

Third Avenue Complete Street

The New Third Avenue Boulevard Proposal
- A grass roots campaign

Defining the problem (26th and 3rd)



Pedestrian space

vs.



Car space

Defining the problem (64th and 3rd)



Pedestrian space

vs.



Car space

**A loud, polluted, and dangerous highway
through
a residential neighborhood.**



HOW CAR-FREE IS NYC?



NEW YORK CITY

54.5% of households are car-free

Median Household Income	\$55,752
Median Income of Households with Vehicle(s)	\$85,000
Median Income of Households with No Vehicles	\$40,630

How Do New York Workers Commute?

Transit	57%	Carpool	4.4%
Drive	26.3%	Other	16.8%

MANHATTAN

76.6% of households are car-free

Median Household Income	\$75,575
Median Income of Households with Vehicle(s)	\$134,000
Median Income of Households with No Vehicles	\$69,630

How Do Manhattan Workers Commute?

Transit	59.5%	Carpool	1.7%
Drive	5.8%	Other	33%

THE BRONX

58.3% of households are car-free

Median Household Income	\$35,176
Median Income of Households with Vehicle(s)	\$66,320
Median Income of Households with No Vehicles	\$27,400

How Do Bronx Workers Commute?

Transit	61.5%	Carpool	4.6%
Drive	21.9%	Other	12.1%

QUEENS

36.2% of households are car-free

Median Household Income	\$60,422
Median Income of Households with Vehicle(s)	\$85,400
Median Income of Households with No Vehicles	\$42,500

How Do Queens Workers Commute?

Transit	52.1%	Carpool	6.4%
Drive	32%	Other	9.4%

BROOKLYN

56.5% of households are car-free

Median Household Income	\$51,141
Median Income of Households with Vehicle(s)	\$84,000
Median Income of Households with No Vehicles	\$39,260

How Do Brooklyn Workers Commute?

Transit	62%	Carpool	4%
Drive	18.3%	Other	15.8%

STATEN ISLAND

17.8% of households are car-free

Median Household Income	\$71,622
Median Income of Households with Vehicle(s)	\$93,280
Median Income of Households with No Vehicles	\$25,000

How Do Staten Island Workers Commute?

Transit	30.7%	Carpool	7.3%
Drive	56.3%	Other	5.7%

MANHATTAN

76.6% of households are car-free

Median Household Income \$75,575

Median Income of
Households with Vehicle(s) \$134,000

Median Income of
Households with No Vehicles \$69,630

How Do Manhattan Workers Commute?

Transit	59.5%	Carpool	1.7%
Drive	5.8%	Other	33%

Third Avenue: 100 feet across

For cars:

- 70% (70 feet)

For people:

- 30% (15 feet sidewalks)



Widen sidewalks

Buses on Third Avenue

M101

- 22,398 riders/day
- Grade F
- Average Speed 5mph, worse than 85% of NYC bus routes

M102

- 12,131 riders/day
- Grade F
- Average Speed 4.4mph, worse than 95.4% of NYC bus routes

M103

- 9,489 riders/day
- Grade F
- Average Speed 4.3mph, worse than 96.3% of NYC bus routes

Source: Bus turnaround NYC



Improved mass transit

- Double bus lane
 - Buses will be able to move
 - Allow for true bus rapid transit



- Allows Fire engines and ambulances to move.



Curbed November 21, 2021
Architecture firm WXY

Propose true protected cycling paths

More inclusive.



NYC Bike lane (6th ave)



Cycle path

Third Avenue 23rd Street to 96th Street

Last 5 years:

- 8 total fatalities
 - 6 pedestrians
 - 1 cyclist (at 37th St)
 - 1 motorist (at 34th St)
- 1,035 total injuries
 - 355 pedestrians
 - 162 cyclists
 - 518 motorists
- 881 total crashes

Source: NYC Crash Mapper

First Avenue (23rd Street to 96th Street)

Safety Before and After Bus and Bike Lanes (2017)

5 Year Period Before

- 9 pedestrian deaths

5 Years After

- 2 pedestrian deaths
- 62% decrease in pedestrian injuries

UPPER EAST SIDE

Cyclist, Pedestrian Killed in Manhattan Box Truck Crash on Christmas Eve

The driver was arrested after remaining at the scene but no charges were immediately announced, police sources said

UPDATE: Two Pedestrians Killed in Manhattan Crosswalks

By Julianne Cuba | Jan 24, 2022 | 94 COMMENTS



Trending Stories

Traffic & Transit

Deadly UES Intersections Must Be Redesigned, Menin Says

After a series of fatal crashes, an Upper East Side lawmaker wants the city to remake the intersections where people lost their lives

