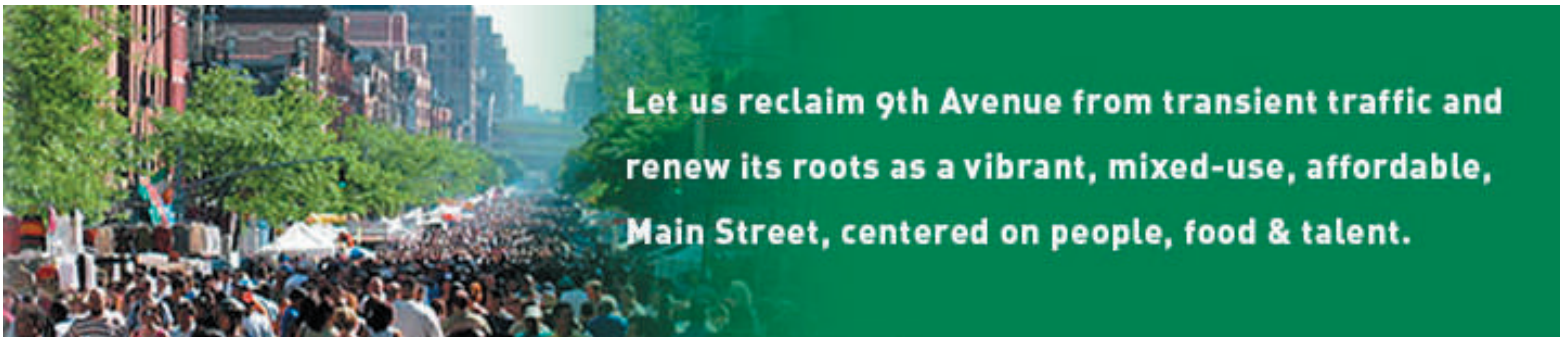




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# A COMMUNITY VISION FOR 9TH AVENUE

Final Report  
May 2007





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#### FOR MORE INFORMATION ON THE 9TH AVENUE RENAISSANCE PLEASE VISIT:

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 46th Street Block Association  
 47/48th Street Block Association  
 55th Street Block Association  
 344-348 West 38th Street Tenants Corp.  
 Actors Temple Theater  
 American Home Hardware & More.  
 Baryshnikov Arts Center  
 Center B Studio, LLC  
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 Trattoria Pesce Pasta  
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#### Learn more about the NYC Streets Renaissance:

**Transportation**  
 ALTERNATIVES



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# introduction

# PROJECT HISTORY

The Clinton/Hell's Kitchen Pedestrian Safety Coalition (CHEKPEDS) was founded by residents and community leaders to reclaim 9th Avenue from Lincoln Tunnel traffic and restore its roots as a vibrant, mixed use, affordable main street, centered on people, food and talent. The rapidly growing coalition of businesses, institutions, community members, and property owners recognize the negative impacts of excessive traffic and CHEKPEDS is committed to improving the conditions and experience for all who use 9th Avenue.

The coalition works directly with elected officials, city agencies, the Port Authority of New York and New Jersey, business associations, local institutions, and Community Board 4 to obtain crucial traffic relief and pedestrian safety measures.

Some examples of our successes are the assignment of traffic agents at peak hours to prevent gridlock on 9th Avenue at 37th 38th, 42nd and 43rd; the re-opening of 39th Street to traffic; the removal of postal trucks from 9th Avenue; new parking rules in the Clinton Special Districts to effect traffic calming, and most recently a \$250,000 grant for technical study of Lincoln Tunnel traffic from the New York Metropolitan Transportation Council (NYMTC).

Clinton/Hell's Kitchen are growing and recent rezoning rightly identifies 9th Avenue as the west side's "main street." CHEKPEDS fully agrees, 9th Avenue should be planned and designed as a neighborhood main street and we look forward to building constructive relationships with elected officials, city staff, and most importantly the community affected by today's disturbing milieu.

CHEKPEDS recognizes the value of a community dialogue that defines 9th Avenue's problems and vividly describes how citizens envision 9th Avenue contributing to, rather than detracting, from their experience in New York City.

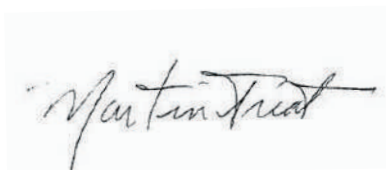
To broaden the community dialogue and begin describing the community's vision, CHEKPEDS has sponsored a six month community input process designed by Project for Public Spaces (PPS). We believe the community is the expert and we have enjoyed working with well over 1,000 citizens through town hall meetings, surveys, a community design workshop, street audits, booths at street fairs, blogs, video, web sites, and countless one on one conversations.

New York City's greatest resource is its citizens. We thank you for sharing your ideas and passion for Clinton/Hell's Kitchen and welcome your continued input and feedback.

Sincerely,



Christine Berthet  
CHEKPEDS, co-founder



Martin Treat  
CHEKPEDS, co-founder

# PURPOSE AND PROCESS

**The purpose of the six month community input process was to value local knowledge and ideas while providing an opportunity for the community to constructively participate in defining a vision for 9th Avenue's Street Renaissance.**

Hell's Kitchen and the west side of Manhattan in general have a strong history of civic leadership and awareness. In this tradition, the 9th Avenue Renaissance project is a six month campaign to generate ideas for improving 9th Avenue's ability to function as a vital neighborhood main street.

Too often neighborhood streets and avenues are planned exclusively by technical experts who spend the majority of their time outside the neighborhoods they serve. Removed from and unaware of local problems, needs, and context, all too often their professional expertise and effectiveness are diminished.

As this community input process unfolded, it became clear that many different constituencies, each with their own interests, shared similar concerns and desires.

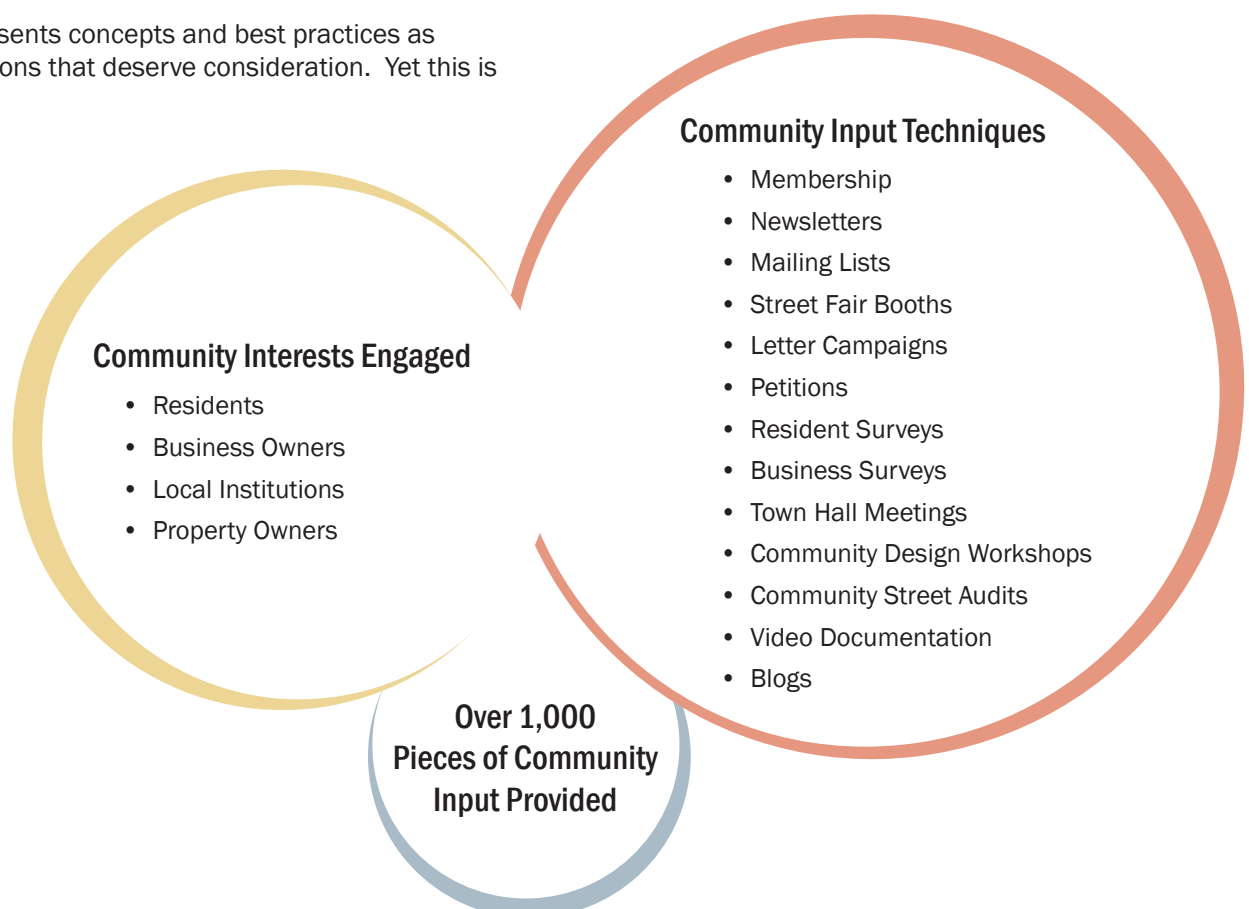
This report presents concepts and best practices as potential solutions that deserve consideration. Yet this is

only the first step, short- and long-term improvements will require an ongoing commitment by many city agencies to listen, seek input, and, adjust workplans for years to come.

Now is the time to begin working together. Improving 9th Avenue is a long and multifaceted process. Constructive community input requires an ongoing dialogue that enables stakeholders to participate in defining the problems and prioritizing the improvements most important to them.

The communities of Clinton/Hell's Kitchen know their streets best. Their eagerness to discuss the allocation of valuable street space demonstrates the salience of congestion issues and their commitment to improving their environment today and into the future.

Communities across the five boroughs of New York are proving their ability to think big and outside the box. There is a clear public will to change the ways our streets serve our citizens and there is no shortage of ideas to improve 'places' like 9th Avenue.



# COMMUNITY VISION STATEMENTS

A vision is the act of anticipating what the future holds. Prophetic and powerful, the community's vision is a valuable resource for guiding the planning and design processes.

While the community generated a number of specific ideas for improving 9th Avenue, these five statements describe the type of street that stakeholders envision serving their community.

## Safe

Street design will safely accommodate all users of all abilities, especially improving the safety for the largest and most vulnerable user groups. Targets to reduce injuries and deaths will be set, monitored, and made publicly available.

## Law Abiding

All traffic, parking, idling, and noise laws will be enforced and order will be restored. Police task forces and public information campaigns will enforce and emphasize respect for each person's right to use the street.

## Healthy

Greener and less congested streets will improve air quality, emergency response times, and physical activity. The engineering and planning paradigm will shift from moving cars to moving people in more sustainable and space-efficient transportation modes.

## Balanced

The allocation of street space balances the needs of each user group proportionally to their numbers and in consideration of available alternatives. Safety, health, and efficiency will improve when safe and desirable transportation choices are provided.

## Neighborhood Friendly

Street design will encourage transient vehicles to behave like invited neighbors. Street design standards will be set to improve the comfort and quality of neighborhood shopping destinations, cultural institutions, residential zones, senior districts and school zones.

# summary of findings



# ISSUES IDENTIFIED

Unchecked traffic and congestion are the root cause of each problem identified.

When asked to describe the issues facing Clinton/Hell's Kitchen, local residents and business owners identified safety, traffic congestion, and lawlessness as their top challenges. These problems hamper the access of many user groups and diminish the identity of 9th Avenue.

## ISSUE: Public Safety

Public safety was the most immediate and pressing issue identified. Many stakeholders expressed deep concern that the city seems resigned to let traffic dominate its streets.

- "Drivers feeding into the Lincoln Tunnel have no regard for pedestrians."
- "Drivers go when they want, pedestrians have to weave themselves in and around cars, buses and 18 wheelers. Every time trying to cross the street you chance getting hit or bumped by a driver. I've seen people get hit."
- "I have been hit once by a car running a red light, my wife has been hit 3 TIMES in the past 4 years, once resulting in injury."
- "Cars literally jump out of line to cross and regularly nose into crosswalks, putting pedestrians in EXTREME danger!"

### Pedestrian Injuries and Fatalities, 14th - 57th streets, 1996 - 2004<sup>1</sup>

804 Pedestrian Injuries  
13 Pedestrian Fatalities

Already 3 fatalities in the first four months of 2007

### Safety from Trucks

Between 37th and 47th Street, 9th Avenue has the second highest rate of truck accidents per mile.<sup>2</sup>

## ISSUE: Traffic Congestion

Nearly every issue identified throughout the community input process is caused by traffic congestion and the Lincoln Tunnel. Congestion issues identified by stakeholders include:

- Lincoln Tunnel congestion
- Volume of private autos
- Volume of large trucks
- Volume of tour buses
- Volume of commuter buses
- Volume of jitneys
- Increasing pedestrian congestion
- Emergency Medical Services are stuck in traffic.
- Road rage: "I've seen pedestrians hit windows of cars and throw things and get into screaming matches with drivers and their vehicles, all just trying to cross a street."
- "9th Avenue is a parking lot from 34th to 50th street most of the day."

### Blocked Intersections

During a 9-hour study of 9th Avenue and 38th Street, 363 vehicles were observed blocking the box. While an officer was present 67% of the time, no tickets were issued.<sup>3</sup>

<sup>1</sup> New York State Department of Transportation Crash Data, via Transportation Alternatives.

<sup>2</sup> New York City Department of Transportation Truck Study, February 2007.

<sup>3</sup> "Thinking Outside the Box: An Analysis of Manhattan Gridlock and Spillback Enforcement" Manhattan Borough President, Scott Stringer. July 2006.

# ISSUES IDENTIFIED

## ISSUE: Lawlessness

An atmosphere of lawlessness exacerbates public safety and traffic congestion issues. While many participants expressed thanks for additional traffic police, the question everyone seemed to ask was, “What good are the laws if they are not enforced?” Enforcement concerns included:

- Blocking the box
- Honking
- Yielding to pedestrians
- Bicycling the wrong way and on sidewalks
- Residential parking
- Speeding (nighttime)
- Commercial parking
- “Crime prevention was perceived as impossible, especially in Hell’s Kitchen. It turns out fighting crime was not impossible. The city executed a well formulated strategy that has improved the quality of our lives and proven the NYPD is a very capable community partner.”
- Double parking
- Illegal bus, jitney and van parking
- Lincoln Tunnel merge
- Illegal idling
- Illegal truck traffic
- Road rage

**When asked to rate the severity of neighborhood problems,**

**73%** rated safety from traffic as a ‘severe problem’

**5 %** rated safety from crime as a ‘severe problem’<sup>4</sup>

## ISSUE: Street Not Accessible to Most of Its Users

9th Avenue not only fails at moving cars, it fails the majority of transportation modes and the majority of users. Many respondents described in detail how 9th Avenue is especially dangerous for specific groups of users.

- “Children, senior citizens, the disabled and those who rely on public transportation suffer disproportionately from 9th Avenue’s congestion.”
- “Crossing a street, even when you’ve got the light, is like walking through a maze.”
- Inadequate pedestrian crossing times
- “Poor bus service: M11 and M20 stops between 34th and 42nd are routinely cancelled because of heavy traffic”
- No pedestrian crossing at Ramp C
- “No safe environment exists for those who bicycle by choice or by need.”
- Emergency response vehicles stuck in traffic
- “What do I dislike? Crossing the streets. Correction, trying to cross the streets.”

### Holy Cross Elementary

Found by the Department of Transportation to be Manhattan’s Most dangerous school to walk to. Between 1997 and 2001, DOT found 822 pedestrian injuries and 18 fatalities within 1/4 mile radius of Holy Cross.<sup>5</sup>

<sup>4</sup> CHEKPEDS Survey of Residents. Conducted January 2007 - April 2007.

<sup>5</sup> New York City Department of Transportation. Safe Routes to School Findings. 2004.

## ISSUE: Unhealthy

Today, New York City fails to meet many federal environmental regulations that affect quality of life. Many participants recognize the relationship between heavy car, truck and bus volumes and public health.

- Air pollution, fumes and exhaust
- Noise pollution
- Dust and airborne particles
- Vehicles left idling illegally
- “I hope the mayor and his sustainability team recognize that sustainability is not an outcome, it is a process and a good place to start would be policies to limit the number of vehicles in the city.”

### Public Health

Deaths due to chronic lung diseases are 25% higher in Community Board 4 than the New York City average, 70% higher than the Upper East Side.<sup>6</sup>

## ISSUE: Lacks Public Places

Many participants felt strongly that the lack of open space reinforces the importance of a well planned and managed 9th Avenue streetscape. Others noted that an improved streetscape would send a message to drivers that “9th Avenue is a destination, not a place to pass through.”

