

Goal	Symptoms	Problem - Study	Possible Approach - Scenarios
	<b>From 8th avenue to 11th avenue , 29th street to 57th street.</b>	<b>evening peak hours 3: 30 pm to 8 pm including Saturday and Sunday .</b>	
	pedestrians get injured and killed on the avenue, mostly by turning cars/buses/trucks	too much highway bound traffic on " main street" . No protected cycle to cross streets and avenue Too little time to cross the avenue and no dedicated pedestrian time Key intersections: 29th,and 8th , 29th and 9th , 34th , 37th and 9th , 38th and 9th , 39th and 9th, 41st and 9th , 42nd and 9th , 42dn and 8th , 41st and 8th , 45th and 9th, 43rd and 9th , - need accident data to identify others.	<i>Provide for safe crossing of 9th avenue increase all crossing on the avenue by ten seconds. and on streets by 5 seconds . install bulb out - install lead pedestrian interval at all turning points form streets to avenue, from avenue onto streets - 20 seconds - install dedicated turning arrows green and red , at all two-way intersections . move the turning arrow to the end of the green cycle at 57th 42nd and 34th . synchronize to provide a real car free crossing period of 25 seconds on the south side.</i>

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Improve seniors tourists , pedestrian safety	At 36th street ramps, pedestrians walk in the middle of the avenue for a full block	The pedestrian barrier is ineffective	Restore the crossing to its original without barrier and install pedestrian crossing with blinking yellow light - this will alleviate the pressure on 37th street crossing
Improve business conditions	Pedestrians walk in the street - increase in pedestrians and commuters . Sidewalks cafes size severely constrained	Sidewalks too narrow and overwhelmed with sidewalk cafes, haphazard furniture and phone booth . No place to walk	Widen sidewalks on both side of the avenue
Reduce conflict of pedestrians and vehicles on 9th avenue - reduce gridlock	In evening ( including week ends ) all intersection from 36th street to 47th street gridlocked and on 29th street overflowing on 8th avenue	north bound tunnel lane is already packed . Need queuing location that does not interfere with pedestrians and residents	Direct a portion of Jersey bound traffic to 11th avenue entrance (manufacturing zoning) and the backed up queues onto side streets Direct MORE jersey bound car traffic away from entrances in residential areas 9th avenue above 34th to entrances in commercial / manufacturing zones 11th avenue. increase number of cars entering from the west of the tunnel entrances to allow for queuing in non residential streets
		<i>compare delays on 9th avenue and streets leading to it with delays on 11th avenue southward and streets leading to it .</i>	<i>measure usage of northbound 11th avenue above 45th street measure impact of turning the avenue one way with 3 lanes reserved for tunnel traffic - study the impact of switching the dedicated bus lane in the tunnel to the middle tube. Measure impact of directing 37th street and 39th street jersey bound traffic to 11th avenue . measure the impact of closing some entrances on 9th avenue</i>
	on week end peak hours , 42nd street gridlocked . Long delays for incoming jersey traffic	<i>outflow and inflow are equally heavy . Both constrained by entrances on 9th avenue backed up to 42nd street ( and much higher) and allocation of tunnel lanes.</i>	<i>test tunnel lanes allocation 50 % on week end evenings. Test moving entrances to the west while the inflow comes directly to the east .</i>
	in morning , 15 to 20 minutes of incoming jersey delays at 41st street	<i>delayed by intersection with 42nd street the three way signal too short .</i>	<i>direct more of the traffic to 34th street to west side highway . Change direction of 40th street from dyer to 11th to direct some traffic to 11th. Remove the left turn on 42nd street. Remove left turn from 9th avenue onto 42nd street.</i>

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Reduce conflict of pedestrians and vehicles on 9th avenue - reduce truck accidents and pollution	Large flow of jersey bound TRUCKS down 9th avenue and on 42nd street . Dangerous turn at 42nd and at 41st	Because of the closure of Holland tunnel more truck traffic on Lincoln tunnel Because of truck entrance of 9th avenue at 41st street , jersey bound truck use 9th avenue and 42nd street	
		<i>study number of trucks entering at 41st street and making a turn at 42nd street. Identify origin .</i>	<i>test no right turn on 41st street to all trucks traffic all the time - no left turn on 42nd street - test reopening 41st to truck traffic from 8th avenue- test reopening of truck traffic on Holland tunnel. Test directing trucks to other non resident streets -</i>
Reduce conflict of pedestrians and buses on 9th avenue	Large flow of jersey bound BUSES down 9th avenue and on 42nd street . Dangerous turn at 42nd and at 41st	Since the closure of 41st street all buses make turns on 42nd street and on 41st street - charter buses to Broadway use west Clinton to park cross Clinton special district	Direct ALL jersey bound bus traffic away from heavy residential zones (42nd to 57th ) Reopen 41st street - use 39th street as a bus entrance
		<i>count buses making a left turn on 41st street - identify origin and path count buses entering at 40th street - identify origin and destination - at peak hours and theater hours</i>	<i>test a no right turn on 41st street no left turn on 42nd street - test reopening of 41st street - test redirecting all buses to 39th, 30th, 50, 53rd street test opening bus terminal roof parking to jitney buses ,</i>
Improve public transportation	Bus riders wait for hours for M11 and m16 - disabled cannot get on	Avenue is overloaded with jersey cars commuter buses trucks . Cars parked on bus stops	Dedicated bus lane
			<i>study impact of reducing to three travel lanes and creating a dedicated bus lane</i>
Improve emergency vehicles response time	EMS vehicles and fire trucks trapped on the avenue	Avenue overloaded with traffic and gridlocked . Even cops cannot clear it up fast enough - explore intelligent emergency services systems	Explore the use of intelligent emergency systems on 9th avenue and major tenants vehicles
Improve bicycle safety and use	Bicycle use sidewalks - high volume of bicycle deliveries on the avenue .	No safe lane for bicycle . Sidewalks too narrow for bicycle parking	Buffered bike lane , dedicate parking spaces for bike parking in the street
Improve public health	Neighborhood has 25% more death by chronic lung diseases than new York overall	Overwhelming presence of diesel micro particles ( trucks , buses commuter buses, UPS.. )	Reduce trucks and buses transit through the residential areas . Convert all possible buses and coaches to clean diesel