



Chinatown Connections

NYC/EDC



CCWG # 3 – 09/09/2024

Agenda

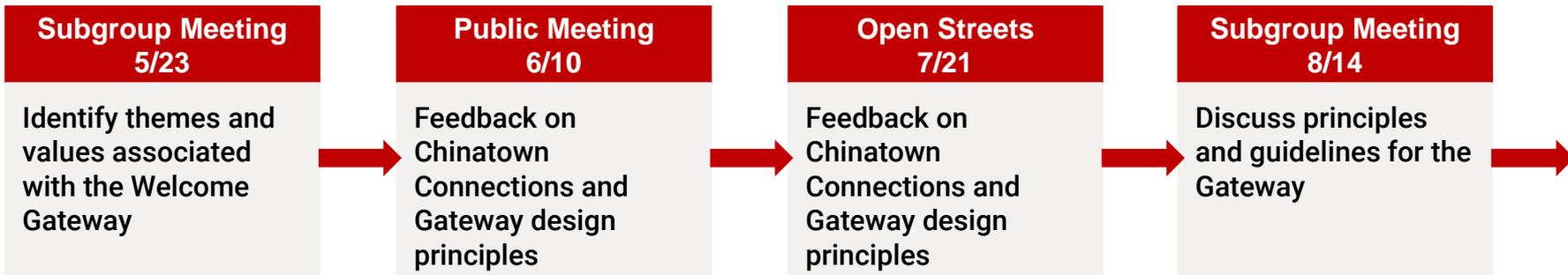
Chinatown Connection Working Group Meeting # 3

- Introductions (5 mins)
- Recap: Gateway engagement (10 min)
- Project Updates (30)
 - Design Procurement
 - Traffic Study
 - SIP Implementation
- Next Steps (5)
- Q&A (20)

Gateway Engagement

Engagement Recap

Completed To date



Engagement Recap

“A Gateway Should...”

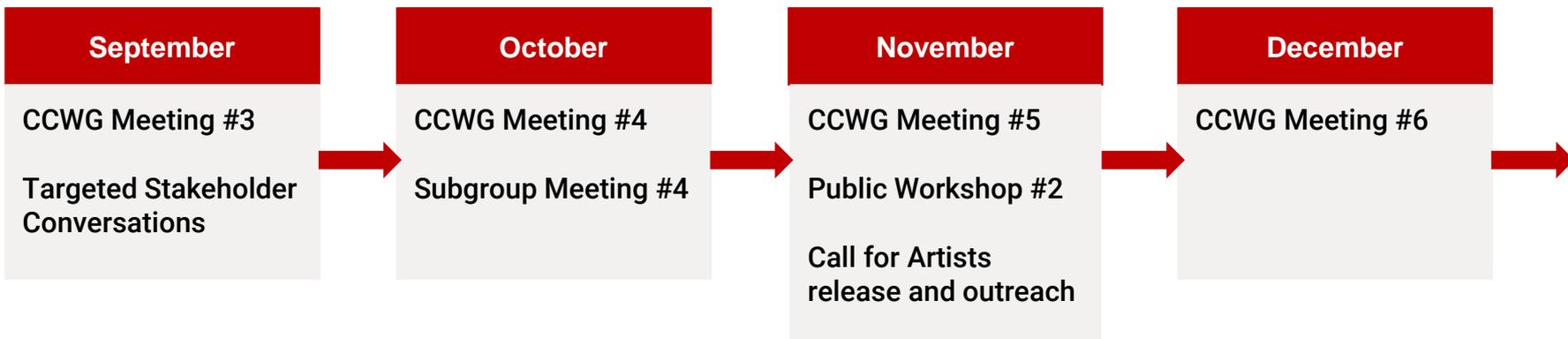
- Function as a representation of the existing community, while also encouraging visitors and those new to Chinatown to come and experience it.
- Embody a more authentic representation of Chinese American residents and avoid stereotypical depictions of Chinese culture.
- Create surrounding space for different community uses, such as gathering and resting.
- Integrate into the larger vision of expanding public space and improving pedestrian safety in and around Kimlau Square.
- Consider innovative and contemporary design elements that work cohesively with a traditional aesthetic

"Consider innovative and contemporary design elements that work cohesively with a traditional aesthetic"



Upcoming Engagement

Upcoming



Please let us know if there are other opportunities for community engagement in Chinatown!

