

Clinton/Hell's Kitchen Neighborhood Traffic Study Project Advisory Committee

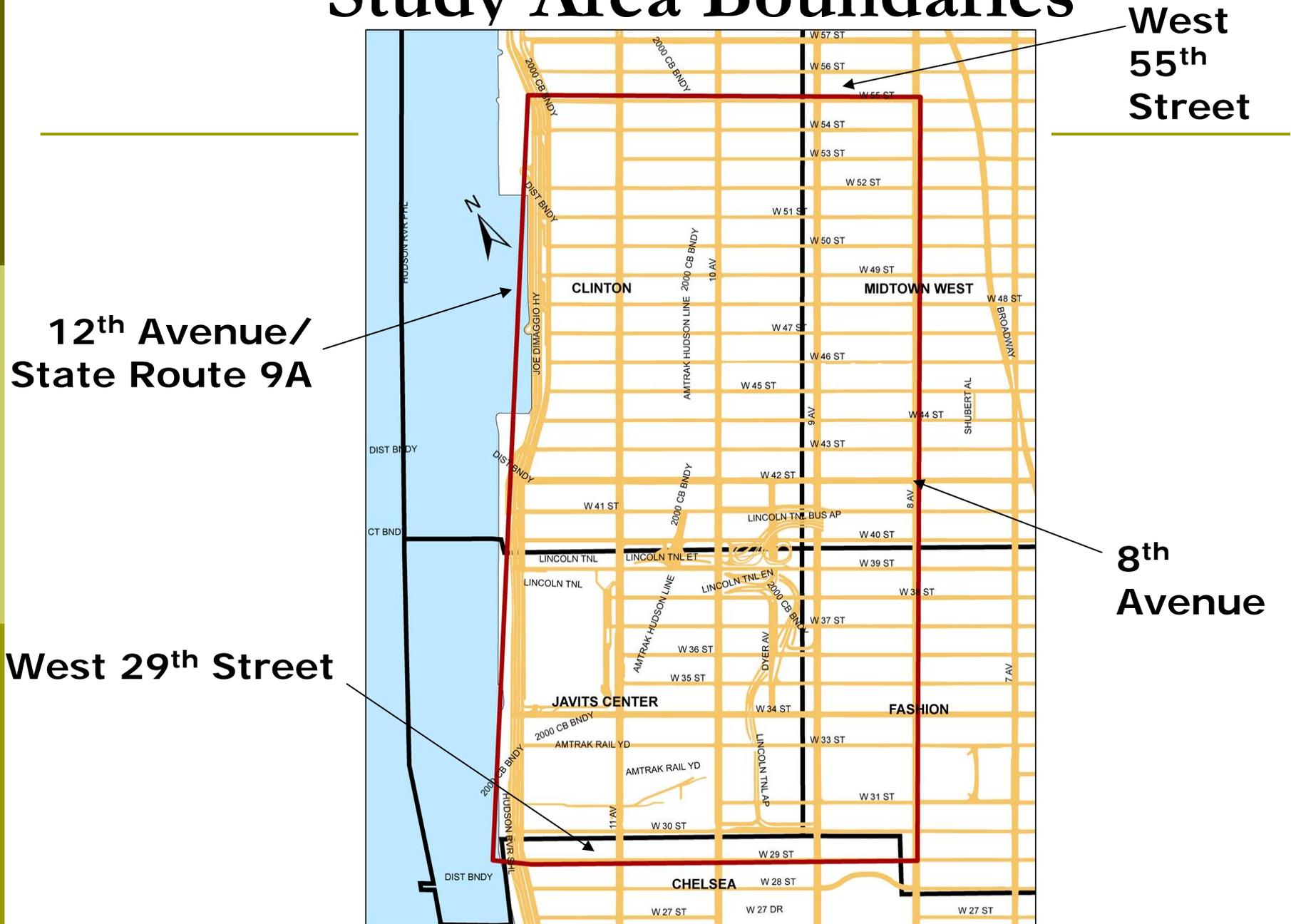
Meeting #3: Thursday, September 3, 2009, 3:00 PM



Objectives of Meeting

- Update on progress to date
- Highlights of partially completed analysis of existing conditions
- Preliminary screening of alternative improvements to be analyzed in the study

Study Area Boundaries



Accomplishments to Date

- Community and Agency Input
- Collection of new and existing data
- Data entry and formatting
- Early action items

