

Wyckoff Ave Intersection + Plaza

Public Workshop

March 29, 2016



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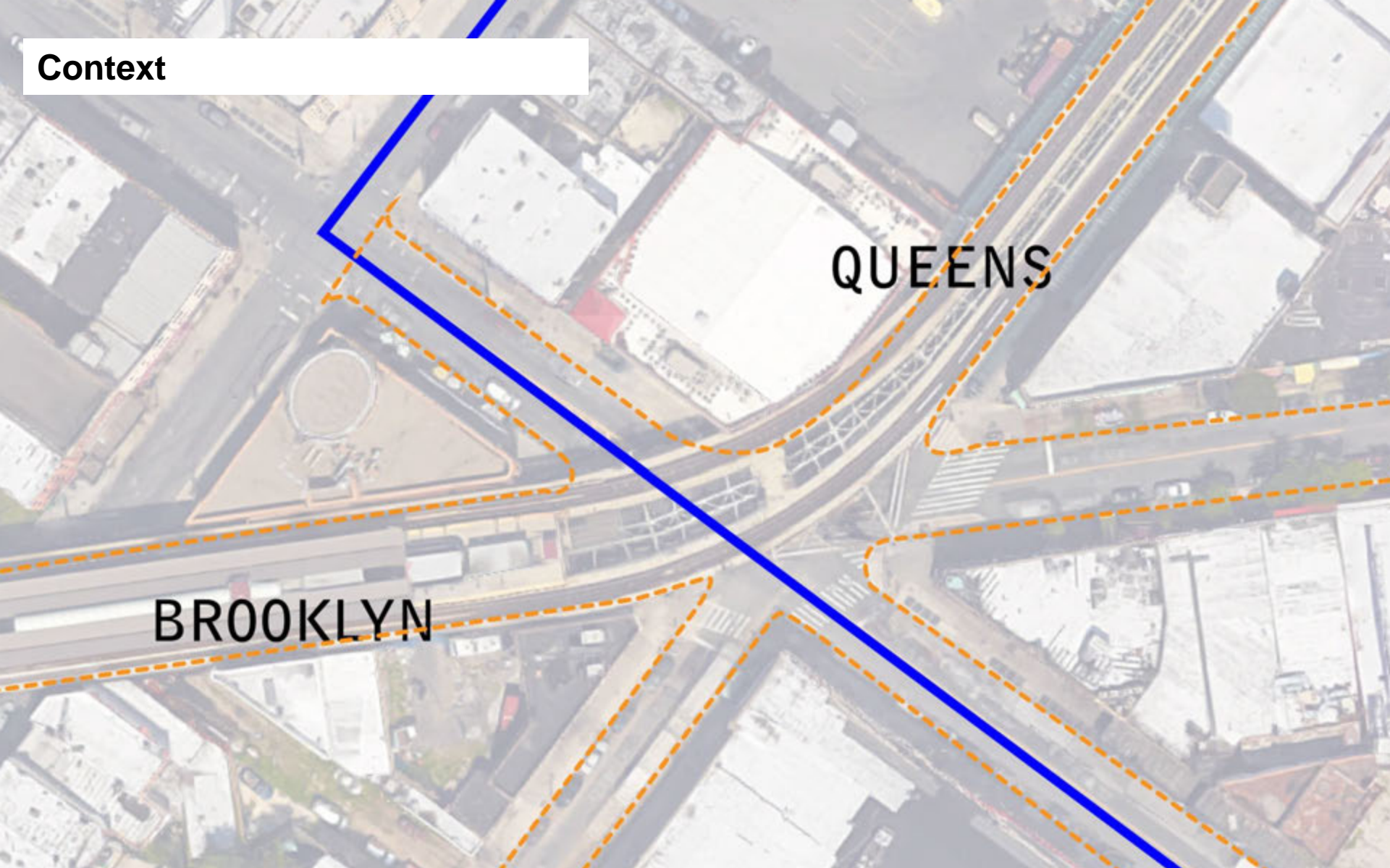
DOT is collecting 3 types of public input in this workshop:

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!)

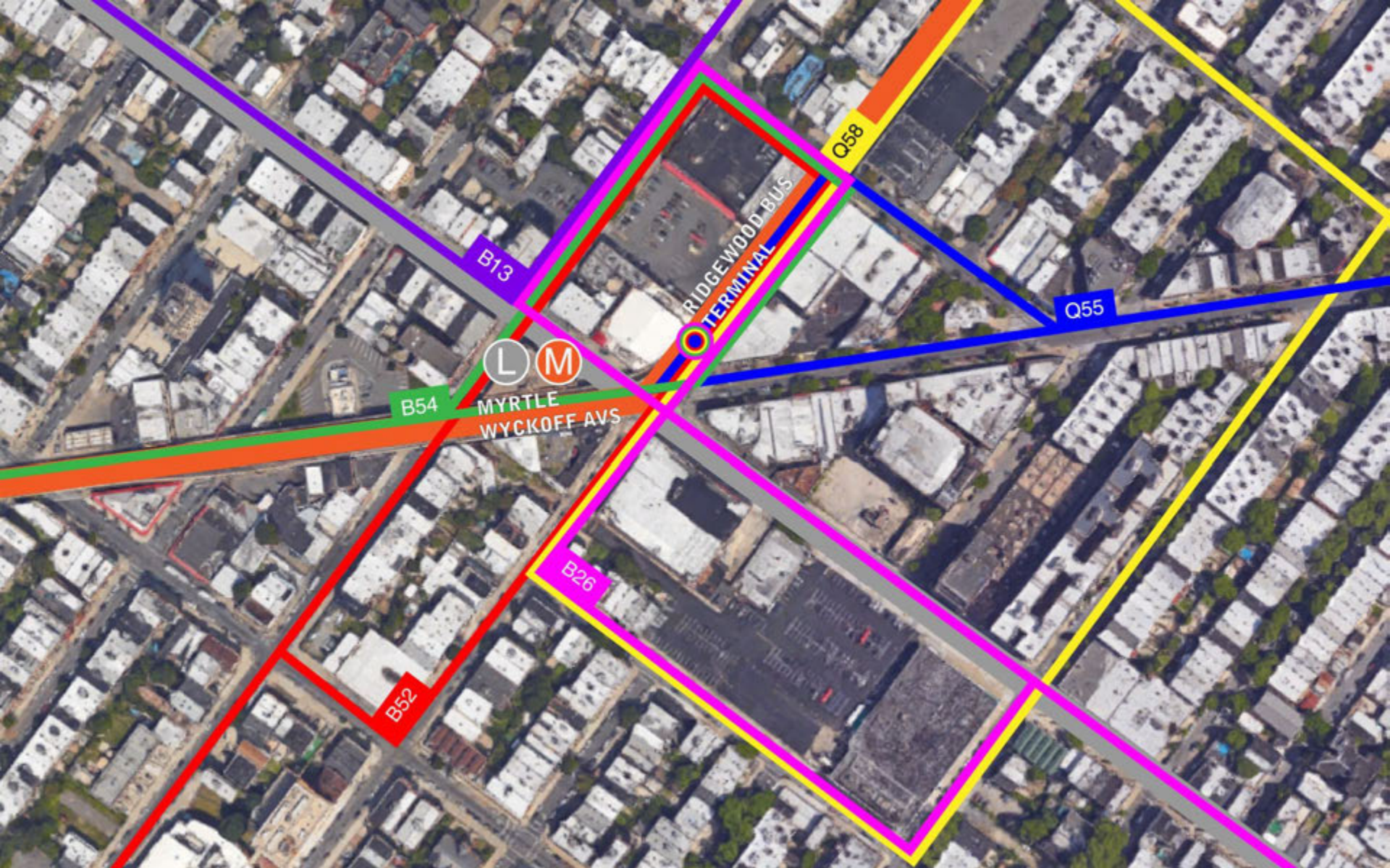


Myrtle-Wyckoff-Palmetto
Why here?

