



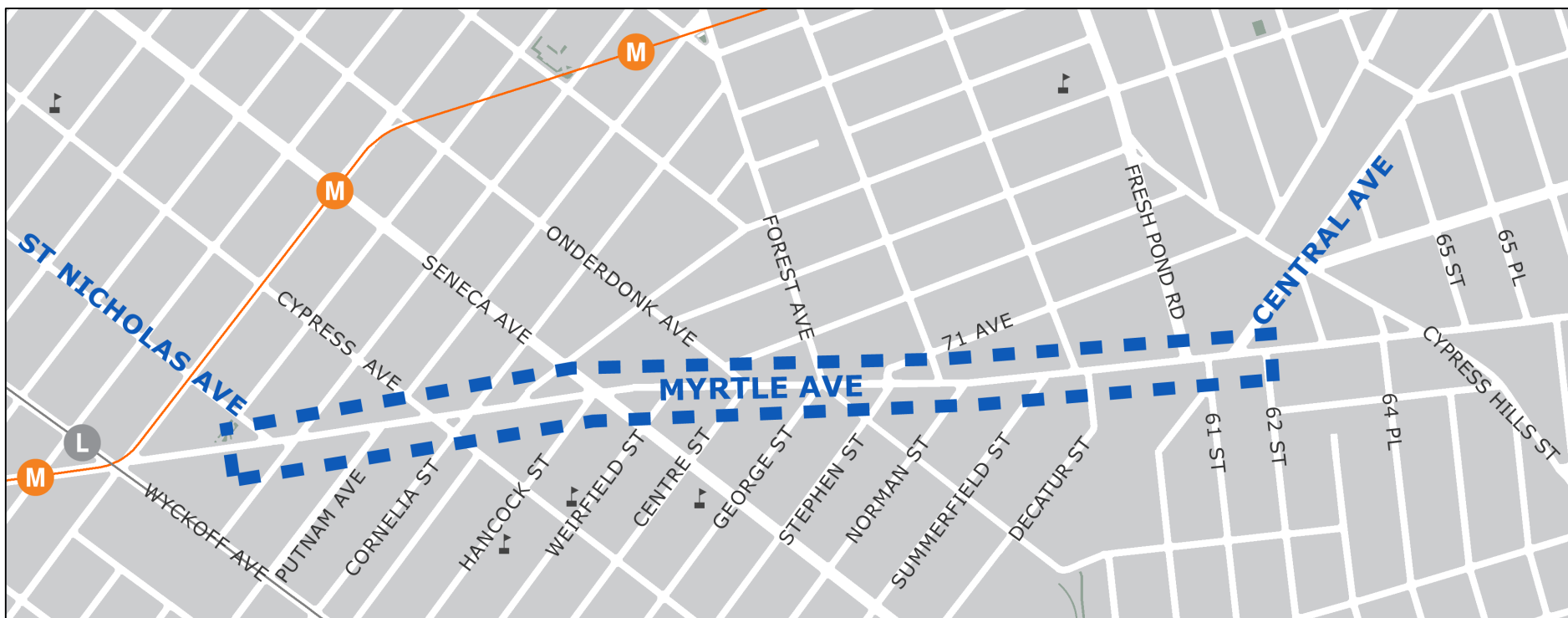
MYRTLE AVENUE SAFETY IMPROVEMENTS

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

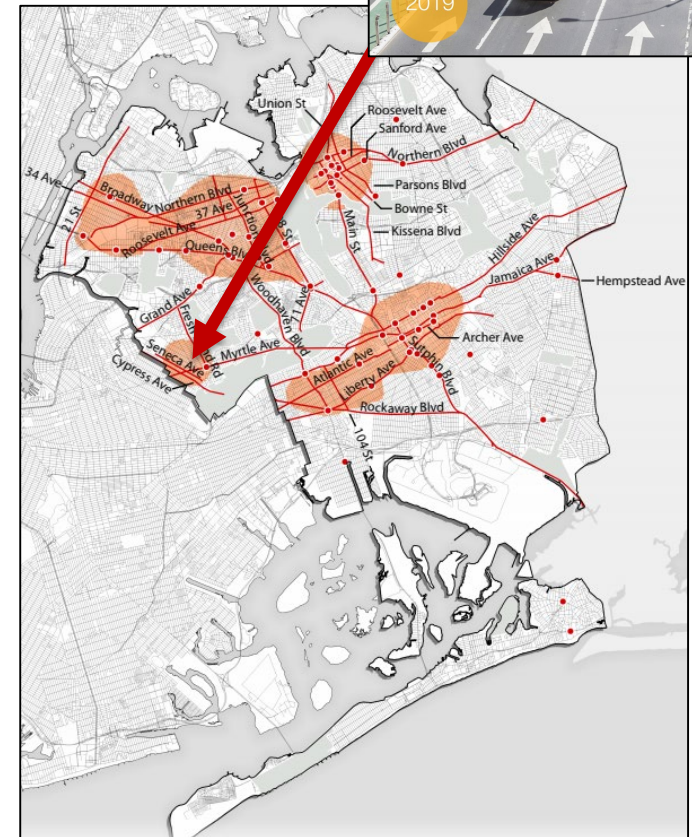
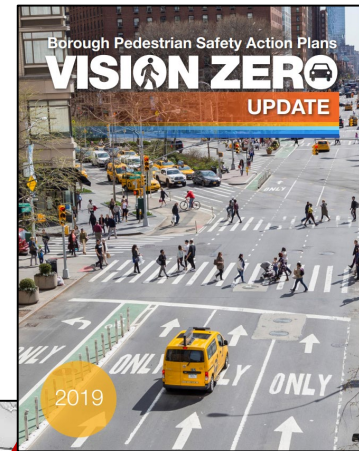
- Myrtle Ave is a Vision Zero Priority Corridor and is within a Vision Zero Priority Area
- There have been 148 injuries and 14 people killed or severely injured on this one mile stretch of Myrtle Ave between 2013 and 2017
- Within NYC DOT's Ridgewood – Glendale Senior Pedestrian Focus Area

Myrtle Ave - St Nicholas Ave to Central Ave, QN
