



# Allen & Pike Streets



## 2009 Boulevard Pilot Project:

Modified Proposal Incorporating Community Board 3 Recommendations

**NYC Department of Transportation  
Traffic Management Division**



**April 2009**

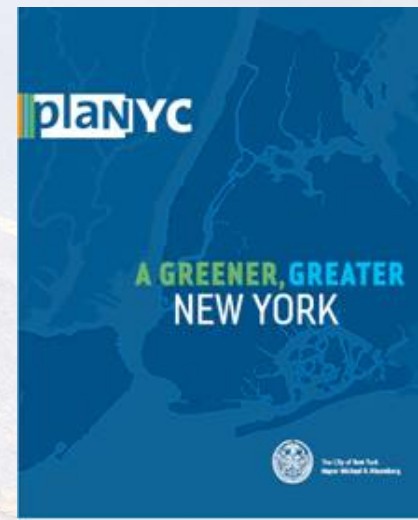
**Pedestrian  
Projects Group**





# 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

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# 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



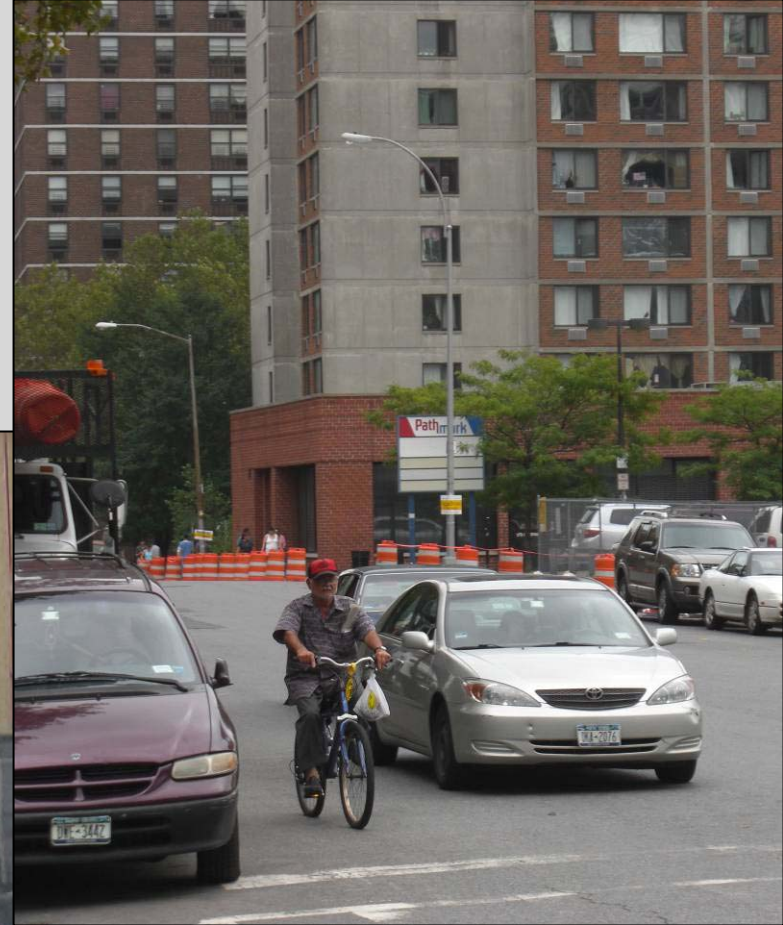
Isolated & disconnected islands

No useable space



# Good & Bad Bike Lane

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

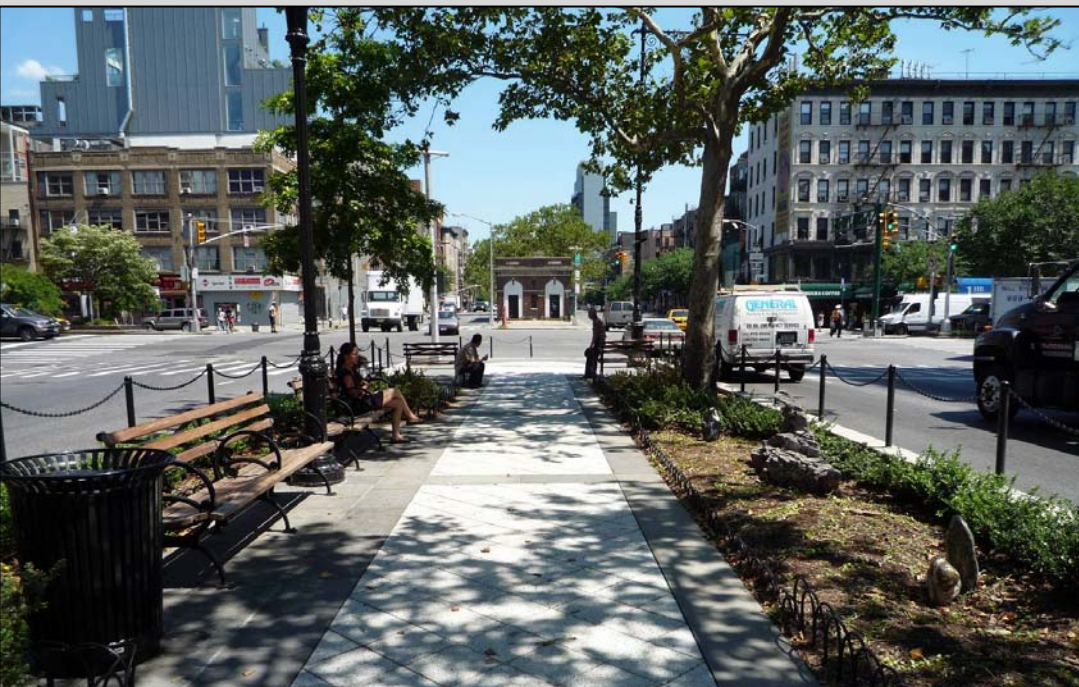




Good  
things



New plantings



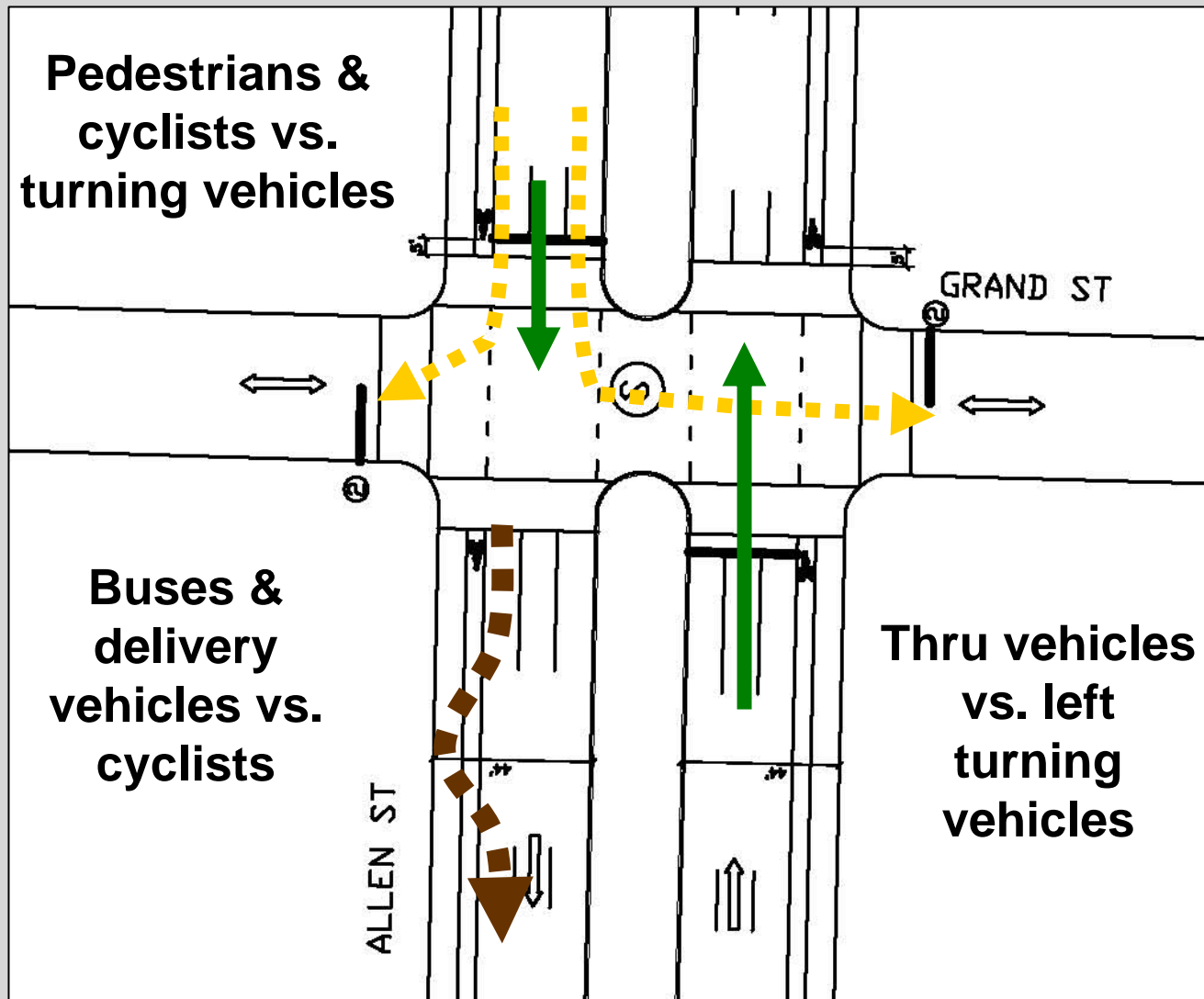
Mall between Delancey & Broome Streets  
Redesigned as contemplation garden



