



Chinatown Connections

NYC / EDC



Community Board 3 – November 2024

Agenda

- Street Improvement Project Updates
 1. Park Row Sidewalk and Bike Lane
 2. New Sidewalk at the Pinch Point
 3. Frankfort St and Park Row
 4. Artwork Installation
 5. Bus Boarding Island at Chatham Square
- Traffic Study Updates
 1. Timeline and Overview
 2. Existing Conditions Summary
 3. Park Row Reopening Volumes Analysis
 4. Scenario Modeling

Street Improvement Project (SIP) Updates



SIP Updates

Park Row Sidewalk and Bike Lane

- Clarified road and sidewalk use for all users, NYC DOT identified 15 legal parking spaces that can be used by NYPD
- Parking spaces provide protection to the newly consolidated two-way bike lane which has been implemented in interim materials.
- Dedicated parking spaces help to keep sidewalk and bike lanes clear from vehicle obstructions.

Currently in implementation, expected completion within the next 2 weeks.

Outstanding items:

- Final Bike path markings



Park Row, January 2024



Park Row, pre art installation, Fall 2024

SIP Updates

New Sidewalk at the Pinch Point

- Original conditions on Park Row created conflicts for cyclists and pedestrians as they travel to and from Chinatown in shared space
- NYC DOT and NYPD developed a workable solution that moves fences off the pedestrian path and allows for the creation of an ADA compliant sidewalk for pedestrians
- Separates two- way bike travel from pedestrian use

In construction, anticipated to be finished by the end of the year.



Park Row Pinch Point, Fall 2023



Pinch Point Sidewalk Construction, Fall 2024

SIP Updates

Frankfort Street and Park Row

- New sidewalk and pedestrian ramp complete at Park Row and Frankfort Street
- Wayfinding sign foundation installed, installation date in 2025
- In 2025 a new NW bound protected bike lane will be installed and the SE bound bike lane will be protected, connecting to Gold St



Park Row, January 2024



Park Row and Frankfort Street, Fall 2024

Implementation expected early summer 2025 for remaining items on Frankfort.

SIP Updates

Artwork Implementation

- Three of the 4 art sites have been installed or are nearing completion
- Painted neckdowns shorten crossing distances, create high visibility pedestrian spaces
- Stairwell and Painted Sidewalk invite visitors from Brooklyn Bridge to travel to Chinatown

The art for the Frankfort Street fence is expected to be installed in late 2024 early 2025.



