

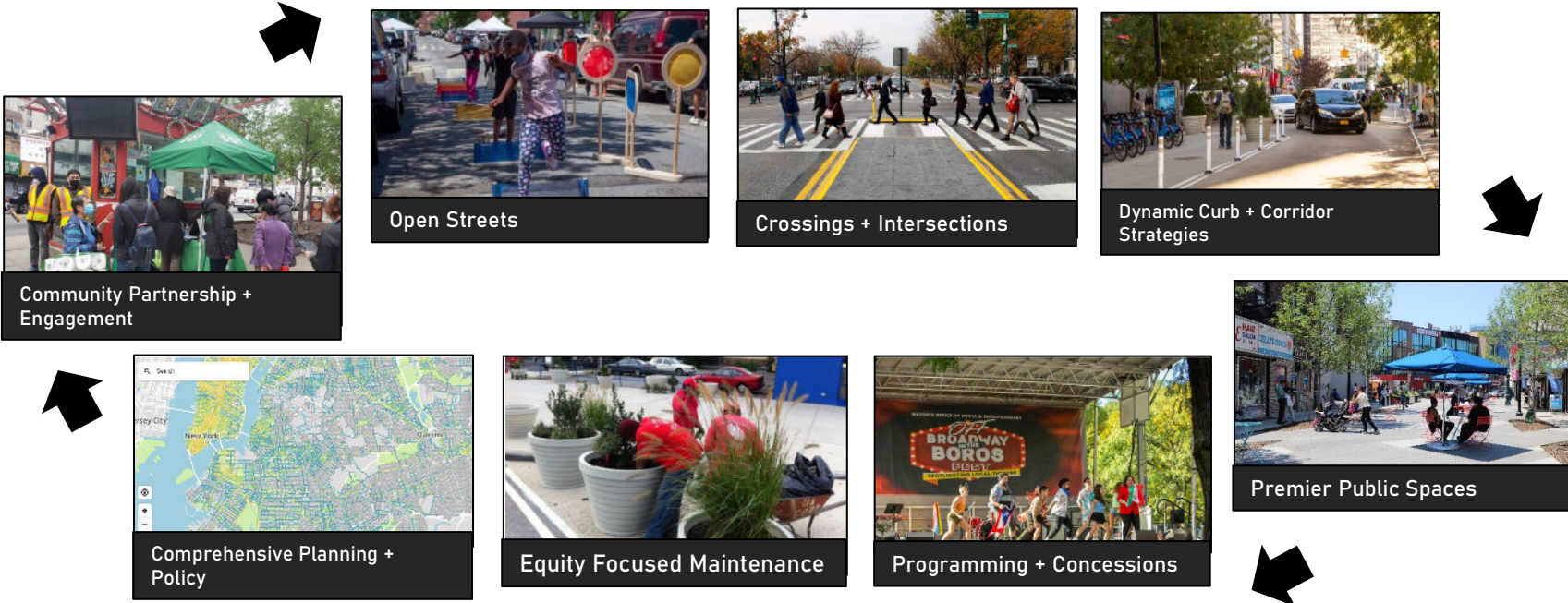


# Park Ave, 40<sup>th</sup> – 41<sup>st</sup> St: Pershing Square South

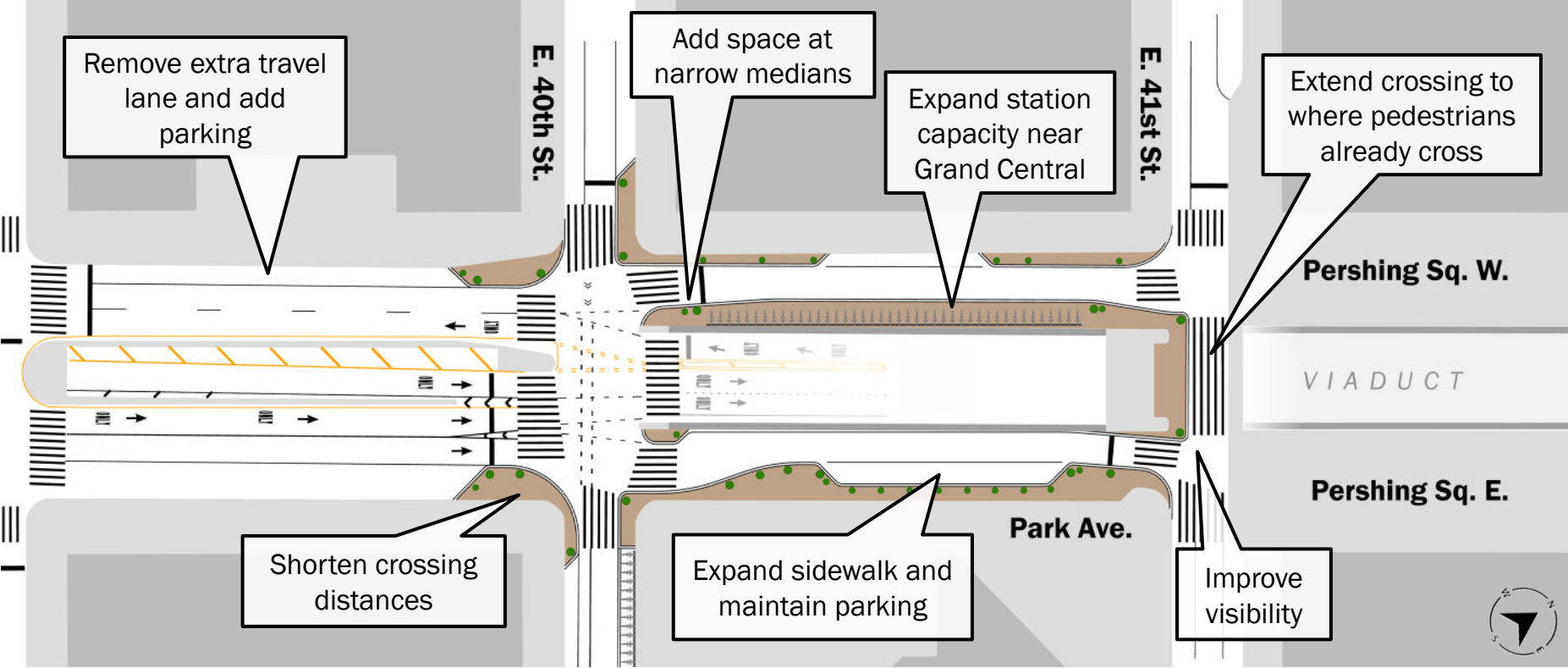
Community Board 5, Transportation & Environment Committee – Feb. 24, 2025



