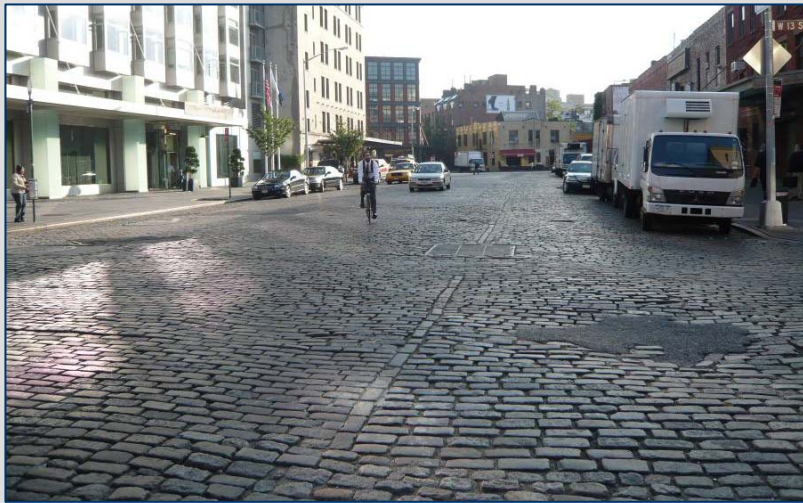


Gansevoort Plazas Interim Review



January 2009



Project History

- Community Request after 9 Ave & 14th Street Plazas
- PlaNYC & Gehl Supported
- Community Workshops Determined Design & Materials
- CB2 Resolution in Support
- May 2008 Implementation
- Continuous Monitoring/Upgrading

