

Lower Manhattan Development Corporation

CHINATOWN ACCESS AND CIRCULATION STUDY
SUMMARY OF THE FINAL PUBLIC MEETING

PREPARED BY
ACP-VISIONING & PLANNING, LTD.

AUGUST 10, 2004



Participants at the final public workshop for the Chinatown Access and Circulation Study on June 24, 2004.

Summary of the Final Public Meeting

Introduction

In July 2003, the Lower Manhattan Development Corporation (LMDC), in partnership with the New York City Department of Transportation, initiated a study of vehicular and pedestrian circulation, and related quality of life concerns, in and around Chinatown, entitled the Chinatown Access and Circulation Study (CACS). During the course of the study, the LMDC met with representatives of the community regularly to ensure that the area's most pressing access and circulation problems were identified, and to formulate and refine recommendations for addressing these problems. As a result of these outreach efforts and technical analyses, twelve potential initiatives have been developed to address access and circulation in the Chinatown community.

A public meeting for the study was held on June 24, 2004 from 6:00PM to 9:00 PM at the Church of the Transfiguration on Mott Street. Community leaders, business representatives, and residents were invited to attend. In total there were 95 participants.

The purpose of the meeting was to ask the public to assess whether the 12 potential initiatives developed as part of the study would be effective in improving Chinatown's access and circulation problems, and to prioritize the initiatives that are most important to the Chinatown community.

It is important to note that not every initiative developed as part of the study can or will be undertaken by the LMDC. The goal of the study was to develop a series of traffic and circulation initiatives and to ensure that appropriate government agencies are informed of the results of this study and public workshop to gain a better understanding of the community's priorities for transportation and access.

This Report describes the process used to gather public input and present the results of the June 24th meeting. It is divided into the following sections:

- Methodology
- Summary of Results
- Summary of Public Comments

Attachments are also included which present the questionnaire and posters used to solicit meeting participants' responses.

The 12 Potential Initiatives

The 12 potential initiatives developed as part of the Chinatown Access and Circulation Study and presented at the final public workshop are as follows:

1. Park Row Improvements
2. Chatham Square Reconfiguration
3. James Madison Park Redesign
4. Coach Bus Plaza
5. Tour Bus Stop at Chatham Square
6. Consolidated Commuter Van Stops
7. Crosstown City Bus Route
8. Parking Garage
9. Pavement Zones
10. Street Furniture Improvements
11. East Broadway Mid-Block Crossing
12. Baxter/Walker Triangle Time-of-Day Closure

Methodology

A combination of presentations, written questionnaires, and open forums were employed during the meeting to document participants' evaluation of the 12 potential initiatives and to provide them with an opportunity to express their reactions to the initiatives and their views on transportation and circulation issues in Chinatown. The agenda for the meeting is included in the left margin.

Presentation of Initiatives and Rating of Initiatives

After the preliminary welcome and introductions, the meeting moved on to the *Presentation of Initiatives and Rating of Initiatives*. The 12 potential initiatives were described to the participants and illustrated in a PowerPoint presentation given by consultant Vern Bergelin of Parsons Brinckerhoff.

Agenda

- 6:00 Introduction
- 6:15 Presentation of Meeting Purpose and Format
- 6:25 Presentation of Initiatives and Rating of Initiatives
- 7:15 Questions and Answers
- 7:45 "Advocate Minutes"
- 8:15 Prioritizing Initiatives
- 8:35 Summary and Review of Rating and Priorities
- 8:50 Final Questions / Wrap-up
- 9:00 Adjourn

Rating Instructions
This questionnaire will be used to rate the effectiveness and impact of 12 proposed initiatives that were developed to address pedestrian and vehicular access and circulation in Chinatown. Each proposed initiative will be described in a presentation. After each initiative is presented, you will be asked to answer two questions to rate that initiative on a scale of one to five. The presentations will then continue until all initiatives have been rated.

評估指示
為了了解行人和機動車輛出入車輛和在華埠通行的問題，現有 12 項可能實質的行動計劃。這些問題將被用來評估這些計劃會產生的效果和影響。每一項被建議的行動計劃將透過顯示的形式進行描述。在每一項計劃顯示後，您將被要求回答兩個問題，以對 1 到 5 的等級來對計劃作出評估。顯示將會在每項計劃獲得評估後繼續進行，直到所有的計劃都得到評估為止。

在多大程度上這項行動計劃將改善華埠的行人和機動車輛？
 1 極佳 2 良好 3 沒有影響 4 較佳 5 極佳
 極佳 良好 沒有影響 較佳 極佳
 極差 差 無影響 好 極好

在多大程度上這項行動計劃將改善華埠的生活品質？
 1 極佳 2 良好 3 沒有影響 4 較佳 5 極佳
 極佳 良好 沒有影響 較佳 極佳
 極差 差 無影響 好 極好

Initiative 1: Park Row Improvements 行動計劃 1：改善柏路
 • Narrows Park Row to two lanes of traffic (with meet capacity requirements of Park Row response)
 • Creates wide pedestrian easement
 • Incorporates security enhancements
 • 將柏路縮窄，並為柏路車道 (如果柏路重新拓寬，將會增加柏路車道)
 • 增加寬闊的行人散步空間。
 • 將安全設施納入設計計劃中。

A - To what extent would this initiative improve access and circulation for Chinatown?
 1 2 3 4 5
 Make Much Worse Make Worse No Impact Make Better Make Much Better

B - To what extent would this initiative improve quality of life for the Chinatown community?
 1 2 3 4 5
 Make Much Worse Make Worse No Impact Make Better Make Much Better

Initiative 2: Chatham Square Reconfiguration 行動計劃 2：重新設置查林街與威爾遜
 • Simplifies Chatham Square intersection
 • Facilitates traffic flow between the Bowery and St. James Place, and between East Broadway and Worth Street
 • Widens St. James Place and creates dedicated left turn lane onto Worth Street
 • Improves safety of pedestrian crossings
 • Creates two large public plazas
 • Retains war memorial and Commemorative Lin on No. 100
 • 簡化查林街與威爾遜的交叉路口。
 • 促進查林街和聖詹姆斯街之間、東百老匯和沃爾斯街之間的交通流暢。
 • 擴展聖詹姆斯街。
 • 改善行人過街的安全性。
 • 建立兩個大型的公眾廣場。
 • 保留戰爭紀念碑和威爾遜街 100 號的紀念碑。

C - To what extent would this initiative improve access and circulation for Chinatown?
 1 2 3 4 5
 Make Much Worse Make Worse No Impact Make Better Make Much Better

D - To what extent would this initiative improve quality of life for the Chinatown community?
 1 2 3 4 5
 Make Much Worse Make Worse No Impact Make Better Make Much Better

Participants were then asked to rate each initiative on its individual merit in relation to two indicators evaluating performance and community impact.

Each participant had a Rating Questionnaire to document his/her responses. The questionnaire included descriptions (in both English and Chinese) and illustrations of each of the initiatives, as well as two questions on which to rate the initiative on a scale of one to five. Please see Attachment #1 for the full questionnaire; a sample is included at left.

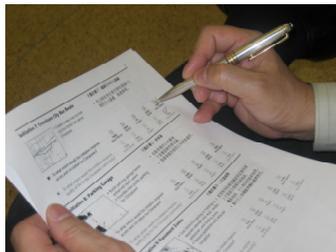
For each initiative, each participant was asked to respond to the following two questions:

1. Performance: To what extent would this initiative improve access and circulation for Chinatown?

1	2	3	4	5
Make Much Worse	Make Worse	No Impact	Make Better	Make Much Better

2. Community Impact: To what extent would this initiative improve quality of life for the Chinatown community?

1	2	3	4	5
Make Much Worse	Make Worse	No Impact	Make Better	Make Much Better



A participant completes the rating questionnaire.

