



Phase 1: Canal Street West and Grand Street Redesign

CB Presentation July 2026



Goals

High Level Goals



Relieve pedestrian crowding & improve sidewalk accessibility



Improving crossing safety & comfort



Simplify complex intersections for all users



Rebalance underutilized vehicle space with public space



Improve bike connections



Canal St & Grand St: Project Scope & Context



Nearby Projects NYC DOT

- 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

*Proposals in early development.

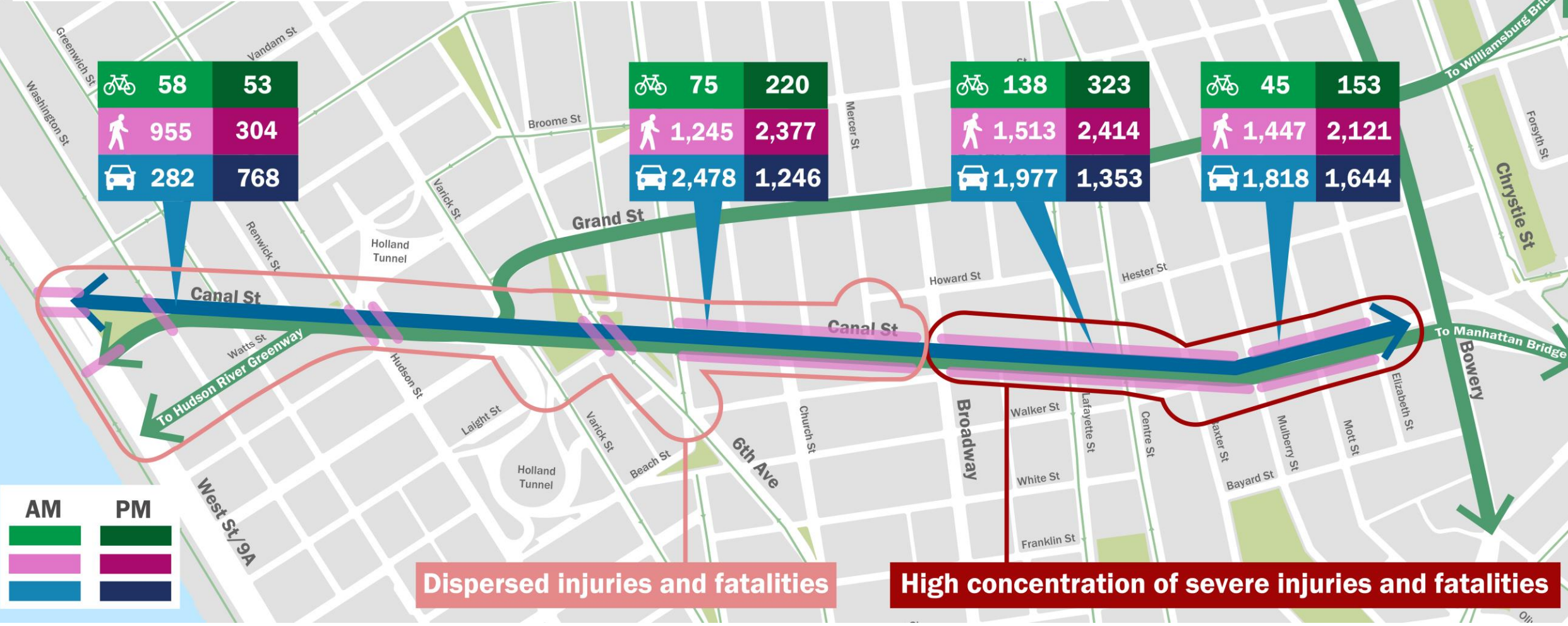
City & State Initiatives

- 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)

Safety and Volumes

Data Summary

West Canal has the highest traffic volumes while East Canal sees higher pedestrian volumes and more complex uses



Data Takeaways

Canal West

- Maintain vehicle needs
- Solve for extra-wide and complex crossings

Grand St

- Develop an East/West bike connection

Canal East

- Create more space to serve pedestrian needs & improve safety
- Calm traffic
- Provide loading and curb access

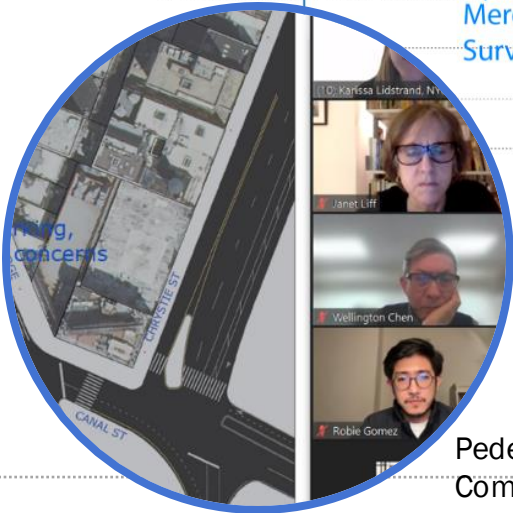
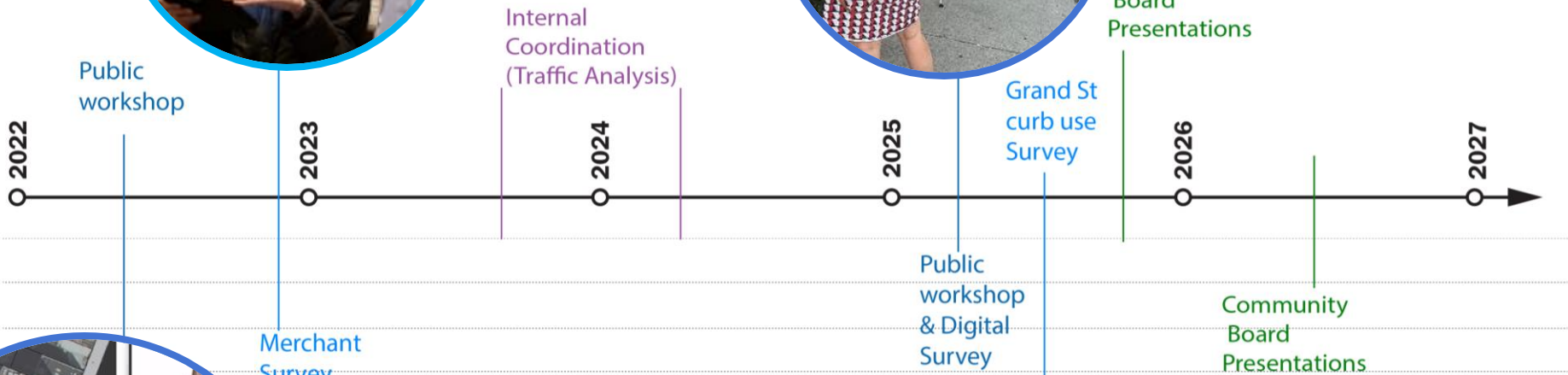
Outreach to Date

Canal Street & Grand Street Public Engagement

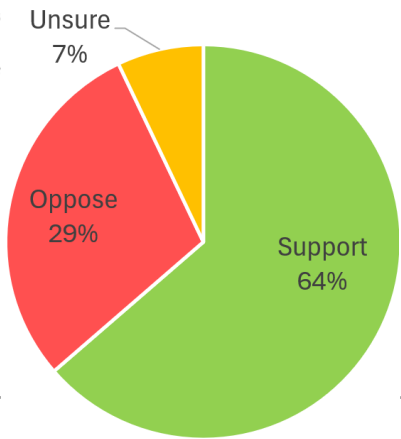
Most business received deliveries between 9am and 11am and receive through a private vendor, so do not have control arrival time.



Calls for safer crossings and bike facilities along Canal Street. Apprehension about effect on Chinatown business, traffic and gentrification



No setup time for deliveries / steady deliveries throughout the week. Delivery vehicles park along the side streets and use hand carts.

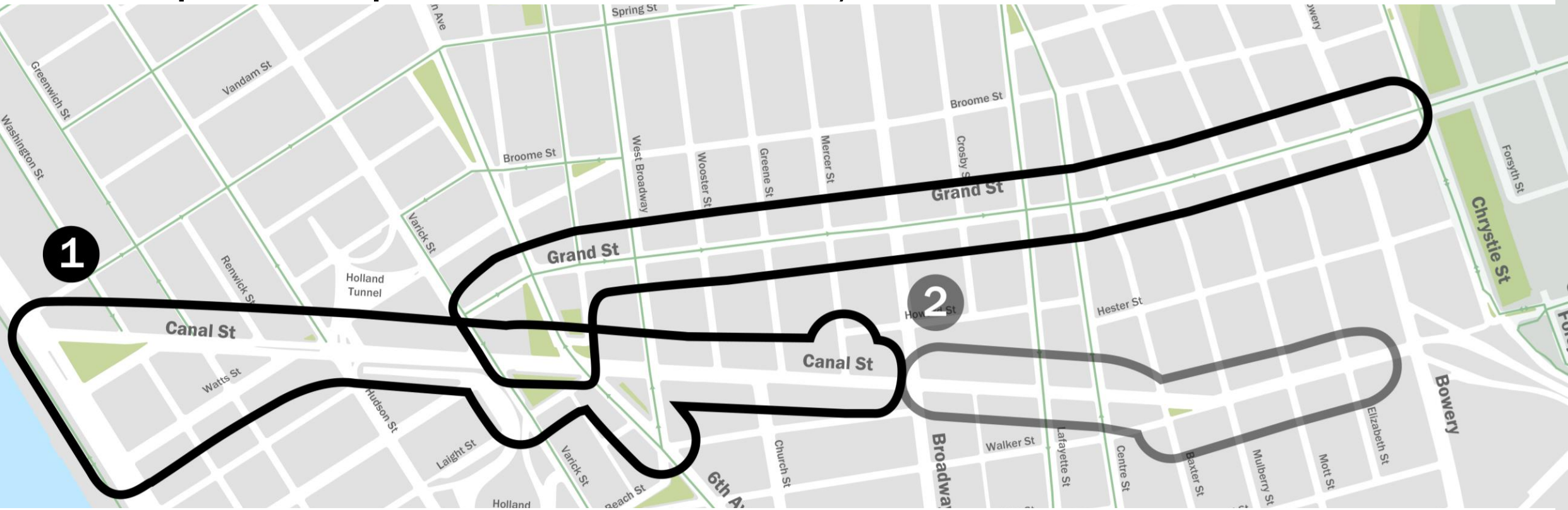


Digital survey distributed by QR code + collected feedback from in person & on street workshops. 846 total responses

Pedestrian safety a priority. Community call for better bike connections.

Phasing Plan

Phase 1 (2026): Canal West and Grand St incorporate community feedback to provide immediate pedestrian protections and a safe East/West bike connection.