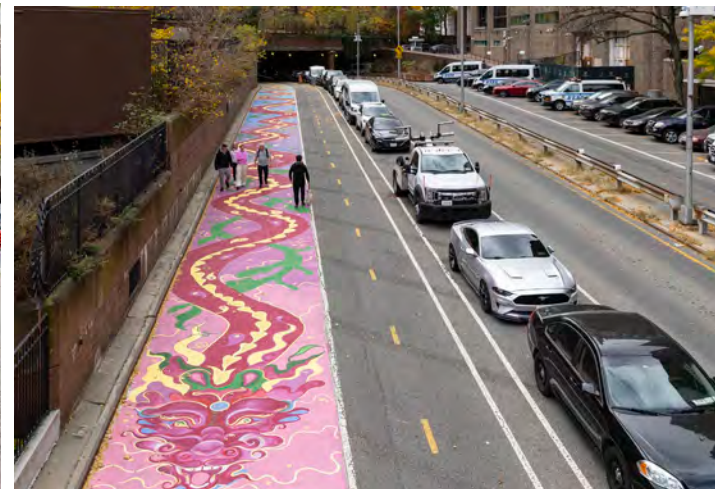
Brooklyn Bridge Stairwell



Painted neckdown at St. James Pl



Park Row Barrier Beautification

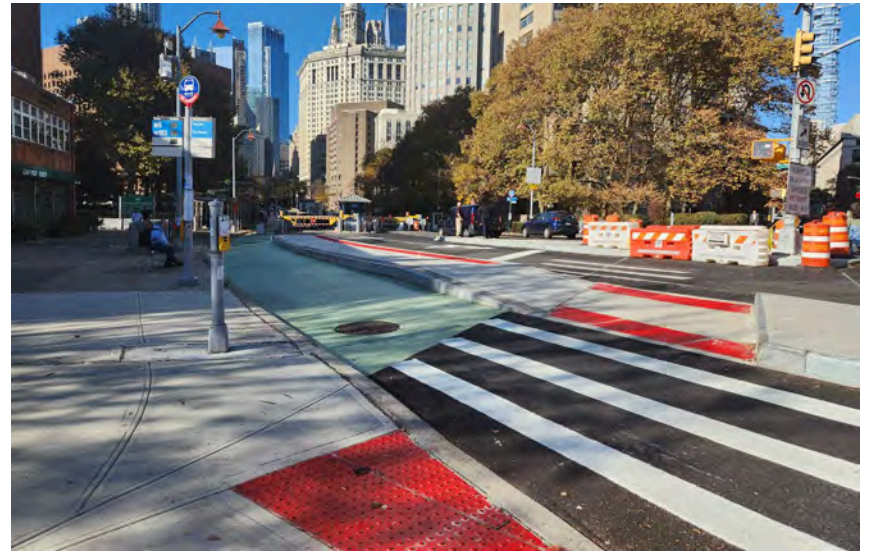


Park Row Pedestrian Pathway

SIP Updates

Bus Boarding Island and Two-Way Bike Path

- Boarding island completed
- Bus Stop signage completed
- Two-way bike path markings are in progress
- DOT is currently evaluating for additional bicycle calming treatments such as rumble strips, signage and markings above standard treatments



Bus Stop Island Construction



Bicycle Rumble Strips

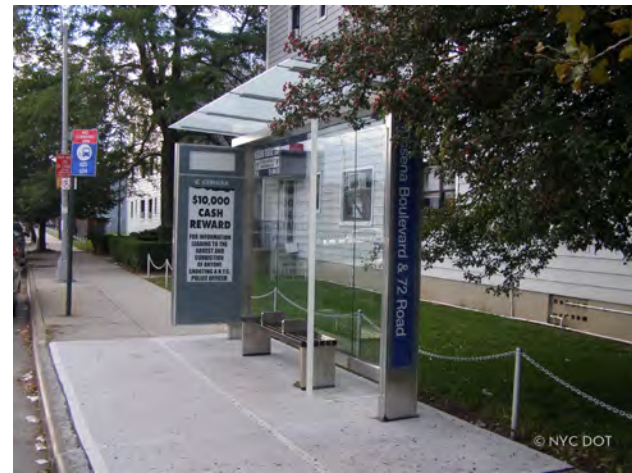
Additional Treatments

DOT is evaluating additional bus stop furnishings to be installed on the bus island:

- Bus Shelter: beginning conversations with Bus Shelter Franchisee (JCDecaux). Requires site survey for underground conflicts
- City Bench and Leaning Bars: DOT standard items, placement to be coordinated with potential bus shelter



City Bench



Narrow Bus Shelter on 10' sidewalk (bus stop island is 9.5' wide)



Leaning Bars

Bus Islands Citywide

Similar Treatments to Park Row:

- Single lane roadway (in bus island direction)
- Bus stops in single moving lane
- Two-way bike path

Many other locations citywide where there are multiple travel lanes for vehicles to bypass bus, but passengers must cross bike path



Willis Ave and 144th St, BX



Amsterdam Ave and 190th St, MN



E 20th St and 1st Avenue, MN



Webster Ave and 233rd St, BX

Traffic Study



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: **In Progress - Expected November 2024**
- Proposed Conditions Analysis
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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

Data Collection Requirements

General Guidelines:

1. Conducted during approved count period per DOT Traffic Count Calendar
2. At least one weekday and both weekend days
3. At least 4 peak periods, potentially more
4. Occur midweek with school in session to account for typical commuter patterns (may be in summer season if summer land use is critical to study, i.e. beach traffic)

The current traffic study meets all the standard guidelines that guide studies citywide that are reviewed by NYC DOT, i.e. ULURP actions, redevelopments, DOT projects, etc.