After participants completed the questionnaires, they were collected and the responses encoded into a computer for processing. The results were presented at the end of the meeting and are described in the Summary of Results section of this report.

Questions and Answers

After the completion of the *Presentation of Initiatives and Rating of Initiatives*, there was a period for question and answers. Meeting participants were encouraged to ask questions or make comments about the scope of the Chinatown Access and Circulation Study, the 12 potential initiatives, the workshop process, and additional areas of concern. An outline of the discussion is included in this report in the Summary of Public Comments.

Advocate Minutes

The open forum continued with the *Advocate Minutes* portion of the agenda that encouraged meeting participants to speak for or against one of the 12 potential initiatives in preparation for *Prioritizing Initiatives*. Participants expressed their opinions, support, and concerns regarding the initiatives. An outline of the discussion is included in this report in the Summary of Public Comments.

Prioritizing Initiatives

Once participants had an opportunity to advocate for specific initiatives, everyone in attendance was asked to express his/her preferred initiatives by selecting three out of the 12 that they believe are the most important to the Chinatown community. Each participant was given a card with three sticky dots to use for the exercise. They were then asked to place their stickers on their preferred initiatives, which were displayed on posters along one wall of the meeting space.

Once all of the meeting participants indicated their preferences, the dots were tallied and the results were presented at the end of the meeting. The results of this prioritization are included in the Summary of Results in this report.

It is important to note that this exercise was conducted to get a sense of participants’ priorities among the twelve initiatives to provide a framework for moving forward. This exercise was not a referendum on the initiatives and cannot be viewed as representing Chinatown’s definitive thoughts because of the relatively limited sampling of people in attendance. Also, the rankings are not necessarily a “yes” vote for the particular solution in the initiative, but rather indicate an expression of interest in or concern about the issue.



Sample display of initiatives after participants selected their preferred initiatives.

Summary and Review of Rating and Priorities

At the conclusion of the meeting’s activities, the results of the rating and ranking were presented to the participants. All of these results are summarized in the following section of this report. Following the summary and a brief wrap-up, the meeting was adjourned.

Results of the Quantitative Exercises

The two main activities used to solicit quantitative data on participants’ reactions to the 12 potential initiatives were the *Rating of Initiatives* and the *Prioritizing Initiatives*. The rating of initiatives was conducted throughout the PowerPoint presentation with a related questionnaire distributed to each participant when he/she signed in. Participants were asked to rate each initiative on its own merit (not in comparison to other initiatives) for both performance and community impact.

Once the questionnaire was completed and the participants discussed their preferences during the advocate minutes, each participant used three sticky dots to indicate on large posters which of the 12 initiatives were believed to be the most important to the Chinatown community.

The results of both the rating and prioritization are presented below.

Performance Indicator

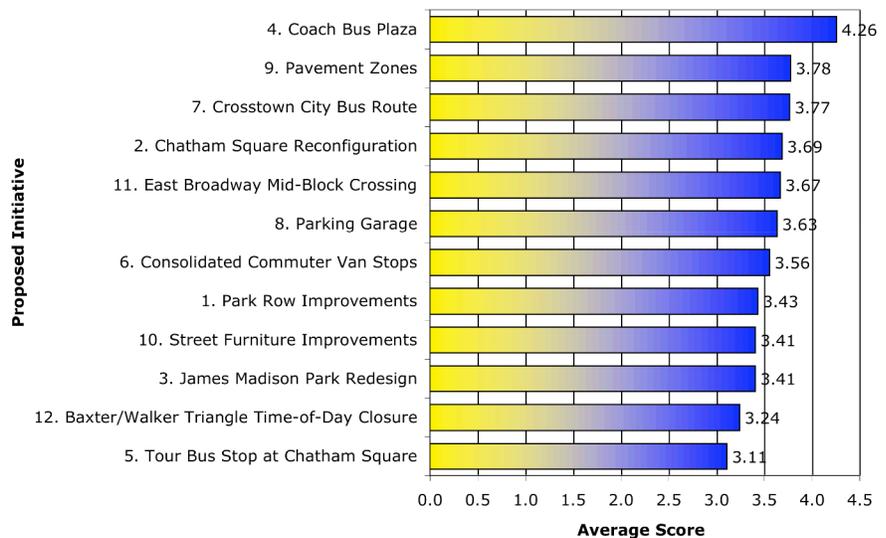
Question 1 – Performance: To what extent would this initiative improve access and circulation for Chinatown?

1	2	3	4	5
Make Much Worse	Make Worse	No Impact	Make Better	Make Much Better

Based on the results of the questionnaire (see graph below), it is clear that all of the initiatives were viewed as having some positive effect on access and circulation since none received an average score lower than 3.11. The potential Coach Bus Plaza received the highest score by far with 4.26, the only initiative to score higher than four, between make better and make much better on the range of possible answers (see above).

Chart 1

Average Score for Circulation and Access by Proposed Initiative



Quality of Life Indicator

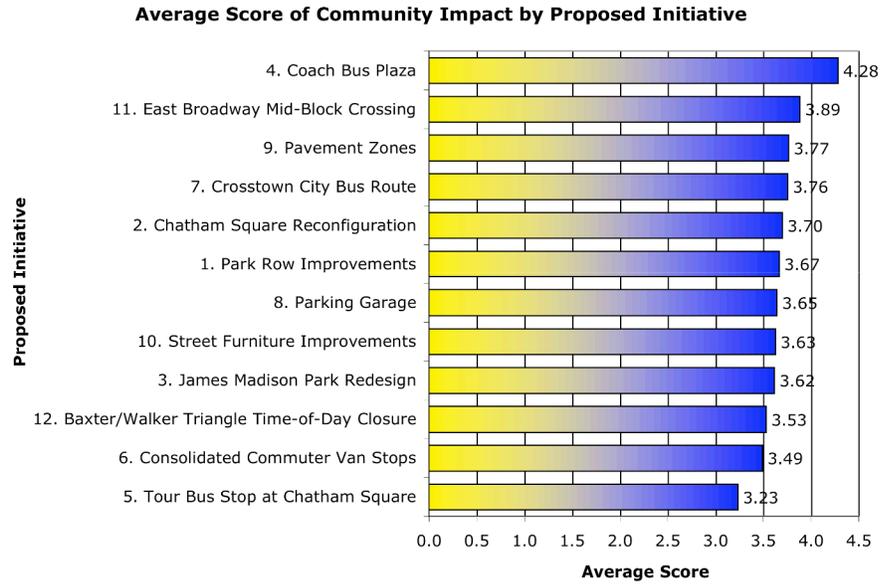
Question 2 – Community Impact: To what extent would this initiative improve quality of life for the Chinatown community?

1	2	3	4	5
Make Much Worse	Make Worse	No Impact	Make Better	Make Much Better

Regarding community impact, the participants clearly perceived that all 12 initiatives would have some positive impact (see below). Once again the Coach Bus Plaza received the highest rating (4.28) and the only one to receive a rating higher than 4. The East Broadway Mid-Block crossing was rated second highest for community impact, whereas it was rated fifth for

performance. Participants also indicated that the Park Row Improvements would have a greater impact on the community than on access and circulation.

