

# Dyckman Street

Traffic Calming, Pedestrian Safety and Bike Network Improvements

2017



New York City Department of Transportation  
Presented by the Bicycle and Greenway Program  
to Community Board 12 Transportation Committee on December 5, 2016





# Overview

**Project Background**

**Project Proposal**

**10<sup>th</sup> Ave to Nagle Ave  
Nagle Ave to Broadway**

**Summary**





# Project History

## 2011-2012

CB 12 requested Dyckman St bike upgrades

## June 2016

DOT meeting with elected officials

## June 2016

CB 12 presentation

## August 2016

AM walk-through with CB 12 and elected official representatives

## October 2016

PM walk-through with CB 12

## December 2016

DOT meeting with NYPD





# Project Goals

## Enhance Safety

- Organize Traffic
- Calm Traffic

## Create Bicycle Connection

- Create Dedicated Space for Bikes
- Improve Neighborhood Circulation

## Improve Access to Greenways

- Create Safe Connections from residential neighborhood to Hudson River and Harlem River





# Safety – Vision Zero

## Vision Zero

Multi-agency effort to reduce traffic fatalities in NYC

**7 Pedestrians**

**1 Cyclist**

**5 Motor Vehicle Occupants**

**severely injured in the project area**  
**2010-2014**

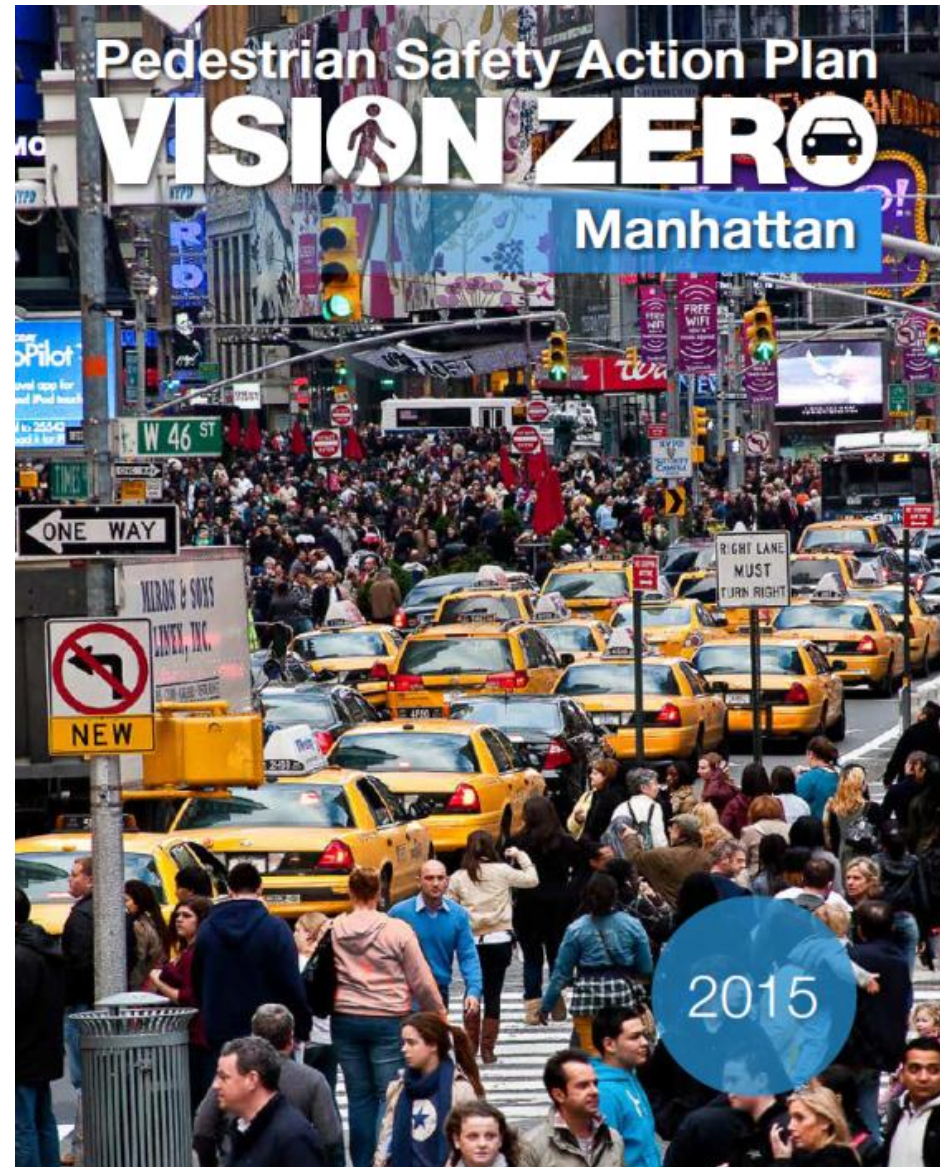
Dyckman St - 10th Ave to Broadway, MN

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



# Bike Connections and Access to Greenways

## Inwood Hill Park Path

Upgraded 2015  
(DPR)

## Hudson River Greenway

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

## Ft George Hill Protected Bike Lanes 2015

## Harlem River Drive Greenway

## Dyckman St

Signed Route along  
Commercial Corridor  
*Broadway to Nagle Ave*

Buffered Bike Lanes  
along park to Greenway  
*Nagle Ave to 10<sup>th</sup> Ave*

Important Neighborhood  
Connection Linking  
North-South Bike Routes

Provides Access to Greenways  
on Hudson and Harlem Rivers,  
Inwood Hill Park, Ft George  
Protected Bike Lanes

