

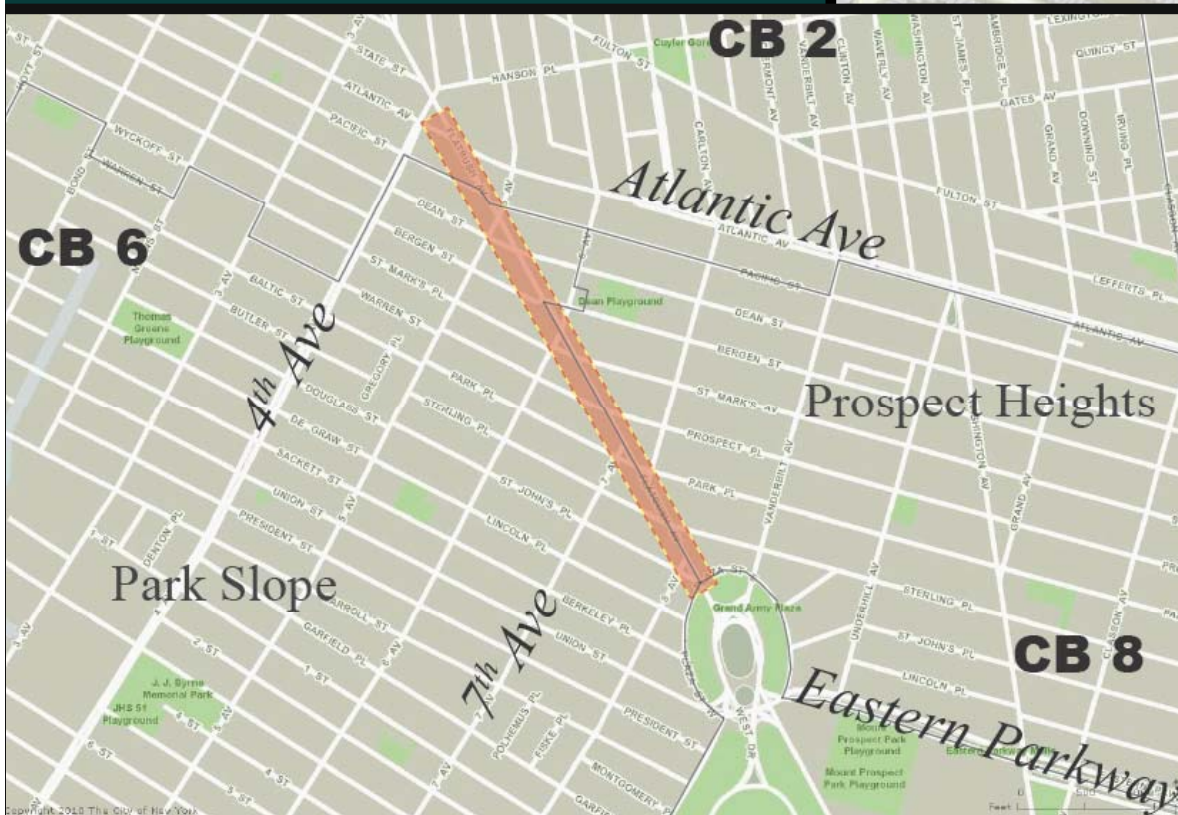
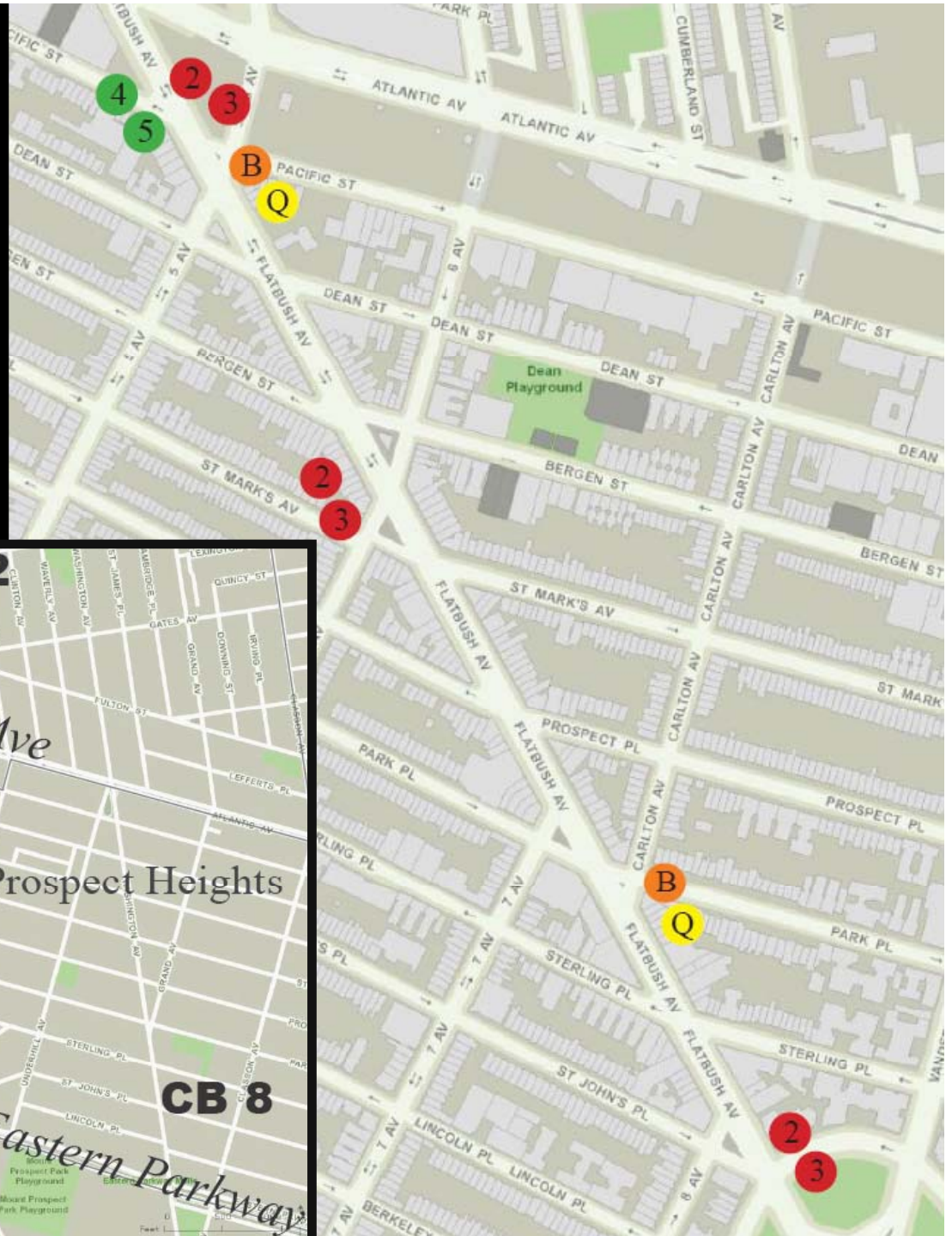
North Flatbush Avenue Capital Project Scoping