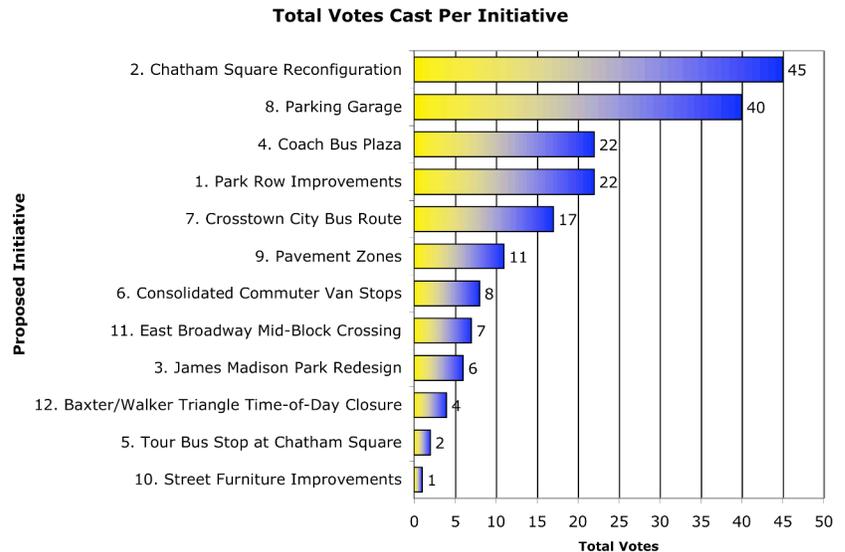
Chart 2



Prioritization of Initiatives

Participants indicated the three top priority initiatives that they felt were the most important to the Chinatown community by placing their three sticky dots on the initiative(s) of their choice. As indicated on the graph below, the Chatham Square Reconfiguration initiative received the highest number of votes (45).

Chart 3



Summary of Results

In addition to examining the mean average of responses for each of the potential initiatives, it is enlightening to analyze the breakdown of percentage share of participant responses for each of possible responses on the scale of one to five. The percentage share of “make much better” and “make better” responses combined indicate the degree to which participants believe the potential initiative will have a positive impact. Equally, the percentage share of “make much worse” and “make worse” responses combined indicate the degree to which participants believe the potential initiative will have a negative impact. Listed below are the six initiatives that received the highest combined percentage of responses for positive and negative impacts for both performance and community impact. A qualitative analysis follows.

Greatest positive impact on performance:

1. Coach Bus Plaza (90.1%)
2. Crosstown City Bus Route (75.3%)
3. East Broadway Mid-block Crossing (73.1%)
4. Chatham Square Reconfiguration (71.8%)
5. Parking Garage (69.2%)
6. Pavement Zones (62.6%)

Greatest negative impact on performance:

1. Tour Bus Stop at Chatham Square (42%)
2. Baxter/Walker Triangle Time-of-Day Closure (26.7%)
3. Parking Garage (23.4%)
4. Park Row Improvements (22.2%)
5. Consolidated Commuter Van Stops (18.5%)
6. Chatham Square Reconfiguration (17.2%)

Greatest positive impact on community:

1. Coach Bus Plaza (88.9%)
2. East Broadway Mid-block Crossing (83.1%)
3. Street Furniture Improvements (75.3%)
4. Chatham Square Reconfiguration (70.9%)
5. Crosstown City Bus Route (70.7%)
6. Park Row Improvements (70%)

Greatest negative impact on community:

1. Tour Bus Stop at Chatham Square (38.3%)
2. Parking Garage (25.9%)
3. Park Row Improvements (21%)
4. Consolidated Commuter Van Stops (19.7%)
5. Baxter/Walker Triangle Time-of-Day Closure (14.7%)
6. Chatham Square Reconfiguration (13.9%)
7. Crosstown City Bus Route (13.4%)

Examining the percentages listed above, the mean averages (Charts 1 and 2), and the ranking provides insight into the respondents' levels of support for each of the initiatives. The Coach Bus Plaza, the Crosstown City Bus Route, the East Broadway Mid-block Crossing, and the Chatham Square Reconfiguration are in the top six for both performance and community rating data. In addition, the Chatham Square Reconfiguration, the Coach Bus Plaza, and the Crosstown City Bus Route were also ranked in the top six during the prioritization suggesting these are the three initiatives that could have the greatest positive impact on the Chinatown Community and may enjoy the highest level of support.

There is very strong support for the Chatham Square Reconfiguration. It is ranked in the top five for both percentage of responses for positive impact on performance and community and it received the highest number of votes during the prioritization. Conversely, it also ranked in the six initiatives that were perceived to have the greatest negative impact on both performance and the community. This dynamic may be due to the complicated nature of the initiative itself, limiting participants' understanding of the proposal during the presentation, concerns about the relocation of the American Legion Memorial, and the fact that it was the first initiative rated during the exercise.

Interestingly, the Parking Garage received fairly high percentages of responses for most positive (69.2%) and most negative (23%) impact on performance. In fact, it received the single highest share of responses for "make much worse" (16%) and the highest share of responses for "make much better" (38%). It also received a high percentage of responses for negative impact on quality of life (26%).

The net effect of this dynamic is that the average scores for performance and community impact of the Parking Garage place it in the middle of all the initiatives, while it received the second highest number of votes during the prioritization. There are clearly strong opinions about this initiative, which was borne out during the open forum. Many meeting participants expressed interest in increasing parking, while there was also opposition to one proposed location at Chatham Green. In the open forum, many participants clarified the seeming contradiction: they support the need for a parking garage but do not want one at Chatham Green. Ultimately, as evidenced by its high rank during the voting, there is a need for additional parking in the Chinatown Community and an appropriate, acceptable solution should be further explored.

The Coach Bus Plaza was ranked third during the prioritization exercise. The support for this initiative is clearly borne out by the results of the rating. The Coach Bus Plaza was regarded as the potential initiative that would have the greatest positive impact on the quality of life with 88.9 percent of responses "make better" or "make much better." It had the highest percentage of positive impact responses for performance (90.1%). For both performance and community impact, no participants indicated "make much

worse.” Only 1.2 percent indicated “make worse” for performance and 2.5 percent for community. This initiative enjoyed strong support and almost no opposition.

The Park Row Improvements initiative deserves further examination. It scores in the middle for the mean averages (3.43 for performance and 3.67 for impact); it is considered to have both a comparatively high positive impact (70% of responses) and negative impact (21% of responses) on the community; it received a relatively low percentage of votes to suggest it would have a positive impact on performance (58% of responses); and yet it was ranked fourth during the prioritization. Additional discussions with the community may be required to ascertain what issues surround this initiative in order to successfully implement it.

The Crosstown City Bus Route enjoyed support from the respondents. Over 75 percent of respondents indicated it would have a positive impact on performance, the second highest percentage. Also, nearly 71 percent of respondents indicated it would have a positive impact on the community. It was also ranked fifth during the prioritization of initiatives.

The East Broadway Mid-block Crossing received very high ratings. Eighty-three percent of responses indicate a positive impact on the community and only 3.9 percent suggest any negative impact. It also has a high performance rating with 73 percent of responses. Despite these very high ratings for both performance and community impact, it was ranked eighth during the voting. This suggests that the community would benefit from the initiative, but that respondents have other higher priorities. The initiative could be revisited as a “low-hanging fruit” that could be implemented with relative ease in the short-term with strong support from the community.

The James Madison Park Redesign, the Tour Bus at Chatham Square, and Baxter/Walker Triangle Time-of-Day Closure had the lowest positive impacts for both performance and community. The Tour Bus Stop received very little support. It rated second next to the Parking Garage for the most negative impact on transportation and first for the most negative impact on quality of life at 42 and 38 percent of responses respectively. It only received two votes during the prioritization.

Participants indicated that the James Madison Park Redesign would have little impact as well. Forty-four percent of responses indicated no impact for performance, the highest by far, and 30 percent suggested no impact on the community. The low rating on performance is not surprising, however, since this initiative is a quality of life improvement, not a transportation one. Despite the fact that participants felt the initiative would have comparatively little impact, there was recognition that the positive outweighed the negative. Forty-four percent of respondents felt it could improve performance (the lowest percentage received by any of the initiatives) and 60 percent felt it could improve the community. This

initiative received six votes during the prioritization. It appears that community does not perceive this as a major priority.

