



MANHATTAN
COMMUNITY BOARD 6

DRAFT

Third Avenue Sidewalk Widening Study

Conceptual Design

May 2021

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- Short term
- Long term







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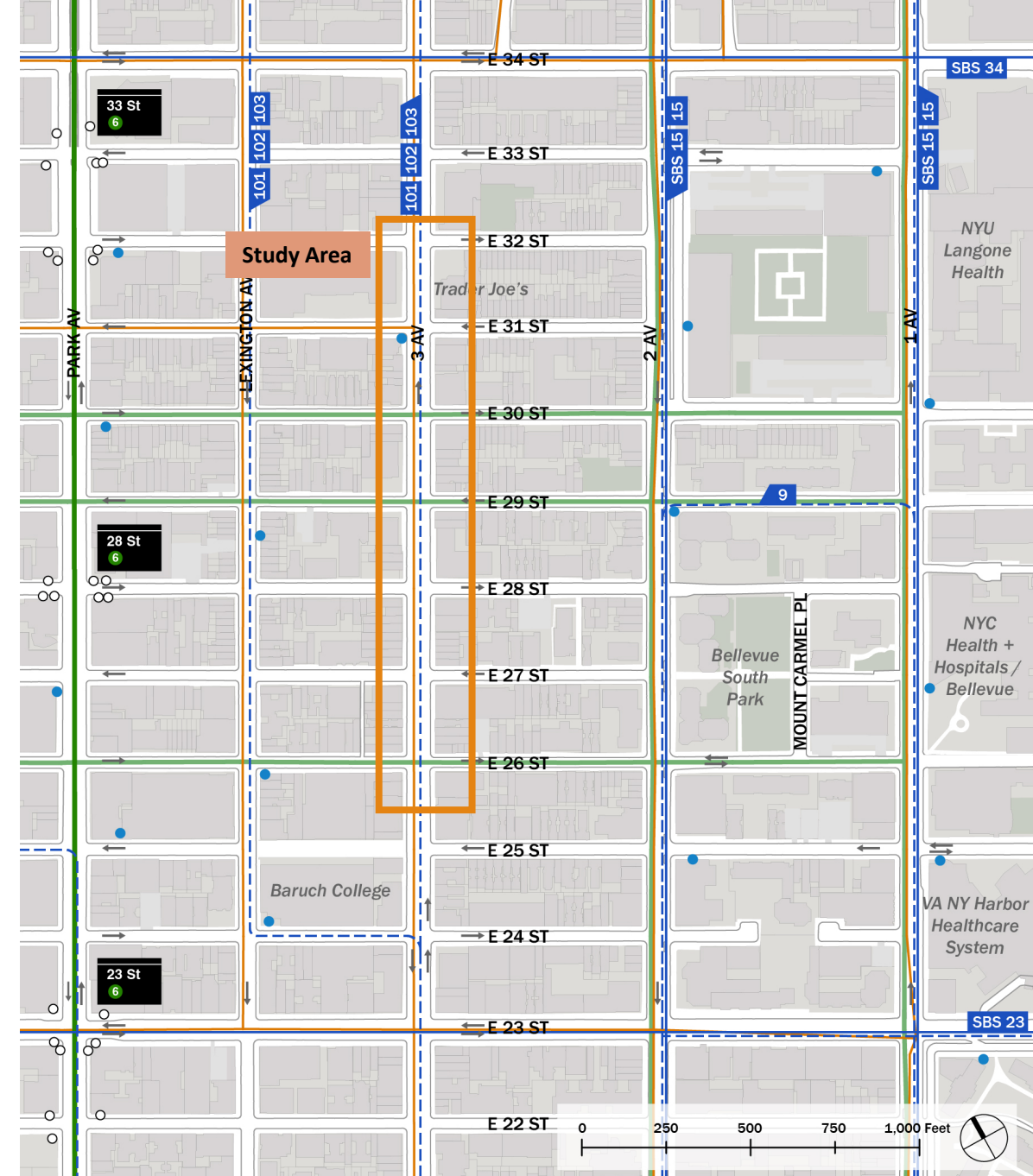


Existing Conditions Overview

Third Avenue between E 26th and E 32nd Streets

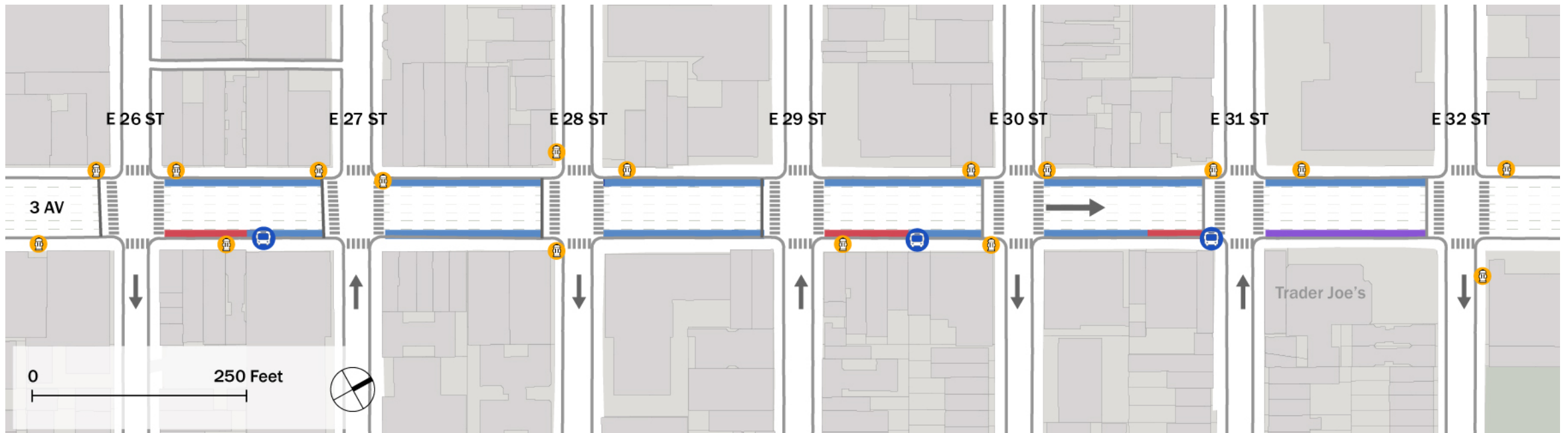
- Right-of-Way Width=100' | Roadway Width=70'
- Commercial corridor with mostly residential buildings and some civic buildings (public library)
- Buses on the corridor: M101, M102, M103
- Local truck route
- Vision Zero priority corridor