Community Outreach

- Project Advisory Committee (PAC) Meetings – October and December 2007
- Public Workshop – April 2008
- Community Walk-Through Sessions – December 2008

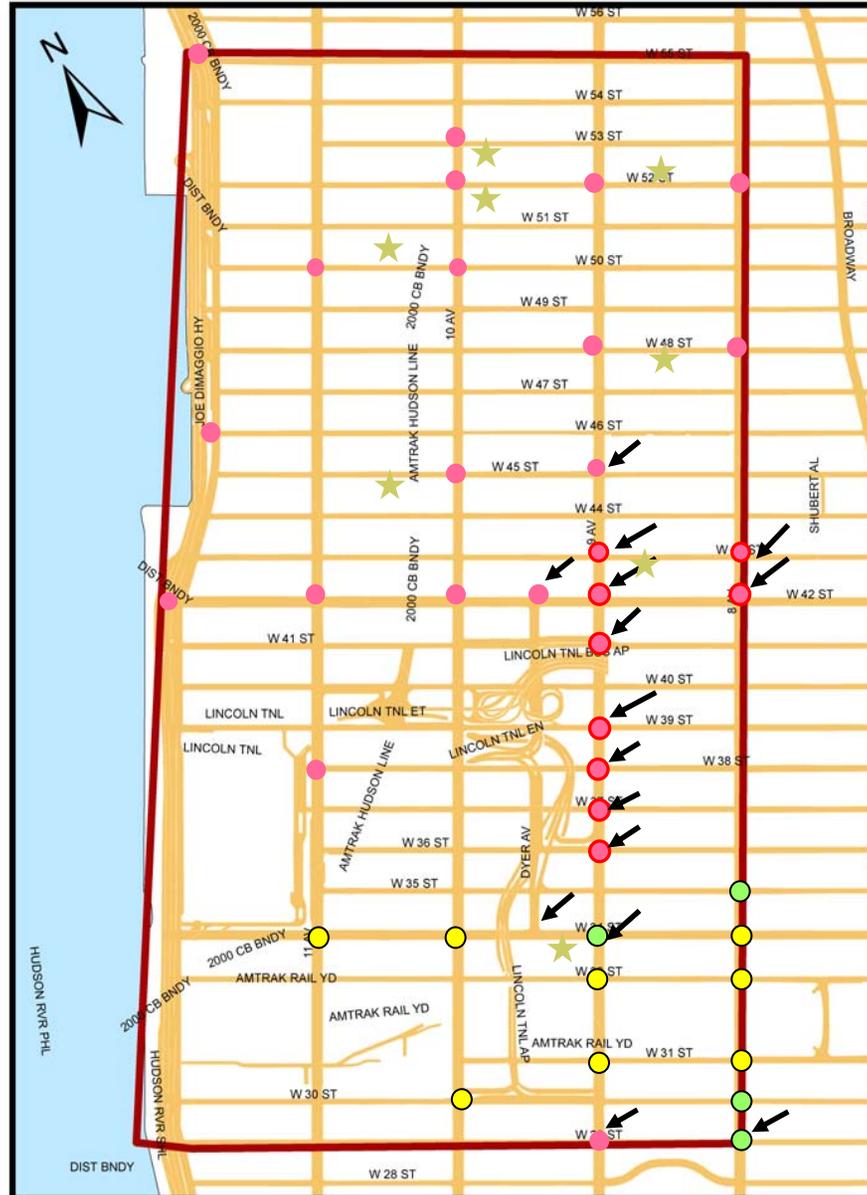
Areas of Analysis

- Pedestrians
- Traffic
- Accidents & Safety
- Parking

Data Sources

- ❑ Western Rail Yard Environmental Impact Statement (EIS) – 2008 Base Year
- ❑ Piers 92-94 EIS
- ❑ 770 11th Avenue Mixed Use Development EIS
- ❑ West 44th Street/Eleventh Avenue Rezoning EIS
- ❑ New Counts for Hell's Kitchen Study