Let's make Third Avenue: The standard to measure against



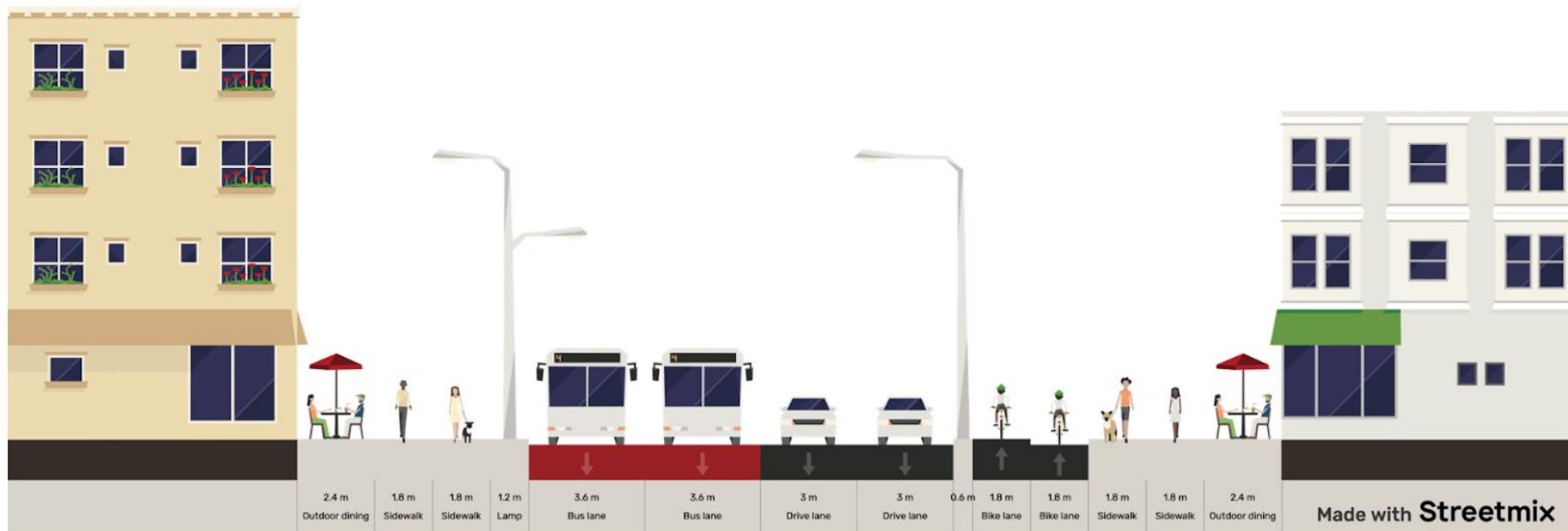
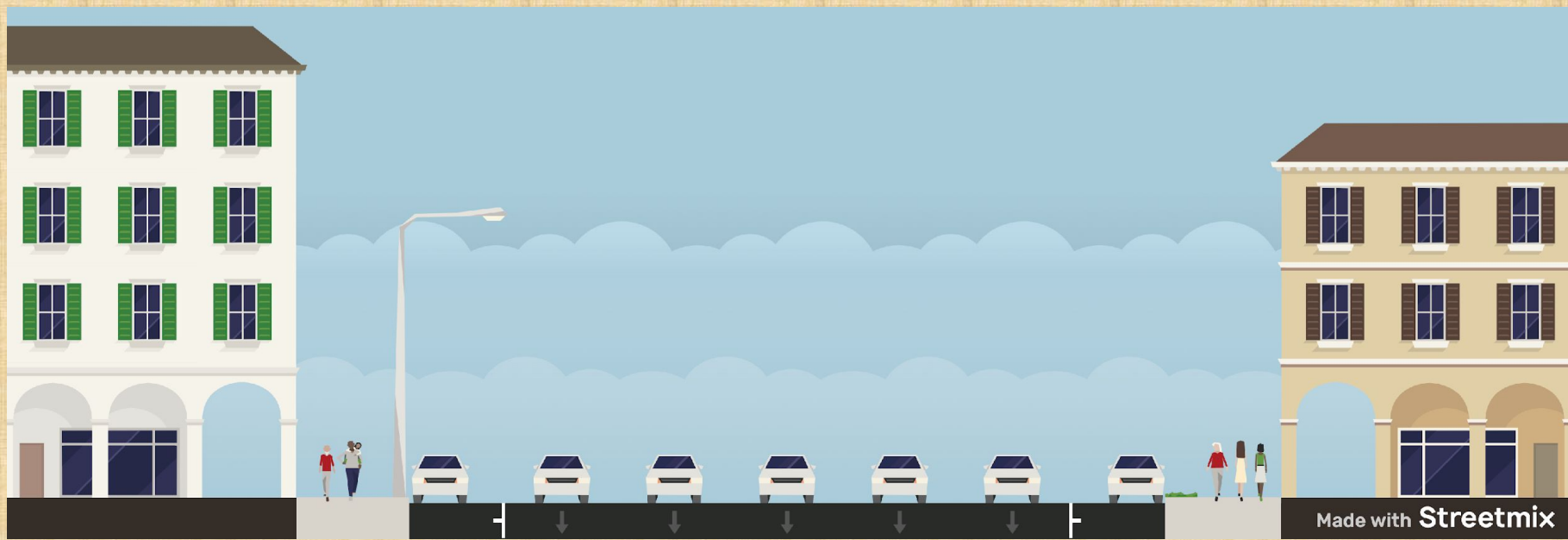
Delivery zones



Benches



Trees



Summary:

Widen sidewalks

- Safer for pedestrians
- Safer for people with mobility issues
- More comfortable

Livable streets

- Benches
- Trees

Bus lanes

- Mass transit that works
- Bus rapid transit
- Emergency vehicles that move

Better for driving

- The more people that can walk, bike, and use mass transit, the less traffic for those who have to drive.

Bring NYC economy back

- More foot-traffic is better for businesses.
- Delivery zones

Dedicated cycle path

- Safer for micromobility
- More inclusive

Environmental action

- Decreased emissions
- Less noise pollution

Thank you