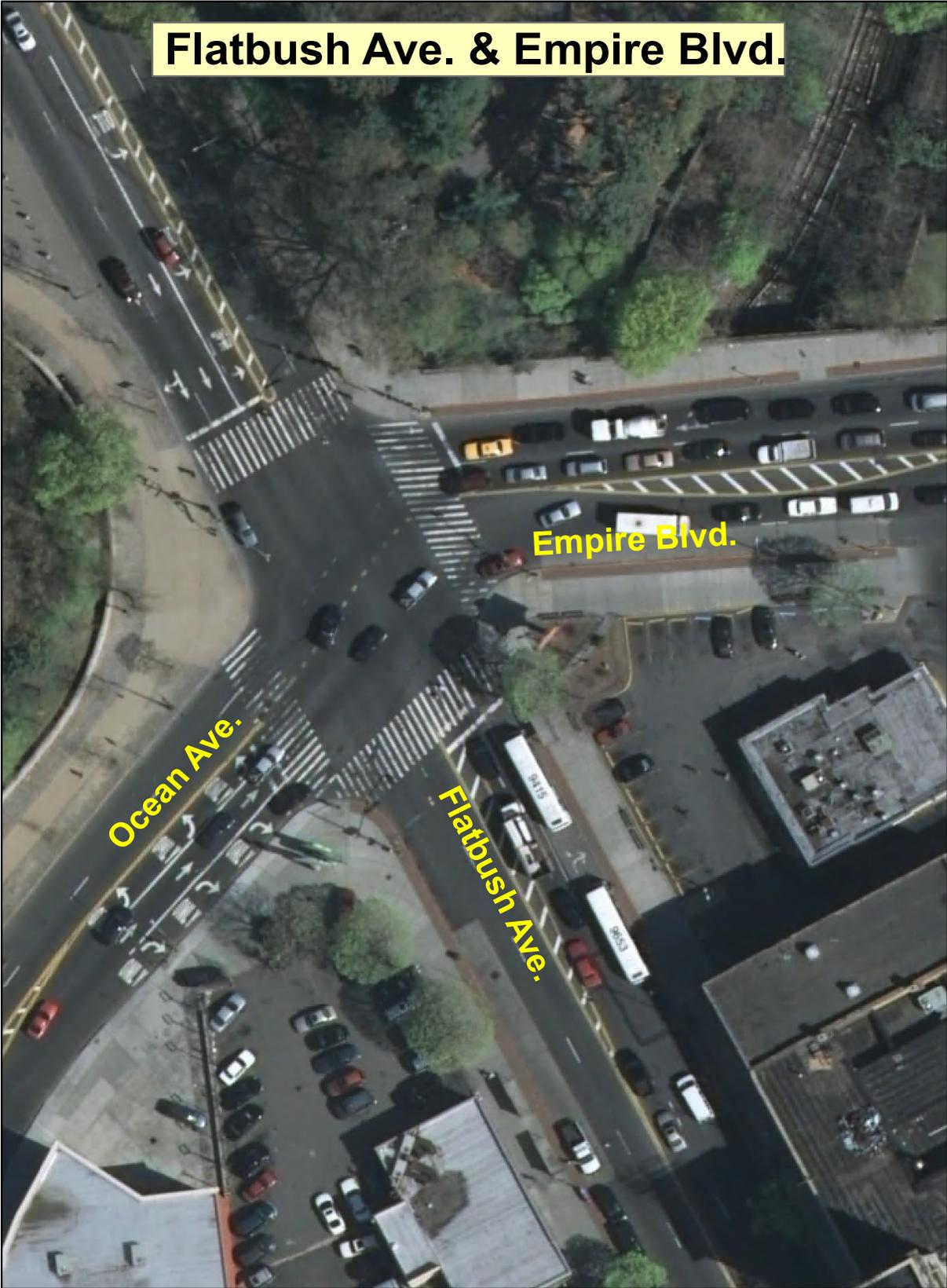


Secondary Study Locations

- Flatbush Avenue and Empire Boulevard/ Ocean Avenue
- Flatbush Avenue and Winthrop Street
- Flatbush Avenue and Parkside Avenue
- Flatbush Avenue and Martense Street
- Flatbush Avenue and Cortelyou Road
- Flatbush Avenue and Clarendon/ Dorchester Road
- Flatbush Avenue and Avenue D/ Ditmas Avenue
- Flatbush Avenue and Newkirk Avenue
- Flatbush Avenue and Glenwood Road
- Flatbush Avenue and Nostrand Avenue/ Hillel Place
- Flatbush Avenue and Avenue H
- Flatbush Avenue and Kings Highway
- Flatbush Avenue and Utica Avenue

Location: Flatbush Avenue and Empire Boulevard/ Ocean Avenue



Intersection of Flatbush Avenue and Empire Boulevard/Ocean Avenue

Description of Existing Conditions

Flatbush Avenue has a width of 60 ft at this location. In the northbound direction, there are two travel lanes while the southbound direction has a through lane, a right-turn-through lane, and a left-turn lane. The sidewalks along this street are about 20 ft wide, however in front of the Brooklyn Botanic Garden and Prospect Park they widen to 25ft and 30 ft respectively.

