



Department of
Transportation

Route 9A Mobility & Safety Enhancement Study

January 14th, 2026

Public Meeting #2

Phase 2 - Concept Development - Input

REGION-11
NYS DEPARTMENT OF TRANSPORTATION

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

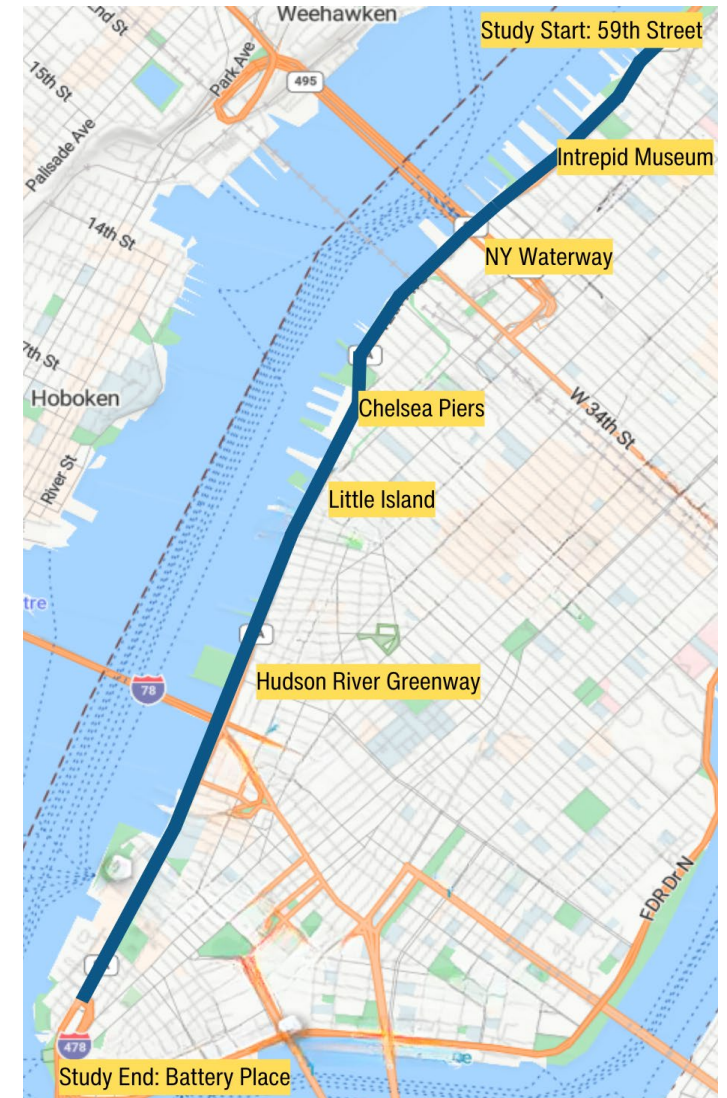
- 5-mile study area along Route 9A – Battery Pl to 59th St
- Addressing complex corridor needs

Safety First

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

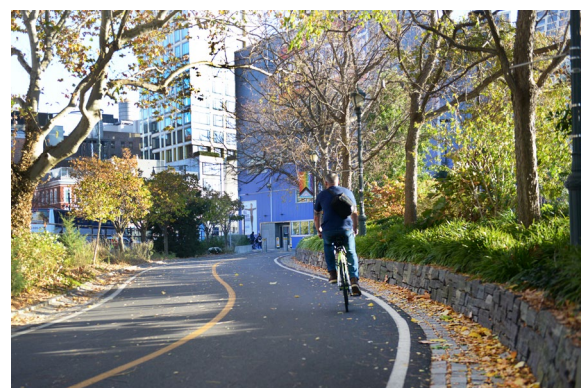
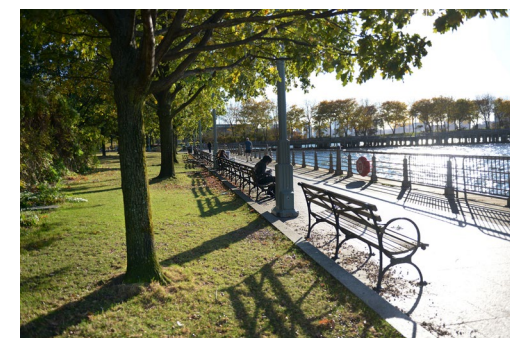
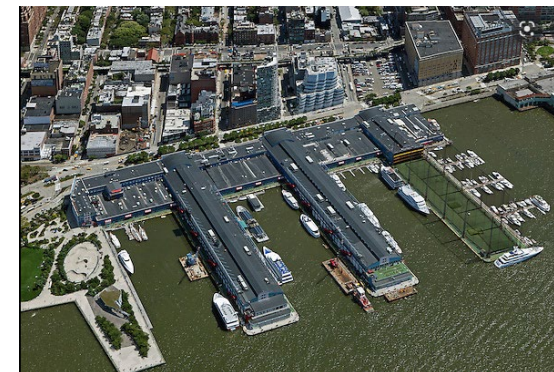
Community-Driven

