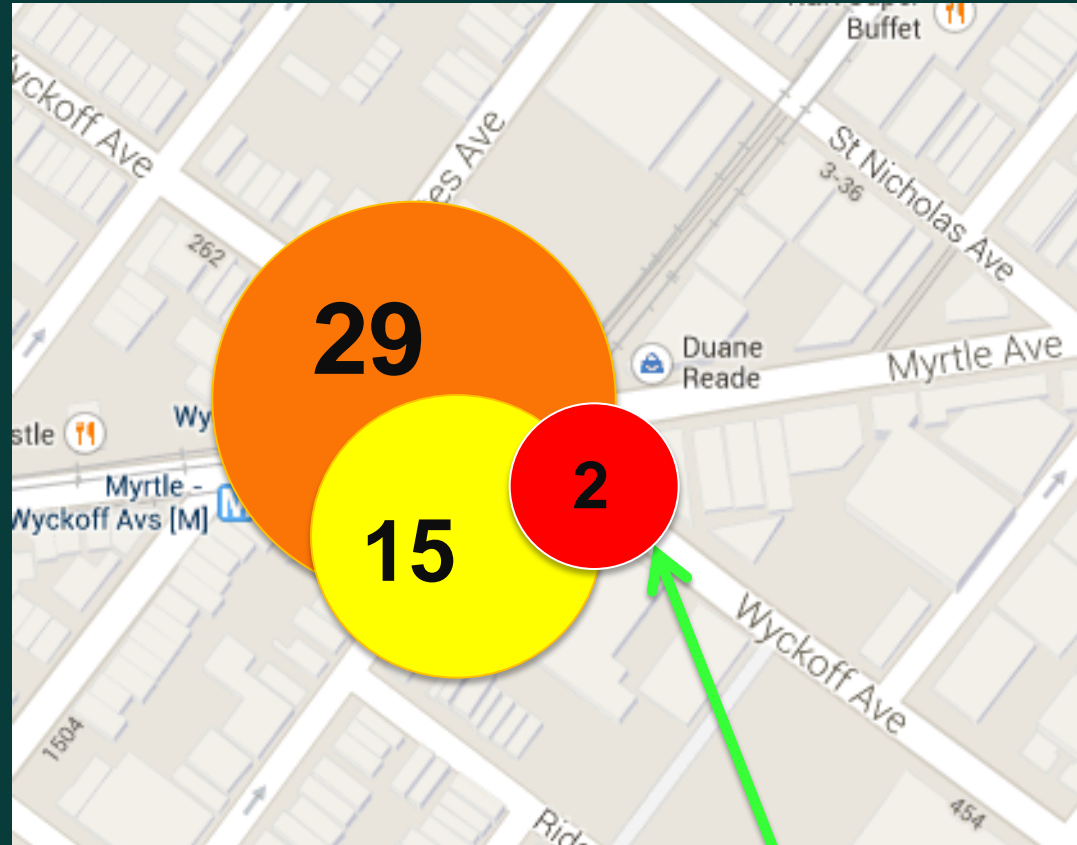
Existing Conditions

- 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



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: NYS DOT
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)

