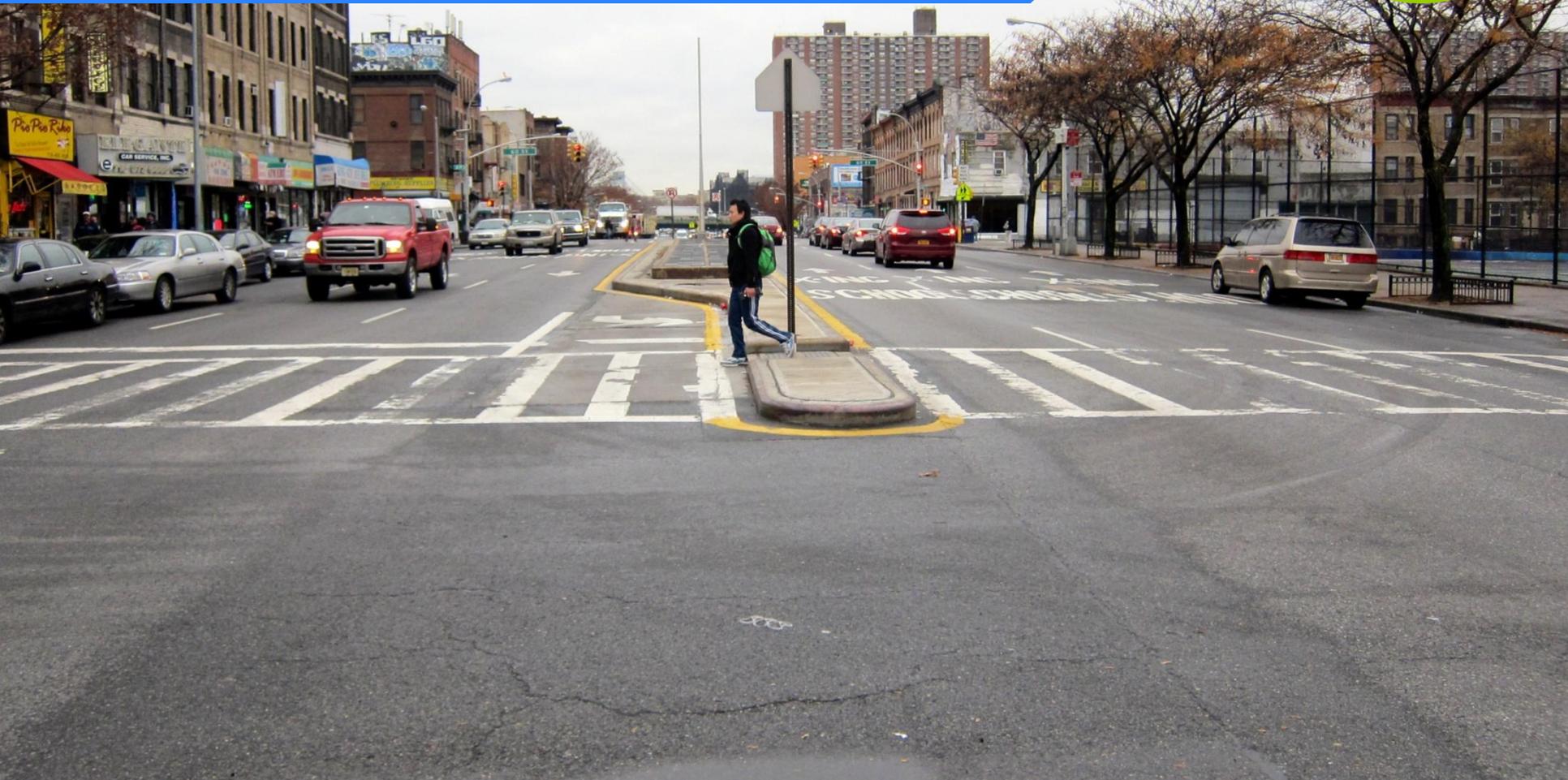


4th Avenue: Pre-Implementation

CB7 4th Ave Working Group

2012

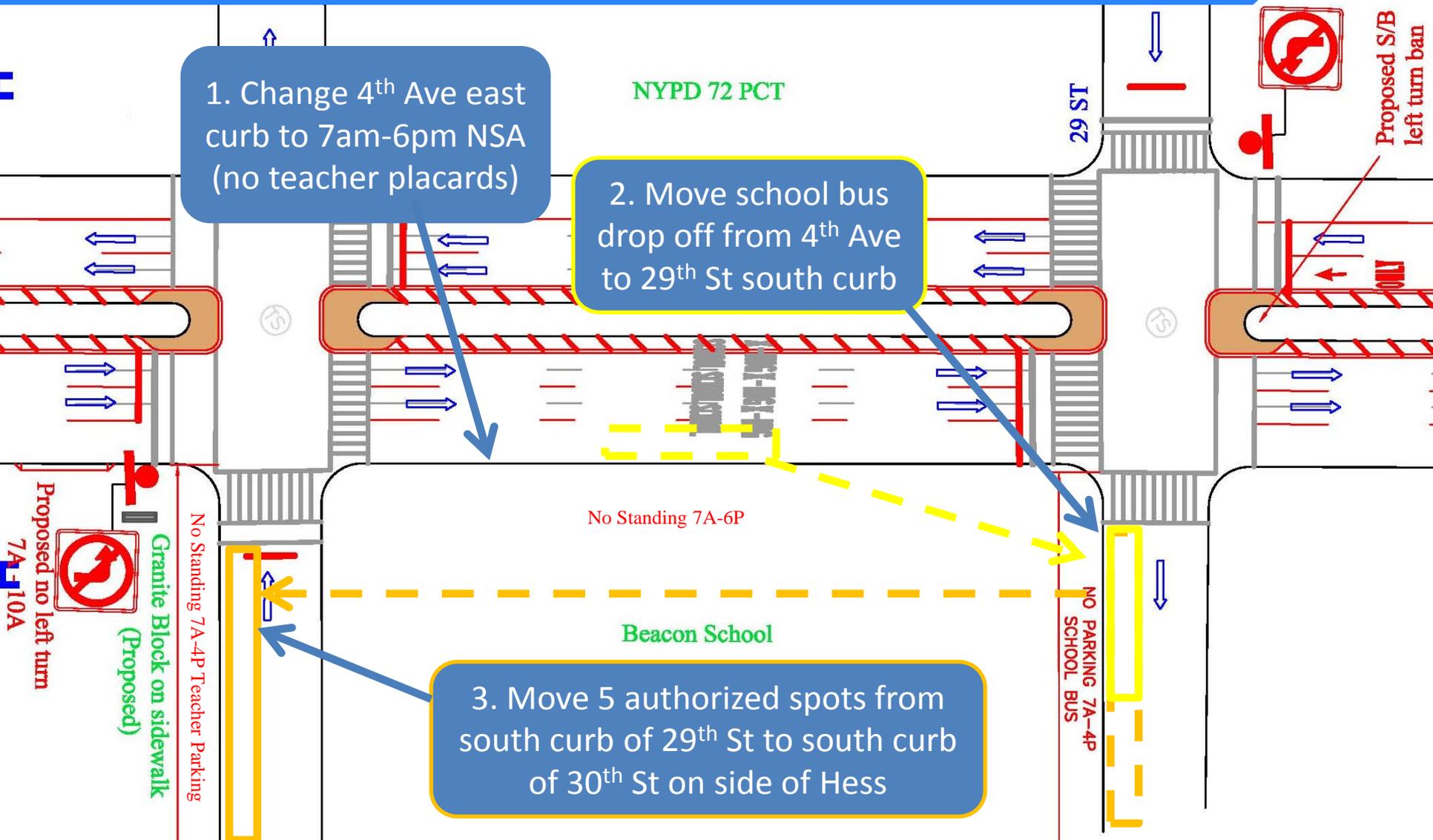


4th Avenue: Pre-Implementation

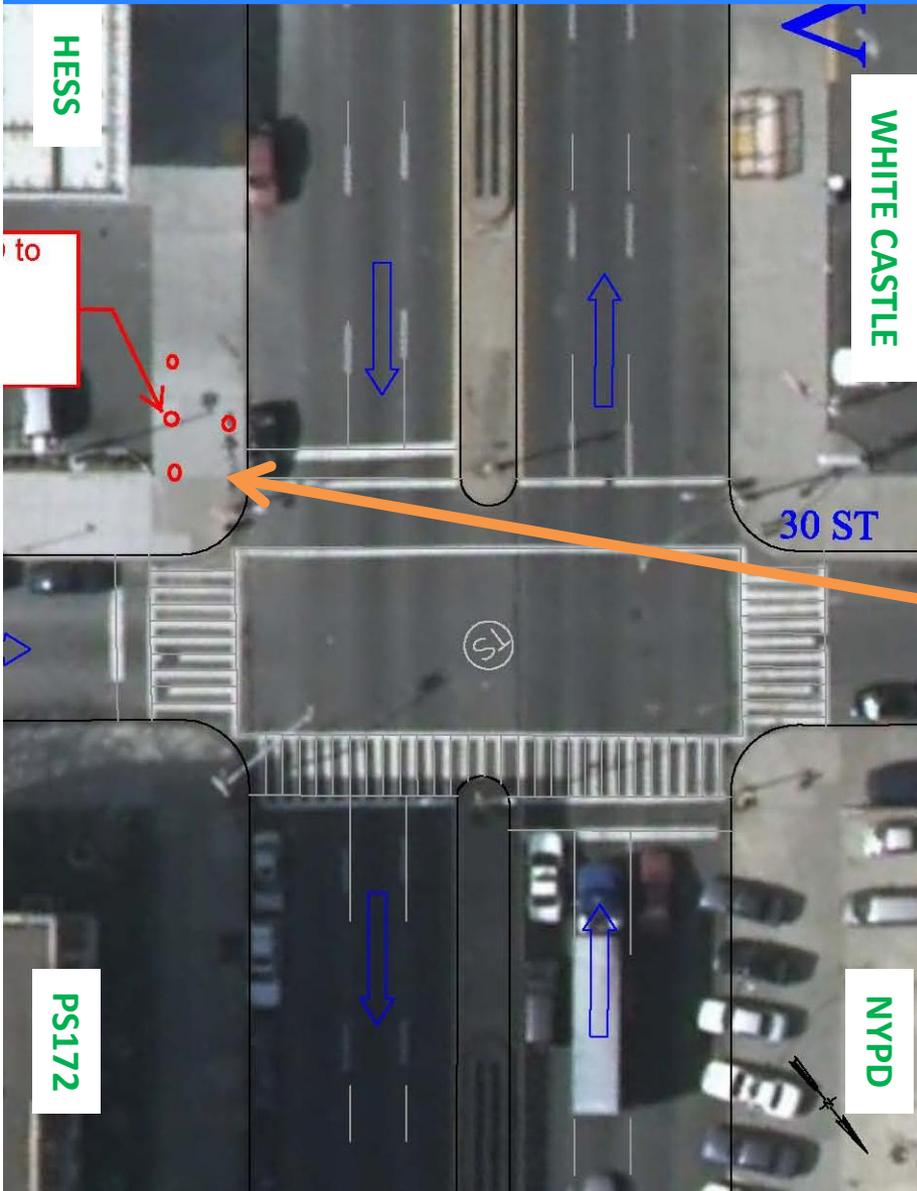
Topics

- Scheduled Implementation: August/September
 - Begins week of Monday August 13th
- Beacon School (PS172: 29th-30th Sts): Parking Regulation Changes
 - Hess Station: Pedestrian Safety, planters
- 65th St area
- 38th St area
- Loading Zones
- In-street public space possibility
- Searching for planter locations

Beacon School: Clear east curb during 7-10 AM



30th St Hess: Planters for Safety



School and Hess station report cars entering the gas station over the SE corner ped ramp



- Use 3-4 planters for SE corner ped ramp
- NYCDOT is working on maintenance with Hess Station manager

