

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 May 24 to Queens Community Board 5 Transportation Committee

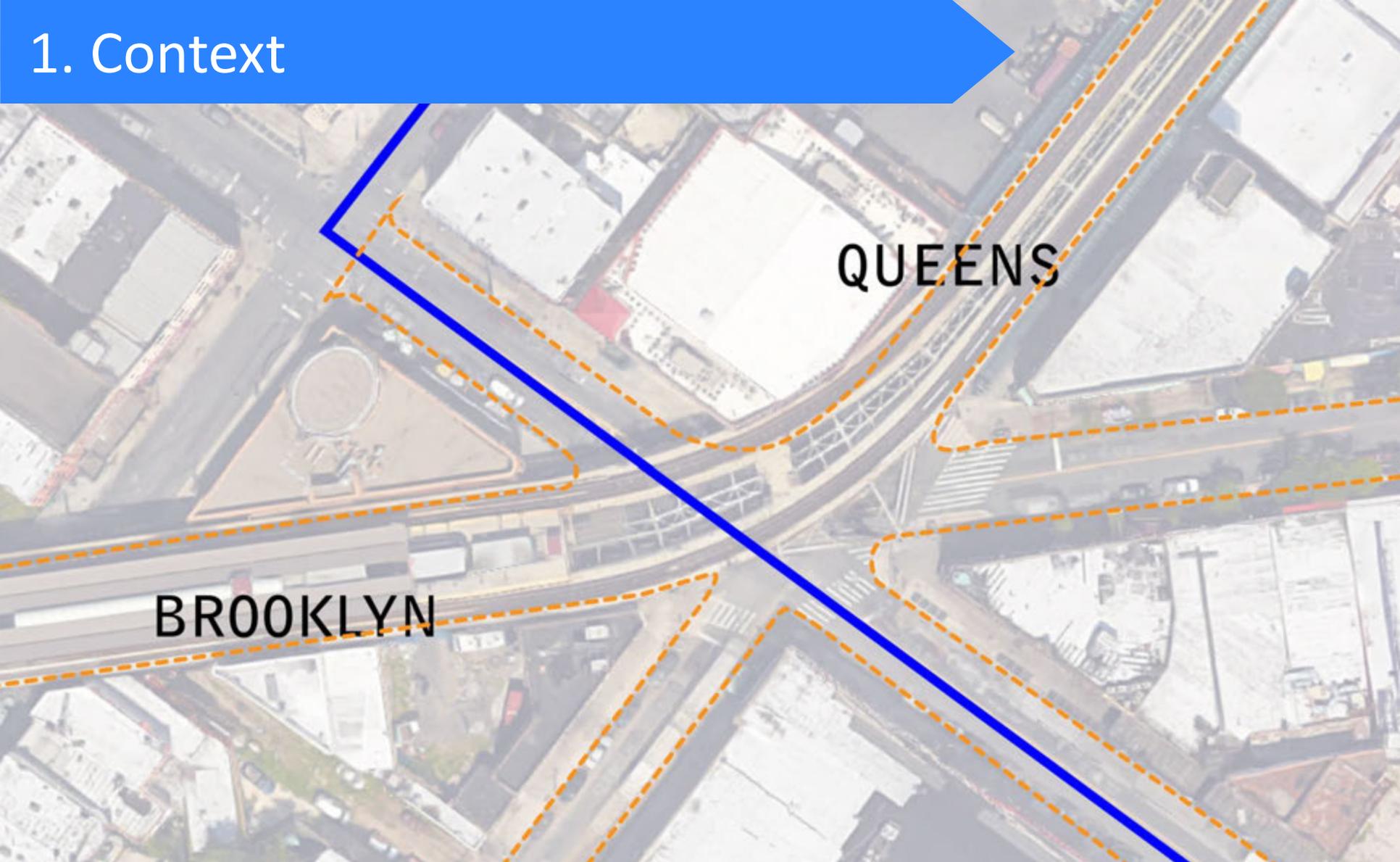
VISION
ZERO

NEW YORK CITY
DOT

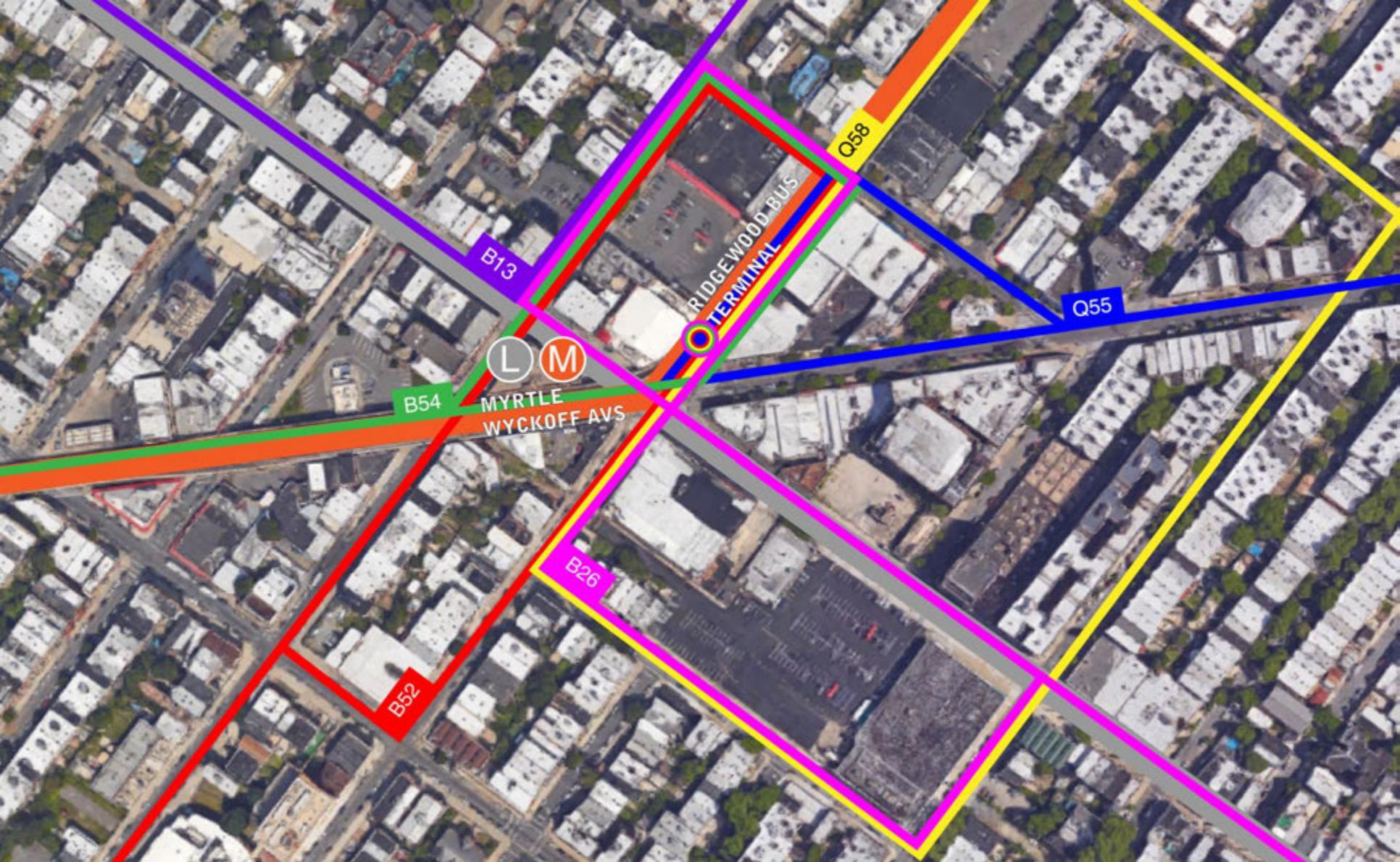
0. Myrtle/Wyckoff/Palmetto

- 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.**

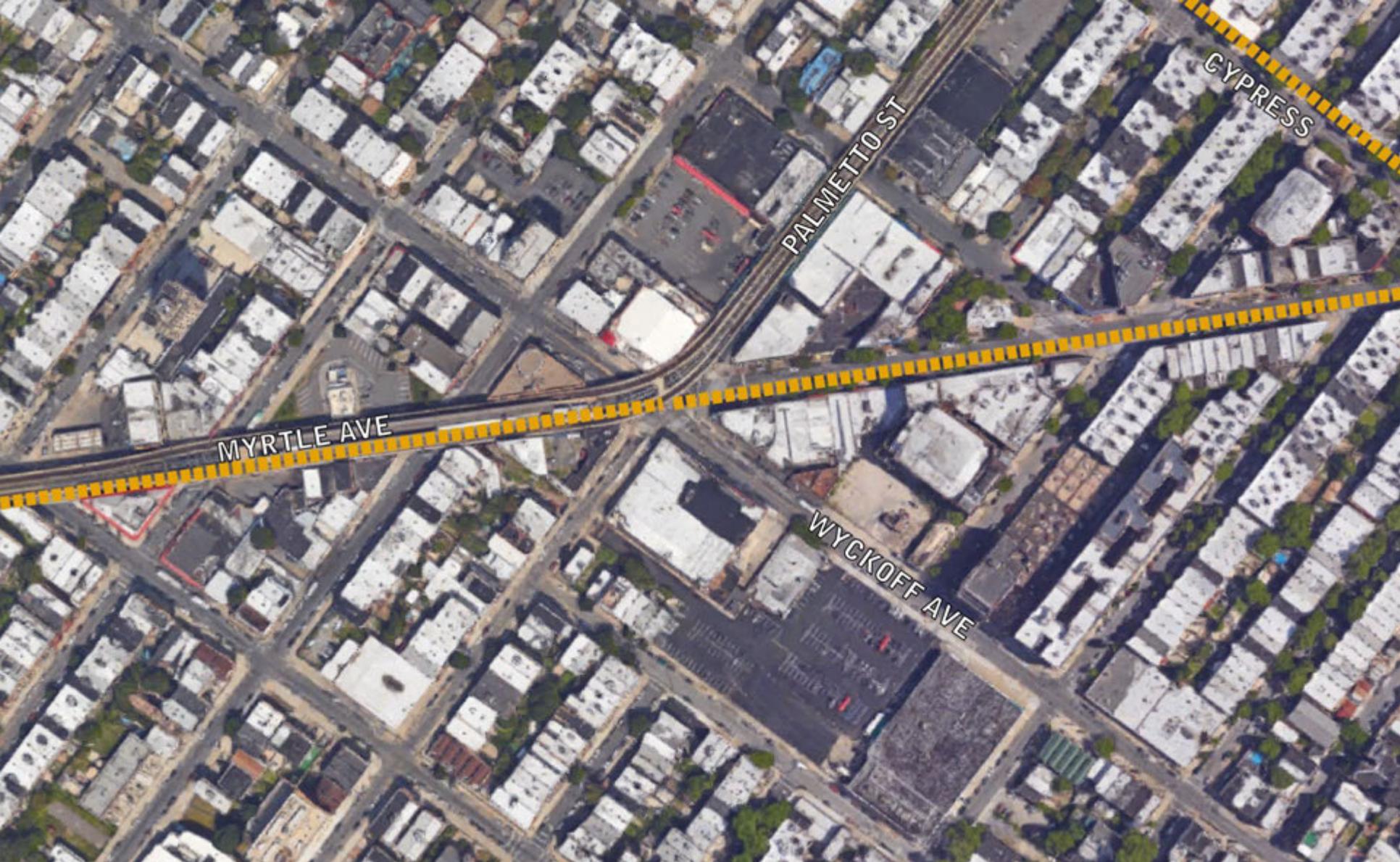
1. Context



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, B54, Q55, and Q58 connect at Ridgewood Terminal
These two major transportation hubs are across the street from each other – across Wyckoff Ave

