

*Community Board 2  
Traffic and Transportation Committee  
Geometric Review*

*September 11, 2012*



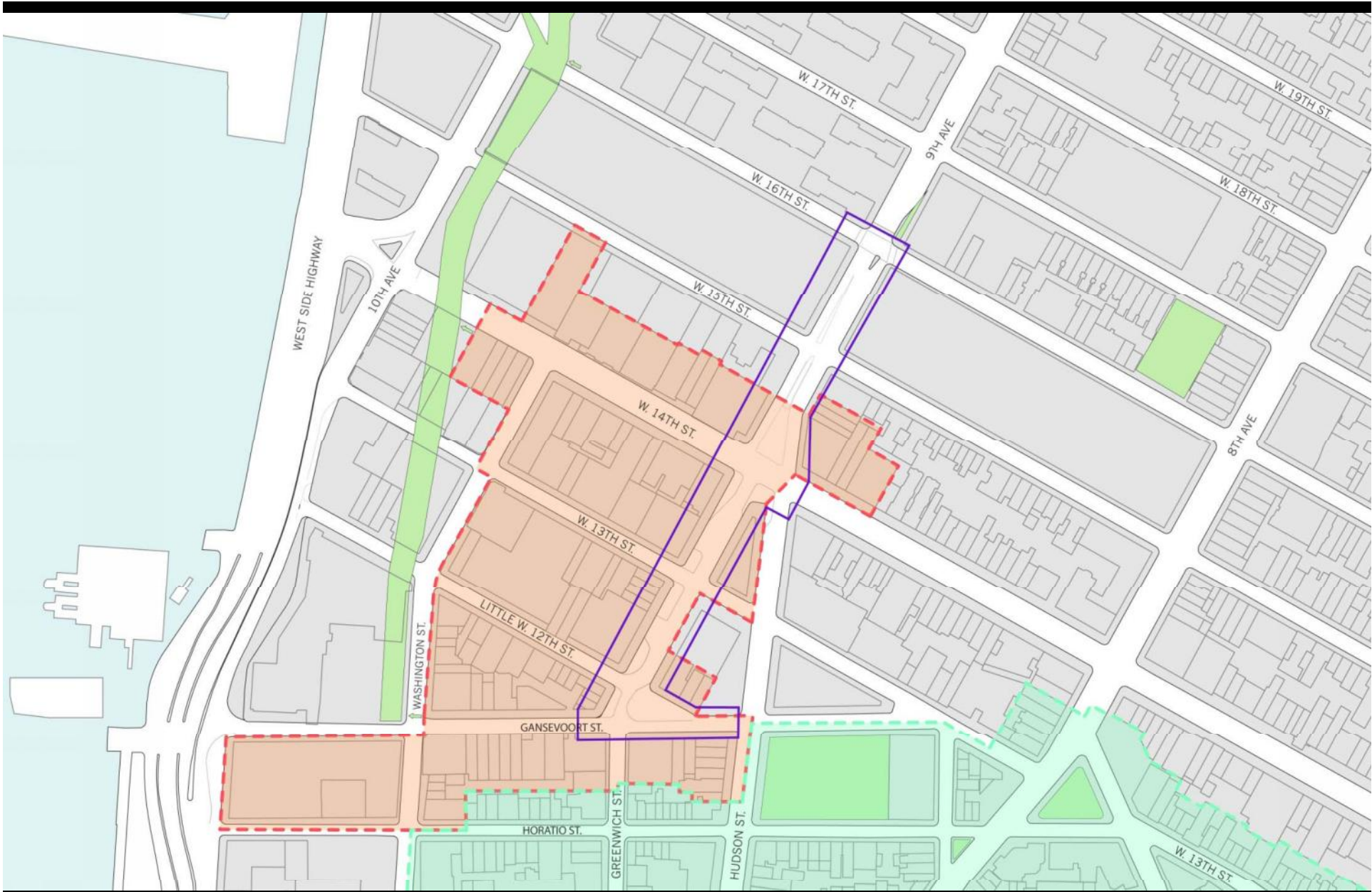
Reconstruction of  
**9<sup>TH</sup> AVENUE /  
GANSEVOORT AREA**  
Borough of Manhattan

Project: HWMP2020  
PIN: 8502011HW0029



**URS**

**ROGERS MARVEL ARCHITECTS, PLLC**

**WORKSHOP**  
KEN SMITH LANDSCAPE ARCHITECT



## Historic Districts

-  Gansevoort Market Historic District
-  Greenwich Village Historic District

1815



*Ninth Avenue - at Gansevoort Street*

412/A2



West Side Elevated Railway, ca 1869

*Ninth Avenue-at Gansevoort Street*

412/A1



West Side Elevated Railway, ca 1869



1933



1940













ISSUES JulianKline@gmail.com PROTOTYPE PLAZA

BIZARDS & CHEAP ELEMENT / NO CONTINUITY CURRENTLY

PLACEMENT / APPROPRIATENESS OF ELEMENTS

ENCOURAGE USE OF SPACES

PLANTERS: TOO HIGH  
PUBLIC USING PLAZAS:

THINK ABOUT HORIZONTALITY

GRITTY, SIMPLE, HORIZONTAL, NOT REFINED, OR GREEN, INDUSTRIAL

NOT "MAN" ORIGINAL INPUT:  
- KEEP HISTORICAL CHARACTER / FEEL.  
"DE-EMPHASIS" ON PLANNING MATERIALITY.

CURRENT DESIGN DOES NOT COMPLY

- COBBLES/PONTS
- WOOD BENCHES, WOOD WAGONS
- BRICK (COLOR/MATERIAL)
- STONE
- RUSTIC/INDUSTRIAL / MORNING SUNLIGHT

LOW PLANTERS / PLANTINGS

ROLLERS:  
DEPTH SHELF  
CUSTOM

- SEATING MARKET
- SHADE: UMBRELLA
- ATTRACTIVE: SENSE OF COMMUNITY
- COULD INTERFERE w/ VISUAL CLUTTER

EUROPEAN PLAZA PRECEDENTS

DELINEATION OF PLAZA PERIMETER

COMPREHENSIVENESS AT EDGE

- STREET VENDORS, PUBLIC, LITTER
- TRASH RECEPTACLES (ABINGTON) - TRASH SCHEDULED / NOT SET UP

5TH CORRIDOR VS "GANGBROOK TRIANGLE"

TREES IN "TRIANGLE"

VEHICULAR / PEDESTRIAN SEPT.

DOG WALKING

SIT w/ NOT TOO HIGH PLANTING

LINCOLN ROAD, MIAMI BEACH

KEEP OPEN PEDESTRIAN USE

ONE SPACE / CONTINUITY

DEVICE TO REINFORCE EDGE

LIGHT, VISUAL, SIMPLE, COMFORT

CURB TO CURB

AVENUE /

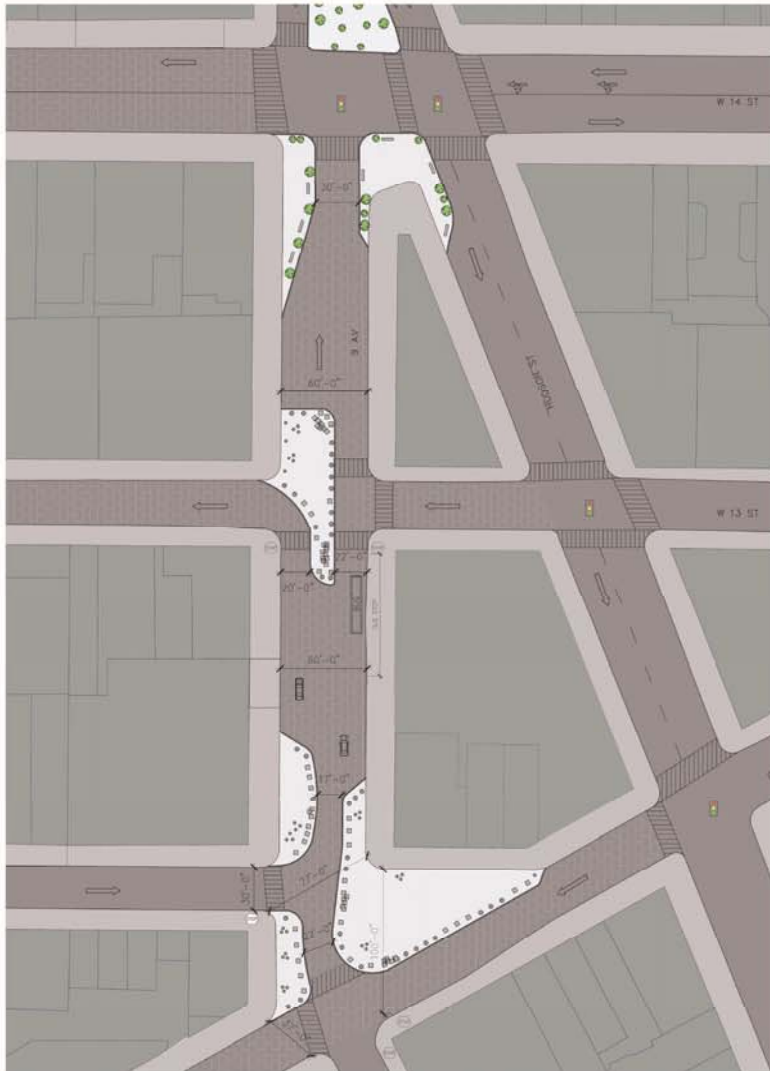
FURNISHED FOR ABOUT LIGHT

NO PLANTS OR SEASONAL LIMITED PLANTINGS

NO TREES - O.K. NO PLANTS V. PLANTS w.

