

Canal Area Transportation Study, Track II

DRAFT – 8/02/05

Summary of Community Meetings

Date & Time: Session 1: June 7, 2005, 3:00 pm – 5:30 pm
 Session 2: June 7, 2005, 6:30 pm – 9:00 pm
 Session 3: June 8, 2005, 6:30 pm – 9:00 pm

Location: Sessions 1 & 2
 New York Law School
 47-55 Worth Street
 New York, NY

 Session 3
 Confucius Plaza Community Room
 33 Bowery
 New York, NY

Subject: CATS Track II

Attachments: Written comments received from the public

On June 7 & 8, 2005, the New York Metropolitan Transportation Council (NYMTC) sponsored a series of three community meetings for the Canal Area Transportation Study Track II (CATS II). Over 150 members of the public and representatives of agencies and the media attended these three meetings.

Attendees had the opportunity at the beginning of each meeting, to interact with the study team and review board stations covering the following topics:

- Study Overview
- Physical Characteristics
- Vehicular Traffic – Study Area
- Safety
- Canal Street – Main Street and Regional Link
- Land Use, Population and Employment
- Transit Service
- Parking
- Neighborhood and Community Places
- CATS Track I Accomplishments
- Preliminary Traffic Volume Flow Maps

Introduction

At the start of the Community Meeting presentation, Aizaz Ahmed, CATS II Project Manager for NYMTC, welcomed the attendees and introduced himself, the NYMTC staff, and members of the CATS II Steering Committee. Mr. Ahmed turned the discussion over to Gerry Bogacz of NYMTC, who gave a brief background on NYMTC and a history of CATS Track I. Mr. Ahmed

then discussed the purpose of CATS II, and the community meetings. He then turned the presentation over to Jerry Gluck of Urbitran Associates, the consultant team's project manager.

Mr. Gluck gave a brief presentation covering the information presented at the board stations.

Participants raised a few questions about the study's data collection efforts:

- Is the study team measuring the actual number of vehicles on Canal Street? What do the numbers represent, and where were they attained from?
 - Mr. Gluck responded that detailed vehicle classification counts were collected at three locations. Turning movements and less-detailed vehicle classifications were also recorded at intersections along the Canal Street corridor.
- Traffic numbers are lower than 10-12 years ago because of 9/11 and the closing of Park Row. What is the study team going to do to account for that? At some point traffic is going to readjust. The Park Row EIS is not shown as part of the coordination with other studies. It will be important for CATS II to look at where that study is headed and to use that data.
 - Mr. Gluck informed the attendees that the study team is collecting data to identify current conditions. This will be compared to pre 9/11. The Park Row EIS will be included in the coordination with other studies.

Guiding Principles

The study team presented the draft Guiding Principles to the community and asked attendees for input, noting that public input is important in the development of these principles. These principles will serve two main purposes – they will be used to help identify improvement scenarios to be progressed forward and then used to assist in the evaluation of these scenarios. It was noted that these draft Guiding Principles build on previous community input and the values and themes that have guided other related studies. The guiding principles are organized into the following five themes: quality of life, accessibility, mobility, safety, and implementability.

The following is community input on the guiding principles, organized into the five themes:

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

- Many of the Guiding Principles focus on pedestrian issues, but the data collected is vehicle based. Emphasis seems to be on improving traffic but not pedestrian flow. Is there a potential built-in bias?
 - Mr. Gluck responded that due to time limitations for these meetings, the study team was unable to present all of the data, but that pedestrian counts had been done at various intersections along Canal Street.
 - Mr. Ahmed added that the traffic simulation model would be able to reflect pedestrian traffic.
- A participant asked for an explanation of the Best Practices Model (BPM).
 - Kuo-Ann Chiao, of NYMTC, explained that NYMTC's BPM is a tool that forecasts future traffic and transportation usage levels. It covers 28 counties in New York, New Jersey, and Connecticut and includes all modes of travel, vehicle types, and

agency jurisdictions. It was developed based on 11,000 household traffic surveys and is used for all major transportation investment studies in the region. Mr. Chiao invited the public to come to NYMTC's offices for a demonstration of and literature about the BPM.

