

Church Avenue (2,5)

At this intermodal station, both Nostrand Avenue and Church Avenue carry high traffic volumes. The station connects two of the most heavily used bus lines in the city, the B35 and the B44. In addition, the effective sidewalk width is reduced by vendors and crowded corners which interfere with the bus stops.

System-wide:

- Install subway signs surrounding station entrances
- Highlight concrete risers near subway stairwells with orange or yellow thermoplastic

Station-type:

- Install bus signage within the station to direct subway passengers to the correct exits and the appropriate bus stops on the street level
- Display subway, neighborhood, and bicycle maps on bus shelters
- Install concrete bus pads to delineate bus stops

Site-specific:

Passengers on the B35 bus disembark onto Church Avenue west of Nostrand Avenue. To access Manhattan-bound trains they must first cross Nostrand Avenue. The reverse occurs during the evening peak hours, when passengers once again cross Nostrand Avenue to catch the eastbound bus. Relocating the westbound B35 stop to the east side of Nostrand Avenue and the eastbound B35 stop to the west side of Nostrand Avenue would improve intermodal transfers for pedestrians.

The parking spaces removed to accommodate the new bus stops would be replaced at the eliminated bus stops. Concrete bus pads would denote the new bus stop. Adding bus shelters would shield pedestrians from the elements.

A transit neckdown should be installed at the northeast corner to increase the circulation space near the subway entrance. Installing a neckdown would also deter vehicles from loading and unloading passengers in the crosswalk. High-visibility crosswalks are recommended due to the heavy pedestrian volumes. The B44 bus stop on Nostrand Avenue would have to be relocated 50 feet south to accommodate the neckdown. A concrete bus pad and bus shelter should also be placed there.



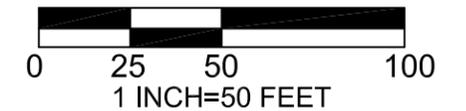
Circulation space is restricted near Church Avenue subway entrances.



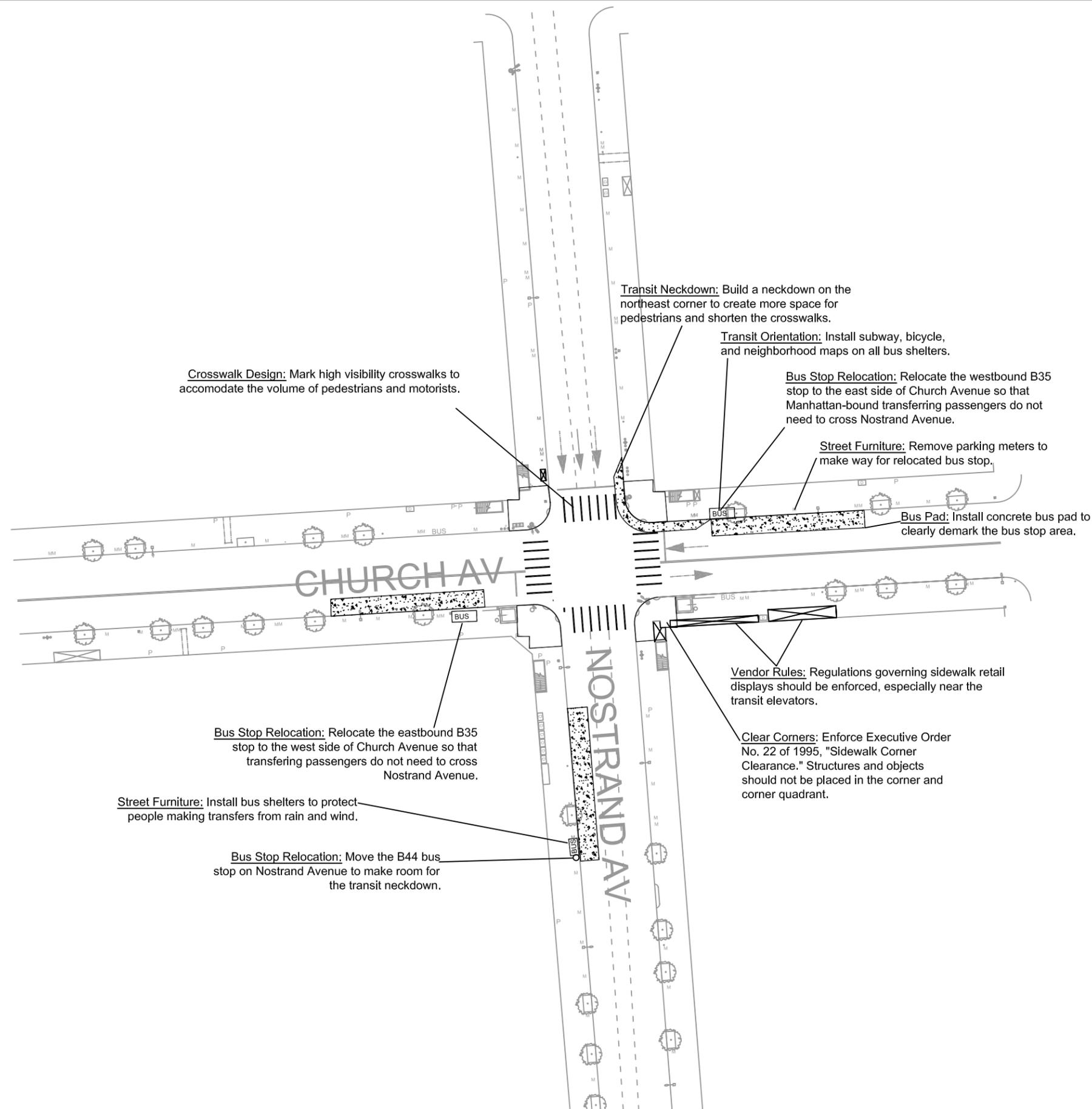
Circulation space could be greatly improved by adding a transit neckdown.

CHURCH AVE NOSTRAND LINE

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



SURVEYED: FEBRUARY 25TH, 2000
MAPPED: MARCH 8TH, 2000



-  SUBWAY ENTRANCE
-  ELEVATOR
-  STREET TREE
-  MARQUEES / AWNINGS
-  DRIVEWAY / CURB CUTS
-  STREET VENDOR
-  PEDESTRIAN SIGNAL
-  TRAFFIC SIGNAL
-  STREET LIGHT
-  TRASH CAN
-  DUMPSTER
-  SIGNAGE
-  PARKING METER
-  FIRE HYDRANT
-  PHONE
-  MAIL BOX
- BOLLARD

