



# FLATBUSH AVE/UTICA AVE/AVE S

Presentation to Community Board 18

March 21, 2018



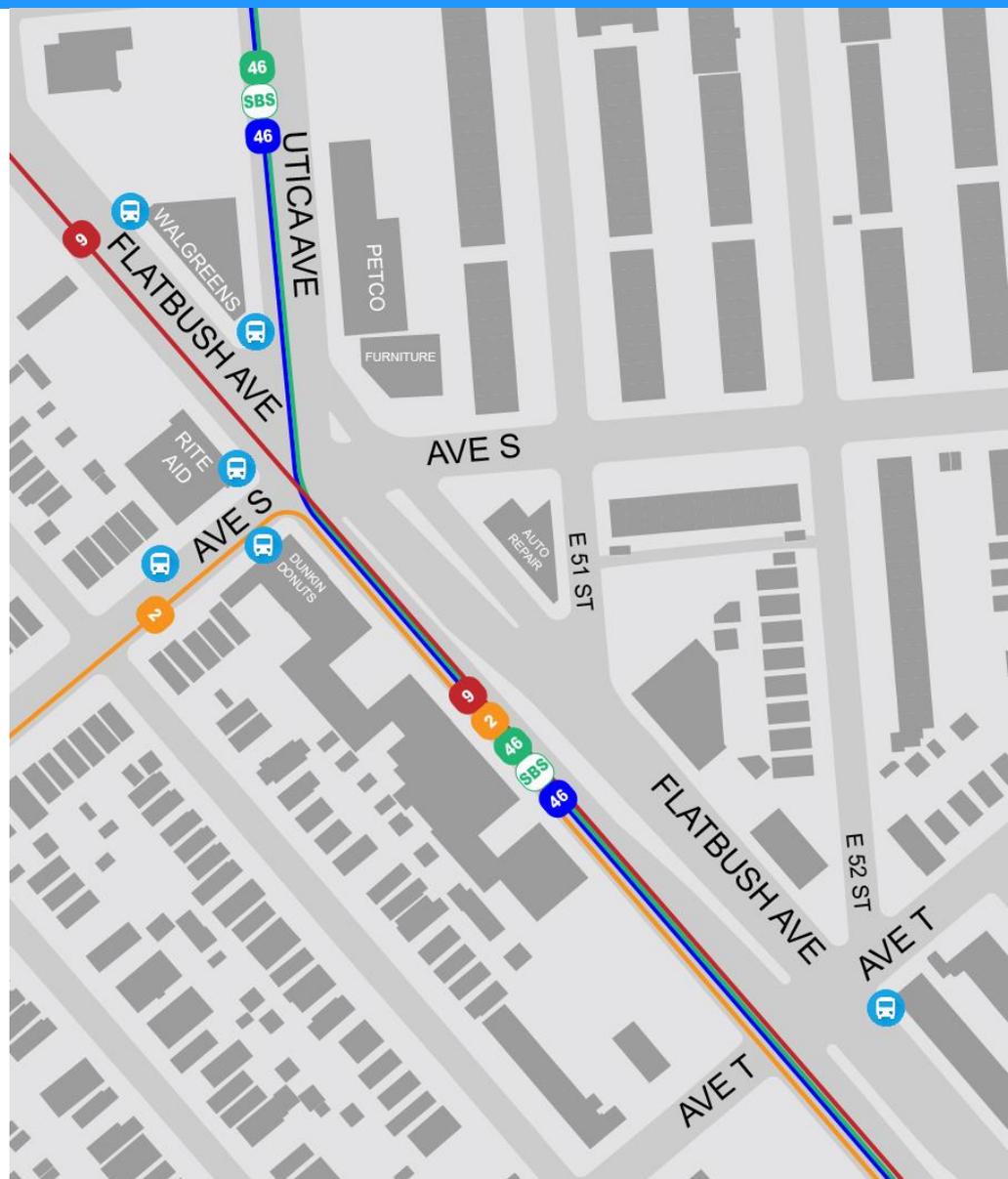
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# BACKGROUND

# 1

# PROJECT AREA

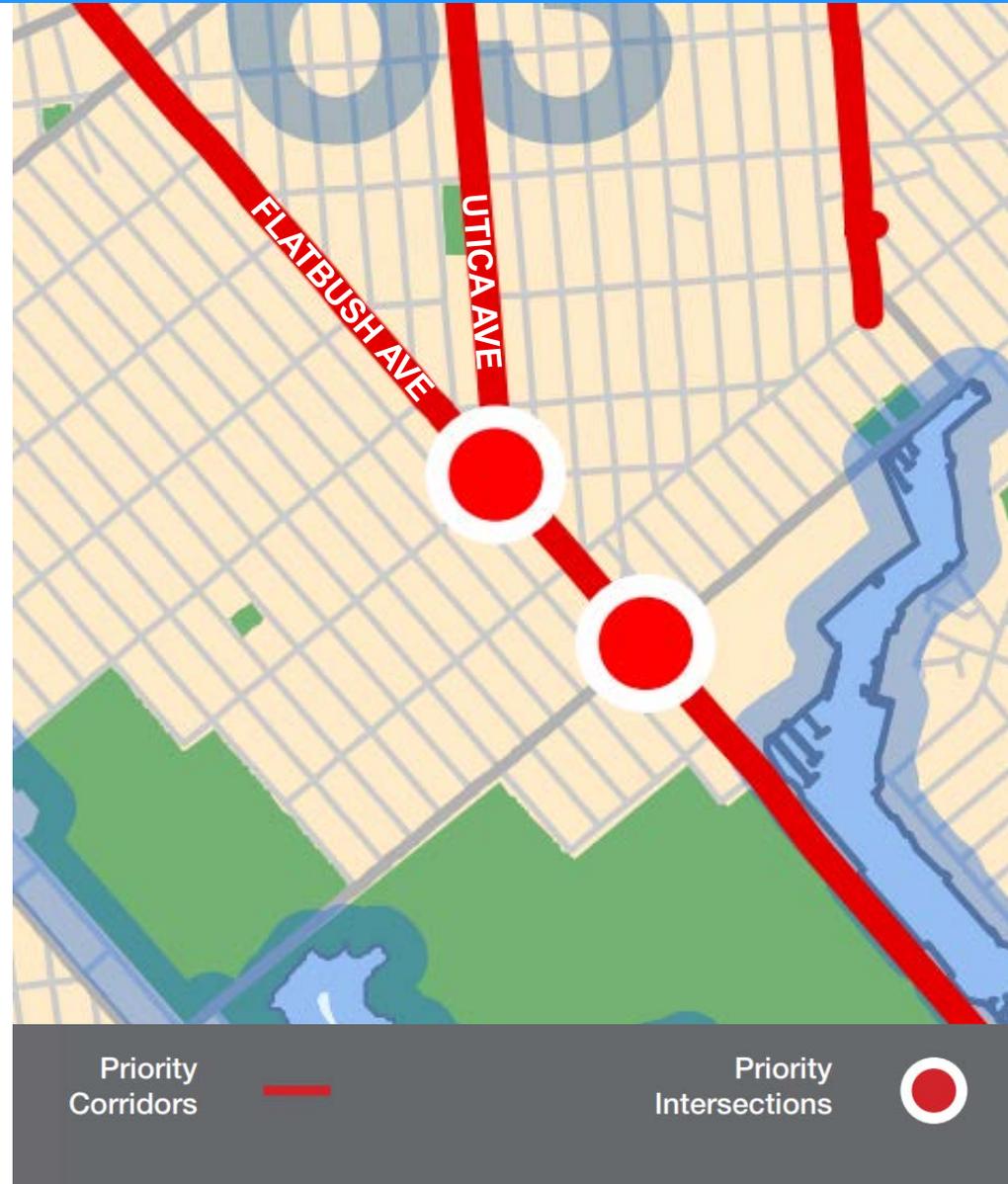
- Flatbush Ave is the main commercial corridor through a predominately residential area
- Dominated by auto-oriented retail
- Four bus routes run through the project area, including the B 46 SBS



