



CENTRAL PARK SOUTH, GRAND ARMY PLAZA, 5TH AVE

Presentation to CB5

June 22nd , 2020

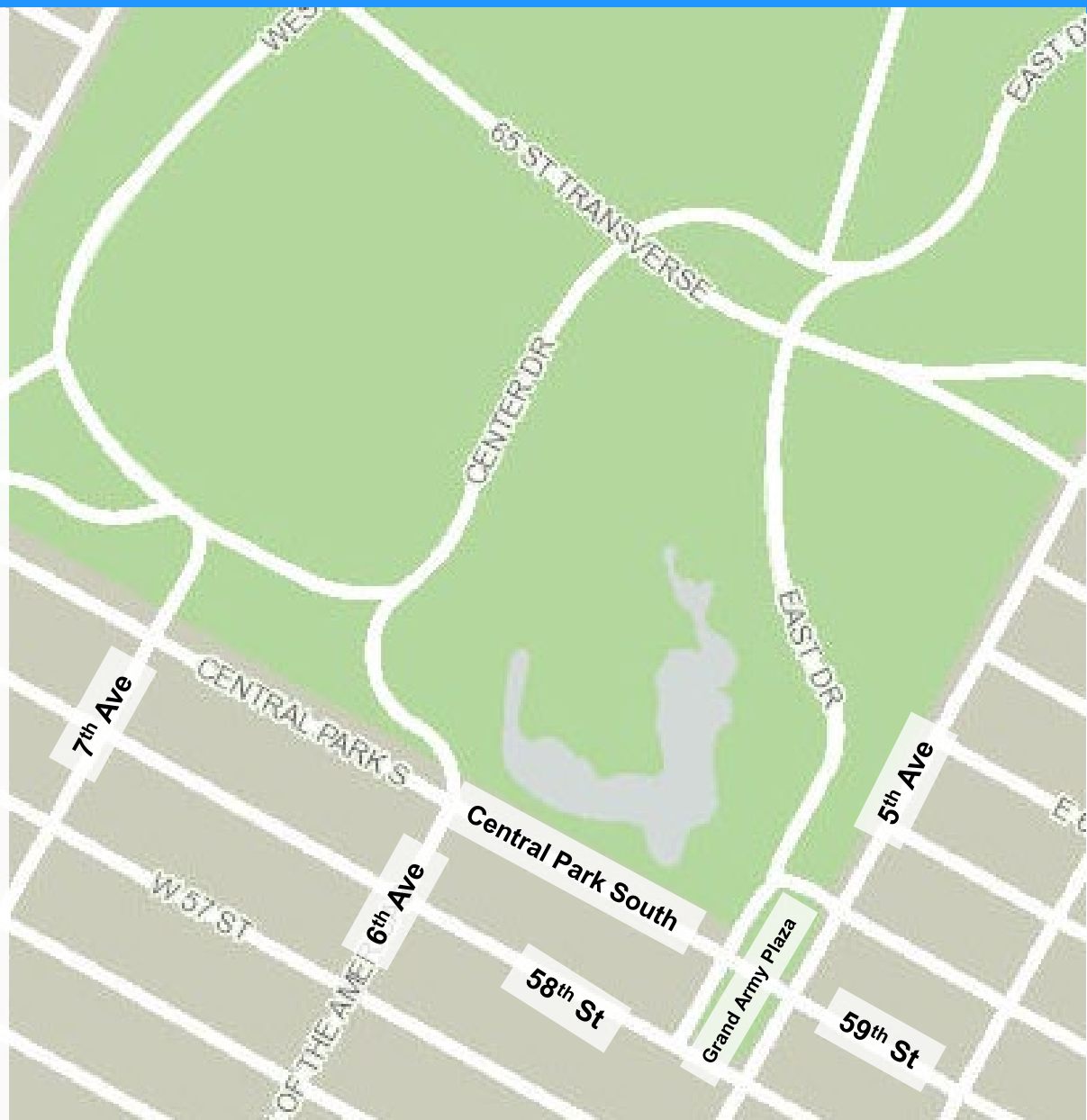


BACKGROUND AND UPDATE

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BACKGROUND

- February 2019 rule change relocated hackstands from Central Park South and Grand Army Plaza to locations inside Central Park
- NYC DOT installed signage and temporary markings to relocate hackstands. No paint was installed in the pedestrian spaces
- NYC DOT has been monitoring the operations of the hackstands and receiving feedback from the carriage operators, Parks, and Central Park Conservancy
- Temporary markings installed will now be finalized based on working operations of these spaces.