	Bike Lane		Subway Station Entrance/Exit
	Citibike Dock		
	SBS Route		NYC Local Truck Route
	Local Route		



Existing Conditions

Parking Regulations

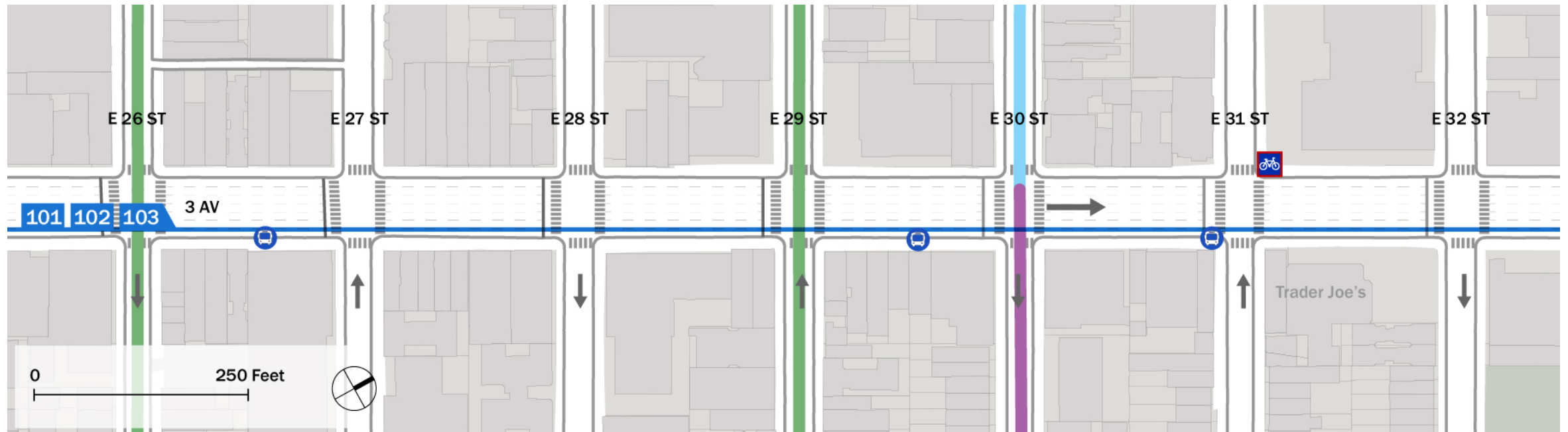


Parking Regulation

- 2-Hour Metered Parking with Street Cleaning
 - Commercial Vehicle Metered Parking
 - No Stopping Anytime
-  Bus Stop
 -  Fire Hydrant

Existing Conditions

Mobility



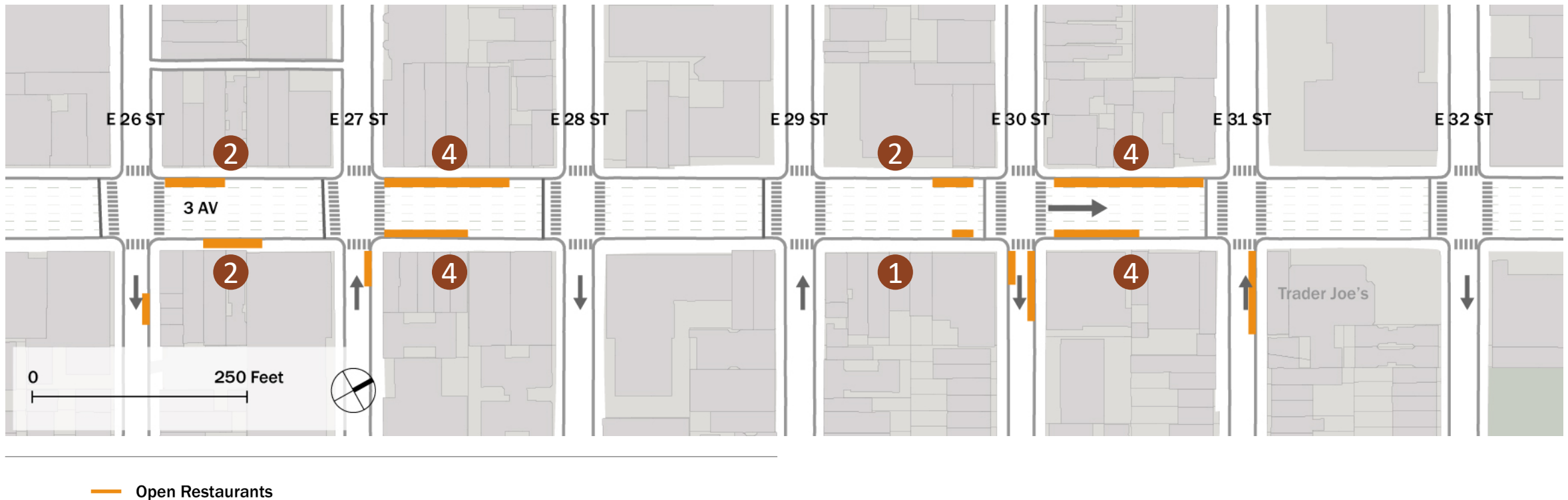
- Protected Bike Lane
- Conventional Bike Lane
- Shared Bike Lane
- Citibike Dock

- Bus Stop
- Bus Route

Existing Conditions

Open restaurants+ sidewalk cafes

- Sidewalk Cafes are allowed on Third Avenue based on the zoning code
- Total of 23 restaurants/bars with 'open restaurants' permit in the study area



Source: [NYC Open Restaurants](#)

