

Prospect Park West

Traffic Calming & Bicycle Path



Location / Context

- **Park Slope**
- **Adjacent Prospect Park**
- **Approx. 1 mile**
- **High Bicycle Use**



Project Timeline



Prospect Park West: 1940s

- **Summer 2007:** Community Board Request Study
 - **Spring 2009:** DOT presents proposal
 - **Spring 2010:** Additional presentations
 - **Summer 2010:** Initial implementation
 - **Winter 2011:** Six-month preliminary findings presented
 - **Summer 2011:** Enhancements added
 - **Fall 2011:** Island design completed with community
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- **Spring 2012:** Islands to be constructed

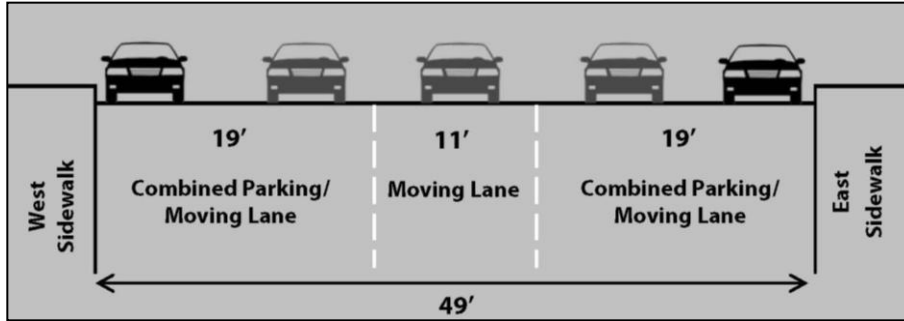
Pre-Project Conditions

- 49' wide street
 - 3 southbound travel lanes
 - 2 parking lanes
- Traffic volume does not warrant 3 travel lanes
- Speeding & reckless driving
- Long crossings
- Uncomfortable cycling environment
- Cyclists travel on sidewalk

