BROADWAY CRASHES

CORRIDOR CRASH SUMMARY (2009-2017)

- ALL INJURY CRASHES: 38
- FATAL AND SEVERE CRASHES: 4

KEY CHARACTERISTICS

- Four travel lanes with some left turn pockets.
- Class II bicycle lanes along short portions of the corridor.

SPEED LIMIT 30
"Unsafe Speed" was the most common violation, cited in 28% of all crashes.

More than 2/3 of drivers were proceeding straight or stopped at the time of the crash.

Sideswipe was the second most common crash type - 23% of all crashes.

Half of pedestrians hit were crossing outside of a crosswalk at the time of the crash.

Nearly 2/3 of pedestrian crashes occurred on Friday or Saturday.

Sideswipe was the second most common crash type - 23% of all crashes.

Nearly 20% of all crashes were broadside, also called T-Bone.

Nearly 2/3 of pedestrian crashes occurred between 6 AM and 6 PM.

45% of bicycle crashes were sideswipe.

"Improper Turning" was cited as the primary violation in nearly half of bike crashes.

Numbers that are turned on represent a location where crash type has occurred at least three times.
Corridor-Wide Recommendations

- Speed Limit 30
- Road Diet
- Separated/Buffered Bikeway
- Advanced Dilemma Zone Detection

What You See Today

What's Proposed

Existing Distance Between Crosswalks

Distance Between Crosswalks With Improvements

On-Street Bicycle Lane
**Road Diet**

- Reduces the number of driveway entrances/exits through consolidation limits the exposure of bicyclists, pedestrians, and drivers to vehicles entering or exiting driveways, reducing conflicts.
- Advanced dilemma-zone detection enhances safety at signalized intersections by modifying traffic control signal timing on the fly to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. This may reduce rear-end crashes associated with unsafe stopping and angle crashes due to red light running.
- Designated bicycle lanes, separated from vehicle traffic by a physical barrier, usually bollards, landscaping, or parked cars. These facilities can increase safety by decreasing opportunities for collisions with over-taking vehicles, and reducing the risk of dooring.

**High Visibility Crosswalk**

- A crosswalk designed to be more visible to approaching drivers, striped with ladder markings using high-visibility material such as thermoplastic tape instead of paint.
- New traffic signals help organize travel of all modes at an intersection, limiting interactions between vehicles, pedestrians, and bicyclists with conflicting movements. New signals can have a traffic calming effect on long, high-speed straightaways.

**Consolidate Driveways**

- Reducing the number of driveway entrances/exits through consolidation limits the exposure of bicyclists, pedestrians, and drivers to vehicles entering or exiting driveways, reducing conflicts.
- A crosswalk designed to be more visible to approaching drivers, striped with ladder markings using high-visibility material such as thermoplastic tape instead of paint.

**Separated/Buffered Bikeway**

- Designated bicycle lanes, separated from vehicle traffic by a physical barrier, usually bollards, landscaping, or parked cars. These facilities can increase safety by decreasing opportunities for collisions with over-taking vehicles, and reducing the risk of dooring.