Numerous community requests for pedestrian safety improvements

New residential developments adding new pedestrians – over 1,300 new units in the past 5 years
Existing Conditions

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

Queuing causes B54 passenger delay

Queuing causes SB left and SB through delays
Existing Signal

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

1,000 E/W pedestrians during peak hour

Phase 1:
Protected SB Left
16 secs

Phase 2:
Flatbush Ave Ext
65 secs

Phase 3:
Myrtle Ave
39 secs

Three phase signal creates long delays for all users
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
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)
Delay Reductions

New phasing reduces wait times

Vehicular time saved during PM peak:
SB Left: 3.1 days (includes buses)
WB: 182 minutes

Pedestrian time saved:
AM peak: 163 minutes
PM peak: 149 minutes
Issues Raised By MetroTech Stakeholders

Perceived congestion on Myrtle Loop

Pedestrian safety within Loop

Response:

Wide road under capacity, leading to inefficient behavioral patterns in un-loading and drop-offs

Complete use of street creates natural compliance patterns
Timelapse Video
Proposals from MetroTech Stakeholders

1. Southbound left turn green arrow/red arrow

2. No signage for jughandle motion

Response:

1. Does not solve issue of spillover into SB through lanes

2. Would leave drivers without adequate route information
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