

Prospect Park West Bicycle Path and Traffic Calming



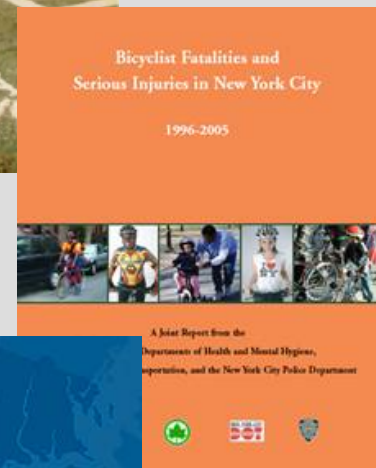
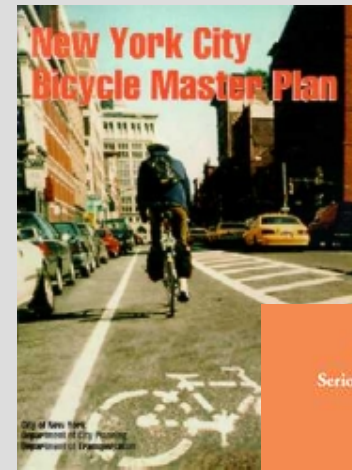
Community Board 6
April 16, 2009



NYC Department of Transportation
Office of Alternate Modes

Why are we here?

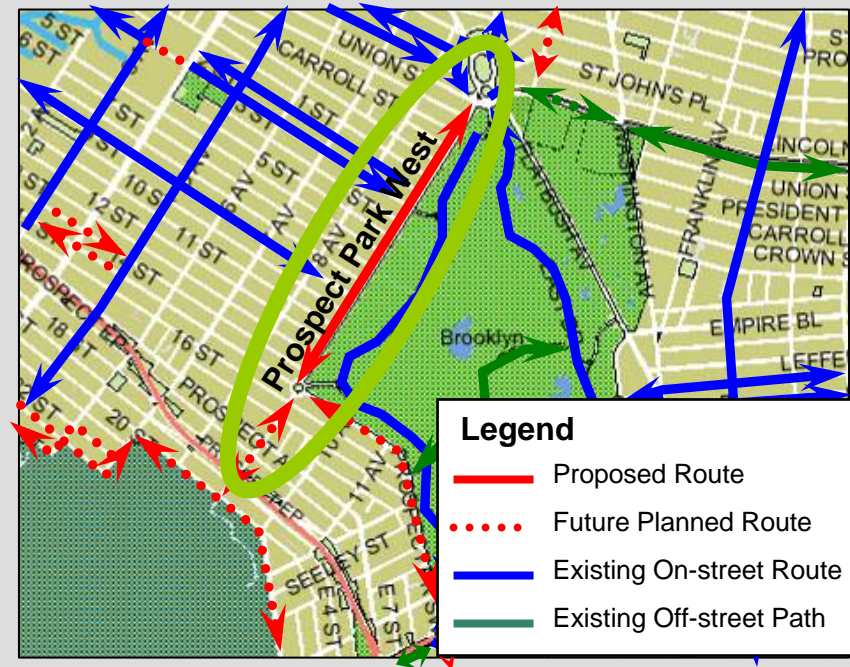
- 1997 Bicycle Master Plan
- Bicycle Fatality & Serious Injury Study – Improve Safety
- Mayor's PlaNYC – A Greener Transportation Network
- Traffic Calming



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

PPW @ Carroll Street

AM Weekday Peak:

1,097 Vehicles

(8:00 – 9:00 AM)

PM Weekday Peak:

1,149 Vehicles

(5:00 – 6:00 PM)

PPW @ 11th Street

AM Weekday Peak:

916 Vehicles

(8:00 – 9:00 AM)

PM Weekday Peak:

1,127 Vehicles

(4:00 – 5:00 PM)

- **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 5 th and 6 th Streets (March 2009)		
Time Period	Over 30 mph	85th Percentile
8:00- 8:30 am	76%	40.2 mph
12:00- 12:30 pm	72%	42.0 mph
4:00- 4:30 pm	73%	37.0 mph