The Pavement Zones initiative is one initiative that enjoys little controversy. Few respondents suggested that it would have any negative impact on either performance or the community, only 8.8 percent of responses and 3.9 percent of responses respectively. A comparatively high percentage (29%) of responses suggested it would have no impact for either performance or community. It was ranked fifth during the prioritization. The combination of the ranking and the ratings suggest that respondents believe the initiative could potentially improve circulation and access and quality of life.

The lowest ranked initiative during the prioritization was Street Furniture Improvements. At the same time, 75 percent of respondents felt that it could have a positive impact on the community. Ultimately, the results suggest that although these improvements might enhance quality of life, they are not a high priority for the respondents.

The Baxter/Walker Triangle Time-of-Day Closure is among the three lowest scoring initiatives in the ratings and the ranking. The Tour Bus Stop at Chatham Square received the lowest scores for performance and community impact and was ranked second to last during the prioritization. These two initiatives won very little support from the respondents.

Summary of Public Comments

In addition to the quantitative data gathered, there was ample opportunity for workshop participants to express their concerns, issues, and ideas during the *Question and Answer* portion and the *Advocate Minutes*. Comment cards were also distributed to participants for additional feedback.

This qualitative information was documented, encoded, and is summarized below. Topics discussed during the question and answer period and the open forum as well as written comments received covered the full range of topics including parking, Park Row, buses and vans, the monument and Chatham Square, the study outcomes and its implementation and methods, and the workshop process and format. Below is a compilation of questions and comments received during the question and answer period, the advocate minutes, and the comment cards. For a complete list of comments refer to Attachments 3, 4, and 5.

Comments about Parking

- Police take up the street and public parking spaces; Chinatown needs increased street parking (numerous comments)
- Reopen municipal parking garage (numerous comments); Municipal parking garage had affordable rates
- Oppose parking garage under Chatham Green (numerous comments): should build under Collect Pond; why not build at Alfred Smith Houses?

- People come to Chinatown less frequently because of parking difficulties
- All new construction should include parking garages; will there be parking in buildings at Baxter and Mott Streets?
- How about a garage under James Madison Plaza?
- No way to distinguish between Chatham Green and Collect Pond in ratings – Collect Pond is a good idea but Chatham Green is not

Comments about Park Row

- Waste of money to improve Park Row since Police Department will park on proposed esplanade and ruin it
- Concerned about proposed Park Row initiative and effect on Worth Street
- Love that Park Row would be closed but will be a disaster for Chinatown
- What about emergency vehicles?
- No decent way to go from Park Row to Brooklyn Bridge
- Will there be through traffic on Park Row?
- Adequacy of one lane in each direction, did study deal with connections to other streets, with traffic levels and capacity in future?
- More benches on Park Row

Comments about Buses and Vans

- Businesses affected by buses, in front of businesses all day and get sanitation fines
- Need for cross town bus routes; #22 bus infrequent and doesn't serve people in Chinatown
- Get tour buses back to Chinatown since they haven't come back in same numbers since 9/11
- Bus plaza at Forsythe will lead to more congestion at Chatham Square and Worth
- Put coach buses on Delancy St. or Chrystie St.
- Coach Bus Plaza is great; first step is to have intercity bus operators pay for dispatch to regular stop on Forsythe St.

Comments about Monument and Chatham Square

- Want to ensure that Kim Lau monument gets respect and central location
- Will new subway stops lead to relocation of monument and statue again? Don't want to move twice
- People should have input into where monument and statue should be located; if it has to be relocated, we need to have a say
- Need to encourage artists, folk artists and integration of culture and street furniture
- Accessibility and needs of elderly

- Need more details on relocation of monument
- This is only landmark that signifies the role of Chinese-Americans in WWII
- Needs to be showcase
- Make traffic circle in Chatham Square and put statue in the middle?
- What can we do to improve flowers and plantings and design and that they not be used so much by kids?

Other comments

- Need for more and better lighting at Bowery and Canal
- Need for more orientation for tourists so they do not get lost; post weatherproof street maps for tourists on every corner; need for way finding signs; need for “Slow” sign at Bowery and East Broadway
- West side of Canal Street has received more attention since 9/11 and we hope to see significant portion of funding going to our neighborhood on the east
- Don’t widen St. James Place; too much traffic now and deafening and unhealthy
- Use South Street for traffic and parking
- Some initiatives that can be implemented easily should go first, like East Broadway mid-block crossing, Baxter Triangle and locations for commuter vans
- Main traffic problem is Holland Tunnel

Concerns and Comments about Study Outcomes, Implementation, Methods

- What will LMDC do with the ratings of the potential initiatives? What will be done with all this information?
- How much money will be spent on these initiatives? How will money be allocated?
- For many in Chinatown, the major priorities are housing and jobs. How much money is available for creating housing and jobs?
- Why are we focusing on this when most people in Chinatown don’t own cars?
- Did Study take into account other studies, such as Foley Square EIS?
- Study did not deal with Worth Street and difficult pedestrian crossings
- What is the timeline for implementation?

Comments about Workshop Process and Format

- This is too small an audience, too small a sample
- The slide presentation was too skimpy---too hard to tell what was being planned.
- Have more images so people can understand initiatives.
- Why can’t people have more time to understand the initiatives?
- Why rank priorities before having a discussion. Meeting was backwards.

- Why are there not more people who live closer to Chatham Green?
- Have you consulted with Fukienese groups about relocation of statue or East Broadway improvements?
- On rating sheet: consider including organizational affiliation or representation
- Can you post proposals on web site to get more feedback?
- Please bring more microphones; it is hard to hear participants' questions.
- Need to hold hearings on Sundays and in Mandarin, Cantonese and Fukienese if you really want feedback from people who represent majority in Chinatown, not just few who represent special interests.
- Thanks for running this meeting so well.

Closing Summary

The representatives of the Chinatown community attending the June 24th workshop responded to proposed traffic and circulation improvements with some clearly expressed responses and priorities. In the prioritization of the twelve initiatives as ranked by indicators of improved performance and improved quality of life, we find that the top six initiatives were Chatham Square reconfiguration, a new or additional parking garage space, Park Row improvements, provision of a Coach Bus Plaza, a crosstown bus route, and design of new pavement zones.

The many qualitative comments related to the quantitative rankings. The comments reflected strong concerns about the adequacy of parking for the public and visitors alike and about the impact of commuter buses and vans. Comments also reflected concern about the relation of the existing American Legion Memorial and Commissioner Lin statue to any proposed reconfiguration of Chatham Square, as well as the need for public input into any redesign of this public space. The proposed Park Row initiative elicited a number of favorable comments about specific components, together with a number of questions about future traffic patterns and access.

Other comments also focused on questions about implementation of the potential initiatives, funding and schedules. The need for continued dissemination and discussion of the study in the Chinatown community was put forward, with suggestions made for accomplishing that goal.

Attachment #1: Rating Questionnaire

Rating Instructions

This questionnaire will be used to rate the effectiveness and impact of 12 proposed initiatives that were developed to address pedestrian and vehicular access and circulation in Chinatown. Each proposed initiative will be described in a presentation. After each initiative is presented, you will be asked to answer two questions to rate that initiative on a scale of one to five. The presentation will then continue until all initiatives have been rated.

