

March 9, 2011

Comments from CWG Transportation Work team Chairperson Danny Chen about "Community Board 3 Motion regarding Chinatown Working Group Transportation Plan" that was passed on Jan 25, 2011

Italics – from CB3 motion

Bold – Danny Chen's comments

In the "Pedestrian Traffic" section, one of the Goals reads, "Enforce Zero Tolerance for less than 8' pedestrian right-of-way on sidewalks. This should include overhead obstructions for pedestrians." Instead of calling for enforcement, the first sentence should provide guidance for future planning and be less specific about the width: "Designs that would create enforceable, adequate pedestrian right-of-ways in sidewalks." The second sentence should clarify the meaning of "overhead obstructions." For example, if this means the display of wares, that should be stated.

From what I recall, the specific discussion was about the lack of enforcement rather than design. But I think that "design" can be added to enforcement. The clarifications make sense to me.

The two sections titled "Transportation: lack of ready access" and "Better management of Interstate Busses" need to be separated (the document appears to be a spreadsheet and these two sections are in one row). The separation should probably be at the subheading "Interstate Buses" in the "Goal" and "Agency Coordination and Research" columns.

Yes, this appears to be a formatting error. They should be separated.

In the "Chatham Square/Park Row, Columbus Park" section, the paragraphs that call for relocation of police headquarters must be removed. This appears in the "Goal" and "Agency" columns. This request would not be productive to moving the PAP forward.

On the contrary, our local elected officials (particularly Margaret Chin) has discussed this with the administration. Forget the history and don't look at it as confrontational. As a PAP that captures suggestions for the improvement of the neighborhood, it should remain. But any CB3 objections to the language can be noted in the PAP itself.

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Also in the "Chatham Square/Park Row, Columbus Park" section, the following "Goal" paragraph will need to be revised: Follow-up on CB3 Chatham Square Taskforce recommendations from the City as well as the Community on the best way to fix the traffic flow and increase pedestrian safety in the Chatham square area. Refer to NYC DOT and Chatham Resident plans.

This paragraph must specifically refer to the Chatham Square Task Force resolutions passed by CB3 in February 2009, which are attached. Those particular resolutions should be attached to the PAP guiding principles document. The revised PAP paragraph should read as follows: Follow-up on CB3 Chatham Square Taskforce recommendations on the best way to fix the traffic flow and increase pedestrian safety in the Chatham square area. The February 2009 resolutions passed by CB3-Manhattan are attached.

Adding a reference is not a problem.

In the "Loss of parking" section, where the Washington DC "fast fleet" is offered as an example. This paragraph should clarify the type of program that is envisioned and an achievable goal (presumably, this goal includes reducing the number of city-operated vehicles).

As an FYI, since this paragraph was included, the city has embarked on a trial fast fleet program. So we can reference that and state the goal.

In the "Need better coordination" section, there is a parenthesized list of what appear to be recommended mechanisms for achieving the goal. It reads "(Community Benefit District, LCD Structure?)." That list should be replaced by the following sentence: "Community Board involvement should occur sooner in most projects to facilitate community input."

I'm not even sure what a Community Benefit District or an LCD structure is. Might have come from Wellington Chen. I think adding the statement about early Community Board involvement is good.

By Julie Shapiro
DNAinfo Reporter/Producer

LOWER MANHATTAN — Dozens of city workers accustomed to cruising around town in personal government cars will now have to share a pool of rentals, Mayor Michael Bloomberg announced Tuesday.

The 11-month pilot program, which started this month, cuts the city Department of Transportation's fleet down from 50 personal cars to 25 shared ones through the [Zipcar](#) service.

"It reduces congestion on our streets and pollutants in our air," Bloomberg said Tuesday, standing before a pair of Prius models that are part of the program.

Zipcar is a membership-based car-sharing service that gives users access to vehicles across the country.

To encourage the DOT's 300 workers to stay off the streets when traffic is heaviest, just five to 10 of the shared cars will be available during rush hour, Bloomberg explained.

The program will also make it more difficult for DOT workers to use government cars for personal purposes, the mayor added. DOT employees will reserve the cars by the hour, and the agency will use GPS technology to track where the vehicles go.

"The abuse of sometimes taking the car home is not going to be possible here," Bloomberg said. "Hopefully if you make it a little harder, people won't make unnecessary trips."

Since Zipcar stores the vehicles in off-street garages, the car-share program will free up dozens of parking spots near Department of Transportation headquarters on Water Street, Bloomberg said.

At night and on weekends, the 25 vehicles — which include 23 hybrid cars and two vans — will be available for the public to rent through Zipcar.

The city will pay Zipcar nearly \$200,000 for use of the 25 cars, parking, maintenance and insurance through August 2011. If the program continues for four years, it will save the city \$500,000, Bloomberg noted.

The program is part of the city's effort to reduce the number of government cars on the streets. Last year, Bloomberg asked all city agencies to cut their non-emergency passenger fleets by 10 percent.

If the DOT car-share pilot succeeds, Bloomberg said he hopes to expand it to other agencies.