Pedestrian Analysis Locations



LEGEND

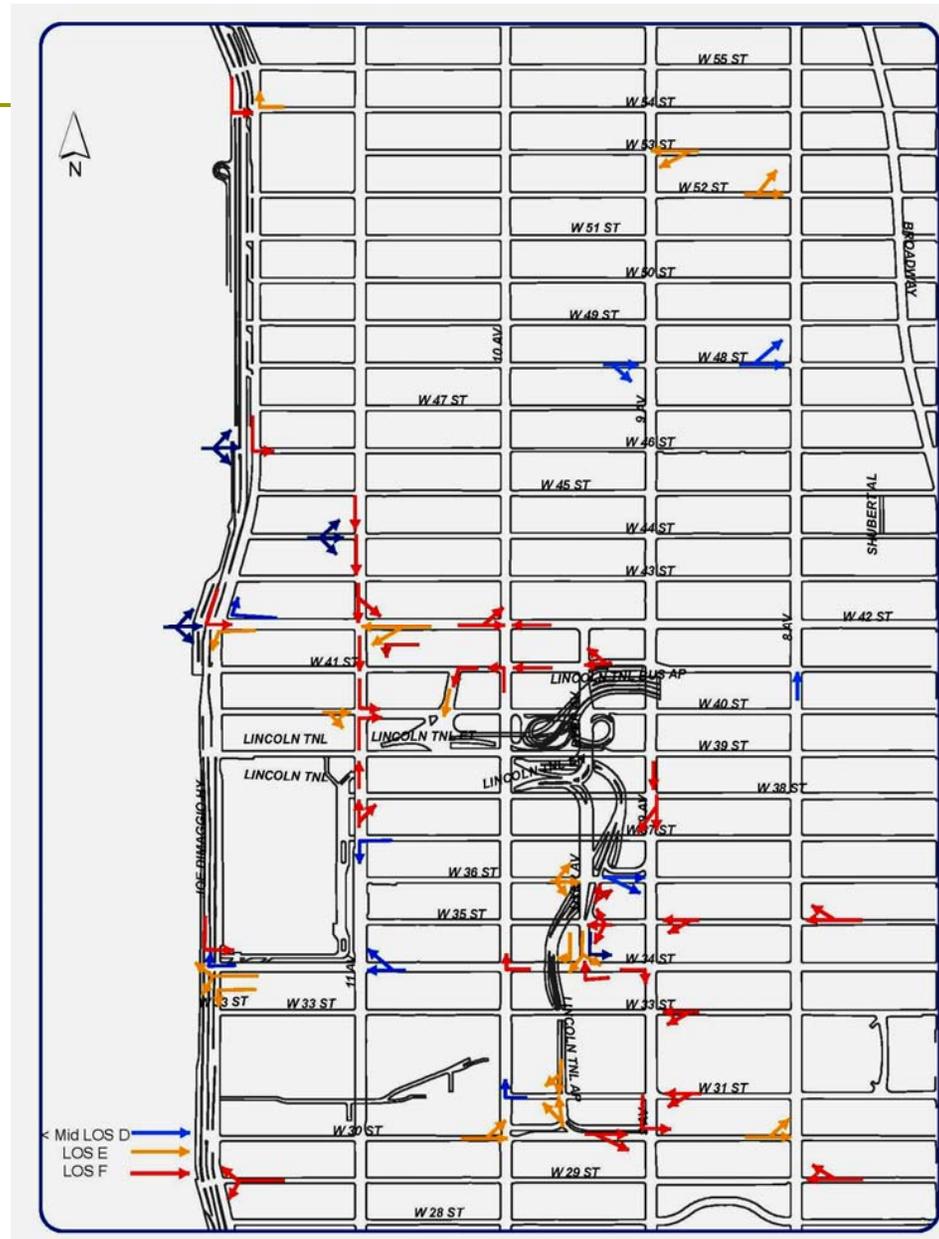
Pedestrian Counts

- New Ped Count
- Western Railyards 2007
- Moynihan EIS 2006
- ★ School
- ↙ Community Priority

