

Broadway: Northern Blvd to 65th St

Corridor Safety Improvements

2014

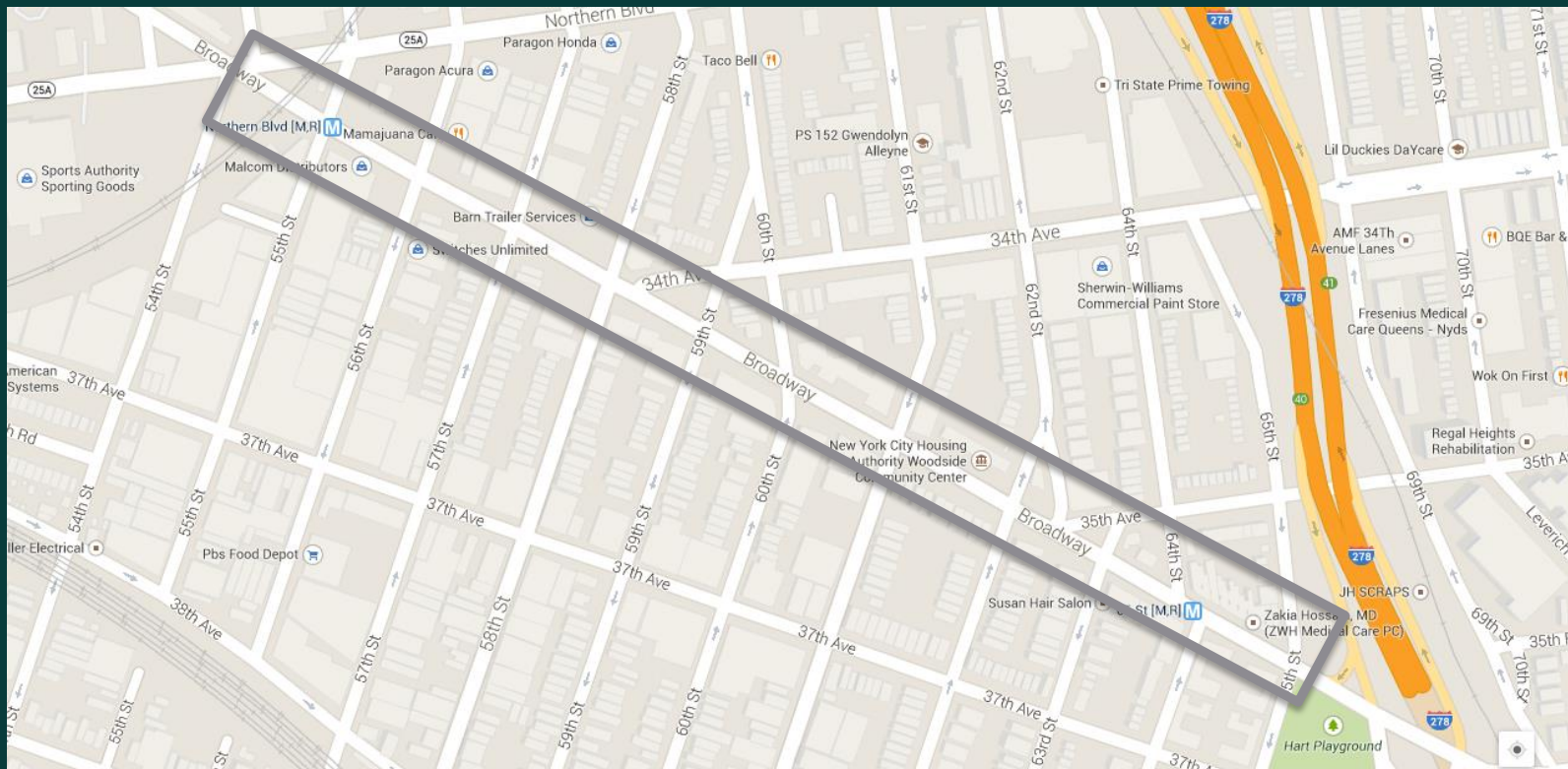


Commissioner Polly Trottenberg New York City Department of Transportation
Presented by Research, Implementation, and Safety on April 22, 2014 to Community Board 2 Transportation Committee

