



# Flatbush Ave, Utica Ave, and Ave S

Presentation to Community Board 18

March 20, 2024



# Agenda

- Background
- Existing Conditions
- Proposed Conditions
- Summary

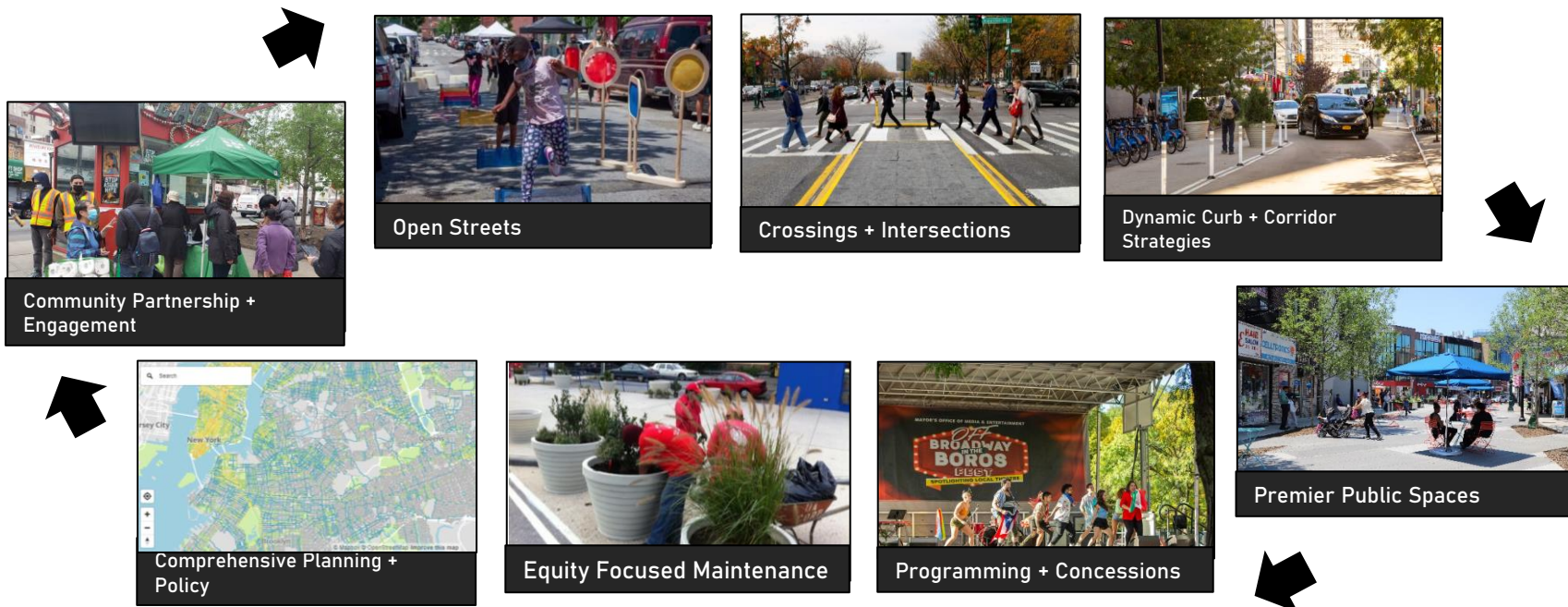


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# Background

# 1

# Public Realm Feedback Loop



# Project History

- Previously presented to Community Board 18 in March, 2018
  - CB 18 **approved** proposal in a letter dated April 17, 2018
- Past presentation is available on the [DOT website](#)
- DOT is presenting today to give update on project status and show updated proposal

## ABOUT DOT

### Current Projects

#### Flatbush Avenue/Utica Avenue/Avenue S

NYC DOT is proposing pedestrian safety improvements at the Vision Zero Priority Intersection of Flatbush Ave, Utica Ave and Ave S in Brooklyn. The proposal includes new pedestrian space to create safer, shorter pedestrian crossings, new concrete to slow vehicle speeds and prevent illegal turns, dedicated space for buses for improved bus service and traffic calming, and new signal phasing that prioritizes both buses and pedestrians.

» [Flatbush Ave/Utica Ave/Ave S Safety Improvements - presented to Brooklyn Community Board 18 in March 2018 \(pdf\)](#)



# Project Objectives

- Create shorter, safer pedestrian crossings
- Add new pedestrian crossings
- Reduce speeding
- Clarify vehicular movement
- Improve pedestrian crossings and bus movements through the intersection



# Project Delay

- Grant funded project
- Early CB approval required to obtain grant
- Administrative changes and COVID-19 slowed grant approval
- Project is ready for implementation early this year!



# Demographics

## Key Facts



**19%** of Residents are Older Adults



**41%** of Residents take transit to work



**14%** of Workers Live in Households with No Vehicle

## Flatbush Ave, Utica Ave, and Ave S Project Area



Data Source: 2017-2021 American Community Survey 5-Year Estimates



# Project Area

## Project Context

- Flatbush Ave is the main commercial corridor through a mostly residential neighborhood
- Dominated by auto-oriented retail
  - Auto repair shops
  - Gas stations
  - Stores with large parking lots



# Transit Connections

## Nearby Bus Routes

- Nine bus routes in and around the study area
- Five bus routes travel through the project intersection
  - B 46
  - B 46 SBS
  - B 41
  - B 9
  - Q 35



# Safety

## Vision Zero and Crash History

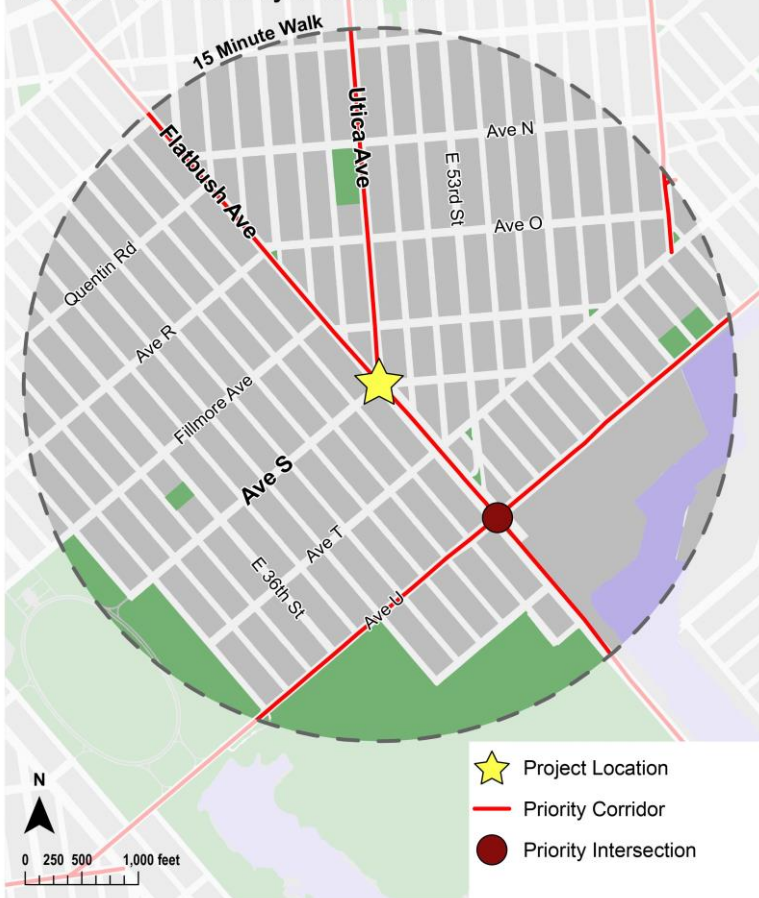
- Flatbush Ave and Utica Ave are both Vision Zero Priority Corridors

