



3rd Ave, E 24th St to E 59th St

Complete Street Proposal

Presented to Manhattan Community Board 6 on June 2, 2025



Background



Background

3rd Avenue, E 24th to E 59th St

- Land use: commercial and residential
- Right of way: 70 ft. roadway
 - **E 24th St – E 36th St:** 5 vehicular travel lanes
 - **E 36th St – E 55th St:** 4 vehicular travel lanes and a dedicated bus lane
- Heavily used by buses, pedestrians, and cyclists
- Phase 3 of **3rd Ave Complete Streets Re-Design**
 - Phase 1: 59th St to 96th St installed in 2023
 - Phase 2: 96th St to 128th St planned for 2025



Existing: 3rd Ave at E 42nd St

Existing Network

BIKES

- Few northbound (NB) connections on the east side
- NB protected bike lane (PBL) on **1 Ave** and SB PBL on **2 Ave at capacity**
- **3rd Ave NB PBL** and dedicated **bus lane** completed from **59th St to 96th St** in 2023 + planned from **96th St to 128th St** for 2025

BUSES

- **150+ buses** along 3rd Ave during peak period
- **64,000 daily riders** use MTA buses along 3rd Ave
- **Critical northbound service** with key connections to Q32, Q60, Q101, 66, 72, SBS 79, SBS 86, 96
- Average speeds (M101, 102, 103): 5.4 MPH (AM), 5.2 MPH (PM)



Existing bike network and proposed project extents

Safety

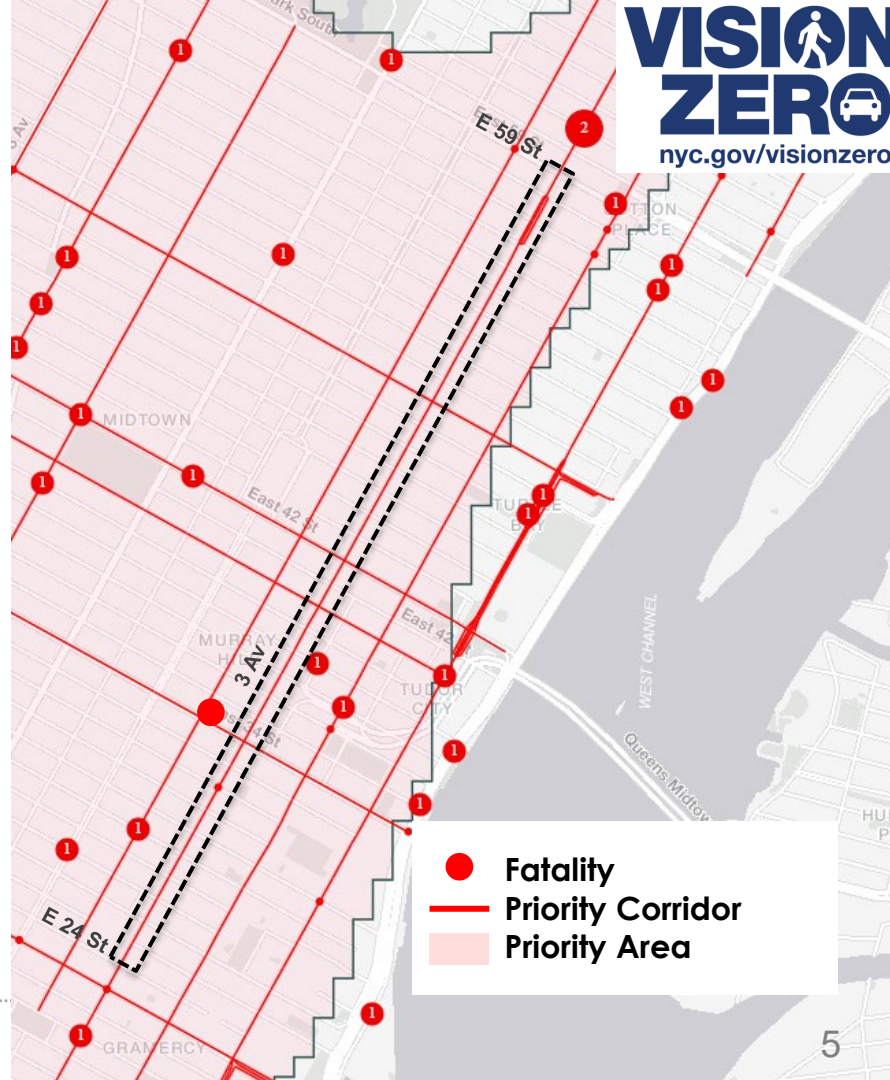
Project

Injury Summary, 2020-2024 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	131	10	0	10
Bicyclists	94	8	0	8
Motor Vehicle Occupant	207	17	0	11
Other Motorized	11	2	0	3
Total	449	32	0	32

