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CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD FOUR**

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July 31, 2024

Ed Pincar  
Manhattan Borough Commissioner  
NYC Department of Transportation  
59 Maiden Lane, 57<sup>th</sup> Floor  
New York, NY 10038

**Re: Crosstown bike paths**

Dear Commissioner Pincar,

Manhattan Community Board 4 (MCB4) is deeply saddened to learn that a cyclist riding a Citibike was recently killed by a truck on 11<sup>th</sup> Avenue at West 50<sup>th</sup> Street. As you know, bicycle deaths in New York City are at an all-time high.<sup>1</sup> And while every death is a tragedy, they are also likely avoidable. “[M]ost people who have died riding bicycles in New York City were killed in collisions with cars and trucks on streets that did not have bike lanes[.]”<sup>2</sup>

Unsurprisingly, the cyclist who lost his life was traveling east on West 50<sup>th</sup>, where – like most crosstown streets in our district – there is no bike lane.

At its July 24, 2024 meeting by a vote of 38 in favor, 1 opposed, 0 abstaining, and 0 present but not eligible to vote, MCB4 requests that the Department of Transportation (DOT) study the conversion of existing sharrow lanes and painted bike lanes into *protected bike lanes* going crosstown on our busiest streets, and to augment existing crosstown protected bike lanes by making them wider, as has been proposed on the 38<sup>th</sup> and 39<sup>th</sup> Street lanes, though sadly not in our district.

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<sup>1</sup> <https://www.nytimes.com/2024/03/05/nyregion/nyc-cyclist-deaths-ebike.html>

<sup>2</sup> *Id.*

Currently, there is: a 16-block distance between protected bike lanes on West 13<sup>th</sup> to West 29<sup>th</sup> Street; a 10-block distance from West 29<sup>th</sup> to West 39<sup>th</sup> Street; and a 16-block distance from West 39<sup>th</sup> to West 55<sup>th</sup> Street, where the westbound bike lanes are located. This is in the heart of the Central Business District where the Port Authority Bus Terminal, Penn Station, and Grand Central Terminal generate thousands of bike and delivery trips, including more than 14,000 Citibike trips a day just in our district, including significant numbers of deliveries. Furthermore, additional crosstown bike lanes in our district would serve as a vital safe connection to the Hudson River Greenway, the busiest bike lane in North America.

Moreover, the very long distances between protected crosstown bike lanes in our neighborhood compel cyclists to ride on the sidewalks and go the wrong way, creating conflicts and dangerous conditions for pedestrians.

We know you care about safety and are grateful for the bike lanes you have already installed (and are continuing to install) down the avenues. But we implore you to hasten your installment of protected crosstown bike lanes.

Sincerely,



Jessica Chait  
Chair  
Manhattan Community Board 4



Christine Berthet  
Co-Chair  
Transportation Planning Committee



Jesse Greenwald  
Co-Chair  
Transportation Planning Committee

Cc: Hon. Brad Hoylman-Sigal, NYS Senator  
Hon. Tony Simone, NYS Assembly Member  
Hon. Erik Bottcher, NYC Council Member  
Hon. Mark Levine, Manhattan Borough President