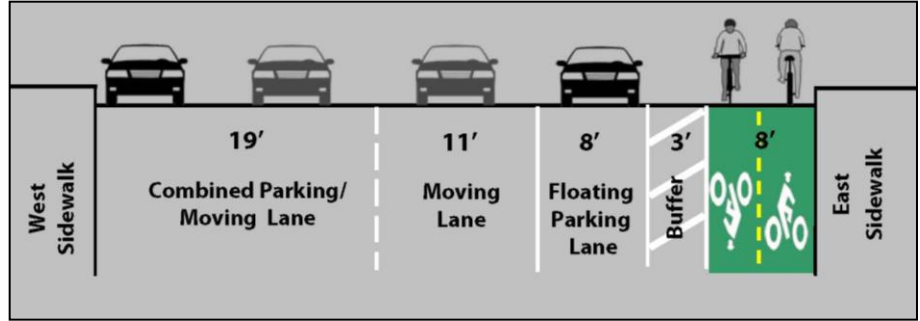


Cross-Section

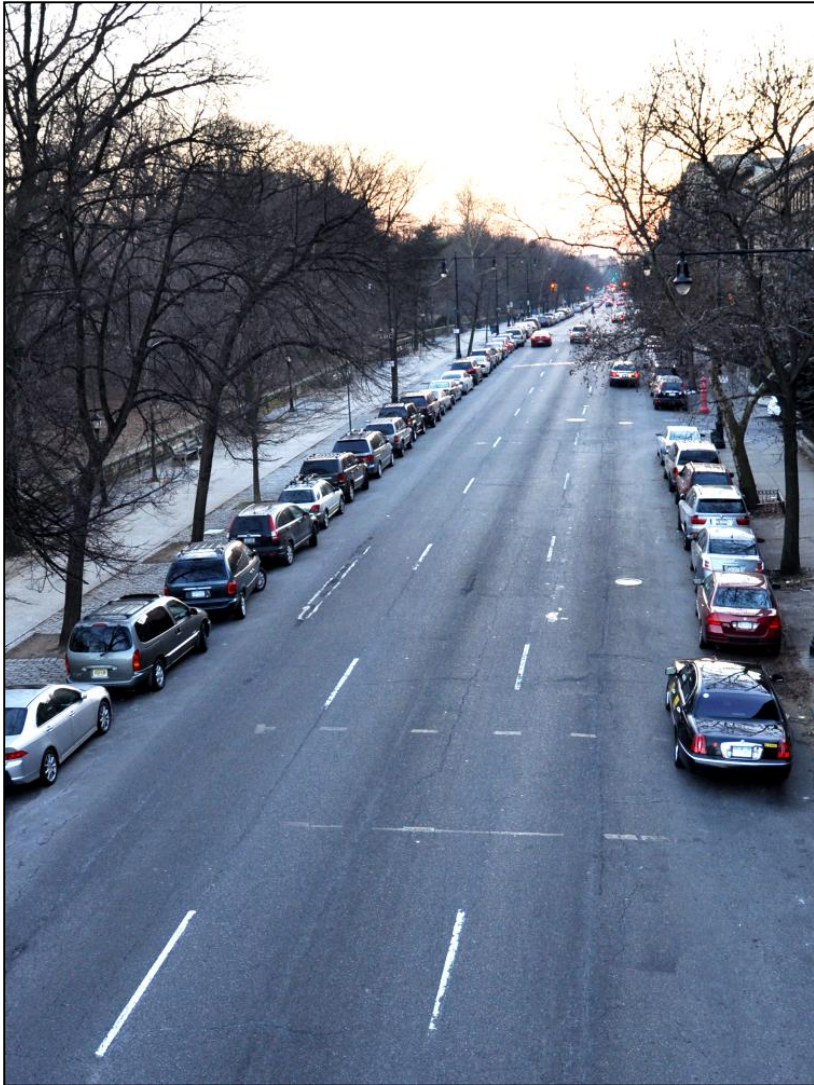
Before



After



New Prospect Park West



Two-Way Side-Trolley



Two-Way Side-Path



Pedestrian Crossings - Inspiration

Park

Bike
Path

Road



Trails parallel to a road
Independent Control



Pedestrian Crossings





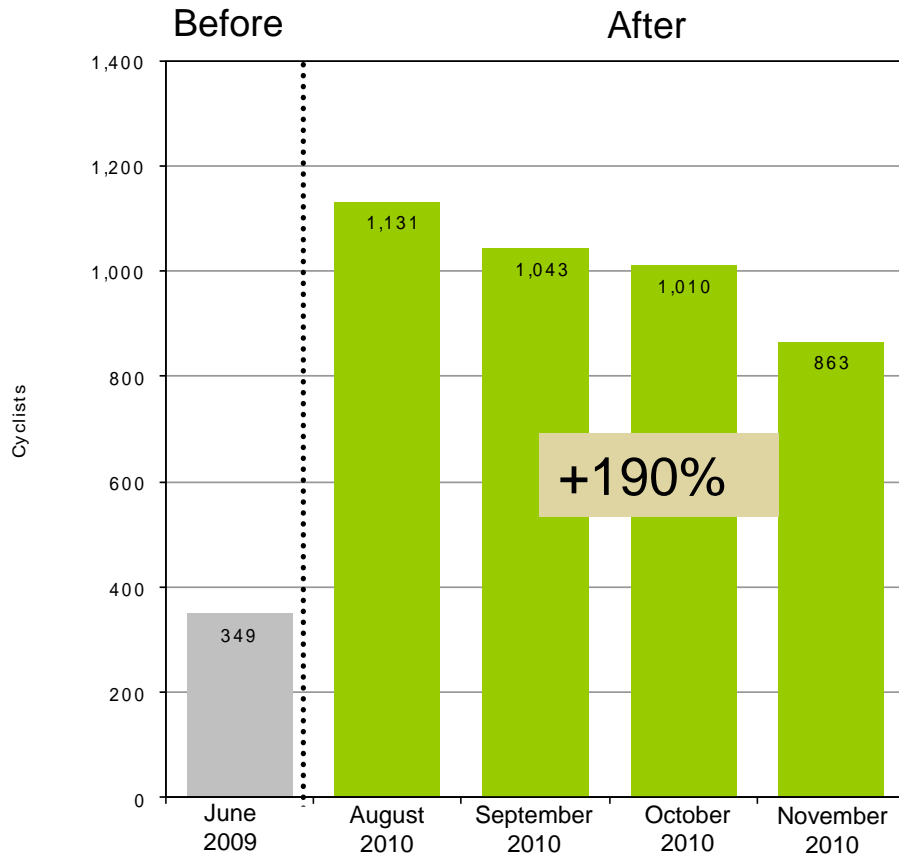


NO STANDING ANYTIME
←
