



Reimagining Canal Street

Redesign Proposal



Canal Street Project Areas 堅尼街計劃區



Project Goals 計劃目標

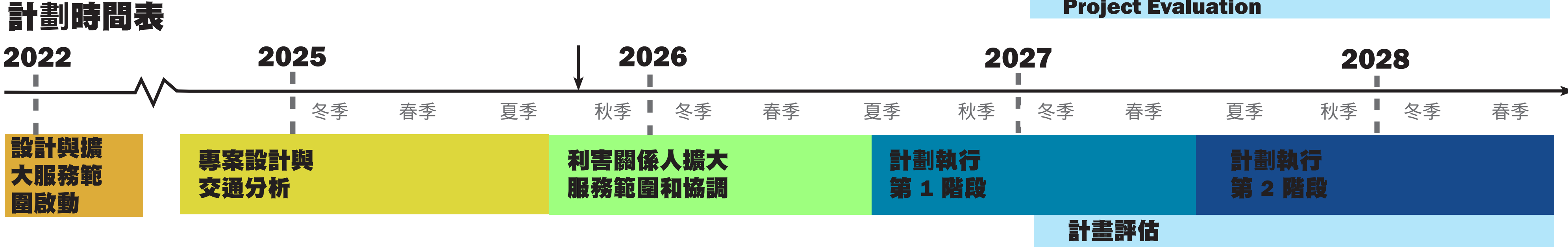
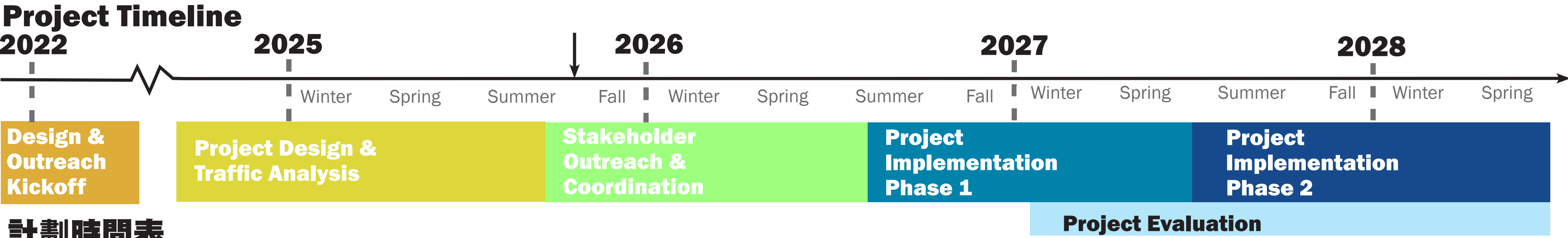
- Relieve pedestrian crowding & improve sidewalk accessibility
緩解行人擁擠並改善人行道的可及性
- Enhance crossing safety & comfort
提高十字路口的安全性和舒適度
- Simplify complex intersections for all users
簡化複雜的十字路口供所有人使用
- Rebalance vehicle space with public space
重新平衡車輛空間與公共空間
- Improve bicycle network connectivity
改善自行車網絡的連接性

Nearby Projects NYC DOT 附近項目

- ① Little 6th Ave Improvements
- ② Greenwich St. Bike Lane Upgrade*
- ③ Varick St. Bike Lane Extension*
- ④ Hudson St. Bike Lane*
- ⑤ Holland Tunnel Exit 2
- ⑥ Broadway, 14th St – Canal St
- ⑦ Walker Street Capital Project
- ⑧ Pell Street & Doyers Street Future Capital Project
- ⑨ Park Row Improvements
- ⑩ Manhattan Bridge Safety Improvements
- ⑪ Forsyth Street Project
- ⑫ Allen St., Pike St. & Madison St. Bus Priority Project

City & State Initiatives

- A 9A Study (NYS DOT)
- B Holland Tunnel Aquafence
- C Boro Based Jail (DDC, DCJ)
- D Rebuild 70 Mulberry (DDC)
- E Sara D. Roosevelt Park (DOT, DPR)
- F Chinatown Connections: Welcome Gateway (EDC) & Kimlau Square Redesign (DOT, DPR, EDC)
- G Pike St. & Allen St. Malls and Bus Lanes (DPR, DOT)
- H Manhattan Waterfront Greenway (EDC)



Canal Street 堅尼街 • West Street to Hudson St

Design Proposal 設計提案

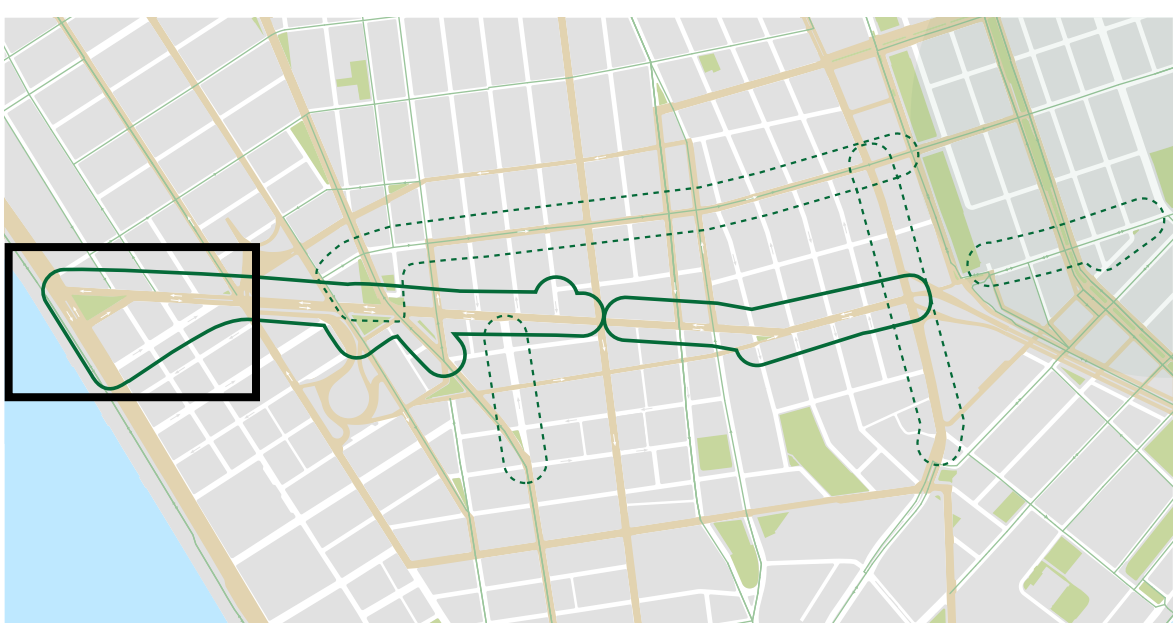
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改善自行車網絡的连接性



Install new marked crosswalks and painted curb extensions for shorter, safer crossings.

透過新的高可見度行人穿越道和增加路邊塗漆的延伸部分來減少過街距離及安全性足路邊使用需求。

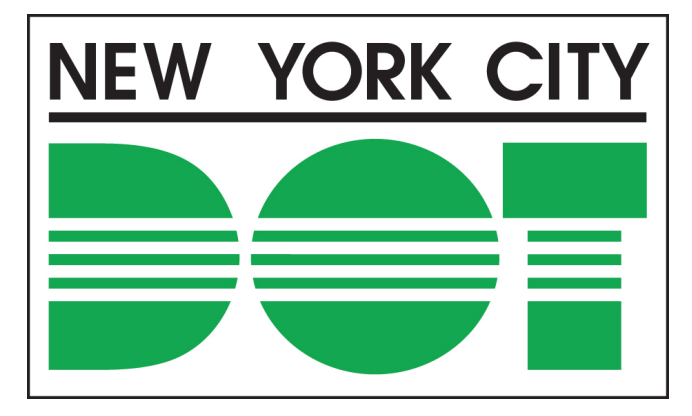


Project Area Key
— Current Outreach
- - - Future Outreach



Create new bike network connections with protected bike lanes.

