



Department of
Transportation

Route 9A Mobility & Safety Enhancement Study

Battery Place to West 59th Street
MANHATTAN, NEW YORK

Public Meeting

REGION-11
NYS DEPARTMENT OF TRANSPORTATION

Agenda

1. Introductions
2. Meeting Objectives
3. Existing Conditions & Study Introduction
4. NYSDOT Project Delivery Process & Study Workflow
5. Priority Issues and Concerns Group Activity
6. Developing Goal Statements
7. Next Steps/Looking Ahead

Introductions

Meeting Objectives

Meeting Objectives

- ✓ Introduce the Route 9A Mobility and Safety Enhancements Study, the Scope of the study, and examine existing conditions
- ✓ Introduce the NYSDOT Study Workflow as well as the public engagement approach
- ✓ Prioritize needs, issues and concerns
- ✓ Develop Objectives and Goal Statements

Study Introduction

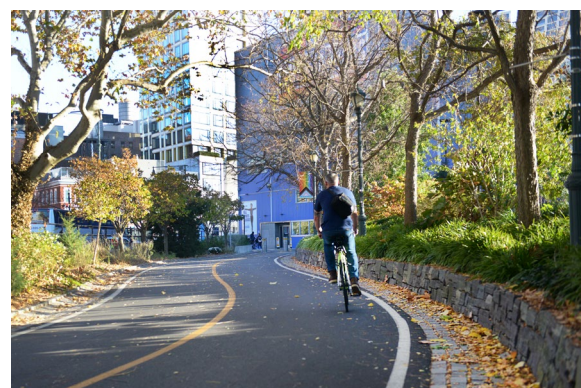
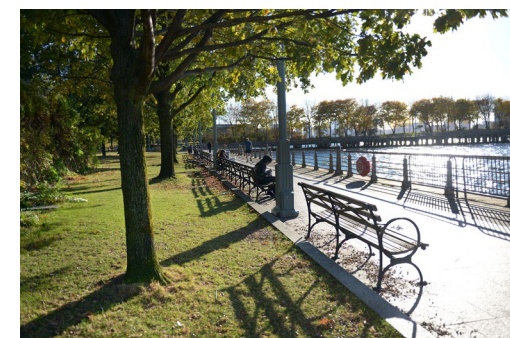
Route 9A Mobility & Safety Enhancement Study

Study Corridor



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

1. Roadway has 3 - 4 lanes in each direction traveling north and south on the west side of Manhattan
2. Speed Limit = 30 MPH
3. West Side Highway is within a Zone 1 storm evacuation zone and is an important roadway during emergencies
4. 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

