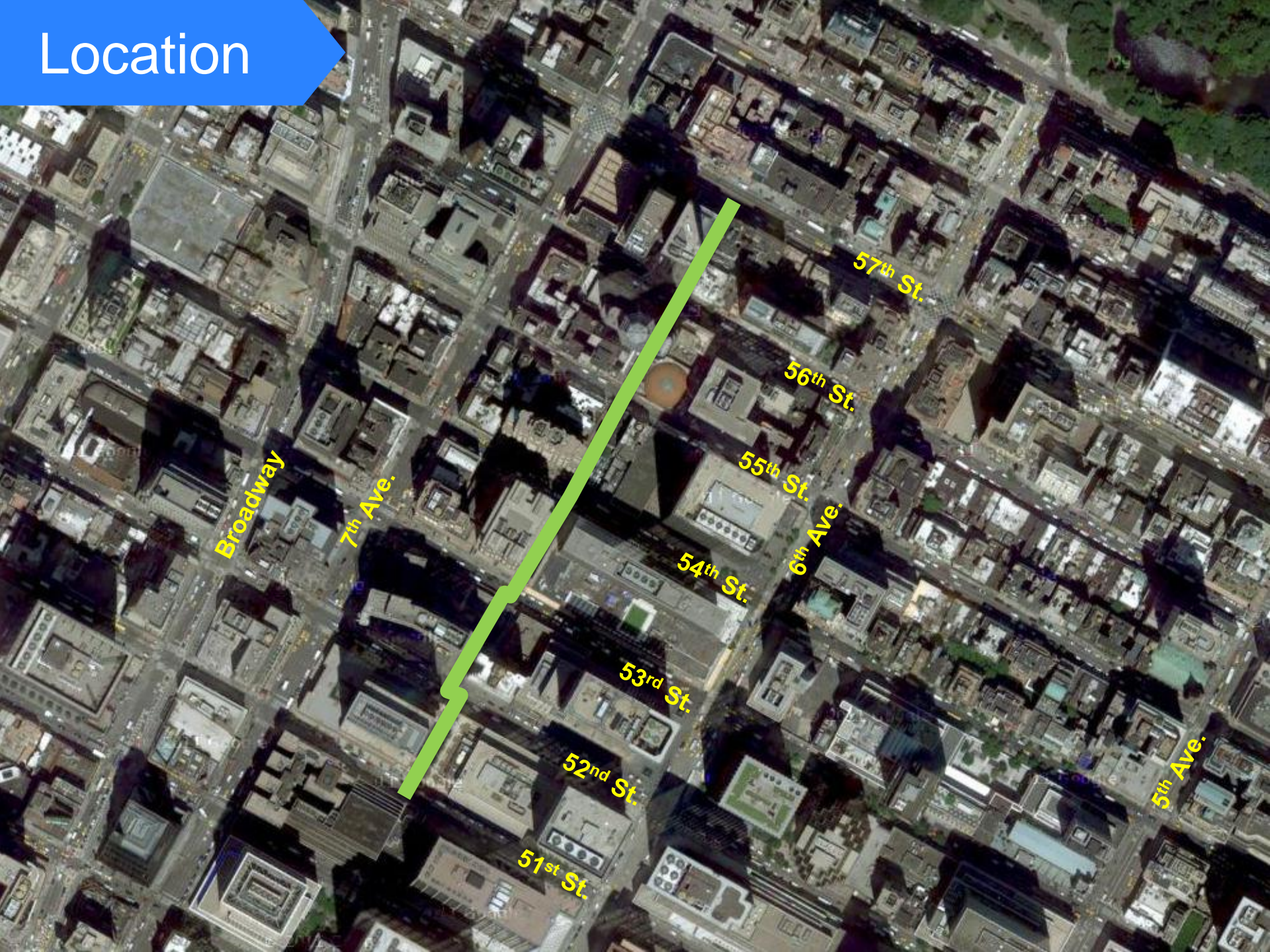


Midtown Mid-Block Crossings

Summer
2012



Location



Background

Community Board request for
“controlled and clearly-marked
pedestrian crossings” connecting
Privately Owned Public Spaces
(POPS)

