Broadway at W. 96th Street
Pedestrian Safety Improvements

Commissioner Polly Trottenberg  New York City Department of Transportation
Presented on January 30, 2014 at Community Board 7
Project Background

**Fatalities**
- Alexander Shear, January 10, 2014
- Samantha Lee, January 19, 2014

**Injuries** (2008-2012)
- Zero severe injuries
- 52 total injuries, 20 pedestrian

**Broadway Left Turns**
- Banned from Broadway 7am-7pm prior to November 2003
Existing Signal Phasing

Legal trip from NW corner to Subway may have initial delay of 47 seconds

Trip may take as long as 1 minute 45 seconds

Phase A: 15 secs
Phase B: 28 secs
Phase C: 15 secs
Phase D: 32 secs
Existing Conditions

Pedestrians crossing NB Broadway during NB phase when they see a gap

Pedestrians crossing SB Broadway during NB left turn phase

Pedestrians crossing NB Broadway during NB phase when they see a gap
Existing Conditions

Pedestrians cross median to median when they think there is a gap
1. Two left turns banned: SB Broadway to EB W96\textsuperscript{th} and WB W96\textsuperscript{th} St to SB Broadway

2. Expanded pedestrian space on north mall

3. New mall to mall crosswalk

4. New flush median & lane designations for W. 96\textsuperscript{th} St

5. Simpler signal phasing…
Proposed Signal Phasing

Phase A: 43 secs

Phase B: 15 secs

Phase C: 32 secs

Legal trip from NW corner to Subway has zero initial delay

58 seconds maximum trip time
Pedestrian Crossing Time (Seconds)

- **Existing**
  - 32
  - 43
  - 0
  - 43

- **Proposed**
  - 47
  - 43
  - 32

- **Increase**
  - +15
  - +43
  - +15

96th St

GOLDENROAD

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Anticipated Benefits

1. Fewer pedestrian/vehicular conflicts
2. Less confusion and more natural compliance with signals
3. Significant pedestrian and modest vehicular travel time improvements