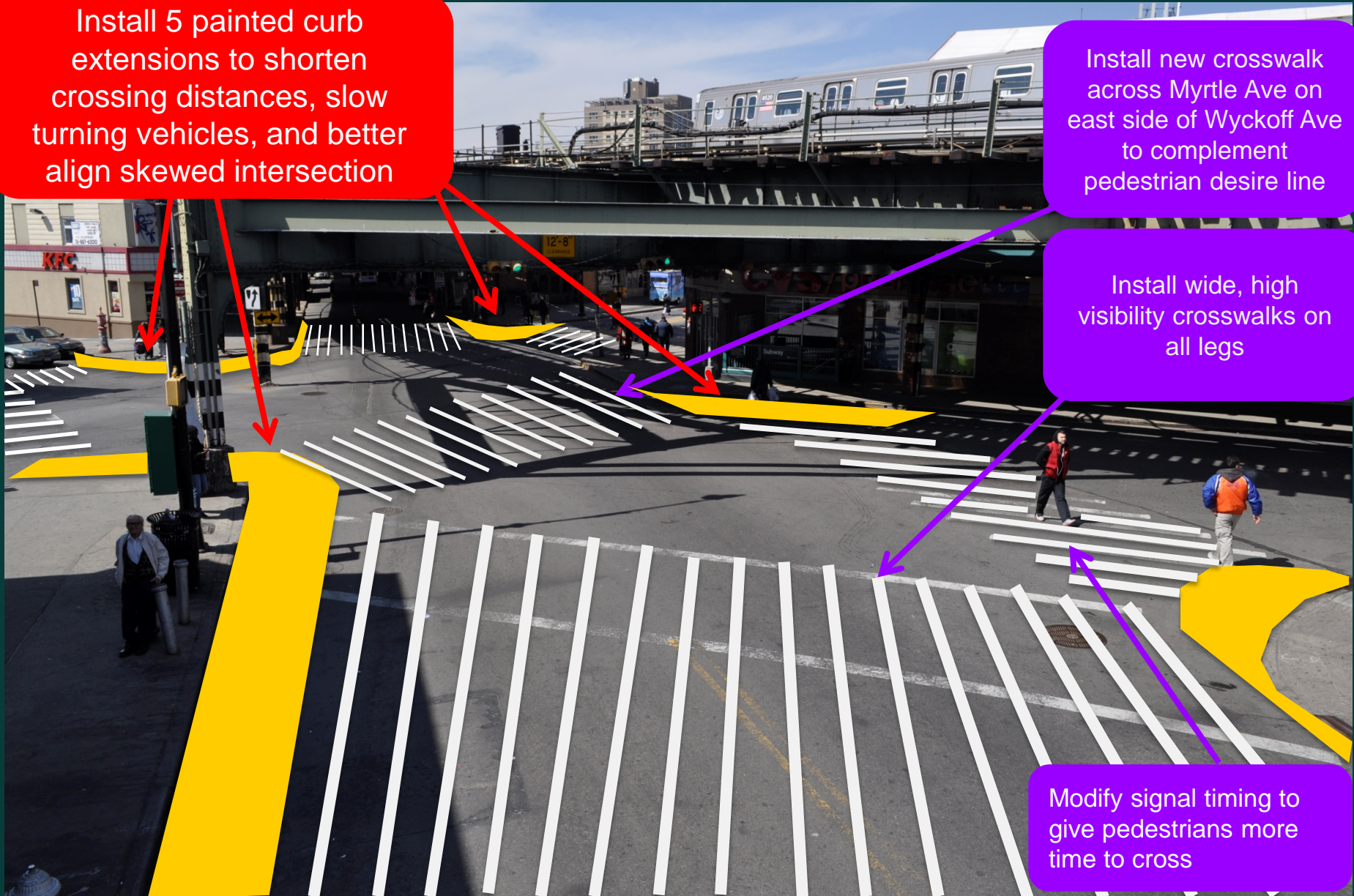
Proposal: Curb Extensions

Install 5 painted curb extensions to shorten crossing distances, slow turning vehicles, and better align skewed intersection