Fatalities, 01/01/2019 – 01/01/2023: 1

- **Vision Zero Priority Corridor** in a Vision Zero Priority Area
- Pedestrian fatality at 3rd Ave and East 37th St in 2019
- **Ranked in top 10% of Manhattan streets for people killed or seriously injured (KSI)**



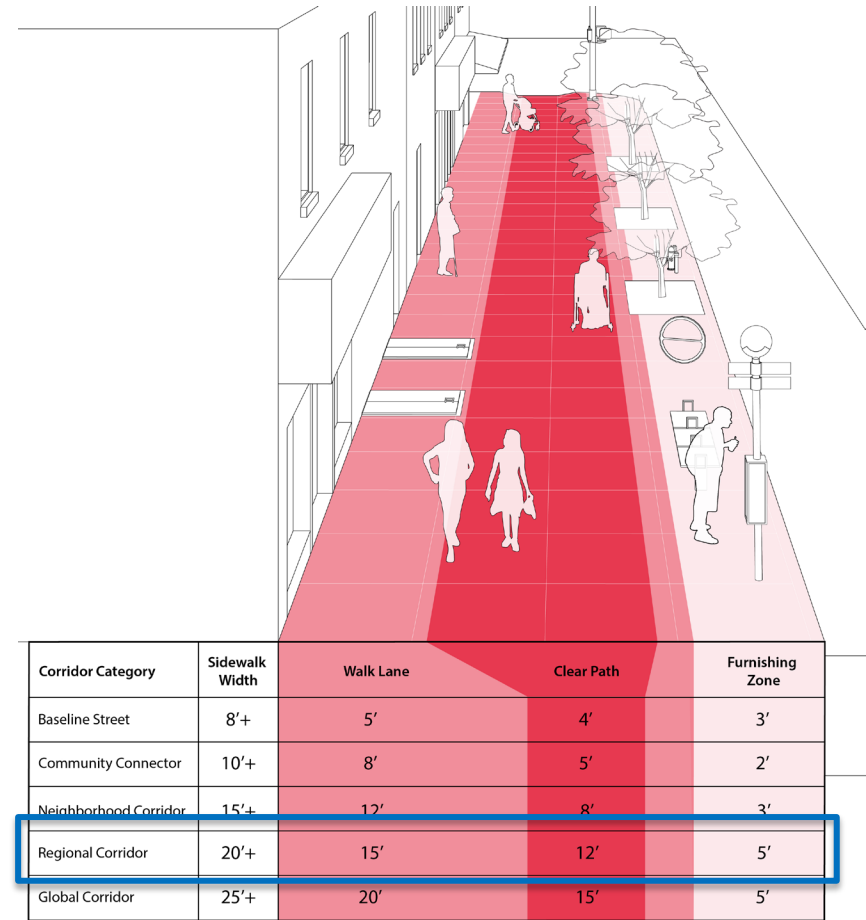
Pedestrian Mobility Plan

The Pedestrian Mobility Plan uses pedestrian volumes and trip generators to categorize streets and provide design guidelines to improve pedestrian comfort and convenience.

3rd Avenue, E 24th St. to E 26th St.

