



# 3<sup>RD</sup> AVE AND E 128<sup>TH</sup> ST

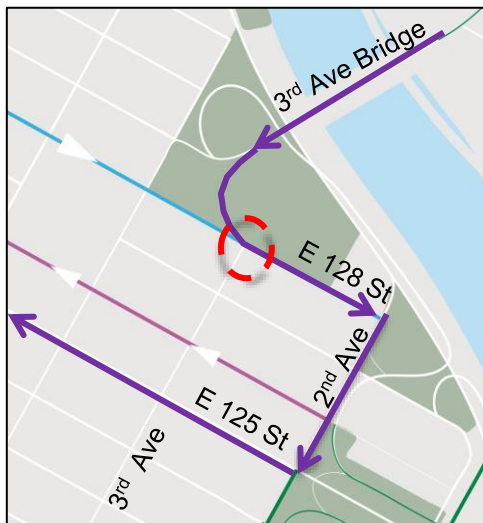
Community Board 11

May 11, 2023

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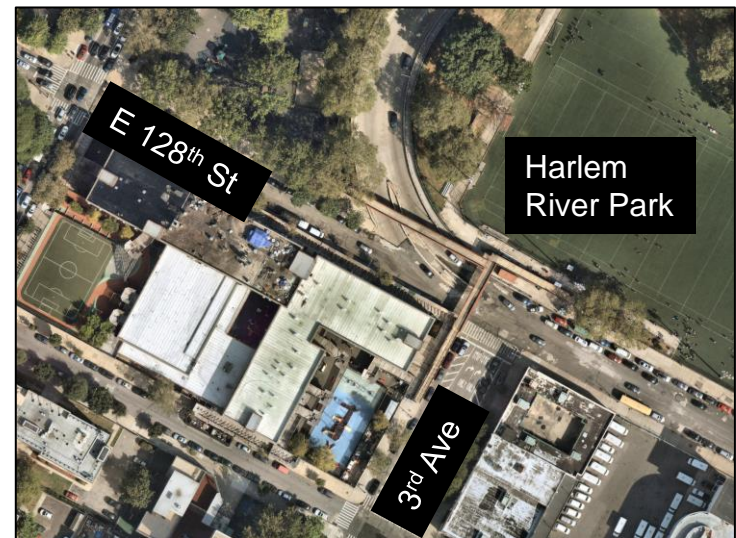
# BACKGROUND

- Third Avenue Bridge off-ramp
- Pedestrian bridge connection to Harlem River Park
  - Deteriorating beyond repair
- Adjacent to PS 030 Hernandez/Hughes, PS 138, Success Academy Harlem, Kings Academy
  - Met with schools in 2019 to discuss bridge
- Bx15 on Third Avenue Bridge and E 128<sup>th</sup> St
- Eastbound bike route on E 128<sup>th</sup> St



## Key

- Bx15
- Standard Bike Lane
- Shared Bike Lane



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# Existing Conditions

# 1

# EXISTING CONDITIONS

- Challenging merge
- Remediation treatment (concrete barriers) installed to prevent additional bridge strikes to the center column since 2015
- Bridge deterioration:
  - Frequent truck strikes damaging the bridge
  - Pedestrian bridge is beyond repair and the intersection presents dangerous conditions
  - Cost-benefit analysis demonstrated that street redesign is more effective use of funding than new bridge construction for short- and long-term benefits



# GENERAL PEDESTRIAN BRIDGE USE

**Pedestrian bridges with route alternatives are underutilized based on data and observations**

- Safer to be on street level instead of isolation on the bridge
- Pedestrians prefer not to change elevations
- Flat and smooth is the easiest



