

Broadway: W 225 St - W 228 St

Corridor Safety Improvements

2016



**VISION
ZERO**

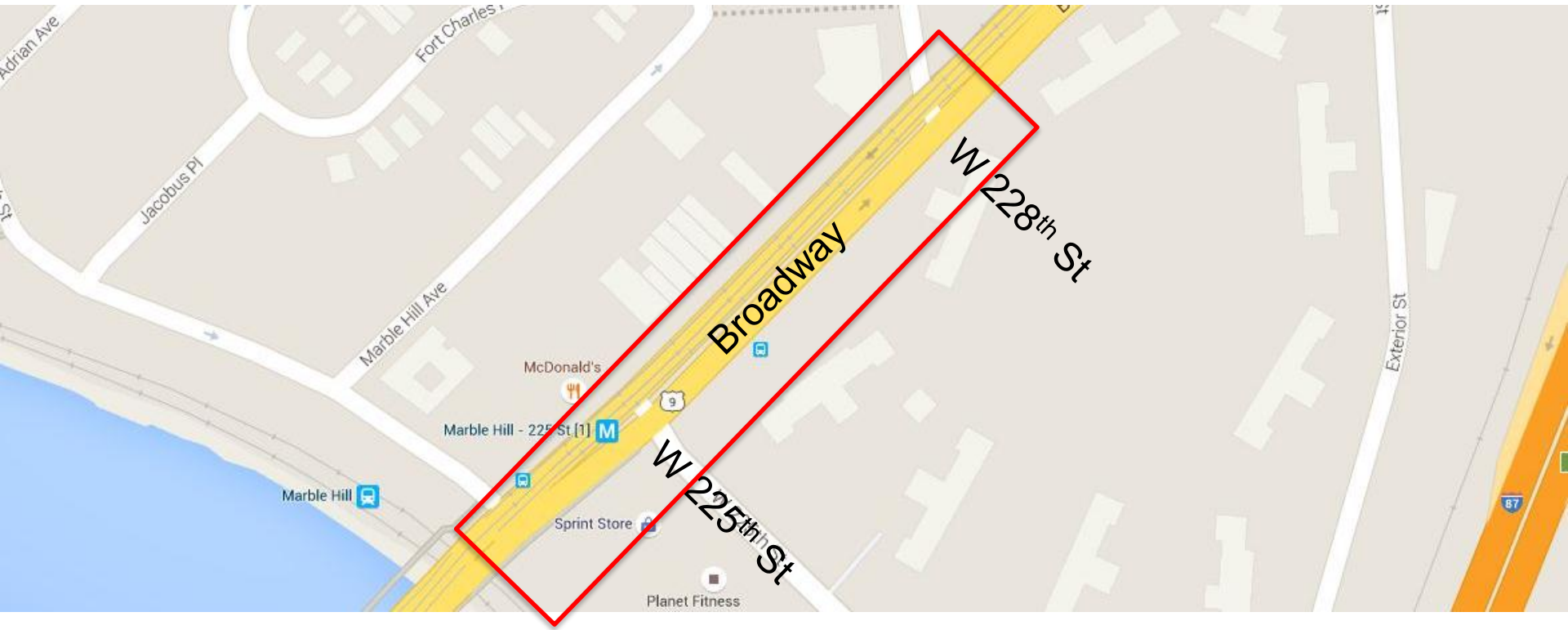
NEW YORK CITY



New York City Department of Transportation
Presented by the Office of Research, Implementation and Safety
Presented to Community Board 8, May 17th, 2016

