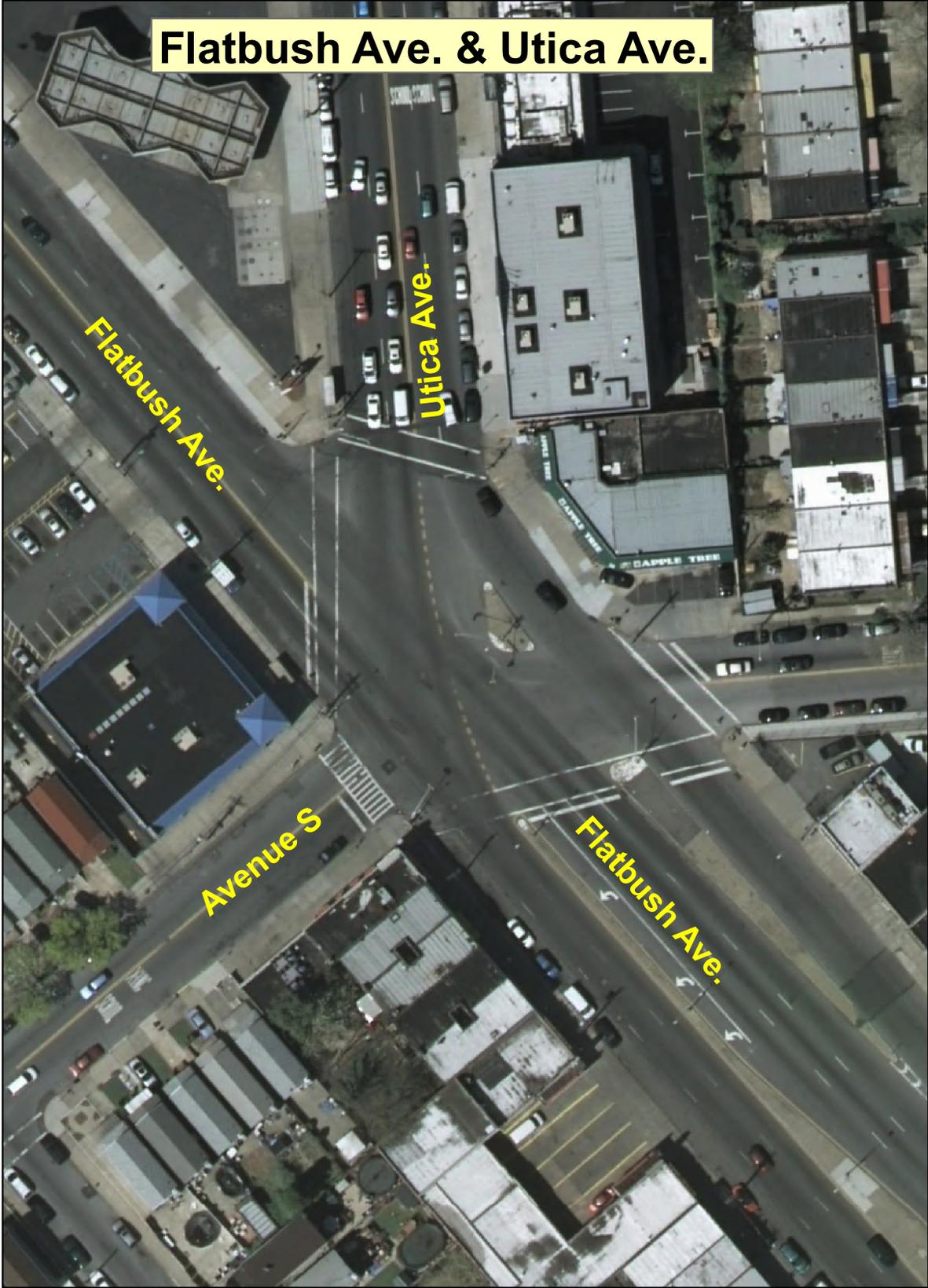


Location: Flatbush Avenue and Utica Avenue



### Intersection of Flatbush Avenue and Utica Avenue

#### Description of Existing Conditions

At this location of the study area two other streets come together with Flatbush Avenue: there is Utica Avenue which ends at Flatbush Avenue and Avenue S which intersects it.

The width of Flatbush Avenue varies from 65 to 85 ft. The sidewalks are 12 - 15 ft wide. Two medians used as pedestrian refuge south of the intersection are located on Flatbush Avenue. A raised traffic island is located in the middle of the intersection.

Utica Avenue, a major arterial, is 60 ft wide with sidewalks at least 17 ft wide and Avenue S is 45 ft wide with sidewalks 8 - 9 ft wide.

#### Pedestrian Accident Data 2004 -2006 - No Pedestrian Accidents

This intersection unlike the previous locations did not fall in the category of those locations with five or more pedestrian accidents, but presented unique problems for pedestrians in terms of circulation and environment. These problems have been identified through the analysis of existing conditions.

#### Problems and Opportunities

- Condition of Medians  
The median on Flatbush Avenue in between the northbound lanes and the service road is very wide (about 17 ft wide near the intersection), but is in poor condition and bleak.

