DYCKMAN STREET SAFETY IMPROVEMENTS

Community Design Workshop

Manhattan Community Board 12
April 20, 2017
NYC DOT Bicycle and Greenway Program

Introduction to NYC DOT

Safe, efficient, and environmentally responsible movement of people and goods on the City’s streets

NYC DOT is responsible for:
- 6,000 miles of streets and highways
- 789 bridges and tunnels
- 12,000 miles of sidewalk
- 12,700 signalized intersections
- 315,000 street lights
- Staten Island Ferry
- 1 million+ street signs
- 200 million+ linear feet of roadway markings
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Responsible for building on-street bike network and increasing bike safety

Largest bike network in North America (1000+ lane miles)

NYC bike ridership growing every year

- 450,000 bike trips per day (2016 estimate)
- Daily cycling up 80% (2010-2015)
- 60,000 Citi Bike trips daily (2015)

Street redesigns improve safety for all road users

- Cyclists
- Pedestrians
- Drivers
- Bus Riders
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Street Improvement Projects

**Low-cost projects** designed and installed with DOT in-house resources: markings, signs, concrete, signals

**Quickly improve safety and mobility** for all street users: motorists, pedestrians, bus passengers, bike riders

**105 projects installed in 2016**, across the five boroughs, addressing 76 Vision Zero priority geographies
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Street Improvement Projects - Toolbox

Markings – Organize the Roadway to Increase Safety

- High Visibility Crosswalks
- Flush Medians, Turn Lanes
- Bike Lanes

Colored Paint – Designate Roadway Space for New Uses

- Curb Extensions
- Bus Lanes
- Protected Bike Lanes
Street Improvement Projects - Toolbox

Concrete – Create Safe Spaces for Pedestrians

- Pedestrian Refuge Islands
- Curb Extensions
- Median Tips

Signs and Signals – Regulate Movements and Parking, Improve Flow

- Curb Regulations
- Traffic Control Signs
- Signal Timing Changes
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Street Improvement Projects - Toolbox

Landscaping and Street Furniture – Enhance Public Realm

- Street Trees (with NYC Parks)
- Planters (Maintenance Partners)
- Bioswales
- Bike Parking
- Street Seats
- CityBenches
Project Background

Bike lane and pedestrian safety project for Dyckman St between Broadway and 10th Ave presented to CB 12 Transportation Committee December 2016

1. CB 12 approved protected bike lanes and pedestrian improvements between Nagle Ave and 10th Ave, implementation planned for Summer 2017

2. CB 12 requested workshop to discuss bike lane design options between Broadway and Nagle Ave

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Existing Conditions: Dyckman St at Post Ave, looking east
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**Excess Roadway Capacity**
- 2 travel lanes in each direction
- Low vehicle volumes: Peak hour volume is 310 EB (PM), 396 WB (PM)
- Encourages erratic driving and double parking

**No Dedicated Space for Cyclists**
- 12 hour bike counts: 230 weekday, 362 weekend

**Long Crossings for Pedestrians**
- 60 foot wide roadway
- Major commercial destination for pedestrians

\[\text{Bike Counts conducted 7/30/14 and 8/9/14 between Sherman Ave and Post Ave}\]
\[\text{Vehicle counts taken June 2014 between Broadway and Vermilyea Ave}\]
Workshop Goal: Identify community preferences for bike lanes and additional street improvements

Design Considerations:
1. Bike Connection
2. Pedestrian Safety
3. Double Parking
4. Bus Mobility
No Dedicated Space for Bikes

• No guidance for cyclists
• No indication to motorists to expect cyclists
• No organization of roadway for different uses
• Leads to unpredictable movements
• Encourages wrong-way and sidewalk riding
Issue 2: Pedestrian Safety

Long Crossing Distances

- High pedestrian traffic along busy commercial corridor
- 60’ wide street can be difficult to cross, especially for children, elderly, and those with mobility impairments
Issue 3: Double Parking

Double Parking

- Obstructs visibility
- Leads to unpredictable vehicular and bike movements
- Roadway often functions with only one lane in each direction
Issue 4: Bus Mobility

M100 on Dyckman St

- 2 Bus stops on each side of street in project area
- 8 stops per hour at peak
- Bus access to curb needs to be maintained (ADA)
THANK YOU!

Questions?