

4th Ave / PROCESS

nyc.gov/4thAve

2009

- * NYPD and CB7 Safety Requests to DOT

2010

- * BK Borough President publishes *Vision Plan for the Fourth Avenue Corridor*

2011

- * 4th Avenue Task Force created
- * CB10 publishes *Pedestrian Safety Conditions* report highlighting 4th Avenue
- * PSCC Forth on Fourth committee discusses Park Slope
- * CB7 4th Ave Task Force discusses Sunset Park
- * DOT begins multi-phase 4th Avenue safety corridor project

2012

- * DOT public workshop and open house for Sunset Park
- * Community-driven redesign passes CB7 vote 32-to-2
- * DOT implements 2.5 miles of corridor redesign in Sunset Park

2013

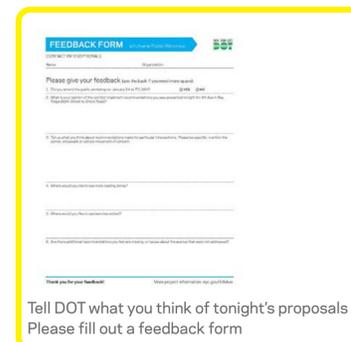
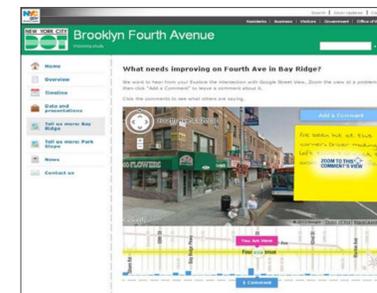
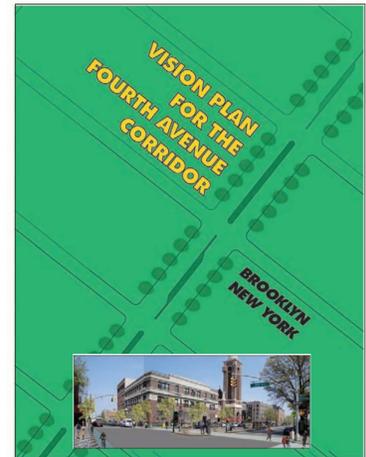
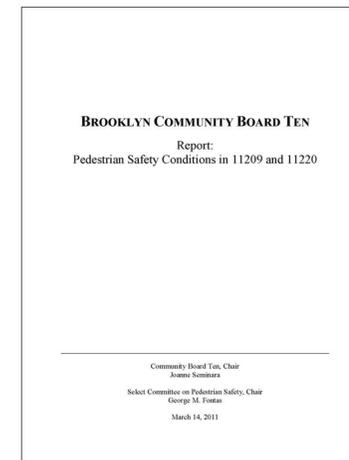
- * DOT holds January 24th public workshop for Bay Ridge
- * DOT launches feedback page for Bay Ridge on project portal: nyc.gov/4thAve

March 2013

- * DOT holds **open house** for Bay Ridge design feedback

NEXT STEPS

- * DOT presentation to CB10



4th Ave / EXISTING CONDITIONS + FINDINGS

Bay Ridge



Truck loading near retail



Skewed roadway and long crossing distances



Double parking near medical offices



Heavy pedestrian crossings near retail

Community Ideas
from January 24, 2013
DOT Workshop

- Double Parking
- Congestion
- Speeding
- Beautification
- Curb Extension Needed
- School
- Senior Center



DOT asked:
"Top Issues on 4th Ave?"

Speeding Pedestrian Safety
Congestion Safer Crossings
Double Parking Beautification

DOT also heard:

Bus Congestion Truck Loading Jaywalking
Illegal U-turns Fast turns Curb cuts
Car Dealerships Left Turns Weaving
School Dropoffs Bike Safety Crossing Time



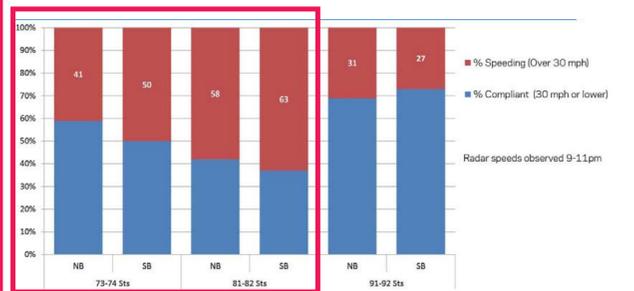
4th Ave / YOU SAID, DOT PROPOSES Bay Ridge



You said: Double parking, Congestion
We propose: * Loading zones (daytime)
* Parking stripe
* High-Visibility crosswalks

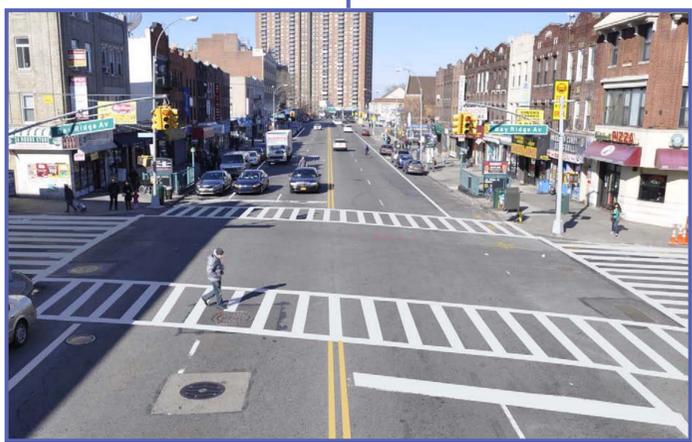
You said: Skewed, wide crossing
We propose: * Sidewalk extension (next to hydrant, no parking lost)
* Traffic calming
* Wide parking stripe
* Left turn bays

