



# Flatlands Avenue

## Pennsylvania Avenue to Fountain Avenue

---

### Street Improvement Project

### Community Board 5

April 20, 2026



# Flatlands Avenue

## Presentation Overview

---

- 1) Background
- 2) Existing Conditions
- 3) Project Proposal
- 4) Next Steps



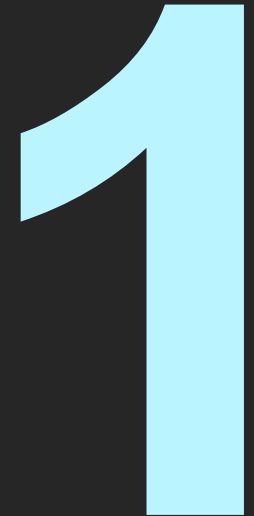
Higher pedestrian traffic at Pennsylvania Ave



Lack of a pedestrian crossing affects mobility at Ashford St

---

Background



# Background

## Planning Framework

Freight Mobility Unit is committed to strategies outlined in *Delivering New York: A Smart Truck Management Plan for NYC*

- **Safety:** improve the safety of truck travel at intersections and along corridors
- **Sustainability:** foster the sustainable and environmentally responsible movement of goods
- **Freight Efficiency:** Improve the efficiency of freight movement to, from, and within NYC
- **Partnerships and Knowledge:** Grow public and private partnerships to increase knowledge about freight

The Freight Unit aims to address:

- 1) Truck priority safety corridors – streets that contain higher concentrations of truck involved crashes with vulnerable road users (pedestrians and cyclists)
- 2) Improve safety on existing truck routes for all users
- 3) Improvements to truck route connectivity that reflects existing demand, based on the recent passage of **Local Law 171** of 2023

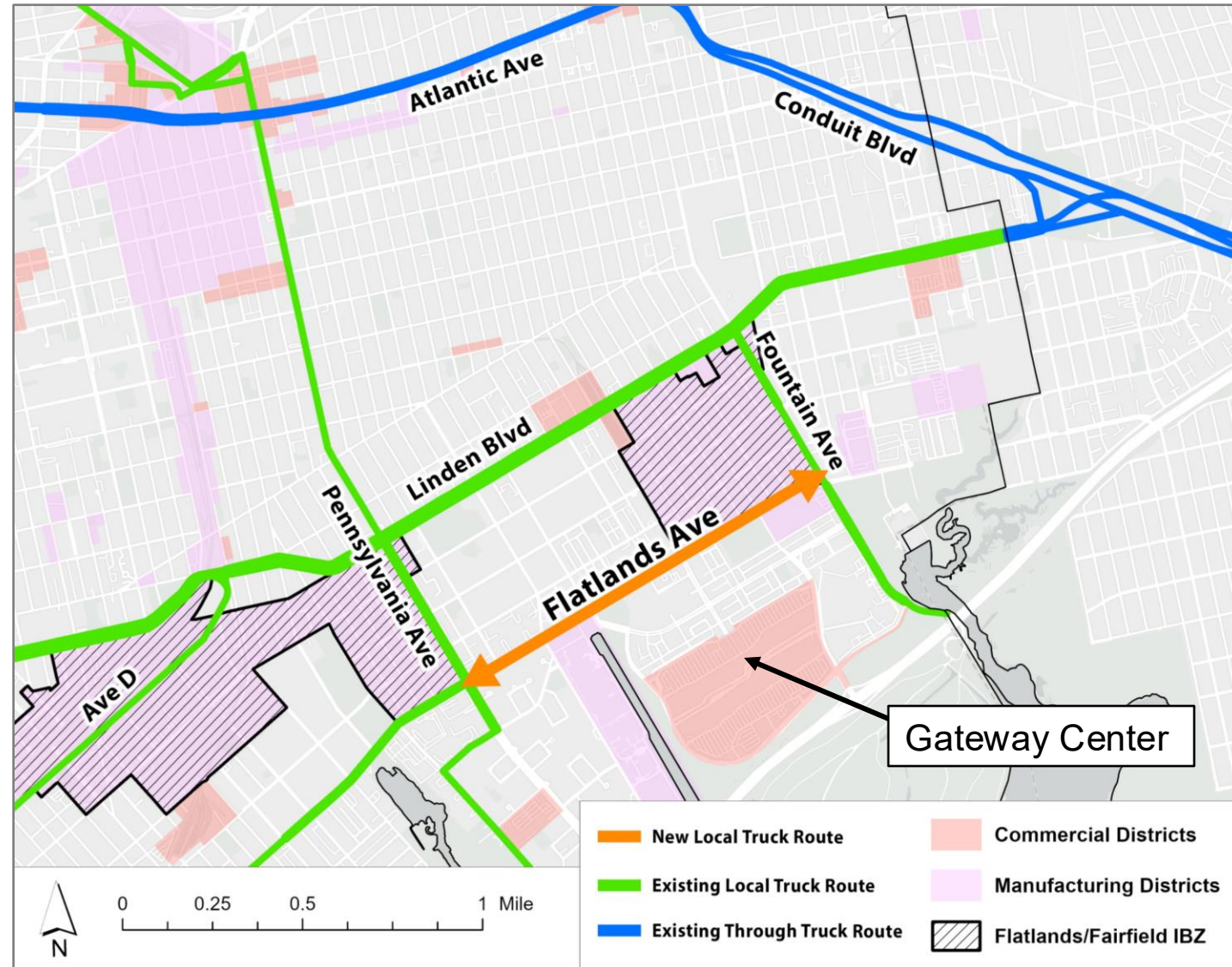


[Delivering New York Plan](#)

# Background

## Local Law 171

- **Local Law 171** (2023) requires DOT to update the truck route network with focus on enhancing safety and reducing traffic congestion. This factors in existing freight travel patterns, major freight generators, and industry trends.
- Flatlands Avenue already is a local truck route until Pennsylvania Avenue, where it abruptly dead ends. The network redesign will fill in the gap from Pennsylvania to Fountain Avenues.
- The neighborhood contains many freight-generating businesses lining both sides of Flatlands Avenue, including the Gateway Center shopping complex.
- Freight traffic is common for the Flatlands-Fairfield **Industrial Business Zone (IBZ)**, located in two sections on both ends of the corridor.

