

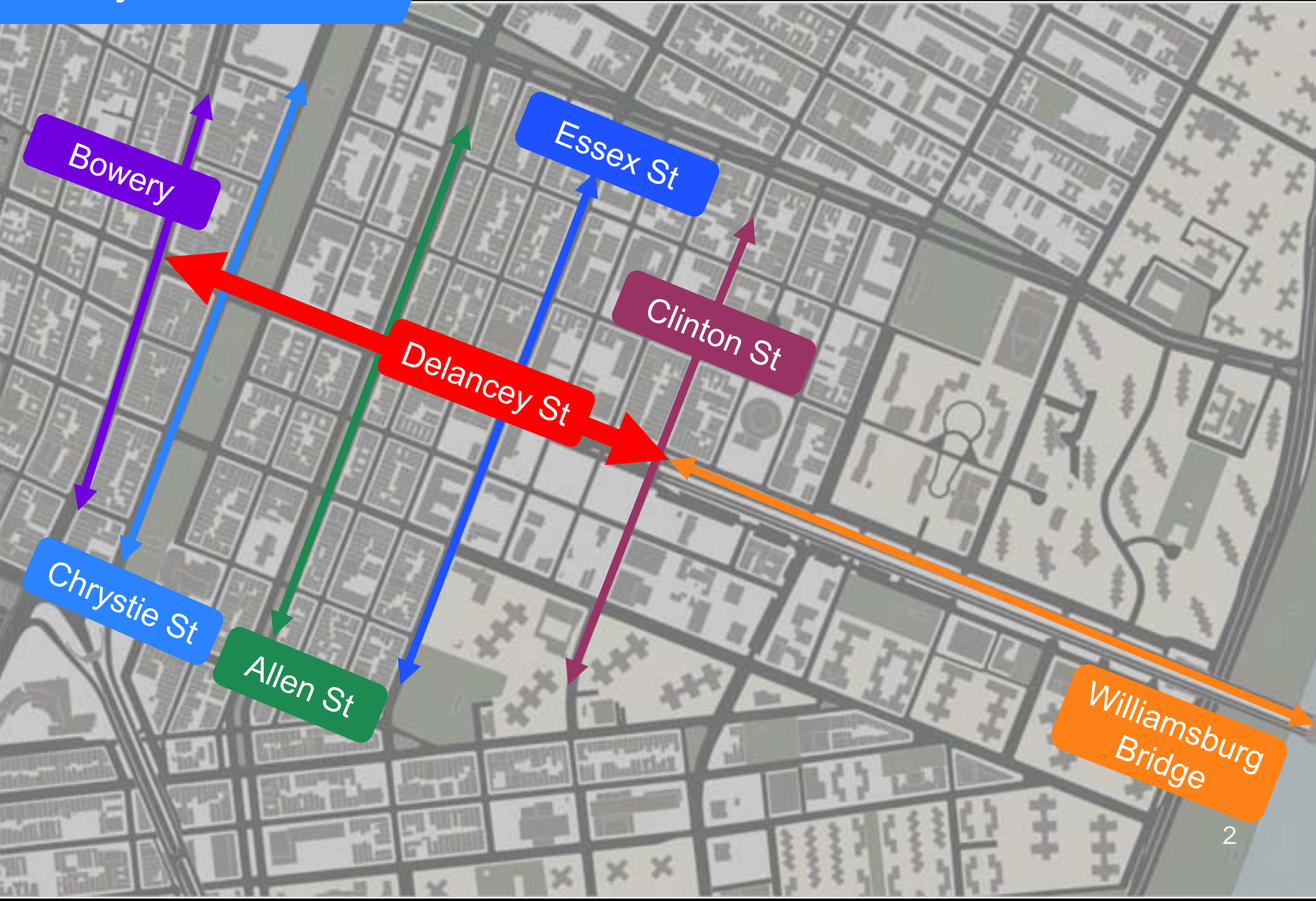
# Delancey Street

2012





# Project Area



Bowery

Essex St

Clinton St

Delancey St

Chrystie St

Allen St

Williamsburg Bridge

# DOT's Recent Improvements

**2008** Bowery safety island  
Chrystie St safety islands  
Forsyth St painted sidewalk  
Clinton St bicycle facility  
LPI added at Essex



