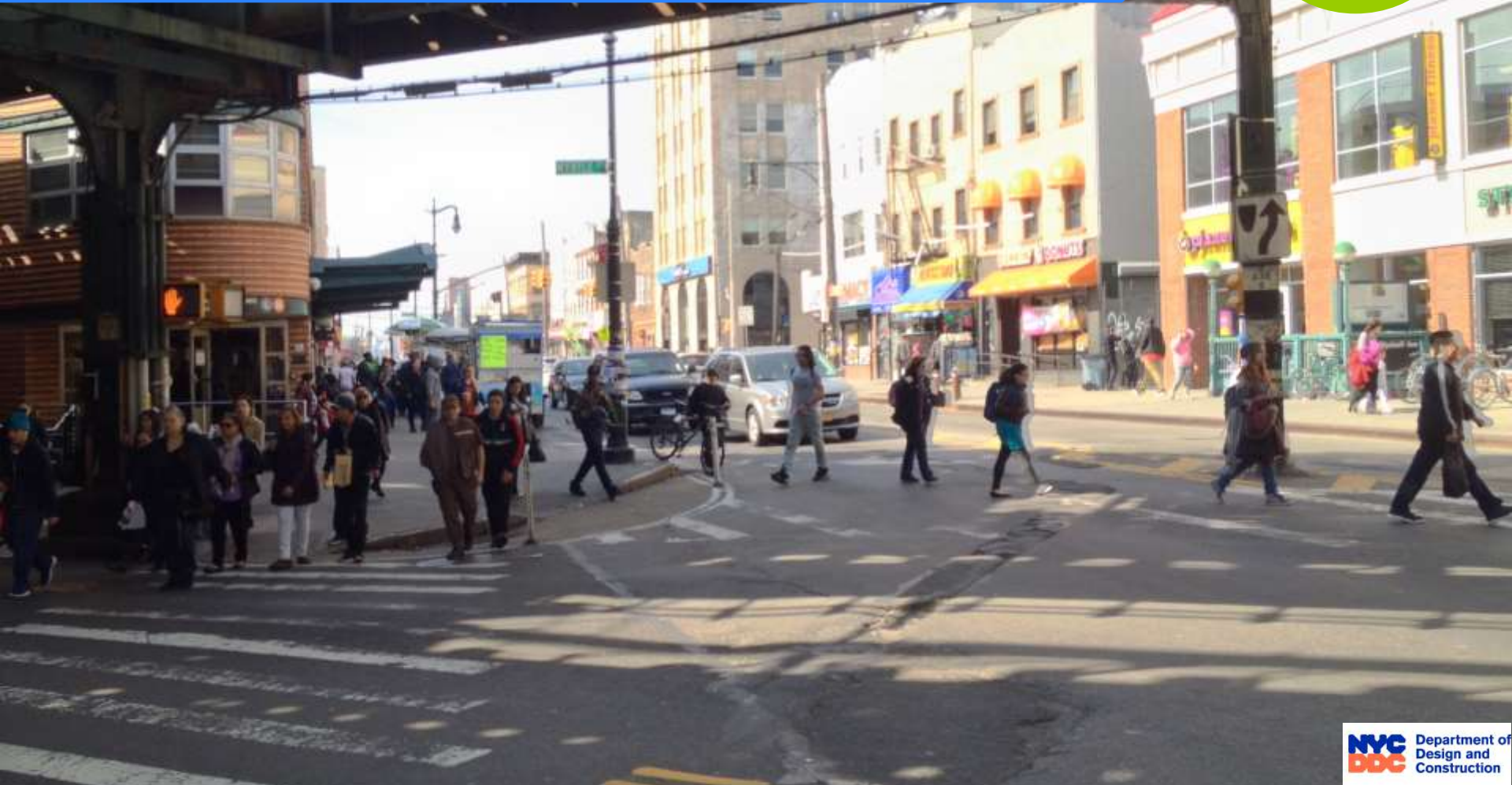


Wyckoff Avenue Intersection and Plaza

Corridor Safety Improvements

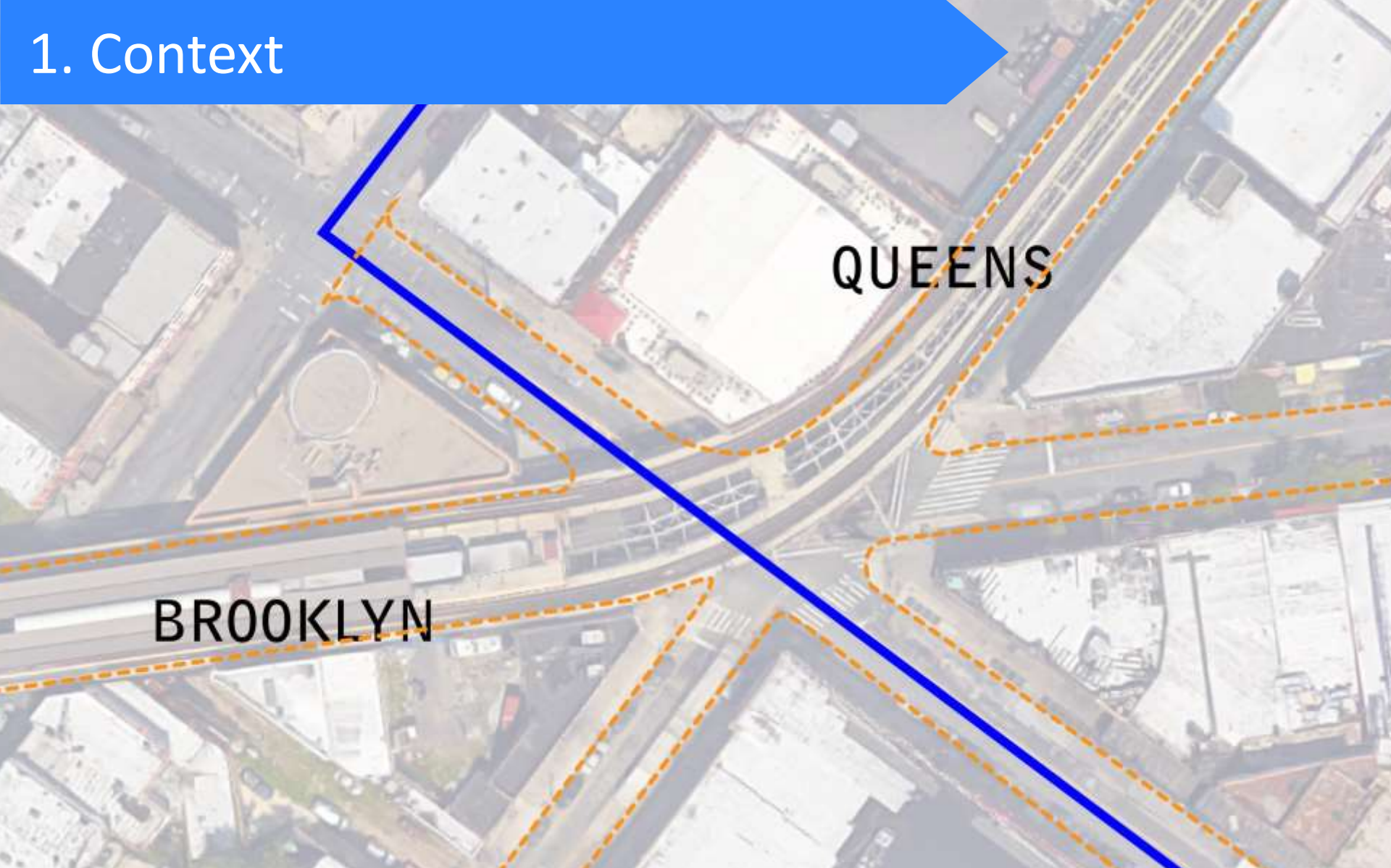
2016



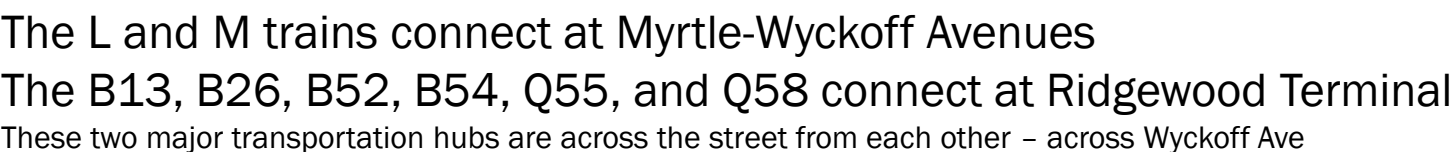
0. Myrtle/Wyckoff/Palmetto

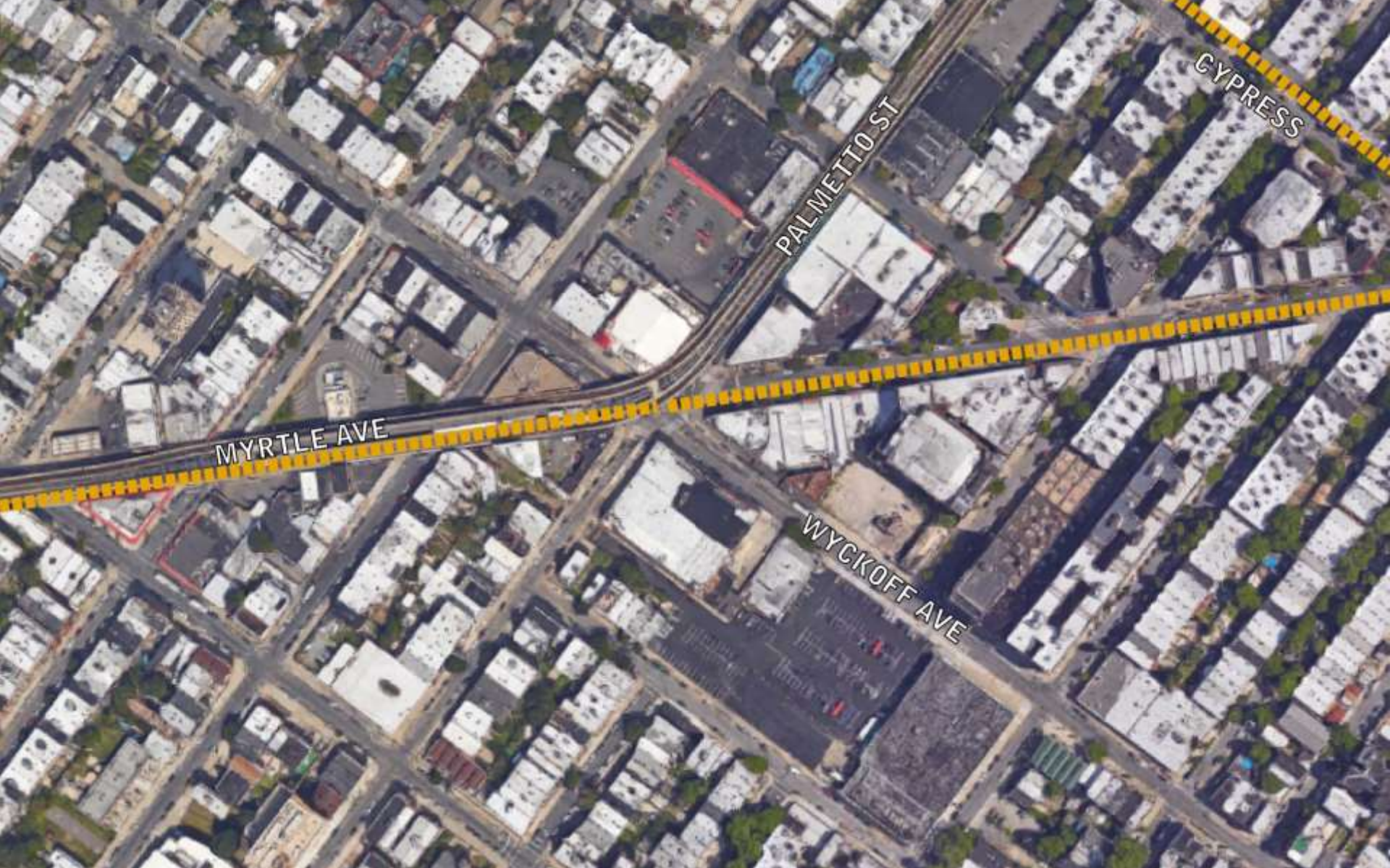
- DOT 2014 project design banned 5 turns following 2 fatalities. Following a third fatality, NYCT rerouted the B26 and Q58. Intersection still confusing. **Still a desire for more extensive safety improvements**
- 2015: DOT/DDC Wyckoff Ave (HWK876), received Vision Zero (safety) funding
- **DOT 2016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