September 28, 2010



Presentation to Community Boards 6 & 8 Transportation Committees

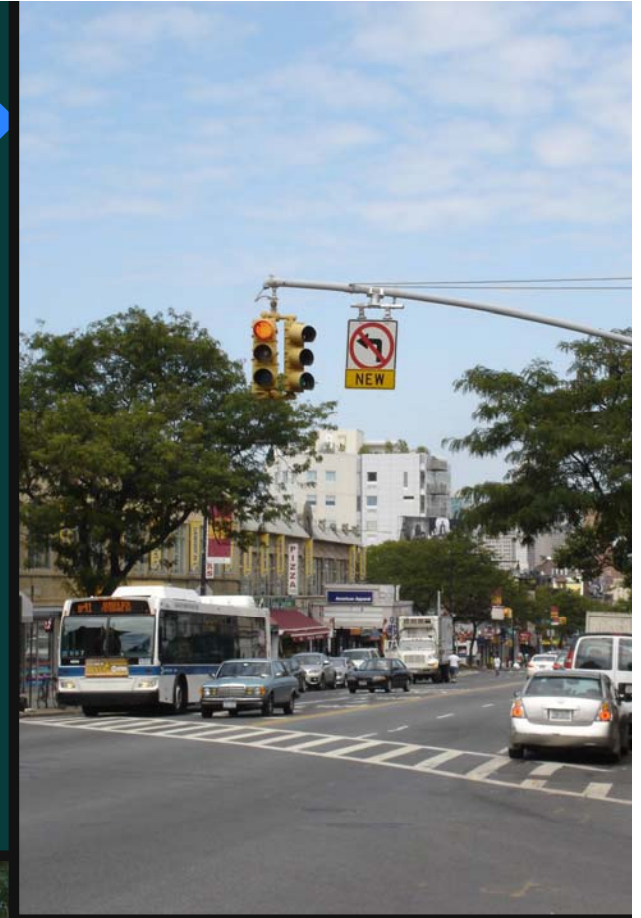
Project Area



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



Capital Project History



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

Source	Amount	Notes
City Council	\$200,000	Allocation for Streetscape Improvements
Borough President Markowitz	\$447,000	Allocation for Streetscape Improvements and Big Belly Solar Trash Compactors
Congressman Weiner	\$2,000,000	Federal Earmark
City Funds	\$110,000	Pedestrian Safety Improvements
	TOTAL: \$2,757,000	