# VISION ZERO

● Flatbush Ave/Utica Ave/Ave S is a Vision Zero Priority Intersection

— Utica Ave and Flatbush Ave are Vision Zero Priority Corridors



# SAFETY DATA

## Flatbush Ave: Ave S to Ave T

- **Two** Pedestrians Severely Injured (2012-2016)
- **One** Bicyclist Severely Injured (2012-2016)
- **Two** Motor Vehicle Occupants Severely Injured (2012-2016)



### Flatbush Ave/Utica Ave/Ave S, BK

Injury Summary, 2012-2016 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI*
Pedestrian	6	2	0	2
Bicyclists	3	1	0	1
Motor Vehicle Occupant	67	2	0	2
Total	76	5	0	5

\*People Killed or Severely Injured

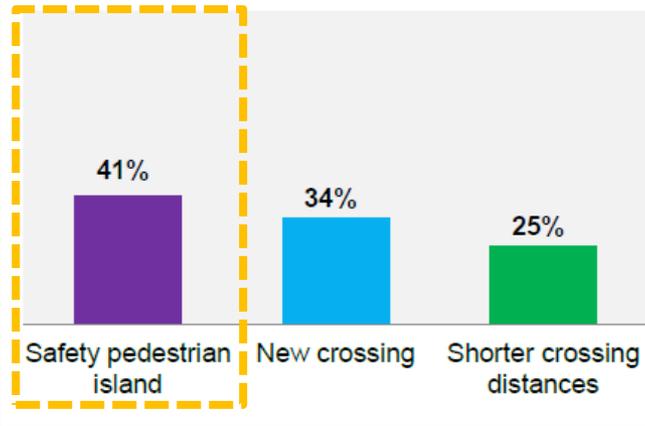
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# EXISTING CONDITIONS

# 2

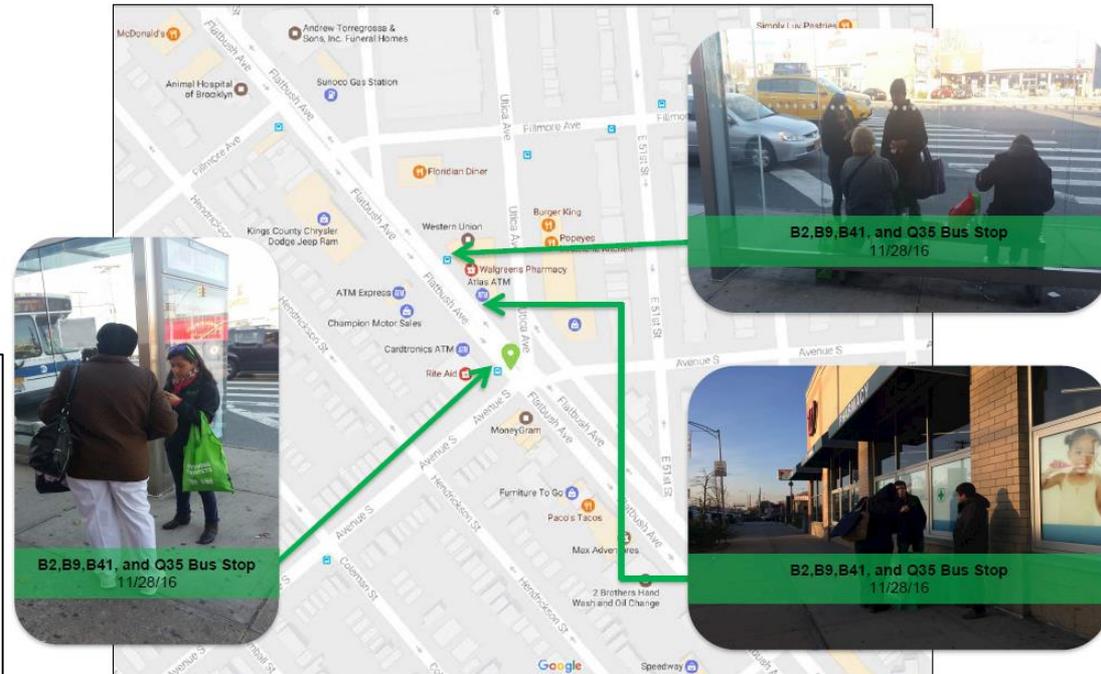
# FALL 2016 STREET AMBASSADOR OUTREACH

Which of the following safety improvements would you like to see implemented at this intersection?

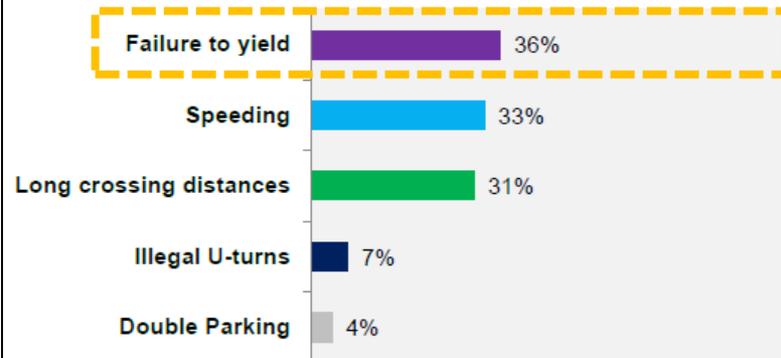


**80% of pedestrians surveyed do not feel safe when crossing the Flatbush Ave, Utica Ave and Ave S intersection**

Pedestrian Survey Locations



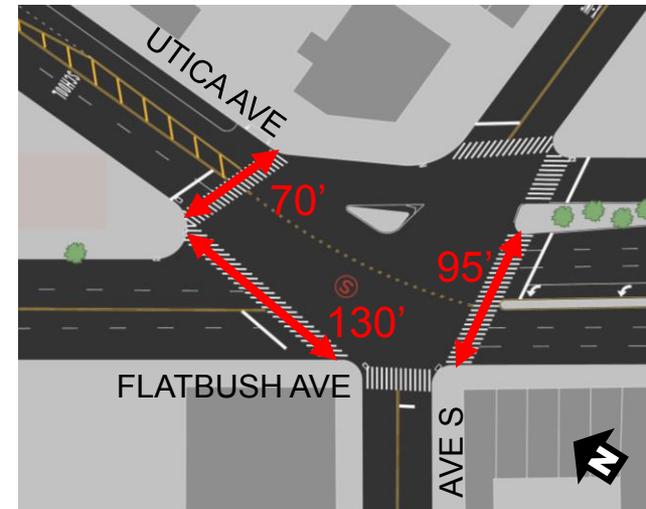
Which of the following are safety concerns for you?



