6th Ave Protected Bike Lane and Bus Priority Improvements

Presentation to Community Board 5 Transportation Committee June 22, 2026

BETTERBUSES

Agenda

1. Background and Context
2. Existing Conditions
3. Proposal
4. Summary/Next Steps
5. Q&A

Background and Context

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Why 6th Ave?

- 6th Ave is a major corridor for buses and cyclists
  - Over 51,000 average weekday bus riders on 4 Local and 27 Express MTA routes
    - Greater need for full-time bus priority
  - Between 2019 and 2024, bike volumes on 6th Ave have increased:
    - 20% on weekdays
    - 54% on weekends
    - Greater need for wider bike lanes for greater safety and meet growing demand
- 6th Ave is a Vision Zero Priority Corridor with 3 Vision Zero Priority Intersections:
  - 6th Ave and 14th St
  - 6th Ave and 23rd St
  - 6th Ave and 34th St

Traffic Safety Data: 2021-2025

- Recent projects have improved safety throughout the corridor, but there are still a high number of crashes on 6th Avenue
- Citywide, 6th Ave is in the top 10% of streets with the most people Killed or Severely Injured (KSI) per mile

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	337	51	2	53
Bicyclist	226	18	0	18
Motor Vehicle	294	9	0	9
Motorized Two-Wheelers	121	9	1	10
Total	**978**	**87**	**3**	**90**

Source: NYPD injury crash data 2021-2025

Project Goals

Improve bike lane and pedestrian safety:

- Accommodate growth in cycling and provide space for new types of bikes, different sizes and speed differentials
- Remove mixing zones and upgrade to offset crossings, creating pedestrian islands that shorten crossing distances and slow turning vehicles
- Opportunity to install bike corrals and planters where feasible

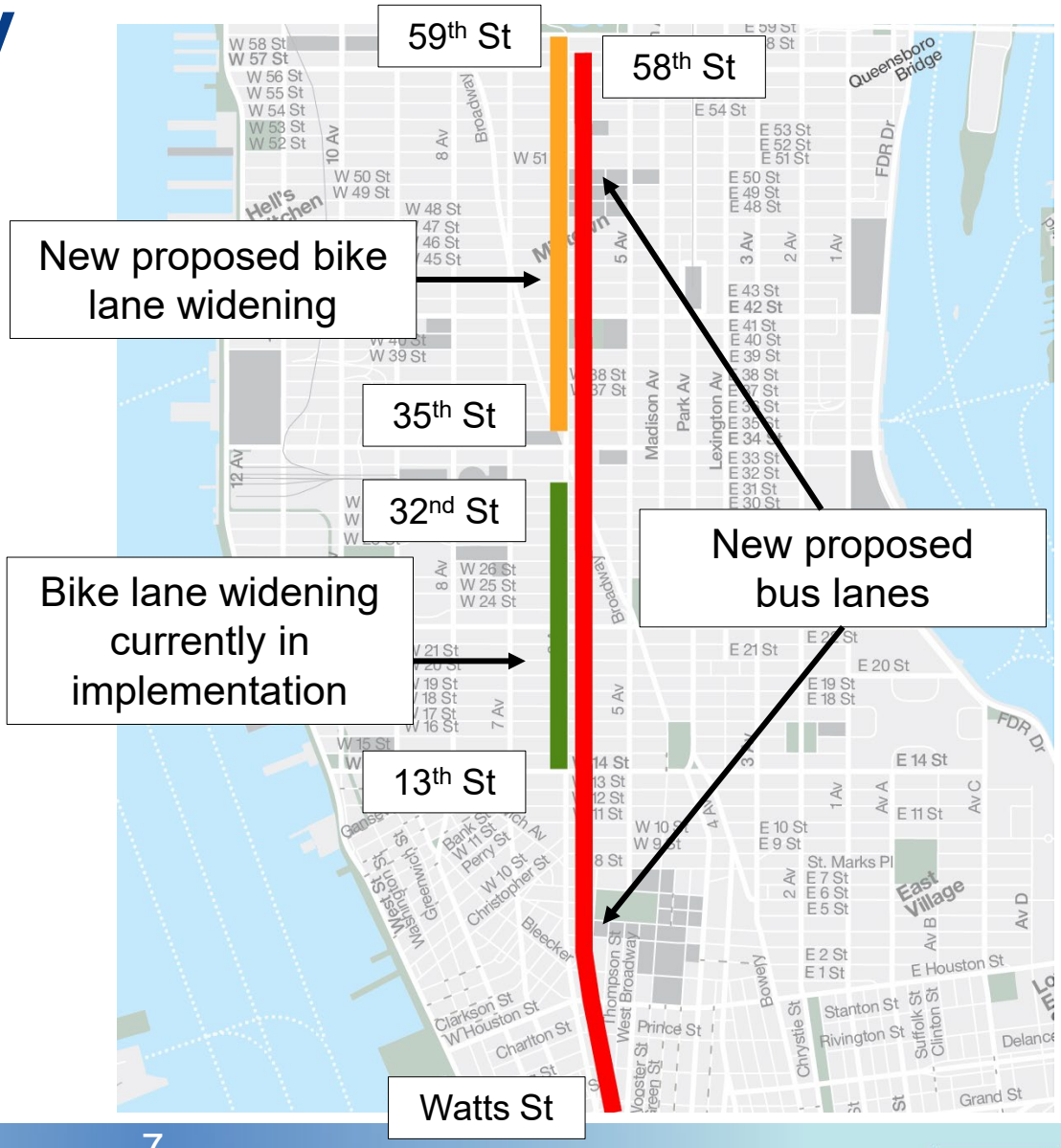
Improve bus service:

- Prioritize transit in the roadway on this critical transportation corridor
- Increase bus speeds and reliability for over 51,000 average daily riders