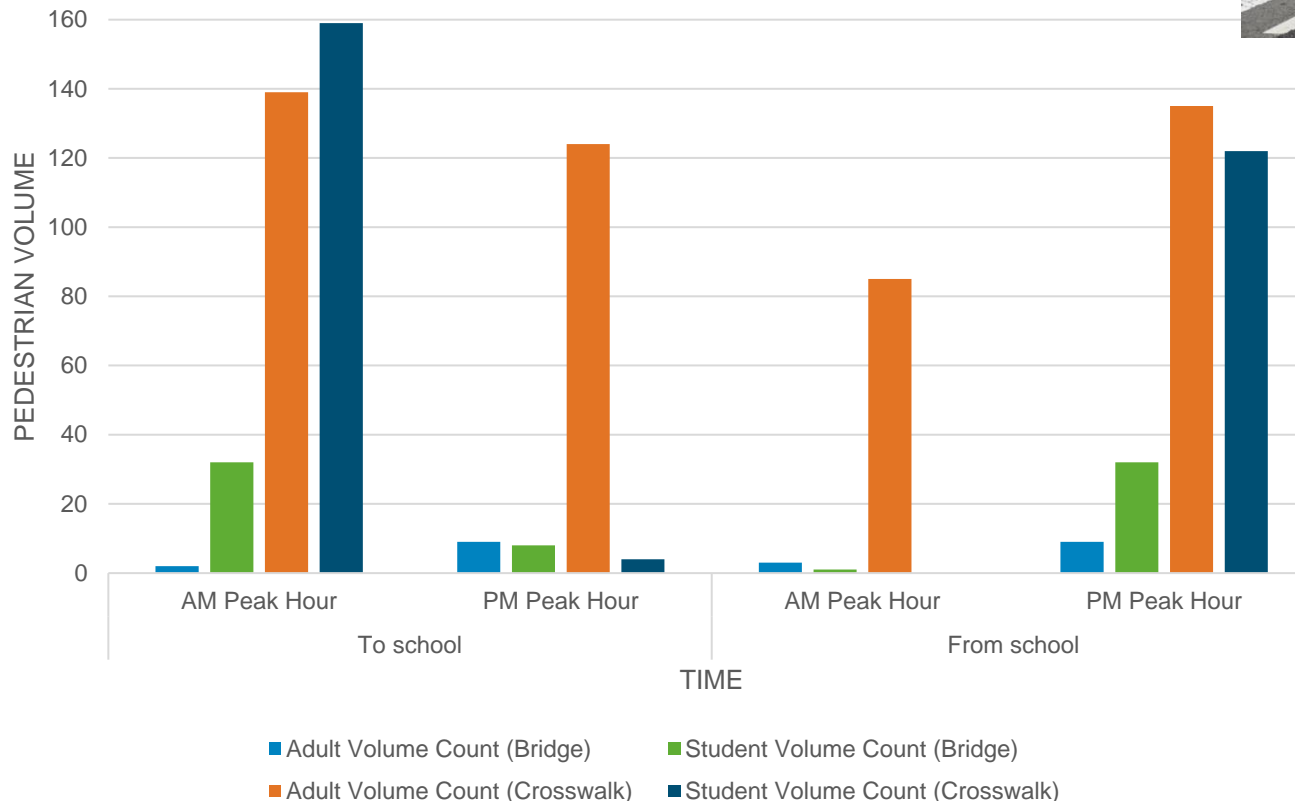
# USAGE OF PEDESTRIAN BRIDGE VS CROSSWALK

## PS 5 Pedestrian Bridge

10<sup>th</sup> Ave (near Dyckman St) in Inwood



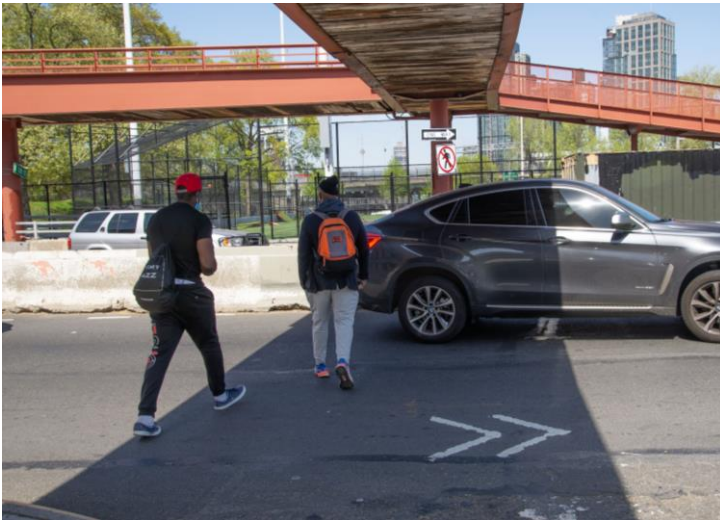
PEDESTRIAN CROSSING VOLUME COUNT



- The majority of pedestrians are using the crosswalk
- 400% (AM peak) and 280% (PM peak) more students used crosswalk.

# EXISTING CONDITIONS

- Bridge also creates longer crossing distances than a typical intersection
- Pedestrians avoid using the bridge to shorten crossing distance; put themselves in danger
- Bridge is not ADA-compliant



Crossing distance with vs without pedestrian bridge

# SAFETY ISSUES

- Pedestrians' avoidance of bridge is reflected in injury data

## 3<sup>rd</sup> Ave and E 128<sup>th</sup> St, Manhattan

Injury Summary, 2016-2020 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	6	2	0	2
Bicyclists	1	0	0	0
Motor Vehicle Occupant	29	2	0	2
Total	36	4	0	4

