



# HUDSON RIVER GREENWAY CONNECTOR DYCKMAN ST

Presented to Community Board 12 Traffic & Transportation Committee  
on December 2, 2024

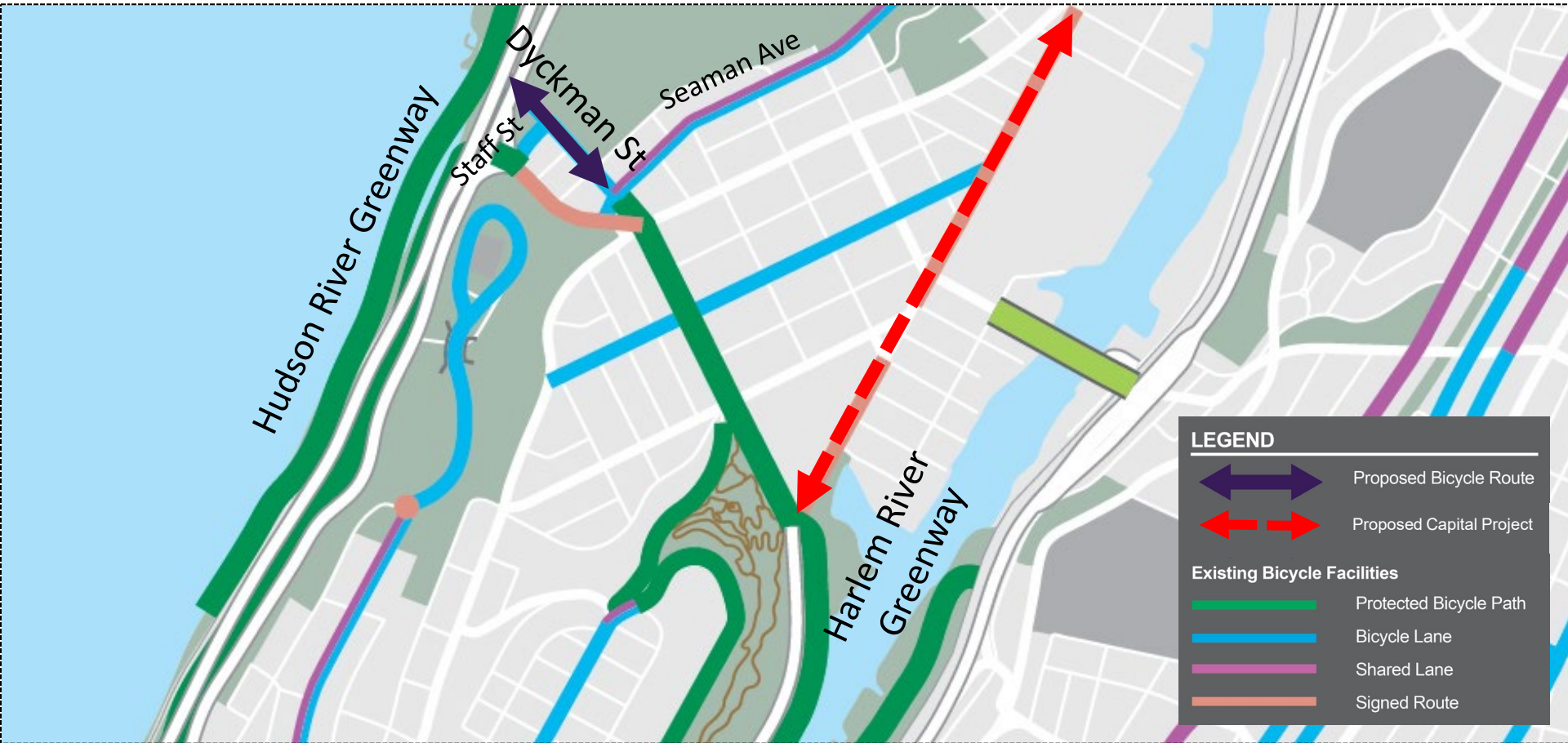


---

# Background

1

## Project Area



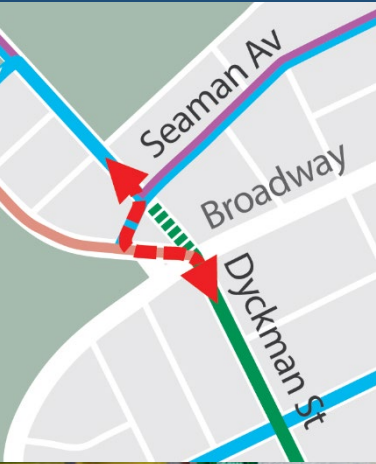
- 731 weekday cyclists in 12-hour count (July 2024)
- Seaman to Staff St: Bike lanes in both directions; substandard travel and parking lane widths
- Staff St to Hudson River Greenway: Angled parking, EB bike lane, WB shared lane
- Beneath the Henry Hudson overpass are at-grade pedestrian and bicycle connections to the Hudson River Greenway and the SB 9A off-ramp

## Greenway Link

- Dyckman St links the east and west portions of the Manhattan Waterfront Greenway
- Due to grade, Inwood Hill Park does not feature a bike connection around the northern tip of Manhattan
- Development of Quisqueya Plaza extended protected bike lane westward and opens new opportunities to connect the greenway to the Hudson River
