



Chinatown Connections

NYC/EDC



CCWG # 5 – 1/22/2025

Agenda

Chinatown Connection Working Group Meeting #5

- Introduction (5 mins)
- Security Briefing + Q&A (30)
- Draft Findings of DOT Traffic Analysis + Q&A (30)
- SIPs Updates (15)
- Memorial Arch (5)
- Vision Forward on Chinatown Connections + Additional Q&A (30)
 - Project Next Steps
 - Upcoming Engagement

Introduction



Security Briefing + Q&A



Draft Findings of DOT Traffic Analysis + Q&A



Traffic Study

Timeline

- Scope of work: **Completed Spring 2024**
- Data collection: **Completed May 2024**
- Existing conditions analysis: **Completed September 2024**
- Park Row Reopening
vehicular demand analysis: **Draft - January 2025**
- Proposed Conditions Analysis
(Park Row/Kimlau Square): **Expected February 2025**
- Interim Results of Full Study: **Expected February 2025**
- Final Technical Report: **Expected March 2025**

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

Park Row Volume Assumptions

DOT and Consultant Team are evaluating multiple sources to determine estimated volume changes if Park Row were to reopen to traffic

- 2006 One Police Plaza Security Plan EIS Pre-Closure Volume Data
- Current Origin/Destination Data
- DOT Lower Manhattan Network Model

Limited data sources are available due to the length of time Park Row has been closed.



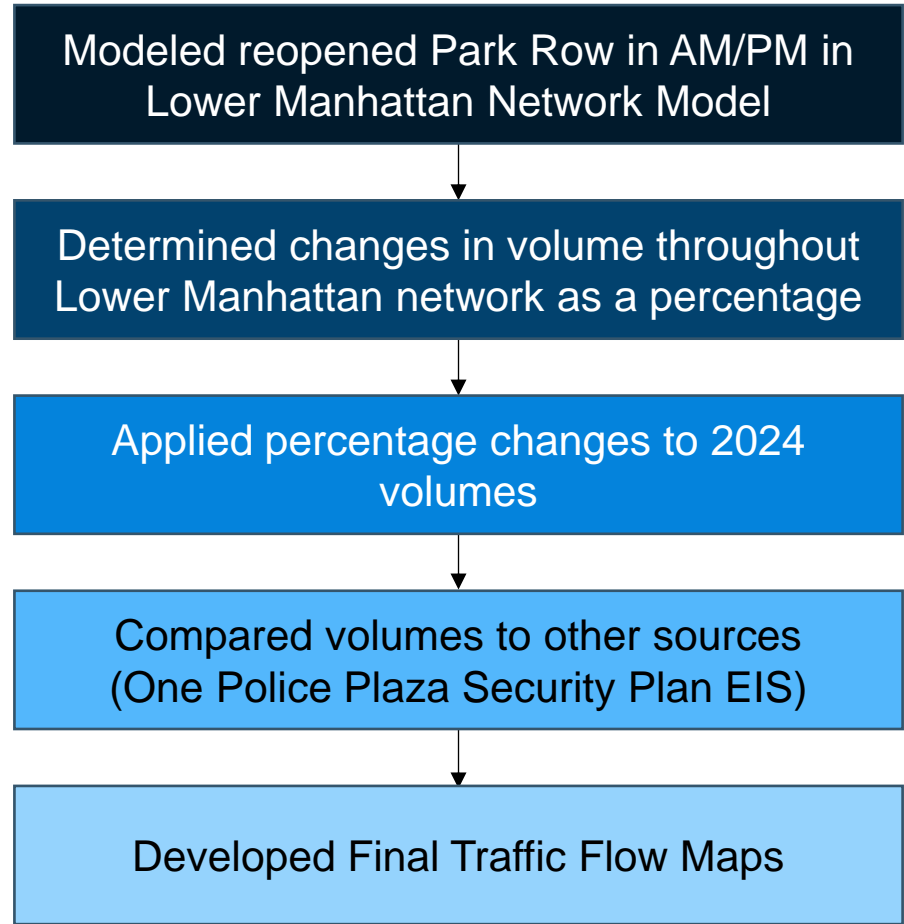
Traffic Study

Park Row Volume Assumptions

Lower Manhattan Network Model was used to identify changes in volume on all streets under a reopening scenario. Identified percentage changes were applied to the May 2024 volume data from the traffic study

Volume assumptions were compared to the One Police Plaza Security Plan EIS pre-closure volume data.

PM period is the peak and will be used for the following slides. Summary and takeaways will focus on the Northbound Direction as it is predicted to be higher a volume.



Traffic Study

Neighborhood Level Origins for Park Row

- A logical assumption is that reopening Park Row would take pressure off the St. James Place corridor
- Network level modeling did not predict a major decrease in traffic on St. James Place
- Review of possible routes found that the only other northbound route east of Church St would route all vehicles through Beekman St, a narrow side street
- Travel times using these routes would most likely be longer, or just as long as current routing on St. James Place