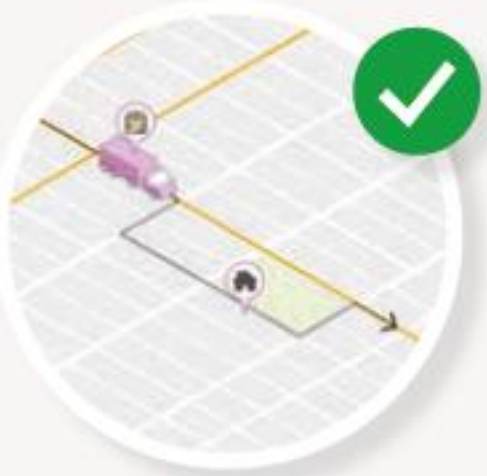


# Truck Route Designations

## Types of Routes and Usage

- Truck routes restrict commercial vehicle movements to specific corridors.
- The Truck Route Network consists of three distinct designations:
  - **Local Truck Routes** are designated for trucks with an origin and destination in the same borough.
  - **Through Truck Routes** are primarily composed of major urban arterials and highways that have neither an origin nor destination within the same borough.
  - **Limited Local Truck Routes** are only found on certain roadways in Staten Island and serve as local routes limited to trucks with two axles and six tires.
- Trucks **may leave the truck route network to make local deliveries.**
- Borough Commissioner's Office coordinate with NYPD precincts to conduct targeted traffic enforcement.

When can trucks go off route?



Allowed

To make a delivery off of a designated route



Not Allowed

To take a shortcut or avoid traffic

# Freight Mobility Toolbox

## How We Do It

We have a wide range of strategies, policies, and programs in our toolbox to ensure safe, efficient and sustainable movements of goods and services.

### Freight Efficiency



*Microhubs*

### Sustainable Last-Mile Deliveries



*Commercial Cargo Bikes*



*Shared Use Lockers  
(LockerNYC)*

### Curb Access, Truck Route Network, and Truck Safety



*Loading Zones Expansion*



*Conflict-Reducing Designs*



*Off-Hour Deliveries*



*Truck Electrification*



*Blue Highways*



*Truck Route Management*



*Truck Safety Education &  
Outreach*

# Flatlands Avenue (Pennsylvania Avenue to Fountain Avenue)

## Corridor Overview

---

- The project is largely in a **Tier 1 Priority Investment Area**, with emphasis on addressing historically underserved communities
- The project is located between two existing Vision Zero corridors: Pennsylvania and Fountain Avenues.
- Two schools are located between Elton and Linwood St: Spring Creek Community School and Academy for Young Writers. The corridor is in a **Youth Priority Injury Area**, which have higher than average concentrations of youth involved injuries from crashes.
- There are many seniors and residents with compromised mobility in the project area. Two senior centers are close to the project corridor.
- The corridor is expected to have increased pedestrian activity from the forthcoming mixed-use development.



Elton St, where pedestrian safety upgrades are planned



Housing Preservation & Development-owned site at Ashford St, where pedestrian accessibility upgrades are planned

# Project Motivation

## Corridor Overview and Limits

- Flatlands Ave is used by multiple bus lines (**Q8, BM5, B13, B83, B84, B82 LCL and SBS, BM2c**) running along and intersecting the corridor.
- Existing center medians are narrow and short, resulting in longer crossing distances with no physical protection.
- Multiple intersections have substandard conditions for pedestrians
- Accessibility upgrades are needed at multiple intersections
- **Past projects in the area included:** daylighting with a bike corral and median tip extension on Pennsylvania Ave (2023), concrete median with plantings on Elton St (2018), and protected bike lanes on Fountain Ave (2019).



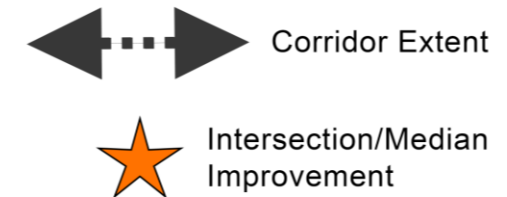
Concrete sidewalk missing at Fountain Ave



Existing concrete median with trees at Elton St

# Flatlands Avenue (Pennsylvania to Fountain Avenue)

## Intersection Safety Improvements



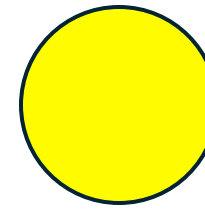
- Along the corridor, 7.9 injuries per mile are severe (higher than borough average)
- **Elton Street** accounts for 6 pedestrian injuries / 1 cyclist injury
- Non-motor vehicle users accounted for **14.5%** of injuries.
- **Daylighting** refers to the removal of vehicles closest to crosswalks to improve pedestrian visibility for motorists. Several intersections will receive this treatment.
- Daylighting will **not involve removal of parking at all corners** of a given intersection; painted curb extensions will be used keep crosswalks clear of vehicles at crosswalks

Injury Summary, 2021-2025 (5 Years)

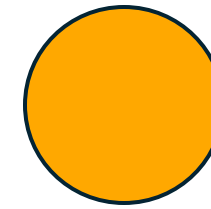
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	22	0	0	0
Bicyclist	7	0	0	0
MVO	166	9	0	9
M2W	5	0	0	0
<b>Total</b>	<b>200</b>	<b>9</b>	<b>0</b>	<b>9</b>

# Crash History Overview

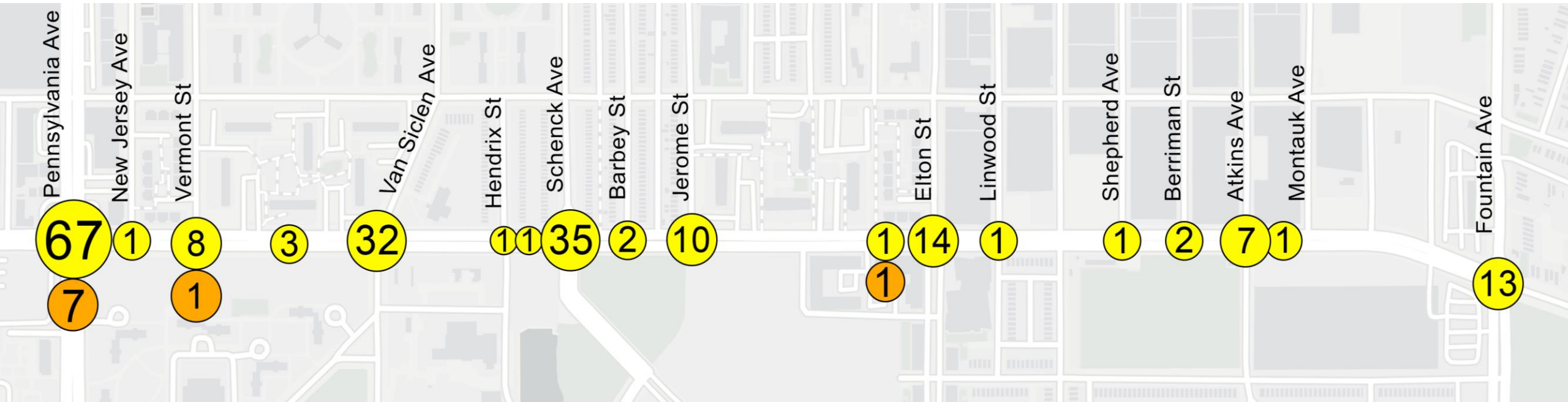
## Flatlands Avenue from 2021 - 2025



Total Injuries



Severe Injuries



- From 2021-2025, there were **200 total crashes** resulting in injury across the corridor
- 22 injuries involved pedestrians
- From the 200 total crashes, **Pennsylvania Avenue** accounts for 7 severe injuries, while Vermont Street and Elton Street are linked with 1 severe injury each

