

Prospect Park West Bicycle Path and Traffic Calming Update

Community Board 6
April 12, 2010



NYC Department of Transportation
Office of Alternate Modes

Background

Project Timeline

- **April 2009:**
DOT presented project proposal to CB 6
- **May 2009:**
Board passed resolution approving proposal & highlighting some concerns
- **May 2009 – March 2010:**
DOT redesigned project
- **June 2009 – August 2010:**
Project Installation (Parking will be restricted block-by-block as necessary during construction)



Proposed Location

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

Community Concerns

- Safe pedestrian crossing at bike path
- Loading and unloading
- Buffer operations
 - Safe vehicle unloading
 - Storm water drainage
 - Sign locations
 - Street cleaning
- Parking lane widths



Based on April 2009 CB6 meeting and June 2009 letter to DOT

Safe Pedestrian Crossings

Community requested bicycle signals @ all signalized intersections

Full Bicycle Signal Controls

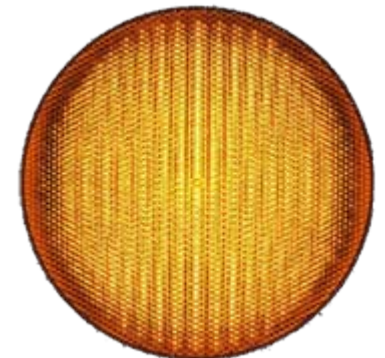
- Not warranted at low conflict crossings
- HRP uses bicycle signal controls only at vehicle crossings
- Many gaps in both bike and pedestrian traffic on PPW



Hudson River Park Pedestrian Crossing

Flashing Yellow Signal

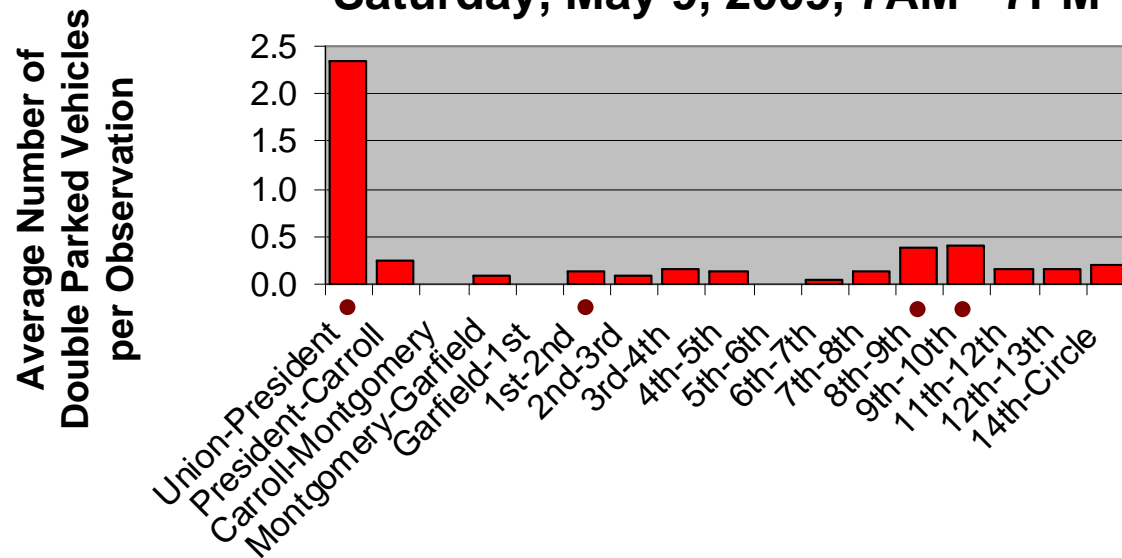
- Located at signalized intersections
- Emphasizes to cyclists to yield at pedestrian crossings



Loading and Unloading

Community expressed concern over risk of double parking

**Prospect Park West Double Parking Frequency
Saturday, May 9, 2009, 7AM - 7PM**



Areas of Concern:

Union- President Streets (Greenmarket)

1st – 2nd Streets (Poly Prep)

8th -10th Streets (Band shell and ball fields)

Daytime loading zones added at four locations

Buffer Operations

Community requested concrete medians instead of striped buffers

Striped buffers provide:

- Safe vehicle loading
- Unobstructed stormwater drainage
- Necessary width for street cleaning
- Rapid installation



9th Avenue Parking Protected Bike Path

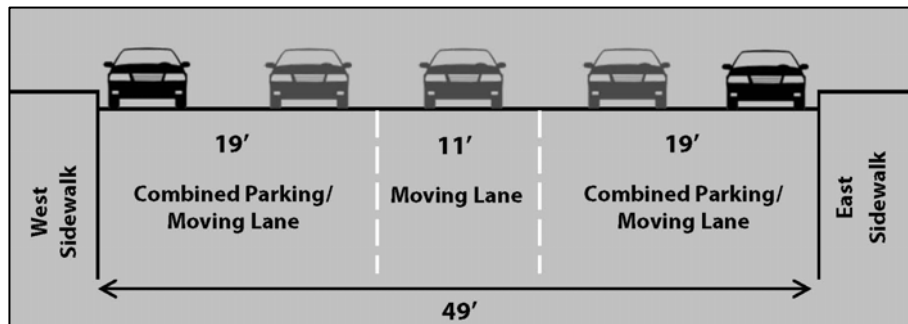
Parking regulation signage will remain on curb

