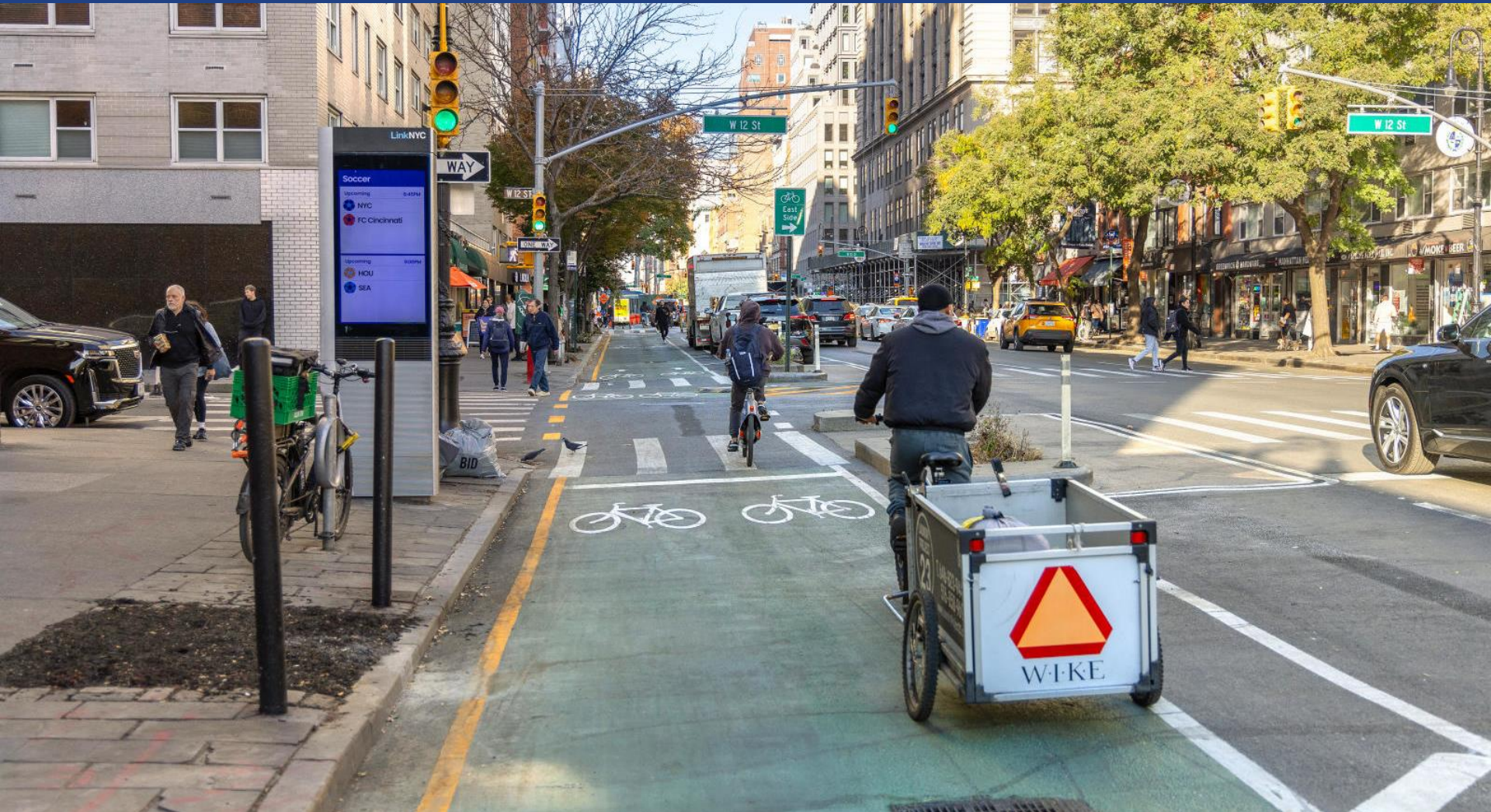


6th Ave Protected Bike Lane and Bus Priority Improvements

Presentation to Community Board 2 Traffic & Transportation Committee

June 30, 2026



Agenda

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

Background and Context

1

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



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



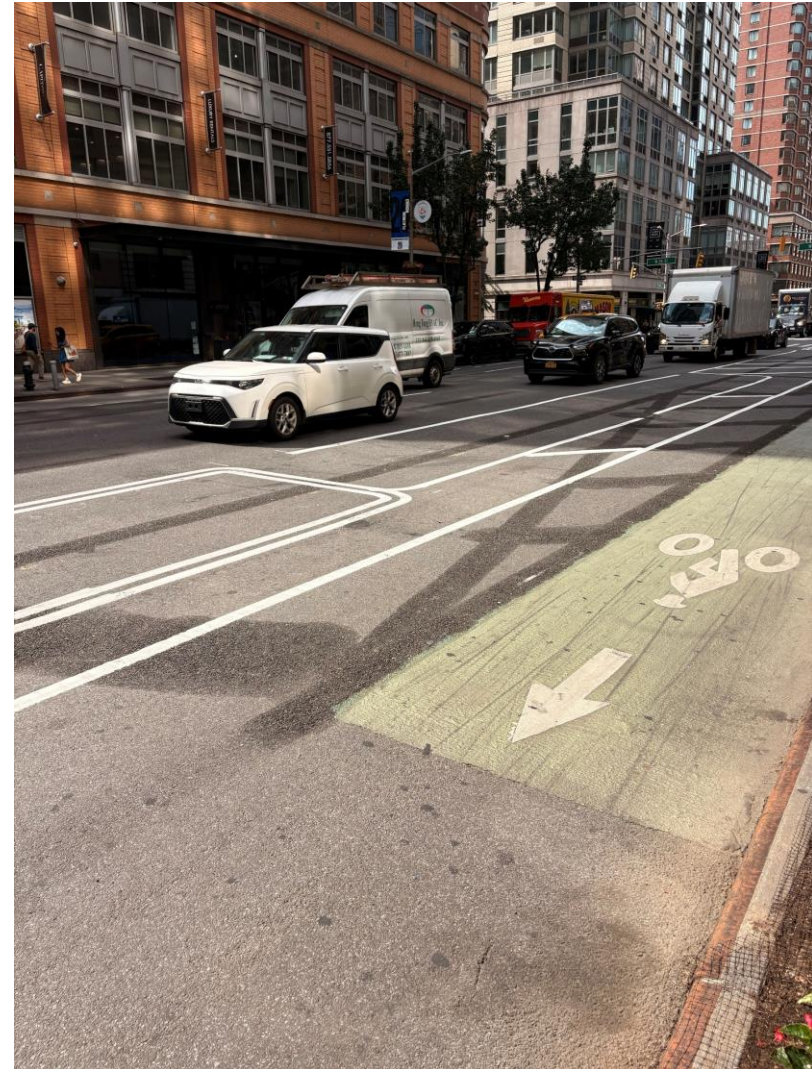
- Extend bike lane widening to accommodate growth in cycling
 - 35th to 59th St
- Offset bus lanes to improve bus speeds and reliability throughout the corridor
 - Watts St to 32nd St, 38th to 40th St, 46th to 48th St, 51st to 52nd St, 56th to 58th St
- Double bus lanes on blocks with full length bus 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



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

2

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

Local & Express Bus Speeds October 2025 | PM Peak (3-7pm)

*Uses M55, M7, SIM1C, SIM3C, SIM10, X27, and X28 data.