Before

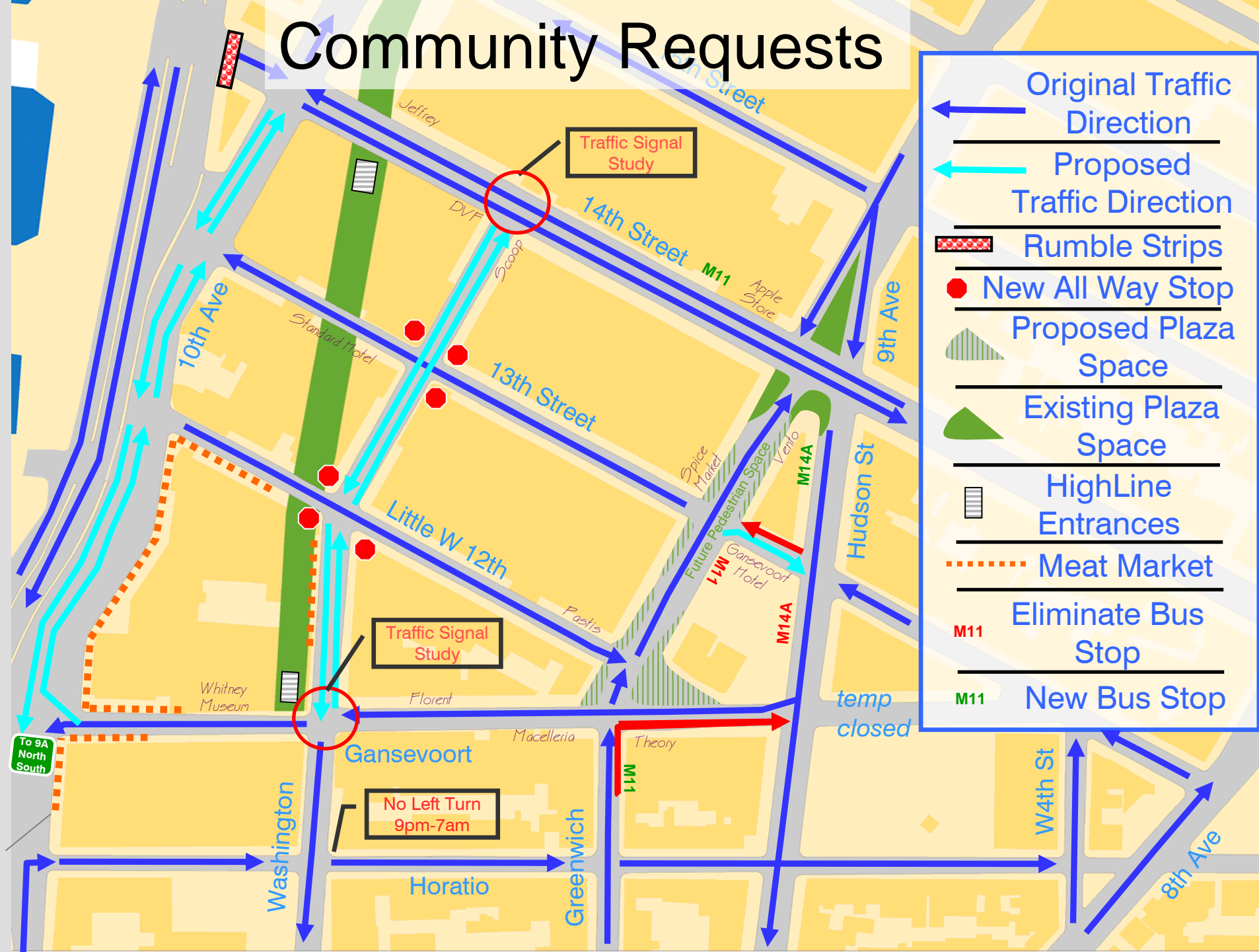


PROJECT GOALS

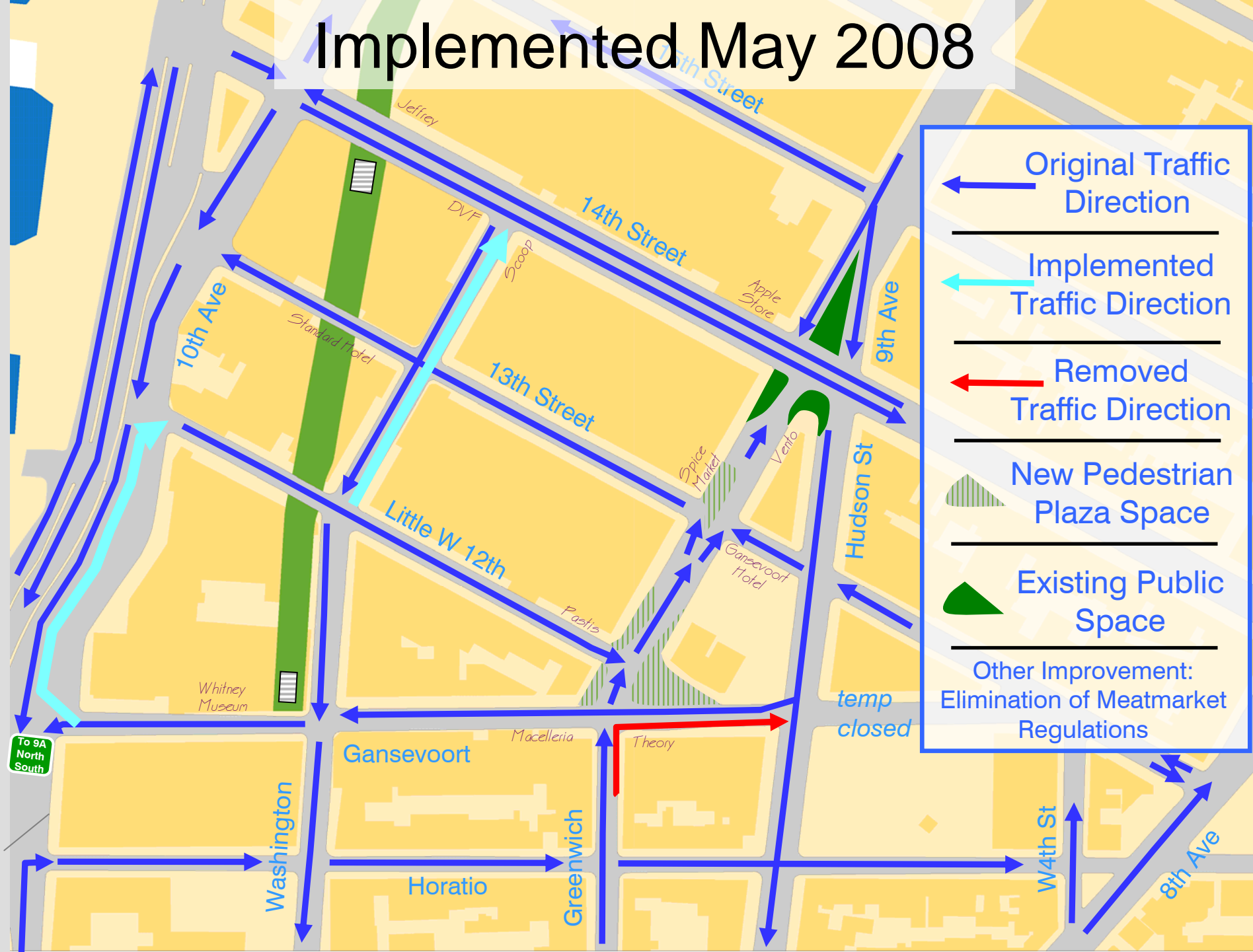
- Involve the public in decision-making
- Reshape iconic streets & spaces
- Extend night foot-traffic into day
- Increase pedestrian safety—reduce conflicts
- Bring High-Line greenery/public amenity down to the street
- Create platform for creative activities & events



