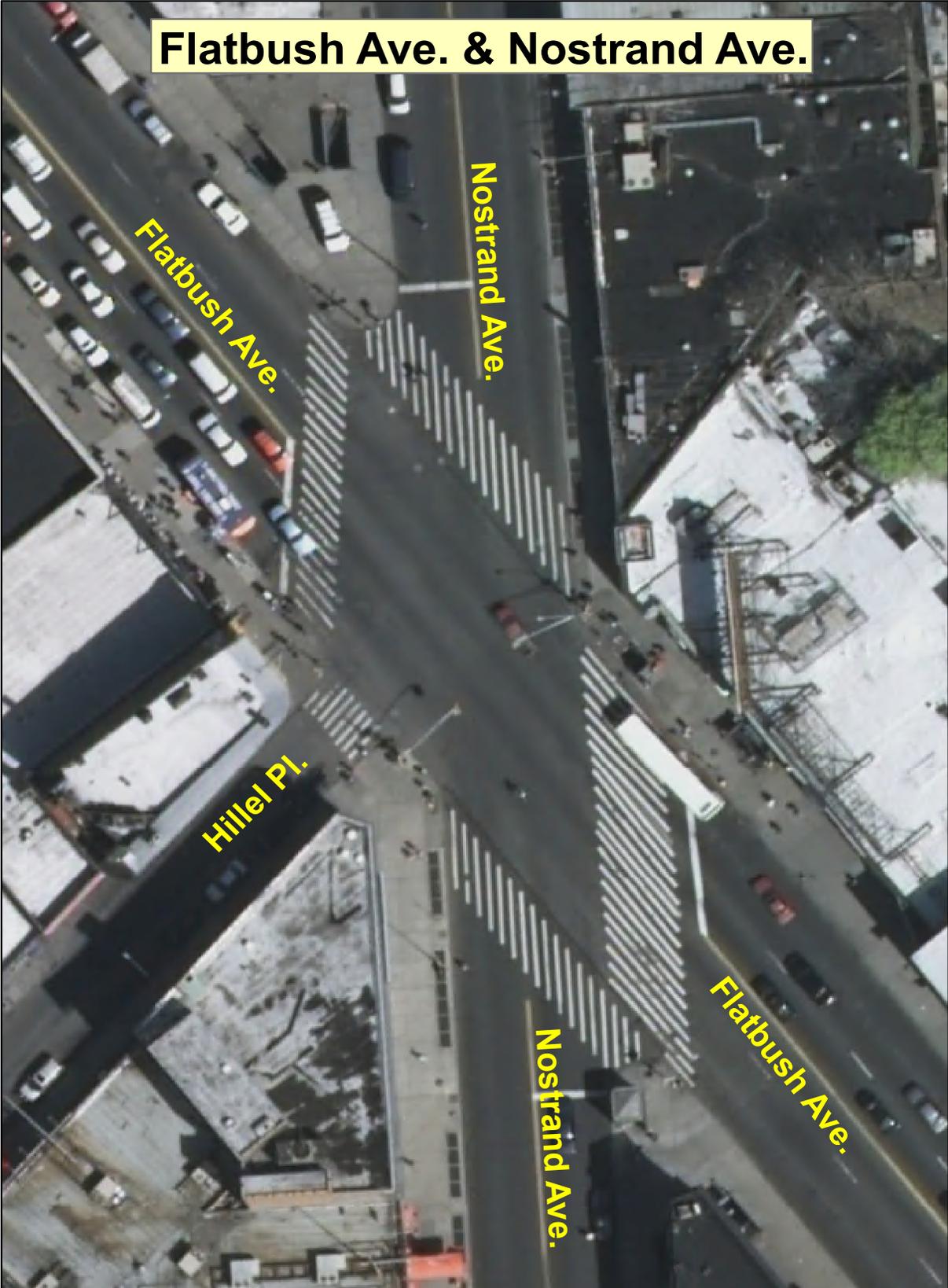


Location: Flatbush Avenue and Nostrand Avenue/ Hillel Place



Intersection of Flatbush Avenue and Nostrand Avenue/ Hillel Place

Description of Existing Conditions

This is a major intermodal transfer location where hundreds of pedestrians travel through to get to/from subway trains and buses. Brooklyn College is one of the major generators of pedestrian traffic in the area.