NO A LOT OF GRAY. NO TRASH BLOCK





VERSION 01 : EXISTING CONDITIONS



VERSION 02 : CURRENT PLAZA INSTALLATION

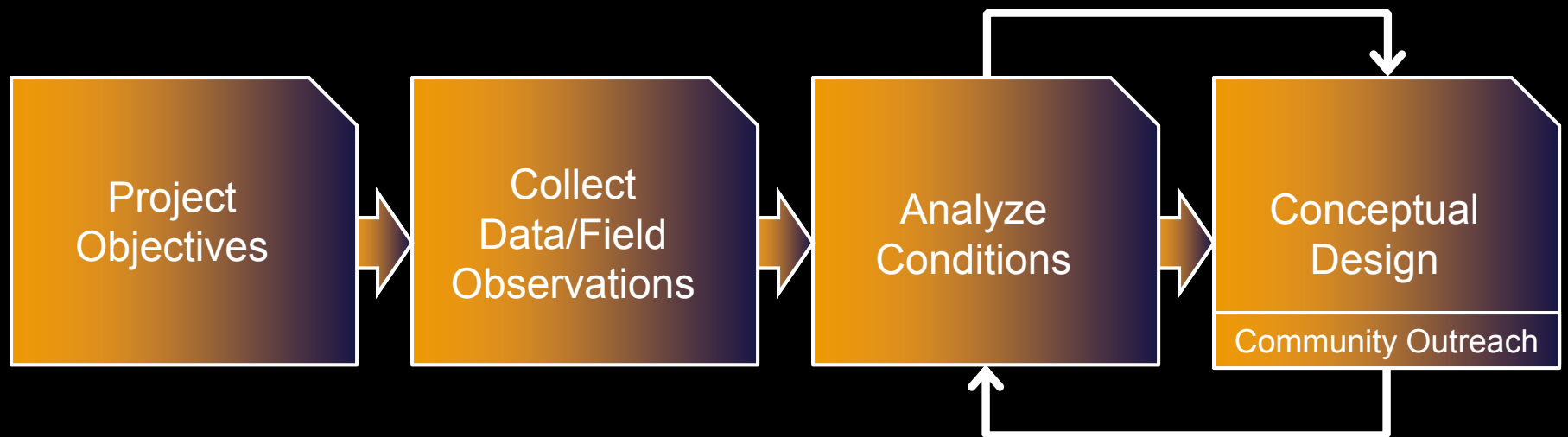




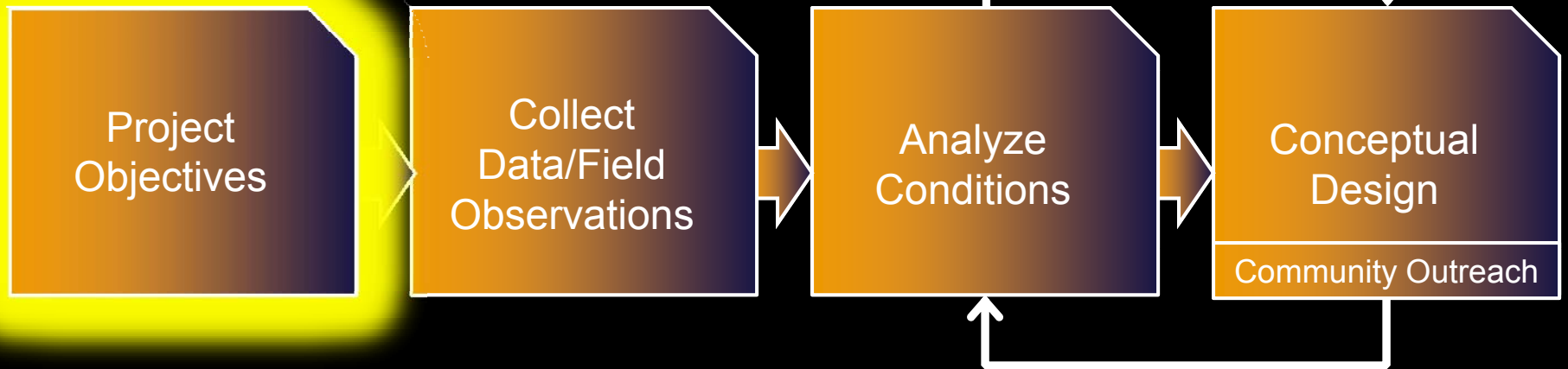








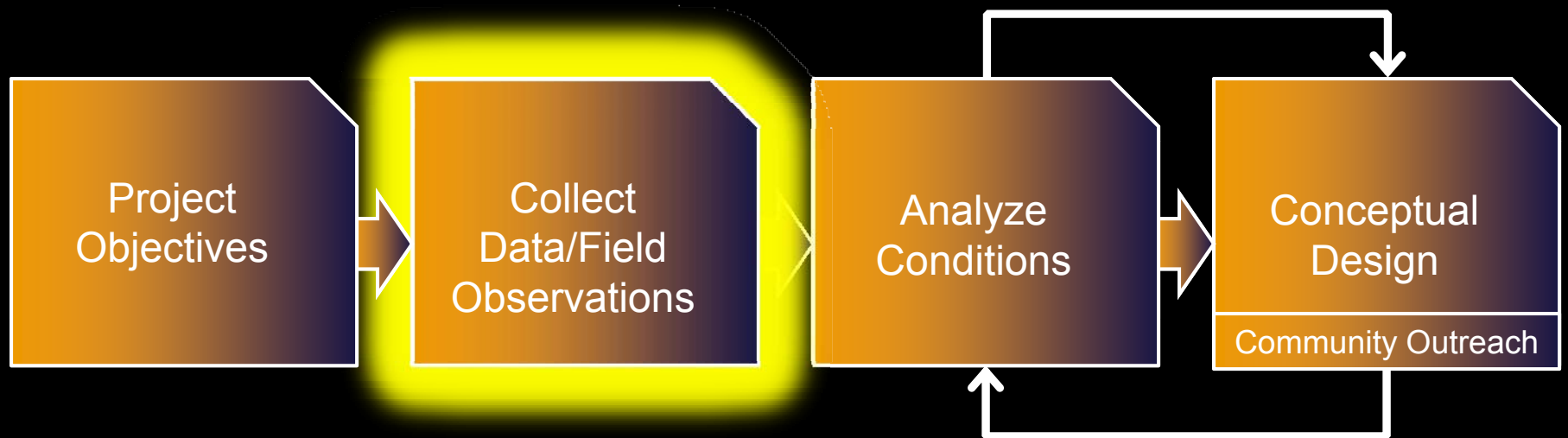
Traffic Study Program