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

6th Ave Bus Ridership

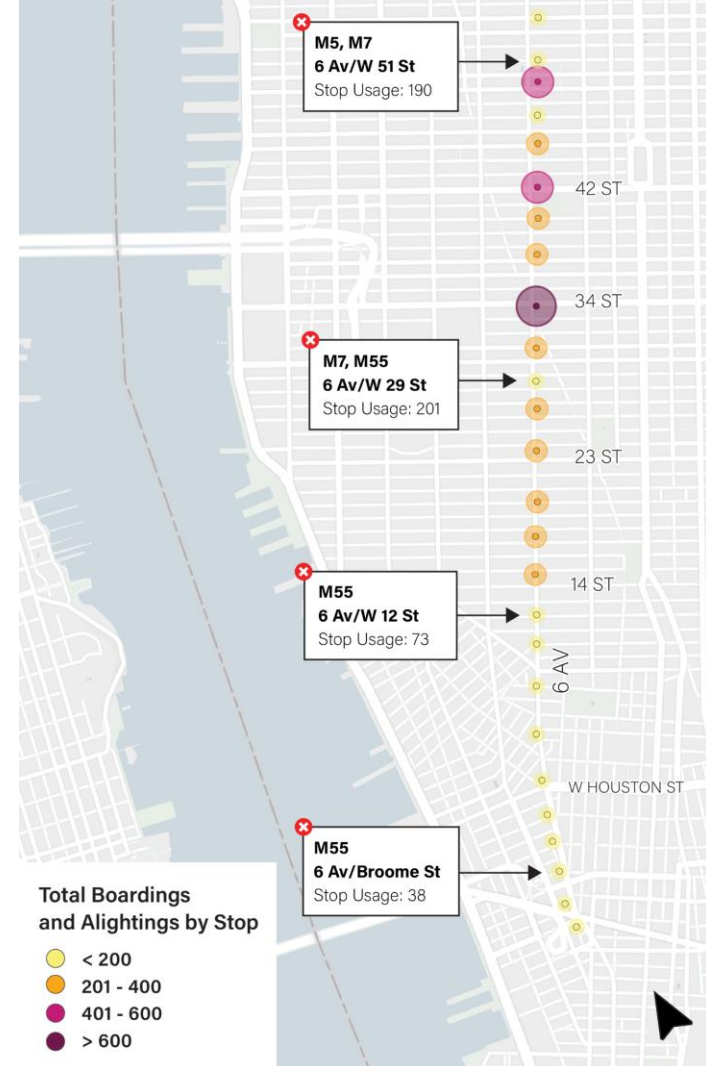
Average weekday ridership* in the study area is approximately 6,700 Local/Express boardings and 7,500 Local/Express alights.

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.

Local Routes Stop Level Ridership & Proposed Removals

October 2025 | Weekday Average

*Uses M5, M7, M21, and M55 route ridership data.



