



Department of
Transportation

Route 9A Mobility & Safety Enhancement Study

January 14th, 2026

Public Meeting #2
Phase 2 - Concept Development - Input

Agenda

1. Introductions
2. Study Refresher & Overview
3. Phase 2
4. Group Exercise
5. Closing and Next Steps



Introductions

Study Refresher

Study Overview

Route 9A Mobility & Safety Enhancement Study

Scope

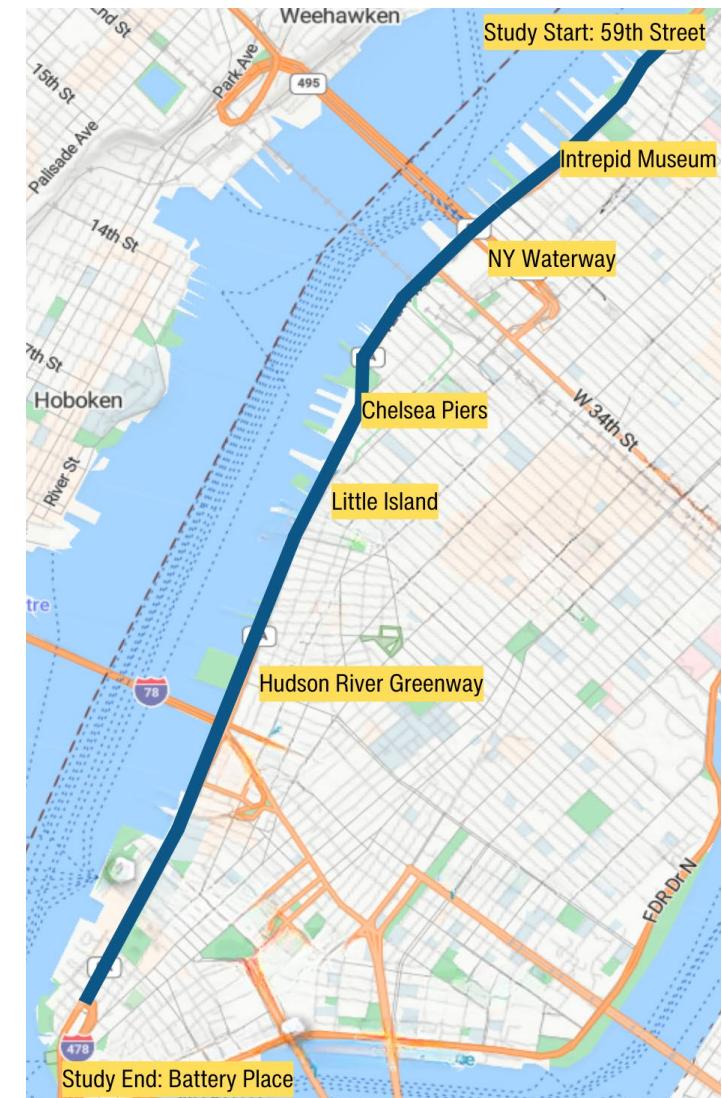
- 5-mile study area along Route 9A – Battery Pl to 59th St
- Addressing complex corridor needs

Safety First

- Top priority: Safety & Mobility
- Special focus on pedestrians and cyclists

Community-Driven

- Multi-phase engagement process
- Public input directly informs design considerations



About the Corridor

- 5-mile-long beautifully landscaped urban boulevard
- Acts as park space, a travel arterial as well as having numerous cultural sites that New Yorkers and visitors enjoy
- Serves a variety of **regional, arterial, and local** transportation activities and needs
- An **intermodal** access provider to 3 Hudson River ferries, passenger liner terminals, excursion ships, and a heliport. Serves as the terminus point for five crosstown bus lines.



Existing Conditions

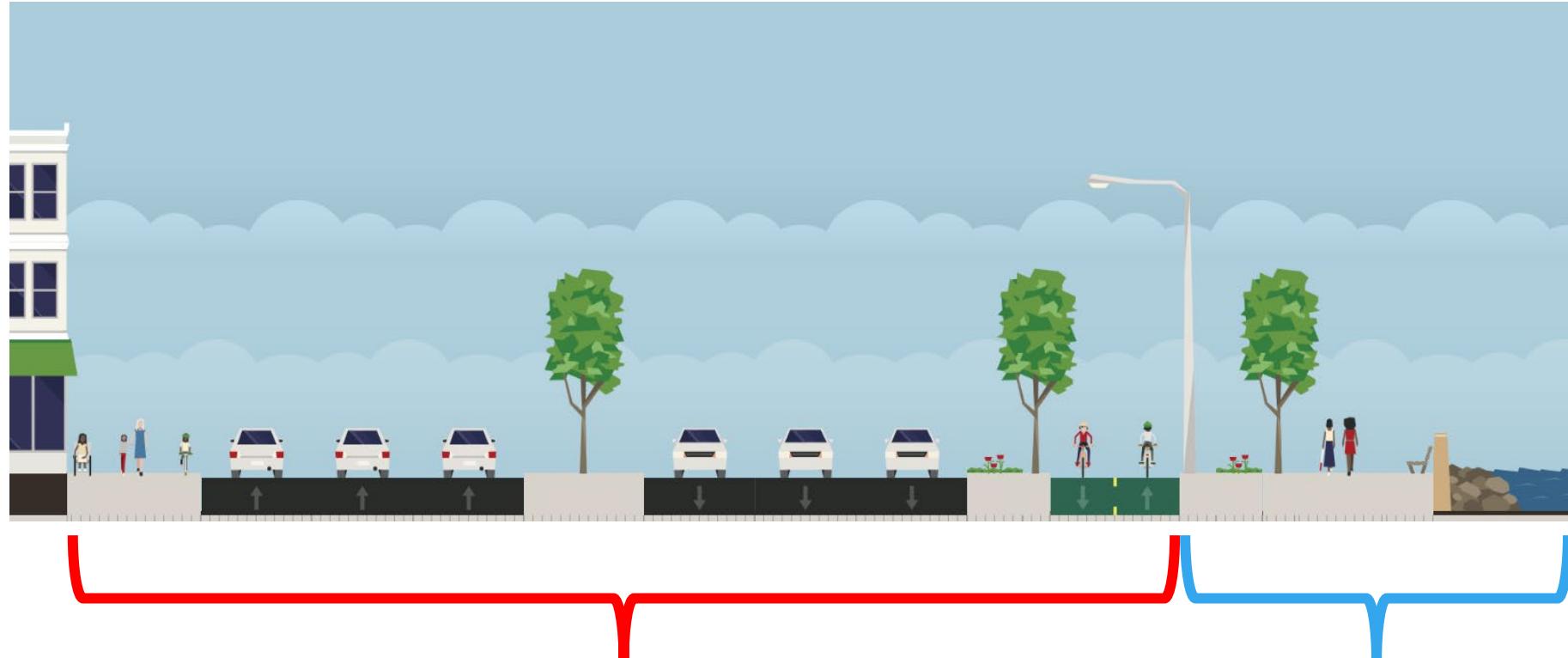
- Roadway has 3 - 4 lanes in each direction traveling north and south on the west side of Manhattan
- Speed Limit = 30 MPH
- West Side Highway is within a Zone 1 storm evacuation zone and is an important roadway during emergencies
- 30 different MTA bus routes use Route 9A in some capacity.
Some of these buses include the M12, M42, M34-SBS, M20, M22, BM2, SIM9 and the SIM4 bus routes



