
Lighting

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4

Introduction



Standard poles can be painted black, brown, or green, and combined with the Helm or Stad luminaire. Such modifications are considered Standard but they typically require a maintenance agreement. West 15th Street, Manhattan.

About this Chapter

This chapter, which constitutes the current DOT Lighting Catalogue, outlines options for both new and replacement street and pedestrian lighting for New York City streets, pedestrian bridges, walkways, bikeways, plazas, and parks. Streetlights currently installed on the street but not included in this chapter are not permitted in new projects. The streetlights herein meet DOT engineering standards and technical requirements for safety and energy efficiency. Most are appropriate for use in a variety of contexts, pending DOT design review; however, with the city's transition to LED streetlights, some luminaires, such as the Helm and Stad, have been discontinued, and will be reconsidered for use if LED lamps become available.

Selection Criteria

DOT uses guidelines established by the Illuminating Engineering Society of North America (IES) to provide sufficient light intensity and uniformity in the ROW to produce a comfortable and safe street environment. In addition to lighting characteristics, the agency considers the design qualities of poles and luminaires with an eye to maintaining an aesthetically consistent and coherent streetscape within each neighborhood. As part of this effort, the agency does not approve block-by-block variations in types of streetlights.

Streetlight Components

A streetlight comprises three elements: 1) the base (sometimes with a "skirt" that covers the base, for a desired appearance), 2) the pole, and 3) the luminaire, made up of the lamp — i.e., the actual light source — and the fixture, which houses the lamp. The desired aesthetic and engineering outcomes can be achieved by combining poles with a variety of luminaires; acceptable pole-luminaire combinations and options for lamps are described in this chapter.

In some cases, poles, luminaires, and bases are integral to the streetlights. Such streetlights are called "integrated streetlights."

Energy Standards

In order to reduce the city's energy use, DOT is phasing in LED lamps for all streetlights and encourages the use of LED fixtures whenever available.

Engineering Review

In all cases, the suitability of the streetlight for particular street and lighting conditions must be approved by DOT engineers.

Usage Categories

Streetlights and components are categorized as Standard, Distinctive, Historic, and Pilot. DOT maintains equipment in all four categories, and replaces damaged streetlights in kind. The installation of new streetlights as part of a streetscape project is included in that project's budget and implemented by the project contractor. For any such project, an additional 10% of the total number of streetlights in the project must be purchased; DOT stores these extra streetlights and uses them to replace damaged streetlights in the project area.

o Standard

DOT routinely installs and maintains Standard streetlights. The current Standard cobra head luminaires are the 110W maximum Standard LED Luminaires for wider streets and commercial streets; 78W maximum Standard LED Luminaires for residential streets; and 75W maximum park type Standard LED Luminaires for pedestrian lighting. DOT will maintain and replace existing 100W and 150W HPS Cobra Head luminaires for street lighting and 70W and 100W HPS luminaires for pedestrian lighting, but will be replacing them over time with LED luminaires. For street and pedestrian lighting, the Standard light poles are the Davit, the Round, and the Octagonal. The M-2A and the S-1A signal poles are Standard for use at traffic signal locations.

With DOT approval, modifications and alternate combinations of components are possible. Poles can be painted black, brown, or green; and alternate treatments for bases can be used. While such modifications are considered Standard, they typically require a maintenance agreement.

o Distinctive

Any streetlights other than those that are listed as Standard or Historic are considered Distinctive; they are installed as part of streetscape projects — in which case they require Public Design Commission (PDC) approval — or as in-kind replacements for damaged streetlights. DOT is responsible for submitting Distinctive streetlight proposals to PDC on behalf of neighborhood associations and other groups that request the treatments. In preparation for these submittals, DOT works closely with applicants to develop consistent streetlighting plans that are sensitive to local contexts. DOT maintains Distinctive streetlight components unless otherwise stipulated in a maintenance agreement.

o Historic

Historic poles can only be used in Landmarks Preservation Commission (LPC) designated historic districts or in neighborhoods with substantial, intact historic fabric — i.e., three or more contiguous blocks. They require approval for use in historic districts, and PDC approval for use in non-designated areas with substantial, intact historic fabric. The Historic streetlights are currently used with only the LED Teardrop and Shielded Teardrop luminaires, with a 150W LED lamp.

The TBTA pole (4.1.3) is considered Historic when combined with the Teardrop or Shielded Teardrop luminaire. Accordingly, it requires LPC approval in historic districts and PDC approval in non-designated areas with substantial and intact historic fabric.

DOT has transitioned to IES's BUG rating system for streetlighting.

o Pilot

Streetlights in this category are being tested by DOT and are not yet approved for wider use in New York City.

Universal Design

Streetlights and signals at corners must be sited so that they do not obstruct curb ramps, ensuring sufficient access to the sidewalk for all pedestrians, including those using mobility devices. At crossings, the height of Accessible Pedestrian Signals must be reachable by a person using a mobility device, at a preferred height of 42 inches and a maximum height of 48 inches (ADA Accessibility Guides, PROWAG).

Resiliency

Existing foundations at traffic signal locations in certain flood-vulnerable areas will be replaced with coastal storm foundations that incorporate a square concrete pedestal 9 inches in height and 24 inches in width. The 24 inch x 9 inch pedestal will be monolithically poured with the foundation. Raising the base of the traffic signals or street light poles prevents the electrical components of the poles from being submerged in salt water during future flooding events. Additionally, High Density Polyethylene (HDPE) conduit, a more cost-effective material that is not susceptible to corrosion from residual salt water after storm surge events, will replace galvanized steel for all signal and streetlight locations.

4.0 Introduction

Specifications

For design criteria, technical information, finishes, and color specification, refer to DOT's Bureau of Traffic Division of Streetlighting specifications. The latest edition is available for purchase for \$50 from the Office of the Agency Chief Contracting Officer, 55 Water Street, Ground Level, New York NY 10041. For further information, call (212) 839-9435.

BUG Ratings

DOT rates luminaires based on IES's BUG Ratings. The BUG (Backlight, Uplight, and Glare) rating describes the types of stray light escaping luminaires, based on zonal lumen calculations for secondary solid angles established by IES TM-15-11. The BUG system takes into account uplight shielding, glare shielding, and backlight shielding. This system replaces the previously-used IES cutoff rating classifications. **DOT recommends fixtures with a B2-U1-G2 BUG rating.**

Lighting Levels & Uniformity

DOT's lighting-levels and uniformity guidelines are based on those established by the IES Roadway Lighting standard RP-8-14. The current edition of the Illuminating Engineering Society of North America's IESNA Lighting Handbook should be referenced for applicable values of illuminance, luminance, contrast and glare criteria, and color temperatures.

All lighting designs must be reviewed and approved by DOT engineers.

	Average Illuminance	Illuminance Uniformity
Roadways		
Collector*	8-12 lux (.74-1.11 footcandles)	4:1
Local**	6-9 lux (.56-.84 footcandles)	6:1
Intersections		
Collector/Collector	16-24 lux (1.49-2.23 footcandles)	4:1
Collector/Local	14-20 lux (1.30-1.86 footcandles)	4:1
Local/Local	12-18 lux (1.11-1.67 footcandles)	4:1
Plazas, Walkways, & Bikeways	5-10 lux (.46-.93 footcandles)	6:1

*Collector roadways serve motor vehicle traffic between major and local roadways — major roadways being those that serve as the principal network for through traffic. DOT's Lighting Division generally classifies avenues and boulevards as collector roadways

**Local roadways provide direct motor vehicle access to abutting properties. DOT's Lighting Division generally classifies cross streets as local roadways

Luminaires	Standard Poles			Distinctive Poles	
	Davit	Octagonal	Round	Flatbush	TBTA
Standard LED	●	●	●		
Helm	●	●	●	●	
Stad	●	●	●	●	●
Teardrop				●	●
Shielded Teardrop					●

The table above illustrates what pole-luminaire combinations are allowed, though the Helm and Stad luminaires are only eligible for in-kind replacement. Integrated Streetlights are not included.

