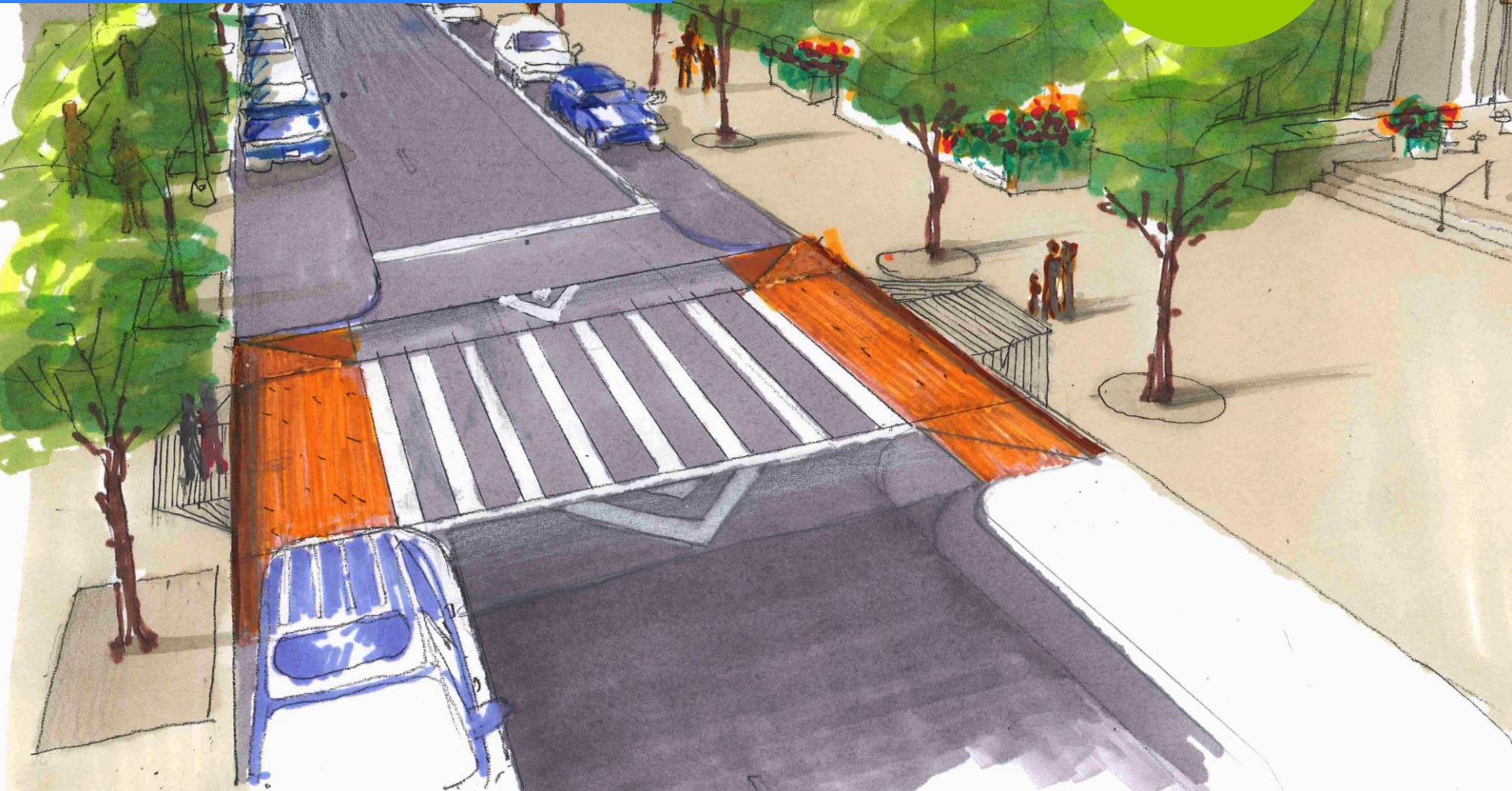


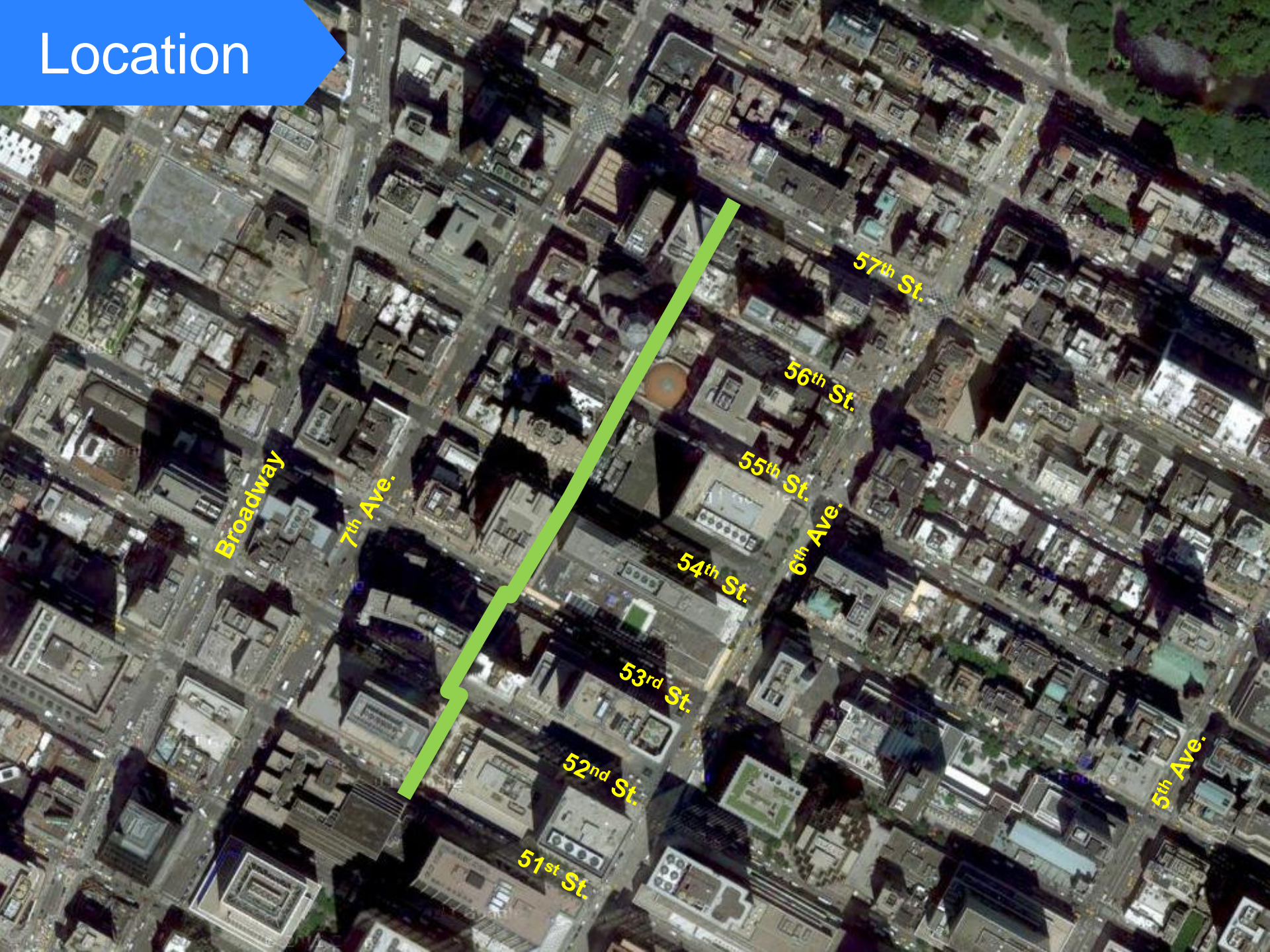
Midtown Mid-Block Crossings

Spring
2012



Commissioner Janette Sadik-Khan, New York City Department of Transportation
Presented by the Pedestrian Projects Group, 03/26/2012 to Community Board 5