- Lack of green space, parks and public spaces
- Lack of gathering places that can be monitored and safe
- “Overcrowded sidewalks”
- “No place where travellers and commuters can congregate and wait”
- No place to sit
- Increased number of sidewalk cafes impede pedestrians
- Shelterless bus stops
- Sidewalk clutter inhibits pedestrian flow (location of lampposts and garbage cans near corners, newsboxes, sidewalk cafes)
- Port Authority overpass treatment
- No pedestrian-scale lighting
- Missing street trees
- Phone booths too large, misplaced, used as urinals
- New tenants focused heavily on bars and restaurants
- Drug addicts and derelicts
- “Garbage and cleanliness around Port Authority and 42nd Street is the worst in the city.”
- “No bus shelters, no pedestrian barriers: I’m afraid while waiting at the bus stop each morning at 38th and 9th: there’s no bus shelter, no traffic barriers, nothing to keep cars from mowing us down while we wait.”

### Few Public Places

Community District 4 ranks 57th of 59 districts in terms of open space. Compared to a city-wide average of 1.5 acres of public space/1000 residents, CD4 has less than one fifth of an acre of open space per 1,000 residents.<sup>7</sup>

<sup>6</sup> New York City Department of Health. Community Health Profiles. 2003.

<sup>7</sup> “Statement of District Needs” Manhattan Community Board 4. Fiscal Year 2008.

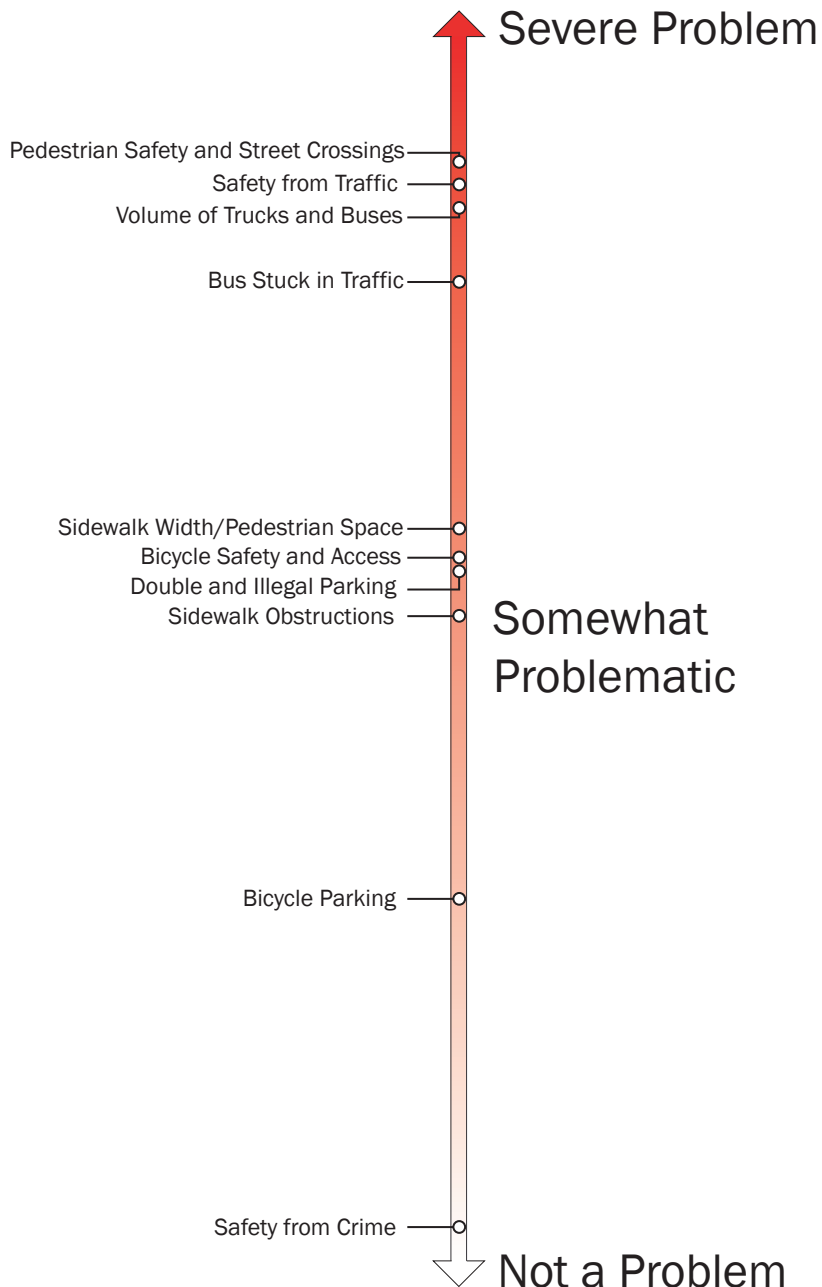
# PROBLEMS AND PRIORITIES

Community input is a valuable tool to ensure that problems are defined holistically and priorities for improvements can be targeted to meet community needs.

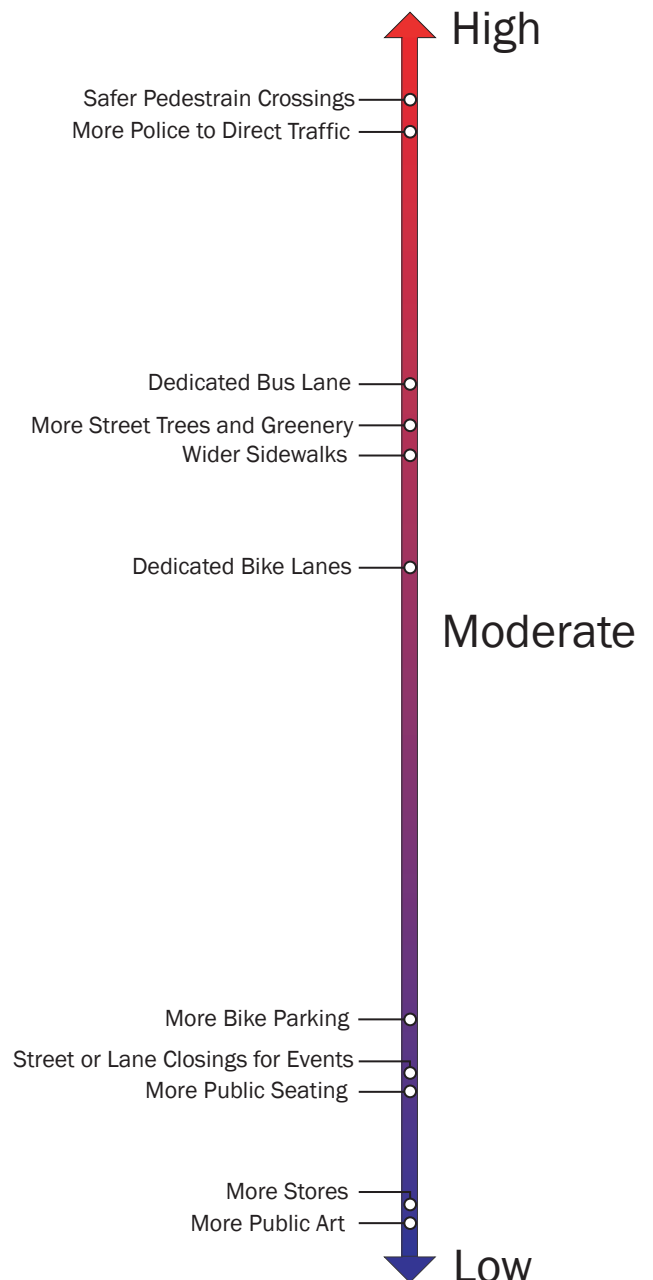
Online resident and business surveys asked users to rate the severity of problems and priorities on a scale of low, medium and high.

Resident and business responses identified the same high priority problems as well as the same priorities for improvement.

## Relative Severity of Problems



## Relative Importance of Priorities



# ASSETS IDENTIFIED

Traffic and congestion are detracting from many positive aspects of 9th Avenue.

Given the opportunity to describe what makes Clinton/Hell's Kitchen special, participants described neighborhoods filled with culture and talent.

One resident noted, "The revitalization of Hell's Kitchen makes a good model neighborhood improvement, minus traffic of course."



## ASSET: Diversity

Participants described diversity of people, businesses, and cultural opportunities as a key aspect of 9th Avenue's context. "Despite its current condition, 9th Avenue serves a diverse array of social and economic groups."

### Shopping

- Neighborhood retail and services
- Food emporiums, spice stores
- Bakeries and cafes
- Mom and pop shops
- Restaurants and bars
- Entertainment
- Hell's Kitchen Flea Market
- 100-year-old shops

### People

- Diverse cultures, classes, ages and socio-economic groups
- Concentration of artists
- "Creativity and talent"
- "I enjoy finding families, hustlers, actors all mixed together."
- "The level of acceptance and tolerance makes it feel more like a community."

## ASSET: Proximity

Many residents enjoy the wide array of neighborhood services and retail shopping. Others described their location as both "in the center of the city" and "on the city's edge." Many described their proximity to public transportation and regional transportation hubs as key components of encouraging fewer people to drive into the city.

- Neighborhood retail and services
- Public transportation
- Midtown office districts
- Hudson River greenway
- Port Authority, Penn Station, Moynihan Station
- "Getting into and out of the city by Port Authority, bus, car or train is easy."
- "My clients, being near to Port Authority commuters and out of town clients"
- "Midtown's beautiful things and theatre"



# ASSETS IDENTIFIED



## ASSET: Social Capital

The greatest resource in Clinton/Hell's Kitchen is its people. Their level of commitment, knowledge, talent, and will is an indication of each stakeholder's passion for their neighborhood.

When describing what they liked best, stakeholders most frequently used the words, "neighborhood" and "community." One community leader said, "Tapping into local knowledge should be a no brainer."

- Sense of neighborhood and community
- Community feel, "true community sentiment"
- "People on the street"
- Block associations
- "What I like best, my neighbors"
- "This neighborhood has always been a strong activist neighborhood."
- "This neighborhood knows itself, activism that is inherent, non-corporate, non-yuppie or sterile, there are lots of families and long time friends."
- "People really care about the neighborhood and get involved! It has made me want to get involved to keep Clinton/Hell's Kitchen what it is."
- "People and street life"
- "Seeing people I know on the street"
- "Everyone knows everyone. It has been a quaint neighborhood where we look out for one another."
- "Cultural and dance institutions are examples of those who are investing in our neighborhood."

## OPPORTUNITY: Historic Character

The physical qualities of Clinton/Hell's Kitchen exemplify a number of neighborhood and main street qualities. Many storefronts and facades have recently been renovated, and residents described a number of historic and architectural aspects of their streets.

- Low rise buildings
- Lots of light
- Attractive residential streets
- History of arts and culture
- Newly renovated storefronts
- Historic architecture and landmark buildings
- "Hell's Kitchen is, and has been, a cultural destination for years."
- "Our neighborhoods are truly destinations, they are not just places you pass through."
- "As a long time business owner, I've seen the mentality shift from blighted buildings to beautiful buildings."

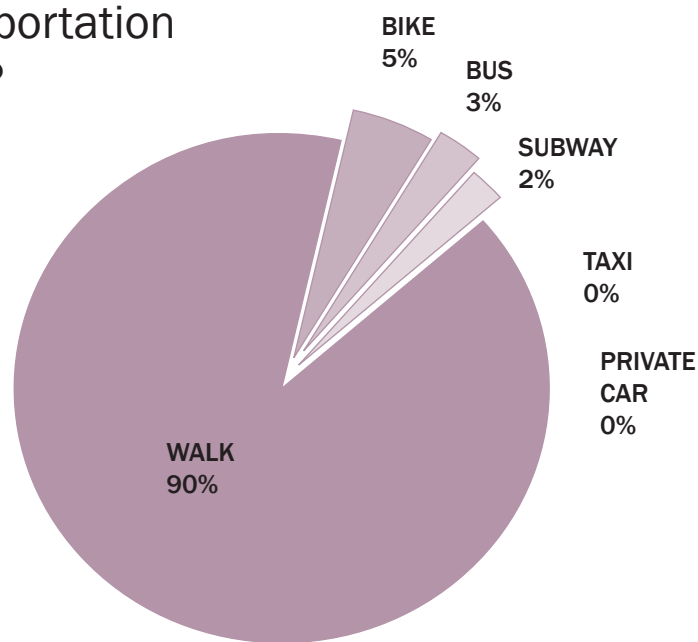


# HOW PEOPLE MOVE ABOUT

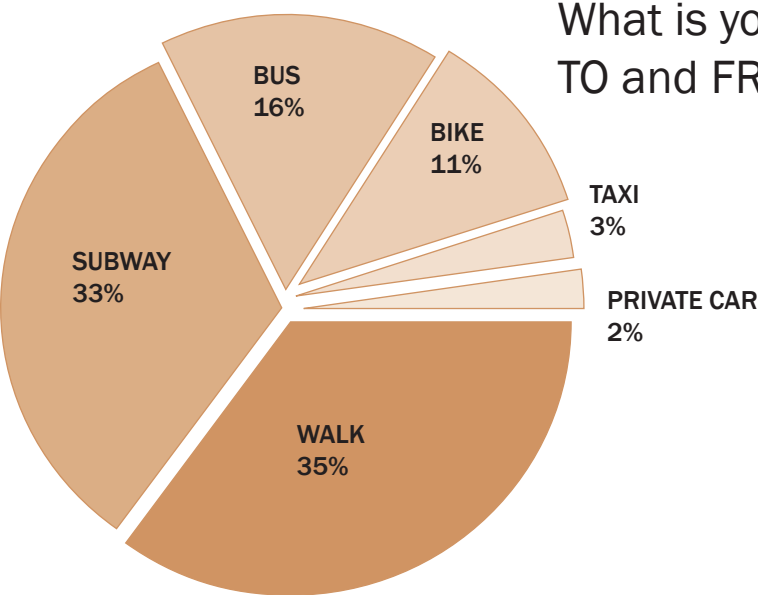
Cities know a lot about how cars move about but there is a lack of information about how people use streets.

Resident survey questions asked users to indicate their primary means of mobility. Despite the fact that 25% of Community District 4 residents own a car<sup>8</sup>, survey responses show that very few residents use private automobiles as their primary mode of transportation.

What is your main mode of transportation  
WITHIN Clinton or Hell’s Kitchen?



What is your main mode of transportation  
TO and FROM Clinton or Hell’s Kitchen?



<sup>8</sup> 2000 Census

# NEIGHBORHOOD MAIN STREET USES

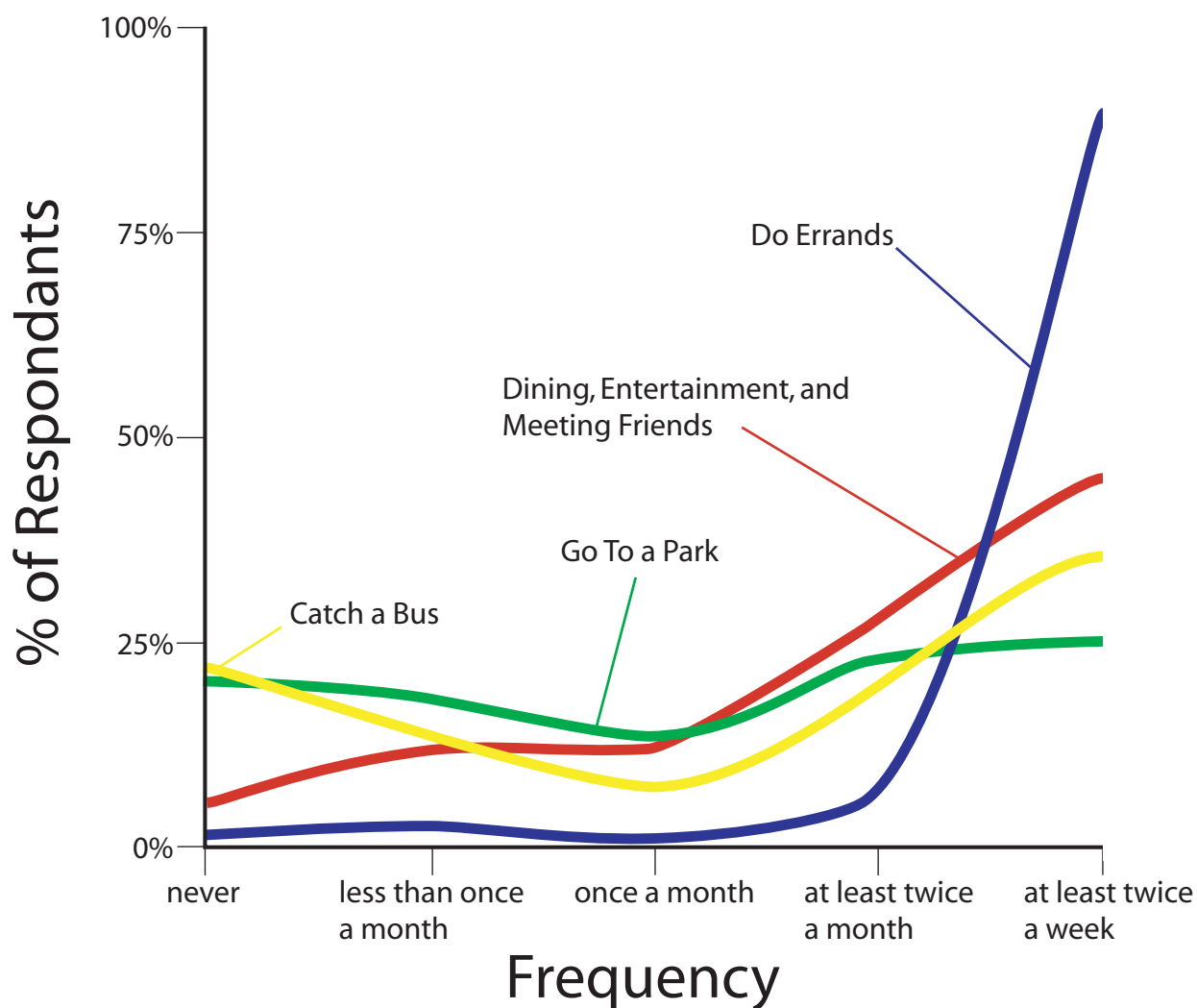
Survey responses indicate that 9th Avenue functions as a “neighborhood main street.” When measuring the success of a neighborhood main street, the frequency of “trips of necessity” and “trips for pleasure” are both important criteria.

