

# East 33<sup>rd</sup> Street Two-Way Conversion

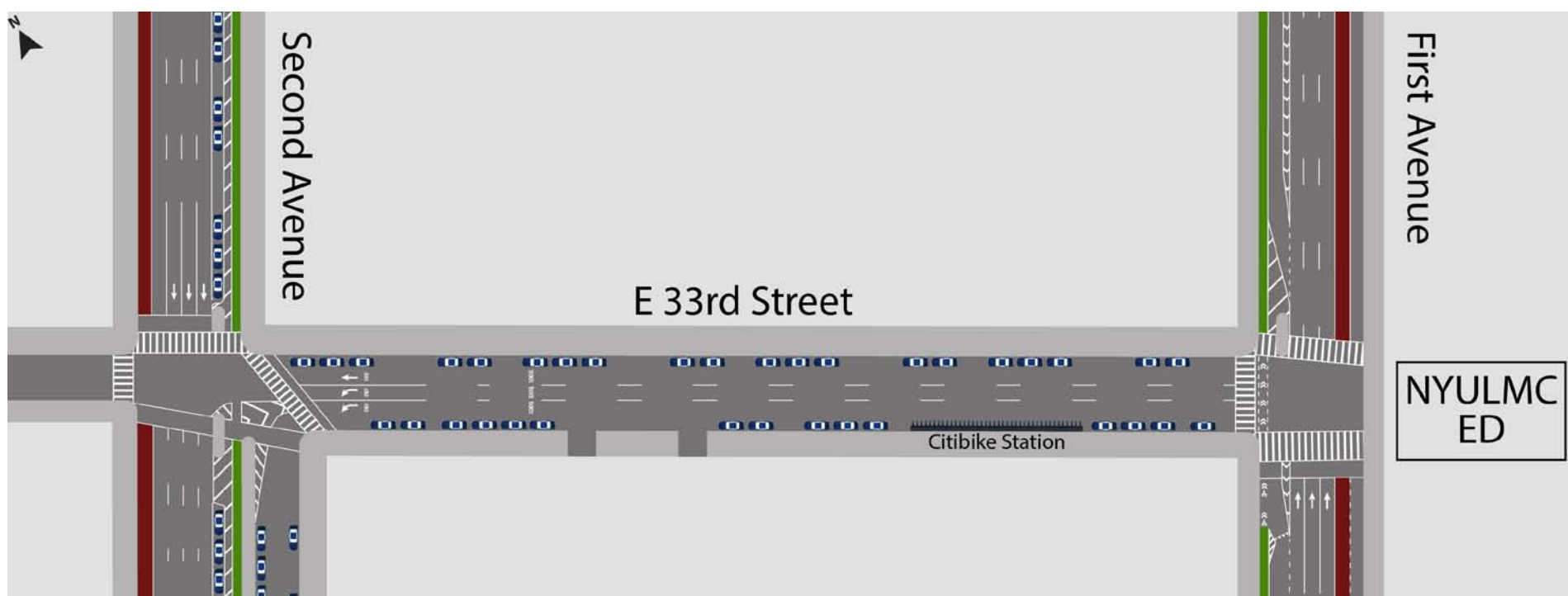
NYU Langone Medical Center

# Project Summary

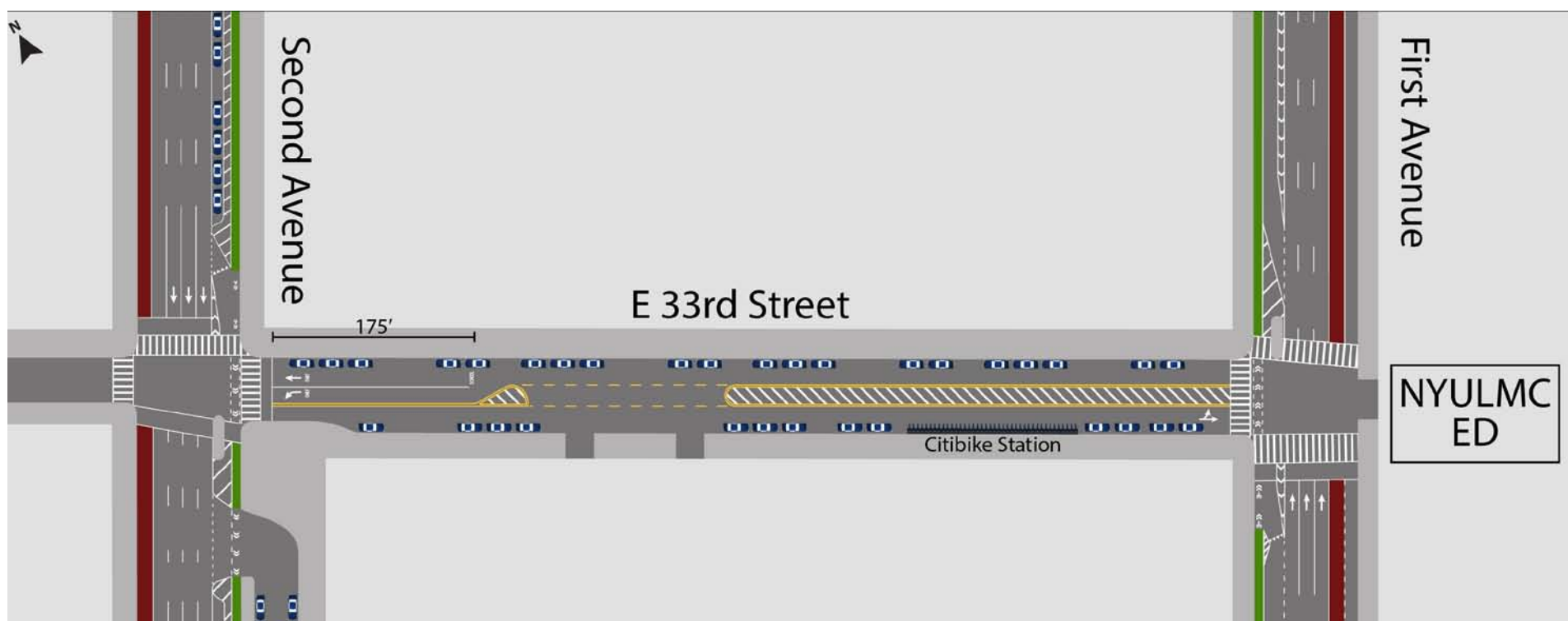
- NYULMC Perelman Emergency Center completed April 2014
- Expected increase in ED visits
- Proposed conversion of East 33<sup>rd</sup> Street between First and Second avenues
  - Improve emergency vehicle response time
  - Reduce vehicle circulation
  - Improve pedestrian safety
  - Improve access to residences and businesses

# Existing Configuration

- 50' for a one-way minor cross-town street is unusual
- Typical cross-town street widths are between 30' and 34'



