3rd Avenue (Prospect Ave to 62nd St)

Safety Improvement Visioning Workshop

Spring 2023
Workshop Agenda

1. Project Area Context
2. Overview of Recent/Ongoing Projects
3. Existing Conditions/Safety Issues
4. What We Can Do/Toolkits
5. Priorities and Trade-offs
6. Discussion/Mapping
7. Report Back to Group
Project Limits

- 3rd Ave between Prospect Ave and 62nd St
- Study area encompasses the section of roadway under the Gowanus Expressway/ BQE
Brooklyn Truck Map

- 3rd Ave is a Local Truck Route
- The Gowanus Expressway is the Through Truck Route
- 20th St, 39th St, 43rd St, 58th St and 60th St are local truck routes when they intersect with 3rd Ave
Brooklyn Bike Map

- 3rd Ave does not have a marked bike route
- Existing Protected Bike Lane on 4th Avenue
- Existing conventional and shared lanes on intersecting streets:
  - 20th St, 21st St, 43rd St, 44th St, 57th St, 58th St
Brooklyn Bus Map

- B37 bus runs on 3rd Ave
  - Service every 20 minutes during weekday peak periods
- Several express buses run on the Gowanus Expressway
- The B11, B35, and B70 cross 3rd Avenue
- MTA Brooklyn Bus Redesign
  - Proposed added B70 service on 3rd Ave between 36th St and 30th St
  - Proposed added B64 service on 60th St
Past, Ongoing and Future Projects

Past / Completed Projects

3rd Ave & 36th St Streetscape Improvements
- Completed 2021
- Constructed concrete medians and curb extensions
- Pilot lighting installation completed in 2018

Street Improvement Project: 59th St
- Completed 2020
- New signalized pedestrian crossing and new median refuges

On-going Projects

Waterfront Greenway Hamilton Ave/ Gowanus Connector
- Limits: 29th St – Hamilton Ave
- Constructing a two-way bike path and sidewalk on west side of 3 Ave

NYCEDC-Sunset Park Infrastructure
- Limits: 37th St to 39th St
- Removing unused railroad tracks and other infrastructure upgrades

Pedestrian Ramp Upgrades
- Ongoing upgrade of pedestrian ramps along corridor to ADA standards (various locations)

Under El Metered Parking
- Existing under the El metered parking facility from 43rd St to 29th St
- Plans to expand in future (dependent on DDC construction and cobblestone removal)

BQE Visioning Study
- Ongoing outreach to develop vision plan for future of BQE corridor
BQE Workshops: What We’ve Heard

NYC DOT is soliciting feedback on 3rd Avenue is part of the on-going visioning process for the future of the BQE:

3rd Ave Issues / Challenges:
• Intersection safety improvements needed
  • Focus on area around 60th St, 36th St
• Lighting/visibility and accessibility issues
• Lack of biking facilities / unsafe to bike
• Impacts of freight traffic on local communities, roadway used as alternate route for highway

3rd Ave Opportunities and Feedback:
• Look for ways to reduce speeding
• Look at ways to activate areas under the viaduct to make more inviting/accessible
• Be clear about balancing, separating different road users
• Be transparent about pros/cons of design concepts
• Importance of coordination with NYSDOT
Existing Conditions: Safety Issues

- High vehicle speeds
- Lack of pedestrian infrastructure
- Pedestrian and vehicle conflicts
- Heavy truck volumes/turns
- Long crossing distances, wide roadway
- Poor visibility and lighting
Crash and Injury Data

- Vision Zero Priority Intersection at 60th St
- 13 fatalities (2016-Present): 5 pedestrians, 4 cyclist, and 3 motor vehicle occupant
- 11 severe pedestrian/cyclist injuries, 24 severe motor vehicle along the 2.3-mile corridor from 2016-2020
- Rear end and Right-angle crashes accounted for nearly of all motor vehicle occupant injuries

Injury Summary, 2016-2020 (5 Years)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>78</td>
<td>6</td>
<td>3</td>
<td>9</td>
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<tr>
<td>Bicyclist</td>
<td>58</td>
<td>5</td>
<td>4</td>
<td>9</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>751</td>
<td>24</td>
<td>1</td>
<td>25</td>
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<tr>
<td>Other Motorized</td>
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<td>0</td>
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<td>0</td>
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<tr>
<td>Total</td>
<td>887</td>
<td>35</td>
<td>8</td>
<td>43</td>
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</table>

Source: Fatalities: NYCDOT, Injuries: NYSDOT. KSI: Person Killed or Severely Injured

*Map does not include locations that had less than 10 total injuries based off of NYSDOT/NYSDMV crash and injury data available as of 08/2022
Markings Toolkit

Painted Curb Extensions
Painted Sidewalk Space
Dedicated Bus Lane
Parking Organization
Protected Bike Lane
Road Diet / Lane Reduction
Traffic Control Toolkit

Leading Pedestrian Intervals

New Signals/ Signal Timing

Truck Loading Zones

Turn Calming

Turn Bans

Curb Regulations
Concrete / Accessibility Toolkit

Curb Extensions

Pedestrian Refuge Islands

Accessibility Improvements

Concrete Medians

Bus Bulbs

Queens Blvd & 51st Ave

Queens Blvd & 69 St

Concrete Medians

Bus Bulbs
Public Realm Toolkit

Open Streets/Plazas

Wayfinding Signs

Public Art

City Bench

Bike Corral/ Bike Parking

Lighting Improvements
## Safety Treatment Effectiveness

- A study released in 2022 analyzed over 1,000 Street Improvement Projects to determine the relative effectiveness of treatments in reducing injuries.

<table>
<thead>
<tr>
<th>Treatment</th>
<th>Injury Change</th>
<th>KSI Change</th>
<th>Ped Injury Change</th>
<th>Ped KSI Change</th>
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<td>Road Diet</td>
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<td>Conventional Bike Lane</td>
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<td>Turn Calming</td>
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<td>Leading Pedestrian Interval (LPI)</td>
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Benefits and Trade-Offs

**Curb / Sidewalk Extensions**
- Shortens crossing distances, slows vehicle turns
- Increases visibility
- Removes 1-2 curbside parking spaces per location
- Concrete curb extensions are difficult to install with in-house resources
- Painted curb extensions can be vulnerable to illegal parking

**Protected Bike Lane**
- Discourages speeding, organizes roadway
- Dedicated space for cyclists, includes treatments that shorten crossing distances for pedestrians
- Usually removes 5-6 curbside parking spaces per block
- Usually combined with Road Diet/other lane capacity reconfiguration

**Road Diet**
- Discourages speeding, organizes roadway
- Provides roadway space for traffic calming (pedestrian islands, curb extensions, protected bike lanes)
- May increase travel times (often can be mitigated with signal timing, design adjustments)
Visioning and Feedback

What do you want 3rd Avenue to look like in the future? What treatments from the toolkit would you like to see implemented? Use the large map to identify specific locations where DOT should focus improvement efforts. As a group, select your top locations and issues to share with the workshop.

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<thead>
<tr>
<th>Top 5 Safety Problems</th>
<th>Top 5 Toolkit Solutions</th>
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Thank You!