*October 2025 Average Weekday Ridership, MTA

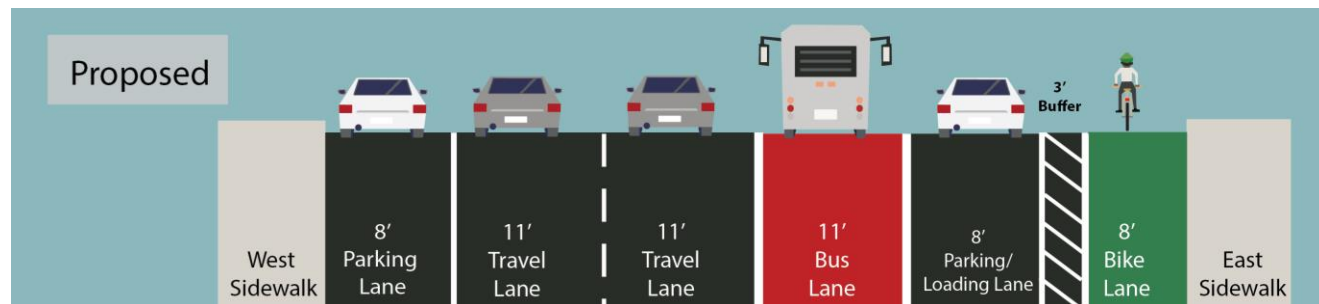
Proposal

3

Proposed Design: Watts St to W Houston St

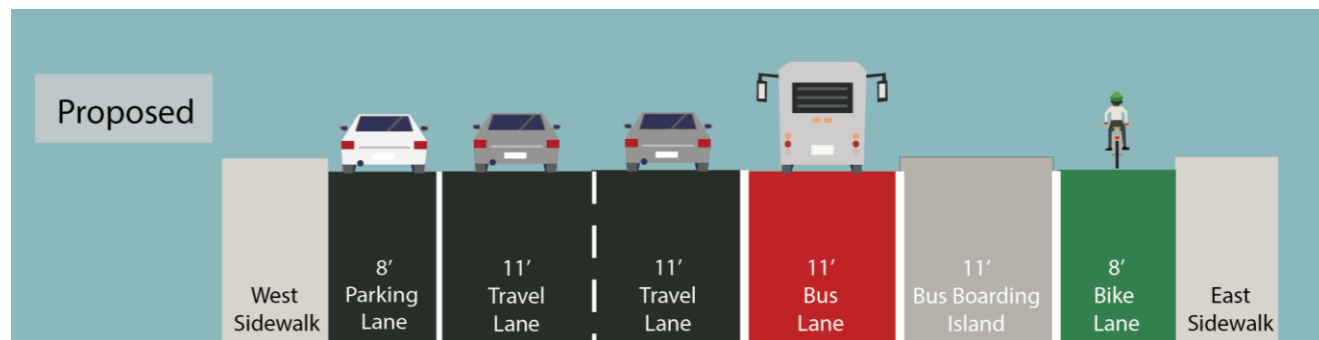


- Convert right travel lane to offset bus lane
- Maintain existing curb access

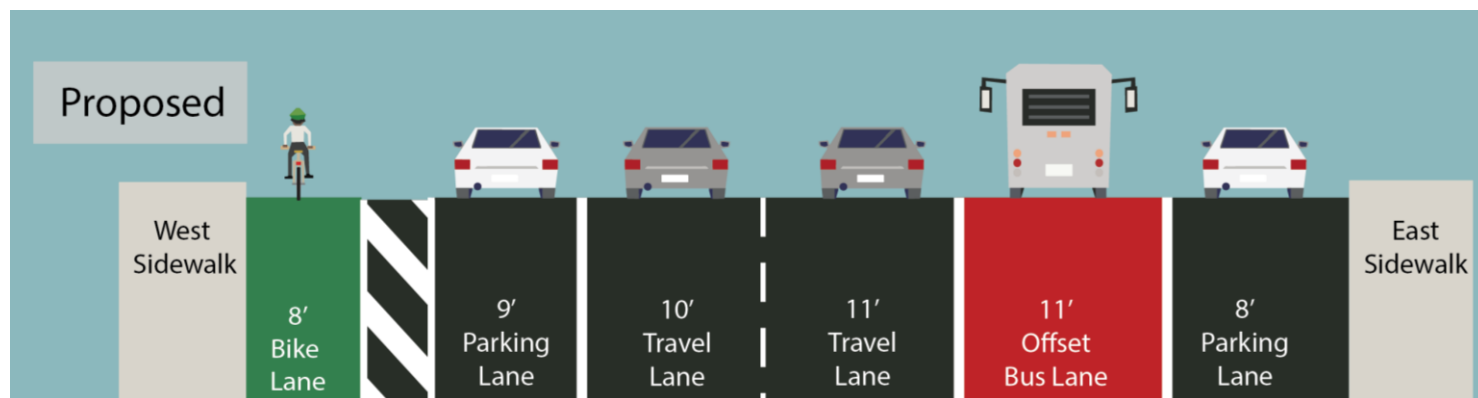
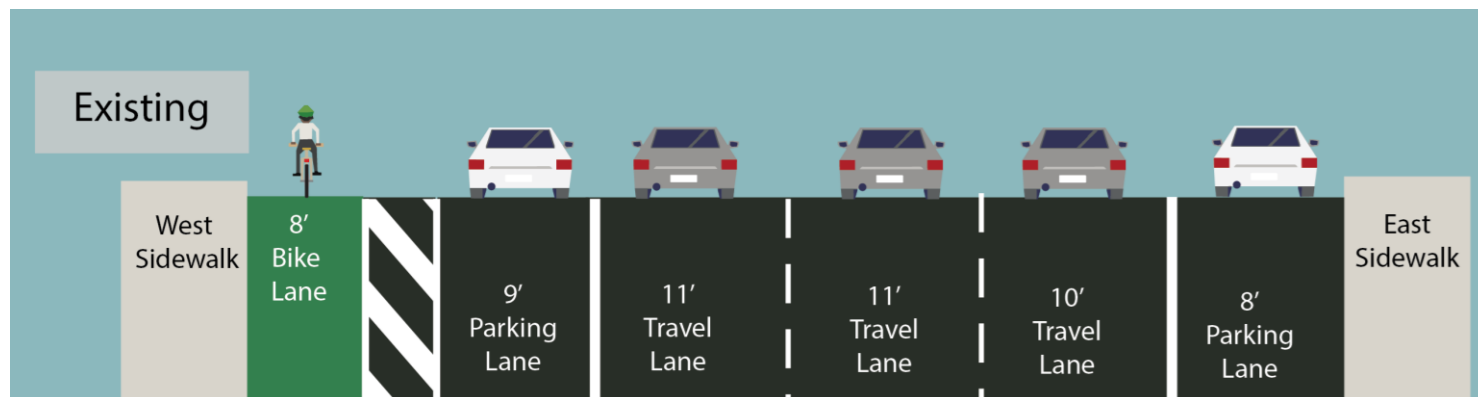


