



Chinatown Connections

NYC/EDC



Manhattan Community Board 3
Transportation Committee March 2025

Traffic Study Updates Agenda

- Schedule/Timeline
- Overview of the full study
- Estimated Park Row Reopening Volumes
- How reopening Park Row changes operations at Kimlau Square

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: | Completed - January 2025 |
| ▪ Proposed Conditions Analysis
(Park Row/Kimlau Square): | Expected March 2025 |
| ▪ Interim Results of Full Study: | Expected April 2025 |
| ▪ Final Technical Report: | Expected May 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.

Modeled reopened Park Row in AM/PM in Lower Manhattan Network Model

Determined changes in volume throughout Lower Manhattan network as a percentage

Applied percentage changes to 2024 volumes

Compared volumes to other sources (One Police Plaza Security Plan EIS)

Developed Final Traffic Flow Maps

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

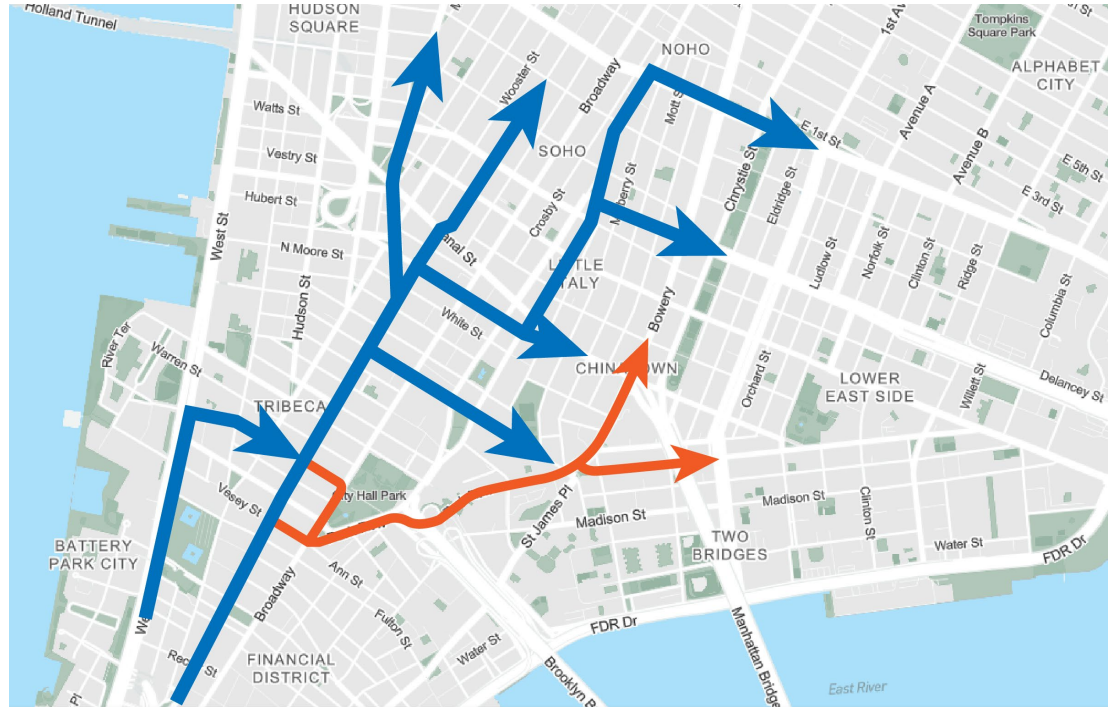


Potential Routes to Kimlau Square with Reopened Park Row



Neighborhood Level Origins for Park Row

-  **Current Route East Side**
-  **Potential Routes to East Side
with Reopened Park Row**

