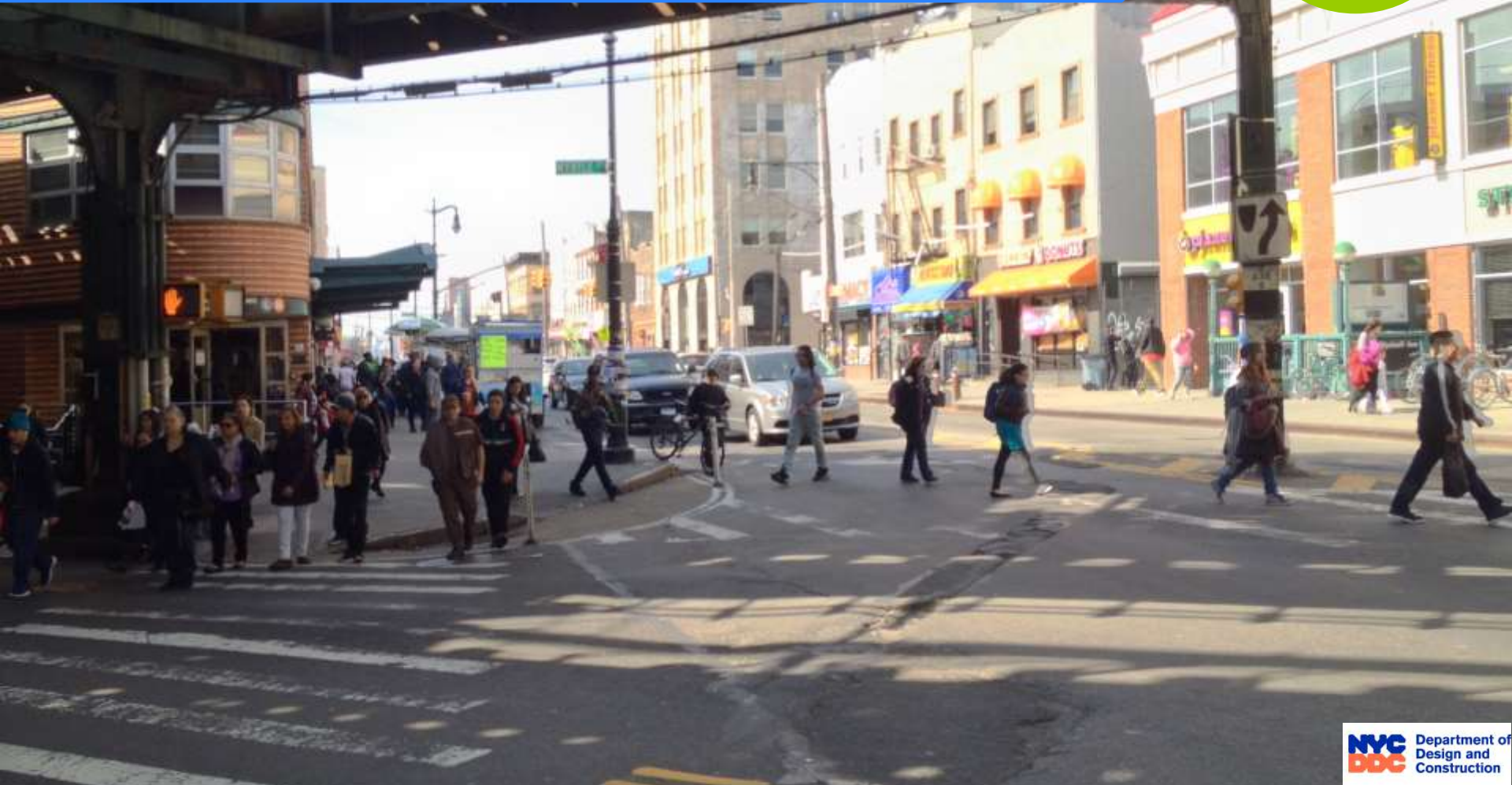


Wyckoff Avenue Intersection and Plaza Corridor Safety Improvements

2016



NYC Department of
DDC Design and
Construction

New York City Department of Transportation
Research, Implementation and Safety | Public Spaces
Presented June 21 to Queens Community Board 5 Transportation Committee

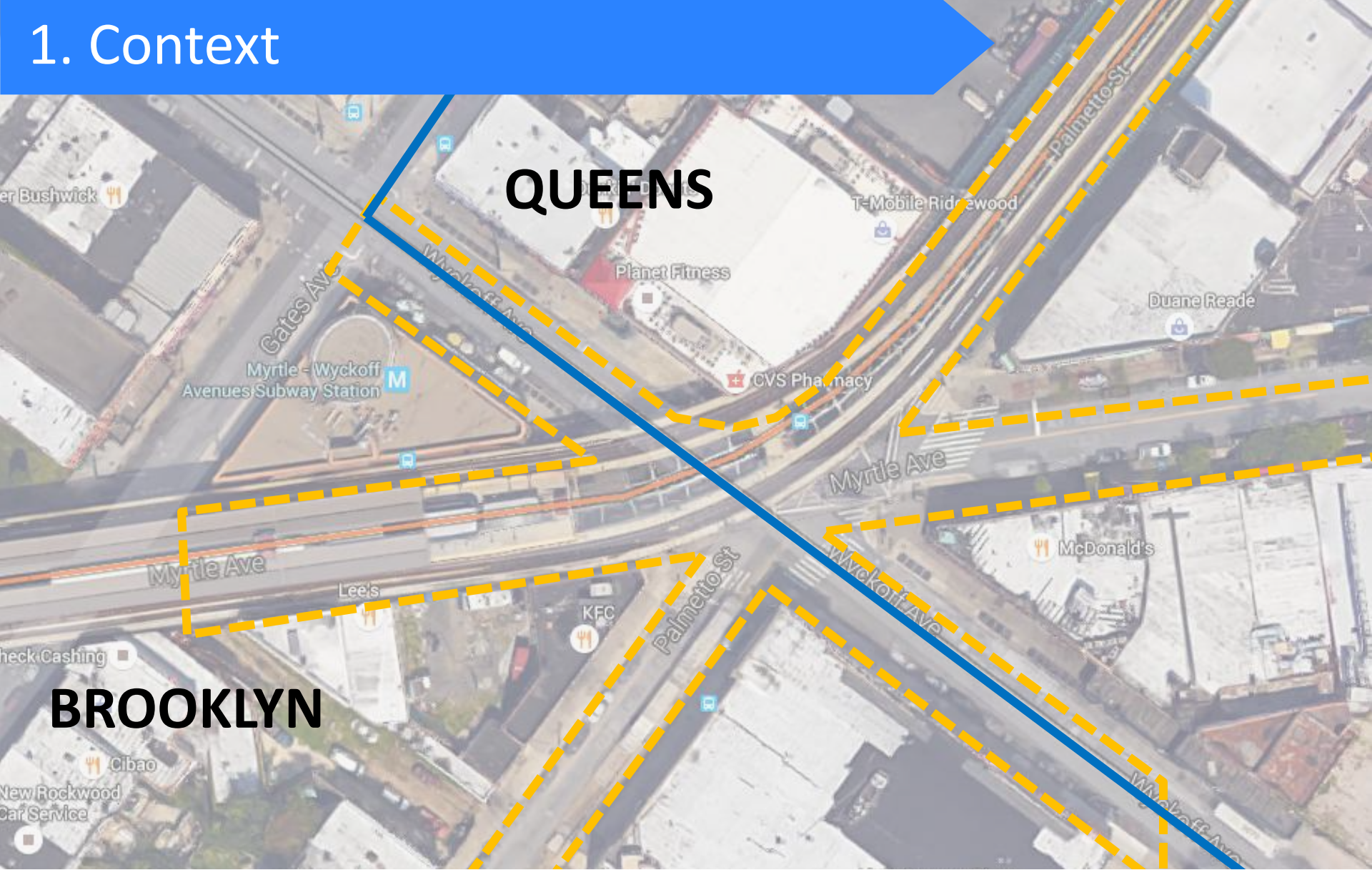
VISION
ZERO

NEW YORK CITY

0. Myrtle/Wyckoff/Palmetto

- DOT 2014 project design banned 5 turns following 2 fatalities. Following a third fatality, NYCT rerouted the B26 and Q58. Intersection still confusing. **Still a desire for more extensive safety improvements**
- 2015: DOT/DDC Wyckoff Ave (HWK876), received Vision Zero (safety) funding
- **DOT 2016 project proposes to greatly simplify the Myrtle/Wyckoff/Palmetto intersection.**

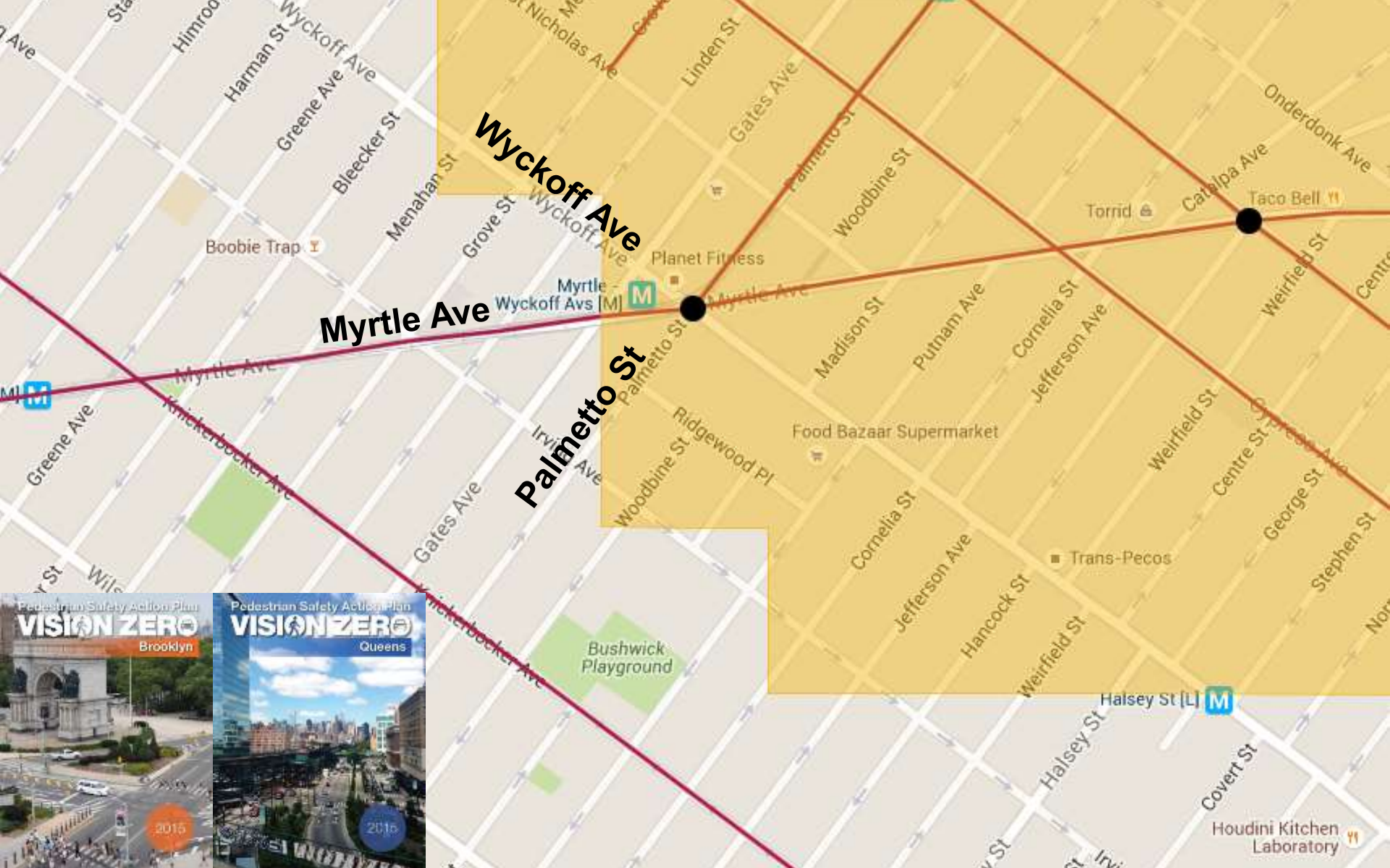
1. Context



QUEENS

BROOKLYN

The 6-leg intersection is at the junction of two boroughs, Queens and Brooklyn



Vision Zero Priority Geographies

Myrtle Ave and Palmetto St are identified as Priority Corridors

Myrtle Ave/Wyckoff Ave/Palmetto St is identified as a Priority Intersection

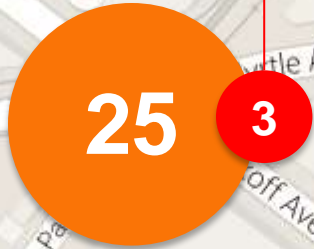
- Priority Corridors
- Priority Intersections
- Priority Areas

A Top 5 intersection for pedestrian fatalities (2009-Present)

Street (lanes)	At (lanes)	Borough	Pedestrian Fatalities
Woodhaven Bl (12)	Jamaica Av (2)	Queens	4
Adam C Powell Bl (6)	W 145 th St (4)	Manhattan	3
Northern Bl (8)	Union St (4)	Queens	3
Nostrand Ave (4)	Ave Z (2)	Brooklyn	3
Myrtle Ave (2)	Wyckoff Ave (2), Palmetto (1)	Brooklyn/Queens	3

All of the other intersections have wider streets with more lanes and higher traffic volumes

02/20/2009 Hui Wu – PED
 01/31/2013 Ella Bandes – PED
 10/31/2014 Edgar Torres – PED



Injured	25		(10 of 16 known)
Pedestrian	16 (64%)	With Signal:	5 (39%)
Severe	2	Against Signal:	2 (9.5%)
Moderate	4	Outside crosswalk	3 (30%)
Vehicle Occupant	9 (36%)		
Killed	3	All Pedestrians	

