

Taxi Stands in Times Square and the Theater District

A Technical Memorandum for the
Midtown Manhattan Pedestrian Network Development Project

Final Report

Rudolph W. Giuliani, Mayor
City of New York

Joseph B. Rose, Director
Department of City Planning

Iris Weinshall, Commissioner
Department of Transportation

June 2001

The preparation of this report was financed in part through funds from the U.S. Department of Transportation, Federal Highway Administration under the Congestion Mitigation and Air Quality (CMAQ) program of the Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21st Century (TEA-21). This project is a joint undertaking by New York City's Department of City Planning (DCP) and Department of Transportation (DOT) as a component of DOT's Pedestrian Network Development Project. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The contents of this report reflect the views of the author, who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration. This report does not constitute a standard, specification, or regulation.

Contents

Executive Summary	1
Introduction	2
Existing Conditions Analysis	3
Types and Number of Stands	3
Locations of Stands	3
Times Square Bow-Tie	3
Port Authority Bus Terminal/Eighth Avenue	5
West 42nd Street	5
Vehicular Capacity of Stands	5
Signage	6
Land and Building Uses Adjacent to Stands	6
Usage of Stands	6
Times Square Bow-Tie	8
Port Authority Bus Terminal/Eighth Avenue	8
West 42nd Street	9
Hotels and Theaters	9
Recommendations and Implementation	10
Location	10
Visibility	14
Taxi Dispatch Stands	20
New Taxi Dispatch Stands	20
Taxi Dispatch Stands at the PABT	22
Response to Development	23
Appendix 1: Location, Type, Signs and Capacity of Stands, December 2000	24
Appendix 2: Drawings of Taxi and Relief Stand Signs	25
Appendix 3: Photographs of Taxi and Relief Stand Signs in the Study Area, August 2000	26
Appendix 4: Observation of Stand Usage: The Numbers	27
Appendix 5: Taxi and Relief Stand Usage during Morning Peak Hours in Midtown Manhattan	28
Appendix 6: Taxi and Relief Stand Usage during Midday Peak Hours in Midtown Manhattan	29
Appendix 7: Taxi and Relief Stand Usage during Evening Peak Hours in Midtown Manhattan	30
Appendix 8: Location, Type, Signs and Capacity of Stands (Implemented January 2001)	31
Credits	32

List of Maps, Figures, and Tables

- Map 1. Taxi, Relief, and Paper Stands as of December 2000
- Map 2. Building Use and Ground Floor Activity Adjacent to Stands as of December 2000
- Map 3. Recommended Taxi and Relief Stands (Implemented January 2001)
- Map 4. Recommended Taxi and Relief Stand Signage (Implemented January 2001)
- Map 5. Taxi Stand Lamp Posts and Luminaires (Implemented January 2001)
- Map 6. Taxi Stands in Need of Alternative Power Connections
- Map 7. Potential Locations for Future Dispatch Booths
-
- Figure 1. Taxi waiting line sign
- Figure 2. Taxi stand sign
- Figure 3. Relief stand sign
- Figure 4. Recommended and implemented taxi stand sign
- Figure 5. Recommended and implemented relief stand sign
- Figure 6. Rendering of close-up of luminaire
- Figure 7. Rendering showing lamp post and luminaire at a taxi stand
- Figure 8. Specifications of the lamp post and luminaire
- Figure 9. Taxi dispatch stand in front of the Port Authority Bus Terminal
-
- Table 1. Summary of Changes in the Type, Number, and Capacity of Stands

Executive Summary

The Midtown Manhattan Pedestrian Network Development Phase One report (June 2000) recommended that the effectiveness of underutilized taxi stands in Times Square and the Theater District be investigated and improved as a tool to reduce congestion and improve safety. Taxi stands offer a viable alternative to current practice by providing an identifiable, orderly, efficient, and quick means to secure a taxi that benefits both drivers and passengers. Given that taxis comprise up to fifty percent of all traffic in the Times Square Bow-Tie, even a slight reduction in street hails would improve traffic operations.

This technical memorandum identifies 32 existing taxi stands from Sixth Avenue to Eighth Avenue, West 38th Street to West 53rd Street: 28 taxi waiting line stands and four relief stands. The study examines how well taxi stands are used and recommends four actions to improve their visibility and use: (1) rationalizing the network of taxi waiting line and relief stands by removing underutilized stands, redesignating stands, and establishing new or expanded stands; (2) installing simplified, pedestrian-oriented signs; (3) using distinctive lamp posts and globes to mark taxi waiting stands; and (4) investigating more taxi dispatch stands.

(1) The net result of the implemented changes is 23 taxi waiting line stands, five fewer than now exist, and 5 relief stands, one more than now exists, for a total of 28 stands, four fewer than now exist. Four taxi waiting line stands have been removed; two taxi waiting line stands have been redesignated as relief stands; one relief stand has been removed; one relief stand has been added; and one relief stand has been redesignated as a taxi waiting line stand. In addition, two taxi waiting line stands have been expanded, and a new taxi waiting line stand will be posted in the near future. In general, taxi relief stands are being pushed to the periphery of Times Square to reduce congestion in the area. The only exception to this rule is the redesignation of a portion of an existing underutilized block-long taxi waiting line stand on Broadway between West 47th and West 48th Streets.

(2) Eight signs regulating stands have been replaced by three signs: one for taxi waiting line stands; one for taxi relief stands; and one for taxi and black car relief stands.

(3) Taxi waiting line stand lamp posts and luminaires may be installed at up to 23 locations. The Art Commission approved the design of the lamp posts and globes and their installation at 15 locations. Specifications and cost estimates were developed, a Request for Proposals (RFP) was issued, and a contractor selected. Posts could not be immediately installed at seven of the 15 locations because of site constraints, either temporary (construction) or permanent (vaults, ventilation grates, lack of power source). Eight taxi waiting line stand lamp posts and luminaires were installed in January 2001.

(4) Three possible locations for future taxi dispatch stands have been identified, and discussions with DOT and the Times Square BID have been initiated.

Introduction

In Phase One of the Midtown Manhattan Pedestrian Network Development Project, the New York City Departments of City Planning (DCP) and Transportation (DOT) made recommendations to improve pedestrian and vehicular safety, mobility, and convenience in the area bounded by Sixth Avenue, Eighth Avenue, West 38th Street, and West 53rd Street. This memorandum examines in greater detail those recommendations in Phase One that pertain specifically to taxi stands in Times Square and the Theater District. The goal is to improve the effectiveness of taxi stands as a tool to reduce congestion and pedestrian-vehicular conflicts, while improving convenience and safety for passengers and taxi drivers. Of particular interest are stands located in corridors where pedestrian and vehicular congestion, conflict, and accidents are most severe, including the Times Square Bow-Tie, 42nd Street, and Eight Avenue adjacent to the Port Authority Bus Terminal.

Often referred to as a New Yorker's alternative to the personal auto, taxis provide the convenience of door-to-door service to those passengers willing to bear the expense. In Midtown Manhattan, taxis are a major component of the pedestrian and vehicular network, bringing people to and from the area's offices, hotels, theaters, restaurants, and stores. Based on traffic counts conducted in Fall 1998, taxis represent 30 to 50 percent of the total traffic in the Times Square area, making them prominent contributors to congestion. The pick-up and drop-off of passengers, if not performed at curbside, further aggravates the congestion and increases the risk to pedestrians.

Taxi waiting line stands (or simply "taxi stands") offer a viable alternative to current practice by providing an identifiable, orderly, efficient, and quick means to secure a taxi that benefits both drivers and passengers. Relief stands offer drivers of taxis and, when designated by regulations, of For-Hire Vehicles (FHVs) a place to take a break near accommodations.

In this memorandum, both types of stands are considered. First and foremost, this memorandum recommends measures to improve the utilization of existing taxi stands, based on an analysis of the relationship of stands to adjacent land and building uses, and the effectiveness of current signage in announcing stands to the public. The relocation of relief stands is an important secondary focus of this memorandum. Since curb space in Midtown is demanded by many uses, finding suitable locations for relief stands is challenging, especially as Times Square undergoes the current wave of development. Implementation of the recommendations made in this memo is an important step in making taxi stands and relief stands more effective. DCP, DOT, the New York City Taxi and Limousine Commission (TLC), the Times Square Business Improvement District, and Con Edison are vital partners in coordinating and implementing these recommendations in conjunction with ongoing projects.

Existing Conditions Analysis

The analysis of existing conditions looked at six aspects of stands in the study area: (1) the type and number of stands; (2) their location; (3) their vehicular capacity; (4) and their signage; (5) the land and building uses and ground floor retail activity near stands; and (6) the usage of stands.

Type and Number of Stands

Stands formalize locations for taxi operations by designating a section of the curb for the exclusive use of taxis. Two types of stands exist in New York City: taxi stands, where taxi cabs pick up or drop off passengers, and relief stands, where taxi drivers are allowed to park during breaks. In their primary role, taxi stands provide for the safe and expedient loading and unloading of passengers. Taxi stands are often located next to land uses, such as hotels, theaters or transit hubs, that generate significant numbers of passengers. Taxi stands may also be dispatch stands, serviced by a taxi dispatcher who coordinates the passenger and taxi lines.

In their secondary role, stands provide short-term parking for taxis, during which time drivers may take a break. Legally, only designated “relief stands” are available for this purpose, unless also designated for FHV’s, often called “black cars.” Drivers are not permitted to leave their vehicles unattended at taxi stands, whereas at relief stands drivers may leave their vehicles for up to one hour, depending on the existing on-street regulations. In addition, there are paper stands, which DOT lists as taxi stands, but the curb is governed by different posted regulations.

Twenty-eight of the area’s 34 stands are taxi stands; of the remaining stands, four are relief stands, and two are paper stands, both listed south of West 42nd Street. There are no stands specifically designated for dropping off passengers. The type and location of each stand and its signage and capacity is shown in Appendix 1.

Locations of Stands

Of the 28 taxi stands in the study area, 21 are located on the avenues and seven are on side streets (Map 1). Taxi stands on corridors and near intersections where pedestrian and vehicular congestion and conflict are most severe, as reflected in high numbers of traffic accidents, are of particular interest.

Times Square Bow-Tie

There are no taxi or relief stands in the Times Square Bow-Tie, the area between West 43rd Street and West 47th Street where Broadway crosses Seventh Avenue, due to existing traffic constraints. High volumes of pedestrians, including people in line for the TKTS booth, tourists, and commuters, add further to the vehicular congestion, conflict, and delay caused by limited road width and heavy traffic, not the least of which is taxis. In fact, curb regulations on Broadway and Seventh Avenue between West 45th and West 46th streets prohibit stopped vehicles in an effort to provide sufficient moving lanes.

