



3rd Avenue (Prospect Ave to 62nd St)

Community Board 7 Transportation Committee

November 2023

Table of Contents

1. Background
2. Existing Conditions
3. Safety Issues and What We Heard
4. Outreach and Findings
5. Design Proposal Options
6. Next Steps



Motorist on 3rd Ave

Background

- 3rd Ave has a history of community requests for safety improvements from Community Board 7, AM Mitaynes, CM Aviles, Senator Gounardes, P.S. 939, Mixteca, and the 72nd pct.
- During Spring/Summer 2023, NYC DOT working with Community Board 7 completed extensive community outreach to lay the foundation for a future Street Improvement Project, including:
 - Three visioning workshops (two in-person and one virtual)
 - Public feedback web portal with map
 - Street Ambassador deployments, merchant/ intercept surveys



Pedestrians crossing 3rd Ave

Project Limits

- 3rd Avenue between Prospect Ave and 62nd St
- Study area encompasses the section of roadway under the Gowanus Expressway/ BQE
- Subway stations located on 4th Ave at Prospect Ave, 25th St, 36th St, 45th St, 53rd St, and 59th St; B37 bus route
- Industry City located between 36th St to 32nd St
- P.S. 503, P.S. 506, P.S. 314, P.S. 939, Salam School, Al Madrasa Al Islamiya, I.S. 136, P.S. 936, P.S. 001, P.S. 516, P.S. 371, and Sunset Park High School
- Local Truck Routes located on 3rd Ave, Hamilton Ave, 20th St, 39th St, 43rd St, 58th St, and 60th St



Projects limits map of 3rd Ave between 62nd St to Prospect Ave

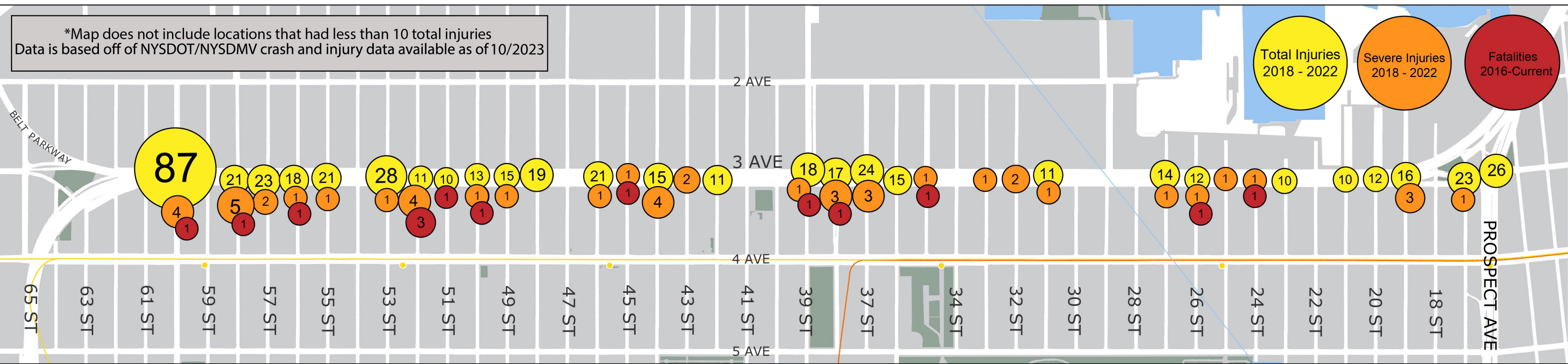
Crash and Injury Data

- 14 fatalities (2016-Present): 4 pedestrian, 4 cyclist, and 6 motor vehicle occupant
 - Over three times the amount of the same limits on 4th Ave (4 fatalities since 2016)
- 50 KSI (killed or severely injured), 9 Pedestrian / 10 Bike KSI
 - Almost two times the KSI compared to 4th Ave (29 KSI)

Injury Summary, 2018-2022 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	76	5	4	9
Bicyclist	56	6	4	10
Motor Vehicle Occupant	489	22	4	26
Other Motorized	13	5	0	5
Total	634	38	12	50

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



Crash and Injury Data

- Rear end and right-angle crashes accounted for nearly all of motor vehicle occupant injuries
 - Indicative of speeding and vehicles running red lights
- Pedestrian injury types consist mostly of crossing outside crosswalk at midblock locations (**42%**) and crossing with the signal (**31%**)
 - Indicative of the long crossing distances and vehicles failing to yield
- Multiple cyclist fatalities due to hitting doors of parked cars
 - Indicative of the lack of safe cycling facilities and double-parked vehicles

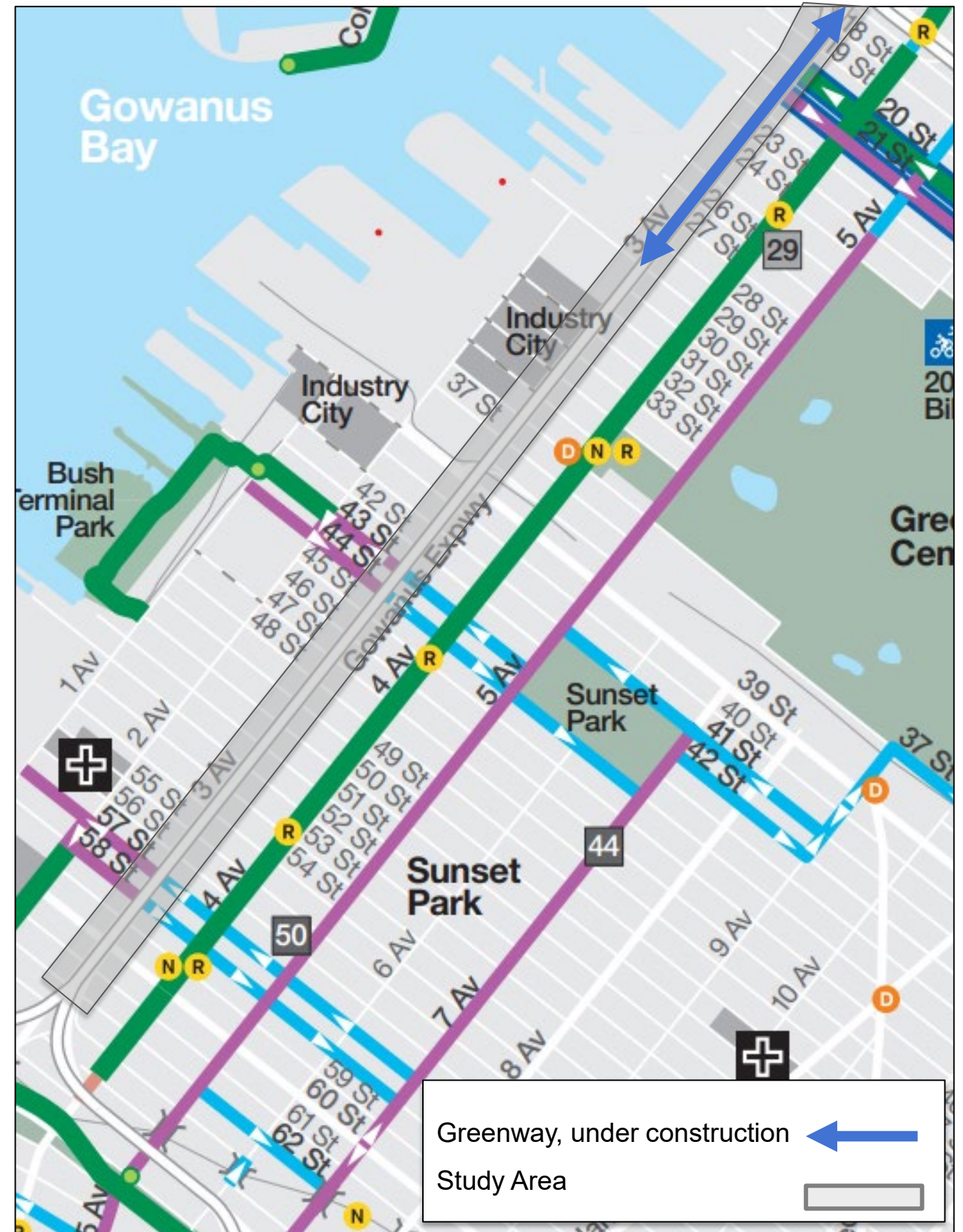


Above: Cyclist on 3rd Ave riding beside double parked vehicles
Below: Pedestrians cross with signal as vehicle turns onto 3rd Ave