65th St: Northbound bottleneck

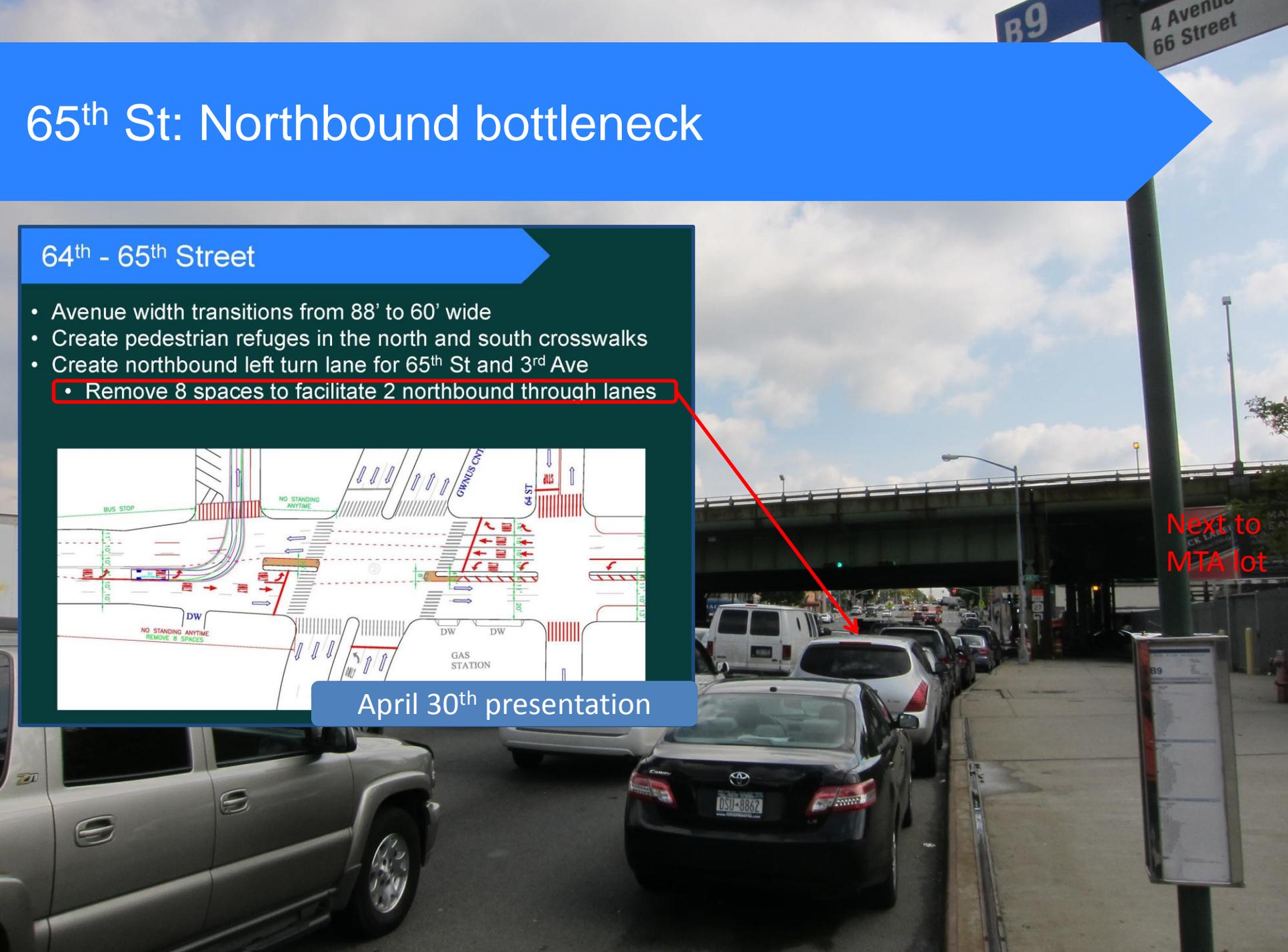
64th - 65th Street

- Avenue width transitions from 88' to 60' wide
- Create pedestrian refuges in the north and south crosswalks
- Create northbound left turn lane for 65th St and 3rd Ave
- Remove 8 spaces to facilitate 2 northbound through lanes



