



# Broadway Vision

May 19, 2025 – Community Board 5 Transportation Committee





# Public Realm Feedback Loop



Community Partnership + Engagement



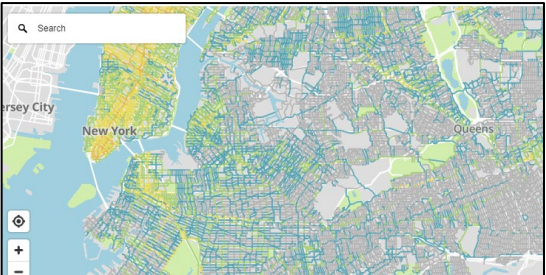
Open Streets



Crossings + Intersections



Dynamic Curb + Corridor Strategies



Comprehensive Planning + Policy



Equity Focused Maintenance



Programming + Concessions



Premier Public Spaces



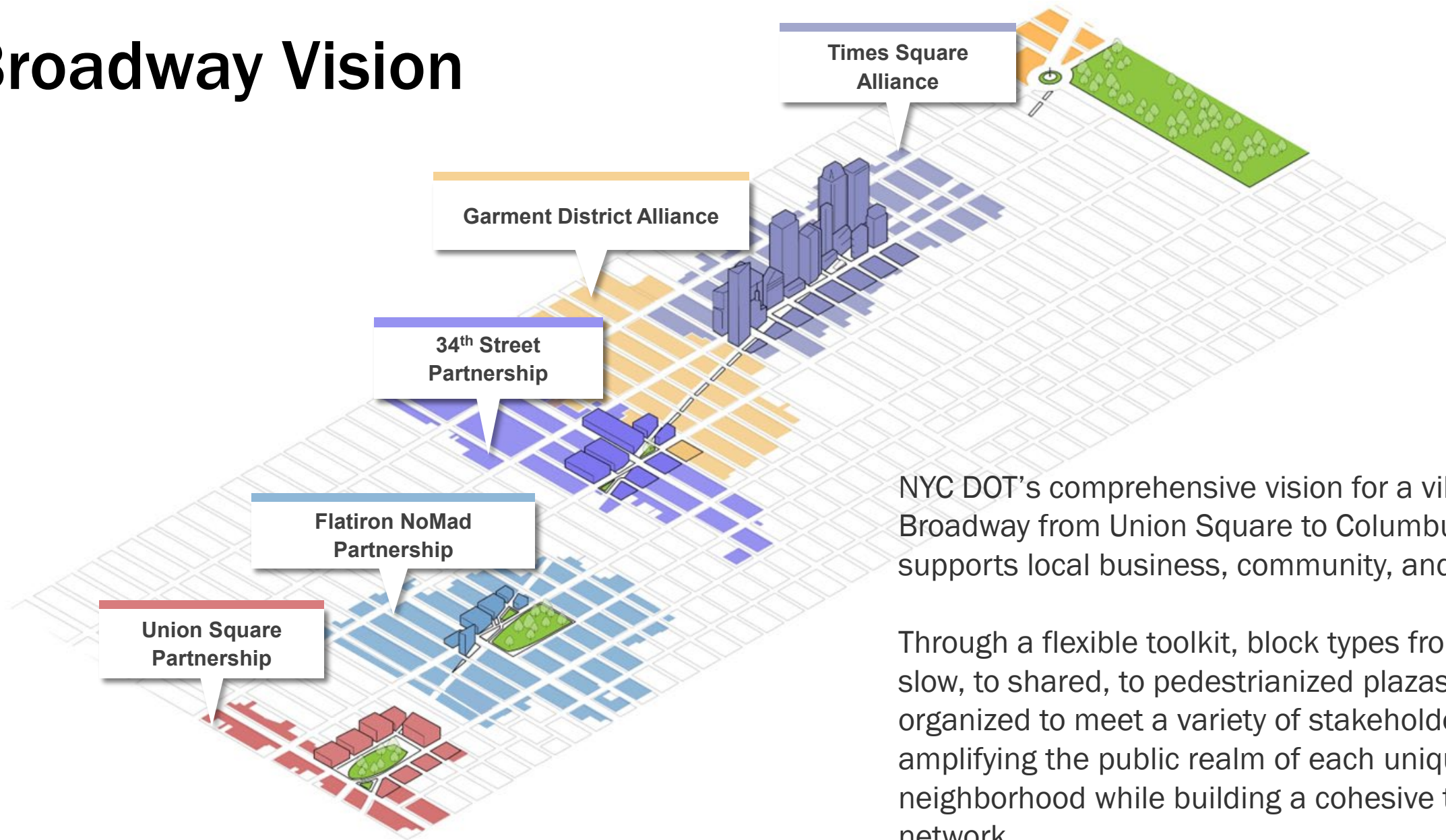


# The Corridor





# Broadway Vision



NYC DOT's comprehensive vision for a vibrant and safe Broadway from Union Square to Columbus Circle which supports local business, community, and culture.

Through a flexible toolkit, block types from basic, to slow, to shared, to pedestrianized plazas can be organized to meet a variety of stakeholder needs, amplifying the public realm of each unique neighborhood while building a cohesive transportation network.



