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

Complete Street Proposal

Presented to Manhattan Community Board 11 on January 16, 2025

NEW YORK CITY DOT

Background

1

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70 ft. commercial and residential roadway with 5 vehicular travel lanes shared by pedestrians, cyclists, transit riders, and drivers

- 3rd Ave + 116th St:
  - **1,000+ average vehicles** during peak hours
  - **2,000+ average pedestrians** during peak hours
  - **1,000+ average weekday cyclists** (7AM to 7PM)
- Transit Riders
  - **17,000 average weekday riders** on this section of the corridor
  - **150+ buses** along 3rd Avenue during peak period
  - Peak hour bus speeds as slow as **4.8 mph**

3rd Ave at 106 St

Existing Network

- Served by M98, M101, M102, M103 local bus routes as well as BxM1, BxM6, BxM7, BxM8, BxM9, BxM10, and BxM11 express bus routes
- Protected bike lane on 3rd Ave bridge
- Standard bike lanes on E 106 St, E 110 St, E 111 St, E 119 St, E 120 St, E 126 St, and E 128 St
- Northbound protected bike lane on 1 Av and southbound protected bike lane on 2 Av at capacity
- Northbound dedicated bus lane and protected bike lane installed on 3rd Ave between 59th and 96th St in summer 2023

Safety

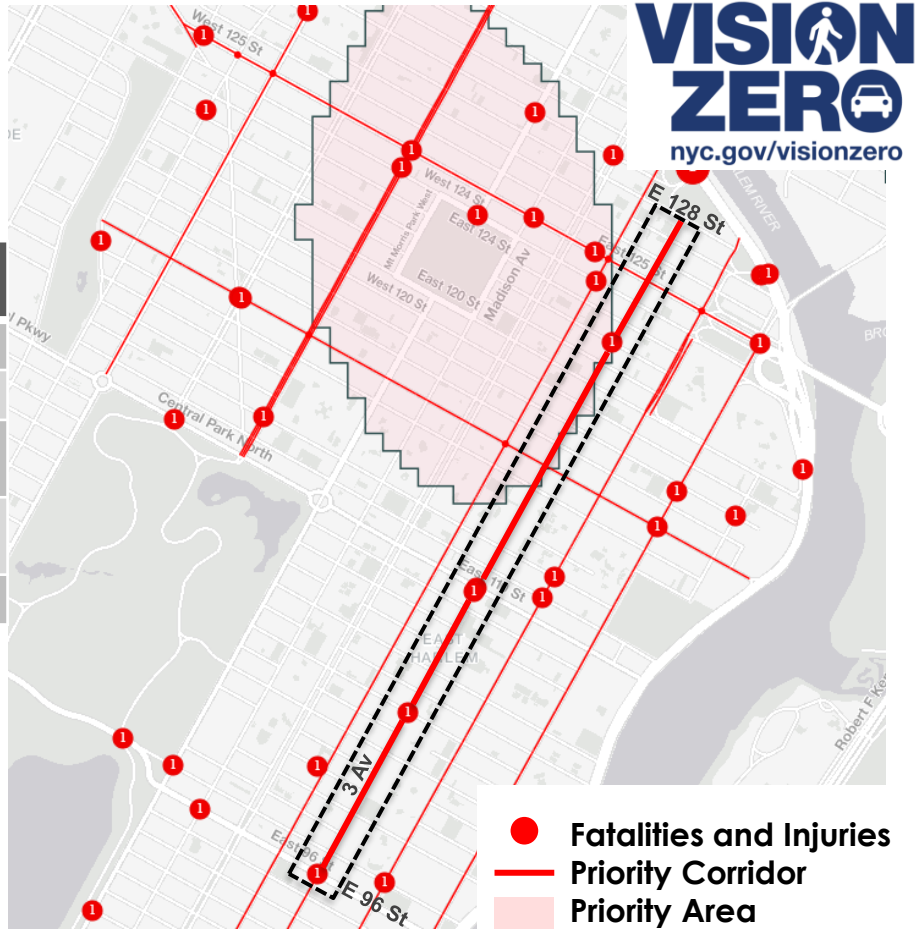
Project

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)**



Benefits of Complete Street Treatments

Case Studies

3rd Ave, 59th St to 96th St

- Installation of protected bike lane and dedicated bus lane resulted in up to **14% increase in bus speeds** during PM peak hour and **8% reduction in traffic injuries** with a **50% reduction in pedestrian injuries**

Columbus Avenue, 77th St to 96th St

- 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**

Safety Benefits of Protected Bike Lanes

Protected bike lanes benefit all street users:

Crashes with Injuries
Down 15%

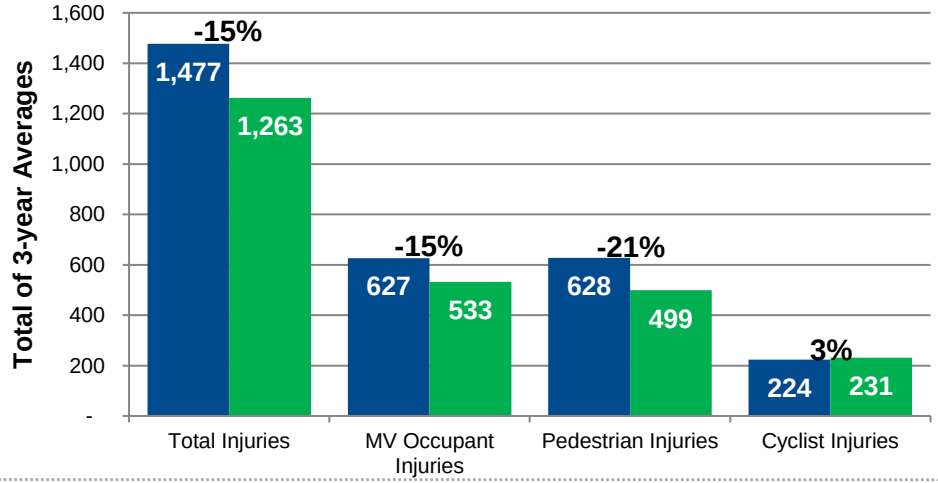
Motor Vehicle Occupant Injuries
Down 15%

Pedestrian Injuries
Down 21%

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

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

Outreach

In June 2024, NYC DOT came to CB11 to gather feedback about existing street conditions, and received the following feedback:

Concerns

- Speeding
- Double parking
- Unpredictable cyclist movements
- Unsatisfactory pedestrian experience
- Buses turning unsafely
    - 106 St, 116 St, and 125 St

Needs

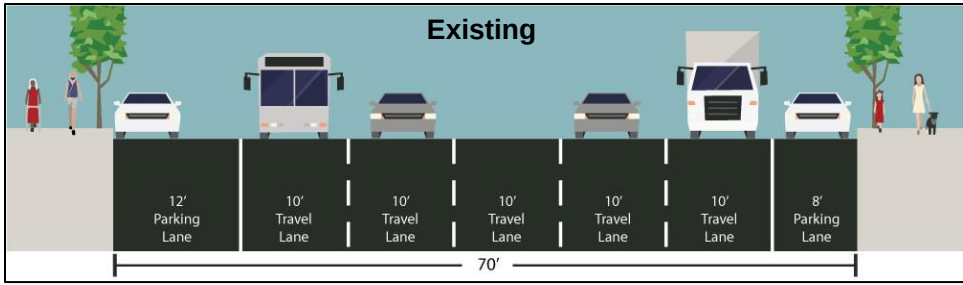
- Improved safety for all road users
- Keep traffic + buses moving
- Retain parking
- Address pedestrian deficiencies
    - Retain LPIs, fix pedestrian ramps throughout corridor

Proposal

2

Existing

- Long crossing distance for pedestrians (5+ travel lanes, 70 feet)
- Sub-standard curb ramps on many intersections
- No dedicated space for bikes
  - Difficult to anticipate movements
- No dedicated lane for buses
- Speeding during off-peak hours

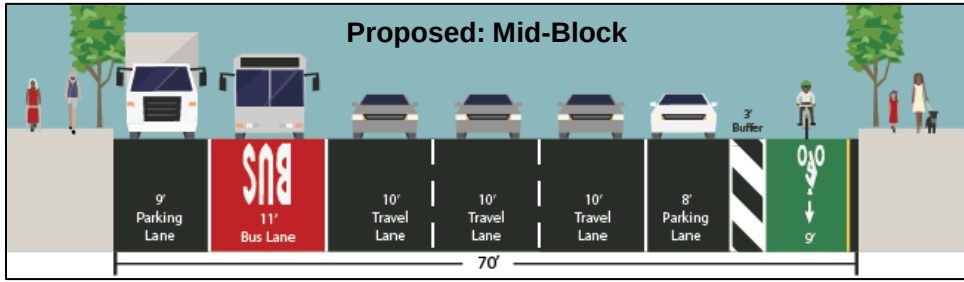


Proposed

Proposed:
- Parking protected bike lane
- Offset bus lane

Benefits:
- Calms traffic, reduces speeding; improves safety for all users
- Provides safer dedicated space for cyclists that is separated from moving vehicles
- Improves bus speeds and operations