# Public Realm Feedback Loop



# Design Proposal



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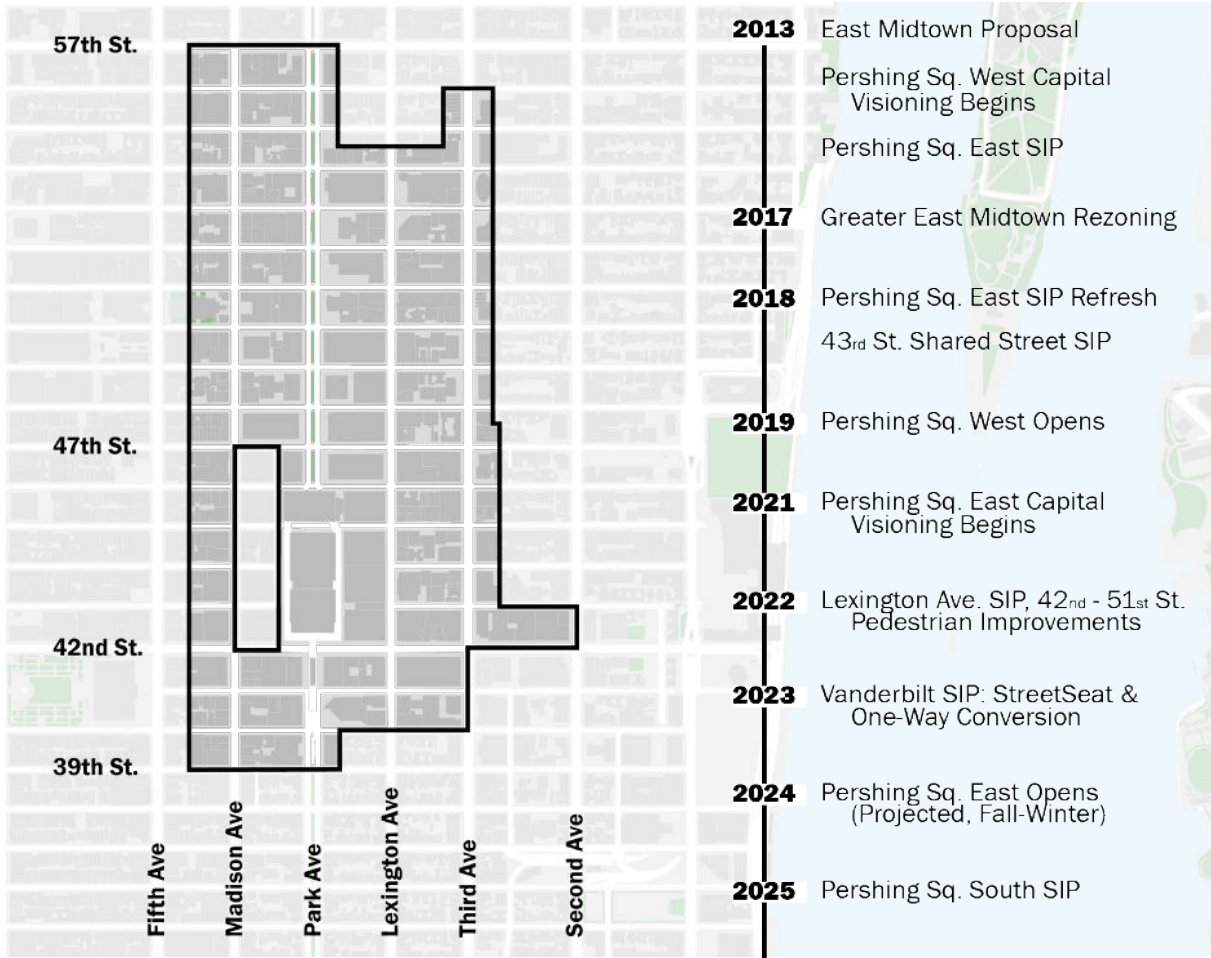
# Project Context





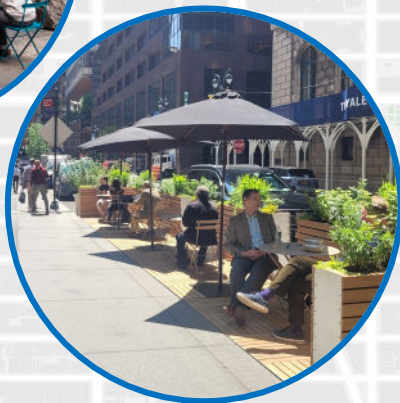
# East Midtown Rezoning

- “Upgrading the area’s transit network and pedestrian realm”
- Advance the City’s Vision Zero program and enhance pedestrian safety, including:
  - Pedestrian Plazas
  - Shared Streets
  - Sidewalk and crosswalk improvements



# East Midtown Rezoning

## DOT Projects



57th St.

47th St.

42nd St.

39th St.

Fifth Ave

Madison Ave

Park Ave

Lexington Ave

Third Ave

Second Ave



**2013** East Midtown Proposal

Pershing Sq. West Capital  
Visioning Begins

**Pershing Sq. East SIP**

**2017** Greater East Midtown Rezoning

**2018** Pershing Sq. East SIP Refresh

**43rd St. Shared Street SIP**

**2019** Pershing Sq. West Opens

**2021** Pershing Sq. East Capital  
Visioning Begins

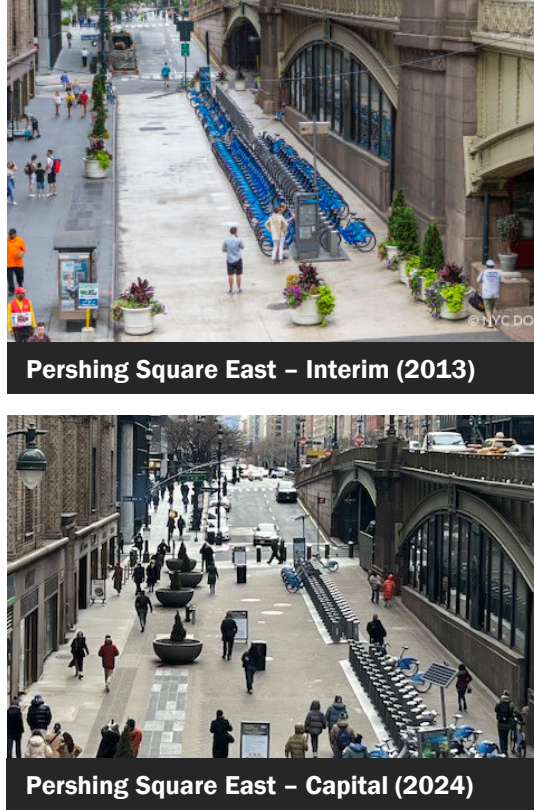
**2022** Lexington Ave. SIP, 42nd - 51st St.  
Pedestrian Improvements

