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.
The L and M trains connect at Myrtle-Wyckoff Avenues
The B13, B26, B52, B54, Q55, and Q58 connect at Ridgewood Terminal
These two major transportation hubs are across the street from each other – across Wyckoff Ave
Truck Routes

Wyckoff Avenue is not a truck route
Myrtle and Cypress Avenues are truck routes
Myrtle Ave and Palmetto St are identified as Priority Corridors
Myrtle Ave/Wyckoff Ave/Palmetto St is identified as a Priority Intersection
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)
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
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
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

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

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:

<table>
<thead>
<tr>
<th>Total Moving Summons (167)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 105- Disobey Traffic Control Device</td>
</tr>
<tr>
<td>• 12- Fail to Yield to Pedestrians</td>
</tr>
<tr>
<td>• 10- Disobey Steady Red Light</td>
</tr>
<tr>
<td>• 5- Improper Turn</td>
</tr>
<tr>
<td>• 27- Other Hazardous summonses</td>
</tr>
<tr>
<td>• 8- Other summonses</td>
</tr>
<tr>
<td>Injured</td>
</tr>
<tr>
<td>---------</td>
</tr>
<tr>
<td>Pedestrian</td>
</tr>
<tr>
<td>Severe</td>
</tr>
<tr>
<td>Moderate</td>
</tr>
<tr>
<td>Vehicle Occupant</td>
</tr>
<tr>
<td>Killed</td>
</tr>
</tbody>
</table>
In October 2014, there was another pedestrian fatality. In response, on 6/28/2015, the MTA rerouted the B26 and Q58 via Ridgewood Pl and Palmetto St.
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.
Main idea:
By removing approaches and turns from the intersection, it can be a simpler and safer place
Removing vehicles from Wyckoff between Myrtle and Gates connects pedestrians transferring between the L/M subways and Ridgewood Terminal buses.
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.
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)
One Day Plaza
Saturday April 30, 2016
What we heard from our outreach

<table>
<thead>
<tr>
<th>Question</th>
<th>% agree</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”
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+

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: 60, 46%
- A decrease in spending: 61, 47%
- No change: 8, 6%
- Unsure: 1, 1%
How did you get here?

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

One Day Plaza on April 30: 130 surveys collected

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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
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
>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.
Local Road Network Changes

- Convert to 2-way
  - Ridgewood Pl to Myrtle

- BUS ONLY
  - WM to Myrtle

- BUS TERMINAL
  - Existing signage

- ONE-WAY ONLY SB
  - Better signage

- Thru traffic
  - Use Woodbine
Ridgewood Terminal: Upgrades

Use clearer **RED** markings and more visible signs to indicate the block is only for buses.
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
Wyckoff Ave Southbound: 3 Options Analyzed

1. ONE-WAY ONLY SB
2. FOOD BAZAAR
3. 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.
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.
Creating the short new bus-only block requires converting the other short block from Irving to Ridgewood to two way.
View into intersection from Palmetto St approach

The right turn to Myrtle is already banned

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

Very little visibility of the east crosswalk across Myrtle
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

- Possible Loading Zone
  (Hours TBD)
- New Plaza
  (Existing NSA)
- New Bus Only
- Remove Taxi Stand
  (Existing B52 Stop)
- New Taxi Stand
- New No Standing Anytime 250’ – B26 Stop/Layover
Curb Extensions

Temporary Materials until Capital project

Will be built in concrete, along with Plaza

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