There is a traffic island in the middle of the intersection with a regulatory sign and a traffic light. It is empty and also bleak.



Medians on Flatbush Avenue in poor condition with no trees



Bleak traffic island at the intersection of Flatbush Avenue and Utica Avenue

- Intersection geometry  
At this location Flatbush Avenue intersects with Utica Avenue and Avenue S at an awkward angle due to the street geometry. This creates a longer crossing distance than usual for pedestrians crossing Flatbush Avenue, especially for users of the north crosswalk which measures 130 ft long and does not have a pedestrian refuge.

- Condition of curb cuts  
The curb cuts at this intersection are in good condition except for the curb cuts located at the southwest corner and the northeast corner of Avenue S and Flatbush Avenue.
- Pedestrian Amenities  
There are no trees or planters along the medians or on the sidewalks in this part of the study area.

### Recommendations

- Improve Condition of Medians  
The median with a width of 17 ft should be repaired and resurfaced. Trees and landscaping can be added to make this location more attractive and inviting to pedestrians. The traffic island in the middle of the intersection could also be enhanced with “greenstreets” elements.

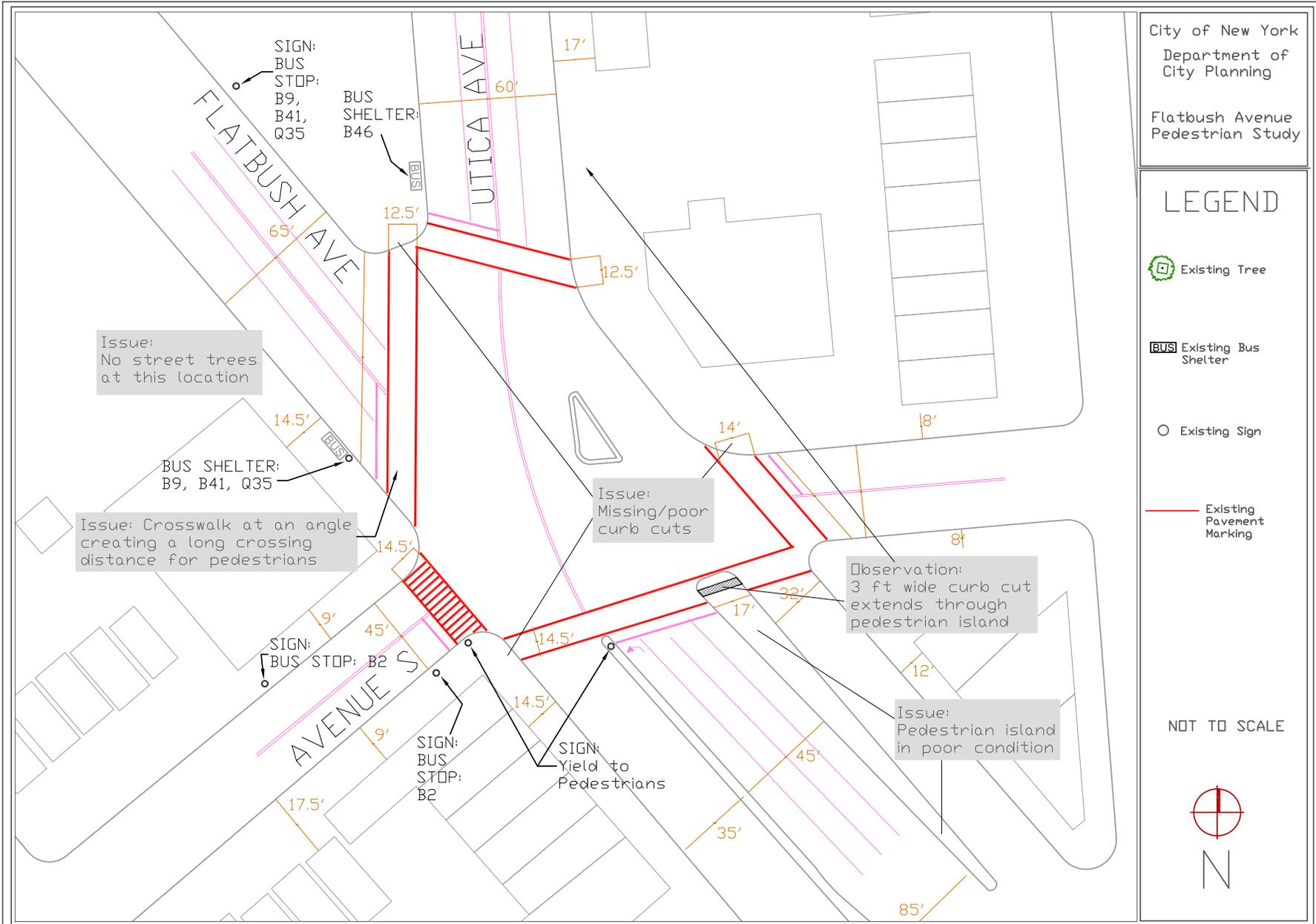
- Install Curb Extensions  
Extend the curb at the northwest corner (bulb-outs). This can improve pedestrians crossing by reducing the distance for pedestrians crossing Flatbush Avenue at the north crosswalk.

