



RCI Topical Workshop #1: Transportation
225 Park Row
March 27, 2003
TRANSCRIPT OF RECORDED COMMENTS

General

- Process—goals statement?
- Translation—911—it's there
- Always another study—problems exploded after 9/11—need commitments from city to fix pricing, other issues

Parking

- There's a war on—streets are not going to be opened in the next year or more
- Parking privileges are being abused
- Need affordable, easy 2-hour (short-term) parking
- FDR Drive—many car break-ins—too far—congested—shuttles don't work
- Shuttles don't match shopping patterns (but could work for groups/families)
- May work for tourists
- Make spaces under FDR privately managed
- Transportation & parking is key
- Walking bridges over Canal, Manhattan Bridge
- Decorate walking bridge with traditional motifs
- First—between Canal and Centre
- 2nd—Bowery, Manhattan Bridge
- 3rd—Chatham Square
- 4th—East Broadway and Allen
- Increased parking fines further discourage visitors
- After 9/11—too much talking, not action
- Look west for parking, especially on Sunday—as far as Sixth Avenue
- FDR Drive—many residential buildings—would need input from residents
- Could do parking lots:
 - small, mechanized lots
 - small garages, valet, etc.
- Columbus Park garage—will be consumed by police and courts
- Worth Street already too congested
- Fumes will affect park
- Losing parking lots to development
- DOT likes muni-meters
- Out-of-town tourists aren't driving—(but regional tourists might)
- "Pacific Rim" development—might be best located on the river
- Modal split analysis of Chinatown visitors?
- Buses parking along FDR

Pedestrians

- Traffic
- Crowding
- Cracked sidewalks
- Full of trash
- Crossings—Manhattan Bridge
- Poor link to South Street Seaport—unpleasant walk under Brooklyn Bridge
- Community is cut off—socially, politically, physically
- Cultural maps—Chinatown is missing
- Maps—“belittle” Chinatown
- Chinatown has made a mark—Little Italy has disappeared
- Why do people come?
 - to see the people and how they live, their culture
 - now commercialism is taking over
 - violations not enforced on Mulberry
 - forgotten area
- ADA—growing elderly population
- 2008—major reconstruction of Canal Street
- Prohibiting turns at some (many?) intersections on Canal
- Pedestrian bridge—could be dangerous
- Moving sidewalks
- Walker triangle good place for Gateway archway
- Don't emphasize tourists over residents (like arches/gates)
- Tree-lined streets—Oliver Street is one of the most beautiful in Chinatown; Orchard Street is now hot; target streets where development is expected
- Move newsstands to side streets
- Closed streets diminish resident quality of life
- Triangle at Confucius Plaza should be returned to the community
- Sensitive to closing streets—lost redundancy in the street network
- Empty area at Manhattan Bridge exit—idea for art in the area
- Removing northbound exit at Chrystie (but with right-turn on Canal?)—could improve safety
- Need more public spaces—improve Roosevelt Park