**2009** Allen St Mall expansions  
Delancey St / W'burg Bridge connection

**2010** W'burg Bridge multi-use path reconfig  
Rivington, Suffolk, Stanton bicycle lanes

**2011** Countdown signals added to all 19 Crosswalks

Additional ped crossing time given at  
Norfolk, Ludlow, Orchard and Forsyth

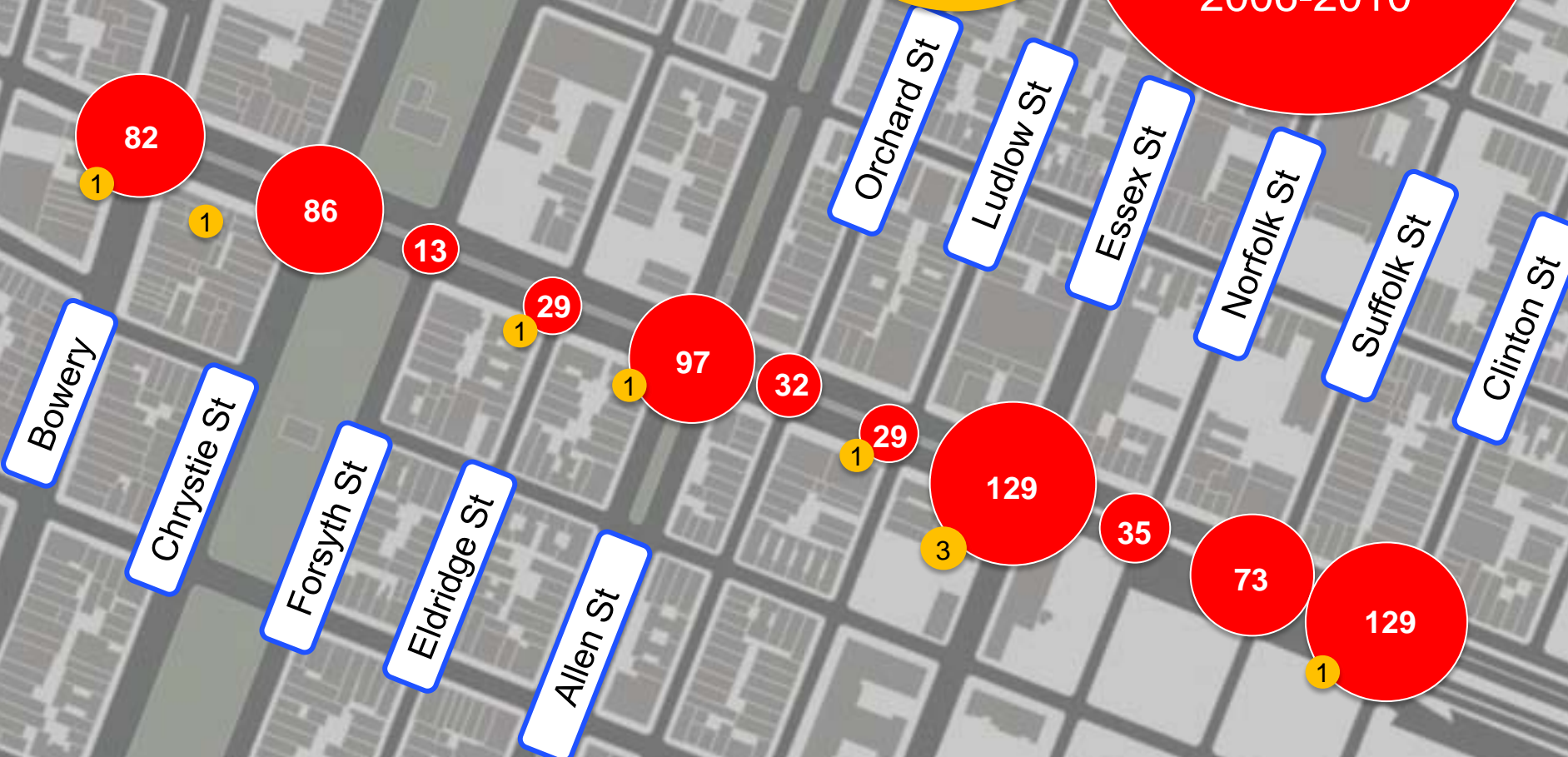




# Safety Data

Total Fatalities 2006-2012

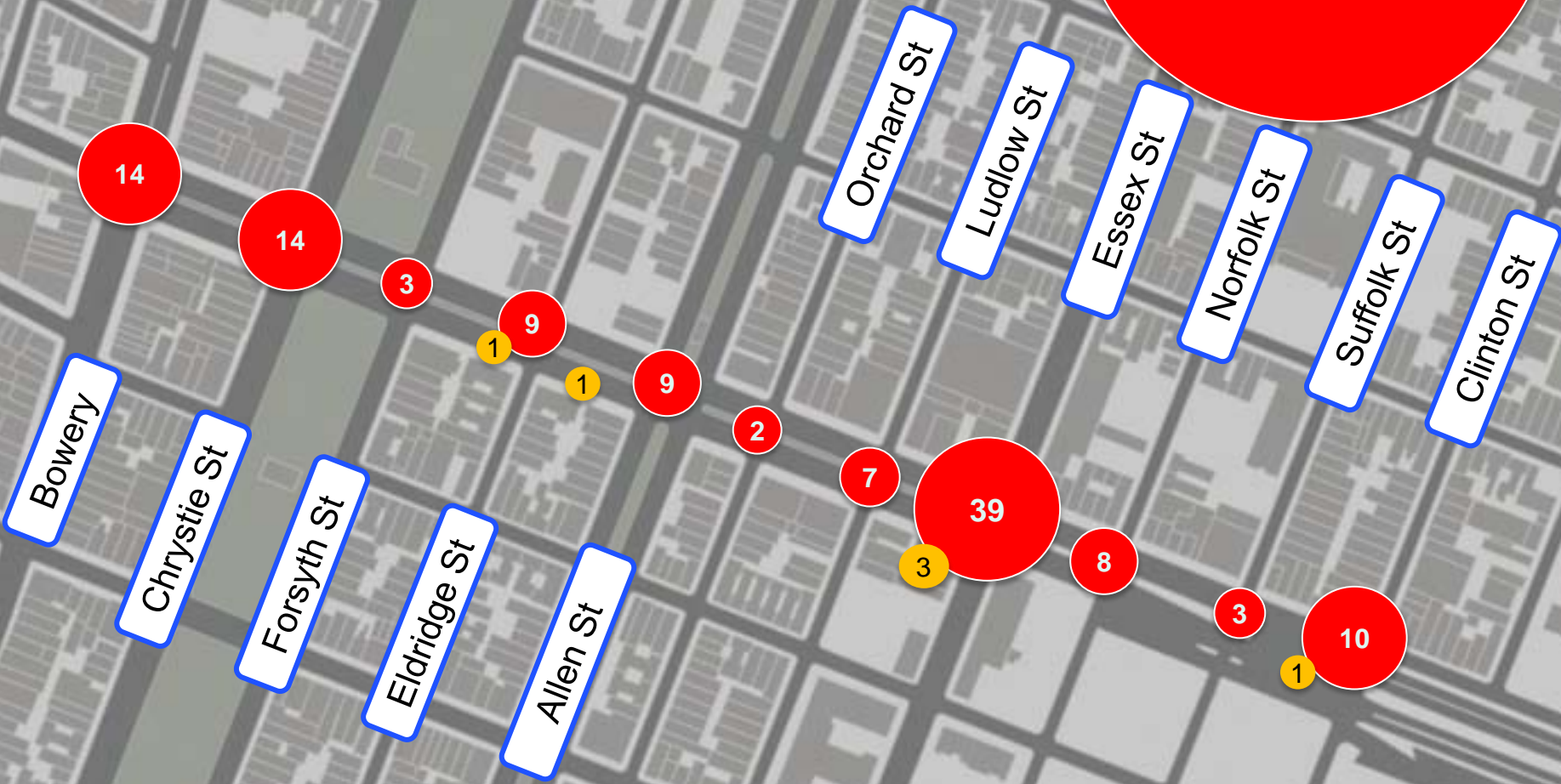
Total (Motor vehicle occupant, bicycle + pedestrian) Injuries 2006-2010