Observations

Thursday March 25, 2021

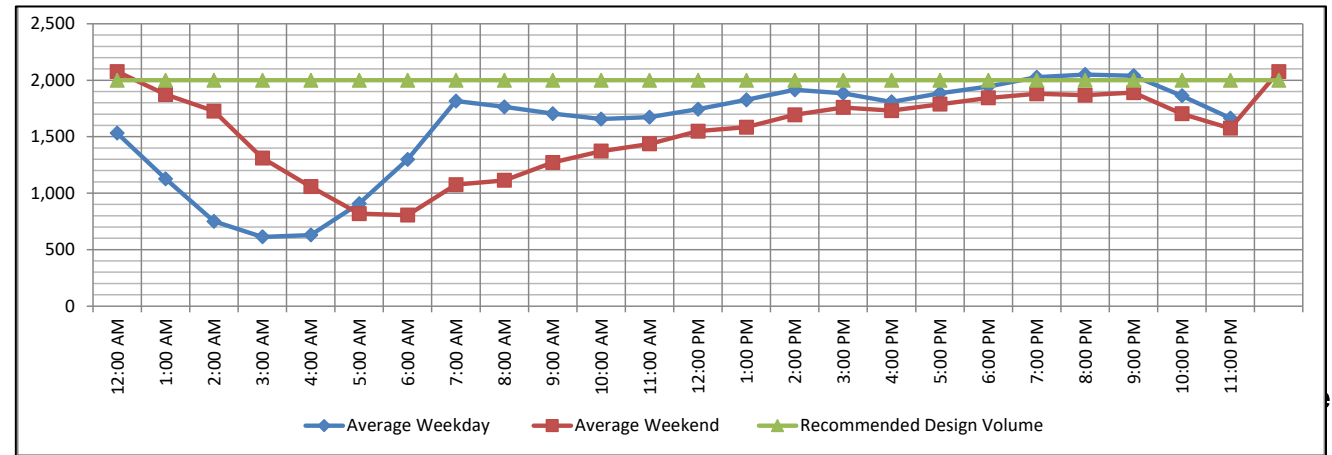
- The outdoor dining on sidewalks and parking lanes (as part of the 'Open Restaurant' program) creates “pinch points” on sidewalks along the study area
- East-west pedestrian movements from restaurant/bar activity (e.g. during the PM) cross north-south sidewalk movement, suggesting need for additional pedestrian space



Existing Conditions Traffic Volumes

- 2016 ATR volumes show unusual patterns throughout the day (daytime peak periods not clearly defined, high overnight volumes); however, weekday pattern seems consistent with available 2019 TMC data.
- 2016 Weekday daytime volumes at E 28th Street peak at approximately 2,000 vehicles per hour (vph).
- 2019 Weekday daytime volumes at E 34th Street peak at approximately 1,600 vph.
- Assumption of 2,000 vph during highest peak hour recommended for design purposes.

2016 Northbound Hourly Traffic Volumes¹ Third Avenue between E 27th Street and E 28th Street



2019 Northbound Peak Hour Traffic Volumes² Third Avenue at E 34th Street

		Morning Peak	Midday Peak	Evening Peak	Late Night Peak
Total Volumes on Northbound Approach		1,266	1,273	1,585	1,745
Light Vehicles	Volumes	1,126	1,162	1,481	1,707
	% of total volumes	89%	91%	93%	98%
Heavy Vehicles	Volumes	92	84	53	20
	% of total volumes	7%	7%	3%	1%
Buses	Volumes	48	27	51	18
	% of total volumes	4%	2%	3%	1%
Bike	Volumes	13	78	87	50
	% of total motorized traffic	1%	6%	5%	3%

SOURCES:

1. Based on Automatic Traffic Recorder (ATR) counts downloaded from NYCDOT Traffic Information Management System (TIMS)
2. Based on Turning Movement Counts (TMCs) collected for the CBD Tolling Study

Existing Conditions

Pedestrian Volumes

- Peak pedestrian volumes occur during the evening peak hour (5:00 pm – 6:00 pm) with over 2,000 Pedestrian on Third Avenue.

2019 Northbound Peak Hour Pedestrian Volumes Third Avenue at E 34th Street

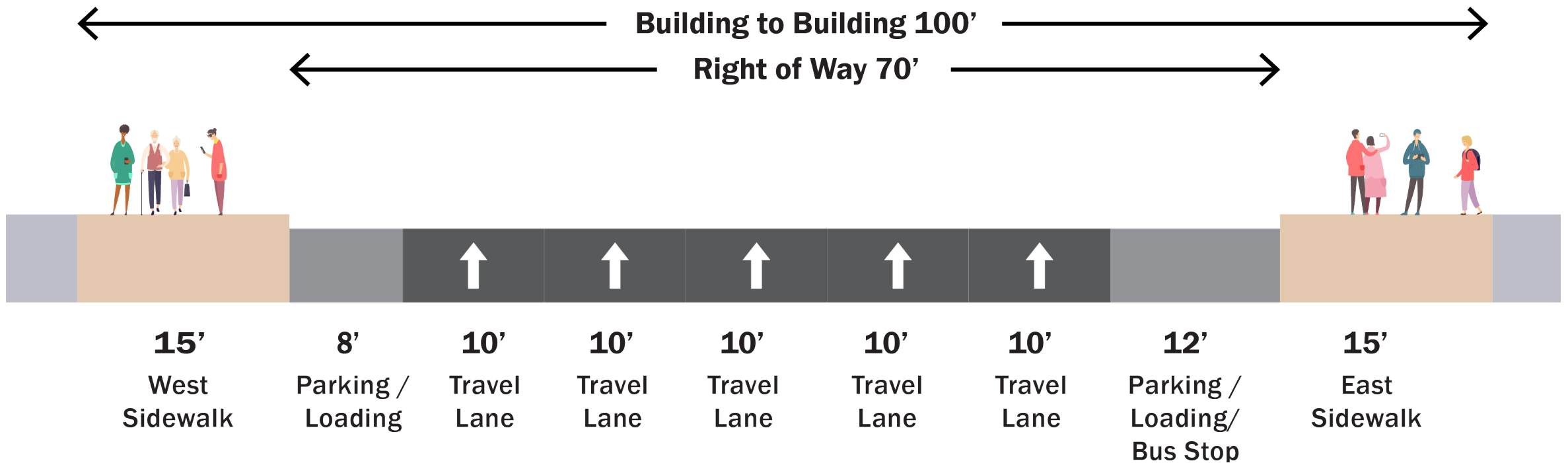
		Morning Peak	Midday Peak	Evening Peak	Late Night Peak
Pedestrian Volumes on Crosswalk	N	357	368	520	184
	E	681	518	645	333
	S	682	662	580	298
	W	429	524	653	421
	Total	2,149	2,072	2,398	1,236

SOURCES:

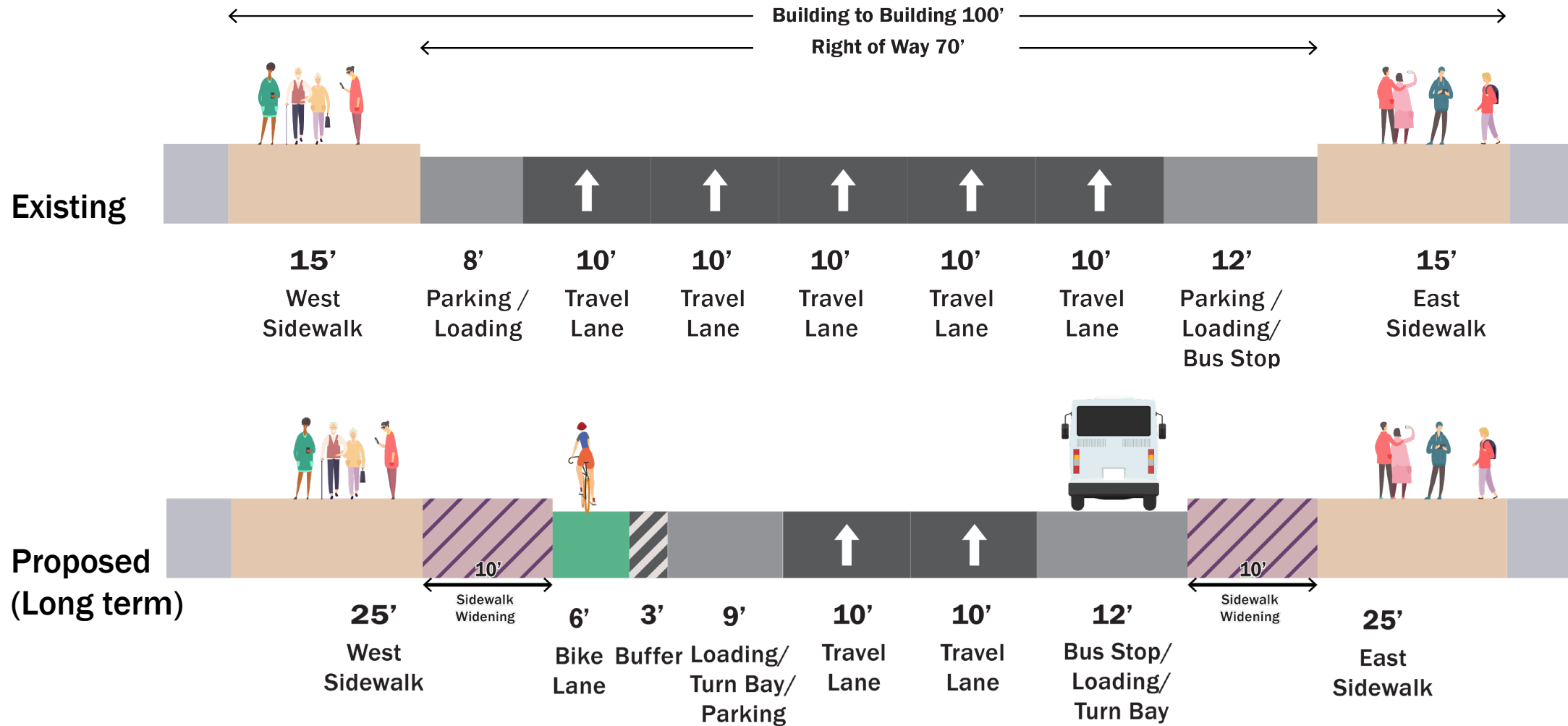
Based on Turning Movement Counts (TMCs) collected for the CBD Tolling Study in June 2019.
Pedestrian volumes at the intersection of 34th Street and Third Avenue.

