

# **From Vision to Implementation: Making Our Main Streets *Complete Streets***

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# Measuring the Street:

New Metrics for 21st Century Streets

# Measuring the Street:

## New Metrics for 21st Century Streets

New York City's streets are constantly called on to meet new and varied needs of a growing, dynamic, 21st Century city - and to do this in a complex environment where there is little opportunity to expand the existing footprint. How do city leaders address these challenges and measure their success? This report discusses key approaches to street design projects, and how results can be measured against goals for safety, serving all users and creating great public spaces while also maintaining the flow of traffic. Using a cross-section of recent NYCDOT street design projects, this report details the metrics NYCDOT uses to evaluate street projects, and illustrates how measuring results can show progress toward safe, sustainable, livable and economically competitive streets.

### Goals

Design for **safety**

Design for **all users of the street**

Design **great public spaces**

### Strategies

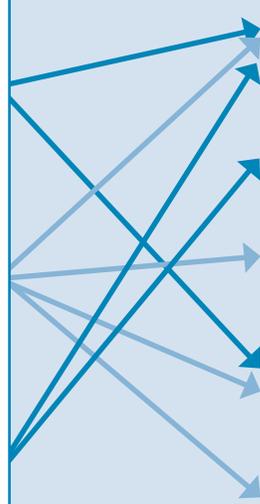
**Designing safer streets**, to provide safe and attractive options for all street users .....

**Building great public spaces** to create economic value and neighborhood vitality .....

**Improving bus service** to bring rapid transit beyond the subway .....

**Reducing delay and speeding** to allow for faster, safer travel .....

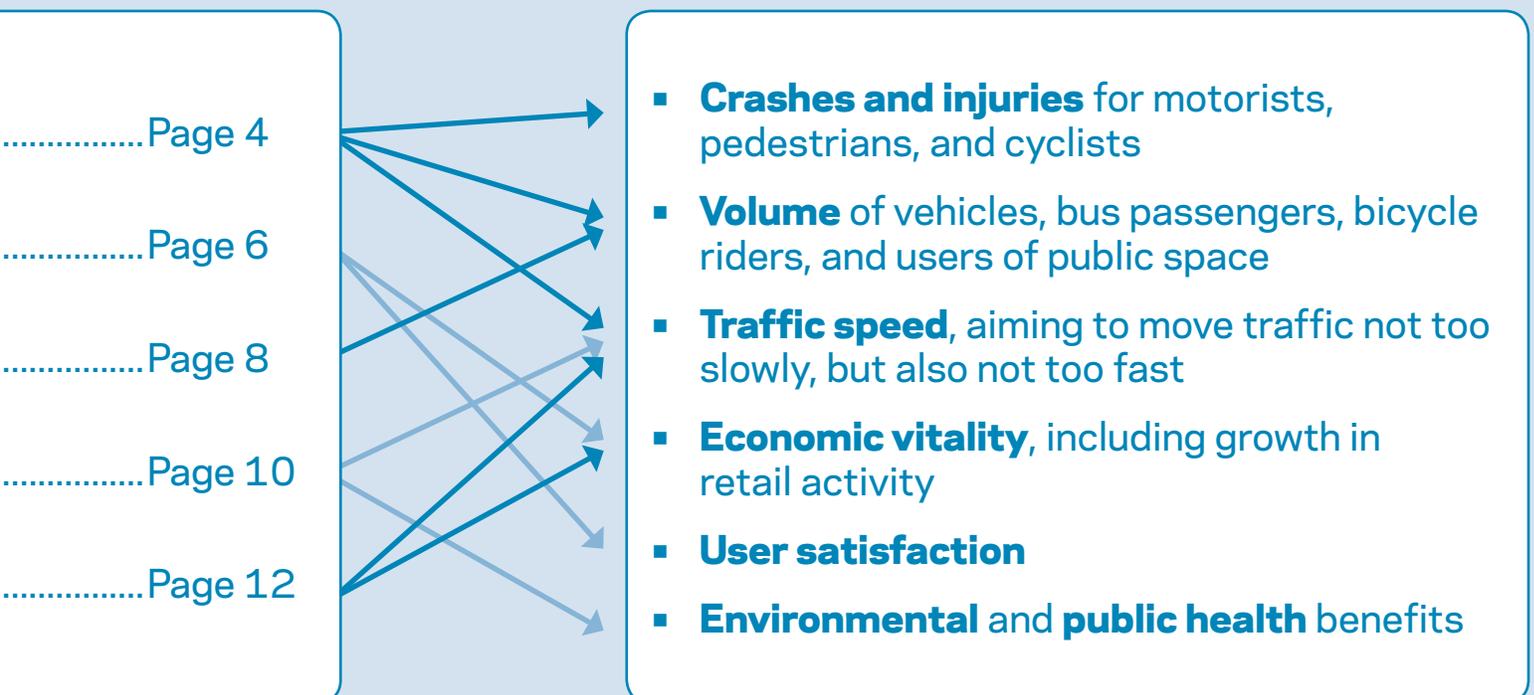
**Efficiency in parking and loading** to improve access to businesses and .....



