FLATIRON SHARED STREET

CB 5 Transportation & Environment Committee

November 27th, 2017

NEW YORK CITY DOT

INTRODUCTION

Objectives:

1. Enhance pedestrian safety and circulation.

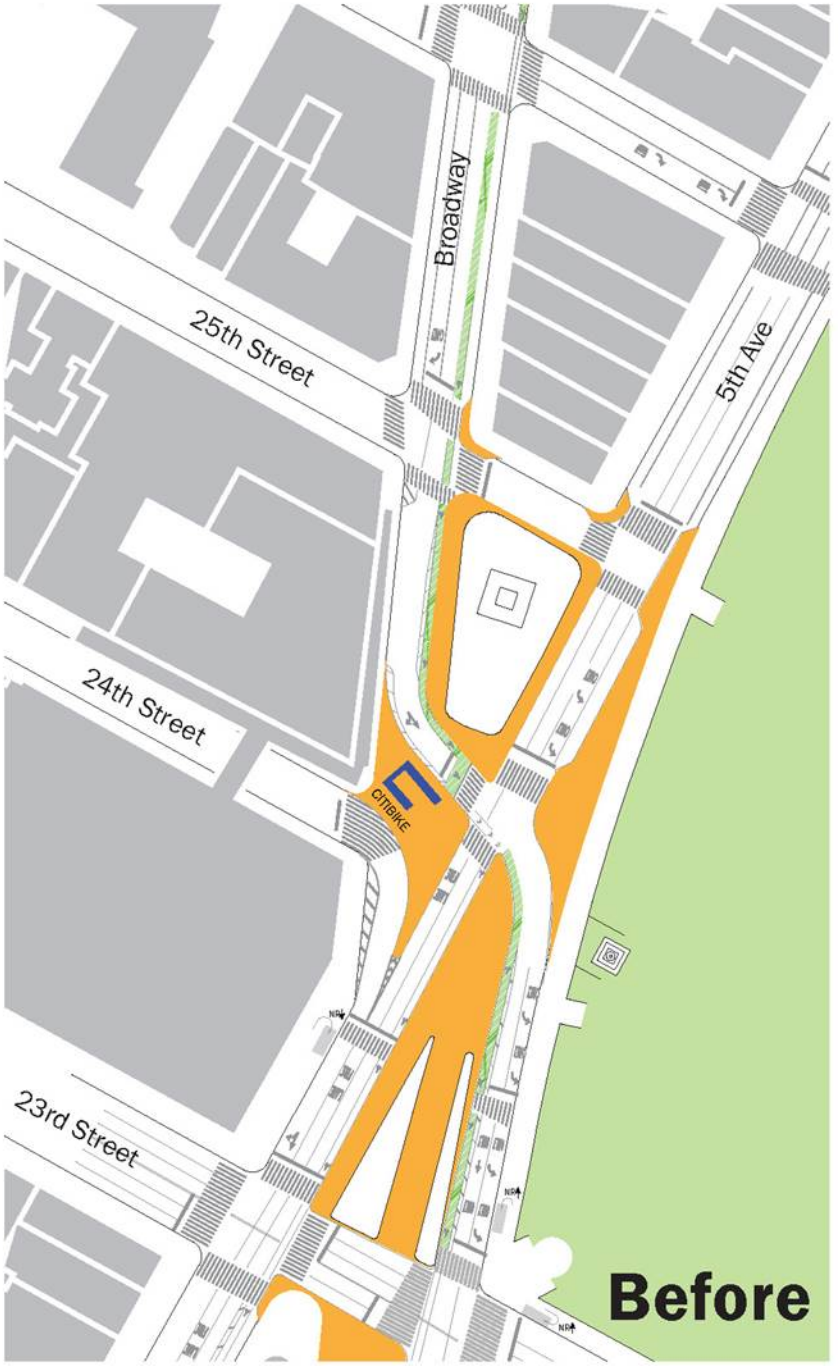
2. Maintain vehicular access and circulation.

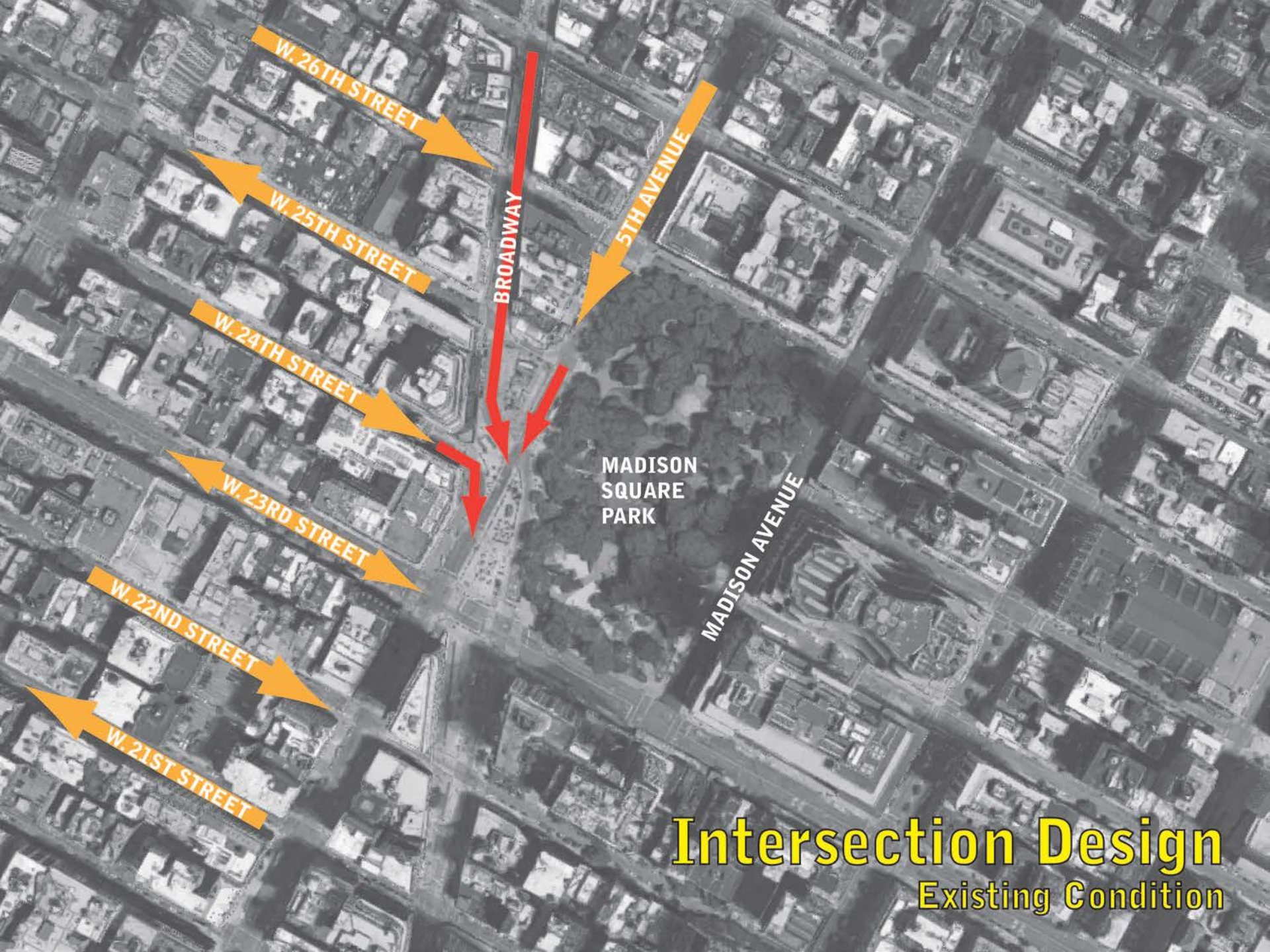
3. Enhance existing public space.