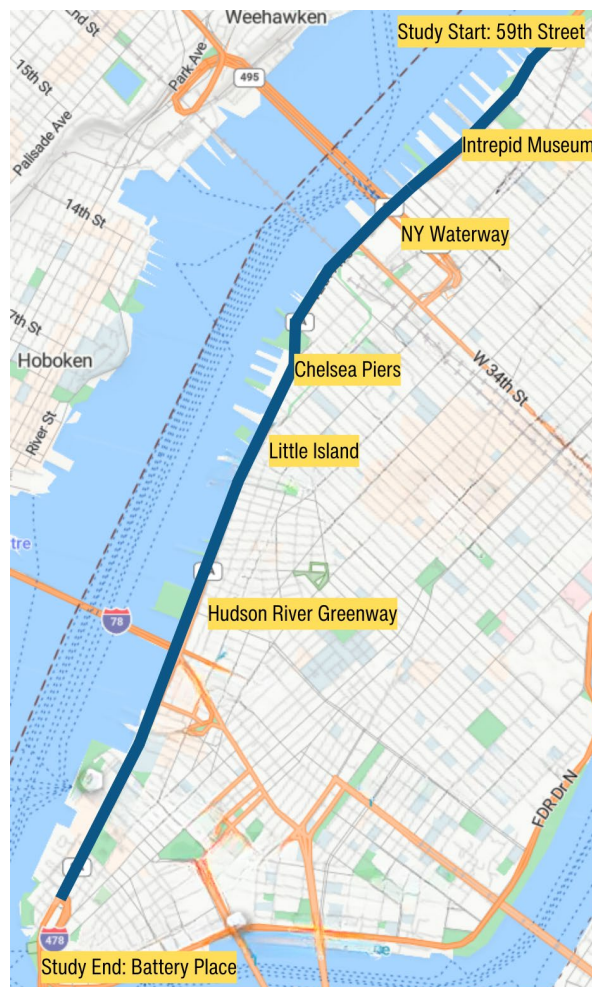


Existing Conditions

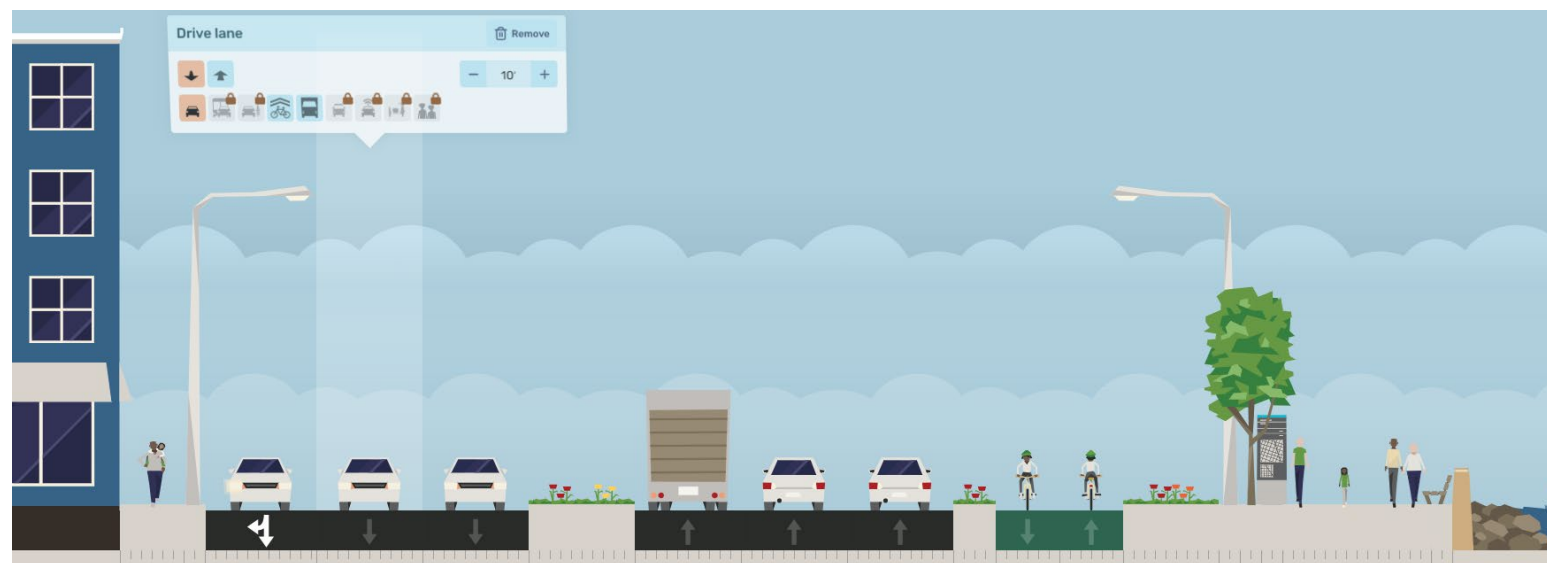
5. Dedicated bike facilities along the west sidewalk that range between 11' – 15' width
6. Bike facilities are shared by various competing modes – cyclists, e-bikes, roller bladers, scooters, etc.
7. Speed differentials in the bike lanes
8. The most heavily used bike path in the country!



Study Corridor/Jurisdiction



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



NYCDOT, NYSDOT, MTA,
Others

HRPT, Others

Existing Issues

1. Overcrowded conditions along the existing bike facilities pose safety issues as multiple users seek to utilize the space
2. E-bikes, even though prohibited in the bike lanes, are still utilizing them and causing safety concern
3. Speed differentials in the bike lanes cause safety issues for all users, not just cyclists
4. Key intersections see high levels of pedestrians interfacing with busy Route 9A traffic and the bustling bike lanes