Regional Connector

- Small groups of people passing each other
- Pedestrian destinations, like Baruch College, restaurants, and local retail
- Suggested width of 20'+, clear path of 12'
 - Current width ~15' total



Benefits of Complete Street Treatments

Case Studies

3rd Ave, 59th Av 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%

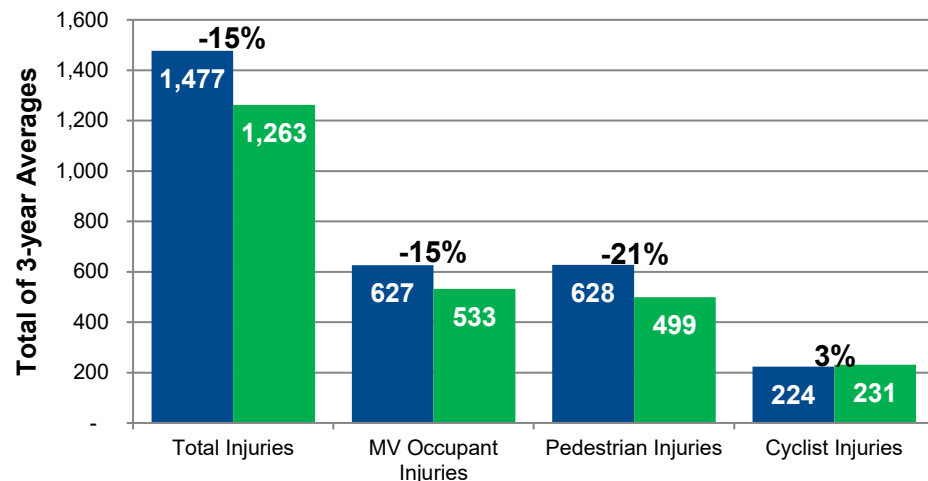
Motor Vehicle
Occupant Injuries
Down 15%

Pedestrian
Injuries
Down 21%

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

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, Inlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed.

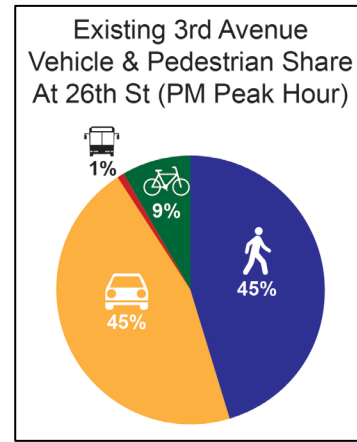
Source: NYPD AIS/TAMS Crash Database

Proposal

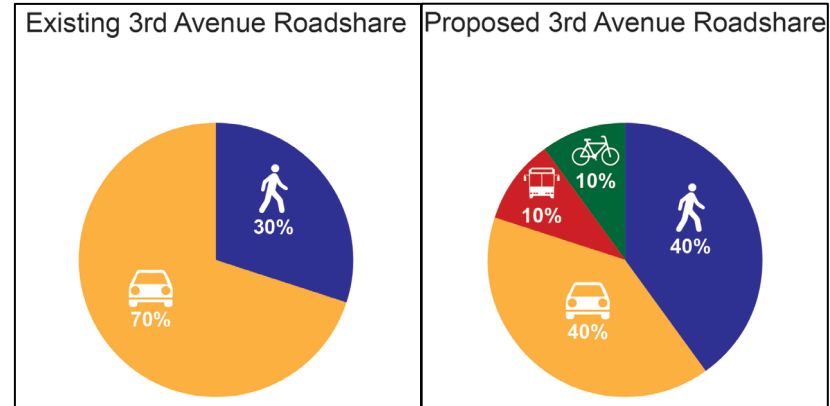
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Existing – 24th St to 26th St

- 5 vehicular travel lanes
- Narrow and crowded sidewalks
- Existing road space does not align with actual user volumes



Data Collected: April 2023

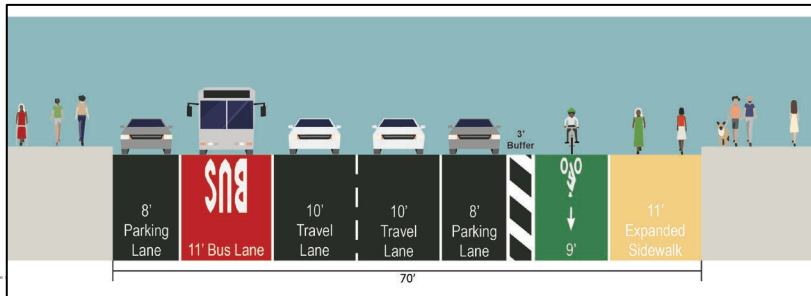


Comparison of existing and proposed
dedicated public right-of-way by travel mode

Proposed – 24th St to 26th St

- Continue **three lane operation** from 24th to 26th to match northbound roadway south of 24th St
 - Calms traffic, reduces speeding, improves safety for all users
- Add 11' **super sidewalk** on the west curb
 - A super sidewalk is a painted extension of the sidewalk
 - Provides extra space for pedestrians on crowded and narrow sidewalk
- Add 9' parking **protected bike lane** on the west curb
 - Provides safer dedicated space for cyclists that is separated from moving vehicles
- Add 11' **bus only** lane
 - Provides dedicated space for buses to increase bus speeds and lower travel time for bus riders