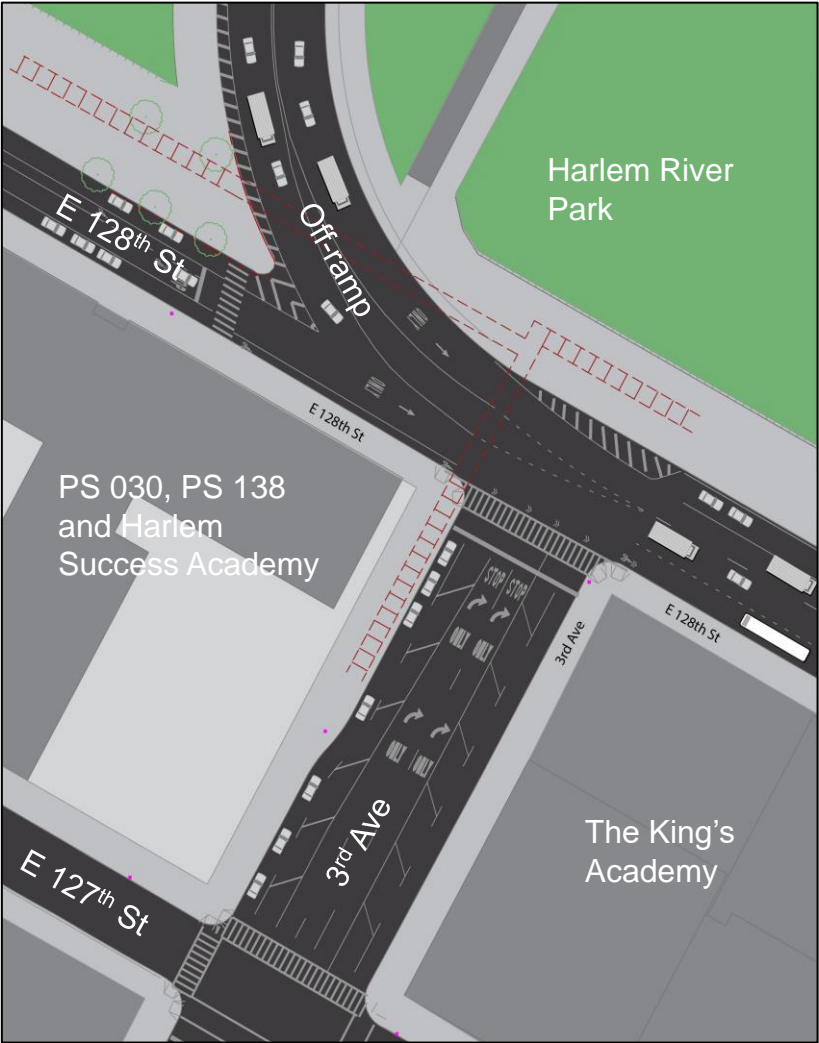
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## Proposed Plan

