DYCKMAN ST

Safety Improvements

Presented to Manhattan CB 12 Transportation Committee
June 5, 2017
PROJECT BACKGROUND

Bike lane and pedestrian safety project (Broadway to 10th Ave) presented to CB 12 Transportation Committee December 2016

1. Approved protected bike lanes and pedestrian improvements - Nagle Ave to 10th Ave
2. Requested workshop to discuss bike lane design options - Broadway to Nagle Ave

Community workshop held April 2017

Design revised based on community input

Roadway marking refurbishment (Broadway to Nagle Ave) and safety upgrades (Nagle Ave to 10th Ave) scheduled for 2017
WORKSHOP OUTCOMES

- Strong preference for **protected bike lanes** that are less likely to be blocked by double parked cars

- Concern about motorists **not being able to pass double parked cars** if lanes are removed

- Desire for **safer pedestrian crossings**, particularly on side streets where turning vehicles feel back pressure

- Concern about **congestion at Nagle Ave**
• **Parking protected bike lanes** provide dedicated space for bikes away from moving vehicles, less likely to be blocked by parked cars

• **Wide parking lanes** keep moving lanes from being blocked by double parked cars

• **Travel lane removal** consistent with low vehicle volumes and traffic analysis
REVISED PROPOSAL – Traffic Analysis

• Goal: Improve safety for all road users while maintaining traffic flow

• Data collection
  • Automated Traffic Recorders, including Summer Counts
  • Manual Turning Counts
  • Time Lapse Photography

• Traffic Analysis
  • Study existing conditions including vehicle volumes, geometry, signal timing, parking
  • Model existing and proposed conditions
  • Need to maintain two lanes at approaches to Broadway, Nagle Ave, 10th Ave to process turning vehicles at these intersections
    • Due to double parking, these intersections are not always operating with two lanes on the approach, contributing to congestion
  • Two lanes not needed at other intersections because fewer vehicles are turning
• **Painted pedestrian islands** shorten crossing of Dyckman St, slow turning vehicles
• **Queuing space** for vehicles to wait after turning before traversing crosswalk, reducing back pressure and creating safer pedestrian crossings on side streets, improves vehicular flow
• **Leading Pedestrian Intervals** allow pedestrians to start crossing before vehicles
• **Daylighting** increases visibility, requires minimal parking loss (approximately 2 spaces between Broadway and Nagle Ave)
• **Turn lanes** maintain vehicular capacity at major intersection, requires parking removal (approximately 7 spaces for EB turn lane, 4 spaces for WB turn lane)
• **Physical barrier** prevents double parking in turn that causes congestion, improves traffic flow by allowing intersection to process better
• **Updated curb regulations** increase parking turnover at peak periods to decrease double parking and reduce congestion (in development)
• **Leading Pedestrian Intervals** increase pedestrian safety
SUMMARY

- **Parking protected bike lanes** separate bikes from moving vehicles and are not blocked by double parked vehicles
- **Wide parking lanes** keep travel lanes from being blocked by double parked vehicles
- **Intersection improvements** create shorter, safer pedestrian crossings and improve vehicular flow
- **Turn lanes maintain capacity** at Broadway and Nagle Ave
- **Revised design from Nagle Ave to 10th Ave** keeps protected bike lanes on either side of street, maintains new crosswalk and pedestrian island at 10th Ave

NEXT STEPS

- **Marking refurbishment** scheduled for 2017, could include proposed safety improvements
- **Monitoring and evaluation** would follow implementation
- Continue to work with parking unit and community to **update curb regulations**
Questions?

THANK YOU!