Location



Background

Community Board request to improve connections between POPS (Privately Owned Public Spaces)

MANHATTAN COMMUNITY BOARD FIVE

Vikki Barbero, Chair

450 Seventh Avenue, Suite 2109
New York, NY 10123-2199
212.465.0907 f-212.465.1628

Wally Rubin, District Manager

May 13, 2011

Margaret Forgione
Manhattan Borough Commissioner
Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

Re: Proposal to New York City DOT to Study the Feasibility of Improving the Visibility and Utilization of Privately-Owned Public Spaces between Sixth and Seventh Avenues from 51st Street to 57th Street

Dear Borough Commissioner Forgione:

At the monthly meeting of Community Board Five on Thursday, May 12, 2011, the Board passed the following resolution with a vote of 35 in favor, 0 opposed, 1 abstaining:

WHEREAS, Midway between Sixth and Seventh Avenues, from 51st Street through 57th Street, there are eleven public passageways running north-south through the blocks; and

WHEREAS, Some of these passageways are within buildings, some are exterior, and others are open to the air but covered, with a number of them having amenities like seating, tables, plantings, and art; and

WHEREAS, These passageways are all privately-owned public spaces (POPS), which are easements created through New York City zoning laws in 1961 granting public access to private property; and

WHEREAS, These passageways are all within the Special Midtown District, which until relatively recently required "through-block connections" for all development taking place within the entire block; and

WHEREAS, Because existing zoning regulations have required developers, when creating through-block connections, to line them up with existing connections on adjacent blocks, these midtown POPS already form a relatively continuous and uninterrupted route from 51st Street to 57th Street; and

WHEREAS, Because many of these midtown POPS remain unknown to and underused by the general public, and more effective utilization of open space for the benefit of pedestrians while mitigating traffic congestion within our district are stated goals of Community Board Five; therefore, be it

RESOLVED, That Community Board Five requests the New York City Department of

Transportation (DOT) to undertake a study, consistent with that previously requested for a comprehensive surface transportation plan for midtown Manhattan, to determine the feasibility of improving both the visibility and safe utilization of these urban plazas for which they originally had been intended by: (1) identifying them with clear but unobtrusive pedestrian-oriented signage; and (2) creating controlled and clearly-marked pedestrian crossings that also prohibit or significantly restrict parking at those locations.

Thank you for the opportunity to comment on this matter.

Sincerely,



Vikki Barbero
Chair

Thomas Miller
Chair, Transportation/Environment Committee

Background



No stop controls, no crosswalks

Parked vehicles obstruct driver-pedestrian visibility



Toolkit

- Pavement markings
- Signal timing
- New signage
- Painted and/or textured surfaces
- Flexible delineators