Taxi, Relief, and Paper Stands
as of December 2000

Midtown Manhattan
Pedestrian Network
Development Project
Taxi Stands in Times Square
and the Theater District
City of New York
Department of City Planning

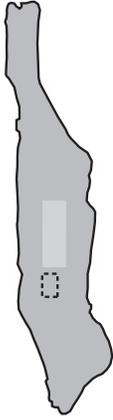
Legend

Taxi Stands

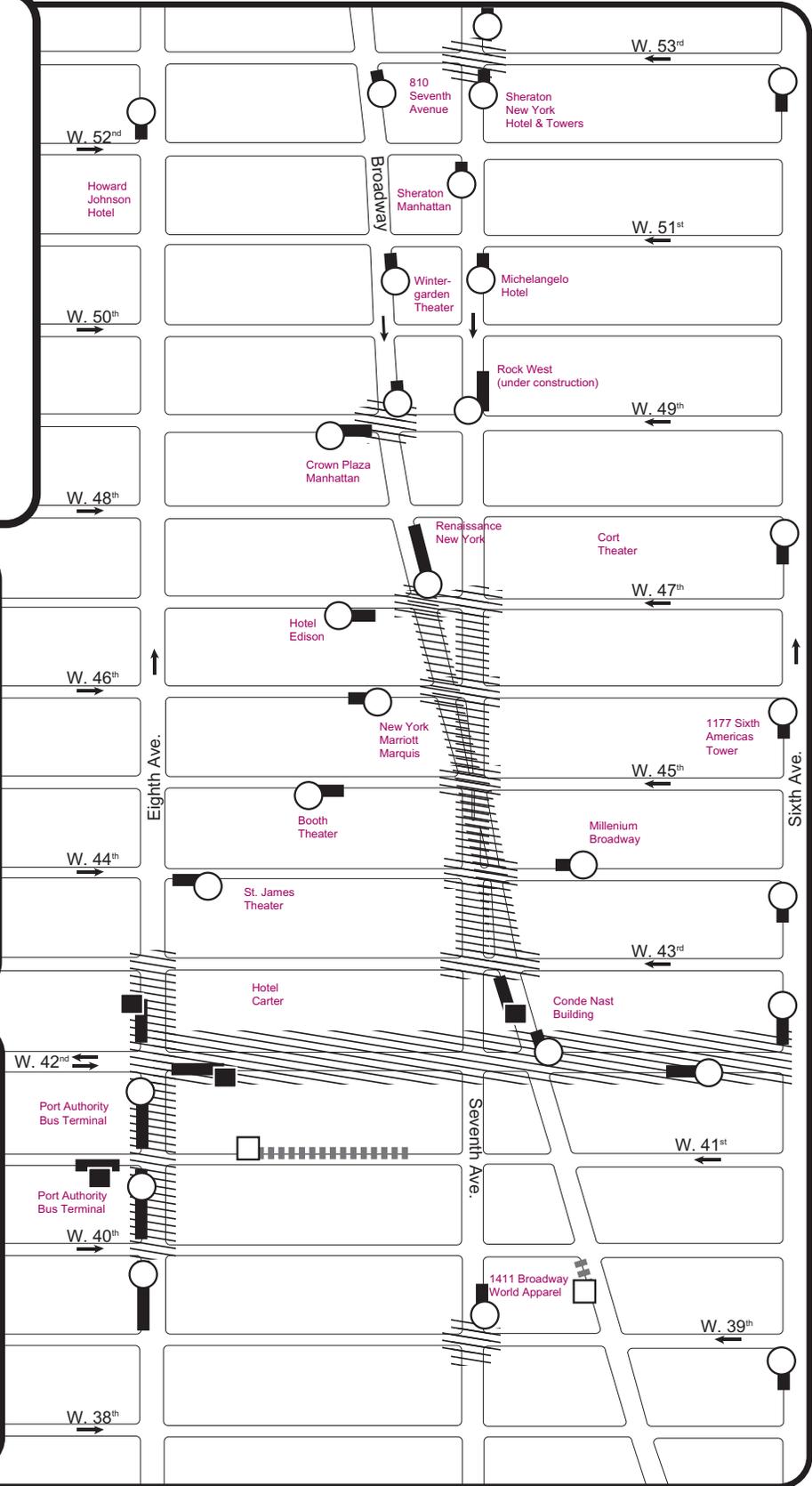
-  Taxi Stand
-  Relief Stand
-  Paper Stand
-  Direction of Traffic
-  High Accident Areas

Map not to scale

Location Map



A small map of New York City with a dashed rectangle indicating the location of the study area in Midtown Manhattan. A north arrow is located in the bottom left corner.



Instead, taxi stands surround the bow-tie in an effort to minimize the effect of taxi operations on congested Times Square traffic. Nine stands are located on Broadway or Seventh Avenue north of West 47th Street, coincident with the concentration of hotels, and another five stands are sited east and west of the bow-tie on the crosstown streets.

Port Authority Bus Terminal/Eighth Avenue

Another cluster of six stands, three taxi and three relief, is situated adjacent to or near the Port Authority Bus Terminal (PABT) at Eighth Avenue between West 39th Street and West 43rd Street. The PABT is the largest single taxi trip generator in the study area. The two taxi stands on Eighth Avenue directly in front of the terminal are dispatch stands that feature a booth for the dispatcher on duty and a chain to mark the pedestrian line. The third taxi stand on Eighth Avenue, between West 39th and 40th streets, acts as both a taxi stand and a queuing area for taxis serving the stands in front of the PABT.

Eighth Avenue carries high vehicular volumes, and the intersections and sidewalks adjacent to the PABT where the two dispatch stands are located have enormous volumes of pedestrians, including those who cross mid-block. This leads to numerous conflicts between pedestrians and cars, not the least of which are taxis. However, any change in the location of the taxi stands would only increase the complexity of taxi movements and the conflict between taxi movements and pedestrians.

West 42nd Street

West 42nd Street is both a busy crosstown corridor and a commuter and tourist destination in itself. It is a major pedestrian, vehicular, and transit corridor, with the highest number of pedestrian accidents in the area. Two stands, a taxi stand and a relief stand, on the south side of West 42nd Street, are limited to those hours when the peak-hour bus lane is not active.

The remaining taxi stands are on the periphery of the study area, primarily along Sixth Avenue (six) between West 42nd Street and West 48th Street (four).

Vehicular Capacity of Stands

The 28 taxi stands in the study area have a cumulative capacity of approximately 140 parked vehicles. Vehicular capacities range from one at the taxi stand at the Sheraton New York Hotel & Towers on Seventh Avenue between West 52nd and West 53rd streets, to twelve at the block-long taxi stand on Broadway between West 47th and West 48th streets. Taxi stands in front of the PABT rank among the highest in capacity.

The four relief stands cumulatively hold about 35 vehicles. The relief stand on West 41st Street between Eighth and Ninth Avenues, underneath the PABT, has a capacity of 15 vehicles; the other three relief stands accommodate from six to eight taxis. Appendix 1 lists the vehicular capacity of each stand.



Figure 1. One of three types of signs for a taxi waiting line. This one is in front of the Port Authority Bus Terminal



Figure 2. The most commonly found sign for taxi stands in the study area



Figure 3. Sign for relief stand

Signage

Taxi stands are designated by one or two 18 by 24 inch signs posted along with other signs regulating the curb. In the study area, there are at least eight different taxi stand signs announcing typically two stand types. Appendices 2 and 3, respectively, present renderings of these eight signs and photographs of the several taxi stand signs found in the area.

The lack of consistency in signage makes taxi stands less recognizable to drivers and reduces their effectiveness in announcing taxi stands. Of the 28 taxi stands, six have signs that read “TAXI WAITING LINE,” (Figure 1), but the signs come in three different versions (Appendix 2 and 3). The signs at the remaining 22 taxi stands feature little information, using less distinctive phrases, such as “NO STANDING ANYTIME TAXI STAND” or “NO STANDING EXCEPT TAXIS” (Figure 2). Variation in signs marking relief stands is also prevalent. One variant can be found at Broadway between West 42nd and West 43rd streets (Figure 3).

The location of existing signage is another problem. Several stands are designated by a single sign at the beginning of the stand, at a location farthest removed from approaching traffic. Drivers are not alerted to the location of these stands until they have driven almost completely past the stand.

Furthermore, the existing signs do not effectively communicate to passengers the location and purpose of taxi stands. The different signs confuse pedestrians by failing to announce clearly that a taxi stand is nearby. Not only are signs directed to drivers, the size, design and color scheme of the existing signs -- either red or white, the same colors used for other regulatory signs -- mutes the message amidst the clutter of Times Square. Finally, it is unlikely that New York City residents, let alone visitors, are savvy enough to know to follow regulatory signage in their search for a taxi stand.

Land and Building Uses Adjacent to Stands

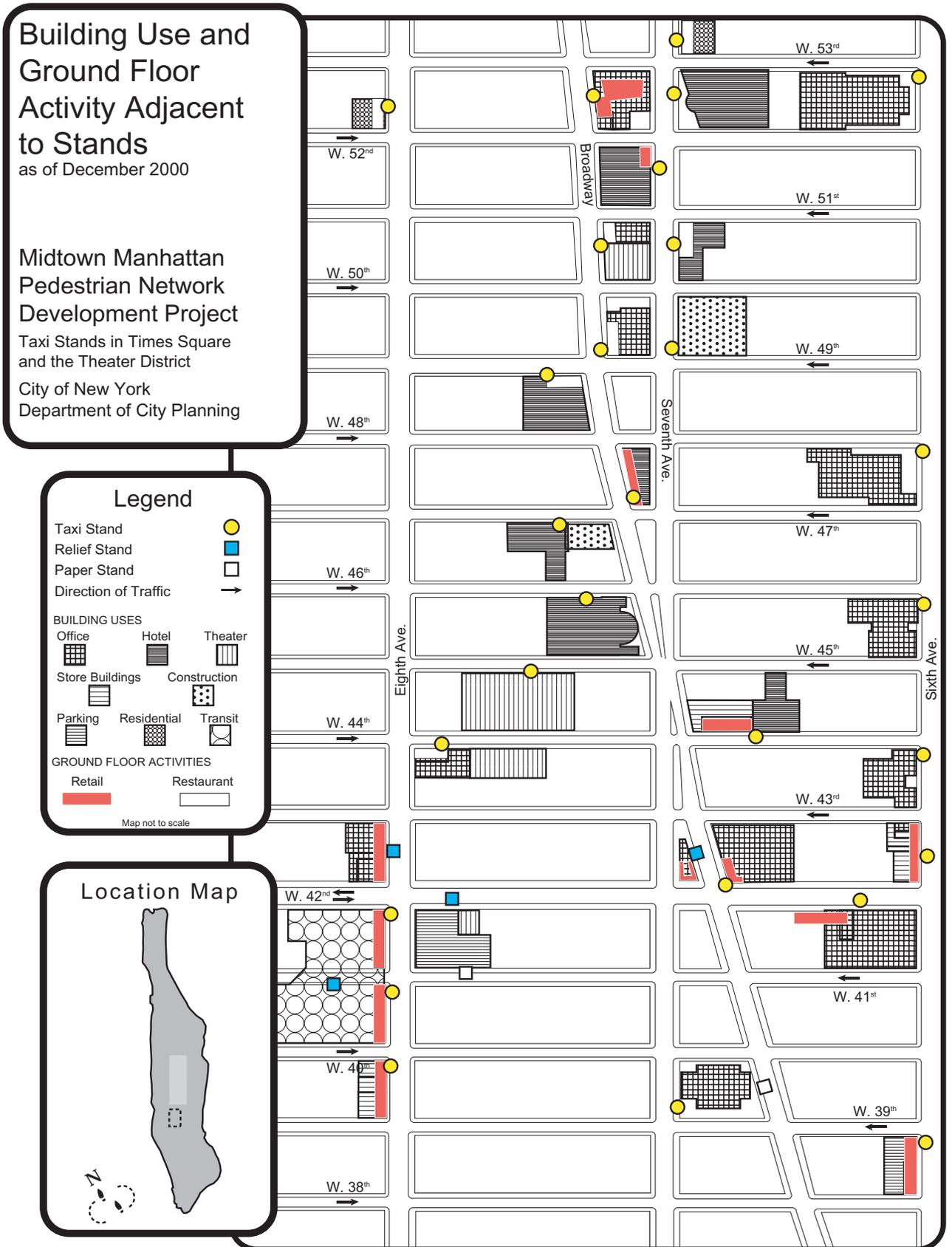
The predominant land use near stands is classified as commercial and office buildings. There are a relatively small number of other land uses, such as parking facilities, mixed residential and commercial buildings, open space, or transportation facilities (the PABT).

