



# 9TH AVE - 50TH ST TO 34TH ST

## DESIGN CONCEPT FOR PEDESTRIAN IMPROVEMENTS

Manhattan Community Board 4

Dec 20, 2023



# CORRIDOR BACKGROUND

- 2011: NYC DOT installed a protected bike lane with mixing zones and pedestrian islands
- 2012: DDC began water main replacement which removed one travel lane during construction
- Fall 2021: Portion of 9<sup>th</sup> Ave bike lane repaved between 50<sup>th</sup> and 34<sup>th</sup> St
- 2022: In response to DDC completing roadway reconstruction, NYC DOT conducted and implemented street redesign from 50th St to 58th St. The project formalized the removal of one travel lane, expanded the east sidewalk, relocated the concrete pedestrian islands, and replaced the mixing zones with offset crossings.



9<sup>th</sup> Ave Super Sidewalk Installed in 2022

# CORRIDOR BACKGROUND

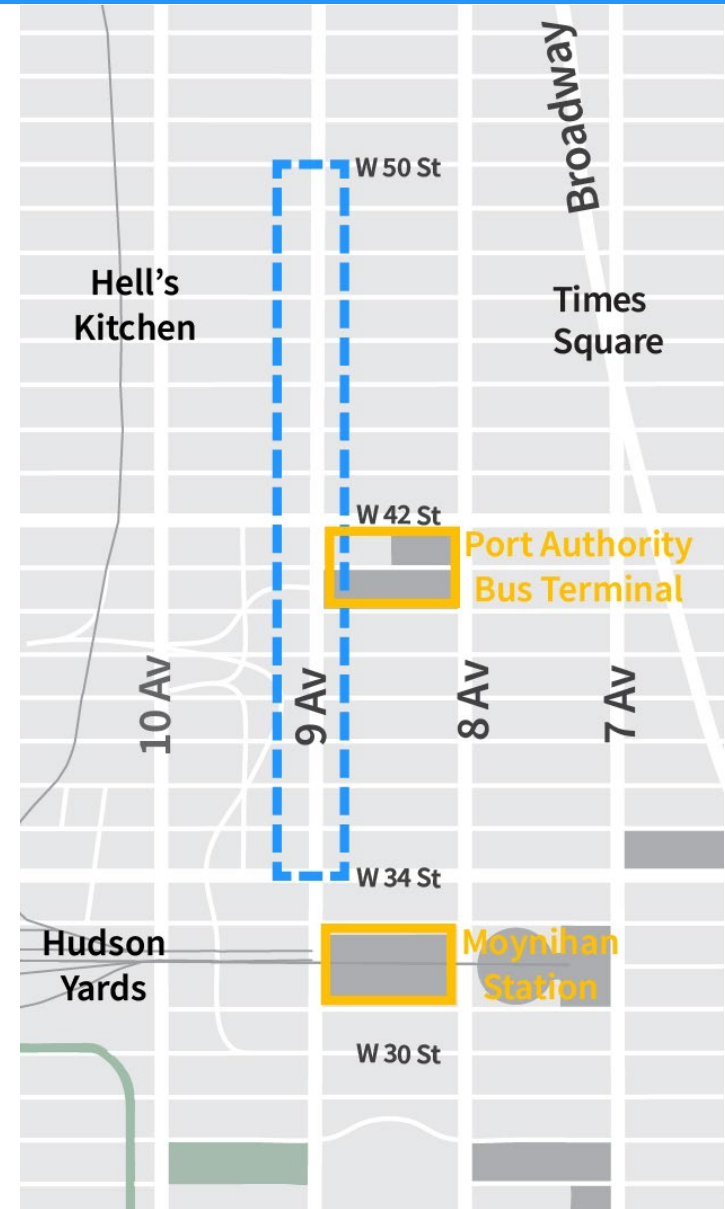
- NYC DOT is exploring the redesign of the rest of the corridor, from 50<sup>th</sup> St to 34<sup>th</sup> St.