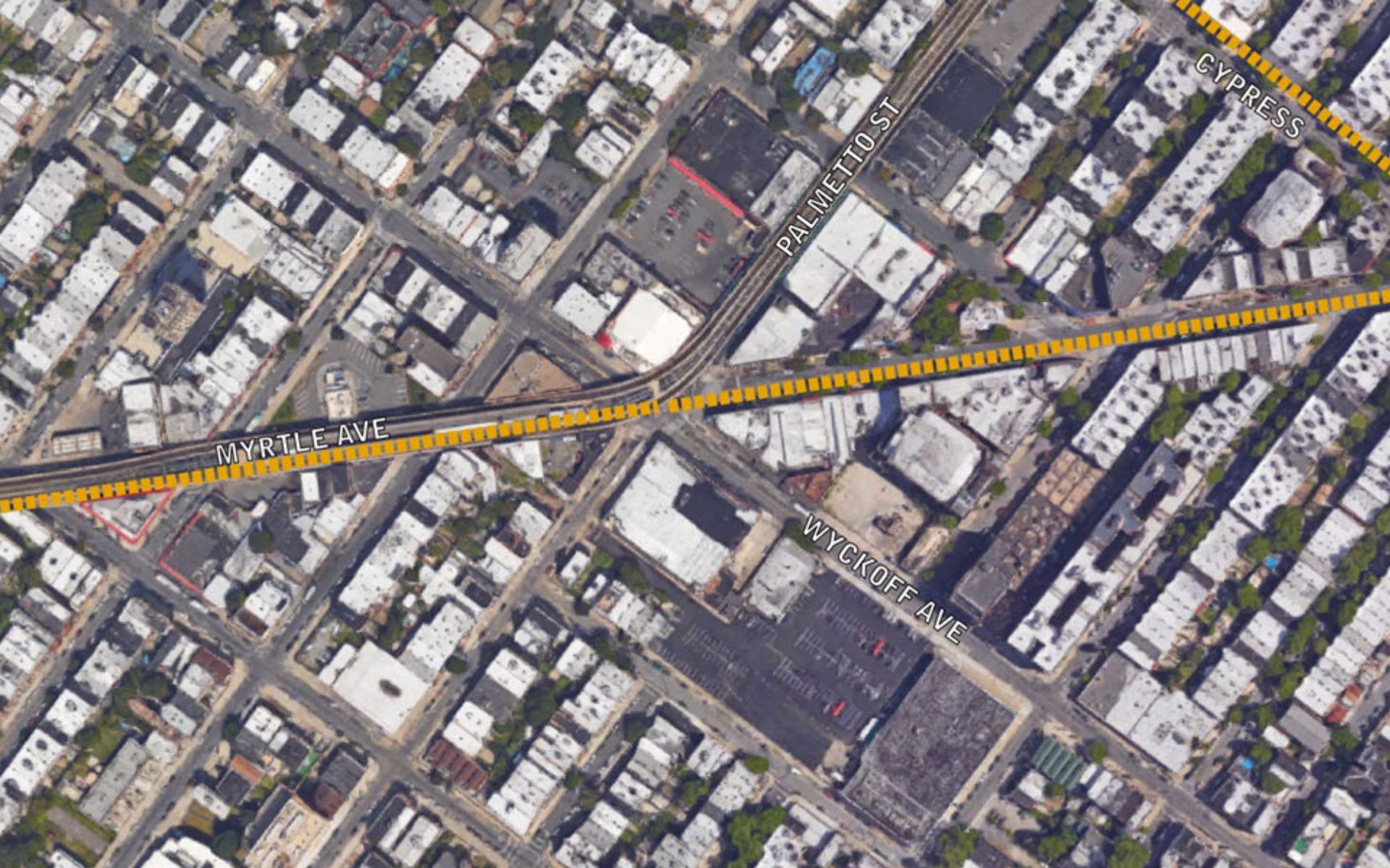
Context



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

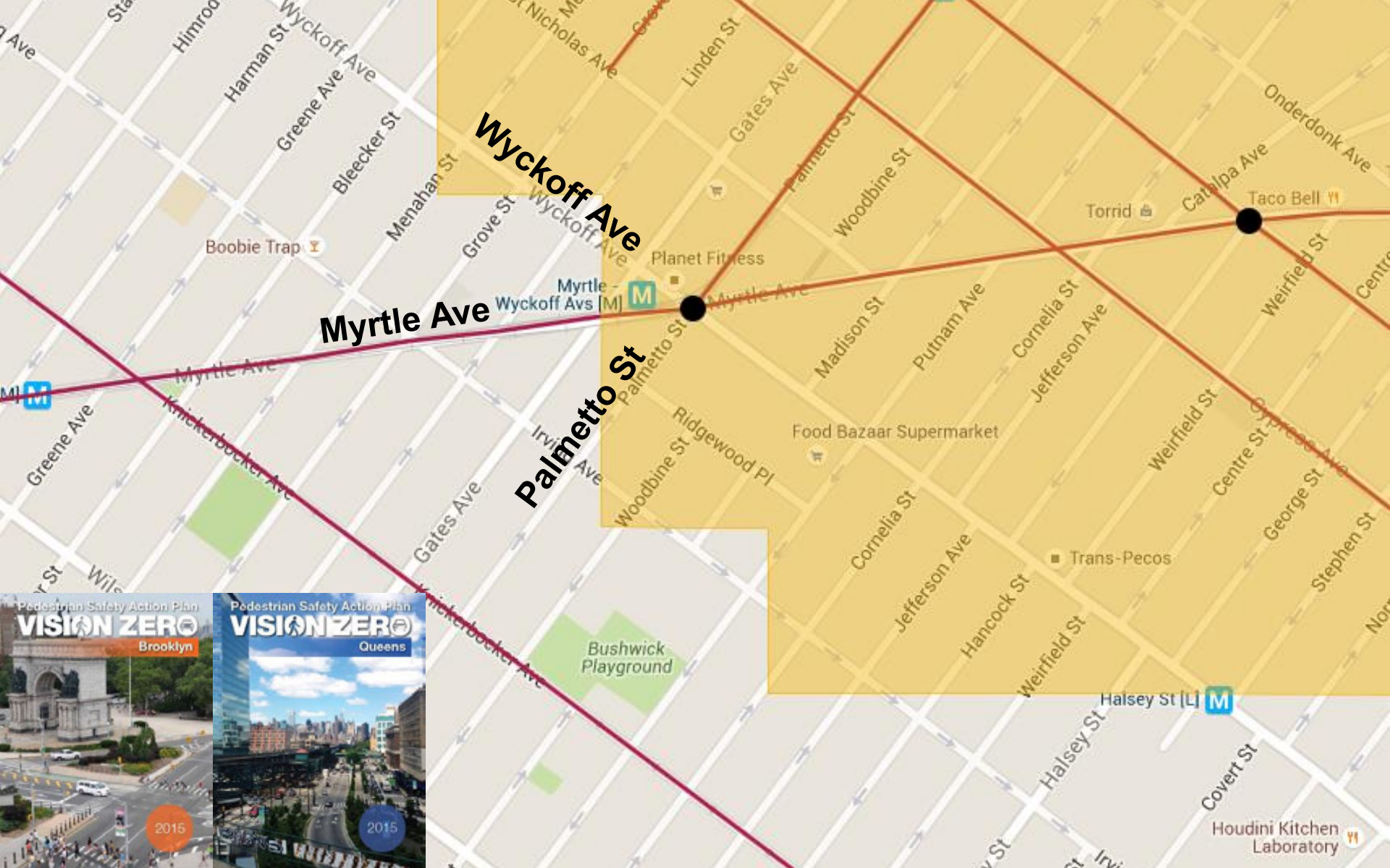


Truck Routes

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

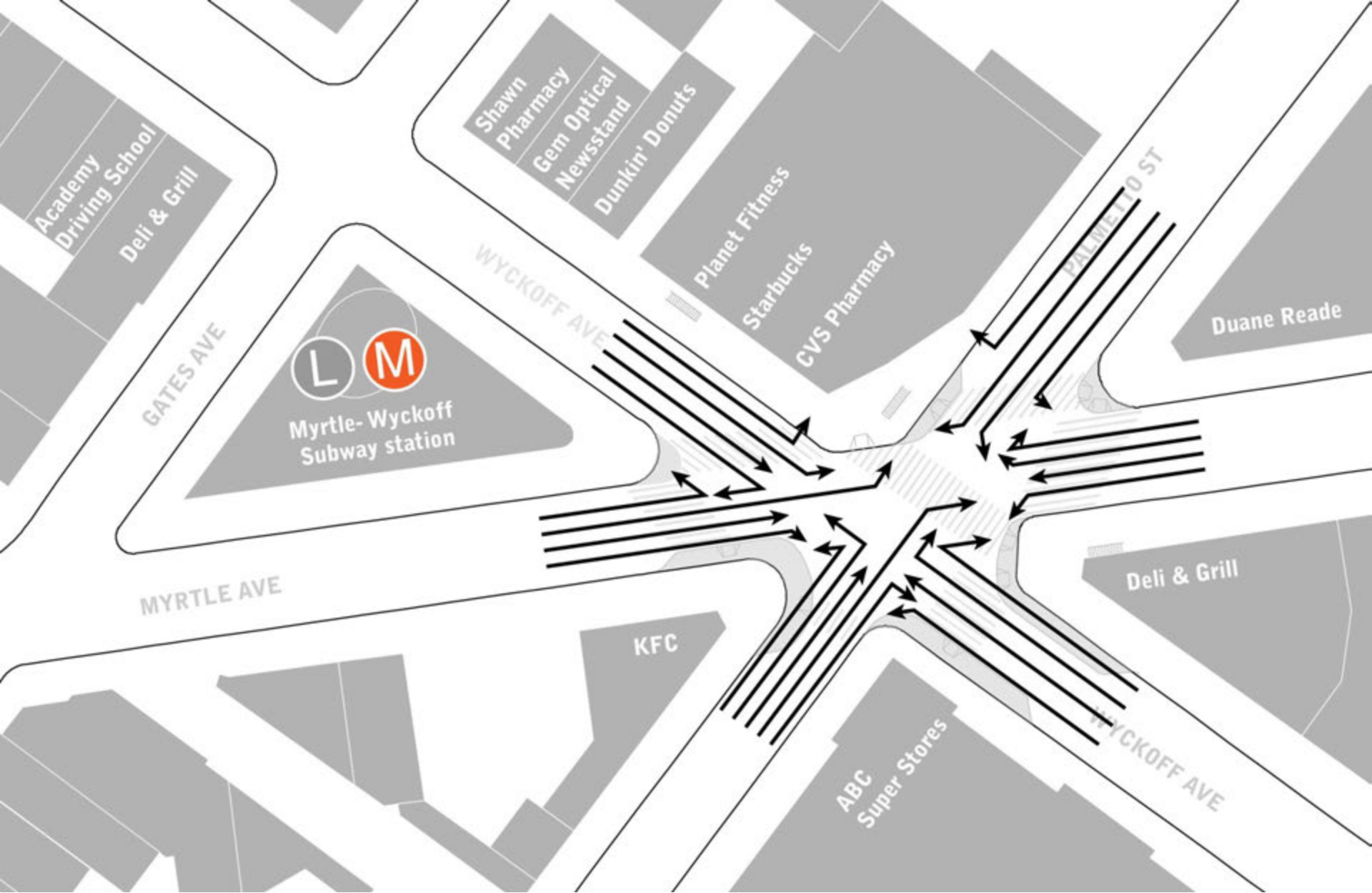
- Priority Corridors
- Priority Intersections
- Priority Areas

Project 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

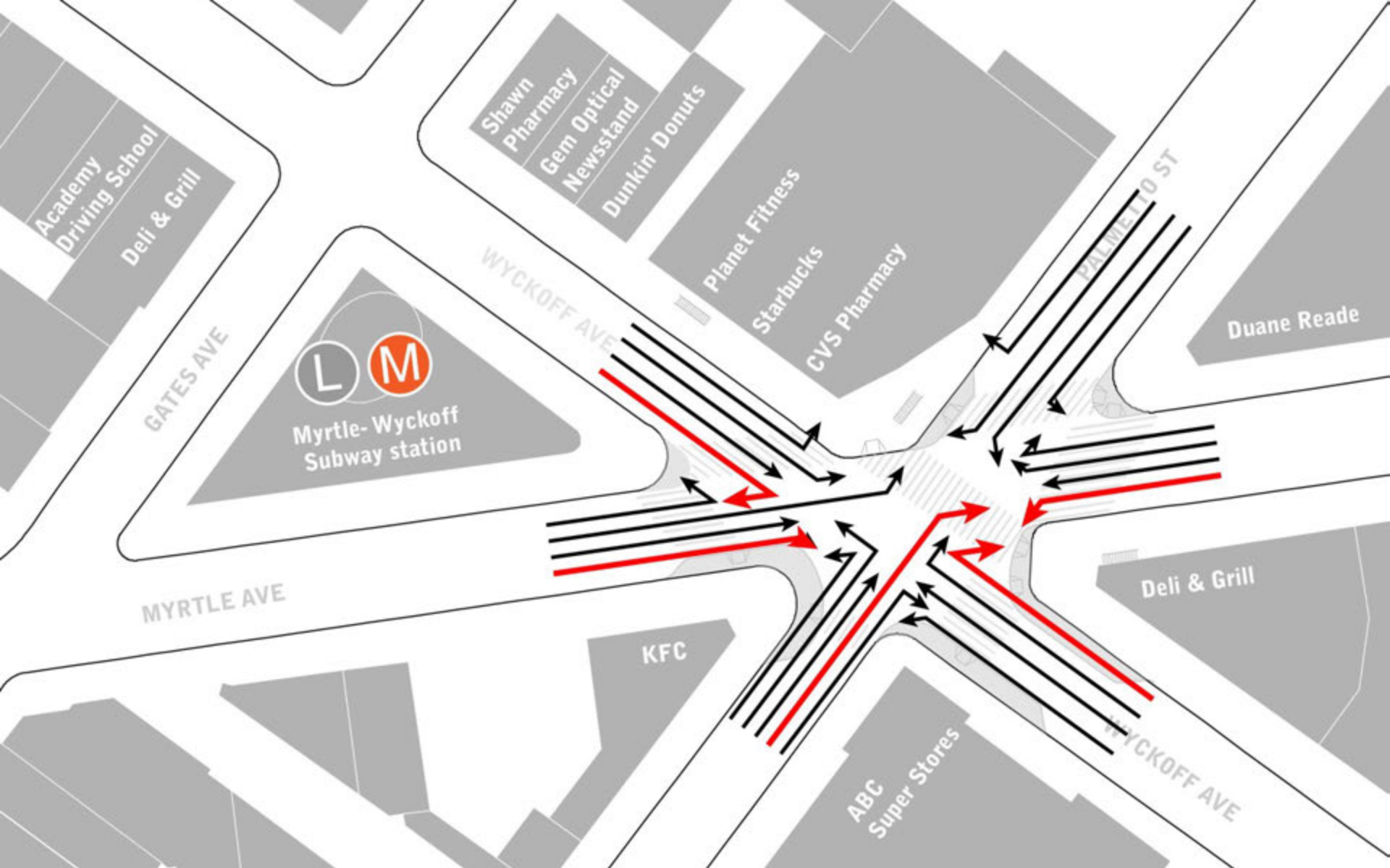


