



Allen & Pike Streets



2009 Boulevard Pilot Project:

Modified Proposal Incorporating Community Board 3 Recommendations

**NYC Department of Transportation
Traffic Management Division**



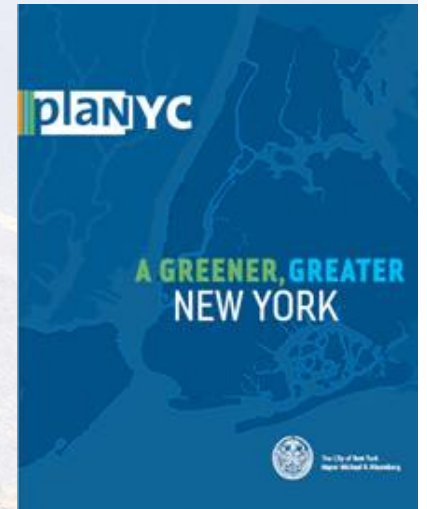
April 2009

**Pedestrian
Projects Group**



Inspiration & Imperative

- Safety issues
- Recent community initiatives to create a shared future vision of a landscaped linear park down to the waterfront
- Mayor Bloomberg's PlaNYC
- Commissioner Sadik-Khan's Sustainable Streets: Strategic Plan for the NYC Department of Transportation
- Federal funding for Parks to rebuild malls





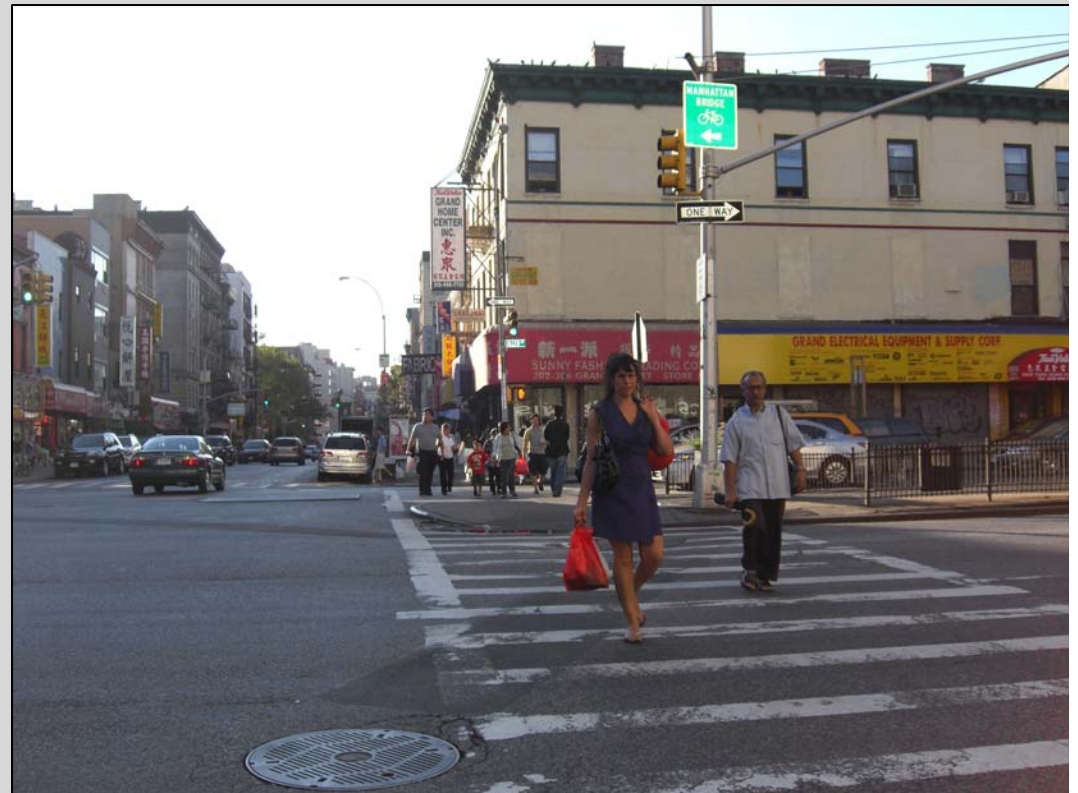
Pedestrian Safety Issues:

- Long crosswalks
- Vehicle turning conflicts
- Excessive width for traffic volumes
- Opportunities for vehicle weaves & unpredictable movements

Immediate area includes four Priority School locations:

- PS 20 Anna Silver School
- PS 42 Benjamin Altman School
- IS 131 Dr. Sun Yat Sen Intermediate
- Mesivtha Tifereth Jerusalem