- 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



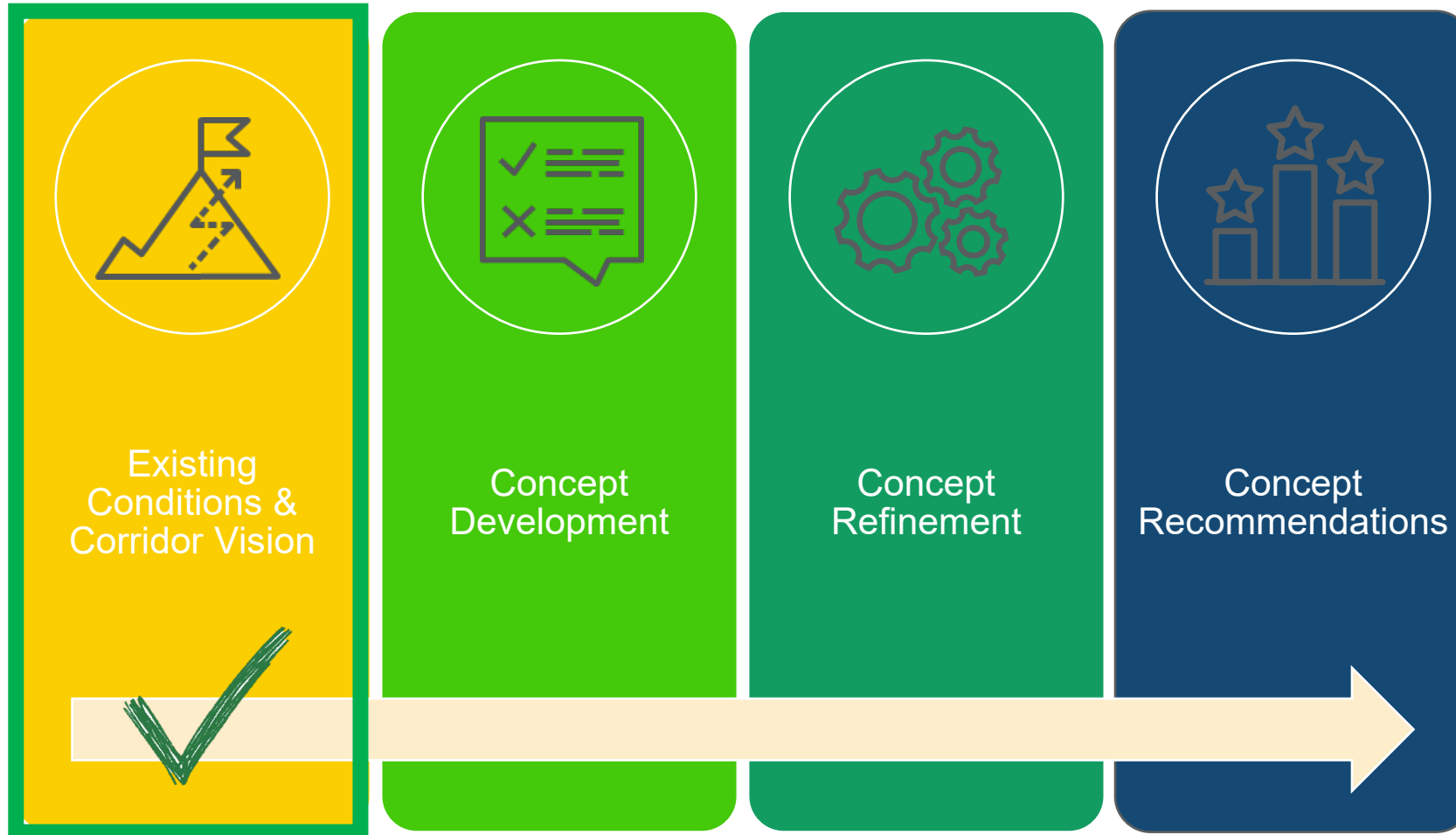
59th Street to Battery Place
(Approx. 5 Miles)