In the study area, taxi stands serve either a single major passenger source, or they serve a general area with numerous sources of riders. Map 2 shows the eight different building uses adjacent to the 32 posted taxi and relief stands. There are 19 office buildings near stands, followed by nine store buildings, eight hotels, and four theaters. Many stands are located near ground floor retail stores and restaurants.

Usage of Stands

Taxi stands bring together passengers and vacant cabs in a more orderly fashion, reduce the need to cruise for fares, and provide an antidote to

Map 2.



the unsafe practice of picking up or dropping off passengers in moving lanes of traffic. But what is the incentive for drivers to use taxi stands in such a competitive environment? One incentive is a short time lapse between dropping off one fare and picking up the next. The TLC has found that in the city as a whole the average cruising time between fares is about seven minutes (Taxicab Fact Book, 3rd edition, page 33). At the most active stands in the study area, there is clearly a much shorter average time between fares. These stands provide a steady source of riders and often have a taxi dispatcher or a hotel doorman or concierge to coordinate the movements of taxis and riders.

The type of building use and ground floor activity adjacent to taxi stands in the study area has an obvious impact on the utilization of stands. To better understand the use and operational characteristics of taxi stands, DCP staff counted the number of trips originating or terminating at 14 (12 taxi, two relief) stands adjacent to six different building uses, and observed how passengers and drivers used stands. Observations and data collection took place during morning, midday, and afternoon peak hours in July and August of 1999. (Appendices 4 through 7 present information on the number of trips at selected stands.)

In general, there is a correlation between building use type and the utilization of taxi stands. Building uses that generate passengers, particularly those requiring a longer ride, attract significant numbers of drivers willing to wait their turn at a taxi stand. The most active stands are those located in front of the PABT or contiguous to hotel loading zones; some of the least-used are north of the Times Square Bow-Tie.

Times Square Bow-Tie

Despite the number of pedestrians, many of the taxi stands north of the bow-tie, with the exception of those adjacent to hotel loading zones, are underutilized, and therefore ineffective in providing taxi service that might relieve congestion exacerbated by street hails. This problem is also not addressed by the five stands located on the east-west streets in the bow-tie: three feed hotel loading zones, one's use is limited to late night hours, and one is by a theater.

Current construction makes it difficult to gauge the demand for taxi service on Seventh Avenue and Broadway from West 45th to West 43rd Streets. However, the extent of the problem is indicated by the number of taxi pick-ups and drop-offs that took place from West 47th Street to West 45th Street. On average, there were 36 taxi movements in the a.m. peak hour and 70 movements in the midday peak hour. Even if taxi movements at the two area hotels are eliminated, the result is an average of 16 movements in the morning peak hour and 28 in the midday peak hour. In addition, there were several failed attempts to hail cabs in these two blocks.

Port Authority Bus Terminal/Eighth Avenue

In 1999, more than 56 million passengers passed through the Port Authority Bus Terminal. As a result, the three nearby taxi stands on Eighth Avenue generate more than 600 total taxi trips during peak hours. Smooth

functioning of the stands is ensured by two taxi dispatchers, usually found working outside their booths at the block-long taxi stands between West 40th and West 42nd streets.

With this large commitment of staff hours and curb space, the taxi stands in front of the PABT are a benchmark by which to gauge the performance of other area taxi stands. Even so, in the morning hours, when demand for taxis is at its peak, there are typically long waiting lines of passengers at the terminal; at other times of the day, taxis are the ones queuing for passengers.

West 42nd Street

Two stands interfere with traffic operations in Times Square. The taxi stand between Broadway and Sixth Avenue is poorly utilized, and the relief stand near Eighth Avenue is often used at inappropriate hours, negatively affecting the operation of eastbound buses.

Hotels and Theaters

The three taxi stands adjacent to hotels generated over 500 total taxi trips in the peak hours. For the purpose of this study, the hotel loading zone was considered an extension of the taxi stand, and pick-ups or drop-offs that occurred within the loading zone were counted as trips occurring in the taxi stand. Taxis that serve hotels usually line-up at taxi stands, but use the hotel loading zone to pick up and drop off hotel visitors. The taxi stands, in essence, feed the hotel loading zone, as taxis move forward into the loading zone when hailed by a passenger or doorman.

Two taxi stands serve patrons of Broadway theaters. One is active from 10 p.m. to midnight only and is used for passenger pick-ups for departing theater patrons or as a de facto relief stand.

In general, drivers often used taxi stands as relief stands during less busy times of the day. Unattended taxis parked at designated taxi stands were a common sight at many locations. On the other hand, a number of drivers were observed taking breaks in their cars, napping or eating, while waiting for fares at taxi stands near hotels. Relief stands were equally busy during certain times of the day. However, the designation of a taxi or relief stand does not guarantee that the space is used by a taxi. Black cars, delivery trucks, or private vehicles with parking permits freely occupied spaces allocated for taxis. This is no surprise given the intense competition for curb space and weak enforcement, but the occupation of stands by other vehicles obviously dilutes their effectiveness.

Recommendations and Implementation

Based on the analysis of existing conditions, a number of preliminary recommendations were developed and discussed in June 2000. In response to a mayoral directive in September 2000, an interagency group, composed of representatives from DCP, DOT, TLC, Con Edison, and the Times Square BID, was formed to reach consensus on the final recommendations, and to implement them in a timely manner, as documented in this final report.

The interagency group recommends four actions to improve the visibility and use of taxi stands:

- (1) rationalizing the network of taxi waiting and relief stands by removing underutilized stands, redesignating stands, and establishing new or expanded stands;
- (2) installing simplified, pedestrian-oriented signs;
- (3) using distinctive lamp posts and globes to mark taxi stands; and
- (4) investigating the use of more taxi dispatch stands.

The group developed these recommendations to advance the goals of redirecting passenger pick-ups and drop-offs to points outside the Times Square Bow-Tie, improving traffic operations at stands near high-accident locations, maintaining the existing number of relief stands, and coordinating future requests to designate curb uses in light of continued real estate development in Times Square.

Location

To enhance usage of taxi stands throughout the area:

- Remove underused taxi stands at:
 - Broadway between West 49th and West 50th Streets;
 - Sixth Avenue between West 47th and West 48th Streets;
 - Sixth Avenue between West 43rd and West 44th Streets; and
 - West 42nd Street between Sixth Avenue and Broadway.
- Change underused taxi stands to relief stands at:
 - Eighth Avenue between West 52nd and West 53rd Streets; and
 - Sixth Avenue between West 38th and West 39th Streets.
- Remove a relief stand that interferes with traffic operations at:
 - West 42nd Street between Eighth and Seventh Avenues.
- Change a relief stand to a taxi stand at:
 - Broadway between West 42nd and West 43rd Streets;
- Establish new or expanded stands near major sources of passengers.

The net result of these implemented changes is 23 taxi stands, five fewer than existed, and 5 relief stands, one more than existed, for a total of 28 stands, four fewer than existed. In addition, two taxi stands have been expanded, and a new taxi stand will be posted in the near future.

Map 3 shows the changes, and Table 1 summarizes changes in the type, number and capacity of stands. Appendix 8 lists the location, type, signage, and capacity of each stand.

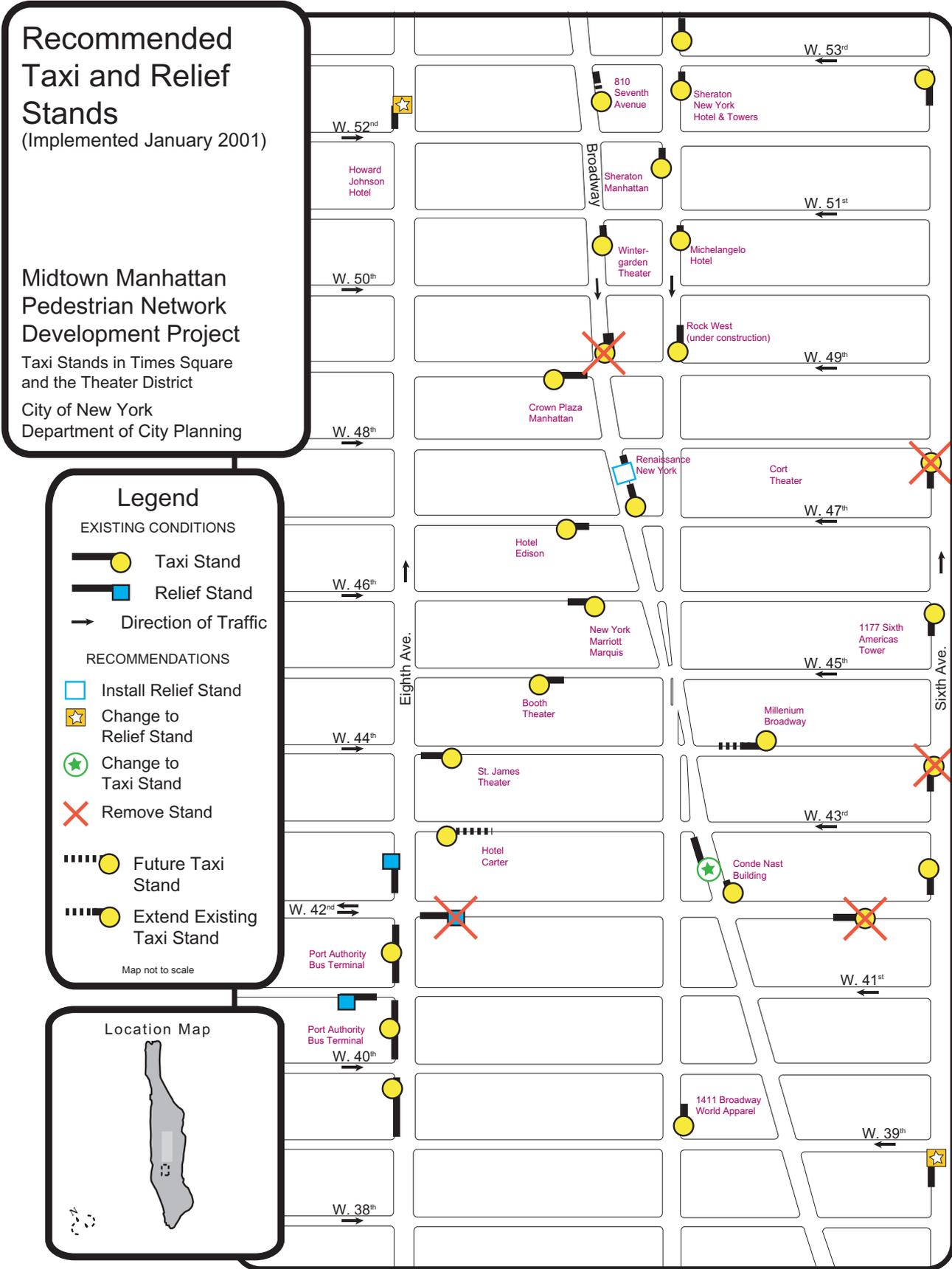
Taxi stands need to be strategically located to serve land uses that generate many passengers, and relief stands need to be close to accommodations where drivers may take a break without impeding traffic flow. Taxi stands that were not well-used and were not located adjacent to identified generators of passengers were either eliminated or redesignated as relief stands. Relief stands that interfered with traffic operations or were poorly situated next to transit stations or pedestrian generators were either eliminated or redesignated as taxi stands. In some cases where stands were removed, the new curb regulations will permit metered parking and/or truck loading and unloading.

