Wyckoff Avenue Intersection and Plaza
Corridor Safety Improvements

New York City Department of Transportation
Research, Implementation and Safety | Public Spaces
Presented June 21 to Queens Community Board 5 Transportation Committee
• 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.**
The 6-leg intersection is at the junction of two boroughs, Queens and Brooklyn.
Myrtle Ave and Palmetto St are identified as Priority Corridors
Myrtle Ave/Wyckoff Ave/Palmetto St is identified as a Priority Intersection
## A Top 5 intersection for pedestrian fatalities (2009-Present)

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

All of the other intersections have wider streets with more lanes and higher traffic volumes.
### Injuries 2010-14

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Injuries</td>
<td>25</td>
<td>(10 of 16 known)</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>16 (64%)</td>
<td>With Signal: 5 (39%)</td>
</tr>
<tr>
<td>Severe</td>
<td>2</td>
<td>Against Signal: 2 (9.5%)</td>
</tr>
<tr>
<td>Moderate</td>
<td>4</td>
<td>Outside crosswalk 3 (30%)</td>
</tr>
<tr>
<td>Vehicle Occupant</td>
<td>9 (36%)</td>
<td></td>
</tr>
<tr>
<td>Killed</td>
<td>3</td>
<td>All Pedestrians</td>
</tr>
</tbody>
</table>

#### Examples
- 02/20/2009 Hui Wu – PED
- 01/31/2013 Ella Bandes – PED
- 10/31/2014 Edgar Torres – PED
Myrtle/Wyckoff/Palmetto has 2x as many injuries as other intersections on Wyckoff Ave in the last 5 years of data (2010-2014).
Myrtle/Wyckoff/Palmetto also has many more injuries than nearby intersections on Myrtle Ave in the last 5 years of data (2010-2014).
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
Pedestrian crossings were shortened
5 turns were banned
20 vehicular movements remain
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
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Precedent: Atlantic Terminal (2008)

Closed slip, simplified intersection, expanded public space

BEFORE 2008: Flatbush Ave/Ashland Pl

AFTER 2008: Flatbush Ave/Ashland Pl

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
Why? DOT has done similar projects that reduced injuries
Steps: Evaluate roles of each street in the local network
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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.
The 6-leg intersection is at the junction of two boroughs, Queens and 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 6-leg intersection is at the junction of two boroughs, Queens and Brooklyn.

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
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
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
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

1. ONE-WAY ONLY SB

2. FOOD BAZAAR

3. PUTNAM AV

BOTH WAYS
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.
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)
One Day Plaza
Saturday April 30, 2016
## What we heard from our outreach

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

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

Would you like to see a permanent plaza here?

- Yes: 122, 95%
- No: 6, 5%

How would a permanent plaza here affect your shopping habits?

- An increase in spending: 61, 47%
- A decrease in spending: 60, 46%
- No change: 8, 6%
- Unsure: 1, 1%
What we heard from our outreach

How did you get here?

- **Walk**: 84, 65%
- **Bus**: 21, 16%
- **Train**: 13, 10%
- **Car**: 6, 5%
- **Bike**: 2, 2%
- **Other**: 3, 2%

Rank your neighborhood priorities

- Safety: 5.66
- Cleanliness: 5.11
- Public Seating: 4.82
- Neighborhood Public: 4.16
- Outdoor Events: 3.4
- Noise: 2.75
- Parking: 2.41

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47% male, 52% female; 3% <18, 49% age 19-40; 39% age 41-60; 9% 61+
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](nyc.gov/plazas)
Issue: Truck Loading & Vehicle Drop-offs
DOT to designate commercial loading zone and work with businesses/residents to monitor effectiveness
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