Phase 2 (2027): Canal East requires continued consideration of feedback and multi-agency coordination to successfully provide pedestrian mobility and safety, calmer traffic, and appropriate loading/curb access

Canal West Proposal

Existing: West St to Hudson St



Proposed: West St to Hudson St

What's New:

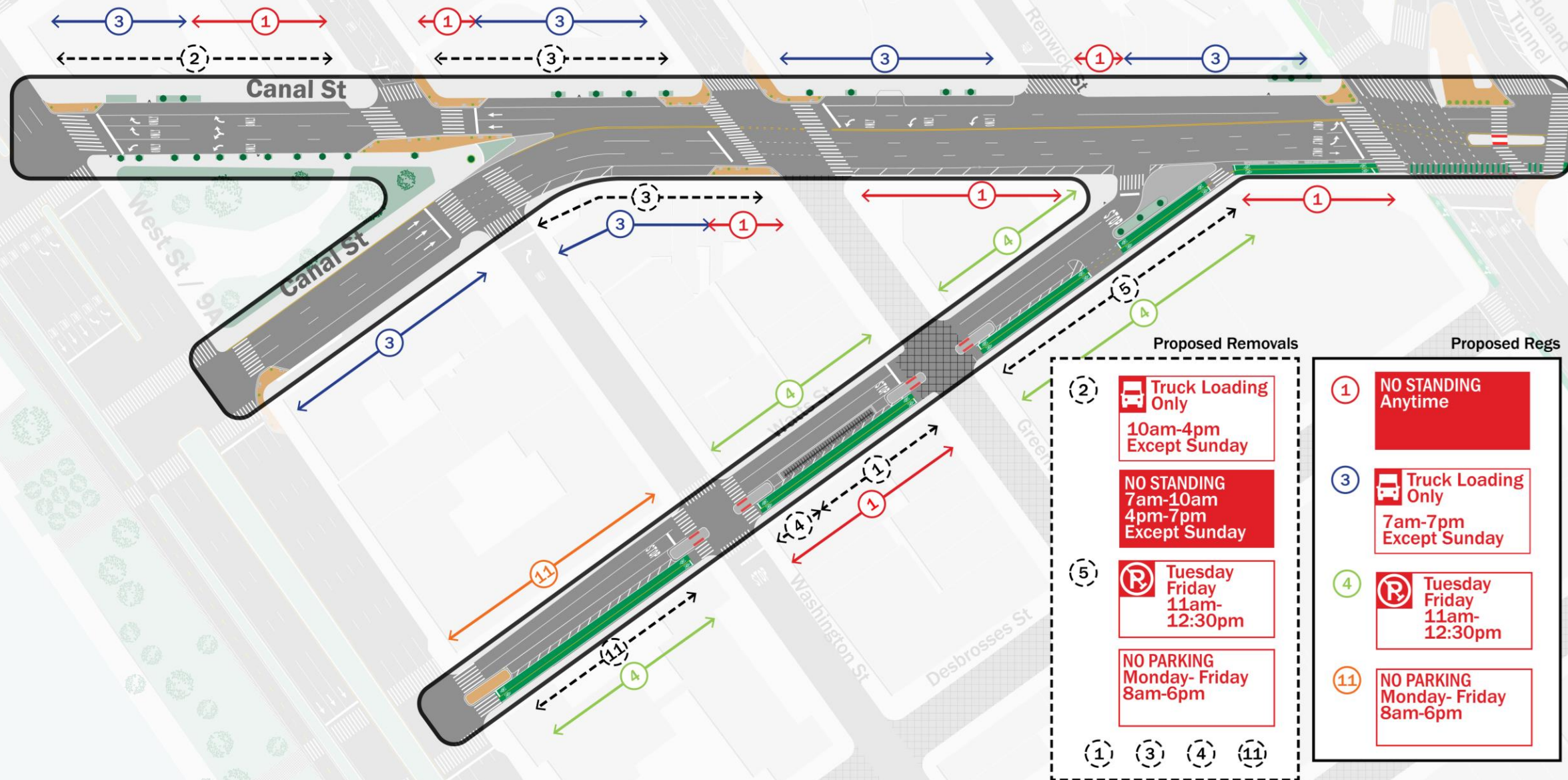
- Concrete islands on Watts St
- Daylighting at more intersections
- Concrete tip and pedestrian space at Canal Park
- Loading between Washington and Greenwich



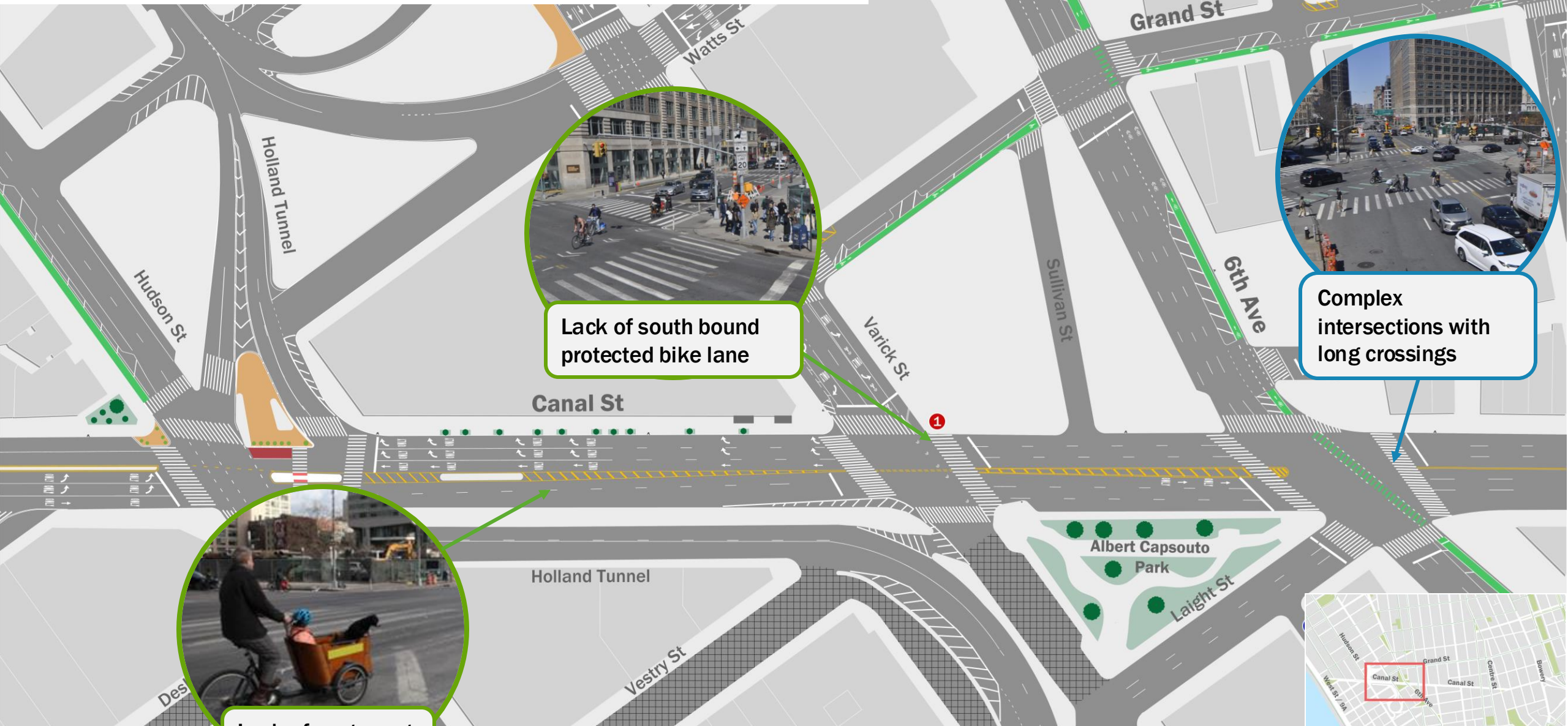
Proposed: West St to Hudson St



Curb Regs: West St to Hudson St



Existing: Hudson St to 6th Ave



Lack of south bound protected bike lane

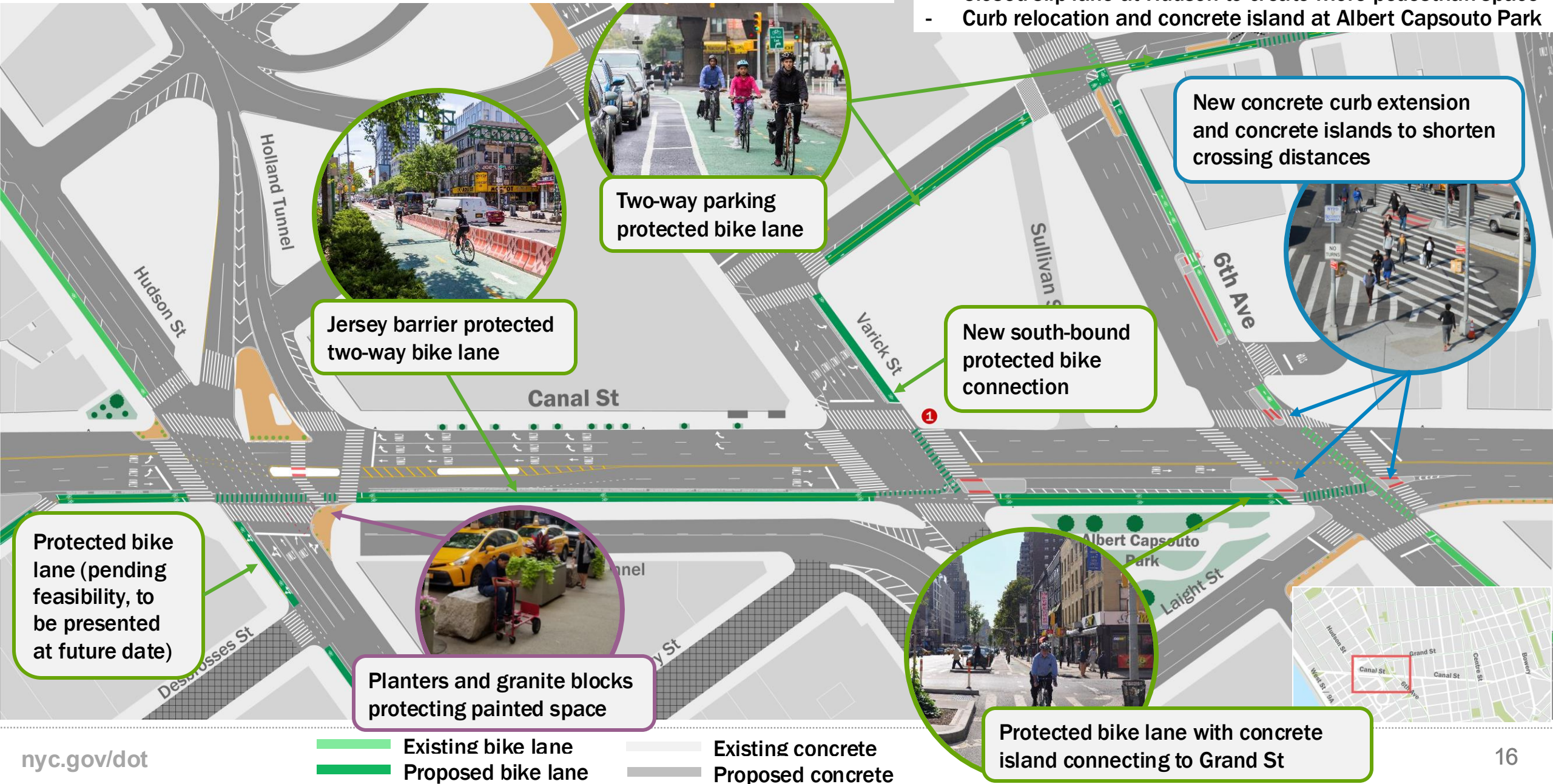
Complex intersections with long crossings

Lack of east, west bike connections

Proposed: Hudson St to 6th Ave

What's New:

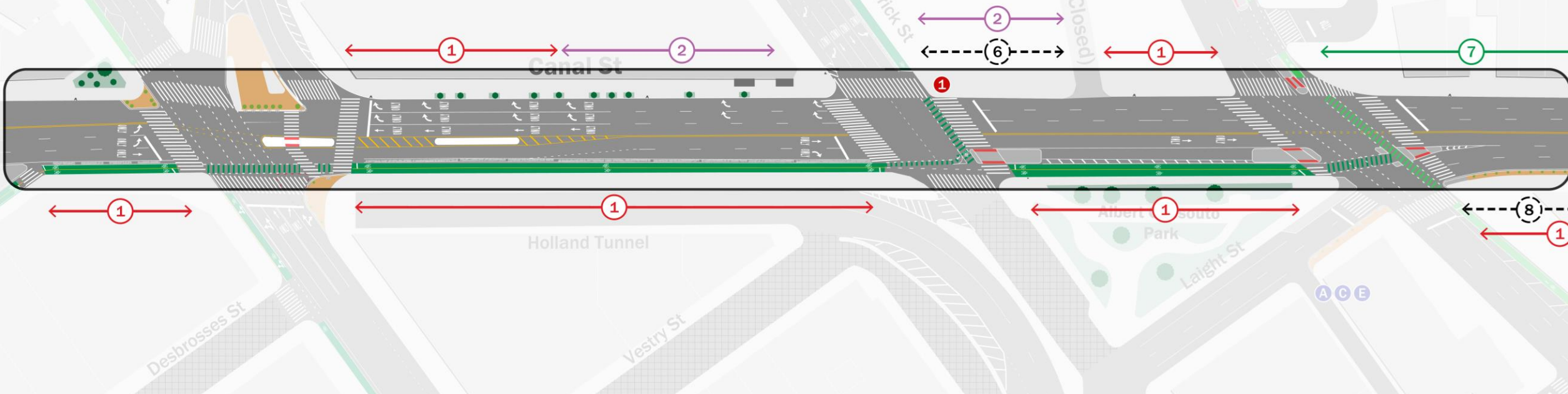
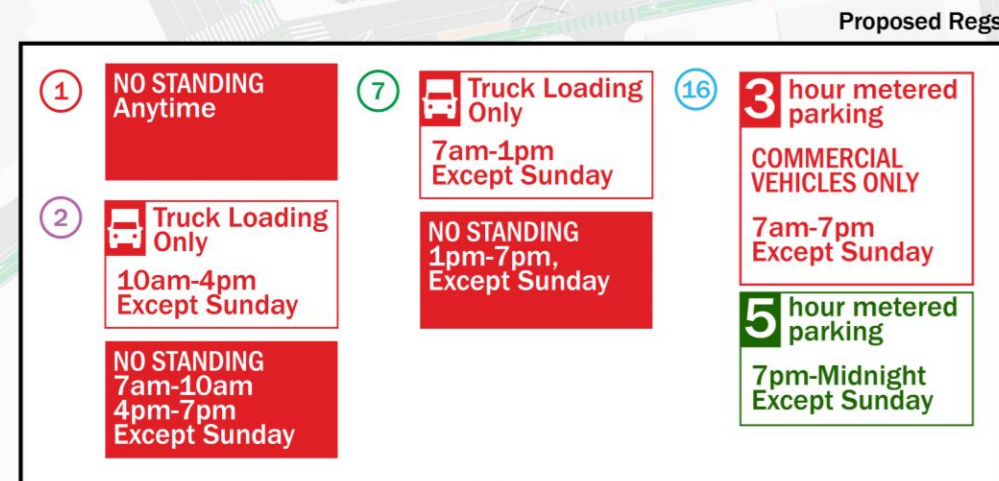
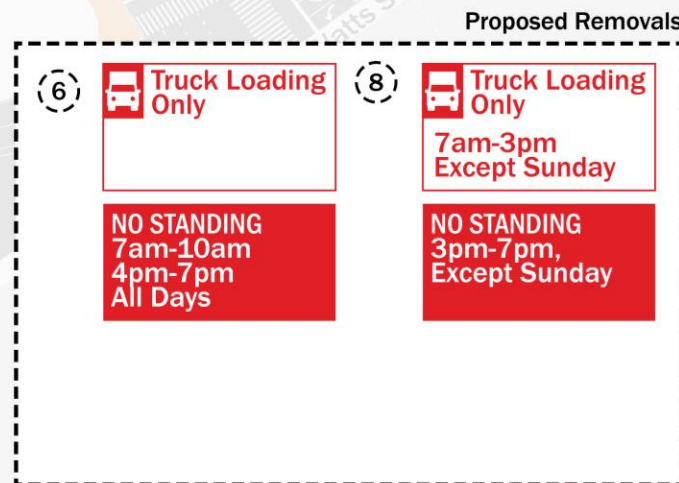
- Preservation of neckdown at Hudson St
- Closed slip lane at Hudson to create more pedestrian space
- Curb relocation and concrete island at Albert Capsouto Park



Proposed: Canal St and 6th Ave



Curb Regs: Hudson St to 6th Ave



Existing: 6th Ave to Broadway



Proposed: 6th Ave to Broadway

What's New:

- Crosswalk at West Broadway and 6th Ave



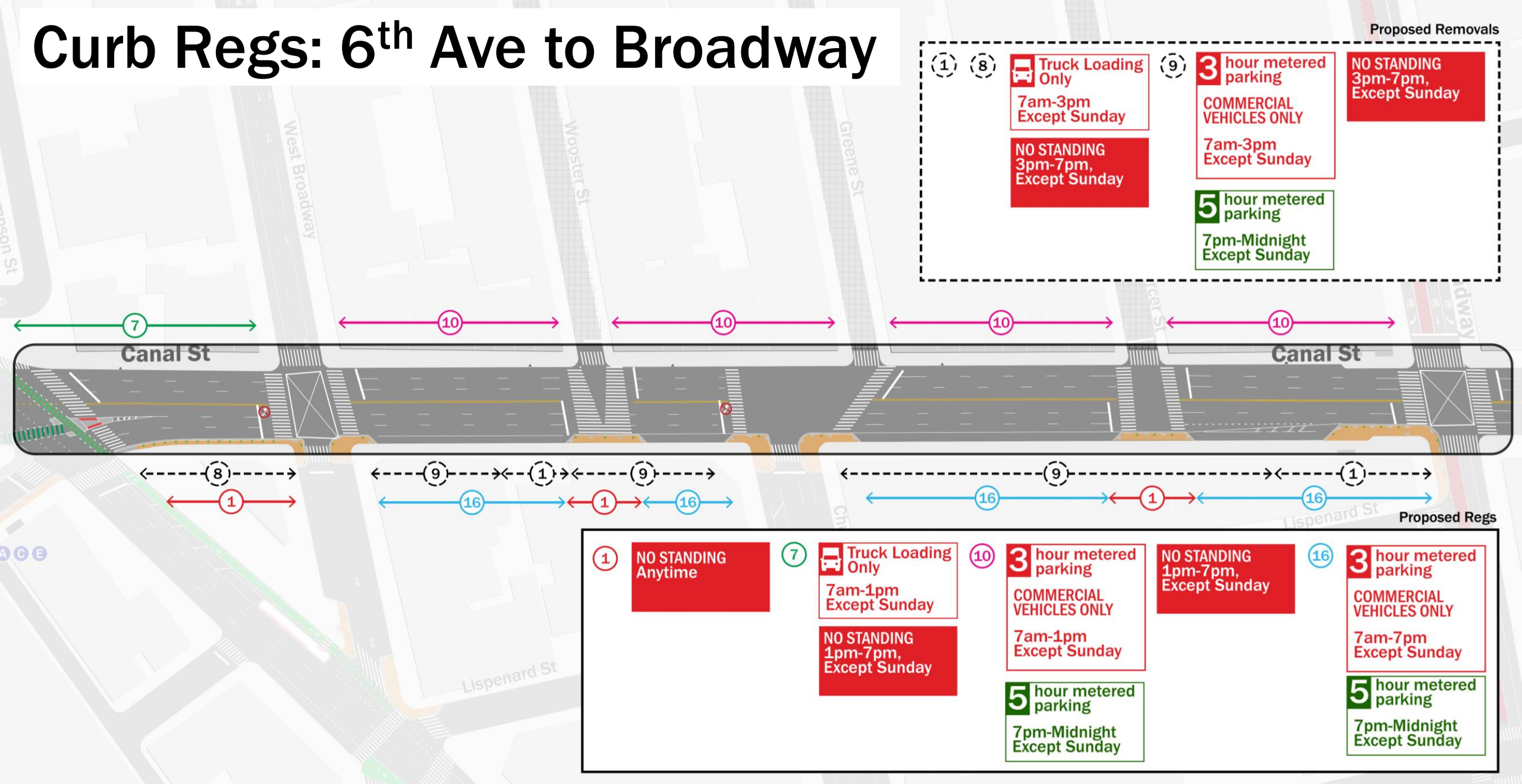
Planters and granite blocks protecting painted space

New crossing

Future closure and reversal, pending further coordination

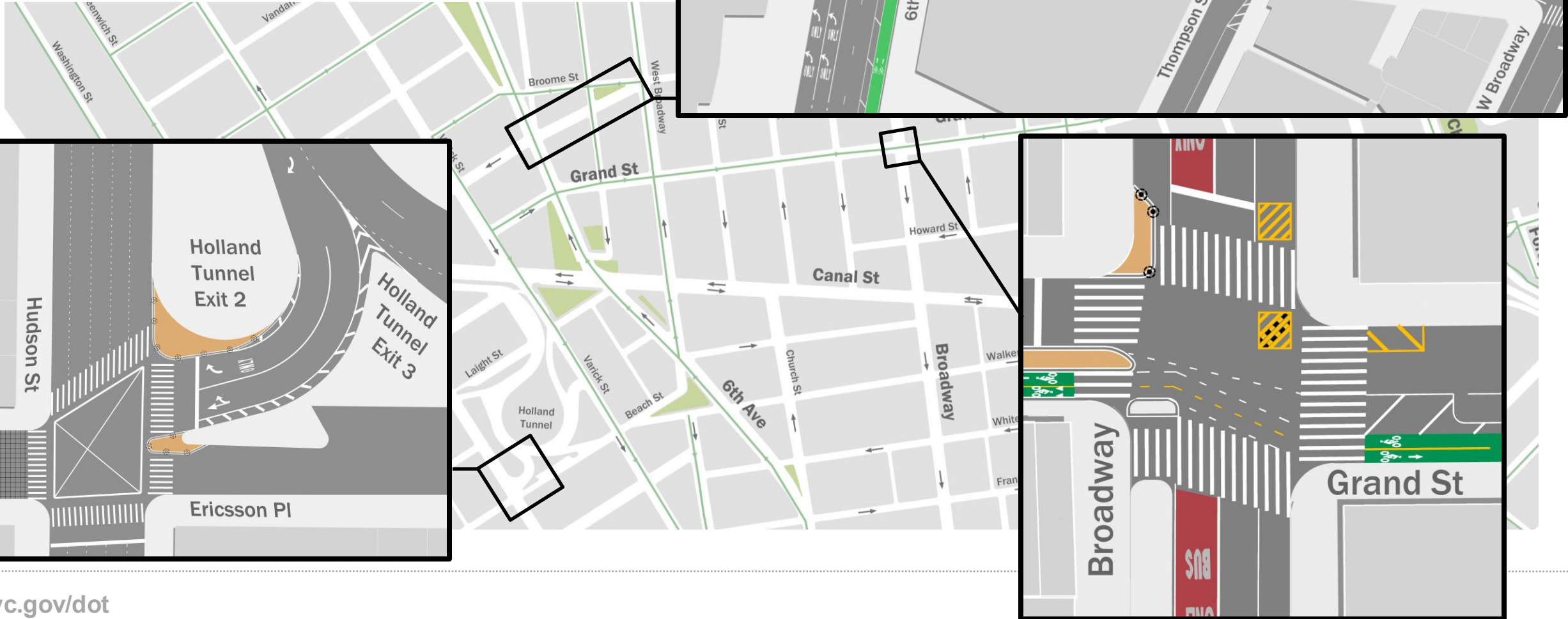
Painted curb extensions for safer shorter crossings

Curb Regs: 6th Ave to Broadway



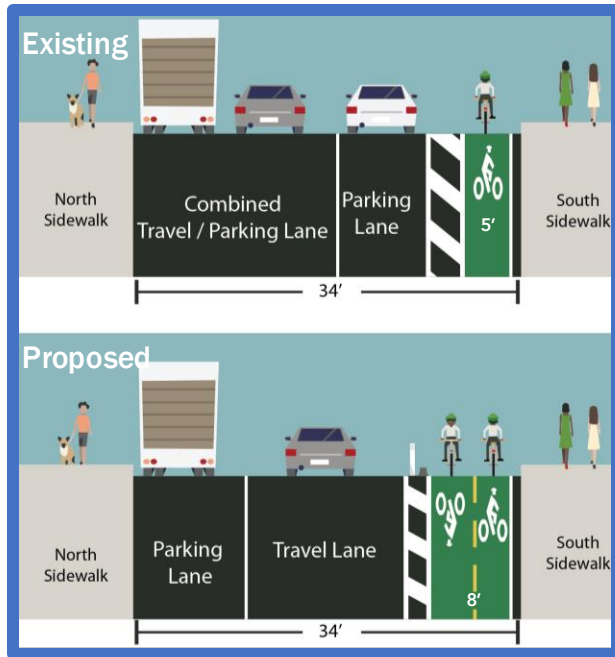
Additional Nearby Safety Improvements

Curb extensions added to Holland Tunnel's Exit 2 and Watts St, and slow turn box at Broadway and Grand