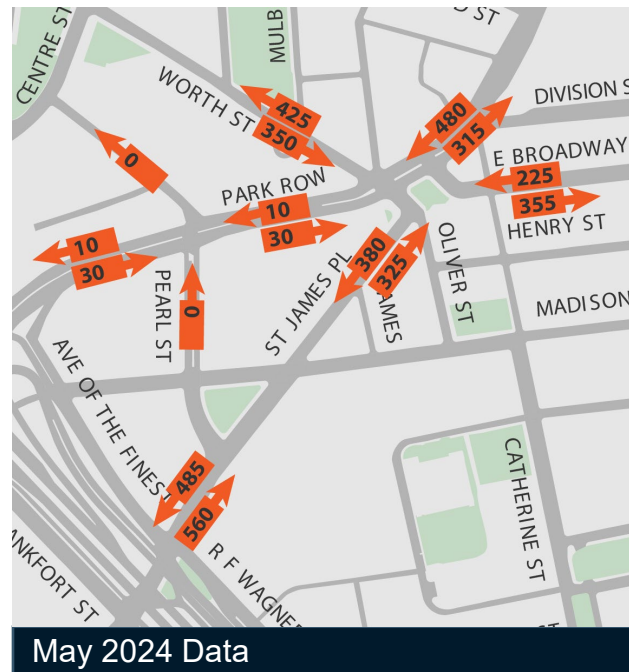
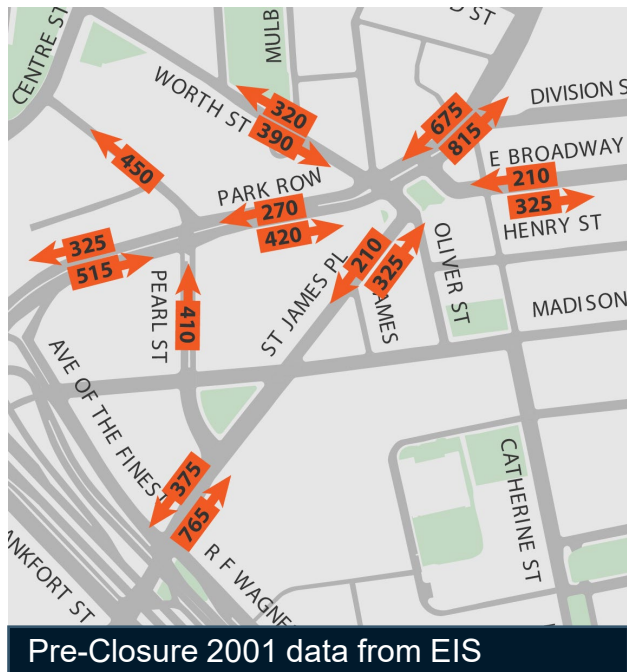


Traffic Study

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

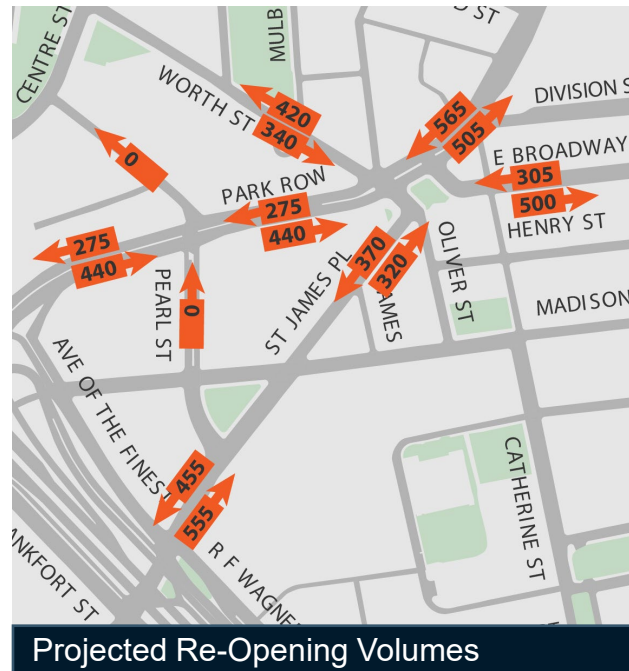
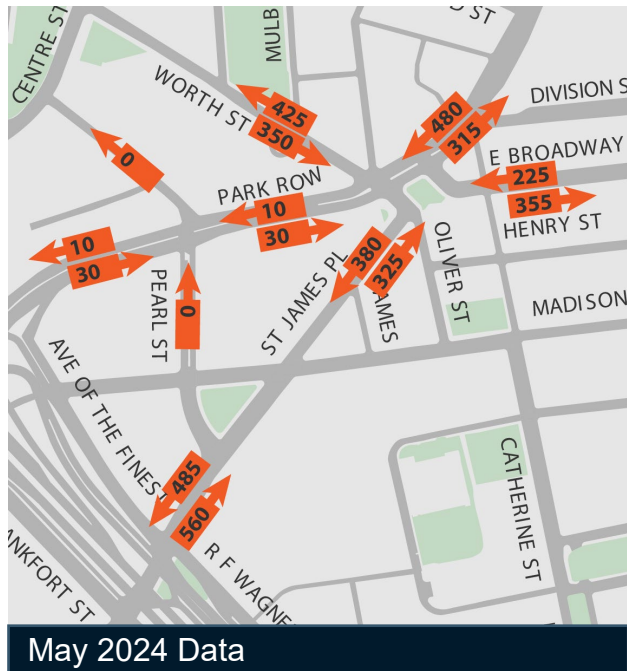