Current Route to Kimlau Square



Potential Routes to Kimlau Square with Reopened Park Row



Traffic Study

Neighborhood Level Origins for Park Row

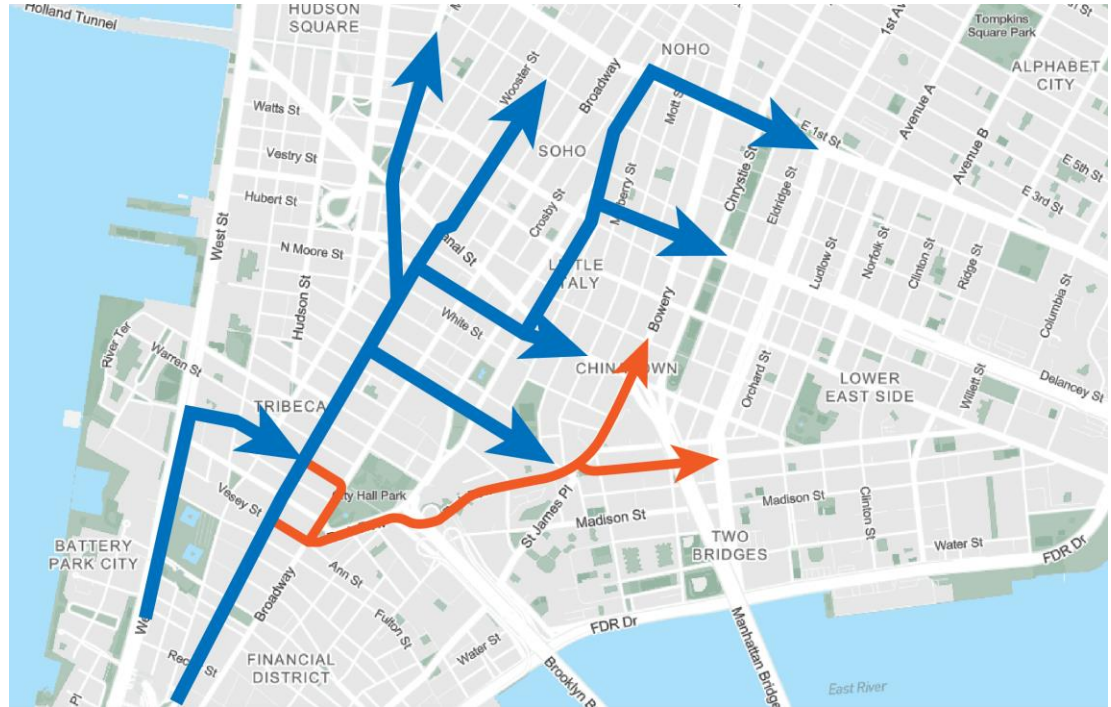
- Majority of volume using a reopened Park Row is assumed to come from the west side of Lower Manhattan
- A reopened Park Row could benefit drivers who use the Hugh L Carey (Brooklyn-Battery) Tunnel and are destined for the Lower East Side, Chinatown, and East Village Neighborhoods
- It is assumed that a substantial number of these new trips would be passing *through* Chinatown only



Current Route East Side



Potential Routes to East Side with Reopened Park Row

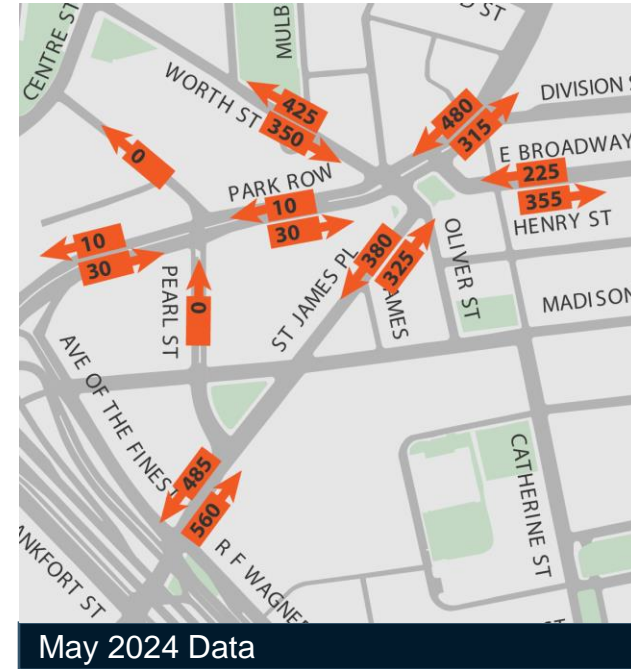
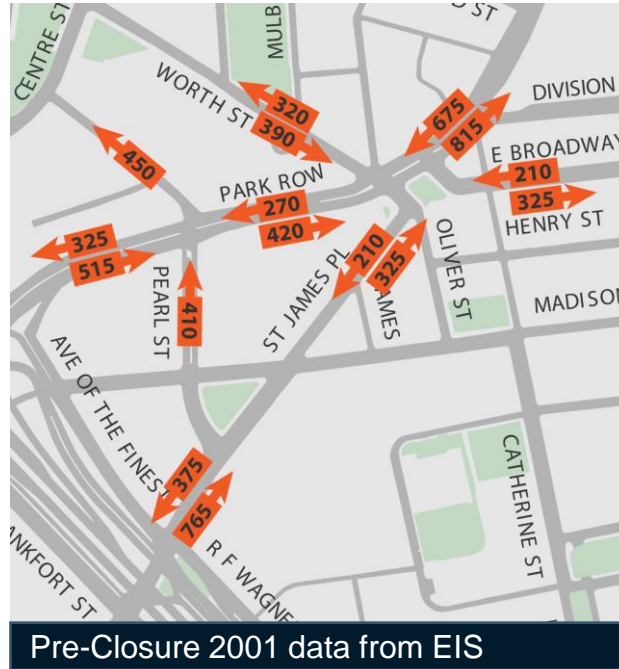


Traffic Study

PM Peak Historical Comparisons

Total number of vehicles in Kimlau Square in PM:

- Pre-closure: 1,920
- May 2024: 1,360
- Volumes decreased on Bowery
- Northbound St James and East Broadway approaches at the square are the same
- Westbound Worth St and Southbound St James are higher post closure