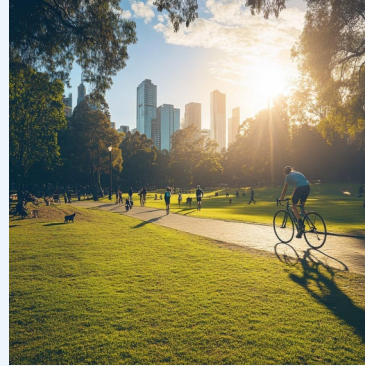
Initial Community Concerns



Reduce
crashes



Safety for
pedestrians
and bicyclists



Lack of
connectivity
between the
neighborhood
and Hudson
River Park



Integrate and
support
various
transit options

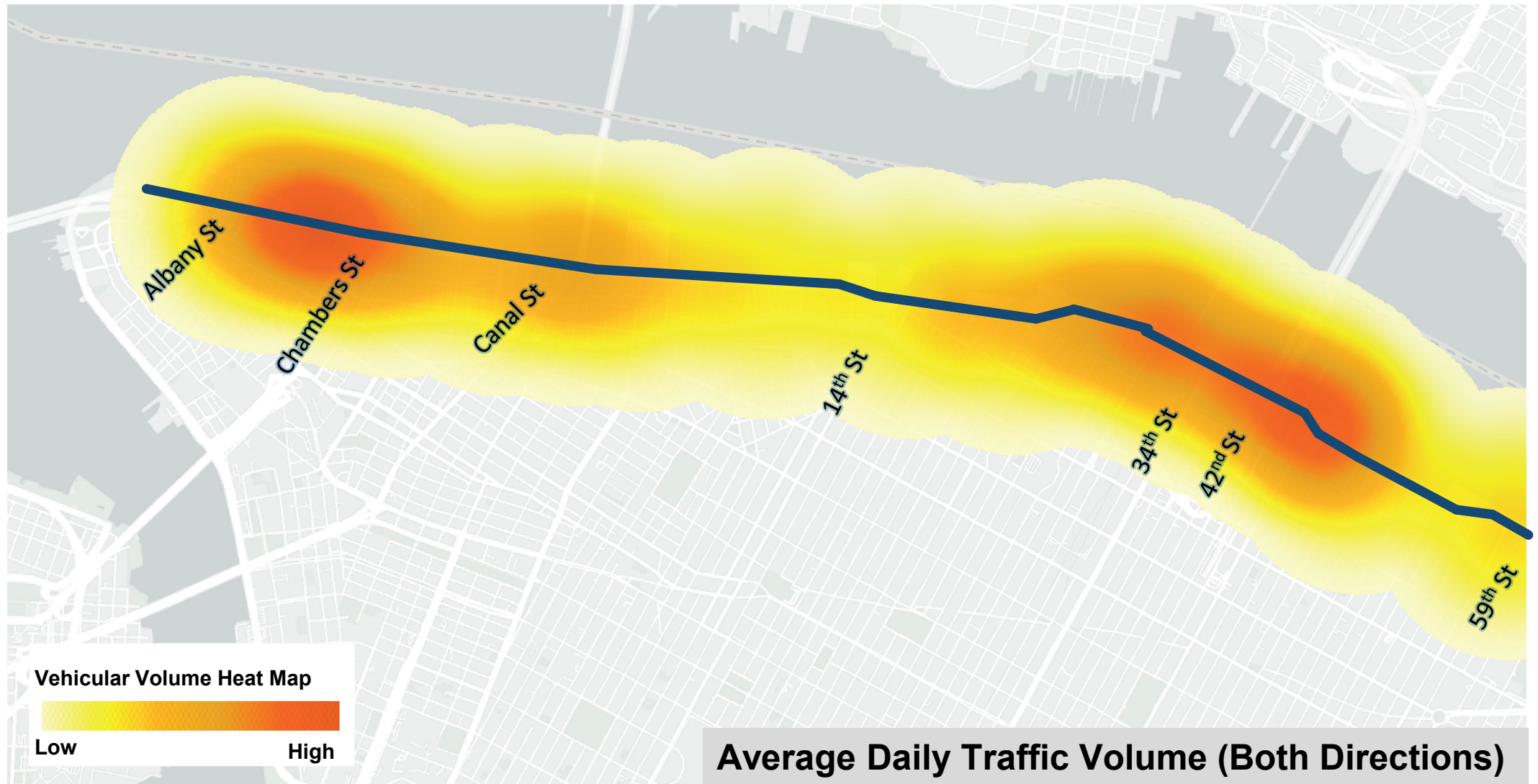


Resiliency
Needs

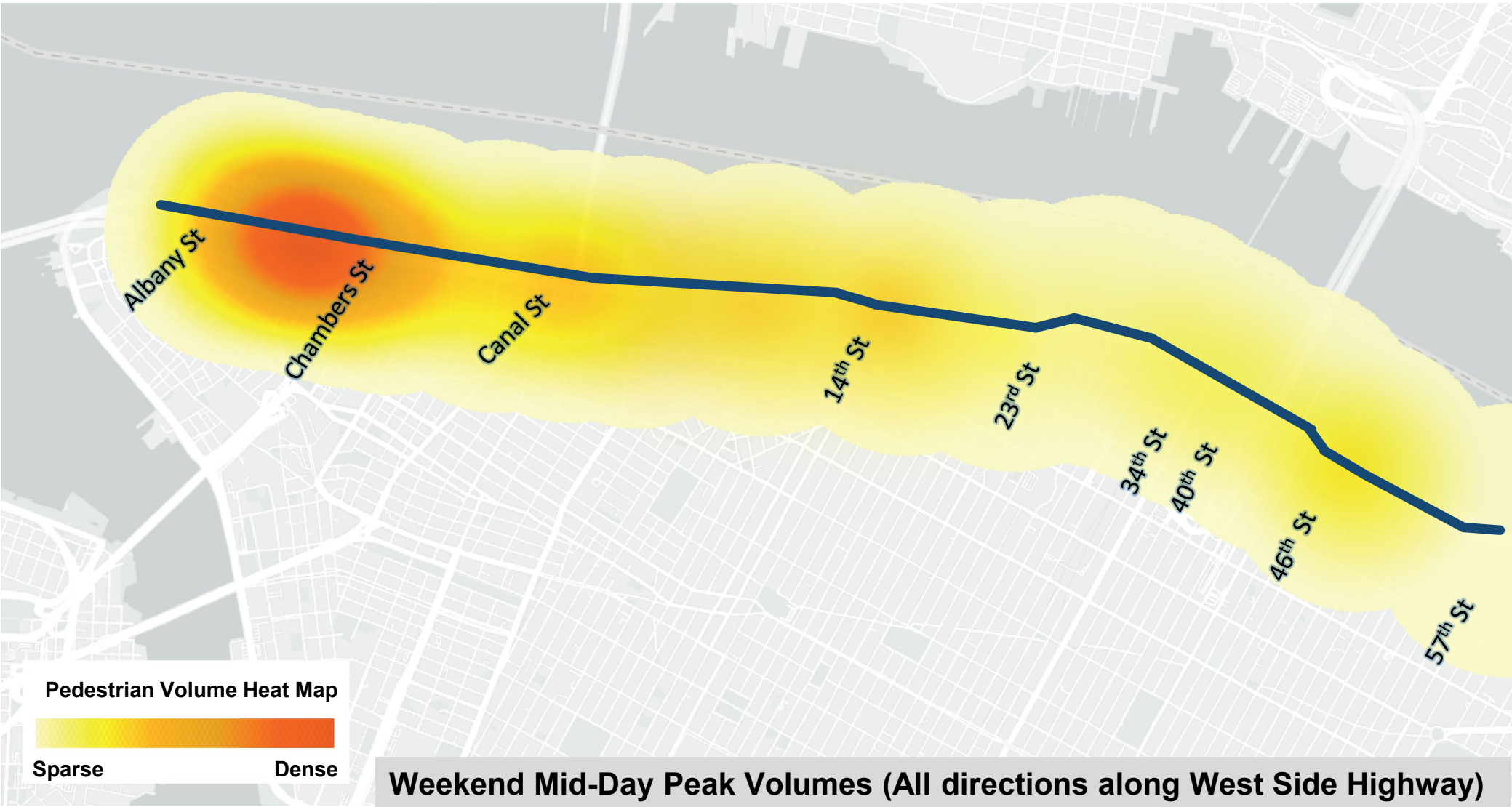
Land Use and Important Cultural Sites on Corridor