評估指示

為了解決行人和機動車輛出入華埠和在華埠通行的問題，現有 12 項可能被實施的行動計劃。這份問卷將被用來評估這些計劃會產生的效果和影響。每一項被提議的行動計劃將通過演示的形式進行描述。在每一項計劃演示完後，你將被要求回答兩個問題，按照 1 到 5 的等級來對計劃作出評估。演示將會在每項計劃獲得評估後繼續進行，直至所有的計劃都得到評估為止。

在多大程度上這項行動計劃將能改善華埠的交通出入和流通狀況？	1 使情況 變差 很多	2 使情況 變差	3 沒有 影響	4 使情況 變好	5 使情況 變好 很多
在多大程度上這項行動計劃將能改善華埠社區的生活素質？	1 使情況 變差 很多	2 使情況 變差	3 沒有 影響	4 使情況 變好	5 使情況 變好 很多

Initiative 1: Park Row Improvements

行動計劃 1：改善柏路



- Narrows Park Row to two lanes of traffic (will meet capacity requirements if Park Row reopens)
- Creates wide pedestrian esplanade
- Incorporates security enhancements

- 將柏路縮窄，改為兩條車道（如果柏路重新開放，將能達到容量的要求。）
- 開闢更寬闊的行人散步空地。
- 將安全強化措施融入到計劃中。

A – To what extent would this initiative improve access and circulation for Chinatown?	1 Make Much Worse	2 Make Worse	3 No Impact	4 Make Better	5 Make Much Better
B – To what extent would this initiative improve quality of life for the Chinatown community?	1 Make Much Worse	2 Make Worse	3 No Impact	4 Make Better	5 Make Much Better

Initiative 2: Chatham Square Reconfiguration

行動計劃 2：重新設置且林市果廣場



- Simplifies Chatham Square intersection
- Facilitates traffic flow between the Bowery and St. James Place, and between East Broadway and Worth Street
- Widens St. James Place and creates dedicated left turn lane onto Worth Street
- Improves safety of pedestrian crossings
- Creates two large public plazas
- Retains war memorial and Commissioner Lin Ze Xu statue

- 簡化且林市果廣場的交叉路口。
- 促進包厘街和聖占士之地之間，東百老匯和窩富街之間的交通更順暢。
- 擴展聖占士之地，開設專門通入窩富街的左轉道。
- 改善行人過街的安全性。
- 建立兩個大型的公眾廣場。
- 保留戰爭紀念碑和林則徐專員的銅像。

C – To what extent would this initiative improve access and circulation for Chinatown?	1 Make Much Worse	2 Make Worse	3 No Impact	4 Make Better	5 Make Much Better
D – To what extent would this initiative improve quality of life for the Chinatown community?	1 Make Much Worse	2 Make Worse	3 No Impact	4 Make Better	5 Make Much Better

Initiative 3: James Madison Park Redesign

行動計劃 3：占士·麥迪臣公園重新設計



- Expands park boundaries on Madison Street and Pearl Street
- Landscapes James Madison Park
- Reinforces pedestrian link between Al Smith Houses and James Madison Park across St. James Place

- 在麥迪臣街和明珠街擴展公園面積。
- 美化占士, 麥迪臣公園。
- 在穿過聖占士之地的地段, 改善阿爾, 史密斯住宅和占士, 麥迪臣公園之間的行人通行情況。

E – To what extent would this initiative improve access and circulation for Chinatown?	<input type="checkbox"/> 1 Make Much Worse	<input type="checkbox"/> 2 Make Worse	<input type="checkbox"/> 3 No Impact	<input type="checkbox"/> 4 Make Better	<input type="checkbox"/> 5 Make Much Better
F – To what extent would this initiative improve quality of life for the Chinatown community?	<input type="checkbox"/> 1 Make Much Worse	<input type="checkbox"/> 2 Make Worse	<input type="checkbox"/> 3 No Impact	<input type="checkbox"/> 4 Make Better	<input type="checkbox"/> 5 Make Much Better

Initiative 4: Coach Bus Plaza

行動計劃 4：長途巴士停車場



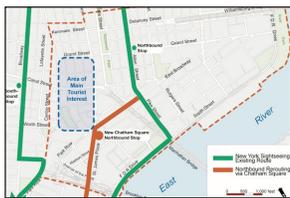
- Consolidates intercity coach bus loading and unloading on Forsyth Street
- Creates a plaza for passenger waiting and boarding

- 改善穿梭城市之間的長途巴士在科西街的裝載和卸載情況。
- 為乘客候車和上車設立新的場地。

G – To what extent would this initiative improve access and circulation for Chinatown?	<input type="checkbox"/> 1 Make Much Worse	<input type="checkbox"/> 2 Make Worse	<input type="checkbox"/> 3 No Impact	<input type="checkbox"/> 4 Make Better	<input type="checkbox"/> 5 Make Much Better
H – To what extent would this initiative improve quality of life for the Chinatown community?	<input type="checkbox"/> 1 Make Much Worse	<input type="checkbox"/> 2 Make Worse	<input type="checkbox"/> 3 No Impact	<input type="checkbox"/> 4 Make Better	<input type="checkbox"/> 5 Make Much Better

Initiative 5: Tour Bus Stop at Chatham Square

行動計劃 5：旅遊巴士在且林市果廣場設立停車站



- Re-routes tour buses through primary tourist areas
- Creates tour bus stop at the gateway to Chinatown's core

- 將旅遊巴士改道穿過主要的旅遊點。
- 在進入華埠核心區的入口處建成新的旅遊巴士停車站。

I – To what extent would this initiative improve access and circulation for Chinatown?	<input type="checkbox"/> 1 Make Much Worse	<input type="checkbox"/> 2 Make Worse	<input type="checkbox"/> 3 No Impact	<input type="checkbox"/> 4 Make Better	<input type="checkbox"/> 5 Make Much Better
J – To what extent would this initiative improve quality of life for the Chinatown community?	<input type="checkbox"/> 1 Make Much Worse	<input type="checkbox"/> 2 Make Worse	<input type="checkbox"/> 3 No Impact	<input type="checkbox"/> 4 Make Better	<input type="checkbox"/> 5 Make Much Better

Initiative 6: Consolidated Commuter Van Stops

行動計劃 6：整合通勤者載客(小巴)車輛停車地點



- Limits commuter van stops to three locations
- Improves loading and unloading operations

- 限制通勤者載客(小巴)車輛在三個地點停車。
- 改進裝客和卸客工作。

K – To what extent would this initiative improve access and circulation for Chinatown?	<input type="checkbox"/> Make Much Worse	<input type="checkbox"/> Make Worse	<input type="checkbox"/> No Impact	<input type="checkbox"/> Make Better	<input type="checkbox"/> Make Much Better
L – To what extent would this initiative improve quality of life for the Chinatown community?	<input type="checkbox"/> 1 Make Much Worse	<input type="checkbox"/> 2 Make Worse	<input type="checkbox"/> 3 No Impact	<input type="checkbox"/> 4 Make Better	<input type="checkbox"/> 5 Make Much Better

Initiative 7: Crosstown City Bus Route

行動計劃 7：越城公共巴士路線



- Creates a new river-to-river city bus route that serves Chinatown

- 設立新的來往東河與哈德遜河之間的巴士路線，服務華埠。

M – To what extent would this initiative improve access and circulation for Chinatown?

1
Make
Much Worse

2
Make
Worse

3
No
Impact

4
Make
Better

5
Make
Much Better

N – To what extent would this initiative improve quality of life for the Chinatown community?

1
Make
Much Worse

2
Make
Worse

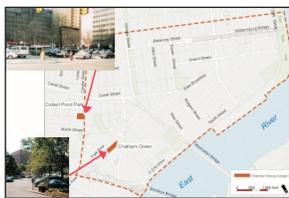
3
No
Impact

4
Make
Better

5
Make
Much Better

Initiative 8: Parking Garage

行動計劃 8：停車庫



- Builds parking garage below enhanced open space
- Provides new public parking for Chinatown

- 在經改善的公共場地下面建設新的停車庫。
- 為華埠提供新的公共停車場所。

O – To what extent would this initiative improve access and circulation for Chinatown?

1
Make
Much Worse

2
Make
Worse

3
No
Impact

4
Make
Better

5
Make
Much Better

P – To what extent would this initiative improve quality of life for the Chinatown community?

