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COMMUNITY BOARD No. 2, MANHATTAN

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December 23, 2025

Hon. Danielle Zuckerman
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038-4643

Re: Community Board 2 Manhattan Resolution Concerning
The Canal Street Redesign Proposal

Honorable Commissioner Zuckerman:

At a Full Board meeting of Community Board 2/Manhattan on December 18, 2025, CB2M adopted the following resolution.

Resolution in Support of Canal Street Redesign and CB2 Recommended Improvements to Initial NYC DOT Proposal

Whereas:

Proposed Canal Street Redesign

1. In Fall 2025, the NYC Department of Transportation (NYC DOT) launched its Canal Street Redesign to achieve five goals:

Goal 1: Relieve pedestrian crowding and improve sidewalk accessibility,

Goal 2: Enhance crossing safety and comfort

Goal 3: Simplify complex intersections for all users,

Goal 4: Rebalance vehicle space with public space and

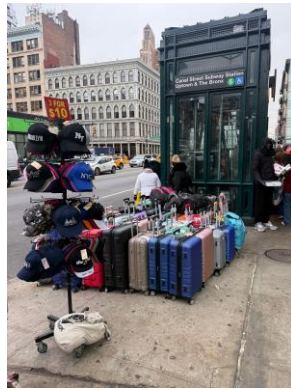
Goal 5: Improve bicycle network connectivity across five sections of Canal Street from west to east.

2. CB2 represents the entire north side of Canal Street from The Bowery to West Street;
3. Three decades of Canal Street studies have resulted in consistent recommendations but very few changes:
 - a. Sam Schwartz's [2000 Canal Street Pedestrian and Traffic Safety Study](#) recommended (i) Coordinated signal timing; (ii) Installation of High Visibility Crosswalks; (iii) Early Pedestrian Interval Signals to permit pedestrians to enter cross walks prior to vehicles travelling in the same direction; (iv) Temporary traffic calming devices such neckdowns, bollards and others to shorten pedestrian crossings and slow down turning vehicles; (v) Serious sustained parking enforcement and crackdown on illegal parking; (vi) Designation of through lanes and turn prohibitions to improve traffic flow; (vii) Identification of loading/unloading locations on side streets crossing Canal street; (viii) Re-establishment of two way tolls and the initiation of a Major Investment Study to examine regional transportation issues; (ix) Improving streetscape and physical conditions by removing extraneous street furniture and (x) enforce illegal peddling.
 - b. From 2002 to 2010, [NY Metropolitan Transportation Council \(NYMTC\) Canal Area Transportation Study \(CATS\)](#) conducted a multi-phase traffic engineering study that recommended an HOV lane on the Manhattan Bridge (implemented in 2007), restricted left turns between Elizabeth and Lafayette and West Broadway, Greene and Broadway (but not implemented) and concrete curb extensions along the corridor, which were never implemented due to lack of capital funding;
4. NYC DOT's March 7, 2022 [Canal Street Virtual Workshop](#) presented key findings:
 - a. Pedestrians account for [64% of corridor users but only 40% of the space](#);
 - b. Canal is 60 ft wide and sidewalks are 12 to 20 ft wide;
 - c. Heavy pedestrian traffic;
 - d. Heavy traffic congestion often spills over crosswalks creating conflict with pedestrians, cyclists and north/south bound traffic of all types;
 - e. Canal has no bike infrastructure and the neighborhood lacks a westbound / crosstown connection from the Manhattan Bridge to the Hudson River Greenway;
 - f. Canal is a through truck route with high truck volumes;
 - g. Two-way tolling on the Verrazzano-Narros Bridge in December 2020 did not affect traffic volumes through October 2021; and,
 - h. 15 travel lanes merge into two in the Holland Tunnel, the source of the backup.
5. In January 2023, NYC DOT announced an eight-month study of Canal Street;