NYCDOT, NYSDOT, MTA,
Others

HRPT, Others

Study Timeline & Concept Development Steps



Phase 1 – Overview and Refresher



Existing
Conditions &
Corridor Vision

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



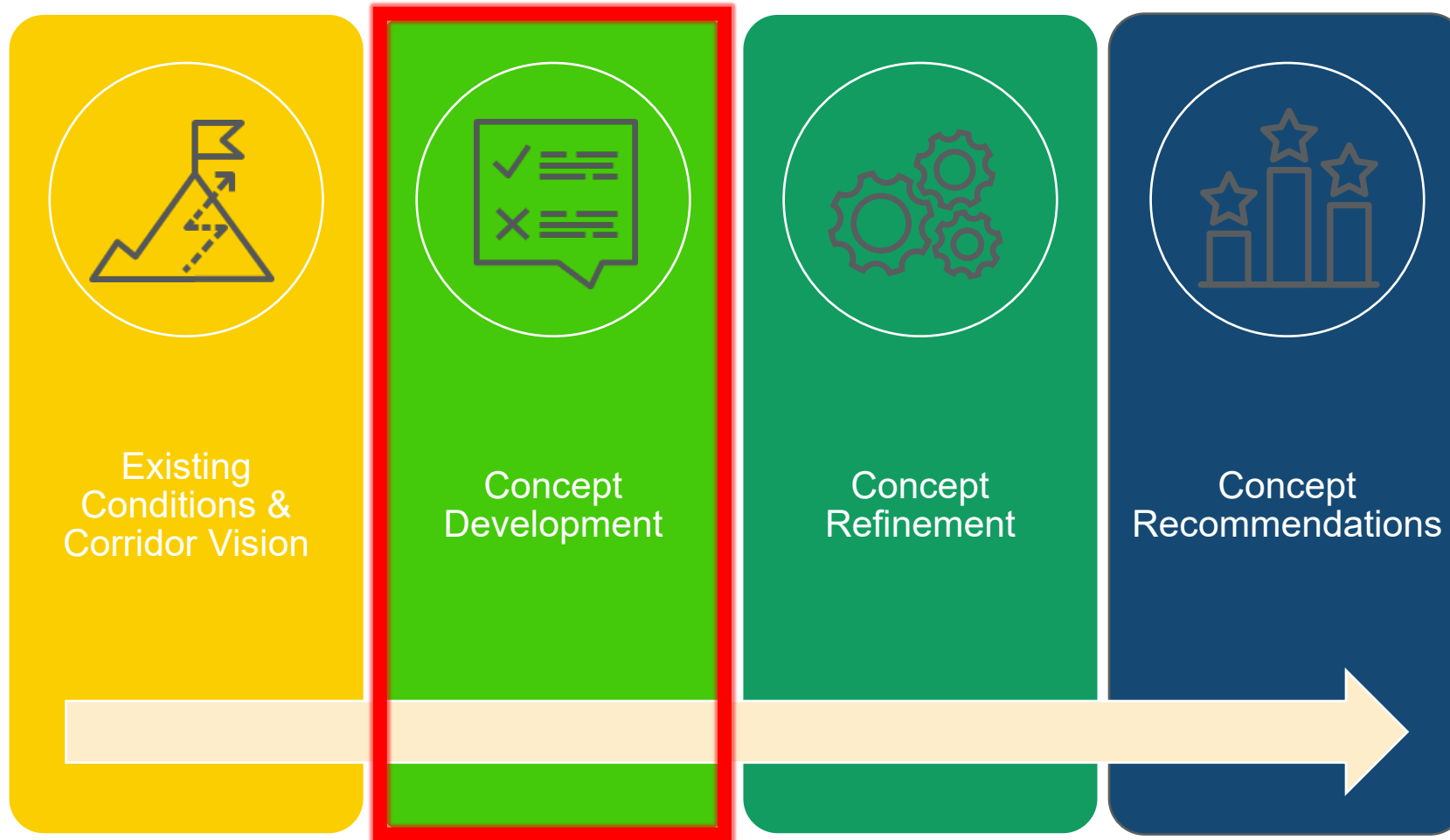
Existing
Conditions &
Corridor Vision

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



Concept
Development



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



Concept
Development



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"

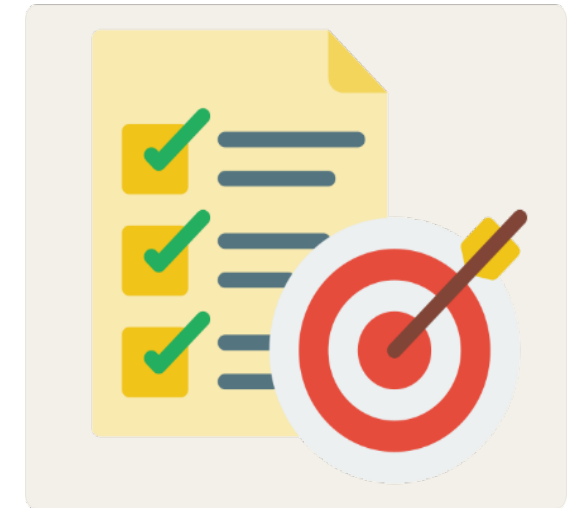
Goals (Broad): "Enhance safety for all users."

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

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



Concept
Development



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)