Cities need to set new goals for their streets if they are to meet the needs of a dynamic and growing city and address the problems of vehicle crashes, traffic congestion, poor-performing bus and bike networks, and environments that are inhospitable for pedestrians. New York has been able to transform our streets by blending new technologies with time-tested tools to create 21st Century Streets for all users.

The projects described in this report demonstrate this approach. The metrics shown here track the success of these projects, inform the design of future projects and are vital to building public support for world-class streets.

## Metrics



# Designing safer streets

Safe and attractive options for all users

First protected bicycle lane in the US:  
8th and 9th Avenues (Manhattan)

**35%** decrease in  
injuries to all street  
users (8th Ave)

**58%** decrease in  
injuries to all street  
users (9th Ave)

Up to **49%**  
increase in retail  
sales (Locally-based  
businesses on 9th Ave from  
23rd to 31st Sts., compared  
to 3% borough-wide)



Left turn bays  
and signal  
phases

Mixing zones for  
bicycles and left-  
turning vehicles

Parking-protected  
bike lane

Pedestrian safety  
islands

The City's streets are unique because of the mix of people using the same space. Planning for safety, which is at the heart of every DOT initiative, means helping pedestrians, motorists, bus riders, and cyclists coexist safely. Here our focus has been on organizing the different streams of traffic - by simplifying intersections; by creating dedicated lanes for turning drivers and for cyclists; and by setting aside signal time and safe space for crossing pedestrians.

## KEY METRICS

- Crashes and injuries to motorists and other vehicle occupants, pedestrians, cyclists, and motorcyclists
- Vehicle speeds

### Neighborhood traffic calming: East 180th Street (Bronx)

**67%** decrease in pedestrian crashes

**29%** decrease in eastbound speeding

**32%** decrease in westbound speeding



# Building great public spaces

## Economic value and neighborhood vitality

Expanding an iconic space:  
Union Square North (Manhattan)

Speeding decreased by **16%**, while median speeds increased by **14%**

Injury crashes fell by **26%**

**49%** fewer commercial vacancies (compared to 5% more borough-wide)

**74%** of users prefer the new configuration



New York's streets serve more functions than simply moving people and goods. In such a densely populated city, the streets and sidewalks are places to congregate, relax, and enjoy being out in public. We have focused on creating great public spaces that serve individuals and groups large and small. Local organizations who maintain and program our public spaces help us ensure that these spaces will remain functional and useful for all users.

## KEY METRICS

- Economic vitality (sales tax receipts, commercial vacancies, number of visitors)
- User satisfaction, revealed through surveys
- Number of users

### Transforming an underused parking area: Pearl Street (Brooklyn)

**172% increase** in retail sales *(at locally-based businesses, compared to 18% borough-wide)*

BID held **27** public events in 2012

Maintenance partner agreement

Pedestrian plaza

### Creating a seating area out of curb lane: Pearl Street (Manhattan)

**77% increase** in seated pedestrians

**14% increase** in sales at fronting businesses

Striping and planters

Seasonal seating platform in curbside lane

# Improving bus service

## Rapid transit beyond the subway

Making bus routes work better:  
Fordham Road (Bronx)

**20%** increase in  
bus speeds

**10%** increase in  
bus ridership

**71%** increase in  
retail sales  
*(at locally-based  
businesses, compared to  
23% borough-wide)*

**Delivery windows**  
*(curb dedicated to  
trucks at key times)*

Transit signal  
priority

Curbside red  
bus lanes

Even though most New Yorkers use mass transit every day, the city's buses are the slowest in North America. In partnership with MTA New York City Transit, DOT has introduced a new level of bus service, Select Bus Service (SBS), to some of the city's busiest corridors. SBS includes off-board fare payment, three-door boarding to reduce boarding time; red bus lanes and Transit Signal Priority (TSP) to keep buses moving; and new shelters, buses, and bus bulbs to improve the passenger experience. SBS projects also include features to enhance pedestrian, cyclist, and traffic flow and safety.

## KEY METRICS

- Bus ridership
- Bus travel speeds
- Economic vitality (sales tax receipts, commercial vacancies, number of visitors)

### Dedicated lanes for both buses and bikes: First and Second Avenues (Manhattan)

**18%** increase in bus speeds

**12%** increase in bus ridership

Up to **177%** increase in bicycle volumes

**47%** fewer commercial vacancies  
*(compared to 2% more borough-wide)*

**37%** decrease in injury crashes



Separated left turn lanes and dedicated signal phases

Offset red bus lanes

Protected green bike lanes

Pedestrian refuges

# Reducing delay and speeding

## Faster, safer travel

Creative traffic engineering for wide streets:  
Hoyt Avenue at the RFK Bridge (Queens)

**51%** improvement  
in northbound  
travel times

**21%** decrease in  
crashes

**37%** increase in  
weekend bicycle  
volumes

New signals and  
modified timings

Pedestrian refuges  
and crosswalks

Banned turns  
during peak  
hours.