3rd Ave and 68th St

Project Summary

- Extend bike lane widening to accommodate growth in cycling
  - 35th to 59th St
- Offset bus lanes to improve bus speeds and reliability throughout the corridor
  - Watts St to 32nd St, 38th to 40th St, 46th to 48th St, 51st to 52nd St, 56th to 58th St
- Double bus lanes on blocks with full length bus stops to allow for better maneuverability
  - 31st to 38th St, 40th to 46th St, 48th to 51st St, 52nd to 56th St
- Public realm improvements - bike corrals, planters



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Bike Lane Implementation Updates

Protected Bike Lane Widening: 13th – 32nd St

- Initial markings installation began May 2026
- Green paint installation in bike lane and pedestrian areas planned: June 2026
  - Expected to continue for two weeks
  - Installation will be paused on World Cup game days
- Additional implementation in subsequent weeks:
  - Planters to be placed in pedestrian areas
  - Parking regulation changes
  - Signal changes at 14th, 23rd, and 29th St

Existing Conditions

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6th Ave – Existing Conditions

Bike Facilities:

- Painted bike lane
  - Standard bike lane installed: 1978
  - Protected bike lane: installed 2016
  - Widened bike lane: installed Lispenard St to 13 St 2024 (construction 13 St to 14 St)
  - Widened bike lane: presented and approved 14 St to 35 St 2025

- Bike Volumes Increasing
  - Weekday: 3,375 (2019)
    4,070 (2024)

- 6th Ave has three moving lanes south of 13 St and three north of 35 St which presents an opportunity for travel lane reallocation

- Left turns will be fully protected at 14 St, 23 St, and 29 St

- Painted curb extensions to be included at 20 St and 26 St with planters maintained by Flatiron Nomad Partnership

Bus Facilities:

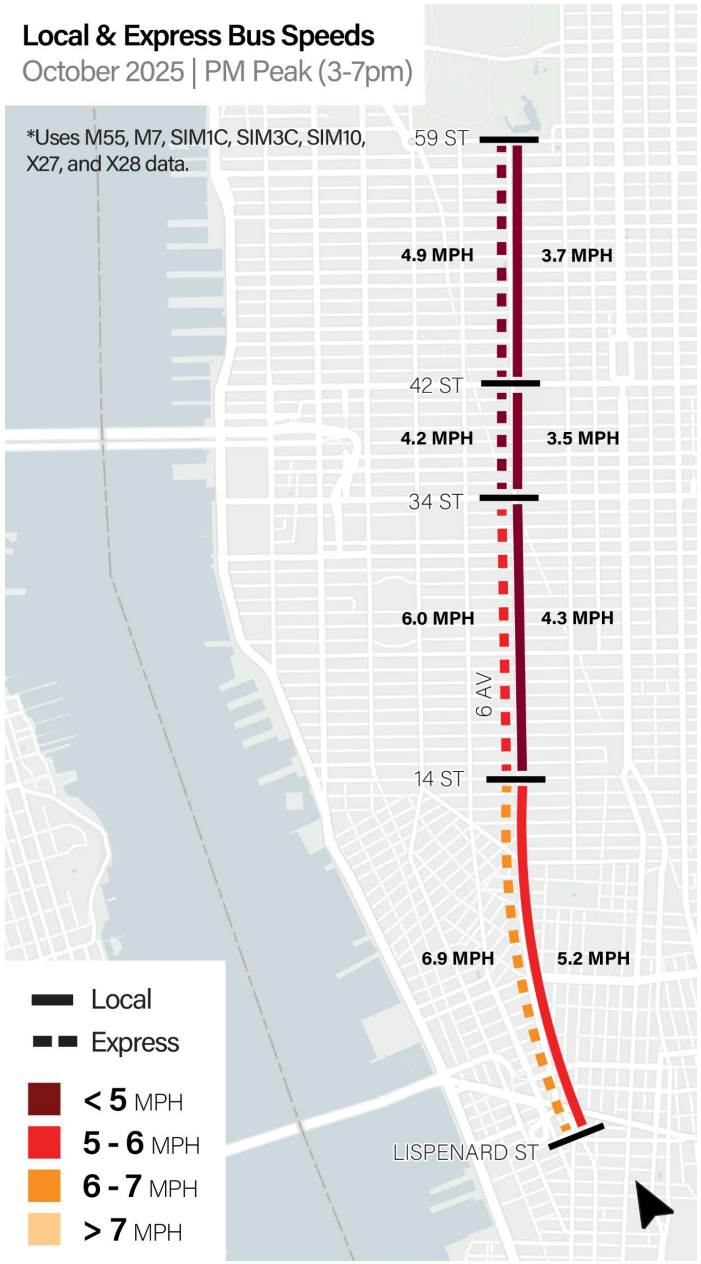
- Unpainted curbside bus lanes between 35th to 56th St
- Weekdays 4-7pm only
- Frequently blocked by illegal/doubled parked
- No bus priority for majority of the corridor

6th Ave Bus Speeds

- Bus speeds are slow throughout the corridor

- Speeds gradually slow down as buses travel north and are especially slow between 14 Street and 59 St

- Local bus speeds are as low as 3.5 mph and Express bus speeds as low as 4.2 mph in the PM Peak