Bus Boarding Island locations:

- Broome St (pending)
- Spring St (existing)
- Prince St (existing)



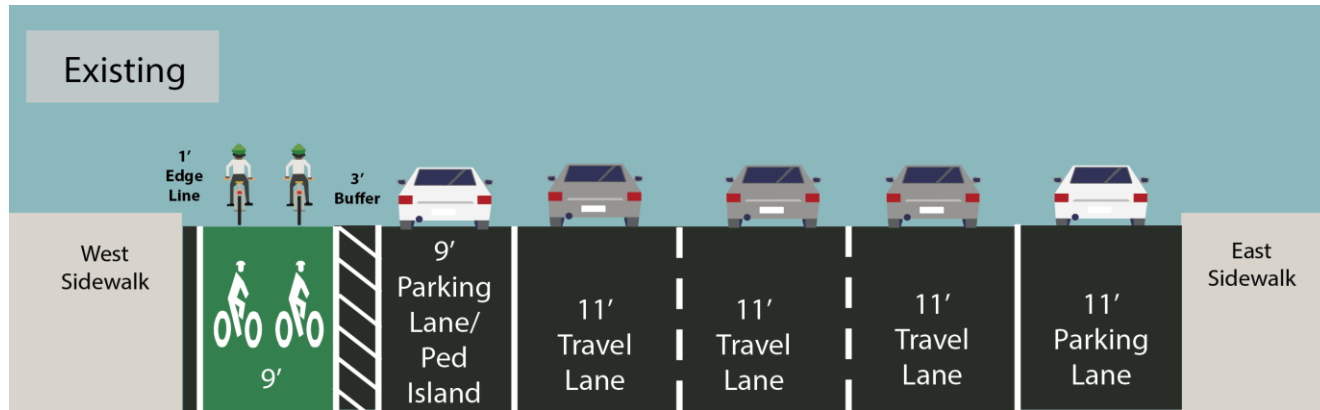
Proposed Design: W Houston to 8th St



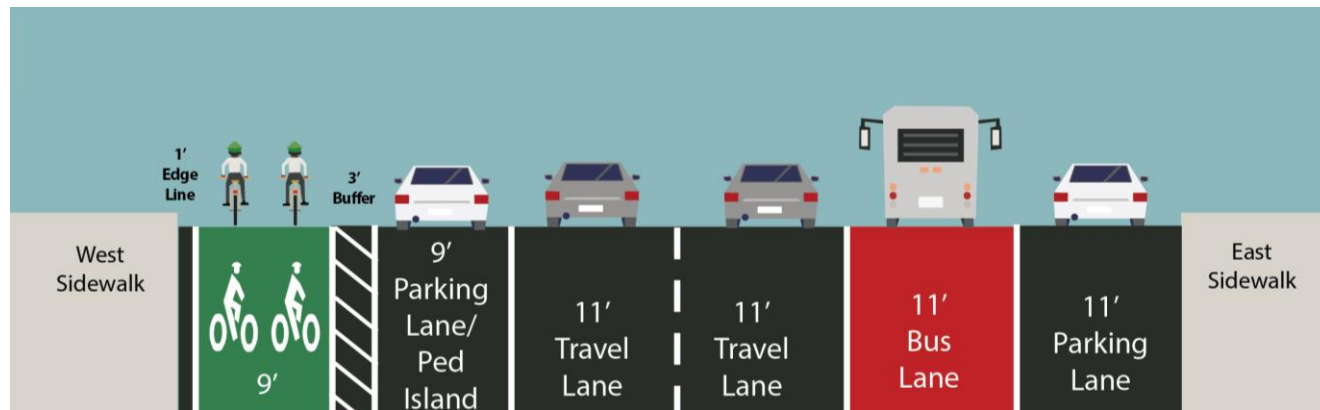
- Convert right travel lane to offset bus lane
- Maintain existing curb access

