

Clinton/Hell's Kitchen Neighborhood Transportation Study

Meeting Purpose

- Review Prior Community Input
- Present Recommended and Proposed Improvements
- Get Feedback from the Community

Study Area

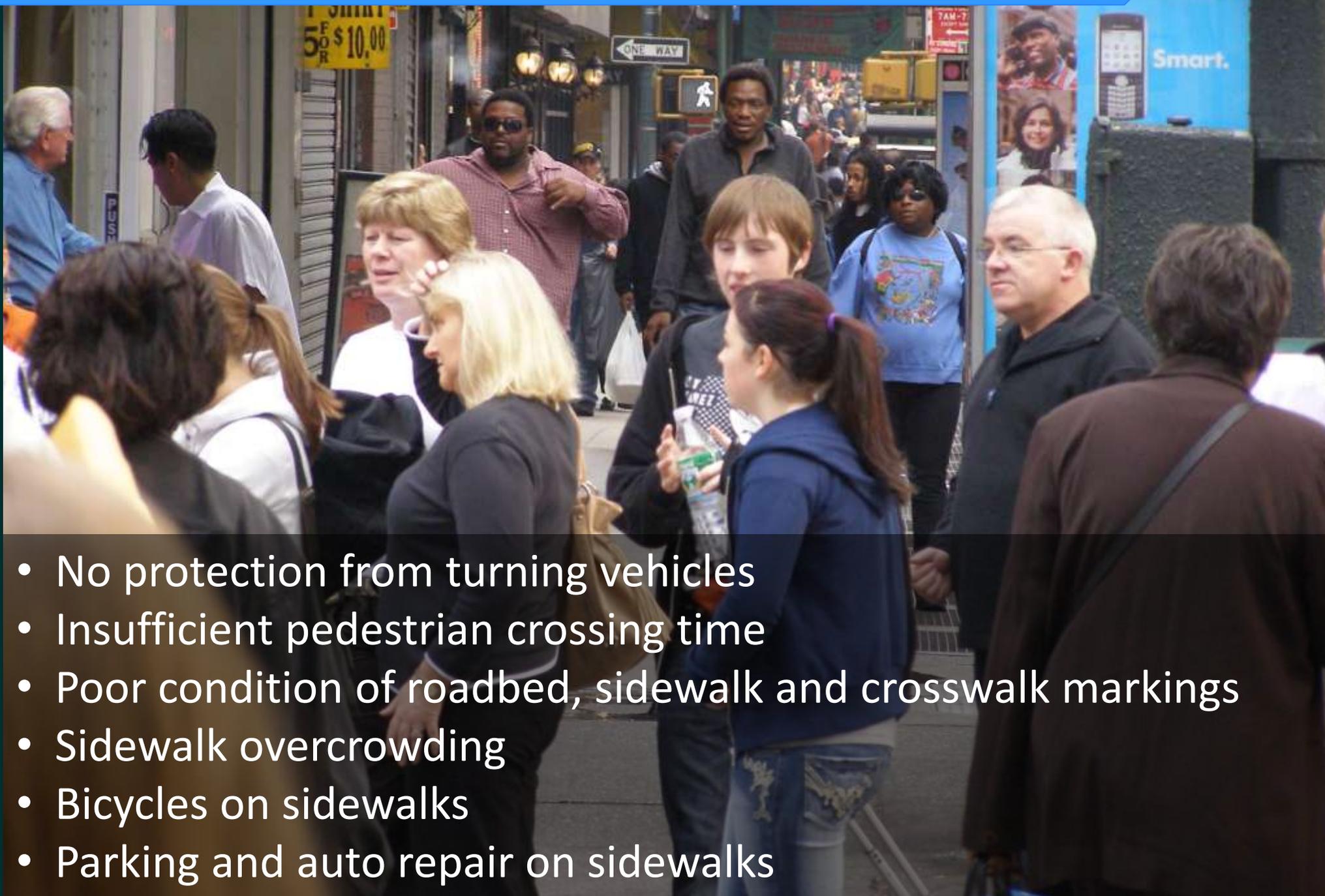


Community Involvement



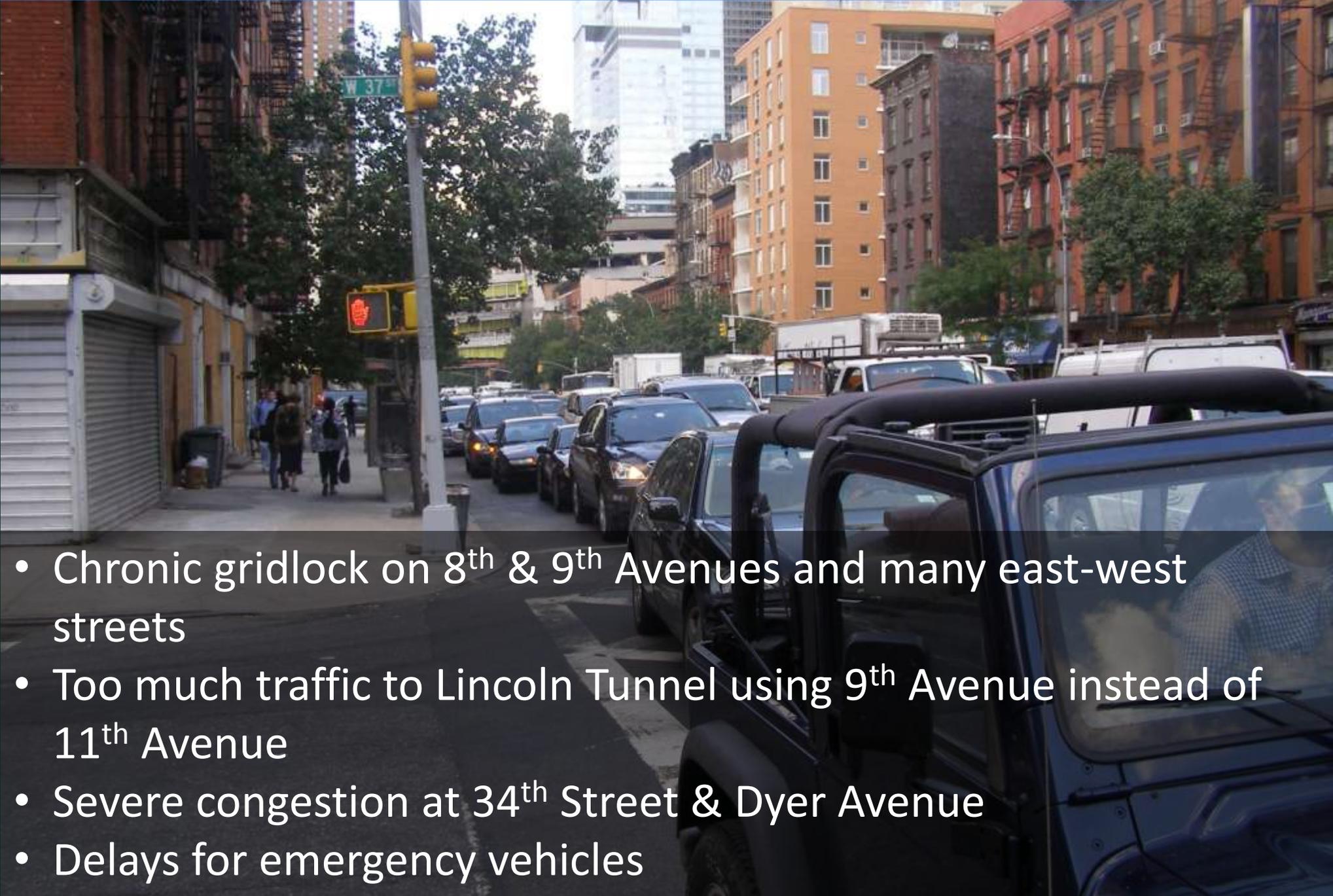
- Initial Public Meeting – April 30, 2008
- Project Advisory Committee – Five meetings to date
- Community Walk-Through Sessions – December 2008

Pedestrian Issues Raised by the Community



- No protection from turning vehicles
- Insufficient pedestrian crossing time
- Poor condition of roadbed, sidewalk and crosswalk markings
- Sidewalk overcrowding
- Bicycles on sidewalks
- Parking and auto repair on sidewalks

Traffic Issues Raised by the Community

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- Chronic gridlock on 8th & 9th Avenues and many east-west streets
 - Too much traffic to Lincoln Tunnel using 9th Avenue instead of 11th Avenue
 - Severe congestion at 34th Street & Dyer Avenue
 - Delays for emergency vehicles

