CHINATOWN CONNECTIONS

通達華埠

CCWG 10
03/18/2026

NYC/EDC MARVEL

AGENDA

1. Memorial Arch (10 min)
2. Traffic Study Update (30 min)
3. Discussions

MEMORIAL ARCH

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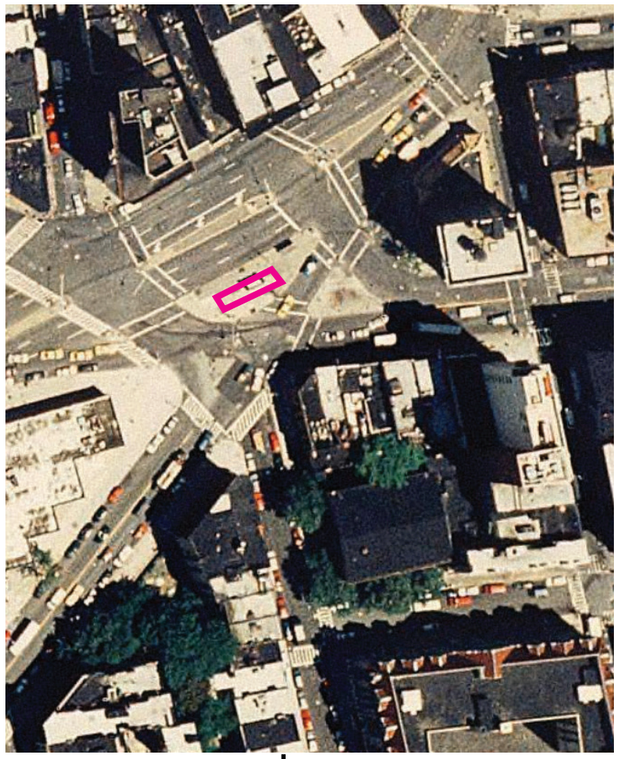
SITE & PROJECT SCOPE

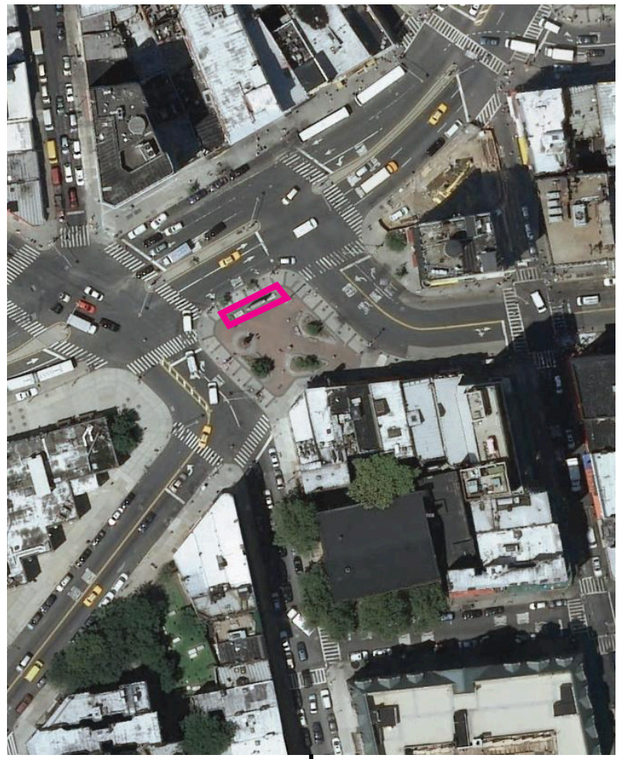
SITE & PROJECT SCOPE

SITE HISTORY

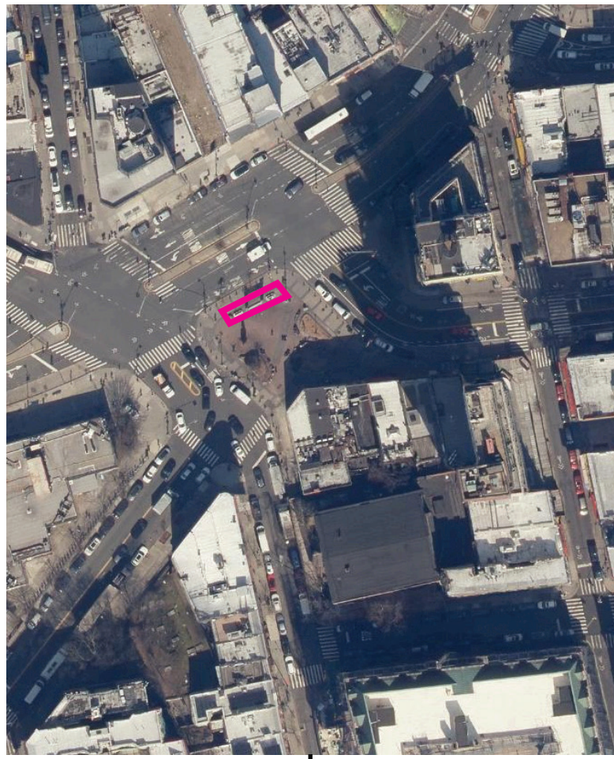
1924



1996



2008



2024

1961
KIMLAU WAR MEMORIAL
DEDICATED

2021
KIMLAU WAR MEMORIAL
LANDMARKED

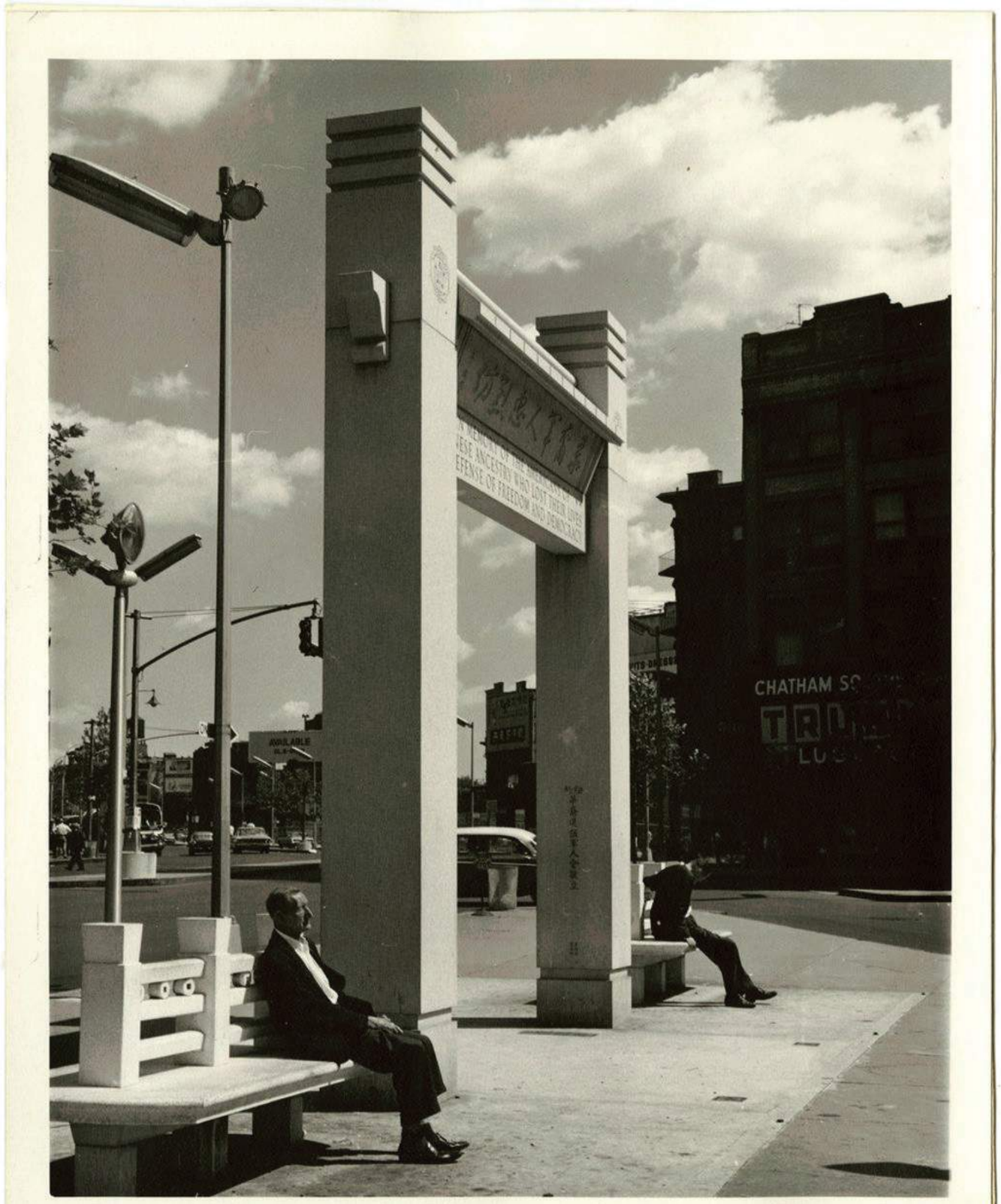

IN MEMORY OF THE AMERICANS OF
CHINESE ANCESTRY WHO LOST THEIR LIVES
IN DEFENSE OF FREEDOM AND DEMOCRACY
RESTAURANT
CHATHAM HARD
CUT RATE C GAR
WHOLESA

1961

紐約華裔軍人忠烈坊開幕情形。

Dead's Work of Art — in a HK magazine

1961



1970’S-1980’S

1973

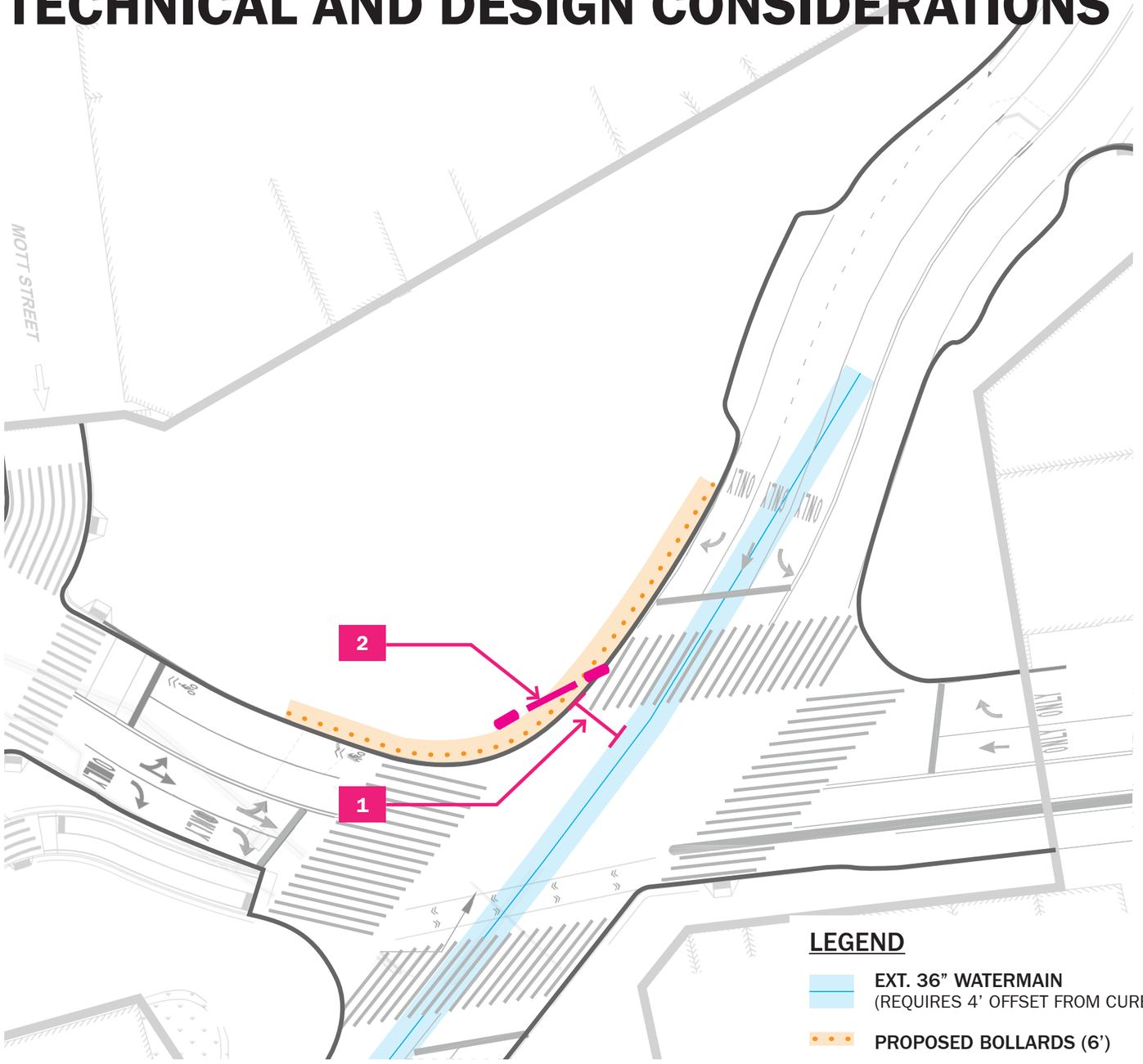

CHINATOWN B.I.D.
CHINATOWN PARTNERSHIP


ASSUMPTION PROCESSION
母升天遊行

CURRENT

CHINATOWN CONNECTIONS PROJECT (NYCDOT)

TECHNICAL AND DESIGN CONSIDERATIONS



1. MINIMUM OFFSET REQUIRED BETWEEN EXISTING WATERMAIN AND PLAZA CURBLINE

2. EXISTING ARCH LOCATION OVERLAPS WITH PREFERRED ROADWAY GEOMETRY AND PROPOSED BOLLARD LINE

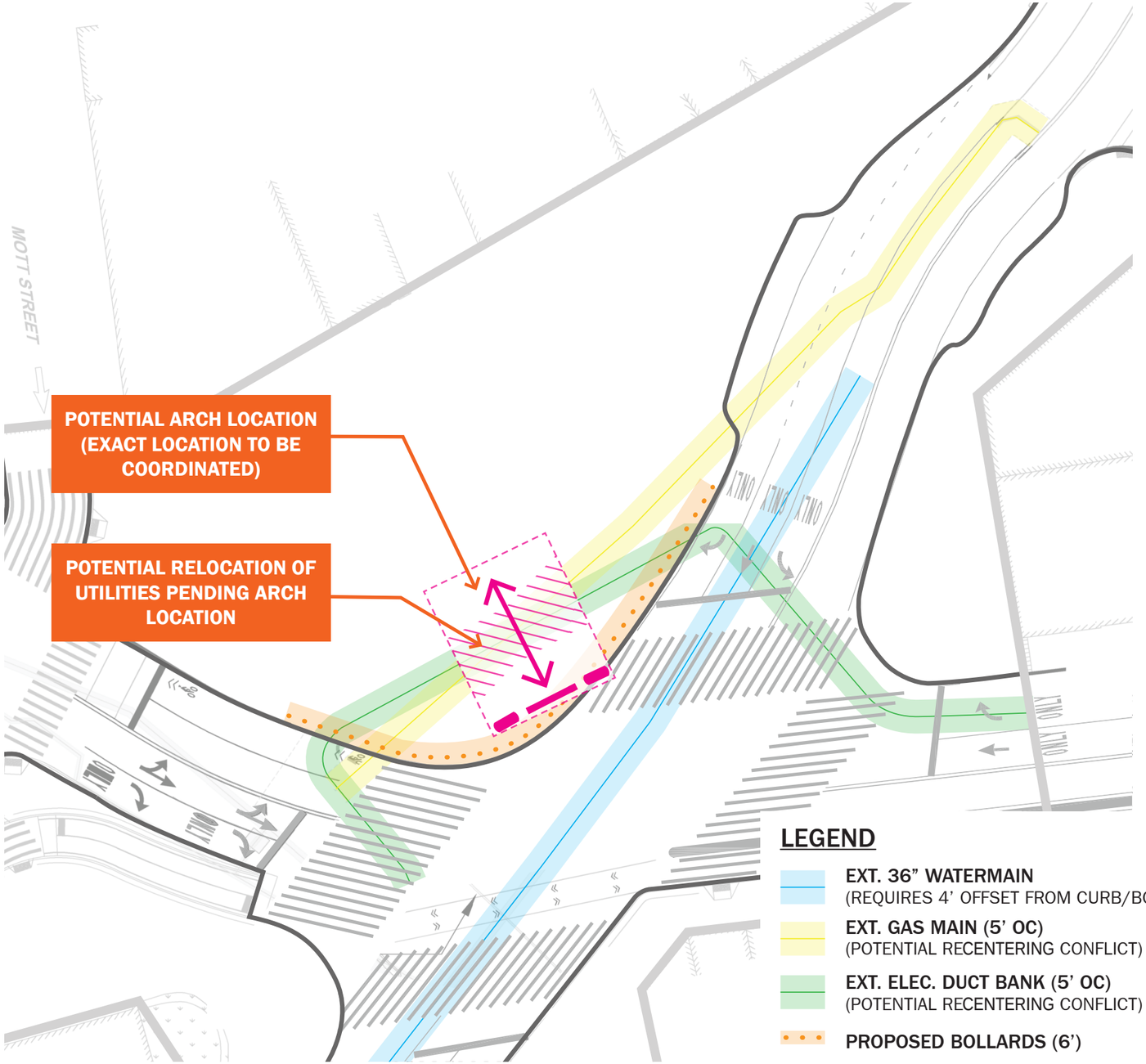
LEGEND

EXT. 36” WATERMAIN
(REQUIRES 4’ OFFSET FROM CURB/BOLLARDS)