Bicycle lanes

Streets that work for traffic have less congestion and more reliable travel times. Improving traffic flow need not come at the expense of safety, however. Organizing traffic, simplifying complicated intersections, and optimizing signals can reduce peak congestion, but also prevent speeding at other times. We have combined roadway markings, geometric changes, and signal timing to manage traffic safely - reducing congestion but also controlling excessive speeds.

## KEY METRICS

- Travel speeds and times
- Traffic volumes
- Crashes and injuries to motorists and other vehicle occupants, pedestrians, cyclists, and motorcyclists

### Using technology to manage a congested business district: 42nd to 60th Street (Manhattan)

**10%** increase in travel speeds

**9%** decrease in Greenhouse Gas emissions in peak hours

Off-the-shelf technology (microwave traffic sensors, E-ZPass readers) to measure congestion levels

6th Ave

57th St

2nd

42nd St

New turn lanes

Advanced traffic signals with remote communications

Engineers can adjust signal timings on the fly in response to real-time traffic congestion.

# Efficiency in parking and loading

Improving access to businesses and neighborhoods

Improving parking for local businesses:  
Park Slope (Brooklyn)

**20%** decrease  
in average parking  
duration

**18%** more unique  
visitors found  
parking

**7%** reduction in  
traffic volumes *(less  
cruising for parking)*

**Raised parking  
rates during peak  
demand periods**

**Installed muni  
meters areawide**



Curb frontage is a scarce resource in New York. At the curb, drivers need to park, buses and taxis need to drop-off and pickup passengers, truckers need to load and unload freight, all without interfering with safe pedestrian, bicycle, and traffic flow. When curbs are congested, streets become congested. When curb space is available, the street works better for all users. We have used parking regulations and pricing (through our PARK Smart and commercial paid parking programs) to reduce the amount of time vehicles park, stand, or stop at the curb, so that space turns over for new users, and double parking is minimized. Reducing parking duration by 10-20% can have the same effect as creating hundreds of new parking spaces in a neighborhood, while improving traffic flow.

## KEY METRICS

- Vehicle travel speeds and volumes
- Double parking
- Parking duration
- Number of unique visitors

### Reducing double parking on a busy truck route: Church Avenue (Brooklyn)

**21%** increase in  
travel speeds at  
peak hours

**19%** increase  
in reliability of  
travel speeds

Outreach to  
inform truckers  
of new rules

Exclusive truck use  
of certain meters  
early in the morning

# Street redesign inventory

## 1. DESIGNING SAFER STREETS

### Key treatments

- Simplified intersections
- Dedicated left, right, and through lanes
- Pedestrian safety islands
- Protected bike lanes
- Leading pedestrian intervals and split phasing

### Also helpful

- Turn bans
- Mixing zones for bicycles and left-turning vehicles
- Medians
- Wide parking lanes
- Speed humps and slow zones

## 2. BUILDING GREAT PUBLIC SPACES

### Key treatments

- Create new pedestrian plazas – first using temporary materials, later as capital projects
- Street furniture
- Seasonal seating platform in curbside lane
- Striping and planters
- Maintenance agreements with local organizations
- Programmed events

### Also helpful

- Simplified intersections

## 3. IMPROVING BUS SERVICE

### Key treatments

- Offset bus lanes
- Transit Signal Priority
- Bus bulbs
- Bus lane enforcement cameras

### Also helpful

- Pedestrian safety islands
- Turn lanes and turn bans
- Delivery windows

## 4. REDUCING DELAY AND SPEEDING

### Key treatments

- Adaptive signal control
- Signal optimization
- Dedicated left, right, and through lanes
- Simplified intersections
- Neighborhood Slow Zones

### Also helpful

- Protected bicycle lanes
- Pedestrian safety islands
- Wide parking lanes

## 5. EFFICIENCY IN PARKING AND LOADING

### Key treatments

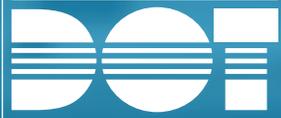
- PARK Smart
- Commercial Paid Parking
- Delivery Windows
- Muni meters

### Also helpful

- Offset bus lanes



NEW YORK CITY



# **Most Dangerous Roads for Walking**

## **And How States Can Make them Safer**



Route 110, Long Island, New York  
Image by Dougtone

**Tri-State Transportation Campaign**  
**February 2013**

## Introduction

In the three years from 2009 through 2011, 1,242 pedestrians were killed in collisions with vehicles in Connecticut, New Jersey and downstate New York. Almost 60 percent of these fatalities occurred on arterial roadways, high-speed roads often with multiple lanes in each direction and few pedestrian amenities such as marked cross-walks or pedestrian count-down signals.

