



# 3<sup>rd</sup> Avenue (Prospect Ave to 62<sup>nd</sup> St)

Safety Improvement Visioning Workshop

Spring 2023



# Workshop Agenda

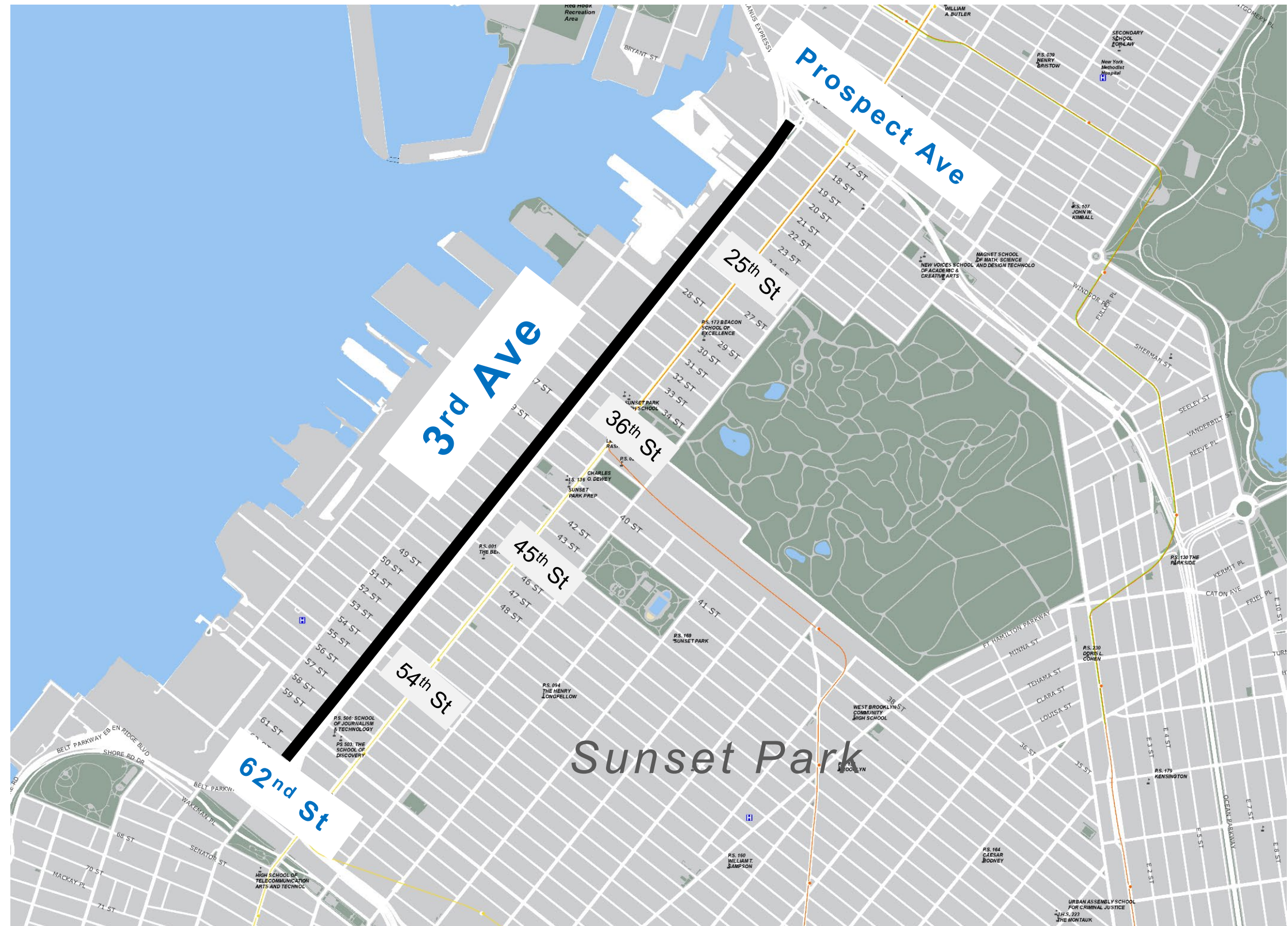
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1. Project Area Context
2. Overview of Recent/ Ongoing Projects
3. Existing Conditions/ Safety Issues
4. What We Can Do/ Toolkits
5. Priorities and Trade-offs
6. Discussion/Mapping
7. Report Back to Group





- 3<sup>rd</sup> Ave between Prospect Ave and 62<sup>nd</sup> St
- Study area encompasses the section of roadway under the Gowanus Expressway/ BQE