Project Background

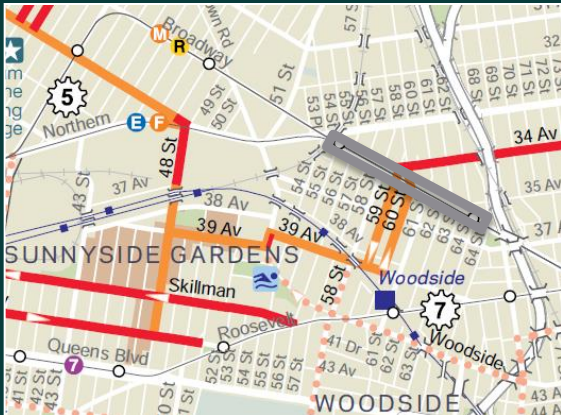
- High-crash corridor, ranking in the top 10% of Queens corridors
- Pedestrian fatality at 58th Street and Broadway in September 2013
- Request from local elected officials and community members for traffic-calming measures to improve pedestrian safety along Broadway

Project Limits: Northern Blvd. to 65th St



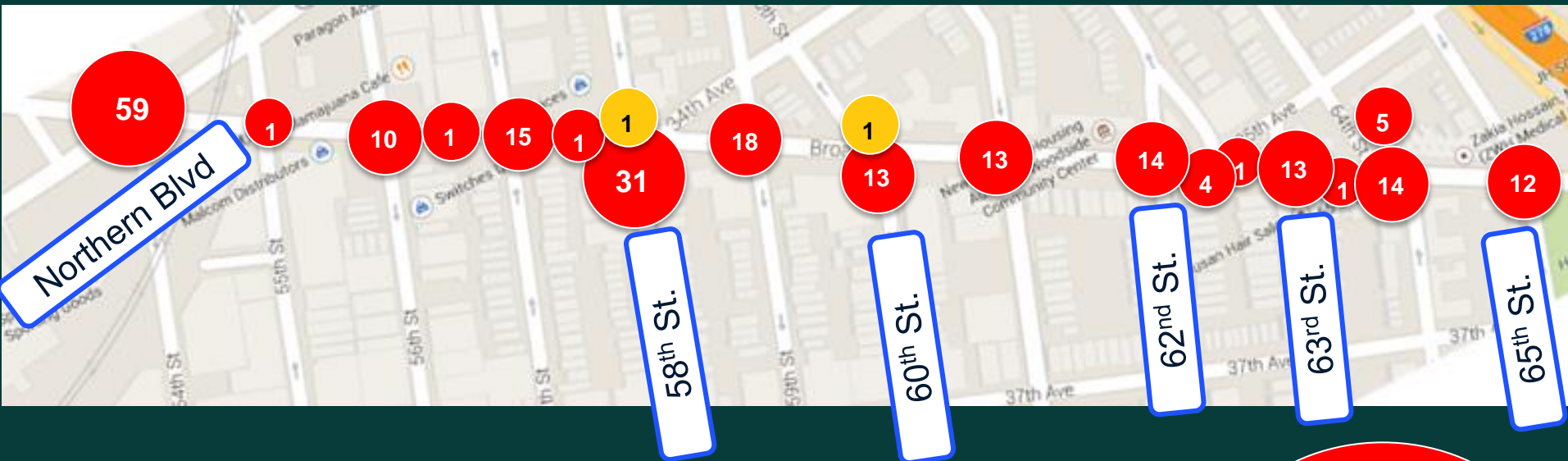
Existing Conditions

- Broadway widens at 63rd St
- Local truck route along Broadway
- High-capacity street but fairly low vehicular volume
- High incidence of speeding
- Popular route for cyclists connecting 34th Ave with Astoria



Existing Conditions at Broadway and 63rd St.

Safety Data



Injury Summary, 2008-2012 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	33	2	0	2
Bicyclist	26	1	0	1
Motor Vehicle Occupant	179	7	1	8
Total	238	10	1	11

Fatalities, 01/01/2008-4/7/2014 : 2

Source: Fatalities: NYCDOT

Injuries: NYSDOT

KSI: Persons Killed or Severely Injured

**Total Fatalities
2008-
2014**

Total Injuries
(Motor vehicle
occupant, bicycle
and pedestrian)
2008-2012

**2 fatalities (1 pedestrian, 1
motorcyclist)**

Need: Why Broadway?

