

West Side Manhattan Transportation Study



Public Meeting # 2, September 22, 2009, 6:00PM

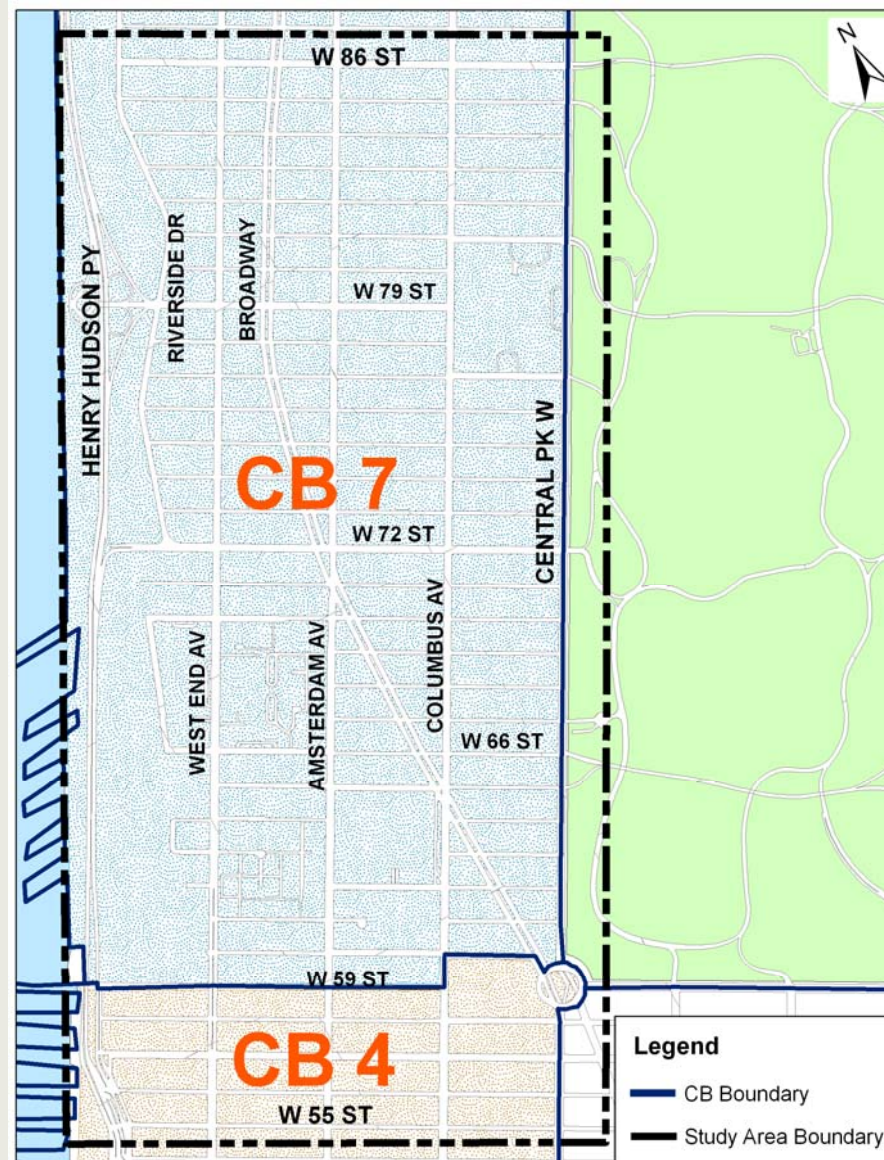
Objectives of Meeting

- Provide an update on Existing Conditions Analysis
- Provide information about DOT Initiatives
 - Implemented Improvements
 - Potential Improvements
- Identify Next Steps
- Obtain Community Input

Status Update

- Data collection and analysis completed
- Community outreach – summaries of issues and input
- Business survey and analysis completed
- Draft Technical Memorandum #1 completed
- Implemented improvements
- Recommendations & short-term improvements

Study Area



EXISTING CONDITIONS

Issues

Planning Analysis Issues

- Demographics
- Land Use & Zoning
- Traffic
- Pedestrian & Bicycles
- Accidents & Safety
- Parking
- Transit
- Goods Movement

Community Issues

- Pedestrian safety
- Double parking
- Congestion
- Enforcement
- Truck traffic

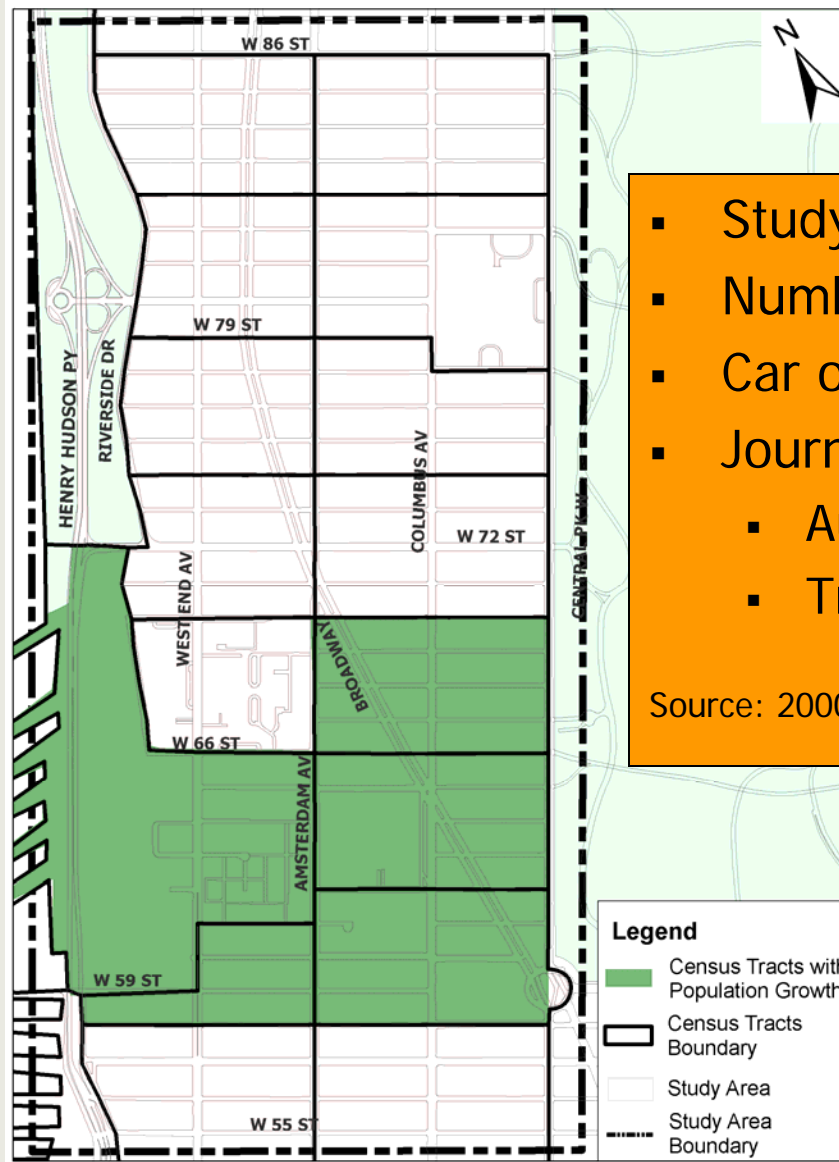
Traffic and Transportation Analysis

Prevailing Issues

- Vehicular congestion
- High pedestrian volumes
- Truck activities
 - loading and unloading
- Double parking