September 2014

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

SOUTH JAMAICA: Suspect arrested in shooting of 14-year-old girl on bus

SOUTH JAMAICA: Police identify suspect in fatal Q6 bus shooting

MIDDLE VILLAGE: Man dies in Middle Village hit-and-run: NYPD

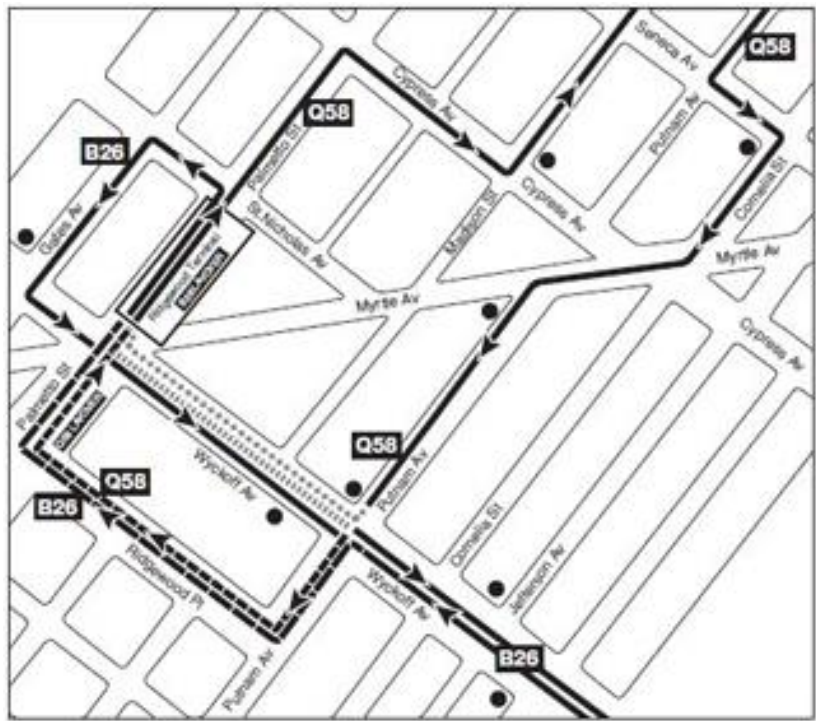
RICHMOND HILL: Pedestrian killed in late night accident in Richmond Hill: NYPD

RICHMOND HILL: Pedestrians killed on Atlantic Ave.