Large London Plane Trees



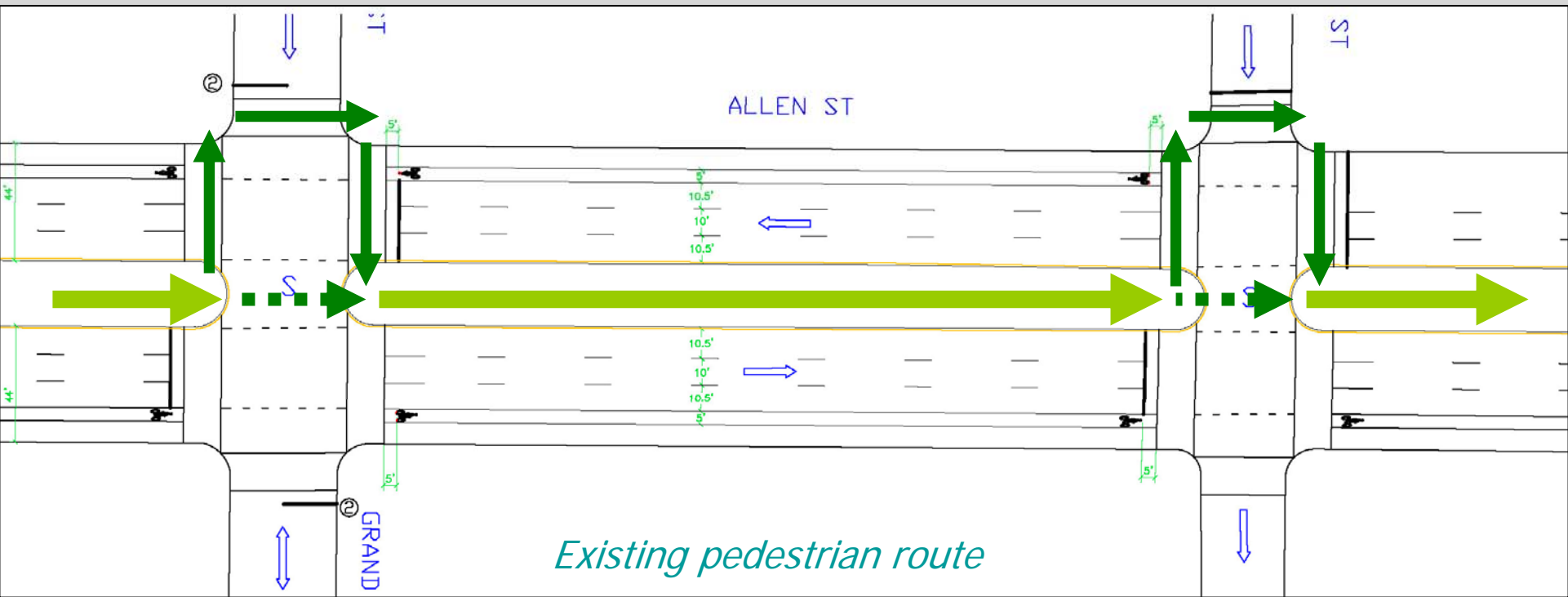
# Multiple Turning Conflicts

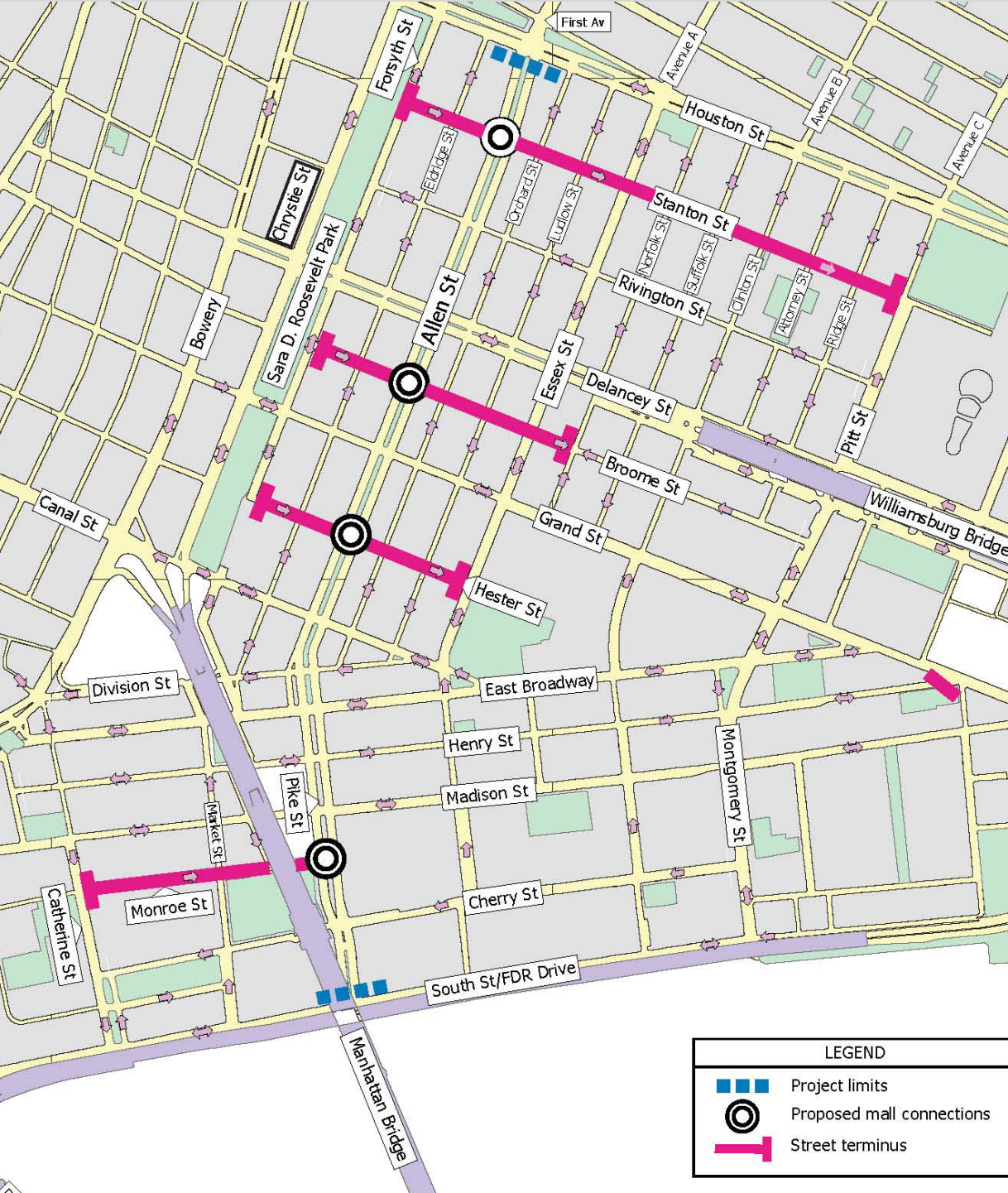