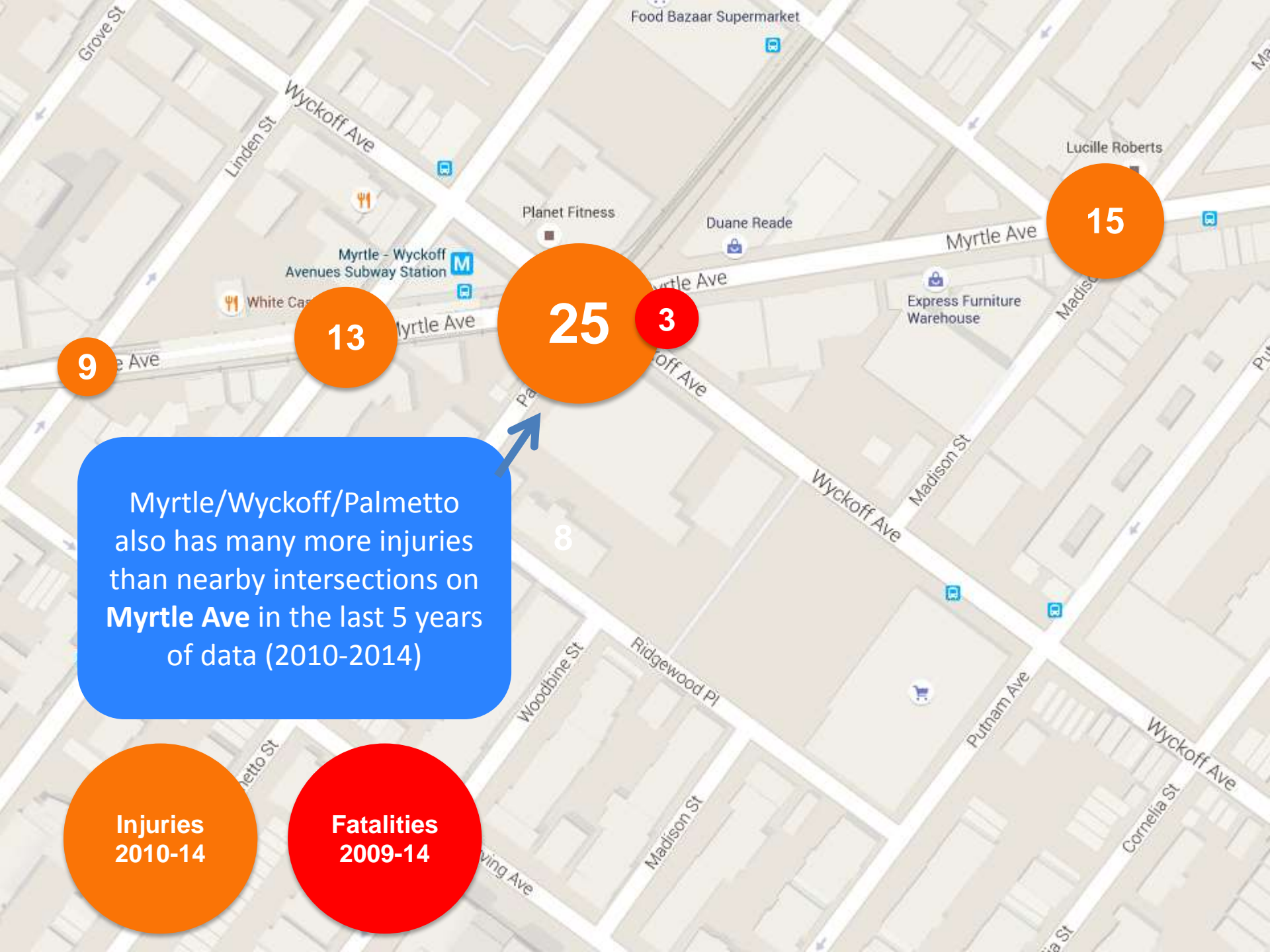




Myrtle/Wyckoff/Palmetto has 2x as many injuries as other intersections on **Wyckoff Ave** in the last 5 years of data (2010-2014)

Injuries
2010-14

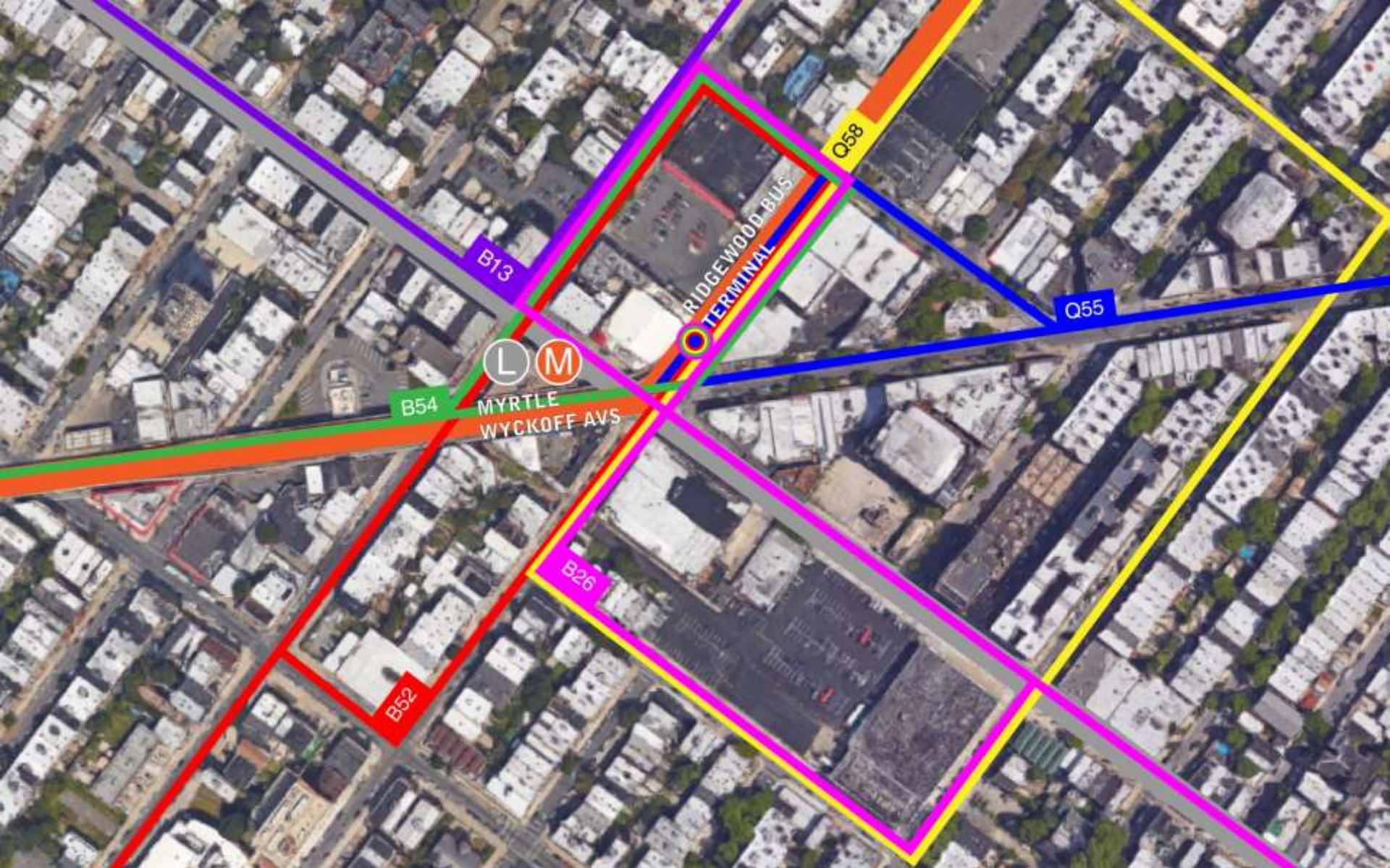
Fatalities
2009-14



Myrtle/Wyckoff/Palmetto also has many more injuries than nearby intersections on **Myrtle Ave** in the last 5 years of data (2010-2014)

Injuries
2010-14

Fatalities
2009-14



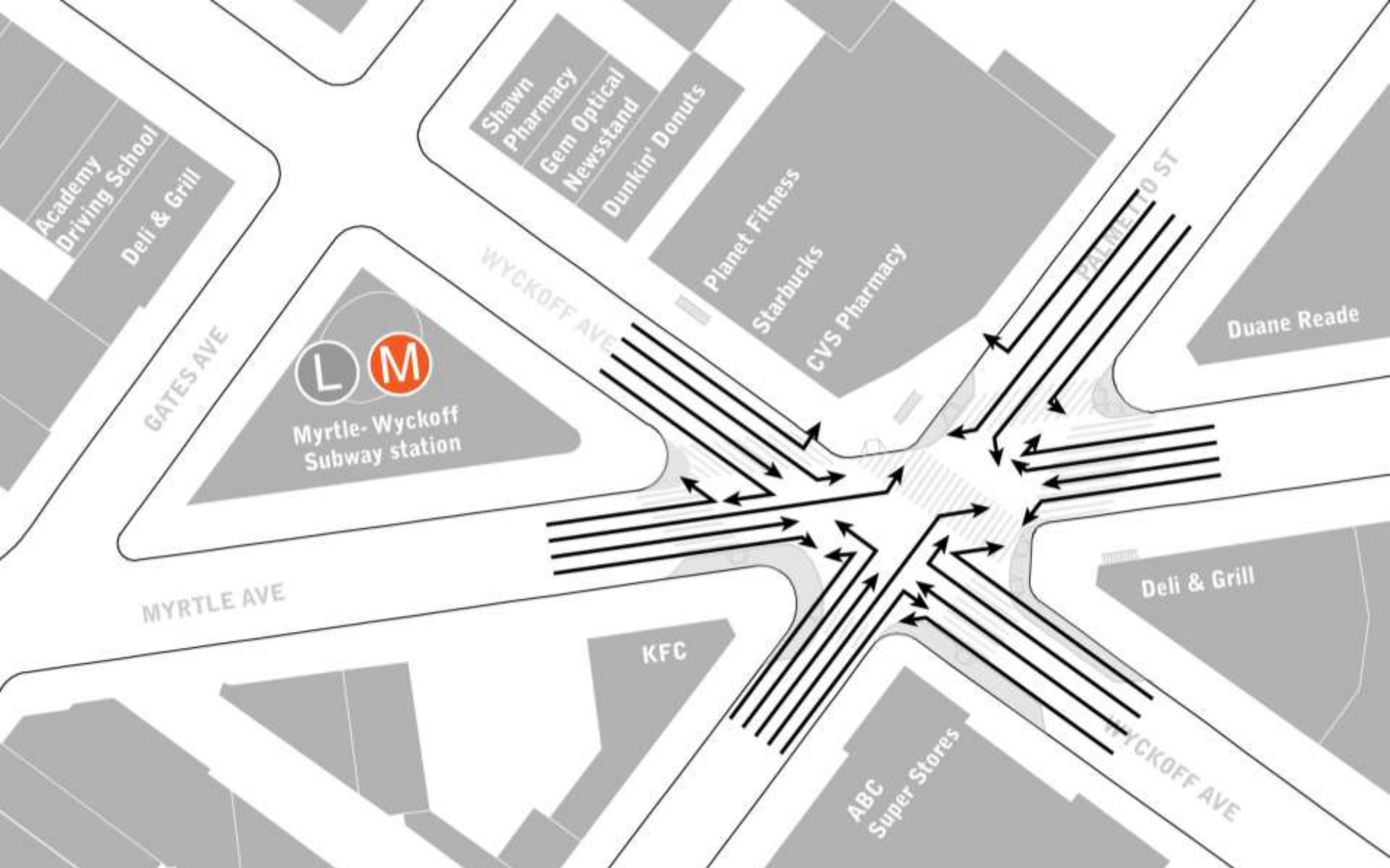
Transit Hub:

2 subways at Myrtle-Wyckoff station are across Wyckoff from 6 buses at Ridgewood Terminal
B13, B26, B52, B54, Q55, Q58

