

Woodhaven Boulevard (G, R, V)

The Woodhaven Boulevard station is an intermodal station with numerous entrances, one of which is on a traffic island. In addition, the station entrances border Queens Boulevard, a major thoroughfare which carries heavy vehicular volumes. The standard recommendations for this station include the following improvements:

System-wide:

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

Station type:

- Apply Local Law 23 and Clear Corner policy
- Install bus signage within the stations to direct subway passengers to the correct exits
- Display subway, bicycle and neighborhood maps on bus shelters
- Install concrete bus pads
- Provide crosswalks and traffic controls at all crossing points
- Provide landscaping upgrades where possible

Site-specific:

Several station-specific recommendations should also be considered. West of 59th Avenue, the north sidewalk along Queens Boulevard should be widened to eliminate excess roadbed and create more pedestrian space at the bus stop and mall entrance. East of 59th Avenue, the north curb lane along



The sidewalk in front of Queens Mall could be widened to provide more pedestrian space at the bus stop and mall entrance.

Queens Boulevard should be eliminated through striping to improve channelization of traffic approaching the intersection, while maintaining a right-turn bay for traffic turning onto 59th Avenue. The northwest corner of Queens Boulevard and 59th Avenue should be converted into a useful public space through landscaping and beautification, as funding permits, to serve as a meeting area for pedestrians. Signage that clearly defines curb use, including bus stops and taxi stands, should be installed directly in front of Queens Mall.

The median on Woodhaven Boulevard south of Queens Boulevard should be extended to the northern boundary of the crosswalk to provide refuge space for crossing pedestrians. The curb at the southeast corner of the intersection should be extended to a standard 15' radius to slow



Woodhaven Boulevard station entrance.



Landscaping could create a useful public space and meeting area.



A traffic signal should be installed to regulate traffic exiting the LIE onto westbound Queens Boulevard.

the right turning vehicles and allow pedestrians to safely cross the service road. NYCDOT is conducting a Leading Pedestrian Interval (LPI) analysis for the east crosswalk traversing eastbound Queens Boulevard.

Additionally, consistent with the recommendations of the Queens Boulevard Working Group, NYCDOT is conducting a traffic signal warrant analysis for a new signal to regulate off-ramp traffic exiting the Long Island Expressway (LIE) onto westbound Queens Boulevard.

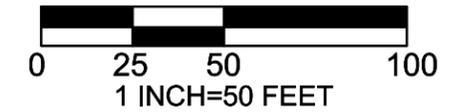
This site is included in NYCDOT's *Queens Boulevard Pedestrian Safety Study, Phase II*. Site-specific recommendations of this project are consistent with those proposed by URS, NYCDOT's consultant, and are supported by traffic analysis.

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, a crosswalk has been striped traversing eastbound Queens Boulevard, east of Woodhaven Boulevard.