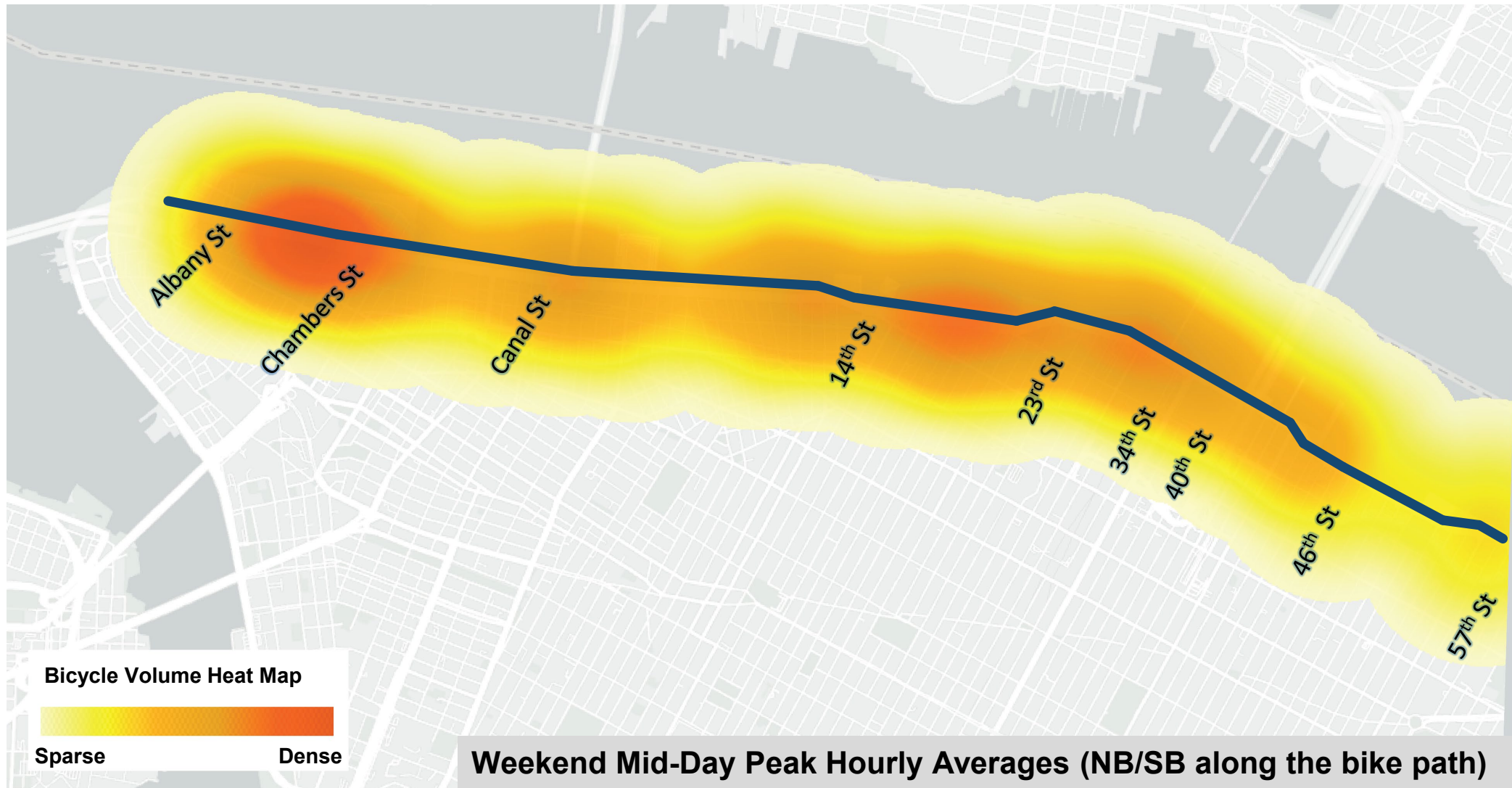
Vehicular Flow Map



Pedestrian Flow Map

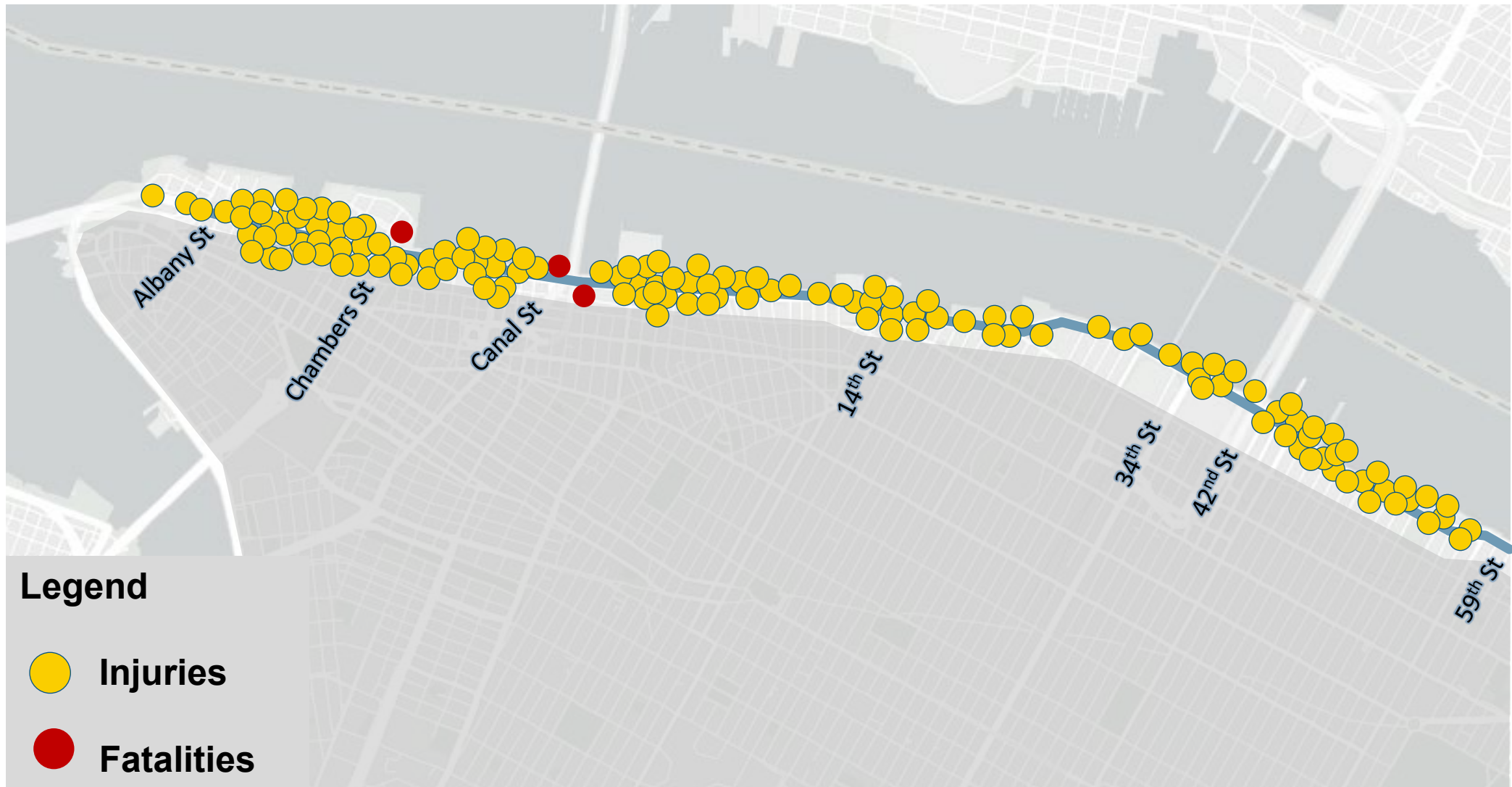


Bicycle Flow Map



Weekend Mid-Day Peak Hourly Averages (NB/SB along the bike path)

Study Area: Vehicular with Ped and Bike Crashes only



Community Involvement

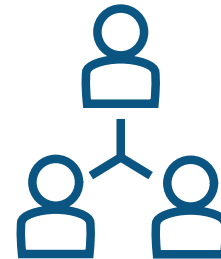
Involvement will occur during every phase to ensure that the recommendations are reflective of the communities' needs.



