BROADWAY CRASHES

CORRIDOR CRASH SUMMARY (2009-2017)

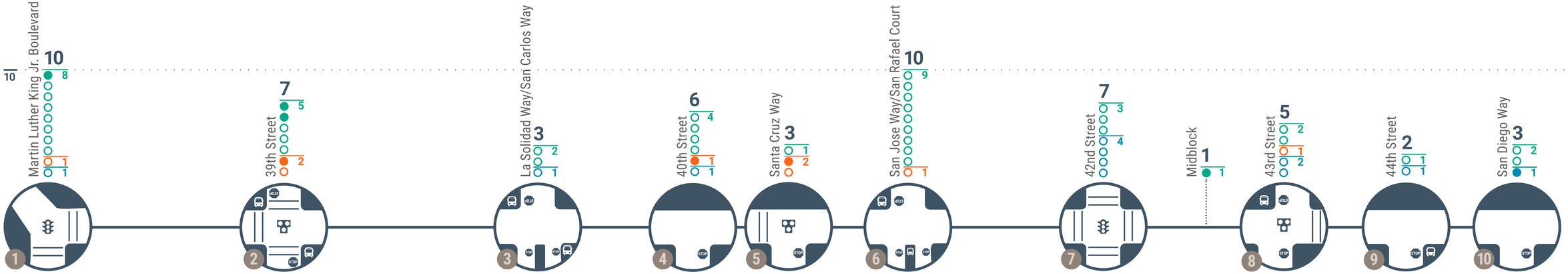
ALL INJURY CRASHES	38	8	11
FATAL AND SEVERE CRASHES	4	3	1

KEY CHARACTERISTICS

SPEED LIMIT 30

Four travel lanes with some left turn pockets.

Class II bicycle lanes along short portions of the corridor.



CORRIDOR-WIDE CRASH TYPES

VEHICLE

Unsafe Speed

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

1 2 3 4 5 6 7 8 9 10

Proceeding Straight

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

1 2 3 4 5 6 7 8 9 10

Sideswipe

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

1 2 3 4 5 6 7 8 9 10

Rear End

Rear End was the most common crash type - 25% of all crashes.

1 2 3 4 5 6 7 8 9 10

Left Turns

Nearly 2/3 of drivers who were turning at the time of the crash were making a left turn.

1 2 3 4 5 6 7 8 9 10

Broadside

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

1 2 3 4 5 6 7 8 9 10

PEDESTRIAN

Not in Crosswalk

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

1 2 3 4 5 6 7 8 9 10

Weekend

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

1 2 3 4 5 6 7 8 9 10

Daytime

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

1 2 3 4 5 6 7 8 9 10

BICYCLE

Sideswipe

45% of bicycle crashes were sideswipe.

