3rd Ave, E 96th St to E 128th St

Complete Street Review

Presented to Manhattan Community Board 11 on June 13, 2024

NEW YORK CITY DOT

Background

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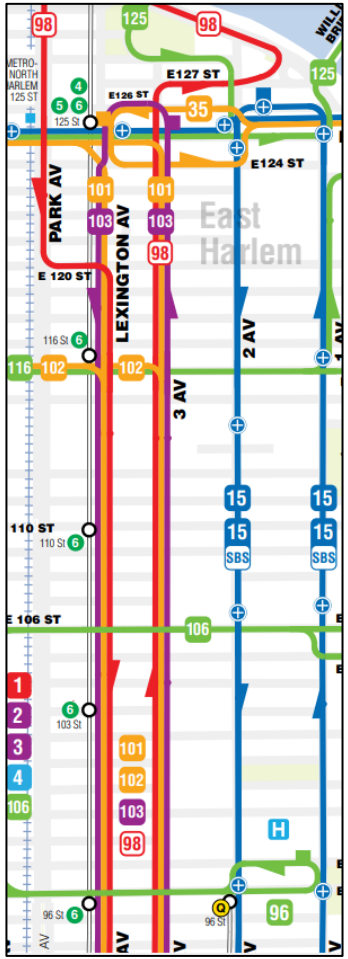
Past Improvements

- Northbound protected bike lane installed on 3rd Ave between 59th and 96th St in 2023
- Dedicated bus lane installed on 3rd Ave between 59th St and 96th St in 2023

Transit

- Served by M98, M101, M102, M103 local bus routes as well as BxM1, BxM6, BxM7, BxM8, BxM9, BxM10, and BxM11 express bus routes
    - Combined **70,000 average weekday riders**, including 17,000 on this section of the corridor
- **150+ buses** along 3rd Avenue during peak period
- Peak hour bus speeds as slow as **4.8 mph**
- Critical northbound service with connections to M35, M60 SBS, M96, M106, M116, M125

M103 Bus Stop



Safety

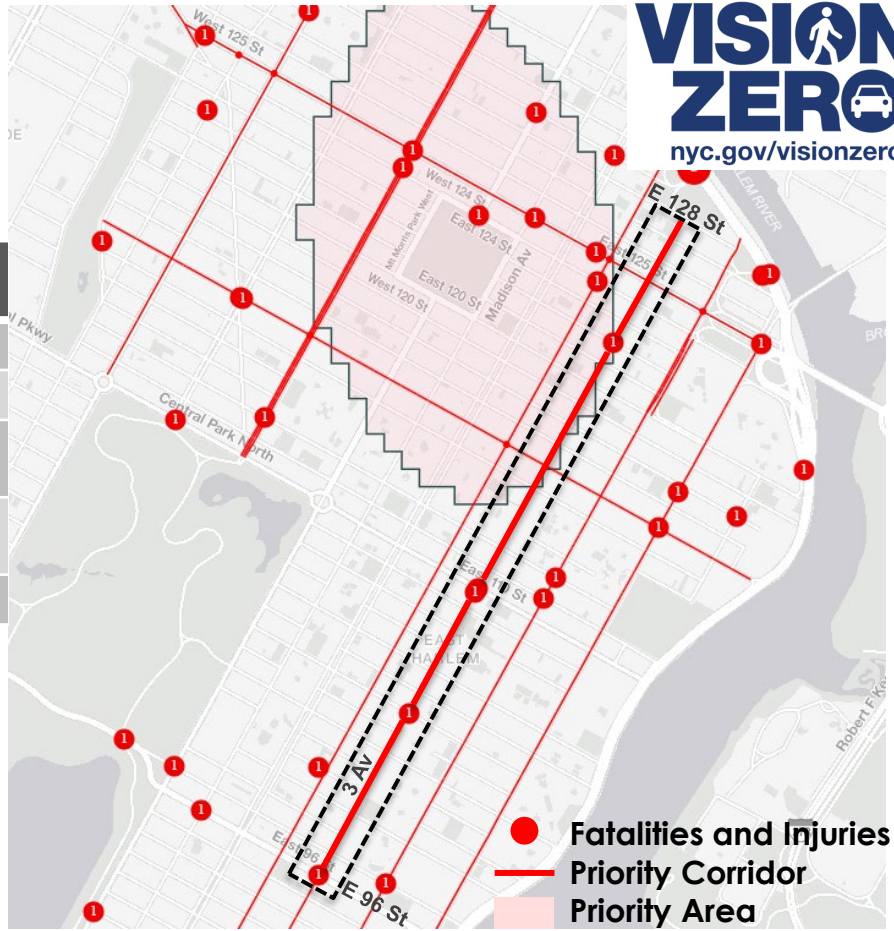
Project

Injury Summary, 2019-2023 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	112	18	5	23
Bicyclists	85	14	0	14
Motor Vehicle Occupant	224	9	0	9
Other Motorized	9	0	0	0
Total	430	41	5	46

