Prospect Park West
Bicycle Path and Traffic Calming Update
Roadway Design – Before & After
Implemented June 2010:

- Conversion from 3 moving lanes to 2 lanes
- 2-way bicycle path
- 3' parking lane buffer
- Flashing yellow warning signals at crossings
- Flush pedestrian islands
- New loading zones
- Warning signs and bicycle guide signs
- Signal retiming
Post-Implementation Changes

• Loading zone between Union and President Sts

• No Standing zone between 2nd and 3rd Sts

• Loading zone between 11th and 12th St

• Stripes at loading zones

• Flexible delineators at pedestrian islands
Weekday Bicycle Count Results- Before & After

- Weekday cycling has nearly **TRIPLED**
- Percentage of cyclists riding on the sidewalk **fell to 3%**\(^*\) from 46%

**Prospect Park West**
*Between 3rd and 5th Streets*

**Cyclist Volumes – 12 Hour: 7am-7pm, Weekdays**

- **Weekday cycling** has nearly **TRIPLED**
- **Percentage of cyclists** riding on the sidewalk **fell to 3%**\(^*\) from 46%

**Notes:**
- 190% increase based on average of after counts compared to before count
- Data from a single weekday count (06/09/09; 08/17/10; 09/15/10; 10/12/10 and 11/09/10)

*32% of these cyclists were children 12 years and younger and legally allowed to ride on the sidewalk*
Weekend Bicycle Count Results- Before & After

- Weekend cycling has **DOUBLED**
- Percentage of cyclists riding on the sidewalk **fell to 4%** from 20%

* 43% of these cyclists were children 12 years and younger and legally allowed to ride on the sidewalk

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**Notes:**
- 125% increase based on average of after counts compared to before count
- Data from a single weekday count (06/27/09; 08/21/10; 09/18/10; 10/09/10 and 11/13/10)
### Traffic Speed – Before & After

- **BEFORE:** 3 of every 4 vehicles broke speed limit
- **AFTER:** Only 1 in 5 vehicles exceed speed limit

#### Percent of Vehicles Over 30 MPH

<table>
<thead>
<tr>
<th>Time Period</th>
<th>BEFORE</th>
<th>AFTER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>March 2009</td>
<td>July 2010</td>
</tr>
<tr>
<td>AM Peak</td>
<td>76%</td>
<td>11%</td>
</tr>
<tr>
<td>Mid Day</td>
<td>72%</td>
<td>-</td>
</tr>
<tr>
<td>PM Peak</td>
<td>73%</td>
<td>23%</td>
</tr>
<tr>
<td>Average</td>
<td>74%</td>
<td>20%</td>
</tr>
</tbody>
</table>

#### Average Speed (mph)

<table>
<thead>
<tr>
<th>Time Period</th>
<th>BEFORE</th>
<th>AFTER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>March 2009</td>
<td>July 2010</td>
</tr>
<tr>
<td>AM Peak</td>
<td>34.1</td>
<td>25.1</td>
</tr>
<tr>
<td>Mid Day</td>
<td>34.6</td>
<td>-</td>
</tr>
<tr>
<td>PM Peak</td>
<td>32.8</td>
<td>26.6</td>
</tr>
<tr>
<td>Average</td>
<td>33.8</td>
<td>26.6</td>
</tr>
</tbody>
</table>

Source: NYCDOT Radar Study
**Traffic Volumes - Before & After**

**Prospect Park West Weekday Peak Hour Vehicle Volume Summary**

<table>
<thead>
<tr>
<th></th>
<th>Pre-Implementation Average Volume*</th>
<th>Post-Implementation Volume**</th>
<th>Change in Volume</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carroll Street AM Peak Hour (8-9AM)</td>
<td>1,055</td>
<td>1,109</td>
<td>54</td>
<td>5%</td>
</tr>
<tr>
<td>Carroll Street PM Peak Hour (4-5PM)</td>
<td>991</td>
<td>1,010</td>
<td>19</td>
<td>2%</td>
</tr>
<tr>
<td>11th Street AM Peak Hour (8-9AM)</td>
<td>826</td>
<td>822</td>
<td>-5</td>
<td>-1%</td>
</tr>
<tr>
<td>11th Street PM Peak Hour (4-5PM)</td>
<td>1,035</td>
<td>1,008</td>
<td>-28</td>
<td>-3%</td>
</tr>
</tbody>
</table>

