

Trucks

- Wayfinding for trucks to the Lincoln Tunnel (may use 11th Avenue)
- Reverse 39th Street from WB to EB
- Institute off-peak deliveries
- Increase enforcement of truck violations / write tickets to truckers and businesses
- Congested hot spots
 - 35th by Macy's and
 - 42nd Street

Parking

- Double parking in and around area (tour buses, commercial vehicles – no access to the curb)
- Park and Ride to tunnel entrances on both ends – jitney service from NJ to activity area
- Residential parking permits – residents priority to park on-street
- Parking garages do not have good interface with sidewalk – problems with ent/exit and pedestrians
- Area-wide – blind corners – may need daylighting so that pedestrians can see turning vehicles

Pedestrian Mobility and Safety I

- Not enough street space for walking – reduce street furniture (phone booths and newsstands)
- Better accessibility for handicapped and elderly
- Better maintenance of the sidewalk
- Signal timing issues – more time for people to cross esp. during peak hours on 9th btwn 40th and 43rd
- Access to the river and park
- Lights too short
- On demand crossings are not operating properly

Pedestrian II

- Pedestrians have no right of way – blocking box, running red lights – enforcement
- Bicycles parking and riding on sidewalks, maybe not safe on street, conflict with peds
- Allowing pedestrians enough time and space
- Larger sidewalks and better lighting
- Barnes Dance and LPI, enough time to cross safely

Lincoln Tunnel Access

- Imbalance of tunnel traffic – too much using 9th Avenue rather than 10th and 11th Avenue
- Inefficient, uncoordinated, not centralized traffic enforcement – one uniform control, Lincoln Tunnel Traffic Enforcement
- Disregard of two-way on 11th Avenue north of 45th Street
- Intersection of 9th and 41st , particularly trucks turning from 9th to 41st create pedestrian hazard and visibility hazard
- Too much unsustainable vehicle traffic – must find a way to reduce traffic entering Manhattan

Tour Bus and Transit

- Bus turns at major intersections creating pedestrian hazards – 42nd St, 9th and 41st
- Activity at bus stops, such as taxis and cars parking, buses cannot access stops and people have trouble getting to bus
- Bus idling and parking in the study area create health hazards
- Keep buses off residential streets – possible barrier line on 10th or 11th avenue to restrict buses from entering residential streets, designate cross-town streets for bus traffic
- Require entering buses to pay carbon emission tax
- Consider a bus garage or designated parking area far to the West Side – current areas are near residential area, creating health concerns

Bicycle

- Lack of separated, buffered bike lanes on 8th and 9th Avenues
- Lack of enforcement of existing bike lanes on 8th btwn 34th and 52nd Street
- Lack of crosstown bike lanes in the area, esp to the river
- Lack of bike parking, especially at major destinations like Hudson River Park, Javits and Penn
- Lack of awareness of cyclist, esp by taxi drivers

Traffic Congestion

- Cannot cross 9th Avenue during rush hour – 57th to 34th, pedestrians weaving between cars
- EMS and fire department stuck on 9th avenue trying to get to jobs – traffic signal priority for emergency vehicles
- Congested intersections – 42nd and 9th – buses and trucks to LT – spread truck traffic around the area
- Marshall buses to other intersections, not just 42nd and 9th
- Intersections should have Leading Pedestrian Intervals
- 11th Avenue is underutilized in handling the Lincoln Tunnel traffic – entrances from 11th Avenue to Dyre Avenue underpass
- Make 11th Avenue one-way south to take pressure off of 9th Avenue

Miscellaneous

- Ban Single Occupant Vehicles from entering
- Banning jitneys on MTA bus lanes and stops – create dedicated bus lanes to make bus speeds faster
- 10th Avenue bus lane is blocked
- Ban fossil-burning fuel vehicles from Manhattan and replace them with electric vehicles - air quality issue
- Bus drivers should be trained to drive in Manhattan, require special permit to drive in Manhattan
- Truck drivers should also be trained to drive in Manhattan
- Need for police enforcement
- Yield to pedestrians
- 10th Avenue is overcome in the PM from buses from the parking/layover areas – dynamic information system to control flow of buses
- Hudson Yards rezoning will create office space on 11th and residential space on 10th and 9th
- Hudson Yards recommendations, improvements should mitigate transportation issues