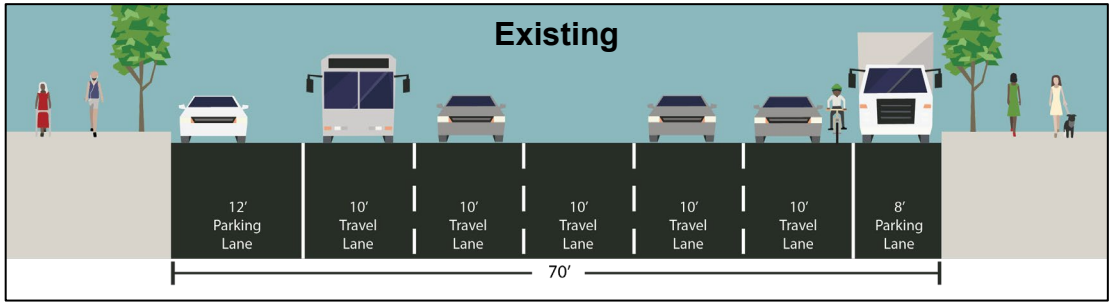
Fatalities, 01/01/2019 – 01/01/2023: 5

- **Pedestrian fatalities** at 96th St, 104th St,110th St and 122nd St
- **Vision Zero** Priority Corridor
- Ranked in **top 10%** of Manhattan streets for **people killed or seriously injured (KSI)**



Existing Conditions

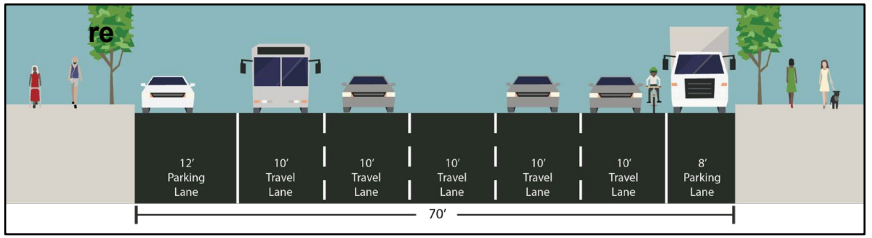
- Dense commercial and residential uses
- 70 ft. roadway with 5 vehicular travel lanes
  - Long pedestrian crossing distances
  - Excess vehicular capacity at peak hours
- Heavily used by pedestrians, bus riders, and cyclists
  - No dedicated space for buses
  - No dedicated space for cyclists

