



Flatbush Avenue Pedestrian Study, 2008

Overview:



Flatbush Avenue is an important corridor that serves many transportation needs for Brooklyn residents and businesses. As the population continues to grow and place additional demands and burdens on the existing transportation infrastructure, the Department of City Planning is looking to improve pedestrian mobility at critical points along this corridor, including Church Avenue, Brooklyn College and Kings Plaza.

The Flatbush Avenue Pedestrian Study focuses on problematic locations in terms of safety, mobility and circulation to address issues associated with pedestrian traffic along the corridor. Locations were identified and analyzed if five or more pedestrian accidents occurred from 2004 – 2006 or if problematic trends were identified or if there were opportunities to improve the overall pedestrian environment. Using these criteria, a total of seventeen (17) locations were selected.

Additionally, a group of sixteen (16) one-way streets that intersect with Flatbush Avenue at atypical angles were studied and analyzed. Due to the intersection geometry, pedestrians crossing these one-way streets are not always visible to motorists.

The following summary of recommendations is further detailed in the report:

- Install a Lead Pedestrian Interval (an LPI gives pedestrians an advance walk signal before vehicles) and “Yield to Pedestrian” signs at several intersections to address pedestrian-vehicular conflicts;
- Reduce illegal midblock crossings with signage, fencing, and/or the relocation of a few bus stops;
- Install “Stop Bars” and new crosswalks on the roadway and construct curb extensions to reduce crossing distance;
- Enhance the pedestrian environment with landscaping, trees, and planters on sidewalks and medians;
- Install a raised concrete island at a few locations along Flatbush Avenue for additional protection from vehicular traffic;
- Install bus shelters at bus stops;
- Repair sidewalks, curb cuts, and roadways in poor condition;
- Increase enforcement.

Recommendations for future consideration:

- Install a “Countdown Signal” pilot program at two intersections (this signal displays the number of seconds left until the “Don’t Walk” phase appears);
- Restrict left turns at one intersection.



Flatbush Avenue Pedestrian Study - Analyzed Intersections. [View a larger image.](#)



Flatbush Avenue and Ditmas Avenue / Avenue D - Existing Conditions. [View a larger image.](#)



Flatbush Avenue and Ditmas Avenue / Avenue D - Proposed Conditions. [View a larger image.](#)

The recommendations made in this report are predicated upon further study and feasibility analyses prior to implementation.

Report:

The report is available as one [complete document](#) (📄 8.9 MB) or in parts:

- 📄 [Cover](#) - 1.1 MB
- 📄 [Part A: Study Area and Socioeconomic Characteristics](#) (pg 1 – 15) - 2.1 MB
- 📄 [Part B: Zoning](#) (pg 17 - 28) – 1.7 MB
- 📄 [Part B: Land Use](#) (pg 29 -35) - 1.4 MB
- 📄 [Part C: Study Locations Analysis](#) (pg 37 – 52) – 2.3 MB
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- 📄 [Part C: Study Locations Analysis](#) (pg 129 – 136) – 2.1 MB
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