PROPOSED BOLLARDS (6’)

0 20’ 40’ 80’

KEY CONSIDERATIONS FOR RECENTERING

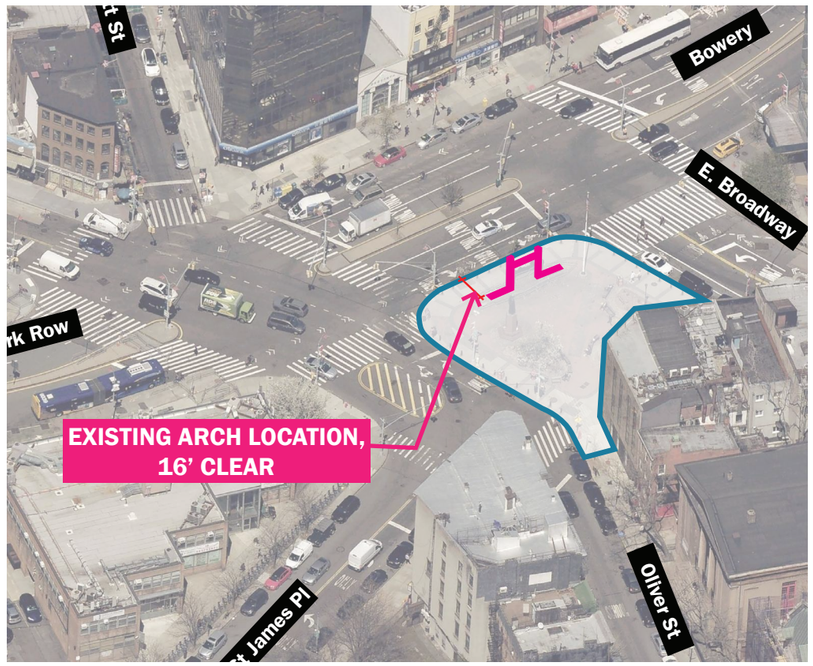


1. SETTING
- RESPECT ORIENTATION
- ALLOW USE ON ALL SIDES
- MAINTAIN ALIGNMENT

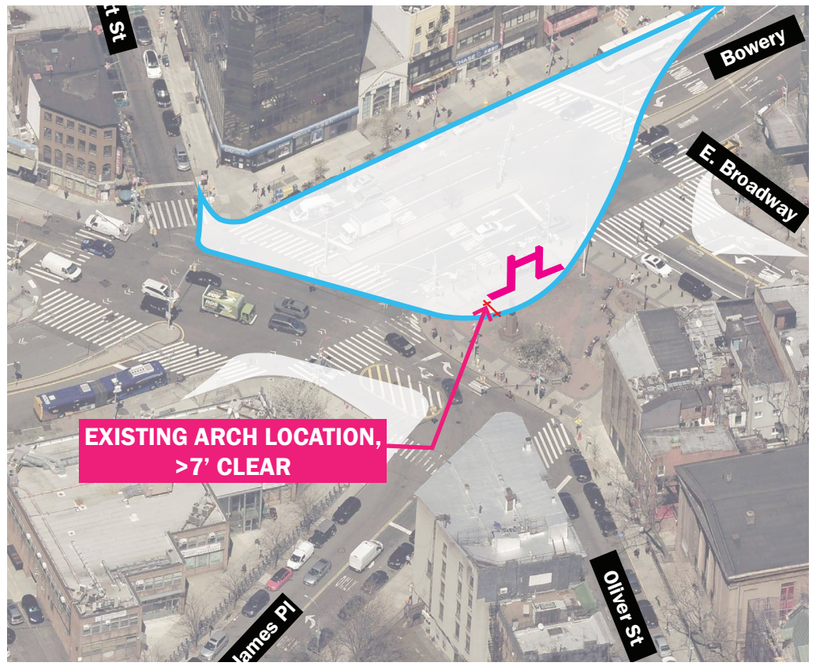
2. VIEWSHEDS
- MAINTAIN SIGHTLINES FOR PEDESTRIANS
- CONSIDER PROXIMITY TO OTHER STRUCTURES
- VEHICULAR SIGHTLINE CLEAR

3. COMMUNITY
- SAFER PUBLIC SPACE
- FACILITATE LARGER COMMUNITY EVENTS

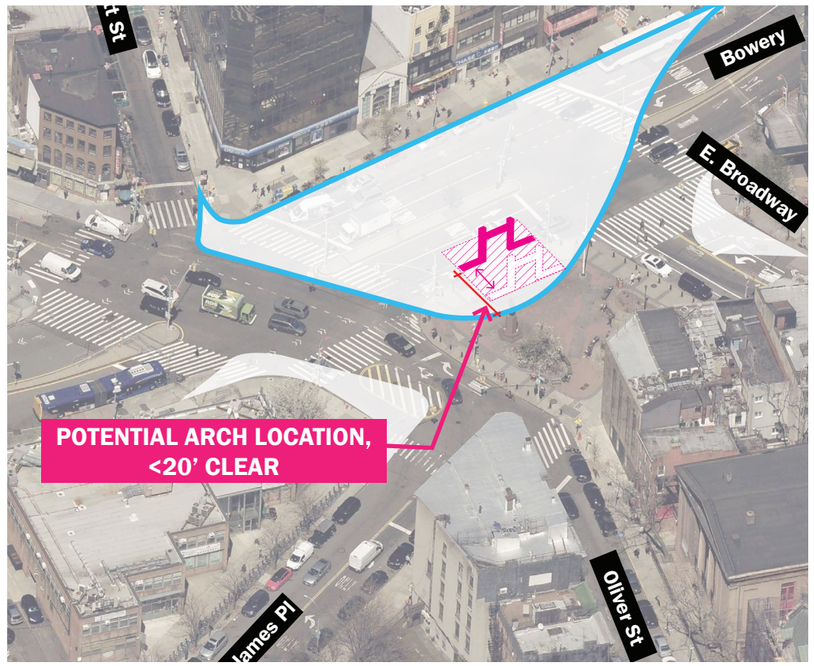
EXISTING VS POTENTIAL MEMORIAL ARCH LOCATIONS



EXISTING CONDITIONS



EXISTING MEMORIAL ARCH ON
PROPOSED KIMLAU SQUARE



RECENTERED MEMORIAL ARCH
ON PROPOSED KIMLAU SQUARE

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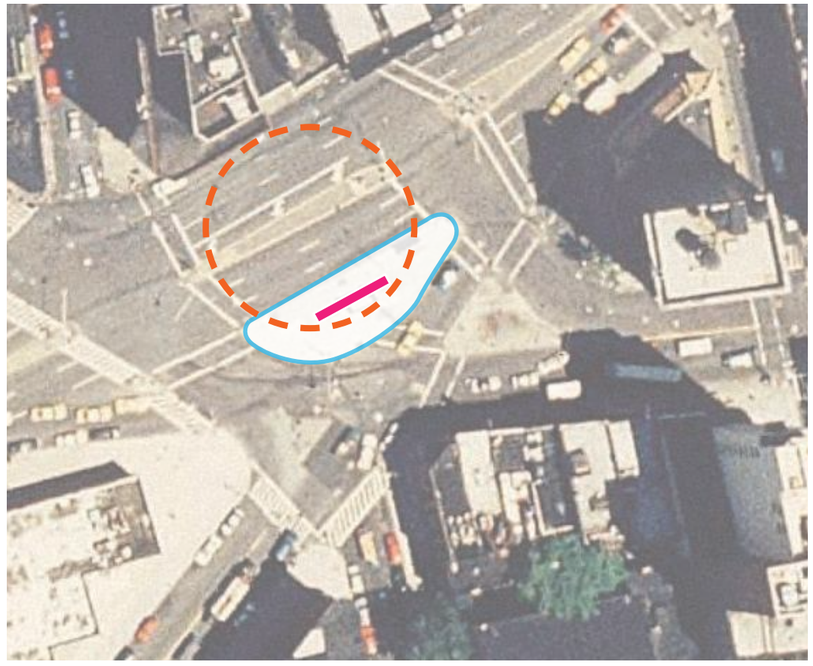
THE MEMORIAL ARCH AS A GATHERING SPACE

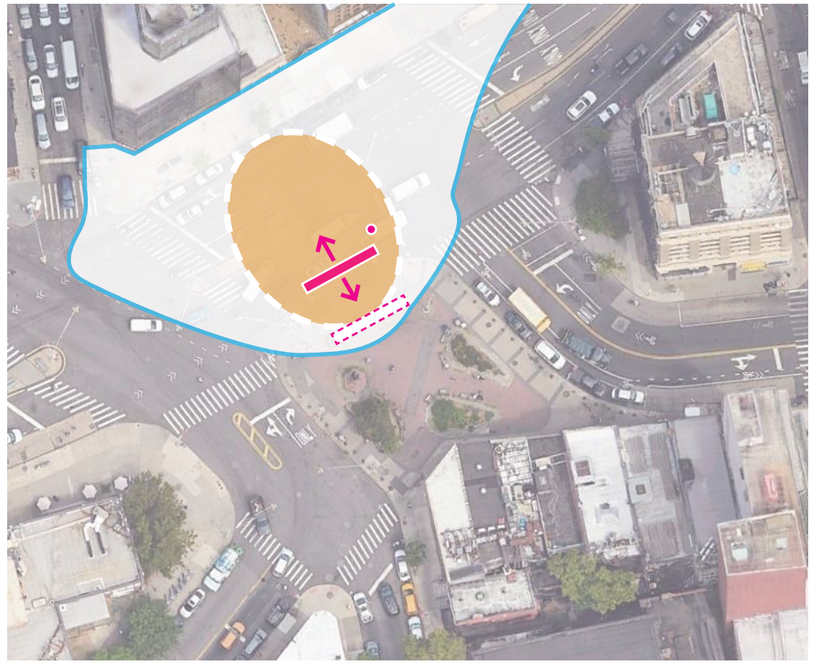


1960'S

GATHERING REQUIRES STREET CLOSURE

EXISTING CONDITION

LIMITED GATHERING IN SMALL PLAZA
OR WITHIN TRAFFIC



RECENTERED MEMORIAL ARCH ON PROPOSED KIMLAU SQUARE

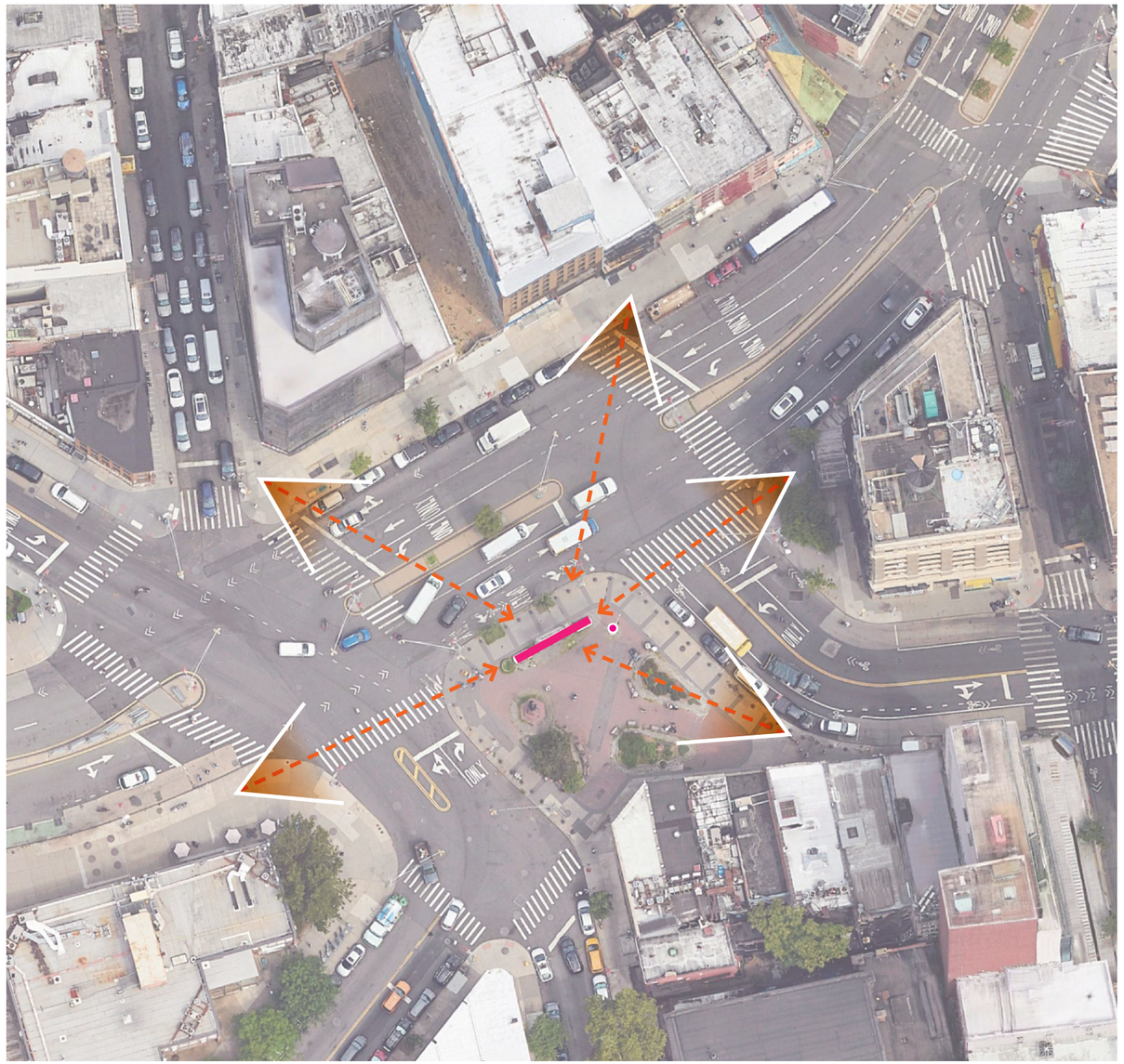
LARGER GATHERING WITHIN PLAZA AND
TWO-SIDED MULTIPLE CONFIGURATIONS

LEGEND

- GATHERING REQUIRES STREET CLOSURE
- GATHERING SPACE AT PLAZA
- MEMORIAL ARCH
- FLAG POLE
- PLAZA BOUNDARY

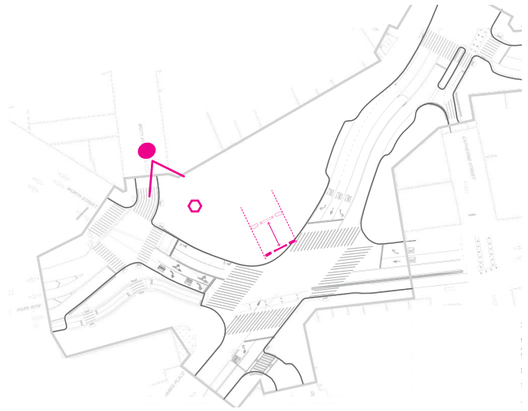
MAINTAINING CLEAR SLIGHTLINES TO THE MEMORIAL ARCH

EXISTING CONDITION



RECENTERED MEMORIAL ARCH ON PROPOSED KIMLAU SQUARE

APPROACHING VIEWS
FROM MOTT ST.



