Midtown Mid-Block Crossings (6 ½ Avenue)

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
Midtown Mid-Block Crossings (6 ½ Avenue)

Mobility

• Pedestrian volumes up by 14% overall

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

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.
Midtown Mid-Block Crossings (6 ½ Avenue)

Mobility

- 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

### Pedestrians Crossing Mid-Block (Peak 1 Hour)

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>% of peds that waited for cars that did not stop</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>51st Street</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AM</td>
<td>88%</td>
<td>6%</td>
</tr>
<tr>
<td>Mid</td>
<td>96%</td>
<td>7%</td>
</tr>
<tr>
<td>PM</td>
<td>95%</td>
<td>5%</td>
</tr>
<tr>
<td><strong>55th Street</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AM</td>
<td>91%</td>
<td>6%</td>
</tr>
<tr>
<td>Mid</td>
<td>85%</td>
<td>1%</td>
</tr>
<tr>
<td>PM</td>
<td>100%</td>
<td>1%</td>
</tr>
</tbody>
</table>

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)
Midtown Mid-Block Crossings (6 ½ Avenue)

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

NEW YORK CITY DEPARTMENT OF TRANSPORTATION
Midtown Mid-Block Crossings (6 ½ Avenue)

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.
“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
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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