

# **Dyckman Greenway Connector - description**

## **Bicycle Facilities**

- **Separated Two-Way Bicycle path, north side Riverside Drive and Dyckman St. from Henry Hudson bikepath terminus to Harlem River drive bikepath terminus.**
- **Safe, comfortable facility—8 feet wide separated from traffic by green divider**
- **Bicycle signals at every block; bike parking posts installed on sidewalks**

## **Green divider and pedestrian islands**

- **Divider—3 feet wide, 3' tall evergreen hedges and trees**
- **At each block end, pedestrian islands on dividers and curb extensions on south side**
- **Hedges protect cyclists, discourage jay walking; curb extensions protect pedestrians**

## **Parking**

- **On north side of Riverside Dr. and Dyckman St., remove parallel parking**
- **On south sides, replace parallel parking with painted 45° angle parking**
- **Restore sidewalk width, remove parking meters, Broadway to Seaman.**
- **Create additional parking for neighborhood—Dyckman St west of Henshaw**
- **Add angle parking west of Staff St. south side (paint lines)**
- **Angle parking, Staff to Henshaw, both sides of Dyckman, taking 4' of sidewalks**

## **Traffic lanes**

- **Permit U-turns, where feasible, to ease access to / from parking.**
- **Narrow four travel lanes to 9.5—10 feet to accommodate angle parking and divider.**

# **Dyckman Greenway Connector - rationales**

## **Arguments Unique to Inwood:**

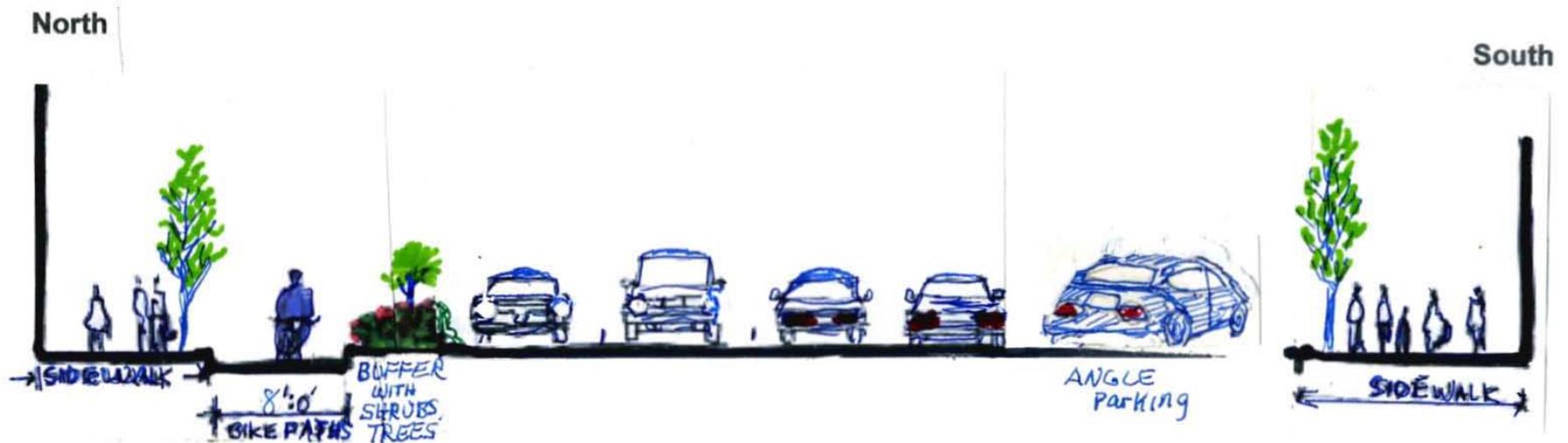
- . Connector needed to complete and connect east and west greenways**
- . Dyckman Street / Riverside Drive not bike friendly**
- . Cyclist / pedestrian fatalities unabated (traffic calming needed)**
- . Increased bicycling in Inwood since river greenways opened; so connector will increase bicyclists and business**
- . Trees and green corridors have been shown to reduce crime and increase business**