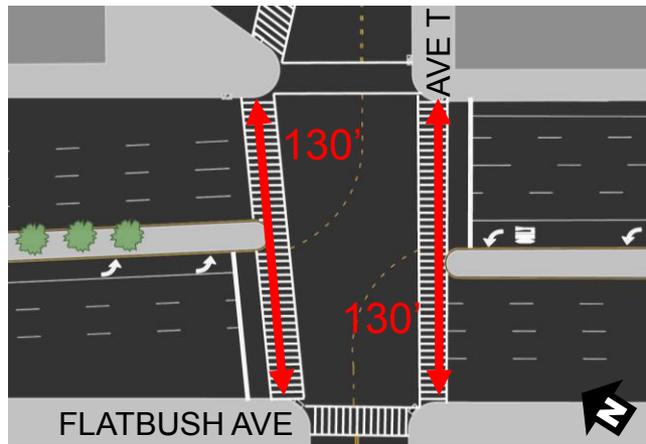
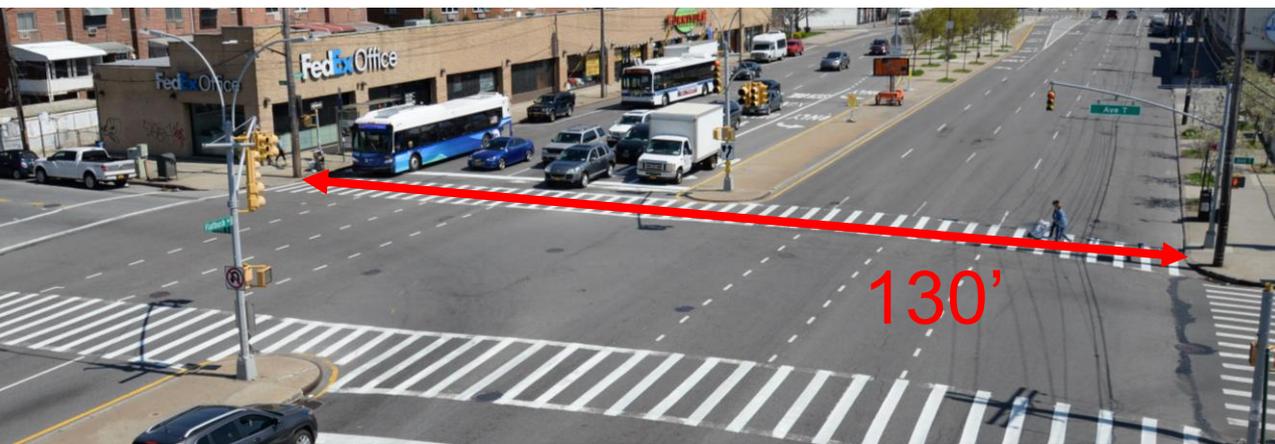
# EXISTING CONDITIONS