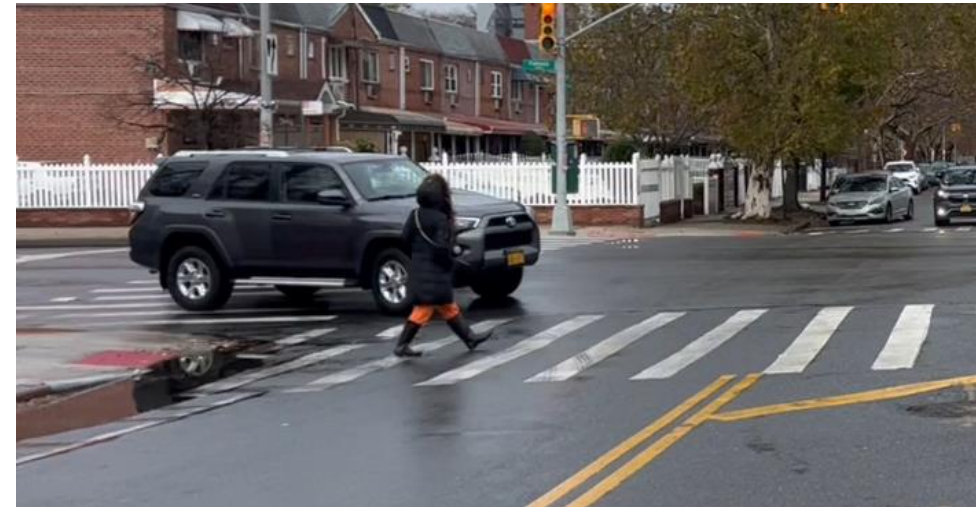
# Crash Statistics Overview

## Flatlands Avenue from 2021 - 2025

- Out of **22** total pedestrian injuries, **14** occurred at signalized intersections
- A total of **8** micromobility users were injured
  - 7 cyclists
  - 1 stand-up scooter
- **15%** of crashes were due to left turns, with 10 pedestrian injuries as a result
- Higher crash counts occurred from **3 - 6pm** for vehicles and from **6 - 9pm** for pedestrians



Pedestrians waiting in median to cross street



Pedestrian conflict with right-turns on Vandalia Ave

---

Existing Conditions

2

# Existing Conditions



Vulnerable road users crossing as a vehicle turns right



Truck double parking outside Family Dollar



Long crossing distances



The existing medians are substandard

# Existing Conditions



Pedestrian waiting in street for turning vehicles



Missing pedestrian ramps



Daylighting can improve visibility of pedestrians and cyclists near corners



Pedestrian/vehicle conflicts at busier intersections

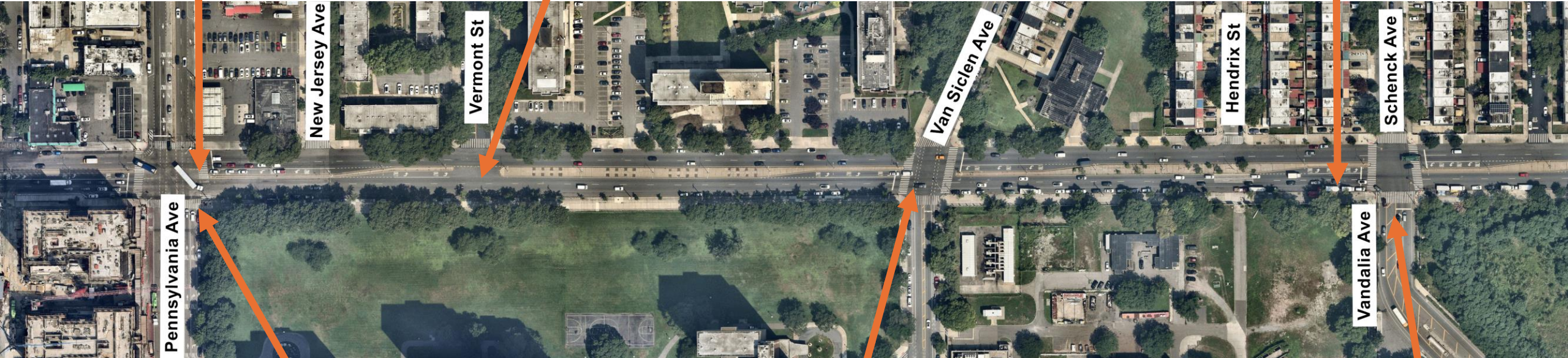
# Existing Conditions

## Pennsylvania Avenue to Schenck/Vandalia Avenue

Pedestrian / vehicle conflicts

No pedestrian crossing

Vehicles blocking crosswalk



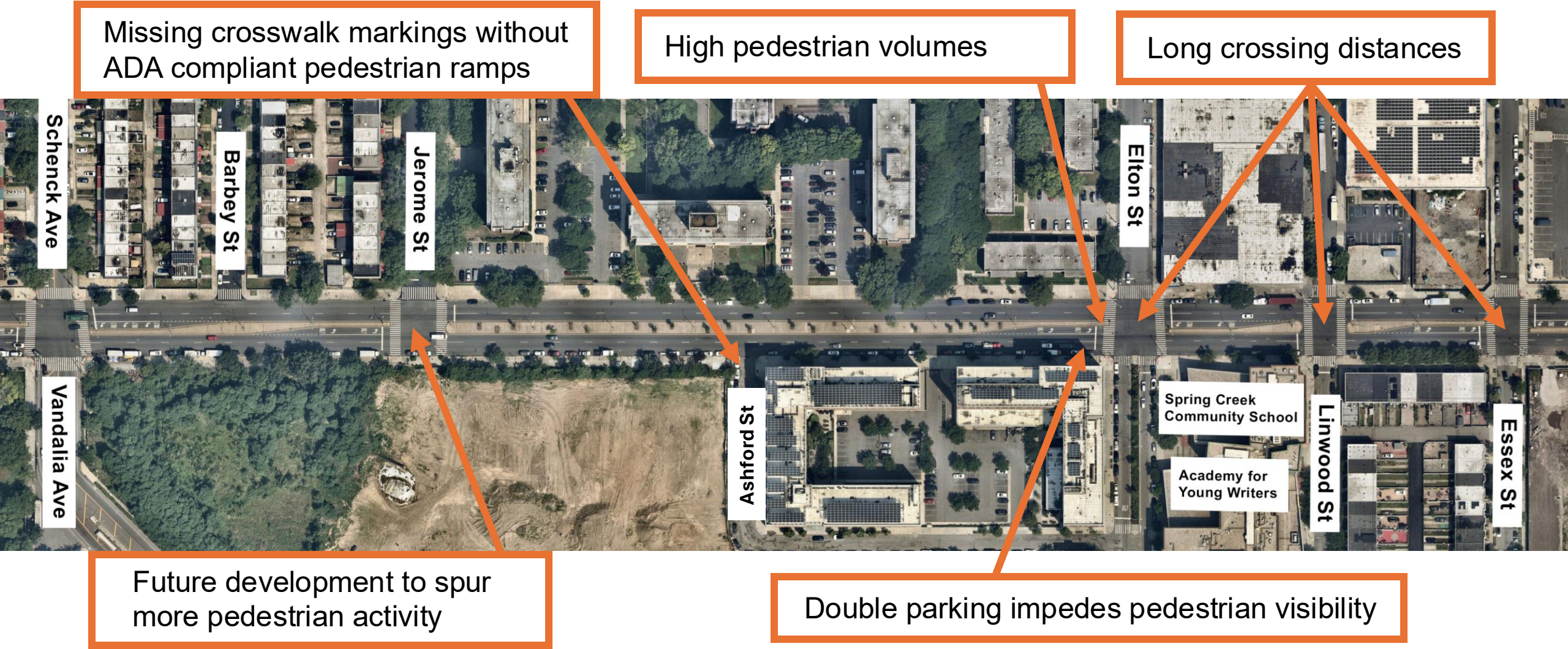
Frequent right turns with pedestrian visibility limited

