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
- Mesivthah Tifereth Jerusalem

Safe Streets for Seniors Priority Area
Allen & Pike Street Malls
Pedestrian Crash Locations
10 Years
Problems for all modes, especially pedestrians

Delancey Street at Allen Street
View West
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

- Pedestrians & cyclists vs. turning vehicles
- Buses & delivery vehicles vs. cyclists
- Thru vehicles vs. left turning vehicles
Pedestrian Connectivity

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

<table>
<thead>
<tr>
<th>Problem:</th>
<th>2009 Improvements:</th>
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<tbody>
<tr>
<td>1</td>
<td>Left-turn conflicts: Crosswalks &amp; bike lanes</td>
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<tr>
<td>2</td>
<td>Circuitous &amp; uninviting north-south walk</td>
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<tr>
<td>3</td>
<td>Narrow malls failed public space</td>
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<tr>
<td>4</td>
<td>Little useable public space with disconnected singular malls</td>
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<tr>
<td>5</td>
<td>Existing bike lanes uncomfortable &amp; heavily violated</td>
</tr>
<tr>
<td>6</td>
<td>Federal funding requirements complicated</td>
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</tbody>
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Blvd. de Clichy, Paris