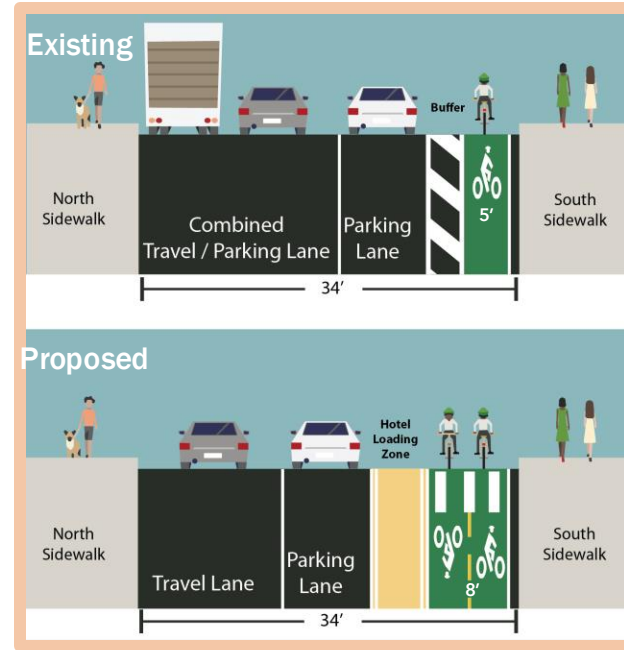


Grand Street Bike Lane Proposal

Grand St.: 34' Section- Proposed Design



Typical Design

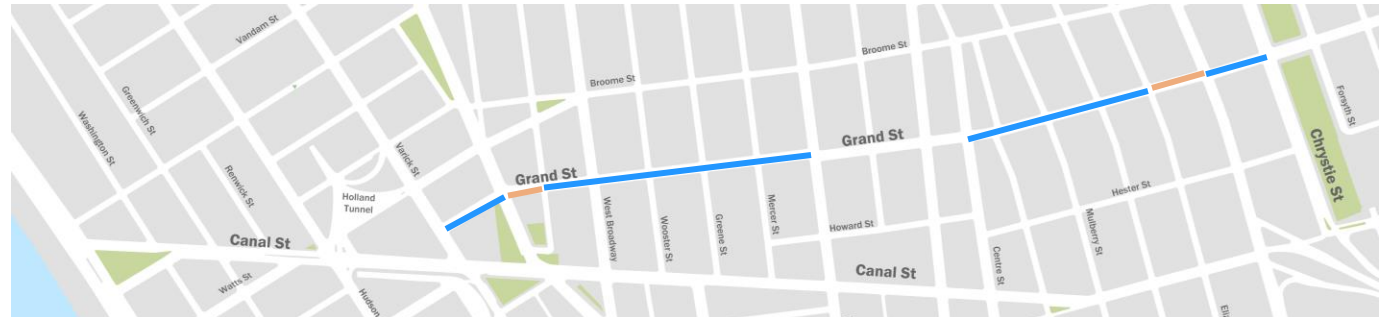


Hotel Loading Zone

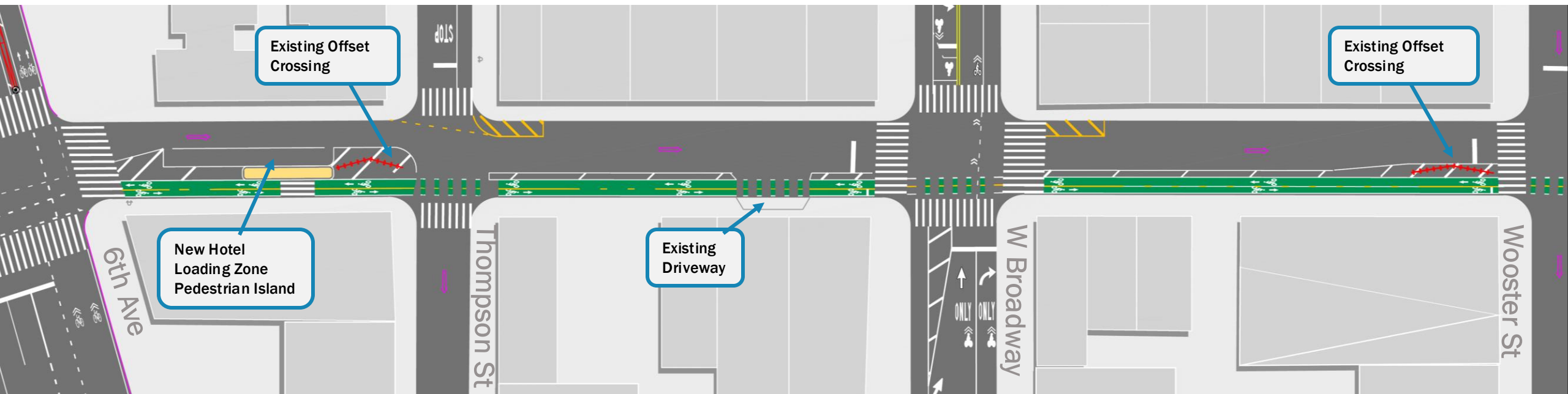


Grand St. @ Bowery

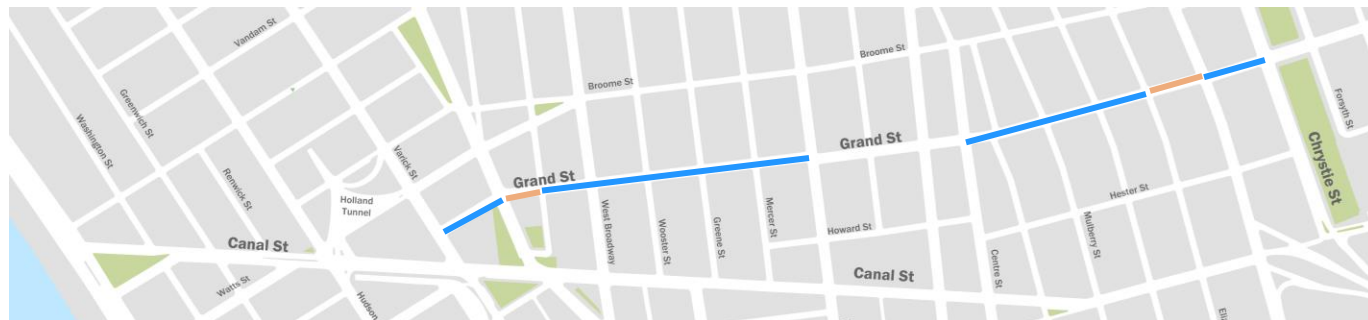
- Grand St is typically 34' wide
- Typical design will retain parking on the north curb
- Two blocks in this section have floating parking and Hotel Loading Island on south side of Grand St
- Average parking loss of 5-7 spaces per block
- SB left turn ban from Chrystie St to Grand St



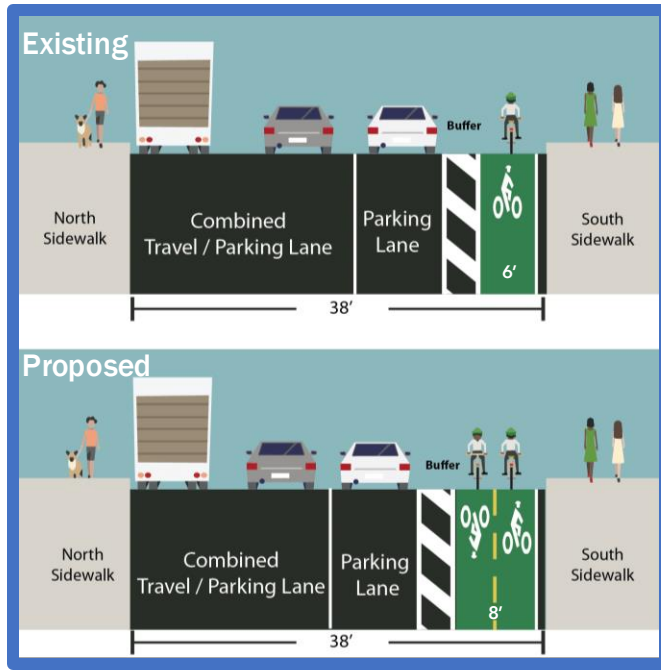
Grand St.: 34' Section- Proposed Design



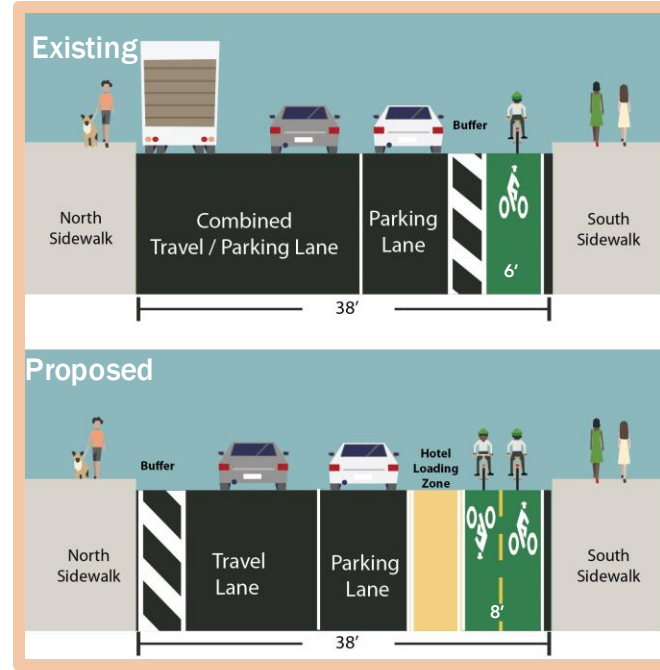
- Intersections with high turn volumes across the bike lane receive dedicated turn lane to separate vehicle movements from pedestrian and bicycle movements



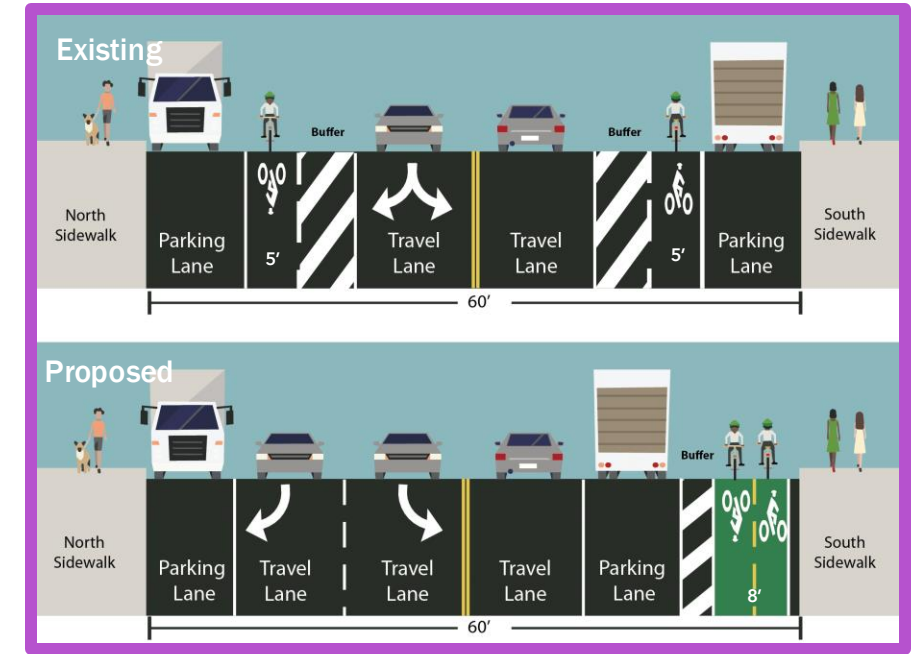
Grand St.: 38' & 60' Section - Proposed Design



Typical Design

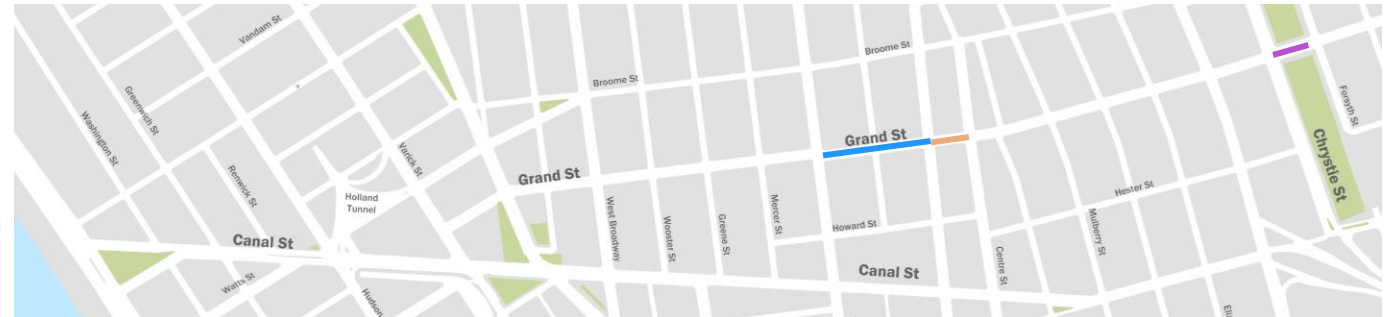


Hotel Loading Zone



Chrystie St – Forsyth St

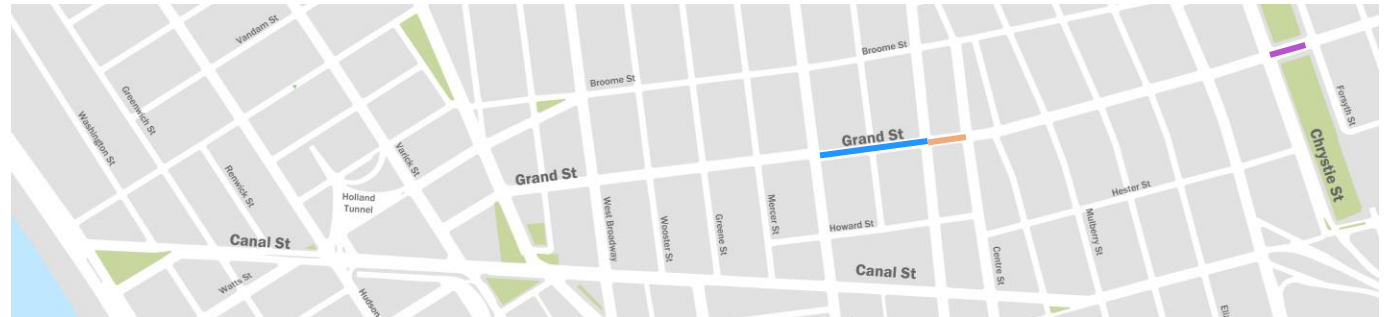
- Grand St is typically 38' wide between Broadway and Centre St
- Design typically retains parking on both sides
- Block between Lafayette St. and Centre St. has Hotel Loading Island on south side of Grand St., parking removed on north side
- Loading zones relocated to cross streets, as necessary