Existing Conditions

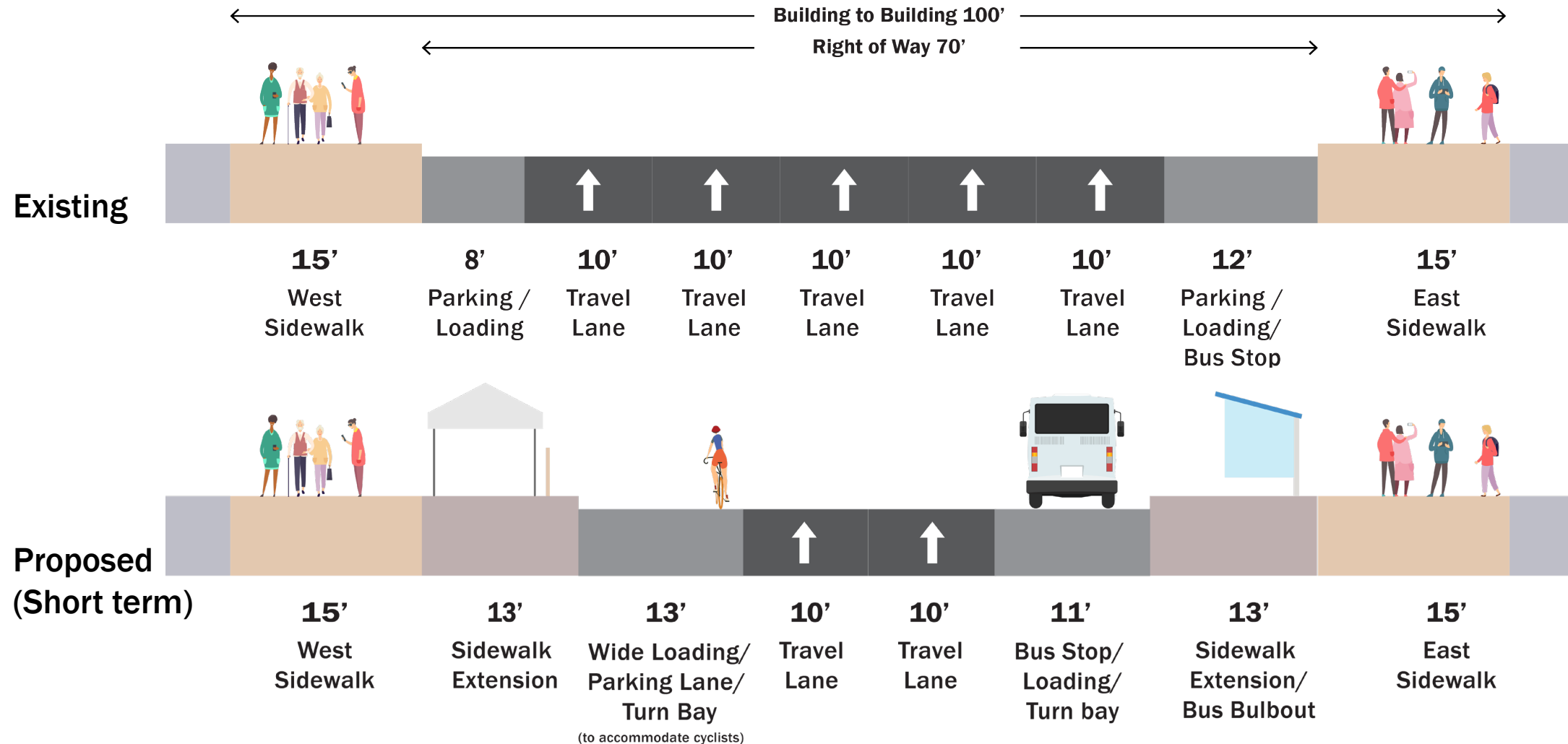
Typical Section



Concept Design



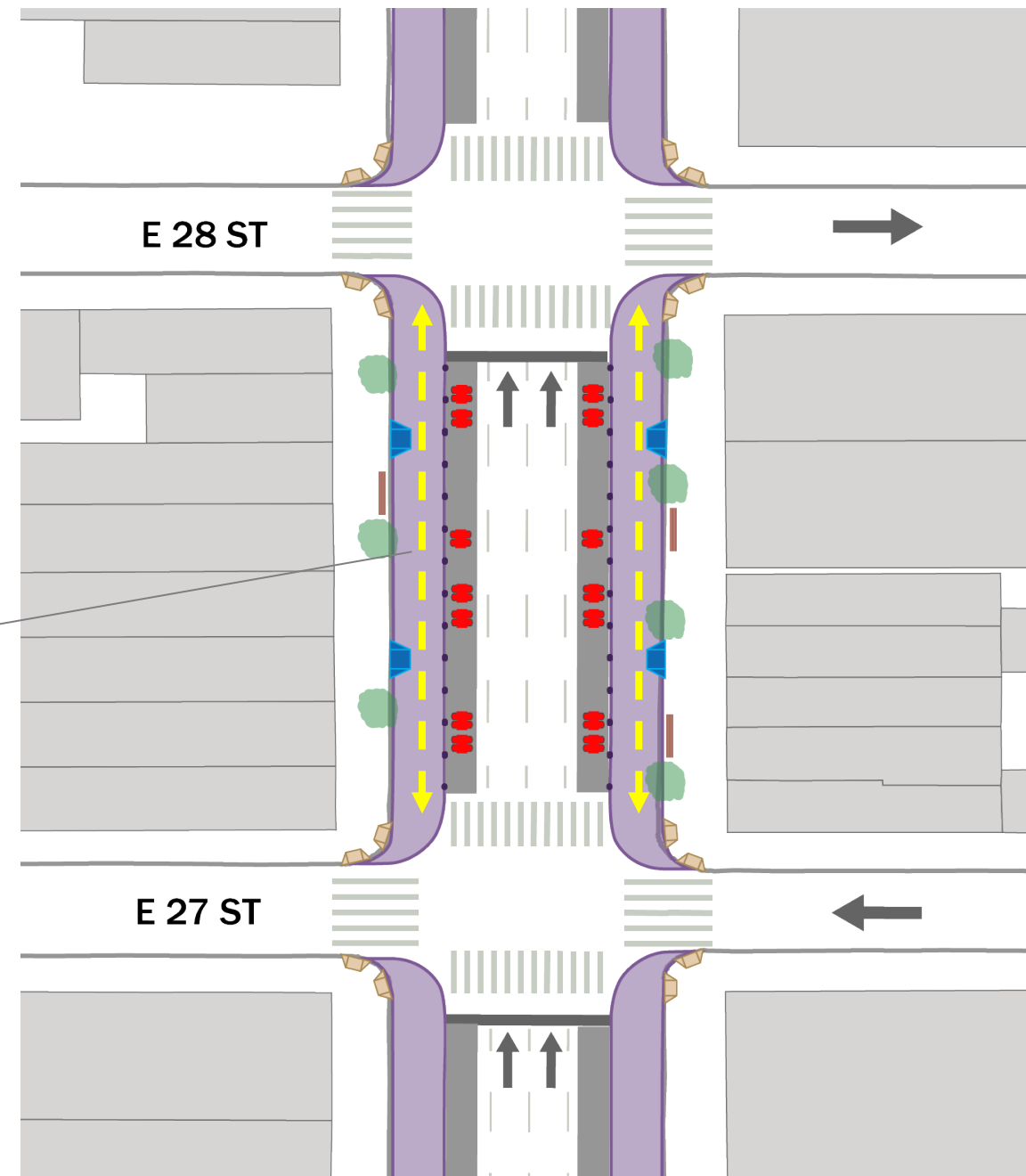
Concept Design



Concept Design V1

- “Open Restaurants” located at the curb lane
- Sidewalk extension for pedestrian circulation (clear of furniture/obstacles)
- Mid-block pedestrian ramps for accessibility
- Sidewalk extension maintenance – by DSNY