Traffic Study

Existing Conditions

- Counts occurred in May 2024 on Wednesday, Saturday and Sunday
- 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	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

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

Data Quality Control

- Majority of the weekday counts were conducted on Wednesday, May 1st, a break day when the Trump Trial was not in session
- DOT evaluated historical traffic data from 2017-2023 for comparison and found no impacts of trial on data collection
- Only major change was traffic volume on Worth St, which was historically under major construction and most likely reduced vehicular volume in the past
- Pedestrian and Bicycle volumes were also unaffected

Weekday AM 7:45 – 8:45 AM		Pre Study (2017-2023)	Traffic Study	Average
Street	Cross Street	Average	2024	% Change
Park Row	Worth St	1,077	1,141	6%
Worth St	Baxter	306	632	107%
Bowery	East Broadway	754	900	19%
Bowery	Division	806	871	8%
St James Pl	Madison St	1,070	1,097	3%
Madison St	Oliver St	482	519	8%

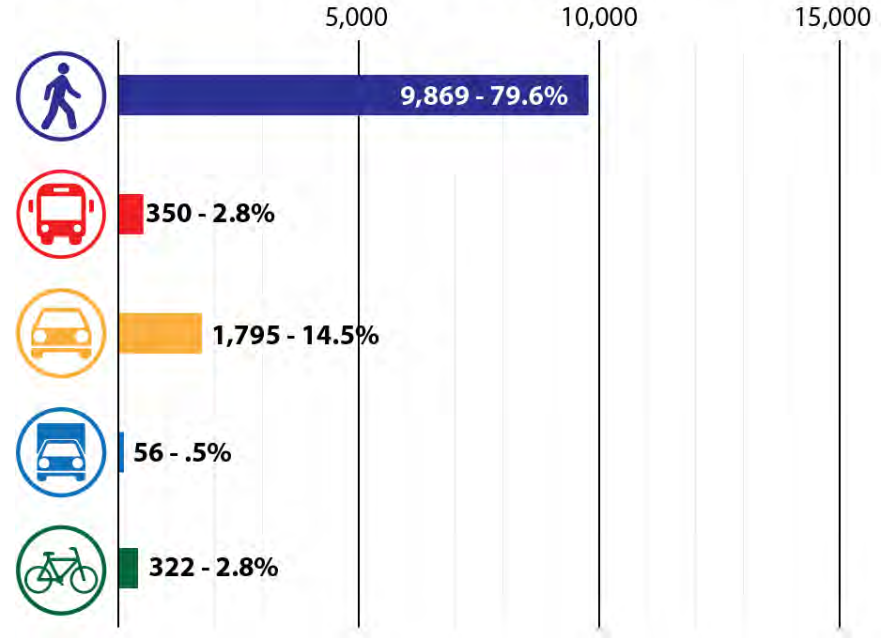
Weekday PM 16:30 – 17:30 PM		Pre Study (2017-2023)	Traffic Study	Average
Street	Cross Street	Average	2024	% Change
Park Row	Worth St	1,101	1,362	24%
Worth St	Baxter	410	780	90%
Bowery	East Broadway	937	1,175	25%
Bowery	Division	1,117	1,125	1%
St James Pl	Madison St	1,076	1,094	2%
Madison St	Oliver St	575	528	-8%

Traffic Study

Modal Share

- Pedestrians are the largest mode of travel in the square, representing ~80% of users (85% in midday)
- Vehicle volumes are relatively consistent across all peak periods
- Weekend volumes match weeknight volumes