Notes and Symbols

CCMH	Compact Ceramic Metal Halide lamping. CCMH is a full-spectrum light that can be installed as part of a streetscape project, and is maintained by DOT.
HDG	Hot Dipped Galvanized Steel
HPS	High-Pressure Sodium
IES	Illuminating Engineering Society of North America
IES Type	IES classification of lighting based on its photometric properties. Five types are relevant to the city's streetlights: I, II, III, IV, and V.
LED	Light-Emitting Diode. DOT is phasing in LEDs that produce white, full-spectrum light.
SS	Standard Streetlight: Standard pole (Davit, Round, or Octagonal), standard luminaire (Standard LED Luminaire), or standard pole and luminaire (Standard LED Luminaire on Round, Octagonal, or Davit)
W	Watts
\$	Costs: Shown for each pole or luminaire as a \$ symbol, representing relative costs compared to the Standard Streetlight (SS). A scale of one to five \$ symbols is used rather than specific monetary amounts because actual costs are subject to change.

Poles

Davit, Round, & Octagonal Poles

Usage: Standard

Applications

Streetlight Pole:

- Streets and highways
- Single and twin mounting

Pedestrian Pole:

- Parks, plazas, esplanades, pedestrian bridges, walkways, and bikeways

Luminaires

Standard LED Luminaire (Standard)

HPS Cobra Head (being replaced by Standard LED Luminaire)

Helm (in-kind replacement only)

Stad (in-kind replacement only)

Material/Color

HDG Steel/silver (street)—black, brown, and green are also allowed but require a maintenance agreement

Aluminum/silver (highway)

Cost Compared to SS

The Davit, Octagonal, and Round Poles are Standard poles

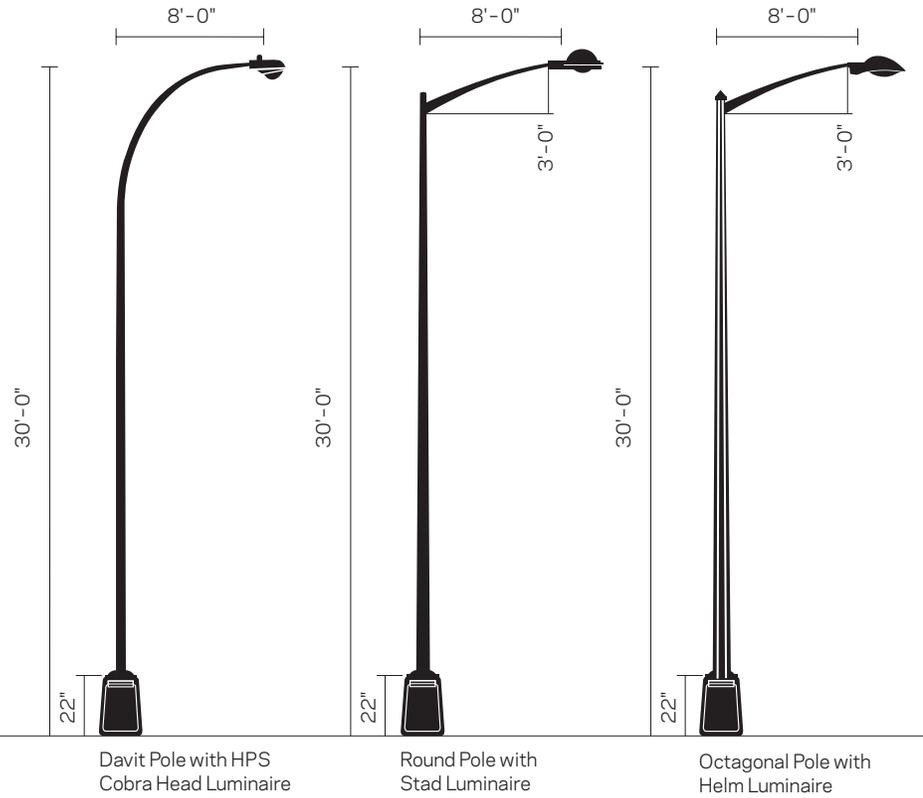
Each of the Standard poles, combined with the Standard LED Luminaire, constitutes a Standard Streetlight. The Standard poles can also hold other luminaires. The Davit is DOT's preferred Standard pole with the Round and Octagonal used for in-kind replacement.



Octagonal pole with HPS Cobra Head luminaire: Pearl Street, Manhattan

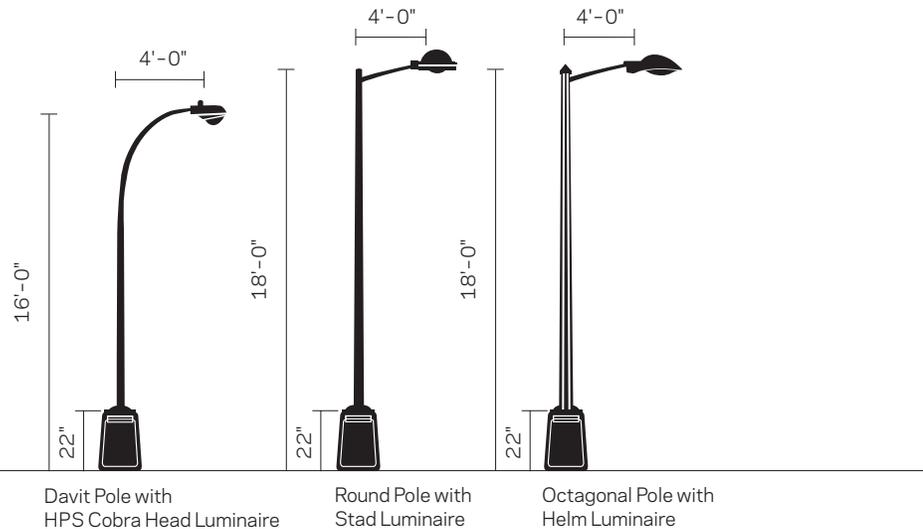
Standard Poles with Various Luminaires

The three luminaires shown here are not being employed in new projects. The Helm and Stad luminaires are eligible for in-kind replacement, and may be considered in the future if versions with LED lamps become available.



Standard Pedestrian Poles with Various Luminaires

The three luminaires shown here are not being employed in new projects. The Helm and Stad luminaires are eligible for in-kind replacement, and may be considered in the future if versions with LED lamps become available.



Flatbush Avenue Pole

The Flatbush Avenue pole was first installed in 1988 on Flatbush Avenue in Brooklyn. Its post-modern design is appropriate for areas with historic character.