# Broadway Vision

## 2008:

- Times Square Plaza installed
- Flatiron Plaza installed

## 2009:

- **Herald Square Plaza installed**
- Union Square Plaza installed

## 2017: Flatiron Reconfiguration

- First Shared Street block on Broadway
- Normalization of W. 24<sup>th</sup> St. & Fifth Ave
- Expansion of Public Space

## 2019: **Herald Square Reconfiguration**

- **Expansion of Public Space at Greeley Square**
- **Installation of 2-way bike on Sixth Ave**
- **Reopening of 33<sup>rd</sup> St**

## 2020: Flatiron NoMad Open Streets

- Full Closure 25<sup>th</sup> – 27<sup>th</sup>
- Limited Local Access 27<sup>th</sup> – 31<sup>st</sup>

## 2021: Broadway Vision Updates

### Flatiron Reconfiguration

- Shared Streets 21<sup>st</sup> – 23<sup>rd</sup> installed

### **Garment District Reconfiguration**

- **Full Plaza 39<sup>th</sup> – 40<sup>th</sup> installed**
- **Shared Street 38<sup>th</sup> – 39<sup>th</sup> installed**
- **Formalization of 2-way cycling 25<sup>th</sup> – 32<sup>nd</sup>**

## 2023: Flatiron NoMad Installation

- Full Plazas 25<sup>th</sup> – 27<sup>th</sup> installed
- Shared Streets 27<sup>th</sup> – 32<sup>nd</sup> installed

## 2024: Broadway Vision Updates

### Union Square/Flatiron Installation

- Full Plaza 17<sup>th</sup> – 18<sup>th</sup> installed
- Shared Streets 18<sup>th</sup> – 21<sup>st</sup> installed
- Formalization of 2-way cycling 17<sup>th</sup> – 21<sup>st</sup>

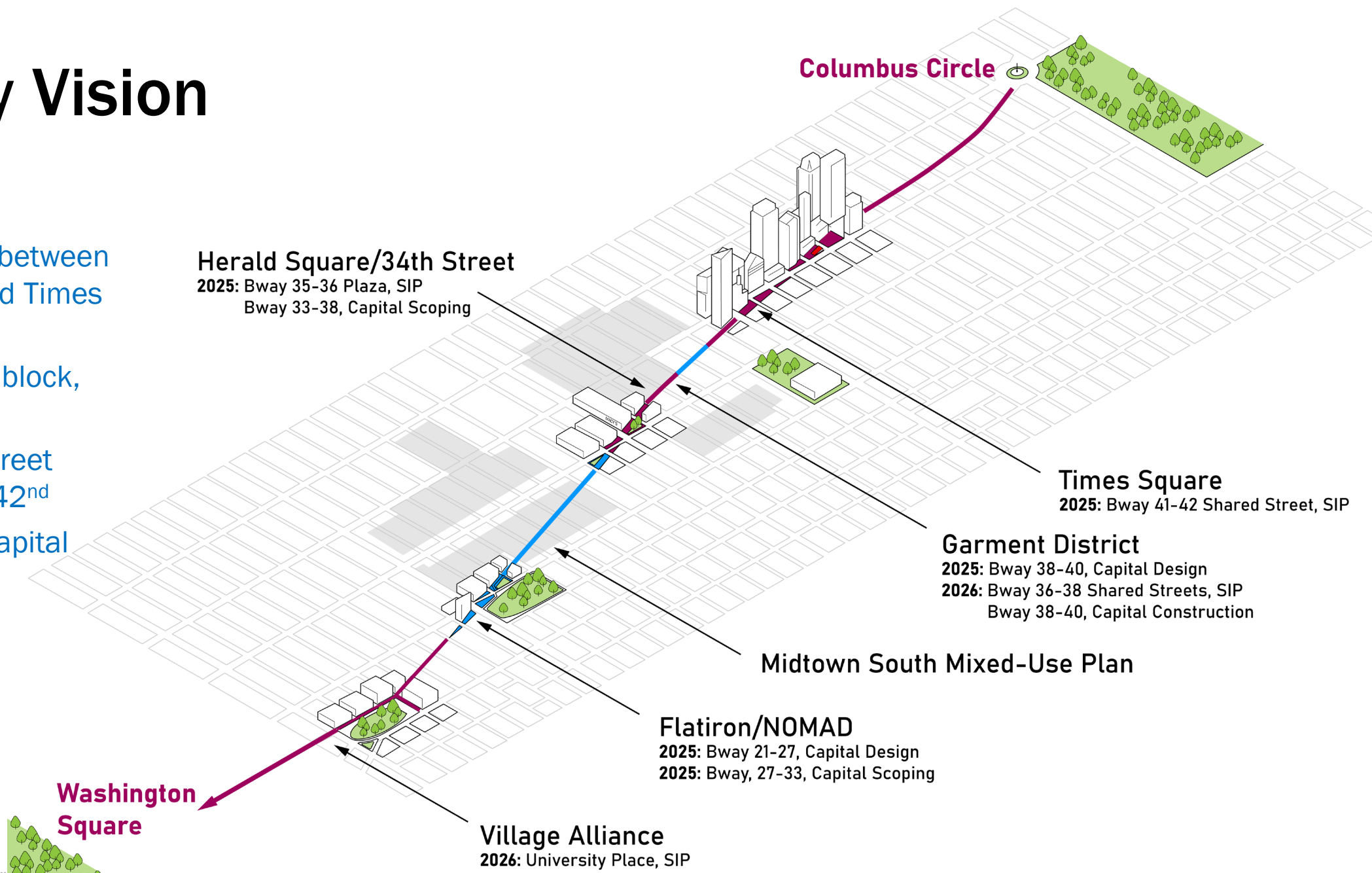
### **Herald Square Open Street & Holiday Market**



# Broadway Vision

## 2025 Goals

- Cohesive refresh between Herald Square and Times Square
- Create new plaza block, 35<sup>th</sup> – 36<sup>th</sup>
- Update Shared Street geometry, 41<sup>st</sup> – 42<sup>nd</sup>
- Comprehensive capital scoping





