

36th Street (M, N, R, W)

The 36th Street station is a standard sub-grade subway station that has a significant amount of passenger loading and unloading from private and livery vehicles. Other concerns include narrow sidewalk widths and illegal parking. The following treatments are recommended at this site:

System-wide:

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

Site-specific:

In order to increase the effective sidewalk widths and improve circulation, some of the street furniture around the subway entrances should be removed or relocated. The parking meters along 4th Avenue should be replaced with muni-meters and the public payphones should be relocated from the north side of 36th Street to the south side, where the sidewalks are less constricted.



36th Street Station. Street furniture further constricts the narrow sidewalk widths.

Some pedestrians have difficulty crossing the entire width of 4th Avenue in one signal cycle. It is therefore important to provide adequate refuge on the medians. Currently the medians do not extend through the crosswalk. We recommend extending the medians by three feet so that there is sufficient pedestrian refuge space. The pedestrian ramps in the medians should be realigned so that they are placed directly in the crosswalk to improve access for the disabled. The medians should also be landscaped with street trees, shrubs or other greenery, in order to reduce the effects of pollutants. This would require a maintenance agreement between a community group or NYCDPR's Greenstreets Program and NYCDOT. Additionally, pedestrian-scale lighting should be added along 4th Avenue, particularly adjacent to the cemetery, where lighting is insufficient to illuminate the sidewalks. This lighting technique would require a maintenance agreement between a local community group and the city.

There are two crosswalk styles used within the study area: ladder and standard. While the intersection at 35th Street and 4th Avenue has a standard crosswalk style, the intersection at 36th Street and 4th Avenue has both ladder and standard. One type of crosswalk style should be used at the 36th Street intersection. Since this intersection is near a school and numerous students use this subway station, the northern crosswalk should be changed to a ladder crosswalk.

While this station is not intermodal, we nevertheless recommend the installation of signage within the station to direct passengers to the bus stop on the west side of the intersection. This would allow

pedestrians to avoid crossing 4th Avenue, a major thoroughfare, in order to transfer from subway to bus.

36TH STREET 4TH AVE LINE

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



SURVEYED: FEBRUARY 15, 2000

MAPPED: MAY 8TH, 2000

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