建立新的自行車網絡連結設有保護自行車道。



Canal Street 堅尼街 • Hudson St. to West Broadway

Design Proposal 設計提案

Project Goals

計劃目標



Relieve pedestrian crowding & improve sidewalk accessibility
緩解行人擁擠並改善人行道的可及性



Enhance crossing safety & comfort
提高十字路口的安全性和舒適度



Simplify complex intersections for all users
簡化複雜的十字路口供所有人使用



Rebalance vehicle space with public space
重新平衡車輛空間與公共空間

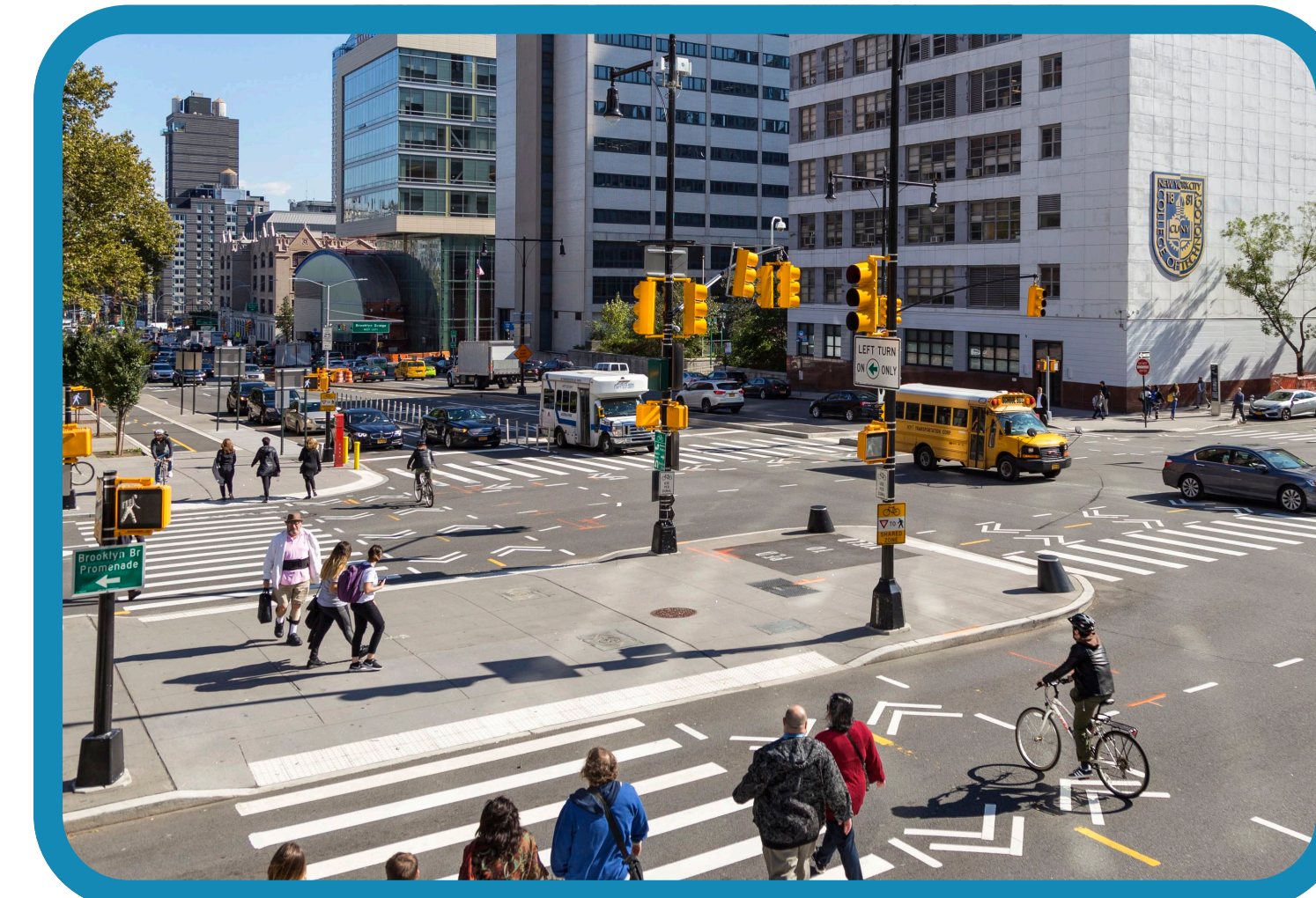


Improve bicycle network connectivity
改善自行車網絡的連接性



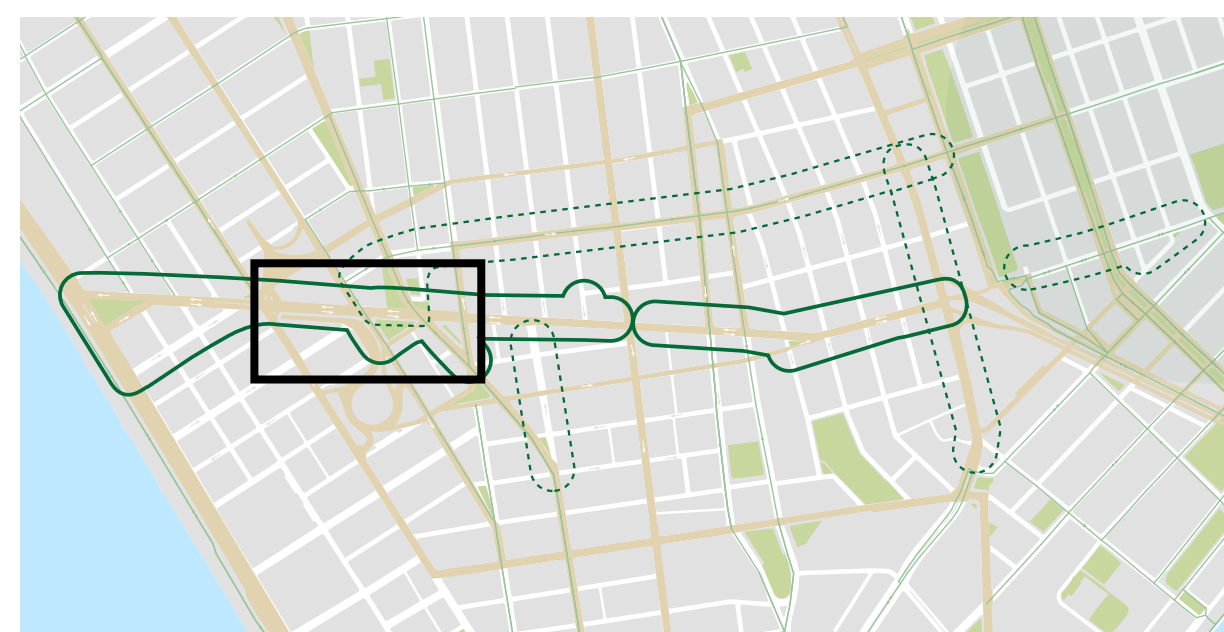
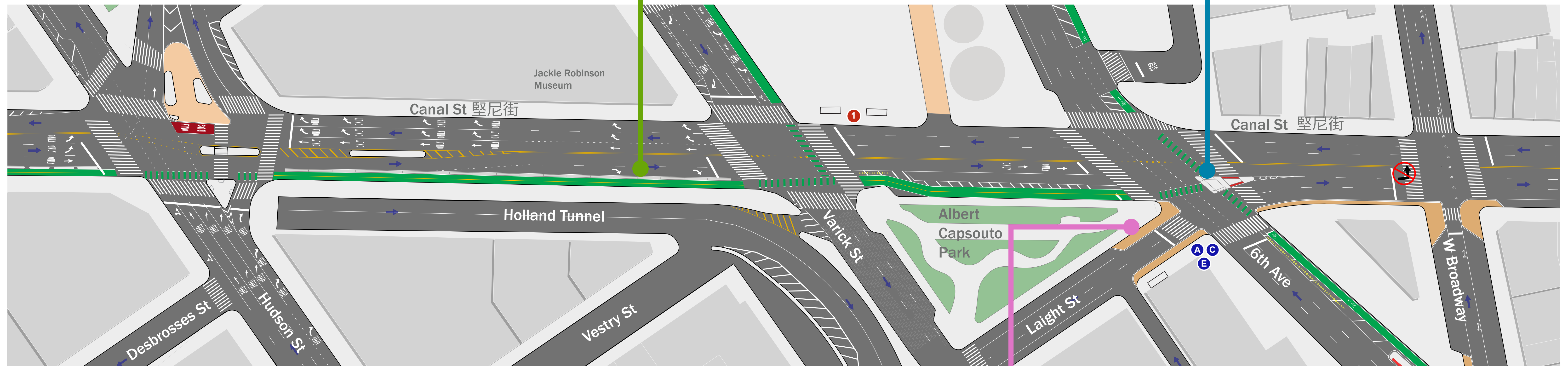
Create new bike network connections with protected bike lanes.

