

Hell's Kitchen DOT study - Short Term Improvements

REDUCE CONGESTION/ IMPROVE FLOW	Where	Signs	operational	DOT Comments
Truck/ buses preferred routes				41st is not a truck route between 8th and 9th Aves.
	8th avenue northbound turning left on 43rd	"No left turn for Trucks/Buses" direct them to 34th or 29th		Needs clarification; Will examine during community walk-through
	on 42nd street west bound turning left on 9th (going west)	"No left turn for Trucks/Buses" direct them to 34th or 29th truck routes	reopen Holland tunnel	34th & 29th and Holland Tunnel suggestions need clarification; Will examine during community walk-through
	on 9th Av southbound turning left on 42nd street	"No left turn for Trucks/Buses" direct them to 34th or 29th truck routes		Needs clarification; 42nd Street is a truck route; Will examine during community walk-through
	on 9th avenue southbound at 41st	"No right turn for Trucks/Buses direct them to 34th or 29th truck routes		Already "No Right Turn 4-7 PM Except Buses", but sign is too small; Will forward to Signs & Markings
	on 8th northbound before 41st	Direct trucks/buses to turn left for Lincoln Tunnel		41st is not a truck route between 8th and 9th Aves.
	on 41st westbound at 8th	Direct trucks/buses to go straight for Lincoln Tunnel		41st is not a truck route between 8th and 9th Aves.
	on PA intelligent signs on 9th and 41st	" no entrance for trucks or buses - use 29th and & 11th avenue"		For trucks; Buses need to use 41st. Why 29th and not 34th? Will forward to PANYNJ
	on PA intellignet signs on 9th at 39th	no entrance for trucks or buses - use 29th or 34th & 11th avenue"		needed for buses if not for trucks; Will forward to PANYNJ
	57 th St. westbound at 9th avenue NW and 9th avenue W :	Direct Lincon tunnel Truck / bus to 11th avenue		Out of study area but will analyze during study
	9th avenue south bound at 57th street	Direct Lincon tunnel Truck / bus to 11th avenue		Out of study area but will analyze during study

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	on 8th avenue above 42nd street on both cross streets and avenue	direct trucks and buses at all intersections to 57th street for tunnel and highway		Indirect for local origins 42nd to ~52nd St. Will analyze during study
	on 7th avenue below 57th street on both avenue and cross streets	direct trucks and buses at all intersections to 41st for tunnel and 42nd street for west side highway		Out of study area. 41st St. between 7th and 9th Aves. Not a truck route.
	on 9th southbound at 55th st	No right turn for Trucks"		Consistent with truck routes; will forward to Signs
	on 55th st westbound at 9th on 10th northbound turning left at 55th st	No Trucks" No Left turn for Trucks"		Consistent with truck routes; will forward to Signs
	on 55th west bound st at 10th	No Trucks"		Consistent with truck routes; will forward to Signs
	10th avenue from 34th to 42nd street	port authority	get buses to leave parking only when the queue to the bus terminal is 5 bus long	Will forward to PANYNJ
Alternate routes - cars				
	on 57th 39th St. 37th St. 34th St West ward at 9th	"Alternate Route to Lincoln Tunnel. Use 11 th Ave."		Will examine after completion of existing and future no-build conditions analysis
	on 9th southbound at 57th St. 39th St. 37th St. 34th St.	"Alternate Route to Lincoln Tunnel. Use 11 th Ave."		Will examine after completion of existing and future no-build conditions analysis
	on 34 th St. westbound at Dyer Av. on 8 th Avenorth bound . at 29 th St and 31st st.	"Alternate Route to Lincoln Tunnel. Use 11 th Ave." "Alternate Route to Lincoln Tunnel. Use 33rd Str."		Opposed by Borough Engineer due to NYPD truck checks on 11th Ave. Will analyze during study.
				Will forward to Signs
	in the tunnel		On weekdays, switch center tube to outbound in Tunnel at 3pm instead of 4pm	Interferes with buses coming in to pick up at PABT. Feasible with new garage - long-term improvement