Project Location: Broadway, W225th-228th St

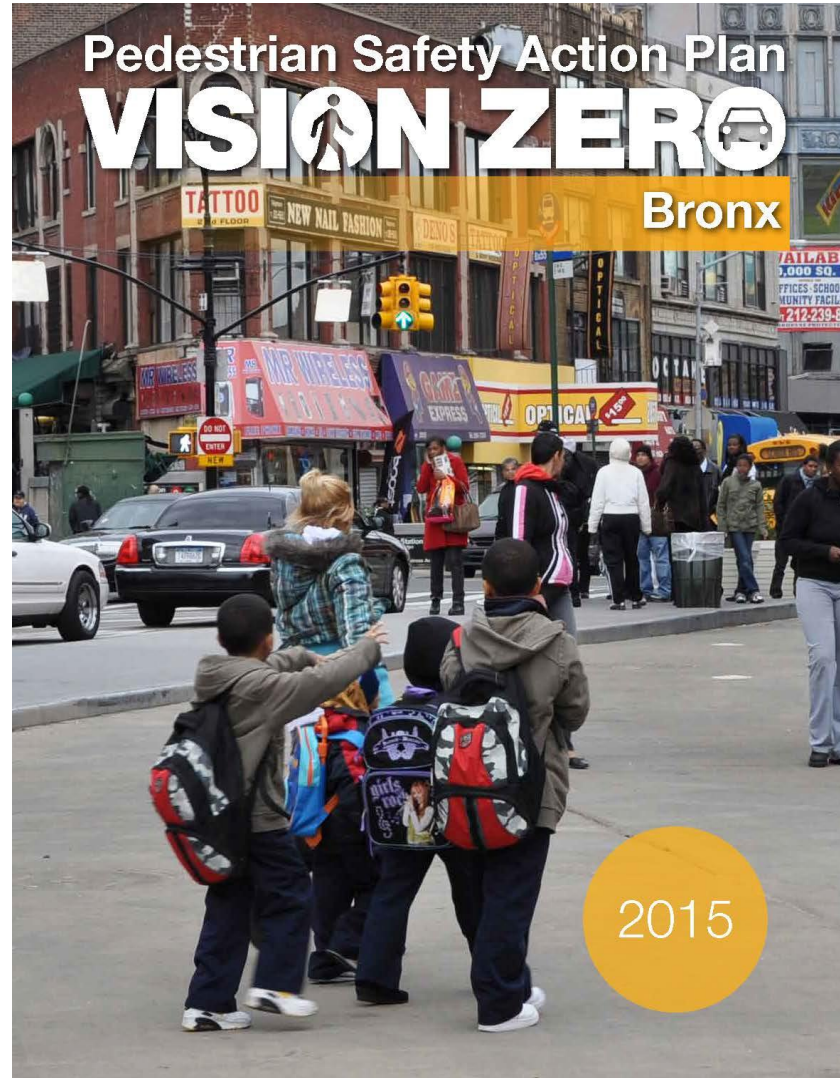
- Heavy vehicle and pedestrian volumes (up to 1500) at peak hour
- Local truck route; **Buses:** Bx7, Bx9, and Bx20
- Under the elevated tracks of the 1 Train
- Multiple community requests for safety improvements at both locations
- Request from Council Member Rodriguez for safety improvements
- Installed pedestrian fencing in 2015 on median to reduce midblock crossing



Vision Zero Priority Corridors

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

Total Injuries 2010-2014

Fatalities 2009-Present

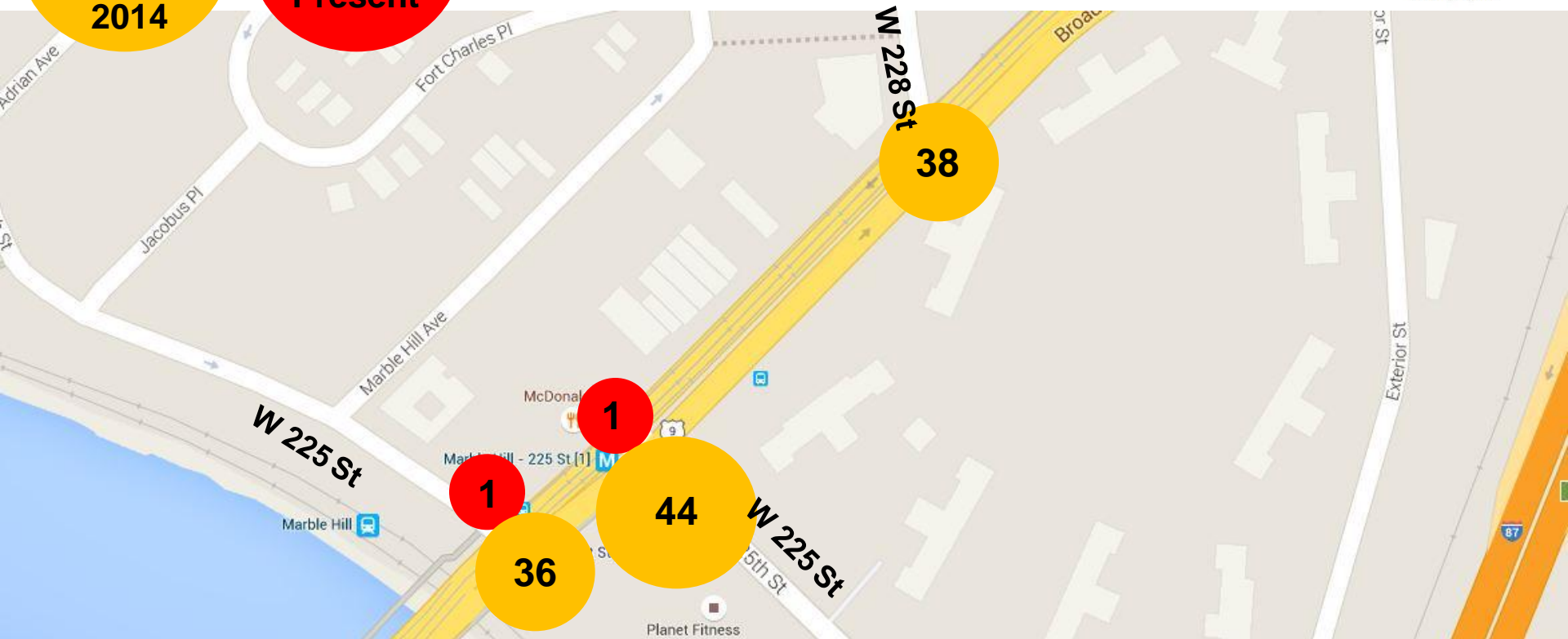
Broadway - W225 St to W228 St, MN

Injury Summary, 2010-2014 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	37	3	0	3
Bicyclist	5	0	0	0
Motor Vehicle Occupant	81	5	0	5
Total	123	8	0	8