BACKGROUND

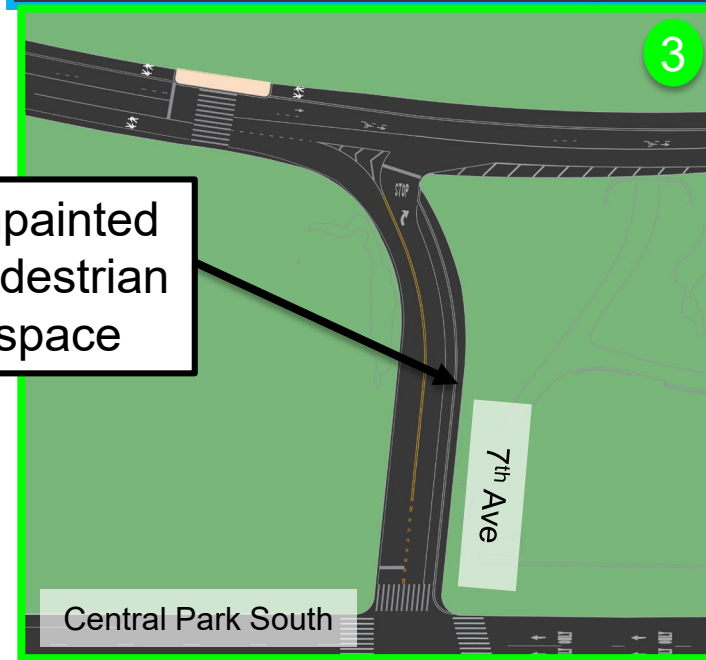
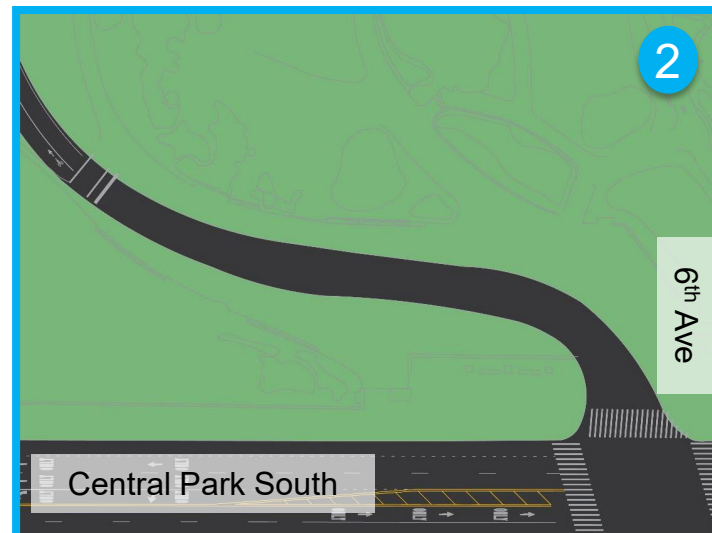
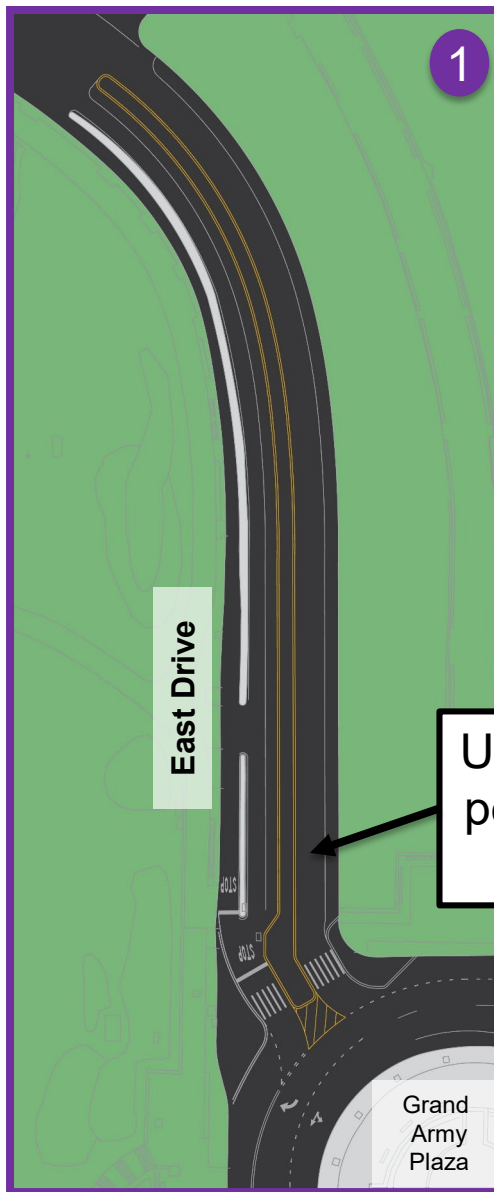
This presentation will review updates to the 2019 temporary hackstands and also present a proposal for traffic and pedestrian space additions around Grand Army Plaza and 59th St/Central Park South

