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April 7, 2026

Danielle Zuckerman  
Manhattan Borough Commissioner  
NYC Department of Transportation  
59 Maiden Lane, 37<sup>th</sup> Fl.  
New York, NY 10038

**Re: 9th Avenue Sidewalk Expansion Project**

Dear Borough Commissioner Zuckerman,

Manhattan Community Board 4 (MCB4) is very grateful to the Department of Transportation for responding to our request and advancing the implementation of the 9<sup>th</sup> Avenue redesign project to April 2026. This is exceptionally good news for a corridor that needs it so much. This expansion complements the 2022 project to the north and the 2024 project to the south to achieve a continuously expanded sidewalk on the corridor from West 58<sup>th</sup> Street to West 30<sup>th</sup> Street.

The east side of the corridor is heavily used by pedestrians, tourists, and commuters who reach Penn Station, Manhattan West, and the bus terminal. It is also still unsafe, with 329 injuries and one fatality over the last five years. There are 2,653 pedestrians and 2,050 cars per hour using the stretch. The project will bring a more rational balance by adjusting for usage and increasing the pedestrian space from 30% today to 42%.

We also want to thank the DOT for listening to the community comments and incorporating many of our suggestions in the stretch between West 34<sup>th</sup> Street and West 50<sup>th</sup> Street: The design includes a 9-ft enlargement of the east sidewalk, a 9-ft bike lane, a red-painted bus lane from 42<sup>nd</sup> Street to 51<sup>st</sup> Street, and numerous bike corrals as needed. Eventually the section in front of the Port Authority will be built permanently with these improvements. With proper

implementation, the 9<sup>th</sup> Avenue redesign will help the administration move towards its goal of making our streets the “envy of the world.”

At its March 31<sup>st</sup> Full Board meeting, by a vote of 36 in favor, 1 opposed, 0 abstaining, and 0 present but not eligible, MCB4 urges the DOT to implement the following features to ensure the proper and safe use of the corridor as envisioned:

· **Vertical separations are crucial to the success of the project:**

- Between the bike lane and the expanded pedestrian space. It is always a challenge to keep bicyclists from travelling on the super sidewalk. The delineation by planters between the bike lane and the super sidewalk works well on 8<sup>th</sup> Avenue. Here the sidewalk is narrower, and planters may be taking too much pedestrian space. Armadillos, or mini Jersey barriers, at proper intervals could be a solution. Flexible delineators (“flex posts”) have not proven to be a successful deterrent and are in constant need of replacement.
- Between the parking lane and the bike lane. Numerous delivery trucks, including Amazon subcontractors, use the bike lane buffer zone for their dispatch operation, often spilling into the bike lane itself. This must be addressed with vertical separations, be they heavy flex posts (as seen between the bike lane and parking lane on 8<sup>th</sup> Avenue) or mini Jersey barriers. If this problem is not addressed, then cyclists will travel on the super sidewalk when the bike lane is blocked, creating conflicts with pedestrians.
- At the entrances to the super sidewalks on each block in both directions. Elements including planters, bollards, granite blocks, and clear signage should be used at every corner to prevent cyclists, delivery trucks, and restaurant grease removal trucks from entering the expanded sidewalk. Whenever mini jersey barriers are installed, we would like to see them decorated as part of the DOT art program

· **Illegal Parking**

- The NYPD routinely parks 8 to 10 vehicles in the left turn lane on 9th Avenue between West 35<sup>th</sup> and West 34<sup>th</sup> Streets and has been regularly expanding their use of the area. The super sidewalk and bike lane should be particularly protected on this block to ensure no cars can park illegally. DOT should communicate with the Midtown South Precinct proactively as the design is implemented.
- To avoid double parking, we urge the DOT to change the commercial parking regulation on the whole corridor to be adjusted to 30 minutes max or one hour at worst. All the deliveries are servicing small shops or restaurants and do not need a long layover to unload. Contractors can use the side street to park where the regulations are usually 3 hours for commercial vehicles.

· **Upgraded signals**

- The installation of a green wave for cyclists, as demonstrated on Third Avenue, would significantly reduce the number of cyclists crossing at red lights and conflicts between pedestrians and cyclists.
- Reducing the green signal on West 37<sup>th</sup> Street at 9<sup>th</sup> Avenue would alleviate gridlock at this intersection. With fewer through lanes, the risks of gridlocks will increase due to the Lincoln Tunnel entrance. MCB4 has sent letters to this effect. Further, we expect street closures (West 39<sup>th</sup> Street) in the very near future to allow the construction of the Port Authority to put additional pressure on 9<sup>th</sup> Avenue.

· **More signage** that indicates to cyclists which areas they can use and which direction is the legal one.

We also urge you to clarify sanitation and enforcement procedures on the super sidewalk and share them with our district office. Our community needs to know who to call for illegal parking, dirty sidewalks, and snow removal.

We are pleased that bike corrals will be added in the locations previously specified in your study.

We are pleased with the addition of the red-painted bus lane from 42<sup>nd</sup> Street to 50<sup>th</sup> Street, which will speed up commutes for our bus riders. We ask that this new lane be coupled with the MTA's Automated Camera Enforcement program to ensure it remains clear of parked vehicles.

While we understand that everything cannot be done upfront, we'd like to get a timeline of when these requested items can be addressed over time.

We look forward to these new design elements (wider bike lane, enhanced vertical delineation, and red-painted bus lane) coming to the northern part of the 9th Avenue corridor between 50th and 59th Streets in the future.

Thank you again.

Sincerely,



Leslie Boghosian-Murphy  
Chair  
Manhattan  
Community Board 4



Christine Berthet  
Co-Chair  
Transportation Planning  
Committee



Jesse Greenwald  
Co-Chair  
Transportation Planning  
Committee

Enclosure

Cc: Hon. Erik Bottcher, NYS Senator  
Hon. Julie Menin, NYC Council Member  
Hon. Brad Hoylman-Sigal, Manhattan Borough President

# Speed Humps

Install more hardened materials that do not fail so easily.

Left turns on the corridor had black and yellow striped armadillo speed humps installed.

These humps have been missing for years, either through damage or failure to be replaced after construction.



9th and 54th, 3/17/2026

# Vertical Delineation

Without flexposts or more hardened vertical delineation, cyclists are more likely to ride on the super sidewalk.



9th between 52 and 51, 3/17/2026

# Vertical Delineation

As of 3/17/26, 56.7% of the flexposts were missing along the existing Super Sidewalk. On one block, 100% were missing.

install more hardened materials that do not fail so easily.



9th between 56 and 55, 3/17/2026

# Vertical Delineation in Buffer Zone

On 8th Avenue, there are two rows of flexposts, with an additional row between the parked cars and the bike lane.

This discourages drivers from parking in the buffer zone.



8th between 47 and 48, 3/18/2026

# Hardening the entrances

Grease trucks routinely park on the super sidewalk.

Hardening at the entrances to the super sidewalk on each corner would prevent this outcome.



9th and 54th, 3/18/2026

# Midtown South Parking

Midtown South for years has used a moving lane to park NYPD vehicles and wrecked vehicles.

Special attention should be paid to the implementation of the new design at this block to discourage illegal parking.



9th and 34th, 12/19/2023

# Green Wave

CB4 has written letters requesting green wave signal timing. Can we set the signal timings on 9th Avenue to match the success of 3rd Avenue?

This would remove the incentive for cyclists to run red lights.



3rd Avenue