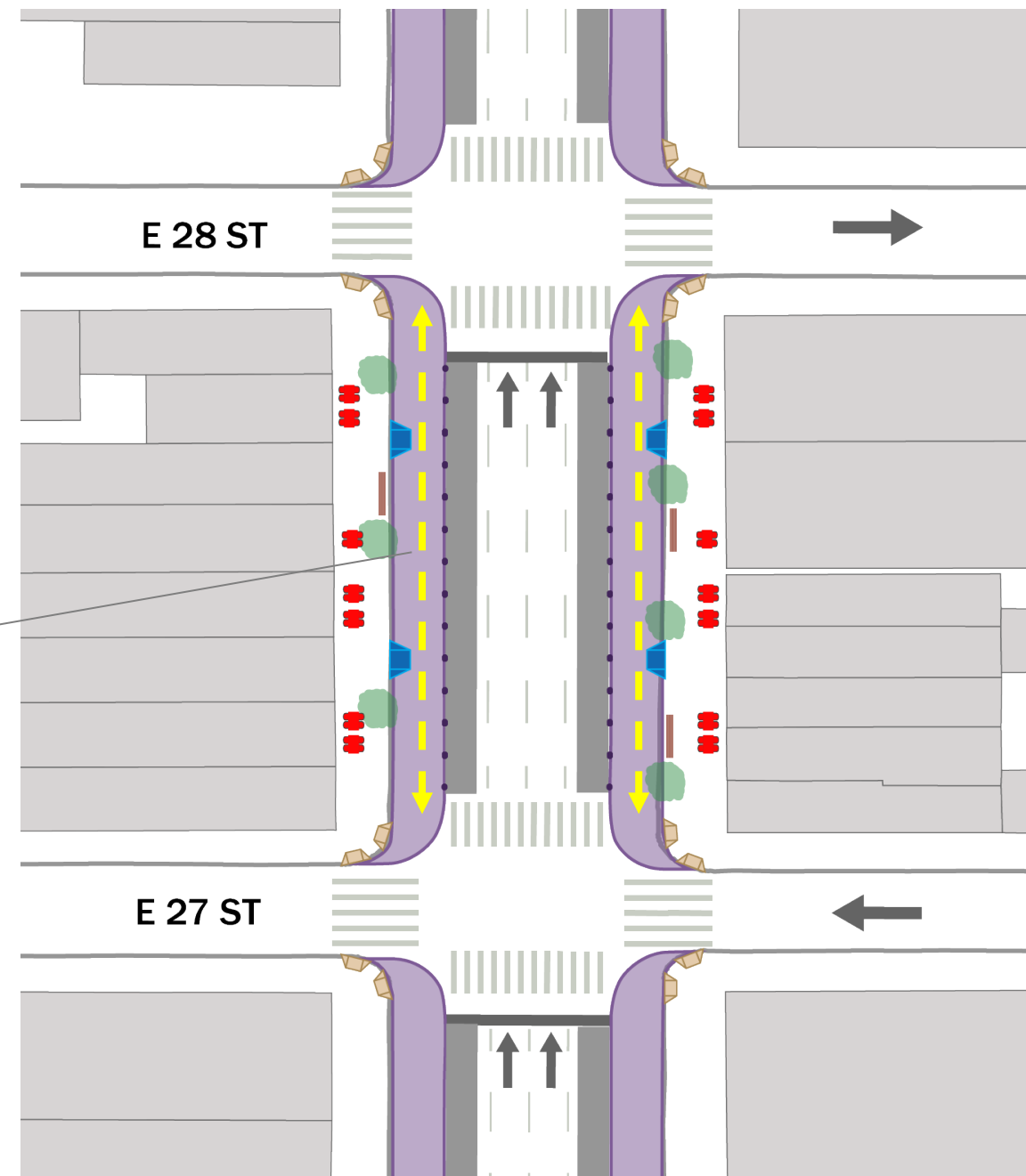
Sidewalk extension example–
Whitehall street



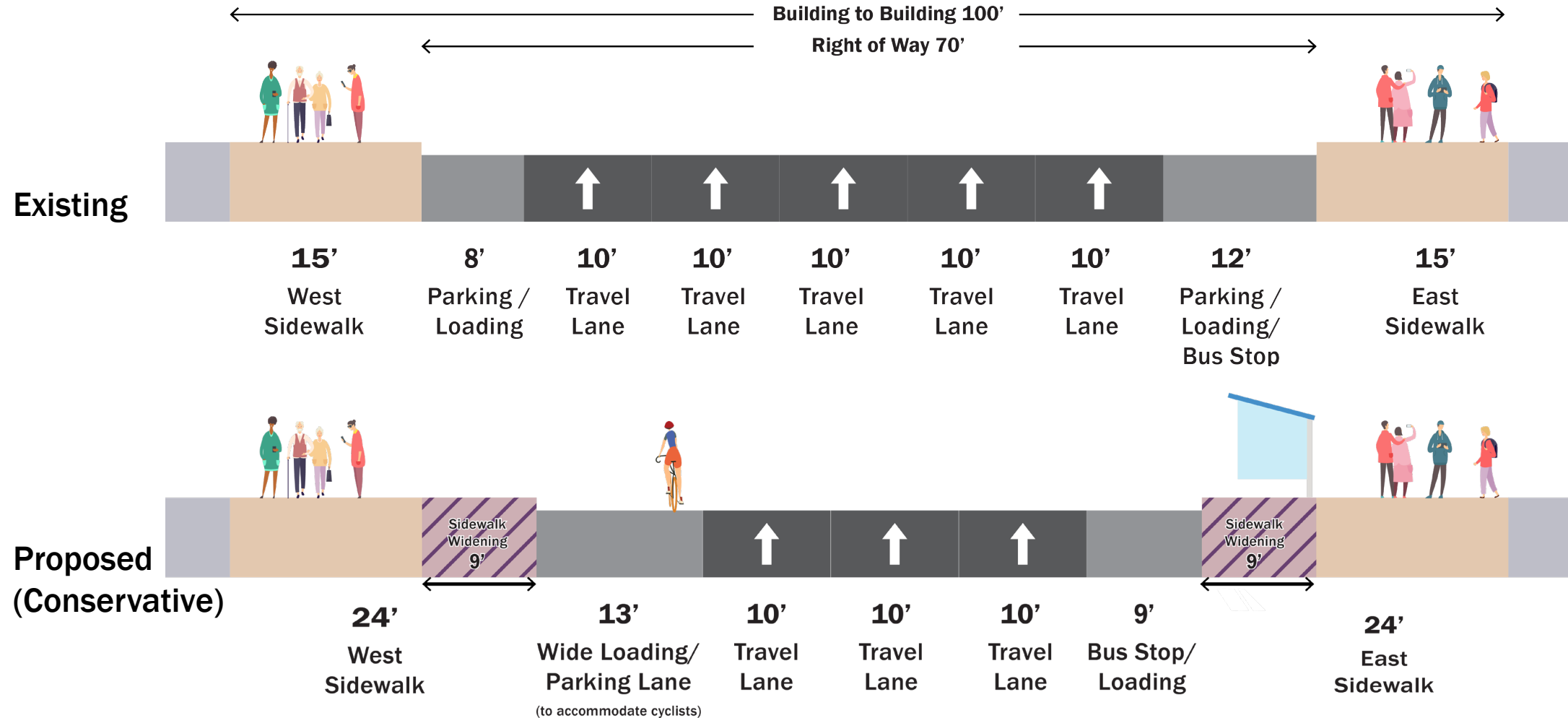
Concept Design V2

- Existing sidewalk for outdoor dining/furniture zone
- Sidewalk extension for pedestrian circulation (clear of furniture/obstacles)
- Mid-block pedestrian ramps for accessibility
- Sidewalk extension maintenance – by DSNY

