

33rd Street (7)

The 33rd Street station is elevated and located on the median of Queens Boulevard. Its unique design makes many of the standard recommendations appropriate for a standard elevated station inapplicable. Also, although not classified as intermodal, the station would benefit from some intermodal recommendations because there are connections to the Q32 and Q60 bus lines. This station experienced a surge in pedestrian activity due to the opening of the Museum of Modern Art, Queens (MoMAQNS), exacerbating some of the issues concerning pedestrian refuge space. The standard recommendations to be applied at this station include the following:

System-wide:

- Install subway signs surrounding station entrances
- Install Light Emitting Diodes (LED) lighting on all traffic signals
- Install universal pedestrian signals

Station type:

- Improve lighting beneath the elevated structure
- Install bus signage within the station directing pedestrians to correct exits
- Display subway, bicycle and neighborhood maps on bus shelters
- Install concrete bus pads

Site-specific:

The installation of a pedestrian fence between the parking area under the elevated on the median and the inner travel lane of Queens Boulevard would discourage jay walking, forcing pedestrians to use the crosswalks at the corners.

Pedestrians crossing the street underneath the elevated structure conflict with vehicles exiting the parking area and turning onto 33rd or 34th street. Presently, there are no marked crosswalks and the positioning of stop lines makes cars stop at a point where they do not have a clear view of both oncoming vehicular traffic and pedestrian flows. Stop signs, crosswalks and stop lines should be striped and positioned appropriately so that vehicles exiting the parking area may see the oncoming pedestrian and vehicular traffic.

At 34th Street, the curbs at the corners of Queens Boulevard and at the median should be extended as far as possible, considering the necessary passageway and turning radii for vehicles. The curb extensions near the entrances in the median would provide additional refuge space for the platoons of pedestrians exiting the subway stairwells. Curb extensions at the corners would channelize traffic traveling along 34th Street into one lane.



33rd Street station entrance. There is insufficient refuge space available to pedestrians exiting the station and waiting to cross Queens Boulevard.

As a traffic calming measure, neckdowns should also be installed at the corners of 33rd Street at Queens Boulevard, in order to channelize traffic, shorten the crossing distance for pedestrians and provide a larger reservoir space for pedestrians waiting to cross the street.

In addition to the previous recommendations, three alternatives have been drafted for the median area at 33rd Street. These recommendations specifically address the issue of limited pedestrian queuing space at the base of the subway entrance stairwells, where pedestrians exit onto a narrow sidewalk. Option 1 closes 33rd Street to through traffic by installing a raised curb along the north and south sides of the Queens Boulevard median. This approach would eliminate any possible pedestrian-vehicular conflict at the subway station entrances. Vehicles would still be able to enter the parking areas to the east and west of 33rd Street via 32nd Place and 34th Street. Precedent for this option exists at the 46th Street subway station on the 7 line.

Option 2 also recommends closing 33rd Street to through traffic, but still allows south- and westbound vehicles to access the parking area in the median at 33rd Street. The sidewalk at the subway entrances along the north side of the median would be extended to allow more queuing space for pedestrians, while still permitting vehicles to enter the parking area. Along the south side of the Queens Boulevard median a raised curb would be installed.



Option 3 proposes that the curbs immediately adjacent to the station entrances within the median be extended as far as possible, considering the necessary passageway and turning radii for vehicles. The curb extensions would provide additional refuge space for the platoons of pedestrians exiting the subway stairwells.



This site is included in NYCDOT's *Queens Boulevard Pedestrian Safety Study, Phase II*. Site-specific recommendations of the *Subway-Sidewalk Interface Project* to close streets under the elevated are consistent with recommendations proposed by URS, NYCDOT's project consultant, and supported by a traffic analysis. In the summer of 2004, NYCDOT implemented these recommendations, closing 33rd Street to through traffic and installing pedestrian fences to discourage jay-walking. URS will monitor and report on the impacts of the implemented recommendations. Additional improvements at this site include the installation of universal pedestrian signals and LED lighting, subsequent to the release of *Technical Memorandum IV: Issues and Opportunities*.

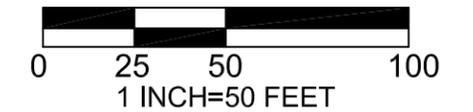


Improvements already implemented at the 33rd Street station include the installation of bollards to close 33rd Street to through traffic and create a safer environment for pedestrians accessing the subway station.

