

# **Prospect Park Road Sharing Taskforce**

February 2012



City of New York  
Parks & Recreation

**Prospect Park**  
Prospect Park, Brooklyn NY  
September 2011

**Prospect Park Road Share Map**

Prospect Park  Alliance

# Statement of Purpose - Road Sharing Taskforce

Examine how the various Park Drive uses intersect and, if there is potential conflict, recommend how those uses could be clarified or amended to foster safer behavior for everyone.

## **Reported Accidents in Prospect Park** *(Involving Cyclists and Pedestrians)*

<u>Type of Accident</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>
Crossing	1	3	1	
In-lane	2	3	1	1
Unknown			1	
Cyclist Only	1	3		
<b>Total</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>1</b>

# **Representatives Organizations/Offices**

Department of Parks and Recreation (Prospect Park Administration)

Department of Transportation (Brooklyn)

Fellowship For The Interests of Dogs & Their Owners

Jack Rabbit Sports

Kissena Cycling Club

New York Police Department (78th Precinct)

Office of Brooklyn Borough President Marty Markowitz

Office of NYC Council Member Brad Lander (39th District)

Park Enforcement Patrol (Brooklyn)

Prospect Park Alliance Playground Committee

Prospect Park Community Committee

Prospect Park Residence (Senior Residence Facility)

Prospect Park Track Club

Transportation Alternatives

# Priority Concerns and Key Issues

1. Clear and Safe Crossing Areas
2. Predictability - Who is Where, When

	Pedestrian Crossing	Runner/Walkers	Cyclists	Vehicles
Size (width) of Drive Crossing	✓			
Clear and Safe Crossing Areas	✓		✓	
Red Light/Speed Compliance – Protected Crossing	✓		✓	✓
Traffic Light and Crosswalk Locations	✓		✓	✓
Clarity of Where to Be and When		✓	✓	
Park Circle Squeeze		✓	✓	✓
Enforcement	✓	✓	✓	✓
Predictability	✓	✓	✓	✓