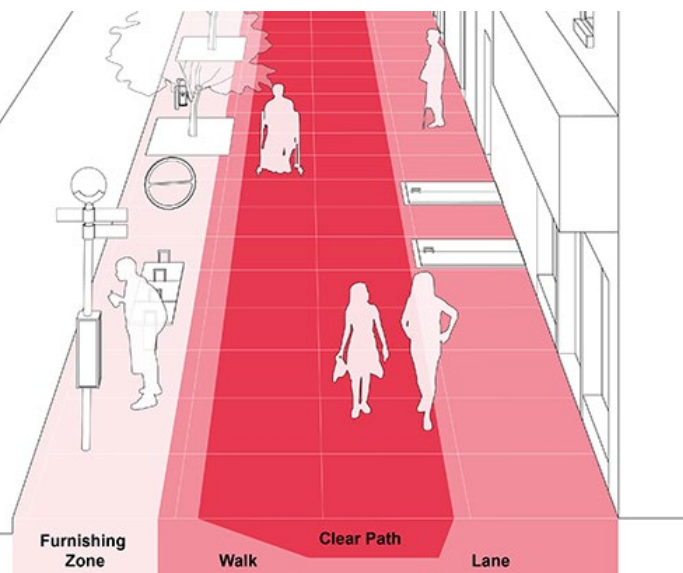
# 9<sup>TH</sup> AVENUE – 50<sup>TH</sup> ST TO 34<sup>TH</sup> ST

- High volume pedestrian area with many bars and restaurants
- Key bike route paired with 8<sup>th</sup> Ave
- Connection between Moynihan Station, Hudson Yards, and Port Authority Bus Terminal



# PEDESTRIAN MOBILITY PLAN

- The NYC Pedestrian Mobility Plan provides a holistic, data-driven framework to identify pedestrian needs and provide design guidelines.
- Based on anticipated pedestrian volumes, the Plan designates five types of streets in NYC.
- **9<sup>th</sup> Ave is a Regional Corridor**
  - Streets that have crowds of people passing each other
  - Concentration of pedestrian destinations or large-scale attractions that draw people from around the region
  - **The desirable sidewalk width for a Regional Corridor is 20'**



Corridor Category	Sidewalk Width	Furnishing Zone	Walk Lane	Clear Path
Baseline Street	8' +	3'	5'	4'
Community Connector	10' +	2'	8'	5'
Neighborhood Corridor	15' +	3'	12'	8'
Regional Corridor	20' +	5'	15'	12'
Global Corridor	25' +	5'	20'	15'