The length of the corner extension should be done in a way that it does not impede on the right turns from Utica Avenue.

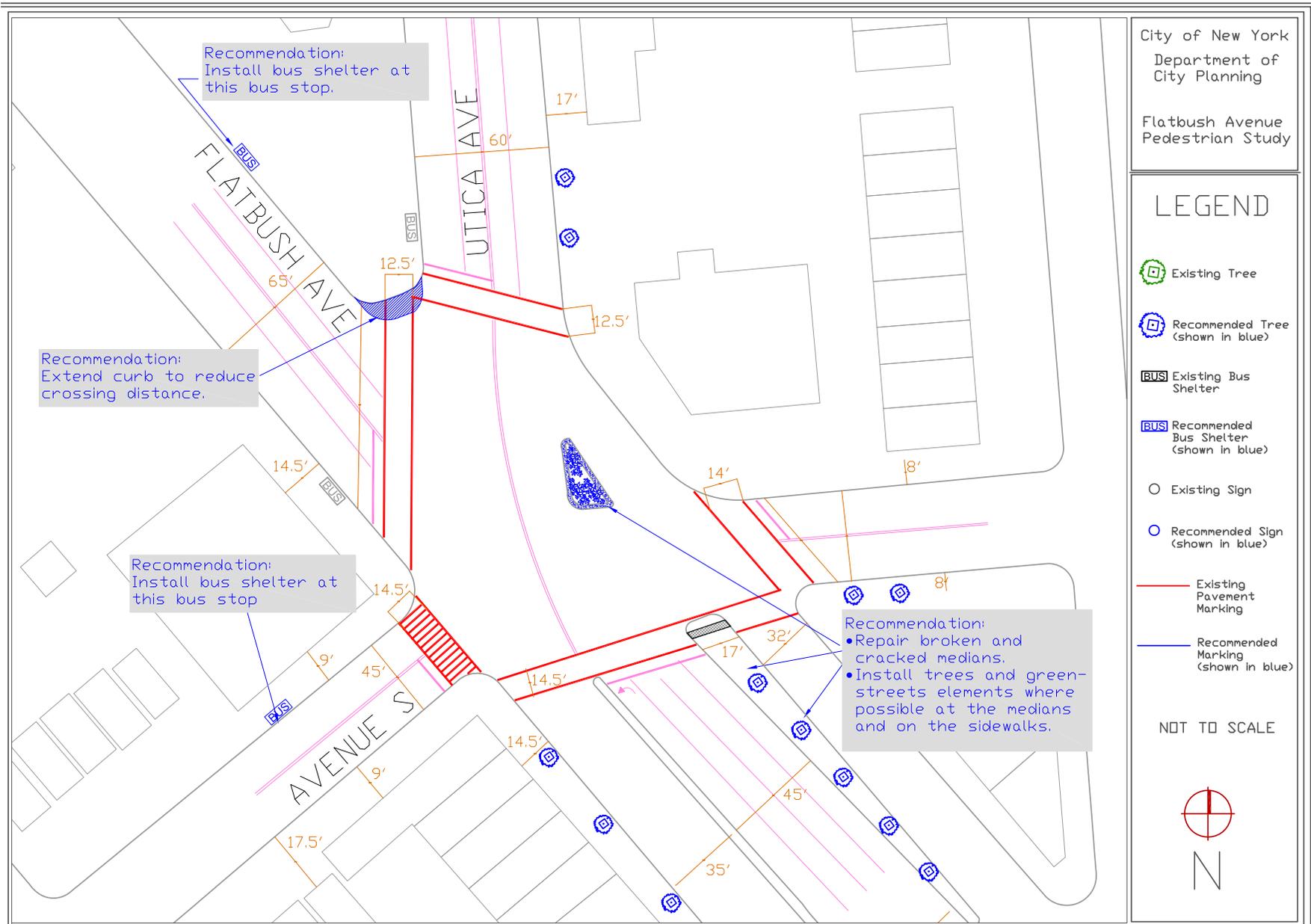
- Pedestrian Amenities  
Install bus shelters at three bus stops (one on Flatbush Avenue and two on Avenue S) to ensure that all pedestrians waiting for a bus at this location have a convenient place to wait. Concrete bus pads can also be added to minimize the wear and tear of the pavement at the bus stops.

Trees and planters can be planted or placed on the sidewalks where possible (except at the gas station) to make this area more attractive for pedestrians.

Finally reconstruct a few of the curb cuts at the northeast and southwest corners of the intersection of Avenue S and Flatbush Avenue. (See following Map C-17b: “Recommendations” for details on pedestrian amenities).



Flatbush Avenue and Utica Avenue/Avenue S  
Existing Conditions - Figure: C-17a



Flatbush Avenue and Utica Avenue/Avenue S Recommendations - Figure: C-17b

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