Kimlau Square Mode Share (PM Peak Hour)



Peak Hour	Pedestrians	Cyclists*	Cars	Trucks	Bus Riders	Total
AM 7:45-8:45	5,754	197	1,406	116	343	7,816
MD 12:15-1:15	11,227	291	1,456	132	NA	13,106
PM 4:30-5:30	9,869	322	1,795	56	350	12,392
SAT 4:45-5:45	9,997	279	1,784	27	NA	12,087



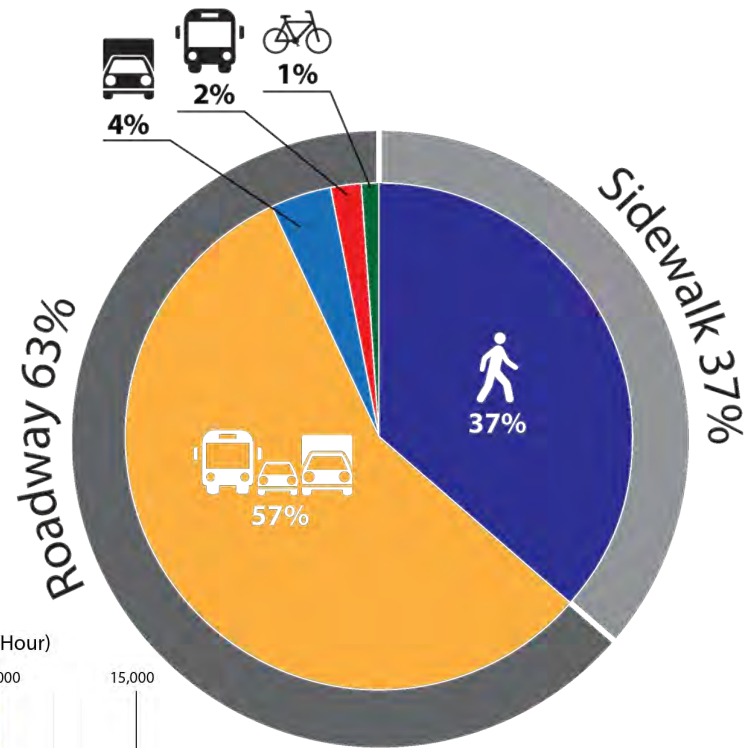
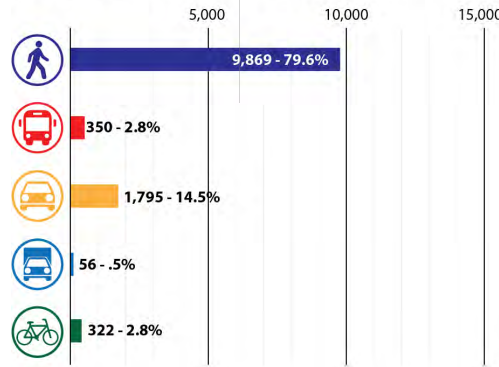
Peak volume