# 2023 Flatiron / NoMad

## 25<sup>th</sup> – 27<sup>th</sup> NoMad Plazas







# 2023 Flatiron / NoMad

## 27<sup>th</sup> – 32<sup>nd</sup> Shared Streets



# 2024 Union Square

## 17<sup>th</sup> – 18<sup>th</sup> Plaza





# 2024 Union Square

## 18<sup>th</sup> – 21<sup>st</sup> Shared Streets





# Garment District



Current Conditions



Capital Rendering  
Starr Whitehouse, HDR

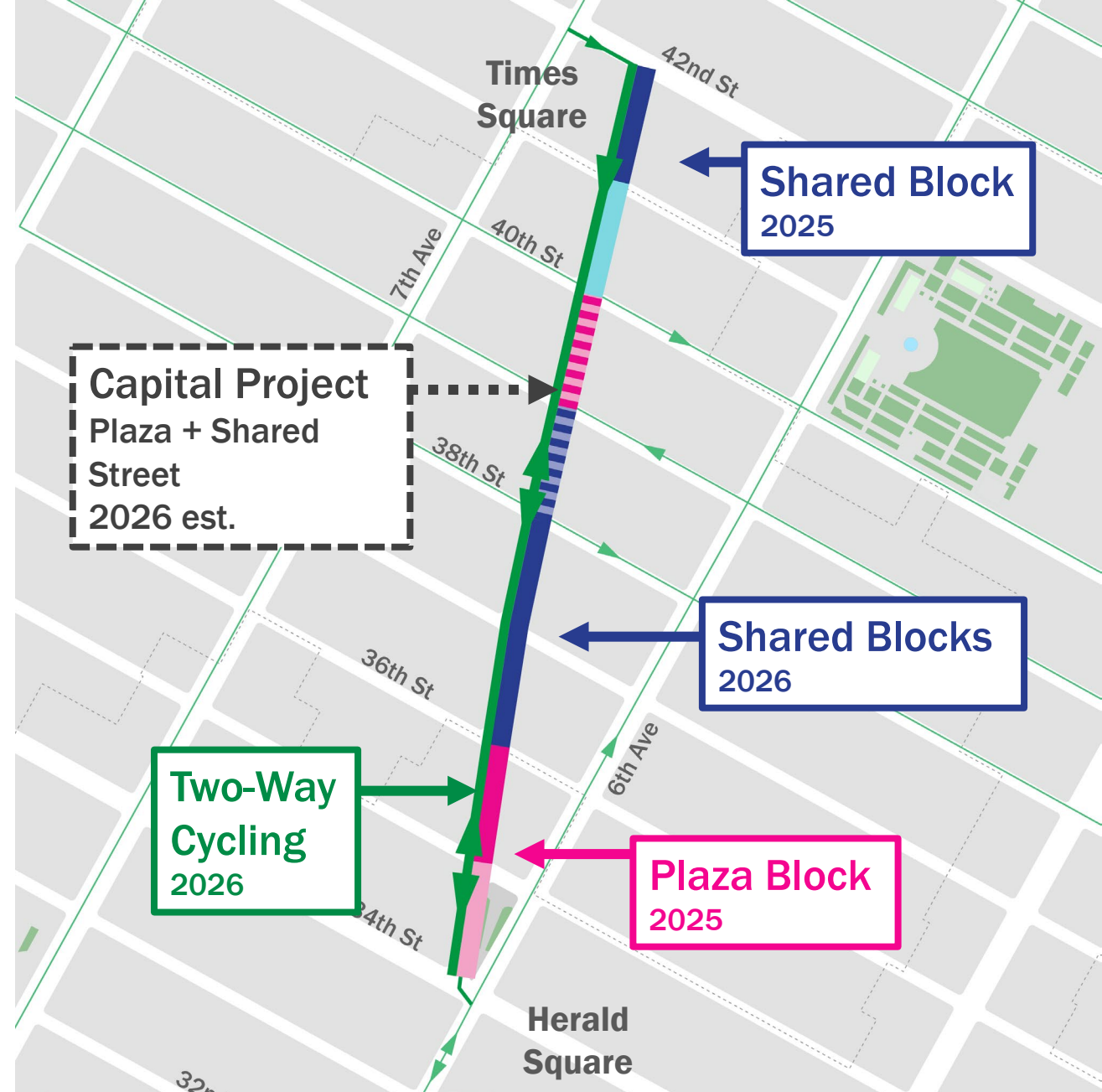


# Corridor Proposal

## Broadway, 35<sup>th</sup> – 42<sup>nd</sup> Streets

### Project Goals:

- Expand and enhance the public realm with new and renovated Plazas and Shared Streets
- Prioritize pedestrians and cyclists
- Maintain vehicular access with local access loops