Fatalities, 01/01/2009-4/11/2016 : 2

Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured



Top Issues: W 225th St

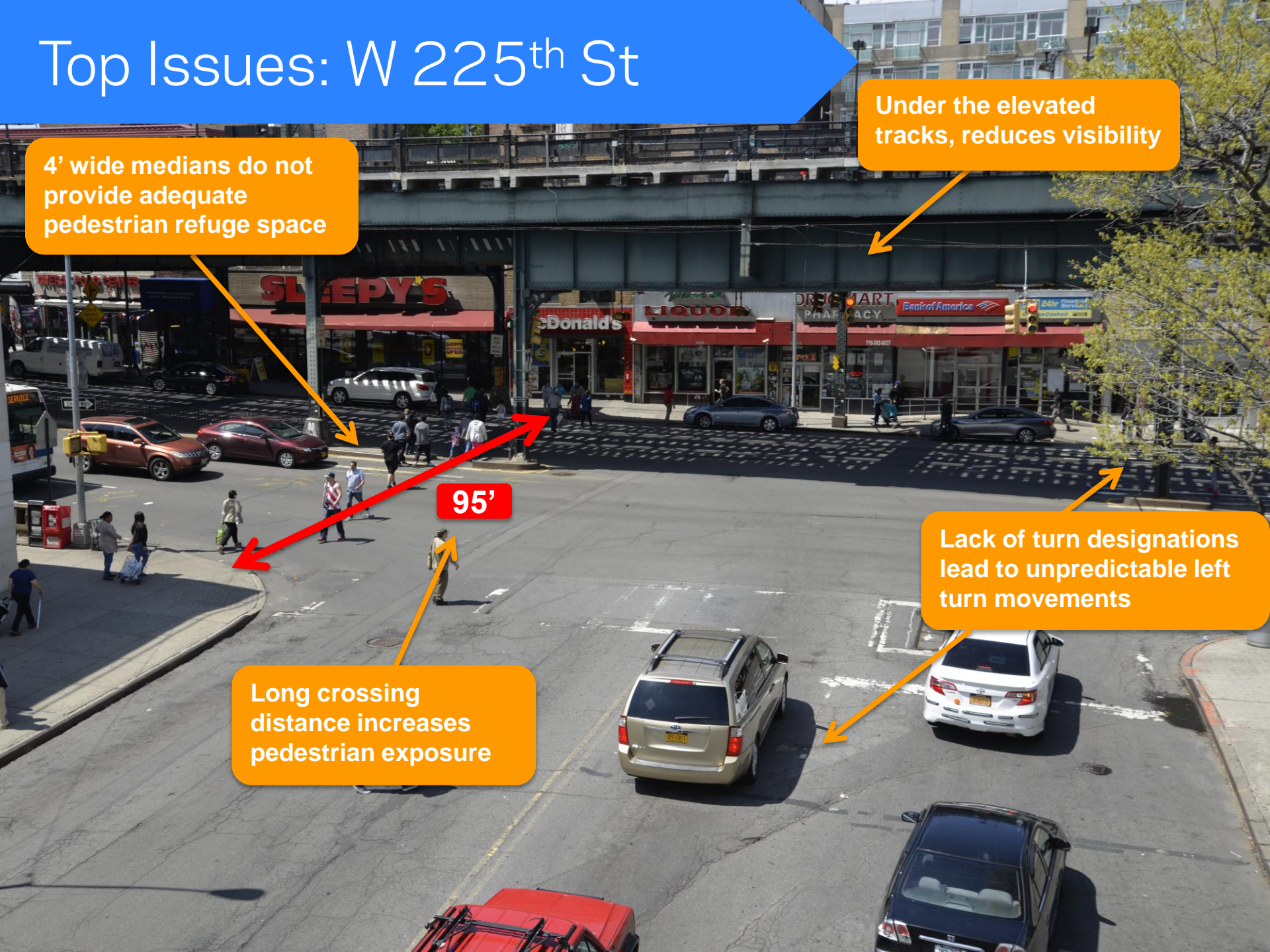
4' wide medians do not provide adequate pedestrian refuge space

Under the elevated tracks, reduces visibility

95'

