

Times Square Shuffle



September 2006

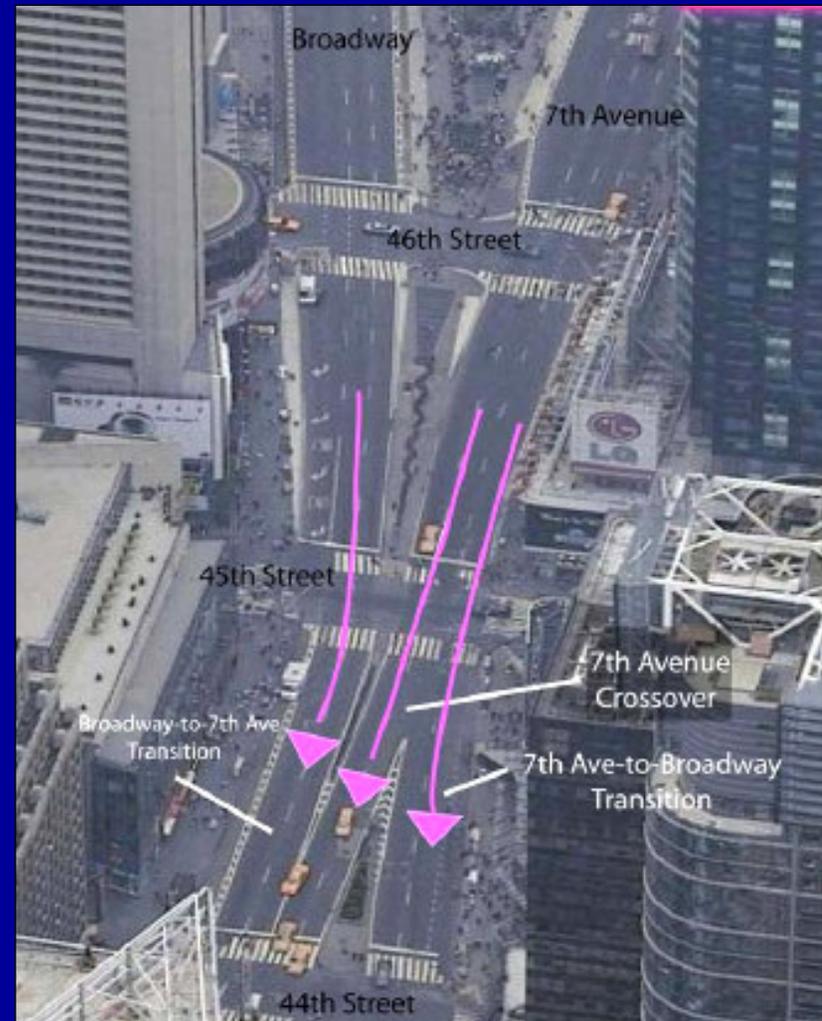
Times Square Shuffle Overview

- Tests changes in traffic operations proposed by the Times Square Alliance
 - Closes crossover at W. 45th Street
- Continues expansion of sidewalk space by as much as 50 percent



