



Department of  
Transportation

# Route 9A Mobility & Safety Enhancement Study

Battery Place to West 59<sup>th</sup> Street

July 22<sup>nd</sup>, 2025

Transportation Partnering Committee  
Focus Group Meeting

REGION-11  
NYS DEPARTMENT OF TRANSPORTATION

# Meeting Objectives

1. Phase 1 Update
2. Review the key issues and concerns collected
3. Discuss findings and common threads from community engagement
4. Review Purpose & Need and Goal Statements
5. Next Steps

# Phase 1 Update

## Existing Conditions and Corridor Vision Development

**Initial Kick Off Meeting** - December 17, 2024

**Corridor Walk Through Meetings** – February 26 and 27, 2025

**TPC Focus Group Meeting #1** – April 1, 2025

**Public Meeting – In Person** - May 21<sup>st</sup>, 2025

**Public Meeting – Virtual** – June 3<sup>rd</sup>, 2025



# Existing Conditions and Corridor Vision Development










Public Meeting

## Group Exercise – Corridor Needs/Issues & Goals

15 Minutes

### Step 1

As a group, quickly brainstorm some of the corridor issues/needs as you know them. Pick one person to record the group's issues/needs. Record each issue/need in one of the shaded boxes below. This portion of the group exercise is a brainstorming exercise, so record what is offered, do not evaluate the merit of issue/concern during this step.

Leave this column blank for Step 1	Record individual corridor issue/needs in boxes below. Record one issue/need per box.	Leave this column blank for Step 1	Record individual corridor issue/needs in boxes below. Record one issue/need per box.
	Pedestrian Access		Cars speed limit enforcement
	Equal, frequent crossings		fewer pedestrian deaths
	Prioritizing bus traffic over private car traffic		climate resiliency
	easier to cross for pedestrians		greening + sustainability
	Safety for bikes + pedestrians		decrease car traffic
	monitoring bus speeds		air quality
	safer, protected crossings		consideration for vendors/dedicated spaces
	speed limit enforcement for cars & bikes		connection with Highline and other transit

## Route 9A Mobility and Safety Improvements

Public Meeting

## Group Exercise – Corridor Needs/Issues & Goals

15 Minutes

### Step 2:









As a group, work to reach consensus on what your group believes to be the corridor's top three issues/needs, taken from your list on the reverse side of this worksheet.

You might find it helpful to use the red and yellow stickers provided. Each member of the table is provided a single red sticker and a single yellow sticker. Each member places their dot adjacent to their priority issues/needs – red for highest, yellow for second highest. This exercise should help your group focus your efforts in reaching consensus.

Record the group's top three corridor issue/needs in the space provided below, in the time allotted, as best your group can.

### Group's Top Three Corridor Issue/Needs:

- 1 Not enough space for all riders.
- 2 Poor delineation of space between bikes + peds  
(on bike lanes AND crossings)
- 3 Vehicular traffic ~~is~~ is the issue  
air/noise pollution  
safety @ crossings  
crossing times

Leave this column blank for Step 1	Record individual corridor issue/needs in boxes below. Record one issue/need per box.	Leave this column blank for Step 1	Record individual corridor issue/needs in boxes below. Record one issue/need per box.
	Jersey barriers/bollards are dangerous to move around when the bike lanes are busy. Pinch points.		
	Pedestrians in the bike lane – this can be very dangerous to both bikers and joggers. Especially near the cruise ship terminal.		Flooding as an issue. From N. Moore to 33rd St.
	Current width of bike lane does not support the demand that seeks to utilize the space		Bikes traveling N/S, making the turns onto main roads, Warren, Chambers – very busy and gets backed up. Conflict points. Could use some organization
	Ped & bike conflicts – clarification needed. How peds should navigate past the bike lane – at all crossings. Flashing lights sometimes aren't enough.		Remove bikes from esplanade
	Cruise terminal intersections are good example of this. Battery Park City is also a great example too.		
	Intersections around Little Island – peds who are waiting – narrow waiting spaces, they end up trickling into the bike lanes. Also, some of these busy intersections – even the medians don't have adequate space to wait safely. Chelsea Piers too.		
	Speed differentials as an issue – the narrow space exacerbates this issue; speed differences between the diff forms of micro mobility.		
	Lack of connection btwn the HRPT bike lanes and existing bike network – major issue for tourists. Ends up creating safety issues of people turning onto roadways that do not have bike. SIGNAGE ISSUE.		