High speed right turns

Long crossing distance with painted median space only

# Existing Conditions

## Schenck/Vandalia Avenue to Essex Street

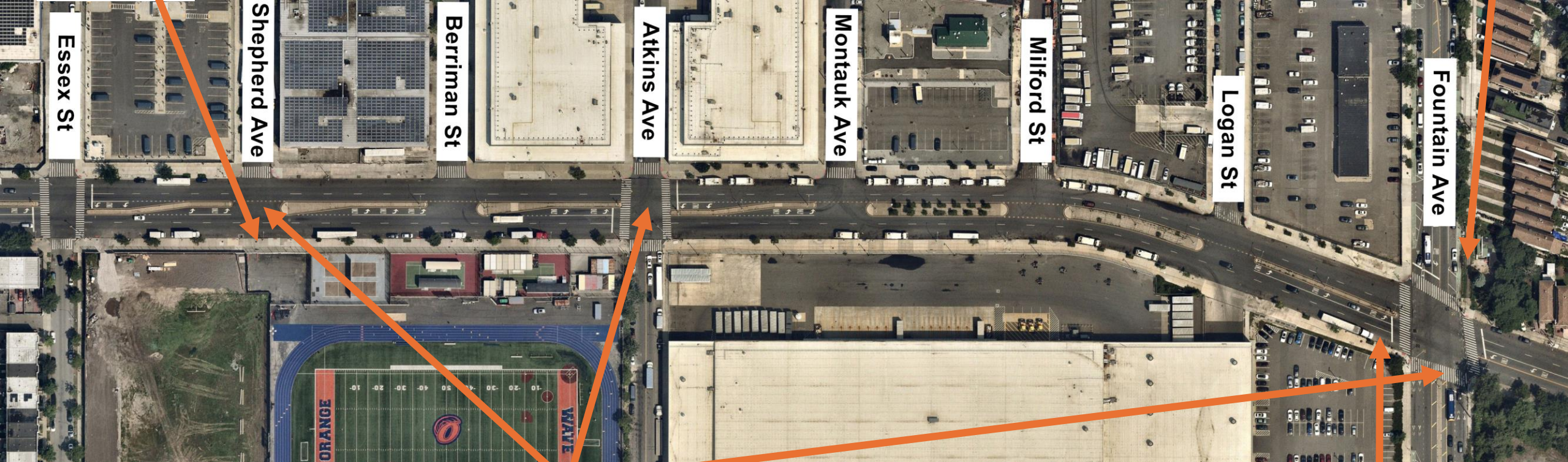


# Existing Conditions

## Essex Street to Fountain Avenue

Lack of pedestrian crossing

Missing section of sidewalk on Fountain Ave



Long crossing distances

Parking near corners impedes pedestrian visibility

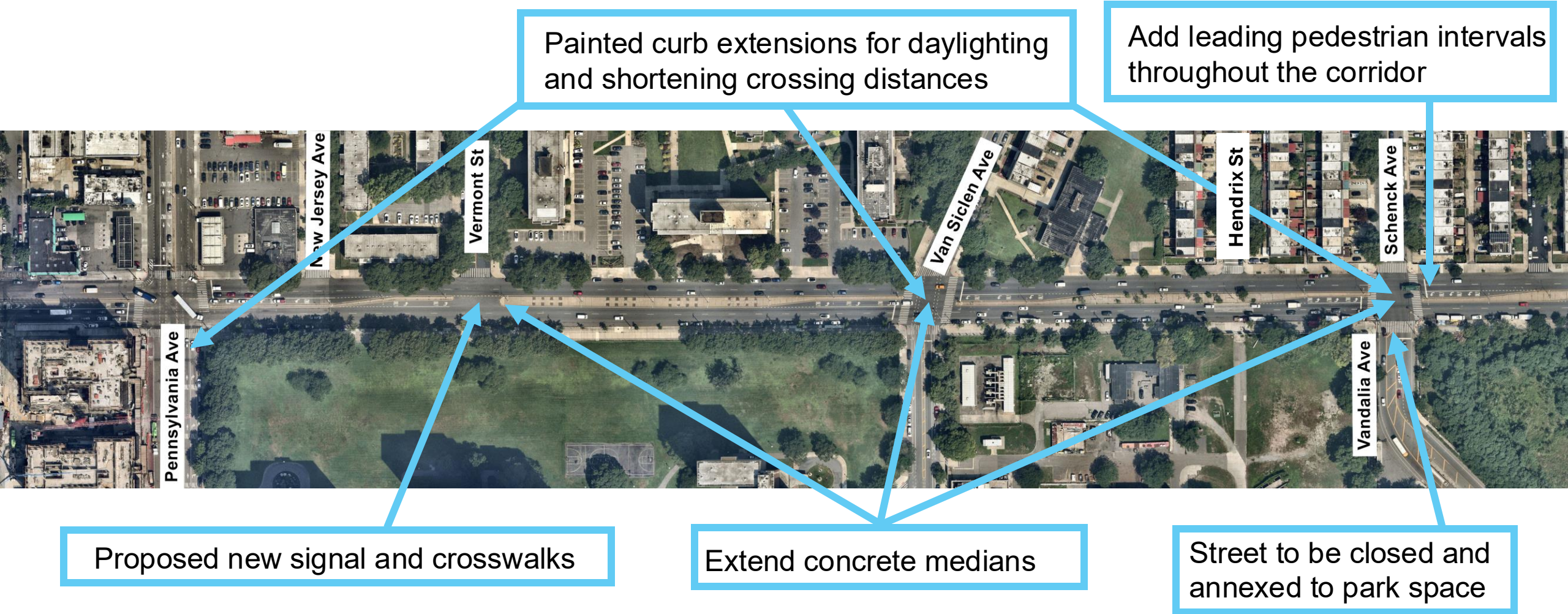
---

# Project Proposal

# 3

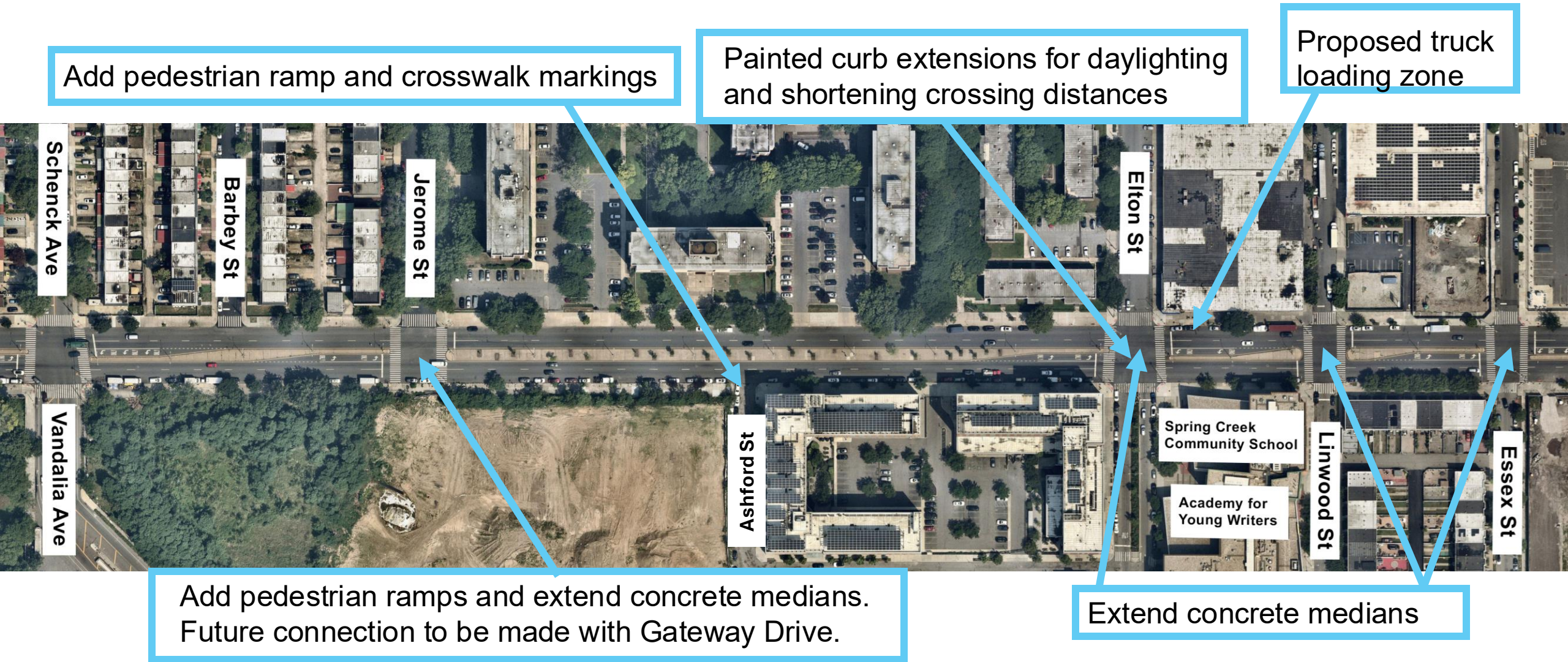
# Flatlands Avenue Project Proposal

## Pennsylvania Avenue to Schenck / Vandalia Avenue



# Flatlands Avenue Project Proposal

## Schenck / Vandalia Avenue to Essex Street



Add pedestrian ramp and crosswalk markings

Painted curb extensions for daylighting and shortening crossing distances

Proposed truck loading zone

Add pedestrian ramps and extend concrete medians. Future connection to be made with Gateway Drive.