6. Recent fatalities and serious injuries on Canal Street underscore the urgency for significant safety improvements. On July 19, 2025, a driver killed two innocent residents, May Kwok and Kevin Cruikshank, when she sped off the Manhattan Bridge and jumped a sidewalk at Canal Street and The Bowery. Ms. Kwok was sitting on a bench on an unprotected pedestrian triangle and Mr. Cruikshank was biking nearby. Less than 24 hours later, another driver crashed into a food truck at the same location, injuring its operator as well as a passenger in the car;
7. NYC DOT presented its initial plan at a joint CB1, CB 2 and CB3 public hearing on November 24, 2025 and to CB2 on December 4, 2025 and this resolution includes CB2's feedback prior to NYC DOT presenting its revised plan in January 2026;

Pedestrian Safety (to address NYC DOT Goals 1, 2 and 3)

8. In addition to the data NYC DOT presented (*see Whereas 4 above*),
 - a. Both SoHo/Tribeca and Chinatown are [senior pedestrian zones](#), representing the 3rd and 5th most injurious Manhattan neighborhoods for seniors, respectively;
 - b. [In CB1/2, 74% of residents are car-free](#), higher than Manhattan (72%) and NYC (45%), and fewer than 9% of workers commute by car (car, carpool and taxi), based on ACS data for 2023; and,
 - c. For virtually all purposes, the vast majority of people are [traveling to Canal Street by foot, public transit or bike](#).
9. CB2 strongly supports NYC DOT's plans to improve pedestrian safety including the:
 - a. Addition of painted curb extensions to reduce crossing distances;
 - b. Installation of new marked crosswalks for safer crossings;
 - c. Addition of high visibility crosswalks to formalize pedestrian connections; and,
 - d. Addition of a planted center median to reduce crossing distances, improve pedestrian safety, provide opportunities for greening Canal and include a protected bicycle lane.
10. CB2 supports additional improvements, including:
 - a. Painted curb extensions at the northwest corner of Hudson and Canal streets where cars and trucks rapidly turn right/north from Canal to Hudson streets; and,
 - b. Hardened daylighting at all intersections; and,
 - c. Prioritize curb extensions with hardened daylighting near the subway elevators on the northside of Canal Street at Centre and Lafayette streets.



Centre



Lafayette



Lafayette

11. **Sidewalk Extensions.** CB2 supports extending the sidewalk on Canal Street but insists this be done simultaneously in coordination with the New York Police Department (NYPD), the [Department of Consumer and Worker Protection](#) (DCWP) that issues licenses to vendors on streets and sidewalks, the [Department of Sanitation](#) (DSNY), the lead agency on street vendor enforcement since 2023, and other city agencies, as needed, to address:

- a. Ground floor businesses illegally displaying their goods on the sidewalk; and,
- b. Illegal sidewalk vending.



Illegal Displays



Illegal Sidewalk Vendors

12. **Sidewalk Extensions.** CB2 questions why NYC DOT only proposes painted sidewalk extensions from Broadway to the west side of Elizabeth Street, when there is significant pedestrian crowding on other portions of Canal Street and significant safety issues as vehicles speed off the Manhattan Bridge;.

13. **Restricted Turns.** CB2 requests that DOT address how restricting left turns on to West Broadway and Greene Street will impact deliveries to residents and share routes that residents would take from both the east and west sides of Canal Street;

14. **Manhattan Bridge Safety.** CB2 supports additional safety and traffic calming improvements on and near the Manhattan Bridge to include:
- a. Reducing the current 35 MPH speed limit on the Manhattan Bridge to at least 25 MPP to better match the 20 MPH speed limit on Canal and other local roads;
 - b. Posting radar signs to display vehicle speeds approaching The Bowery;
 - c. Installing passive enforcement by red light and speed cameras with the new 2025 camera contract; and,
 - d. Installing additional barriers that are substantial enough to protect pedestrians from vehicles at high speeds at all corners of Canal Street and The Bowery.