Traffic Study

Road Share

- Kimlau/Chatham 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

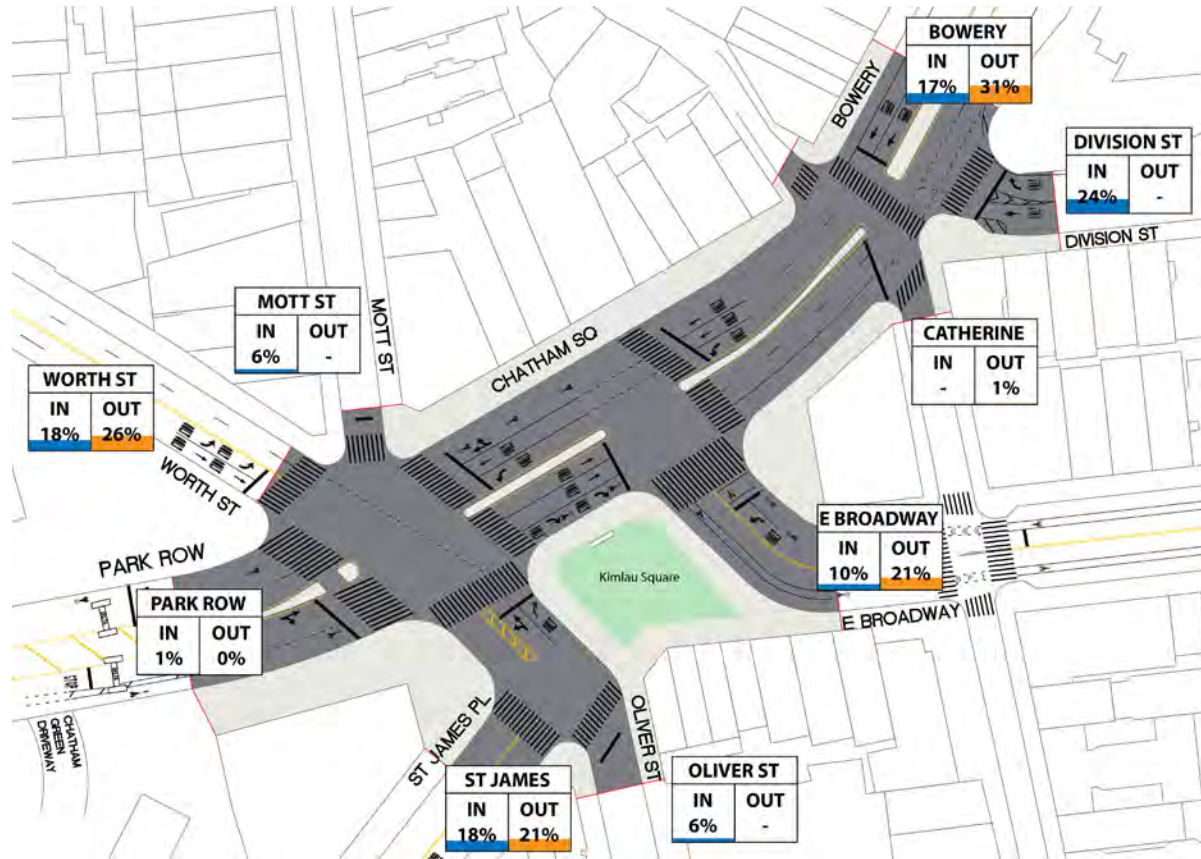
Kimlau Square Mode Share (PM Peak Hour)



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

Vehicular Flows

Using available Origin/Destination* data, DOT found that:

AM Peak Hour (8-9AM) – Tues, Wed, Thurs

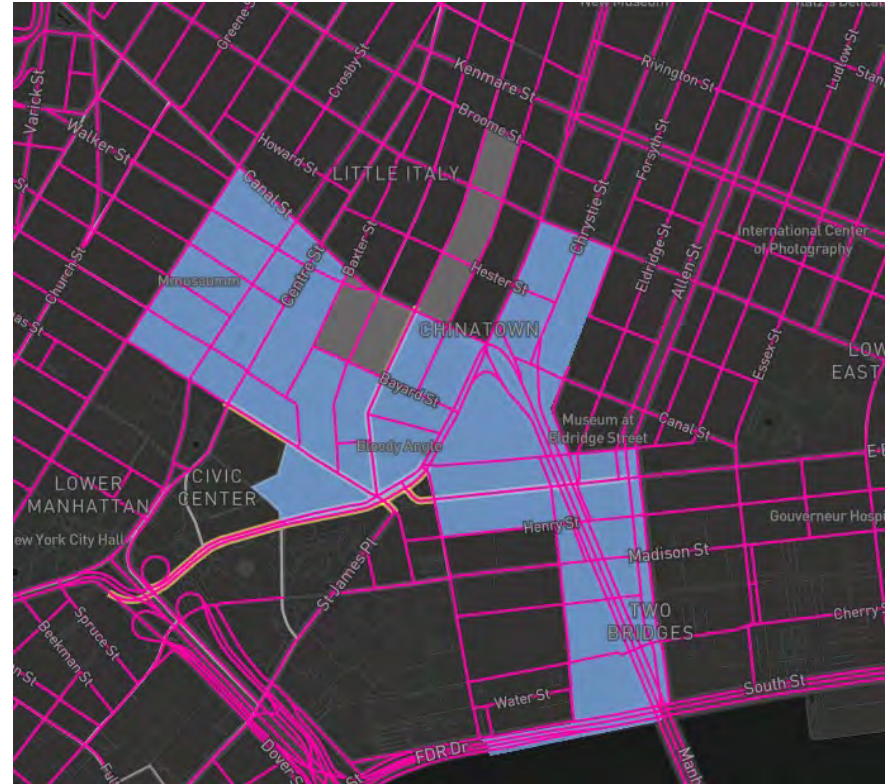
- 58% of trips passing through Kimlau Square have destinations in Chinatown*
- 19% of trips passing through Kimlau Square have origins in Chinatown*

PM Peak Hour (5-6PM) – Tues, Wed, Thurs

- 24% of trips passing through Kimlau Square have destinations in Chinatown*
- 47% of trips passing through Kimlau Square have origins in Chinatown*

Available Origin/Destination is a subset off all trips and data points may not be fully reflective of all movements