Sidewalk extension example–
Whitehall street



Concept Design



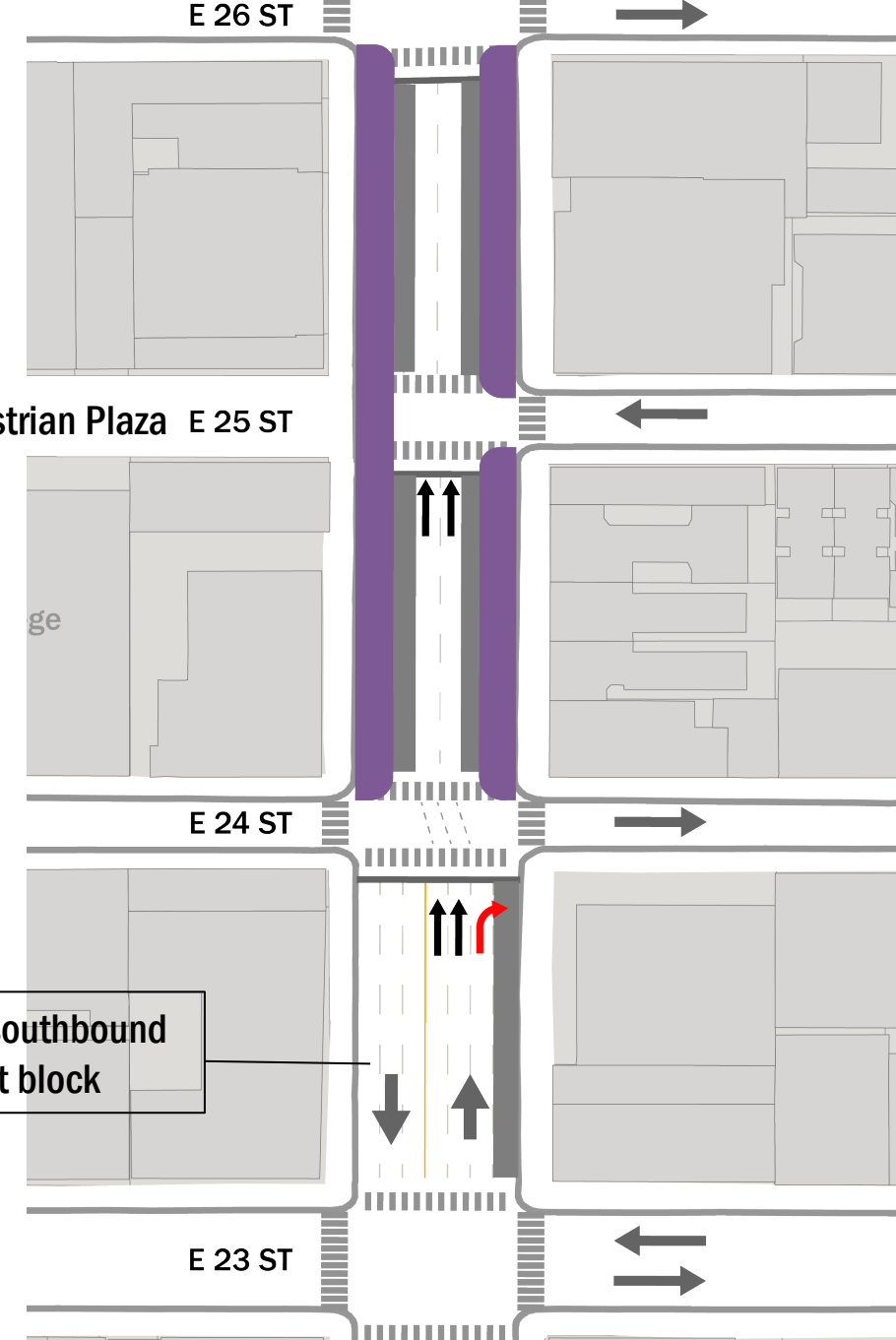
Alternative Option

- Transition at E 24th Street
 - Third Avenue south of 24th Street is two-way street.
 - Northbound movement consist of 3 travel lanes and curb lane

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- Sidewalk Widening
 - Parking Lane/Open Streets/Bus Stop (Depends on Block)
 - Bus Stop

Baruch College Pedestrian Plaza E 25 ST
(under construction)

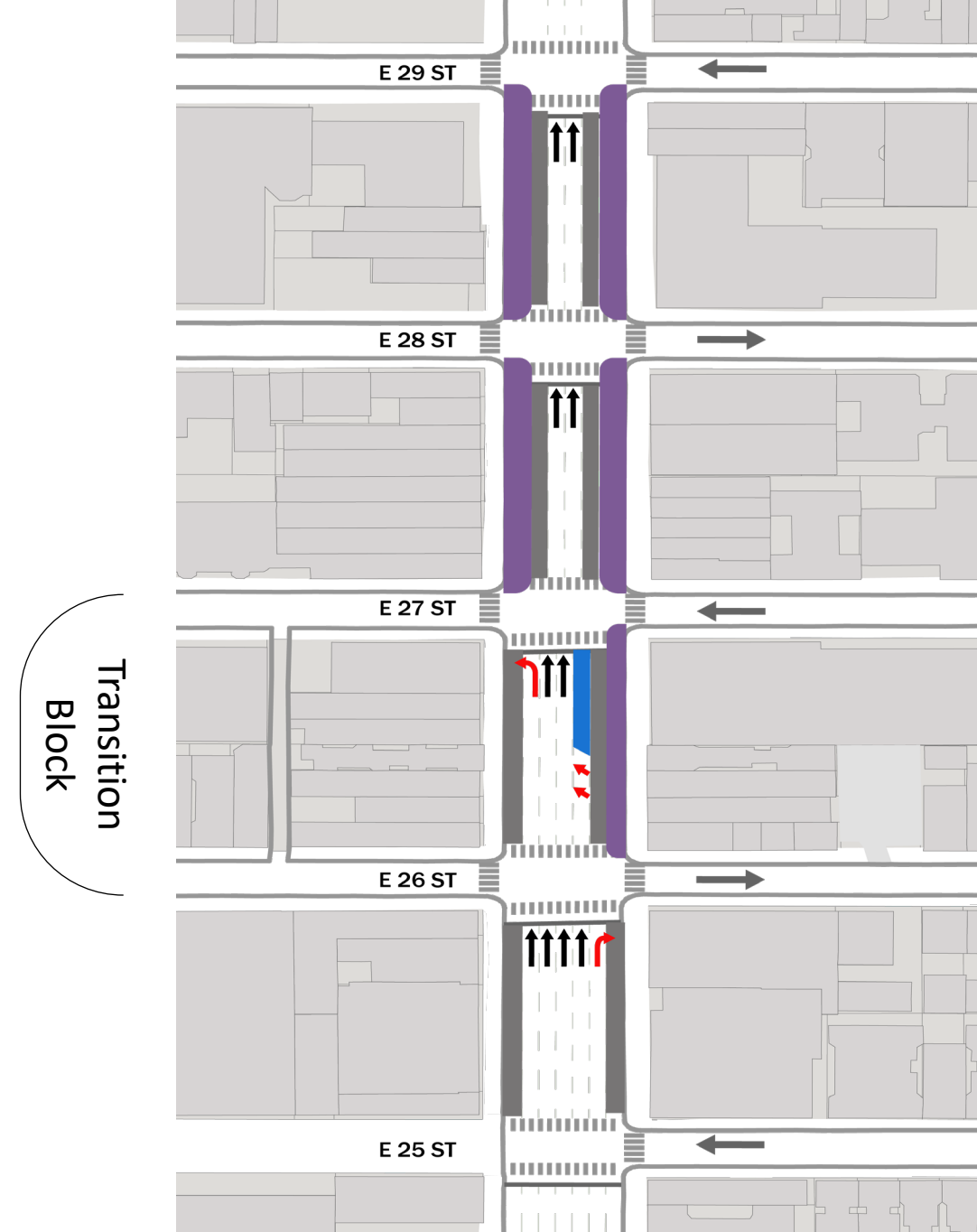
Only need one southbound lane on that block