Vehicular Volumes:
- Traffic analysis shows that three travel lanes can accommodate existing peak period volumes

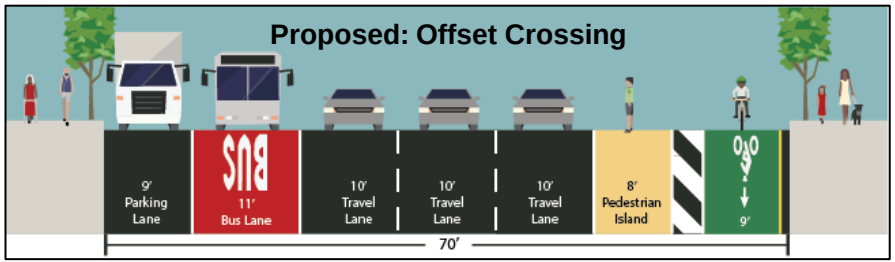


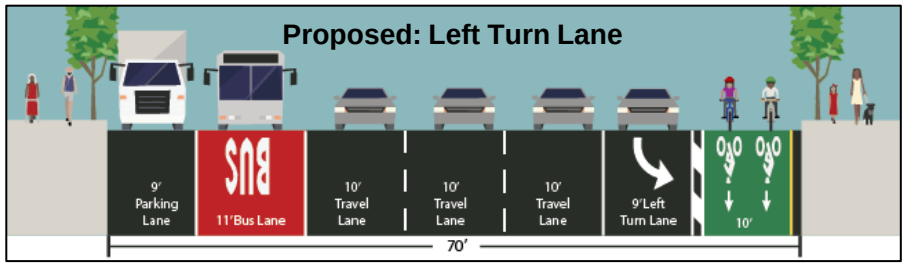
Proposed: Intersection Treatments

- **Upgrade pedestrian ramps** at key intersections
  - Improves accessibility

- Install **left turn lanes** with protected signal phases at intersections with higher left turning vehicle volumes
  - Reduces conflicts between pedestrians & cyclists and turning vehicles
  - 4-5 parking spaces re-purposed per block

- Install **pedestrian islands** at intersections with lower left turning vehicle volumes
  - Improves visibility between pedestrians and cyclists and turning vehicles
  - Reduces pedestrian crossing distances
  - 1-2 parking spaces re-purposed per block





Summary & Next Steps

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Response to Community Feedback

- Concerns about congestion
    - Analysis of traffic counts show that peak volumes can be accommodated with three lanes of traffic
- Requests to retain parking
    - Parking will be retained as much as possible with floating parking lane and offset bus lane
    - Corridor will be studied for loading zones to improve curb access
    - Parking will only be affected to improve visibility, shorten crossings for pedestrians.
- Concerns about unpredictable cyclist behavior
    - Adding a dedicated bike lane will increase predictability and reduce conflicts between motorists and cyclists
- Need for pedestrian improvements
    - Project includes pedestrian improvements at intersections
- Concerns about turning buses, specifically at 106 St, 116 St, and 125 St intersections
    - Design changes ie: offset crossings + daylighting will increase visibility and slow turning vehicles

Summary

- **Improve safety** for all road users on a Vision Zero Priority Corridor with complete streets treatments.
- **Reduce travel time** for transit users
- **Accommodate peak traffic volumes** for automobiles
- **Upgrade pedestrian infrastructure** along the corridor and adjust signal timing as necessary

Thank You!

Questions?