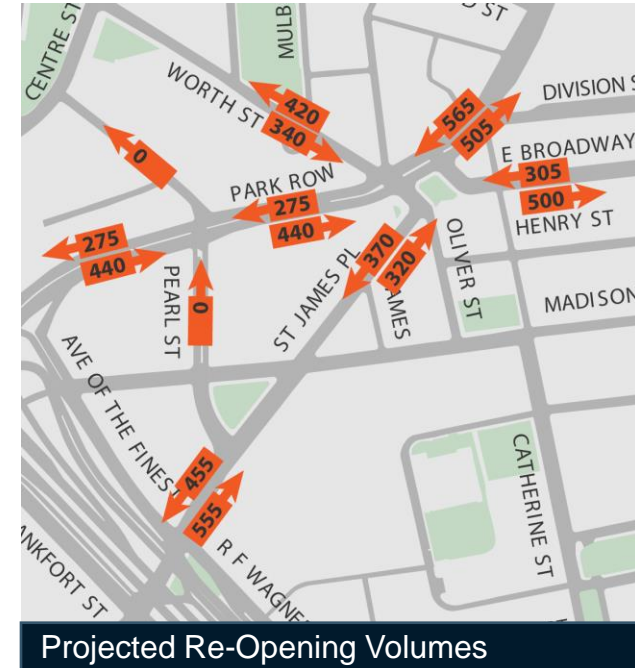
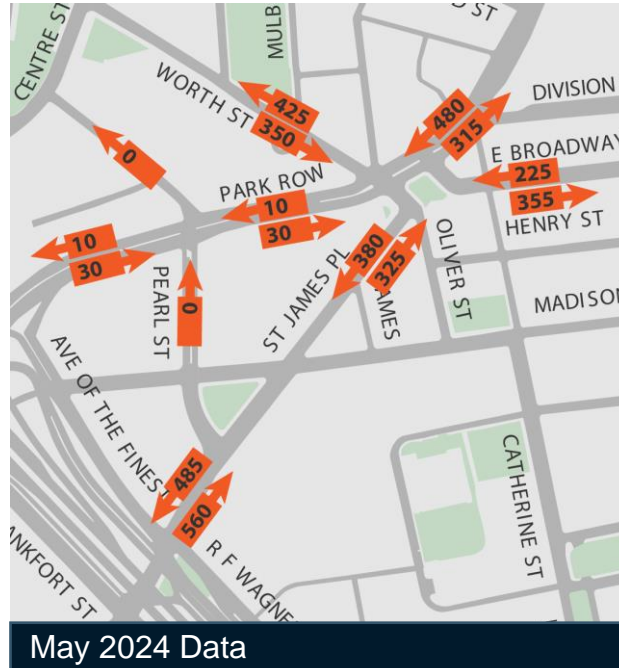


Traffic Study

PM Peak Projection Comparisons

Total number of vehicles in Kimlau Square:

- Pre-closure: 1,920
- May 2024: 1,360
- Projected: 1,975
- 45% increase in total traffic in the square
- Increase of volume on East Broadway and Bowery heading away from Kimlau Square
- Minimal changes to volumes on St James Place and Worth Street
- Volume on Park Row would be similar to 34th St at Penn Station

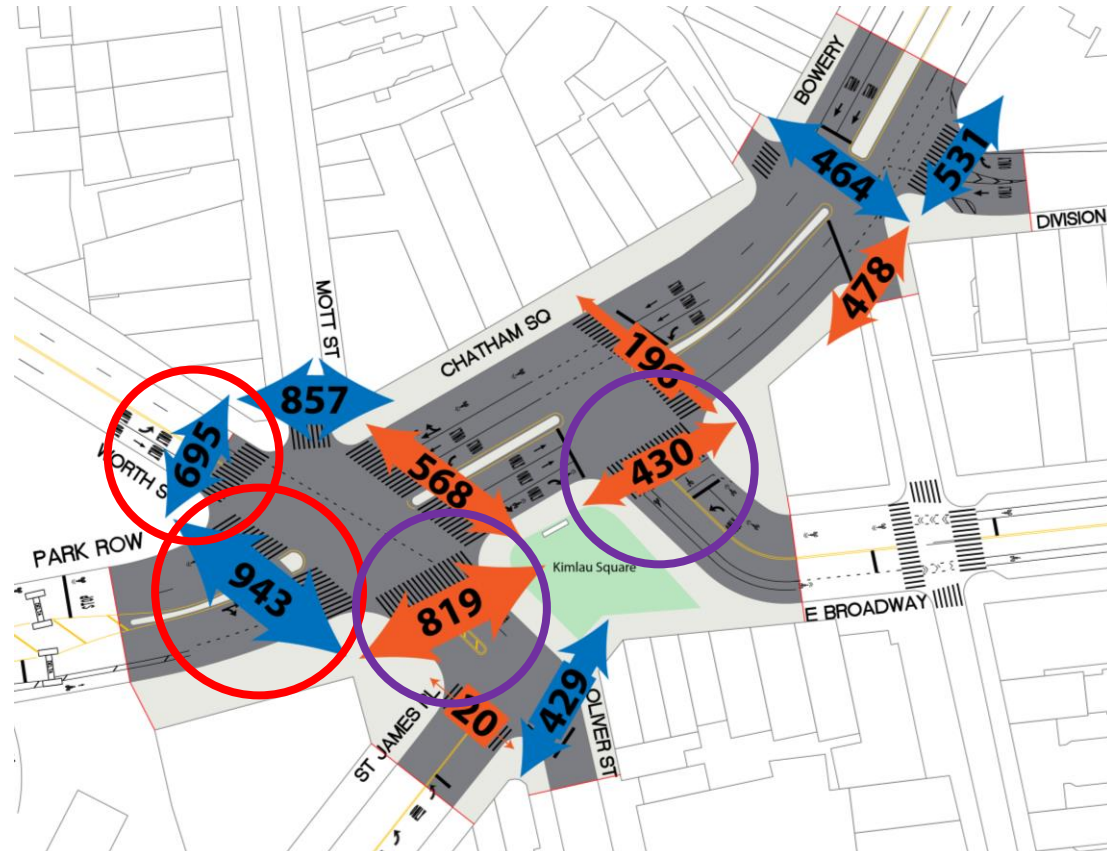
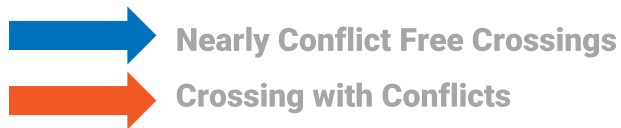