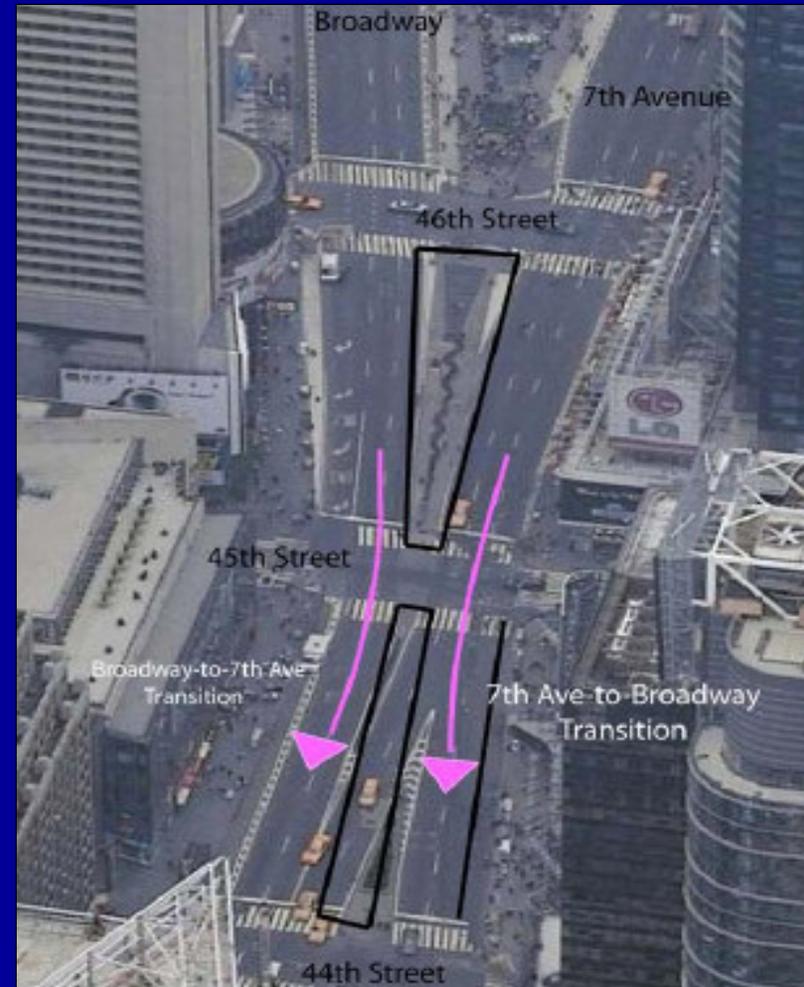
Existing Configuration- Crossover

- Vehicles southbound on 7th Avenue can continue *either* on 7th Avenue or on Broadway south of W. 45th Street
- Vehicles southbound on Broadway can continue *only* on 7th Avenue



Test Configuration- Closure of Crossover

- ➔ Crossover at W. 45th will be closed
- ➔ Vehicles on 7th Avenue will be able to proceed southbound on Broadway *only*



Crossover

W. 45th Street Facing South



Existing Traffic Volumes- Crossover

- ~1000 vehicles use the crossover at the peak hour (6:00-7:00 p.m.)
- Up to two-thirds of vehicles using crossover are taxis

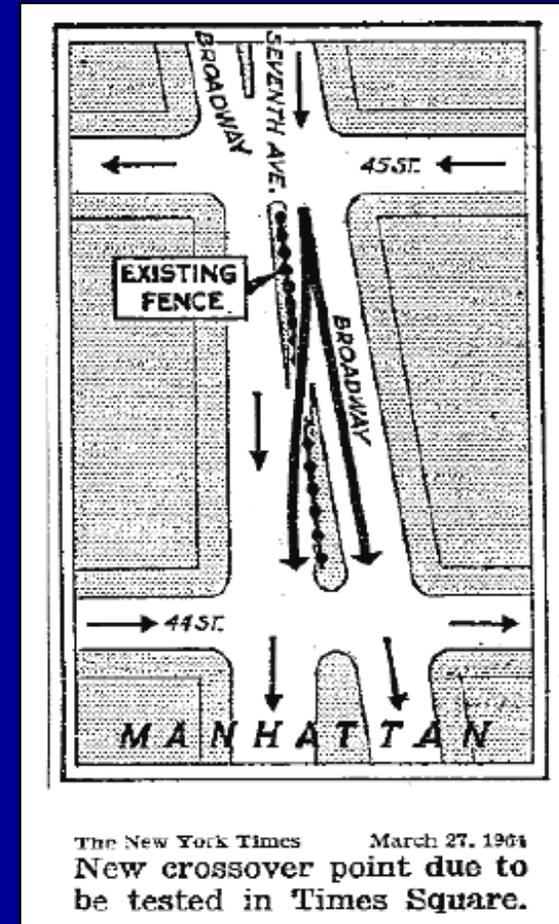
Crossover-Then

- The crossover introduced by NYCDOT in 1964
- At the time, vehicle movement was main focus of traffic operations



Times Square after rechannelization. New roadway (center of photograph) permits continuous movement of southbound 7th Avenue traffic.