EXISTING CONDITIONS

PROPOSED CONDITIONS

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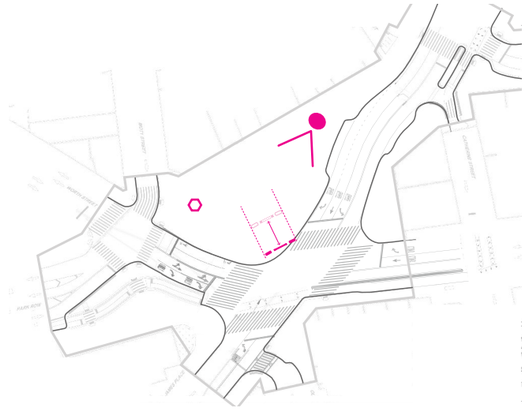
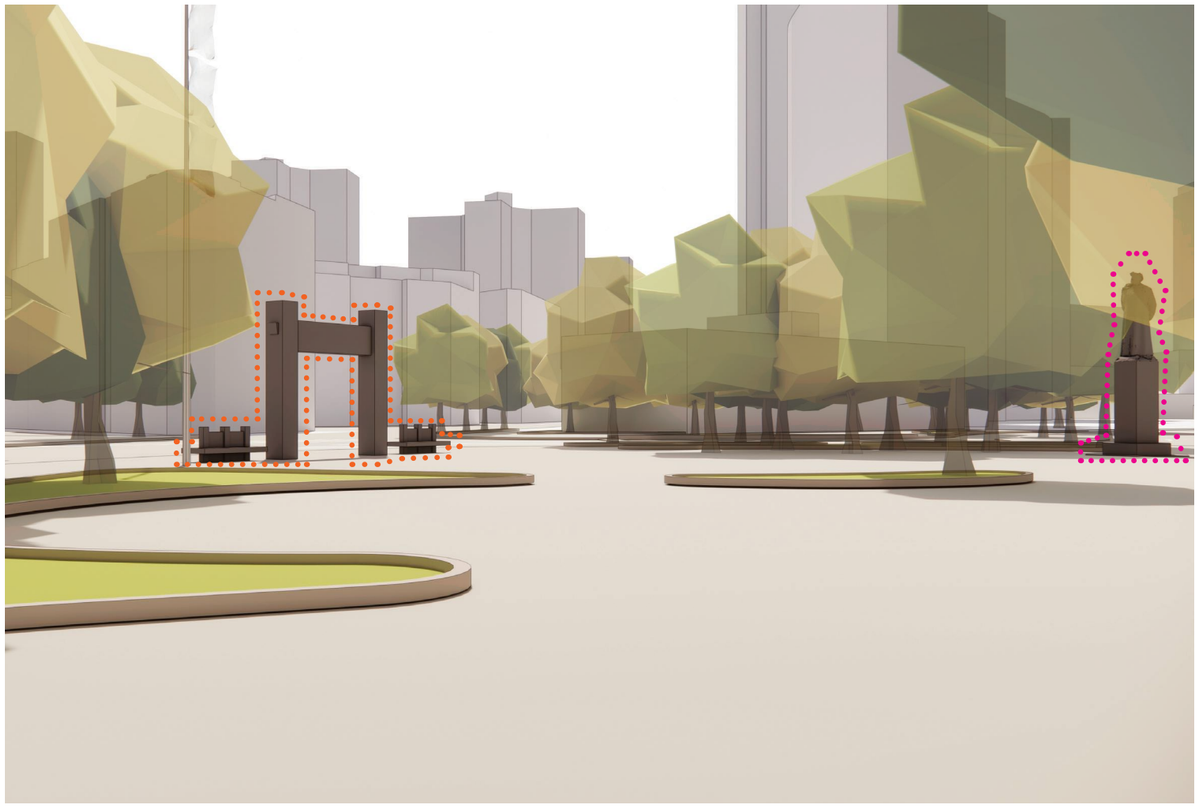
APPROACHING VIEWS
FROM BOWERY





EXISTING CONDITIONS

PROPOSED CONDITIONS

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TRAFFIC STUDY UPDATE

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Traffic Study Updates Agenda

- Schedule/Timeline
- Existing Conditions
- Proposed Operations
- Draft Analysis and Outcomes
- Next Steps

Traffic Study

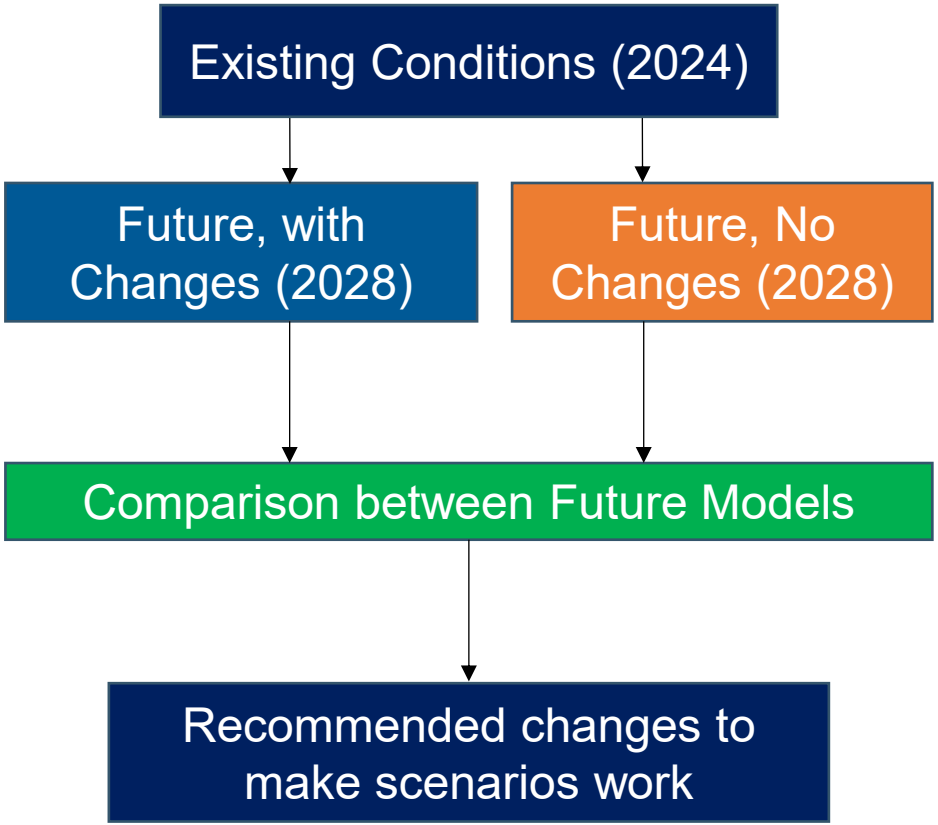
Scenario Modeling

Each scenario (Future With-Action Condition) is modeled under existing roadway configurations and compared against a model of conditions during the year of project completion (Future No-Action Condition)

Depending on results from the comparison of the two models, changes may be suggested and included in a revised model (Future Build Condition with Improvements)

Proposed changes could include but are not limited to:

- Lane assignment changes
- Number of lanes at approach
- Geometric changes
- Signal timing changes



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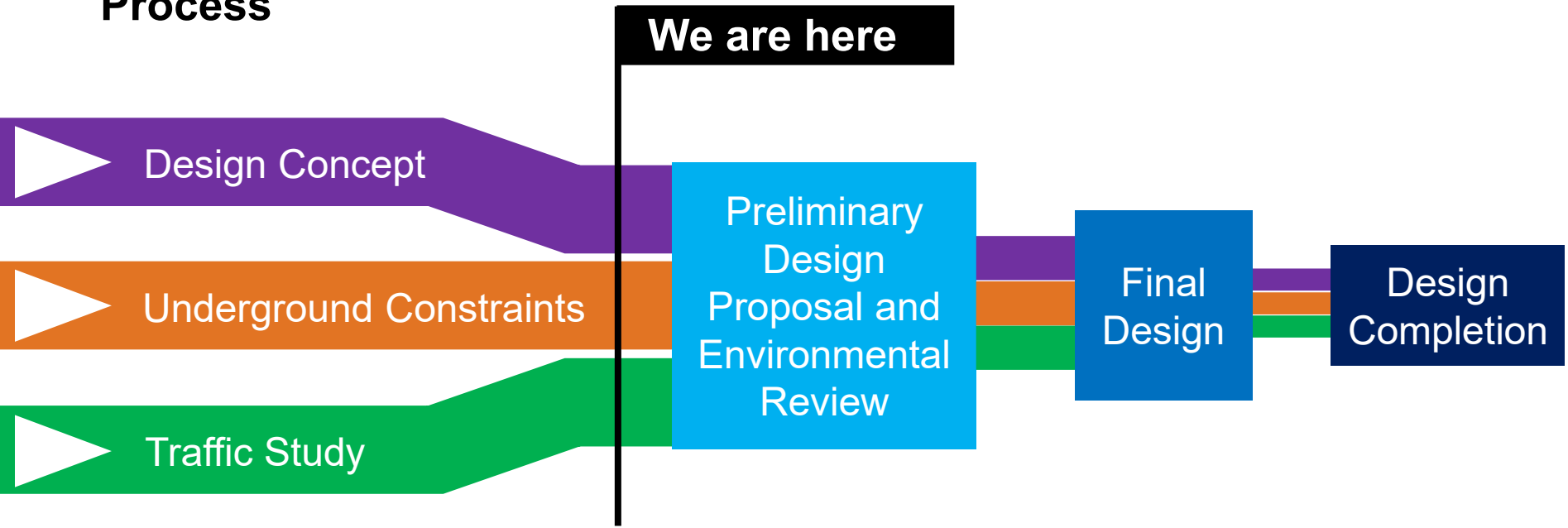
Traffic Study

Process



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Traffic Study Updates Agenda

- Schedule/Timeline
- **Existing Conditions**
- Proposed Operations
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Existing Conditions

Count Periods

- Counts occurred in May 2024 on Wednesday, Saturday and Sunday
- All data presented today outlines conditions as they were at the time of data collection
- The presented slides will use PM Peak Hour as a representative period for discussion
- Final Report will include summary of data for all peak periods

Peak Hour		Pedestrians	Cyclists*	Cars	Trucks	Bus Riders	Total
AM	7:45-8:45	5,754	197	1,406	116	343	7,555
MD	12:15-1:15	11,227	291	1,456	132	NA	13,156
PM	4:30-5:30	9,869	322	1,795	56	350	12,115
SAT	4:45-5:45	9,997	279	1,784	27	NA	12,126

Peak volume

Count Periods:

- Weekday 7-10 AM
- Weekday 11 AM-2 PM
- Weekday 4-7 PM
- Weekday 7-10 PM
- Saturday 11 AM-6 PM
- Sunday 11 AM-6 PM

Peak Periods:

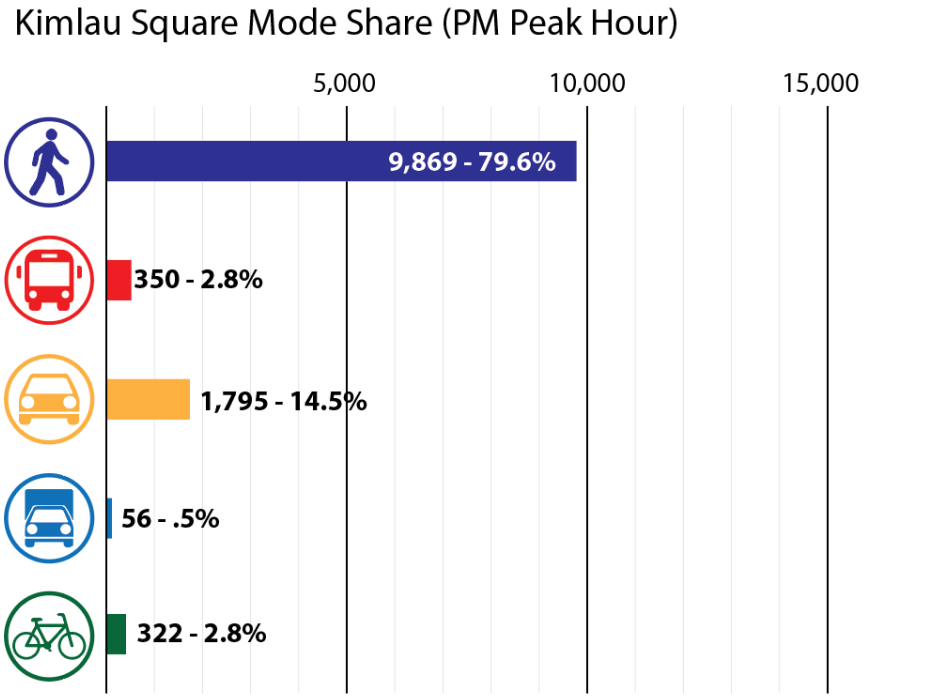
- AM: 7:45-8:45AM
- Midday: 12:15-1:15PM
- PM: 4:30-5:30:PM
- Weekend: 4:45-5:45PM

*counts occurred while East River Greenway detour was in effect, potentially routing additional cyclists through study intersections

Existing Conditions

Modal Share

- Pedestrians are the largest mode of travel in the square, representing ~80% of users (85% in midday)
- Vehicle volumes are relatively consistent across all peak periods
- Weekend volumes match weeknight volumes



Peak Hour		Pedestrians	Cyclists*	Cars	Trucks	Bus Riders	Total
AM	7:45-8:45	5,754	197	1,406	116	343	7,816
MD	12:15-1:15	11,227	291	1,456	132	NA	13,106
PM	4:30-5:30	9,869	322	1,795	56	350	12,392
SAT	4:45-5:45	9,997	279	1,784	27	NA	12,087

Peak volume

Existing Conditions

Pedestrians

- Pedestrian volumes are higher on the southwest side of the square
- Most used crosswalk is across Park Row, which is nearly conflict free*
- 61% of pedestrians are crossing in conflict free crossings

*Nearly conflict free crossings have less than 10 turning vehicles conflicting with pedestrians an hour (assumes compliance with traffic signals)

Nearly Conflict Free Crossings

Crossing with Conflicts

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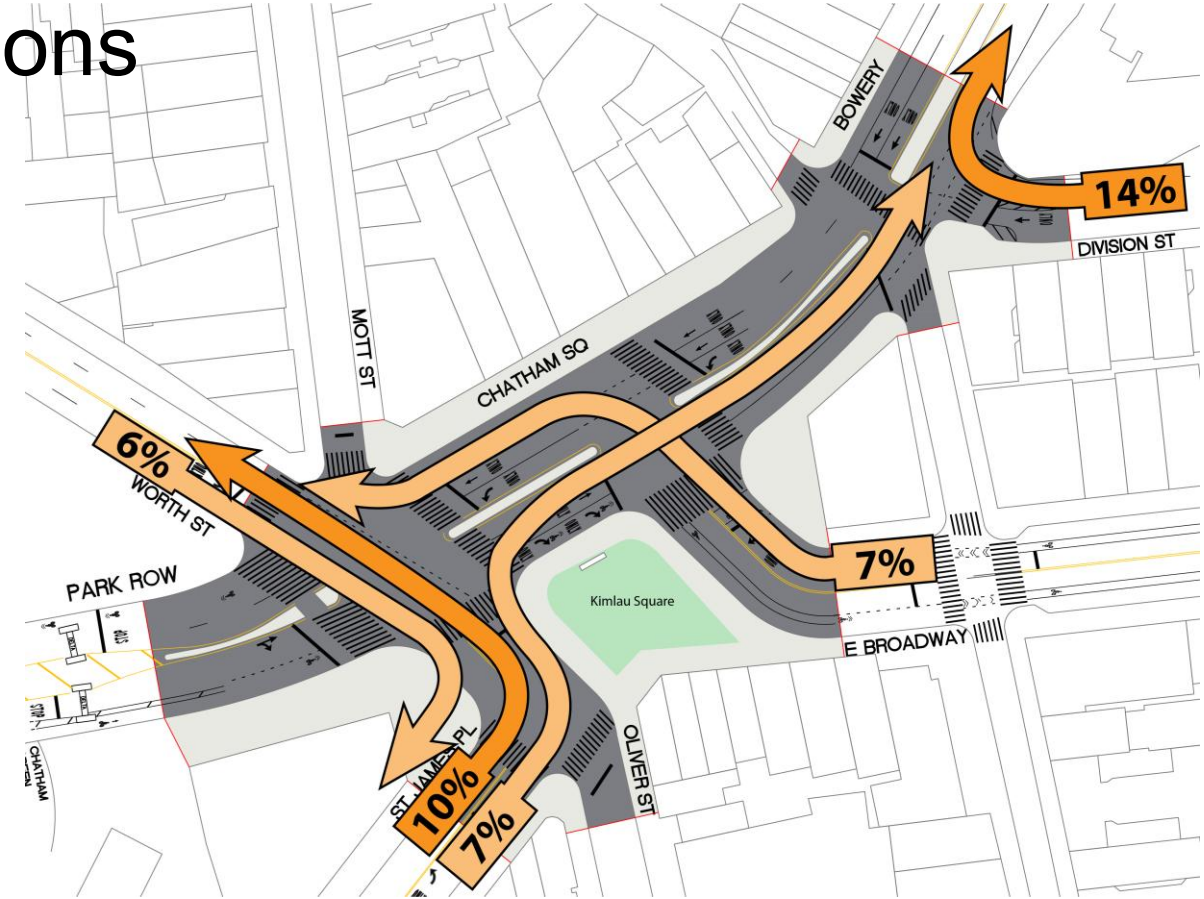
Existing Conditions

Vehicular Flows

- Top 5 movements represent 45% of total vehicular volumes out of 18% of possible movements (excluding Park Row and Catherine)
- Pattern is mostly consistent across all peak periods with minor differences



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Traffic Study Updates Agenda

