

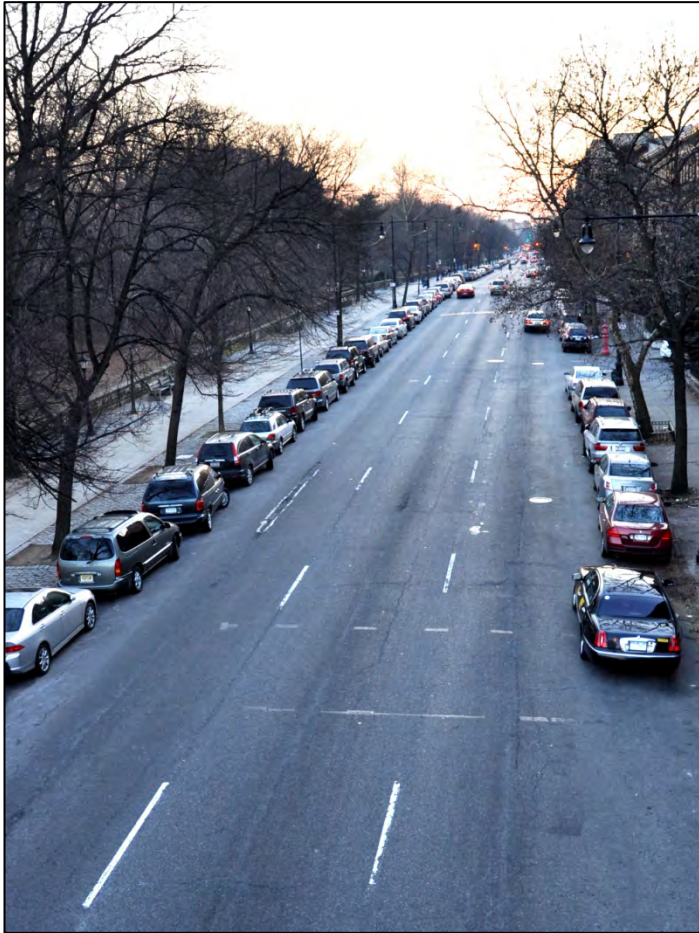
# Prospect Park West Bicycle Path and Traffic Calming Update