NYCDOT nyc_dot nyc_dot NYCDOT

Appendix

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

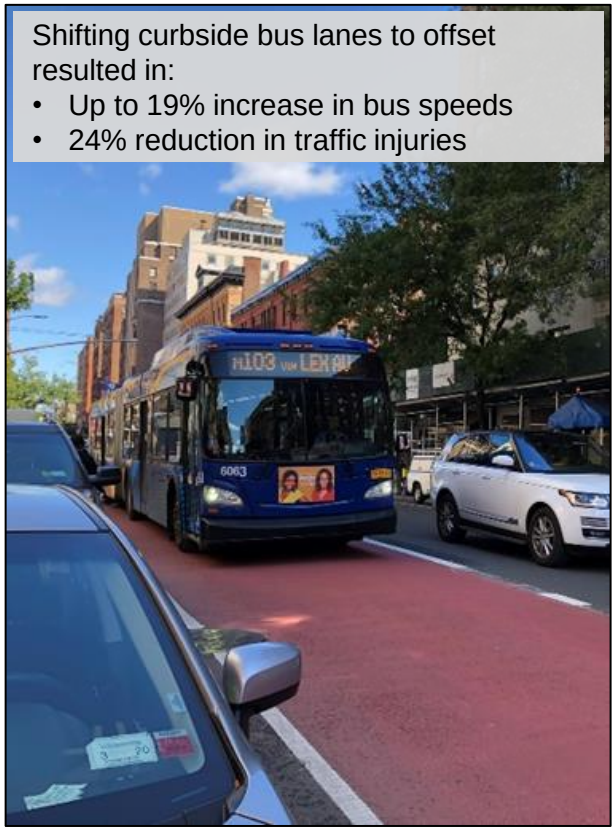
Implementation of bus lanes and Select Bus Service resulted in

- 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

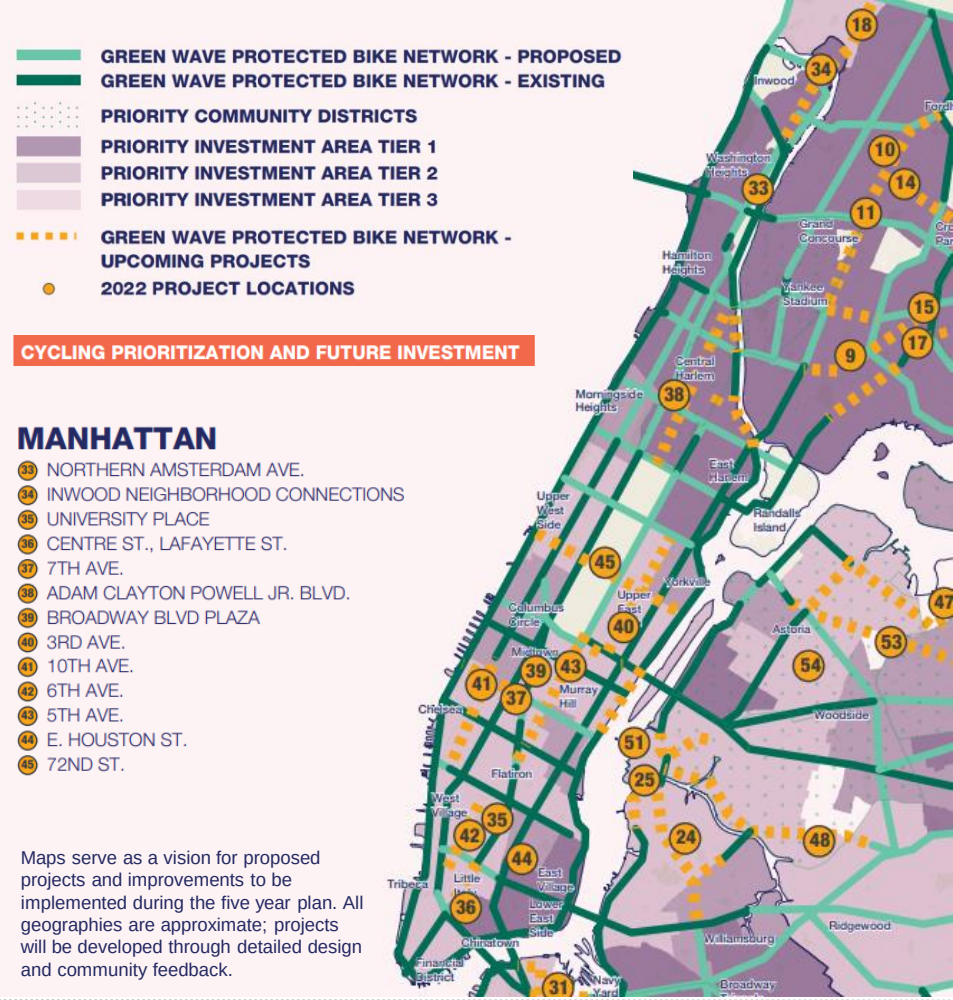


NYC Streets Plan (2021)

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




NYC Metered Parking Map
Visit ParkNYC to pay for on-street parking
Location or ParkNYC #
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Marcus Garvey Park
E 134th St
E 125th St
Park Ave
W 110th St
Robert F Kennedy Brg
FDR Dr N
East Harlem
Randall's Island Park
Harlem Meer
Thomas Jefferson Park
East River Esplanade
278
E 96th St
Carnegie Hill
0.2mi
-73.933 40.784 Degrees
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