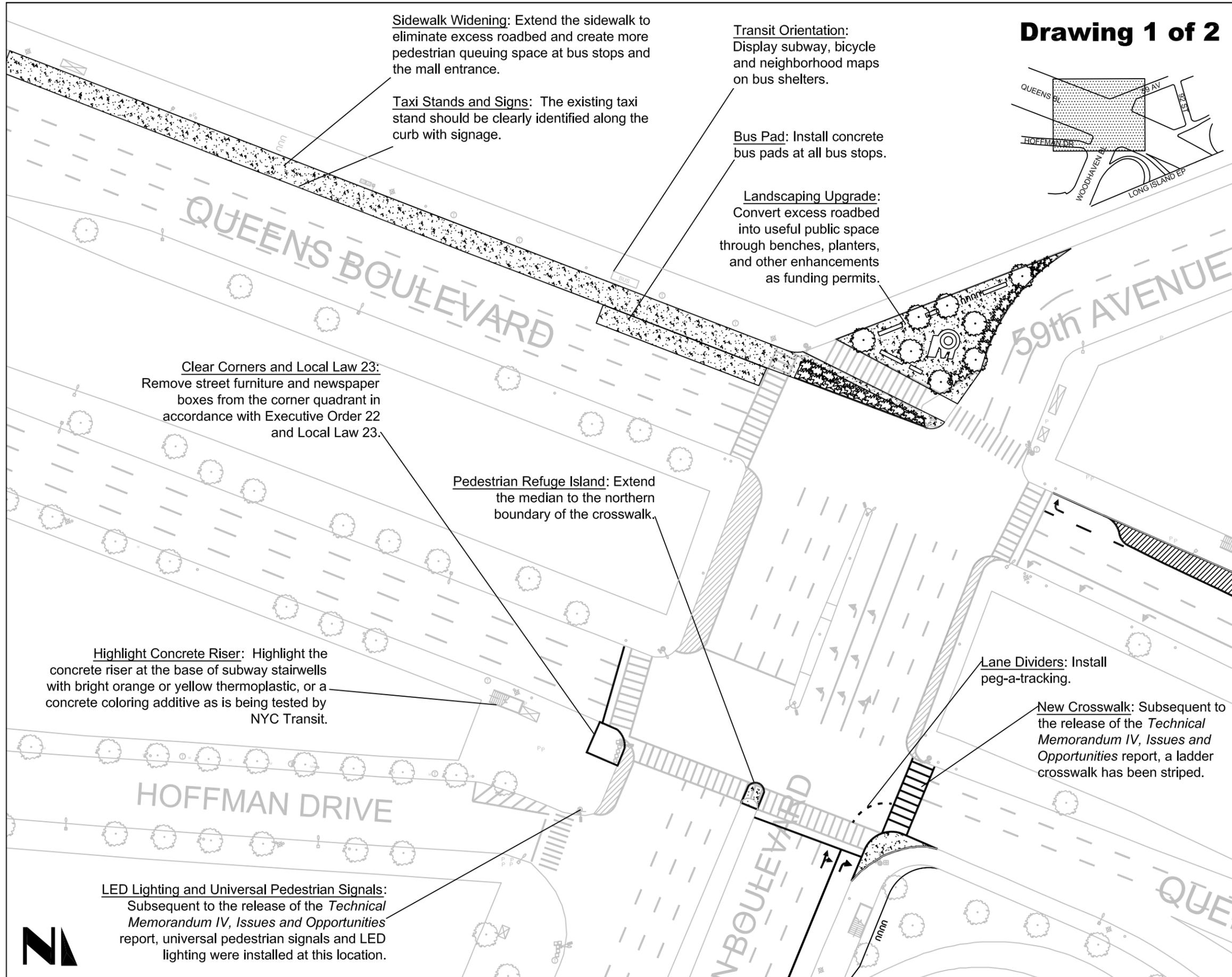
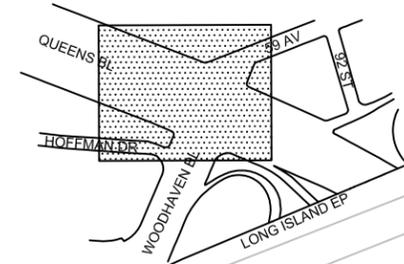
Drawing 1 of 2

WOODHAVEN BLVD. QUEENS BLVD. LINE

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



SURVEYED: APRIL 12, 2000
MAPPED: MAY 18, 2000
REVISIONS: DECEMBER 7, 2001
REVISIONS: APRIL 2, 2002



Sidewalk Widening: Extend the sidewalk to eliminate excess roadbed and create more pedestrian queuing space at bus stops and the mall entrance.

Taxi Stands and Signs: The existing taxi stand should be clearly identified along the curb with signage.

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

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

Landscaping Upgrade: Convert excess roadbed into useful public space through benches, planters, and other enhancements as funding permits.

Clear Corners and Local Law 23: Remove street furniture and newspaper boxes from the corner quadrant in accordance with Executive Order 22 and Local Law 23.

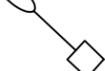
Pedestrian Refuge Island: Extend the median to the northern boundary of the crosswalk.

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.

Lane Dividers: Install peg-a-tracking.

New Crosswalk: Subsequent to the release of the *Technical Memorandum IV, Issues and Opportunities* report, a ladder crosswalk has been striped.

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.

-  SUBWAY ENTRANCE
-  BUS SHELTER
-  STREET TREE
-  GARBAGE CAN
-  TELEPHONE
-  HYDRANT
-  TRAFFIC SIGNAL
-  PEDESTRIAN SIGNAL
-  STREET LIGHT
-  CALL BOX
-  SIGNAGE
-  BICYCLE RACK
-  PARKING METER
-  BOLLARD
-  NEWSBOX
-  MAILBOX
-  BENCH
-  VENDOR