### Key Findings

- More than 1,200 pedestrians have been killed in collisions with cars in our region between 2009 and 2011.
- Based on total pedestrian fatalities, the most dangerous roads for walking in the entire region are SR-24 (Hempstead Turnpike) in Nassau County, Upper Broadway in Manhattan and SR-25 (Jericho Turnpike) in Suffolk County.
- Almost 60 percent of pedestrian deaths in our region occur on multi-lane thoroughfares classified as arterials.
- Pedestrian fatalities decreased in 2011 in New York and Connecticut but increased slightly in New Jersey.
- Nassau County's SR-24 (Hempstead Turnpike) is the most dangerous road for pedestrians for the fifth consecutive year since the Campaign's first analysis.
- Traffic calming infrastructure and camera technology are inexpensive ways to reduce pedestrian deaths and injuries.

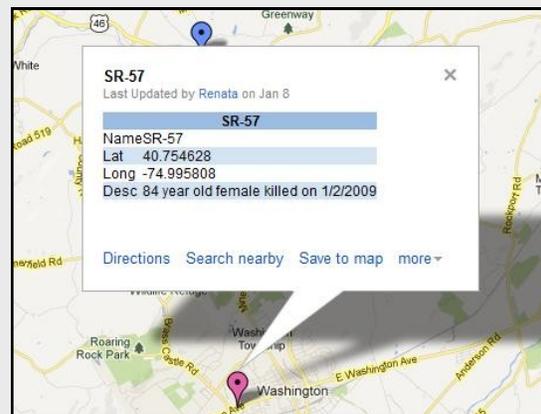
This report, *Most Dangerous Roads for Walking*, uses three years (2009, 2010 and 2011) of federal data to pinpoint the exact location of each pedestrian death in Connecticut, New Jersey and the 12 downstate New York counties and examines the roadway classifications at each fatality location. Interactive Google Maps that show pedestrian fatalities in each county and borough are accessible through TSTC's website, <http://tstc.org/reports/danger13/index.php>. These maps allow users to see where clusters of fatalities have occurred as well as view all fatalities in the county or borough.

From 2009 through 2011, pedestrian fatalities steadily decreased in downstate New York. In New Jersey, the number of pedestrians killed

### County/Borough/State Fact Sheets

The Campaign has produced county fact sheets (and a statewide sheet for Connecticut) identifying the most dangerous roads in the region. Each fatality is mapped in Google Maps and includes the date of the crash, crash location and the available demographic data for the victim. The county boundaries or state boundary are also displayed in each map. Through these Google Maps, users can zoom in on the exact crash location and even pull up street view photos of the location.

<http://tstc.org/reports/danger13/index.php>

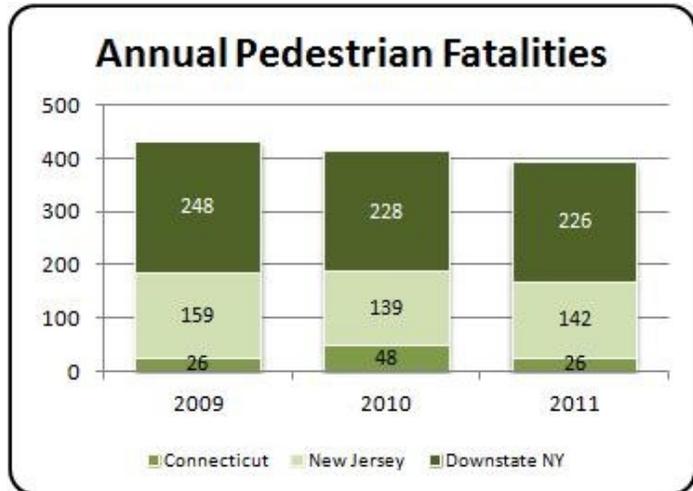


dropped in 2010, but increased slightly in 2011. In Connecticut, pedestrian fatalities increased in 2010, but decreased in 2011.

While pedestrian fatality numbers have fluctuated in the three years examined, two things remain consistent. The largest share of pedestrian fatalities (almost 60 percent of the fatalities) continue to occur on arterial roadways even though this type of road comprises only about 15 percent of the three states' total lane miles. Another

disturbing trend is that many of the roads that topped the most dangerous list in the Campaign's 2012 *Most Dangerous Roads for Walking* reports remain at the top in this year's analysis. Nassau County's SR-24 (Hempstead Turnpike) has been the region's most dangerous road for pedestrians since the Campaign's first analysis released in 2008 (examining data from 2005-2007). Other roads that continue to top the most deadly list for over two years include Burlington County's US-130 (Burlington Pike) in New Jersey, upper Broadway in Manhattan and US-1 in Connecticut.