RIDGEWOOD: Senior citizen, 75, from Ridgewood missing

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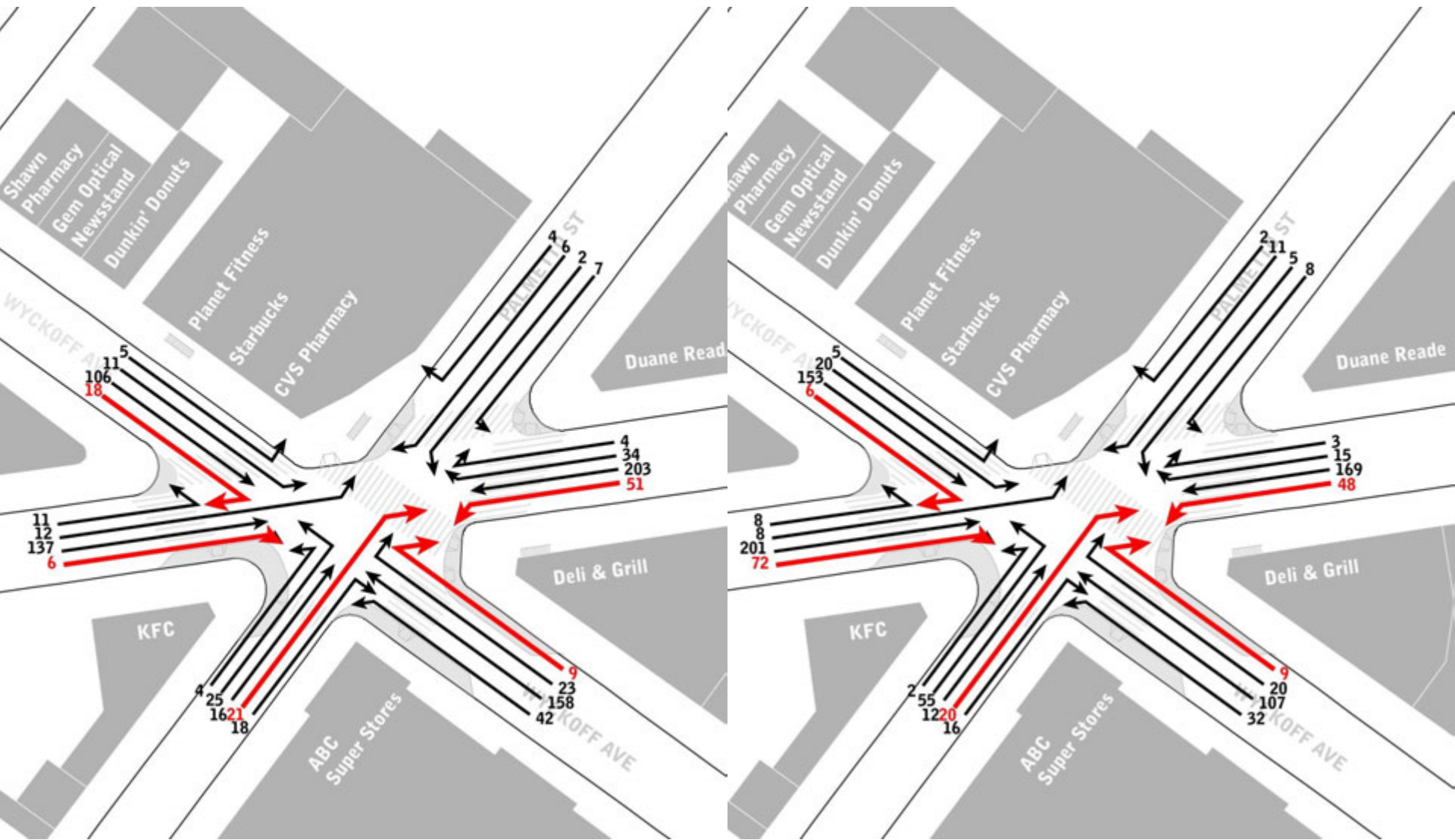
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	B26 route to remain
	B26 segment to be eliminated
	B26 new route
	Q58 route to remain
	Q58 segment to be eliminated
	Q58 new route

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?

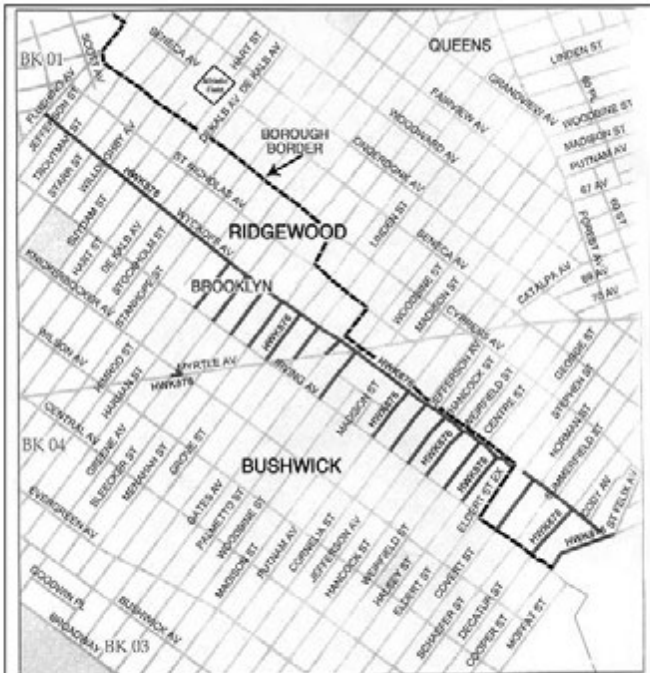
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Wyckoff Avenue Design Accepted

Reconstruction Set For 50 Blocks In Brooklyn And Queens

by Patrick Hedlund

Early design plans for an "ambitious" street reconstruction project slated for nearly 50 blocks around the Ridgewood-Bushwick border received approval by a local community board's transportation committee last week.



Hon. Michael R. Bloomberg, Mayor

David J. Barish, AIA, Commissioner



0.2 0.1 0 0.2 Miles



Data Source: DDC GIS - Map No. 1065 - November 22, 2005

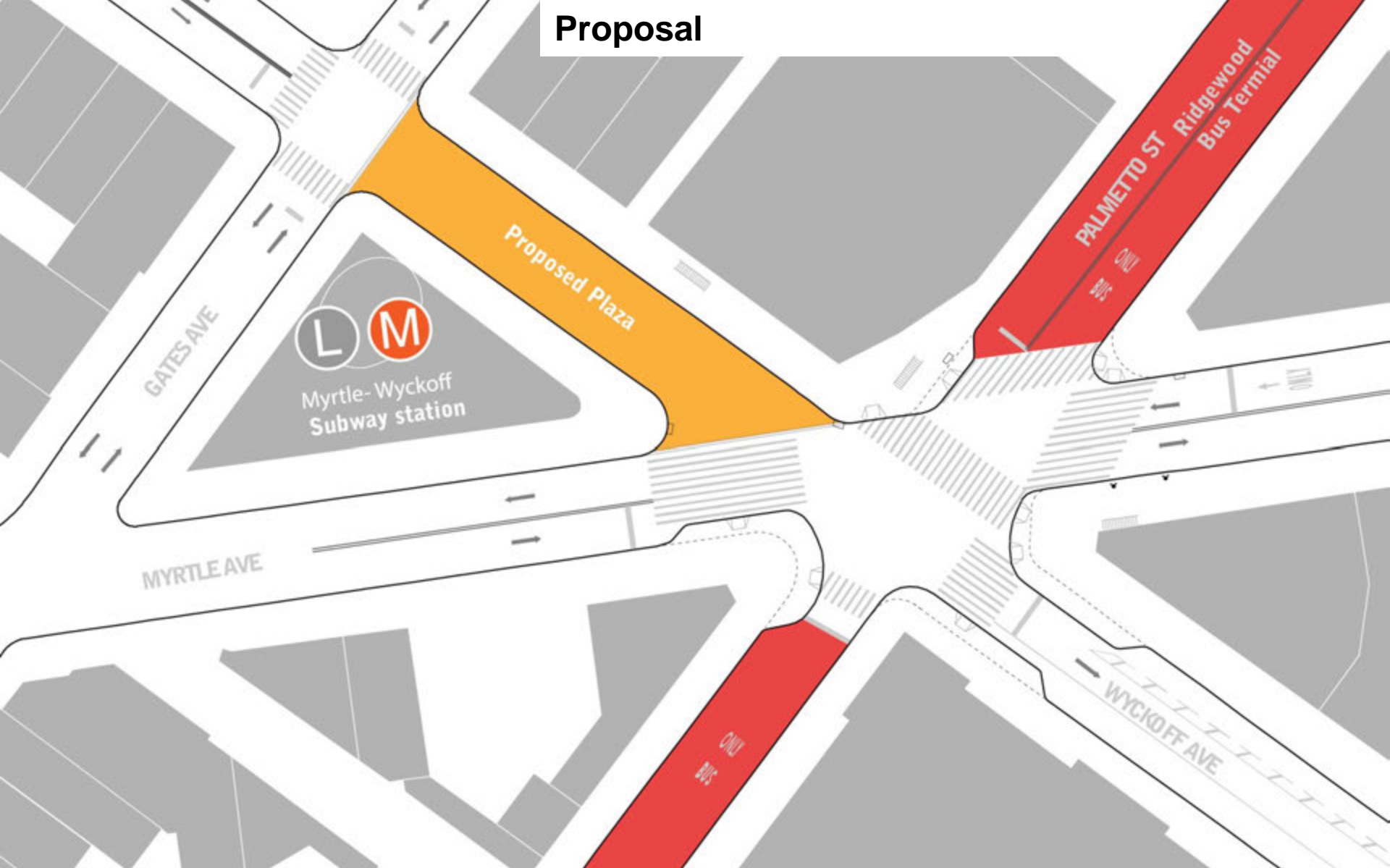
In 2015, a capital project to reconstruct all of Wyckoff Avenue (HWK876) became funded with Vision Zero (safety) funds.