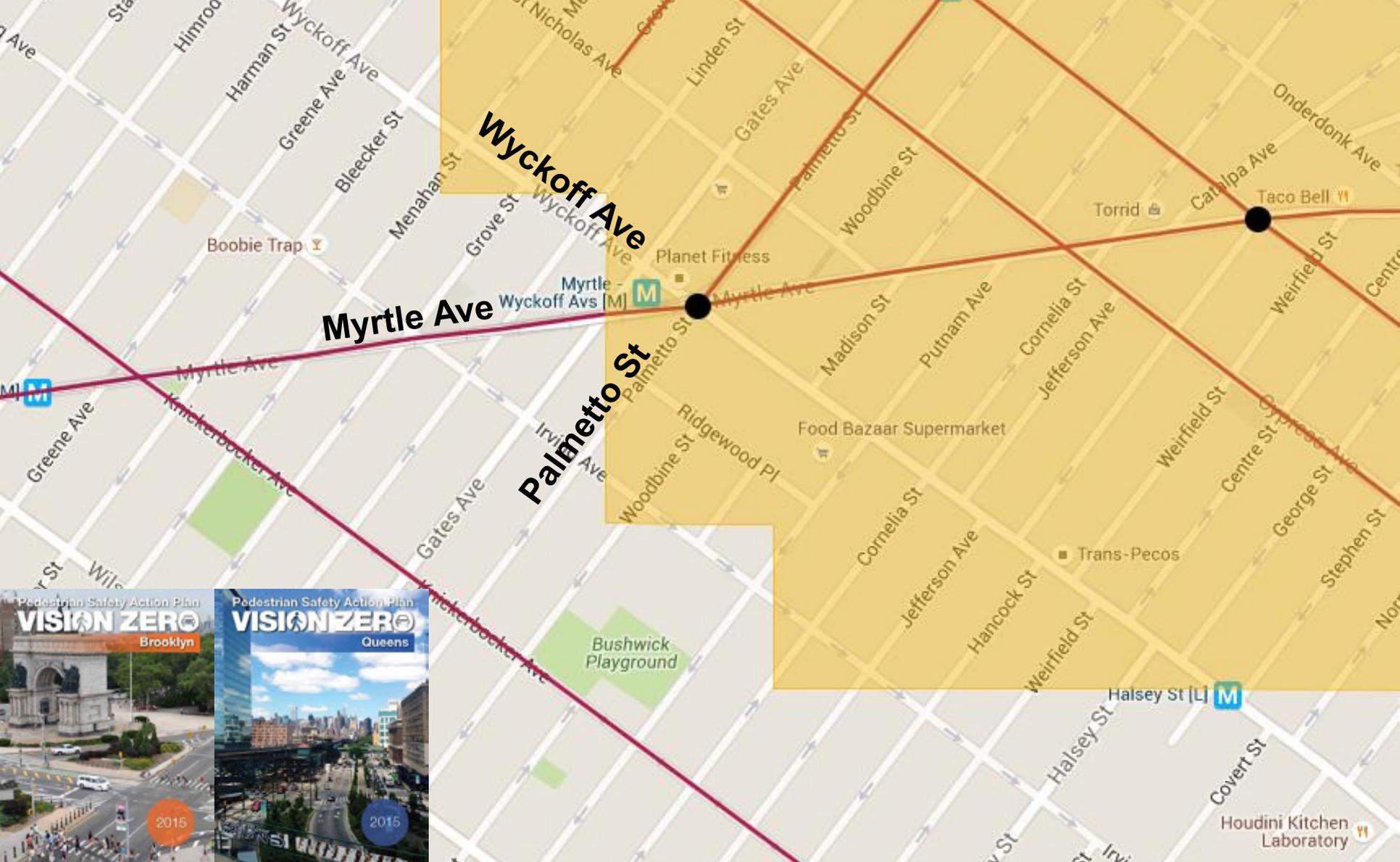


Truck Routes

Wyckoff Avenue is not a truck route

Myrtle and Cypress Avenues are truck routes

■ ■ ■ ■ ■ 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

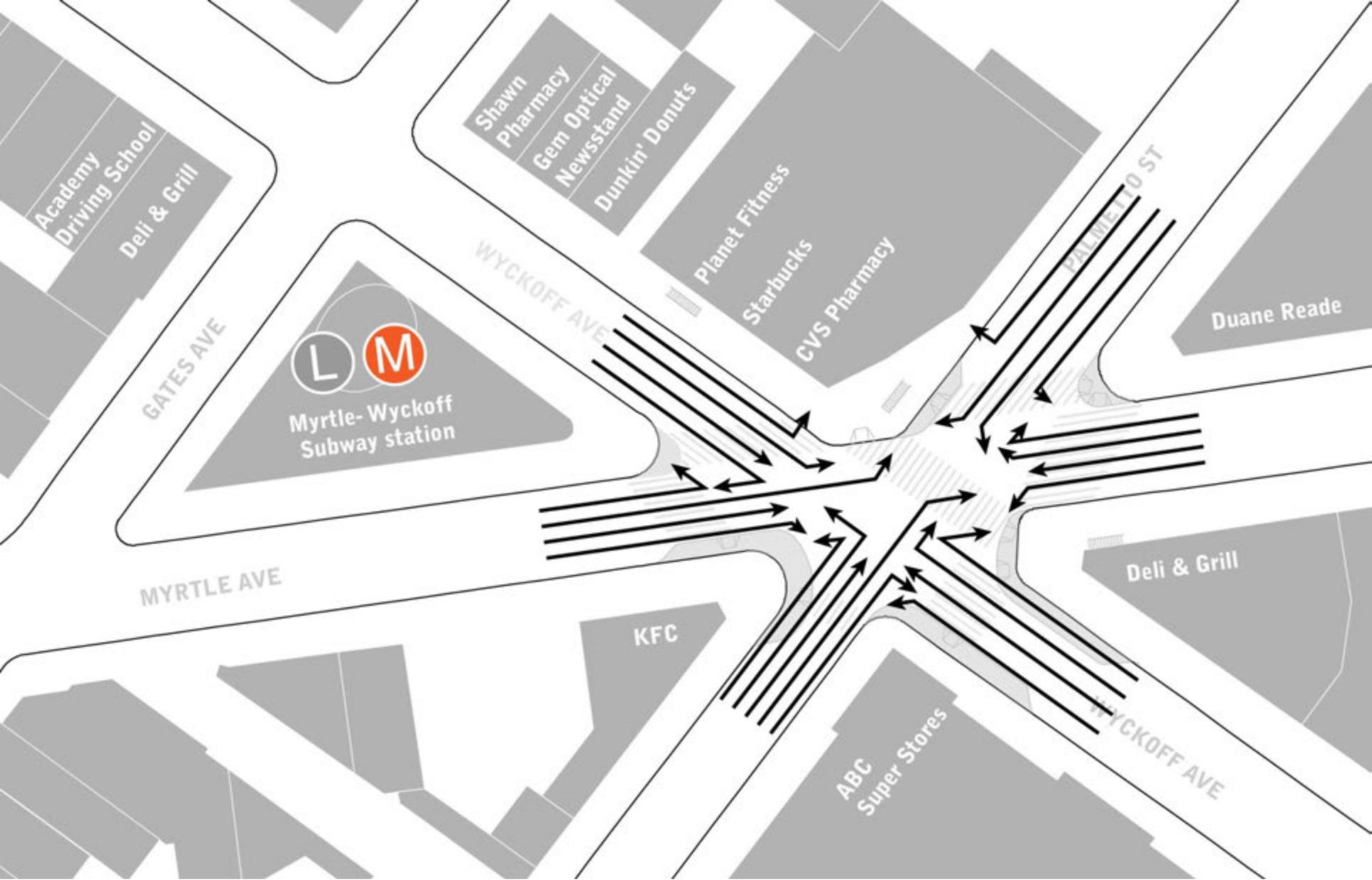
- Priority Corridors
- Priority Intersections
- Priority Areas

2. Timeline



2009-2013: 2 pedestrians were killed at this intersection

Hui Wu (age 27) in 2009 and Ella Bandes (age 23) in 2013



Very complex intersection

6 street approaches

25 possible vehicular movements

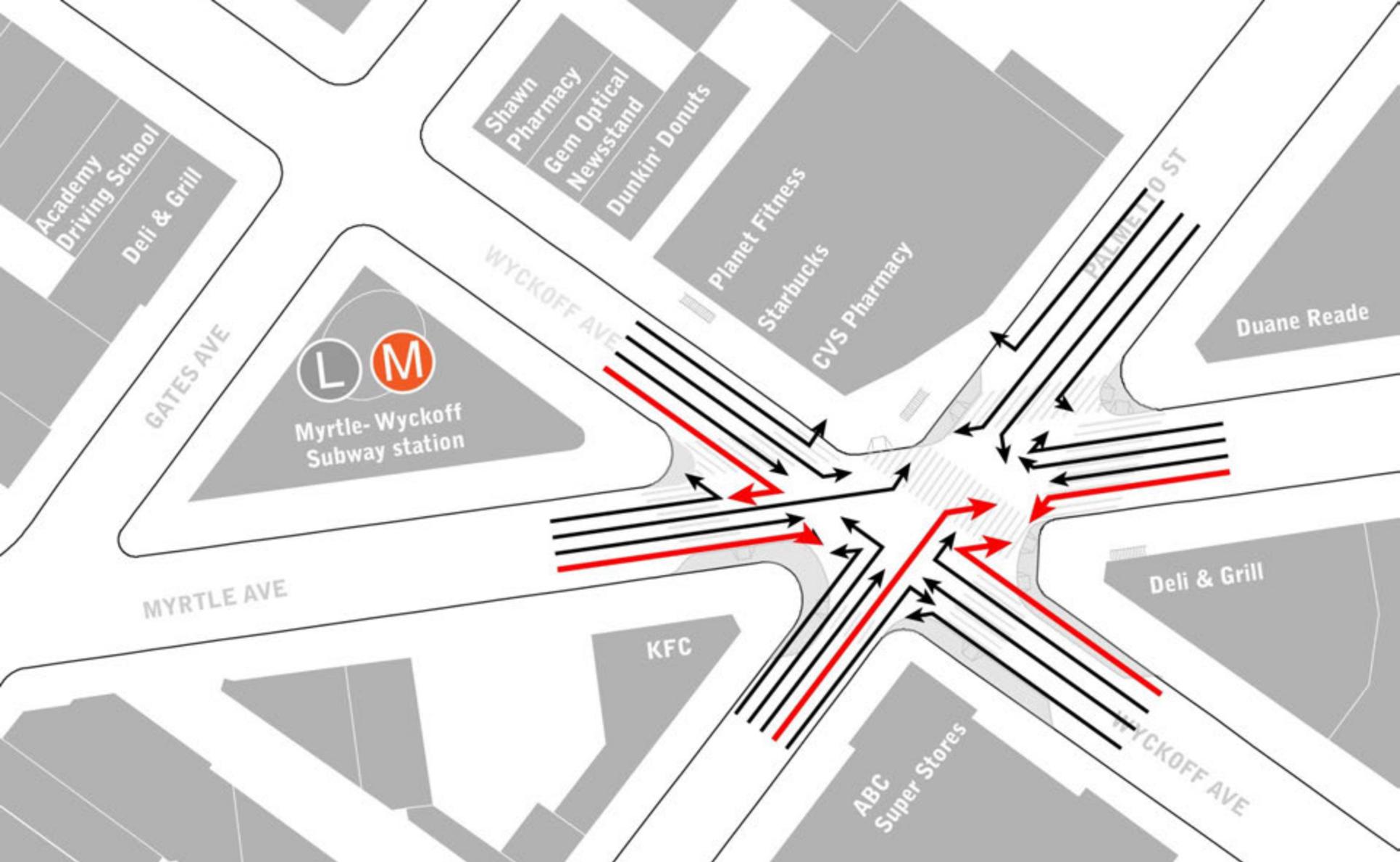


September 2014

Pedestrian crossings were shortened

5 turns were banned

20 vehicular movements remain



September 2014

5 turns were banned

20 vehicular movements remain

MTA bus hits, kills Ridgewood man: NYPD

By Sarina Trangle

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RIDGEWOOD — A 60-year-old Ridgewood man died after he was struck by an MTA bus near Wyckoff Avenue and Palmetto Street at 5:07 a.m. Oct. 30, police said.