### Flatbush Ave, Utica Ave, and Ave S

Injury Summary, 2019-2023 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	2	0	0	0
Bicyclist	2	0	0	0
Motor Vehicle Occupant	12	0	0	0
Total	16	0	0	0

### Flatbush Ave, Utica Ave, and Ave S Vision Zero Priority Locations



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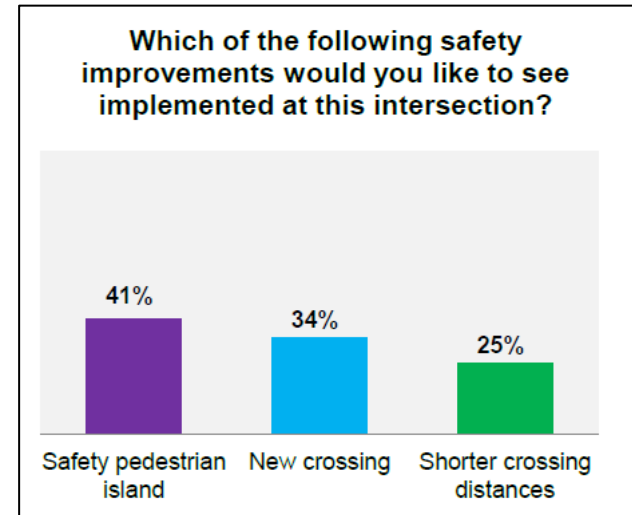
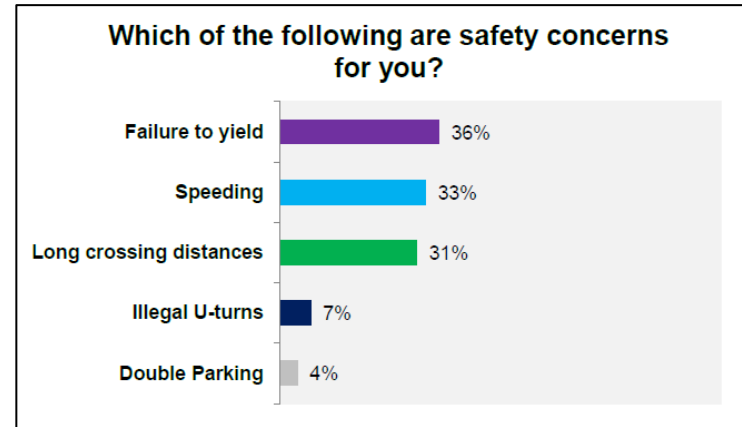
# Existing Conditions

# 2

# Street Ambassador Outreach

Fall 2016

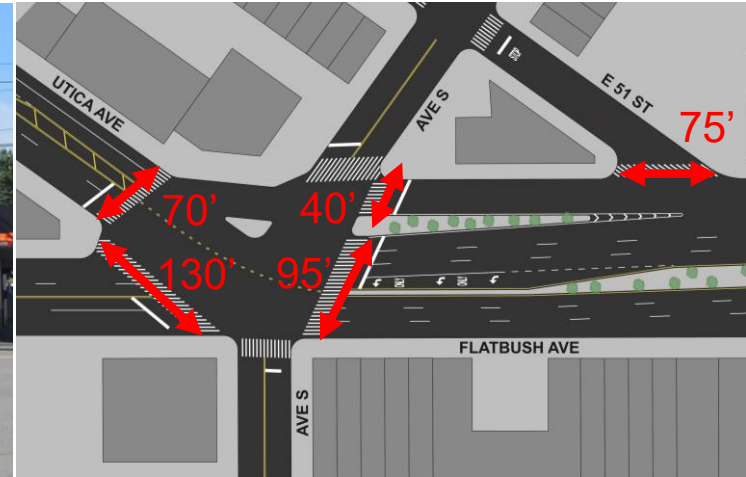
- DOT conducted survey of pedestrians near Flatbush Ave and Utica Ave
- **80%** of pedestrians surveyed do **not feel safe** when crossing Flatbush Ave and Utica Ave