2017 Implementation included:

- Geometry modification to the intersection of 24th St and 5th Ave

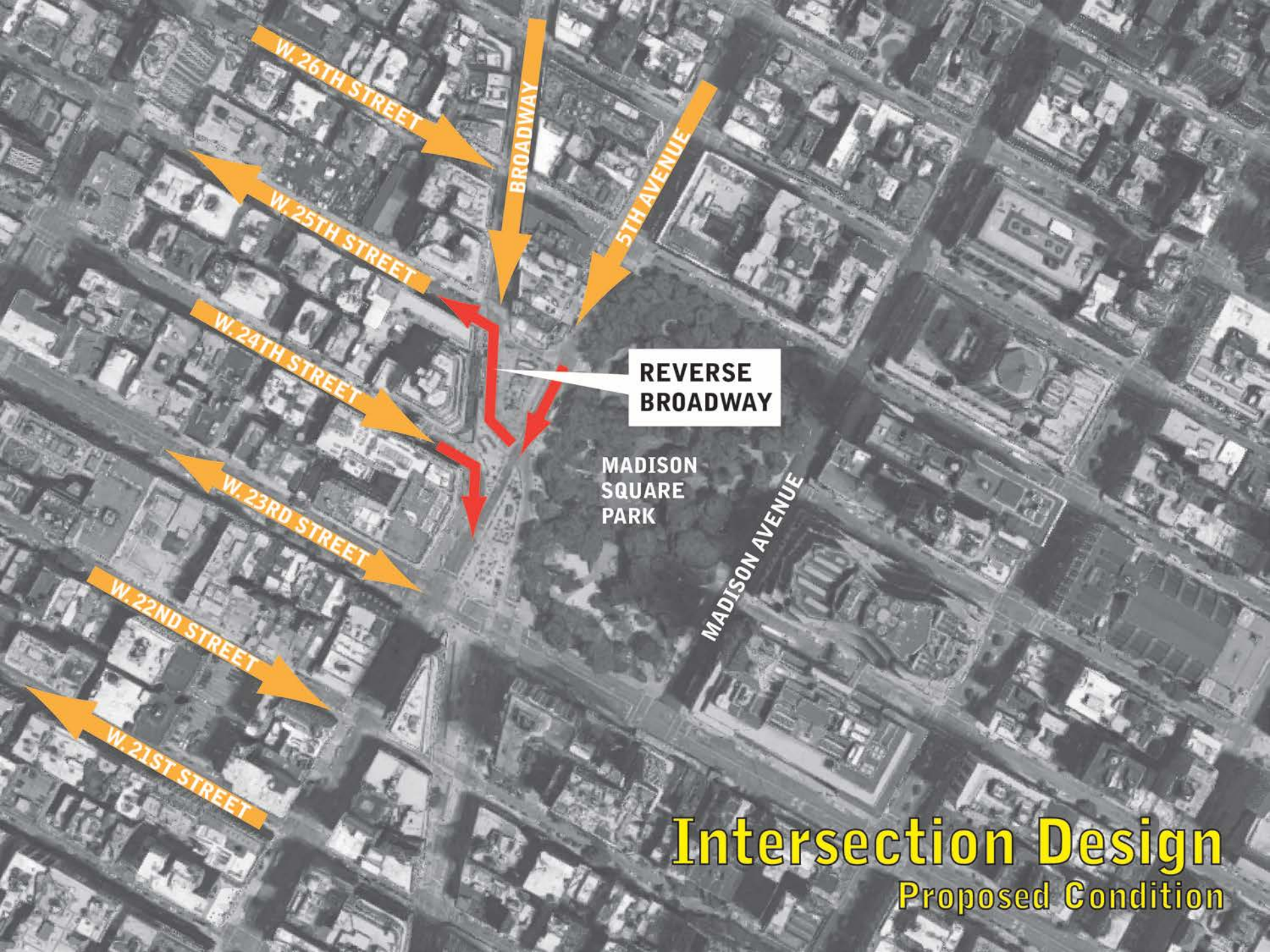
- Shared St. on Broadway between 24th-25th St.