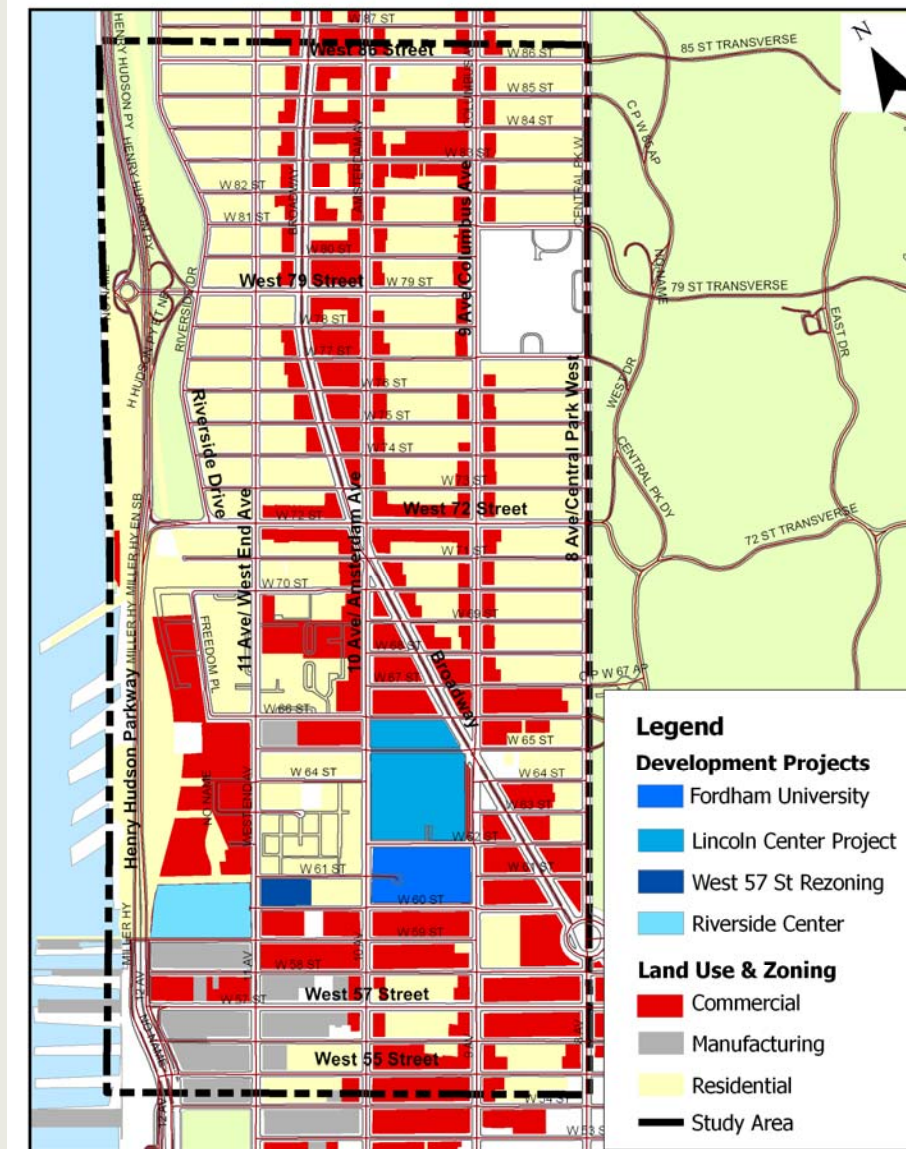
Demographics



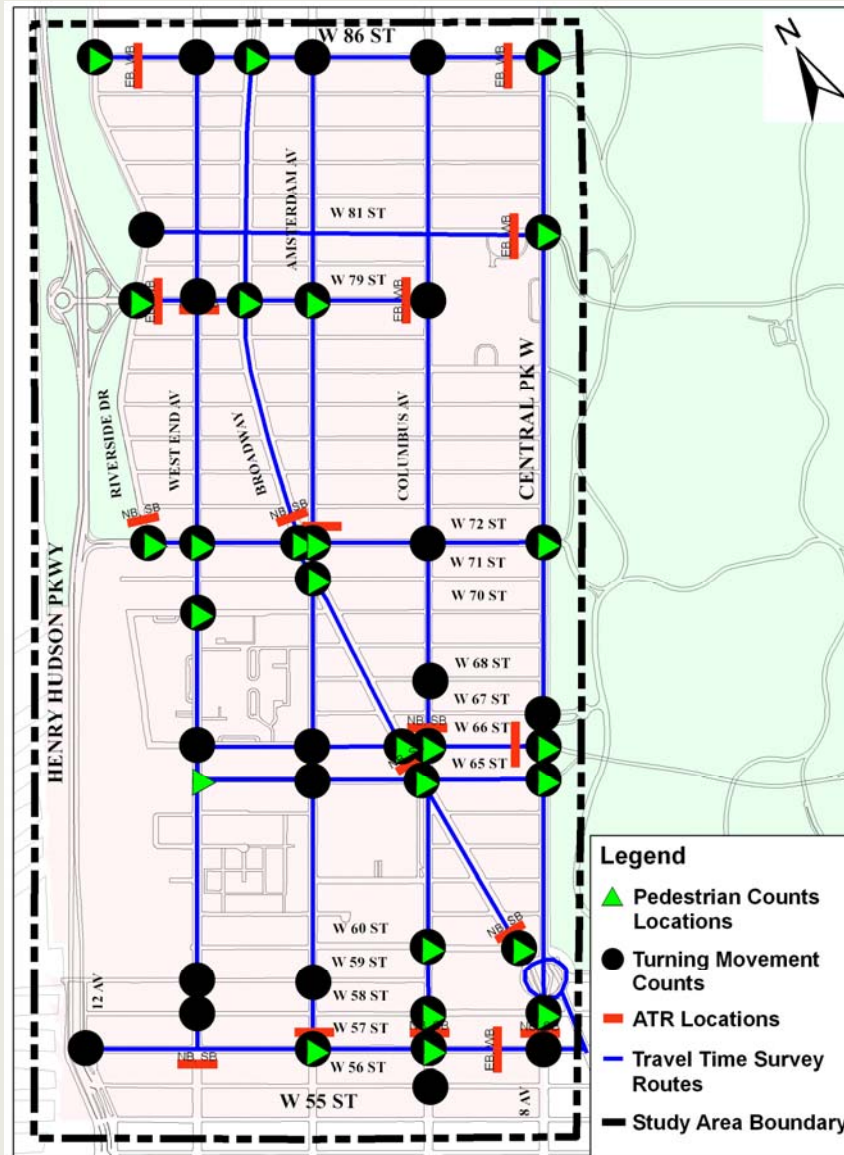
- Study area population: 107,607
- Number of households: 63,355
- Car ownership: 26%
- Journey to work mode share:
 - Auto – 9.7%
 - Transit – 70.4%