### LEGEND

#### Existing Bicycle Facilities

	Protected Bicycle Path
	Bicycle Lane
	Signed Route
	Shared Lane



# 10<sup>th</sup> Ave to Nagle Ave

## Existing Issues



### Wide Roadway

*Encourages speeding and erratic driving*

### Uncomfortable Connection to Greenway

*from residential and commercial heart of neighborhood*

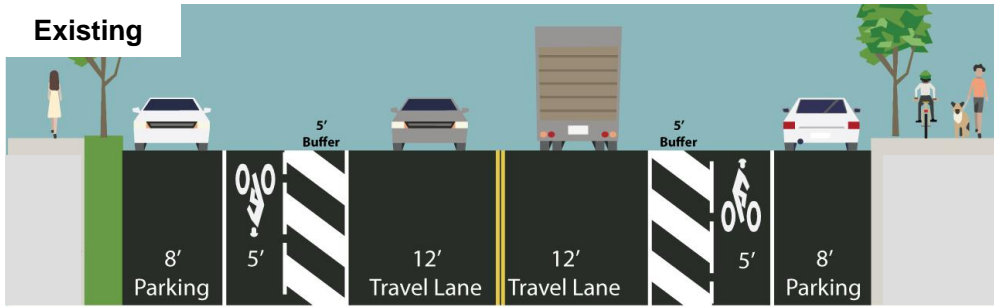
### Gap in Protected Bike Lane Network

*Between Ft George Hill and Harlem River Drive*

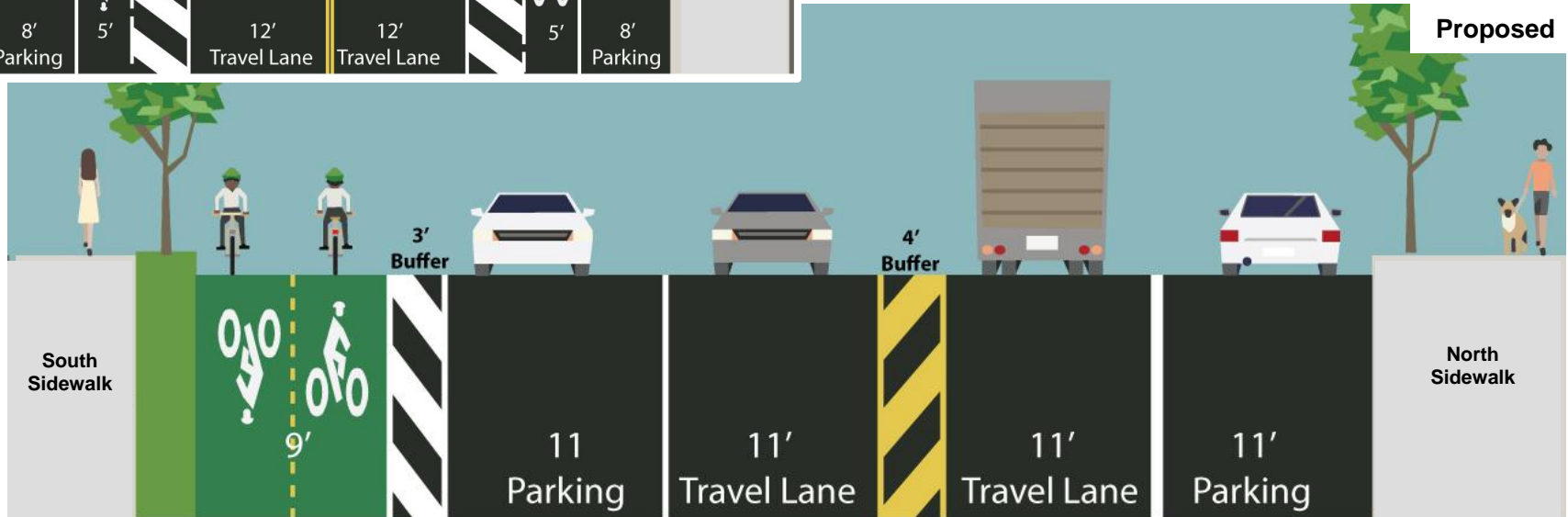
# 10th Ave to Nagle Ave

## Proposed Design

Existing



Proposed



60'

### Two-way Parking Protected Bike Lane

*Provides lower stress cycling route  
along park edge*

### Narrower Roadway

*Discourages speeding and  
erratic driving*

### Wide Parking Lanes

*Provide space to safely  
enter/exit vehicle*

**Extends protected bike lanes from Harlem River Greenway to neighborhood center  
Connects protected bike lanes on Ft George Hill to Harlem River Greenway**