Study Corridor and Jurisdiction



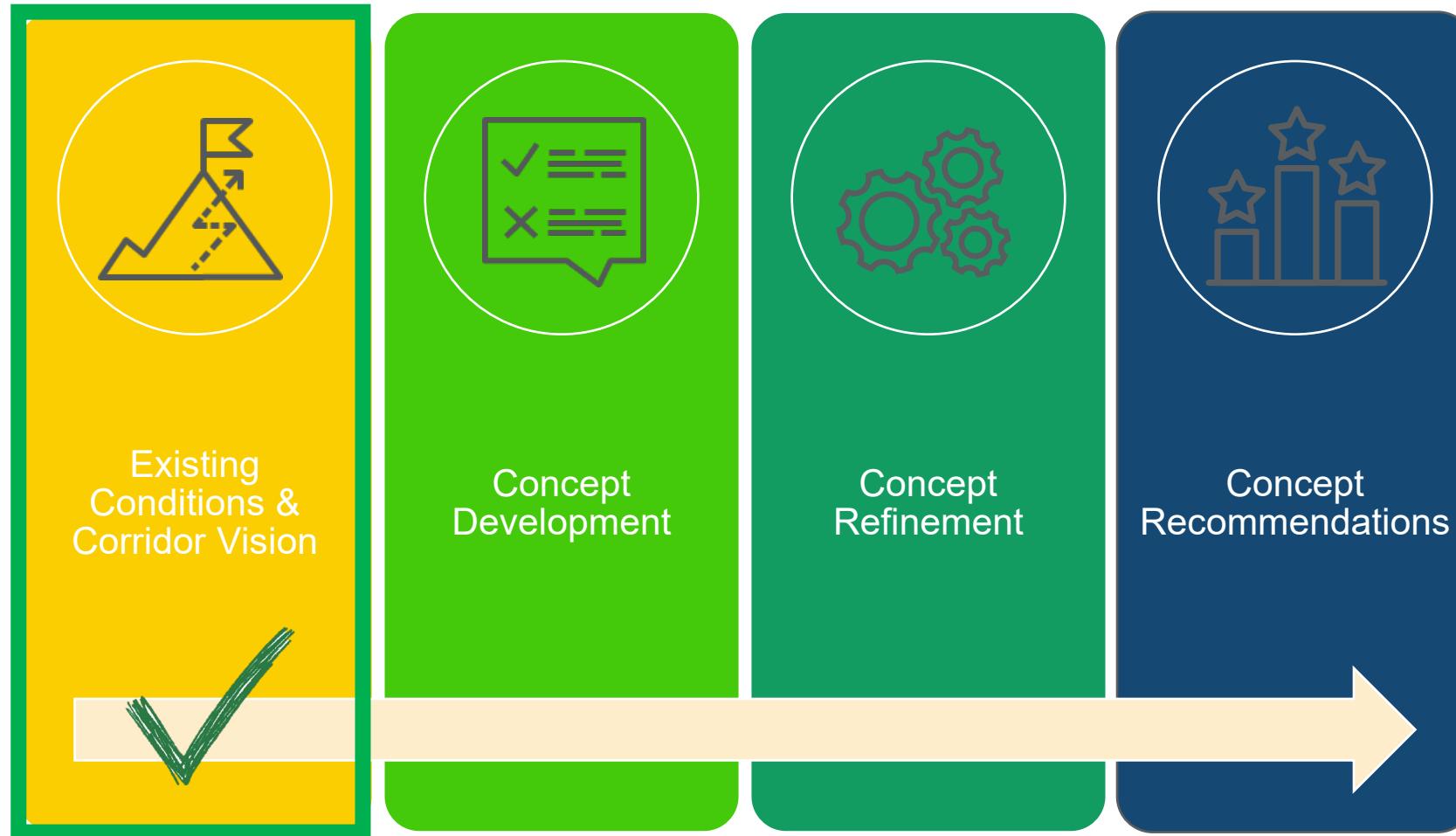
59th Street to Battery Place
(Approx. 5 Miles)