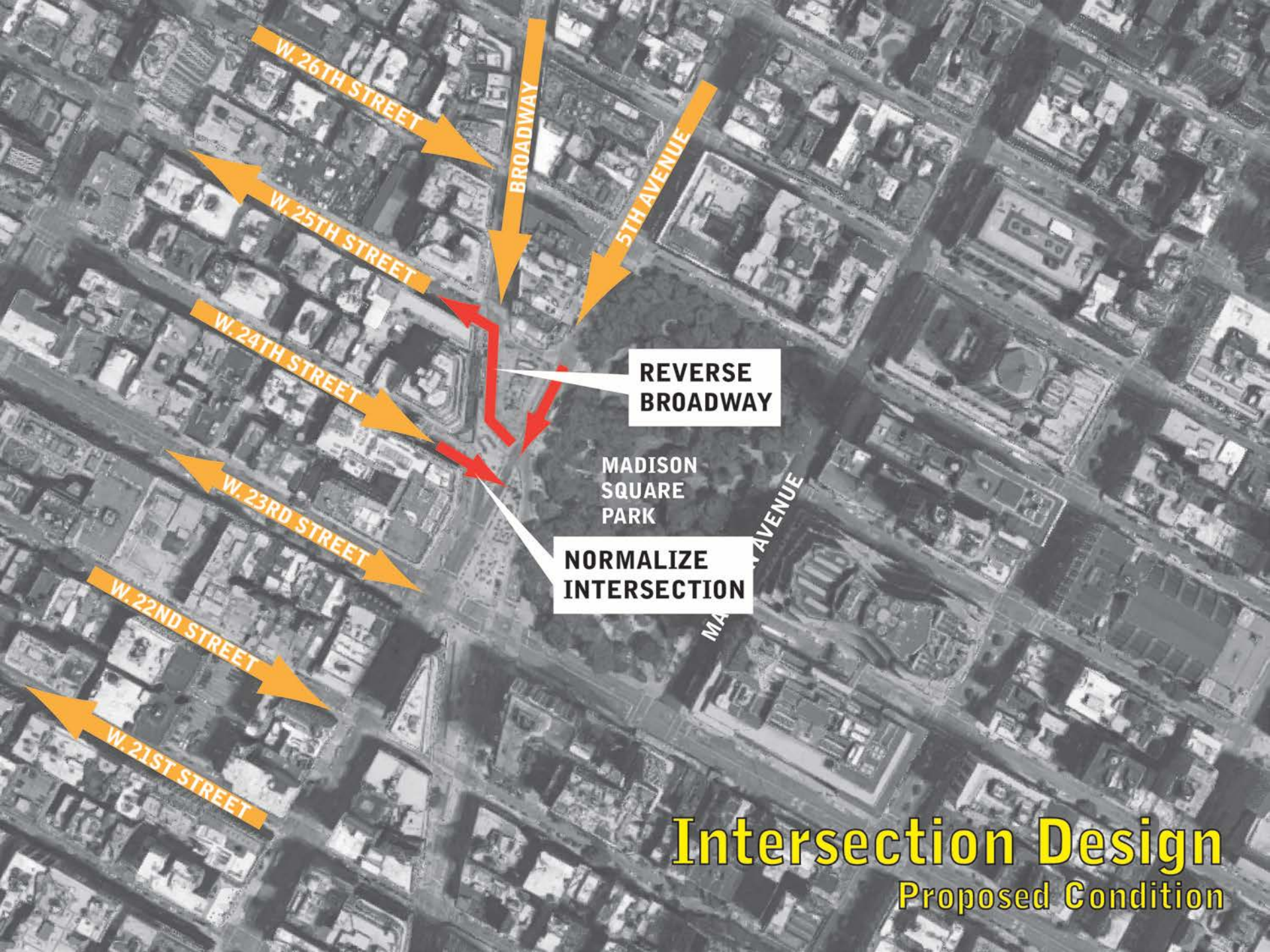


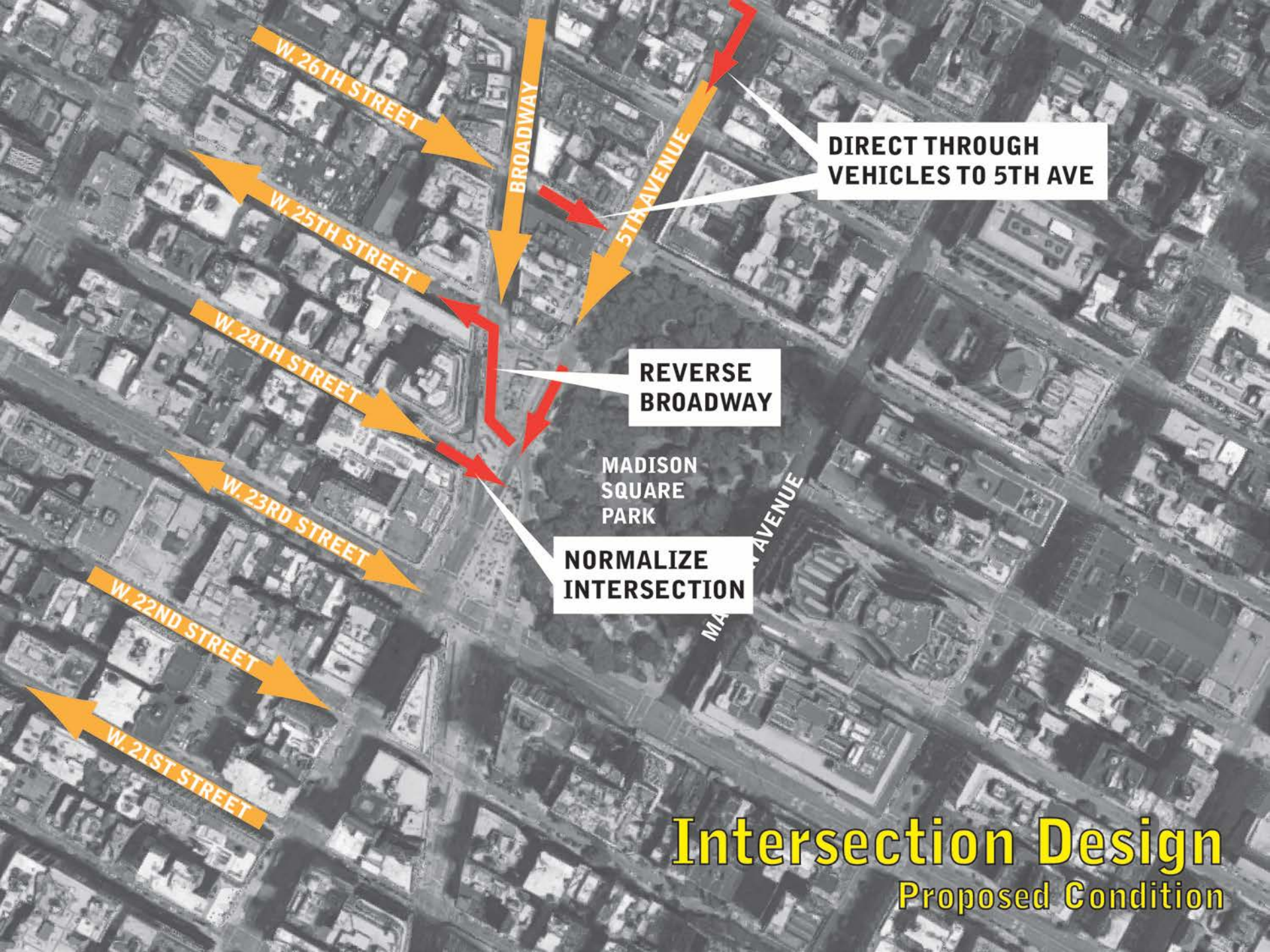


Intersection Design

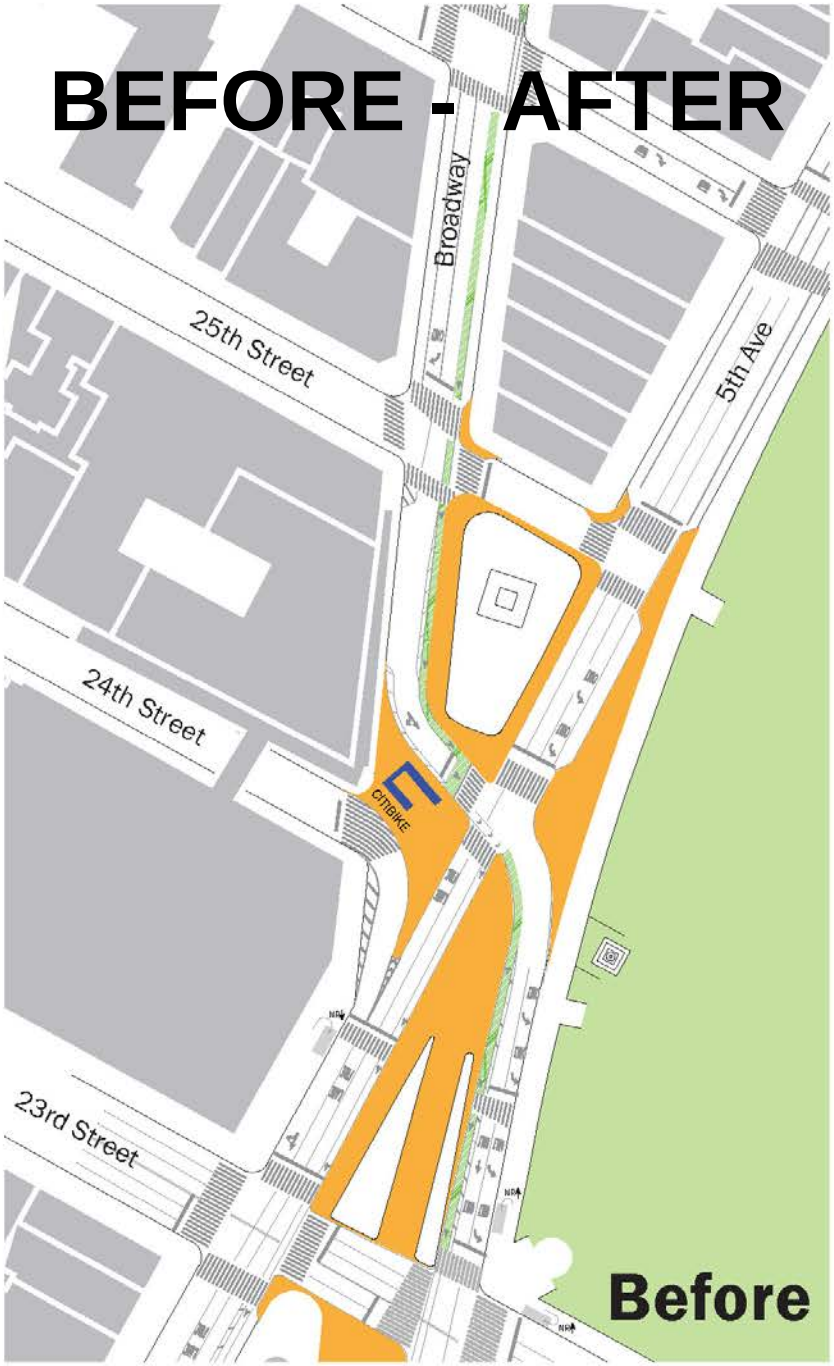
Existing Condition

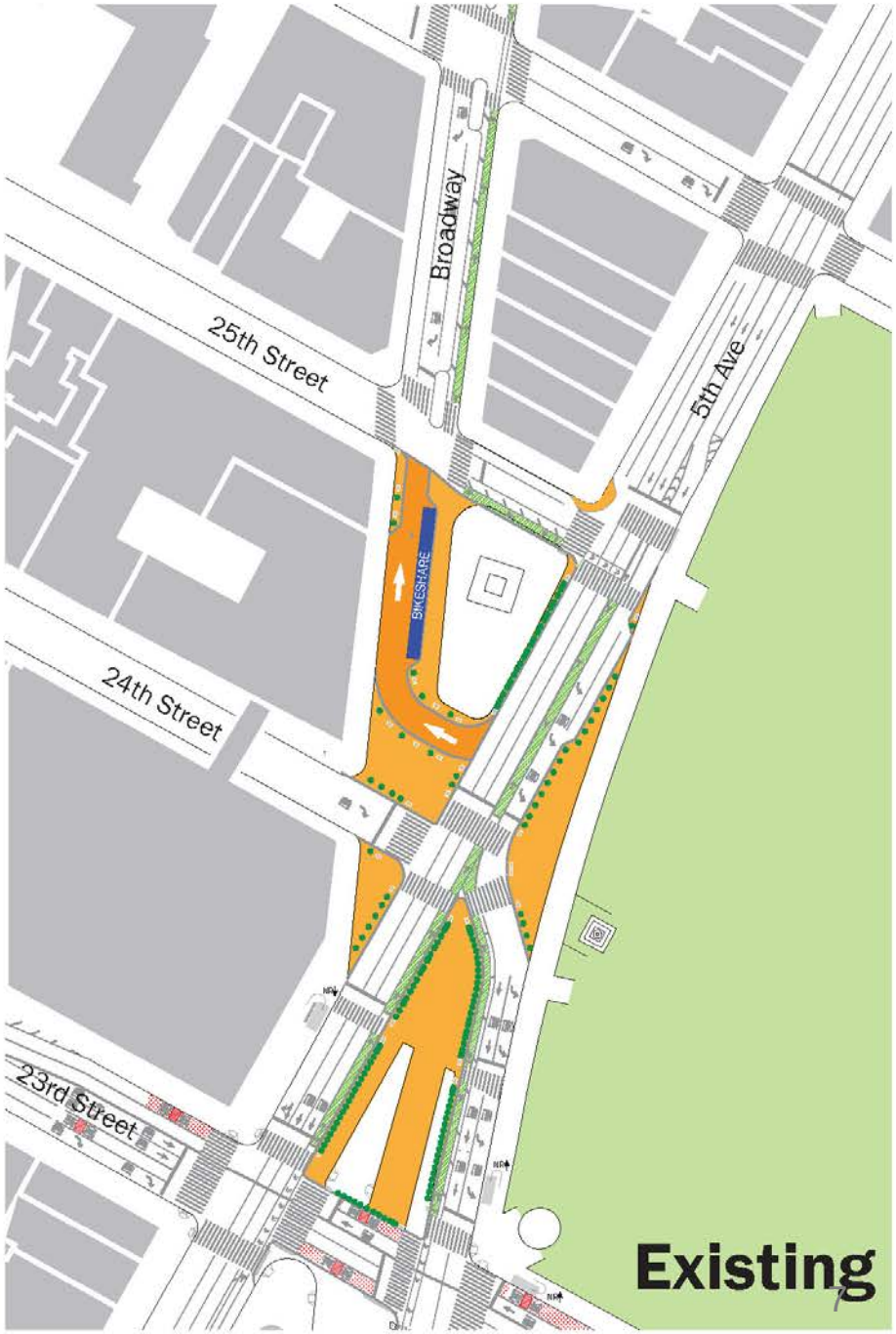

W. 26TH STREET
BROADWAY
5TH AVENUE
W. 25TH STREET
W. 24TH STREET
REVERSE BROADWAY
MADISON SQUARE PARK
MADISON AVENUE
W. 23RD STREET
W. 22ND STREET
W. 21ST STREET
Intersection Design
Proposed Condition


W. 26TH STREET
BROADWAY
5TH AVENUE
W. 25TH STREET
W. 24TH STREET
REVERSE BROADWAY
MADISON SQUARE PARK
W. 23RD STREET
NORMALIZE INTERSECTION
W. 22ND STREET
W. 21ST STREET
Intersection Design
Proposed Condition


W. 26TH STREET
BROADWAY
5TH AVENUE
DIRECT THROUGH VEHICLES TO 5TH AVE
W. 25TH STREET
W. 24TH STREET
REVERSE BROADWAY
MADISON SQUARE PARK
W. 23RD STREET
NORMALIZE INTERSECTION
W. 22ND STREET
W. 21ST STREET
Intersection Design
Proposed Condition