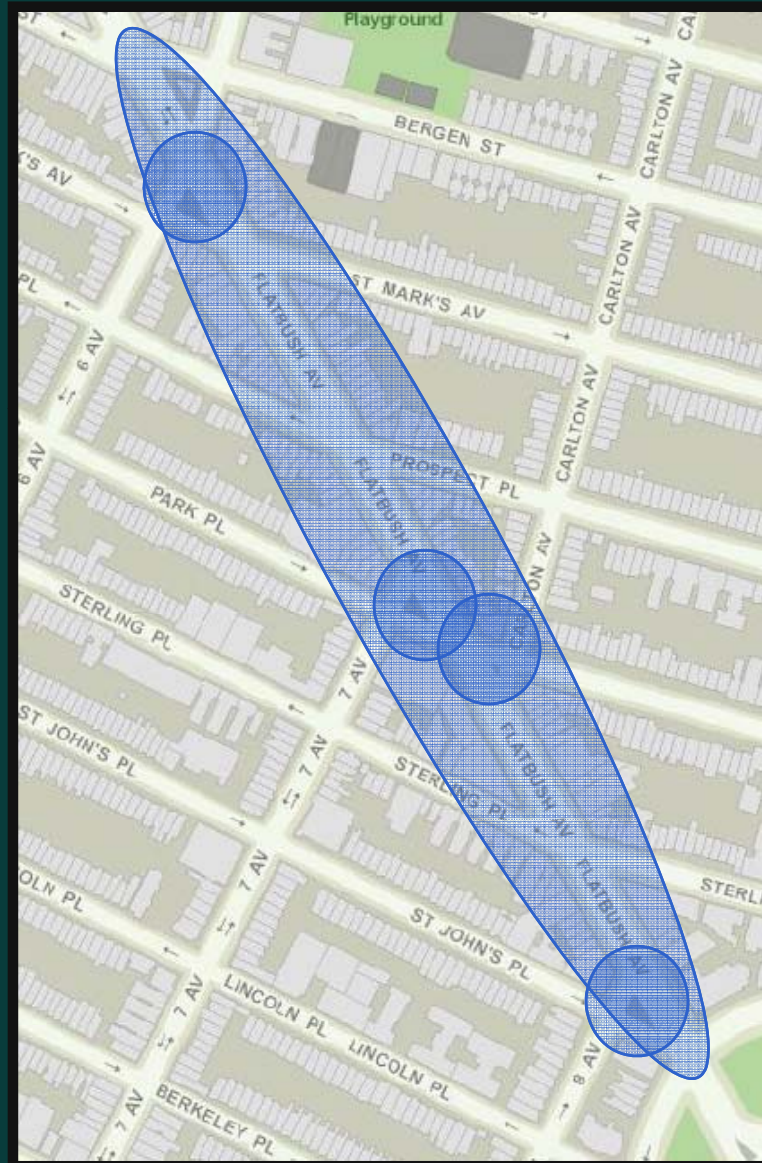
Community Stakeholders

- **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

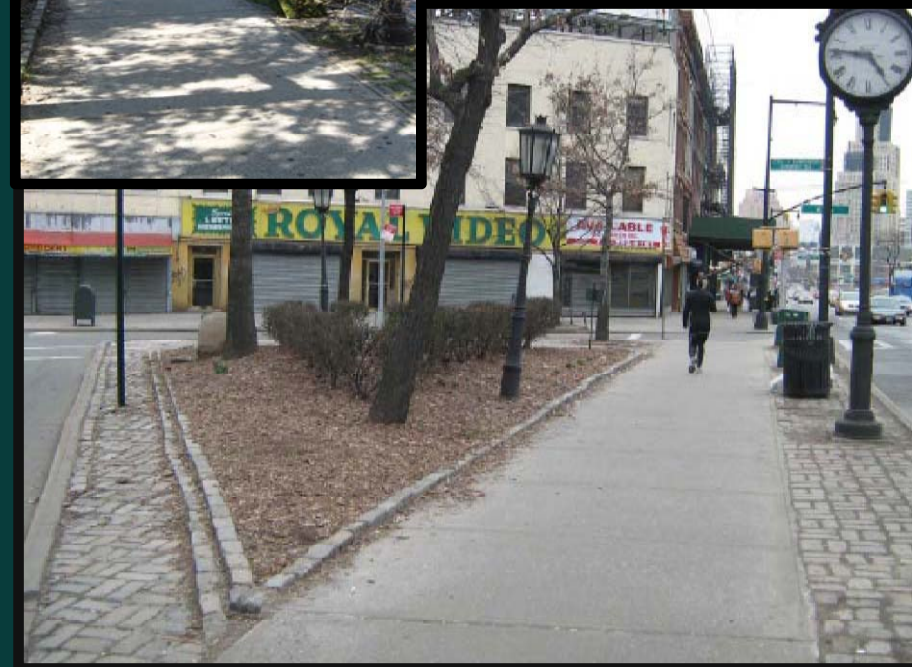


Overall scheme is to “Engage the Triangles;” unique design for each

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



Issues and Opportunities

Carlton Avenue Triangle

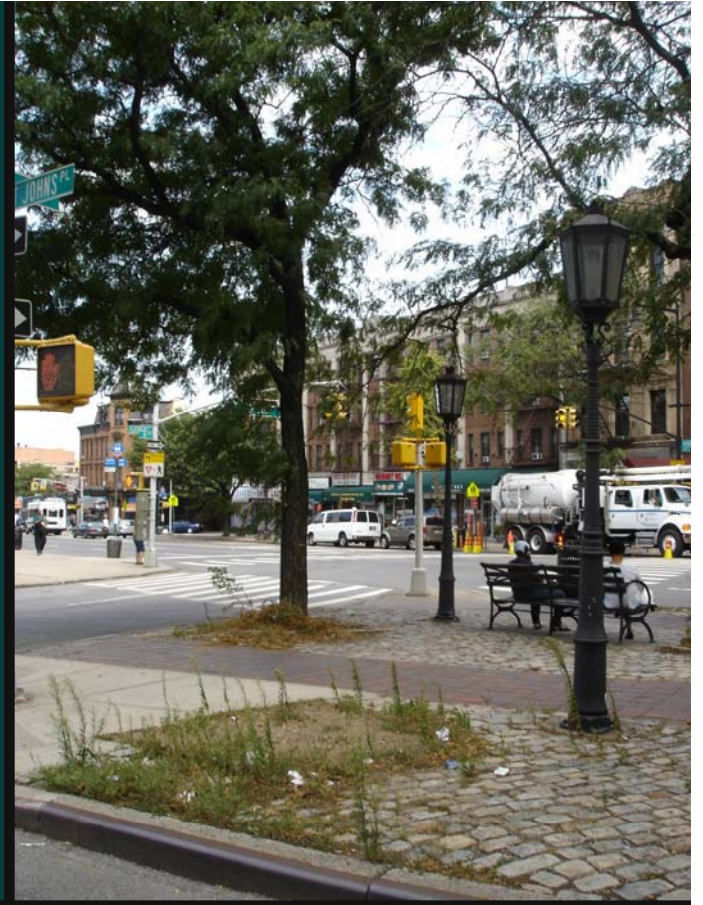
- Substandard pedestrian ramps
- Hi-speed turns from Flatbush Ave
- Opportunity to expand pedestrian space per recently-implemented markings



