

Sheepshead Bay (Q)

Sheepshead Bay is an elevated and intermodal station, with an entrance located in a building. The primary issues at this station are channelization, bus routes, and queuing space at bus stops.

System-wide:

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

Station-Type:

- Place netting or nontoxic bird repellent beneath the elevated structure
- Paint the elevated structure a light reflective color
- Drain storm water directly into the sewer
- Improve lighting beneath the elevated structure
- Install bus signage within the station directing subway passengers to the correct exits and appropriate bus stops
- Provide additional signal timing to allow for platoons of pedestrians leaving stations
- Provide crosswalks and traffic controls at all crossing points leading to the stations entrances, if warranted
- Widen crosswalks obstructed by columns



Passengers entering/exiting the B49 bus at Sheepshead Bay Road station have very little queuing space.

Site-specific:

The Voorhies Avenue station entrance is located midblock and is not visible to pedestrians. Moving the MTA globe from underneath the elevated structure and placing it closer to the curb would better orient intermodal passengers.

There are no stop signs along Sheepshead Bay Road, East 16th Street and Jerome Avenue. This does not allow for crosswalks despite the high pedestrian volumes. There is no crosswalk at the Voorhies Avenue station entrance either. A warrant analysis conducted by NYCDOT, indicated that additional traffic controls were not needed, therefore new crosswalks will not be installed at these locations.

Passengers are frequently discharged in front of the southern station entrance at Sheepshead Bay Road and East 15th Street, causing sidewalk congestion. “No Standing Anytime” should be marked on the pavement using thermoplastic paint to further reinforce traffic rules.

The B36 bus stop on Sheepshead Bay Road and East 15th Street becomes congested due to high volumes of passengers at the subway entrance. Additionally, the bus loads and unloads passengers in the middle of the roadway due to the narrow roadbed and pedestrian congestion. Moving the bus stop 125 feet west from its current location would reduce pedestrian traffic at the subway entrance.

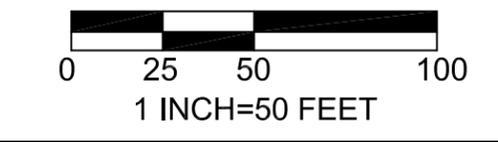
There are significant sidewalk circulation issues throughout the study area. There is a missing sidewalk on the southern side of Voorhies Avenue. Creating a new sidewalk would improve the pedestrian network. In addition, bicycle parking should be installed on the new sidewalk due to its close proximity to the Bicycle Master Plan's recommended Avenue Y route. The sidewalk in front of the Sheepshead Bay Road station entrance is narrow due to the columns on the sidewalk. Widening the sidewalk and decreasing the excess striped roadbed at the northwest corner would allow for greater pedestrian mobility.

Pedestrians are currently avoiding the striped crosswalk across Sheepshead Bay Road on the east side of the intersection at Sheepshead Bay Road, Jerome Avenue and East 17th Street. Instead, they are crossing the street on the west side of the intersection. While pedestrian movement is minimal along this route, it is still a desire path, and we recommend a new crosswalk be striped across Sheepshead Bay Road at the western end of the intersection. As additional signal timing would have to be allotted for pedestrians, we recommend either installing an LPI, or adding crossing time for pedestrians into the current signal timing.