Usage: Distinctive

Applications

- Commercial and residential streets
- Single or twin mounting (center medians)
- Streets with roadway width of 36 feet or more

Luminaires

- Teardrop (LED) and Shielded Teardrop (LED)
- Helm (in-kind replacement only)
- Stad (in-kind replacement only)

Material/Color

Fabricated steel pole/black, brown, and green

Cost Compared to SS

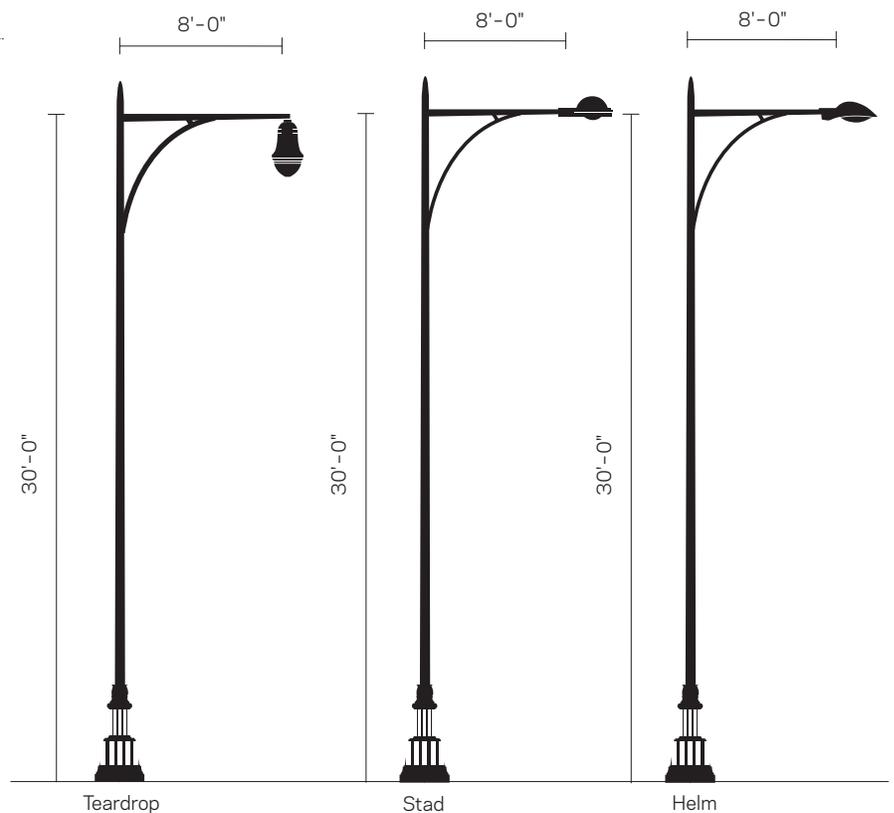
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Flatbush pole and Historic Teardrop luminaire: 49th Street, Queens

Flatbush Avenue Pole with Various Luminaires

The Teardrop (LED) and Shielded Teardrop (LED) are acceptable for combination with the Flatbush Avenue Pole. The Helm and Stad luminaires are eligible for in-kind replacement, and may be considered in the future if versions with LED lamps become available.



TBTA Pole

Usage: Distinctive

The TBTA (Triboro Bridge Tunnel Authority) pole was introduced in the 1950s for mid-twentieth-century bridge construction projects such as the Robert F. Kennedy Bridge (formerly the Triboro Bridge). The TBTA replaced wooden lamp posts that lit parkways during the 1920s and '30s. The Teardrop and Shielded Teardrop luminaires combine with the TBTA pole to produce a historic quality.

Applications

Streetlight Pole:

- Commercial and residential streets
- Single or twin mounting
- Streets with roadway width of 36 feet or more

Pedestrian Pole:

- Parks, plazas, esplanades, pedestrian bridges, walkways, and bikeways

Luminaires

Teardrop (LED) and Shielded

Teardrop (LED) (historic districts only)

Stad (in-kind replacement only)

Material/Color

Fabricated steel pole/black, brown, and green

Cost Compared to SS

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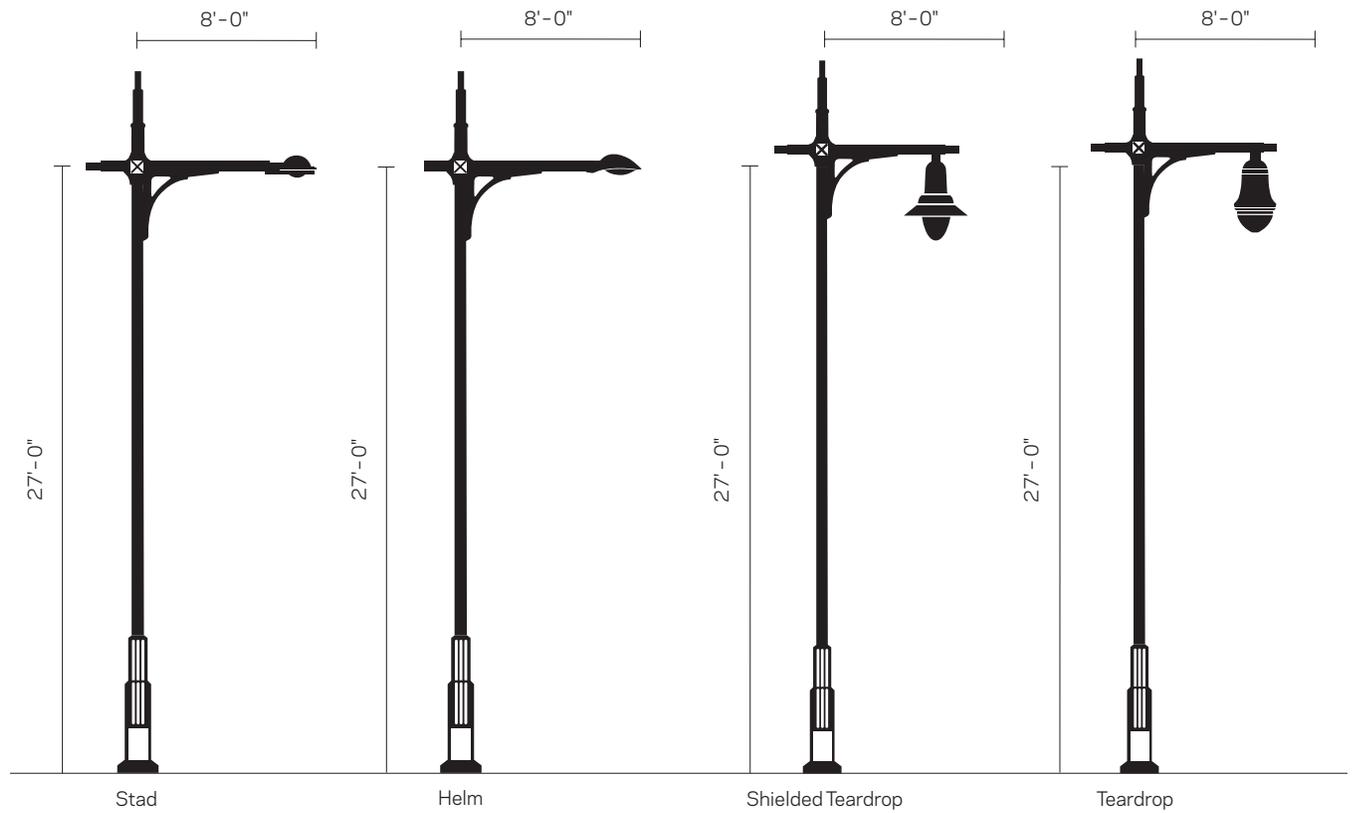
TBTA pole with Historic Shielded Teardrop luminaires: 40th Street, Manhattan



TBTA pole with Historic Shielded Teardrop luminaire: Hudson River Park, Manhattan