Communities across the tri-state region along with county and state governments have continued to make progress in designing and



Source: TSTC Analysis of NHTSA's FARS database, 2009-2011.

### Region-wide Recommendations —

Detailed recommendations specific to Connecticut, New Jersey and New York are listed at the end of this report but several recommendations apply to all three states:

- Make pedestrian safety a policy and investment priority in transportation budgets and capital plans;
- Protect the most vulnerable pedestrians through increased spending on Safe Routes to School, Safe Routes to Transit and Safe Routes for Seniors programs;
- Prioritize federal funding from MAP-21 to improving bicycling and walking;
- Track and monitor complete streets laws to ensure that new or retrofitted roads safely accommodate bicyclists, pedestrians, transit riders and motorists of all ages and abilities; and,
- Regional congressional delegation should fight to protect and expand federal programs such as TIGER and Transportation Alternatives that provide significant funding for bicycle and pedestrian projects.

redesigning streets for pedestrians, bicyclists and drivers. Complete streets policies, which require roads to accommodate all users, have been signed into law in New York and Connecticut, and New Jersey's Department of Transportation has adopted a complete streets policy. In addition, counties and municipalities throughout the tri-state area have adopted complete streets policies to ensure that roads under local and county jurisdictions will be made safer for all users. Still, more needs to be done for the region's pedestrians.

## **The Region's Most Dangerous Roads for Walking**

For the fifth time, Nassau County's SR-24 (Hempstead Turnpike/Fulton Ave/Conklin Ave) is the region's most dangerous road for pedestrians. In the three years from 2009 through 2011, 14 pedestrians died on SR-24. Broadway in Manhattan (12 pedestrian fatalities) and SR-25 (Jericho Turnpike/Middle Country Rd/Main Rd), 11 pedestrian fatalities)<sup>1</sup> are the region's second and third most deadly roads respectively for pedestrians. With nine pedestrian fatalities from 2009 through 2011 each, Atlantic County's US-322/40 (Blackhorse Pike), Burlington County's US-130 and Middlesex County's Route 1, along with SR-110 (New York Ave/Broadhollow Rd) in Suffolk County and SR-27 (Sunrise Highway) in Nassau County round out the region's eight most deadly roads.

Importantly, this simple ranking is based only on the number of fatalities along a road in each county or borough and does not factor in the length of each road or look at pedestrian injuries. However, deaths on SR-24 were clustered in the Town of Hempstead and all but one of the fatalities on Manhattan's Broadway were north of 96th street. While SR-25 (Jericho Turnpike) stretches 65 miles across Suffolk County, the majority of the pedestrian deaths occurred in the approximately 11 miles between the Towns of Smithtown and Brookhaven.

Many of the region's most dangerous roads are high-speed arterials that have little or no pedestrian infrastructure like sidewalks, pedestrian count-down clocks, pedestrian islands, or clearly-marked crosswalks.

Table 1 ranks all roads in the region with five or more pedestrian fatalities during the period from 2009 through 2011. (Next page.)