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	in the tunnel		on weekends, switch center tube to outbound from noon-9pm (5-8pm minimum)	Will analyze in study and forward to PANYNJ
Mass Transit flow				
	9th Av. Southbound on West lane from 48 to 35th st	temporary protected bus lane (flexible bollards)		Flexible bollards not favored by DOT
	10th AV northbound on East lane from 34th to 42nd st	temporary protected bus lane (flexible bollards)		Flexible bollards not favored by DOT
	42nd st eastbound bet 9th and 8th	remove DOT approved shuttle bus stops conflicting with bus lane - relocate to 41 st St. between 7 th and 9 th Av		Will forward to T. Jassinder and analyze in study
Mass transite and Cars flows	on 42nd st eastbound at 9th avenue	relocate bus stop before the 42nd street intersection . Turn priority bus signal green at same time as pedestrian protected phase		Will forward bus stop proposal to T. Jassinder and analyze in study; Wil forward signal proposal to Signals; Will examine during community walk-through
	on 43rd St westbound at 9th avenue	relocate bus layover to 12th avenue	changing route to 42nd street all the way to the river, an underserved new community	Greyline layover has been relocated to 37th Street west of 9th Ave. NYCT bus layover on 43rd St. is needed; Others are illegal
Emergency flows				
fire station	on 38th and 37th and 9th	install remote controls for traffic lights operated by fire station.		In discussions with FDNY
	on 9th avenue southbound at 37th, 38th, 42nd East 43rd, 44th st east on 37th,westbound 40th eastbound , 43rd westbound , 44th st eastbound at 9th on PA intelligent signs	Don't block the box - \$XXXX fine Don't block the box - \$ XXXX fine Don't block the box - \$ XXXXX fine	** install much lower , at car level ** on the near corner ** install much lower , at car level ** on the near corner	Orders were issued in April for installation of gridlock signs at 44th, 43rd and 42nd Streets; 40th @ 9th reported not to have gridlock marking in place. Will forward to PANYNJ

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CLEAN AIR - QOL	Where	Signs	operational	Outreach	DOT Comments
Parking - Bicycle	on each street, from 35th to 55th Streets on 9th and on the west side of 8th avneue	Change parking signs to allow 2 car parking spots to convert to bike parking at each intersection (one spot on the east side of 9th Ave. and one spot on the west side of 9th Ave),.		oureach to businesses to educate on new bike parking rules	Requires physical protection and legal action- capital project, thus long-term; Will analyze in study
Parking - Charter bus layover	from 34th to 58th between 11th and the river	install bus layover areas and remove all layover areas between 10th and 8th and on residential streets between 10 and 11th. (priority on 43rd and on 54th) - install signage to direct buses ot proper locations		outreach to bus companies thru nycity and company	Will forward to T. Jassinder and will examine in study; "All" might not be feasible.
Parking - People Plaza- reduce pedestrian crossing	41st street on both side of 9th avenue	interim plaza, green paint on ground, planters tables.			Currently being examined by Highway Design, independent of this study

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PEDESTRIAN SAFETY	Where	goal	specifics / signals / signal timing	DOT Comments	
school zones					
Holy cross 1	42nd st East bound - right turn & 9th	increase protected crossing time	green and red turn right arrow on 42nd going east- at end of cycle	Reducing green time for turning movements, especially at multiple intersections, will require detailed analysis of the effects on network operation. Will analyze in Study and forward recommendations to Signals	
Holy cross2	42nd st Westbound - left turn & 9th	increase protected crossing time	move to end cycle - add a red phase to left arrow on 42nd going west		
Holy cross3	9th Ave southbound - both right and left turn & 42nd	increase protected crossing time	at end of cycle - green and red turn right/left arrows on 9th		
Holy cross	42nd st & 8th	increase protected crossing time	Barnes dance		
Holy cross	42nd st Eastbound left turn & 8th	increase protected crossing time	red and green arrows left turn arrow at the end of cycle nad simultaneous with West bound turn		
Holy cross	42nd st Westbound right turn & 8th	increase protected crossing time	red and green right turn arrow - end of cycle - simultaneous with Eastbound turn		
Holy cross	43rd st & 9th	increase protected crossing time on 9th crossings	green and red right turn arrow on 9th avenue and left turn arrow on 43rd street		
Holy cross	43rd St & 8th	increase protected crossing time on 8th crossings	green and red right turn arrow on 8th avenue and left turn arrow on 43rd street		
Holy cross	44th st & 9th	increase protected crossing time on 9th crossings	green and red left turn arrow on 9th avenue and right turn on 44th street		
Holy cross and PreK at 40th	9th Avenue <u>south bound</u> turning right at 41st & 9th	protect crossing time on west side	green and red right turn arrow on 9th avenue at end of cycle		
Holy cross	41st st & 9th south crossing	protect crossing time on both East 41st at 9th and south crossing of 9th at 41st	align south crossing with the east west street alignment - paint bulb out		Needs clarification; Street doesn't line up E-W; Relates to Plaza proposal; Will examine during community walk-through
Saint Michaels	34th st East bound - right turn & 9th	increase protected crossing time on 9th south crossing and 34th street crossings	green and red turn right arrow on 34th going east- at end of cycle		
Saint Michaels	34th st Westbound - left turn & 9th	increase protected crossing time on 9th south crossing and 34th street crossings	move to end cycle - add a red phase to left arrow on 34th going west		
Saint Michaels	9th Ave southbound - both right and left turn & 34th	increase protected crossing time on 9th south crossing and 34th street crossings	at end of cycle - green and red turn right/left arrows on 9th		
Saint Michaels	34th st West bound truning right & Dyer	increase protected crossing time on 34th West crossing	green and red turn right arrow on 34th going west - move to end cycle		
Saint Michaels	Southbound on Dyer turning right on 34th	increase protected crossing time on Dyer crossing	green and red turn right arrow on dyer going south - move to end cycle		
PS 51	45th west bound turning <u>left</u> on 9th	increase protected crossing time	green and red turn right turn arrow on 45th at end of cycle		