Empire Boulevard is 70 ft wide and Ocean Avenue is 60 ft wide approximately. Each has through and turning lanes for vehicles. The sidewalks’ dimensions range from 19 to 20 ft.

This area has heavy vehicular volumes where three major arterials intersect at an irregular angle: Empire Boulevard and Ocean Avenue do not intersect with Flatbush Avenue at a right angle. The heaviest volumes were observed in the morning and evening rush hours. Pedestrian volumes are in general light, but moderate in the afternoon and early evening. The pedestrian volumes are mainly generated by subway/ bus users and the major attractions in the area such as the Brooklyn Botanic Garden, Prospect Park and a concentration of fast food restaurants.

There is a short Lead Pedestrian Interval (LPI) phase of 6 seconds for pedestrians crossing Empire Boulevard and Ocean Avenue.

Pedestrian Accident Data 2004 -2006

6 Pedestrian Accidents

Table: C-17 – Summary of Pedestrian Accidents

Accident Location	Year	Time	Pedestrian Action	Pedestrian Location	Vehicle Action
Empire Blvd / Ocean Ave	1/20/2004	daylight	crossing – no signal or crosswalk	midblock	going straight ahead
Empire Blvd / Ocean Ave	9/06/2004	daylight	not reported	at intersection	making a left turn
Empire Blvd / Ocean Ave	8/11/2005	daylight	not reported	at intersection	making a left turn
Empire Blvd / Ocean Ave	5/17/2006	not reported	not reported	at intersection	not reported
Empire Blvd / Ocean Ave	5/13/2006	daylight	not in roadway	not at intersection	backing
Empire Blvd / Ocean Ave	6/13/2006	daylight	crossing with signal	at intersection	going straight ahead

Problems

- Pedestrians Crossing Midblock

More pedestrians than usual were crossing midblock on Flatbush Avenue between Empire Boulevard and Sterling Street. This occurs mainly whenever there is a gap in vehicular traffic. One important factor that contributes to this behavior is that this block is quite long with a length of approximately 500 ft. Most pedestrians cross midblock to the other side of the street as they come out of or head to the B, Q, S subway station located on the west side of the street midblock.

A sample data collection of pedestrian volumes crossing midblock for this location was done on Tuesday, December 11, 2007 from 9:15 – 9:30 AM and included subway riders crossing midblock to/from the subway station. A total of 69 people were observed crossing during those 15 minutes.

In addition there are pavement markings indicating a traffic island on Flatbush Avenue that pedestrians use to cross midblock. This traffic island is south of the intersection with a length of approximately 100 ft from the intersection in between the northbound and southbound travel lanes.



Pedestrians crossing Flatbush Avenue midlock between Empire Blvd and Sterling Street

- Pedestrian Amenities

The southwest corner has three concrete posts with signage announcing Flatbush Avenue for motorists and pedestrians traveling through the area. This corner also has a wide sidewalk, but it is empty and barren. The MTA has an existing parking lot at that corner for employees with private vehicles and extends their parking activity onto this sidewalk space at the corner beyond the fence, which is unattractive compared to the other three landscaped corners.

The illegal parking on the sidewalk also creates conflicts with pedestrians, with cars pulling in and out of that public space while pedestrians are present.



Vehicles parked on sidewalk at southwest corner of intersection

- **Extend Center Island Refuge**
Extend the existing marked center traffic island on Flatbush Avenue by 100 ft to provide a refuge for pedestrians who nonetheless will cross midblock because of the length of the block between Empire Boulevard/ Ocean Avenue and Sterling Street. In addition it would reduce vehicular speed on Flatbush Avenue at this location with the narrowing of the travel lanes. This extended striped traffic island should maintain its current width.
- **New Signage**
A combination of the following signs could be used at this location and installed midblock to deter pedestrians from jaywalking midblock:
 - “No Ped Crossing Use Crosswalks” sign that is double-sided and can be seen from any direction as you approach the midblock location
 - “A sign that has 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)
 - “Use Crosswalk” sign with a directional arrow to direct pedestrians to the crosswalks (MUTCD Manual R9-3b sign, see Appendix D-2: Standards for Signs Recommended).
- **Streetscape Improvement**
Eliminate the practice of parking vehicles on the sidewalk at the southwest corner with the cooperation of the MTA and NYC Department of Transportation. In this space, install landscaping instead and put in greenstreets elements to enhance and beautify this corner which can be more in harmony with the other landscaped corners of this intersection.