1. Context



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

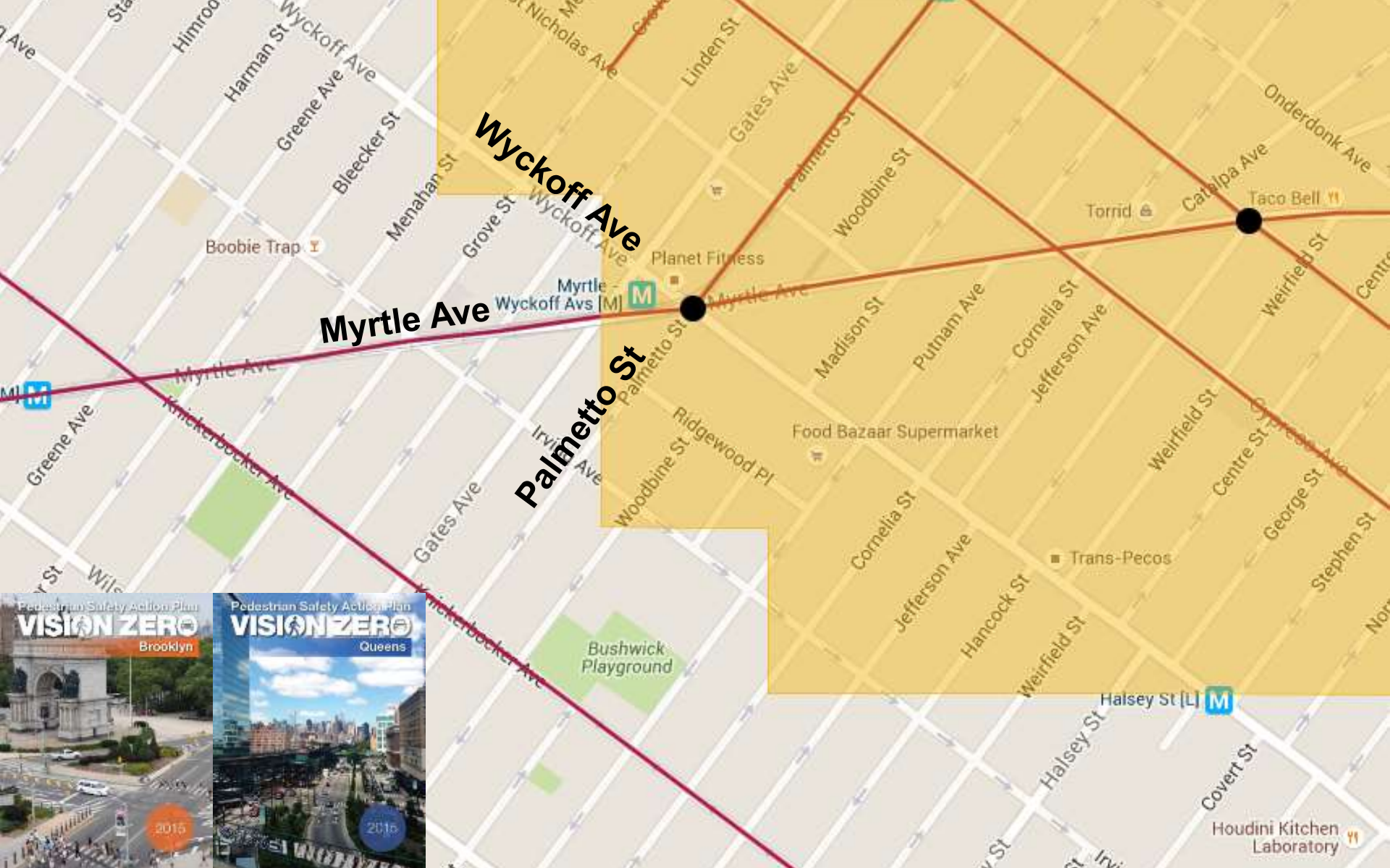




Truck Routes

Wyckoff Avenue is not a truck route
Myrtle and Cypress Avenues are truck routes

Truck Route

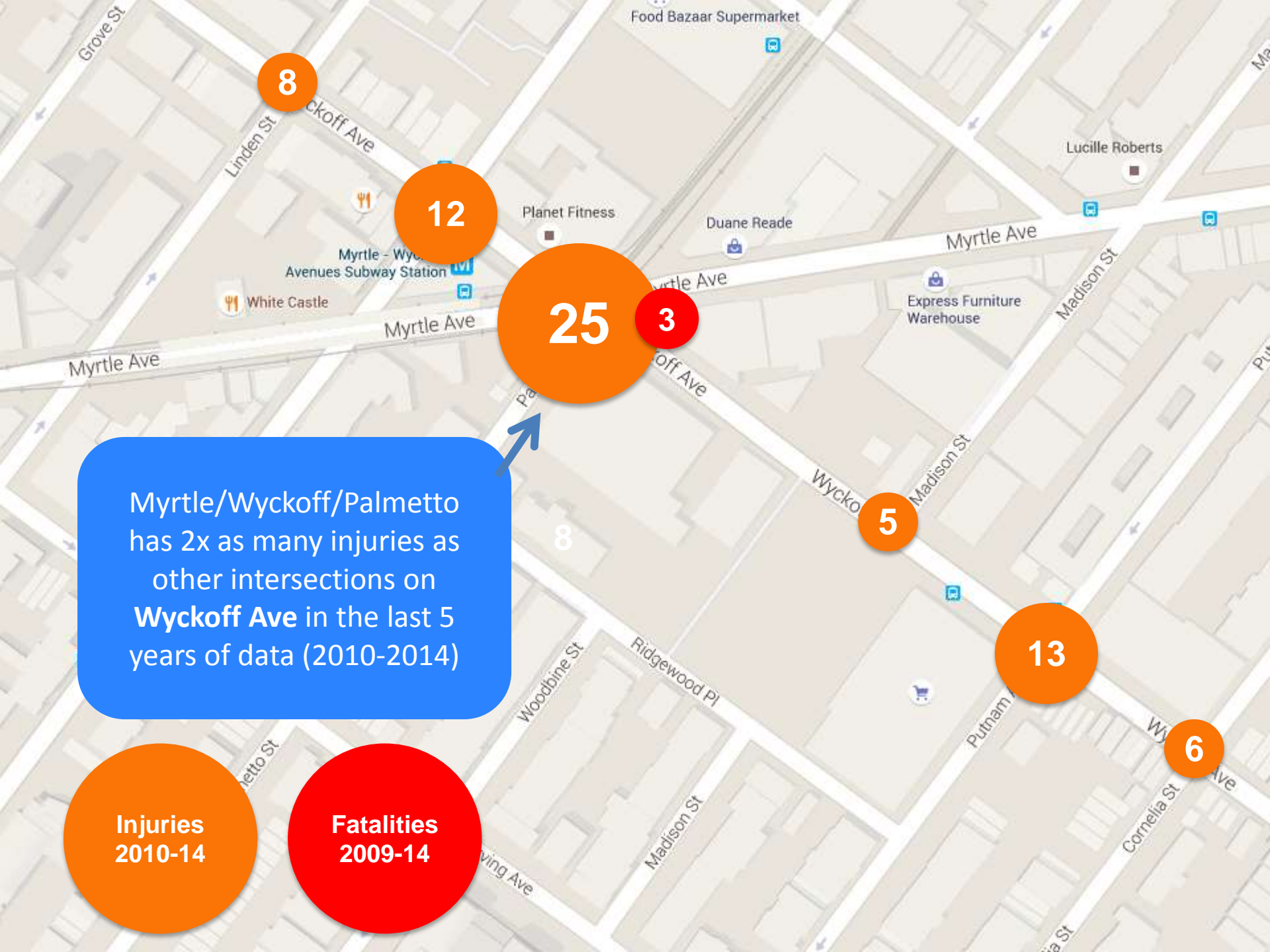


Vision Zero Priority Geographies

Myrtle Ave and Palmetto St are identified as Priority Corridors

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

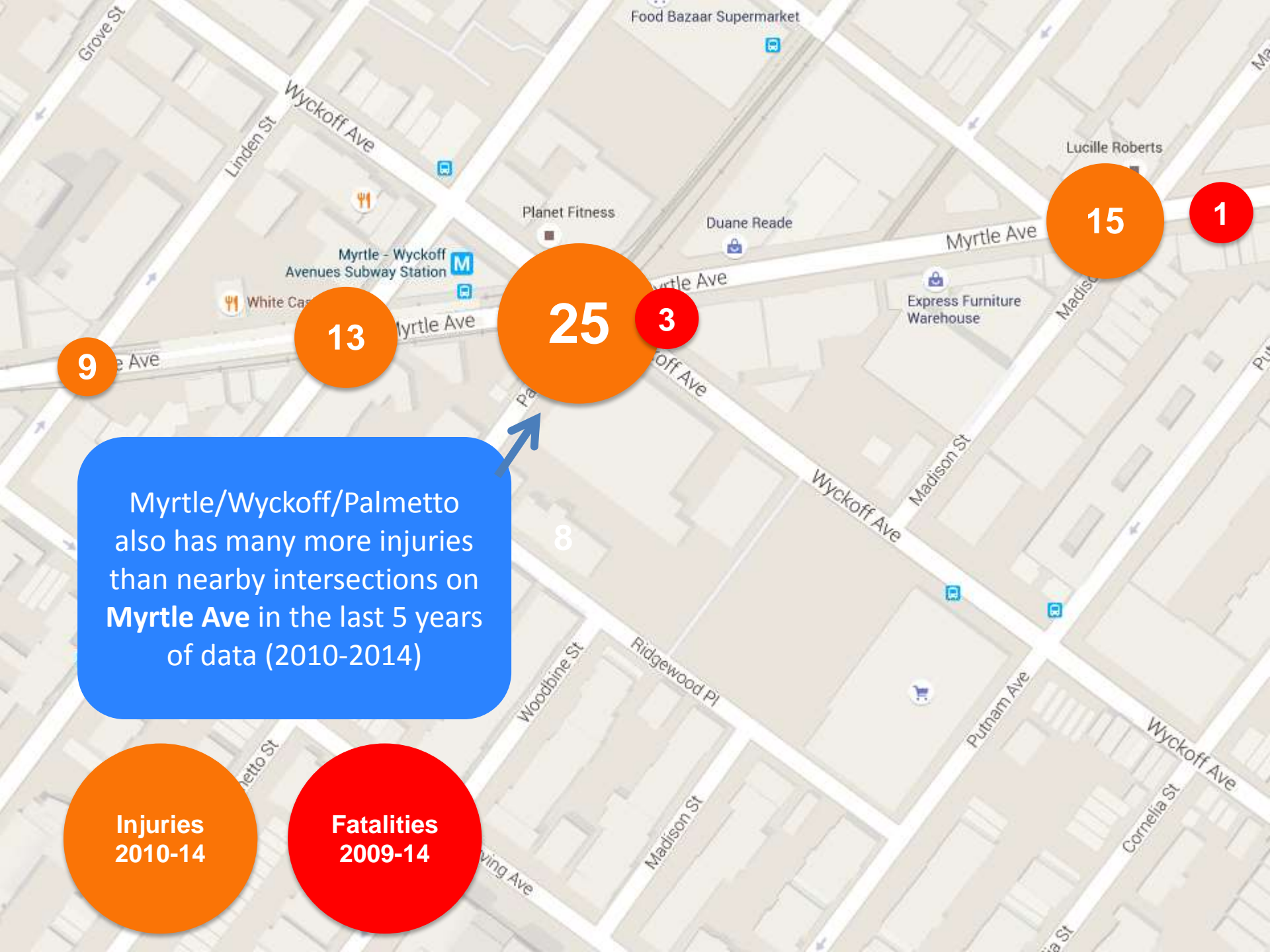
- Priority Corridors
- Priority Intersections
- Priority Areas



