

Dyckman Street

Traffic Calming, Pedestrian Safety and Bike Network Improvements



New York City Department of Transportation
Presented by the Bicycle and Greenway Program
to Community Board 12 Transportation Committee on June 6, 2016



Overview

Project Background

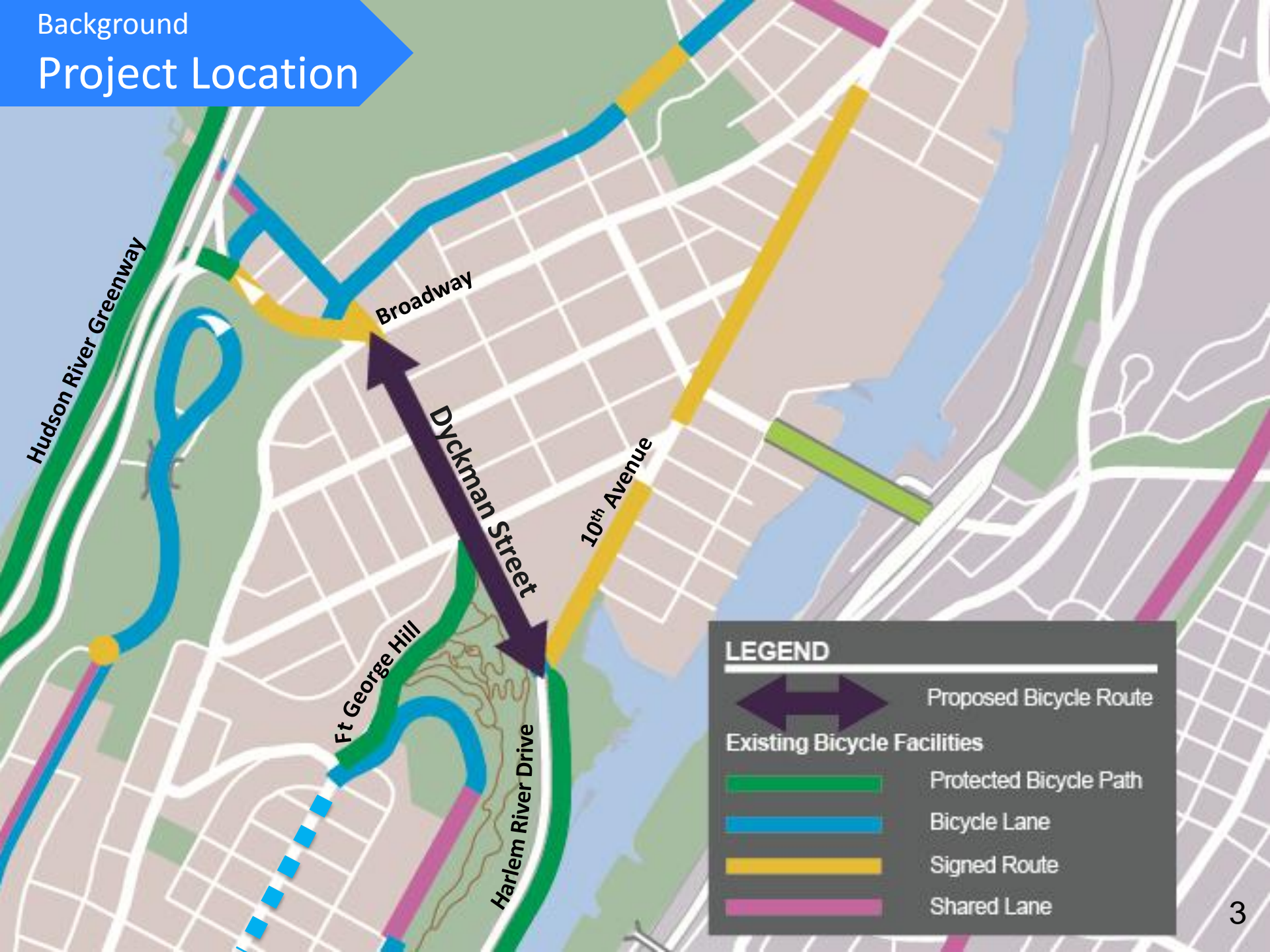
Project Proposal

Broadway to Nagle St

Nagle St to 10th Ave

Summary





Bike Connections

Inwood Hill Park Path

*Upgraded 2015
(DPR)*

Hudson River Greenway

*New Ramp
2015 (DPR)
1,557 weekend cyclists
646 weekday cyclists*

Dyckman St Bike Lanes

*Hudson River to
Broadway (2003)*

10th Ave Signed Bike Route

*Dyckman to Academy
(2011)*

Dyckman St Bike Lanes

*Nagle Ave to 10th
Ave (2003)*

Ft George Hill Protected Bike Lanes

2015

Harlem River Drive Greenway