Safe Streets for Seniors Priority Area





Allen & Pike Street Malls

Pedestrian Crash
Locations
10 Years

Delancey Street at Allen Street

View West



Problems for all modes, especially pedestrians



Turning vehicles make
mall-to-mall crossings
unsafe



Narrow & Failed Public Spaces

Little Area to Landscape



Lack of connection to
nearby waterfront

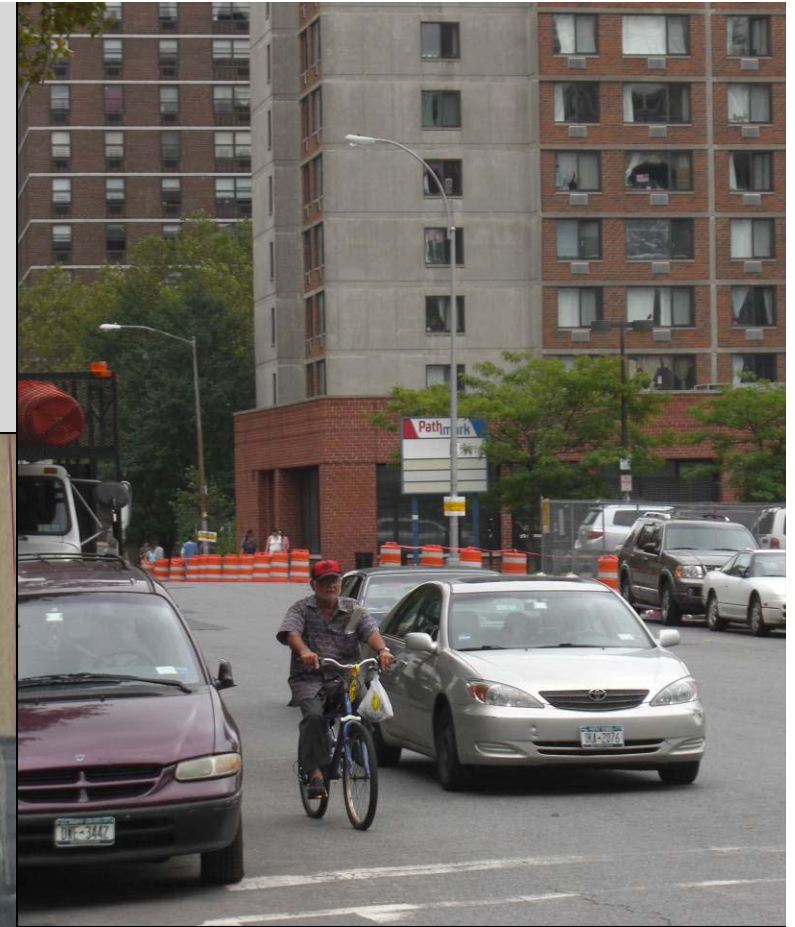


Isolated & disconnected islands

No useable space

Good & Bad Bike Lane

- On-street striped bike lane entire length
- Double parking conflicts, trucks and high speed traffic discourage use