**Neighborhood Focus
Groups**



**Community Stakeholder
Briefings**



**Transportation Partnering
Committee**



**Public Information Meetings
(In-Person & Virtual)**

Agency Coordination

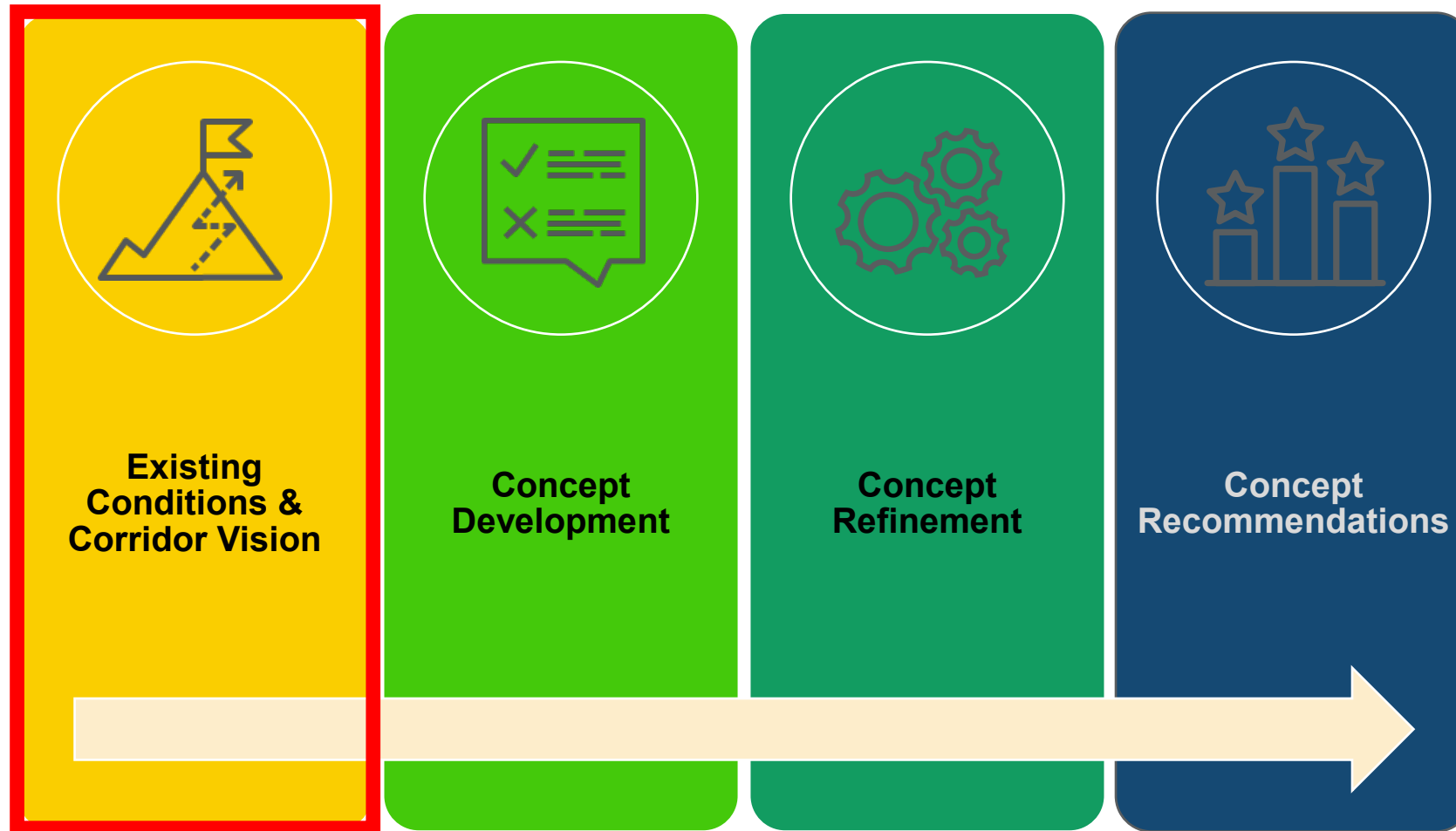
NYSDOT is committed to working with agency partners as this project encompasses a critical corridor in Manhattan, NY



NYC Parks

NYS Study Workflow

Planning - Concept Development Process



Engagement Activities: Phase 2 & 3

CONCEPT DEVELOPMENT



Project team defines concepts

INTER-AGENCY TECHNICAL ADVISORY GROUP



Meet for technical input on concepts

NEIGHBORHOOD FOCUS GROUP



Understand neighborhood specific interests

STAKEHOLDER BRIEFINGS



Understand stakeholder's interests

TPC MEETING



Share concepts & collect feedback

PUBLIC MEETING



Share concepts & collect feedback

Small Group Activity

Prioritization of Corridor Needs & Issues

Priorities, Issues and Concerns

Route 9A Mobility and Safety Improvements 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.

Developing a Goal Statement

Goal Statement

Route 9A Mobility and Safety Enhancements Study Public Meeting

Group Exercise – Corridor Goals & Objectives

Need for Clear Corridor Goals & Objectives:

An essential element of developing any transportation study, resulting in a list of improvement recommendations, is the understanding of the needs along the corridor and agreement on goals and objectives for the corridor.

The development of the study goals and objectives is a critical early step in the transportation planning process, because the identified goals and objectives will guide the types of alternative improvements the study develops and evaluates.

Purpose of a Workshop Format:

While one can hold meetings and talk generally about the highway, these types of meetings are often vague and unproductive. Structured meetings that use techniques to explore the core purpose for holding the meeting are often better. Meeting exercises are also a good way to get people to think differently and perhaps more broadly about issues along a highway.