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

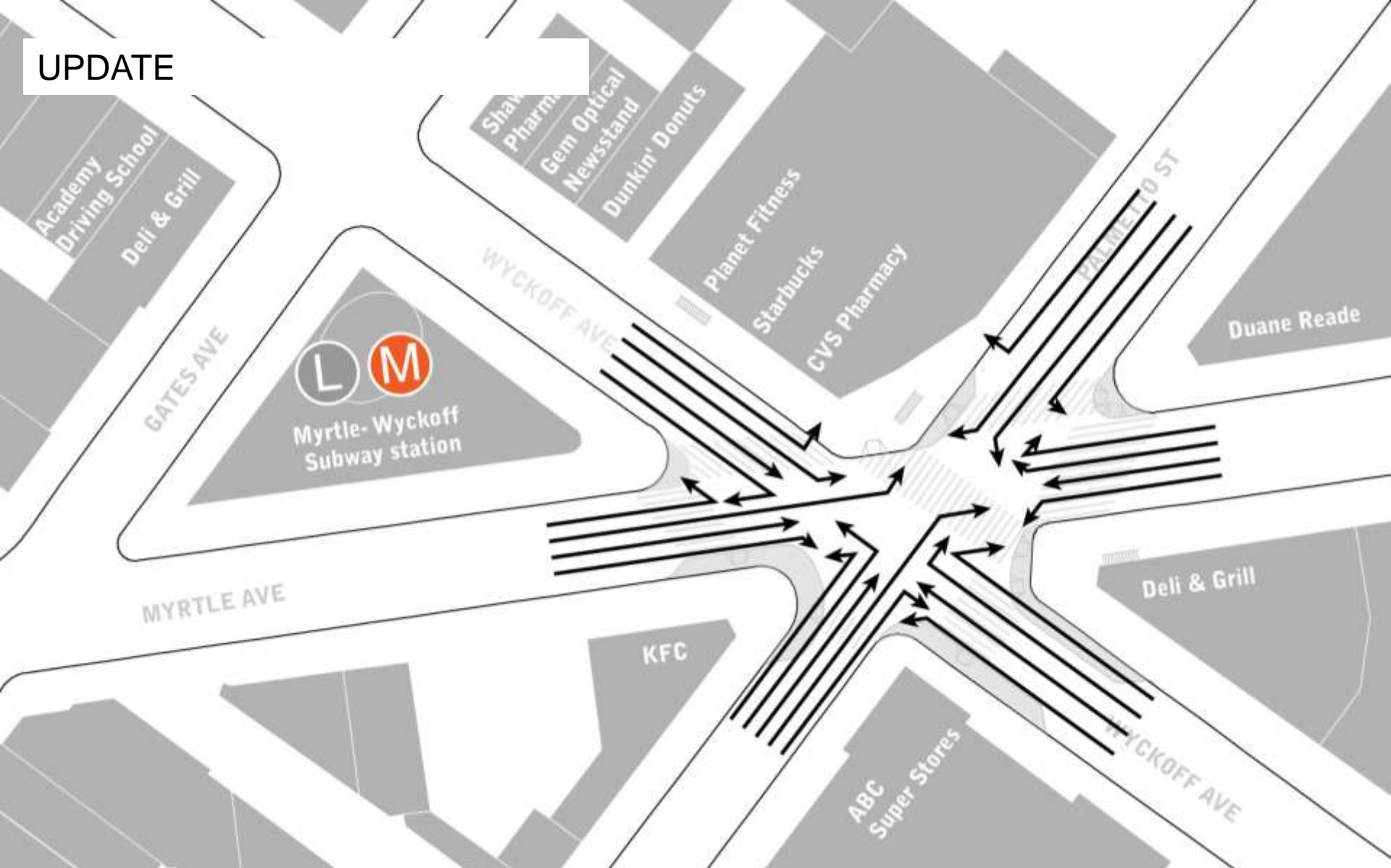
Fatalities
2009-14

2. Timeline



2009-2013: 2 pedestrians were killed at this intersection

UPDATE



Very complex intersection

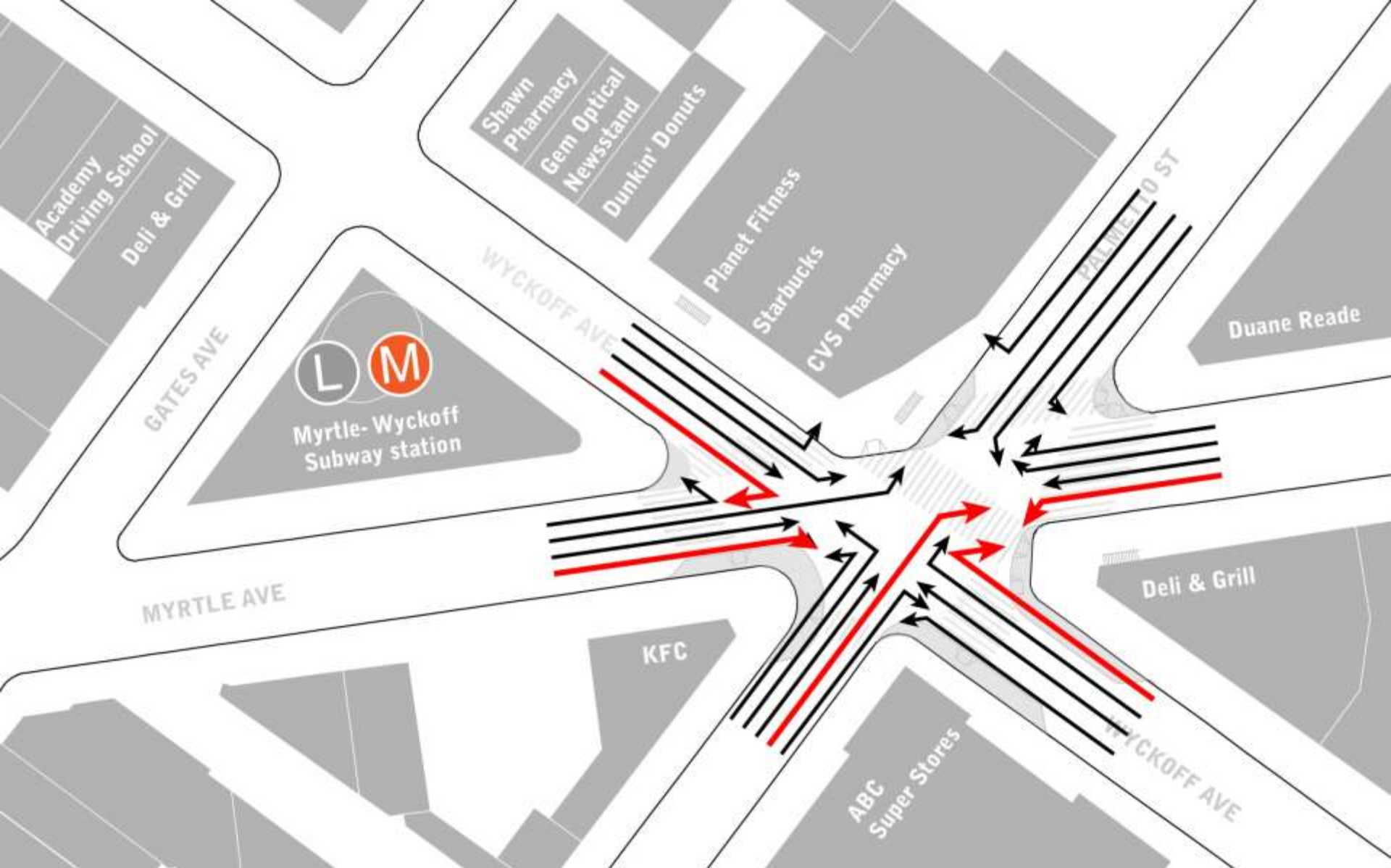
6 street approaches

25 possible vehicular movements

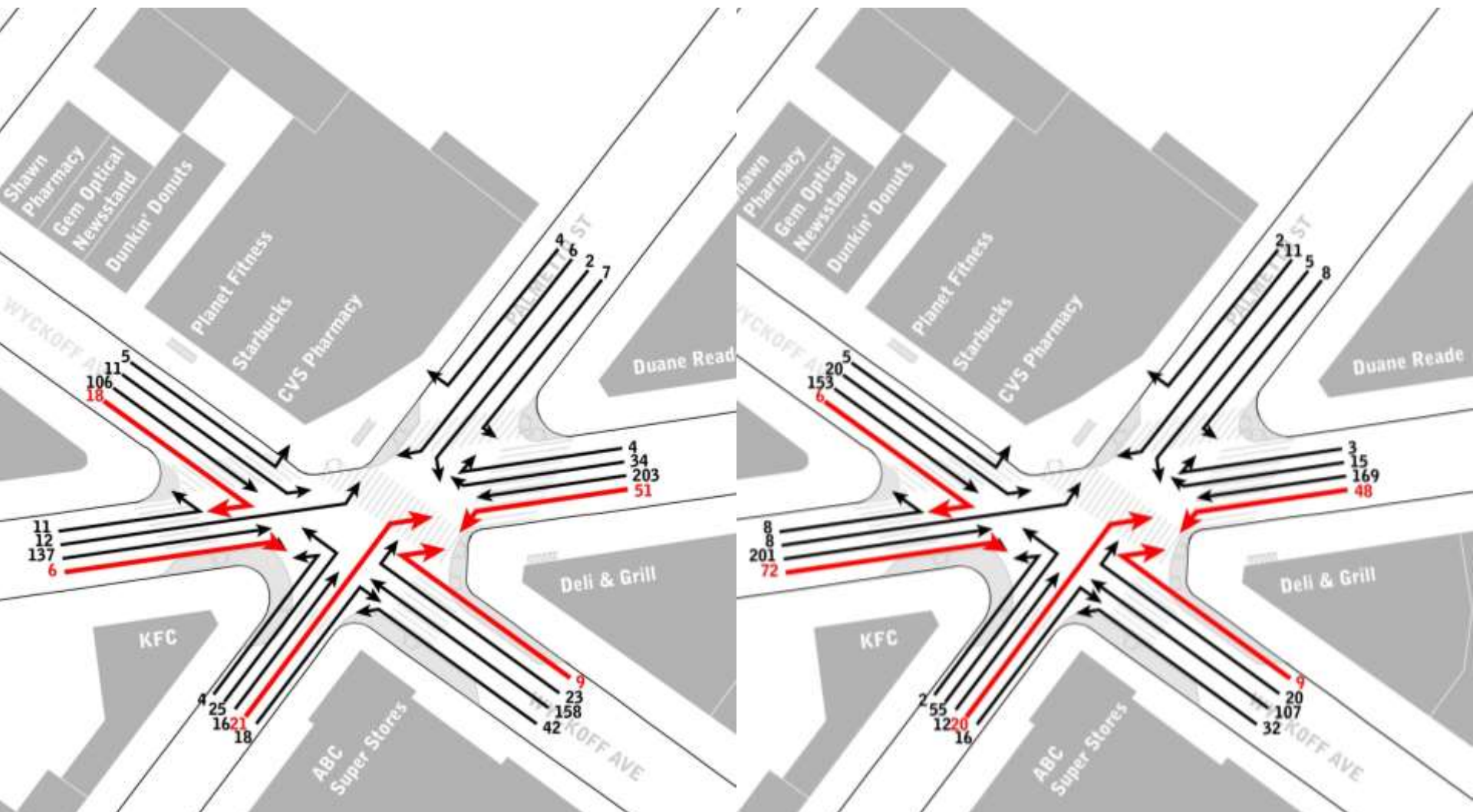


September 2014

Pedestrian crossings were shortened
5 turns were banned
20 vehicular movements remain



September 2014
5 turns were banned
20 vehicular movements remain



**POLICE DEPARTMENT
CITY OF NEW YORK**

June 30, 2015

From: Chief of Patrol
To: Chief of Transportation
Subject: **ENFORCEMENT AT MYRTLE AVENUE, WYCKOFF AVENUE AND PALMETTO STREET.**

1. Following Department of Transportation's safety improvements along Myrtle Avenue, Wyckoff Avenue and Palmetto Street which banned five low volume turns to minimize dangerous vehicle movements to reduce pedestrian-vehicle collisions, this office tracked the enforcement thereat from Monday, June 15, 2015 thru Sunday, June 28, 2015.

