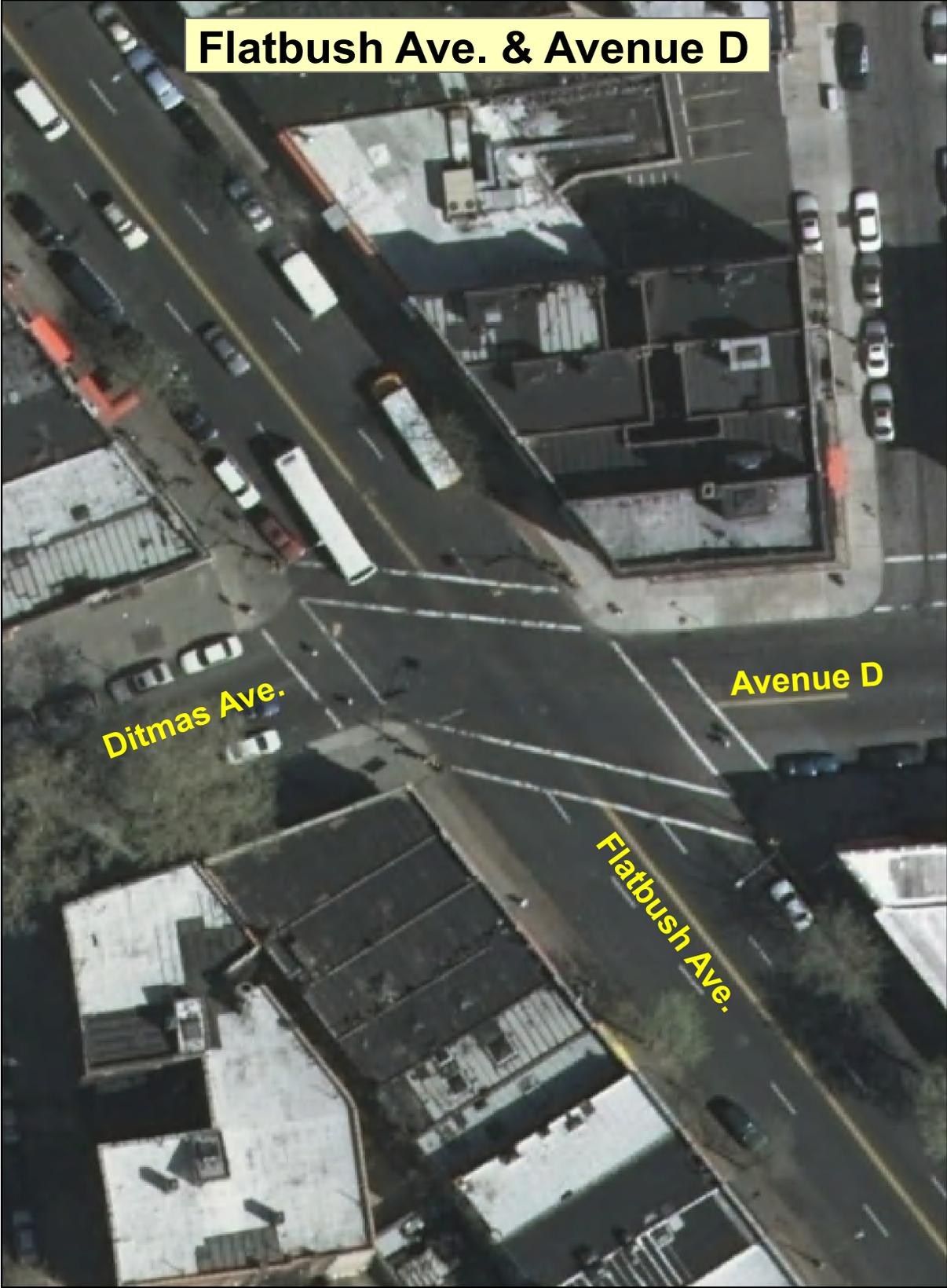


Location: Flatbush Avenue and Ditmas Avenue/ Avenue D



Intersection of Flatbush Avenue and Ditmas Avenue/ Avenue D

Description of Existing Conditions

Flatbush Avenue is about 55 ft wide in this part of the study area. It also has two travel lanes and a parking lane in each direction of traffic. The sidewalks along this major street are 14 ft wide.