Bike Network

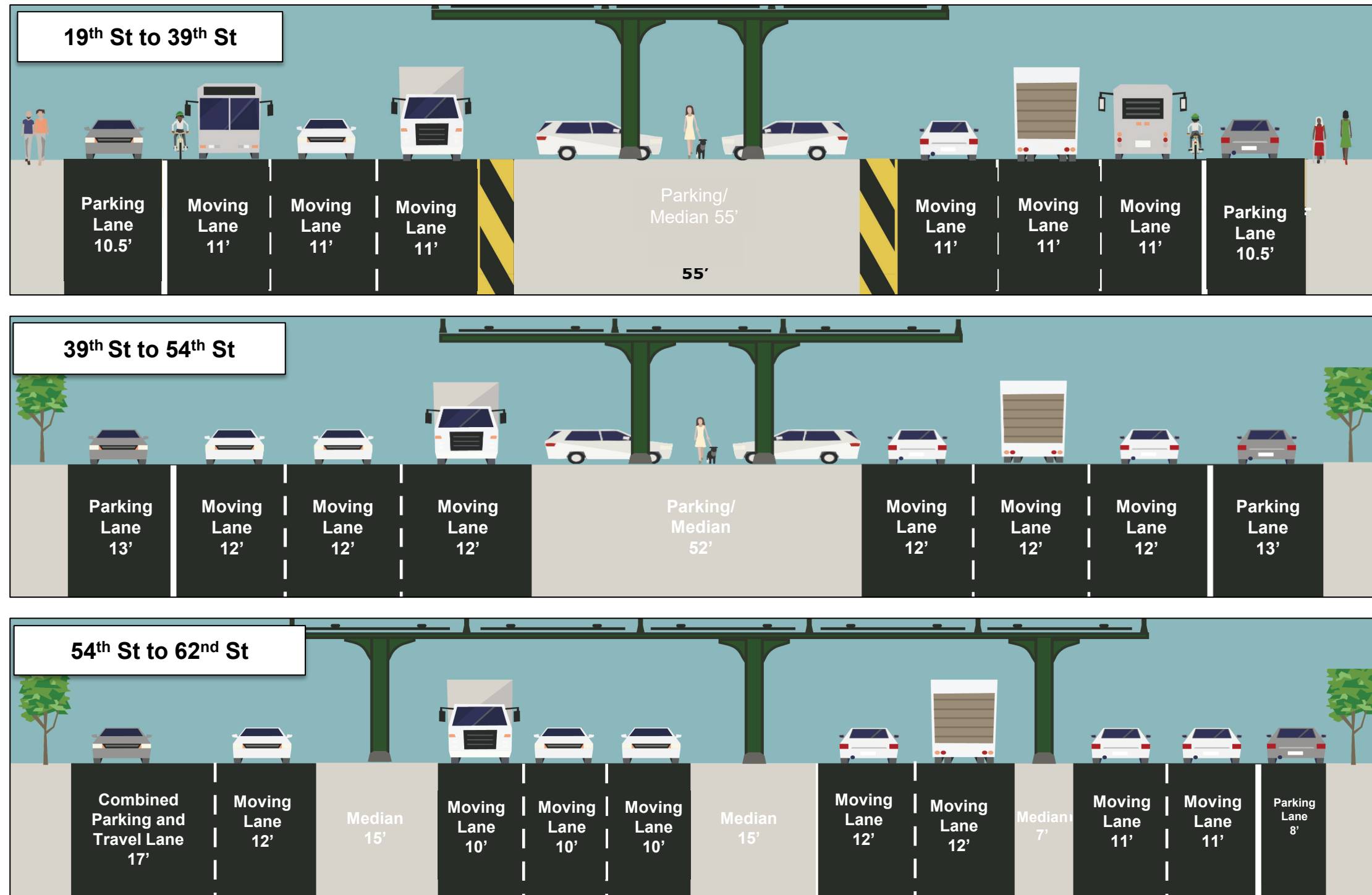
- On 3rd Avenue between Prospect Ave and 62nd St there is a lack of bike connections to existing east/ west facilities on: 20th St, 21st St, 43rd St, 44th St, 57th St, and 58th St
- On-going construction of 3rd Avenue/Hamilton Ave Greenway project overlaps project limits
- Existing topography may deter some riders from using 4th Ave
- ~170 daily bikes on 3rd Ave in March 2022, greater than “before” counts on Queens Blvd



Bike Network of 3rd Ave between Prospect Ave to 62nd St

Existing Conditions

- 3rd Ave between 19th St to 54th St has 3 lanes in each direction
- 3rd Ave between 54th St to 62nd St has 2 northbound lanes and 3 southbound and a service road with parking on either side
- Gowanus/ BQE has 3 lanes of traffic in each direction above 3rd Ave
- Regulated and metered parking between 29th St to 43rd St



Cross Sections of 3rd Ave between Prospect Ave to 62nd St

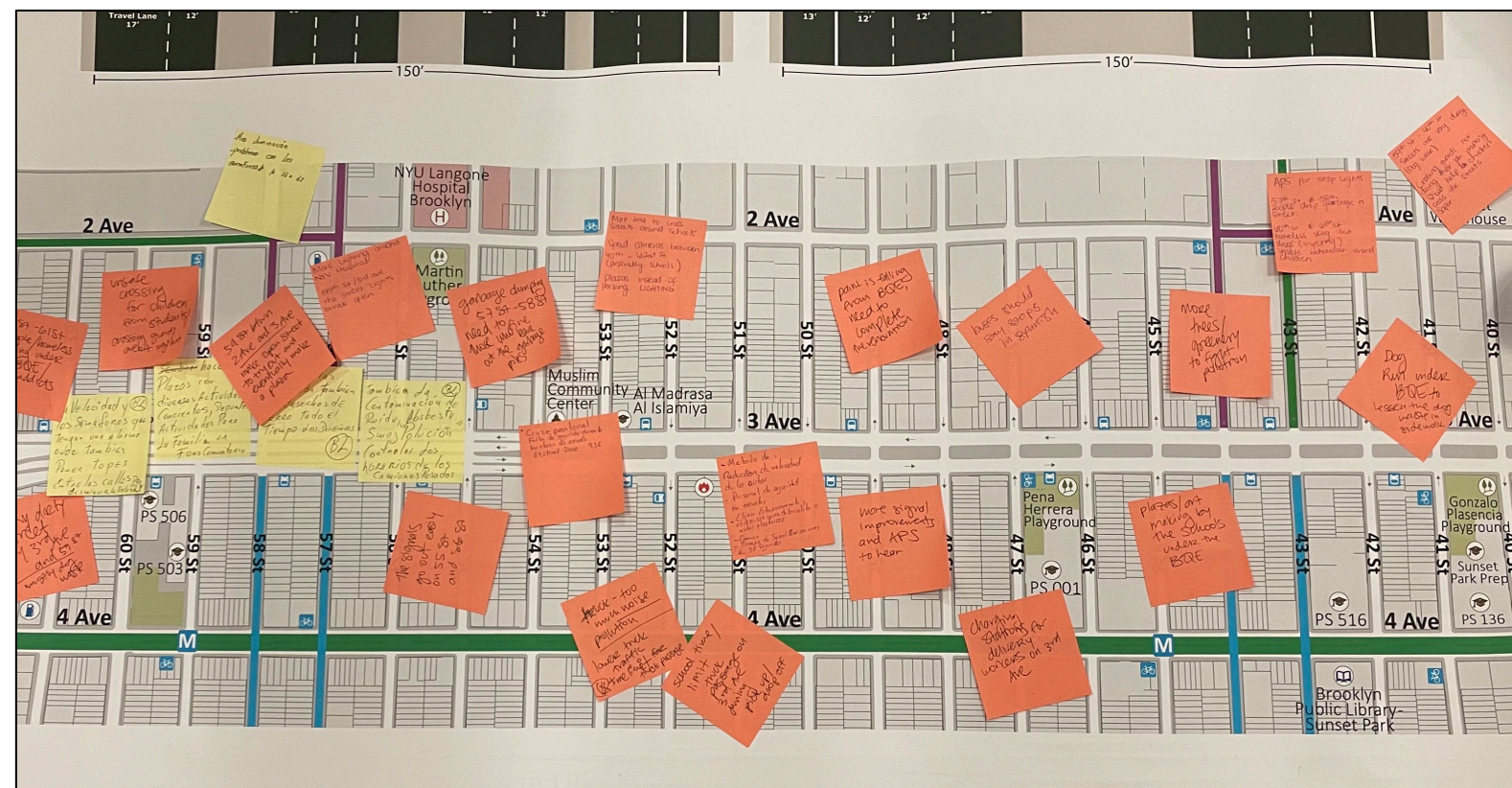
Workshops

- NYC DOT hosted three visioning workshops with Community Board 7 in Spring 2023, with two in-person workshops held at P.S. 024 and P.S. 502 and one virtual
 - Both in-person workshops had translation services available in Arabic, Chinese (Traditional and Simplified), and Spanish
- Participants were provided a short overview presentation followed by a map and Visioning/ Feedback exercise to identify top themes and safety issues



Above: Participants and NYC DOT Staff at April 18th in-person workshop

Below: Break out group's Mapping Exercise from April 27th in-person workshop



Existing Conditions: Safety Issues

Lack of Pedestrian Infrastructure



What We Heard

Lack of Pedestrian Infrastructure

“Many intersections are not ADA accessible, like areas where there is cobblestone and no curb cuts.”

“Difficult and unsafe pedestrian crossings where some crossings are missing.”

“I feel so unsafe crossing the street. I believe we need more pedestrian safety, like adding better median islands.”

“The sidewalks are so dangerous. We have to cross 3rd daily with a stroller and young children. The sidewalks are not accessible or continuous, so we are forced to walk in the road with fast oncoming traffic. It is so dangerous and terrifying.”

Existing Conditions: Safety Issues

Poor Visibility and Lighting



What We Heard

Poor Visibility and Lighting

“Poor visibility under the el and makes it difficult to see pedestrians.”

“Such poor visibility and lighting issues, particularly at 60 St.”

“Lack of and confusing signage, can’t see people walking due to columns, poor lighting especially at night.”

“I feel unsafe walking along the corridor at night due to lack of lighting, walking conditions, and trucks turning.”

“Always very dark walking under 3rd Ave as lighting is poor and don’t feel safe.”

Existing Conditions: Safety Issues

Long Crossing Distances, Wide Roadway



What We Heard

Long Crossing Distances, Wide Roadway

“We need longer signal timing to allow pedestrians to cross, especially since there are 6 travel lanes.”

“There needs to be more time to cross as you can only reach the median and are forced to wait.”

“Long crossing distances with not a lot of time to cross 3rd Ave, especially for younger children and elderly.”

“3rd Ave is a wide street with too many lanes and a lot of bad behavior.”