## Long Crossing Distances

Flatbush Ave/Utica Ave/Ave S



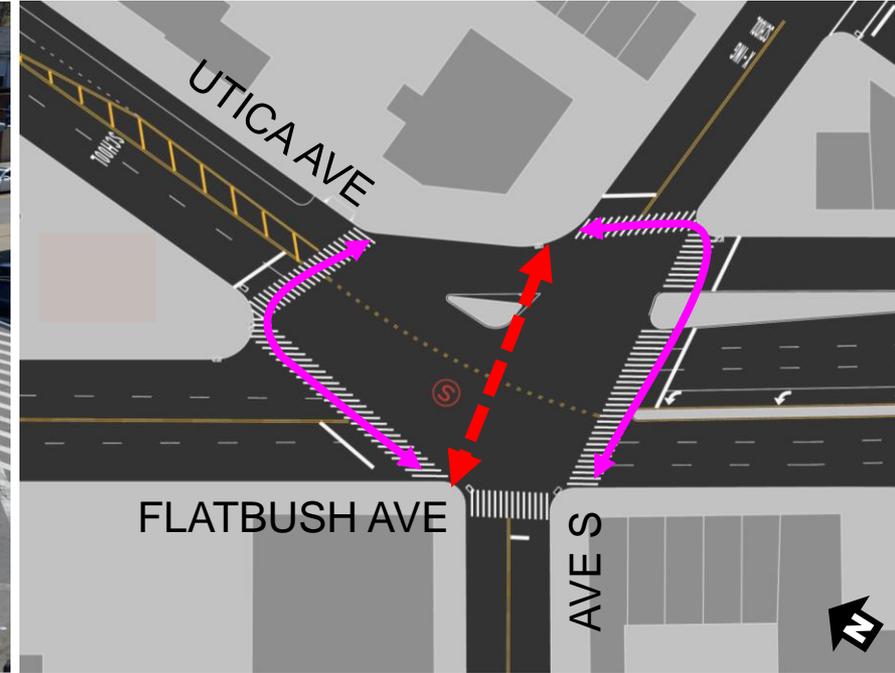
## Flatbush Ave & Ave T



# EXISTING CONDITIONS

## Indirect Crossings

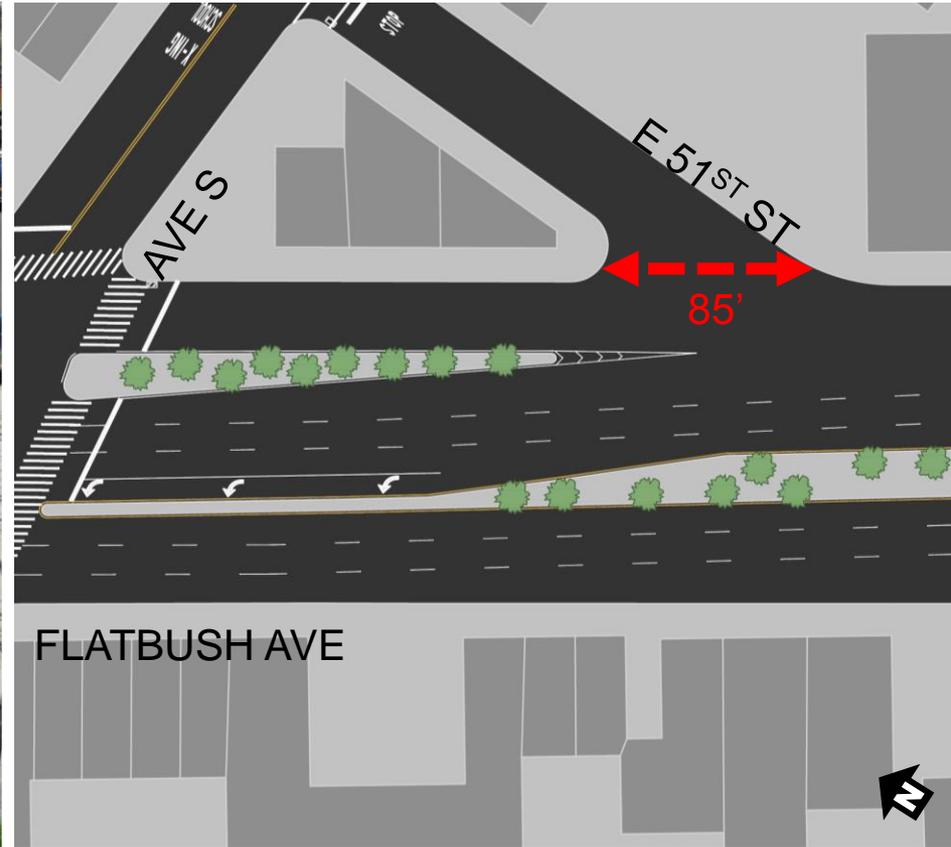
Flatbush Ave/Utica Ave/Ave S



# EXISTING CONDITIONS

## Missing Crossings

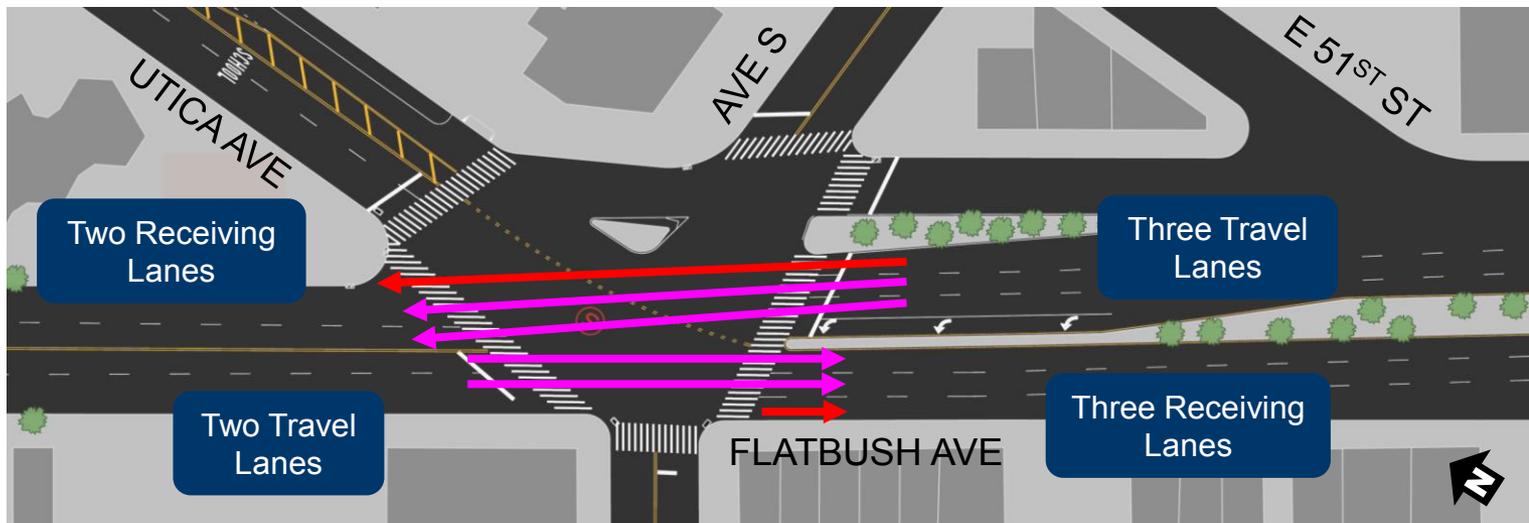
Flatbush Ave at E 51<sup>st</sup> St



# EXISTING CONDITIONS

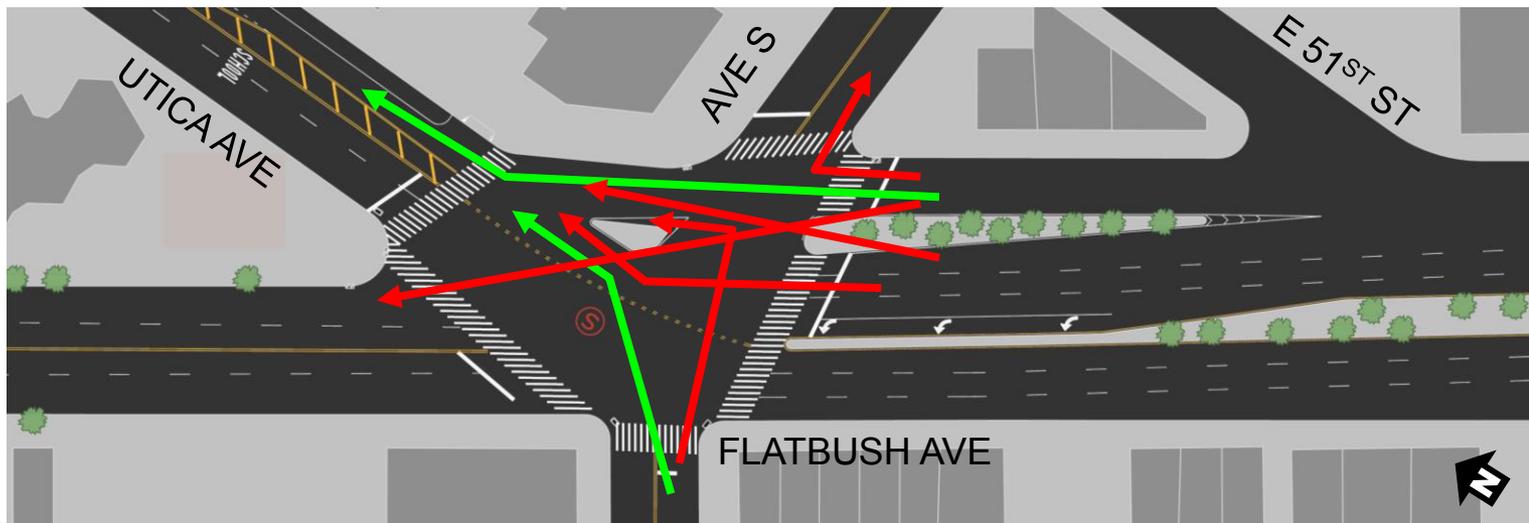
## Confusing Vehicular Movements

Mismatched Travel Lanes



Movements are Unclear

Correct →  
Incorrect →



# EXISTING CONDITIONS

## Excess Roadbed Encourages Speeding and U-Turns

35% of vehicles on Flatbush Ave traveling above the speed limit\*