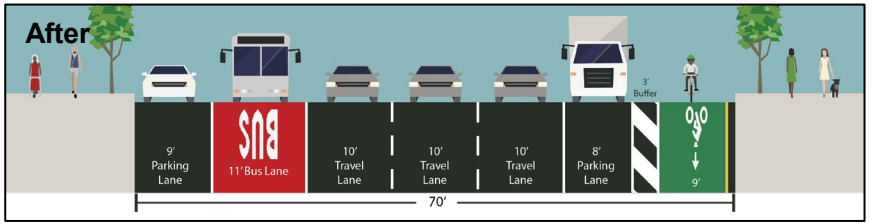


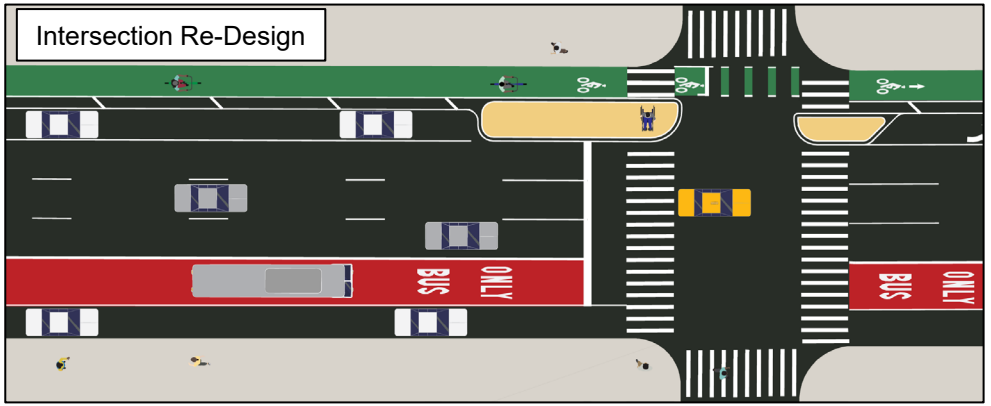
3rd Ave, E 59 St to E 96 St

In 2023, NYC DOT implemented a **Complete Streets** re-design of 3rd Ave from E 59 St to E 96 St

- Reduced vehicular travel lanes from 5 to 3
- Added offset pedestrian islands
  - Shortened crossing distances
  - Improved visibility of pedestrians and cyclists for turning vehicles
- Added dedicated bus lane
- Added parking protected bicycle lane
  - Minimal parking impact







Benefits of Complete Street Treatments

Case Studies

Columbus Avenue, 77th St to 96th St

- Crash data from before and after the installation of a protected bicycle lane and pedestrian crossing islands resulted in a **27% reduction in total crashes** with injuries for all road users

125th St, Amsterdam Ave to 2nd Ave

- Implementation of dedicated bus lanes and M60 Select Bus Service resulted in up to **33% reduction in bus travel** times on 125th St and **11% reduction in traffic injuries**

Questions for the Community

- How do you currently travel along 3rd Ave?
  - What time of day is busiest?
  - How often are you on the corridor?
- Where does it feel uncomfortable to walk/cross the street?
  - Are there sidewalk pinch points we should know about?
- Where along the corridor do you see traffic?
  - Speeding?
  - Aggressive turning traffic?
- Where do you ride a bike? Or see people riding on the street?
- Where do you see trucks/vans double parking?
- Are the existing bus stops serving you well?
  - Are they accessible?
  - Do they have adequate amenities?
- How is bus service along the corridor?
  - Are buses reliable?
  - Do buses move quickly?
- At which specific intersections/locations would you particularly like to see improvements?
- What else would you like us to know about the corridor?

Thank You!

Questions?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Appendix

Safety Improvements on Complete Streets

Protected bike lanes benefit all street users:

Crashes with Injuries
Down 15%

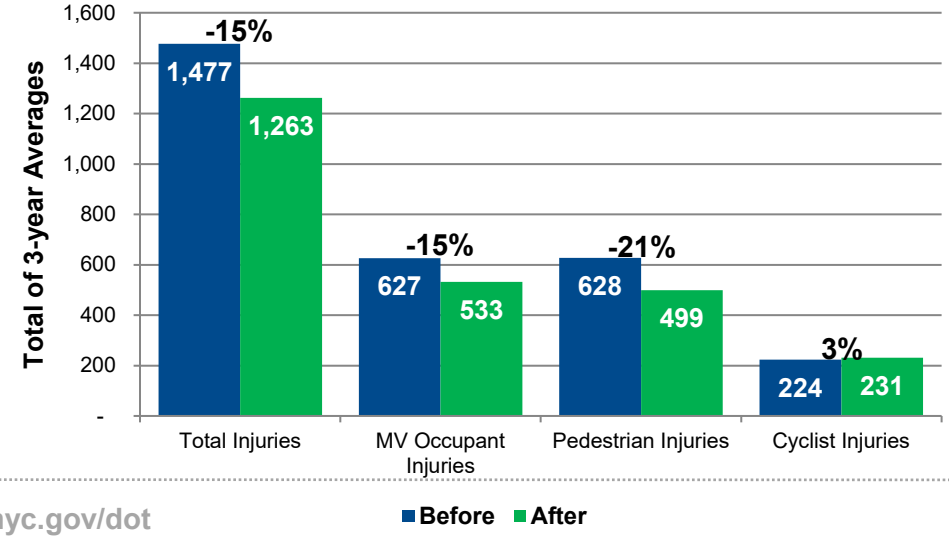
Motor Vehicle Occupant Injuries
Down 15%

Pedestrian Injuries
Down 21%

Injuries to cyclists increase only 3%, despite a **61% increase in bike volume increase**