Injury Summary, 2013-2017 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	51	6	2	8
Bicyclist	24	1	0	1
Motor Vehicle Occupant	73	5	0	5
Total	148	12	2	14

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

Source: Fatalities: NYCDOT
Injuries: NYSDOT
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

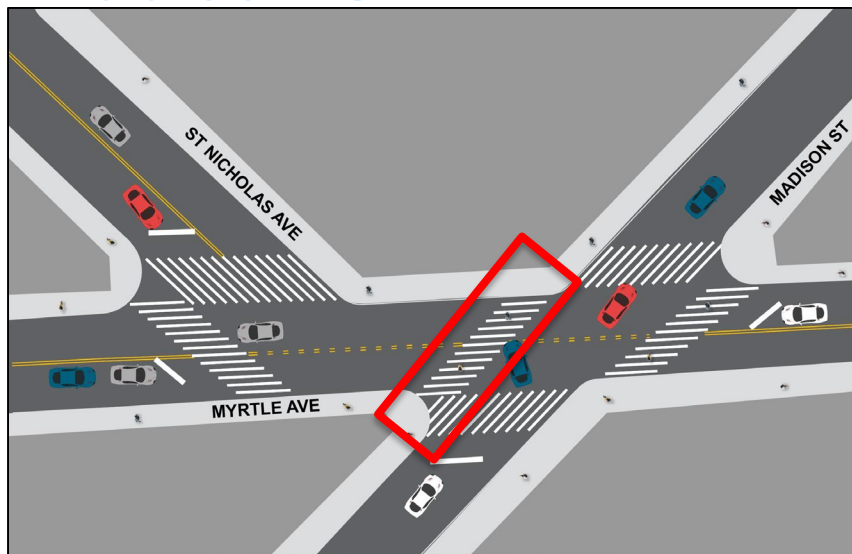
- Most streets intersect Myrtle Ave at atypical angles
- Vehicular turns have low visibility and can be taken at high speed
- Angled intersections result in elongated pedestrian crossings