# Project Background



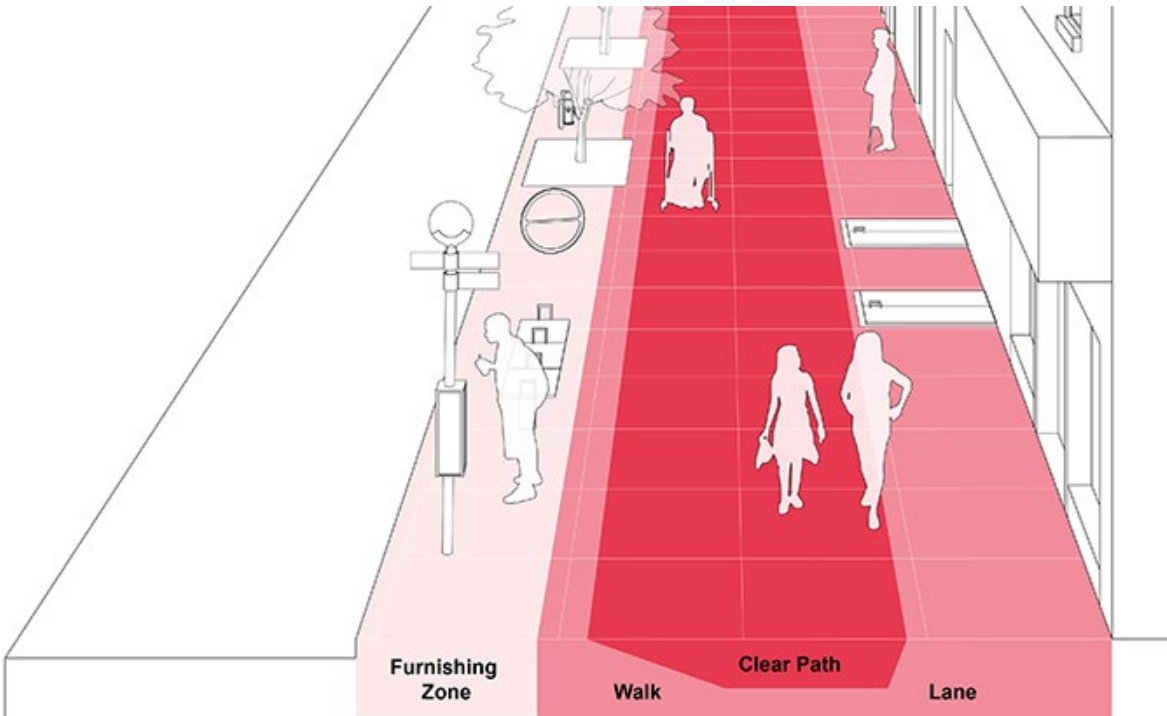


# Pedestrian Mobility Plan

The Pedestrian Mobility Plan uses pedestrian volumes and trip generators to categorize streets and provide design guidelines to improve pedestrian comfort and convenience.

## Broadway – Global Corridor

- Large groups of people moving in all directions; attractions that draw people from around the world
- Suggested sidewalk width of 25'+, clear path of 15'
  - Current sidewalk width ~20', ~28' in 2008 with Broadway Boulevard project



Corridor Category	Sidewalk Width	Furnishing Zone	Walk Lane	Clear Path
Baseline Street	8' +	3'	5'	4'
Community Connector	10' +	2'	8'	5'
Neighborhood Corridor	15' +	3'	12'	8'
Regional Corridor	20' +	5'	15'	12'
Global Corridor	25' +	5'	20'	15'



# Traffic Volumes

## Weekday Peak, 9:00 – 10:00am

- Vehicle volumes are declining on Broadway
  - 1 vehicle or less per minute between 35<sup>th</sup> St. and 39<sup>th</sup> St.
  - 2 to 3 vehicles per minute between 40<sup>th</sup> St. and 42<sup>nd</sup> St.
- Pedestrians are the predominant users of the corridor
- Cyclists outnumber vehicles on most blocks





# Traffic Volumes

## Weekday Peak, 6:00 – 7:00pm

- Vehicle volumes are declining on Broadway
  - 1 vehicle or less per minute between 35<sup>th</sup> St. and 39<sup>th</sup> St.
  - 2 to 3 vehicles per minute between 40<sup>th</sup> St. and 42<sup>nd</sup> St.
- Pedestrians are the predominant users of the corridor
- Cyclists outnumber vehicles on most blocks





# Public Engagement & Survey

May 15, 12:00pm – 4:30pm

- Majority of respondents work in the area
- Walking (90% of respondents) is the predominant mode used on Broadway
- When traveling as a pedestrian, majority of respondents “usually” feel safe from vehicles (52%) and bicyclists/micro-mobility users (38%)
- 44% of cyclists/micro-mobility users reported “usually” feeling safe from vehicles
  - 22% reported “occasionally” and 14% reported “never” feeling safe from vehicles



*Survey still open, data captured 5/19*



# Public Engagement & Survey

May 15, 12:00pm – 4:30pm

## Plaza (35–36)

- “The corridor in question should be fully removed of vehicles.”
- “These areas have been an improvement to the area and safety. Greatly improves connections and streets.”
- “I prefer one lane for vehicle traffic for pick up and drop off.”

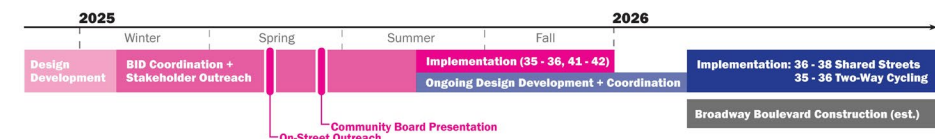
## Two-Way Cycling / Shared Streets (36–38 , 41–42)

- “Cycling lanes need additional capacity.”
- “I do not think it would make a difference for they ride the "wrong way" anyways.”
- “Think the two-way cycling would increase danger to pedestrian traffic.”

Survey still open, data captured 5/19

## Broadway Vision

Design Concept  
35th Street - 42nd Street





# Design Proposal





# Corridor Proposal

35<sup>th</sup> – 42<sup>nd</sup> St.

