

Broadway and West 230th Street

Bronx Community Board 8 asked DOT to develop a plan to enhance safety at Broadway and West 230th Street in Kingsbridge. Identified as an accident prone location by the NYPD, this intersection had long crosswalks and multiple conflicts between motor vehicles and pedestrians. The steel columns supporting the elevated #1 train on Broadway further complicated the intersection.

DOT installed new pedestrian safety islands, creating safe pedestrian space and shorter crossing distances. In conjunction with new roadway markings, the islands also served to calm traffic and clarify the intersection for drivers. Traffic signals now include a “Barnes’ Dance” during which all vehicles are stopped at red lights while pedestrians are allowed to cross. This approach eliminates conflicts between pedestrians and turning vehicles.

Pedestrian safety islands and shorter crosswalks made crossing the street safer and easier, especially for seniors and children.

New traffic signals are more visible to drivers and allow pedestrians to cross without conflicts from turning vehicles

New pedestrian islands make crosswalks shorter and safer

New markings and signs improve the safe flow of traffic through the intersection

Facing east on West 230th Street at Broadway

- Community Board 8 requested safety improvements at this location with high volumes of pedestrians, especially children and seniors
- Crossing distance reduced by **79 feet**
- Total crashes with injuries decreased **49%**
- Crashes with injuries to vehicle occupants decreased **75%** [statistically significant]
- No change** in vehicle volumes after the improvements were implemented



Facing east on West 230th Street at Broadway

Crashes with Injuries
Broadway at West 230th Street

	Before* (three previous years)			After
Total Crashes with Injuries	26	24	12	10.6
Number of Crashes with Injuries to:				
Motor Vehicle Occupants	20	14	8	3.5
Pedestrians	4	10	4	6.4
Bicyclists	2	0	0	1.4

*Before columns show the crash history for each of the three years immediately prior to project implementation. After column shows number of crashes since implementation (through May 2013) at annual rate. See page 46 for further information on crash data source and analysis methodology. The sum of the three specific categories may not equal "Total Crashes with Injuries" because some crashes involved injuries in multiple categories.