Issues and Opportunities

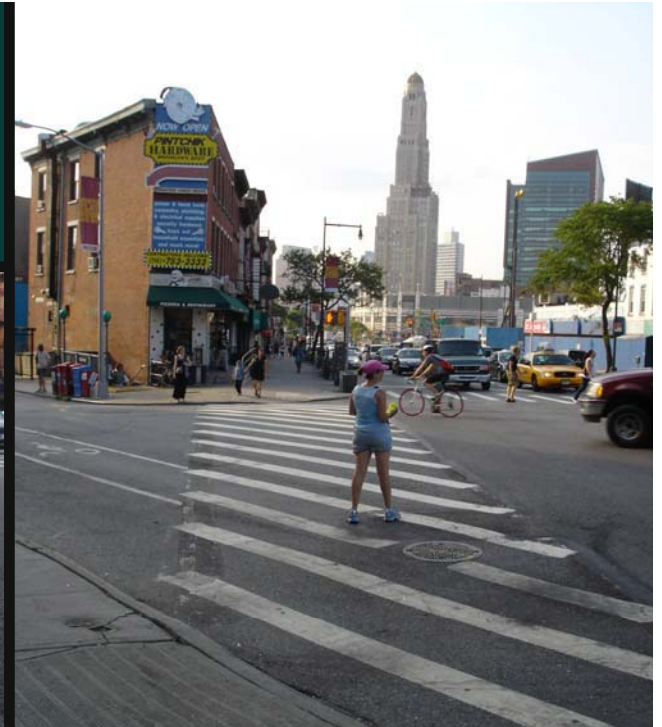
8th Avenue Triangle

- 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

Use standard
sidewalk materials



















Add bike racks

Expand triangle

Relocate
clock

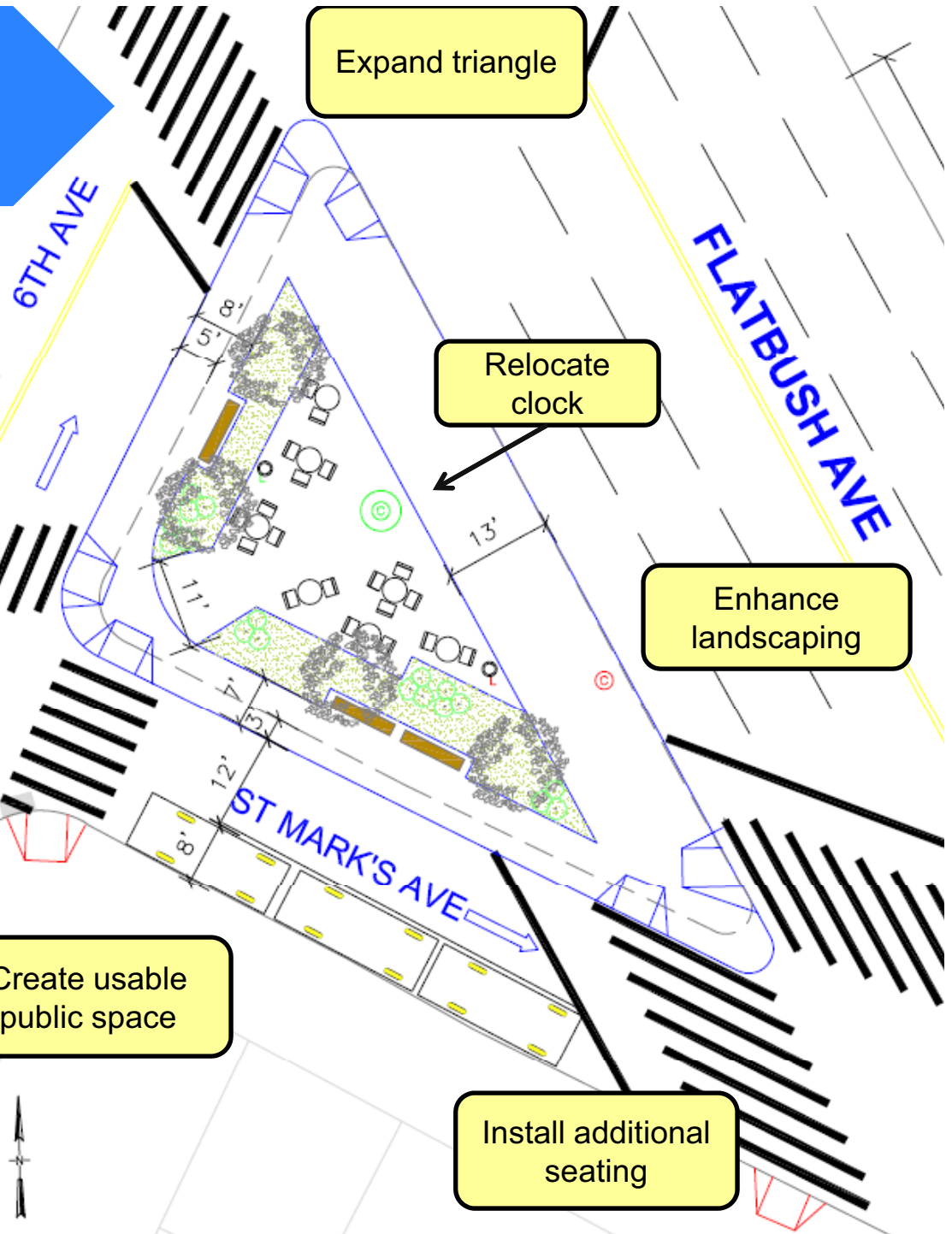
Enhance
landscaping

LEGEND

	EXISTING TREE		PROPOSED BENCH SEATING
	PROPOSED TREE		PROPOSED FLEXIBLE SEATING
	PROPOSED PLANTING BED/ TREE PIT		TRAFFIC SIGNAL
	EXISTING PED RAMP		EXISTING CLOCK
	PROPOSED PED RAMP		RELOCATED CLOCK
	EXISTING CURB LINE		EXISTING LIGHT POST
	PROPOSED CURB LINE		RELOCATED LIGHT POST
	EXISTING SUBWAY ENTRANCE		EXISTING BIKE LANE
	EXISTING SUBWAY GRATE		FULL-TIME PARKING LANES