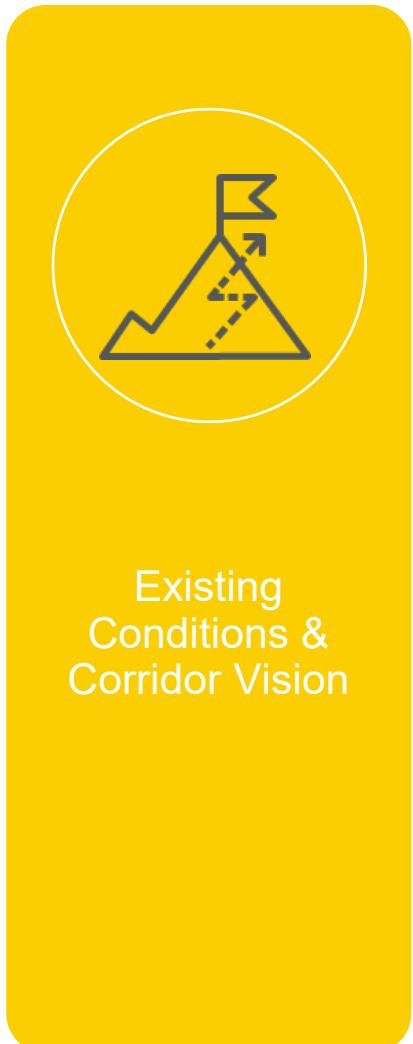
NYCDOT, NYSDOT, MTA,
Others

HRPT, Others

Study Timeline & Concept Development Steps



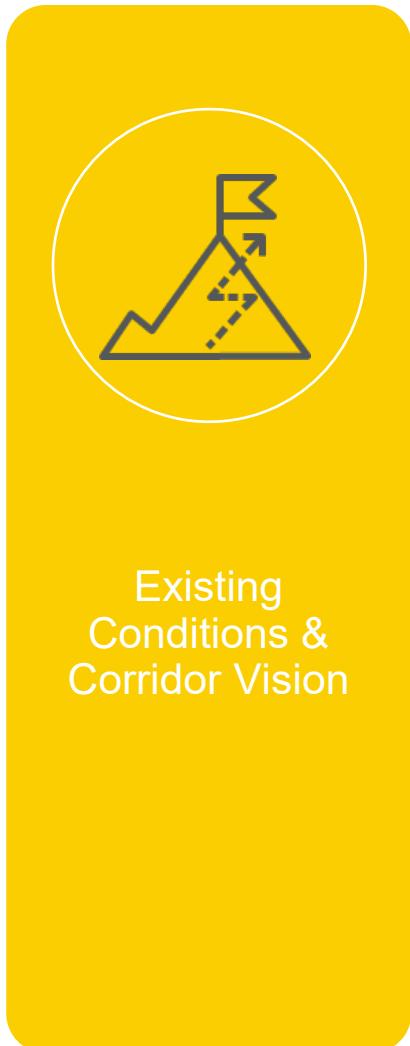
Phase 1 – Overview and Refresher



Phase 1 Achievements:

- ✓ **Site Analysis:** Existing Conditions & Corridor Walkthroughs
- ✓ **Community Outreach:** Stakeholder meetings & Public Meeting #1
- ✓ **Goal Setting:** Defined study objectives based on public feedback