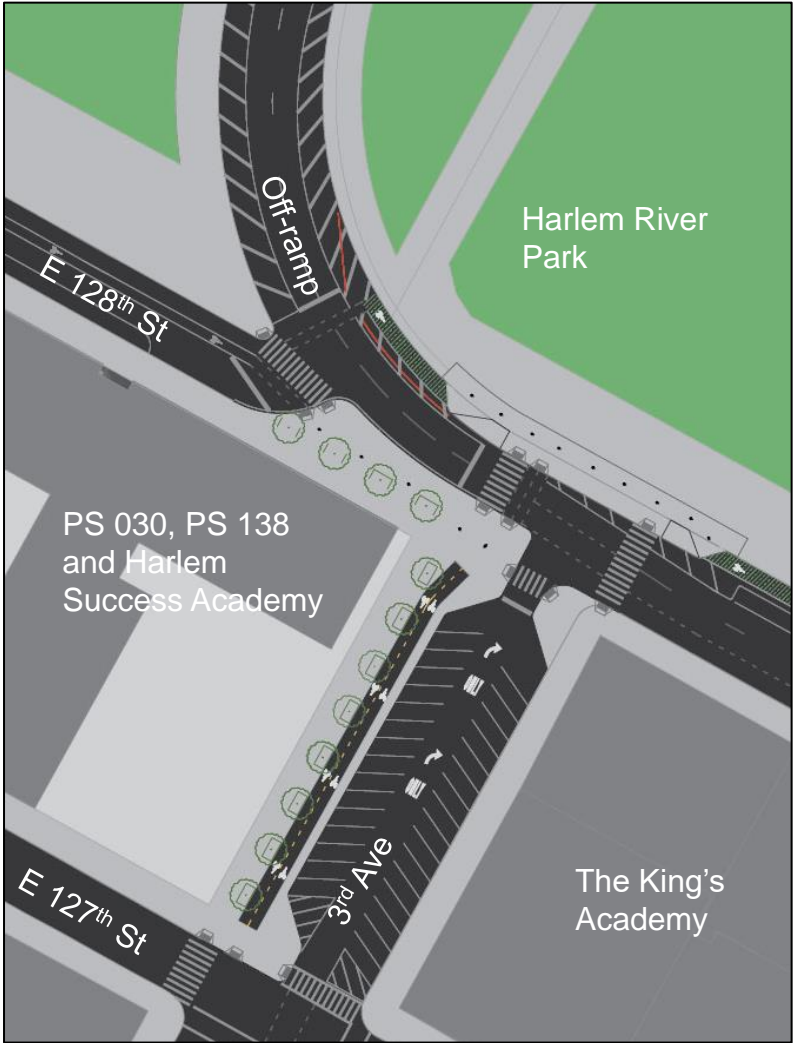
# 2

# PROPOSED PLAN

Existing

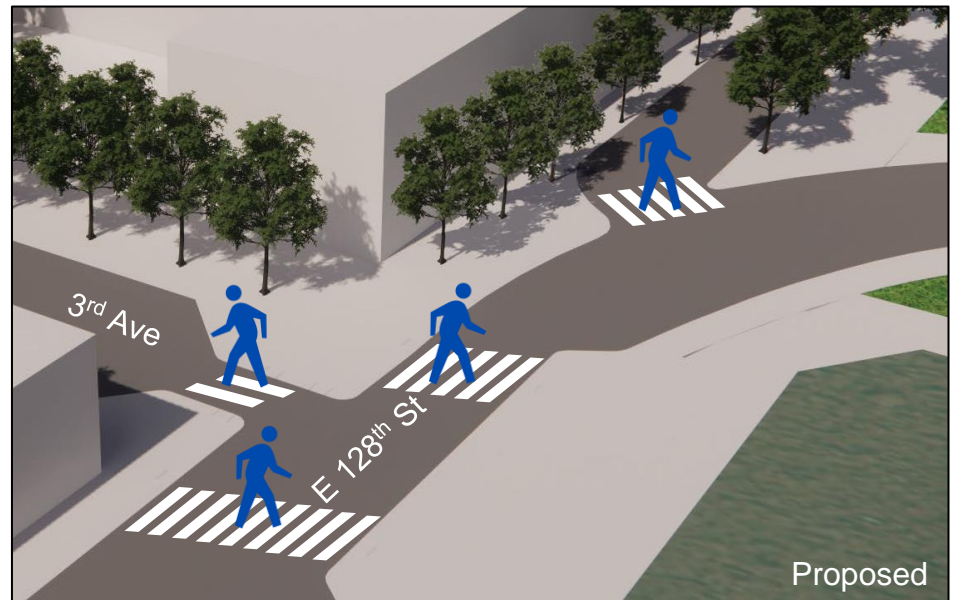
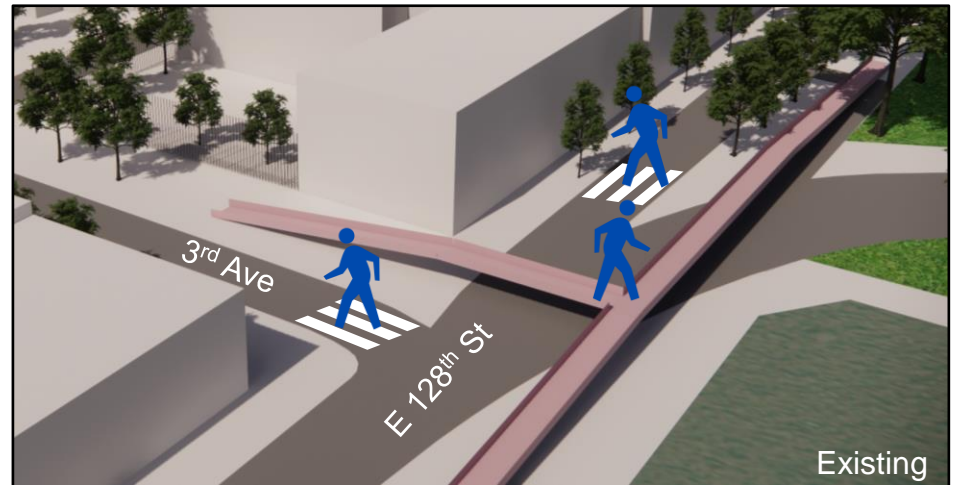