建立新的自行車網絡連結設有保護自行車道。



Improve safety for pedestrians and cyclists by shortening crossings with a concrete island.

使用混凝土安全島縮短過街距離，提高行人和騎自行車騎乘者的安全性。



Project Area Key

— Current Outreach
- - - Future Outreach



Reduce crossing distances by adding painted curb extensions.

透過增加路邊塗漆的延伸部分來減少過街距離。



Canal Street 堅尼街 • West Broadway to Broadway

Design Proposal 設計提案

Project Goals 計劃目標

-  Relieve pedestrian crowding & improve sidewalk accessibility
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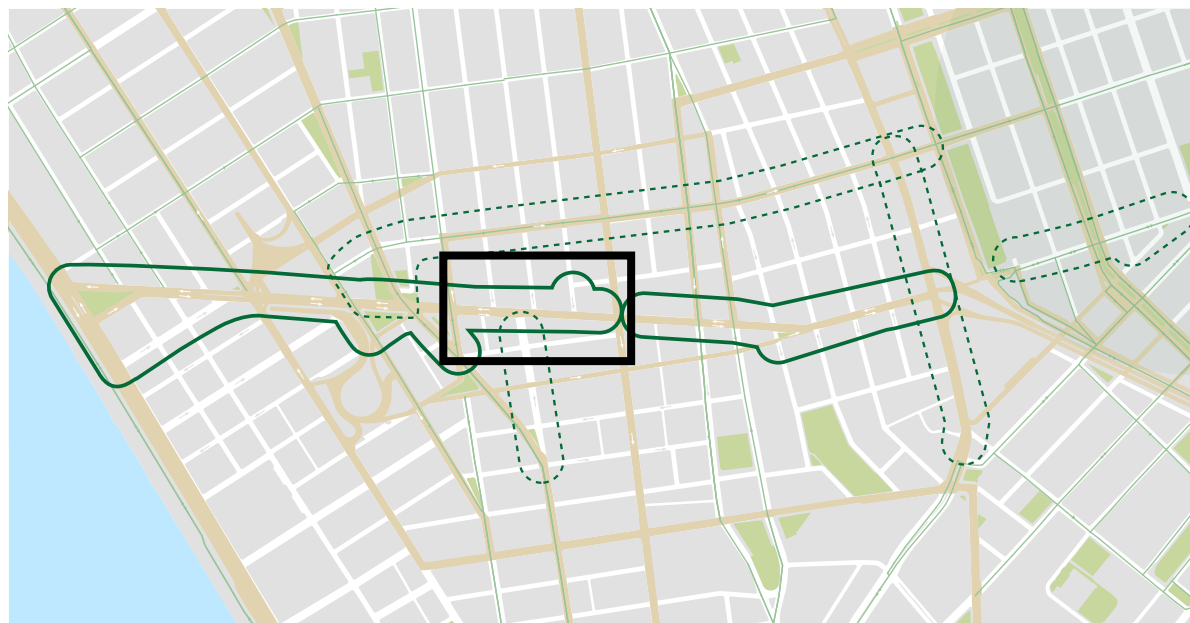
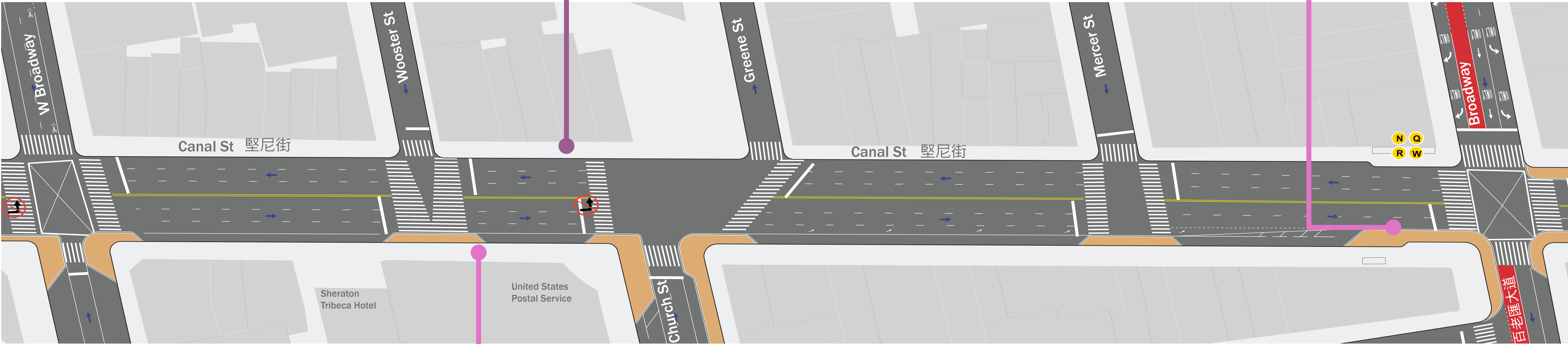
Streamline curb regulations to meet curb access needs.

簡化路緣通道以滿足路邊使用需求。



Reduce crossing distances by adding painted curb extensions.

透過增加路邊塗漆的延伸部分來減少過街距離。



Project Area Key

Current Outreach
Future Outreach



Formalize pedestrian connections with new high visibility crosswalks.