2. Timeline

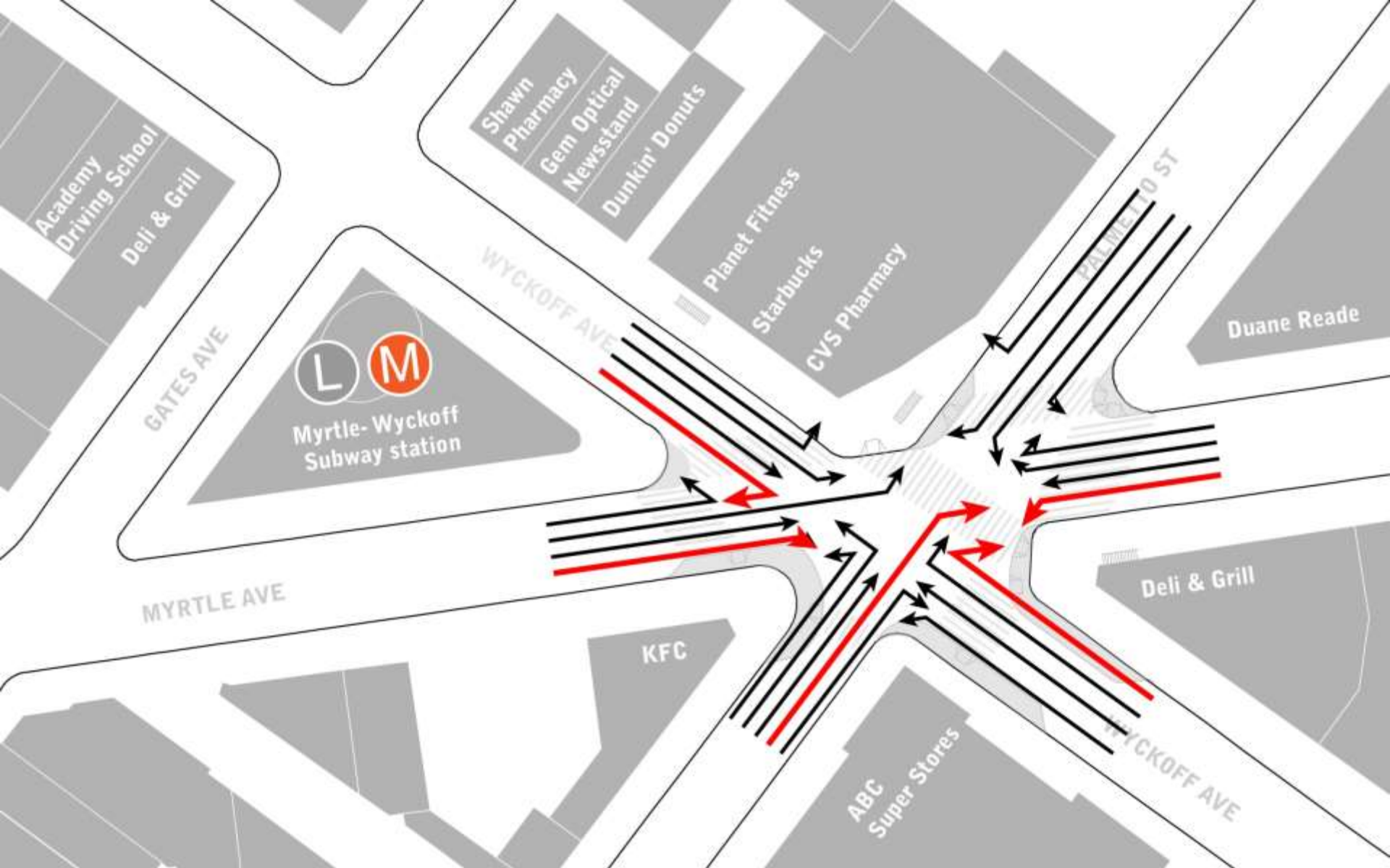


2009-2013: 2 pedestrians were killed at this intersection



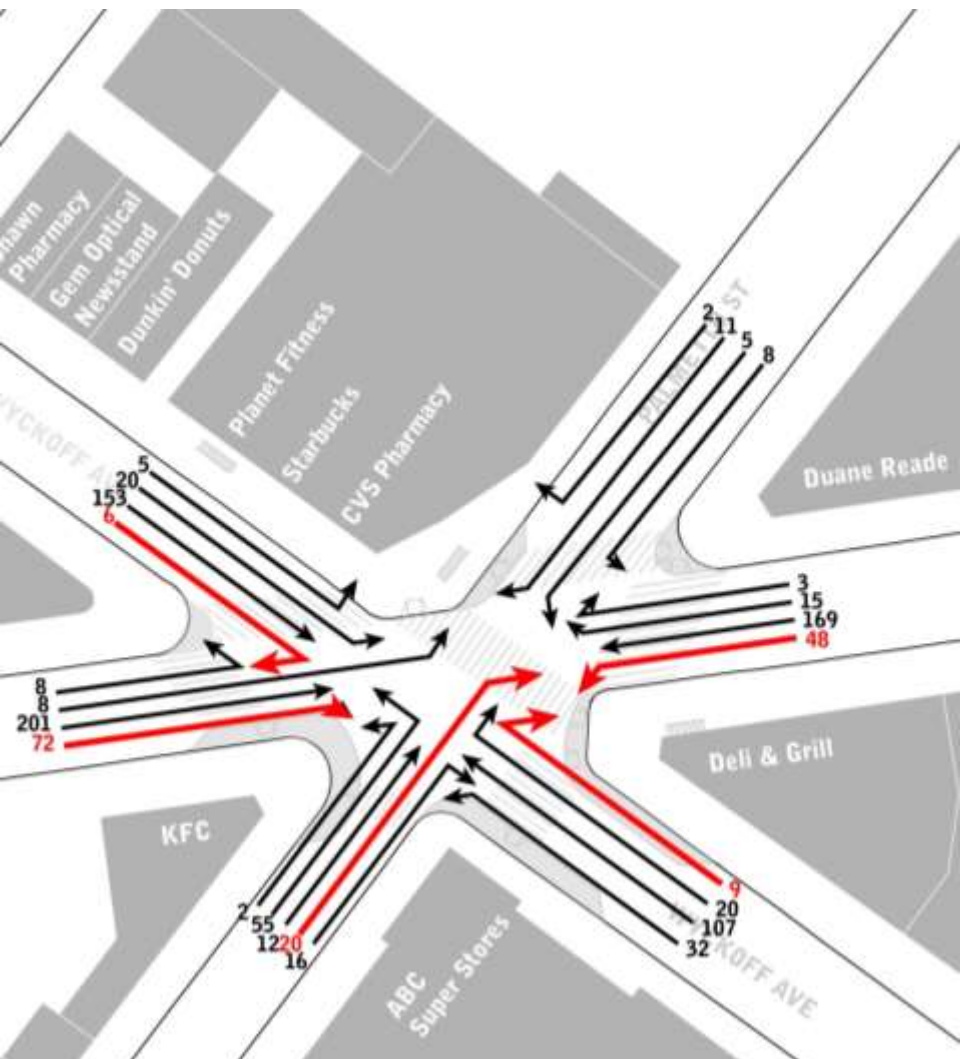
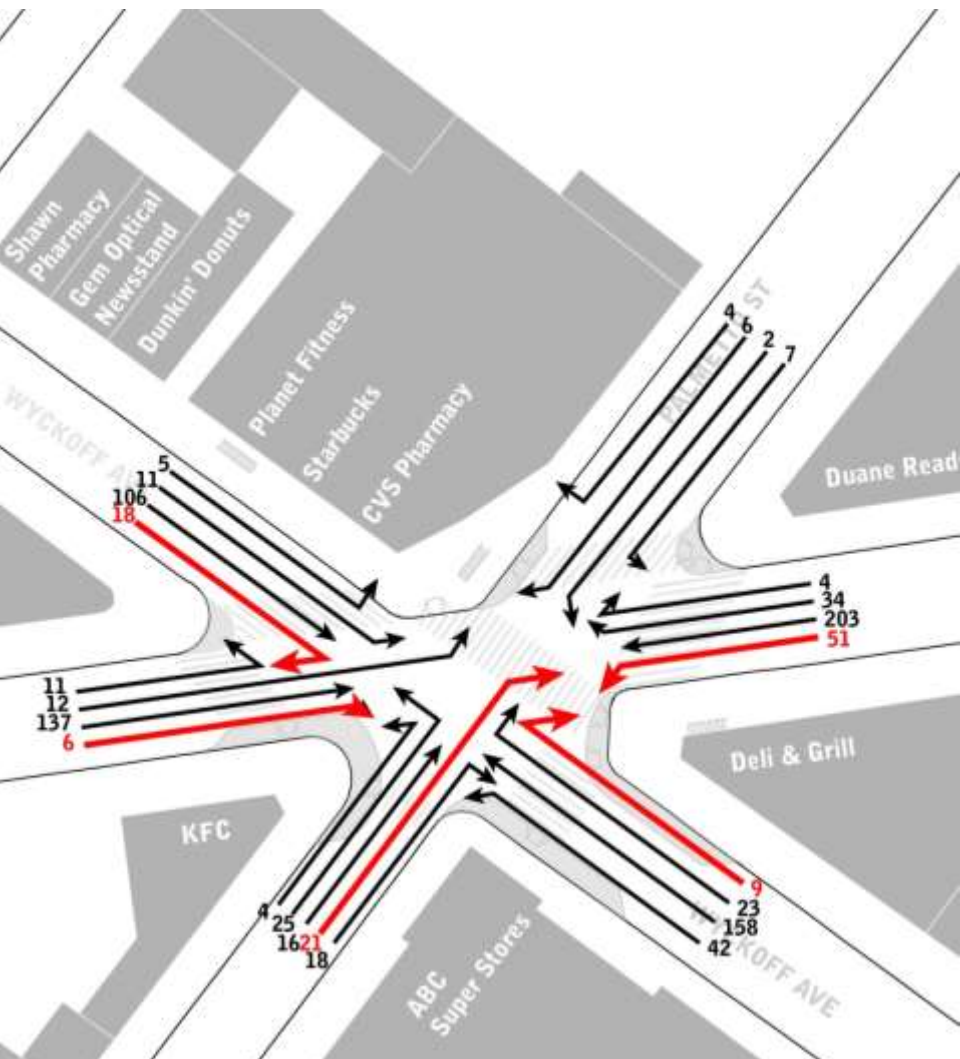
Very complex intersection

- 6 street approaches
- 25 possible vehicular movements



September 2014

- 5 turns were banned
- 20 vehicular movements remain
- (20 is still a lot of movements – a normal intersection has 12)



AM/PM Peak turns: Low compliance with **banned turns**

People still use the banned turns in high numbers

DOT has worked with NYPD for more enforcement

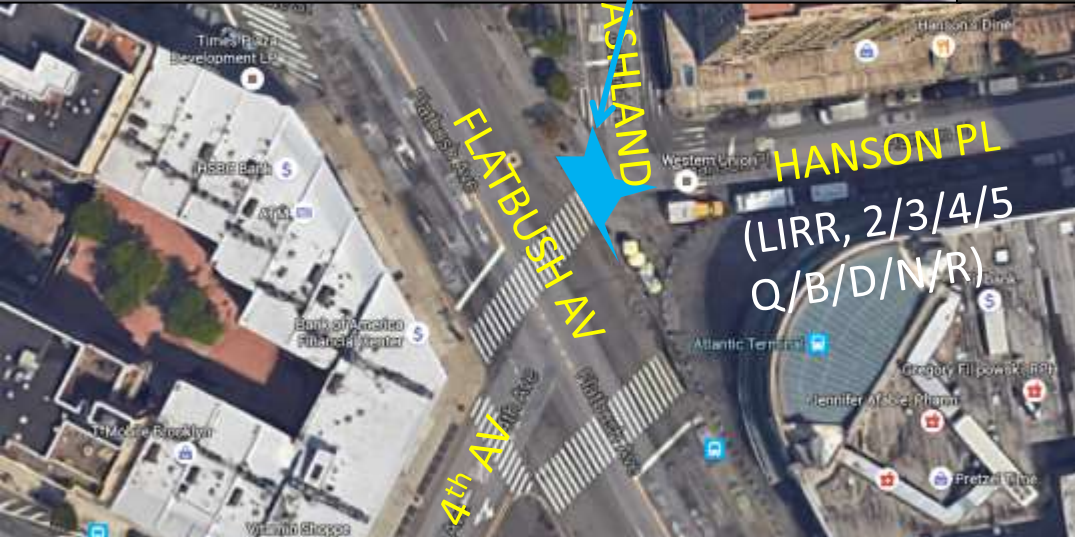
3. Finding a Safer Design Solution



Safety Design Goal: Fewer active legs of the intersection will be simpler and safer
Why? DOT has done similar projects that reduced injuries
Steps: Evaluate roles of each street in the local network

Precedent: Atlantic Terminal (2008)

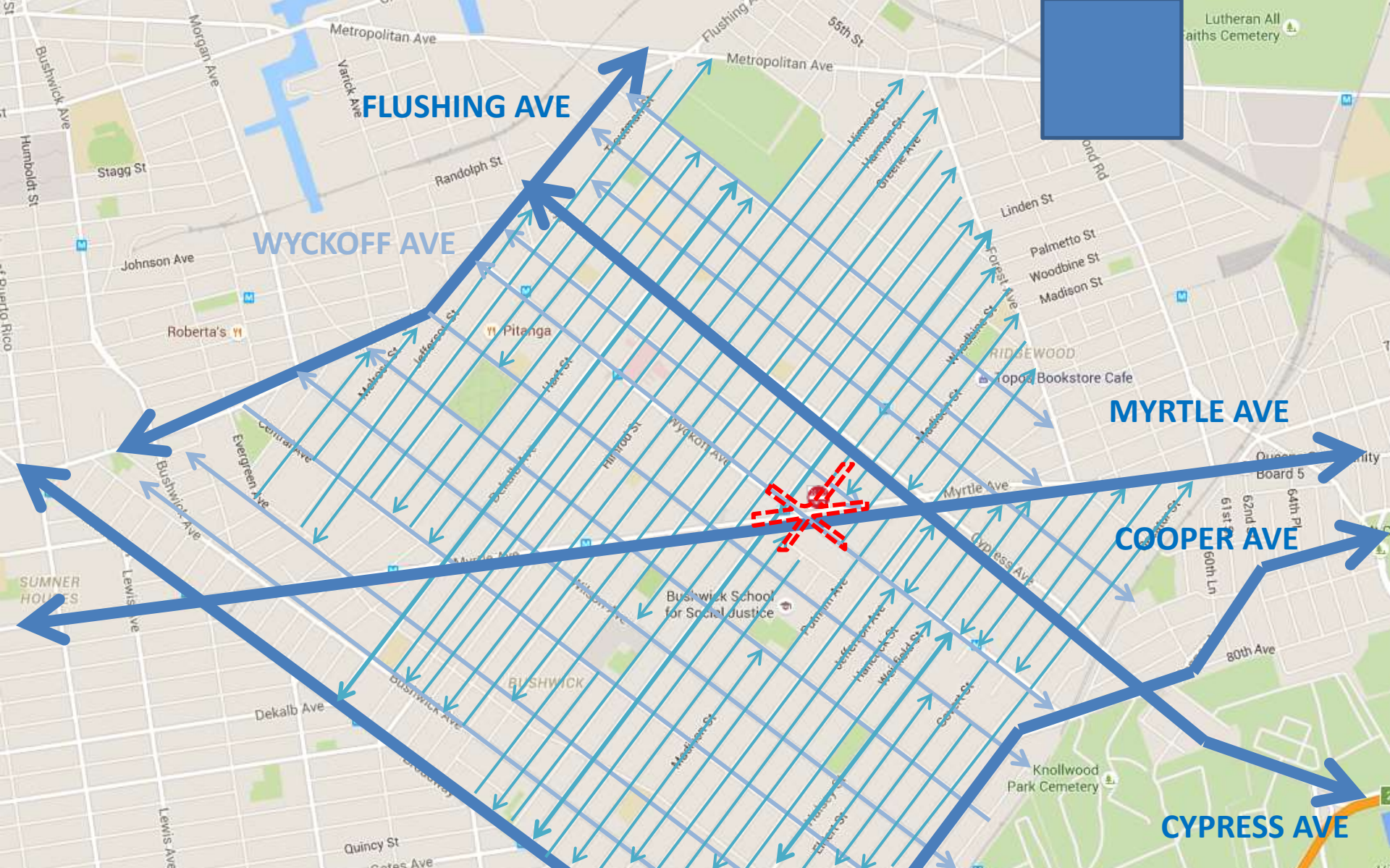
Closed slip, simplified intersection, expanded public space



Simplifying the 4th Ave/Flatbush intersection by closing a slip to Ashland and Hanson Pl reduced injuries by 59%

- Total Crashes: - 24%
- Crashes with Injuries: -57%
- Motor Vehicle Occupant: -57%
- Pedestrian: - 50%
- Cyclist: -100%
- Total Injuries: - 59%