Traffic Analysis Locations



PM Peak Hour Congestion



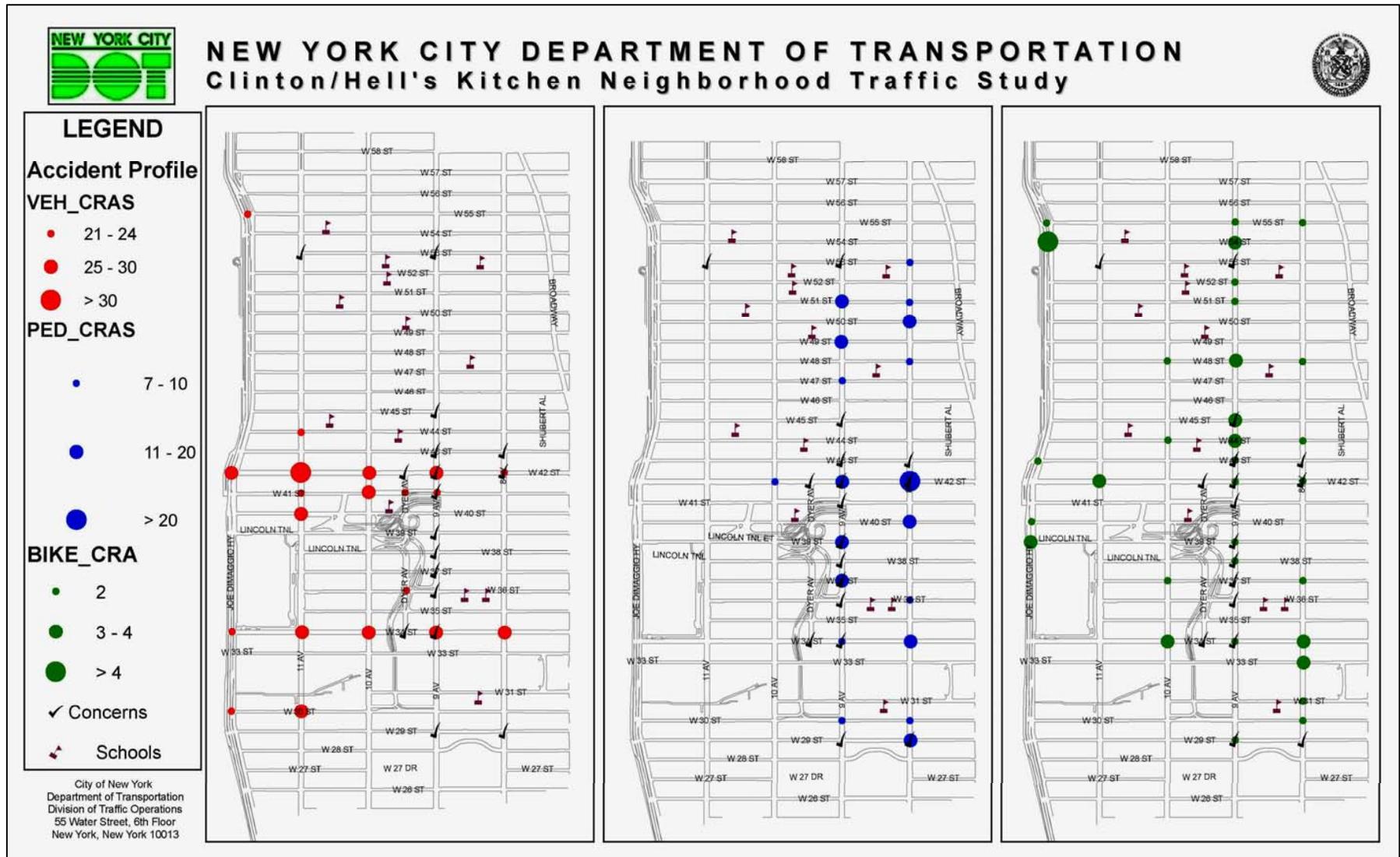
2005-2007 Reportable Accident Data

Corridor	Number of Accidents	% of Total	Number of Injuries	% Injury Total	Vehicle Crashes	% Vehicle Total	Pedestrian Crashes	% Pedestrian Total	Bicycle Crashes	% Bicycle Total
8th Avenue	461	22.0%	429	22.5%	238	16.2%	175	38.1%	30	25.4%
9th Avenue	478	22.8%	420	22.0%	264	17.9%	167	36.4%	40	33.9%
10th Avenue	396	18.9%	362	19.0%	313	21.3%	60	13.1%	19	16.1%
11th Avenue	353	16.8%	299	15.7%	303	20.6%	32	7.0%	10	8.5%
12th Avenue	304	14.5%	343	18.0%	259	17.6%	17	3.7%	18	15.3%
Dyer Avenue	105	5.0%	52	2.7%	94	6.4%	8	1.7%	1	0.8%
Study Area Totals	2,097	100%	1,905	100.0%	1,471	100.0%	459	100.0%	118	100.0%