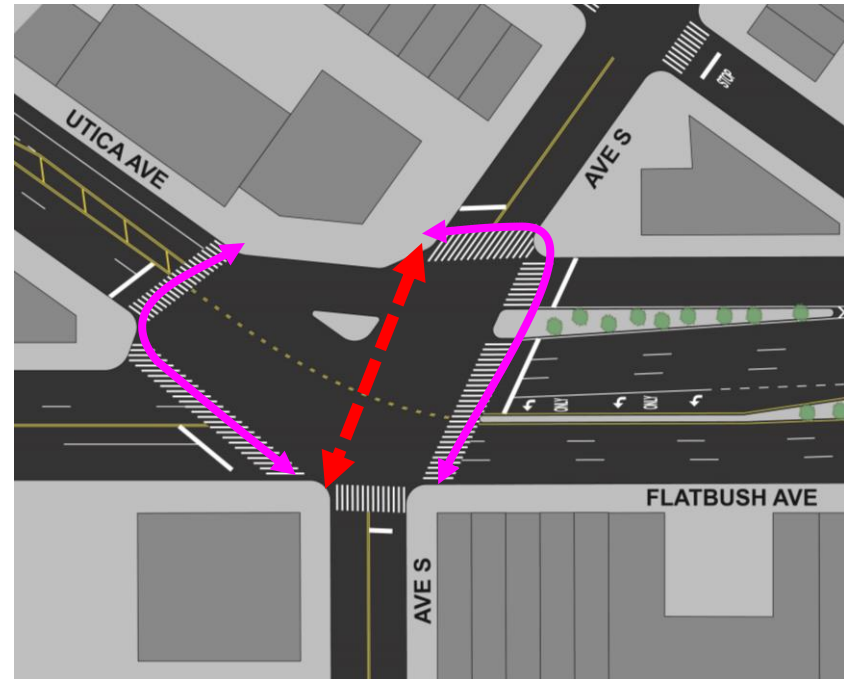
# Long Crossing Distances

## Flatbush Ave / Utica Ave / Ave S



# Indirect Crossings

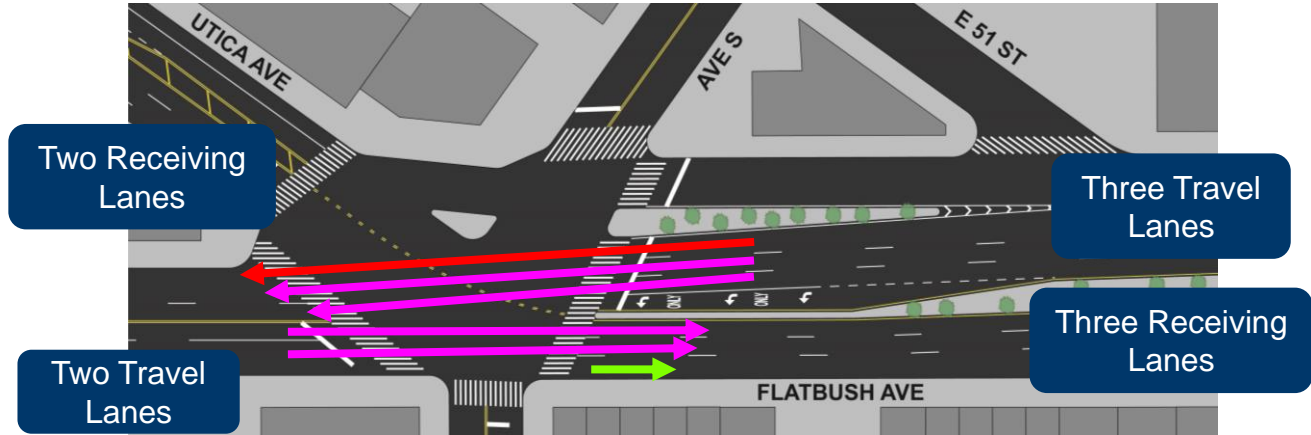
## Flatbush Ave / Utica Ave / Ave S



# Confusing Vehicular Movements

## Mismatched Travel Lanes

- **NB:** Vehicles are required to merge unexpectedly
- **SB:** More space than is needed for traffic operations. Creates long crossing distance for pedestrians



Lane Removed →

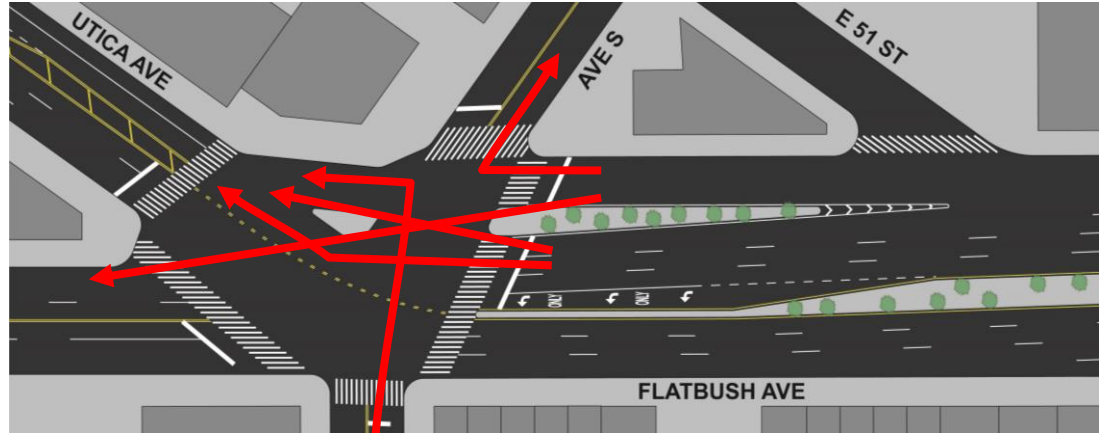
Lane Added →

No Change →

# Confusing Vehicular Movements

Movements are Unclear

Incorrect  
Movement



# 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



# Opportunity to Improve Bus Movements

- 10% of vehicles turning onto Utica Ave from Flatbush Ave service road are buses\*
- Service road is very wide for only one travel lane (30 ft)
- Encourages speeding



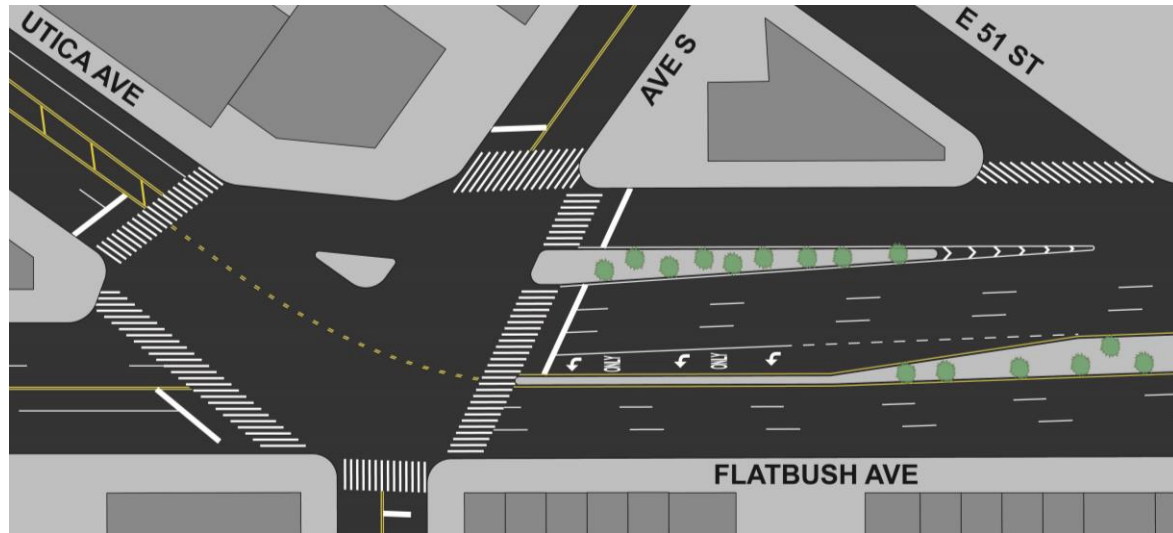
\*Based on peak hour vehicle counts collected in November 2019