## **Arguments Same as for 9th Avenue:**

- . Strong NYC Advocacy Call for “Protected” or “Separated” Paths**
- Success / Popularity of European Cycletrack Networks**
- . Success / Popularity of NYC Greenways**
- . Potential Growth in Cycling / Mode Shift in NYC**
- . More pleasant pedestrian experience**
- . Thru vehicle movements accommodated**

# Proposed Dyckman Greenway Connector

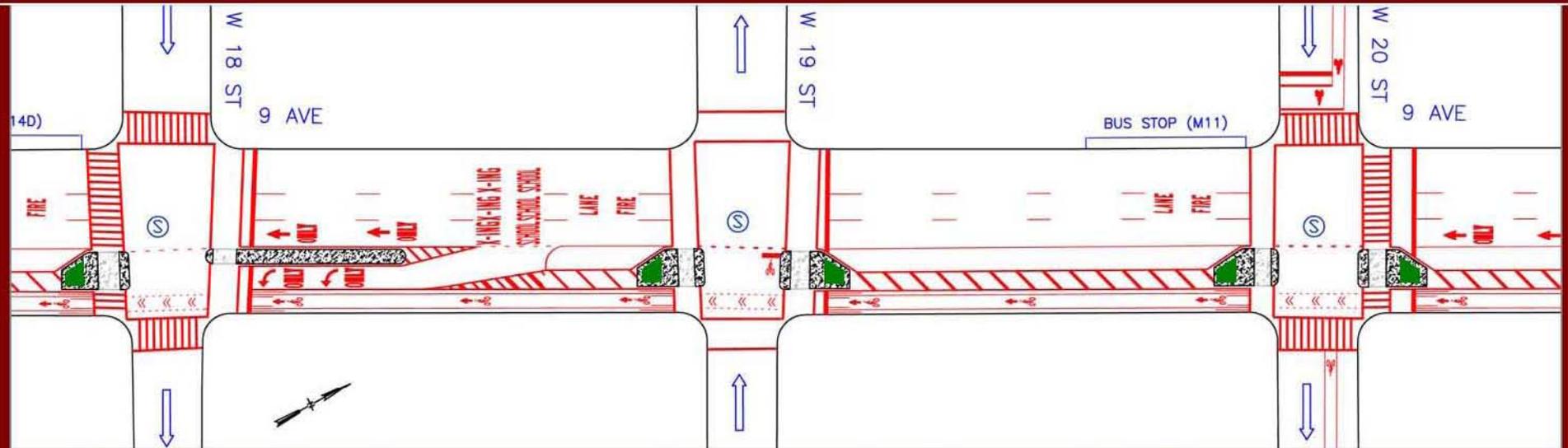
facing east



Not To Scale

Drafted by Annette Dieli and Maggie Clarke  
Riverside-Inwood Neighborhood Garden (RING)  
February 4, 2008

# 9<sup>th</sup> Avenue Short-Term Complete Street Design



## Pedestrian Experience

– reduces crossing distance by 25'

– planting beds

## Cyclist Experience

– separated bike path

– bicycle signals

## Motorist Experience

– sufficient lanes to handle volumes

– mobility restriction at banned left turn at W 20<sup>rd</sup> St

## Parking/Loading

– single space meters replaced with multi space

– some parking loss where there are left turn bays

→ Three new loading zones

→ Net loss of about 20 metered parking spaces

## Transit

– bus service unchanged

# Project Summary



## Pilot Separated Bicycle Path

- Ten foot, one-way **signalized** bike path with 8' buffer
- Safe, comfortable facility

## Pedestrian Refuge Islands

- **Shortens crossing** distance from 70' – 45'
- **Greener** street with planting beds

## Left Turning Vehicles

- Left turn lanes at W 22<sup>nd</sup>, W 18<sup>th</sup> and W 16<sup>th</sup> Streets
- Left turns banned at W 20<sup>th</sup> Streets

## Parking

- Loss of ~20 metered parking spaces for left turn bays
- New Muni-Meters and loading zones

# Examples of Pedestrian Improvements



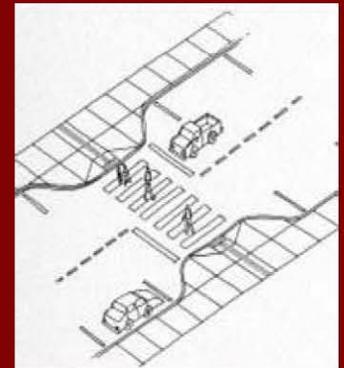
Pedestrian island with 'cut-through'