**Table 1. Most Dangerous Roads for Walking (CT, NJ, downstate NY)**

Rank	Change in Ranking (Prior Year's Rank)	Road	County	2009	2010	2011	Total
1	-	SR-24 (Hempstead Tpke, Fulton Ave)	Nassau, NY	6	5	3	14
2	-	BROADWAY	Manhattan, NY	6	4	2	12
3	↑ (6)	SR-25 (Jericho Tpke, Middle Country Rd) <sup>1</sup>	Suffolk, NY	2	1	8	11
4	↑ (6)	SR-27 (Sunrise Hwy)	Nassau, NY	4	3	2	9
4	↑ (6)	SR-110 (New York Ave, Broadhollow Rd, Broadway)	Suffolk, NY	1	3	5	9
4	↑ (14)	US-322/40 (Blackhorse Pike, Albany Ave)	Atlantic, NJ	4	2	3	9
4	↓ (3)	US-130 (Burlington Pike)	Burlington, NJ	3	4	2	9
4	↑ (6)	ROUTE 1 <sup>2</sup>	Middlesex, NJ	3	3	3	9
9	↓ (3)	SR-27 (Sunrise Hwy) <sup>3</sup>	Suffolk, NY	2	4	2	8
9	↑ (26)	US-30 (Whitehorse Pike)	Camden, NJ	1	2	5	8
9	new	ROUTE 9 <sup>4</sup>	Middlesex, NJ	3	1	4	8
12	↑ (14)	AMSTERDAM AVE	Manhattan, NY	3	2	2	7
12	new	WOODHAVEN BLVD	Queens, NY	1	2	4	7
12	↑ (14)	5TH AVE/WICKS RD/CR-13	Suffolk, NY	2	4	1	7
15	↓ (14)	OCEAN PKWY	Brooklyn, NY	2	2	2	6
15	new	RT 501 (JFK Blvd)	Hudson, NJ	2	1	3	6
15	↓ (14)	US-46	Morris, NJ	2	3	1	6
15	↑ (26)	ROUTE 9	Ocean, NJ	3	1	2	6
15	↓ (5)	ROUTE 1&9 (US-1)	Union, NJ	3	2	1	6
15	new	SR-27A (Merrick Rd, Montauk Hwy)	Suffolk, NY	1	3	2	6
15	new	SR-454 (Veterans Memorial Hwy)	Suffolk, NY	1	2	3	6
22	↓ (6)	BROADWAY	Bronx, NY	3	1	1	5
22	↑ (26)	E GUNHILL RD	Bronx, NY	1	4	0	5
22	new	EASTERN PKWY	Brooklyn, NY	3	0	2	5
22	↑ (26)	MERRICK RD	Nassau, NY	2	1	2	5
22	↑ (26)	7TH AVE	Manhattan, NY	2	1	2	5
22	new	2ND AVE	Manhattan, NY	0	3	2	5
22	↓ (14)	JAMAICA AVE	Queens, NY	3	2	0	5
22	new	SR-21 (McCarter Hwy) <sup>5</sup>	Essex, NJ	1	2	2	5
22	new	US 1 & 9 (Tonnelle Ave)	Hudson, NJ	1	2	2	5
22	↓ (14)	ROUTE 35	Middlesex, NJ	4	1	0	5
22	new	SR-25A (E Main St, Fort Salonga Rd) <sup>6</sup>	Suffolk, NY	2	1	2	5
n/a		US-1	Connecticut	0	5	1	6

1 Total includes two fatalities that occurred on the jointly-named portion of SR-25 and SR-25A. The fatalities are identified in the National Highway Traffic Safety Administration's Fatality Analysis Reporting System as occurring on SR-25A.

2 Total includes three fatalities that occurred on the jointly-named portion of Route 1 and Route 9. The fatalities are identified in the National Highway Traffic Safety Administration's Fatality Analysis Reporting System as occurring on Route 1.

3 Four fatalities occurred on Route 27 where pedestrians are not permitted. These fatalities are not included in the total.

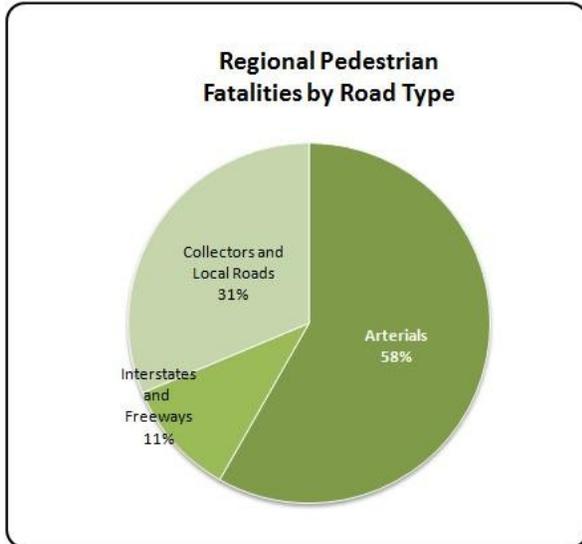
4 Total includes two fatalities that occurred on the jointly-named portion of Route 9 and Route 35. The fatalities are identified in the National Highway Traffic Safety Administration's Fatality Analysis Reporting System as occurring on Route 9.

5 An additional fatality occurred on Route 21 where pedestrians are not permitted. This fatality is not included in the total.

6 Two fatalities occurred on the jointly-named portion of SR-25 and SR-25A. These fatalities are included in the SR-25 total but not in the SR-25A total.

## Deadly Road Designs

In the tri-state region, 58 percent of recorded pedestrian fatalities occurred on arterial roadways, a total of 720 pedestrian deaths from 2009-2011. Collector roads (roads that connect local roads to arterials) and local roads made up 31 percent of the total 1,242 pedestrian



Source: TSTC Analysis of NHTSA's FARS database, 2009-2011.

fatalities (387 deaths), and Interstates and freeways accounted for 11 percent of the pedestrian fatalities (129 deaths).<sup>7</sup> The road type for six fatalities was not recorded because the data was not provided.

Arterial roads often have at least two lanes in each direction, accommodate vehicle speeds of 40 mph or more and, outside of urban areas, tend to lack pedestrian infrastructure such as well painted, visible crosswalks, count-down clocks and adequate sidewalks. In short, arterials are designed with vehicles in mind, not pedestrians. The Federal Highway Administration's and the National Highway Traffic Safety Administration's *How to Develop a Pedestrian Safety Action Plan* describes arterials

as roads "intended to carry large amounts of motor vehicle traffic long distances at higher speeds."<sup>8</sup> However, pedestrians and bicyclists are not prohibited from these roads and with walking and bicycling increasing throughout the region, it is important to make sure these roads are safer for pedestrians and bicyclists.