Traffic Study

Changes for Pedestrians

- Reopening Park Row would introduce turning conflicts in two, currently conflict free crossings (circled in red)
- 35% of pedestrians would be crossing in a conflict free crossing, currently 61% of pedestrians are
- Several crosswalks in the square would see an increase in the volume of vehicles turning across them (circled in purple)

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

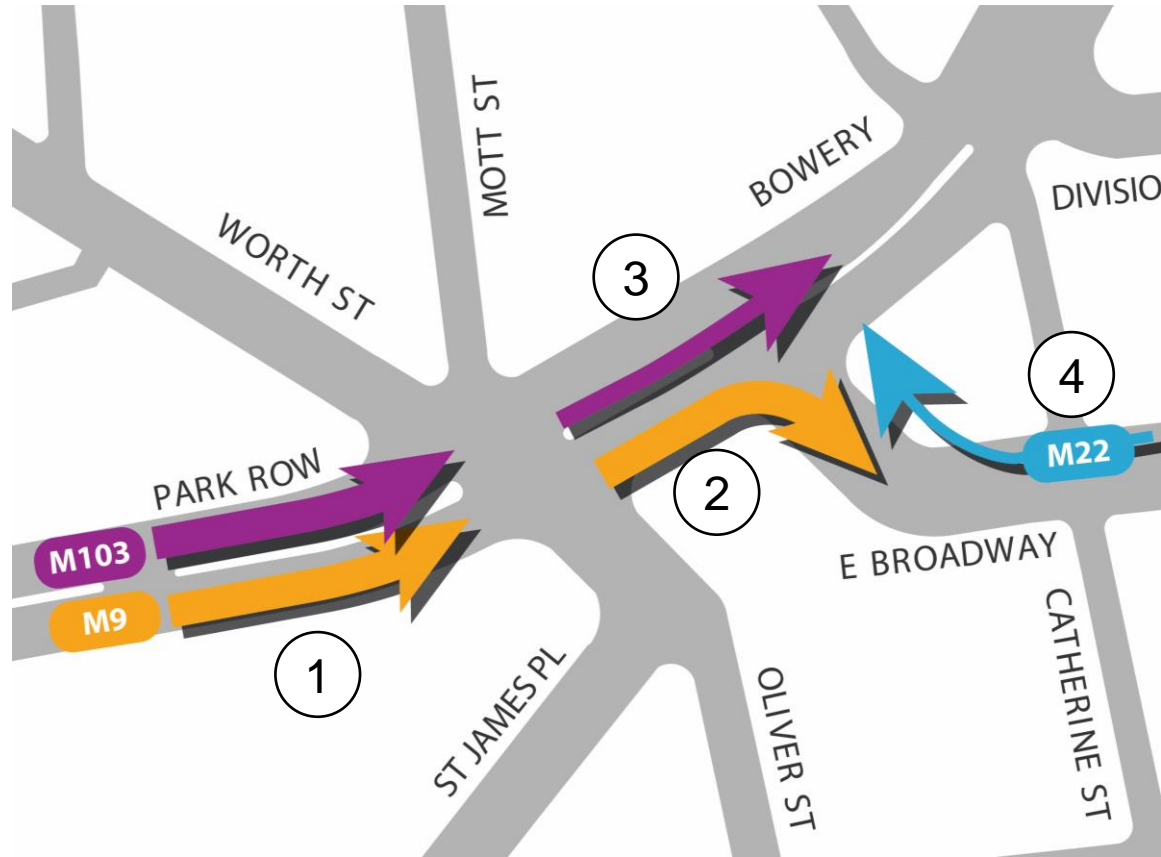


Current Pedestrian Volumes and Crosswalk Conflicts

Traffic Study

Changes for Bus Rider

1. Large increase in delay for NB buses (M103 and M9) on Park Row at Worth St (+60 seconds)
2. Large increase in delay for EB buses (M9) turning onto East Broadway from Park Row/Bowery (+150 seconds)
3. Medium increase in delay for NB buses (M103) on Bowery at East Broadway (+20 seconds)
4. Minor increase in delay for WB buses (M22) on East Broadway at Bowery (+10 seconds)



