Community Board 2
Traffic and Transportation Committee
Geometric Review

September 11, 2012

Reconstruction of
9TH AVENUE / GANSEVOORT AREA
Borough of Manhattan

Project: HWMP2020
PIN: 8502011HW0029
ISSUES

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Prototype Plaza

European Plaza precedes
Delination of Plaza Perimeter
Centeredness at Edge
Street Vendors/Street Litter
Trash Receptacles

Think about horizontality

GRITTM simple, horizontal
Not overly
Original input:
Keep historical character/feel.
"De-emphasis on planting"
Materially, current design does not carry

- Co-Fluidstones
- Wood (Bench, Wood Wapping)
- Brick (Color/Cladding)
- Stone
- Rustic/Industrial

Low Planters/Plantings

- Bollards:
- Offset to Help Custom

PLACEMENT / Appropriateness of Elements
Encourage use of spaces
Planters: Too high
Public using Plaza?

- Seating: Market
- Shade: Umbrellas
- Attractiveness: Audible
- Could interpret by visual clues
- Not receiving of speech

Not continuous, currently
TEMPORARY IMPROVEMENTS TO GANSEVOORT PLAZAS / PREVIOUS AND EXISTING PLAZA LOCATIONS AND INSTALLATIONS
Traffic Study Program

1. Project Objectives
2. Collect Data/Field Observations
3. Analyze Conditions
4. Conceptual Design

Community Outreach
Conceptual Design

Analyze Conditions

Collect Data/Field Observations

Project Objectives

Traffic Study Program

Community Outreach
Traffic Study Area
Traffic Study Program

1. Project Objectives
2. Collect Data/Field Observations
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4. Conceptual Design

Community Outreach
Total Vehicle Crashes - April 2008 to December 2010
Traffic Pedestrian Crashes - April 2008 to December 2010
Time Lapse Video from Gansevoort Street
Traffic Study Program

Project Objectives

Collect Data/Field Observations

Analyze Conditions

Conceptual Design

Community Outreach
Analyze Conditions

- Analyze Existing Conditions
  - Traffic Operations (Weekday AM, Weekday PM, Friday Overnight, Saturday Midday)
  - Vehicle Crashes and Pedestrian Crashes

- No Build Conditions (2015, 2035)
  - Apply Growth Factor
  - Incorporate Future Developments
    - St. Vincent’s Campus Redevelopment
    - Whitney Museum
    - Hudson Yards

- Build Conditions (2015, 2035)
  - Ongoing Analysis
Level of Service

The Average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole. LOS is directly related to the control delay value.

**LOS CRITERIA FOR SIGNALIZED INTERSECTIONS**

<table>
<thead>
<tr>
<th>LOS</th>
<th>Control Delay per Vehicle (s/veh)</th>
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<tbody>
<tr>
<td>A</td>
<td>≤ 10</td>
</tr>
<tr>
<td>B</td>
<td>&gt; 10-20</td>
</tr>
<tr>
<td>C</td>
<td>&gt; 20-35</td>
</tr>
<tr>
<td>D</td>
<td>&gt; 35-55</td>
</tr>
<tr>
<td>E</td>
<td>&gt; 55-80</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 80</td>
</tr>
</tbody>
</table>
Phase A – Southbound Traffic

Existing Signal Operations
Phase B – Northbound Traffic

Existing Signal Operations
Phase C – Eastbound/Westbound Traffic

Existing Signal Operations
Southbound/ Northbound Traffic

Eastbound/Westbound Traffic

Existing Signal Operations – Weekday PM Peak
Existing Signal Operations – Friday PM Peak
Southbound/ Northbound Traffic
- Green: A-C
- Yellow: D
- Blue: E
- Red: F

Eastbound/ Westbound Traffic

2015 – Weekday PM Peak
Southbound/ Northbound Traffic
- Green: A-C
- Yellow: D
- Blue: E
- Red: F

Eastbound/ Westbound Traffic

2015 – Friday PM Peak
Southbound/ Northbound Traffic

- Green: A-C
- Yellow: D
- Blue: E
- Red: F

Eastbound/Westbound Traffic

2035 – Weekday PM Peak
Southbound/ Northbound Traffic

- A-C
- D
- E
- F

2035 – Saturday Midday Peak

Eastbound/Westbound Traffic
Traffic Study Program

1. Project Objectives
2. Collect Data/Field Observations
3. Analyze Conditions
4. Conceptual Design
   - Community Outreach
Option 2
Street Gardens
• garden trees
Option 2
Street Gardens
• garden trees