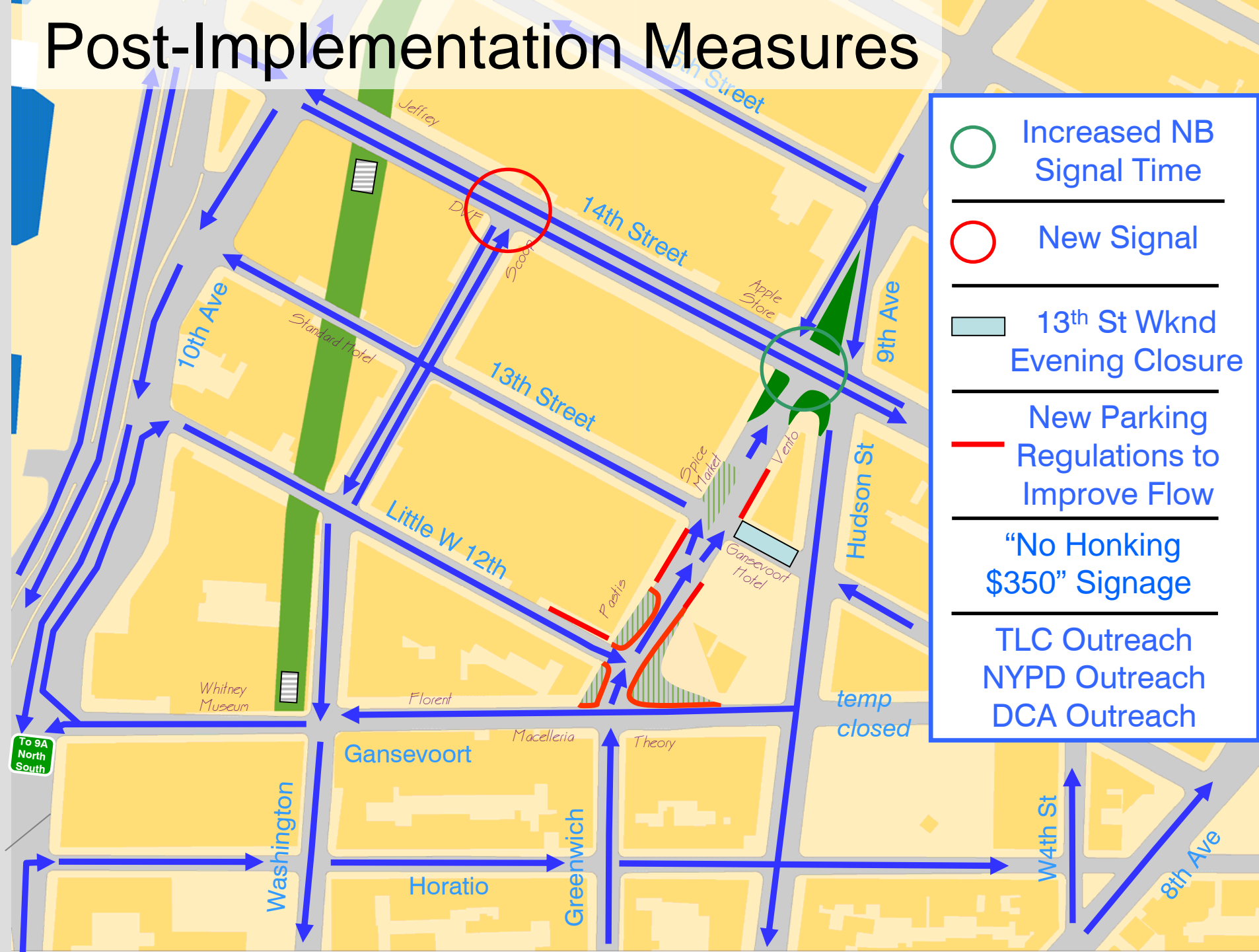
Community Requests



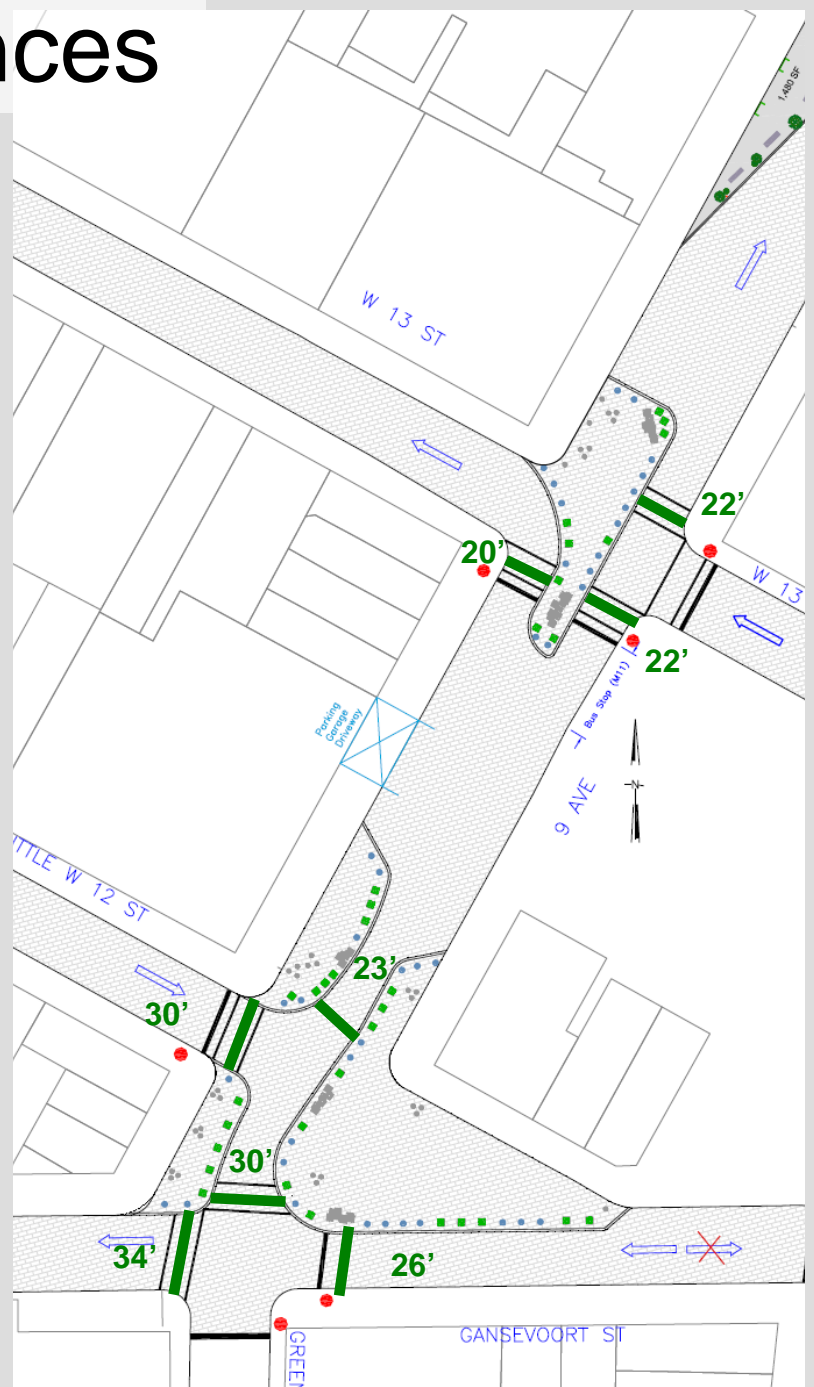