\*Speed limit of 25 mph; data collected March 31, 2016

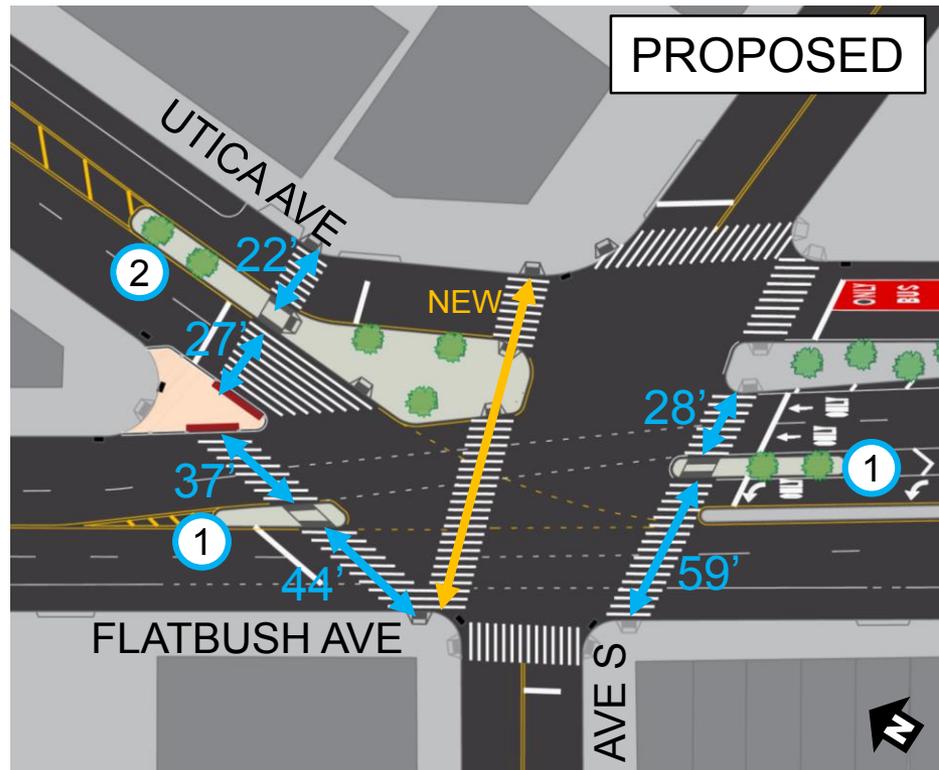
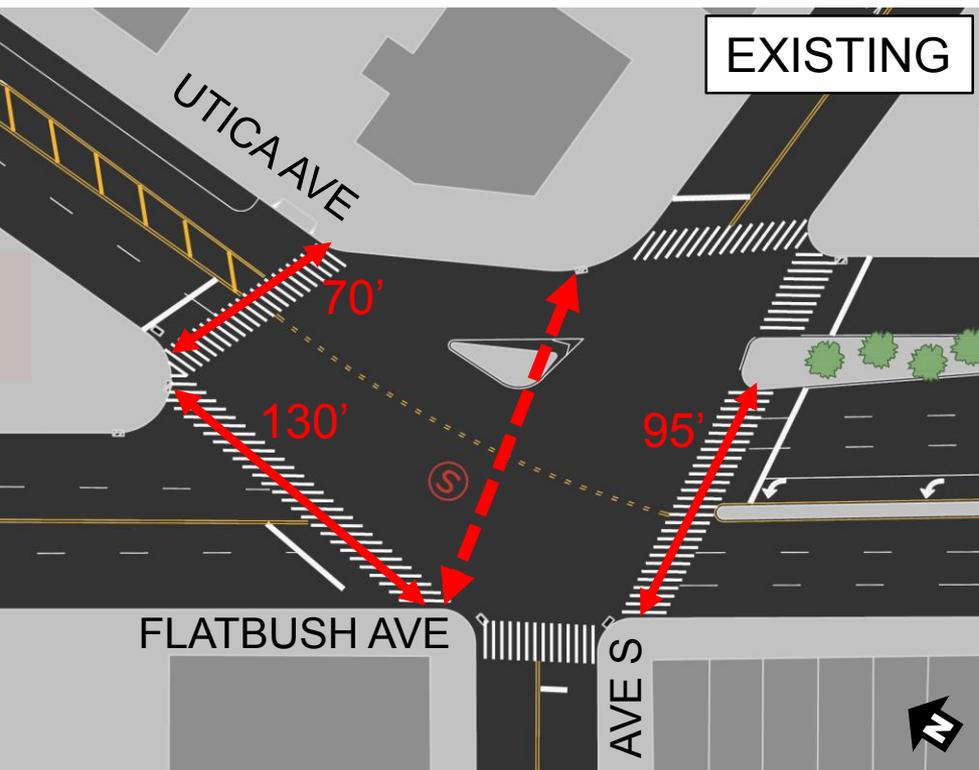
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PROPOSAL

3

# PROPOSAL

New Concrete Calms Traffic and Creates Shorter, More Direct Pedestrian Crossings

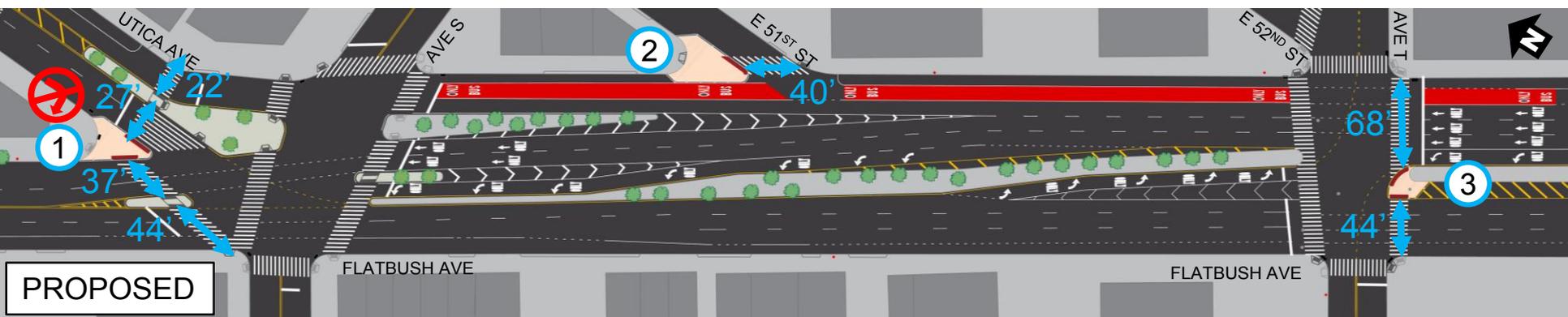


1 Add Concrete Pedestrian Refuge Islands

2 Expand Existing Concrete Triangle and Add New Crosswalk Through Intersection

# PROPOSAL

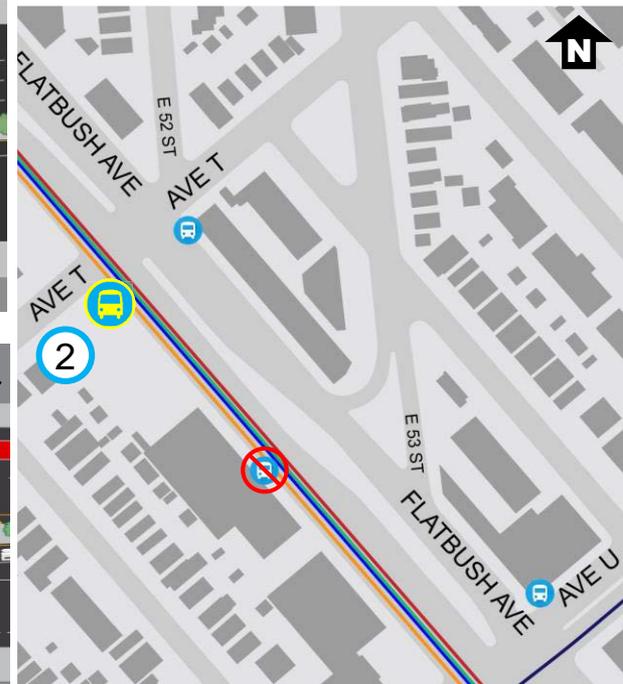
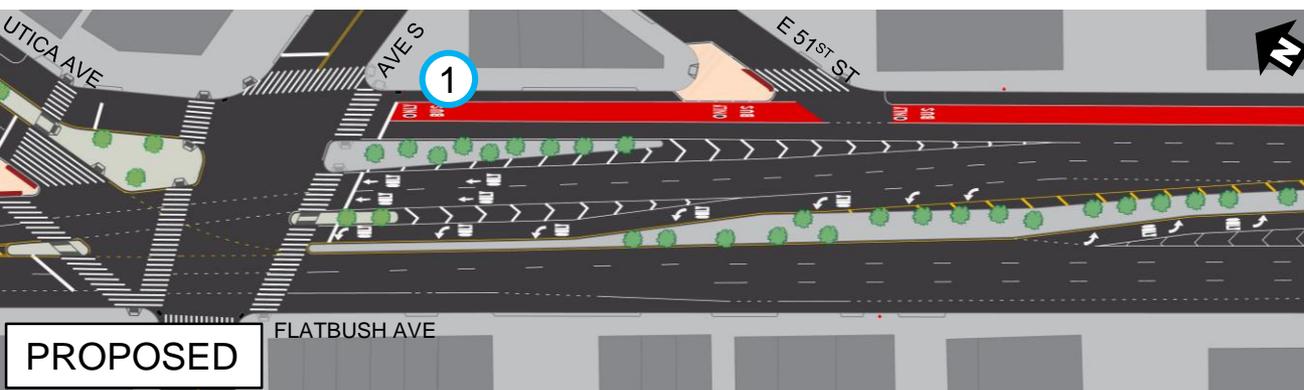
## New Painted Pedestrian Space