Good
things



New plantings

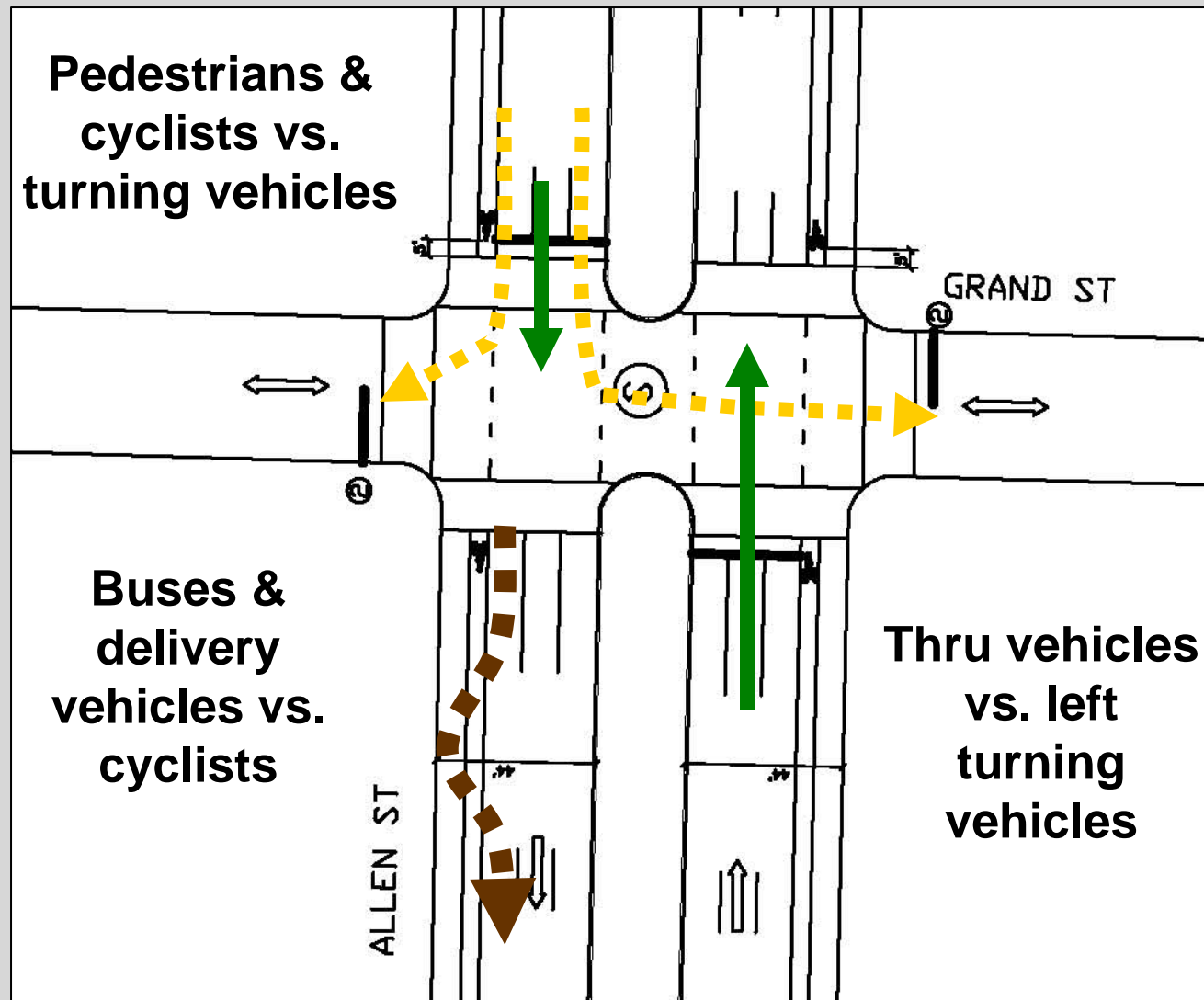


Mall between Delancey & Broome Streets
Redesigned as contemplation garden



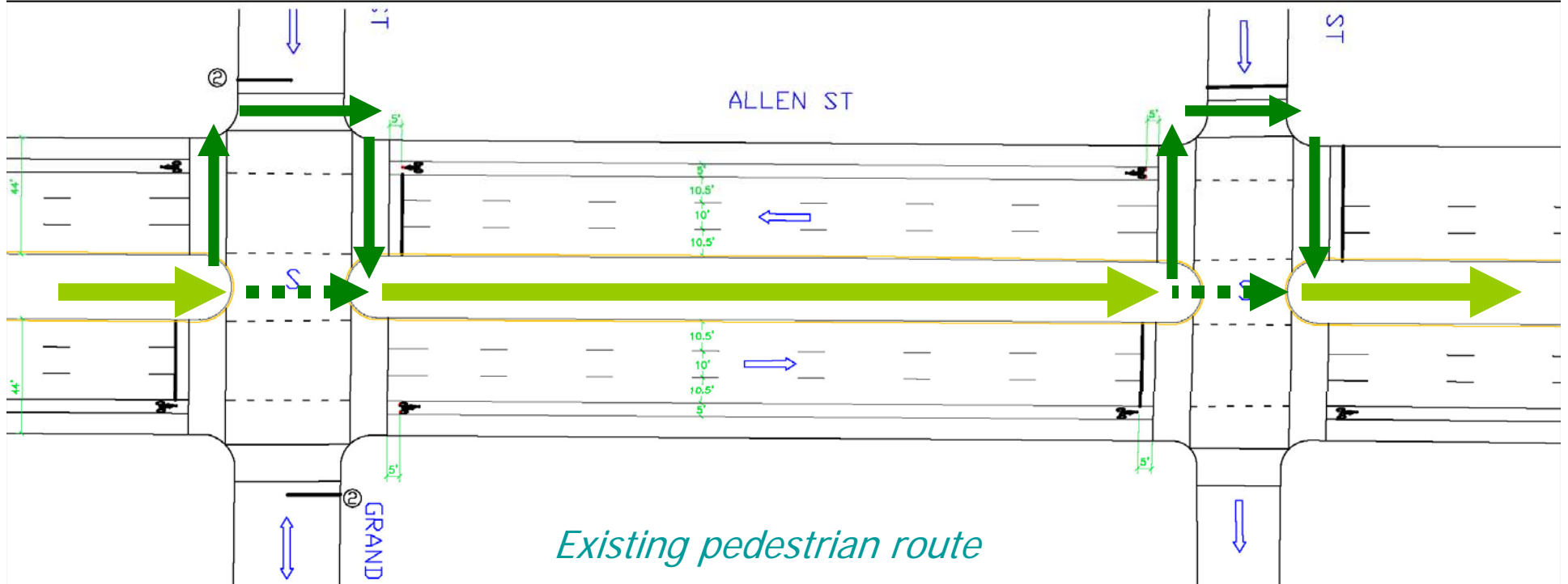
Large London Plane Trees

