COMMUNITY BOARD #3

DELANCEY STREET SAFETY IMPROVEMENTS
DELANCEY STREET/ BOWERY/ CLINTON STREET

PROJECT ID: HWM2025
BOROUGH OF MANHATTAN

JUNE 2023
(UPDATE FROM NOVEMBER 2021)
PROJECT LOCATION

DELANCEY STREET

• 2,500 LF (approximately ½ mile)
• Delancey Street from Bowery to Clinton Street
• Additional section on Ridge Street from Delancey Street to Rivington Street
EXISTING CONDITIONS
EXISTING CONDITIONS
CHANGES ALREADY MADE

NYCDOT Interim Design

- Marked one way Bike Lane from Chrystie Street to Allen Street
- Concrete Protected Median at Delancey Street and Allen Street
- Two-way protected bike lane from Allen Street to Williamsburg Bridge Entrance
- Painted curb extensions at some locations
PROPOSED IMPROVEMENTS

BOWERY TO CLINTON STREET

- New curb, sidewalk and roadway
- Dedicated bicycle lanes
- New tree plantings
- New traffic signals and street lighting
- Replacement of watermains
- Repair and replacement of sewers
PROPOSED IMPROVEMENTS

CHRISTIE STREET TO ALLEN STREET

• Sidewalk improvements and extensions including neck-outs
• Widening of the center medians
• Install a dedicated, raised one-way bicycle lane (eastbound) adjacent to the median
PROPOSED IMPROVEMENTS

ALLEN STREET TO SUFFOLK STREET

- Sidewalk improvements and extensions including neck-outs
- Expanding pedestrian space along the median tips
- Install a dedicated, protected two-way bicycle lane adjacent to the median
PROPOSED IMPROVEMENTS

- Expanded Median from Suffolk Street to Clinton Street
PROPOSED IMPROVEMENTS

- Expanded Median from Suffolk Street to Clinton Street
PROPOSED IMPROVEMENTS

• Expanded Median from Suffolk Street to Clinton Street
PROPOSED MATERIALS PALETTE

SITE FURNISHINGS

BACKED & BACKLESS CITYBENCH
CITYRACK BIKE RACK CAST METAL
TRASH RECEPTACLE BOTTLE RECYCLING RECEPTACLE
WALKNYC SIGN
PROPOSED IMPROVEMENTS

BICYCLE BARRIER WALL

BICYCLE BARRIER RAILING

BIKE PUMP/MAINTENANCE STATION
PROPOSED IMPROVEMENTS

PROPOSED MATERIALS PALETTE

PAVING

- DOT STANDARD PIGMENTED CONCRETE WITH EXPOSED LIGHT COLORED AGGREGATE
- DOT STANDARD DARK PIGMENTED CONCRETE
- DOT STANDARD UMPIGMENTED CONCRETE
- RAISED PLANTER / SKATE STOP CONCRETE WITH NOTCHES
- DOT STANDARD PAINTED GREEN ASPHALT
- TRAPEZOIDAL DELINEATORS
- RED DETECTABLE WARNING STRIP
PROPOSED IMPROVEMENTS

• Rendering Looking West Towards Suffolk Street
PROPOSED IMPROVEMENTS

- Rendering Looking East Towards Williamsburg Bridge
PROPOSED IMPROVEMENTS
(DEP UTILITY WORK)

- Replacement of aging water main
  - Existing water mains in some blocks are 100+ years old

- Replacement and repair of sewer pipes and manholes
  - A TV inspection was performed to investigate the existing conditions of the sewer pipes
  - All broken and deficient pipes will be repaired or replaced
COMMUNITY IMPACTS DURING CONSTRUCTION

• Roadway lane closures
• Temporary loss of parking
• Temporary relocation of bus stops
• Watermain shut-downs
• Night-time and weekend hours for construction may be necessary for certain type of work
COMMUNITY LIAISON INVOLVEMENT

Keeping You Informed.

The CCL addresses concerns, responds to inquiries, attends meetings as needed, as well as distributes project related materials to keep the community informed and notified.
COORDINATION WITH OTHER NEARBY PROJECTS

• Williamsburg Bridge Rehabilitation Project
• Essex Crossing Expanded Sidewalk/Pedestrian Plaza
• NYC Transit Project at Forsyth Street
This project will be funded through a combination of City and Federal Funds. City has received the following federal funds for construction:

- TAP: $5,000,000
- HSIP: $5,750,000
- SS4A: $18,561,306

Project Funding

Estimated Cost

- NYCDOT Work: $34 M
- NYCDEP Work: $7.6 M
- Construction Management: $12.5 M
SCHEDULE

November 2021 – Community Board #3 Presentation Update

October 2023 – Anticipated Design Completion

Summer 2024 – Anticipated Construction Start

Summer 2028 – Anticipated Construction Completion
Q: The community would like the City to investigate the feasibility of installing a two-way (preferably protected) bike lane for the entire corridor from Bowery to the Williamsburg Bridge. If the NYC DOT Bike Group could weigh in on bigger picture plans in the near and distant future for this location the community would appreciate feedback.

A: The City will continue to explore two-way connections between the Williamsburg Bridge and Bowery, this project does not preclude a future two-way bike connection. The Bicycle Unit is investigating extending Houston St protected bike lanes further west, and increasing cyclist capacity and improving bus travel time on 2nd Ave.

Q: The community inquired about protection measures for pedestrians in the expanded median at the two-way bicycle crossing.

A: The project will rebuild all the medians and sidewalks along the corridor to conform with ADA standards. The plan will build-up the median pedestrian space to sidewalk height, creating a 7” curb separating pedestrians on the median from bicycles. The project will also install a new ADA compliant pedestrian crossing of the two-way bike lane between Clinton St and Suffolk St. Lastly, signals and signage will be updated along the corridor as part of the capital project.
Q: Would NYC DOT consider installing bike-calming features such as rumble strips?

A: Yes, DOT will work with the DDC to incorporate.

Q: The community inquired about protection along the single bike lane (from Chrystie to Allen), something more robust than a mountable curb or plastic delineators, to deter pedestrians from accessing the bike path and provide better protection to cyclists from vehicles.

A: The mountable curb design between Chrystie and Allen provides flexibility for cyclists. In the event a cyclist rolls off the grade-separated portion they can roll back up the curb and rejoin the path. NYC DOT is currently testing new barrier materials. We will monitor this location post-implementation and make adjustments, if necessary.
THANK YOU