# Pedestrian Connectivity

- 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



Mall Connections

# Allen & Pike Street Malls

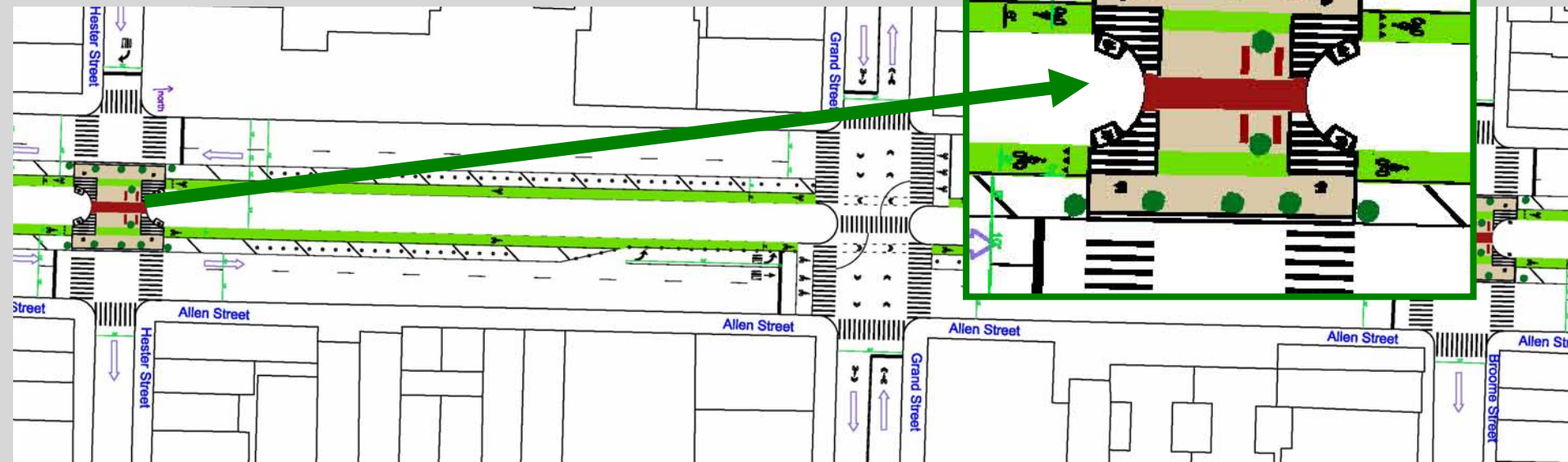
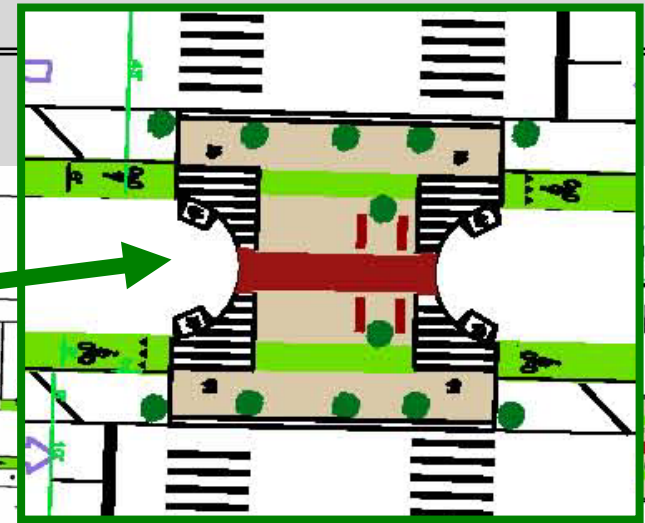
## 2009 Treatment – Houston Street to South Street