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

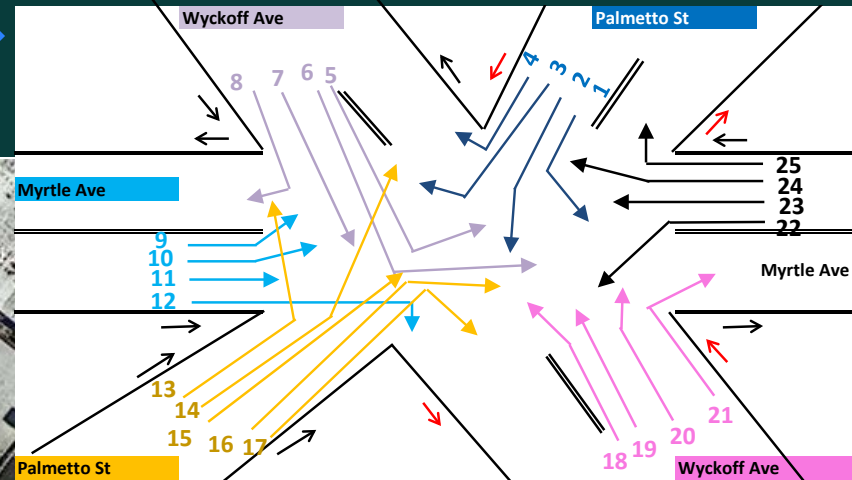
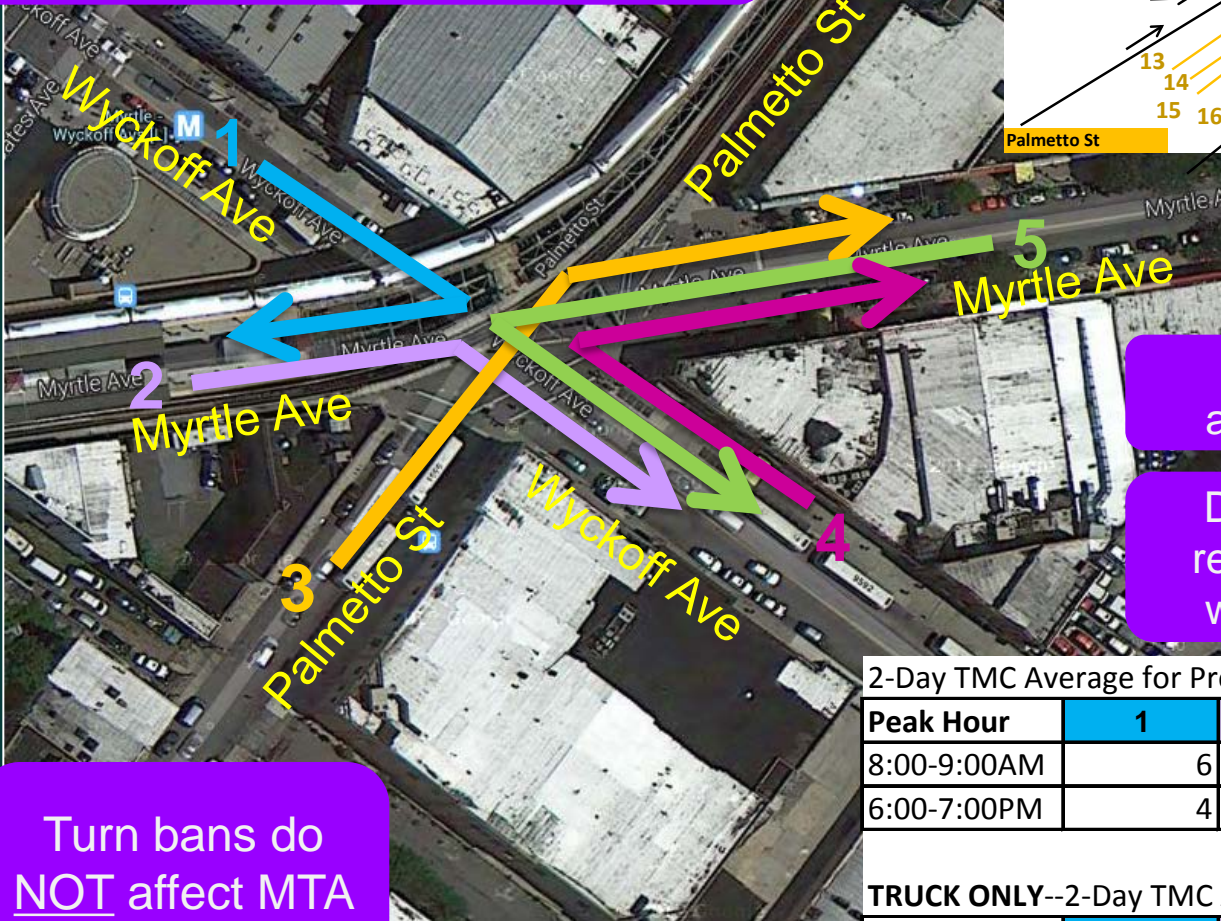
Install wide, high visibility crosswalks on all legs