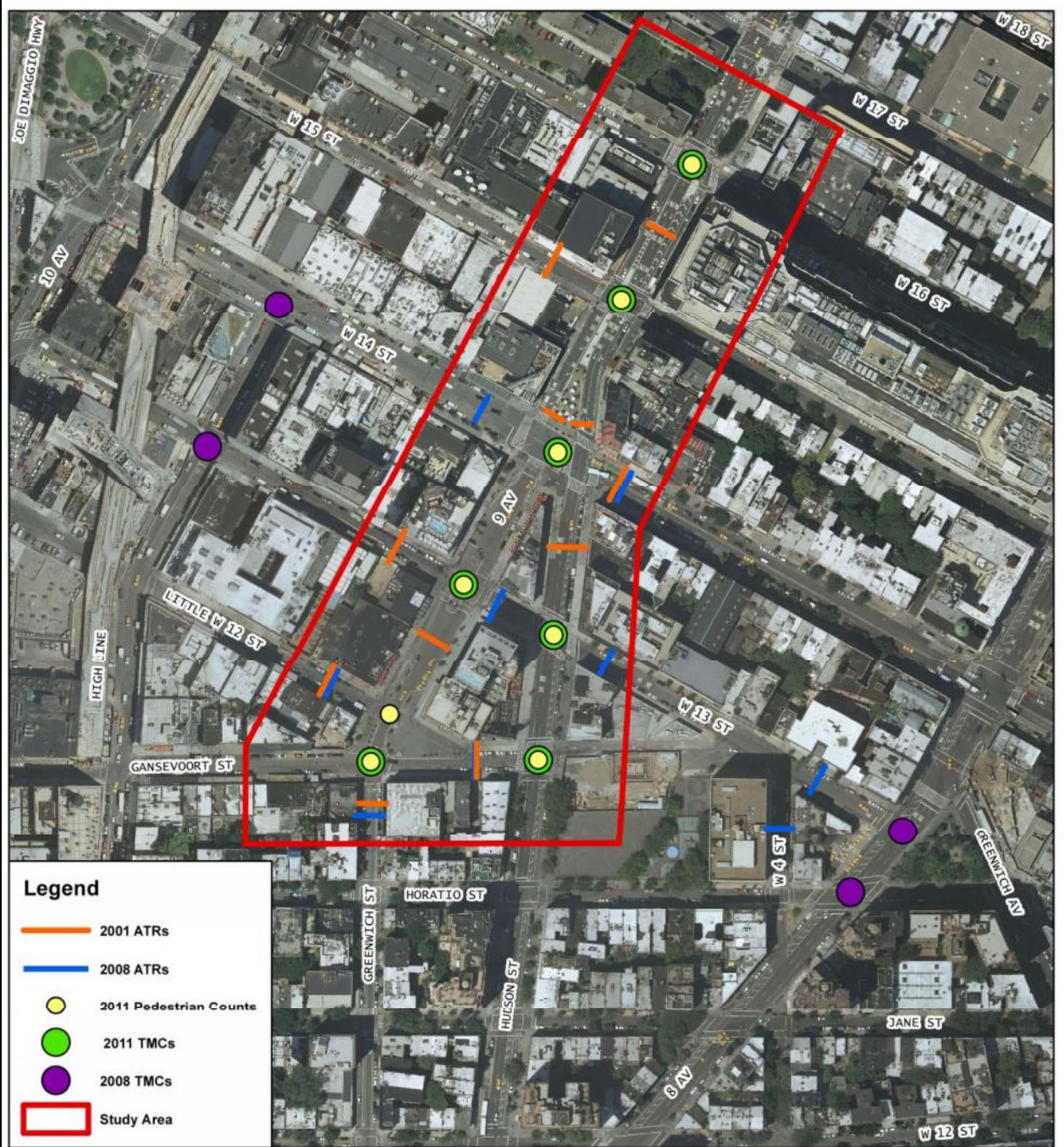
Traffic Study Program



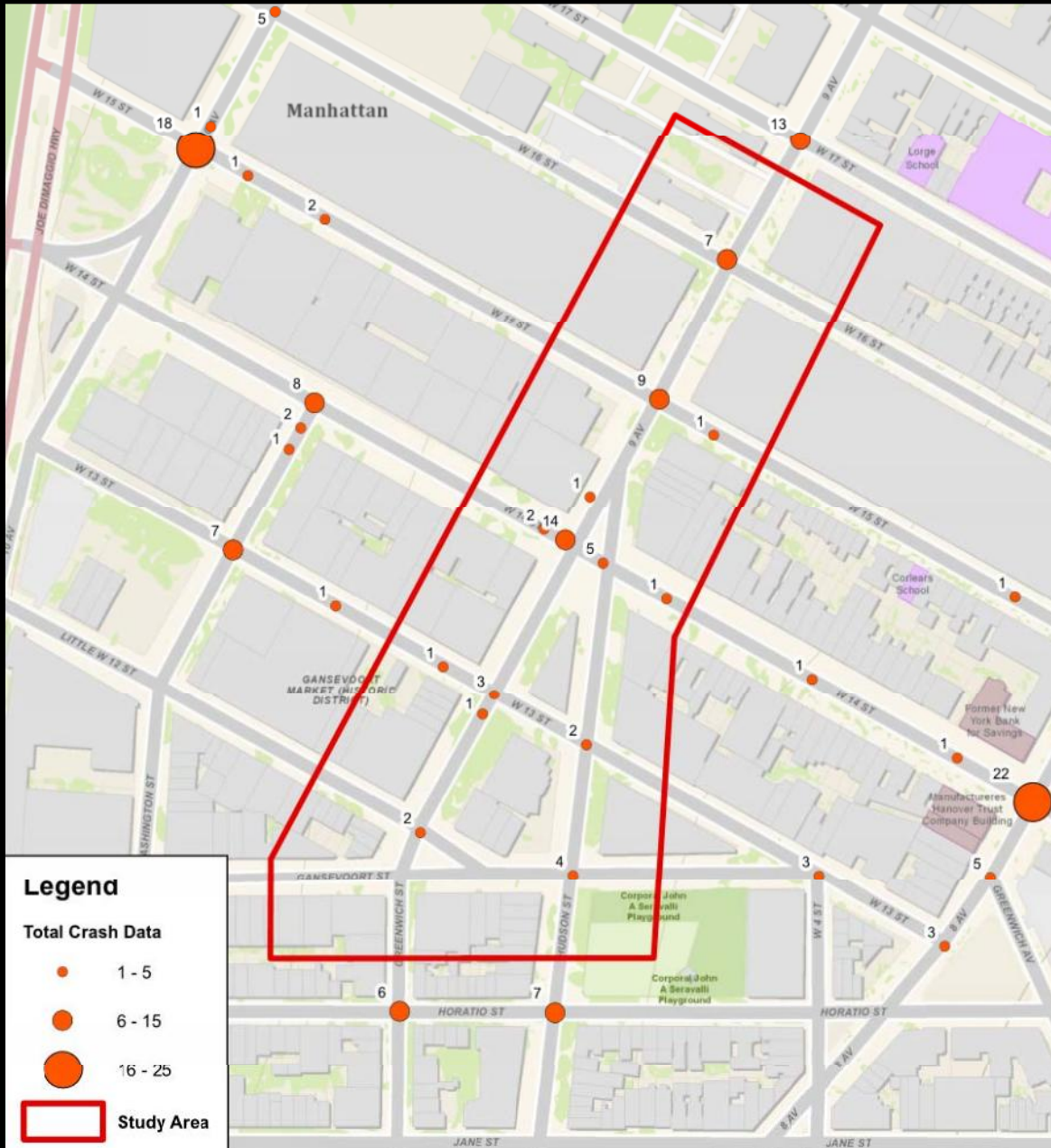
Traffic Study Area



Traffic Study Program

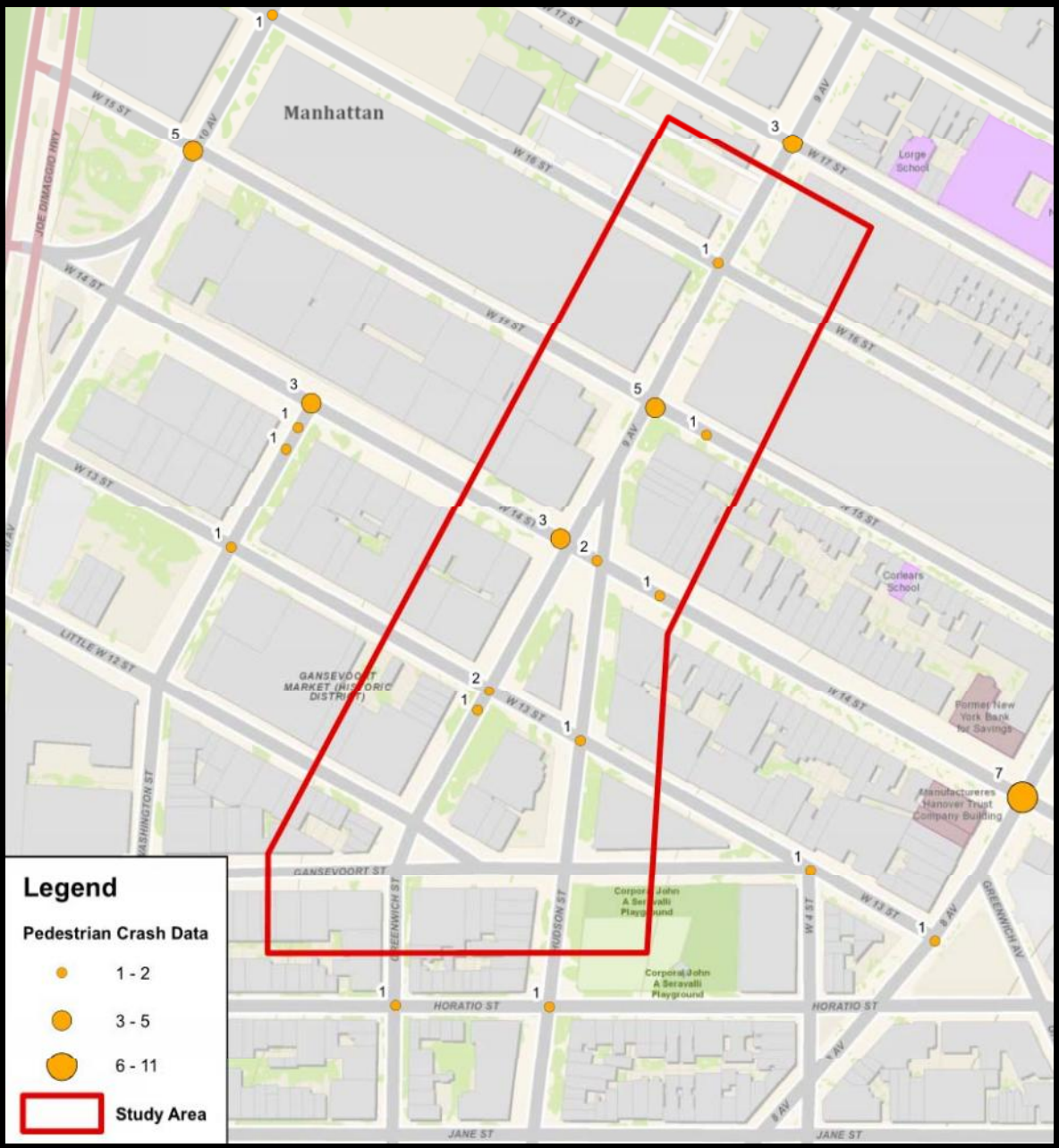


- Legend**
- 2001 ATRs
  - 2008 ATRs
  - 2011 Pedestrian Counts
  - 2011 TMCs
  - 2008 TMCs
  - Study Area