Shading indicates highest number

2005-2007 Reportable Accident Data

Top Crash Intersections by Type



2005-2007 Reportable Accident Data

Ten Worst Intersections:

- West 34th Street @ 10th Avenue
- West 34th Street @ 9th Avenue
- West 34th Street @ 8th Avenue
- West 39th Street @ 9th Avenue,
- West 42nd Street @ 11th Avenue
- West 42nd Street @ 9th Avenue
- West 42nd Street @ 8th Avenue
- West 48th Street @ 8th Avenue
- West 51st Street @ 9th Avenue
- West 55th Street @ 12th Avenue

2005-2007 Reportable Accident Data

Intersections with Fatal Accidents

- West 29th Street @ 9th Avenue [Bicycle]
- West 36th Street @ 8th Avenue [Pedestrian]
- West 51st Street @ 8th Avenue [Pedestrian]

High Accident Intersections in Proximity to Schools

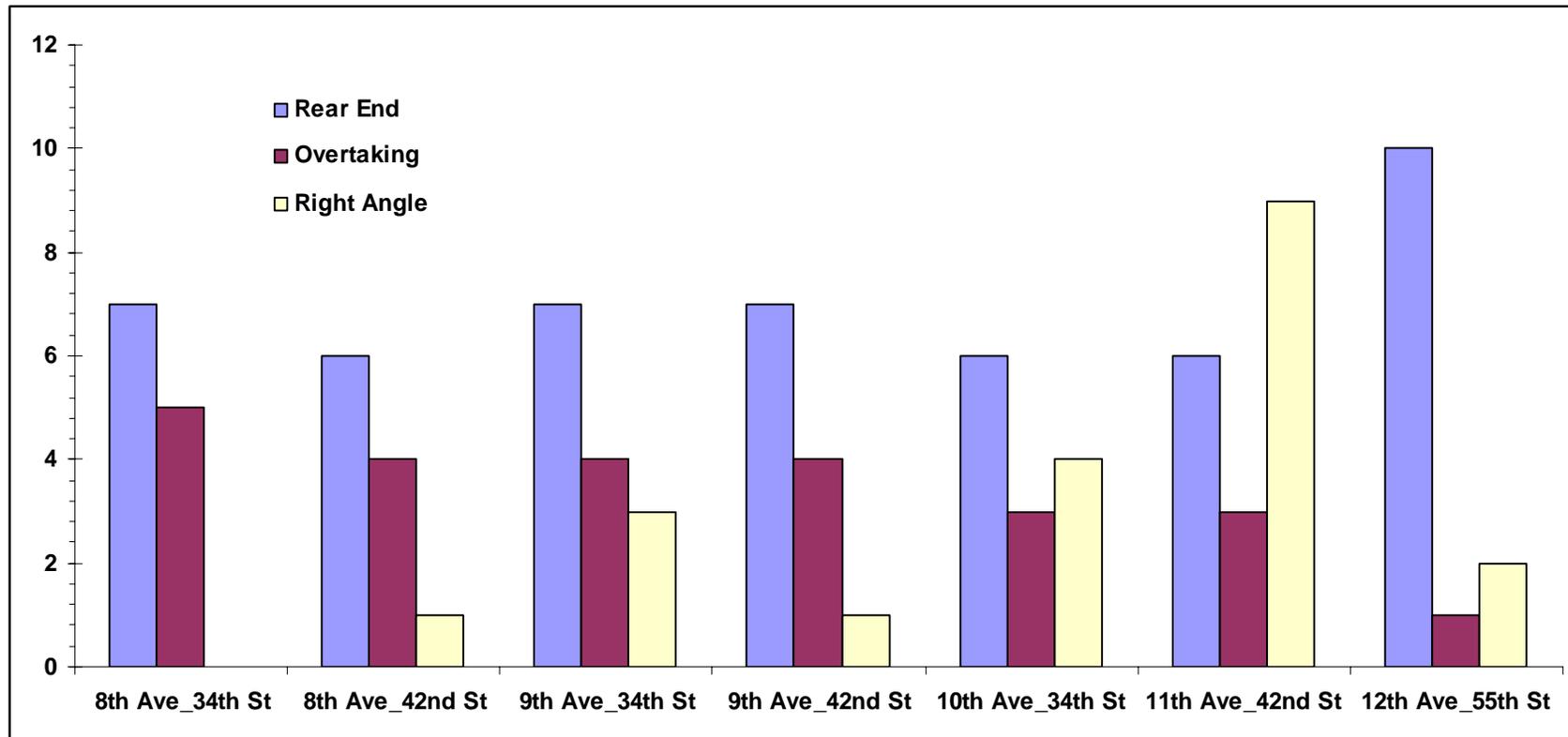
- West 44th Street @ 9th Avenue [Bicycle]
- West 48th Street @ 9th Avenue [Bicycle]
- West 49th Street @ 9th Avenue [Pedestrian]
- West 52nd Street @ 9th Avenue [Bicycle]
- West 54th Street @ 9th Avenue [Bicycle]
- West 55th Street @ 9th Avenue [Bicycle]