- 2019 Update
- 2020 Project



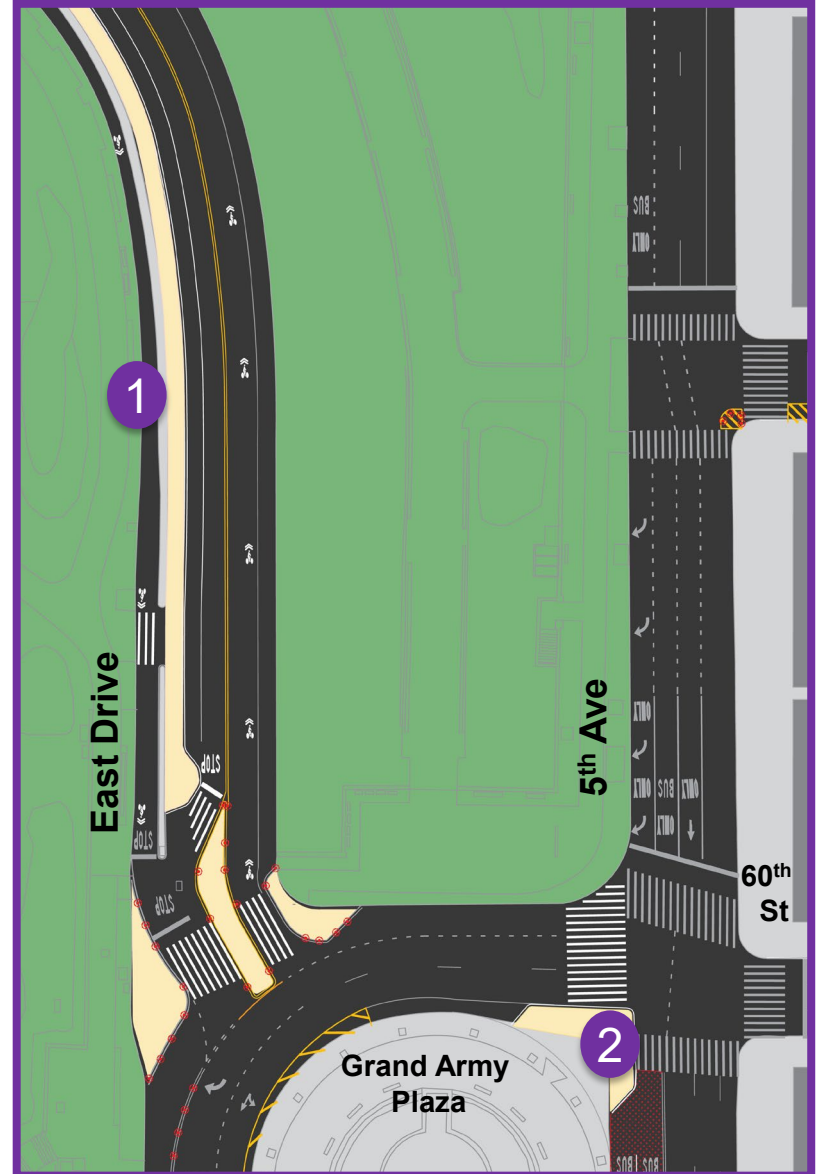
UPDATE- EXISTING EAST DR/6TH AVE/7TH AVE HACKSTANDS

- 1 East Drive-** Pedestrian boarding area is not used with customers and operators utilizing moving lane instead
- 2 6th Ave-** All markings were removed
- 3 7th Ave-** Markings were installed for hackstand on east side of roadway but operations require it to be on west side of roadway



UPDATE- EAST DRIVE

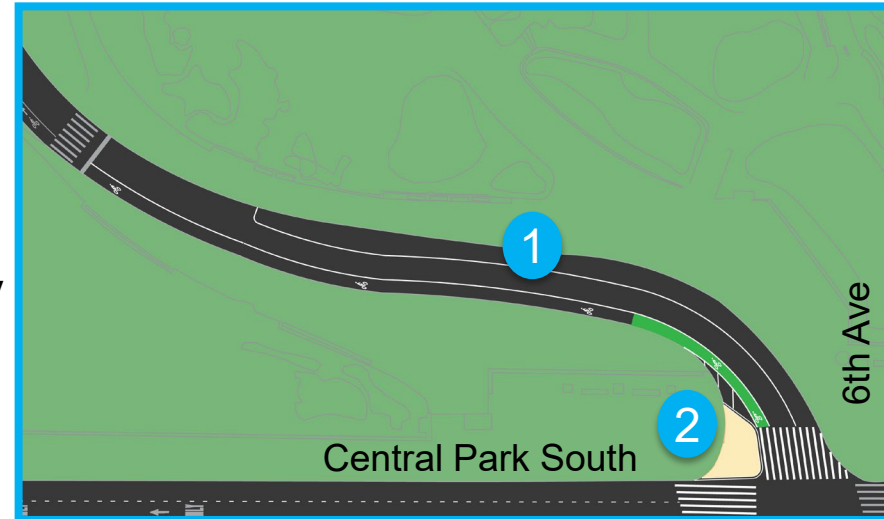
- 1 Relocate Hackstand pedestrian boarding area to formalize how this area is currently operating
- 2 Install curb extension on southwest corner of 60th St/Grand Army Plaza and 5th Ave