NO STANDING 7AM-10PM
→

BIKE PARKING
CELEBRATE BROOKLYN
BIKE ZONE
ENTER AT 11TH ST

NO STANDING ANYTIME

Weekday Bicycle Count Results- Before & After



Prospect Park West

Between 3rd and 5th 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)

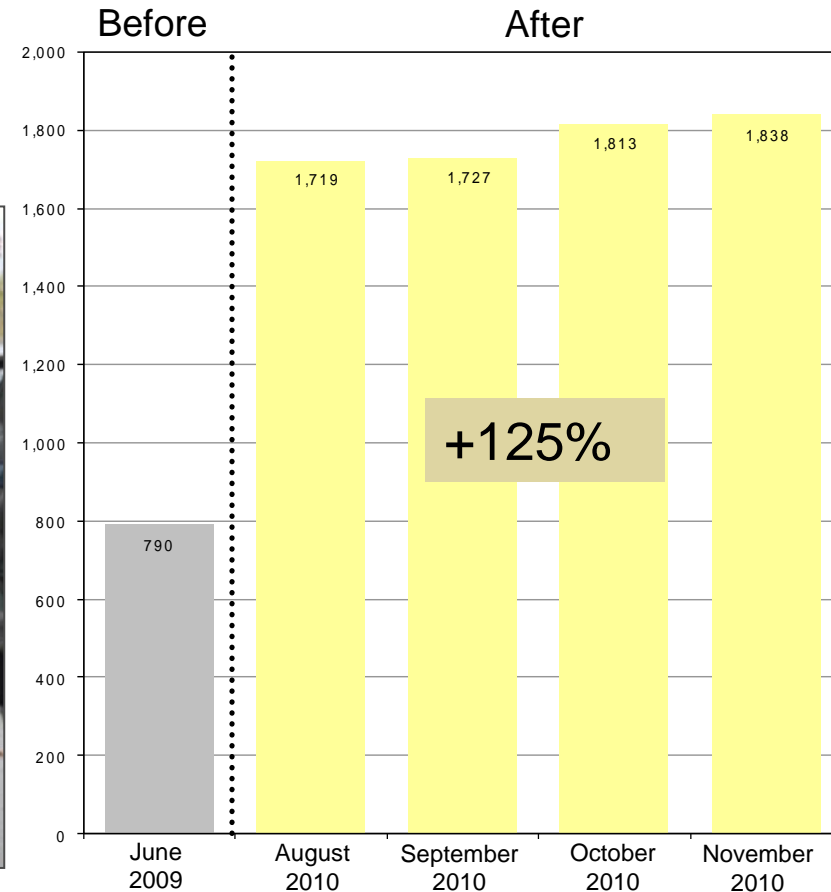
- Weekday cycling has nearly **TRIPLED**
- Percentage of cyclists riding on the sidewalk **fell to 3%*** from 46%