**In 2011 and 2012
CB 12 requested
upgrades to Dyckman
St bike facilities**

LEGEND

Existing Bicycle Facilities

	Protected Bicycle Path
	Bicycle Lane
	Signed Route
	Shared Lane



Safety – Vision Zero

Vision Zero

Multi-agency effort to reduce traffic fatalities in NYC

7 Pedestrians, 1 cyclists and 5 Motor Vehicle Occupants severely injured
2010-2014 in the project area

Dyckman St - 10th Ave to Broadway, MN

Injury Summary, 2010-2014 (5 Years)

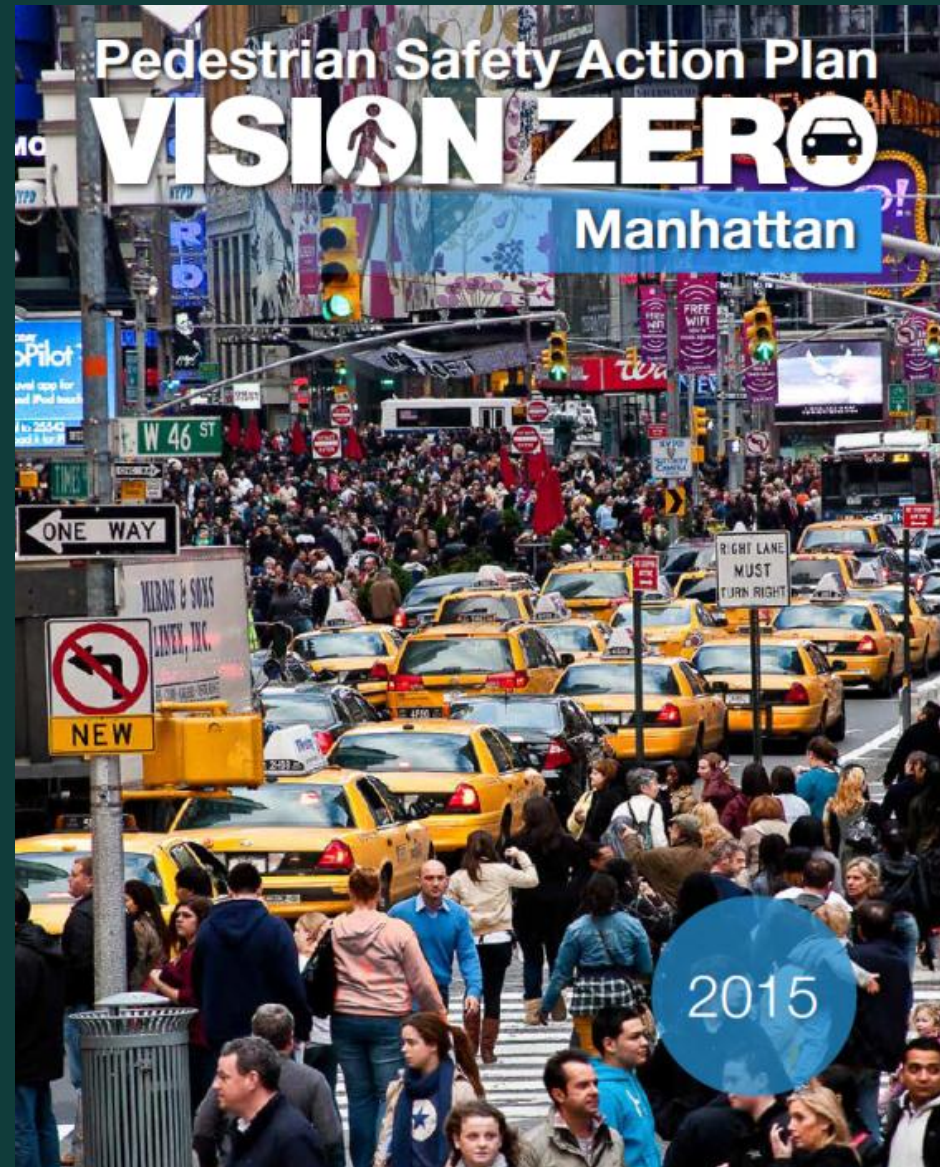
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	58	7	0	7
Bicyclist	15	1	0	1
Motor Vehicle Occupant	190	5	0	5
Total	263	13	0	13

Fatalities, 01/01/2010-11/16/2015 : None

Source: Fatalities: NYCDOT

Injuries: NYSDOT

KSI: Persons Killed or
Severely Injured



For the complete plan:

<http://www.nyc.gov/html/dot/downloads/pdf/ped-safety-action-plan-manhattan.pdf>

Broadway to Nagle Ave

Existing Conditions



Existing Conditions

Eastbound Traffic Volumes

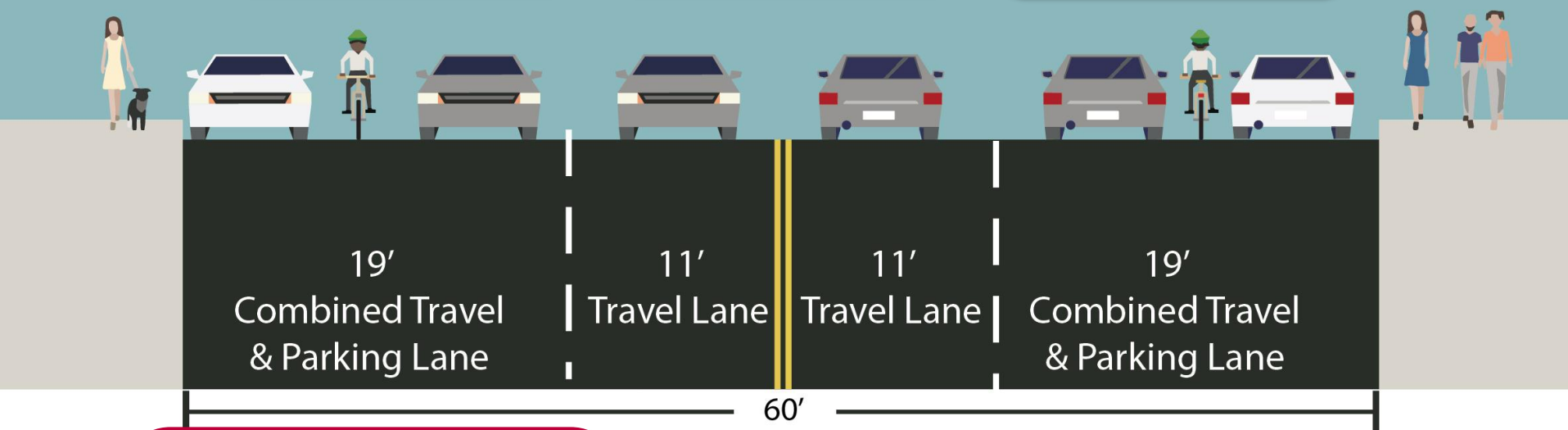
AM Peak – 257
PM Peak - 274

Bike Counts

Weekday – 230
Weekend - 362

Westbound Traffic Volumes

AM Peak – 312
PM Peak - 345



Signed Bike Route

*No dedicated space for cyclists
No markings to indicate
presence of cyclists*

Excess Roadway Capacity

*Encourages speeding
and double parking*

Bike Counts conducted 7/30/14
and 8/9/14 between Sherman Ave
and Post Ave

Manual counts taken December
2014 between Broadway and
Vermilyea Ave

Broadway to Nagle Ave

Existing Issues

Double Parking

Obstructs visibility and leads to unpredictable vehicular and bike movements



Lack of Dedicated Bike Space

Leads to unpredictable movements and can encourage wrong-way and sidewalk riding



Broadway to Nagle Ave

Existing Issues

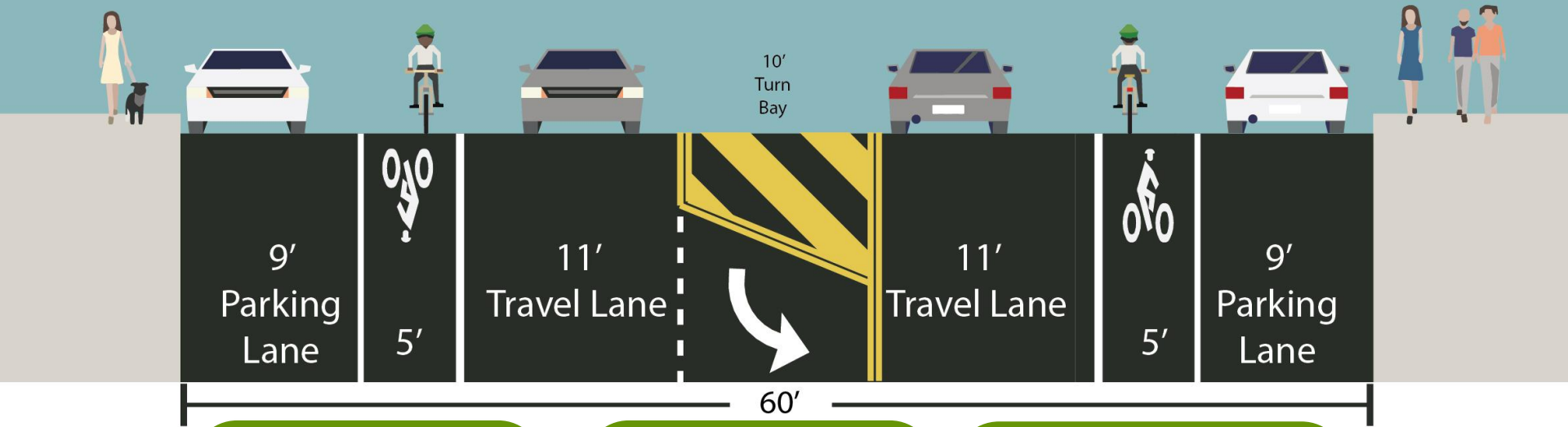
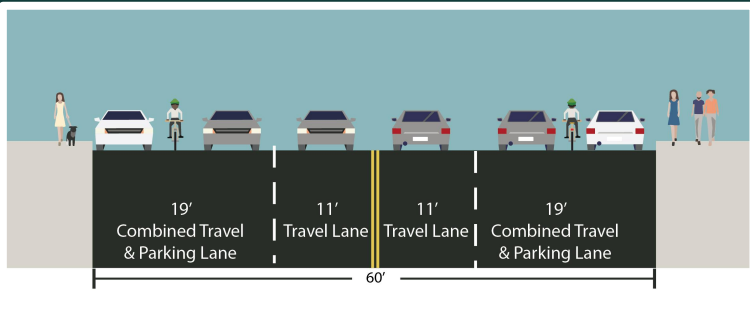


