

Midtown Mid-Block Crossings

6 ½ Avenue - Update



Project Summary

- Goals

- Increase safety
- Increase awareness of midblock passageway
- Improve pedestrian circulation

- Measures Taken

- Added six midblock stop signs and related markings
- Installed six new crosswalks
- Created 12 new pedestrian spaces
- Programmed three spaces with planters and benches

Completed August 2012



Mobility

- Pedestrian volumes up by 14% overall

Pedestrians Crossing Mid-Block

	Before (July 2011) Peak Hour (Mid-day)	After (Oct. 2012) Peak Hour (Mid-day)
West 51st	1200	1359
West 52nd	1144	869
West 53rd	608	875
West 54th	482	392
West 55th	209	348
West 56th	231	497
TOTAL	3874	4340



Before data collected Tues. 7/19/2011, Wed. 7/20/2011 & 7/21/2011 (12:15-1:15 pm)

After data collected Wed. 10/11/2012 & Thurs. 10/12/2012 (12:15-1:15pm)

Pedestrian counts are from 100' sections adjacent to arcade entrances.

Mobility

Pedestrians Crossing Mid-Block (Peak 1 Hour)

		% of peds that waited for cars that did not stop	
		Before	After
51st Street	AM	88%	6%
	Mid	96%	7%
	PM	95%	5%
55th Street	AM	91%	6%
	Mid	85%	1%
	PM	100%	1%

- Before: Few vehicles stopped or yielded to pedestrians
- After: Majority of vehicles wait at stop sign for pedestrians to cross
- Vehicles that do not allow pedestrians to cross are usually part of a platoon
- These figures continue to improve

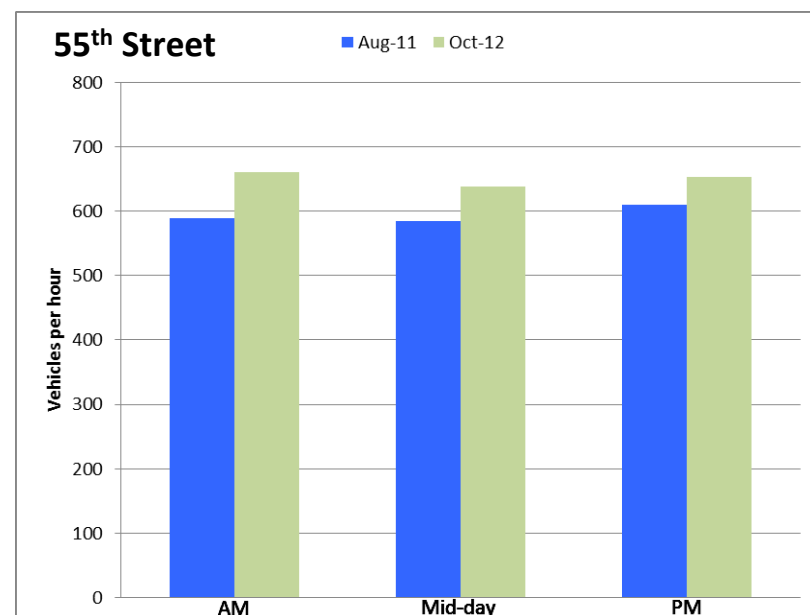
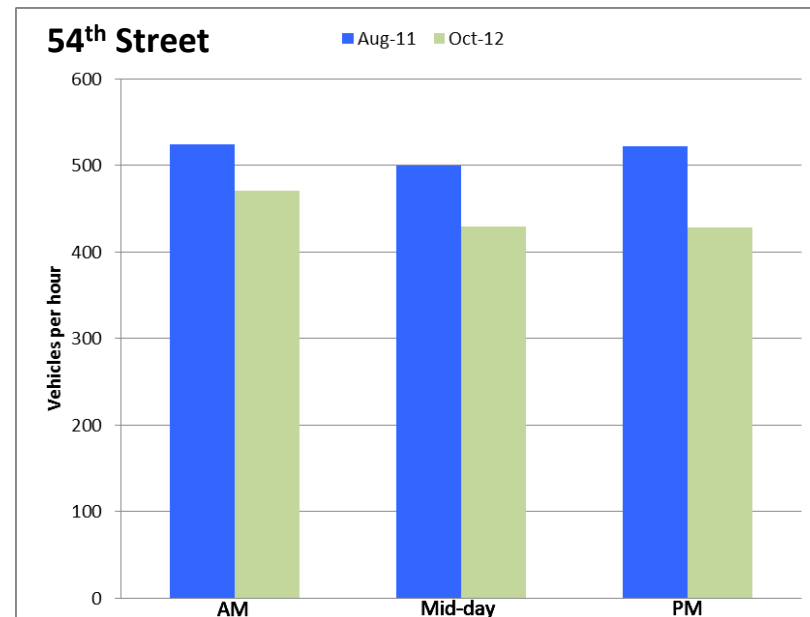
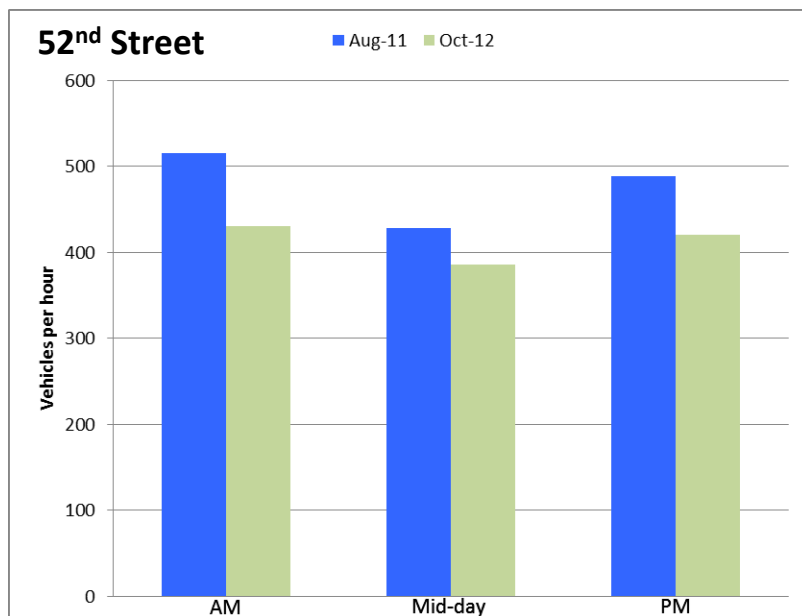