The intersecting street at this location has two different names: Ditmas Avenue/ Avenue D. Ditmas Avenue is located to the west of Flatbush Avenue with a width of 35 ft and has wide sidewalks, 22 - 23 ft wide. Avenue D is located to the east of Flatbush and is 45 ft wide. The sidewalks are 18 ft wide. These streets are both two-way streets with one travel lane in each direction of traffic.

Based on field observation, significant vehicular volumes exist at this intersection with higher volumes on Flatbush Avenue. Pedestrian volumes at this location are light.

Pedestrian Accident Data 2004 -2006

8 Pedestrian Accidents

Table: C-23 – Summary of Pedestrian Accidents

<u>Accident Location</u>	<u>Year</u>	<u>Time</u>	<u>Pedestrian Action</u>	<u>P e d e s t r i a n Location</u>	<u>Vehicle Action</u>
Ave D/ Ditmas Ave	11/21/2004	night	along highway with traffic	at intersection	going straight ahead
Ave D/ Ditmas Ave	3/10/2005	daylight	crossing- no signal; no crosswalks	at intersection	making a right turn
Ave D/ Ditmas Ave	11/29/2005	night, rain	crossing with signal	at intersection	making a left turn
Ave D/ Ditmas Ave (3 peds injured)	2/27/2006	daylight	crossing with signal	at intersection	making a left turn
Ave D/ Ditmas Ave	9/19/2006	daylight	crossing with signal	at intersection	going straight ahead
Ave D/ Ditmas Ave	12/27/2006	night	crossing with signal	at intersection	making a left turn

Problems and Opportunities

- Vehicles and Crosswalks

The awkward shape of the intersection often has vehicles on Flatbush Avenue waiting for the green light partially in the crosswalk which is at an angle. This creates conflicts between drivers and pedestrians and reduces visibility due to a shorter sight distance at the intersection for the driver.



Vehicles on Flatbush Avenue partially block crosswalk as they wait for the green light

- Long Crosswalk
Ditmas Avenue and Avenue D do not align at this location. With this geometry, the south crosswalk is at an angle and its length from one corner to the other is greater than the width of the street. This increases the crossing distance for pedestrians using the south crosswalk, especially for the elderly or the handicapped. The south crosswalk is 87 ft long while Flatbush Avenue is approximately 55 ft wide. The signal timing during the day for pedestrians crossing Flatbush Avenue is 42 seconds.
- Pavement Conditions
This location has several potholes especially on Flatbush Avenue which vehicles avoid by swerving around them. This can be dangerous for pedestrians crossing when drivers do this maneuver without warning and swerve into the path of the pedestrian.

In addition, the south sidewalk on Ditmas Avenue is in poor condition.



Poor pavement conditions on Flatbush Avenue



Poor sidewalks on Ditmas Avenue

- Pedestrian Amenities

There are a few trees on Flatbush Avenue. Ditmas Avenue/Avenue D corridor lacks also in trees near this part of Flatbush Avenue.

Recommendations

- Install a Stop bar

It is recommended to install a stop bar or stop line about 15 ft from each crosswalk located on Flatbush Avenue to facilitate eastbound and westbound crossings. This reduces conflicts between pedestrians and motorists, allows them to have a better view of each other at the intersection and improves sight distances for the motorist. It will also make left turning movements easier from Ditmas Avenue/ Avenue D and improve safety for crossing pedestrians.

- Install a Leading Pedestrian Interval (LPI)

Install a Leading Pedestrian Interval Phase (LPI = 5 seconds) for pedestrians crossing Flatbush Avenue. It provides pedestrians with a head start before vehicles travel through the intersection and reduces conflicts with turning vehicles. Motorists are more likely with this phase to yield to pedestrians.

- Repair Pavement and Sidewalk

Repair and resurface the pavement at this location in order to reduce swerving movements by drivers as they travel through the intersection. The addition of concrete bus pads can help eliminate bumps created by buses coming in and out of the bus stop.

Rebuild the south sidewalk on Ditmas Avenue as an improvement to the pedestrian's environment.