*Counts conducted April 2009 and May 2010
**Counts conducted October 2010

- PPW peak traffic volumes remain stable after implementation
**Prospect Park West Combined Vehicle and Bicycle Counts**

<table>
<thead>
<tr>
<th></th>
<th>AM Rush (7-10AM)</th>
<th>PM Rush (4-7PM)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bicycle Counts</strong></td>
<td><strong>Before</strong> 58***</td>
<td><strong>After</strong> 210***</td>
</tr>
<tr>
<td><strong>Motor Vehicle Counts</strong></td>
<td><strong>Before</strong> 2,700*</td>
<td><strong>After</strong> 2,909**</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>Before</strong> 2,758</td>
<td><strong>After</strong> 3,119</td>
</tr>
</tbody>
</table>

- **Prospect Park West Commuter Volume has INCREASED**
  - Prospect Park West handles 13% & 9% more commuters during the AM & PM rushes, respectively, after street reconfiguration
  - Bicycle traffic comprises 12% of PM rush period traffic

*Average of counts conducted April 21-23, 2009 and May 11-20, 2010 at Carroll St

**Counts conducted October 19-28, 2010 at Carroll St

***Bicycle counts conducted 06/09/09 and 10/12/10 at 4th St
Prospect Park West provides the shortest travel times through Park Slope

Weekday travel time averages are derived from 48 runs conducted once every 30 minutes over two days along each corridor
Before travel time surveys conducted May 11-12, 2010
After travel time surveys conducted October 19-20, 2010
Travel Times - Before & After (Peak Average)

Prospect Park West Weekday Travel Times
Union Street to 15th Street

- AM Peak Average (7am-10am): Before 02:35, After 02:42
- Mid-day Average (10m-2pm): Before 02:54, After 02:44
- PM Peak Average (4pm-7pm): Before 03:03, After 02:59

Prospect Park West travel times remained stable after implementation.

Weekday average travel times derived from runs conducted once every 30 minutes over two days.
Before travel time surveys conducted May 11-12, 2010
After travel time surveys conducted October 19-20, 2010
NEW YORK CITY DEPARTMENT OF TRANSPORTATION

Safety

<table>
<thead>
<tr>
<th></th>
<th>Before Total Before</th>
<th>Before Average per 6 Months</th>
<th>After: 7/1/10 to 12/31/10</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crashes</td>
<td>89</td>
<td>29.7</td>
<td>25</td>
<td>-15.7%</td>
</tr>
<tr>
<td>Crashes w/ Injury</td>
<td>16</td>
<td>5.3</td>
<td>2</td>
<td>-62.5%</td>
</tr>
<tr>
<td>Total Injuries</td>
<td>19</td>
<td>6.3</td>
<td>5</td>
<td>-21.1%</td>
</tr>
</tbody>
</table>

* Before period is the 2nd half (7/1 to 12/31) of 2007, 2008 and 2009

- Crashes are down 16%
- Crashes that cause injuries are down 63%
- Before the project, a crash was twice as likely to include an injury (18% vs. 8%)
- Injuries to all street users are down 21%
- No reported pedestrian injuries in the after period
- No pedestrian or cyclist injuries from ped-bike only crashes reported by NYPD

Motor vehicle crash data per NYPD, between Grand Army Plaza and Bartel Pritchard Square
Analysis compares the average of the three prior years (2007-09) between July 1 and December 31 only and July 1 to December 31, 2010
Response to Community Input

Raised Tinted Landscaped Pedestrian Islands

- Islands will deter illegal parking in pedestrian zone
- Relocated pedestrian signals will clarify operations
‘Rumble Strip’ Bicycle Markings at Intersections

- Markings will provide warning to cyclists at intersections
Response to Community Input

Narrowing of Buffer between Union St and Montgomery Pl

- Reconfiguration of street will improve the transition from Grand Army Plaza
Response to Community Input

9th Street Loading Zone Redesign

- Consolidate loading zone to south of 9th Street
  (Sketch courtesy of Celebrate Brooklyn!)
Thank You