



July 23, 2025

Ydanis Rodriguez
Commissioner, New York City Department of Transportation
55 Water Street
New York, NY 10041

Dear Commissioner Rodriguez,

We write today in the wake of two tragic crashes on Canal Street this past weekend, one of which took the lives of two New Yorkers. These crashes leave us deeply saddened, and our thoughts are with the friends and families of the victims of these crashes. These crashes are made all the more upsetting because we have long known that this corridor is unsafe and have called for street safety improvements in the past, most recently on April 24, 2024. DOT must act with urgency to advance the Canal Street Redesign Project and prevent future tragedies.

Since Vision Zero was implemented in 2014, there have been 12 deaths and over 700 injuries due to traffic crashes on Canal Street between the Manhattan Bridge and Route 9a. Despite this corridor having been designated a Vision Zero Priority Corridor, there has been very little meaningful action to address unsafe conditions.

In our April 2024 letter, we requested that DOT provide a clear timeline and engagement process for the long-awaited Canal Street Redesign Project. In your response to our offices dated May 23, 2024, you shared that the DOT was on track to present a proposal for the redesign by Fall 2024. More than a year later, Canal Street, especially near the Manhattan Bridge, remains one of the most dangerous corridors in New York City.

We are now well past DOT's own timeframe and our offices and local stakeholders have yet to receive any substantive updates. The lack of timely progress on advancing this project is unacceptable, and we are requesting that the DOT meet with our offices within the next 30 days to share the current status of the redesign proposal and the reason for the lengthy delay, and make public DOT's proposals for improving street safety on this dangerous corridor.

We also request that the City review and implement interim safety measures outlined below, as were proposed in our April 2024 letter:

- Reducing the speed limit on the Manhattan Bridge to 25 mph to lower the variance with Canal Street – especially near the Bowery entrance ramp areas. This could be supported with any available short-term street geometry adjustments or complementary speed indicators.

- Installing hardened barriers (i.e. boulders or similar), daylight corners, and raised crosswalks on previously identified “Turn Calming” program priority intersections.
- Increasing the number of Leading Pedestrian Intervals along Canal Street.

We urge the DOT not to wait for more crashes and deaths on Canal Street to act. Thank you for your attention to this important matter. We look forward to your response.

Sincerely,



Mark Levine
Manhattan Borough President



Dan Goldman
US Representative, NY-10



Chris Marte
Council Member, District 1



Grace Lee
Assembly Member, District 65



Deborah Glick
Assembly Member, District 66



Tammy Meltzer
Chair, Manhattan Community Board 1



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Chair, Manhattan Community Board 2



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Chair, Manhattan Community Board 3