Grand St.: 38' Section - Proposed Design



- Painted pedestrian space shortens crossings and establishes clear sightlines



Two-Way Bike Lanes

Design Treatments

- Markings, signals, and signage clarify interactions and promote predictability



Grand St.: Proposed Curb Reg Design



To help facilitate the new protected two-way bike lane on the south curb, the parking regulations will be updated along Grand St and side streets to provide:

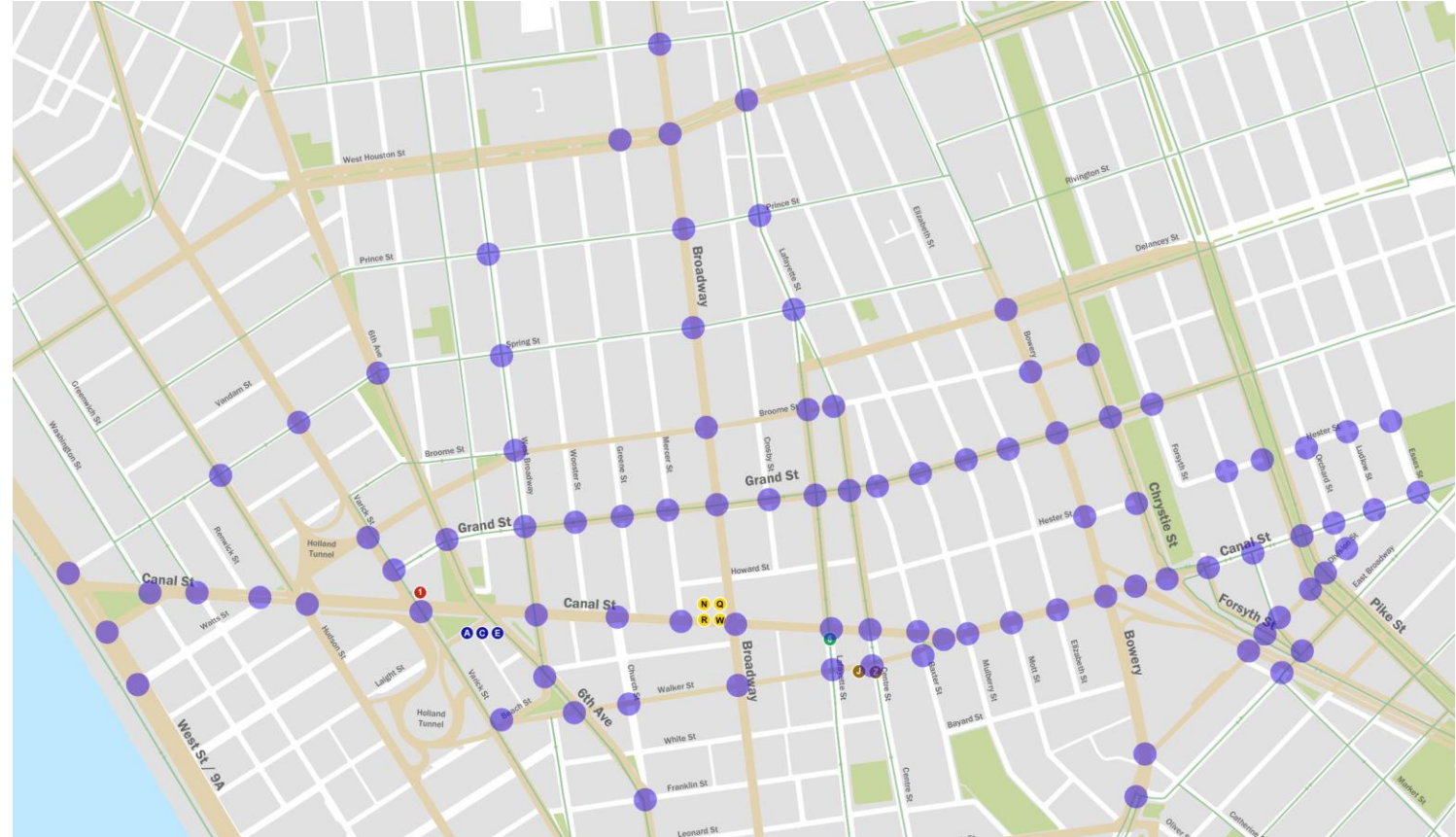
- Commercial access where needed for loading and other commercial activity needs
- Additional passenger metered parking in the evenings to increase access, provide turnover, and reduce double parking

Traffic Network Management

Traffic Analysis

Most vehicles use Canal Street to make connections to or from Manhattan

- NYCDOT conducted a large scale traffic study to determine the effect of any potential proposals on Canal Street and adjacent corridors.
- Findings from the traffic study have guided the project proposal.
- Study has incorporated projections from Congestion Pricing the model is updated as new data arrives.
- Approximately 17% of vehicles using Canal Street do so to make a connection from Holland Tunnel to the Brooklyn Bridges, with most vehicles using Canal Street to make connections to or from Manhattan

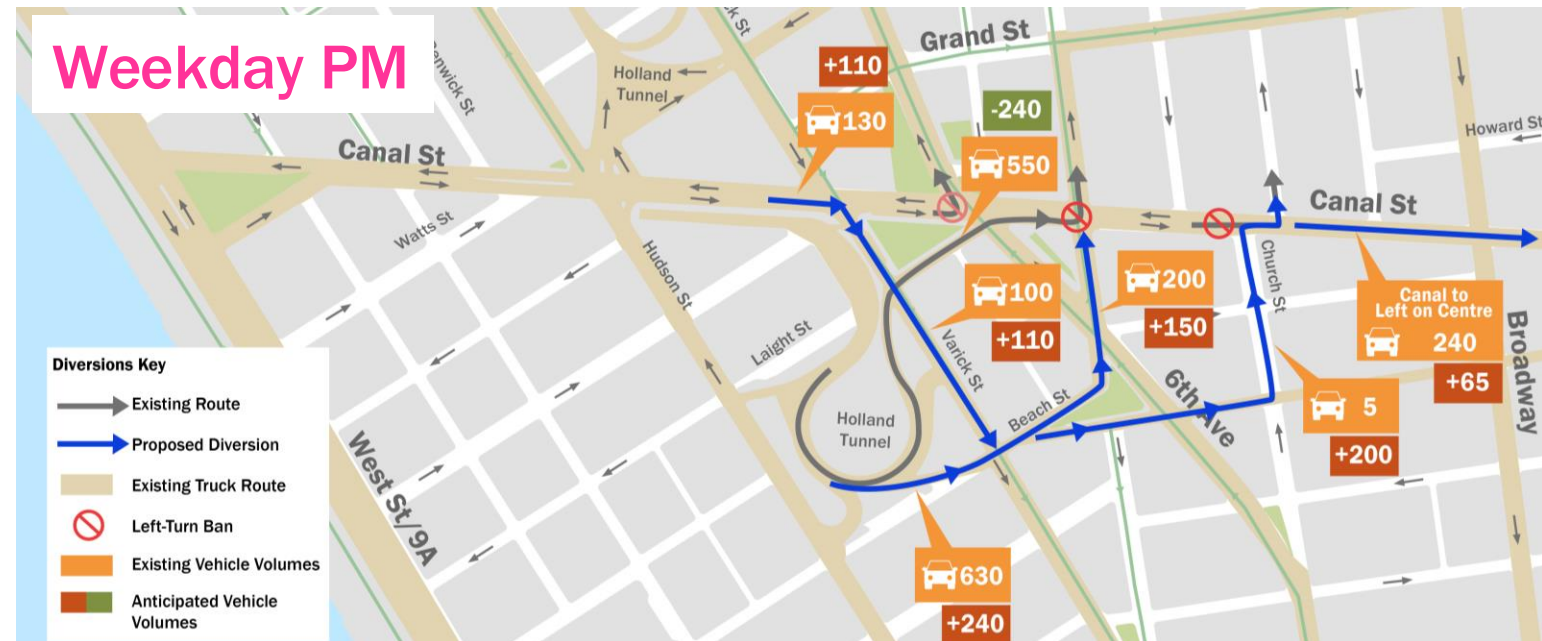


Count locations collected prior to congestion pricing. Counts at key locations were also collected following the rollout of congestion pricing.

Traffic Network Management

Alternative Northbound Local Routing

- Proposed left-turn bans at Greene and West Broadway
- Banning left turns reduces traffic delays, improves safety, and allows for higher vehicle capacity
- Updated signage will route vehicles to new North-bound routes
- DOT traffic models forecast acceptable levels of service with rerouted volumes
- DOT will continue to monitor and adjust as needed



Maintenance & Operations

Curb Extension Toolkit

Canal St planting maintenance will be supported by the HORT and local partners where applicable

Planters

Concrete Island

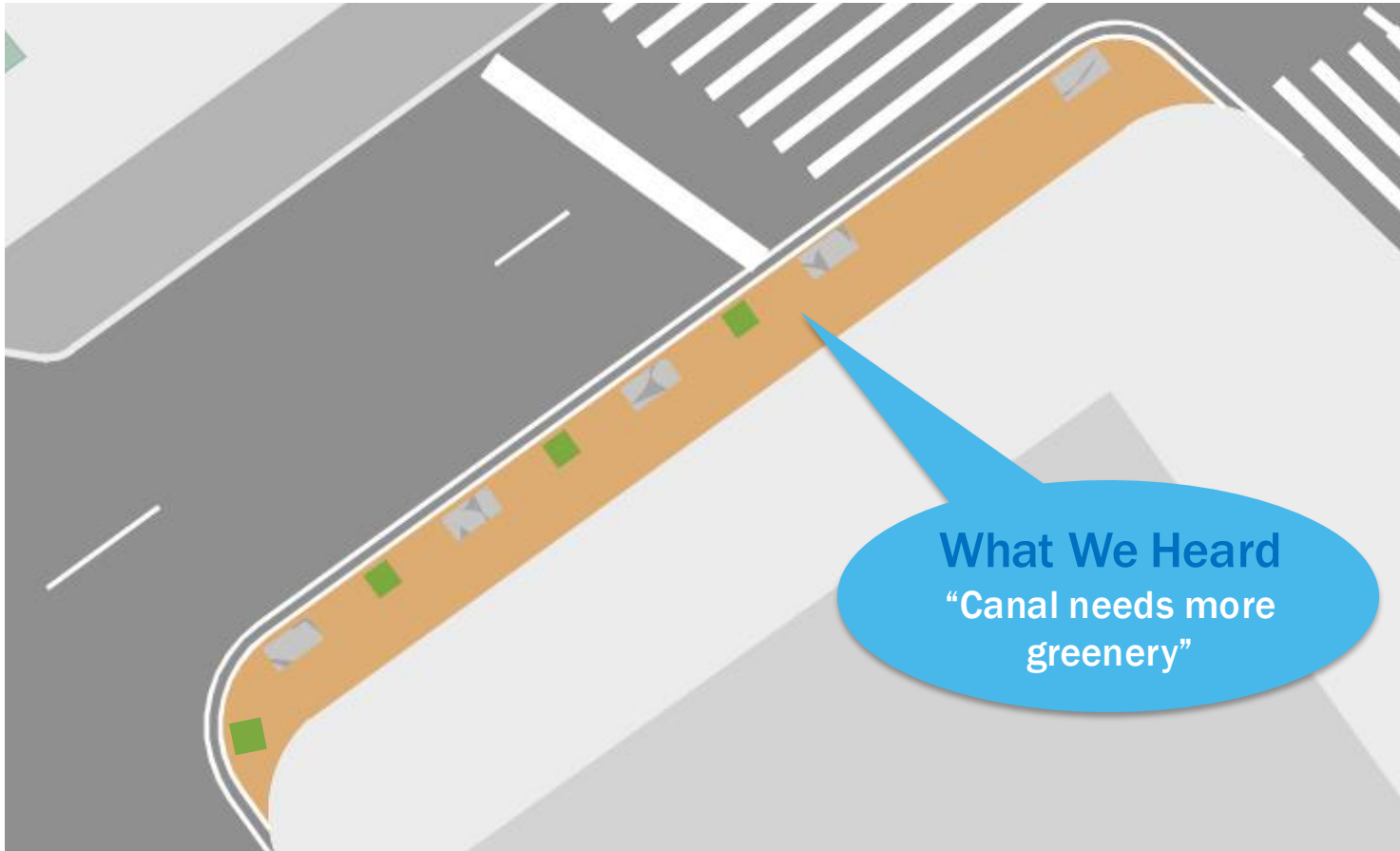
Epoxy Gravel

Flexible Delineators

Planter and Block Layout

Planters and blocks protect pedestrians at neckdowns

~ 60 blocks and 60 planters will be installed and maintained by the HORT



2'x2' Concrete Planters Granite Blocks



Concrete planters interspersed with granite blocks



Wall of greenery protecting pedestrians

Next Steps

Phase 2: Canal East- What We Saw

Long crossing distances, crowded narrow sidewalks, and underutilized painted space at Walker Street



