



6th Ave, 14th St – 35th St

Protected Bike Lane Upgrades

Presented by New York City Department of Transportation to
Manhattan Community Board 5 Transportation & Environment Committee on February 24, 2025



Overview

Background

- Project Area
- Issues
- Safety

Proposal

- Existing
- Proposal
- Intersection Treatments

Summary & Next Steps

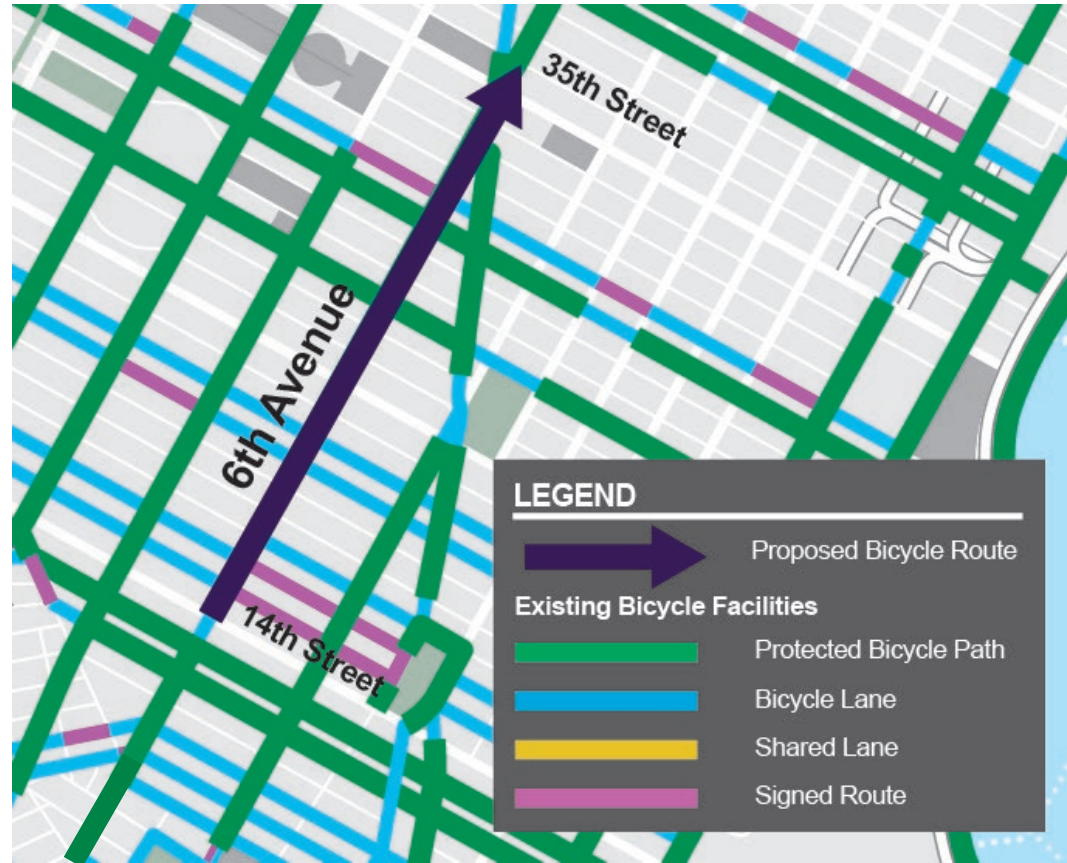


Background



Project Area

- Standard bike lane installed in 1978
- Protected bike lanes installed in 2016
- Bike Volumes Increasing
 - Weekday: 4,070 (2024)
3,375 (2019)
 - Weekend: 2,357 (2024)
1,527 (2019)
- 6th Ave has three moving lanes south of 13th St and three moving lanes north of 35th St
- Presents an opportunity for travel lane removal



Previous Work



- 2016: install of protected bike lane on 6th Ave between 8th St and 33rd St
- 2020: install of protected bike lane on 6th Ave between 35th St and Central Park
- 2022: install of protected bike lane on Church St and 6th Ave between Barclay St and Lispenard St
- 2024: install of wide protected bike lane on 6th Ave between Lispenard St and 13th St

Issues: Bike Lane Congestion

- Increasing bike volumes lead to conflicts and delay
- Greater use of e-bikes and mopeds result in larger speed differentials and more passing in bike lane
- Wider cargo bikes and trailers leave less room for passing



Safety

6th Ave, 14th St – 35th St Crash History 2019-2023

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	105	17	2	19
Bicyclist	87	2	1	3
Motor Vehicle Occupant	143	6	1	7
OM	10	0	0	0
Total	345	25	4	29

- 28.1 Killed or Severely Injured (KSI) per mile puts the corridor in the top 10% of dangerous corridors in Manhattan