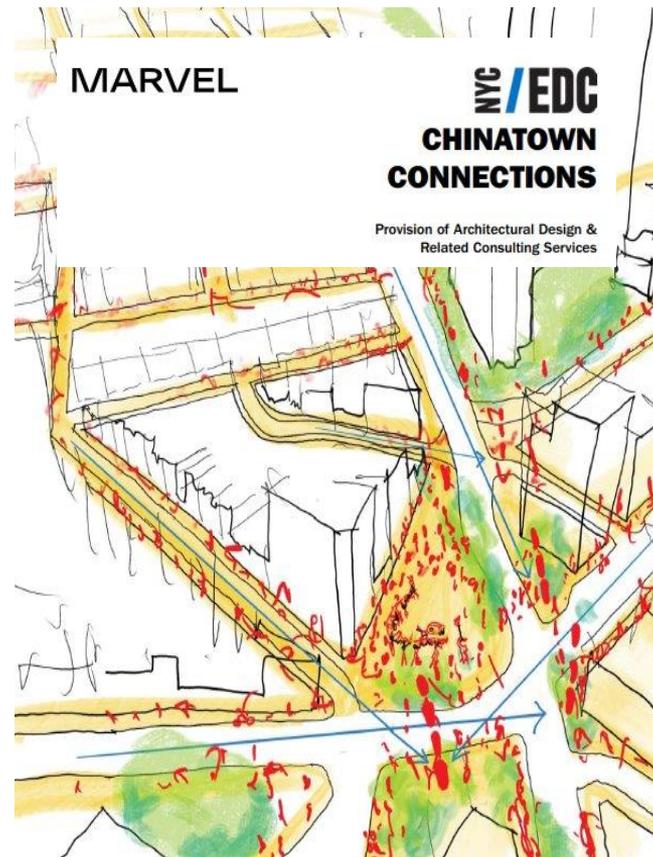


Chinatown Connections Project Updates

Design Team

NYCEDC has selected **MARVEL** to lead the Architectural Design scope of work for Chinatown Connections.

- Marvel was selected based on their well-rounded experience, comprehensive team, strong community-based approach, public realm design capabilities, and technical team qualifications.
- Marvel will develop conceptual, schematic, and final designs of Chatham/Kimlau Square incorporating the Chinatown Welcome Gateway.
- The design process will build on ongoing community engagement, which Marvel will lead with a team of community partners including, Public Works Partners, Fu Wilmers| Architecture+Urban, and Think!Chinatown.
- Early scope by Marvel to include discovery work, information gathering (existing conditions assessment, data collection), meetings with local community and city agency members, preparation for the Gateway artist selection process, traffic studies and Park Row decision.
- Marvel will be invited to attend the CCWG workshops and provide more information on the early phases of the design process.



Traffic Study Overview

Three general scenarios will be studied:

1. Only Kimlau Square Reorganization
2. Only Park Row Reopening
3. Both Kimlau Square Reorganization and Park Row Reopening

Study will analyze:

1. Vehicular, Bicyclists, and Pedestrian Counts
2. Travel time/travel speeds
3. Parking and loading operations
4. Changes in travel patterns in Park Row reopening scenarios
5. Changes in conflict points between modes of travel (Pedestrian/Cyclists/Motorists)

Study provides data and context to be used in decision making, but does not make or suggest a determination on its own



Traffic Study

Timeline

- Scope of work: **Completed Spring 2024**
- Data collection: **Completed May 2024**
- Existing conditions analysis: **Draft, completion in September 2024**
- Park Row Reopening
vehicular demand analysis: **Expected October 2024**
- Proposed Conditions Analysis
(Park Row/Kimlau Square): **Expected November 2024**
- Interim Results of Full Study: **Expected December 2024**
- Final Technical Report: **Expected End of Year 2024 or Jan/Feb 2025**

Traffic Study

Existing Conditions

- Counts occurred in May 2024
- All data presented today outlines conditions as they were at the time of data collection
- The following slides will use PM Peak Hour as a representative period for discussion
- Final Report will include summary of data for all peak periods