Proposed



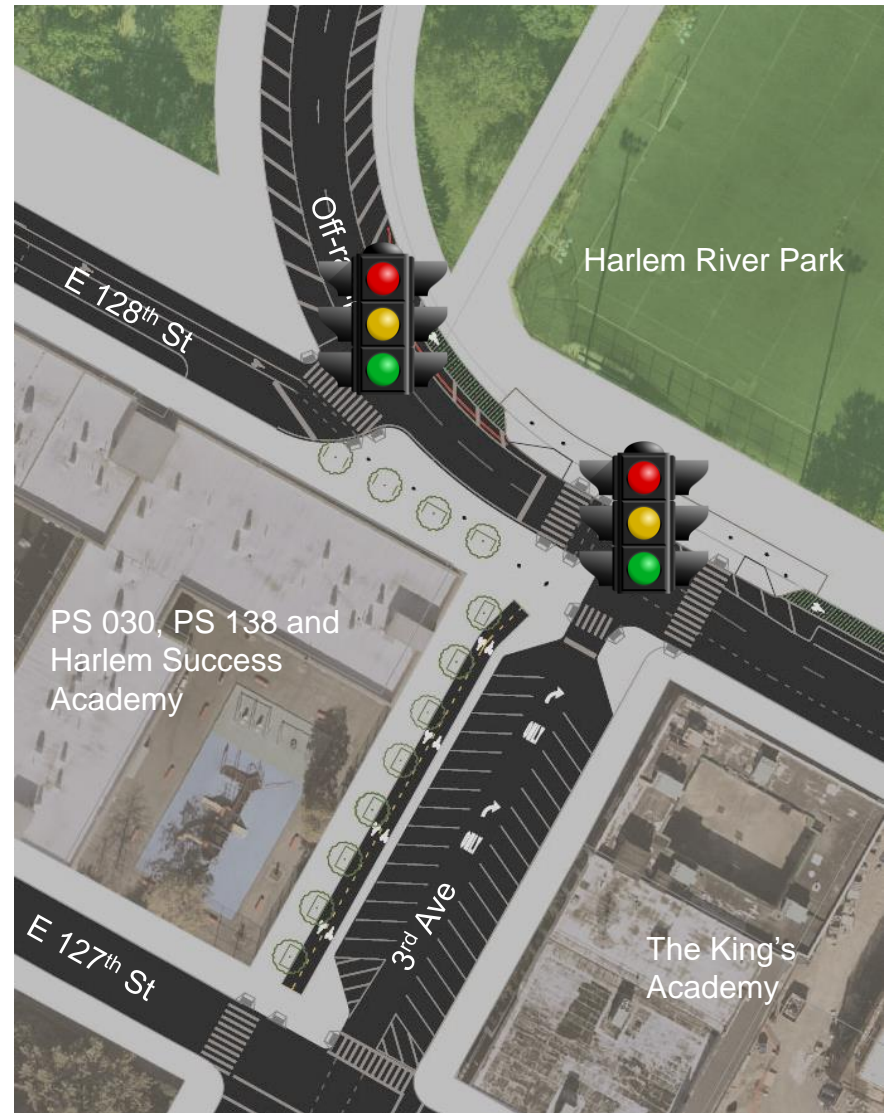
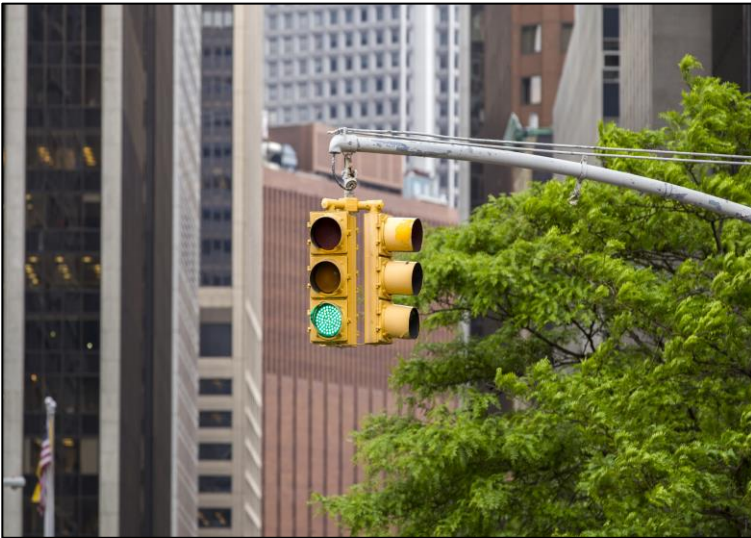
# PROPOSED PLAN

Remove bridge and  
relocate all modes  
to street level



# PROPOSED PLAN

New traffic signal at  
entire intersection(s)