## 2025

- New Plaza Block, 35<sup>th</sup> – 36<sup>th</sup>
- New Shared Street, 41<sup>st</sup> – 42<sup>nd</sup>

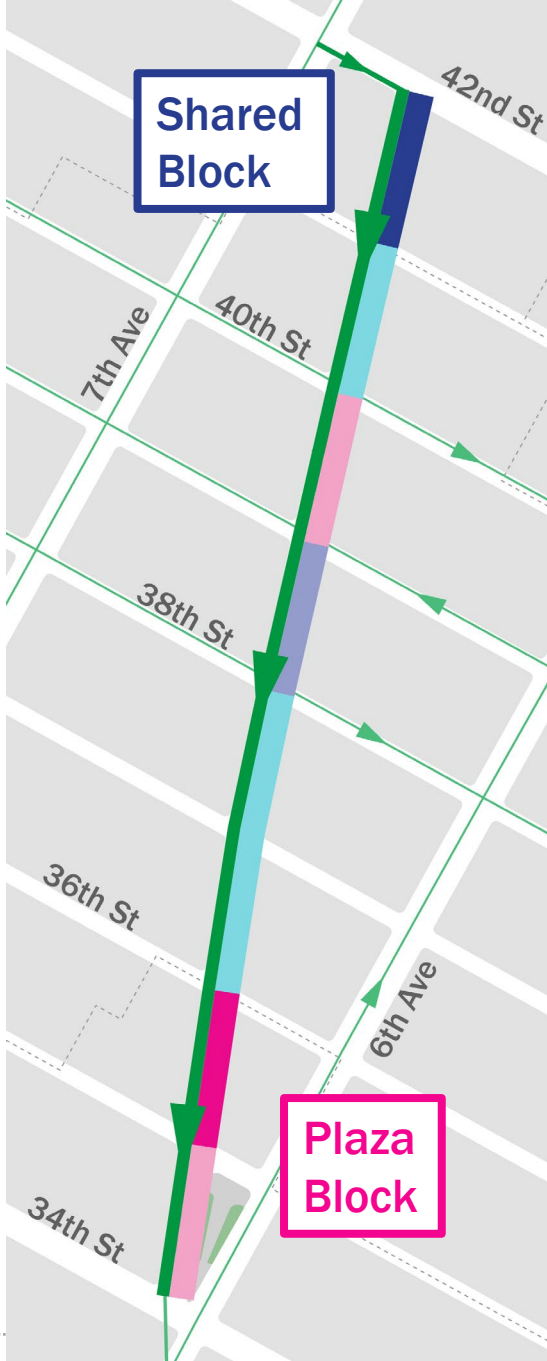
## 2026

- Two-way Cycling, 35<sup>th</sup> – 36<sup>th</sup>
- New Shared Streets with two-way cycling, 36<sup>th</sup> – 38<sup>th</sup>
- 38<sup>th</sup> – 40<sup>th</sup> Garment District Capital Construction

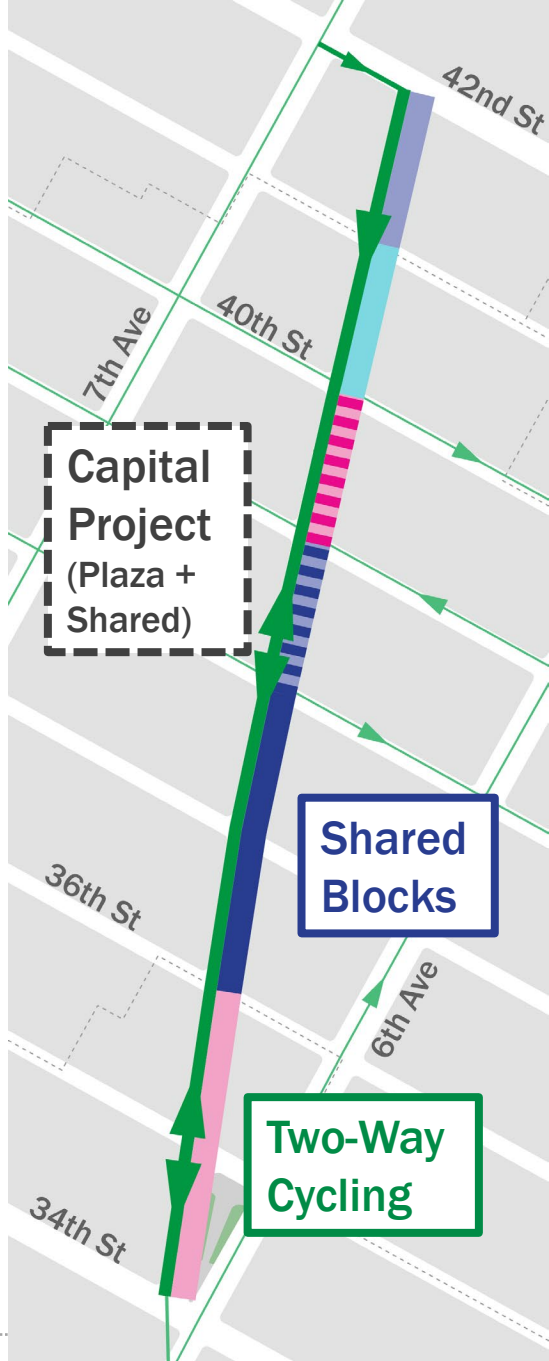
- New Plaza Block
- Existing Plaza Block
- New Shared Block
- Existing Shared Block
- Existing Slow Block
- Capital Project