Peak Hour	Pedestrians	Cyclists *	Cars	Trucks	Buses	Total
AM 7:45-8:45	5,754	197	1,406	116	82	7,555
MD 12:15-1:15	11,227	291	1,456	132	50	13,156
PM 4:30-5:30	9,869	322	1,795	56	73	12,115
SAT 4:45-5:45	9,997	279	1,784	27	39	12,126

■ Peak volume

Count Periods:

- Weekday 7-10 AM
- Weekday 11 AM-2 PM
- Weekday 4-7 PM
- Weekday 7-10 PM
- Saturday 11 AM-6 PM
- Sunday 11 AM-6 PM

Peak Periods:

- AM: 7:45-8:45AM
- Midday: 12:15-1:15PM
- PM: 4:30-5:30:PM
- Weekend: 4:45-5:45PM

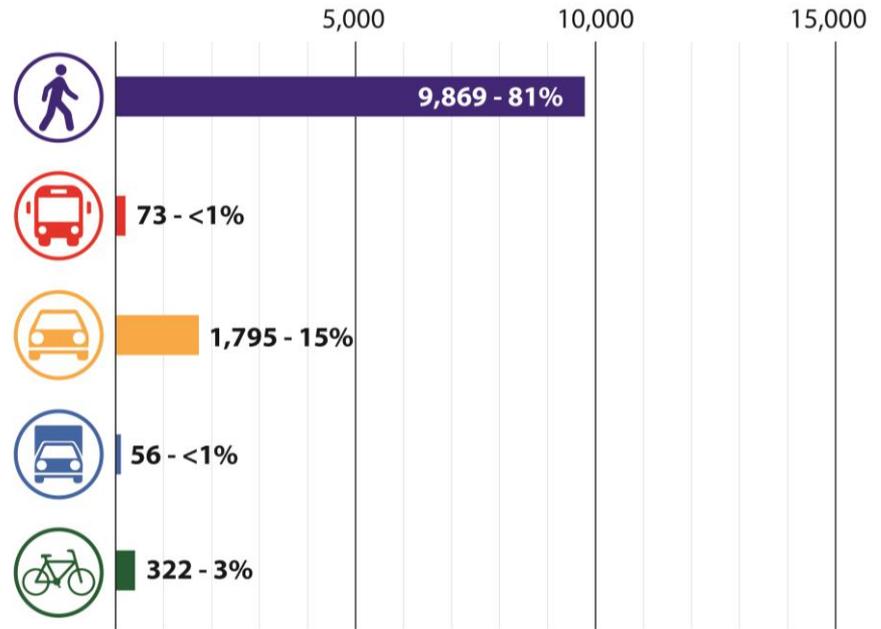
Traffic Study

Modal Share

- Pedestrians are the largest mode of travel in the square, representing 81% of users (85% in midday)
- Vehicle volumes are relatively consistent across all peak periods
- Weekend volumes match weeknight volumes

*Bus volume represents number of vehicles, ridership data is being gathered

Kimlau Square Mode Share (PM Peak Hour)