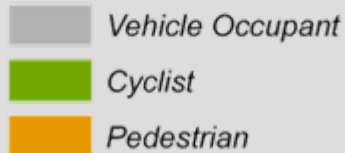
- Signal retiming slowed traffic initially
- Speeding has resumed
- Additional traffic calming is necessary

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

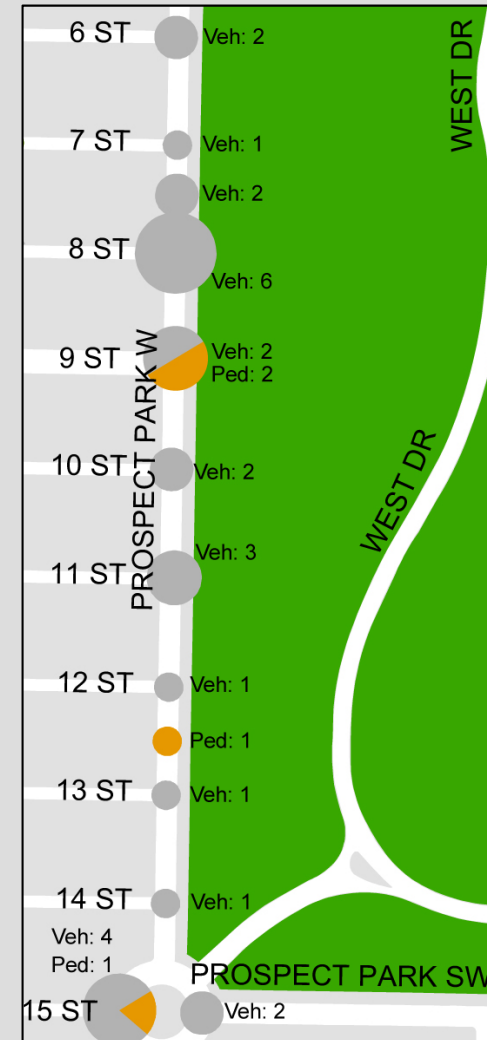
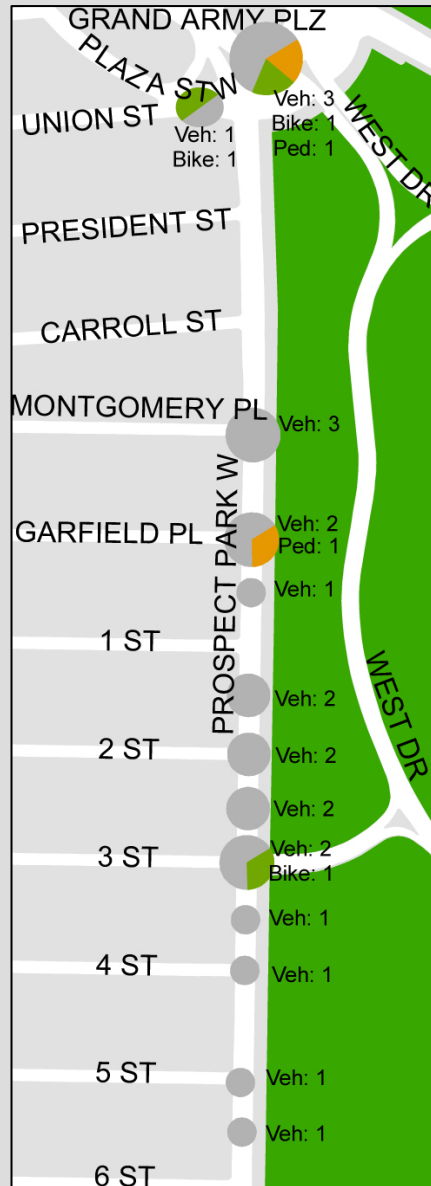
3-Year Crash History

