

Location: Flatbush Avenue and Clarendon Road /Dorchester Road



Intersection of Flatbush Avenue and Clarendon Road/Dorchester Road

Description of Existing Conditions

Flatbush Avenue is 55 ft wide approximately at this location, has two travel lanes and a parking lane in each direction of traffic. The sidewalks along this street are 14 – 15 ft wide.

Clarendon Road a two-way street to the east of Flatbush Avenue, is 52 ft wide while Dorchester Road a one-way street on the west side of Flatbush Avenue is 35 ft wide with traffic calming markings placed between the travel lanes and the parking lane. The sidewalks on Clarendon and Dorchester Roads are wide for this area of Brooklyn with dimensions of 22 – 23 ft.

Vehicle volumes on Flatbush Avenue at this intersection can get heavy at times. The intersecting streets have moderate vehicle volumes which can be light at times. Pedestrian volumes are light in general in this area.

Two signs near the “Stop bar” at the intersection inform pedestrians not to cross at that particular location: “No Ped Crossing Use Crosswalks”.

Pedestrian Accident Data 2004 -2006

5 Pedestrian Accidents

Table: C-22 – Summary of Pedestrian Accidents

<u>Accident Location</u>	<u>Year</u>	<u>Time</u>	<u>Pedestrian Action</u>	<u>Pedestrian Location</u>	<u>Vehicle Action</u>
Clarendon Rd	7/31/2004	daylight	going north	at intersection	going straight ahead
Clarendon Rd	5/21/2005	daylight, rain	crossing against signal	at intersection	going straight ahead
Clarendon Rd	5/1/2005	daylight, rain	crossing against signal	at intersection	going straight ahead
Clarendon Rd	3/21/2005	daylight	crossing with signal	at intersection	going straight ahead
Clarendon Rd	1/3/2006	daylight, rain	crossing with signal	at intersection	making a left turn

Problems

- Pedestrians Crossing at “Stop Bar” locations
 Clarendon Road to the east of Flatbush Avenue changes to Dorchester Road west of Flatbush Avenue. These two streets or segments do not align and in between the two segments stop bars are placed to stop vehicles as they arrive at the intersection. However pedestrians cross Flatbush Avenue at that particular spot when the light turns green which creates a dangerous and unsafe situation for pedestrians. Drivers going westbound on Clarendon Road and continuing onto Dorchester Road do not expect pedestrians to be crossing at that location especially when a right turn is permitted on red at Dorchester Road. There are signs to inform pedestrians not to cross at that particular location: “No Ped Crossing Use Crosswalks”. But these signs are smaller than the existing regulatory signs posted and are often not noticeable to pedestrians arriving at the intersection because of their size and location.

The volume of pedestrians crossing midblock was collected for this location: 83 pedestrians for the AM peak period (7:00 – 9:00AM), 112 pedestrians for the MD peak period (12:00 – 1:00PM), 135 pedestrians for the PM peak period (4:00 – 6:00 PM) and 58 pedestrians for the weekend peak period (1:00 – 3:00 PM).

- Pedestrian Amenities

The wide sidewalks on Clarendon and Dorchester Roads are empty and have very light pedestrian activity. Space is available on these streets for pedestrian amenities such as trees, planters, etc.