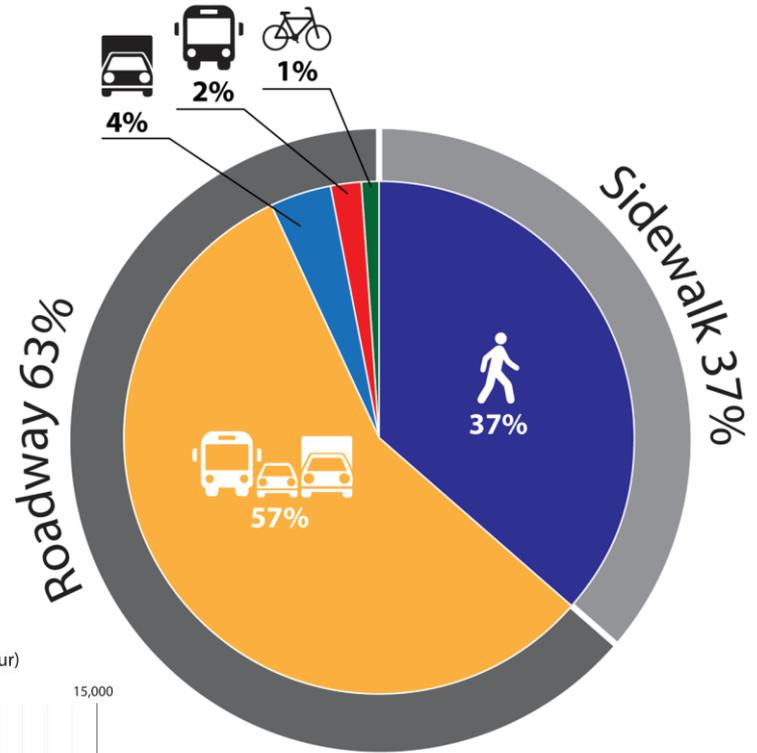


Peak Hour	Pedestrians	Cyclists	Cars	Trucks	Buses	Total
AM 7:45-8:45	5,754	197	1,406	116	82	7,555
MD 12:15-1:15	11,227	291	1,456	132	50	13,156
PM 4:30-5:30	9,869	322	1,795	56	73	12,115
SAT 4:45-5:45	9,997	279	1,784	27	39	12,126

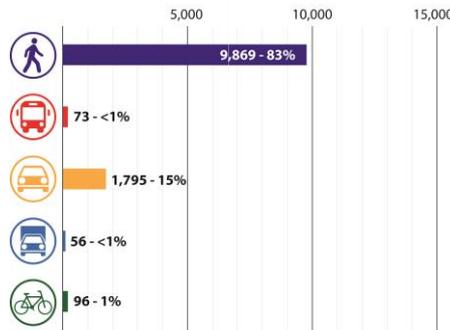
Traffic Study

Road Share

- Kimlau Square is about 1/3rd sidewalk space and 2/3rds roadway space
- Majority of roadway space is shared between all roadway modes (cars, trucks, buses, cyclists)
- Most curbside space is loading (trucks) or bus stops
- Minimal dedicated bicycle space



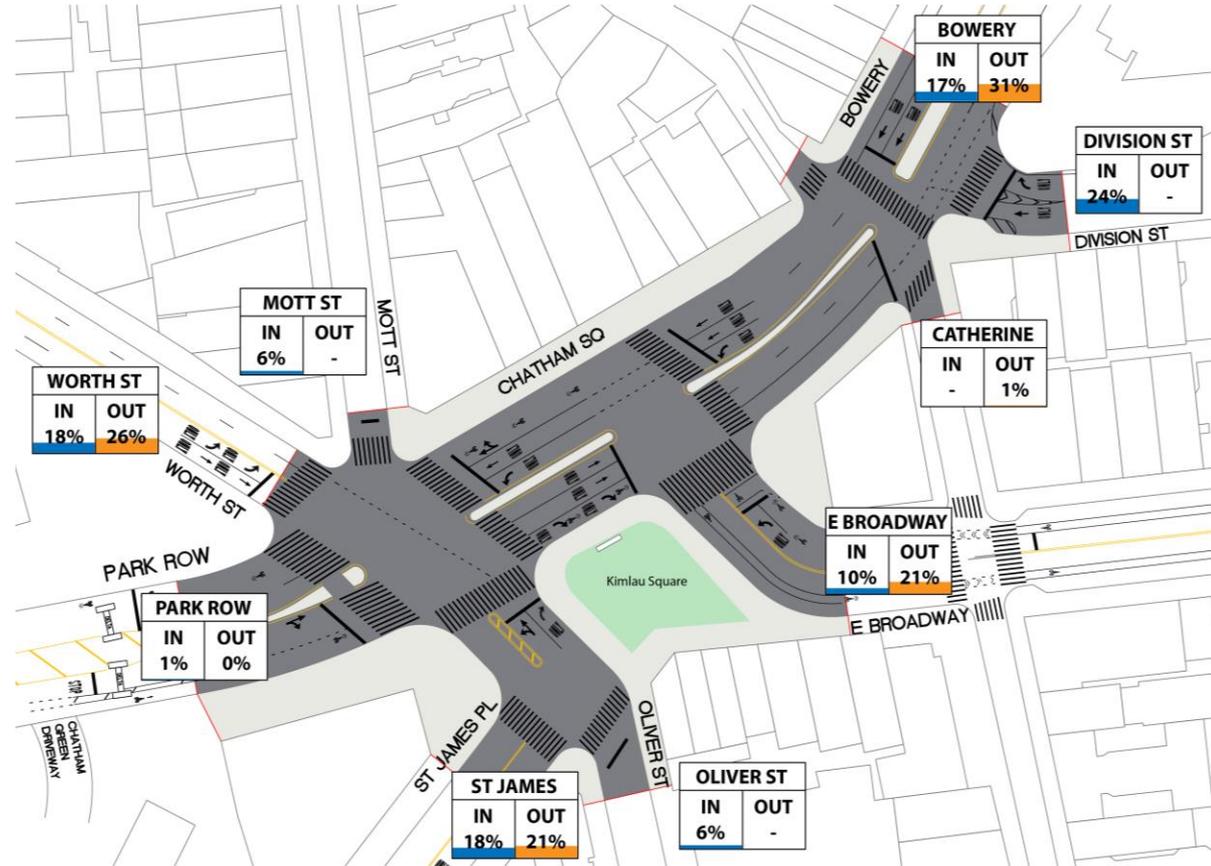
Kimlau Square Mode Share (PM Peak Hour)



