Project Background + Goals
Broadway Vision

Comprehensive Transportation Plan
Broadway Vision

Toolkit Strategy

- A corridor long approach using a gradient of treatments that prioritize pedestrian and cyclist use while allowing for local vehicular access where and when needed

- A self-enforcing, slow speed environment that enhances safety and quality of life for all users
Open Restaurants
Open Street: Restaurants
Opportunities

Rebalance for Pedestrians + Cyclists

Economic Recovery + Resilience

Update Old Design + Markings

Comprehensive Quality of Life Policies
Slow Block

University Place, 13th to 14th Street
Design Proposals
1) Flatiron
2) Garment District
3) Times Square
Flatiron Project Goals

- Prioritize pedestrians and cyclists
- Expand public space
- Traffic Calming
- Better meet neighborhood circulation and access needs
Flatiron Outreach

- Digital Survey open for 1 month, 2/1/2021-3/5/2021
- 194 respondents
- 67% altered their regular routes to use the Open Street
- 90% typically walk, 53% typically cycle, and 11% typically drive on Broadway, 21-23

How do you want to use Broadway in the future?

- 95: As part of my daily commute
- 160: Strolling, enjoying outdoor space
- 20: Driving
- 68: Exercise
- 112: Biking
- 93: Socially distanced outdoor group activities
Flatiron
Flatiron

CONCEPT

BIKE SHARE DOCK
Broadway, 21-22
PM Peak Vehicular Volumes
Broadway, 21-22
PM Peak Pedestrian Volumes

1318
607
544
1781
Broadway, 21-22
PM Peak Cyclist Volumes
Broadway, 22-23
Curb Access

EXISTING

CONCEPT
Broadway, 21-22
Curb Access
Garment District Project Goals

- Create a premier public space in the Garment District
- Enhanced access & circulation N/Q/R/W subway entrance
- Retain loading and delivery access
- Traffic Calming

2017 & 2018 Seasonal Street on Broadway, 39th & 40th Streets
Garment District Feedback

2017 Seasonal Street on Broadway
Findings: Pedestrian Intercept Survey by GDA

- **WEEKLY USAGE**: 88% of respondents who live and/or work in the neighborhood use the Broadway plazas at least once per week.
- **STREET CLOSURES**: 81% of New Yorkers surveyed would like to see Broadway closed to vehicles for the summer season or all year long.
- **SEATING + SHADE**: The top 2 recommendations to improve the seasonal street closure: more seating and additional umbrellas/shade.

60% of respondents live and/or work in the Garment District area.
Garment District Feedback

2021 User Survey
Findings: Online Survey by DOT

Pre-Pandemic Usage
72% have visited the plazas on Broadway several times a month or more often prior to the pandemic

Pandemic Usage
49% have visited the plazas on Broadway several times a month or more often during the pandemic
36% have visited the plazas on Broadway a couple of times over the past year

Top Safety Issues
Respondents described overcrowded sidewalks & unsafe vehicle behavior as top safety concerns

61% of respondents have been physically on Broadway within the past 5 days
Garment District
W 40th St to W 38th St
Garment District

CONCEPT #2

2-Way Bike Connection
Garment District
W 39th St to W 38th St

Wayfinding Strategy
Bikes Two-Way For One Block

Left-Turn Arrows
Rumble Strips
Wave Delineators
Signage
Garment District
Traffic Network

7 BLOCKS
LOCAL ACCESS
Garment District
AM Peak
Intersection
Mode Split
Garment District
PM Peak
Intersection
Mode Split
Garment District
Traffic Network
Diversions
Garment District
Traffic Network
Access Loop

Proposed Mitigation: New dedicated left-turn bay ~100’ on 40th St
Garment District
W 40th St to W 39th St
Garment District
W 39th St to W 38th St
Times Square Project Goals

• Slow traffic speeds
• Increase Programmable Public Space
• Retain access to loading and sign trucks
• Update Bike Access Design
Times Square North
W 47th St to W 49th St

Phase 1
Times Square North
W 51st St to W 49th St

Phase 1
Times Square North
W 51st St to W 49th St

Phase 2

1634 Broadway
1626 Broadway
1633 Broadway
1619 Broadway

Paramount Plaza
Times Square North

W 53rd St to W 51st St

Phase 2
Times Square North
Traffic Network
Times Square
North
AM Peak
Intersection
Mode Split
Times Square North
PM Peak
Intersection Mode Split
Broadway, 48th
AM Peak Vehicle Volumes
Broadway, 48th
PM Peak Pedestrian Volumes

2,215
898
1,436
1,471
Broadway, 48th
PM Peak Bicycle Volumes
Times Square North
Signal Timing Changes at W 48th St & Broadway
Proposed Condition

Phase 1: 22 sec
Phase 2: 33 sec
Phase 3: 35 sec

- Vehicles
- Bikes
- Pedestrians
Times Square North

EXISTING

No Standing Anytime

3 HMP Commercial, 7 AM-6 PM
6 HMP, 6 PM-12 AM
~ 9 Parking Spots

2 HMP, 7 AM-6PM
6 HMP, 6PM-12AM
~ 7 Parking Spots

CONCEPT

No Standing Anytime

3 HMP Commercial, 7 AM-6 PM
6 HMP, 6 PM-12 AM
~ 9 Parking Spots

2 HMP, 7 AM-6PM
6 HMP, 6PM-12AM
~ 3 Parking Spots

No Standing Anytime

3 HMP Commercial, 7 AM-6 PM
6 HMP, 6 PM-12 AM
~ 8 Parking Spots
Next Steps
Timeline

- April 26 – CB5 Transportation Committee
- May 13 – CB5 Full Board
- Week of May 17 – Tentative Implementation Start
- June 2021 – Tentative Completion
- Fall 2021 – Ongoing Capital Project Development for Bway Blvd & Flatiron