Three taxi stands, two on Sixth Avenue, between West 43rd and West 44th Streets and West 47th and West 48th Streets, respectively, and one on Broadway, between West 49th and 50th Streets, were not near a strong source of passengers as shown by site observations. Therefore, they were removed. Another stand, located on West 42nd Street near Sixth Avenue, was removed to ensure that buses travel without delay on one of the most important east-west corridors in New York City. Moreover, general observations showed that the stand did not have a strong stream of passengers and was often used by drivers as a relief stop.

Taxi stands located at the edges of Times Square did not contribute substantially to improved taxi operations. For this reason, two stands, one on Eighth Avenue between West 52nd Street and West 53rd Street, the other on Sixth Avenue between West 38th Street and West 39th Street, were changed from taxi stands to relief stands. Both are near accommodations where drivers may take breaks.

As with the taxi stand near Sixth Avenue, the relief stand on West 42nd Street near Eighth Avenue interfered with bus operations and was removed. The relief stand on Broadway north of West 42nd Street was inappropriately located and was redesignated as a taxi stand. The loss of these two relief stands is partially offset by a nearby relief stand with high vehicular capacity. However, the interagency group wanted to maintain the total number of relief stands, and to have at least one relief stand in a central location.

The most suitable location for a replacement is the northern half of an underutilized taxi stand that occupies the full block on Broadway between West 47th and West 48th Street. This permits the driver to start work after a break by simply moving into the taxi stand



line immediately to the south without entering traffic. Moreover, this new relief stand is near accommodations, and current and future generators of passengers.

The study also looked at expanding existing stands or establishing new ones near the Times Square Bow-Tie to meet the growing demand for taxi service, given new commercial developments and ever-increasing numbers of tourists. The interagency group investigated expanding or adding taxi stands at seven sites on the avenues and streets crossing Times Square. Four sites were rejected because of traffic constraints or conflicting curb uses requested by new hotels and office buildings; three sites, West 44th Street east of Broadway, Broadway south of West 53rd Street, and West 43rd Street east of Eighth Avenue, proved feasible.

Removal of parking spaces will facilitate the expansion of an existing taxi stand that feeds a hotel loading zone on West 44th Street. Currently, on-street regulations on the north side of the street between the taxi stand and Broadway permit truck loading and unloading between 7 a.m. and 6 p.m. and metered parking between 6 p.m. and midnight. The interagency group is working to change the regulations and the meters which will double the capacity of the existing taxi stand. An existing stand on Broadway at West 53rd Street has already been expanded by the removal of meters. A new taxi stand, to be located on West 43rd Street near Eighth Avenue, adjacent to a hotel currently under construction, would require the removal of a truck loading and unloading zone.

Table 1. Summary of Changes in the Types, Number, and Capacity of Stands

Type of Stand	Old Number of Stands	New Number of Stands	Percent Change	Old Vehicular Capacity of Stands	New Vehicular Capacity of Stands	Percent Change
Taxi Stand	28	23	-18%	141	125	-7%
Relief Stand	4	5	25%	35	34	-3%
Totals	32	28	-13%	176	159	-6%

After Implementation of Recommendations	
Number of Taxi Stands Removed	4
Number of Relief Stands Changed to Taxi Stands	1
Number of Taxi Stands Changed to Relief Stands	2
Number of Relief Stands Removed	1
Number of Relief Stands Added	1



Figure 4. Newly-designed taxi stand sign. Text and image are black on a yellow background



Figure 5. Newly-designed relief stand sign. Text is black on a yellow background

Visibility

It is equally important to improve the visibility of taxi stands by:

- Installing new, simplified, and distinctive, pedestrian-oriented signs limited to two types: one for taxi stands; the other for relief stands;
- Using illuminated globes at taxi stands; and
- Providing drivers and passengers with maps indicating the location of taxi stands.

Making stands more visible on the street, while a trying proposition in an urban environment like Times Square, is a crucial element in enhancing their use. DOT has recently completed a campaign to replace traffic signs, including taxi and relief stand signage, in the study area and surrounding sections of Midtown. The presence of new, clean signs is an improvement, but the problem of different sign formats remains. As noted, there are eight different signs that designate taxi or relief stands.

The study proposes limiting signs to two types: relief for drivers and waiting for taxis or passengers. The interagency group agreed that two distinct signs, using simple, unvaried language on a color background, would clearly improve how taxi and relief stands are identified. Figures 4 and 5 show the newly-designed signage installed in the area as of January 2001. In accord with DOT design standards, a section of each sign has a yellow background and black text, marking either a taxi stand or a relief stand, above a section with either a white or red background announcing prohibitions governing the curb. Map 4 shows the types of signs and their place of installation.

There remains, however, a need to improve passenger awareness of taxi stands. While the new signage conveys the existence of stands, it remains part of a set of regulatory signs geared toward the motorist. An additional form of signage should announce to pedestrians where taxi stands are located. The signs ought to be visible day or night, not only to people looking for a taxi, but also to taxi drivers cruising for passengers or seeking a spot at the curb to drop off riders. The interagency group adopted a DCP-recommended pilot program, to demarcate taxi stands with a luminary similar to those used at subway station entrances, as the best means to increase visibility. The interagency group focused concurrently on design, agency and community outreach and approvals, manufacturing, installation, and financing.

The resulting design is a nine-foot lamp post and illuminated globe (Figures 6, 7, and 8). A derivative of the 14-foot World's Fair post found in many city parks, the custom-made post is steel-fabricated. The globe, 16 inches in diameter, is taxi-yellow in color. The light source is a DOT-standard 50-watt high pressure sodium lamp. (The interagency group considered using light-emitting diodes [LED] as the light source, but changed course because of cost and quality concerns. Recent developments now make LED a serious candidate in future applications.) The word TAXI in black text, about 3.5 inches in height, is designed to be visible from 275 feet.

Map 4.

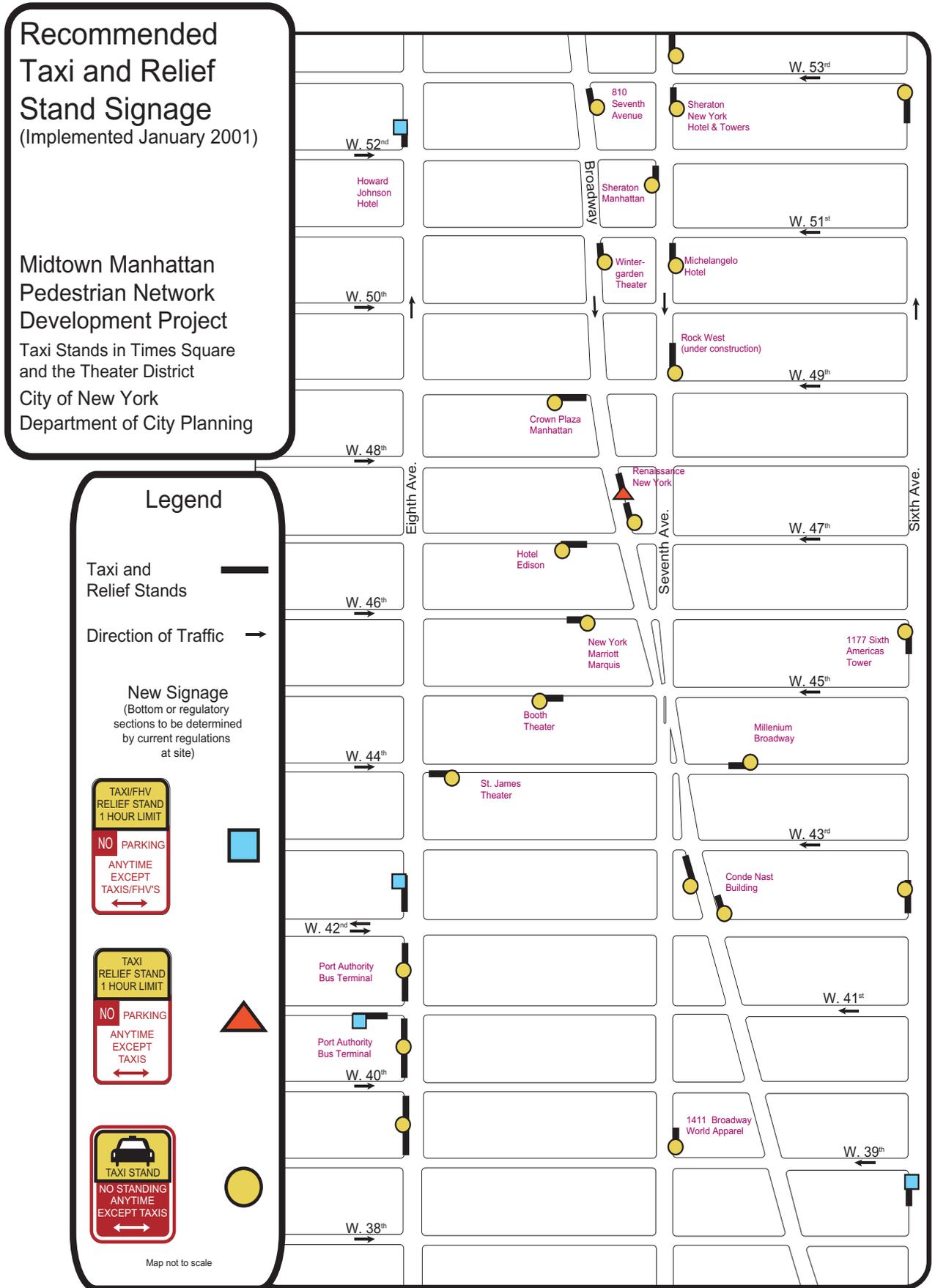




Figure 6. Rendering of close-up of luminaire

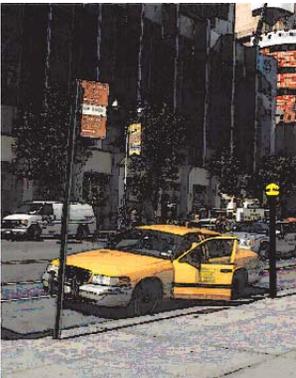


Figure 7. Rendering of lamp post and luminaire at a stand

The Art Commission of the City of New York approved the design of the lamp posts and globes and their installation at 15 identified locations. Specifications and cost estimates were developed, a Request for Proposals (RFP) was issued, and a contractor selected. The purchase of the lamp posts and globes is to be funded as part of the Midtown Manhattan Pedestrian Network Development project through the Congestion Mitigation and Air Quality program of TEA-21. DOT's Street Lighting Division supervised their installation, and minor maintenance will be provided by the Times Square BID.