Reduction in Vehicle Space (to address NYC DOT Goal 4)

15. CB2 supports removing vehicle parking on Canal Street as well as reducing traffic to two lanes in each direction, which is how the street functionally operates today given the preponderance of double parked delivery trucks;
16. CB2 questions why NYC DOT **only** proposes to a) streamline curb regulations from West Broadway to Baxter and b) move local deliveries to 50 ft. wide narrower side streets from Baxter to Elizabeth streets;
17. CB2 insists that the Canal Street Redesign include comprehensive curb management to support deliveries for local local businesses, such as replacing [Commercial Metered Parking](#) with [Neighborhood Loading and Commercial Loading Zones](#) and address concerns from local businesses about moving deliveries to narrow side streets, farther from Canal Street storefronts;
18. CB2 asks NYC DOT to address how the proposed plans will impact [NYC DOT's 2022 Truck Route Map](#) that designates Canal Street as a Through Truck Route and nearby Broome and Grand streets as Local Truck Routes (*see image to the right*);



Bike Connectivity (to address NYC DOT Goal 5)

19. CB2 supports a cross town protected bike lane on or near Canal Street, connecting bikes from the Manhattan Bridge to the Hudson River Greenway and insists that NYC DOT present more detailed options including:

- a. CB2's preference for redesigning Canal Street as a modern boulevard with a center bike lane (*see rendering to the right*) with greenery (*not shown*); and,
- b. The proposed two-way bike lane from Grand to Canal and then Watts streets.



20. CB2 also supports improved bike lane connectivity and safety improvements to Canal Street at Washington, Greenwich and Varick streets:

- a. Add north south connections for Washington and Greenwich streets, which both are one-way streets that change direction at Canal Street and force cyclists to bike on Canal Street to legally cross it; and,
- b. Add protection to the Varick Street southbound bike lane north of Canal Street to improve southbound connectivity and drastically improve the usability and safety of the Varick Street bike lane.

Missed Opportunities:

Micromobility, Accessibility and Greening and Environmental Sustainability

21. **Micromobility.** The Canal Street Redesign fails to include any infrastructure, street design, and curb management solutions to support the safe integration of micromobility onto Canal Street (*see examples below*);



22. **Accessibility.** Canal Street Redesign should incorporate curb side drop-off for ride share and Access-A-Ride passengers, as well as for others who are physically challenged and need access to taxis and other vehicles. NYC DOT should prioritize blocks with medical services and doctors offices, including the [Charles B. Wang Community Health Center](#) locations at 268 Canal Street, 125 Walker Street and 168 Centre Street;
23. **Greening and Environmental Sustainability.** The proposed redesign plans are notably deficient in addressing environmental concerns and sustainability, integral components of any contemporary street redesign. Furthermore, the majority of **traffic along Canal Street is not local traffic and the** community bears the cost of the environmental, health, and safety externalities of prioritizing through traffic over local use. NYC DOT must also include:
- a. Greening elements such as trees, rain gardens, or other green infrastructure;
 - b. Planted center medians to reduce crossing distances, improve pedestrian safety, and possibly include a protected bicycle lane:
 - i. As a major cross street at 100 ft. wide, Canal Street lacks a center median compared to Delancey Street at 150 ft. wide from Forsyth to the Williamsburg Bridge and Houston Street at 125 ft. wide from Sixth Avenue to the East River, from [NYC's Zoning & Land Use Map](#); and,
 - ii. Vegetation on new medians separating bicycle lanes from motorized vehicle traffic will be required if the City Council approves Council Member Erik Bottcher's legislation, [Int.1233- 2025](#) at its December 18, 2025 meeting.
 - c. Flood mitigation strategies and infrastructure hardening, similar to resilience work being implemented by the Port Authority, given Lower Manhattan's vulnerability to climate impacts.