# Proposed Configuration



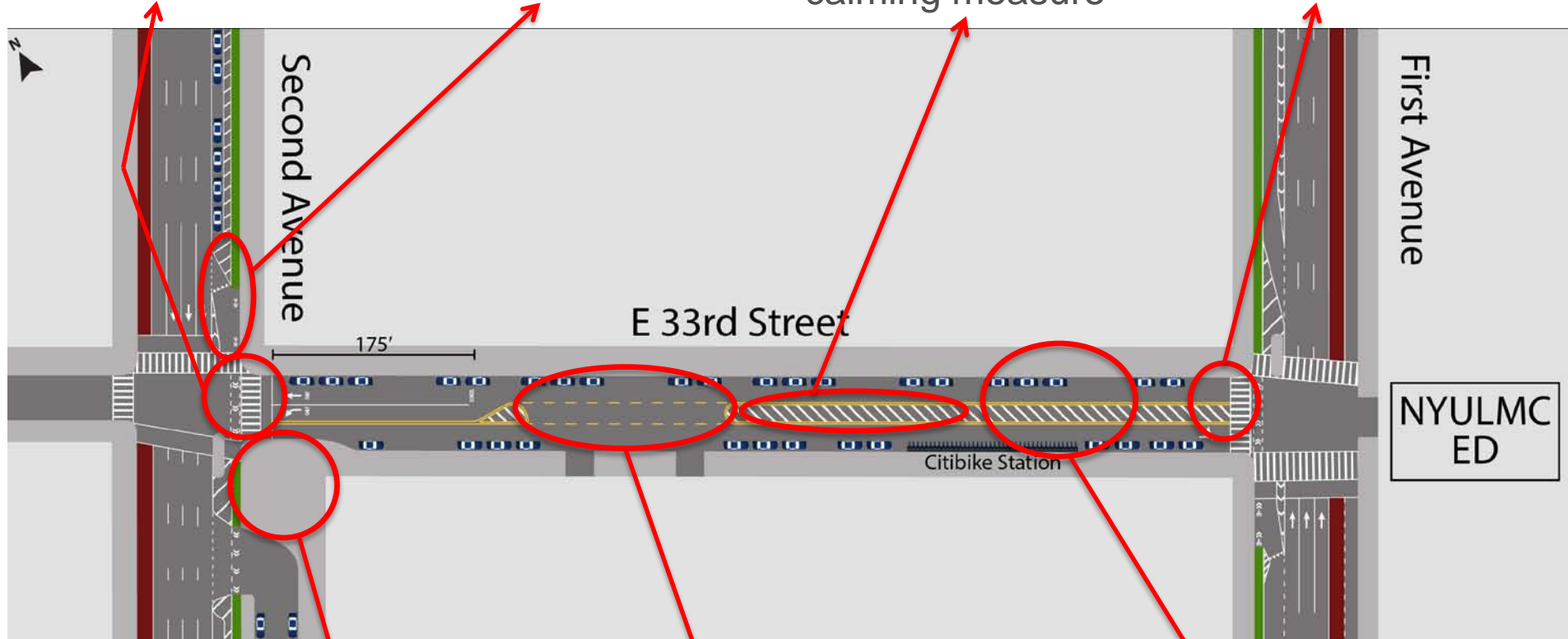
# Proposed Configuration: Key Elements

Crossing distance shortened from 65' to 40'

Add "mixing zone" for new left-turn movement

Center striping serves as traffic calming measure

Striped median serves as new pedestrian refuge



Curb extension reduces crossing distance

Maintain safe access to Kips Bay Towers driveways

Two-way operations improves access to ED

# Traffic Analysis: Project Approach

- Analysis Conditions
  - Existing (March 2014)
  - No Action (2015)
    - Background traffic growth
    - Increased ED activity
  - With Action (2015)
    - Proposed street conversion
    - Reassign traffic volumes
- Peak Hours
  - Weekday AM, Midday, PM
  - Saturday Midday
- Intersection Analysis
- Safety Analysis