Painted Sidewalk Extension Examples

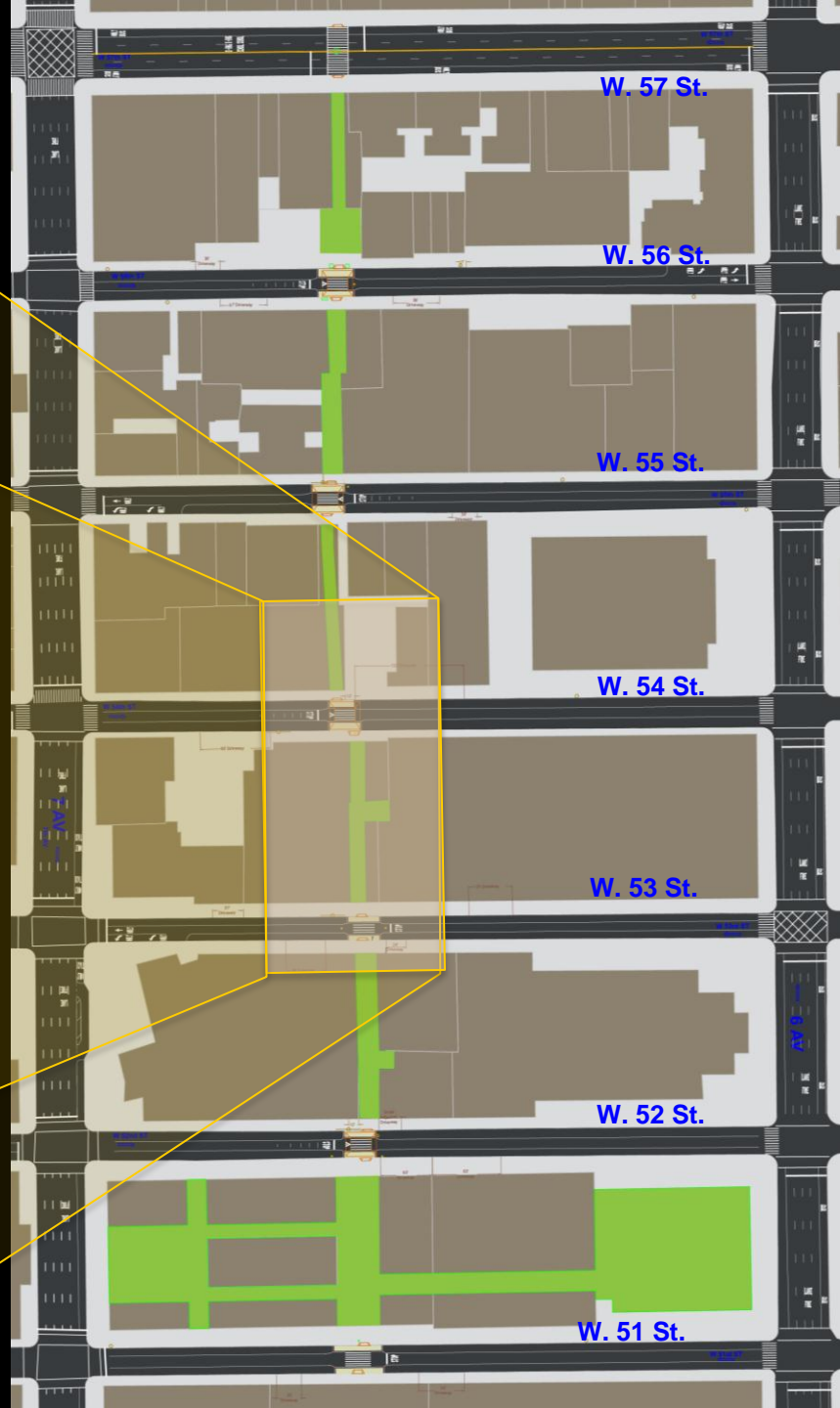
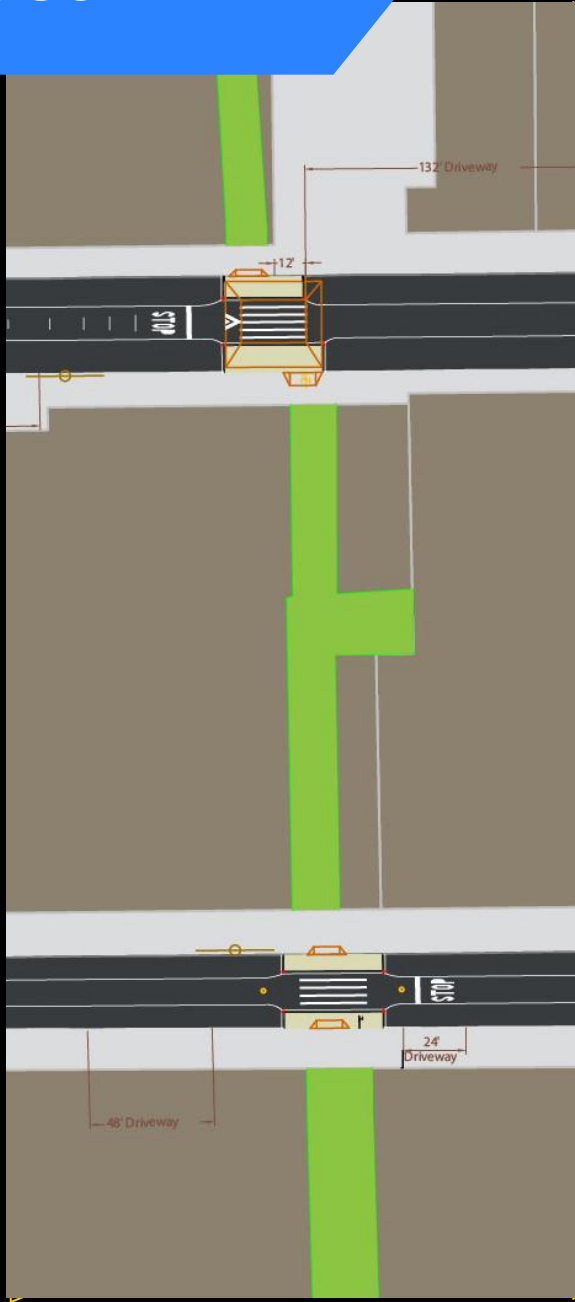


