



McGuinness Blvd Update

Brooklyn Community Board 1 Update

April 14, 2026



Historical Background



Oakland St at Norman Ave
Looking South (near PS 34)

1940s tax photos



Street widened in the 1950s
Renamed to McGuinness
Blvd in 1963
Photo taken in 2021

Timeline

2021

- Community members and elected officials requested safety improvements following severe injuries and fatalities

2021-2022

- Series of workshops, meetings, public outreach, and presentations
- DOT installed interim safety improvements at targeted intersections in late 2022

2023

- May: Phase 1, Calyer St to Pulaski Bridge presented
- October: Phase 1 installed, Jersey Barrier Protected, Rush Hour Lane Design

2024

- Summer: Freeman St crossing installation
- Fall: Continuation of installation south of Calyer St – Parking Protected Design and improvements near Meeker Ave with concrete

2025

- Punchlist work along McGuinness and additional conventional lane network



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January 3rd, 2026 –
Mayoral announcement of completing the redesign

Existing Conditions

1



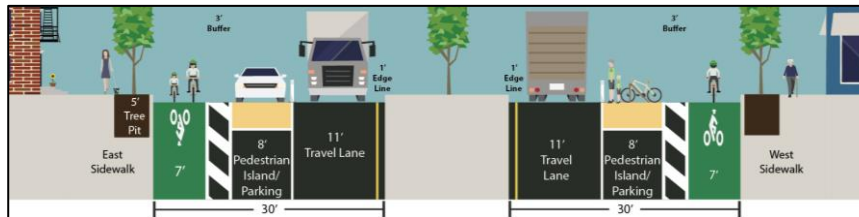
Corridor Overview



Freeman St to Calyer St
installed in late 2023
Focus of this presentation



Calyer St to Meeker Ave
installed in late 2024



Travel Times

Early concerns voiced that removing travel lanes would gridlock the neighborhood

After installation of the design South of Calyer St, travel times increased by less than one light cycle.

Northbound Travel Time:

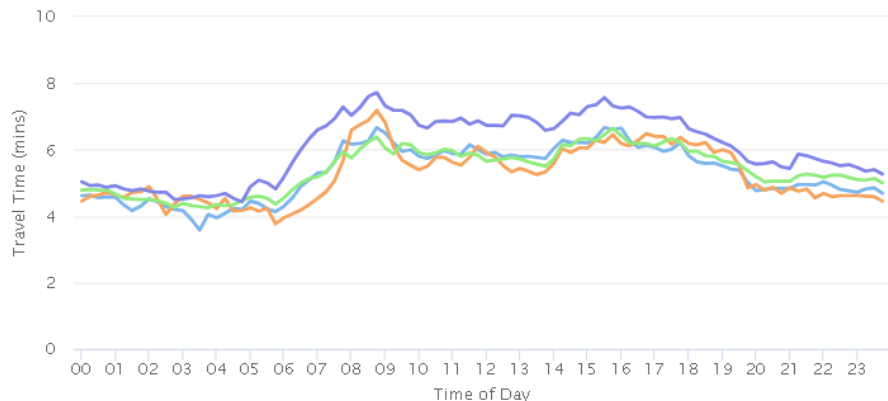
- 40 - 70 seconds longer than previous years

Southbound Travel Time:

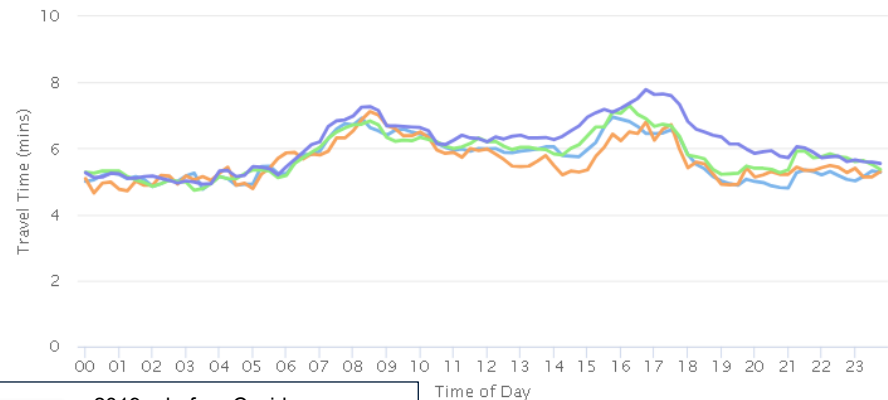
- 5 - 60 seconds longer than previous years