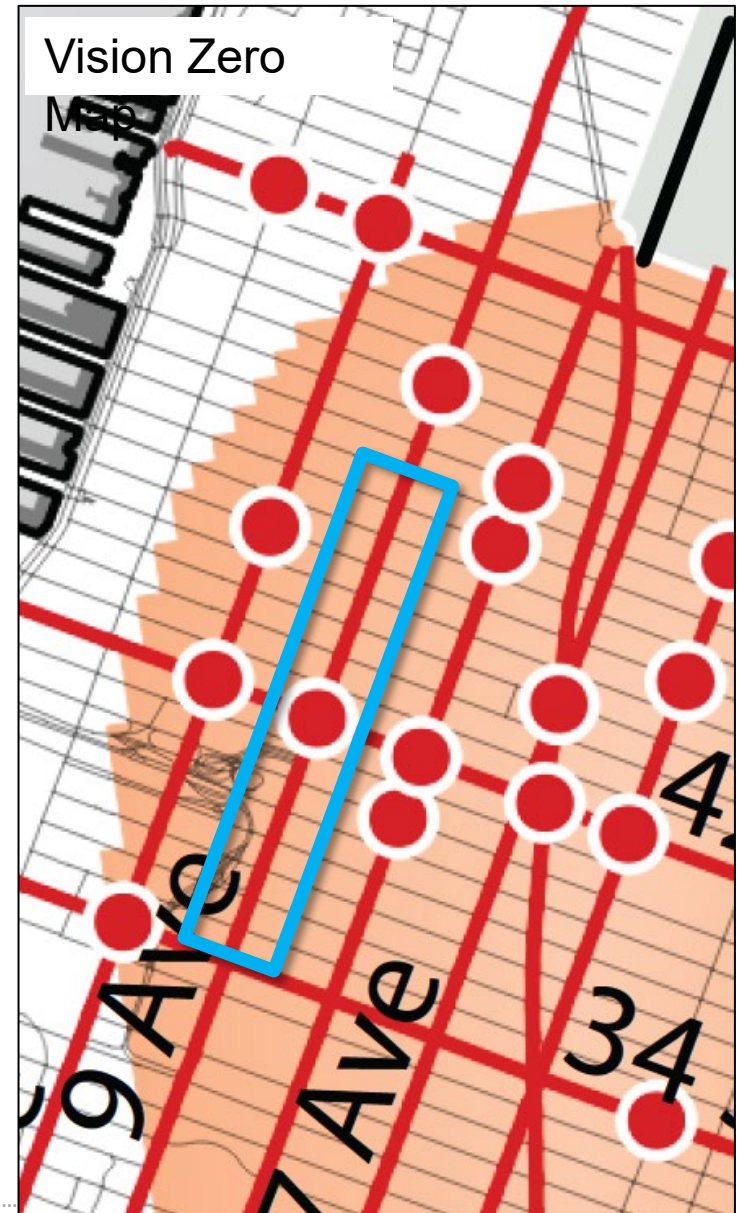
# 9<sup>TH</sup> AVENUE SAFETY DATA

9<sup>th</sup> Avenue is a Vision Zero Priority Corridor and is in a Vision Zero Priority Area.

## 9<sup>th</sup> Avenue – 50<sup>th</sup> St to 34<sup>th</sup> St

Injury Summary, 2018-2022 (5 years)

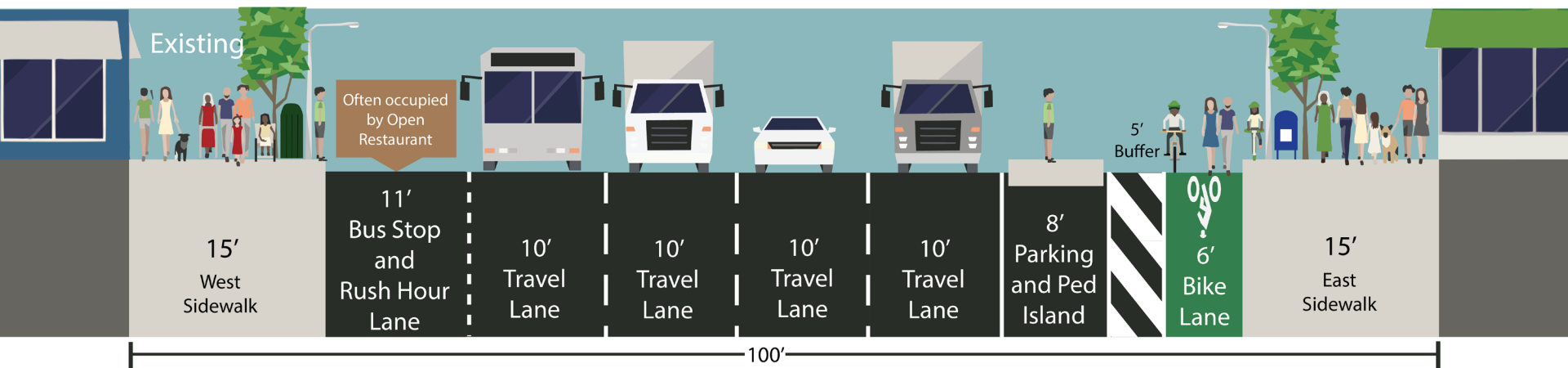
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	119	20	0	20
Bicyclists	49	7	0	7
Motor Vehicle Occupant	77	7	0	7
Other Motorized	5	0	0	0
Total	250	34	0	34