Existing Conditions: Safety Issues

Pedestrian and Vehicle Conflicts



What We Heard

Pedestrian and Vehicle Conflicts

“ So many turning vehicles – trucks are always blocking the street and turning into peds.”

“There's a big problem with turning vehicles and there are conflict with trucks.”

“Truck and pedestrian conflicts near schools and hospitals.”

“Medians aren't large enough to provide safety as you're stuck in the middle as cars are turning.”

Existing Conditions: Safety Issues

High Vehicle Speeds



What We Heard

High Vehicle Speeds

“I’ve observed aggressive driving behaviors along 3rd Ave because there are lack of speed cameras. This makes me feel unsafe crossing the street.”

“There are so many lanes that invite speeding, and because of this there are more severe injuries! We need enforcement!”

“Aggressive and unsafe drivers are speeding on 3rd Ave.”

“3rd Ave is terrifying for bikers and pedestrians with speeding turning vehicles.”

“Driver behavior is consistently reckless as people speed to enter the BQE, and crosswalks are often blocked by illegally parked cars”

Existing Conditions: Safety Issues

Heavy Truck Volumes



What We Heard

Heavy Truck Volumes

“Trucks double park all over corridor.”

“I see people in trucks larger than 53’ flying down 3rd Ave”

“There is unsafe driver behavior and more cars since COVID. There are terrible visibility issues with larger trucks.”

“The roadway is in poor condition. Hard to drive down road. Lots of weaving and unsafe driving and truck maneuvers to avoid potholes.”

Existing Conditions: Safety Issues

Lack of Cycling Facilities



What We Heard

Lack of Cycling Facilities

“Protected Bike Lane needs to be more than just paint and needs to be barrier or parking protected.”

“I live within 10 blocks of Industry City and yet never go there because of how incredibly hostile 3rd Avenue is to bicycles (my main form of transport). There is NO safe bike infrastructure in this area.”

“I don’t feel safe riding in the street due to conflicts with vehicles.”

“There is not enough space for both cyclists and electric scooters on 4th Ave.”

“Getting on and off 3rd Ave on a bike is a scary experience.”

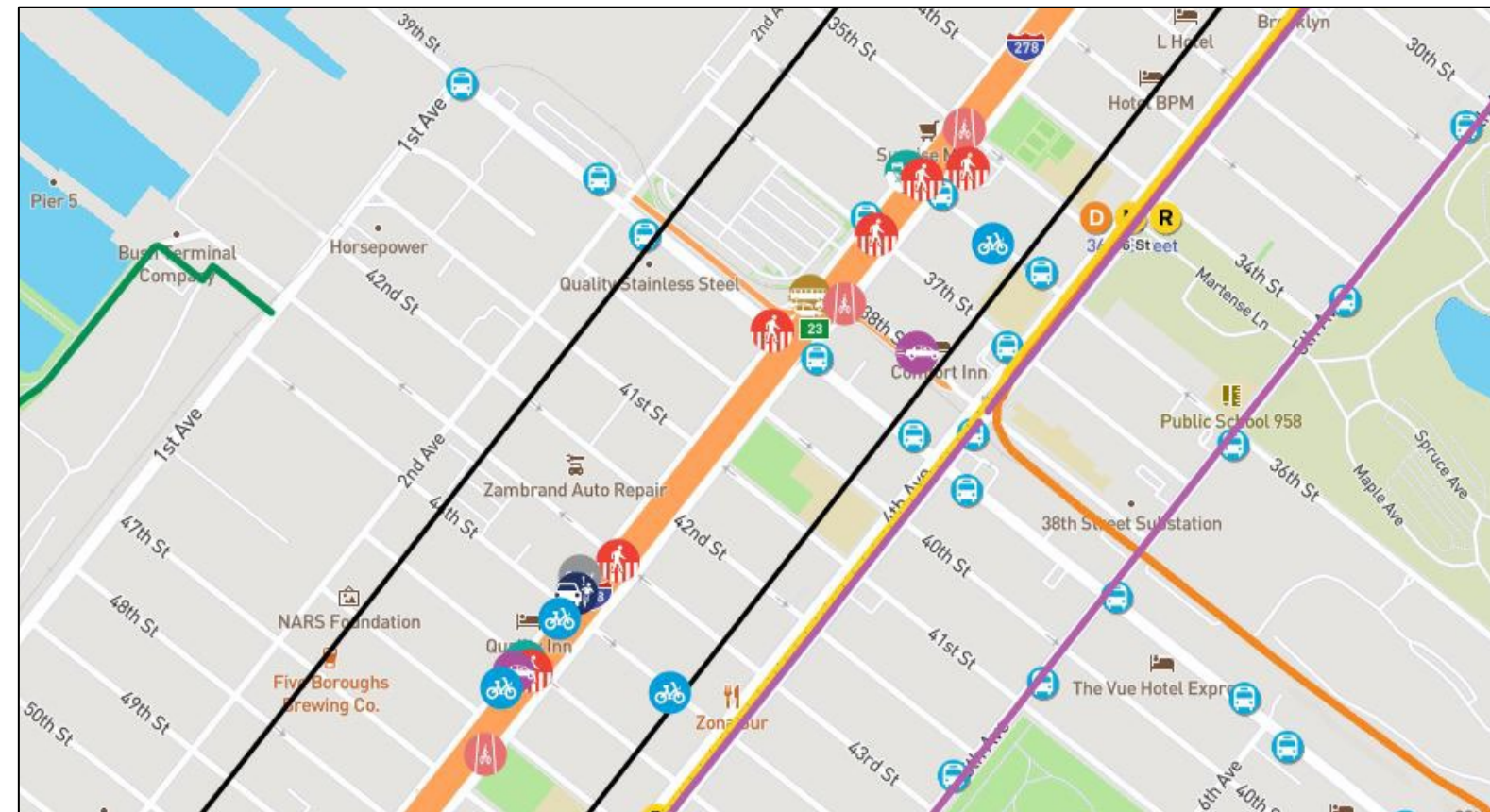
Workshops

Top Themes:

- **Accessibility**, especially on medians with cobblestones and other infrastructure (columns/downspouts)
- **Lighting**, interest in expanding treatment at 3rd Ave/36th St
- Adding **Pedestrian space**, giving more time to cross
- Strong interest in **road diet/lane reduction**, to discourage overflow traffic from BQE and provide traffic calming
- Strong interest in **bike infrastructure**, some expressed 4th Ave lane is too full/not wide enough for increased speeds and volumes; some concern about compatibility with industrial uses
- Interest in **improving existing transit/bus facilities** (e.g. preventing double parking in bus stops)



Above: Participants in April 27th in-person workshop
Below: Image of Synthesized Feedback Map



Street Ambassador Intercept Surveys

Intercept Surveys

NYC DOT Street Ambassadors conducted 5 days of in-person community surveys during the Spring of 2023.

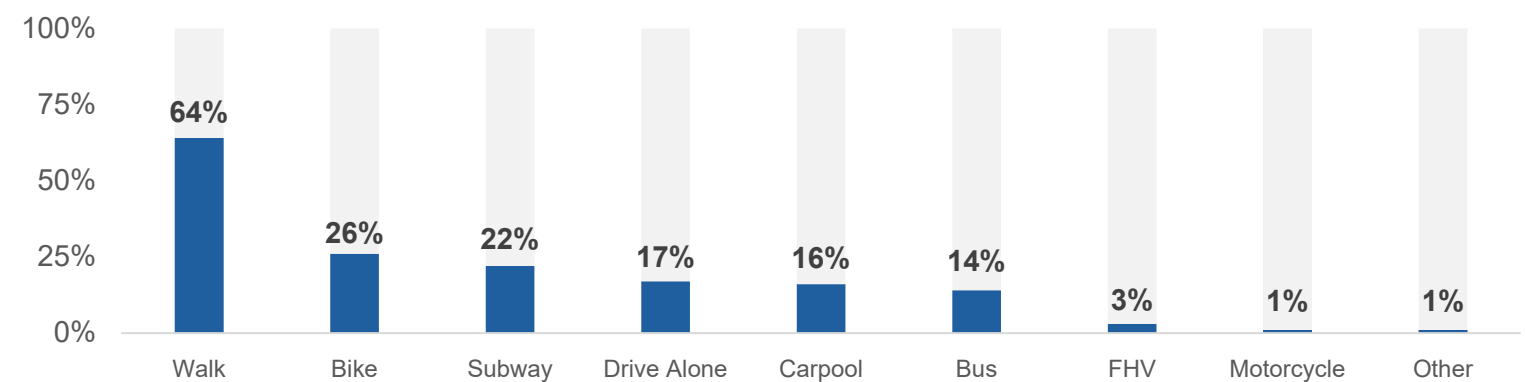
- The survey was accessible through QR flyers posted along 3rd Ave and digitally via NYC DOT's social media campaign
- Over 385 total surveys were completed and **64%** of survey responses came from nearby (local) Brooklyn zip codes



Street Ambassador conducting an intercept survey outside the MCC on 3rd Ave

How do you typically get to 3rd Ave? (n=385)

% of respondents reporting their typical mode of transit to 3rd Ave.