Full analysis is still in progress, initial results should be considered draft

Traffic Study

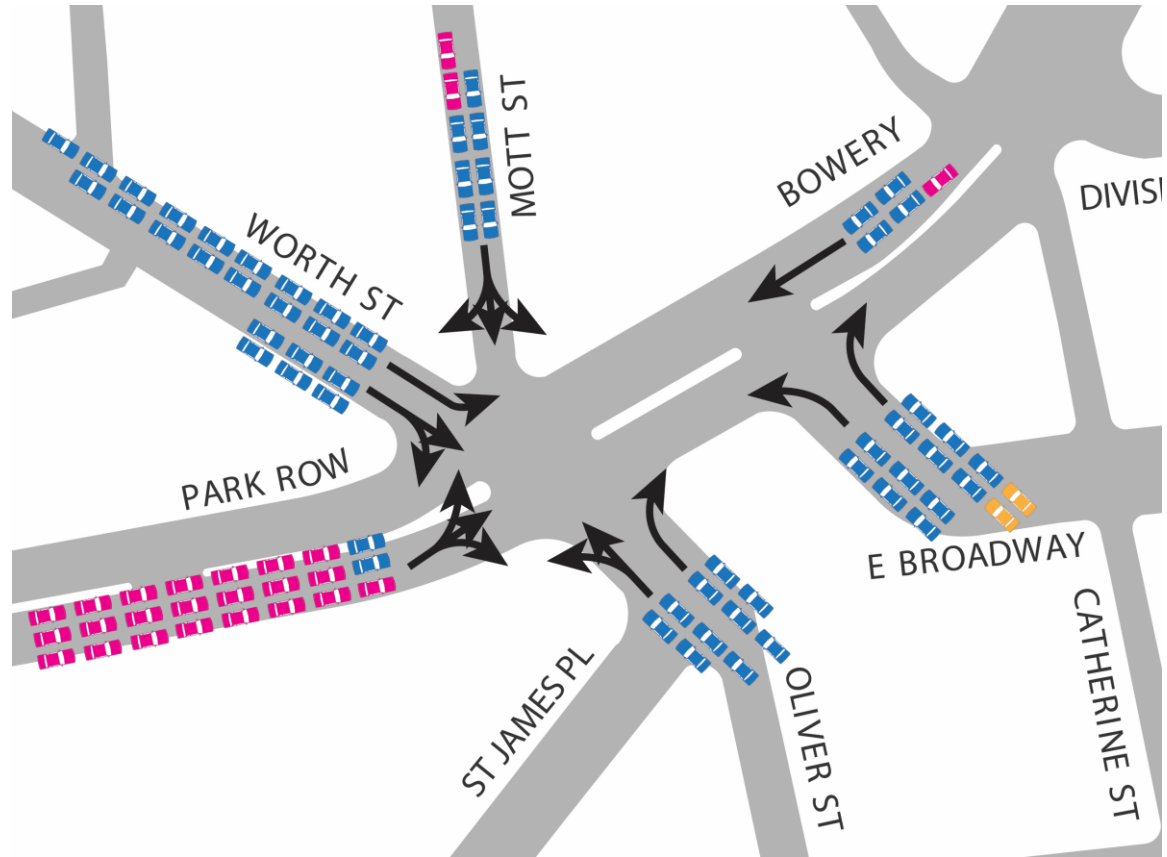
Changes to Kimlau Square Operations

- Vehicular queues are the typical number of vehicles waiting at a signal
- No changes for Worth St or St James Pl
- Minor changes (+/- 2 vehicles) for Mott St, Bowery, and East Broadway
- Significant increase in queue (+22 vehicles) for northbound Park Row

 # of Current Vehicles Queuing

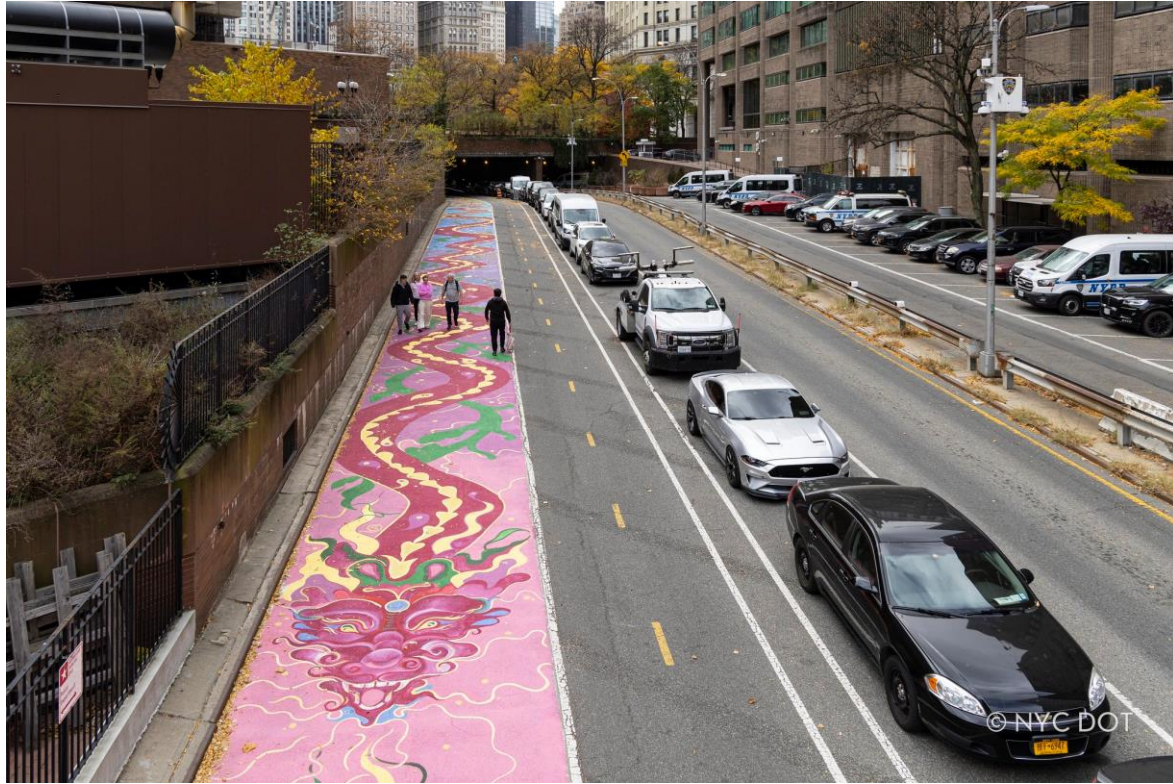
 # of New Vehicles Queuing

 # of Eliminated Vehicles Queuing



Traffic Study Summary Slide

- Traffic volumes on a reopened Park Row would resemble 34th St
- Vehicle traffic in Kimlau Square would increase 45%
- Number of conflict points and total number of conflicts between vehicles and pedestrians/cyclists would increase at Kimlau Square
- Bus riders would experience longer delays, resulting in longer journeys and less reliable services
- Car drivers would experience longer queues and greater congestion