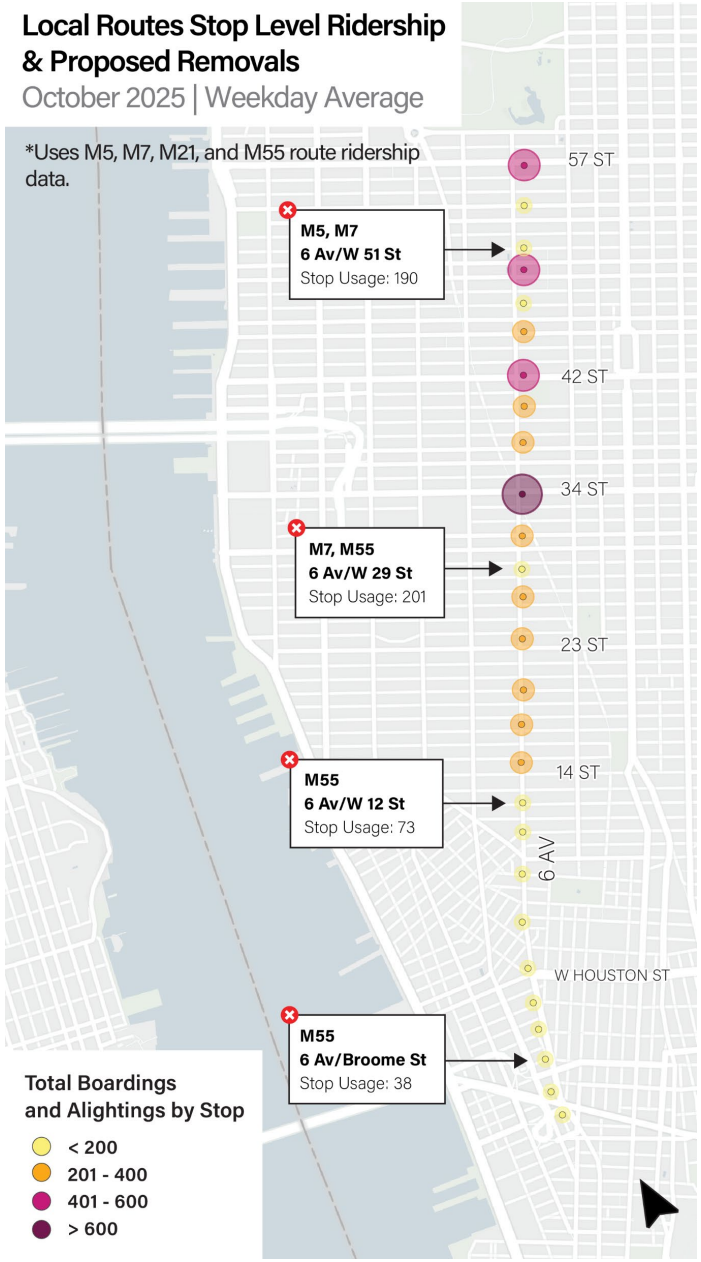


*October 2025 Average Weekday Bus Speeds, PM Peak, MTA

6th Ave Bus Ridership

Average weekday ridership* in the study area is approximately 6,700 Local/Express boardings and 7,500 Local/Express alights.

Local bus stop usage is highest north of 14 St, especially by the major train stations at/near 34 St, 42 St, 50 St, and 57 St.



*October 2025 Average Weekday Ridership, MTA

Proposal

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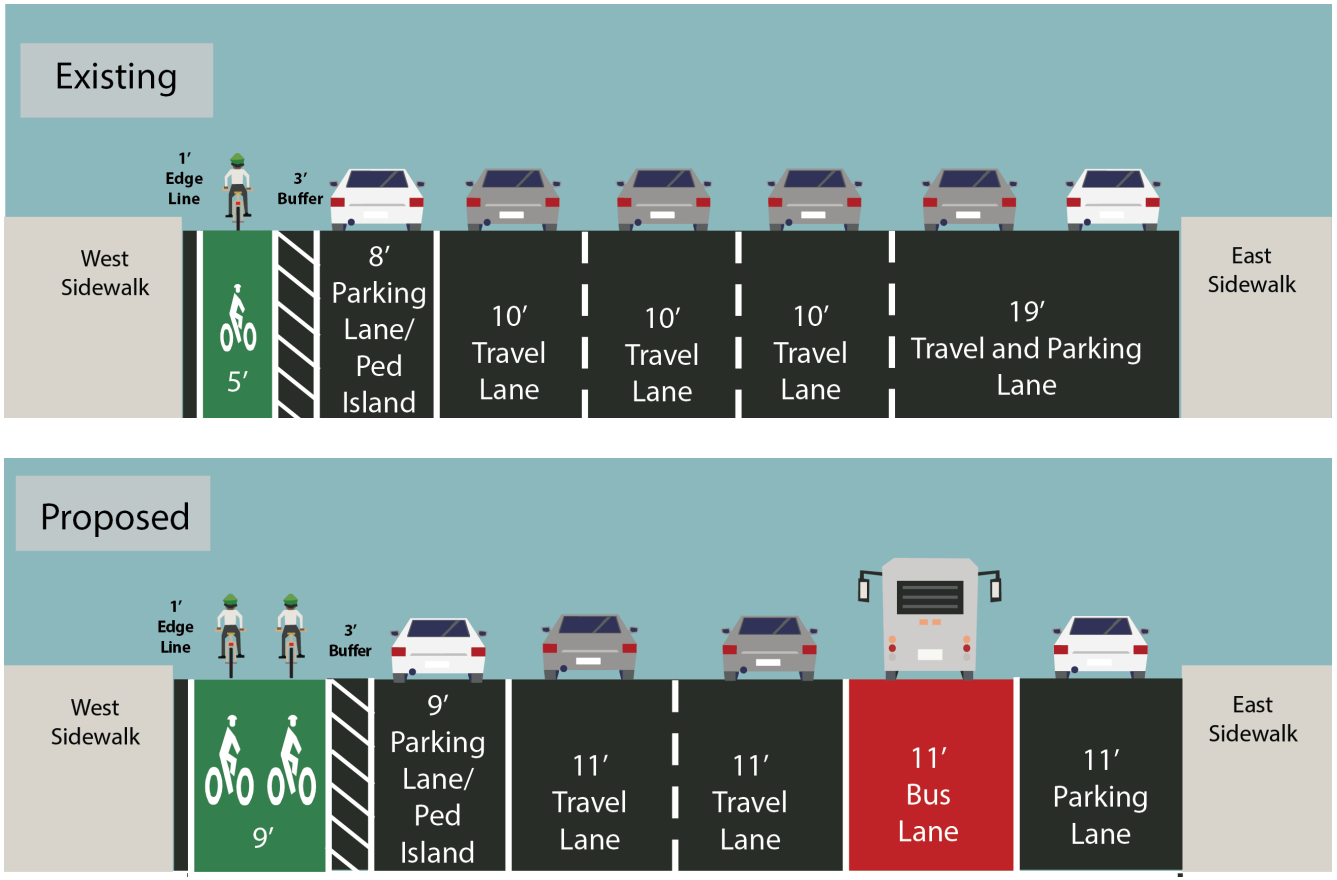
Proposed Design: 14th to 32nd St
Widened Bike Lanes with Offset Bus Lanes