# Safety Data

Pedestrian  
Fatalities  
2006-2012

Pedestrian  
Injuries  
2006-2010



Sources: Injuries, NYS Dept. of Transportation – Fatalities, NYC Dept. of Transportation



# Crash Details

49% of ped crashes:  
Peds crossing with signal

Turning vehicle  
failure-to-yield

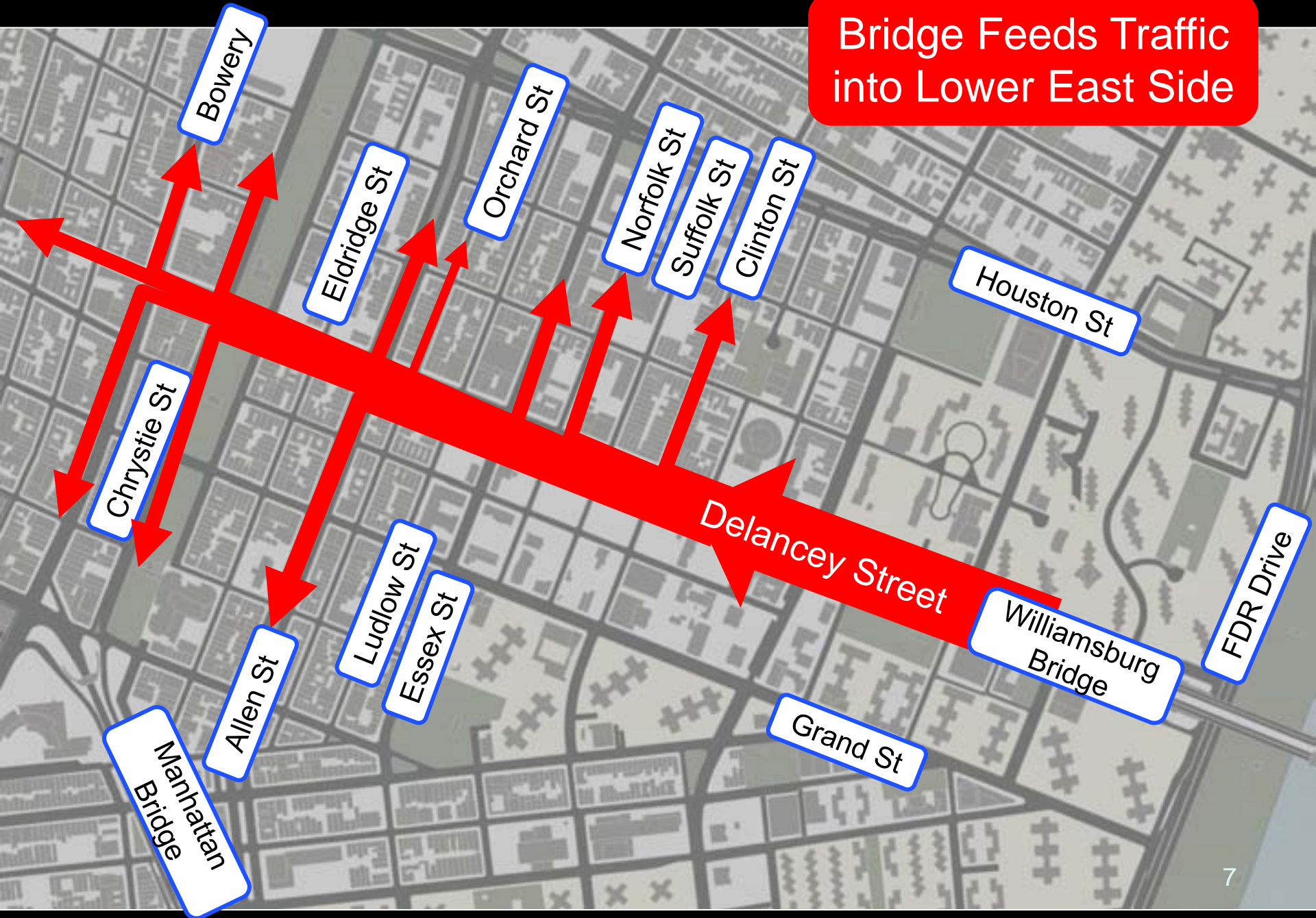
32% of ped crashes:  
Peds crossing against signal

Long crosswalks/not enough  
crossing time for full cross

Rear-ending & overtaking crashes  
were over-represented (31%, 20%)  
vs. Borough-wide (25%, 14%)