January 20, 2011  
Presentation to Community Board 6



NYC Department of Transportation  
Traffic Management Division

# Roadway Design – Before & After



# Project Summary



## 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

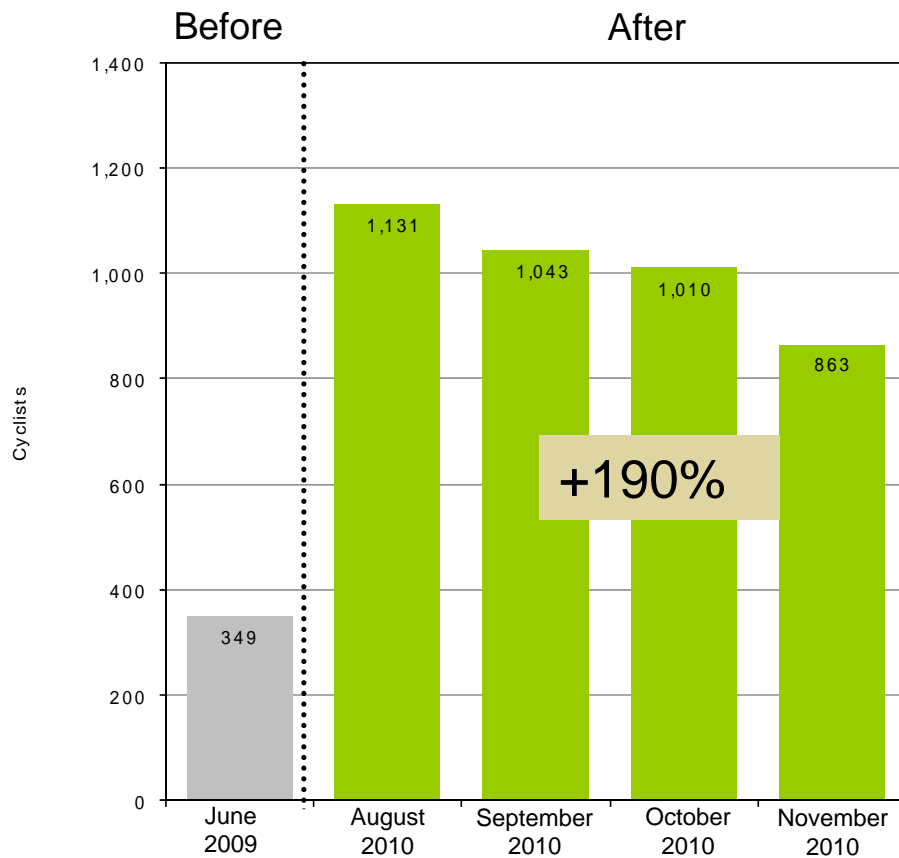


# Post-Implementation Changes



- Loading zone between Union and President Sts
- No Standing zone between 2<sup>nd</sup> and 3<sup>rd</sup> Sts
- Loading zone between 11<sup>th</sup> and 12<sup>th</sup> St
- Stripes at loading zones
- Flexible delineators at pedestrian islands

# Weekday Bicycle Count Results- Before & After



## Prospect Park West

Between 3<sup>rd</sup> and 5<sup>th</sup> Streets

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

### 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)

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



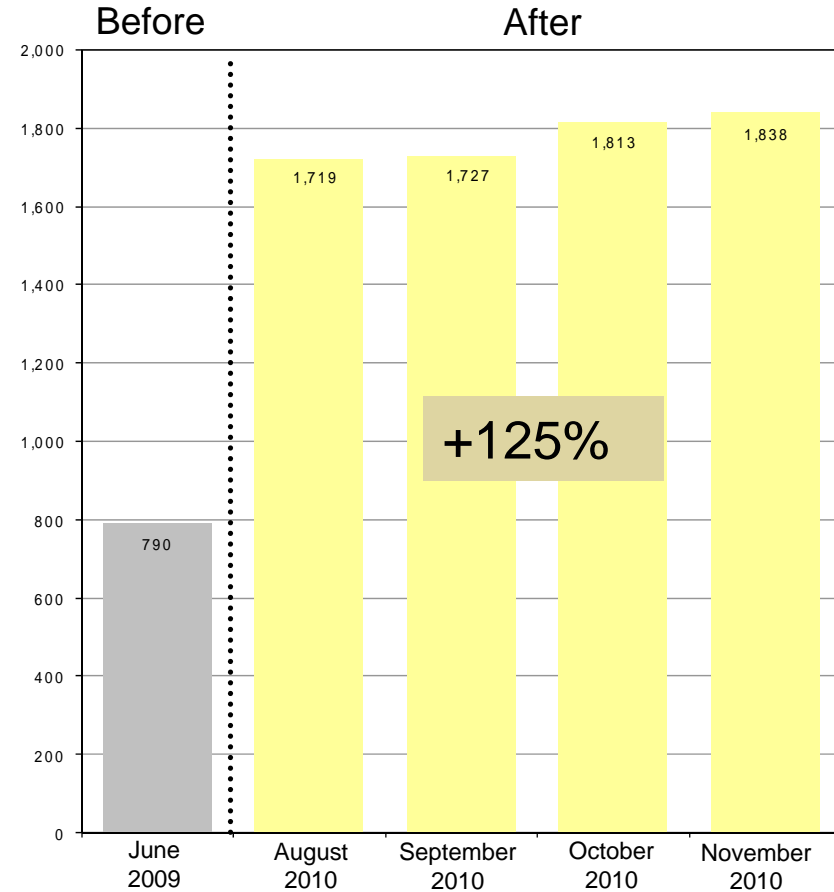
\* 32% of these cyclists were children 12 years and younger and legally allowed to ride on the sidewalk

# 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



## Prospect Park West

Between 3<sup>rd</sup> and 5<sup>th</sup> Streets

Cyclist Volumes – 12 Hour: 7am-7pm, Weekends

### 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

Prospect Park West Between 5 <sup>th</sup> and 6 <sup>th</sup> Streets Percent of Vehicles Over 30 MPH			
Time Period	BEFORE	AFTER	
	March 2009	July 2010	October 2010
AM Peak	76%	11%	22%
Mid Day	72%	-	31%
PM Peak	73%	23%	14%
Average	74%	20%	

Prospect Park West Between 5 <sup>th</sup> and 6 <sup>th</sup> Streets Average Speed (mph)			
Time Period	BEFORE	AFTER	
	March 2009	July 2010	October 2010
AM Peak	34.1	25.1	27.7
Mid Day	34.6	-	27.9
PM Peak	32.8	26.6	25.9
Average	33.8	26.6	