Intercept Survey Response

Street Ambassador Intercept Surveys

Findings

- Respondents reported that their top 3 safety concerns were unsafe vehicle behavior, unsafe sidewalk conditions, and poor lighting
- A majority of respondents (**68%**) supported the removal of parking or a travel lane in order to reallocate space for safety improvements
- **68%** of respondents to survey wanted protected bike lanes on 3rd Ave

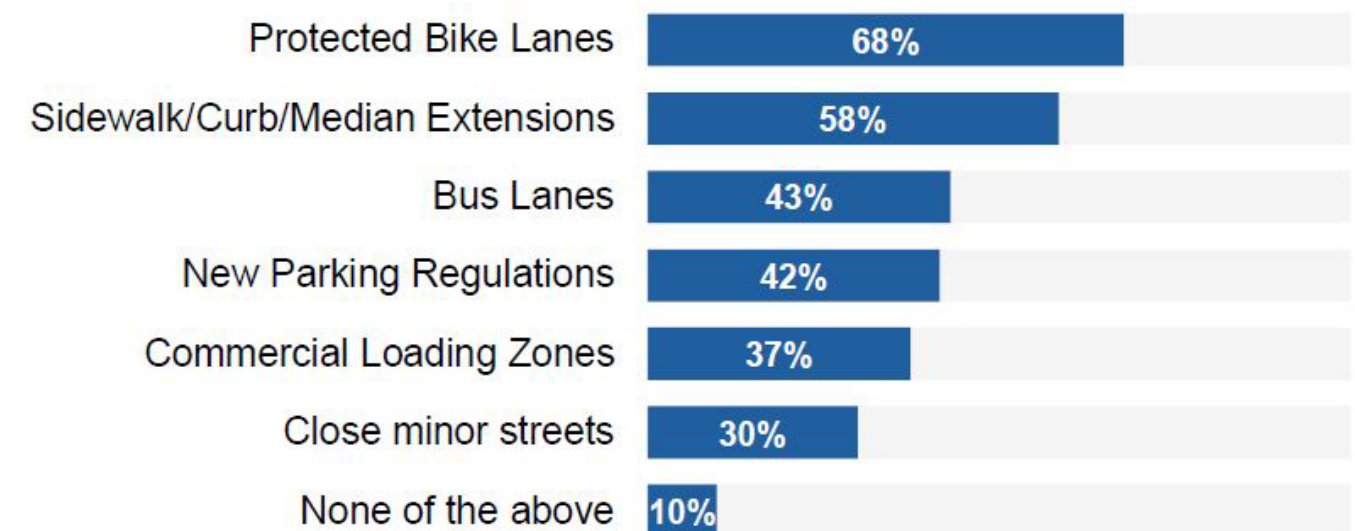


Above: Street Ambassador conducting an intercept survey at Industry City

Below: Intercept Survey Response

Which of these street treatments would you like to see on 3rd Ave?

% of respondents on types of road treatment they would like to see on 3rd Ave.



Street Ambassador Merchant Surveys

Street Ambassador Deployments

NYC DOT Street Ambassadors surveyed 127 businesses over 6 deployments in March and April of 2023 on 3rd Ave

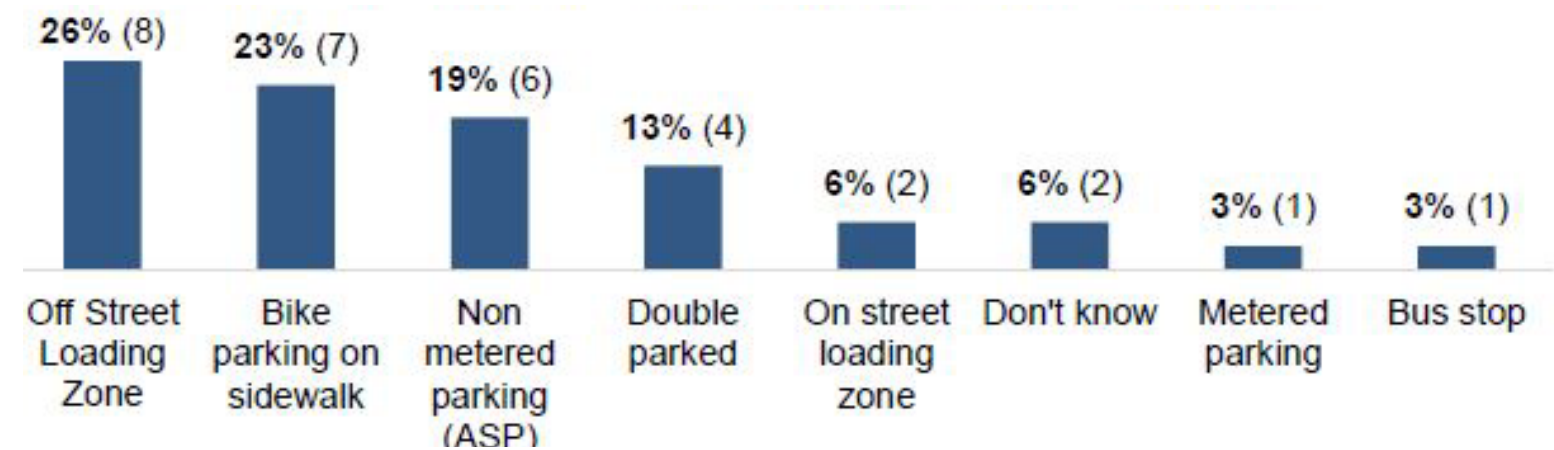
Findings

- **67%** of businesses on 3rd Ave reported they do not make outgoing deliveries.
- Most businesses (**62%**) reported using a combination of box trucks and cars to make outgoing deliveries, while **15%** of businesses utilize bikes.
- Nearly half (**49%**) of businesses reported seeing vehicles not related to their business double parked in front of their storefronts consistently every day.



Street Ambassador conducting a merchant survey on 3rd Ave

Where do delivery vehicles, associated with businesses, park?



Merchant Survey Response

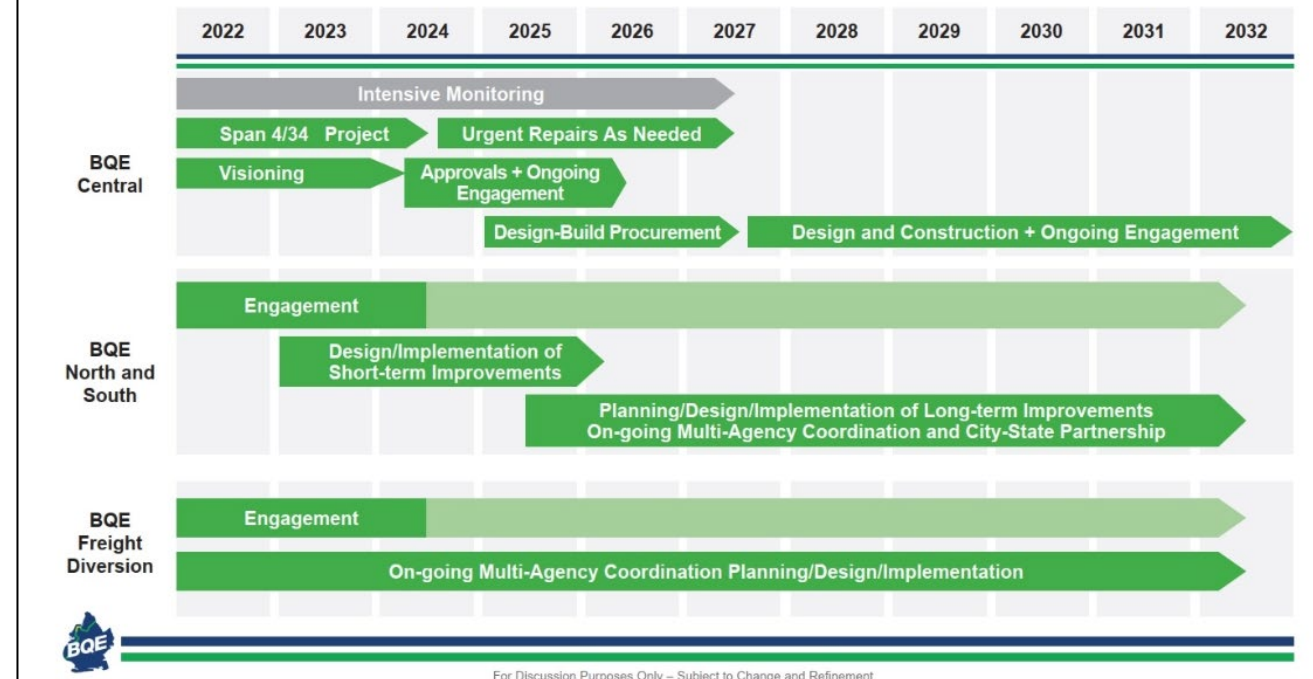
BQE Corridor Vision & 3rd Ave

The 3rd Ave project is coordinating with the DOT's BQE Corridor Vision process:

- Feedback from BQE workshops was similar to the feedback received at 3rd Ave workshops
- 3rd Ave will be a focus for the BQE South's recommendations for future improvements
- Timeline of BQE process includes:
 - Presenting and gathering feedback on design concepts in November 2023
 - Releasing plan of final design concepts and implementation strategy in Spring 2024

BQE Corridor Vision Anticipated Timeline

Project Timeline



BQE Corridor Vision Timeline



BQE Visioning Workshop held in Spring 2023

Design Proposal Options

Design Considerations

- Address community feedback from 3rd Ave and BQE workshops
- Improve safety and accessibility
- Develop a safety project which is transformative that is near term and utilizes in-house resources
- Focus improvements on safety project that complements existing capital projects
- Design options that include lane removal will require a percentage of current traffic volume reduction or redistribution onto alternate routes, during peak periods, to maintain existing level of service/traffic flow



Pedestrians and cyclists cross 3rd Ave under the elevated structure



Street Ambassadors conduct intercept surveys near 3rd Ave

Corridor Wide Improvements

NYCEDC-Sunset Park Infrastructure

- Removing unused railroad tracks, ramp upgrades, closed slip at 39th St, extended sidewalk between 38th St and 39th St, curb extensions at 37th St