Traffic Study

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

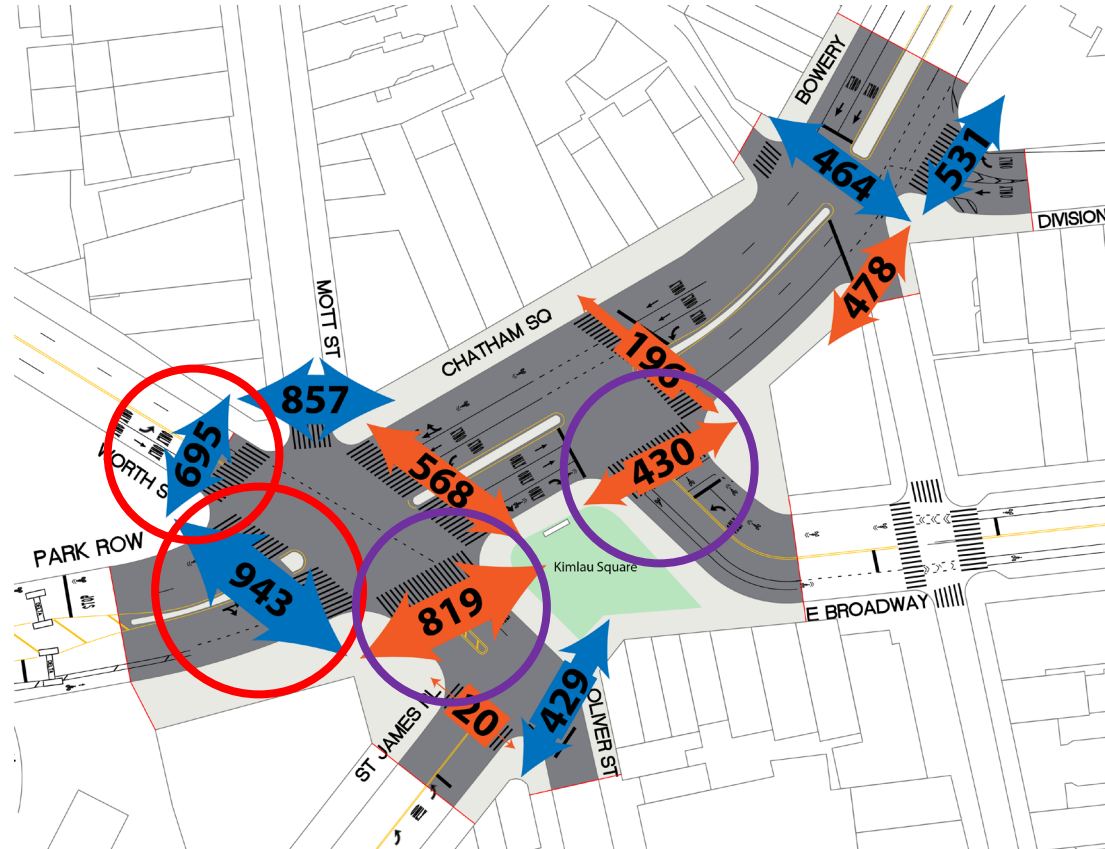


Traffic Study

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)