April 30th presentation

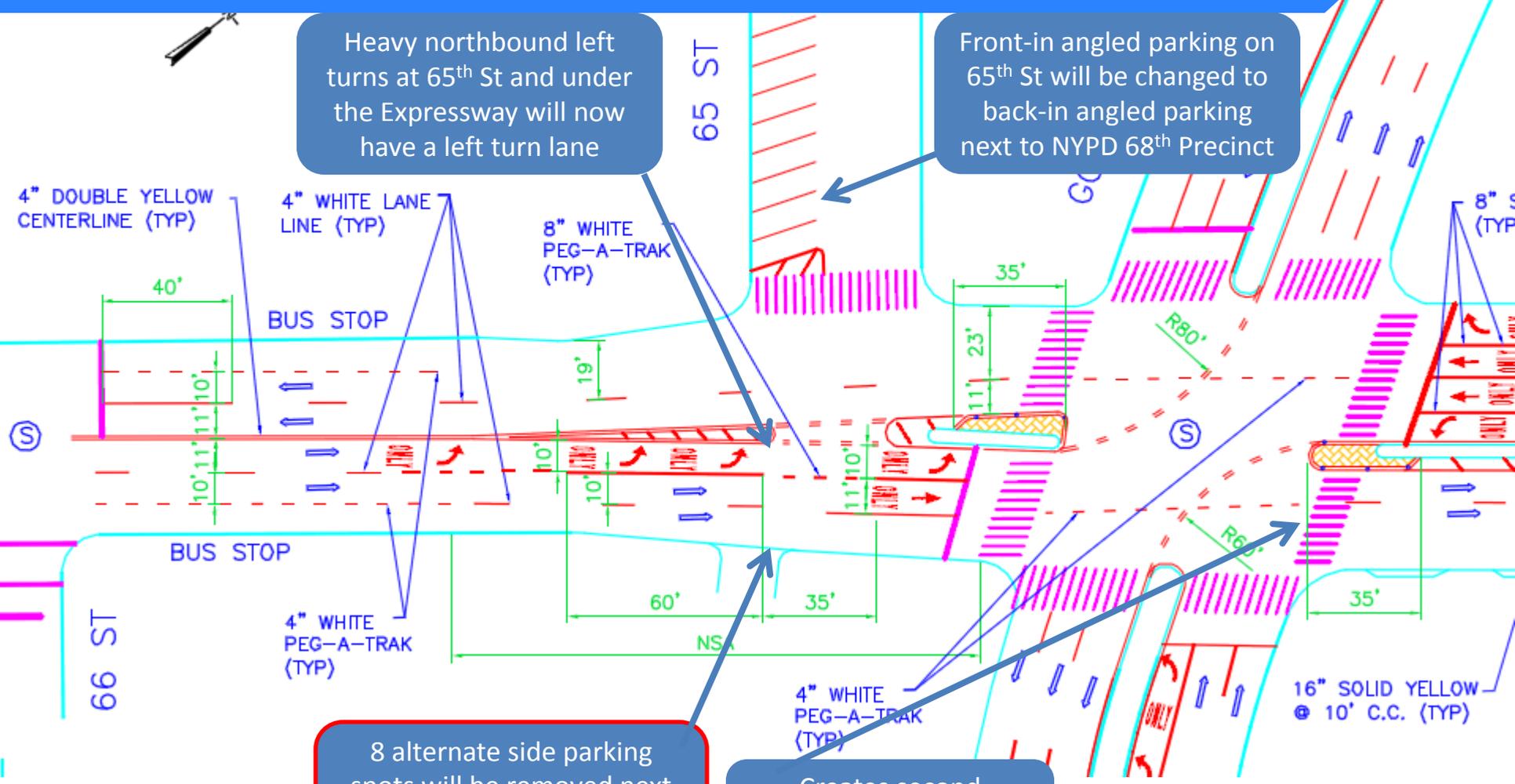
Next to
MTA lot



65th St: Northbound bottleneck

Heavy northbound left turns at 65th St and under the Expressway will now have a left turn lane