Drawing 1 of 3

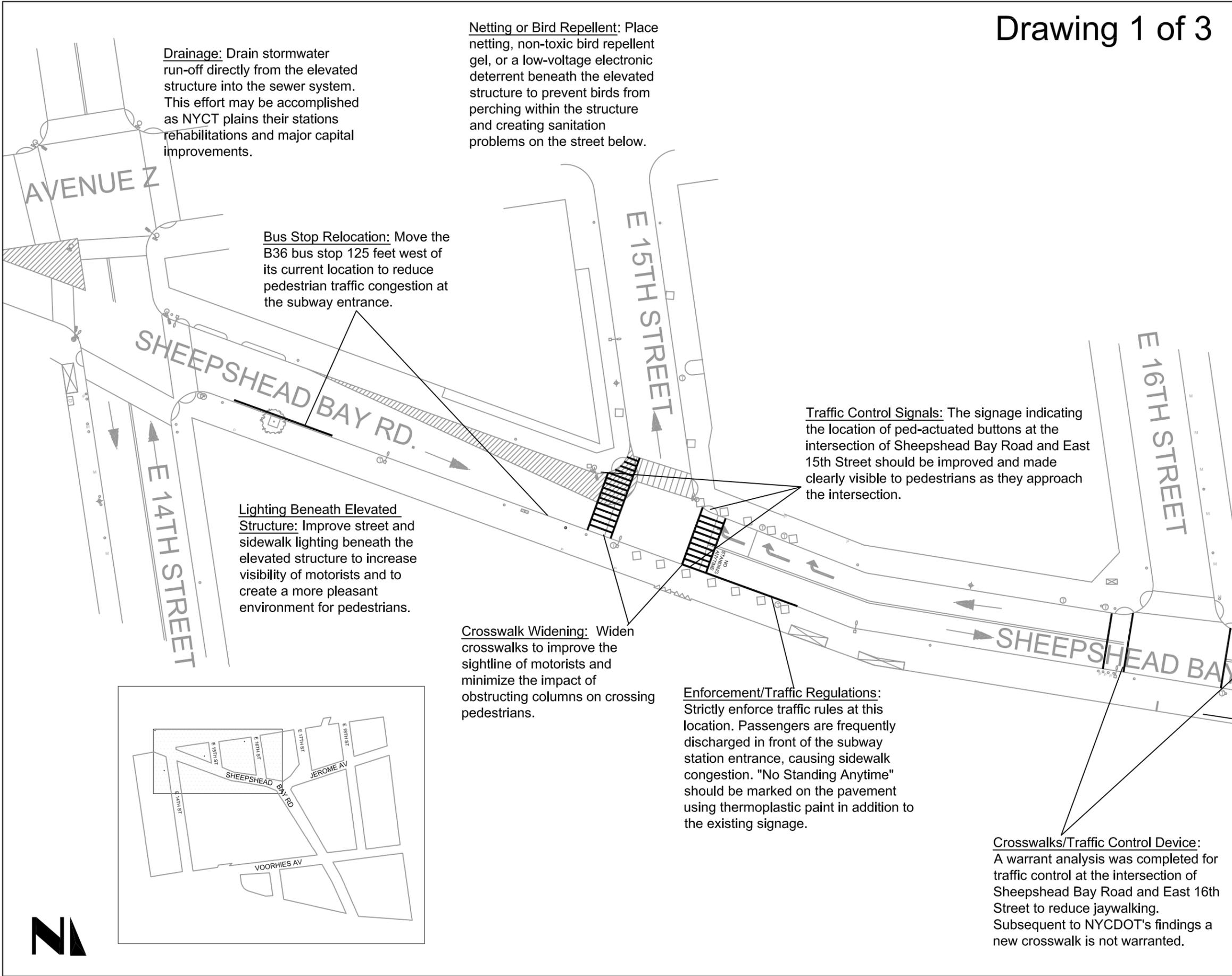
SHEEPSHEAD BAY SHEEPSHEAD BAY ROAD ENTRANCE BRIGHTON LINE

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



SURVEYED: APRIL 13, 2000
MAPPED: APRIL 18, 2000

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



Drainage: Drain stormwater run-off directly from the elevated structure into the sewer system. This effort may be accomplished as NYCT plans their stations rehabilitations and major capital improvements.

Netting or Bird Repellent: Place netting, non-toxic bird repellent gel, or a low-voltage electronic deterrent beneath the elevated structure to prevent birds from perching within the structure and creating sanitation problems on the street below.

Bus Stop Relocation: Move the B36 bus stop 125 feet west of its current location to reduce pedestrian traffic congestion at the subway entrance.

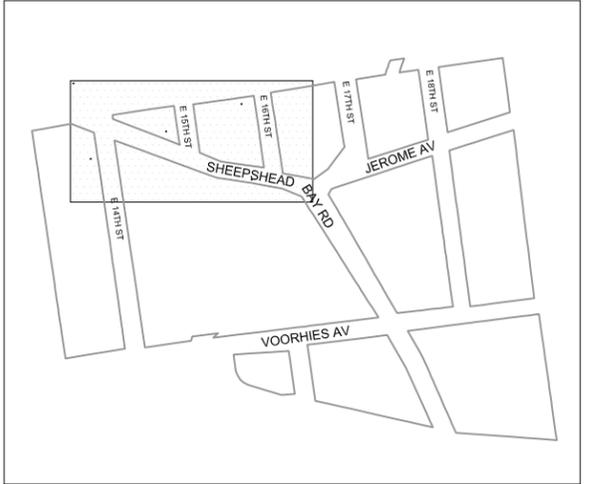
Lighting Beneath Elevated Structure: Improve street and sidewalk lighting beneath the elevated structure to increase visibility of motorists and to create a more pleasant environment for pedestrians.

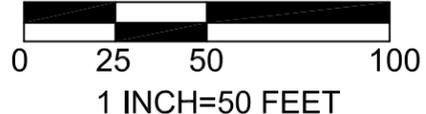
Crosswalk Widening: Widen crosswalks to improve the sightline of motorists and minimize the impact of obstructing columns on crossing pedestrians.

Enforcement/Traffic Regulations: Strictly enforce traffic rules at this location. Passengers are frequently discharged in front of the subway station entrance, causing sidewalk congestion. "No Standing Anytime" should be marked on the pavement using thermoplastic paint in addition to the existing signage.

Traffic Control Signals: The signage indicating the location of ped-actuated buttons at the intersection of Sheepshead Bay Road and East 15th Street should be improved and made clearly visible to pedestrians as they approach the intersection.