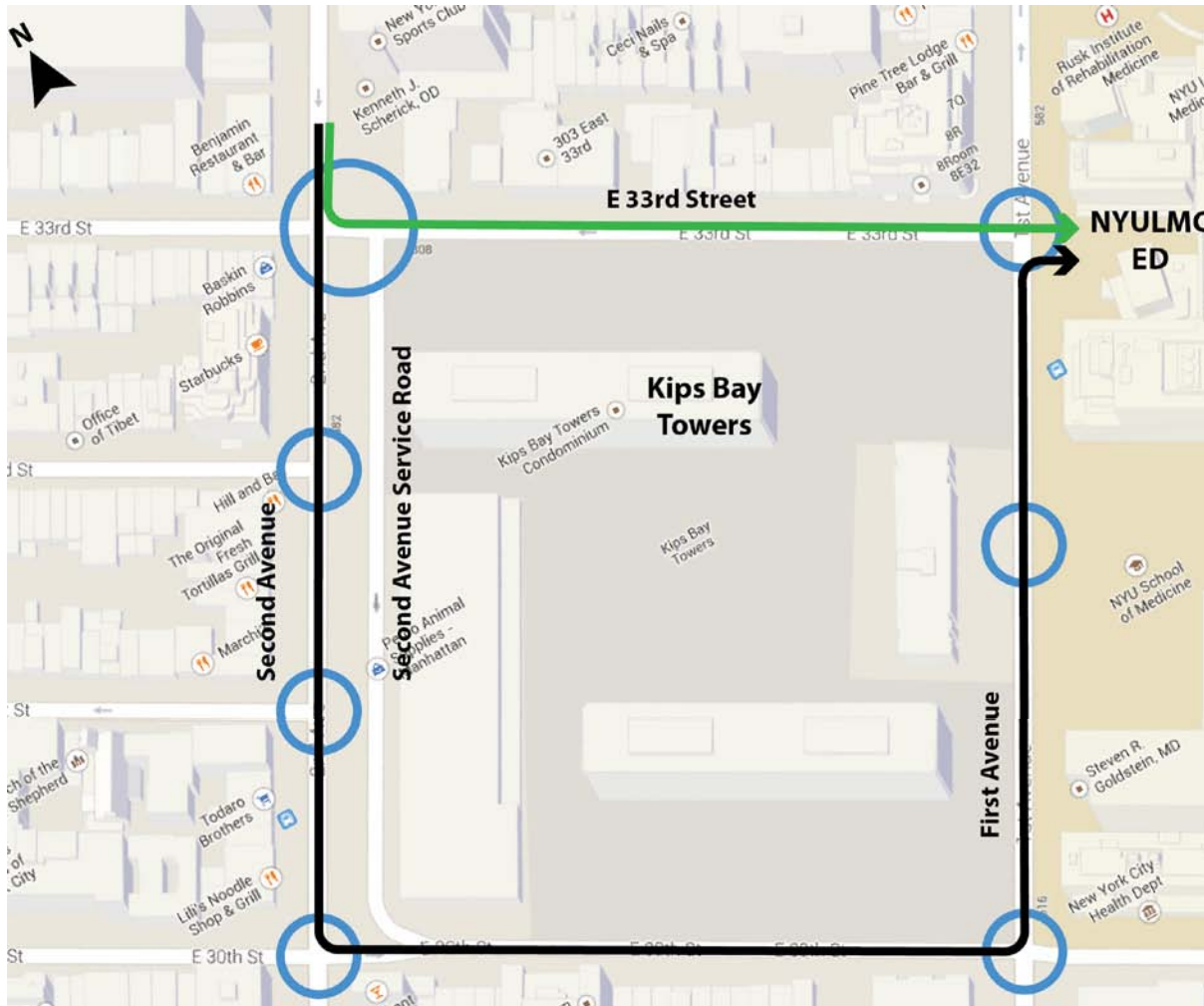


1 Study Location

# Traffic Analysis: Findings

- Traffic Operations
  - Maintained or improved during all peak hours
  - Lane groups would operate at LOS D or better
- Safety
  - Second Ave/East 33<sup>rd</sup> St = high crash location
  - Proposed improvements = safer conditions
    - Shortened crossing distances
    - Increased pedestrians space
    - Eliminates illegal maneuvers