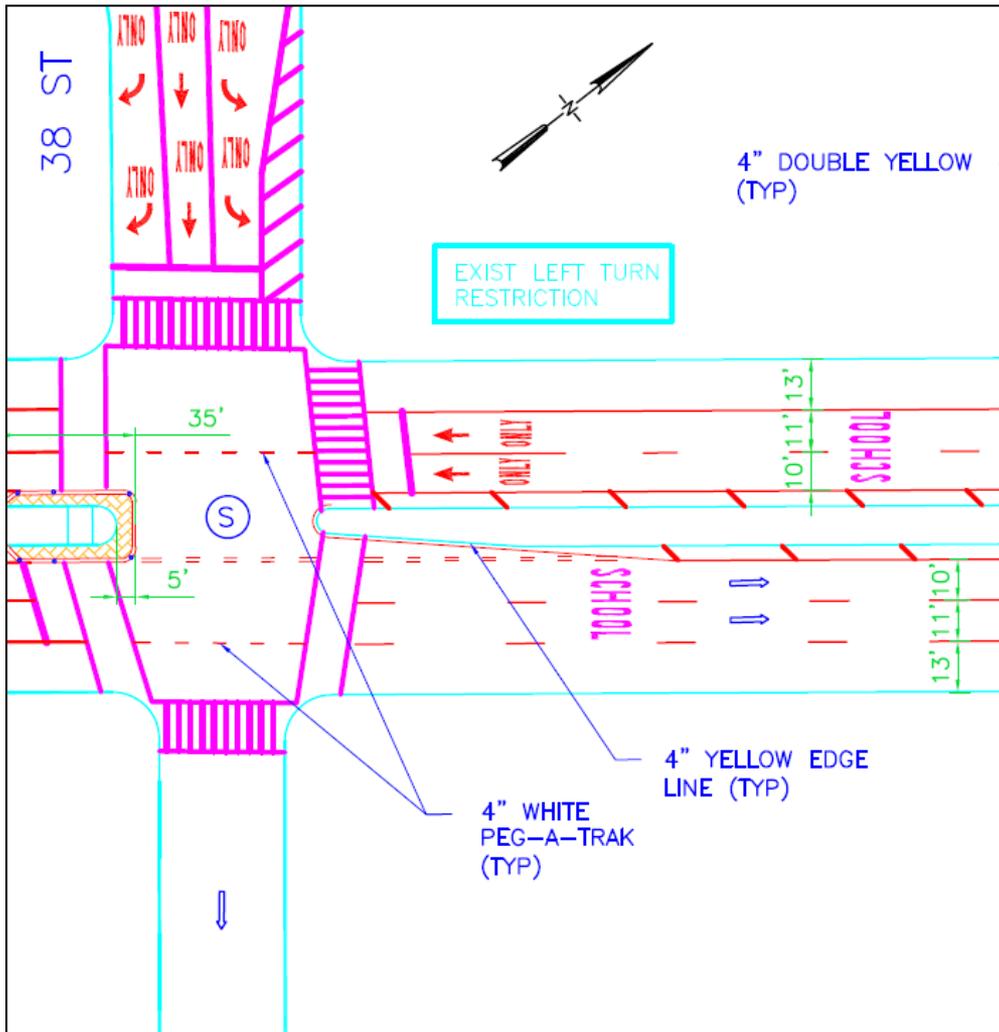
Front-in angled parking on 65th St will be changed to back-in angled parking next to NYPD 68th Precinct



8 alternate side parking spots will be removed next to MTA lot to reduce delay for northbound traffic here

Creates second northbound through lane

38th St: Gowanus off-ramp and PS24



- Existing 7-sec LPI across avenue can be extended to 14-sec to get peds farther across before left turners from two left turn lanes
- Speed reducers are recommended for 38th St between 4th and 5th Aves next to PS24

Loading Zones (Existing)

- Existing loading zones are at supermarkets
- Existing loading zones are not long enough
- Loading hours are not standardized
 - C-Town (25th-26th Sts) has: NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-6PM MON THRU FRI, and the Best Western Hotel on the same block has: NO STANDING HOTEL LOADING ZONE
 - Bravo (48th-49th Sts) has: NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-5PM EXCEPT SUNDAY
 - Bravo (58th-59th Sts) has no loading zone, but does have PM rush hour regulations: NO PARKING 4-7PM MON THRU FRI
- Rush Hour Regulations are no longer needed near 60th Street and can be replaced with loading zones where appropriate



Loading Zones (DRAFT)

Southbound (west side)

- ★ Add between 17th – 18th St (delis)
- ★ Add between 20th – 21st St (delis)
- ★ Extend between 25th – 26th St (C-Town supermarket)
- ★ Add between 28th – 29th St (warehouse)
- ★ Extend between 32nd – 33rd St (Gupta wholesale)
- ★ Add between 35th – 36th St (retail, car service)
- ★ Add between 44th – 45th St (99c store, subway station)
- ★ Extend between 48th – 49th St (Bravo supermarket)
- ★ Add between 52nd – 53rd St (subway station)
- ★ Add between 56th – 57th St (delis)/Remove RHR
- ★ Add between 58th – 59th St (Bravo supermarket)/Remove RHR

Northbound (east side)