透過新的高可見度行人穿越道，使行人道路連結性具有正式形式。



Canal Street • Broadway to Baxter Street

堅尼街 • 百老匯大道 到 巴士特街

Design Proposal

設計提案

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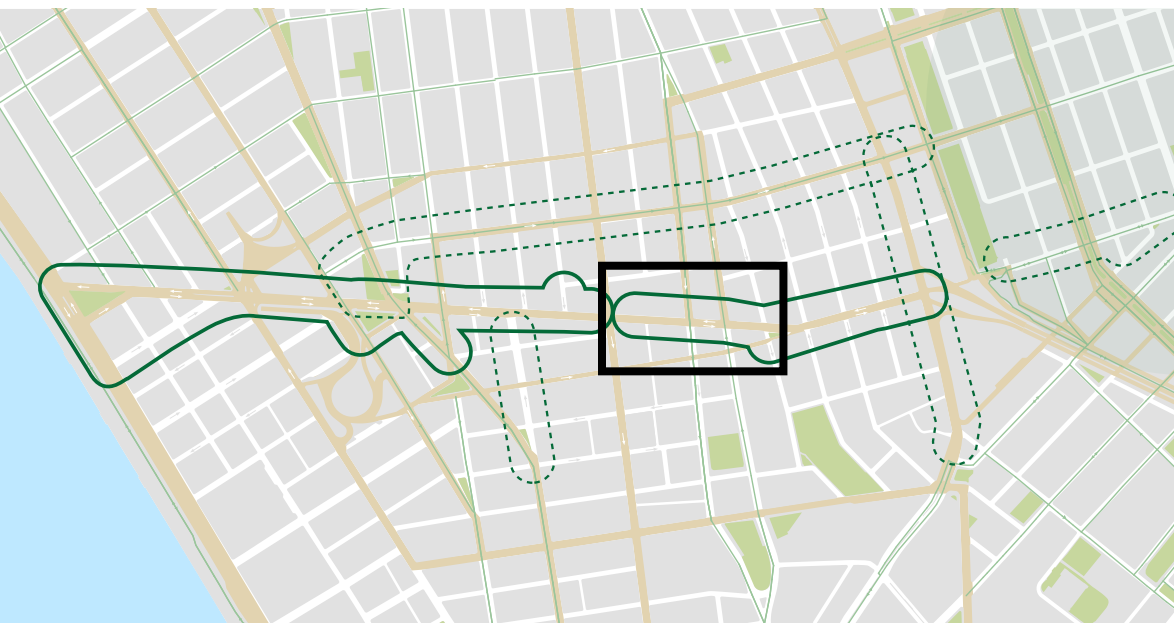
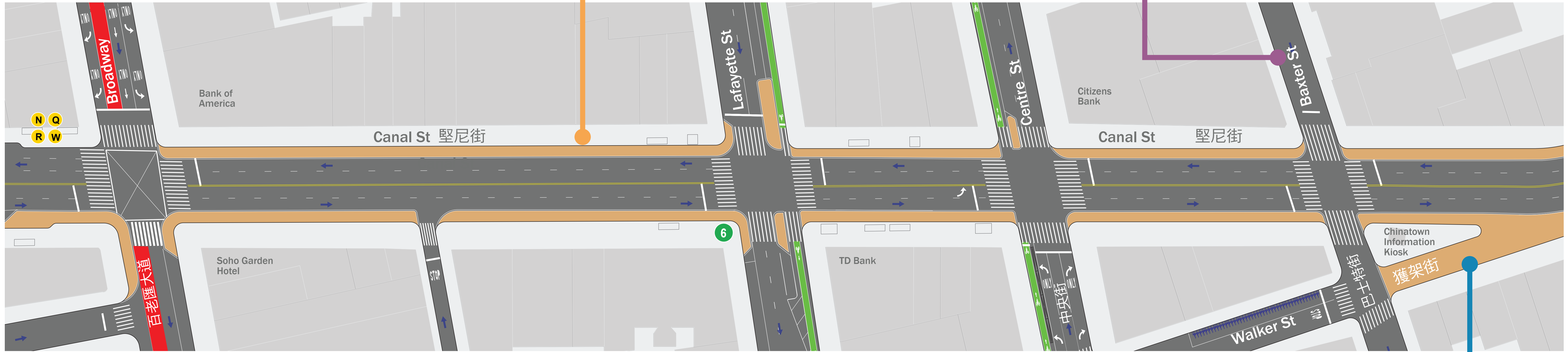
Relieve pedestrian crowding and reduce crossing distances with full block sidewalk extensions along Canal Street.

沿著堅尼街延伸整個街區的人行道，緩解行人擁擠並減少過街距離。



Streamline curb regulations to move local deliveries from Canal Street to side streets.

簡化路緣通道，將本地遞送從 堅尼街 轉移到附近的街道。

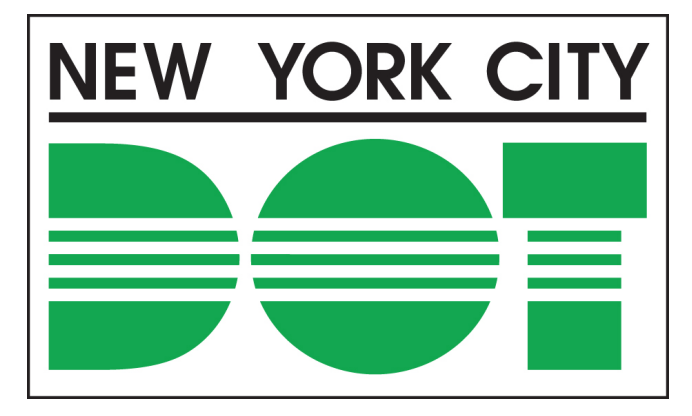
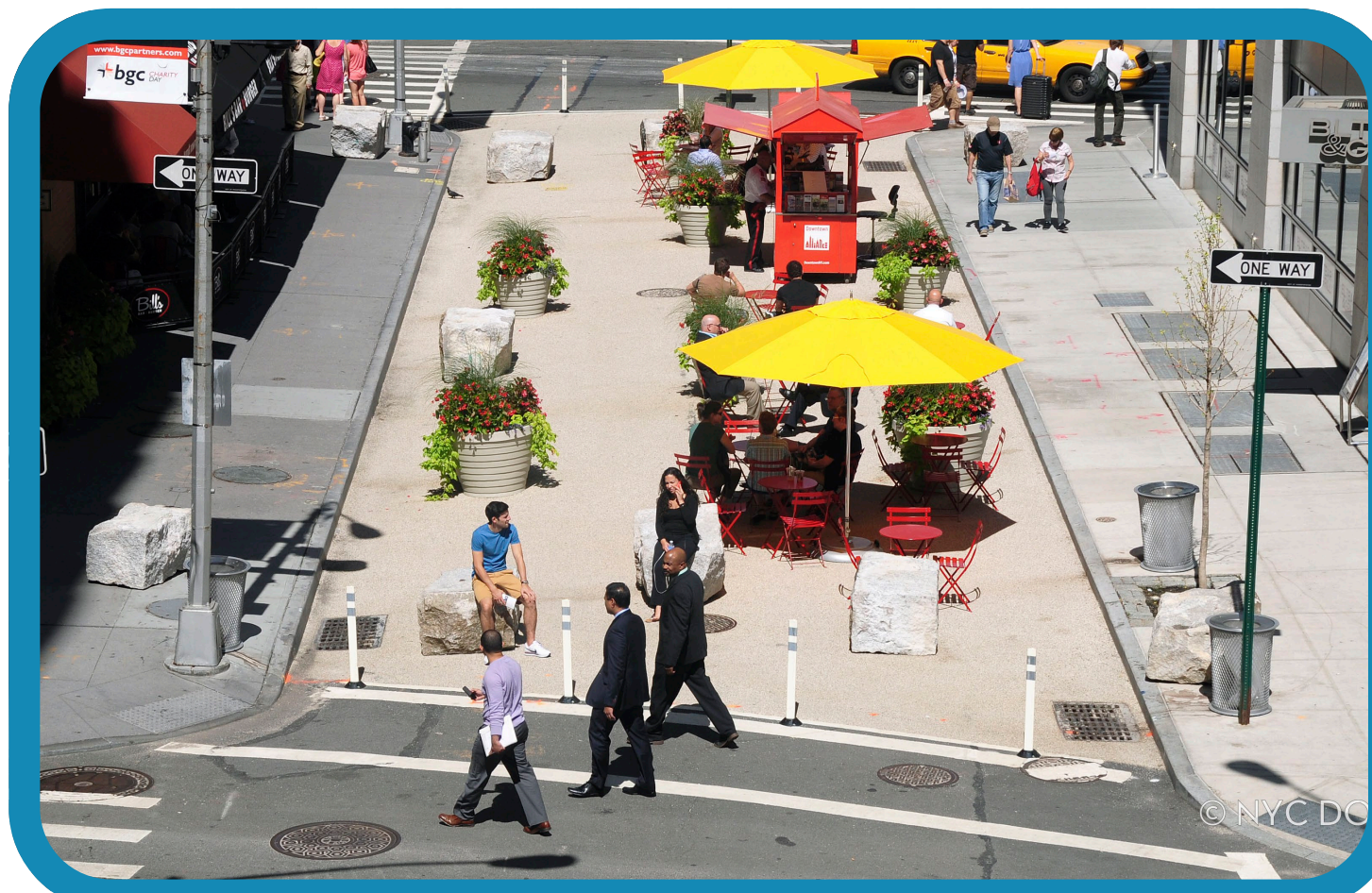


Project Area Key

Current Outreach
Future Outreach

Expand public space and create better pedestrian connections by closing Walker Street from Baxter Street to Canal Street.