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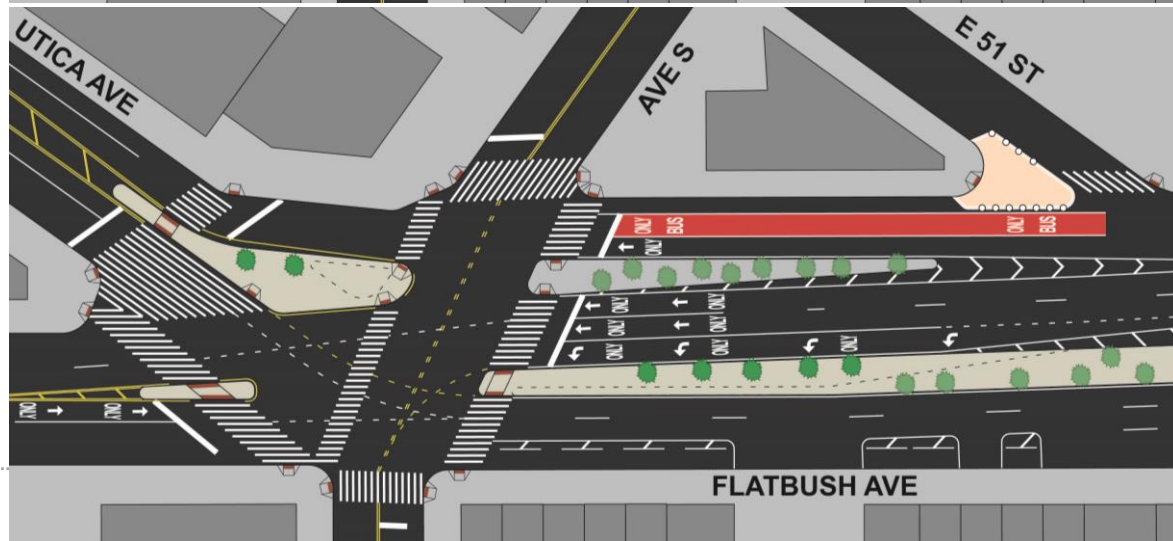
## Proposed Conditions