Create usable
public space



















Install additional
seating



7th Avenue Triangle Proposed

Widen and
standardize sidewalks

LEGEND

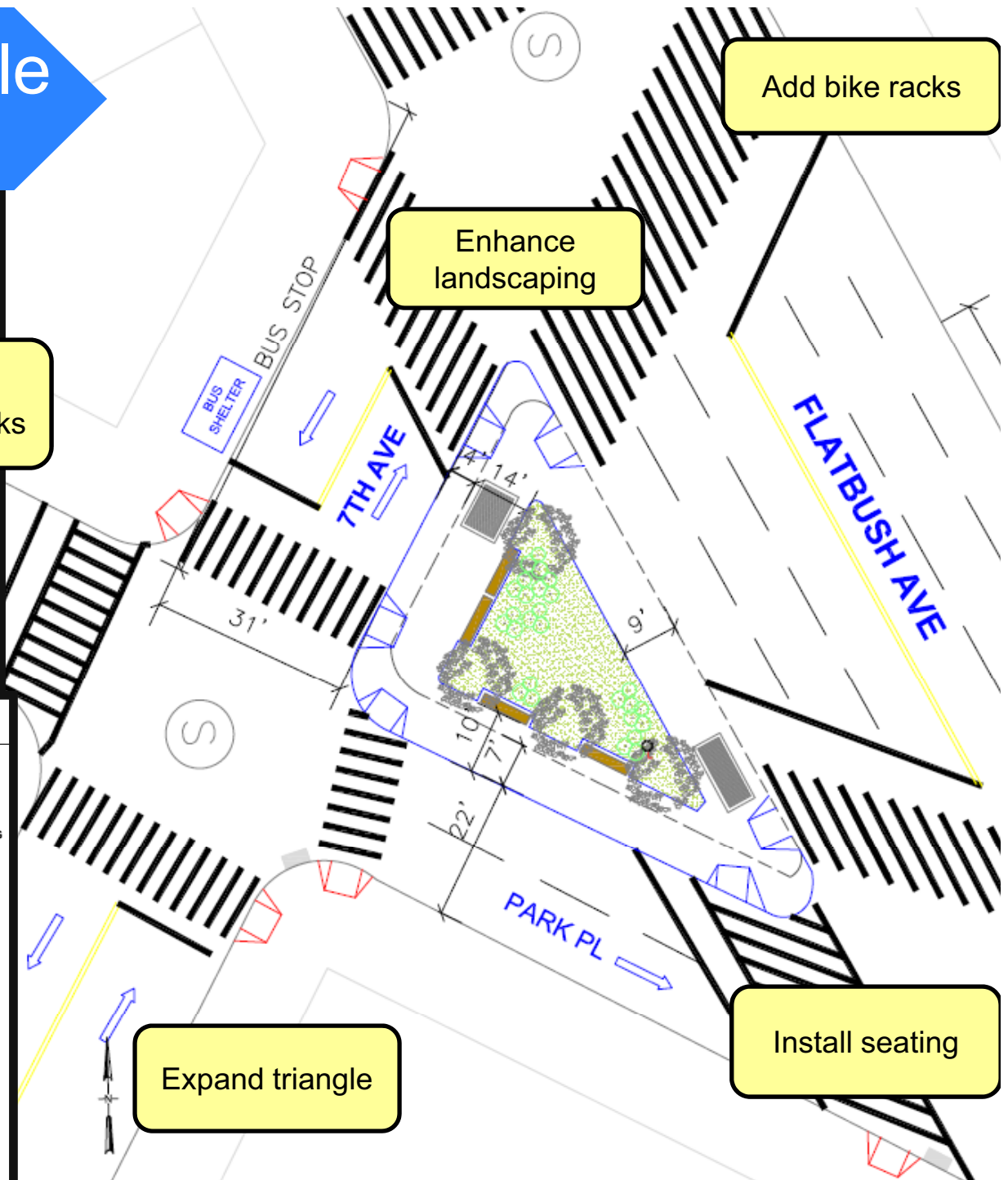
	EXISTING TREE		PROPOSED BENCH SEATING
	PROPOSED TREE		PROPOSED FLEXIBLE SEATING
	PROPOSED PLANTING BED/ TREE PIT		TRAFFIC SIGNAL
	EXISTING PED RAMP		EXISTING CLOCK
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	PROPOSED CURB LINE		RELOCATED LIGHT POST
	EXISTING SUBWAY ENTRANCE		EXISTING BIKE LANE
	EXISTING SUBWAY GRATE		FULL-TIME PARKING LANES

