

## 90<sup>th</sup> Street/Elmhurst Avenue (7)

The 90<sup>th</sup> Street station is both elevated and has an entrance on a traffic island. Recommendations for this site focus on improving access to the station entrance at the traffic triangle. The standard recommendations for a site with this station type include the following:

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
- Provide crosswalks and traffic controls at all crossing points
- Provide landscaping upgrades at the traffic island

Site-specific:

Two alternatives address issues presented by the traffic triangle and improve the safety of the streets surrounding the 90<sup>th</sup> Street station. The first option is to build a neckdown at the west corner of Roosevelt Avenue and Case Street, install “Yield to Pedestrians” signage for vehicles turning right from Roosevelt Avenue onto Case Street, and extend the north curb of the traffic triangle into Roosevelt Avenue. The neckdown would improve motorists’ ability to see pedestrians in the crosswalk, slow right turning vehicles by making the turn more acute, and shorten the crossing distance for pedestrians. The curb extension along the northern side of the traffic triangle would maintain the channelization of eastbound traffic on Roosevelt Avenue established by the neckdown approaching Case Street. Traffic on Elmhurst Avenue would be controlled by a stop light at Case Street, in addition to Roosevelt Avenue.

The second, more aggressive option, involves closing Case Street between Roosevelt and Elmhurst avenues. Case Street between Roosevelt and Elmhurst avenues would be closed to through traffic and incorporated into the traffic island, forming a pedestrian mall that would be landscaped, as funding permits, and provide additional capacity for the platoons of pedestrians exiting the subway stairwell.

Closing Case Street between Roosevelt Avenue and Elmhurst Avenue would resolve the issues of blocked visibility and absence of traffic controls for eastbound vehicles turning from Roosevelt Avenue onto Case Street. It would prevent the backup of westbound Roosevelt Avenue traffic that accumulates

