

# Myrtle Avenue and Flatbush Avenue

## Intersection Improvements

2014

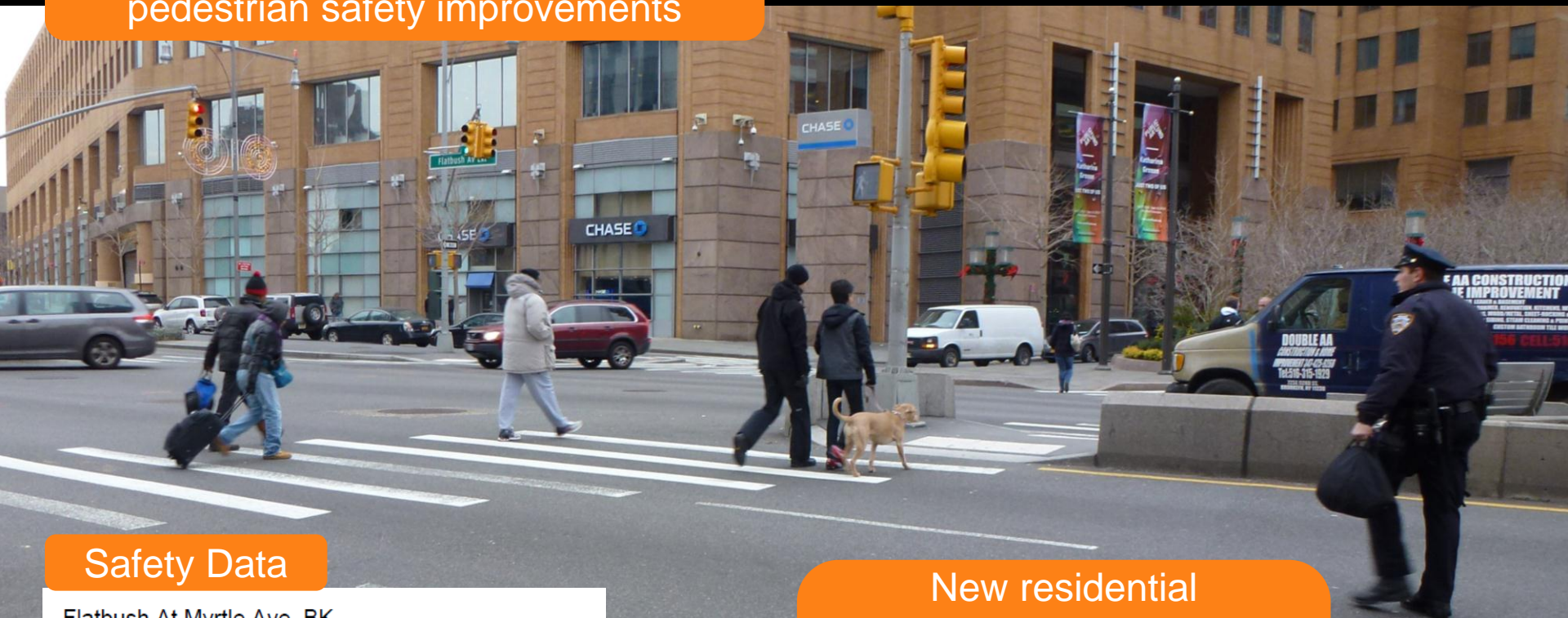


Commissioner Polly Trottenberg - New York City Department of Transportation  
Presented by the Pedestrian Projects Group June 17, 2014 to the Community Board 2 Transportation Committee



# Project Background

Numerous community requests for pedestrian safety improvements



## Safety Data

Flatbush At Myrtle Ave, BK

Injury Summary, 2008-2012 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	16	2	0	2
Bicyclist	3	0	0	0
Motor Vehicle Occupant	91	7	0	7
Total	110	9	0	9