# Benefit: Emergency Response Time



## Existing Route:

- 7 signals
- 2,250 feet

## Route with Proposed Street Conversion:

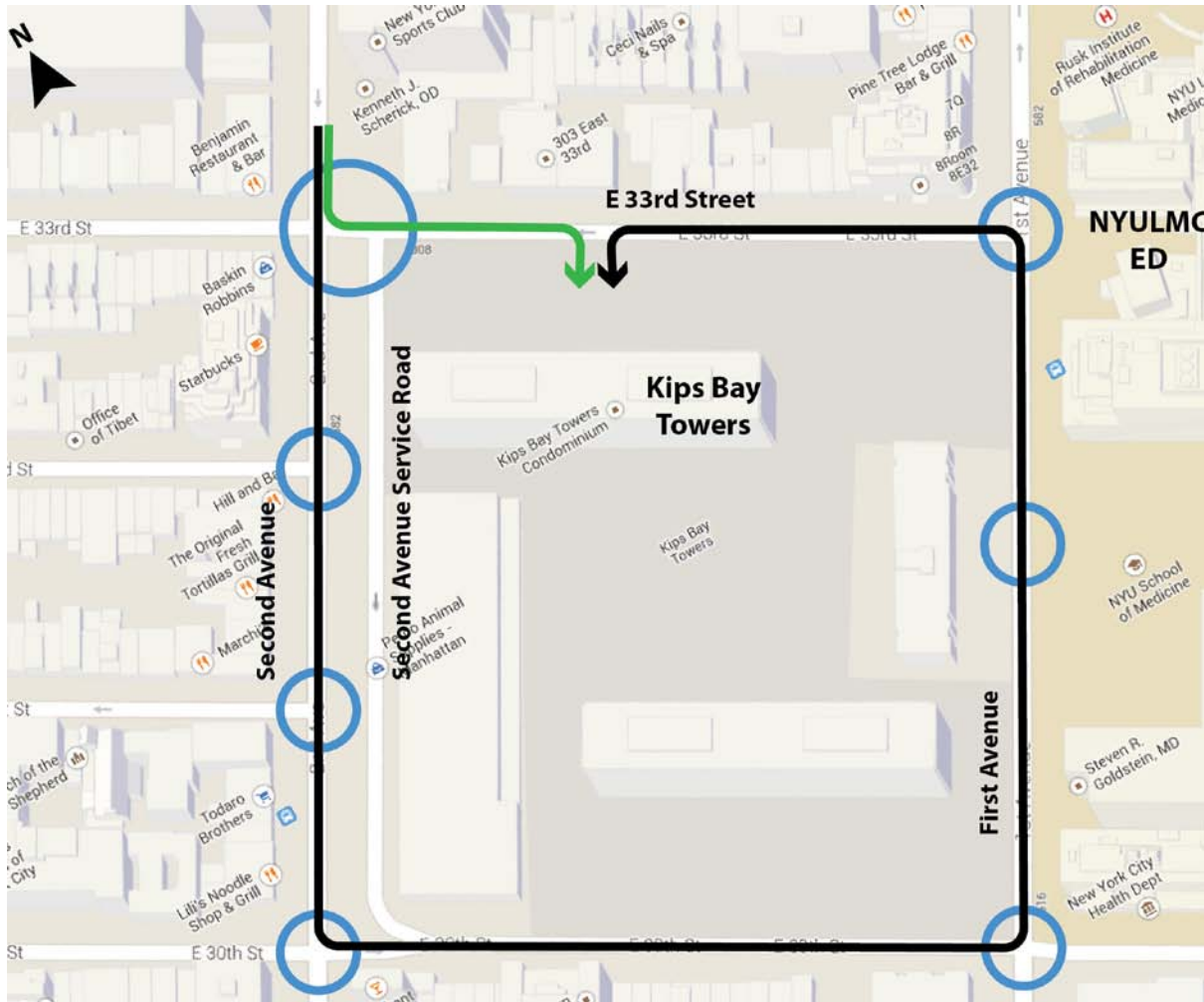
- 2 signals
- 765 feet