CB 5 Transportation Committee
on March 26th voted in support

MANHATTAN COMMUNITY BOARD FIVE

Vikki Barbero, Chair

450 Seventh Avenue, Suite 2109
New York, NY 10123-2199
212.465.0907 f-212.465.1628

Wally Rubin, District Manager

May 13, 2011

Margaret Forgione
Manhattan Borough Commissioner
Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

Re: Proposal to New York City DOT to Study the Feasibility of Improving the Visibility and Utilization of Privately-Owned Public Spaces between Sixth and Seventh Avenues from 51st Street to 57th Street

Dear Borough Commissioner Forgione:

At the monthly meeting of Community Board Five on Thursday, May 12, 2011, the Board passed the following resolution with a vote of 35 in favor, 0 opposed, 1 abstaining:
WHEREAS, Midway between Sixth and Seventh Avenues, from 51st Street through 57th Street, there are eleven public passageways running north-south through the blocks; and

WHEREAS, Some of these passageways are within buildings, some are exterior, and others are open to the air but covered, with a number of them having amenities like seating, tables, plantings, and art; and

WHEREAS, These passageways are all privately-owned public spaces (POPS), which are easements created through New York City zoning laws in 1961 granting public access to private property; and

WHEREAS, These passageways are all within the Special Midtown District, which until relatively recently required “through-block connections” for all development taking place within the entire block; and

WHEREAS, Because existing zoning regulations have required developers, when creating through-block connections, to line them up with existing connections on adjacent blocks, these midtown POPS already form a relatively continuous and uninterrupted route from 51st Street to 57th Street; and

WHEREAS, Because many of these midtown POPS remain unknown to and underused by the general public, and more effective utilization of open space for the benefit of pedestrians while mitigating traffic congestion within our district are stated goals of Community Board Five; therefore, be it

RESOLVED, That Community Board Five requests the New York City Department of

Transportation (DOT) to undertake a study, consistent with that previously requested for a comprehensive surface transportation plan for midtown Manhattan, to determine the feasibility of improving both the visibility and safe utilization of these urban plazas for which they originally had been intended by: (1) identifying them with clear but unobtrusive pedestrian-oriented signage; and (2) creating controlled and clearly-marked pedestrian crossings that also prohibit or significantly restrict parking at those locations.

Thank you for the opportunity to comment on this matter.