Photo from the DOT Annual Report, 1964



The New York Times March 27, 1964
New crossover point due to be tested in Times Square.

Caption from the New York Times, March 27, 1964

Crossover-Now

- Today, traffic operations focuses on all street users
- 13,000+ pedestrians walk on 7th Avenue between W. 43rd and W. 42nd Streets during the 5:00 p.m.-6:00 p.m. peak hour



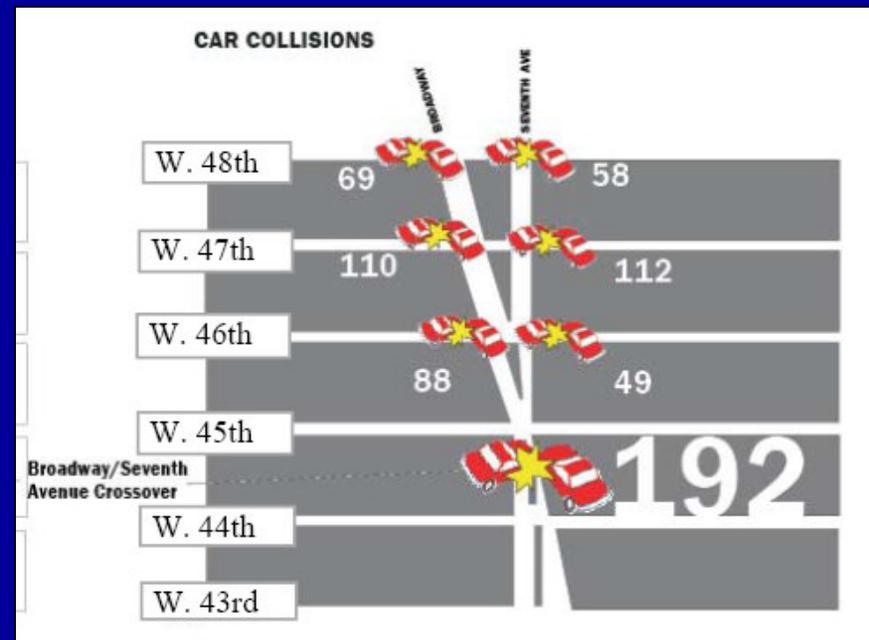
Pedestrian Congestion

- Volumes result in severe congestion
 - Majority of sidewalks surrounding crossover operating near or over capacity
- Pedestrians overflow into roadway



Crossover Conflicts

- Crossover introduces weaving conflict for vehicles
- NYPD data show 192 vehicle collisions at the crossover (2002-2004)



Recent Improvements

- Volumes point to the need for more pedestrian space
- In 2001, NYCDOT implemented the Times Square Pedestrian Improvement Test Improvements include:
 - Neckdowns (curb extensions) on 7th Avenue and on Broadway
 - Installation of temporary asphalt sidewalk extensions, roadway striping and flexible delineators to widen sidewalks