Bicycle Issues Raised by the Community



- Bicycle parking
 - Too much
 - Not enough
- Parking and pedestrians in bike lane
- Poor pavement condition

Bus & Transit Issues Raised by the Community



- Unsafe bus turning movements
- Long queue of buses on 10th Avenue heading to bus terminal
- Trucks, tour buses and cars parking in MTA/NYCT bus stops
- Tour buses and jitneys/vans illegally parking on residential streets and in school zones
- Unauthorized use of curbs spaces for jitney/van stops near bus terminal

Truck Issues Raised by the Community

- Truck movements negatively impact traffic flow and air quality on 8th & 9th Avenues
- Illegal idling
- No dedicated parking for tradesmen serving residences
- Through trucks on local streets
- Holland Tunnel truck limits and Verrazano Bridge toll divert too many trucks through study area to Lincoln Tunnel

Parking Issues Raised by the Community



- Double parking
- Pedestrian-vehicle conflicts at driveways
- Off-street parking
 - Too much
 - Not enough
- Abuse of government agency placards

Ideas from the Community: Pedestrians

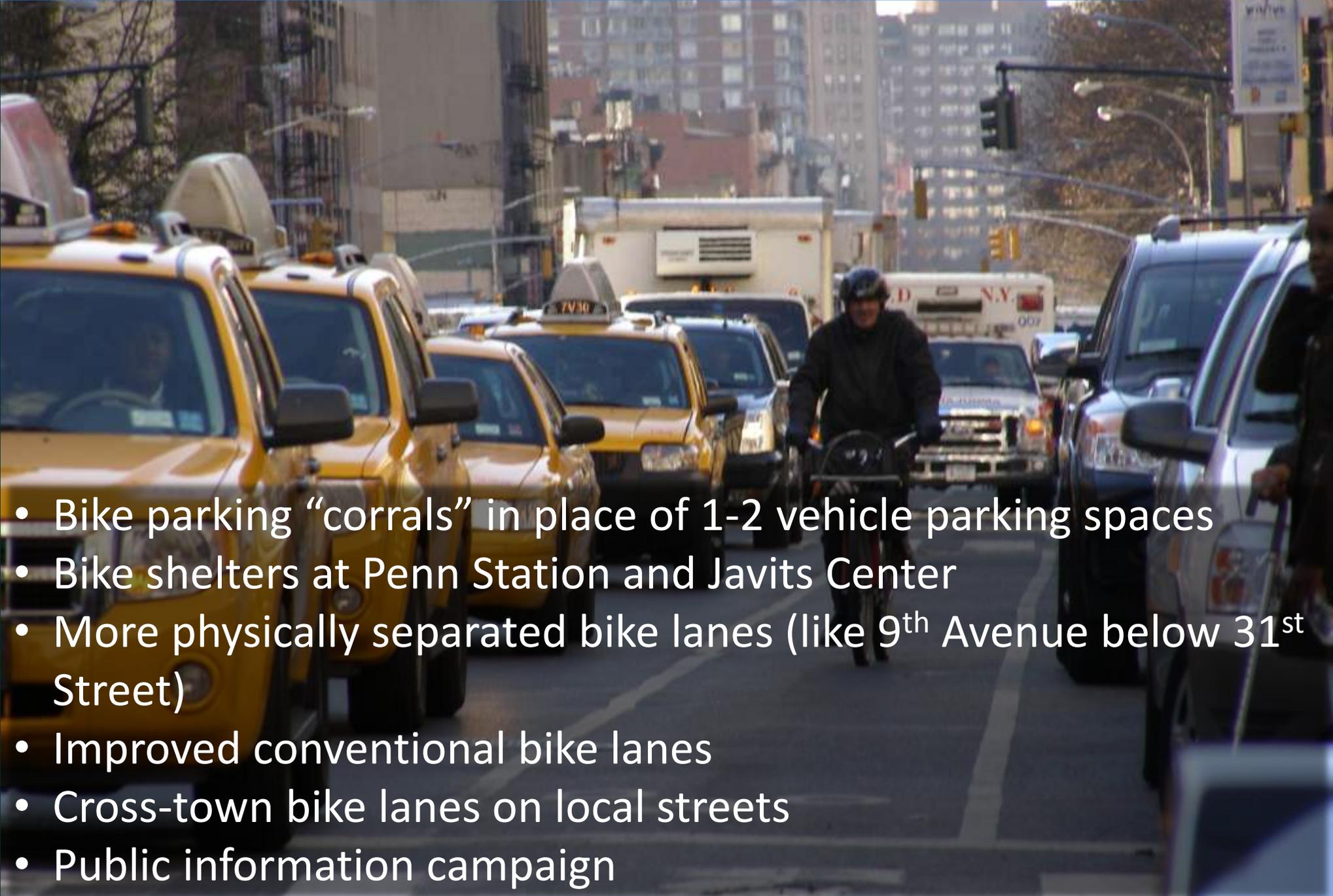
- Crosswalk on the west side of 9th Avenue at 36th Street/Lincoln Tunnel ramp
- Sidewalk bulb-outs to shorten crossing distances
- Signal improvements favoring pedestrians
- Speed reducers and “watch for children” signs on local streets
- Reduction of street furniture

Ideas from the Community: Traffic

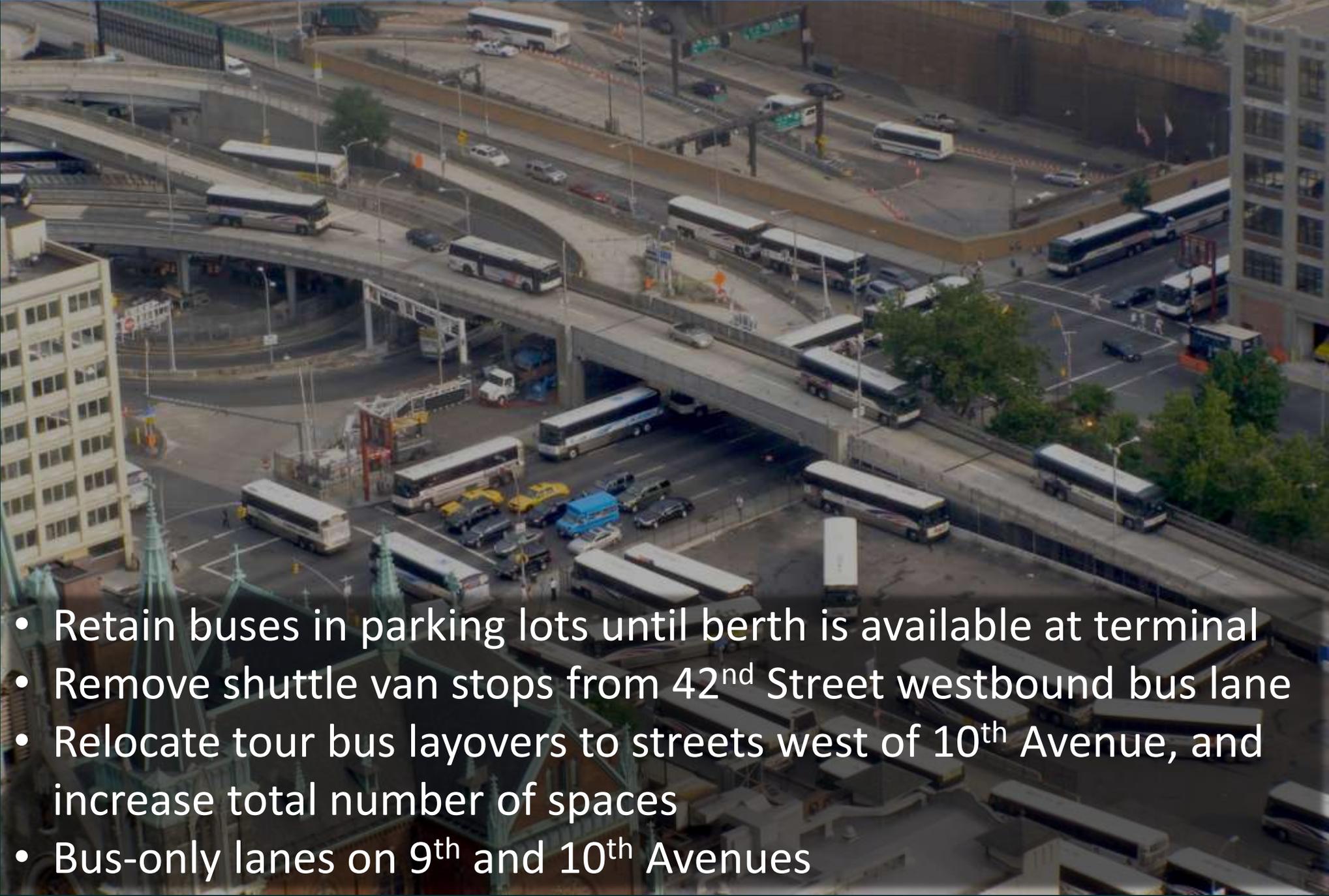


- More traffic agents and enforcement
- More “Don’t Block the Box” signs
- “Daylighting” corners to improve visibility
- Signal pre-emption for emergency vehicles
- More “Thru-Streets”
- Limiting the number of vehicles entering Midtown
- Signs directing Lincoln Tunnel traffic to 11th Avenue
- Closing some Lincoln Tunnel access points from 9th Avenue