2. The collective enforcement results at the intersection are listed below:

Total Moving Summonses (167)

- 105- Disobey Traffic Control Device
- 12- Fail to Yield to Pedestrians
- 10- Disobey Steady Red Light
- 5- Improper Turn
- 27- Other Hazardous summonses
- 8-Other summonses

NYCDOT has requested more enforcement, but with limited resources, those initiatives only last a few weeks

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

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

25

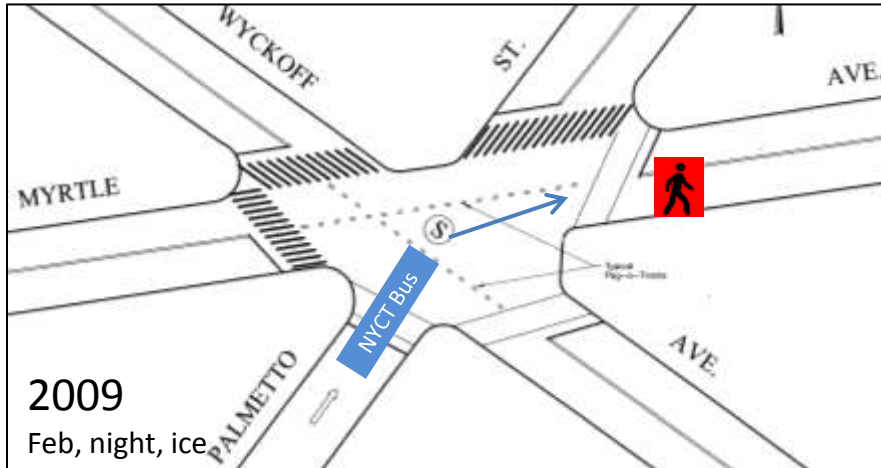
3

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	

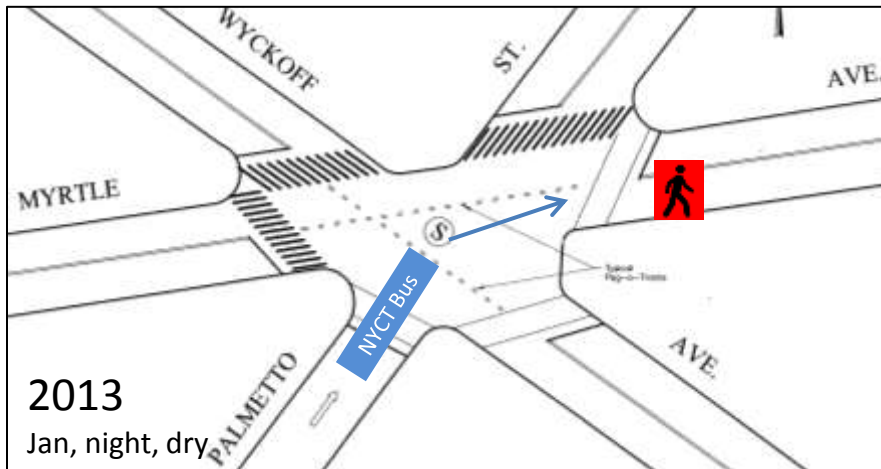
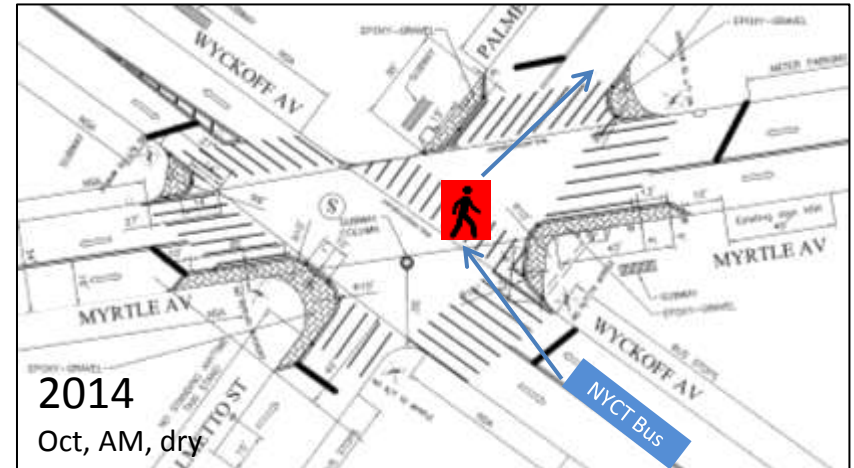
Injuries
2010-14

Fatalities
2009-14

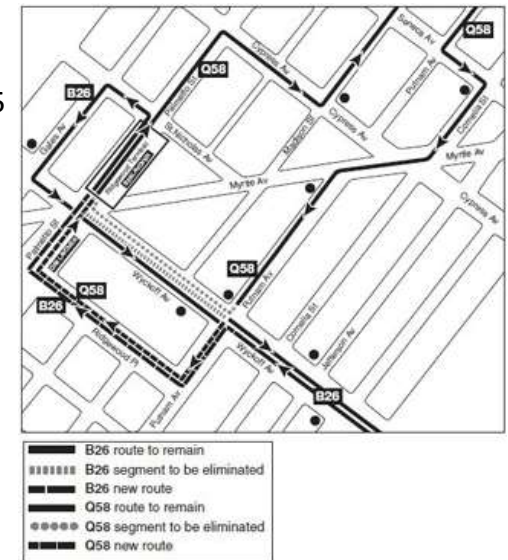
Before 2014 Project



After 2014 Project



Buses rerouted 6/28/15
Via Ridgewood Pl
and Palmetto St



In October 2014, there was another pedestrian fatality
In response, on 6/28/2015, the MTA rerouted the B26 and Q58 via Ridgewood Pl

3. 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



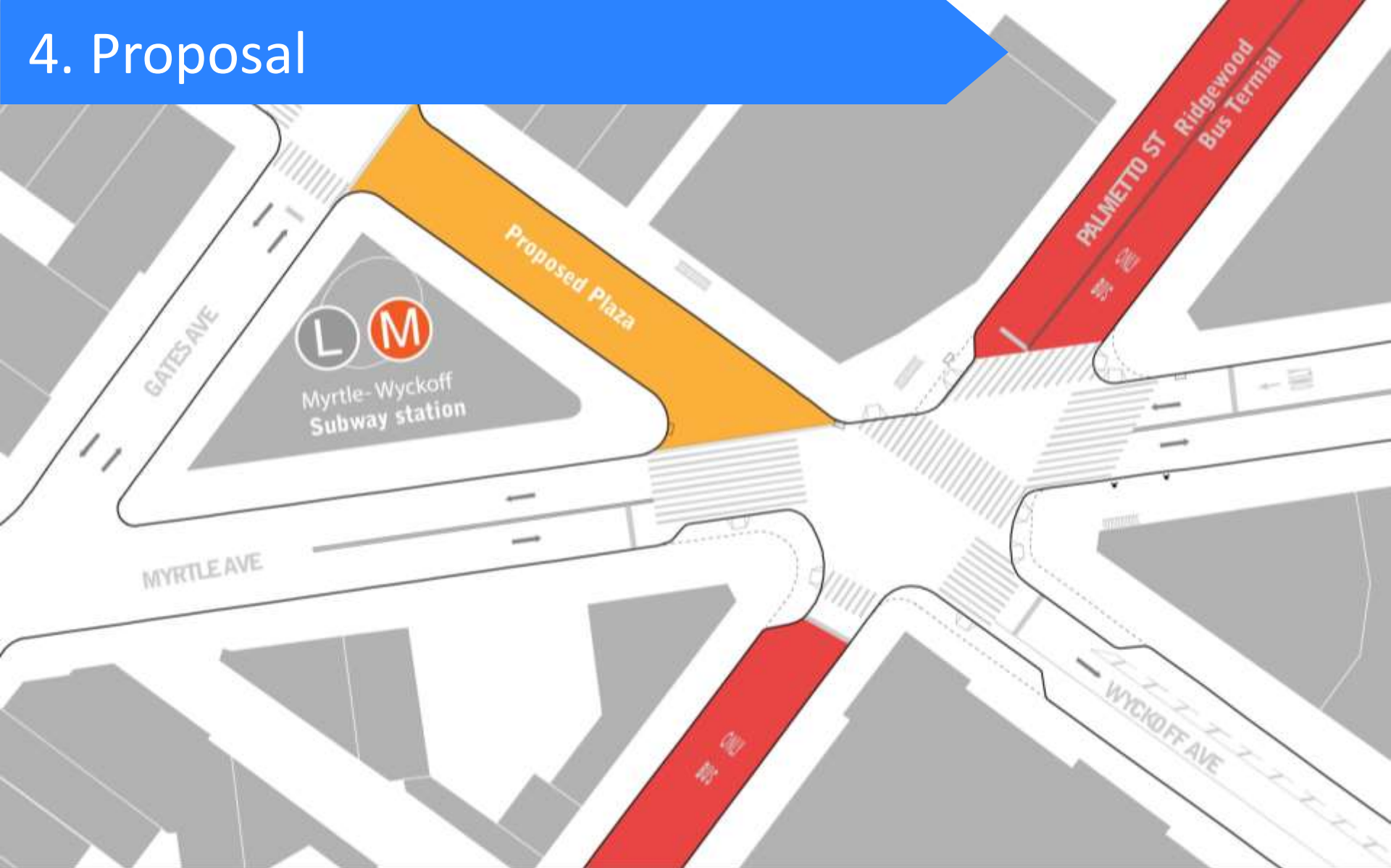
Ridgewood Bus Terminal

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

4. Proposal



Main idea:

By removing approaches and turns from the intersection, it can be a simpler and safer place

Plaza



Removing vehicles from Wyckoff between Myrtle and Gates connects pedestrians transferring between the L/M subways and Ridgewood Terminal buses

Palmetto St

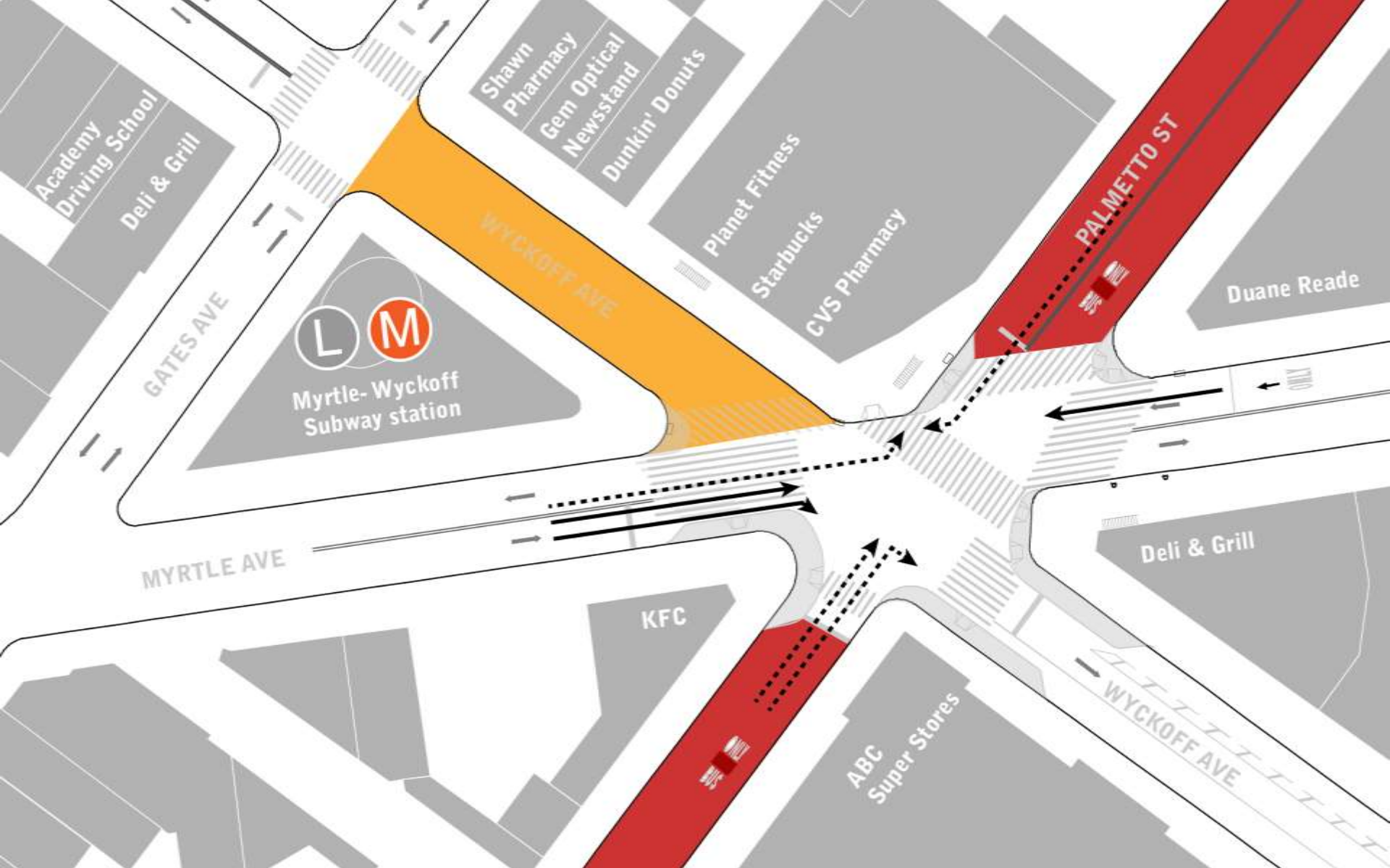


Palmetto St is already de facto bus only. There are no business entrances. Buses layover and continue to the Terminal. Bus only means fewer vehicles, fewer turns, simpler intersection.