- Bike lane widening currently being installed
- Convert right travel lane to offset bus lane
- Travel lane reduction from 4 to 2 lanes
- Maintain existing curb access

Left-turn calming treatments at:
- 15th St
- 16th St (turning onto 6th Ave)
- 17th St
- 19th St
- 21st St
- 25th St
- 31st St



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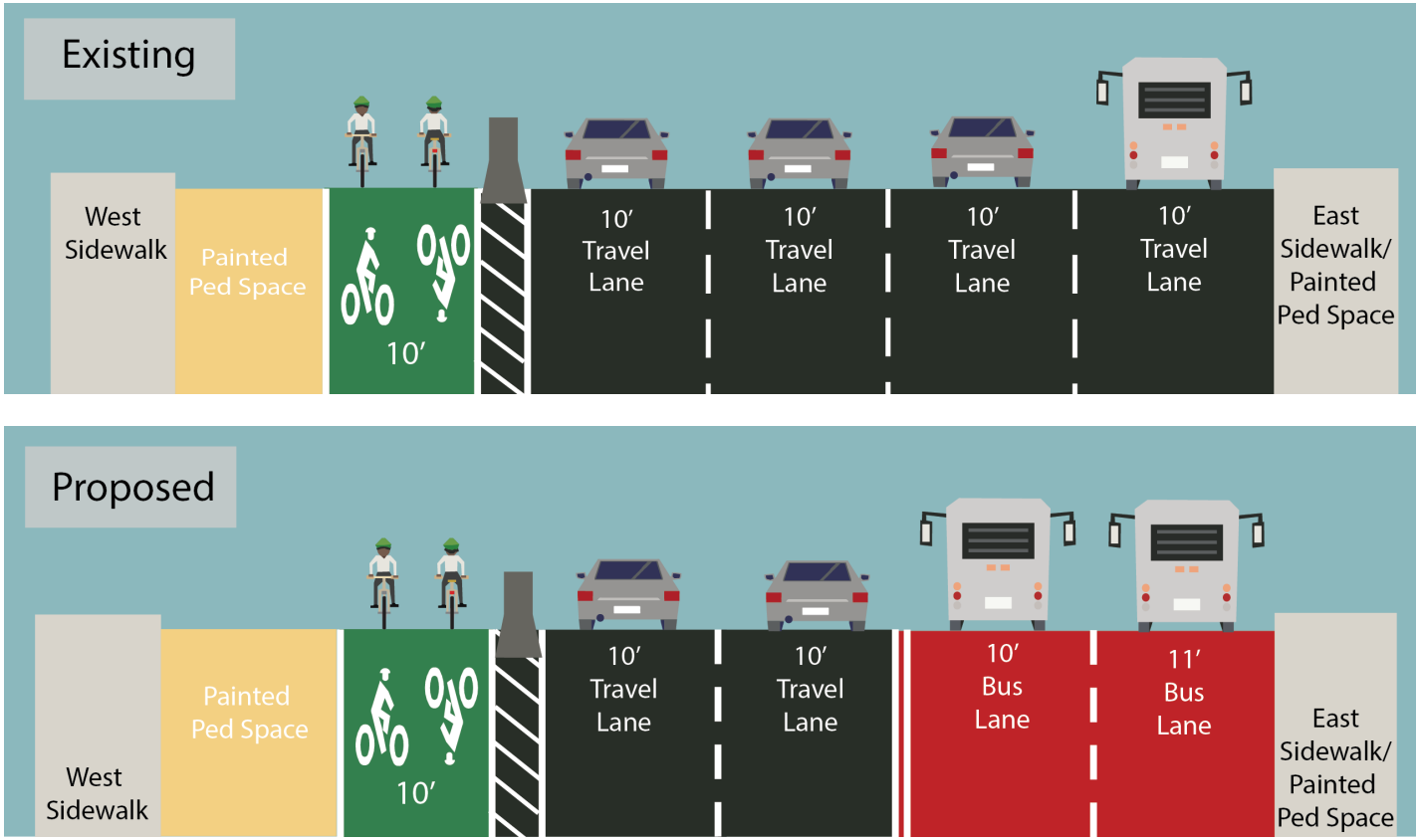
Proposed Design: 32nd to 34th St
Widened Bike Lanes with Double Bus Lanes

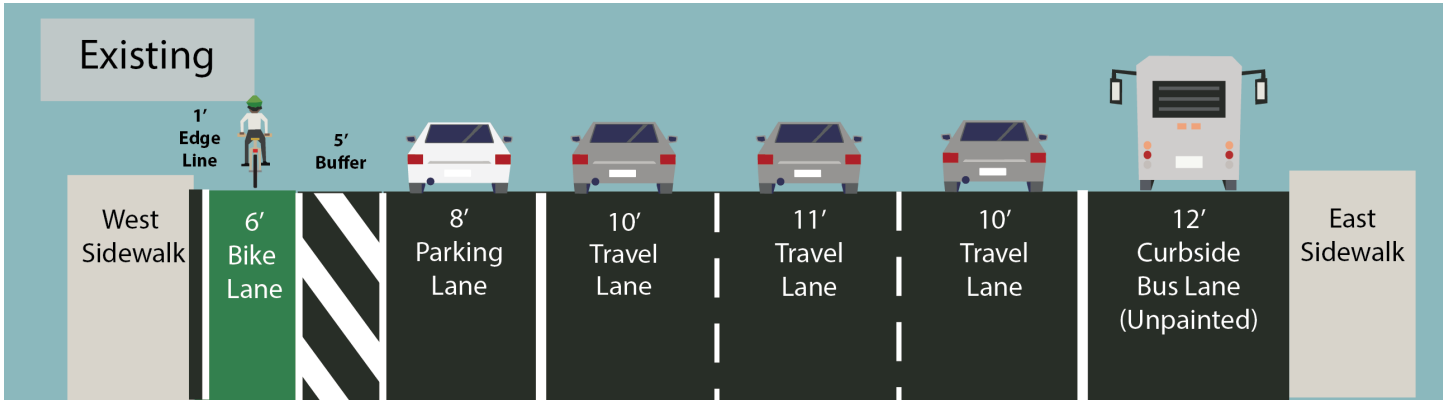
- No proposed changes to existing bike infrastructure
- Between 34th and 35th St: single northbound bike lane remains unchanged
- Double bus lanes
- Maintain two travel lanes