Ideas from the Community: Bicycles

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- A photograph of a busy city street, likely in New York City, showing a cyclist riding through traffic. The cyclist is wearing a dark jacket and a helmet. The street is filled with yellow taxis, a white delivery truck, and other vehicles. The background shows tall city buildings and a traffic light. The image is used as a background for the text overlay.
- Bike parking “corrals” in place of 1-2 vehicle parking spaces
 - Bike shelters at Penn Station and Javits Center
 - More physically separated bike lanes (like 9th Avenue below 31st Street)
 - Improved conventional bike lanes
 - Cross-town bike lanes on local streets
 - Public information campaign

Ideas from the Community: Buses and Transit

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- Retain buses in parking lots until berth is available at terminal
 - Remove shuttle van stops from 42nd Street westbound bus lane
 - Relocate tour bus layovers to streets west of 10th Avenue, and increase total number of spaces
 - Bus-only lanes on 9th and 10th Avenues

Ideas from the Community: Trucks



- Revised truck routes
- Signs encouraging trucks to use 11th & 12th Avenues, not 8th & 9th

Ideas from the Community: Parking



- Lower off-street parking fees to reduce on-street demand
- Higher short-term meter rates to encourage turnover
- More intercept facilities in New Jersey
- Maximum parking allowance for new development
- Minimum parking requirement for new development

Technical Analysis

- Base-Year Conditions in 2008-2009
- Future Conditions in 2015

- Traffic Volumes
- Travel Time and Delay Data
- Crash Data
- Pedestrian Volumes
- Bike, Truck, Parking, Transit and Demographic Data

- Traffic Analysis of Future without and with Improvements

High Pedestrian/Bicycle Crash Intersections

High Pedestrian/Bicycle Crash Locations 2007-2009



Fatal Pedestrian Crash Locations 2007-2009



Improvement Actions



- Implemented Improvements
- Recommended Improvements

Implemented: Grayline Bus Layover Relocation



Relocated away from residential street with school

Implemented: More Tour Bus Layover Spots



Several locations west of 11th Avenue added in 2009

Implemented: New “Don’t Block the Box” Signs



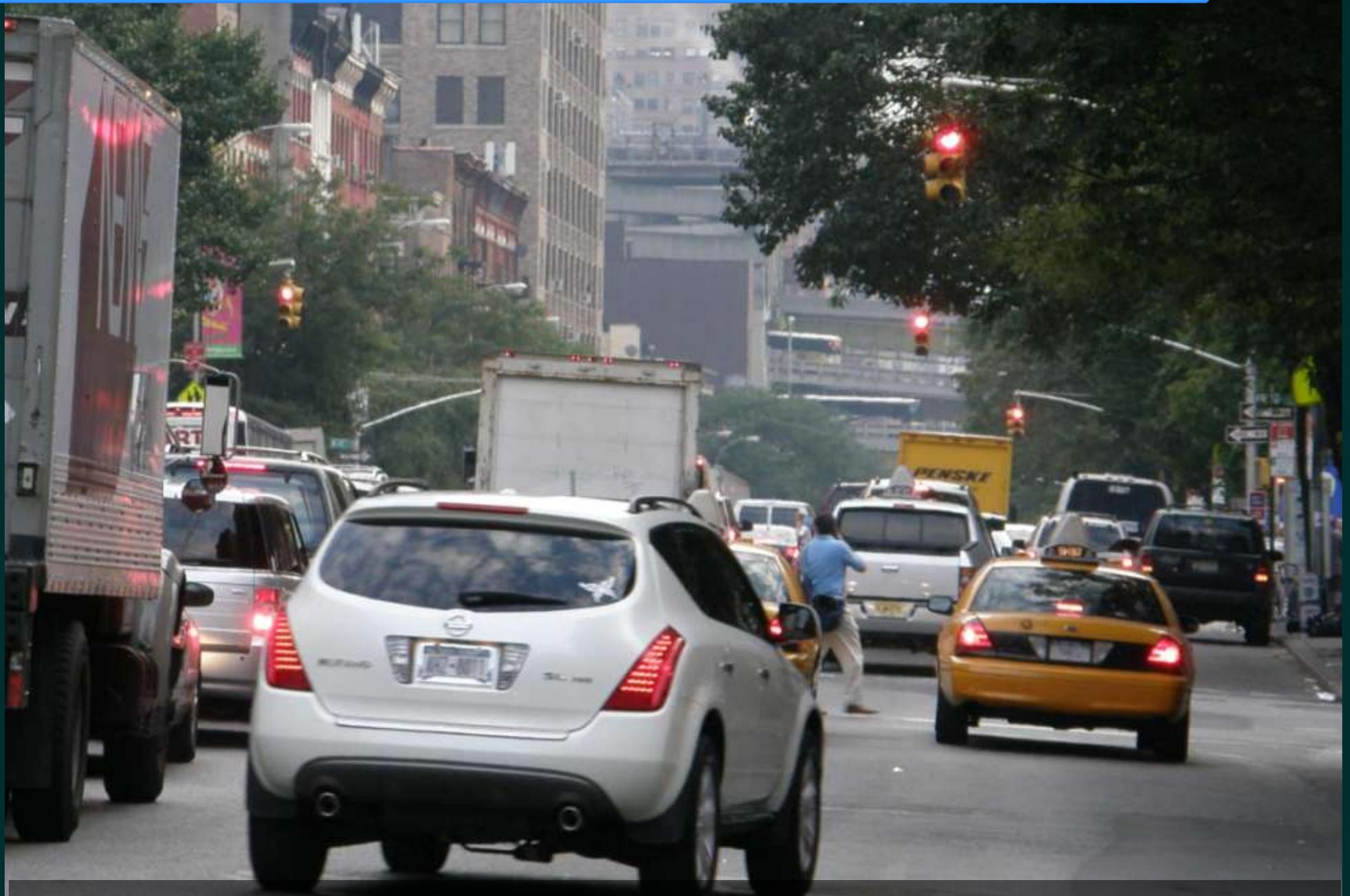
- New signs added on 9th Avenue at 42nd, 43rd and 44th Streets

Implemented : Bus Stop Extension



Extended eastward on 42nd Street from 9th Avenue

Implemented: 9th Avenue Signal Timing



Green time “feathered down” from 50th to 43rd Streets

Implemented: High-Visibility Crosswalks



High-Visibility Crosswalks with Set-Back Stop Bars

- 30th Street at 8th Avenue
- 31st Street at 8th and 9th Avenues
- 34th Street at 8th, Dyer and 9th Avenues
- 38th Street at 9th Avenue
- 40th Street at 9th Avenue
- 42nd Street at 10th Avenue

Early Action Items Implemented



NYPD "Operation 8/42" to remove illegal jitneys from 42nd Street near Port Authority Bus Terminal