Sincerely,



Vikki Barbero
Chair

Thomas Miller
Chair, Transportation/Environment Committee

Background



Disconnected Public Spaces

No Crosswalks

Parked vehicles obstruct driver-pedestrian visibility

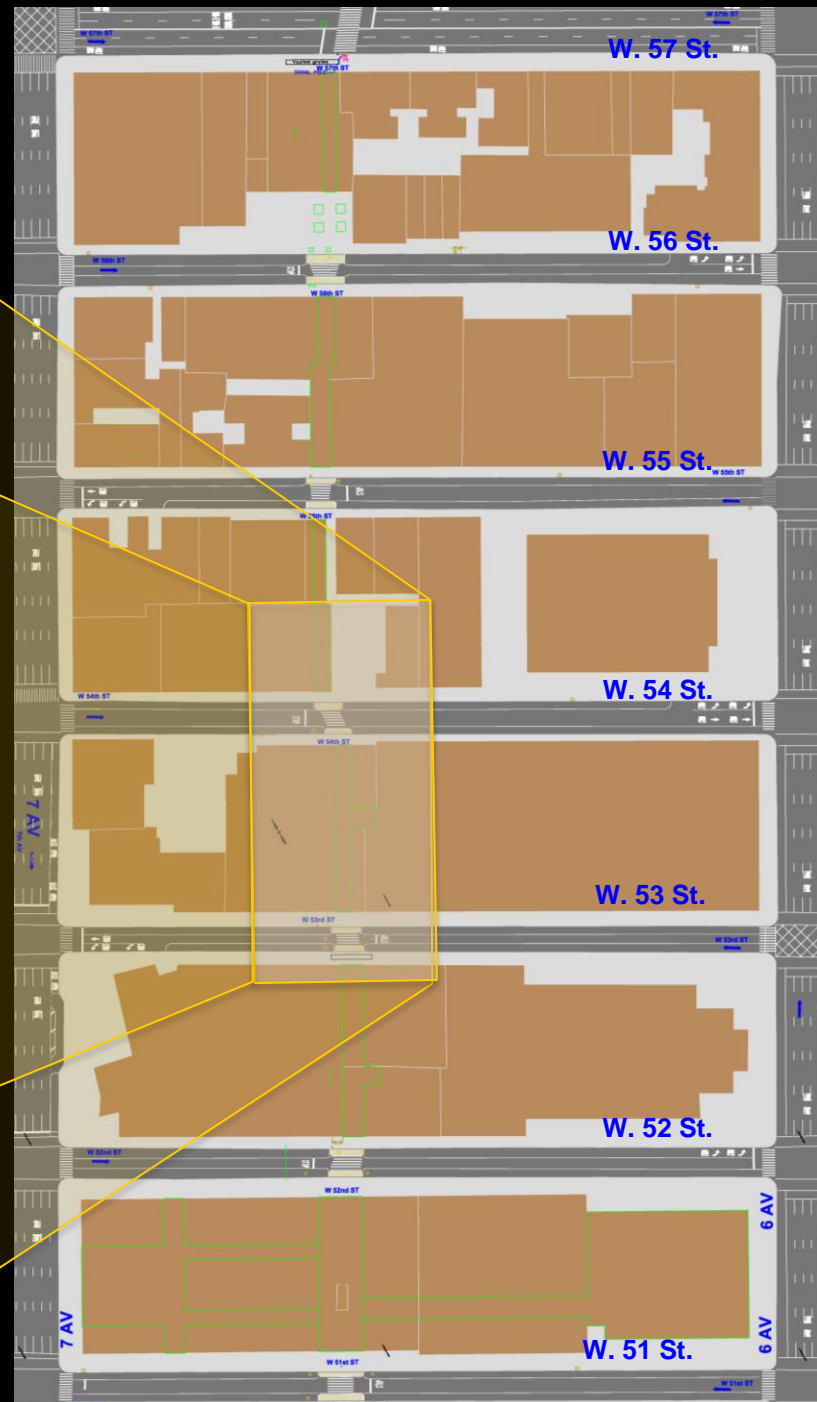
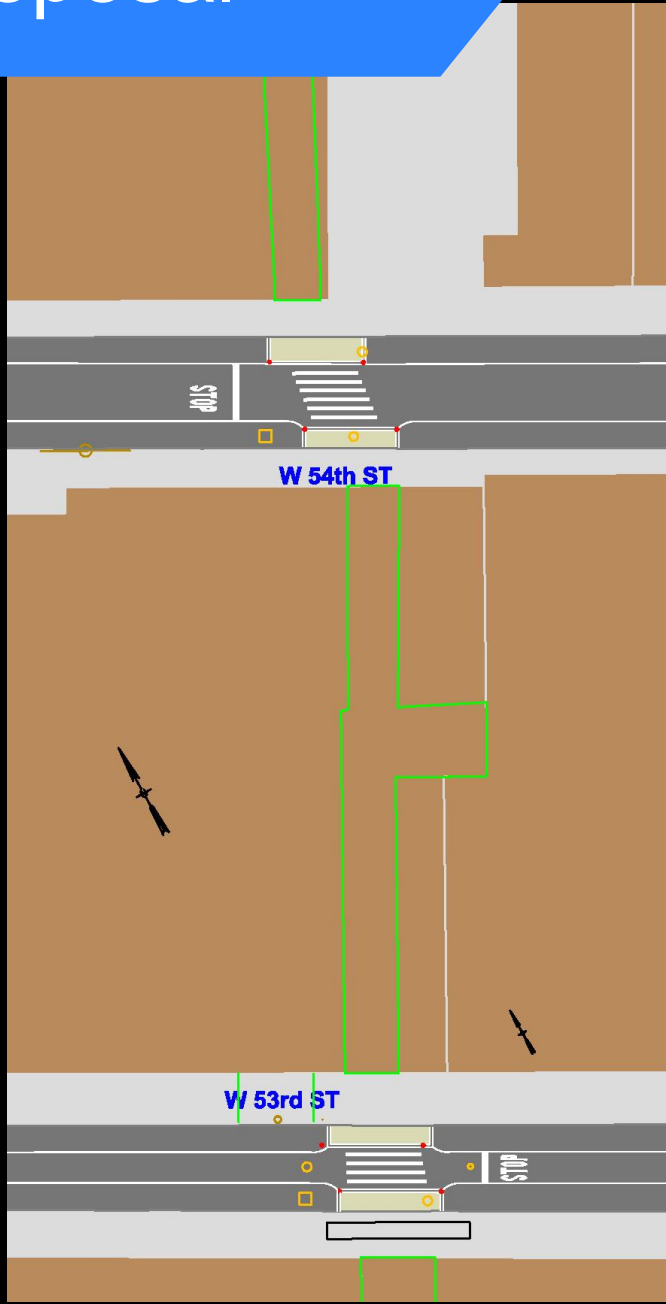