### 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

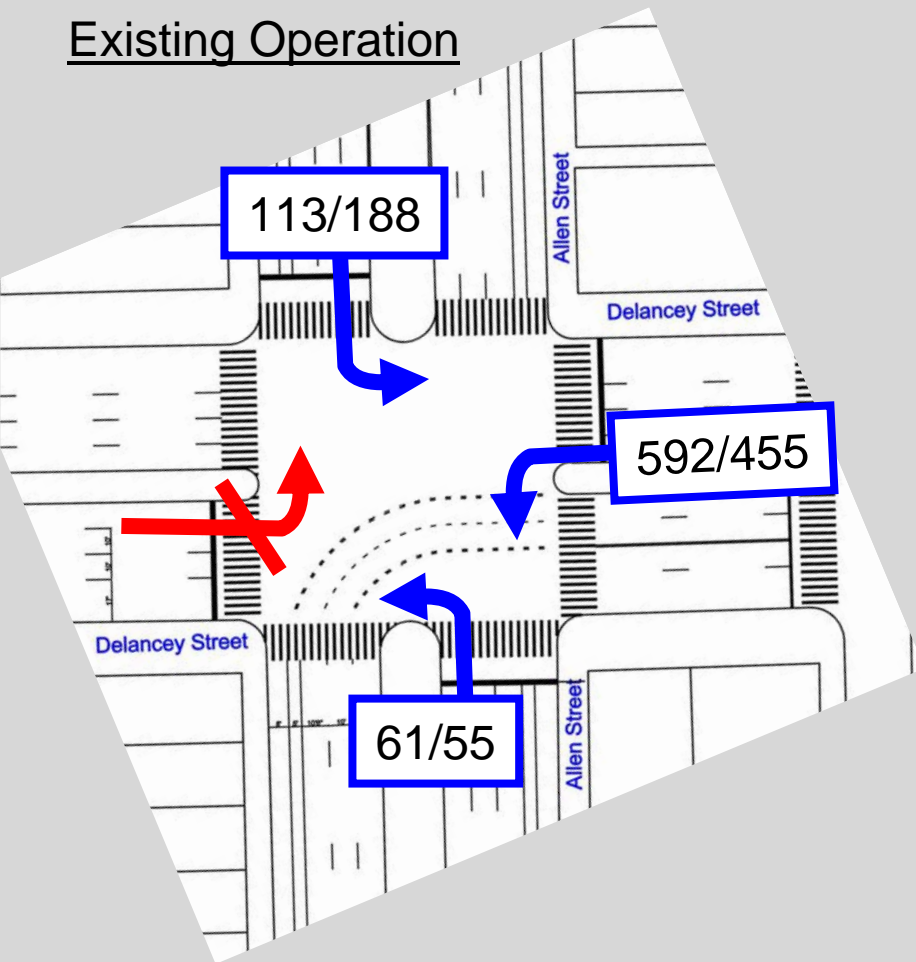




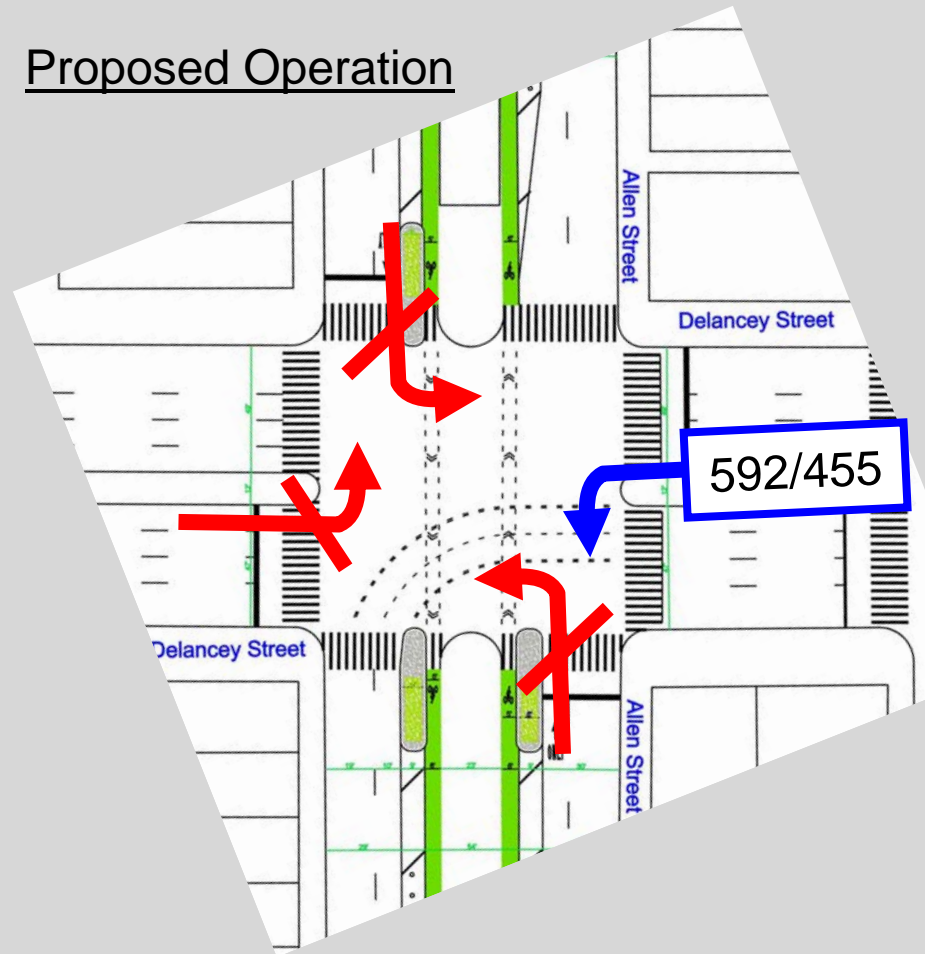
# Allen & Delancey Streets

## Eliminate Two Left-Turn Conflicts

Existing Operation