While 9th Avenue lacks safety, comfort, and a strong image, survey responses indicate that nearly 100% of residents run errands at least two times a week. 50% of residents also reported meeting friends for dining and entertainment at a rate of two times per week.

These findings are impressive given 9th Avenue’s shortcomings and the range of attractive alternatives in Manhattan.

The Hudson Yards rezoning identifies 9th Avenue as a “neighborhood main street.” Imagine how wonderful it could be if it was designed and planned as one.

Streets can serve many of the same functions as plazas and parks. Given the limited amount of public space in Community District 4, 9th Avenue warrants special attention in terms of additional sidewalk space, street furnishings, and creative uses of space.





# CONTEXT SENSITIVE SOLUTIONS

Every street has its own unique context and increasingly engineers and planners are using Context Sensitive Solutions (CSS) as an approach to ensure the street improves rather than degrades its context.

CSS is a collaborative, interdisciplinary approach that involves all stakeholders and professionals in developing a transportation infrastructure that fits its physical setting, improves safety and mobility for all users, and preserves and sustains local resources.

A context sensitive solution relies on community input to create a holistic and well-reasoned project scope. Successful processes start well before design. Communities and professionals cooperate to first define the right problem(s) and then agree on the purpose, or vision, for the street. Group decisions are generally better than individual decisions, and research supports the conclusion that transportation decisions are more likely to be accepted when made by those who must live with them.

## Examples of CSS in New York City



Adams Street, Brooklyn, a new boulevard brings pedestrian refuge and a human scale to an otherwise unfriendly corridor.

## The design of 9th Avenue must reflect and support its qualities as the West Side's Main Street



Herald Square, street space is reclaimed to improve public spaces.



West Side Highway,, greenway redesign accommodates alternative modes and creates new public spaces.

# PLANNING FOR THE NEW WEST SIDE CONTEXT

**As the Lincoln Tunnel has grown and changed over the years, so has the context of the neighborhoods of the west side.**

When the Lincoln Tunnel opened in 1937, it carried fewer than 5,000 cars per day. Looking back, Port Authority Executive Director Austin Tobin joked, “We used to bet a dime on whether we’d pass one, two or three vehicles while driving through the tunnel!”

Today, the Lincoln Tunnel is one of the busiest vehicular tunnels in the world carrying about 120,000 vehicles per day. During the morning rush, the XBL bus lane carries 1,700 buses and 62,000 commuters. Today, Port Authority is studying the implementation of a second express bus lane and the construction of a much needed bus garage.

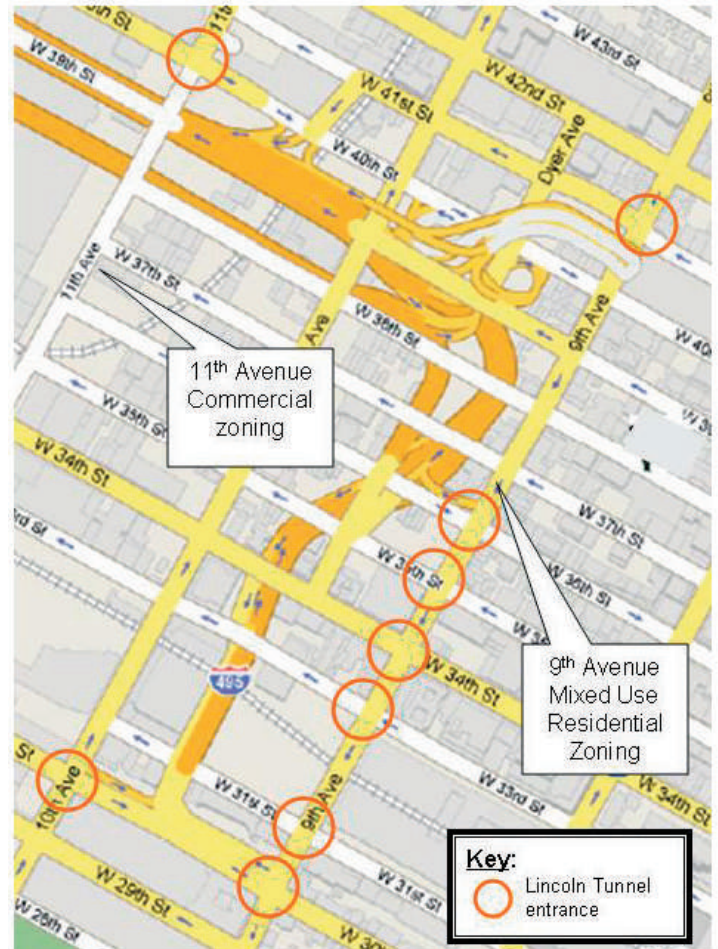
**Even more dramatic than the tunnel’s increased capacity and advances in express bus service are the changes above ground in the neighborhoods of Clinton/Hell’s Kitchen.**

While 30 years ago, the Lincoln tunnel entrances sat at the far west side of the city in a manufacturing zone, today the tunnel’s access points are in the middle of midtown’s growing residential district and heavy pedestrian flows.

The context of Manhattan’s west side is undergoing a rapid and dramatic transformation. The 2005 Hudson Yards rezoning allows 54 million sqf of new development that includes over 12,000 residences.

While 9th Avenue has been designated a neighborhood “main street” in the Hudson Yards rezoning, it currently functions as a highway on-ramp for most of the day. In order to achieve the look and feel of a main street, strategies to mitigate the effect of seven tunnel entrances requires consideration.

Today, the city must ask if the volume of traffic entering Clinton/Hell’s Kitchen fits the land use and development patterns taking root in these neighborhoods. To simultaneously move forward with plans for high-density development and environmental sustainability, the west side has become the front line of the city’s challenge to better integrate its transportation and land use planning.



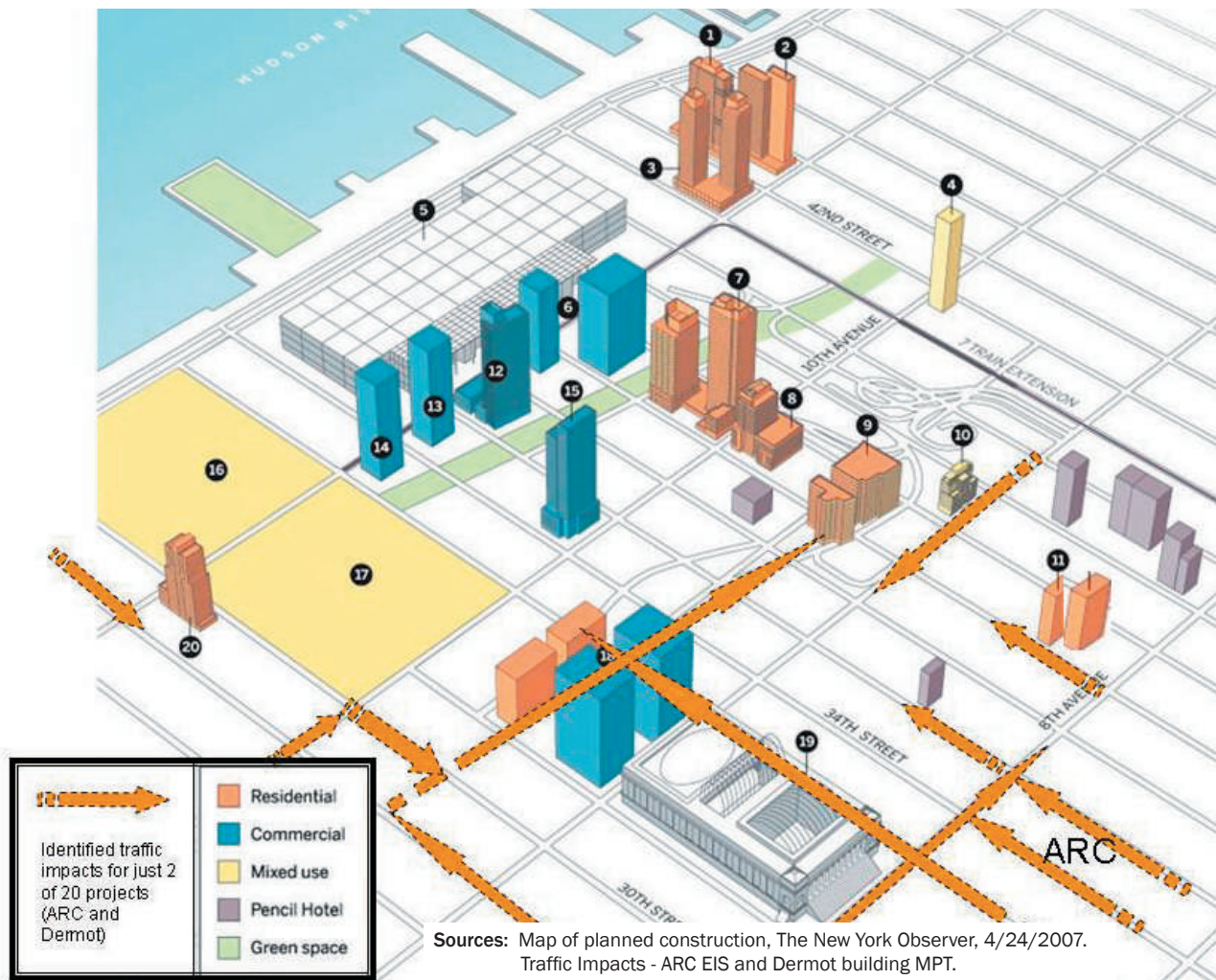


# PLANNED CONSTRUCTION

Construction can be an opportunity to learn from street closings, lane reductions and other short-term re-allocations of street space.

While construction will further burden the neighborhood with heavy truck traffic, noise and service disruptions, it will also be an opportunity to learn from new traffic control plans.

Construction projects require Maintenance and Protection of Traffic Plan (MPT), which describes how vehicles and people will move through construction sites. These plans present a good opportunity to test different lane configurations and learn their effects on traffic flow.



## DEVELOPMENT DETAILS:

- |  |                                      |  |
|--|--------------------------------------|--|
| 1. 46 stories, 478 condos              | 8. 23 stories, 388 rentals           | 16. & 17. M.T.A. Railyards, 12 million sqf of development rights |
| 2. 60 stories, 1,000 rentals           | 9. 18 stories, 809 rentals           | 18. 4million sqf office space/<br>700,000sqf residential         |
| 3. 57 stories, 1,157 rentals           | 10. 12 stories, 92 condos/87 hotel   | 19. Moynihan Station & Madison Square Garden                     |
| 4. 60 stories, 500 rentals/250 hotel   | 11. 24 stories, 550 rentals          | 20. 34 stories, 370 units  |
| 5. Two block J. Javits extension       | 12. 70-90 stories, 1,000-1,500 rooms |  |
| 6. Two 40+ story buildings proposed    | 13. potential for 2million sqf       |  |
| 7. 43 and 34 story towers, 824 rentals | 14. unreported                       |  |
|  | 15. 55 stories, unknown              |  |

concepts

& best practices

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# CONCEPTS & SOLUTIONS

Concepts outlined in the following section:

Concept 1 - Complete Streets

Concept 2 - Residential Zones

Concept 3 - Mental Speed Bumps

Concept 4 - Parking Improvements

Concept 5 - Sidewalks for People

Concept 6 - Public Plazas

Concept 7 - Traffic Volume and Routing

# COMPLETE STREET

Public input clearly indicated that 9th Avenue fails to meet the needs of the majority of its users and their primary modes of transportation.

A “Complete Street” is designed and operated to provide safe access for all users, transportation modes, ages, and abilities.

Today, 9th Avenue is ‘incomplete’ because it is designed to be dominated by private automobiles and fails to consider the safety and efficiency of other modes.

Pedestrians, bicyclists, transit riders, children, senior citizens and the disabled all reported numerous factors that make it difficult to use 9th Avenue.

Research has shown that complete streets often have higher capacity and cause fewer safety and environmental problems. Complete streets also establish performance standards and set and monitor measurable goals.

Striking the right balance between different modes of transportation requires making trade-offs. Beginning with the community and the local context, all agencies responsible for delivering public services need to work together to achieve an imaginative use of street space.

## TRADE-OFFS

The following drawings illustrate the existing condition of 9th Avenue and four alternative configurations. The alternative configurations respond to the community’s expressed desire to improve safety, pedestrian access, transit efficiency and the bicycling and parking environments.

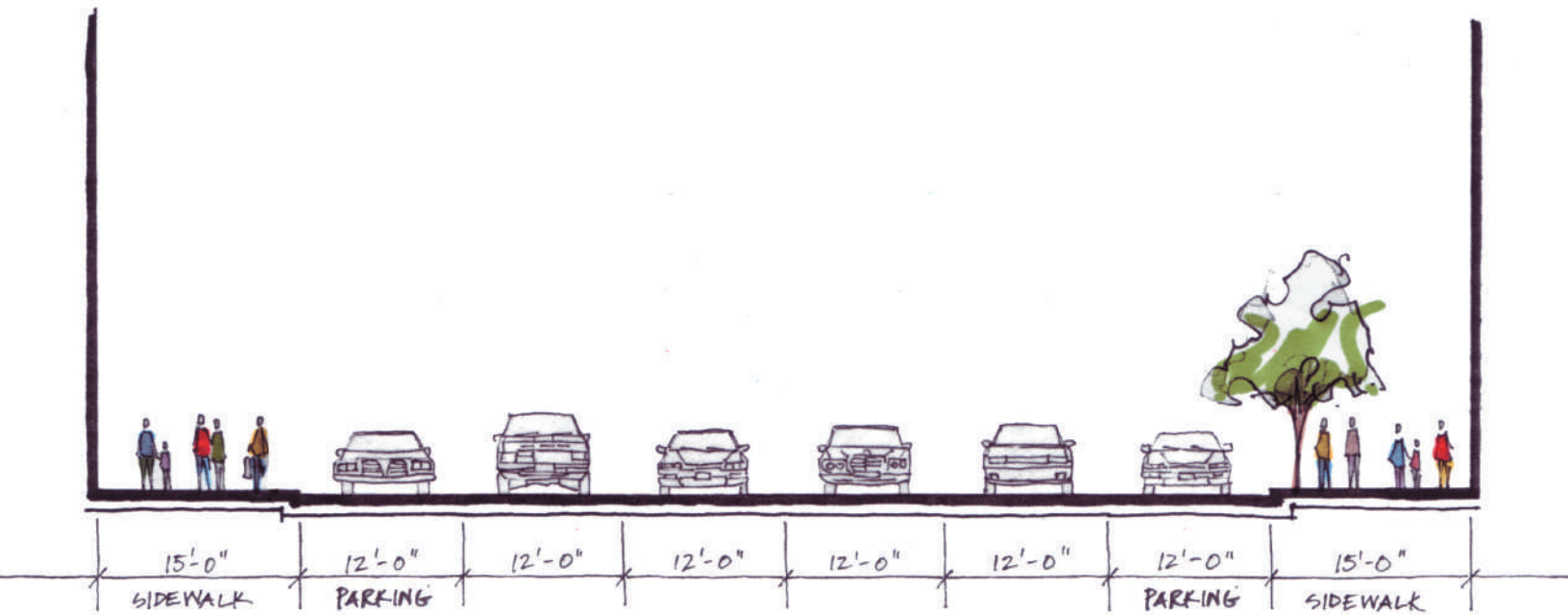
The section and plan drawings on the following pages represent a number of trade-offs between the amount of space allocated to each mode of transportation.

Drawings are based on the same 102’ public right of way; however, each drawing reflects a different mix of priorities and suggests a paradigm shift from moving private cars to moving more people safely and efficiently.