Implemented: Left-Turn Lane on 42nd Street

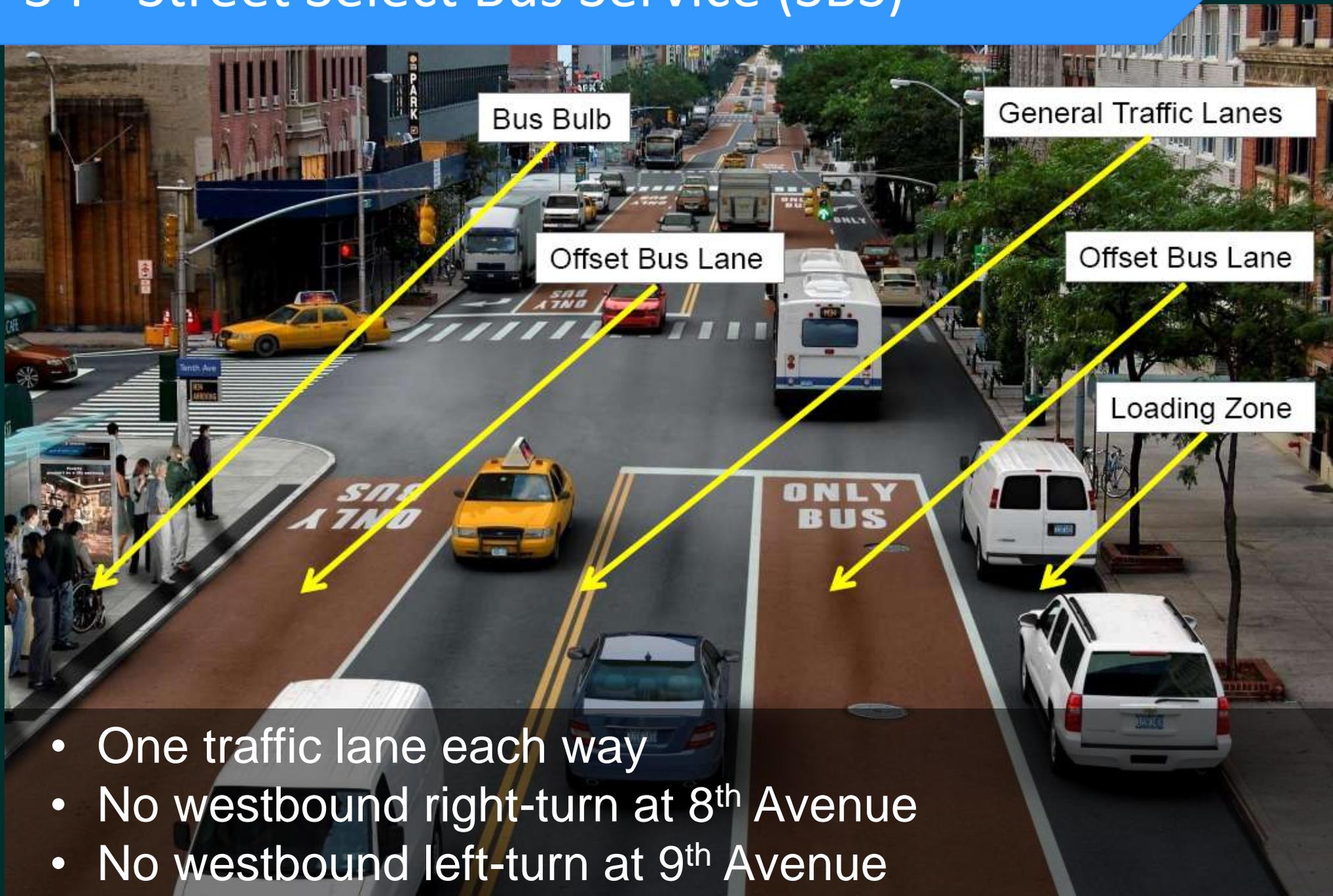


Westbound left-turn lane at 42nd Street & 9th Avenue

Recommended Improvements

- 34th Street Select Bus Service (SBS)
- 8th and 9th Avenues Protected Bike Lanes
- Signal Timing Changes to Protect Pedestrians
- PM Peak Period Contra-Flow Bus Lane on Dyer Avenue from 42nd to 41st Street
- Left Turn Ban from 37th Street into 9th Avenue Lincoln Tunnel Queue
- Consistent PM Peak Period Right Turn Ban at 41st Street & 9th Avenue
- Signalized Crosswalk on West Side of 9th Avenue at 36th Street/Lincoln Tunnel ramp
- Convert 11th Avenue to Three Lanes Southbound from 48th to 44th Streets
- “Mini-Plaza” Sidewalk Extension at 41st Street & 9th Avenue

34th Street Select Bus Service (SBS)



- One traffic lane each way
- No westbound right-turn at 8th Avenue
- No westbound left-turn at 9th Avenue
- Will add more loading spaces

8th and 9th Avenues Protected Bike Lanes



Mixing Zone Design

- Retains 4 Traffic Lanes and Parking/Loading
- Adds Left-Turn Bays

8th and 9th Avenues Protected Bike Lanes



Split-Phase Signal Timing at:

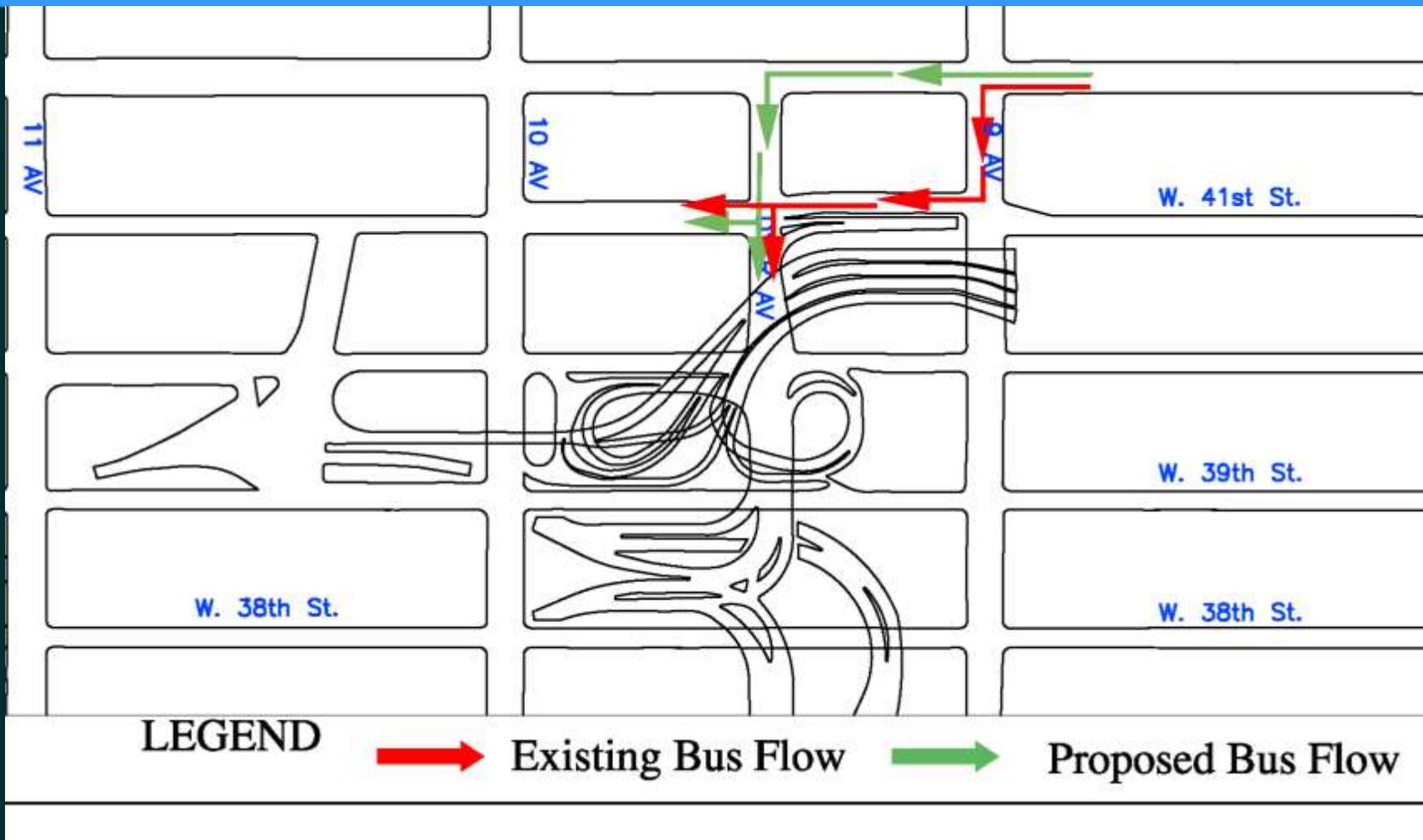
- 57th & 9th
- 42nd & 9th
- 40th & 9th
- 34th & 9th