# Brooklyn Truck Map

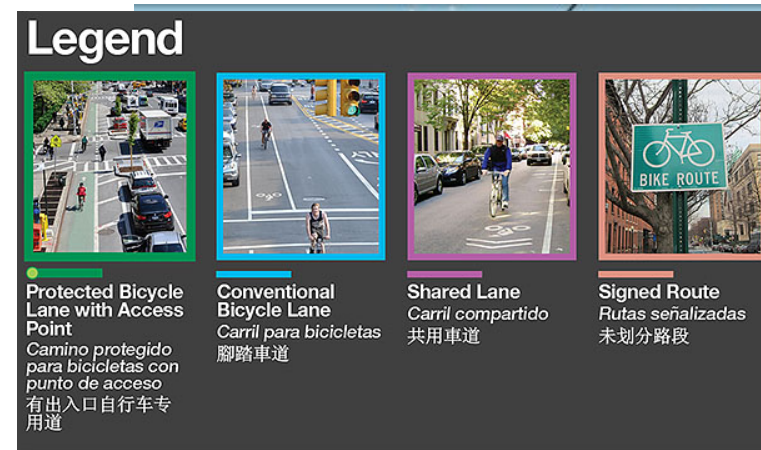
- 3<sup>rd</sup> Ave is a Local Truck Route
- The Gowanus Expressway is the Through Truck Route
- 20<sup>th</sup> St, 39<sup>th</sup> St, 43<sup>rd</sup> St, 58<sup>th</sup> St and 60<sup>th</sup> St are local truck routes when they intersect with 3<sup>rd</sup> Ave





# Brooklyn Bike Map

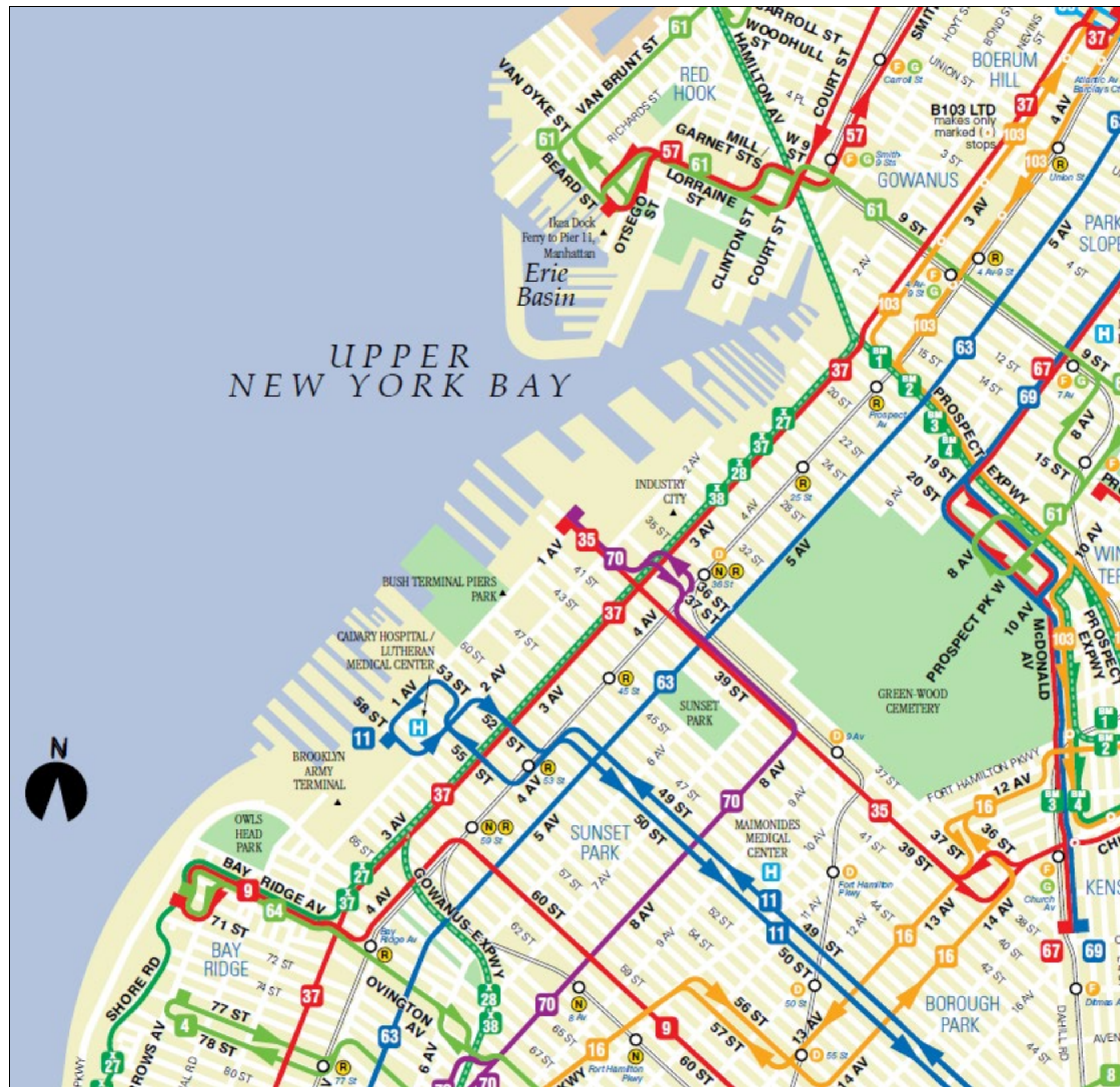
- 3<sup>rd</sup> Ave does not have a marked bike route
- Existing Protected Bike Lane on 4<sup>th</sup> Avenue
- Existing conventional and shared lanes on intersecting streets:
  - 20th St, 21st St, 43rd St, 44th St, 57th St, 58th St