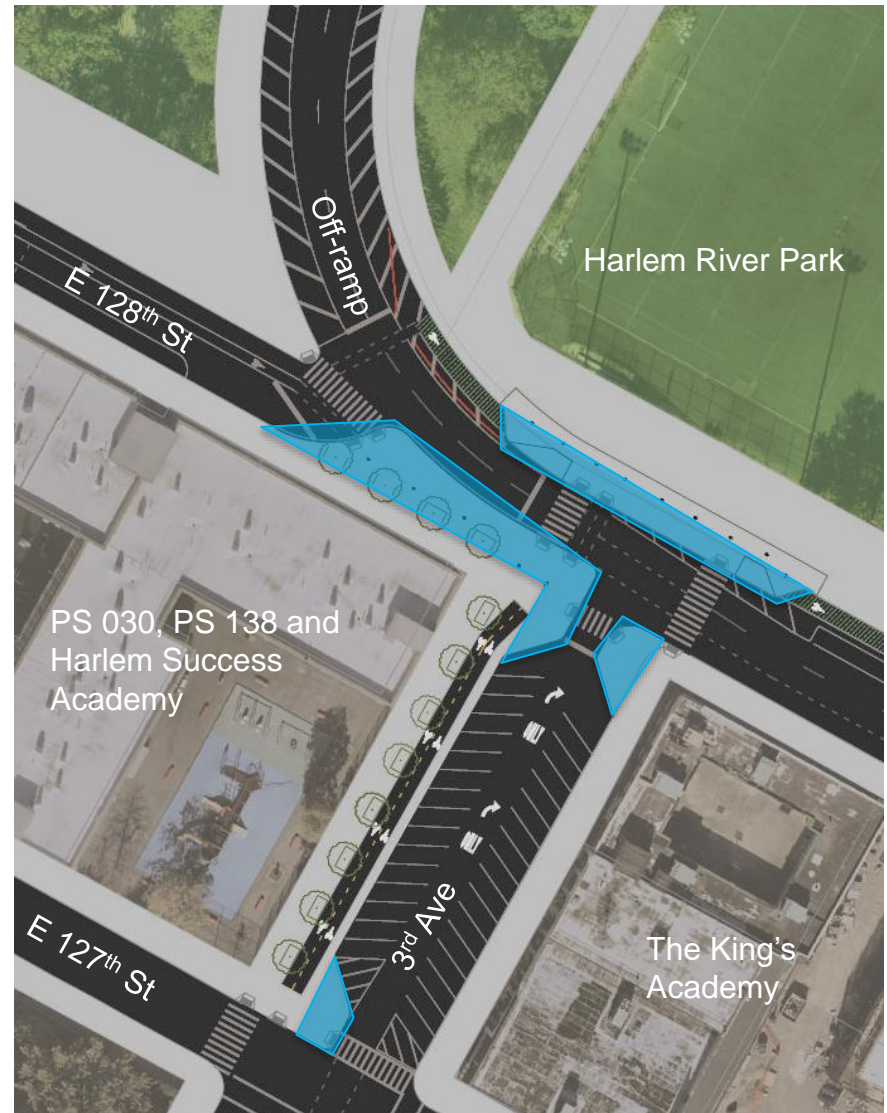


Proposed

# PROPOSED PLAN

## Redesign intersection geometry

- Install four concrete sidewalk extensions

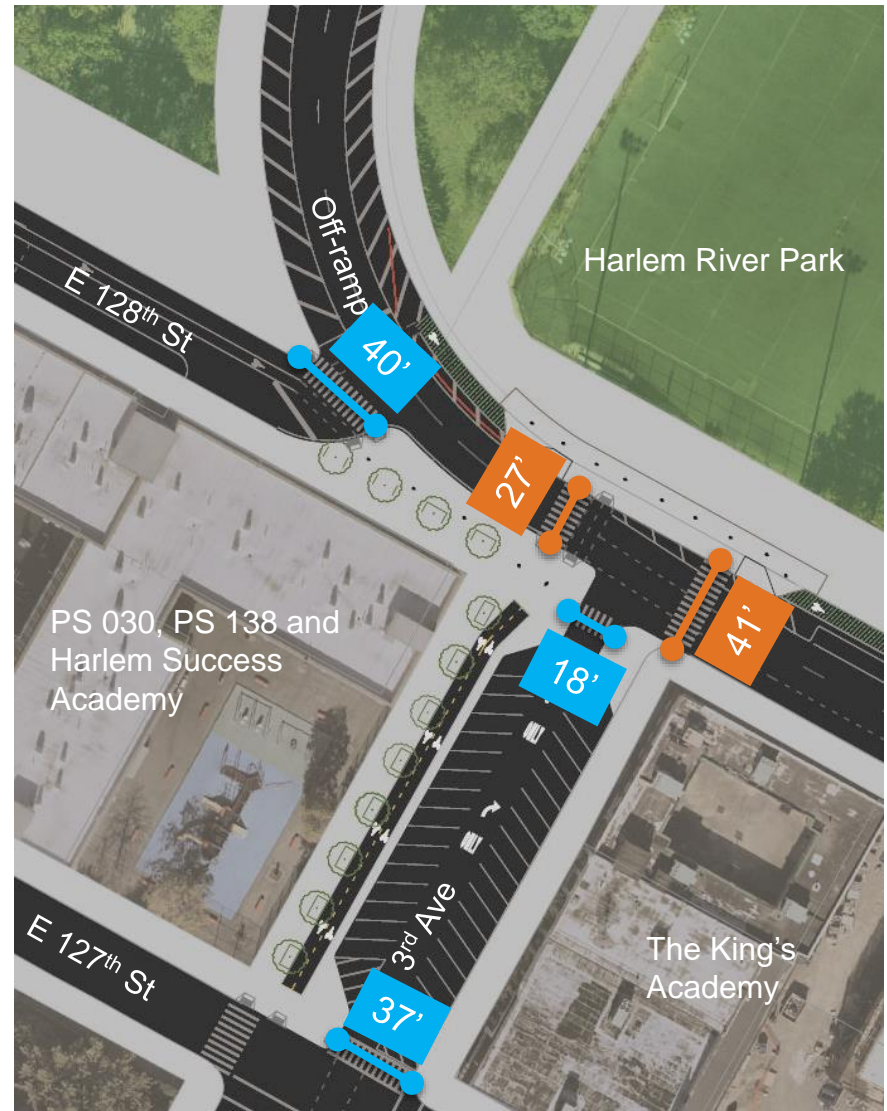
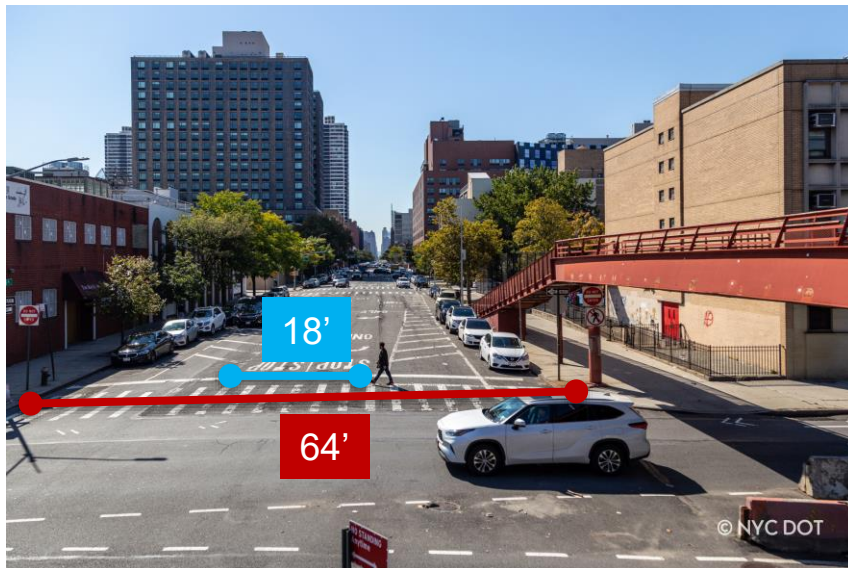


