BACKGROUND

- Requested by Council Member Corey Johnson, CB 2, and Hudson Square Connection to conduct a comprehensive Transportation Study
- Improve safety for all street users
- Access, connectivity and circulation to major pedestrian generators/attractions
- Safer crossing and access to Hudson River Park
- Address congestion and queue spillback along major roadways leading to the Holland Tunnel
- Enhanced quality of life for area residents and businesses
STUDY AREA

Eastern Boundary
• 6th Avenue
• Greene Street
• Church Street

Western Boundary
• West Street

Northern Boundary
• Christopher Street

Primary Southern Boundary
• Canal Street

Secondary Southern Boundary
• Watts Street
• Leonard Street
STUDY OVERVIEW: EXISTING CONDITIONS

• Form Technical Advisory Committee

• Conduct outreach to stakeholders

• Identify issues and Early Action Items

• Collect data (Spring 2017)
  • Traffic counts
  • Crash history
  • Speed data
  • Signal timing
  • Physical inventory / field observations

• Perform quantitative assessment
  • Traffic flow networks
  • Traffic LOS analysis
  • Pedestrian LOS analysis
  • Bicycle network
  • Pedestrians
  • Bicycle counts and routing
  • Freight mobility
  • Parking
  • On- and off- street parking
  • Transit and tour bus operations
  • Safety
  • Signal warrant analysis

We are here.
QUANTITATIVE ASSESSMENT

Proposed Count and Analysis Locations for VISSIM / Synchro:
86 intersections
EARLY ACTION ITEMS

• Engage stakeholders to identify operational and safety issues

• Develop early action items that address safety, access and mobility

• Qualitative assessment and concept design

• Present early action items to stakeholders to receive feedback/input
Varick Street at Houston Street:
AFTER INSTALLATION OF PLANTERS (March 2017)
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Legend: Locations of Identified Issues
- Spots
- Areas
- Study Area Boundaries
- Primary Study Area
- Secondary Study Area
## Map and List of Issues Identified to Date

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<td>Pedestrian, Bicycle</td>
<td>Ms. Terri Cude, CB2, TAC Meeting 3/13/17</td>
<td>Intersection of West Houston Street and West Street is a safety concern for pedestrians and bicyclists crossing West Street because of conflicts with heavy westbound Houston Street right turning vehicles. This intersection is of particular concern because of the high number of families, children, and recreational users seeking to access the sporting fields at Pier 40.</td>
<td>Investigate Leroy Street as a possible alternative route to cross West Street (Ms. Cude) Investigate Leading Pedestrian Interval (LPI) to cross West Street at Houston Street (Ms. Secunda, CB2)</td>
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<td>Southeast corner of the intersection of King Street and Hudson</td>
<td>Vehicle</td>
<td>Ms. Secunda, CB2, TAC Meeting 3/13/17</td>
<td>Vehicles often are in the path of the loading docks and trucks on the south side of King Street</td>
<td>Install neckdowns on the southeast corner of the intersection of King Street and Hudson Street, and on the southwest corner of the intersection of King Street and Varick Street, to direct vehicles away from the loading docks on the south side of King Street that are frequently occupied by trucks extending onto the roadway</td>
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HIGH CRASH LOCATIONS

- West 4th St / 6th Ave
- West Houston St / Varick St
- West Houston St-Bedford St / 6th Ave
- Broome St-Watts St / West Broadway
- Canal St / Varick St
- Canal St / 6th Ave
- Canal St / Church St-Greene St
STUDY OVERVIEW: FUTURE CONDITIONS ANALYSIS

• Identification of proposed developments in the area

• Identification of DOT’s operational and safety improvements in the area

• Mitigation measures identified in EISs

• Develop medium and long-term improvements

• Quantitative assessment and concept design of recommended improvements

• Present recommended improvements to stakeholders to receive feedback/input
POTENTIAL MEDIUM AND LONG-TERM IMPROVEMENTS

- Varick Street redesign
- Adding pedestrian crossing(s) across West Street
- Widening crosswalks, adding bulb-outs (reduce crossing distance)
- Adjusting signal timing and phasing
- Intersection improvements (e.g., Varick/7th/Clarkson/Carmine)
- Signal system upgrade to allow variable timings
- Message signs at critical roadways indicating travel times to river crossings
- Left-turn restrictions along Varick Street and Canal Street
- Reducing Tunnel traffic that uses Spring Street
- Improve bus access to Tunnel
STUDY SCHEDULE

• Tech Memo 1: *Issues Identification and Early Implementation Measures*
  • Summer 2017

• Tech Memo 2: *Existing Conditions & Future No-Build Conditions Analysis*
  • Fall 2017

• Tech Memo 3: *Future Build Analysis & Improvement Scenarios*
  • Winter 2018

• Draft Report:   
  • Spring 2018

• Final Report:   
  • Spring 2018
THANK YOU!

Questions?