

Ninth Avenue Safety & Interim Plaza Project

Rationalizing Traffic – Enhancing Public Space



Street Management & Safety
Traffic Operations Bureau
Presentation to CB 2 & 4, Manhattan
June 2007



Ninth Avenue

W. 14th Street

Gansevoort Street



Ninth Avenue
Northbound
Removal

Plaza & Capital Construction Process

1. Develop community plan for reconstruction
2. Develop cost estimate for final plan
3. Identify funding for construction & amenities
4. DDC creates final design
5. Construction

Interim Actions for Safety & Information (Summer '07)

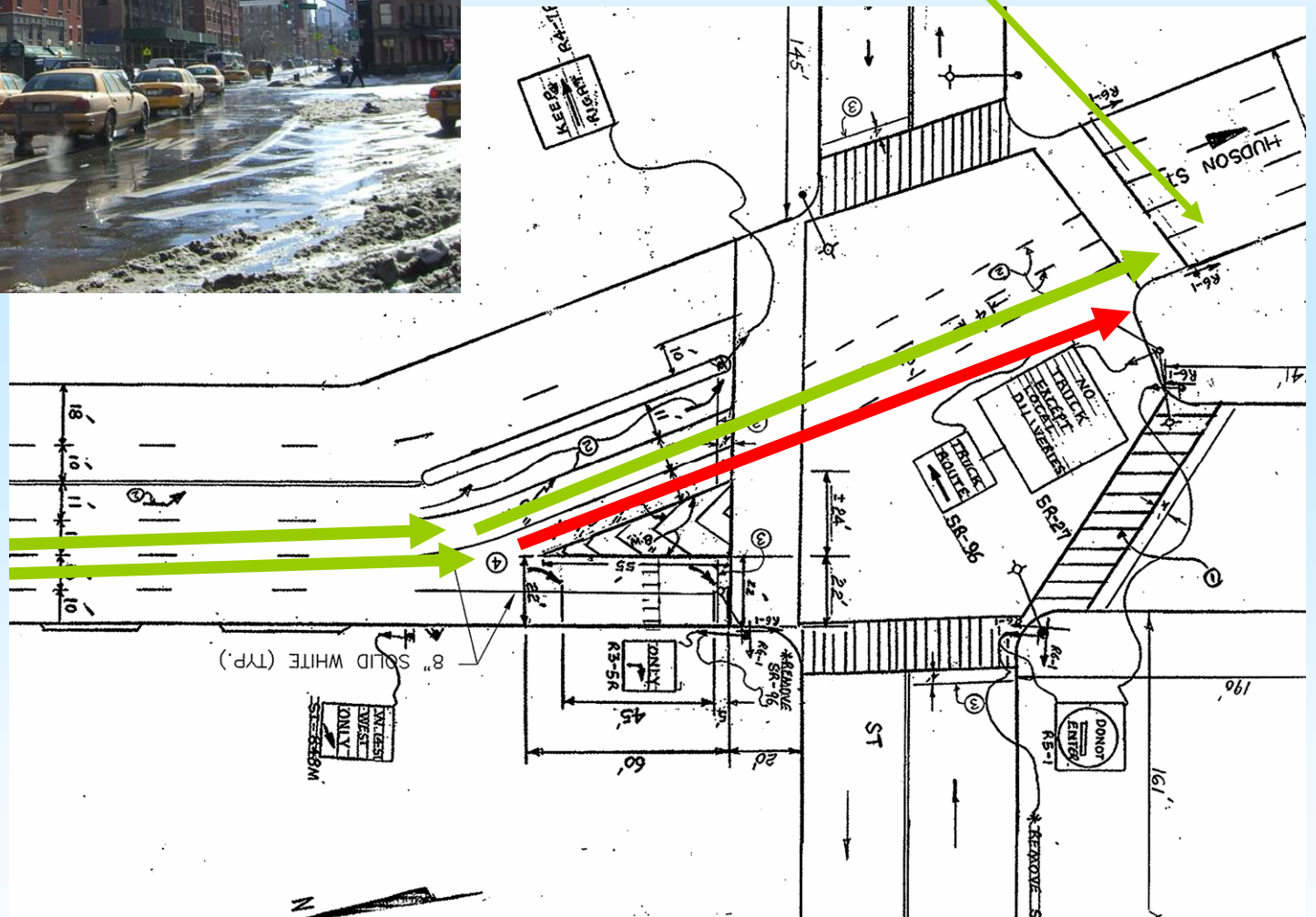
- Remove northbound movement from 9th Avenue
- Maximize safety & community use of street
- Networked Bike Lane from 22nd Street to Bleecker
- Continue community planning for final design