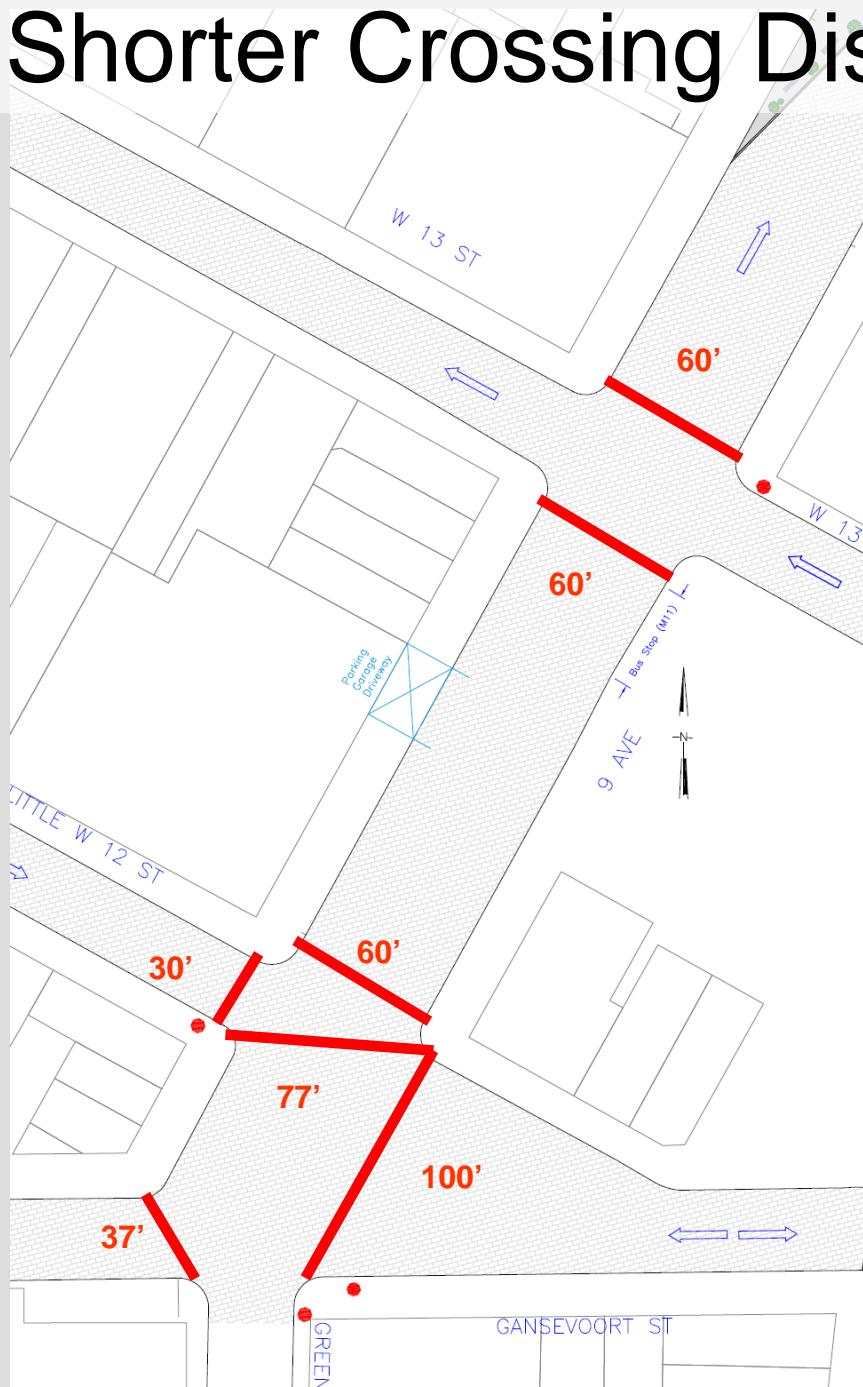
Implemented May 2008