Concept
Development



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



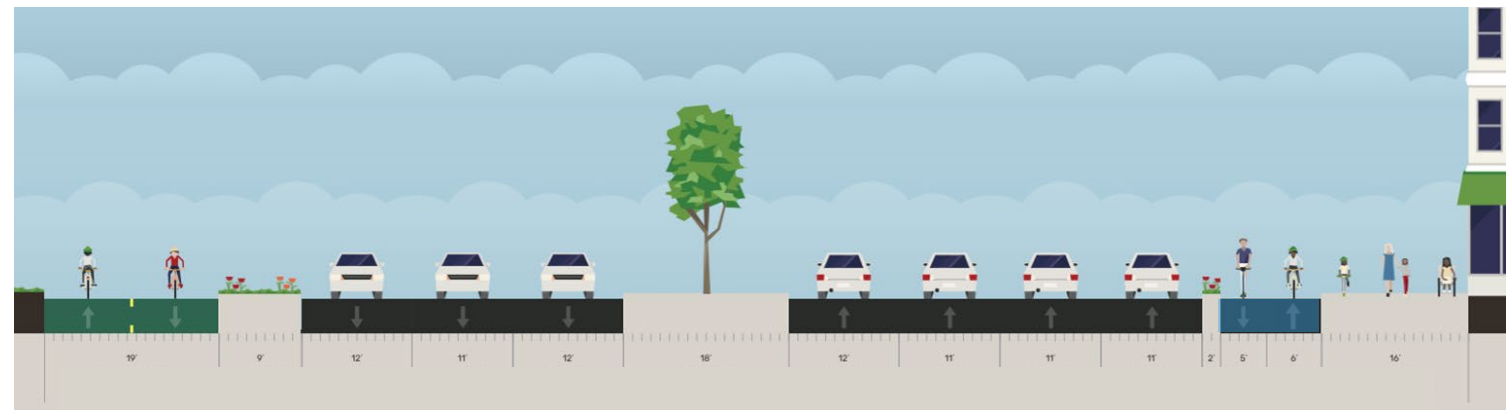
Concept
Development



Existing



Example



Phase 2

Ingredient 4: Intersection Treatments/Strategies



Concept
Development



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



Concept
Development



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

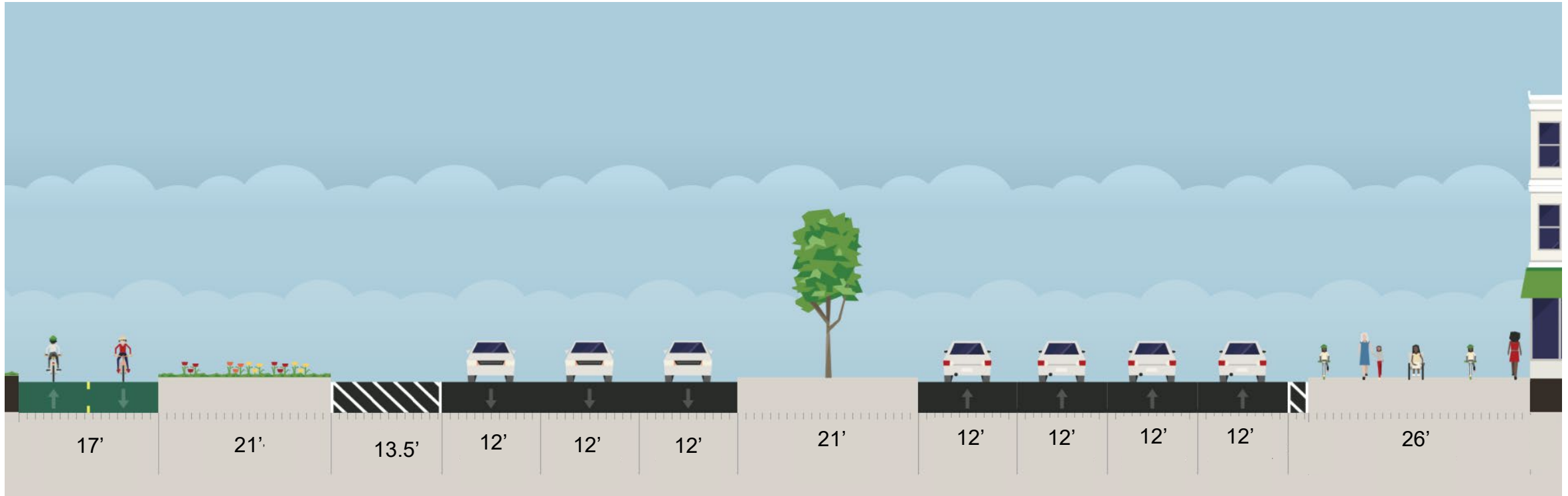
Ingredient 3



Develop Ideal
Roadway
Sections

8 separate groups of 10

Group 1 - Existing Cross Section