The Police Department said officers found Edwin Torres lying on the pavement of Palmetto Street with severe trauma about the body, and paramedics rushed him to Wyckoff Hospital, where he was pronounced dead.

The NYPD said its investigation found the victim was walking from the southeast corner to the northwest corner of Palmetto Street, when a MTA bus turning off Wyckoff Avenue and heading east onto Palmetto Street struck him. Its rear wheel hit the man, police said.

No arrests were made, and police said its investigation was ongoing.

Transportation Alternatives, a group that promotes the interests of public transit commuters, bicyclists and pedestrians, accused the bus driver of not yielding and called on the city to hasten its Vision Zero initiative to cut traffic accidents.

"We are saddened by the news of yet another fatal crash caused by an MTA bus driver who failed to yield the right of way to a pedestrian in a crosswalk," Caroline Samponaro, deputy director of the group, said in a statement. "The driver struck and killed a pedestrian who was attempting to cross the hazardous intersection at Palmetto Street and Myrtle and Wyckoff avenues — the same location where Ella Bandes was tragically struck and killed by an MTA bus driver in 2013."

Six pedestrians, one bicyclist and one motorcyclist were hit and killed by MTA bus drivers in 2014, according to Transportation Alternatives. Of the six pedestrians, five were crossing a street when struck by a turning bus, the group said. It claimed eight pedestrians died in MTA bus crashes in 2013.

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Similar stories

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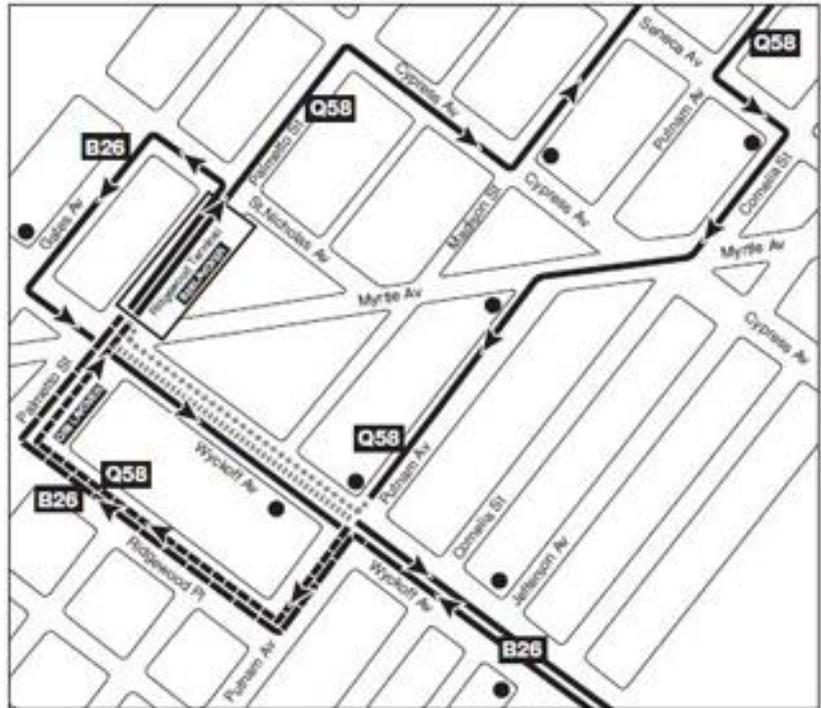
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RICHMOND HILL: Pedestrians killed on Atlantic Ave.

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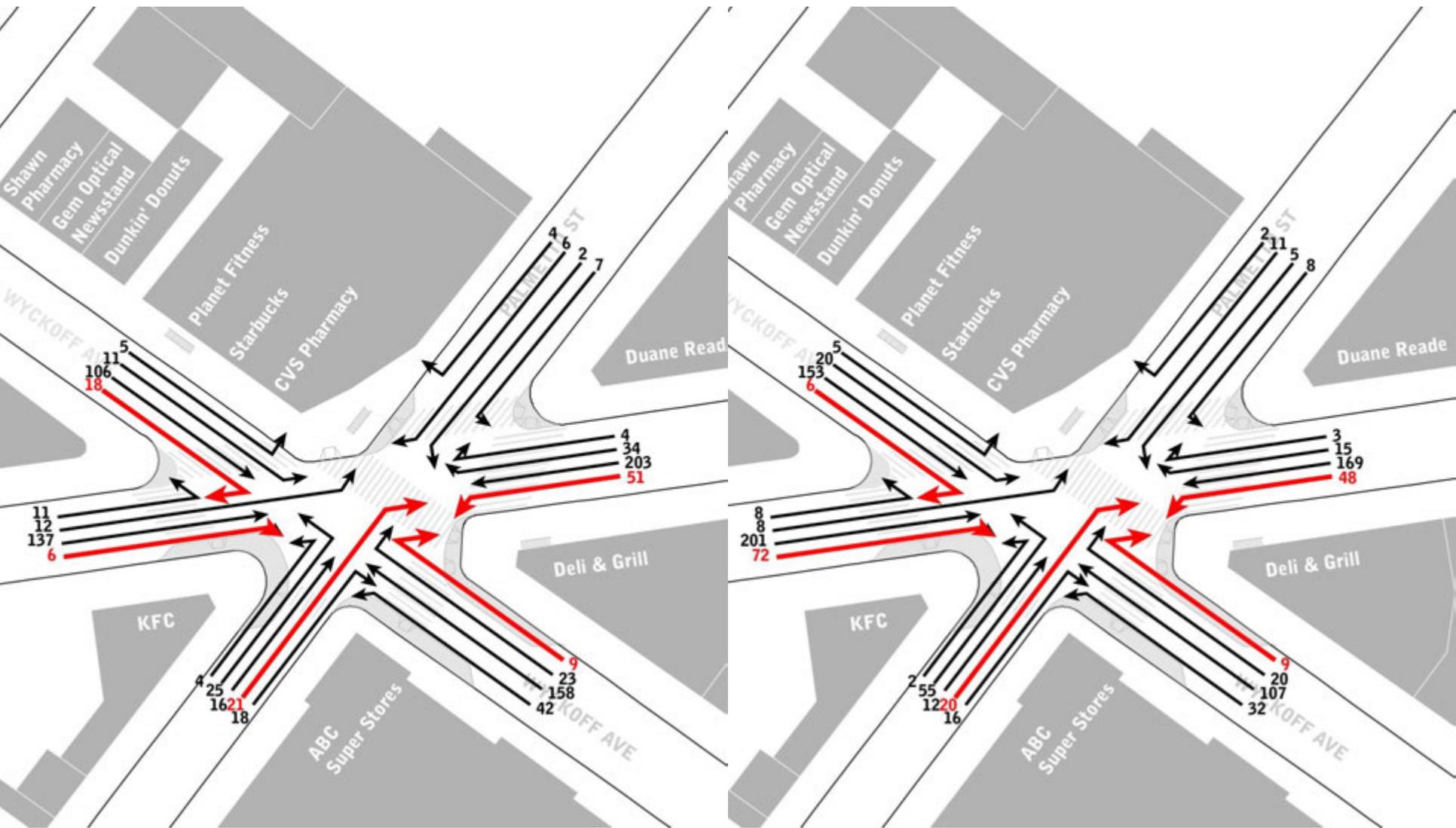
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In November 2014, there was another pedestrian fatality

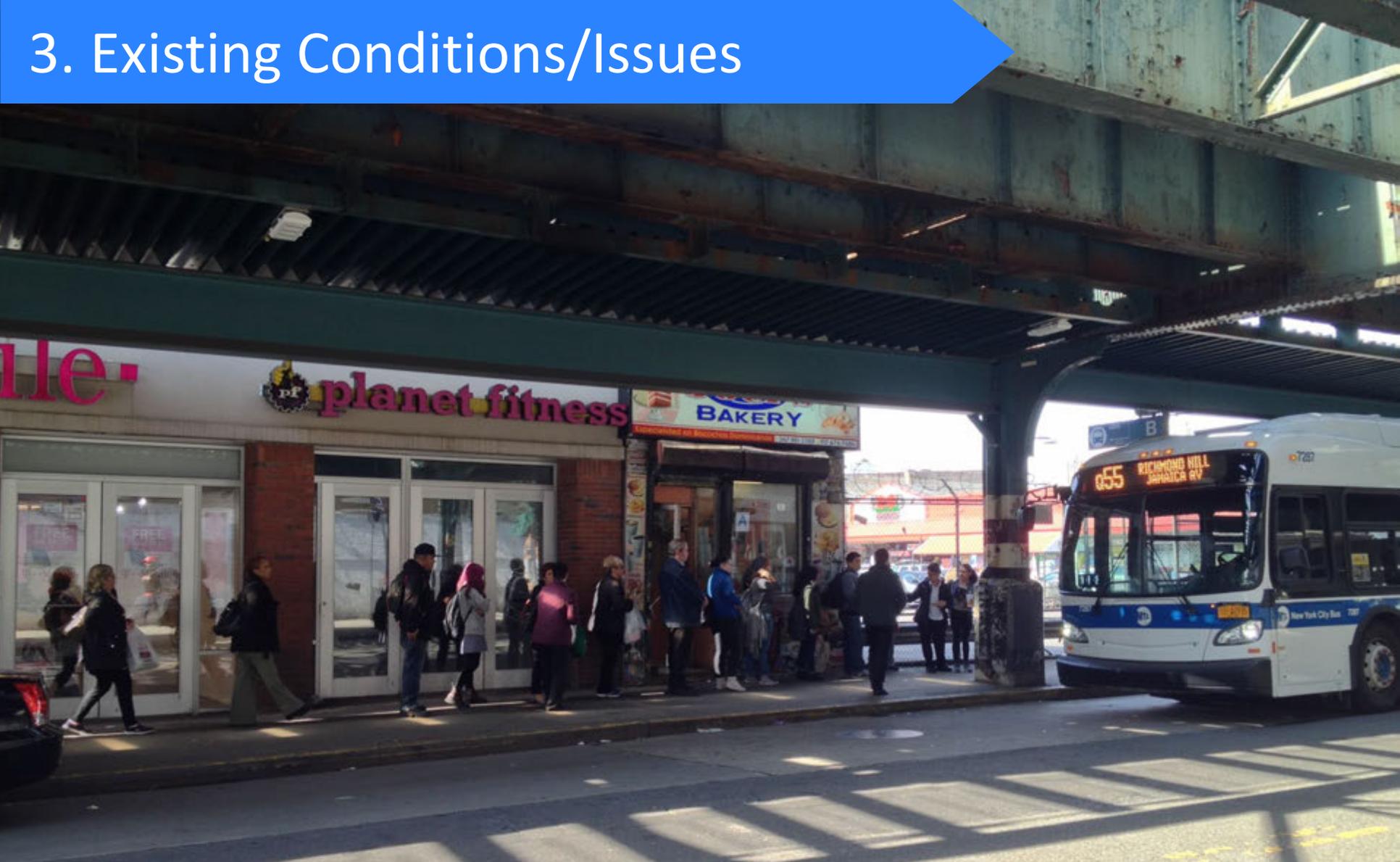
In response, on 6/28/2015, the MTA rerouted the B26 and Q58 via Ridgewood Pl



