



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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STACIE JOHNSON
District Manager

August 19, 2026

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

Re: 9th Avenue Expanded Sidewalk

Dear Commissioner Zuckerman,

At its July 22, 2026 Full Board meeting, by a vote of 40 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible, Manhattan Community Board 4 (MCB4) writes regarding pedestrian and cyclist safety on the 9th Avenue super sidewalk, prompted by a recent collision between a pedicab and a cyclist on the corridor. This incident underscores that more needs to be done to make this space safe for everyone using it.

We appreciate DOT's recent commitments toward that goal. In the next two weeks, we understand DOT will complete concrete and signal work at 42nd Street; resume gravel markings work at the islands and curb extensions; and complete the 34th–35th Street super sidewalk block (currently blocked by NYPD Midtown South parking; and install hoop racks at the 36th and 37th Street islands. By the end of summer, we understand DOT will add further delineation as discussed during our walk-through (design currently in progress), install planters and select granite blocks, and install bike corrals once the planters and granite are in place.

We request that DOT pay special attention to the triangle shaped islands in the West 40s that exist where the bike lane zig zags. These islands are poured in concrete in the West 30s, but in the West 40s they currently have no physical protection and are thus chronically used as illegal parking.

We also want to flag a recurring conflict we'd like DOT to address. At left turns from street to avenue, cyclists traveling west frequently cut the corner and cross through the pedestrian space to reach the bike lane, rather than going around the concrete pedestrian refuge. This puts them in direct conflict with pedestrians using the bulb-outs and the super sidewalk generally. We believe the planters, granite blocks, and bike corrals already planned may help address this, but we'd also ask DOT to consider more explicit signage, including:

- A "no bike" decal on the bulb-outs;
- A one-way sign at the Citi Bike station on 43rd Street between 10th and 9th Avenue, where cyclists are currently traveling the wrong way; and
- Additional stenciling reading "no bikes" or "walk only" in the affected pedestrian areas.

Thank you for your continued partnership on this corridor, and for the progress already underway.

Sincerely,



Leslie Boghosian-Murphy
Chair
Manhattan
Community Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Jesse Greenwald
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