View South

Traffic Tends to Merge Left

Poor Southbound Alignment





View North

View South



SB Left-Turn Offset From Crosswalk



Long North Crosswalk on W. 14th Street



No Southbound Bike Lane

NYCDOT PROPOSAL

Sorts traffic improving predictability

Adds bike lane

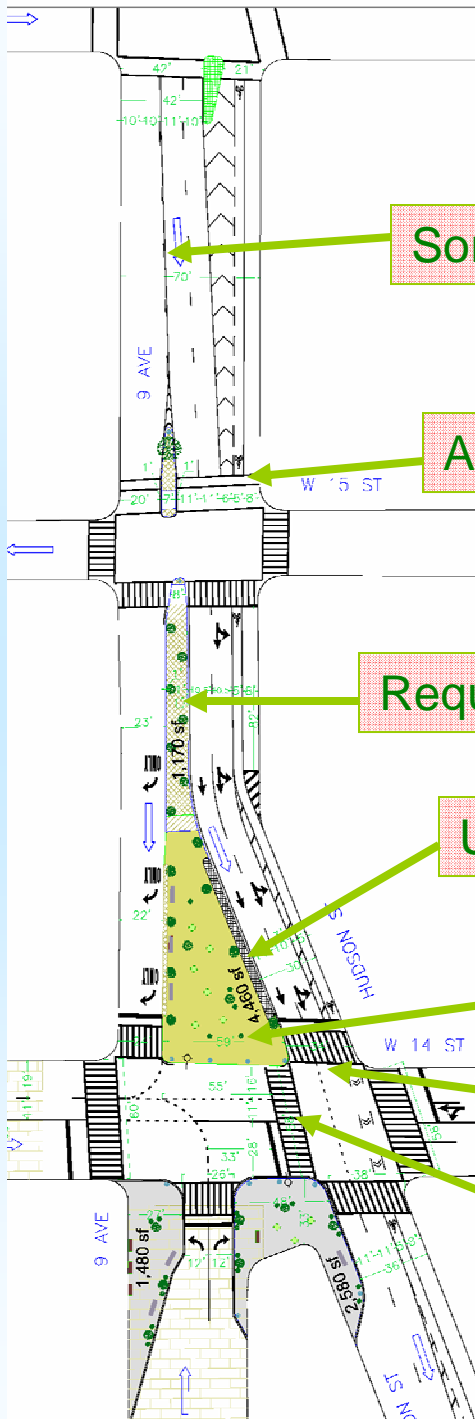
Requires minimal concrete work for north median & island