Source: NYCDOT Radar Study

# Traffic Volumes- Before & After

## Prospect Park West Weekday Peak Hour Vehicle Volume Summary

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

\*Counts conducted April 2009 and May 2010

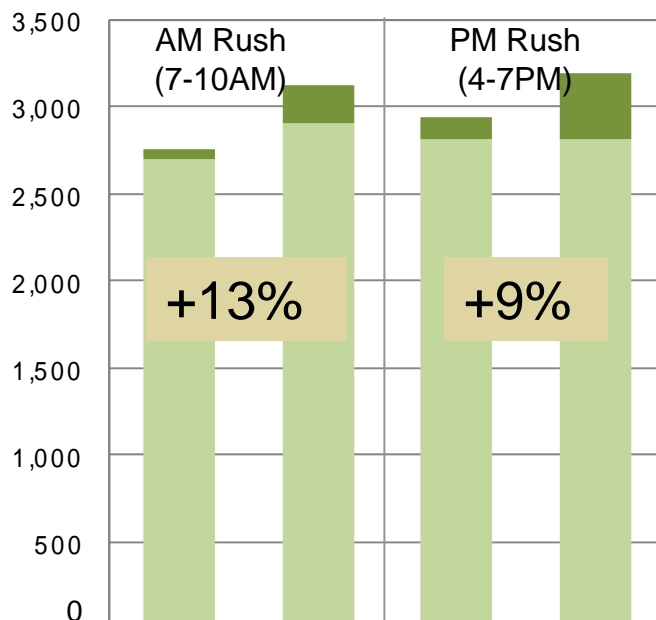
\*\*Counts conducted October 2010

- PPW peak traffic volumes remain stable after implementation



# Combined Vehicle and Bicycle Counts

## Prospect Park West Combined Vehicle and Bicycle Counts AM & PM Rush



	Before	After	Before	After
Bicycle Counts	58***	210***	130***	386***
Motor Vehicle Counts	2,700*	2,909**	2,807*	2,807**
Total	2,758	3,119	2,937	3,193

## 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

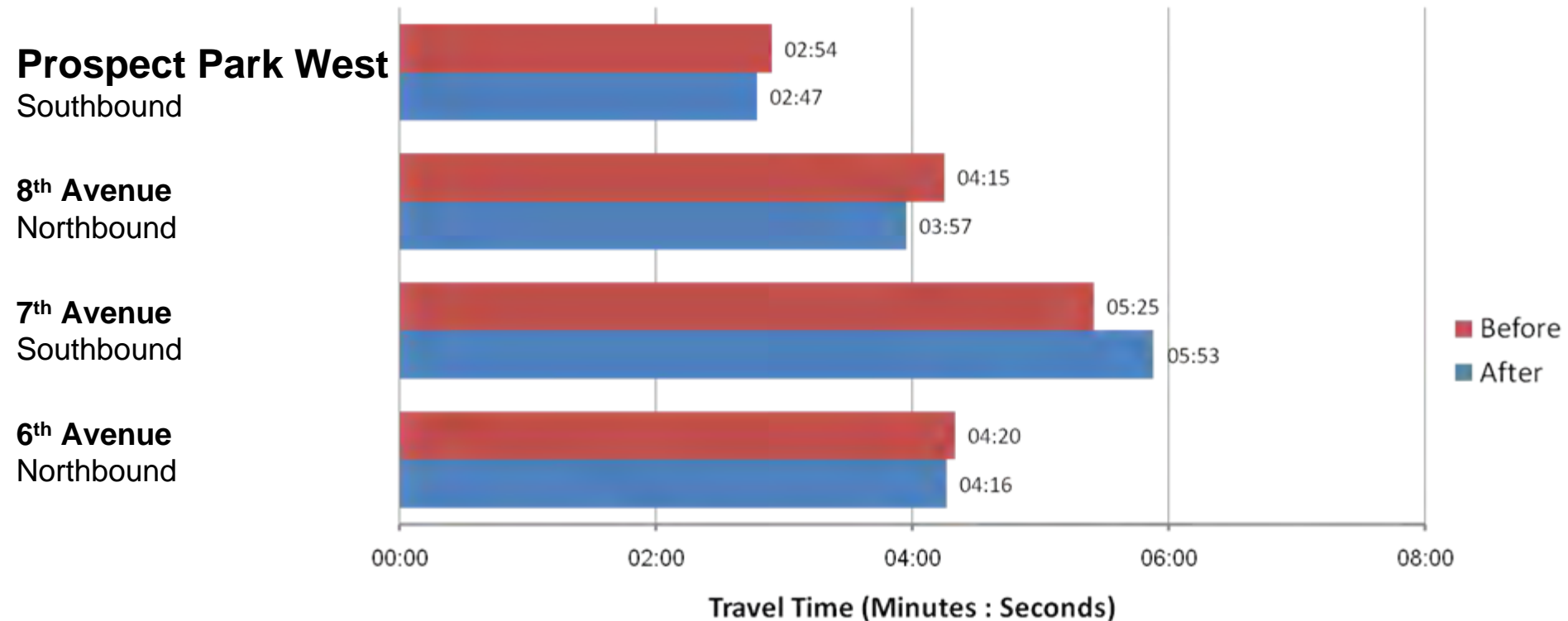
\*Average of counts conducted April 21-23, 2009 and May 11-20, 2010 at Carroll St

