Myrtle Ave/Wyckoff Ave/Palmetto St
High Pedestrian Crash Location
Community Boards 4 (BK) and 5 (QN) – April 21, 2014
• 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

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

2008-2012 Total Injuries

- 29 injuries

- 15 severe injuries

- 2 fatalities

- 1 pedestrian fatality in 2009
- 1 pedestrian fatality in 2013 (recorded by NYPD)

Pedestrian Injuries 2008-2012

- 2 pedestrian fatalities

Fatalities 2008-2012

- 2 fatalities

Myrtle Ave At Wyckoff Ave, QN

Injury Summary, 2008-2012 (5 Years)

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>15</td>
<td>3</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>14</td>
<td>1</td>
<td>0</td>
<td>1</td>
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<tr>
<td>Total</td>
<td>29</td>
<td>4</td>
<td>1</td>
<td>5</td>
</tr>
</tbody>
</table>

Source: Fatalities: MNSDOT
Injuries: MNSDOT
KSI: Persons Killed or Severely Injured

Fatalities, 01/01/2008-3/3/2014: 1
Proposal: Curb Extensions

- 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.

Turn bans do NOT affect MTA bus operations.

Street grid allows for many alternative routes for vehicles.

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

2-Day TMC Average for Proposed Turn Bans

<table>
<thead>
<tr>
<th>Peak Hour</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:00-9:00AM</td>
<td>6</td>
<td>38</td>
<td>26</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>6:00-7:00PM</td>
<td>4</td>
<td>86</td>
<td>44</td>
<td>12</td>
<td>33</td>
</tr>
</tbody>
</table>

TRUCK ONLY--2-Day TMC Average for Proposed Turn Bans

<table>
<thead>
<tr>
<th>Peak Hour</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
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</tr>
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<tbody>
<tr>
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<td>1</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>6:00-7:00PM</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
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 Myrtle Ave

OPTION 1:

OPTION 2:
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
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

OPTION 1:

OPTION 2:

OPTION 3:
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

OPTION 1:

OPTION 2:

OPTION 3:
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

Alternative Routes for Myrtle Ave

OPTION 1:

OPTION 2:

OPTION 3:
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.
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