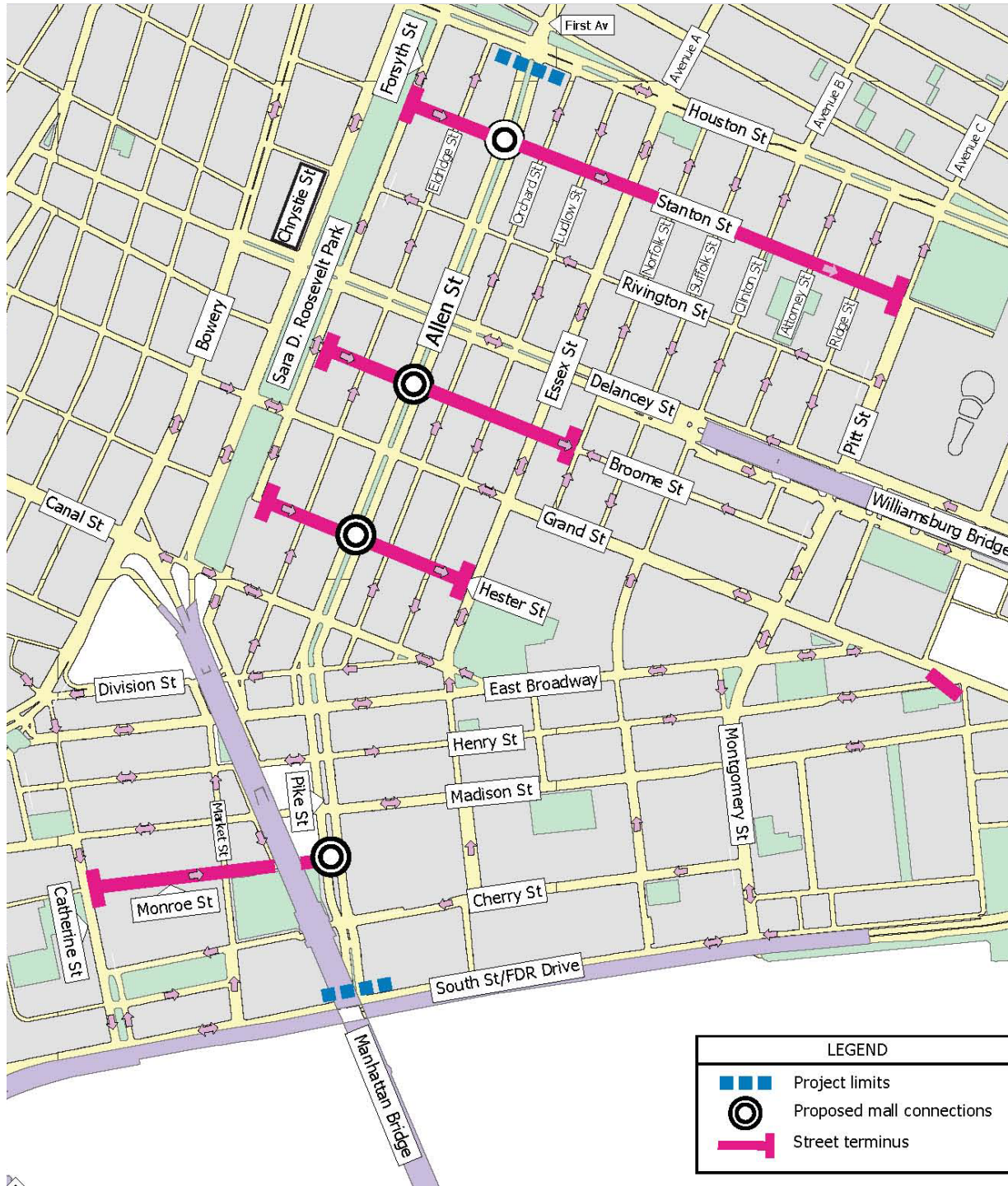
Multiple Turning Conflicts



Pedestrian Connectivity

- Existing malls create circuitous pedestrian routes
- Existing signal design prohibits crossing between malls