Total Vehicle Crashes - April 2008 to December 2010

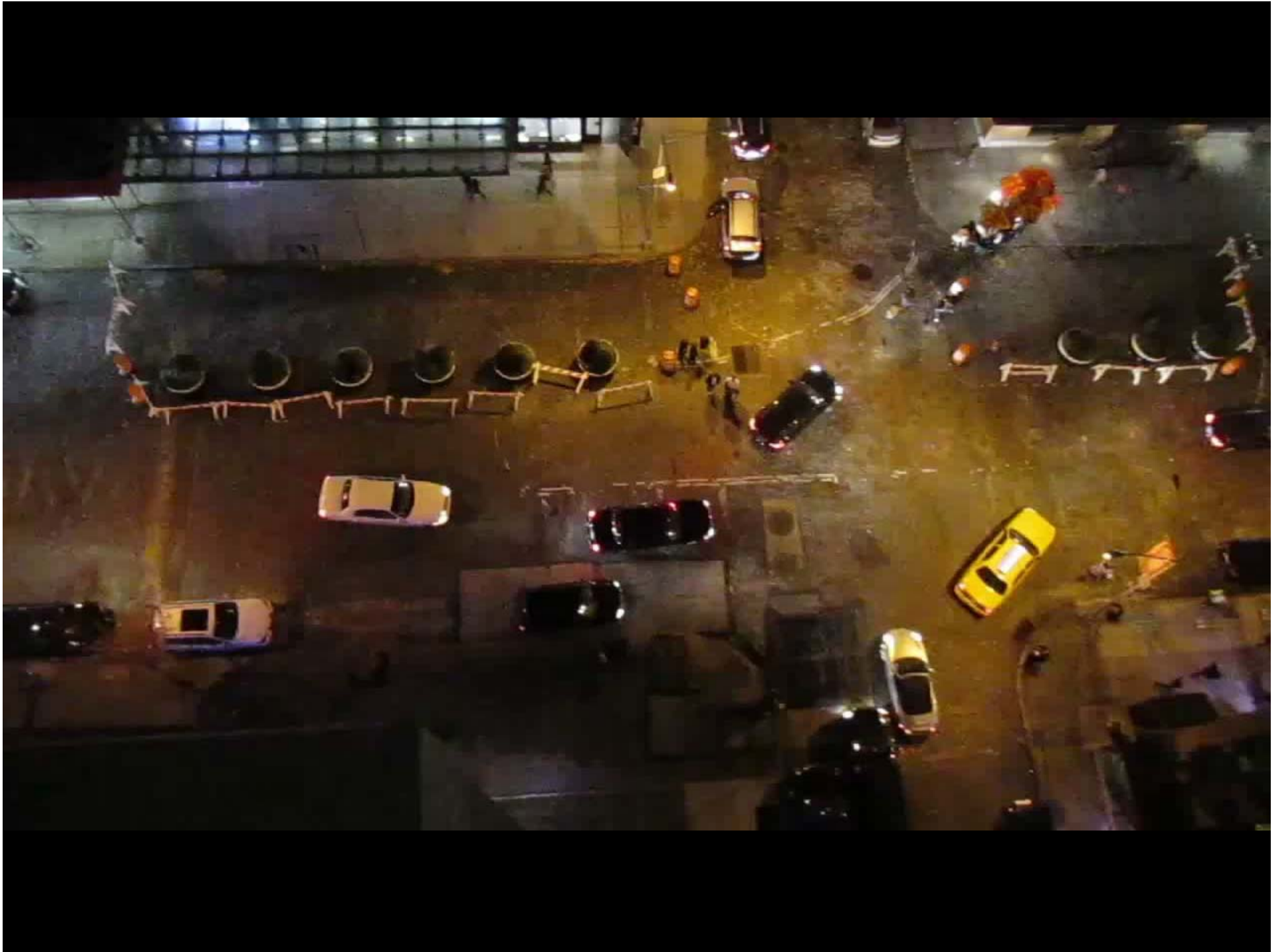


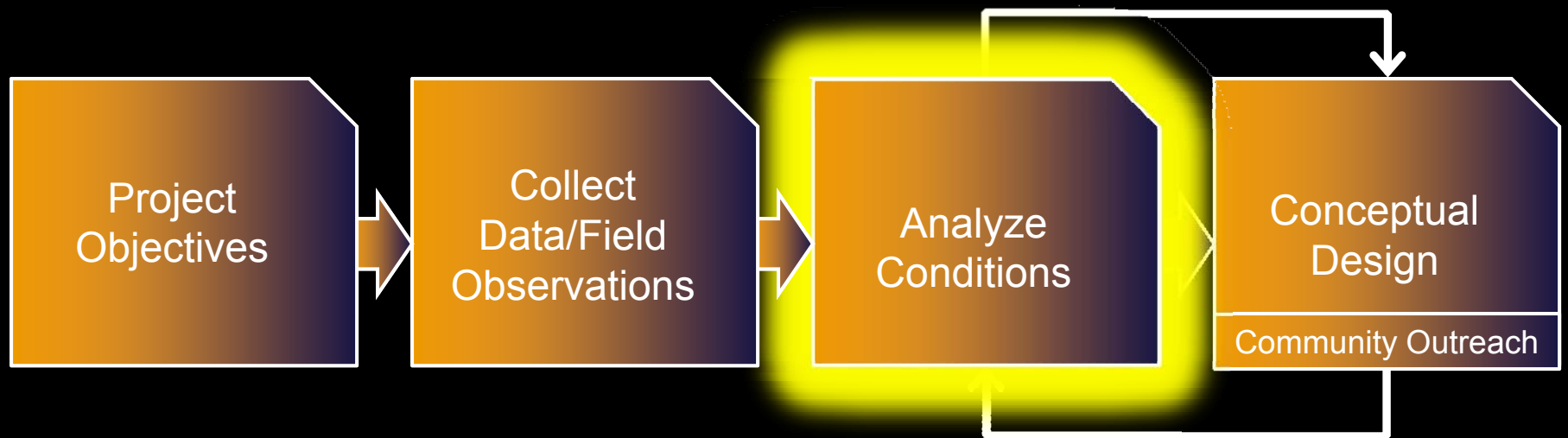


Traffic Pedestrian Crashes - April 2008 to December 2010



**Time Lapse Video from Gansevoort Street**





Traffic Study Program

# Analyze Conditions

- Analyze Existing Conditions
  - Traffic Operations (Weekday AM, Weekday PM, Friday Overnight, Saturday Midday)
  - Vehicle Crashes and Pedestrian Crashes
- No Build Conditions (2015, 2035)
  - Apply Growth Factor
  - Incorporate Future Developments
    - St. Vincent's Campus Redevelopment
    - Whitney Museum
    - Hudson Yards
- Build Conditions (2015, 2035)
  - Ongoing Analysis

# Level of Service

The Average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole. LOS is directly related to the control delay value.

## LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

LOS	Control Delay per Vehicle (s/veh)
A	$\leq 10$
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80