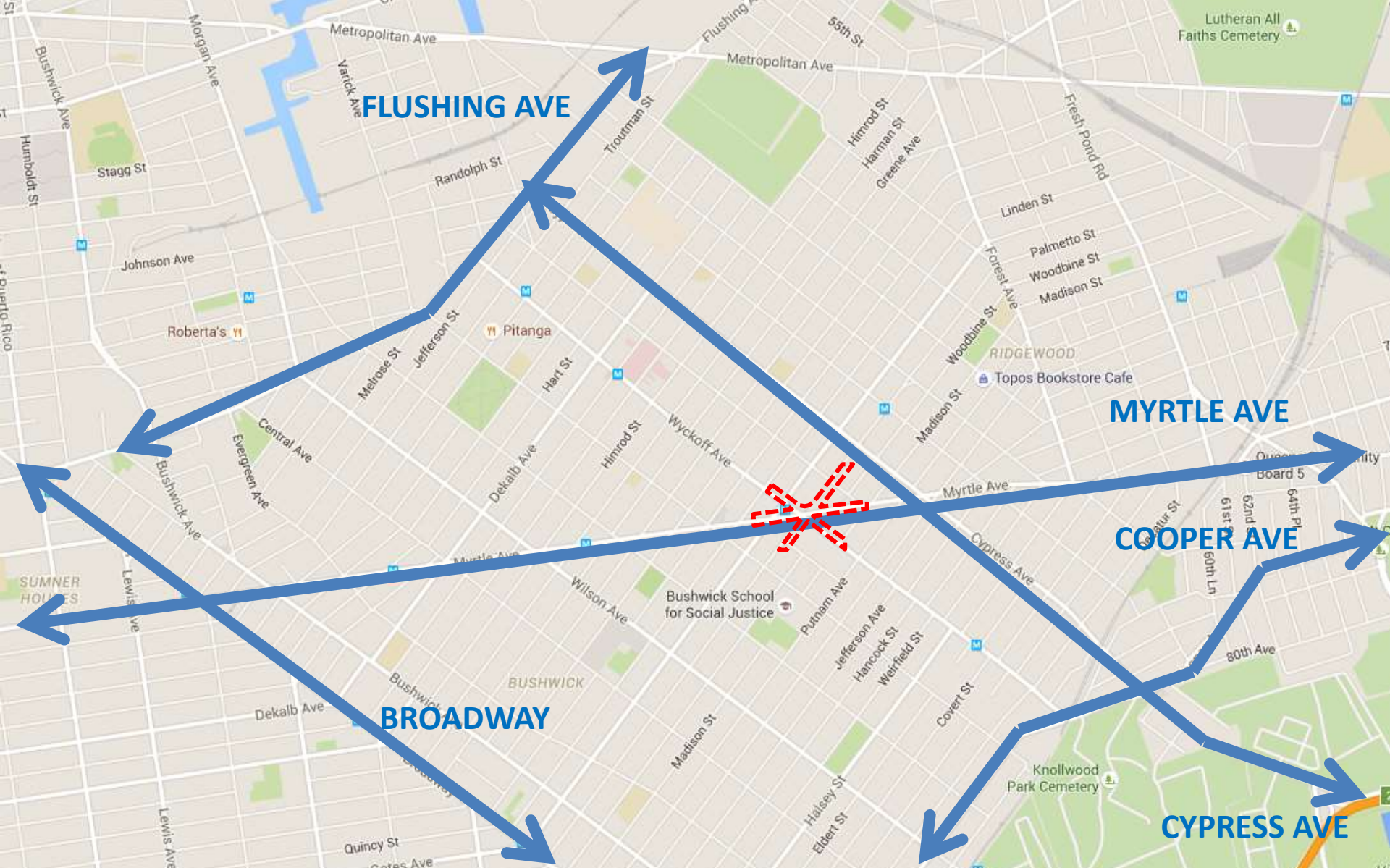
Safety Design Goal: Fewer active legs of the intersection will be simpler and safer
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Steps: Evaluate roles of each street in the local network

Myrtle/Wyckoff is at the center of a perfect grid

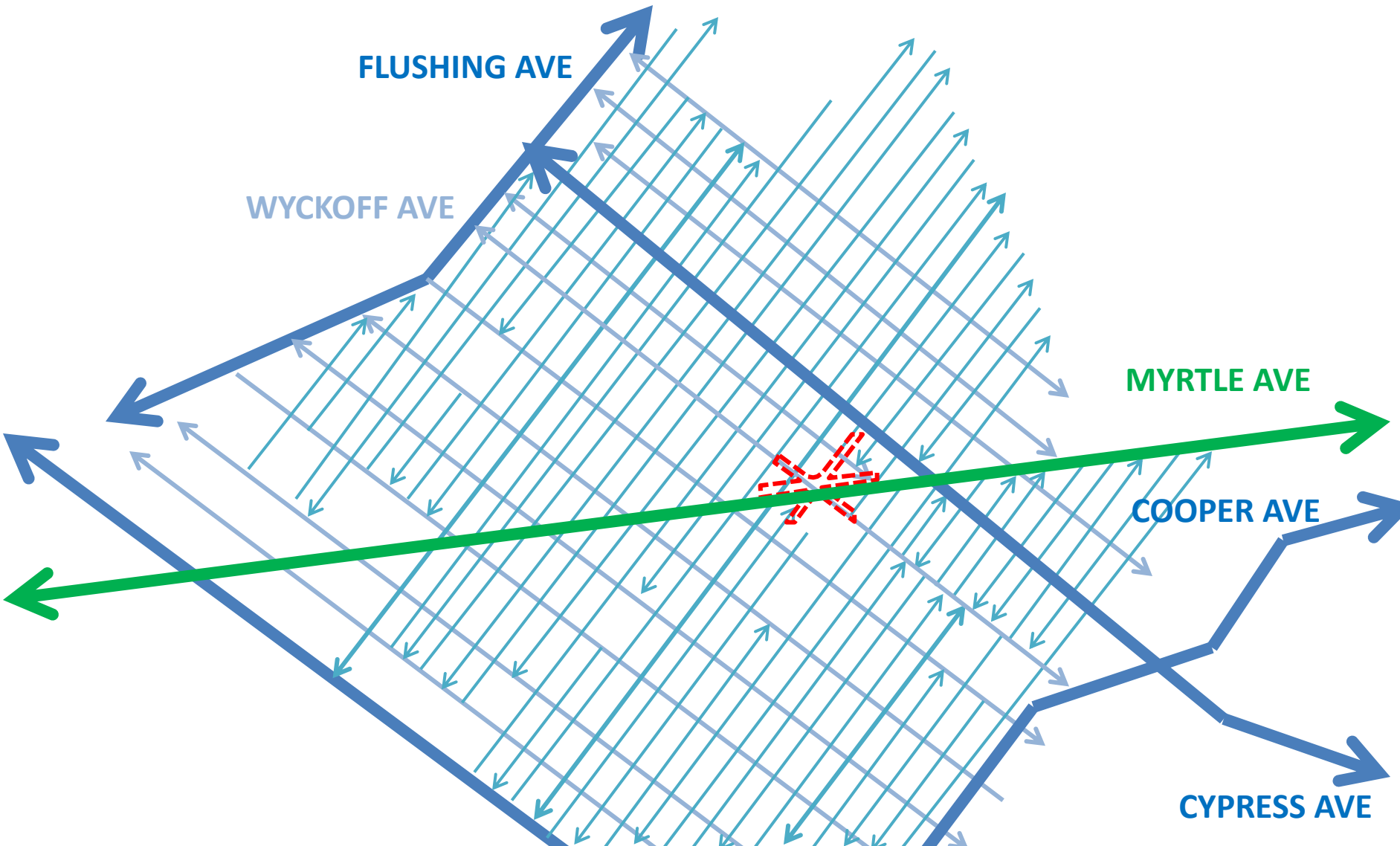
Wyckoff Ave only runs from Flushing to Cooper, like 6 other parallel neighborhood avenues



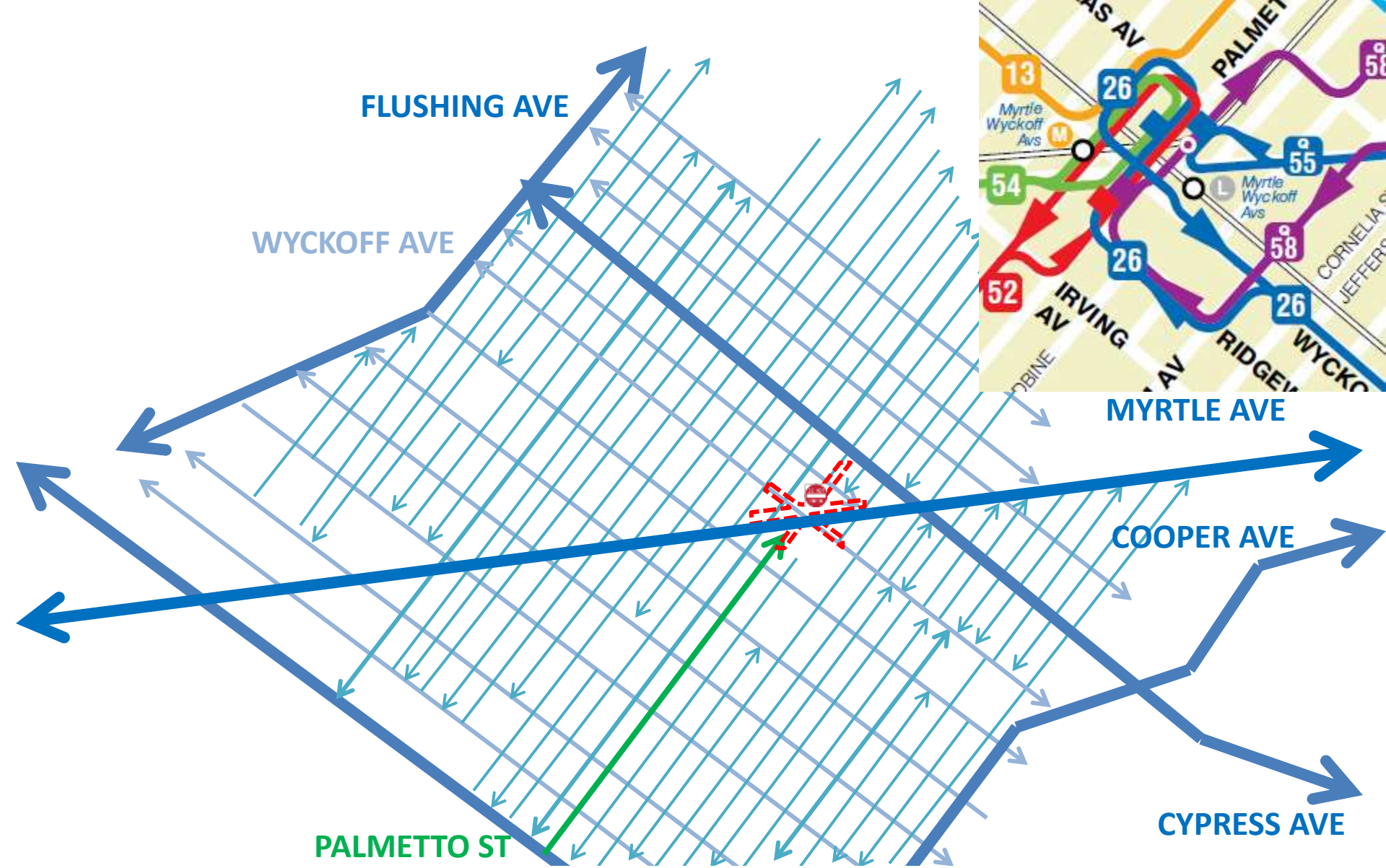
Major Thoroughfares

These streets go through and are truck routes

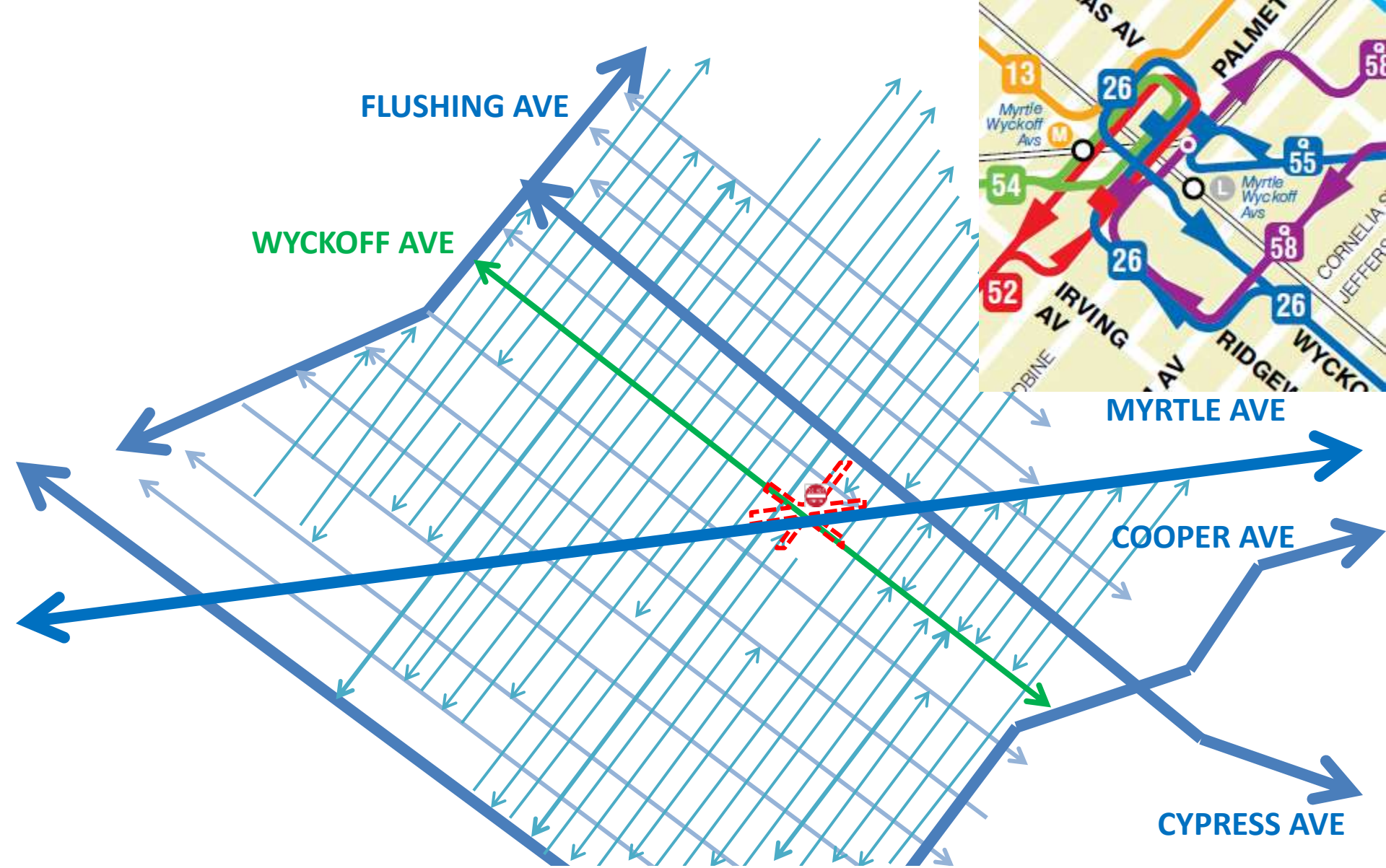
They connect Bushwick/Ridgewood to surrounding areas