Traffic Study

Vehicular Origin/Destinations

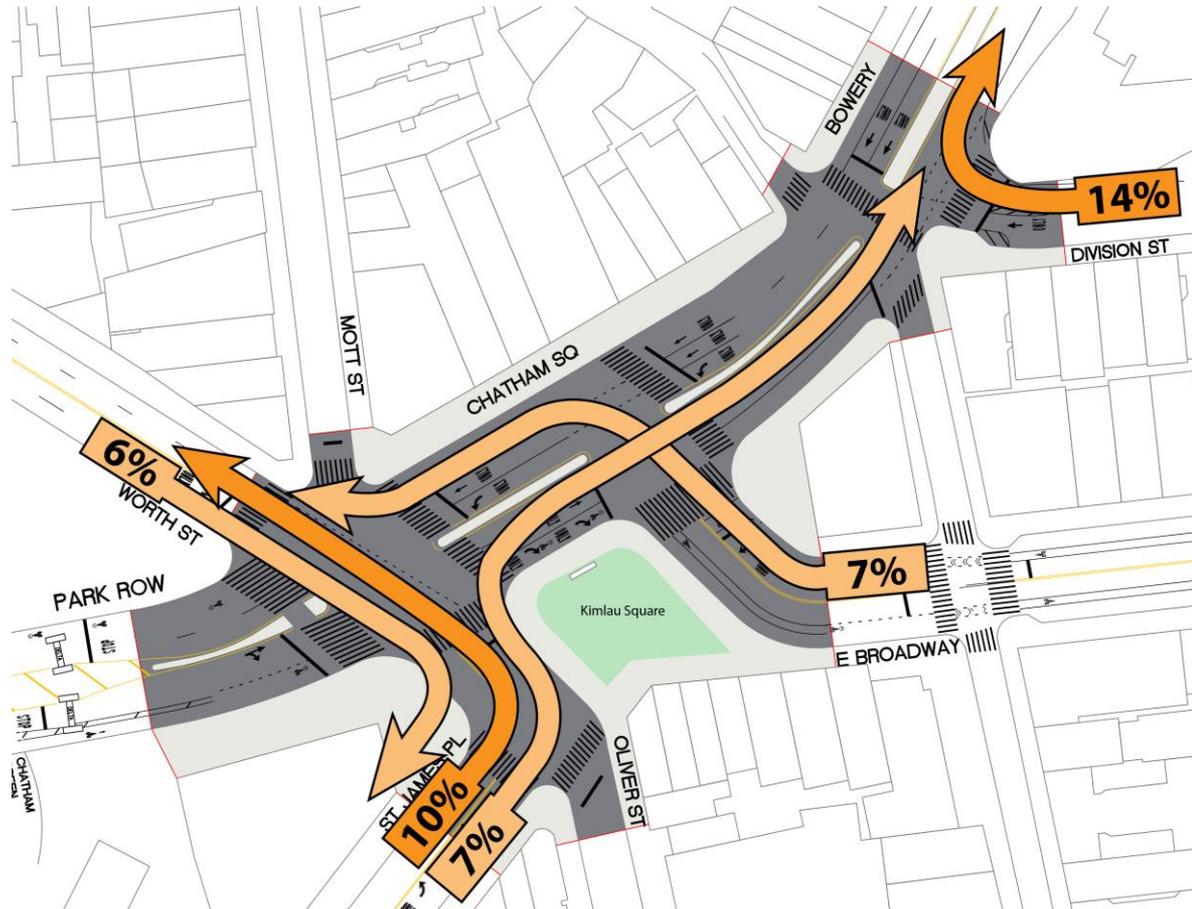
- Origins (IN) and Destinations (OUT) were analyzed to identify peak flows
- Division St is the highest origin, followed by Worth St and St James
- Bowery northbound is the highest destination, followed by Worth St