Phase 1 – Overview and Refresher

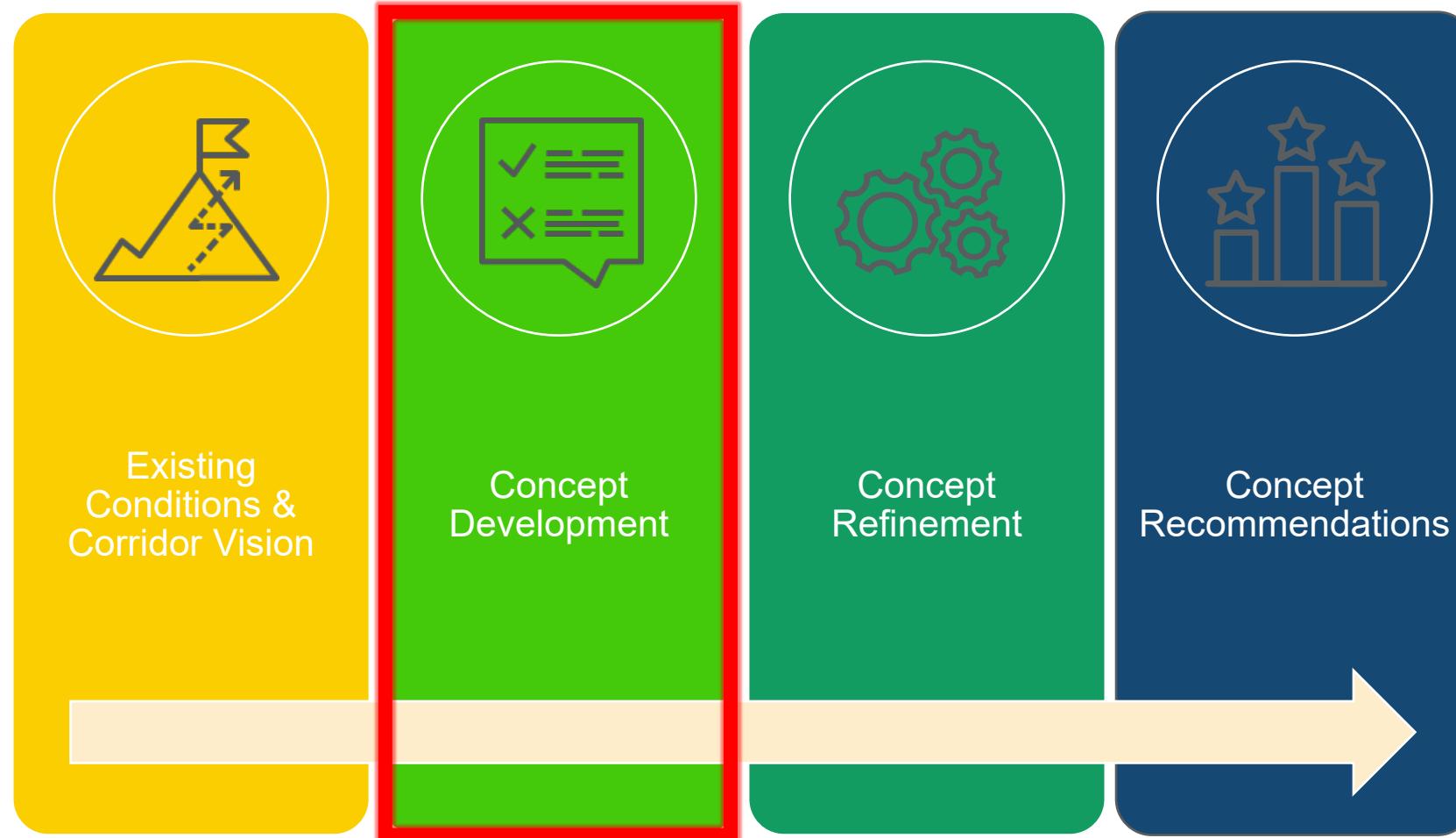


Identified Priority Issues:

- **Connectivity:** Gaps between bike paths and waterfront access
- **Crossing Safety:** Distances are too long; signal times are too short
- **Conflict Points:** Unsafe interactions between pedestrians, bikes, and vehicles
- **Road Use:** High traffic volumes, lack of multi-modal prioritization and lack of transit alternatives
- **Visibility & Organization:** Issues with lighting, visibility, and inconsistent design
- **Resiliency:** Existing & future flooding, extreme heat concerns

Phase 2

Study Timeline & Concept Development Steps



Phase 2



The Ingredients of a Concept Plan

From Existing Conditions to Draft Concepts

Phase 2



Concept
Development



What is a Concept Plan?

Our Process

We'll explore how these ingredients come together to create a recipe for developing concept plans.

Phase 2



The 5 Key Ingredients



1. Goals & Objectives



2. Existing Conditions



3. Ideal Roadway Sections



4. Design / Strategy Treatments



5. Draft Concepts

Phase 2

Ingredient 1: Goals & Objectives

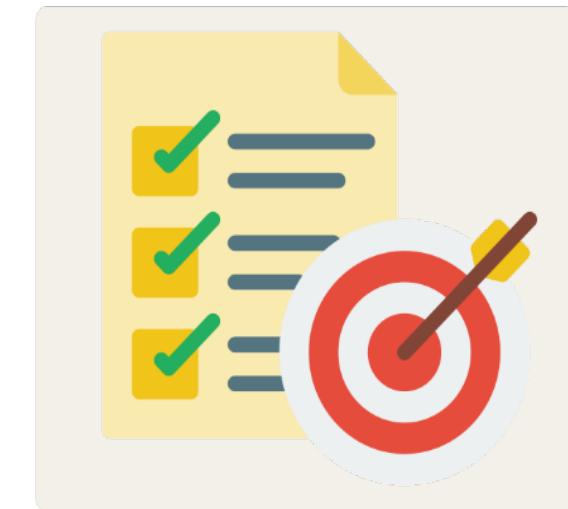


The "Why"

Goals (Broad): "Enhance safety for all users."

Objectives (Specific): "Reduce Ped and Bike crash frequency and severity"

Concept Screening: "How does this design meet our goals & objectives?"



Needs Review

Ingredient 1: Needs (Why) Developed During Phase 1

Needs (Why)

1. Space & Balance

- Expand space and balance design to support all users

2. Safety & Behavior

- Reduce conflicts and promote predictable behavior
- Enhancing safety at crossings



3. Infrastructure & Geometry

- Improve roadway geometries and network connectivity

4. Transit

- Improve transit service availability

Objectives Review

Ingredient 1: Objectives Developed (by the Public) During Phase 1

Objectives

- Foster a safer, more reliable, and more inclusive corridor by **balancing the needs of vehicles, pedestrians, cyclists, and transit users**.
- Promote **better access and connectivity** to the waterfront, parks, neighborhoods, and public transportation.
- Create a corridor that reflects current mobility trends and desires, including increased **demand for micro-mobility options** (such as e-scooters and bike share) and **active transportation** – modes of travel that rely on human-powered movement like walking, biking and other forms of non-motorized transport.
- Provide a **high-quality user experience** that is intuitive, legible, and enjoyable for all users—residents, commuters, and visitors alike.



Phase 2

Ingredient 2: Existing Conditions (In Progress)



The Foundational Analysis

- ✓ Right-of-Way (ROW) boundaries
- ✓ Traffic volumes (vehicles, pedestrians, cyclists)
- ✓ Traffic signal timings and phasing
- ✓ Pavement and infrastructure quality
- ✓ Crash data and safety issues