Therefore Be It Resolved:

1. Manhattan Community Board 2 strongly supports the NYC Department of Transportation's Canal Street Redesign goals and proposed plan to improve pedestrian safety, rebalance vehicle space and improve bicycle connectivity;
2. CB2 urges DOT to make the following changes:
 - a. Add painted curb extensions at the northwest corner of Hudson and Canal streets;
 - b. Add hardened daylighting at all intersections;
 - c. Prioritize curb extensions with hardened daylighting near the subway elevators on Canal Street at Centre and Lafayette streets;
 - d. Add a planted center median to reduce crossing distances, improve pedestrian safety, provide opportunities for greening Canal and include a protected bicycle lane;

- e. Coordinate any sidewalk extensions simultaneously in coordination with the New York Police Department, the [Department of Consumer and Worker Protection](#), the [Department of Sanitation](#) and other city agencies to address ground floor businesses illegally displaying their goods on the sidewalk and illegal sidewalk vending; and,
 - f. Add safety and traffic calming improvements to the Manhattan Bridge to include:
 - i. Reducing the current 35 MPH speed limit on the Manhattan Bridge to at least 25 MPH to better match the 20 MPH speed limit on Canal and other local roads;
 - ii. Posting radar signs to display vehicle speeds approaching The Bowery;
 - iii. Installing passive enforcement by red light and speed cameras with the new 2025 camera contract; and,
 - iv. Installing additional barriers that are substantial enough to protect pedestrians from vehicles at high speeds at all corners of Canal Street and The Bowery.
3. CB2 insists that NYC DOT to address why the agency only proposes:
- a. Painted sidewalk extensions from Broadway to Elizabeth Street, when there is significant pedestrian crowding on other portions of Canal Street; and,
 - b. Streamlined curb regulations from West Broadway to Baxter and moving local deliveries to side streets from Baxter to Elizabeth streets.
4. CB2 would like NYC DOT to address:
- a. How restricted turns on West Broadway and Greene Street will impact local deliveries and routes that residents would take from both the east and west sides of Canal Street;
 - b. Curb access for deliveries for local businesses and concerns from local businesses about deliveries on side streets, due to the narrow streets and distance to Canal Street storefronts; and,
 - c. How the proposed plans will impact [NYC DOT's 2022 Truck Route Map](#) that designates Canal Street as a Through Truck Route.
5. CB2 supports a cross town protected bike lane on or near Canal Street, connecting bikes from the Manhattan Bridge to the Hudson River Greenway and insists that NYC DOT present more detailed options including:
- a. CB2's preference for redesigning Canal Street as a modern boulevard with a center running bike lane and the proposed two-way bike lane from Grand to Canal and then Watts streets; and,
 - b. Bike lane connectivity and safety improvements to Canal Street at Washington, Greenwich and Varick streets.

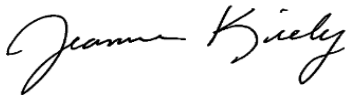
6. CB2 strongly urges NYC DOT to incorporate micromobility, accessibility and greening and environmental sustainability into the Canal Street Redesign.

Vote: Passed, with 38 in favor, 1 opposed (S. Sweeney), and none abstaining or recusing.

Respectfully submitted,



Valerie De La Rosa
Chair, Community Board 2 Manhattan



Jeannine Kiely
Chair, CB2M Traffic and Transportation Committee

Copies:

- Hon. Christopher Marte, NYC Council, 1st District
- Hon. Mark Levine, Manhattan Borough President and
NYC Comptroller-Elect
- Hon. Brad Hoylman-Sigal, NYS Senate, 47th District, and
Manhattan Borough President-Elect
- Hon. Brian Kavanagh, NYS Senate, 27th District
- Hon. Grace Lee, NYS Assembly, 65th District
- Hon. Deborah Glich, NYS Assembly, 66th District
- Hon. Dan Goldman, U.S. Representative, 10th Congressional District

- Captain Robert Fisher, Commanding Officer, 1st Precinct
- Captain Michael Lam, Commanding Officer, 5th Precinct
- Hon. Vilda Vera Mayuga, Commissioner, NYC Department of
Consumer and Worker Protection
- Hon. Javier Lojan, Acting Commissioner, NYC Department of Sanitation