Broadway: W 225 St – W 228 St
Corridor Safety Improvements

New York City Department of Transportation
Presented by the Office of Research, Implementation and Safety
Presented to Community Board 8, May 17th, 2016
- Heavy vehicle and pedestrian volumes (up to 1500) at peak hour
- Local truck route; **Buses:** Bx7, Bx9, and Bx20
- Under the elevated tracks of the 1 Train
- Multiple community requests for safety improvements at both locations
- Request from Council Member Rodriguez for safety improvements
- Installed pedestrian fencing in 2015 on median to reduce midblock crossing
Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
- Priority Intersections, Corridors, and Areas identified for each borough
Safety Data: Project Need

- 8 KSI (persons killed or severely injured)
- 123 total injuries
- 2 Fatalities since 2009

### Fatalities

<table>
<thead>
<tr>
<th>Period</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-2014</td>
<td>123</td>
<td>8</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>01/01/2009-4/11/2016</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Total Injuries 2010-2014

- Pedestrian: 37 injuries (3 severe, 0 fatalities, 3 KSI)
- Bicyclist: 5 injuries (0 severe, 0 fatalities, 0 KSI)
- Motor Vehicle Occupant: 81 injuries (5 severe, 0 fatalities, 5 KSI)
- Total: 123 injuries (8 severe, 0 fatalities, 8 KSI)

Source: Fatalities: NYCDOT
Injuries: NYCDOT
KSI: Persons Killed or Severely Injured
Top Issues: W 225th St

- 4’ wide medians do not provide adequate pedestrian refuge space
- Under the elevated tracks, reduces visibility
- Lack of turn designations lead to unpredictable left turn movements
- Long crossing distance increases pedestrian exposure
Proposed: W 225th St

Expanded medians shorten crossing distances and provide refuge for slower pedestrians, as well as, create slower, safer left vehicular turns.

Lane designations better organize traffic and reduce vehicle-vehicle conflict.

Channelization normalizes moving lane widths, reduces speeds, while maintaining three travel lanes.

Turn lanes better organize traffic and increase predictability of turning vehicles.
Proposed: W 225th St
On-street bus stop creates accessibly issues (high step up to bus and wheel ramp problems) and leaves bus riders exposed to moving traffic.

4' wide medians do not provide adequate pedestrian refuge space.

No cut-through, forces some pedestrians out of the crosswalk.

Existing northbound bus stop location cause bus to block crosswalk during boarding/alighting.

Long crossing distance increases pedestrian exposure.
Proposed: W 228th Street

- **Expanded medians** shorten crossing distances and provide refuge for slower pedestrians, and create slower, safer left turns.

- **New cut-through** reduces pedestrian exposure.

- **Raised, 12’ wide bus island** improves accessibility, visibility and safety for bus riders.

- **Channelization** normalizes moving lane widths, reduces speeds, and maintains three lanes.

- **Move Bx7, Bx9, and Bx20 bus stop north to eliminate blocking of northern crosswalk**.
Proposed: W 228th Street

EXISTING

PROPOSED

W 228th St

Broadway

Bus Stop
Proposal Details: Summary and Benefits

- Construct four expanded medians to shorten crossing distances and provide refuge for slower pedestrians, as well as create slower, safer vehicular left turns.
- Construct raised bus island to improve transit access and rider safety.
- Install new lane markings to normalize moving lanes without reducing capacity and create more predictable turning movements.
- Redesigns two intersections to improve safety and better accommodate all users.

Proposed: Broadway & 225 St
Proposed: Broadway & 228 St
Questions?

Contact: Bronx Borough Commissioner’s Office at (212) 748-6680