Toolkit

- Pavement markings
- New signage
- Painted and/or textured surfaces
- Flexible delineators



Proposal



Proposal

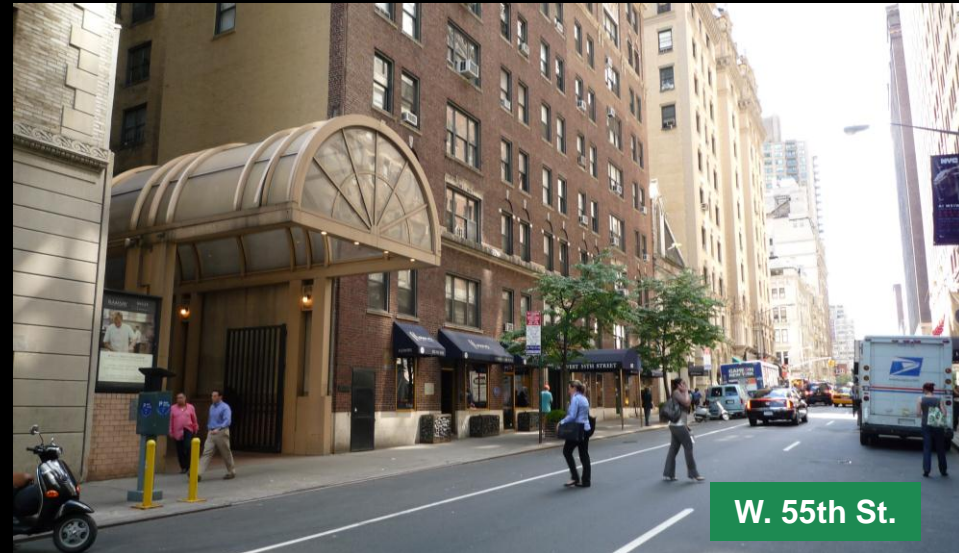
- Crosswalks
- Stop and Stop Ahead Signs
- New sidewalk pedestrian ramps
- Painted “neckdowns”
- Cross-street signage
- Flexible delineators