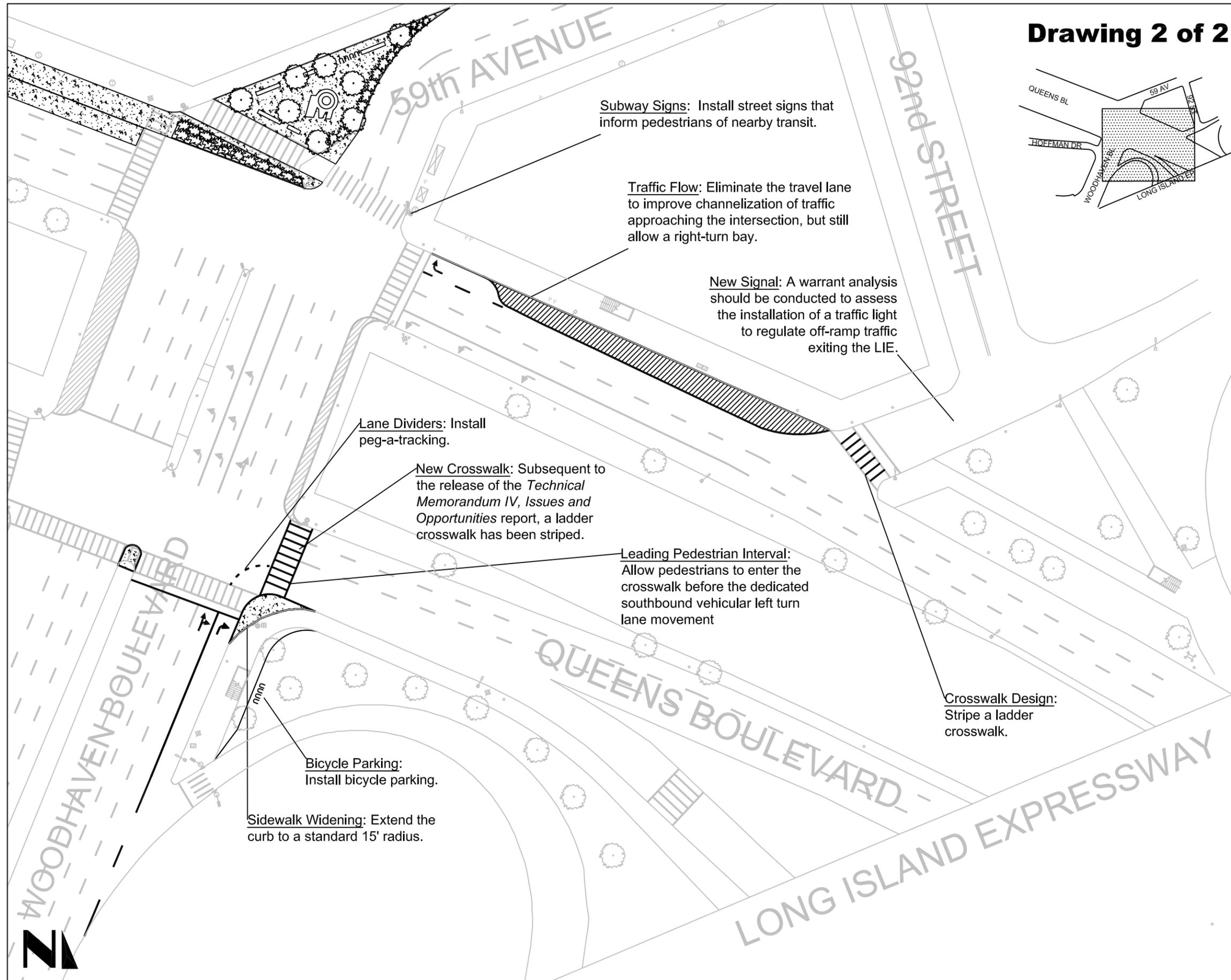
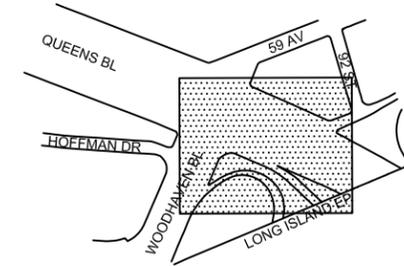
Drawing 2 of 2

WOODHAVEN BLVD. QUEENS BLVD. LINE

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Subway Signs: Install street signs that inform pedestrians of nearby transit.

Traffic Flow: Eliminate the travel lane to improve channelization of traffic approaching the intersection, but still allow a right-turn bay.

New Signal: A warrant analysis should be conducted to assess the installation of a traffic light to regulate off-ramp traffic exiting the LIE.

Lane Dividers: Install peg-a-tracking.

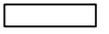
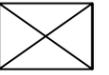
New Crosswalk: Subsequent to the release of the *Technical Memorandum IV, Issues and Opportunities* report, a ladder crosswalk has been striped.

Leading Pedestrian Interval: Allow pedestrians to enter the crosswalk before the dedicated southbound vehicular left turn lane movement

Crosswalk Design: Stripe a ladder crosswalk.

Bicycle Parking: Install bicycle parking.

Sidewalk Widening: Extend the curb to a standard 15' radius.

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-  GARBAGE CAN
-  TELEPHONE
-  HYDRANT
-  TRAFFIC SIGNAL
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