McGuinness NB



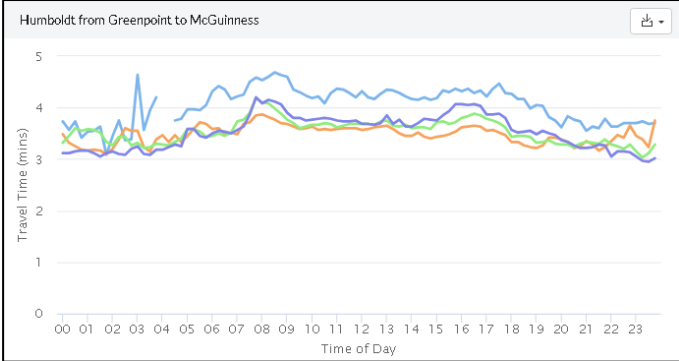
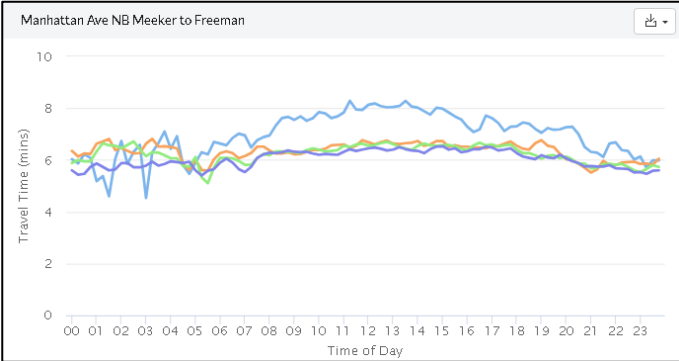
McGuinness SB



- 2019 – before Covid
- 2023
- 2024 – North of Cayler installed
- 2025 – project installed

Travel Time Study– Surrounding Corridors

- NYC DOT studied the travel time along multiple corridors that were identified during community outreach as potential alternative routes for vehicles to divert to after a lane reduction on McGuinness.
- All studied corridors showed travel times that were similar to previous years:
 - Manhattan Ave
 - Greenpoint Ave
 - 11 St (Queens)
 - Apollo St
 - Humboldt St
 - Kingsland Ave
 - Driggs Ave
 - BQE
 - LIE
 - Queens Midtown Tunnel