Long crossing distances



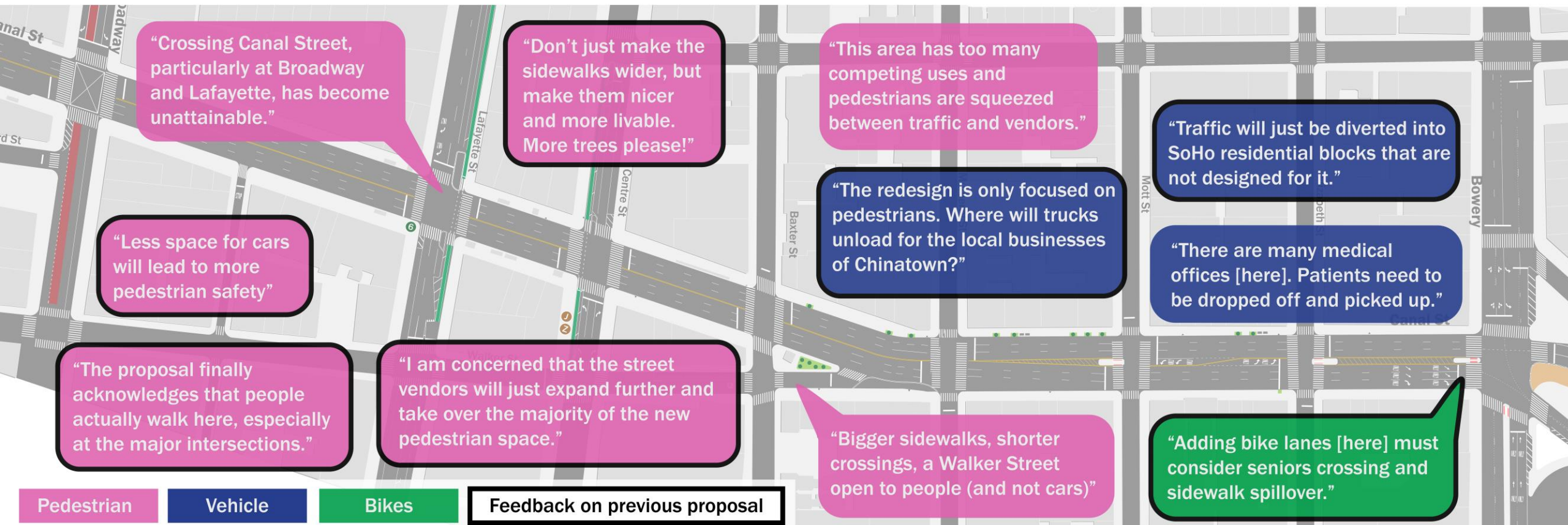
Crowded narrow sidewalks



Underutilized painted space
/ Complex intersection

Phase 2: Canal East- What We Heard

Calls for pedestrian safety, calmer traffic, greenery, designated loading, pick-up and drop-off, and vending reduction



Phase 2: Canal East Curb and Sidewalk Use

Vending and loading will be major considerations for Canal East

- DOT is continuing to observe and study curb use needs
- DOT is working with City Hall, elected officials, and agency partners to manage and balance vending activity
- Canal St East can happen independently of Canal St West



Commercial/Stoop Line



Food



Pop up / Informal



Looking West down Canal St and Walker St



Looking East on Canal St towards Baxter St

Proposed Timeline

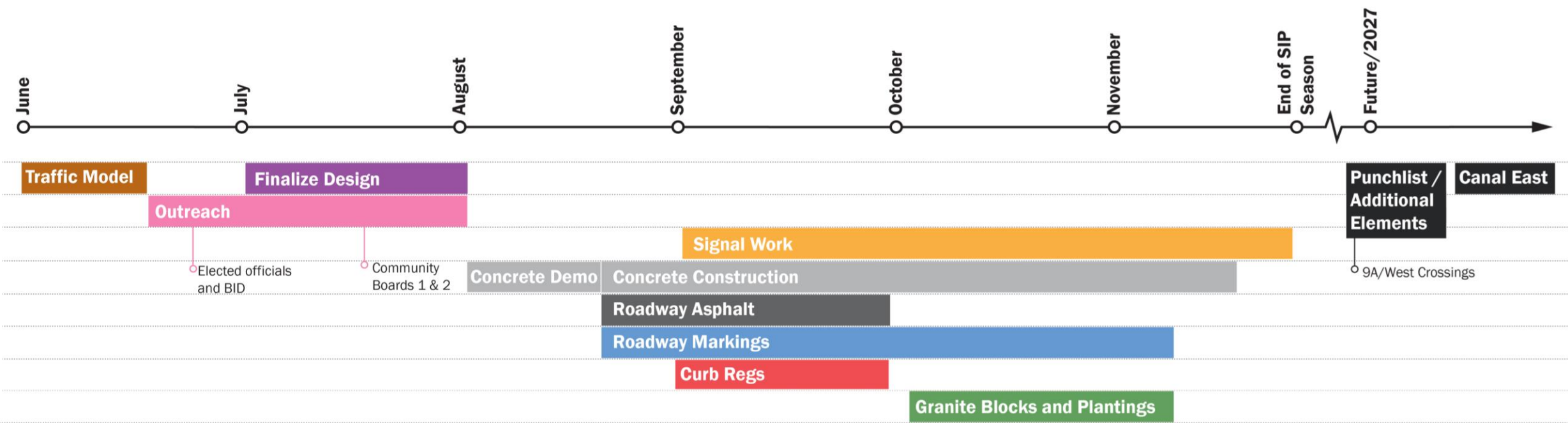


Thank You Questions?



Appendix

Proposed Timeline



Safety Data- 2021-2026

Fatalities Summary, 2021-03/04/2026 (6 years)

Injury Summary, 2021-2025 (5 years)

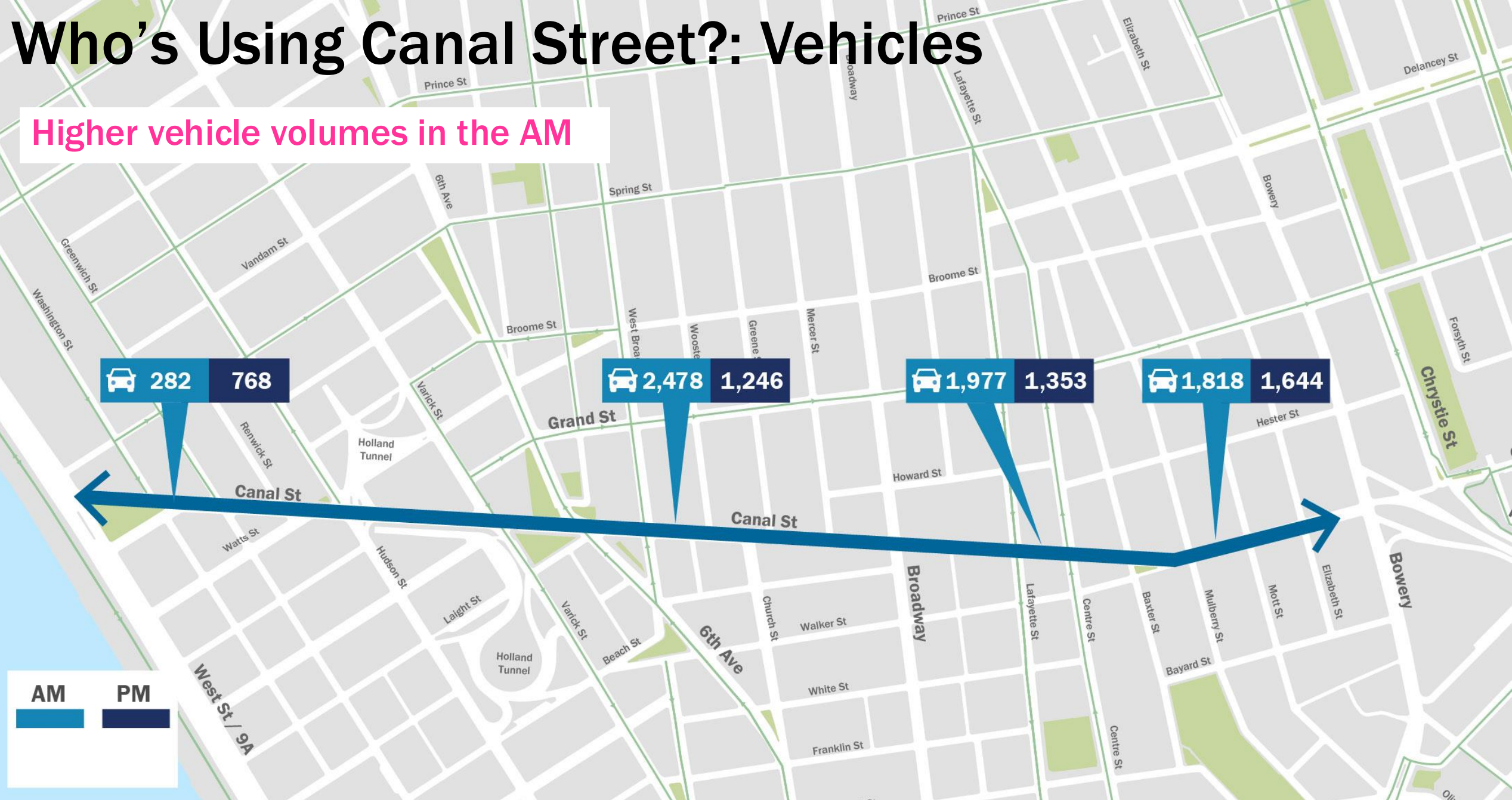
	Total Injuries	Severe Injuries	Fatalities	KSI*
Pedestrian	68	9	2	11
Bicyclist	48	4	0	5
Motor Vehicle Occupant	243	13	0	12
Motorized Two-Wheelers	43	4	0	4
Total	402	30	2	32