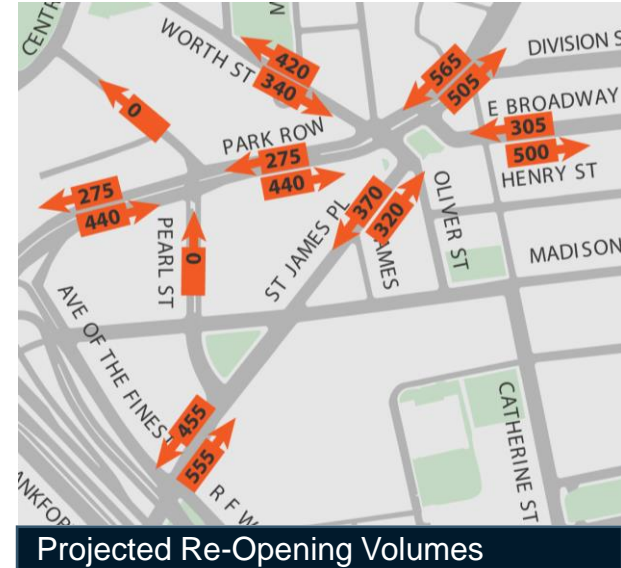
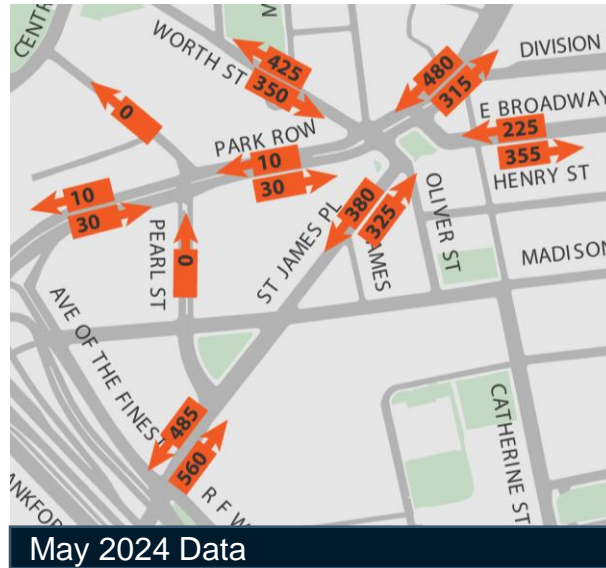
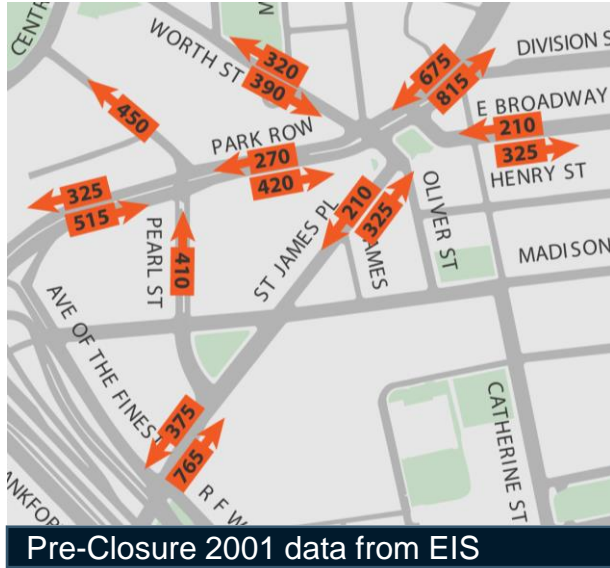
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Traffic Study

PM Peak Comparisons



SIPs Updates



SIP Updates

Construction

New Sidewalk

- Substantial completion of physical construction
- Repaving of bike lane adjacent to new sidewalk is on final punch list (weather restrictions)

Bus Island

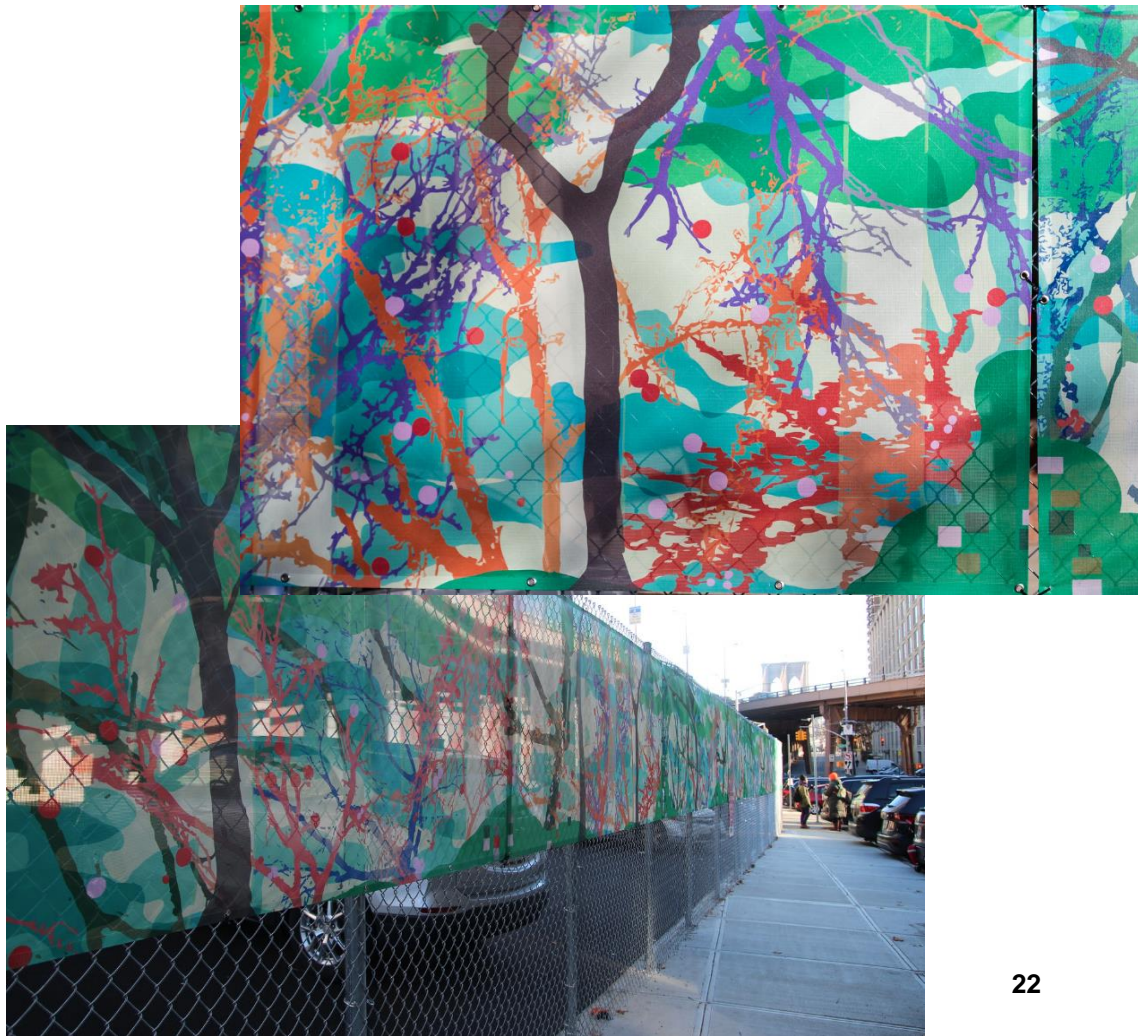
- Bus stop signage and bench relocated to island
- Leaning bars installed
- Bus shelter being evaluated, JC Decaux conducting field survey