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.

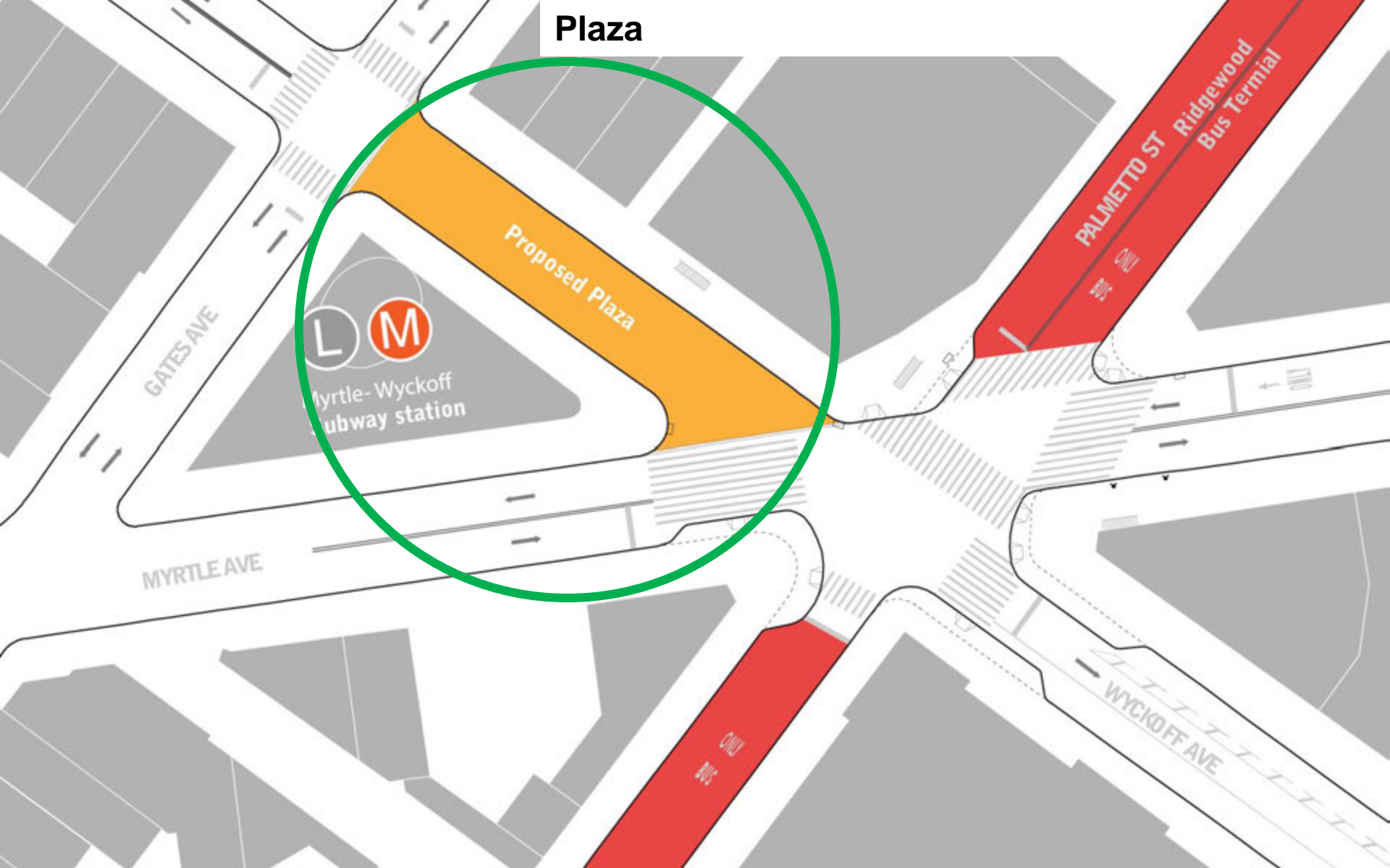
Proposal



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 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. 18

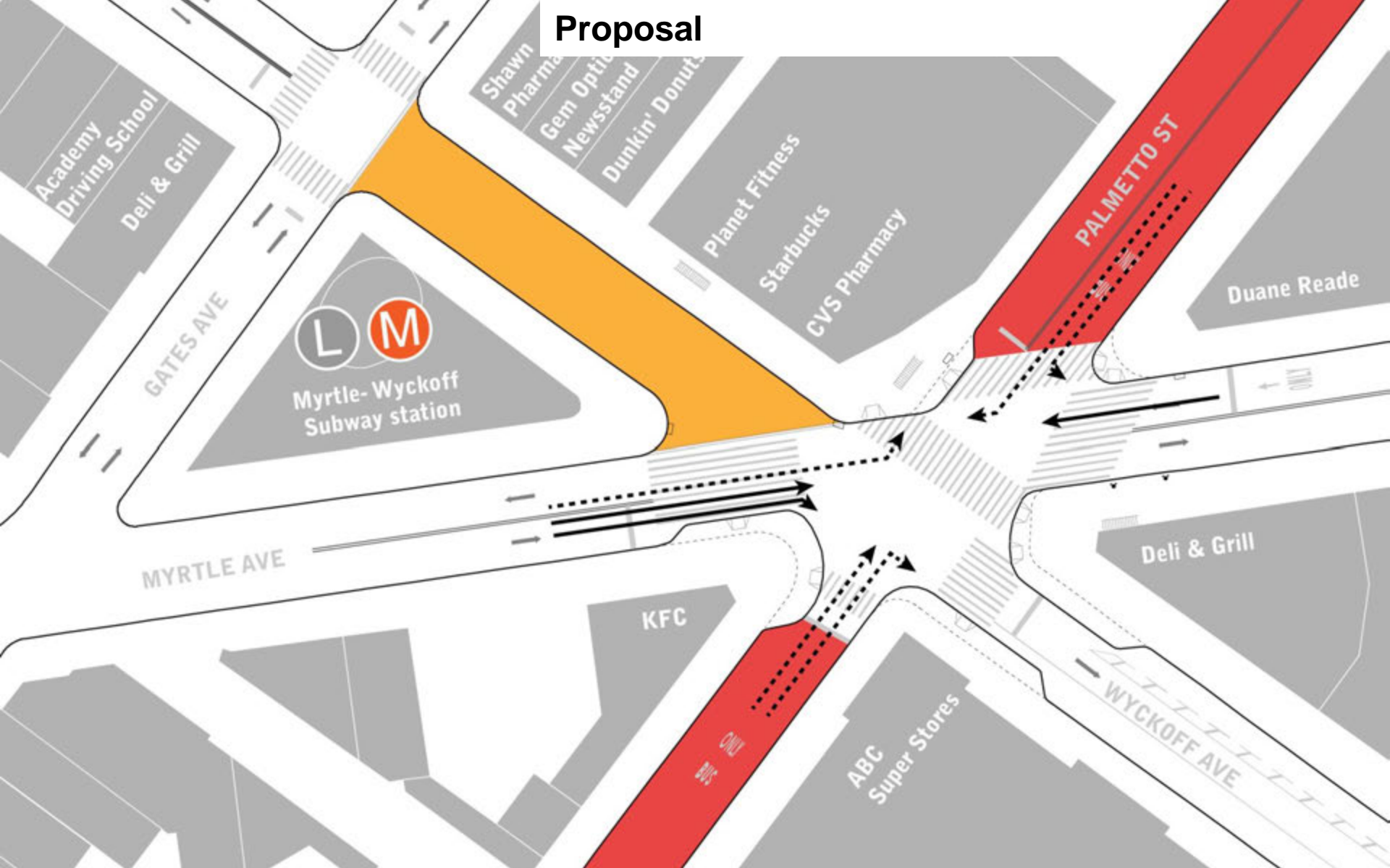
Wyckoff Ave one-way southbound



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.

