

7th Avenue (Q)

The 7th Avenue station is a standard sub-grade subway station. The irregular geometry of streets surrounding this station create a concern with channelization. The intersection is difficult for pedestrians to navigate due to a lack of crosswalks and poor orientation signage. The recommendations for this station are as follows:

System-wide:

- Install subway signs surrounding each station
- Highlight concrete risers near subway stairwells



7th Avenue Station. Vehicles turn right from Flatbush Avenue onto Carlton Avenue without a stop sign.

Site-specific:

In order to slow the right turn from Flatbush Avenue onto Carlton Avenue, a “Stop Ahead” sign should be placed prior to the right turn. A pedestrian ramp on the southeast corner of Flatbush and Carlton Avenues should be removed to discourage pedestrians from crossing at this location. Additionally, a high visibility crosswalk should be striped at the intersection of Park Place and Carlton Avenue to guide pedestrians safely through this intersection and to indicate to motorists that they are approaching a short block with irregular street geometry and must proceed with caution. Crosswalks should be installed at the intersection of Park Place and Carlton Avenue on the north and south legs of the intersection, based on an already existing stop sign. Further, a pedestrian ramp should be installed on the east side of Carlton Avenue, south of Park Place, when the new crosswalks are installed.

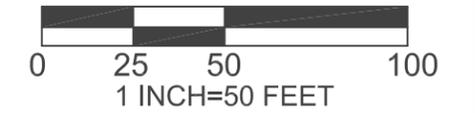
The pedestrian network is interrupted along the north side of Flatbush Avenue. High visibility crosswalks should be installed on Flatbush Avenue at the north and south intersection of 7th Avenue. Prior to the release of this document NYCDOT completed a warrant analyses for this intersection and determined that a pedestrian signal and new crosswalk are feasible and will be installed in the near future. Additionally, the sidewalk along the south side of the traffic triangle at Flatbush Avenue, 7th Avenue and Park Place is absent. A sidewalk and pedestrian ramps should be installed. For continuity, an additional pedestrian ramp should be placed on the southeastern curb of Park Place opposite the triangle.

The irregular street geometry creates short blocks and irregular parking regulations. There are single metered parking spaces on Carlton Avenue, between Flatbush Avenue and Park Place and another on Park Place, between Flatbush Avenue and Carlton Avenue. We recommend replacing the stand alone parking metered spaces with muni-meters. This would increase the inventory of available parking spaces.

In order to increase usage of the eastern station entrance we recommend that pedestrian scale lighting, along with subway signs surrounding the station, be installed.