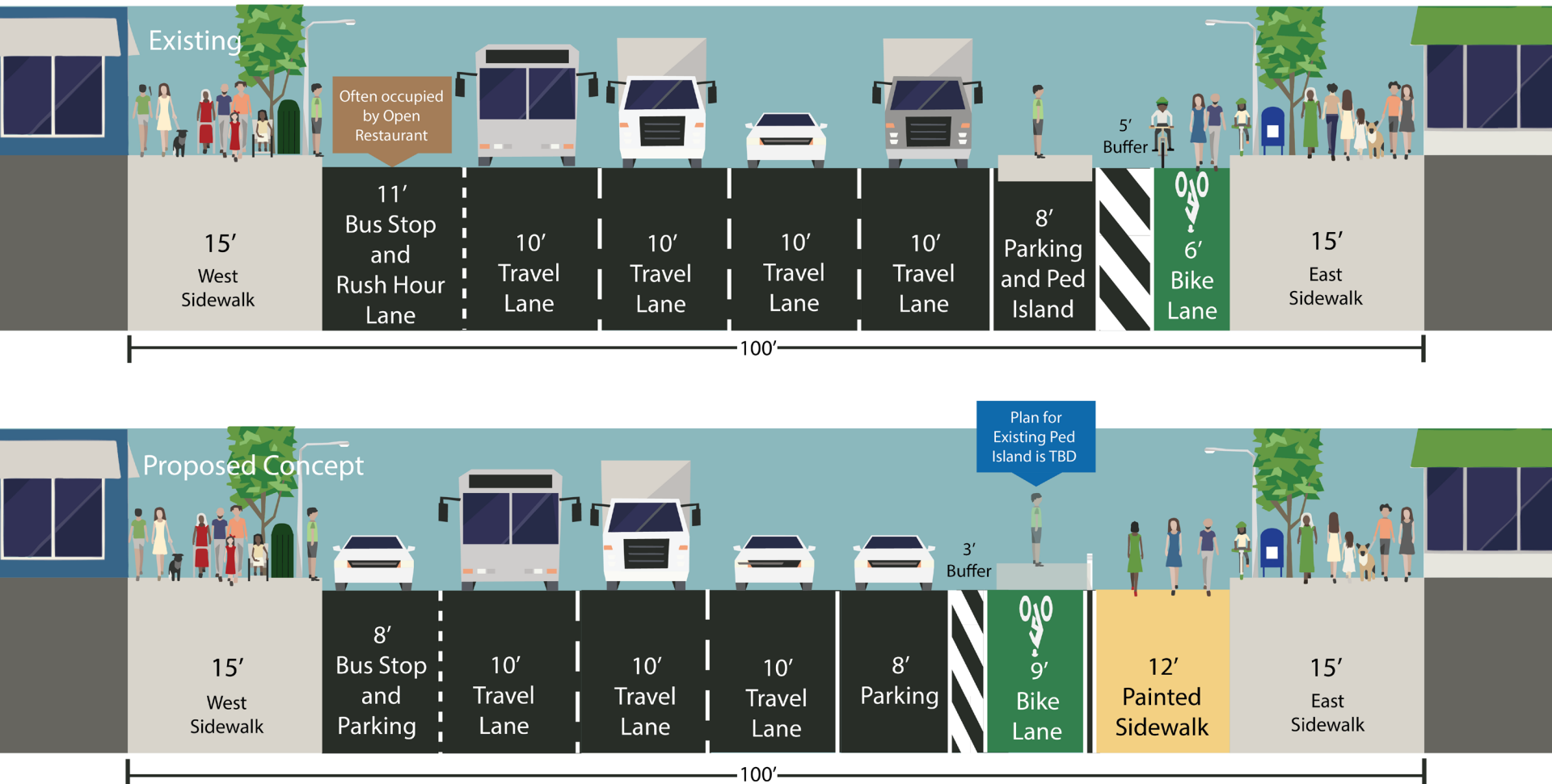
# EXISTING CONDITION

- 15' sidewalks
  - Insufficient sidewalk space due to high pedestrian volume, restaurant activities, and street trees and furnishings
- 4 general travel lanes
- One AM/PM Rush Hour Lane on the west curb
  - nonfunctional due to open restaurant use
- Parking-protected bike lane with mixing zones
- 3 hour commercial metered parking during the day and 2 hour metered parking in the evening hours



# PROPOSED CONCEPT

## Street Profile - Existing vs Proposed Concept





# PROPOSED CONCEPT

- Design Considerations
  - Expand pedestrian space to comply with the Pedestrian Mobility Plan guideline (West sidewalk expansion will need to be achieved by future capital build out)
  - Maintain pedestrian continuity
  - Maintain southbound bike lane
  - The existing concrete ped islands are costly to remove
  - Reconfigure travel lanes based on traffic analysis results
  - Allow sufficient space for buses
  - Investigate treatments to keep painted ped space clear of vehicles/bikes
  - Coordinate with PABT Development



New painted sidewalk at 9<sup>th</sup> Ave between 55<sup>th</sup> and 56<sup>th</sup> St



Existing concrete ped island at 9<sup>th</sup> Ave and 47<sup>th</sup> St



# NEXT STEPS

- Incorporate the various considerations and develop a more detailed design concept
- Conduct stakeholder engagement
- Present a developed design and timeline to CB4