Phase A – Southbound Traffic

## Existing Signal Operations



Phase B – Northbound Traffic

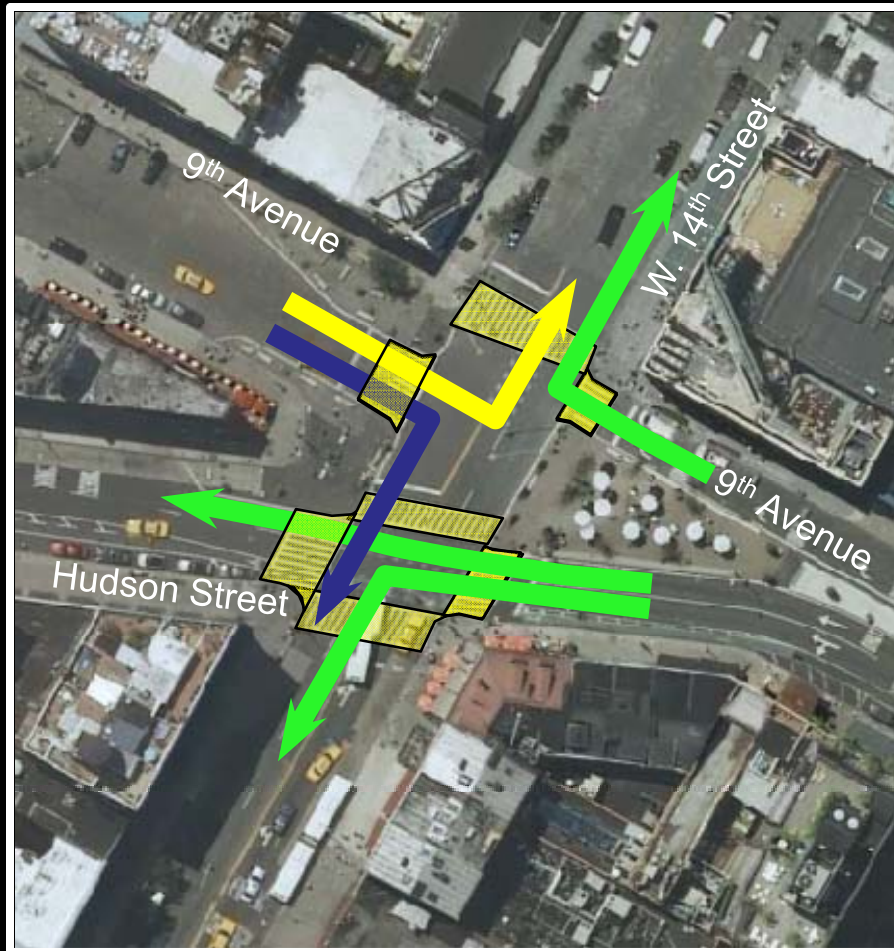
## Existing Signal Operations



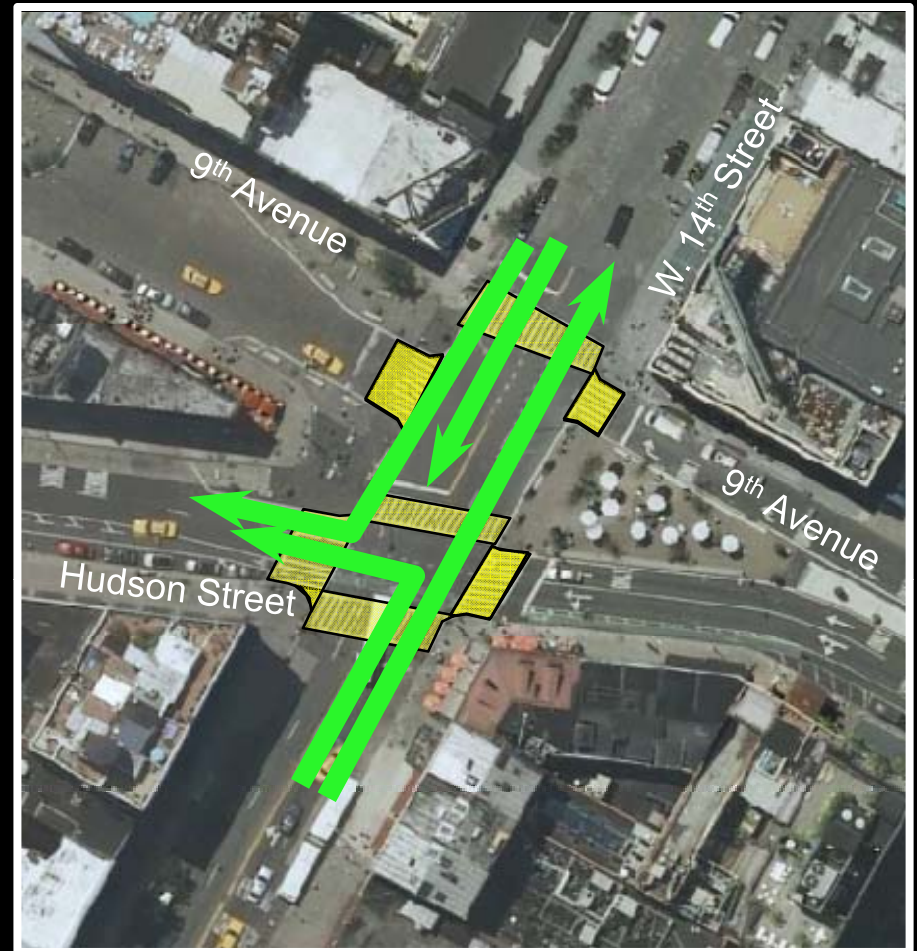


Phase C – Eastbound/Westbound Traffic

## Existing Signal Operations



Southbound/ Northbound Traffic







Eastbound/Westbound Traffic

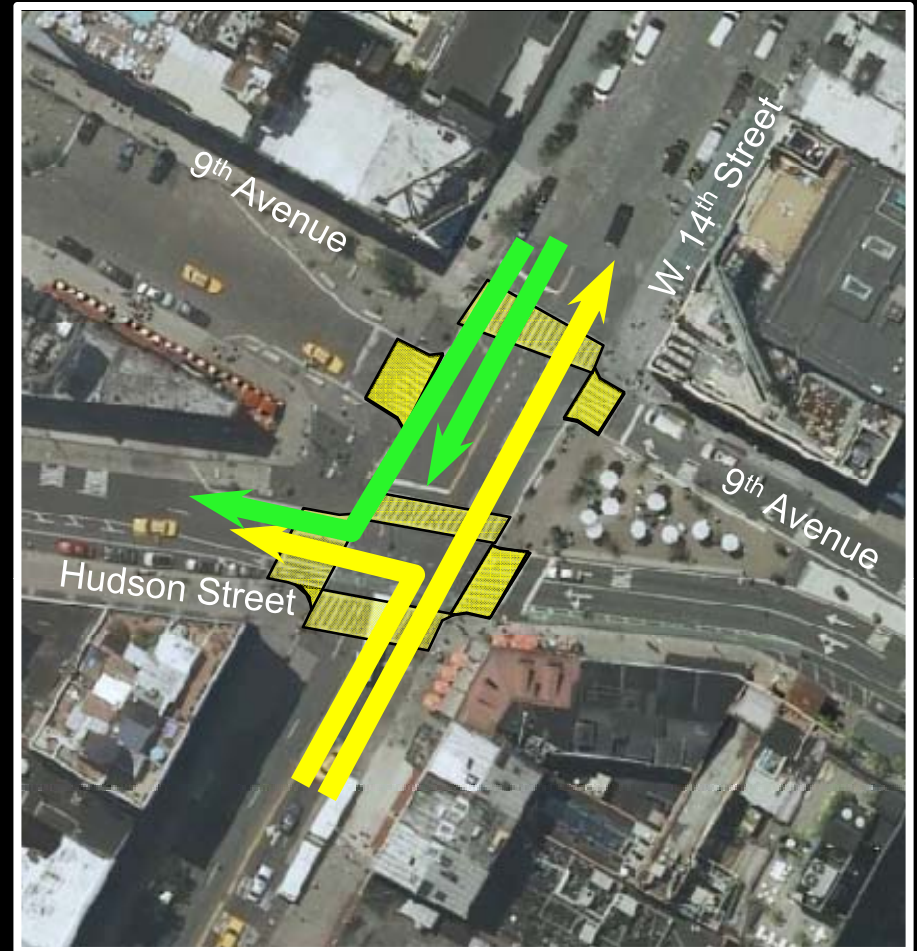
-  A-C
-  D
-  E
-  F

Existing Signal Operations – Weekday PM Peak



Southbound/ Northbound Traffic

-  A-C
-  D
-  E
-  F






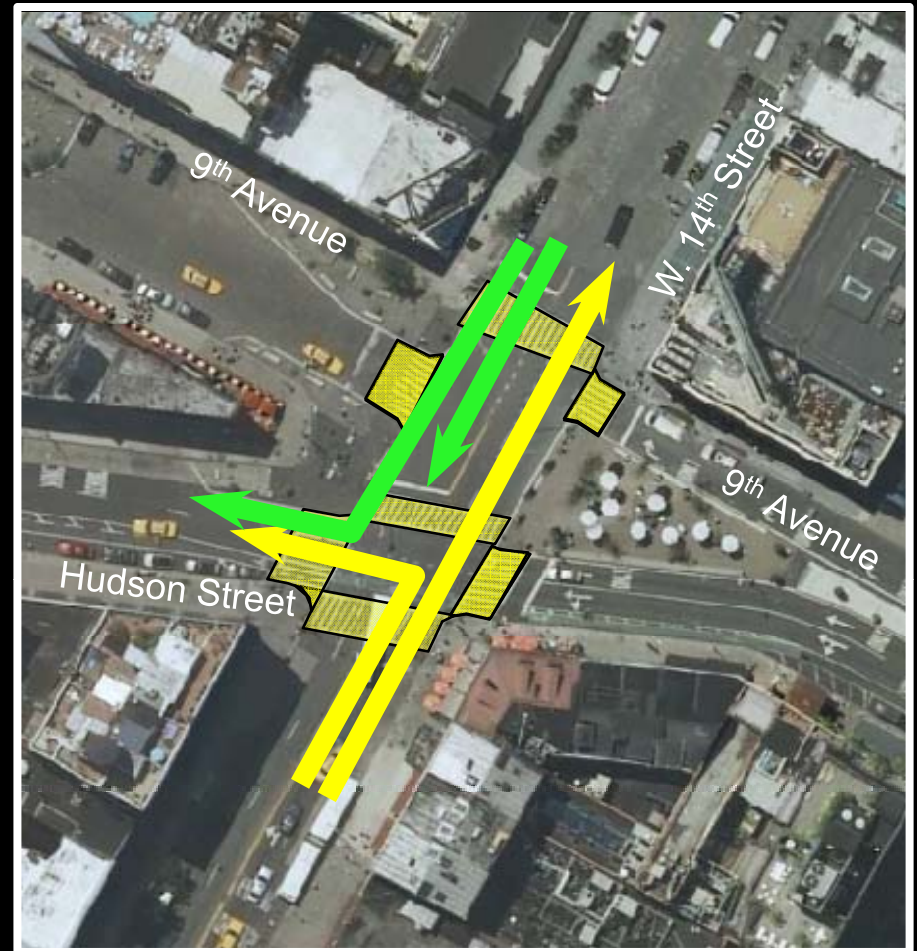
Eastbound/Westbound Traffic