- Funding awarded in 2024 for capital project to construct greenway on 10<sup>th</sup> Ave, Broadway, and W 218<sup>th</sup> St



## Background - Quisqueya Plaza



- Installation of Quisqueya plaza removed pinch-point for Dyckman St bike lane west of Broadway
- Bike lane connects to Dyckman St PBL east of Broadway
- Future capital project improvements may route bike traffic around plaza

## Safety

### Dyckman St: Seaman Ave to the Hudson River Greenway Crash History 2019-2023

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	2	0	0	0
Bicyclists	6	1	0	1
Motor Vehicle Occupant	19	1	0	1
Other Motorized	1	0	0	0
<b>Total</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>2</b>

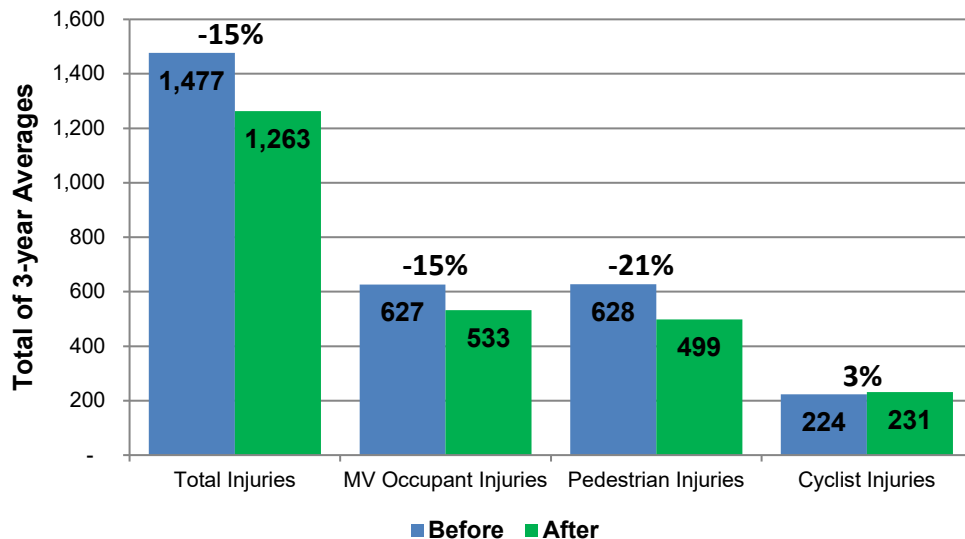
- 8.3 Killed or Severely Injured (KSI) per mile puts the corridor in the middle 33% of dangerous corridors in Manhattan



# Safety Benefits of Protected Bicycle Lanes

## Protected Bike Lanes

Before and After Crash Data, 2007-2017



Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database

Protected bike lanes benefit all street users:

Crashes with Injuries

Down 15%

Motor Vehicle Occupant Injuries

Down 15%

Pedestrian Injuries

Down 21%



Multi-agency effort to reduce traffic fatalities and injuries

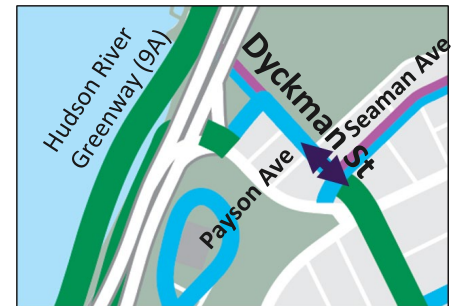
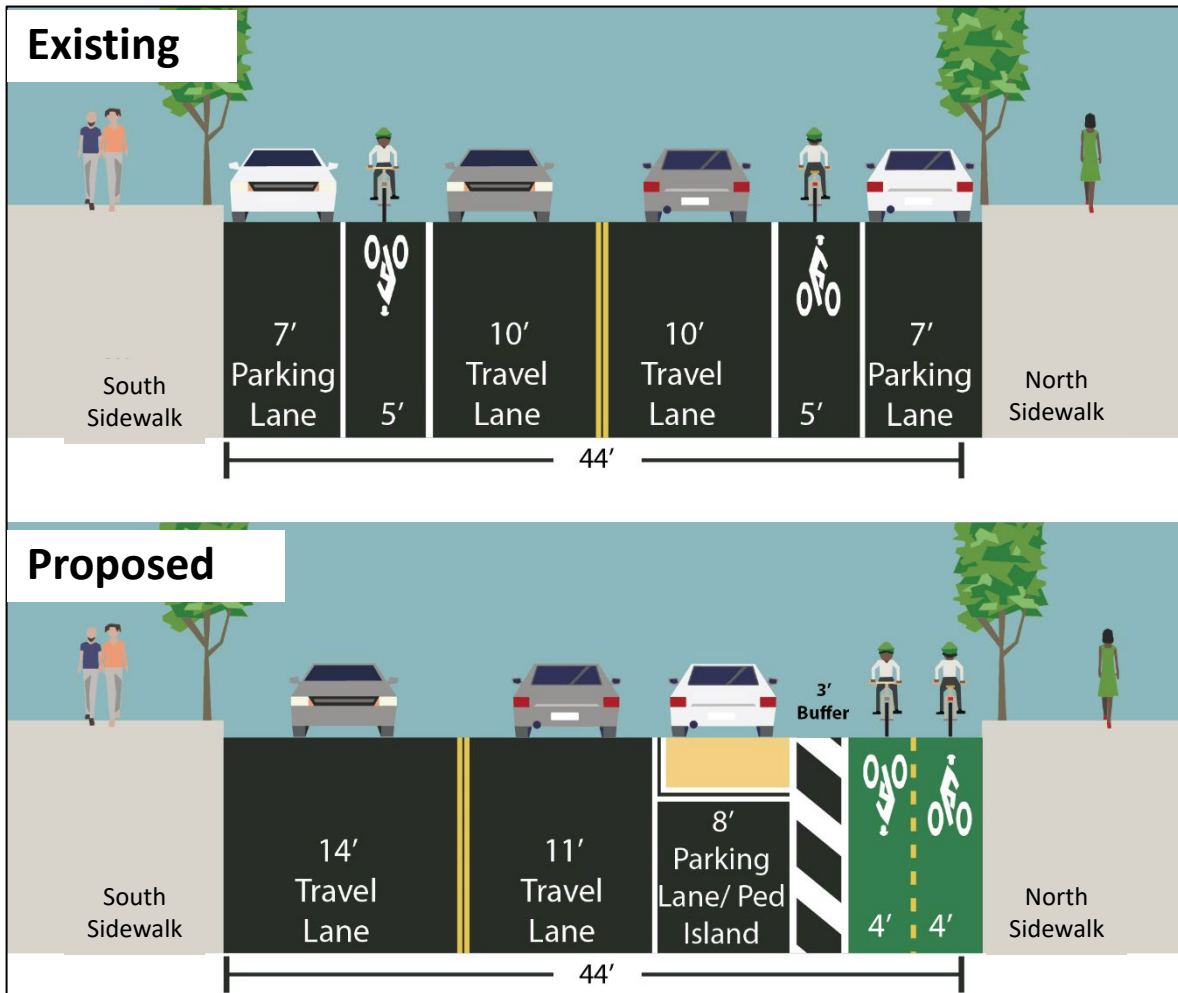
---