**2023** Vanderbilt SIP: StreetSeat &  
One-Way Conversion

**2024** Pershing Sq. East Opens

**2025** Pershing Sq. South SIP

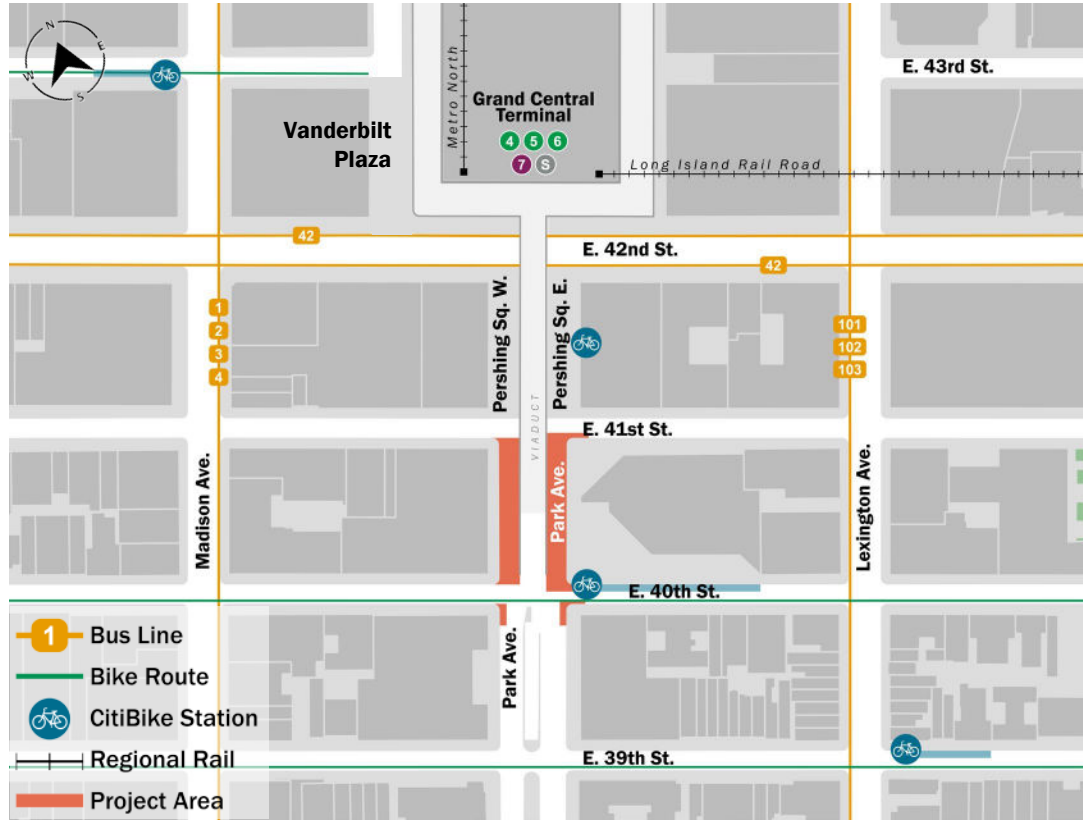
# Pershing Square



- 2013** East Midtown Proposal
  - Pershing Sq. West Capital Visioning Begins
  - Pershing Sq. East SIP
- 2017** Greater East Midtown Rezoning
- 2018** Pershing Sq. East SIP Refresh
  - 43rd St. Shared Street SIP
- 2019** Pershing Sq. West Opens
- 2021** Pershing Sq. East Capital Visioning Begins
- 2022** Lexington Ave. SIP, 42nd - 51st St. Pedestrian Improvements
- 2023** Vanderbilt SIP: StreetSeat & One-Way Conversion
- 2024** Pershing Sq. East Opens
- 2025** Pershing Sq. South SIP



# Pershing Square



- Adjacent to Grand Central
  - 4, 5, 6, 7, and Shuttle
  - Long Island RailRoad
  - MetroNorth
- Daily average of **over 40,000 pedestrians** using Pershing Sq. West
- Bike docks in Pershing Sq. East are some of the busiest in the city
- Within East Midtown Rezoning