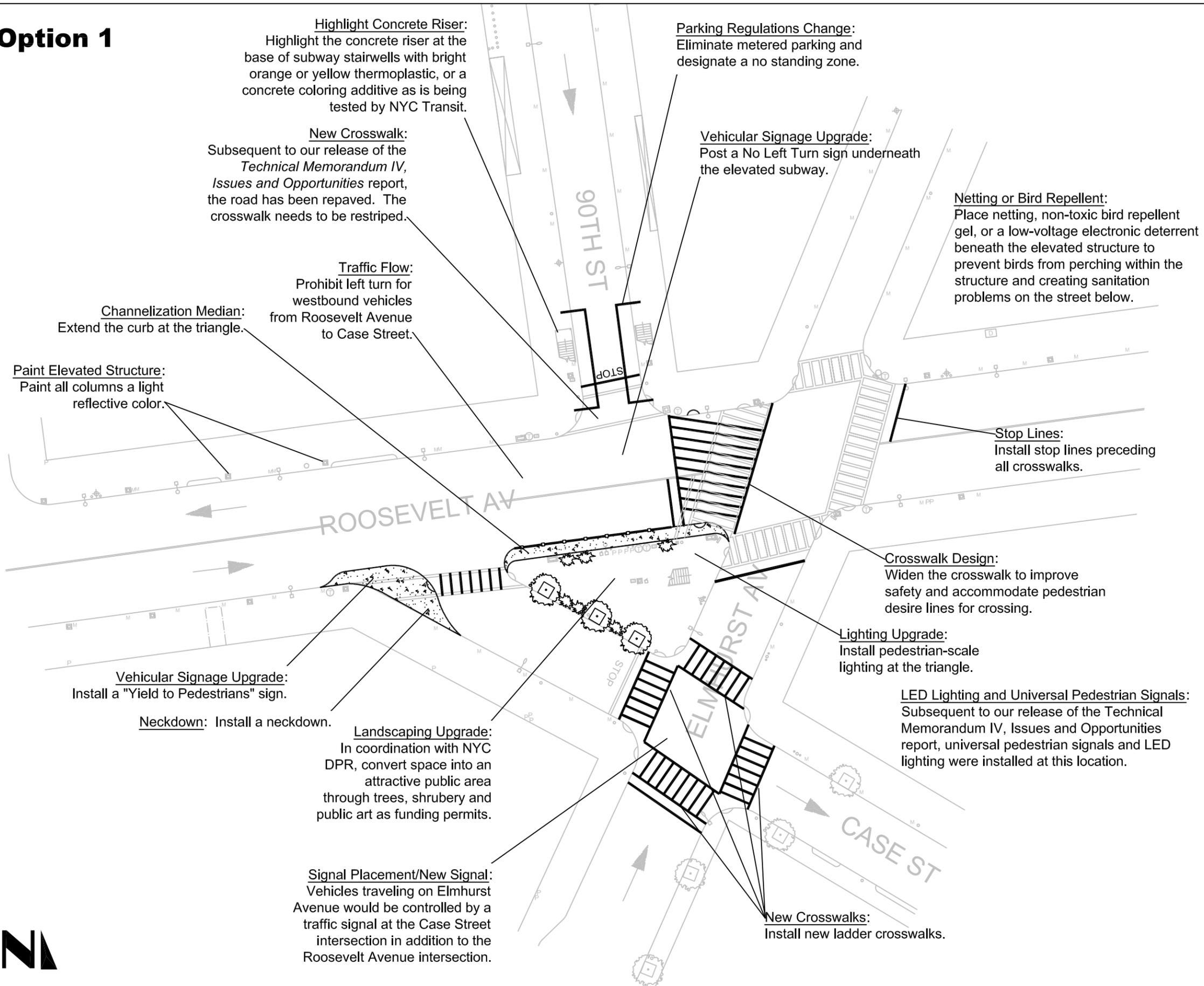


*One of the 90<sup>th</sup> Street station's three entrances is located on a traffic island.*

as vehicles queue to turn left onto Case Street. However, the recommendations to close this portion of Case Street are subject to land use and traffic analysis to assess the effects of these recommendations on access and the traffic network.

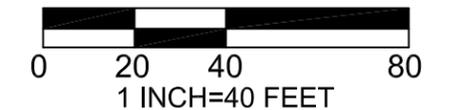
Subsequent to the release of the *Technical Memorandum IV: Issues and Opportunities* report, universal pedestrian signals and LED lighting were installed at this location. Also, the crosswalk traversing 90<sup>th</sup> Street needs to be restriped.

# Option 1



# 90TH STREET FLUSHING LINE

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



SURVEYED: APRIL 13, 2000  
 MAPPED: MAY 23, 2000  
 REVISIONS: NOVEMBER 27, 2000

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



# Option 2

**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.

**New Crosswalk:**  
Subsequent to our release of the *Technical Memorandum IV, Issues and Opportunities* report, the road has been repaved. The crosswalk needs to be restriped.

**Traffic Flow:**  
Close off the portion of Case Street between Roosevelt Avenue and Elmhurst Avenue.

**Paint Elevated Structure:**  
Paint all columns a light reflective color.

**Parking Regulations Change:**  
Eliminate metered parking and designate a no standing zone.

**Vehicular Signage Upgrade:**  
Post a No Left Turn sign underneath the elevated subway.

**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.

**Stop Lines:**  
Install stop lines preceding all crosswalks.

**Crosswalk Design:**  
Widen crosswalk to improve safety and accommodate pedestrian desire lines for crossing.

**Lighting Upgrade:**  
Install pedestrian scale lighting at the triangle.

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

**Install Pedestrian Fence:**  
Install fence to prevent jaywalking and force pedestrians to use the crosswalks.

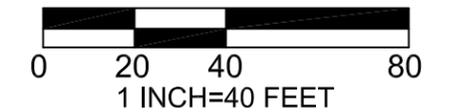
**Landscaping Upgrade:**  
In coordination with NYC DPR, convert space into an attractive public area through trees, shrubery and public art as funding permits.

**Signal Placement/New Signal:**  
Vehicles travelling north on Elmhurst Avenue would be controlled by a traffic signal at the Case Street intersection in addition to the Roosevelt Avenue intersection.

**New Crosswalks:**  
Provide crosswalks to accommodate the desired path of pedestrians.

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