Given their unfriendly pedestrian design, it comes as no surprise that arterials make up almost 60 percent of pedestrian fatalities in the tri-state region, yet account for approximately only 15.3 percent of lane miles in New York, New Jersey and Connecticut.

Dangerous roads — arterials and others — can be designed and redesigned with the safety of all users in mind. Relatively low-cost improvements such as crossing islands, curb ramps and visible

<sup>7</sup> Analysis of most dangerous roads excludes Interstates, highways and other roads where pedestrians are prohibited.

<sup>8</sup> "How to Develop a Pedestrian Safety Action Plan." Federal Highway Administration and National Traffic Safety Administration. March 2009. <[http://safety.fhwa.dot.gov/ped\\_bike/ped\\_focus/docs/fhwasa0512.pdf](http://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwasa0512.pdf)>. (8.)

## Union County's Route 1&9: Improvements Needed for a Dangerous Road

Six pedestrians were killed on Route 1&9 in Union County from 2009 through 2011. The road has consistently been one of Union County's most dangerous roads for pedestrians and has topped the list of most dangerous roads for New Jersey in all the Campaign's previous *Most Dangerous Roads for Walking* reports. The North Jersey Transportation Planning Authority (NJTPA), the metropolitan planning organization for Northern New Jersey, calls the seven-mile stretch in Union County "one of the densest areas in the state in terms of population, transportation use, and development." It notes that there "are numerous bus routes, and the downtown districts of the three cities each



Union County's Route 1&9 near where two pedestrian fatalities occurred.  
Image: Google Maps.

have rail stations along the Northeast Corridor" and that "over four miles of the seven mile corridor has a crash rate higher than the state average for similar roadways."<sup>9</sup>

NJTPA's *Route 1&9 Corridor Study* notes that the New Jersey Department of Transportation has done work on Route 1&9 and "the section of highway was designated a Safe Corridor."<sup>10</sup> The Study identifies additional ways of making this roadway safer, improving the quality of life along it and providing redevelopment opportunities such as "more visible crosswalk designs, upgraded pavement markings and a review of the spacing of stop bars and crosswalks where high speed sections of the corridor meet the more suburban setting with higher pedestrian activity."<sup>11</sup>

crosswalks save lives, make streets more appealing, encourage more active transportation such as walking and biking and may even spur economic growth in communities.

9 "Union County: Route 1&9 Corridor Study." *Summary of Subregional Studies FY 2010-2011*. Northern Jersey Transportation Planning Authority Subregional Studies Program FY 10-11. <[http://www.njtpa.org/Plan/Subregion/subregional\\_studies/documents/subStudiesfinalweb.pdf](http://www.njtpa.org/Plan/Subregion/subregional_studies/documents/subStudiesfinalweb.pdf)>. (31.)

10 A "Safe Corridor " is defined by the New Jersey Department of Transportation as "as a segment of highway, under the jurisdiction of the New Jersey Department of Transportation (Department) which, based upon crash rates, fatalities, traffic volume and other highway traffic safety criteria, is identified by the Commissioner of Transportation as a segment warranting designation as a "Safe Corridor". Within such designated "Safe Corridors" there is a doubling of fines for select motor vehicle offenses such as speeding, reckless driving, and failure to stop at a stop sign. The monies collected from this doubling of fines are deposited into the Highway Safety Fund and disbursed, through a grant program, to those municipalities with a Safe Corridor within their jurisdiction, for education, enforcement, capital undertakings and other related measures that foster highway safety." *Report on Safe Corridors*. New Jersey Department of Transportation. 2008. <<http://www.state.nj.us/transportation/publicat/lmreports/pdf/2008safecorridorsreport.pdf>>. (2)

11 "Union County: Route 1&9 Corridor Study." *Summary of Subregional Studies FY 2010-2011*. (34.)

## **Speeding Vehicles and Pedestrian Fatalities**

According to the New York City Department of Transportation, pedestrians hit by vehicles travelling 40 mph are 3.5 times more likely to be killed than pedestrians struck by a vehicles travelling the City speed limit, 30 mph.<sup>12</sup> Speed cameras, which enforce posted speed limits by recording vehicles that speed through intersections, are a low-cost, quick way to change driver behavior and make streets safer for all.

## **Conclusion and Recommendations**

In the three years from 2009 through 2011, 1,242 pedestrians lost their lives on roads in downstate New York, New Jersey and Connecticut. Nearly 60 percent of these deaths occurred on arterial roadways.