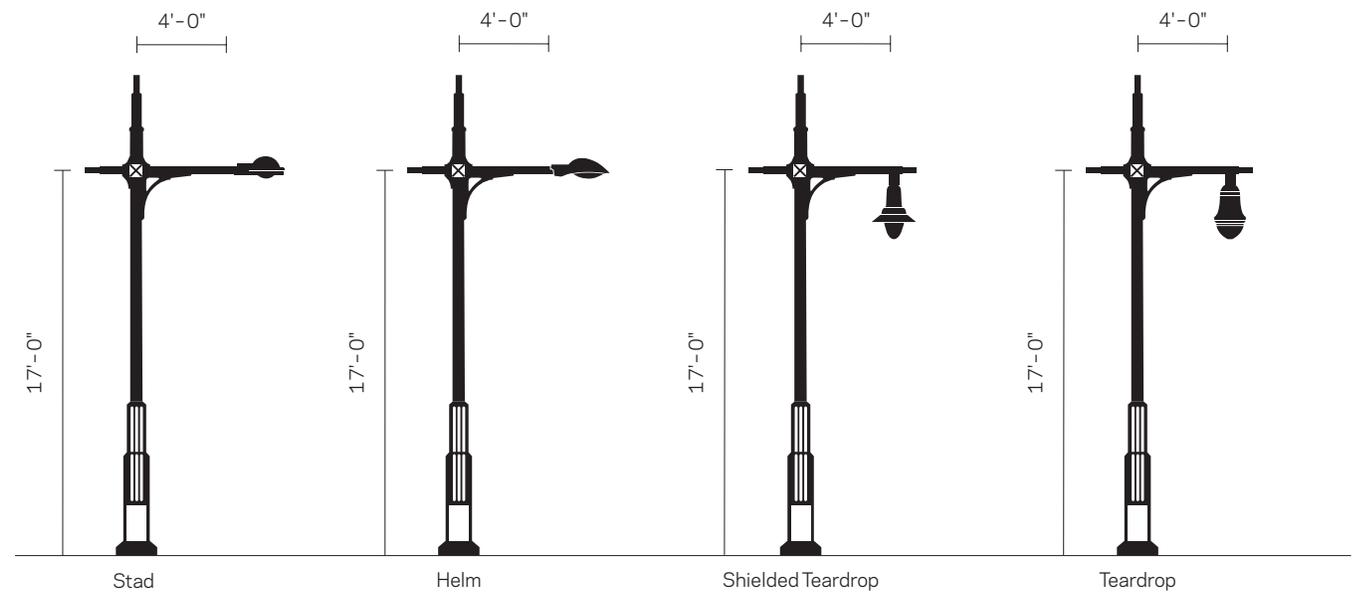
TBTA Pole with Various Luminaires

The Teardrop (LED) and Shielded Teardrop (LED) are acceptable for combination with the TBTA Pole. The Stad and Helm luminaires are eligible for in-kind replacement, and may be considered for new applications if versions with LED lamps become available.



TBTA Pedestrian Pole with Various Luminaires

The Teardrop (LED) and Shielded Teardrop (LED) are acceptable for combination with the TBTA Pedestrian Pole. The Stad and Helm luminaires are eligible for in-kind replacement, and may be considered for new applications if versions with LED lamps become available.



Luminaires

HPS Cobra Head

The HPS Cobra Head luminaire is being phased out and replaced by the Standard LED Luminaire, see STANDARD LED LUMINAIRE (4.2.2)

Usage: Discontinued

Applications

Street light: Streets and highways; single or twin mounting

Pedestrian light: Parks, esplanades, pedestrian bridges, walkways, ramps, under elevated trains, and bikeways; single mounting only

Lamp/Optics

Road:

- 100W HPS, IES Type I
- 150W HPS, IES Type II

Pedestrian:

- 70W and 100W HPS, IES Type I

Cost Compared to SS

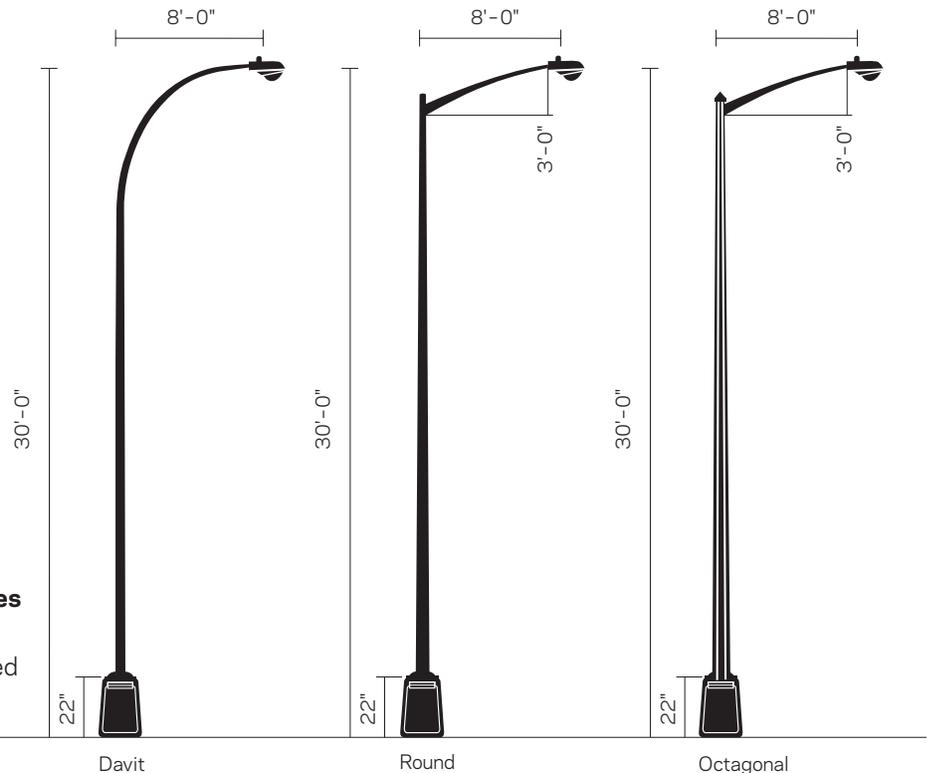
\$



HPS Cobra Head luminaire on twin Davit pole: West Houston Street, Manhattan

HPS Cobra Head with Standard Poles

Poles shown here are the standard poles provided, tested, and maintained by DOT.



Standard LED Luminaire

Usage: Standard

Applications

Street light: Streets and highways; single or twin mounting

Pedestrian light: Parks, esplanades, pedestrian bridges, walkways, ramps, under elevated trains, and bikeways; single mounting only

Lamp/Optics

Wide Roadway/Commercial Area:

- 110W maximum LED
- IES Type I

Residential Street:

- 78W maximum LED
- IES Type I

Pedestrian:

- 75W maximum LED
- IES Type II or III

Cost Compared to SS

The Standard LED Luminaire is the SS



Standard LED Luminaire on Flushing Meadows Pole: Putnam Plaza, Brooklyn

DOT is phasing in the 110W and 78W Standard LED Luminaires for wide roadways and residential streets, respectively. Their full-spectrum, white light substantially improves visibility and clarity. The Standard LED Luminaire is considered to have a Cobra Head fixture.



Standard LED Luminaire on green Park Pole: Central Park, Manhattan

Helm Luminaire

Usage: In-Kind Replacement

Applications

Commercial districts (in-kind replacement only)

Lamp/Optics

90W and 140W CCMH

Curved sag glass optics

IES Type II or III

Cost Compared to SS

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An LED Helm luminaire is not currently available. The Helm luminaire is no longer permitted for new applications, but may be replaced in kind.