- 2019 – before Covid
- 2023
- 2024
- 2025 – project mostly installed



Traffic Volume

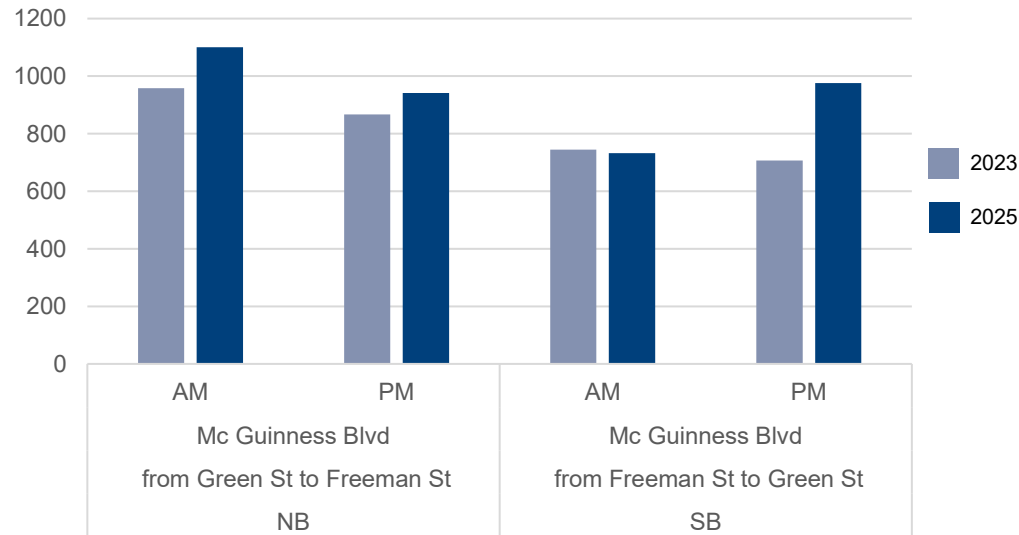


McGuinness Blvd Near Kent St during installation, before jersey barriers were installed

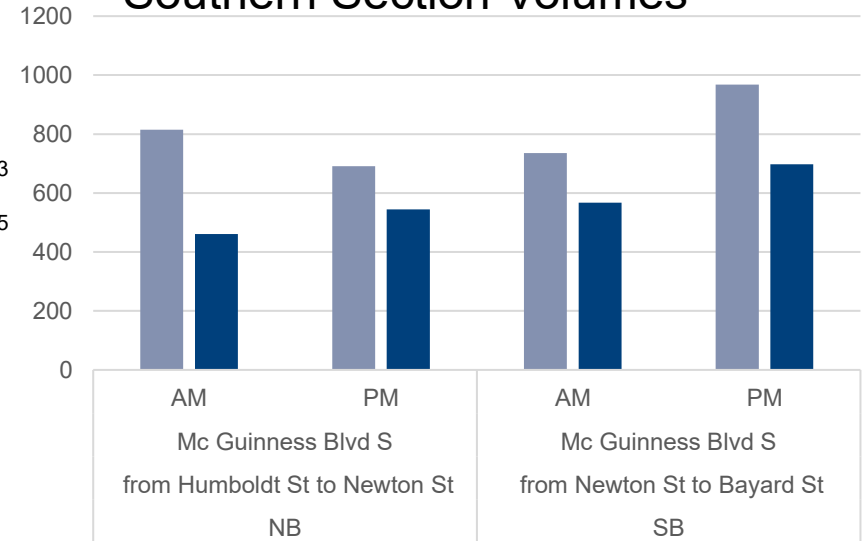
Traffic Volumes

- McGuinness Blvd south of Greenpoint Ave has a reduction of 100 to 400 vehicles during peak times
- Vehicle volumes increased north of Greenpoint Ave
- Volumes on Manhattan Ave have not changed
- Leonard St and Humboldt St have experienced increases in volume, but are still within street capacity