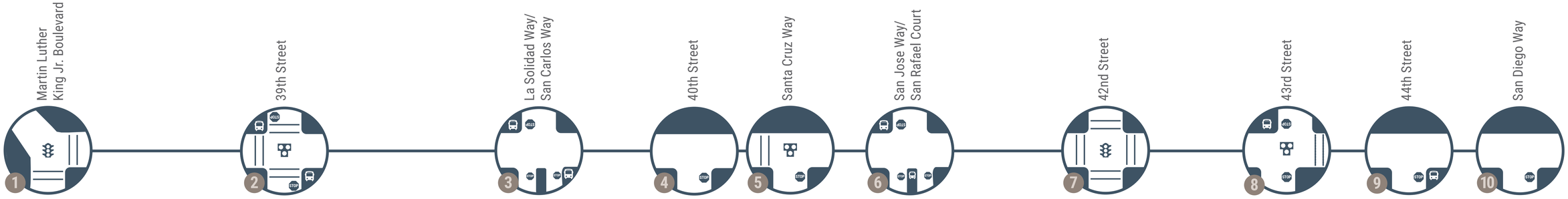
1 2 3 4 5 6 7 8 9 10

Improper Turning

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

1 2 3 4 5 6 7 8 9 10

1 Numbers that are turned on represent a location where crash type has occurred at at least three times.



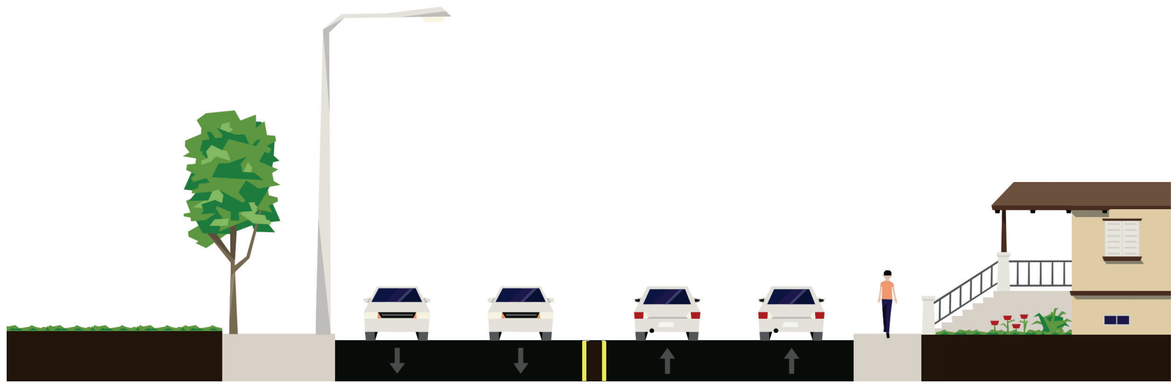
BROADWAY
CORRIDOR-WIDE RECOMMENDATIONS

SPEED LIMIT 30

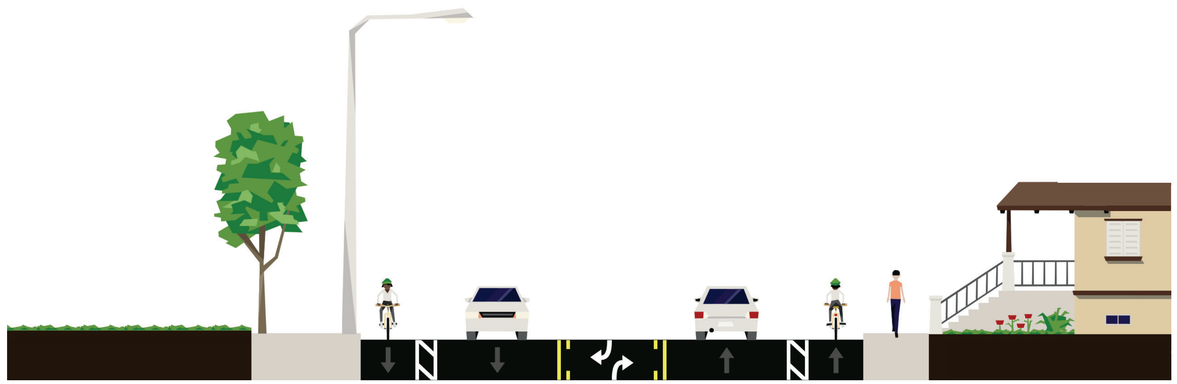
(XXX) Distance Between Crosswalks With Improvements

