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

Commissioner Polly Trottenberg  New York City Department of Transportation
Presented by the Office of Research, Implementation and Safety to Brooklyn Community Board 4 on June 18, 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
Designated as a High Pedestrian Crash Location

- Total Injuries 2008-2012: 29
- Pedestrian Injuries 2008-2012: 15
- Fatalities 2008-2012: 2

Myrtle Ave At Wyckoff Ave, QN
Injury Summary, 2008-2012 (5 Years)

<table>
<thead>
<tr>
<th></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>
</tr>
<tr>
<td>Total</td>
<td>29</td>
<td>4</td>
<td>1</td>
<td>5</td>
</tr>
</tbody>
</table>

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.

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>
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</tr>
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<tbody>
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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
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 1:

OPTION 2:

OPTION 3:
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:
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 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
Safety Improvements

Completed:

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