* 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 **DOUBLED**



Prospect Park West

Between 3rd and 5th 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 th and 6 th 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 th and 6 th 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	

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

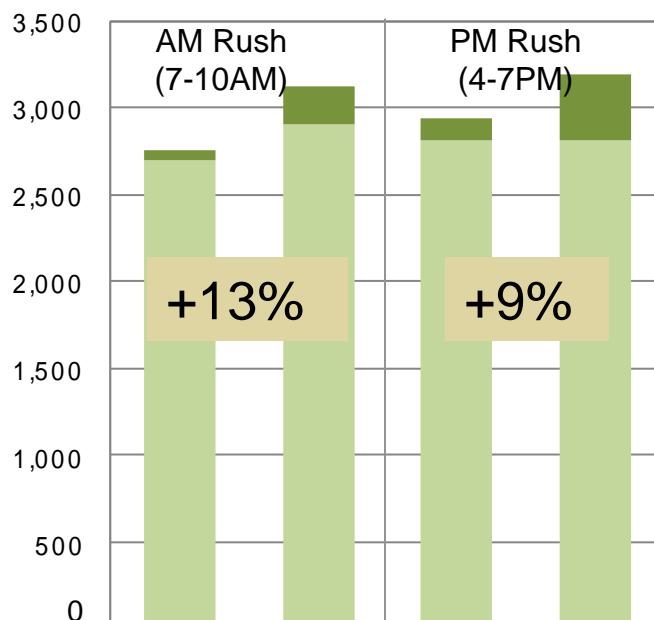
**Counts conducted October 2010

- PPW peak traffic volumes remain stable after implementation

Combined Vehicle and Bicycle Counts

Prospect Park West Combined Vehicle and Bicycle Counts

AM & PM Rush



Prospect Park West Commuter Volume has INCREASED

- Prospect Park West handles 13% & 9% more commuters during the AM & PM rushes, respectively
- 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

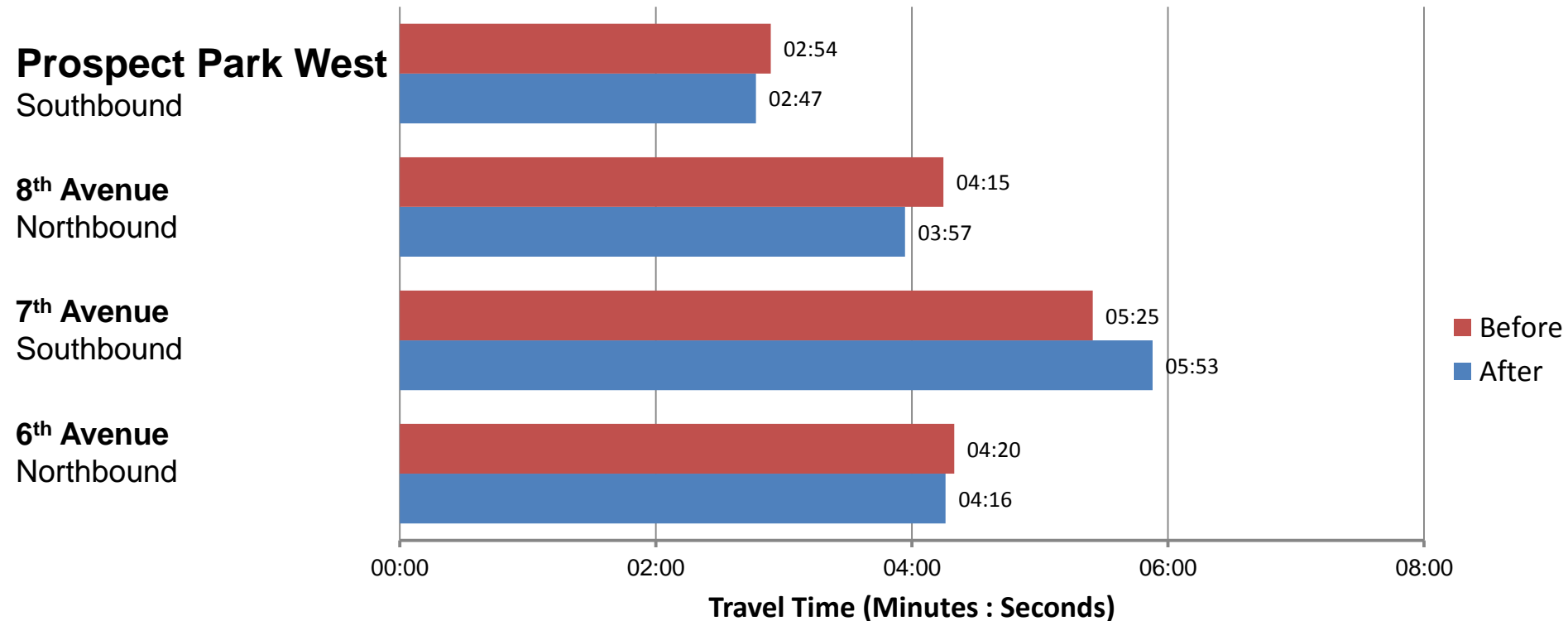
***Bicycle counts conducted 06/09/09 and 10/12/10 at 4th St