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## Existing Conditions

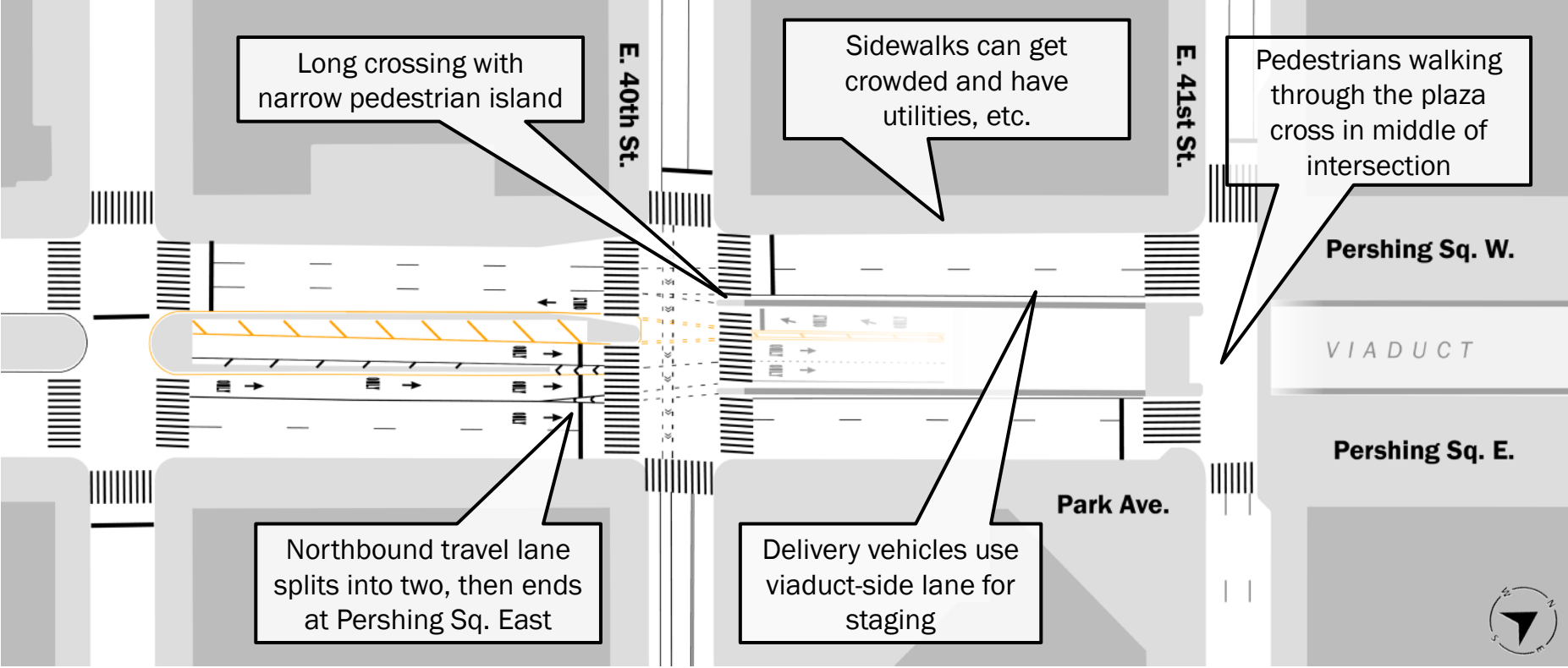
# 2

# Bikeshare Network



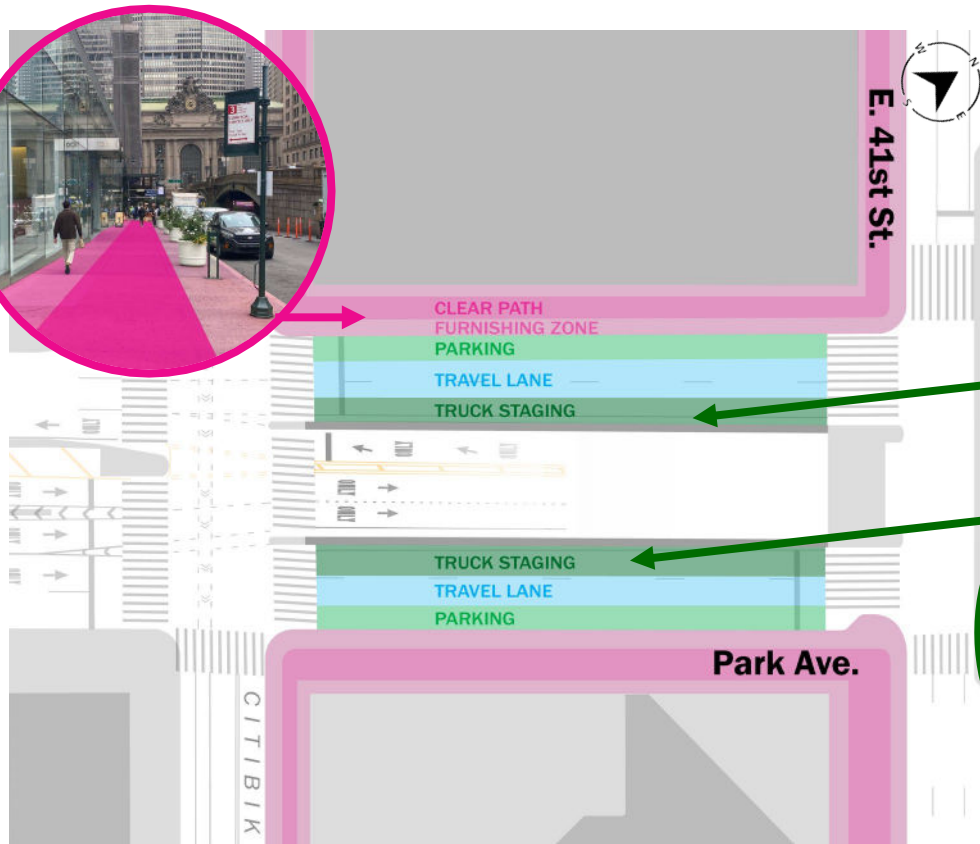
- In 2023, the Pershing Sq. relocations were amongst the highest ridership stations in the system:
  - **499** daily trips at E. 40<sup>th</sup> & Park Ave
  - **416** daily trips at E. 41<sup>st</sup> & Madison Ave
  - System-wide daily average is 97 trips
- Approx. 500+ additional docks are needed to meet rider demand in the area

# Park Ave, 40<sup>th</sup> - 41<sup>st</sup> St.





# Operations



- Street does not currently operate according to markings and signage
- Instead of two travel lanes and one parking lane, this block operates as one travel lane and two lanes of parking/delivery staging



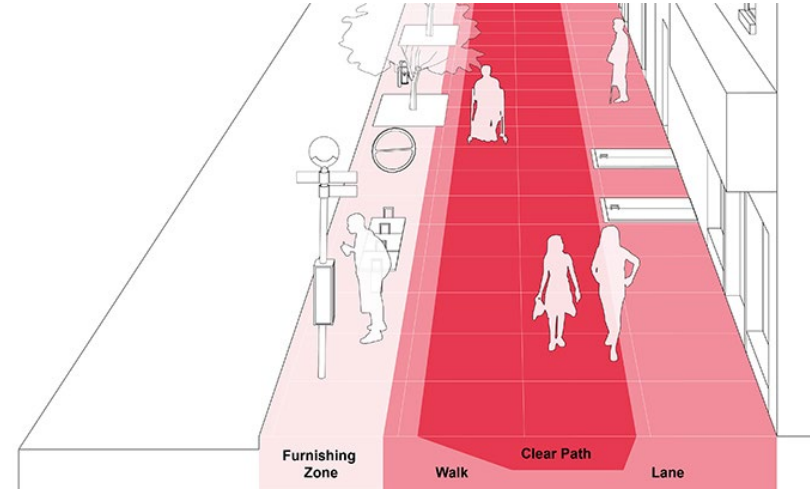
# Pedestrian Mobility Plan

The Pedestrian Mobility Plan uses pedestrian volumes and trip generators to categorize streets and provide design guidelines to improve pedestrian comfort and convenience.

## Park Ave, 40<sup>th</sup> – 41<sup>st</sup> St.

### Regional Corridor

- Groups of people passing each other
- Concentration of pedestrian destinations
- Suggested width of 20'+, clear path of 12'
  - Current width ~17' total, clear path ~9'



Corridor Category	Sidewalk Width	Furnishing Zone	Walk Lane	Clear Path
Baseline Street	8' +	3'	5'	4'
Community Connector	10' +	2'	8'	5'
Neighborhood Corridor	15' +	3'	12'	8'
<b>Regional Corridor</b>	<b>20' +</b>	<b>5'</b>	<b>15'</b>	<b>12'</b>
Global Corridor	25' +	5'	20'	15'

# Sidewalks & Crossings

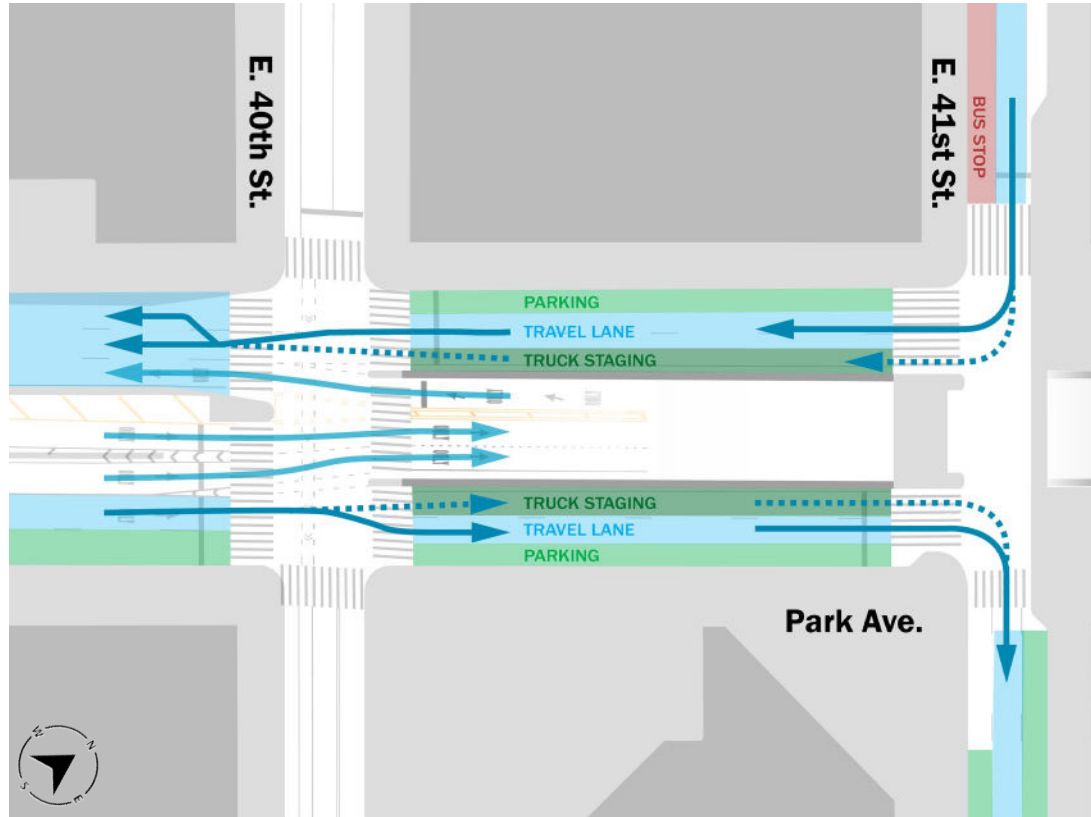


- 1 Narrow islands when crossing the viaduct
- 2 Sidewalk is congested with utility infrastructure, signage, parking meters, etc.
- 3 Pedestrians walking through Pershing Sq. West frequently cross through the middle of the intersection





