Allen & Pike Streets

2009 Boulevard Pilot Project:
Modified Proposal Incorporating Community Board 3 Recommendations

NYC Department of Transportation
Traffic Management Division

Pedestrian Projects Group

April 2009
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
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

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

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