# Brooklyn Bus Map

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





# Past, Ongoing and Future Projects

## Past / Completed Projects

### 3<sup>rd</sup> Ave & 36<sup>th</sup> St Streetscape Improvements

- Completed 2021
- Constructed concrete medians and curb extensions
- Pilot lighting installation completed in 2018

### Street Improvement Project: 59<sup>th</sup> St

- Completed 2020
- New signalized pedestrian crossing and new median refuges

## On-going Projects

### Waterfront Greenway Hamilton Ave/ Gowanus Connector

- Limits: 29<sup>th</sup> St – Hamilton Ave
- Constructing a two-way bike path and sidewalk on west side of 3 Ave

### NYCEDC-Sunset Park Infrastructure

- Limits: 37<sup>th</sup> St to 39<sup>th</sup> 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 EI Metered Parking

- Existing under the EI metered parking facility from 43<sup>rd</sup> St to 29<sup>th</sup> 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 3<sup>rd</sup> Avenue is part of the on-going visioning process for the future of the BQE:

## 3<sup>rd</sup> Ave Issues / Challenges:

- Intersection safety improvements needed
  - Focus on area around 60<sup>th</sup> St, 36<sup>th</sup> 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

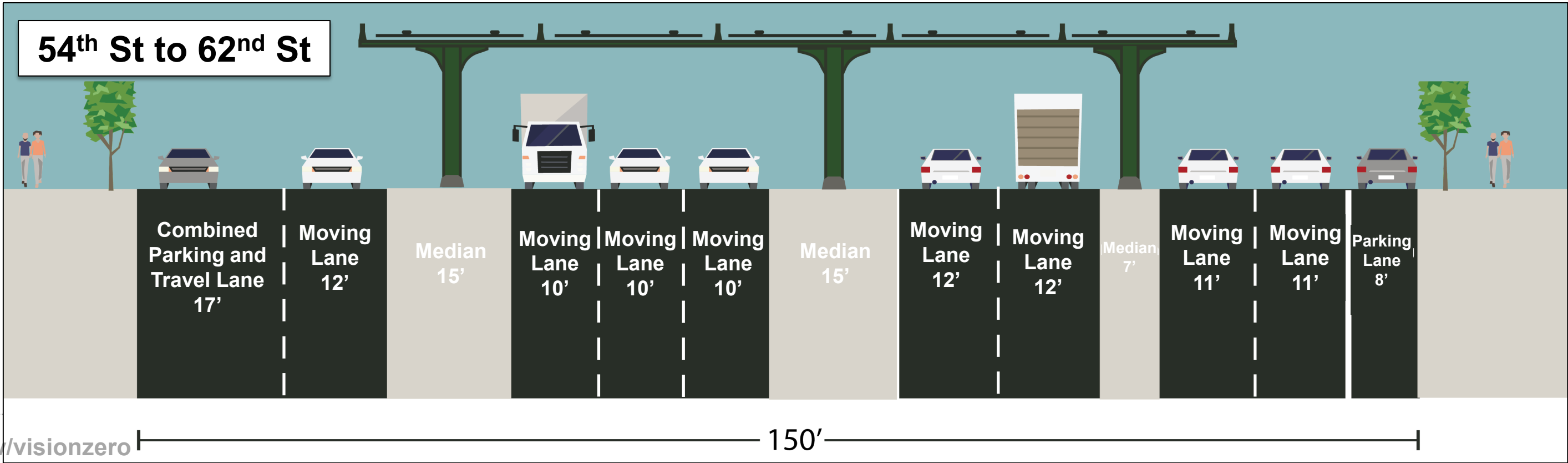
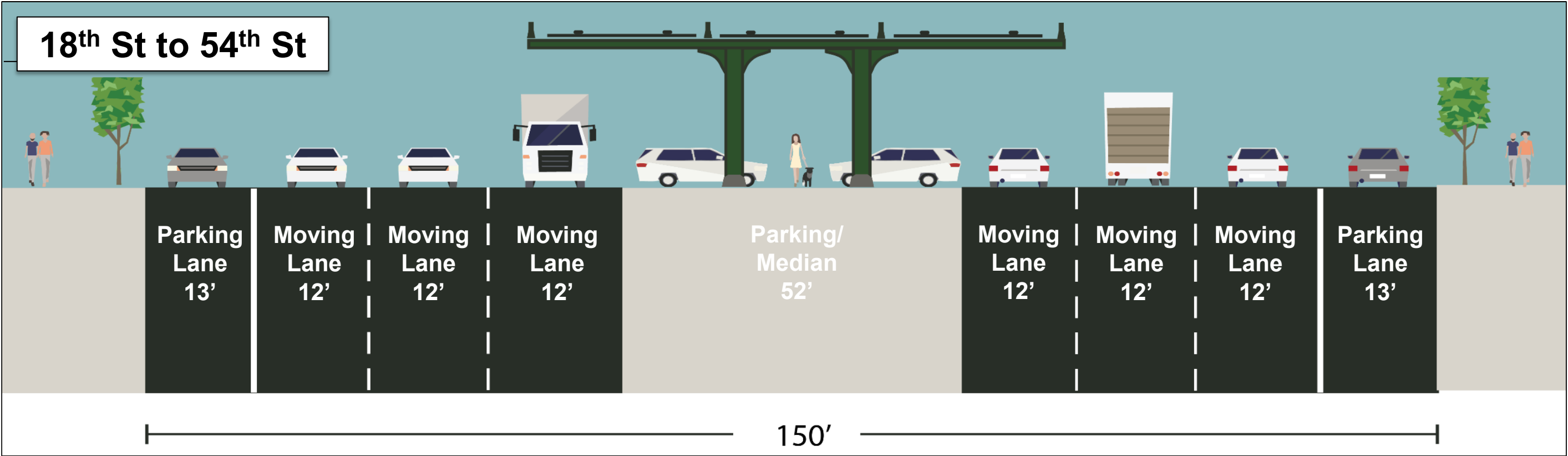
## 3<sup>rd</sup> Ave Opportunities and Feedback:

- 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



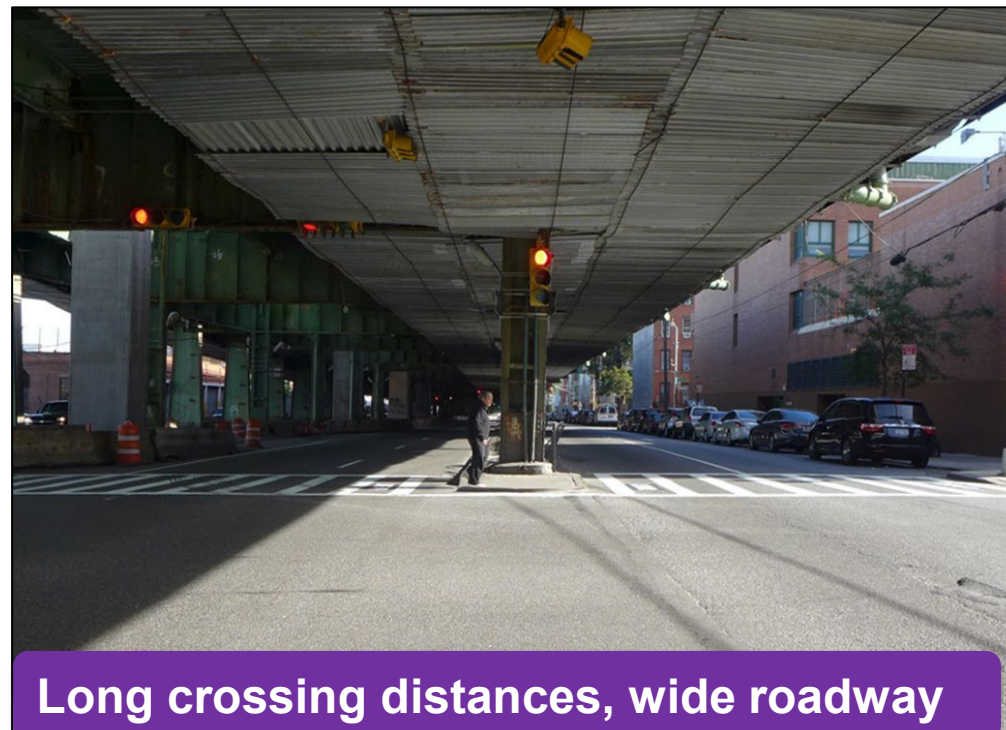
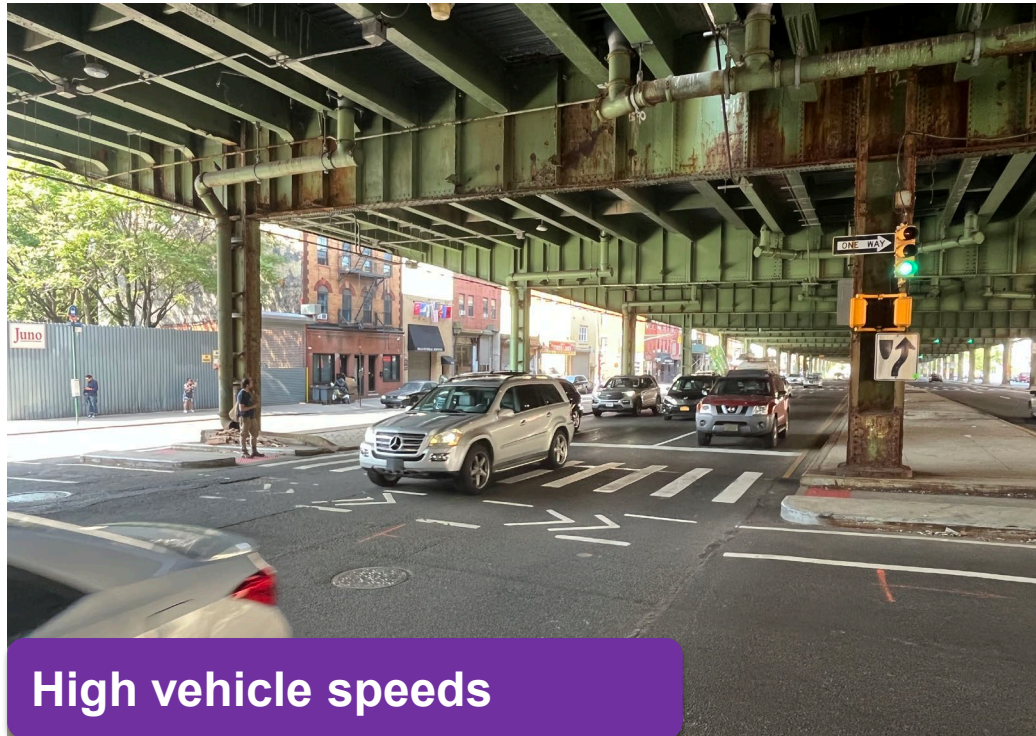