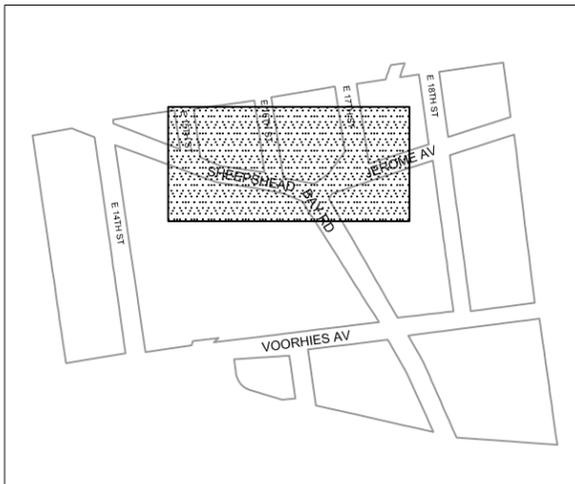
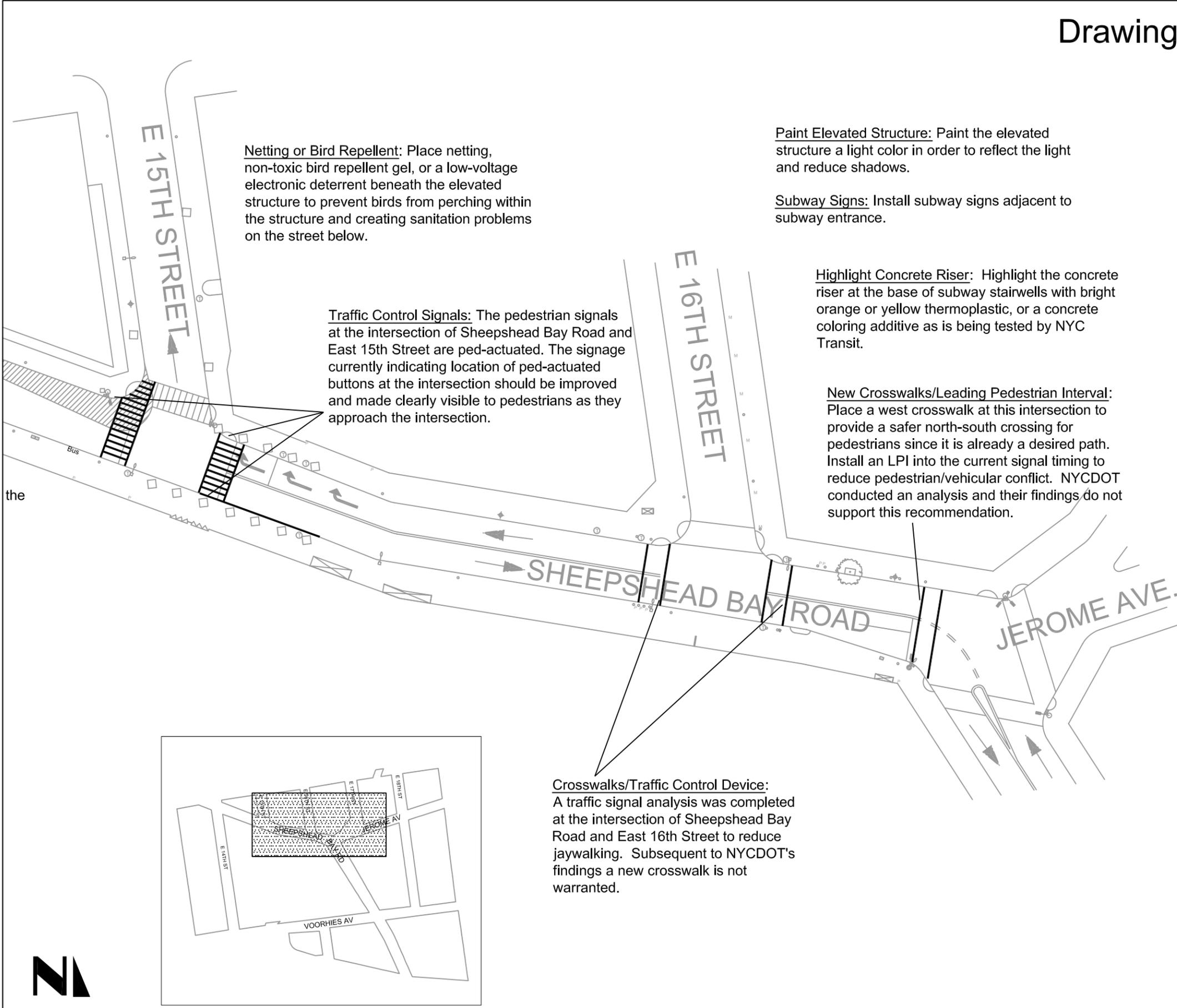
Crosswalks/Traffic Control Device: A warrant analysis was completed for traffic control at the intersection of Sheepshead Bay Road and East 16th Street to reduce jaywalking. Subsequent to NYCDOT's findings a new crosswalk is not warranted.





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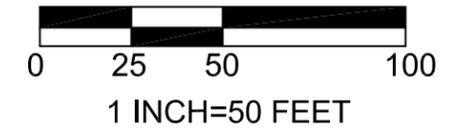
Drawing 3 of 3

SHEEPSHEAD BAY

VOORHIES AVENUE ENTRANCE

BRIGHTON LINE

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