Phase 2

Ingredient 3: Your Ideal Roadway Cross Section

The "What If" Vision

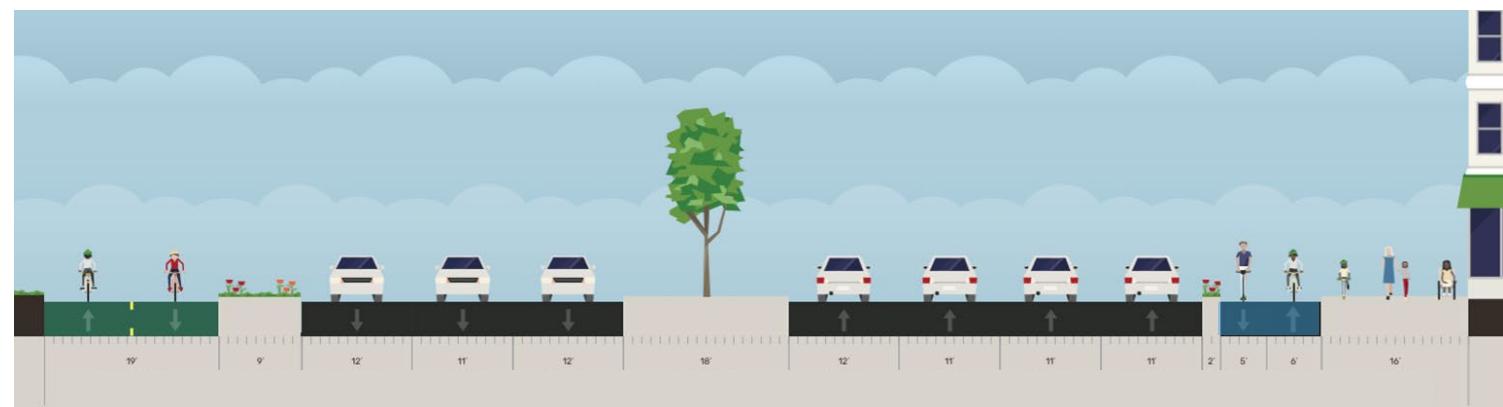
Existing



Concept
Development



Example



Phase 2

Ingredient 4: Intersection Treatments/Strategies



Ideas in the Toolbox

- ✓ Design treatments to slow traffic speeds
- ✓ Shorten Crossings (Curb Bump Outs)
- ✓ Turn Calming Measures
- ✓ Median Tip Extensions/Expansions
- ✓ Crosswalk Improvements
- ✓ Improved space delineation at crossings
- ✓ Off-Set Crossings



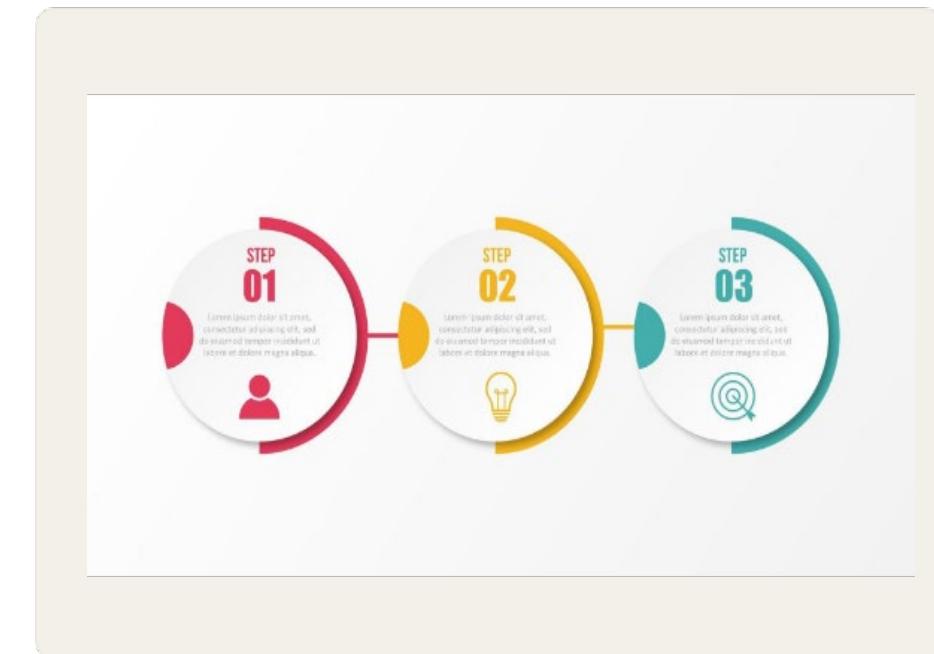
Phase 2



Final Step: Develop the Concepts

Bringing It All Together

- ✓ Variation in level of intervention
- ✓ Variation in feasibility and cost
- ✓ Variation in the primary focus
(ie; safety vs. traffic flow)



Phase 2

How It All Fits Together – Develop Concepts



Meeting Objectives

Ingredient 3:
Develop Ideal Roadway Cross Sections



Ingredient 4:
Get Input on Intersection Treatments and Strategies



4. Group Exercise

Exercise

Ingredient 3



Develop Ideal
Roadway
Sections

Ingredient 4



Design
Treatments/Strategies
Feedback Worksheet

Exercise

Ingredient 3



Develop Ideal
Roadway
Sections

1. Eight Groups
2. Design Constraints and Parameters
3. Develop Roadway Cross Sections
Using Building Blocks
4. Summarize and Discuss