Establishing Corridor Goals & Objectives 3-Step Process:

This workshop technique should clarify and bring to the forefront transportation concerns for the corridors. The result of this effort should be a list of existing transportation needs/issue that need to be solved and a set of draft corridor goals and objectives.

Step 1. Corridor Transportation Needs/Issues - The facilitator will get the groups to list out transportation issues and they will be recorded on a flip chart.

Step 2. Corridor Priority Needs/Issues – The group will now refine the ideas expressed above by categorizing and ranking (high/low) the needs/issues identified in Step 1. The groups will then report back the top high priority concerns that their group has ranked. These get shared with the group at large, written up and then get ranked once more by the full Focus Group. This will help identify the groups top four to five needs/issues (Dot Exercise).

Step 3. Corridor Goals and Objectives – The group will now translate those issues into a set of draft goals and objectives. “**Goals**” should be seen as broad statements of the general direction that you want to pursue. “**Objectives**” should narrow the goal and provide a sense of how you will move in the desired direction.

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Group Exercise – Corridor Goals & Objectives

Goal Exercise – Guidance and Instructions

Use the worksheet titled “**Corridor Study Goals and Objectives**” to record your groups work.

Helpful information on establishing goals & objectives and understanding their relationship to the overall study:

Goals are important because they express a consensus view on where the corridor is headed. Even if people don't agree on the objective (on how) to reach the goal, they should at least agree on the goal's intention. Keep the goals specific.

Some of the “**Corridor Priority Needs/Issues**” may easily lend themselves to becoming goal statements. For instance, the issue of “*congestion*” could be translated to the goal statement “*Provide a reliable transportation corridor that minimizes user delay*”.

The goal then would need supporting objectives of how this goal might be accomplished in the corridor. An example objective for the goal statement above might be “*to reduce travel time and delays on the roadway system.*”

The study will then seek and recommend solutions for implementation, based upon the overarching corridor goals and objectives.

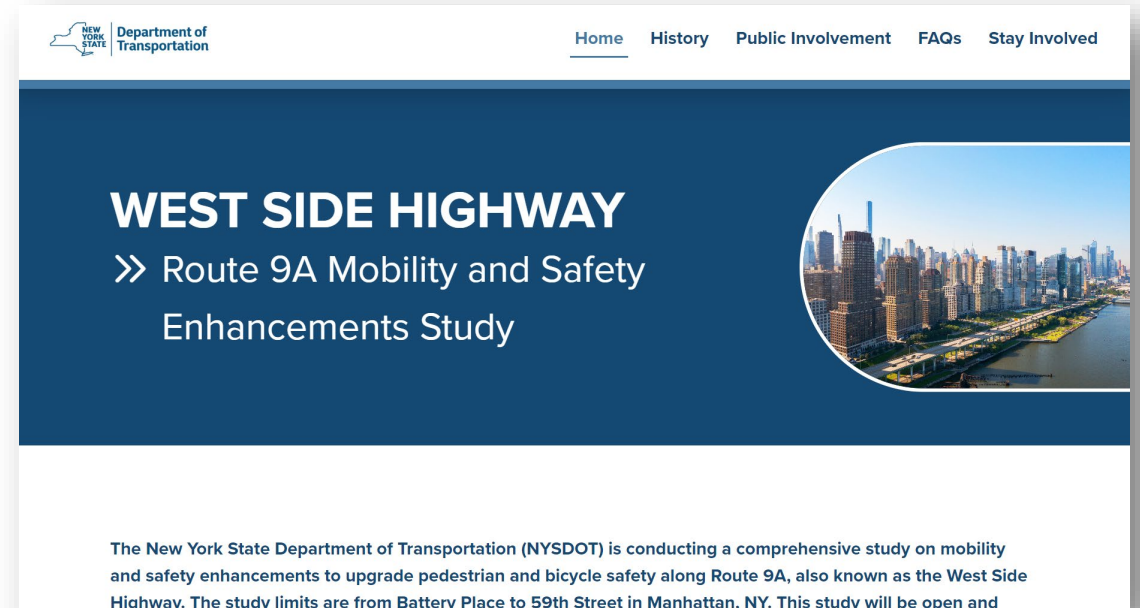
Next Steps

Website & Staying Involved

WestsideHighwayStudy.com



WestSideHighway@dot.ny.gov



Thank you all!

WestSideHighway@dot.ny.gov