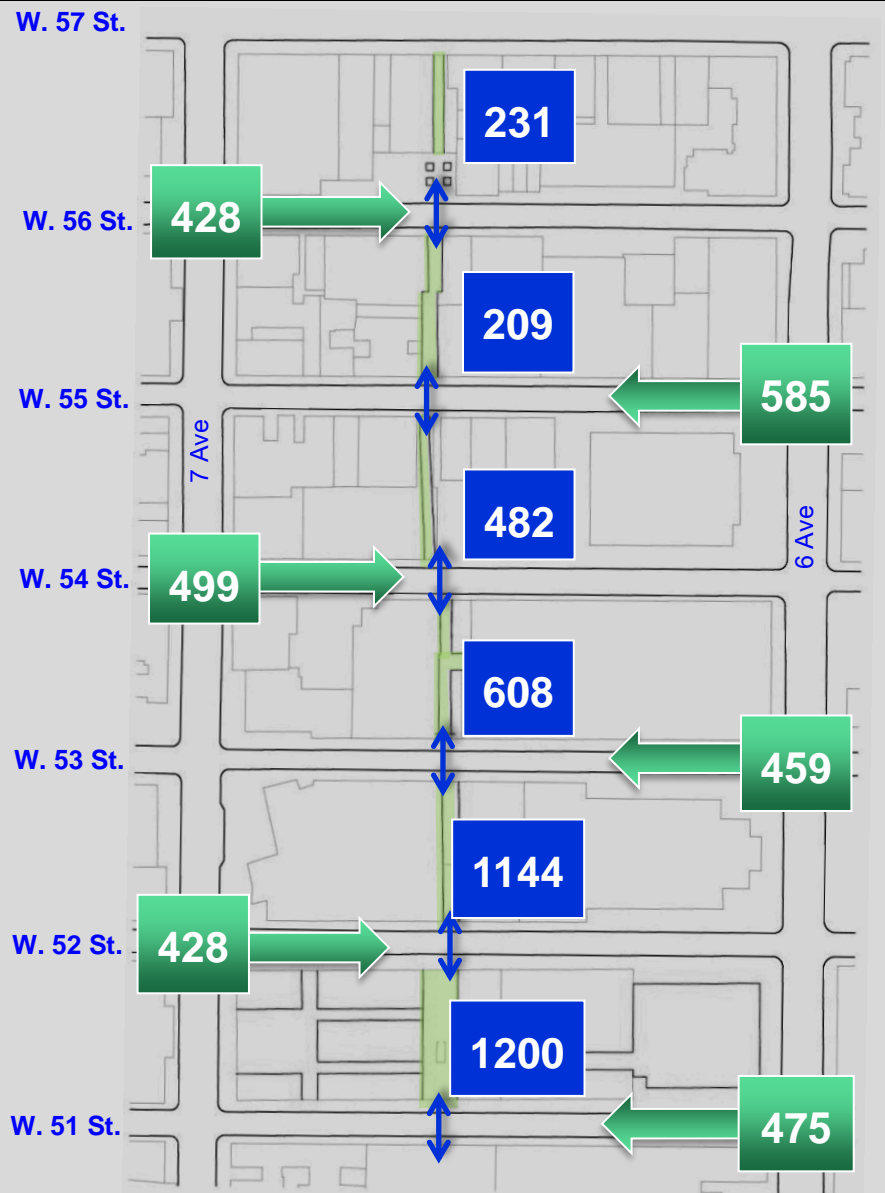
Benefits



- New, short crosswalks
- Crosswalks free of turning conflict
- Improves pedestrian circulation on long blocks
- Increases driver visibility of pedestrians
- Creates predictable operation
- Allows arcades to fulfill their potential



Existing Traffic



**Peak Hour Mid-Block
Pedestrian Crossings
100 FT Adjacent to
Arcade Entrances
(12:30-1:30 PM)**

Vehicles

Pedestrians

	Ped/Hour	Veh/Hour	Ped/ Min	Veh/ Min
W.56th	231	428	4	7
W.55th	209	585	3	10
W.54th	482	499	8	8
W.53rd	608	459	10	8
W.52nd	1144	428	19	7
W.51st	1200	475	20	8