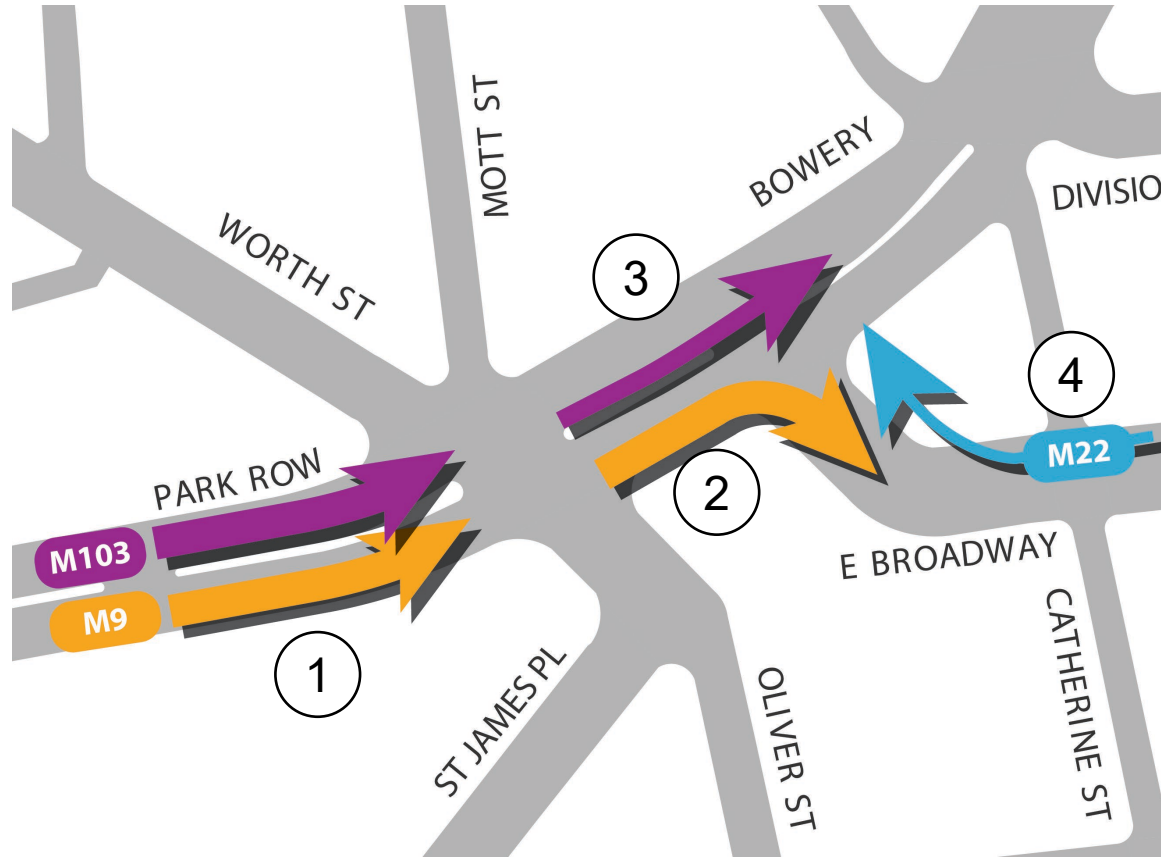


Current Pedestrian Volumes and Crosswalk Conflicts

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)