UPDATE- 6TH AVE AND 7TH AVE ENTRANCES

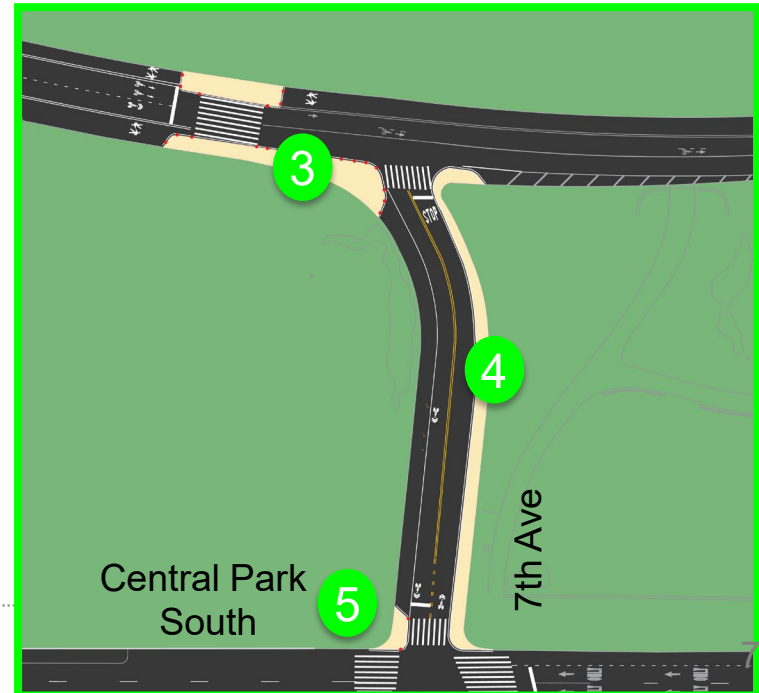
6th Ave Entrance

- 1 Finalize Hackstand edgeline on east side of roadway and install standard green curbside bike lane on west side of roadway
- 2 Install pedestrian curb extension on west curb of Central Park South to create gateway entrance to Central Park



7th Ave Entrance

- 3 Install painted pedestrian space on Central Park Drive to stop carriages from queueing into crosswalk and to shorten pedestrian distances
- 4 Install pedestrian space on east side of roadway for pedestrian access to Central Park away from Hackstand now located on west side of roadway