Existing



2025



2026



# Plaza Block (2025-2026)

## 35<sup>th</sup> – 36<sup>th</sup> Street

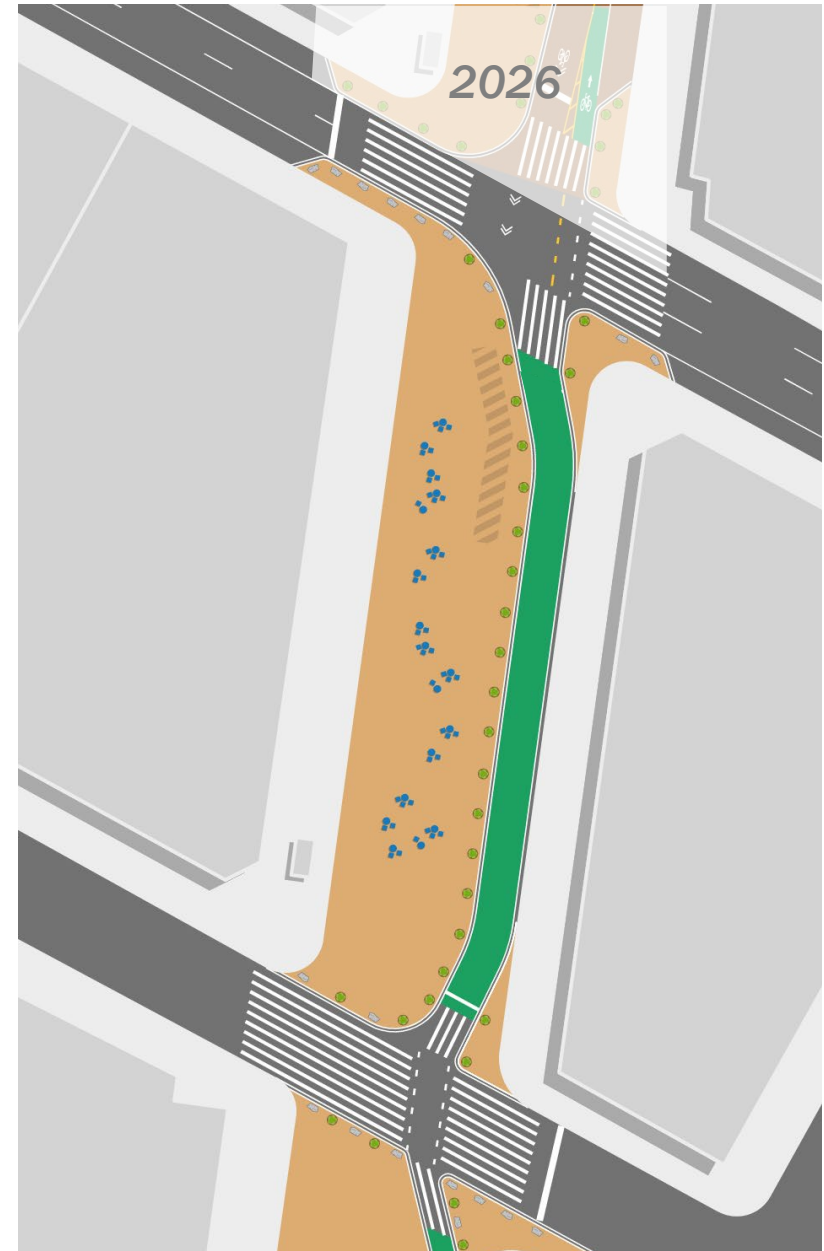
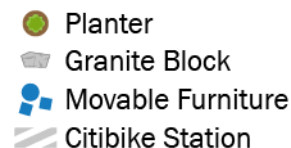
### 2025

- Expand public and programmable space adjacent to Herald Square
- Maintain southbound cycling
- Reconfigure CitiBike station

### 2026

- Formalize northbound bike connection with two-way bike path through the plaza

*DRAFT, design still in progress*



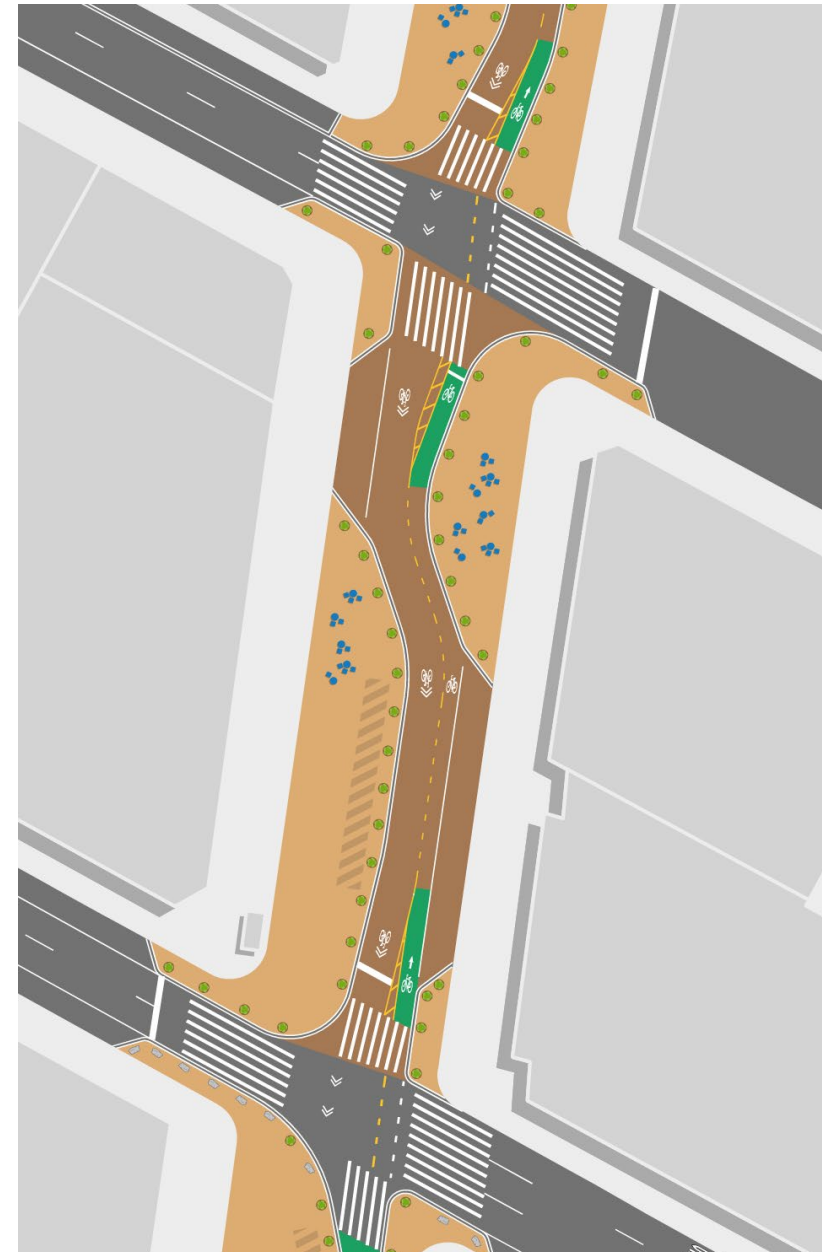
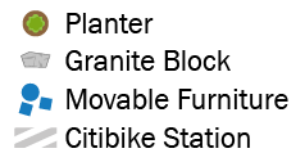