Wyckoff Ave one-way southbound



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



Only 7 turn movements would remain
3 for private vehicles, 4 for buses

5. 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), July 13 (FB)



Queens Workshop March 29



Brooklyn Workshop April 27



One Day Plaza
Saturday April 30, 2016

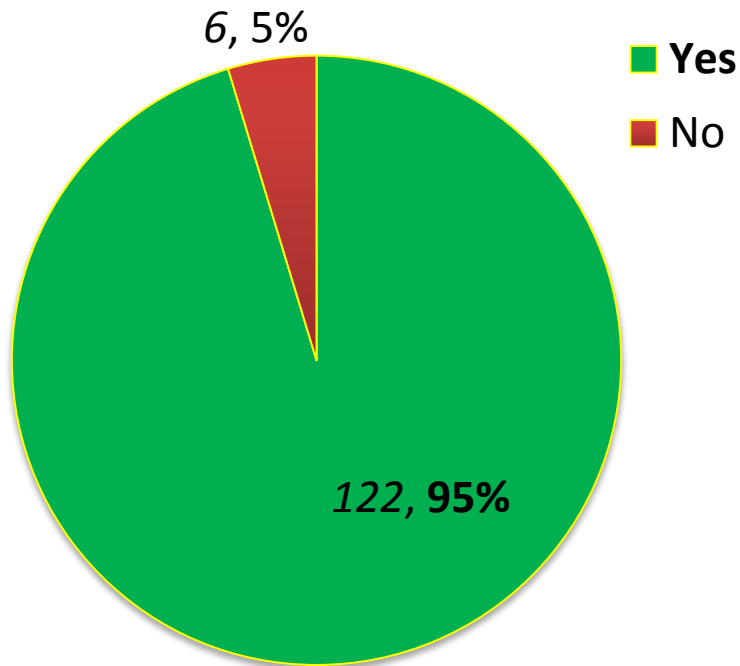
What we heard from our outreach

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%

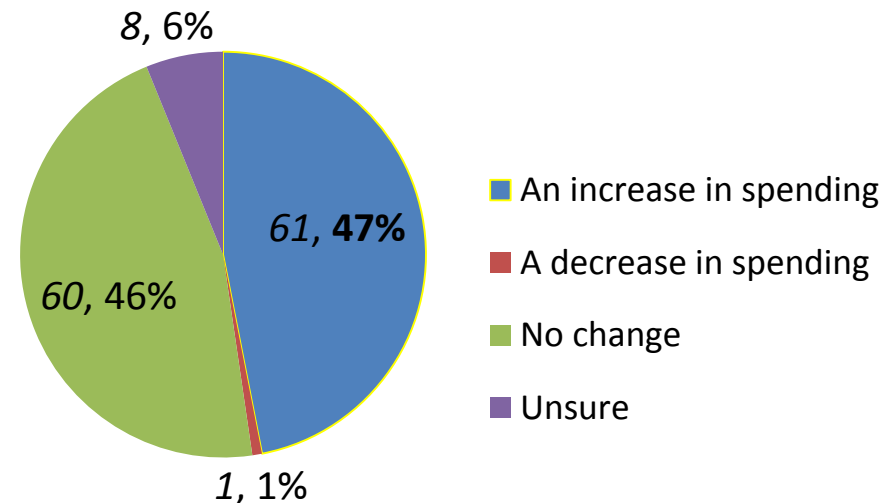
46 surveys from March 29 workshop in Queens, and April 27 workshop in Brooklyn
% agreeing each issue was “a problem” or “a major problem”

What we heard from our outreach

Would you like to see a permanent plaza here?



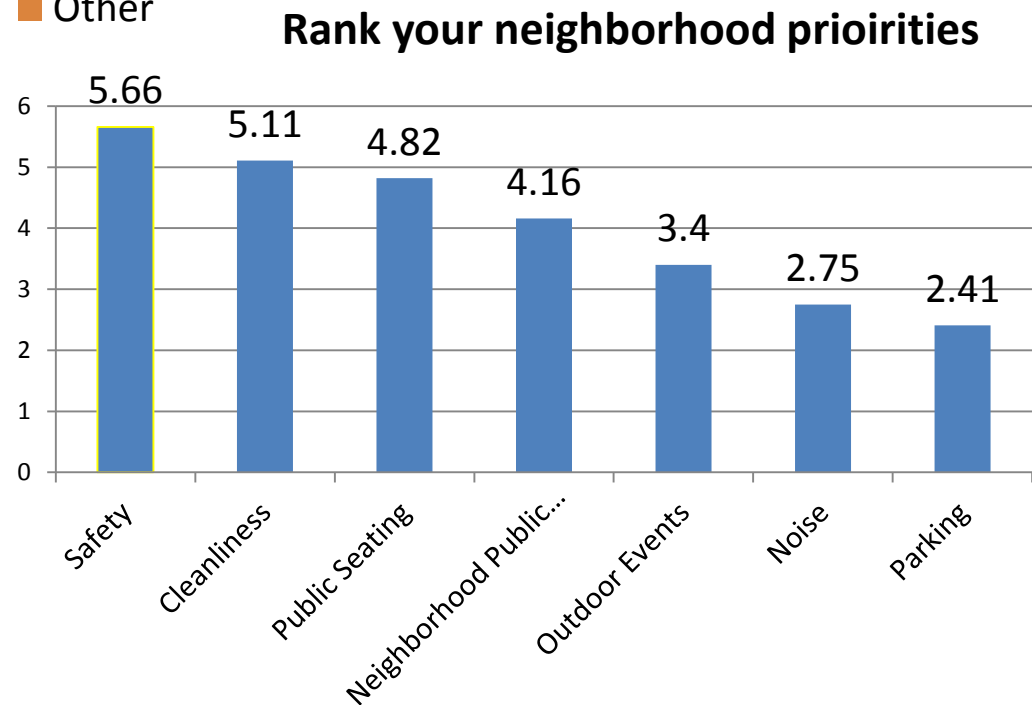
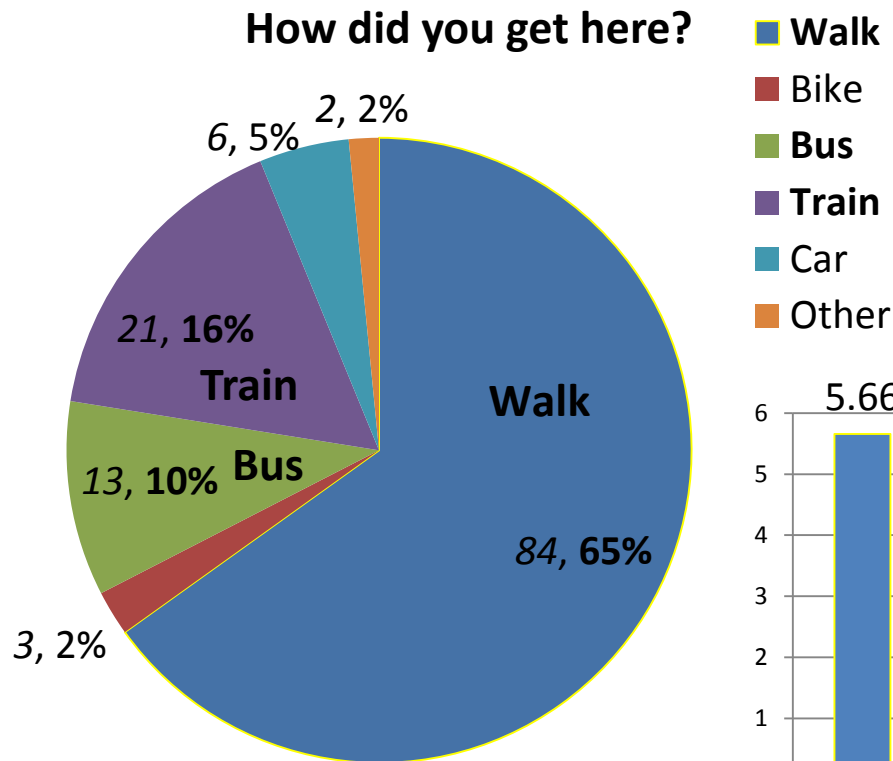
How would a permanent plaza here affect your shopping habits?



One Day Plaza on April 30: 130 surveys collected

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

47% male, 52% female; 3% <18, 49% age 19-40; 39% age 41-60; 9% 61+

6. Plaza Design



DOT has installed public spaces on retail streets that have created neighborhood space

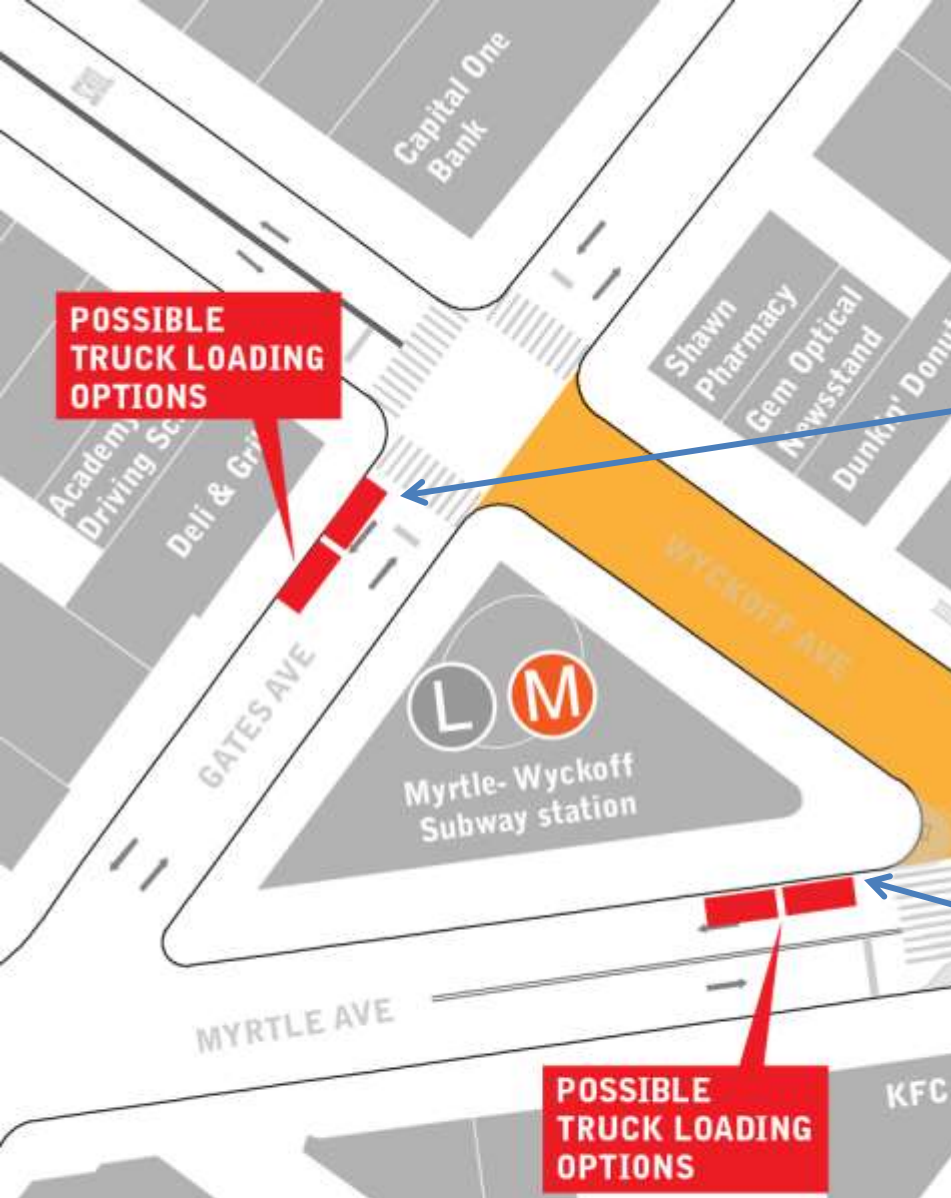
71st Avenue Plaza: Ridgewood, Queens: Opened 2012

