

30th Avenue (N, W)

At the 30th Avenue elevated station, the following standard improvements are recommended for this station type:

System-wide:

- Install subway signs surrounding station entrances
- Highlight concrete risers near subway stairwells with orange or yellow thermoplastic
- Install bicycle parking beneath subway stairwells
- Install Light Emitting Diode (LED) lighting on all traffic signals
- Install universal pedestrian signals

Station type:

- Improve lighting beneath the elevated structure
- Paint the elevated structure a light reflective color
- Place netting or non-toxic bird repellent beneath the elevated structure
- Drain storm water runoff directly into the sewer



Underneath the elevated platform of the 30th Avenue station.

Site-specific:

Four alternatives were developed to address the issue of excess roadbed between the parking lane and the columns in the roadway of 31st Street. Option 1 recommends using the excess roadbed to stripe a five-foot wide bicycle lane, which could extend from 34th Avenue to the Grand Central Parkway and connect two recommended routes of the *NYC Cycling Map*. A three-foot striped buffer, in conjunction with the columns in the roadway, would separate the bicycle lane from the travel lanes of 31st Street and protect cyclists from moving traffic. Striping bike boxes adjacent to the crosswalks would make cyclists more visible and reduce the potential for vehicle-bicycle conflict at the intersection. Keeping the bicycle lane free of double parked cars would be necessary. The curbs at the corners could be extended into 31st Street to meet the path of the bicycle lane, taking advantage of excess roadbed near the corners. This would shorten crossing distances and provide additional pedestrian capacity at the intersection.



Excess roadbed between the parking lane and the columns in the roadway of 31st Street.

Option 2 uses a mix of neckdowns and roadway striping to channelize traffic and designate the use of the excess roadbed. Right turn lanes could be created through striping and the installation of curbs which would double as pedestrian refuge space. At the northeast corner of the intersection, a neckdown extending to the column in the crosswalk would shorten the crossing distance for pedestrians. This option would require the removal of five parking spaces.

Option 3 is to build neckdowns at all four corners of 30th Avenue and 31st Street. The neckdowns would extend to the columns in the roadway in order to channelize vehicles traveling along 31st Street, prohibiting vehicles from using the excess roadbed as a right turn lane and returning the area for pedestrian use. Cutouts in the curb extension would be designated as taxi stands. This option would require the removal of six parking spaces.

Option 4 is to extend the sidewalk three feet into the roadbed and designate the sidewalk for shared use, accommodating pedestrians and cyclists. The four feet of sidewalk nearest the curb would be distinctive pavement, such as asphalt, and used as a bicycle lane, while the remaining sidewalk, approximately 19 feet, would be available for pedestrian use. Neckdowns would be built at all four corners of 30th Avenue and 31st Street. In addition to shortening the crossing distance for pedestrians and providing additional circulation space around subway stairwells, the neckdowns would increase the visibility of cyclists to motorists approaching the intersection by bringing cyclists closer to the travel lane. Striping bike boxes would also make cyclists more visible to motorists. The parking lane along 31st Street would remain at the curb. This option would require the removal of six parking spaces.

Additionally, options 1 and 2 recommend the installation of fencing along the curb underneath the subway stairwells south of the intersection. This would encourage pedestrians to cross at the crosswalk and provide a sheltered environment for bicycle parking. Options 2 and 3 recommend striping between the parking lane and the columns in the roadway to clearly signal to motorists that double parking is not allowed, and peg-a-tracking along 30th Avenue to guide traffic through the intersection. All four options recommend the installation of concrete bus pads to mark the bus stops, the installation of signage in the subway station to inform transit users of the connection to the Q18 bus line, the striping of stop lines preceding all crosswalks, and the installation of bicycle parking.



Bicycle racks could be installed underneath the subway stairwells.

Recommendations to stripe the area between the parking lane and the columns in the roadbed were developed to address area identified as excess roadbed unnecessary for vehicular use and available for recapture for pedestrians and cyclists. However, the demonstrated need for loading and unloading of vehicles to serve commercial activity along 31st Street must be considered, and may compromise the feasibility of these proposals. Additionally, citing the potential for conflicts with cars accessing curb side parking and general poor visibility conditions resulting from the presence of columns in the roadway and the elevated structure above, NYCDOT does not support the installation of a bicycle lane along 31st Street due to safety considerations.

Upon initial review of these recommendations, NYCDOT agreed to install under deck lighting at this station and an additional street light on the east sidewalk of 31st Street to improve existing lighting conditions and visibility. Additionally, NYCDOT is investigating bike rack placement in the area. Subsequent to the release of the *Technical Memorandum IV: Issues and Opportunities* report, universal pedestrian signals and LED lighting were installed at this location.

Option 1

Bus Pad:
Install concrete bus pads at bus stops to clarify the boundary of the adjacent lane and eliminate illegal use of the bus stop for loading and unloading.

Subway Signs:
Install subway signs adjacent to subway entrances.

Bicycle Lane:
Install bicycle lane with striped buffer between the curb and the columns to make use of excess roadbed presently used only by double parked vehicles.