- ★ Add between 61st – 60th St (hardware store)/Remove RHR
- ★ Add between 54th – 53rd St (delis)
- ★ Add between 44th – 43rd St (deli)
- ★ Add between 42nd – 41st St (deli, Burger King)

★ =Existing Alternate Side Parking ★ =Existing meter or other regulation



- Other locations?
- Aim to standardize loading zone hours
- Advertise by Postcard

In-Street public space (median barrier)



Median Widening, Plaza, Planters*



- Initial Recommendations were for:
 - 25th St (removed for cemetery)
 - 41st St (Dewey School),
 - 43rd St (CB7/197-a), or
 - 45th St (Marien-Heim/subway)
- Following outreach to area stakeholders in May and June, the best candidate intersection is 59th St
 - 2009 School Safety project closed through traffic on 59th St at 3rd Av
 - A northbound left turn ban is already proposed. In the peak hour (8-9am), 32 WB thru vehicles/hr would find alt route around median barrier
 - Next to express subway stop and two schools (PS503/PS506)
 - Is there a possible maintenance partner that could be created here?



Median Planter Locations (for later implementation)



- DOT has funds to buy planters for 4th Ave and maintain them for 1-2 years.
- Maintenance costs ~\$200+/planter/yr for watering by truck, trash removal, moving back in place, and plantings.
- Community planter maintenance (e.g., schools) can be dangerous in medians and onerous without a watering truck.
- Can CB7 suggest intersections where potential maintenance partners can be found for year 2 and onward?
- What focal intersections are top priorities for planters? (subway stations?, schools?, etc)
- DOT will suggest planter layout for each chosen location after suitable intersections are identified.



Brooklyn Fourth Avenue

Visioning study

 SEARCH

Home



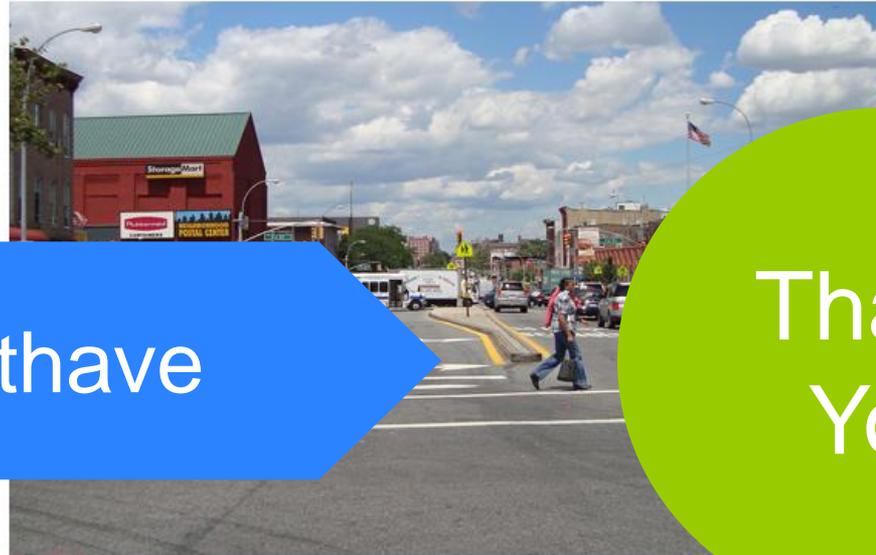
Overview



Timeline



Data and presentations



nyc.gov/4thave

Thank You

Community planning for 4th Avenue in Bay Ridge begins this fall

Posted on May 16, 2012

At Brooklyn Community Board 10's Traffic and Transportation committee meeting on Tuesday night, May 15th, DOT staff spoke about how DOT will work with the Bay Ridge community to identify their priorities for improving safety on [the 2 miles of 4th Avenue in Bay Ridge](#) between 65th Street and Shore Road.

In neighboring Sunset Park, DOT has partnered with the Borough President's Office on advertising and outreach and worked closely with the [Borough President's 4th Avenue Task Force](#) committees on Safety/Transportation and Medians/Beautification, which meet monthly to discuss issues affecting the whole length of 4th Avenue. DOT will continue to work with these committees in Bay Ridge. In addition, DOT will work to identify a community partner organization in Bay Ridge, further develop this website for online resident display and work with the community board to determine the appropriate language for advertising