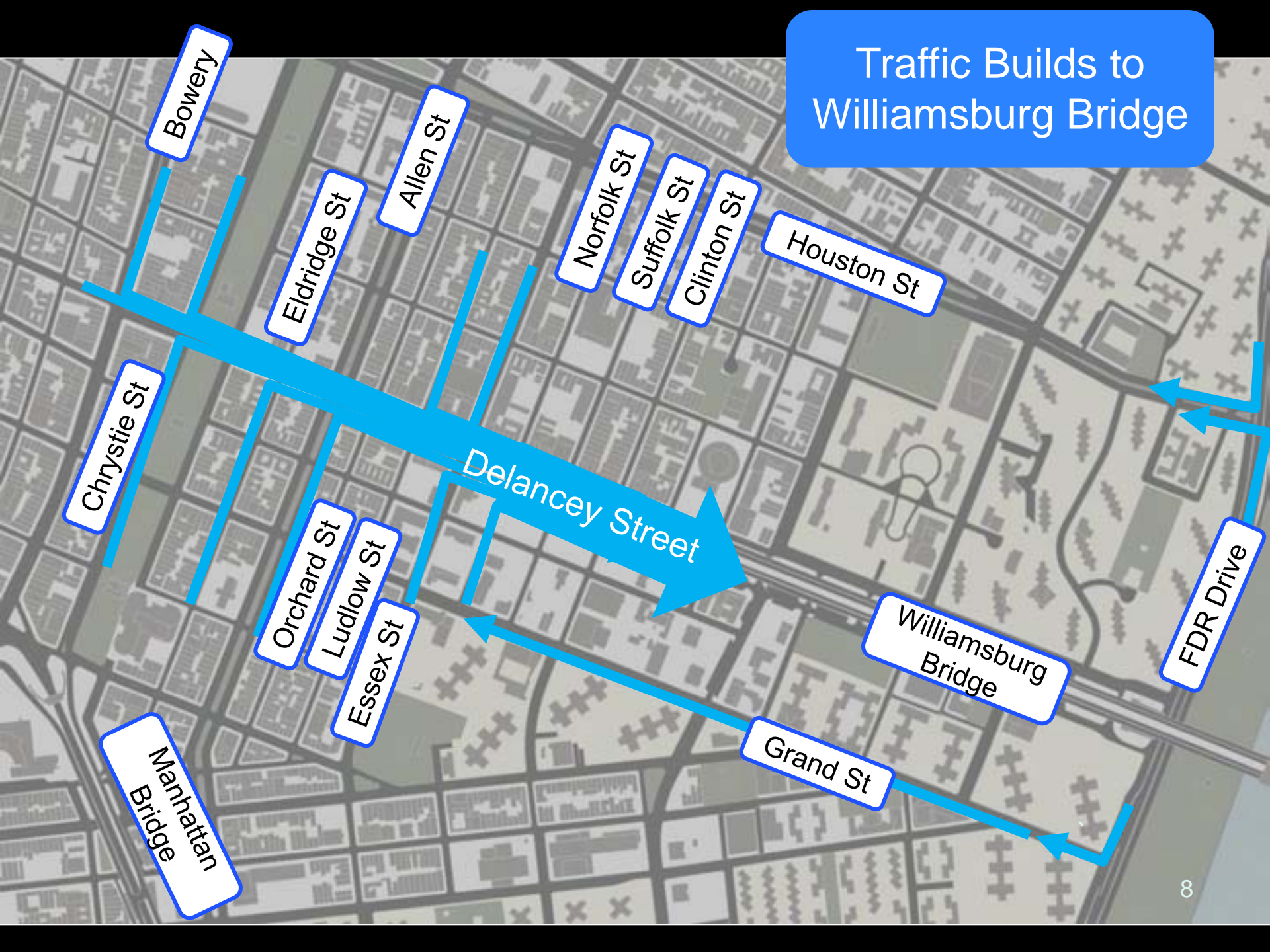
Speeding and  
unsafe lane-changes

Bridge Feeds Traffic into Lower East Side





Traffic Builds to Williamsburg Bridge



Bowery

Eldridge St

Allen St

Norfolk St

Suffolk St

Clinton St

Houston St

Chrystie St

Orchard St

Ludlow St

Essex St

Delancey Street

Williamsburg Bridge

Grand St

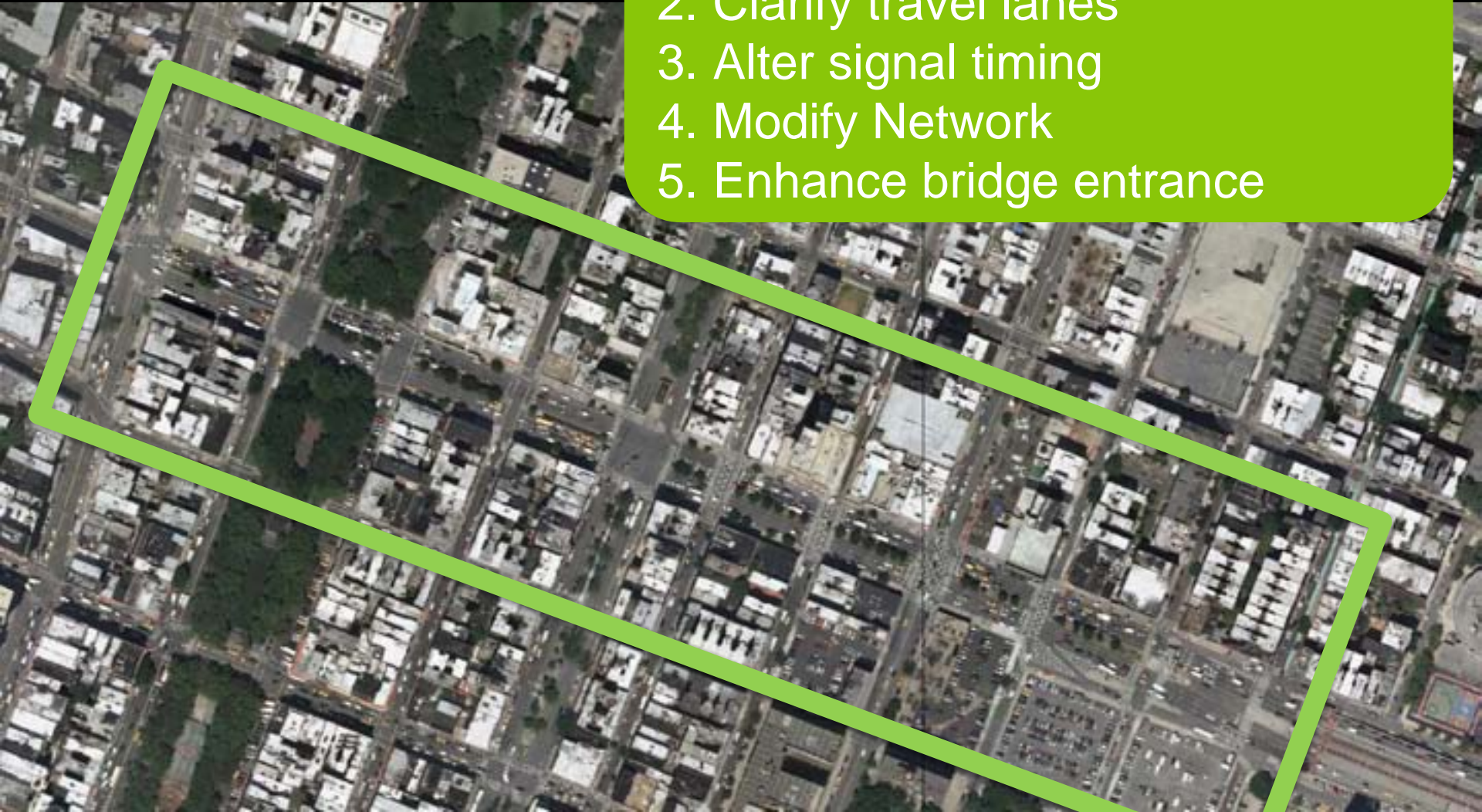
FDR Drive

Manhattan Bridge



# Focused Solutions

1. Shorten crosswalks
2. Clarify travel lanes
3. Alter signal timing
4. Modify Network
5. Enhance bridge entrance



# Rapid Response Toolkit

- Pavement markings
- Signal timing
- New signage
- Painted and/or textured surfaces
- Flexible delineators





