



**August 22, 2020**

Marie Therese Dominguez  
Commissioner  
New York State Department of Transportation  
50 Wolf Road  
Albany, NY 12232

Erik Kulleseid  
Commissioner  
New York State Department of Parks  
625 Broadway  
Albany, NY 12207

**VIA EMAIL: [Marie.Dominguez@dot.ny.gov](mailto:Marie.Dominguez@dot.ny.gov); [Erik.Kulleseid@parks.ny.gov](mailto:Erik.Kulleseid@parks.ny.gov)**

Re: Hudson River Greenway expansion and request to attend meeting

Dear Commissioners Dominguez and Kulleseid:

The crisis New York City has faced over the past months has changed the way we go about aspects of our daily lives, including the ways we travel in the City. The Hudson River Greenway along the west side of Manhattan is home to the busiest bicycle highway in North America and should be approached with the same bold vision that so many cities around the world have used to transform their transit infrastructure.

Prior to the COVID-19 pandemic, the part of the Greenway that borders the Hudson River Park experienced very high levels of ridership (the highest in the country!). As a result, these stretches of the Greenway were already dangerous for people walking and running along the path. Over the past few months, usage of the Greenway has increased to the point where the conflict between pedestrians, skateboarders, rollerbladers and cyclists has led to deeper concerns about safety, which have grown to include difficulty maintaining social distancing.

A solution to this problem has been proposed by the Hudson River Park Trust Advisory Council and Manhattan Community Boards 1, 2 and 4: to expand the Greenway to include the westernmost lane of Route 9A from West 54th Street to the Battery. This new lane would absorb all southbound bicycle traffic with northbound bicycle traffic using the Greenway space.

The current divider between the Greenway and Route 9A would separate opposing bicycle traffic, reducing collisions. A barrier would be needed along the eastern edge of the westernmost lane of Route 9A to ensure a safe division between drivers and

cyclists. This proposal is modeled on similar arrangements in London, Paris, and cities throughout China and implementing it would significantly increase safety as well as bicycle capacity along the west side of Manhattan. It would be a model for 21st century transit planning for New York City: acknowledging the reality that people are bicycling more while encouraging this more environmentally friendly mode of transportation.

Many New Yorkers, like the residents of other major global cities, have taken to bicycles to travel to work as the economy re-opens. New York State has acted swiftly over the course of this pandemic to meet the needs of a changing society. Expanding the Greenway would demonstrate a continuing dedication to meeting the needs and safety of city residents.

Safety at Greenway pedestrian crossings has long been a concern and should be a key consideration in any planning process. Highly visible signage and enforcement is necessary to ensure pedestrian safety when crossing both bicycle and vehicle lanes.

As members of the Hudson River Park Trust Advisory Council, we ask the commissioners or a senior executive staff member to attend the next meeting on September 8 at 6pm (via Zoom) to discuss this issue.

We look forward to working with you to ensure the West Side has a Greenway that is safe and meets the needs of a rapidly changing world.

Very truly yours,

Brad Hoylman  
State Senator

Robert Jackson  
State Senator

Brian Kavanagh  
State Senator

Deborah Glick  
Assembly Member

Richard Gottfried  
Assembly Member

Linda B. Rosenthal  
Assembly Member

Gale Brewer  
Manhattan Borough President

Margaret Chin  
Councilmember

cc: Polly Trottenberg, NYC Commissioner of Transportation  
Dana Carotenuto, Office of Governor Andrew M. Cuomo  
Hudson River Park Trust  
Hudson River Park Trust Advisory Council  
Manhattan Community Boards 1, 2, and 4