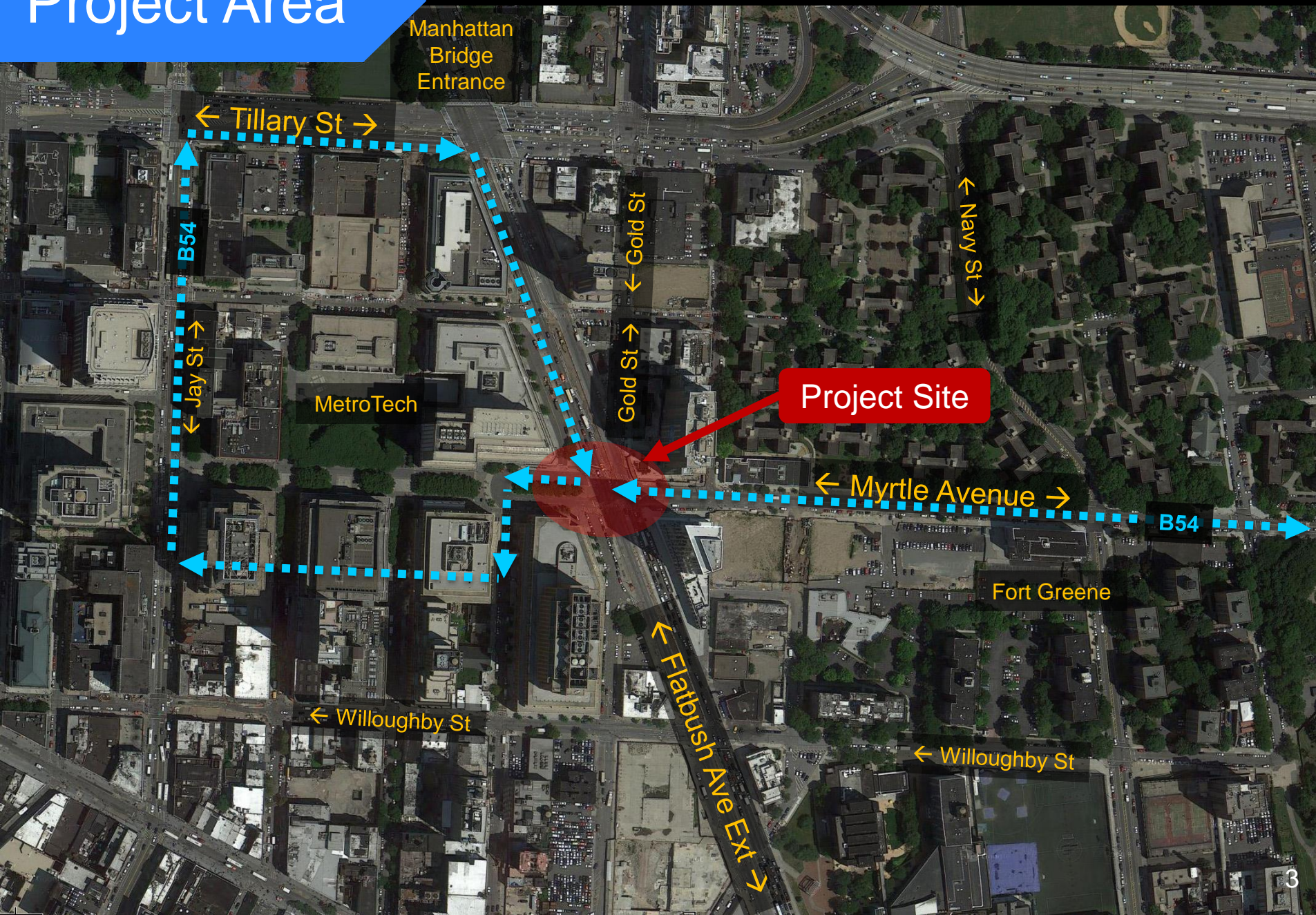
Fatalities, 01/01/2008-5/26/2014 : None

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

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



# Project Area





# Existing Conditions



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

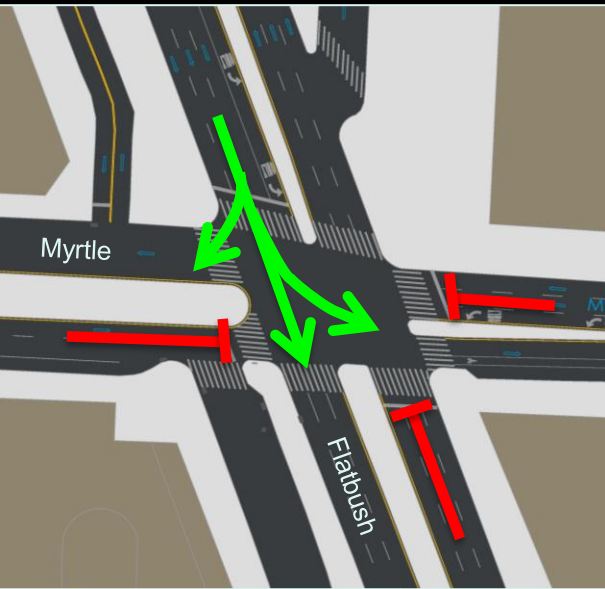
Queuing causes B54 passenger delay

Queuing causes SB left and SB through delays