Extend concrete medians

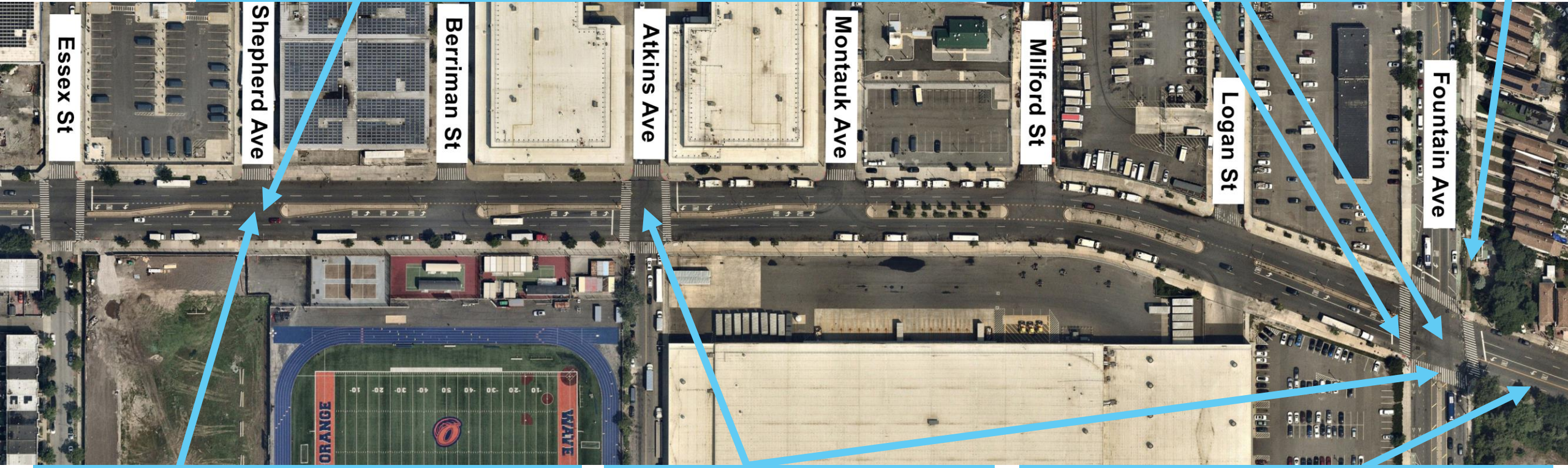
# Flatlands Avenue Project Proposal

## Essex Street to Fountain Avenue

Painted curb extension for daylighting and shortening crossing distances

Increase crossing time for pedestrians

Upgrade sidewalk with concrete



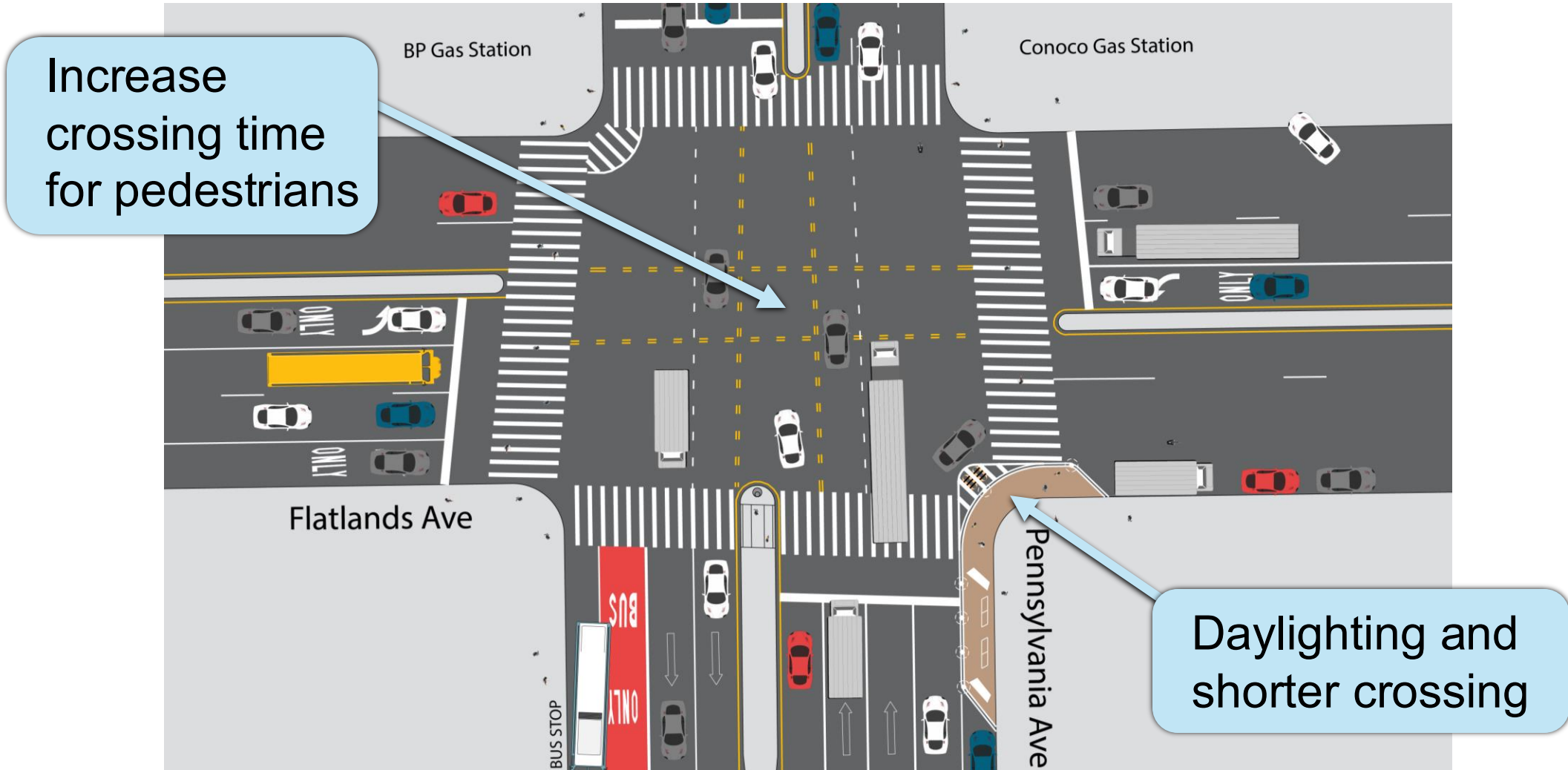
Extend concrete median and add new crosswalks; open study for new signal