Myrtle Ave is a truck route and must remain a through route
Myrtle Ave runs against the grid and has no obvious alternate route substitutes



Palmetto St is a local one-way eastbound street
 East of Myrtle it is the bus-only Ridgewood Terminal
 West of Myrtle it carries the B26, B52, and Q58 approaching the Terminal



Wyckoff is a local two-way avenue, similar to many others in the grid
 Wyckoff only runs from Flushing to Cooper – it is not a through street outside this area
 It is not a truck route. Only one bus, the B26, runs on Wyckoff Ave at the intersection



QUEENS

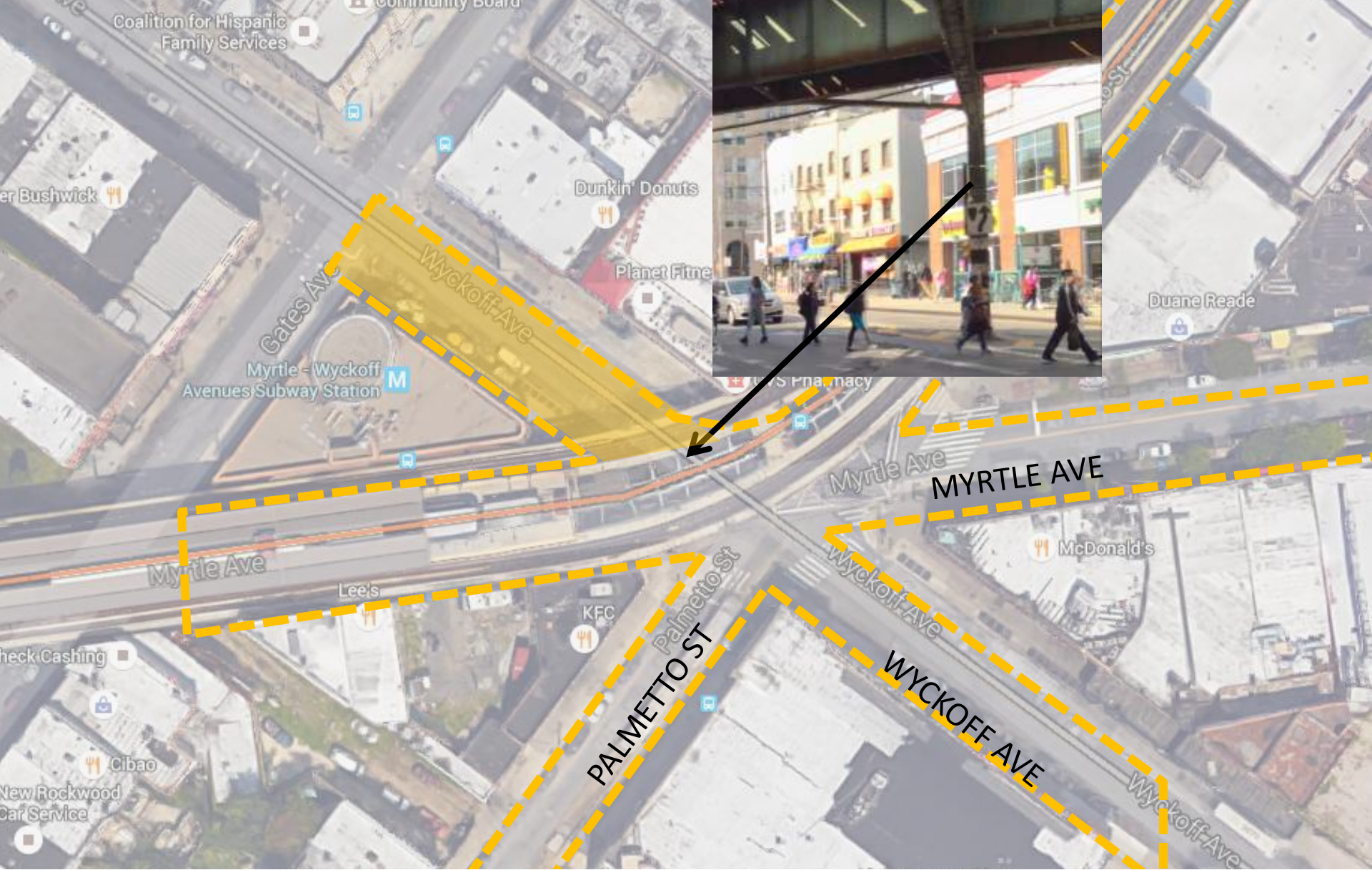


BROOKLYN

Safety Design Goal: Fewer active legs of the intersection will be simpler and safer
Result: Wyckoff Ave has the most potential for redesign



The south block of Wyckoff Ave is a long, wide, block with parking
The block would have to remain southbound for the B26 bus route
A closure here may complicate circulation for the Food Bazaar parking lot



The north block of Wyckoff Ave is a short block, with no parking on either side
High pedestrian volumes between the subway station and the bus terminal
The elevated train column compromises visibility and makes turns hard



>3x as many pedestrians as vehicles in the peak hours use this block
Peak vehicle use per hour vs. Peak pedestrian use per hour

STREET CLOSURE

PEAK # OF VEHICLES / HOUR



Other successful plazas had nearly twice as much vehicular traffic prior to closure and seen little to no circulation impacts.

4. Existing Conditions/Issues



Busy retail corridors on Myrtle and Wyckoff
High pedestrian volume crossing between trains and buses



Lack of outdoor seating opportunities

Station was rebuilt 2004-2007, but the streetscape was not improved

With so many food options at the site, there are still no places to sit outdoors and enjoy the space



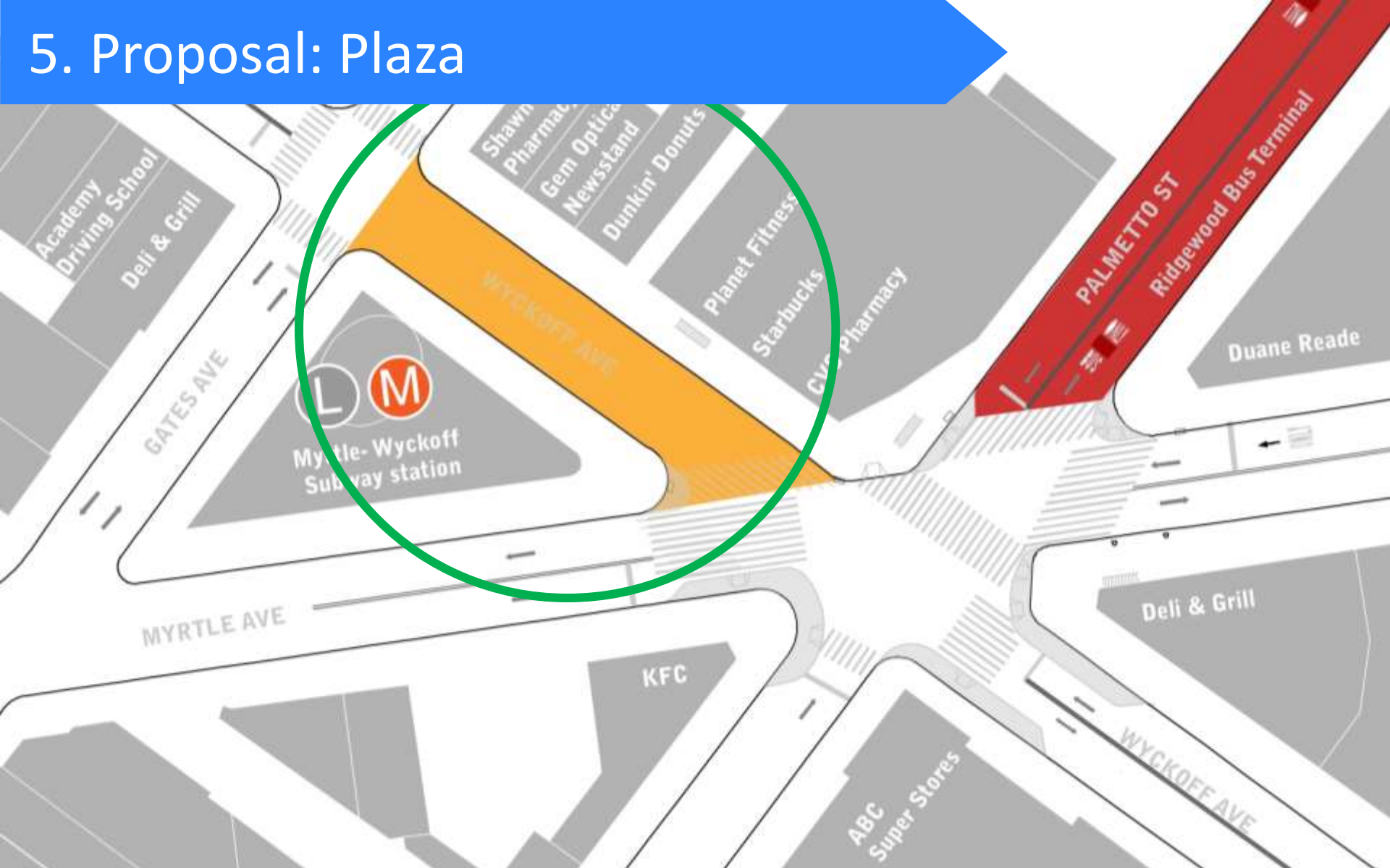
Ridgewood Bus Terminal

Palmetto between Wyckoff and St Nicholas Aves became a bus-only terminal in 2010
People transfer from subway to bus and bus to subway – which generates a lot of foot traffic

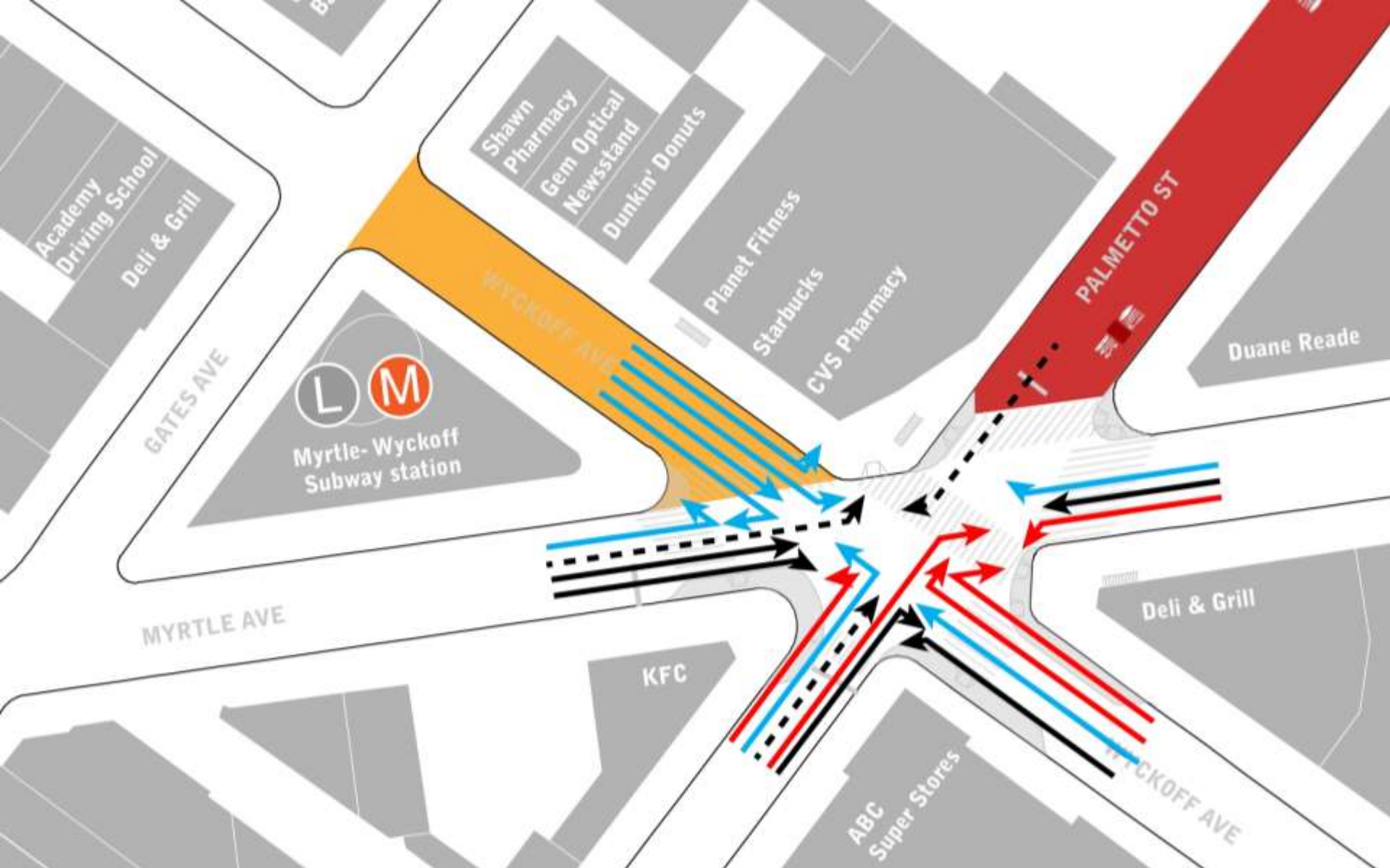


The retail and transit hub could better serve subway-to-bus riders and the community
The two MTA NYCT facilities are joined by high pedestrian transfer activity on narrow sidewalks and a hostile intersection