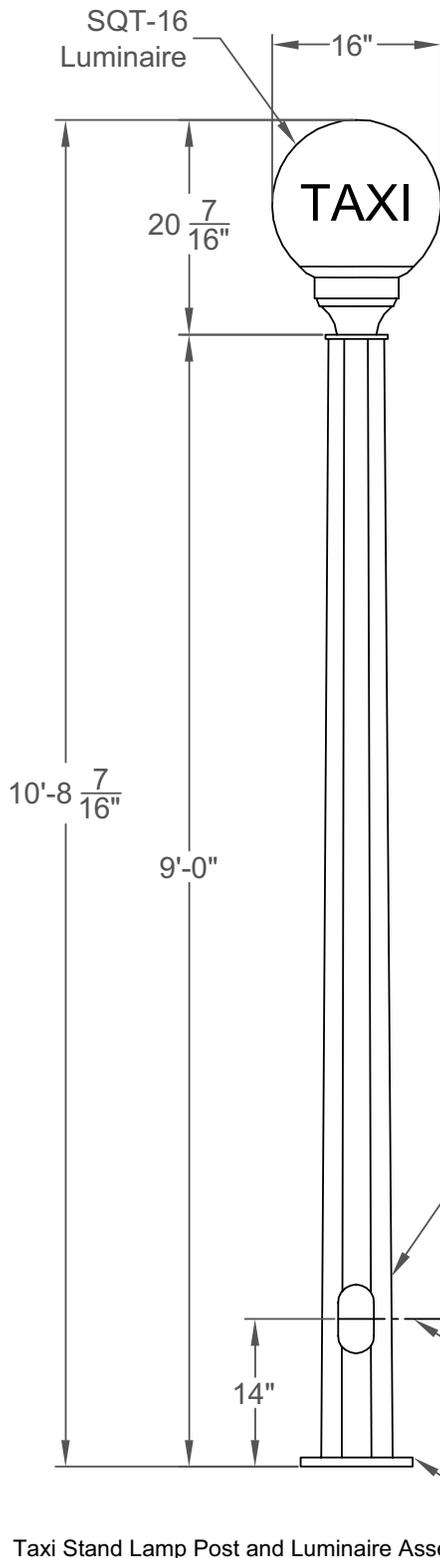
Under ideal conditions, the lamp posts are to be installed 20 feet from the starting point of each taxi stand (Figure 7). Site surveys at each of the 23 taxi stands identified temporary or permanent constraints (underground vaults, subway or utility ventilation grates on sidewalks, electrical connections, and ongoing construction). The most critical element in the siting of the lamp posts was access to power. Mid-block street lights provide the power source for the luminaires; DOT policy forbids the use of combined street lights and traffic signals at corners. As a result, eight taxi stand posts and globes were installed in January 2001 (Map 5). A ninth lamp post and globe may be installed where the taxi stand was expanded by the removal of two parking meters on Broadway and West 53rd Street.

Map 5 also shows three sites where installation will take place in another phase of work. Installation of a taxi stand globe near the Booth Theater is on hold due to existing physical structures, such as bollards on the sidewalk. Work at two other locations, Seventh Avenue between West 49th Street and West 50th Street, and West 44th Street between Broadway and Sixth Avenue, is on hold due to ongoing construction.

The interagency group is now examining the feasibility of providing power to more lamp posts in the near future through the use of electrical boxes placed under sidewalks. Connected to electrical mains underneath the roadbed, these boxes would provide electricity to street furniture in need of power without the need for expensive and disruptive roadway construction. As shown in Map 6, the stands under consideration are located at:

- Sixth Avenue, between West 45th and West 46th Streets;
- Broadway, between West 42nd and West 43rd Streets;
- Broadway, between West 47th and West 48th Streets;
- Broadway, between West 50th and West 51st Streets;
- Seventh Avenue, between West 50th and West 51st Streets;
- Seventh Avenue, between West 51st and West 52nd Streets;
- and
- Seventh Avenue, between West 53rd and West 54th Streets.

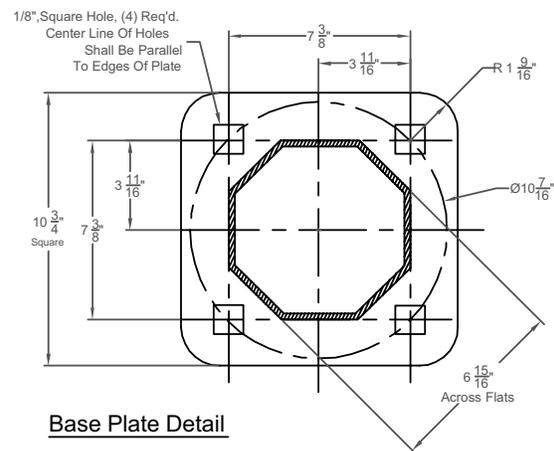
Finally, public awareness of the improved network of taxi stands might be augmented by a marketing campaign that provides useful maps in leaflet form to residents and visitors in hotel, theater, and office lobbies or the Times Square Visitors Center. In addition, the TLC must inform the industry, including drivers and taxi operators, and the



Luminaire : A 16 inch diameter SQT-16 taxi-yellow globe illuminated by a 50 watt high pressure sodium lamp. Four 3.5 inch black text that will read "TAXI" shall be located center line at equal distances along the circumference of the globe. The text shall be orientated parallel to the sidewalk.

Pole : WF Steel Fabricated 9 foot

Finish : Post shall be given a one shop coat of red oxide primer followed by one coat of black.



Tapered Octagonal Shaft
11 Ga. x 9'-0" Long
Bottom: 7.5" Across Corners
Top: 5.8" Across Corners

Handhole
Center Line

Base Plate
See Detail

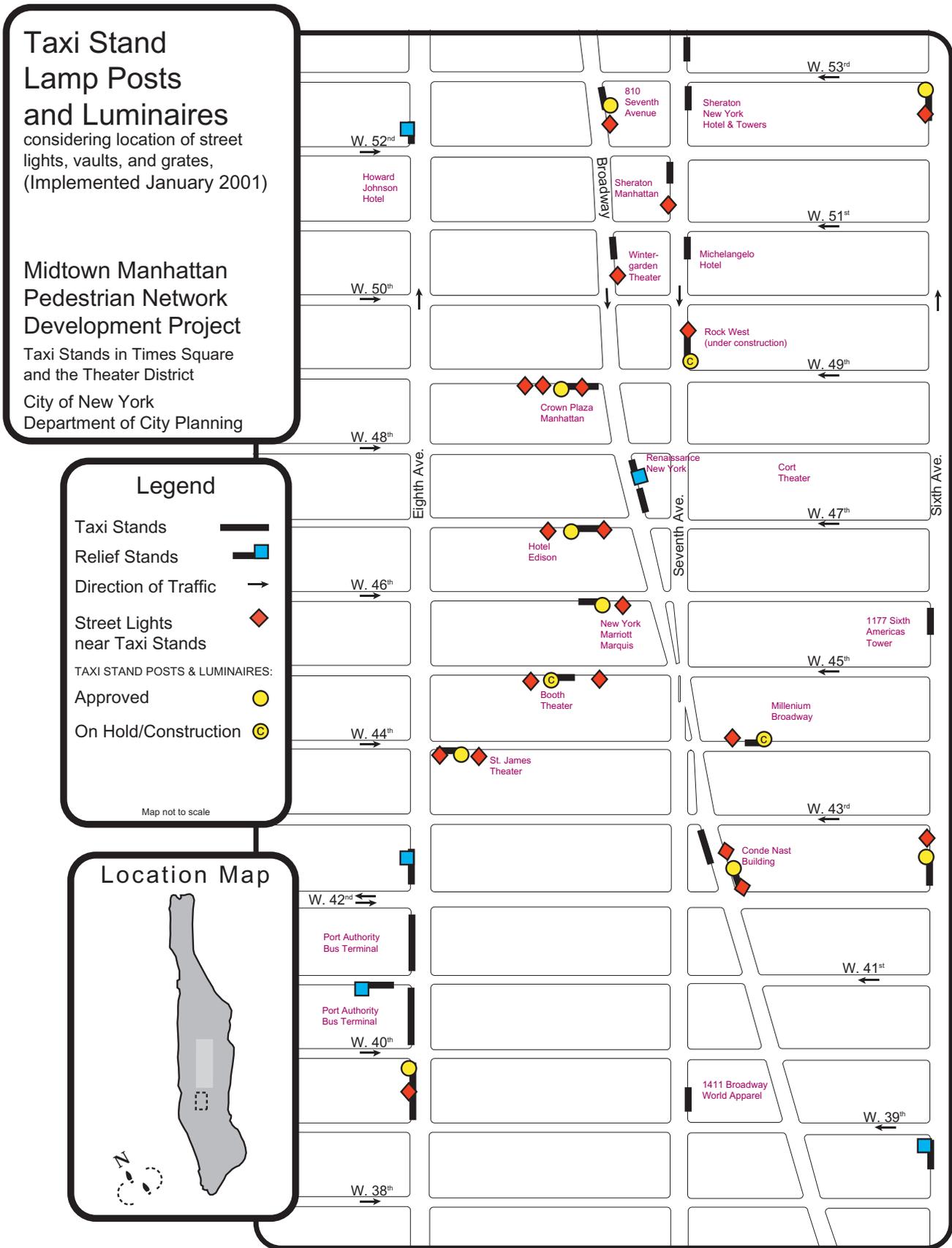
Taxi Stand Lamp Post and Luminaire Assembly

Taxi Stand Lamp Post and Luminaire in the Times Square Area

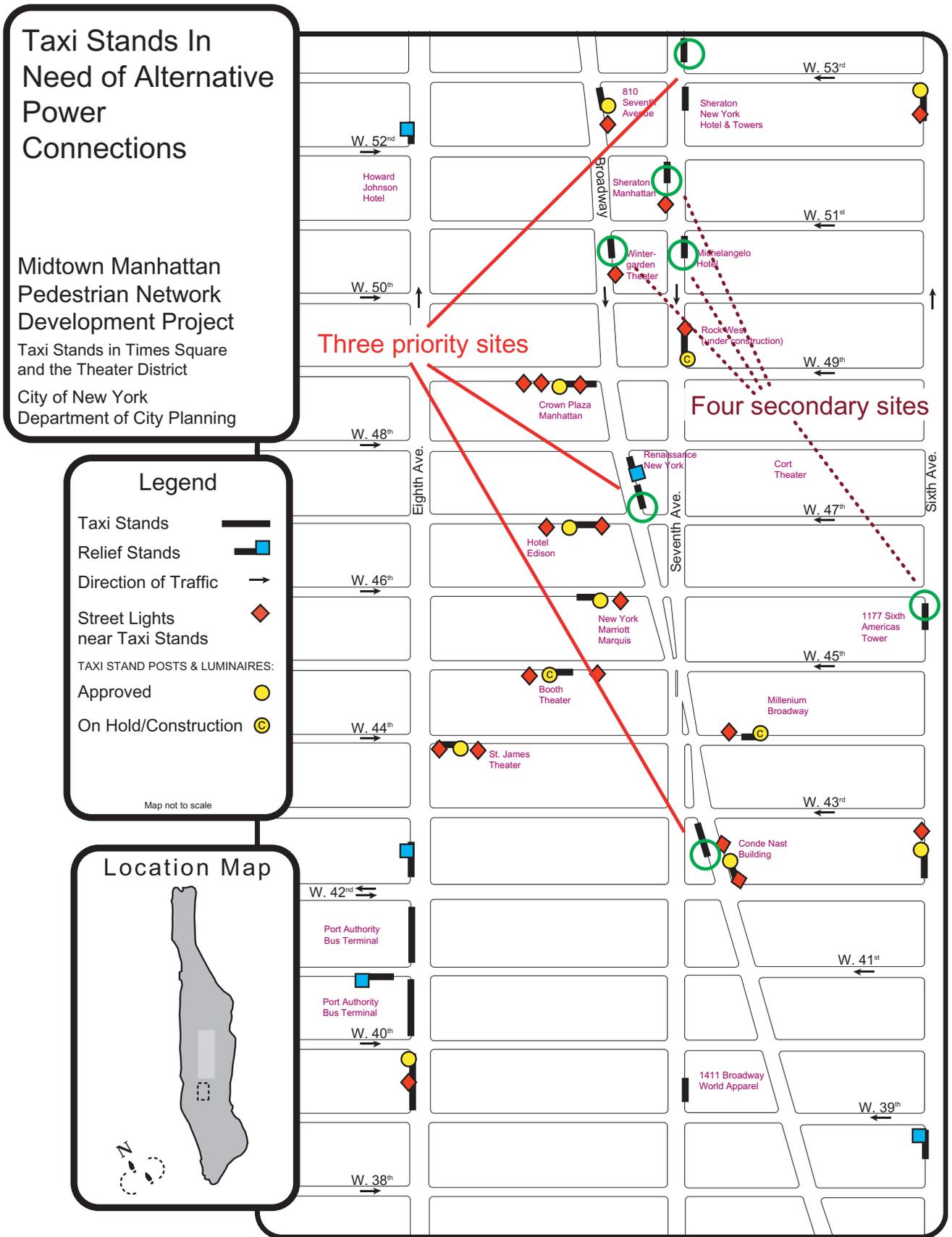
Midtown Manhattan Pedestrian Network Development Project, December 2000