One-block Transition Option

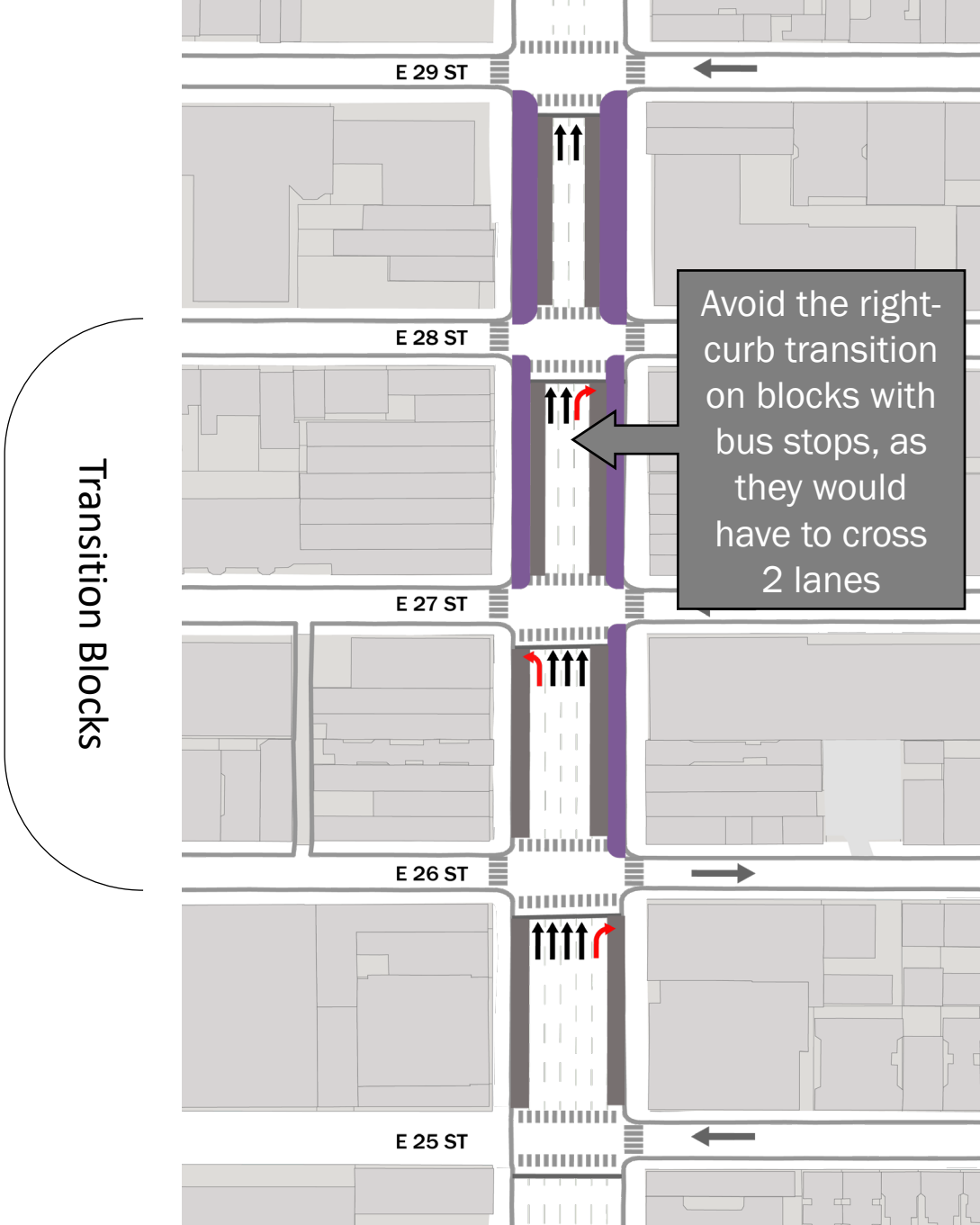
- Similar design along W 125th St

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-  Sidewalk Widening
 -  Parking Lane/Open Streets/Bus Stop (Depends on Block)
 -  Bus Stop



Two-block Transition Option

-  Sidewalk Widening
-  Parking Lane/Open Streets/Bus Stop (Depends on Block)
-  Bus Stop



Summary

Recommendations

- | | |
|--|--|
| • Peak traffic volume - 2,000 vph | → 2 travel lanes are sufficient to accommodate traffic volume* |
| • Peak pedestrian activity with outdoor dining suggests a need for additional sidewalk space | → Sidewalk widening with interim materials for short term and capital plan for long term |
| • Bus stops obstructed by parked vehicles and delivery trucks. | → Restrict parking on blocks with bus stops and use bulb-outs to improve boarding/alighting |
| • Buses board/alight passengers from the travel lane | |
| • Shift from 5 to 2 travel lanes requires a transition block(s) | → Use turn lanes to eliminate travel lane on the next block |
| • Third Avenue south of 24 th Street is two-way street. Northbound movement consist of 3 travel lanes and curb lane | → To start the “Corridor Diet” on Third avenue just north of 24 th Street. No need for transition block |

*Assumptions and Traffic Considerations:

1. An assumption of a 10-15% reduction in traffic after the lanes reduction with traffic diverting off of Third Avenue.
2. To introduce turn lanes at specific locations.
3. To reduce the East/West phase since the crossing distance will get shorter for pedestrians (this would provide more green time for the Northbound phase/help with capacity)
4. To provide clear curb lane bus stops to avoid having buses stop in the travel lanes.