Source: 2000 Census

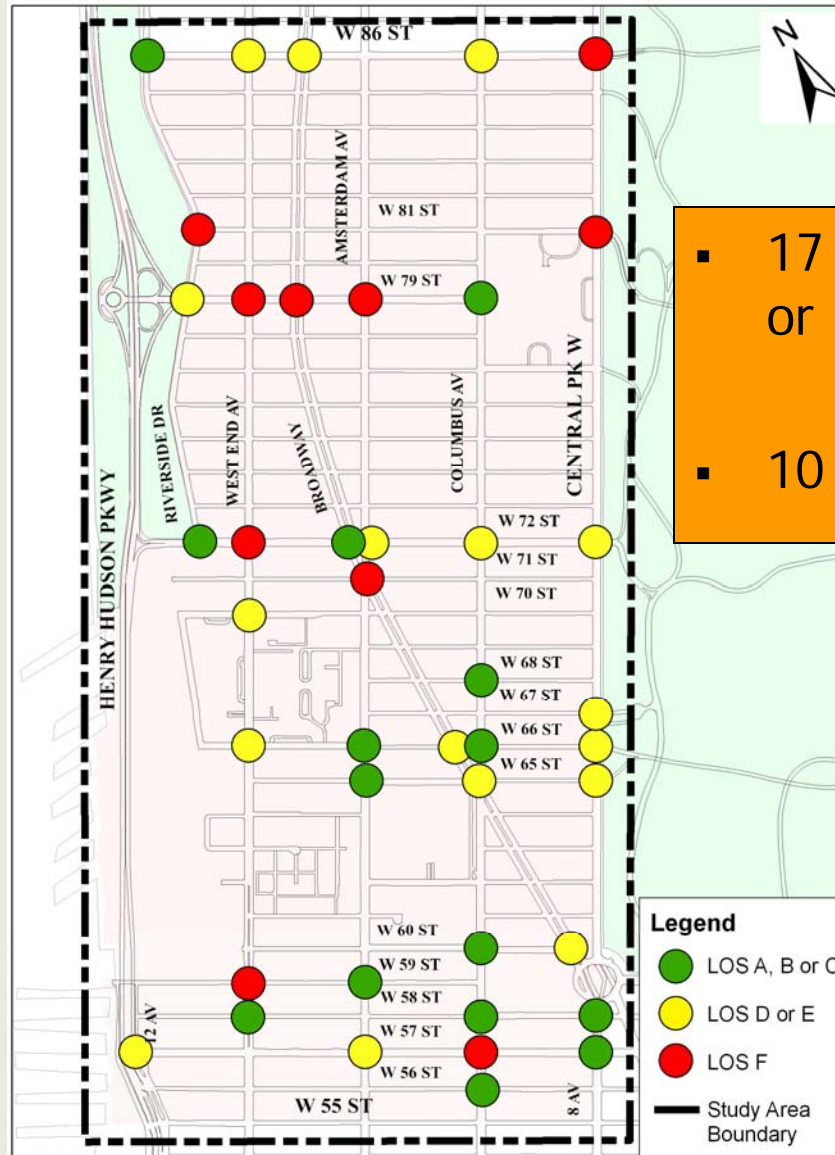
Land Use/Zoning & Development Projects



Traffic Data Collection Plan



Traffic Capacity Analysis Results



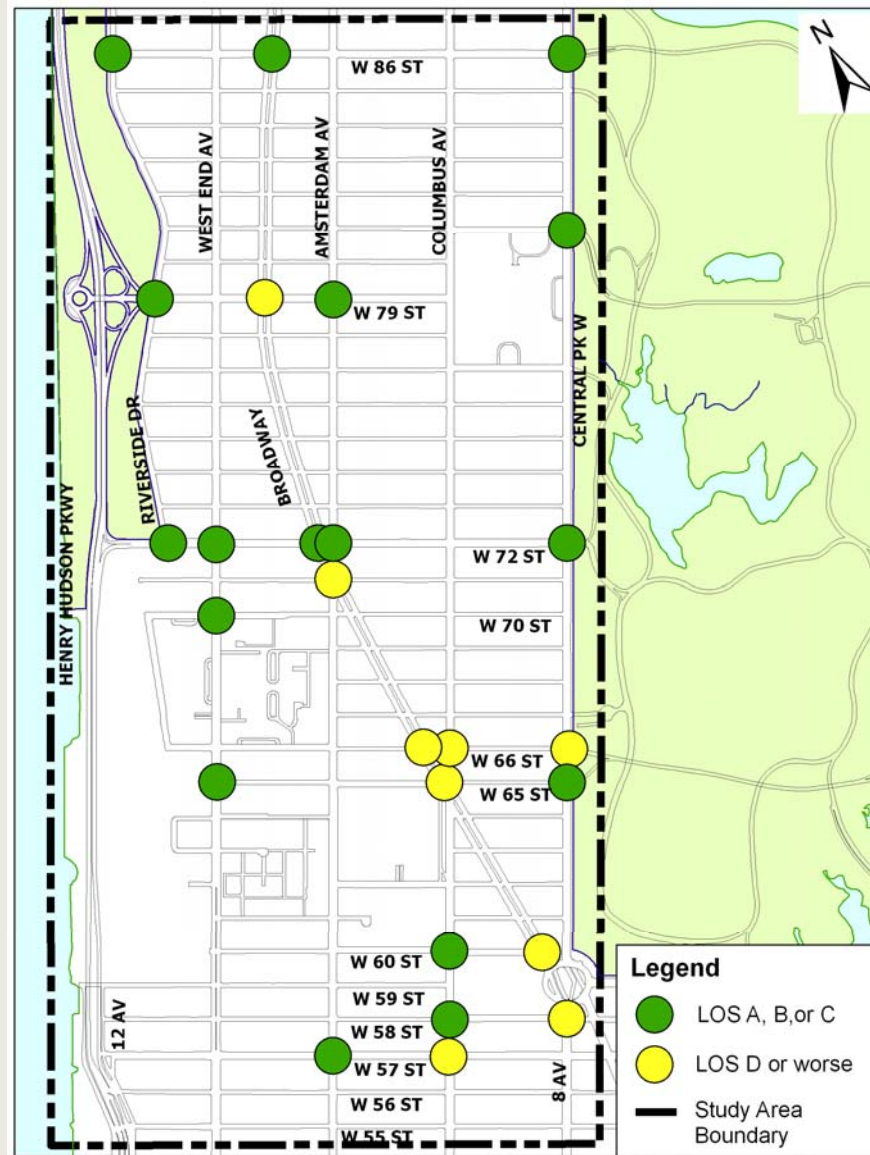
- 17 intersection with LOS D or E
- 10 intersections with LOS F

