

Location: Flatbush Avenue and Parkside Avenue



Intersection of Flatbush Avenue and Parkside Avenue

Description of Existing Conditions

At this location Flatbush Avenue has a width of 55 ft with two travel lanes in each direction of traffic. The sidewalks along this major street are 13 – 14 ft wide.

Parkside Avenue to the west of Flatbush Avenue is 50 ft wide and has two-way vehicular traffic. The sidewalks are 18-19 ft wide. To the east of Flatbush Avenue this street is 30 ft wide with one-way traffic (eastbound). The width of the sidewalks range from 14 – 15 ft.

A significant volume of vehicles travel through the area and many of them make turning movements at this location. In addition there are “School Advance Warning” signs at the northwest and northeast corners (fluorescent yellow/green signs) warning motorists to yield to school children.

Pedestrian Accident Data 2004 -2006

11 Pedestrian Accidents

Table: C-19 – Summary of Pedestrian Accidents

Accident Location	Year	Time	Pedestrian Action	Pedestrian Location	Vehicle Action
Parkside Ave	4/12/2004	not reported	not reported	at intersection	not reported
Parkside Ave	9/15/2004	night, rain	crossing with signal	at intersection	making a left turn
Parkside Ave	9/14/2004	daylight	other actions in road	at intersection	Going straight ahead
Parkside Ave	2/6/2005	daylight	crossing with signal	at intersection	not reported
Parkside Ave	4/18/2005	daylight	crossing with signal	at intersection	Going straight ahead
Parkside Ave	11/9/2005	night, rain	crossing- no signal; no crosswalks	at intersection	Going straight ahead
Parkside Ave (2 peds injured)	6/6/2006	daylight	crossing with signal	at intersection	making a left turn
Parkside Ave	11/10/2006	daylight	playing in roadway	at intersection	not reported
Parkside Ave	9/4/2006	daylight	crossing- no signal; no crosswalks	at intersection	not reported
Parkside Ave	8/18/2006	dusk	crossing with signal	at intersection	making a right turn

Problems

- **Pedestrian Conflicts with Vehicular Turning Movements**

Turning vehicle movements occur at this intersection and are often in conflict with pedestrians crossing. Based on field observations, motorists do not always yield to pedestrians. The majority of the turns are made by southbound traffic making a turn to go west and eastbound traffic turning to go north.

The southbound turning movements generate the most conflicts with pedestrians on the west side of the street (west crosswalk) where pedestrian volumes are the highest.

In addition, 50% of the pedestrian accidents that occurred from 2004 to 2006 at this intersection happened while pedestrians were crossing with the signal.



Pedestrians are often in conflict with vehicles making a turn at the intersection of Flatbush Avenue and Parkside Avenue

- **Pavement Conditions**

In general the pavement is in poor condition and covered with potholes which vehicles avoid by slowing down and swerving around them. This can be dangerous for pedestrians since drivers do this without warning and nearly swerve into the path of pedestrians crossing at the intersection.

The pavement markings have also faded and are in poor condition.

Recommendations

- **Increase Enforcement**
Increase police presence is recommended for this location for the enforcement of traffic regulations.

- **Improve Pavement Conditions**
Restripe crosswalks with high visibility markings on Flatbush Avenue. Reduce the swerving movement of vehicles by repairing and filling in potholes at this intersection. Additionally, installing concrete bus pads at the bus stops on Flatbush Avenue can help reduce pavement bumps generated by buses pulling in and out of the bus stops.

- **Examine feasibility of a Leading Pedestrian Interval (LPI) Phase**
Install a Leading Pedestrian Interval Phase (LPI = 5 seconds) for pedestrians walking on Flatbush Avenue and crossing Parkside Avenue. It will give pedestrians a head start to vehicular traffic and also give them the advantage to be in the crosswalk when southbound and northbound vehicles position themselves to make their turn.

- **Additional Signage**
It is recommended to install at all corners of the intersection “Turning Vehicles Yield to Pedestrians” signs to get the attention of motorists making a turn at the intersection.

- **Pedestrian Amenities**
Install narrow bus shelters (3.5’ x 14’) on Flatbush Avenue at this location (one on each side of the street) for pedestrians to use as shelter from inclement weather when waiting for the bus.