# Shared Block (2026)

## 36<sup>th</sup> – 37<sup>th</sup> Street

- Increase pedestrian circulation and public space
- Formalize northbound bike connection with two-way cycling
- Maintain southbound vehicular access
- Maintain curb access and space for pick-up and drop-off at Gotham Hall
- Reconfigure CitiBike station

*DRAFT, design still in progress*



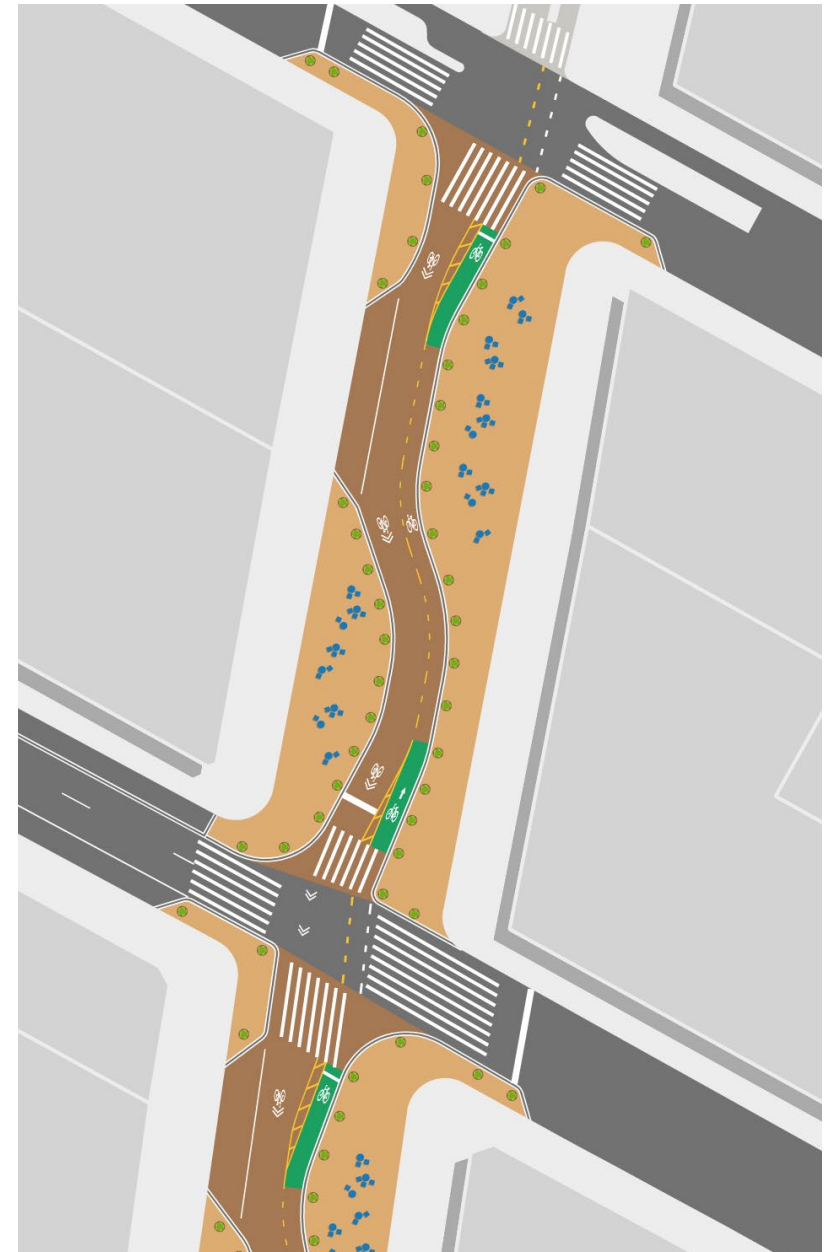


# Shared Block (2026)

## 37<sup>th</sup> – 38<sup>th</sup> Street

- Realign vehicle and bike travel paths to meet capital project geometries
- Increase pedestrian circulation and public space
- Formalize northbound bike connection with two-way cycling
- Maintain southbound vehicular access
- Maintain curb access