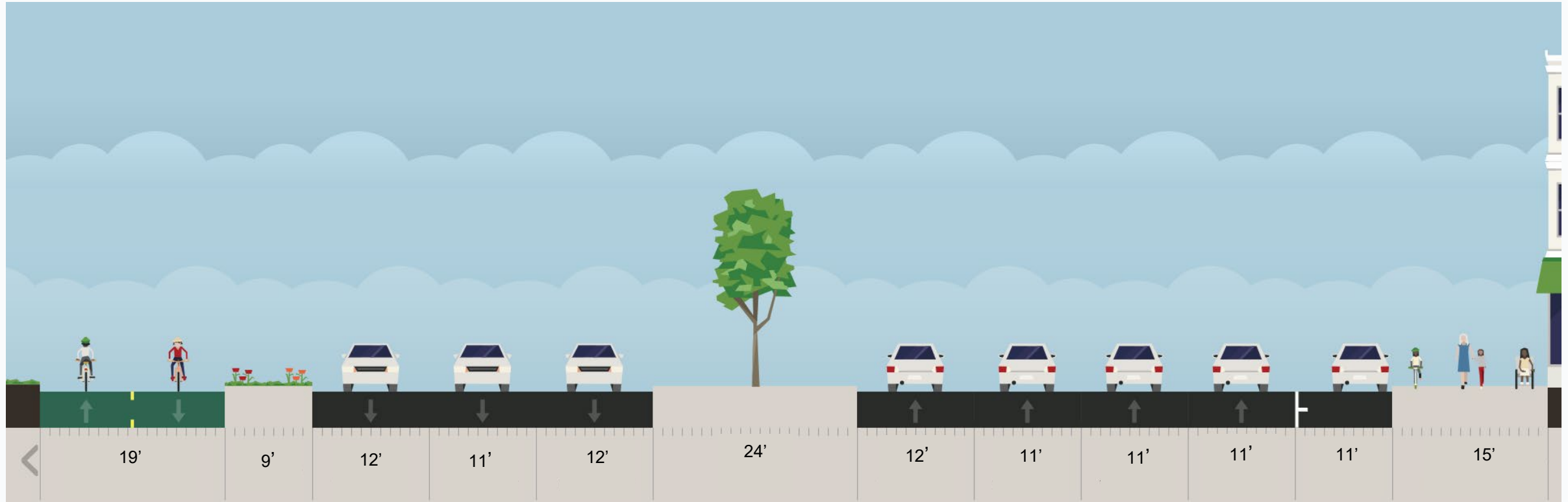


Southern/Battery Park Section

Intersections like: Fulton Street, Warren Street, Albany Street

~220' - 180' wide

Group 2 - Existing Cross Section

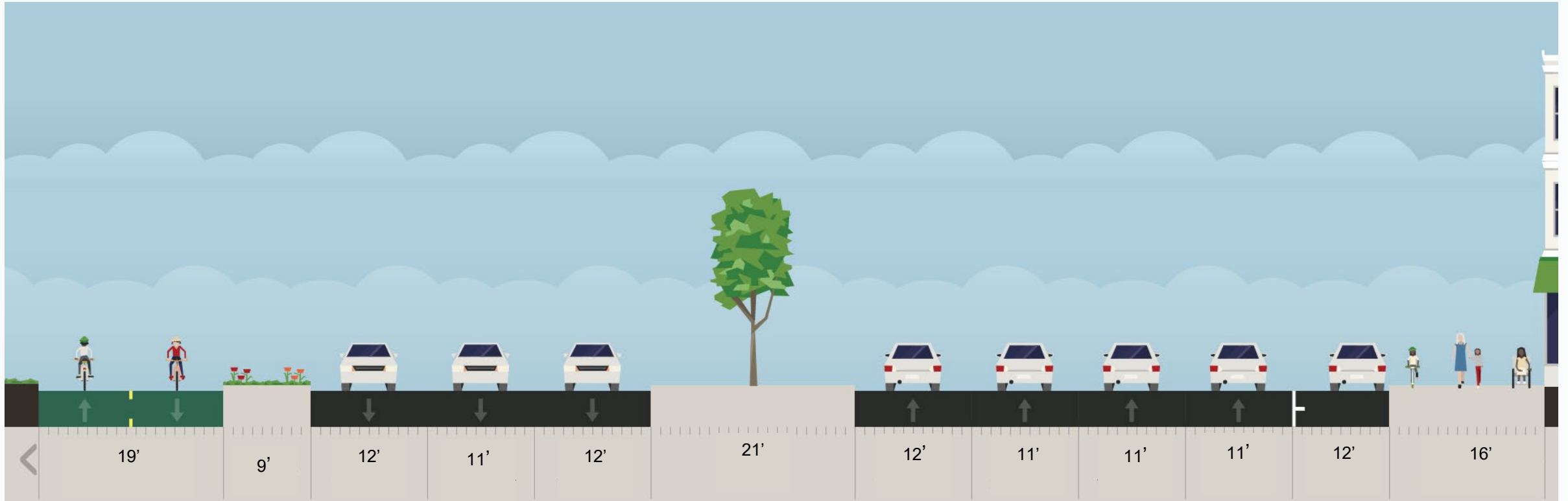


Tribeca Section

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

~180' – 150' wide

Group 3 - Existing Cross Section

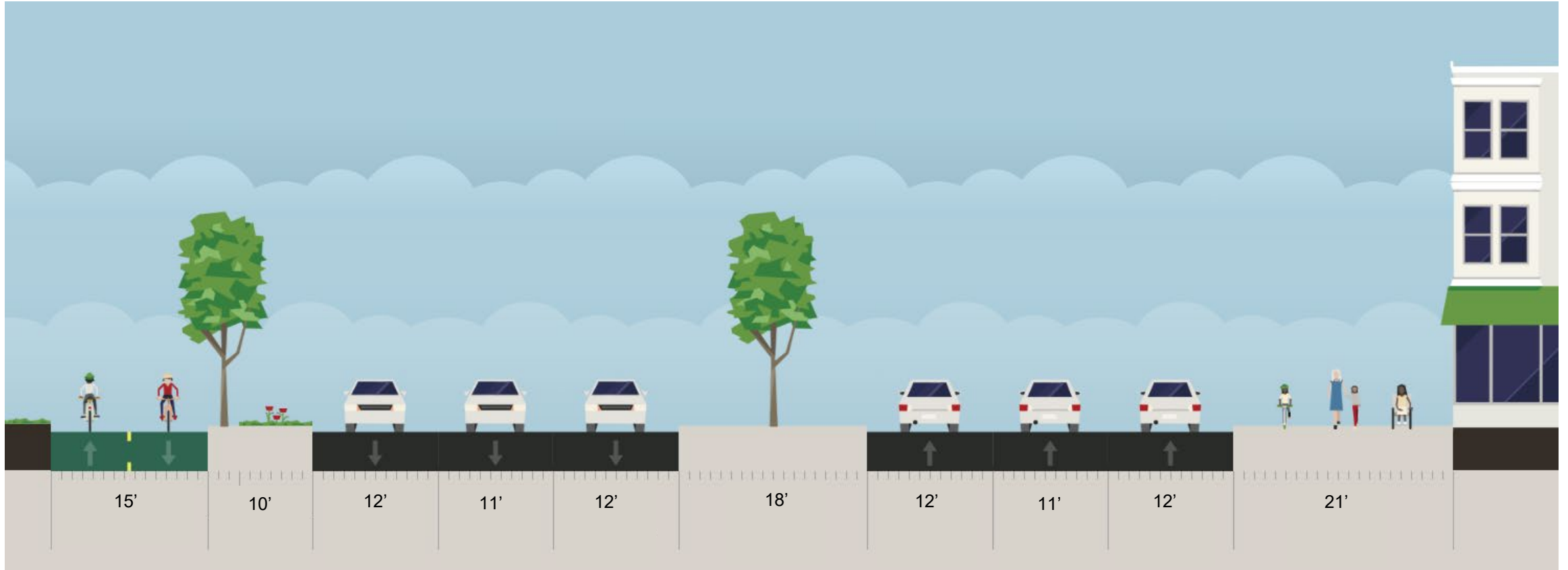


West Village Section

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

~170' - 160' wide