10th Ave to Nagle Ave

## Proposed Design – Precedent



Prospect Park West



# 10th Ave to Nagle Ave

## Proposed Design at 10<sup>th</sup> Ave

Existing

**Angled Intersection**  
*Long distance  
precludes ped crossing*



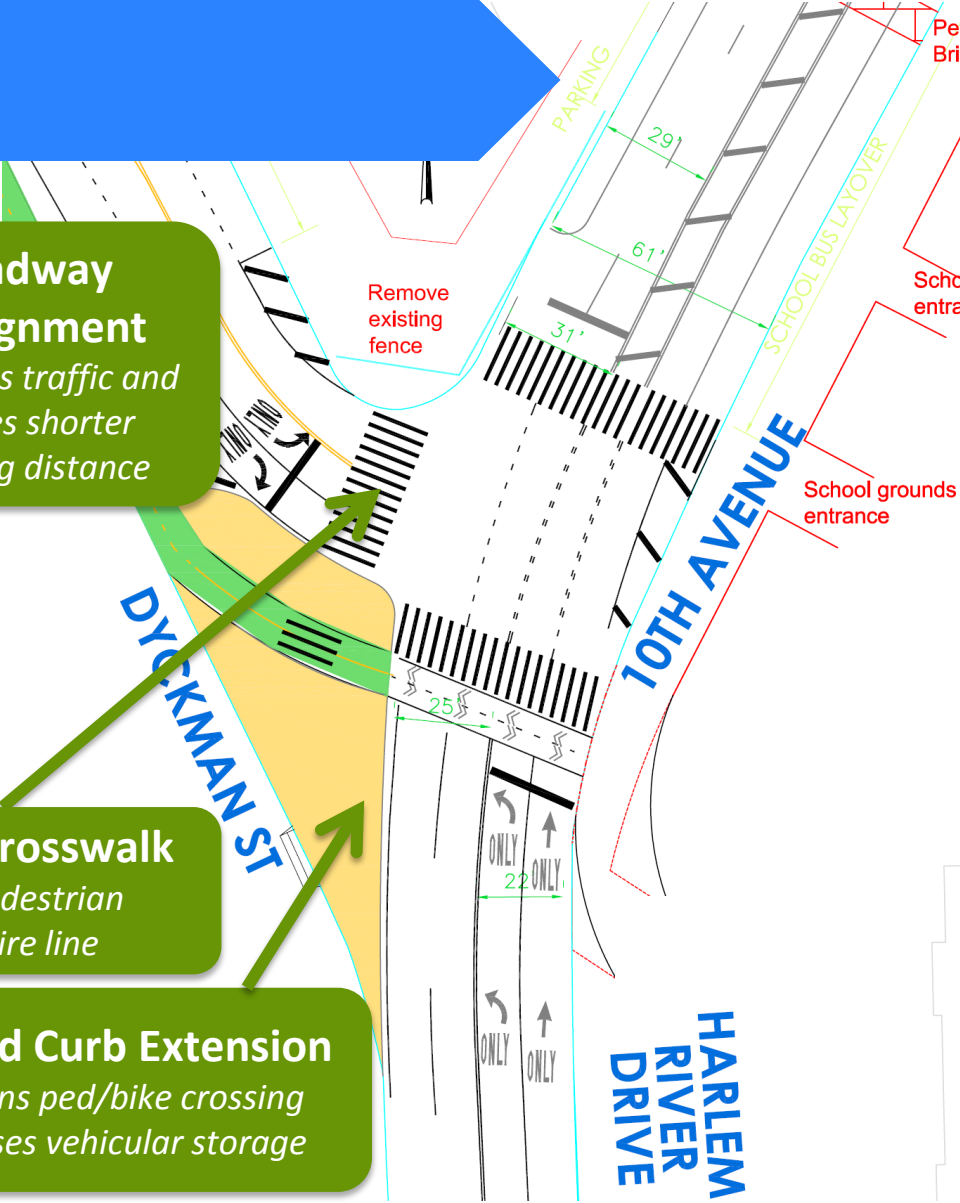
Proposed

**Roadway Realignment**  
*Organizes traffic and  
creates shorter  
crossing distance*

**New Crosswalk**  
*At pedestrian  
desire line*

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

**Normalized intersection**  
*Provides shorter, safer crossing for peds/bikes  
Creates strong connection to Greenway entrance*