# Rapid Response Toolkit

## Painted Sidewalk Extension Examples



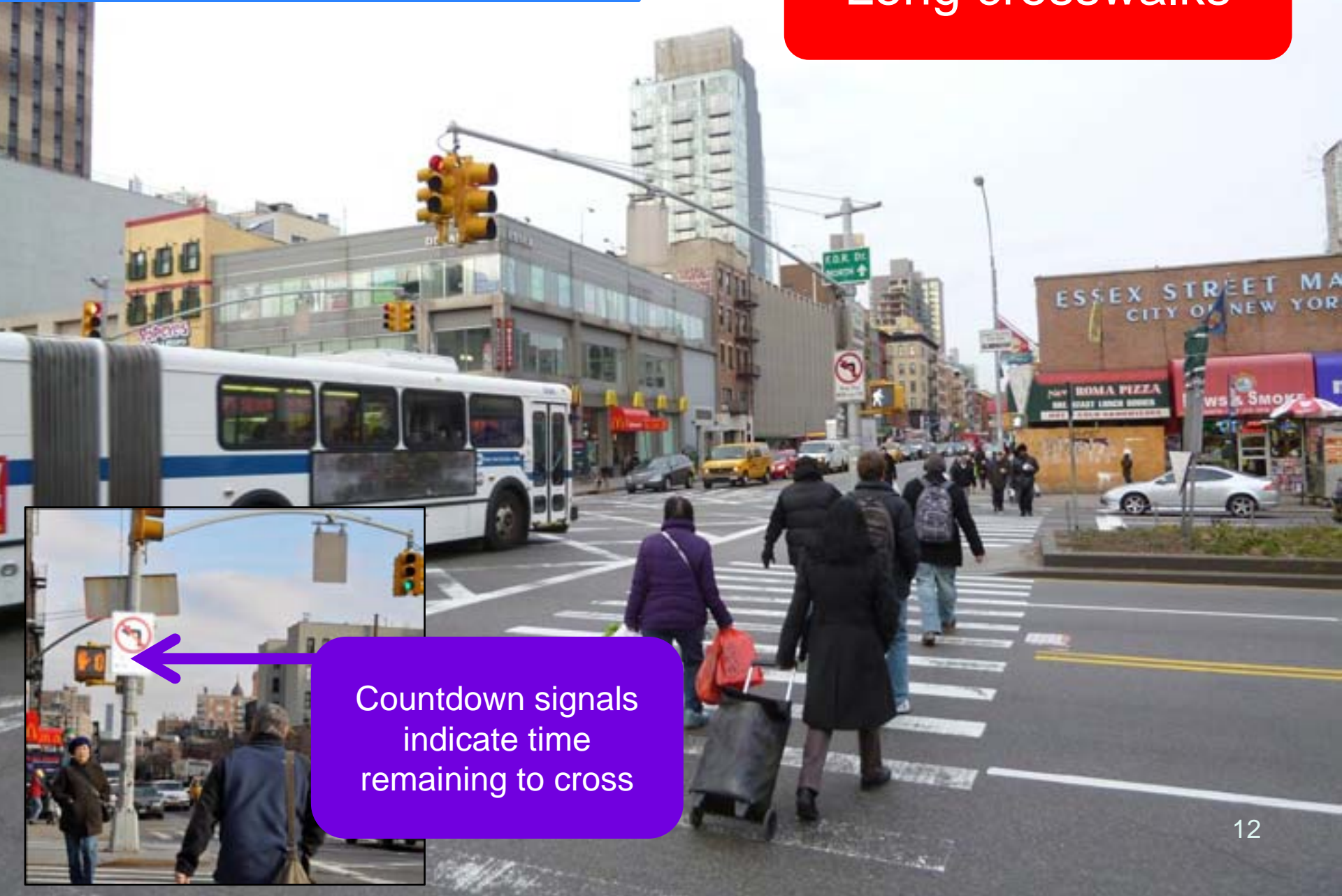
Canal St at E. Broadway  
Lower East Side