- The Guiding Principles about economic development should be strengthened.
- There should be an acknowledgement that through traffic does not help economic activity, but that street vendors do.
- Does Quality of Life include human behavior patterns and stimuli that would influence traffic? There are many things that influence behavior in traffic. Signage can be off-putting (i.e. new high intensity walk signs are more intimidating than the "Don't Walk" signs).
- Canal Street has a particular design and character, including a certain "grittiness". The Guiding Principles should make a statement about these qualities.
 - Part of Quality of Life is the need to protect and reinforce the character and identity of the neighborhood.
 - The character of Canal Street was not taken into account during the design of the Laight Street Park.
 - Chinatown has something unique to offer and is an attraction for tourists. There needs to be room for that in the study.
 - Context sensitive design principles should be reflected in the guiding principles.
- Part of Quality of Life is being heard and having complaints addressed. The City needs a problem tracking system, similar to 311, so that complaints can be logged and tracked.

Accessibility - Improve circulation within the study area

- A CATS I Early Implementation Task Force member expressed concern that their committee was not kept apprised of the CATS II process.
 - Mr. Bogacz noted there were extensive discussions at EITF meetings about CATS II.
- Are there incentives for trucks to use Canal Street late at night that could be considered?
 - Mr. Bogacz responded that regionally, incentives have been examined, but a lot depends on when deliveries have to be made. Not all of them can be made late at night.
- The study should consider underground passages for pedestrians by linking subway stations. People could be enticed to use them by allowing shops in the stations.
 - Mr. Bogacz noted that one of the improvements from CATS I is a test of an underpass at the Canal Street A, C, and E station.
- There needs to be more emphasis on enhancing accessibility through transit.
 - Public transit is worse now than in the past. There are fewer buses and they are harder to use. Businesses are suffering because of this.

- The community worked hard to get the M103 bus back on Park Row. CATS II needs to acknowledge that people will need Park Row to access the new World Trade Center.
- As part of accessibility, it is important to investigate how close to capacity Canal Street is. It is probably past that point already.
- Traffic is one of the most visible and impressive elements of Chinatown. However, it is making the Chinatown community inaccessible. There should be some resolution to the Verrazano-Narrows Bridge toll question.
- There are restrictions in some areas about where street artists can locate. The community should be accessible and hospitable to certain types of street life. Street artists are exercising their freedom of speech. The police need to understand this and CATS II needs to enable this. Street closures might help by giving artists a place to locate, but the issue is very complicated.

Parking was a significant issue discussed at the community meetings:

- A contributing cause of the congestion problem on Canal Street is insufficient parking capacity, particularly for residents and business owners.
- Lack of parking is affecting businesses and quality of life in the study area.
- A lot of excess congestion is caused because people have nowhere to pull over.
- Part of problem is the courthouses. Police placards allow their personnel to park anywhere. There are 33,000 free parking placards with another third more that have been forged. Placard parking reduces the number of parking spaces that could be used by residents. Perhaps these placarded vehicles could use the municipal garage on Park Row.
- It is a waste of taxpayer money to subsidize on-street parking. The City is not collecting sales tax that would be made from private parking garages. Parking does not have to be in prime spots. Give the space back to pedestrians and shop owners.
 - Mr. Bogacz explained that, as an outcome of CATS I, the City will initiate a muni-meter pilot on-street parking program which will allow pricing variations based on time of day and length of stay. It will also help increase supply by allowing vehicles to park anywhere along the curb. Enforcement is still being discussed with NYPD.
- The community is often told that muni-meters will add 20% more parking spaces per block, but who controls the pricing structure? Currently it costs \$4 to park at a muni-meter on Centre Street, but only \$1 at a meter on Mott Street.
- Currently there are only two municipal parking facilities for the Chinatown area, how do we get the municipal garage on Park Row back?
 - Mr. Ahmed noted that the Rebuild Chinatown Initiative (RCI) looked at parking under the FDR Drive as well as underground parking to increase supply. CATS II will be looking at parking issues in the Canal Street area.

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

- Why is truck traffic not spread more evenly throughout the city? There are truck restrictions on the Williamsburg Bridge with notices on the Brooklyn-Queens Expressway diverting trucks from the Williamsburg Bridge to the Manhattan Bridge.

- David Stein of NYCDOT explained that there are temporary and intermittent bans on truck traffic at the Williamsburg Bridge.

Participants brought up the issue of toll structure in the region.