**Long Crossing
Distances**

*Along commercial
corridor*

Broadway to Nagle Ave

Proposed Design



Organized Roadway

*Discourages
speeding and
erratic driving*

Left Turn Lanes

*Allow vehicles to
safely turn without
back pressure*

Dedicated Bicycle Lanes

*Provide increased
predictability and
visibility*

Broadway to Nagle Ave

Proposed Design – Precedent



Amsterdam Ave

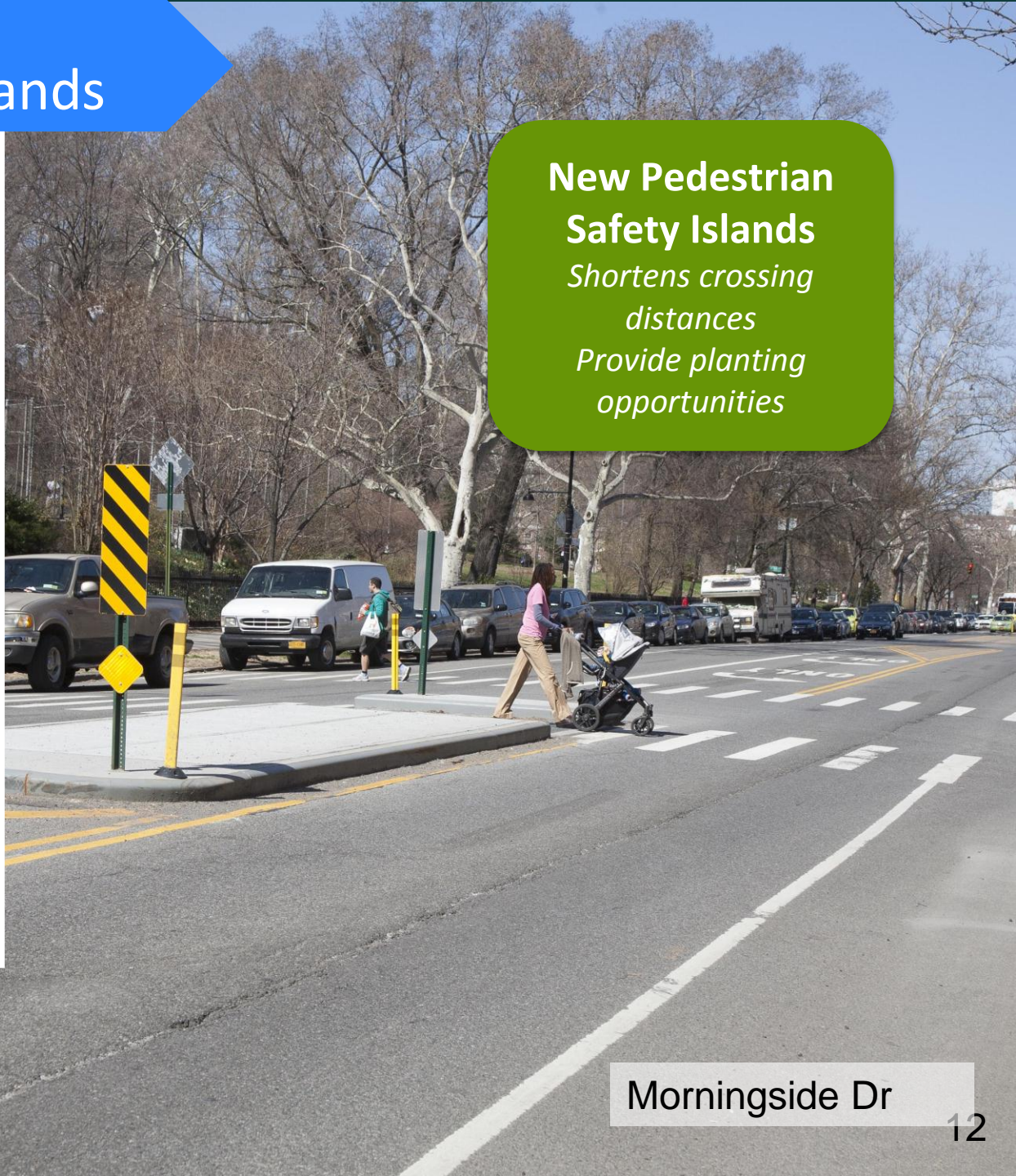
Pedestrian Safety Islands



New Pedestrian Safety Islands