Schermerhorn St., Brooklyn

# Pedestrian Issues

Long crosswalks



Countdown signals indicate time remaining to cross



# Pedestrian Issues

Drivers required by law to yield to pedestrians—and often do not



# Clinton St Crosswalk



Existing



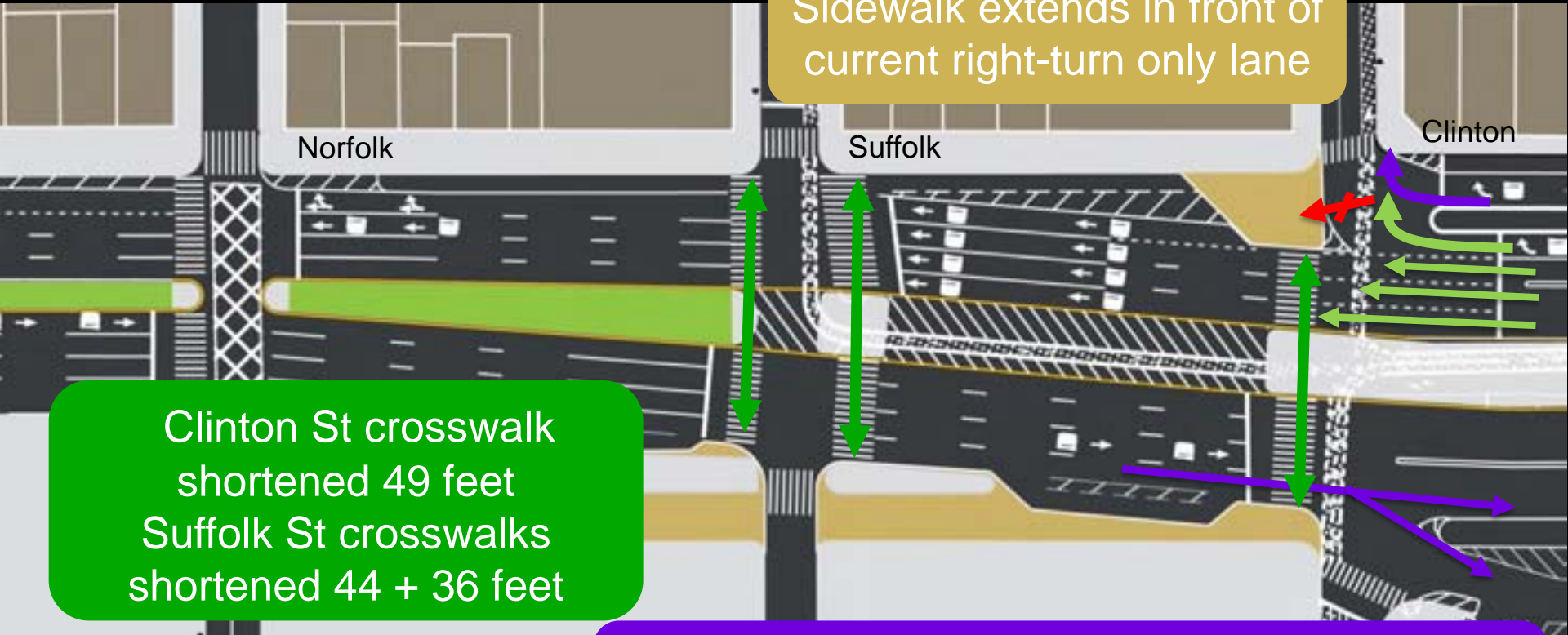
# Clinton St Crosswalk

Shortened 49 feet



Planned

# Shorten Crosswalks



North service road turns right on Clinton St  
South service road access shifted east



# Essex St Crosswalk



Existing

# Essex St Crosswalk



Planned

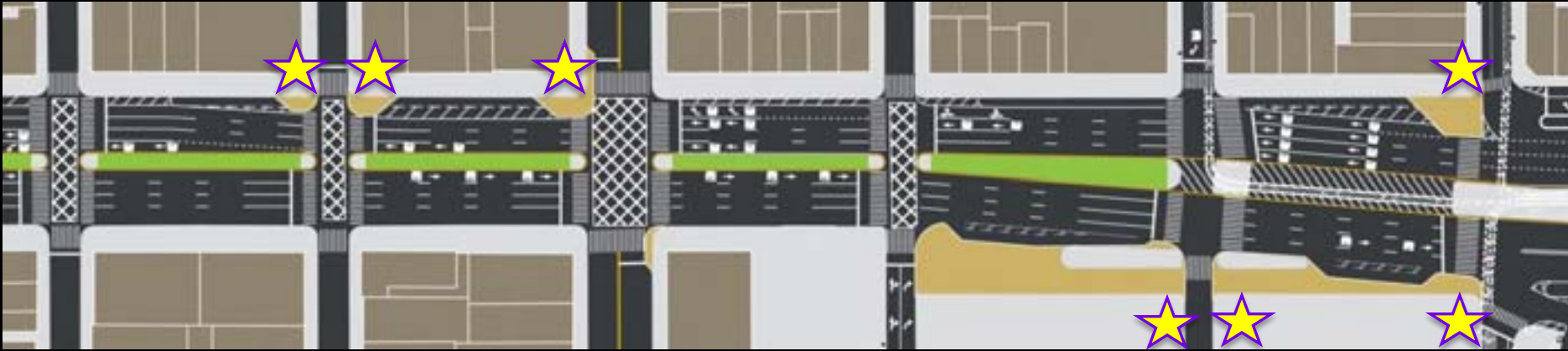


# Shorten Crosswalks

Crosswalks shortened ★



Shortens 14 of 19 crosswalks from 5' to 49' for a total of 286 linear feet, effectively provides more crossing time



# Traffic Network Issues



Wide outer lane, not wide enough for parking + adequate moving lane



# Clarify Travel Lanes



Improves alignment

Adds pedestrian space opposite turn lanes



# Traffic Network Issues

Inconsistent roadway profile  
Especially at study area “ends”

Bowery





# Shorten Crosswalks



Takes space in overly wide roadbed...

or where fourth lane is not necessary

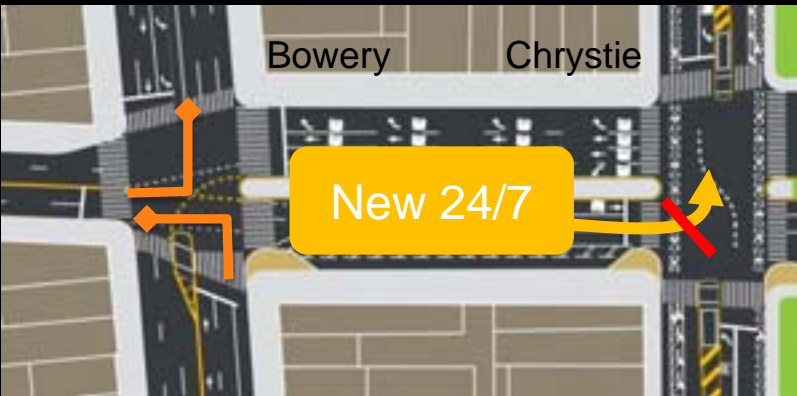
# Traffic Network Issues





Left-turns aggravate congestion.  
Currently nine 24/7 left-turns bans plus two  
part-time bans at Allen St + Essex St



