

Traffic, Transportation and Safety Preliminary Action Plan

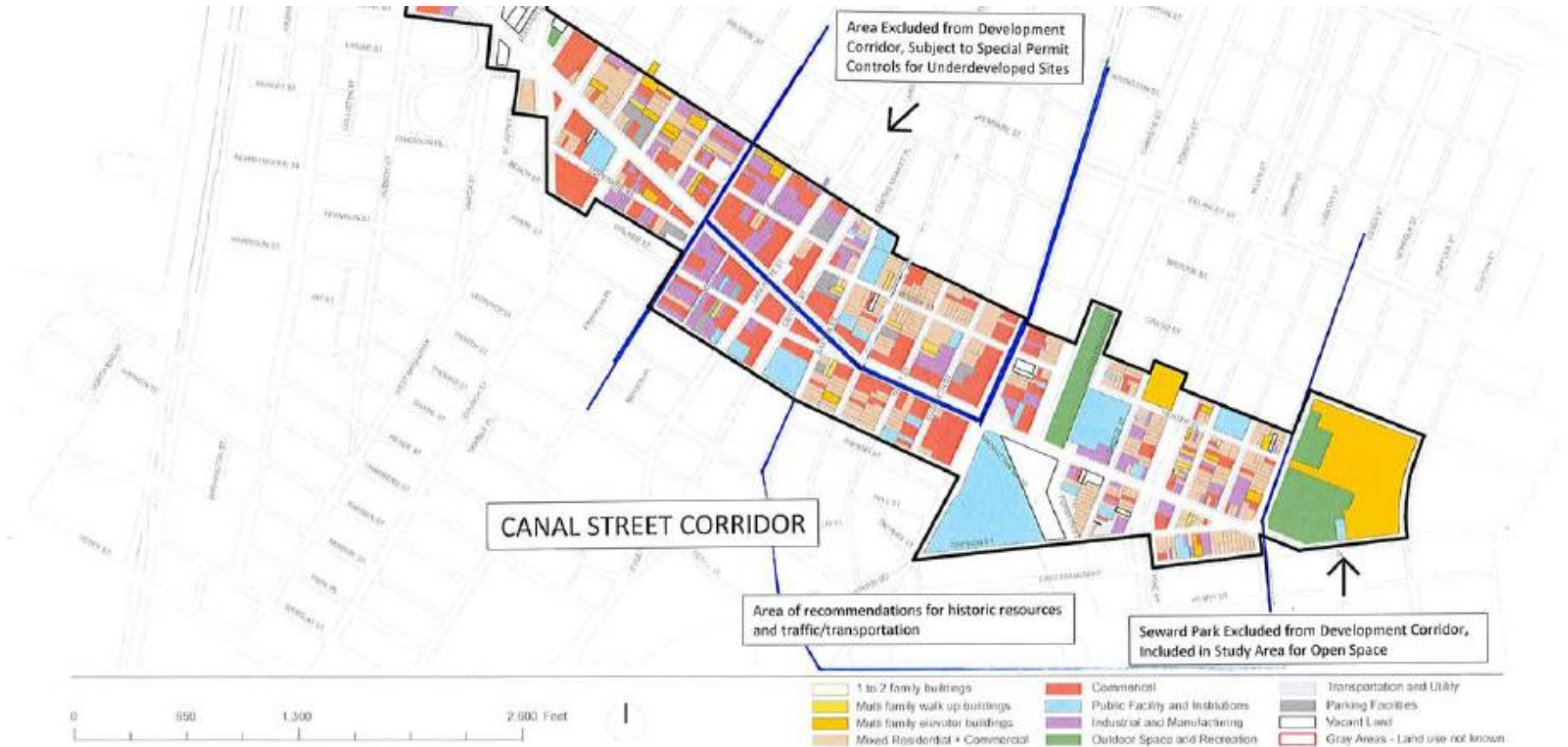
April 15, 2011

Guiding Principles - Parking, Transportation, Circulation, and Safety

1. Strive for a balance in transportation, parking, and security.
2. Foster community input and involvement in vehicular and pedestrian traffic planning and monitoring with an ongoing transparent process.
3. Advocate for "natural" [holistic] designs and flows; develop improvements to physical layout by taking small steps toward goals that measure the effectiveness/success/failure at each step and provide opportunity to reassess the path accordingly.
4. Resolving parking and transportation issues:
 - Re-establish lost parking,
 - Promote public transportation while easing bus congestion
 - Plan for private transportation (buses, shuttles, etc) to make it easier for customers to patronize Chinatown businesses, for residents to travel within their community and for people who have family and other ties to Chinatown throughout the New York Metropolitan Area to congregate and pursue Chinatown traditions and activities related, but not limited, to Chinese-American culture.
 - Improve pedestrian and cyclist safety,