Proposed Design: North of 35th St

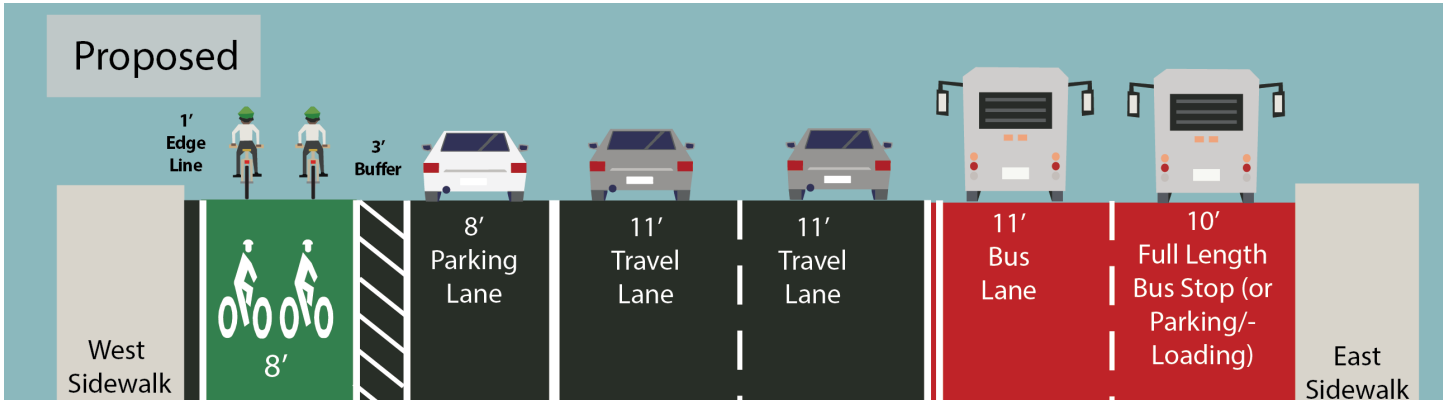
Widened Bike Lanes with Double Bus Lanes at Full Block Bus Stops

- Widened bike lanes
- Offset bus lanes
- Maintain existing parking/loading spaces
- Double bus lanes where full block is a bus stop to allow for great maneuverability
- Maintain two travel lanes



Blocks with full length bus stops:

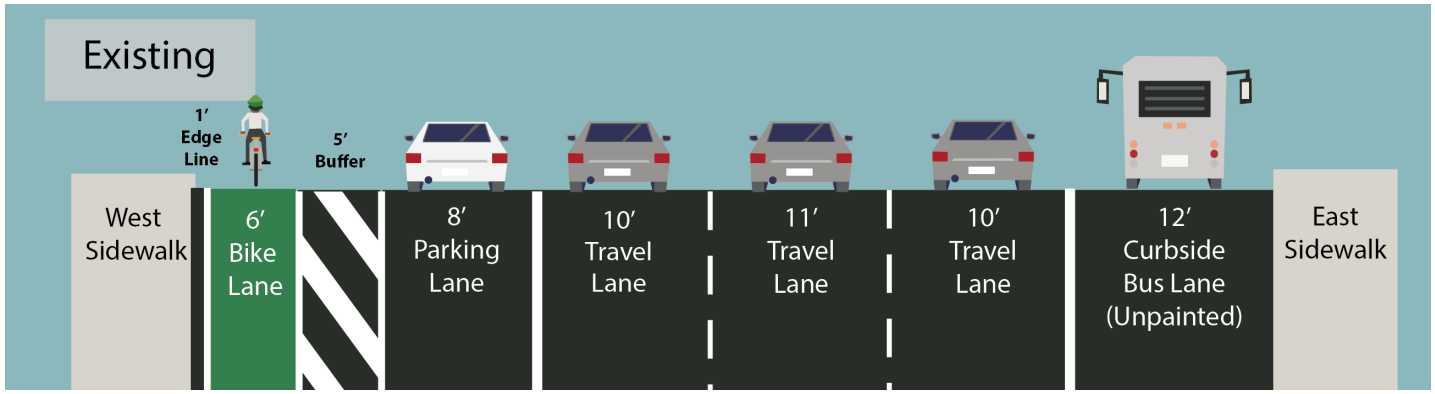
- 34th to 38th St
- 40th to 46th St
- 48th to 51st St
- 52nd to 56th St