- Extensive development is planned for Downtown Brooklyn. This will generate a lot of traffic, of which a significant portion is going to flow over bridges into the Chinatown area. Pricing and land use are the two solutions. Tolling the East River Bridges could improve traffic and transit operation.
- The truck traffic is on Canal Street because the Verrazano-Narrows Bridge toll is too expensive. The toll structure has a great impact on the study area and causes Manhattan to suffer excess traffic. A more equitable toll structure should be a long-term goal.
- Restoring two-way tolls would help redistribute regional traffic, but East River Bridge tolls would help ease congestion more along Canal Street.
- Is tolling trucks coming across the Manhattan Bridge a possibility?
 - Mr. Bogacz explained that changes to the regional toll structure were not within the regulatory authority of the implementing agencies, but that truck traffic had been reduced because of restrictions at the Holland Tunnel. He explained that this was the type of traffic management that could be explored under CATS II, within the current regulatory authority of the member agencies.

Safety - Enhance safety for pedestrians and motorists

- 35 years ago, a speeding truck killed a family member walking in Chinatown. No substantial changes have been made since that time and the only proposed solutions have been new signage. What else can be done?
 - Mr. Bogacz acknowledged that it is physically the same intersection and that up to now signage has been the only feasible option.
 - Mr. Ahmed added that safety improvements may not be short-term projects, but could require capital investment. CATS II will be exploring safety improvements.
- CATS II needs to look at pedestrian safety.
 - Many of the city's articulated buses arrive in bunches in the study area, which makes it difficult for pedestrians to cross the street.
 - Lighting is also a safety issue that needs to be addressed, not just along Canal Street but under the Manhattan Bridge as well.
 - Criminal activity and long dark passageways discourage subway usage during off-peak hours.

Implementability - Develop realistic, constructible and feasible solutions

- The community needs short-term help, not a focus on farfetched ideas.
 - Mr. Bogacz explained the connection between CATS I and CATS II, and how CATS I was designed to address those short-term needs (high visibility crosswalks, speed bumps, etc). Mr. Bogacz informed the audience that in the

handout packet was a list of the improvements from CATS I that are planned for the next few months.

- Mr. Gluck added that the timing of CATS II and NYCDOT's reconstruction of Canal Street offers an important opportunity for the community to have their ideas incorporated into that long-term project.
- CATS II is a planning study that should be looking at "what ifs." If certain things are off limits, such as the regional toll structure, the public is never going to get the answer it needs about how to address congestion in the corridor. CATS II should look at tolling and use the modeling process that has been developed at the public's expense. Without detailed analysis, changes in toll structures will not be possible. Tolls could be implemented within 90 days if there was the will to do it.
- CATS II needs to set priorities about what should be done first. What is the root cause of the problems? Where is the biggest benefit for the least cost?
- An attendee complained that two years ago, he had provided NYMTC an 18-point list on how to improve transportation in the area but nothing had happened.
 - Mr. Bogacz asked the attendee to provide a copy of the list and he would look into it.

Other Proposed Guiding Principles

In addition to those presented by the study team, members of the community raised other possible guiding principles to consider.

Reducing Vehicle Miles Traveled (VMT)

- The Guiding Principles could include reducing VMT in the Canal Street corridor.

Interagency coordination

- This is a trans-jurisdictional corridor. There are problems with communication and cooperation among the agencies. This should be addressed in the Guiding Principles.

Future Growth

- An attendee asked how CATS II would account for future growth and the resulting increase in traffic.
 - Mr. Gluck responded that the study team would evaluate several land use scenarios and project future traffic conditions using NYMTC's BPM.
- Land use is only one element. Population growth has exacerbated the parking problem in the City. DCP needs to do a better job of addressing the parking problem. The City is facilitating zoning changes to promote growth without thinking about how those changes impact Canal Street, particularly west of Hudson Street.

- The Guiding Principles should anticipate future growth by looking at future demand and zoning changes. The study should look at long-term regional planning and well as probable long-term changes in technology (both vehicular and other).

Community Places

Tom Curley, of HOK, gave a presentation on Neighborhood and Community Places that focused on five main subjects:

- Neighborhood Character
- Neighborhood Connections
- “Architecture” of the Community Space
- Canal Street Character
- Safety and Comfort

The community provided the following input:

- Services for the residential neighborhoods in the study area need to be accommodated.
- A participant raised an issue about the relationship between businesses, particularly in Chinatown, and the police. Shop owners are in a constant battle with police over sidewalk space. Stores may extend three feet now, but will probably extend more in the future. One of the reasons Chinatown is so crowded is that business operators are fighting to make a living and will use any possible space.
- Participants questioned the legality of shops extending onto the sidewalk. An attendee responded that in some cases it is a matter of right, but it depends on the property. Another participant said that the Department of City Planning was working on a new permitting ordinance, to which a different attendee questioned if permitting would make any difference. Though this may be an historic activity, it creates the problem of pedestrian congestion on the sidewalk.
- There was disagreement among participants about no-longer used, raised loading docks common to many shops in the study area. Some viewed them as harmful to pedestrians, while others felt they need to be preserved to maintain the history and character of the neighborhood, and that widening the sidewalks was a better solution
- There needs to be better sanitation enforcement and a greater effort to repair potholes.
- The study team should inventory each block face to determine usage and interview merchants to determine how people get to and from their stores.
- The study needs to get street furniture off the corners and enforce it.
- Stores should be encouraged to put benches in front of their shops.
- Chinese language signs should be placed on the newsstands indicating that pedestrians should wait to cross the street on the sidewalk and not in the travel lanes.

Group Discussion

Arnold Bloch of Howard/Stein-Hudson facilitated a lively group discussion, which raised several issues, concerns, and suggestions. Mr. Bloch led the discussion by asking attendees the questions shown in bold below:

What aspects of Canal Street work well and why? In other words, what would you like to preserve?

Canal Street is lively, economically vibrant, historically rich in culture and architecture, and acts as a gateway for its communities:

- These aspects need to be preserved through context sensitive design.
- Particularly on the east side, the vibrancy of Canal Street attracts a lot of people.
- Pedestrian congestion is an indicator of economic vitality.
- The ability to shop on holidays is an important characteristic of Canal Street.

Street Vendors:

- Some felt street vendors were important to the local economy and the City needs to be careful about how it addresses the issue. In the past when the City attempted to eliminate pushcarts on the Lower East Side, income dropped. Vendors are not in direct competition with local shops, but draw people to the neighborhood.
- Some would oppose widening sidewalks if it means taking away street vendors.
- Some felt there were too many street vendors and they should either be removed or a maximum number per block enforced.

The local “gritty” character:

- Grittiness is okay, lawlessness is not.
- Hardware stores are being replaced by t-shirt and cell phone shops along Canal Street, which diminishes local character.
- Removing the generic, non-local commercial elements would help preserve the character of the neighborhood.

Changes on Canal Street may have an impact on the regional transportation system. Let’s consider the greater study area. What is working well in this larger region? In the evaluation of possible alternatives, what regional issues does the study need to take into account?

Transit issues:

- There needs to be a regional assessment of the transit system to determine where there are service gaps and how increased usage could be encouraged.
 - Commuters need fare unification among different systems. Currently traveling from New York to New Jersey requires two fares
- Rising fares are discouraging people from using public transportation.
- Commuter vans offer people a cheaper alternative, but they need to be regulated.

Holland Tunnel:

- There needs to be better enforcement at the approaches to the tunnel to assist in traffic flow.

Regional hub:

- Chinatown needs to be recognized as a hub for the Asian population of the entire Northeast region.
- The study needs to take into account the connections with Sunset Park, Brooklyn, and Flushing, Queens. Commuter vans service these Asian-American communities, but currently there is no designated drop off area for them.

Through Traffic:

- CATS II needs to pay attention to the problem of through traffic and try to reduce it.
- Canal Street is used by the Department of Sanitation to truck garbage from Brooklyn and Queens to New Jersey.
- The high cost of the one-way toll on the Verrazano-Narrows Bridge has led to an increase in traffic on Canal Street.
- Non-local traffic does not add to the economic vitality of the area. Priority should be given to pedestrian issues.

Trucks/Freight:

- The study should investigate the possibility of a management system that would allow trucks to deliver at certain times of day, or place time restrictions on use of travel lanes.
- Is it possible to put size restrictions on trucks permitted on Canal Street?
 - Mr. Bogacz responded that it is an issue of shipping economics.
- Even though there are restrictions at the Holland Tunnel, there has been a proliferation of semi trucks over the past three years. They are making the trip from the Manhattan Bridge to the Lincoln Tunnel.
- Curb spaces needs to be set aside for freight movement/goods delivery.

Other important streets in the study area:

- Other streets in the study area now have increased usage and traffic
 - Bowery
 - Hudson Street
 - Grand Street
- Delancey Street has much of the same character as Canal Street, particularly between Bowery and the Williamsburg Bridge. But Canal Street is not as wide and does not have a median divider.