# **Phase 1 Actions**

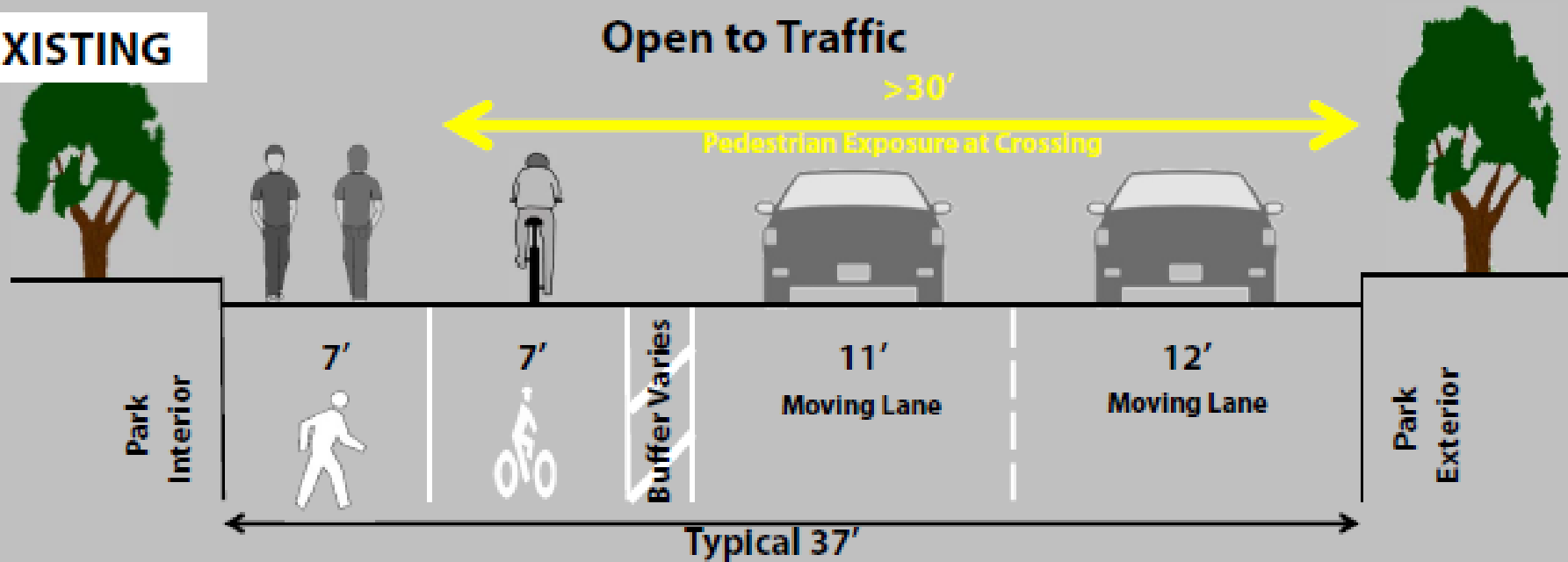
## Crossing

- Encourage pedestrians to cross at crosswalks and on “green”
  - High Visibility Crosswalks
  - Signage
  - Educational Outreach
- Foster stop on “red” for everyone
  - Educational Outreach
  - Ongoing Enforcement

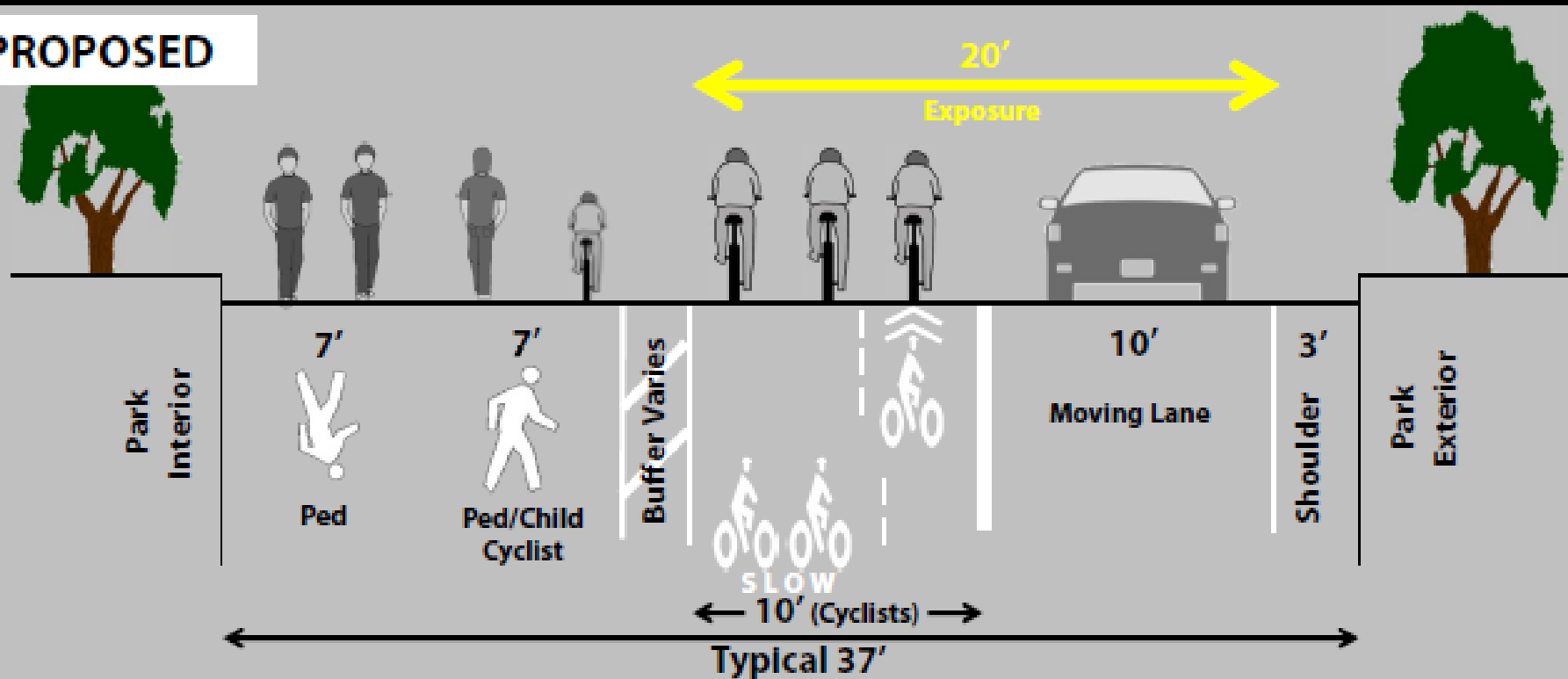
## Predictability

- Assign one permanent use to each lane
  - Extend green phase of traffic lights during traffic hours to maintain Level of Service
  - Emphasize one-way use for bicycles
- Reinforce with outreach, pavement markings, signage, and ongoing enforcement