8th and 9th Avenues Protected Bike Lanes



Not Parking-Protected on
8th Avenue between 39th & 42nd Streets

Dyer Avenue Southbound Contra-Flow Bus Lane



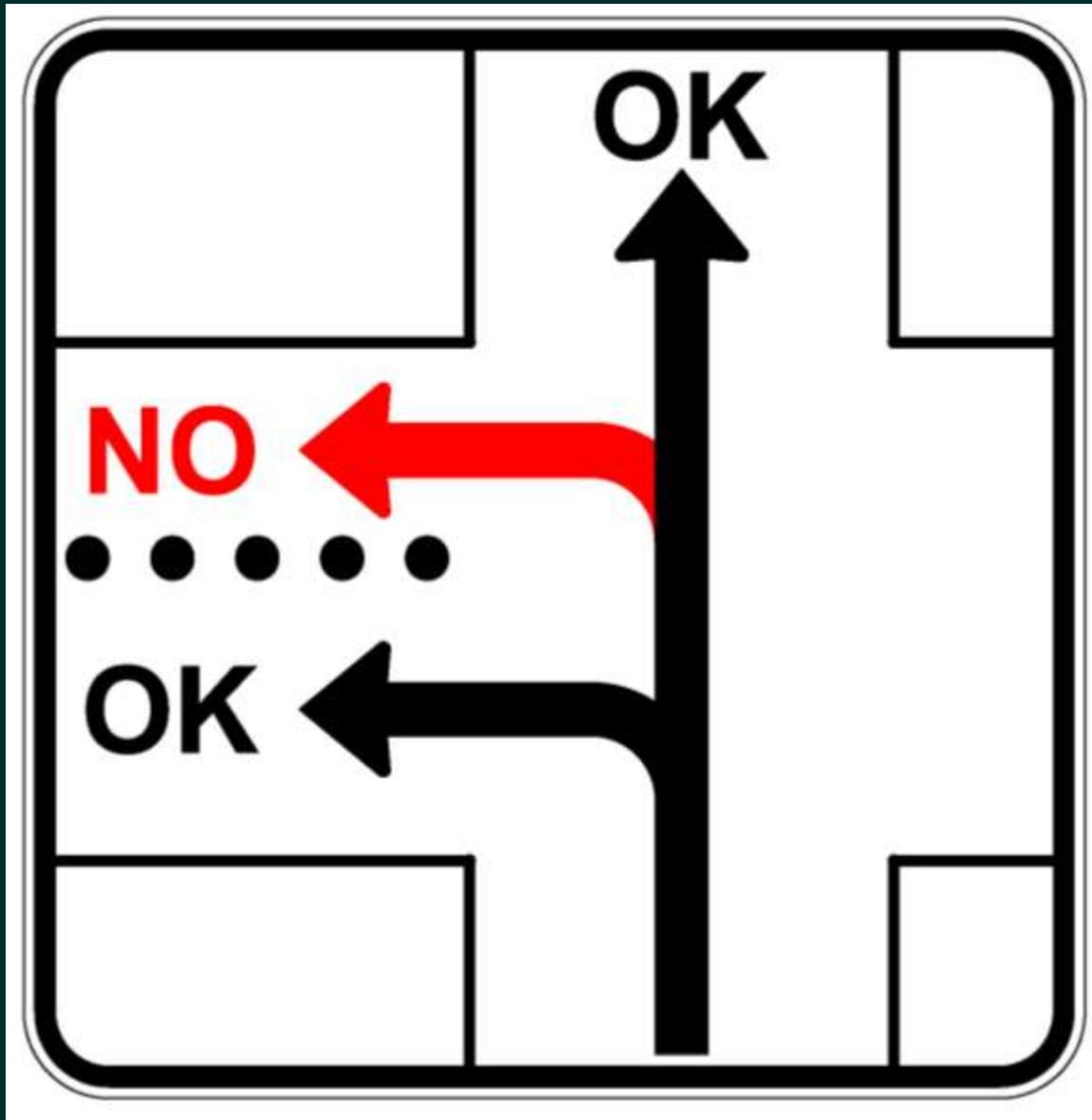
- PM peak period southbound contra-flow bus lane on Dyer Avenue
- Provides alternate to awkward maneuver at 9th Avenue

Left Turn Ban at 37th Street/Lincoln Tunnel



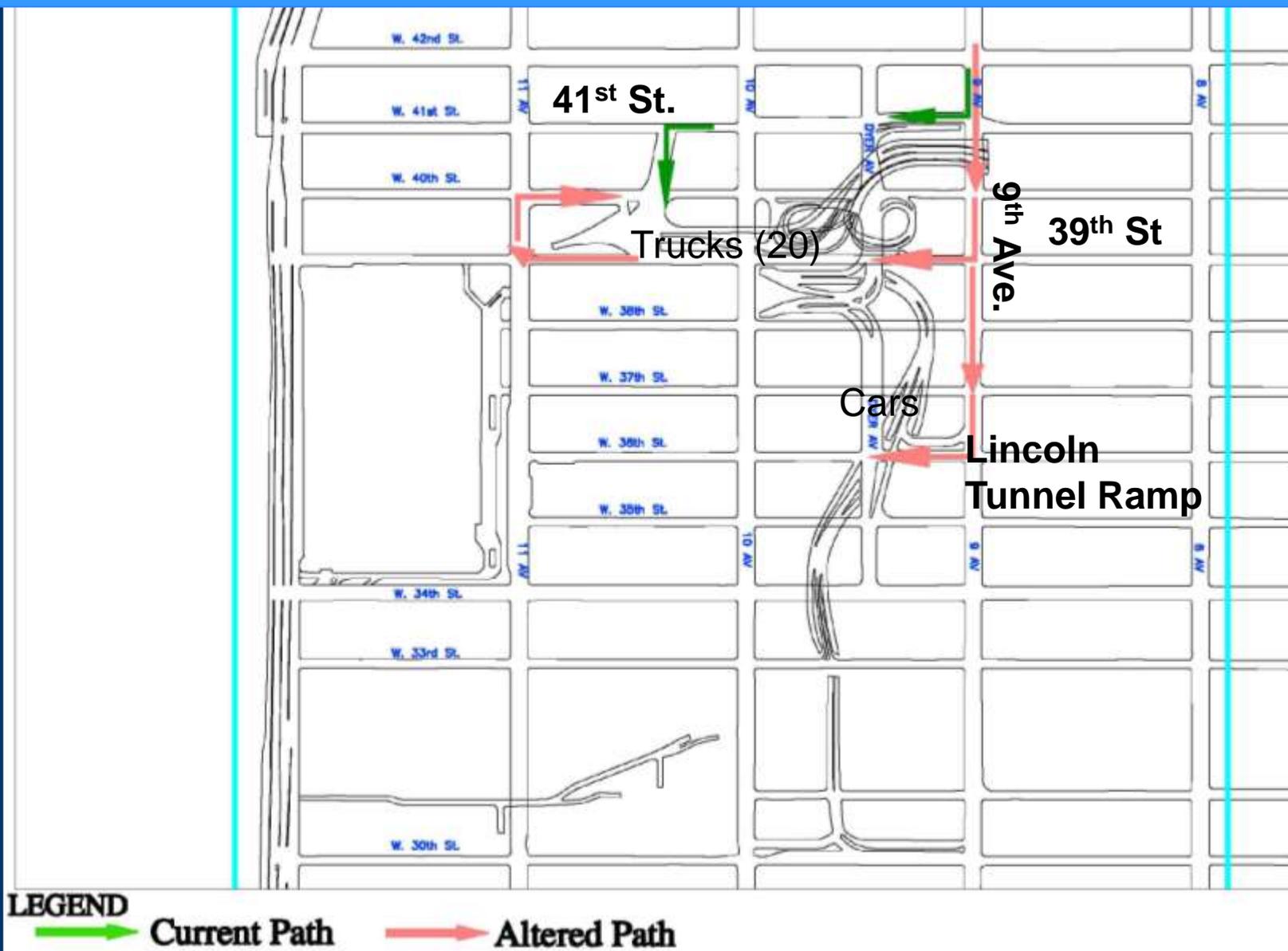
Ban left-turn from 37th Street into Lincoln Tunnel ramp at 9th Avenue