Break Out Groups

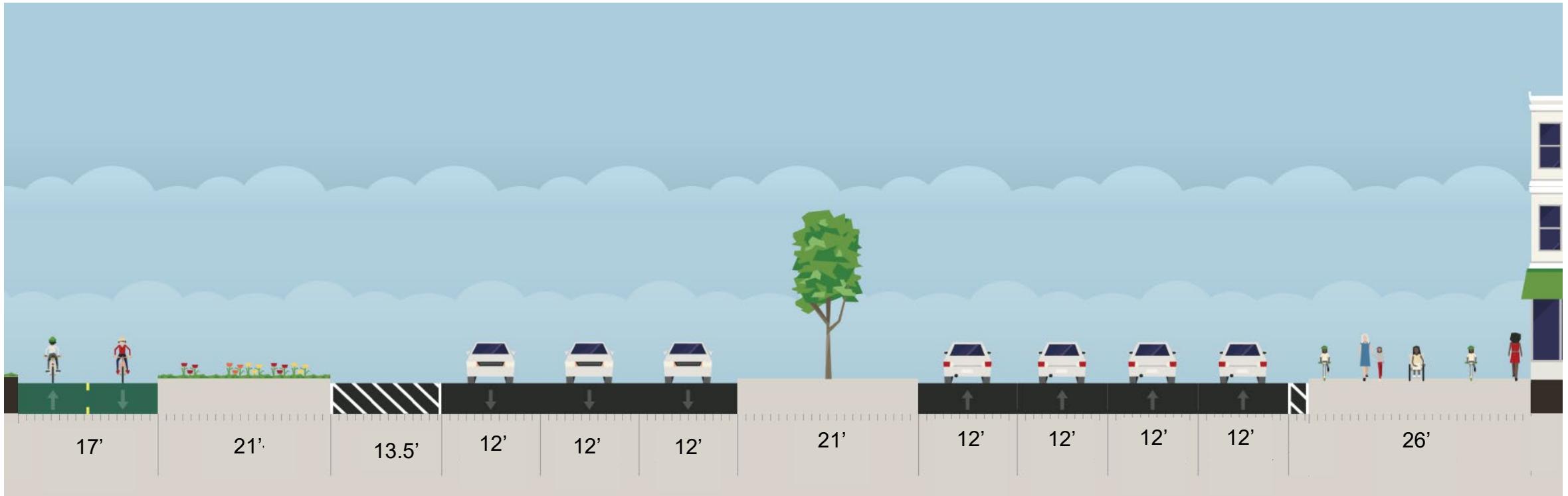
Ingredient 3



Develop Ideal
Roadway
Sections

8 separate groups of 10

Group 1 - Existing Cross Section

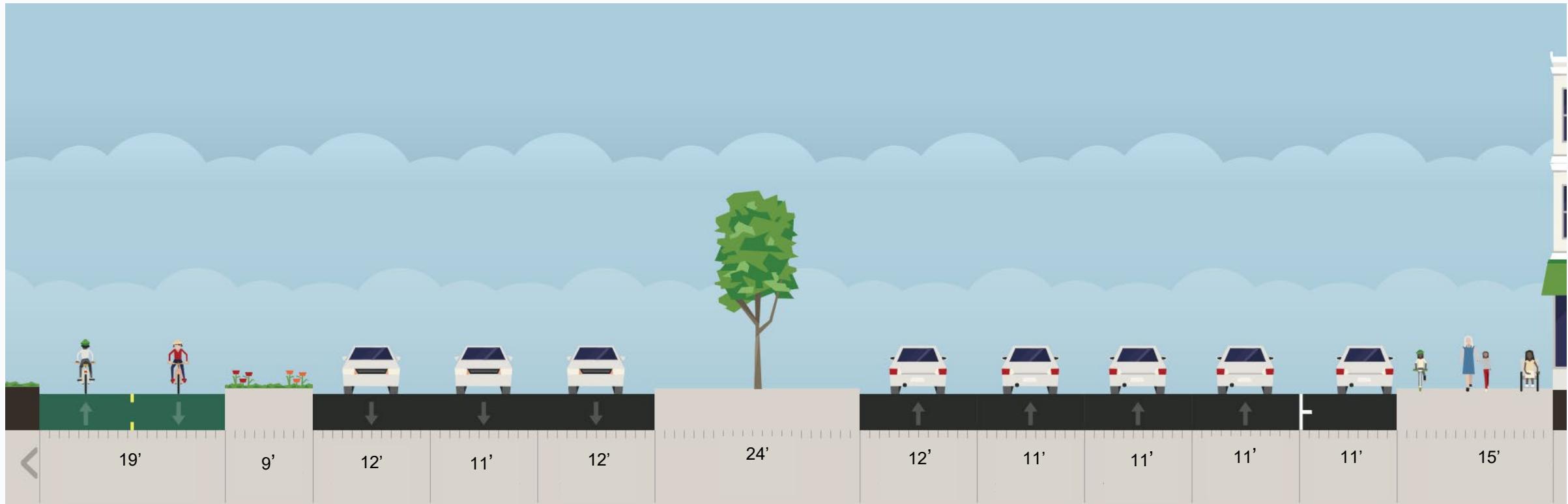


Southern/Battery Park Section

Intersections like: Fulton Street, Warren Street, Albany Street

~220' - 180' wide

Group 2 - Existing Cross Section



Tribeca Section
Intersections like: Harrison St, N. Moore St, Vestry St

~180' – 150' wide

Group 3 - Existing Cross Section

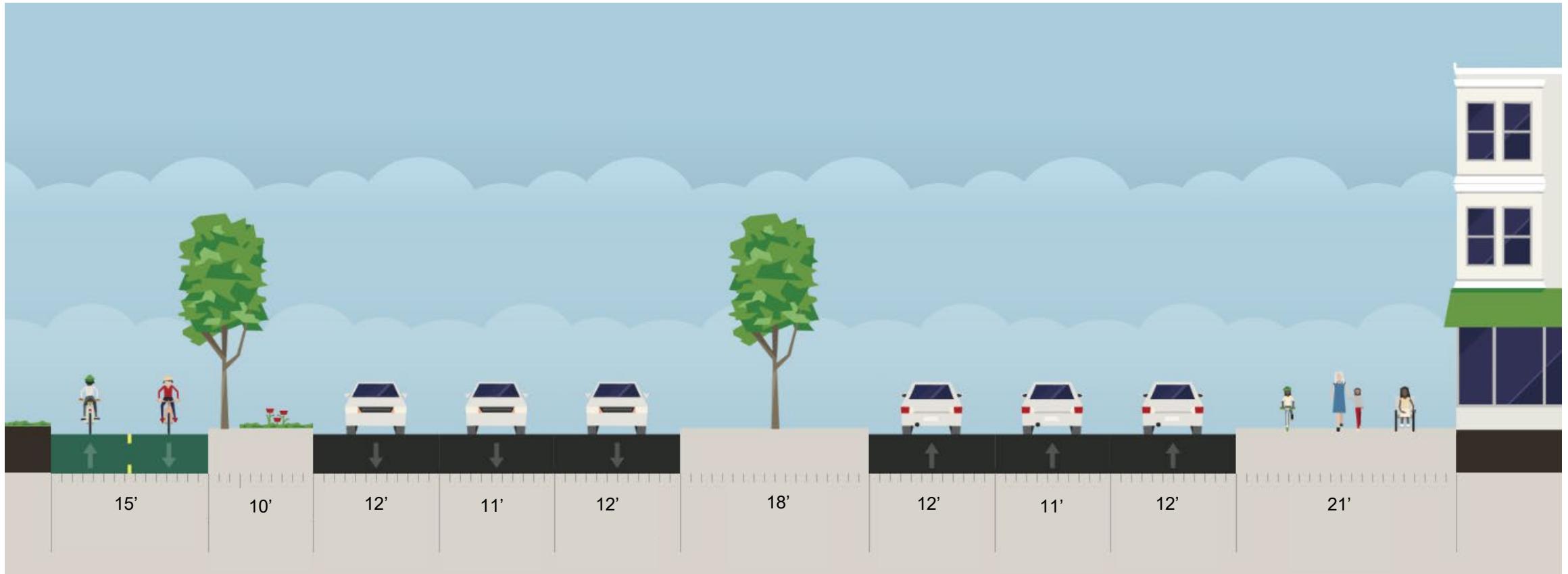


West Village Section

Intersections like: Morton Street, Christopher Street, W. 10th Street

~170' - 160' wide

Group 4 - Existing Cross Section



Chelsea Section

Intersections like: 15th Street, 23rd Street, 26th Street

~ 160' - 130' wide

Group 5 - Existing Cross Section



Hudson Yards Section
Intersections like: 30th St, 34th St, 41st St

~ 170' - 160' wide

DEPARTMENT OF TRANSPORTATION

Group 6 - Existing Cross Section



Northern Hell's Kitchen Section

Intersections like: 57th St, 49th St, 46th St

~ 165' - 210' wide

Group 7 - Existing Cross Section



Southern Corridor Section

Intersections like: Fulton Street, Warren Street, Albany Street

~220' - 180' wide

Group 8 - Existing Cross Section



Northern Hell's Kitchen Section
Intersections like: 57th St, 49th St, 46th St

~ 165' - 210' wide

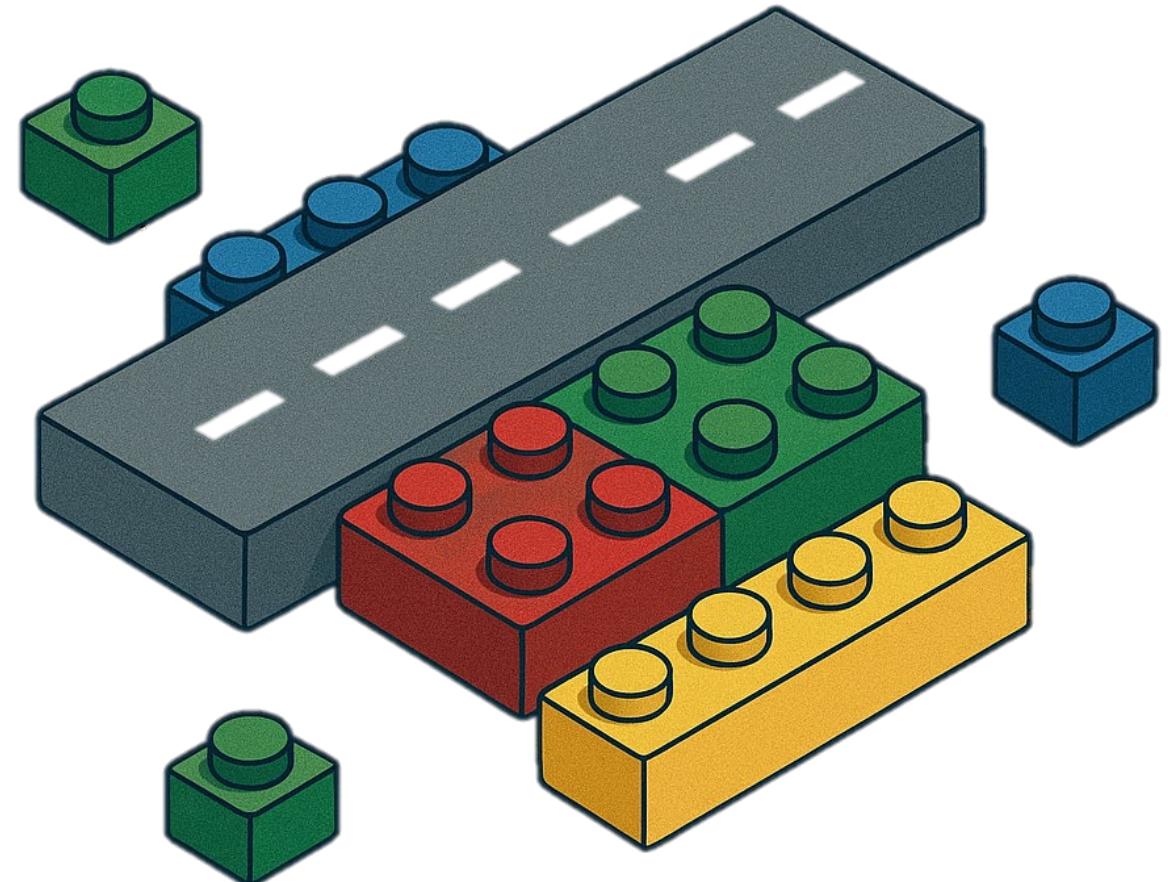