# Vehicle Operations



West Side (top, southbound):

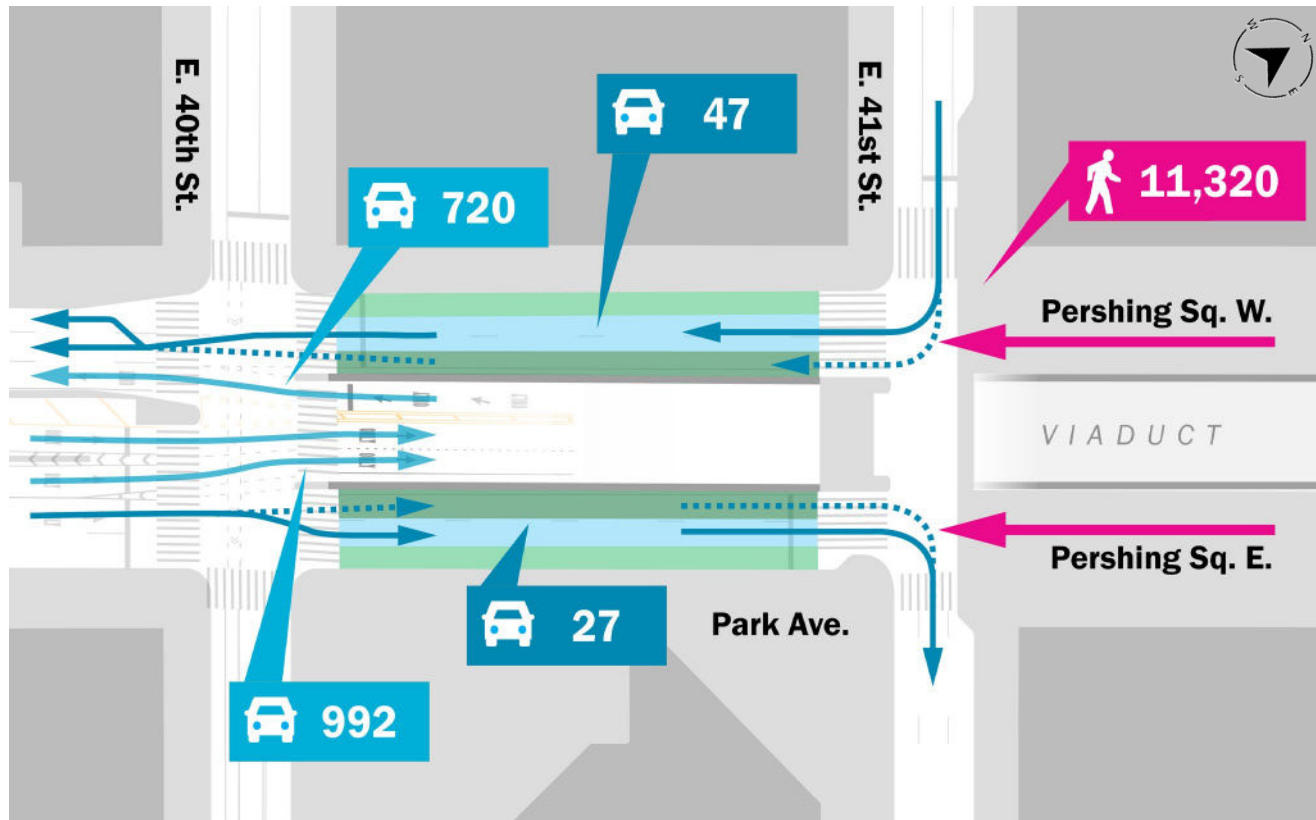
- Effectively one travel lane with two lanes of parking
- One travel lane splits into two at E. 40<sup>th</sup> St.

East Side (bottom, northbound):

- One travel lane at E. 40<sup>th</sup> splits into two for one block
- Reduces back down to one at the forced turn onto E. 41<sup>st</sup> St.

One travel lane increased to two for one block, then back to one, when not used for delivery staging

# Volumes



During morning rush hour on **Park Ave\***:

- <1 vehicle per minute traveling southbound
- <1 vehicle every 2 minutes traveling northbound

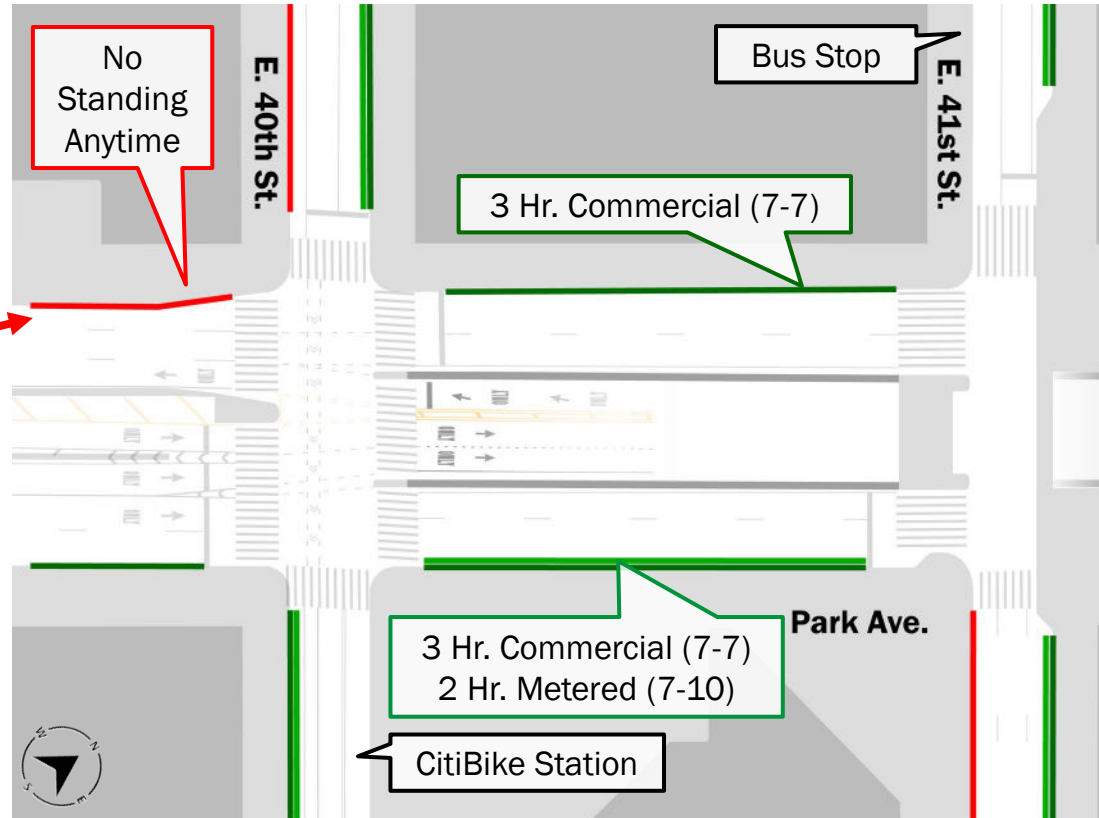
Over **11,000 pedestrians** walking through Pershing Square during morning rush hour\*\*