- Schedule/Timeline
- Existing Conditions
- **Proposed Operations**
  - **Roadway Configuration**
  - **Sidewalks and Crosswalks**
  - **Bus and Bike Operations**
  - **Signal Operations**
- Draft Analysis and Outcomes
- Next Steps

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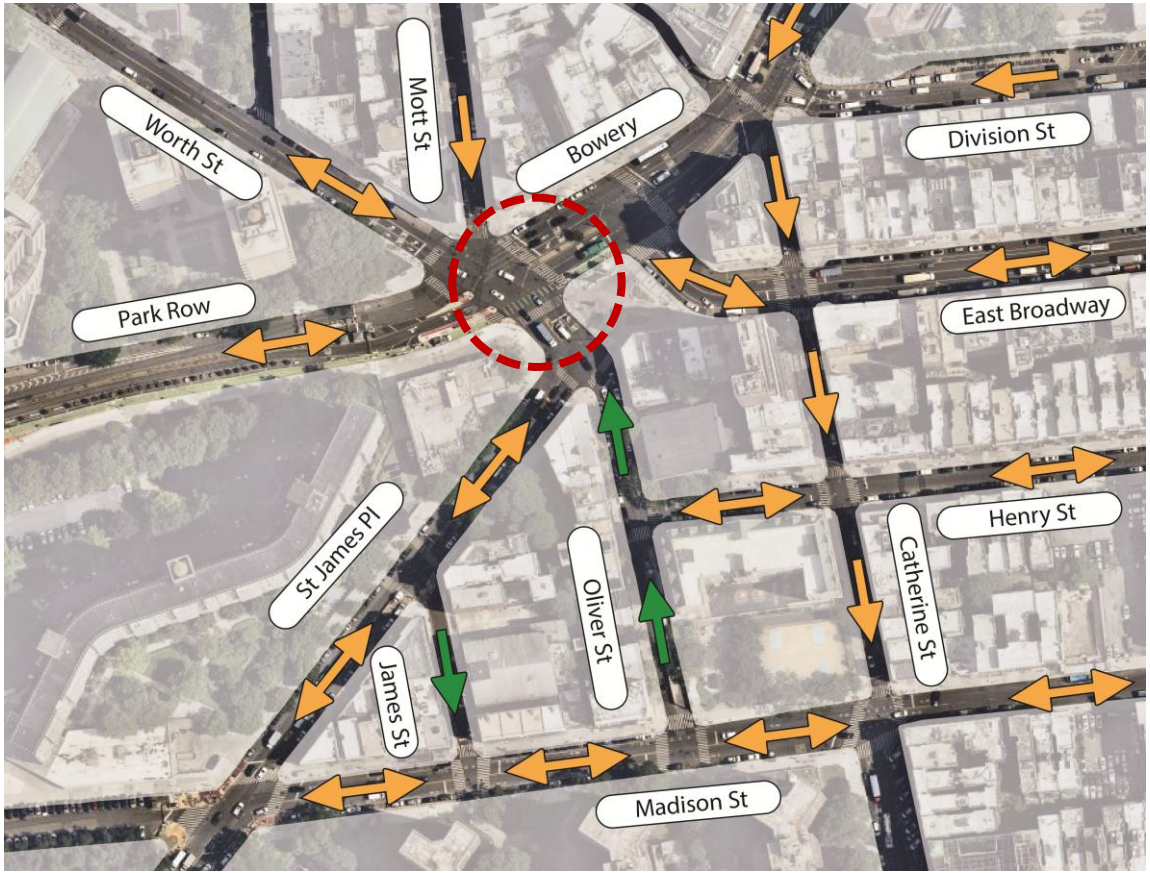
Roadway Configuration

Street Directions

- One of the project goals is to simplify the traffic operations of Kimlau Square
- Current intersection has 5 roadways approaching it
- Oliver Street brings ~120 vehicles into the intersection (6% of total vehicles)
- Oliver Street provides local access due to its short length, and does not carry significant regional trips



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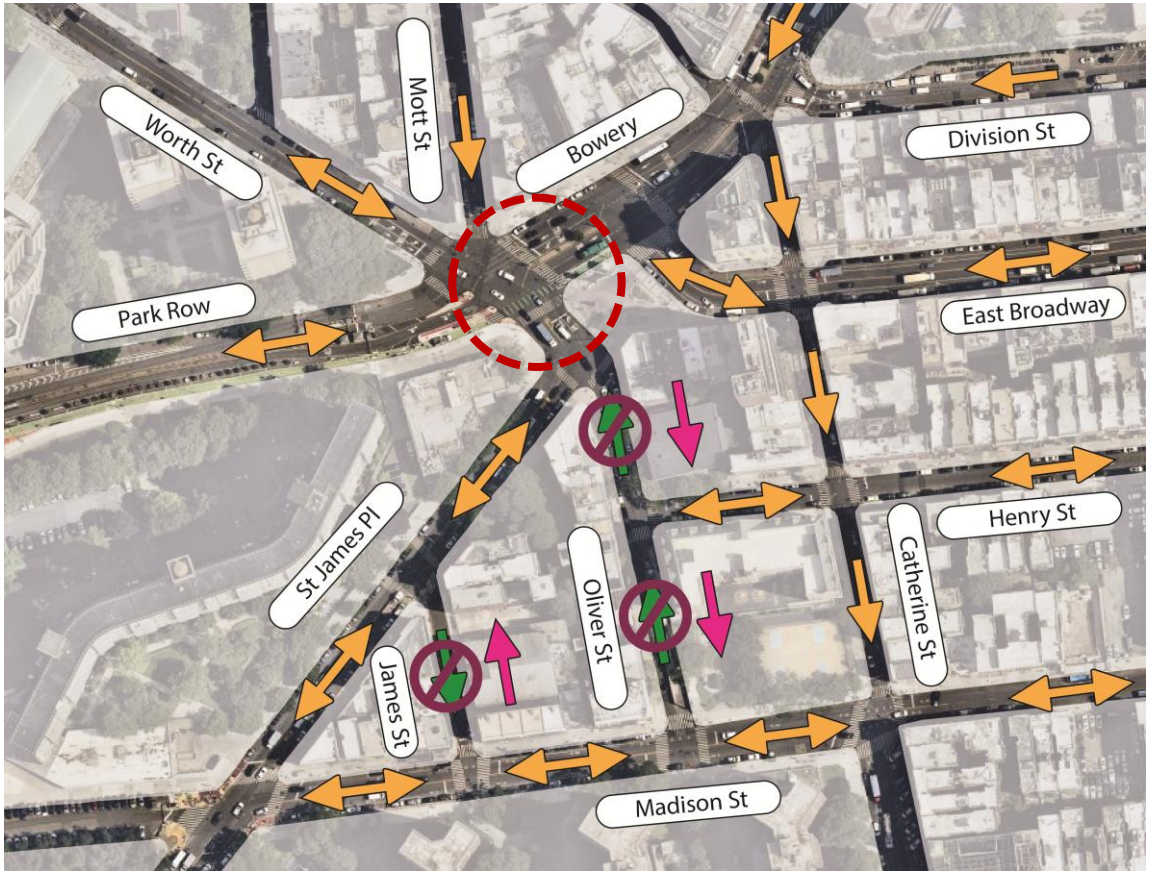
Roadway Configuration

Street Directions

- Reversing Oliver Street and removing it from the square will reduce complexity and simplify operations
- Proposed intersection would have 4 roadways approaching it
- Can be paired with James Street reversal to maintain local access and circulation
- Inclusion of Oliver St into Kimlau Square would require a 16 second signal phase (~18% of signal time)



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Roadway Configuration

Lane Configuration

- Worth Street, Bowery, and East Broadway generally have two travel lanes
  - Exceptions: left turn bay to East Broadway and Thru lane to Park Row
- Mott Street, St James, and Park Row are single lane approaches

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Roadway Configuration

Lane Configuration

- Worth Street is unchanged
- Mott Street is unchanged
- St James has an additional northbound left turn bay
- Southbound Bowery is unchanged
- Northbound Bowery has one lane
- East Broadway is unchanged

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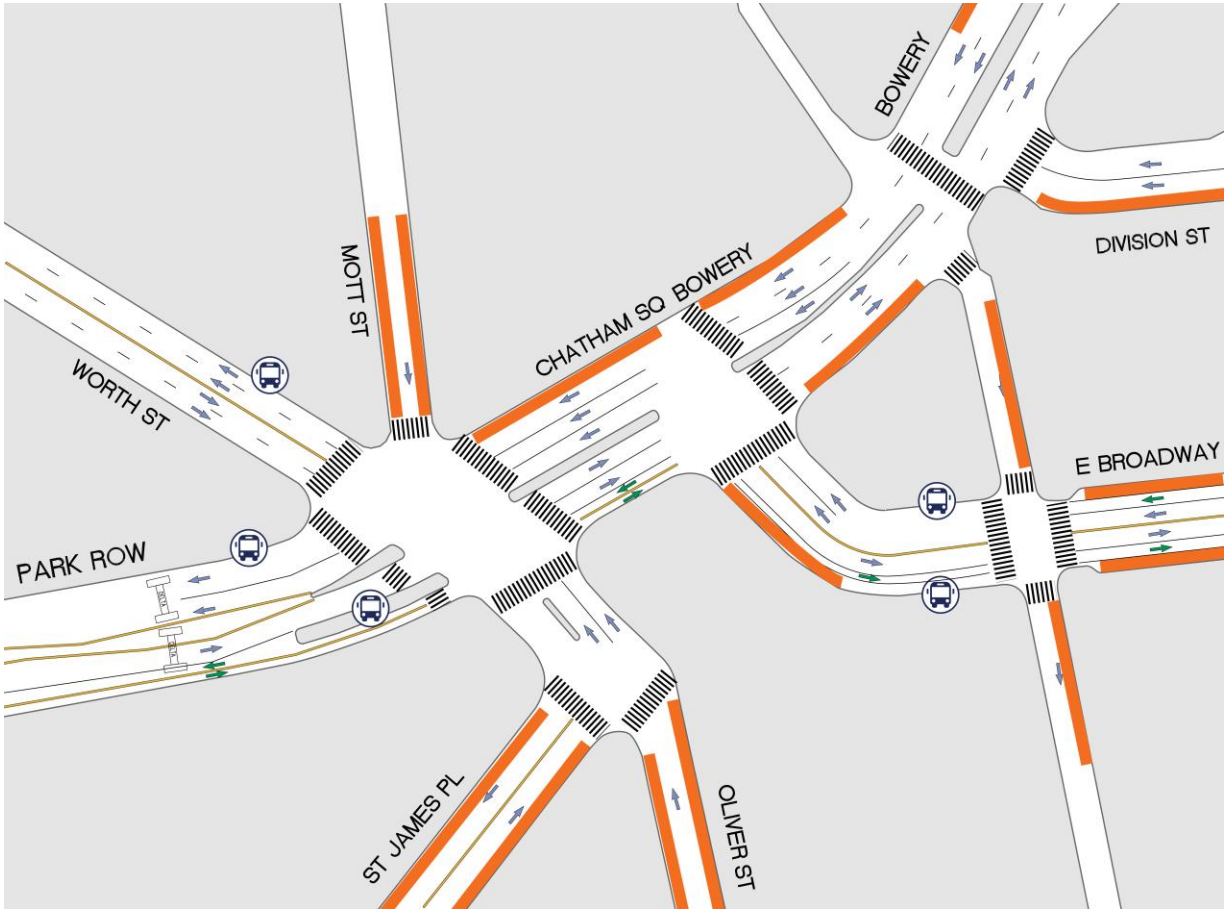
Roadway Configuration

Current Curb Access

- Curb access on most block faces
- Most curb areas are 2HR or 3HR metered parking or commercial loading zones



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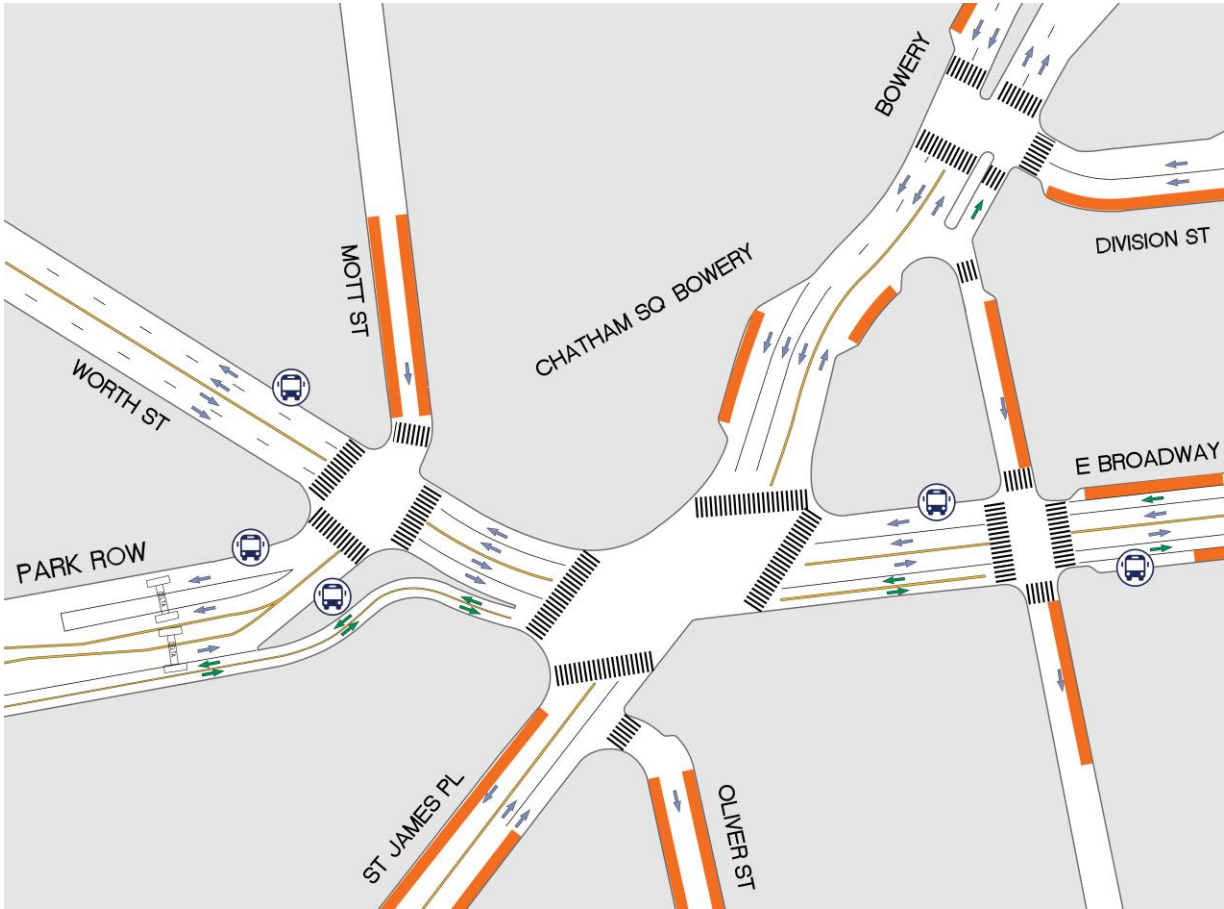
Roadway Configuration

Proposed Curb Access

- Maintaining curb access areas on perimeter of project area
- Maintaining some curb access within the core area for pickup/drop off, short term loading, and property access
- Curb regulations and locations can be further refined during design