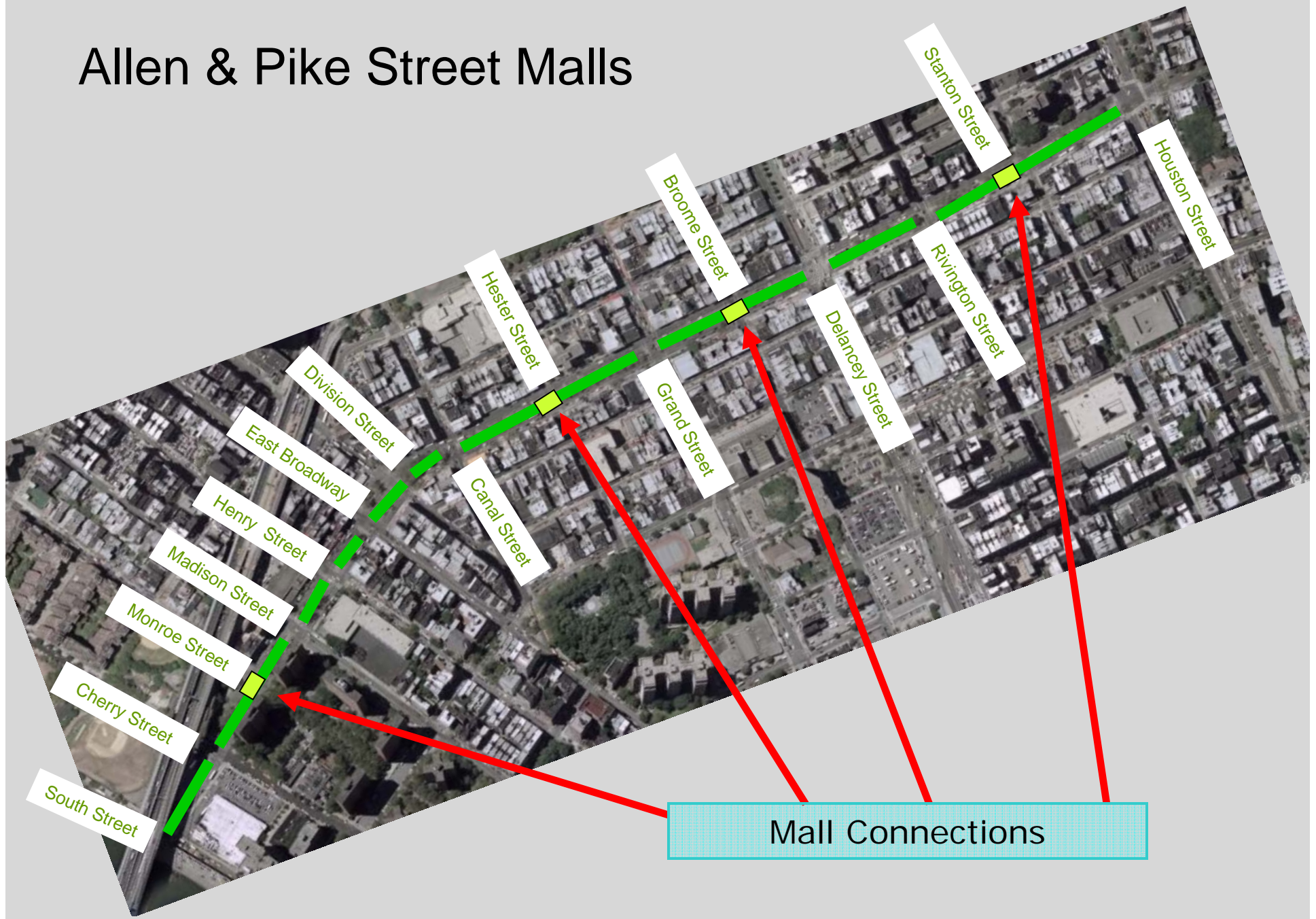




Allen & Pike Street Malls

Area Context & Plaza
Locations

Allen & Pike Street Malls



Allen & Pike Street Malls

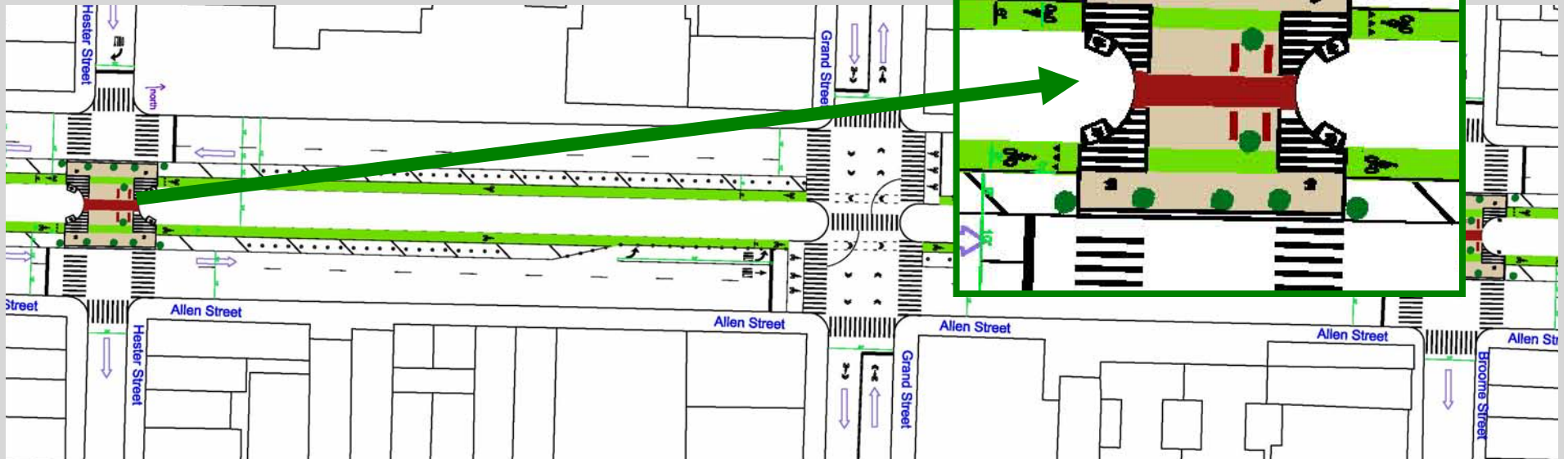
2009 Treatment – Houston Street to South Street

DOT Proposal

- Four mall connections
- New signal installation & designs (9 intersections)
- Pedestrian refuge islands at Canal & Delancey
- Bike paths separated from traffic
- Forty-eight Planters

