Broadway: Union Square
Proposed Safety Improvements

Union Square, one of New York City’s most important and historic intersections and public places, is in need of safety and quality-of-life improvements. DOT has proposed to extend improvements made in 2008 and 2009 to Broadway between Columbus Circle and Madison Square Park, bringing safety changes, traffic simplification, plazas, green spaces and bike lanes south to Union Square. The area is ripe for improvements: Between 2004 and 2008, there were 95 pedestrian injuries along the entire corridor (Broadway, Union Square West and Union Square East) between 23rd Street and 14th Street.

Safety and mobility are the main goals in the proposed new design. The design increases safety by shortening crossing distances and providing protected bike lanes. Additionally, the needs of local businesses and the Union Square Greenmarket—the four-day-a-week farmers market—were incorporated in the new design. The project will knit the park into the community to better support a vibrant neighborhood and major NYC destination. Specific changes include:

- East 17th Street between Union Square West and Union Square East will be made one-way westbound.
- Cross-town travel and pedestrian safety will be improved through simplified signal timing on East 17th Street and Broadway.
- Union Square West between East 17th and East 16th Streets and between East 15th and East 14th Streets may be pedestrianized.
- New plaza spaces will be created in the reclaimed roadbed on Broadway and on East 17th Street.
- Local vehicle access will be retained along Broadway and all major streets to allow deliveries.

IMPROVEMENTS

- Enhances safety by improving intersections and shortening crossing distances.
- Provides new green public spaces in high activity area.
- Improves cross-town travel and pedestrian safety by simplifying signal timing.
- Expands Broadway’s bicycle route.
**Broadway: Madison Square to Union Square**

### Existing

- **Combined Parking/Moving Lane**: 19’
- **Moving Lane**: 11’
- **Parking Lane**: 9’

### Proposed

- **Combined Parking/Moving Lane**: 23’
- **Floating Parking Lane**: 10’
- **Buffer**: 6’

#### A need for Safety Improvements

**Total Injuries 2004-2008**

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Avg. Injuries per Year</th>
<th>Avg. Injuries per Mile per Year</th>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>95</td>
<td>19</td>
<td>33.1</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>47</td>
<td>9.4</td>
<td>16.4</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>190</td>
<td>38</td>
<td>66.2</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>332</strong></td>
<td><strong>66.4</strong></td>
<td><strong>115.6</strong></td>
</tr>
</tbody>
</table>

**Example of pedestrian refuge island to be installed as safety improvement**

**Project implementation planned for Summer 2010**

- **Union Square Plans**
  - Improvements and traffic flow
  - **Intersection improvements**
  - **Plazas**
  - **Reduces pedestrian conflicts**

**E. 17th St**
**E. 16th St**
**E. 15th St**
**E. 14th St**
**E. 13th St**
**E. 12th St**
**E. 11th St**
**E. 10th St**
**E. 9th St**
**E. 8th St**
**E. 7th St**
**E. 6th St**
**E. 5th St**
**E. 4th St**
**E. 3rd St**
**E. 2nd St**
**E. 1st St**

- **E. 23rd Street**
- **E. 22nd Street**
- **E. 20th Street**
- **E. 18th Street**