Pedestrians

- Nine of twenty-six intersections had one or more crosswalks operating at LOS D or worse
- Broadway/West 60th Street was the most congested



Pedestrian Analysis Results



Bicycle Facilities

Bike Volumes (2008)

AM Peak Hour – 141

Midday Peak Hour – 57

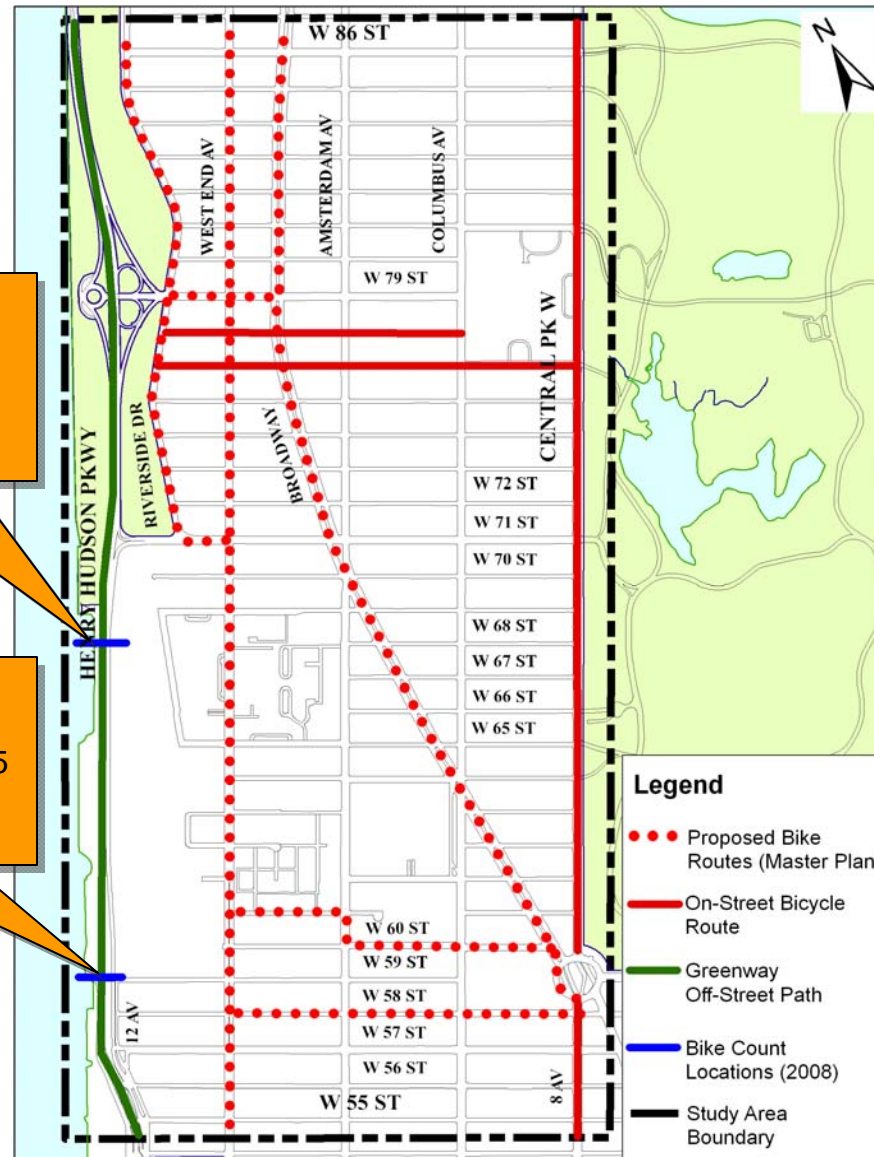
PM Peak Hour - 227

Bikes Volumes (2008)

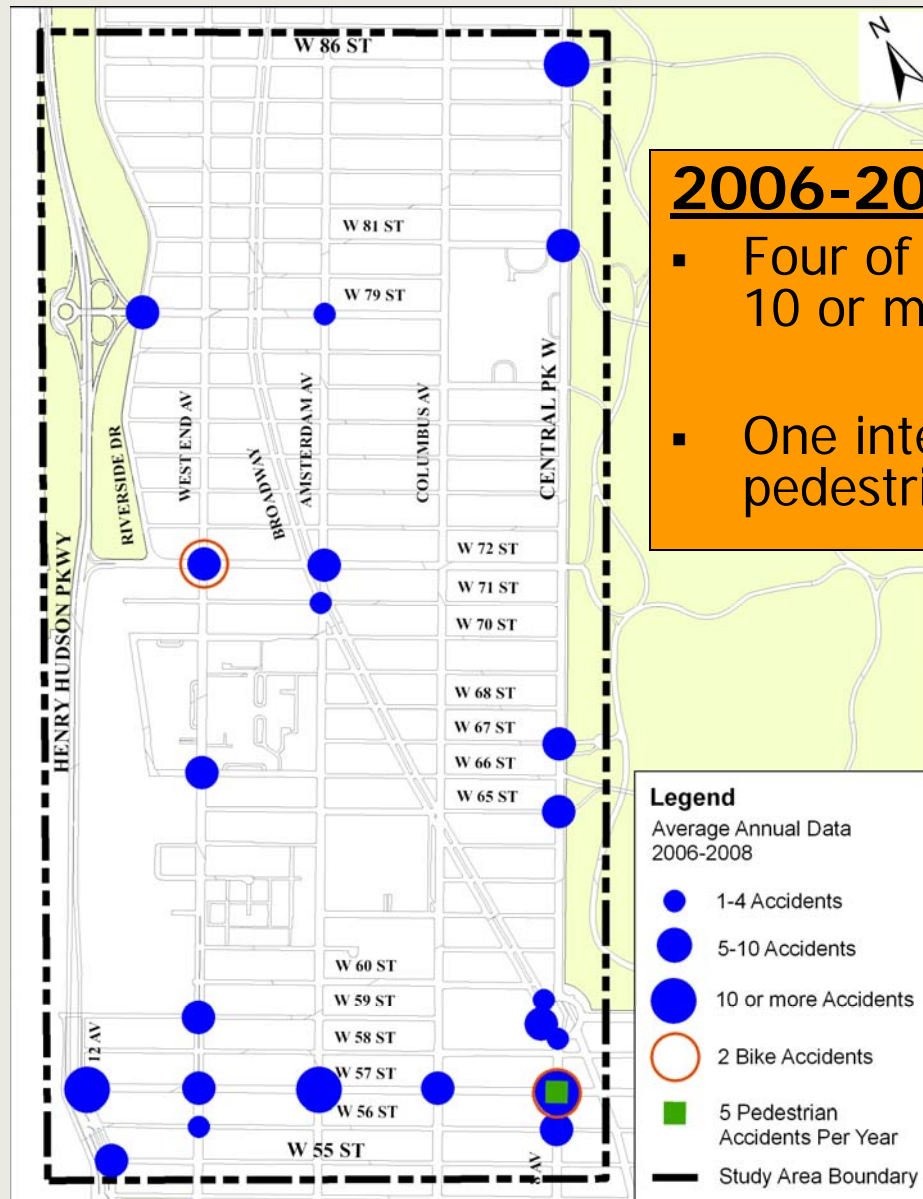
AM Peak Hour – 256

Midday Peak Hour – 125

PM Peak Hour - 338



Safety Analysis Results



2006-2008

- Four of 24 intersections averaged 10 or more accidents/year
- One intersection averaged five pedestrian accidents/year