- 5 Install curb extensions on both corners of 7th Ave entrance and Central Park South to create a gateway entrance to the park, shorten pedestrian crossings, and calm traffic



EXISTING CONDITIONS

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PROJECT AREA AND SAFETY DATA

- The project area is a tourist and shopping destination at the southeast corner of Central Park including high end retail stores such as Bergdorf Goodman and Apple
- It is a high crash location with 5 Killed or Severely Injured persons from 2013 to 2017
- In 2014 two pedestrians were struck by vehicles and severely injured on 59th St between 5th Ave and Grand Army Plaza in two separate incidents



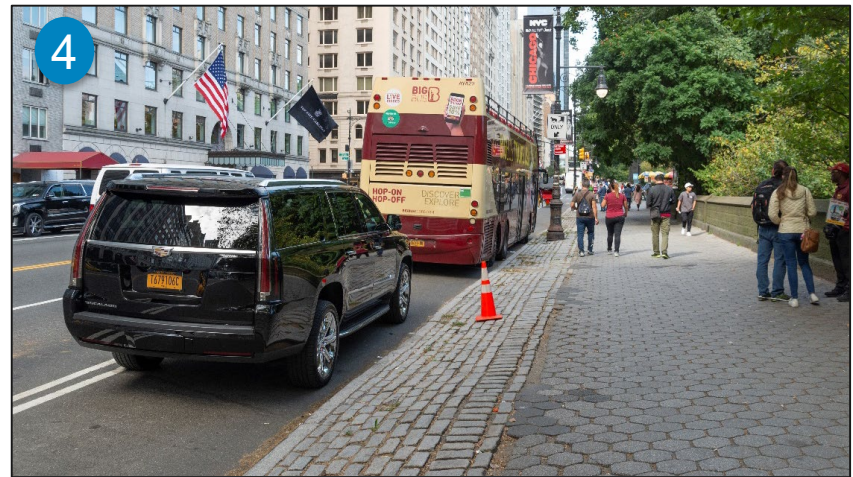
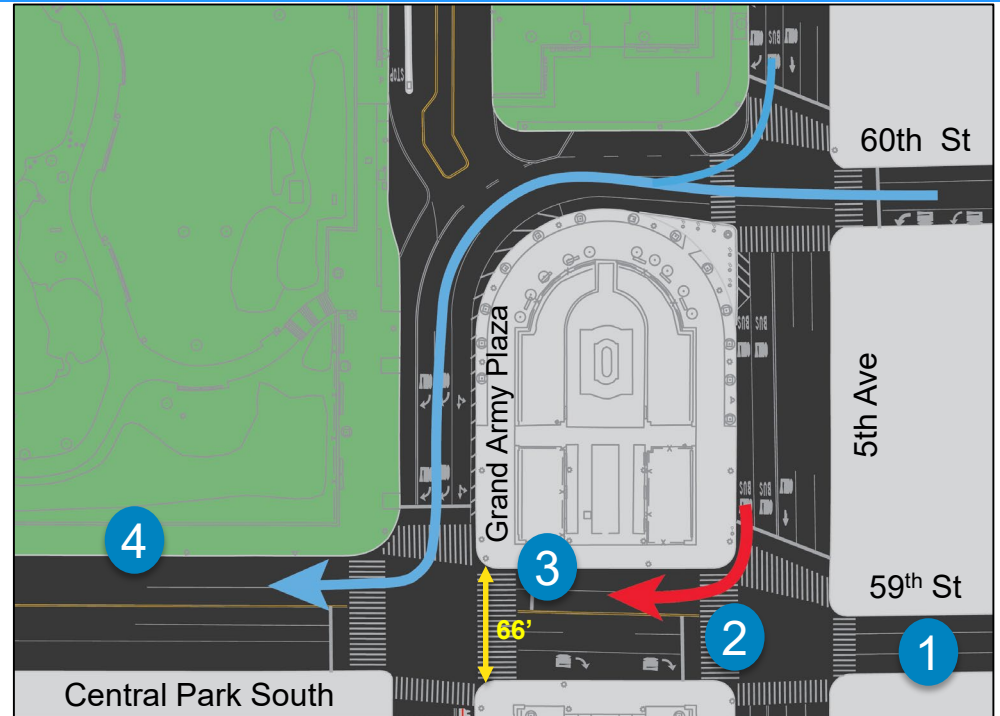
Central Park South, 5th Ave, and GAP, MN