Canal St at E. Broadway
Lower East Side

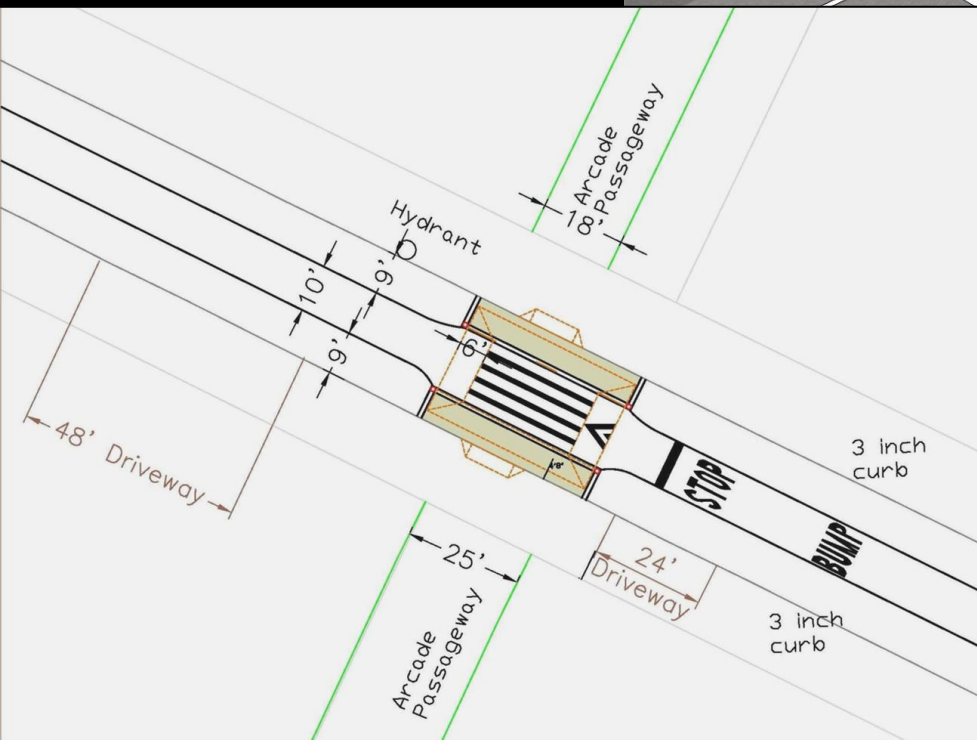


Schermerhorn St., Brooklyn

Proposal



Proposal



- Stop Signs
- Raised Crosswalk (at some)
- Warning markings
- New sidewalk pedestrian ramps
- Painted "neckdowns"
- Cross-street signage