SIP Updates

Artwork

- Vinyl artwork on fence installed in December 2024
- All artwork is completed
- Artwork Costs:
 - \$19k for the corners on St James
 - \$19k for the asphalt piece on Park Row
 - \$15k for the bike barriers
 - \$7.5k for the stairwell walls
- Cost is an estimate and varies based on paint, labor, and artist compensation



Memorial Arch

- Parks and EDC met with the American Legion in Fall 2024 to discuss the project and heard Legion's strong preference to move the project forward.
- Honoring the Legion's request, Parks recommended award in December 2024, and the project is currently with OMB for review.
- We anticipate procurement completion this summer and a 1-year construction timeline.



Vision Forward on Chinatown Connections



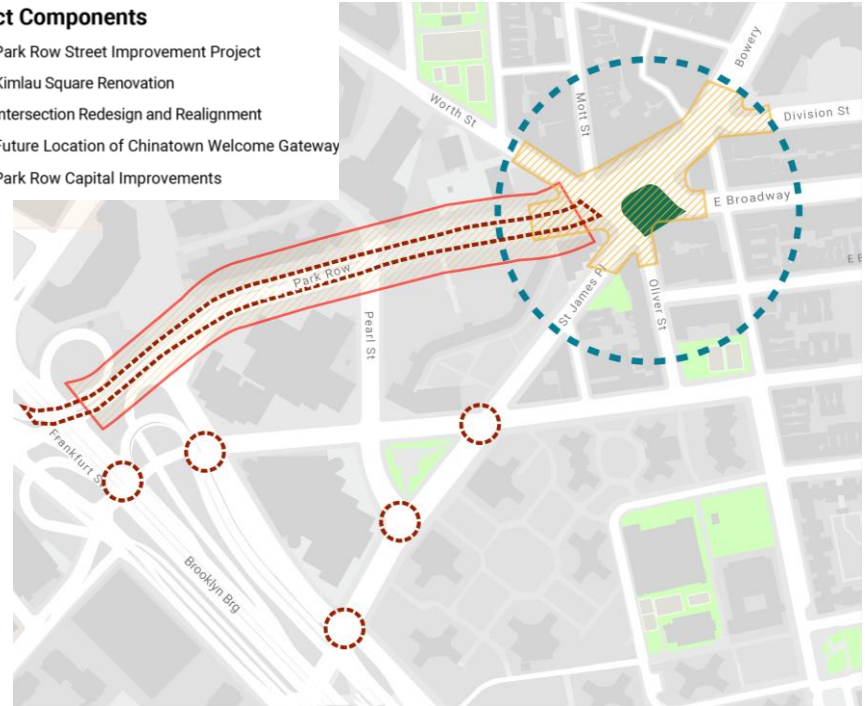
Project Next Steps

Commitments in Q1 2025

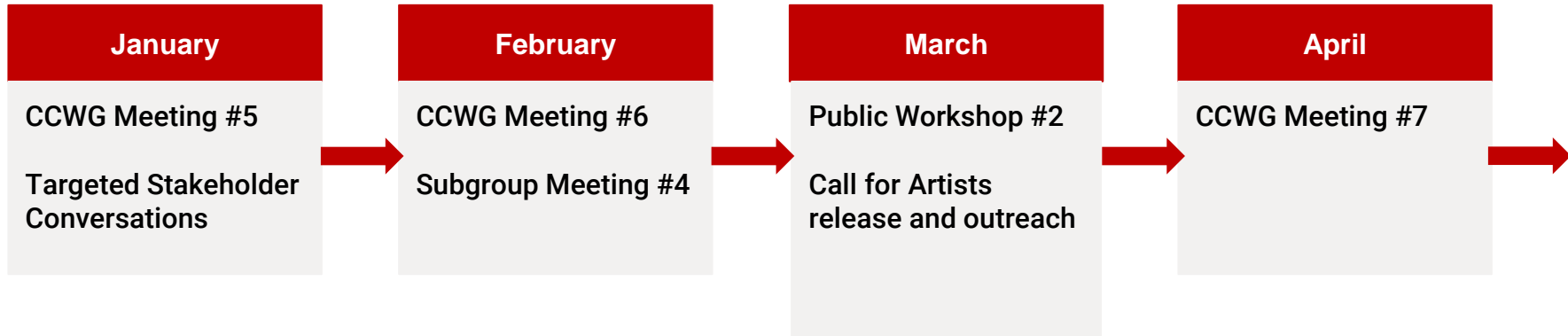
- Continuing Chinatown Connections engagement
- Removal of law enforcement vehicles from the east side of Park Row by end of January/early February to beautify Park Row
- Defining the scope of Park Row capital improvements, informed by the engagement during Public Workshop in March.