# Existing Conditions: Street Layout





# Existing Conditions: Safety Issues





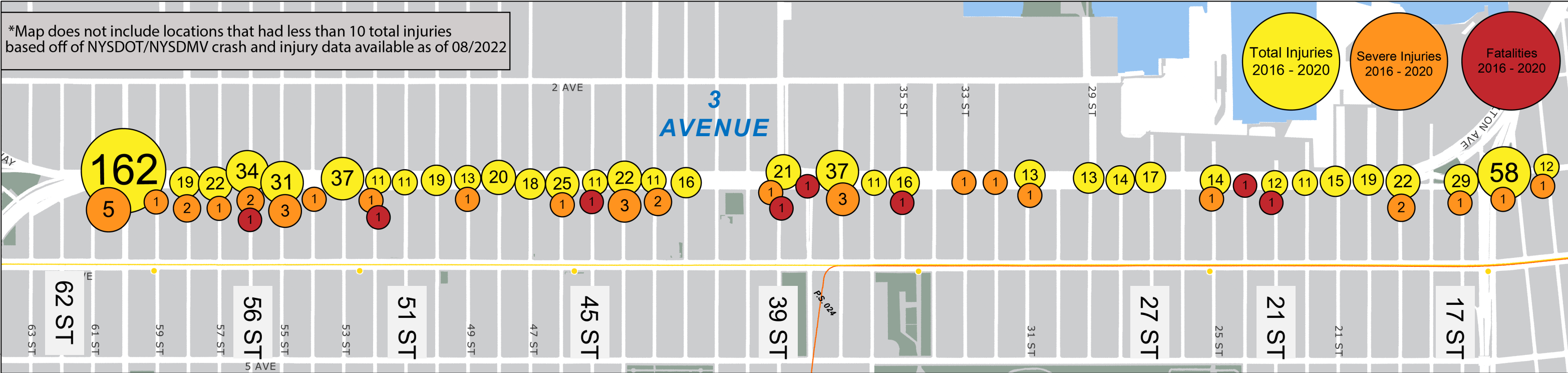
# Crash and Injury Data

- Vision Zero Priority Intersection at 60<sup>th</sup> 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)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	78	6	3	9
Bicyclist	58	5	4	9
Motor Vehicle Occupant	751	24	1	25
Other Motorized	0	0	0	0
Total	887	35	8	43