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. Existing Conditions/Issues



Ridgewood Terminal

People transfer from subway to bus and bus to subway – which generates a lot of foot traffic



Busy retail corridors on Myrtle and Wyckoff



Lack of seating opportunities

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



The retail and transit hub doesn't feel like a center

4. Proposal



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



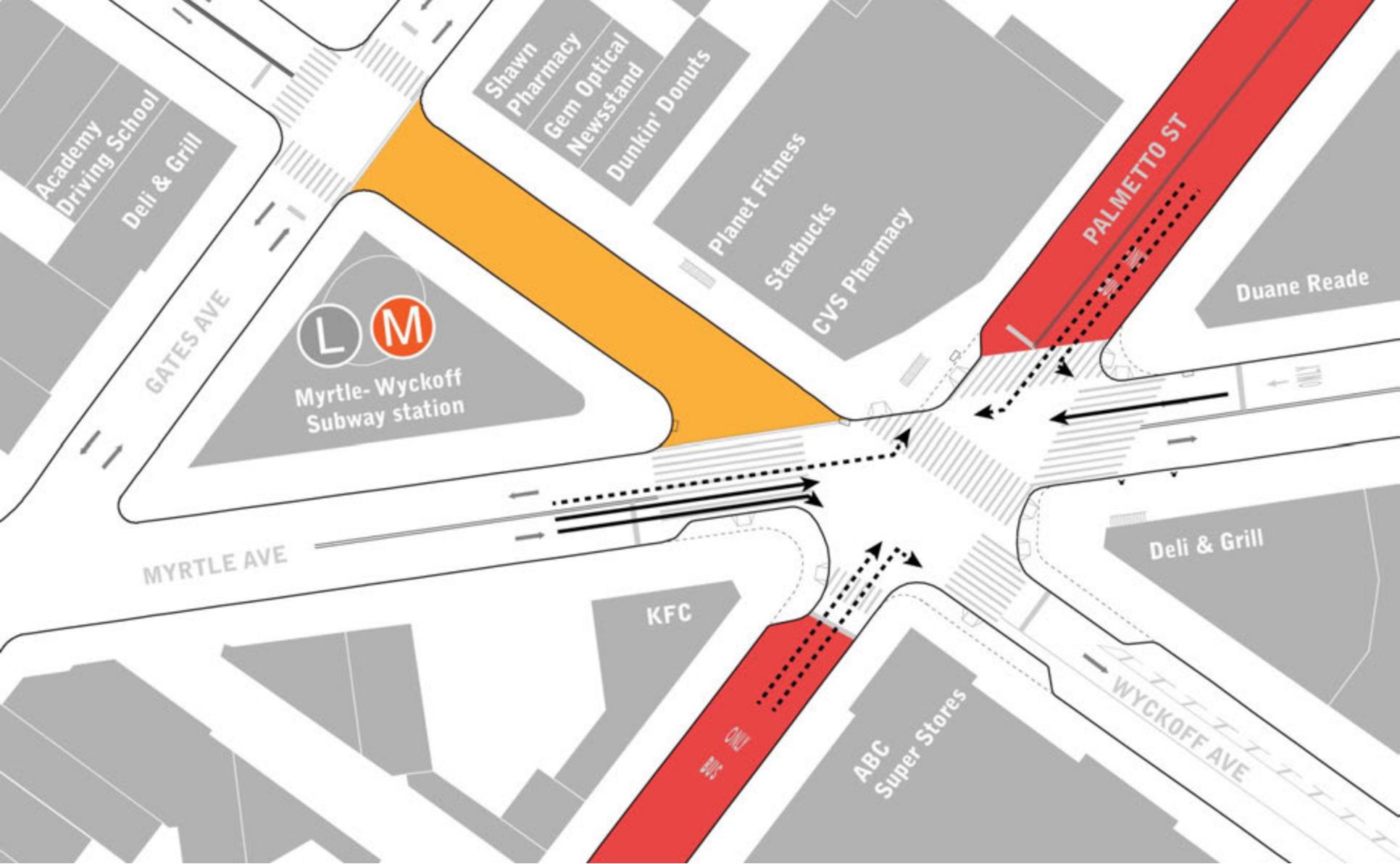
Palmetto St is already a de facto bus block. There are no business entrances. Buses layover here and continue to the Terminal. Removing other vehicles allows banning the right turn to Myrtle.

Wyckoff Ave one-way southbound



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

Wyckoff Ave would return to two-way at either Madison or Putnam. DOT is studying conversion points.



Only 8 turn movements would remain
3 for private vehicles, 5 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
 - [Queens CB5: May 24 \(TC\)](#), June 8 (FB)
 - Brooklyn CB4: June 6 or 7 (TC), and June 15 (FB)



Queens Workshop March 29



Brooklyn Workshop April 27



One Day Plaza
Saturday April 30, 2016

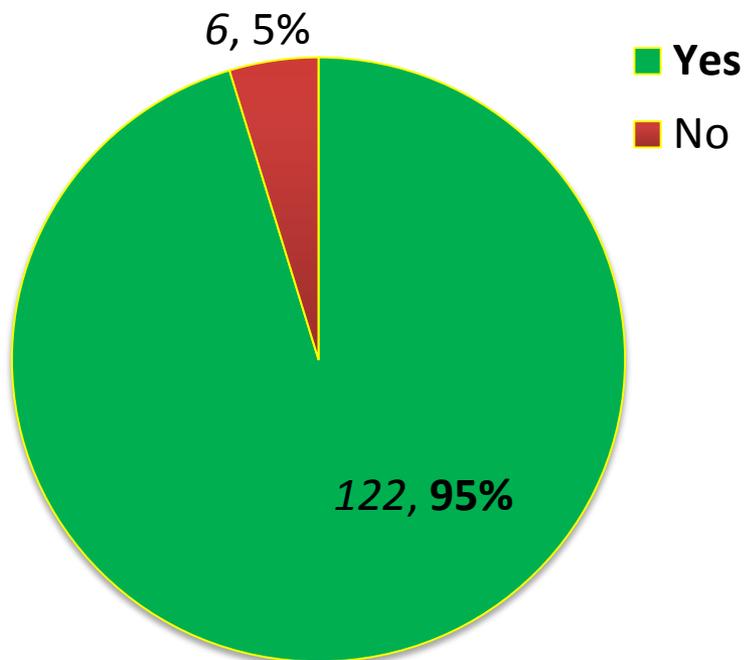
What we heard from our outreach

Question	Brooklyn Workshop (23)	Queens Workshop (21)
Not Enough Time to Cross	28%	68%
Failure to Yield	37%	89%
Long Wait to Cross	37%	43%
Drivers Ignore lights/signals	45%	52%
Indirect Crossings	45%	75%
Poor Visibility	52%	67%
Double Parking	77%	67%
Jaywalking	77%	50%
Speeding	61%	70%
Nowhere to Sit	57%	67%

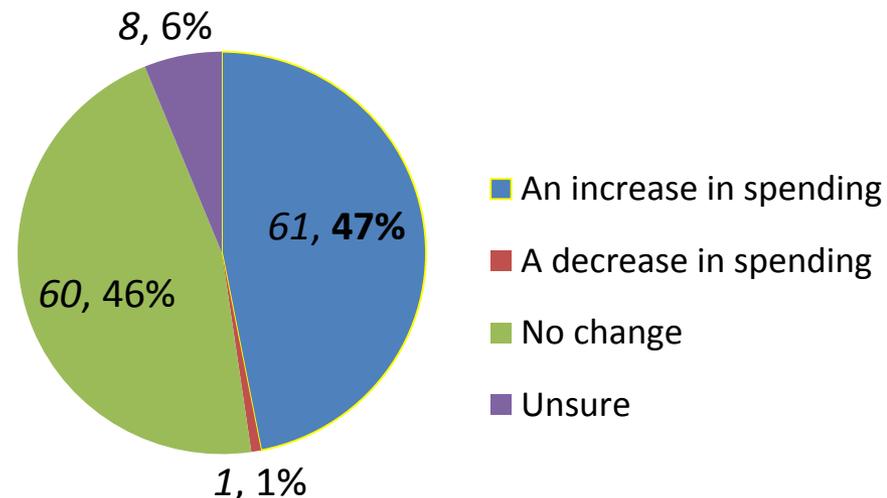
44 surveys from March 29 workshop in Queens, and April 27 workshop in Brooklyn
% agreeing each issue was “a problem” or “a major problem”

What we heard from our outreach

Would you like to see a permanent plaza here?



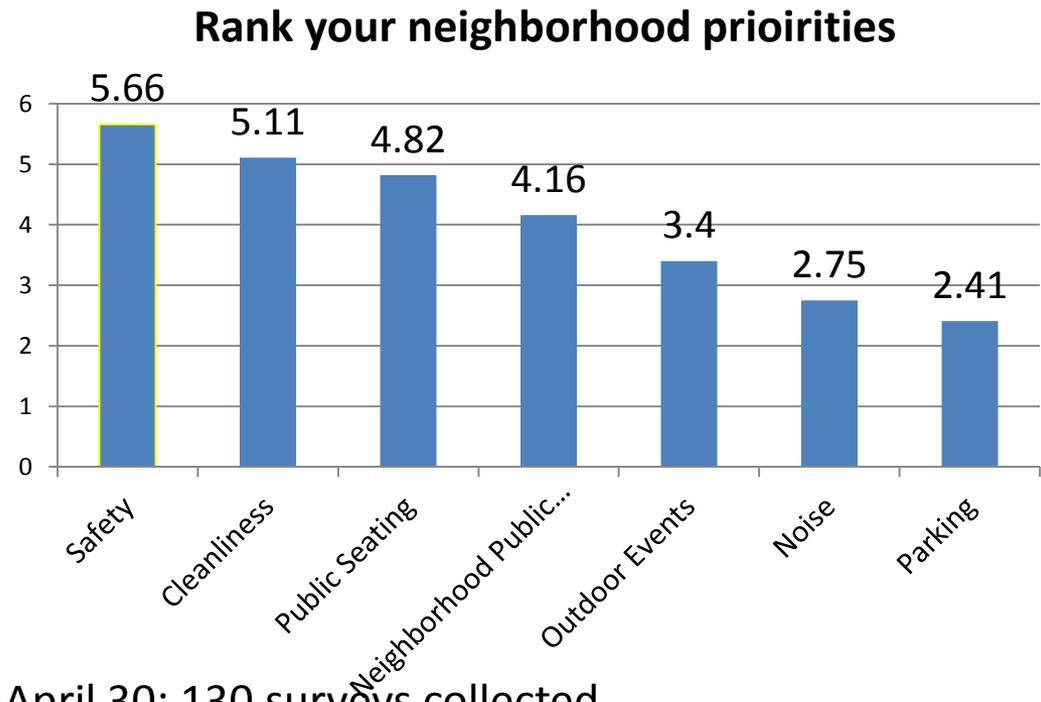
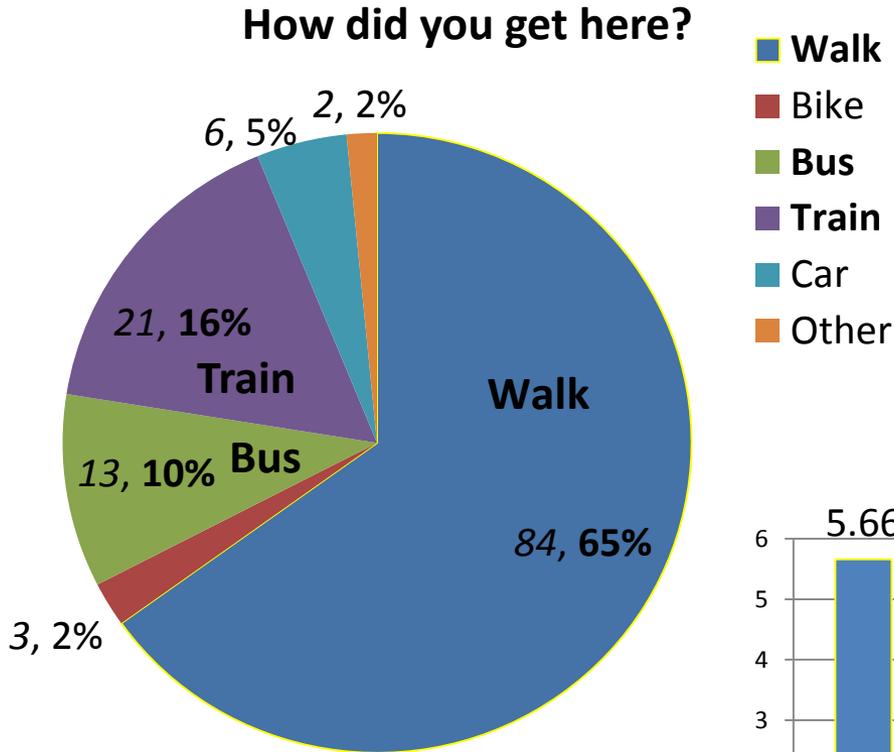
How would a permanent plaza here affect your shopping habits?