These drawings are not for specific blocks or intersections, rather they represent ‘typical’ situations. They are concepts presented for the purpose of discussion and further technical analysis.



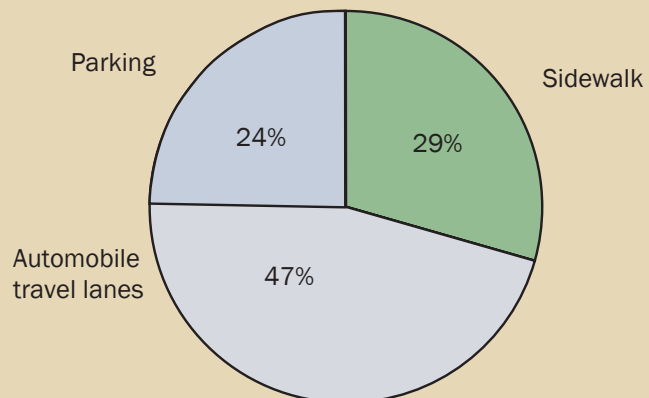
## EXISTING CONDITION: SECTION DRAWING



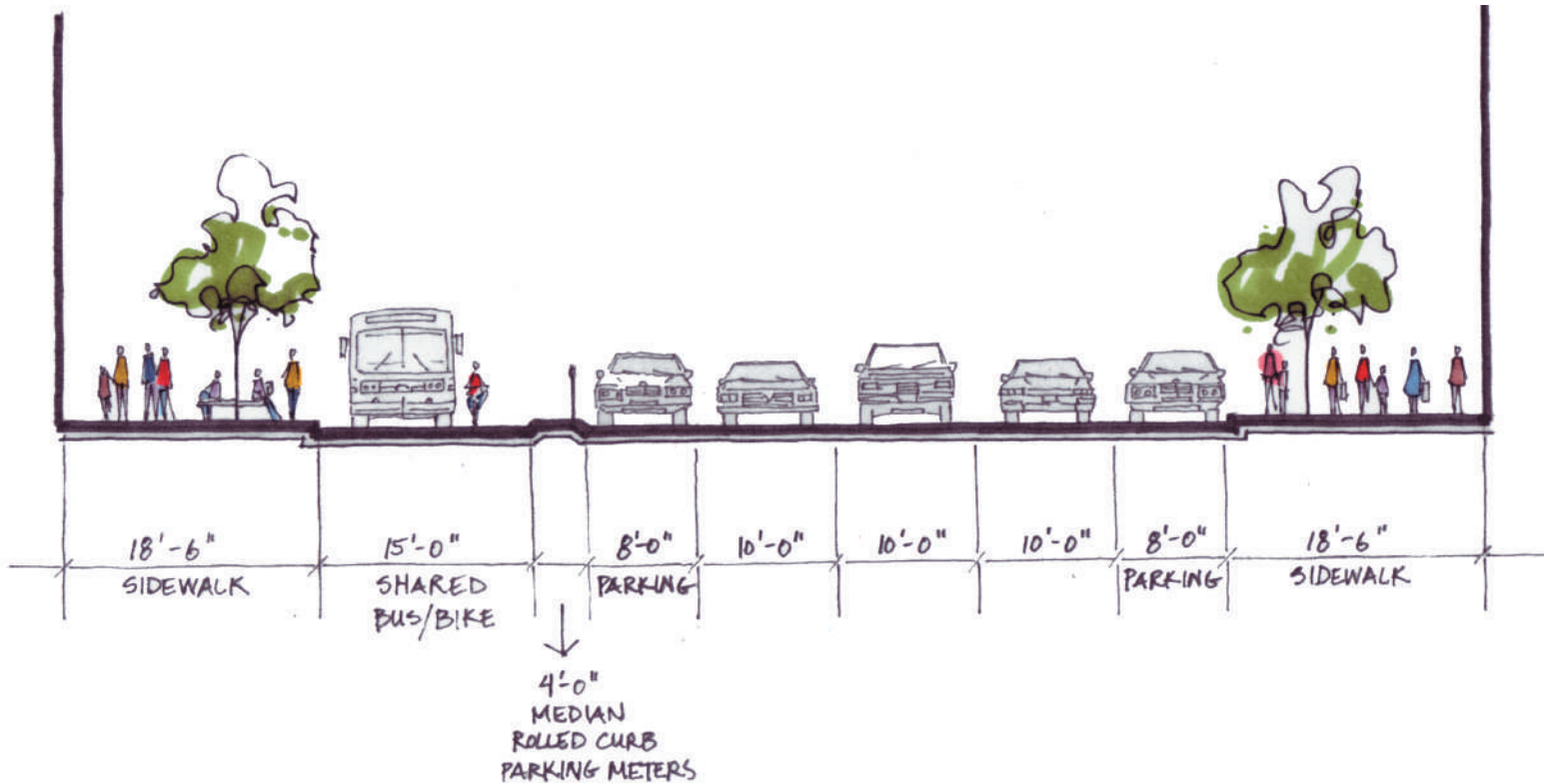
### 4 Travel Lanes

- Vehicular lanes, including parking lanes, are 12 feet wide.
- Sidewalks vary along the project limits, from 14 to 18 feet.
- Pedestrian crossing distances across 9th Ave are 72 feet.

Total Pedestrian Crossing Distance = 72 feet



## OPTION A: SECTION DRAWING

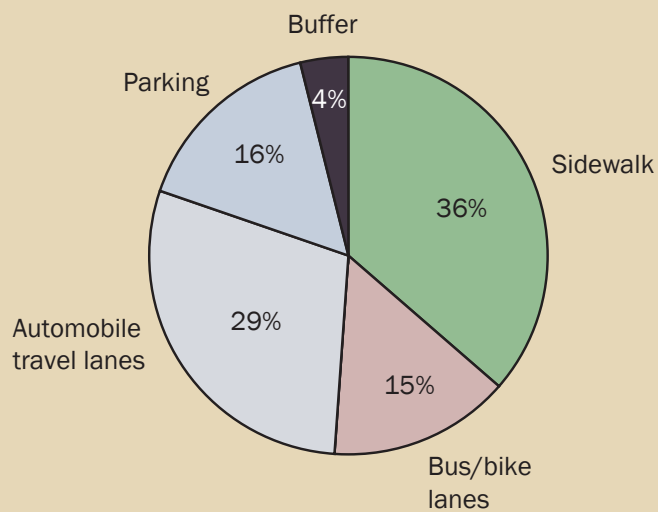
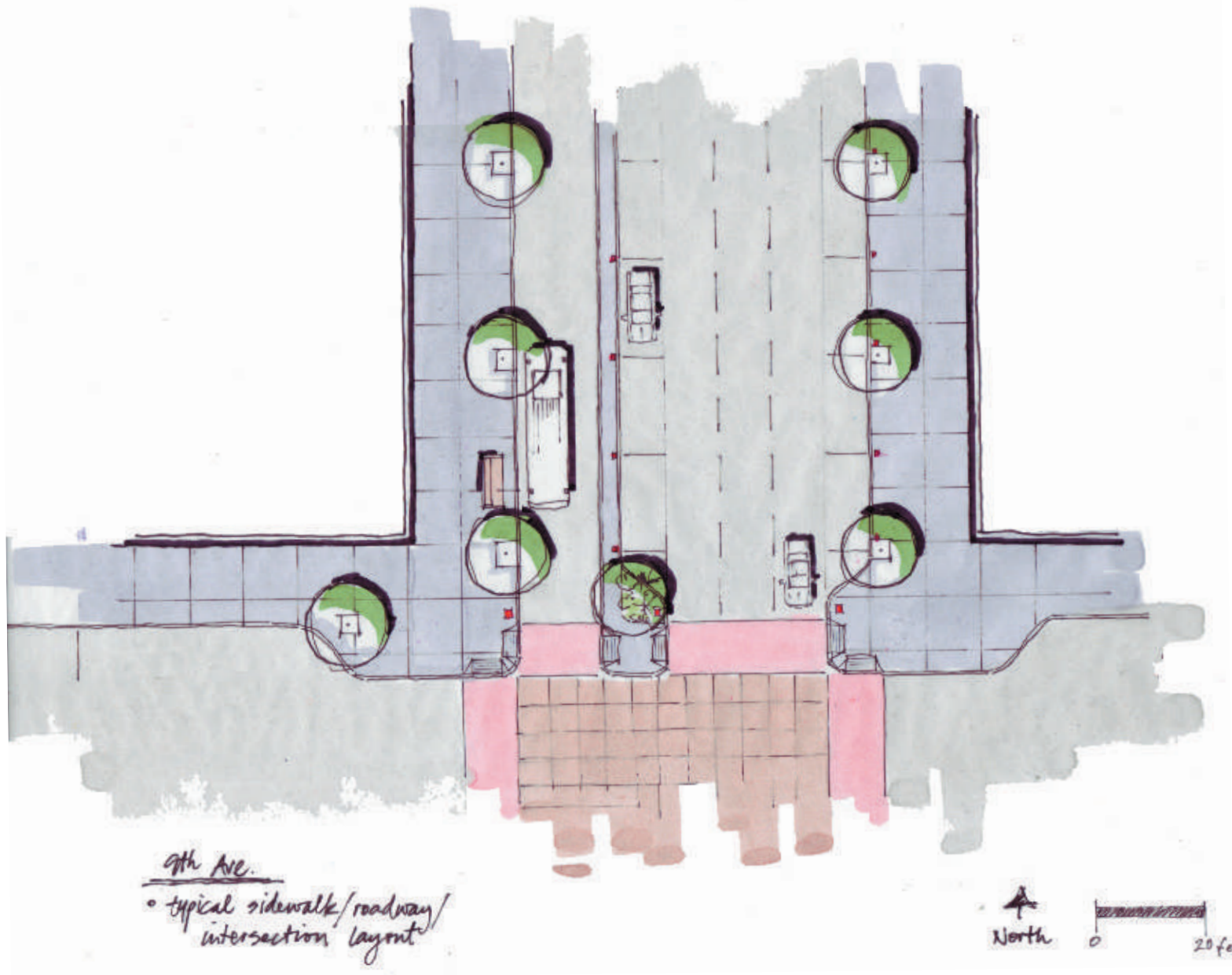


### 3 Travel Lanes, Bus Bike Share

- Three 10-foot vehicular lanes.
- Two 8-foot parking lanes.
- Sidewalks expanded by 3 ½ feet on each side.
- 15-foot shared bus & bike lane separated by 4-foot median with parking meters, rolled curbs and street tree plantings optional. Median also serves as pedestrian refuge.
- Pedestrian crossing distance shortened to 45 feet, a 37.5% decrease in crossing distance.



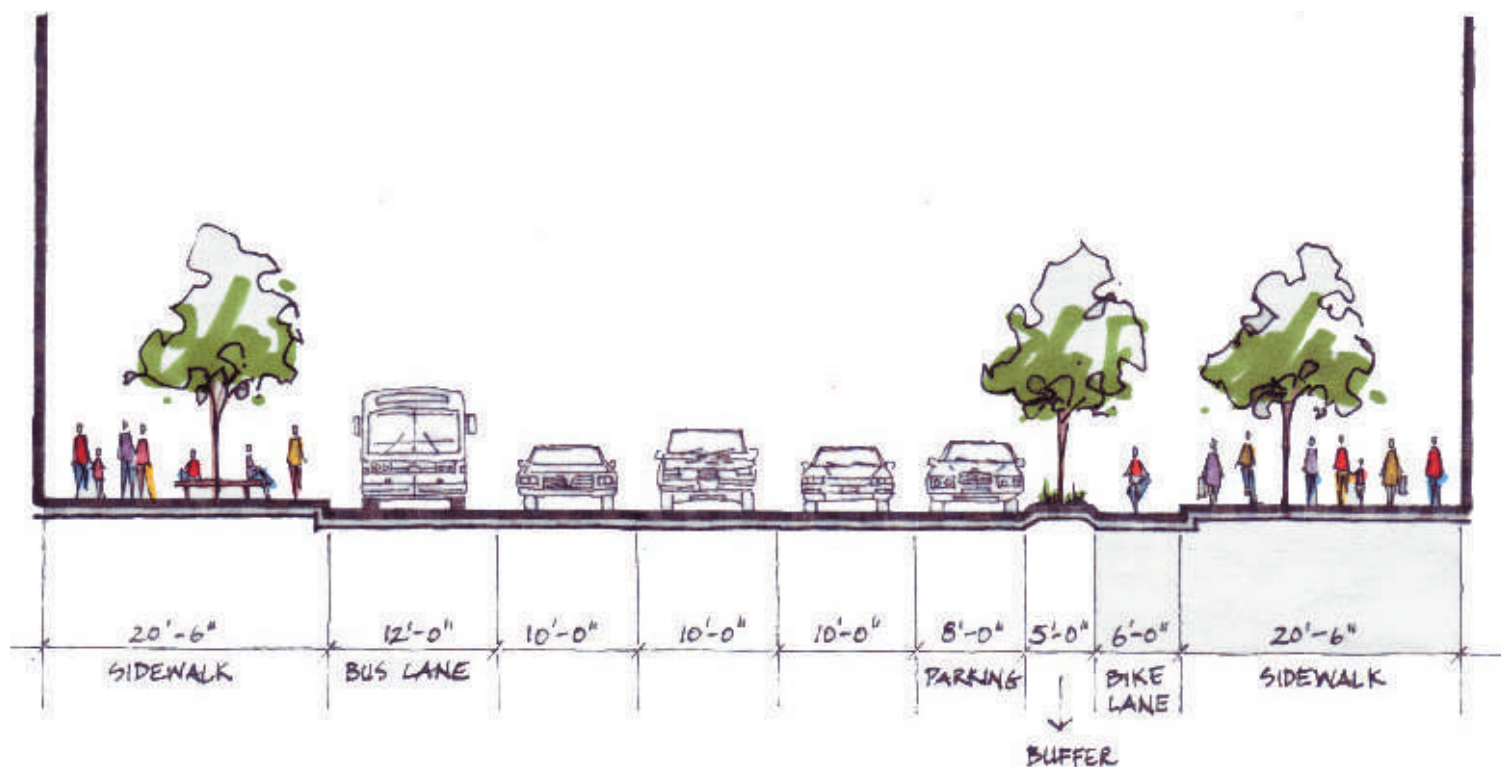
## OPTION A: PLAN DRAWING



**Total Pedestrian Crossing Distance = 45 feet**

**37.5% reduction**

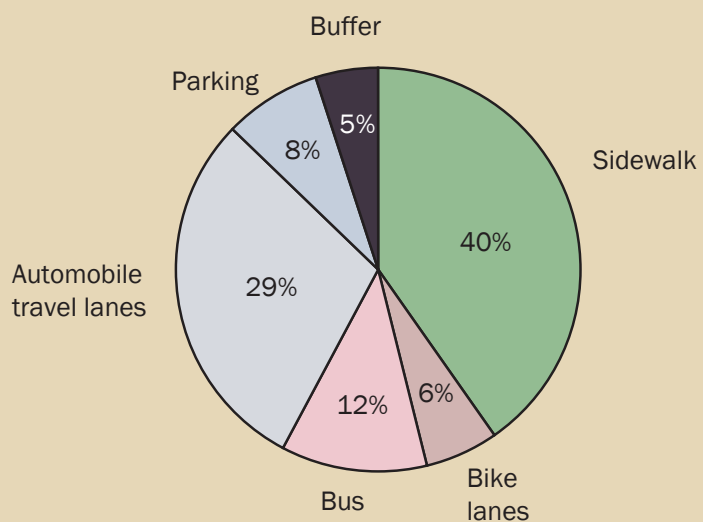
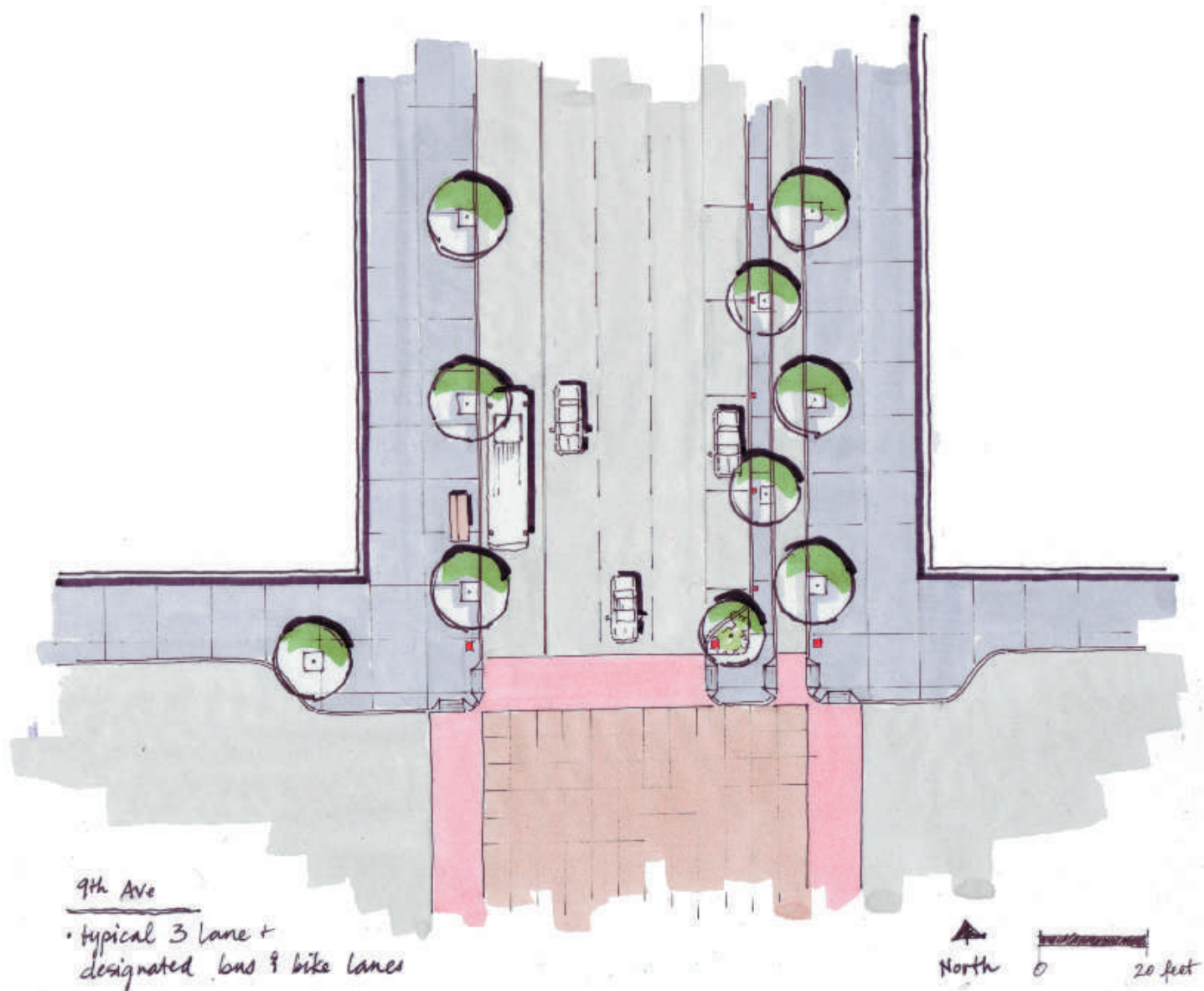
## OPTION B: SECTION DRAWING