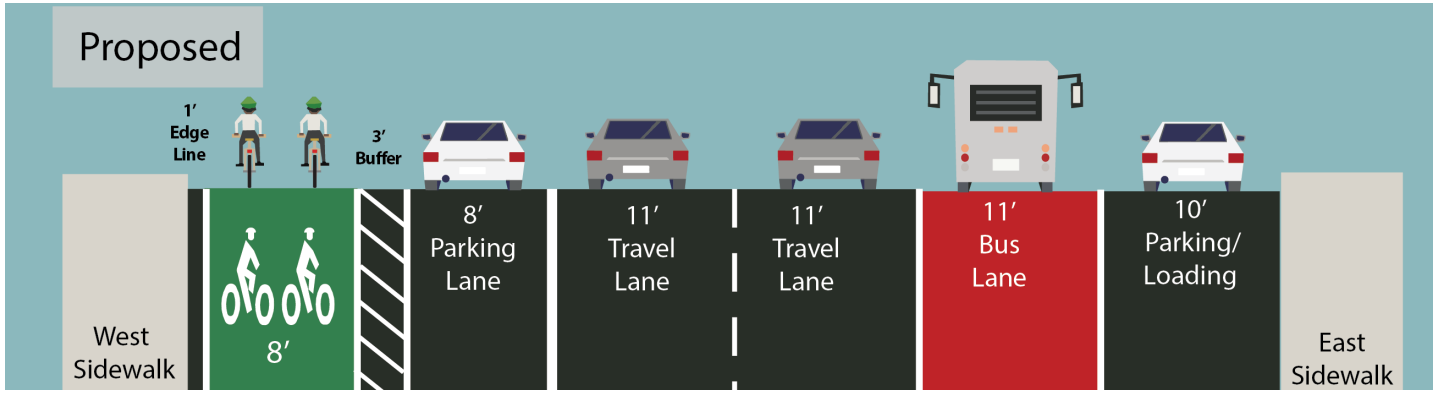


Proposed Design: North of 35th St
Widened Bike Lanes with Offset Bus Lanes

Blocks in this section with no full block length bus stops:

- 38th to 40th St
- 46th to 48th St
- 51st to 52nd St
- 56th to 58th St

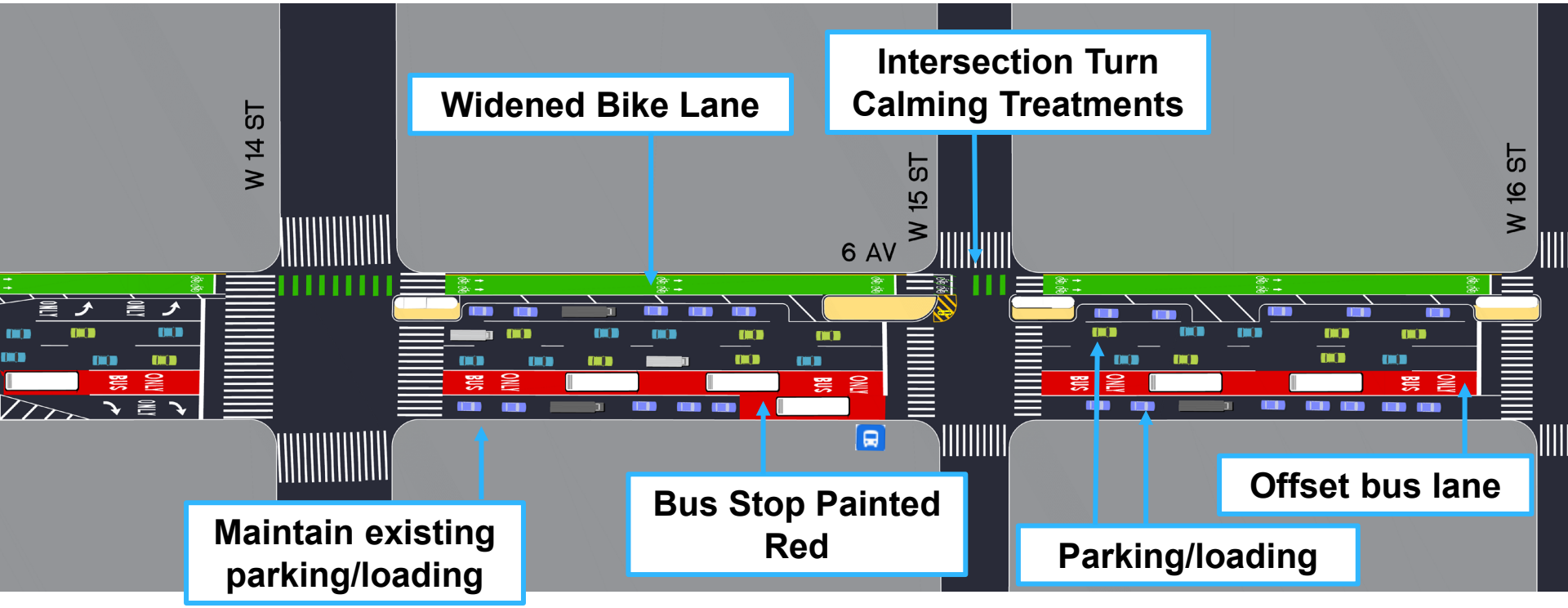




Left-turn calming treatments at:

- 41st St
- 43rd St
- 45th St
- 47th St
- 49th St
- 51st St
- 55th St

Typical Block: 14th St to 17th St



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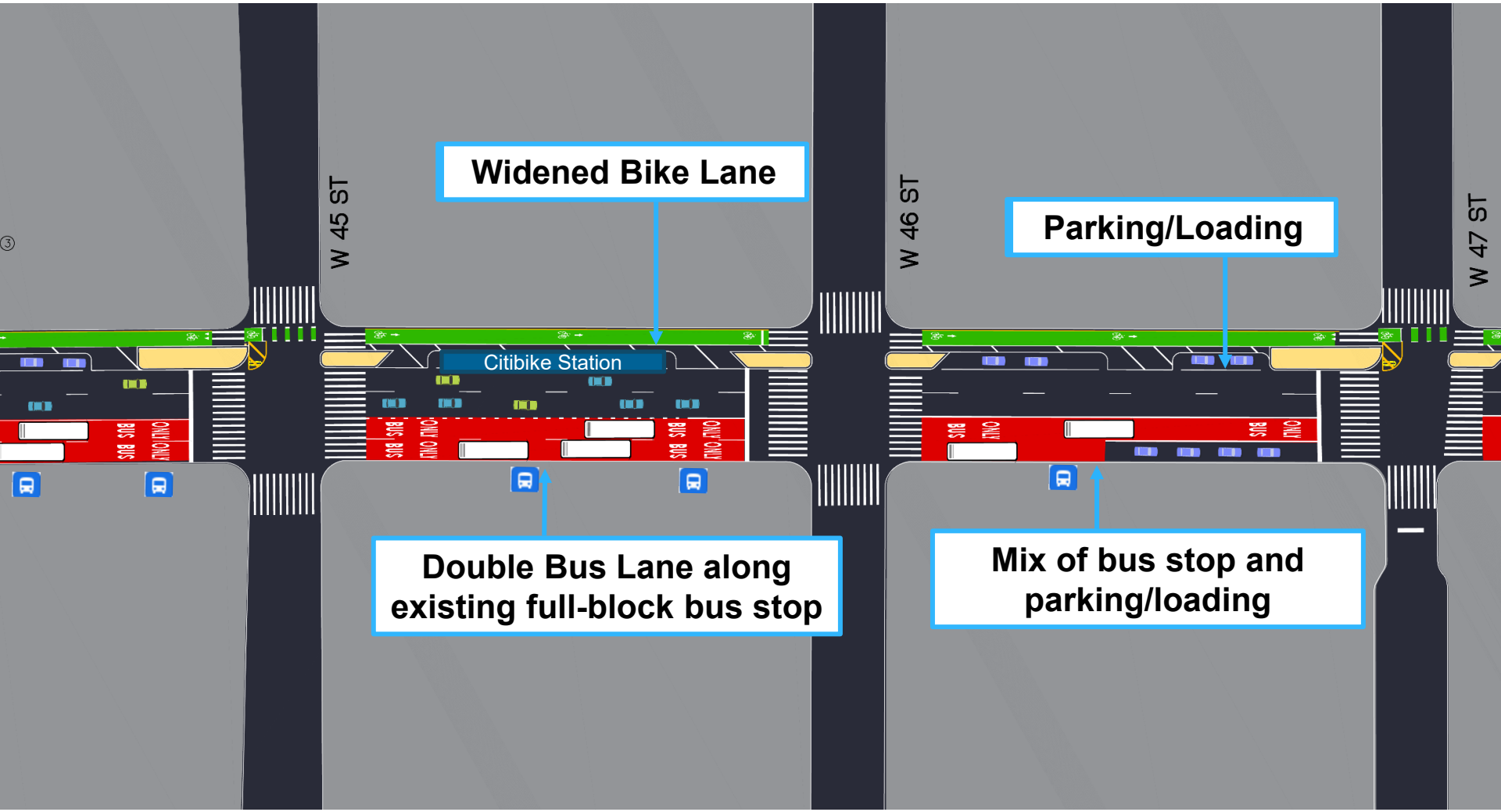
Typical Block: 45th St to 47th St



Intersection Safety and Public Realm Improvements

Intersection improvements:

- Rubber speed bumps for left-turn calming
- Widened painted pedestrian spaces

Public realm improvements:

- Bike corrals and planters where feasible

Left-turn calming treatments proposed at:

- 15th St
- 16th St (turning onto 6th Ave)
- 17th St
- 19th St
- 21st St
- 25th St
- 31st St
- 41st St
- 43rd St
- 45th St
- 47th St
- 49th St
- 51st St
- 55th St

Proposed Bus Stop Removals for Faster Service

Bus speeds and reliability can improve with bus stop consolidations to reduce the amount of times buses need to pull over to pick up/drop off passengers

To improve stop spacing and travel speeds, the following stop removals are proposed:

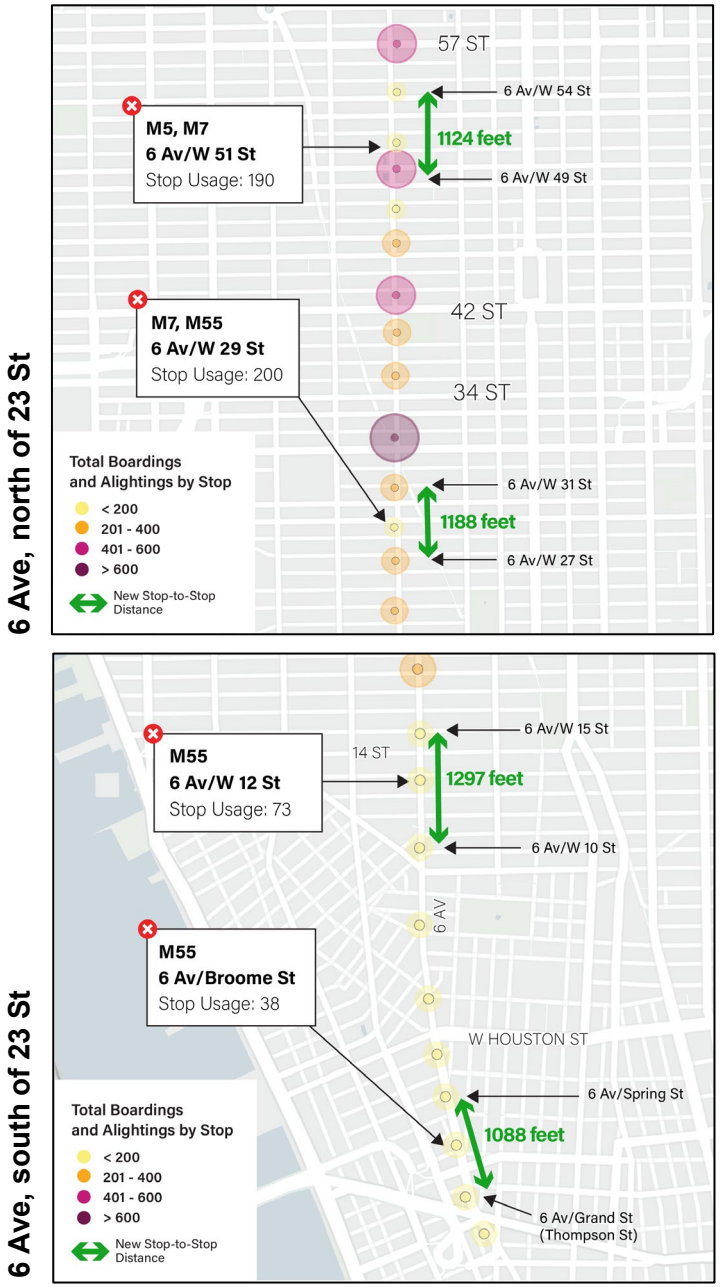
- 6th Ave/Broome St
- 6th Ave/12th St
- 6th Ave/29th St
- 6th Ave/51st St

All the proposed stops removals have:

– A total stop usage of 200 or less on an average weekday.