LEGEND

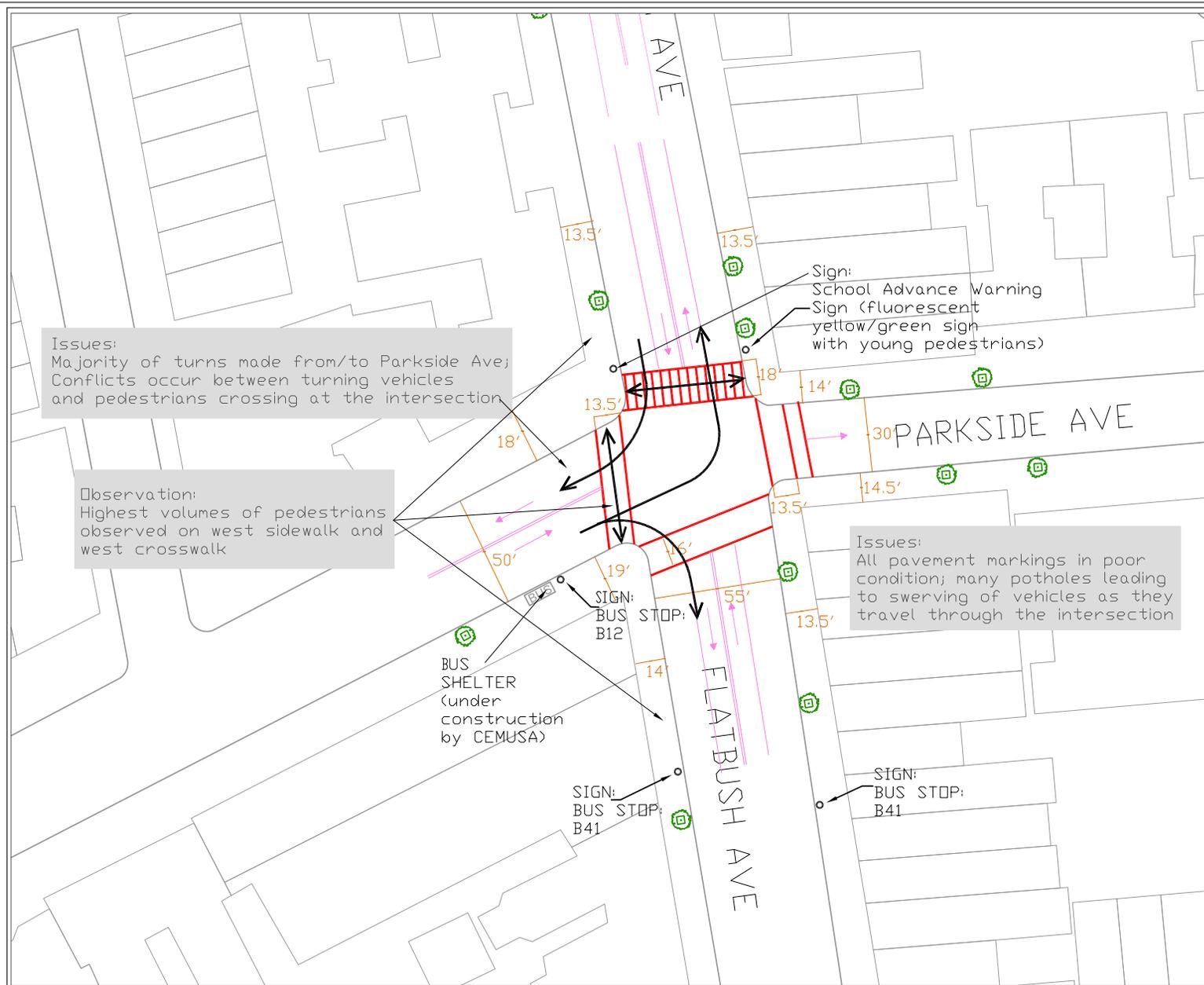
Existing Tree

Existing Bus Shelter

Existing Sign

Existing Pavement Marking

NOT TO SCALE



Issues:
Majority of turns made from/to Parkside Ave;
Conflicts occur between turning vehicles
and pedestrians crossing at the intersection

Observation:
Highest volumes of pedestrians
observed on west sidewalk and
west crosswalk