\*Annual Average Daily Traffic, 2019

\*\*GCP Pedestrian Counts, May 2024

# Curb Regulations

- Time-of-day commercial parking regulations
- Rush hour “No Standing Anytime” lane functions as delivery staging
- Illegal parking and delivery staging in the travel lane against the viaduct wall



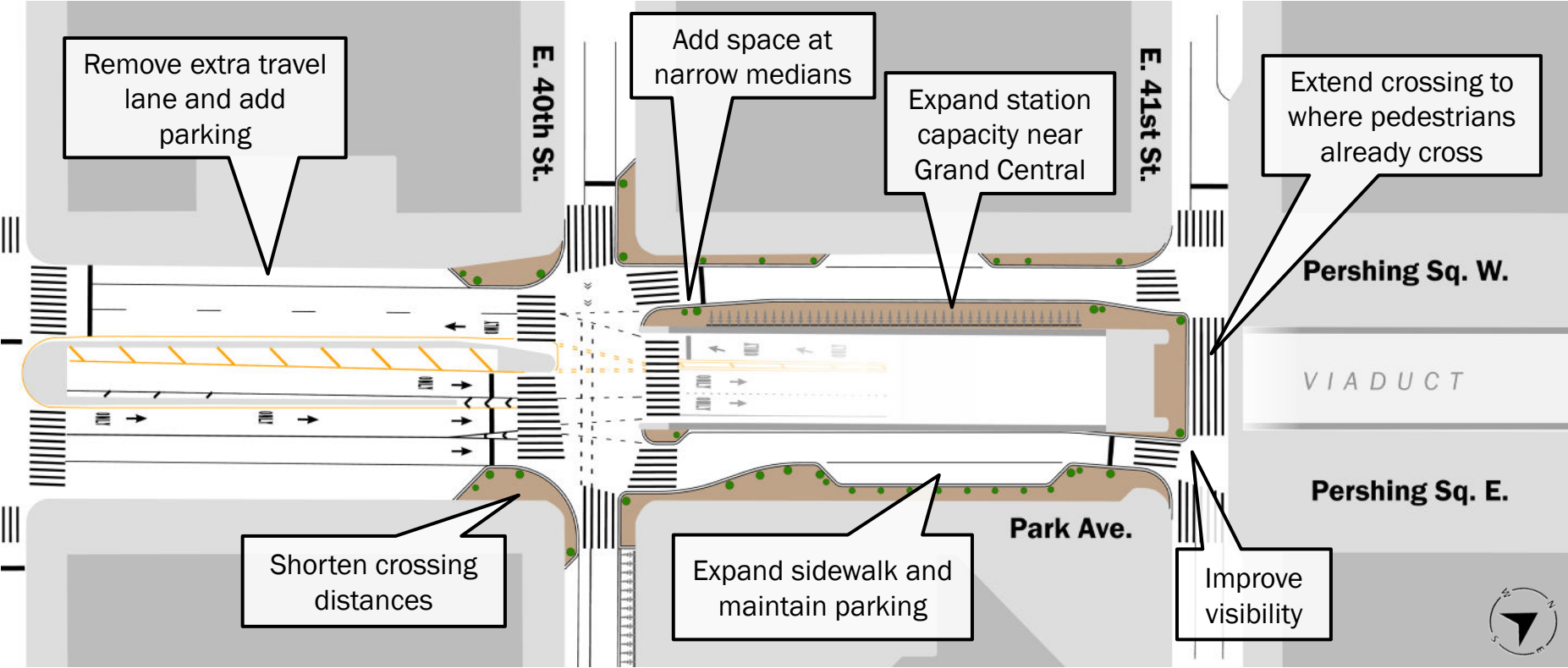


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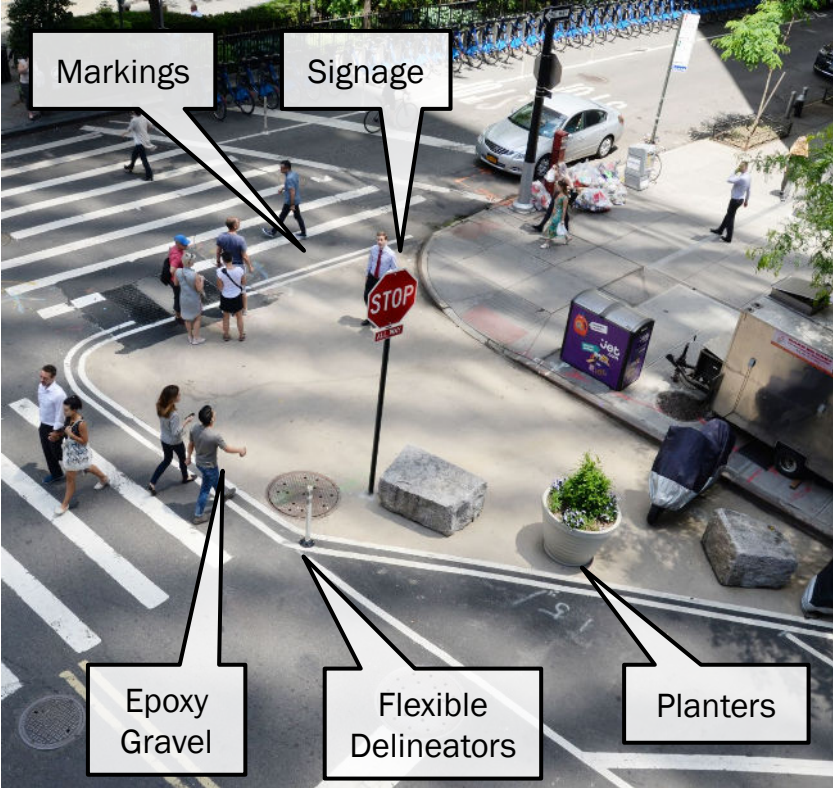
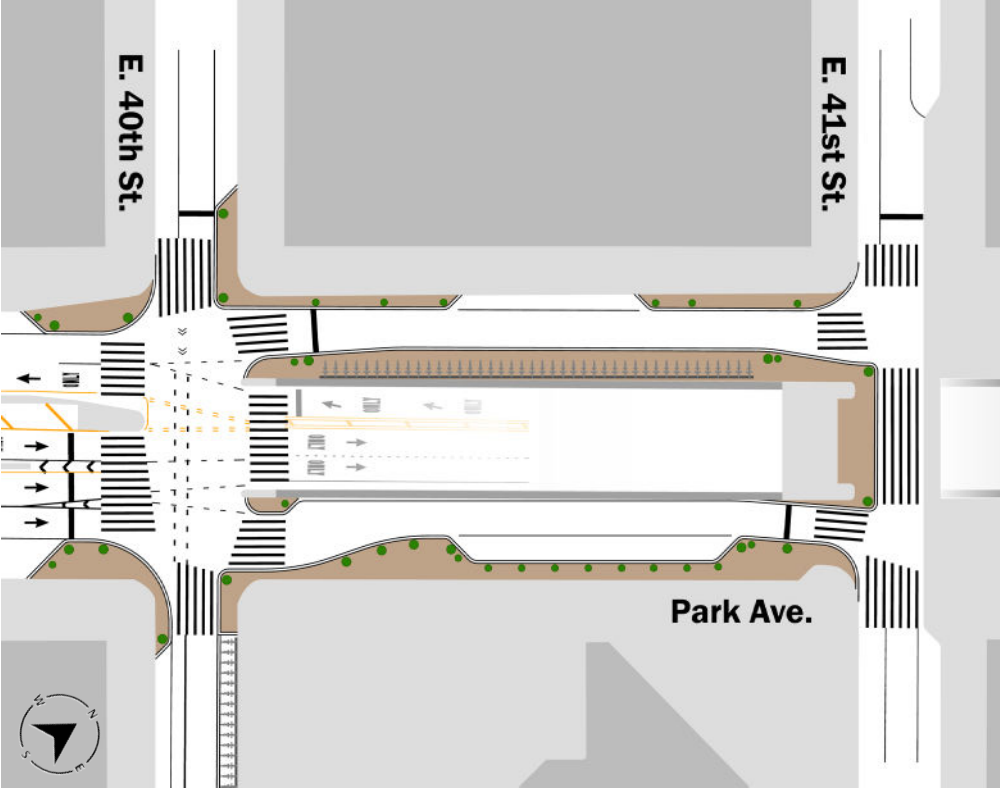
# Design Proposal