*killed or severely injured



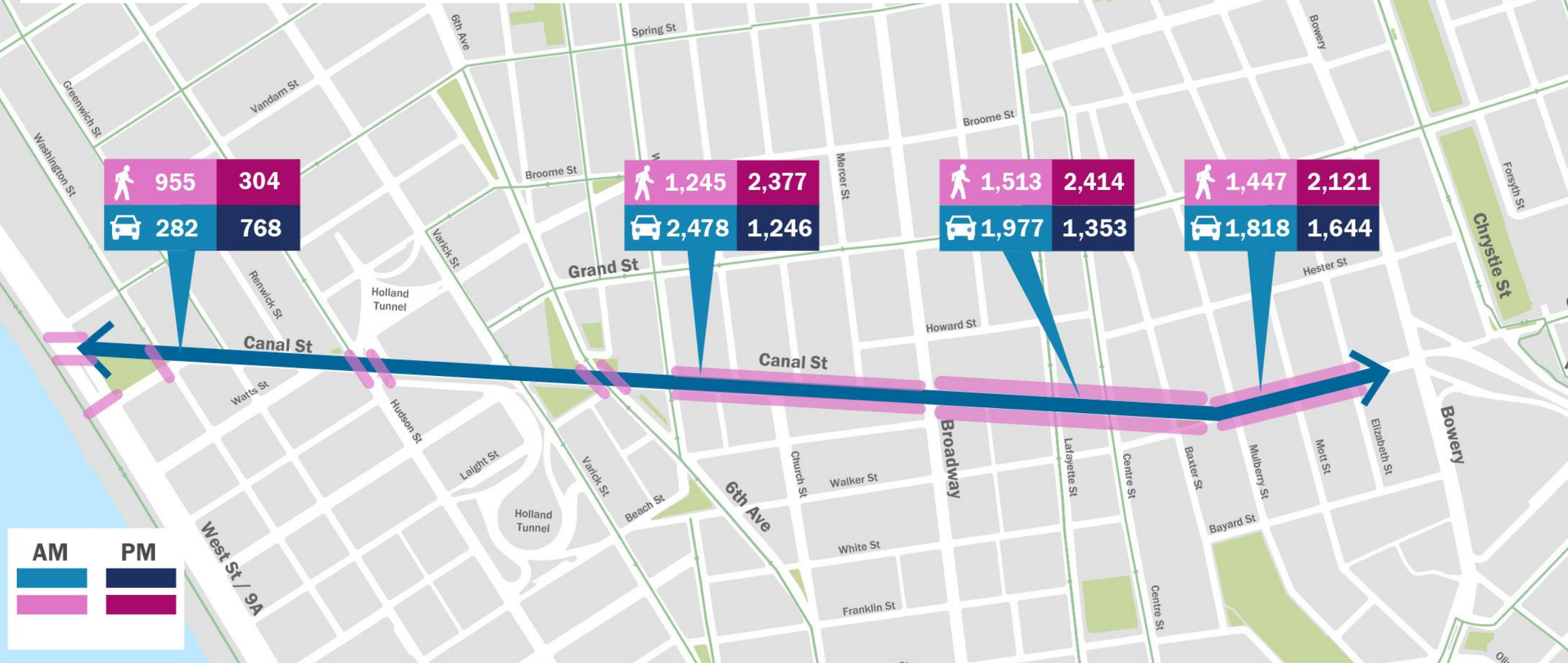
Who's Using Canal Street?: Vehicles

Higher vehicle volumes in the AM



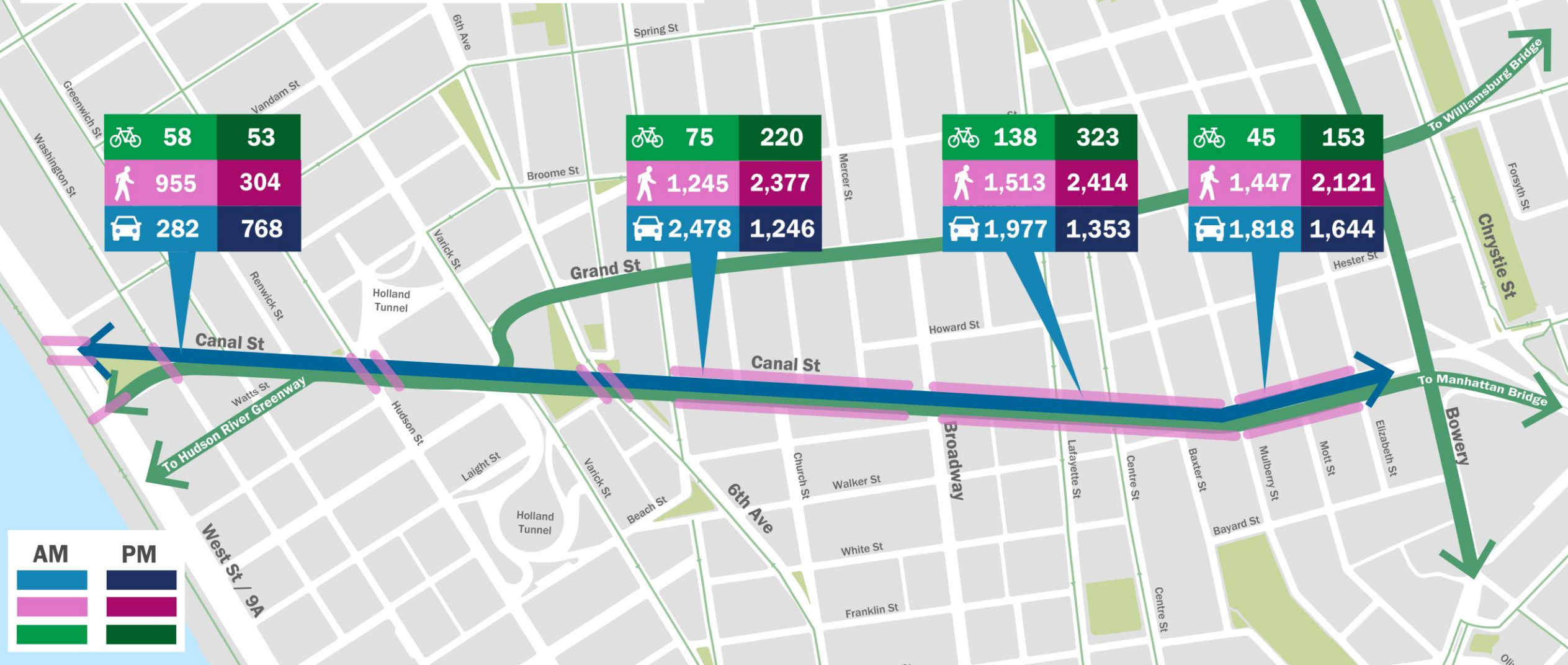
Who's Using Canal Street?: Pedestrians

Higher pedestrian volumes than vehicular volumes in the PM



Who's Using Canal Street?: Cyclists

East/West crosstown bicycle demand



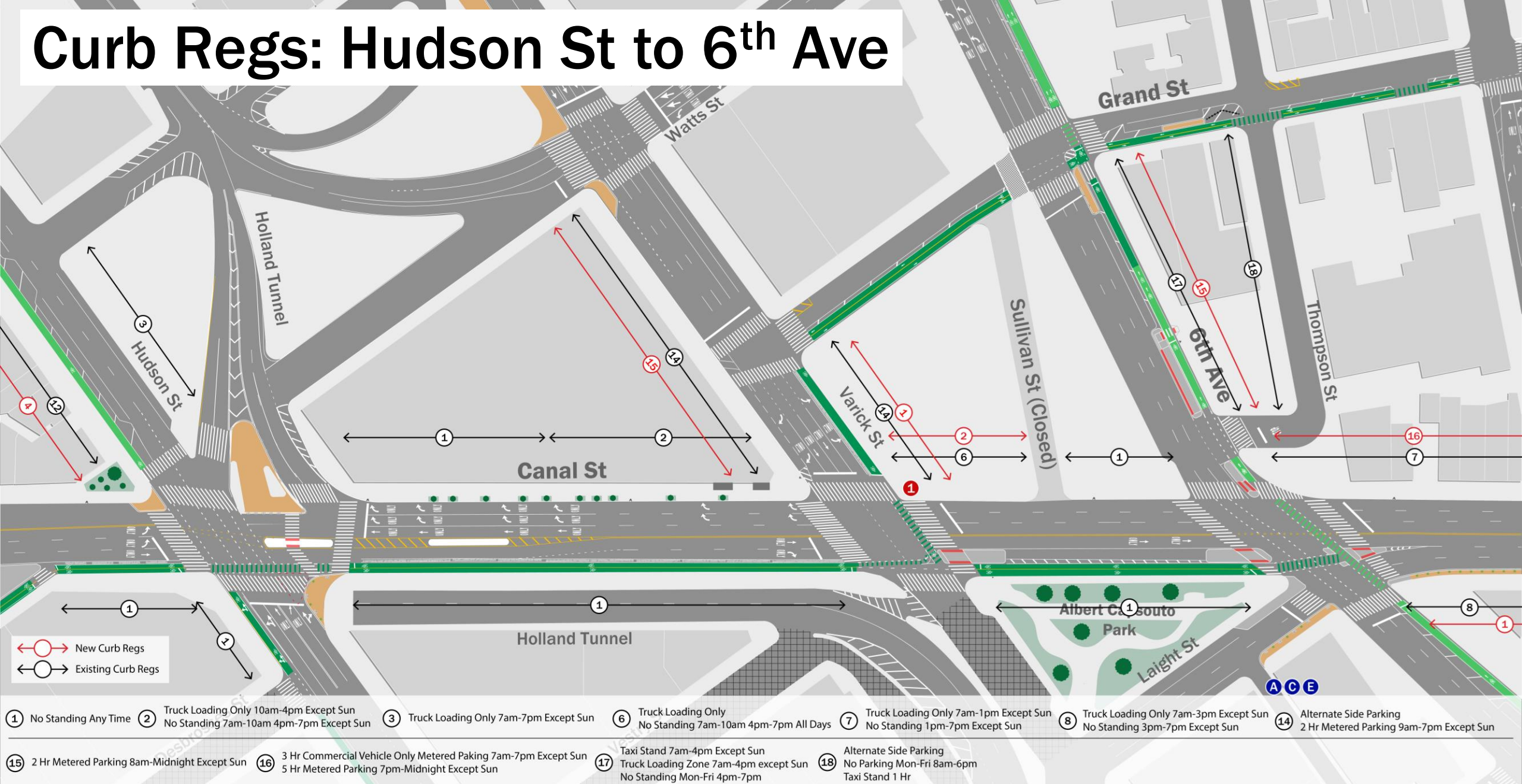
NYC Parking Regulations

	NO PARKING REGULATION Sign indicates that vehicles may NOT park at this location at any time. You may stop to load/unload packages or merchandise at curbside and you may stop to expeditiously drop off or pick up passengers.		TAXI STAND This location is a designated taxi stand. Only taxis may wait at this location. No standing regulations apply. This means that you may NOT wait or stop to load/unload packages or merchandise at curbside. You may stop to expeditiously drop off or pick up passengers.
	STREET CLEANING PARKING REGULATION Sign indicates when vehicles may NOT park at this location during certain time period and day(s). Broom symbol identifies sign as a location subject to street cleaning regulations. Learn more about Alternate Side Parking		METERED PARKING This sign indicates that you may park your vehicle up to the number of hours indicated in the top left corner of the sign. Payment is required to park at this location. Meters indicate the cost to park at this location and how payment is made. Learn about how to pay the meter.
	NO STANDING REGULATION Sign indicates that vehicles may NOT stand at this location. You may not wait or stop to load/unload packages or merchandise at curbside. You may stop to expeditiously drop off or pick up passengers.		NO STANDING REGULATION EXCEPT FOR COMMERCIAL VEHICLES/ TRUCKS REGULATION No standing regulations apply during specified hours except for commercial vehicles or trucks. Learn more about parking a truck or commercial vehicles in NYC
	NO STANDING REGULATION DURING INDICATED HOURS Sign indicates that vehicles may NOT stand at this location during a certain time period on certain day(s).		NO STANDING REGULATION EXCEPT FOR AUTHORIZED AGENCY No standing regulations apply during specified hours except for agency specified on sign.
	NO STOPPING REGULATION Sign indicates that vehicles may NOT stop at this location at any time. You may not wait, stop to load/unload packages or merchandise at curbside, or drop off or pick up passengers at this location.		

