WELCOME TO THE WORKSHOP!

1. Please turn on your camera.

2. Please introduce yourself at arrival in the Chat (Alt + H).

3. Please mute yourself while others speak.

4. Need technical assistance? Reach out to REBECCA JULIE
CANAL STREET

VIRTUAL WORKSHOP

March 7, 2022
AGENDA & SPONSORS

- Introductions
- Presentation
- Workshop
  - Breakout Sessions
- Closing Conversation
  - Workshop Summaries
  - Next Steps
  - Q & A

Workshop Sponsors:
- Congressman Jerry Nadler
- Congresswoman Nydia Velázquez
- State Senator Brad Hoylman
- State Senator Brian Kavanaugh
- State Assembly Member Deborah J. Glick
- Council Member Erik Bottcher
- Council Member Christopher Marte
Introductions:

- **Ed Pincar**, Manhattan Borough Commissioner
Background
• Canal St and the surrounding neighborhoods are a top NYC tourism destination which see some of the highest pedestrian volumes in the city.

• The street also acts as a connector for interstate vehicle travel between the Manhattan Bridge & the Holland Tunnel.

• These activities are often at odds with each other, creating a frustrating environment for all users.
CANAL STREET CALLS FOR IMPROVEMENT

- Canal Area Transportation Study (CATS)
  - Multi-phase traffic engineering study 2002-2010
  - Recommendations
    - HOV lane on MN Bridge (implemented 2007)
    - Curb extensions along corridor (capital funding needed)
    - Restricted left turns between Elizabeth-Lafayette and W Broadway, Greene, Broadway (Greene implemented)

- CB1 voted unanimously to Fix Canal in 2020
  - Expanded pedestrian space
  - Improved loading zones
  - Bike facilities

- SoHo-NoHo Rezoning commits DOT to study Canal Street between Bowery and West Side Highway
  - Potential pedestrian safety improvements, upgraded public spaces, and improved freight strategies and parking regulations

- Transportation Alternatives #FixCanal Campaign
  - Calls for traffic calming, improved safety measures, congestion management
Previous DOT Work on Canal Street
PAST IN-HOUSE IMPROVEMENTS

- Painted sidewalk and corner curb extension at Mulberry/Canal
- Expanded sidewalk on Walker/Baxter triangle
- Enhanced crossing visibility
- Additional pedestrian space
PAST IN-HOUSE IMPROVEMENTS

- Pedestrian improvements at Bowery/MN Bridge approach
- Curb extensions/increased pedestrian space
- Pedestrian islands in crossing
- New signalized crosswalk across Bowery slip
PAST IN-HOUSE IMPROVEMENTS

- Expanded pedestrian space on Varick Street
- New pedestrian islands for safer crossing near H Tunnel
PAST IN-HOUSE IMPROVEMENTS

- New bike lanes off of Canal Street:
  - Greenwich Street
  - Hudson Street
  - W Broadway
- Lack of bike facilities both on Canal and crosstown-MN generally
• Open Street initiated in 2020
• Orchard St-Essex St
• Managed by local restaurants
• Future in-person pop-up workshop dates to be announced
Existing Conditions & Safety
Pedestrians account for 64% of corridor users (data from PM peak hour)
- 17,848 Pedestrians
- 9,675 Vehicles
- 513 Bicyclists

Road: 60’
Sidewalks: 12’-20’
High pedestrian volumes result in crowding and people walking in curbside lanes
Automotive uses are allocated more moving space despite lower mode share
Multiple subway lines provide easy pedestrian access to the major shopping, work, and nightlife destinations in SoHo, Chinatown, Little Italy and Hudson Square and along Canal Street.
EXISTING CONDITIONS: PEDESTRIANS

• Sidewalks along Canal St are generally 12-20 feet wide

• Commercial activity and other structures on the Canal St sidewalks create pinch points impeding the flow of pedestrians
EXISTING CONDITIONS: PEDESTRIANS

• Heavy traffic congestion often spills back over crosswalks, resulting in conflicts with crossing pedestrians

<table>
<thead>
<tr>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>167</td>
<td>9</td>
<td>1</td>
</tr>
</tbody>
</table>

Canal St Pedestrian Injuries: Bowery-West Side Highway
2015-2019 (5 years)

CANAL ST & BROADWAY

18
• No bike infrastructure on Canal Street
• Citibike Station at Canal St/6th Ave
• No nearby Westbound crosstown connection

**Canal St Bicyclist Injuries: Bowery-West Side Highway**
2015-2019 (5 years)

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<th>KSI</th>
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<tbody>
<tr>
<td>Bicyclist</td>
<td>73</td>
<td>7</td>
<td>1</td>
<td>8</td>
</tr>
</tbody>
</table>
EXISTING CONDITIONS: VEHICLES