Post-Implementation Measures

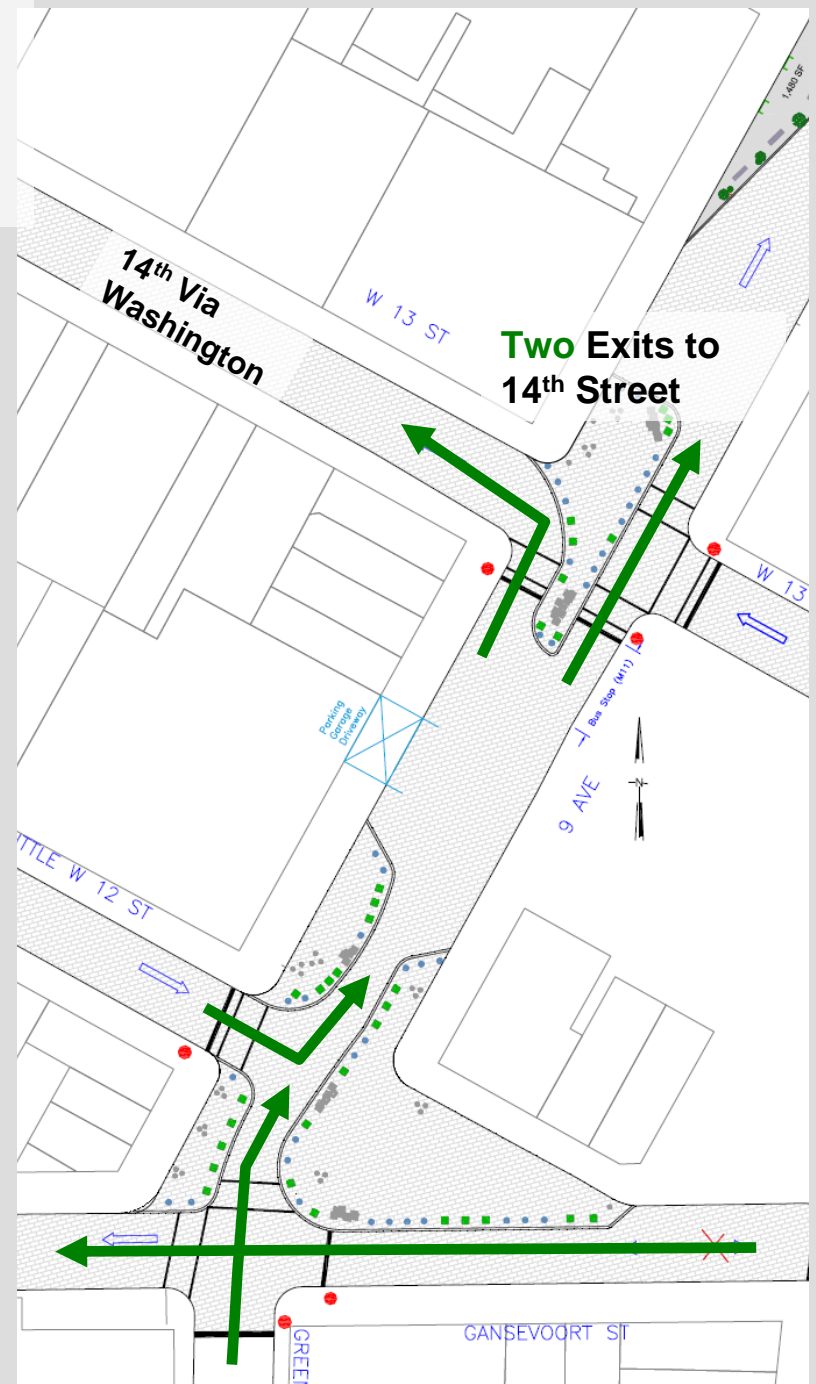
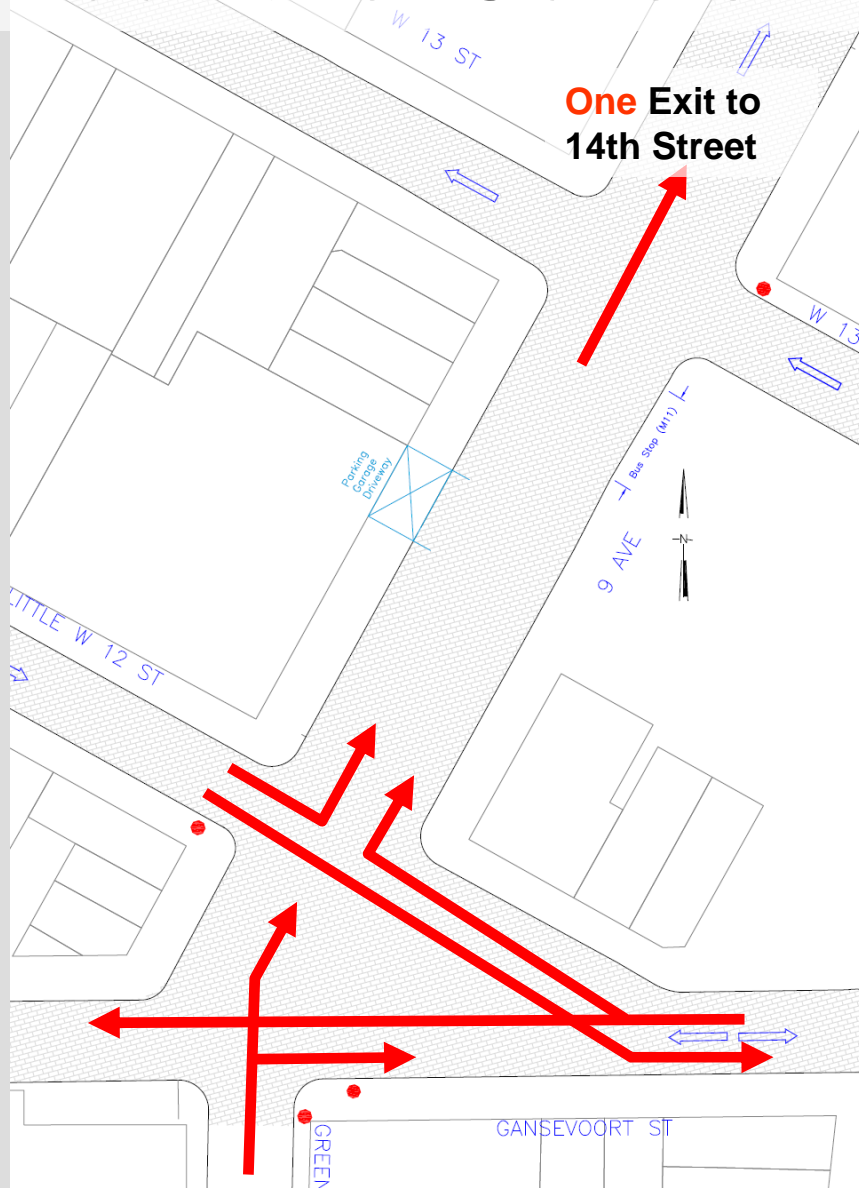