# Modify Network



Current turn restrictions = 

New restrictions = 

Extend 4 – 7 PM to 24/7

Extend 7 AM – 7 PM to 24/7



# Traffic Network Issues

Clinton Street access  
to bridge blocked

Delancey St





# Network Issue

Current Signed Route from FDR Drive to Bridge



788 vehicles turn right onto Delancey from Norfolk St

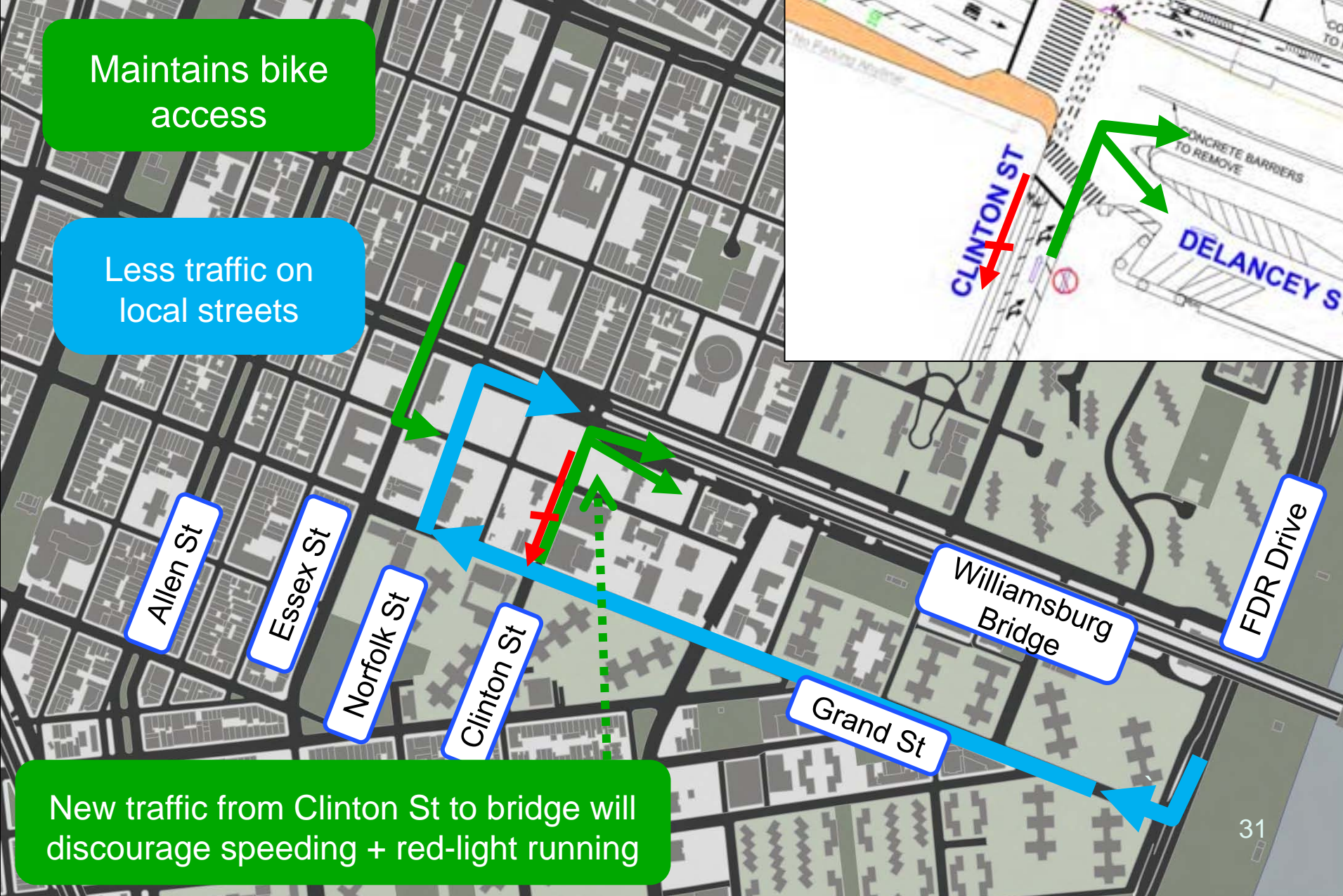
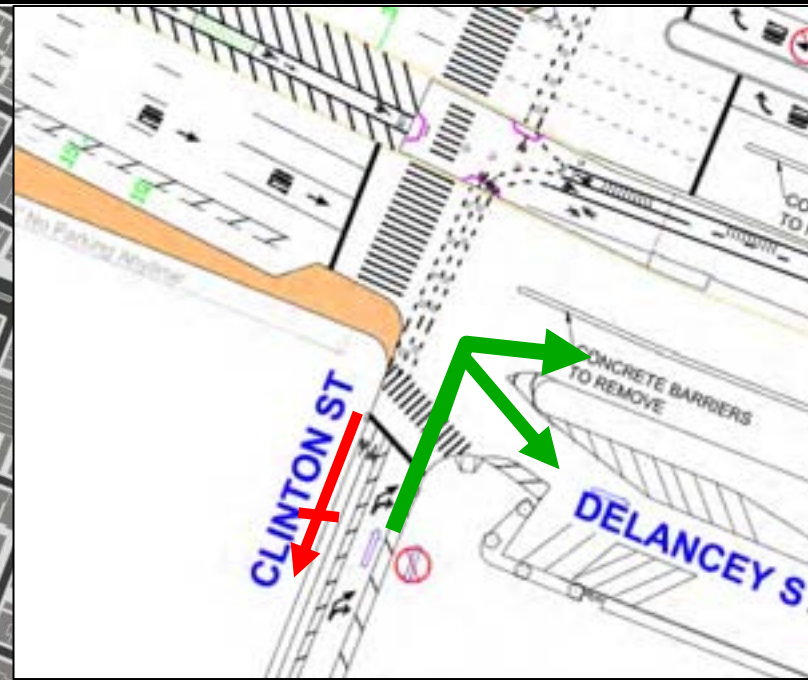


# Open Clinton St to Bridge

Maintains bike access

Less traffic on local streets

New traffic from Clinton St to bridge will discourage speeding + red-light running

