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 9th Ave bike lane repaved between 50th and 34th 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.

9th Ave Super Sidewalk Installed in 2022
NYC DOT is exploring the redesign of the rest of the corridor, from 50th St to 34th St.
9TH AVENUE – 50TH ST TO 34TH ST

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

- **9th 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 Regional Corridor is 20’
9th Avenue is a Vision Zero Priority Corridor and is in a Vision Zero Priority Area.

### 9th Avenue – 50th St to 34th St
Injury Summary, 2018-2022 (5 years)

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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

Existing

15’ West Sidewalk
11’ Bus Stop and Rush Hour Lane
10’ Travel Lane
10’ Travel Lane
10’ Travel Lane
8’ Parking and Ped Island

Proposed Concept

15’ West Sidewalk
8’ Bus Stop and Parking
10’ Travel Lane
10’ Travel Lane
10’ Travel Lane
8’ Parking

Plan for Existing Ped Island is TBD

5’ Buffer

nyc.gov/dot
PROPOSED CONCEPT

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

New painted sidewalk at 9th Ave between 55th and 56th St

Existing concrete ped island at 9th Ave and 47th 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