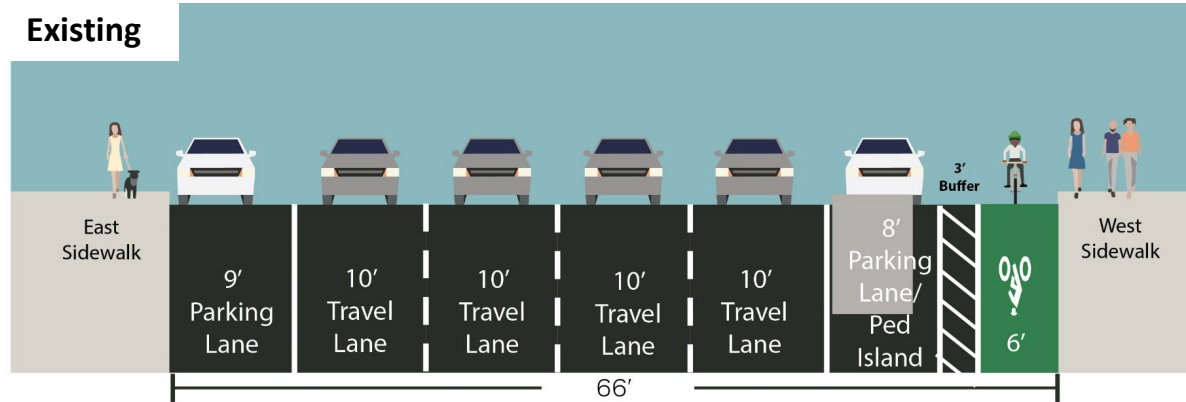
Proposal

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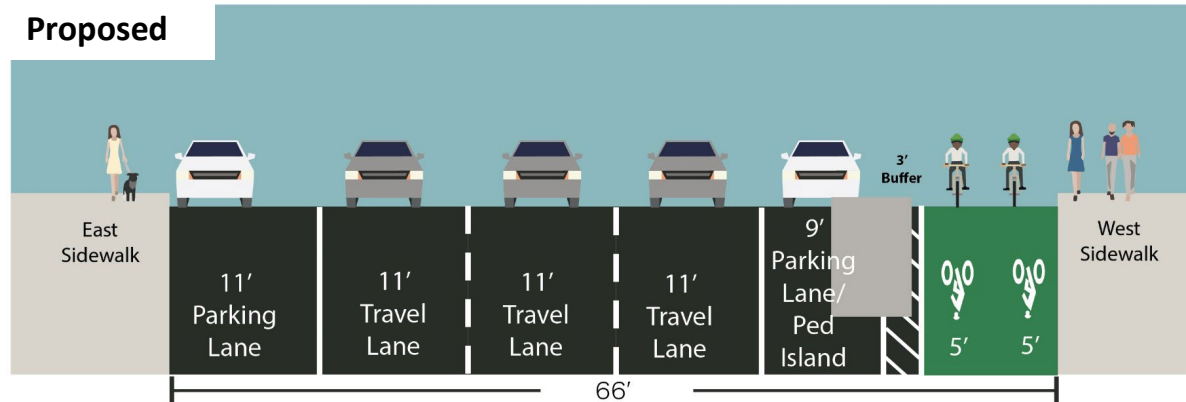
Proposed Design: 14th St to 31st St

- Extra width in bike lane allows safe passing and wider vehicles
- Wider bike lane provides more distance between passing bikes and pedestrians on the sidewalk
- Street converted from 4 to 3 lanes
- Design implemented on 6th Ave between W 9th St and W 13th St in 2024