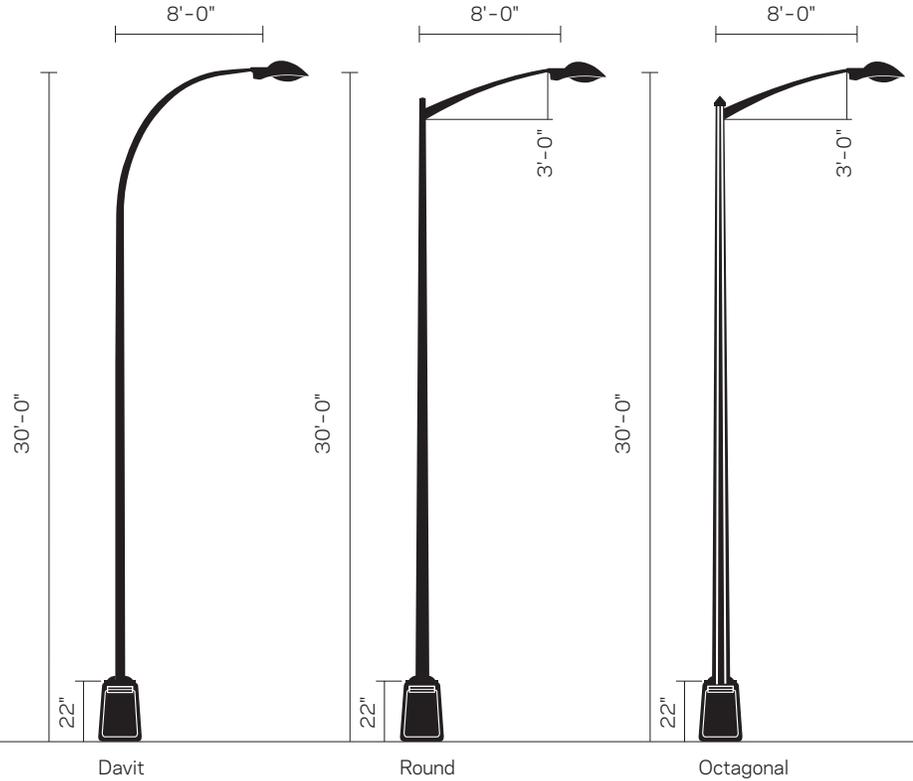


Helm luminaire on Davit pole: Flatbush Avenue, Brooklyn

Helm with Standard Poles

Standard poles are provided and maintained by DOT.

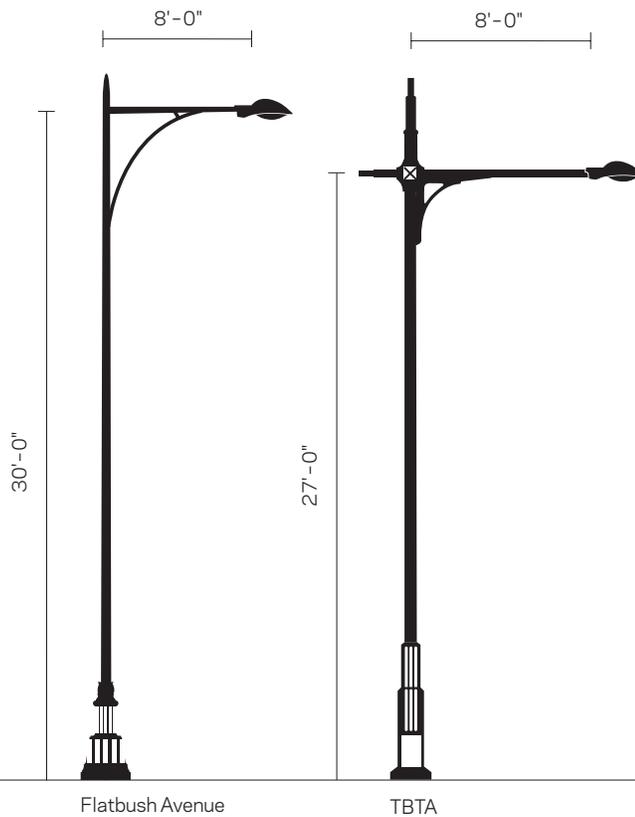
Helm luminaires on standard poles are eligible for in-kind replacement, and may be considered for new applications if a version of the luminaire using LED lamps becomes available.



Helm with Distinctive Poles

Distinctive poles require additional funding.

Helm luminaires on distinctive poles are eligible for in-kind replacement, and may be considered for new applications if a version of the luminaire using LED lamps becomes available.



Stad Luminaire

An LED Stad luminaire is not currently available. The Stad luminaire is no longer permitted for new applications, but may be replaced in kind.

Usage: In-Kind Replacement

Applications

Commercial districts (in-kind replacement only)

Pedestrian luminaires: Parks, plazas, esplanades, pedestrian bridges, walkways, and bikeways (in-kind replacement only)

Single or twin mounting

Lamp/Optics

Road: 90W and 140W CCMH

Pedestrian: 60W and 90W CCMH

Sag or flat lens optics

IES Type II or III

Cost Compared to SS

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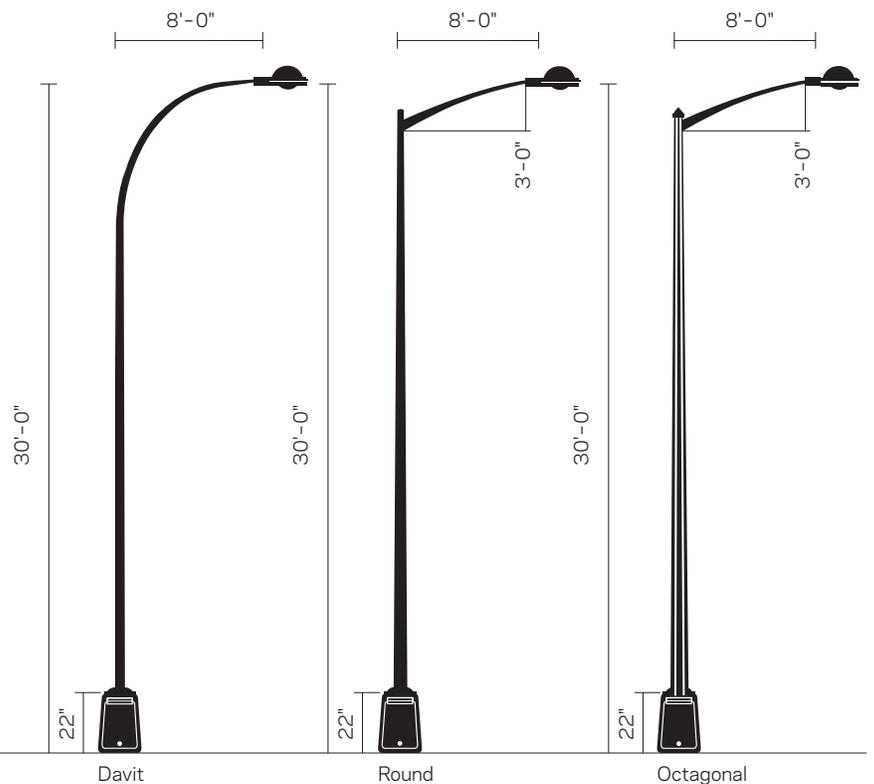
Stad with Standard Poles

Standard poles are provided and maintained by DOT.

Stad luminaires on standard poles are eligible for in-kind replacement, are eligible for in-kind replacement, and may be considered for new applications if a version of the luminaire using LED lamps becomes available.



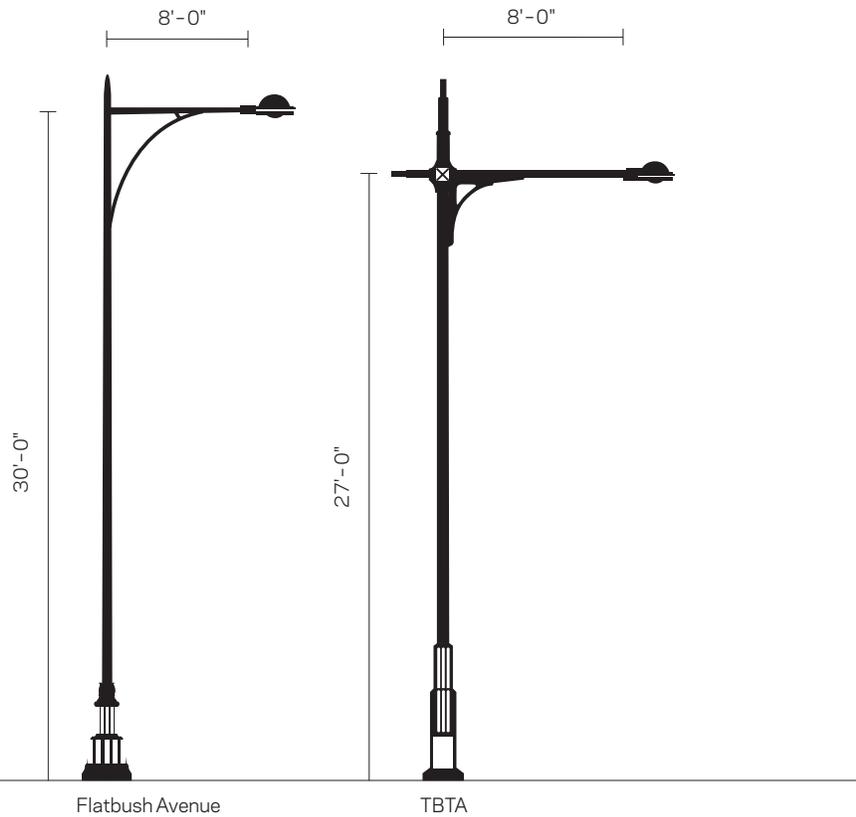
Stad luminaires on TBTA pole: Robert F. Kennedy Bridge, Manhattan