Shortens crossing distances

Provide planting opportunities



Morningside Dr

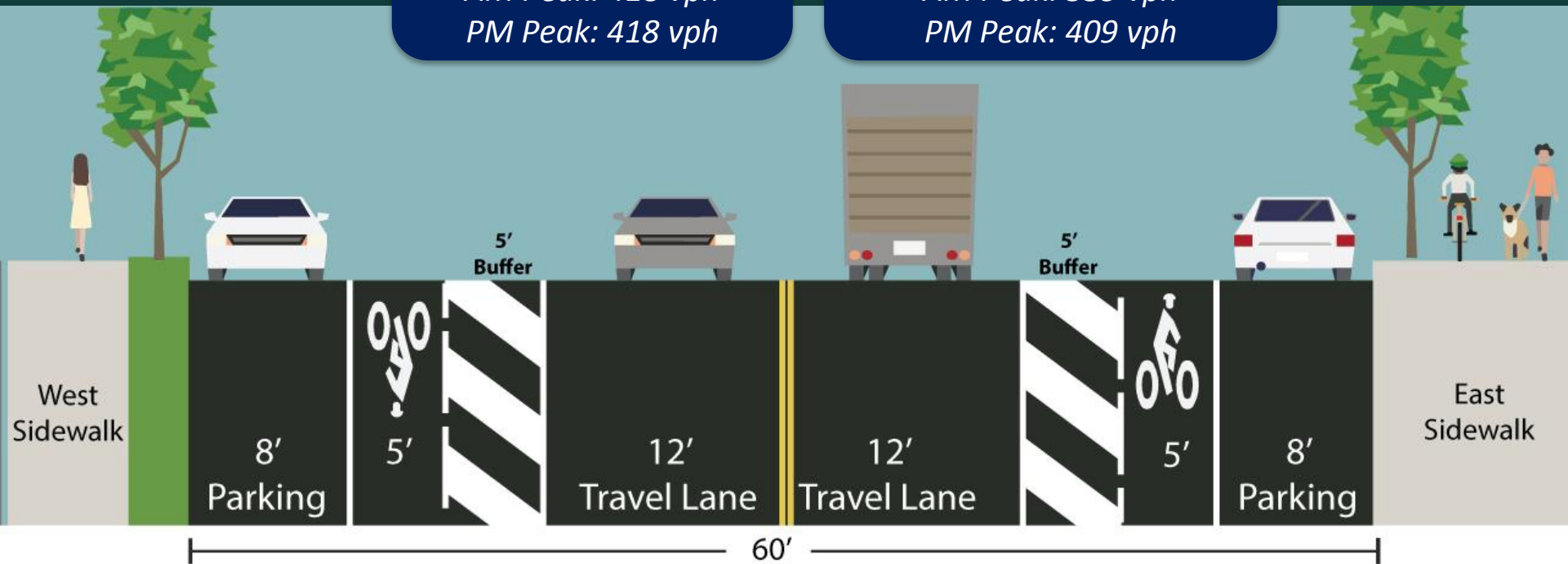
Existing Conditions

Low EB Traffic Volumes

AM Peak: 418 vph
PM Peak: 418 vph

Low WB Traffic Volumes

AM Peak: 539 vph
PM Peak: 409 vph



Edge Condition Along Highbridge Park

No intersections on west curb

Wide Roadway

Encourages speeding and erratic driving

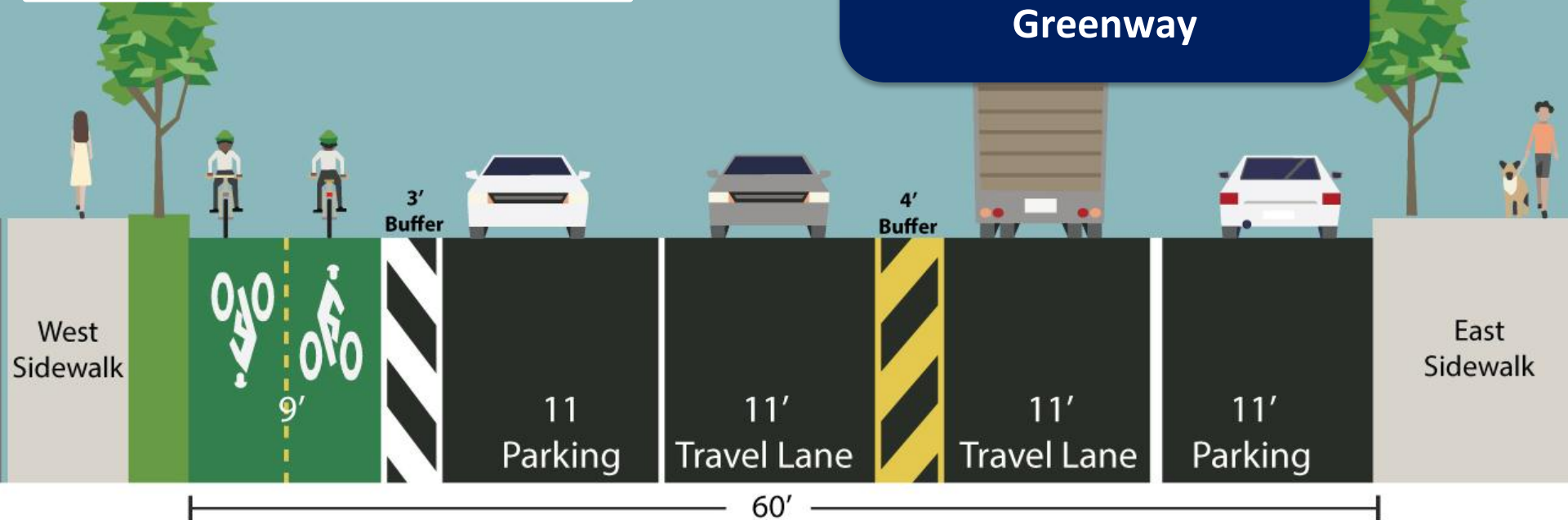
Counts taken December 2014
between 10th Ave and Nagle Ave