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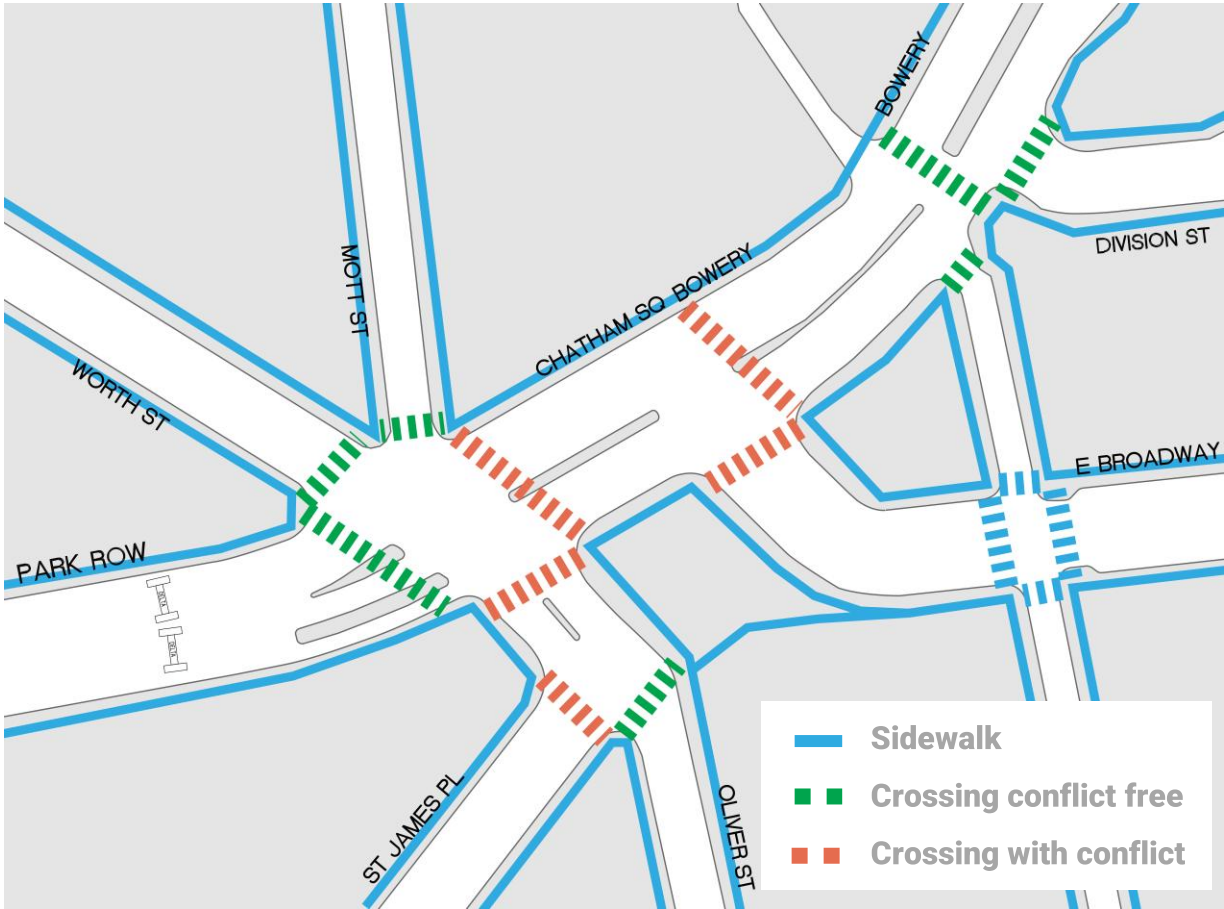
Crosswalks and Sidewalks

Existing Crosswalks

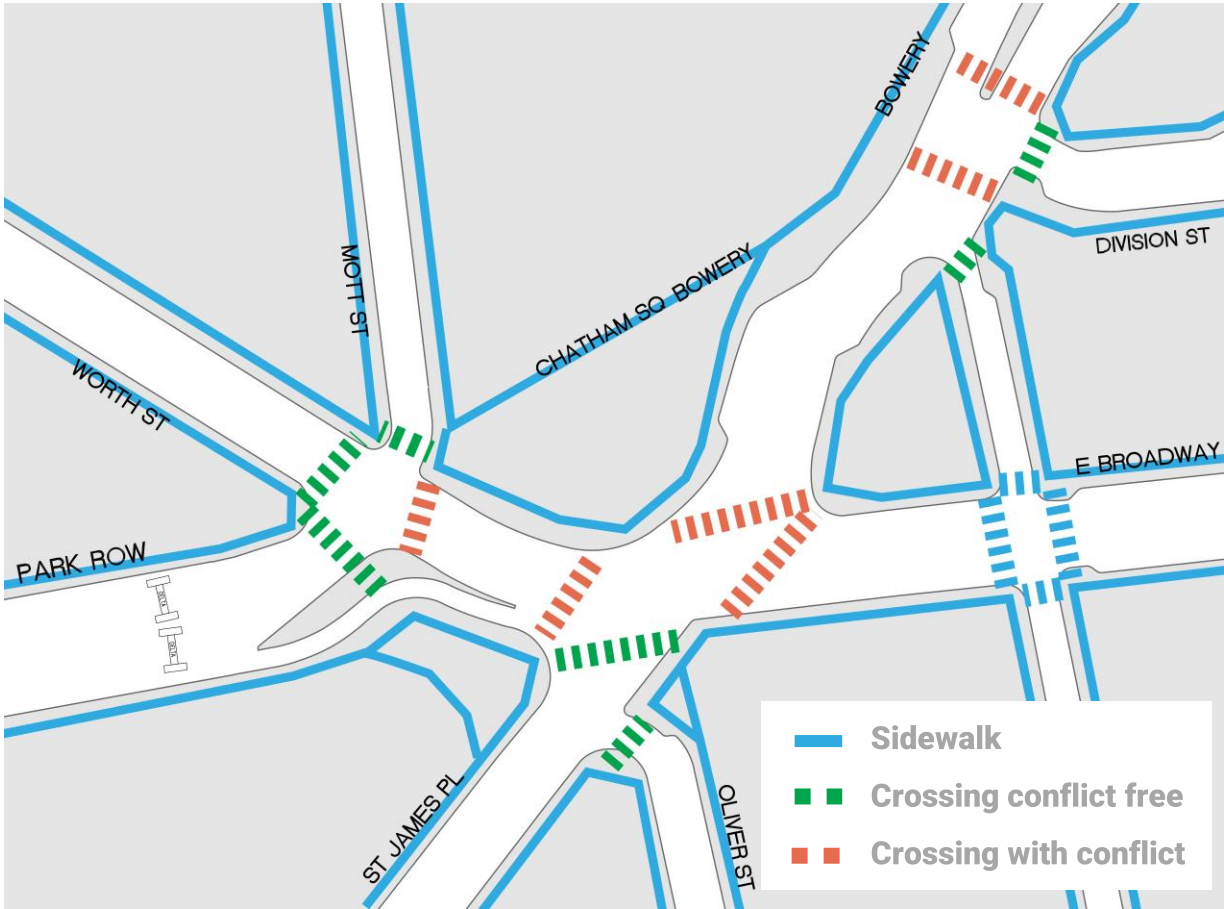
- 7 conflict free crossings
- 5 crosswalks with conflicts with vehicles
- Average Crosswalk Length: 56 feet
- Maximum Crosswalk Length: 90 feet



Crosswalks and Sidewalks

Proposed Crosswalks

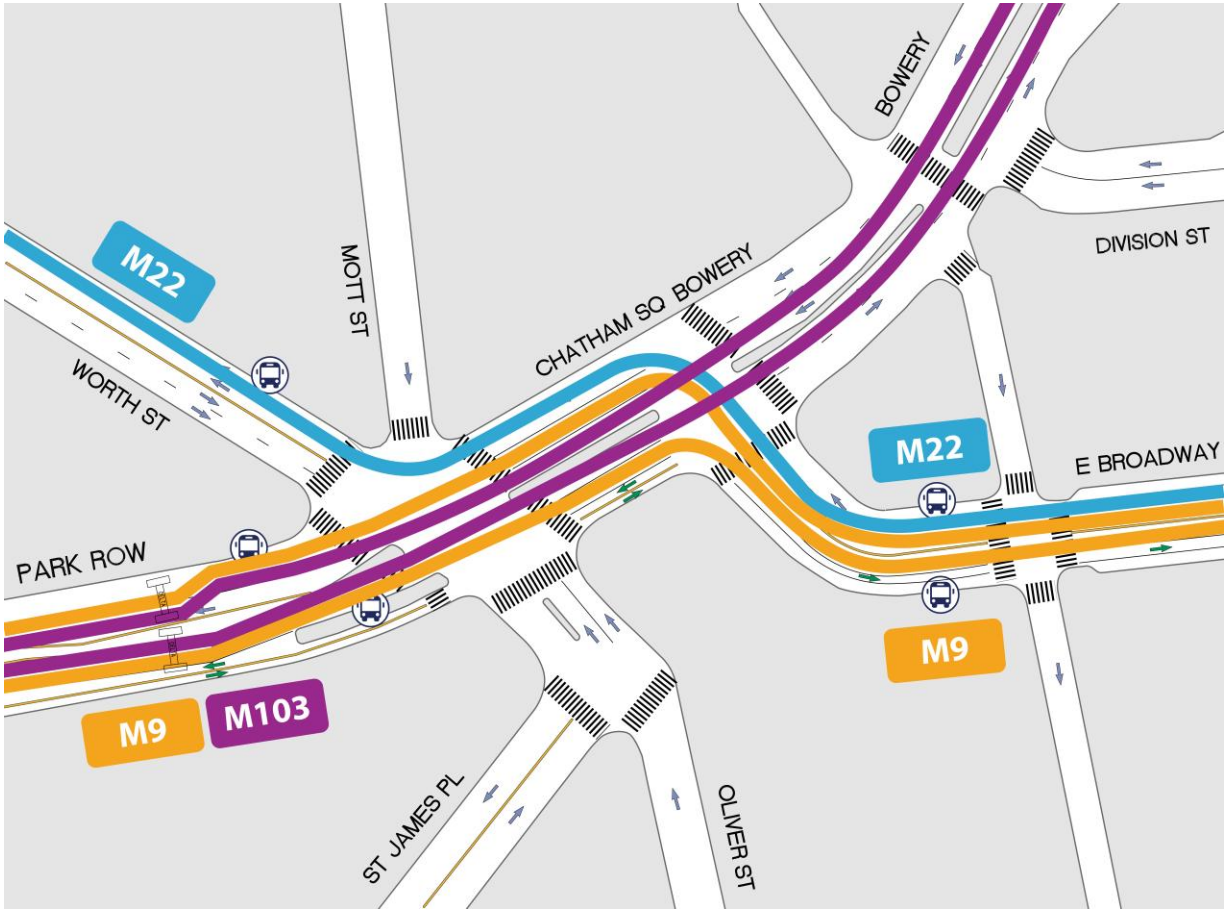
- 7 conflict free crossings
- 6 crosswalks with conflicts with vehicles
- Average Crosswalk Length: 46 feet (-10 feet)
- Maximum Crosswalk Length: 73 feet (-17 feet)
- Where turning vehicles must yield to pedestrians, volume of vehicles is lower than existing conditions



Bus and Bike Operations

Current Bus Routing

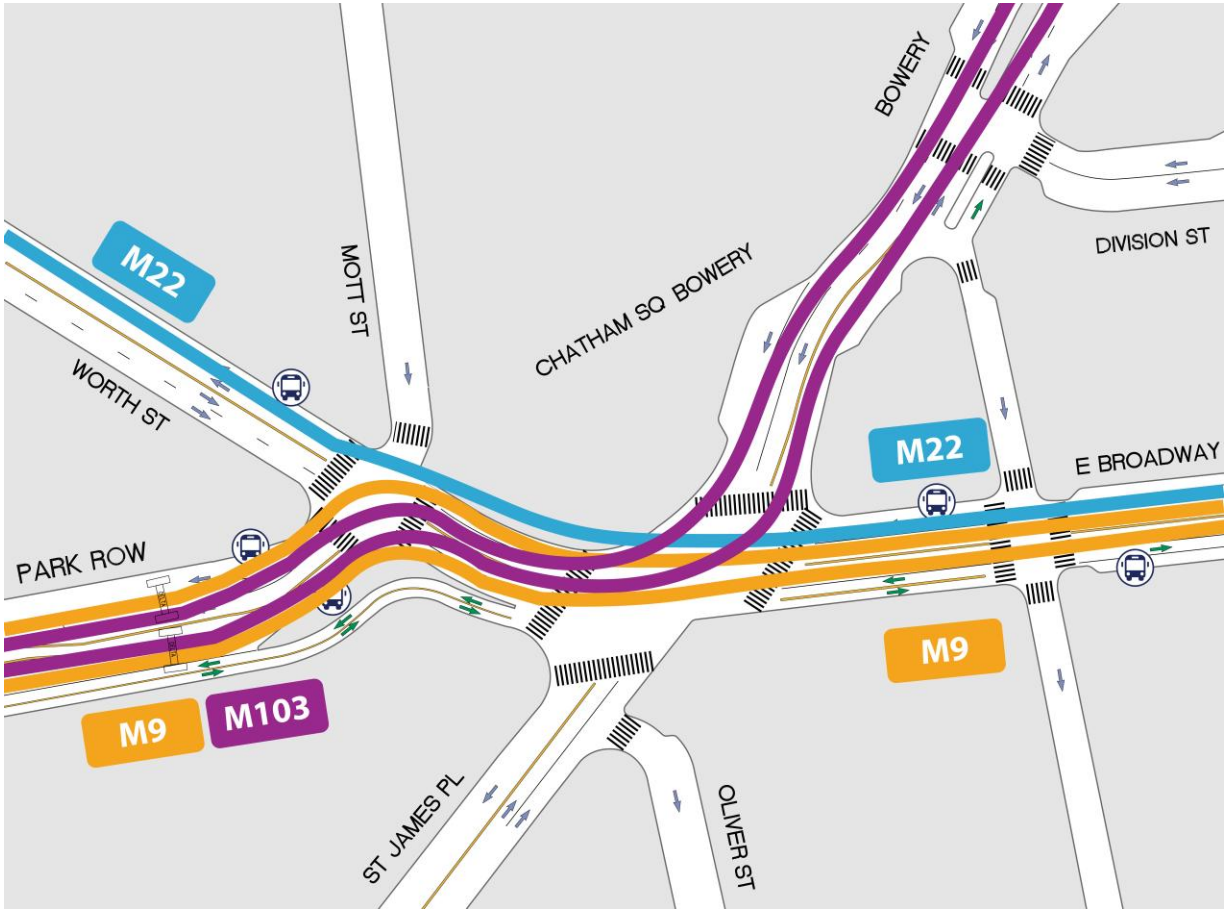
- Bus stops on east and west side of project area
- M22 and M9 make turns



Bus and Bike Operations

Proposed Bus Routing

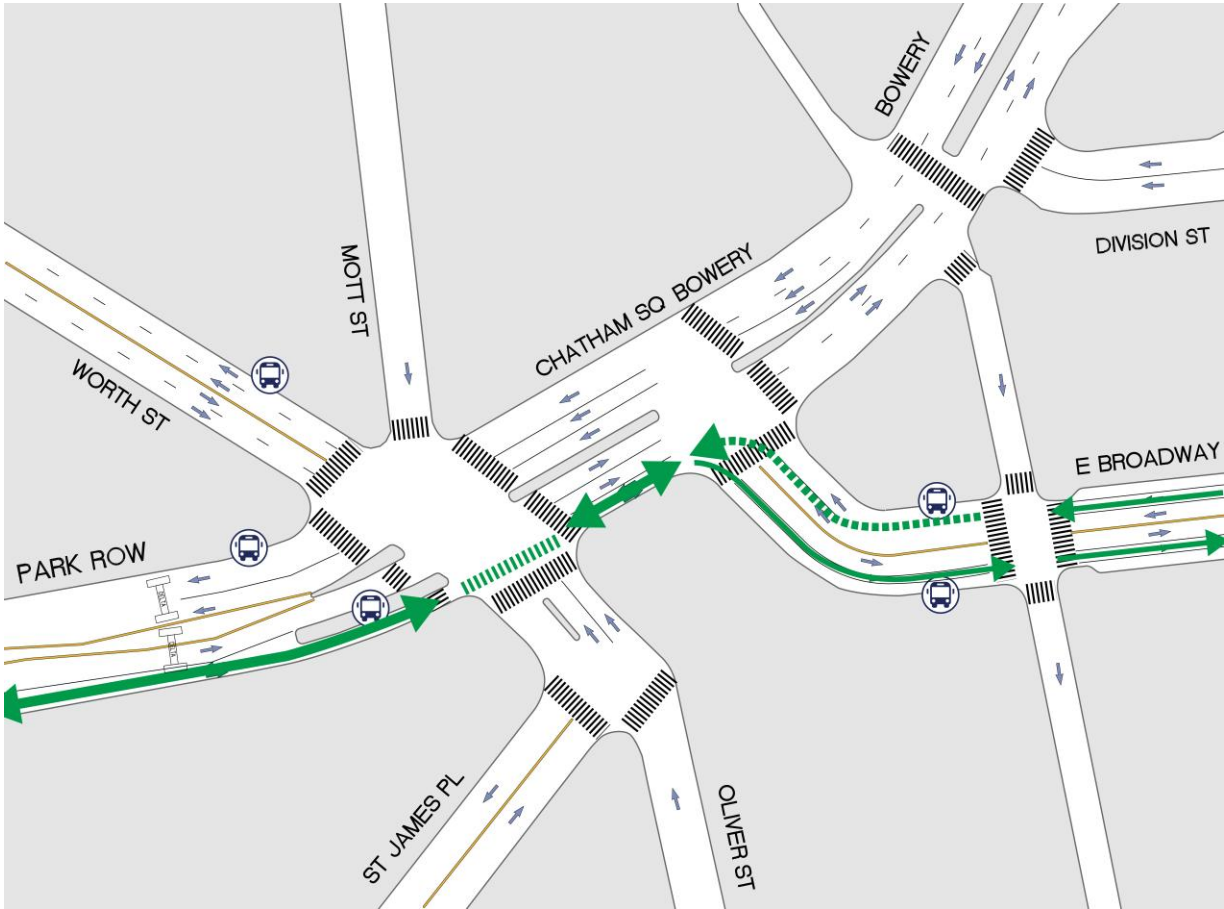
- Eastbound bus stop at Catherine St moved to far side of intersection
- All other bus stops remain