Extend concrete medians

Convert rush hour lane to parking lane

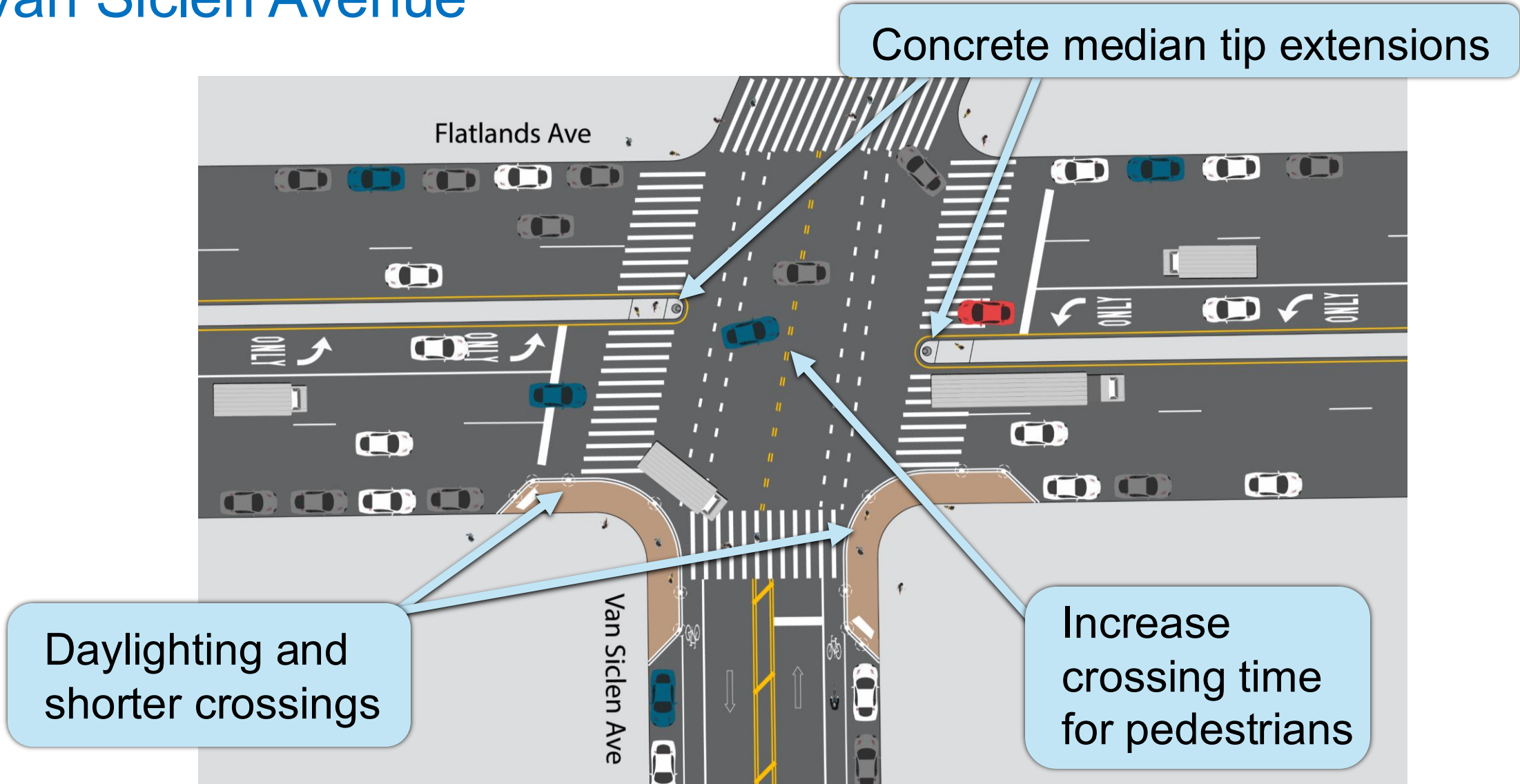
# Project Proposal

## Pennsylvania Avenue



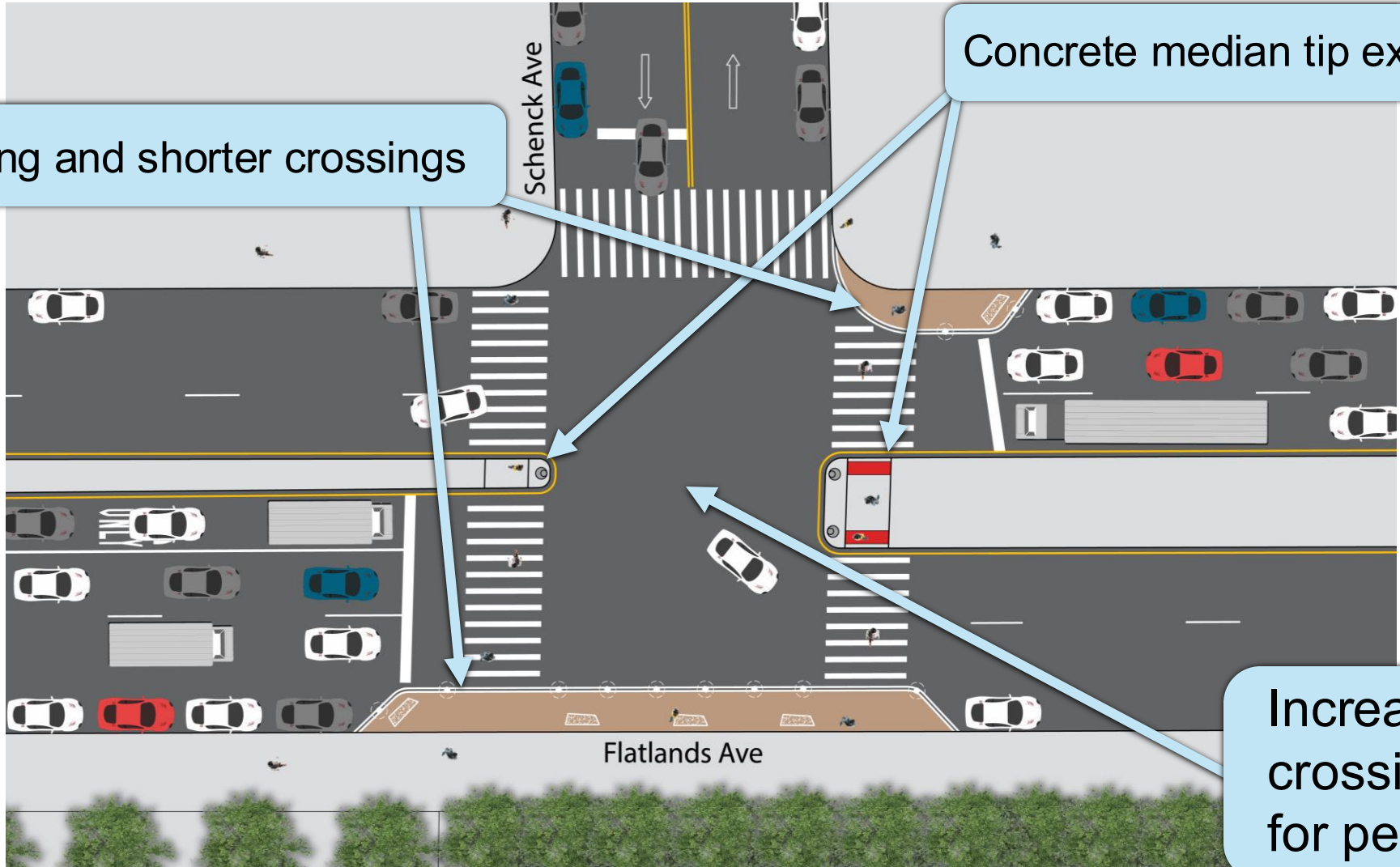
# Project Proposal

## Van Sicien Avenue



# Project Proposal

## Schenck Avenue



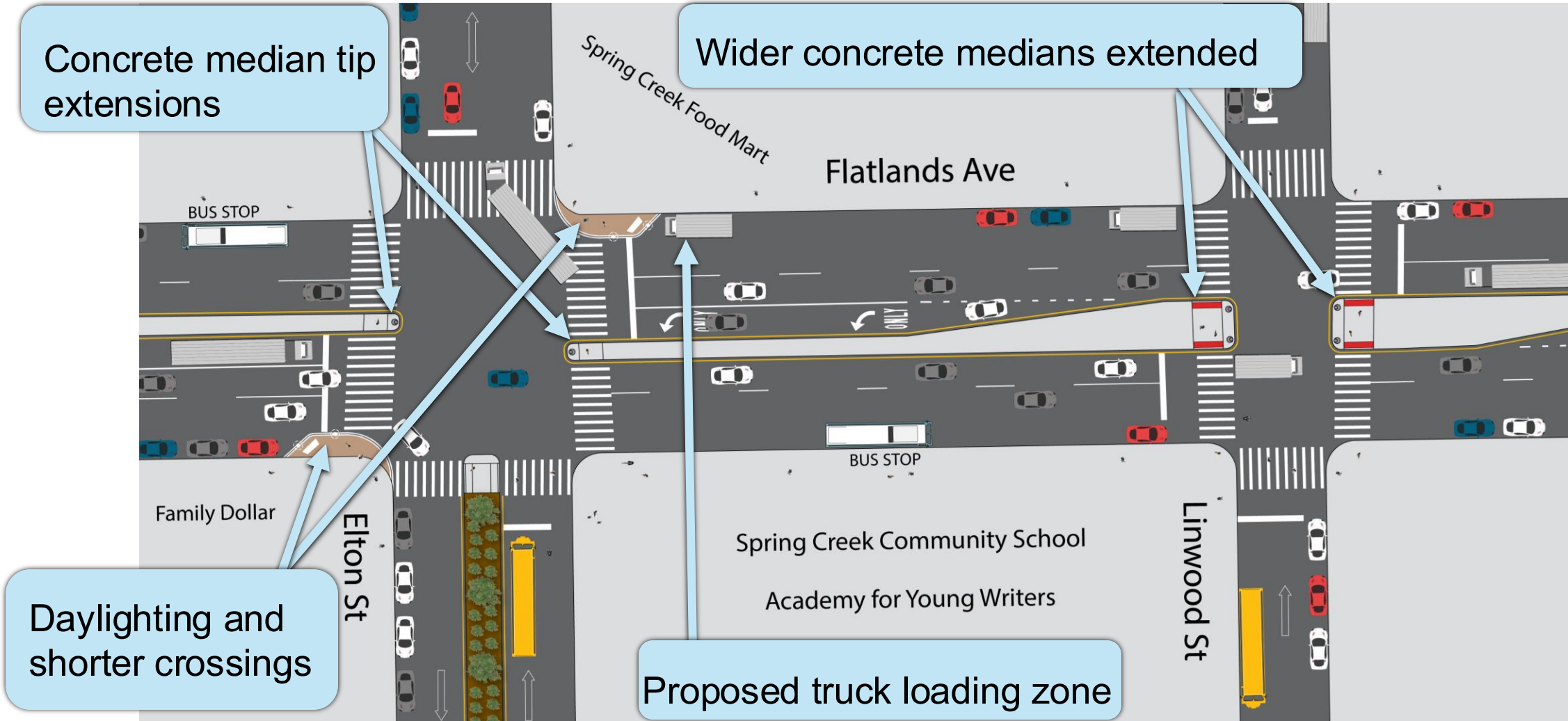
Daylighting and shorter crossings

Concrete median tip extensions

Increase crossing time for pedestrians

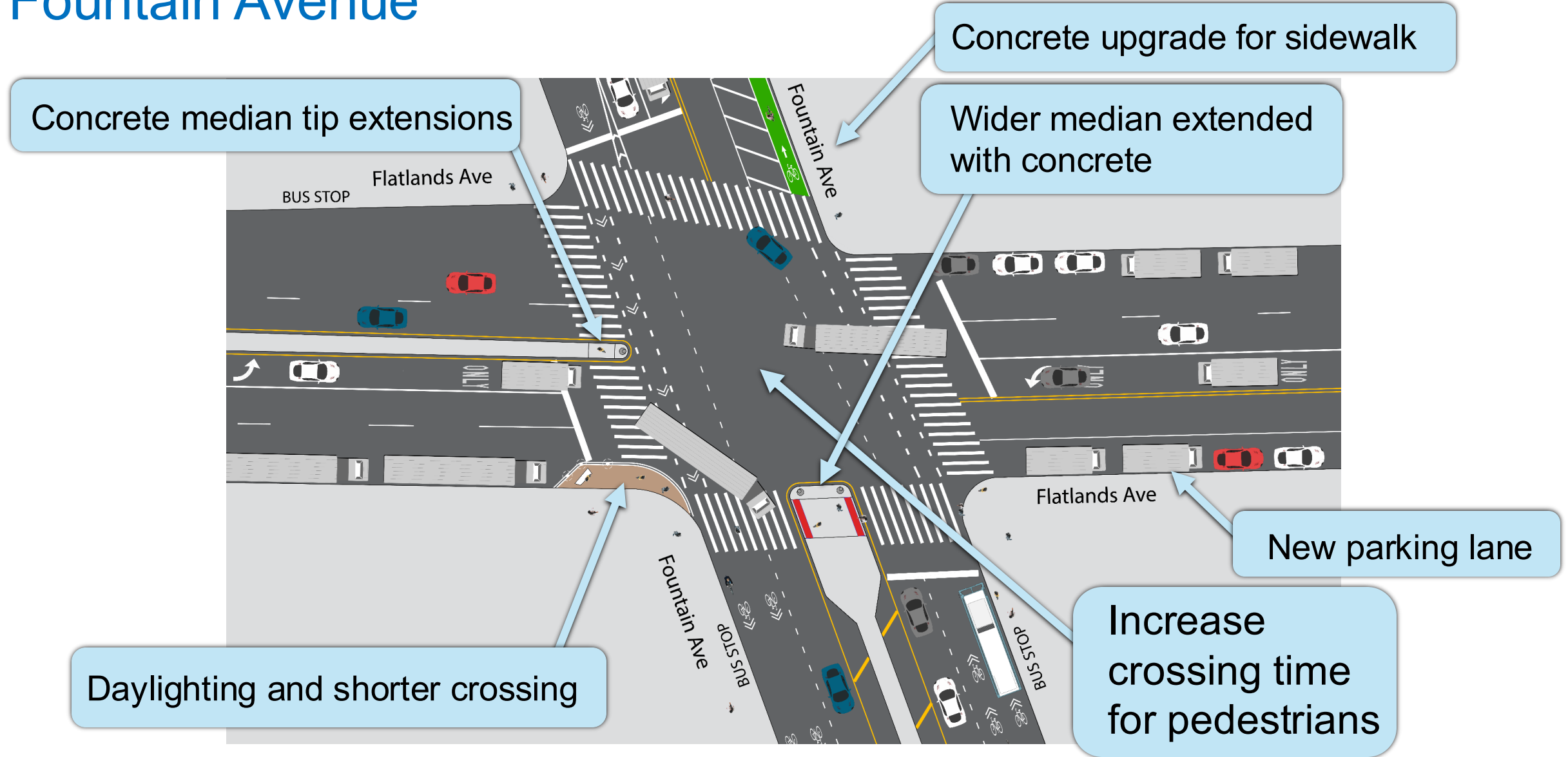
# Project Proposal

## Elton Street to Linwood Street



# Project Proposal

## Fountain Avenue



Concrete median tip extensions

Concrete upgrade for sidewalk

Wider median extended with concrete

New parking lane

Increase crossing time for pedestrians

Daylighting and shorter crossing