New York City Department of City Planning • New York City Department of Transportation

Figure 8. Specifications of the lamp post and luminaire



Map 6.



public of the distinction between a taxi stand and a relief stand, and how they may be legally used.

Taxi Dispatch Stands

The interagency group also recommends:

- Identifying potential sites for more dispatch stands at taxi stands;
- Using DOT's "Catch-a-Cab" program to provide additional dispatch booths;
- Initiating discussions between DOT and the Times Square BID to staff and maintain additional booths;
- Maintaining dispatch stands on Eighth Avenue in front of the PABT; and
- Improving communications between dispatchers.

Dispatchers are a critical element in maintaining order when large numbers of taxis and passengers interact, especially at locations with narrow and/or congested sidewalks. Dispatchers ensure smooth operations and reduce delays in drop-offs and pick-ups. Stands managed by taxi dispatchers and doormen can process over 80 taxi trips per hour.

New Taxi Dispatch Stands

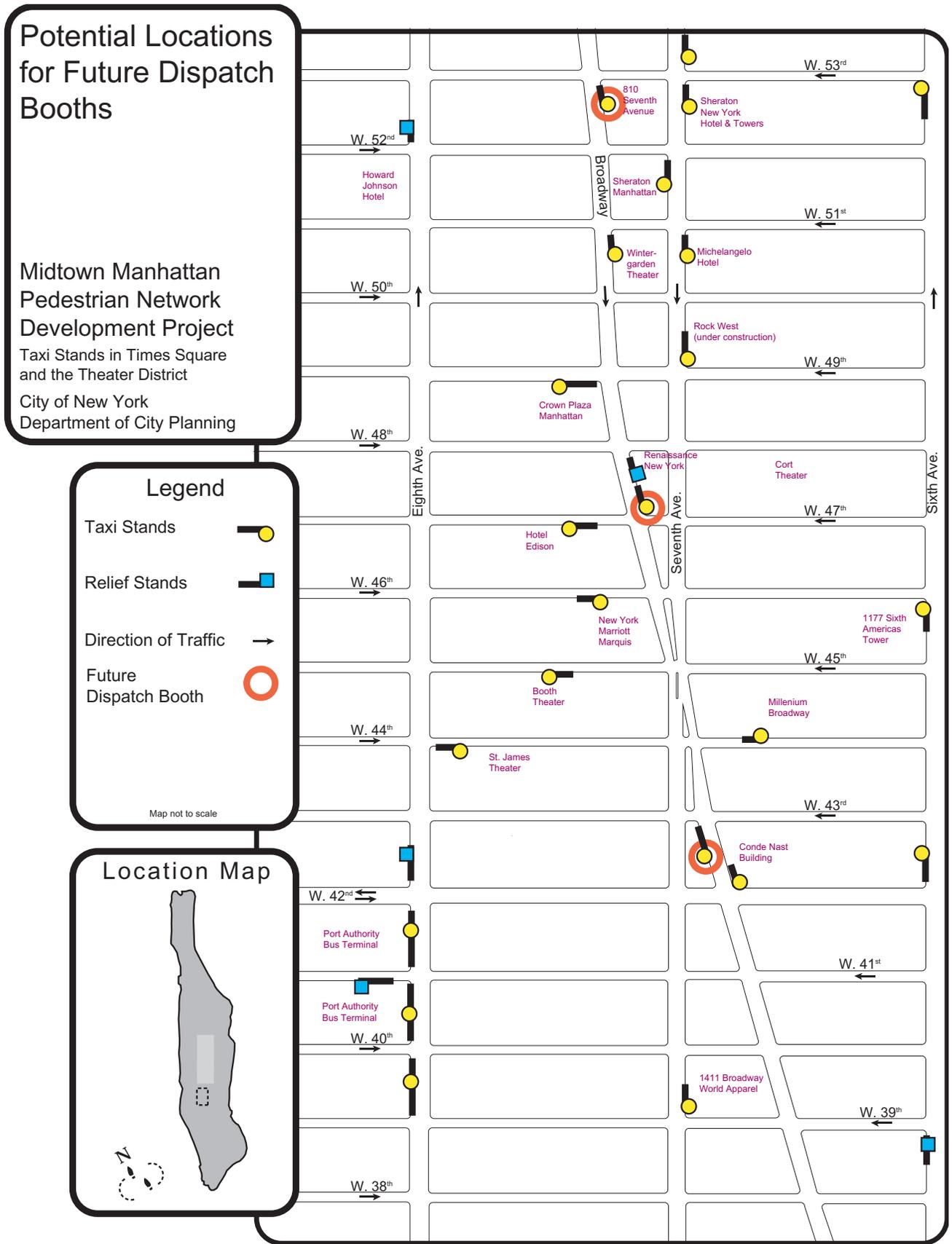
The Phase One report sought to encourage taxis to drop off or pick up passengers outside the four blocks of the bow-tie from West 43rd Street to West 47th Street. For this reason, the interagency group agreed to maintain a stand-free environment in the bow-tie, and to direct passengers to additional dispatch stands outside Times Square, where taxi and pedestrian movements may be better coordinated. Three new sites on Broadway were identified (Map 7).

One possible site for a dispatch booth is the newly-designated taxi stand on the west side of Broadway between West 42nd and West 43rd Streets. Plans to widen the sidewalk would permit the comfortable placement of a dispatch booth. This stand, together with another across Broadway, would serve as a focal point for taxi operations south of the bow-tie. Nearby offices, such as the new Reuters Building at West 43rd and Broadway, and the planned office building on Seventh Avenue and Broadway between West 41st Street and West 42nd Street, would act as major passenger generators for this stand.

A second candidate location is on Broadway, immediately north of the Times Square Bow-Tie. The taxi stand between West 47th and West 48th streets is near the TKTS booth, a prominent source of and destination for passengers, and its improved efficiency would alleviate some of the congested traffic conditions to the south. Taxis will be able to feed this stand after breaks without entering traffic. In addition, the wide sidewalk is free of any other obstructions.

The third possible location for a dispatch booth is on Broadway between West 52nd and West 53rd streets. The vehicular capacity of this taxi stand has increased from three to five after the removal

Map 7.



of two metered on-street parking spaces. The stand is also geographically well-situated at the northern entry point into Times Square and the Theater District.

DOT, as part of its “Catch-a-Cab” program, has placed booths for taxi stand dispatchers at several locations throughout Manhattan. There is currently one dispatch booth available through the program, but a sponsor must be found to cover the costs of installing the booth and paying the dispatch officer. The Times Square BID has shown interest in staffing and maintaining a taxi dispatch booth on Broadway at either West 42nd Street or West 53rd Street. However, unless the “Catch-a-Cab” program is extended, additional booths and their operation would be possible only through alternative financing methods.

Taxi Dispatch Stands at the PABT

The two existing taxi dispatch stands at the PABT are well-placed to serve passengers in front of the terminal (Figure 9). The most crucial component in the smooth operation of these stands is the dispatcher, who keeps the taxi stands free of other vehicles and, thereby, moves more taxis through the stand. However, dispatchers need to balance supply and demand at both stands by better coordination. There are moments when passengers are waiting for taxis at one stand, while taxis are waiting for passengers at the other. Open communication between dispatchers would make it easy to match passengers and taxis.

In the future, any plans for improvements to the PABT should maintain taxi dispatchers and ensure that there is adequate sidewalk space for the lines of passengers at the taxi dispatch stands. Moving stands to side streets would create greater problems and conflicts in light of complicated circulation patterns and heavy vehicular traffic around the PABT.

Figure 9. Taxi dispatch stand, on Eight Avenue, in front of the Port Authority Bus Terminal



Response to Development

To accommodate the increasing number of taxi trips in and out of the area:

- Coordinate taxi stands requested by new hotels, specifically those on West 41st, 43rd and 47th streets, with area-wide needs for taxi service, when possible; and
- Monitor taxi and FHV operations near new office towers.

Several new developments in the study area will generate significant demand for more taxis. New hotels in the area are likely to request additional hotel loading zones, and may request taxi stands to serve as feeders to the hotel. When designating additional stands, however, the needs of hotels and the general public should be balanced. For example, one strategically located taxi stand might serve two or three adjacent hotels. Taxis would be called to the hotel by the doorman or some signal, such as flashing lights. Passers-by seeking a taxi would also be better served by taxis grouped in one spot.

New office towers for Conde Nast and Morgan Stanley have recently been built in Times Square, and more are planned. Developers for the Conde Nast and Reuters towers have indicated in separate telephone interviews that their tenants will require mostly black car service. In response, DOT has recently announced that the northern curb of West 41st Street between Sixth Avenue and Broadway will be set aside for black cars from 4 p.m. to midnight. Without a doubt, however, these new developments will generate more taxi riders, as well. Taxi stand use and black car operations near these office buildings should be monitored to evaluate their utilization and effectiveness.