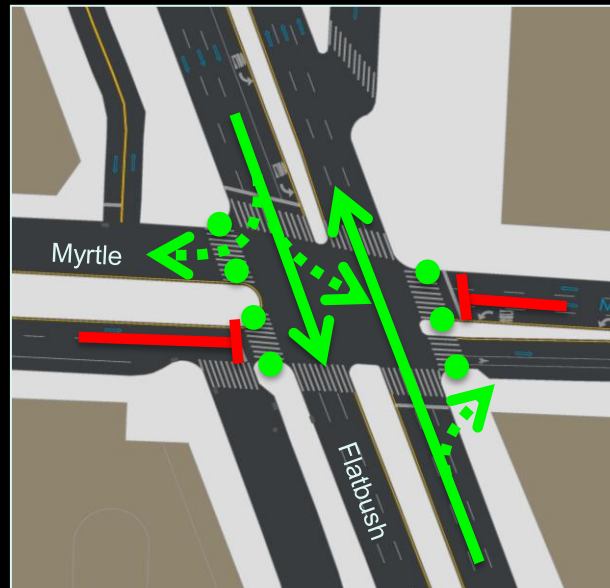
# Existing Signal

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

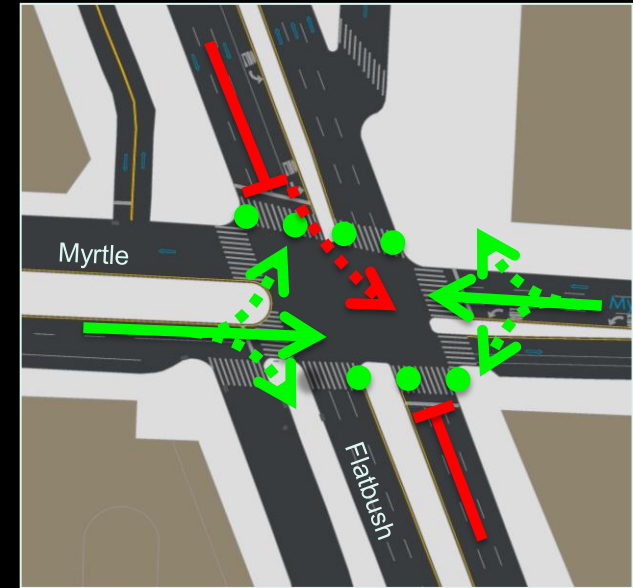
1,000 E/W pedestrians during peak hour



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



# Existing Conditions



Vehicles that do not flush through with permitted left phase conflict with pedestrians during Myrtle Ave phase