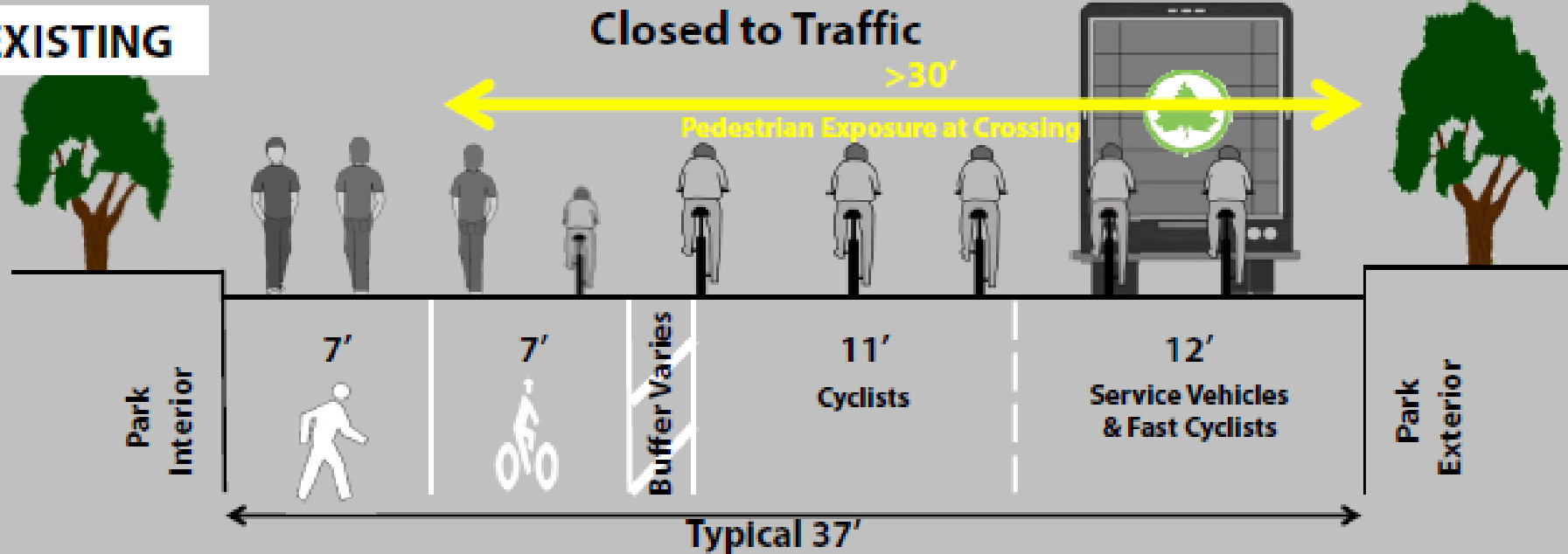
## EXISTING



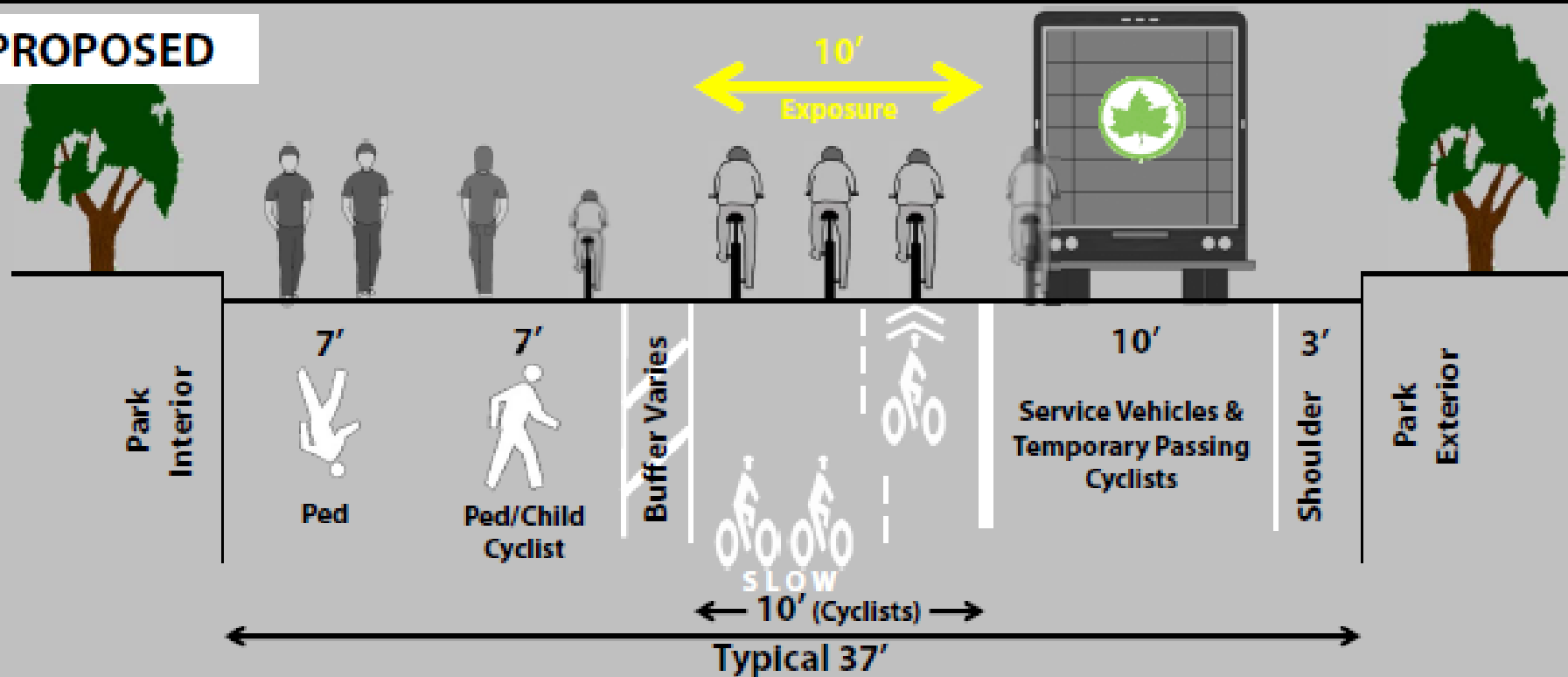
## PROPOSED



## EXISTING



## PROPOSED





## Level of Service (LOS)

**Level of service (LOS)** is a measure used by traffic engineers to determine the effectiveness of elements of transportation infrastructure.

Level-of-Service A describes free-flow operations. An example of LOS A occurs late at night in urban areas, frequently in rural areas, and generally in car advertisements.

Level-of-Service B describes reasonable free-flow operations. Free-flow (LOS A) speeds are maintained, maneuverability within the traffic stream is slightly restricted. Motorist still have a high level of physical and psychological comfort.

Prospect Park East Drive – AM Peak							
Existing				Proposed			
<u># of lanes</u>	<u># of cars</u>	<u>Avg. Delay</u>	<u>LOS</u>	<u># of lanes</u>	<u># of cars</u>	<u>Avg. Delay</u>	<u>LOS</u>
2	700	5.9 sec	A	1	700	13.3 sec	B

Prospect Park East Drive – PM Peak							
Existing				Proposed			
<u># of lanes</u>	<u># of cars</u>	<u>Avg. Delay</u>	<u>LOS</u>	<u># of lanes</u>	<u># of cars</u>	<u>Avg. Delay</u>	<u>LOS</u>
2	250	4.6 sec	A	1	250	5.6 sec	A

## **Phase 2 Actions**

- Review of Phase 1 Implementation – “Is it working?”
- DOT Feasibility Study of Pedestrian Activated Traffic Lights
- Review Crosswalk and Traffic Light Locations
- Pursue placement of additional park benches bordering the Park Drive
- Study feasibility of a jogging lane on the park landscape



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