

Subcommittee B: Access
Recommended Short Term Improvements

Lead Agency

A Parking Strategies

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|---|----------------|
| 1 *Completing the Court employee's parking facility at Center Street will take pressure off the on-street parking (expected June '04) | LMDC OR NYCDOT |
| 2 *Follow up with NYCDOT on the On street parking supply/inventory/restrictions | NYCDOT |
| 3 *Follow up with NYCDCP on Capacity Usage of off-street private/public parking garages. | NYCDOT/NYCDCP |

Long Term

- | | |
|----------------------------|--------|
| Rationalize Parking Supply | NYCDOT |
| Control Permit Parking | NYCDOT |

B Local Bus Service

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|---|-------------------|
| 1 South bound – North bound local buses on Varick & Hudson Streets getting tangled in Holland Tunnel traffic – Consider channeling buses to better serve local riders. | NYCDOT/MTA |
| 2 Extend M1 buses to downtown Canal area on weekends and evenings. | MTA |
| 3 In light of the change in neighborhoods since the 1980's, MTA needs to reanalyze the feasibility of an east-west bus line between Houston and Chambers Street and to relook at the east end of the M21 (Incorporates many comments) | MTA/NYCCT |
| 4 Create a shuttle bus service for frequent service within the neighborhood | NYC Business Svcs |

Long Term

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|---|---------|
| Poor bus access to senior residence at Broadway and Gold: buses (M9, M22, M103) must now divert for 20-30 minutes around Park Row, which is closed. | CATS2 |
| Improved better street-to-transit interface, improved subway entrances/exits, elevator (ADA) access | MTA ADA |

C Subway Issues/Canal Street

TRANSIT

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|--|----------|
| 1 New York City Transit Operations will explore improved stair (North + South) access/security issues at 6th Avenue Canal Street station. | MTA/NYCT |
| 2 Passenger congestion/access issues at the Canal (J/M/N/Q) and Grand Streets subway stations will probably become less of an issue once Manhattan Bridge subway service reopens in 2004. Current temporary routing pushes passengers onto 2 tracks (previously 4) | MTA/NYCT |
| 3 Explore making peak hour in bound/out bound commuter bus lanes through Holland Tunnel (96 "wide max buses only). | PANYNJ |

Long Term

Construction/Access

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| A 2nd Ave subway would significantly improve transit service in the area | MTA |
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D Truck Issues

- 1 The temporary, post-9/11 truck restrictions at the Holland Tunnel have noticeably reduced traffic congestion on the Canal Street corridor. Based on this experience, the responsible agencies should consider more restrictive standing regulations limiting truck dimensions on Canal Street consistent with essential business needs. PANYNJ
- 2 Board 2 would prefer not more than 35' truck combos for local delivery PANYNJ/NYCDOT
- 3 *Follow-up with NYCDOT on current rules for over night truck parking and on street parking restrictions NYCDOT

Long Term

On-street truck parking issues will be studied with the ongoing citywide Truck Route Study by NYCDOT NYCDOT

E Water Transport

Long Term

Look into commuter ferry service instead of a water taxi. Some sites were Allen, Pike, Pier 25, and Pier 40. (Low Priority) CATS2

F Livery Vans

- 1 *Follow-up with TLC on total number of Livery Vans serving China town. NYCTLC
- 2 Find/Develop one or two Designated Pick –up/Drop-off sites for livery/dollar van vehicles. NYCDOT
Chrystie Street between Hester and Broome Streets (right off the bridge when work is complete) was one suggested location. See map on next page for additional information.

Long Term

NYCDOT is currently working with 5th Precinct to identify suitable stops and layover locations. (A change in law is necessary as there is no clear definition regarding stops and layovers) NYCDOT

G Tour Buses

- 1 Need to facilitate bus priority up 6th Avenue and onto Watts and into the Holland Tunnel. Need to manage the traffic problem Varick and Watts. NYCDOT & Enforcement
- 2 Need Intersection Management/Enforcement (Post officers at certain times): Spring & Varick, Varick & Houston, Watts & Varick, Canal & Broadway, and Canal & Greenwich. Continue the intersection that already have manned patrols: Canal & Hudson, Watts & 6th. NYCDOT & Enforcement
- 3 Identify suitable planned pick-up and drop-off locations for intercity/Atlantic City/Boston/Phil bound buses (near a subway station-a “plus”). See suggested sites below. NYCDOT & Enforcement

Suggested Drop-off / Pick-up Locations: Lafayette Street by Howard Street (next to the Holiday Inn), Walker and White could be an alternate choice. Also, institute a one-hour standing/lay-over rule for the Forsyth area stop across from Division Street. Division Street itself will not be a good location due vendor/pedestrian conflict. When the traffic lanes on the Manhattan Bridge open in August 2003, livery vans can right turn north on Chrystie Street and unload between Hester and Broome Streets (right off the bridge). Bus location may be suitable, as well.