Modify signal timing to give pedestrians more time to cross



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

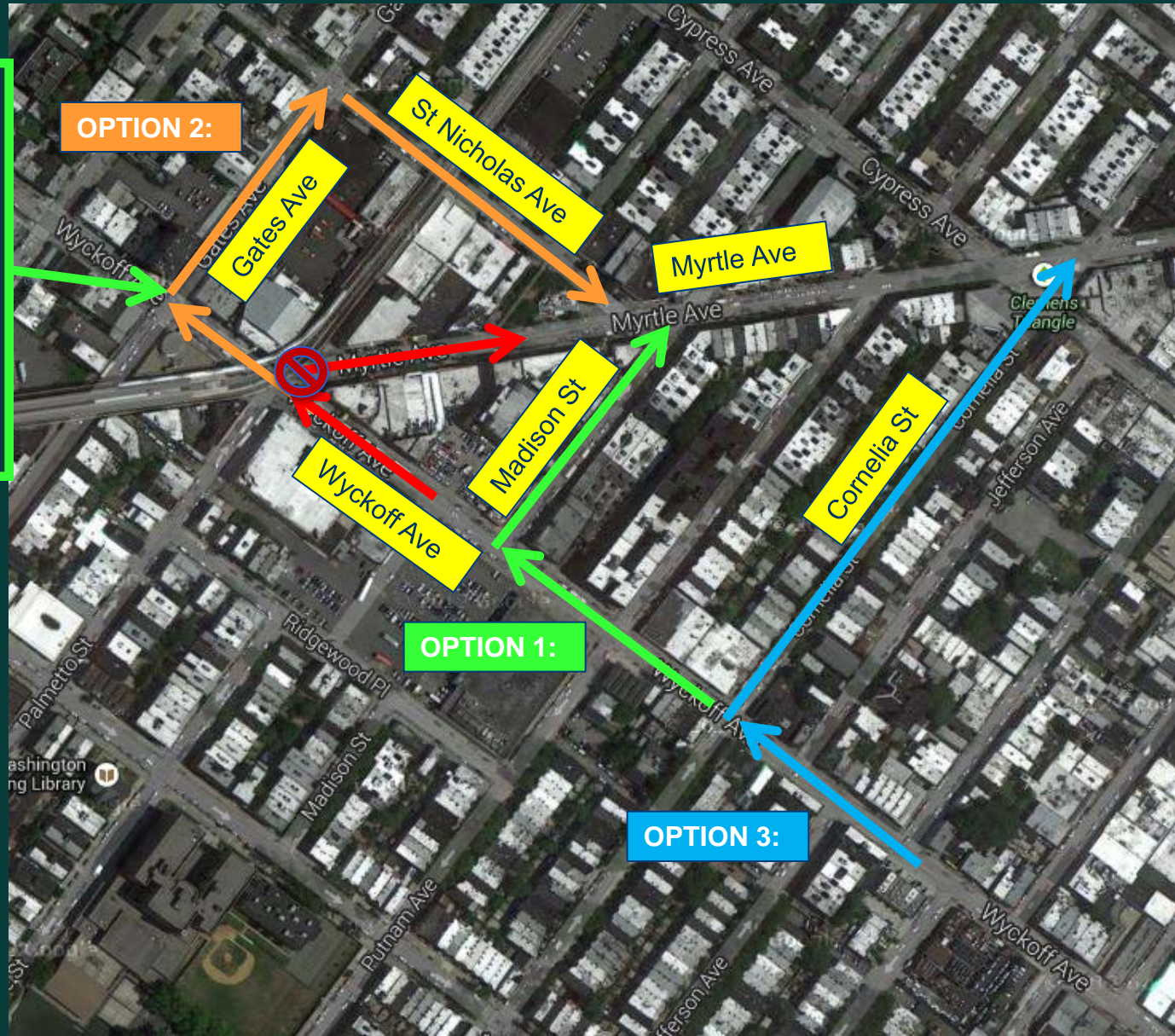


Alternative Routes for Wyckoff Ave

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