透過關閉從 巴士特街 到 堅尼街 的 獲架街，擴大公共空間並創造更好的行人道路連結性。



Canal Street • Baxter Street to Bowery 堅尼街 • 巴士特街到包厘街

Design Proposal 設計提案

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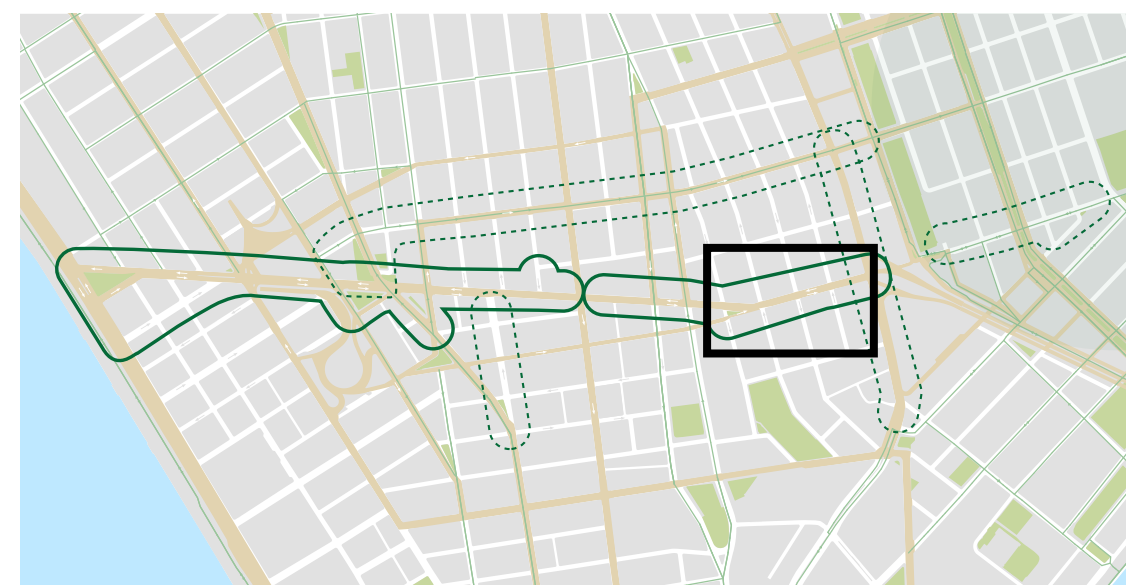
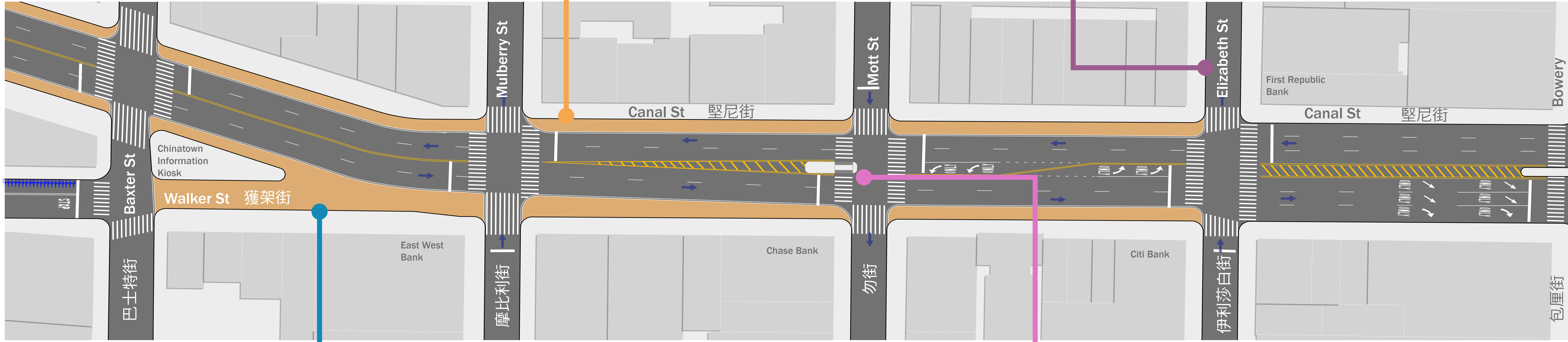
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Streamline curb regulations to move local deliveries from Canal Street to side streets.

簡化路緣通道，將本地遞送從堅尼街轉移到附近的街道。



Project Area Key



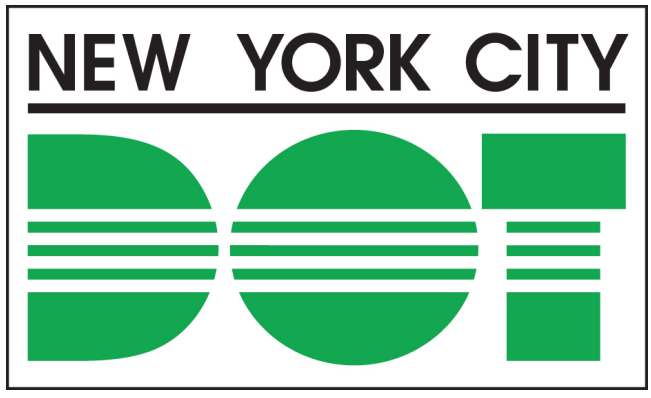
Expand public space and create better pedestrian connections by closing Walker Street from Baxter Street to Canal Street.

透過關閉從巴士特街到堅尼街的獲架街，擴大公共空間並創造更好的行人道路連結性。



Shorten crossing distances and improve safety with a new concrete island.

使用新的混凝土安全島縮短過街距離並提高安全性。



Goals

High Level Goals



Relieve pedestrian crowding & improve sidewalk accessibility



Improving crossing safety & comfort



Simplify complex intersections for all users



Rebalance vehicle space with public space



Improve bike connections



What's driving the design approach to this proposal?

- Community Feedback gathered from previous outreach.
- The need for safety improvements driven by crash data.
- Pedestrian, bike and vehicle volumes collected both before and after congestion pricing.
- Loading needs of local businesses and curb demand along the corridor.



A Street Ambassador and an interpreter speak to a participant on Canal St., 2022

Previous Outreach

- In 2022 extensive outreach was conducted along Canal street to hear what issues users were experiencing and better understand the needs of local business
- In March 2022 a public workshop was held on Zoom with ~140 attendees. An on street intercept survey received feedback from 480 members of the public and a merchant survey talked with 79 Canal Street business.



Highlights - Intercept Survey

- Most visitors to the Canal Steet area walk or use public transit
- Common feedback: Crossing distances across Canal Street are too long and the sidewalks are too crowded. Both problems are especially an issue for older adults

Trip Purpose & Travel Choice: Canal Street Area, Manhattan

Which of these methods of transportation do you use most often when traveling in and around this neighborhood?
(n=480)

	Walk	Subway	Bike	Bike Share	Bus	Drive Alone	Car Pool	FHV/ Taxi	Electric Scooter
Shopping/Errands	67%	40%	15%	16%	9%	4%	7%	4%	1%
Dining	46%	31%	10%	13%	7%	3%	7%	5%	0%
Parks/Recreation	26%	14%	7%	9%	5%	1%	2%	1%	0%
Visiting Friends/Family	24%	18%	5%	7%	5%	3%	5%	2%	0%
Community Services	7%	3%	1%	1%	1%	0%	2%	1%	0%
Work	20%	16%	5%	5%	4%	3%	4%	1%	1%
Medical Visit	21%	9%	1%	1%	3%	2%	3%	2%	0%
Religious Services	3%	1%	0%	1%	0%	1%	1%	1%	0%
Child Pick Up/Drop Off	3%	1%	0%	0%	1%	0%	1%	1%	0%
School	1%	0%	0%	0%	0%	0%	0%	0%	0%
Senior Center	4%	0%	0%	0%	0%	0%	0%	0%	0%

Note: Self facilitated survey data collected via QR codes; in person on-street surveying conducted by NYCDOT Street Ambassadors

Source: Summer 2022 NYCDOT Canal St Improvements Survey

Respondents could select multiple travel modes for each applicable activity; blank cells contain no data; n=480 (display values rounded)