Long crossing distance increases pedestrian exposure

Lack of turn designations lead to unpredictable left turn movements

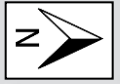


Proposed: W 225th St

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

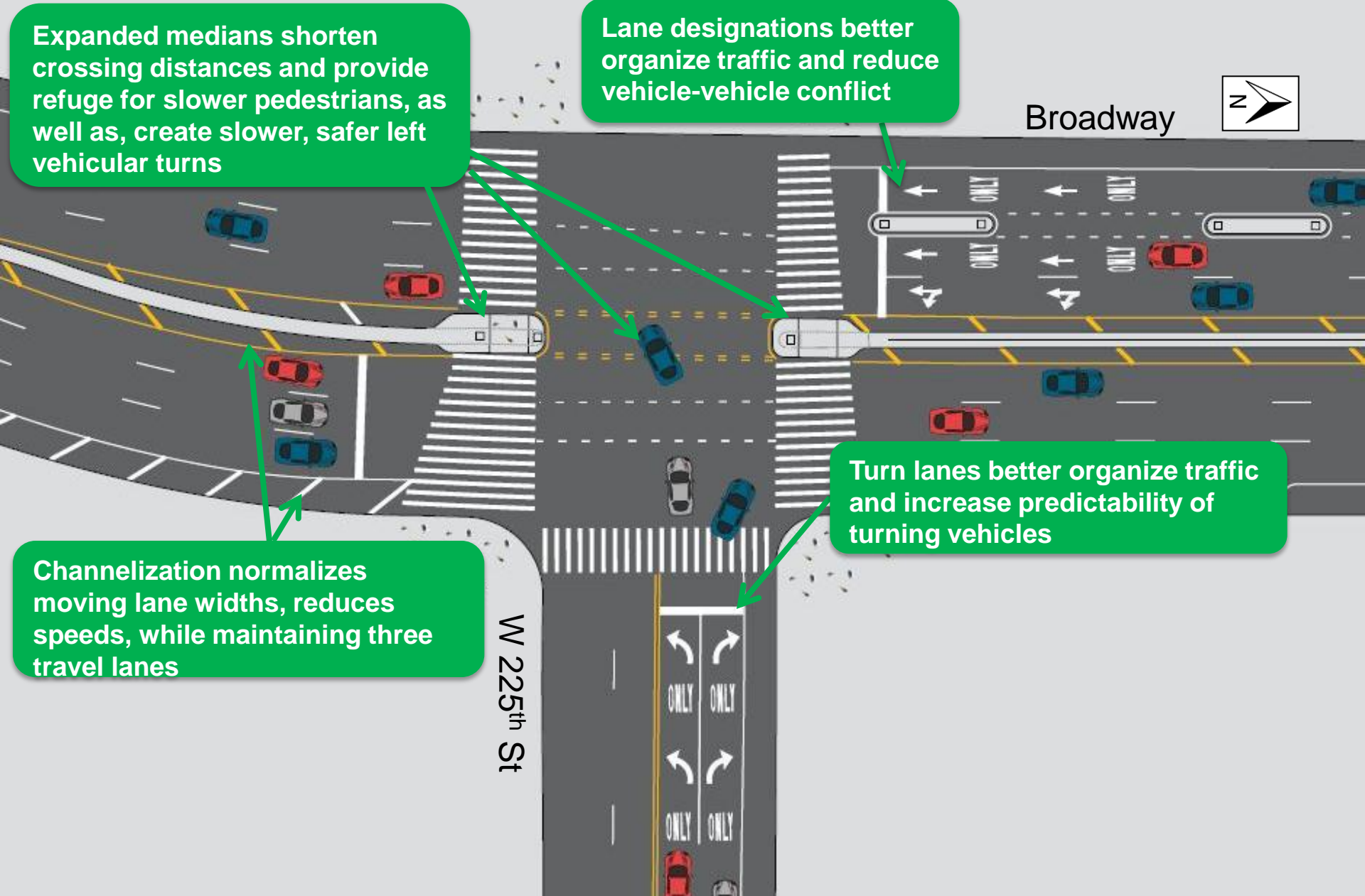
Broadway



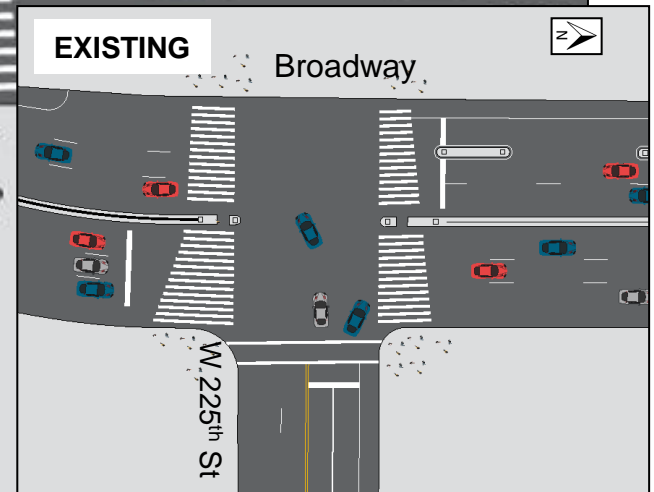
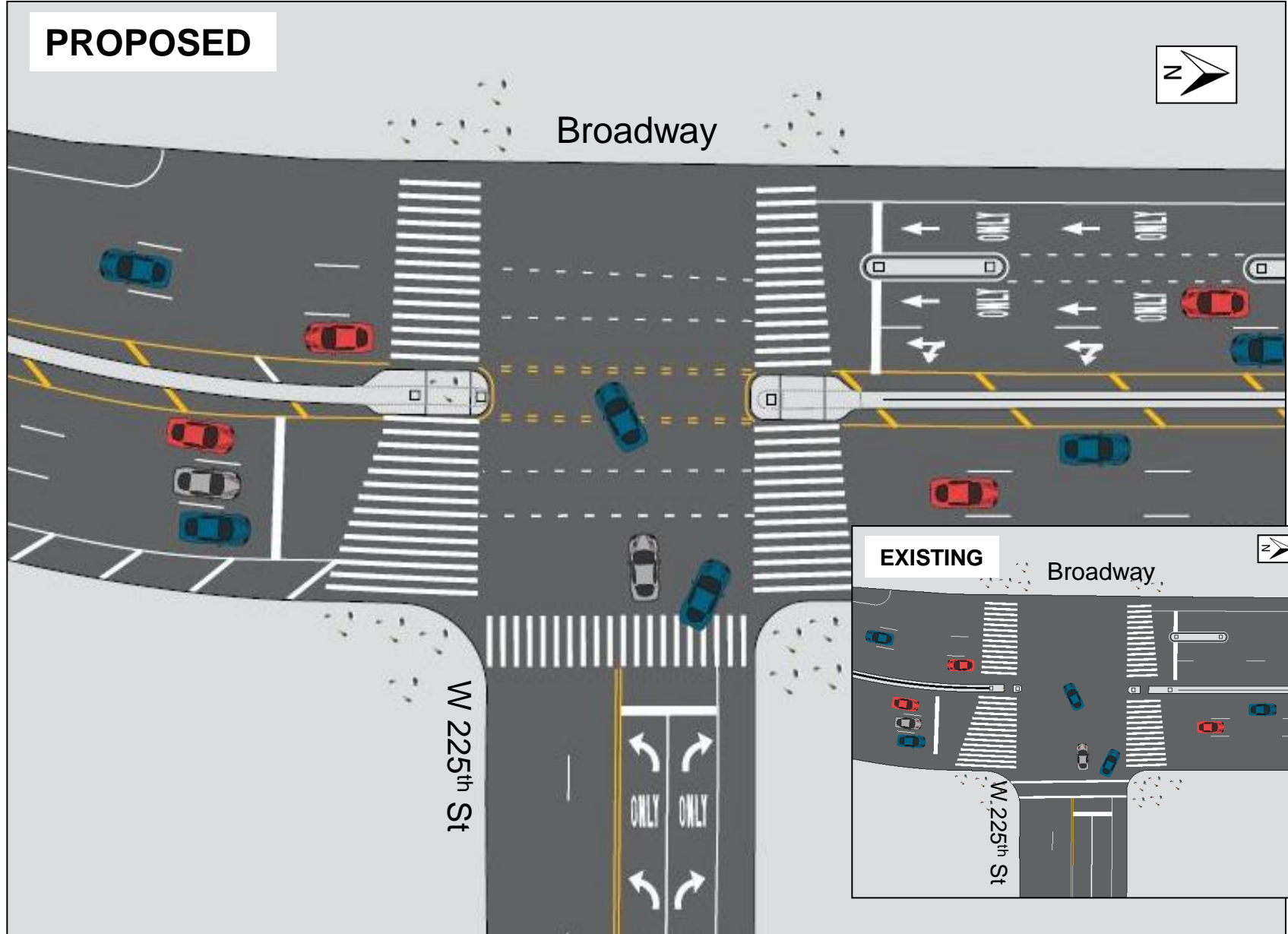
Channelization normalizes moving lane widths, reduces speeds, while maintaining three travel lanes

W 225th St

Turn lanes better organize traffic and increase predictability of turning vehicles



Proposed: W 225th St



Top Issues: W 228th St

On-street bus stop creates accessibility issues (high step up to bus and wheel ramp problems) and leaves bus riders exposed to moving traffic