# 3

# Existing Conditions



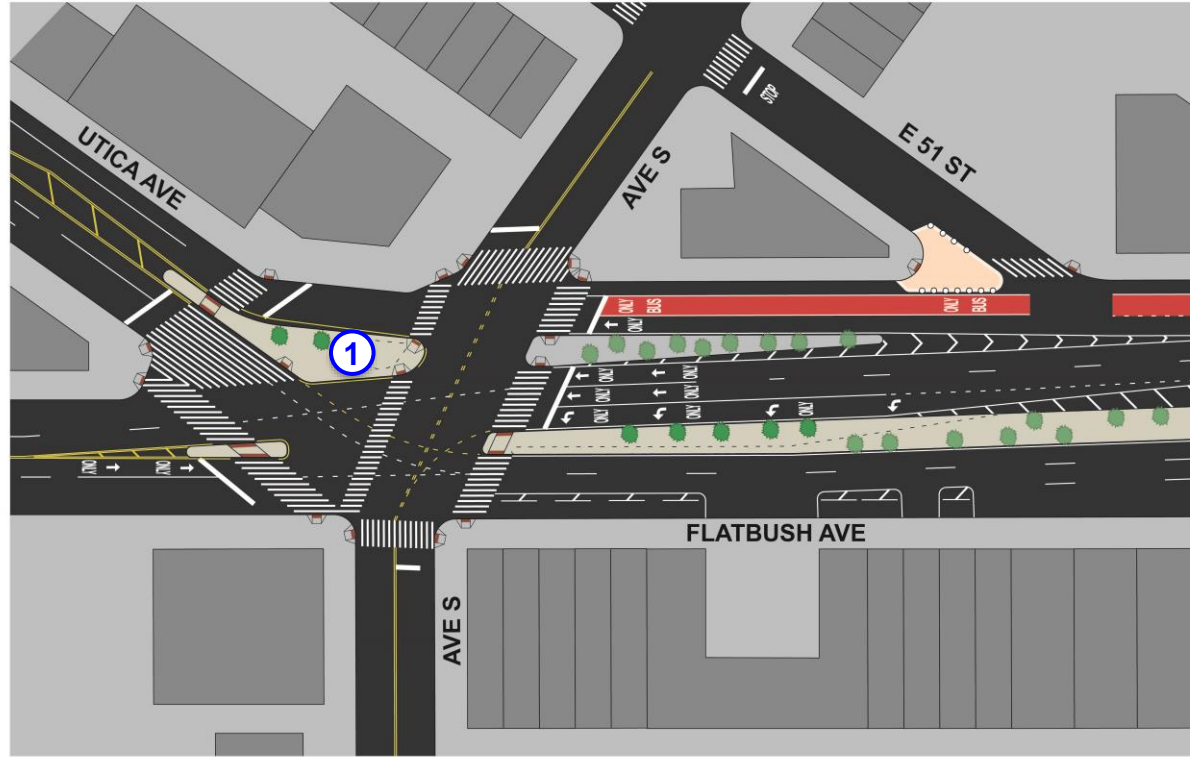
# Proposed Conditions



# Proposal – Pedestrian Improvements

1

Expand Existing  
Concrete Triangle



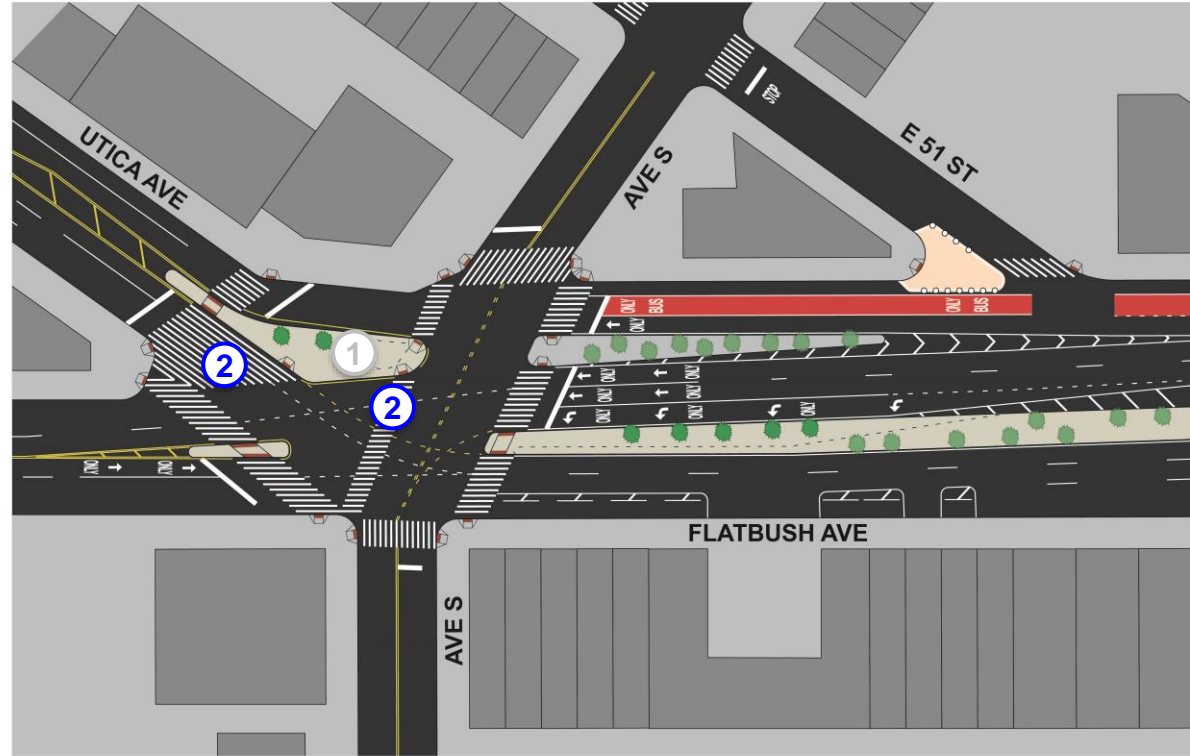
# Proposal – Pedestrian Improvements

1

Expand Existing  
Concrete Triangle

2

Add New  
Crosswalks





# Proposal – Pedestrian Improvements

1

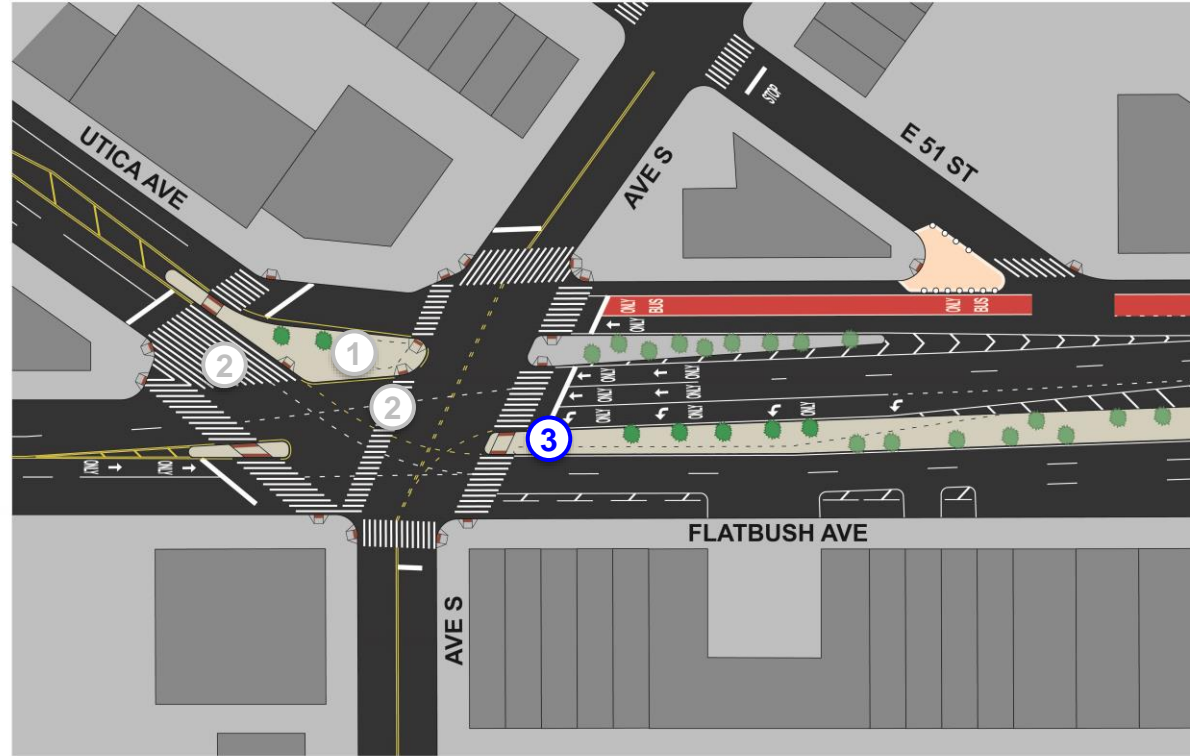
Expand Existing  
Concrete Triangle

2

Add New  
Crosswalks

3

Expand Existing  
Median