[See Detail of Traffic & Transportation Study Area Map](#)

[See also Detail of Chatham Square Study Area Map](#)



Detail of Traffic and Transportation Study Area



Detail of Chatham Square Study Area

Source: NYC DDC



CONCEPT DRAWING

Current Condition	Goal	Agency Coordination and Research
<p>1. Pedestrian Traffic Bridge Entrances and Exits – competing priorities between vehicular and pedestrian right-of ways: Manhattan Bridge, Brooklyn Bridge at Pearl.St./ James Place.</p> <p>Major Intersections: Chatham Square; Bowery & Canal; Canal at Centre and Lafayette and Broadway and at Church/Sixth Avenue. Canal at Watts, Hudson, Holland Tunnel Entrance.</p> <p>Sidewalks: Pedestrian right-of-way impeded by unorganized or unenforced street/sidewalk vending</p>	<p>Create Better Pedestrian Spaces</p> <p>1. Redesign pedestrian/vehicular right of way's and provide protected pedestrian crossings. ⁱ</p> <p style="margin-left: 40px;">a. Manhattan Bridge b. Brooklyn Bridge c. Holland Tunnel at Canal and Watts</p> <p>2. Redesign Chatham Square – Current Conditions, Item #4</p> <p>3. Redesign pedestrian traffic signals – use visual countdown crossing signals (signals showing decreasing time to cross), provide for turning vehicles lanes.</p> <p>4. Pedestrian Right of Ways in Sidewalks -</p> <p style="margin-left: 40px;">Designs are needed that would create enforceable, adequate pedestrian right-of-ways in sidewalks</p> <p style="margin-left: 40px;">Enforce zero tolerance for less than 8' pedestrian right-of-way on sidewalks. This should include overhead obstructions for pedestrians.</p> <p>5. Make enforcement of existing right of way regulations a priority over sidewalk widening. ⁱ</p>	<p>NYC AGENCIES: DOT, DCA, DOS, DOH, Parks, LPC, CPC</p> <p>STATE and Tri-STATE AGENCY: Bridge and Tunnel Authority</p> <p>FEDERAL AGENCIES: - Canal Area Traffic Study (CATS) I an II. (Get current presentation from NYMTC)</p> <p>Research: Pedestrian Counts Chatham Square and Park Row, Manhattan Bridge, Holland Tunnel at Watts & Hudson. Check available DOT and CATS surveys;</p> <p>See: <i>Chinatown Bus Study</i>, October 2009, Michael R. Bloomberg, Mayor, <i>City of New York and Amanda M. Burden, FAICP, Director, New York City Department of City Planning</i> http://www.nyc.gov/html/mancb3/downloads/cb3docs/chinatown_final_report.pdf - Pedestrian and Vehicular Counts and Accidents, pgs. 57- 60, Map Figure 25, pg 60</p> <p>Study: <i>Older Pedestrians at Risk And How States Can Make it Safer and Easier for Older Residents to Walk</i> http://www.tstc.org/reports/older_peds_2010.pdf Model an updated Interstate Bus Survey with 2010 Census figures for presentation to Federal Funding Sources..</p>