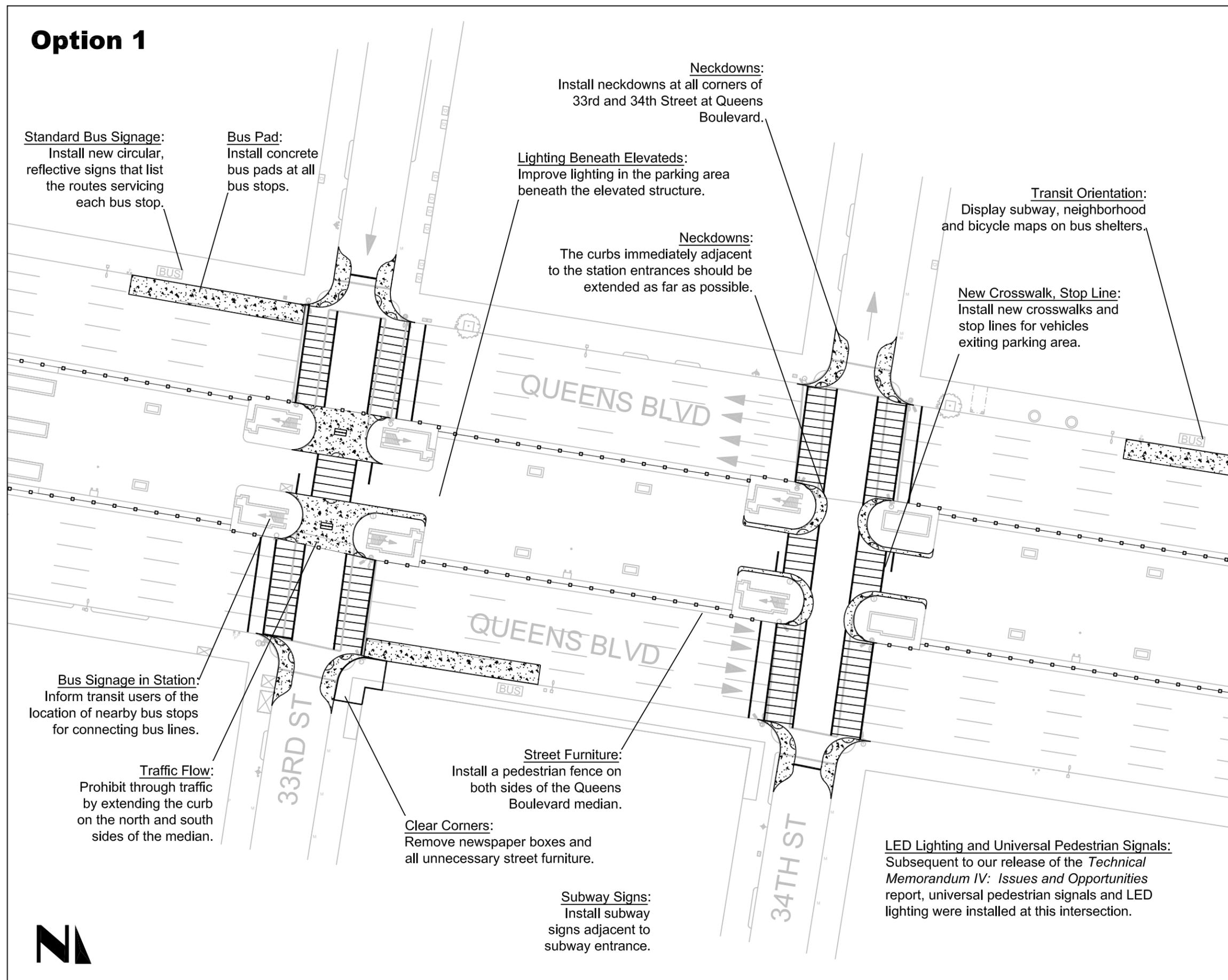
Option 1

33RD STREET FLUSHING LINE

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



SURVEYED: MARCH 13, 2000
MAPPED: APRIL 21, 2000



Standard Bus Signage:
Install new circular, reflective signs that list the routes servicing each bus stop.

Bus Pad:
Install concrete bus pads at all bus stops.

Lighting Beneath Elevateds:
Improve lighting in the parking area beneath the elevated structure.

Neckdowns:
The curbs immediately adjacent to the station entrances should be extended as far as possible.

Transit Orientation:
Display subway, neighborhood and bicycle maps on bus shelters.

New Crosswalk, Stop Line:
Install new crosswalks and stop lines for vehicles exiting parking area.

Bus Signage in Station:
Inform transit users of the location of nearby bus stops for connecting bus lines.

Traffic Flow:
Prohibit through traffic by extending the curb on the north and south sides of the median.

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

Street Furniture:
Install a pedestrian fence on both sides of the Queens Boulevard median.

Subway Signs:
Install subway signs adjacent to subway entrance.

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.