Legend

Average Annual Data
2006-2008

- 1-4 Accidents
- 5-10 Accidents
- 10 or more Accidents
- 2 Bike Accidents
- 5 Pedestrian Accidents Per Year
- Study Area Boundary

Parking – On and Off-Street

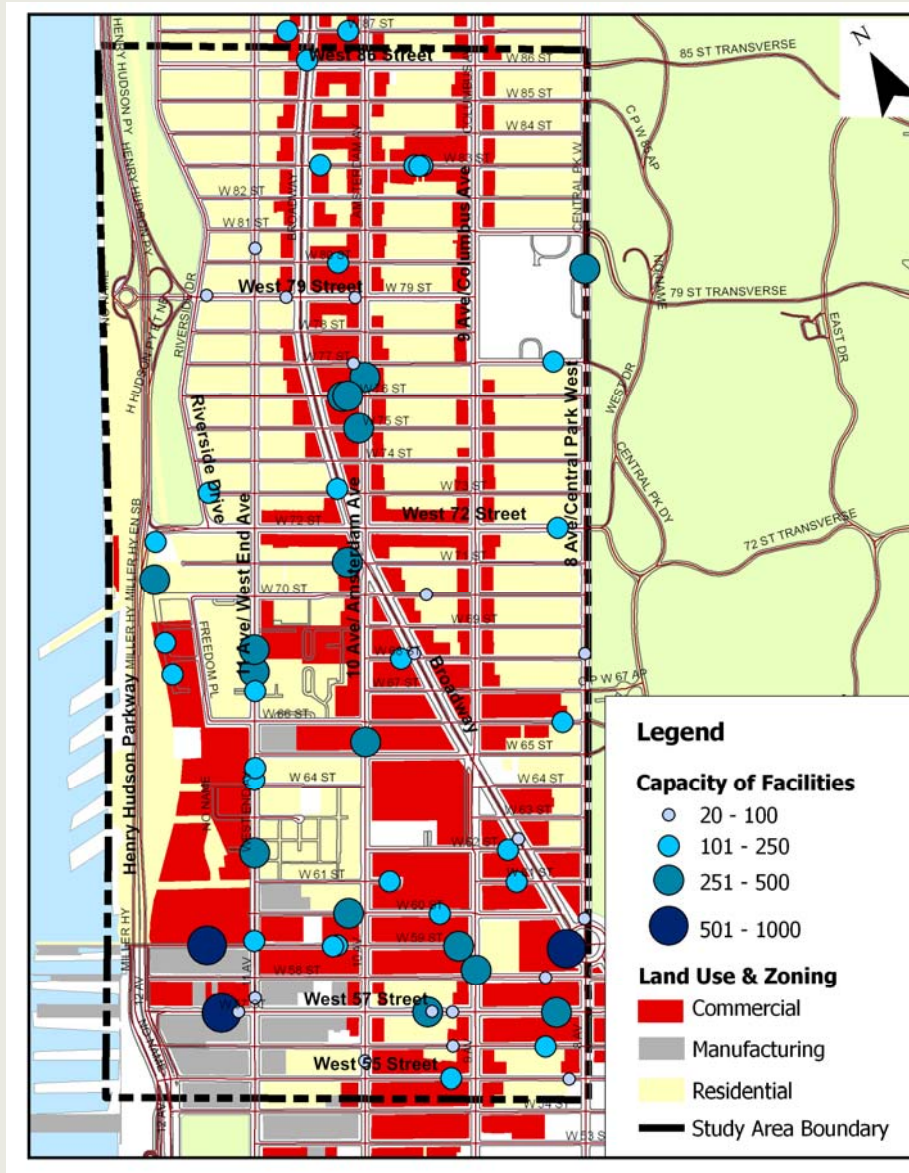
On-Street Parking

- Approx. 7,000 – 8,500 spaces
- On-street parking demand generally exceeds supply during the AM and Midday peak periods
- Average cost per hour - \$1.50

Off-Street Parking

- 80 off-street parking facilities with 14,000 (approx.) spaces
- Average cost per hour – approx. \$9.50

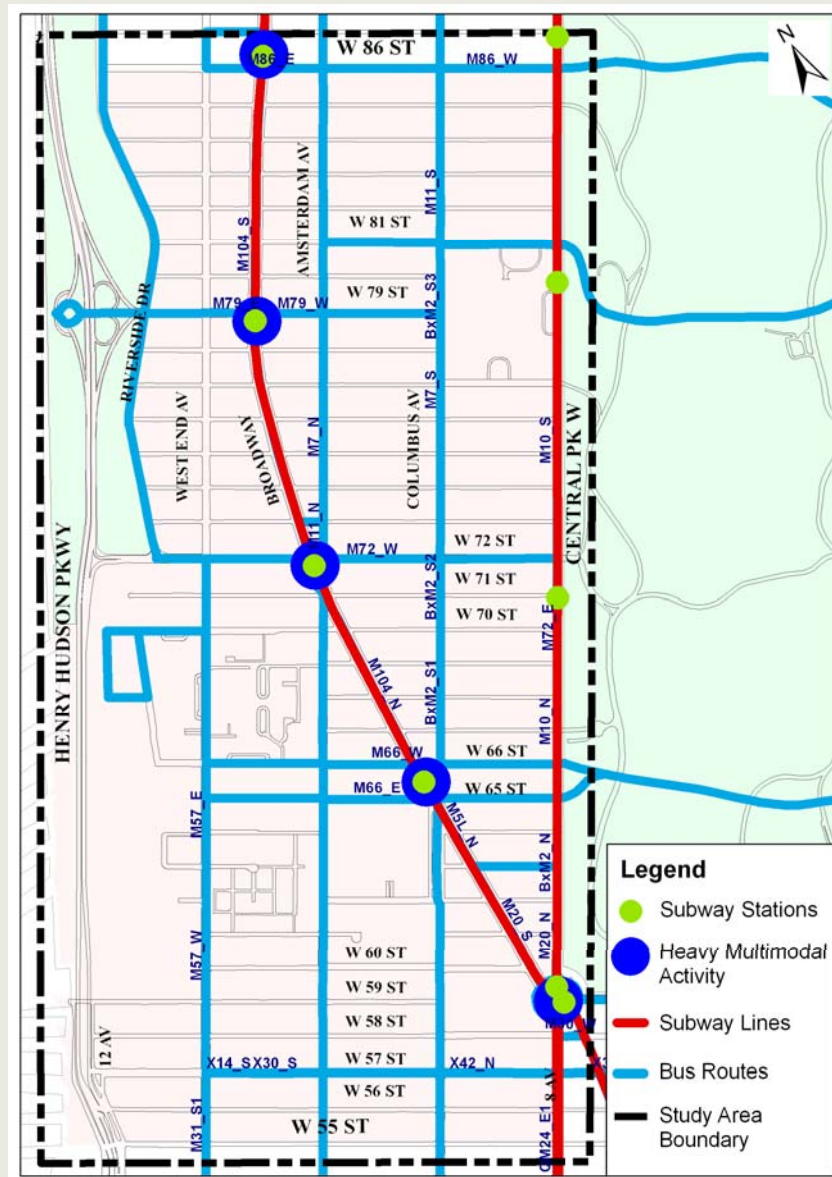
Off-Street Parking Facilities



Transit

- Eleven bus lines serve the study area
- Seven subway lines and eight subway stations are in the study area
- Each major north-south and east-west corridor is served by at least one bus line except West End Avenue north of West 72nd Street