Appendix 1: Location, Type, Signs and Capacity of Stands, December 2000

Location of Stand-noted as (st. or ave. stand is on) : (traffic approaches from) / (traffic leaves toward) in front of Stand	Side of Street	Ground Level Use	Cross Street for Distance	Beginning Distance	Ending Distance	Distance	Type	Capacity	Signage (See Appendix 2)
41st : 7th / 8th	north	(Parking)	(7th)	280	706	426	Paper	N/A	(SP178-G)
41st : 8th / 9th	south	Transit	8th	20	326	306	Relief Stand	15	SI-556 GL/R
42nd : 8th / 7th	south	Parking	8th	14	139	125	Relief Stand	6	SP554-G
42nd : Broadway / Sixth	south	Vacant Buildings	B'way	336	423	87	Taxi Stand	4	SP327-BA
44th : 8th / 7th	south	Small Retail / Theater	8th	16	107	91	Taxi Stand	5	SP-83D (white on green)
44th : Broadway / Sixth	north	Small Retail/ ABC's Good Morning America	B'way	217	303	86	Taxi Stand	4	SP-327BA
45th : Times Sq. / 8th	south	Retail/Theater	Times Sq.	375	481	106	Taxi Stand	5	SP-83D (green on white)
46th : 8th / Broadway	south	Hotel/Theater	8th	473	613	140	Taxi Stand	7	SP-327B
47th : Broadway / 8th	south	Hotel/Small Retail	B'way	227	287	60	Taxi Stand	3	SP-327BA
49th : Broadway / 8th	south	Hotel / Small Retail	7th	19	189	170	Taxi Stand	9	SP294-B
Broadway : 40th / 39th	west	(Ped Mall / Fashion Kiosk)	(40th)	0	81	81	Paper	N/A	(SP-327BA)
Broadway : 43rd / 42nd	west	NYPD / WB Store	43rd	0	119	119	Relief Stand	6	SP-554G
Broadway : 43rd / 42nd	east	Condé Nast	43rd	126	225	99	Taxi Stand	5	unknown
Broadway : 48th / 47th	east	Small Retail	48th	0	236	236	Taxi Stand	12	SP-57B
Broadway : 50th / 49th	east	Restaurant	50th	176	221	45	Taxi Stand	2	SP327-BA
Broadway : 51st / 50th	east	Restaurant	51st	12	50	38	Taxi Stand	2	SP327-BA
Broadway : 53rd / 52nd	east	Restaurant / Ped Mall	53rd	14	75	61	Taxi Stand	3	SP327-BA
Eighth : 39th / 40th	west	Small Retail	39th	0	214	214	Taxi Stand	11	SP294-B
Eighth : 40th / 41st	west	Transit / PABT	40th	0	214	214	Taxi Stand	11	SP294-B
Eighth : 41st / 42nd	west	Transit / PABT	41st	0	220	220	Taxi Stand	11	SP294-B
Eighth : 42nd / 43rd	west	Small Retail	42nd	15	167	152	Relief Stand	8	SP554-G
Eighth : 52nd / 53rd	west	Small Retail	52nd	14	63	49	Taxi Stand	2	SP327-BA
Seventh : 40th / 39th	east	(Ped Mall / Golda Meir Sq.)	(40th)	118	209	91	Taxi Stand	5	SP-327BA
Seventh : 50th / 49th	east	Parking	50th	113	216	103	Taxi Stand	5	SP327-BA
Seventh : 51st / 50th	east	Restaurant	51st	12	82	70	Taxi Stand	4	SP327-BA
Seventh : 52nd / 51st	west	Hotel / Small Retail	52nd	14	97	83	Taxi Stand	4	SP327-B
Seventh : 53rd / 52nd	east	Hotel	53rd	18	46	28	Taxi Stand	1	SP327-BA
Seventh : 54th / 53rd	east	Restaurant	53rd	0	109	109	Taxi Stand	5	SP-327B
Sixth : 38th / 39th	west	Small Retail	38th	56	115	59	Taxi Stand	3	SP327-BA
Sixth : 42nd / 43rd	west	Small Retail	42nd	20	58	38	Taxi Stand	2	SP327-BA
Sixth : 43rd / 44th	west	Retail	43rd	154	215	61	Taxi Stand	3	SP327-BA
Sixth : 45th / 46th	west	Restaurant / Ped Mall	45th	159	216	57	Taxi Stand	3	SP57-BA
Sixth : 47th / 48th	west	Fox News / Ped Mall	47th	150	210	60	Taxi Stand	3	SP327-BA
Sixth : 52nd / 53rd	west	Office / Ped Mall	52nd	74	216	142	Taxi Stand	7	SP327-BA

Appendix 2: Drawings of Taxi and Relief Stand Signs



SP-327B
18" x 12"
White on Red



SP-57B
18" x 12"
White on Red



SP-294B
18" x 24"
Top half: Red on White
Bottom Half: White on Red



SP-83D
18" x 24"
Green on White



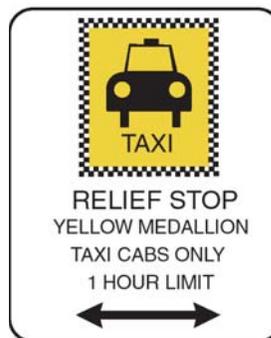
SP-83D
18" x 14" (approx)
White on Green



Unknown (Broadway)
18" x 6"
Red on White



SP-554G
18" x 24" (approx.)
Black on Yellow



SI-556 GL/R (41st St.)
30" x 40" (approx)
Graphic: Black on Yellow
Text: Black on White

Appendix 3: Photographs of Taxi and Relief Stand Signs in the Study Area, August 2000

Generic Taxi Stand Signs



Taxi Stand Signs



Taxi Relief Stand Signs

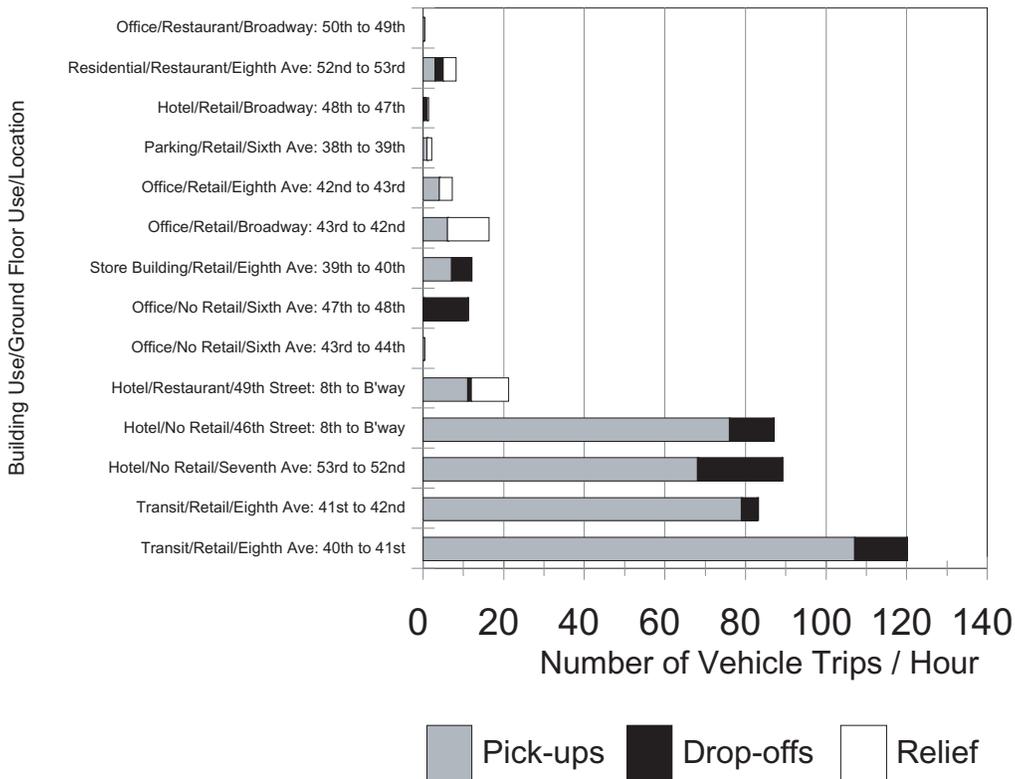


Appendix 4: Observation of Stand Usage: The Numbers

Building Use/Ground Floor Activity/Address	AM						Midday						PM					
	Pick-ups Taxis	Riders	Drop-offs Taxis	Riders	Relief Taxis	Relief Taxis	Pick-ups Taxis	Riders	Drop-offs Taxis	Riders	Relief Taxis	Relief Taxis	Pick-ups Taxis	Riders	Drop-offs Taxis	Riders	Relief Taxis	Relief Taxis
Transit/Retail/Eighth Ave: 40th to 41st	107	142	13	18	0	0	103	145	37	46	0	46	63	36	58	0	0	0
Transit/Retail/Eighth Ave: 41st to 42nd	79	90	4	6	0	0	47	69	32	50	2	37	57	28	43	0	0	0
Hotel/No Retail/Seventh Ave: 53rd to 52nd	68	109	21	25	0	0	38	52	23	37	0	53	82	41	67	2	0	0
Hotel/No Retail/46th Street: 8th to B'way	76	124	11	13	0	0	58	91	10	13	0	28	43	47	107	0	0	0
Hotel/Restaurant/49th Street: 8th to B'way	11	17	1	2	9	3	3	7	3	6	6	5	8	8	14	0	0	0
Office/No Retail/Sixth Ave: 43rd to 44th	0	0	0	0	0	0	2	2	0	0	0	2	2	4	4	0	0	0
Office/No Retail/Sixth Ave: 47th to 48th	0	0	11	11	0	0	1	1	2	2	0	0	0	0	0	0	0	0
Store Building/Retail/Eighth Ave: 39th to 40th	7	14	5	8	0	0	8	9	12	16	0	3	3	11	11	0	0	0
Office/Retail/Broadway: 43rd to 42nd	6	9	0	0	10	0	0	0	0	0	2	2	2	1	2	1	0	0
Office/Retail/Eighth Ave: 42nd to 43rd	4	5	0	0	3	4	4	4	0	0	4	2	4	0	0	5	0	0
Parking/Retail/Sixth Ave: 38th to 39th	1	1	0	0	1	1	1	1	0	0	1	0	0	0	0	0	0	0
Hotel/Retail/Broadway: 48th to 47th	0	0	1	1	0	0	0	0	1	1	3	1	2	1	1	6	0	0
Residential/Restaurant/Eighth Ave: 52nd to 53rd	3	3	2	3	3	0	0	0	0	0	4	8	9	1	1	4	0	0
Office/Restaurant/Broadway: 50th to 49th	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Totals	362	514	69	87	26	265	381	120	171	22	188	276	178	308	18	0	0	0

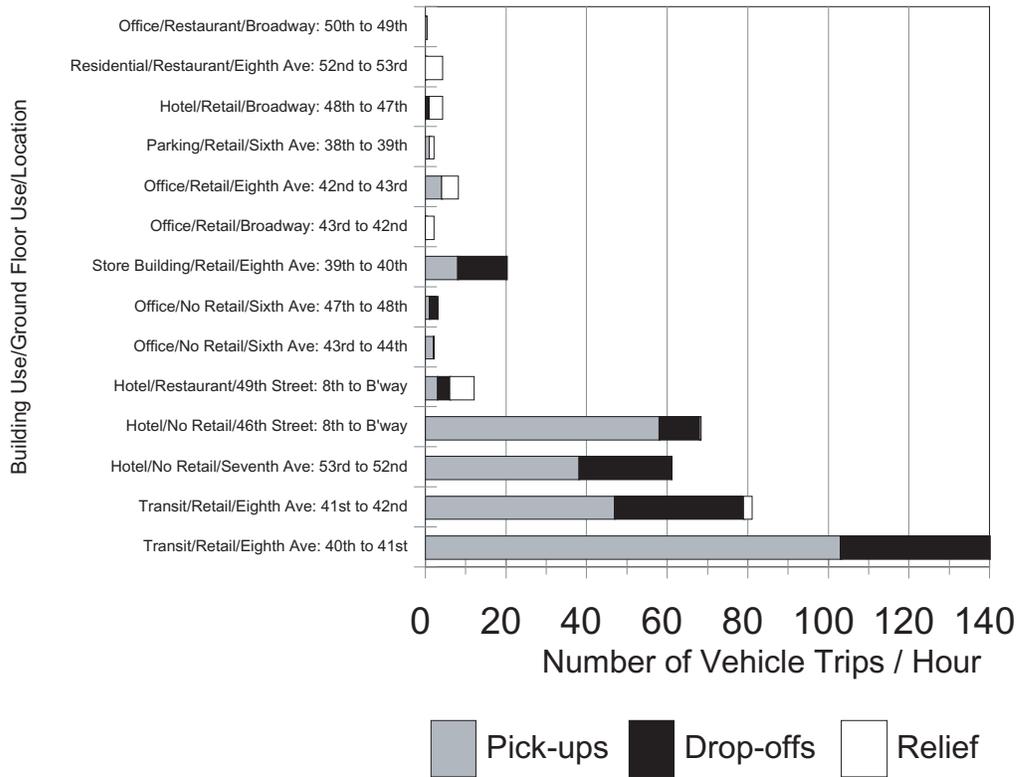
Appendix 5: Taxi and Relief Stand Usage during Morning Peak Hours in Midtown Manhattan