Design Constraints and Parameters

Things to Keep In Mind

1. Goals and Objectives (don't just focus on one)
2. Right of Way (ROW) – Varies from Bike Lane (Waterside) to Sidewalk (Landside)
3. ADA Requirements
 - Landing requirements = 10' minimum recommended
→ i.e. The space between southbound traffic and the bike facilities
4. Bike Lane Width standards
 - 6' width
5. Resiliency, Emergency Services, Clear access,
6. Access and safety for **ALL** modes of transportation

Building Block Design Exercise

Ingredient 3
“Live Demonstration”



Group Break Outs

Group 1

**Southern/Battery Park
Section**

Group 2

Tribeca Section

Group 3

West Village Section

Group 4

Chelsea Section

Group 5

Hudson Yards Section

Group 6

**Northern Hell's Kitchen
Section**

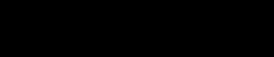
Group 7

**Southern/Battery Park
Section**

Group 8

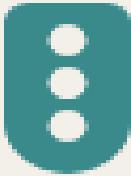
**Northern Hell's Kitchen
Section**

Color Key

Color Key	
	Traffic Moving Lane
	Parking Lane
	Sidewalk
	Micro-Mobility/E-Bike Lane
	Bike Lane
	Bus Lane
	Roadway Buffer Space
	Median/Buffer/Green Space
	Wild Card – Concepts not listed above

Exercise Part 2

Ingredient 4



Design Treatments/Strategies Feedback Worksheet

Idea 4: Staggered Crosswalk Configurations



Comments (optional): _____

How do you feel about this idea?

- Strongly Dislike
- Dislike
- Neutral
- Like
- Strongly Like