Benefits

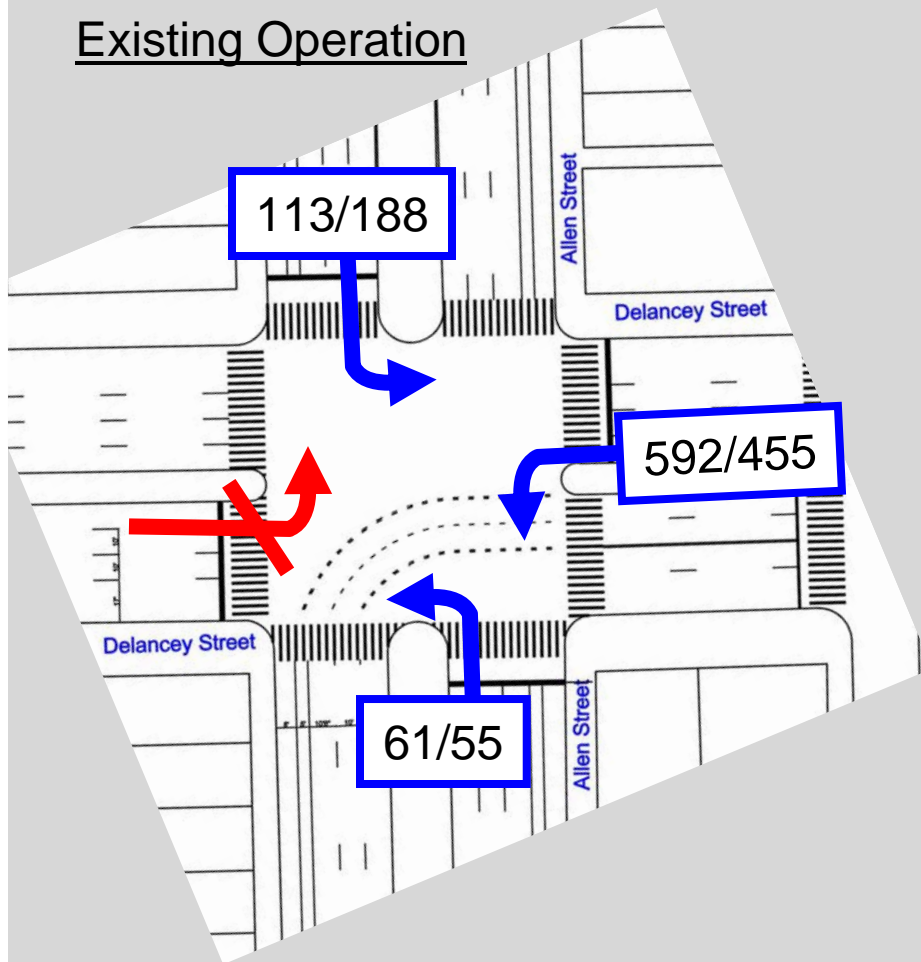
- Conflicts eliminated for pedestrians, cyclists and motorists
- Safe short crosswalks
- New landscaped useable open space
- Connects neighborhoods to waterfront
- A test: flexible & removable