Nagle Ave to 10th Ave

Proposed Design



**Protected Cycling Route
Connects Ft George Hill to
Harlem River Drive
Greenway**



**Protected
Bike Lane**
*Lower stress
cycling route
along park edge*

**Narrower
Roadway**
*Discourages
speeding and
erratic driving*

Nagle Ave to 10th Ave

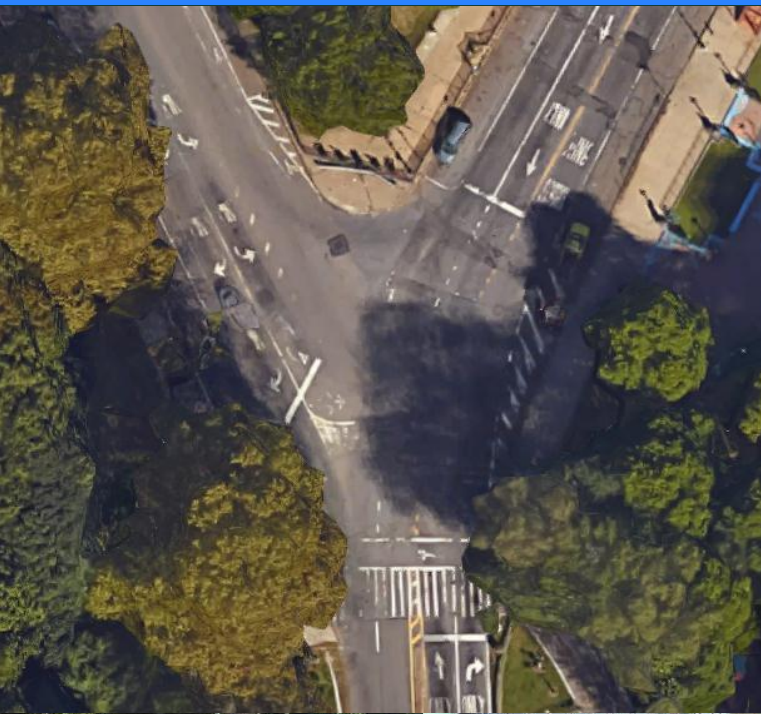
Proposed Design – Precedent



Prospect Park West

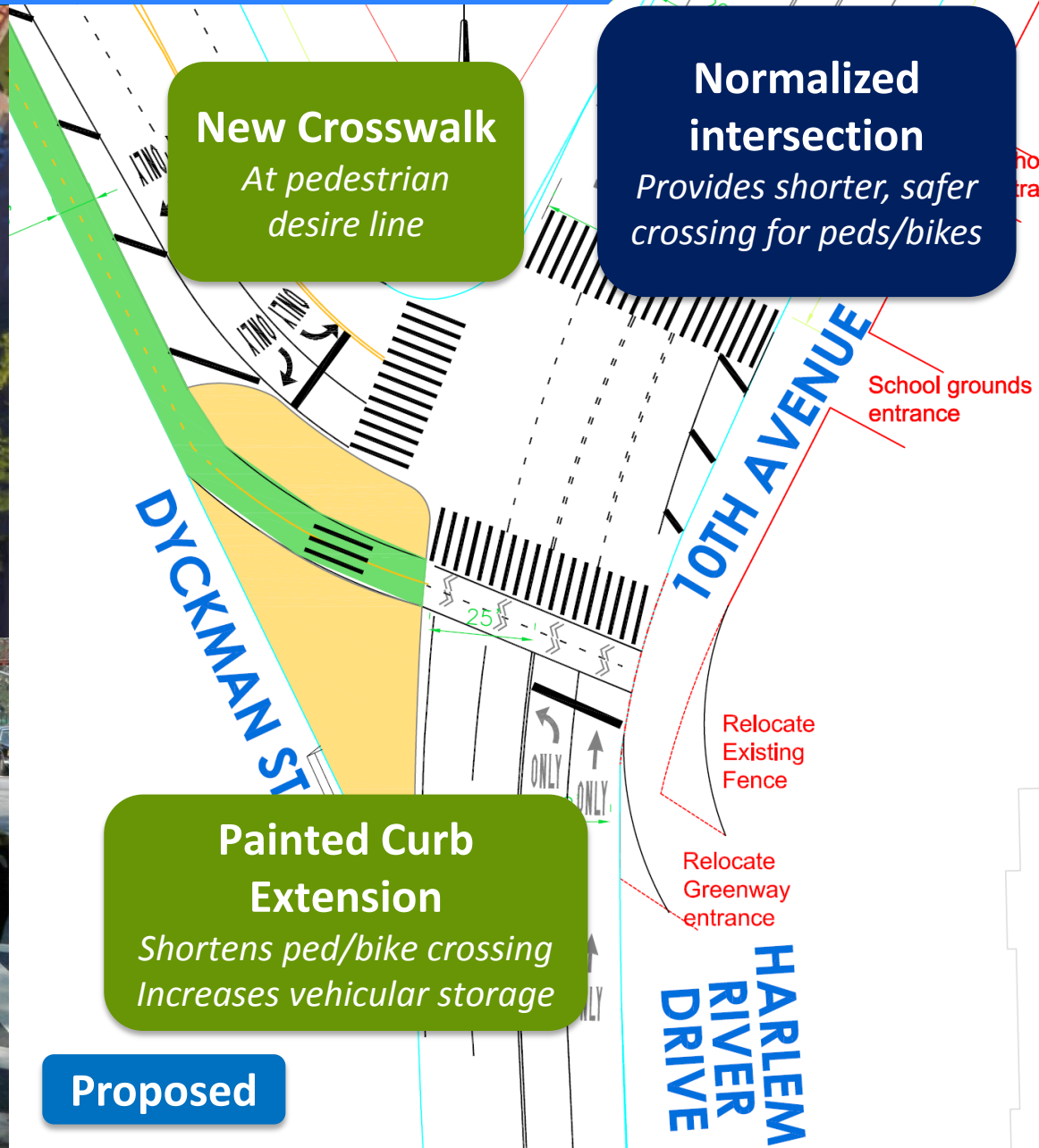
Nagle Ave to 10th Ave

Proposed Design at 10th Ave



Existing