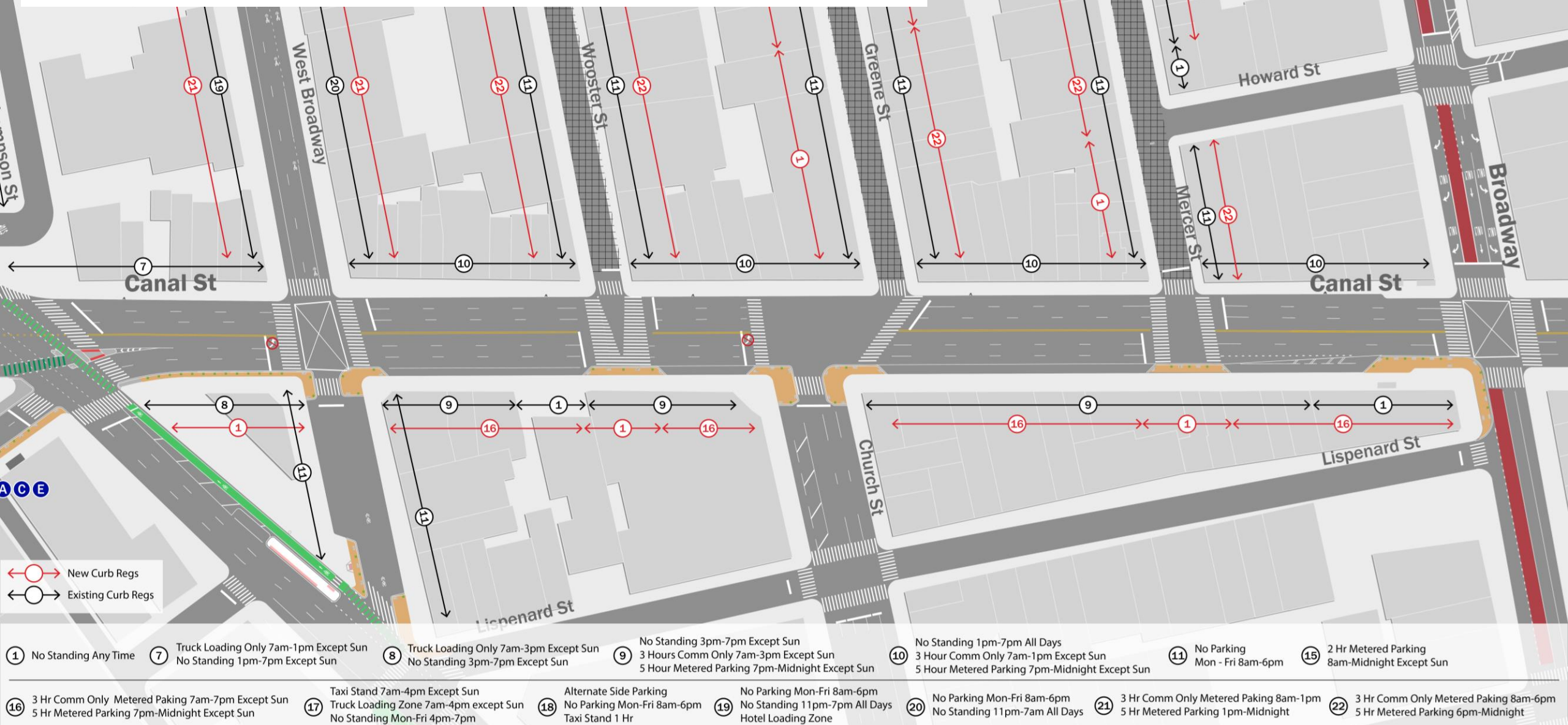
Curb Regs: West St to Hudson St



Curb Regs: Hudson St to 6th Ave



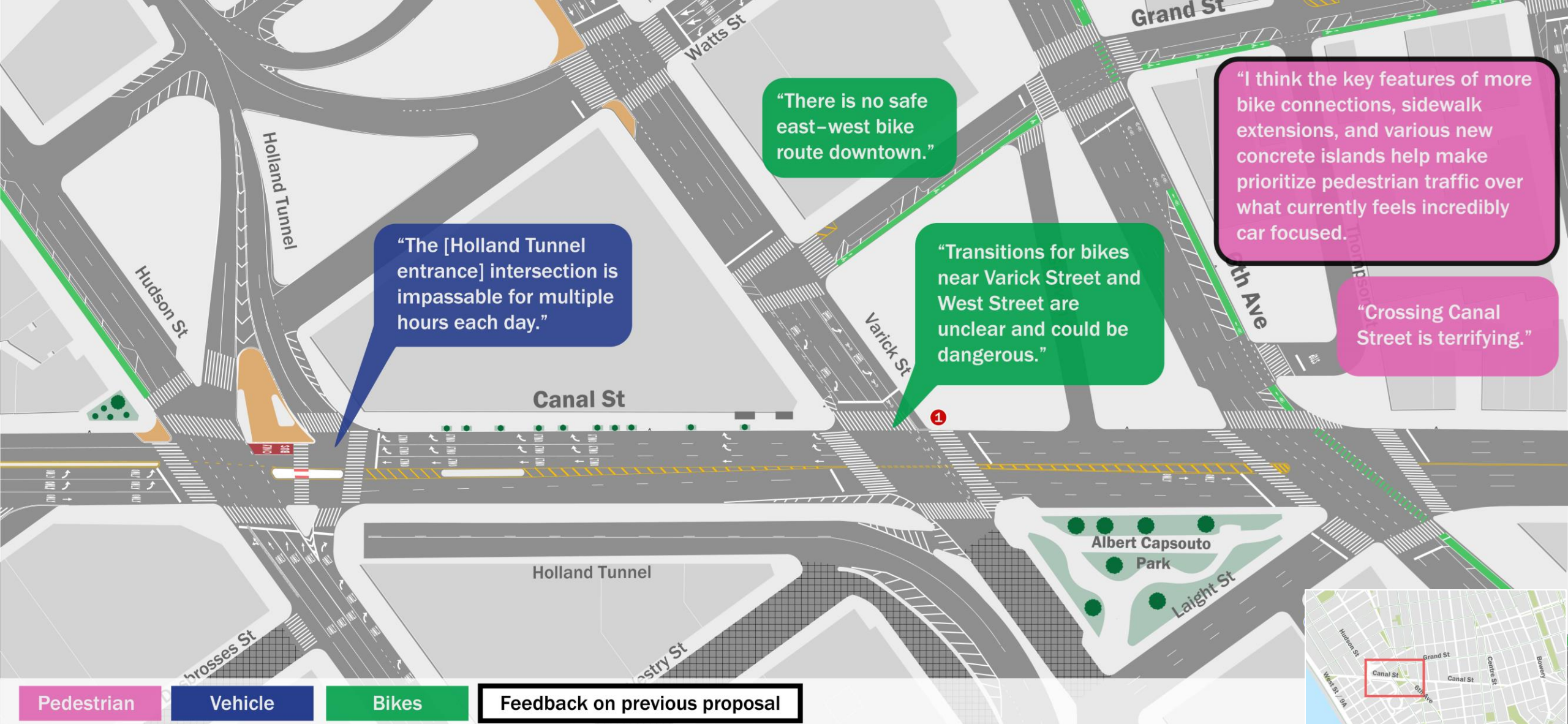
Curb Regs: 6th Ave to Broadway



Feedback: West St to Hudson St



Feedback: Hudson St to 6th Ave

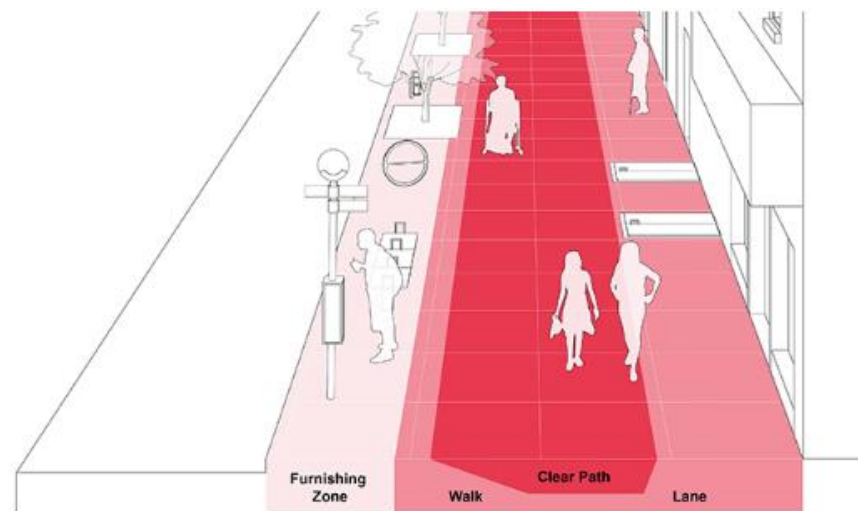


Feedback: 6th Ave to Broadway



NYC Pedestrian Mobility Plan

- Canal Street is designated by the NYC Pedestrian Mobility Plan as a Global Corridor.
- Global corridors ideally have a 25'+ sidewalk width and a 15' clear path

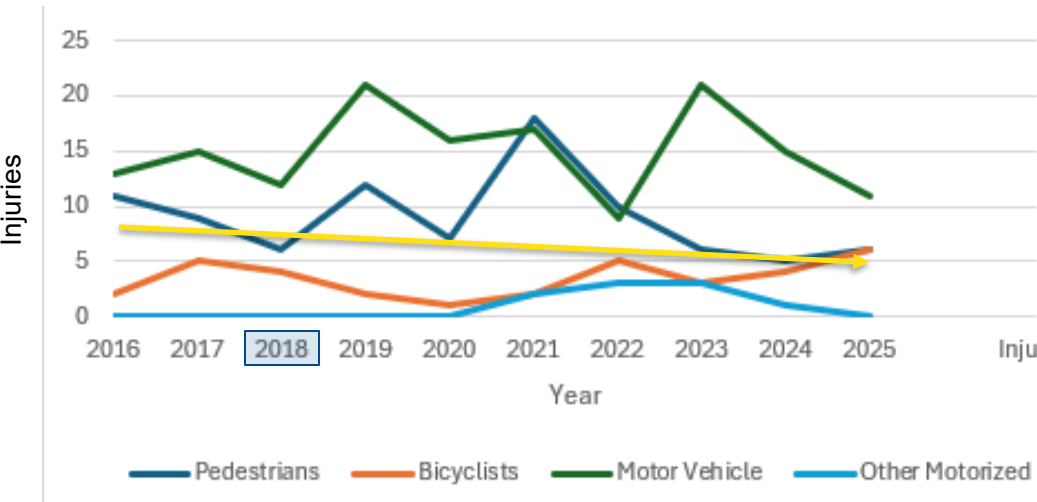


Corridor Category	Sidewalk Width	Furnishing Zone	Walk Lane	Clear Path
Baseline Street	8' +	3'	5'	4'
Community Connector	10' +	2'	8'	5'
Neighborhood Corridor	15' +	3'	12'	8'
Regional Corridor	20' +	5'	15'	12'
Global Corridor	25' +	5'	20'	15'



Historical Injury Statistics for Two-way Protected Bike Lanes

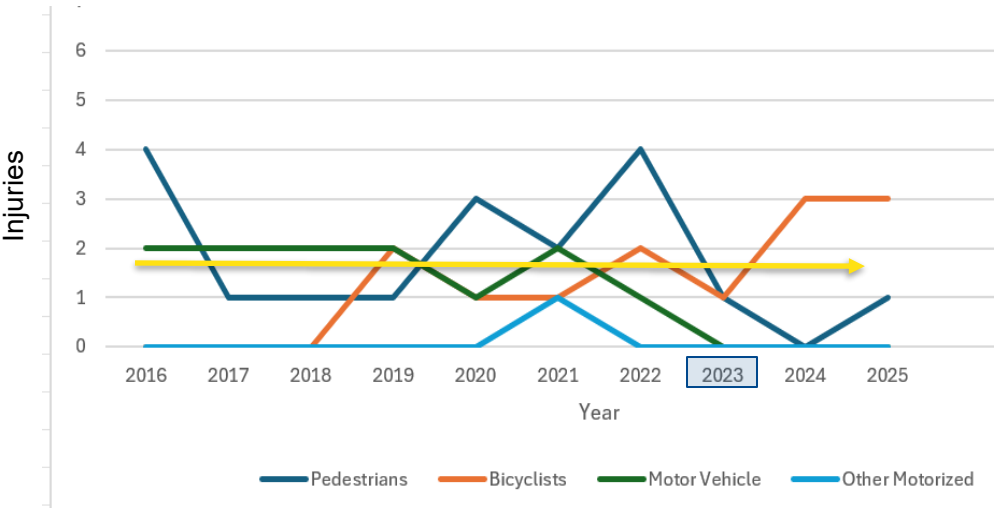
Dyckman St (Broadway – Nagle Av)



2018 = Project upgrade completion year

- Corridor upgraded from one-way PBL to two-way PBL in 2018
- **ZERO** bike on pedestrian injuries
- Injuries for all street users trending downward

Lafayette St (Prince St – Spring St)



- Corridor upgraded from one-way PBL to two-way PBL in 2023
- One bike on pedestrian injury (2/2020 – three years prior to two-way conversion)
- Injuries low for all users

Two-Way Bike Lanes

Design Treatments: Pedestrians

- Painted pedestrian space shortens crossings and establishes clear sightlines
- Intersections with high turn volumes across the bike lane receive dedicated turn lane to separate vehicle movements from pedestrian and bicycle movements