**Proposal**

**2**



## Dyckman St, Seaman Ave to Payson Ave



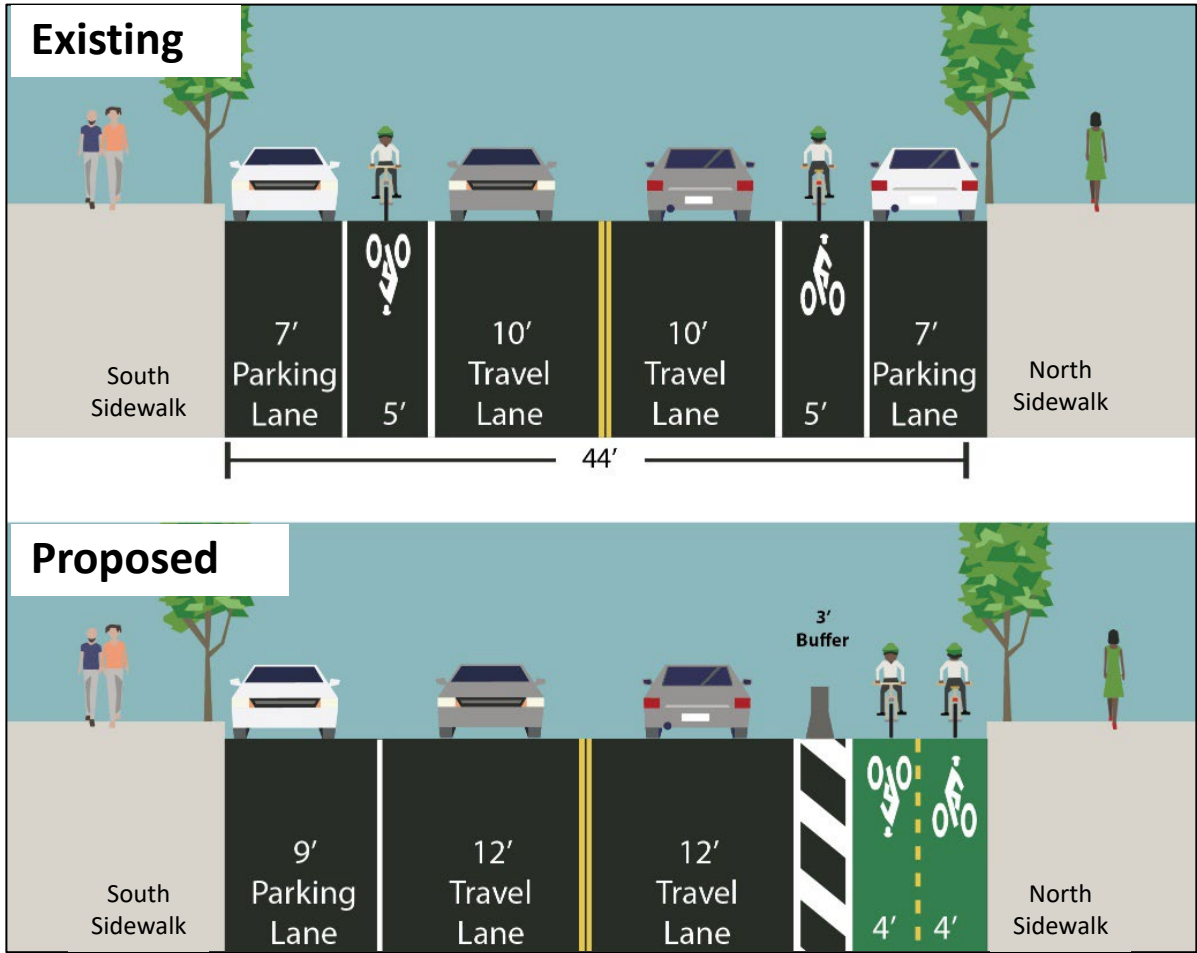
- Two-way PBL on north curb removes 7 parking spaces on the south side of Dyckman St
- Parking is retained on north side of Dyckman St in front of commercial land use
- Pedestrian island at Payson Ave shortens crossing distance from 44' to 25'