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





# 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



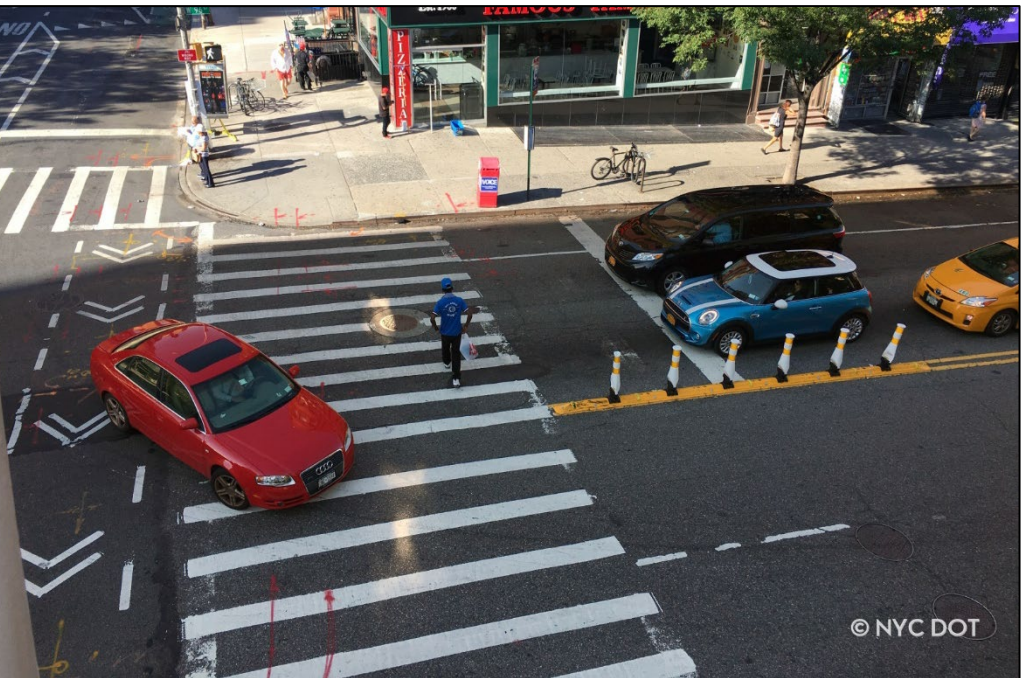
New Signals/ Signal Timing



Truck Loading Zones



Turn Calming



Turn Bans



Curb Regulations



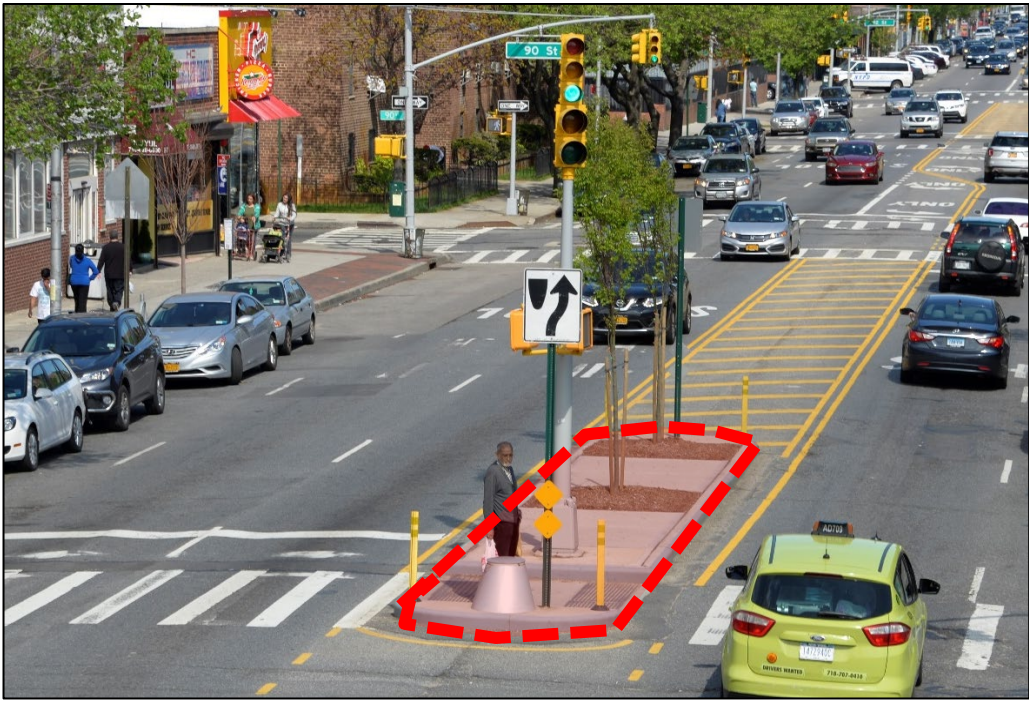


# Concrete / Accessibility Toolkit

Curb Extensions



Pedestrian Refuge Islands



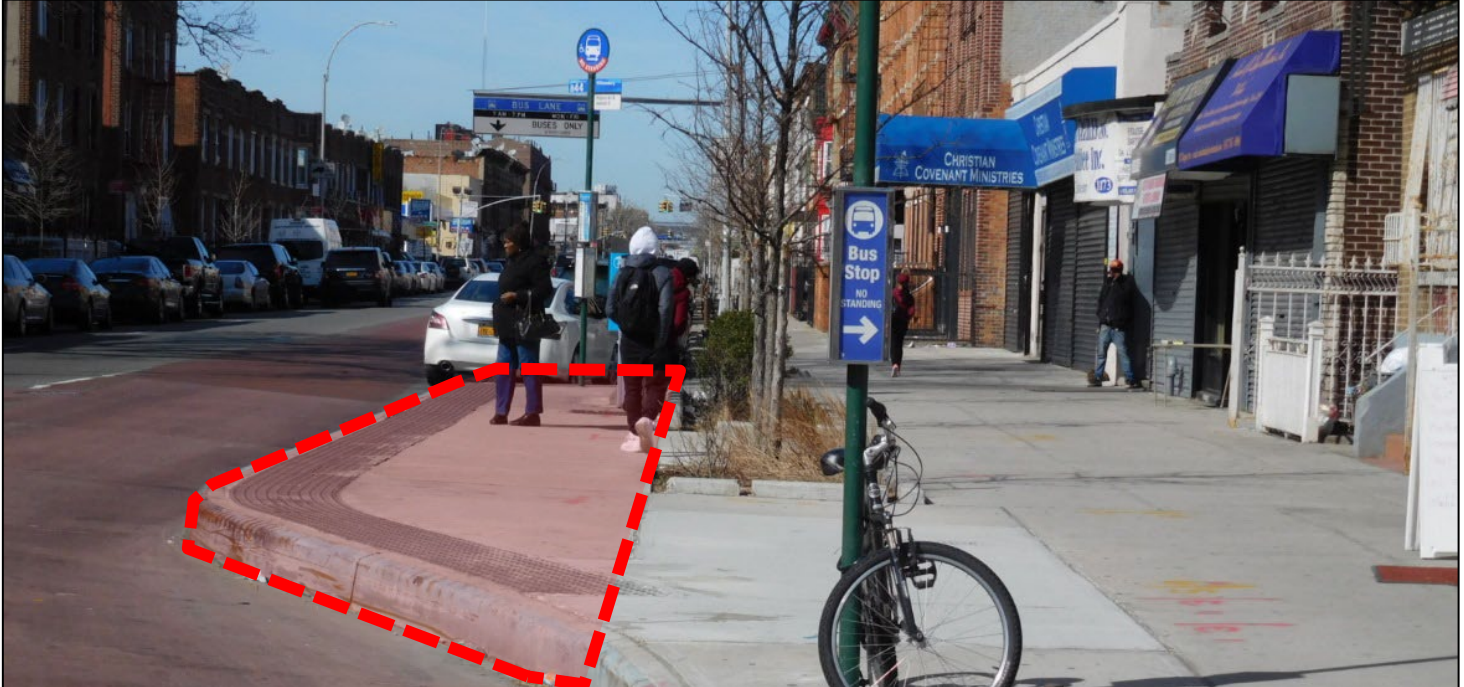
Accessibility Improvements



Concrete Medians



Bus Bulbs





# Public Realm Toolkit

Open Streets/Plazas



Wayfinding Signs



Public Art



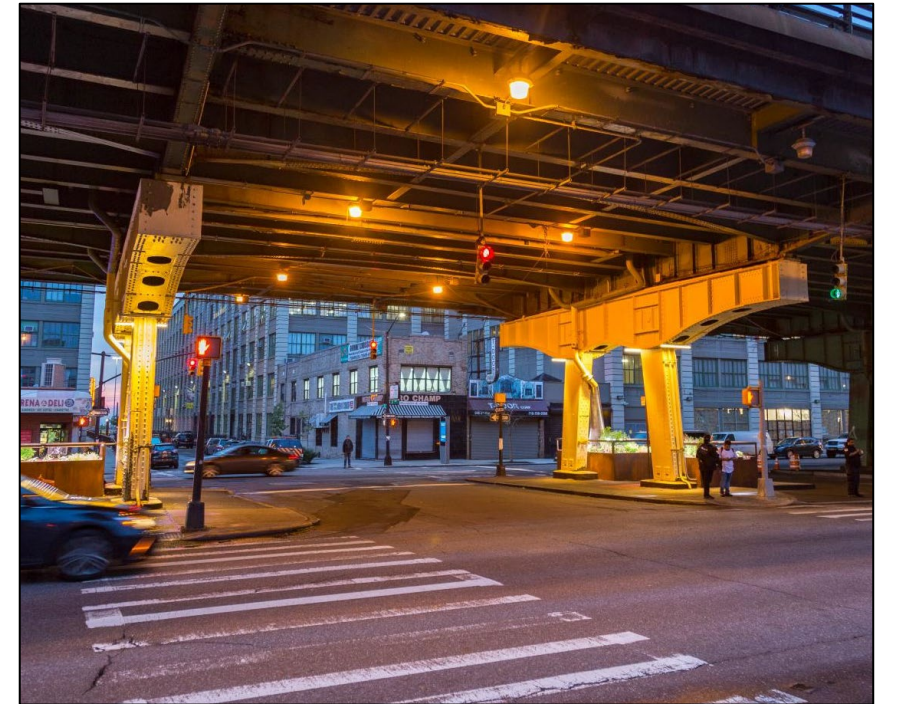
City Bench



Bike Corral/ Bike Parking































Lighting Improvements





# Safety Treatment Effectiveness

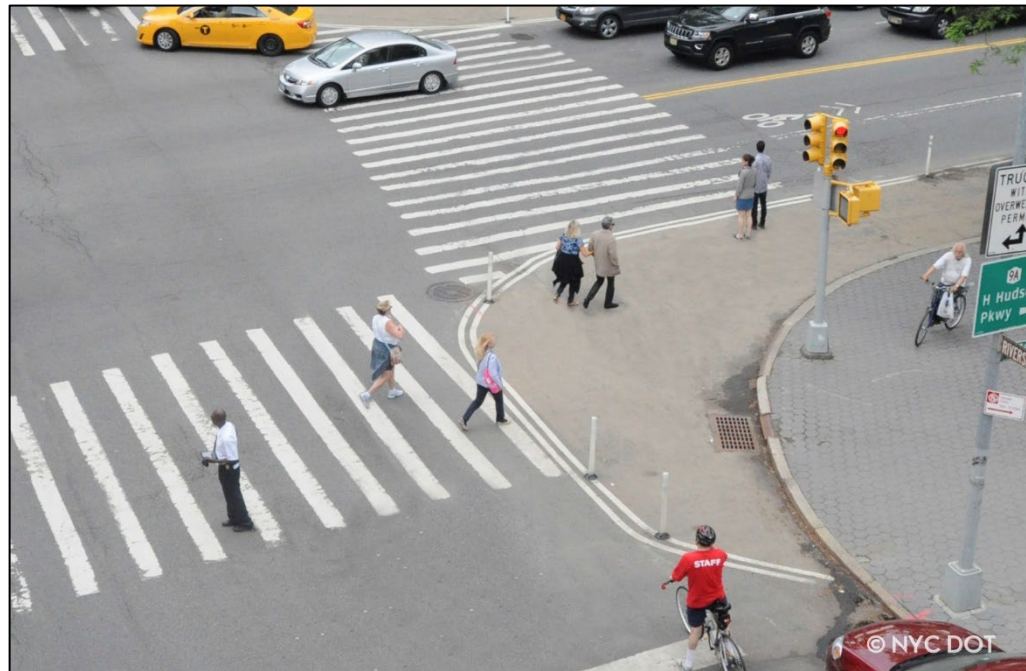
