



November 28, 2023

Ydanis Rodriguez, Commissioner  
NYC Department of Transportation  
55 Water St, 9th Floor  
New York, NY 10041

Commissioner Rodriguez:

As 2023 draws to a close, we want to thank NYC-DOT for its continued engagement on the McGuinness Boulevard safety redesign. The new bike lanes installed on the northern section of the boulevard have quickly been put to use by commuters, and the current work being done at the base of the Pulaski Bridge promises to rationalize a conflict-prone confluence of cars, cyclists and buses. A new signalized crosswalk at Freeman Street, which we believe is part of NYC-DOT's current scope of work, will also serve to slow vehicle traffic that often speeds southbound off the bridge.

While the bike lane is a welcome asset to our cycling community, the recent changes on McGuinness Boulevard do not provide the safety benefits that our constituents have demanded, and that this community deserves. Nothing has been done to improve conditions for pedestrians; if anything, crossing in the section north of Calyer Street has become more challenging. Overnight parking in the flex lane, necessary for implementing the "road diet" during hours when speeding is most common, has been entirely non-existent. And the lack of designated loading zones has resulted in frequent truck parking in the bike lane. It is abundantly clear to us why DOT's original road diet proposal is far superior and must be implemented along the entire corridor in the spring.

In the short-term, we urge the following:

- Additional jersey barriers to protect the bike lane from near constant vehicle parking
- "Quick curbs" instead of plastic delineators where jersey barriers aren't possible
- Clearer paint and signs to indicate how the overnight parking lane should be used
- Signs indicating cyclists heading south should turn onto Greenpoint Ave

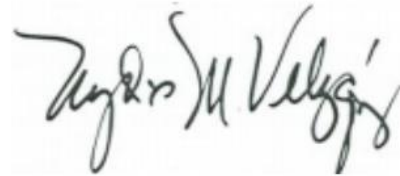
- Completion of a safe bike lane connection to the Pulaski Bridge
- A clear answer about what DOT is studying to inform Spring implementation

More broadly, we again urge DOT to implement their plan to reduce to one lane of traffic in each direction as was announced by City Hall in May 2023 after a robust community planning process, endorsement from every single elected official representing the Greenpoint neighborhood, and a petition signed by more than 9,000 residents and 105 local businesses. It is the only proposal that addresses the dire safety needs on McGuinness Blvd, including reduction of dangerous speeds and cut-through traffic, dedicated loading zones, safer pedestrian crossings, preserved residential parking and a protected, connected bike lane. The community expects DOT to implement these features in Spring 2024 and has waited long enough. Thank you for your consideration on this matter.

Respectfully,



Emily Gallagher  
Assembly Member



Nydia Velázquez  
Congresswoman



Antonio Reynoso  
Brooklyn Borough President



Lincoln Restler  
Council Member



Kristen Gonzalez  
State Senator