Bus and Bike Operations

Current Bike Routing

- Cyclists must transition from one-way bike lanes on East Broadway to the two-way path at Bowery



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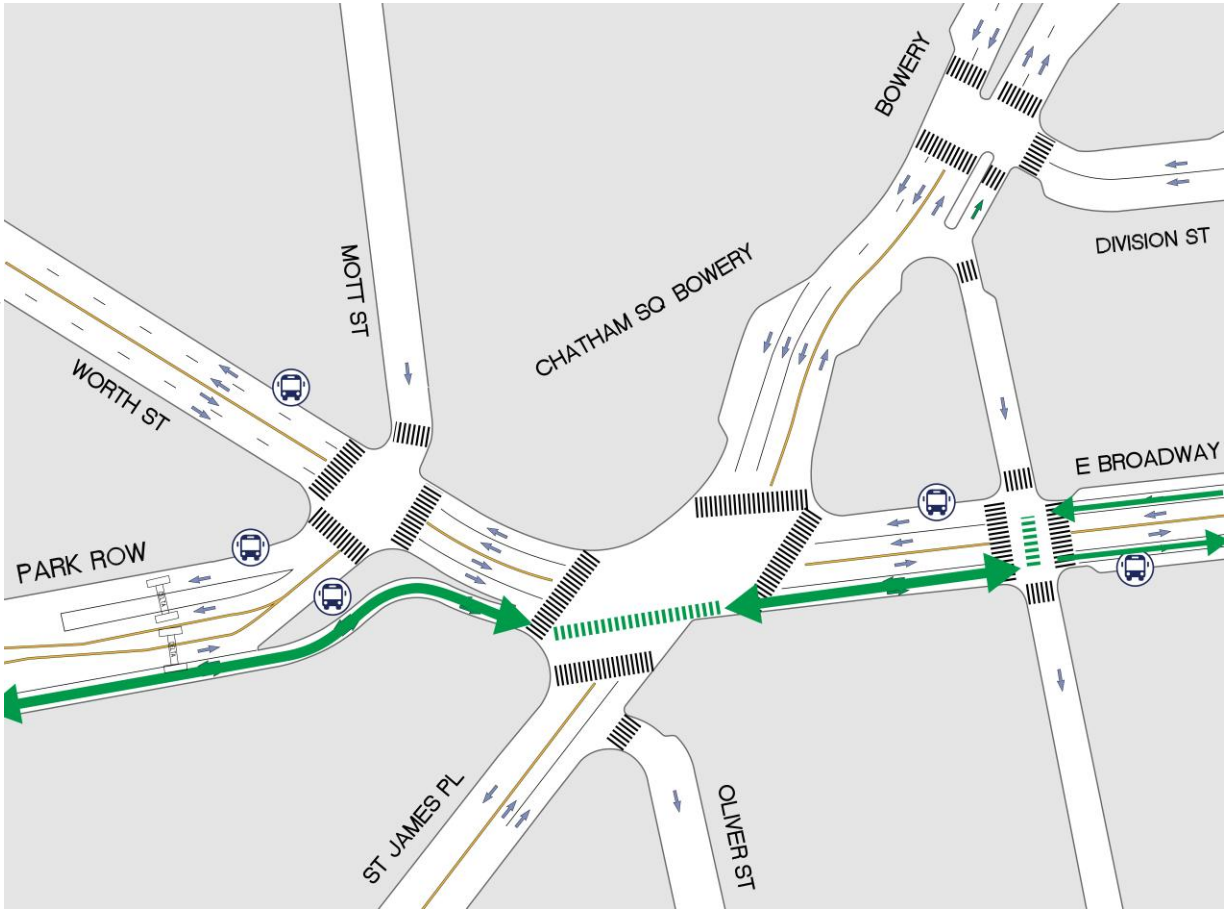
Bus and Bike Operations

Proposed Bike Routing

- Cyclists will transition from the one-way bike lanes on East Broadway to the two-way path at Catherine St
- Shifts transition to less busy portion of project area



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Signal Operations

Existing Signal Operations

- Kimlau Square is operated by three, separate signals
  - St James and Oliver (3 Phases)
  - Park Row/Worth/Mott/ Bowery/St James (4 Phases)
  - East Broadway and Bowery (3 Phases)
- Signals are coordinated to the extent feasible

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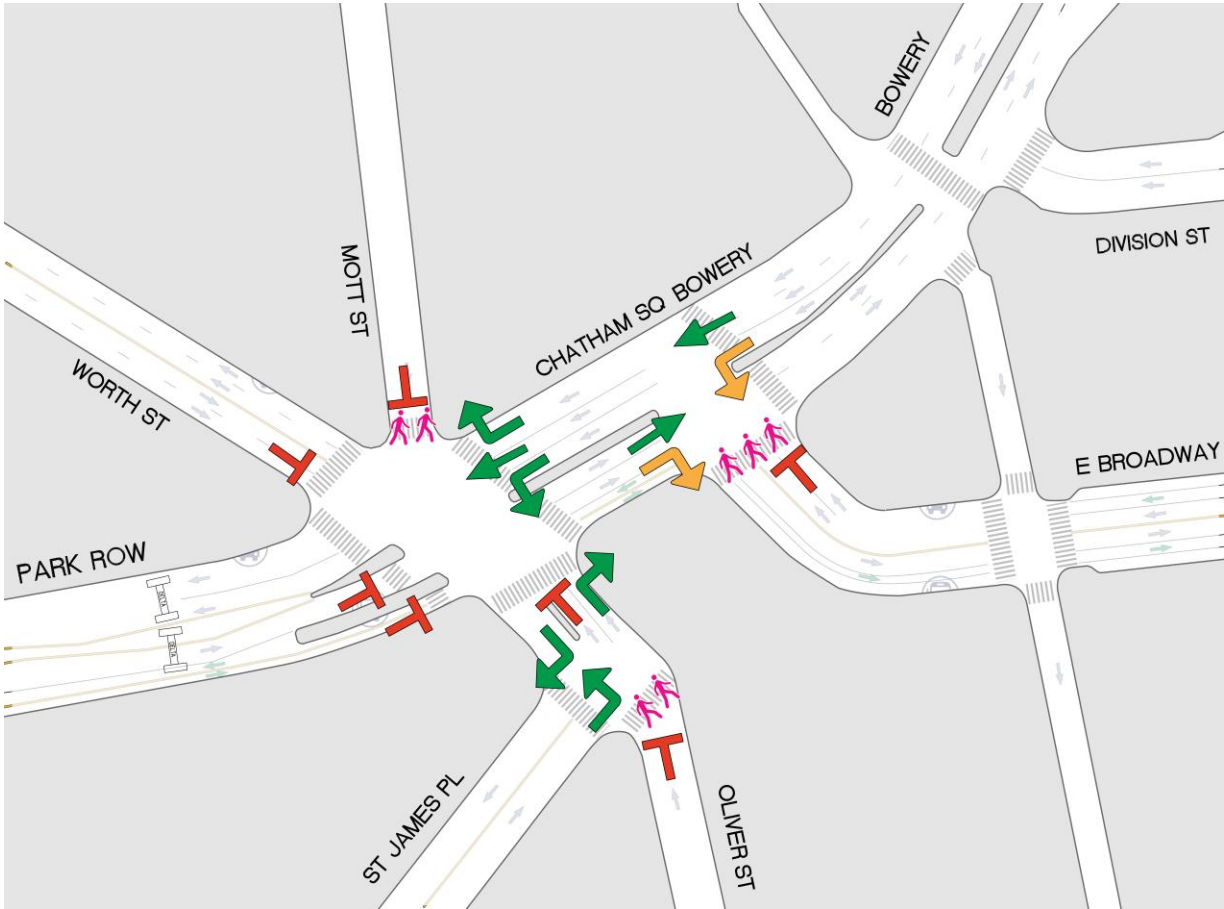
Existing Signal Operations

Phase One

- ~16 seconds
- Primary movements are Bowery to St James Pl in both directions
- Vehicles turning to East Broadway must yield to pedestrians
- Few pedestrian crosswalks active

*phasing diagrams are a representation only, exact timings may differ in reality due to differences in phase length (seconds), yellow and red time, and signal offsets

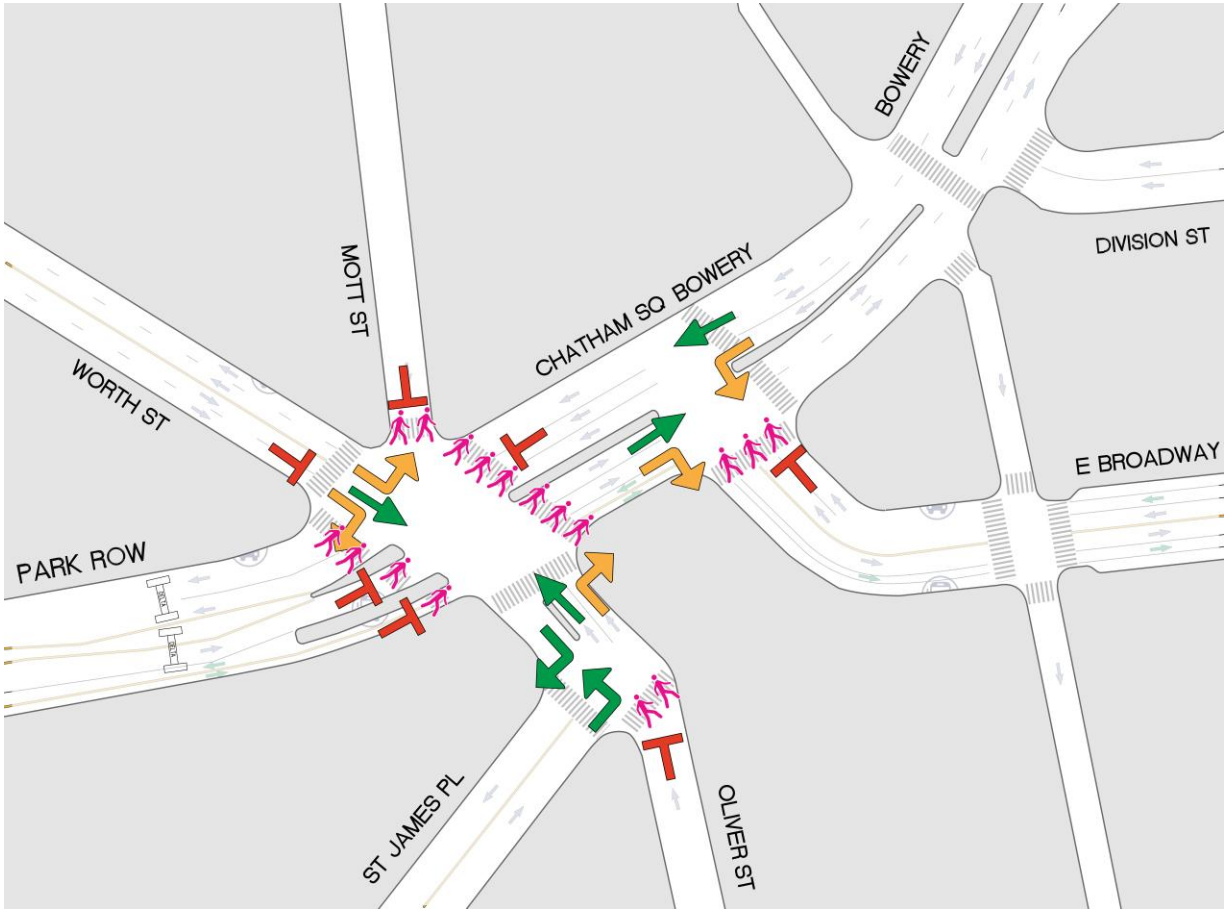


Existing Signal Operations

Phase Two

- ~31 seconds
- Primary movements are Worth to St James in both directions
- Vehicles turning to East Broadway must yield to pedestrians
- High turning volume conflict in north crosswalk at Worth/Bowery

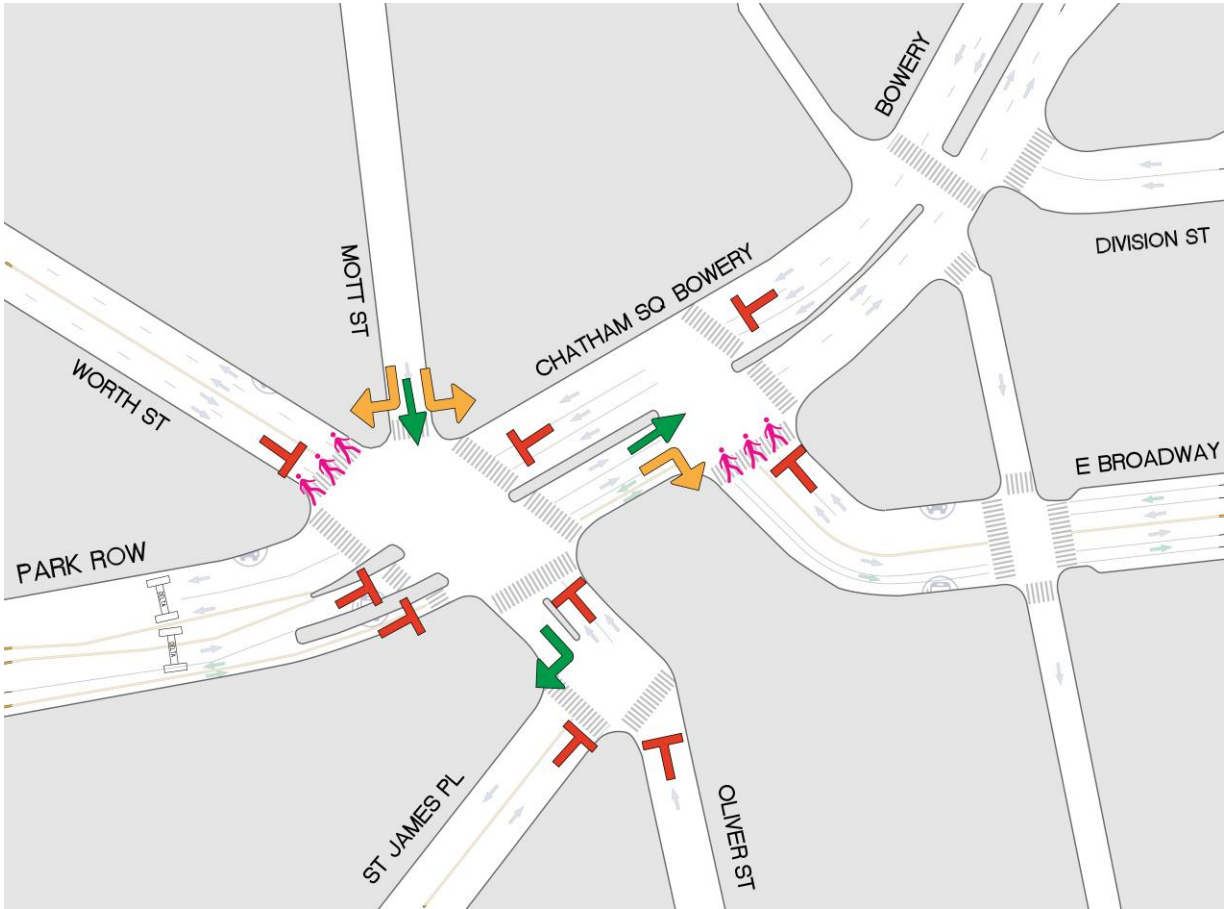
*phasing diagrams are a representation only, exact timings may differ in reality due to differences in phase length (seconds), yellow and red time, and signal offsets



Existing Signal Operations

Phase Three

- ~18 seconds
- Primary movement is Mott Street
- Limited number of crosswalks active due to complex movements