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



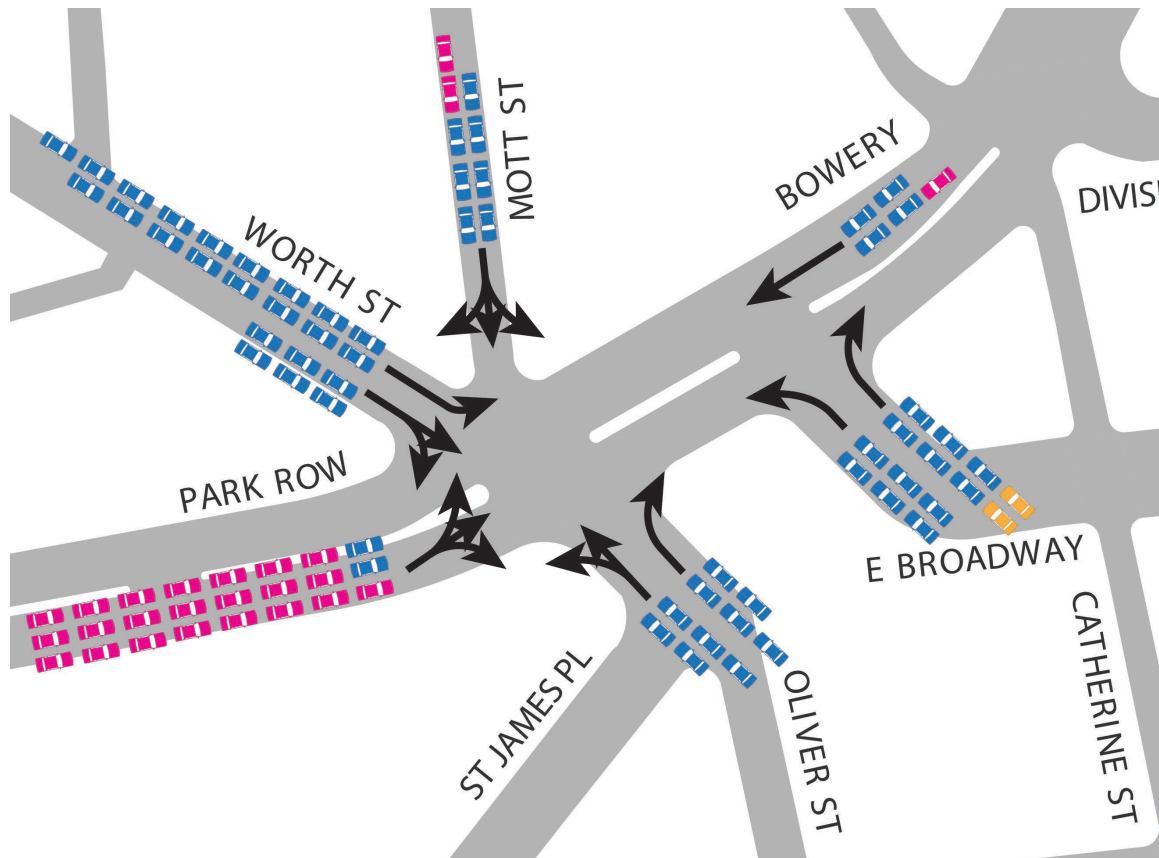
of Current Vehicles Queueing



of New Vehicles Queueing



of Eliminated Vehicles Queueing



Full analysis is still in progress, initial results should be considered draft
Vehicle queues are graphic in nature and do not represent lane geometry

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



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: | Completed - January 2025 |
| ■ Proposed Conditions Analysis
(Park Row/Kimlau Square): | Expected March 2025 |
| ■ Interim Results of Full Study: | Expected April 2025 |
| ■ Final Technical Report: | Expected May 2025 |

Q&A

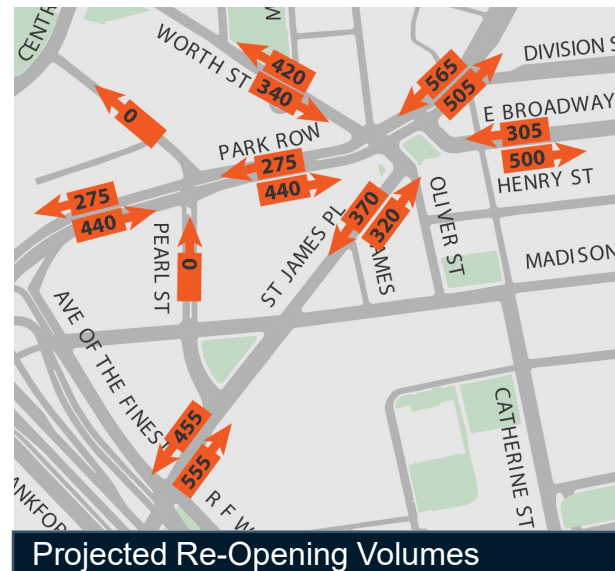
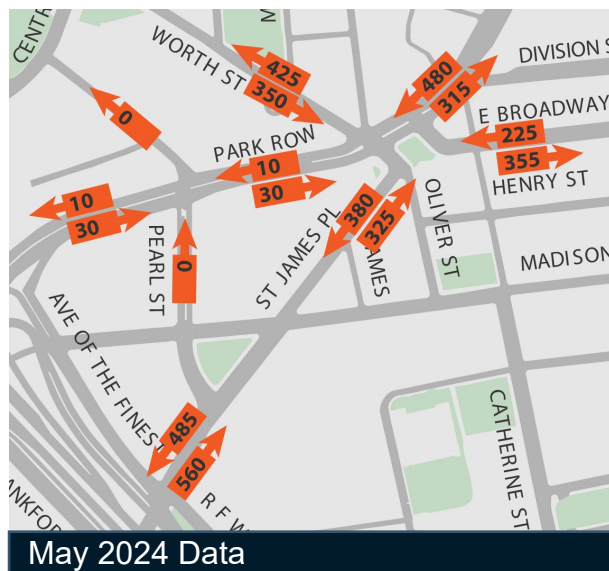
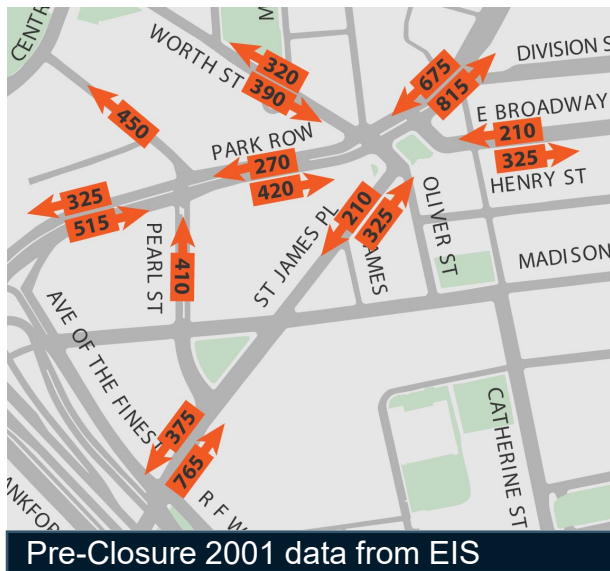