### 3 Travel Lanes, Bike Separated

- Three 10-foot vehicular lanes.
- One 8-foot parking lane.
- 12-foot designated bus lane.
- 6-foot bike lane separated by 5-foot median with parking meters, rolled curbs and street tree plantings optional. Median also serves as pedestrian refuge.
- Sidewalks expanded by 5 ½ feet on each side.
- Pedestrian crossing distance shortened to 48 feet, with a pedestrian median in between – a 33.3% decrease in crossing distance.

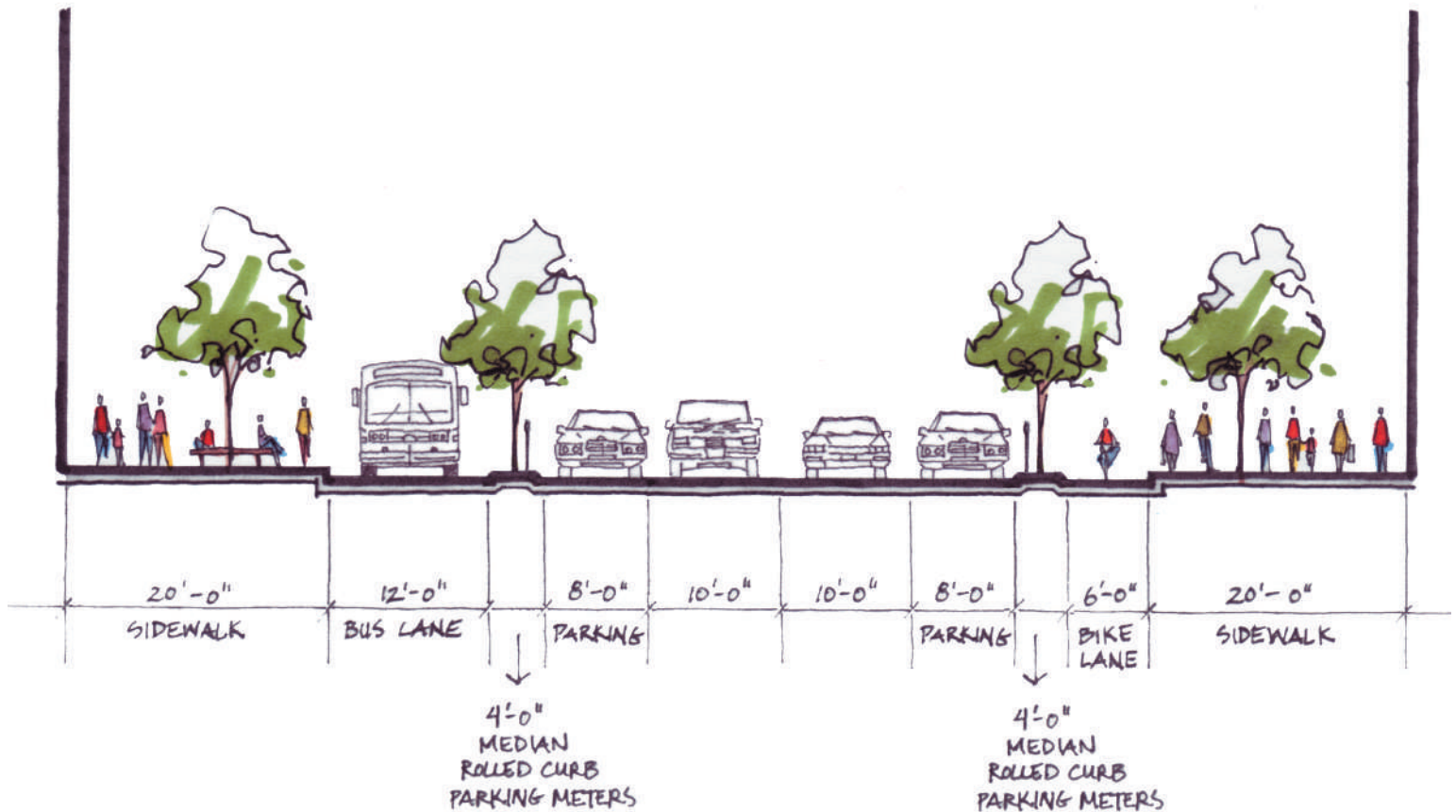
## OPTION B: PLAN DRAWING



**Total Pedestrian Crossing Distance = 48 feet**

**33.3% reduction**

## OPTION C: SECTION DRAWING

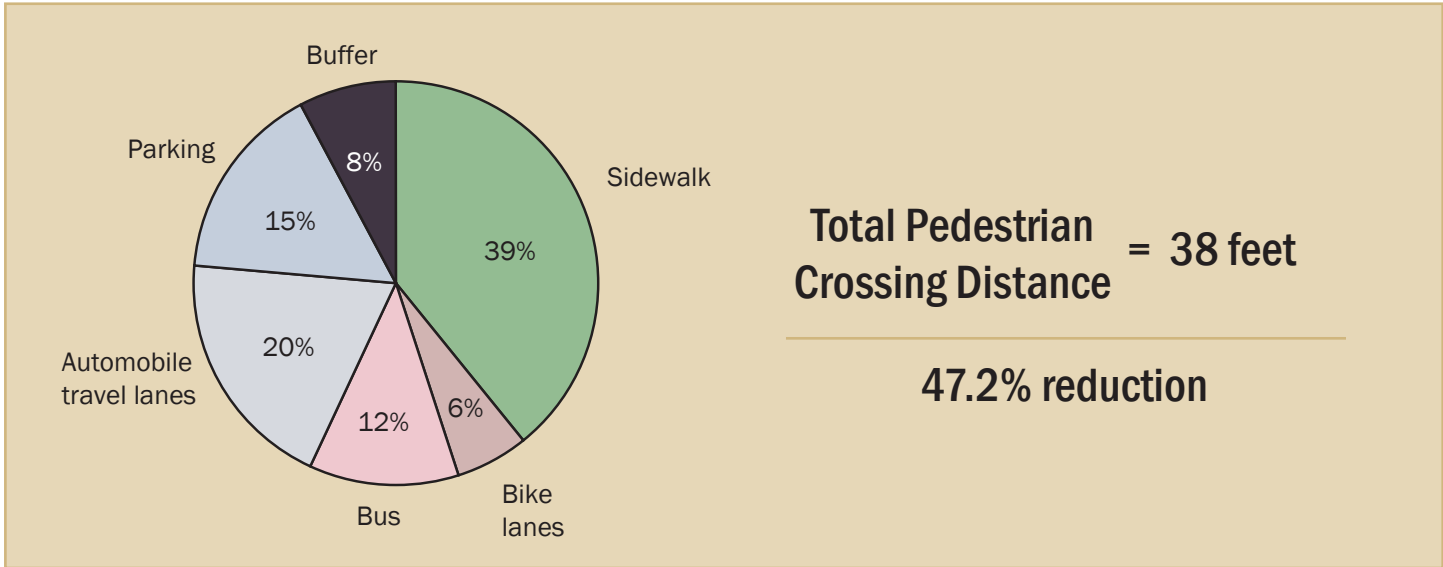
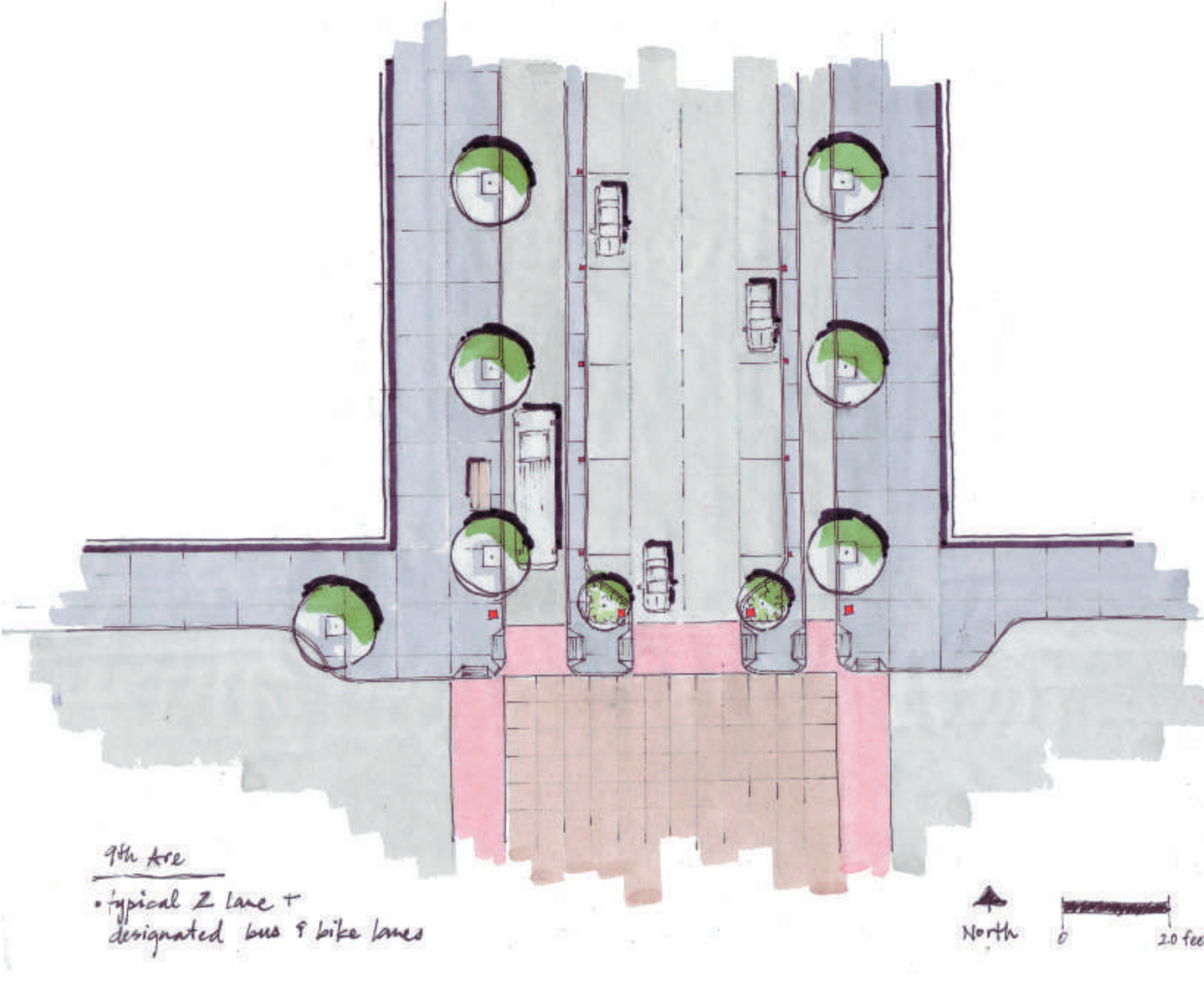


### 2 Travel Lanes, Bus Separated, Bike Separated

- Two 10-foot vehicular lanes.
- Two 8-foot parking lanes.
- 12-foot bus lane separated by 4-foot median with parking meters, rolled curbs and street tree plantings optional. Median also serves as pedestrian refuge.
- 6-foot bike lane separated by 4 foot median with parking meters, rolled curbs and street tree plantings optional. Median also serves as pedestrian refuge.
- Sidewalks expanded by 5 feet on each side.
- Pedestrian crossing distance shortened to 38 feet, 47.2% decrease in crossing distance.