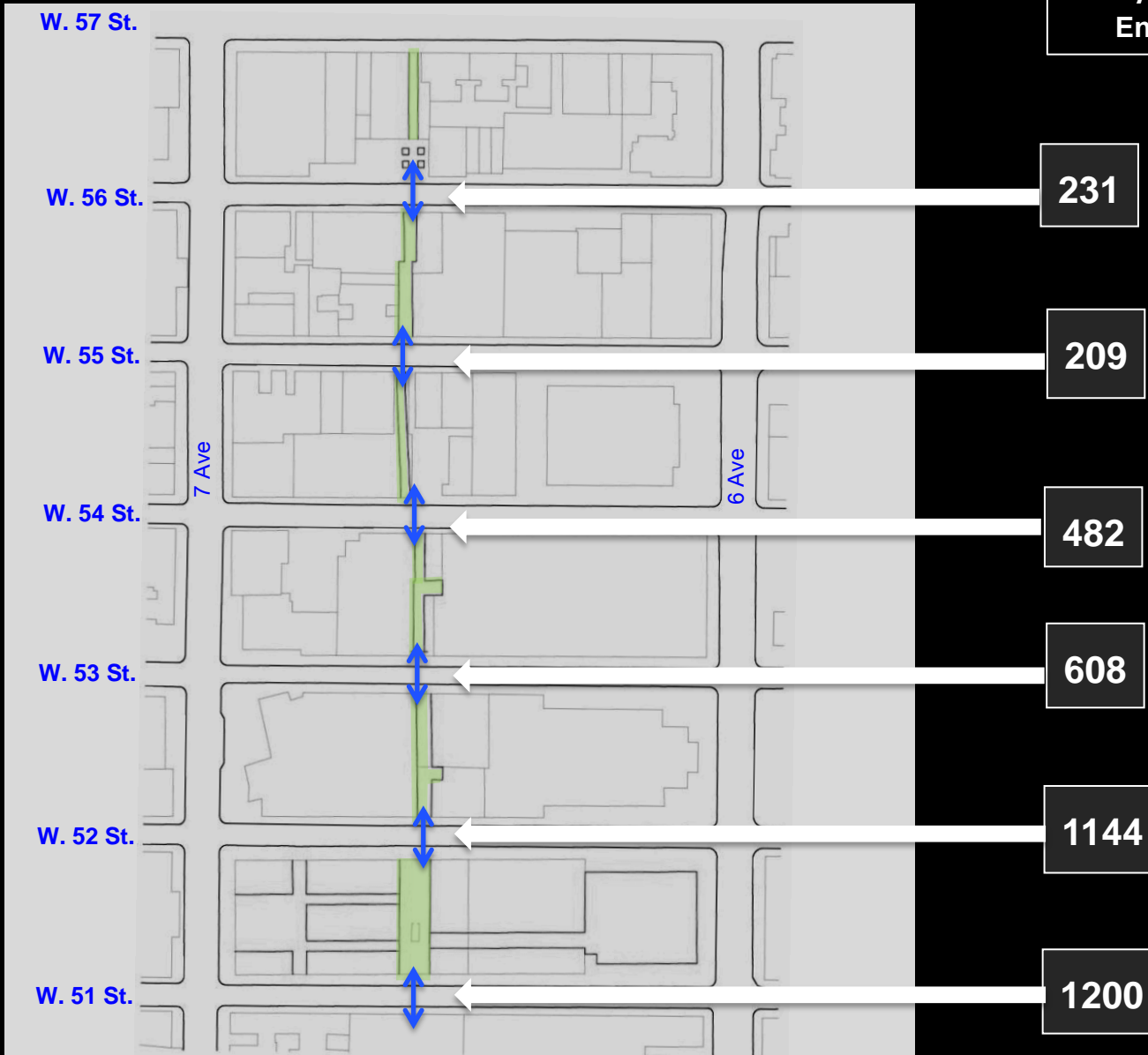
Benefits

- New + short crosswalks
- Crosswalks turning conflict free
- Offers improved pedestrian circulation on long blocks
- Allows arcades to fulfill their potential
- Calms cross-town vehicular traffic