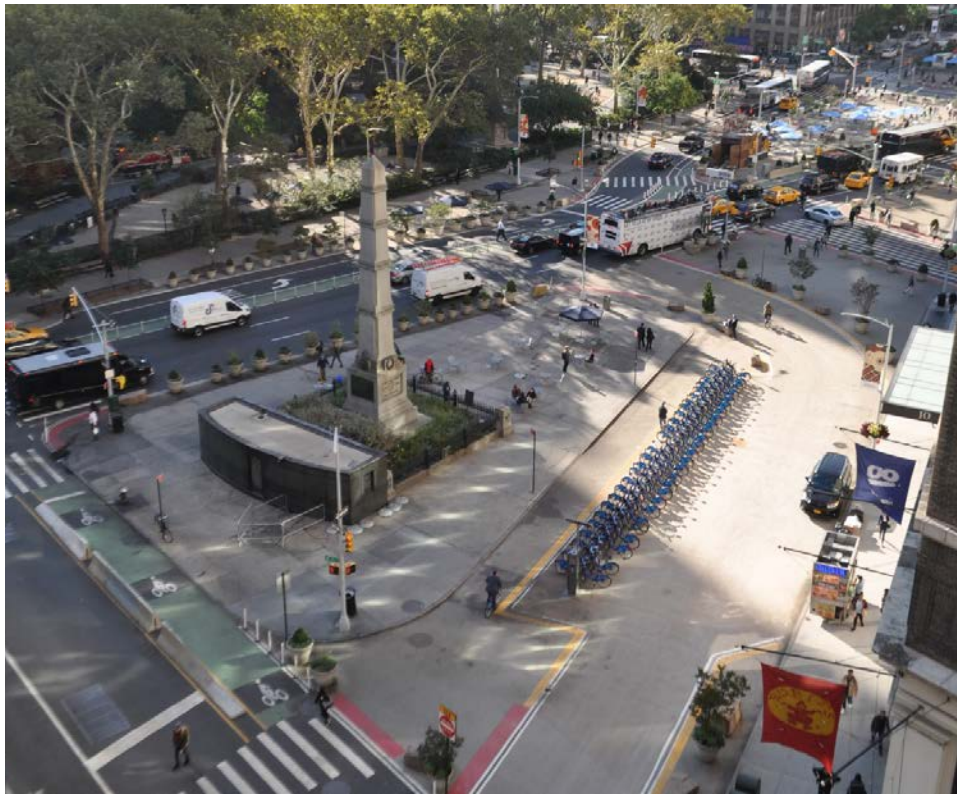
BEFORE - AFTER





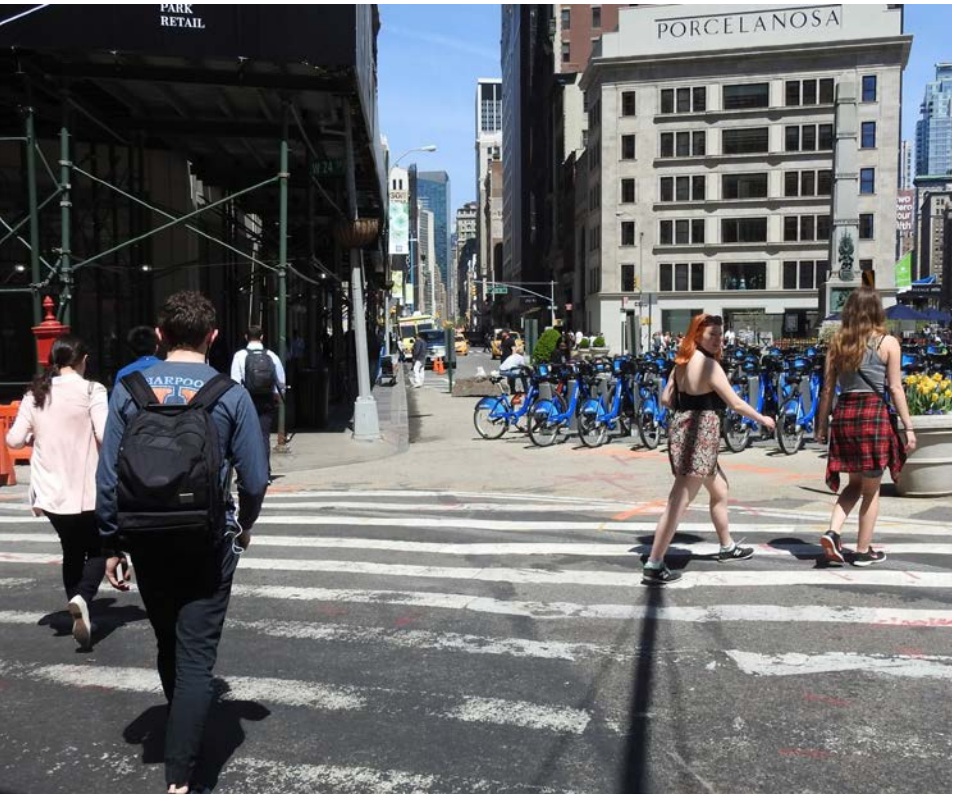
BEFORE - AFTER

Broadway and 25th St. looking South



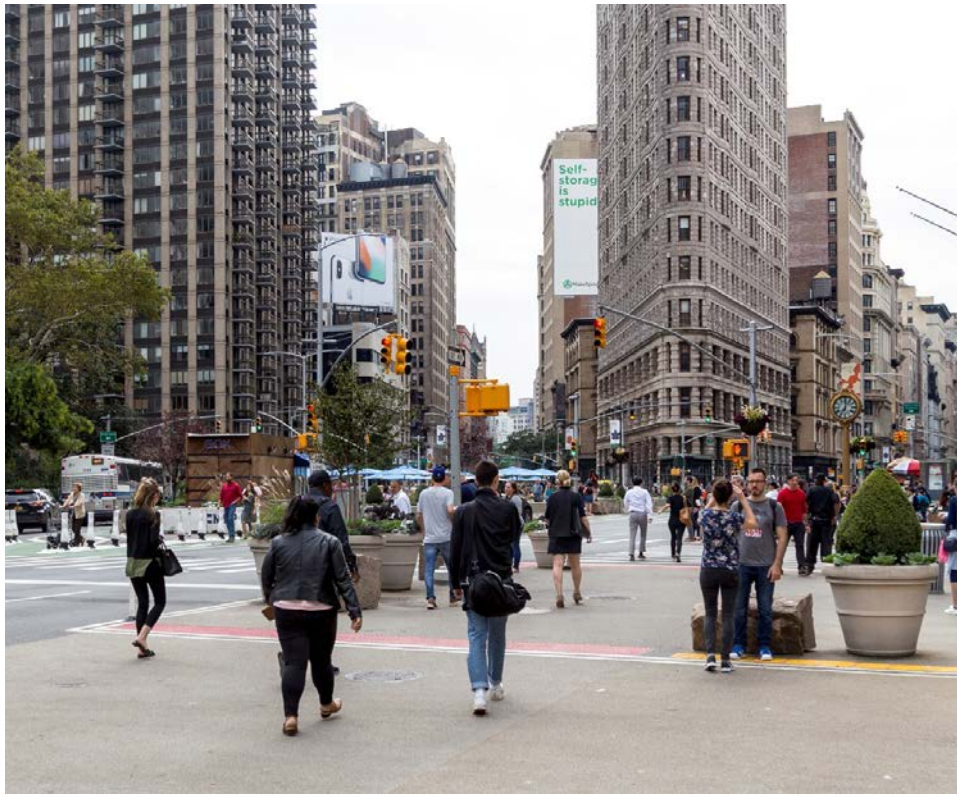
BEFORE - AFTER

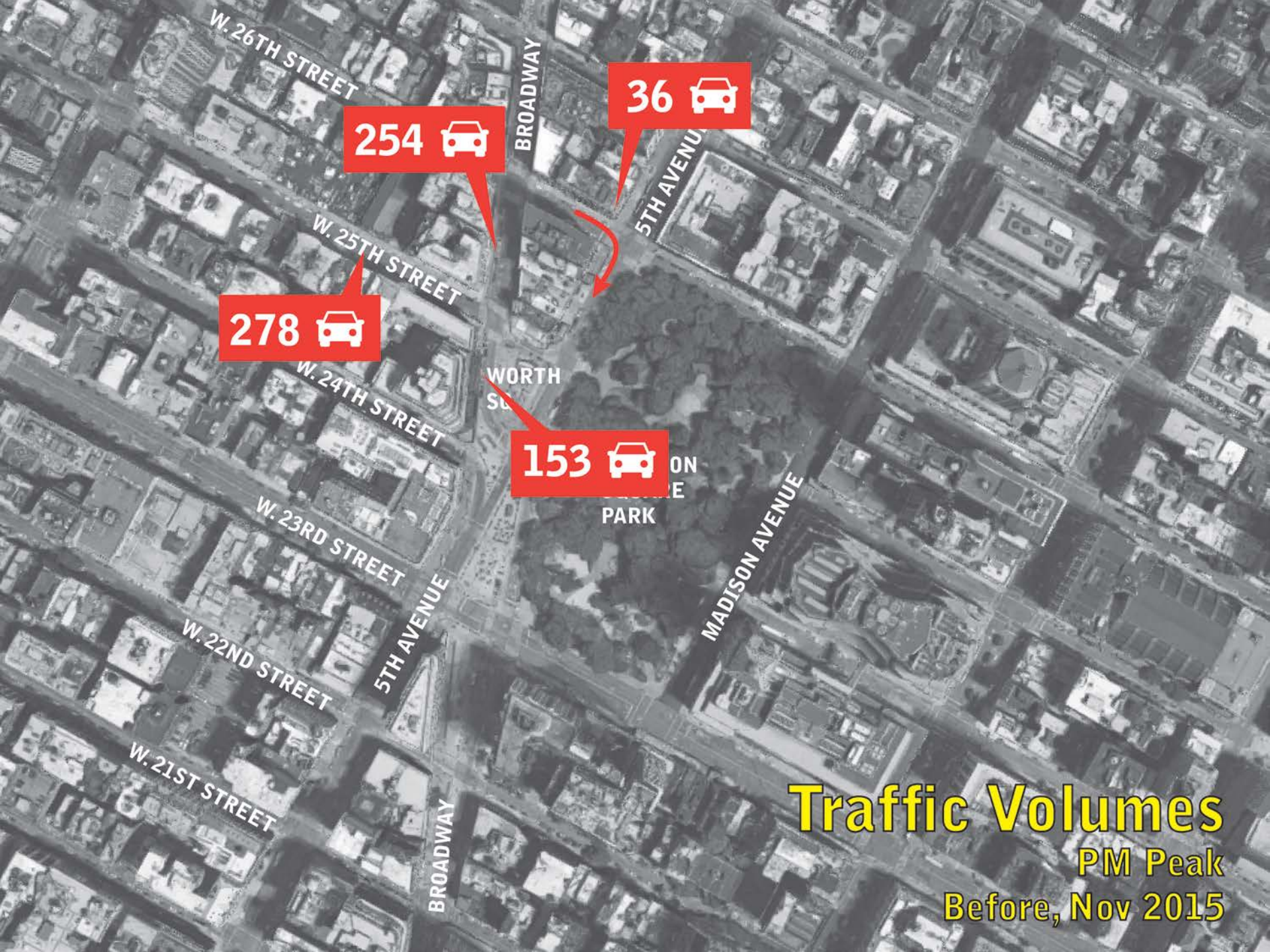
24th St. and 5th Ave looking North

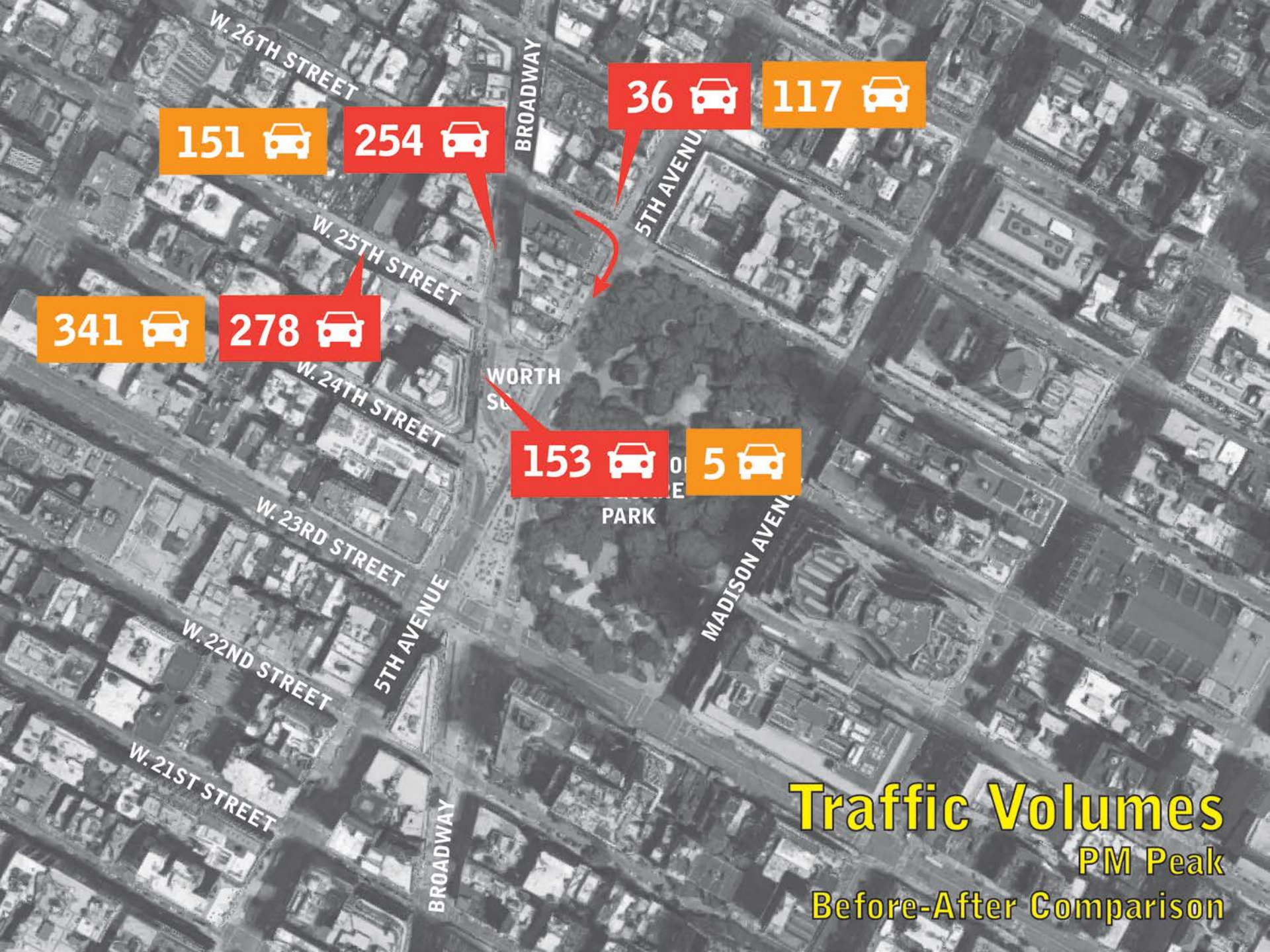


BEFORE - AFTER

Broadway and 5th Ave looking South