- Frequently gridlocked traffic
- Through Truck Route with high truck volumes

### Canal St Truck & Car Injuries: Bowery-West Side Highway
2015-2019 (5 years)

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</thead>
<tbody>
<tr>
<td>Truck &amp; Car</td>
<td>431</td>
<td>12</td>
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<td>13</td>
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</tbody>
</table>

nyc.gov/dot
TOLLING CHANGES AND CANAL ST

- Verrazzano-Narrows Bridge (VNB) implemented two-way tolling on 12/1/2020 (split outbound toll between outbound and inbound lanes)
- However, no significant change in traffic volumes for outbound VNB following toll reduction
  - Average weekday VNB outbound volume (May-October 2019): 109,759
  - Average weekday VNB outbound volume (May-October 2021): 109,007
- Tolling change did not affect traffic volumes
• 15 travel lanes merge into 2 in the Holland Tunnel

• No amount of additional traffic capacity on Canal St would reduce traffic backups because the source of the backups is the tunnel

2 EB Canal + 2 WB Canal + 2 Vestry + 2 Hudson + 3 Varick +2 6th + 2 Watts = 15 lanes feeding into 2 Holland Tunnel travel lanes
GPS tracking data shows the origins of vehicles going to and coming from Canal St.
CANAL STREET: WEST SIDE HIGHWAY – MERCER ST
LANE CONFIGURATION

Washington St-Hudson St

Hudson St-Mercer St*

* = when cars are parked btwn Varick and Mercer it becomes 2 lanes
**CANAL STREET: MERCER ST – MULBERRY ST**

**LANE CONFIGURATION**

* = when vehicles are parked it becomes 2 lanes
CANAL STREET: MULBERRY ST – BOWERY
LANE CONFIGURATION

* = when cars are parked it becomes 2 lanes

Bowery-Elizabeth St

Elizabeth St-Mott St

* = when cars are parked it becomes 2 lanes
Tool Kit
IN-HOUSE TOOLKIT

Painted Pedestrian Space with Flexible Delineators
Concrete Islands
Signal Timing Changes

Bike facilities
Curb and loading regulations
Street Furniture and Amenities

- In-house projects can be done relatively quickly using existing contracts and staff, basic materials and construction
- These projects can set the stage for future capital work
• Capital projects take longer to obtain funding, procure a design and construction contract, and undertake major construction work

• Build out of slip lane closures (before and after above)
• Concrete sidewalk expansion with improved drainage
Breakout Sessions
WORKSHOP TOOLS

1. CANAL STREET

2. WORKSHOP TOOLS

WORKSHOP TOOLS

1. CANAL STREET

2. holland tunnel

3. eraser tool
WORKSHOP TOOLS

1. CANAL STREET

2. Holland Tunnel

3. Stamp, Eraser, Undo, Spotlight, Text, Draw, Select, Mouse, Save, Clear, Redo, Format

nyc.gov/dot
• Are there any themes of concern across the corridor?
• In what ways does your view of the corridor change, moving East to West?
• How do you interact with these locations?
• What do you like about these locations?
• What are challenges at these locations?
REGION 2: MOTT ST – BAXTER ST
Closing Conversation
OUTREACH PLAN

1. Conduct Virtual Workshop (March ‘22)

2. Engage businesses in merchant survey (March ’22)

3. Open online portal for public participation (March ‘22)
   - Portal link: https://nycdotprojects.info/project-feedback-map/canal-street-feedback-map

4. Make QR code available for easier portal and survey access (March-April ’22)

5. Street ambassadors speak with public across corridor (May ’22)
1. Conclude outreach (Spring ‘22)
2. Analyze outreach data (Summer-Fall ‘22)
3. Draft design proposal for in-house project (2023)*
4. Present proposal (Approx. 2024)*

*pending results of outreach data
## SAFETY DATA I: WEST SIDE HIGHWAY-VARICK ST

**Canal St: West Side Highway-Varick St**
Injury Summary, 2015-2019 (5 years)

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<tr>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>14</td>
<td>1</td>
<td>0</td>
<td>1</td>
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<tr>
<td>Bicyclists</td>
<td>12</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>173</td>
<td>8</td>
<td>0</td>
<td>8</td>
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<tr>
<td>Total</td>
<td>199</td>
<td>9</td>
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</table>
**Canal St: 6th Ave-Mercer St**

Injury Summary, 2015-2019 (5 years)

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
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<td>Pedestrian</td>
<td>34</td>
<td>3</td>
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<td>3</td>
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<tr>
<td>Bicyclists</td>
<td>20</td>
<td>3</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>90</td>
<td>2</td>
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<td>2</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>144</strong></td>
<td><strong>8</strong></td>
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<td><strong>8</strong></td>
</tr>
</tbody>
</table>

[Map Image: Canal St & Mercer St]
### Canal St: Broadway-Mulberry St
Injury Summary, 2015-2019 (5 years)

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<tr>
<td>Pedestrian</td>
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<td>Bicyclists</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>114</td>
<td>4</td>
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<tr>
<td>Total</td>
<td>195</td>
<td>9</td>
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## Canal St: Mott St-Bowery

**Injury Summary, 2015-2019 (5 years)**

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Canal St: West Side Highway-Bowery
Injury Summary, 2015-2019 (5 years)
CANAL STREET: BUSES

NYU Bus Route A
Every 30-40 min

NYU Bus Route B
Every 20 min

NYU Bus Route W
(Weekend only) Every 30-75 min

● = stop
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