Before data collected Tues. 6/19/12, Wed. 6/20/12 & Thurs. 6/21/12
(8:30-9:30 am; 12:30-1:30 pm; 5:30-6:30 pm)
After data collected Wed. 9/12/12 & Thurs. 9/13/12
(8:30-9:30 am; 12:30-1:30 pm; 5:30-6:30 pm)

Mobility

Crosstown Volumes

- No significant change in traffic volumes



Before: Average midweek peak volume week of July 29-Aug 5, 2011
After: Average midweek peak volume week of October 16-22, 2012

Mobility



Travel Times

- Travel time runs were conducted on 51st, 52nd, 55th, and 56th Streets between 6th and 7th Avenues
- Crosstown travel speeds did not decline

Before data was collected 6/6/12, 6/7/12, 6/12/12, 6/14/12, 6/19/12
After data was collected 1/17/13, 1/23/13 & 1/24/13

Queue Analysis

- Each intersection (51st and 6th, 52nd and 7th, et. al.) was observed during the AM, MD, and PM peak
- All instances of crosstown spill-back through the intersection were recorded
- Out of 360 observations during peak periods, the crosswalk and stop sign contributed to spillback into the adjacent intersection 5% of the time.

Economic Vitality

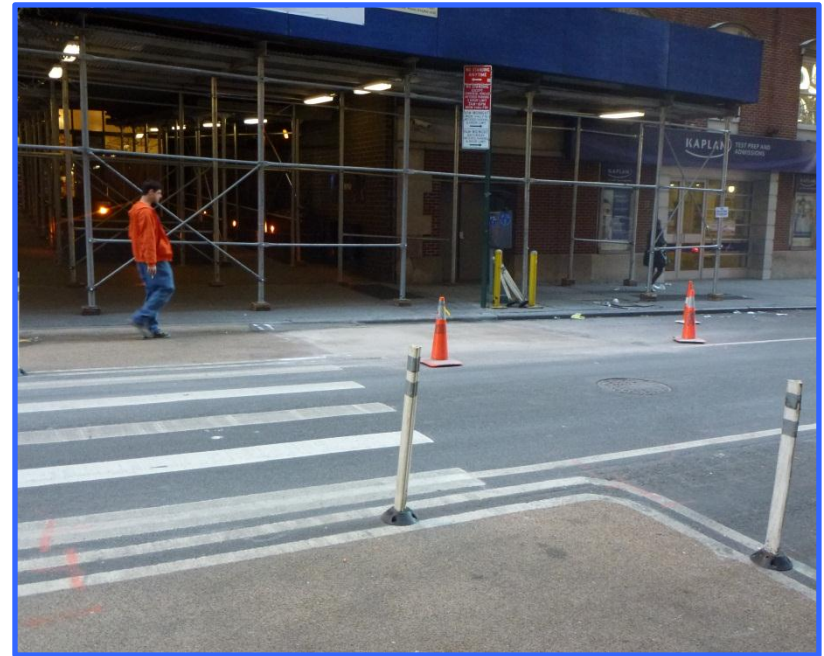
“It’s positive on the business. People are crossing easier than before. For us it’s been good. People are enjoying it and eat their lunches on the benches”

- Management of Café Duke



Changes in Response to Community

- Shortened pedestrian areas on 56th Street,
 - South curb for NY City Center to aid loading and CitySpire to improve drop off/pick up zone
 - North curb for Metropolitan Tower to aid garbage collection
- Shifted stop signs into roadbed to increase visibility and compliance
- Added flares to asphalt ramps to improve stormwater flow
 - Additional flare work to be completed in spring



www.nyc.gov/dot

Thank
You