# Proposal – Pedestrian Improvements

1

Expand Existing Concrete Triangle

2

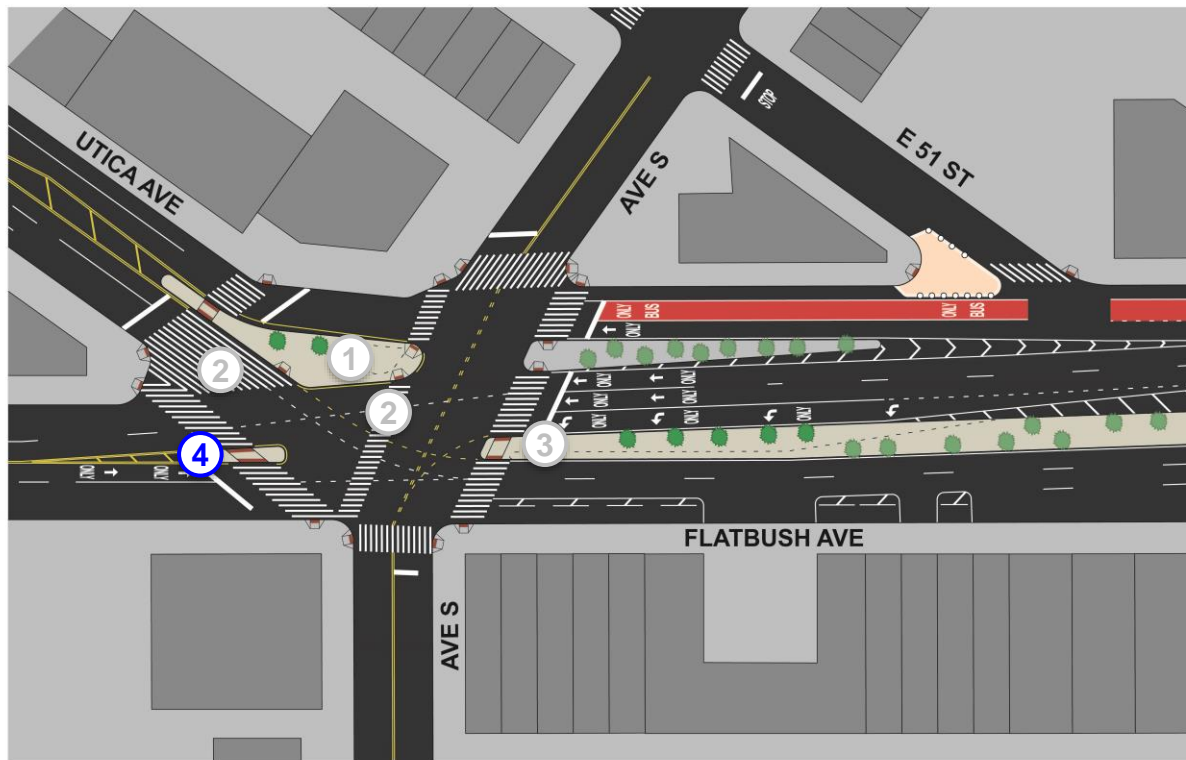
Add New Crosswalks

3

Expand Existing Median

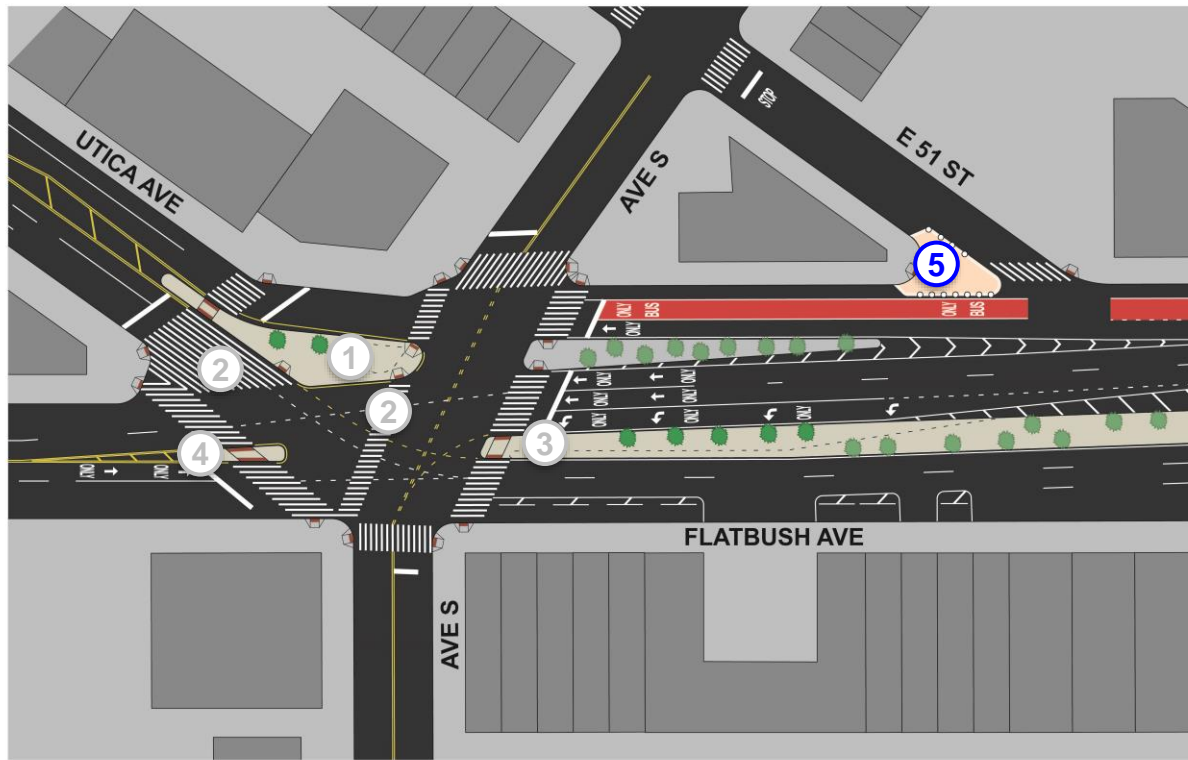
4

Add Concrete Pedestrian Refuge Island



# Proposal – Pedestrian Improvements

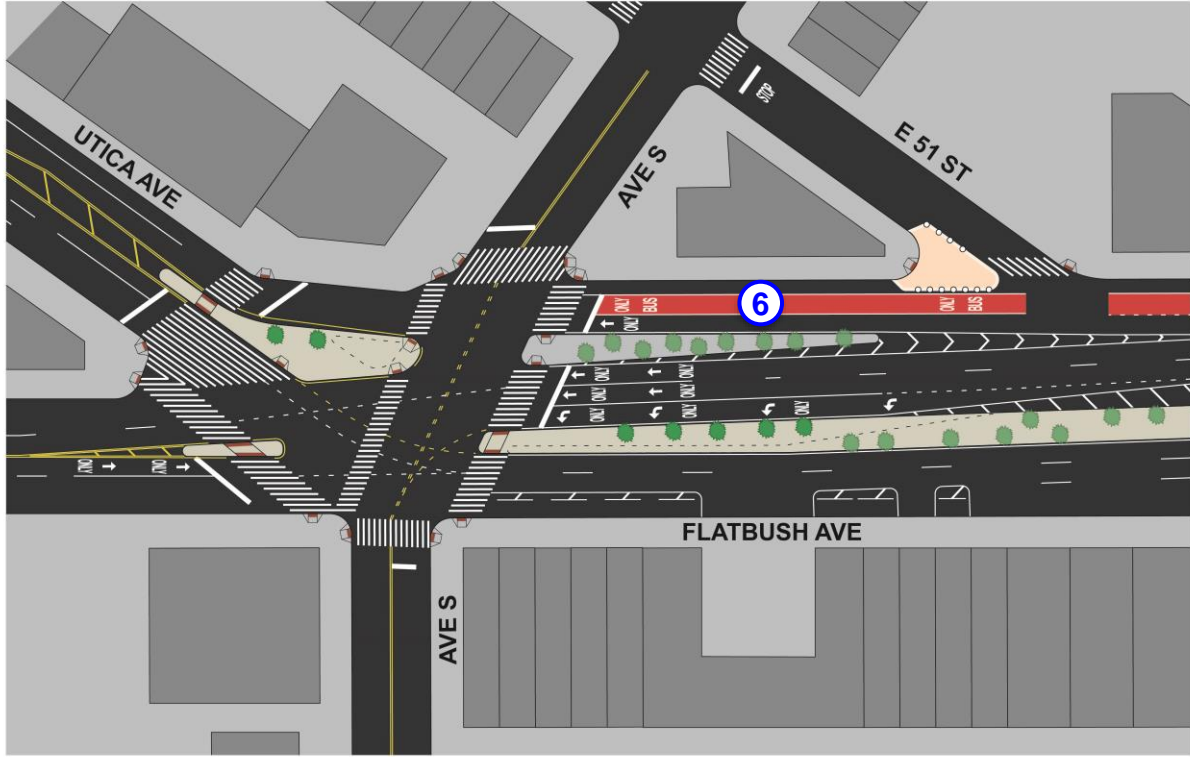
- 1 Expand Existing Concrete Triangle
- 2 Add New Crosswalks
- 3 Expand Existing Median
- 4 Add Concrete Pedestrian Refuge Island
- 5 Add Painted Curb Extension