OPTION C: PLAN DRAWING

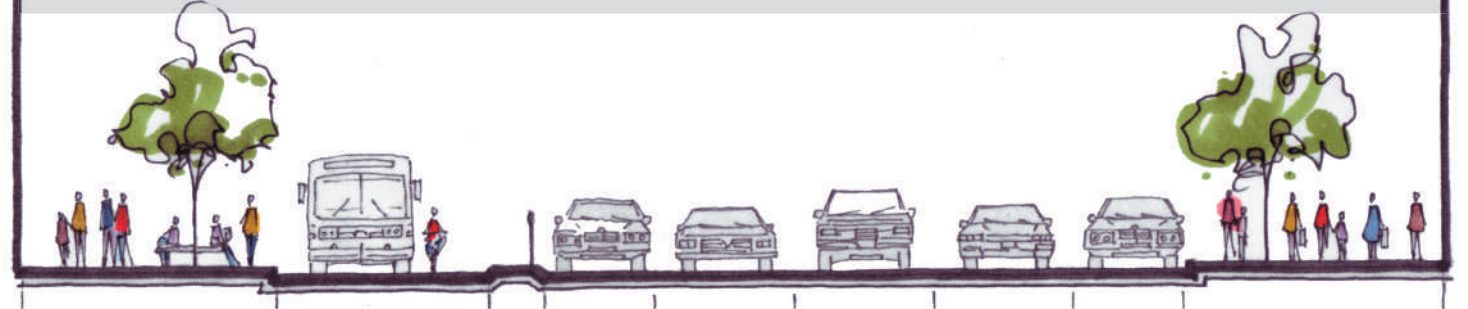


# COMPARISON OF SECTIONS

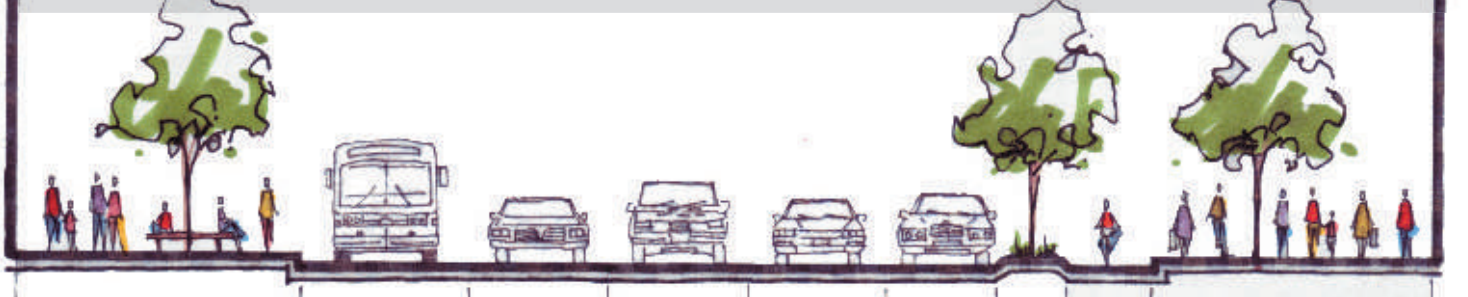
## EXISTING CONDITION



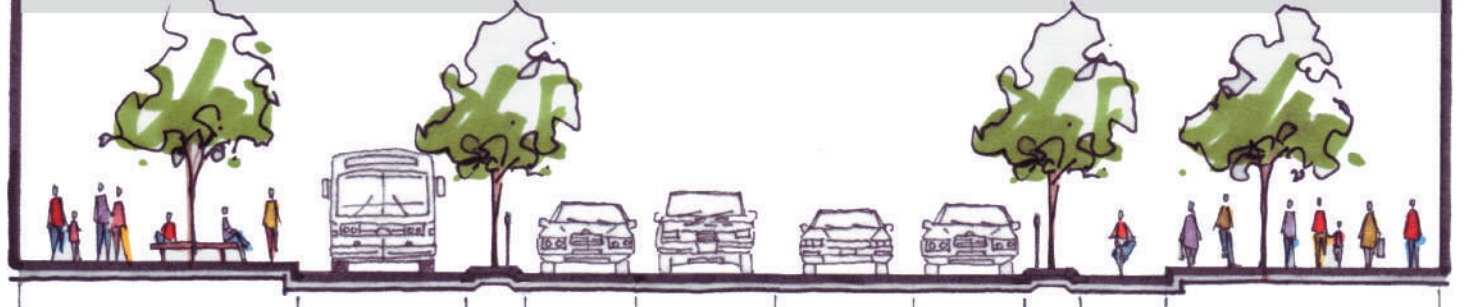
## OPTION A



## OPTION B

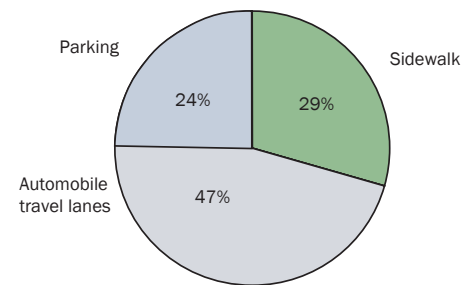


## OPTION C



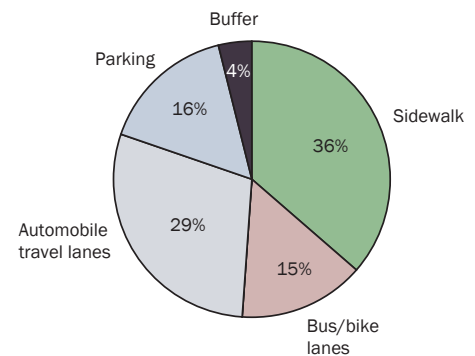
## EXISTING CONDITION

Total Pedestrian  
Crossing Distance = 72 feet



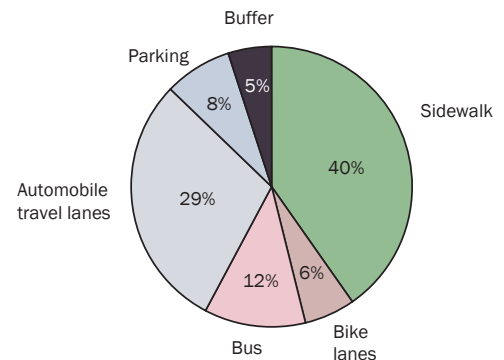
## OPTION A

Total Pedestrian  
Crossing Distance = 45 feet  
37.5% reduction



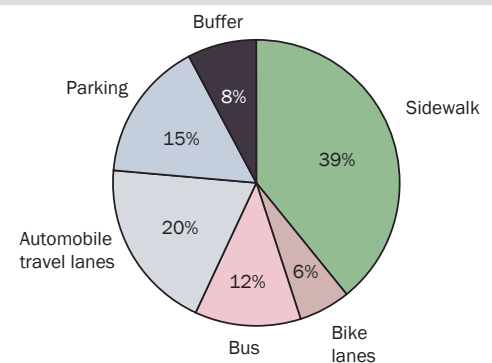
## OPTION B

Total Pedestrian  
Crossing Distance = 48 feet  
33.3% reduction



## OPTION C

Total Pedestrian  
Crossing Distance = 38 feet  
47.2% reduction





# TRAFFIC VOLUME AND ROUTING

Throughout the community input and design process many participants asked, “where will the traffic go?” While it is true that allocating space to other modes will reduce space for vehicles there are a number of encouraging policies and plans that would reduce truck and vehicle volume on 9th Avenue.

## Public Policy

A number of important policies to reduce traffic volume and encourage drivers to switch transportation modes are currently being considered:

1. The Port Authority has completed a feasibility study of replacing one tunnel lane with another express bus lane.
2. Port Authority is also considering the feasibility of higher tolls.
3. The Mayor’s congestion pricing plan would simultaneously reduce congestion and improve public transportation alternatives.
4. It has been demonstrated that parking attracts traffic.  
As the west side continues to grow, lowering minimum parking requirements for new buildings is an important step to reducing congestion.

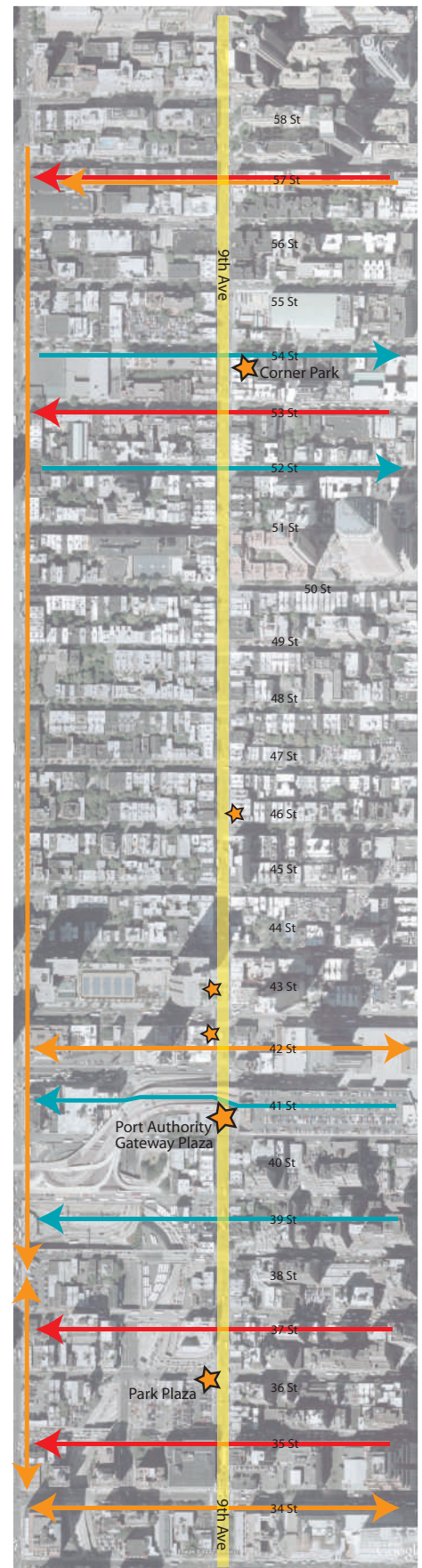
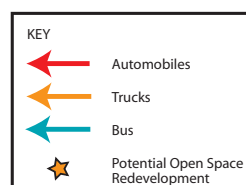
## Traffic Shrinkage

Traffic shrinkage is a term used to describe the reduction of traffic volume when the number of lanes available to vehicles is reduced. For example, when the double-decker West Side Highway collapsed and was replaced by fewer lanes, traffic volume famously decreased from 110,000 to 50,000 vehicles/day without causing massive traffic jams elsewhere. In fact, overall north-south traffic on the west side decreased eight percent.

## Redirect Traffic

The diagram to the right indicates how directing traffic away from 9th Avenue would improve its quality as a pedestrian friendly main street.

1. Redirect bus traffic to 41st and 39th streets, they are mostly commercial and have direct access to the tunnel.
2. Truck traffic should be discouraged from using 9th Avenue, especially trucks turning west onto 41st Street. Existing truck routes on 57th, 42nd, and 34th streets should direct truck traffic to 11th Avenue where there is lower residential density and more space for queuing.
3. Excessive vehicle queuing for tunnel traffic on 9th Avenue could be reduced by directing drivers to 11th Avenue via 53rd and 57th streets which are predominantly commercial streets.





# 9TH AVENUE PHOTO SIMULATION



9th Avenue Renaissance



9th Avenue existing condition

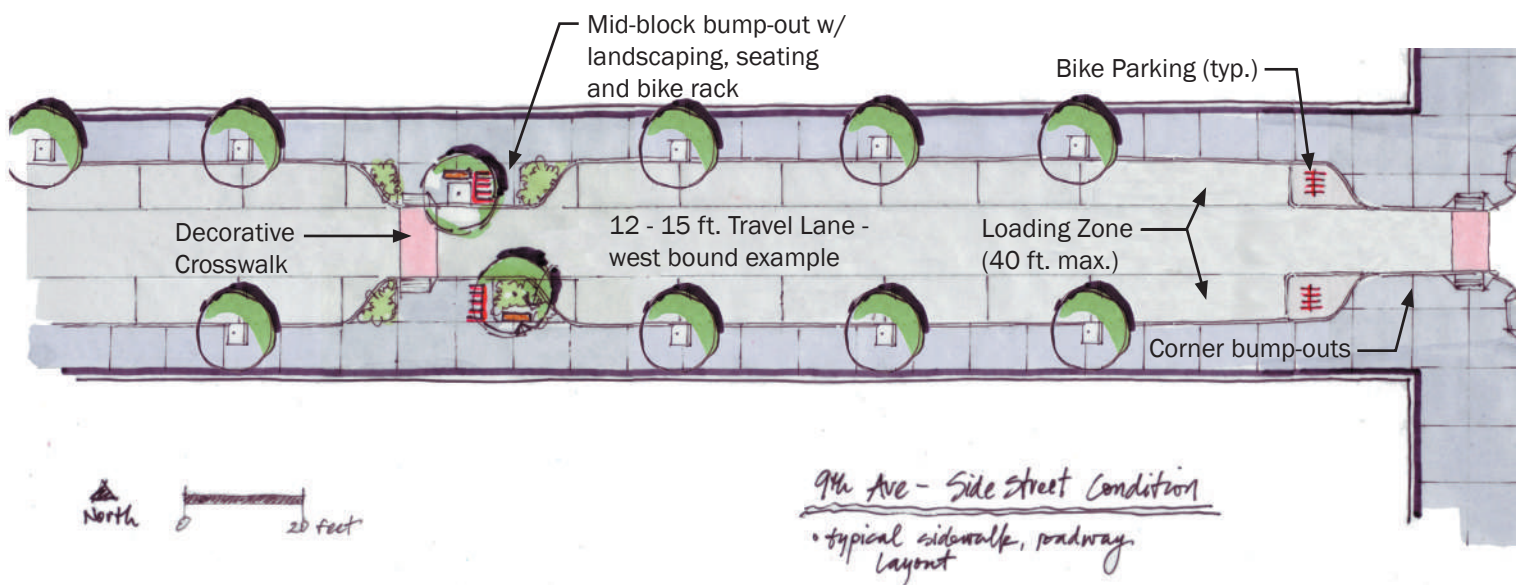


# RESIDENTIAL ZONES

Many cities support safer residential streets with legislation that establishes standardized traffic calming elements for residential zones.

By adding “home zone” to a street’s functional classification, the street’s focus shifts from accommodating frictionless vehicular travel to a street engineered to meet residential needs.

## Typical Street Option A



### Residential Zone Improvements:

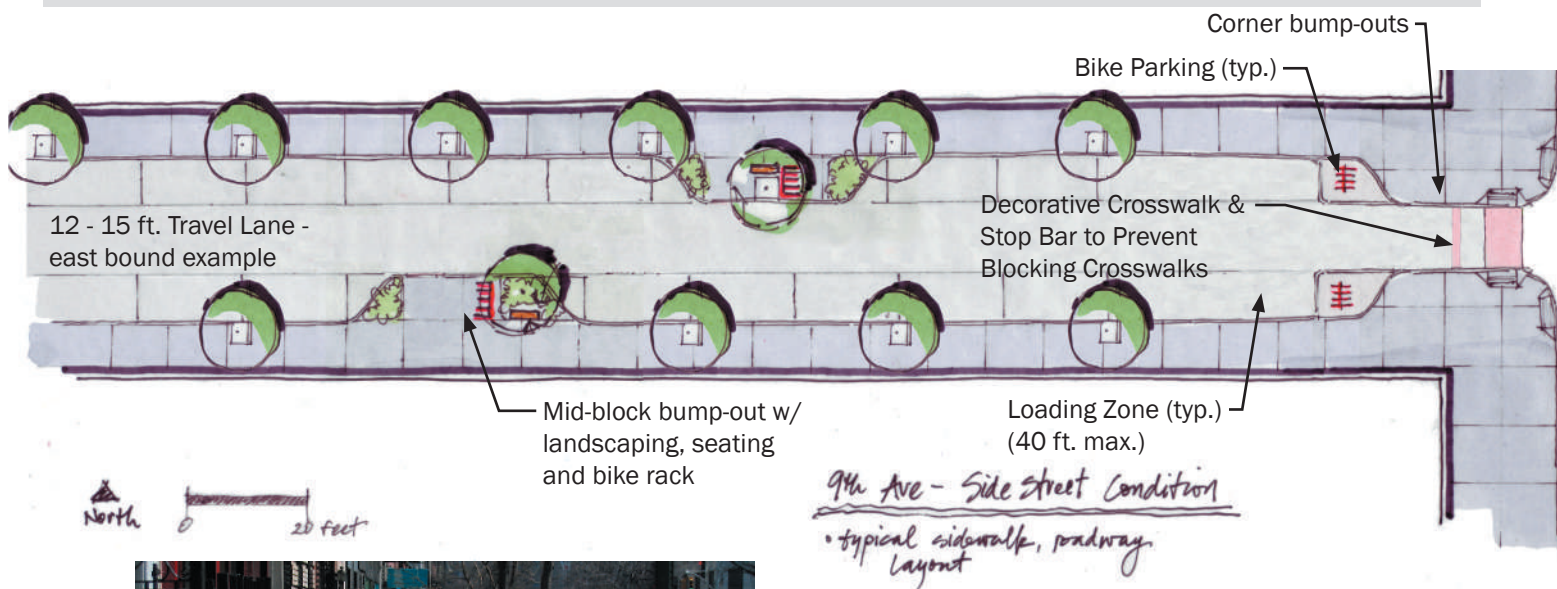
- Neck downs
- Speed bumps
- Signage
- Bollards
- Seating
- Mid-block neck downs
- Mid-block crossings
- Residential bicycle parking
- Planting areas and more street trees



Bollard, New York City

# RESIDENTIAL ZONES

## Typical Street Option B



Pedestrian pinch point, between 9th and 10th Avenues



Curb extension,

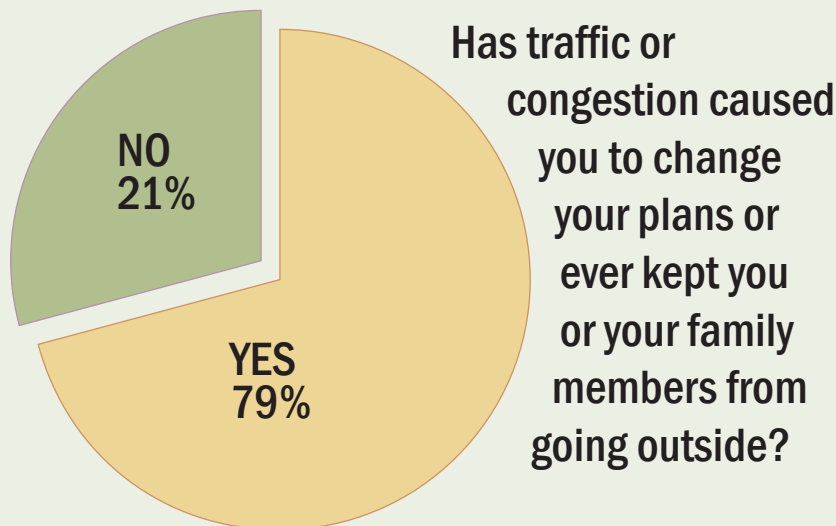
# MENTAL SPEED BUMPS

“Mental Speed Bumps” is a down to earth concept residents can use to slow traffic in their neighborhoods by adding intrigue, uncertainty, and sociability.

Survey results indicate traffic congestion forces residents to change their plans and stay inside. Improving driver behavior is an important part of making streets more livable. Research has shown that drivers’ mindsets can be changed by signaling that they are not simply passing through a neighborhood but that they are guests in a special place.

While traffic control devices create predictability, mental speed bumps create uncertainty by sending signals to drivers to slow down and observe the smallest details.

You don’t have to be a designer or engineer to implement mental speed bumps. Many Block Associations already do a fantastic job of hosting community events on the street. Whether large or small, events like these have been proven to slow down drivers, encouraging them to drive with respect through residential neighborhoods.