Proposed Design: 8th to 13th St

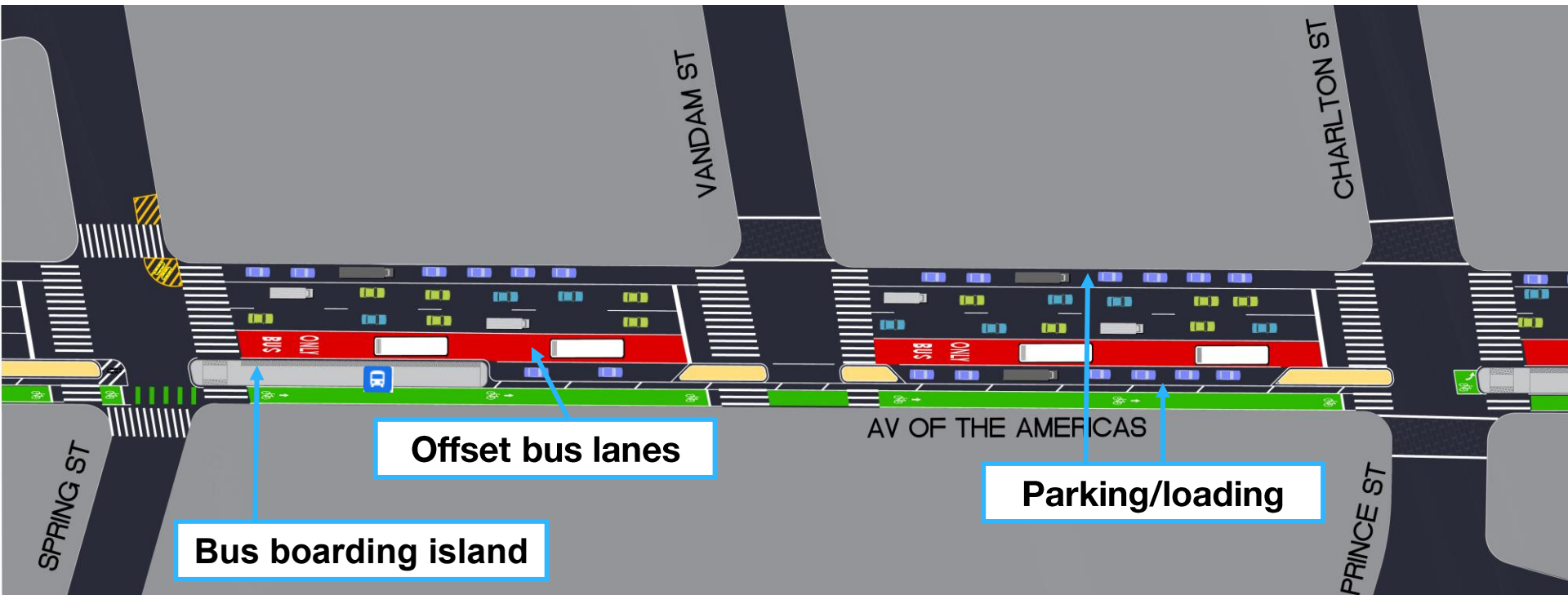
Widened Bike Lanes with Offset Bus Lanes



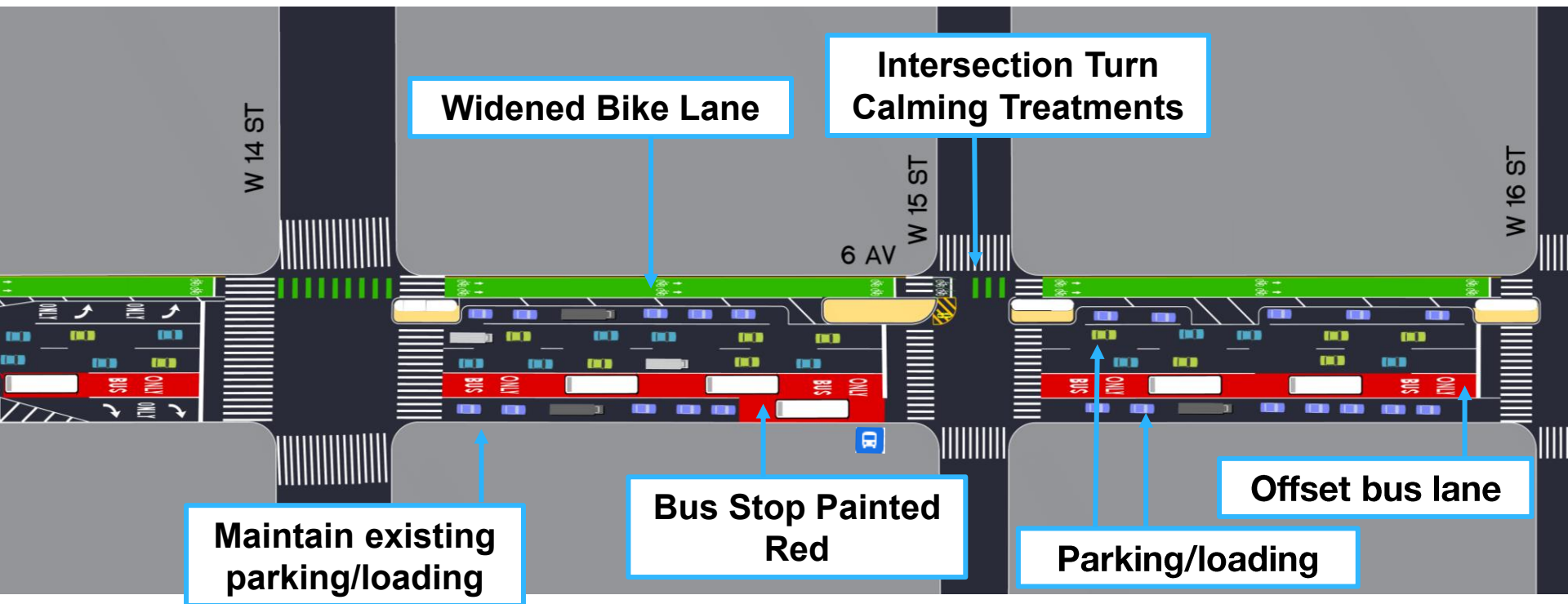
- Bike lanes widened in 2024
- Convert right travel lane to offset bus lane
- Maintain existing curb access