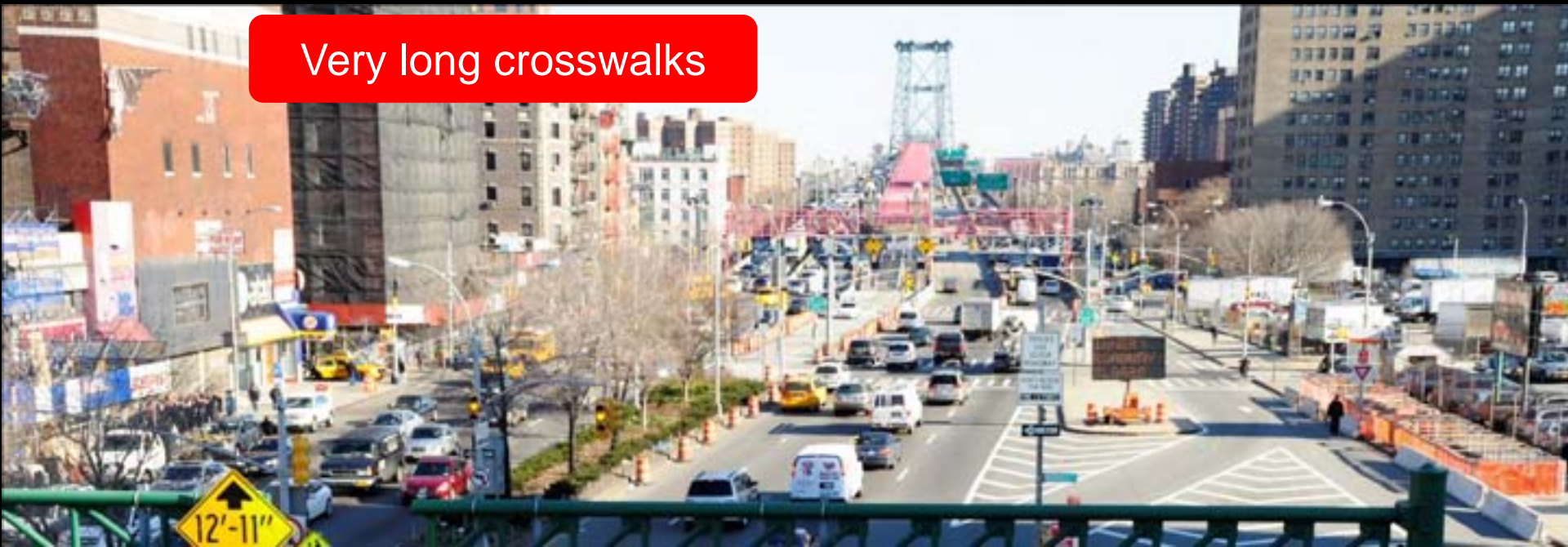




# Enhance Bridge Approach

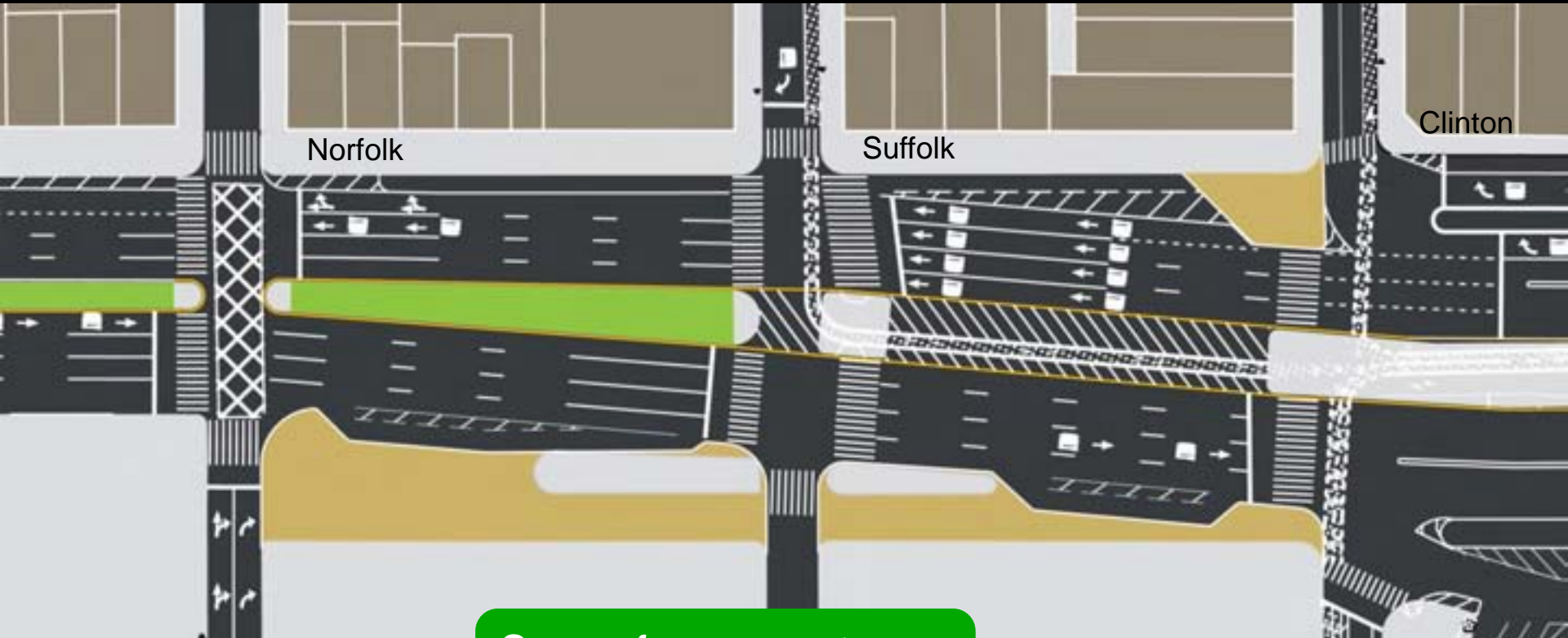


Very long crosswalks



Highway style not local street

# Enhance Bridge Approach



Space for new gateway plaza of 14,160 sq. ft.



# Enhance Bridge Approach



# Proposal Summary



1. Shorten crosswalks at 14 of 19 locations on Delancey corridor w/new neckdowns and median tip extensions
2. Convert Clinton St between Grand and Delancey to one-way NB, allowing easier and conflict-free access to the bridge from FDR
3. Improve corridor traffic flow with full time LT bans from SB Essex to Delancey, EB Delancey to Chrystie, and EB Delancey to Allen; force bridge service road right-only
4. Investigate signal timing modifications to allow for longer crossing time
5. Create new public space between Norfolk + Clinton





[www.nyc.gov/dot](http://www.nyc.gov/dot)

Thank  
You