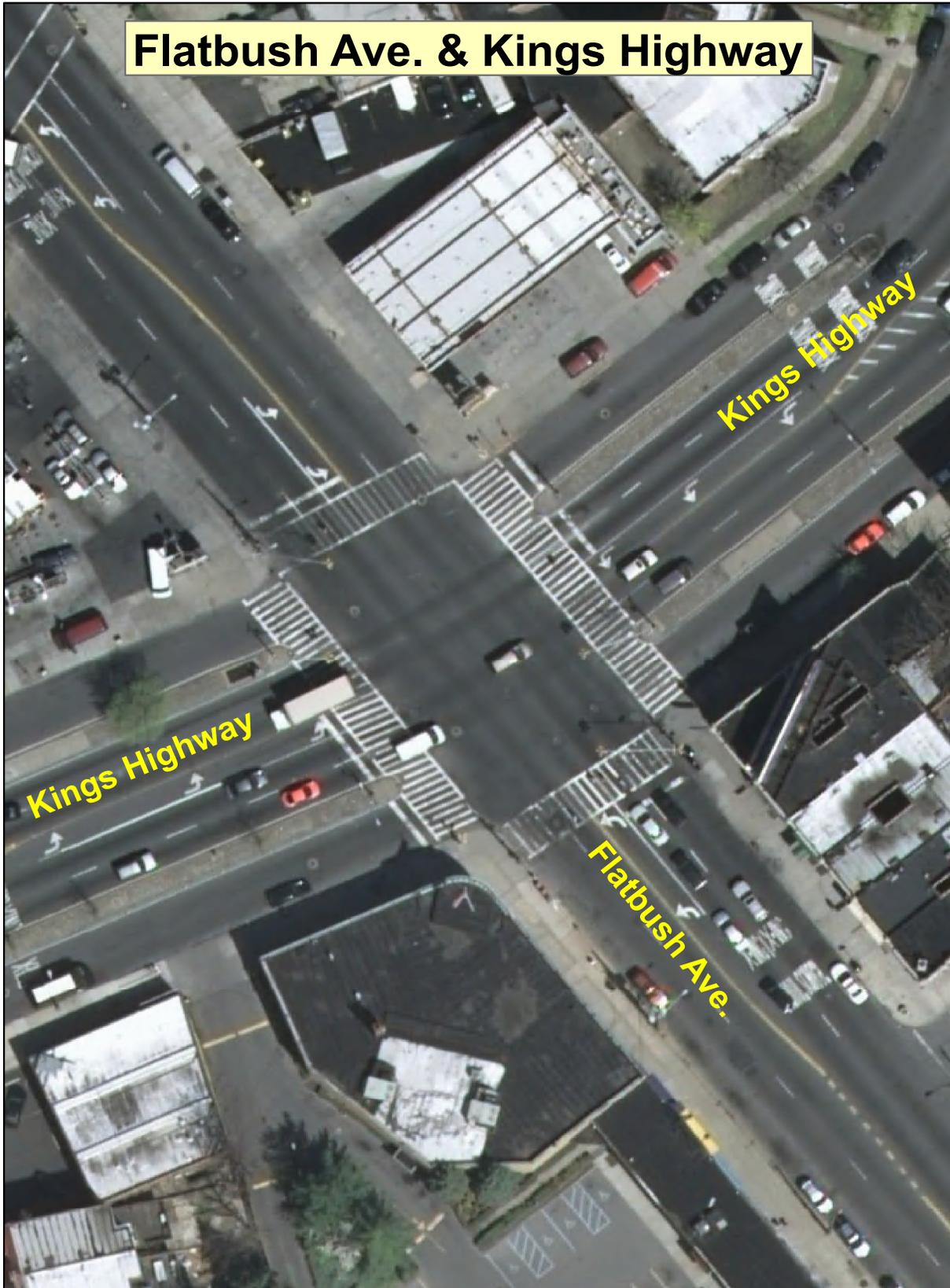


Location: Flatbush Avenue and Kings Highway



Intersection of Flatbush Avenue and Kings Highway

Description of Existing Conditions

The width of Flatbush Avenue is 65 ft at this intersection with three travel lanes in each direction of traffic. These lanes include two dedicated left turning lanes. The sidewalks range from 17 to 18 ft in width.

Kings Highway is a much wider street with 105 ft in this section of the study area. It has two travel lanes and a left turning lane in each direction of traffic. Service roads are provided for local traffic on Kings Highway which are separated from the main roadway by 7-foot wide medians. The sidewalks are 15 ft wide.

This area has moderate to heavy vehicular volumes where two major arterials intersect. The pedestrian volumes are in general moderate to light.

There is a protected left turn phase only for vehicles making a left turn from Flatbush Avenue. Similar to the other intersections in the study area along Flatbush Avenue there are conflicts with vehicles making turns and pedestrians crossing with the green light. However there are warning signs for drivers making a turn and these signs are posted at the intersection for all approaches: “Yield” signs and “Yield to pedestrians” signs. See “Existing Conditions Map, Figure C-16a for location of signs.