Issues:
All pavement markings in poor
condition; many potholes leading
to swerving of vehicles as they
travel through the intersection

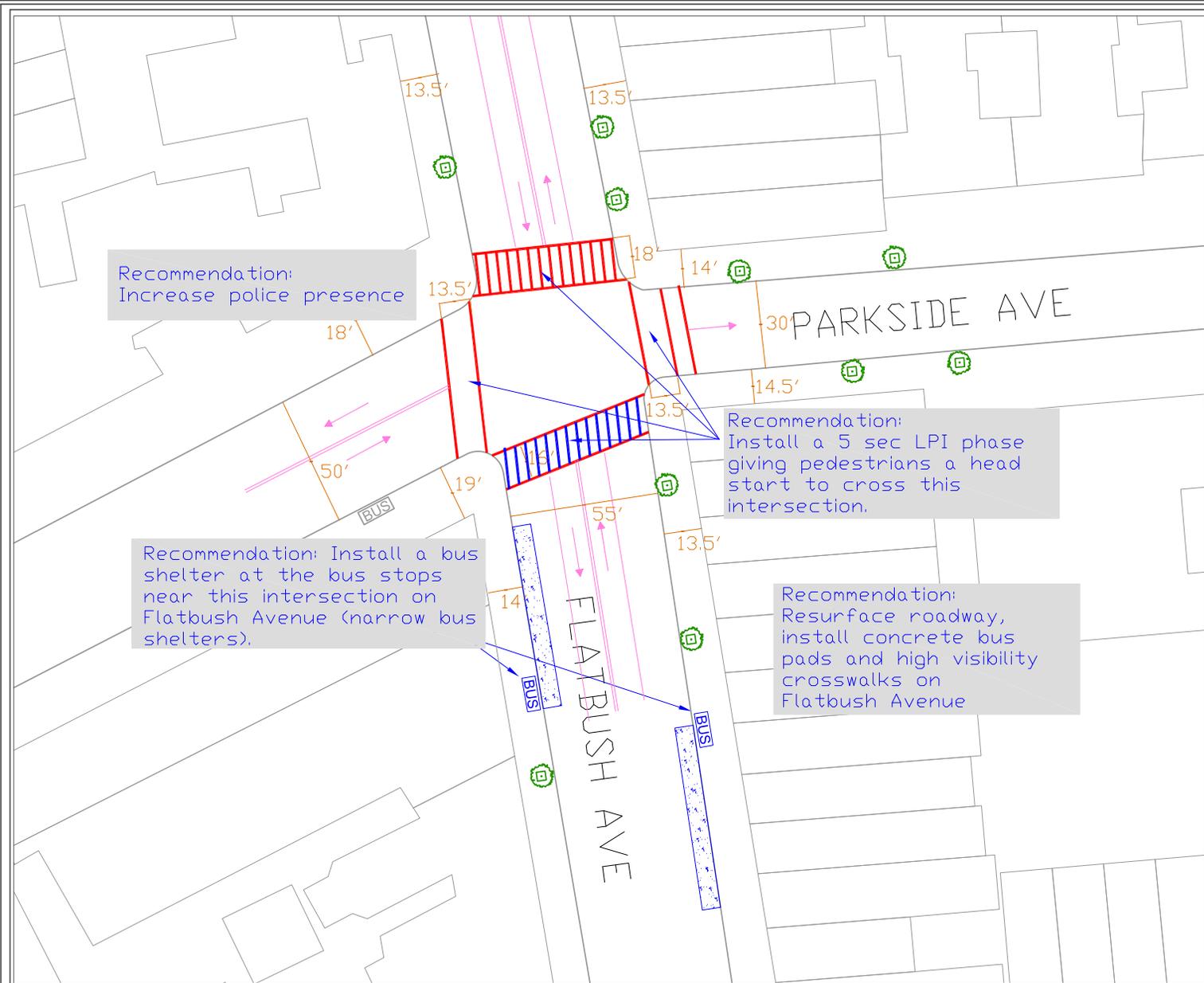
Flatbush Avenue and Parkside Avenue
Existing Conditions - Figure: C-7a

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



Flatbush Avenue and Parkside Avenue
 Recommendations - Figure: C-7b