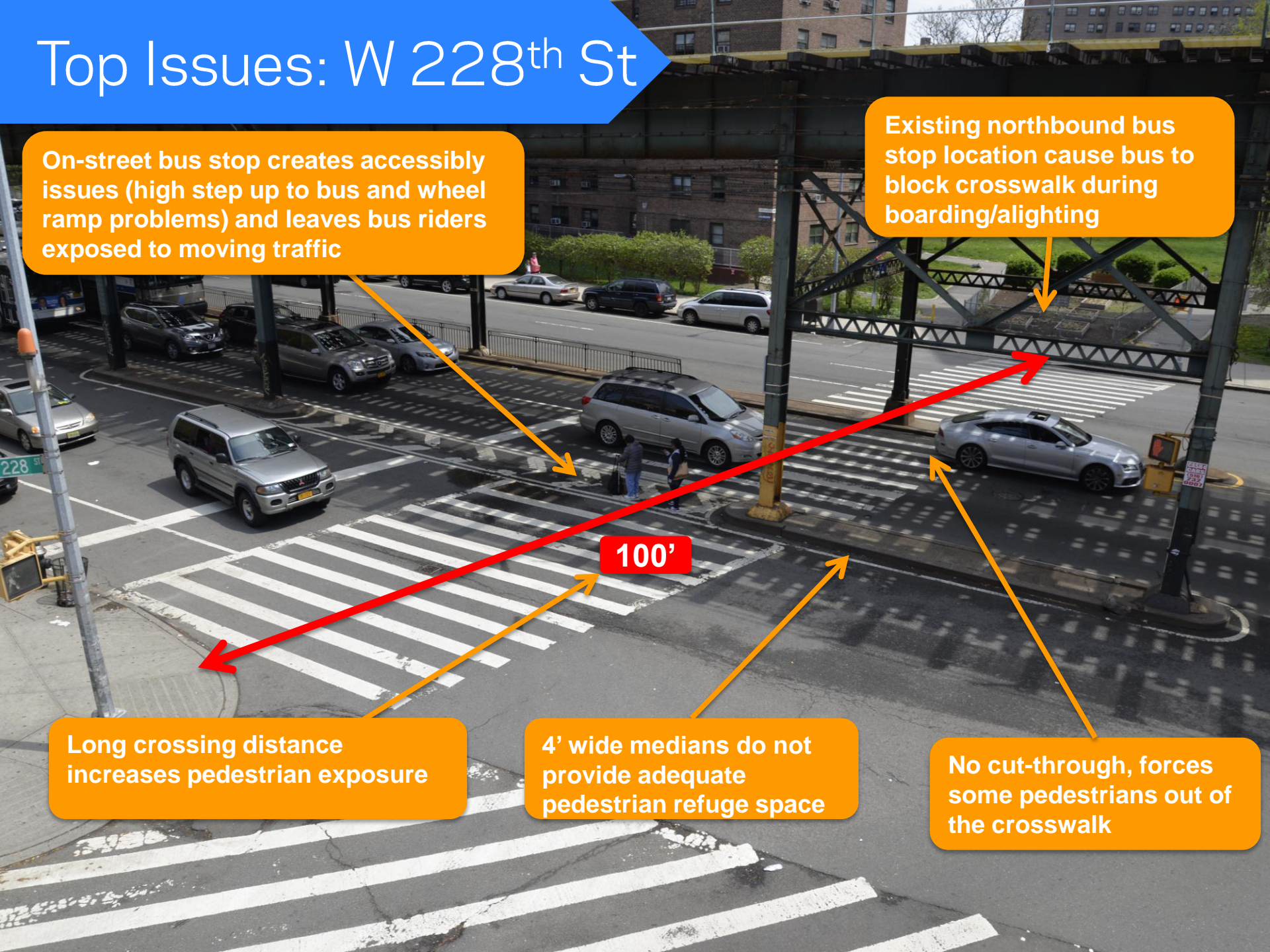
Existing northbound bus stop location cause bus to block crosswalk during boarding/alighting

