

# Prospect Park West Bicycle Path and Traffic Calming Update

Community Board 6  
April 29, 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

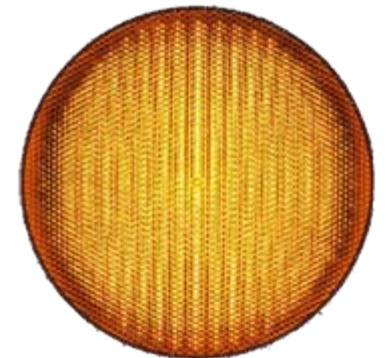
- Not warranted at low conflict crossings
- HRP uses bicycle signal controls only at vehicle crossings
- Many gaps in both bike and pedestrian traffic on PPW



**Hudson River Park Pedestrian Crossing**

## Flashing Yellow Signal

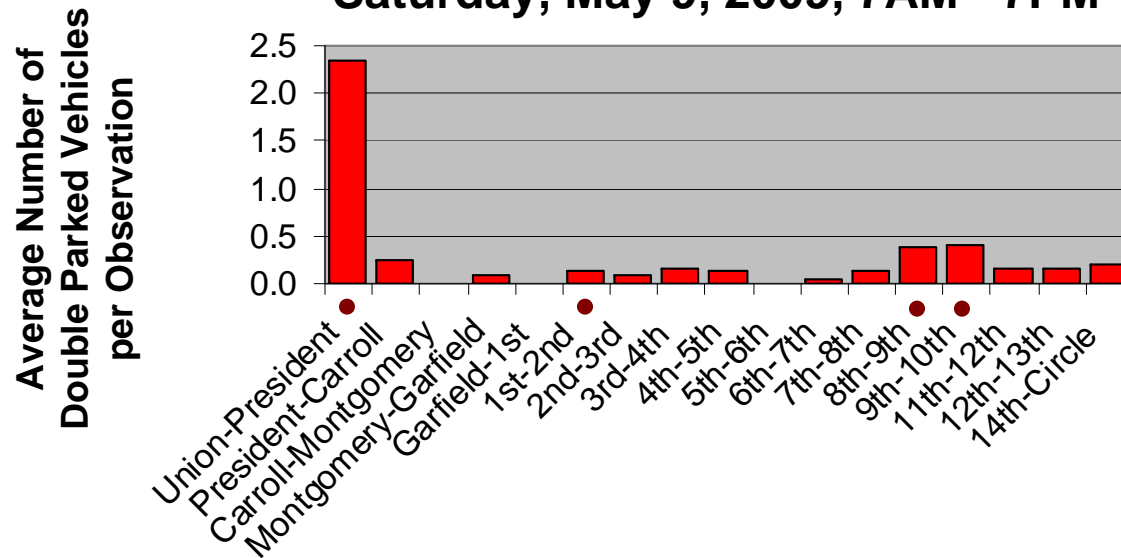
- Located at signalized intersections
- Emphasizes to cyclists to yield at pedestrian crossings



# 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)

1<sup>st</sup> – 2<sup>nd</sup> Streets (Poly Prep)

8<sup>th</sup> -10<sup>th</sup> 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

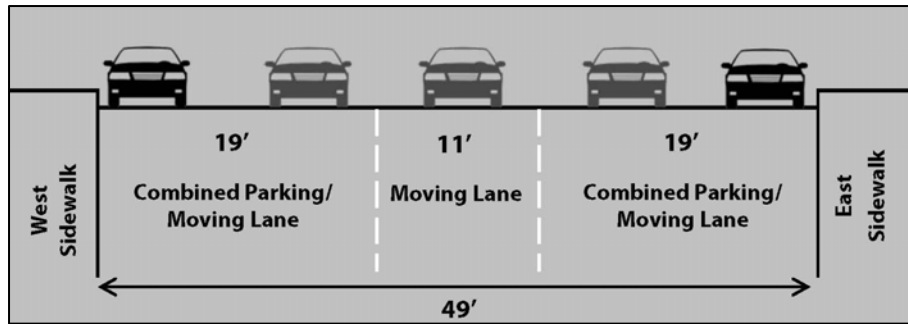
Parking regulation signage will remain on curb