Under EI Metered Parking

- Existing under the EI metered parking facility from 43rd St to 29th St
- Plans to expand in future

Pedestrian Ramp Upgrades

- Ongoing upgrade of pedestrian ramps along corridor to ADA standards

Waterfront Greenway Hamilton Ave/ Gowanus Connector

- Limits: 29th St – Hamilton Ave
- Constructing a two-way bike path and sidewalk on west side of 3rd Ave
- In construction

Lighting

- Under study



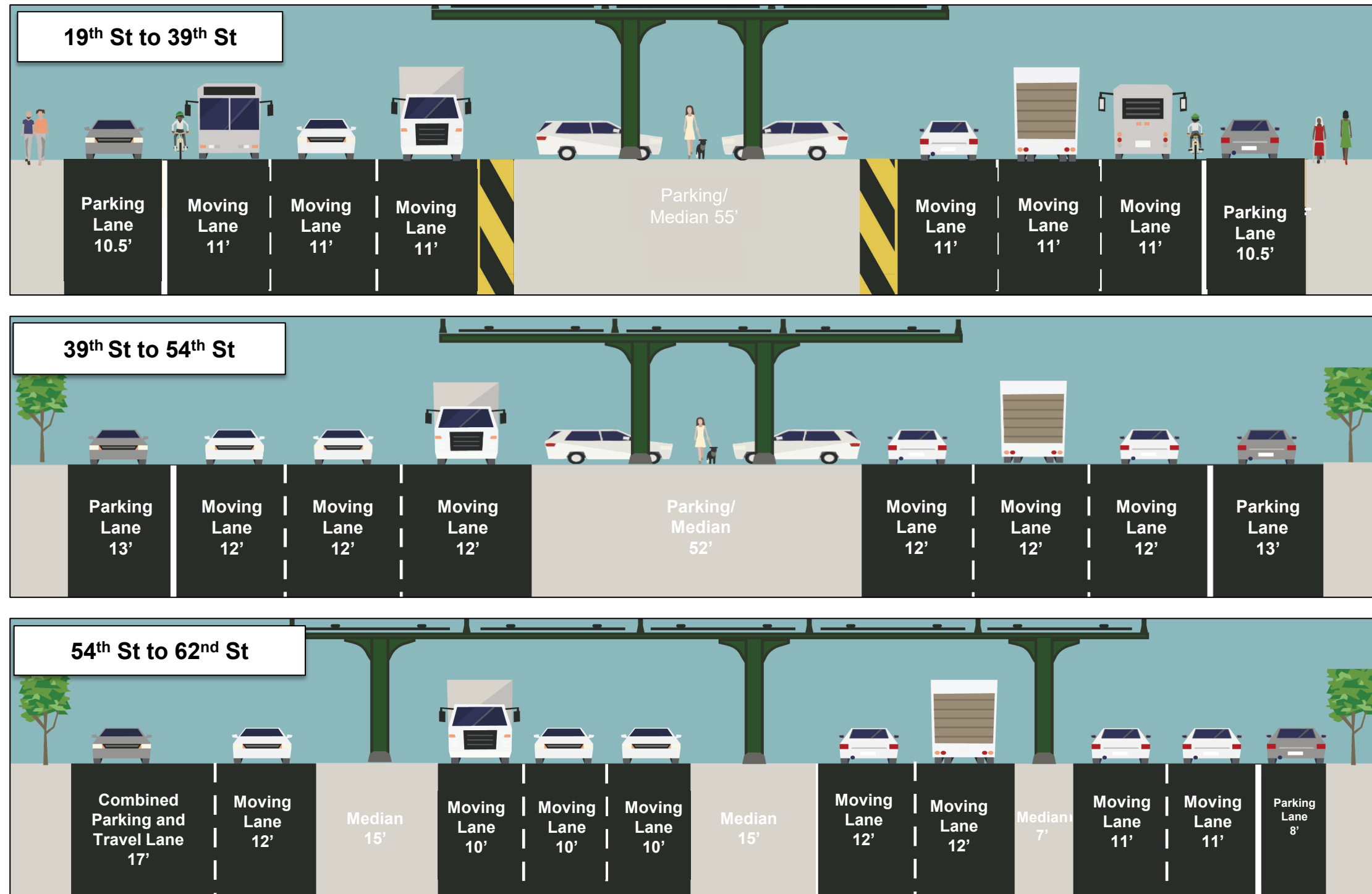
Under the EI Metered Parking



Pedestrian Ramp Upgrades on 3rd Ave

Existing Conditions

- Design options for 3rd Ave between 19th St to 54th St are primary focus as the finalized design informs southern portion between 54th St to 62nd St
- Design north of 29th St coordinated with existing Hamilton Greenway Project



Cross Sections of 3rd Ave between 62nd St to Prospect Ave

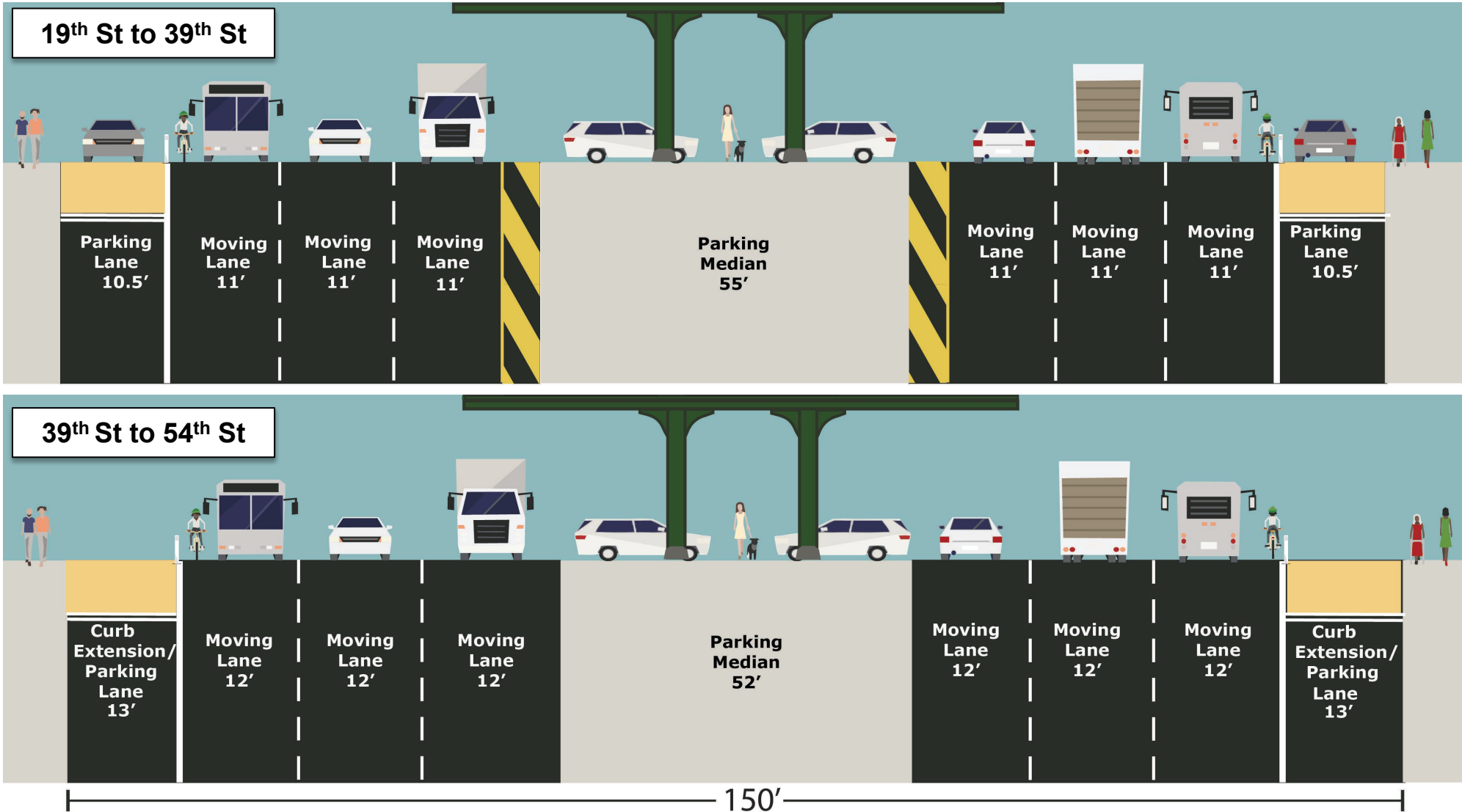
Design Option 1: Curb Extensions

Benefits

- Easiest / fastest to implement
- Minimal to no traffic impacts
- Shortens crossing distances for pedestrians
- Slower, safer turns