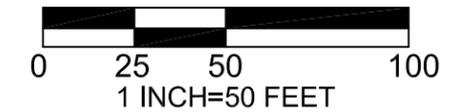
-  SUBWAY ENTRANCE
-  STREET TREE
-  MARQUEES / AWNINGS
-  DRIVEWAY / CURB CUTS
-  STREET VENDOR
-  PEDESTRIAN SIGNAL
-  TRAFFIC SIGNAL
-  STREET LIGHT
-  TRASH CAN
-  DUMPSTER
-  SIGNAGE
-  PARKING METER
-  FIRE HYDRANT
-  PHONE
-  MAIL BOX
-  BOLLARD



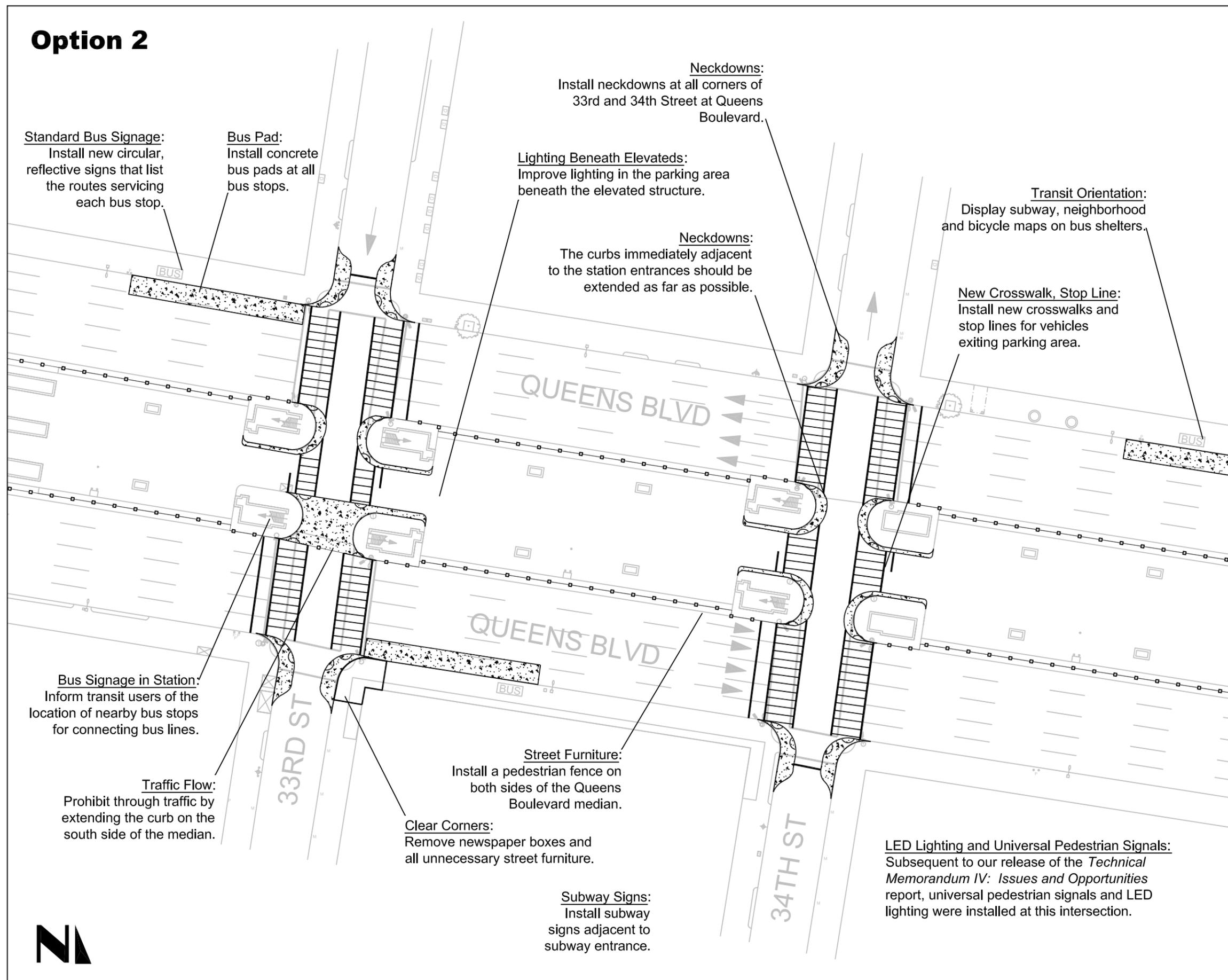
Option 2

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Standard Bus Signage:
Install new circular, reflective signs that list the routes servicing each bus stop.

Bus Pad:
Install concrete bus pads at all bus stops.

Lighting Beneath Elevateds:
Improve lighting in the parking area beneath the elevated structure.

Neckdowns:
The curbs immediately adjacent to the station entrances should be extended as far as possible.