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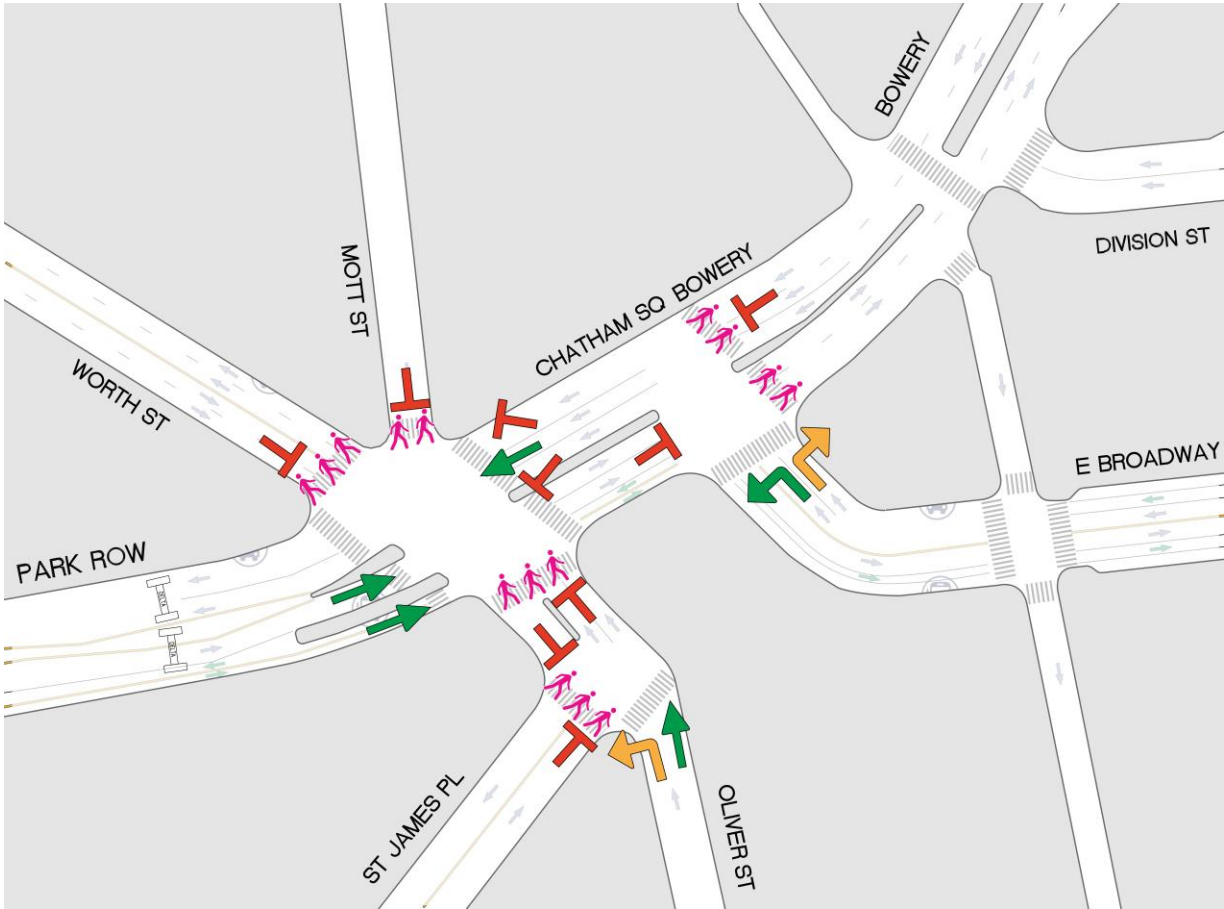
Existing Signal Operations

Phase Four

- ~25 seconds
- Primary movement is Park Row to Park Row and East Broadway entering square
- Oliver St is allowed to enter square
- Most crosswalks active



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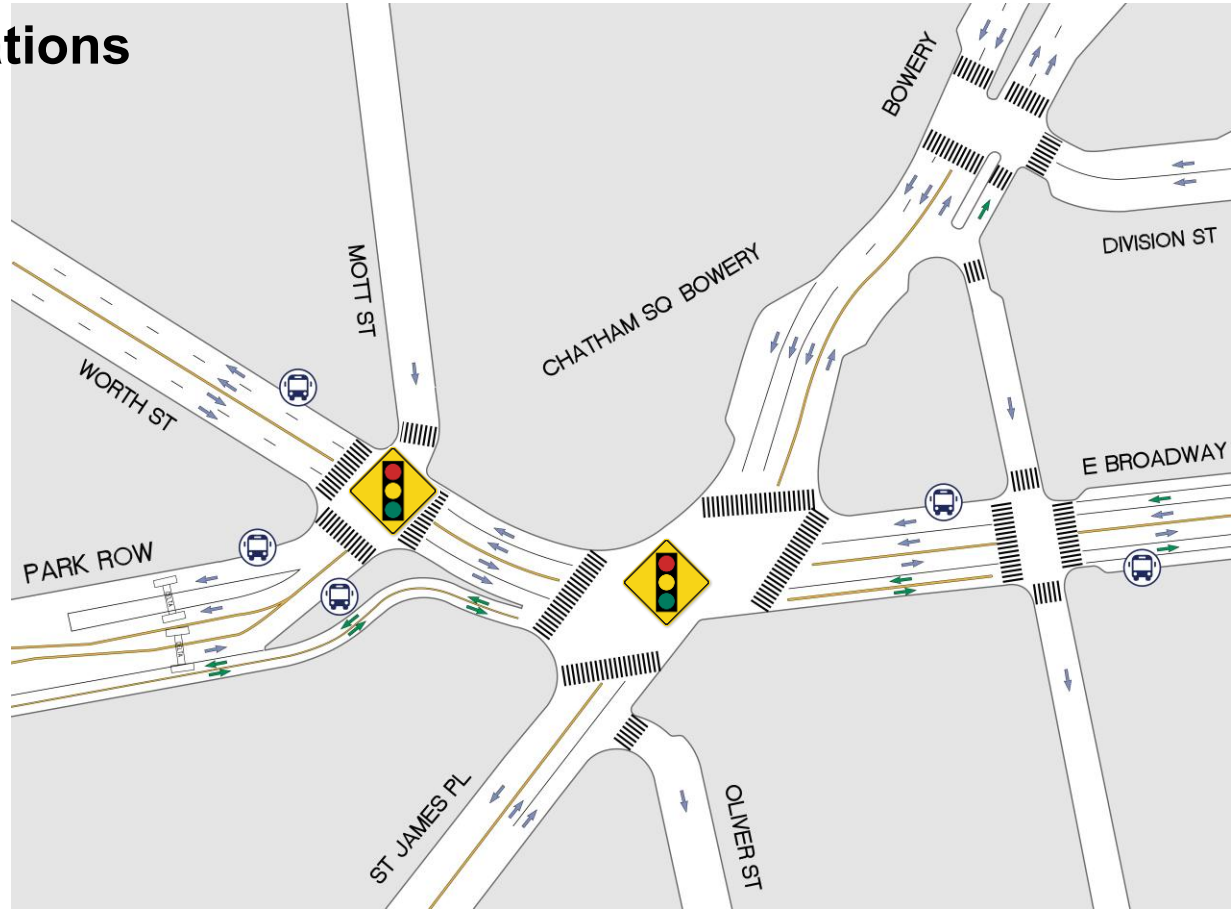
Signal Operations

Proposed Signal Operations

- Operations reduced to two separate signals
  - Park Row/Worth/Mott/ (3 Phases)
  - East Broadway/St James/Worth/Bowery (3 Phases)



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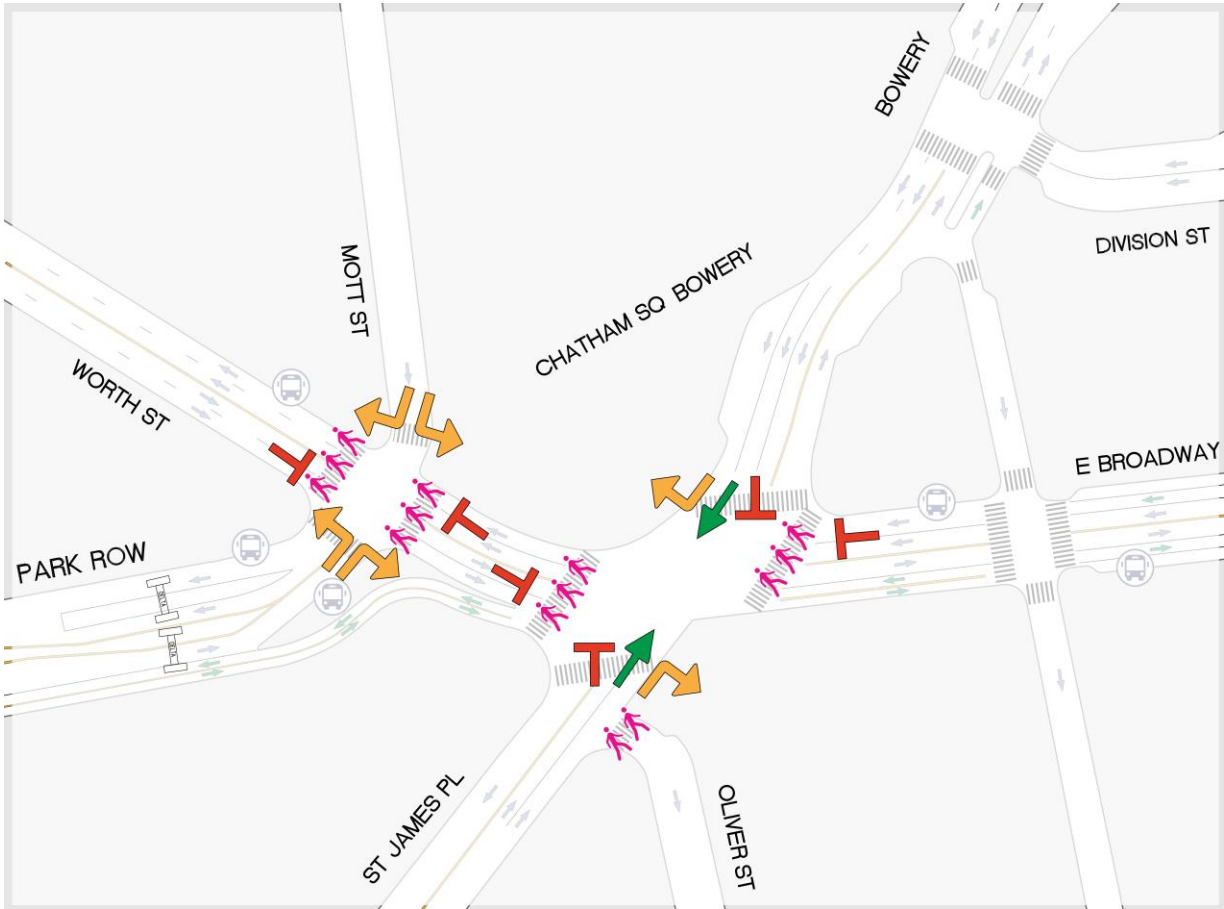
Proposed Signal Operations

Phase One

- ~35 seconds
- Primary movement is St James to Bowery in both directions
- Mott St and Park Row enter square
- Typical corresponding crosswalks active
- Turns across crosswalks have lower volumes than existing



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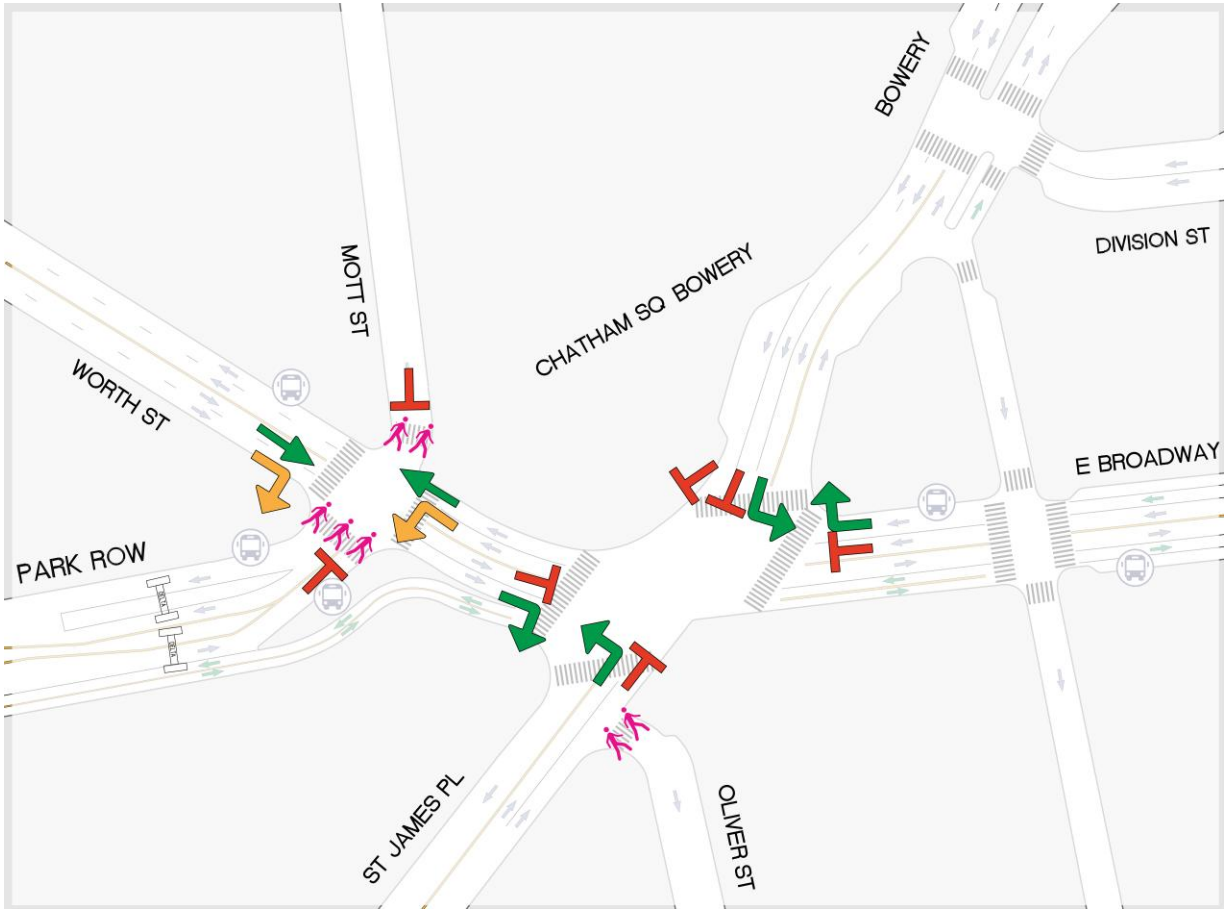
Proposed Signal Operations

Phase Two

- ~21 seconds
- Primary movement is heavy left and right turns and Worth St
- Heavy turns are dedicated and don't conflict with crosswalks



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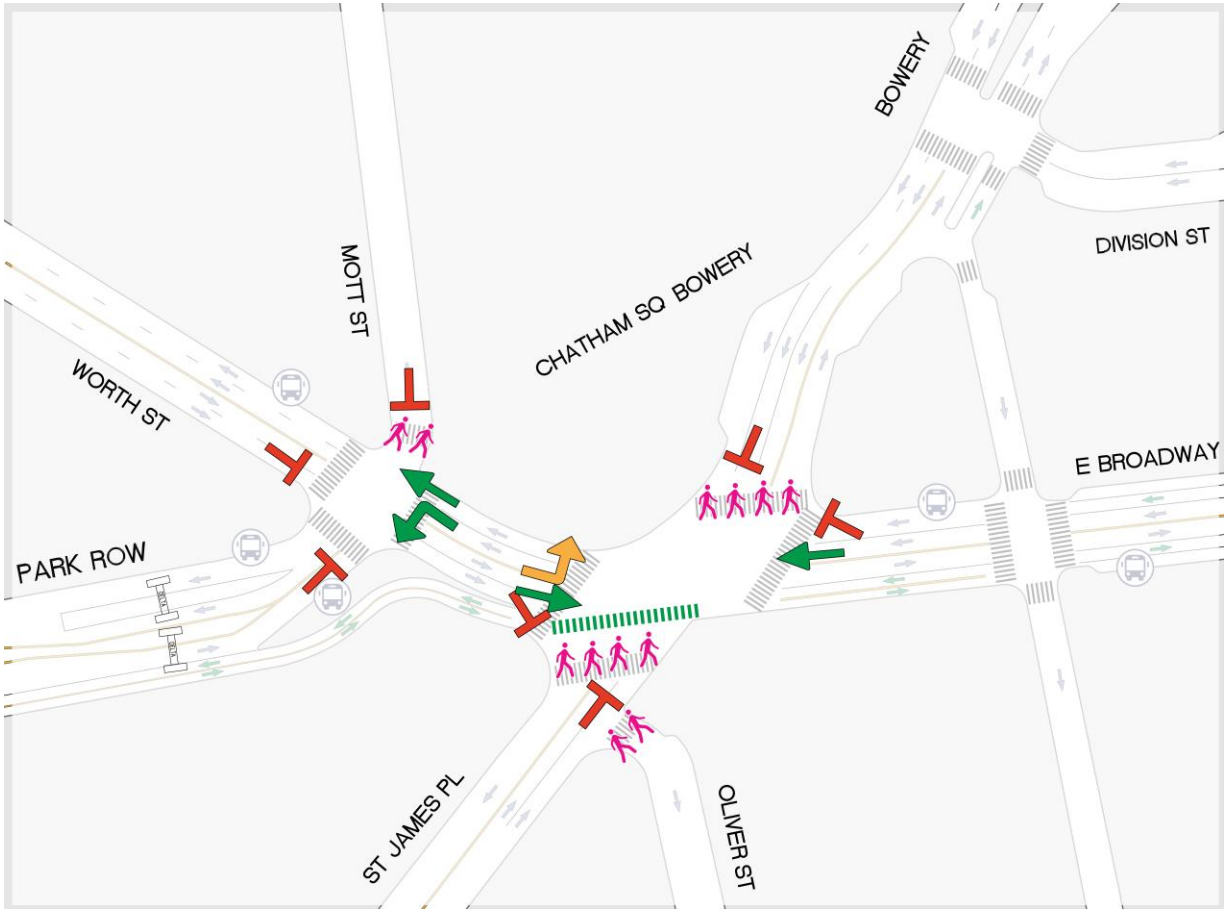
Proposed Signal Operations