XXX Existing Distance Between Crosswalks

On-Street Bicycle Lane

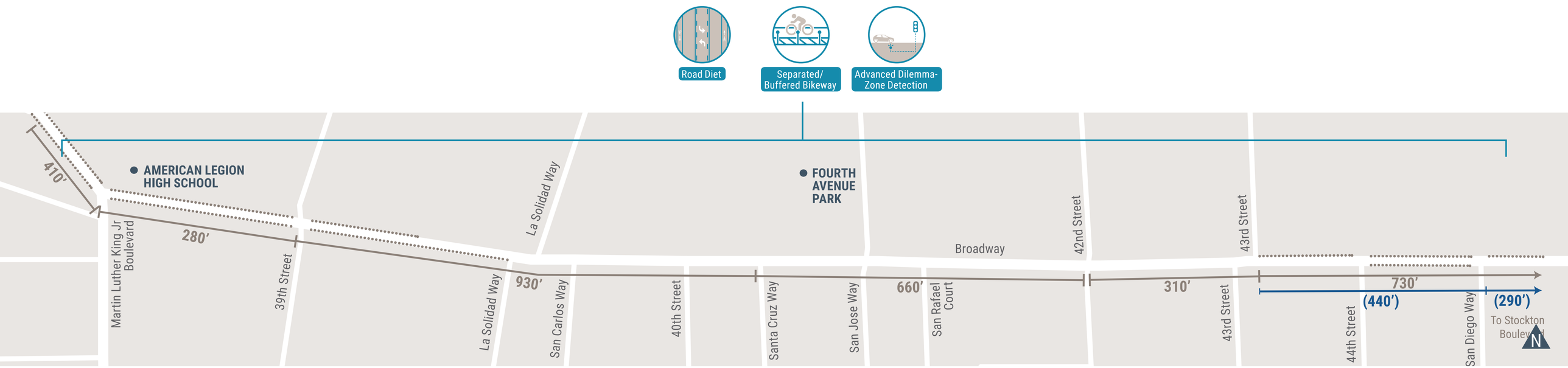


What You See Today



What's Proposed

Corridor-Wide Recommendations



BROADWAY
RECOMMENDATIONS

SPEED LIMIT 30

(XXX) Distance Between Crosswalks With Improvements

XXX Existing Distance Between Crosswalks

On-Street Bicycle Lane

Location-Specific Recommendations

High Visibility Crosswalk

High Visibility Crosswalk

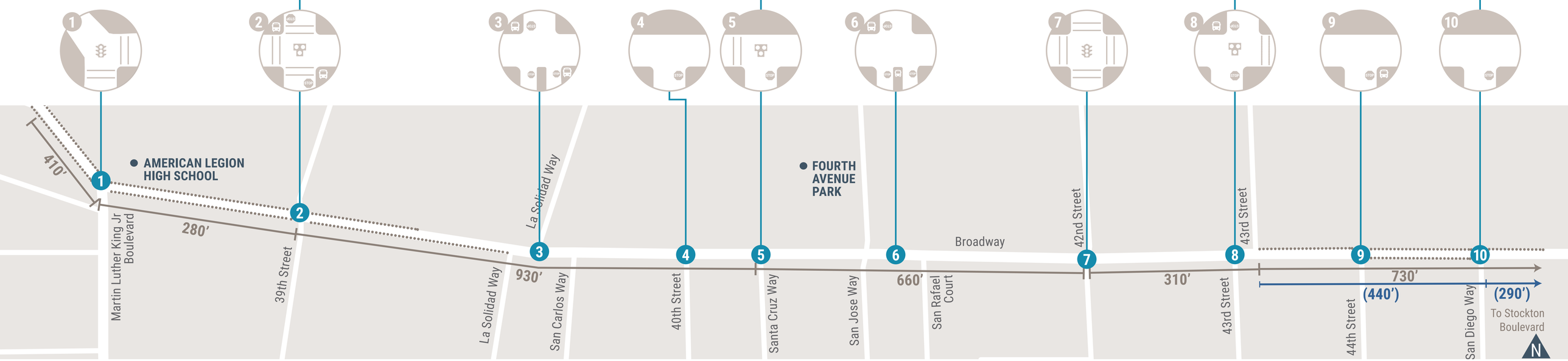
High Visibility Crosswalk

Consolidate Driveways

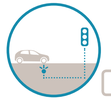
New Traffic Signal

High Visibility Crosswalk

Existing Conditions



BROADWAY IMPROVEMENTS



S4 40%

Advanced Dilemma-Zone Detection

Signals/Signage

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.

Consolidate Driveways

Bike Safety, Pedestrian Safety, Visibility

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.

NS6/NS17/NS18 25-35%

High Visibility Crosswalk

Crossings, Pedestrian Safety, Visibility

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.

NS3 25%

New Traffic Signal

Signals/Signage

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.

R15 30%

Road Diet

Speed, Pedestrian Safety, Bike Safety, Crossings

Road diets generally reassign space in the roadway from vehicle travel lanes to create room for bicycle facilities, wider sidewalks, or center turn lanes. Road diets optimize street space to benefit all users by improving the safety and comfort of pedestrians and bicyclists, and reducing vehicle speeds and the potential for rear end collisions.

R36 35%

Separated/Buffered Bikeway

Bike Safety

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.

R36 35%
- Caltrans Local Road Safety Manual ID
- Crash Reduction Factor

Safety Issue Categories