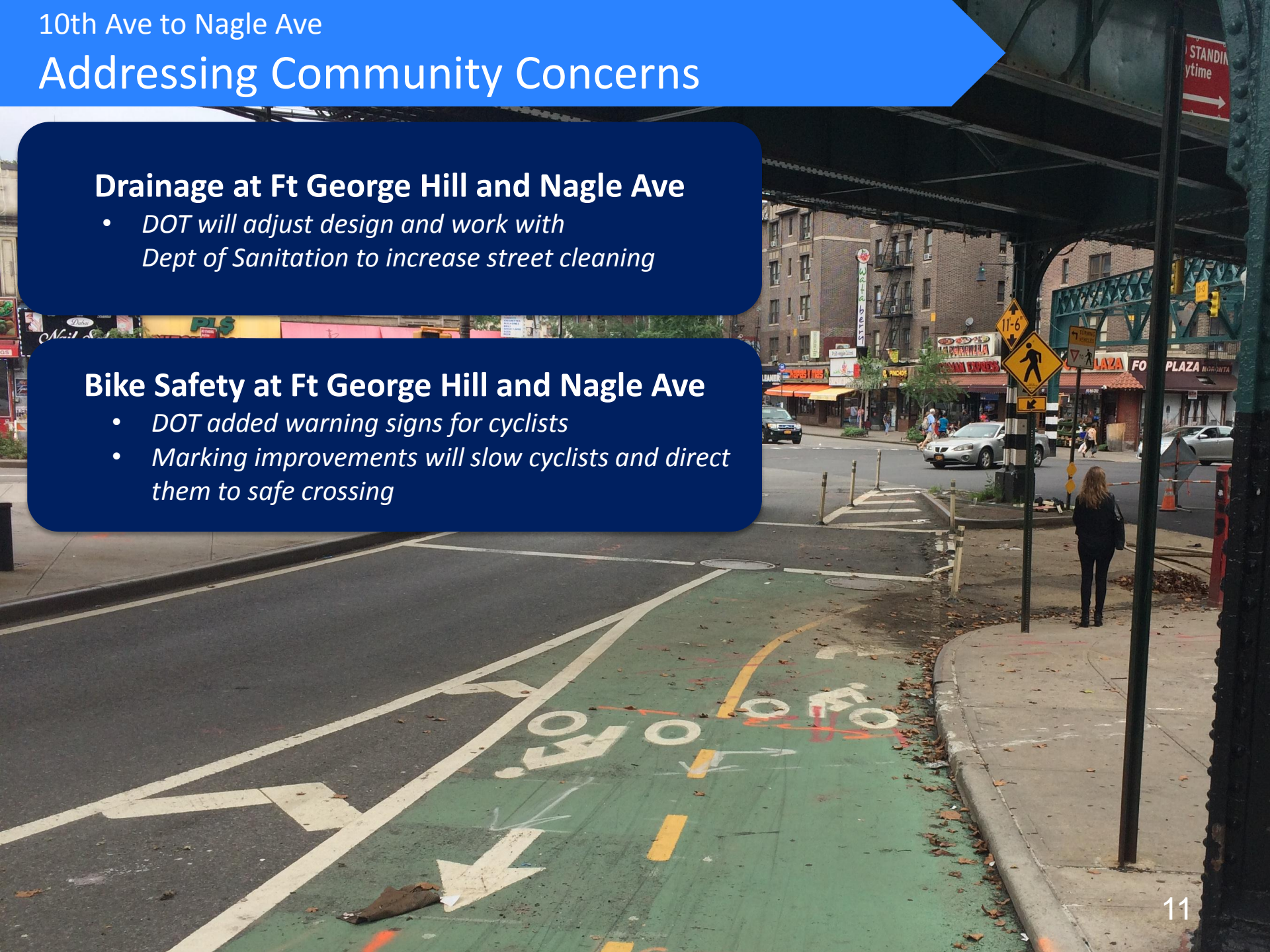
# Addressing Community Concerns

## Drainage at Ft George Hill and Nagle Ave

- *DOT will adjust design and work with Dept of Sanitation to increase street cleaning*

## Bike Safety at Ft George Hill and Nagle Ave

- *DOT added warning signs for cyclists*
- *Marking improvements will slow cyclists and direct them to safe crossing*