# Proposal – Traffic Operations

6

Dedicated Bus Lane on Flatbush Ave from E 53<sup>rd</sup> St to Ave S



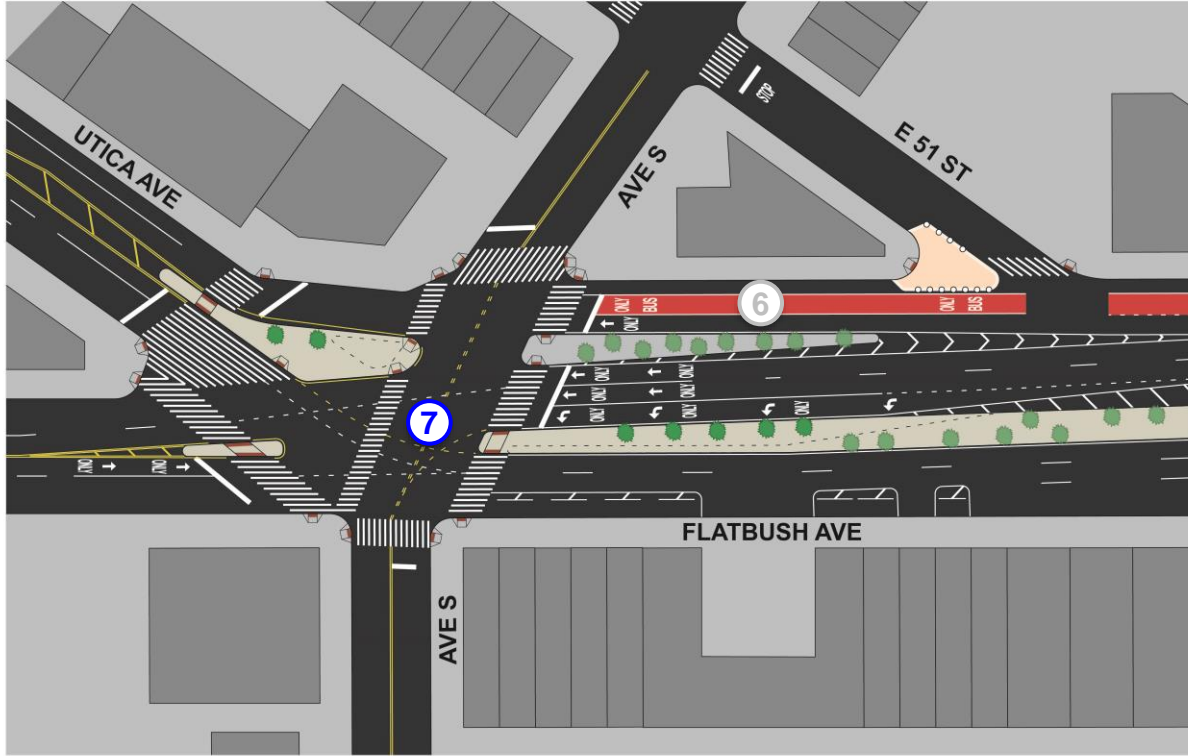
# Proposal – Traffic Operations

6

Dedicated Bus Lane on Flatbush Ave from E 53<sup>rd</sup> St to Ave S

7

Add Pedestrian and Bus Priority Phase to Signal Timing





# Proposal – Traffic Operations

6

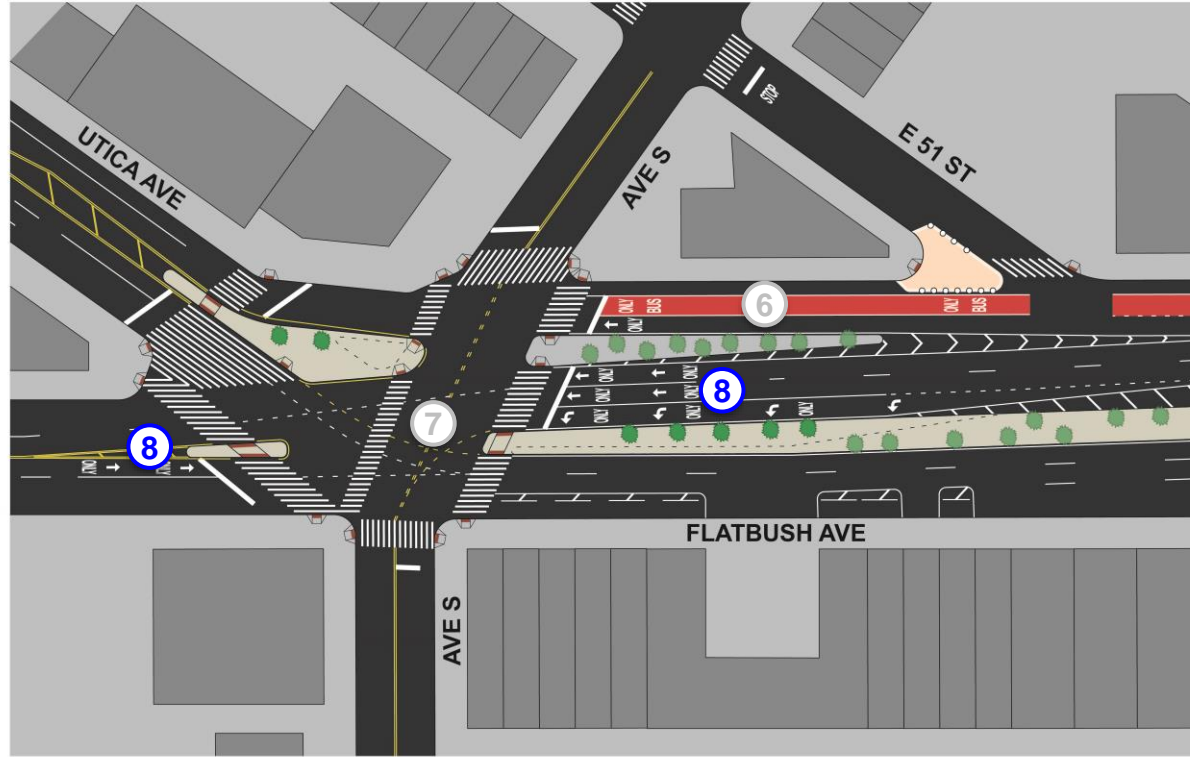
Dedicated Bus Lane on Flatbush Ave from E 53<sup>rd</sup> St to Ave S