Other issues:

- Participants again raised the need to address parking in the study area

What do you like and dislike about changes that are happening in the Canal Street area? What has gotten better, and what has gotten worse? How do you think these changes have impacted the region?

Comments about CATS I improvements:

- High visibility crosswalks and street repaving are routine
- A pedestrian underpass at the Canal Street A/C/E station is a good idea. It should be tried at the Canal Street N/R station as well.

Better:

- The redesign of west Canal Street is a vast improvement. Traffic has been tamed and there is less “road rage”. This creates optimism that further improvements are possible.
- Sanitation

- Beautiful new parks at the Holland Tunnel entrance. There should be more parks along Canal Street.

Worse:

- In the past, the western end of Canal Street was quieter, had a better industrial mix, and was a good place for artists to settle.
- Residential patterns, particularly in the west are getting denser.
- There is a great increase in pedestrian traffic in the past 10 years.
- Store fronts have subdivided, creating more trash and noise pollution.
- Traffic has gotten much worse and walking is now the fastest way to travel east-west.
- Lack of context sensitive design
 - NYCDOT has a VMS sign that blocks the view of the Manhattan Bridge entrance
 - New technology has allowed any building to become a billboard, which creates a traffic hazard and blocks scenic views.
 - More thought needs to be given to signage in Chinatown. There is too much and it is too large
- Congestion has increased the amount of time cars spend in the neighborhood.
- Tunnel restrictions and the toll structure on the Verrazano-Narrows Bridge have forced more trucks onto Canal Street.
- Canal Street is essentially an Interstate connector.
- Street elements do not have to be expressway size and scale.
- Regular grocery shopping is jeopardized due to overcrowded conditions.
- The entire tourist industry in the area has shifted to Canal Street. Mott Street is now less used and has more capacity.

Do you agree with the problems the study team identified? Are there others that we missed? Do you have different perspectives of the problems that we've presented?

Safety/Enforcement/Regulations:

- Safety should be a significant concern of the study.
- There needs to be better, more sustained enforcement of traffic, parking, and sanitation.
- Many stores operate out of vans/trucks on Mott Street. This needs to be regulated.

Motorist and pedestrian orientation:

- Signage on Canal Street is a problem that contributes to congestion. The area needs better enforcement of signage ordinances.
- Holland Tunnel exit redesign - If people are not educated about how to use it, it will not help much. The issue of motorist habits needs to be addressed.
- Educate people about their routes and destinations. Use Highway Advisory Radio to suggest alternative routes.
- The Chinatown information kiosk needs to be easier to get to. There should be signs from the subway exits leading people to the kiosk.
- Signage is lacking when MTA reroutes buses. How do we make sure public information is displayed properly? Park Row still has a bus stop for the M15. The only way to know that the bus does not stop there is that there is no schedule posted.

Air Quality:

- Canal Street is one of the most polluted corridors in the city. For the future it is important to talk about improving air quality with more green space.

Impact of 9/11:

- Post 9/11 restrictions have forced buses to drop passengers off on Canal Street. However, there is a lack of space for doing this.

What long-term future do you currently foresee for the area?

- Improvements to access to the waterfront, in conjunction with the City's East River Waterfront initiative. More people will be attracted to go there.
- Two-way tolls on Verrazano-Narrows Bridge.
- Tolls on the East River Bridges.
- A more coordinated sanitation effort.
- Making the plaza at the Manhattan Bridge entrance a bright, beautiful image of Chinatown.
- Replicate Brooklyn Bridge traffic improvements at the Manhattan Bridge.
- Increased parking.
- More parks, trees and benches on Canal St., all the way to the Holland Tunnel entrance.
- Two alternatives for reducing truck traffic:
 - Build the Cross Harbor freight tunnel
 - Divert truck traffic around the southern tip of Manhattan

What would you like to see as part of NYCDOT's Canal Street reconstruction project?

Pedestrian overpasses:

- The intersection of Bowery and Canal at the entry to Manhattan Bridge is difficult to cross. A pedestrian overpass would help.
- Overpasses are very common in Asian countries. The question is how to make them fit with the aesthetics of the neighborhood.
 - Mr. Bogacz responded that there was significant disagreement in CATS I about pedestrian overpasses
- An alternative lower cost solution on Bowery might be landscaped malls, similar to upper Broadway, that offer pedestrians a place to pause before fully crossing the street.