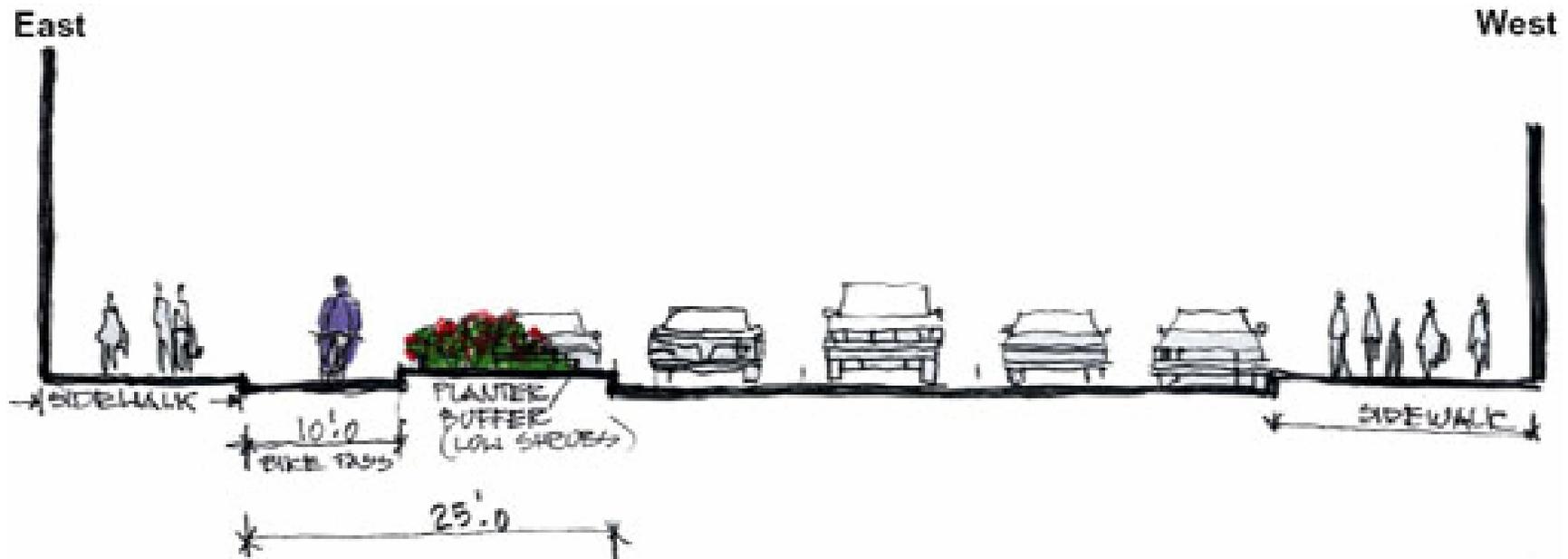
Curb extensions shorten crossing distance



Parking aligns with curb extension, giving pedestrians a view of oncoming traffic



# NYC Gets Its First-Ever Physically-Separated Bike Path—9th Avenue



The Department of Transportation revealed plans for New York City's first-ever physically-separated bike lane, or "cycle track," at a Manhattan Community Board 4 meeting, Sept. 19, 2007. The new bike path runs southbound on Ninth Avenue from W. 23rd to W. 16th Street in Manhattan. Unlike the typical Class II on-street bike lane (painted on the street) in which cyclists mix with motor vehicle traffic, this new design will create an exclusive path for bicycles between the sidewalk and parked cars.

DOT's plan also includes traffic signals for bicyclists, greenery-filled refuge areas for pedestrians, a new curbside parking plan, and signalized left-turn lanes for motor vehicles. The bike lane is 10-feet wide to accommodate street cleaning and emergency vehicles.

These types of physically-separated on-street bike lanes, increasingly referred to as "cycle tracks," are commonly found in bike-friendly cities like Copenhagen and Amsterdam. After DOT Bicycle Program Director, Josh Benson's presentation, **Community Board 4's transportation committee voted to approve the DOT plan which is part of a larger pedestrian safety and public space initiative around the intersection of 9th Avenue and 14th Street.**