Intersections which Coincide with Community Concerns

- West 41st Street @ 9th Avenue [Motor Vehicle]

2005-2007 Reportable Accident Data

Vehicle Crashes by Type at High Accident Intersections



Early Action Items

- Implemented
- Recommended
- Under Consideration

Early Action Items Implemented

Grayline Bus Layover Relocation



Early Action Items Implemented

Don't-Block-the-Intersection Signs and Markings



Early Action Items Implemented

Stop Bars set back from crosswalks, and high-visibility crosswalks

- ❑ 30th Street at 8th Avenue
- ❑ 31st Street at 8th and 9th Avenues
- ❑ 34th Street at 8th, Dyer and 9th Avenues
- ❑ 38th Street at 9th Avenue
- ❑ 40th Street at 9th Avenue
- ❑ 42nd Street at 10th Avenue



Early Action Items Implemented

Eastbound bus stop extended eastward
from 9th Avenue on 42nd Street



Early Action Items Implemented

Ninth Avenue green time “feathered down” from 50th to 43rd Streets



Early Action Items Recommended

- Work with CB 4 to develop a list of sites for consideration through DOT speed reducer program.
- Install signs on northbound 8th Avenue approaching 31st Street indicating 33rd Street as an alternate Lincoln Tunnel access route.
- Midtown West Senior Pedestrian Safety Focus Area, including 8th and 9th Avenues from 29th to 52nd Streets: Increase pedestrian crossing times



Short Term Improvements to Consider for Possible Inclusion in the Study

- ❑ Re-direct Lincoln Tunnel-bound trucks to 11th Avenue from all directions.
- ❑ Make 11th Avenue one-way southbound from 57th to 40th Streets.
- ❑ Prohibit left turn for trucks and buses from westbound 42nd Street onto 9th Avenue.
- ❑ Leading Pedestrian Interval (LPI) at various locations;
- ❑ Lagging turn phases at various locations;
- ❑ Increase pedestrian crossing time at various locations along 12th Avenue.

Short Term Improvements to Consider for Possible Inclusion in the Study

- “Daylight” corners at various intersections.
- Replace selected on-street parking spaces with buffered bike parking.
- Bus service improvements
- Replace conventional parking meters with Muni meters
- Initiate “Park Smart” system
- Post signs directing trucks and buses to use 41st Street to Lincoln tunnel from points east instead of 42nd Street.

Long Term Improvements to Consider for Possible Inclusion in the Study

- Reconfigure intersection of 41st Street and 9th Avenue to shorten pedestrian crossing distance and improve geometry.

Long Term Improvements to Consider for Possible Inclusion in the Study

- Extend 9th Avenue protected bike path further north and/or replicate it on 8th Avenue in study area.