Traffic Flow

Typical Signal Timing on Midtown Cross Streets 90 Second Cycles

 **31 seconds – 34%**

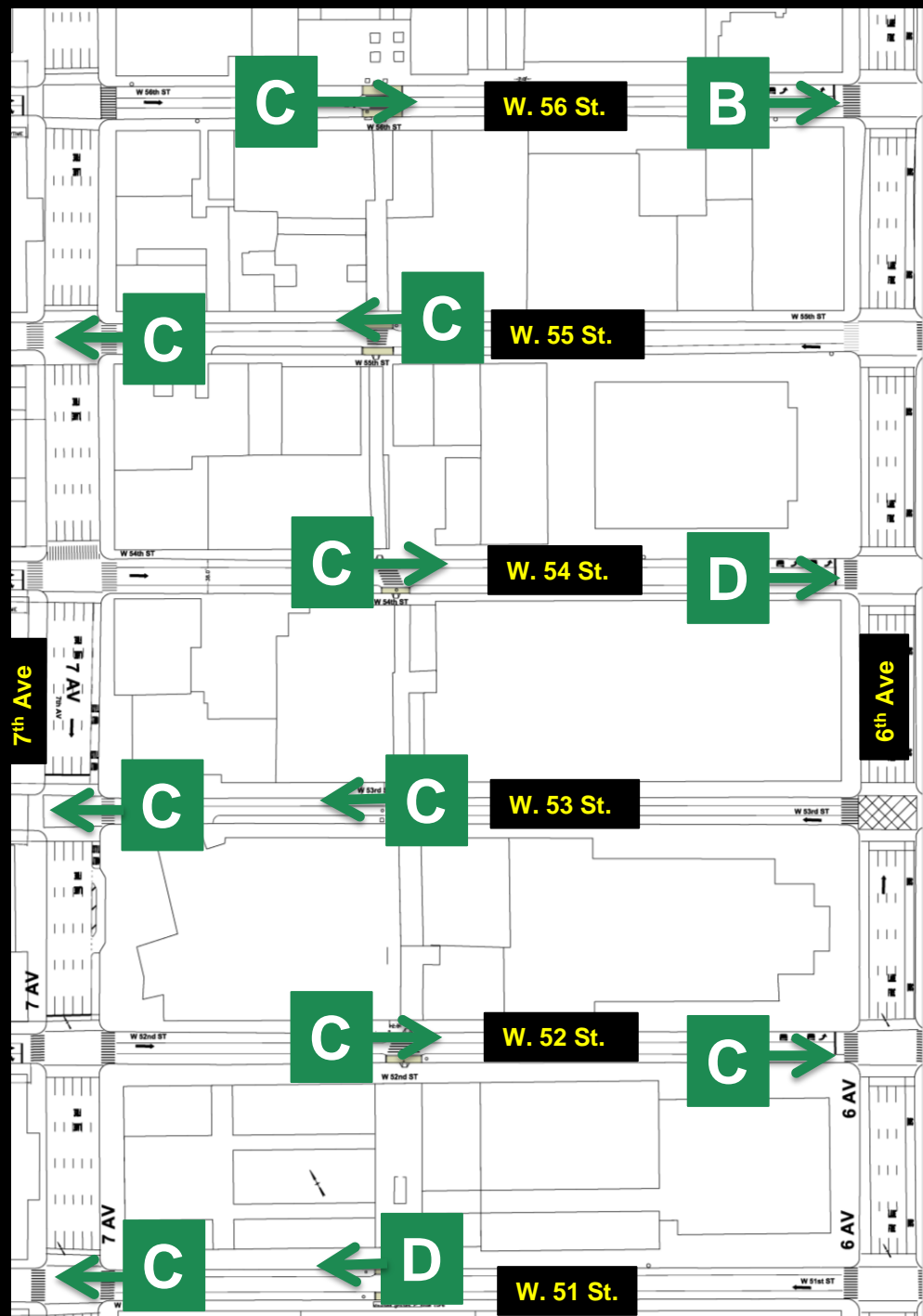
 **3 seconds – 3%**

 **56 seconds – 63%**

Level Of Service Analysis

Level of Service for East-West Movements

- A. Most vehicles do not stop at all
- B. Increased delay but most vehicles do not stop at intersection
- C. Moderate delay, many still pass through intersection with minimal delay
- D. Many vehicles experience delay
- E. Very heavy delay
- F. Queues form, all vehicles do not get through in one cycle



Project Monitoring and Assessment

- Vehicle and Pedestrian Counts
- Travel Times
- Field Observations
- Community Feedback



**DOT to return to
Community Board with
Post-implementation
assessment in Fall 2012**

Plan Summary

Six stop controlled crosswalks connecting mid-block arcades between W. 51st and 57th