Long crossing distances



27 % of vehicles traveling over speed limit



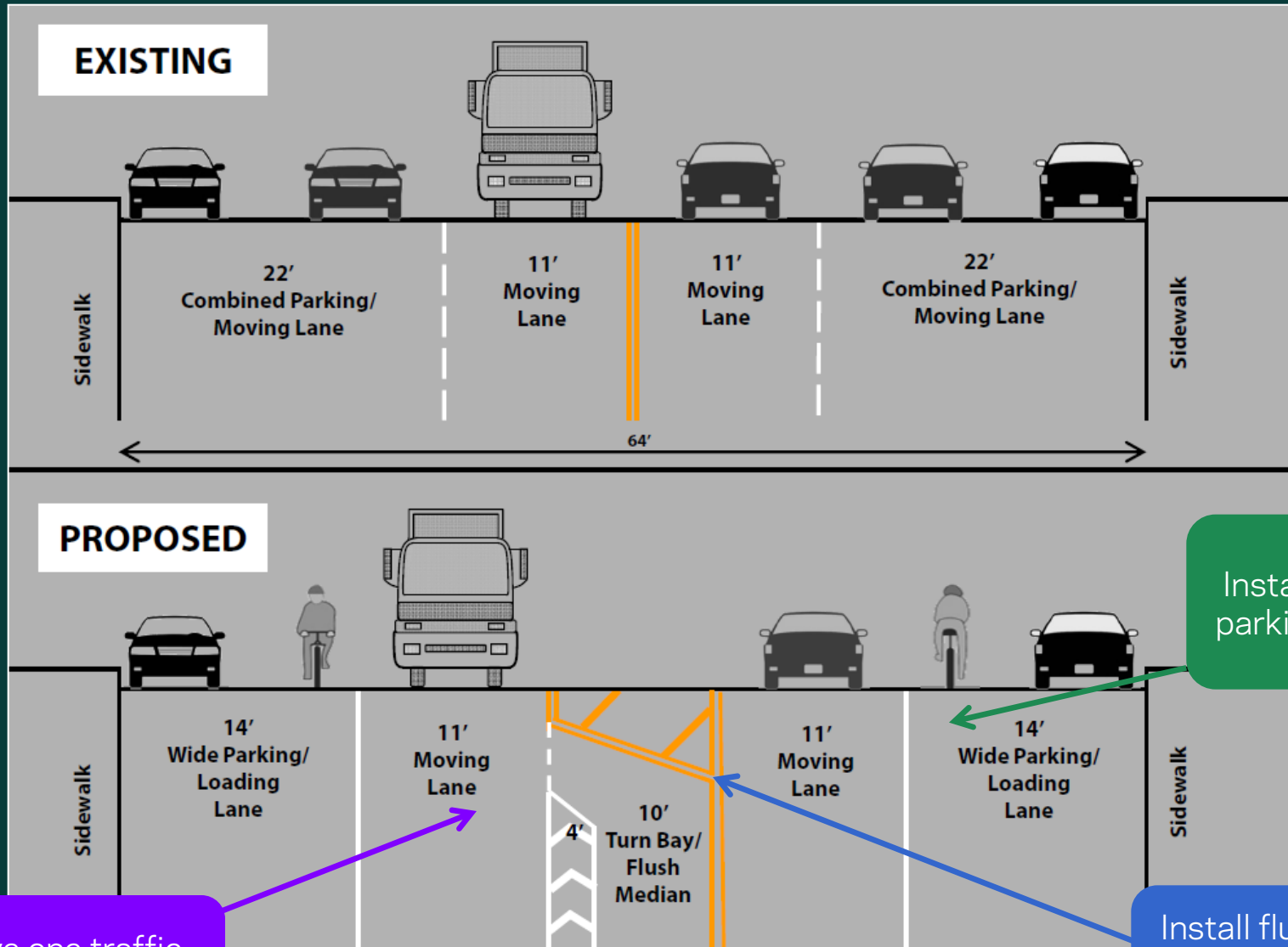
Wide road with disorganized traffic patterns



Two wide lanes running approx. 50% capacity at peak hour



Proposed: 63rd St to Northern Blvd



Proposed: Broadway and 58th St



Existing: Broadway and 58th St.