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

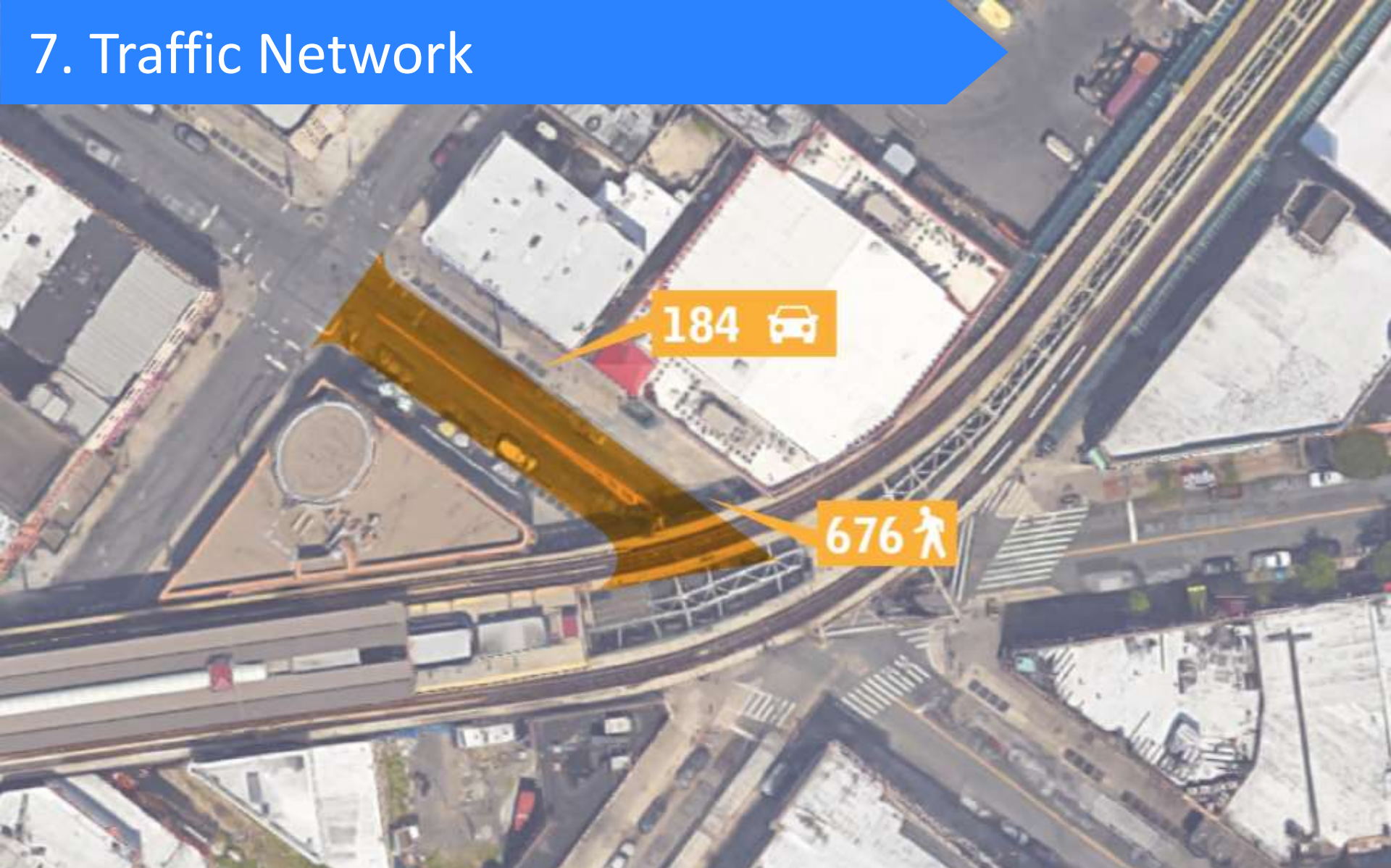
DOT to designate commercial loading zone and work with businesses/residents to monitor effectiveness



Issue: Emergency Access

FDNY Approves of the closure w/ access points

7. Traffic Network



>3x as many pedestrians as vehicles in the peak hours use this block

Peak vehicle use per hour vs. Peak pedestrian use per hour

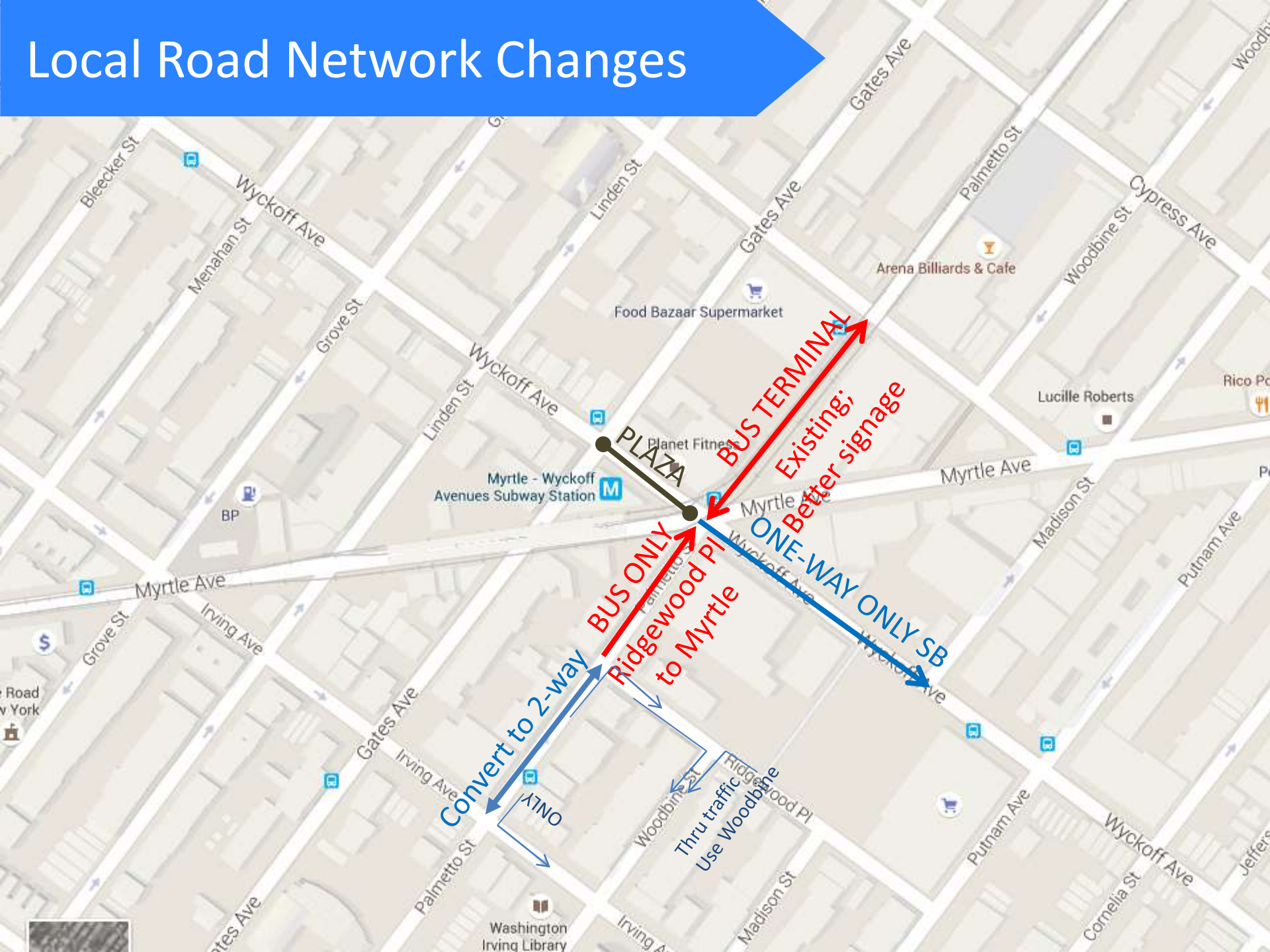
STREET CLOSURE

PEAK # OF VEHICLES / HOUR



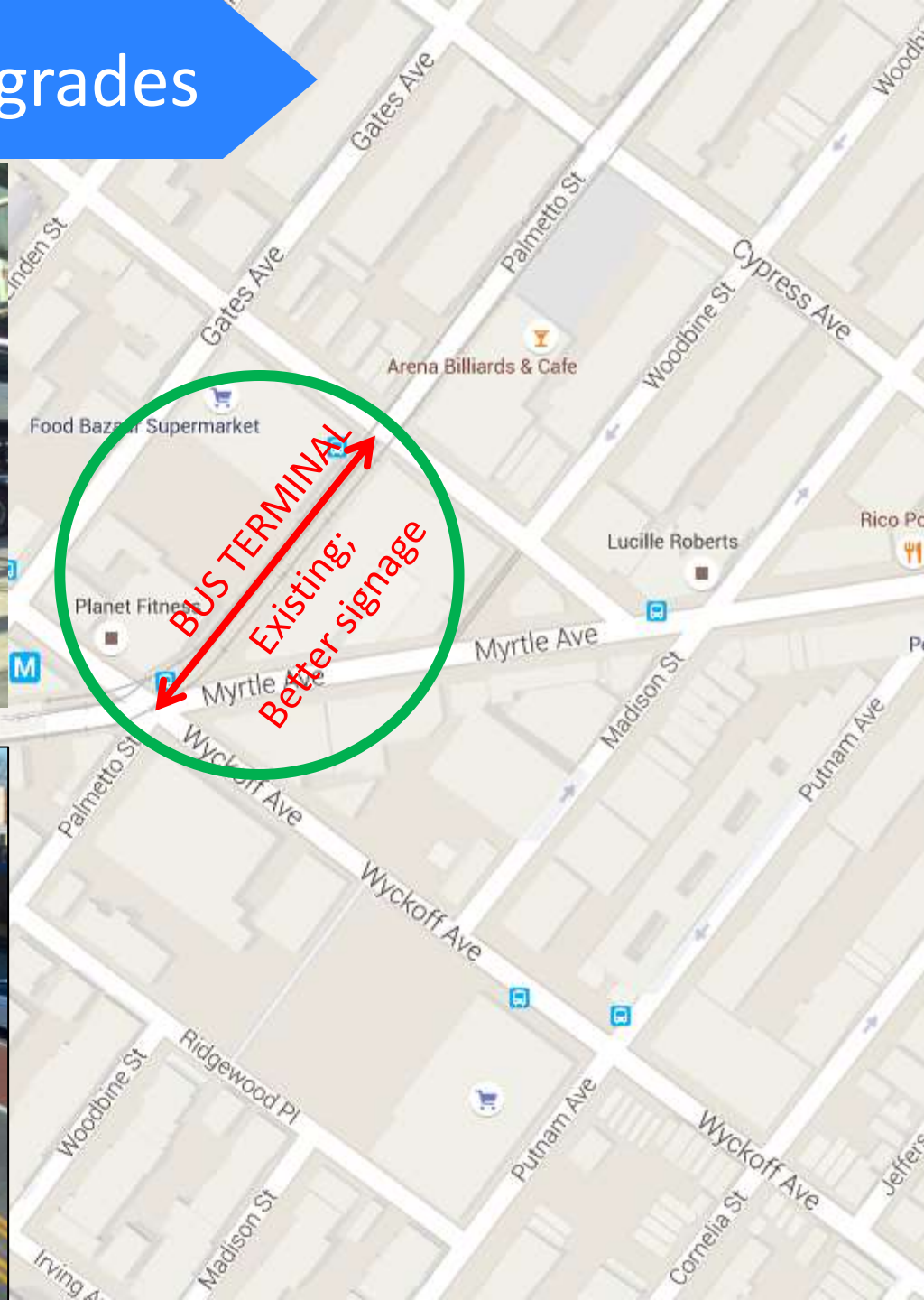
Other successful plazas had nearly twice as much vehicular traffic prior to closure and seen little to no circulation impacts.