You said: Speeding, Double parking
Our data: confirms off-hour speeding



We propose: * Traffic calming (lane reduction with left turn bays)
* Wide parking stripe
* Drop-offs (daytime)

You said: Dangerous crossing
We propose: * Pedestrian safety island (in south crosswalk) (retain lanes and bus stops)



Commercial, Retail, Congested areas:
4th Ave: 67th to Ovington Sts
4th Ave: 84th to 101st Sts



Residential, Schools, Doctors Offices:
4th Ave & Bay Ridge Parkway (unskew, turn bays)
4th Ave: Ovington to 84th Sts (lane reduction)



4th Ave & 86th St
*pending MTA NYCT Bus review

4th Ave / PROPOSAL SUMMARY

Bay Ridge

Commercial

Bay Ridge Pkwy

Residential

86th St

Existing



Truck loading near retail



Skewed roadway and long crossing distances

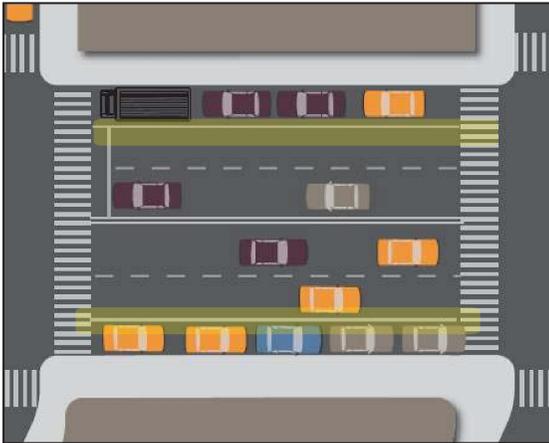


Double parking near medical offices



Heavy pedestrian crossings near retail

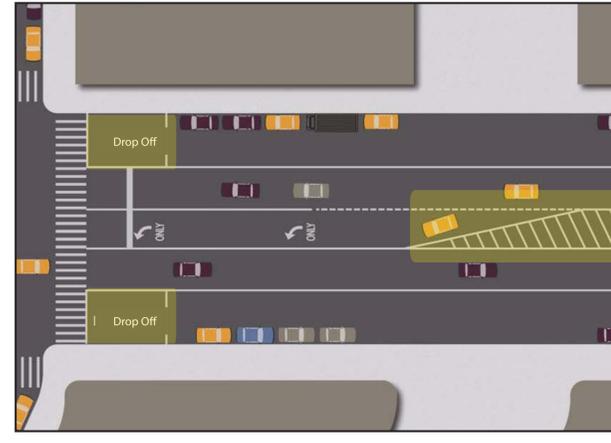
Schematic



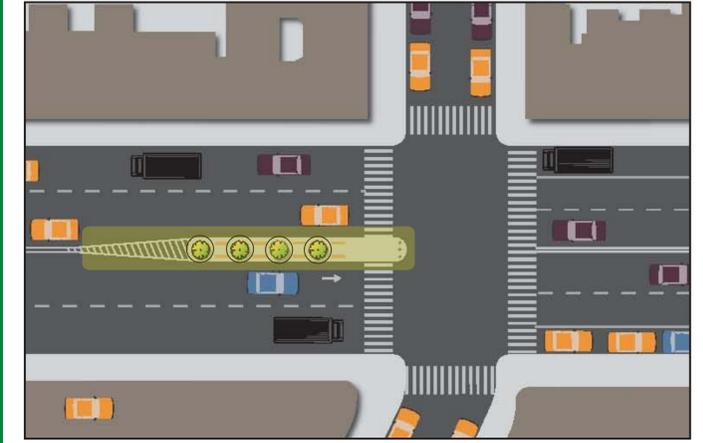
Parking Stripe with Loading Zones



Curb Extension

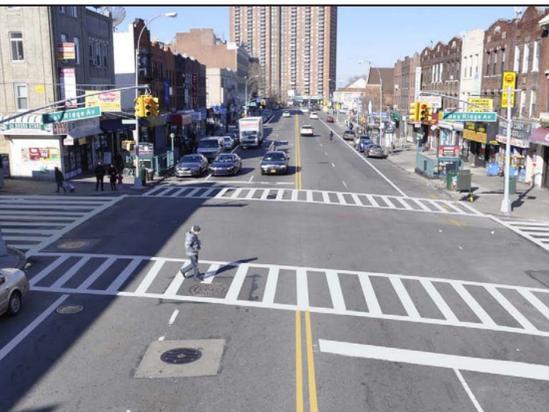


Traffic Calming with Drop-Off Areas



Pedestrian Safety Island

Proposed



Better organizes traffic
Decreases lane changes



Improves pedestrian visibility
Decreases crossing distance
Slows turning drivers
No parking spaces lost



Moving lane reduction, left turn bays
Reduces speeding, shortens crossing
Daytime drop-off areas near doctors
Like DOT Brooklyn projects at:
Empire Blvd, W 6th St, 9th St



*Reinvestigating following 2012 project
*Pending evaluation by MTA NYCT Bus