Stad with Distinctive Poles

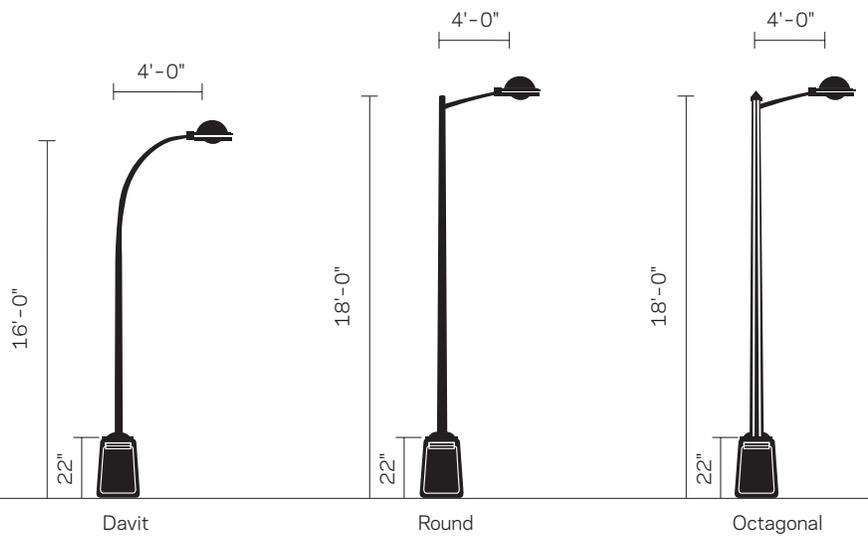
Distinctive poles require additional funding.

Stad luminaires on distinctive poles are eligible for in-kind replacement, and may be considered for new applications if a version of the luminaire using LED lamps becomes available.



Stad with Standard Pedestrian Poles

Stad luminaires on standard pedestrian poles are eligible for in-kind replacement, and may be considered for new applications if a version of the luminaire using LED lamps becomes available.



Teardrop & Shielded Teardrop Luminaires

The Teardrop and Shielded Teardrop luminaires are intended for use in historic districts and are allowed in areas with substantial, intact historic fabric. DOT is replacing existing 250W HPS Teardrops and Shielded Teardrops with 150W and 100W LED versions of these luminaires.

Usage: Historic

Applications

Selected historic districts

Lamp/Optics

150W or 100W LED

IES Type III or V

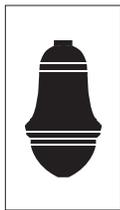
Cost Compared to SS

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LED Teardrop Luminaire

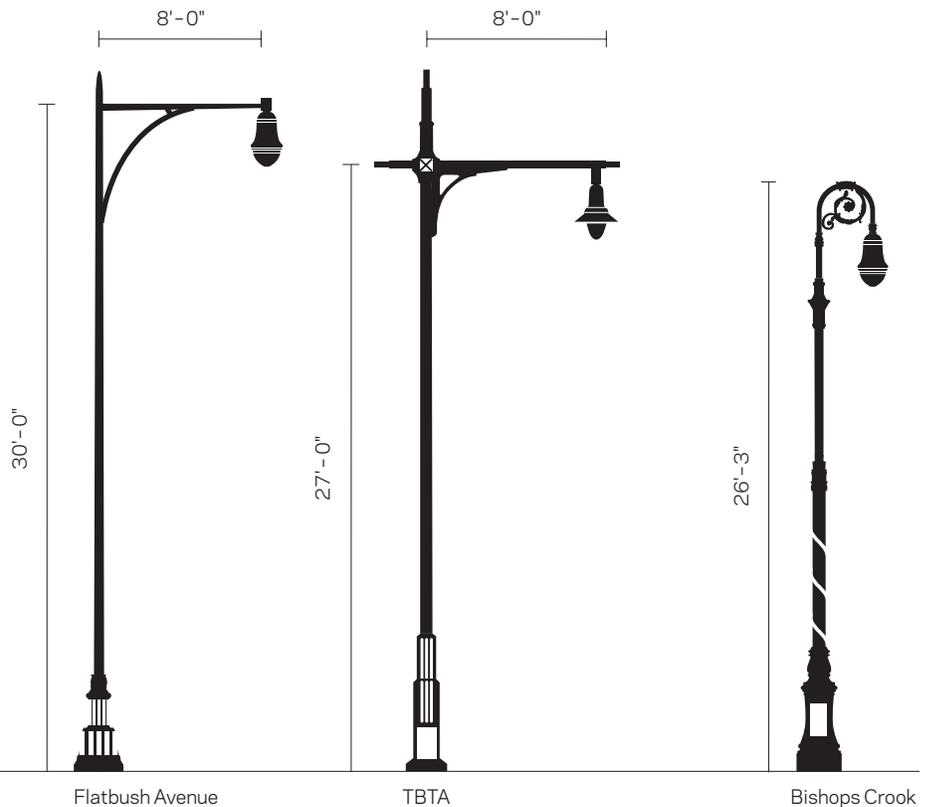
Historic Luminaires with Various Poles



Teardrop



Shielded Teardrop



Integrated Streetlights

Alliance Luminaire & Pole

The Alliance streetlight was originally introduced in Lower Manhattan by the Downtown Alliance business improvement district. The streetlight is a contemporary alternative to the standard poles with the Standard LED Luminaire, at an additional cost.

Usage: Distinctive

Applications

- Commercial districts
- Roadways with widths of 36 feet or more

Lamp/Optics

- 100W and 150W HPS
- IES Type II or III

Material/Color

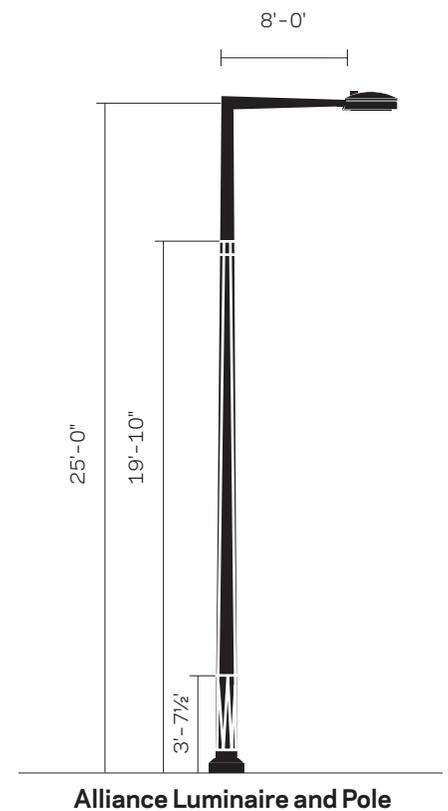
- Steel/silver and black

Cost Compared to SS

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Alliance luminaire and pole:
Murray Street, Manhattan



Bishops Crook Luminaire & Pole

Usage: Historic

The Bishops Crook was the first of a number of decorative street lights to be introduced as early as 1900 on narrow city streets. Bracket versions of the Bishops Crook were also attached to the facades of buildings. The reproduction of the Bishops Crook was introduced in 1980 at Madison Avenue and 50th Street outside the Helmsley Palace Hotel (now the New York Palace Hotel).