Broadway
phase



58th St
phase



Christ Church
Child Care
Center

Two phases

34th Ave. is only
stop-controlled

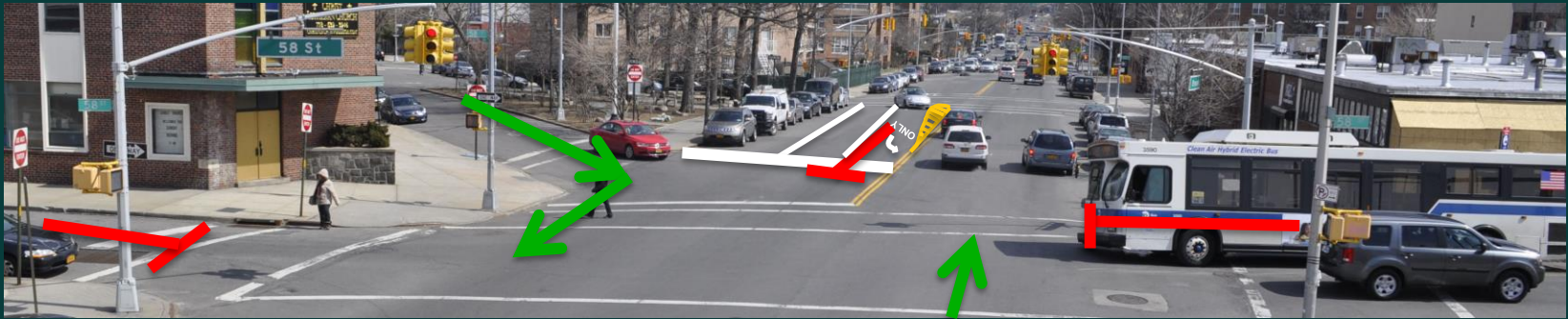
Pedestrian
fatality in Sept.
2013

Proposed: Broadway, 58th St, 34th Av

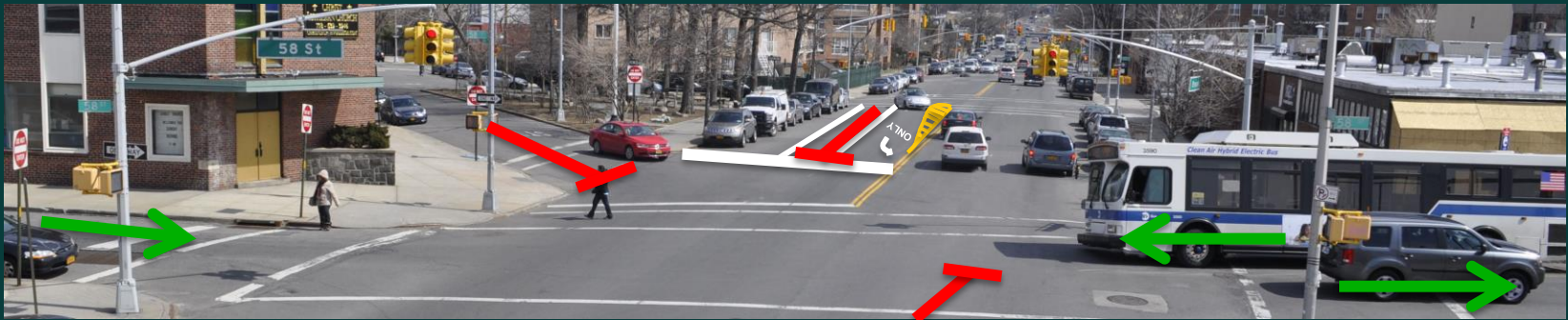
Broadway phase



+ NEW
34th Ave
phase



58th St
phase



Benefits of Proposal

- Matches number of moving lanes to traffic volume
- Consistent with moving lanes north of Northern Bl and south of 63rd St
- Reduces speeding / calms traffic
- Simpler, safer left turns
- Safer pedestrian crossing
- Wide parking lane allows for safe bicycle travel
- Redesigns 0.5 miles of a high-crash corridor
- A Vision Zero initiative corridor redesign



Questions?

**Thank
You**

Contact:
Queens Borough Commissioner's Office at 212-839-2510 or gbc@dot.nyc.gov