Group 4 - Existing Cross Section

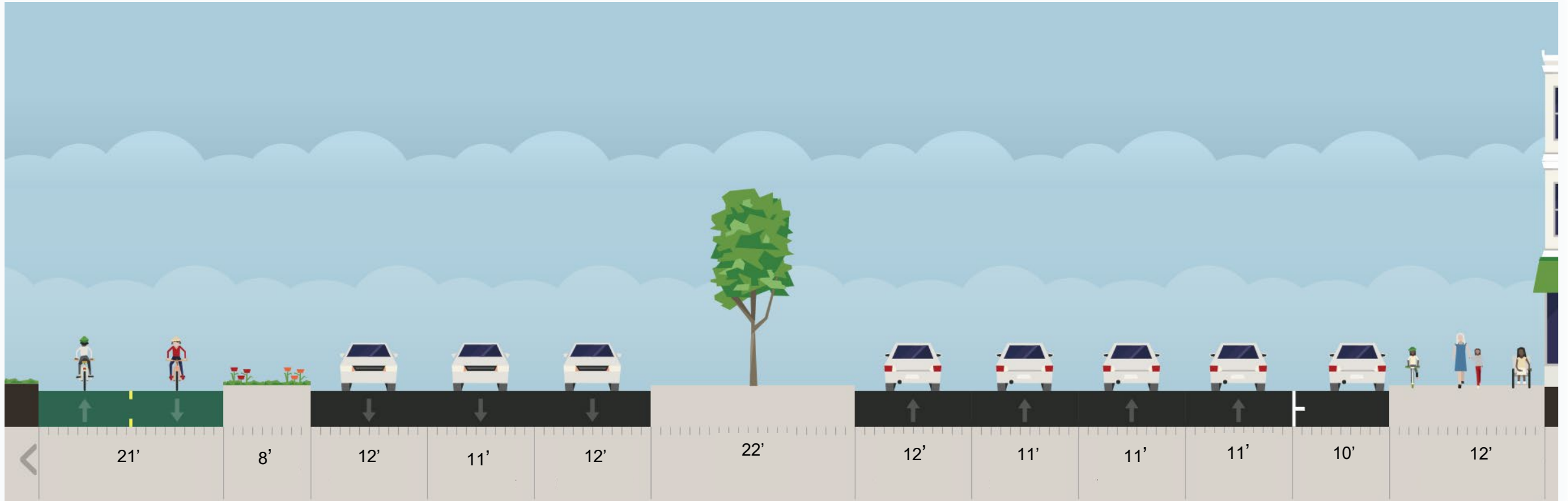


Chelsea Section

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

~ 160' - 130' wide

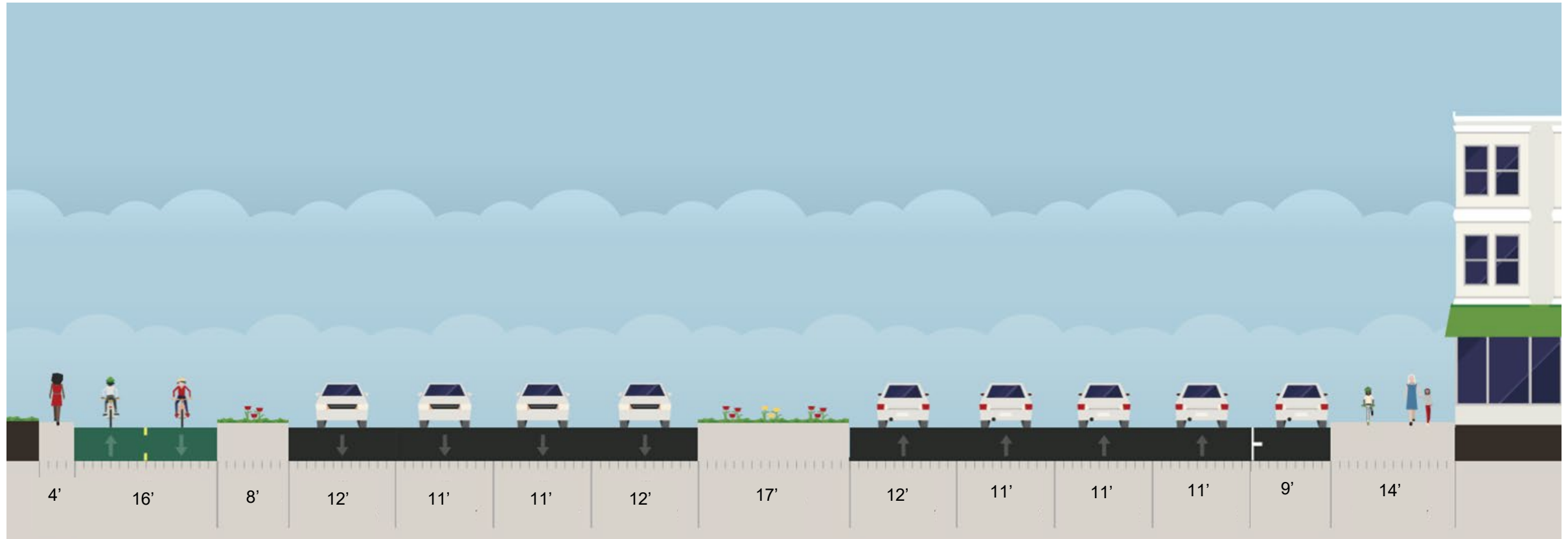
Group 5 - Existing Cross Section



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

~ 170' - 160' wide

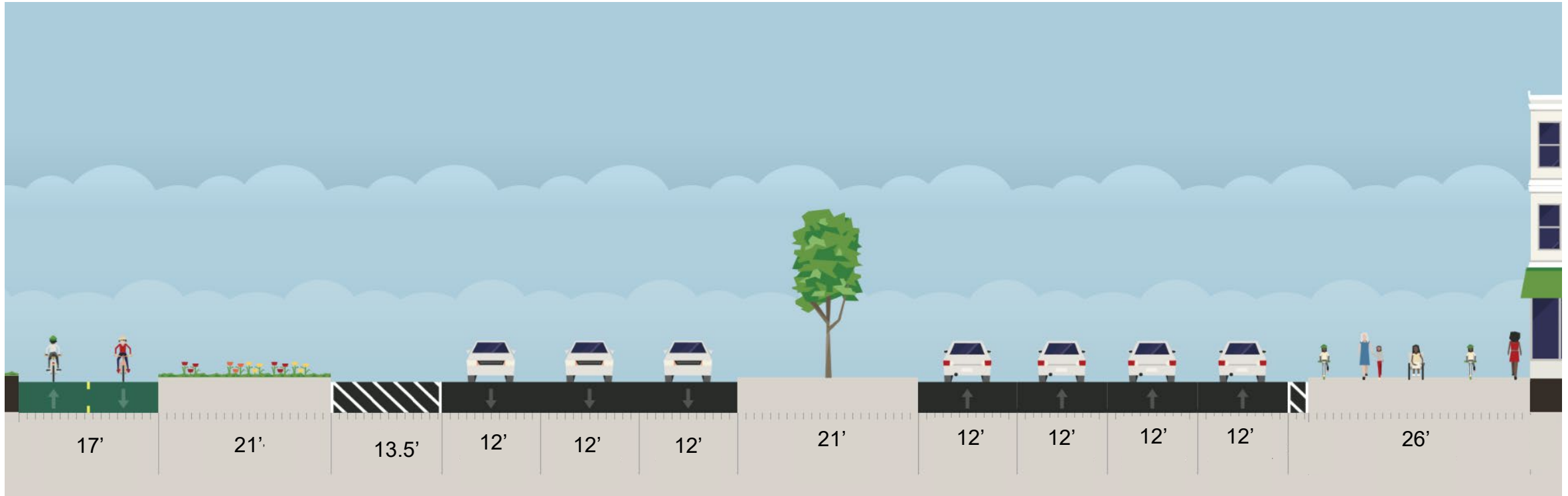
Group 6 - Existing Cross Section



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

~ 165' - 210' wide

Group 7 - Existing Cross Section

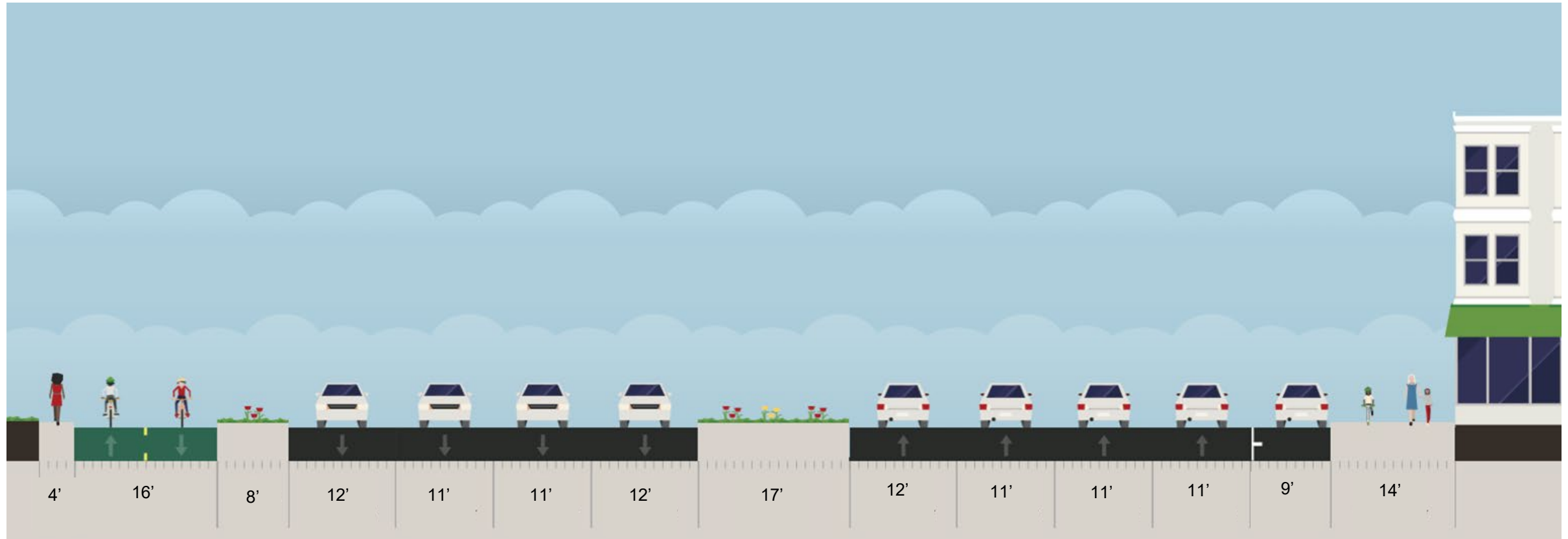