Left Turn Ban at 37th Street/Lincoln Tunnel



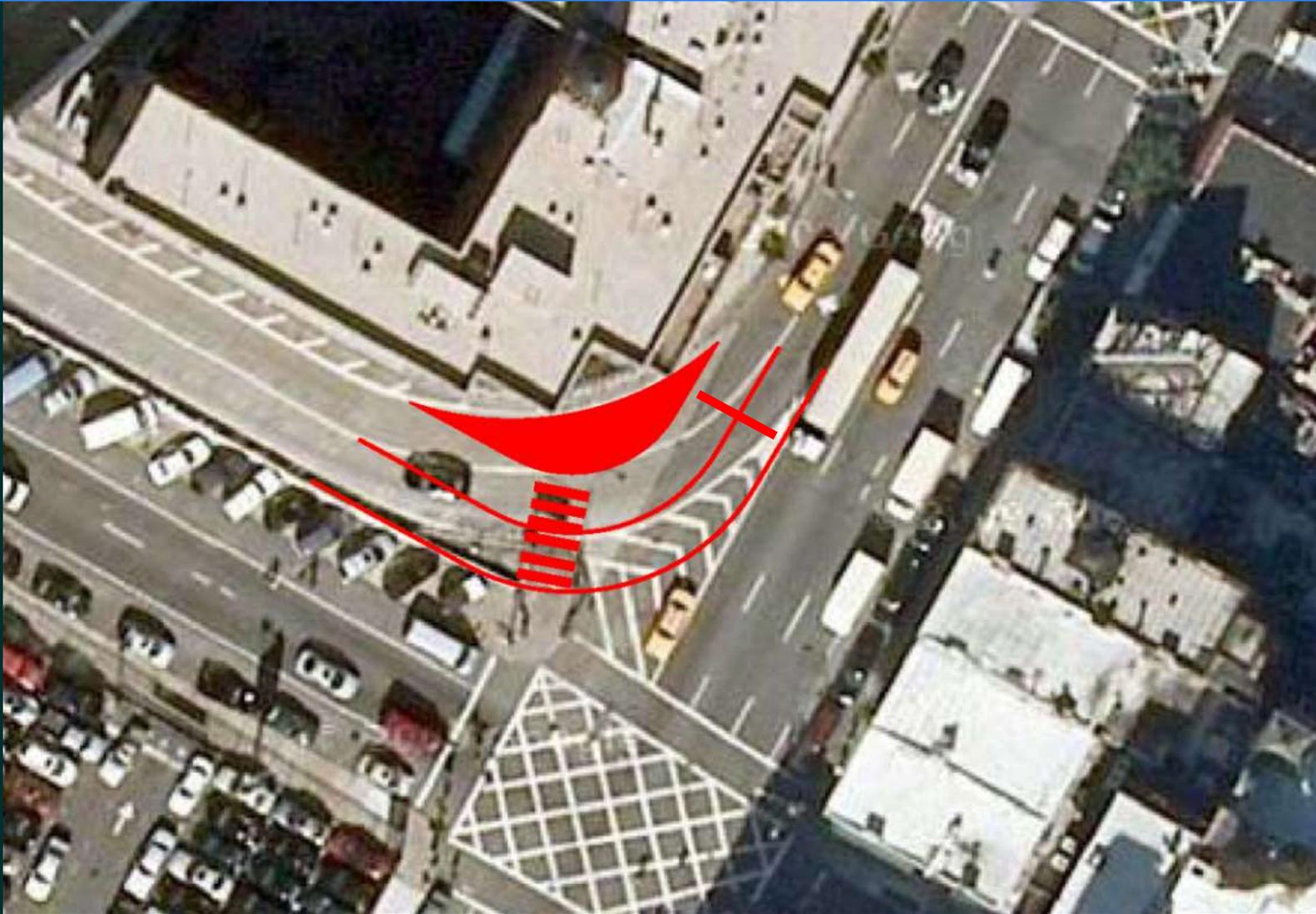
Ban left-turn from 37th Street into Lincoln Tunnel ramp at 9th Avenue

Right Turn Ban at 9th Avenue and 41st Street



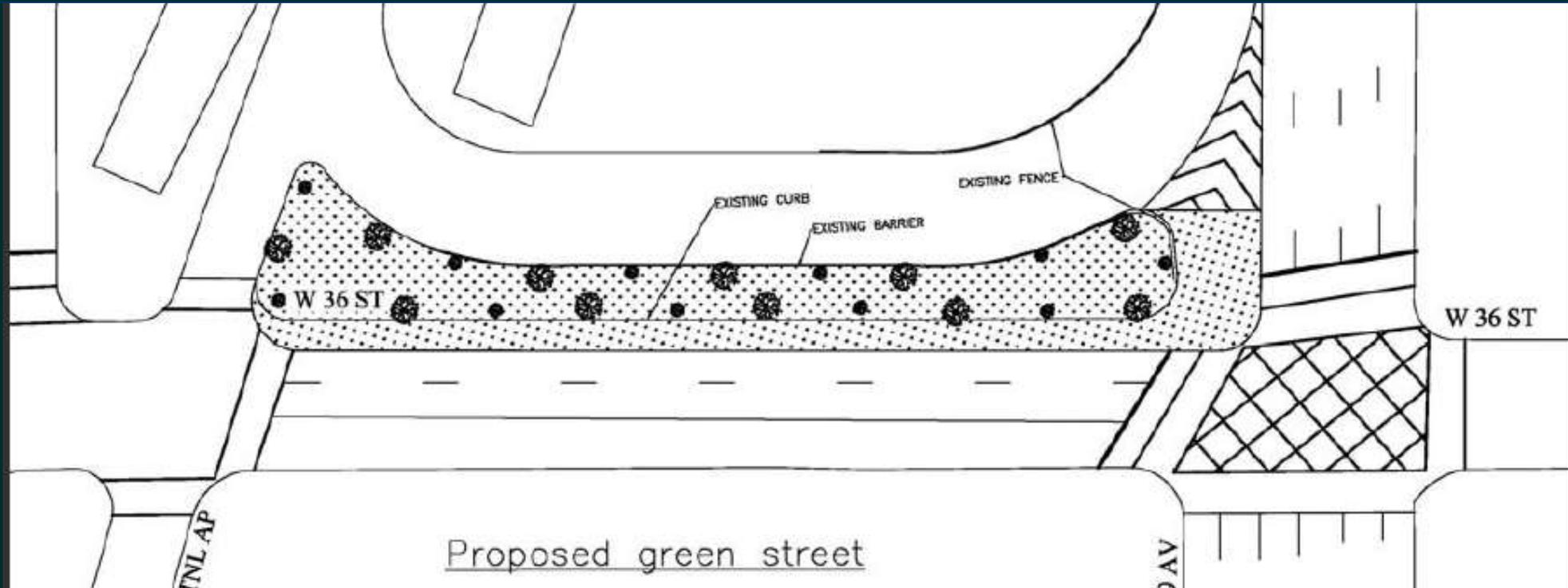
Consistently maintain PM Peak period bus-only right turn from 9th Avenue onto 41st Street

Crosswalk at 36th Street/Lincoln Tunnel



Proposed: Provide a signalized crosswalk on the west side of 9th Avenue at the Lincoln Tunnel ramp at 36th Street

Long-Term: Greening of 36th Street



- Conceptual plan to return sidewalk to pedestrians and add landscaping
- Requires maintenance partner
- Requires complex interagency agreements

41st Street “Mini-Plaza”

9th
Ave.