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



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6. 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

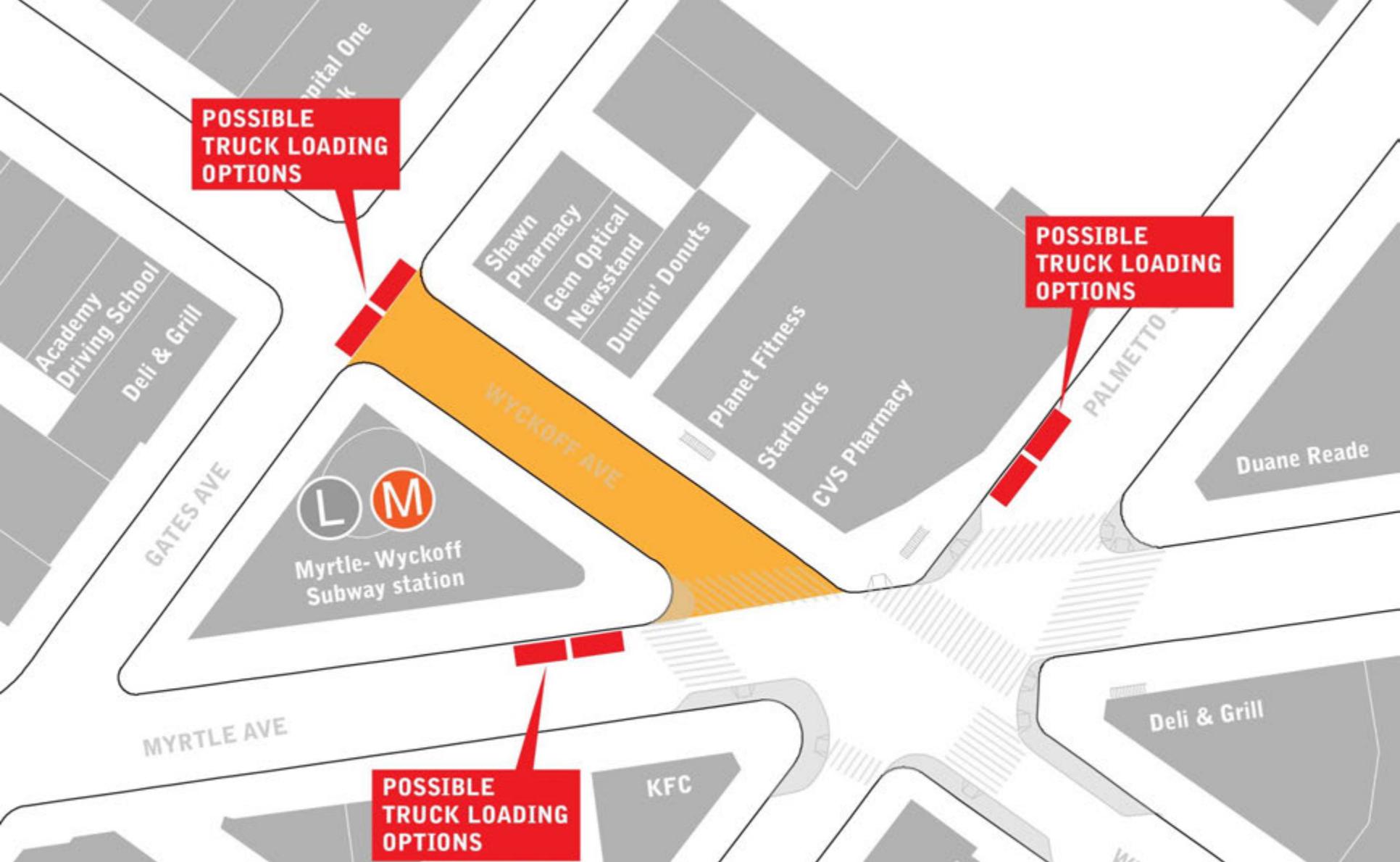
71st Avenue Plaza: Ridgewood, Queens: Opened 2012

With a maintenance partner, neighborhoods have the opportunity to program and take ownership over their public spaces



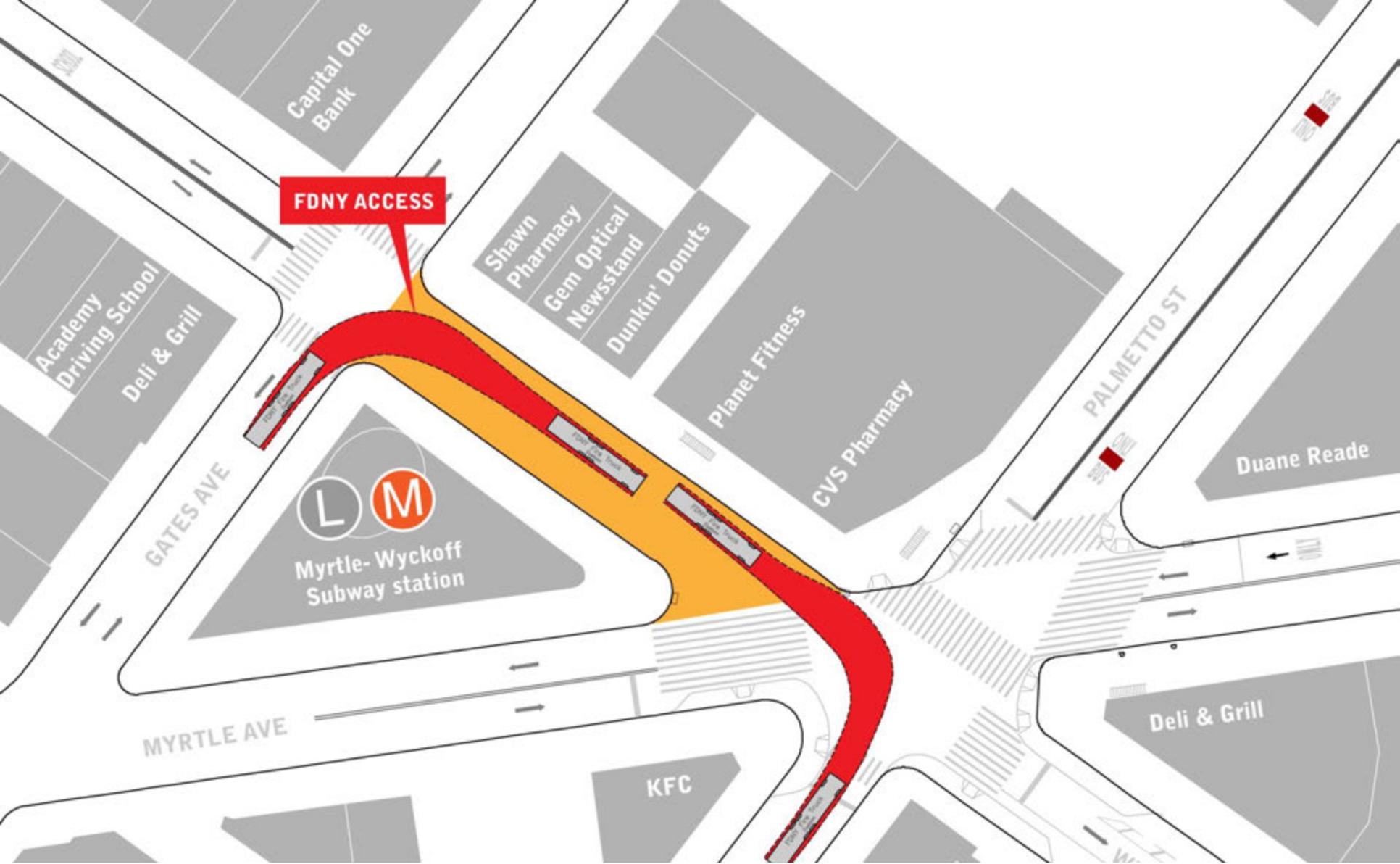
June 1-August 31, 2016 window for partners to apply to Round 9 of the Plaza Program to manage this plaza: nyc.gov/plazas