Southern Corridor Section

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

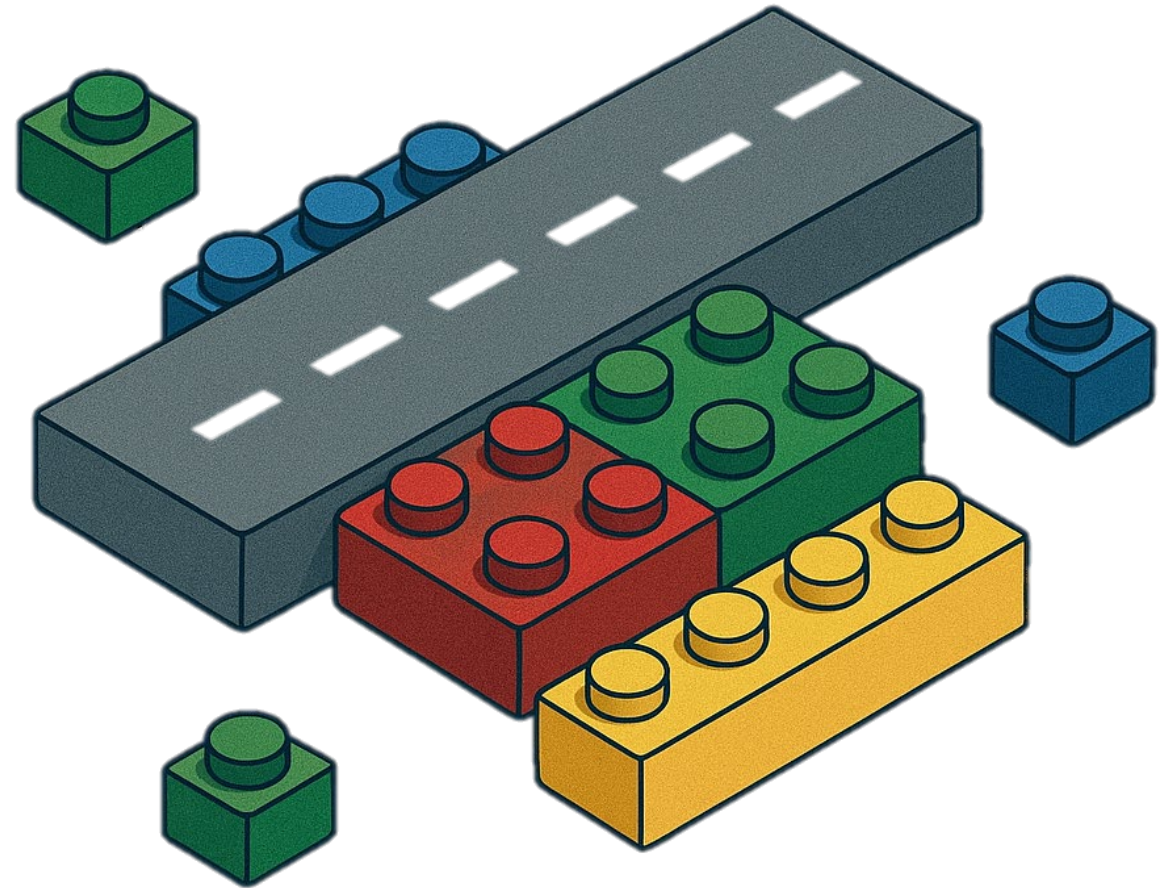
Design Constraints and Parameters

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**


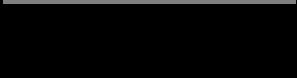






Group 7

**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



How do you feel about this idea?

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

Comments (optional): _____

Idea 5: Space Delineation between Cyclists and Pedestrians at Crosswalks