Traffic Study

Vehicular Flows

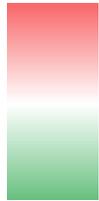
- Top 5 movements represent 45% of total vehicular volumes out of 18% of possible movements (excluding Park Row and Catherine)
- Pattern is mostly consistent across all peak periods with minor differences



Traffic Study

Vehicle Queuing

- 1/3 of intersections in the study area have vehicle queuing/delay above the average for the study area
- Worth/Park Row/St James intersection is over 3x the average



Above Average Queuing

Below Average Queuing



Traffic Study

Pedestrians

- Pedestrian volumes are higher on the southwest side of the square
- Most used crosswalk is across Park Row, which is nearly conflict free*
- 61% of pedestrians are crossing in conflict free crossings

*Nearly conflict free crossings have less than 10 turning vehicles conflicting with pedestrians an hour (assumes compliance with traffic signals)

 Nearly Conflict Free Crossings

 Crossing with Conflicts



Traffic Study

Bicyclists

- East Broadway and Park Row are largest origins for cyclists
- Worth St and East Broadway are largest destinations



SIP Implementation

Markings and Concrete

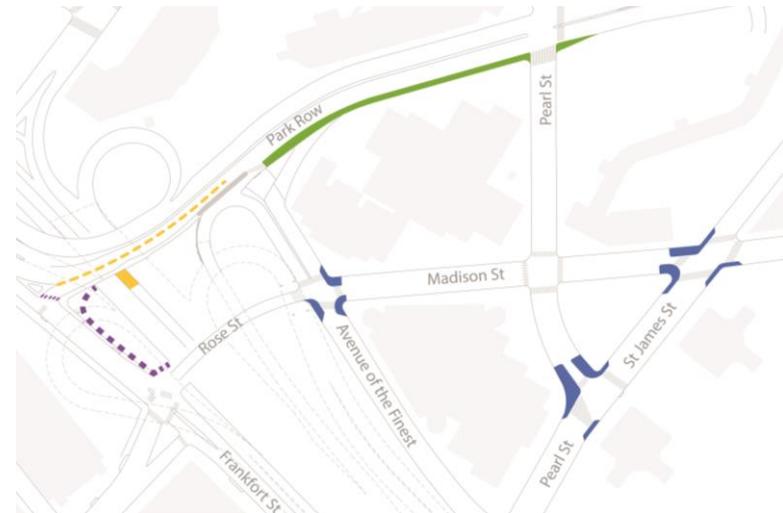
- Concrete work:
 - Park Row/Worth St (bus island) to be completed shortly
 - Ave of the Finest/Pearl St (curb extensions) started with completion expected by end of September
 - Pinch Point on Park Row (sidewalk) scheduled to begin in September and take 7 weeks for installation
 - Markings to be installed in stages as elements complete

Art

- Art install commences late September and will run through November. First location will be the jersey barrier and Brooklyn Bridge stairwell
- Community notification for art installation to be circulated the week of 9/16 in multiple languages



Construction layout at Pearl Street and Avenue of the Finest (8/30)



Next Steps

October:

- CCWG Meeting #4
- Subgroup Meeting #4
- Complete Park Row Vehicular Demand Analysis

November:

- Public Workshop #2
- Release Call for Artists
- Complete Proposed Conditions Analysis

Q&A