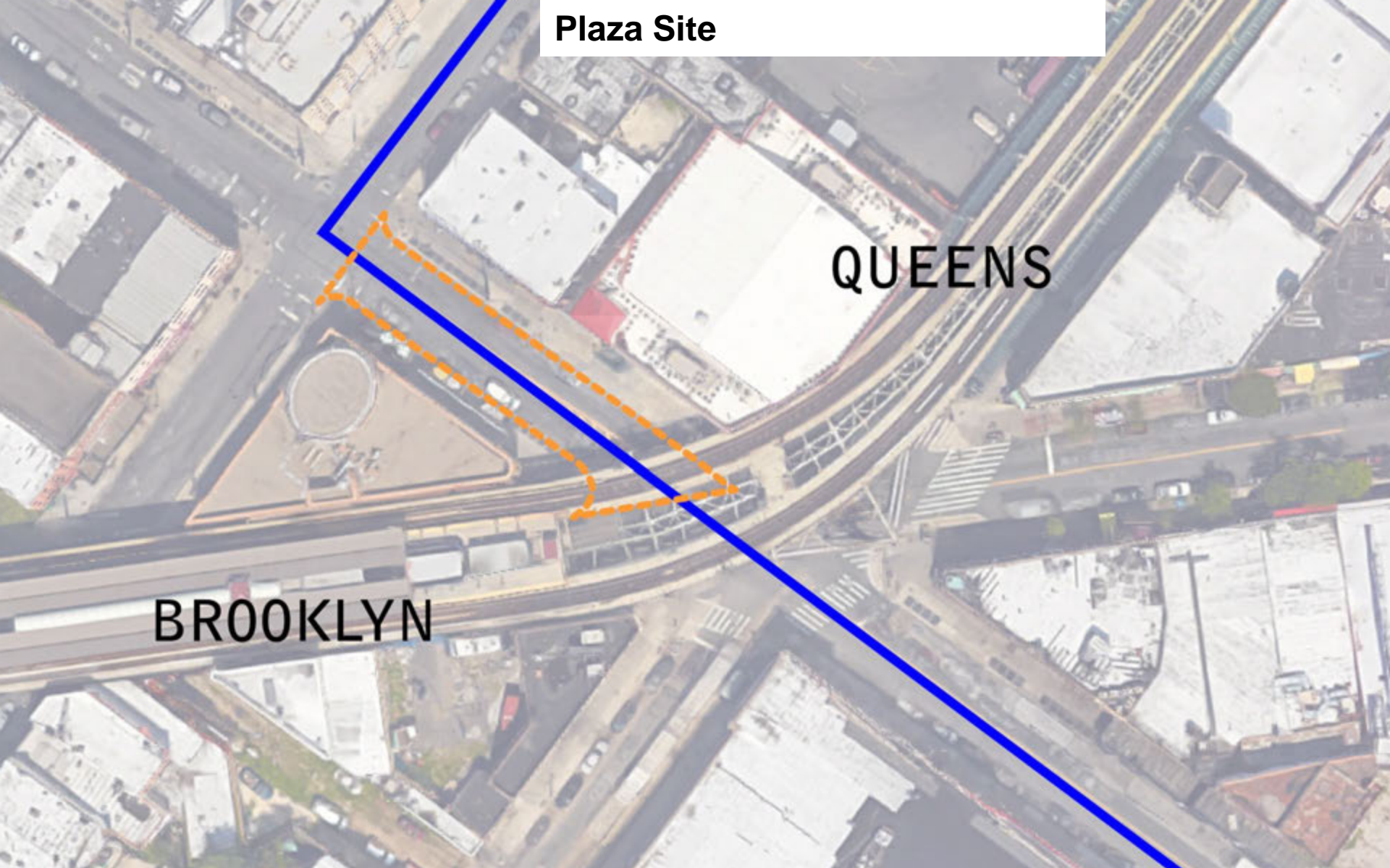
Proposal



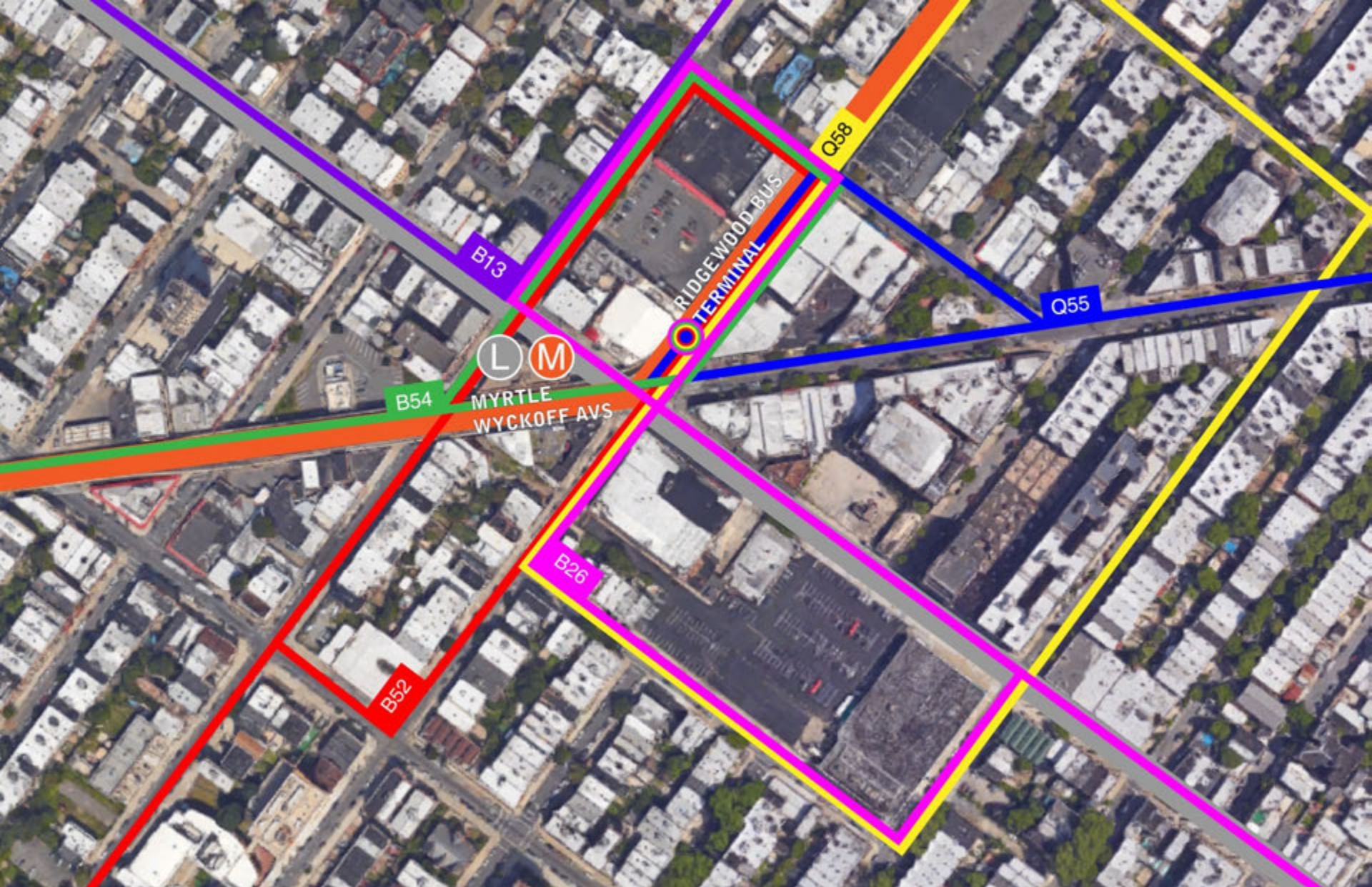
Only 8 turn movements would remain
3 for private vehicles, 5 for buses

Discussion (5-10 mins): What are your
initial thoughts about this proposal?