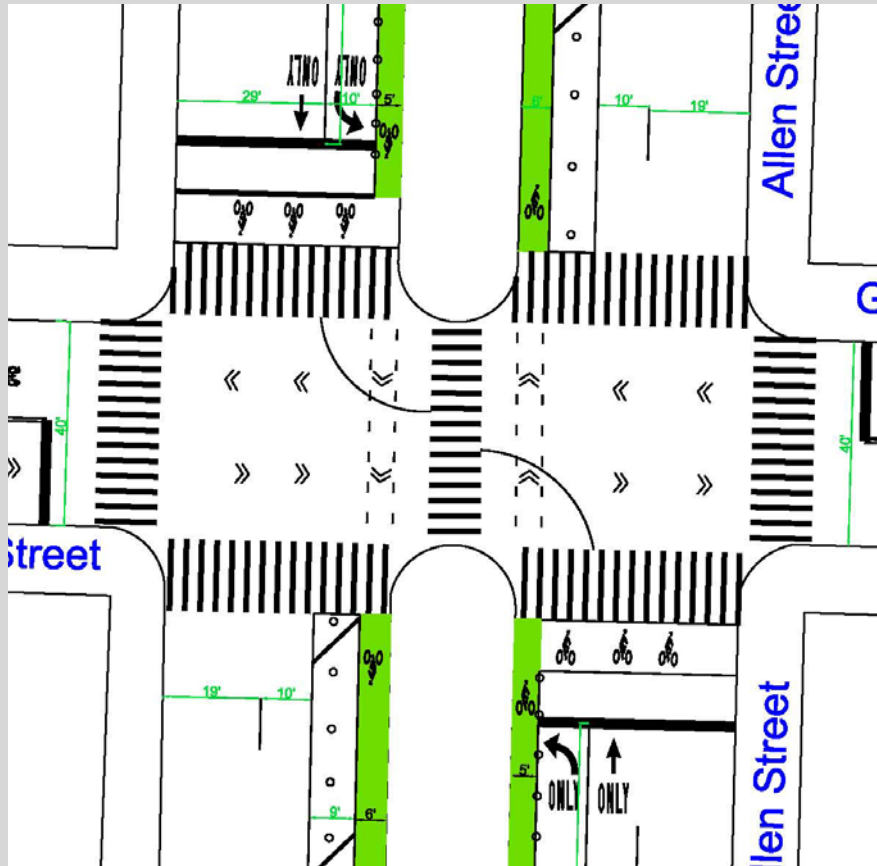


Proposed Operation



# 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



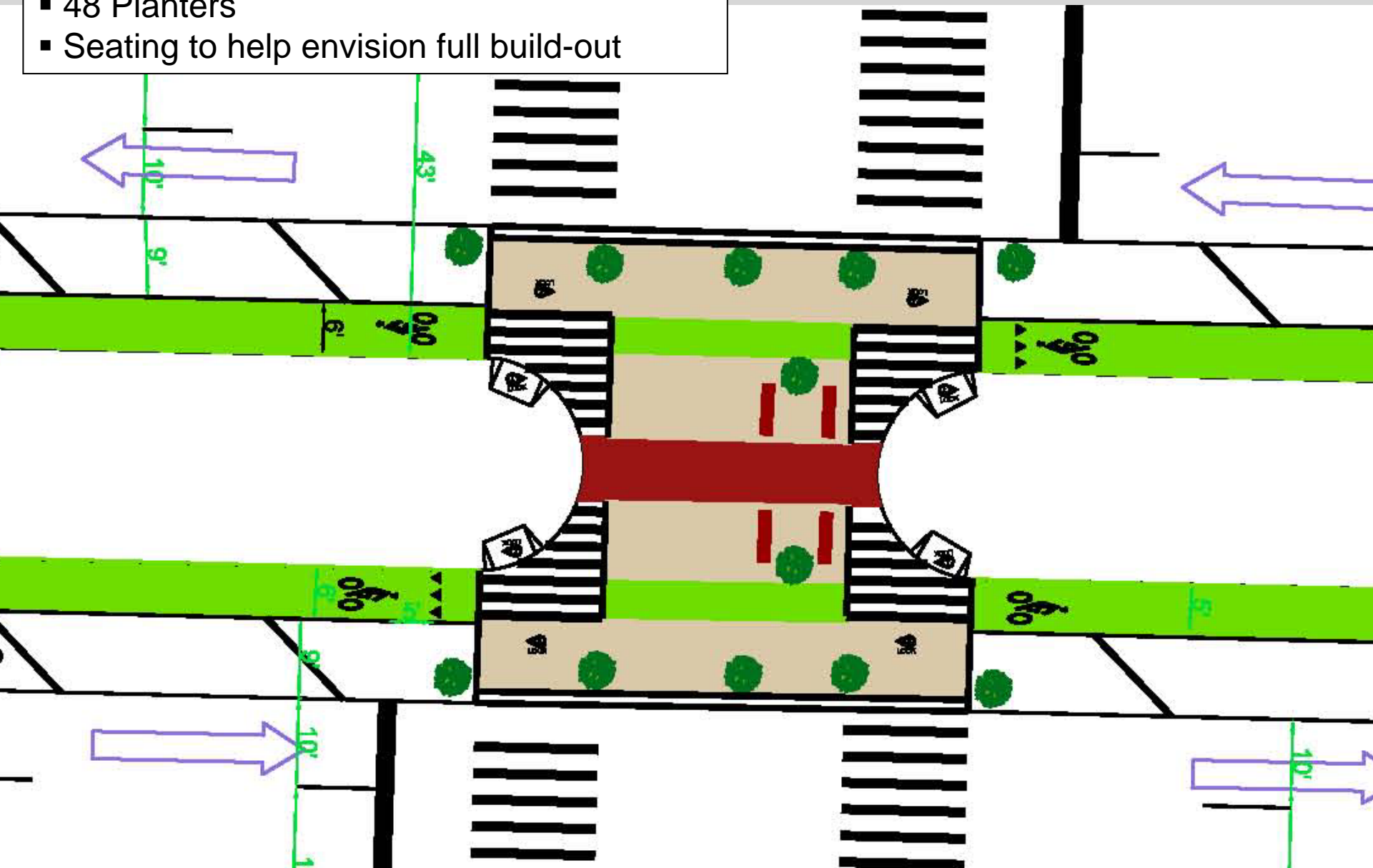
Existing conflicts **ELIMINATED**

- ✗ 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