1
Make
Much Worse

2
Make
Worse

3
No
Impact

4
Make
Better

5
Make
Much Better

Initiative 9: Pavement Zones

行動計劃 9：人行道地帶



- Uses distinctive paving or markings to separate sidewalk into retail, vendor, pedestrian, and loading zones
- Reduces pedestrian and vehicular congestion

- 使用特別的路面鋪設和記號來將人行道區分為零售商地段、攤販地段、行人地段和裝卸地帶。
- 減少行人和機動車輛的擁擠情況。

Q – To what extent would this initiative improve access and circulation for Chinatown?

1
Make
Much Worse

2
Make
Worse

3
No
Impact

4
Make
Better

5
Make
Much Better

R – To what extent would this initiative improve quality of life for the Chinatown community?

1
Make
Much Worse

2
Make
Worse

3
No
Impact

4
Make
Better

5
Make
Much Better

Initiative 10: Street Furniture Improvements

行動計劃 10：改善街道設施



- Consolidates street furniture
- Reduces sidewalk clutter
- Improves streets' appearance

- 強化和整合街道設施。
- 減少人行道的擁擠情況。
- 改善街道外觀。

S – To what extent would this initiative improve access and circulation for Chinatown?

1
Make
Much Worse

2
Make
Worse

3
No
Impact

4
Make
Better

5
Make
Much Better

T – To what extent would this initiative improve quality of life for the Chinatown community?

1
Make
Much Worse

2
Make
Worse

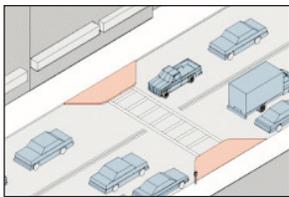
3
No
Impact

4
Make
Better

5
Make
Much Better

Initiative 11: East Broadway Mid-block Crossing

行動計劃 11：東百老匯半途過路處



- Provides a traffic signal and crosswalk on East Broadway, midway between Chatham Square and Market Street
- Improves pedestrian safety and convenience

- 在東百老匯且林市果廣場和市場街之間設立一個交通信號燈和人行橫道。
- 改善行人的安全和便捷狀況。

U – To what extent would this initiative improve access and circulation for Chinatown?

1
Make
Much Worse

2
Make
Worse

3
No
Impact

4
Make
Better

5
Make
Much Better

V – To what extent would this initiative improve quality of life for the Chinatown community?

1
Make
Much Worse

2
Make
Worse

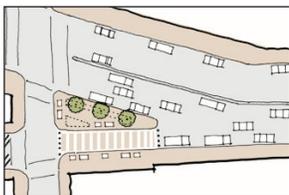
3
No
Impact

4
Make
Better

5
Make
Much Better

Initiative 12: Baxter/Walker Triangle Time-of-Day Closure

行動計劃 12：在巴士達街/獲克街三角地帶每天有固定的關閉時間



- Closes Walker Street between Baxter Street and Canal Street during low-traffic hours
- Relocates Canal Street vendors to expanded site
- Reduces pedestrian congestion on adjacent sidewalks

- 在交通流量少的時間關閉獲克街位於巴士達街和堅尼路之間的一段。
- 重新把堅尼路的攤販安置在擴大了的空間。
- 在鄰近的人行道減少行人的交通堵塞情況

W – To what extent would this initiative improve access and circulation for Chinatown?

1
Make
Much Worse

2
Make
Worse

3
No
Impact

4
Make
Better

5
Make
Much Better

X – To what extent would this initiative improve quality of life for the Chinatown community?

1
Make
Much Worse

2
Make
Worse

3
No
Impact

4
Make
Better

5
Make
Much Better

Results of the Rating Questionnaire

Initiative	1	1	2	2	3	3	4	4	5	5	6	6
Questionnaire/ Response	A	B	C	D	E	F	G	H	I	J	K	L
Sum total	278	297	295	296	276	293	345	347	252	262	288	283
Total responses	81	81	80	80	81	81	81	81	81	81	81	81
Average Score	3.43	3.66667	3.69	3.70	3.41	3.62	4.26	4.28	3.11	3.23	3.56	3.49

Count "Make Much Worse"	11	9	5	5	3	3	0	0	12	9	4	4
Count "Make Worse"	7	8	9	6	6	5	1	2	22	22	11	12
Count "No Impact"	16	7	8	12	36	24	7	7	6	6	16	17
Count "Make Better"	30	34	32	37	27	37	43	38	27	29	36	36
Count "Make Much Better"	17	23	24	19	9	12	30	34	14	15	14	12
Total responses	81	81	78	79	81	81	81	81	81	81	81	81

Percent "Make Much Worse"	13.6%	11.1%	6.4%	6.3%	3.7%	3.7%	0.0%	0.0%	14.8%	11.1%	4.9%	4.9%
Percent "Make Worse"	8.6%	9.9%	11.5%	7.6%	7.4%	6.2%	1.2%	2.5%	27.2%	27.2%	13.6%	14.8%
Percent "No Impact"	19.8%	8.6%	10.3%	15.2%	44.4%	29.6%	8.6%	8.6%	7.4%	7.4%	19.8%	21.0%
Percent "Make Better"	37.0%	42.0%	41.0%	46.8%	33.3%	45.7%	53.1%	46.9%	33.3%	35.8%	44.4%	44.4%
Percent "Make Much Better"	21.0%	28.4%	30.8%	24.1%	11.1%	14.8%	37.0%	42.0%	17.3%	18.5%	17.3%	14.8%

Results Continued

Initiative	7	7	8	8	9	9	10	10	11	11	12	12
Questionnaire/ Response	M	N	O	P	Q	R	S	T	U	V	W	X
Sum total	305	308	298	299	306	305	276	294	297	311	256	279
Total responses	81	82	82	82	81	81	81	81	81	80	79	79
Average Score	3.77	3.76	3.63	3.65	3.78	3.77	3.41	3.63	3.67	3.89	3.24	3.53

Count "Make Worse"	9	5	6	10	7	5	10	4	7	2	15	9
Count "No Impact"	6	13	6	4	23	23	20	12	12	10	15	17
Count "Make Better"	41	37	25	24	27	25	35	43	40	44	24	27
Count "Make Much Better"	20	21	31	32	23	25	11	15	17	20	16	20
Total responses	81	82	81	81	80	79	77	77	78	77	75	75

Percent "Make Much Worse"	6.2%	7.3%	16.0%	13.6%	0.0%	1.3%	1.3%	3.9%	2.6%	1.3%	6.7%	2.7%
Percent "Make Worse"	11.1%	6.1%	7.4%	12.3%	8.8%	6.3%	13.0%	5.2%	9.0%	2.6%	20.0%	12.0%
Percent "No Impact"	7.4%	15.9%	7.4%	4.9%	28.8%	29.1%	26.0%	15.6%	15.4%	13.0%	20.0%	22.7%
Percent "Make Better"	50.6%	45.1%	30.9%	29.6%	33.8%	31.6%	45.5%	55.8%	51.3%	57.1%	32.0%	36.0%
Percent "Make Much Better"	24.7%	25.6%	38.3%	39.5%	28.8%	31.6%	14.3%	19.5%	21.8%	26.0%	21.3%	26.7%

Attachment #2: Ranking Posters

Proposed Initiatives 1, 2, 3

Initiative 1: Park Row Improvements



- Narrows Park Row to two lanes of traffic (will meet capacity requirements if Park Row reopens)
- Creates wide pedestrian esplanade
- Incorporates security enhancements

