7th Ave S at Bleecker Street
Pedestrian Safety Improvement Project

Commissioner Janette Sadik-Khan, New York City Department of Transportation
Presented by the Pedestrian Projects Group, June 12, 2012 to Manhattan Community Board 2
Project Area

Intersection:

7th Ave South

at Bleecker St and Barrow St
Pedestrian Generators

- Nearby subways and M20 bus route
- Retail and restaurant corridor with sidewalk seating
- Tourist destination with heavy pedestrian traffic
Existing Conditions

Long crosswalks with turning conflicts

Soft-angle-turns when pedestrians have right-of-way with WALK signal

53% of ped crashes occurred while crossing with WALK signal (twice the borough-wide average)

5 years (2006-2010): 48 injuries including 21 pedestrian injuries
Existing Conditions

- Left lane on 7th Ave S currently acts as defacto turn-only lane
- Illegal double-turns cause congestion and crashes
Existing Conditions

Heavy left-turns onto Bleecker leaves underutilized road space that pedestrians occupy

Southeast corner

Heavy vehicle volume late-night Friday + Saturday
Rapid Response Toolkit

- Pavement markings
- Concrete safety islands
- New signage
- Painted and/or textured surfaces
- Flexible delineators
Rapid Response Toolkit

Sidewalk extensions with and without maintenance partners
Proposal

- Shortens crosswalks 27’
- Adds turn-only lanes from 7th Ave S and Bleecker St
- Markings and flexible delineators limit double turns and reduce turning speeds
- Increases and improves pedestrian space
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+ 1,215 square feet ped space

25’ parking removed
Proposal

Looking Northwest
Summary

1. Install “painted” neckdowns and high-visibility crosswalks to decrease crossing distances and reduce pedestrian exposure

2. Separate vehicles to prevent double-turns onto Bleecker and Barrow Sts

3. Add new right-turn only lane on Bleecker St and 7th Ave S in bus stop

4. New sidewalk space in road bed with flexible delineators
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Thank You