- 1 Restrict Right-Turn From Southbound Utica Ave to Northbound Flatbush Ave, Allows for New Painted Pedestrian Space
- 2 Add Missing Crosswalk on E 51<sup>st</sup> St and Install New Painted Pedestrian Space to Slow Turning Vehicles
- 3 Expand Median to Shorten Crossing

# PROPOSAL

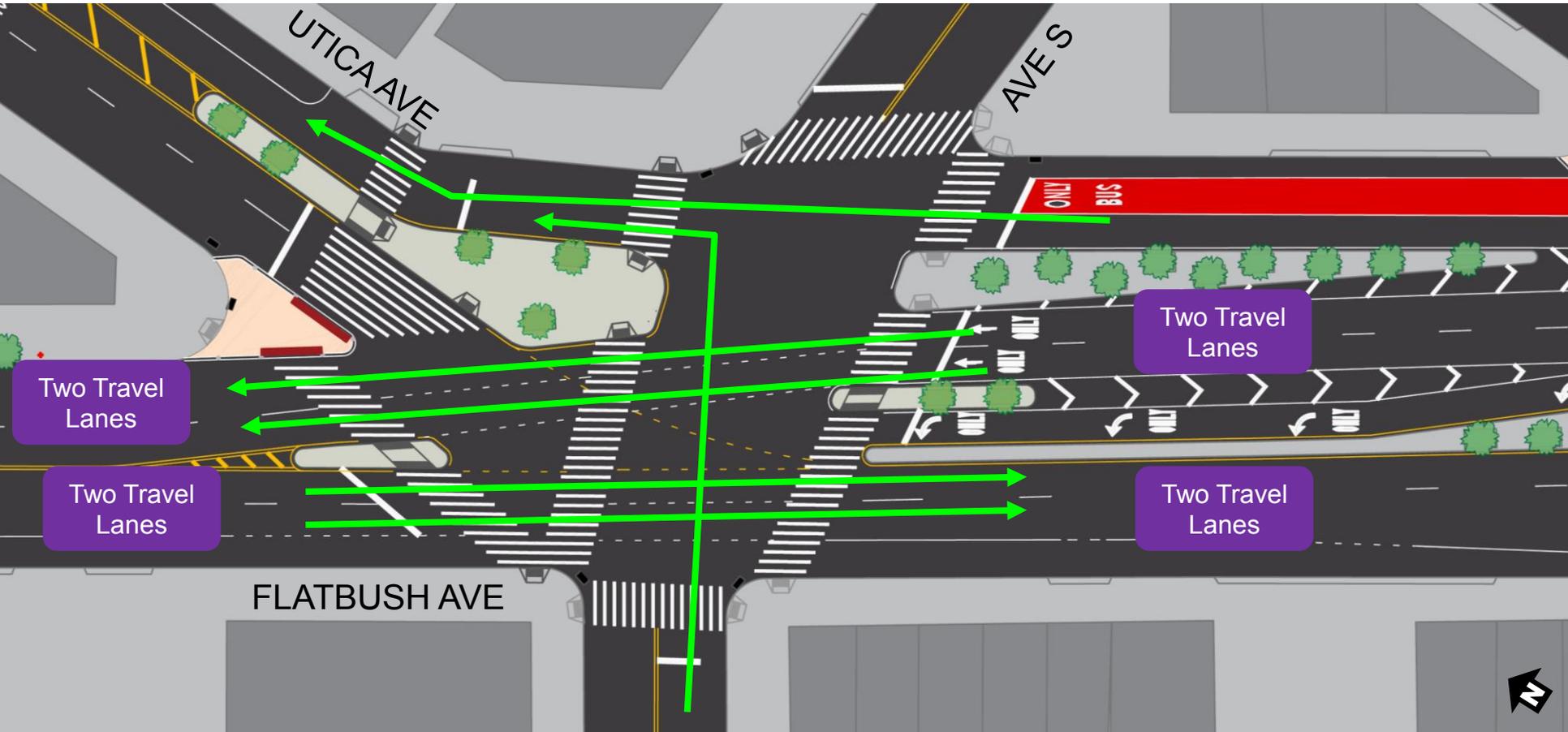
## Traffic Calming and Bus Improvements



- 1 Dedicated Bus Lane on Flatbush Ave E 53<sup>rd</sup> St and Ave T Improves Bus Efficiency and Calms Traffic by Reducing the Width of the Roadway
- 2 Move Bus Stop on Southbound Flatbush Ave from Midblock to Signalized Crossing at Intersection of Ave T and Flatbush Ave