Interim Plaza Plan



Issue: Truck Loading & Vehicle Drop-offs

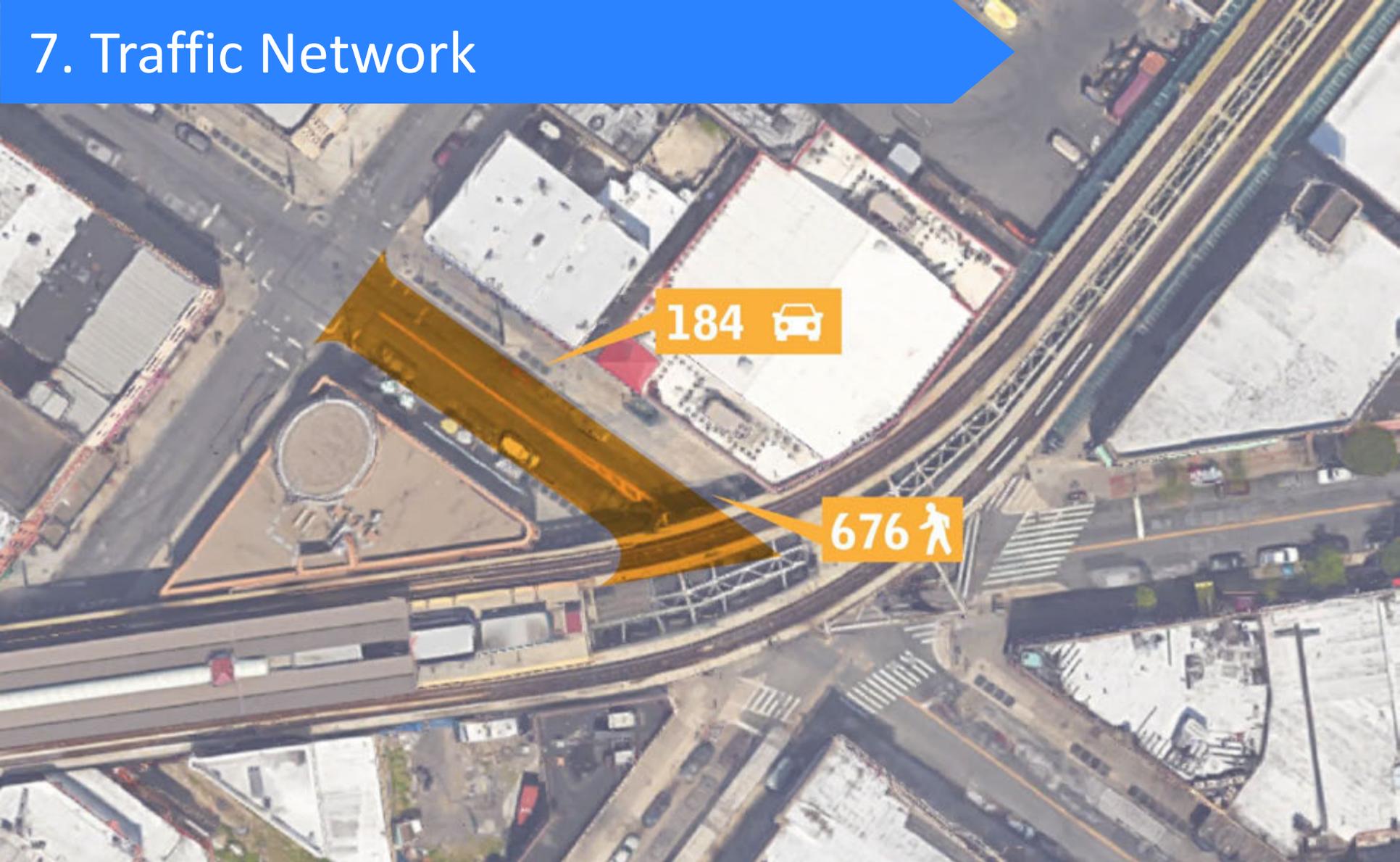
DOT to designate commercial loading zone and work with businesses/residents to monitor effectiveness



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

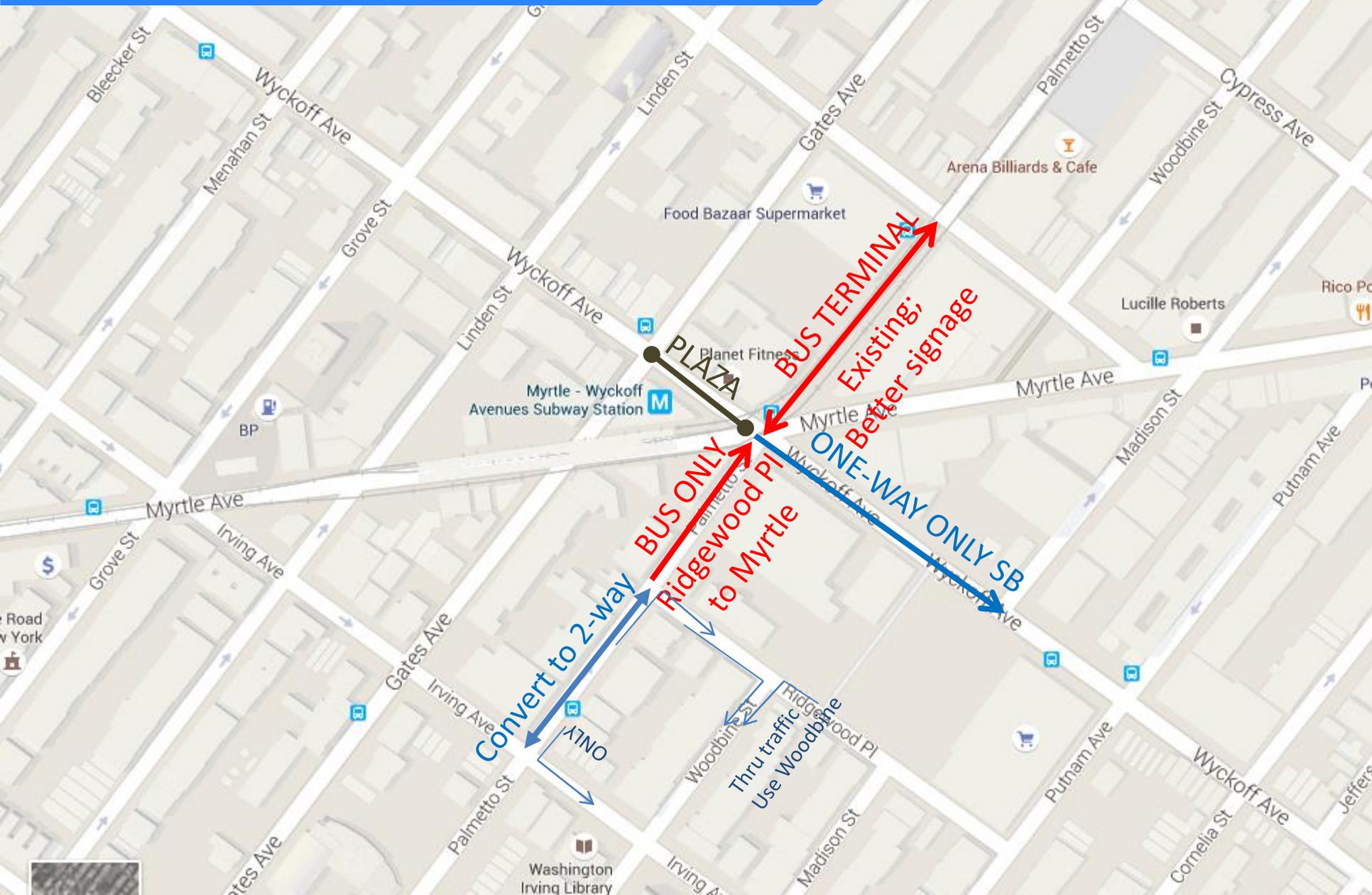
STREET CLOSURE

PEAK # OF VEHICLES / HOUR



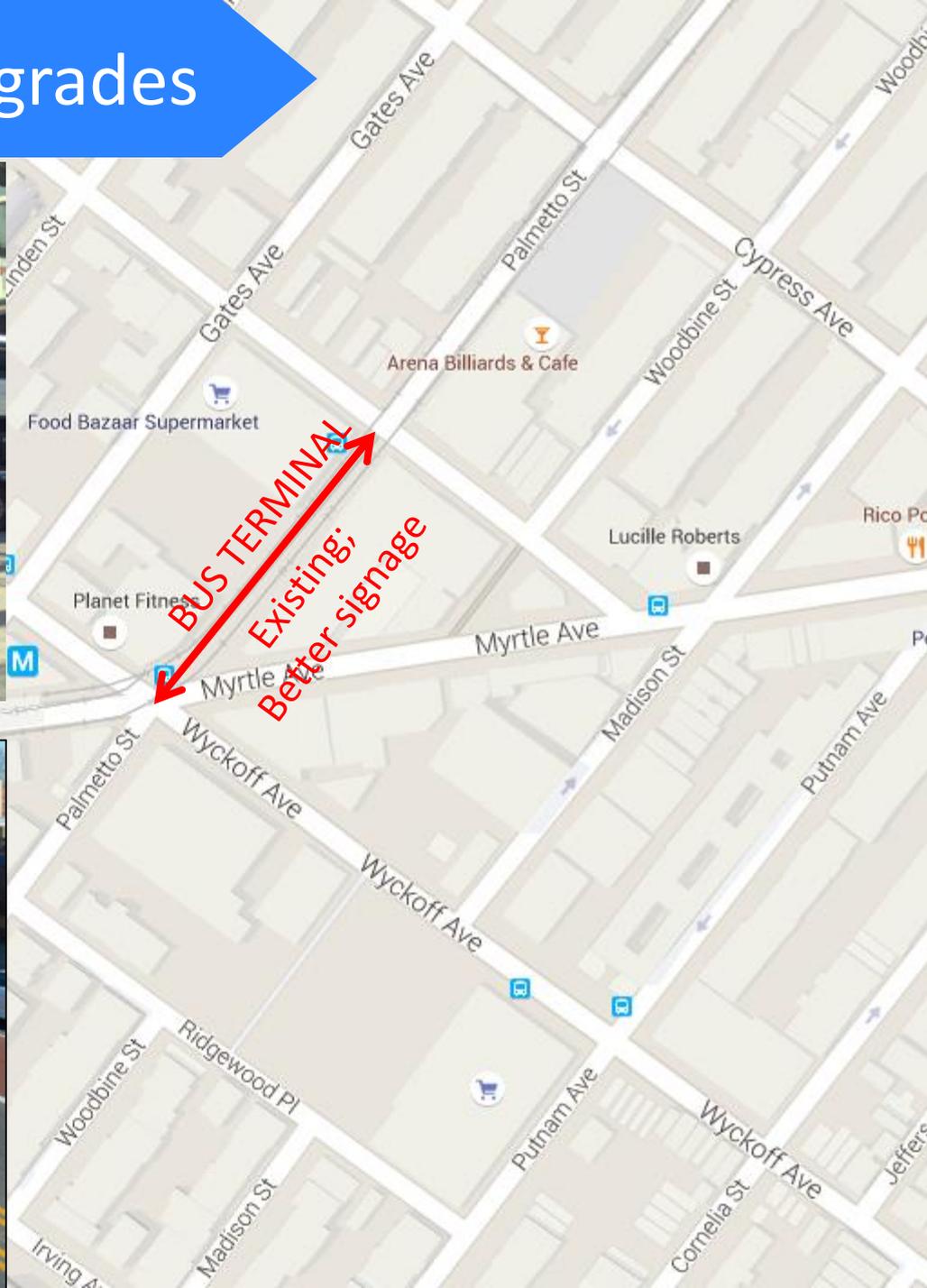
Other successful plazas had nearly twice as much vehicular traffic prior to closure and seen little to no circulation impacts.