Applications

- Selected historic districts, per LPC approval
- Streets with roadway width of 36 feet or less

Lamp/Optics

- 155W maximum LED Teardrop: IES Type III or V
- 155W maximum LED Shielded Teardrop: IES Type III or V

Material/Color

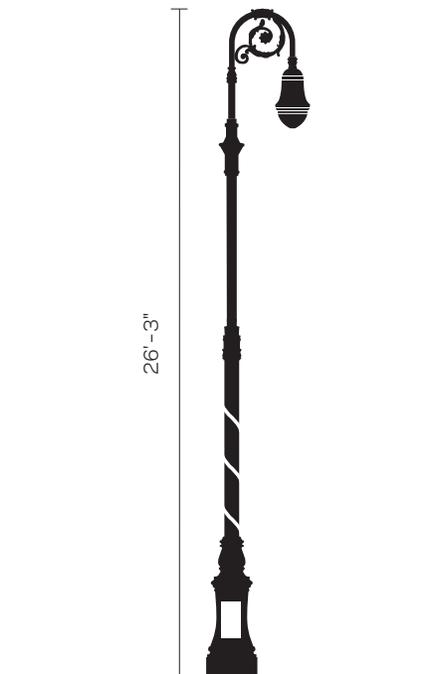
Ductile iron pole/black, brown, and green

Cost Compared to SS

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Historic Bishops Crook luminaire and pole: Nassau Street, Manhattan



Bishops Crook Luminaire and Pole

City Light Luminaire & Pole

Usage: Distinctive

Applications

Commercial or residential districts

Lamp/Optics

100W LED: IES Type II

Material/Color

Aluminum/silver

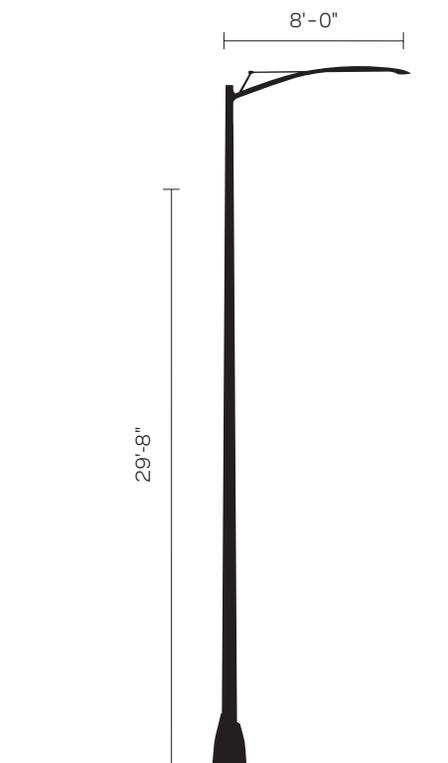
Cost Compared to SS

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An international design competition to develop a new streetlight for New York City was held in 2004. The City Light design was selected as the winning entry. The City Light offers the most contemporary look in DOT's lighting catalogue.



City Light luminaire and pole: Warren Street, Manhattan



City Light Luminaire and Pole

Flushing Meadows Luminaire & Pole

Usage: Distinctive

Applications

Parks, plazas, esplanades, pedestrian bridges, walkways, and bikeways

Lamp/Optics

75W LED

IES Type III or V

Flushing Meadows Head

Material/Color

Steel/black, brown, green, and silver

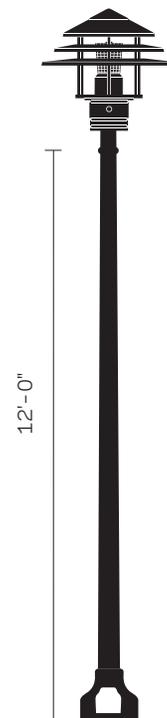
Cost Compared to SS

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The Flushing Meadows integrated pedestrian light was first installed in 2004 by the Department of Parks and Recreation in Canarsie Park in Brooklyn. The pole is now installed in many city parks, plazas, and along walkways and bikeways. DOT is currently testing this pole with other luminaires for pedestrian plazas.



Flushing Meadows luminaire and pole:
46th Street, Queens



Flushing Meadows Luminaire and Pole

Type B Luminaire & Pole

Usage: Distinctive

Applications

Parks, plazas, esplanades, pedestrian bridges, walkways, and bikeways

Lamp/Optics

75W LED

IES Type V

Material/Color

Ductile iron pole/black, brown, or green

Cost Compared to SS

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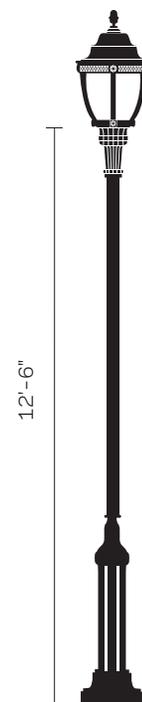
The Type B integrated pedestrian light was originally introduced in 1911 by designer Henry Bacon for the Central Park Mall and later installed in other city parks. This version of the fixture was developed in the late twentieth century. Type B luminaires with HPS lamps are being phased out and replaced with LED luminaires. This pole is a more traditional design for pedestrian areas such as parks and plazas.



Type B luminaire and pole with LED lamp



Type B luminaire and pole with LED lamp



Type B Luminaire and Pole

Type F Luminaire & Pole

Usage: Historic

The Type F pole, originally known as the Reverse Scroll Bracket, was developed in 1913 and installed on narrow streets downtown on Seventh Avenue. Bracket versions of the Reverse Scroll were also attached to the facades of buildings. The reproduction of the Reverse Scroll was introduced in the late twentieth century as the Type F pole.

Applications

- Selected historic districts
- Streets with roadway width of 36 feet or less
- Single or twin mounting

Lamp/Optics

- 100W LED Teardrop luminaire
- IES Type III or V

Material/Color

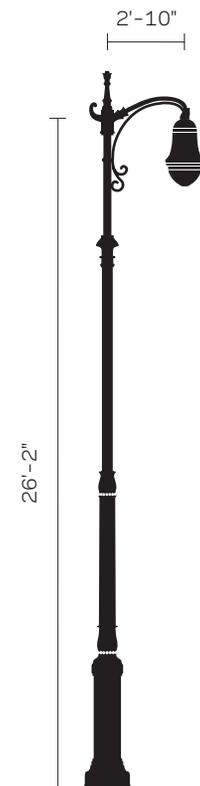
- Ductile iron pole/black, brown, and green

Cost Compared to SS

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Historic Type F luminaire and pole:
East 8th Street, Manhattan



Historic Type F Luminaire and Pole

Type M Luminaire & Pole

Usage: Historic

The Type M pole, originally known as the Mast-Arm post, was introduced in 1908 for wide streets at corners on Broadway north of Columbus Circle and on Seventh Avenue north of Central Park. Bracket versions of the Mast-Arm were also attached to the facades of buildings. The reproduction of the Mast-Arm was introduced in the late twentieth century as the Type M pole.