Typical Block: Spring St to Charlton St



Typical Block: 14th St to 17th 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:

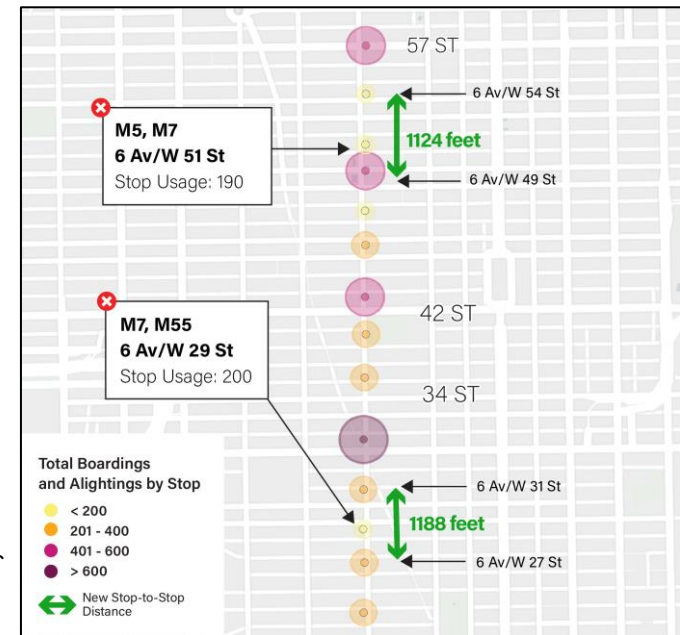
- 6th Ave/Broome St
- 6th Ave/12th St
- 6th Ave/29th St
- 6th Ave/51st St

All the proposed stops removals have:

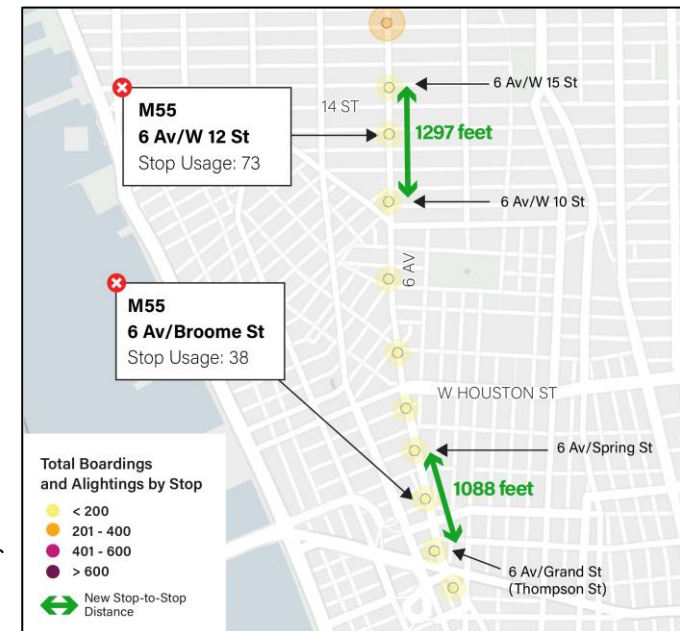
- A total stop usage of 200 or less on an average weekday.
- After removal, the remaining stop distance between the previous and next stop will be approx. 1088 to 1297 feet (4-5 blocks), which is within the guideline stop spacing for local routes.