# Total Summary

75

**75** total worksheets with input were collected

70

Over **70** concerns and needs were collected

42

**42** total goal statements were developed by community members

150

Over **150** people attended and shared input and feedback across the April TPC Meeting and the two Public Meetings

## Common Themes Included:

Fixing conflict points between bikes and pedestrians

Improved connectivity for cyclists and pedestrians

The need for safer crossings

Inadequate space for all the competing needs

# Sample of Common Themes

## Priority Issues TPC Focus Group

- Long crossings distances and inadequate signal timing for pedestrians
- Consistency and Design standardization
- Limited/poor connections to waterfront in some areas
- Ped and bike conflict points
- Insufficient public transportation on Rt 9A (north/south)

## Priority Issues Public Meeting

In Person

- Crossing distances are too long
- Vehicles are given too much priority on Route 9A
- Inadequate infrastructure at crossings leading to crowding and conflicts
- Ped/Bike/Vehicle Crossing conflicts
- Inadequate space for all users on bike path

## Priority Issues Public Meeting

Virtual

- Speed differentials along the bike path
- Lack of rule compliance and enforcement on bike paths
- Insufficient pedestrian crossings/crossing infrastructure
- Ped and Bike conflicts at crossings
- Not enough space for all users

# Needs Statement

1. Reallocate space to encompass all users
2. Design treatments to reduce pedestrian and bicycle conflicts
3. Safer and more adequate spaces for pedestrians and cyclists at crossings
4. Balance design to encompass and support all roadway users
5. Design to promote predictable behavior and enforce compliance
6. Improve connectivity to existing bicycle and pedestrian infrastructure
7. Improve roadway geometries
8. Improve transit service



# Goal Statements

1. Foster a safer and more inclusive corridor by balancing the needs of vehicles, pedestrians, cyclists, micro-mobility, and transit users. (1,2,3,8)
2. Promote better access and connectivity to the waterfront, parks, neighborhoods, and public transportation. (4,6,8)
3. Create a corridor that reflects current mobility trends, including increased demand for micro-mobility and active transportation. (2,4)
4. Provide a high-quality user experience that is intuitive, legible, and enjoyable for all users—residents, commuters, and visitors alike. (1,5,6,7)