How do you feel about this idea?

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

Comments (optional): _____

Idea 6: Cyclist Rumble Strips at Crossing Approaches



How do you feel about this idea?

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

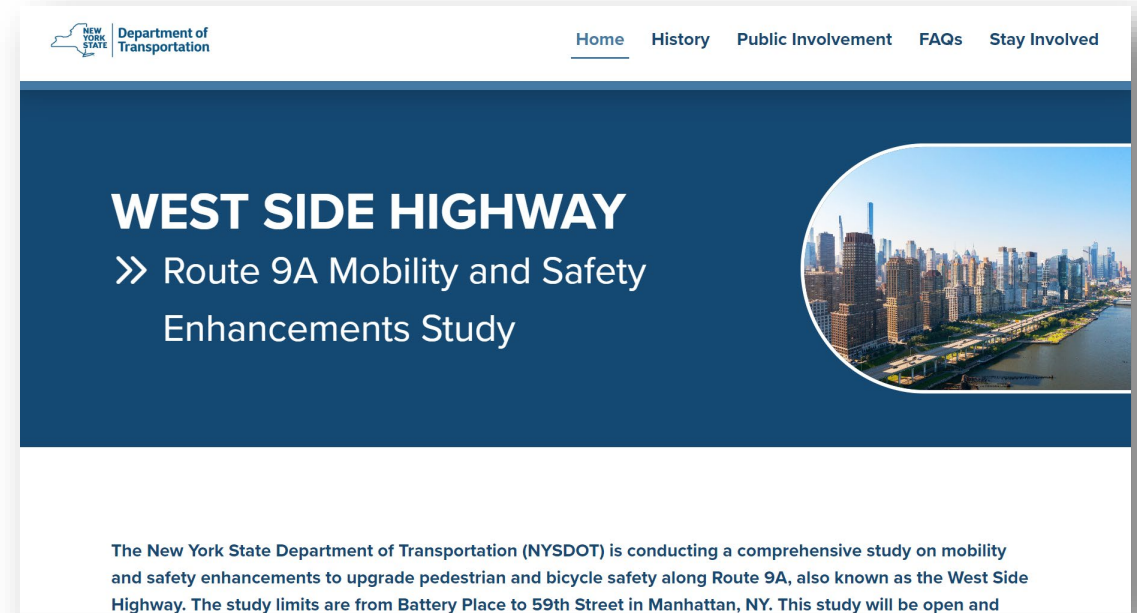
5. Closing & Next Steps

Website & Staying Involved

WestsideHighwayStudy.com



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Thank you all!

WestSideHighway@dot.ny.gov



**Department of
Transportation**