Uses existing island with signal pole and second light pole

Public space has panoramic views down two corridors

Short, direct crossings

New conflict-free crosswalk





Existing

Proposed





Existing View South

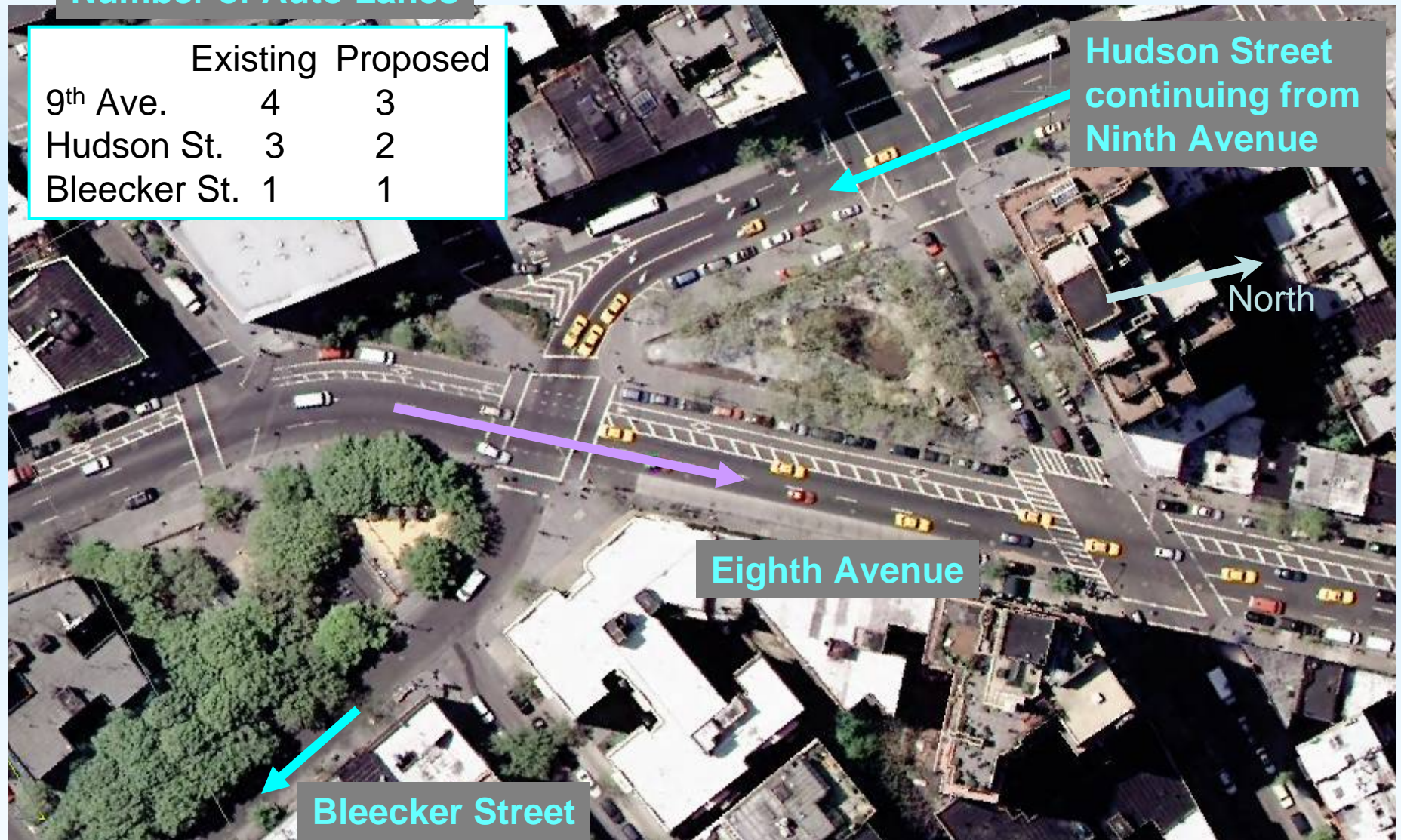


View South from
Proposed Plaza

Hudson Street flows south to Bleecker Street

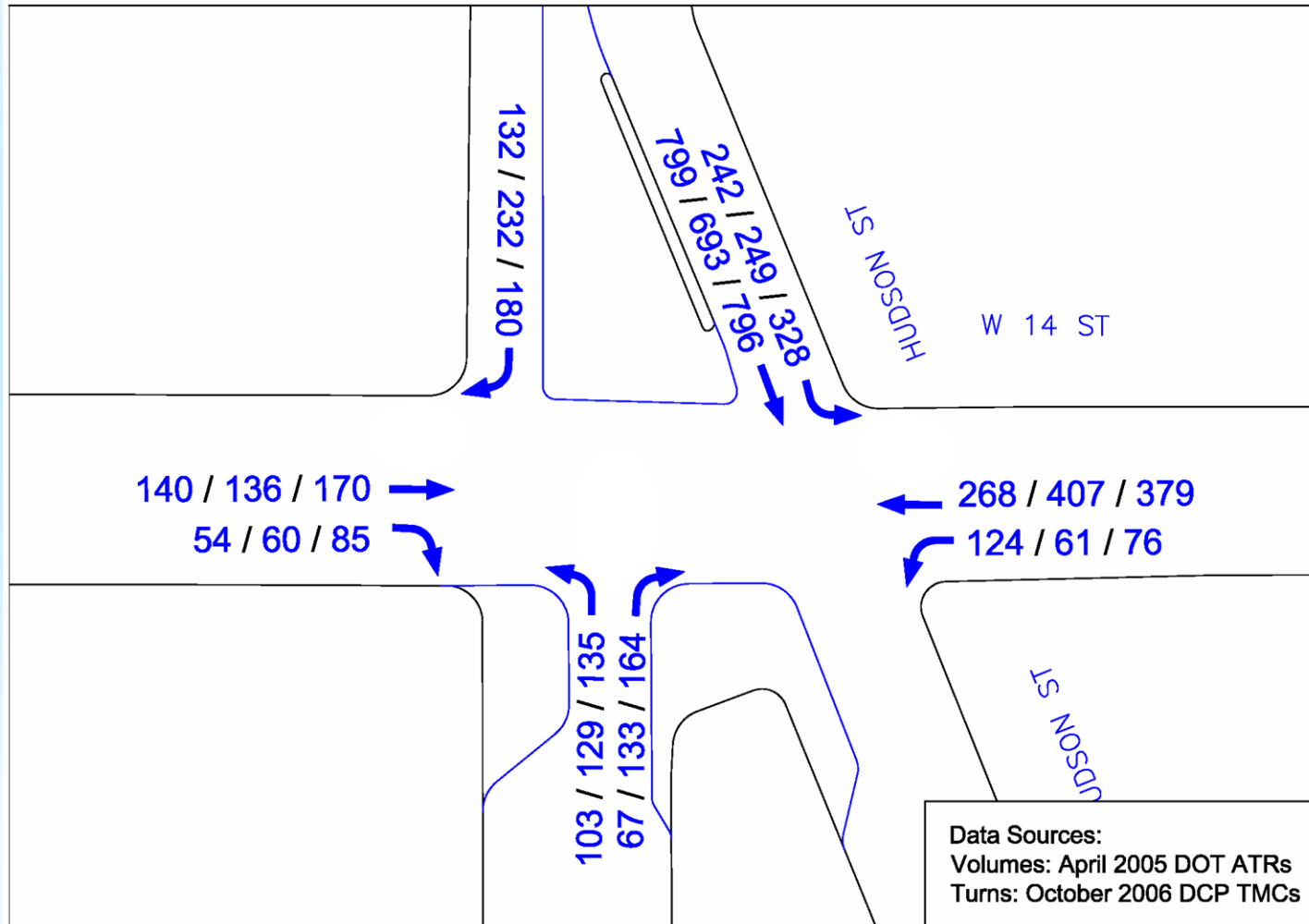
Number of Auto Lanes

	Existing	Proposed
9 th Ave.	4	3
Hudson St.	3	2
Bleecker St.	1	1