Proposed

# PROPOSED PLAN

## Redesign intersection geometry

- Install two new crosswalks
- Shorten existing crosswalks



Proposed

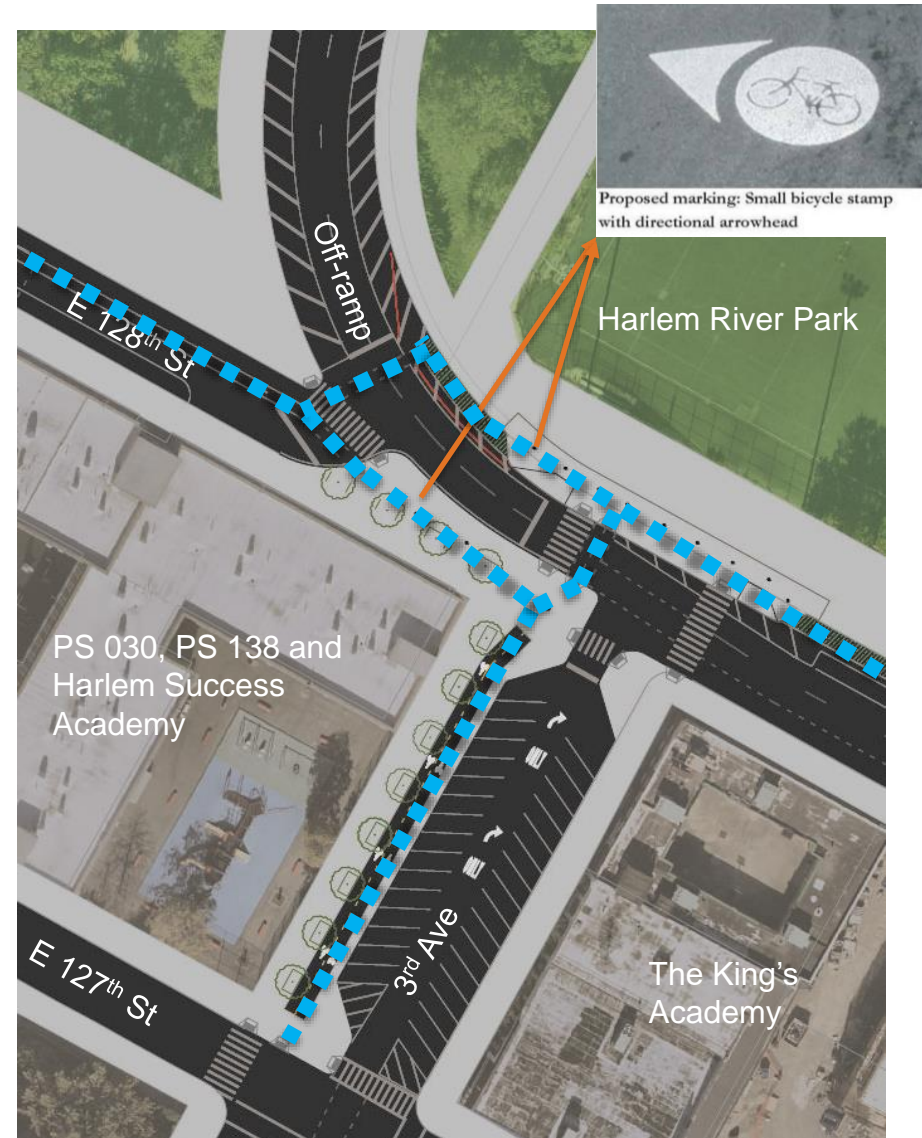
# PROPOSED PLAN

## Add and improve bike facilities

- Two way protected off-street bike lanes (3rd Ave)
- Off-street shared connection across 3rd Ave intersection
- Relocate 128th St bike lane to north curb