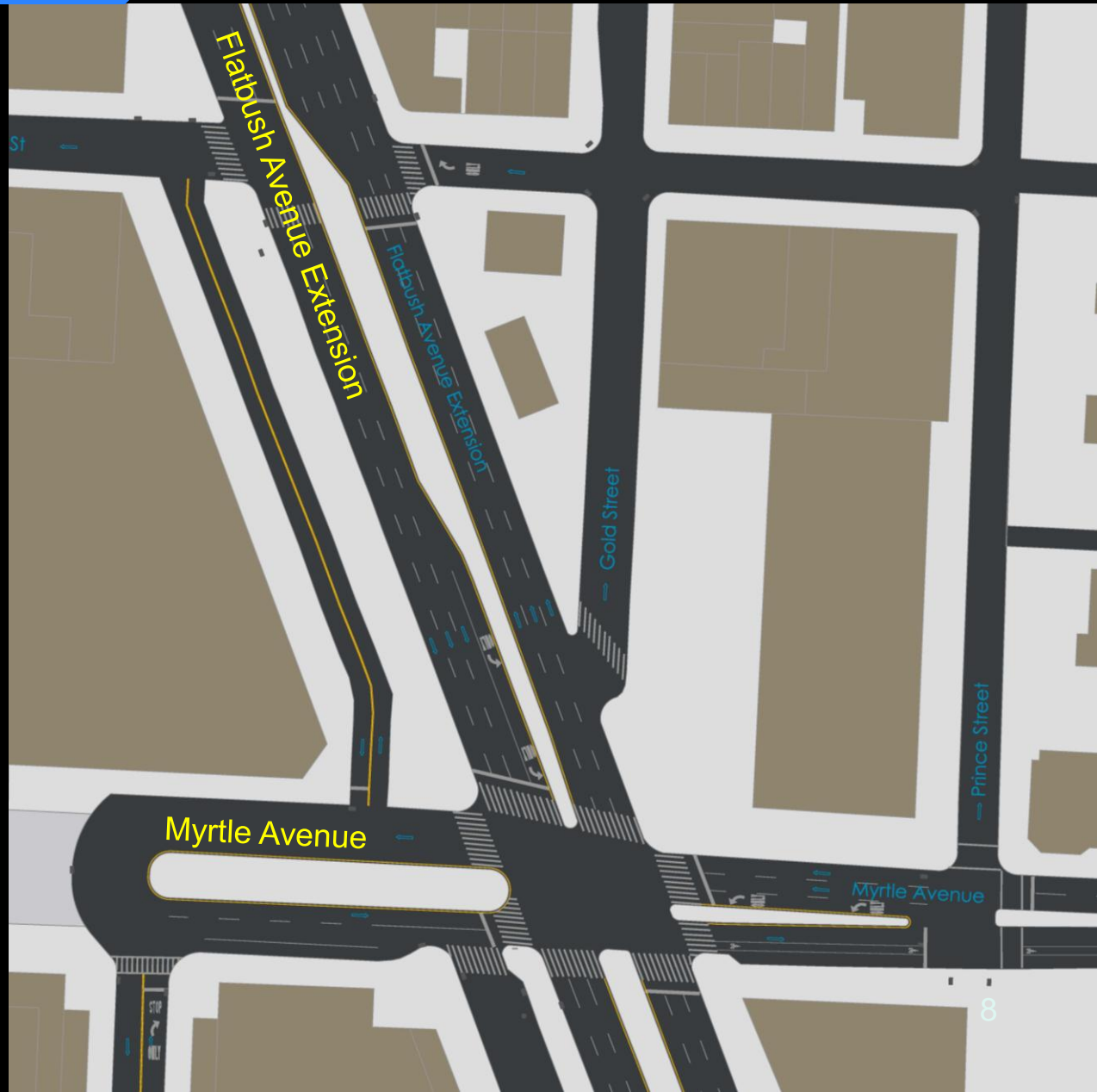


# Existing Conditions

Double left queuing delays Myrtle Ave movement in next phase