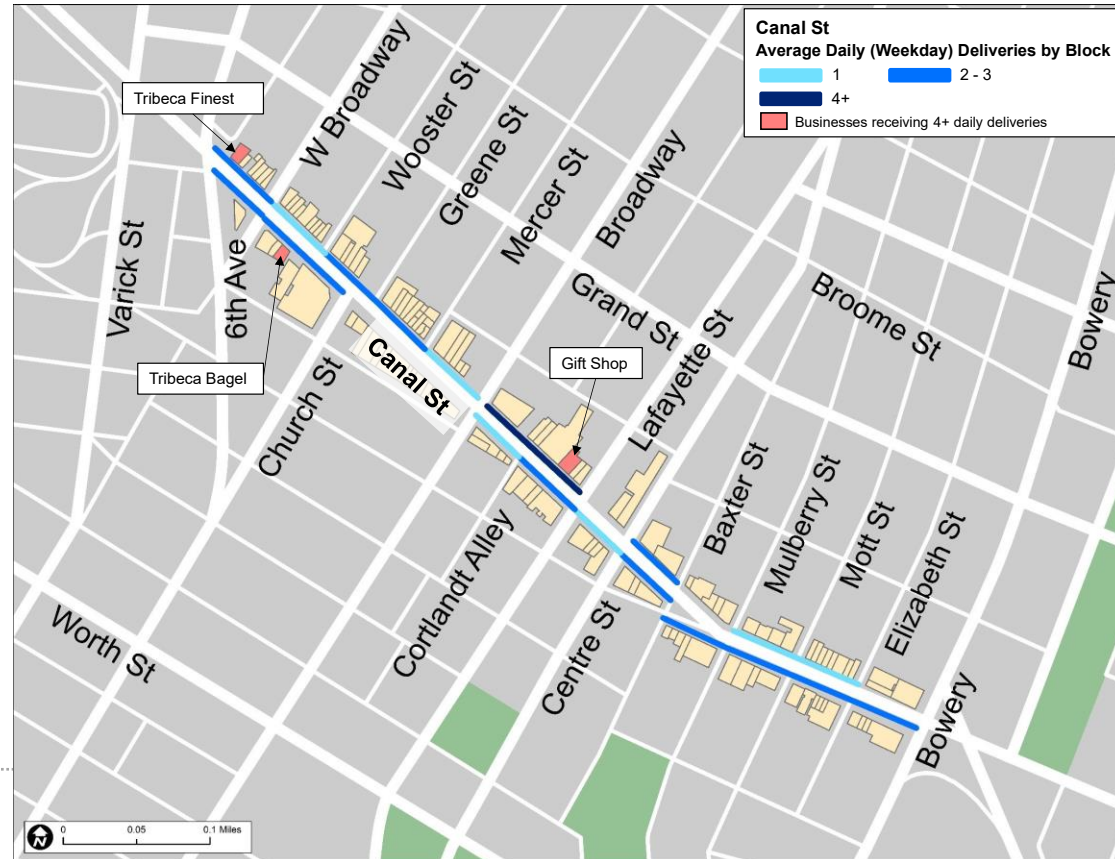
Previous Outreach

Highlights – Merchant Survey

- Most business along Canal Steet received deliveries between 9am and 11am.
- Most (64%) businesses receiving deliveries do so through a private vendor, and a vast majority (90%) do not have control over when the delivery arrives.



A Street Ambassador conducts a Merchant Survey with the manager of a restaurant.

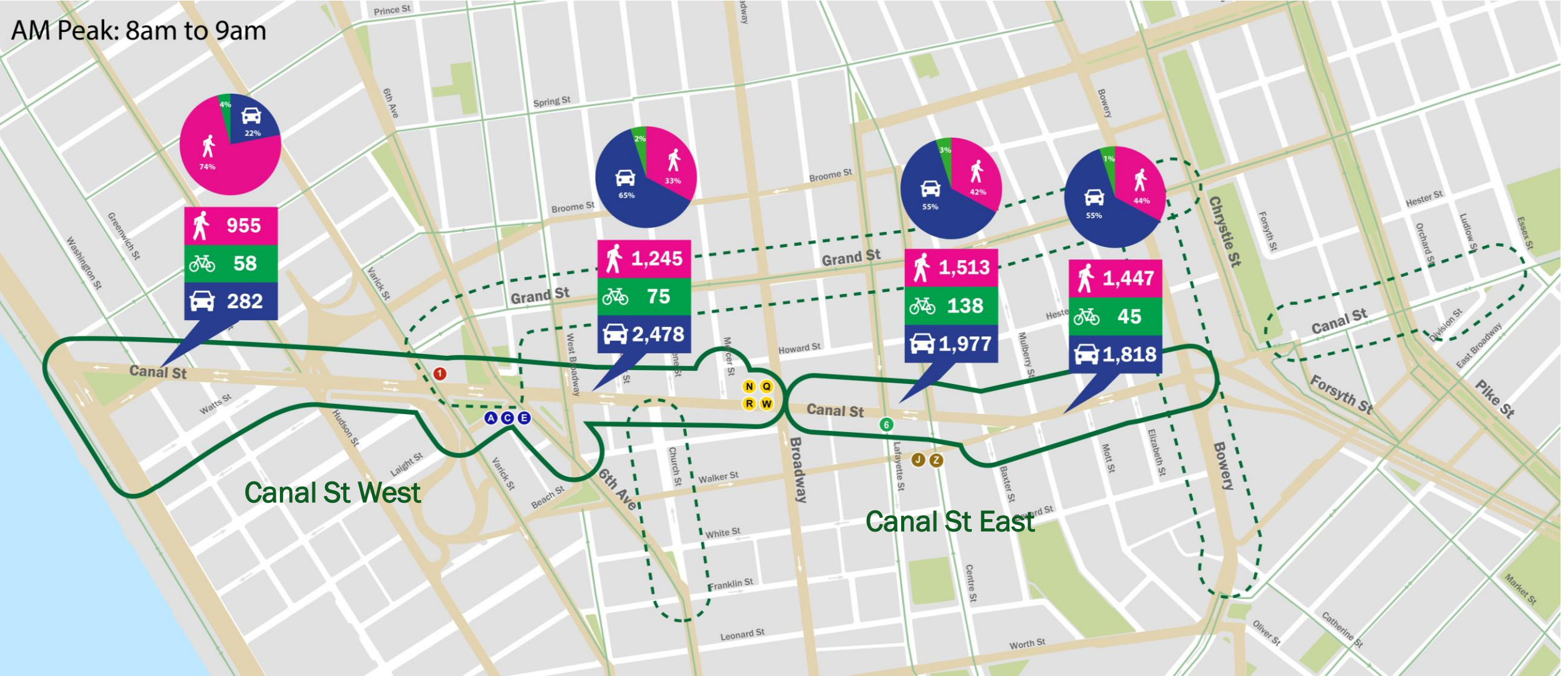


Source: Public survey of businesses conducted on street Mar 14, 18 2022.
Data notes: Displayed values rounded; 79 businesses responded.
109 Total business were visited