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

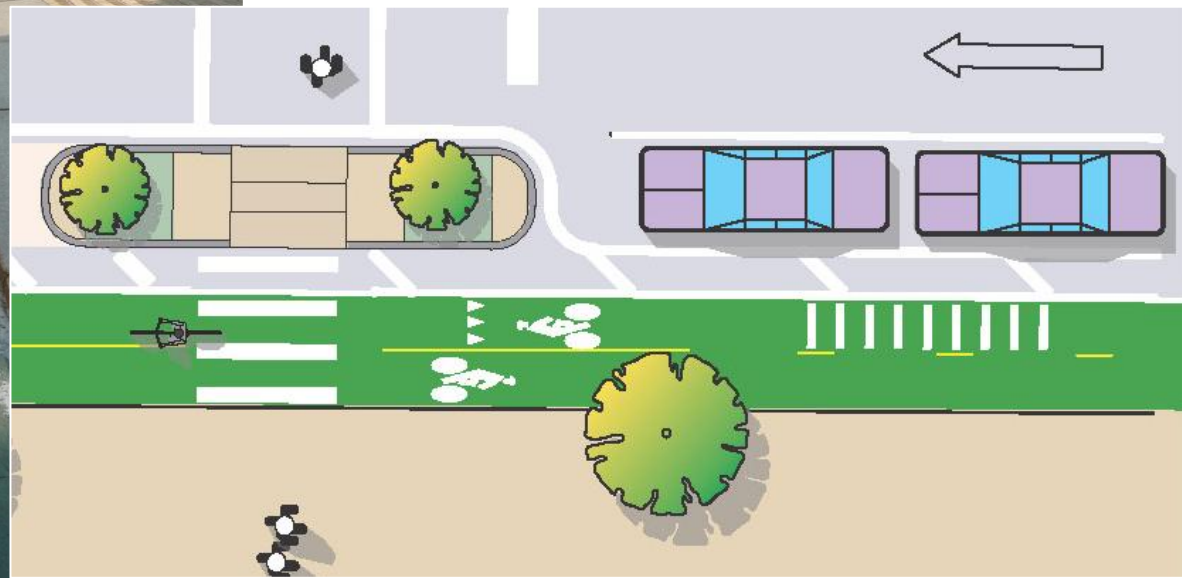
Safety

	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 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
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- 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

2011: Rumble Strips



2012: Pedestrian Islands



Bicycle and Pedestrian
Pass-Throughs

Cobble Stone- Edged
Tree Pits

Contextual Materials



A New Choice for Brooklynites

















Thank You