Widening sidewalks:

- Canal Street is one of the most exciting streets in the City. There are an increasing number of tourists coming to the area and the street vendors add to area's vitality. The through trips contribute nothing to the local community. Widen the sidewalks to add a few more feet for pedestrian traffic.
- The sidewalk, particularly on the south side of Canal Street, needs to be widened. It is much narrower than on the north side.
- Consider temporary sidewalks
- Close the two parking lanes on either side of the street and extend the sidewalks/walking areas.
 - Would Chinatown give up all on-street parking to widen sidewalks?
 - The residents have already given up their parking. Cars with police placards took the spaces and the neighborhood wants them back.
 - Widening the sidewalk will leave fewer traffic lanes, create more congestion, and encourage more street vendors to come. It is not a good idea.

Traffic calming/mitigation:

- Add traffic calming devices
- Consider diagonal parking on Canal Street to increase the parking supply and add to traffic calming
- Traffic is not well managed; it should be mitigated with bollards and signage.
- Have the same roadway width, but use it for different uses at different times of day.

Shuttle/commuter buses:

- The Downtown Alliance has a free shuttle bus for lower Manhattan. Something similar would be helpful for the Chinatown area. The services provided in the neighborhood are important and a lot of residents that have moved away still come back to the neighborhood. Often they drive, but cannot find a place to park or even pull over. This increases congestion. A local bus loop with stops at parking areas should help eliminate some of the traffic.
- At the southwest corner of Canal and Mott Streets there is a shuttle bus “hop on and hop off” stop, but it blocks traffic and is a hazardous spot. It should be moved to Elizabeth Street, and there needs to be better enforcement on this corner to clear the commercial traffic.

Segregation of vehicular and pedestrian traffic:

- There needs to be a better way to keep vehicles in their lanes and separated from pedestrian traffic.
- Safety barriers might be a way to keep vehicles off the sidewalks.
- The study may want to consider locating crosswalks away from the corner as is done in Tokyo and Hong Kong.
- In Hong Kong, fences are used to separate pedestrians and vehicles. Pedestrians can only cross at crosswalks. Fences cut off freedom, but the congestion on Canal Street is very similar to Hong Kong. Perhaps CATS II should look at erecting fencing along Canal Street.

Lighting:

- Canal Street needs better lighting, but there needs to be sensitivity about light pollution.
- Possibly add street lighting to building facades to avoid further street clutter.

Other:

- Promote alternative modes of transport like light rail or bus.
- Relocate subway entrances to side streets.
- Audible crosswalk signals to help people cross the street.
- Consider improvements in street furniture.
- The fenced mid-block crosswalks like those near Rockefeller Center are not a good idea for Canal St.
- Canal Street should not become an NYCDOT “Thru Street.”
- Divert traffic to the West Side Highway (Route 9A).
- The City must be better at performing normal civic activities (sanitation, enforcement, etc.)
- In the 1960s there was a proposal to create a tunnel under Canal Street for thru-traffic. Conceptually it is still a good idea. Are there examples from the Big Dig in Boston that could be used?

- A tunnel under Canal Street for through traffic would free up surface space for pedestrians.
- An elevated highway for through traffic between the Manhattan Bridge and the Holland Tunnel would be a bad idea.
- Plant more trees by the entrance to the Manhattan Bridge.

Are there changes to the pattern of development, such as land use/zoning, that you feel would improve the study area?

- Canal Street is very dark and deserted at night. Construction of affordable housing along Canal Street could help to enhance the area.
- Investigate zoning changes to prevent street furniture, such as phone booths, next to subway stops and other steps to reduce the size of newsstands.
- There should be some form of commercial rent control or stabilization to assist small businesses.
- Broadway and Canal Street should be rezoned to encourage more arts organizations, and bring out the character of the neighborhood.
- The study should explore the possibility of franchise zoning to preserve the local character and prevent the proliferation of generic shops.
- The neighborhood needs to become more integrated. The study should look into ways of moving some stores from Canal Street to Walker Street to balance pedestrian traffic.
- Manhattan has changed. There is less manufacturing and wholesalers, and lots more tourism. There is a conflict of usage. There should be a separate area for wholesalers outside of Manhattan where it is easier to get on the highways.

Conclusion

The meetings concluded with Mr. Ahmed reviewing the next steps for the study, including the upcoming modeling workshop to which attendees will be invited. He thanked attendees for their thoughts and invited them to revisit the board stations prior to their departure. He encouraged them to fill out the comment sheets that were provided.