Applications

- Selected historic districts
- Streets with roadway width of 36 feet or more
- Single or twin mounting

Lamp/Optics

- 155W maximum LED Teardrop luminaire
- IES Type III or V

Material/Color

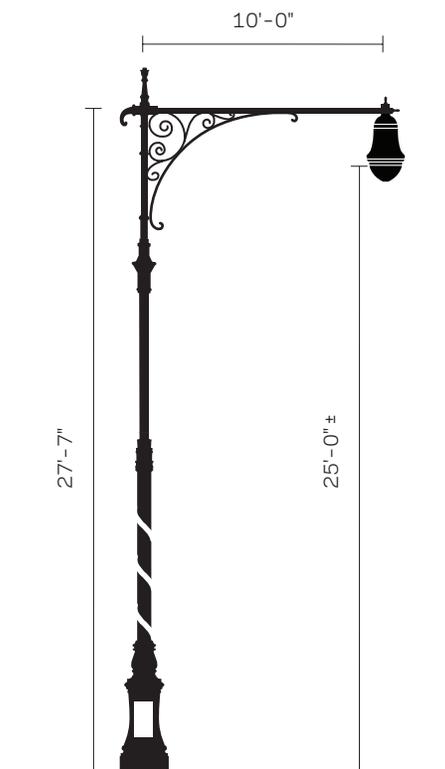
- Ductile iron pole/black, brown, and green

Cost Compared to SS

\$\$\$\$\$



Historic Type M luminaire and pole:
West 11th Street, Manhattan



Historic Type M Luminaire and Pole

World's Fair Luminaire & Pole

The World's Fair pedestrian light was first installed in 1964 during the World's Fair held in Flushing Meadows Park in Queens. The pole is now installed in many city parks, in plazas, and along walkways and bikeways.

Usage: Distinctive

Applications

Parks, plazas, esplanades, pedestrian bridges, walkways, and bikeways

Lamp/Optics

Type 2085 fixture

75W LED

100W and 150W HPS

IES Type V

Material/Color

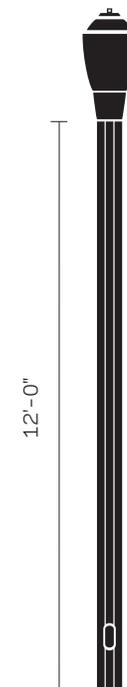
Steel/black, brown, or green

Cost Compared to SS

\$



World's Fair luminaire and pole:
Battery Park, Manhattan



World's Fair Luminaire and Pole

4.4 Signal Poles

Type M-2A Signal Pole

Usage: Standard

Introduced in 1964 as the M-2, the octagonal M-2A traffic signal pole is standard for use at all traffic signal locations. It can be mounted on a 9-inch concrete cylinder to provide necessary clearance or to avoid moisture in the base. A 5-foot mast-arm extension can be used to bring the signal farther out over the roadway, if necessary.

With a 5-foot 6-inch shaft extension, the M-2A can be used to hold a standard streetlight arm and a luminaire. It can also be made to resemble nearby Bishops Crook, Type F, or Type M poles when paired with the Type M skirt and a matching arm and luminaire.



Type M-2A signal pole with HPS Cobra Head luminaire: Murray Street, Manhattan

Applications

Holds signals and/or signs

Single or double mounting

Two M-2A poles per intersection, diagonally opposite from each other

Sometimes mounted on 9-inch concrete cylinder to provide necessary clearance or avoid moisture in the base

5-foot 6-inch shaft extension provides necessary clearance or holds a luminaire, if necessary

5-foot mast-arm extension to hold signal farther out over the roadway, if necessary

Can be retrofitted to resemble nearby Bishops Crook, Type F, or Type M light poles

Luminaires

Standard LED Luminaire (Standard)

Stad (Distinctive, in-kind replacement only)

Helm (Distinctive, in-kind replacement only)

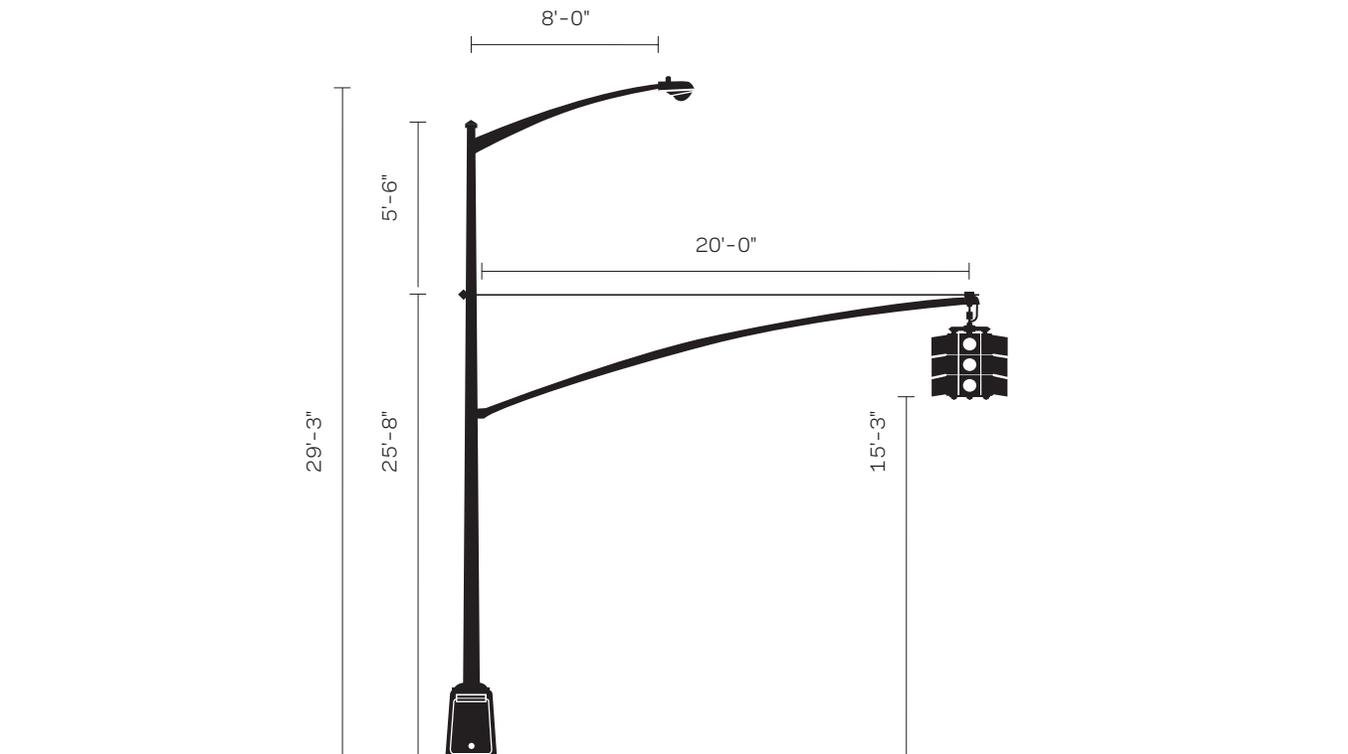
Teardrop (Historic)

Material/Color

H.D.G. Steel/silver, black, brown, or green



Type M-2A signal pole with Historic Bishops Crook arm: Foley Square, Manhattan



Type M-2A Signal Pole with HPS Cobra Head Luminaire

Type S-1A Signal Pole

Introduced as the S-1 in 1965, the round S-1A signal pole holds pedestrian signals at corners where an M-2A signal pole or a light pole is not necessary. It also holds traffic signals on medians and traffic islands.

Usage: Standard

Applications

Holds pedestrian and/or traffic signals

Luminaires

This pole does not hold a luminaire

Material/Color

H.D.G. Steel/silver, black, brown, or green



Type S-1A signal pole with a pedestrian signal: Hoyt Street, Brooklyn

Alliance Signal Pole

Usage: Distinctive

Applications

Intersections

Lamp/Optics

100W HPS or 150W CCMH

Material/Color

H.D.G. steel/silver and black

The Alliance streetlights were introduced in the Lower Manhattan financial district by the Alliance for Downtown New York business improvement district. The signal pole can be used as a contemporary alternative to the standard M-2A signal pole in conjunction with nearby Alliance streetlights, but at an additional cost.



Alliance signal pole and luminaire: Murray Street, Manhattan