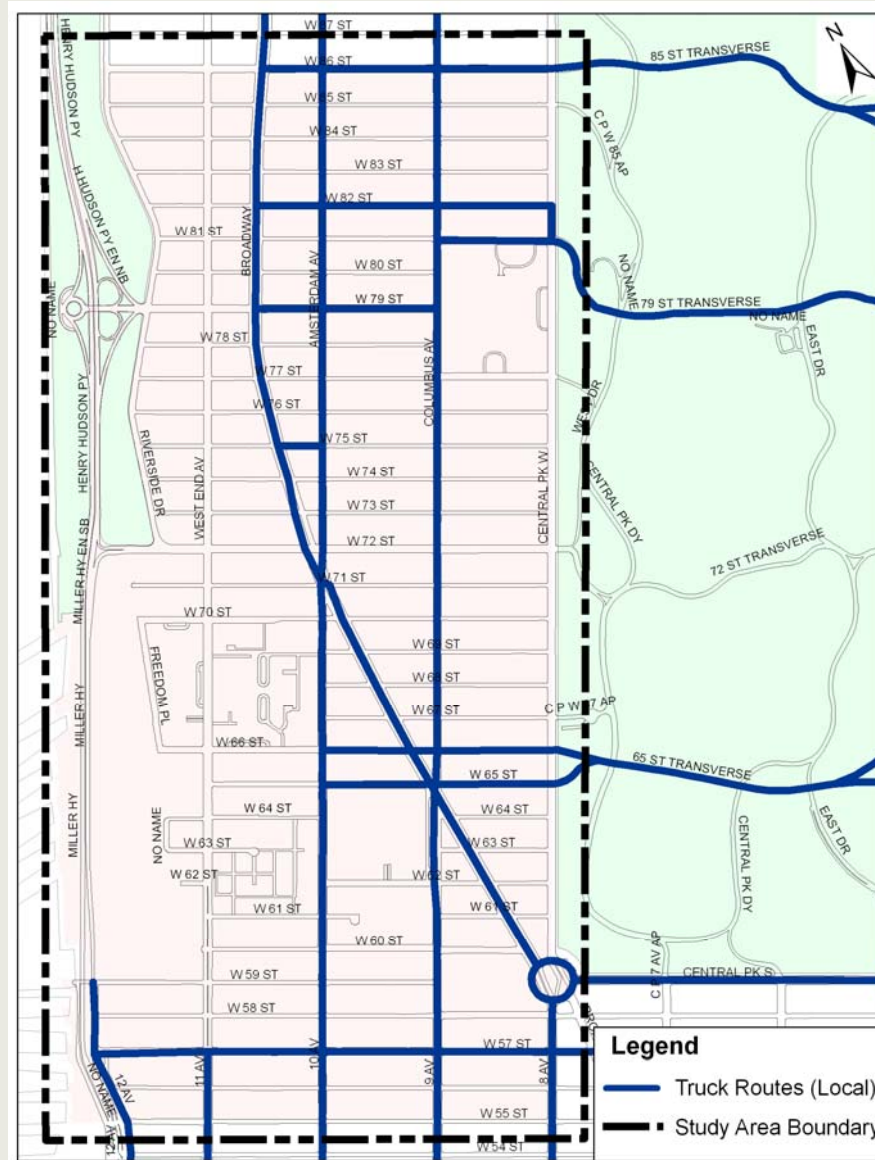
Multimodal Hubs



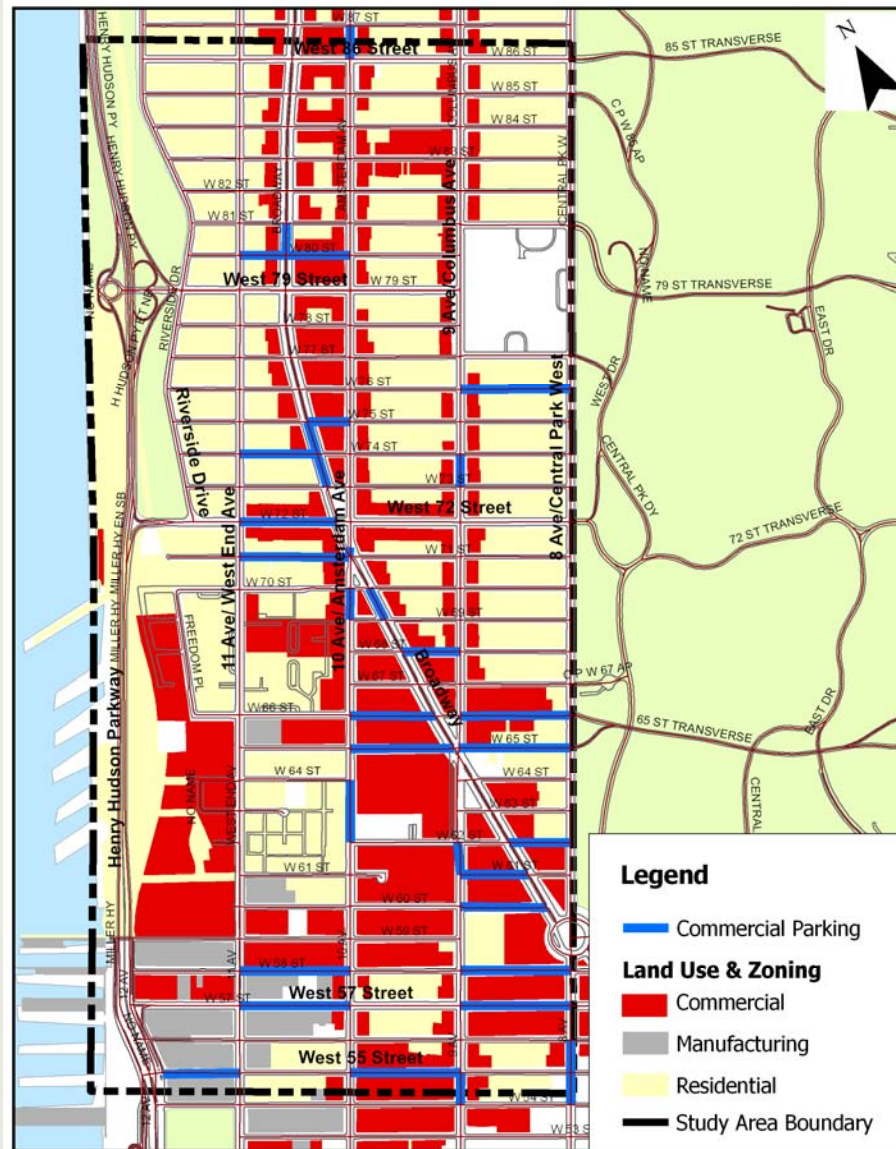
Goods Movement

- Eleven local truck routes
- No through truck routes
- Commercial parking concentrated below West 66th Street