Existing Signal Operations – Friday PM Peak



Southbound/ Northbound Traffic

-  A-C
-  D
-  E
-  F







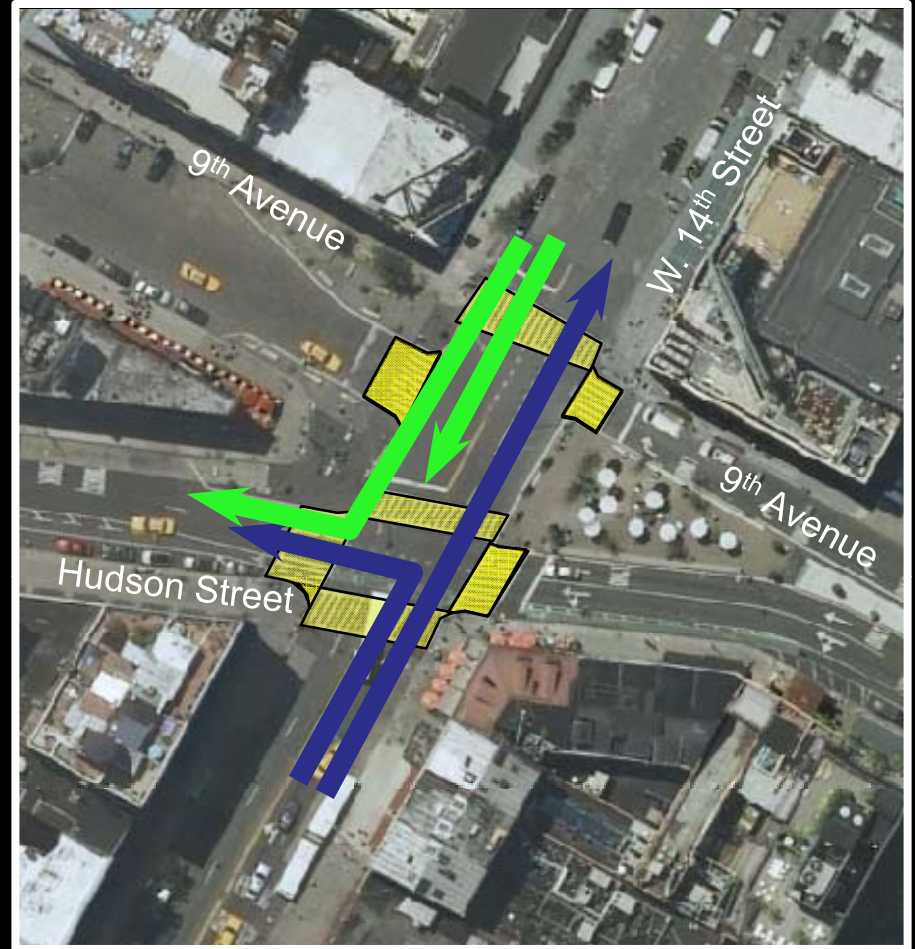
Eastbound/Westbound Traffic

2015 – Weekday PM Peak



Southbound/ Northbound Traffic

-  A-C
-  D
-  E
-  F







Eastbound/Westbound Traffic

2015 – Friday PM Peak



Southbound/ Northbound Traffic

-  A-C
-  D
-  E
-  F







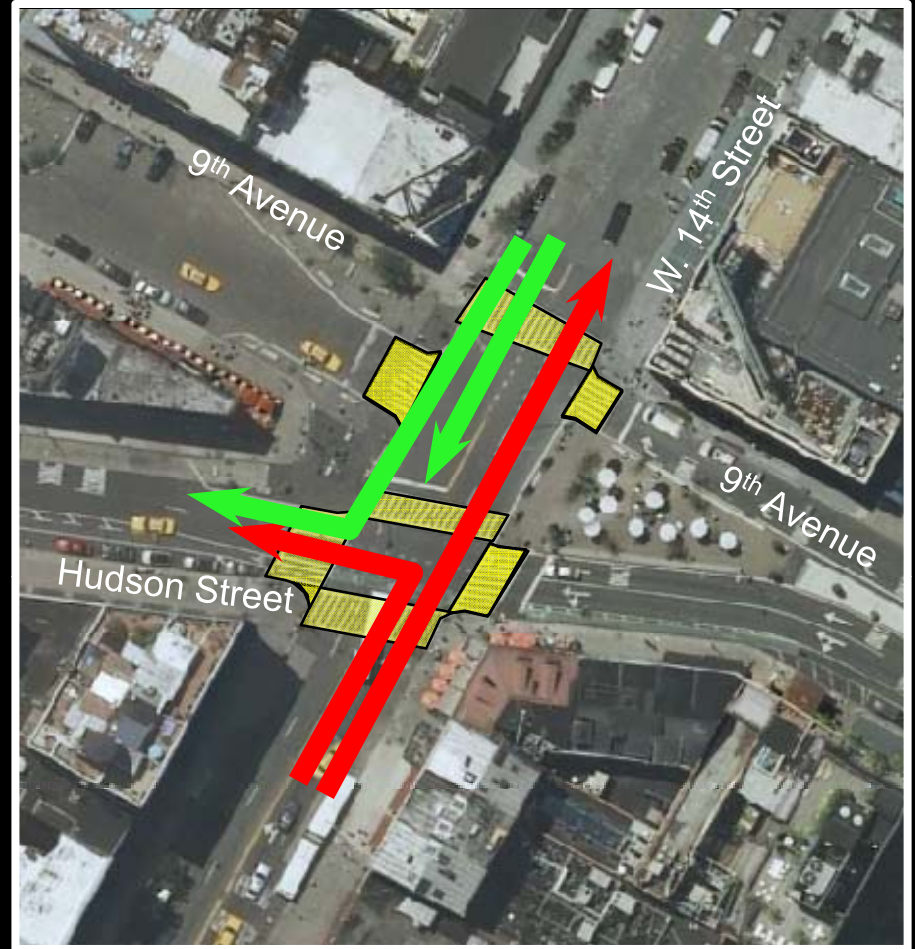
Eastbound/Westbound Traffic

2035 – Weekday PM Peak



Southbound/ Northbound Traffic

-  A-C
-  D
-  E
-  F







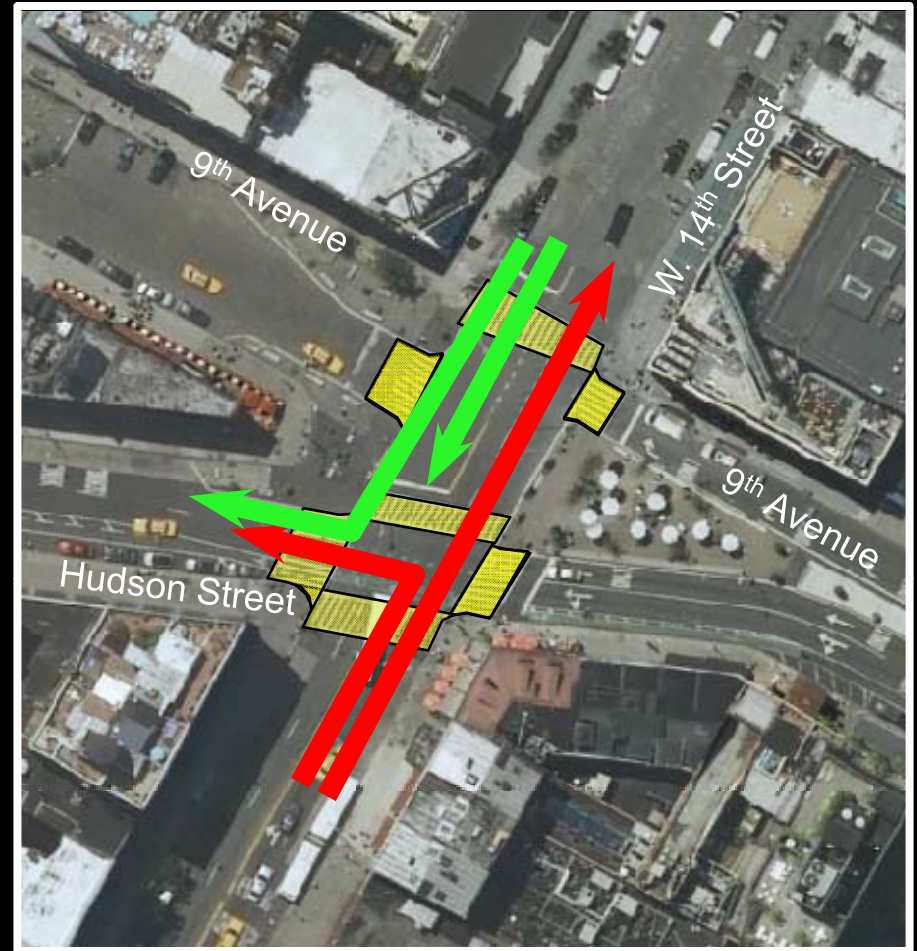