Shorter Crossing Distances



Organized Traffic Flow

Additional Outlets



Volume Study

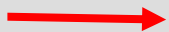
KEY:

Peak Hours
7AM/6PM/SAT 2AM

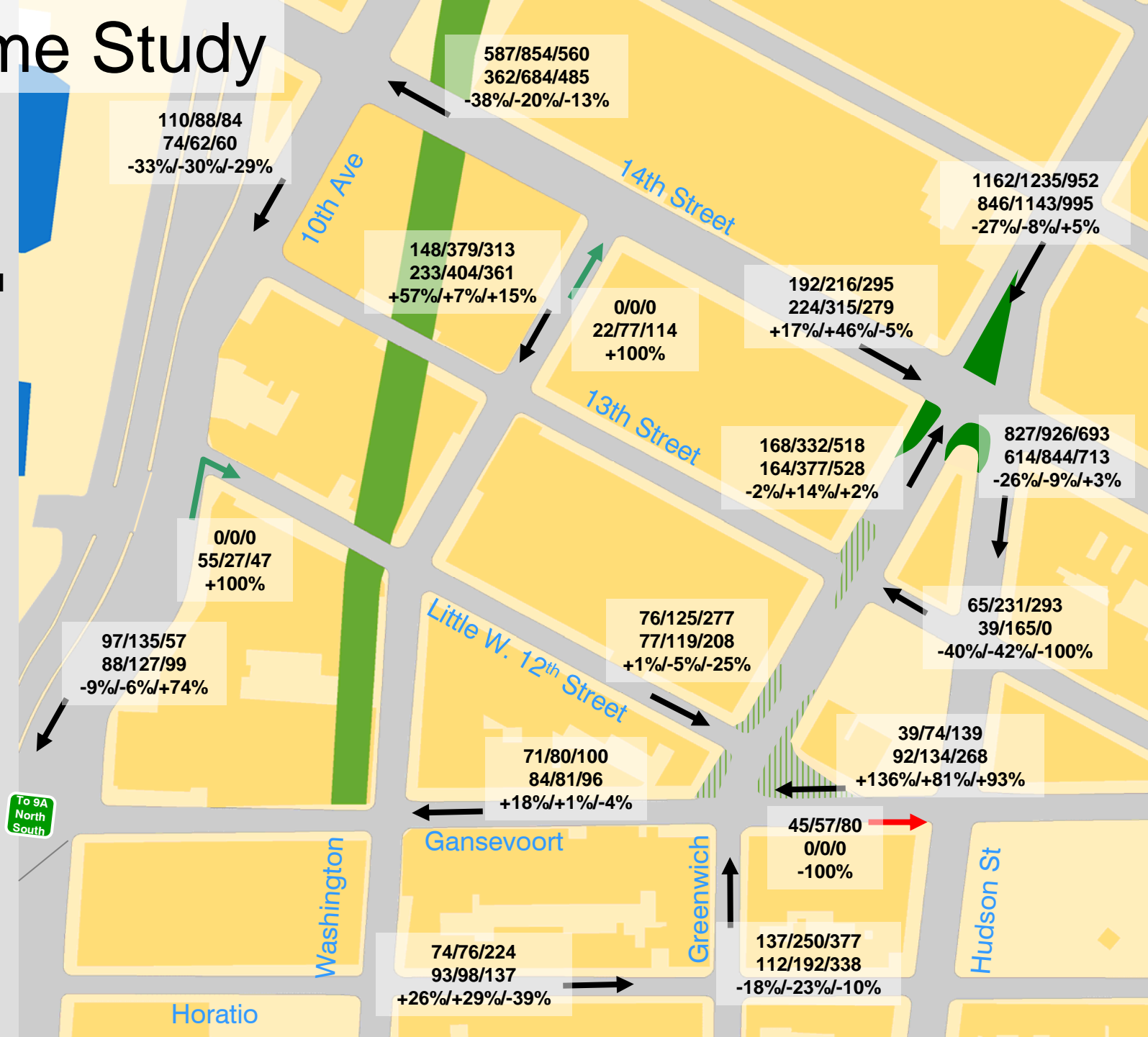
Before Volume
After Volume
% Change



New Direction



Removed Direction



To 9A
North
South

Before Data Collected:
Week of October 16, 2006
(November 9, 2007 for 10th
Avenue and Horatio Street)

After Data Collected:
Week of September 22, 2008

Traffic Volume Highlights

Operations:

- Change in volumes negligible
- Fewer vehicles from Greenwich Street in late weekend peak
- New exiting option: Washington St & 10th Ave
- New Washington Street outlet capacity for future volume