Enhance
landscaping

Add bike racks

Expand triangle

Install seating





















Carlton Triangle Proposed

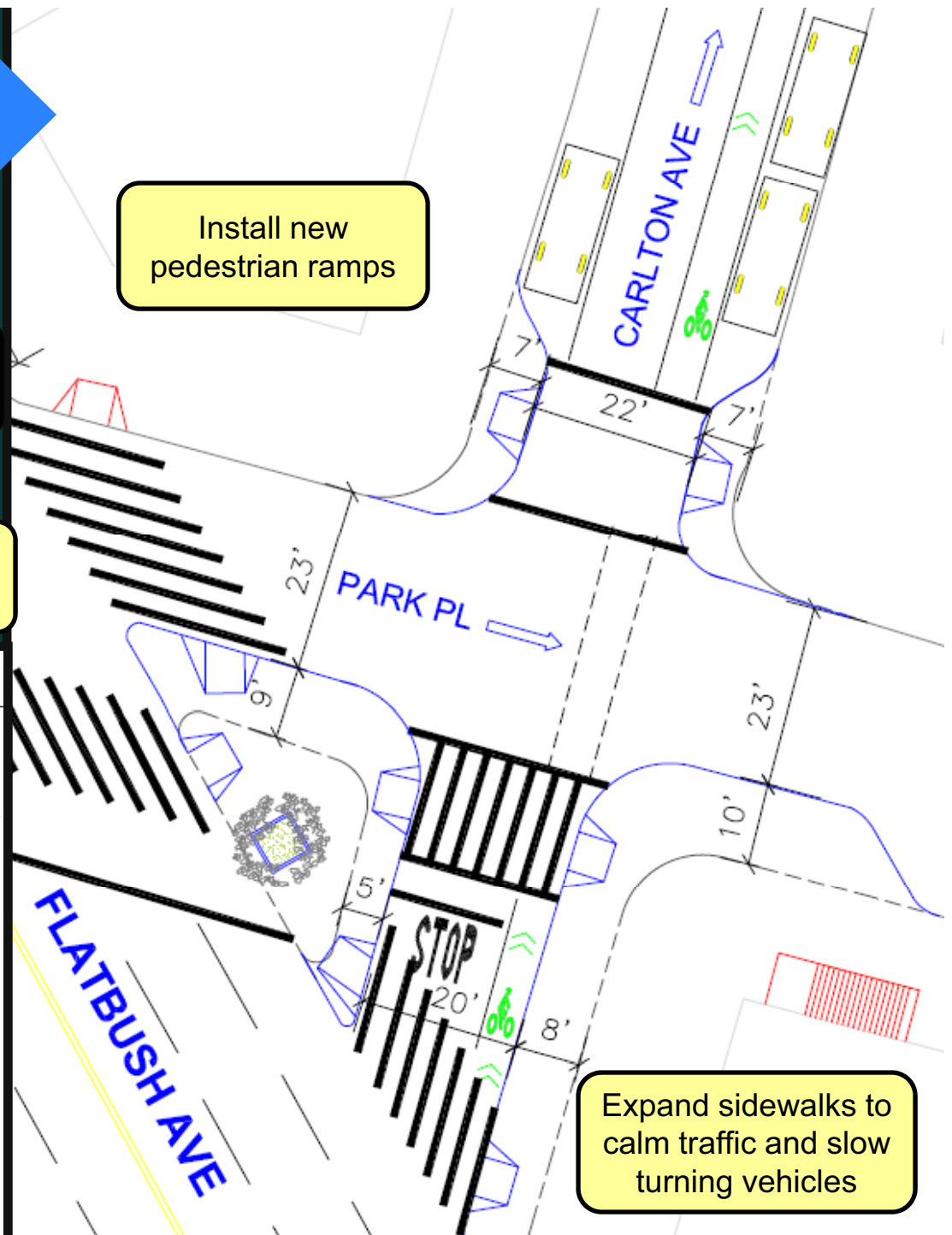
Add bike racks

Expand triangle

Install new
pedestrian ramps

LEGEND

	EXISTING TREE		PROPOSED BENCH SEATING
	PROPOSED TREE		PROPOSED FLEXIBLE SEATING
	PROPOSED PLANTING BED/ TREE PIT		TRAFFIC SIGNAL
	EXISTING PED RAMP		EXISTING CLOCK
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	PROPOSED CURB LINE		RELOCATED LIGHT POST
	EXISTING SUBWAY ENTRANCE		EXISTING BIKE LANE
	EXISTING SUBWAY GRATE		FULL-TIME PARKING LANES



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

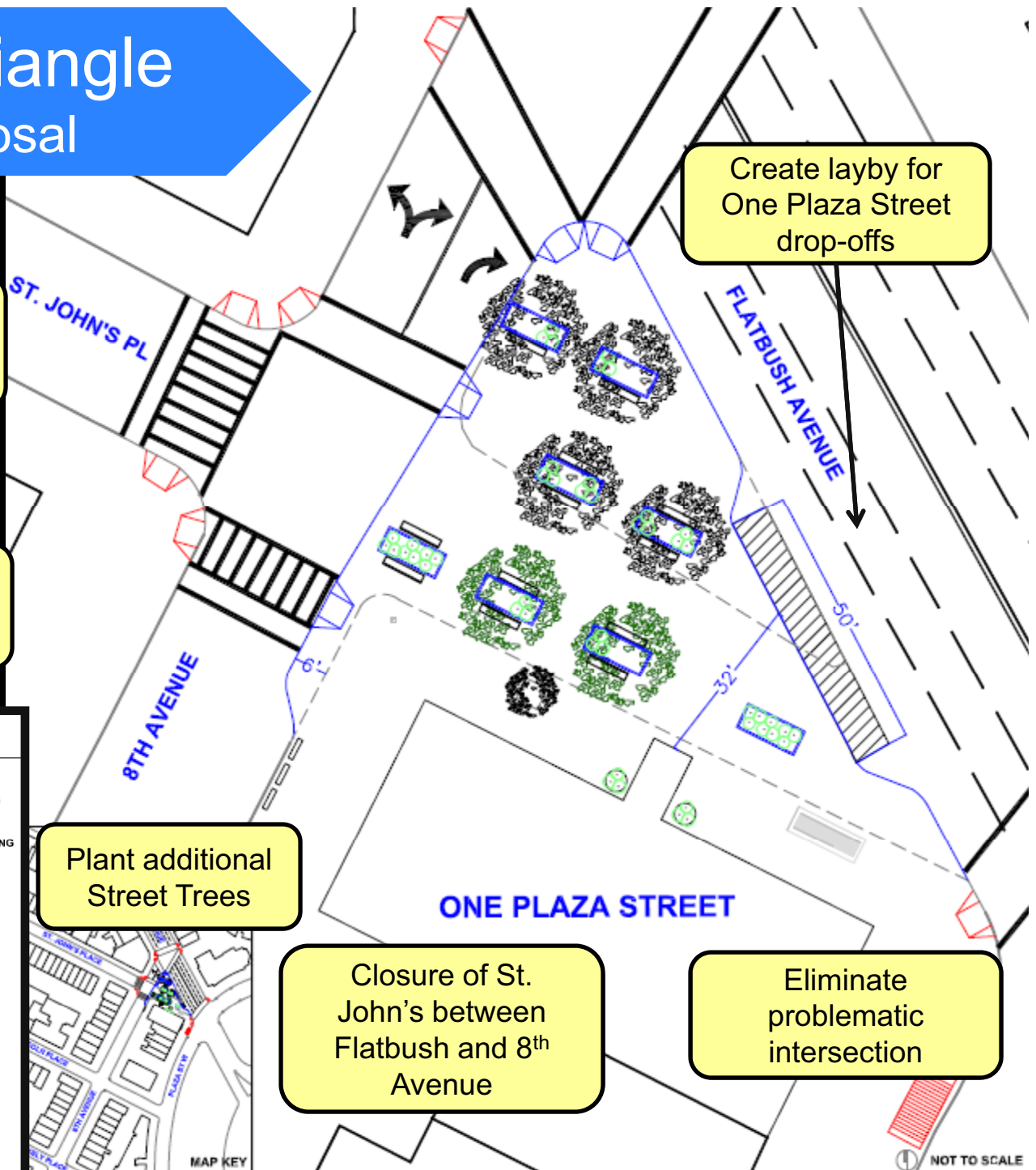
Plant additional
Street Trees

Closure of St.
John's between
Flatbush and 8th
Avenue

Eliminate
problematic
intersection

LEGEND

	EXISTING TREE		PROPOSED BENCH SEATING
	PROPOSED TREE		PROPOSED FLEXIBLE SEATING
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	EXISTING SUBWAY GRATE		FULL-TIME PARKING LANES