# Flatlands Avenue Project Proposal

## Overview of Proposed Improvements



Proposed conditions (median tip extensions) throughout Flatlands Ave (Photo: Eastern Parkway and Rockaway Ave)



Proposed conditions (widened median with warning strips) for Fountain Ave (Photo: E 149th St and Grand Concourse, BX)



Proposed conditions (daylighting with painted curb extension and granite blocks) on select intersections (Photo: 4th St and Broadway, MN)

# Flatlands Avenue Project Proposal

## Project Benefits Summary

---

- 1) Crossing distances will be shortened through curb extensions – many with hardened elements
- 2) Crosswalks and pedestrian ramps will be added and/or upgraded
- 3) Pedestrian visibility will improve through daylighting
- 4) Leading pedestrian intervals will increase crossing times for pedestrians
- 5) Fountain Ave sidewalk to be made ADA compliant
- 6) Deli on Elton St will have improved curb access
- 7) Net gain of two parking spaces
- 8) No turn bans along the corridor



Pedestrian ramp ADA upgrades for improved accessibility



Proposed truck loading zone will improve curb access for deliveries

---

Next Steps

4

# Next Steps

## Projected Timeline

---

- **April 2026:** CB 5 TC Presentation
- **May 2026:** Project Refinement and CB 5 Presentation
- **Summer 2026:** Project Refinement and Planned Implementation
- **Fall 2026:** Planned continuation and completion of work
- **Winter 2026 / 2027:** Post-implementation monitoring

# Thank You!

Questions?



NYCDOT



nyc\_dot



nyc\_dot



NYCDOT