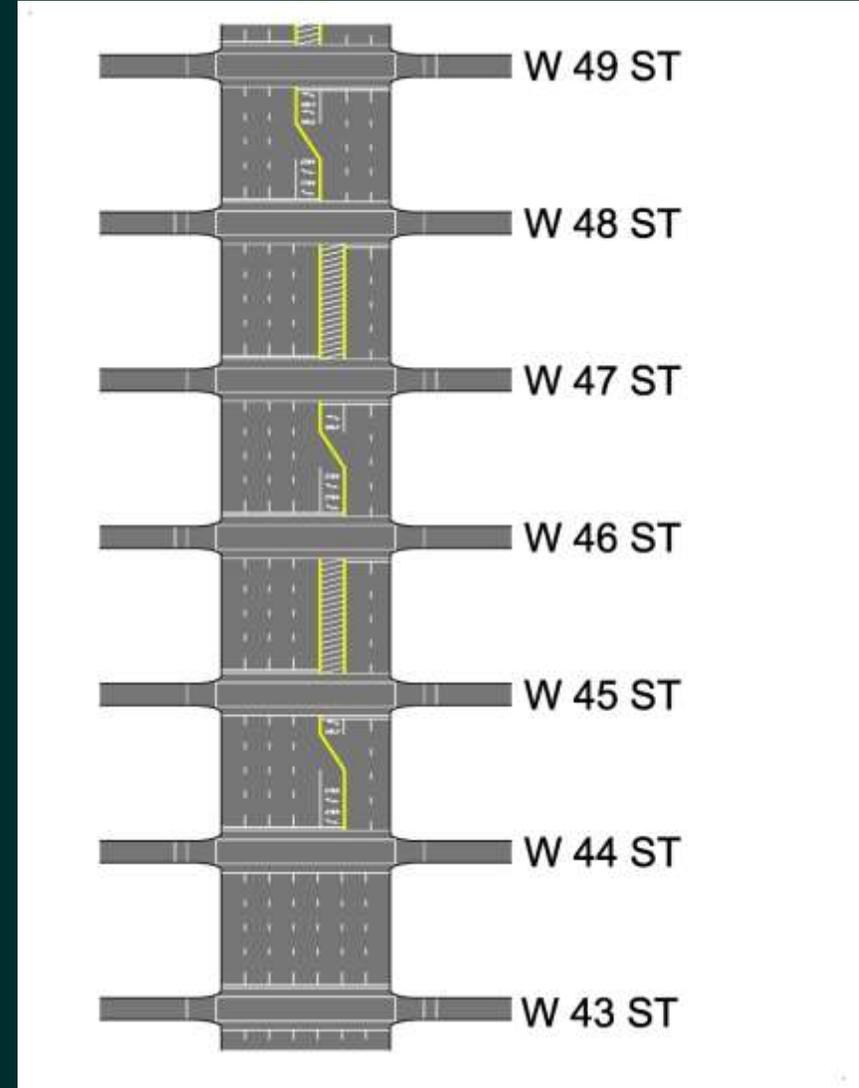
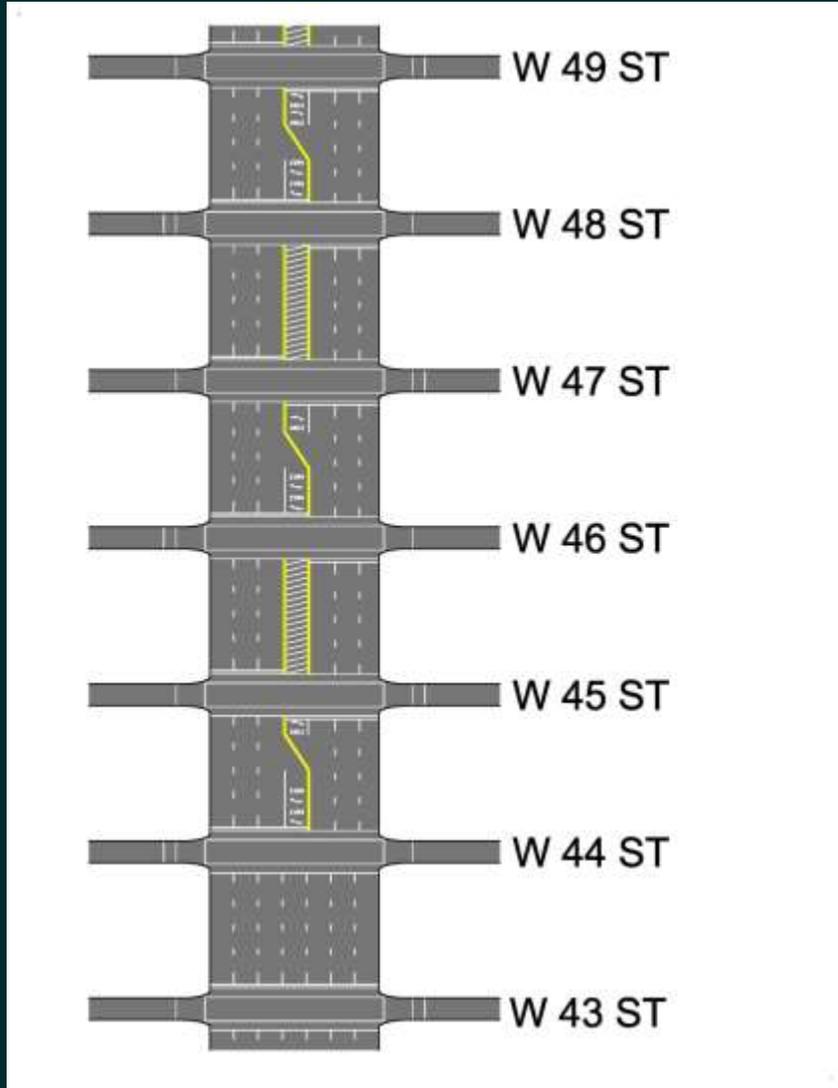
41st
St.

- Sidewalk Extension on 41st Street at southeast corner of 9th Avenue
- Improves east-west alignment of 41st Street

11th Avenue Southbound Upgrade

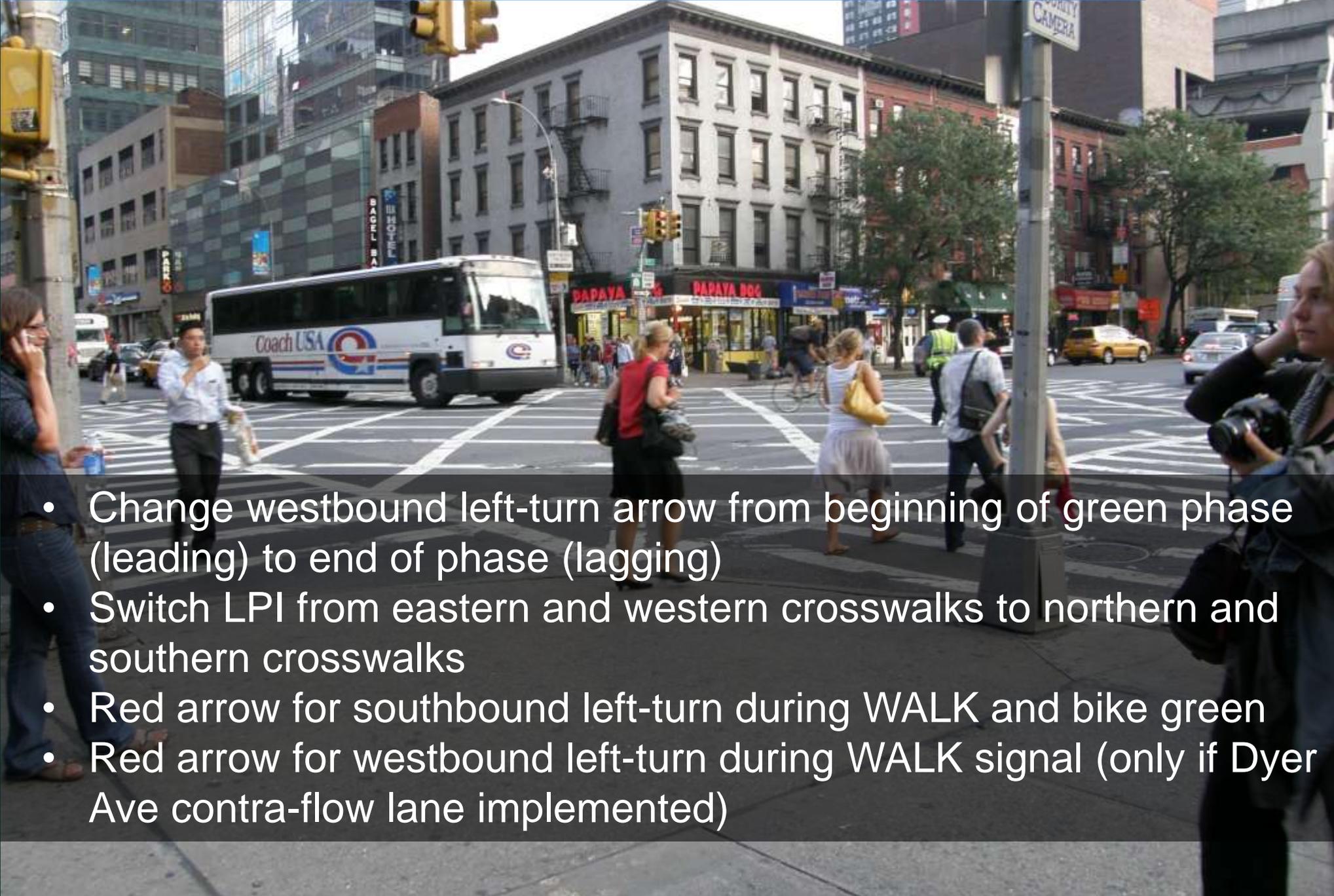
Existing

Proposed



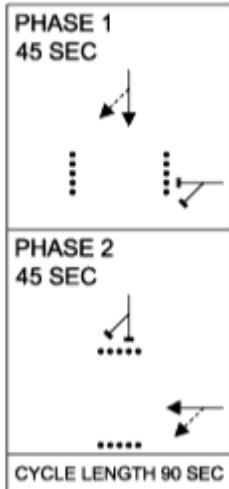
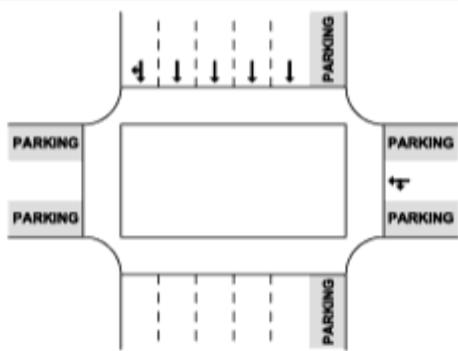
Convert to three lanes southbound and one lane northbound from 44th to 48th Streets