Local Truck Routes



Commercial Parking



Business Survey Results

Of the 99 businesses surveyed:

- 66% not receptive to night deliveries
- 52% indicate that customers and employees walk or take mass transit
- 57% do not offer incentives to employees to take mass transit; 10% offered incentives

Transportation Planning Issues

Public Meeting

(September 2007)

- Curb space usage
- Pedestrian safety
- Congestion
- Non-personal auto travel
- Quality of life
- Enforcement

Business Survey

(Summer 2009)

- Night deliveries
- Curb space needs
- Mass transit use
- Parking meter use

DOT Findings

- Congested Intersections
- Heavy pedestrian volumes at key locations
- Double parking
- Inadequate loading/unloading
- On-street parking shortfall
- Off-street parking underutilization during peak hours

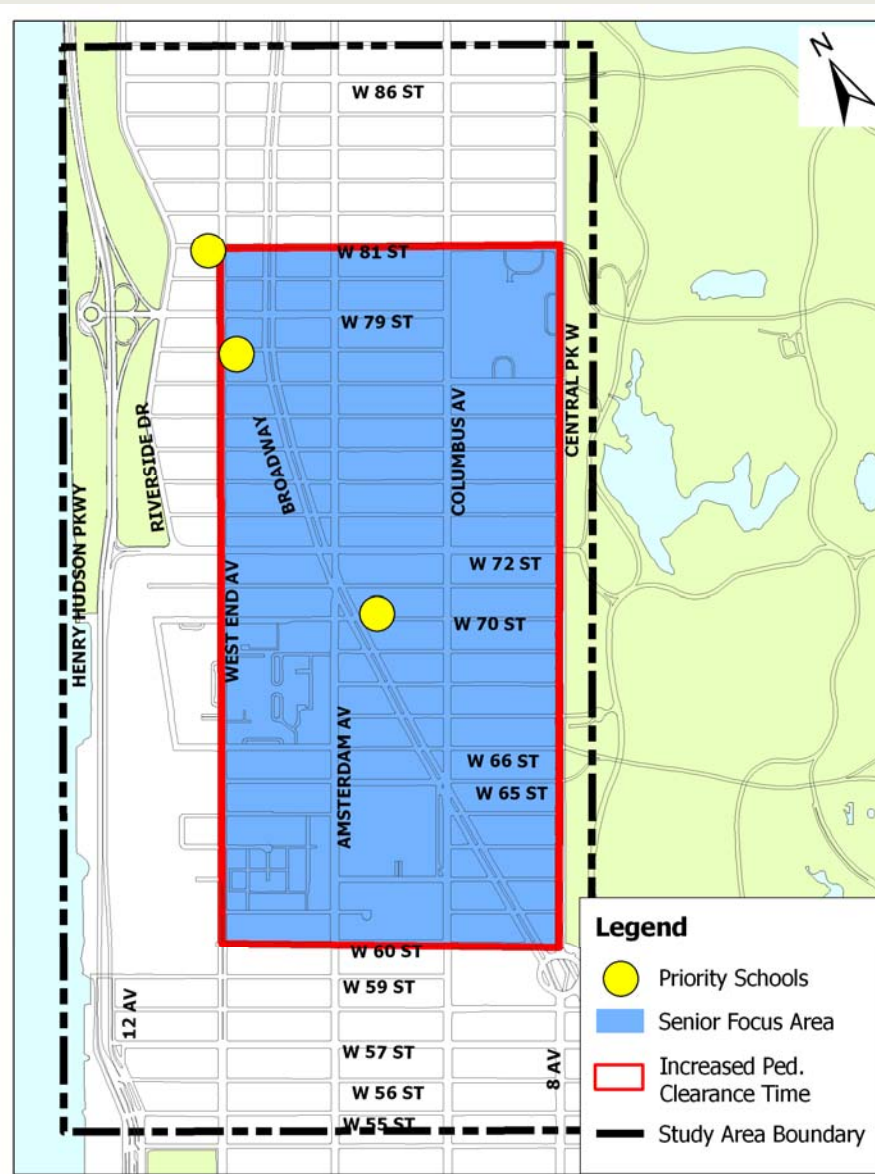
DOT Initiatives

- Adjusted signal timing at more than 100 locations (June 2009)
- Ongoing installation of muni-meters (Columbus & Amsterdam Avenues)
- Installed new bus shelters
- Approved speed reducer (W. 61 Street between Amsterdam & West End Avenues)
- Removed bus layover on W. 62 St (Amsterdam & Columbus Avenues)
- Safe Routes to School – 3 schools
- Safe Streets for Seniors (began summer 2009)
- Possible street conversion – W. 66 Street between Amsterdam & West End Avenues