- Streetscape improvement

In order to enhance the pedestrian environment install bus shelters at the bus stops based on NYDOT's guidelines and standards for placement of street furniture and plant a few trees where possible and adequate at this location (see Appendix D-3: Standards for Bus Shelters and Appendix D-4: Standards for Trees for more details).

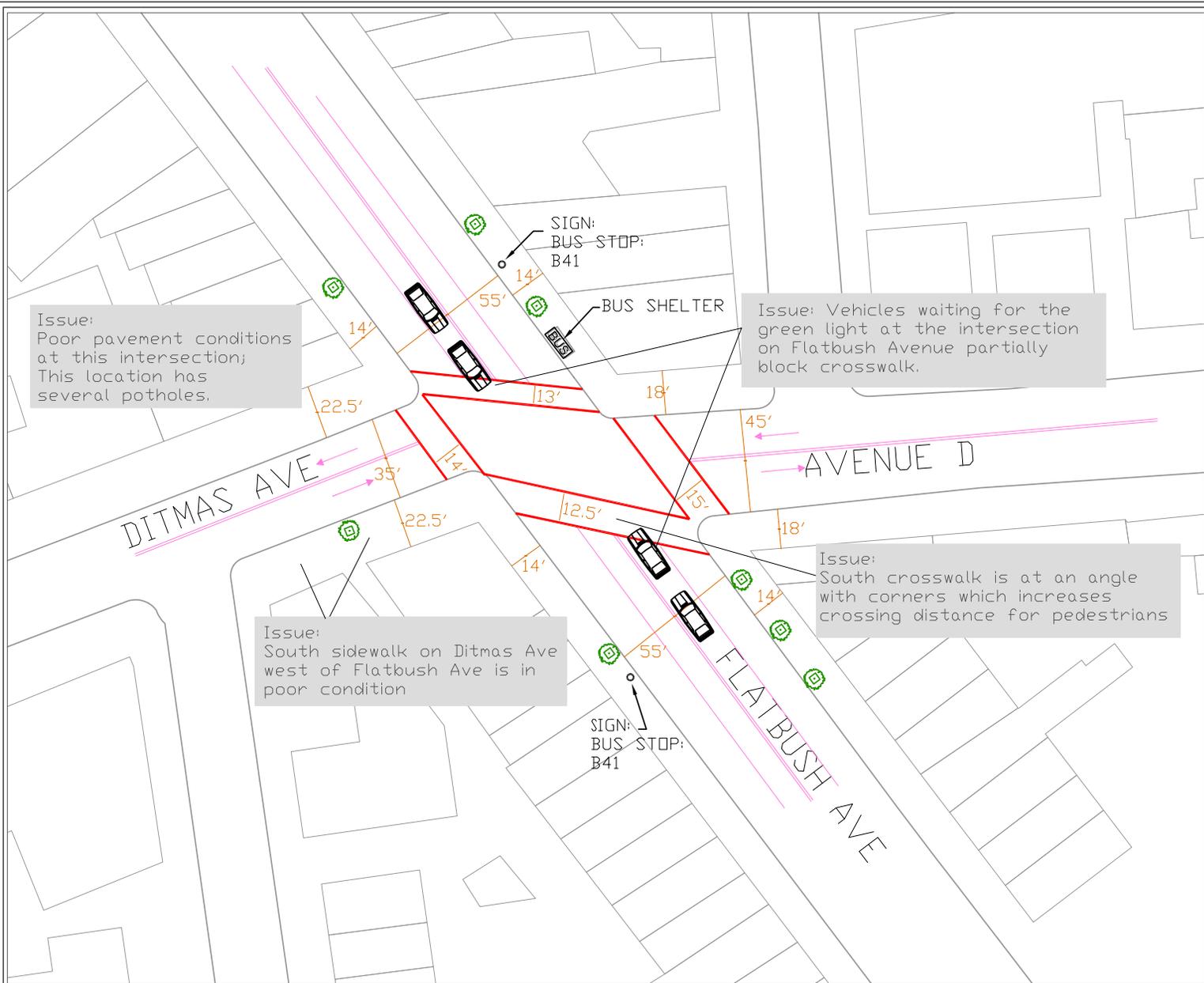
LEGEND

-  Existing Tree
-  Existing Bus Shelter
-  Existing Sign
-  Existing Pavement Marking