# PROPOSAL

## Simplified Vehicular Movements

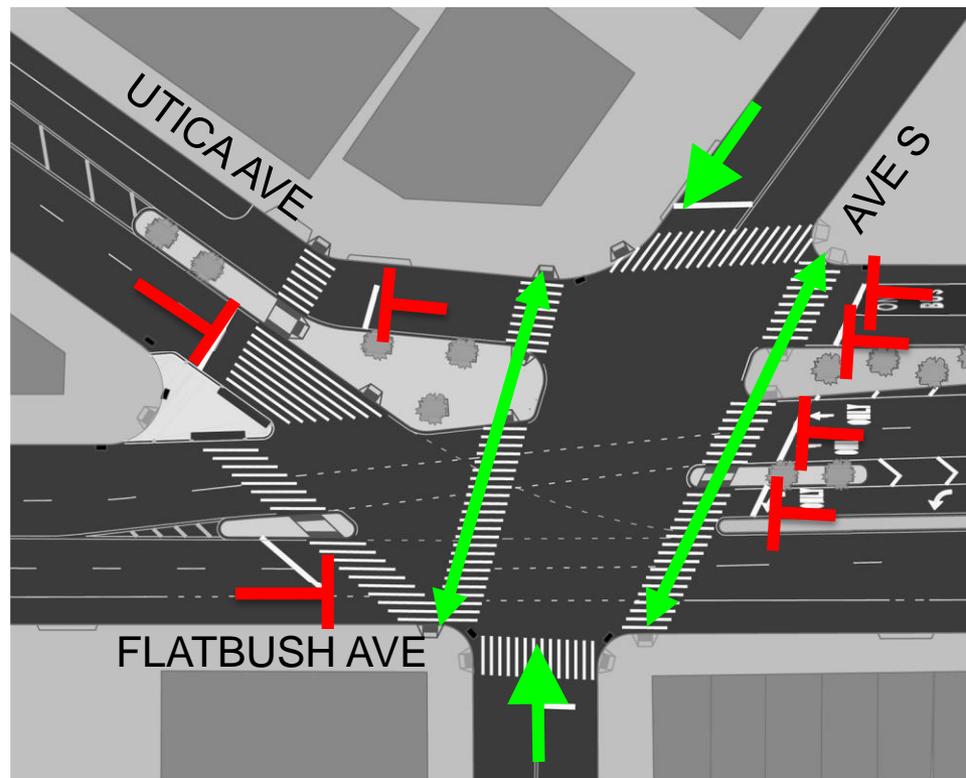
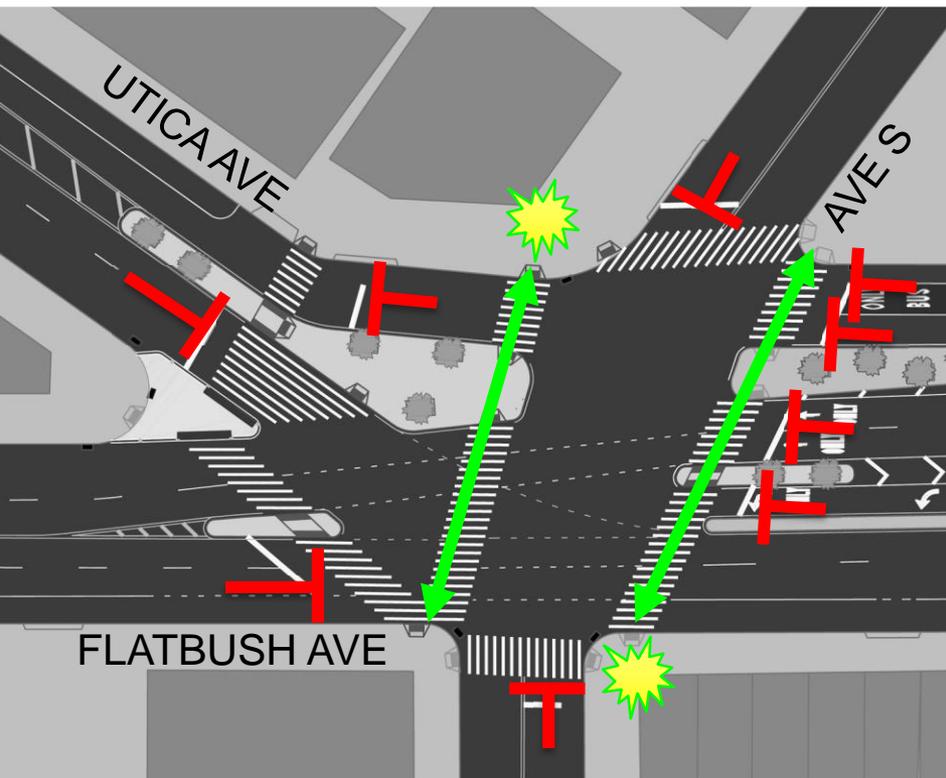


New Concrete and Street Markings Clarify Correct Vehicular Movements

# PROPOSAL

## Traffic Signal Improvements

 Pedestrian Priority Phase – 7 Seconds

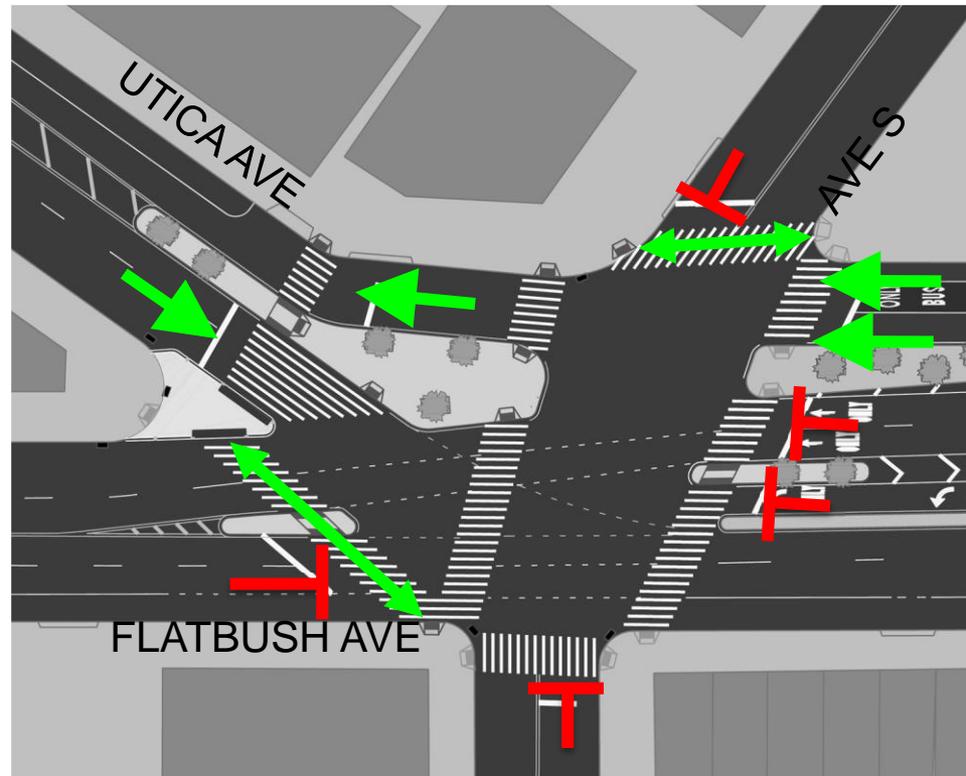
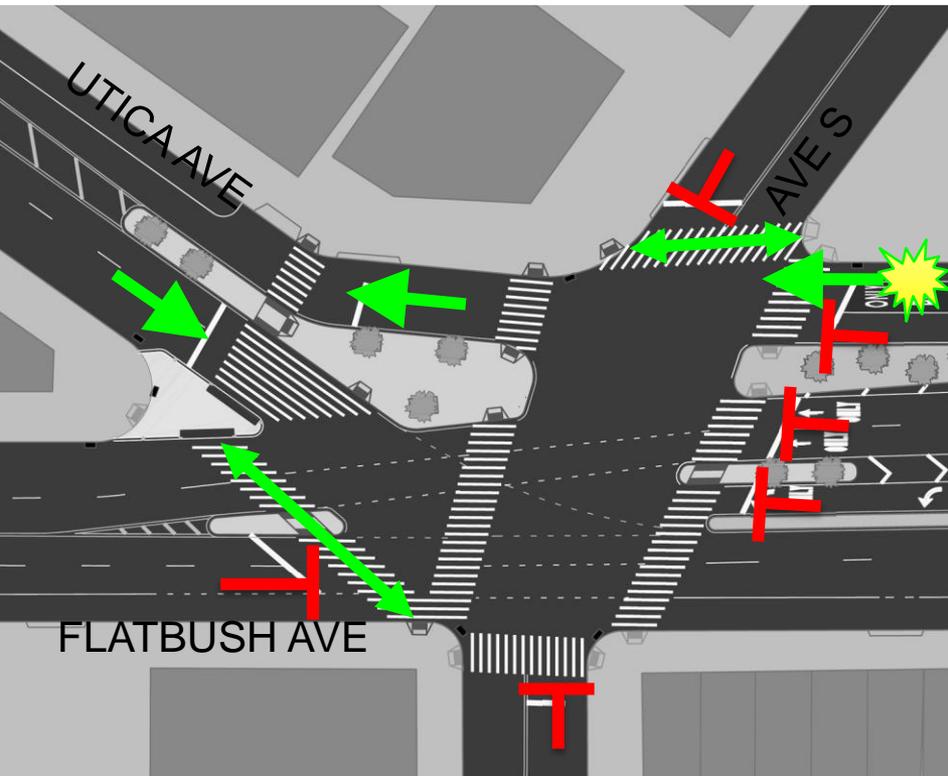