Local Road Network Changes



Ridgewood Terminal: Upgrades

Use clearer **RED** markings and more visible signs to indicate the block is only for buses



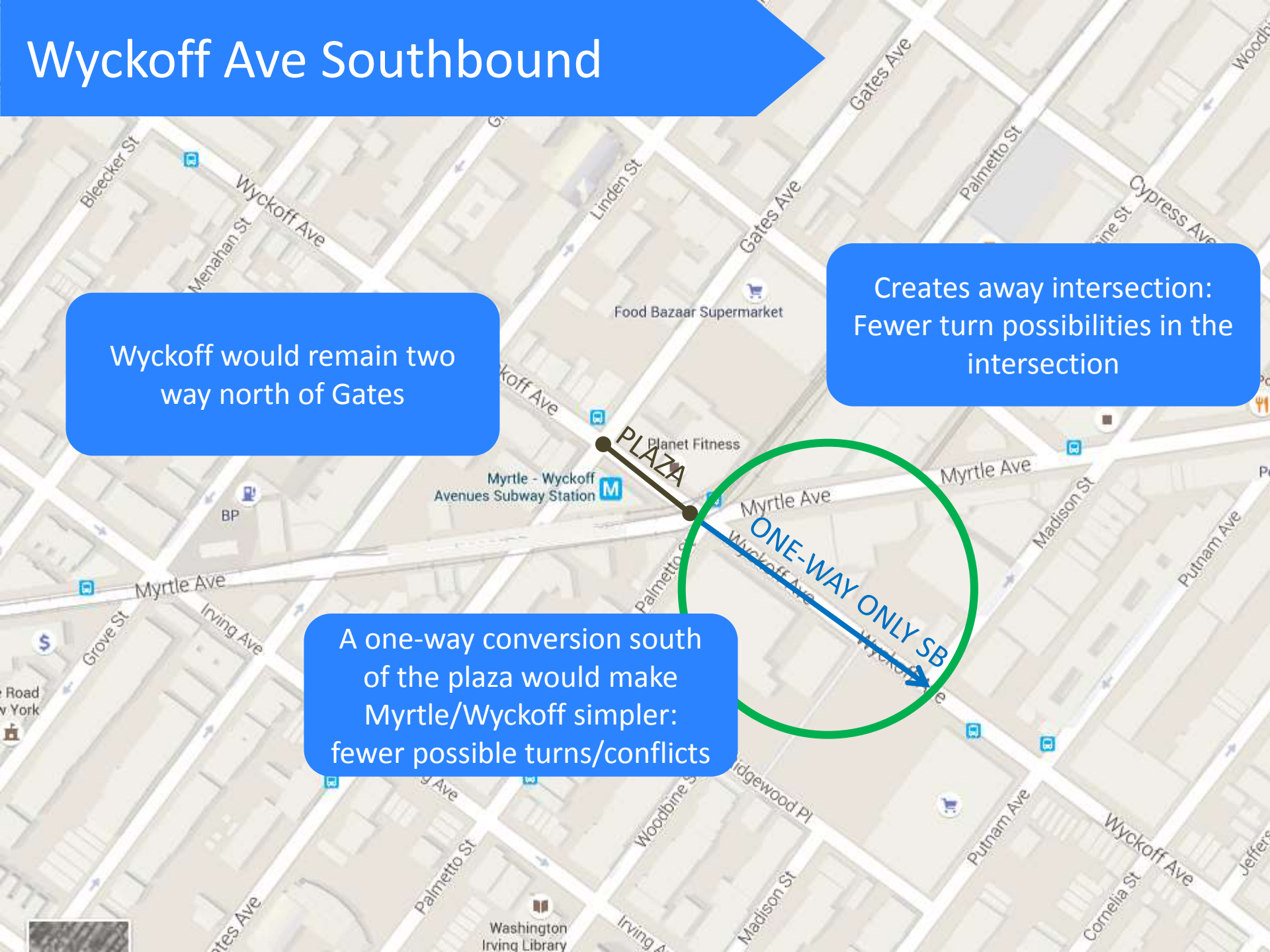
Wyckoff Ave Southbound

Wyckoff would remain two way north of Gates

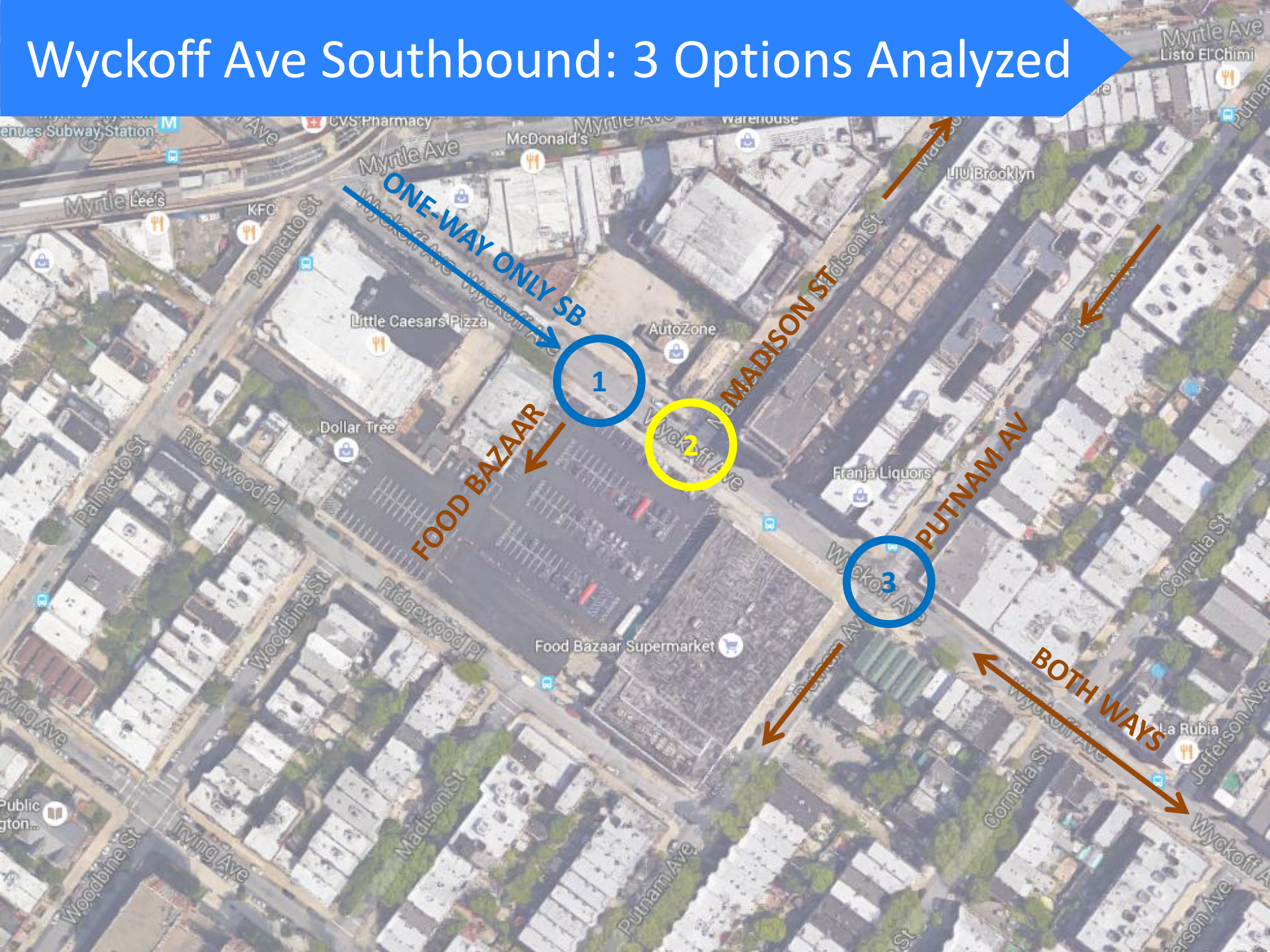
Creates away intersection:
Fewer turn possibilities in the intersection

A one-way conversion south of the plaza would make Myrtle/Wyckoff simpler:
fewer possible turns/conflicts

ONE-WAY ONLY SB



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



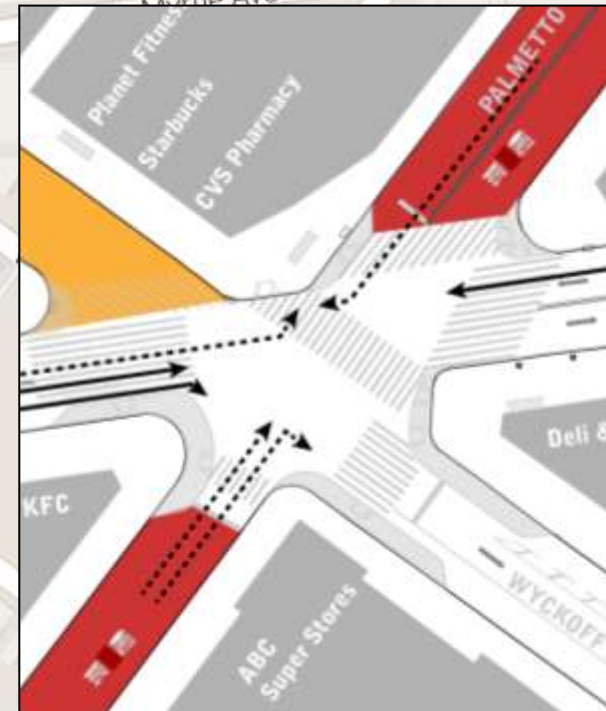
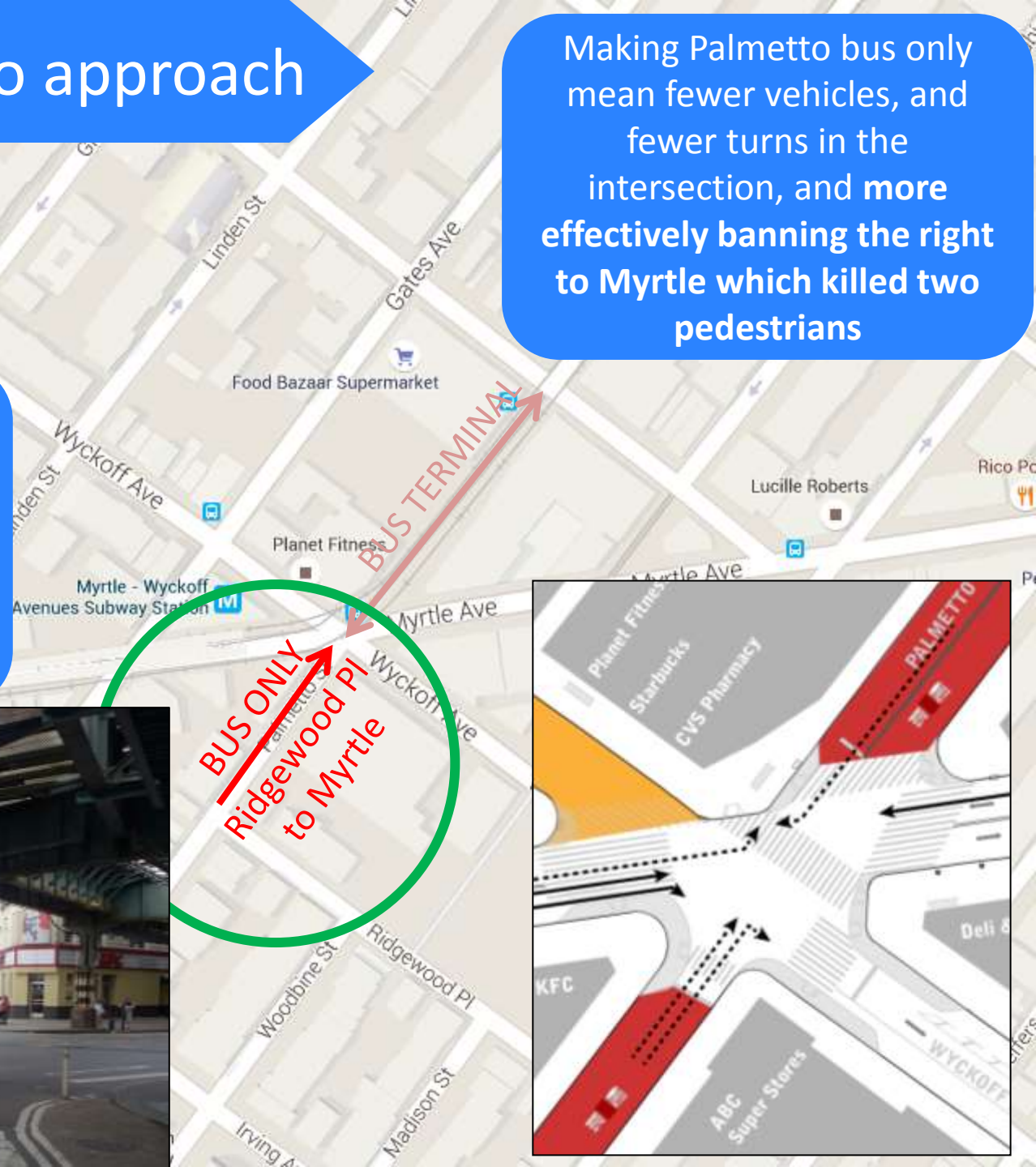
Wyckoff Ave and Madison St