Pedestrian Accident Data 2004 -2006

5 Pedestrian Accidents

Table: C-28 – 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>
Kings Highway	7/26/2004	daylight	other actions in roadway	at intersection	going straight ahead
Kings Highway	8/3/2004	daylight	not in roadway	at intersection	backing, collision with other fixed object
Kings Highway	3/18/2004	dark road lighted	crossing – no signal or crosswalk	pedestrian not at intersection	going straight ahead
Kings Highway	8/22/2005	daylight	not reported	at intersection	not reported
Kings Highway	7/16/2006	daylight	not reported	not at intersection	backing

Problems and Opportunities

- **Pedestrian Amenities**

The medians providing pedestrian refuge space on Kings Highway are in poor condition with many cracks and potholes.

There is a lack of bus shelters at this location well used as a bus transfer site where many passengers wait to catch a bus.

There is also a lack of trees and plantings near this intersection on the sidewalks and along the medians. A few trees exist only south of the intersection along the medians.



Medians on Kings Highway in poor condition

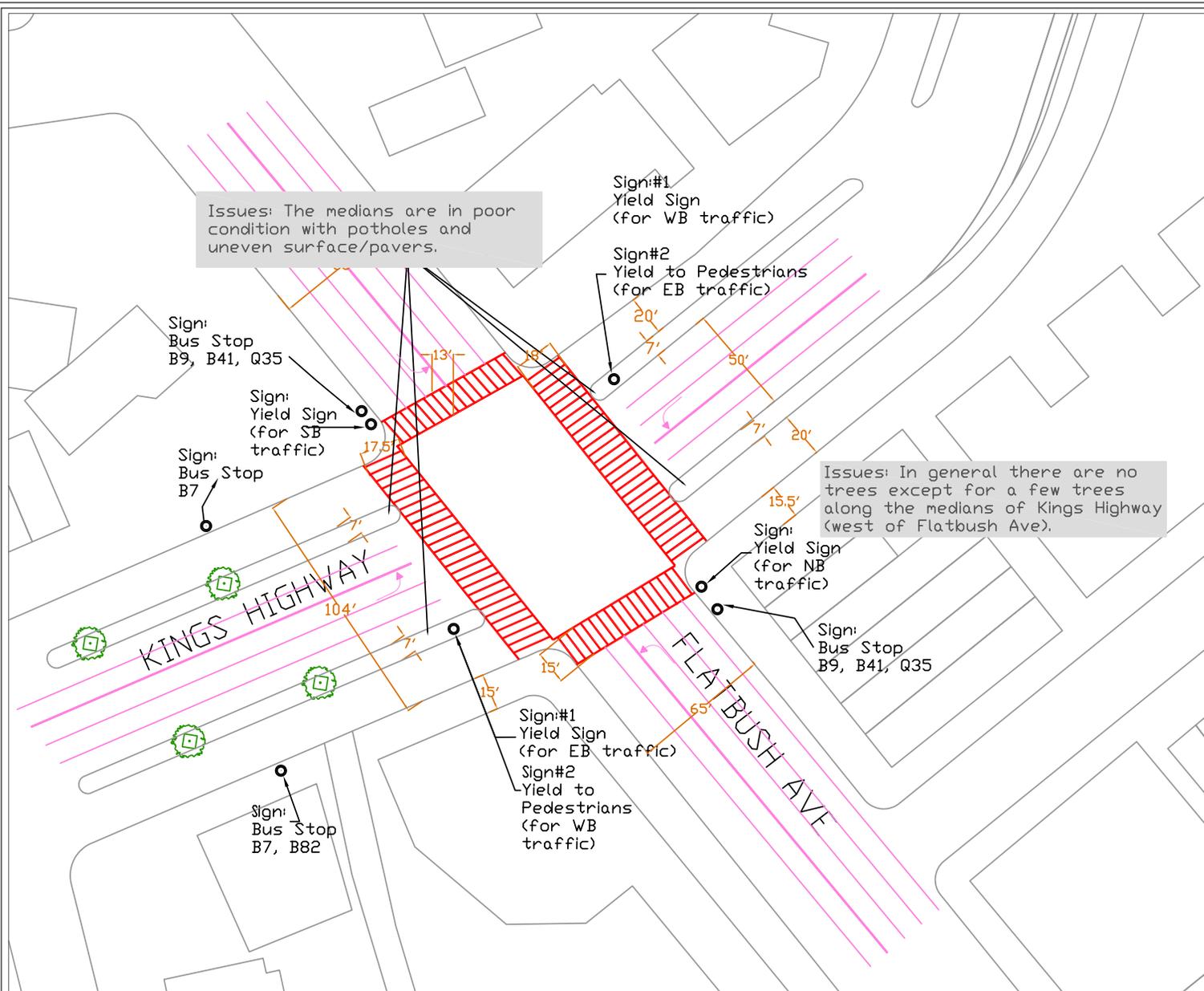
Recommendations

Improve Pedestrian Environment

Recommendations that can enhance the pedestrian environment as well as increase the pedestrian's level of comfort and safety at this location are provided below:

- Rebuild and extend medians to better accommodate pedestrians who often use the pedestrian refuge as they wait to cross King Highway.
- Install adequate bus shelters at all bus stops to ensure that pedestrians waiting for a bus have shelter during inclement weather. Bus pads can also be installed to minimize the wear and tear of the pavement at the bus stops. See following Map C-16b: "Recommendations" and Appendix D-3: "Standards for Bus Shelters" at the end of the document for details.
- Plant trees where possible on the sidewalks or along the medians of Kings Highway to make this location more attractive for pedestrians based on the standards of NYCDPR (see Appendix D-4: Standards for Trees).

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

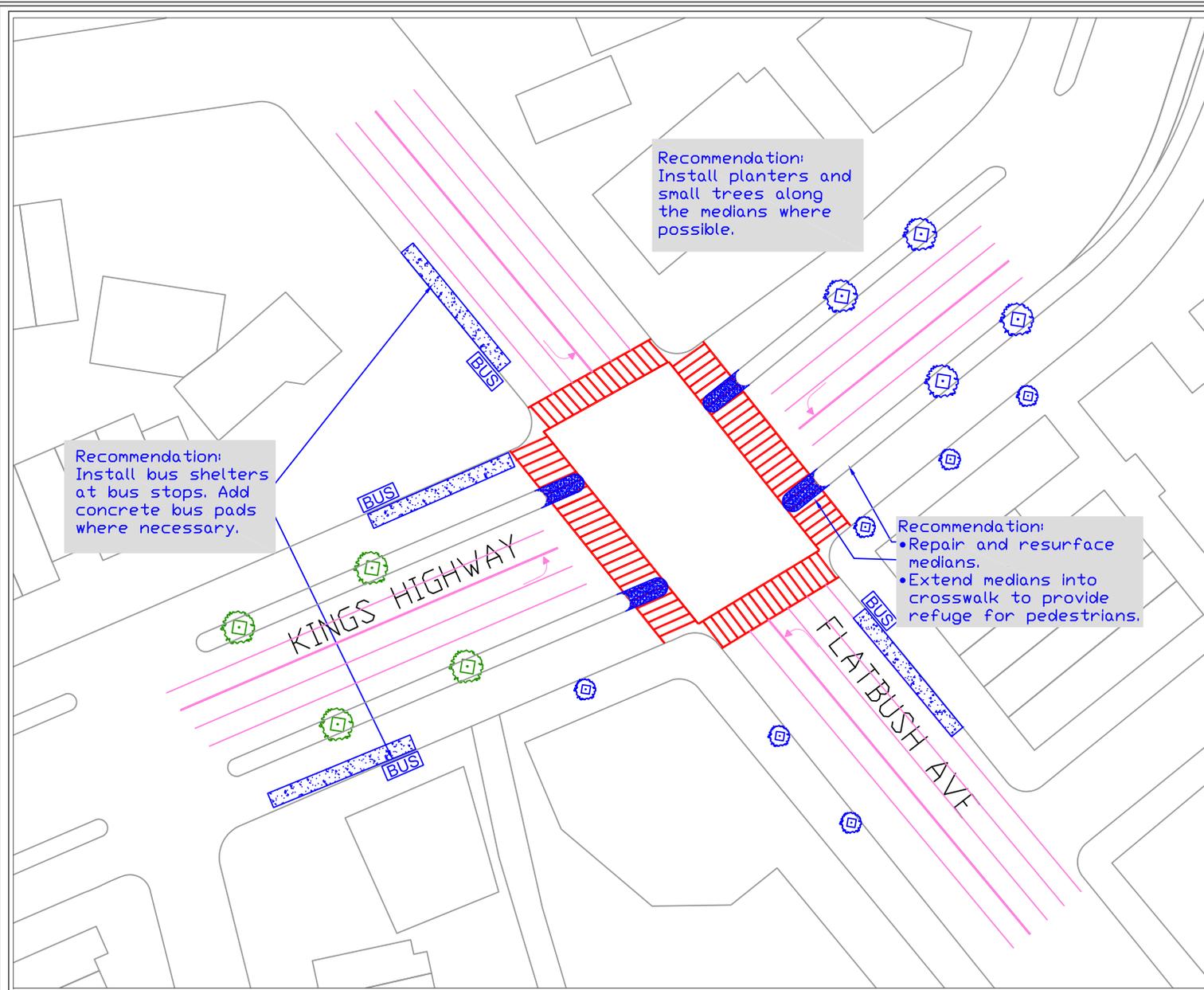


Flatbush Avenue and Kings Highway
 Existing Conditions - Figure: C-16a

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 Kings Highway
 Recommendations - Figure: C-16b