## Dyckman St, Seaman Ave to Payson Ave



**Proposed Configuration: Christie St, Manhattan**

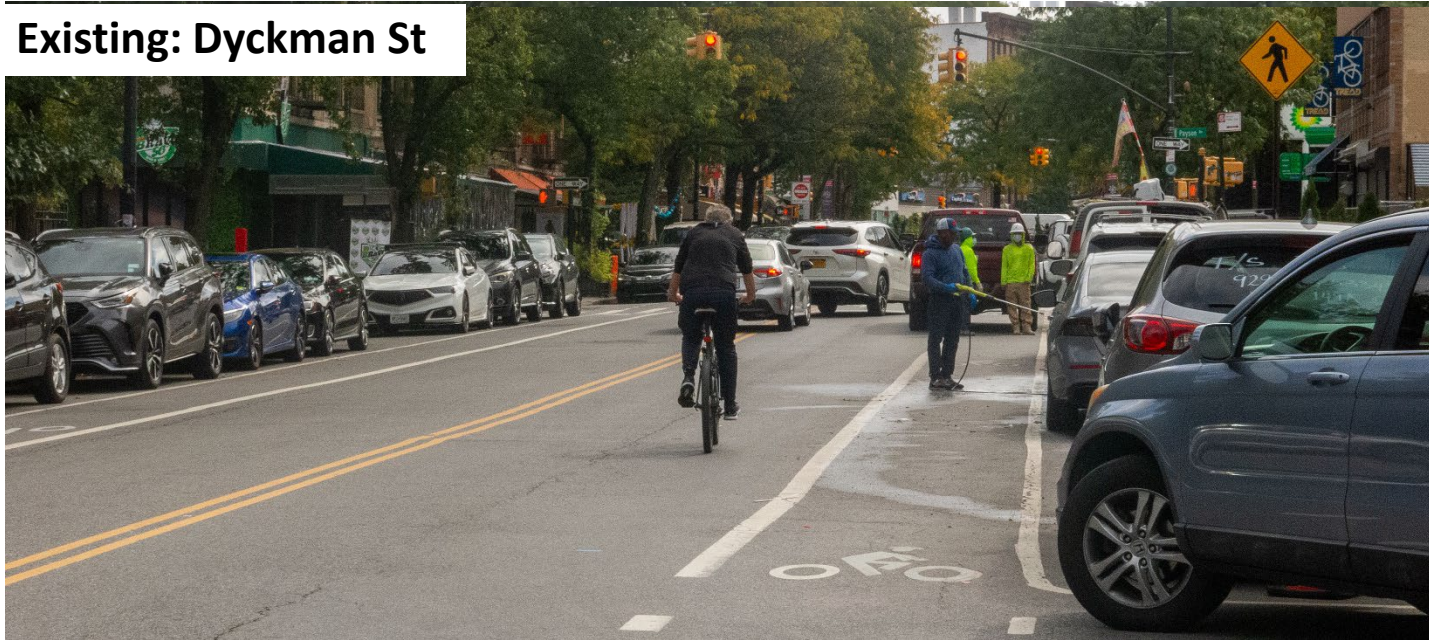
### Dyckman St, Payson Ave to Staff St



- Two-way PBL on north curb removes 18 parking spaces on the north side of Dyckman St
- Parking is retained on south side of Dyckman St in front of commercial land use