Recent Improvements

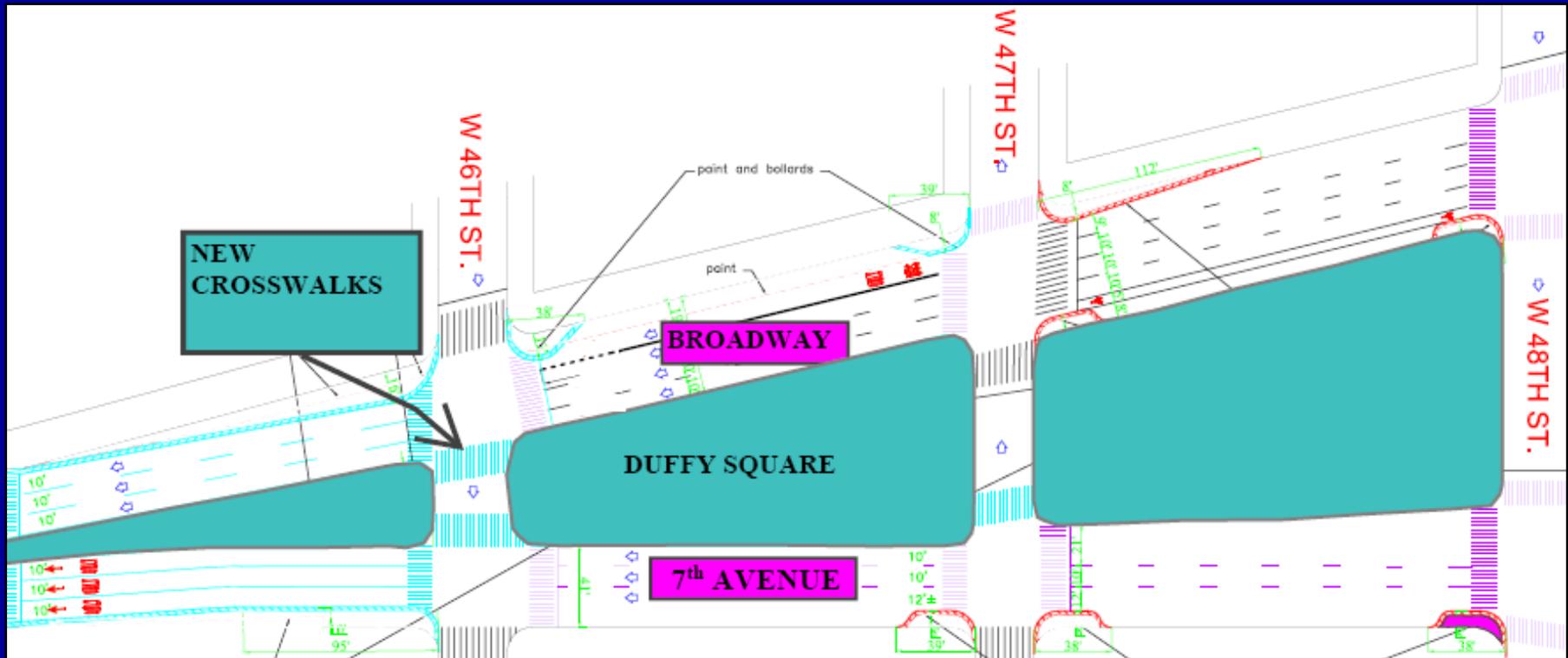
Examples:

- Sidewalk extension west side of 7th Avenue between W. 45th and W. 44th Streets
- Sidewalk extensions on both sides of Broadway between W. 44th and W. 42nd Streets
- Temporary improvements are scheduled to be made permanent in 2008



Expansion of Sidewalk Space

New crosswalks create continuous pedestrian space on medians from W. 48th to W. 45th Streets



Test Configuration-The Shuffle

⇒ 7th Avenue southbound vehicles must “shuffle,” using one of several available routes starting at Central Park South



Implementation Tasks

- Removal of existing markings and installation of new markings
- Removal of existing fence and median at crossover
- Removal of existing unnecessary signs and installation of new signs
- Crossover will close the night of Friday, November 3

Installation of New Signs

- Up to 16 Trailblazer Signs
 - 10' x 3' signs attached to mast arms
- 7 variable message boards
- 34 directional signs to direct drivers to the appropriate routes



Monitoring of Conditions

- DOT will monitor traffic operations in the weeks and months following implementation to assess impacts
- Data will include:
 - Traffic counts at 16 locations
 - Turning movement counts at 8 locations
 - Travel times and speeds from 6 uptown locations to W. 34th Street
 - Observations from the Traffic Management Center