行動計劃 1：改善柏路

- 將柏路縮窄，改為兩條車道（如果柏路重新開放，將能達到容量的要求。）
- 開闢更寬闊的行人散步空地。
- 將安全強化措施融入到計劃中。

Please place your dots below 請張小點放在這裡。

Initiative 2: Chatham Square Reconfiguration



- Simplifies Chatham Square intersection
- Facilitates traffic flow between the Bowery and St. James Place, and between East Broadway and Worth Street
- Widens St. James Place and creates dedicated left turn lane onto Worth Street
- Improves safety of pedestrian crossings
- Creates two large public plazas
- Retains war memorial and Commissioner Lin Ze Xu statue

行動計劃 2：重新設置且林市果廣場

- 簡化且林市果廣場的交叉路口。
- 促進包厘街和聖占士之地之間，東百老匯和窩富街之間的交通更順暢。
- 擴展聖占士之地，開設專門通入窩富街的左轉道。
- 改善行人過街的安全性。
- 建立兩個大型的公眾廣場。
- 保留戰爭紀念碑和林則徐專員的銅像。

Please place your dots below 請張小點放在這裡。

Initiative 3: James Madison Park Redesign



- Expands park boundaries on Madison Street and Pearl Street
- Landscapes James Madison Park
- Reinforces pedestrian link between Al Smith Houses and James Madison Park across St. James Place

行動計劃 3：占士•麥迪臣公園重新設計

- 在麥迪臣街和明珠街擴展公園面積。
- 美化占士，麥迪臣公園。
- 在穿過聖占士之地的地段，改善阿爾，史密斯住宅和占士，麥迪臣公園之間的行人通行情況。

Please place your dots below 請張小點放在這裡。

Proposed Initiatives 4, 5, 6

Initiative 4: Coach Bus Plaza

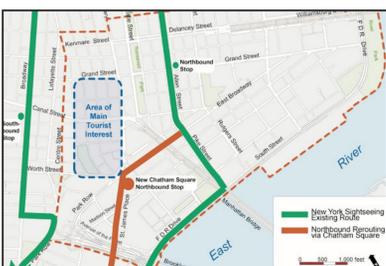
行動計劃 4：長途巴士停車場



- Consolidates intercity coach bus loading and unloading on Forsyth Street
- Creates a plaza for passenger waiting and boarding
- 改善穿梭城市之間的長途巴士在科西街的裝載和卸載情況。
- 為乘客候車和上車設立新的場地。

Please place your dots below 請張小點放在這裡。

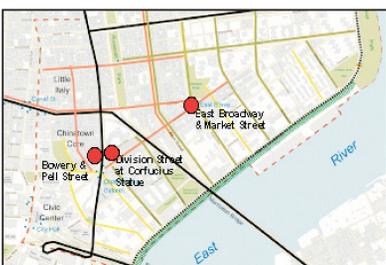
Initiative 5: Tour Bus Stop at Chatham Square 行動計劃 5：旅遊巴士在且林市果廣場設立停車站



- Re-routes tour buses through primary tourist areas
- Creates tour bus stop at the gateway to Chinatown's core
- 將旅遊巴士改道穿過主要的旅遊點。
- 在進入華埠核心區的入口處建成新的旅遊巴士停車站。

Please place your dots below 請張小點放在這裡。

Initiative 6: Consolidated Commuter Van Stops 行動計劃 6：整合通勤者載客(小巴)車輛停車地點



- Limits commuter van stops to three locations
- Improves loading and unloading operations
- 限制通勤者載客(小巴)車輛在三個地點停車。
- 改進裝客和卸客工作。

Please place your dots below 請張小點放在這裡。

Proposed Initiatives 7, 8, 9

Initiative 7: Crosstown City Bus Route

行動計劃 7：越城公共巴士路線



- Creates a new river-to-river city bus route that serves Chinatown

- 設立新的來往東河與哈德遜河之間的巴士路線，服務華埠。

Please place your dots below 請張小點放在這裡。

Initiative 8: Parking Garage

行動計劃 8：停車庫



- Builds parking garage below enhanced open space
- Provides new public parking for Chinatown

- 在經改善的公共場地下面建設新的停車庫。
- 為華埠提供新的公共停車場所。

Please place your dots below 請張小點放在這裡。

Initiative 9: Pavement Zones

行動計劃 9：人行道地帶



- Uses distinctive paving or markings to separate sidewalk into retail, vendor, pedestrian, and loading zones
- Reduces pedestrian and vehicular congestion

- 使用特別的路面鋪設和記號來將人行道區分為零售地段、攤販地段、行人地段和裝卸地帶。
- 減少行人和機動車輛的擁擠情況。

Please place your dots below 請張小點放在這裡。

Proposed Initiatives 10, 11, 12

Initiative 10: Street Furniture Improvements

行動計劃 10：改善街道設施



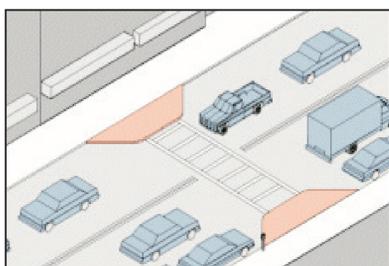
- Consolidates street furniture
- Reduces sidewalk clutter
- Improves streets' appearance

- 強化和整合街道設施。
- 減少人行道的擁擠情況。
- 改善街道外觀。

Please place your dots below 請張小點放在這裡。

Initiative 11: East Broadway Mid-block Crossing

行動計劃 11：東百老匯半途過路處



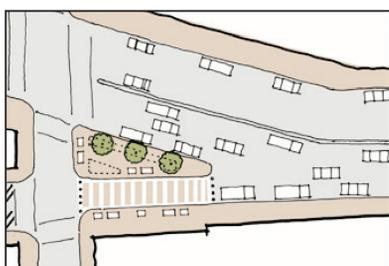
- Provides a traffic signal and crosswalk on East Broadway, midway between Chatham Square and Market Street
- Improves pedestrian safety and convenience

- 在東百老匯且林市果廣場和市場街之間設立一個交通信號燈和人行橫道。
- 改善行人的安全和便捷狀況。

Please place your dots below 請張小點放在這裡。

Initiative 12: Baxter/Walker Triangle Time-of-Day Closure

行動計劃 12：在巴士達街/獲克街三角地帶每天有固定的關閉時間



- Closes Walker Street between Baxter Street and Canal Street during low-traffic hours
- Relocates Canal Street vendors to expanded site
- Reduces pedestrian congestion on adjacent sidewalks

- 在交通流量少的時間關閉獲克街位於巴士達街和堅尼路之間的一段。
- 重新把堅尼路的攤販安置在擴大了的空間。
- 在鄰近的人行道減少行人的交通堵塞情況

Please place your dots below 請張小點放在這裡。

Attachment #3: Notes from Q&A

General Comments

- Concern about Atlantic City buses
- Chrystie Street may be a good place for buses in addition to Forsyth Street
- Concern about large quantity of cars that would go into garage at Chatham Green and would prefer it to be located at Columbus Park
- What will be done with this information?
- Housing and jobs are the most important issues; Why are we not focusing on this when most people in Chinatown don't even own cars?
- What about better utilizing the waterfront area for parking?
- Put initiatives on the website and allow for rating when there is more time
- Concern that widening St. James Place will create more traffic, pollution and noise
- Concern about disruption that construction would cause; Disrupts the private developments surrounding the construction site

- Crossing at Worth Street should be included; it is dangerous crossing from Chatham Towers
- Impact on business people is not being addressed
- Why is the effect on small businesses not discussed?
- Didn't know enough about the initiatives in order to vote, will they provide more information?
- Parking Garage; we have enough!
- Asian Americans For Equality (AAFE) - Has anyone coordinated with them and read their studies and proposals?
- This is too small of a sample and too little details
- Post on website!
- More details would allow them to better understand the initiatives

Initiative #2 – Chatham Square Configuration

- Traffic flowing into the Square; how will that improve the flow of traffic?

Money

- How much money will be spent on these initiatives?
- With all this money being spent, how much do we propose to spend on housing and jobs?