# Existing Conditions





# Proposed Plan

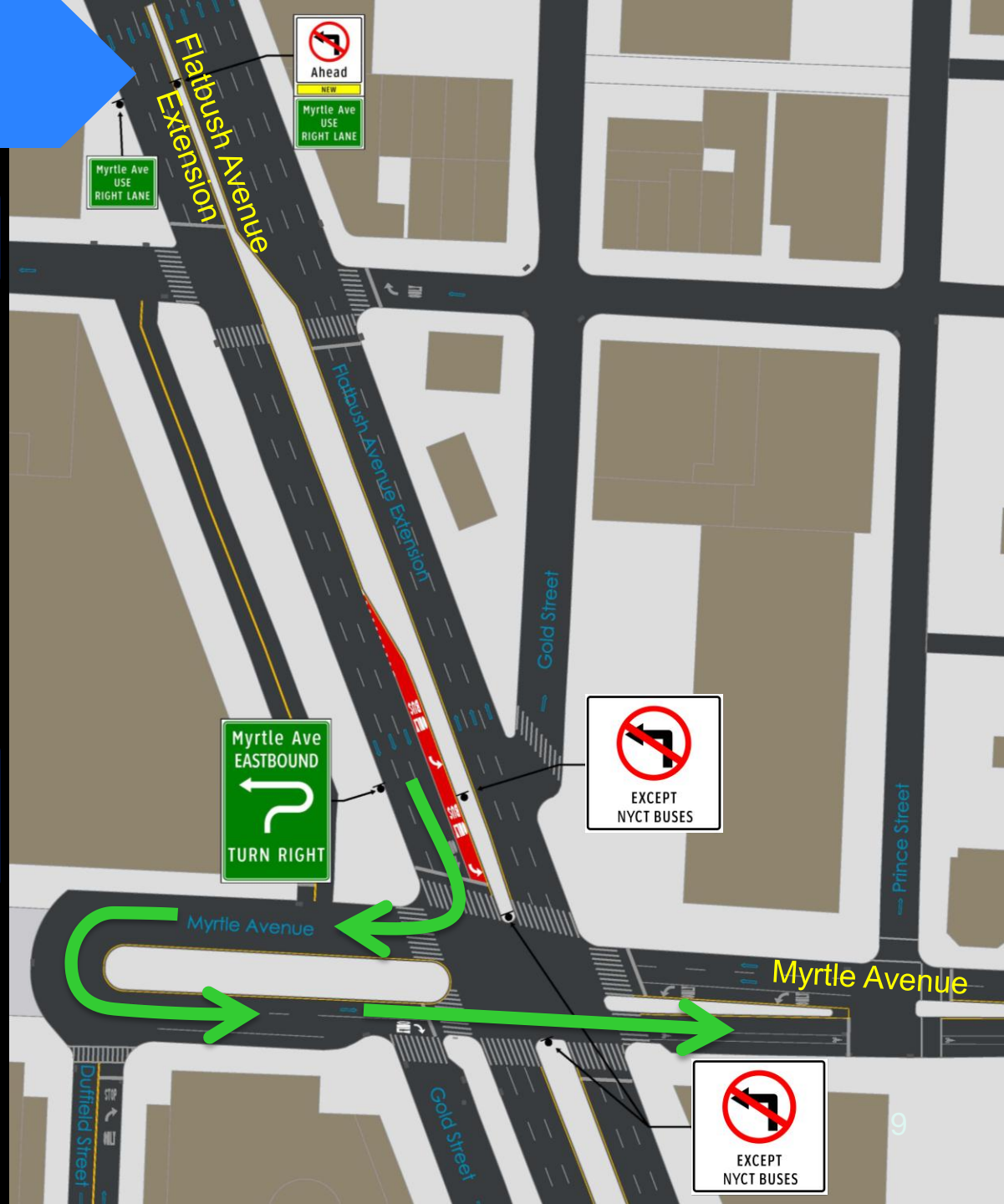
Ban southbound left turns  
(except NYCT buses)