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

\*\*\*Bicycle counts conducted 06/09/09 and 10/12/10 at 4th St

# Travel Times - Before & After (12-Hour Average)

## Park Slope North-South Corridor Travel Times Union Street -15th Street Weekday Average, 7am-7pm

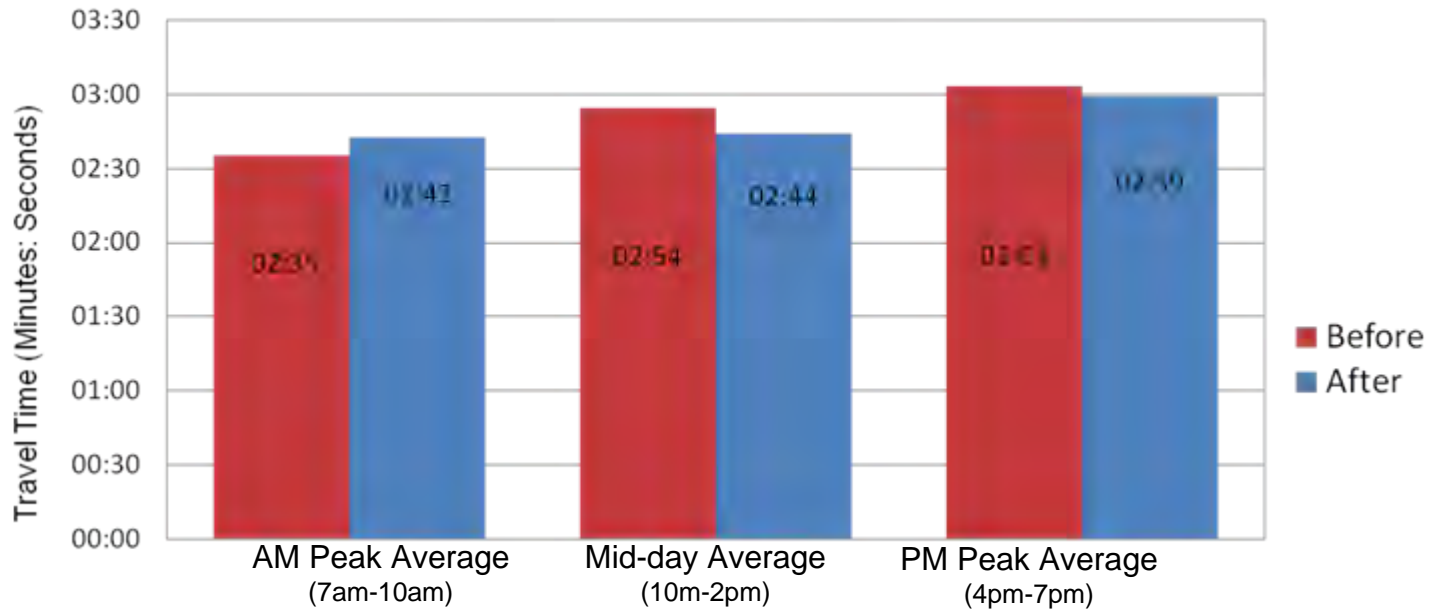


- Prospect Park West provides the shortest travel times through Park Slope

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



- 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

# Safety

	Before Period*		After: 7/1/10 to 12/31/10	Percent Change
	Total Before	Average per 6 Months		
Crashes	89	29.7	25	-15.7%
Crashes w/ Injury	16	5.3	2	-62.5%
Total Injuries	19	6.3	5	-21.1%