**Don't let cars drive you indoors!**

- Reclaim on-street parking spaces for a barbecue.
- Play music on the street, add flags and color.
- Play street games like stickball and hopscotch.
- Send signals, park a child’s stroller near the street corner.
- Suspend a bicycle over the street.
- Don’t shake your fists at drivers, wave your hand instead.
- Hold a conversation on the street, not the sidewalk.
- Be spontaneous and social.
- Create intrigue.



# MENTAL SPEED BUMPS



Children painting the street



Socializing in the street



Parking spot squat

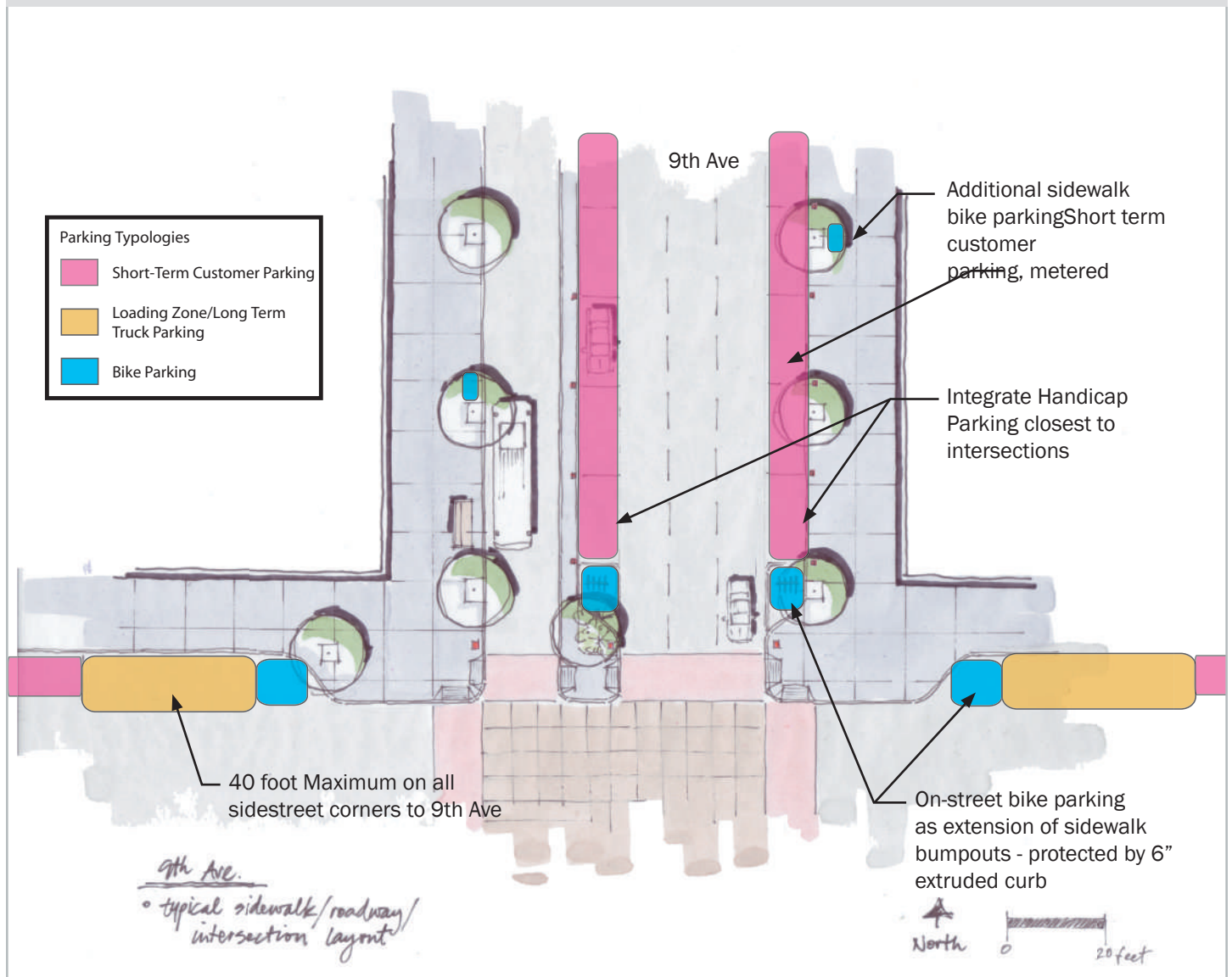
# INNOVATIVE ON STREET PARKING STRATEGIES

Parking policies, or the lack of effective parking policies, is an issue affecting Clinton/Hell's Kitchen in a number of ways.

A number of parking issues were raised throughout the public input process: delivery parking; on-street customer parking; double parking; illegal bus parking; idling while parking; lack of bicycle parking for deliveries, residents, and commuters; taxi and jitney parking; tour bus parking; residential parking; and off street parking requirements for new development.

Parking is clearly a complex and multifaceted issue and deserves further study. However, further study should not postpone short-term experiments that may improve current conditions and provide opportunities the city can learn from.

## Typical Parking Scenario





# PARKING IMPROVEMENT DISTRICT

Modern parking policy can support area businesses and the surrounding districts by increasing the availability of customer parking and generating revenue for streetscape improvements.

Throughout the input process, the availability of on-street customer parking was identified as a critical issue to area businesses.

To work in favor of businesses, on-street parking spaces require frequent turnover to allow as many customers as possible to find a space, stop, and shop.

Increasing the turnover of a parking space is possible by setting the price of curbside parking to a level that encourages customers to only park as long as they need to for shopping. And new parking meter technology allows the price of parking to be easily changed until the desired turnover rate is achieved.

Under the concept of a Parking Improvement District (PID), incremental parking revenue from higher meter prices is returned to the district to fund streetscape improvement projects, maintenance, and sanitation services similar to a Business Improvement District (BID) arrangement.

PIDs are win-win-win. Businesses benefit from efficient curbside parking, customers benefit from parking availability and convenience, and the entire community benefits from streetscape improvements and maintenance.

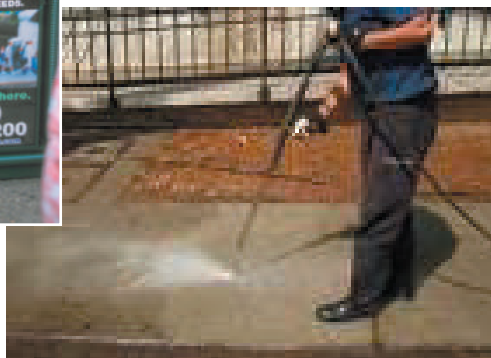


## How Do PIDs Work?

1. Curb-side parking is increased to a price that creates higher parking turnover
2. Incremental revenue generated by higher parking prices is returned to the district to finance public improvements



Maintenance and sanitation

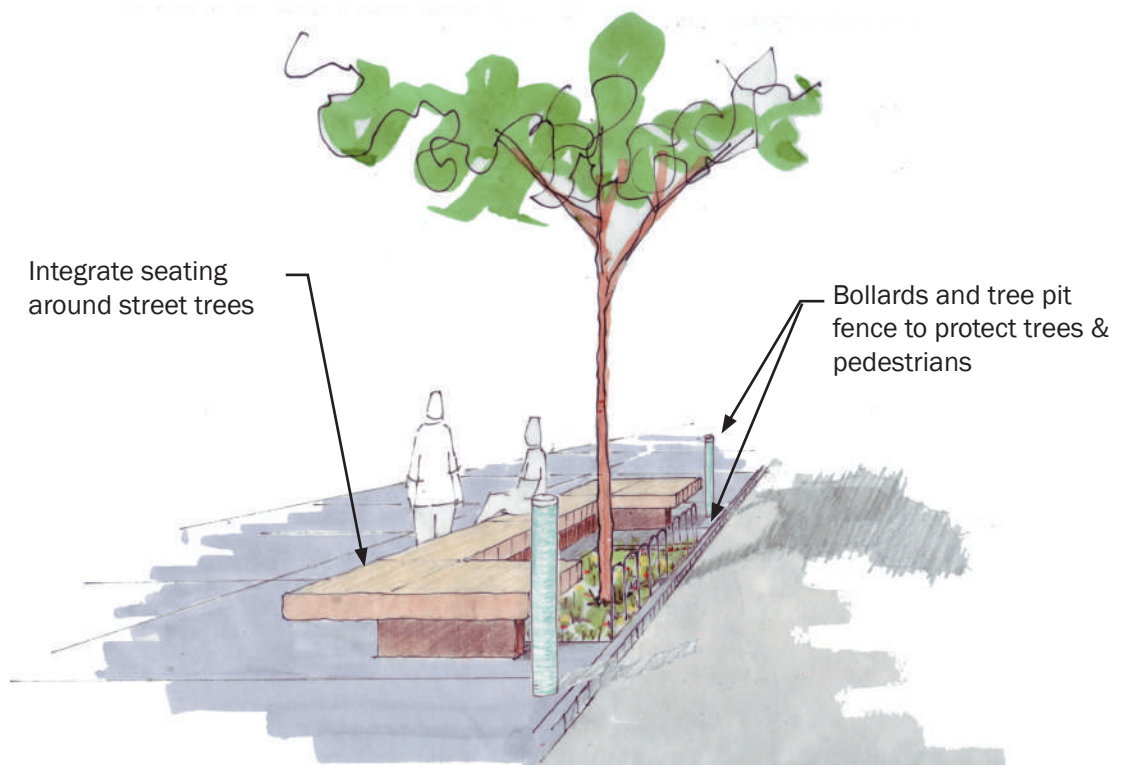


Seating and greenery

# SIDEWALKS FOR PEOPLE

Given the limited amount of public space available to Clinton/Hell's Kitchen residents, streets and sidewalks deserve special consideration as vital public spaces.

The community Street Audit results indicated that sidewalk clutter, the encroachment of sidewalk cafes, and the lack of public seating, street trees, and human-scale lighting all negatively affect the attractiveness and efficiency of 9th Avenue sidewalks. Both residents and business owners raised the need for creative solutions to street furnishings and their ability to guide pedestrian flows rather than prohibit them.

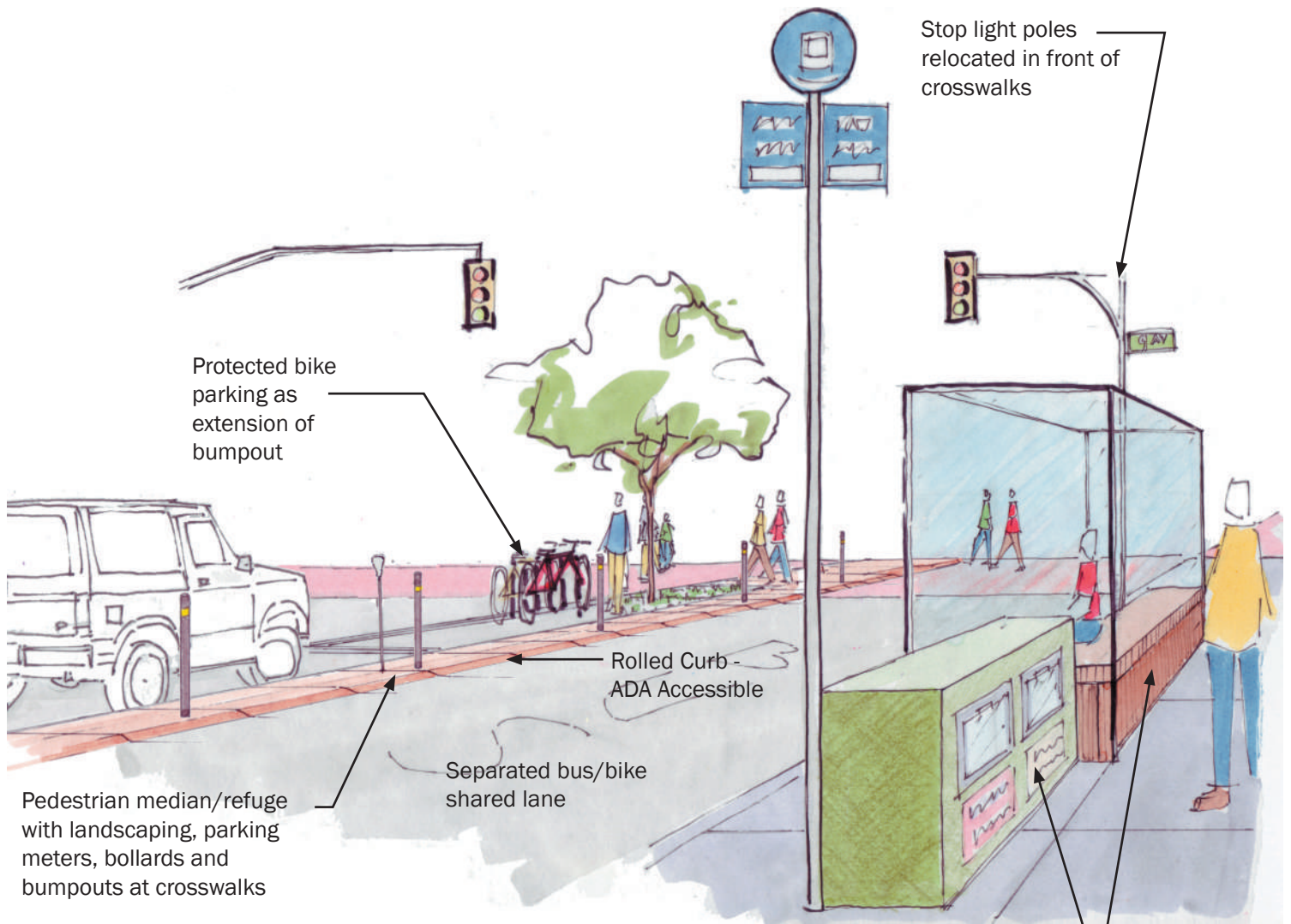


## Pedestrian Impediments:

The usable space of Clinton/Hell's Kitchen sidewalks is certainly less than their 15 foot width and there is a growing consensus that the range of necessary and discretionary sidewalk amenities are impeding pedestrian flows. While all the elements listed below have their place on the sidewalk, the thoughtfulness of their organization impacts the pedestrian level of service.

- Phone booths
- Garbage cans
- Garbage
- Subway grates
- Basement doors
- Scaffolding
- Sidewalk cafes
- Sidewalk hatch doors
- Displays and signage
- Winter entrances
- Table vendors
- Cart vendors
- Newsboxes
- Bicycle parking
- Poles and street signs
- Street trees
- Parking meters
- Mailboxes





Shared bus and bike lane, Paris



Consolidated newsboxes, 34th Street Partnership

# PUBLIC PLAZAS

New York City has a strong tradition of small public spaces that contribute to the social life of neighborhoods.

Upon closer examination, there are a number of potential public plazas along 9th Avenue that fit the mayor's goal to ensure that every resident lives within a 10 minute walk of a park, and that meet the Department of Transportation's new commitment to "work with communities and other city agencies, to reallocate street space in neighborhoods in all five boroughs to create many more public plazas."

Together, a series of public spaces along 9th Avenue can be greater than the sum of their parts. Investing in public spaces will help to create a district identity, connect destinations and offer a series of experiences that range from passive resting areas to interactive street theater, expressing the culture of the neighborhood.



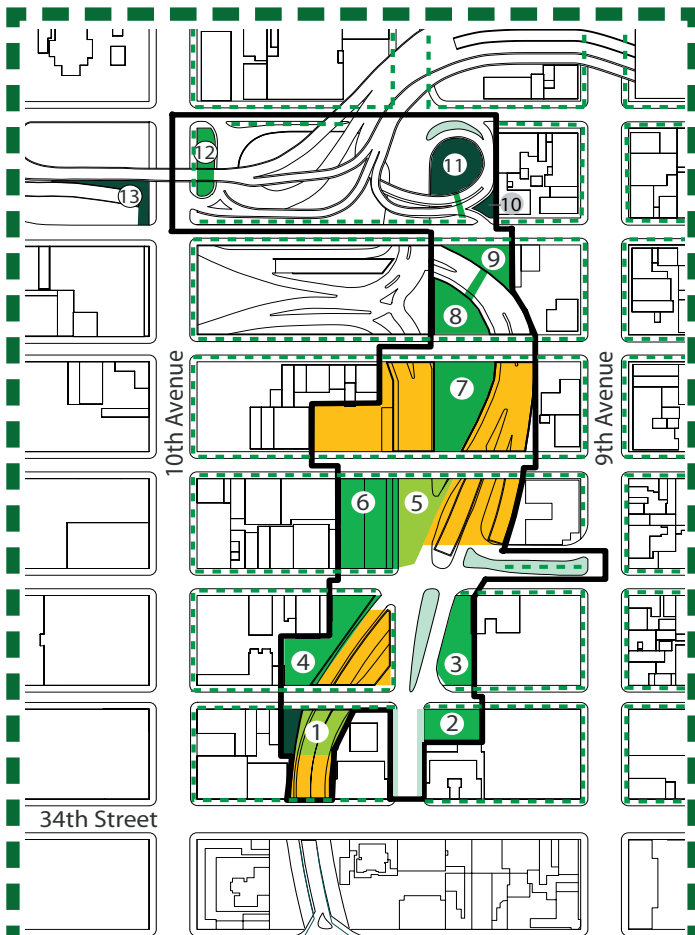
Street Audit participants identified Manhattan Plaza and Restaurant Row as two plaza-like destinations that could form the foundation of a stronger district identity built around an improved streetscape connecting small public plazas.