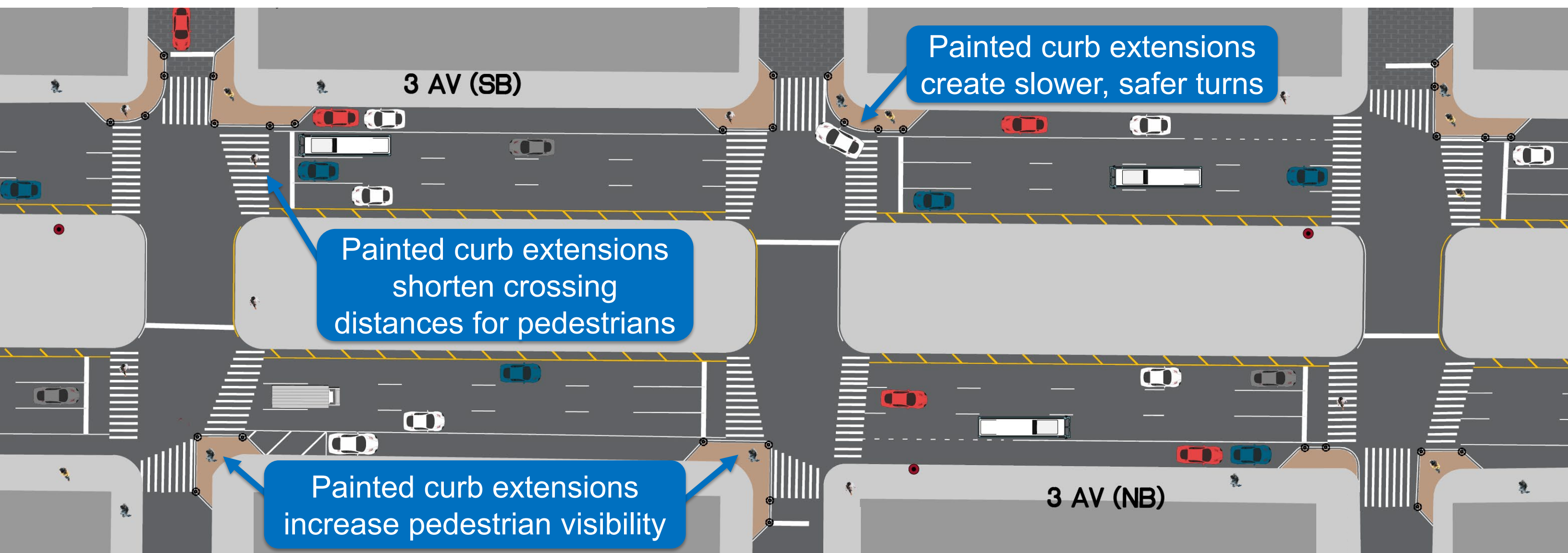
Challenges

- Less transformative, may limit safety benefits
- Not likely to deter overflow traffic from BQE
- No dedicated space for cyclists
- No improvements for bus riders
- Curb extensions are only feasible in temporary materials, vulnerable to parking without enforcement
- 1-2 parking spaces lost per location



Cross Sections of Curb Extension Proposal on 3rd Ave between 19th St to 54th St

Design Option 1: Curb Extensions



Design Option 2: Median and Curb Extensions

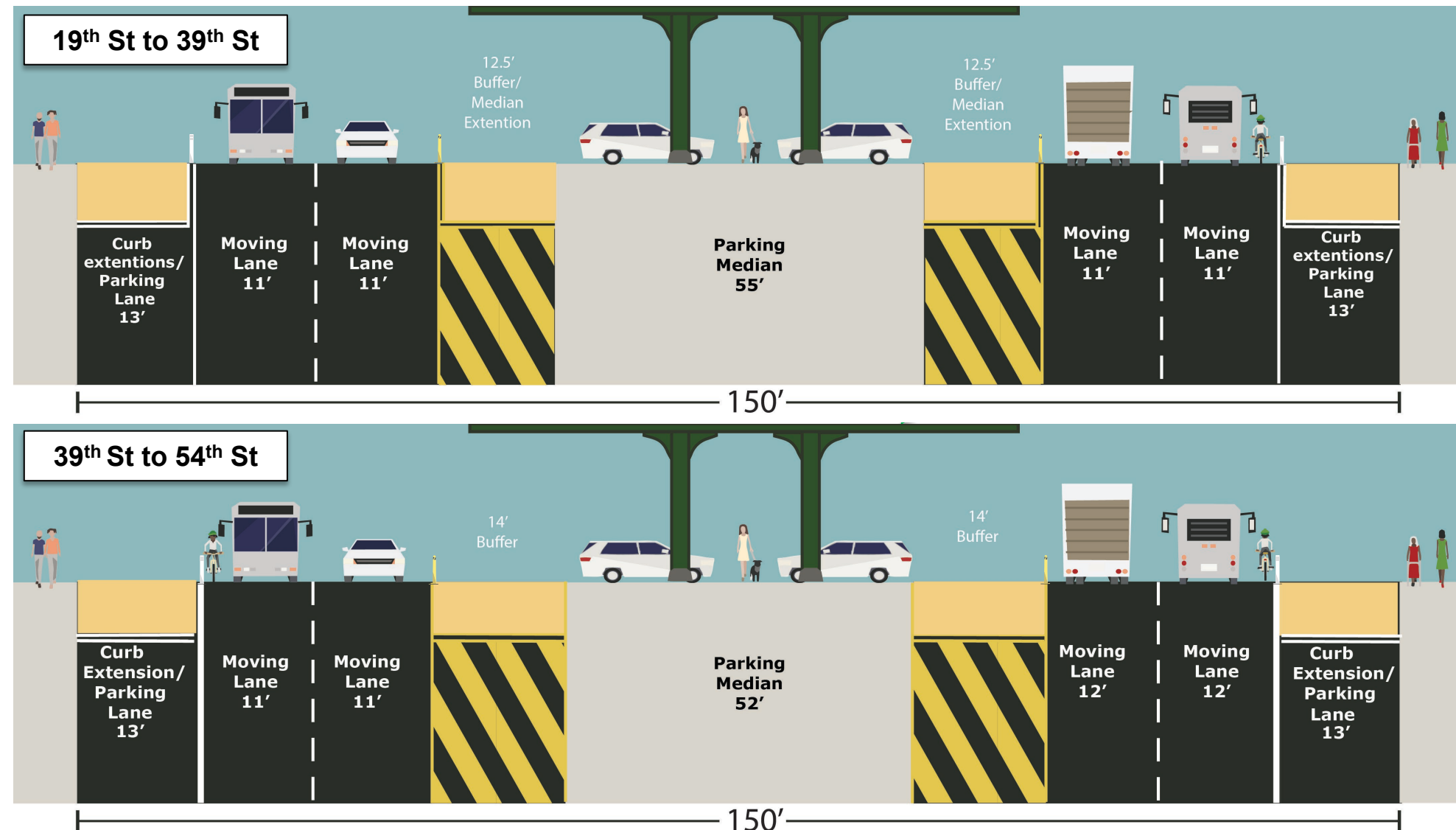
Benefits

- Shortens crossing distances for pedestrians
- Slower, safer turns
- Improves accessibility of medians at some locations
- Adds buffer space for parking maneuvers on median

Challenges

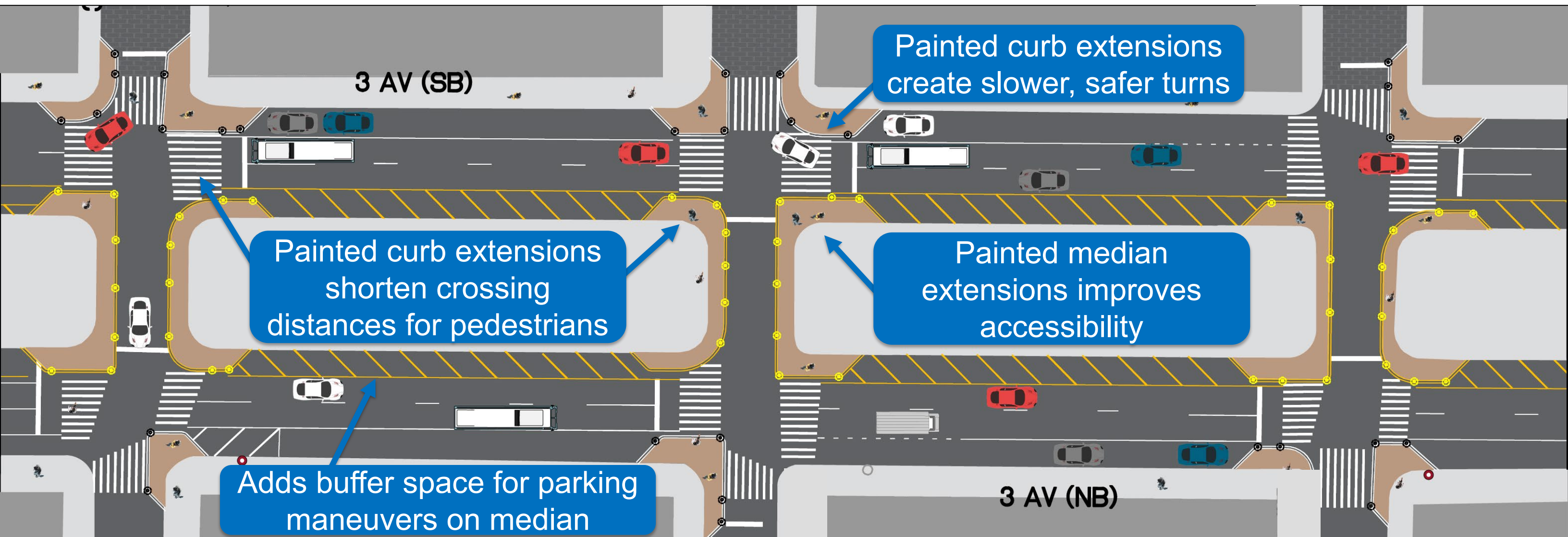
- Travel lane removal necessary to implement
- Wide median buffer may encourage double parking/standing
- No dedicated space for cyclists
- No improvements for bus riders
- Curb extensions are only feasible in temporary materials, vulnerable to parking without enforcement
- Median extensions only feasible in paint at most locations
- 1-2 parking spaces lost per location

*note: DOT expects a percentage of current traffic volumes would need to be reduced or redistributed onto alternate routes, during peak periods, to maintain existing level of service/traffic flow



Cross Sections of Median and Curb Extension Proposal on 3rd Ave between 19th St to 54th St

Design Option 2: Median and Curb Extensions



Design Option 3: Curbside Bike Lane (29th St to 54th St)

