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 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

Poor Southbound Alignment

Traffic Tends to Merge Left
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
View South from Proposed Plaza

Existing View South
Hudson Street flows south to Bleecker Street

Number of Auto Lanes

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<tr>
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<th>Existing</th>
<th>Proposed</th>
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<tr>
<td>9th Ave.</td>
<td>4</td>
<td>3</td>
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<tr>
<td>Hudson St.</td>
<td>3</td>
<td>2</td>
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<tr>
<td>Bleecker St.</td>
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Hudson Street continuing from Ninth Avenue

North

Eighth Avenue

Bleecker Street
Volumes: Proposed

Intersection Volumes: PROPOSED 2007

Data Sources:
Volumes: April 2005 DOT ATRs
Turns: October 2006 DCP TMCs
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