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

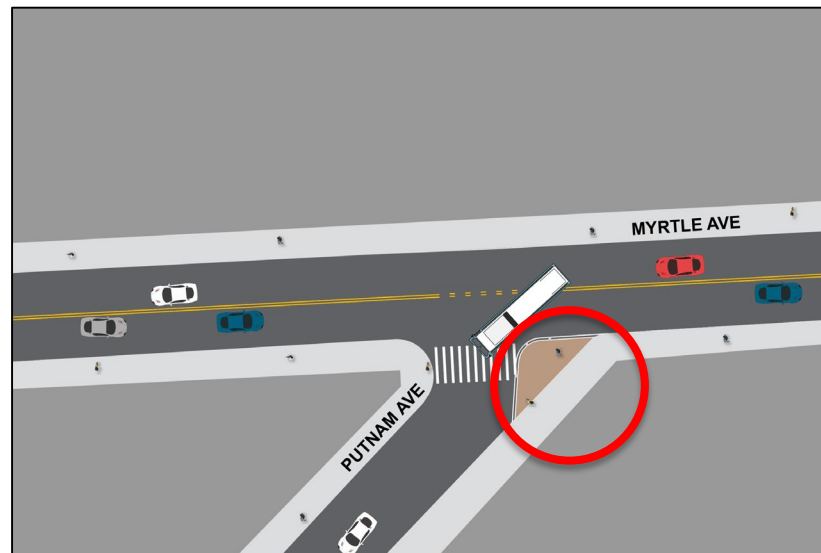
PROPOSED CONDITIONS

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

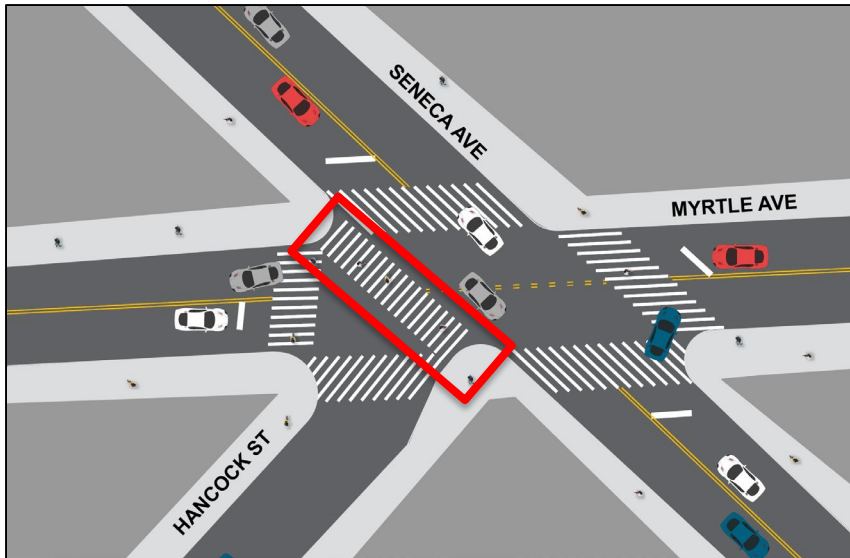
Putnam Ave



- 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



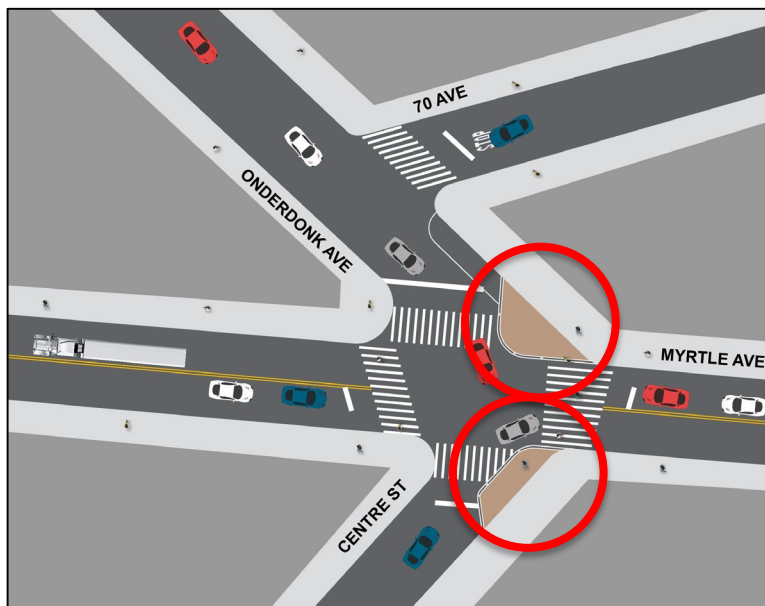
- New crosswalk along pedestrian desire line on west side of Seneca Ave
- Peg-a-track through intersection to guide vehicles
- No loss of parking