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	<p>6. Enforce Dept of Consumer Affairs, Dept of Health, NYPD registrations and regulations for placement of food vending stands.</p> <p>7. Reduce car speed on Canal St. at the exits off the Manhattan Bridge and off the Holland Tunnel</p>	<p>Research: Project for Public Spaces regarding their research in planning protected public spaces.</p> <p>See: The RCI Plan for an Exceptional Chinatown, referenced also in footnote #i</p> <p>Research: Check with Arthur Huh at the Dept of City Planning; review vending from stores statutes as a means of improving enforcement or improving City Council legislation.</p> <p>Pedestrian Safety and Security Issues – Pay Phones and Street Vending at Canal and Church St.: CB#2 Resolution - http://www.nyc.gov/html/mancb2/downloads/pdf/monthly_cb2_resolutions/march_2010/03_march2010_sidewalks.pdf</p> <p>Research: Review CATS Study regarding wider sidewalk recommendations</p>
<p>2. Transportation: lack of ready-access– Chinatown has a large population, and is an established tourist cache. It should have or integrate with an adequate, large, mass transportation “hub” . Intra-Chinatown movement needs also to be more efficient. This would help to</p>	<p>Plan for a Central transportation portal/hub for Chinatown – create-more organic connections between major vehicular entry points, buses and subways and identify a suitable location. . <i>See figure 122, page 54 Chinatown Bus Study, October 2009, Map in Addendaⁱⁱ</i></p> <p>Provide better walking connection to and from new Fulton Street Transit Hub for commuters and visitors</p>	<p>DOT, MTA, State and Federal Transportation Agencies</p> <p>MAP: See Chinatown Bus Study, October 2009, Michael R. Bloomberg, Mayor, <i>City of New York</i> and Amanda M. Burden, FAICP, Director, <i>New York City Department of City Planning</i> http://www.nyc.gov/html/mancb3/downloads/Transit Portals to Chinatown,</p>

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<p>recoup commerce lost since 9/11 and attract people to the area.</p>	<p>from/to eastern side of Chinatown.</p> <p><i>Work on the transit hub at Fulton Street began in early February 2005 -- the first steps on the way to a station that links 12 subway lines and the PATH, and will accommodate more than 300,000 riders daily.</i></p> <p><i>The MTA announced in May 2009 that the transit center's main building will be built almost exactly as originally planned, thanks to \$424 million in federal stimulus funds.</i></p> <p>Local Shuttle Buses – Public Transit</p> <p>Shuttle system that collaborates with or expands Downtown Alliance shuttle system to provide connections across Worth St to North and South traveling along public lines.</p> <p>Shuttle bus along/around Canal Street that links Chinatown, Tribeca, and Soho</p> <p>Crosstown Buses –East and West traveling. Public transit vehicular and Bicycle between Grand St. at the north and Worth or Frankfort at the south and including Canal St have been reduced and impaired East/West transit in Chinatown area. Advocate to the MTA to maintain local bus services, particularly M9, M15, M14, M103, and M22 bus lines that are vital to connecting Chinatown with Lower East Side, East Village, Financial District and the rest of Manhattan. shuttle</p>	<p>Background: Fulton St. Transit Hub: http://www.lowermanhattan.info/construction/project_updates/fulton_street_transit_center_17608.aspx#faqs</p> <p>Shuttle Precedents & Research: Downtown Alliance: http://www.downtownny.com/downtownconnection</p> <p>Research costs, structures and public/private arrangements for shuttles in other areas and cities.</p> <p>Cross Town Buses: See CANAL AREA TRANSPORTATION STUDY, TRACK II (CATS II) http://www.nymtc.org/catsII/files/CATS%20II%20Nov28%20Meetings%20Summary_Feb%2008.pdf, page 4</p> <p>Additional References: NYCDOT's Chinatown Parking and Access Study; NYCDOT's Lower Manhattan Street Management; and NYMTC's Canal Area Transportation Study (CATS).</p>

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	<p>system (i.e. Downtown Alliance shuttle)</p> <p>.</p> <p>Shuttle Buses/Vans – Preserve intra-city shuttle services as crucial links between Manhattan’s Chinatown and satellite areas of Sunset Park and Flushing, but support NYC Planning efforts via its Chinatown Bus Study 2009 to regulate the services. Currently, Taxi & Limousine Commission cannot regulate commuter vans with over 20 seats, thus providing a loophole for offenders that operate with egregious violations.</p> <p>Support NYC DOT plans to change regulations to allow more oversight and cull the worse offenders.</p>	
<p>3. Better management of Interstate Buses. Interstate busing is a major Chinatown enterprise. Large numbers of Chinese workers, utilize this mode of reduced-rate transportation, as well as a growing number of tourists and New Yorkers seeking economical inter-city travel. But these interstate buses create major congestion and pollution. Their current frequency on narrow side streets and in major commercial areas for parking and passenger embarking and disembarking increases Chinatown transportation issues.</p>	<p>Interstate Buses – Recognize that interstate buses provide important, low-cost mass transit system for Chinatown immigrant workers to distant out-of-state locations for jobs, as well as linkages between other Chinatowns along Eastern Seaboard to the Midwest. However, State legislation must be passed to empower NYC DOT to regulate bus operations. Worst offenders can be regulated by issuance of curb pickup and drop off times, set locations, scheduled stops, and other permitting schemes.</p> <p>Recommend that the study area boundary for the bus and van lines at the very minimum include the boundary set by the NYC Planning Dept.’s Chinatown Bus Study 2009, (roughly bounded by FDR Drive to the south, Rutgers & Essex St to the east, Grand St to the north, and Centre, Worth, and Catherine Sts to the</p>	<p>cb3docs/chinatown_final_report.pdf - pg 2, Interstate Bus Pick- Up and Drop Off locations; pg. 20, Problem Areas expressed by CB’s 1,2,3; pg. 54, Transit Network Map</p> <p>See Chinatown Bus Study, October 2009, Michael R. Bloomberg, Mayor, City of New York and Amanda M. Burden, FAICP, Director, New York City Department of City Planning http://www.nyc.gov/html/mancb3/downloads/cb3docs/chinatown_final_report.pdf -</p> <ol style="list-style-type: none"> 1. Pages 13-14 outline areas considered for bus depots that have been eliminated from consideration, and why. 2. See also pages 21- 23 for Community