Plaza Site



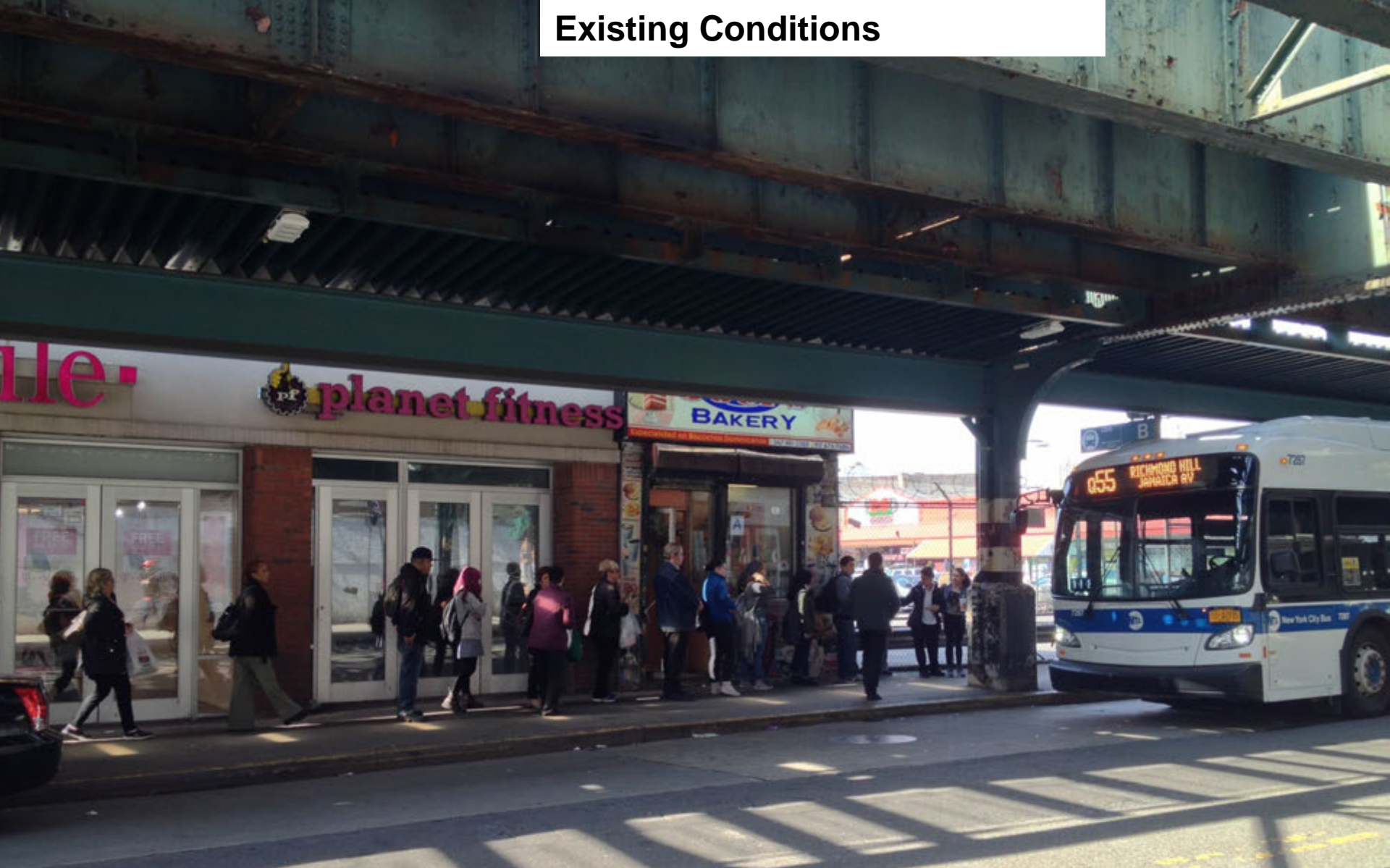
The site is at the junction of two boroughs, Queens and Brooklyn
The proposal would create a public space in a place that does not currently feel like a neighborhood center.



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

Existing Conditions



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

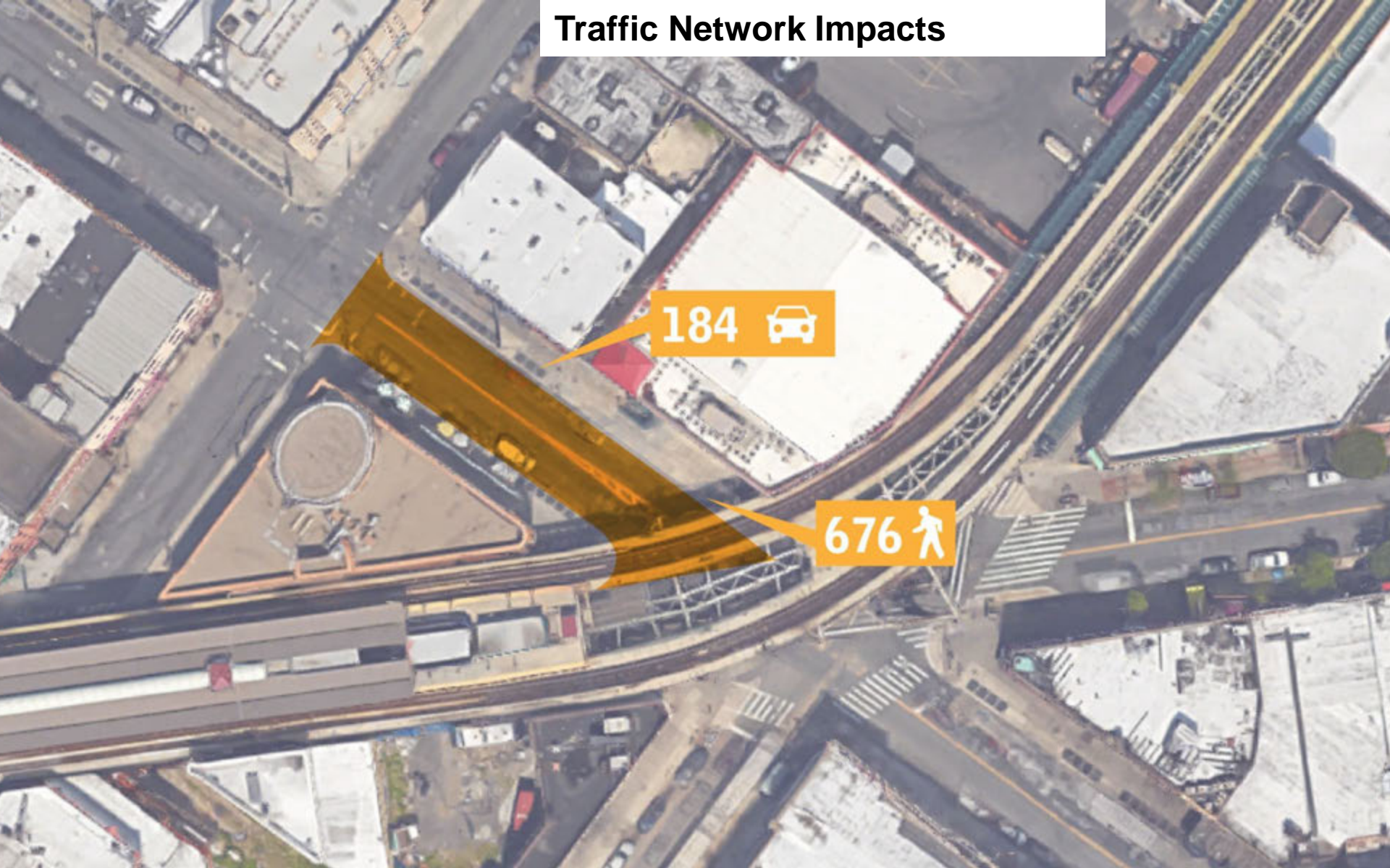


DOT has installed public spaces on retail streets that have created neighborhood space

Fowler Square: Fort Greene, Brooklyn: Opened 2012

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

Traffic Network Impacts



>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

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.



