West Side Manhattan Transportation Study

Public Meeting # 2, September 22, 2009, 6:00PM
Objectives of Meeting

- Provide an update on Existing Conditions Analysis

- Provide information about DOT Initiatives
  - Implemented Improvements
  - Potential Improvements

- Identify Next Steps

- Obtain Community Input
Status Update

- Data collection and analysis completed
- Community outreach – summaries of issues and input
- Business survey and analysis completed
- Draft Technical Memorandum #1 completed
- Implemented improvements
- Recommendations & short-term improvements
Study Area
EXISTING CONDITIONS
Issues

Planning Analysis Issues
- Demographics
- Land Use & Zoning
- Traffic
- Pedestrian & Bicycles
- Accidents & Safety
- Parking
- Transit
- Goods Movement

Community Issues
- Pedestrian safety
- Double parking
- Congestion
- Enforcement
- Truck traffic
Traffic and Transportation Analysis

**Prevailing Issues**
- Vehicular congestion
- High pedestrian volumes
- Truck activities
  - loading and unloading
- Double parking
Demographics

- Study area population: 107,607
- Number of households: 63,355
- Car ownership: 26%
- Journey to work mode share:
  - Auto – 9.7%
  - Transit – 70.4%

Source: 2000 Census
Land Use/ Zoning & Development Projects
Traffic Data Collection Plan
Traffic Capacity Analysis Results

- 17 intersection with LOS D or E
- 10 intersections with LOS F
Pedestrians

- Nine of twenty-six intersections had one or more crosswalks operating at LOS D or worse

- Broadway/West 60th Street was the most congested
Pedestrian Analysis Results
Bicycle Facilities

Bike Volumes (2008)
AM Peak Hour – 141
Midday Peak Hour – 57
PM Peak Hour - 227

Bikes Volumes (2008)
AM Peak Hour – 256
Midday Peak Hour – 125
PM Peak Hour - 338
Safety Analysis Results

**2006-2008**

- Four of 24 intersections averaged 10 or more accidents/year
- One intersection averaged five pedestrian accidents/year
## Parking – On and Off-Street

<table>
<thead>
<tr>
<th>On-Street Parking</th>
<th>Off-Street Parking</th>
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</thead>
<tbody>
<tr>
<td>Approx. 7,000 – 8,500 spaces</td>
<td>80 off-street parking facilities with 14,000 (approx.) spaces</td>
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<tr>
<td>On-street parking demand generally exceeds supply during the AM and Midday peak periods</td>
<td>Average cost per hour – approx. $9.50</td>
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<tr>
<td>Average cost per hour - $1.50</td>
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</table>
Off-Street Parking Facilities
Transit

- Eleven bus lines serve the study area

- Seven subway lines and eight subway stations are in the study area

- Each major north-south and east-west corridor is served by at least one bus line except West End Avenue north of West 72\textsuperscript{nd} Street
Multimodal Hubs
Goods Movement

- Eleven local truck routes
- No through truck routes
- Commercial parking concentrated below West 66th Street
Local Truck Routes
Commercial Parking

Legend
- **Commercial Parking**

**Land Use & Zoning**
- **Commercial**
- **Manufacturing**
- **Residential**
- **Study Area Boundary**
Business Survey Results

Of the 99 businesses surveyed:

- 66% not receptive to night deliveries
- 52% indicate that customers and employees walk or take mass transit
- 57% do not offer incentives to employees to take mass transit; 10% offered incentives
## Transportation Planning Issues

<table>
<thead>
<tr>
<th>Public Meeting</th>
<th>Business Survey</th>
<th>DOT Findings</th>
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<tbody>
<tr>
<td>(September 2007)</td>
<td>(Summer 2009)</td>
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<tr>
<td>▪ Curb space usage</td>
<td>▪ Night deliveries</td>
<td>▪ Congested Intersections</td>
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<tr>
<td>▪ Pedestrian safety</td>
<td>▪ Curb space needs</td>
<td>▪ Heavy pedestrian volumes at key locations</td>
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<tr>
<td>▪ Congestion</td>
<td>▪ Mass transit use</td>
<td>▪ Double parking</td>
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<tr>
<td>▪ Non-personal auto travel</td>
<td>▪ Parking meter use</td>
<td>▪ Inadequate loading/unloading</td>
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<td>▪ Quality of life</td>
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<td>▪ On-street parking shortfall</td>
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<tr>
<td>▪ Enforcement</td>
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<td>▪ Off-street parking underutilization during peak hours</td>
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</table>
DOT Initiatives

- Adjusted signal timing at more than 100 locations (June 2009)
- Ongoing installation of muni-meters (Columbus & Amsterdam Avenues)
- Installed new bus shelters
- Approved speed reducer (W. 61 Street between Amsterdam & West End Avenues)
- Removed bus layover on W. 62 St (Amsterdam & Columbus Avenues)
- Safe Routes to School – 3 schools
- Safe Streets for Seniors (began summer 2009)
- Possible street conversion – W. 66 Street between Amsterdam & West End Avenues
Increased Pedestrian Crossing Time

- West End Avenue (West 60\textsuperscript{th} – 81\textsuperscript{st} St)
- Amsterdam Avenue (West 60\textsuperscript{th} – 81\textsuperscript{st} St)
- Broadway (West 60\textsuperscript{st} – 81\textsuperscript{st} St)
- Central Park West (West 60\textsuperscript{st} – 81\textsuperscript{st} St)
- Columbus Avenue (West 60\textsuperscript{th} – 81\textsuperscript{st} St)
Safety Initiatives
Recently Implemented Improvements
Locations for Potential Improvements
NEXT STEPS
## Study Schedule

<table>
<thead>
<tr>
<th>TASK/YEAR</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
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<tr>
<td><strong>Project Initiation &amp; Literature Search</strong></td>
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<tr>
<td><strong>Data Collection</strong></td>
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<td><strong>Existing Conditions Data</strong></td>
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<td><strong>Public Involvement</strong></td>
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<td>TAC Meetings</td>
<td>6/15</td>
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<td>2/15</td>
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<tr>
<td>Public Meetings</td>
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<td>9/24</td>
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<td>9/22</td>
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<tr>
<td><strong>Analysis</strong></td>
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<td><strong>Existing Conditions Analysis</strong></td>
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<td>Tech Memo #1: Existing Conditions</td>
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<td>Future Conditions Analysis</td>
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<td>Develop/Evaluate Improvements</td>
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<td>Tech Memo #2: Future Conditions &amp; Recommendations</td>
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<td>Final Report</td>
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* Reports Released
Next Steps

- Release of Technical Memo 1 – Existing Conditions Analysis
- Conduct additional TAC and Public Meetings
- Complete Technical Memo 2 – Future Conditions with Recommendations
QUESTIONS AND ANSWERS