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

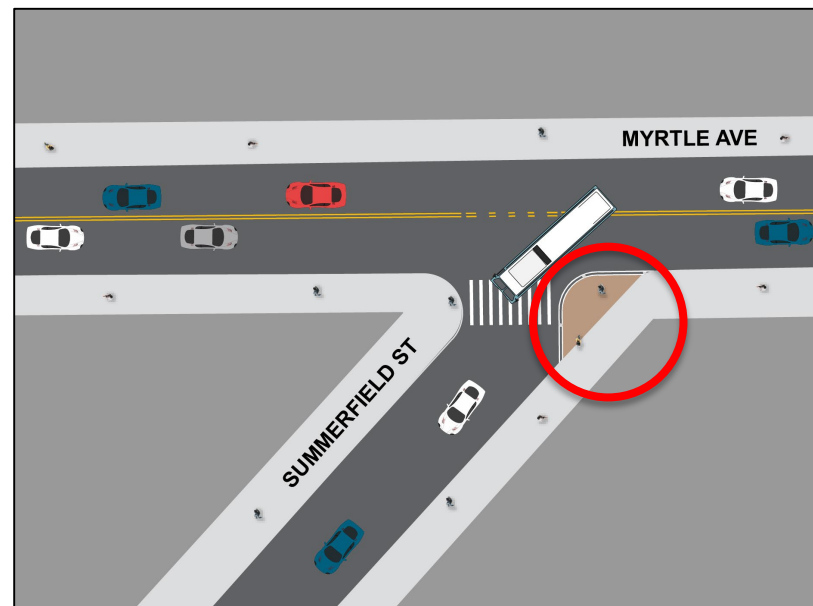
PROPOSED CONDITIONS

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

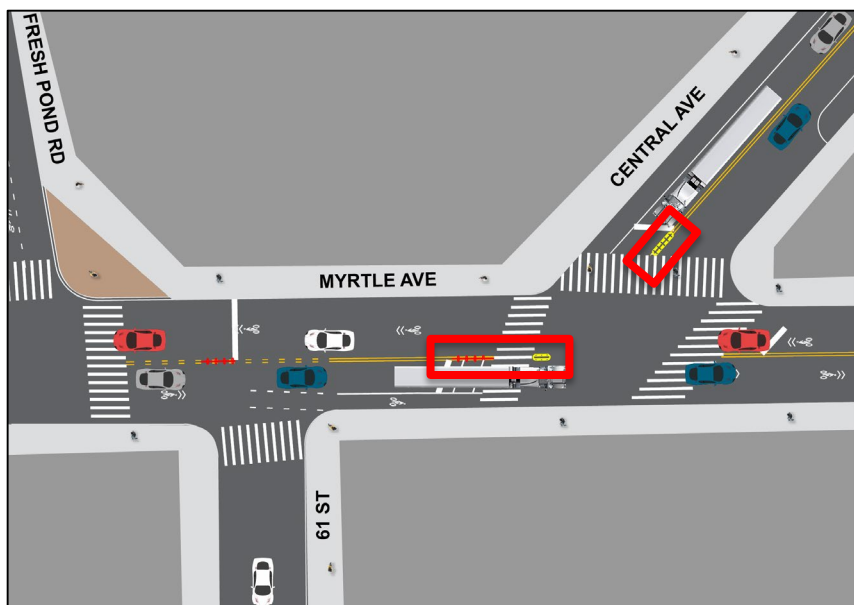
Summerfield St



- 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?



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