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

- West 55th Street
- 12th Avenue/State Route 9A
- West 29th Street
- 8th Avenue
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

- Chronic gridlock on 8<sup>th</sup> & 9<sup>th</sup> Avenues and many east-west streets
- Too much traffic to Lincoln Tunnel using 9<sup>th</sup> Avenue instead of 11<sup>th</sup> Avenue
- Severe congestion at 34<sup>th</sup> 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 curb 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

• 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

- 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: Leading Pedestrian Intervals (LPI)

- 47th Street crossing 9th Avenue
- 9th Avenue crossing 42nd Street
- 9th Avenue crossing 41st Street
- 9th Avenue crossing 38th Street
- 30th Street crossing 9th Avenue
- 34th Street crossing 8th Avenue

Also re-timed all 8th and 9th Avenue signals from 3.5 feet per second walking speed to accommodate 3 feet per second walking speed.
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
Existing Condition: No crosswalk on the west side of 9th Avenue at the Lincoln Tunnel ramp at 36th Street

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”

- Sidewalk Extension on 41st Street at southeast corner of 9th Avenue
- Improves east-west alignment of 41st Street
11th Avenue Southbound Upgrade

Convert to three lanes southbound and one lane northbound from 44th to 48th Streets
42nd Street & 9th Avenue Signal Timing

- 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
- Pedestrians get a 7 sec head start before conflict with turning vehicles
- Less crossing time but conflict free
- Need to remove parking
- High rate of non-compliance (peds and 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