Long crossing distance increases pedestrian exposure

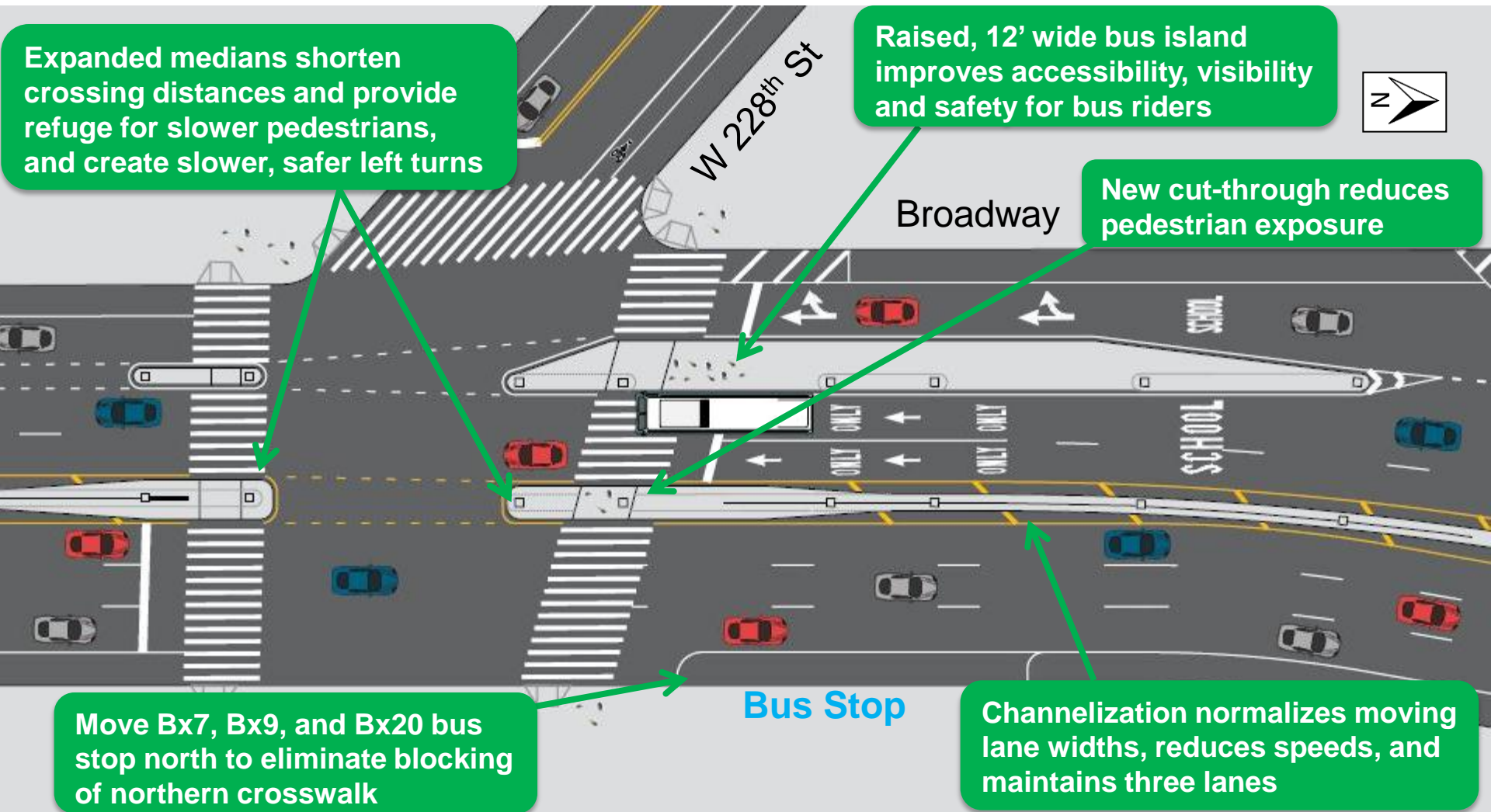
4' wide medians do not provide adequate pedestrian refuge space

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

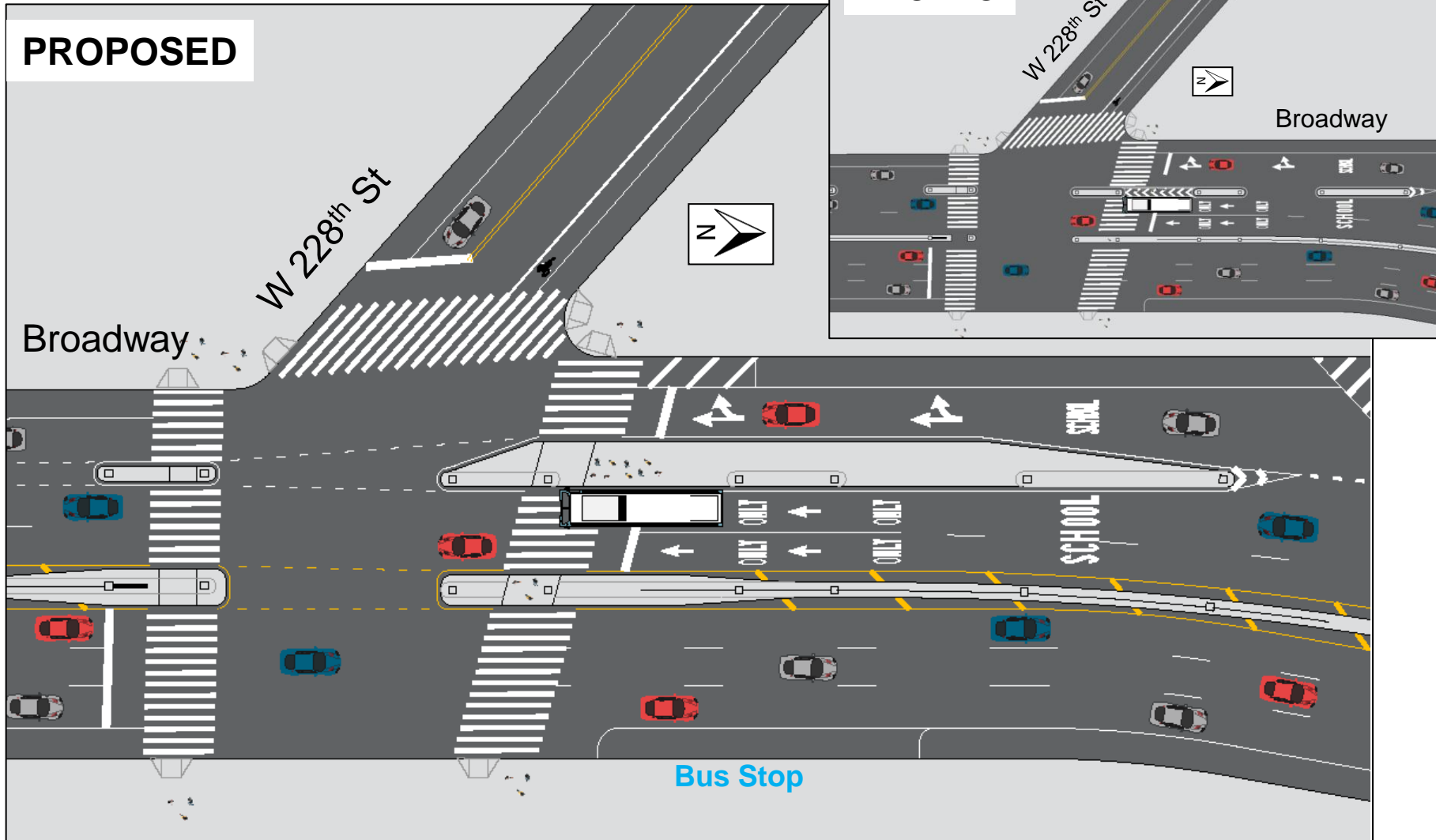
100'



