

Nostrand Avenue (A, C)

At this site, irregular street geometry interferes with bus operations, and high levels of congestion result from heavy vehicular and pedestrian traffic. The recommendations for this site are as follows:

System-wide:

- Install subway signs surrounding each station
- Highlight concrete risers near subway stairwells with orange or yellow thermoplastic
- Install universal pedestrian signals

Station-type:

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



Vehicular navigation is difficult due to the irregular street geometry at Nostrand Avenue station.

Site-specific:

Buses swerve into the middle travel lane when pulling away from the bus stop on the north side of Nostrand Avenue as a result of the irregular street geometry at this intersection. We recommend relocating the bus stop to the south side of Nostrand Avenue, which would eliminate this difficult maneuver through the intersection. Five metered parking spaces eliminated on the south side of Nostrand Avenue would be replaced on the north side.

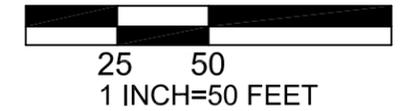
Because of the irregular street geometry at this intersection, traffic is inefficiently channelized. We, therefore, recommend removing the don't-block-the-box hatching and installing peg-a-tracking to improve the channelization of vehicles through the intersection.

There is insufficient lighting for pedestrians along Fulton Street. Due to the extraordinarily wide sidewalks at this intersection, the existing lighting along the street does not effectively illuminate the sidewalk. We recommend adding distinctive pedestrian-scale lighting to the existing street lights.

The *Technical Memorandum IV: Issues and Opportunities* report noted the number of illegal vendors occupying the south side of Fulton Street. Since the release of the report, there appeared to be noticeably fewer illegal vendors occupying the sidewalk.

NOSTRAND AVENUE FULTON LINE

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



SURVEYED: MARCH 27, 2000

MAPPED: APRIL 14, 2000

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

Parking Regulations Changes: Relocate five parking meters from the south side to the north side of the intersection.

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.

Transit Orientation: Install bus signage within the subway station to indicate appropriate exits for bus stops. Additionally, subway, bicycle, and neighborhood maps should be installed on bus shelters.

Traffic Flow: Remove don't block the box striping. Install peg-a-tracking through the intersection in order to facilitate through traffic movement. Currently the lanes are confusing to motorists and pedestrians.

Pedestrian-Scale Lighting: Add distinctive pedestrian-scale lighting along Fulton Street. The lamp posts should be placed every 25'. This requires a maintenance agreement between a local community group and the city.

Bus Stop Relocation and Bus Pads: Relocate the B44 bus stop to the south side of the intersection, and install a concrete bus pad.

Enforcement of Vendor Laws: Regulate the excessive use of the sidewalk by street vendors.

Subway Signs: Install subway signage denoting subway entrances.

