Prospect Park West
Bicycle Path and Traffic Calming

Community Board 6
April 16, 2009

NYC Department of Transportation
Office of Alternate Modes
Why are we here?

- 1997 Bicycle Master Plan
- Bicycle Fatality & Serious Injury Study – Improve Safety
- Mayor’s PlaNYC – A Greener Transportation Network
- Traffic Calming
Creating a Neighborhood-Wide Bicycle Network

**Proposed Location**

- Prospect Park West between Union St and Bartel Pritchard Square
- 1.8 lane miles
- Included in the NYC Bicycle Master Plan
Existing Conditions

- 49’ wide street with 3 southbound travel lanes and parking lane on both sides
- Traffic volume does not warrant 3 travel lanes
- Speeding
- Reckless Driving
- Long pedestrian crossings
- Park Slope has high volume of cyclists
- No dedicated cycling space: uncomfortable cycling environment
- Cyclists travel on sidewalk
## Existing Traffic Volumes

<table>
<thead>
<tr>
<th>Location</th>
<th>AM Weekday Peak</th>
<th>PM Weekday Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PPW @ Carroll Street</strong></td>
<td>1,097 Vehicles</td>
<td>1,149 Vehicles</td>
</tr>
<tr>
<td></td>
<td>(8:00 – 9:00 AM)</td>
<td>(5:00 – 6:00 PM)</td>
</tr>
<tr>
<td><strong>PPW @ 11th Street</strong></td>
<td>916 Vehicles</td>
<td>1,127 Vehicles</td>
</tr>
<tr>
<td></td>
<td>(8:00 – 9:00 AM)</td>
<td>(4:00 – 5:00 PM)</td>
</tr>
</tbody>
</table>

- Design tailored to maintain commuter traffic flow.
- Each travel lane can accommodate 600-700+ vehicles per hour (V.P.H)
Existing Traffic Speeds

Prospect Park West Traffic Speeds
Between 5th and 6th Streets (March 2009)

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Over 30 mph</th>
<th>85th Percentile</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:00- 8:30 am</td>
<td>76%</td>
<td>40.2 mph</td>
</tr>
<tr>
<td>12:00- 12:30 pm</td>
<td>72%</td>
<td>42.0 mph</td>
</tr>
<tr>
<td>4:00- 4:30 pm</td>
<td>73%</td>
<td>37.0 mph</td>
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</tbody>
</table>

* 85th percentile speed means that 15% of the vehicles are traveling at or above that speed.

• Signal retiming slowed traffic initially
• Speeding has resumed
• Additional traffic calming is necessary
3-Year Crash History

- 58 reported crashes
- Zero Fatalities
DOT Design Philosophy

- Complete Streets
  - Pedestrians
  - Cyclists
  - Automobiles
  - Buses

- A good design improves the street for all users.
Proposed Improvements

- Separated 2-way bike path
- Concrete pedestrian refuge islands
- Landscaping—Greenstreets
- Parking maintained except approx. 2 parking spaces per signalized intersection

Planned Design: Parking Protected Bicycle Lane

Example: Pavement Marking Warning Message

Example: Pedestrian Warning Sign

Bicycle Yield Pavement Markings
Proposed Improvements

Cyclists ride in dedicated space

- 10’ bidirectional bike path protected by a 4’ buffer and a 8’ parking lane
- Organizes street use and calms driver behavior

Proposed configuration: 9th Ave, Manhattan
9th Avenue, Manhattan

- 56% decrease in injuries of ALL street users
- Bicycle ridership doubled
Improvements for All Street Users

- **Motorists:**
  - Traffic Calming
    - Fewer opportunities to speed
    - Lead vehicles sets pace
    - Channelized traffic
    - Maintains traffic flow

- **Pedestrians:**
  - Improved safety
  - Reduced crossing distance

- **Cyclists:**
  - Dedicated space
  - Improved safety
    - Away from door zone
    - Off of sidewalk
End of Presentation

Questions?