

## 40<sup>th</sup> Street (7)

The 40<sup>th</sup> 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. The standard recommendations to be applied at this station include the following improvements:

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 40<sup>th</sup> Street. Presently, there are no marked crosswalks and the positioning of stop signs 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.

As a traffic calming measure, neckdowns should be installed at all corners of 40<sup>th</sup> Street and 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.

Due to an increase in grade and the limited sight lines as they travel up the hill, westbound vehicles on Queens Boulevard approaching 40<sup>th</sup> Street may require advanced notice of the intersection and pedestrian crosswalk. Signage should be posted to alert motorists of the crosswalk and intersection.

In addition to the previous recommendations, three alternatives have been drafted to address the issue of limited pedestrian queuing space at the base of the subway entrance stairwells, where pedestrians exit onto a narrow sidewalk (see picture, above). Option 1 closes 40<sup>th</sup> Street to through traffic by installing



*Crowding at the 40<sup>th</sup> Street station entrance.*

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 40<sup>th</sup> Street via 39<sup>th</sup> Place and 41<sup>st</sup> Street. Precedent for this option exists at the 46<sup>th</sup> Street subway station - and more recently at the 33rd Street subway station - on the 7 line.

Option 2 also recommends closing 40<sup>th</sup> Street to through traffic, but still allows south- and westbound vehicles to access the parking area in the median at 40<sup>th</sup> 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.

The feasibility of options 1 and 2 is subject to a traffic analysis to determine whether the closing of 40<sup>th</sup> Street would impact the surrounding traffic network. This would include determining how westbound Queens Boulevard and southbound 40<sup>th</sup> Street (north of Queens Boulevard) traffic would access: 1) the parking area at the median, 2) eastbound Queens Boulevard and 3) points south of Queens Boulevard. The traffic analysis study would also determine how vehicles in the parking area at the median would: 1) exit to eastbound Queens Boulevard and 2) access points south of Queens Boulevard.

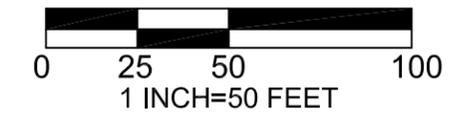
This site is included in NYCDOT's *Queens Boulevard Pedestrian Safety Study, Phase II*. Site-specific recommendations of this project to close streets under the elevated are consistent with those proposed by URS, NYCDOT's consultant, and supported by traffic analysis; however, due to community concerns over access to the parking area and the perceived threat of increased congestion the closure of 40<sup>th</sup> Street to through traffic is not being considered at this time.

Subsequent to the release of the *Technical Memorandum IV: Issues and Opportunities* report, universal pedestrian signals and LED lighting were installed at this location. Also, pedestrian fencing has been installed as per the *Queens Boulevard Pedestrian Safety Study, Phase II*.

# Option 1

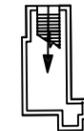
# 40TH STREET FLUSHING LINE

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



SURVEYED: MARCH 8, 2000

MAPPED: APRIL 25, 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

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

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

New Crosswalk, Stop Line:  
Stripe a crossing area and install new stop lines.

Neckdown:  
Install neckdowns at all corners of 40th Street at Queens Boulevard.

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

Vehicular Signage Upgrade:  
Vehicles approaching intersection may require advanced notice of pedestrian crosswalk because of limited sight as they approach the hill.

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 Elevated Structure:  
Improve lighting in the parking area beneath the elevated structure.

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 Signs:  
Install subway signs adjacent to subway entrance.

39TH PL

QUEENS BLVD

40TH ST

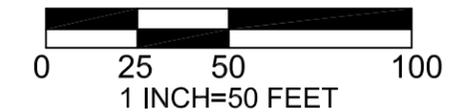
41ST ST



# Option 2

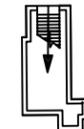
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Neckdown:  
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Bus Signage in Station:  
Inform transit users of the location of nearby bus stops for connecting bus lines.

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

Neckdown:  
Install neckdowns at all corners of 40th Street at Queens Boulevard.