Proposed: Mid-Block



9th Ave, MN



Proposed – 26th St

- Add concrete curb extensions at 26th St
- Provide more space for pedestrians on crowded and narrow sidewalks
- Locations:
 - 26th St – Northwest corner
 - 26th St – Southeast corner

Existing: 26th St – NW Corner

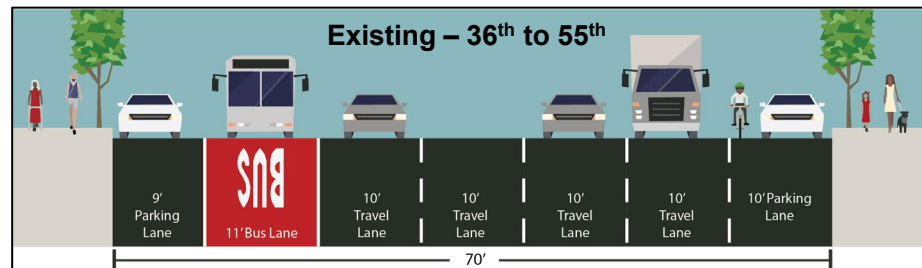
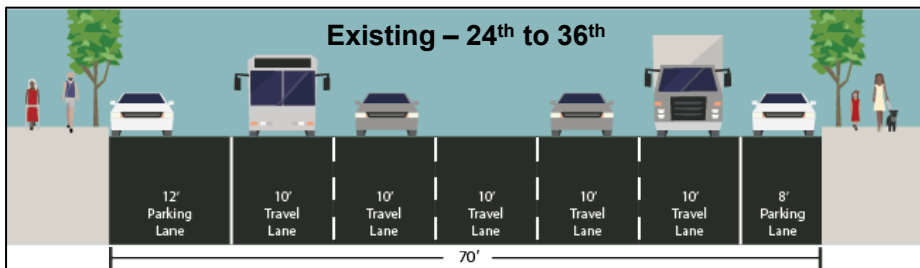


Example: George St, QN



Existing – 26th St to 59th St

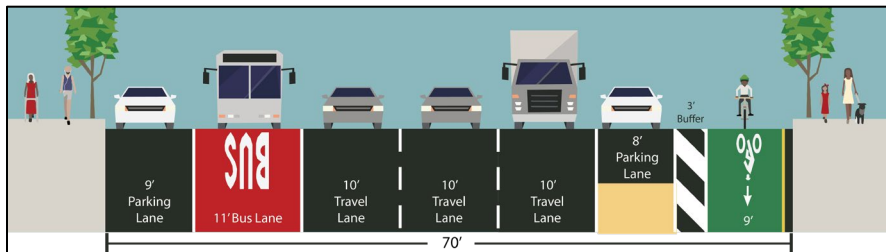
- 4 or 5 vehicular travel lanes
- Offset bus lane from 36th St to 55th St
- Bus lane drops between 55th St and 59th St to accommodate heavy right turning vehicles
- Long crossing distance for pedestrians
- No dedicated space for bikes despite heavy usage
 - Difficult for motorists to anticipate bike movements



Proposed – 26th St to 59th St

- **Repurpose travel lanes to include continuous bus lane and new protected bike lane**
 - Traffic analysis shows that three travel lanes can accommodate existing peak period volumes
 - Calms traffic, reduces speeding, improves safety for all users
- Add 9' **protected bike lane** on the west curb
 - Provides safer dedicated space for cyclists that is separated from moving vehicles
- Update **curb regulations** to improve access and reduce double parking
 - This may include potential meter installations/changes and truck loading changes