*October 2025 Average Weekday Ridership, MTA

6 Ave, north of 23 St

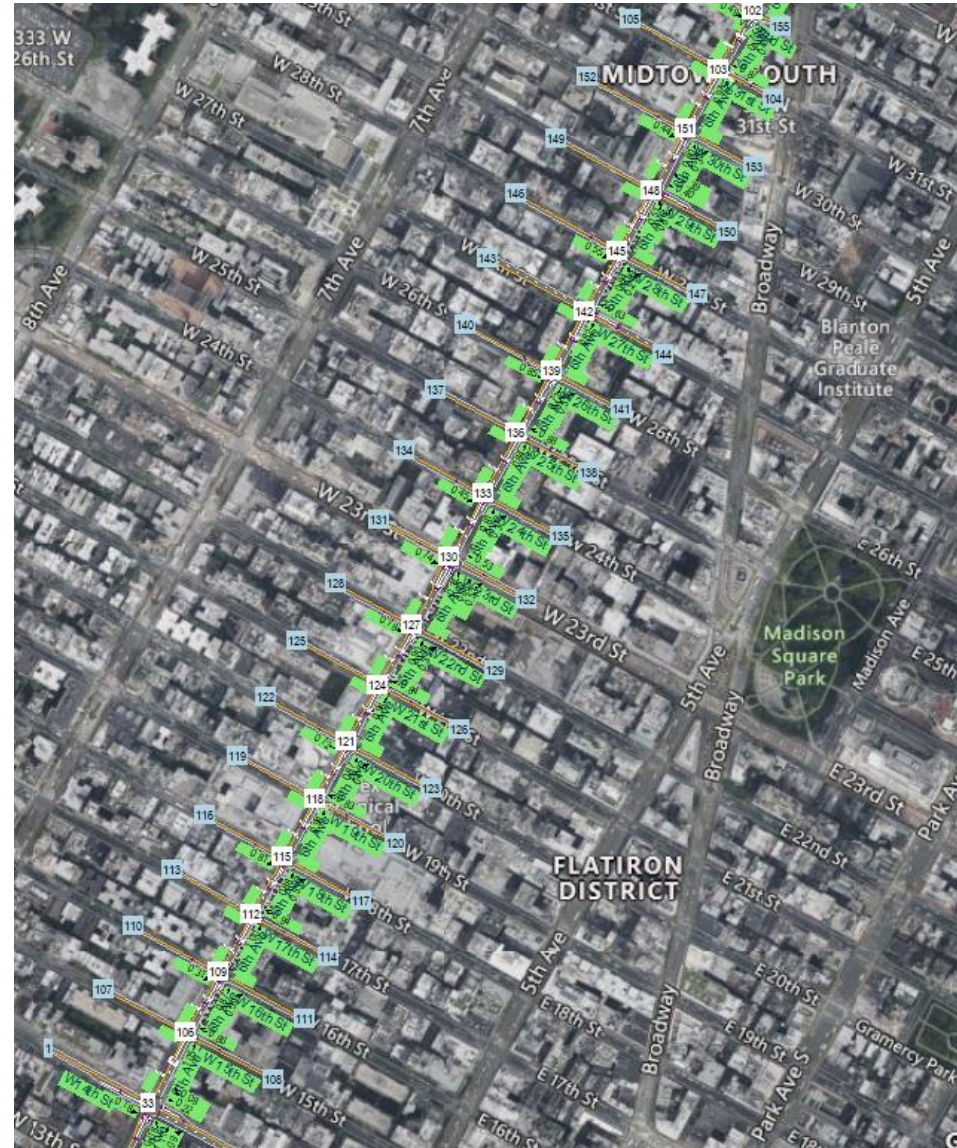


6 Ave, south of 23 St



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

4

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?



NYC DOT



NYC DOT



nyc_dot



NYC DOT