Idea 5: Space Delineation between Cyclists and Pedestrians at Crosswalks



Comments (optional): _____

How do you feel about this idea?

- Strongly Dislike
- Dislike
- Neutral
- Like
- Strongly Like

Idea 6: Cyclist Rumble Strips at Crossing Approaches



How do you feel about this idea?

- Strongly Dislike
- Dislike
- Neutral
- Like

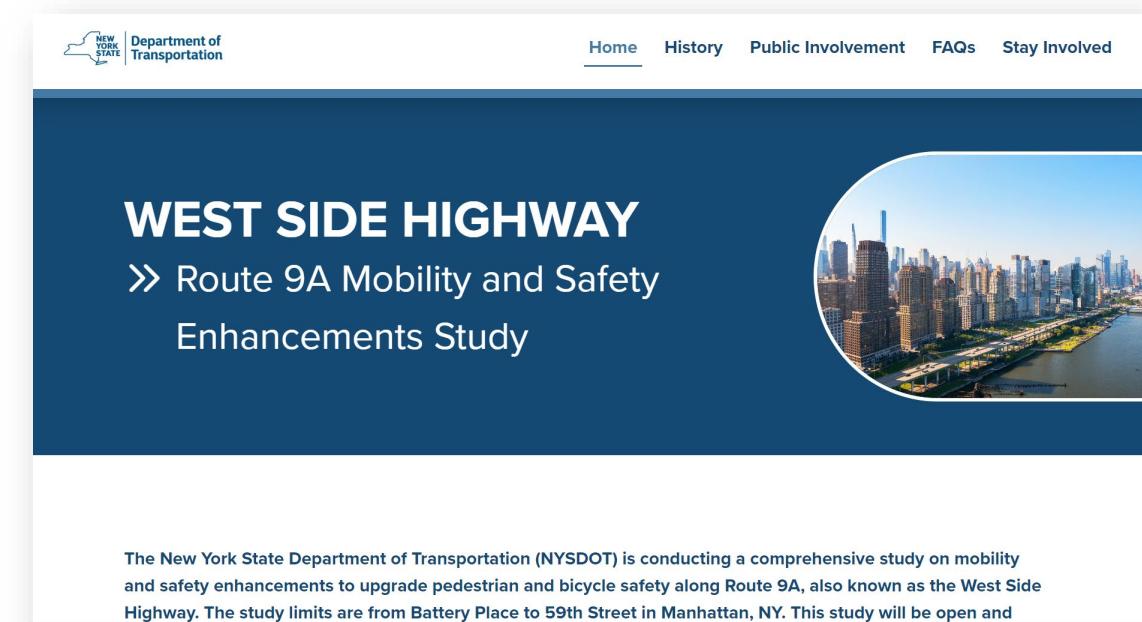
5. Closing & Next Steps

Website & Staying Involved

WestsideHighwayStudy.com



WestSideHighway@dot.ny.gov



The website for the West Side Highway study features a header with the New York State Department of Transportation logo and navigation links for Home, History, Public Involvement, FAQs, and Stay Involved. The main content area is titled "WEST SIDE HIGHWAY" and describes the "Route 9A Mobility and Safety Enhancements Study". It includes a photograph of the highway and surrounding buildings. A detailed description at the bottom explains the study's purpose and scope.

WEST SIDE HIGHWAY

» Route 9A Mobility and Safety Enhancements Study

The New York State Department of Transportation (NYSDOT) is conducting a comprehensive study on mobility and safety enhancements to upgrade pedestrian and bicycle safety along Route 9A, also known as the West Side Highway. The study limits are from Battery Place to 59th Street in Manhattan, NY. This study will be open and

Thank you all!

WestSideHighway@dot.ny.gov