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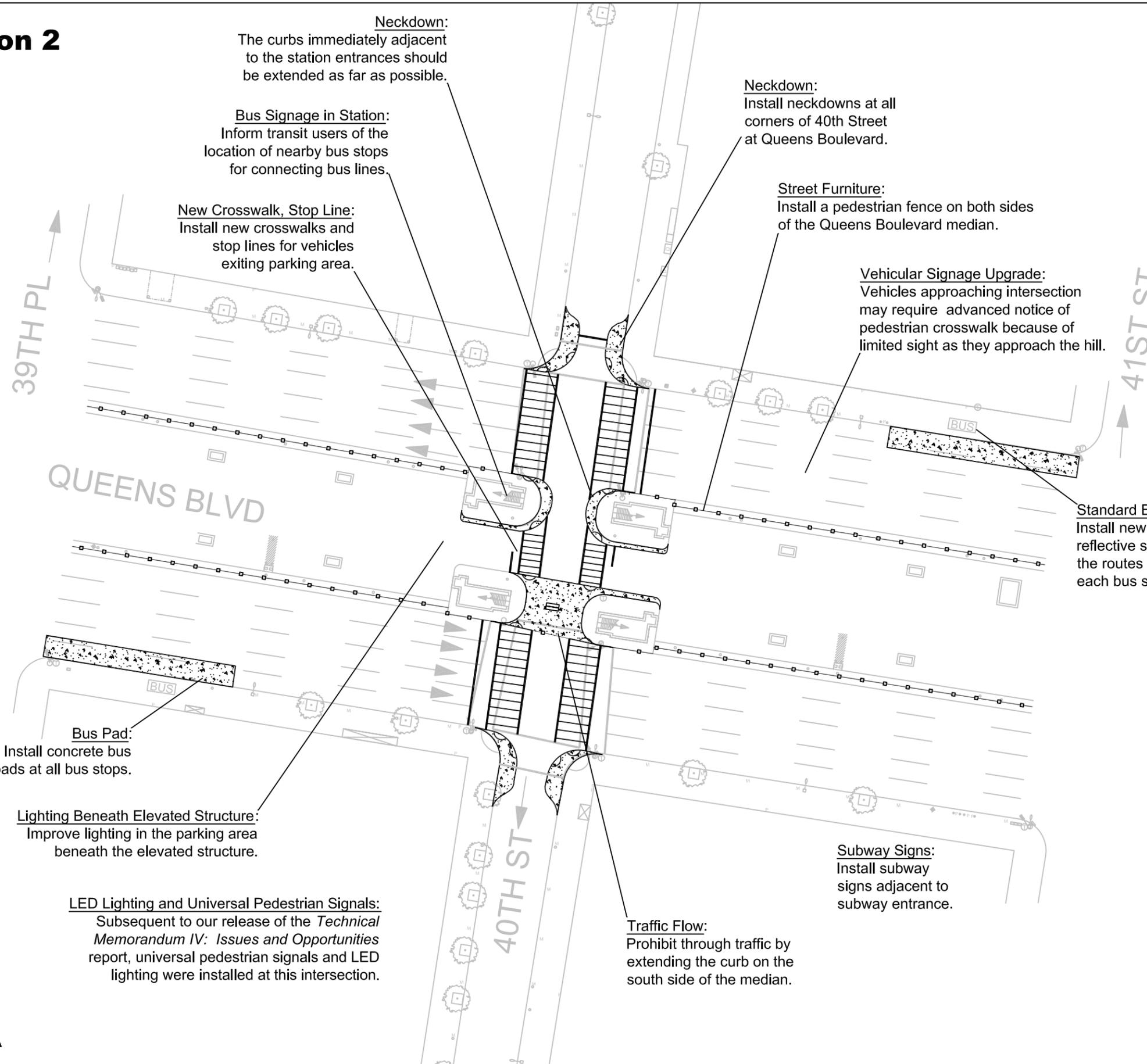
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Traffic Flow:  
Prohibit through traffic by extending the curb on the south side of the median.