Project Components

-  Park Row Street Improvement Project
-  Kimlau Square Renovation
-  Intersection Redesign and Realignment
-  Future Location of Chinatown Welcome Gateway
-  Park Row Capital Improvements



Upcoming Engagement in 2025



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

Q&A



Appendix



Traffic Study Appendix

Traffic Study

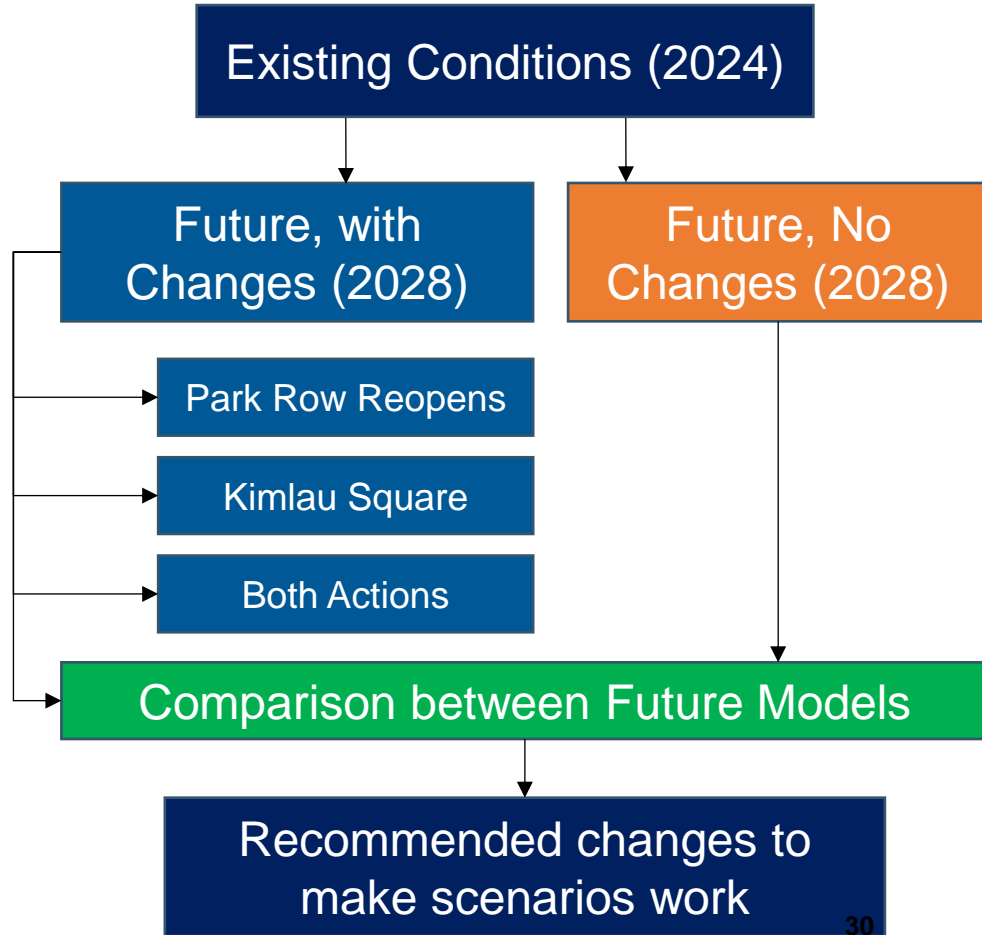
Scenario Modeling

Each scenario (Future With-Action Condition) is modeled under existing roadway configurations and compared against a model of existing conditions during the year of project completion (Future No-Action Condition)

Depending on results from the comparison of the two models, changes may be suggested and included in a revised model (Future Build Condition with Improvements)

Proposed changes could include but are not limited to:

- Lane assignment changes
- Number of lanes at approach
- Geometric changes
- Signal timing changes



Traffic Study

Park Row Volume Assumptions

- Assumptions/modeling focuses on AM/PM peak hours
- Peak hours have the most consistent data throughout all sources
- Weekend evening volumes/assumptions would closely resemble PM
- Midday volumes would closely resemble AM period

	Peak Hour	Pedestrians	Cyclists*	Cars	Trucks	Bus Riders	Total
AM	7:45-8:45	5,754	197	1,406	116	343	7,555
MD	12:15-1:15	11,227	291	1,456	132	NA	13,156
PM	4:30-5:30	9,869	322	1,795	56	350	12,115
SAT	4:45-5:45	9,997	279	1,784	27	NA	12,126

 Peak volume

The CCWG's Role in the Process

The CCWG will be central in guiding our approach to engagement and will provide feedback throughout the broader process to develop the vision.

Responsibilities:

- Meet as needed to provide guidance on key components of the project, including:
 - Street Improvement Project Implementation
 - Park Row Capital Improvements
 - Intersection realignment and Kimlau Square Renovation
 - Overall engagement process strategy
 - Validating key takeaways and incorporation of community feedback across project components
- Participate in site tours, public workshops, community events
- Provide feedback and review on a timely basis for draft materials to support design and engagement.
- Collaborate with Project Team for quotes, images, press release events, tours, as needed
- Act as representatives of the project/engagement process within the local community, by:
 - disseminating project information
 - connecting community stakeholders to the project team
 - promoting community workshops throughout neighborhood

Interagency Project Team's Commitment:

We are committed to working with each of you to create a **robust, inclusive, and transparent engagement and decision-making process** for the Chinatown Connections Project.

Our work together will:

- **Engage a broad range of community members and stakeholders**, including the neighborhood's distinct cultural communities, local partnerships and relationships
- Rely on **local partnerships** and relationships
- Build a **shared understanding of opportunities, challenges, and trade offs** by completing traffic studies, existing conditions analysis, and sharing key findings from all technical work completed
- Implement a project that **incorporates and reflects community feedback** received through the engagement process