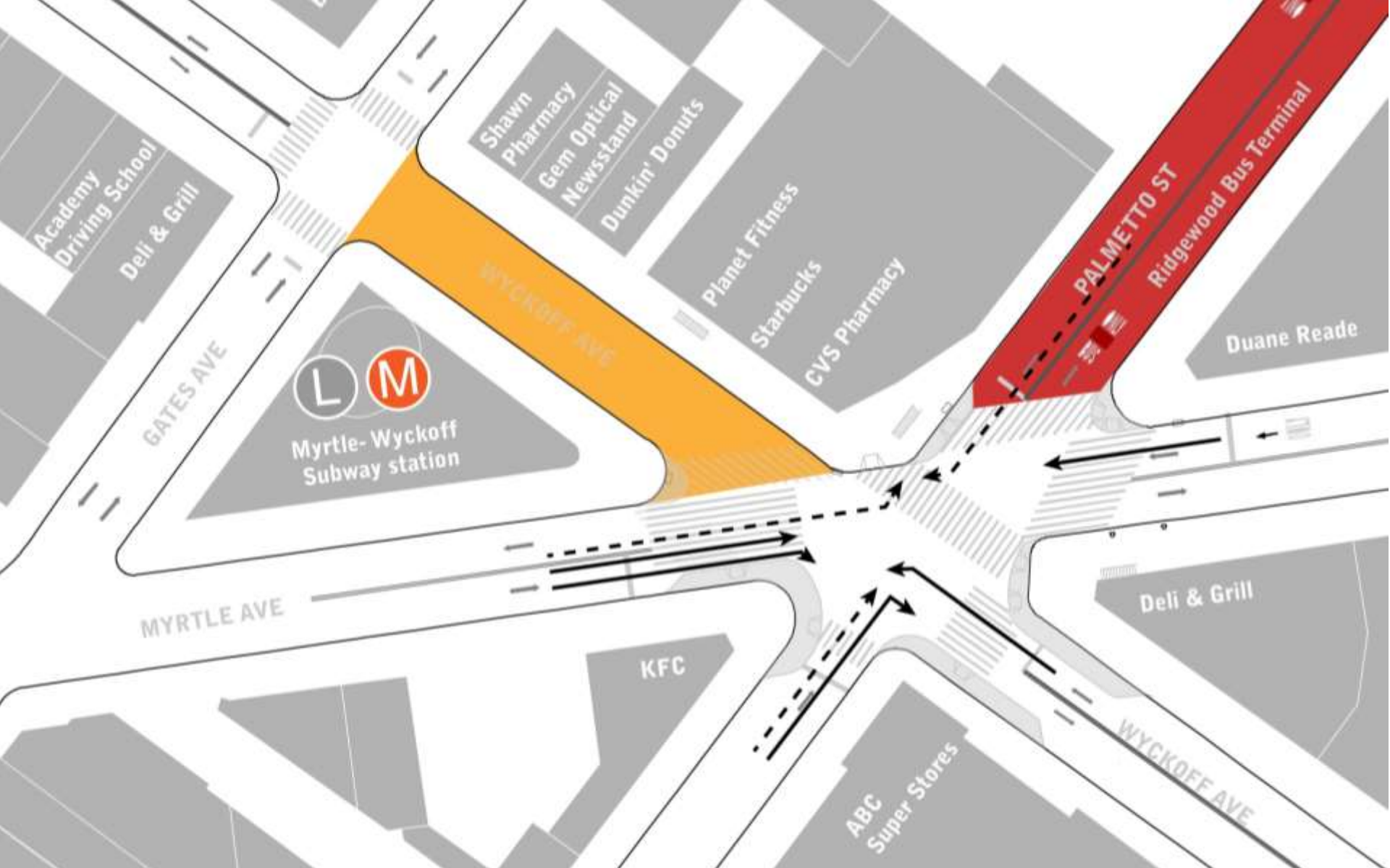
5. Proposal: Plaza



Responding to the missed opportunity: A plaza better serves transit riders
Removing vehicles from Wyckoff between Myrtle and Gates connects pedestrians transferring between the L/M subways and Ridgewood Terminal buses



Safety Proposal Effects: Plaza Conversion +8 additional turns would be eliminated



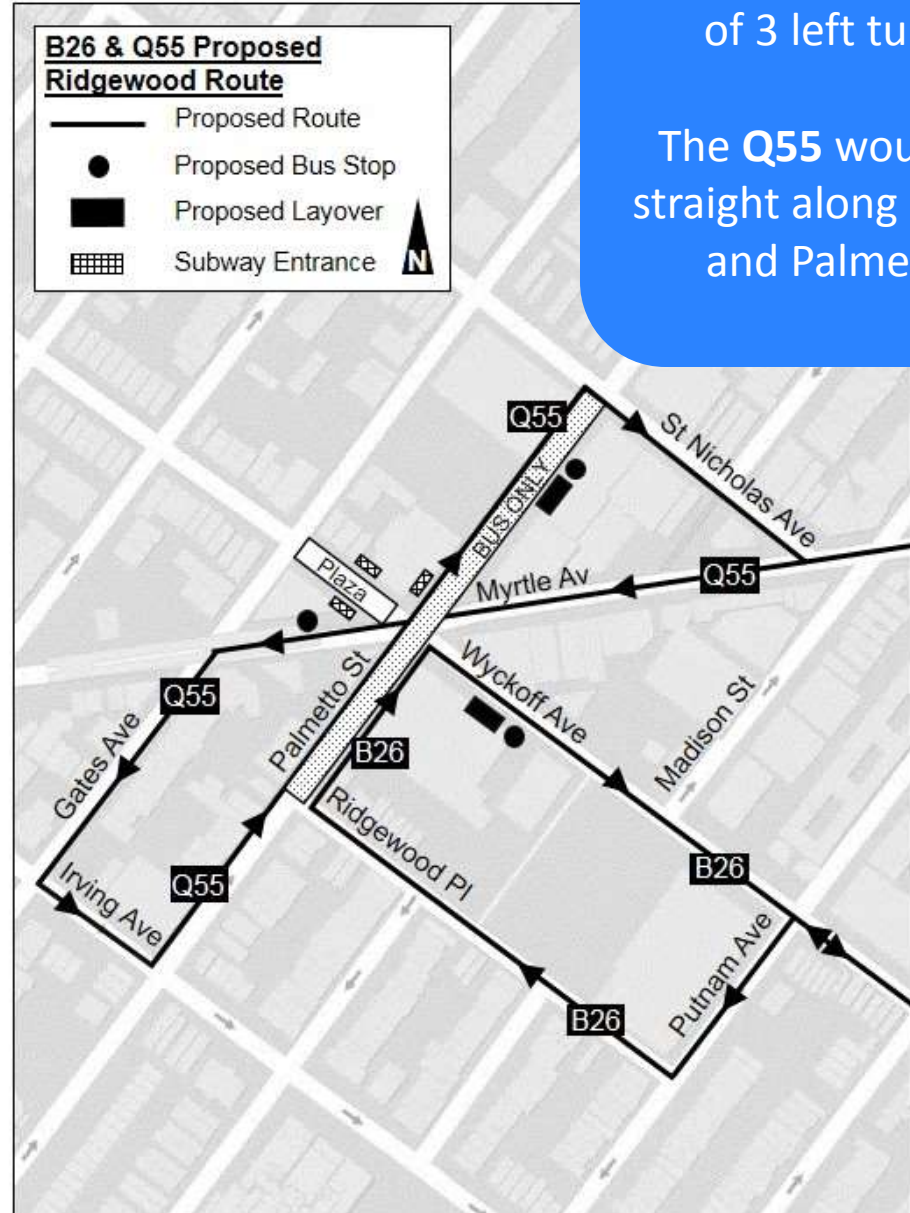
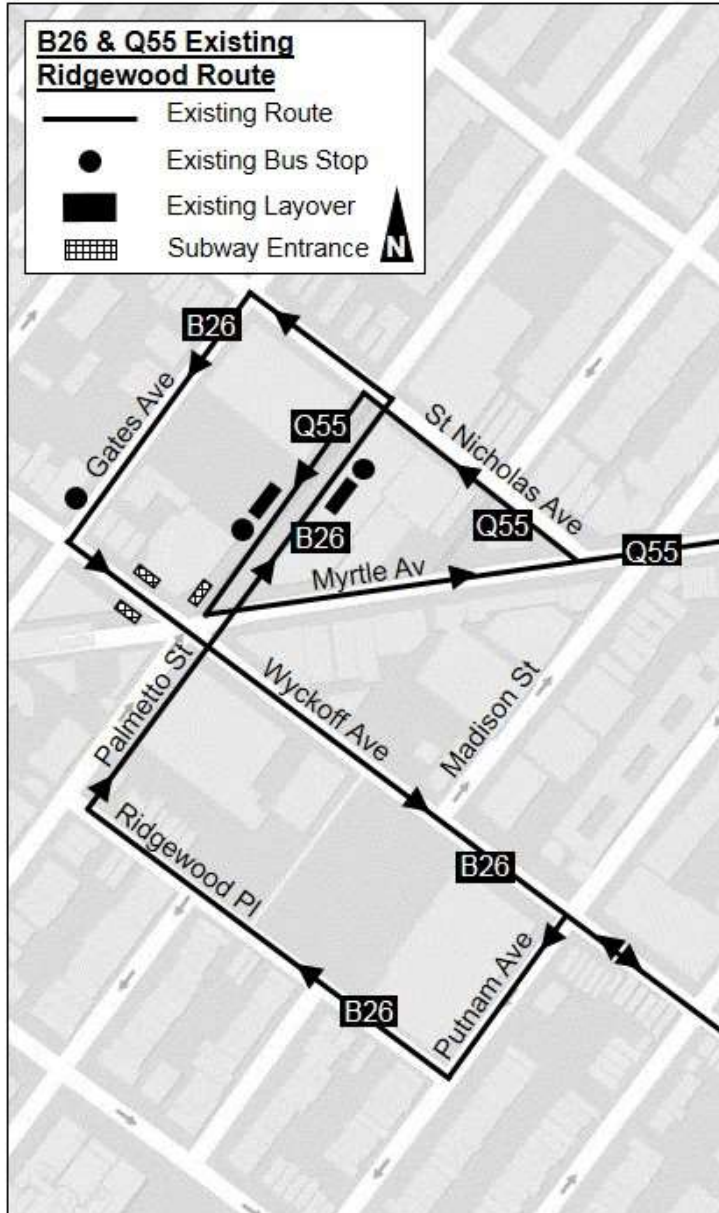
Safety Proposal Effects:

Plaza Conversion +8 additional turns would be eliminated
8 turns would remain (5 for private vehicles, 3 for buses)

Buses: B26/Q55: Proposed

The B26 would make 1 right turn instead of 3 left turns

The Q55 would go straight along Myrtle and Palmetto





The taxi stand on Palmetto would be relocated to the east curb of Wyckoff
In front of the M&J Deli & Grill