Red painted bus  
turn-bay

Actuated signal  
for buses

Southbound traffic turns right  
at Myrtle Avenue and loops  
around for eastbound  
Myrtle Avenue

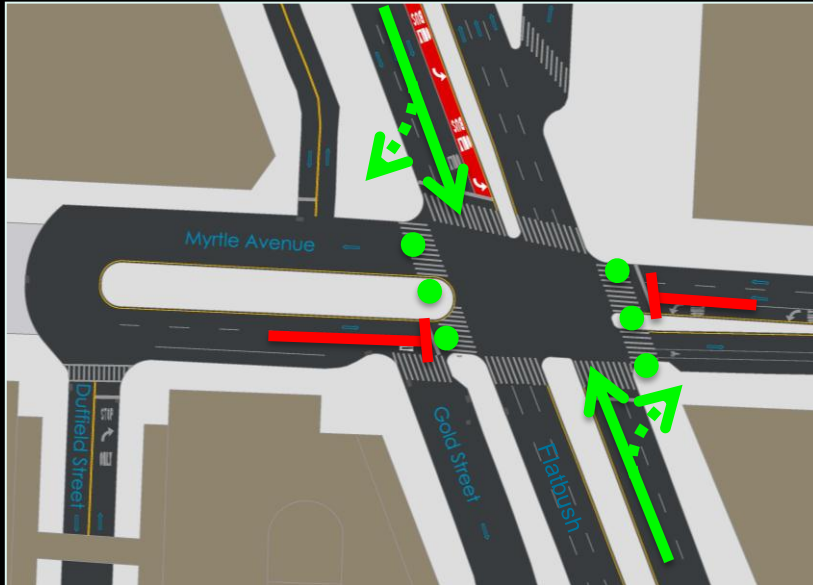
Directional  
signage



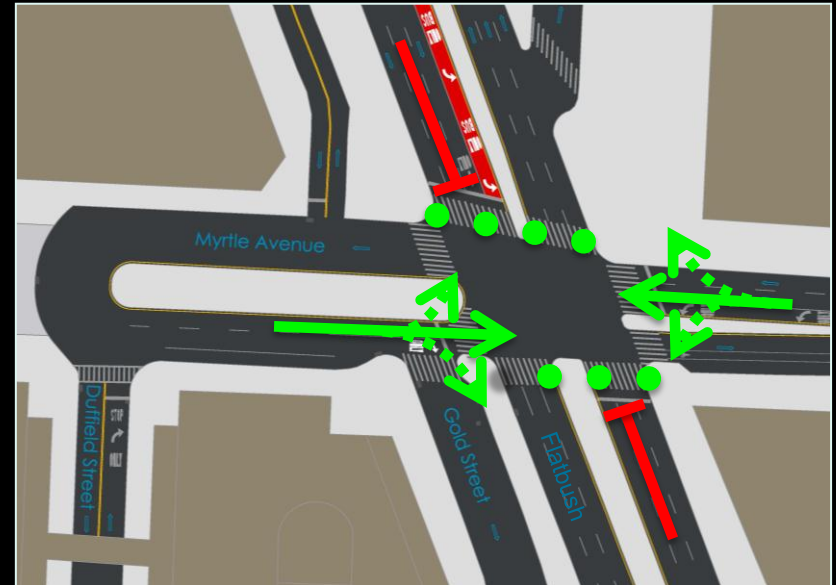


# Proposed Signal

Two phase signal



Phase 1:  
Flatbush Ave Ext  
65 secs



Phase 2:  