*Addresses Need “X”*



# Objectives

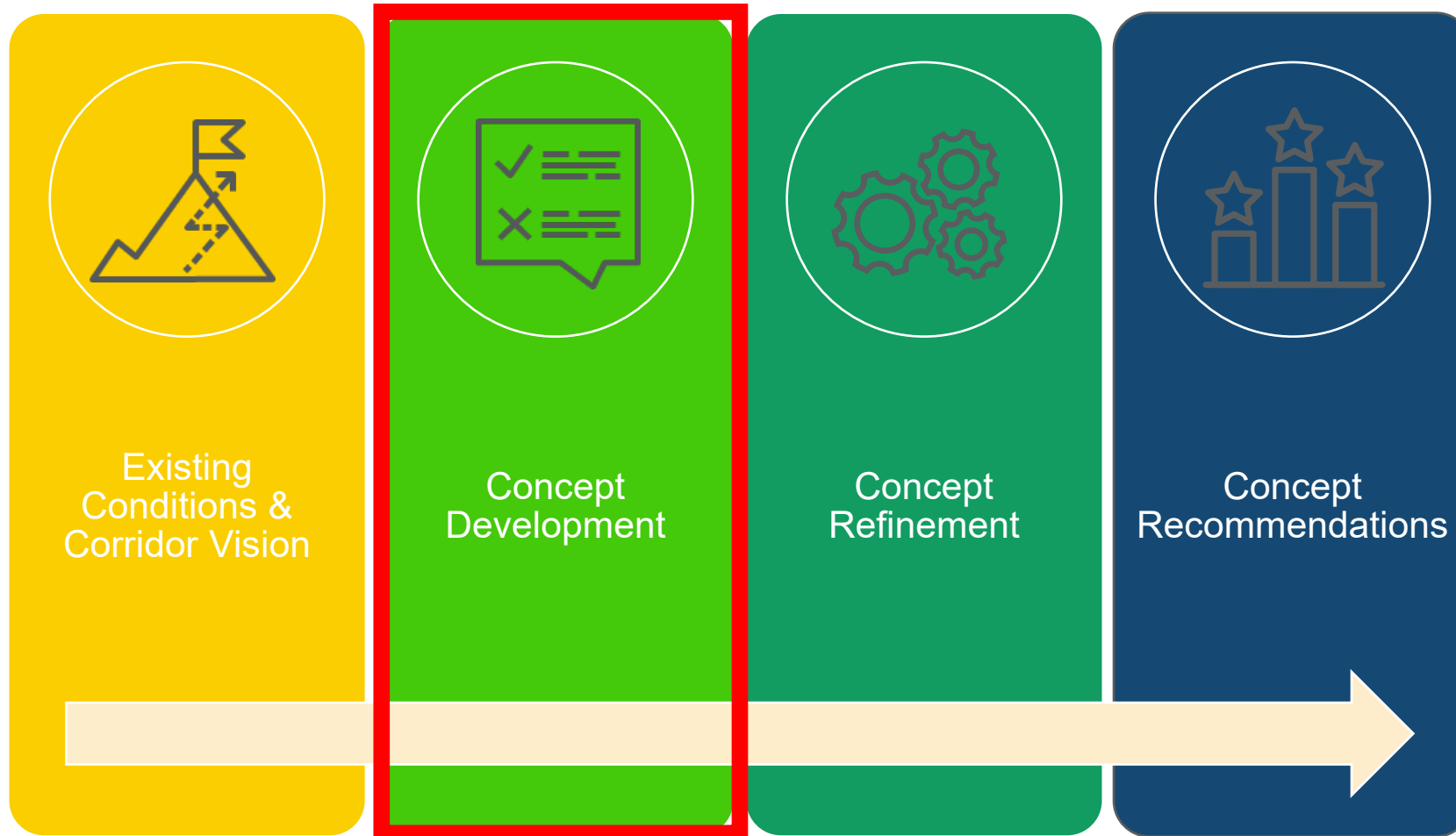
	Objective	Performance Metrics
1	Enhance safety for all users by incorporating design treatments that help reduce crashes	<i>Potential Safety Improvement(PSI), Level of Service of Safety (LOSS) , number/type of reported crashes</i>
2	Reallocate and optimize space for multimodal use	<i>Linear feet for separated facilities; % of space allocated for Right of Way</i>
3	Enhance crossings and intersection safety with targeted pedestrian improvements	<i>Number of upgraded intersections; average crossing distance; time allotments for pedestrians at crossings</i>
4	Support modal balance and increase user compliance	<i>Compliance rates; conflict observations</i>
5	Create a connected and navigable corridor via improved wayfinding and signage	<i>Number of gaps closed; signage coverage</i>
6	Promote a livable boulevard character through design modifications that support all roadway users and provide improved connectivity between adjacent neighborhoods and the Hudson River Park	<i>Segment length treated; user satisfaction</i>
7	Plan for future growth, technology improvements, and resilience	<i>Rider behavior; green infrastructure installation count; charging infrastructure utilization</i>
8	Improve transit service	<i>Reliability and Travel Time; bus stop count</i>

# Corridor Vision

*Route 9A will be transformed into a vibrant, multimodal urban boulevard that is safe and connected for all users—pedestrians, cyclists, micromobility, transit, and vehicles alike.*