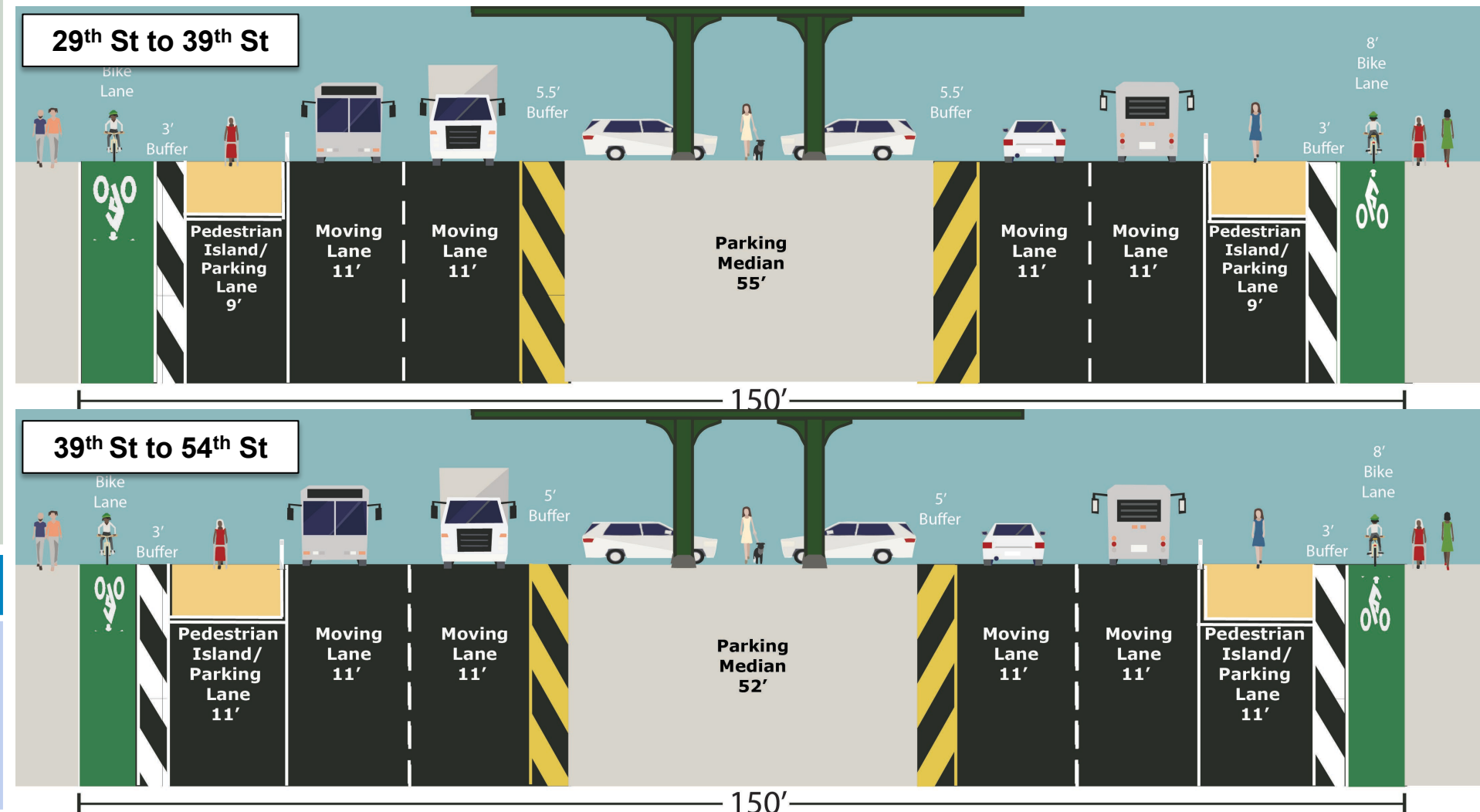
Benefits

- Protected Bike Lane design addresses previous crash patterns for all users
 - Dedicated space for cyclists (avoids dooring and other conflicts)
 - Shortens crossing distances/improves visibility/slower turns
- Allows for targeted in-house concrete construction
 - Bike islands and bus boarding islands dependent on resources
- Responds to feedback received during outreach process
 - Desire for permanent elements, bike infrastructure, road diet, discouraging overflow from Gowanus Expwy/ BQE
- Potential to connect to existing bike lane on 3rd Avenue north of 15th St
- Complementary to existing/planned capital work, opportunities for future capital improvements

Challenges

- Travel lane removal necessary to implement
- 5-6 parking spots lost per block
- Conflicts with curbside industrial uses at some locations

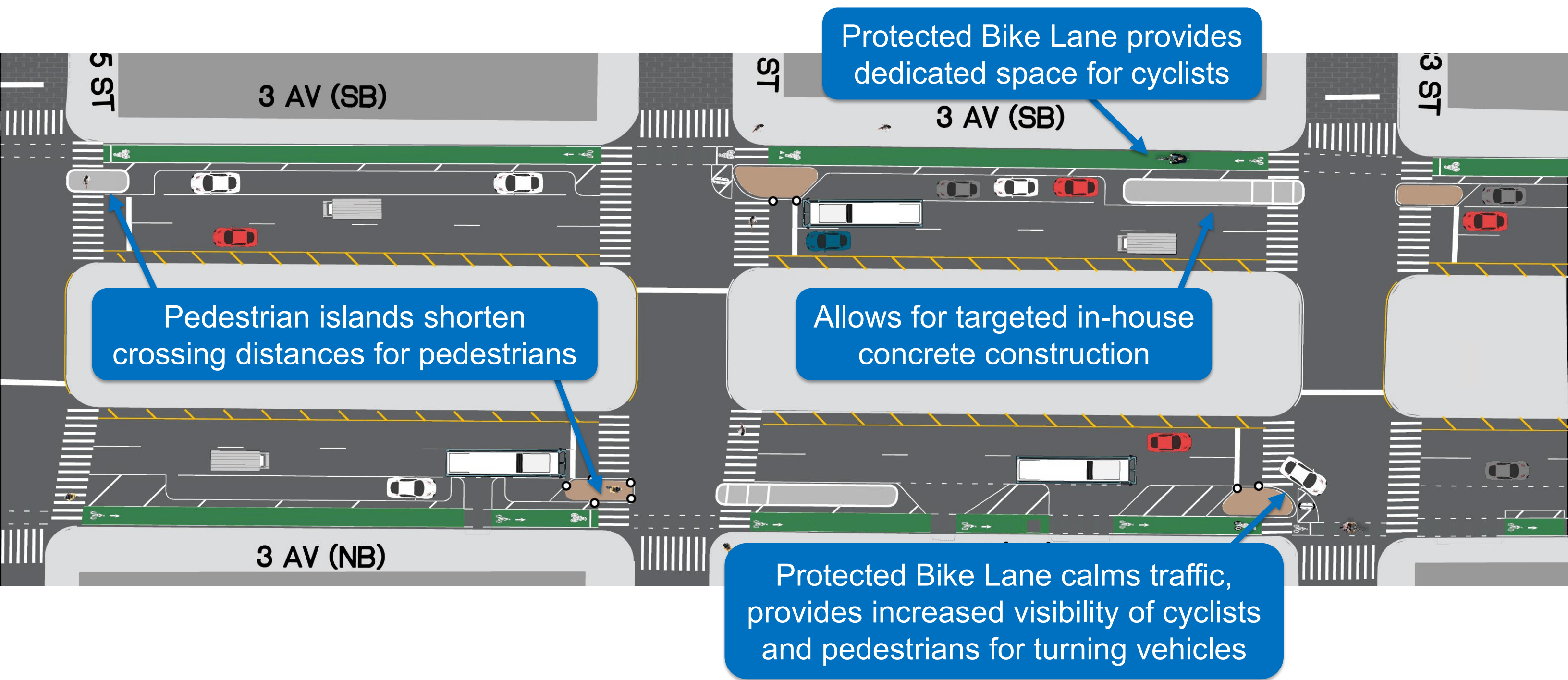
*note: DOT expects a percentage of current traffic volumes would need to be reduced or redistributed onto alternate routes, during peak periods, to maintain existing level of service/traffic flow



Cross Sections of Curbside Bike Lane Proposal on 3rd Ave between 29th St to 54th St

*note: bus stop locations require evaluation/traffic modeling prior to siting boarding islands

Design Option 3: Curbside Bike Lane (29th St to 54th St)



Design Options for 3rd Ave between 19th St to 39th St

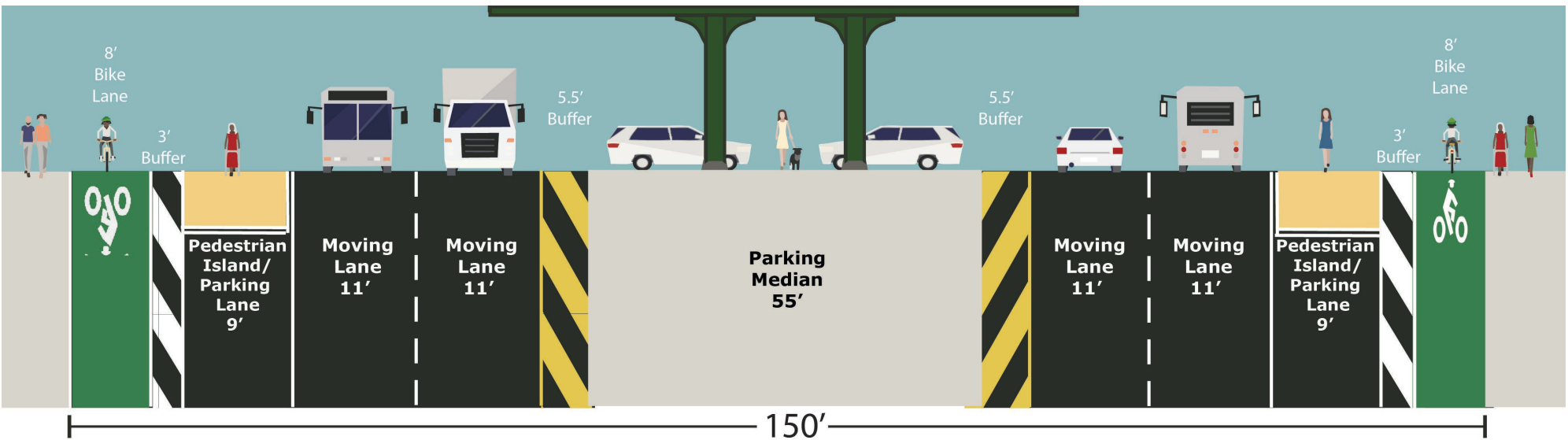
Design Option 1: Curb Extensions



Design Option 2: Median and Curb Extensions



Design Option 3: Curbside Bike Lane
(29th St to 54th St)



