Existing Design

Refuges added in 2009

Before: 3 Phases
Since 2009: 4 Phases, no turn bans

Before: 3 Phases
Since 2009: 4 Phases, no turn bans
Existing Issues

- Eliminated dangerous 7th Ave/Gowanus Exit northbound merge
- Additional 4th phase added too much delay for 7th Ave Northbound
- School children cross diagonally, without a designated school crosswalk
Proposed: 3 Phases, turn bans for 7th Ave northbound and Fort Hamilton Pkwy westbound

Two approach lanes on 7th Ave (Convert Class 2 bike lane to Shared lane)

Existing island reshaped to join new diagonal crossing.

7th Ave northbound forced to Fort Hamilton Parkway. Exit traffic can still make all turns.

Two approach lanes and Two receiving lanes for Fort Hamilton Parkway = loss of 10 parking spaces on block with driveways

Bus stop removed during June cuts/rerouting. New blockbuster shortens crossing.

DOT Proposal May 2010
• Establish 3-phase operation
  • Establish two approach lanes for 7th Avenue local and Ft. Hamilton Pkwy westbound
  • Add diagonal crosswalk between PS 127 and Ft. Hamilton Pkwy pedestrian overpass
• No truck traffic should be forced onto Ft. Hamilton Pkwy
• Direct all exiting Gowanus Expwy traffic onto 7th Avenue
  • Prohibit left turns onto 78th Street from w/b Ft. Hamilton Pkwy during designated daytime hours
• Coordinate signal timing along Ft. Hamilton Pkwy between 78th St and Bay Ridge Pkwy
  • Install pedestrian countdown signal
• Change the name on the Gowanus Expwy exit to read 7th Avenue instead of Ft. Hamilton Pkwy
• Ban westbound left from Bay Ridge Parkway to Fort Hamilton Pkwy southbound
• Consider reversal of 78th Street between Ft. Hamilton Pkwy and 10th Avenue.
Area Context: Exit 18, Fort Hamilton Pkwy:
Most direct route to Dyker Heights and Borough Park from Verrazano-N Bridge/Gowanus Expwy
Local Context

• Most traffic approaching this intersection uses Fort Hamilton Parkway

• North of the exit ramp, 7th Avenue northbound is wide and underutilized
Local Context

• If Gowanus Expwy traffic is rerouted to 7th Ave, traffic would find the fastest route back to Fort Hamilton Pkwy

• Bay Ridge Pkwy is already congested during peak hours. Detours would add more volume and hundreds of left turns in front of St Ephrem School/Church

• Left turns are more of a threat to pedestrian safety than thru traffic
Shown to CM Gentile in June 2010. ~40-45% seek alt routes (22-33% f/Exit, 10-13% f/7 Av, 1% f/78 St)

371 WB lefts through north school crosswalk

Force Exit to 7th Av & 7th Av to FHP

Allow right turns from two right lanes

Lose parking on both sides of Bay Ridge Pkwy

173 lefts through west school crosswalk

41% detours (550 of 1350)
Force Exit to 7th Av

- 371 WB lefts through north school crosswalk
- Allow right turns from two right lanes
- Lose parking on south side of Bay Ridge Pkwy
- NB traffic merges

33% detours (446 of 1350)
1. DOT Proposal Updated

- Left turn to 78th Street permitted
- Parking not removed on east side of Fort Hamilton
- Reduced refuge island length at FDNY request
DOT Proposal: 11% detour

11% detours
(144 of 1350)
### DOT Proposal: Trucks

(Average of data collected on Weds May 5 and Thurs May 6, 2010. Not including buses.)

<table>
<thead>
<tr>
<th>Time</th>
<th>Existing Trucks on Fort Hamilton Pkwy</th>
<th>Added in DOT Proposal</th>
<th>Total Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:00-8:00</td>
<td>7</td>
<td>4</td>
<td>11</td>
</tr>
<tr>
<td>8:00-9:00</td>
<td>10</td>
<td>4</td>
<td>14</td>
</tr>
<tr>
<td>1:00-2:00</td>
<td>11</td>
<td>3</td>
<td>14</td>
</tr>
<tr>
<td>2:00-3:00</td>
<td>3</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>4:00-5:00</td>
<td>7</td>
<td>6</td>
<td>13</td>
</tr>
<tr>
<td>5:00-6:00</td>
<td>4</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>6:00-7:00</td>
<td>3</td>
<td>2</td>
<td>5</td>
</tr>
</tbody>
</table>

- **Unintended Consequences:** 7th Avenue is a truck route: label could attract an increase in trucks
- **Unlikely** that truck drivers choose their movements at the intersection after the ramp
- **Potential to confuse** car drivers looking for the Fort Hamilton Parkway exit
- **Existing “No Trucks over 33 Feet”** sign already keeps most of the largest trucks off this ramp

• Change the name on the Gowanus Expwy exit to read 7th Avenue instead of Ft. Hamilton Pkwy
2. Modifications to existing design

- Two lanes at all approaches
- No pedestrian refuge near diagonal school crosswalk
- Re-construct existing island
- 4 Phase, Use existing signal timing with 2 approach lanes, No detours
Fort Hamilton Pkwy/Bay Ridge Pkwy

- Southbound B16 bus stop moved back to provide 2 approach lanes.
- New eastbound, northbound, and southbound left turn bays
- Westbound left turn banned (July 2010)
- 2 northbound lanes, 1 southbound lane. All parking retained on east side
- Southbound B16 bus stop moved back to provide 2 approach lanes.
CB10 Feedback to May 25 meeting

- Establish 3-phase operation
- Establish two approach lanes for 7th Avenue local and Ft. Hamilton Pkwy westbound
- Add diagonal crosswalk between PS 127 and Ft. Hamilton Pkwy pedestrian overpass
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<table>
<thead>
<tr>
<th>DOT Proposal</th>
<th>Exit to 7th Av, 7th Av to FHP</th>
<th>Exit to 7th Av</th>
<th>Small Modifications</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Diagonal Crosswalk, 2 approach lanes</strong></td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td><strong>Signal Phases @ FH/7</strong></td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td><strong>Added lefts @ St Ephrem School/Church (crosswalk)</strong></td>
<td>+144 (Westbound)</td>
<td>+307 (Northbound), +144 (Westbound), Lose Bay Ridge Pkwy parking</td>
<td>+307 (Northbound), Lose Bay Ridge Pkwy parking</td>
</tr>
<tr>
<td><strong>(AM) Peak % of traffic seeking alternate route</strong></td>
<td>11%</td>
<td>41%</td>
<td>33%</td>
</tr>
</tbody>
</table>
Options Going Forward

• DOT Proposal
  - Eliminate 7th Avenue congestion
  - Diagonal school crossing

• Minor Modifications
  - Moderately reduce congestion
  - Diagonal school crossing