



Donovan Richards
Queens Borough President

December 4, 2025

Community Board No. 2

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Anatole Ashraf
Chairperson
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Ydanis Rodriguez
Commissioner
NYC Department of Transportation
55 Water Street, 9th Floor
New York, New York 10041

Nicole Garcia
Queens Borough Commissioner
NYC Department of Transportation
120-55 Queens Boulevard, Room 285
Kew Gardens, New York 11484

RE: **Protected Bike Lanes**

Dear Commissioner Rodriguez and Commissioner Garcia:

The Queens Community Board 2 Transportation Committee writes to request the expansion of the protected bike lane network in our district, particularly in neighborhoods that have been underserved by the network and the city's street safety improvement projects.

Our request mirrors that of a new campaign by local advocates in the Western Queens Transportation Alternatives organization. These advocates presented to our Committee on December 2nd, 2025, and the committee passed a motion, with none opposed and one abstention, to make a formal request for protected bike lanes on the following corridors:

- Greenpoint Ave and Roosevelt Ave from our district's borders at Newtown Creek and Jackson Heights and beyond
- 47th Ave from Skillman Ave to 50th St and on to Queens Blvd
- 43rd St from the Queens-Midtown Expressway to Northern Blvd
- Honeywell St from 43rd Ave to Northern Blvd
- 39th Ave from Woodside Ave to Roosevelt Ave, with connections from 39th Ave to 34th Ave on 59th St and 60th St

"Serving the Communities of Long Island City, Sunnyside, Woodside, and Maspeth"

- 69th St from Roosevelt Ave to our district border at Calamus Ave and beyond

We found this advocacy and proposal to be in unison with our own work. Our Committee has already made formal requests for street safety and protected bike lanes on 39th Ave, 47th Ave, and 48th Ave, as well as on Roosevelt Ave around the important 61st St-Woodside LIRR station. And in our recently-submitted budget requests for our district, we have requested protected bike lanes on 39th Ave, 47th Ave, 48th Ave, 43rd St, and 48th St.

The bike network in our district has been transformative and incredibly successful. Protected bike lanes on Queens Blvd, Northern Blvd, Skillman Ave, 43rd Ave, Review Ave, 44th Dr, and 11th St, as well as the national model Bike Boulevard on 39th Ave, have given cyclists the protection, access, comfort, and delight that all road users have the right to enjoy. It has improved commerce and commutes for seasoned cyclists and inspired new riders to take on our daunting streets.

A cyclist can travel our entire city using only protected bike lanes that keep them separated from deadly automobile traffic and allow them their own space to travel at their own speed and comfort. But alas, a route does not make a network, and many of our district residents lack access to the citywide network. In Sunnyside south of Queens Blvd and in Woodside, there are nearly no protected bike lanes. On most of those streets, cyclists must share the road with automobile traffic, and statistics show they are in far greater danger for it. In addition, this real perception of danger creates a chilling effect that deters people from pedaling.

A bike network is only successful if it is contiguous. Many of our protected bike lanes have gaps on their stretches or abruptly end. The 39th Ave Bike Blvd serves those who use it, but then dumps cyclists on to unprotected streets with speeding cars, heavy trucks, and no way to go.

As importantly, protected bike lanes are part of the DOT's toolkit for achieving Vision Zero.

Where these lanes have been installed, streets have been given a road diet that slows down unsafe speeds, shortens crossing for pedestrians, and creates more visibility for all. Drivers, cyclists, and pedestrians all benefit from the safety redesign. Drivers are also more comfortable when not mixing with cyclist traffic. The bike lanes organize the streets for a safer, more pleasant experience for all.

This Committee and Community Board 2 have celebrated each new addition of the expanding Protected Bike Lane network in our district, and we have been at the vanguard of a push for a citywide network that ensures safe streets for all road users. Our location at the nexus of Queens, Manhattan, and Brooklyn means we bear the responsibility of ensuring safe travels for all New Yorkers crossing our bridges and boulevards. There is a law and a mandate for the DOT to build more protected bike lanes more urgently and these are the corridors we have suggested need them most.

Sincerely,



Anatole Ashraf
Chairperson, Queens Community Board 2



Reilly Owens
Chair, Transportation Committee



Debra Markell Kleinert
District Manager, Queens CB 2

Cc: Honorable Grace Meng, US Congress
Honorable Nydia M. Velazquez, US Congress
Honorable Michael Gianaris, NY State Senate
Honorable Kristen Gonzalez, NY State Senate
Honorable Jessica Ramos, NY State Senate
Honorable Claire Valdez, NYS Assembly
Honorable Jessica Gonzalez-Rojas, NYS Assembly
Honorable Zohran Mamdani, NYS Assembly
Honorable Steven Raga, NYS Assembly
Honorable Robert Holden, NYC Council Member
Honorable Shekar Krishnan, NYC Council Member
Honorable Julie Won, NYC Council Member
Honorable Donovan Richards, Queens Borough President
Jason Barney, NYC Department of Transportation
Joseph Patti, NYC Department of Transportation