Cross Section Options of 3rd Ave between 19th St to 39th St

Next Steps

Fall / Winter 2023

- NYC DOT to continue coordination efforts with BQE team
- BQE Team to present preliminary BQE South plans on November 6th and November 8th

Spring 2024

- BQE plan with design concepts and exact scope to be released (TBD)
- DOT to present to CB 7 with corridor Street Improvement Project (SIP) plan

Summer / Fall 2024

- Implement 2024 SIP (exact limits to be determined based on design, resources, and ongoing construction)

2024 and Beyond

- Implement additional phases of 3rd Ave SIP
- Coordinate with on-going Capital Projects
- Discuss future Capital efforts on 3rd Ave

Thank You!



Recent, Ongoing, and Future Projects

Recent / 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
- In construction

NYCEDC-Sunset Park Infrastructure

- Limits: 37th St to 39th St
- Removing unused railroad tracks, ramp upgrades, closed slip at 39th St, extended sidewalk between 38th and 39th Sts, curb extensions at 37th St
- In construction

Pedestrian Ramp Upgrades

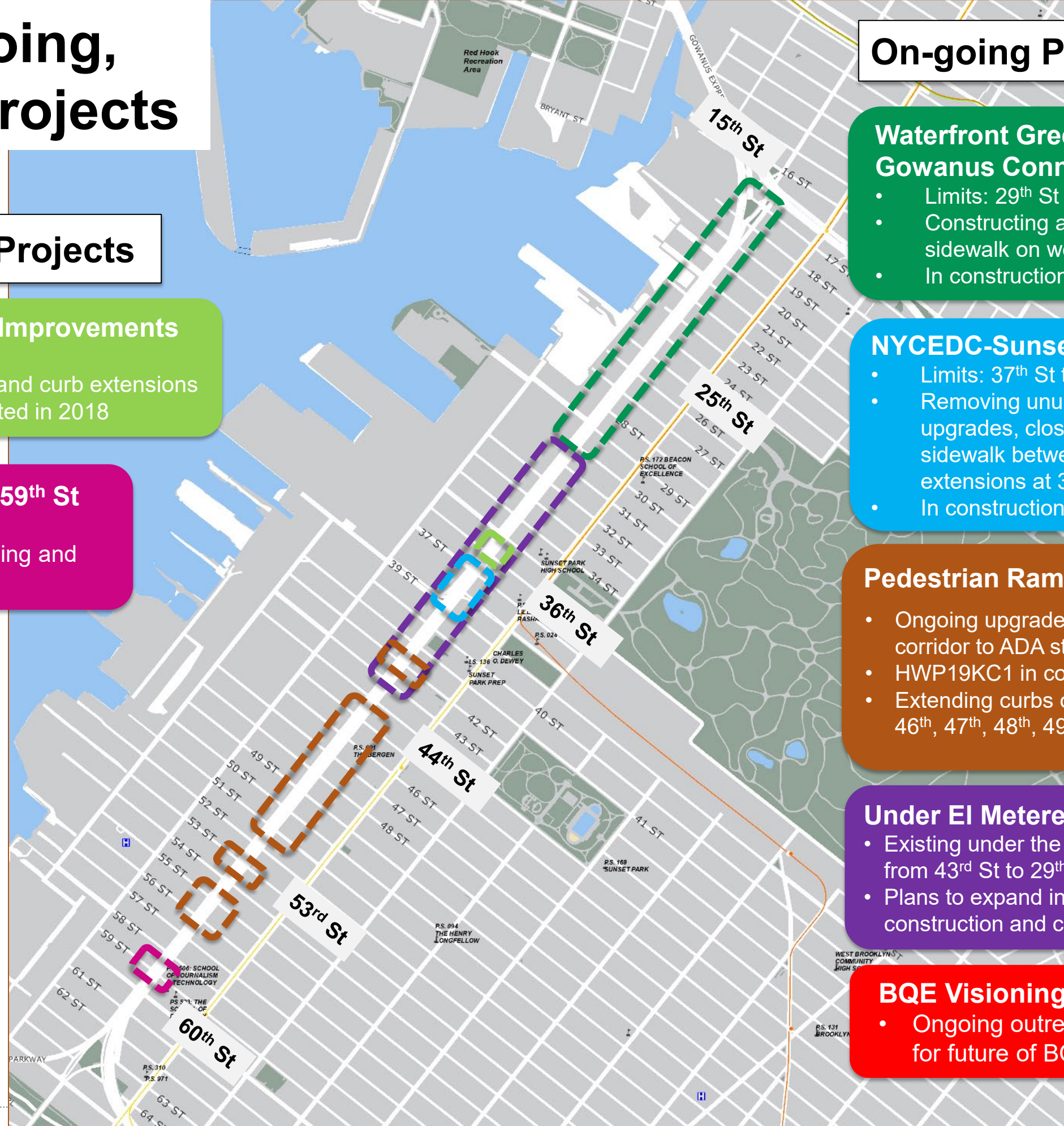
- Ongoing upgrade of pedestrian ramps along corridor to ADA standards (various locations)
- HWP19KC1 in construction procurement
- Extending curbs on medians at 42nd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 53rd, 55th, 56th Sts

Under EI Metered Parking

- Existing under the EI 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



Design Options for 3rd Ave between 39th St to 54th St

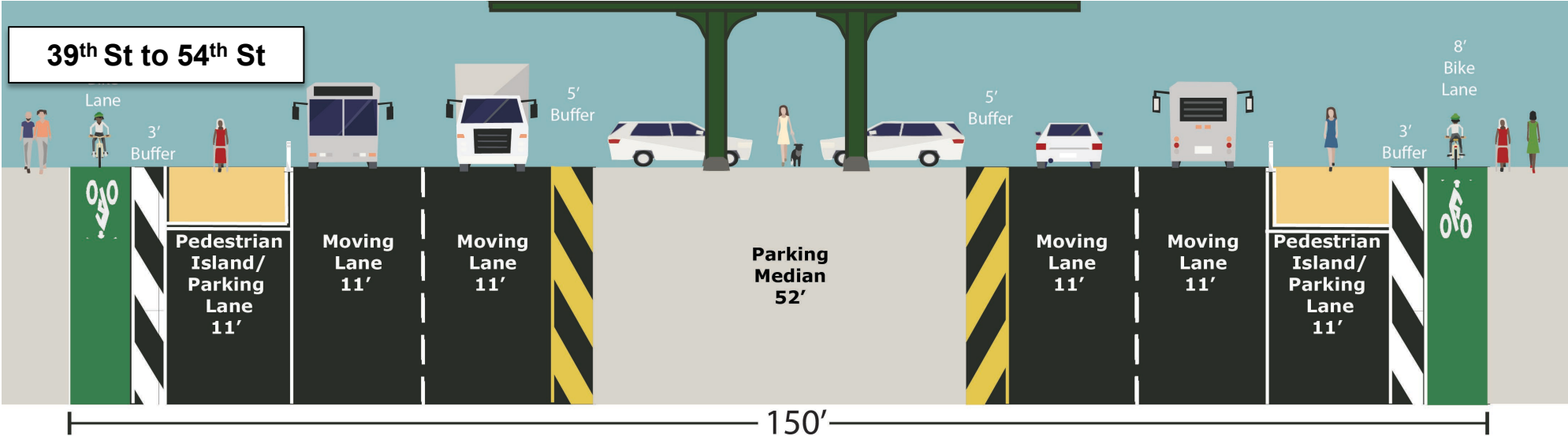
Design Option 1: Curb Extensions



Design Option 2: Median and Curb Extensions



Design Option 3: Curbside Bike Lane
(29th St to 54th St)



Cross Section Options of 3rd Ave between 39th St to 54th St

Median Bike Lane Design

Challenges

DOT has not proposed a median bike lane design due to the following challenges:

- Requires extensive signal construction work to implement
 - Requires split phases at intersections with higher left turn volumes
 - Signal timing would impact traffic patterns and create delay with potential compliance issues
- Center running path on median requires extensive reconstruction on the medians
 - Conflicts with existing cobblestones, columns, utilities, and curb cuts
 - Conflicts with on-going capital work on the corridor
 - Reconfiguration/ removal of existing parking facilities
- Protection of a Protected Bike Lane on the roadbed would require jersey barriers
 - Conflicts with on-going NYSDOT work
 - Jersey barriers cannot be placed on existing metered parking between 42nd St to 29th St



Parking under the elevated structure on 3rd Ave



Cross Section of 3rd Ave between 39th St to 54th St