Curb Regulations: Proposed

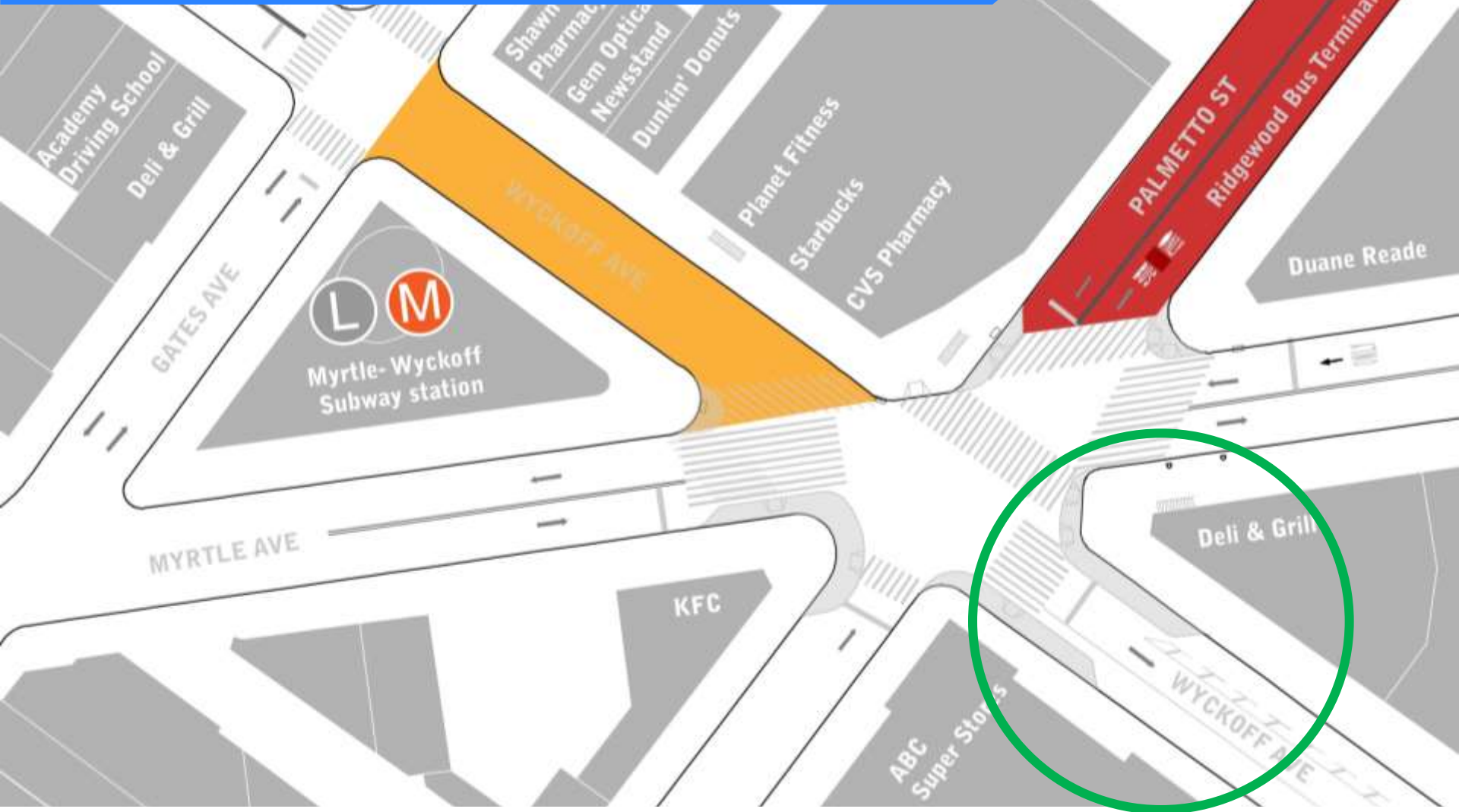


NEW PLAZA
EXISTING NSA

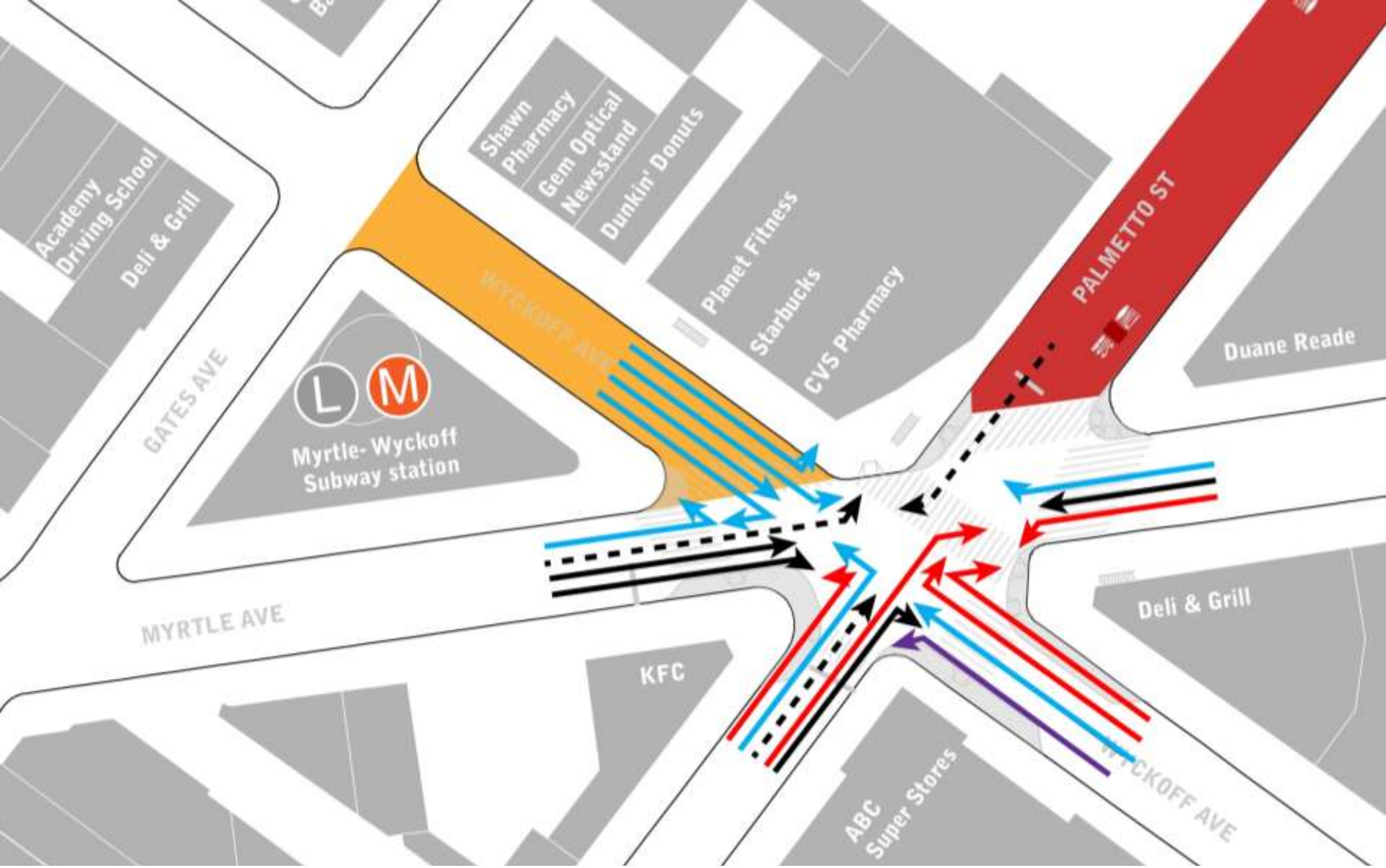
REMOVE TAXI STAND
EXISTING B52 STOP

NEW TAXI STAND
NEW NO STANDING ANYTIME 250' - B26 STOP/LAYOVER

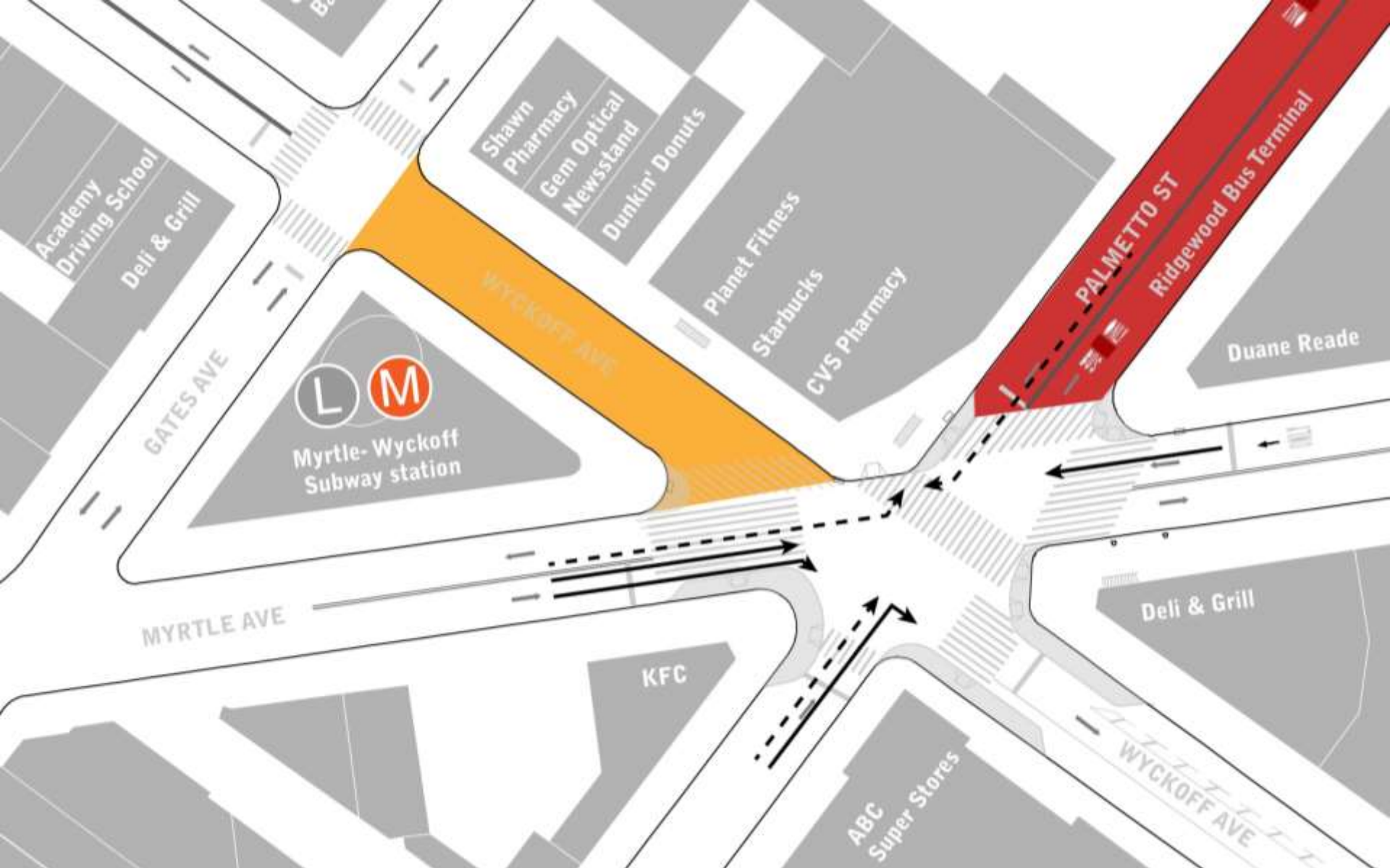
Proposal: Plaza + one-way block



Conversion to one-way (optional) makes this a simpler intersection with fewer turn options.



Safety Proposal Effects: Wyckoff one-way Southbound: +1 additional turn eliminated



Safety Proposal Effects:

Plaza and Wyckoff Southbound: +1 additional turn eliminated
7 turns would remain (4 for private vehicles, 3 for buses)

Wyckoff Ave Southbound: 3 Options Analyzed



Recommend: Conversion at Madison

Pro: More eastbound options,
easier to continue northwest
on St Nicholas or Cypress Aves
Con: Food Bazaar may change
parking lot circulation



1-way southbound to 2-way conversion at Madison St would be installed with stop signs at first and then be evaluated for a new signal control



Wyckoff Ave and Madison St

Better Signage

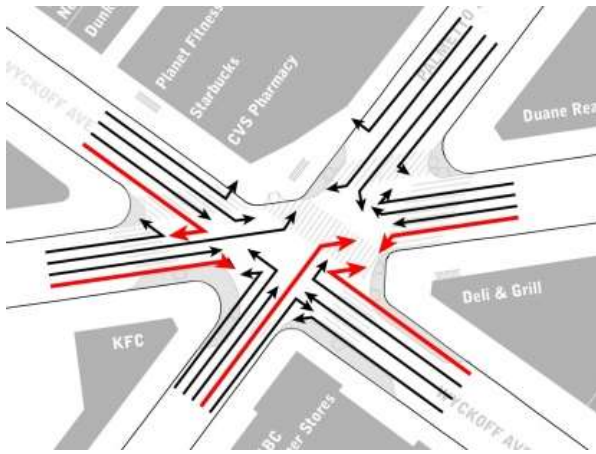
Very little visibility of the east crosswalk across Myrtle



DOT is investigating custom signage at this location to more effectively ban the right to Myrtle which has killed two pedestrians

View into intersection from Palmetto St approach

The right turn to Myrtle is already banned



NOW: 5 Bans, Ineffective



WYCKOFF PLAZA:
8 turns remain (5 private vehicle, 3 bus)



PLAZA + ONE-WAY SOUTHBOUND:
7 turns remain (4 private vehicle, 3 bus)

Simplest intersection option
Reduces signal phases from 3 to 2
Requires 1 to 2-way conversion at Madison St

6. Outreach

- DOT has been doing outreach since January:
 - January 26, 27: Preview meetings with Community Boards
 - February 18: Preview meetings with Council Members
 - March 29: Queens public workshop (IS 77)
 - April 3, 11: DOT Ambassadors visited 39 businesses door-to-door
 - April 27: Brooklyn public workshop (Bushwick School for Social Justice)
 - April 30: One Day Plaza – 130 surveys collected
 - May 17: Preview meeting with Wyckoff Heights Medical Center EMS
 - May/June: Public Community Board presentations
 - Brooklyn CB4: June 6 (TC), and June 15 (FB)
 - Queens CB5: May 24 (TC), [June 21 \(TC\)](#)



Queens Workshop March 29



Brooklyn Workshop April 27



One Day Plaza
Saturday April 30, 2016

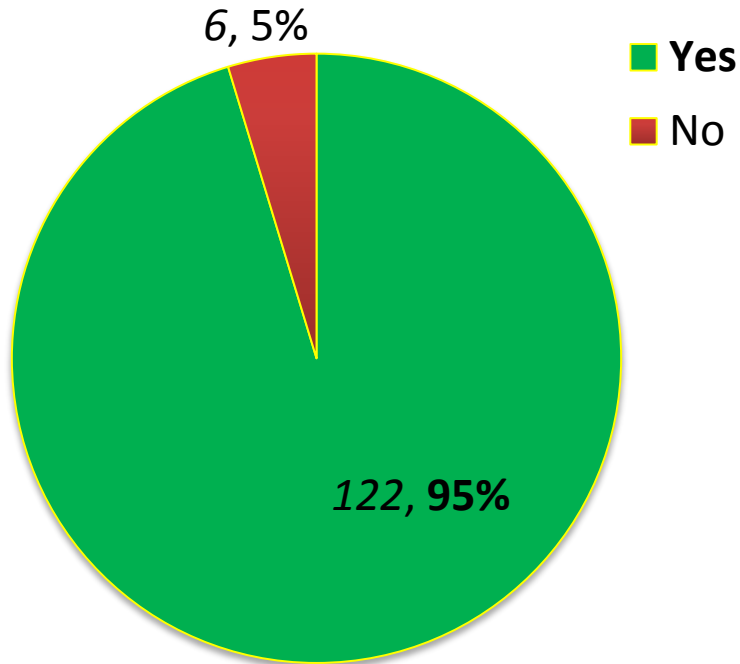
What we heard from our outreach

Question	
Not Enough Time to Cross	46%
Failure to Yield	62%
Long Wait to Cross	40%
Drivers Ignore lights/signals	49%
Indirect Crossings	60%
Poor Visibility	59%
Double Parking	72%
Jaywalking	64%
Speeding	67%
Nowhere to Sit	63%

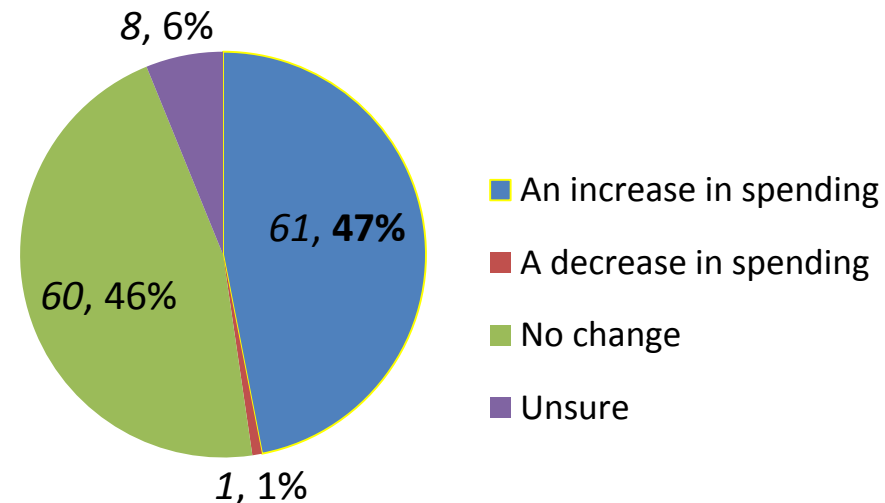
46 surveys from March 29 workshop in Queens, and April 27 workshop in Brooklyn
% agreeing each issue was “a problem” or “a major problem”

What we heard from our outreach

Would you like to see a permanent plaza here?