Possible Improvement Concepts Requiring Further Interagency Coordination

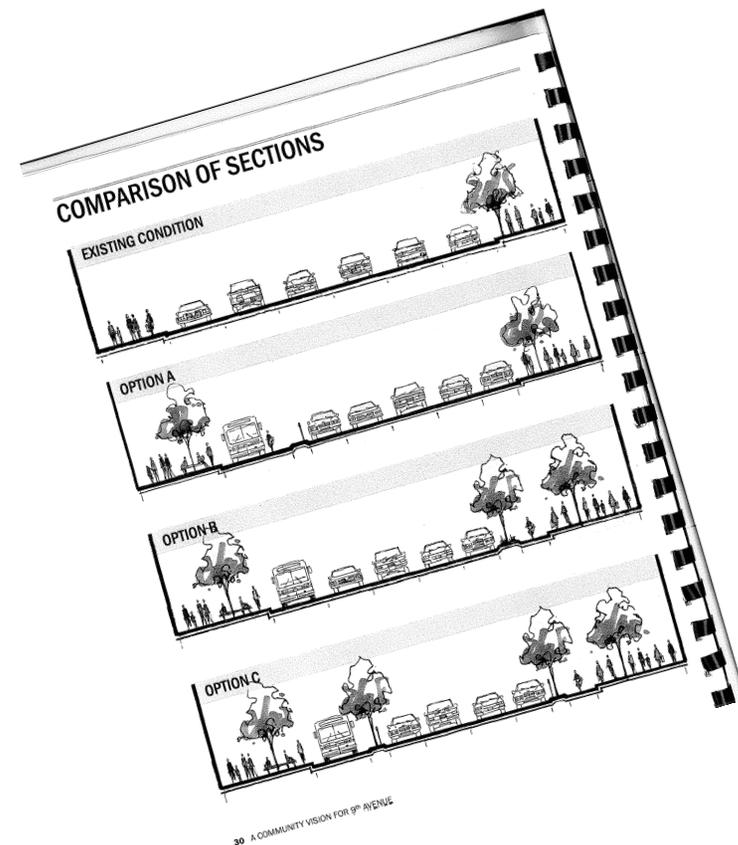
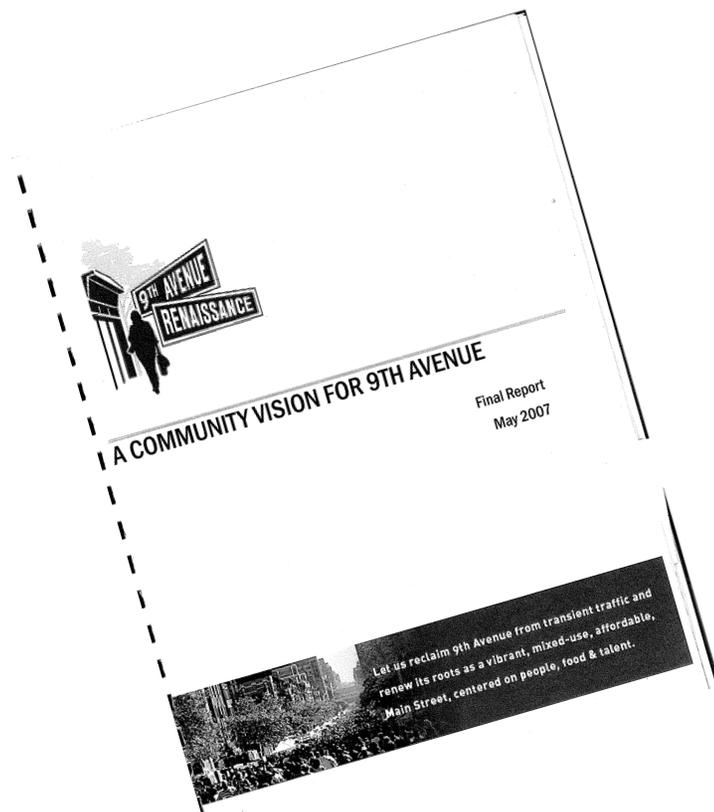
Reconfiguration of Ramp C and Dyer Avenue at 36th Street



Other Ideas from Community Involvement

9th Avenue "Complete Street"

- Narrower Lanes
- Wider Sidewalks and/or Alternative Lane Uses



Study Schedule

- Public Meeting #2: Spring 2010
Final analysis of existing conditions and improvements selected for analysis
- PAC Meeting #4: Spring 2010
Discussion of results of improvements analysis
- Public Meeting #3: September 2010
Presentation of recommendations
- PAC Meeting #5: Fall 2010
Presentation and discussion of Draft Final Report
- Final Report: December 2010

Next Steps

- ❑ FINISH ANALYSIS OF EXISTING AND FUTURE CONDITIONS WITHOUT IMPROVEMENTS.
- ❑ CONTINUE CONSIDERATION AND IMPLEMENTATION OF EARLY ACTION ITEMS.
- ❑ DEVELOP LIST OF IMPROVEMENTS TO BE ANALYZED.