Myrtle Avenue and Flatbush Avenue Intersection Improvements

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
Project Background

Numerous community requests for pedestrian safety improvements

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

Safety Data

<table>
<thead>
<tr>
<th>Flatbush At Myrtle Ave, BK</th>
<th>Injury Summary, 2007-2011 (5 Years)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Injuries</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>12</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>3</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>89</td>
</tr>
<tr>
<td>Total</td>
<td>104</td>
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Fatalities, 01/01/2007-7/15/2013: None
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
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