NOT TO SCALE



N



Flatbush Avenue and Ditmas Avenue/Avenue D
 Existing Conditions - Figure: C-11a

City of New York
Department of
City Planning

Flatbush Avenue
Pedestrian Study

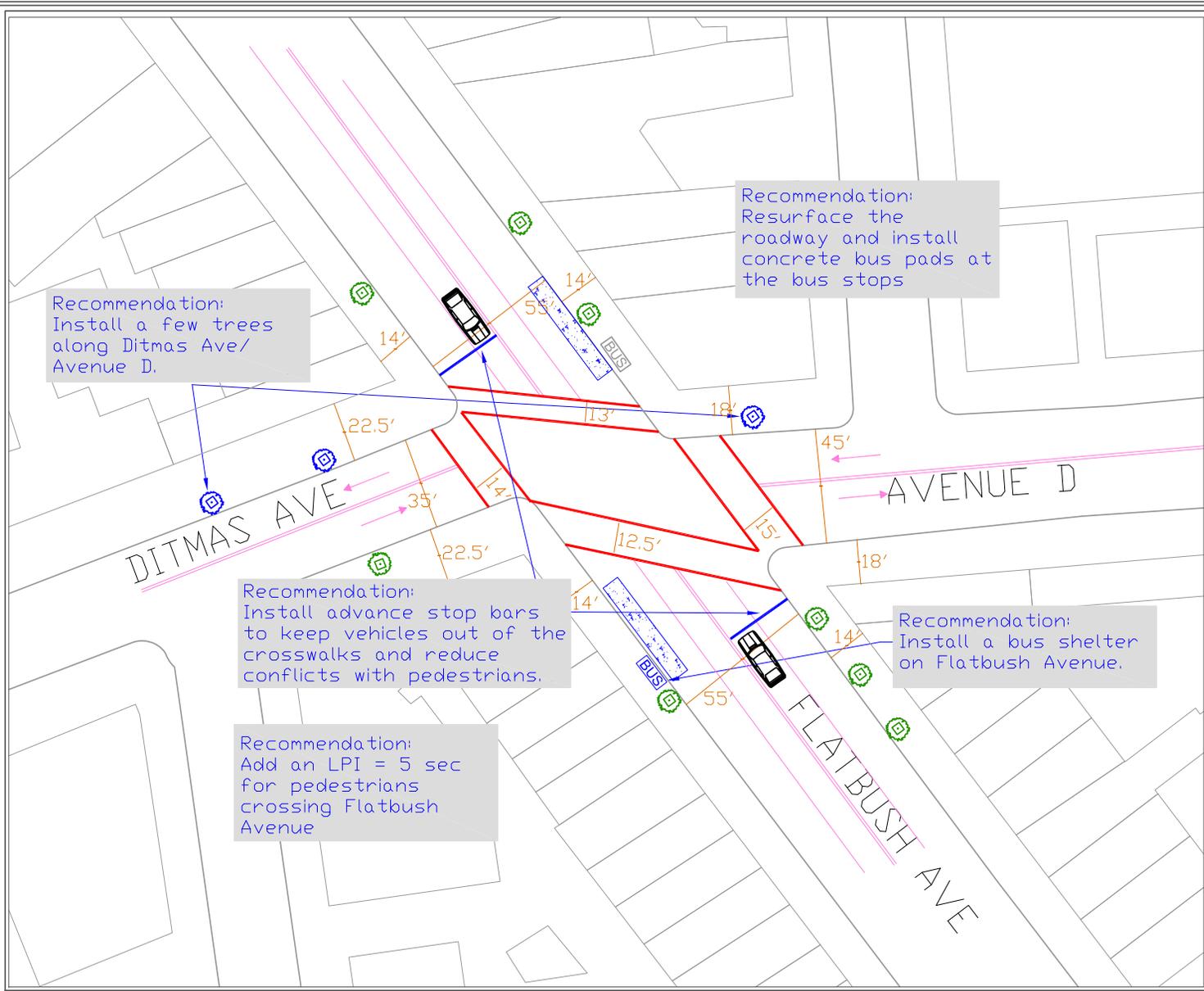
LEGEND

-  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



N



Flatbush Avenue and Ditmas Avenue / Avenue D
Recommendations - Figure: C-11b