Stand Usage A.M. Observations



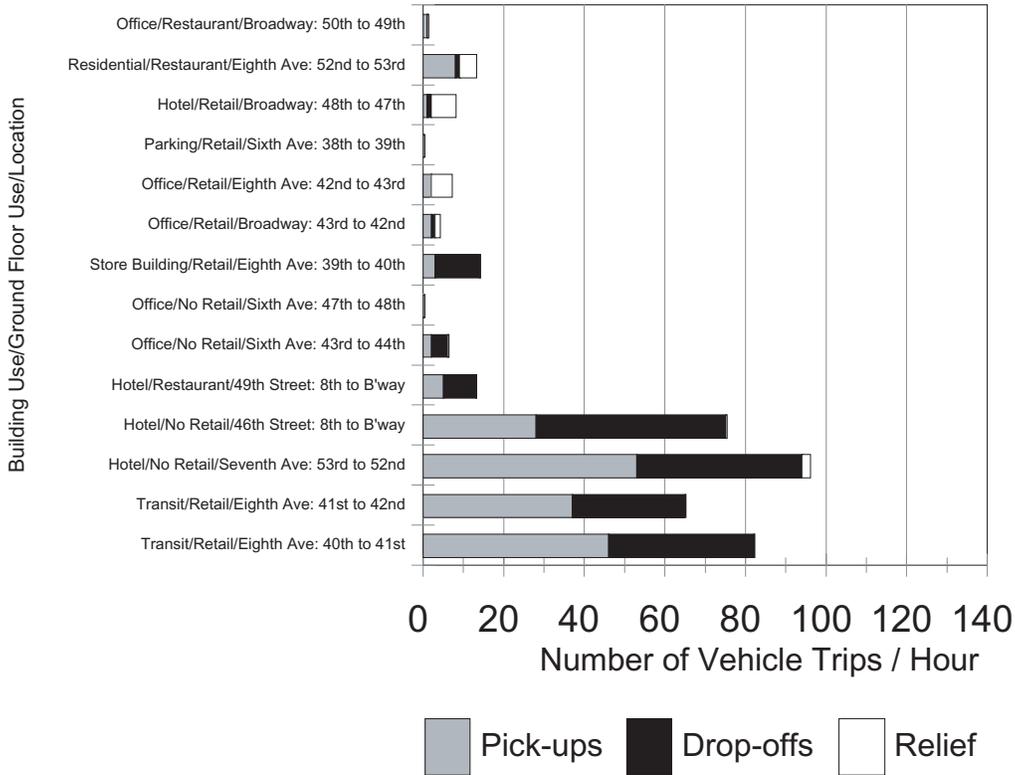
Appendix 6: Taxi and Relief Stand Usage during Midday Peak Hours in Midtown Manhattan

Stand Usage Midday Observations



Appendix 7: Taxi and Relief Stand Usage during Evening Peak Hours in Midtown Manhattan

Stand Usage P.M. Observations



Appendix 8: Location, Type, Signs and Capacity of Stands (Implemented January 2001)

Location of Stand-noted as (st. or ave. stand is on) : (traffic approaches from) / (traffic leaves toward) in front of Stand	Side of Street	Ground Level Use	OLD TYPE	NEW TYPE	OLD CAPACITY	NEW CAPACITY	OLD SIGN	NEW SIGN	Globe
41st : 8th / 9th	south	Transit	Relief Stand	Relief Stand	15	15	SI-556 GL/R	SP-679	
42nd : 8th / 7th	south	Parking	Relief Stand	Remove	6	0	SP554-G		
42nd : Broadway / Sixth	south	Vacant Buildings	Taxi Stand	Remove	4	0	SP327-BA		
44th : 8th / 7th	south	Small Retail / Theater	Taxi Stand	Taxi Stand	5	5	SP-83D (white on green)	SP-556	Yes
44th : Broadway / Sixth	north	Small Retail/ ABC's Good Morning America	Taxi Stand	Taxi Stand	4	4	SP-327BA	SP-557	
45th : Times Sq. / 8th	south	Retail/Theater	Taxi Stand	Taxi Stand	5	5	SP-83D (green on white)	SP-557	
46th : 8th / Broadway	south	Hotel/Theater	Taxi Stand	Taxi Stand	7	7	SP-327B	SP-557	Yes
47th : Broadway / 8th	south	Hotel/Small Retail	Taxi Stand	Taxi Stand	3	3	SP-327BA	SP-555	Yes
49th : Broadway / 8th	south	Hotel / Small Retail	Taxi Stand	Taxi Stand	9	9	SP294-B	SP-557	Yes
Broadway : 43rd / 42nd	west	NYPD / WB Store	Relief Stand	Taxi Stand	6	6	SP-554G	SP-557	
Broadway : 43rd / 42nd	east	Condé Nast	Taxi Stand	Taxi Stand	5	5	unknown	SP-557	Yes
Broadway : 48th / 47th	east	Small Retail	Taxi Stand	Taxi Stand	12	6	SP-57B	SP-557	
Broadway : 48th / 47th	east	Small Retail	Did not exist	Relief Stand	0	6	N/A	SP-679	
Broadway : 50th / 49th	east	Restaurant	Taxi Stand	Remove	2	0	SP327-BA		
Broadway : 51st / 50th	east	Restaurant	Taxi Stand	Taxi Stand	2	2	SP327-BA	SP-557	
Broadway : 53rd / 52nd	east	Restaurant / Ped Mall	Taxi Stand	Taxi Stand	3	5	SP327-BA	SP-557	Yes
Eighth : 39th / 40th	west	Small Retail	Taxi Stand	Taxi Stand	11	11	SP294-B	SP-557	Yes
Eighth : 40th / 41st	west	Transit / PABT	Taxi Stand	Taxi Stand	11	11	SP294-B	SP-557	
Eighth : 41st / 42nd	west	Transit / PABT	Taxi Stand	Taxi Stand	11	11	SP294-B	SP-557	
Eighth : 42nd / 43rd	west	Small Retail	Relief Stand	Relief Stand	8	8	SP554-G	SP-679	
Eighth : 52nd / 53rd	west	Small Retail	Taxi Stand	Relief Stand	2	2	SP327-BA	SP-679	
Seventh : 40th / 39th	east	(Ped Mall / Golda Meir Sq.)	Taxi Stand	Taxi Stand	5	5	SP-327BA	N/A	
Seventh : 50th / 49th	east	Parking	Taxi Stand	Taxi Stand	5	5	SP327-BA	SP-557	
Seventh : 51st / 50th	east	Restaurant	Taxi Stand	Taxi Stand	4	4	SP327-BA	SP-557	
Seventh : 52nd / 51st	west	Hotel / Small Retail	Taxi Stand	Taxi Stand	4	4	SP327-B	SP-557	
Seventh : 53rd / 52nd	east	Hotel	Taxi Stand	Taxi Stand	1	1	SP327-BA	SP-557	
Seventh : 54th / 53rd	east	Restaurant	Taxi Stand	Taxi Stand	5	5	SP-327B	N/A	
Sixth : 38th / 39th	west	Small Retail	Taxi Stand	Relief Stand	3	3	SP327-BA	SP-679	
Sixth : 42nd / 43rd	west	Small Retail	Taxi Stand	Taxi Stand	2	2	SP327-BA	SP-557	Yes
Sixth : 43rd / 44th	west	Retail	Taxi Stand	Remove	3	0	SP327-BA		
Sixth : 45th / 46th	west	Restaurant / Ped Mall	Taxi Stand	Taxi Stand	3	3	SP57-BA	SP-557	
Sixth : 47th / 48th	west	Fox News / Ped Mall	Taxi Stand	Remove	3	0	SP327-BA		
Sixth : 52nd / 53rd	west	Office / Ped Mall	Taxi Stand	Taxi Stand	7	7	SP327-BA	SP-557	Yes

Credits

NYC Department of City Planning

Joseph B. Rose, Director
Andrew S. Lynn, Executive Director
Sandy Hornick, Deputy Executive Director for Strategic Planning
Barbara Weisberg, Assistant Executive Director of Planning Coordination
Elizabeth Mackintosh, Director of Studies

NYC Department of City Planning, Transportation Division

Floyd Lapp, Former Director
Glen A. Price III, Deputy Director
Jack Schmidt, Deputy Director
Scott Wise, Pedestrian Team Leader
Altan Kolsal, Project Manager
Katie Chin, City Planner
Andrew English, City Planner
Theodore Wright, City Planner
Jeffrey Mulligan, Former Pedestrian Team Leader
Robyn Stein, Former Project Manager
Steve Wallander, Former City Planning Technician

NYC Department of Transportation

Iris Weinshall, Commissioner
Michael Primeggia, Deputy Commissioner, Division of Traffic Operations
Steven Galgano, Executive Director, Systems Engineering, Division of Traffic Operations
Joseph D'Introno, Director, Street Lighting, Division of Traffic Operations
James Soscie, Manhattan Borough Engineer, Division of Street Lighting, Division of Traffic Operations
Gerard Soffian, Director, Signs and Markings, Division of Traffic Operations
Andrew Salkin, Acting Manhattan Borough Commissioner
Joseph Albano, Former Manhattan Borough Commissioner
Andrew Hallerman, Staff Inspector for Manhattan Borough Commissioner
Peter A. Pennica, Assistant Commissioner, Office of Traffic Planning
Daniel Orlando, Chief, Alternative Modes Unit, Office of Traffic Planning
Izrail Yesilevsky, Technical Project Manager, Alternative Modes Unit, Office of Traffic Planning
Nancy Wright, Director, Taxi Stand Dispatching Program and Agency Liaison to the Art Commission of the City of New York, Office of Traffic Planning
Michael De Stefano, Deputy Director, Taxi Stand Dispatching Program and Agency Deputy Agency Liaison to the Art Commission of the City of New York, Office of Traffic Planning

NYC Taxi and Limousine Commission

Diane McGrath-McKechnie, Chairperson
Barbara Schechter, Assistant Commissioner

Times Square Business Improvement District

Brendan Sexton, President
Bob Esposito, Vice President of Operations
Ellen Goldstein, Director of Community Affairs

Con Edison

Peter Jacobson, Lighting Specialist
Peter Amos, Project Specialist for Codes, Standards and Procedures, Energy Services Department
Andrew Chin, Director of Issues Management