New Direction



Removed Direction



To 9A
North
South

Washington

Little W. 12th Street

Gansevoort

Horatio

14th Street

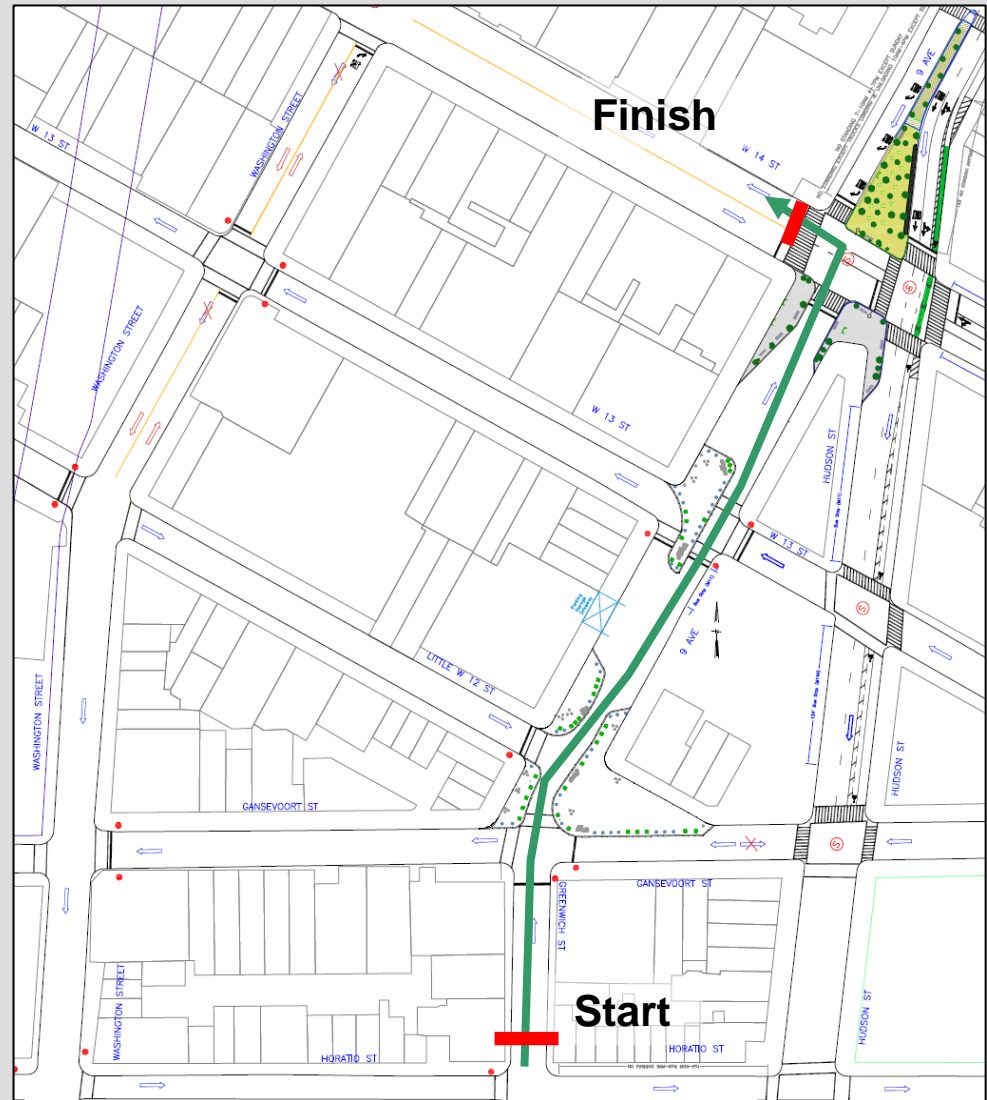
Hudson St

Central Zone
2 – 3 AM weekend:
Traffic volumes roughly + 3%

Travel Time Study

- Total Distance:
 - .17 miles

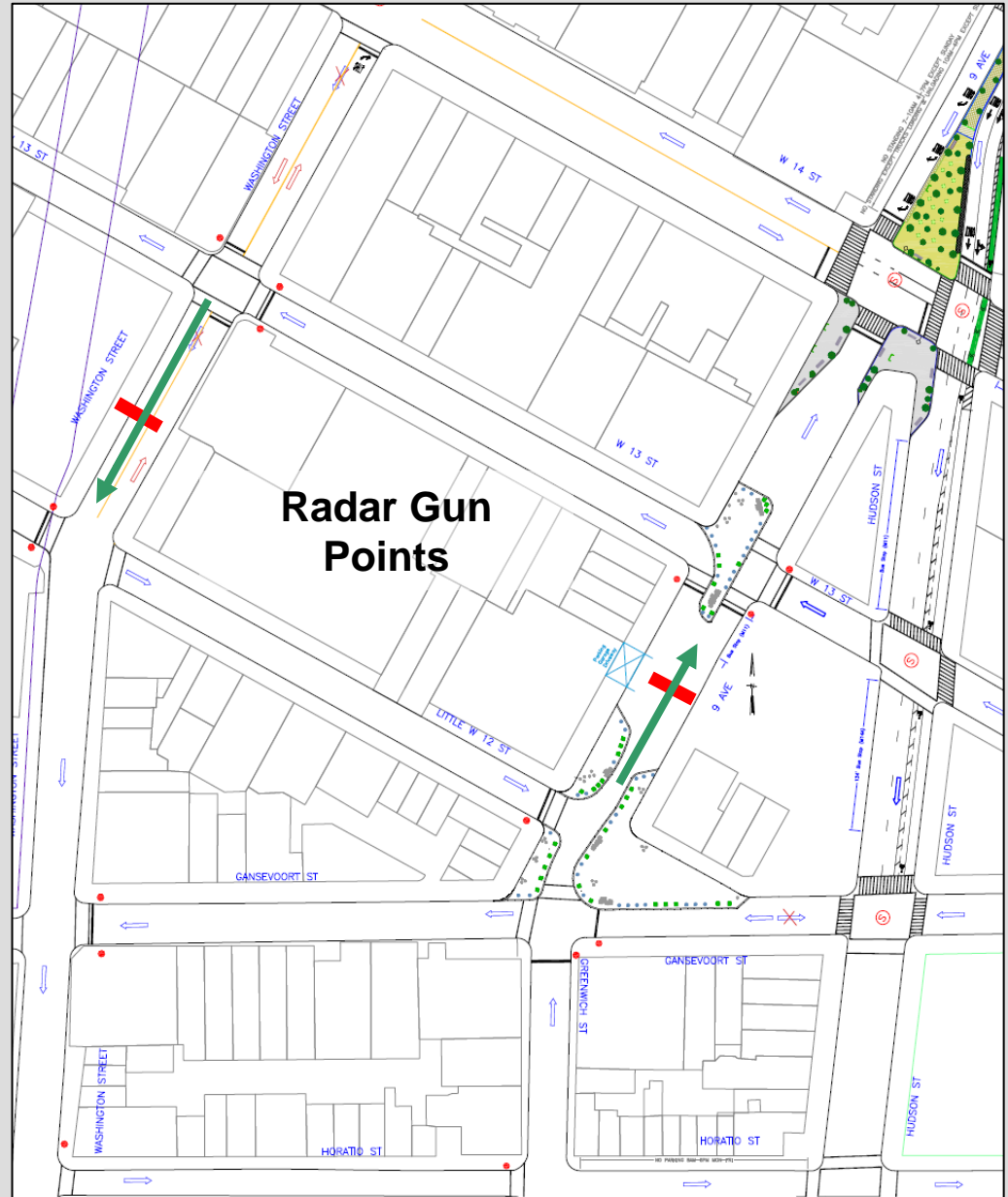
	Before	After
Weekday 5pm-7pm	1min:37sec 6.3MPH	1min:24sec 7.3MPH
Weekend 12am-2am	4min:44sec 2.2MPH	5min:33sec 1.8MPH



Speeding Study

- Data Collection Points:
 - 9th Avenue between Little W. 12th and W. 13th
 - Washington Street between W. 13th and Little W. 12th
- Hours:
 - Weekday 9am-11am

