

Bedford Avenue (L)

The Bedford Avenue station is a standard sub-grade station. This station lacks bicycle parking even though it is highly used by bicyclists. The recommendations for this station are as follows:
System-wide:

- Install subway signs surrounding each station
- Highlight concrete risers near subway stairwells with orange or yellow thermo-plastic
- Install bicycle parking

Site-specific:

The sidewalk on North 7th Street at the southeastern station entrance has limited circulation space for pedestrians. Additionally, bicycle racks line the sidewalk, yet appear insufficient to meet the demand for bicycle parking. A solution would be to install two transit neckdowns with ten “U” shaped bike racks on each. These new bicycle racks would provide parking for up to forty bicycles.

The *NYC Bicycle Parking Needs* study issued by the NYC Department of City Planning in May 1999 offers several innovative solutions for parking at transit facilities. The study recommends parking facilities that are secure and similar in many respects to long-term parking. Since commuters leave their bicycles at the subway station for extended periods, it is strongly recommended that enclosed or otherwise sheltered parking be provided. Five sheltered parking racks could be installed on the transit neckdown at Driggs Avenue, provided a maintenance agreement can be reached between a community group and the city. We recommend the installation of these racks at Driggs Avenue because the canopy would not obstruct the view of motorists turning from Driggs Avenue onto North 7th Street. Comparatively, bicycle lockers also offer the same protections and typically serve as long-term parking facilities at subway stations. Bicycle lockers could be placed inside the Bedford Avenue station.

The southern station entrances at Driggs Avenue are underutilized in part because the subway entrance is not open 24 hours a day. High wheels should be installed here to encourage increased use of this entrance. Additionally, the installation of sheltered bicycle parking near this entrance would also



The Bedford Avenue station lacks bicycle parking and has limited circulation space for pedestrians.



The Bedford Avenue station as it would appear with a transit neckdown and bicycle parking.

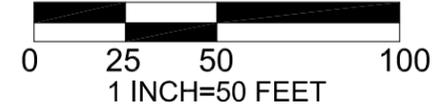
encourage its use and ease congestion of the Bedford Avenue entrance.

The east crosswalk at Bedford Avenue and North 7th Street, which is adjacent to the Bedford Avenue entrance, is congested with high volumes of pedestrian and bicycle activity. The crosswalk should be widened to 13 feet which is consistent with the other crosswalks in the study area. This would allow for easier movement near the subway entrances.

Lane line markings should be striped on North 7th Street to guide motorists to the appropriate travel lanes. Additionally, pedestrian ramps should be installed at the northwest and southeast corners of North 7th Street and Driggs Avenue to make them ADA-accessible.

BEDFORD AVE CANARSIE LINE

DEPARTMENT OF CITY PLANNING
TRANSPORTATION DIVISION
2 LAFAYETTE, RM 1200
NEW YORK, NY 10007



SURVEYED: JUNE 7TH, 1999
MAPPED: JUNE 14TH, 1999
REVISIONS: SEPTEMBER 21, 2000

-  SUBWAY ENTRANCE
-  STREET TREE/PLANTINGS
-  CURB CUTS / DRIVEWAY
-  NEWSPAPER BOX
-  STREET VENDOR
-  PEDESTRIAN SIGNAL
-  TRAFFIC SIGNAL
-  STREET LIGHT
-  TRASH CAN
-  DUMPSTER
-  SIGNAGE
-  PARKING METER
-  BIKE RACK
-  FIRE HYDRANT
-  PHONE
-  MAIL BOX
-  BOLLARD