Project Data

Canal St Mode Split - AM

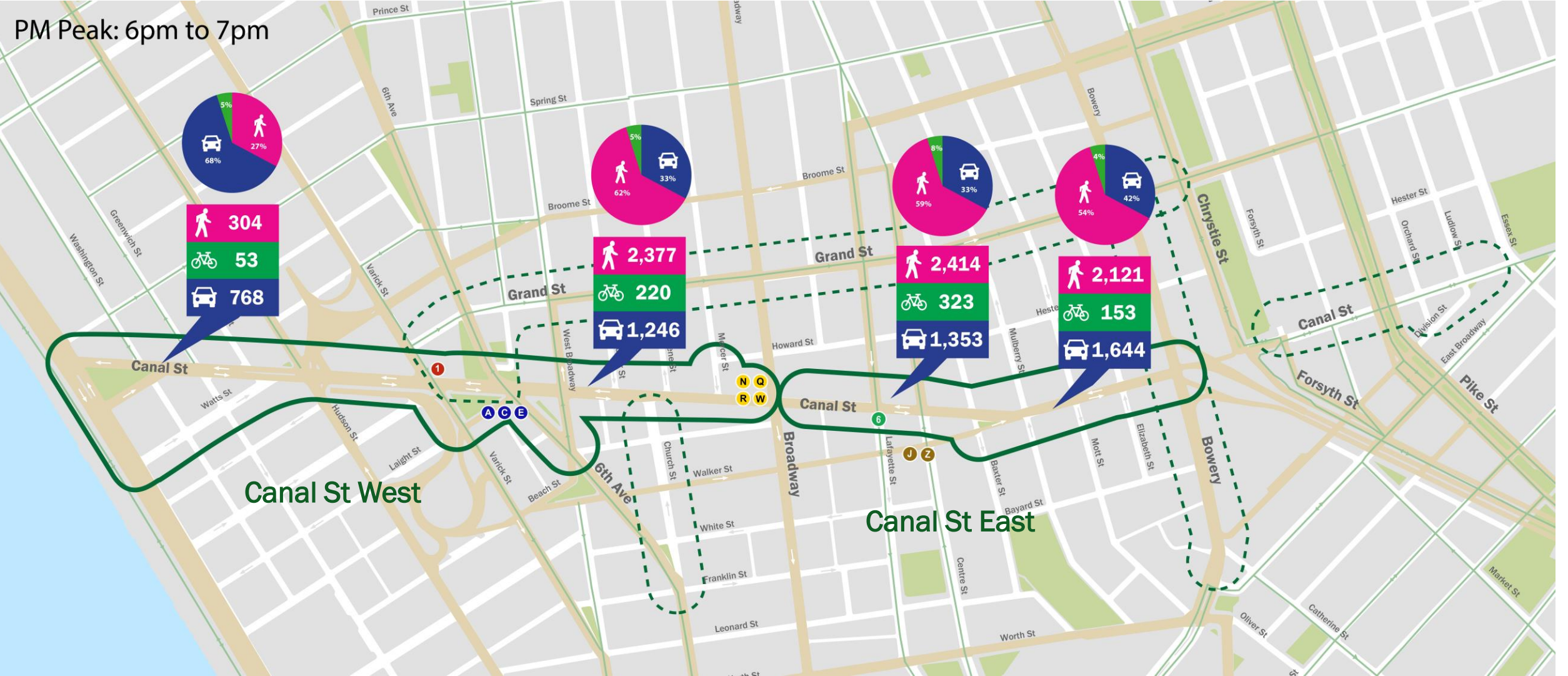
AM Peak: 8am to 9am



— Current Outreach - - - Future Outreach

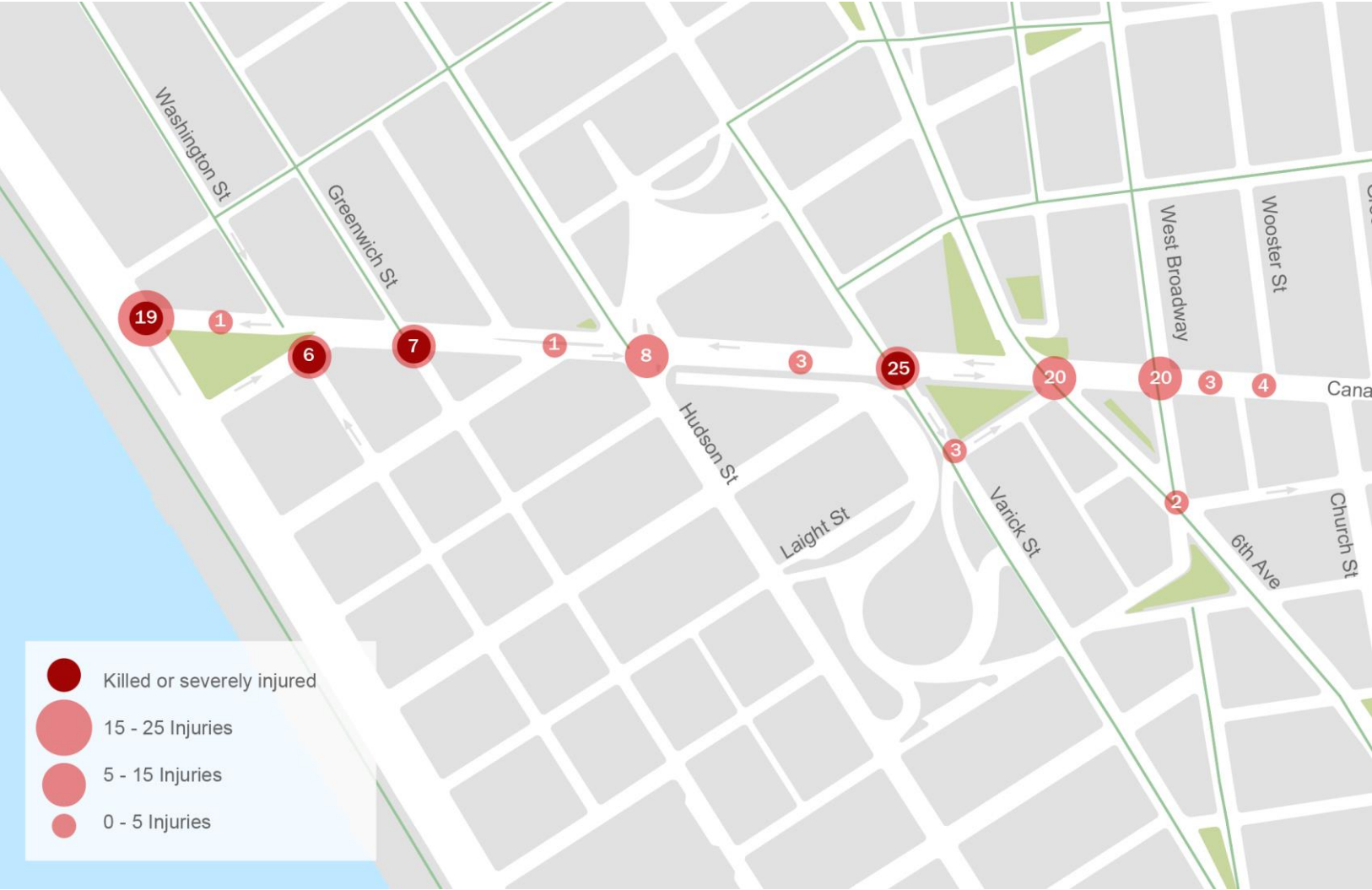
Canal St Mode Split - PM

PM Peak: 6pm to 7pm



Canal St West - Safety Data

Injury Summary, 2020-2024 (5 years)