Existing



Proposed



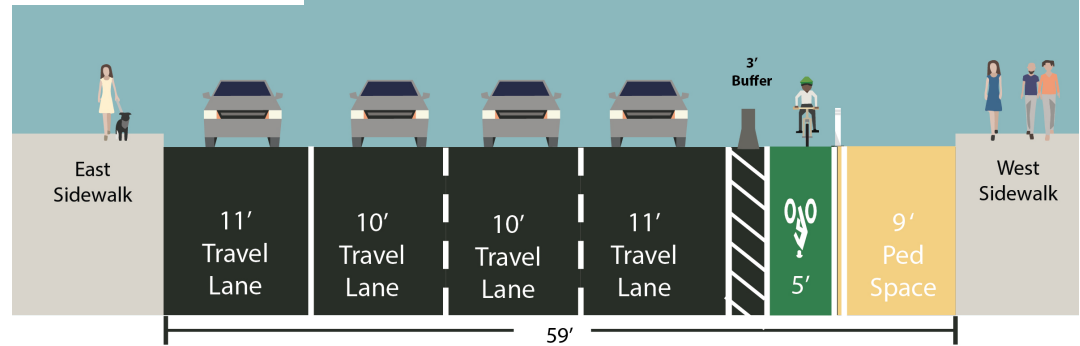
Proposed Design: 14th St to 31st St



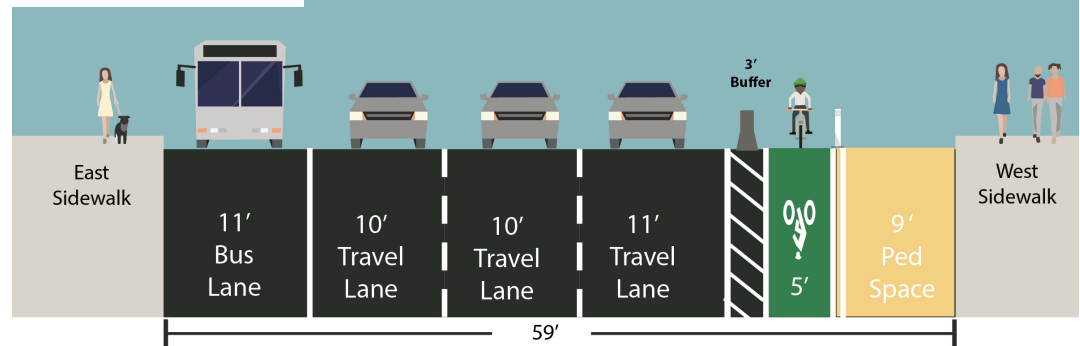
Proposed Design: 31st St to 35th St

- Between W 31st St and W 35th St 6th Ave has four moving lanes
- North of W 35th 6th Ave has 3 moving lanes and bus lane
- Proposal converts moving lane on east curb of 6th Ave to a bus lane between W 31st St and W 35th St

Typical Existing



Typical Proposed



Proposed Design: 31st St to 35th St



Existing: 6th Ave at 34th St



Proposed: 6th Ave at 38th St

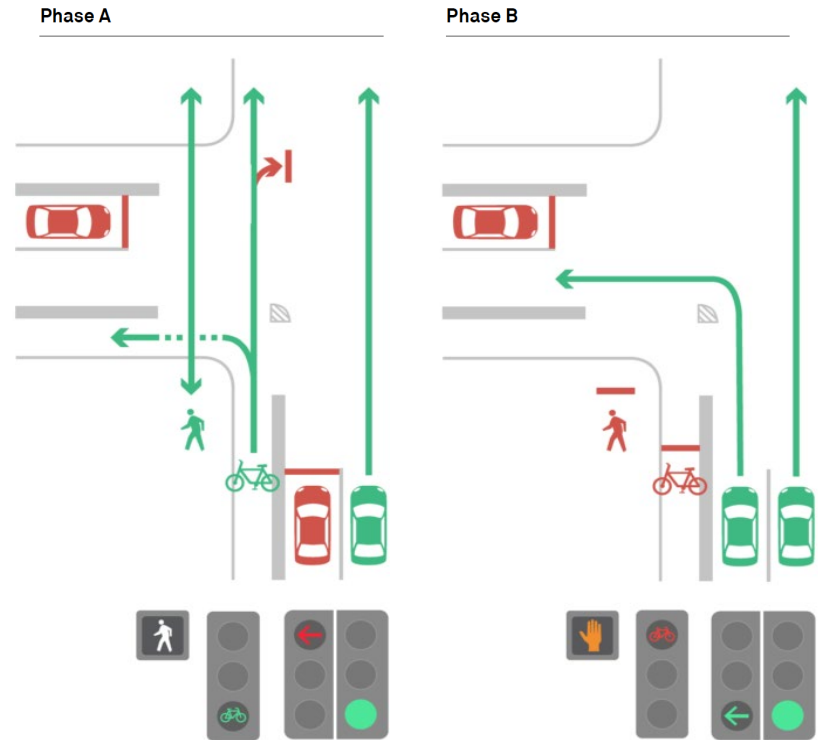
Intersection Improvements: Offset Crossings



- Left turns at mixing zones will be upgraded to offset crossings
- Offset crossings are equally safe designs, but feel more comfortable for people biking

Intersection Improvements: Split Phase Signal

- Fully splits crossing pedestrians from turning vehicles
- Permits non-conflicting thru movements during pedestrian phases
- Turns only allowed during green arrow phase
- Proposed location: W 29th St



Source: NACTO
Don't Give Up at the Intersection

Summary & Next Steps

Summary/Benefits

- Proposed protected bike lane widening accommodates higher bike volumes and mix of wider and faster bikes
- Reduction from four to three moving lanes conforms with roadway outside project limits
- Intersection improvements add clarity to turning movements while maintaining safety

Next Steps

- Implementation in Spring 2025



Thank You!

Questions?



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