



September 23, 2026

Mark Diller
District Manager
Manhattan Community Board 2
3 Washington Square Village
New York, NY 10012

Dear District Manager Diller,

The New York City Department of Transportation (NYC DOT) appreciates Community Board 2's resolutions regarding the Canal Street West and Grand Street redesign projects. These projects aim to enhance safety and comfort for all road users on each of these streets, relieve pedestrian crowding and sidewalk accessibility, rebalance underutilized vehicle space with public space, and fill critical gaps in the bicycle network.

NYC DOT has reviewed the concerns raised in these resolutions and would like to take the opportunity to address some of these issues, particularly those articulated in the *CB2M Resolution Concerning a Proposed Two-way Protected Bike on Grand Street*.

Bike Lane Route and Configuration

All nearby east-west routes were considered in the project, elements that factored into the decision making process included the following primary considerations: traffic volumes on each street, traffic destinations, materiality of the roadway, width of each street, land uses of each street, traffic directions of each street, the level of connectivity across Manhattan for each street, and the proximity of said street to Canal Street. As a result of this review, Grand Street was determined to be the route that provided the most seamless crosstown connection for cyclists that allowed the street to continue to meet other road uses.

After discussion with Manhattan Community Boards 1 and 2 regarding the Washington Street and Greenwich Street connection, NYC DOT is reviewing feasibility of installation of an eastbound bicycle lane on the south curb of Canal Street between Washington and Greenwich for that one segment. Please note that three parking spaces and the pedestrian curb extension would be lost and bike markings would need to be added across the Canal Street triangle tip.

Curb Regulations

The project team has investigated opportunities for a mix of curb regulations to support various uses along the Grand Street corridor. 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, and additional passenger metered parking in the evenings to increase access, provide turnover, and reduce



double parking. Along Grand St, regulations will be updated to provide: commercial metered parking during the daytime, passenger metered parking in evenings until midnight on many blocks and new passenger metered parking on certain blocks to provide daytime through midnight access and turnover for customers. Along the side streets off of Grand St, the project proposes a combination of regulations based on demand, land use and street width. These changes include: updating No Parking and Truck Loading Only daytime regulations to commercial metered parking, adding passenger metered parking in the evenings until midnight to increase access, provide turnover, and reduce double parking, and new passenger metered parking on Saturdays to increase access. Many of these regulations allow for expeditious pick up and drop off of passengers.

Following our discussion, we would like to clarify that commercial bicycles may park or stand in the parking lane on a street wherever commercial vehicles may park or stand, including commercial vehicle metered parking or truck loading zones. They are exempt from paying parking meter fees. Bicycles must be parked perpendicular to the curb provided there is space for the passage of a vehicle between the bicycle and the center of the street. Commercial bicycles don't necessarily need to have commercial plates, but there is a set of information required to be visible on the device, such as an Employer & Identifying Number.

People riding bicycles and e-bikes are subject to the NYS vehicle and traffic law and NYC DOT continues to work with NYPD to enforce traffic regulations, including those pertaining to people riding bicycles and e-bikes. The redesign works to enhance safety by adding signs, signals, and roadway markings that will ensure that the currently unpermitted westbound cycling movement will be regulated and predictable. It is the experience of NYC DOT that providing safe biking options is a way to promote and encourage safe behavior.

Pedestrian Safety and Accessibility

NYC DOT remains committed to pedestrian safety in every project, incorporating equity as a core design principle, reinforcing the City's commitment to delivering safe, inclusive, and accessible streets for all New Yorkers. NYC DOT will incorporate rumble strips where feasible, including near the hotel and the older adult center discussed in our meetings. If there are additional suggestions, these can be evaluated for feasibility by the project team.

To widen pedestrian space along Grand Street, NYC DOT will add neckdowns on the north curb and pedestrian islands along the bike lane where it intersects southbound streets, wherever the street width and roadway conditions permit. At Broadway and Grand Street, on the east leg, NYC DOT plans to install a painted pedestrian island north of the bike lane and a pedestrian curb extension along the north curb. At Hudson Street and Canal Street, NYC DOT will



investigate the placement of granite blocks to protect pedestrians from vehicles rapidly turning north onto Canal Street.

Greening and Resiliency

Following the feedback received by the Lower Manhattan Community Boards in December 2025, NYC DOT has worked to maximize greening through planters. In-house projects, including the one proposed here, is limited in greening opportunities as it is largely implemented on the surface of the streets with temporary materials. Once this project is advanced to a capital reconstruction project, which interacts more directly with underground infrastructure and always includes NYC DEP scope, more opportunities will be available to incorporate resiliency into the design, including green infrastructure and stormwater management strategies.

We hope these responses adequately address the concerns raised by the board's resolution. The agency is eager to advance this project during the 2026 implementation season, and would be happy to provide another presentation to the board this fall to respond to any additional questions and further refine these details.

Sincerely,

A handwritten signature in black ink, appearing to read "DZ", is positioned above the name Danielle Zuckerman.

Danielle Zuckerman