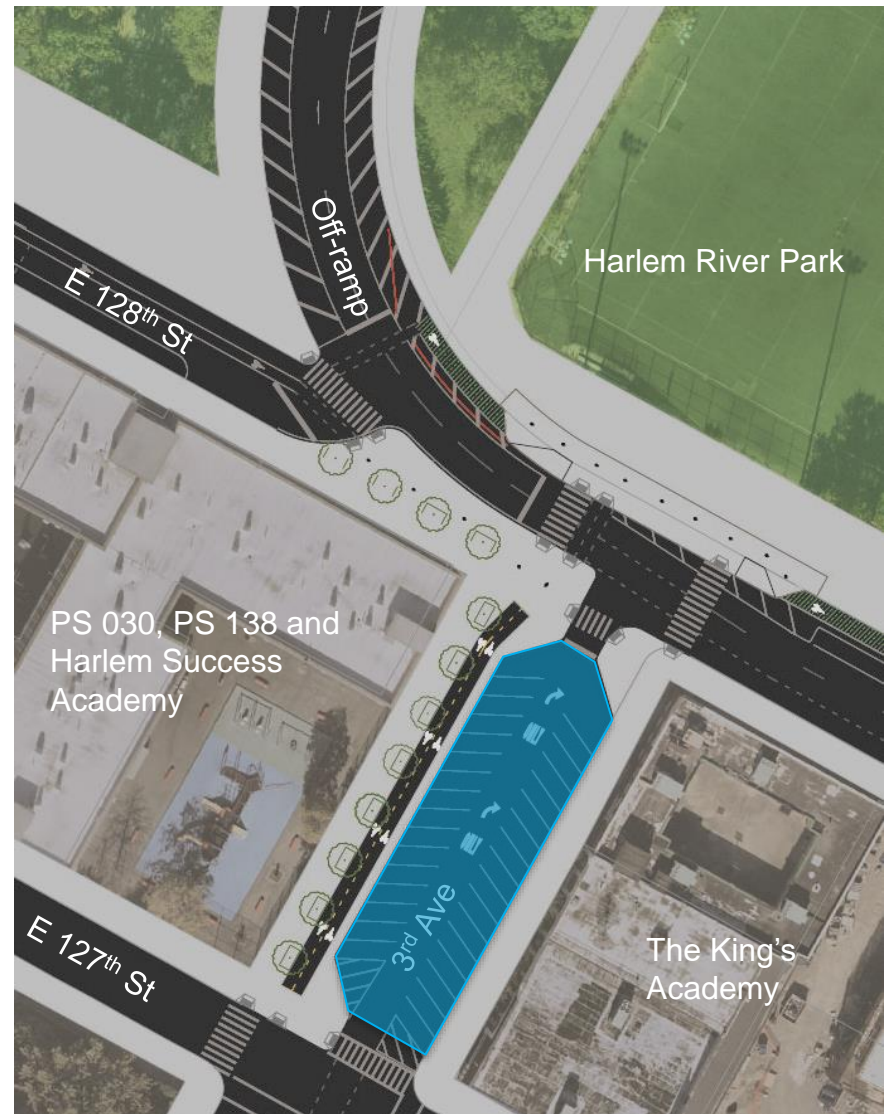
Example of off-street bike lane



Proposed

## Improve Parking

- Reconfigure parking between E127th and E128th Streets to back-in angled parking
- Adds net 15 parking spots (original 16 and proposed 31 parking spaces)



Proposed

# BENEFITS



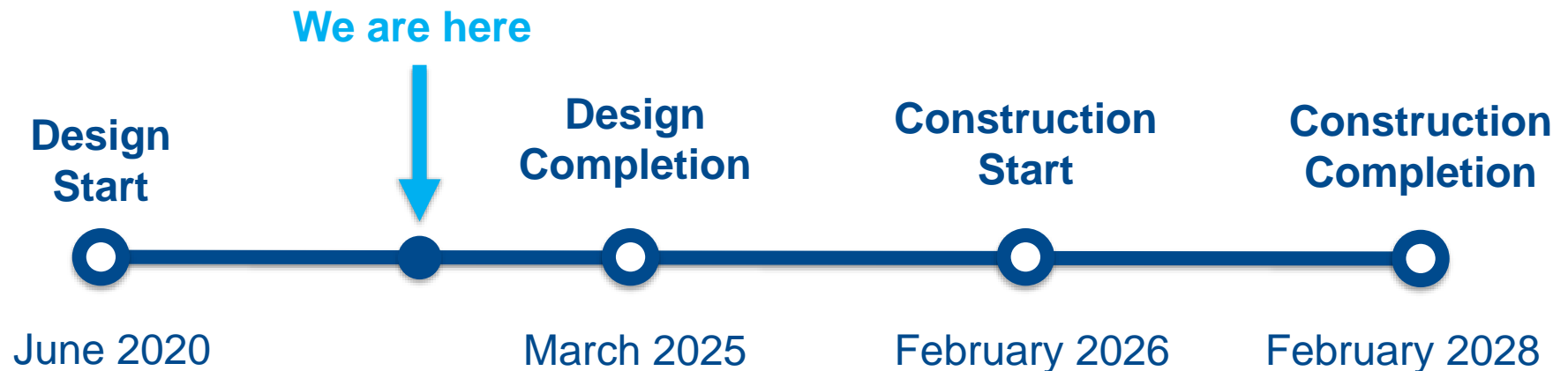
- Remove bridge for standard, signalized intersection
- Increase ease of use by locating all modes at street level
- Safer, shorter pedestrian crossing and accessibility
- Reduces speeding/calms traffic
- Safe, convenient cycling routes connecting to 3<sup>rd</sup> Avenue

# TIMELINE

## East 128th Street Ped Bridge Removal and Safety Improvements

Project ID: HBMA24662

Funding: \$12.5M in city funding



# THANK YOU!

## Questions?



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# APPENDIX

Sept. 2017  
AM/MD/PM  
TMC DATA

