

A photograph of a man wearing a white t-shirt, a black helmet, and a shoulder bag, riding a bicycle on a city street. He is in the foreground, looking towards the camera. Behind him, a silver sedan is driving away. The street is lined with various shops, including a pharmacy with a red awning and a sign that says 'FARMACIA'. There are also signs for 'QUISQUE YANA' and 'La CENA'. Pedestrians are visible on the sidewalk. The overall scene is a busy urban environment.

# DYCKMAN STREET SAFETY IMPROVEMENTS

## Community Design Workshop

Manhattan Community Board 12

April 20, 2017





## 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

## NYC DOT Bicycle and Greenway Program

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

Recent Bike Network Expansion Projects (2011-2016)





## NYC DOT Bicycle and Greenway Program

### 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





## 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





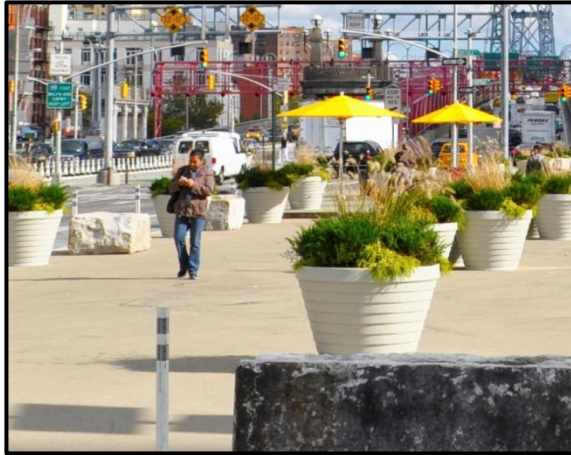
## Street Improvement Projects - Toolbox

### Landscaping and Street Furniture – Enhance Public Realm

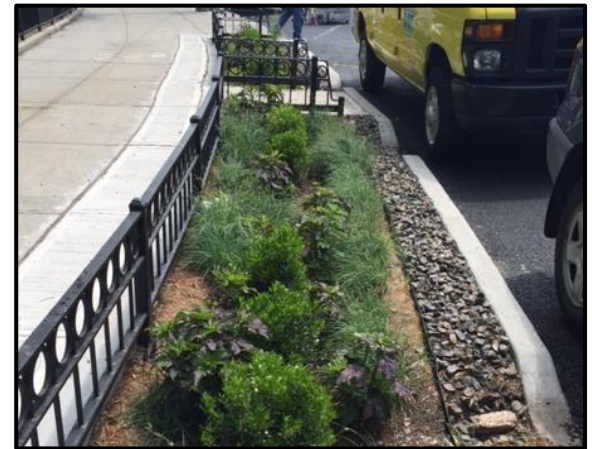
Street Trees (with NYC Parks)



Planters (Maintenance Partners)