Northern Section Volumes



Southern Section Volumes

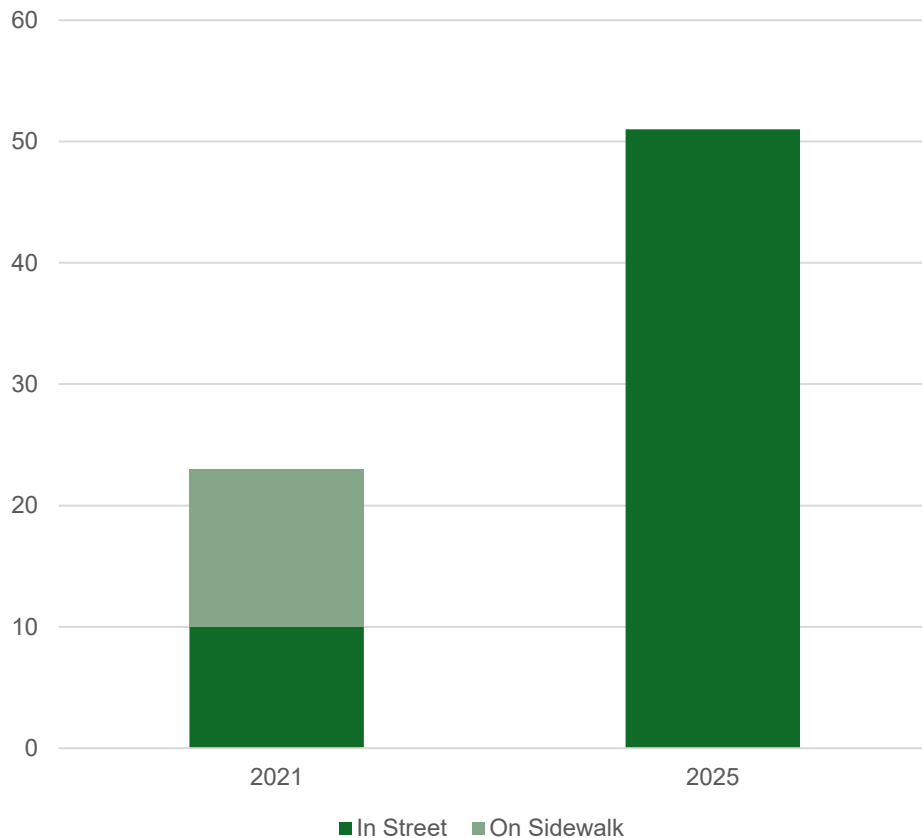


Bicycling Volume Increase

- Pulaski Bridge bicycle crossings **increased by 11%**, 123,000 crossings from 2025 to 2026
- Total bicycle volume on McGuinness Blvd has more than doubled
- Up to 5 times more people are bicycling in the street compared to 2021
 - This mirrors a recent study at Hunter College pointing to less riding on the sidewalk on streets with protected bike lanes¹



Bicycle Volume on McGuinness Blvd at Greenpoint Ave in One Hour



Cross Section of Bike Lane Users

- Transformed from working cyclists and experienced riders to more all-ages friendly design: slower riders, Citi bikes, families, more women riders, etc.



Cycling and Micromobility Difficulties

- Current design north of Calyer St does not provide separation between turning vehicles and people on bikes
- Jersey barriers have limited placement options and reduce pedestrian access
- Providing zero space for loading leaves bike lane or double parking as the primary options for deliveries and drop-offs.



Pedestrian Safety and Accessibility



Freeman St before new crossing was added

Pedestrian Safety and Accessibility



Freeman St after new crossing was added

Pedestrian Access



70 foot crossing distance

- The rush hour lane design does not provide pedestrian islands between the bike lane and travel lanes.
- Not all areas have medians suitable for waiting on
- 70 foot crossing is long for people that are walking slow

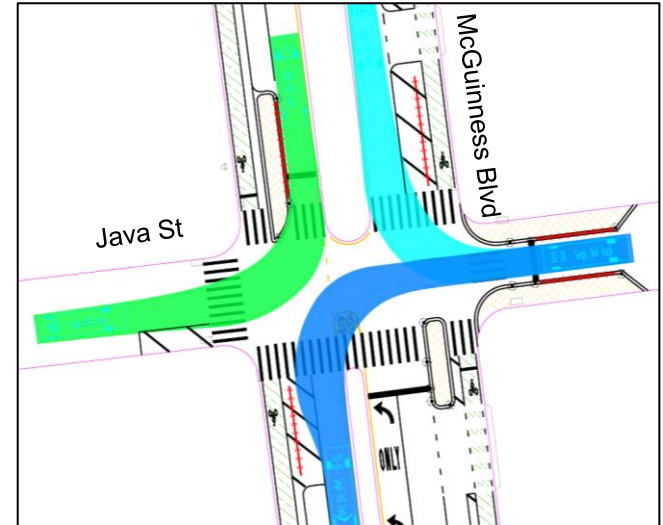
Proposal

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McGuinness Blvd Roadway Design

- Reduce the number of travel lanes all day to one per direction; maintaining existing left-turn bays
- Install parking-protected bike lanes along both curbs
- Shorten 7 crosswalks across McGuinness Blvd by more than 20% with painted pedestrian islands
- Slow vehicular turns on and off McGuinness Blvd
- Maintain truck access to North Brooklyn Industrial Business Zone
- Install parking on each block, with areas for loading and more general alternate side parking
- Investigate metered parking on select blocks to provide customer parking



