Safe Streets for Seniors
Lower East Side

Proposed Improvements

New York City
Department of Transportation
Janette Sadik-Khan, Commissioner

September 10, 2008
Early Action Improvements
Implemented July 2008

- All signalized intersections (43) timed for seniors at 3 ft/sec walking speed
- Seniors given more time to cross the major street at 26 of the 43 intersections
- LPI approved for Delancey Street & Essex Street (pending)
Bowery and Delancey Street

- Install pedestrian refuge island in south crosswalk
  - Shortens pedestrian crossings
- Ban NB left turn from Bowery to Kenmare Street
  - Reduces pedestrian/vehicular conflict
    - 14 vph during weekend peak
    - 1 truck during AM peak
- Ban EB left turn from Kenmare Street onto NB Bowery
  - 11 vph in AM peak and 5 vph in PM peak
- Add left turn phase for WB Delancey
- Long term- construct neckdown on SE corner

Existing Conditions
Bowery and Broome Street

- Ban left turns from Broome St. onto SB Bowery
  - Eliminates dangerous turns into skewed crosswalk (83 vph)
  - Helps to process heavy WB traffic on Broome

Senior fatality occurred when WB vehicle made a left turn onto SB Bowery and struck pedestrian in crosswalk who was crossing with the signal.
Ban left and right turns from EB Grand Street onto Bowery

Heavy pedestrian volumes limit ability of vehicles to turn, creating congestion and conflicts
Chrystie Street Complete Street
8 pedestrian crashes at Broome Street & Chrystie Street, 2001-2006

- Changes to Intersection
  - Remove South crosswalk
  - Install pedestrian fencing on SW corner and East curb
  - Provide left turn bay with turn signal
  - Install pedestrian refuge island in North crosswalk

Fatality occurred in existing south crosswalk as NB left turning vehicle struck pedestrian

Facing west
Forsyth Street
Between Grand and Delancey Streets

- Existing – Two-way with 1 moving lane in each direction and angle parking on east curb
- Currently one-way NB north of Delancey St. and one-way SB south of Grand St
Forsyth Street
Between Grand and Delancey Streets

Pedestrians walking on west curb with no sidewalk

Double parking
Request for one-way made by CB 3 in January 2004
Proposed - Parallel parking lane on east curb, one NB 13’ moving lane, 4’ channelized buffer, 9’ floating parking lane and 10’ painted pedestrian space along west curb
Consistent design from Houston Street to Hester Street
Rutgers Street
Between Cherry & Madison Streets

- **General Concepts and Improvements**
  - Calm traffic
  - Provide pedestrian refuge space
  - Align through movement on Rutgers Street
  - Shorten crossing distance for pedestrians

- **Physical Changes to Roadway**
  - Painted median with slip ramp
  - Parallel parking along median for additional parking spaces
  - Green refuge islands
Division/Canal/Ludlow Streets

- General Concepts and Improvements
  - Close EB Division Street between Ludlow and Canal Streets
  - Restrict unnecessary one way access
  - Add pedestrian space
  - Possible Green Street

- Physical Changes to Roadway
  - Install flexible bollards to delineate pedestrian space
  - Install crosswalk across Division Street
Division/Canal/Ludlow Streets

EXISTING CONDITIONS
Division Street between Ludlow and Canal Streets

1-way traffic, 4 parking spaces, used for Canal St. U-turns

SB Vehicles must make right or left

LOADING/UNLOADING

2 spaces

hydrant

2 spaces
Ludlow, Canal and Division Streets
## Timeline

### Lower East Side Senior Area Timeline

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<td>Construct Forsyth Street sidewalk</td>
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<td>Neckdown at Bowery and Delancey</td>
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<td>Build out Rutgers Street pedestrian space</td>
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