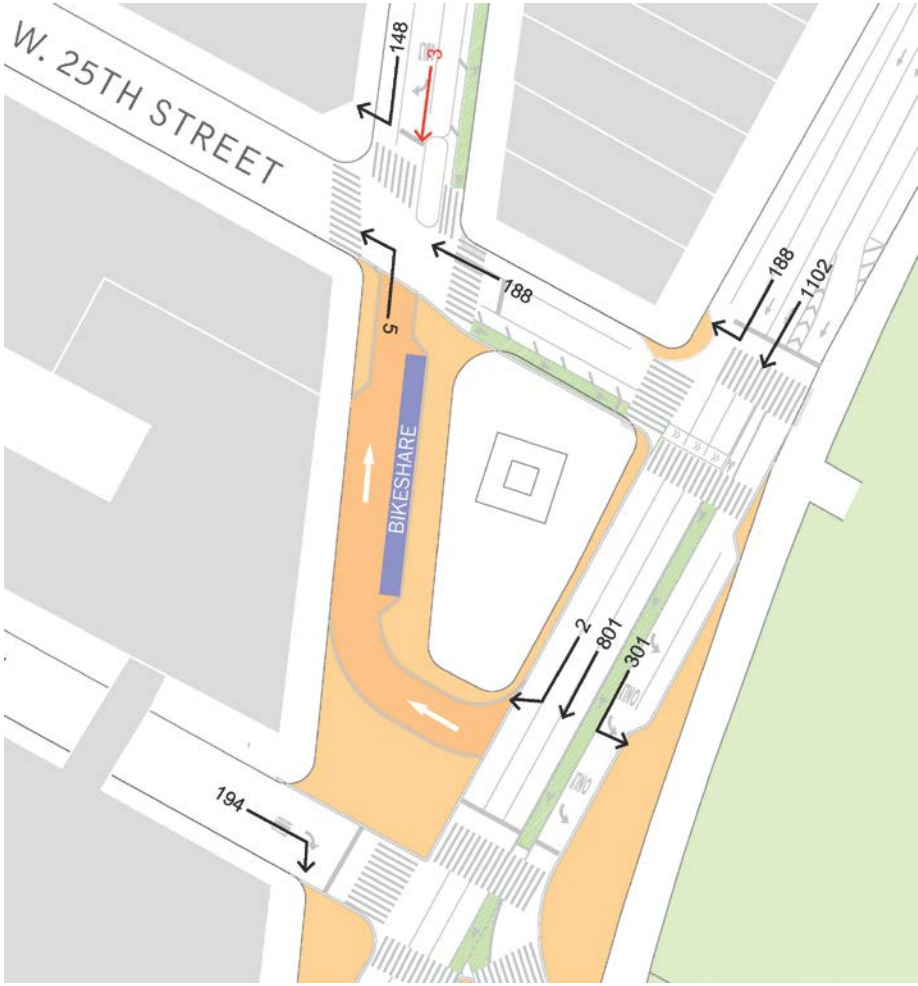

W. 26TH STREET
BROADWAY
36
254
5TH AVENUE
W. 25TH STREET
278
WORTH
W. 24TH STREET
153
PARK
W. 23RD STREET
MADISON AVENUE
5TH AVENUE
W. 22ND STREET
W. 21ST STREET
BROADWAY
Traffic Volumes
PM Peak
Before, Nov 2015


W. 26TH STREET
BROADWAY
36
117
151
254
5TH AVENUE
W. 25TH STREET
341
278
WORTH
W. 24TH STREET
153
5
PARK