	Before	After
9 th Avenue	12.4 MPH	13.7 MPH
Washington Street	13.5 MPH	16.6 MPH

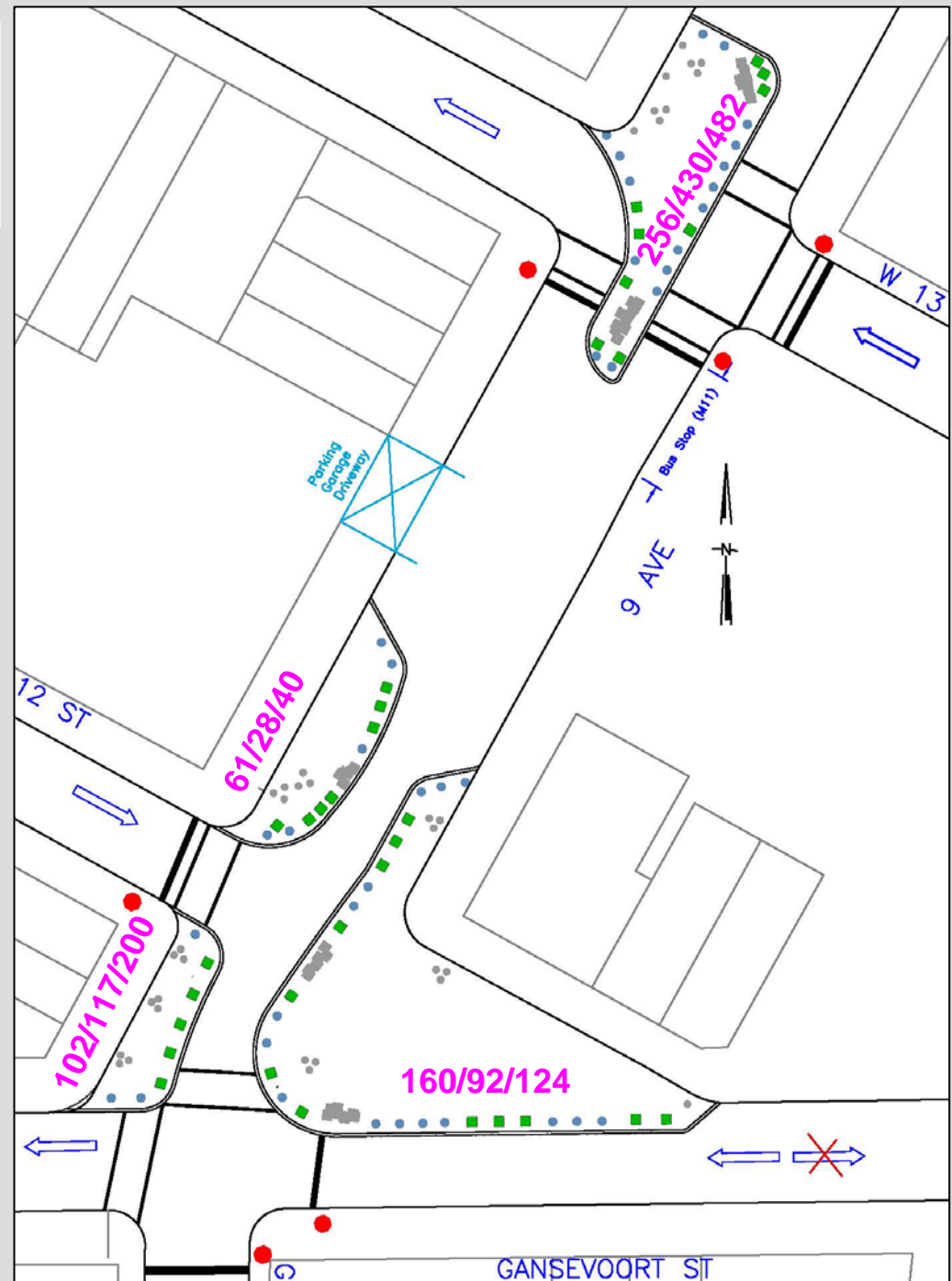


Pedestrians Entering Plazas

KEY:

Peak Hours

Noon/6PM/SAT 2AM



Data Summary

- **Volumes**

- Change in volumes negligible
- Fewer vehicles enter from residential neighborhood
- New Washington St northbound outlet capacity for future volume increase

- **Vehicle Speeds**

- Faster during 6 – 7 PM peak
- Slower during Weekend 2 – 3 AM peak, due to reduced travel lanes-increased volume
- Off-peak speeding not a problem before or after due to cobble-stones

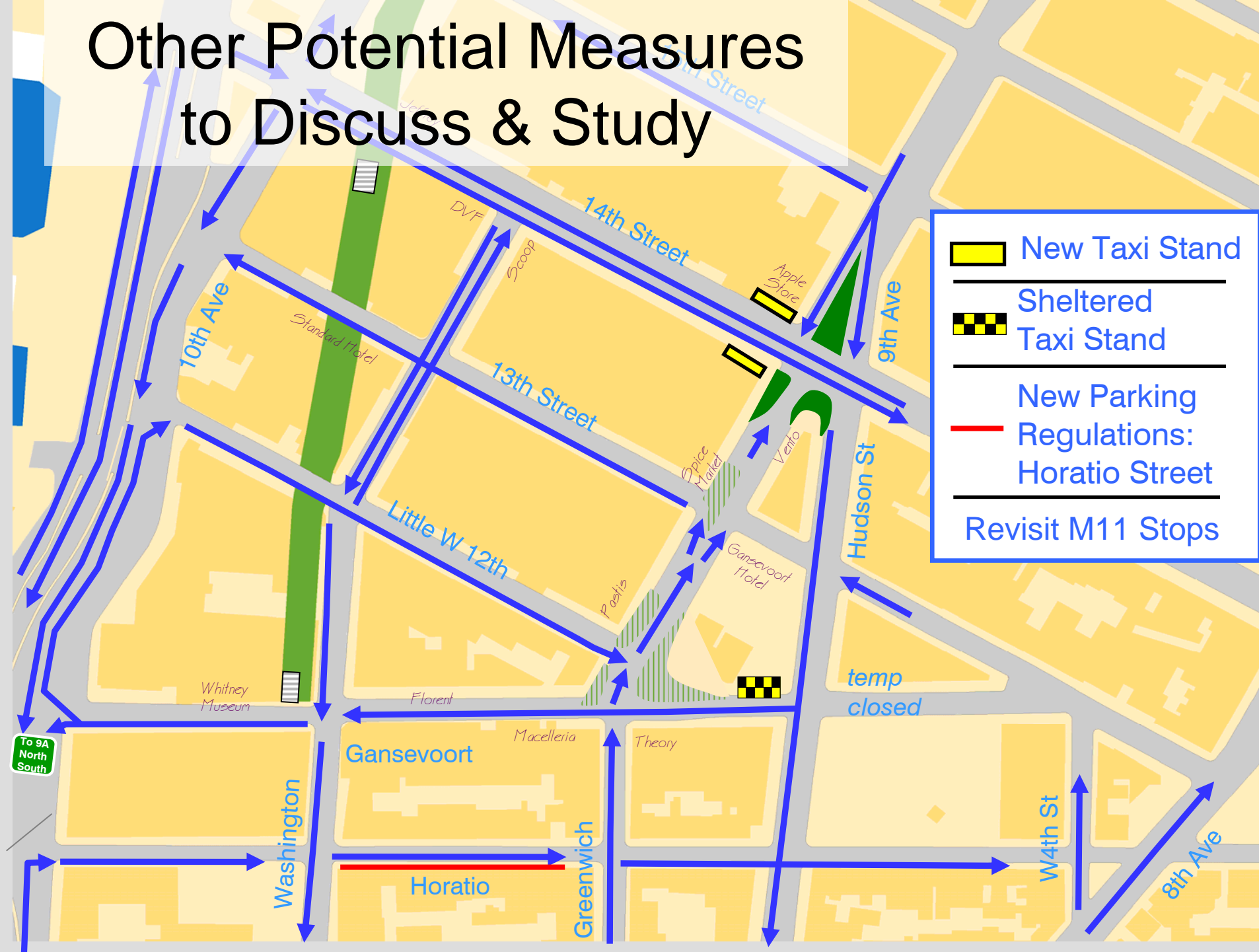
- **Plaza Usage**

- Pedestrian data does not show active use, only pass-throughs
- Pedestrian crossings shorter
- Pedestrian/Vehicle conflicts reduced

- **Other observations**

- Longer queues to enter plaza due to reduced travel lanes
- Reported late night honking increase
- 2-way Washington 10th Ave beneficial to network
- Police closure of 13th Street entrance reduces congestion
- Street vendors infiltrated plazas at night

Other Potential Measures to Discuss & Study





New bollard design?

Eliminate plaza/s?

Shrink plaza/s?

New or added furniture?

Uses & programming?

Other community ideas?

Capital Project Schedule:

Final design 7/09 – 6/10

Construction 7/10 – 6/11



What does the residential & business community hope to see...

Both night...



...and day.



Special thanks to...

The businesses who maintain their adjacent spaces & The Meatpacking District Initiative for plantings & additional clean-up



& you for caring enough to pay attention.

Added thoughts can be emailed to:
cchattergoon@dot.nyc.gov

