• 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
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
**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.
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
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
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 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.
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)
What we heard from our outreach

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

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

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%
What we heard from our outreach

How did you get here?
- Walk: 84, 65%
- Bus: 13, 10%
- Train: 21, 16%
- Car: 6, 5%
- Bike: 2, 2%
- Other: 3, 2%

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+

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

0 1 2 3 4 5 6
Safety Cleanliness Public Seating Neighborhood Public... Outdoor Events Noise Parking
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.
Interim Plaza Plan

June 1-August 31, 2016 window for partners to apply to Round 9 of the Plaza Program to manage this plaza: [nyc.gov/plazas](http://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: Myrtle Ave
- BUS TERMINAL: Existing signage
- One-Way ONLY SB: Myrtle Ave
- Thru traffic: Woodbine Pl
- Use Woodbine Pl

-Up override: Wyckoff Ave
- Down override: Linden St
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.
Creating the short new bus-only block requires converting the other short block from Irving to Ridgewood to two way.
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

1. ONE-WAY ONLY SB
2. FOOD BAZAAR
3. PUTNAM AV
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

NEW PLAZA
EXISTING NO STANDING
remove taxi stand
NEW TAXI STAND
NEW BUS ONLY
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 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