Quality of Life

- Are you taking into consideration noise that they endure in a residential area?
- They cannot sleep
- There are several environmental impacts
- Several health impacts
- All good, looks good on paper but during the process life will be impacted, and
- People can't live there

Park Row

- Loves that it is closed but knows it will be a disaster for Chinatown
- Concerned about traffic; Worth Street?
- Emergency vehicles

Attachment #4: Notes from the Advocate Minutes

During the Advocate Minutes, meeting participants were able to express support for particular potential initiatives. The discussion was document on flipchart paper, encoded, and is presented below.

Topics for discussion as identified by participants

- Business Impact
- Opening Park Row
- Relocation of the monument
- Coach buses/All buses
- Final initiatives discussion
- Chatham Square
- Parking

Notes from discussion

Business Impact/Opening Park Row

- If traffic improves – helps businesses.
- How do we get tour buses to come back (post 9/11) – Chinatown depended on buses.
- Tour buses had little effect.
- People from WTC who frequented Chinatown have affected it.

- Get rid of police parking; police will park in municipal lot.
- North/South Connection to downtown.
- Cross-town will benefit community.
- Traffic agents giving tickets – byproduct of no parking and enforcement of traffic violations.
- People come less frequently because of parking.
- Police take up all the parking.
- Police will go under their building.
- Limit police parking.
- Use what we already have – police municipal parking.
- Move Police Plaza to Staten Island.
- Rate for parking is an issue.
- Missing municipal parking rates (affordable).
- Garage under James Madison Plaza.
- No way to distinguish between Chatham Green and Collect Pond on rating.
- Major problem is Holland Tunnel.
- Will there be through traffic on Park Row.
- No decent way to go along Park Row towards Brooklyn Bridge.
- Street map for tourists.
- More lights on Bowery and Canal.
- Post slow traffic sign (10 mph) on Bowery.
- Park Row is a waste of time and money...cops will park anyway.
- Two lanes and bus traffic would still cause congestion especially Worth St.
- Concerned about single lane in each direction.
- Not working with data reflective of what traffic levels will be.
- Working with current volumes (traffic estimates) that are less than what they were and will be.
- Foley Square EIS – suggests it is a critical piece of information.
- Reduce traffic in Chatham Green – why then put a parking lot right under it.
- Opening the building to terrorist attacks.
- Baxter and Mott St. buildings – are they providing parking.
- Any new buildings in future should provide parking.
- Win-win situation.
- Generates parking for everyone.

Relocation of the Monument

- What does “relocate” mean in terms of the statue?
- Whose decision will it be?
- Need more details, cannot make a decision without knowing where it will go.
- Preserve integrity and respect they have for memorial

- Only landmark that signifies the participation of Chinese Americans.
- Showcase as part of Chinatown attraction.
- Traffic circle in Chatham Square and have statue in the middle?
- How will construction of subway affect statue...will it be relocated again?
- Design of flower/three pits in Plaza now used by kids...what can we do so next design is not conducive to kids recreation.
- Issue of culture and arts – relationship to study/initiatives.
- Folk artists on the street.
- When planning traffic need to take into consideration the cultural life and well being of the community.
- How do we incorporate a place for them on the streets of Chinatown?
- Chatham Square a park and Columbus Park a parking lot.
- Issue of accessibility.
- In compliance with Americans Disability Act.
- Process from here on out with these initiatives...where/when?
- Ask for consideration: if they have to relocate then they have a say.

Coach buses/All buses

- Parking and commuter buses: approximately 50 vans in only three locations.
- Business affected by the buses – in front of businesses all day and sanitation fines him.
- In favor of cross-town bus routes.
- Buss 22 doesn't serve people in Chinatown.
- Wants to see something happen soon – East Broadway mid-block crossing, Baxter Street triangle, or Market Street for commuter vans. Legalize it.
- Coach bus – move to Delancy.
- Minimize traffic on Worth Street by putting it on Delancy/Christie St.

Kim Lau Monument

- Want Chinese effort to be recognized.
- Are they restricted to that square where it exists?
- Street crossing Park Row – Centre Street.
- What does it say to future generations if they move a monument?

Final Thoughts

- Will coach bus drivers follow the rules?
- This has been tried with buses in other places and has failed.

- What is the timeline for implementation?
- West Side has gotten more attention.
- Need to focus on the East Side.

Attachment #5: Comment Cards

Participants submitted comment cards to share their ideas and concerns about issues raised during the final public workshop. These comments were encoded and are listed below.

- Please do NOT widen St. James Place! The noise from all the trucks grinding their way up St. James Place 24/7 is deafening! Also unhealthy! They should NOT be allowed to use St. James Place as a thoroughfare; they should use South Street, not a residential street. Please NO garbage under Chatham Green.
- Open Park Row. This is important N/S artery. Now St. James is congested. So is Worth St. that has traffic from Broadway and Church St.
- Oppose public parking lot under Chatham Green.
- The Chinatown community has been just as adversely affected by 9/11 as the west side and we hope to see a significant portion of funding going to improving the quality of life in our neighborhood.
- You cannot build a parking garage under Chatham Green. You should build it under Collect Pont NOT Chatham Green, please.
- Four-lane “highway” on St. James Place is too busy a thoroughfare. Would congest area further.

- Increase parking on the streets in Chinatown. Take away illegal parking by police, court officers.
- East West bus routes are good but with traffic congestion on Canal Street and Grand Street the bus would be very slow moving.
- Some initiatives that can be implemented easily should go ahead first.
- East Broadway – mid-block crossing
- Baxter Triangle
- Location for commuter van (Market St.)
- Please bring more microphones – it is hard to hear the participants' questions.
- Have more images so people can understand the initiatives.
- Why can't people have more time to understand the initiatives.
- Why are there not more people here who live somewhere close to Chatham Green?
- Rate sheet: should ask person to identify resident/organization representation.
- Initiative 1: does this improve pedestrian connection between Chinatown and WTC site?
- Initiative 6: this option would leave commuters between Canal and Grand and Broadway and Bowery without a stop. Could you show 15 minute walking radiuses from proposed stops? There are commuter van stops, for example, at Elisabeth and Hester.
- Pedestrian circulation and crossings between Courthouses and Chinatown (across Worth St.) are not addressed. A short-term improvement could be a crosswalk at Baxter on Worth Street.
- Have you consulted/presented to Fajianese groups about relocation of statue and East Broadway improvements?
- Definitely do not want an underground garage at Chatham Green. Why not try to build one at Alfred and Smith. They can certainly use one.
- The meeting was done backwards. They rank priorities before having a discussion?
- The slide presentation was too skimpy – it was too hard to tell what was being planned.
- The majority of Chinatown residents are immigrant low-wage workers – for whom the priorities are housing and jobs. (Most people in Chinatown don't own cars!!)
- While you spend millions of dollars on these initiatives, how much money is available for creating low-income housing and jobs for displaced workers?
- You need to hold hearings on Sundays in Mandarin, Cantonese and Fukienese if you really want feedback from people who

represent the interests of the majority in Chinatown – not just elite few who represent special interests.

- I refuse to participate in your “rating process” because I don’t agree that “circulation” is a top priority for most Chinatown residents.
- Initiative 8: Parking Garage – As a resident of Chatham Green I am against the building the garage and the Chatham Green property. I am supporting the garage to be built at Collect Pond.
- Post slow traffic 10 miles per hour on Bowery between Grand Street and Chatham Square.
- More lighting on Bowery and Canal Street.
- More benches on Park Row.
- Can this proposal post on computer to collect more feedbacks from Chinatown?
- Post weatherproofed street map for tourists in every street corner.
- Coach bus plaza idea is great. First step is to have all Intercity Bus operators to pay for dispatch to regular temporary bus stop at Forsythe Street.