Proposed: Mid-Block



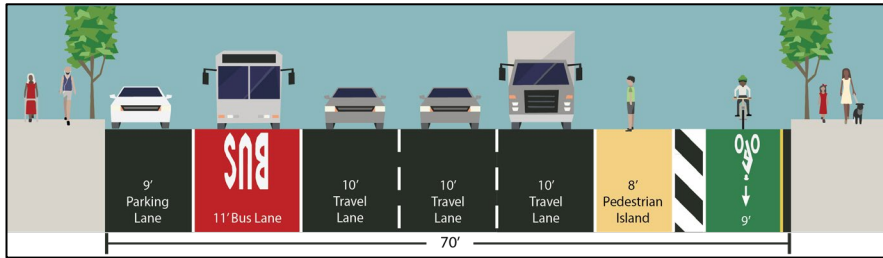
3rd Ave at E 68th St



Proposed – Intersection Treatment

- Install **painted and concrete 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 for added visibility

Proposed: Offset Crossing



Concrete pedestrian islands proposed at 26th St, 28th St, 29th St, 32nd, 36th St, 56th St, and 57th St.

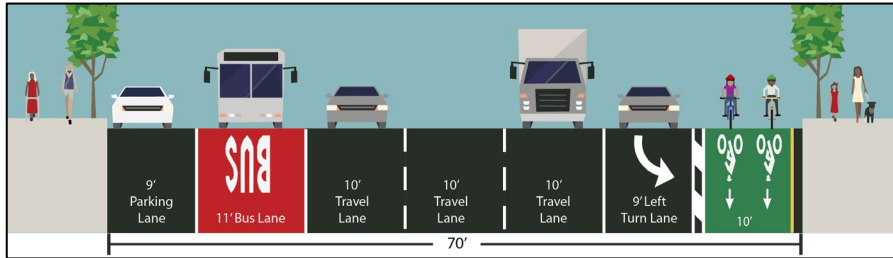
Offset crossing at with daylighting 3rd Ave at E 81st St



Proposed – Intersection Treatment

- 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

Proposed: Left Turn Lane



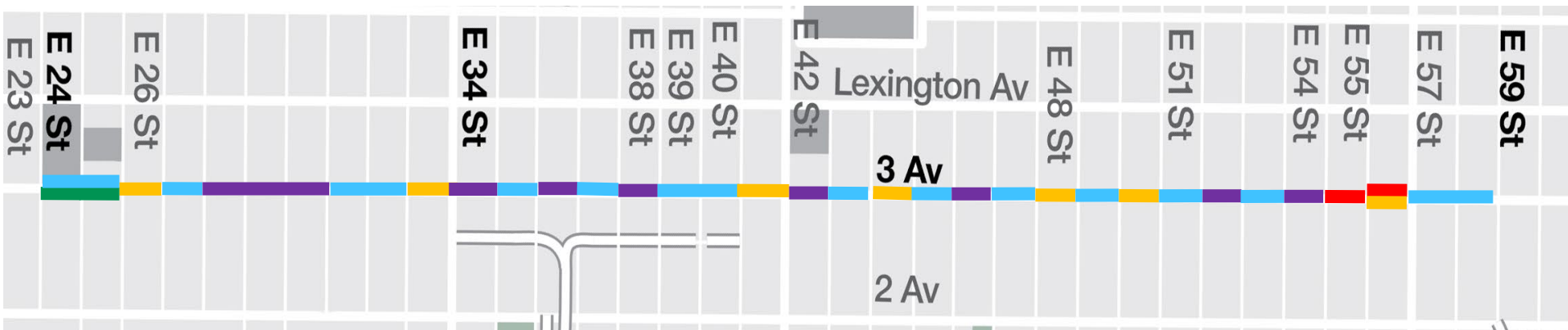
Protected signal phases proposed at 27th St, 42nd, 45th, 49th, 51st, and 57th St

Standardize 51st St intersection by moving northern recessed pedestrian crossing to the typical location.






Protected signal phase signal at 1st Ave and E 59th St



Proposed – Intersection Treatment by Block



Intersection Treatment

-  Offset crossing
-  Offset crossing with daylighting
-  Left turn bay
-  Expanded sidewalk
-  Barrier protected bike lane

Summary & Next Steps

3

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
- **Pedestrian improvements** along the corridor
- Plans to install in Summer 2025



Thank You!

Questions?



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Appendix