Bus Only Palmetto approach

Palmetto between Ridgewood and Wyckoff is already a de facto bus block.

There's a taxi stand that would be relocated. There are no business entrances.

Making Palmetto bus only mean fewer vehicles, and fewer turns in the intersection, and **more effectively banning the right to Myrtle which killed two pedestrians**



Bus Only Palmetto approach

Creating the short new bus-only block requires converting the other short block from Irving to Ridgewood to two way





Very little visibility of the east crosswalk across Myrtle

Making Palmetto bus only mean fewer vehicles, and fewer turns in the intersection, and **more effectively banning the right to Myrtle** which killed two pedestrians

View into intersection from Palmetto St approach

The right turn to Myrtle is already banned

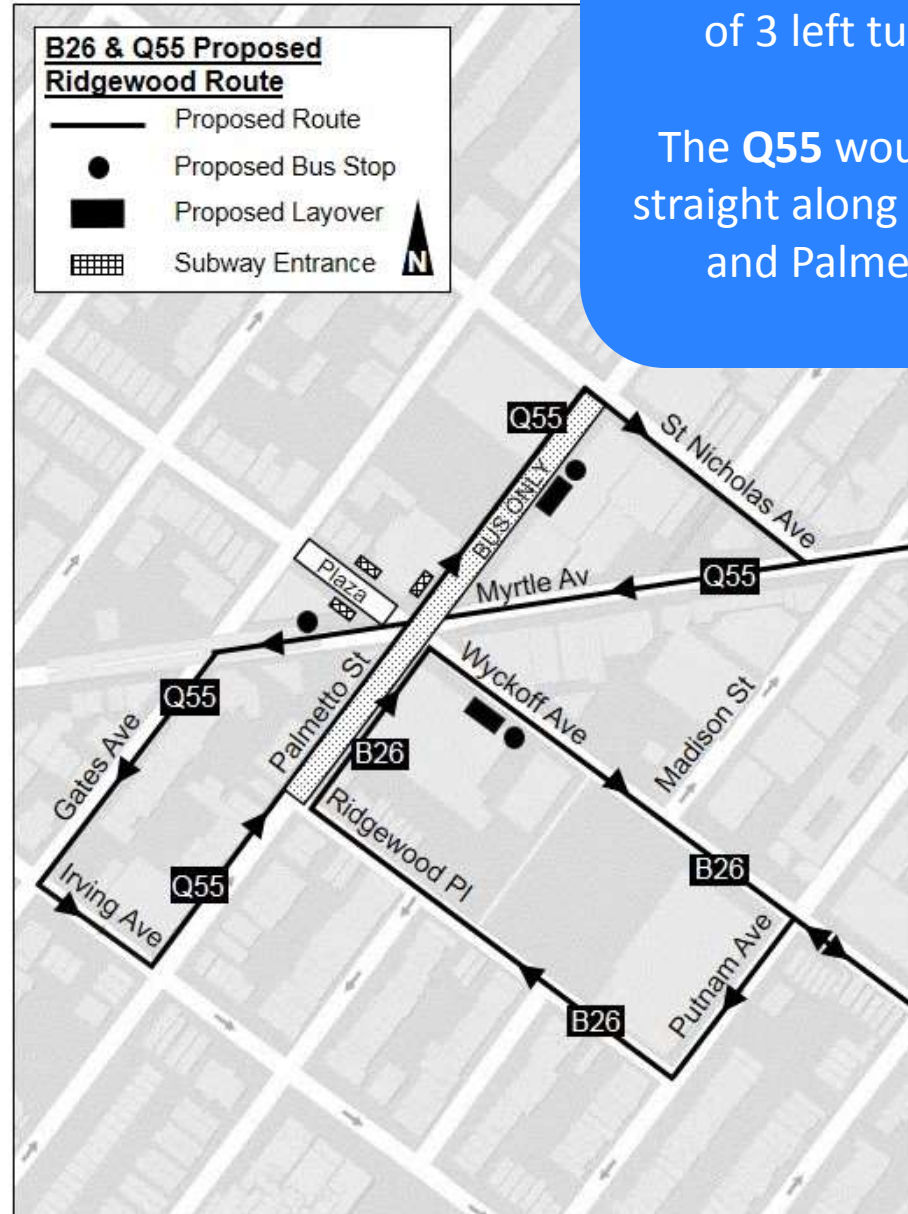
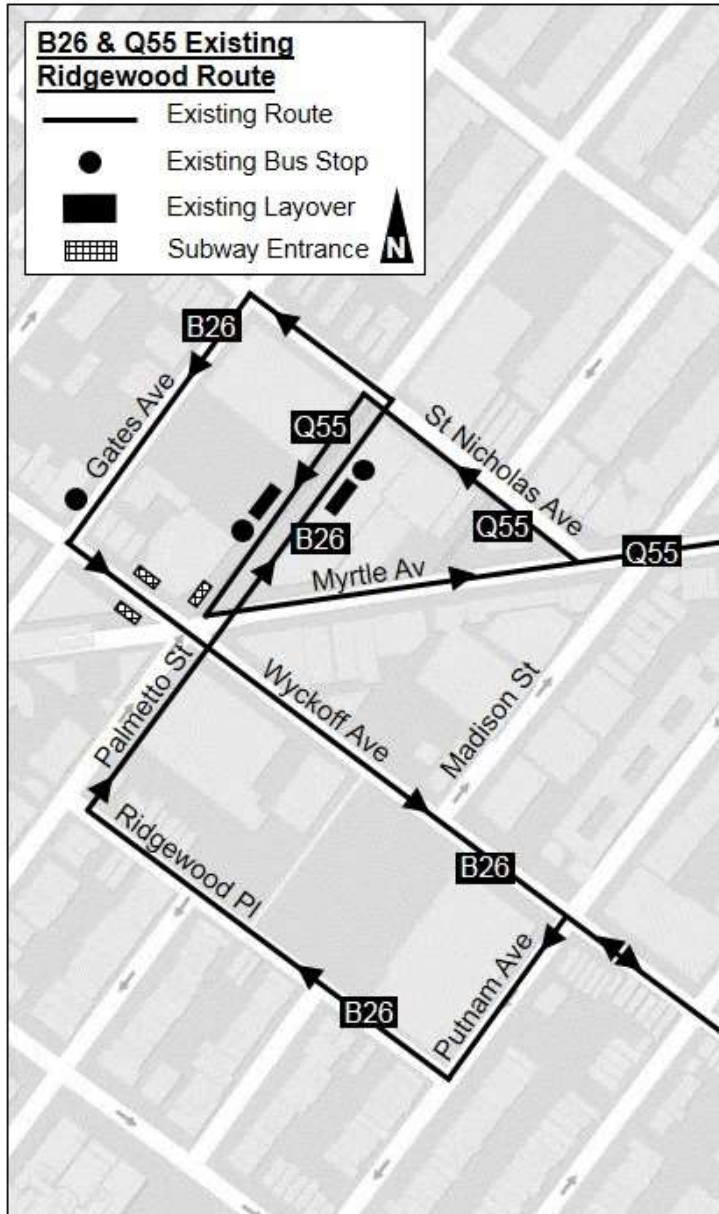


The taxi stand on Palmetto would be relocated to the east curb of Wyckoff
In front of the M&J Deli & Grill

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

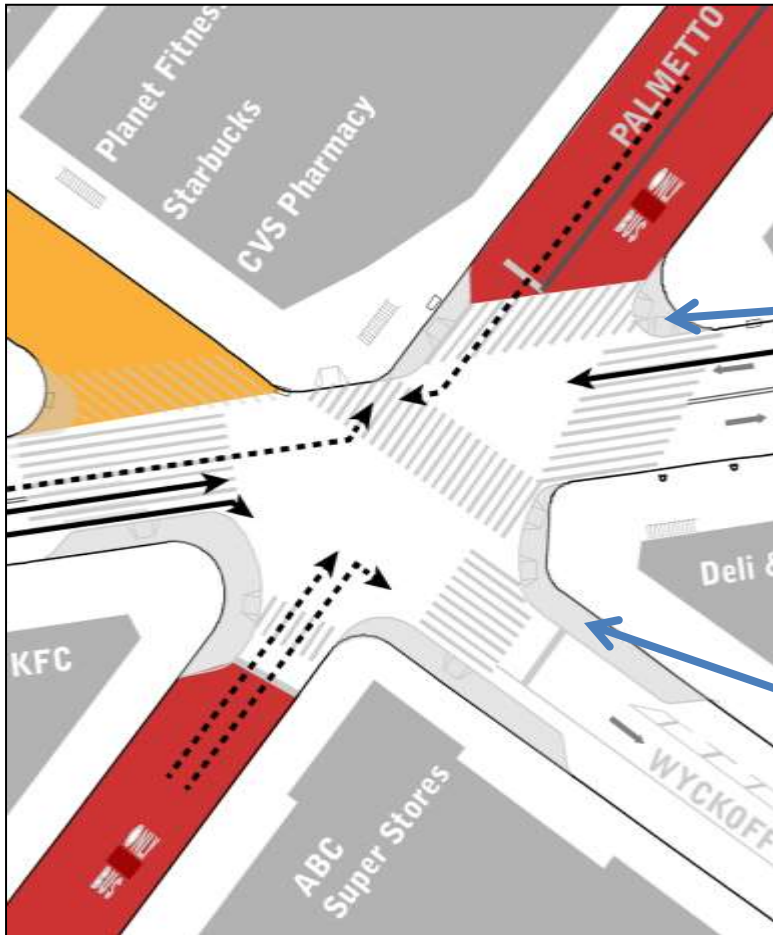


Curb Regulations: Proposed



Curb Extensions

DOT will monitor the project after implementation in case any tweaks are necessary



Temporary Materials until Capital project



Will be built in concrete, along with Plaza

8. Next Steps

- Presentations to QN CB5 TC (June 21) and Full Board
- If approved, 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