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<p>In addition, more oversight is needed for the proliferation of commuter vans and interstate buses to address noise, pollution, and traffic impacts while recognizing that these modes of transportation are important to the economy of Chinatown's local businesses and workers.</p>	<p>west). Chinatown Bus Study, Pages 37-40</p> <p>Long-Term: Investigate underground parking including an area just for interstate and tourist buses. Plan for easy access to and from major entry points</p>	<p>Concerns - CB1, CB2, CB3.</p> <p>3. See Page 33 for recommendations.</p> <p>For Budget Buses, Chinatown's Clogged Streets Are Wide Open, by Benjamin Spencer, May 2010 http://www.gothamgazette.com/article/Transportation/20100512/16/3265</p>
<p>4. Chatham Square/Park Row, Columbus Park</p> <p>The imposition of adhoc security measures by NYPD headquarters and facilities has failed to accommodate Chinatown. The impact of Park Row closure on vehicular and pedestrian access between Government Center and Chinatown is profound. It cuts off a natural flow of commuters in and out of Chinatown to major public transit hubs; inhibits retail traffic from one of the largest centers of employee commerce in the City.</p> <p>The affects of planning and development of government buildings has blocked off Chinatown</p>	<p>Re-Open Park Row and other access points</p> <p>The north and eastern parts of Chinatown have been cut off from the south and west due to the presence of municipal and other court buildings. A study is needed to identify a more efficient gateway passage thru to Columbus Park and the center of historic Chinatown and its commercial core. ⁱⁱⁱ</p> <p>Re-Open Park Row as a means to reconnect Chinatown to City Hall and Financial District. This would solve other conduit problems such as the blockage created by municipal and court buildings near Columbus Park.</p> <p>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 (See February 2009 resolutions passed by CB3-</p>	<p>CPC, DOT, NYPD, City Council, State and Federal Transportation Agencies</p> <p>Research DOT/DDC Chatham Square Redevelopment Plan . See Addenda Brian Ketchum Engineering, PC: <i>Analysis of Community Alternatives</i> Revised February 26, 2009. See Addenda Page: 9 (Find Chatham Green document regarding Chatham Square traffic mitigation plan.)</p> <p>Manhattan Community Board 3 February 2009 Full Board Meeting Minutes - page 10-12 (resolutions regarding Chatham Square) http://www.nyc.gov/html/mancb3/downloads/minutes/minutes2009-02.pdf</p>