Sidewalks on Clarendon Road are empty with no trees

Recommendations

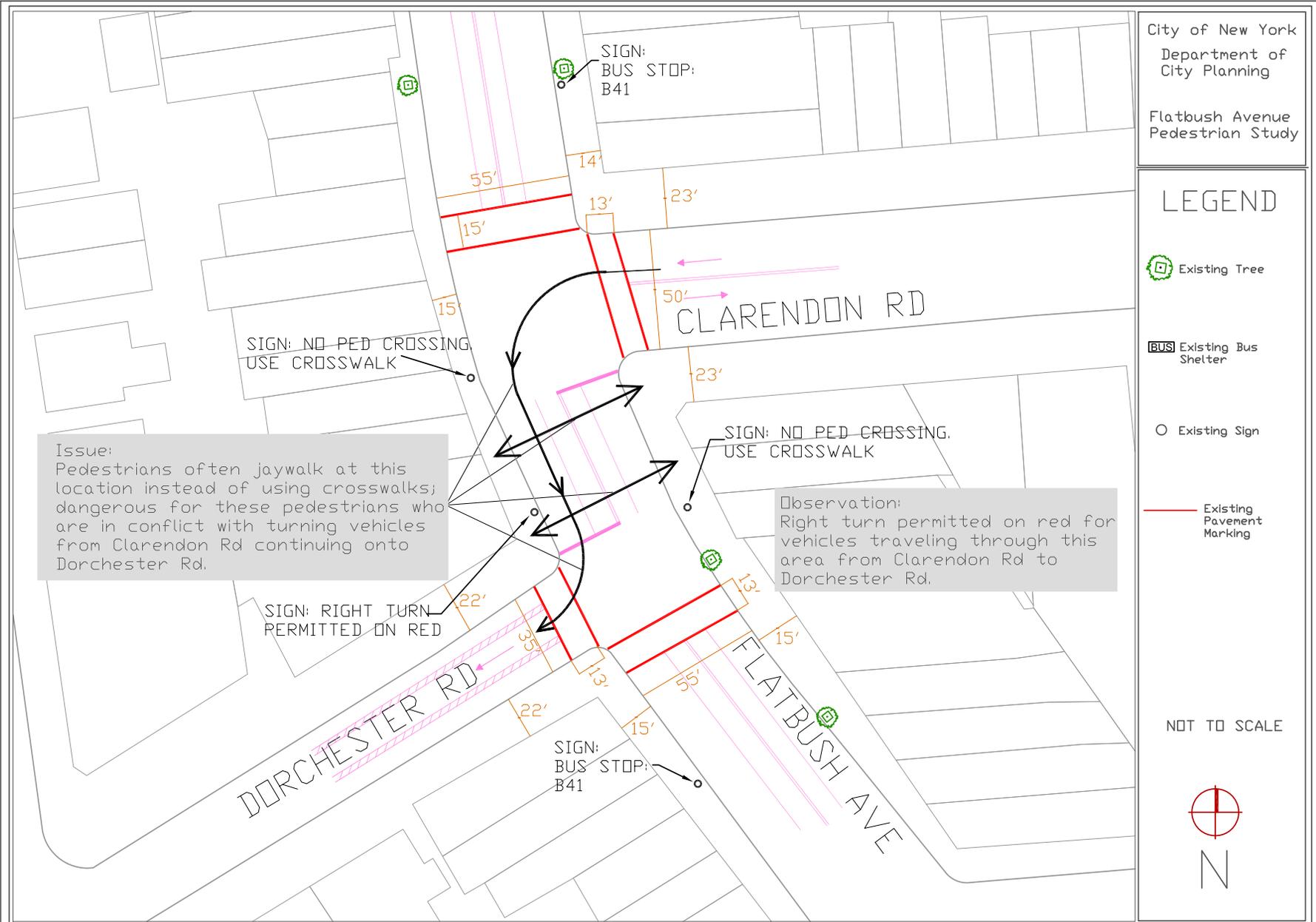
- Improve Signage

Improve existing signage related to pedestrian crossings. The “No Ped Crossing Use Crosswalks” signs are not easily noticeable to pedestrians based on their placement and orientation. An improvement can be done by having a double-sided sign that faces pedestrian approaches and can be seen from any direction. The existing sign can be reinforced with an additional sign that can be placed adjacent to or above the “No Ped Crossing Use Crosswalks” sign. This new sign should be an image of a pedestrian with a red interdiction symbol over it (MUTCD manual “R9-3a sign”; see Appendix D-2: Standards for Signs Recommended).

Another recommendation is to have a sign for southbound vehicles on Flatbush Avenue making a right turn on red. This sign would indicate to drivers where to position themselves in the travel lanes at the intersection approach in order to allow an easy flow of right turns on red. An improvement in these right turns can make it safer for pedestrians crossing Dorchester Rd by reducing traffic flow conflicts at this intersection.

- Streetscape Improvement

Have trees planted at this location along Clarendon Road according to the standards and minimum distances set by the New York City Department of Parks and Recreation (NYCDPR). Add landscaping or streetscape elements on the sidewalk where possible. Narrow bus shelters are also recommended on Flatbush Avenue at the bus stops for bus passengers.