Volumes: Proposed

Intersection Volumes: PROPOSED 2007



Test Materials



Salvaged granite from bridge,
Bell bollards, planters, seating



TBD: Maintenance for landscaping,
watering and cleaning

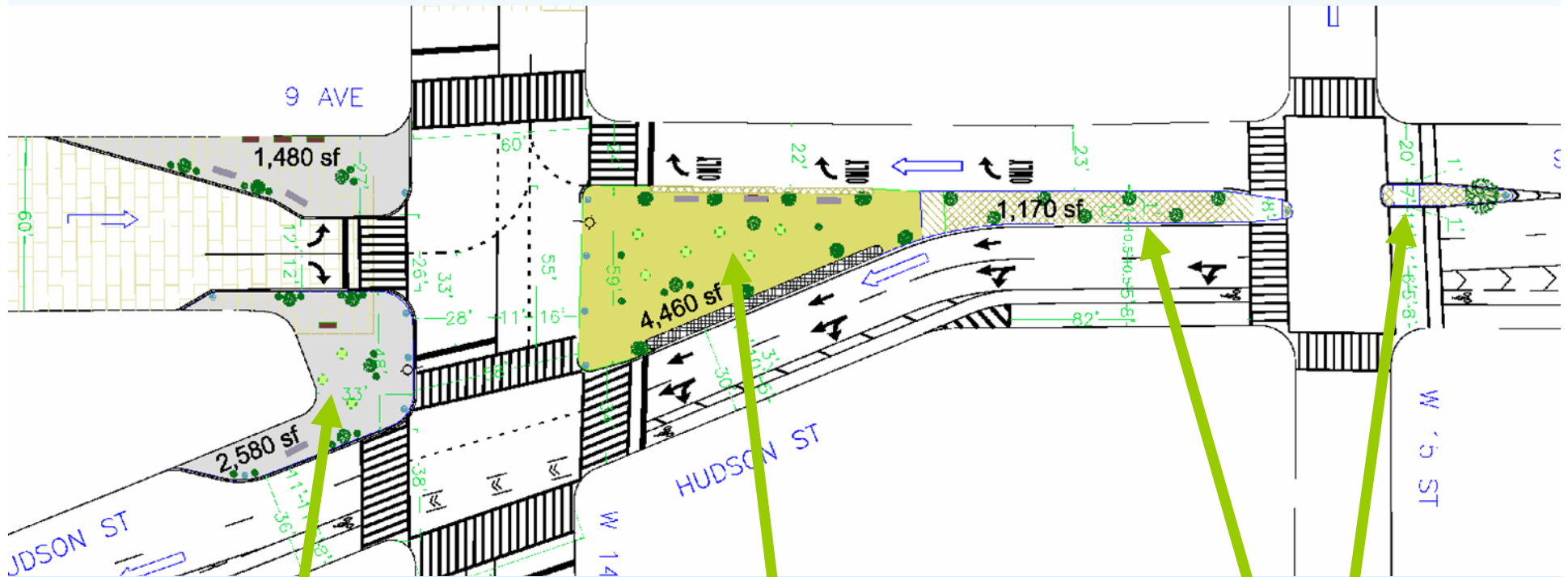
EXAMPLE
Coenties Slip Test,
Lower Manhattan
1998





EXAMPLE
Coenties Slip
Permanent Plaza,
Lower Manhattan
2005

TEST PLAN



Surface Unchanged

Epoxied Gravel on
Roadbed

Concrete Islands

End of Presentation