Project Area
Recent Area Improvements
NYCDOT with input from BID and community stakeholders

- **May 2009** – Resurfaced Flatbush Ave between Atlantic Ave and GAP

- **May 2009** – New crosswalks and pedestrian markings at Carlton Ave

- **April 2010** – Increased left turn restrictions on Flatbush Ave; improves safety and mitigates congestion

- **July 2010** – Changed off-peak hour Flatbush Ave signal timing; slows speeds and increases pedestrian crossing time

- **August 2010** – DOT selects Flatbush Ave for pedestrian countdown signals
June 2008 – North Flatbush BID public planning charrette

June 2009 – $200,000 streetscape improvement earmark from Borough President added to previous earmarks

Summer 2009 – W Architecture North Flatbush Streetscape Master Plan

January 2010 – DOT commits $2 million to corridor; begins project scoping

February and June 2010 – Community stakeholder meetings

Summer 2010 – DOT drafts project scope and conceptual designs
## Funding Summary

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>City Council</td>
<td>$200,000</td>
<td>Allocation for Streetscape Improvements</td>
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<tr>
<td>Borough President Markowitz</td>
<td>$447,000</td>
<td>Allocation for Streetscape Improvements and Big Belly Solar Trash Compactors</td>
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<tr>
<td>Congressman Weiner</td>
<td>$2,000,000</td>
<td>Federal Earmark</td>
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<tr>
<td>City Funds</td>
<td>$110,000</td>
<td>Pedestrian Safety Improvements</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$2,757,000</strong></td>
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Community Stakeholders

- North Flatbush Avenue BID
- Community Board 6
- Community Board 8
- Council Member James
- Council Member Levin
- Borough President Markowitz
- Prospect Heights Neighborhood Development Council
- Park Slope Civic Association
Stakeholder Input

Sidewalk extensions at triangles and other locations to increase pedestrian safety

Use standard materials to control maintenance costs

Overall scheme is to “Engage the Triangles;” unique design for each
Issues and Opportunities
6th Avenue Triangle

- Adjacent restaurants and retail
- Underutilized interior planting space
- Limited people space, lack of seating
- Inadequate sidewalks
- Opportunity to expand triangle into roadway
- Historic clock
Issues and Opportunities
7th Avenue Triangle

- Adjacent restaurants and retail
- Lack of seating
- Inadequate sidewalks
- Opportunity expand triangle into roadway

Photos source: NFBID Avenue Master Plan
Issues and Opportunities
Carlton Avenue Triangle

- Substandard pedestrian ramps
- Hi-speed turns from Flatbush Ave
- Opportunity to expand pedestrian space per recently-implemented markings
Issues and Opportunities 8th Avenue Triangle

- Non-standard sidewalk paving treatments; inconsistent and difficult to maintain
- Current St. John’s Pl and Flatbush Ave intersection problematic for motorists and pedestrians
- Opportunities for additional greening
- Opportunity for expanding triangle into roadway
Issues and Opportunities
Side Street Safety

- Long crossings on most side streets lengthen pedestrian exposure time

- Wide turning radii allow for high speed turns from Flatbush Ave to side streets

- Peak-hour travel lanes preclude curb extensions on Flatbush Ave; opportunities on side streets only

Photo source: NFBID Avenue Master Plan
6th Avenue Triangle
Proposed

- Expand triangle
- Use standard sidewalk materials
- Relocate clock
- Enhance landscaping
- Add bike racks
- Create usable public space
- Install additional seating

Legend:
- Existing Tree
- Proposed Tree
- Proposed Planting Bed/Tree Pit
- Existing Ped Ramp
- Proposed Ped Ramp
- Existing Curb Line
- Proposed Curb Line
- Existing Subway Entrance
- Existing Subway Grate
- Proposed Bench Seating
- Proposed Flexible Seating
- Traffic Signal
- Existing Clock
- Relocated Clock
- Existing Light Post
- Relocated Light Post
- Existing Bike Lane
- Full-Time Parking Lanes
7th Avenue Triangle
Proposed

- Add bike racks
- Enhance landscaping
- Widen and standardize sidewalks
- Install seating
- Expand triangle
Carlton Triangle
Proposed

- Install new pedestrian ramps
- Add bike racks
- Expand triangle
- Expand sidewalks to calm traffic and slow turning vehicles
8th Avenue Triangle
Original Proposal

- Redirect eastbound St. John's traffic
- Dramatically expand plaza space
- Create layby for One Plaza Street drop-offs
- Plant additional Street Trees
- Closure of St. John's between Flatbush and 8th Avenue
- Eliminate problematic intersection
8th Avenue Triangle Revised Proposal

- Plant additional Street Trees
- Expand plaza space
- Improve problematic intersection
- Add bike racks
Side Street Safety
Proposed

Installation of curb extensions

Typical curb extension
Streetscape Elements

- Untinted Concrete
- Steel-face Curb
- Standard Bike Rack
- Big Belly Solar Trash Compactors
  - Reduce trash collection by 4 times or more
  - Eliminate overflowing bins
  - Included in DOT Capital Plan
- Type B Poles
- Additional Amenities (to be maintained by BID):
  - Movable Tables and Chairs
  - Benches

Photo care of ispynyc.wordpress.com
Next Steps
Estimated Timeline

1 - 3 months – DOT: Final Scope; Transfer to Department of Design and Construction

3 - 6 months – DDC: Bidding Process

9 - 12 months – DDC: Project Design

12 - 18 months – DDC: Construction Complete
Questions and Feedback

Thank You