Crashes 2005-2007

Crashes by Victim



- 58 reported crashes
- Zero Fatalities



DOT Design Philosophy

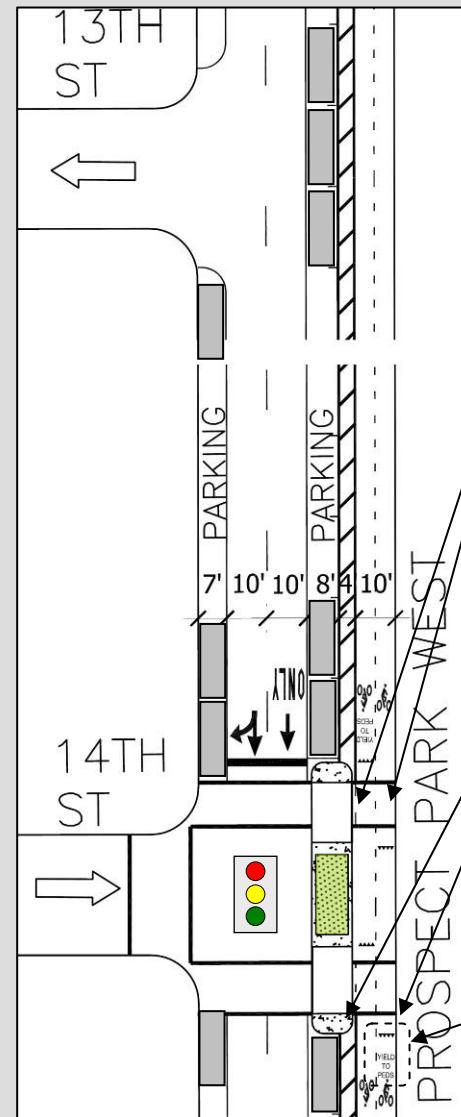
- Complete Streets
 - Pedestrians
 - Cyclists
 - Automobiles
 - Buses



- 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

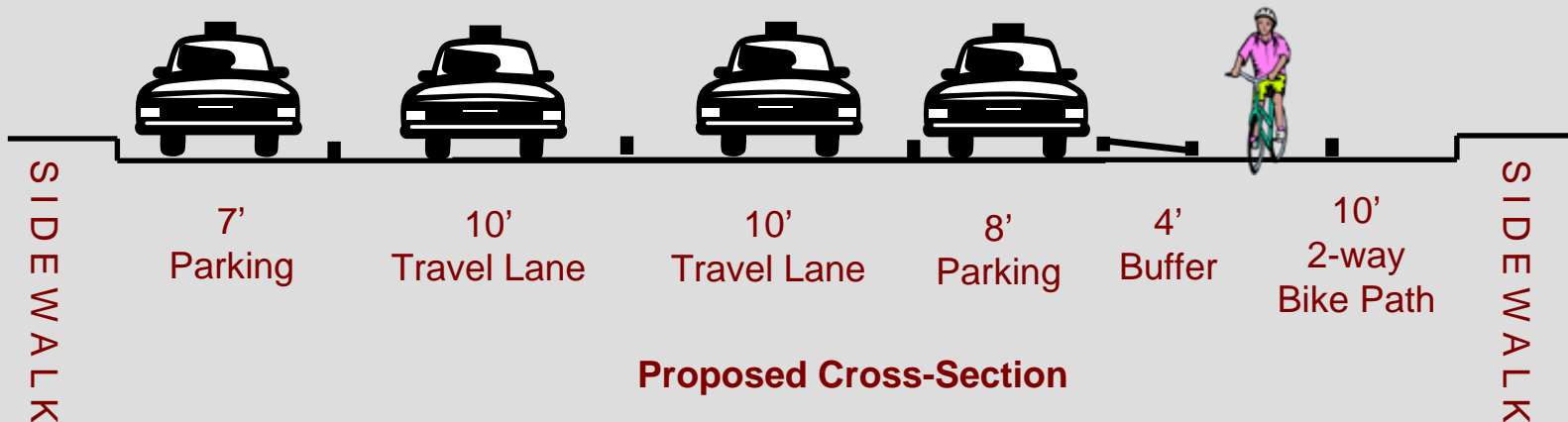
Proposed Improvements



Proposed configuration: 9th Ave, Manhattan

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



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?