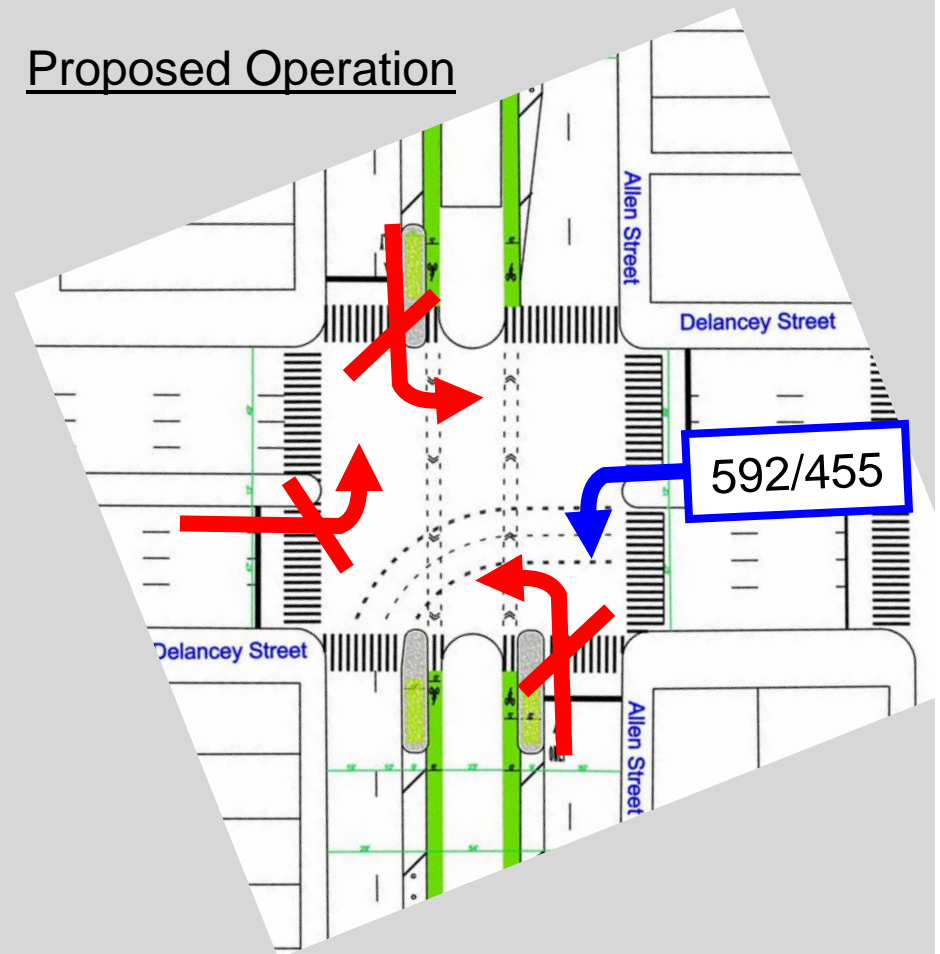
Allen & Delancey Streets

Eliminate Two Left-Turn Conflicts

Existing Operation

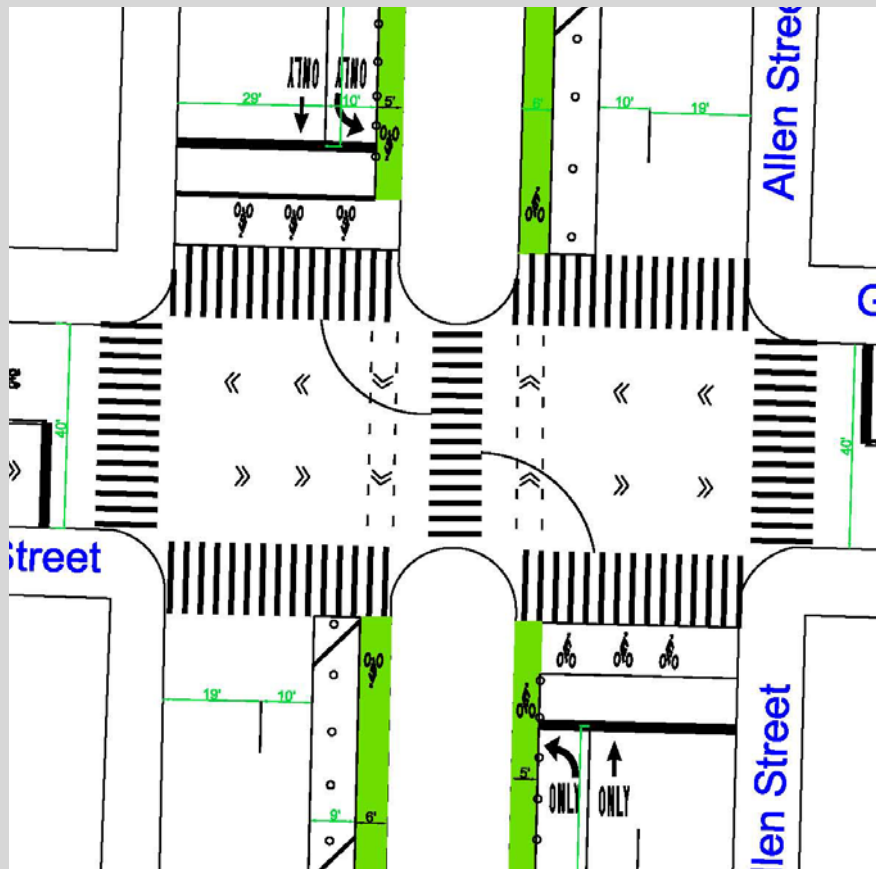


Proposed Operation



Typical Intersection Treatment

- New crosswalks between islands, east-west shortened
- Pedestrians & Bicycles protected while signal holds left-turning vehicles
- All north-south crosswalks free of left-turn vehicle conflicts