Eastbound/Westbound Traffic

2035 – Friday PM Peak



Southbound/ Northbound Traffic

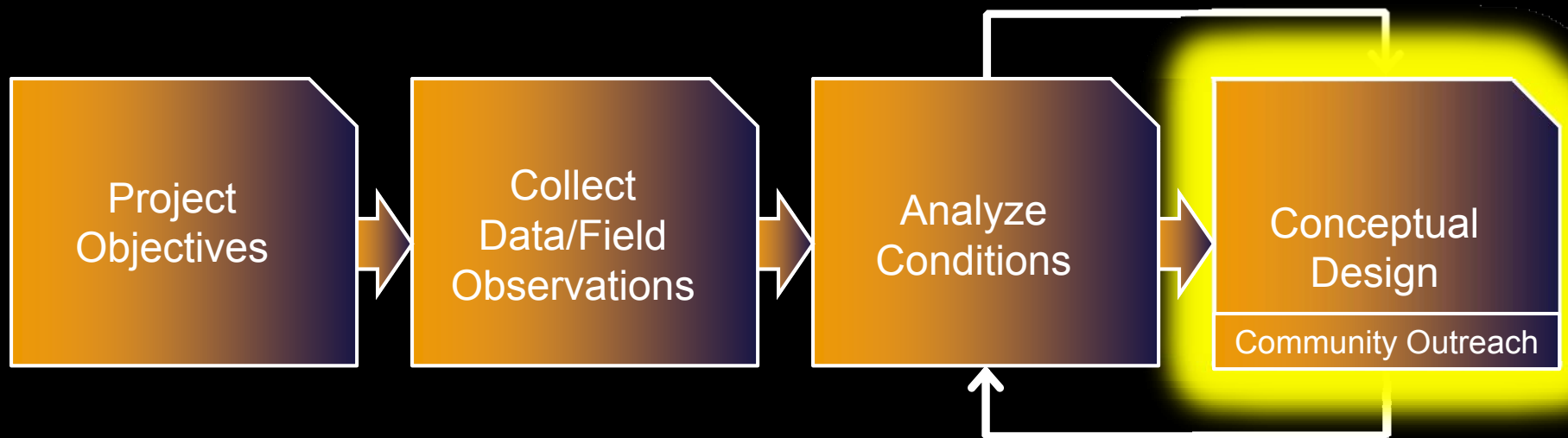
-  A-C
-  D
-  E
-  F



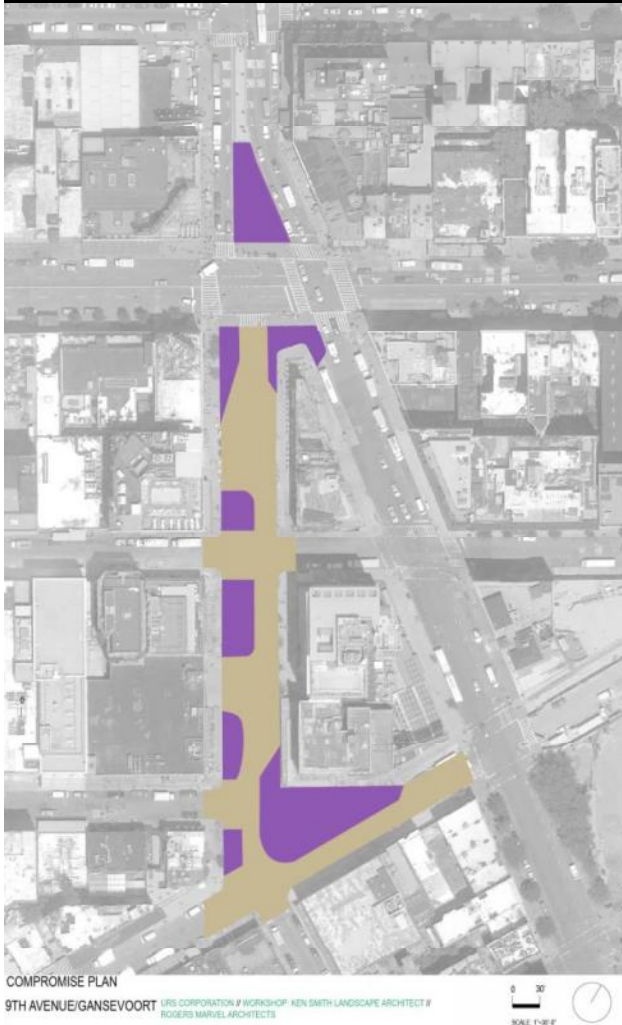
Eastbound/Westbound Traffic

2035 – Saturday Midday Peak

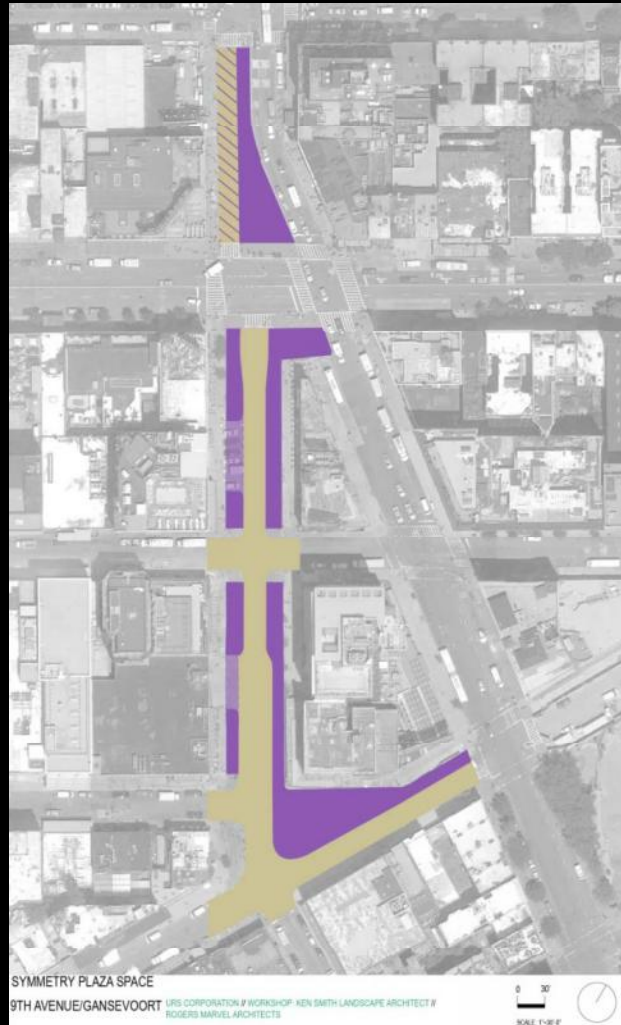




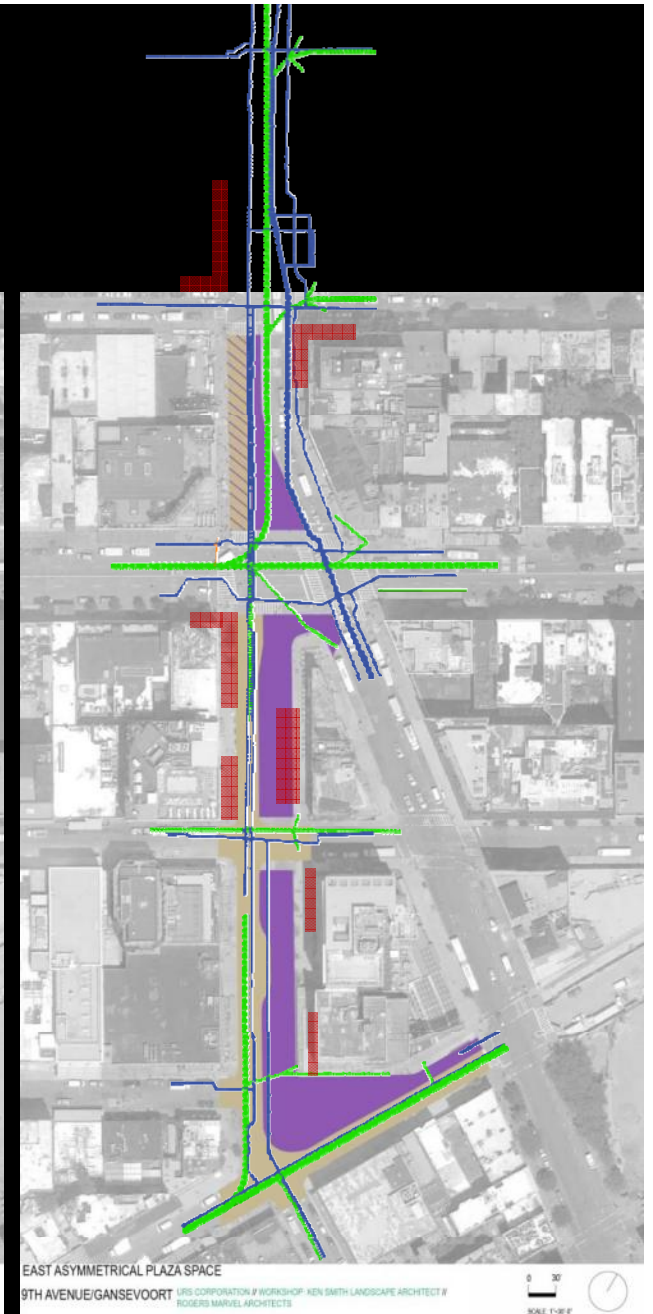
Traffic Study Program



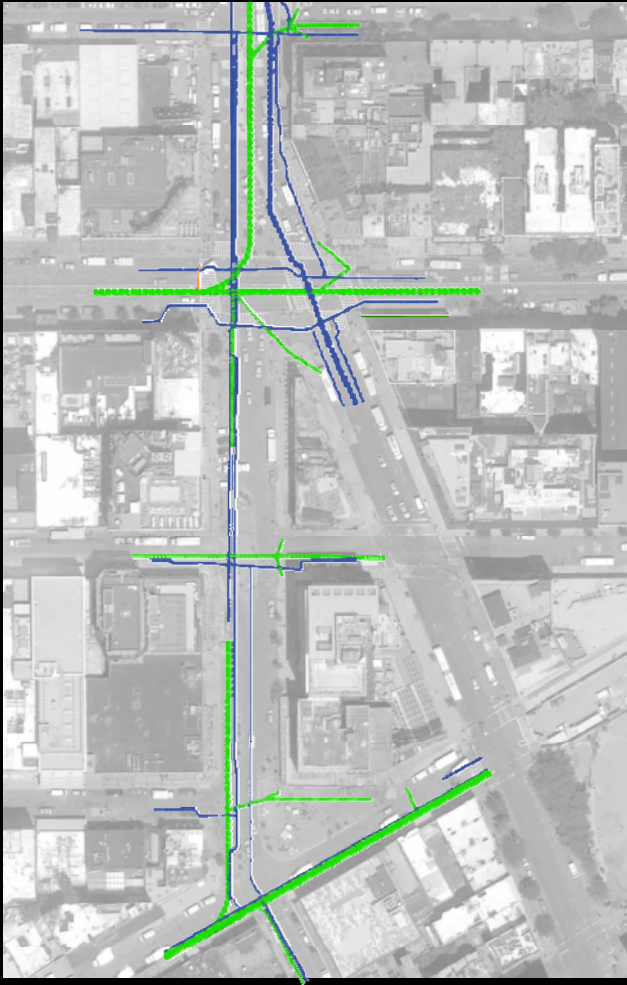
**Current Temporary Plan**



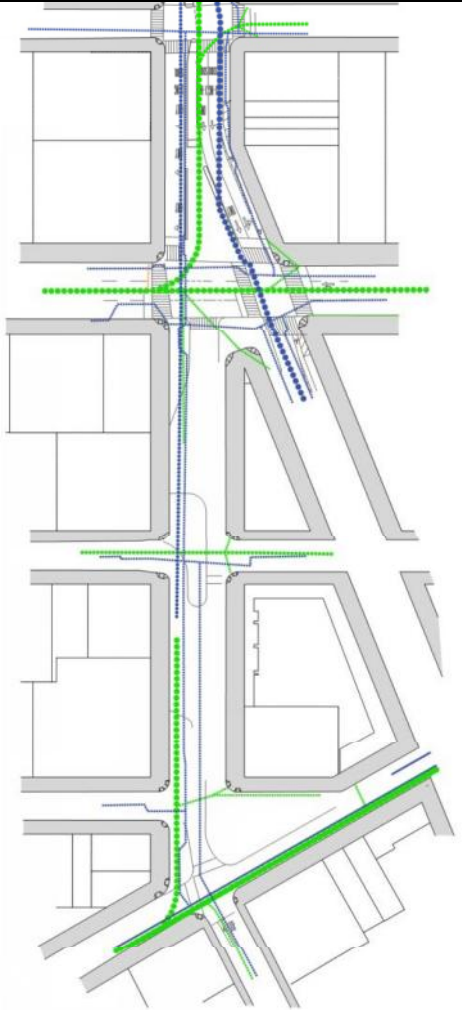
**Symmetrical Plan**



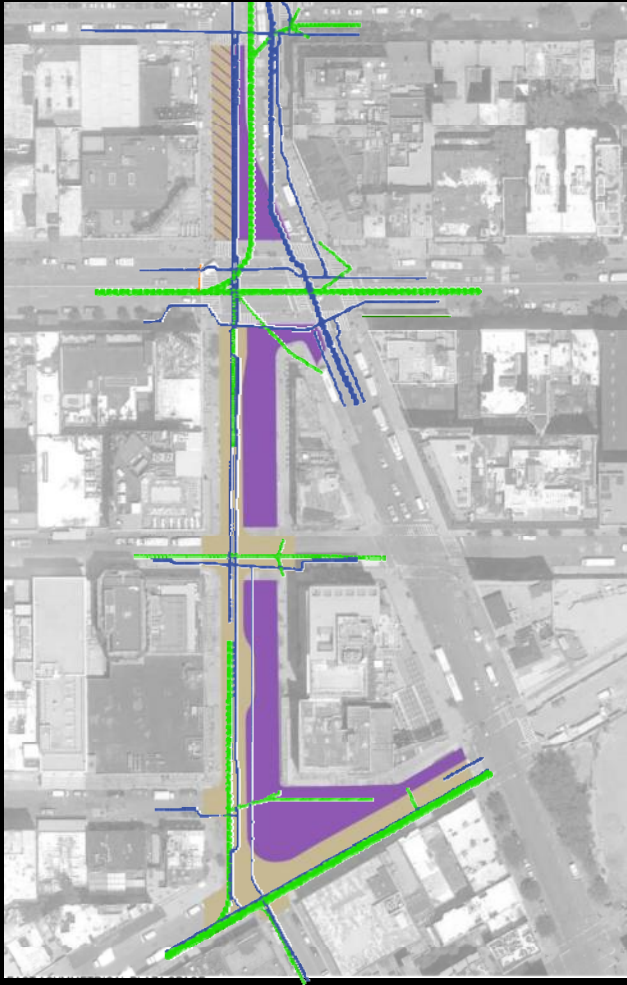
**East Asymmetrical Plan  
Preferred Design Option**