New Leading Pedestrian Interval (LPI) Signal Phase Gives Pedestrians a 7 Second Head Start to Cross Flatbush Ave Before Vehicles on Ave S Get the Green Light

# PROPOSAL

## Traffic Signal Improvements

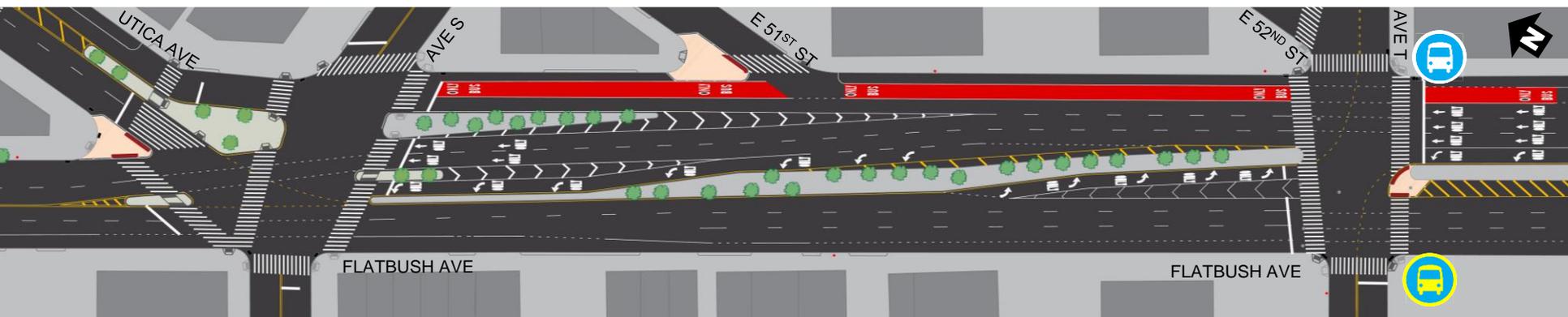
 Bus Priority Phase – 7 Seconds



Dedicated Bus Lane Allows for Bus Queue Jump Signal, Giving Bus a 7 Second Head Start onto Single Lane Northbound Utica Ave Before General Vehicle Traffic

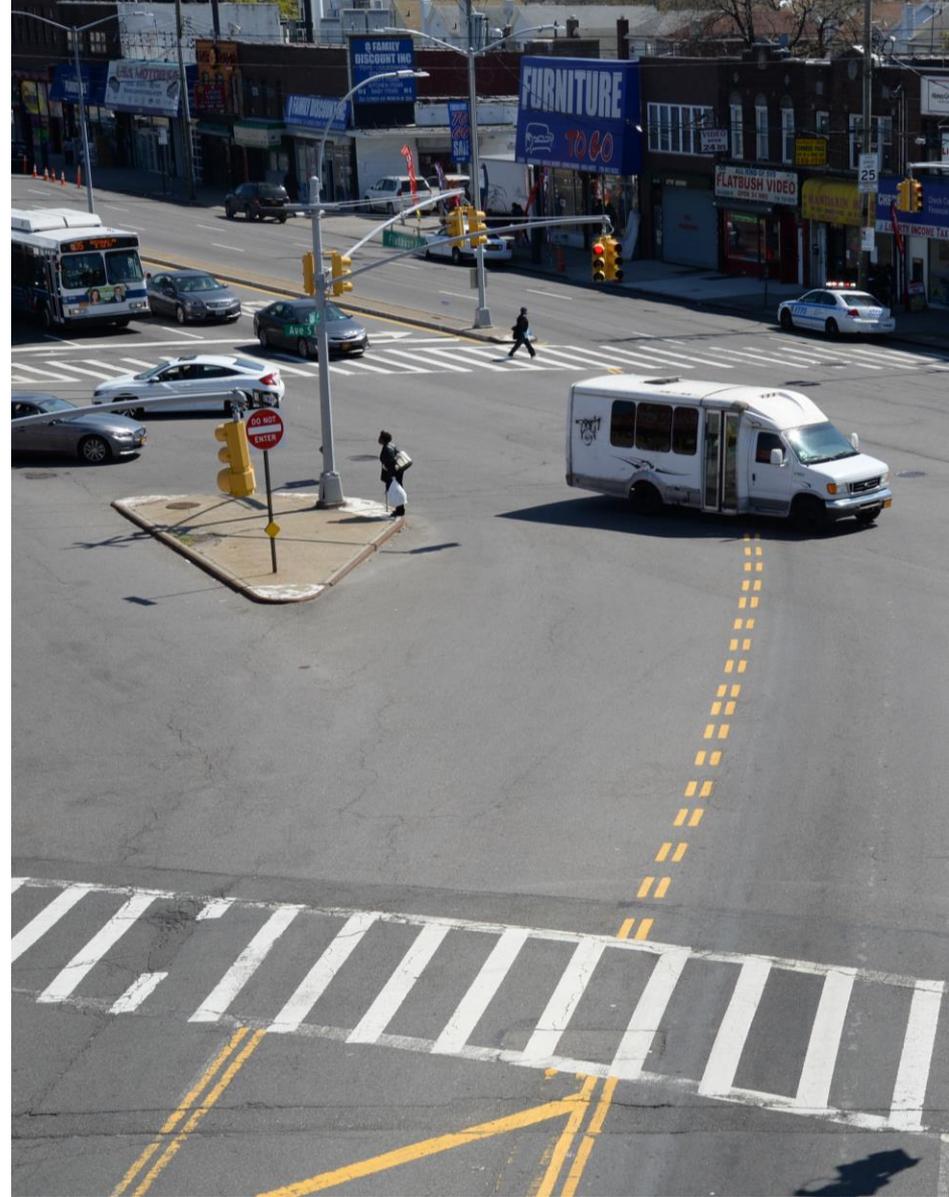
# BENEFITS

- New pedestrian space creates safer, shorter pedestrian crossings
- New concrete slows traffic and prevents illegal turning movements
- Dedicated space for buses improves bus service and calms traffic by utilizing extra road space
- New signal phasing prioritizes pedestrians and buses



# SUMMARY

- Add concrete refuge islands on Flatbush Ave north of Ave S and between through and left-turn lanes on northbound Flatbush Ave at Ave S
- Expand concrete triangle within intersection of Flatbush Ave/Utica Ave/Ave S
- Add new crosswalk through intersection
- Add painted curb extension on Flatbush Ave and Utica Ave
- Ban right turn from southbound Utica Ave to northbound Flatbush Ave
- Add painted curb extension at E 51st St and Flatbush Ave
- Add painted median extension at Flatbush Ave and Ave T
- Move southbound midblock bus stop between Ave T and Ave U to far side of intersection at Ave T
- Add dedicated bus lane on northbound Flatbush Ave Service Rd between E 53rd St and Ave S
- Add Leading Pedestrian Interval (LPI) on Flatbush Ave at Ave S
- Add Leading Bus Interval (LBI) on northbound Flatbush Ave Service Rd to Utica Ave
- Upgrade area crosswalks to high visibility and install missing minor crosswalks



# THANK YOU!

# QUESTIONS?



NYC DOT



NYC DOT



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NYC DOT