Local Road Network Changes



Ridgewood Terminal: Upgrades

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



Palmetto St: Irving to Wyckoff

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

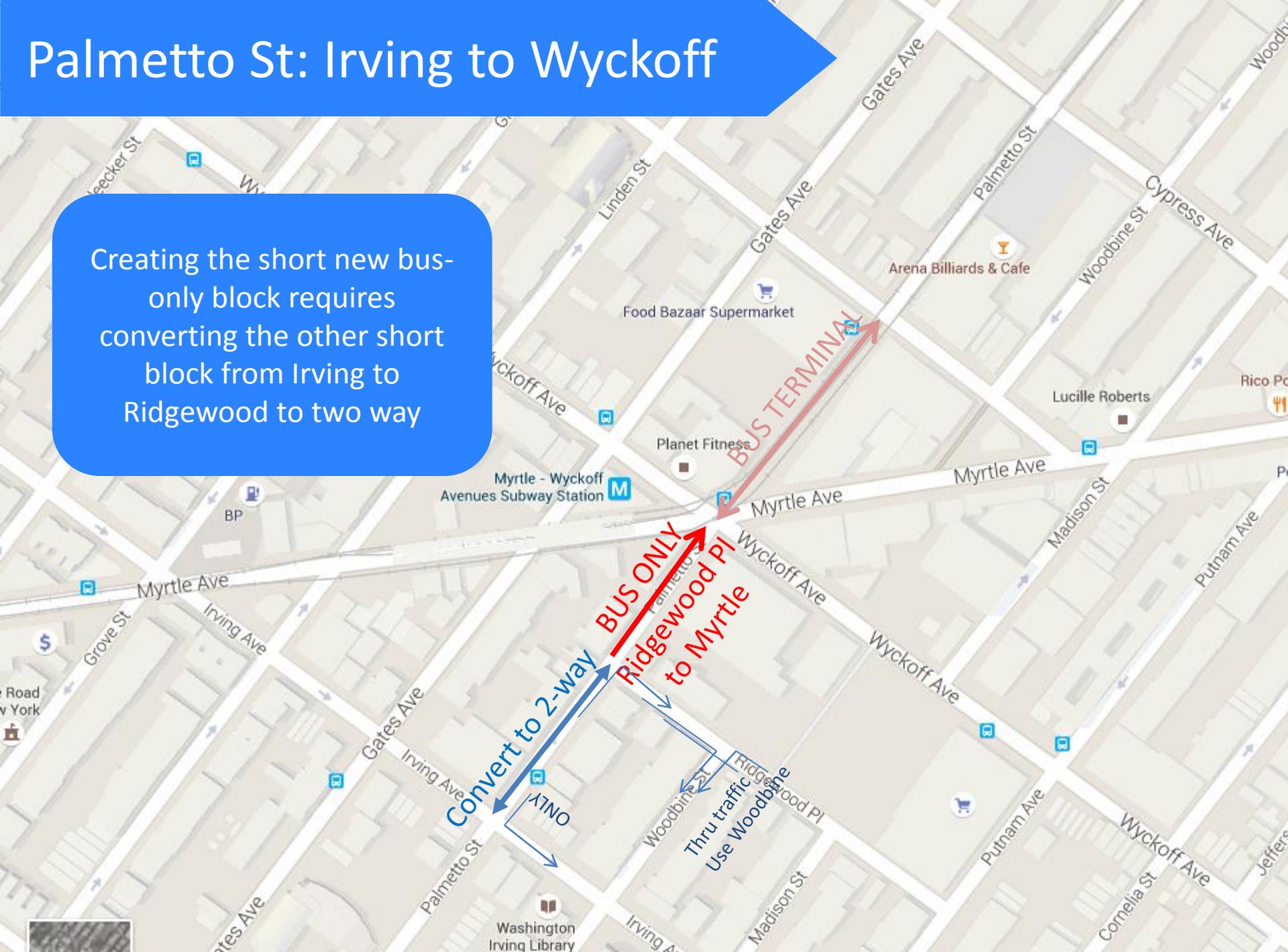
There's a taxi stand that would be relocated. There are no business entrances.

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



Palmetto St: Irving to Wyckoff

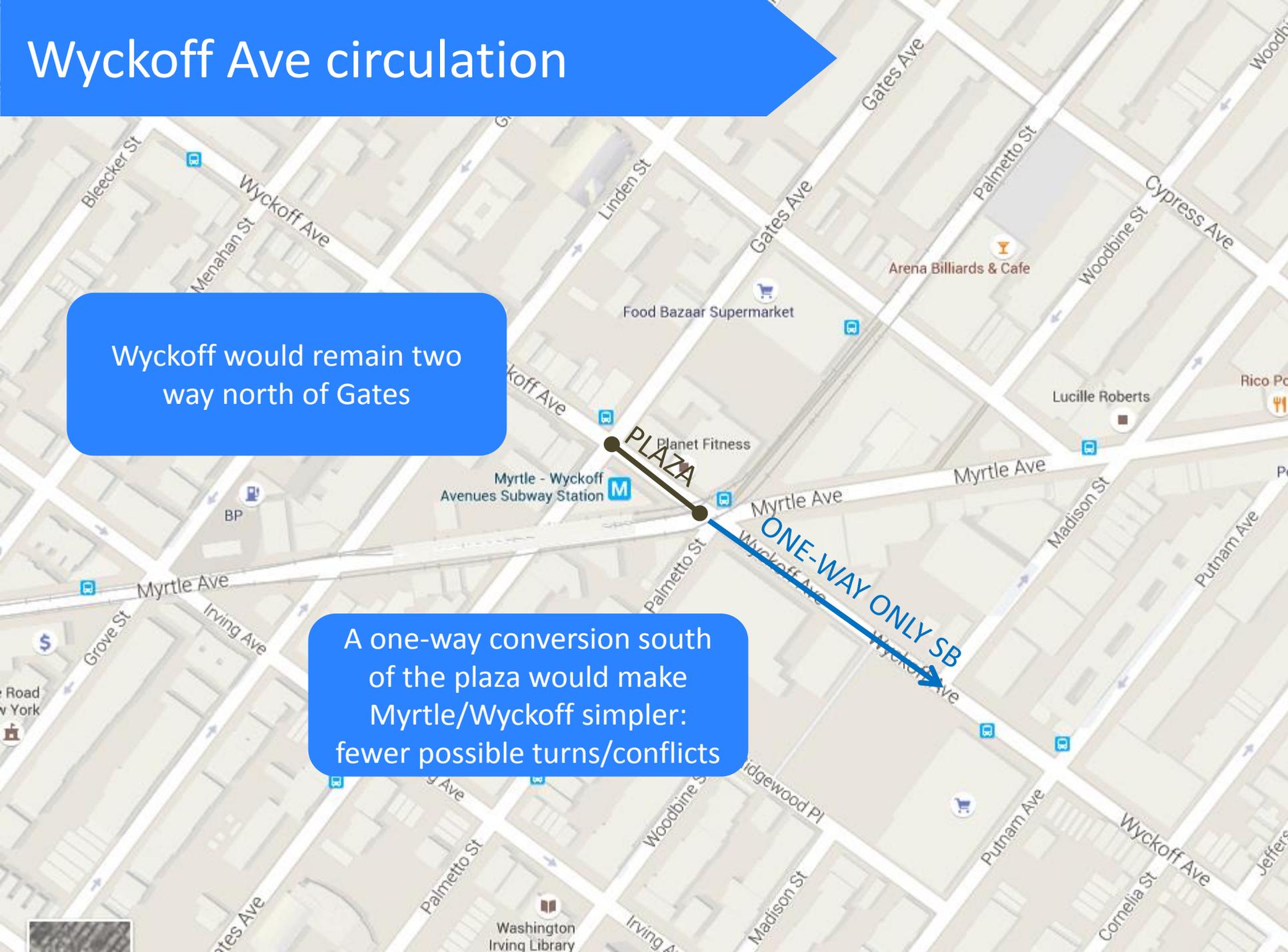
Creating the short new bus-only block requires converting the other short block from Irving to Ridgewood to two way



