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THE CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD SIX
211 EAST 43RD STREET, SUITE 1404
NEW YORK, NY 10017

VIA E-MAIL

September 11, 2026

Demetrius Crichlow
President
MTA New York City Transit
2 Broadway
New York, NY 10004-2207

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

Resolution in support of a Rapid Bus Corridor on First and Second Avenues

At the September 9, 2026 Full Board meeting of Manhattan Community Board Six, the Board adopted the following resolution:

WHEREAS, reliable, frequent, and accessible bus service is essential to the mobility of Manhattan residents, workers, students, seniors, people with disabilities, and visitors;

WHEREAS, the M15 corridor on First and Second Avenues serves the East Side of Manhattan, has long been recognized as among the busiest bus corridors in the United States, and is currently New York City's busiest bus route;¹

WHEREAS, riders on the M15 and M15 Select Bus Service experience delays caused by traffic congestion, blocked bus lanes, long boarding times, and inconsistent travel speeds with an average all-day speed of only 7.9 miles per hour;²

WHEREAS, a July 2026 plan by Mayor Mamdani and Governor Hochul proposes five Rapid Bus Corridors—one in the Bronx, one in Queens, two in Brooklyn, and one spanning Brooklyn and Queens—as well as speed improvements across 50 priority bus corridors citywide, five of which are the Rapid Bus Corridors;³

¹ <https://www.mta.info/agency/new-york-city-transit/ridership/2025>

² <https://www.mta.info/press-release/mta-and-transit-advocates-call-bus-camera-enforcement-expansion-be-included-final>

³ <https://www.nyc.gov/html/dot/downloads/pdf/next-stop-fast-buses-better-service-overview.pdf>

WHEREAS, despite the importance and exceptionally high ridership of the M15 corridor, First and Second Avenues are not included among the proposed Rapid Bus Corridors;

WHEREAS, improving bus service on First and Second Avenues would advance transportation equity, reduce travel times, improve access to jobs, schools, health care, and cultural institutions, and provide a practical alternative to private automobile trips;

WHEREAS, a Rapid Bus Corridor could incorporate proven bus-priority measures, including stronger enforcement against vehicles blocking bus lanes and bus stops, increased bus service, center-running dedicated bus lanes, accessible bus boarding islands, all-door boarding, off-board fare collection where feasible, and traffic-signal coordination that prioritizes buses;

THEREFORE BE IT RESOLVED that Manhattan Community Board Six calls upon the City of New York, the Metropolitan Transportation Authority, and the New York City Department of Transportation to expeditiously designate First and Second Avenues as a Rapid Bus Corridor in Manhattan;

BE IT FURTHER RESOLVED that Manhattan Community Board Six urges that this corridor include, where appropriate and feasible:

- Dedicated, physically protected, and enforced bus lanes;
- Center-running bus lanes and accessible boarding islands at suitable locations;
- Increased M15 and M15 Select Bus Service frequency, particularly during peak periods;
- All-door boarding and other measures that reduce dwell time at stops;
- Bus-priority traffic-signal coordination and other operational improvements;
- Enhanced camera-based and on-street enforcement of blocked bus lanes and bus stops;
- Safe pedestrian crossings, accessible station design, and protection for people walking, cycling, and using mobility devices; and
- Community outreach and transparent reporting on bus speeds, reliability, ridership, safety outcomes, and local impacts.

VOTE: 42 In Favor 1 Opposed 0 Abstention 0 Not Entitled

Best regards,



Sandra McKee
Chair, Manhattan Community Board Six

Cc: Hon. Brad Hoylman-Sigal, Manhattan Borough President
Hon. Julie Menin, Speaker, New York City Council
Hon. Harvey Epstein, Council Member
Hon. Virginia Maloney, Council Member
Jason Froimowitz, Chair, CB6 Transportation Committee