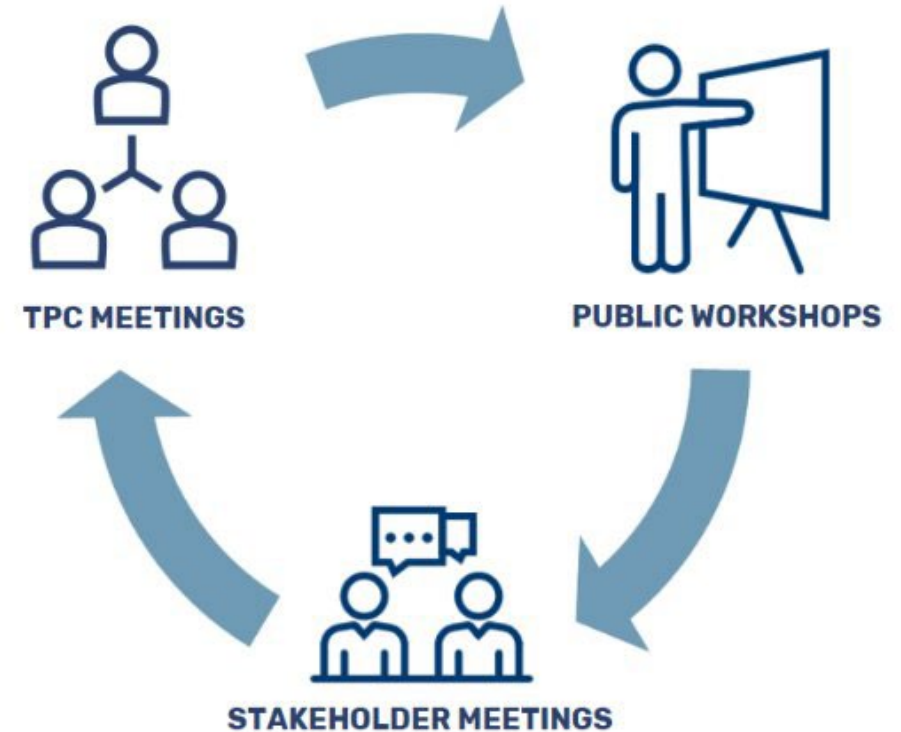
*This corridor will foster an inclusive, resilient public realm with clear wayfinding, dedicated space for active travel, and seamless connections to neighborhoods, waterfront parks, and transit.*

# Study Timeline – Next Steps



# Next Steps - Concept Development

- **Transportation Partnering Committee (TPC)**
- **Public Workshops/ Meetings**
- **Stakeholder, Technical and Neighborhood Meetings**

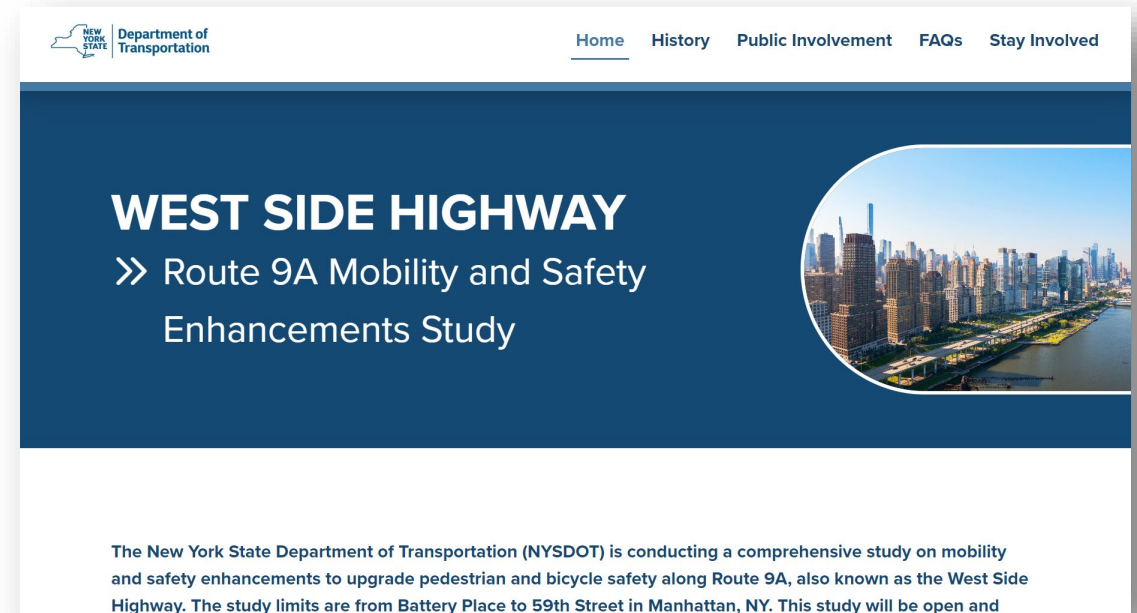


# Website & Staying Involved

[WestsideHighwayStudy.com](https://WestsideHighwayStudy.com)



[WestSideHighway@dot.ny.gov](mailto:WestSideHighway@dot.ny.gov)





# Thank you all!

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