## Project Benefit:

- 5 fewer signals
- 1,485 fewer feet
- 1-2+ minutes in travel time reduction



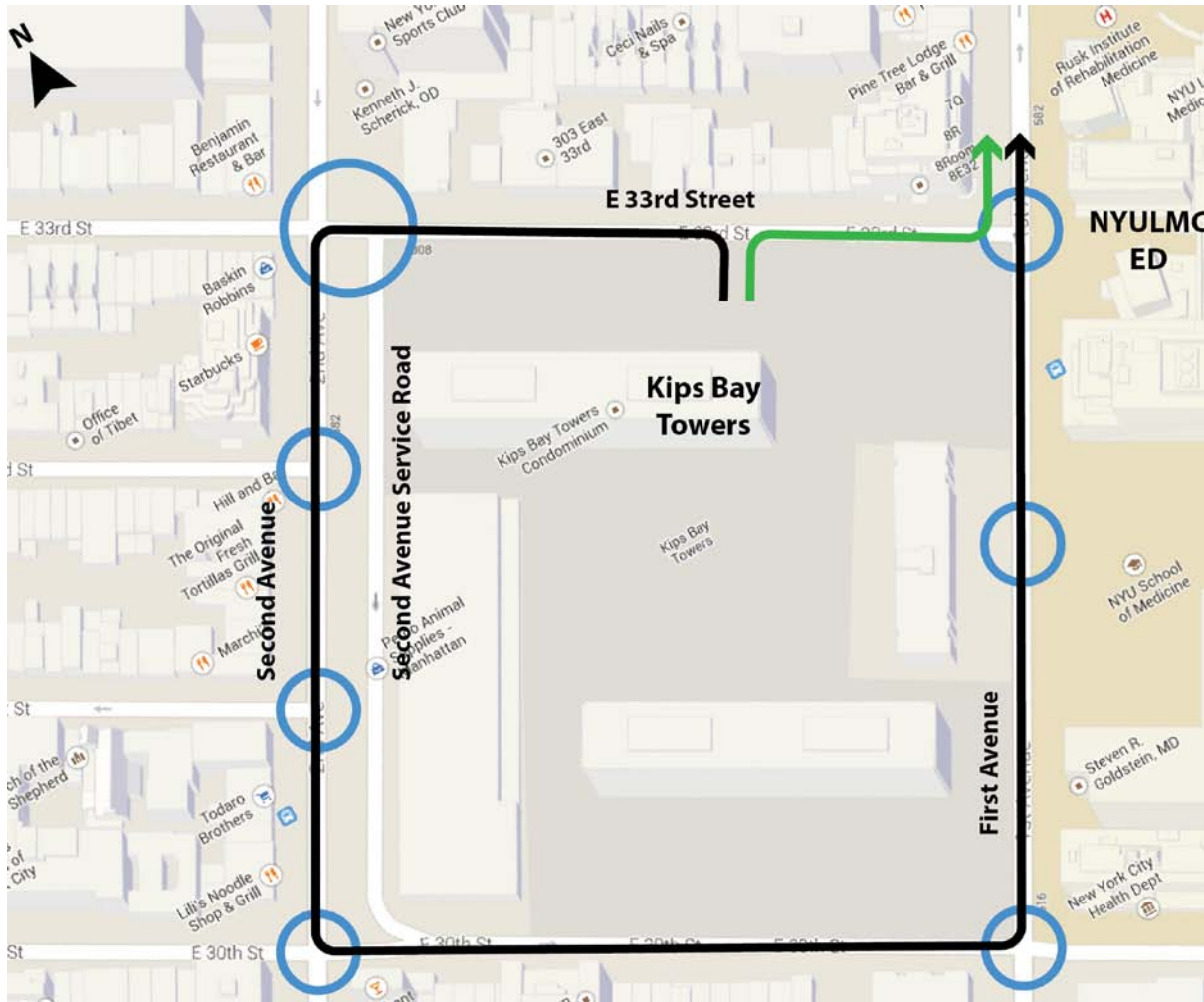
# Benefit: Kips Bay Towers (Ingress)