- 4 Enforce Excessive Idling of Trucks and Buses NYCDEP & Enforcement
- 5 Experiment with shopping express bus service to little Italy/Chinatown/Lower East Side/Lower Manhattan- with shopping/dining discounts, even with "red-cap" runners who bring merchandise from local merchants to package claim desk at a bus terminal. NYC Business Svcs

Long Term

Need to properly organize the volume of buses as there is no coordinated routing (Private, Express, Local, & Tour) that services the area CATS2

H Inter-Agency Community Coordination

- 1 Need to improve the coordination of enforcement (NYPD & PANYNJ Issue) NYPD / PA & Enforcement

I Regional Plan Policy

- 1 Encourage people to use transit instead of driving to Chinatown Commuter Link

Long Term

Fare integration among different transit operators, accelerate plans for ADA compliant stations MTA/CATS2

Gather transit usage data including potential markets, NYMTC "Best Practices" model, inventory of all operators, research existing and future transit service CATS2

J Neighborhood/Regional Connections

- 1 Research bias towards regional commerce over local activities NYCDOT & Enforcement
- 2 Find a way to link Chinatown to Battery Park and Lower Manhattan LMDC Study

Long Term

The city should support the construction of a Cross-Harbor tunnel from New Jersey to Brooklyn to ease truck traffic on Canal Street NYC

Account for Staten Island and Brooklyn externalities CATS2

Find a way to better link SoHo and Chinatown socially People's Issue

K Tolling and Verrazano Issues

1 Continue the peak SOV ban, and, look into the feasibility of an exceptions for city residents from the area with legitimate needs.

NYCDOT &
Enforcement

Long Term

Topic in general is Long Term and deferred to CATS2

CATS2

L Better Enforcement

- 1 Double parked cars from 6th Ave east, no enforcement
- 2 Vehicles flagrantly ignoring (running) red lights, example: Hudson and Canal westbound and northbound, always been a problem
- 3 Lack of enforcement of moving violation
- 4 Implement better enforcement technology
- 5 Lack of enforcement of gridlock rules along Delancy
- 6 Lack of enforcement of no standing on Chambers Street, a single standing car ruins traffic in both directions
- 7 Analyze crossing times needed around the intersection of Canal and Thompson
- 8 Post traffic officers during peak and midday hours on Canal at Bowery, Broadway, Centre St., Mulberry St., and Mott St. (Compliment Intersection of west-side of Canal)
- 9 Need weekend enforcement at Confucius Plaza (including Park Row, and Division, St. James, Worth, and Mott Streets).
- 10 Community continues to perceive selective ticket writing and rules-enforcement by enforcement officers.

OTHER ENFORCEMENT ITEMS FROM OTHER CATEGORIES ABOVE RE-LISTED

BELOW:

Need to facilitate bus priority up 6th Avenue and onto Watts and into the Holland Tunnel.

Tour Buses

Need to manage the traffic problem Varick and Watts.

Need Intersection Management/Enforcement (Post officers at certain times): Spring & Varick, Varick & Houston, Watts & Varick, Canal & Broadway, and Canal & Greenwich. Continue the intersection that already have manned patrols: Canal & Hudson, Watts & 6th.

Tour Buses

Identify suitable planned pick-up and drop-off locations that make sense: (Follow-up with CB3 for locations)

Tour Buses

Enforce Excessive Idling of Trucks and Buses

Tour Buses

Need to improve the coordination of enforcement (NYPD & PANYNJ Issue)

Inter-Agency Community
Coordination

Research bias towards regional commerce over local activities

Neighborhood/Regional
Connections

Continue the peak SOV ban, and, look into the feasibility of an exceptions for city residents from the area with legitimate needs.

Tolling and Verrazano
Issues

Long Term

Higher fines for moving violations

Install more red light cameras in the study area

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Bus Issue