DOT is collecting 3 types of public input in this workshop:

1. Safety Issue Worksheet (to complete before starting this presentation)

2. Discussion about safety issues and DOT proposal

3. Map exercise (get ready to draw on the map!)
Myrtle-Wyckoff-Palmetto

Why here?
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
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
DOT has received community requests for more safety improvements here.

Discussion (5-10 mins): What are your safety concerns about the intersection?
In 2015, a capital project to reconstruct all of Wyckoff Avenue (HWK876) became funded with Vision Zero (safety) funds.

Construction is expected to begin in 2018.

Rather than build out the current design, we have the opportunity to think bigger.

We’ll come back for more input based on how people like the interim phase to inform the capital design.
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

Discussion (5-10 mins): What are your initial thoughts about this proposal?
The site is at the junction of two boroughs, Queens and Brooklyn. The proposal would create a public space in a place that does not currently feel like a neighborhood center.
Successful plazas have easy access to transit. This site connects the subway to the bus. With all of the transit accessible, the site sees lots of foot traffic and serves many communities.
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
DOT has installed public spaces on retail streets that have created neighborhood space

Fowler Square: Fort Greene, Brooklyn: Opened 2012

With a maintenance partner, neighborhoods have the opportunity to program and take ownership over their public spaces.
>3x as many pedestrians as vehicles in the peak hours use this block

Peak vehicle use per hour vs. Peak pedestrian use per hour
Drivers have many alternate routes in the Bushwick/Ridgewood street grid.

Wyckoff only runs 1.6 miles from Flushing to Cooper. Myrtle Ave and Cypress Ave are through streets, and truck routes.
Other successful plazas had nearly twice as much vehicular traffic prior to closure and seen little to no circulation impacts.
Total crashes **down 12%**
Crashes w/injuries **down 50%**
Pedestrian injuries **down 100%**
Total injuries **down 76%**

Safety impacts of Plazas
Putnam Plaza crash data between 2008/09-2012/13
Fulton and Putnam, Brooklyn
Interim Plaza Plan

(To be presented by Public Spaces)
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
Tool Kit
Fowler Square in Fort Greene, Brooklyn
Tool Kit
Putnam Plaza in Clinton Hill, Brooklyn
Bike parking:
NYC Bike Rack
Tool Kit
Umbrellas at Chelsea & Flatiron Plazas
Programming
Launch Day Event
Recurring Small-Scale Events
Annual Events
Markets
Full access to the public
Plaza is public, DOT property & amenities are non-exclusive. Anyone can apply to hold an event in the plaza,
www.nyc.gov/sapo
Plaza to be kept clean and well maintained
Partner will be responsible for plaza maintenance.
If you have suggestions of a maintenance partner, contact the DOT Queens or Brooklyn Borough Commissioner’s Office.
Map Exercise and Discussion:
What would you want to see in a plaza?
NEXT STEPS

Saturday April 9: 1-Day Plaza: Check it out
Late April: Brooklyn workshop
May-June: DOT will present at QN CB5, BK CB4

Interim material installation Summer 2016

After installation, DOT would:

- Take additional traffic & pedestrian counts
- Gather community feedback
- Workshop capital plaza design

2018: Capital construction estimated to begin
Thank You