- A study released in 2022 analyzed over 1,000 Street Improvement Projects to determine the relative effectiveness of treatments in reducing injuries

Treatment	Injury Change	KSI Change	Ped Injury Change	Ped KSI Change
Road Diet	 17%	 30%	 13%	 32%
Conventional Bike Lane	 1%	 15%	 1%	 16%
Protected Bike Lane	 15%	 18%	 18%	 29%
Pedestrian Island	 15%	 36%	 10%	 34%
Curb and Sidewalk Expansion	 10%	 34%	 17%	 45%
Turn Calming	 0%	 16%	 18%	 33%
Leading Pedestrian Interval (LPI)	 14%	 30%	 18%	 34%



# Benefits and Trade-Offs

## Curb / Sidewalk Extensions



## Protected Bike Lane



## Road Diet



Benefit

- Shortens crossing distances, slows vehicle turns
- Increases visibility

- Discourages speeding, organizes roadway
- Dedicated space for cyclists, includes treatments that shorten crossing distances for pedestrians

- Discourages speeding, organizes roadway
- Provides roadway space for traffic calming (pedestrian islands, curb extensions, protected bike lanes)

Trade-off

- 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

- Usually removes 5-6 curbside parking spaces per block
- Usually combined with Road Diet/other lane capacity reconfiguration

- May increase travel times (often can mitigated with signal timing, design adjustments)



# Visioning and Feedback

Date:  
Table:

**What do you want 3<sup>rd</sup> 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.

## Top 5 Safety Problems (Locations and/or Corridor issues)

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## Top 5 Toolkit Solutions

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# Thank You!