Clear Corners:
Remove newspaper boxes and all unnecessary street furniture.

Bike Box:
Stripe a bike box to provide cyclists with queuing space and reduce conflicts with vehicles.

Neckdowns:
Install neckdowns at all corners.

Traffic Flow:
Install peg-a-tracking to delineate the bicycle path through the intersection.

Street Furniture:
Install a decorative fence along the curb underneath the subway stairwells to discourage jaywalking and create a space for bicycle parking.

Stop lines:
Install stop lines preceding all crosswalks.

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.

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.

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.

Crosswalk Widening:
Extend crosswalks to meet the bicycle lane and align with the proposed curb extensions.

Pedestrian Scale Lighting:
Improve lighting along the sidewalk underneath the elevated structure.

Bicycle Parking:
Place bicycle racks underneath the stairs of the elevated structure.

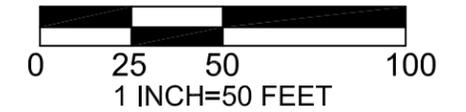
Paint Elevated Structure:
Paint the elevated structure a light reflective color to reduce shadows.

LED Lighting and Universal Pedestrian Signals:
Subsequent to our release of the *Technical Memorandum IV: Issues and Opportunities* report, universal pedestrian signals and LED lighting were installed at this intersection.

30TH AVE

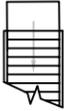
31ST STREET LINE

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



SURVEYED: APRIL 12, 2000

MAPPED: MAY 18, 2000

-  SUBWAY ENTRANCE
-  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
-  BICYCLE RACK



Option 2

Bus Pad:
Install concrete bus pads at bus stops to clarify the boundary of the adjacent lane and eliminate illegal use of the bus stop for loading and unloading.

Subway Signs:
Install subway signs adjacent to subway entrances.

Clear Corners:
Remove newspaper boxes and all unnecessary street furniture.

Traffic Flow:
Create right turn lanes through striping and raised curbs where columns are in the roadbed.

Street Furniture:
Install a decorative fence to prevent jaywalking and create a space for bicycle parking underneath the stairwell.

Neckdown: Install a neckdown.

Traffic Flow:
Install peg-a-tracking through the intersection.

Striping:
Stripe the excess roadbed between the parking and travel lanes.

Stop lines:
Install stop lines preceding all crosswalks.

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.

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.

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.

Pedestrian Scale Lighting:
Improve lighting along the sidewalk underneath the elevated structure.

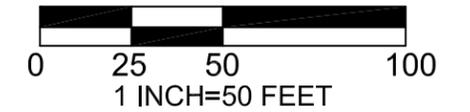
Bicycle Parking:
Place bicycle racks underneath the stairs of the elevated structure.

Paint Elevated Structure:
Paint the elevated structure a light reflective color to reduce shadows.

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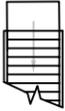
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Option 3

Bus Pad:
Install concrete bus pads at bus stops to clarify the boundary of the adjacent lane and eliminate illegal use of the bus stop for loading and unloading.

Subway Signs:
Install subway signs adjacent to subway entrances.

Clear Corners:
Remove newspaper boxes and all unnecessary street furniture.

Crosswalk Widening:
Extend the crosswalks toward the intersection to align the proposed curb extensions.

Neckdown:
Install a neckdown with a cutout to allow for a taxi stand (2 car).

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.

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.

Pedestrian Scale Lighting:
Improve lighting along the sidewalk underneath the elevated structure.

Neckdown:
Install a neckdown with a cutout to allow for a taxi stand (1 car).

Bicycle Parking:
Place bicycle racks underneath the stairs of the elevated structure.

Paint Elevated Structure:
Paint the elevated structure a light reflective color to reduce shadows.

Neckdowns: Install neckdowns.

Traffic Flow:
Install peg-a-tracking through the intersection.

Stop lines:
Install stop lines preceding all crosswalks.

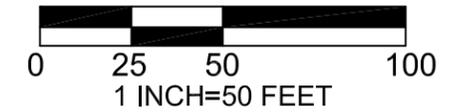
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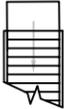
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Option 4

Bus Pad:
Install concrete bus pads at bus stops to clarify the boundary of the adjacent lane and eliminate illegal use of the bus stop for loading and unloading.

Subway Signs:
Install subway signs adjacent to subway entrances.

Bicycle Lane:
Distinctive pavement would distinguish the portion of the extended sidewalk near the curb to be used as a bicycle lane.

Clear Corners:
Remove newspaper boxes and all unnecessary street furniture.

Sidewalk Widening:
Extend sidewalk by 3 feet to create a shared sidewalk.

Neckdowns:
Install neckdowns at all corners.

Bike Box: Stripe a bike box to provide cyclists with queuing space and reduce conflicts with vehicles.

Stop lines:
Install stop lines preceding all crosswalks.

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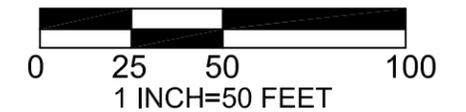
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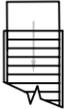
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