Injury Summary, 2013-2017 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	32	2	0	2
Bicyclists	17	2	0	2
Motor Vehicle Occupant	40	0	0	1
Total	89	5	0	5

EXISTING CONDITIONS- CENTRAL PARK SOUTH/5TH AVE

- 1 59th St/Central Park South is one-way eastbound east of 5th Ave and is two-way west of 5th Ave
- 2 Right hand turn from 5th Ave to westbound 59th St is redundant as traffic is routed around Grand Army Plaza at 5th Ave and 60th St one block ahead
- 3 Hackstand relocation created unutilized space on north curb of 59th St at Grand Army Plaza and existing pedestrian crossing distances are long
- 4 Cars and buses frequently stop and block horse only lane on north curb of Central Park South between Grand Army Plaza and 6th Ave



Vehicles blocking Horse Only Lane on Central Park South

EXISTING CONDITIONS- 58TH ST/GRAND ARMY PLAZA

- 1 Citibike Station across from Plaza Hotel constricts pedestrian movement and there is frequently illegal standing along the edge of the space
- 2 Missing Crosswalk on east side of the intersection of 58th St and Grand Army Plaza
- 3 Underutilized “No Standing Anytime” space on the north curb of 58th St between Grand Army Plaza and 5th Ave

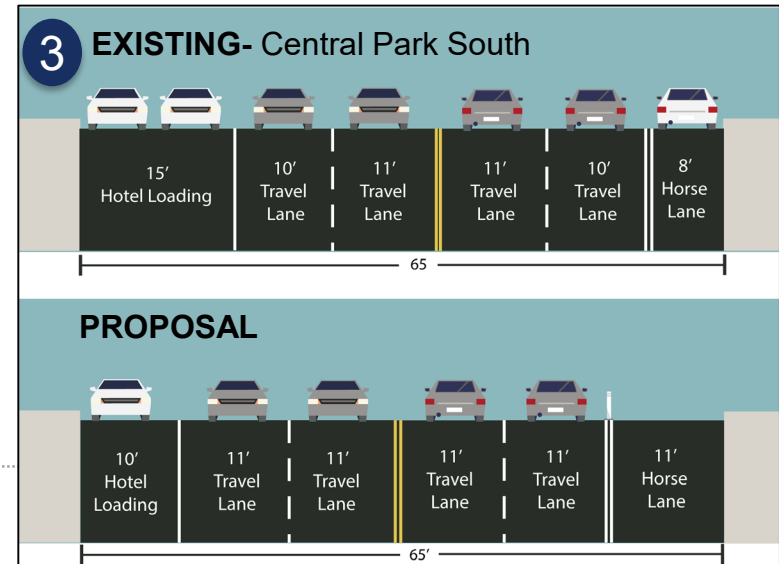
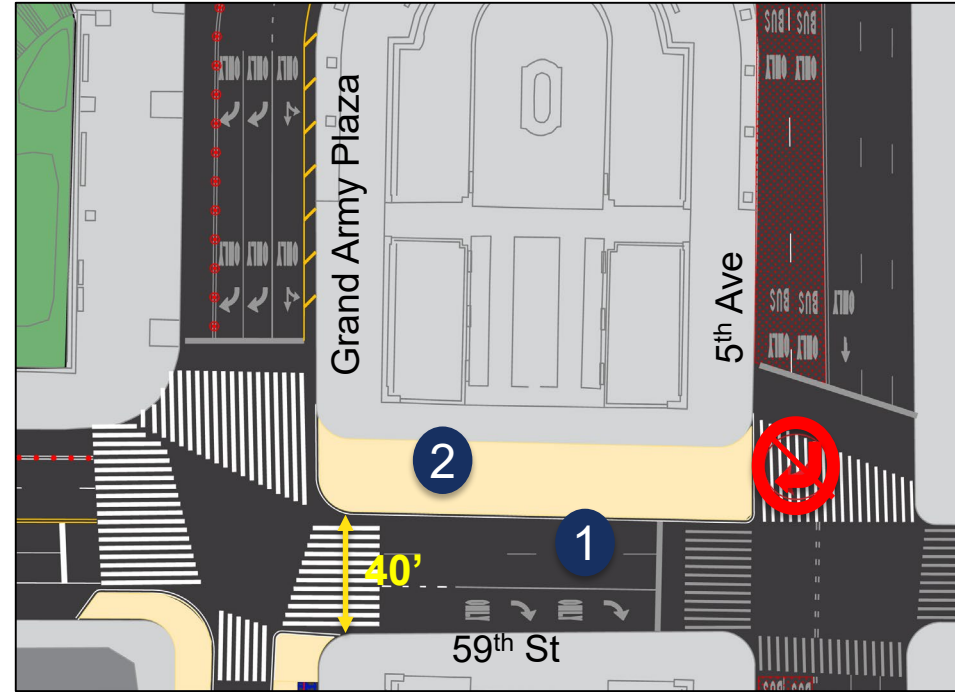