Bioswales



Bike Parking



Street Seats



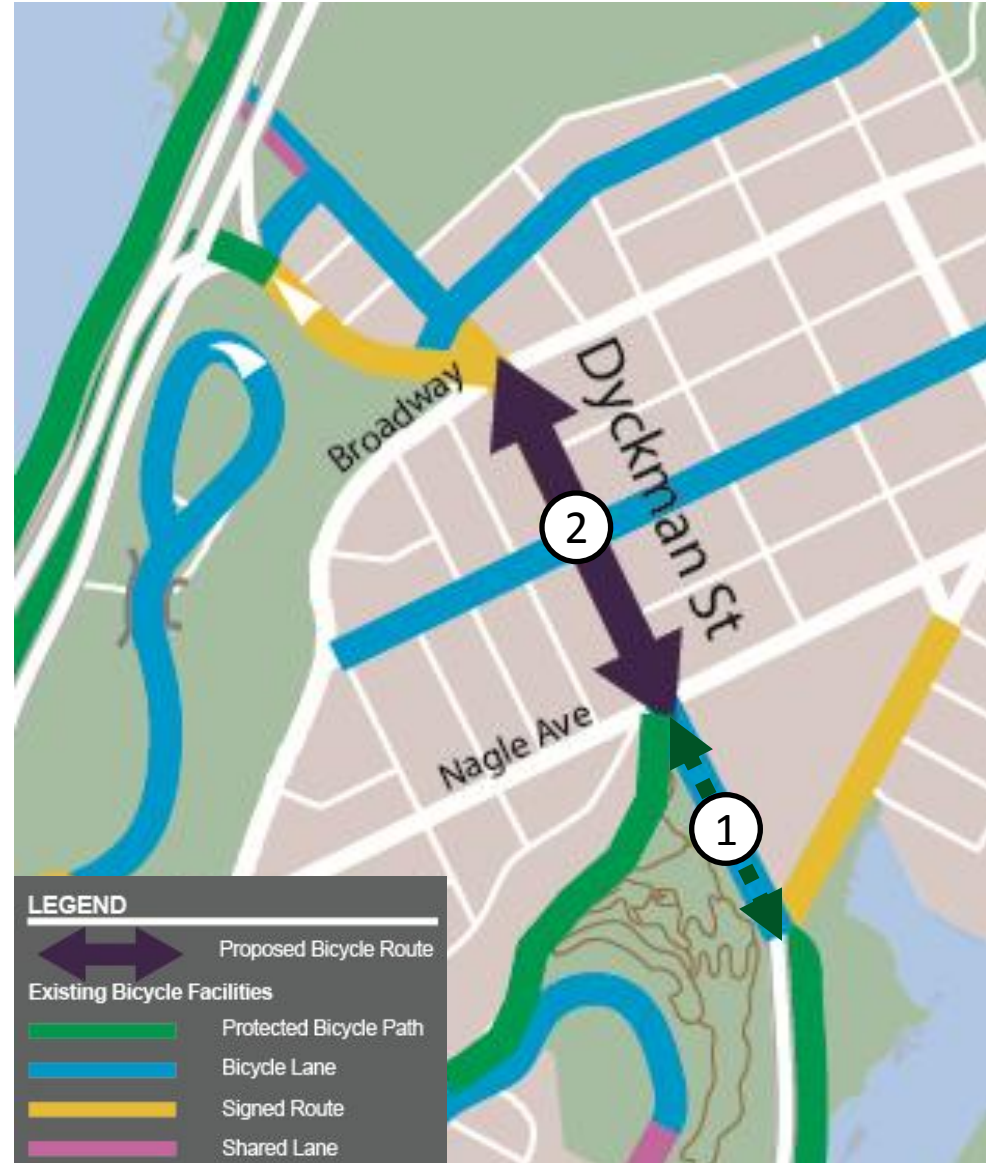
CityBenches



## Project Background

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

- ① CB 12 approved protected bike lanes and pedestrian improvements between Nagle Ave and 10<sup>th</sup> Ave, implementation planned for Summer 2017
- ② CB 12 requested workshop to discuss bike lane design options between Broadway and Nagle Ave