LEGEND

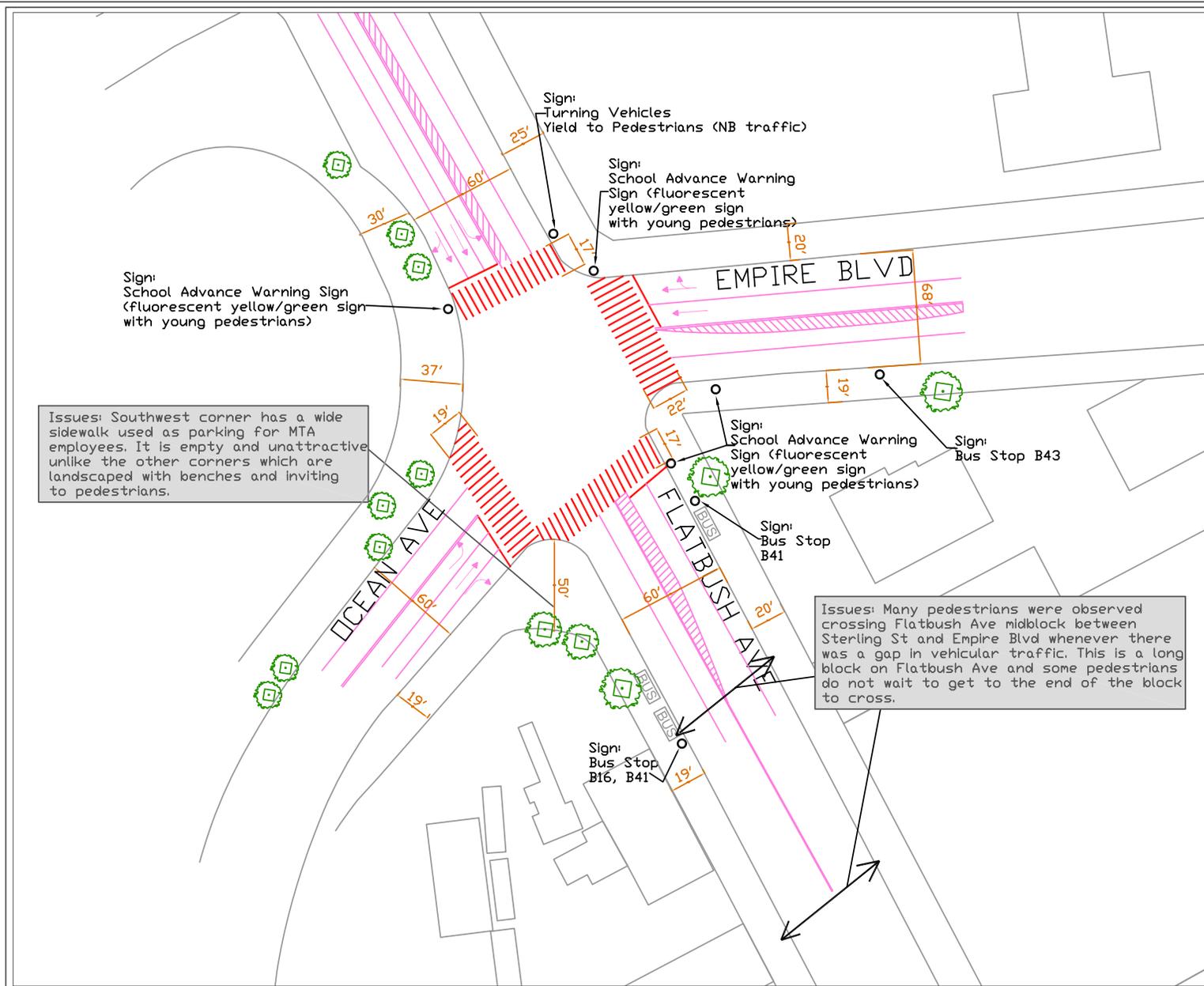
 Existing Tree

 Existing Bus Shelter

 Existing Sign

 Existing Pavement Marking

NOT TO SCALE



Flatbush Avenue and Empire Boulevard/Ocean Avenue
Existing Conditions - Figure: C-5a