Improved Roadway Organization



Traffic Overview

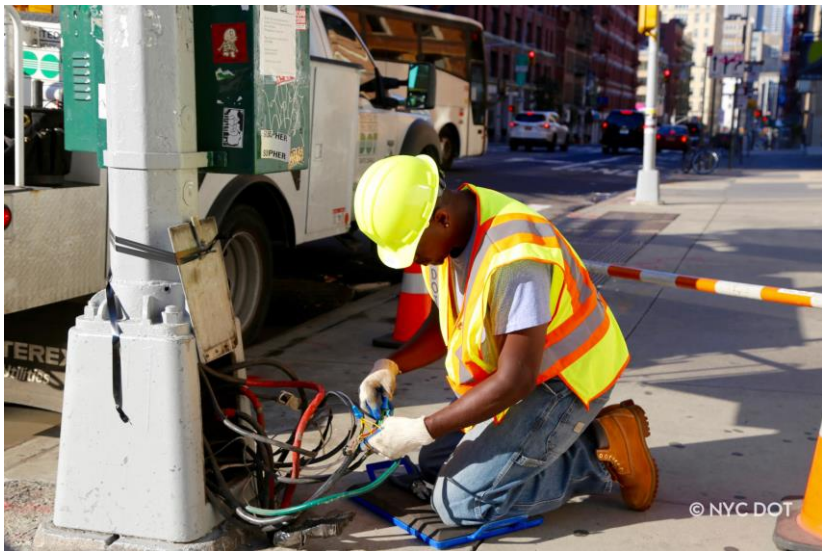
- DOT expects an increase in traffic delays and travel time for private vehicles on McGuinness Blvd *during an initial adjustment period*
- Excess volumes are expected to divert to alternative routes (BQE, LIE, local streets)
 - Based on data collected in 2021 through 2025, vehicle volume reductions of 30% to 40% during the AM and PM peaks would be required to maintain the existing level of service (or traffic flow) after lane removal on McGuinness Blvd
- Cut-through traffic (with neither origin nor destination in Greenpoint) comprises more than 30% of vehicular traffic on McGuinness Blvd
- DOT will continue to monitor conditions and adjust as needed



Monitoring and Mitigation

As neighborhood traffic and loading patterns evolve in response to the new lane alignment on McGuinness Blvd, DOT will monitor roadway conditions and make operational changes in the field:

- Traffic signal phasing and coordination
- Truck loading zones, neighborhood loading zones, curb regulation changes
- Markings and other roadway design elements



Neighborhood Loading Zone Overview

Goal:

Reduce the amount of delay and safety issues that stem from double parking by providing dedicated space for vehicles to load and unload goods and passengers, especially on residential streets.

Target Users:

- Personal vehicles for quick pickup/drop-off of passengers, groceries etc.
- Commercial delivery vehicles for residential and commercial delivery.
- Taxis and FHV for passenger pickup/drop-off

Current Locations:

950 NLZs throughout the city, **currently expanding into new neighborhoods throughout the five boroughs.**



Driveways

High intensity driveways will receive treatments to allow safe loading along with bicycle and pedestrian crossings

“This is a truck loading area for my grocery store key food What will happen if you put a bike lane there McGuinness is a truck route.”

4th Ave, Brooklyn driveway design example



Key Food Loading Bay: Existing Condition



Key Food Loading Bay: Proposed Rendering



Emergency Access

- Emergency vehicles are encouraged to use protected bike lanes as necessary to bypass traffic congestion
- Roadway designs are reviewed with FDNY prior to installation to ensure access
- Loading zones, No Standing Anytime signs, and cleared parking in front of fire hydrants will provide additional areas for vehicles to pull over.



FDNY utilizing a protected bicycle lane on Amsterdam Ave, Manhattan

Summary

- Traffic has not shifted to adjacent neighborhood streets
- Bicycle volumes have more than doubled
- A parking protected bicycle lane design provides
 - Shorter crossing distances
 - Space for loading and parking
 - Slower speeds
 - More comfortable bike design



Next Steps

- NYC DOT will continue coordinating with elected officials and the community to make improvements on McGuinness Blvd
- Installation in Spring/Summer 2026
- Continue to develop capital design



Thank You!

Questions?



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