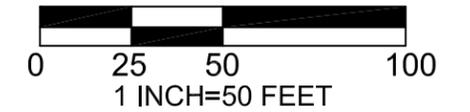
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# Option 3

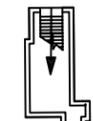
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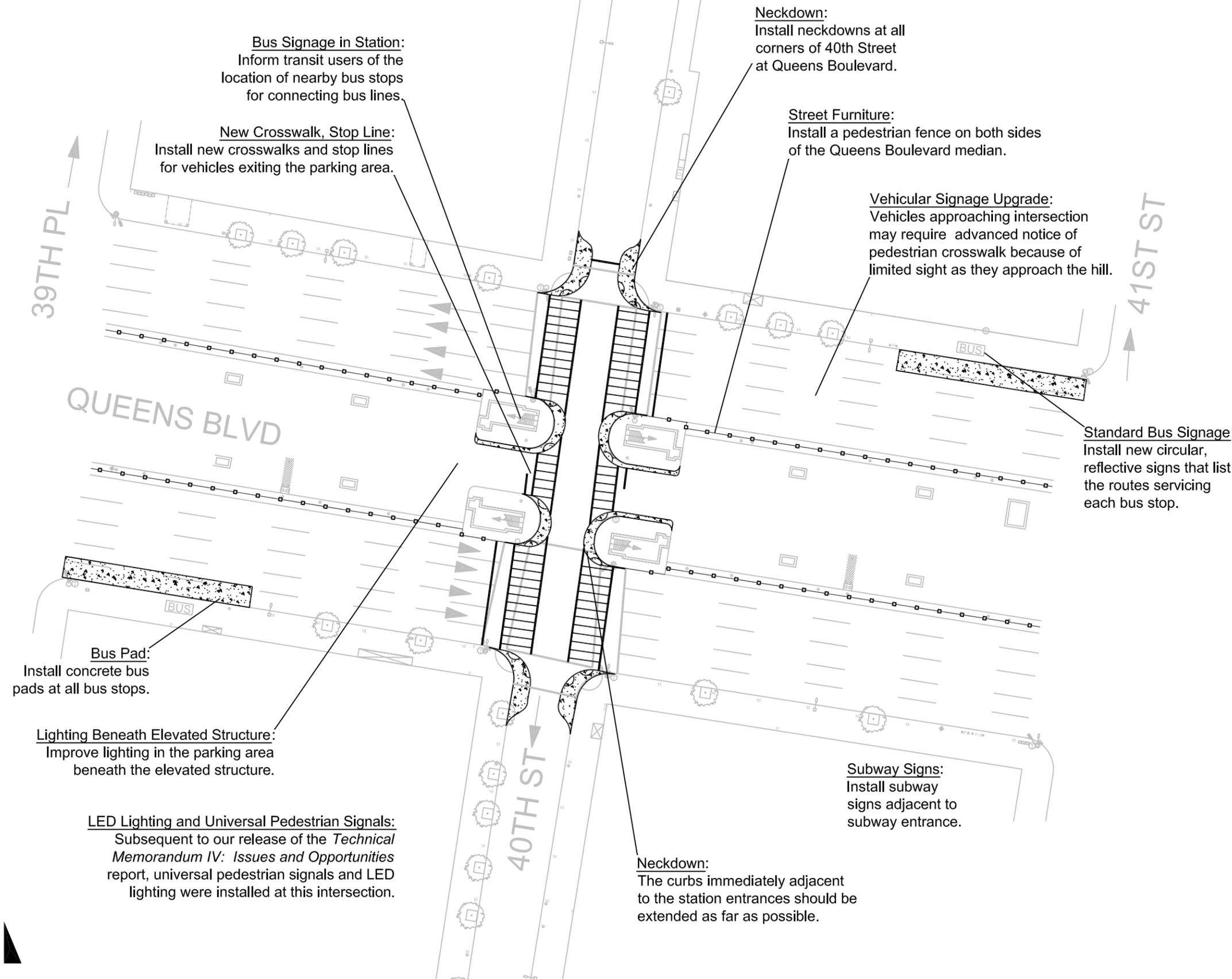
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