# Parking Lane Widths

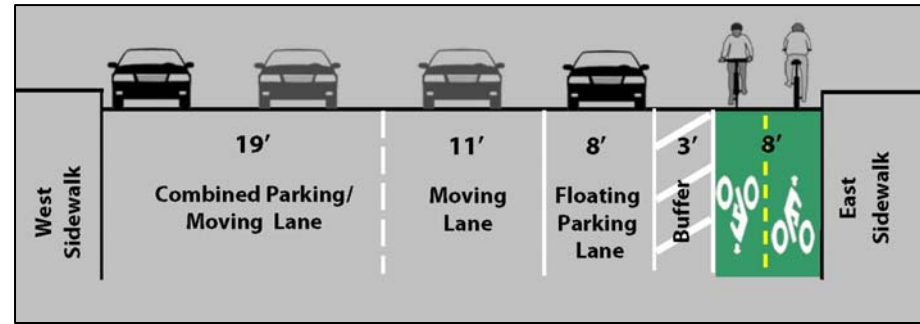
*Community requested wider parking lanes*



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



**Existing**

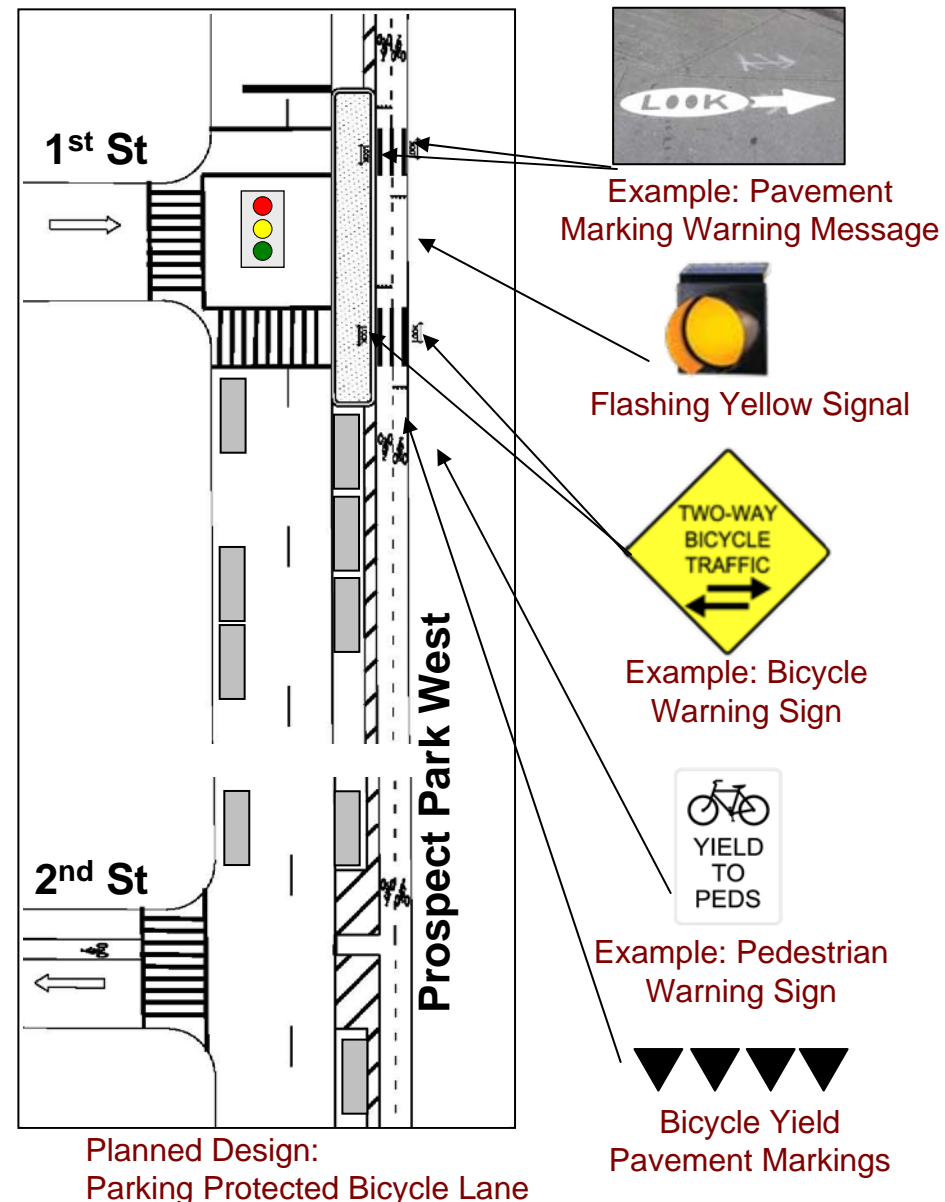


**Proposed**

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](https://nyc.gov/dot)