42nd Street & 9th Avenue Signal Timing

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- A photograph of a busy city street intersection. In the foreground, a white Coach USA bus is driving across the street. Pedestrians are walking on the sidewalks and crossing the street. In the background, there are several multi-story buildings, including one with a 'BAGEL HOTEL' sign and another with a 'PAPAYA DOG' sign. A traffic light pole with a 'CAMERA' sign is visible on the right. The scene is captured during the day with clear lighting.
- Change westbound left-turn arrow from beginning of green phase (leading) to end of phase (lagging)
 - Switch LPI from eastern and western crosswalks to northern and southern crosswalks
 - Red arrow for southbound left-turn during WALK and bike green
 - Red arrow for westbound left-turn during WALK signal (only if Dyer Ave contra-flow lane implemented)

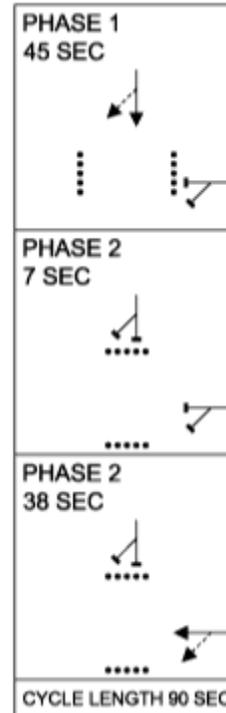
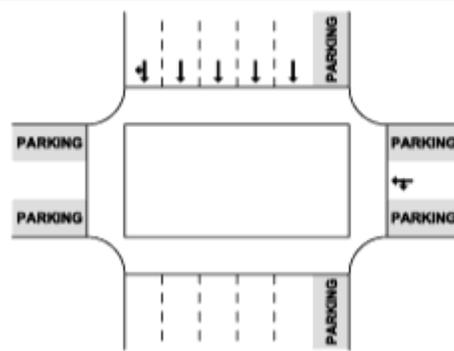
Signal Timing to Protect Pedestrians

NO IMPROVEMENT



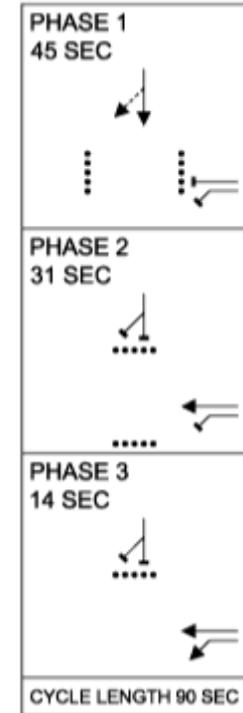
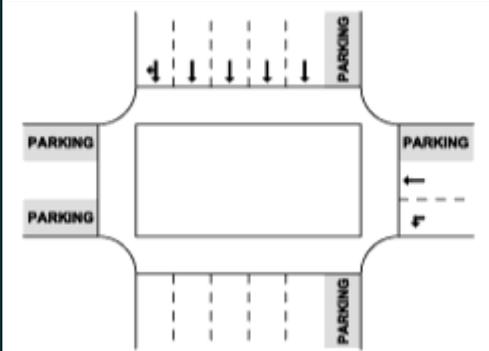
- Conflict between pedestrians and turning vehicles

LPI



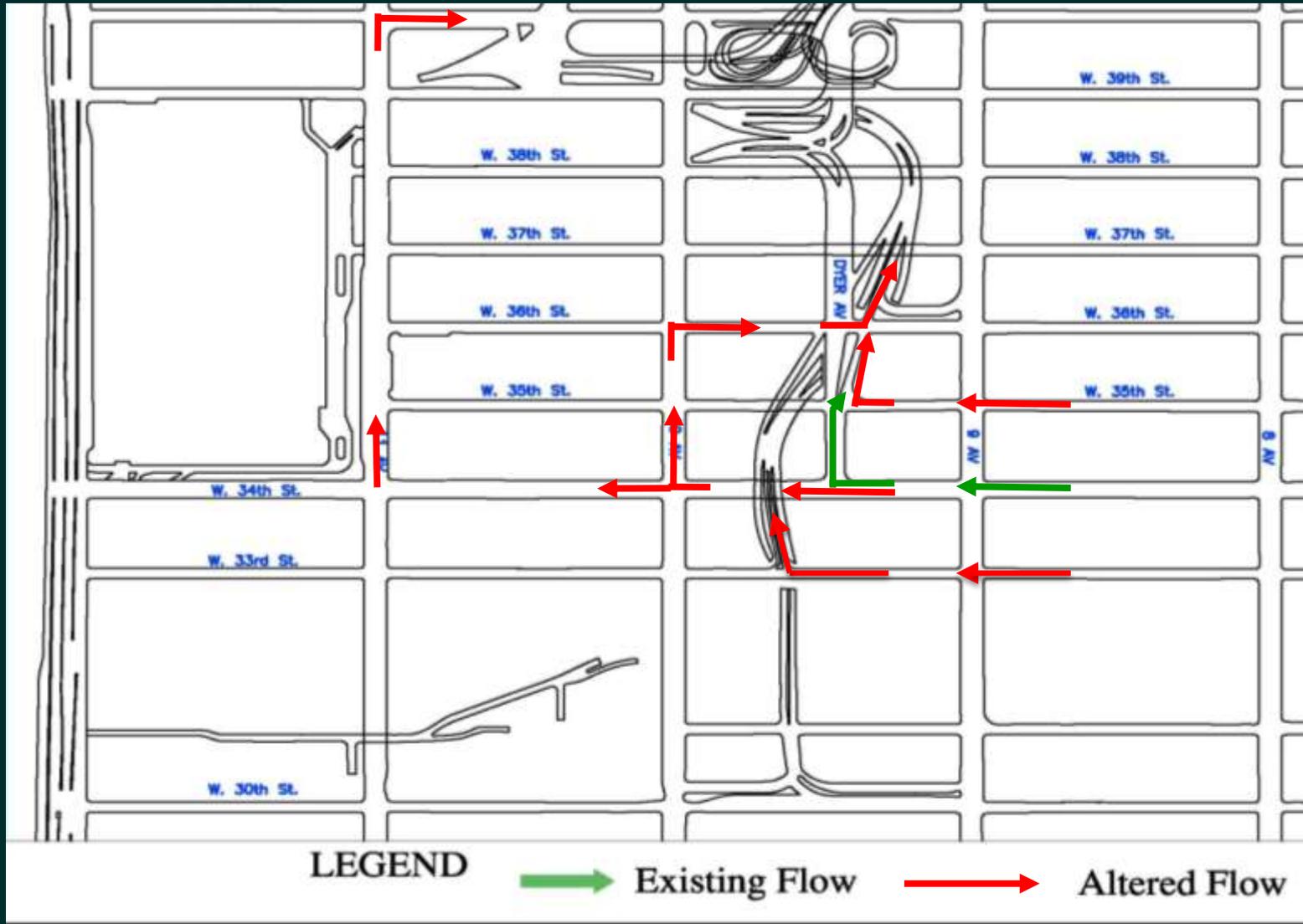
- Pedestrians get a 7 sec head start before conflict with turning vehicles

SPLIT PHASE



- Less crossing time but conflict free
- Less time for turning vehicles
- Need to remove parking
- High rate of non-compliance (peds and vehicles)

Alternatives Analyzed in the Study



PM Peak Period Closure of Northbound Dyer Avenue from 34th to 35th Street

Other Projects in Hell's Kitchen



Midtown West Senior Pedestrian Safety Focus Area, including 8th and 9th Avenues from 29th to 52nd Streets

- Re-timed signals for 3ft/sec. walking speed (Implemented)
- Install countdown signals where possible
- Refurbish markings
- Install high visibility crosswalks and advanced stop bars
- Repair broken curbs and pedestrian ramps
- Narrow roadways with traffic calming techniques (to be determined)

Other Short-Term Improvements



- More tour bus layover locations away from residential streets and schools
- List developed by Mayor's Midtown Citizen Committee

What's Next?

- Implementation of Short-term Improvements
- Other Ongoing DOT Activities
 - Speed Reducers
 - Signage Changes
 - Signal Timing Improvements
- Detailed Analysis of Crash Reports
 - for High-crash Locations
 - for Proposed Sidewalk Extensions

Questions?

Thank
You