8th Avenue Triangle Revised Proposal











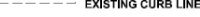







Expand plaza space

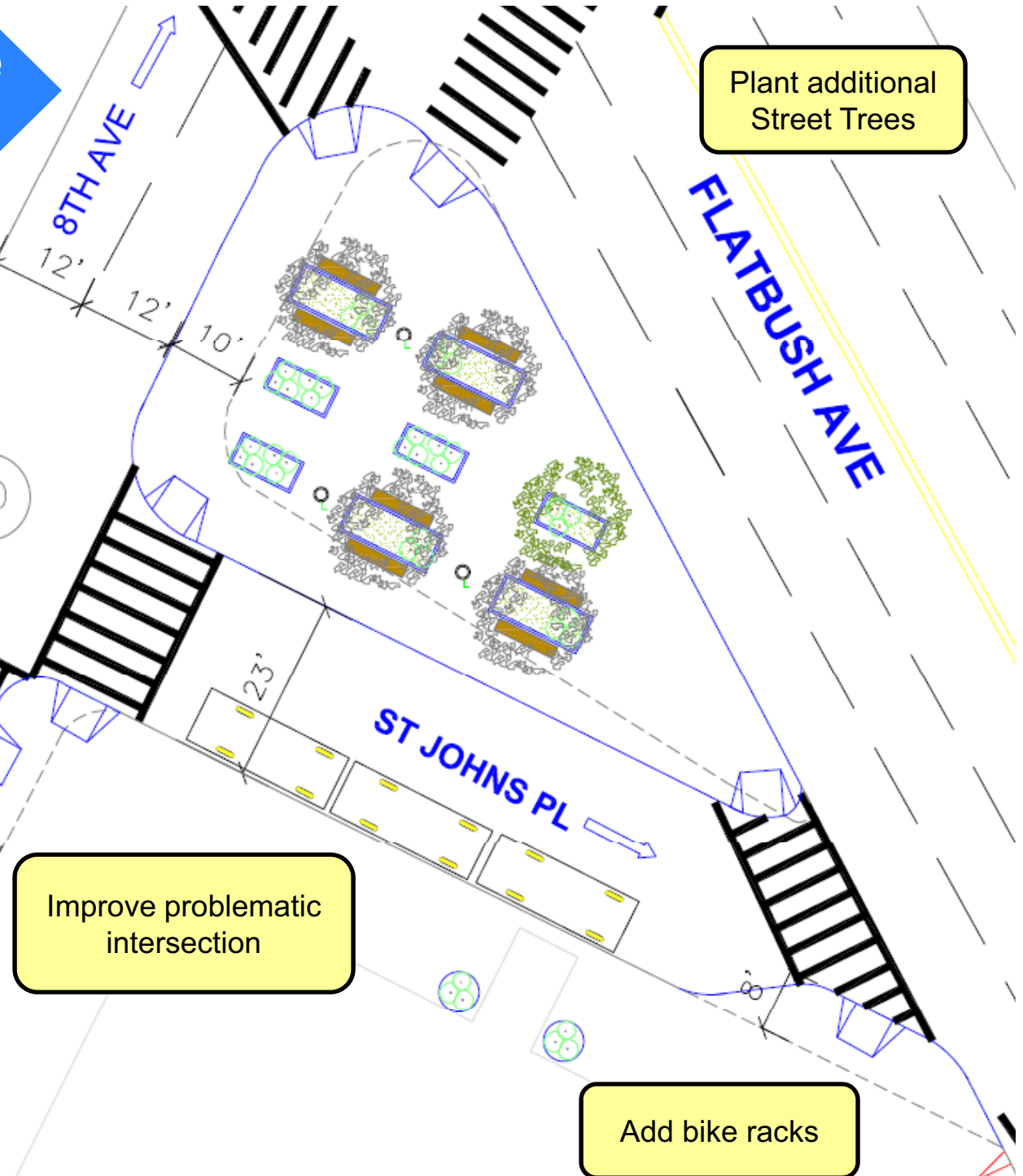
Plant additional
Street Trees

Improve problematic
intersection

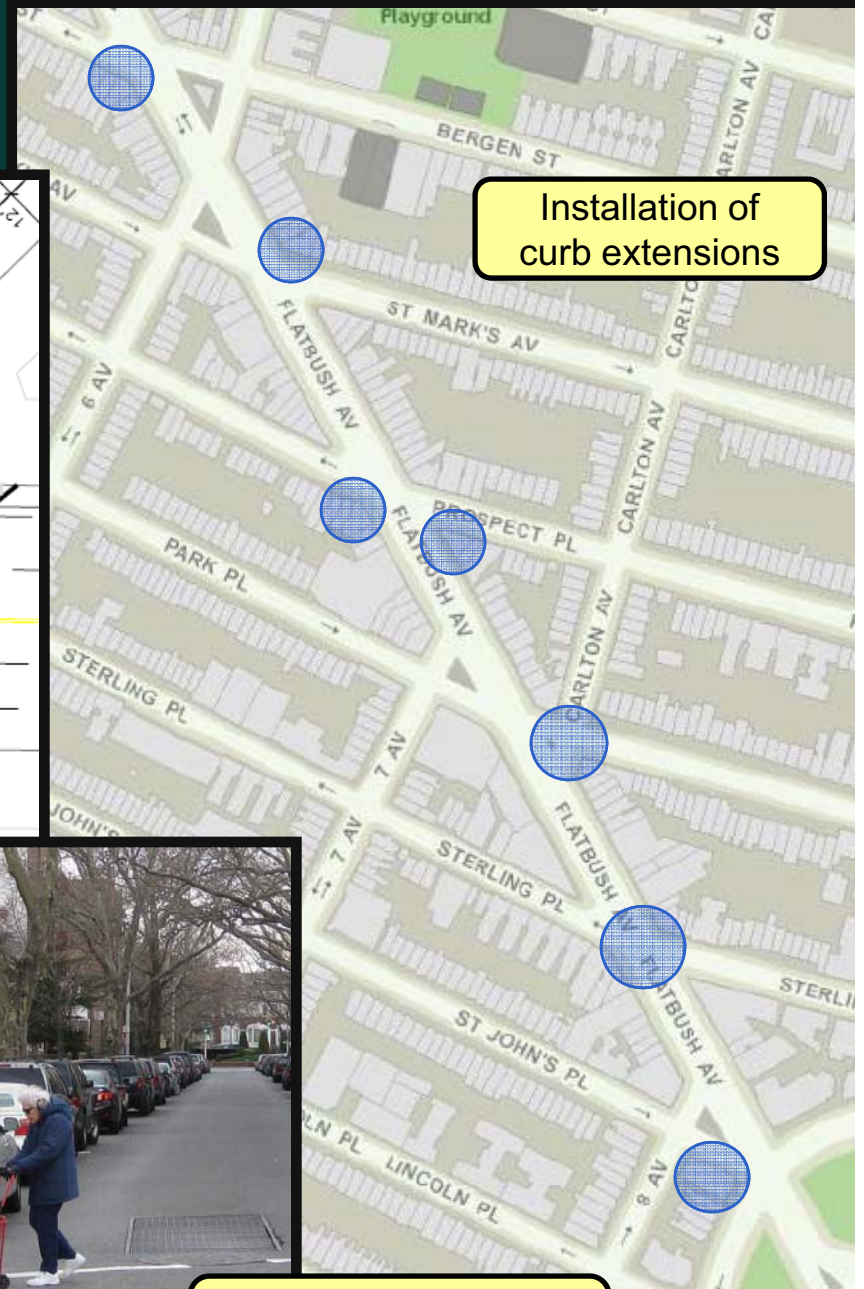
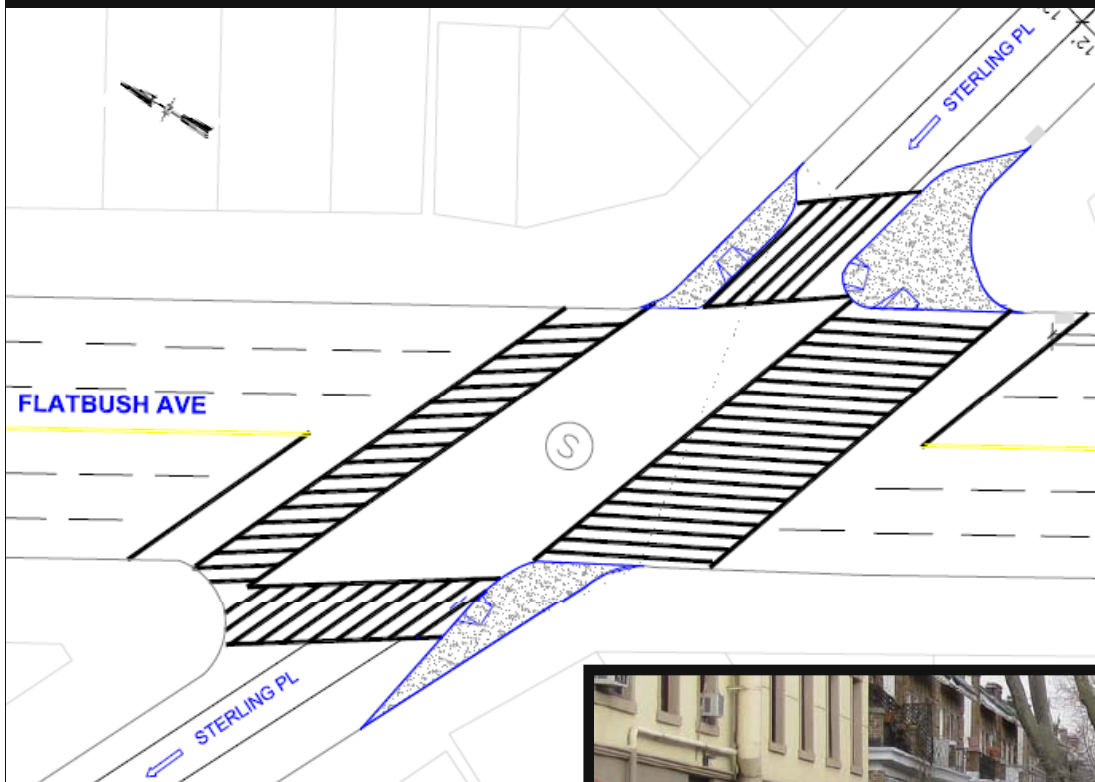
Add bike racks

LEGEND

	EXISTING TREE		PROPOSED BENCH SEATING
	PROPOSED TREE		PROPOSED FLEXIBLE SEATING
	PROPOSED PLANTING BED/ TREE PIT		TRAFFIC SIGNAL