*Origin/Destination data is based on census blocks



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



Origins



Destinations



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



Traffic Study

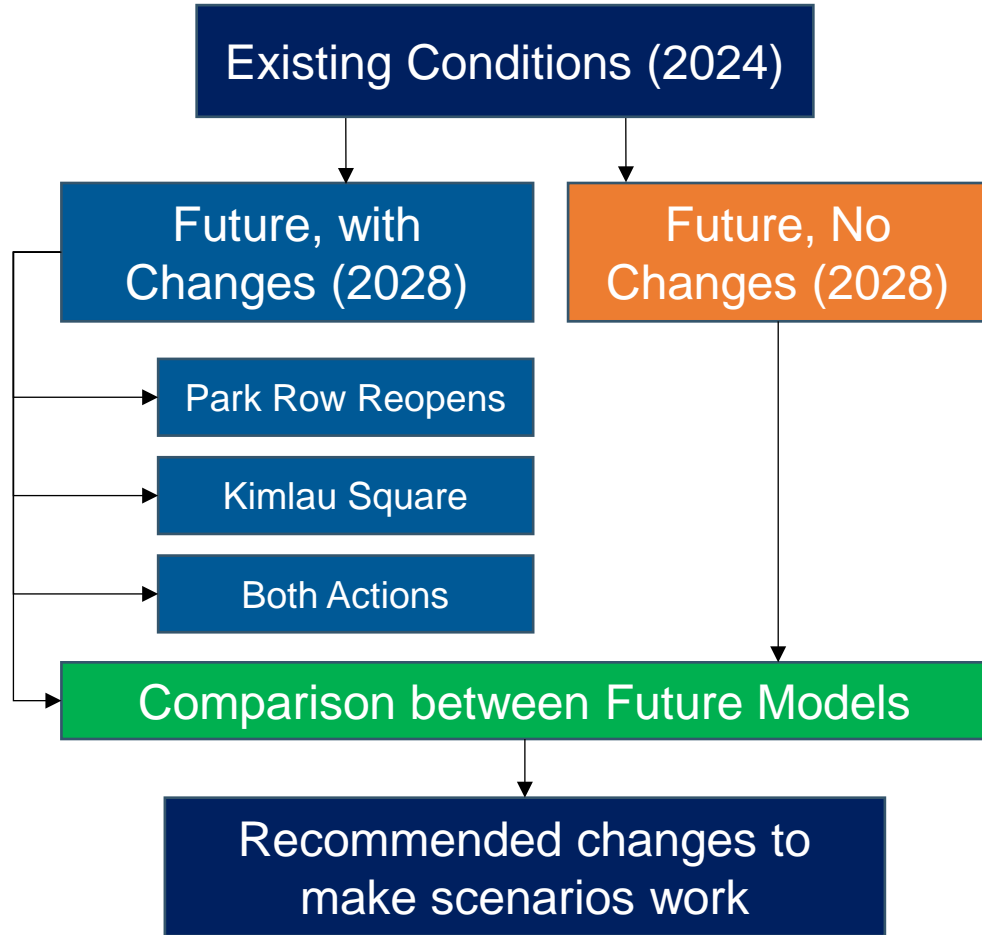
Scenario Modeling

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

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Appendix

Historical Counts (Vehicles)

Weekday AM 7:45 – 8:45 AM		Historic Traffic Data (All Vehicular Traffic in Intersection)						Pre Study		Traffic Study	Average	Max
Street	Cross Street	2017	2018	2019	COVID	2022	2023	Average	Max	2024	% Change	% Change
Park Row	Worth St	959		1,239		1,033		1,077	1,239	1,141	6%	-8%
Worth St	Baxter			306				306	306	632	107%	107%
Bowery	East Broadway	780				727		754	780	900	19%	15%
Bowery	Division	839				772		806	839	871	8%	4%
St James Pl	Madison St		1,049				1,090	1,070	1,090	1,097	3%	1%
Madison St	Oliver St						482	482	482	519	8%	8%

Weekday PM 16:30 – 17:30 PM		Historic Traffic Data (All Vehicular Traffic in Intersection)						Pre Study		Traffic Study	Average	Max
Street	Cross Street	2017	2018	2019	COVID	2022	2023	Average	Max	2024	% Change	% Change
Park Row	Worth St	921		1,155		1,227		1,101	1,227	1,362	24%	11%
Worth St	Baxter			410				410	410	780	90%	90%
Bowery	East Broadway	815				1,058		937	1,058	1,175	25%	11%
Bowery	Division	1,042				1,192		1,117	1,192	1,125	1%	-6%
St James Pl	Madison St		1,092				1,059	1,076	1,092	1,094	2%	0%
Madison St	Oliver St						575	575	575	528	-8%	-8%

Historical Counts (Peds/Bikes)

Weekday AM 7:45 – 8:45 AM		Pedestrian Counts In Crosswalks						Pre Study		Traffic Study	Average	Max
Street	Cross Street	2017	2018	2019	COVID	2022	2023	Average	Max	2024	% Change	% Change
Park Row	Worth St	2,175						2,175	2,175	1,990	-9%	-9%

Weekday PM 16:30 – 17:30 PM		Pedestrian Counts In Crosswalks						Pre Study		Traffic Study	Average	Max
Street	Cross Street	2017	2018	2019	COVID	2022	2023	Average	Max	2024	% Change	% Change
Park Row	Worth St	3,957						3,957	3,957	3,453	-13%	-13%

Weekday AM 7:45 – 8:45 AM		Bike Counts On Street						Pre Study		Traffic Study	Average	Max
Street	Cross Street	2017	2018	2019	COVID	2022	2023	Average	Max	2024	% Change	% Change
Bowery	East Broadway	98			102			100	102	139	39%	36%

Weekday PM 16:30 – 17:30 PM		Bike Counts						Pre Study		Traffic Study	Average	Max
Street	Cross Street	2017*	2018	2019	COVID	2022	2023	Average	Max	2024	% Change	% Change
Bowery	East Broadway	94			211			153	211	236	55%	12%

*Predates two-way bike path being added to Park Row

Previous Conditions