Myrtle Ave  
55 secs

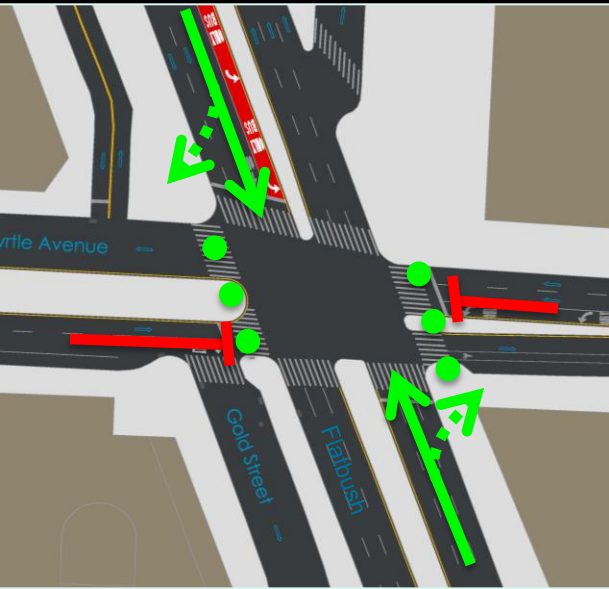
Increased time for Myrtle Ave (+16 seconds)

17 vehicles expected to queue per cycle during peak

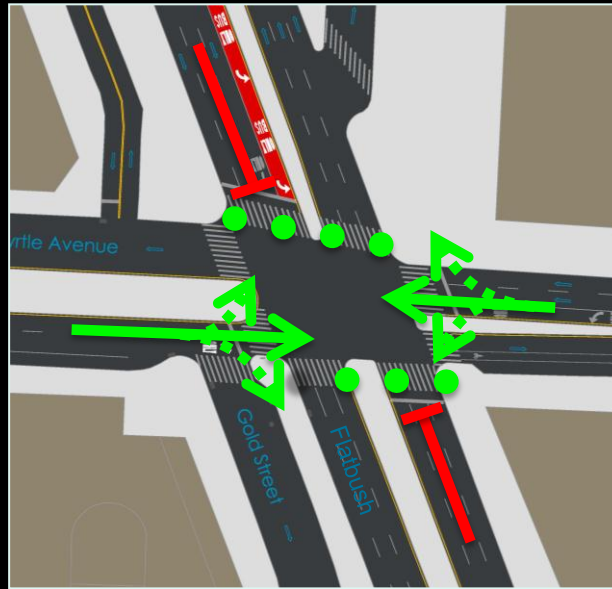


# Proposed Signal

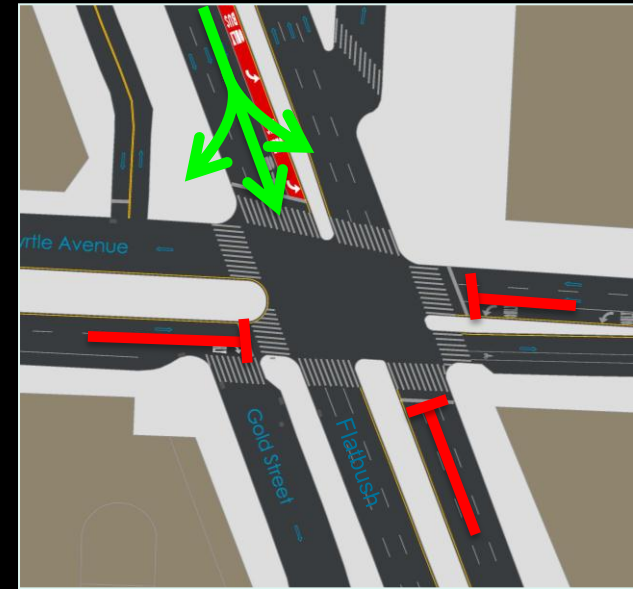
Three phase signal when actuated  
by bus



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:

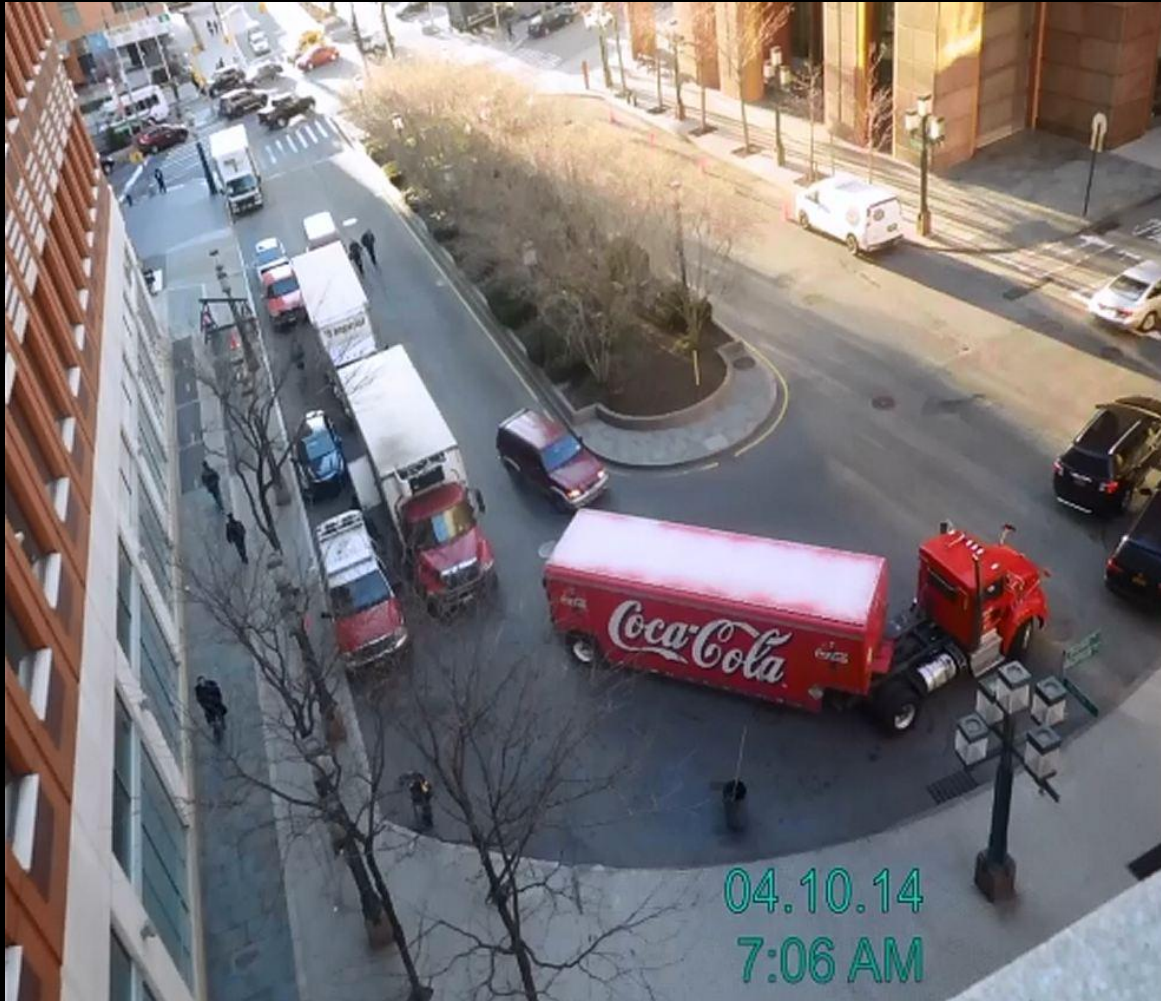
Wide road under  
capacity, leading to  
inefficient behavioral  
patterns in un-loading  
and drop-offs

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







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Thank  
You