7

Add Pedestrian and Bus Priority Phase to Signal Timing

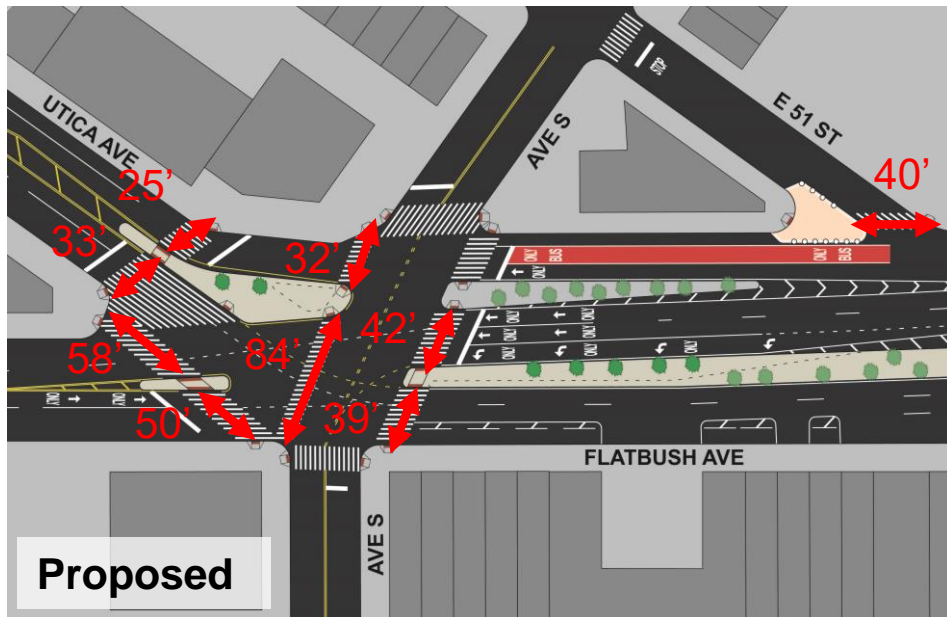
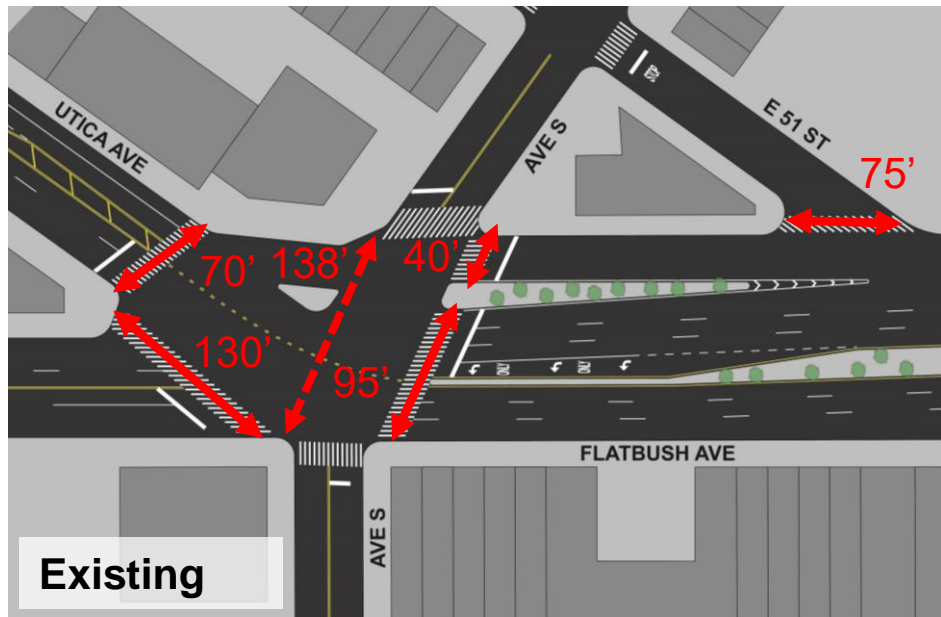
8

Clarify Vehicle Movements Through Intersection



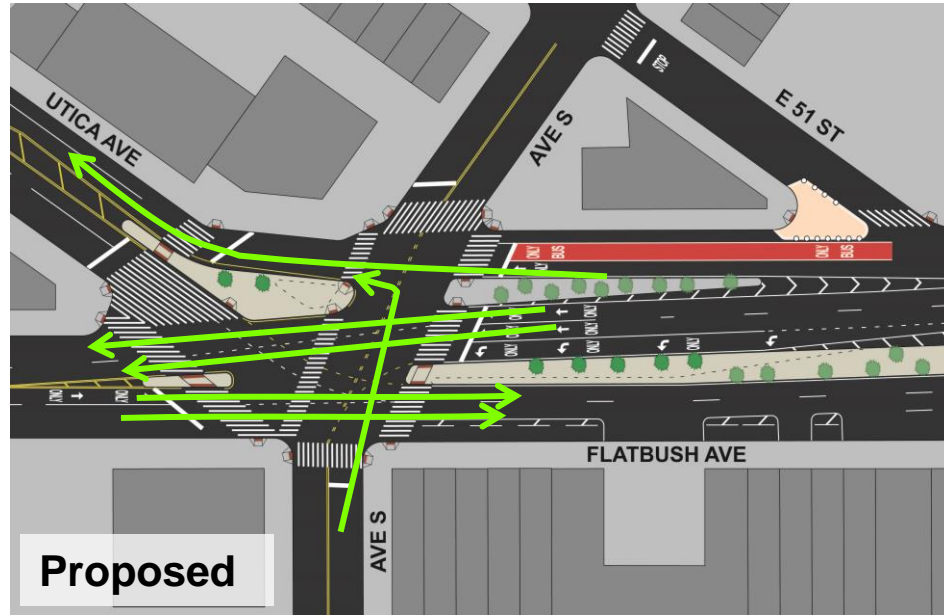
# Benefits

## Shorter and More Direct Pedestrian Crossings



# Benefits

## Simplified Vehicular Movements



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# Summary

# 4

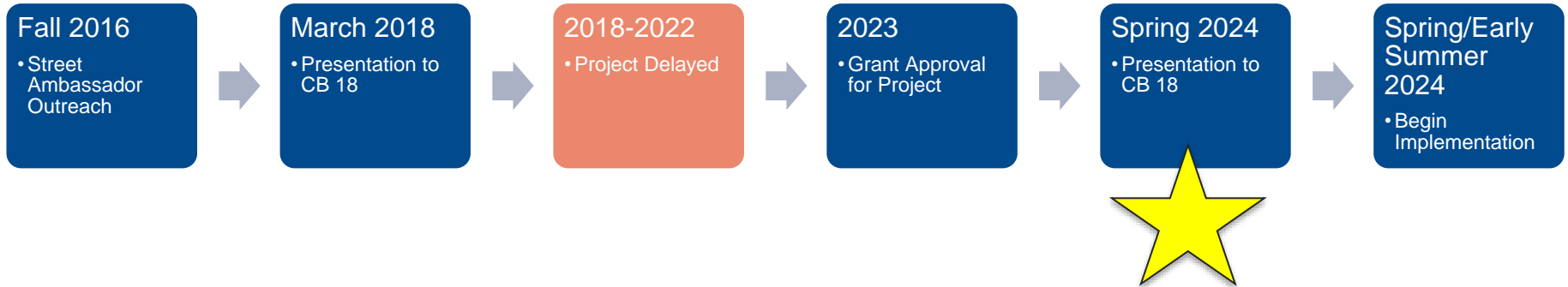
# Summary

- Shorter, safer pedestrian crossings
- Adds new pedestrian crossings
- Reduces speeding
- Clarifies vehicular movement
- New signal phasing prioritizes pedestrians and buses





# Schedule



# Thank You!

Questions?



NYCDOT



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NYCDOT