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PS 51	9th av <u>southbound</u> turning left on 45th	increase protected crossing time	green and red turn left arrow on 9th at 45th	forward recommendations to Signals
school zones	47th westbound between /8-9 and /9-10 Aves	slow speeding traffic to and from UPS+9A through school zones and parks.	Speed bumps. Children signs	Requires separate Speed Reducer study - Many other candidates in line
school zones	48East ward between /8-9/ and 9-10 Aves	slow speeding traffic to and from UPS+9A through school zones and parks.	Speed bumps. Children signs	Requires separate Speed Reducer study - Many other candidates in line; 8th and 9th Ave. intersections are pedestrian analysis locations in study
senior zones				
Penn south	8th north bound turning left on 29th	increase protected crossing time on 29th crossing	green and red turn left arrow on 8th - end cycle	Reducing green time for turning movements, especially at multiple intersections, will require detailed analysis of the effects on network operation. Will analyze in Study and forward recommendations to Signals
Penn south	29th St westbound turning left on 9th	increase protected crossing time on 29th crossing	green and red turn left arrow on 29th -end cycle	Requires separate Speed Reducer study - Many other candidates in line
Penn south	29th st west bound	slow tunnel traffic	speed bump in mid street	
Penn south	9th Av south bound from 29th to 23rd turnign left at east bond intersections	increase protected crossing time on east crossings	green and red turn left arrow - end of the cycle	Out of Study area
Penn south	9th Av from 29th to 23rd	increase 9th avenue crossing times	increase pedestrian intervals	Out of Study area
Penn south	8th Av from 29th to 23rd	increase 8th avenue crossing times	increase pedestrian intervals	Out of Study area
Chelsea Ryan House	10th northbound turning right at 46th street	protect 46th street crossing	green and red right arrow on 10th turning right on 46th.	Not previously identified as an analysis location for this study. May consider adding to scope.
accidents/dangerous				
	9th southbound turning right on 45th st - NW corner	protect 45th crossing	green and red right turn arrow on 9th .end of cycle Painted neck down and flex bollards on north west corner	Traffic and pedestrian analysis locations
	37th westbound turning left on 9th - SE corner	increase 9th Avenue protected crossing time	green and red right left trun arrow on 37th .end of cycle - Painted neck down and flex bollards on south east corner	

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	8th Northbound turning left on 37th street - SW corner	increase 37th street protected crossing time	green and red left turn arrow on 8th .	Traffic analysis location; Not previously identified as pedestrian analysis location; May consider adding
	39th westbound turning left on 9th - SE corner	increase 9th avenue protected crossing time	green and red left turn arrow on 39th .	Traffic and pedestrian analysis location in this study
	9th southbound turning right on ramp C between 37th and 36th - NW corner	restore pedestrian crossing across ramp C	paint crossing remove barriers	Not favored by DOT, but will examine in this study
	9th Avenue southbound turning left at 38th,	protect 38th st crossing	green and red left arrow on 9th turning left on streets.	Traffic and pedestrian analysis locations in this study
	9th Avenue southbound turning left at 48th,	protect 48th st crossing	green and red left arrow on 9th turning left on streets.	Pedestrian count and analysis locations in this study
	9th Avenue southbound turning left at 52nd,	protect 52nd st crossing	green and red left arrow on 9th turning left on streets.	
	9th Avenue southbound turning right at 49,	protect 49th st crossing	green and red right arrow on 9th turning right on streets.	
	9th Avenue southbound turning right at 51st,	protect 51st st crossing	green and red right arrow on 9th turning right on streets.	Not previously identified as count or analysis locations for this study. May consider adding to scope.
	55th and 12th	increase pedestrian crossing time	low volume of pedestrians - not enough crossing time (by a lot) provide an increased time on demand .	Needs clarification - add crossing time for low volume? Xing distance is great due to service roads; Refuge islands provided; Pedestrian, bicycle and traffic analysis location in this study