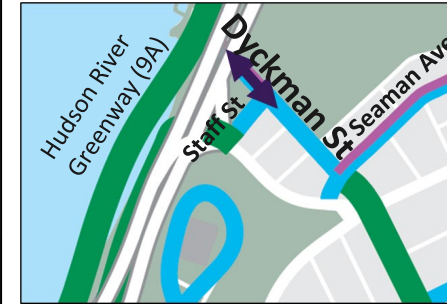
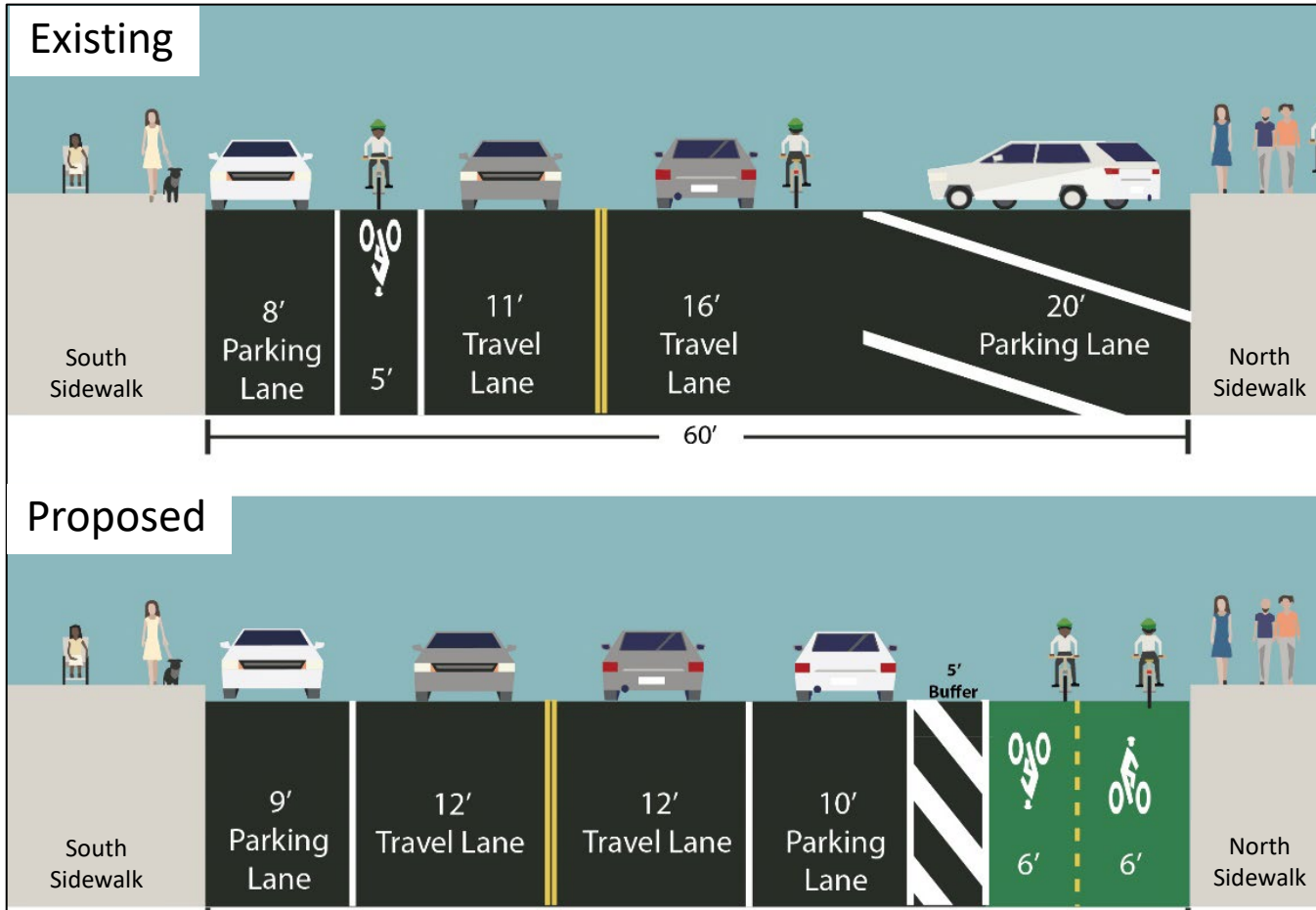
## Dyckman St, Seaman Ave to Staff St

Existing: Dyckman St



Proposed Configuration: S 4<sup>th</sup> St, Brooklyn

## Dyckman St, Staff St to Hudson River



- Two-way PBL on north curb and conversion from angled to parallel parking leads to loss of 15 parking spaces
- Bike lane crosses SB 9A exit ramp then links to existing greenway access point

## Dyckman St, Staff St to Hudson River

Existing: Dyckman St



Proposed Configuration: Ave V, Brooklyn

## Summary/Benefits

- Proposed protected bike lane upgrades connections from neighborhood to greenways and parks
- Creates a fully protected greenway connection from river to river
- Precedes planned capital projects upgrading greenway and Quisqueya Plaza
- Pedestrian island at Payson Ave shortens crossing distance by 19 feet
- Roadway redesign improves safety for all street users
- Project maintains traffic capacity

## Next Steps

- Implementation in Spring 2025



# Thank You!

Questions?



NYCDOT



nyc\_dot



nyc\_dot



NYCDOT