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



Alternative Routes for Myrtle Ave

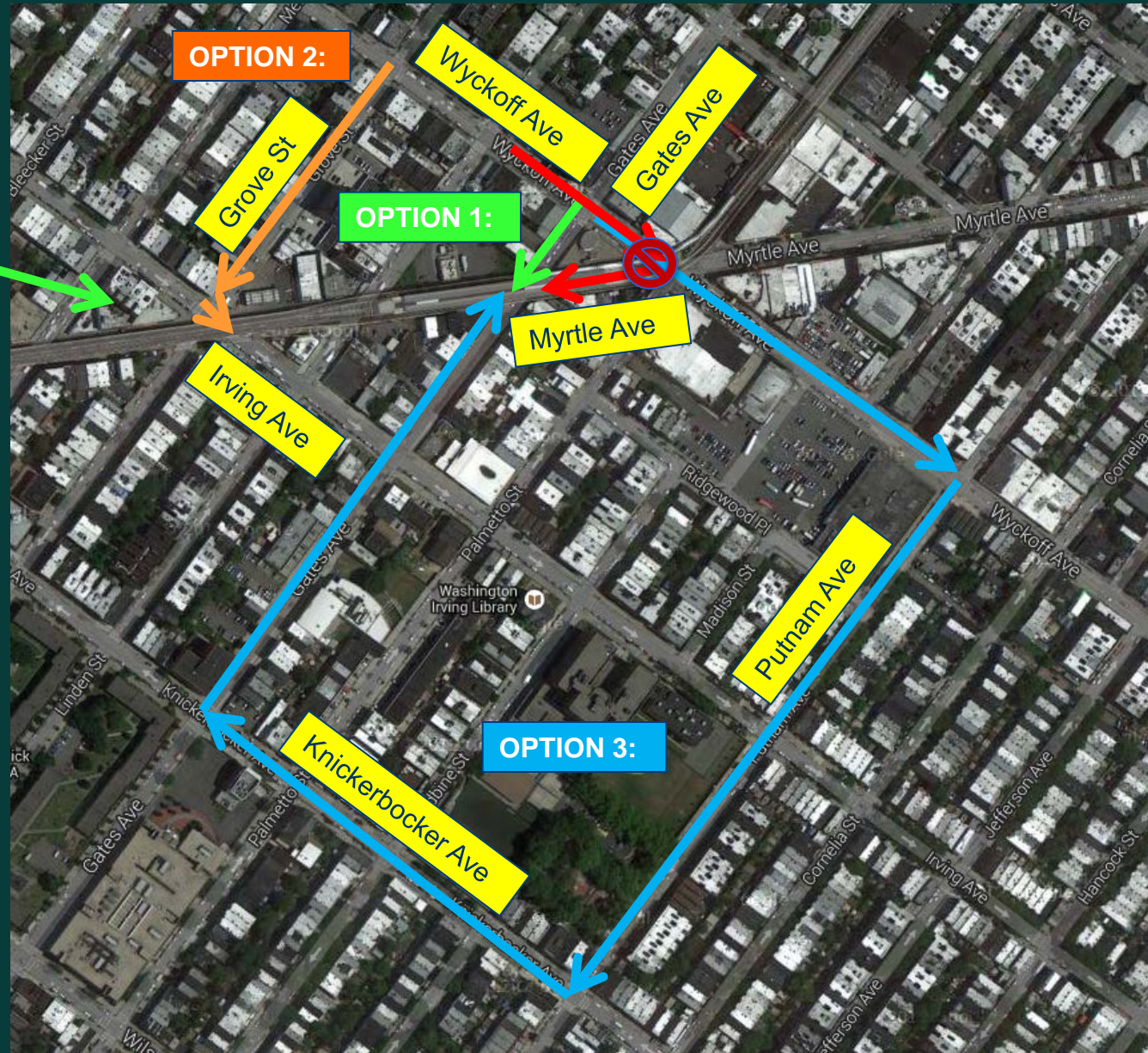
Ban right turns from
S/B Wyckoff Ave
onto
W/B Myrtle Ave



Peak hour volumes:

8:00a-9:00a: 6

6:00p-7:00p: 4

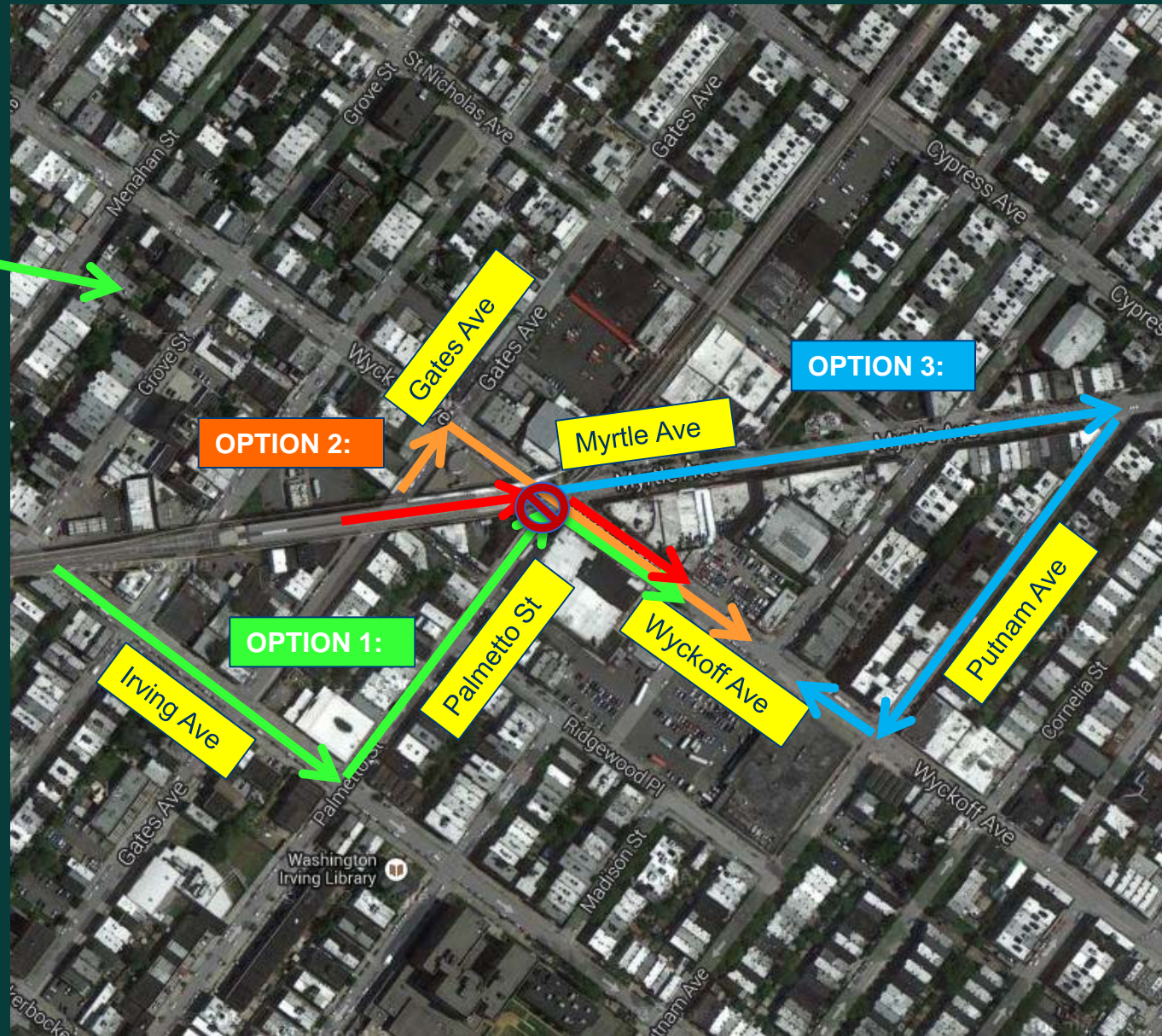


Alternative Routes for Myrtle Ave

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



Safety Improvements

Completed:

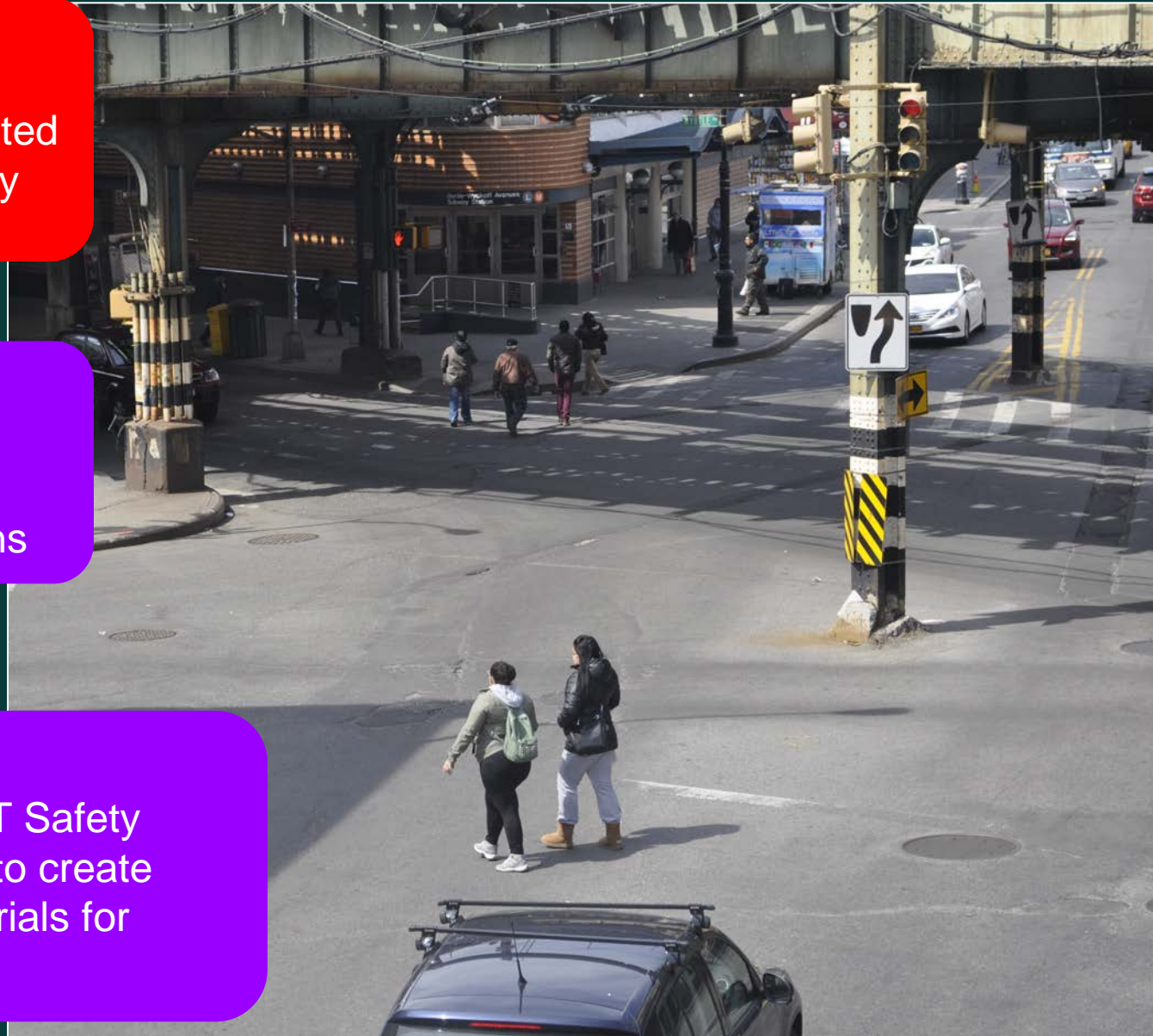
- New, brighter street lighting under the elevated train installed in January 2014

Under review:

- Install flashing yellow warning lights on the subway support columns

In progress:

- 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
- Modified signal timing gives pedestrians more time to cross the street
- 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