Wyckoff Ave circulation

Wyckoff would remain two way north of Gates

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



Wyckoff One-Way: 3 Options



ONE-WAY ONLY SB

1

2

3

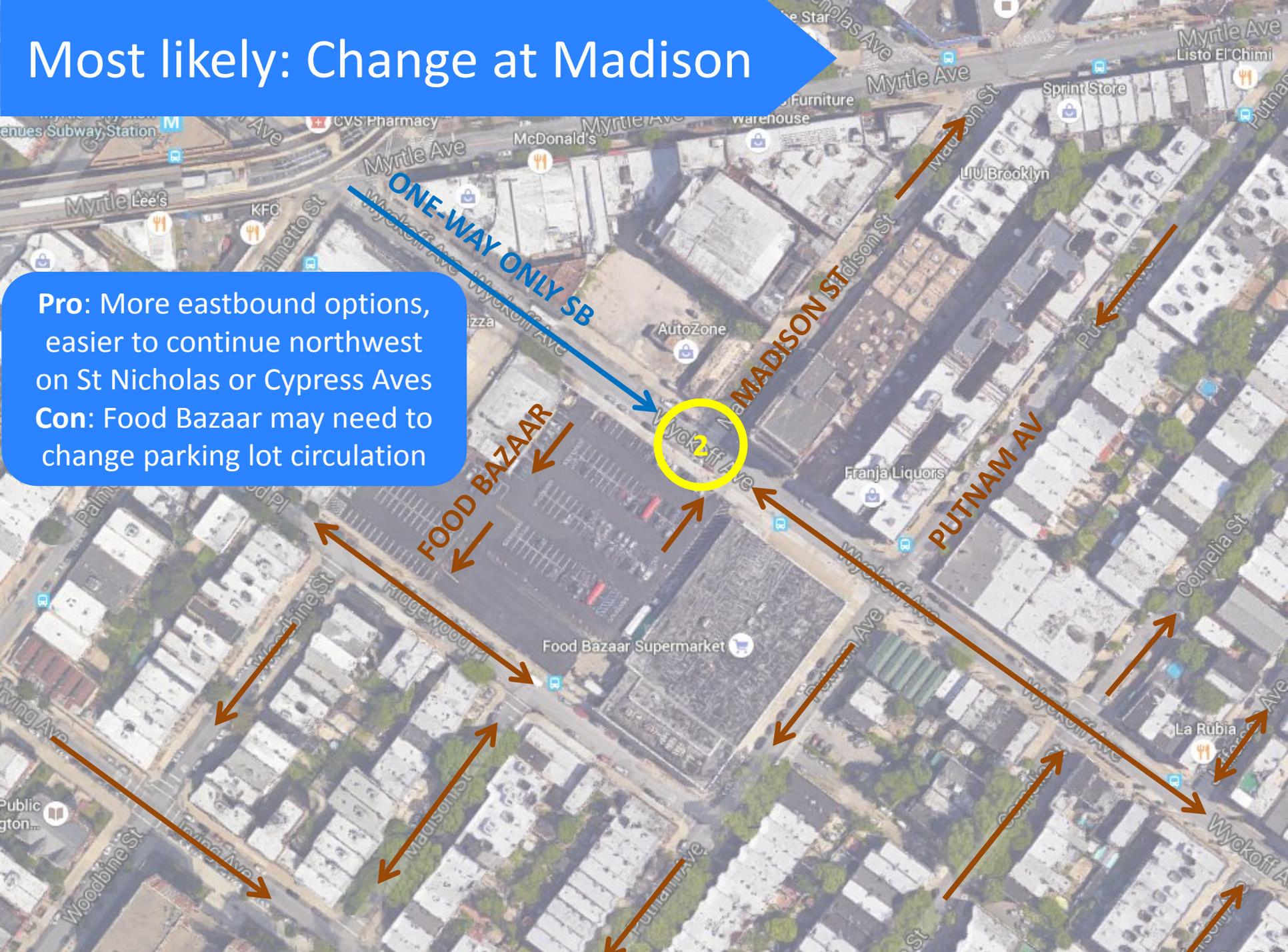
FOOD BAZAAR

PUTNAM AV

MADISON ST

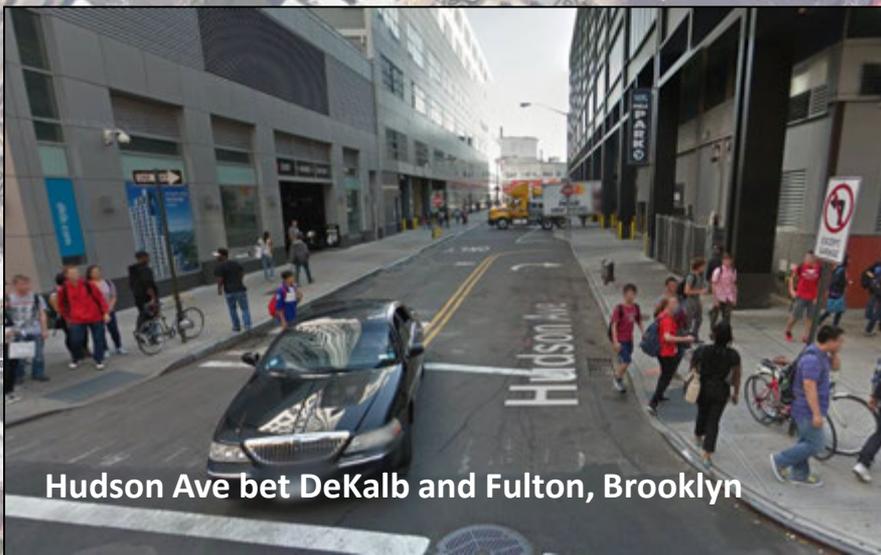
Most likely: Change at Madison

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

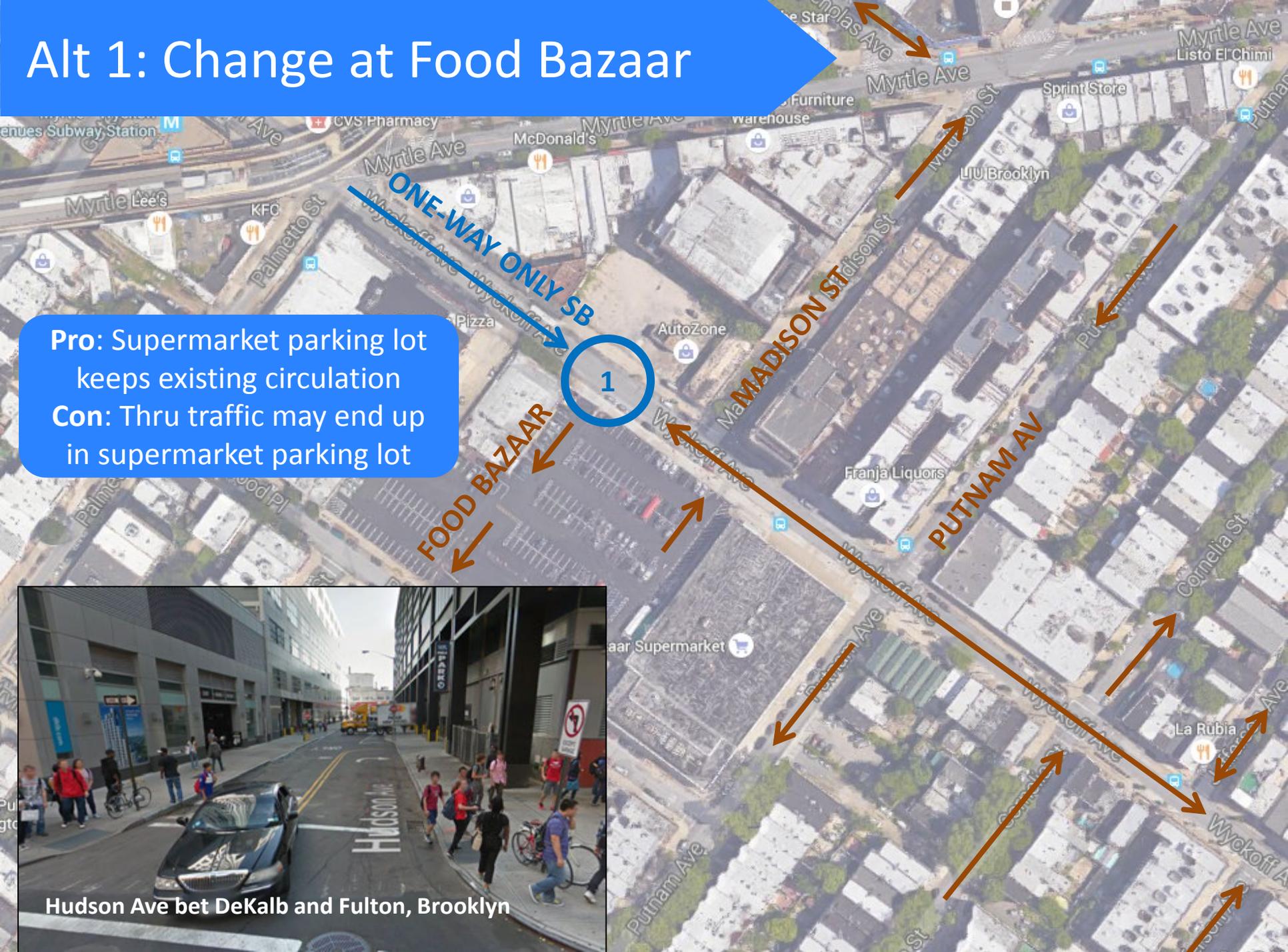


Alt 1: Change at Food Bazaar

Pro: Supermarket parking lot keeps existing circulation
Con: Thru traffic may end up in supermarket parking lot

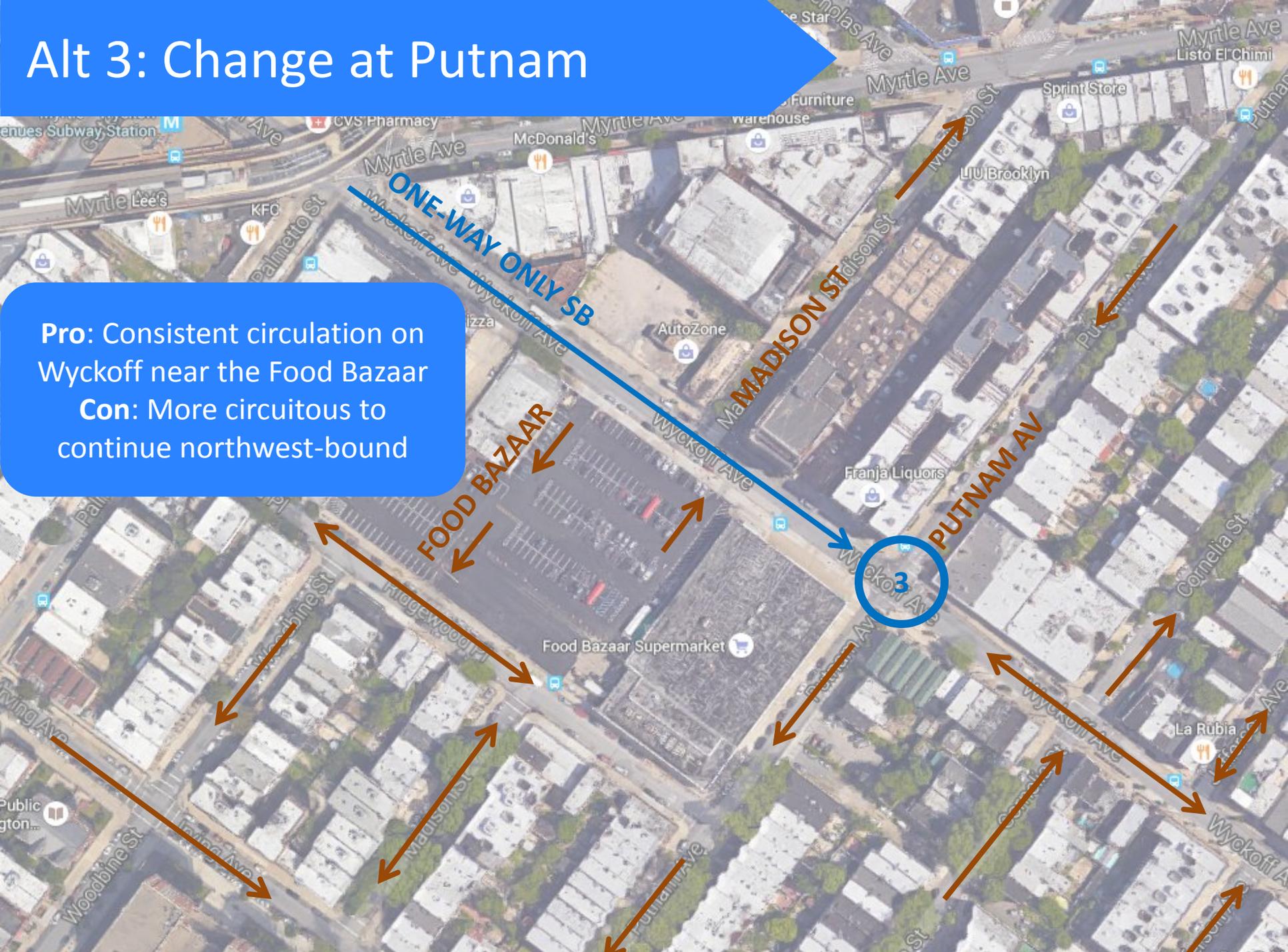


Hudson Ave bet DeKalb and Fulton, Brooklyn



Alt 3: Change at Putnam

Pro: Consistent circulation on Wyckoff near the Food Bazaar
Con: More circuitous to continue northwest-bound

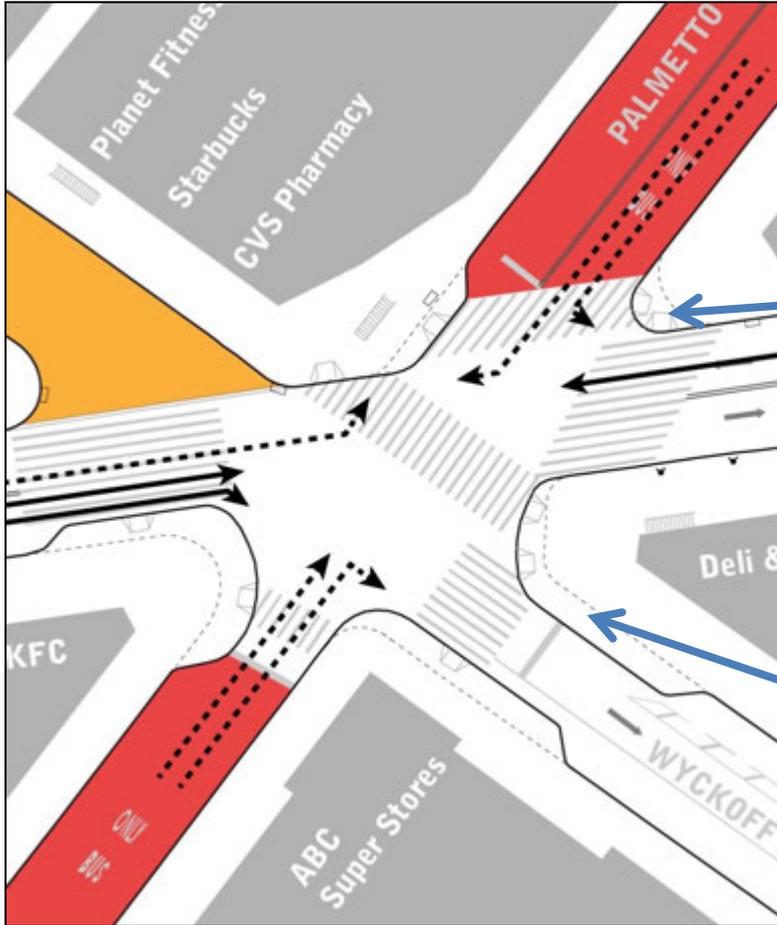


Curb Regulations: Proposed



Curb Extensions

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



8. Next Steps

- Presentations to CB5 Full Board, CB4 TC and Full Board
 - NYCT will present bus route changes
- 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