PROJECT LOCATION

- Myrtle Avenue and Broadway
- December 2017 request for safety improvements from Community Board 3
- Intersection is located underneath Myrtle Ave/Broadway J/M/Z subway station and contains B46, B47, and B54 bus stops
- Myrtle Ave and Broadway are both local truck routes
NYC DOT OUTREACH

• Throughout 2018, NYC DOT Street Ambassadors conducted extensive outreach in Bedford Stuyvesant & Ocean Hill-Brownsville neighborhoods

• Myrtle Ave and Broadway was one of the 10 most frequently mentioned intersections by survey respondents

• Vehicles failing to yield was the top concern for pedestrians surveyed within Community Board 3
INTERSECTION SAFETY

Vision Zero

- 58 total injuries at the intersection
- 6 severe injuries, 2011 pedestrian fatality
- Both Myrtle Ave and Broadway are Vision Zero Priority Corridors within a Vision Zero Priority Area

<table>
<thead>
<tr>
<th>Myrtle Ave At Broadway, BK</th>
<th>Injury Summary, 2012-2016 (5 Years)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Injuries</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>19</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>6</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>33</td>
</tr>
<tr>
<td>Total</td>
<td>58</td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2012-4/9/2018: None
EXISTING CONDITIONS

Difficult, Dangerous Movements

- Myrtle Ave and Broadway intersect at a sharp angle making turns difficult, especially for larger vehicles
- Multiple subway columns in roadway provide obstacles for turns and hide pedestrians
- Visibility challenges under the elevated tracks
EXISTING CONDITIONS

Column Placement

- Column located in the middle of westbound travel lane on Myrtle Ave
- Unpredictable vehicle movements to avoid it
- Vehicles turn and drive around either side of column
- Reduces visibility between pedestrians and drivers, increasing conflicts
EXISTING CONDITIONS

Heavy Pedestrian Volumes

- J, M, and Z Myrtle Ave / Broadway subway station
- B46, B47, and B54 bus stops at intersection
- Lack of sufficient pedestrian space, especially at rush hours
EXISTING CONDITIONS

Column in roadway creates unpredictable vehicle movements
PROPOSED CONDITIONS

- **Ban eastbound left turn**: clarify vehicle movements, make actions more predictable and reduce vehicle-pedestrian conflicts.
- **Ban southbound right turn**: shorten crossing distances and reduce conflicts between pedestrians and turning vehicles.
- **Close slip lane between column and sidewalk**: between column and sidewalk.
- **Limit westbound right turn (no truck turns)**: between column and sidewalk.
- **Painted pedestrian spaces**: shorten crossing distances and reduce conflicts between pedestrians and turning vehicles.

For a clear and safe crossing, the map shows the planned changes at the intersection along Broadway, Jefferson St, and Myrtle Ave.
**TURN BANS AND ALTERNATE ROUTES**

- **Maintained turns:**
- **New routes:**
- **Banned turns:**
  - SB Broadway to WB Myrtle Ave
  - EB Myrtle Ave to NB Broadway
- **Limited turns:**
  - WB Myrtle Ave to NB Broadway (cars only)
CHANGES IN TRAFFIC VOLUMES

Marcus Garvey Blvd
- Existing: 20% of vehicles are trucks/buses
- Proposed: 20% of vehicles will be trucks/buses

Lewis Ave
- Existing: 17% of vehicles are trucks/buses
- Proposed: 18% of vehicles will be trucks/buses

*Based off of maximum recorded vehicle counts from 10/2017 and 2/2019
ADDITIONAL SAFETY IMPROVEMENTS

Lewis Ave

- Parking lane stripe between Myrtle Ave and Broadway organizes vehicles
- Painted curb extension at Lewis Ave and Broadway creates slower, safer turns and shortens pedestrian crossing distances
- Lane delineation and signage to clarify movements on Lewis Ave at Broadway
- Loss of 1 parking spot at intersection of Lewis Ave and Broadway

Marcus Garvey Blvd

- Stripe parking lane to define travel lanes and organize vehicles between Broadway and Myrtle Ave
BENEFITS OF PROPOSAL

- Realigns roadway to create simpler, safer movements through intersection by eliminating dangerous movements around subway columns
- Eliminates difficult turns with heavy vehicle/pedestrian conflicts
- Creates additional pedestrian space and shorter, safer crossings at a crowded transit hub
- Provides additional clarity and predictability at challenging intersection
THANK YOU!

Questions?