City of New York
Department of
City Planning

Flatbush Avenue
Pedestrian Study

LEGEND

Existing Tree

Existing Bus Shelter

Existing Sign

Existing Pavement Marking

NOT TO SCALE

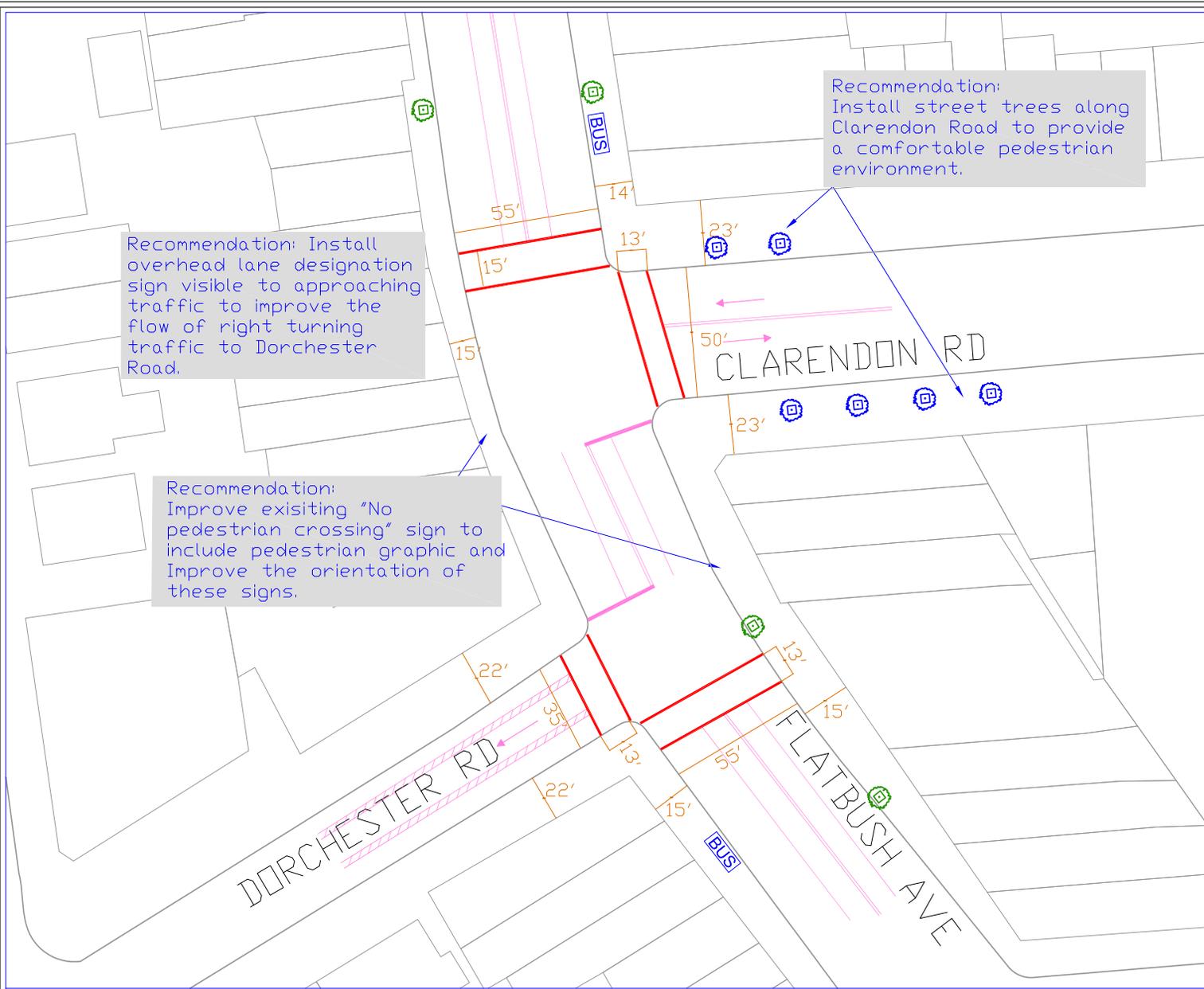


Flatbush Avenue and Dorchester/Clarendon Roads
Existing Conditions - Figure: C-10a

LEGEND

-  Existing Tree
-  Recommended Tree (shown in blue)
-  Existing Bus Shelter
-  Recommended Bus Shelter (shown in blue)
-  Existing Sign
-  Recommended Sign (shown in blue)
-  Existing Pavement Marking
-  Recommended Marking (shown in blue)

NOT TO SCALE



Flatbush Avenue and Dorchester/Clarendon Roads
Recommendations - Figure: C-10b

