



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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STACIE JOHNSON
District Manager

August 12, 2026

Danielle Zuckerman
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

Re: 6th Avenue Protected Bike Lane and Bus Priority Improvements

Dear Commissioner Zuckerman,

Manhattan Community Board 4 (MCB4) at its July 22nd Full Board meeting, by a vote of 40 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible, supports the long-awaited upgrade of 6th Avenue, including a wider bike lane, bike corrals, more pedestrian safety features, planters and a painted bus lane. We urge the DOT to include the additional requests outlined below, that would enhance street users' safety.

Sixth Avenue from Watts to West 59th Street carries over 51,000 average weekday bus riders on four local and 27 express MTA routes, and volumes of cyclists that have increased by 54% on weekends; meanwhile the avenue remains unsafe for most street users: from 2021 to 2025 there were 978 injuries, 87 of them severe. Three intersections, 14th, 23rd and 34th Streets, are particularly problematic. Local bus speeds are as low as 3.5 mph and Express bus speeds as low as 4.2 mph in the PM Peak.

The project goal is to improve safety at intersections, expand the bike lane capacity and improve bus speeds.

The installation is already underway in Chelsea, from West 14th to West 26th Street, with the balance (planters to be placed in pedestrian areas – parking regulation changes – signal changes at 14th, 23rd, and 29th Streets) to be completed after the World Cup embargo is lifted. Left-turn calming treatments will be installed at 15th, 16th (turning onto 6th Ave), 17th, 19th, 21st, and 25th Streets. Dangerous mixing zone intersections will be converted to safer offset crossings. MCB4 applauds the installation of these safety features and the signal timing changes. We had long requested such treatments.

In addition, the right-most travel lane will be converted to a bus lane, while maintaining curb access for parking/loading. Four lesser used stops (two south of Chelsea, and two North of Chelsea) will be removed to further speed up buses. Two travel lanes will be available for vehicles.

The project will be completed by the end of 2026.

We request that vertical separations be installed between the bike lane and the parking/loading and vehicular lanes to prevent misuse and obstruction of the bike lane. We also urge DOT to install vertical signage to encourage cyclists to not use the sidewalk, stay on the bike lane, and travel in the proper direction. Such signs installed by local advocates were successful in Hell's Kitchen.

Finally, we cannot stress enough the need for green wave signal timing on this avenue. After the implementation of green wave on 3rd Avenue, injuries and crashes involving cyclists and pedestrians plummeted and cyclist compliance with stopping at red lights increased. Green wave signaling strongly incentivizes cyclists to go no faster than 15 MPH, greatly increasing safety for all users.

Sincerely,



Leslie Boghosian-Murphy
Chair
Manhattan
Community Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Jesse Greenwald
Co-Chair
Transportation Planning
Committee