Parking Lane Widths

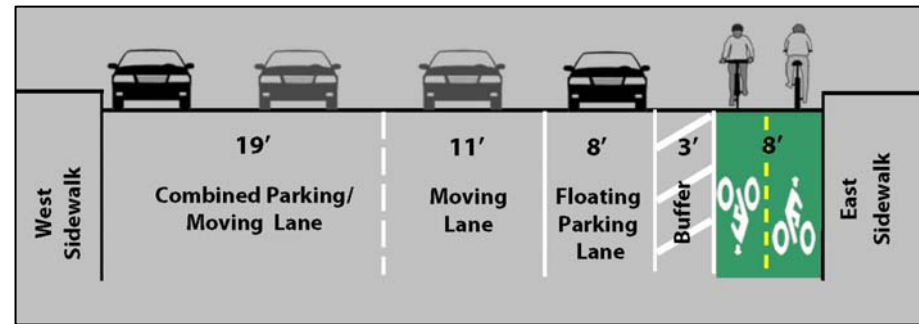
Community requested wider parking lanes



**Example of proposed configuration:
Kent Avenue, Brooklyn**



Existing

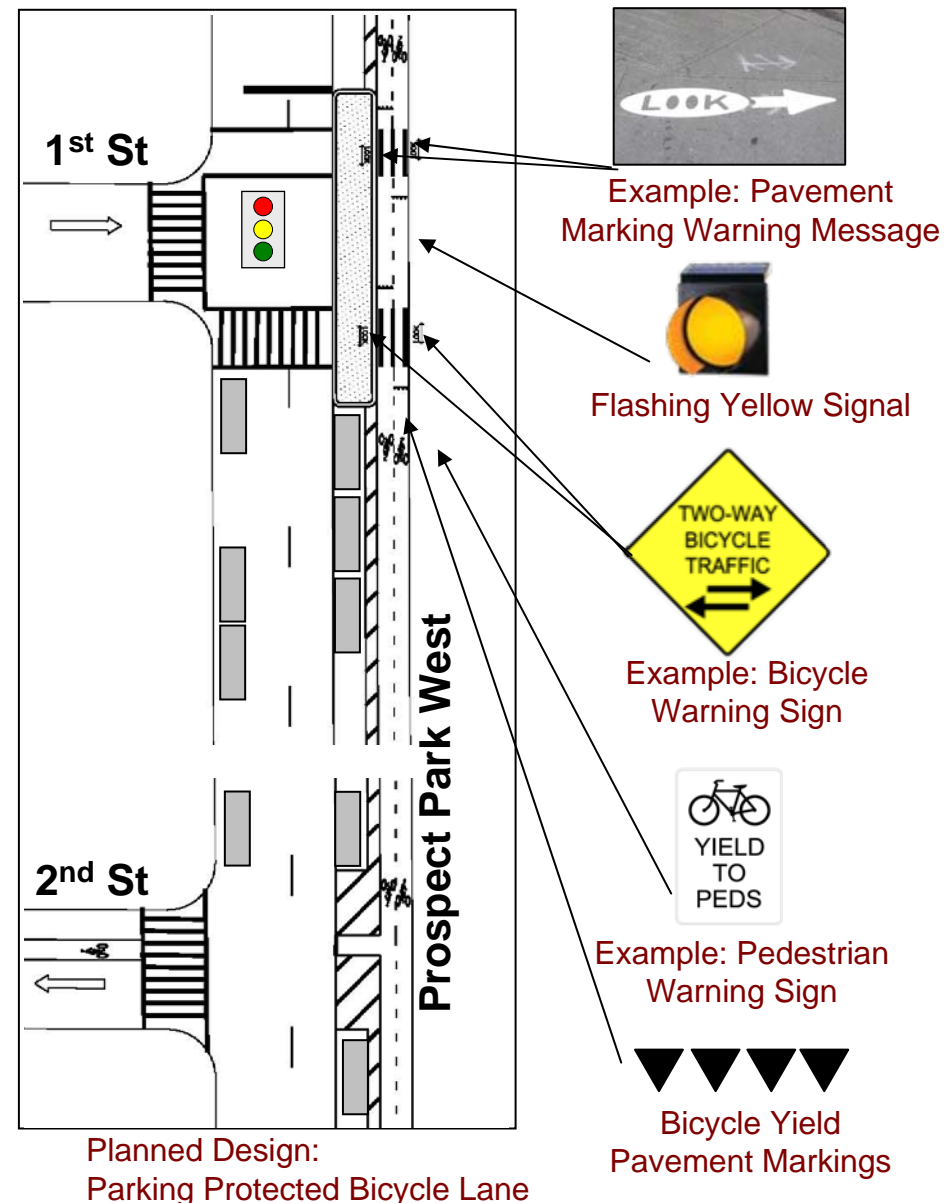


Proposed

Revised design maintains existing markings and provides wider parking lanes than original DOT design

Other Pedestrian Safety Devices

- 8' bidirectional bike path protected by a 3' buffer and a 8' parking lane
- Flush painted pedestrian refuge islands
- Parking maintained except approx. 2 parking spaces per signalized intersection (11 intersections total)



Thank You

More information on this and recent projects is available at nyc.gov/dot