At this location two major arterials intersect at an awkward angle Flatbush Avenue and Nostrand Avenue. A smaller street, Hillel Place, ends at this intersection.

Flatbush Avenue is about 65 ft wide at this location with two travel lanes in each direction of traffic. The sidewalks along this major street are 17 to 18 ft wide.

Nostrand Avenue at this intersection is 45 ft wide and is a two-way street with one travel lane in each direction of traffic. Its sidewalks measure 17 to 18 ft wide.

Hillel Place is 25 ft wide. Its sidewalks are 12 - 13 ft wide.

Vehicle and pedestrian volumes are usually heavy throughout the day on Flatbush and Nostrand Avenues. Traffic on Hillel Place is usually light, but pedestrian traffic get heavier at the end or beginning of classes when groups of students walk from/to the Brooklyn College campus.

This intersection is one of the few in New York City with a “Barnes Dance” – All Walk Phase where all pedestrians cross all streets at the same time at any crosswalks or diagonally. The length of the “all pedestrian phase” is about 25 -31 seconds depending on the time of the day.

Pedestrian Accident Data 2004 -2006
9 Pedestrian Accidents

Table: C-26 – 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>
Nostrand Ave	3/18/2004	daylight, snow and ice	crossing- no signal; no crosswalks	at intersection	going straight ahead
Nostrand Ave	5/3/2004	daylight, rain	crossing with signal	at intersection	going north, then turned to go east (right turn)
Nostrand Ave	9/12/2004	night	not reported	at intersection	going straight ahead
Nostrand Ave	12/7/2004	night, rain	crossing with signal	at intersection	making a left turn
Nostrand Ave	4/29/2005	not reported	not reported	at intersection	backing
Nostrand Ave (2 peds injured)	7/23/2005	daylight	crossing- no signal; no crosswalks	at intersection	backing
Nostrand Ave	8/18/2006	daylight	crossing- no signal; no crosswalks	at intersection	going straight ahead
Nostrand Ave	1/15/2006	daylight, wet surface	crossing against signal	not at intersection	going straight ahead

Problems

- Pedestrian/ Vehicular Conflicts
 Some pedestrians crossing at the intersection of Flatbush / Nostrand Avenue instead of waiting for the “Barnes Dance” phase, go ahead and cross with vehicular traffic when the vehicles have the green light. These pedestrians end up in the path of turning vehicles which is a dangerous situation. In general, vehicles go through the intersection without slowing down knowing that pedestrians have a red phase at the time at all approaches.



Pedestrians often cross when vehicles have the green light putting them in the path of turning vehicles

- **Signs**
Several regulatory signs exist but are oriented towards vehicles approaching the intersection. These signs for drivers display the following the message: “Wait for green light”. However there are no signs regulating pedestrian traffic at this intersection.
- **Vehicles and Crosswalks**
Flatbush Avenue and Nostrand Avenue intersect at an angle which gives the intersection an awkward shape where vehicles often wait for the green light partially in the crosswalk. This creates conflicts between pedestrians and vehicles and reduces visibility due to a shorter sight distance at the intersection for the driver.

In addition traffic congestion occurs at times on Flatbush Avenue at Glenwood Road which backs up into Nostrand Avenue creating delays for northbound vehicular traffic. When this happens vehicles block the west crosswalk and make it difficult for pedestrians to cross especially during the peak hours of the day.

- **Pedestrian Amenities**
There are no trees or plantings near this intersection. In addition one of the curb cuts at the end of Hillel Place is not flush with the pavement surface which makes it inaccessible to those on wheels.

Recommendations

- **New Signage**
As a recommendation, have regulatory signs at all corners of the intersection that specifically request pedestrians to cross only when the pedestrian traffic signal allows for it: “Cross Only on Ped (image of ped) Signal” (MUTCD, R10-2a; see Appendix D-2: Standards for Signs Recommended). This will provide helpful information to pedestrians unfamiliar with the area and who do not know that there is an all pedestrian phase at this intersection.
- **New Pavement Markings**
The installation of a stop bar or stop line about 15 ft from each crosswalk at this intersection is recommended. This can reduce the potential for conflicts between pedestrians and drivers and improves sight distances for the driver

An additional recommendation is to stripe or have a “Don’t Block the Box” element for vehicular traffic at this intersection. This would deter northbound traffic from blocking the intersection of Flatbush/ Nostrand Avenue and particularly the west crosswalk where many pedestrians cross.