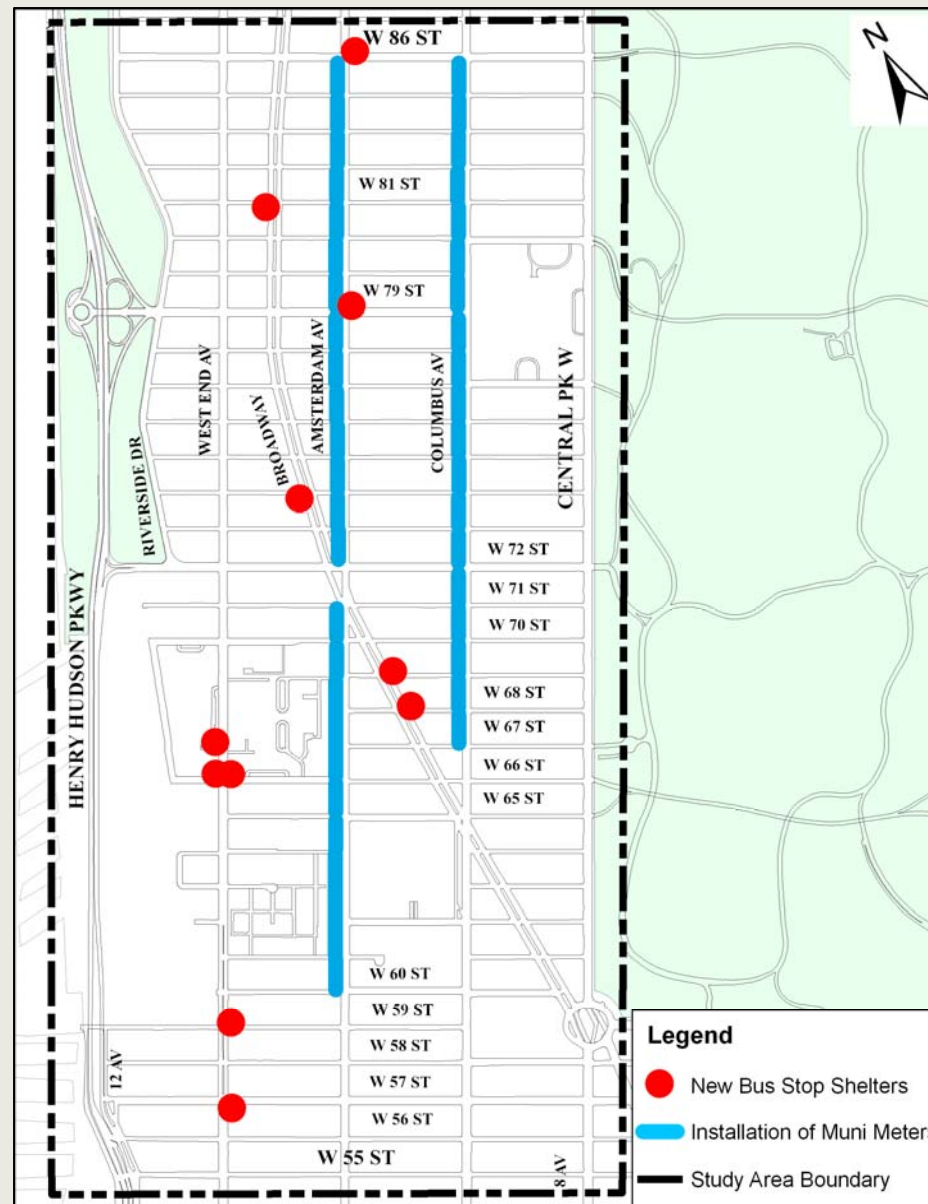
Increased Pedestrian Crossing Time

- West End Avenue (West 60th – 81st St)
- Amsterdam Avenue (West 60th – 81st St)
- Broadway (West 60st – 81st St)
- Central Park West (West 60st – 81st St)
- Columbus Avenue (West 60th – 81st St)

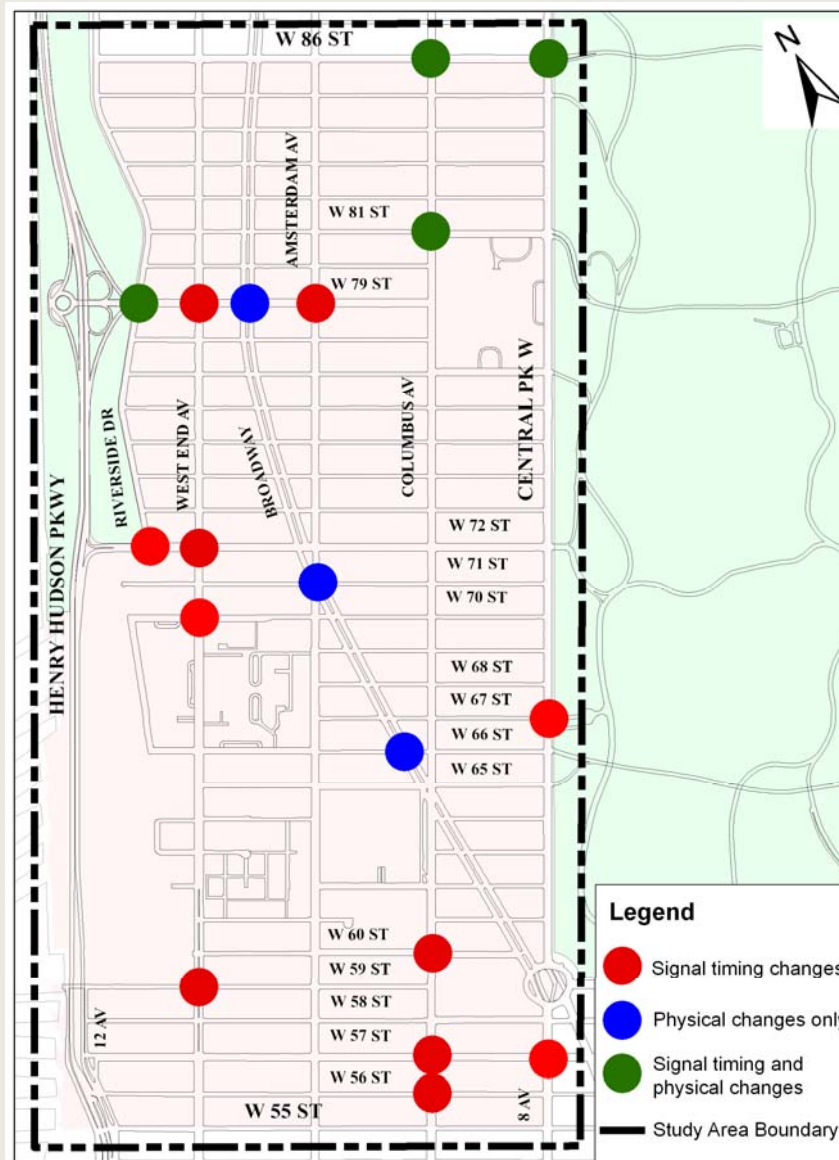
Safety Initiatives



Recently Implemented Improvements



Locations for Potential Improvements



NEXT STEPS

Study Schedule

| TASK/YEAR | 2006 | 2007 | 2008 | 2009 | | | | 2010 | | |
|---|------|------|------|--------|--------|--------|------|--------|--------|--------|
| | | | | WINTER | SPRING | SUMMER | FALL | WINTER | SPRING | SUMMER |
| Project Initiation & Literature Search | | | | | | | | | | |
| Data Collection | | | | | | | | | | |
| Existing Conditions Data | | | | | | | | | | |
| Public Involvement | | | | | | | | | | |
| TAC Meetings | 6/15 | | | | | | | 2/15 | | |
| Public Meetings | | 9/24 | | | | | 9/22 | | | |
| Analysis | | | | | | | | | | |
| Existing Conditions Analysis | | | | | | | | | | |
| Tech Memo #1: Existing Conditions | | | | | | | * | | | |
| Future Conditions Analysis | | | | | | | | | | |
| Develop/Evaluate Improvements | | | | | | | | | | |
| Tech Memo #2: Future Conditions & Recommendations | | | | | | | | * | | |
| Final Report | | | | | | | | | | * |

* Reports Released

Next Steps

- Release of Technical Memo 1 – Existing Conditions Analysis
- Conduct additional TAC and Public Meetings
- Complete Technical Memo 2 – Future Conditions with Recommendations

QUESTIONS AND ANSWERS