Neckdowns:
Install neckdowns at all corners of 33rd and 34th Street at Queens Boulevard.

Transit Orientation:
Display subway, neighborhood and bicycle maps on bus shelters.

New Crosswalk, Stop Line:
Install new crosswalks and stop lines for vehicles exiting parking area.

Bus Signage in Station:
Inform transit users of the location of nearby bus stops for connecting bus lines.

Traffic Flow:
Prohibit through traffic by extending the curb on the south side of the median.

Street Furniture:
Install a pedestrian fence on both sides of the Queens Boulevard median.

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

Subway Signs:
Install subway signs adjacent to subway entrance.

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.

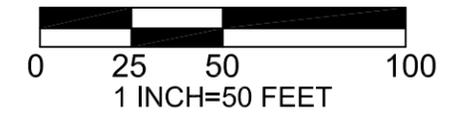
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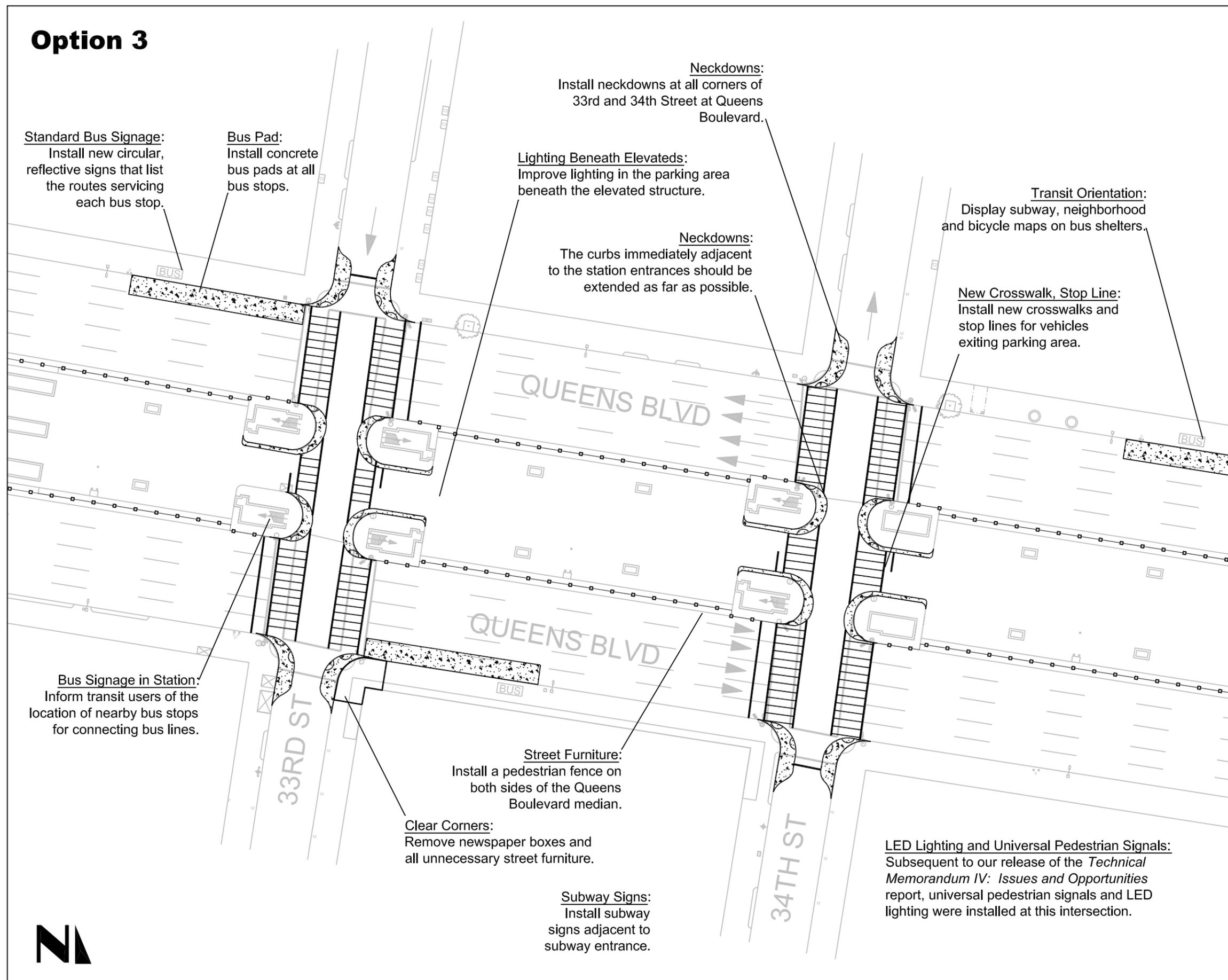
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