# 3

# Design Proposal

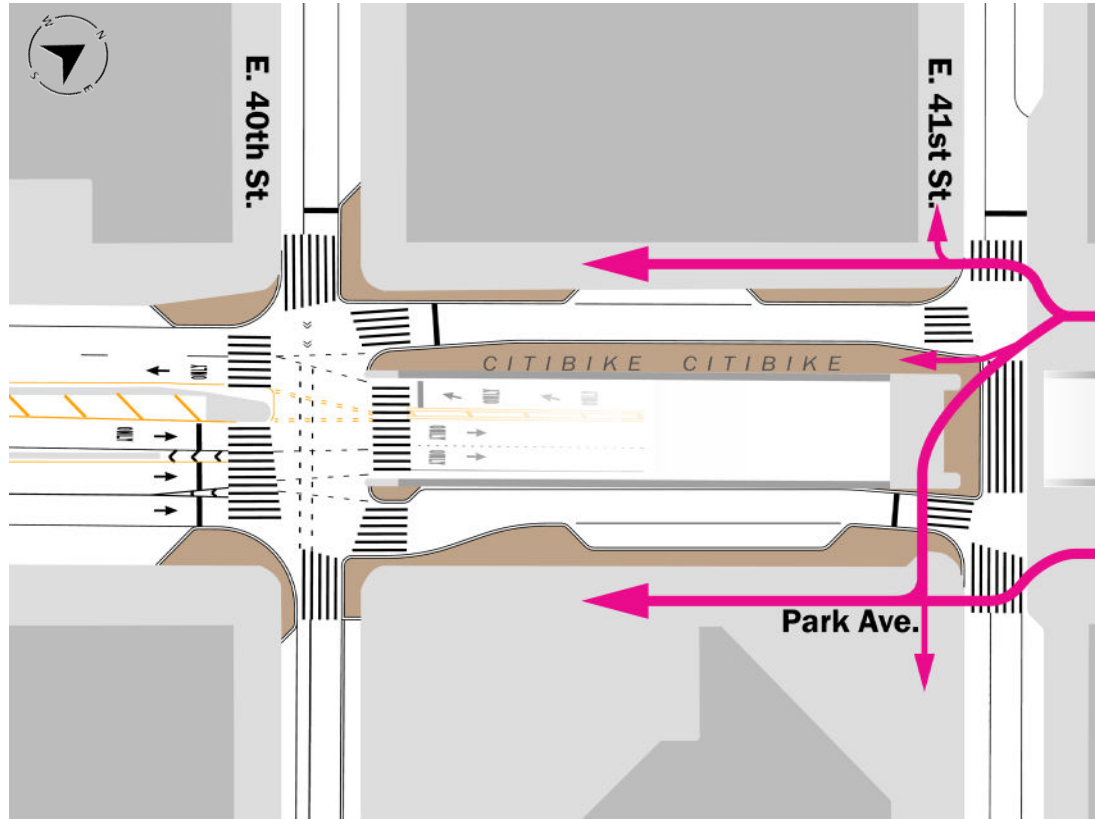


# Materials



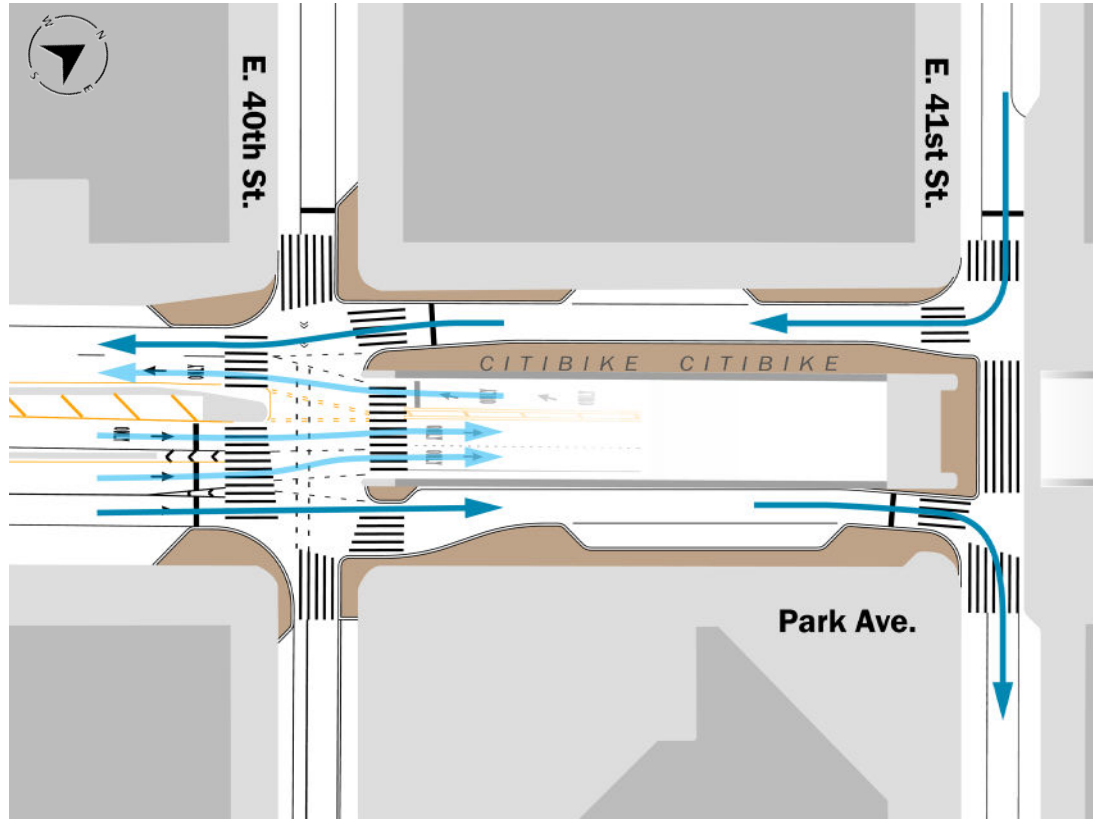


# Proposed Sidewalks & Crossings



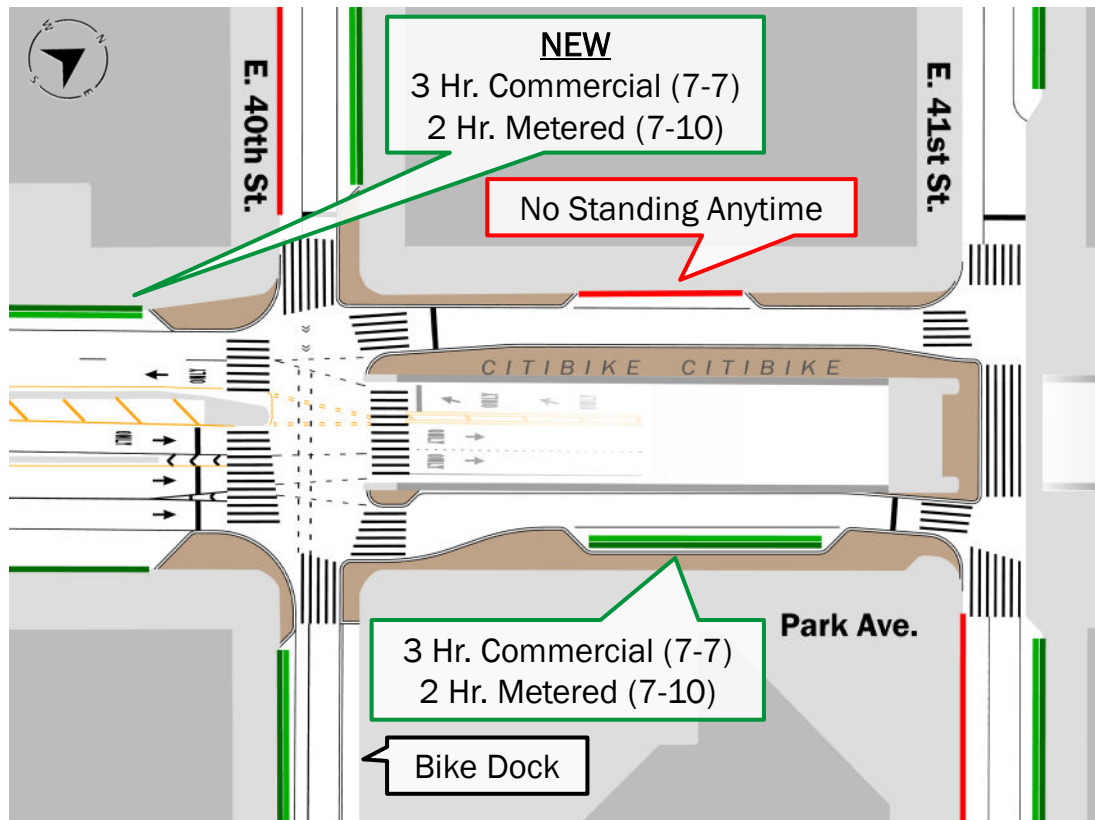
- Add crosswalk under viaduct, where **pedestrians** already cross
  - Same treatment on 42<sup>nd</sup> St
- Expand sidewalks on both sides of the street and shorten crossing distances
- Add pedestrian space at narrow viaduct island

# Traffic Changes



- 40<sup>th</sup> – 41<sup>st</sup> St.
  - Remove one travel lane in either direction to have one travel lane entering and exiting the block
- 39<sup>th</sup> – 40<sup>th</sup> St.
  - Convert southbound rush hour travel lane to parking

# Curb Regulations

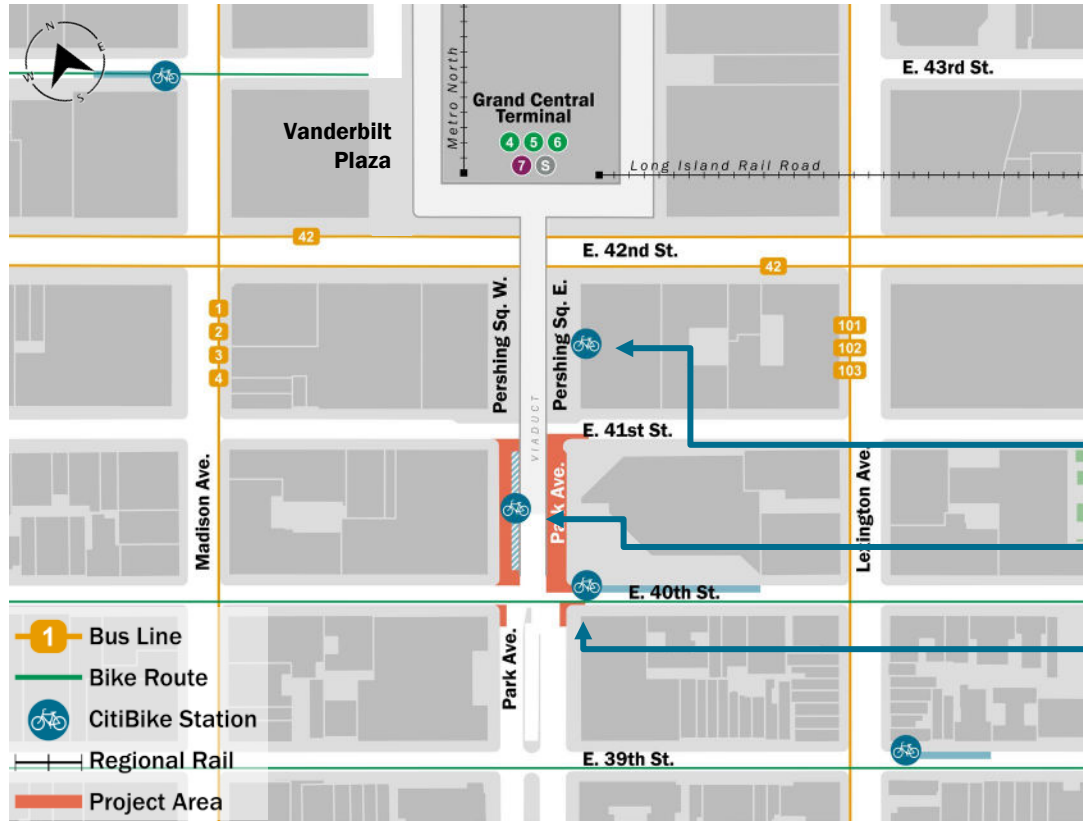


- 40<sup>th</sup> – 41<sup>st</sup> St
  - Maintain parking on east side
  - Add NSA on west curb for pick-up and drop-off
- 39<sup>th</sup> – 40<sup>th</sup> St
  - Convert southbound rush hour lane from “No Standing Anytime” to time-of-day commercial regulations

-230 linear feet of parking removed (40<sup>th</sup> – 41<sup>st</sup> St)

+150 linear feet of parking to (39<sup>th</sup> – 40<sup>th</sup> St)

# Bikeshare Network



- Trip modeling shows 500+ additional docks are needed to meet rider demand in the area
- Add 250 docks to the area:
  - Pershing Sq. E stations reinstalled
  - Install new station along the west side of the viaduct
  - Keep E. 40<sup>th</sup> & Park Ave station as a permanent site



# Timeline

<b>2024</b>	Spring – Summer	Coordination with BID
	Fall – Winter	Ongoing Stakeholder Engagement
<b>2025</b>		Completion of Pershing Square East Plaza
	Winter	CB5 Presentations CB6 Letter (E. 39 <sup>th</sup> – E. 40 <sup>th</sup> St.)
	Summer	Project Implementation

**Thank You!**  
Questions?