**Kips Bay Residents/Visitors traveling from the north have reduced travel time**

- Existing Route
- Future Route with Street Conversion
- Signalized Intersection

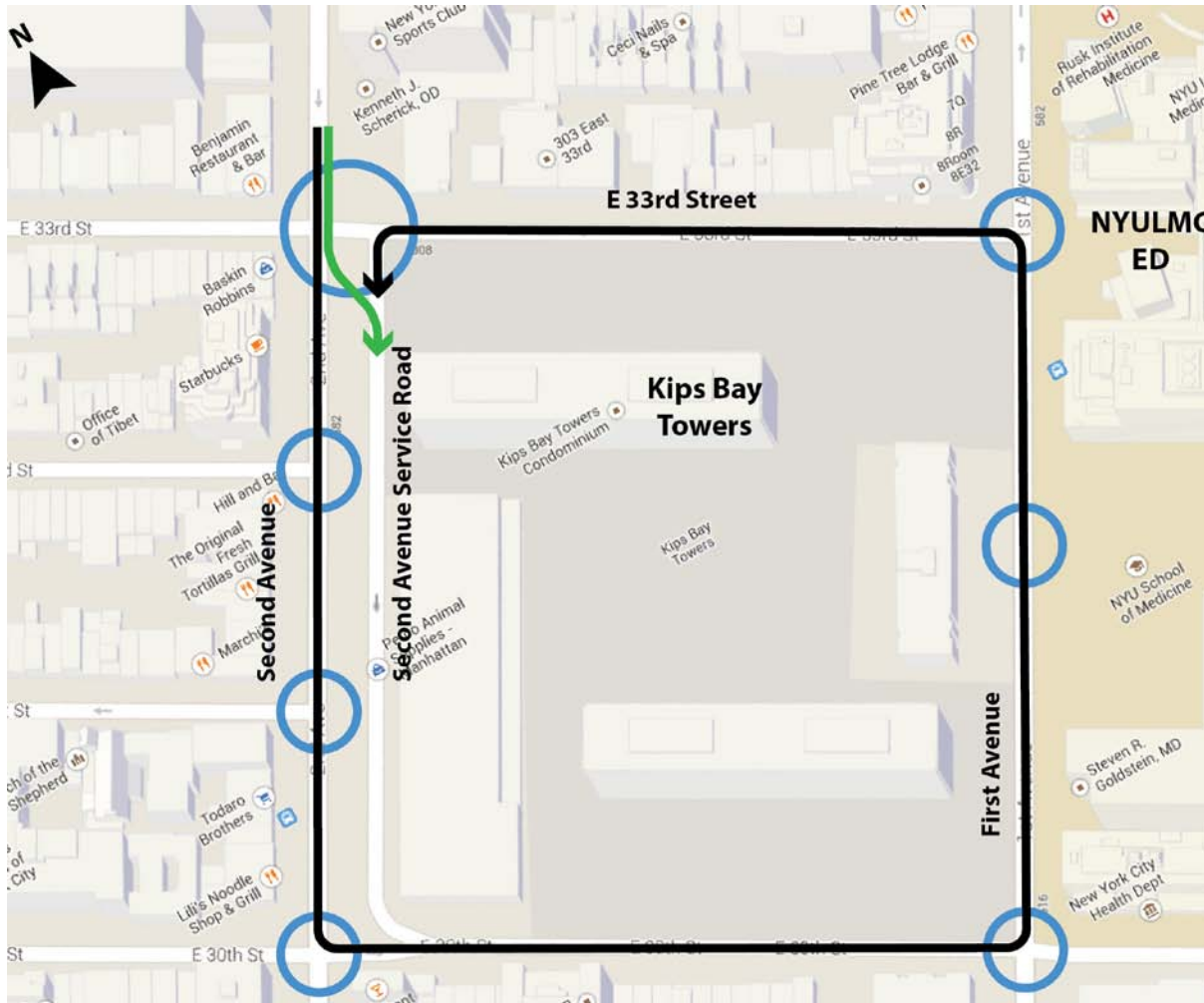
# Benefit: Kips Bay Towers (Egress)



**Kips Bay Residents/Visitors traveling to the north have reduced travel time**

- Existing Route
- Future Route with Street Conversion
- Signalized Intersection

# Benefit: Business on Second Avenue



Easier access to businesses on Second Avenue service road for drivers traveling from the north

# Benefit: Eliminates Illegal Maneuvers



**Drivers  
occasionally  
make illegal  
maneuvers to  
Second Avenue  
service road**

# Two-Way Conversion: Safety Benefits

- Reduced Emergency Response Time
  - Ambulances save 1-2+ minutes accessing ED from the north
- Safer Pedestrian Crossings at Second Ave/E 33<sup>rd</sup> St:
  - West crossing reduced from 65' to 40'
  - Eliminates 2-stage crossing of south crosswalk by adding large curb extension
- Reduced Emergency Vehicle Conflicts
  - Ambulances travel through 5 fewer signalized intersections
- Eliminates Illegal Maneuvers
  - Eliminates “cheaters” from Second Ave to service road

# Two-Way Conversion: More Efficient

- Improved access to:
  - NYULMC ED
  - Kips Bay Towers
  - Businesses on Second Avenue
- Reduced vehicle-miles-traveled
- Reduced pollution

# East 33<sup>rd</sup> Street Two-Way Conversion

NYU Langone Medical Center