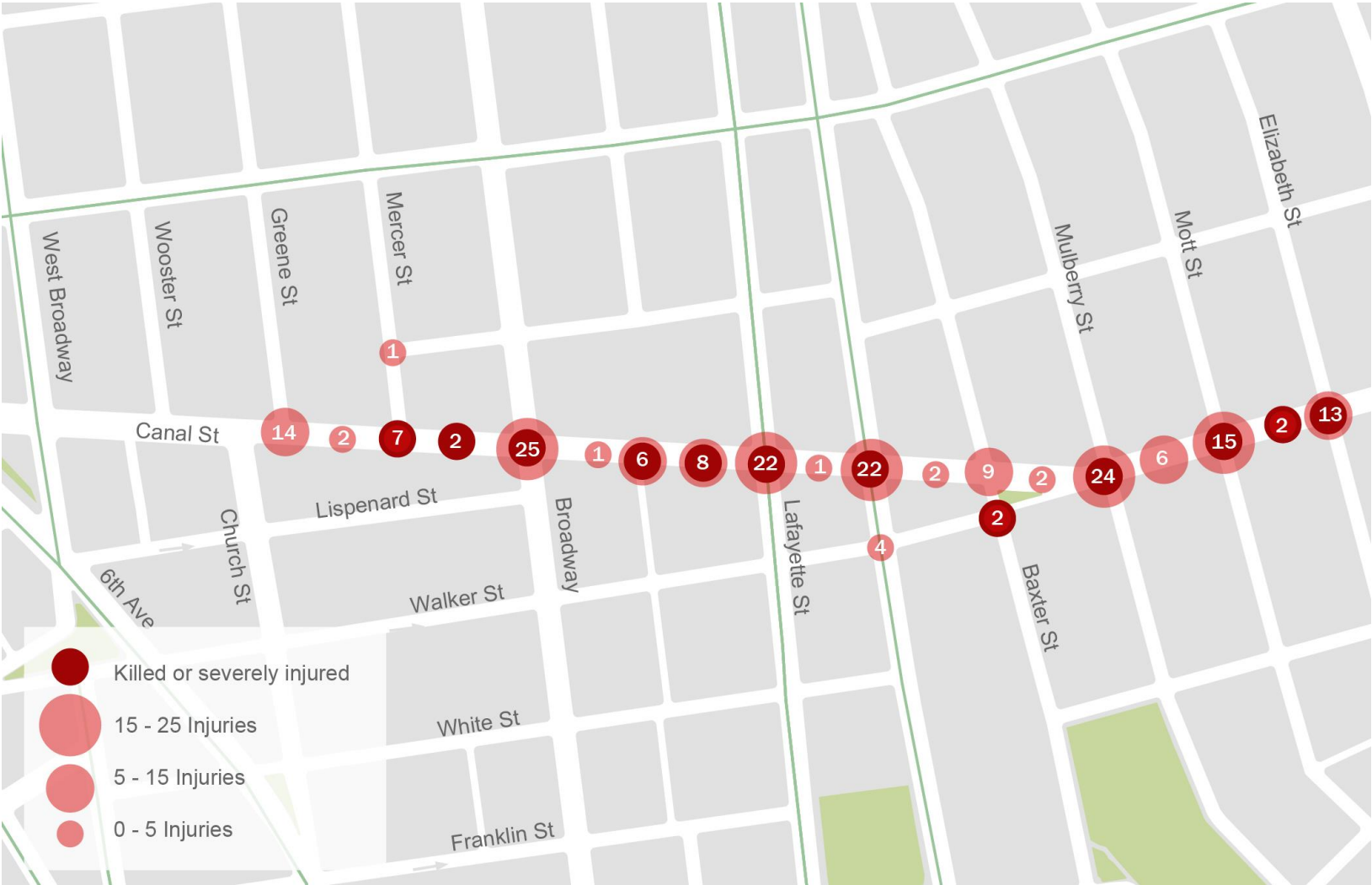


	Total Injuries	Severe Injuries	Fatalities	KSI*
Pedestrian	15	1	1	2
Bicyclist	26	1	0	1
Motor Vehicle Occupant	79	3	0	3
Other Motorized	2	0	0	0
Total	12	5	1	6

*killed or severely injured

Canal St East - Safety Data

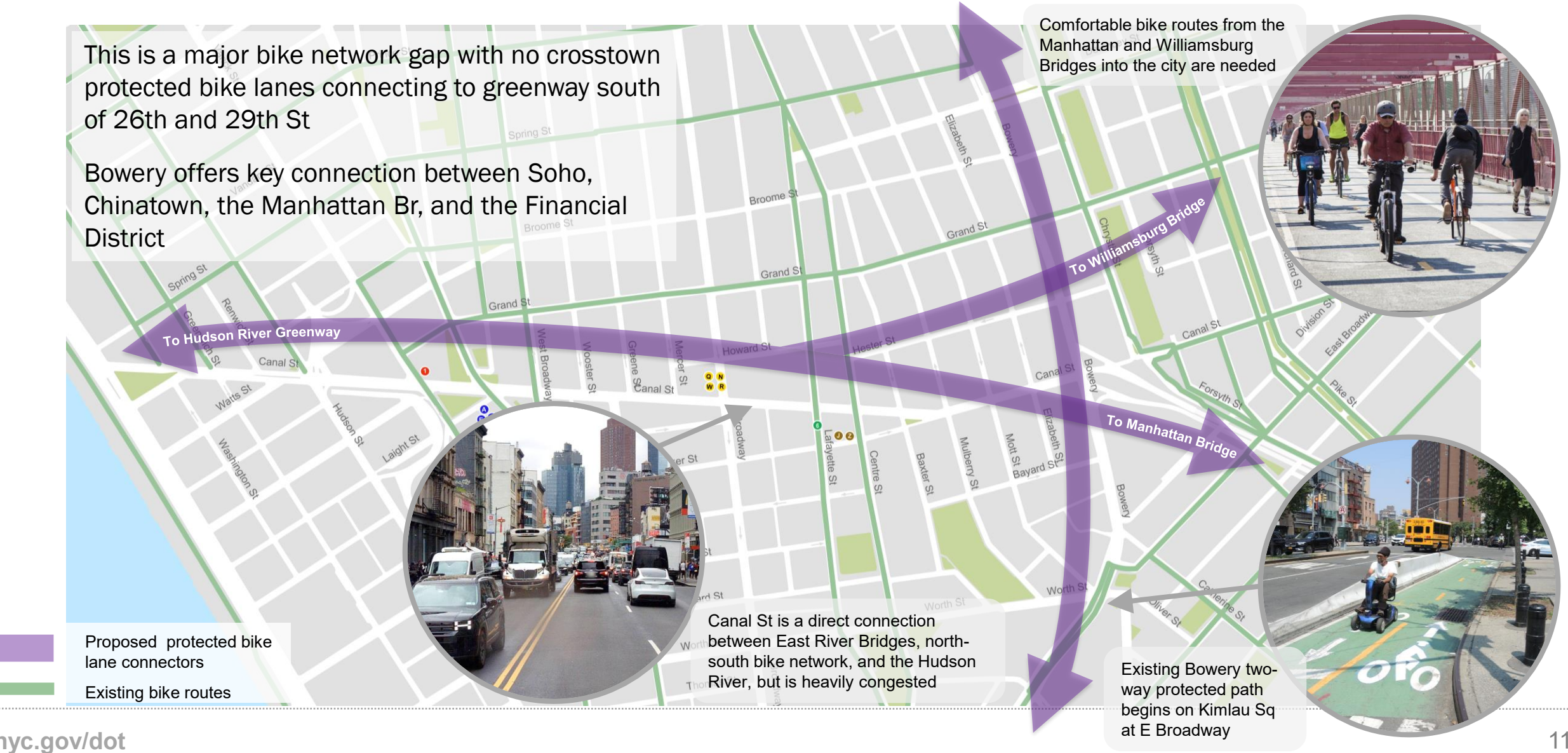
Injury Summary, 2020-2024 (5 years)



	Total Injuries	Severe Injuries	Fatalities	KSI*
Pedestrian	34	4	2	6
Bicyclist	32	4	0	4
Motor Vehicle Occupant	119	8	0	8
Other Motorized	5	2	0	2
Total	190	18	2	20

*killed or severely injured

Crosstown Protected Bike Connections - Goals



Canal Street Curb Management toolkit



Proposed Engagement Timeline



Reimagining Canal Street Making the corridor safer for all road users

Subject: NYC DOT is proposing a comprehensive redesign on and around Canal Street in Manhattan that would enhance pedestrian safety, expand the bicycle network, create open space, and calm traffic. Members of the public are invited to attend a community workshop to learn more about proposals and share feedback. Feedback may also be shared digitally after viewing the proposal online by scanning the QR code or by visiting bit.ly/canalredesign.

Dates, Times, Locations: Wednesday, September 17th from 11:00 a.m. to 2:00 p.m.
on-street at Canal Street and Watts Street

Thursday, September 18th from 4:00 p.m. to 7:00 p.m.
on-street at Canal Street and 6th Avenue

Thursday, September 25th from 11:00 a.m. to 2:00 p.m.
on-street at Canal Street and Walker Street

Saturday, September 27th from 12:00 p.m. to 3:00 p.m.
on-street at Canal Street and Walker Street

Wednesday, October 1st from 6:00 p.m. to 7:30 p.m.
P.S. 130 The De Soto School
(143 Baxter Street, New York, NY 10013)



To view the proposal and share your feedback, scan using camera mode on your mobile device or visit bit.ly/canalredesign

Contact: Kate Scherer at 212.839.6210 or kscherer@dot.nyc.gov. To request accessibility accommodations, please contact Kate at least five business days before the workshop.

Goals Include:

Relieve Pedestrian Crowding &
Improve Sidewalk Accessibility

Simplify Complex Intersections
For All Users

Improve Bike Connections

Rebalance Vehicle Space
With Public Space

Sept + Oct 2025	Canal Public Engagement, Survey, and Merchant Survey Grand St Merchant Survey
Nov + Dec 2025	CB Meetings, synthesizing public feedback to date Ongoing partner, school, and gov't coordination meetings
Jan + Feb 2026	Elected Preview CB Meetings
Spring 2026	Finalize Proposal, Operational Coordination, and Pre-Implementation Notifications
July 2026	Anticipated Start of Canal Street Phase 1