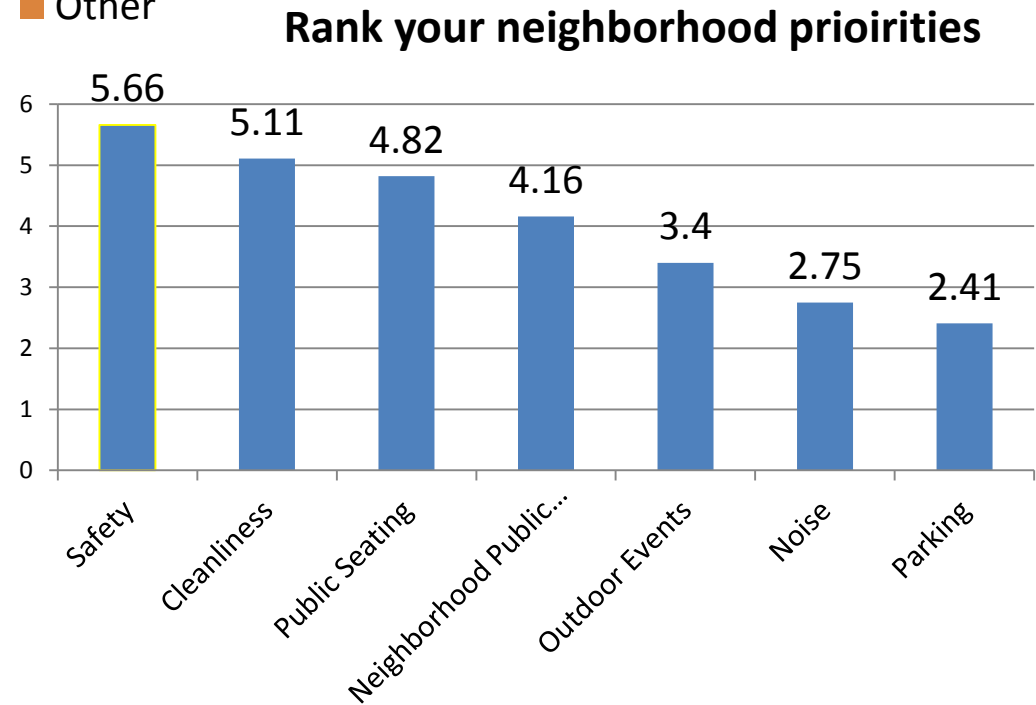
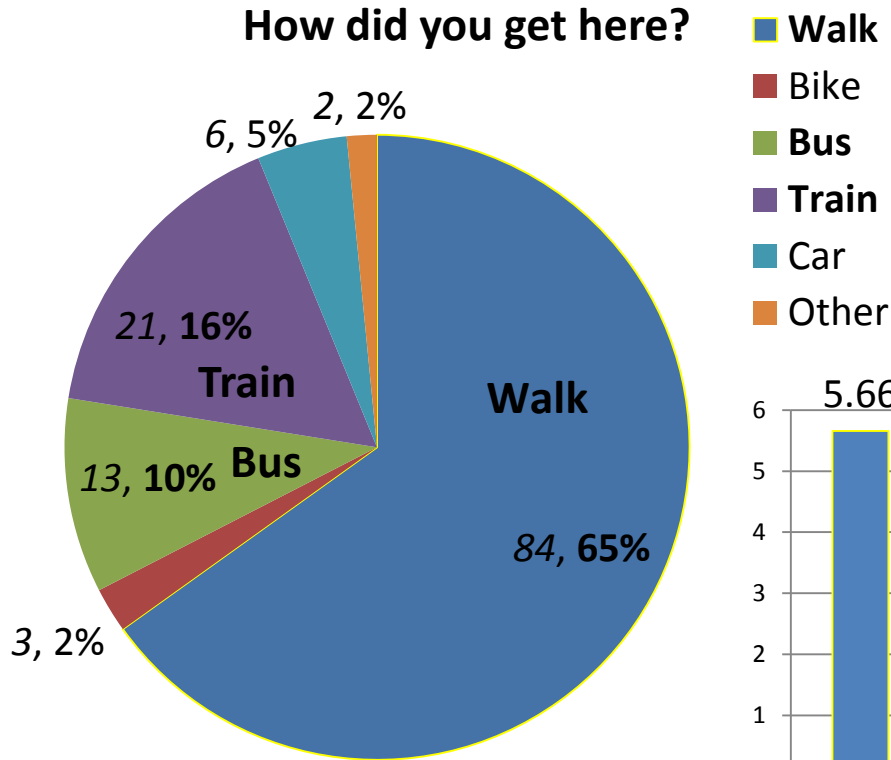


How would a permanent plaza here affect your shopping habits?



One Day Plaza on April 30: 130 surveys collected; 82% from Bushwick/Ridgewood zipcodes
47% male, 52% female; 3% <18, 49% age 19-40; 39% age 41-60; 9% 61+

What we heard from our outreach



One Day Plaza on April 30: 130 surveys collected; 82% from Bushwick/Ridgewood zipcodes
47% male, 52% female; 3% <18, 49% age 19-40; 39% age 41-60; 9% 61+

7. Plaza Design



UMBRELLAS

PLANTERS

MOVABLE FURNITURE

GRANITE BLOCKS

EPOXY GRAVEL

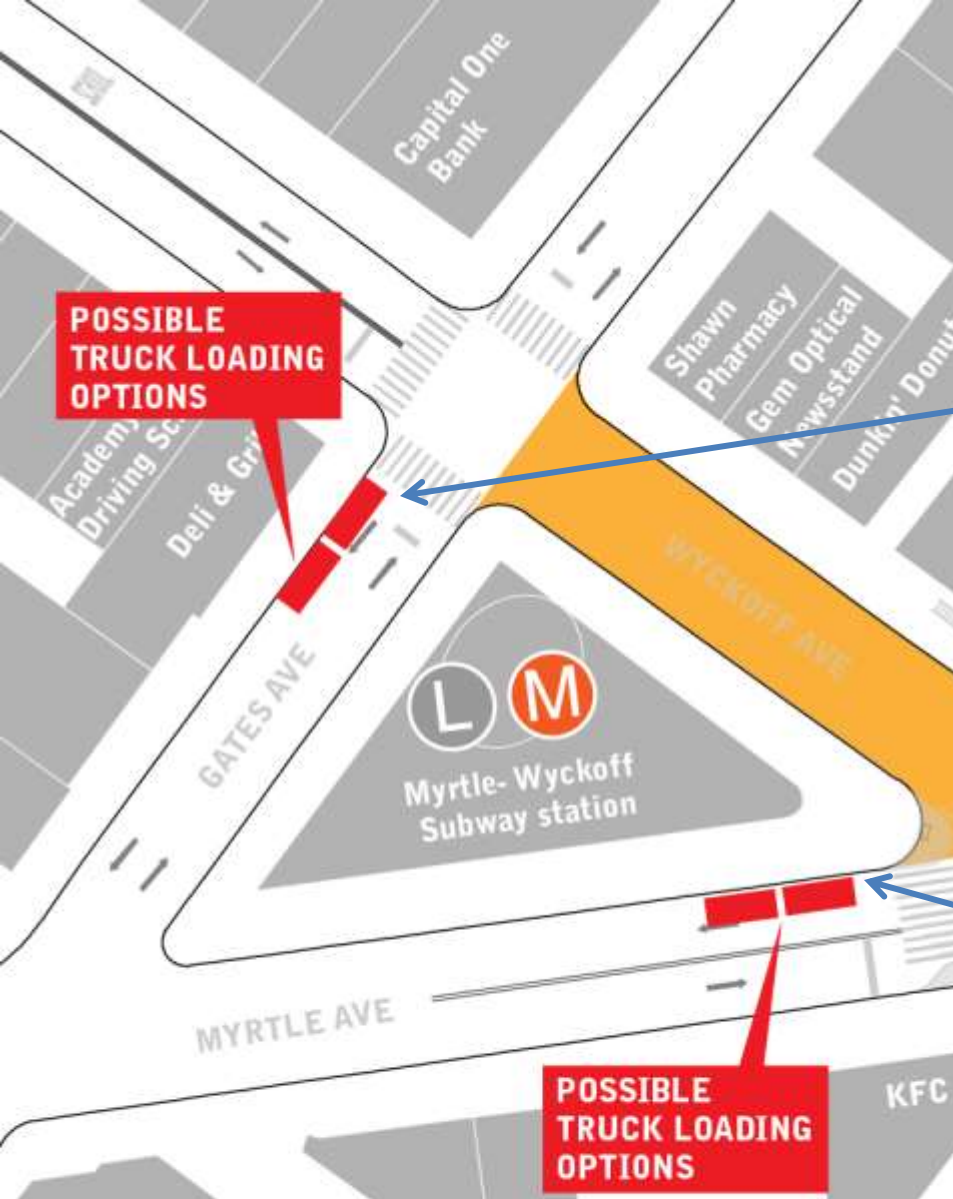
FLEXIBLE DELINEATORS

DOT has installed public spaces on retail streets that have created neighborhood space
71st Avenue Plaza: Ridgewood, Queens: Opened 2012
With a maintenance partner, neighborhoods have the opportunity to program and take ownership over their public spaces



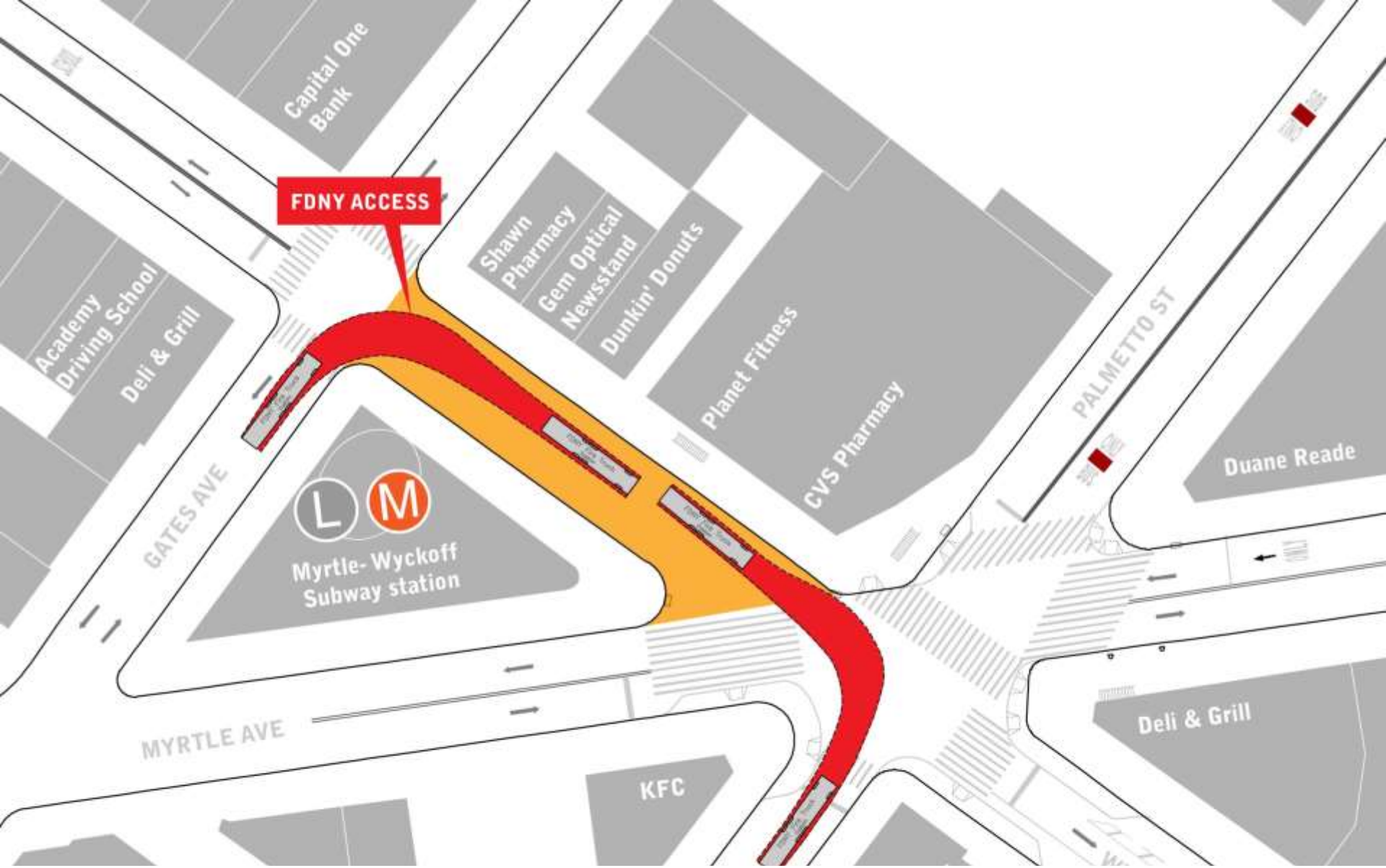
June 1-August 31, 2016 window for partners to apply to Round 9 of the Plaza Program to manage this plaza: nyc.gov/plazas

Interim Plaza Plan



Issue: Truck Loading & Vehicle Drop-offs

DOT to designate commercial loading zone and work with businesses/residents to monitor effectiveness



FDNY ACCESS

L M

Myrtle-Wyckoff
Subway station

MYRTLE AVE

PALMETTO ST

Capital One
Bank

Academy
Driving School
Deli & Grill

Shawn
Pharmacy
Gem Optical
Newsstand
Dunkin' Donuts

Planet Fitness

CVS Pharmacy

Duane Reade

Deli & Grill

KFC

Issue: Emergency Access

FDNY Approves of the closure w/ access points

8. Next Steps

- If supported, implementation would begin in late summer 2016
- DOT & DDC will host a public workshop to gather input on the capital plaza design
- Wyckoff Ave Reconstruction (HWK876) will follow, estimated to begin in 2018-2019