Broadway & Nagle Ave
Pedestrian Safety Improvement Project

Commissioner Janette Sadik-Khan, New York City Department of Transportation
Presented by the Pedestrian Projects Group, November 4, 2013 to Manhattan Community Board 12
Project Background

• The Sherman Creek/Inwood Traffic Study, presented on April 5th 2010, developed recommendations for pedestrian safety at 16 critical intersections, including Broadway/Nagle/Hillside

• DOT presented Sherman Creek – Inwood Safety Improvements to CB 12 on May 2nd 2011; Broadway/Nagle/Hillside identified as future Department of Design and Construction (DDC) project

• DDC schedule: Final design to begin January 2014; Implementation Fall 2014
Project Area

Fort Tryon Park & The Cloisters

The Salome Urena de Henriquez School

PS 178

PS 152

M100 Bx7

190th St Station (A)
Existing Conditions

← Bennett Ave

← Broadway

← Nagle Ave

Hillside Ave →
Existing Conditions

- Slip lanes allowing high speed turns
- Complicated multi-leg intersection with long crossings
- Existing island not ADA accessible
Existing Conditions

Slip lanes allowing high speed turns

← Bennett Ave

← Broadway

← Nangle Ave

→ Hillside Ave
Existing Conditions

Conflicting turning movements
Existing Conditions

Three phase signal creates long waiting period for all users

Broadway Phase
33 secs

Nagle Ave Phase
15 secs

Pedestrian Phase
42 secs
Proposal

- Sidewalk extensions with landscaping
- Shorter crossings
Proposal

Existing pedestrian paths
Proposal

More direct pedestrian paths
Proposal

- Close slip turning lanes
- Safer right-angle turns
- Clarifies vehicle movements
- Eight new parking spaces
Left-turn only lane added to west bound Nagle Ave

Left-turn to Hillside Ave from southbound Broadway and Nagle Ave banned

Simplified two-phase signal timing
Proposal

More time for all vehicular movements

Broadway Phase

Nagle Ave Phase
Rendering looking east from Bennett Ave to Nagle and Hillside Aves
1. Concrete sidewalk extensions with pedestrian ramps and landscaping
2. Install median on Broadway to ban left-turns from southbound Broadway and westbound Nagle Ave onto Hillside Ave
3. Mark left-turn only lane on Nagle Ave to Broadway
4. Install high visibility crosswalk markings
5. Simplified two-phase signal timing plan