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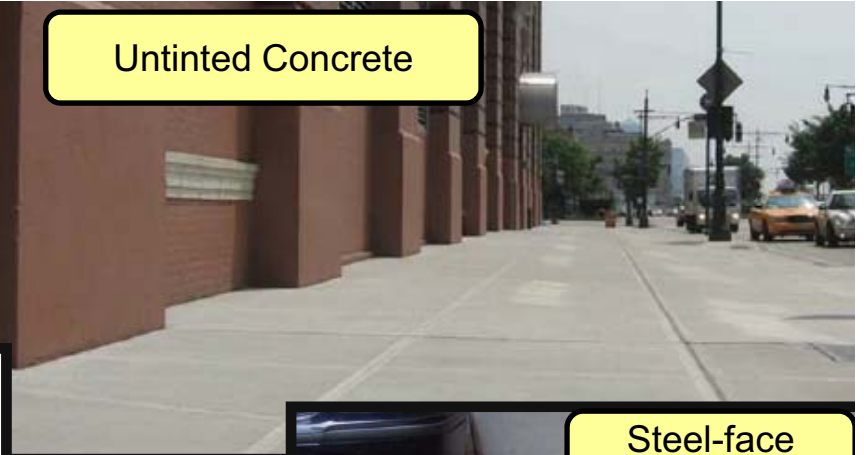
Side Street Safety Proposed



Typical curb extension

Streetscape Elements

Untinted Concrete



Steel-face
Curb



Standard Bike Rack



Photo: care of ispynyc.wordpress.com

- 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):

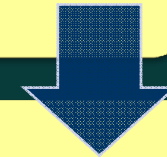
- Movable Tables and Chairs
- Benches

Next Steps

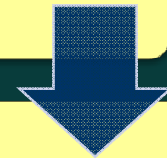
Estimated Timeline



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