# Nagle Ave to Broadway

## Existing Issues



### Low Vehicular Volumes

*Peak Hour Volume:  
274 EB/ 345 WB*

### Excess Roadway and Lack of Organization

*Lead to unpredictable movements and speeding*

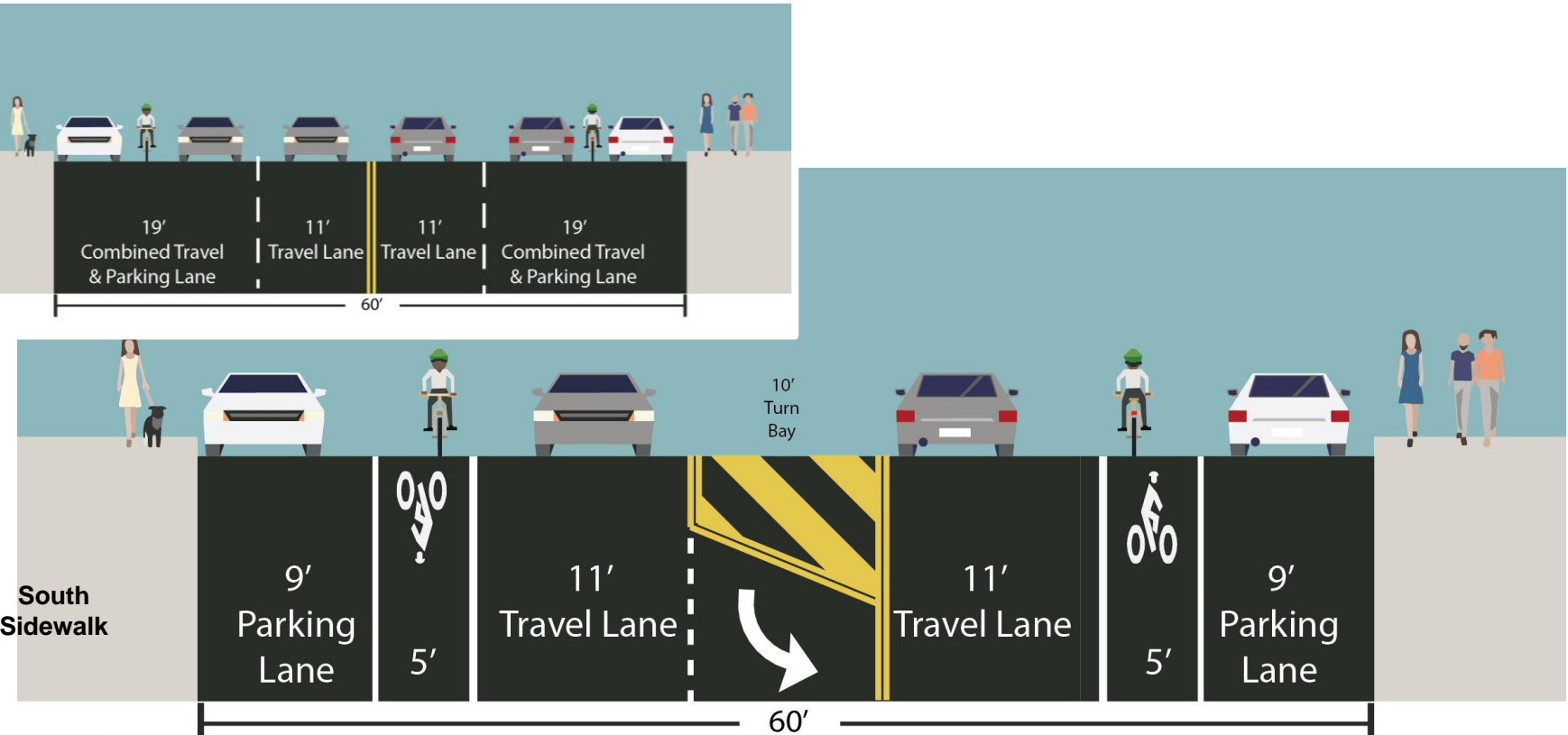
### No Dedicated Space for Cyclists

*12 Hour Bike Counts:  
230 Weekday /  
362 Weekend*



# Nagle Ave to Broadway

## Proposed Design



### Removal of Through Travel Lanes

*Establish traffic capacity appropriate for volumes*

### Left Turn Lanes

*Allow vehicles to safely turn without back pressure*

### Dedicated Bicycle Lanes

*Increase predictability and visibility of cyclists*

**Organizes roadway, discourages speeding and erratic driving**  
**Creates neighborhood bike connection**



Nagle Ave to Broadway

## Proposed Design – Precedent



Amsterdam Ave



# Addressing Community Concerns

## Double Parking along Commercial Corridor

- DOT met with NYPD who agrees to increase **enforcement** following implementation
- DOT surveyed Dyckman St merchants to determine loading needs; can update **regulations** accordingly
- Increased **organization** discourages poor driver behavior



# Summary

## **Two-way protected bike lane from Nagle Ave to 10<sup>th</sup> Ave**

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

## **Painted curb extension at 10<sup>th</sup> Ave**

*normalizes intersection to provide  
new north/south pedestrian crossing*

## **Traffic calming and bike lanes between Nagle Ave and Broadway**

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

**Increased safety for  
all road users**





Questions?

**Thank  
You**

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