\* Before period is the 2<sup>nd</sup> 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



Existing Condition



Proposed Design: 8<sup>th</sup> Avenue, Manhattan

- Islands will deter illegal parking in pedestrian zone
- Relocated pedestrian signals will clarify operations

# Response to Community Input

## '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



Existing Condition

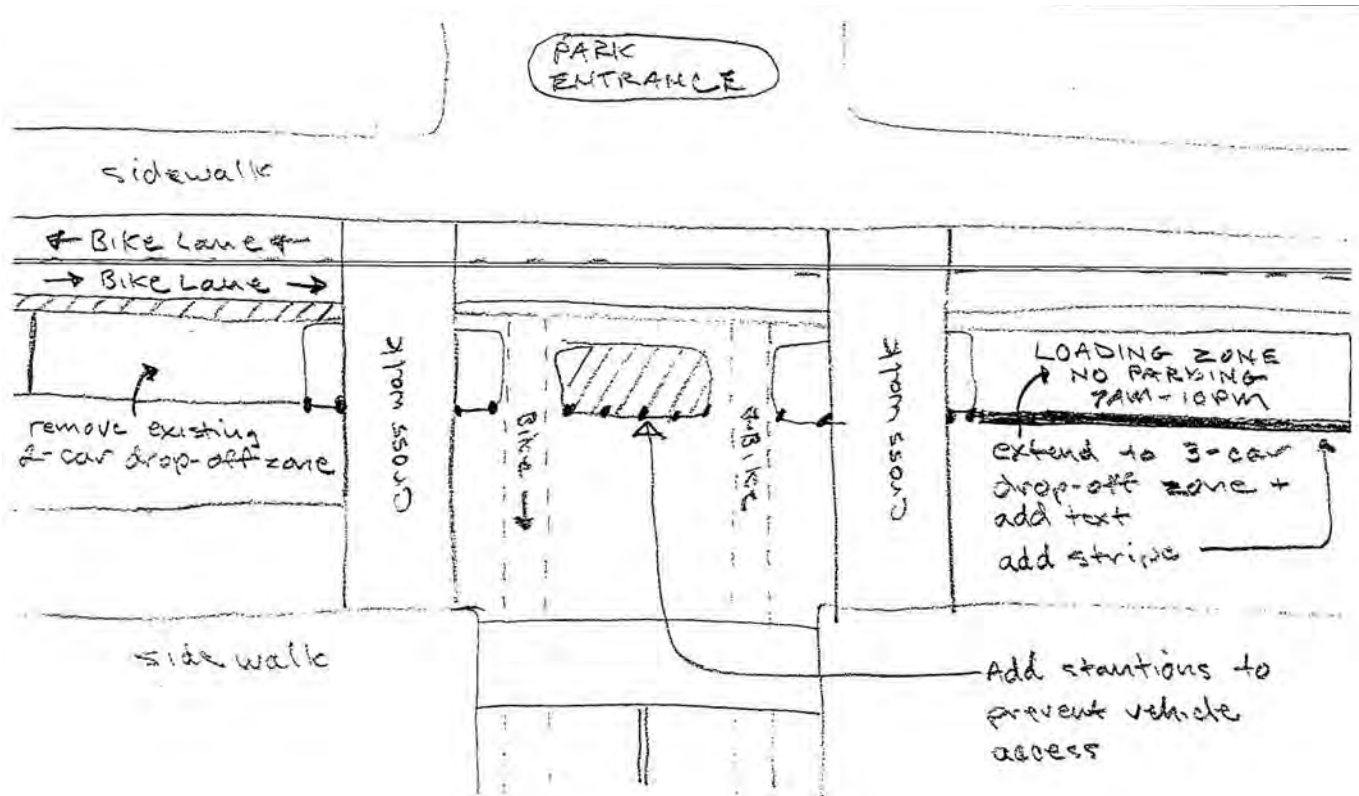


Proposed Design

- Reconfiguration of street will improve the transition from Grand Army Plaza

# Response to Community Input

## 9<sup>th</sup> Street Loading Zone Redesign



- Consolidate loading zone to south of 9<sup>th</sup> Street  
(Sketch courtesy of *Celebrate Brooklyn!*)



**Thank You**