Phase Three

- ~34 seconds
- Primary movement is Worth St to East Broadway in both directions
- Typical corresponding crosswalks active
- Turns across crosswalks have lower volumes than existing
- Dedicated left turn for buses to enter Park Row



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Traffic Study Updates Agenda

- Schedule/Timeline
- Existing Conditions
- Proposed Operations
- **Draft Analysis and Outcomes**
  - **Major Movements**
  - **Pedestrian/Vehicle Interactions**
- Next Steps

Major Movements

Vehicular Delay

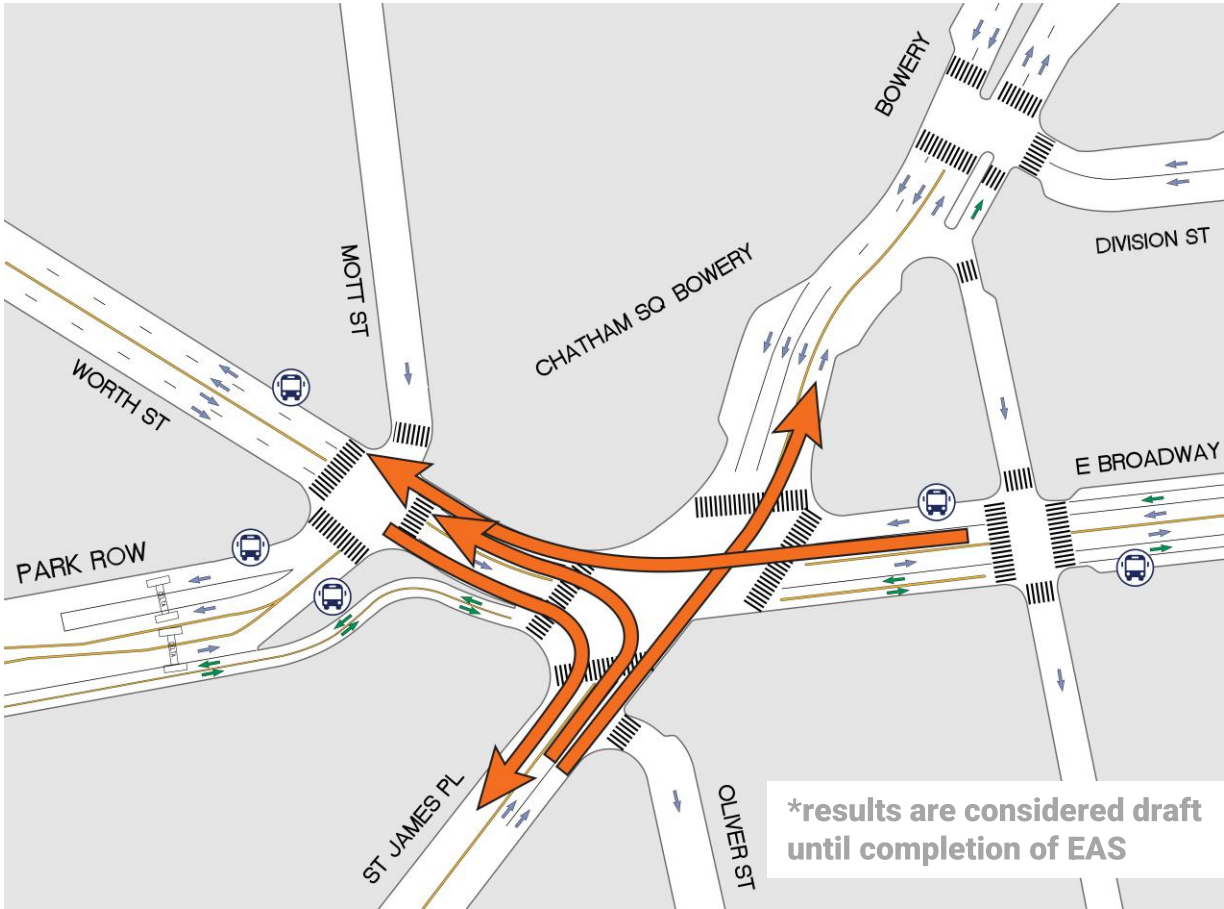
- Top 5 movements represent 45% of total vehicular volumes
- Top 4 movements within the square reconfiguration have high levels of delay
  - Total Delay: 510 sec.

*results are considered draft until completion of EAS

Major Movements

Vehicular Delay

- Reorganization would improve operations
  - Total Delay: 437 sec. reduced by 14%
  - Maximum delayed movement reduced by 60%



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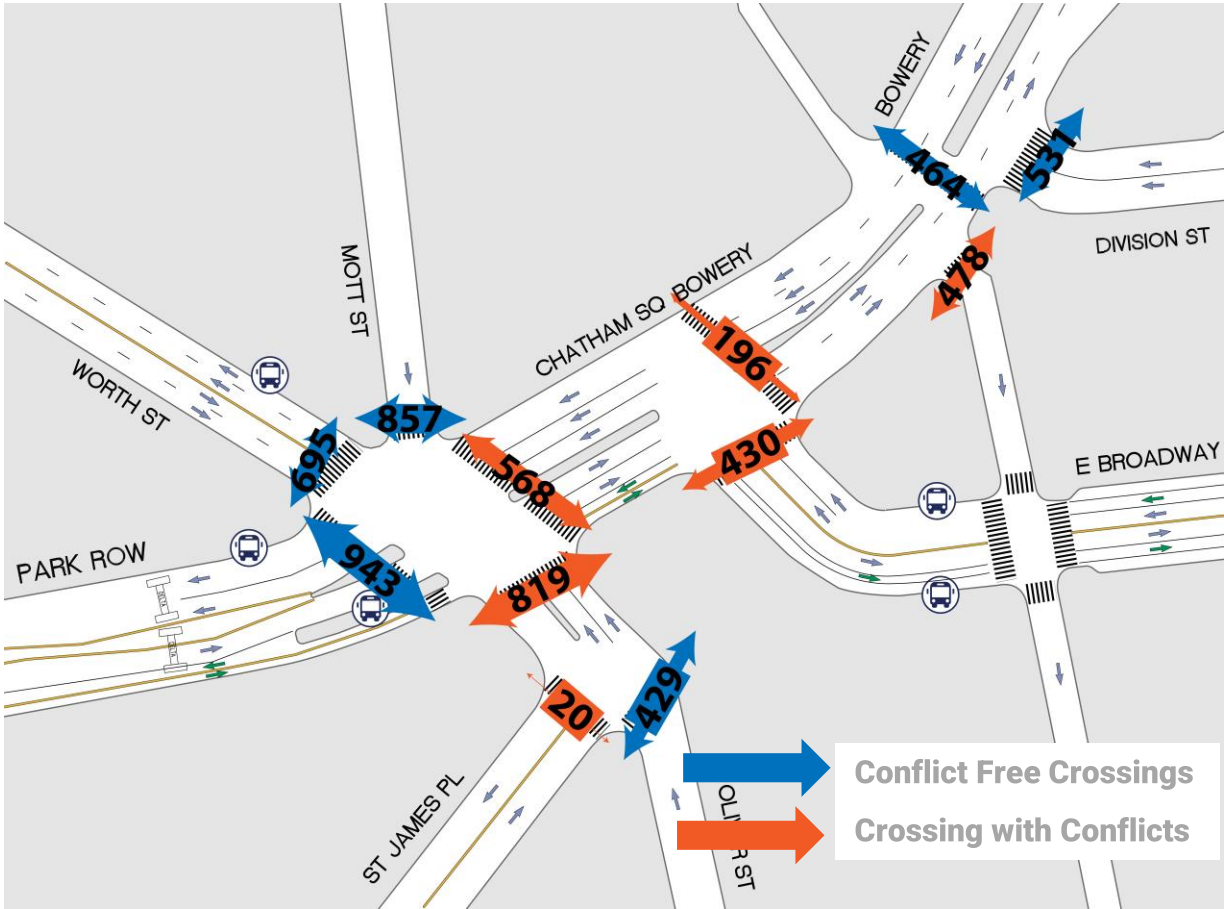
Pedestrian/Vehicle Interactions

Current Conditions

- 61% of pedestrians are crossing in conflict free crossings
- At crosswalks with conflicts, 940 vehicles must yield to 2,500 pedestrians
- Crosswalk across Bowery has 346 vehicles conflicting with pedestrians, while drivers are also yielding to other vehicles

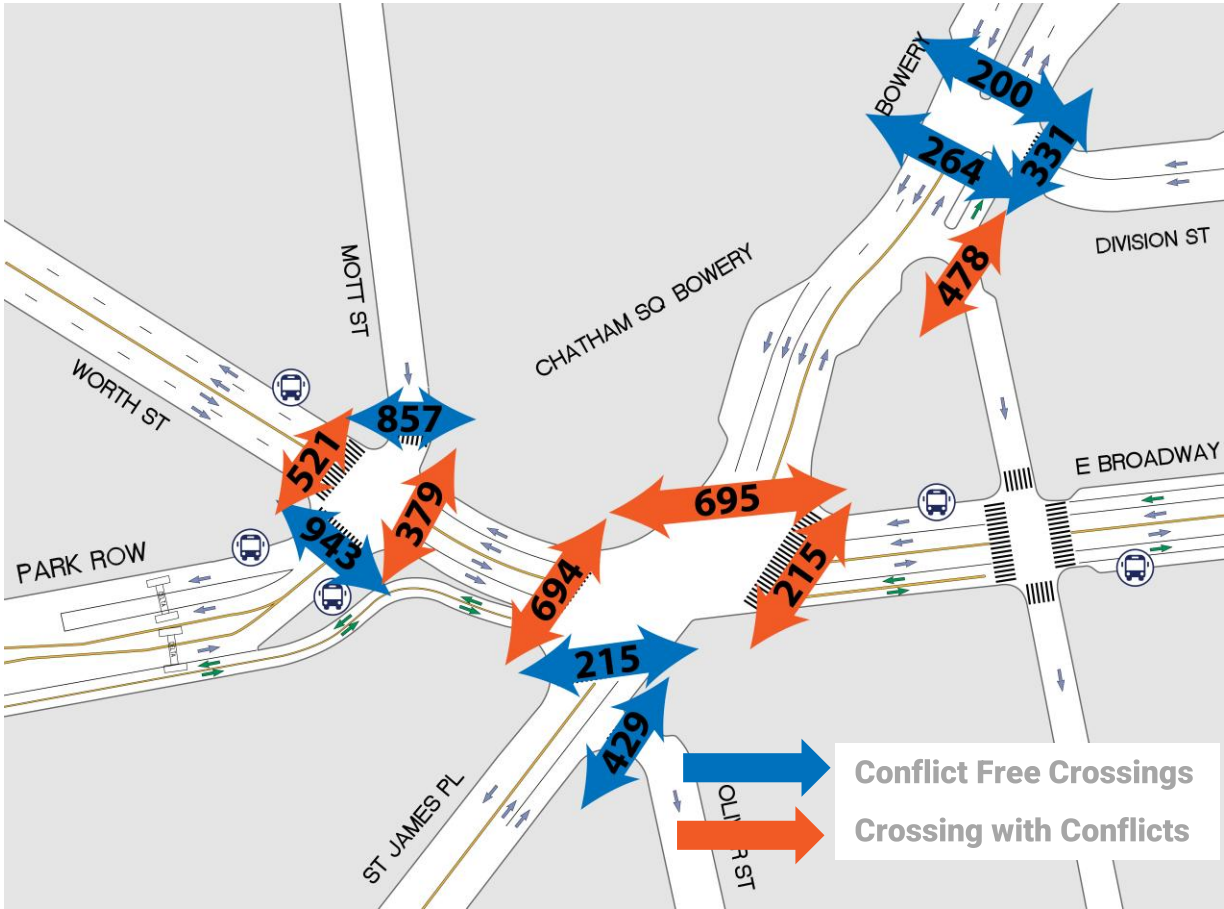
*Conflict free crossings have less than 10 turning vehicles conflicting with pedestrians an hour (assumes compliance with traffic signals)



Pedestrian/Vehicle Interactions

Proposed Conditions

- 55% of pedestrians are crossing in conflict free crossings (-6%)
- At crosswalks with conflicts, number of vehicles that must yield is reduced to 500 vehicles (-47%)
- Crosswalk with highest number of turning vehicles has 170 vehicles conflicting with 694 pedestrians (crossing Worth), turning vehicles are not also yielding to other vehicles



Traffic Study Updates Agenda

- Schedule/Timeline
- Existing Conditions
- Proposed Operations
- Draft Analysis and Outcomes
- **Next Steps**

Traffic Study

Next Steps

- Continue with Environmental Assessment Study (EAS)
- Develop detailed pedestrian analysis model

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Traffic Study

Summary Slide

- Current intersection see significant congestion and delay
- Proposed changes make modest improvements to vehicle operations
- Current intersection see high number of conflicts between pedestrians and vehicles
- Proposed changes maintain similar number of conflict free crossings and significantly reduces total number of vehicles that conflict with pedestrians

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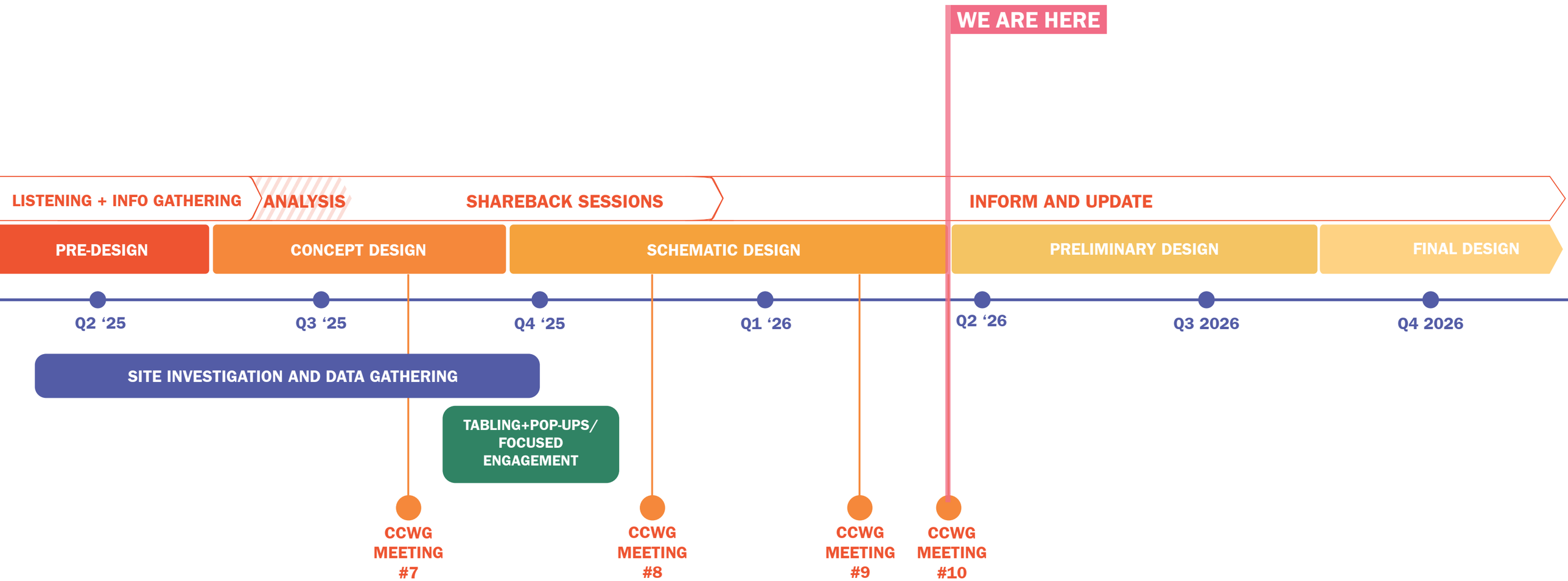
DISCUSSIONS

Timeline


WE ARE HERE
LISTENING + INFO GATHERING
ANALYSIS
SHAREBACK SESSIONS
INFORM AND UPDATE
PRE-DESIGN
CONCEPT DESIGN
SCHEMATIC DESIGN
PRELIMINARY DESIGN
FINAL DESIGN
Q2 '25
Q3 '25
Q4 '25
Q1 '26
Q2 '26
Q3 2026
Q4 2026
SITE INVESTIGATION AND DATA GATHERING
TABLING+POP-UPS/ FOCUSED ENGAGEMENT
CCWG MEETING #7
CCWG MEETING #8
CCWG MEETING #9
CCWG MEETING #10