Total crashes **down 12%**

Crashes w/injuries **down 50%**

Pedestrian injuries **down 100%**

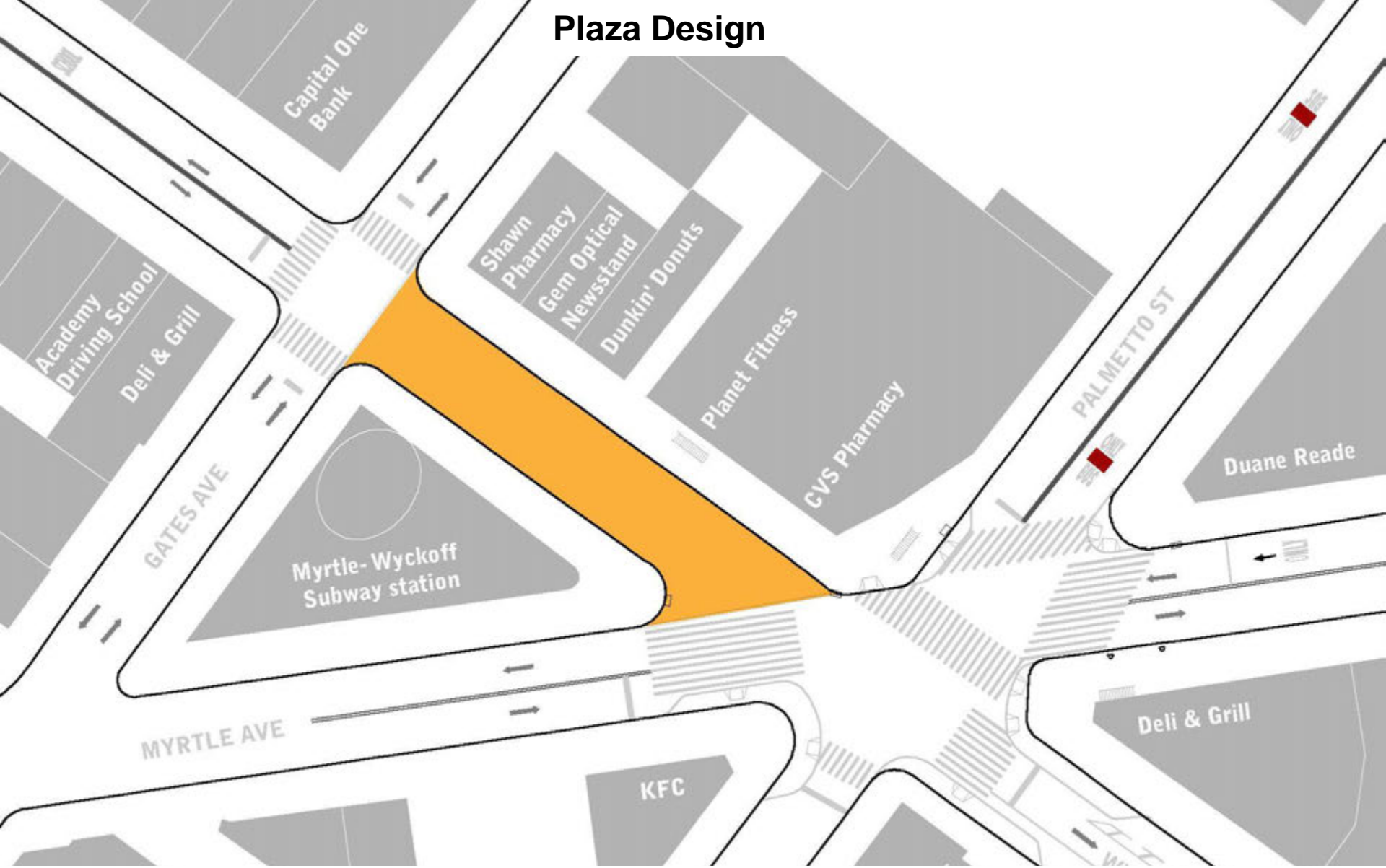
Total injuries **down 76%**

Safety impacts of Plazas

Putnam Plaza crash data between 2008/09-2012/13

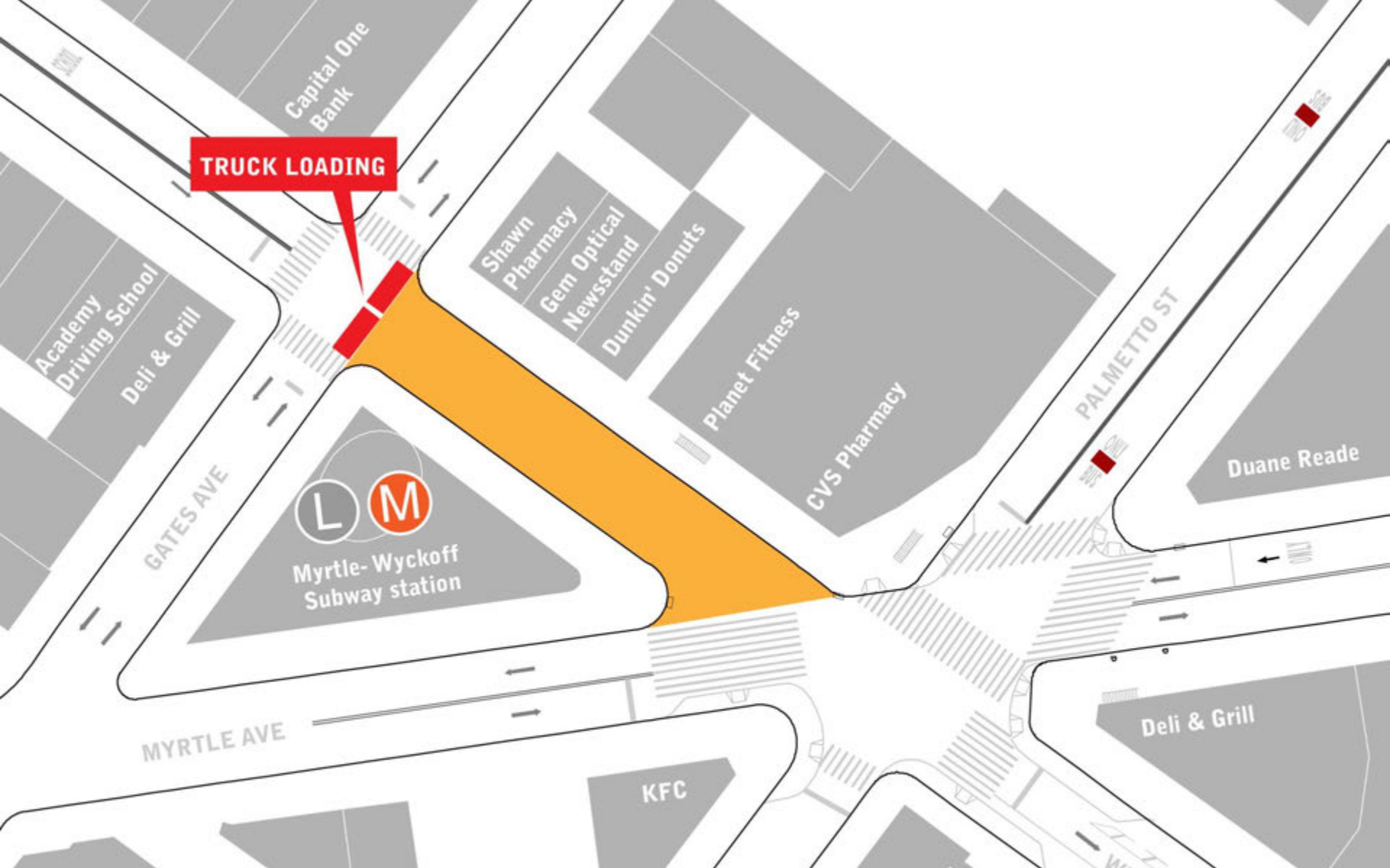
Fulton and Putnam, Brooklyn

Plaza Design



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

Plaza Design



Tool Kit

Fowler Square in Fort Greene, Brooklyn





Tool Kit

Putnam Plaza in Clinton Hill, Brooklyn



Permanent seating:
NYC DOT CityBench



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



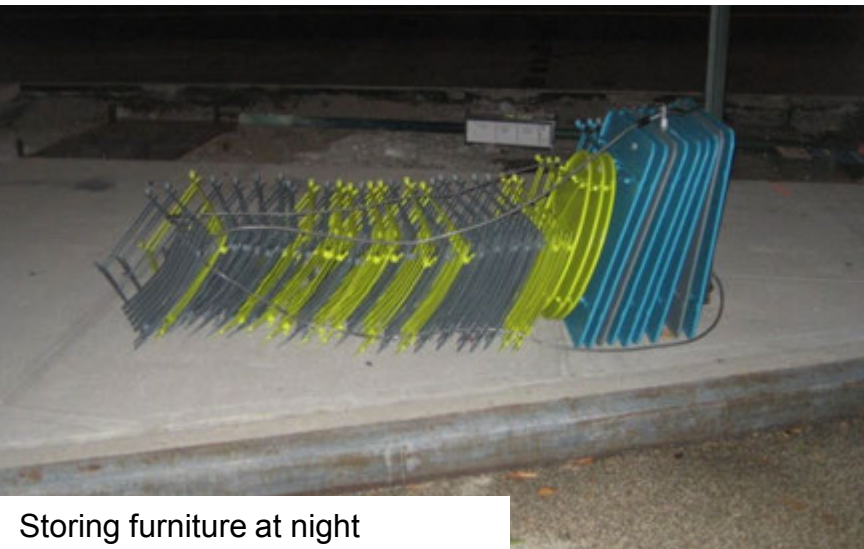
Emptying garbage cans



Wiping down tables



Replanting planters



Storing furniture at night



Shoveling pedestrian paths

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