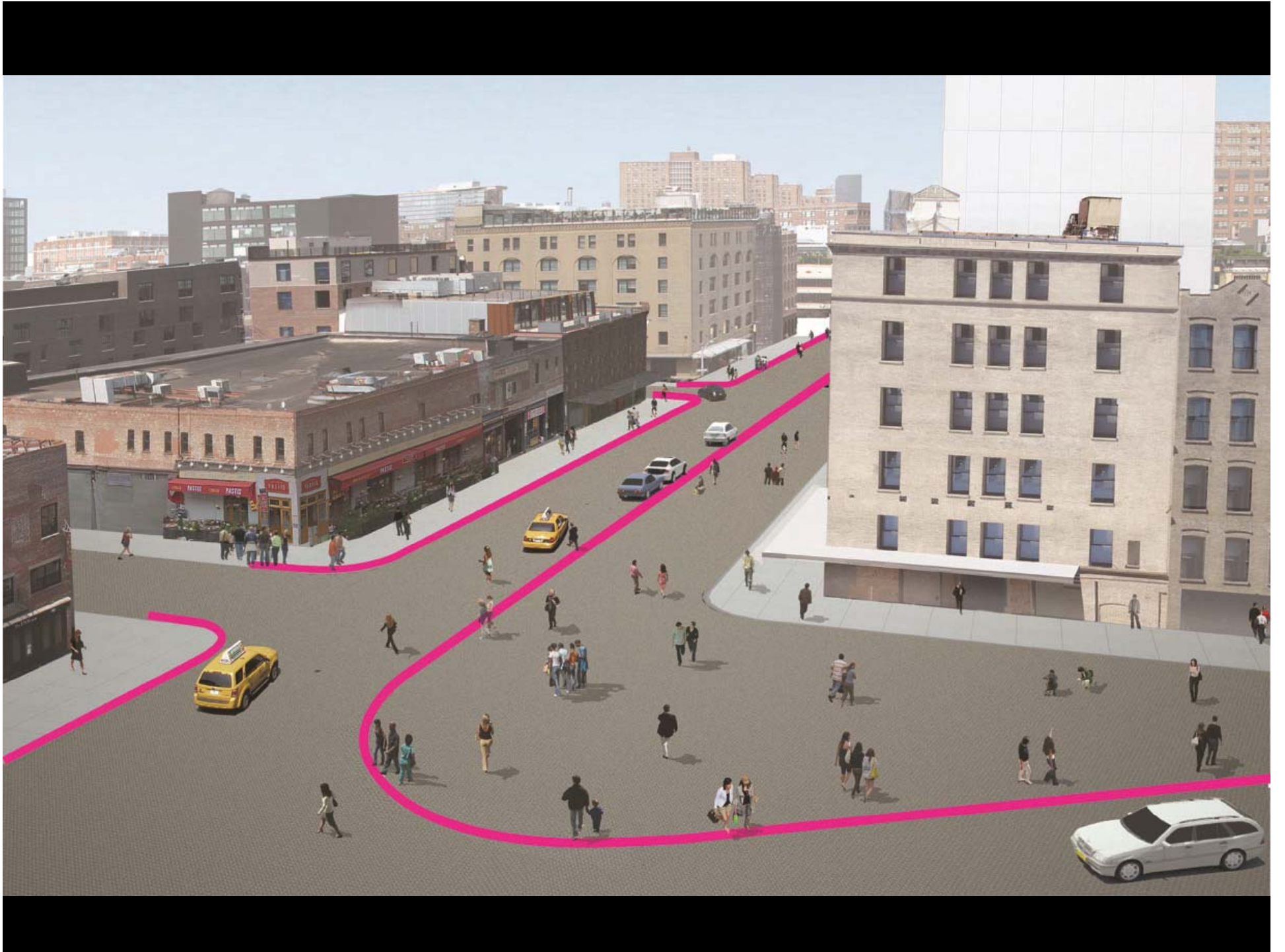
Utilities

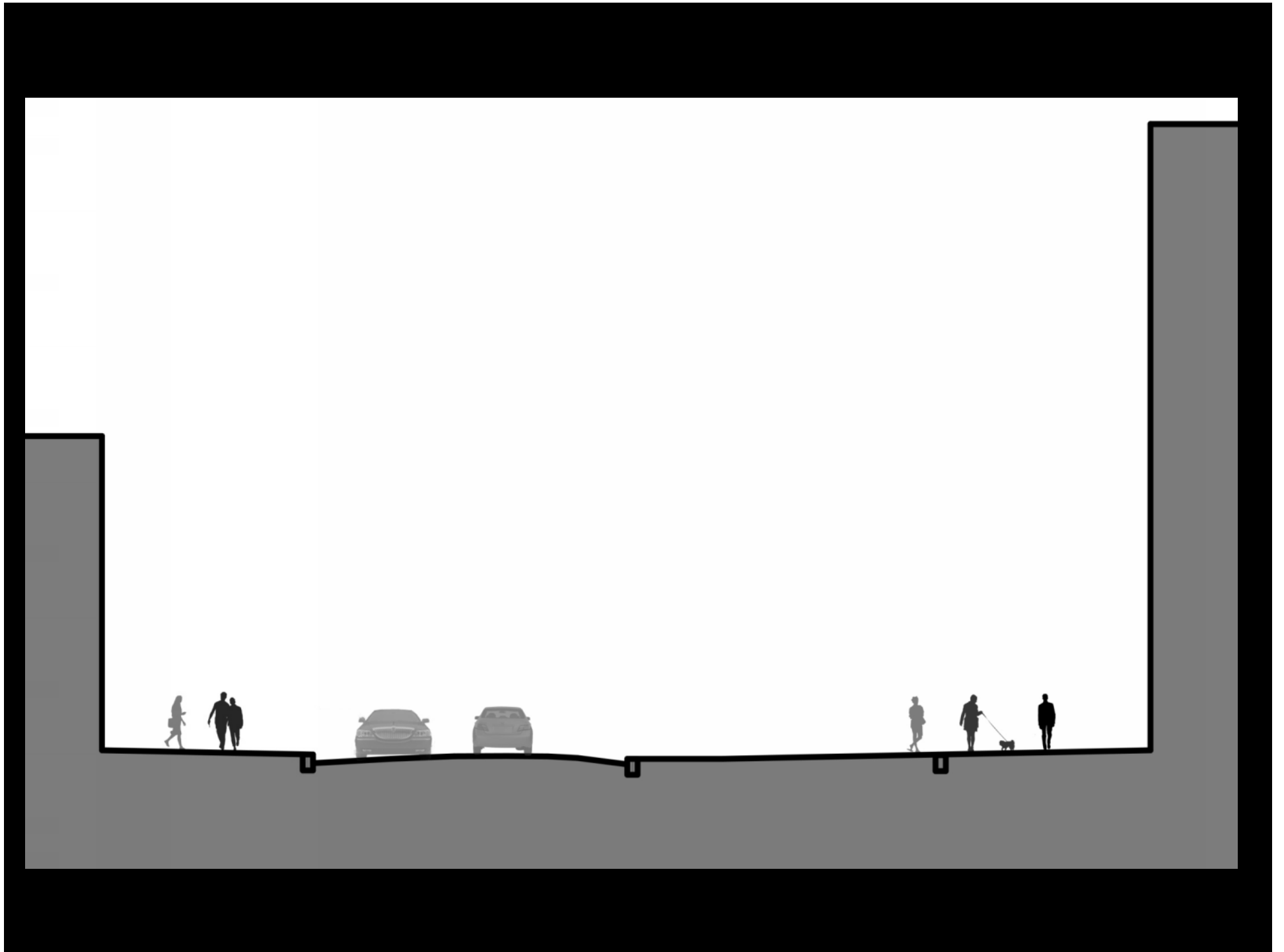


- Combined Sewer
- Water

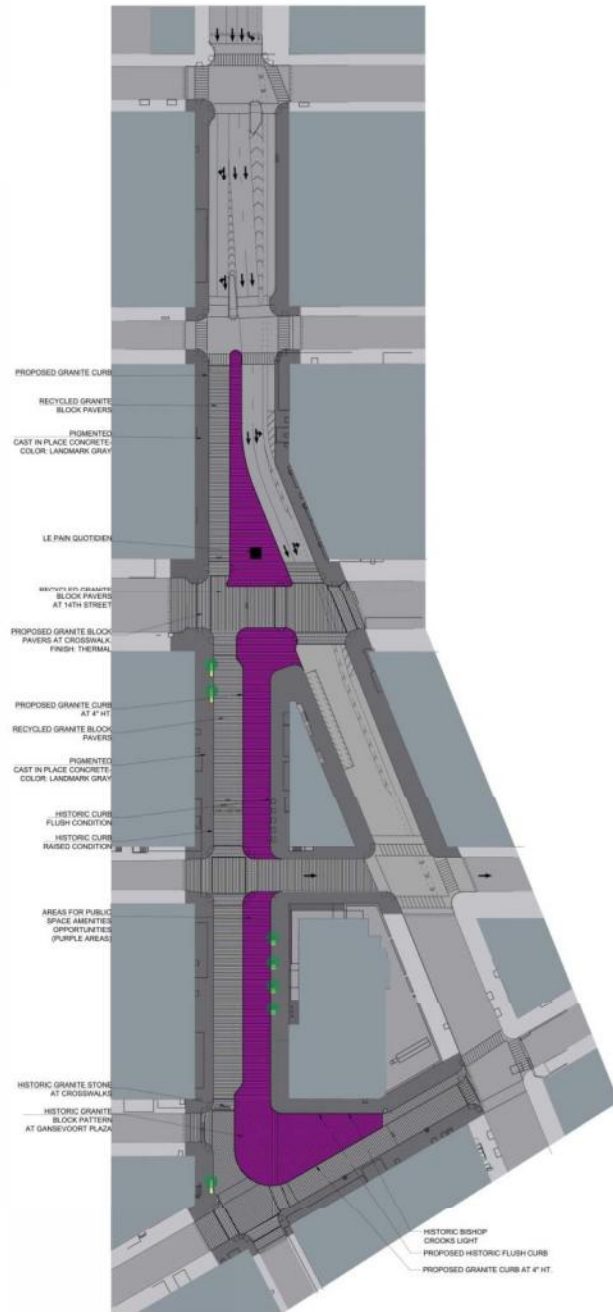


East Asymmetrical Plan









LANDSCAPE CONCEPT GEOMETRY PLAN:  
4" CURB WITH NO BOLLARDS