## Existing Conditions: Dyckman St at Post Ave, looking east



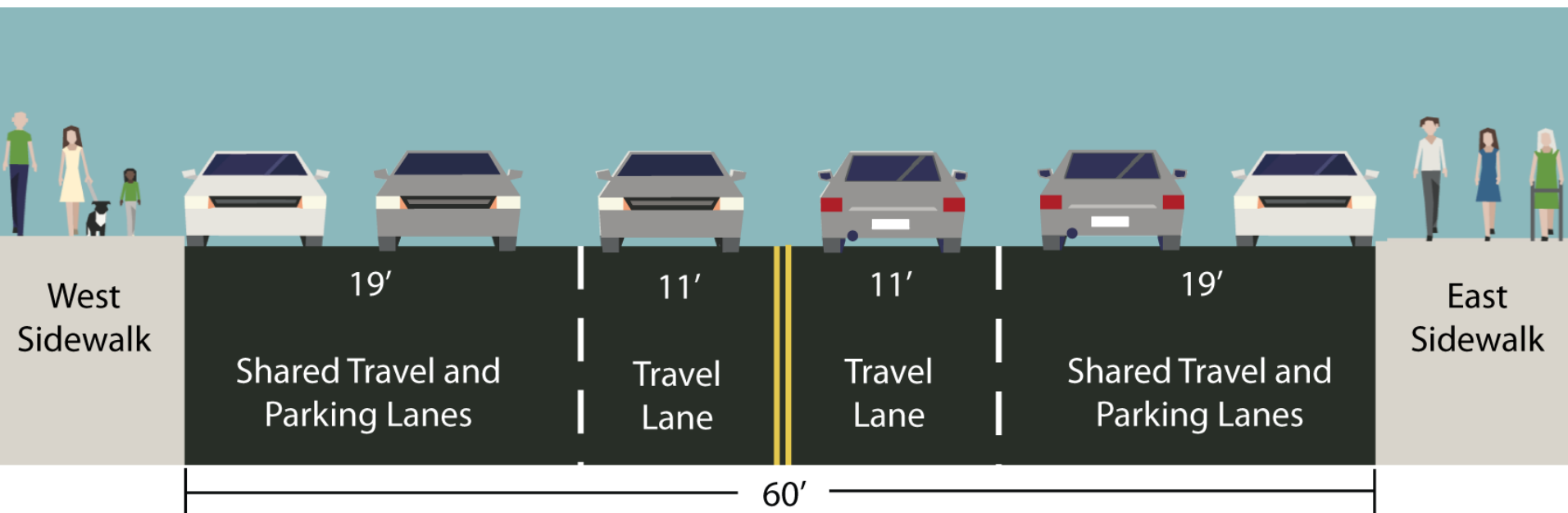


## Existing Conditions: Dyckman St at Post Ave, looking east





## Existing Conditions: Dyckman St at Post Ave, looking east



### 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

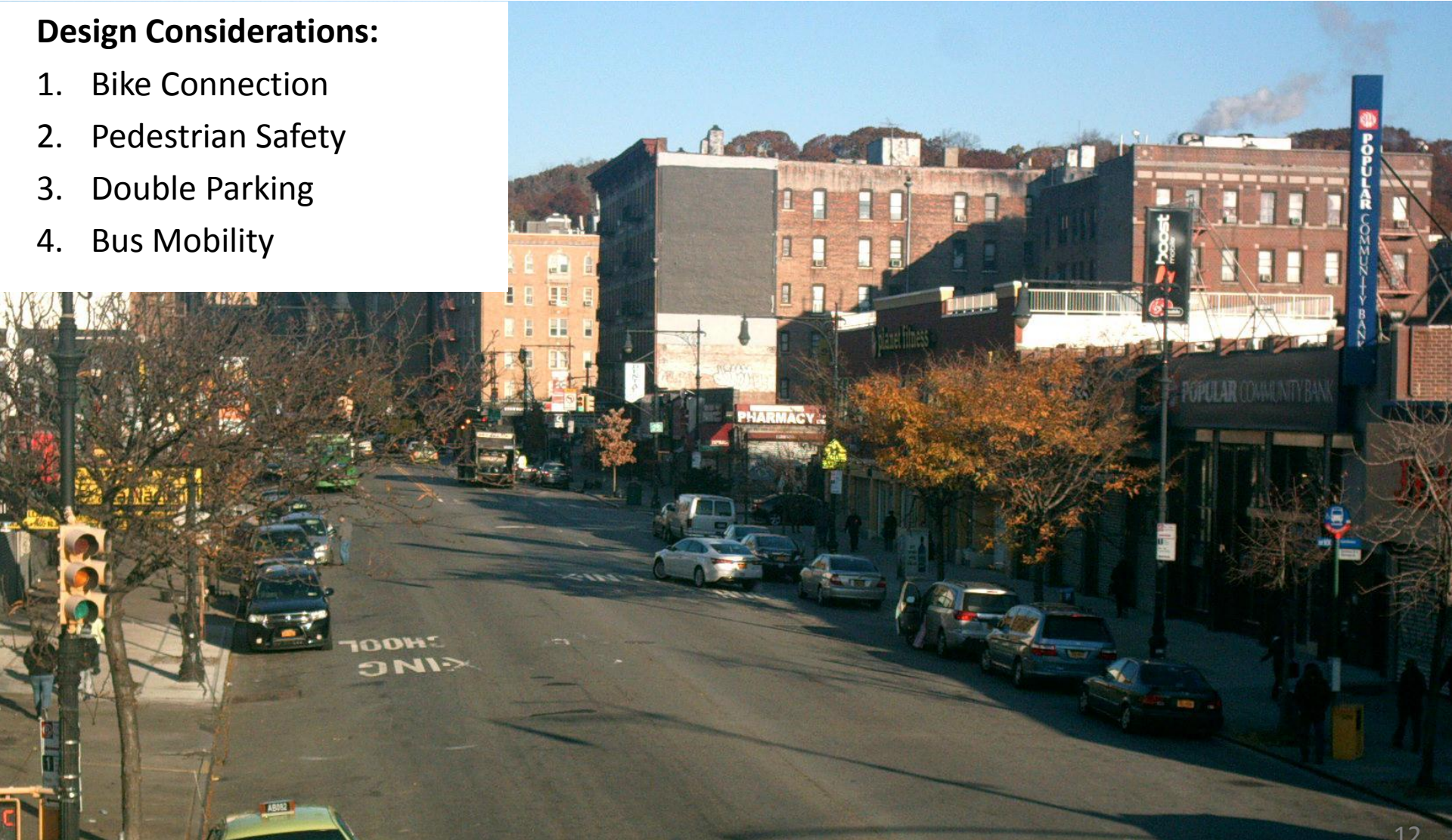
Bike Counts conducted 7/30/14 and 8/9/14  
between Sherman Ave and Post Ave

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





## Issue 1: Bike Connection



### 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!

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Questions?



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