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

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
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)

<table>
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<tr>
<th>Street</th>
<th>Ped/Hour</th>
<th>Veh/Hour</th>
<th>Ped/Min</th>
<th>Veh/Min</th>
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<td>428</td>
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Typical Signal Timing on Midtown Cross Streets
90 Second Cycles

- 31 seconds – 34%
- 3 seconds – 3%
- 56 seconds – 63%
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-implemention assessment in Fall 2012
Six stop controlled crosswalks connecting mid-block arcades between W. 51st and 57th
nyc.gov/dot

Thank You
Traffic Flow

Existing

With New Crosswalk

W. 51 St.
6th Avenue
7th Avenue

31 seconds – 34%
3 seconds – 3%
56 seconds – 63%
Existing Traffic
Level Of Service

Level of Service for
East-West Movements

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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