



Meeting Summary

Client: NYCDOT
Project Name: ESA-Transportation Planning
Location: Chinatown, NY
Project Number: 10312404
Issue Date: 08 JUN 2011

TO: Willa Ng & Suchi Sanagavarapu, NYCDOT

FROM: Kaitlyn Pezik, Zetlin

RE: Community Advisory Committee Meeting #1

Project: Chinatown Curbside Management Study
NYCDOT – ESA: Transportation Planning, Transportation Engineering, Urban Design and Related Services, Citywide. PIN: 84107MBTR187

Executive Summary

On May 26, 2011, the New York City Department of Transportation (NYCDOT) and the URS Project team held the first Community Advisory Committee (CAC) Meeting for the Chinatown Curbside Management Study in the offices of Asian Americans for Equality, 111 Division Street. The meeting was attended by 16 members of the CAC.

The purpose of the meeting was to introduce study goals and define expectations while fostering a partnership between CAC members and NYCDOT. In doing so, members were asked to identify areas where they saw issues including parking, traffic congestion, sidewalk congestion, and safety concerns. In a PowerPoint presentation (available at on-line portal at <http://nyc.gov/dot/projects/chinatown-curbside-management/>) Willa Ng, NYCDOT, presented an overview of the history and purpose of the project, outlined the goals, emphasizing that the study was seeking to develop short-term solutions that could be implemented by March 2012. The presentation offered examples of potential solutions. Lastly, a timeline of events through the completion of the study was provided to the CAC as a reference.

After the presentation, members broke out into five small discussion groups, each facilitated by a member of the project team. Each member of the group was asked to identify where they lived and worked, and then asked to identify issues that they have encountered in the study area. The issues of focus were represented by stickers which were provided to participants to place on a map of the study area, illustrating problem areas within Chinatown. The problems represented by these stickers included parking issues, sidewalk obstructions, pedestrian issues and miscellaneous concerns. After participants identified blockfaces that posed problems for them, a comparison was made between the original blockfaces identified by NYCDOT and the blockfaces identified by CAC members. The blockfaces identified by the community at the workshop closely mirror those selected by NYCDOT and the project team.

A handout was given to committee members summarizing some of the Short-Term improvements tools NYCDOT has available to address issues.

A compilation of commonly identified blockfaces by all five tables are detailed in this summary. The issues commonly identified by a majority of the groups are indicated with asterisks. The information

provided by the CAC members will be compiled onto one map that will be posted to the NYCDOT Transportation Portal Website.

All sign-in sheets will be attached to this summary.

Parking Issues

- **Bayard Street between Mulberry Street and Mott Street
- Forsyth Street
- Mott Street: Street, south of Canal Street: too narrow, no parking until after 10 PM
- Mulberry Street
- East Broadway between Market Street and Catherine Street: Loading/Unloading issues, Double parking
- Grand Street: offset parking lane is dangerous due to bike lane. The street is too narrow for both.

Pedestrian Issues:

- **Intersection of Chrystie Street and Grand Street: Crowding at subway
- Intersection of Bowery and Canal
- Canal Street between Broadway & Bowery
- Intersection of Delancey Street and Essex Street: Dangerous intersection for pedestrians
- Chatham Square: unsafe pedestrian crossings
- Allen Street between Canal Street and Hester Street
- Worth Street & St. James Place: bad pedestrian crossing

Sidewalk Obstructions:

- **Intersection of Chrystie Street and Grand Street: sidewalk obstruction due to vendor congestion
- Allen Street between Canal Street and Hester Street: Pedestrian blockage on sidewalk due to vendors and vendor truck loading/unloading
- East Broadway
- Hester Street
- Elizabeth Street
- Forsyth Street
- Canal Street, Elizabeth Street: NYPD (5th Precinct) parking on sidewalk
- Bayard Street

Miscellaneous

- Safety concerns on East Broadway between Pike Street & Rutgers Street: Congestion, long distance bus layover.

Common Issues/Suggestions

Narrow Streets

Some streets have multiple lanes, designating 1 parking lane and 1 travel lane. However, double parking greatly narrows the travel lane causing congestion and raising safety concerns.

Wayfinding

Most groups identified this as most critical to be focused on since people, such as tourists, depend on signs and directions to find different attractions in Chinatown. It is dangerous walking in Chinatown near the Information Kiosk, which is located at the intersection of Canal, Baxter and Walker Streets, since there is no legal pedestrian crossing.

Provide Parking outside the Core of Chinatown

Many groups suggested that more parking should be available outside the core of Chinatown. In addition, many believe that traffic should not be allowed into the core of Chinatown. The core should only consist of pedestrians and loading/unloading areas, like Little Italy. Many feel that pedestrians should be given priority over cars.

Weekend Parking

Weekend parking is scarce around the study area, especially on Henry Street. The streets become clogged with people waiting for parking. It was suggested that fees should be in place for curbside parking for commercial vehicles, as well as increased rates for curbside parking spaces. Another group suggested that there is not a lot of weekend activity on Allen Street, and that parking should be considered along there.

Chatham Square/Confucius Plaza

Bowery outside of Confucius Plaza becomes a drop-off area for cars and buses. This becomes overcrowded with people and cars. One group pointed out that the fire-zone outside of the building is wasted space and that some of it should be used for parking, unloading, or pick-up/drop-off.

Questions

How will the project team deal with the allocation of curbspace to buses?

How were blockfaces identified in analysis? What method was used in analysis?