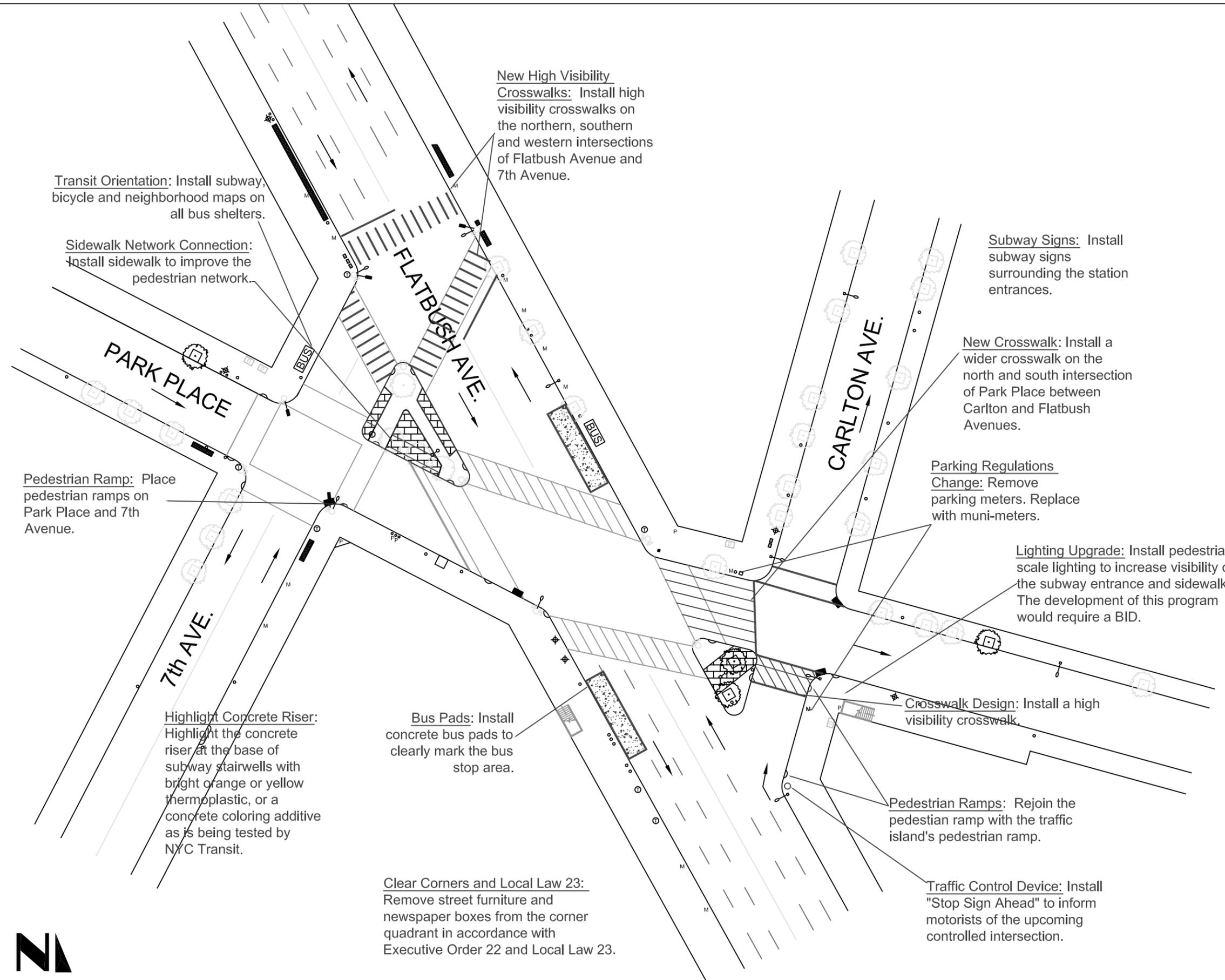
7TH AVE BRIGHTON LINE

DEPARTMENT OF CITY PLANNING
TRANSPORTATION DIVISION
2 LAFAYETTE, RM 1200
NEW YORK, NY



SURVEYED: JUNE 22ND, 1999
MAPPED: JUNE 29TH, 1999
REVISIONS: DECEMBER 17TH, 1999

-  SUBWAY ENTRANCE
-  STREET TREE
-  SEWER GRATE
-  SIGNAGE
-  PEDESTRIAN SIGNAL
-  TRASH CAN
-  GRATE
-  PUBLIC PHONE
-  TRAFFIC SIGNAL
-  STREET LIGHT
-  PEDESTRIAN STREET LIGHT
-  BOLLARD
-  CURB CUT / DRIVEWAY
-  DUMPSTER
-  PARKING METER
-  FIRE HYDRANT
-  MAIL BOX



Transit Orientation: Install subway, bicycle and neighborhood maps on all bus shelters.

Sidewalk Network Connection: Install sidewalk to improve the pedestrian network.

New High Visibility Crosswalks: Install high visibility crosswalks on the northern, southern and western intersections of Flatbush Avenue and 7th Avenue.

Subway Signs: Install subway signs surrounding the station entrances.

New Crosswalk: Install a wider crosswalk on the north and south intersection of Park Place between Carlton and Flatbush Avenues.

Parking Regulations Change: Remove parking meters. Replace with muni-meters.

Lighting Upgrade: Install pedestrian scale lighting to increase visibility of the subway entrance and sidewalks. The development of this program would require a BID.

Crosswalk Design: Install a high visibility crosswalk.

Pedestrian Ramps: Rejoin the pedestrian ramp with the traffic island's pedestrian ramp.

Traffic Control Device: Install "Stop Sign Ahead" to inform motorists of the upcoming controlled intersection.

Pedestrian Ramp: Place pedestrian ramps on Park Place and 7th Avenue.

Highlight Concrete Riser: Highlight the concrete riser at the base of subway stairwells with bright orange or yellow thermoplastic, or a concrete coloring additive as is being tested by NYC Transit.

Bus Pads: Install concrete bus pads to clearly mark the bus stop area.

Clear Corners and Local Law 23: Remove street furniture and newspaper boxes from the corner quadrant in accordance with Executive Order 22 and Local Law 23.