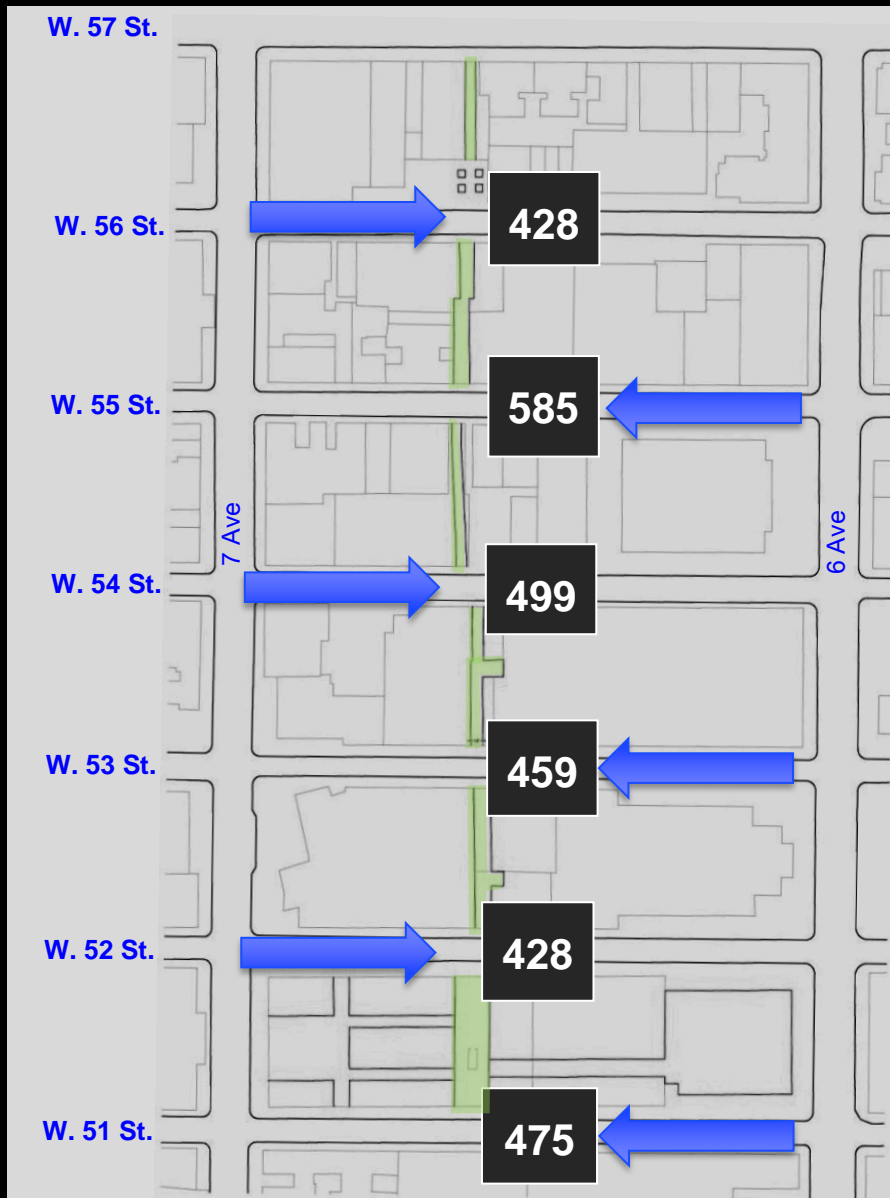
Current Foot Traffic

Peak Hour Mid-Block Pedestrian Crossings 100 FT Adjacent to Arcade Entrances



Current Vehicle Traffic

Peak Hour Mid-Week Mid-Day Volumes



7 veh/minute

10 veh/minute

8 veh/minute

8 veh/minute

7 veh/minute

8 veh/minute

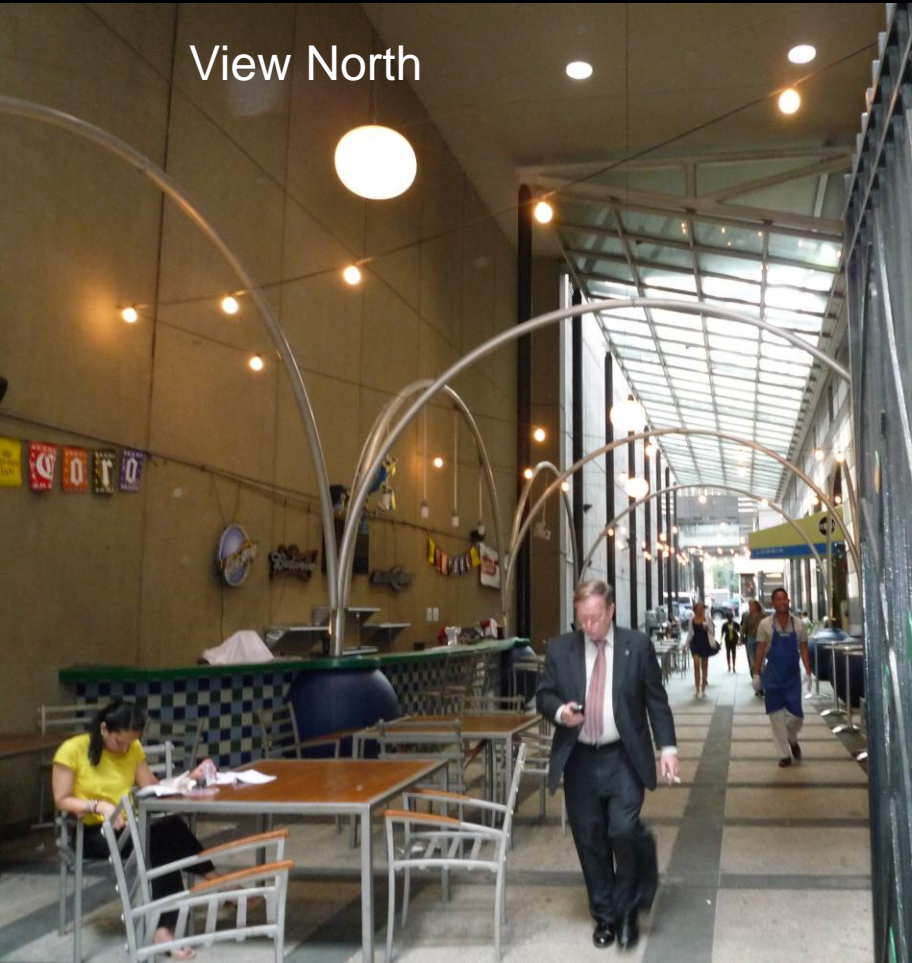
W. 51st Street



Looking North

W. 52nd Street

View North



View South



W. 53rd Street

View South



View North



W. 54th Street



View South



View North.

W. 55th Street



View North



View South

W. 56th Street



Public Access

View North



View South
Public Access



W. 57th Street

W. 57th Street between 6th and 7th Avenues signalized in February – unrelated to this project



Public Access

142

View South

Plan Summary

Six stop controlled crosswalks connecting mid-block arcades between W. 51st and 57th Streets



nyc.gov/dot

**Thank
You**