*DRAFT, design still in progress*



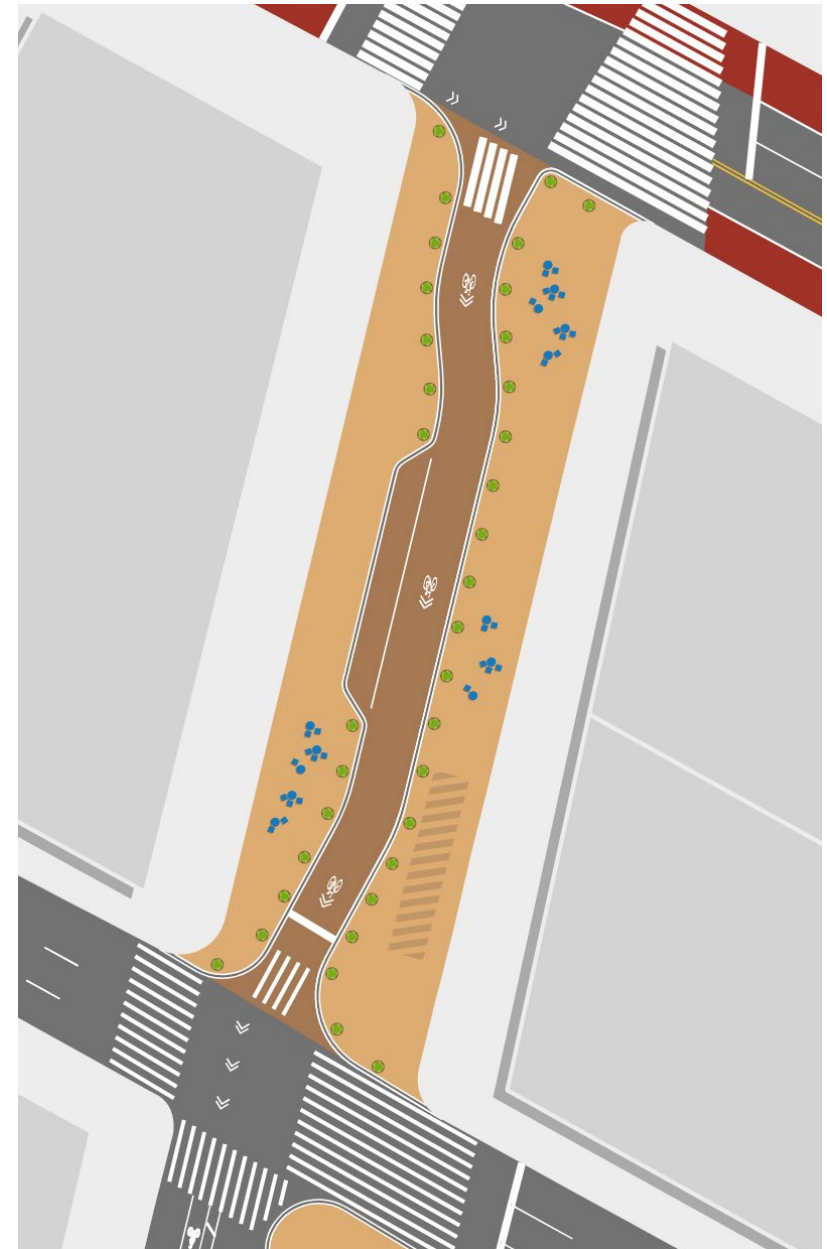
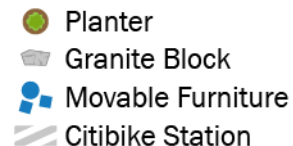


# Shared Block (2025)

## 41<sup>st</sup> – 42<sup>nd</sup> Street

- Increase pedestrian circulation and public space
- Maintain southbound vehicular access
- Maintain curb access for pick-up and drop-off
- Maintain CitiBike station

*DRAFT, design still in progress*







# Operations



# Curb Management

## Existing + Proposed

### Existing:

- 1,080 Linear Feet of Parking
- ~54 spots

### Proposed:

- 120 Linear Feet of Parking
- 150 Linear Feet of No Standing Anytime to support pick-up and drop-off
- ~6 spots (-48 spots)
- Ongoing coordination with BIDs and corridor stakeholders to ensure operational needs are met

*DRAFT, design still in progress*

- Commercial Metered Parking
- Metered Parking
- No Standing Anytime





# Timeline

<div>2024</div> <div>2025</div> <div>2026</div>	Fall/Winter	Herald Square Holiday Market
	Winter	BID Kick-Off Meetings Design Development
	Spring	Capital Project Scoping Stakeholder Coordination On-Street Outreach Community Board Presentations
	Summer/Fall	35 <sup>th</sup> – 36 <sup>th</sup> Plaza Implementation 41 <sup>st</sup> – 42 <sup>nd</sup> Shared Street Implementation
		38 <sup>th</sup> – 40 <sup>th</sup> Capital Construction SIP Implementation <ul style="list-style-type: none"><li>• 36<sup>th</sup> – 38<sup>th</sup> Shared Streets</li><li>• 35<sup>th</sup> – 36<sup>th</sup> Two-Way Bike Lane Update</li></ul>



# Thank You Questions?





# Traffic Network Changes

## Broadway, 35<sup>th</sup> – 36<sup>th</sup>

- Remove vehicular access from Broadway, 35<sup>th</sup> – 36<sup>th</sup> St.
- Use 7<sup>th</sup> Ave. for southbound access
- Use 36<sup>th</sup> St. to 5<sup>th</sup> Ave. loop for 35<sup>th</sup> St. local access