- **Pedestrian Amenities**
Plant new trees where possible and install bus shelters where functional. In addition improve the curb cuts at the corner of Hillel Place and Flatbush Avenue and make them ADA (American Disability Act) accessible.

LEGEND

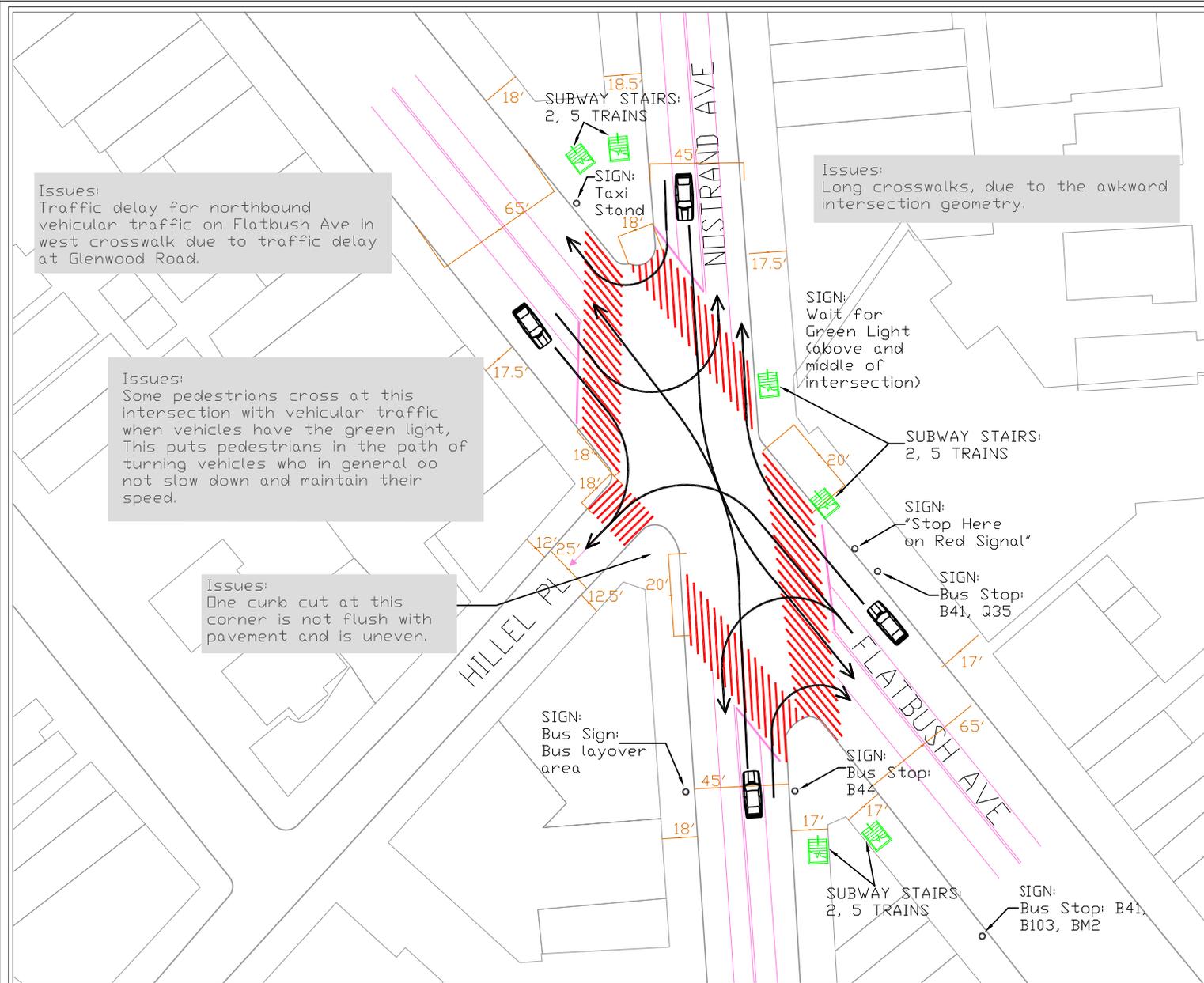
 Existing Tree

 Existing Bus Shelter

 Existing Sign

 Existing Pavement Marking

NOT TO SCALE



Flatbush Avenue and Nostrand Avenue/Hillel Place
Existing Conditions - Figure: C-14a