Appendix



Traffic Study

PM Peak Comparisons



Traffic Study

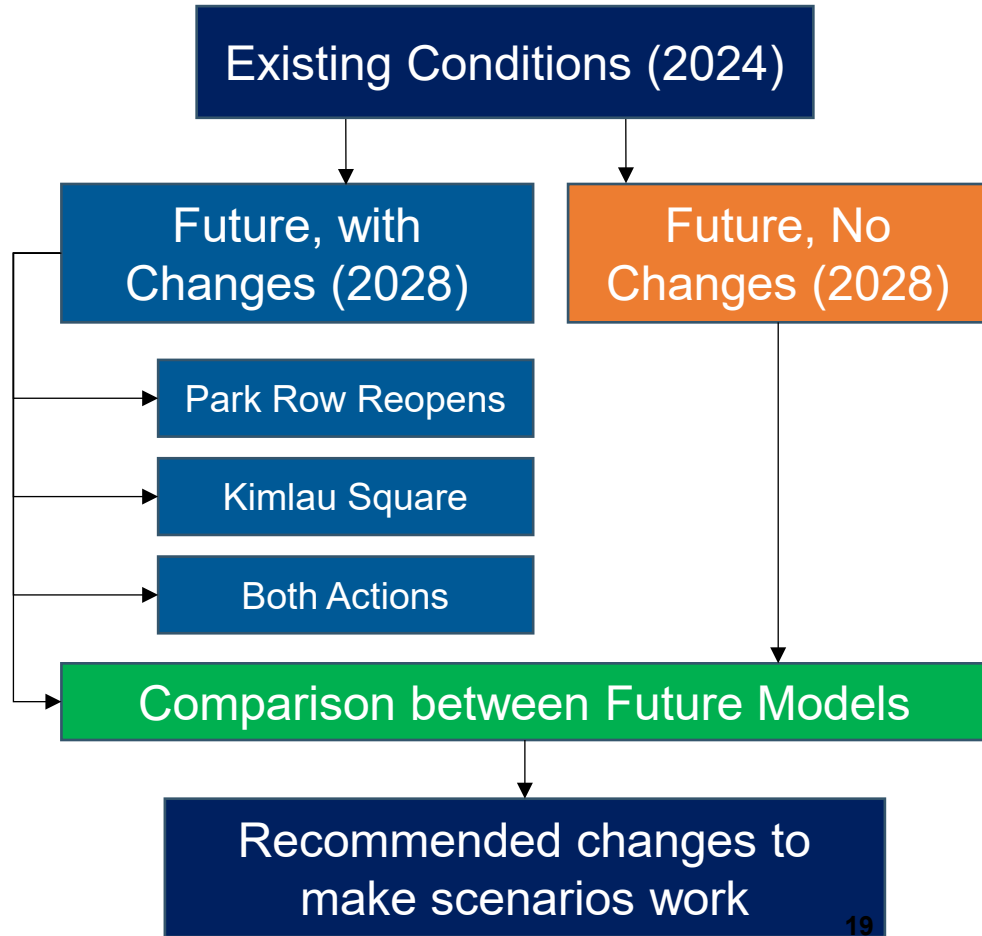
Scenario Modeling

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

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%

Volume Shifts under Reopening

-