Angled Intersection
Creates ped/bike long crossing



New Crosswalk
At pedestrian desire line

Normalized intersection
Provides shorter, safer crossing for peds/bikes

Painted Curb Extension
*Shortens ped/bike crossing
Increases vehicular storage*

Proposed

School grounds entrance

Relocate Existing Fence

Relocate Greenway entrance

HARLEM RIVER DRIVE

Summary

4-to-3 conversion between Nagle Ave and Broadway

*calms traffic, and provides space for
left turn lanes and
dedicated bike lanes*

Two new pedestrian islands

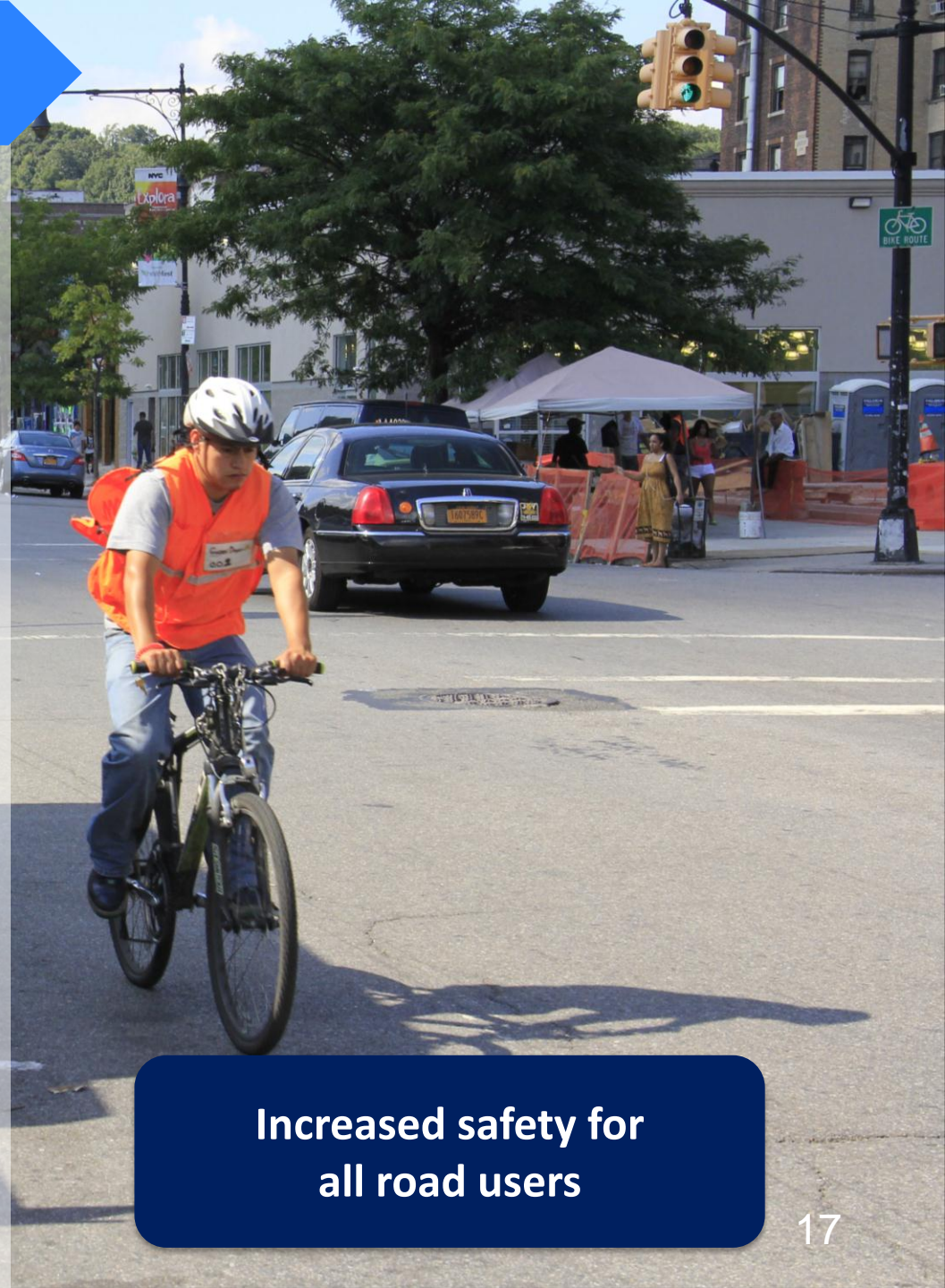
*shorten crossing distances and
provide planting opportunities*

Protected bike lane from Nagle Ave to 10th Ave

*connects Ft George Hill protected lane to
Harlem River Dr Greenway*

Painted curb extension at 10th Ave

*normalizes intersection to
provide safer ped/bike crossings*



**Increased safety for
all road users**

Questions?

Thank
You

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