7th Avenue S at W 4th St
Intersection Safety Improvements

Presented by the Pedestrian Projects Group, February 5, 2015 to Manhattan Community Board 2
Project Background

- May 2010: CB2 resolution asking for pedestrian improvements at intersection of 7th Ave S and Christopher St/W 4th St and Grove St
- September 2012: NYPD requested closure of W 4th St between 7th Ave S and Grove St to improve safety
- September 2014: CB2 resolution requesting complete street study on 7th Ave between W 14th St and Canal St
- January 2015: CB2 resolution in support of Waverly Pl closure and new crosswalk at Christopher St
- 2015 (planned): DOT to implement Neighborhood Slow Zone west of 7th Ave S
Original Proposal – W 4th St

Expected Benefits:
- Eliminates conflicts between pedestrians crossing W 4th St and turning vehicles
- Connects constrained subway entrance island to adjacent pedestrian spaces

Community Concerns:
- Vehicles diverted to other congested streets
- Limitations on truck deliveries to W 4th St
Revised Proposal – W 4th St

- Mark left turn only lane approaching W 4th St
- Sidewalk extensions with epoxied gravel and flexible delineators
- Maintenance partner required
Proposal – Signals

- No conflicting pedestrian signals
- 16 sec leading pedestrian interval (LPI)
- Flashing yellow arrow for left turn

Coordinate Christopher St and Grove St to ensure vehicles clear the intersection
Expected Benefits

- Consistent pedestrian signals along 7th Ave S
- 16 seconds of conflict free pedestrian time crossing W 4th St
- Designated left turn lane clarifies vehicular movements and allows for significantly expanded subway triangle
- Shortens pedestrian crossing distances
- Right-sized road widths calms traffic and slows turning vehicles

Maintenance partner required