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parks, closed streets and radically altered all levels of cultural commerce.	Manhattan)	
5. Lack of coordination and planning for incoming and outgoing bridge and tunnel traffic.	<p>Create a flexible traffic routing system (including reduced tolls to encourage re-routing for peak or off-hour traffic)</p> <p>Include Chinatown access as part of an integrated and coordinated lower Manhattan traffic management strategy.</p>	<p>Office of Emergency Management, DOT, Bridge and Tunnel Authority, Federal and State Depts of Transportation</p> <p>Research: Quantify benefits of Brooklyn Bridge/Park Row entry to Chinatown reopened to traffic.</p>
<p>6. Loss of parking affects businesses (*weekends)...(Police Plaza, Pearl St., Leonard St.). As the vehicular entry point for the Manhattan and Brooklyn Bridges as well as the Holland Tunnel with additional Govt Agency parking needs, the area provides no opportunity for parking vehicles and reducing intra-Borough vehicular traffic.</p>	<p>Re-establish municipal parking. Provide above or below ground parking with better intra Chinatown and Govt Center local transit opportunities. ^{iv}</p> <p><i>See also Conditions, Item # 3</i></p> <p>Stricter limits and better enforcement of placard parking. Implement "fast fleet" (as per Washington, DC) system for government agencies/employee car management (In October 2010, the City New York instituted a car share program for City employees, a one year pilot program where 300 employees would share 25 vehicles)</p> <p>Open NYC/STATE parking to public</p>	<p>CPC, DOT, State and Federal: NYMTC</p> <p>Research: Study lost parking revenues from the Municipal Garage closure. What are the potential benefits to the entire Civic Center of having a 1000 car garage (this includes approximately 400 public spaces and 600 NYPD spaces at the Municipal Garage)?</p> <p>US Parking Policies - Parking Alternatives Study: http://www.itdp.org/documents/ITDP_US_Parking_Report.pdf</p> <p>Press Release - "Mayor Bloomberg, Deputy Mayor Goldsmith, Commissioner Sadik Khan Announce Start of City's First Car Share Program (October 12, 2010)" http://www.nyc.gov/portal/site/nycgov/menuitem.c0935b9a57bb4ef3daf2f1c701c789a0/index.jsp?pageID=mayor_press_release&catID=1194&doc_name</p>

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		e=http%3A%2F%2Fwww.nyc.gov%2Fhtml%2Fom%2Fhtml%2F2010b%2Fpr429-10.html&cc=unused1978&rc=1194&ndi=1
7. Taxis avoid Chinatown (Chatham Square)	Provide mandated Taxi-Stand areas. Possible coordination with pedestrian mall or seating areas and with municipal parking locations	Taxi & Limousine Commission, DOT
8. Too much Commercial Traffic - truck traffic on Canal St. (health problems, safety issues). This has unfairly burdened Chinatown.	Change toll structure on Verrazano Bridge Dis-incentivize access by large trucks (Higher tolls for larger vehicles, defined local delivery hours ?)	Federal Dept of Transportation, State Dept of Transp., Bridge and Tunnel Auth. Research: NYMTC/CATS
9. Need better coordination between local residents and businesses with City agencies in ongoing improvement planning	<p>NYC DOT should give official recognition that Chinatown and Little Italy 1) are one historic district, 2) is already a densely populated area, 3) is located in the middle of a major thoroughfare for interstate traffic - all resulting in an increase in both vehicular and pedestrian traffic. NYC DOT should provide more long lasting solutions in managing the increase in numbers of visitors to the area.</p> <p>Foster community input and involvement in vehicular and pedestrian traffic planning and monitoring in an ongoing transparent process. (Community Benefit District, LCD Structure?) Community Board involvement should occur sooner in most projects to facilitate community input.</p>	DOT, CAU, CPC

i **The RCI Plan for an Exceptional Chinatown, “Prosperity and Longevity”** includes sidewalk widening aspects: **Chinatown Main Streets: East Broadway, Division, East Canal, Grand.** As Chinatown has grown, so has its other shopping districts. These now address the shopping needs not only of local residents, but also suburban and outer-borough Chinese-Americans. These districts include Grand Street, East Broadway, East Canal Street, and Upper Mott Street.

The most important of these “Main Streets” is East Broadway---the main center of the Fukienese ethnic group, and a major destination thanks to the regional buses and vans that stop nearby. East Broadway’s biggest problem is simply congestion: there are too few cross streets for easy circulation; too narrow sidewalks for pedestrians; and too little parking for convenience. The plan envisions mid-block crossings, through street arcades to Division and Henry, a night Market below the Manhattan Bridge, new pedestrian-scaled lighting, **bump-outs at the corners, sidewalk widening**, street trees, added parking along Allen Street – all of the ingredients of a successful “Main Street” program." -

ii Transit Network Map

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Figure 22

CHINATOWN RCI STUDY

iii See Parks, Open Space and Recreation Working Team PAP, page 5: *Foster in local residents a sense of community ownership and stewardship of our parks by the identifying roles that our local institutions can play – be it the private sector (e.g. banks, businesses, real estate owners) and public (e.g. schools).*

iv There is a competing goal of relieving traffic congestion and that any increase in parking, even a restoration of parking to pre-9/11 levels runs counter to that. There is a suggestion for a “park and ride” system. We will continue to look for solutions that strikes a reasonable balance between the two