Manhattan Plaza, 9th Avenue at 42nd Street

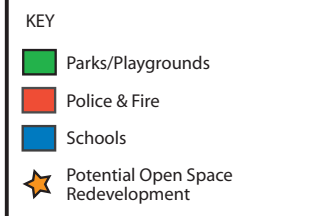


Restaurant Row, 9th Avenue at 46th Street





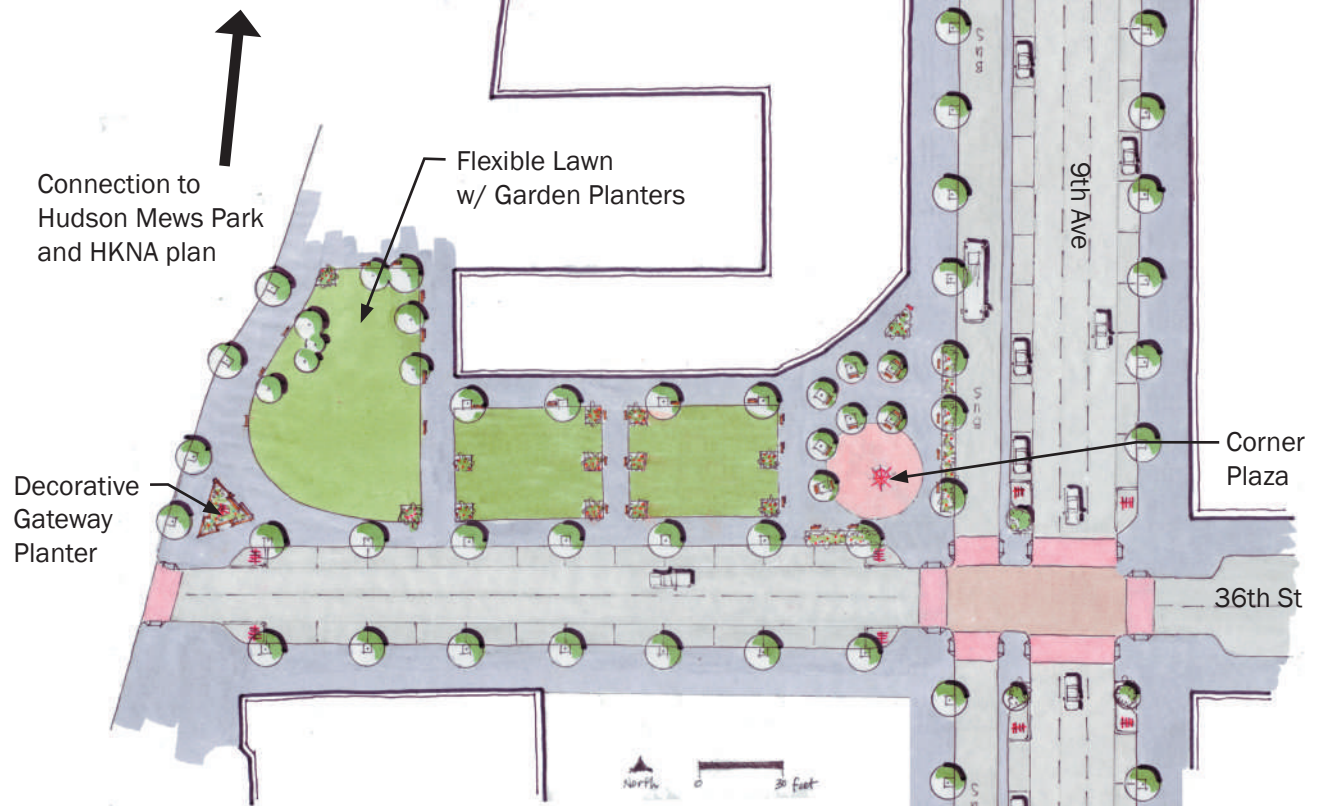
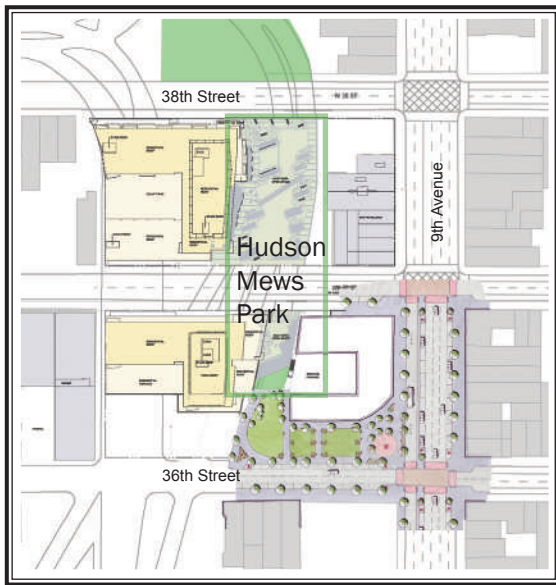
Hell's Kitchen Neighborhood Association (HKNA) plan identifies a number of opportunities for adding new public spaces. The map above identifies sites between 9th and 10th Avenues that can be built in conjunction with new development on adjacent sites. The new Hudson Mews Park at site 5 is currently being designed as a part of the new building being built by The Dermot Company.



# LINCOLN TUNNEL ENTRANCE AT 36TH STREET

Currently the entrance to two vehicular travel lanes in the Lincoln Tunnel.

A new public space between 36th and 37th would connect the new Hudson Mews Park to 9th Avenue. Closing the 9th Avenue Lincoln Tunnel entrance at 36th Street (or reducing lanes to it) may be possible due to the planned expansion of XBT bus service that requires the reduction of vehicle lanes serviced by this tunnel entrance. Six entrances would remain on 9th Avenue.

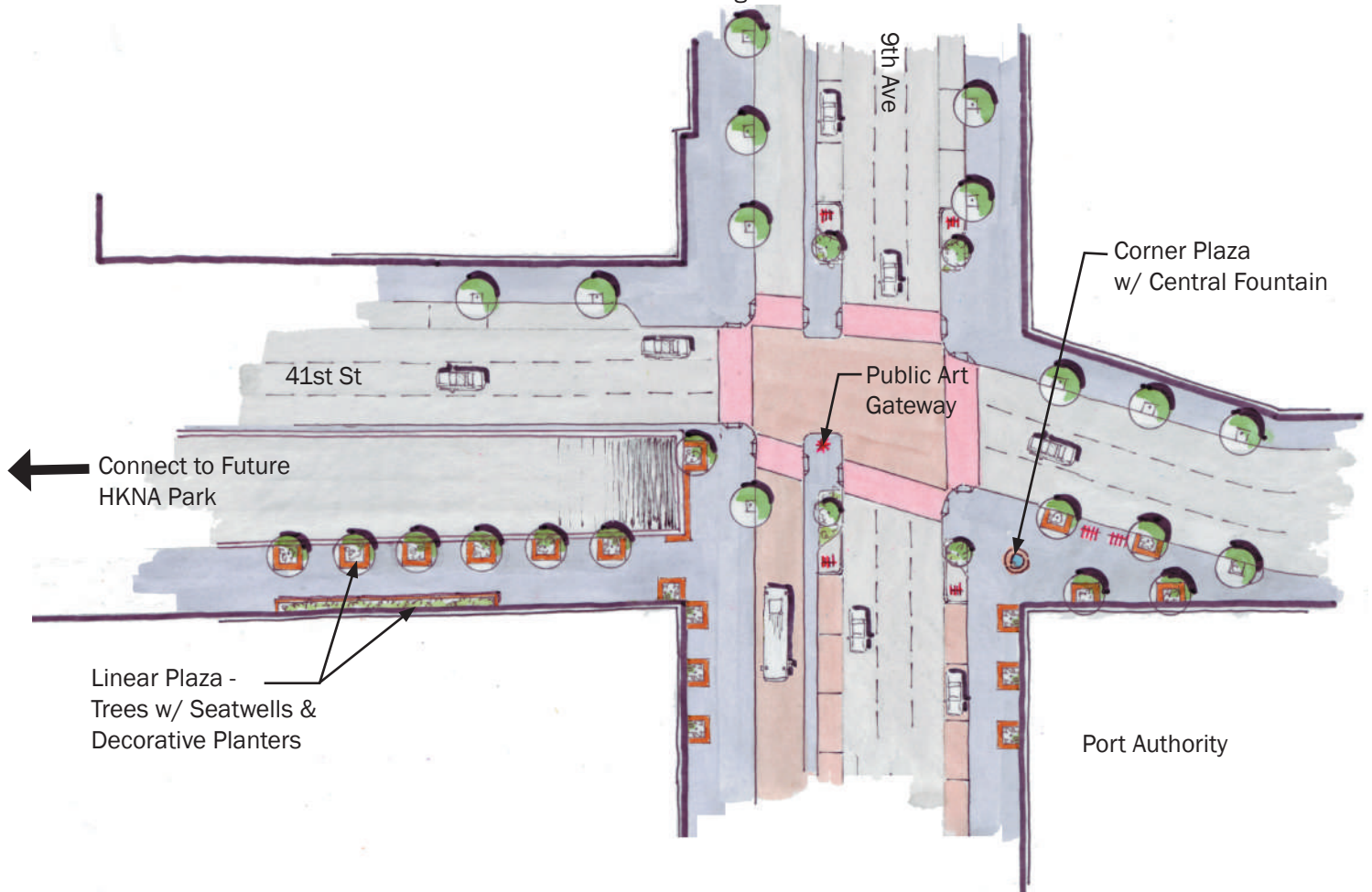




# INTERSECTION OF 9TH AVENUE AND 41ST STREET

Currently a Port Authority construction site and 41st Street security booth.

The Port Authority is an opportunity to contribute to the pedestrian improvements along 9th Ave. The north end of the Port Authority has many opportunities to define a gateway to the transportation center, tie into the future HKNA park, provide seating and shade, and develop a plaza at the southeast corner. By changing the appearance of this intersection it is a major opportunity to connect neighborhoods to the north and south.



## Learning from Construction:

Due to Port Authority construction, one southbound lane of 9th Avenue (between 40th and 41st Street) is currently closed with jersey barriers. Reclaiming this space for a public plaza would contribute a much needed public space to a decrepit section of 9th Avenue.



# COMMUTER BIKE PARKING

Public spaces can also be tailored to provide targeted public services. As a multimodal transportation hub, the Port Authority could add an array of bicycle services and accommodations.

A “bicycle service station” could be designed to fit under the bus bridges west of 9th Avenue. Services offered in a bicycle service station typically include:

- secure commuter bike parking
- pay showers
- bicycle commuting information
- events and networking activities
- bicycle supplies repair services



Existing Port Authority space, west of 9th Avenue between 9th and 10th Avenues



Indoor bicycle facility



Outdoor bicycle parking



action items

# DISTRICT WIDE GUIDELINES

## A number of improvements can be applied to all of 9th Avenue and its adjacent streets

Objective: Establish district wide improvements that reduce conflicts with traffic and improves the quality of life for Clinton/Hell's Kitchen residents and businesses.

### Pedestrian Safety / Traffic Calming

- Increase crossing time on avenue by 30%
- Reduce crossing distances with neckdowns on the avenue and residential streets
- Install Leading Pedestrian Intervals (LPI) on all streets and avenues
- Install pedestrian countdown timers on crossing signals
- Extend the split phase for turning vehicles (turn arrow)
- Move green arrow to end of phase for vehicles making left hand turns off two way streets onto 9th Avenue
- Move stop lines back and widen crosswalks on avenue
- Locate stoplights before crosswalks to keep drivers from blocking the box
- Install midblock neck-downs on residential streets per community requested redesign
- Reduce lane width to 10 foot travel lanes or reduce total number of travel lanes
- Dedicate a bus lane by painting or physical separation

### Pedestrian Friendly

- Widen all sidewalks
- Install pedestrian scale street lighting on avenue
- Plant new street trees and improve tree pits
- Provide public benches and shelters at all bus stops
- Group street furnishings to reduce sidewalk clutter
- Move phones (no booths) from pedestrian flows and relocate along the building line
- Provide protected on street bicycle parking spaces

### Business Friendly

- Designate 2 - 3 parking spaces at the corner of side streets for delivery vans during the day
- Provide short term customer parking on avenue

# SHORT-TERM ACTIONS

**Short-term improvements can be accomplished with little cost and within one year or less.**

Immediate action needs to be taken to improve public safety and reduce traffic congestion.

Each short-term action should be treated as an learning opportunity that will inform future streetscape designs, public policies and the allocation of the public right of way.

## Short Term Experiments

Objective: immediate measures to improve public safety with low capital costs.

- increased crossing times
- leading pedestrian intervals
- activate the red arrow on left turn (9th Ave and 42nd St), move green arrow to end of cycle
- eliminate left turn into tunnel at 37th Street
- create neck-downs with striping, plastic bollards, and jersey barriers
- remove barrier and repaint pedestrian crossing at ramp c
- narrow moving lanes or lane reduction
- move stop lines back
- painted bus lane or bollards to designate bus lane when possible
- eliminate truck access on 41st and 9th Avenue tunnel entrance
- designate commercial delivery spaces
- install residential street speed bumps

## Enforcement

Objective: enforcement focuses on operations to improve pedestrian safety and quality of life.

- supplement traffic agents with officers authorized to issues summons
- blocking the box
- yielding to pedestrians
- double parking
- illegal bus, jitney and van parking
- Lincoln Tunnel merge
- illegal idling
- illegal truck traffic
- unnecessary honking
- bicycling the wrong way and on sidewalks

## Signage

Objective 1: direct cars and trucks to truck routes and preferred queuing areas.

- encourage trucks to use 11th Avenue entrance
- encourage more cars to use 11th Avenue entrance

Objective 2: use intelligent signs to provide traffic announcements

- announce traffic delays
- yield to pedestrians
- don't block the box
- no honking

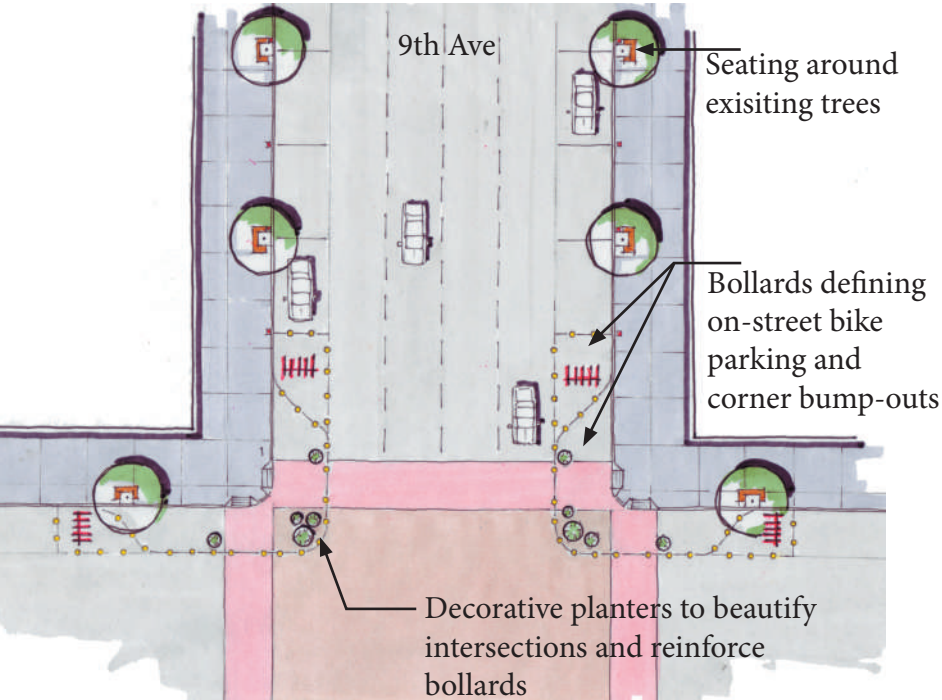
## Awareness & Education Campaign

Objective: to improve awareness and respect between all modes of transportation.

- drivers of cars, buses, trucks and jitneys
- pedestrian education
- safety for children and school zones
- delivery cyclists

# SHORT-TERM STREET REDESIGN

Bollards and decorative planters can start to define bump-outs and on-street bike parking at all intersection corners. This short term design would reduce pedestrian crossing distances on 9th Avenue by 33.3% or 24 feet.



Planters and fencing reclaiming pedestrian space, Herald Square



Thermal striping and plastic bollards reclaiming pedestrian space, Times Square

**Bus Stop at Intersection Condition** - Intersections with bus stops could be defined (with plastic bollards) as a pullout. This would reduce pedestrian crossing distances by 16.7% or 12 feet.

