MYRTLE AVENUE

Broadway to Irving Ave

May 3rd, 2018
PROJECT LOCATION

- Project limits: Broadway to Irving Ave
- Vision Zero Priority Corridor & 2 Priority Intersections
- B54 bus route
- Local truck route
- Under elevated M-Train tracks
- Complex intersections with sharp angles compounded by train columns
- Myrtle Ave is 34’ wide throughout project limits
SAFETY DATA

- 59 pedestrian injuries along 1.1 mile corridor
- 11 KSI (persons killed or severely injured)

<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>59</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>32</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>175</td>
<td>5</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>266</strong></td>
<td><strong>11</strong></td>
<td><strong>0</strong></td>
<td><strong>11</strong></td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2012-1/29/2018: None

Source: Fatalities NYCDOT Injuries: NYSDOT
KSI: Persons Killed or Severely Injured
EXISTING CONDITIONS

- Missing or indirect crosswalks
- Columns create complex turns/movements
- Pedestrian-vehicle conflicts
- Poor lighting under elevated stations
PROPOSAL

Broadway

Install gravel curb extension to shorten crossing distance and to clarify movement westbound on Myrtle Ave

Realign crosswalks across Myrtle Ave and Jefferson St to match pedestrian behavior
EXISTING

Willoughby Ave/Charles Pl
PROPOSAL

Willoughby Ave/Charles Pl

- Install gravel curb extension to shorten crossing distances and clarify movements around subway column.
- Install realigned crosswalks along Myrtle Ave to match pedestrian behavior.
EXISTING

Suydam St/Evergreen Ave
PROPOSAL
Suydam St/Evergreen Ave

Install gravel curb extensions to clearly separate the two intersections, shorten crossing distances, and slow vehicles turning off of Myrtle Ave.

Install new crosswalks along Myrtle Ave to match pedestrian behavior.
EXISTING

Cedar St/Dekalb Ave/Central Ave
PROPOSAL

Cedar St/Dekalb Ave/Central Ave

- Add signalized crossing at Cedar St (under study) to match current pedestrian traffic at Central Ave M train entrance/exit
- Install gravel curb extensions to shorten crossing distances and clarify movements around columns
- Install new crosswalk along Myrtle Ave to match current pedestrian behavior
EXISTING

Wilson Ave/Himrod St

Myrtle Ave

Himrod St

Wilson Ave
PROPOSAL

Wilson Ave/Himrod St

1. Install gravel curb extension to shorten crossing distances and clarifies movements around subway column.
2. Install two new crosswalks to match current pedestrian behavior.
LIGHTING

- Install improved lighting under elevated stations to improve visibility for all users
  - Broadway J/M/Z Train Stop
  - Central Ave M Train Stop
  - Knickerbocker Ave M Train Stop
SUMMARY OF BENEFITS

• Install 8 new crosswalks on the corridor to match pedestrian behavior
• Install gravel curb extensions at 7 intersections on the corridor to shorten crossing distances, slow turning vehicles, and better organize roadway around columns
• Install improved lighting under M Train stations along the corridor
THANK YOU!

Questions?