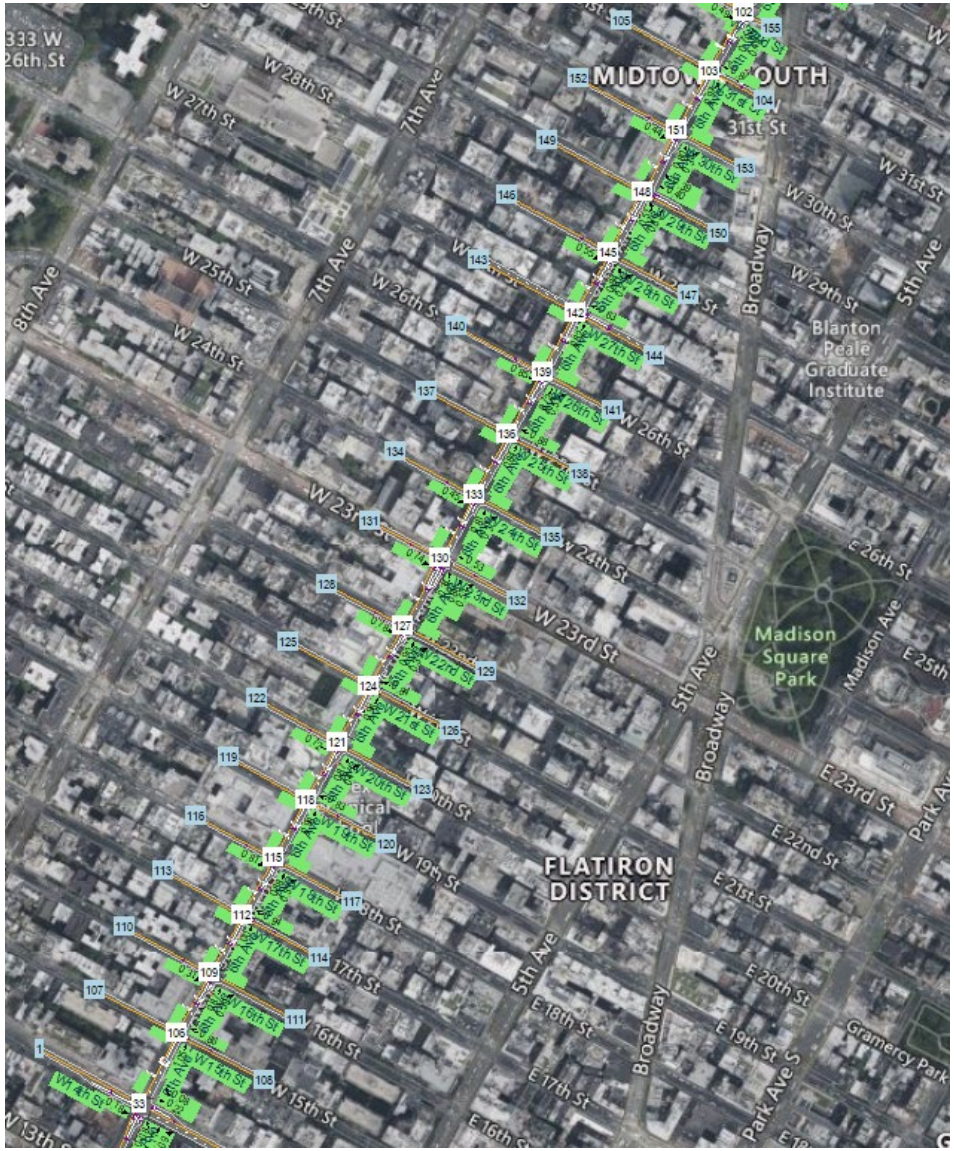
– After removal, the remaining stop distance between the previous and next stop will be approx.1088 to 1297 feet (4-5 blocks), which is within the guideline stop spacing for local routes.

*October 2025 Average Weekday Ridership, MTA



Traffic Analysis

- DOT collected existing traffic and pedestrian volumes at every intersection along the project corridor extents to model traffic patterns during both the AM and PM peak periods
- Traffic analysis takeaways:
  - Existing peak volumes are 750-1000 vehicles per hour, which can be accommodated in two travel lanes
  - Congestion pricing has reduced traffic volumes in the congestion zone by 11%
  - With the combination of reduced volumes from congestion pricing and signal timing optimizations, DOT expects the proposed design to maintain baseline levels of traffic flow
  - DOT will continue to monitor traffic flow post-implementation to make to signal timing and other adjustments
  - Design adjustment: the design proposes for the bus lane to begin north of Watts St to allow for improved traffic flow for vehicles trying to access the Holland Tunnel based on traffic model



Curb Management

- DOT will be exploring updates to metered parking regulations to improve commercial vehicle access and provide more turnover for passenger vehicles
- On all currently metered and any newly metered blockfaces:
  - A mix of 1-hour and 3-hour commercial metered parking during the day and early evening, followed by passenger metered parking in the evenings/nights on weekdays
  - A mix of commercial and passenger regulations on Saturdays
  - Exception from 14th to 23rd St: as part of the meterless pilot program, there will be no new passenger regulations added, and will stay commercial only

Summary and Next Steps

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Next Steps

Spring/Summer 2026:

- Implementation of bike lane widening between 13th St and 32nd St (in progress)
- Present bus lane and new bike lane widening proposal to community boards

Fall 2026:

- Begin implementing bus lanes along 6th Ave, along with bike lane widening from 35th to 59th St

2026-2027:

- Project monitoring

Thank You!

Questions?

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