

## Canal Area Transportation Study (CATS) Track II

### Guiding Principles

#### Purpose

CATS Track II improvement scenarios will be based on a clear statement of values and principles. In addition, future decisions pertaining to the physical development of improvements should also reflect the Guiding Principles established in this study. A clear and efficient framework of comprehensive decision-making is needed to help to create an ethic of sustained implementation which will be understood and embraced by the communities and stakeholders involved in CATS Track II.

It is important that Guiding Principles be established early in the planning process to help guide the development, evaluation and selection of improvement scenarios. The key to the establishment of appropriate Guiding Principles is that a consensus be reached regarding the identification of issues and the shared vision for the study area.

The Guiding Principles will reflect the diverse functions of Canal Street. Though the study will be focused on the Canal Street corridor within a study area approximately bounded by Houston Street to the north and Chambers Street to the south, other areas that are affected by conditions on Canal Street will be considered. For guiding principles that are regional in nature, these other areas may include Brooklyn, Staten Island and portions of New Jersey.

The CATS Track II Guiding Principles, presented below, build on previous community input, and the values and themes that have guided other related studies, including CATS Track I, the LMDC Chinatown Access and Circulation Study, and the AAFE Rebuild Chinatown Initiative. These principles will be used as standards for identifying, evaluating and determining the appropriateness of future actions and initiatives proposed in CATS Track II. As such, these principles will play a key role in the development and screening of improvement scenarios in Task 5, and where appropriate, in the evaluation of improvement scenarios in Task 6.

The Guiding Principles are grouped under the overall themes of:

- Quality of Life
- Accessibility
- Mobility
- Safety
- Implementability

The following are the Guiding Principles and their proposed definitions:

### **Quality of Life - Enhance the community and livability within the community**

#### **Guiding Principles:**

**1 Protect and reinforce community identities**

**Definition:** The potential of the alternative to reflect that the neighborhoods of the CATS Track II study area are some of the most vibrant and distinct in New York City and that Canal Street serves as a Main Street. The special identity of these neighborhoods should be addressed as context sensitive transportation alternatives are considered in CATS Track II.

**2 Enhance the pedestrian environment**

**Definition:** The potential of the alternative to enhance the pedestrian environment through various means, involving access, mobility and safety, while recognizing the need to preserve the character of neighborhoods along Canal Street.

**3 Minimize traffic intrusion into residential neighborhoods and other sensitive areas**

**Definition:** The potential of the alternative to reduce the volume of through-traffic in residential neighborhoods or in proximity to other sensitive areas. Residential and other sensitive areas will be identified during the land use investigations.

**4 Support economic vitality and growth in the study area**

**Definition:** The potential of the alternative to support or enhance the area's economic vitality and growth.

**5 Reduce vehicle emissions**

**Definition:** The potential of the alternative to improve air quality both locally and regionally and as related to traffic volume, vehicle mix, vehicle operating characteristics and local geometry. Poor air quality is recognized to have an adverse effect on health.

**6 Reduce noise**

**Definition:** The potential of the alternative to reduce noise as it relates to traffic volume, vehicle mix (bus and truck), vehicle operating characteristics (horn honking) and local geometry.

### **Accessibility - Improve circulation within the study area**

#### **Guiding Principles:**

**1 Improve pedestrian movement**

**Definition:** The potential of the alternative to improve pedestrian movement, including that in crossing streets, on sidewalks and circulating within the study area.

- 2 Reduce traffic congestion**  
**Definition:** The potential of the alternative to reduce traffic congestion through demand management, increasing capacity, improving traffic operations or promoting the efficient usage of the roadway system.
- 3 Improve the efficiency of goods delivery**  
**Definition:** The potential of the alternative to improve the efficiency of goods delivery by reducing congestion and increasing the availability or certainty of loading/unloading space. An alternative also can reduce travel time and congestion by managing goods delivery in terms of location and timing.
- 4 Improve transit access**  
**Definition:** The potential of the alternative to improve transit access, including the availability and functionality of stops/stations, and ease of circulation by transit within the study area.
- 5 Improve parking conditions**  
**Definition:** The potential of the alternative to improve parking conditions, including increasing the availability of on-street or off-street parking for visitors, employees or residents either through supply, pricing or regulation or the more efficient use of existing parking capacity. Parking cost is also a factor.

#### **Mobility - Improve travel within the region and into and out of the study area**

##### **Guiding Principles:**

- 1 Improve travel to and from the rest of Manhattan**  
**Definition:** The potential for the alternative to improve the connectivity of the study area to the rest of Manhattan.
- 2 Accommodate regional travel (i.e. trips with both an origin and destination outside of Manhattan)**  
**Definition:** The potential for the alternative to improve mobility as it relates to the regional roadway network as well as connecting the study area to the rest of the region.
- 3 Enhance transit service/connectivity**  
**Definition:** The potential of the alternative to improve transit service and connectivity of the study area to the rest of New York City and the region.
- 4 Enhance travel reliability**  
**Definition:** The potential of the alternative to enhance travel reliability as related to improving the predictability of completing a trip within a specific time period.
- 5 Promote efficient and balanced usage of the regional transportation system**  
**Definition:** The potential of the alternative to promote a more balanced and efficient usage of existing roadway or transit capacity.

## **Safety - Enhance safety for pedestrians and motorists**

### **Guiding Principles:**

#### **1 Reduce vehicle/pedestrian conflicts**

**Definition:** The potential of the alternative to reduce conflicts between pedestrians and vehicles (including trucks, buses and automobiles) at crosswalks and mid-blocks to result in fewer crashes and potentially increase capacity for both pedestrians and vehicles.

#### **2 Reduce vehicle/vehicle conflicts**

**Definition:** The potential of the alternative to reduce vehicle/vehicle conflicts at intersections and at mid-blocks to result in fewer crashes and potentially increase capacity.

#### **3 Promote safe street environments**

**Definition:** The potential of the alternative to maintain a safe environment through sidewalk and roadway design, lighting and promoting amenities and land uses that attract pedestrian activity in an effort to discourage illegal activities and encourage a safer atmosphere.

## **Implementability - Develop realistic, constructible and feasible solutions**

### **Guiding Principles:**

#### **1 Reflect existing physical constraints**

**Definition:** The extent to which the alternative is contained within the public right-of-way, causing minimal disruption to the community.

#### **2 Be financially affordable and conform to study budget**

**Definition:** The estimated cost of the alternative should be judged affordable by the implementing agency, should not conflict with agency budgetary or fiduciary requirements and should not be more costly than another alternative that achieves the same objectives.

#### **3 Fit into medium (3-10 Years) or long-term (10-20 Years) time frame**

**Definition:** The alternative can be adopted or constructed within these time frames.

#### **4 Conform to existing statutes, institutional policies and practices**

**Definition:** The alternative should not conflict with existing Steering Committee agency policies, governing regulations, and/or enabling legislation.

#### **5 Avoid adverse impacts locally and regionally**

**Definition:** The alternative should not exhibit the potential to generate adverse impacts within the study area or shift a problem to another area.