W. 23RD STREET
MADISON AVENUE
5TH AVENUE
W. 22ND STREET
W. 21ST STREET
BROADWAY
Traffic Volumes
PM Peak
Before-After Comparison

VEHICLE COUNTS

PM PEAK

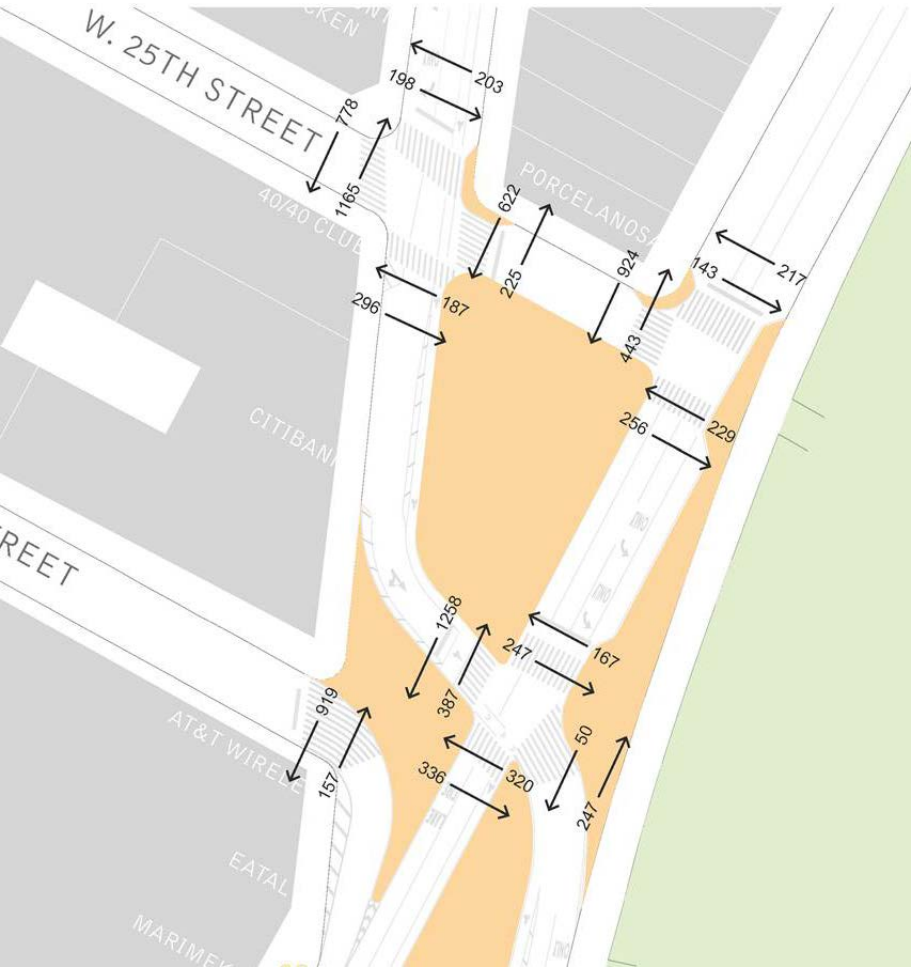
BEFORE NOV 2015



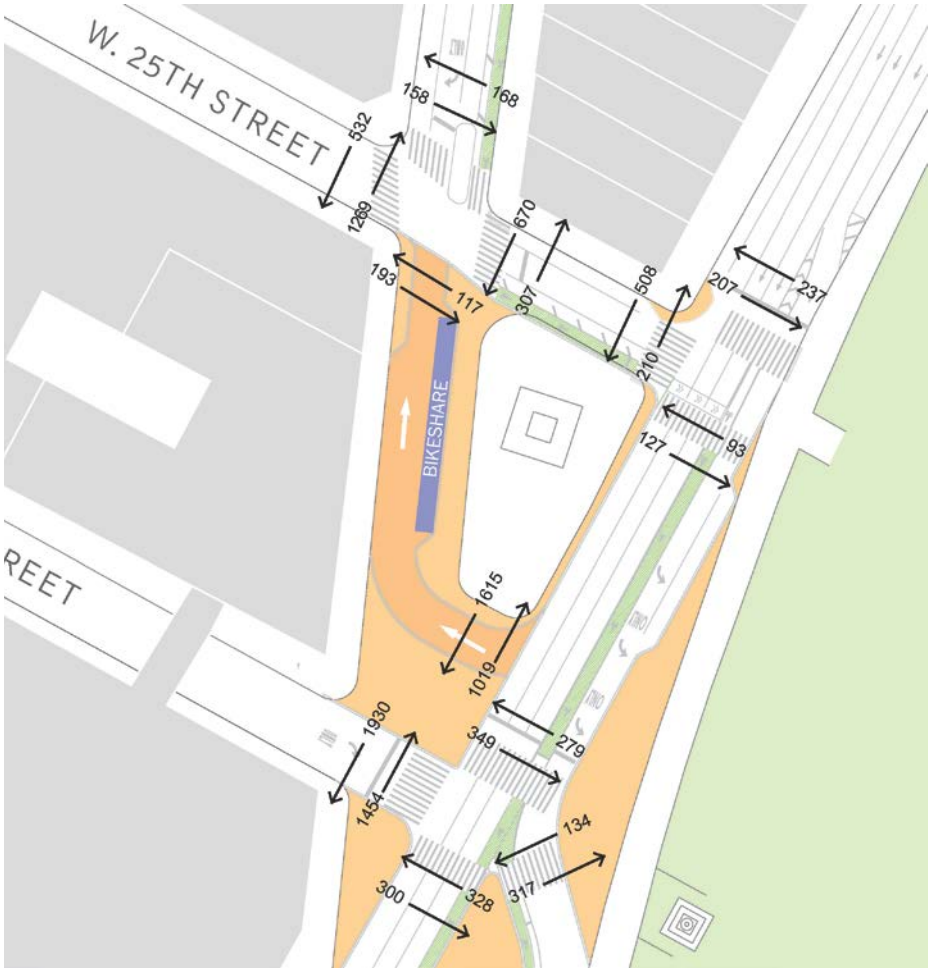
AFTER OCT 2017

PEDESTRIAN COUNTS

PM PEAK



BEFORE NOV 2015



AFTER OCT 2017

TIME-LAPSE OBSERVATION

Video Sample:

TIME-LAPSE OBSERVATIONS

Main Findings:

- Traffic counts show **5** vehicles per hour using the shared street.
- About **80%** of total daily vehicles using the shared street were for *deliveries or pick-up/drop-off*
- Daily Maximum # vehicles delivering or picking up/dropping off - **54** (Sunday)
- Maximum daily (24 hours) traffic volume - **63** (Friday)

Data collected on Oct 18-24, 2017

TACTILE SURFACE EVALUATION

Objective

Evaluate the effectiveness of tactile guideways within the shared street by surveying blind and low-vision pedestrians.

The workshop included 14 Participants.

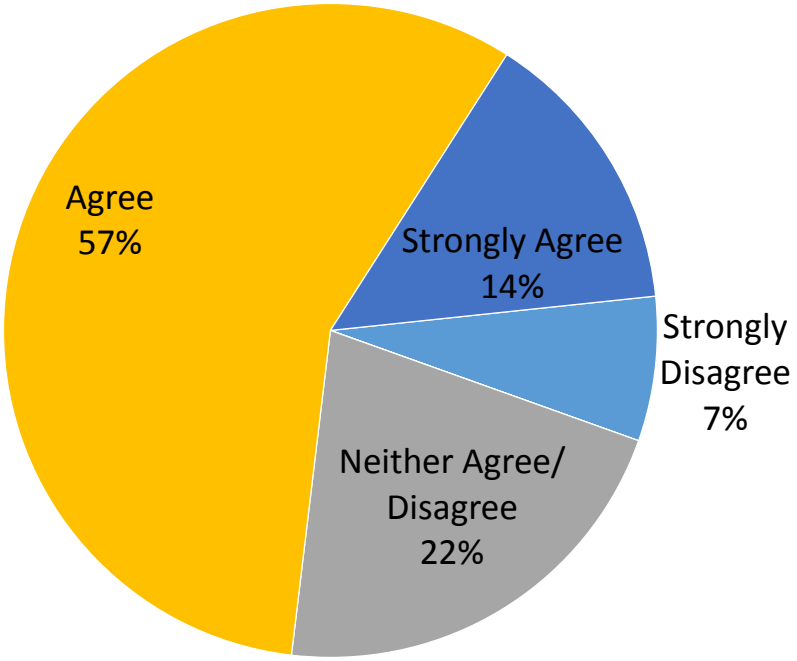
- 13 where white cane users
- Majority had some light/ shadow perception.

TACTILE SURFACE EVALUATION

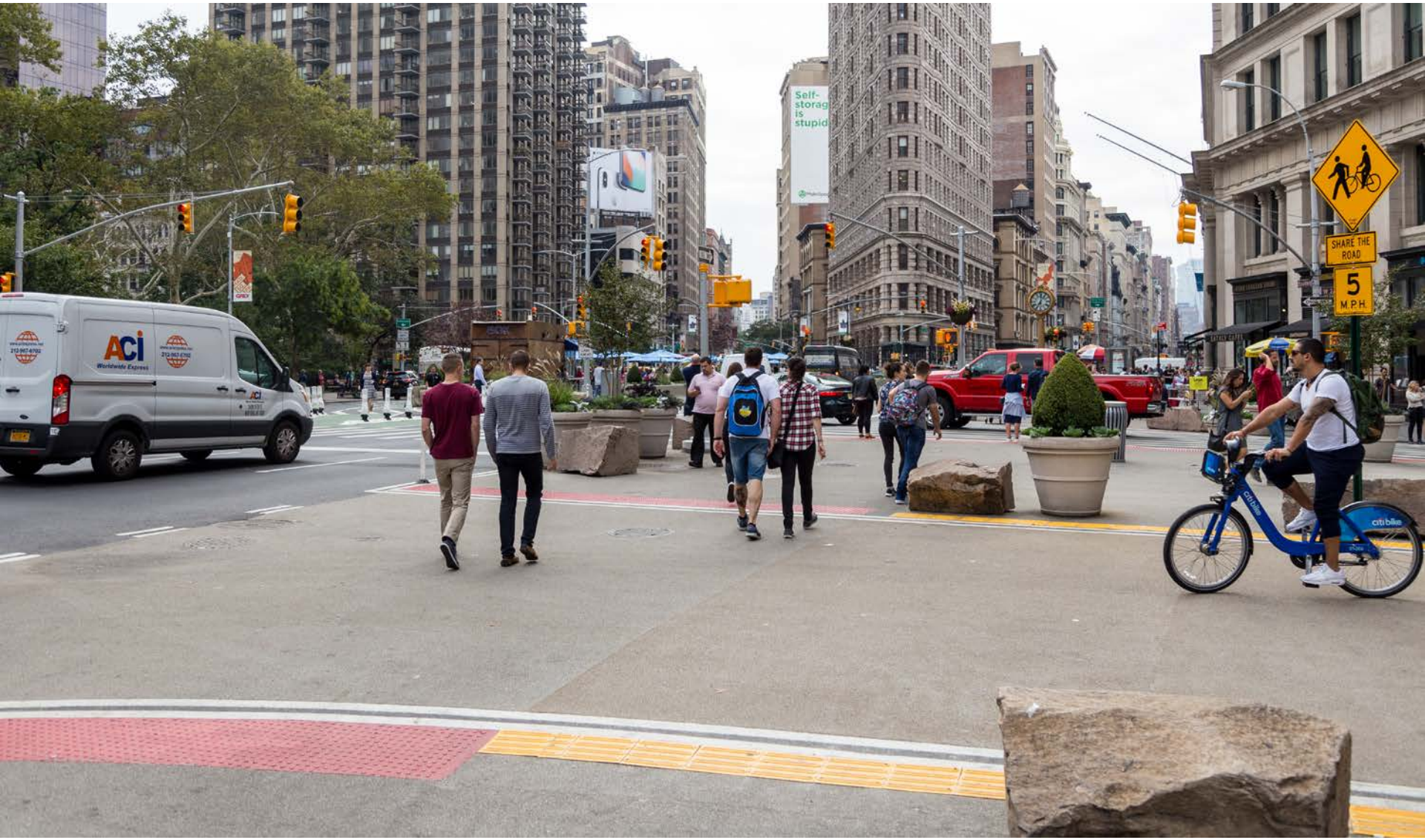
Feedback

Did the tactile delineation help improve your level of travel independence?

71% of participates agreed/ strongly agreed that the tactile delineation helps improves the level of travel independence.



2017 IMPLEMENTATION



2017 IMPLEMENTATION

2017 IMPLEMENTATION

2017 IMPLEMENTATION

NEXT STEPS

Schedule

Spring 2018	Community Outreach Events
Summer 2018	Present Design to CB5
Summer 2018	Submit Design to PDC
Spring 2019	Preliminary Design Complete

THANK YOU!

Questions?

NYC DOT

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