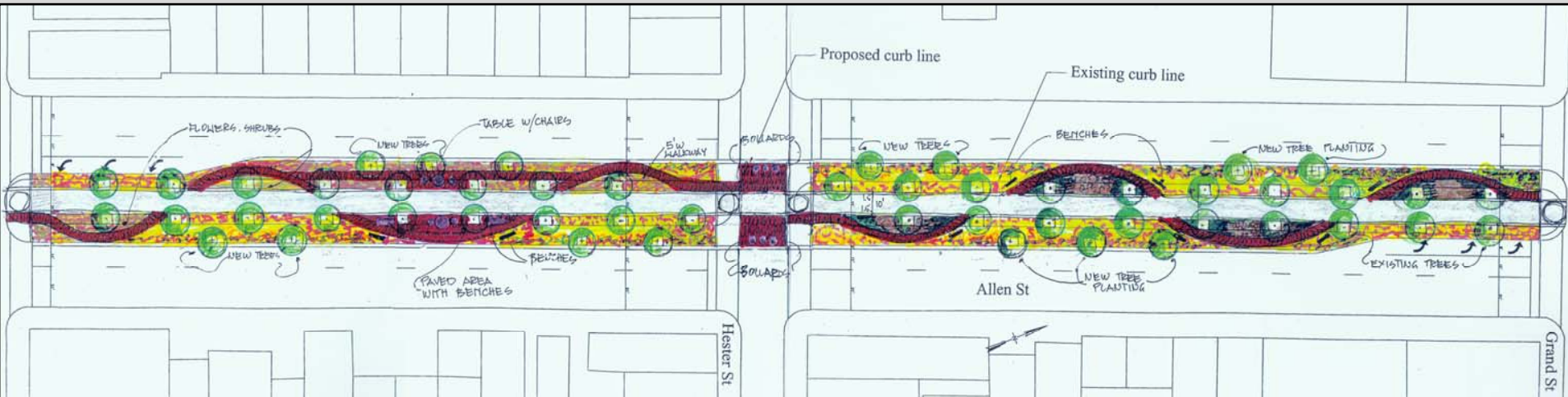
# Interim Test Treatment: Provides a living “vision” that can help attract additional construction funds



- 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