Protected Bike Lanes

Before and After Crash Data, 2007 - 2017

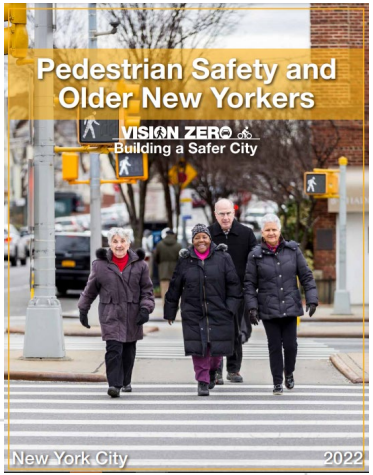


Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed.
Source: NYPD AIS/TAMS Crash Database

Pedestrian Safety and Older NYers (2022)

Key Findings:
- Seniors make up less than 15% of New York City's population, but over 45% of pedestrian fatalities

Crash Analysis:
- About 90% of both senior and non-senior adult injuries occur at intersections; 72% of injury crashes occur at signalized intersections



Previous Work:
- Since 2010, the NYC DOT has completed over 900 street improvement projects
- 300 Street Improvement Projects in Senior Pedestrian Focus Areas since 2009

Protected Bike Lanes:
- On streets with protected bike lanes, seniors saw a **39% decrease in KSI and a 22% drop in overall injuries.** Non-senior adults saw a **24% drop in KSI and 9% drop in overall injuries**.

- **Commonly-used road treatment benefits all adults, it especially improves conditions for seniors.**

Safety Treatment Effectiveness

Treatment Name & Safety Features	Senior Pedestrian Injuries	Senior Pedestrian KSI	Non-Senior Adult Pedestrian Injuries	Non-Senior Adult Pedestrian KSI
Protected Bike Lanes	22%	39%	9%	24%

Existing Vehicle Volumes Along the Corridor

intersection	AM Left Turn	AM Through	PM Left Turn	PM Through
96 St	105	633	50	872
97 St	71	619	68	977
99 St	45	759	57	1109
101 St	47	968	23	1425
102 St	44	800	85	1241
103 St	28	777	35	1207
105 St	30	765	49	1107
106 St	31	725	34	1072
107 St	33	834	38	1230
109 St	41	883	68	1278
111 St	73	911	102	1215
112 St	0	889	0	1218
115 St	87	916	103	1216
116 St	72	765	94	1137
117 St	50	845	82	1227
119 St	59	779	105	1145
121 St	67	740	80	1031
123 St	88	731	97	1015
125 St	75	310	107	317
126 St	70	319	99	275
127 St	50	12	41	16

Bus Speeds and Ridership

3 Av, 96 St - 116 St (M101, M102, M103)	
Time Periods	Weighted WKD Daily Average Speed
6:00-10:00	6.8
10:00-15:00	5.9
15:00-19:00	5.5
3 Av, 116 St - 125 St (M101, M103)	
Time Periods	Weighted WKD Daily Average Speed
6:00-10:00	5.9
10:00-15:00	5.1
15:00-19:00	4.8

Route	Route Type	Directly Impacted Ridership	Whole-Route Ridership
BXM1	EXP	752	1,451
BXM10	EXP	888	1,621
BXM11	EXP	689	1,090
BXM6	EXP	342	665
BXM7	EXP	1,313	2,491
BXM8	EXP	895	1,668
BXM9	EXP	920	1,949
M101	LTD/LCL	5,666	30,697
M102	LTD/LCL	3,030	15,506
M103	LTD/LCL	1,664	11,394
M98	LTD/LCL	778	1,802
Total non-EXP		11,138	59,399
Total EXP		5,799	10,935
Total		16,937	70,334

Benefits of Bus Lanes

- Improves bus speeds and reliability
- Calms traffic and improves traffic safety
- Allows emergency vehicles to bypass traffic

125th St / M60 SBS

Implementation of bus lanes and Select Bus Service resulted in

- Up to 33% reduction in bus travel times on 125th St
- 11% reduction in traffic injuries

Lexington Avenue, 96th-60th St

Shifting curbside bus lanes to offset resulted in:

- Up to 19% increase in bus speeds
- 24% reduction in traffic injuries

NYC Streets Plan (2021)

The NYC Streets Plan (response to LL195) calls on the DOT to expand the overall network coverage and connectivity by:

- **Equitable approach to planning, targeting Priority Investment Areas (PIAs) for street improvement projects**
- Build out the citywide PBL network
- Create safe neighborhood cycling network
- Reenergize the greenways program
- Expand bike parking options
- Improve enforcement of blocked bike lanes

3rd Ave is a Pedestrian and Cycling Priority Area for Future Investment