W. 54th St.

nyc.gov/dot

**Thank
You**

Traffic Flow

Existing

7th Ave

6th Avenue

W. 51 St.

- ← 31 seconds – 34%
- ← 3 seconds – 3%
- ← 56 seconds – 63%

7th Avenue

6th Avenue

W. 51 St.

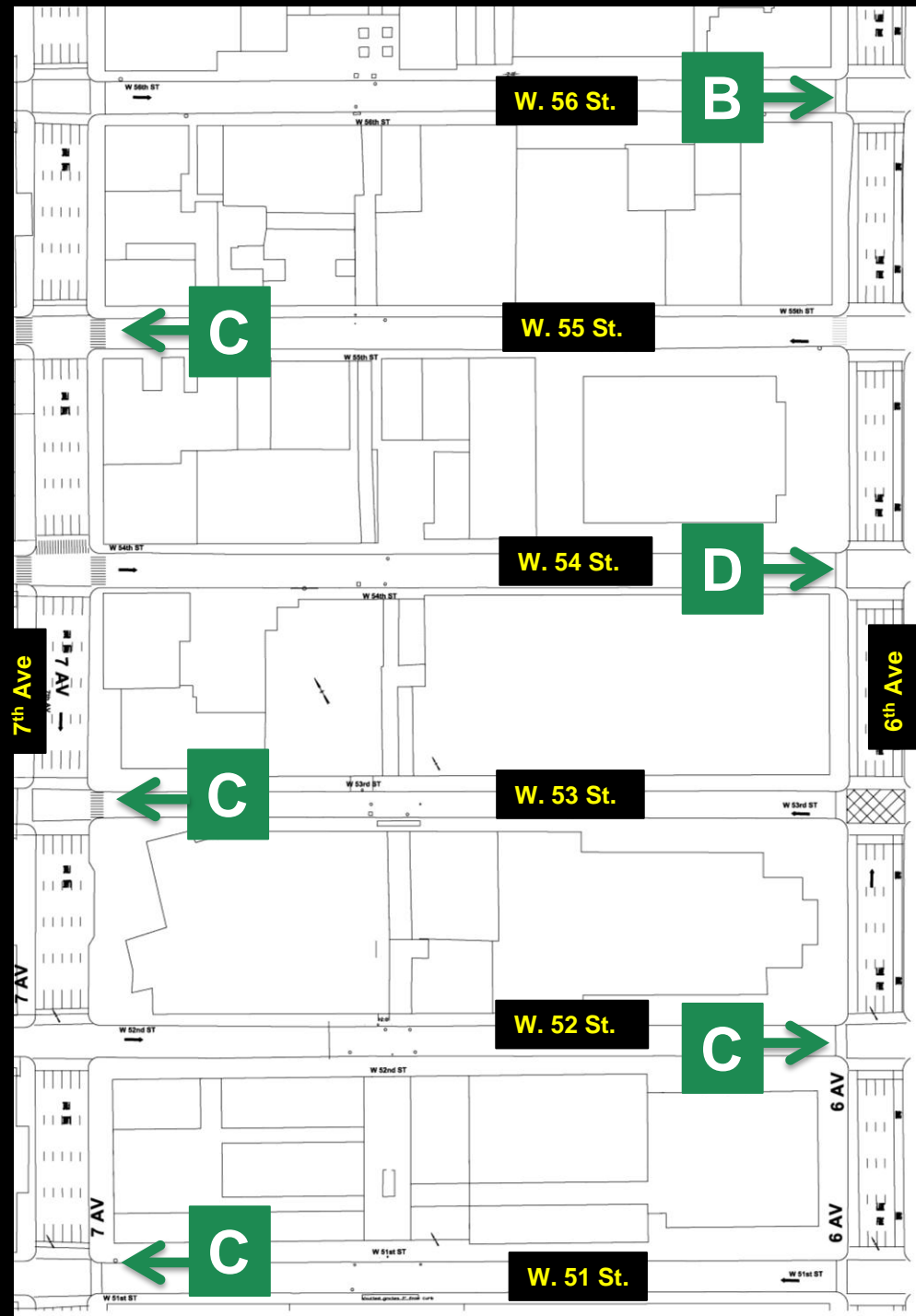
With New
Crosswalk



Existing Traffic Level Of Service

Level of Service for East-West Movements

- A. Most vehicles do not stop at all
- B. Increased delay but most vehicles do not stop at intersection
- C. Moderate delay, many still pass through intersection with minimal delay
- D. Many vehicles experience delay
- E. Very heavy delay
- F. Queues form, all vehicles do not get through in one cycle



Traffic Flow



7.2 seconds

**Average delay with
heavy pedestrian
interference**

STOP Control Service Rate Study

- Capacity of 450 vehicles per hour with pedestrian interference
- Additional Observations were performed at similar locations with Stop Signs
- Vanderbilt Avenue & W.47th Street
- William Street & Maiden Lane in the Financial District