PROPOSAL

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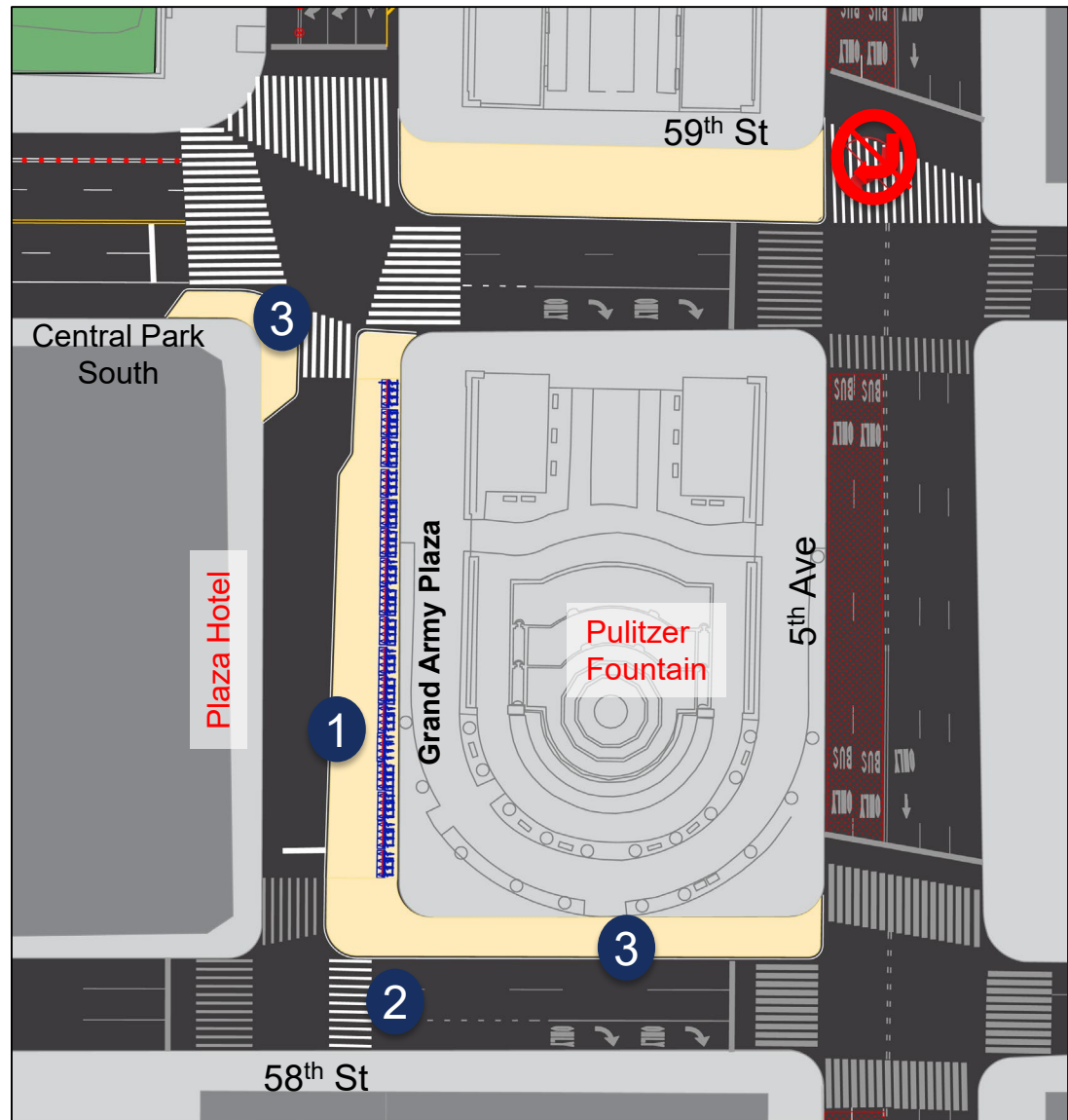
PROPOSAL- CENTRAL PARK SOUTH/59TH ST/5TH AVE

- 1 Convert 59th St from 5th Ave to Grand Army Plaza one way eastbound
- 2 Install a 24' wide curb extension, greatly expanding pedestrian space. Central Park Conservancy is partnering to maintain
- 3 Widen horse only lane on north curb of Central Park South to 11' and add flexible posts to prevent vehicles from blocking the lane, but also allow for street sweeping access



PROPOSAL- 58TH ST AND GRAND ARMY PLAZA

- 1 Expand the pedestrian space around the Citibike station
- 2 Install missing crosswalk on the east side of the intersection of Grand Army Plaza and 58th St
- 3 Install curb extensions on south corners of 5th Ave/Central Park South and install a full sidewalk extension on the north curb of 58th St between 5th Ave and Grand Army Plaza. Central Park Conservancy is partnering to maintain.



SUMMARY AND BENEFITS

SUMMARY

- Finalize hackstand markings on East Drive, 6th Ave, and 7th Ave entrances to Central Park
- Convert 59th St between 5th Ave and Grand Army Plaza to one way eastbound
- Install sidewalk extension on 59th St between 5th Ave and Grand Army Plaza to shorten pedestrian crossing distances and expand pedestrian space
- Widen horse only lane on the north curb of CPS to 11' to harden edgeline and narrow parking lane on the south curb
- Expand pedestrian space around Citibike Station across from Plaza Hotel
- Install curb extensions on south corners of 5th Ave/Central Park South and a full sidewalk extension on the north curb of 58th St between 5th Ave and Grand Army Plaza
- Install missing crosswalk at Grand Army Plaza and 58th St

BENEFITS

- Expanded pedestrian space in a high volume tourist destination
- Safer, shorter pedestrian crossings and calmed traffic
- Improved traffic flow for 59th St and Grand Army Plaza

THANK YOU!

Questions?



NYC DOT



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