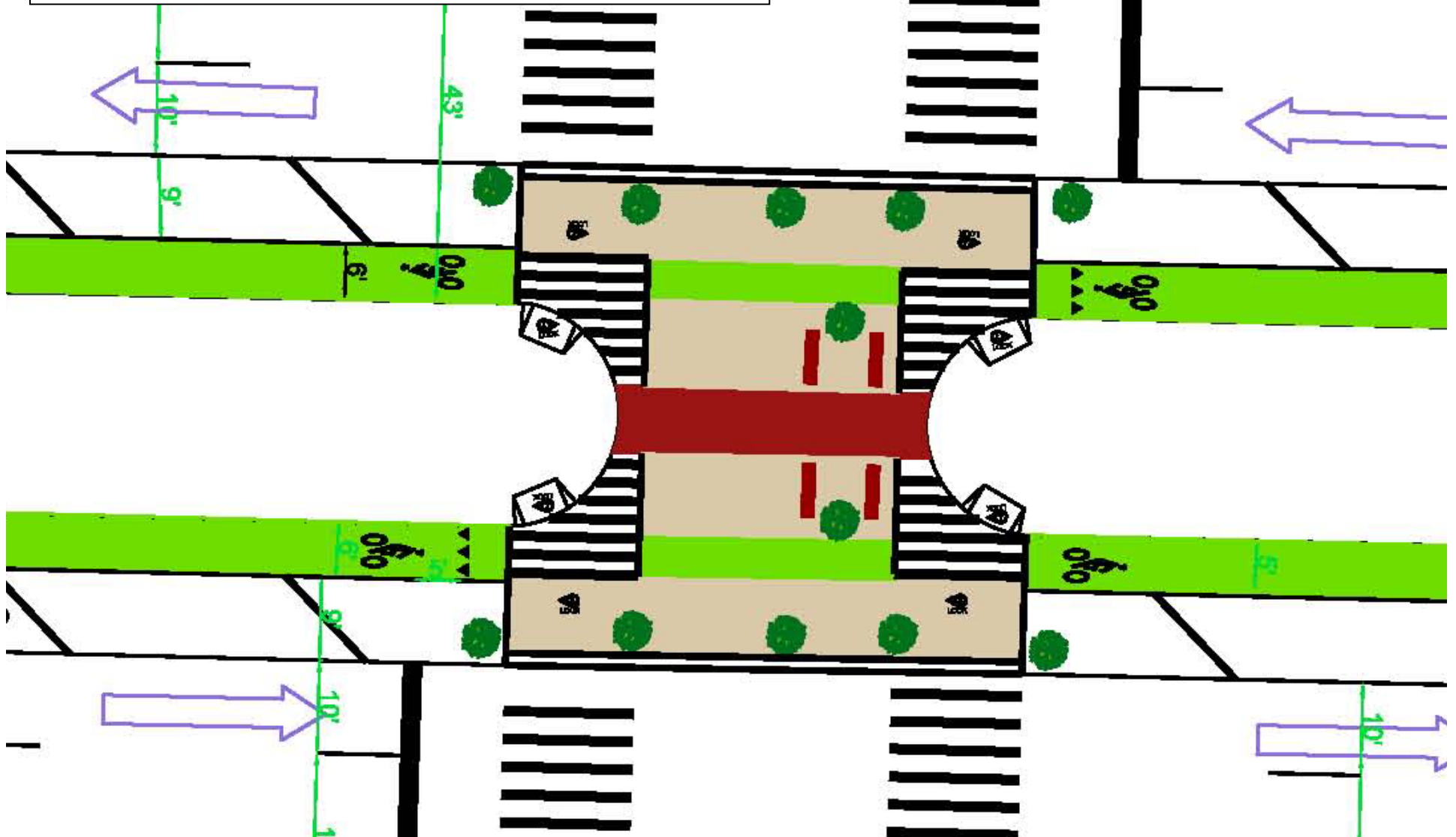


Existing conflicts **ELIMINATED**

- ✗ Pedestrians vs. left turning vehicles
 - Pedestrians vs. right turning vehicles
- ✗ Bikes vs. right turning vehicles
- ✗ Bikes vs. buses
- ✗ Thru vehicles vs. left turning vehicles

Four Interim Plaza Connections

- At-grade with road
- Colored asphalt bike lanes & people space
- 48 Planters
- Seating to help envision full build-out

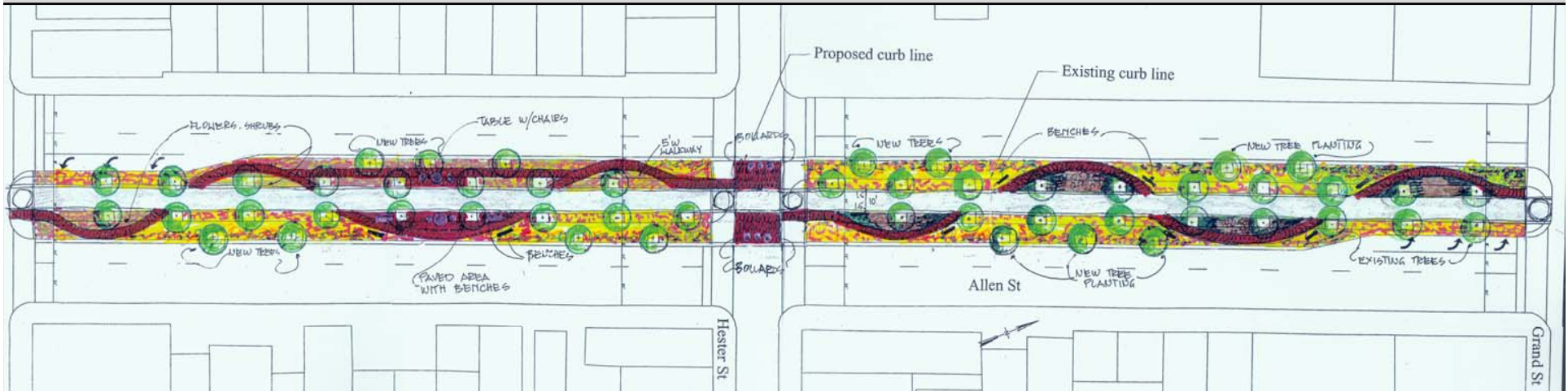


Interim Test Treatment: Provides a living “vision” that can help attract additional construction funds



Planters to help envision and keep vehicles out
Plants & benches to be relocated for permanent construction
Pavement coloring to differentiate spaces
Additional signage & flexible bollards to keep vehicles out

Allen/Pike Street – Momentum to Long-Term Vision



Malls doubled in width creating grand, Parisian-style linear greenway and community space



Allen-Pike Streets

	Problem:	2009 Improvements:
1	Left-turn conflicts: Crosswalks & bike lanes	New protected left-turn lanes
2	Circuitous & uninviting north-south walk	New crosswalks between malls
3	Narrow malls failed public space	Malls widened & connected
4	Little useable public space with disconnected singular malls	Four intersections between malls converted into landscaped sitting areas
5	Existing bike lanes uncomfortable & heavily violated	Separated bike lanes adjacent to malls
6	Federal funding requirements complicated	Momentum to achieve the fully realized vision Operational changes must proceed widened malls



Blvd. de Clichy, Paris

