MYRTLE AVENUE SAFETY IMPROVEMENTS

Queens Community Board 5 Transportation Committee

April 23, 2019
PROJECT LOCATION

- Myrtle Ave, St Nicholas Ave to Central Ave
- Busy commercial corridor within Ridgewood
- Myrtle Ave is a through truck route
- Major east/west corridor through central Queens
SAFETY DATA

Vision Zero

- Myrtle Ave is a Vision Zero Priority Corridor and is within a Vision Zero Priority Area
- There have been 148 injuries and 14 people killed or severely injured on this one mile stretch of Myrtle Ave between 2013 and 2017
- Within NYC DOT’s Ridgewood – Glendale Senior Pedestrian Focus Area

### Myrtle Ave - St Nicholas Ave to Central Ave, QN

**Injury Summary, 2013-2017 (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>51</td>
<td>6</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>24</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>73</td>
<td>5</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>148</td>
<td>12</td>
<td>2</td>
<td>14</td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2013-4/8/2019 : 3

Source: Fatalities: NYC DOT
Injuries: NYC DOT
KSI: Persons Killed or Severely Injured
EXISTING CONDITIONS

Multi-legged Intersections

- Multiple streets intersect with Myrtle Ave at once creating atypical, large intersections

- Missing crosswalks along pedestrian desire lines reduce pedestrian safety at intersections

- Multiple movements possible for vehicles leading to more potential vehicle-pedestrian conflicts

Multi-legged intersection of Myrtle Ave, St Nicholas Ave, and Madison St
EXISTING CONDITIONS

Angled Intersections

- Most streets intersect Myrtle Ave at atypical angles
- Vehicular turns have low visibility and can be taken at high speed
- Angled intersections result in elongated pedestrian crossings

Onderdonk Ave and Centre St intersect Myrtle Ave at a sharp angle
PROPOSED CONDITIONS

St Nicholas Ave / Madison St

• New crosswalk along pedestrian desire line on west side of Madison St
• Peg-a-track through intersection to guide vehicles
• No loss of parking

Putnam Ave

• Painted curb extension on the southeast corner of Myrtle Ave and Putnam Ave
• Loss of 1 parking space on Putnam Ave, gain of 1 space on Myrtle Ave
PROPOSED CONDITIONS

Seneca Ave / Hancock St

- New crosswalk along pedestrian desire line on west side of Seneca Ave
- Peg-a-track through intersection to guide vehicles
- No loss of parking

Similar double crossing exists at Myrtle Ave, Forest Ave, and George St
PROPOSED CONDITIONS

Onderdonk Ave / Centre St

- Painted curb extension on the southeast corner of Myrtle Ave and Centre St
- Painted curb extension on the northeast corner of Myrtle Ave and Onderdonk Ave
- Loss of 4 parking spaces required

Summerfield St

- Painted curb extension on the southeast corner of Myrtle Ave and Summerfield St
- Loss of 1 parking space required
PROPOSED CONDITIONS

Central Ave

• Left turn traffic calming to create a safer turn from eastbound Myrtle Ave to northeast bound Central Ave

• No loss of parking

Examples of left turn traffic calming at 80th Rd and Park Lane, QN and at W Burnside Ave and Grand Ave, BX
SUMMARY OF CHANGES

Myrtle Ave

- St Nicholas Ave/Madison St
  - New crosswalk along pedestrian desire line
- Putnam Ave
  - Curb extension on southeast corner
- Seneca Ave/Hancock St
  - New crosswalk along pedestrian desire line
- Onderdonk Ave/Centre St
  - Two curb extensions on northeast/southeast corners
- Summerfield St
  - Curb extension on southeast corner
- Central Ave
  - Left turn traffic calming from eastbound Myrtle Ave to northeast bound Central Ave

- Net loss of 5 parking spaces
SUMMARY OF BENEFITS

• Realigns intersections to standardize and improve vehicle movements
• Encourages slower, safer turns onto and off of Myrtle Ave to reduce vehicle/pedestrian conflicts
• Provides additional pedestrian space on crowded commercial corridor and shortens pedestrian crossing distances
• Provides clarity and improves vehicle and pedestrian predictability
THANK YOU!

Questions?