Proposed: W 228th Street

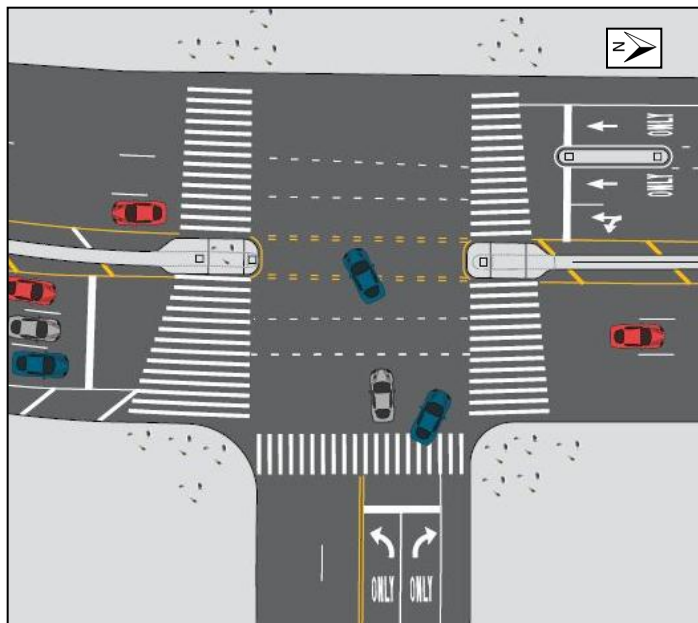


Proposed: W 228th Street

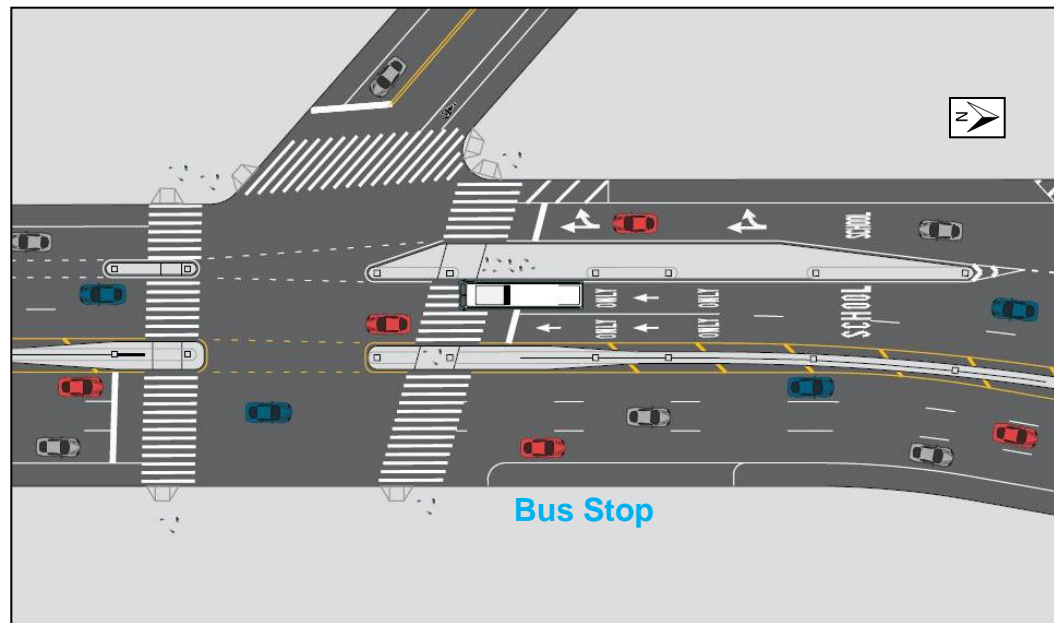


Proposal Details: Summary and Benefits

- 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?



**Thank
You**

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