Across the tri-state region, many communities, elected officials and agencies are working to redesign dangerous roads, but more must be done to ensure the safety of all and to prevent needless deaths. All three states should make pedestrian safety a policy and investment priority. Below are specific recommendations the states can adopt to lower the pedestrian death toll.

### **Connecticut—**

- Redesign Connecticut's Highway Design Manual, Connecticut's standard road design reference book, to address the goals and policies set forth in the state's Complete Streets law.
- Pass a vulnerable users bill which would increase penalties for careless drivers who injure or kill pedestrians, cyclists, police officers and other users of the road who are most at risk
- Create a Safe Routes to Transit and a Safe Routes for Seniors programs which would identify transit stops and areas with high densities of senior citizens or senior amenities as priorities to enhance pedestrian safety.

12 "New Yorkers Know it All ... Except the Speed Limit." New York City Department of Transportation. <<http://www.nyc.gov/html/dot/html/about/knowthespeedlimit.shtml>>.

### **New Jersey—**

- Pass a vulnerable users bill.
- Municipalities and counties that have passed complete streets policies should create implementation plans.
- Allocate funding to regional trails such as The Circuit in Southern New Jersey so that these trails can serve as key transportation corridors.
- Prioritize pedestrian and bicycle improvements on roads that provide access to these trails to create a safe road network.

### **New York—**

- Create a Long Island Safe Routes to Transit program that would target areas around transit stations and stops for pedestrian safety improvements.
- Increase funding for pedestrian and bicycle projects in the NYSDOT capital plan.
- Implement a speed camera demonstration project in New York City that will help ensure vehicles maintain posted speed limits.
- Nassau County, home of the region's most dangerous road for pedestrians, should pass a county complete streets policy.

## **Brooklyn's 4th Ave: Safety Improvements for a Dangerous Road**

Running from Bay Ridge to Downtown Brooklyn, Brooklyn's Fourth Avenue was named one of the borough's most dangerous roads in the Campaign's 2012 and 2011 reports. From 2007 through 2011, there were seven pedestrian fatalities along this roadway. Good news for pedestrians came in May 2012 when Brooklyn Community Board 7 voted in favor of New York City Department of Transportation's (NYCDOT) plan to improve pedestrian safety along this corridor, from 65th Street to 15th Street.



An expanded pedestrian island on 4th Ave and 25th Street. Image: TSTC.

In the fall of 2012, NYCDOT began implementing a road diet and widened 52 crossing islands, resulting in a street that is easier and less dangerous for pedestrians to cross.

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# Loophole in New NYSDOT Policy Undermines New York's Complete Streets Law

by [Nadine Lemmon](#)

The New York State Department of Transportation (NYSDOT) recently issued a draft plan of [transportation projects](#) it will be tackling from 2014-2017. This draft Statewide Transportation Improvement Program (STIP) will encompass more than \$32 billion in federal, state and local funds, and is the best "blueprint" for what the State's transportation priorities will be in the near future. Unfortunately for pedestrians and bicyclists, who jointly represent [27 percent](#) of the total fatalities on New York's roads, it doesn't look like they are high on NYSDOT's priority list.

The core of the problem may lie with NYSDOT's new "[Preservation First](#)" policy.

In the fall of 2012, NYSDOT issued a [STIP guide document](#) to the 13 Metropolitan Planning Organizations (MPOs) across the state to help guide their decisions on what projects will get built, and what projects will not. The document outlined what the agency called a "fundamental shift" in the philosophy and principles behind how New York State "develops, programs and funds transportation infrastructure." Called the "primary focus" of four guiding principles, this new "Preservation First" policy emphasizes fixing existing transportation infrastructure before building new or expanded infrastructure. While Tri-State supports [fix-it-first](#) policies like Preservation First as the most efficient use of limited resources, a loophole in the policy appears to be preserving not just 1950s-era infrastructure, but also a 1950s-era mentality. In other words, cars first, with pedestrians and bicyclists fighting for scraps.

It is widely recognized that one of the easiest and most efficient ways to incorporate more facilities for pedestrians and bicyclists is to add sidewalks and bike lanes to roads when they're being repaired. But despite the fact that sustainability is one of the "forward four guiding principles" (and even mentions a "complete" transportation system), the policy considers only **repairs to existing sidewalks** "preservation projects," but the **addition of new sidewalks** will be considered capital investments that go "beyond preservation." According to the STIP guide document, "beyond preservation" projects must pass an additional review by NYSDOT's central office in Albany.

Additionally, [\\$39.7 million](#) in Marchiselli funding—which is the primary state aid matching fund for local projects and an essential funding source for communities trying to build new sidewalks— will also be subject to the Preservation First policy. Applications for Marchiselli funding will now be reviewed on a "case by case" basis. If their projects don't make the cut, municipalities will be responsible for a 20 percent match to their federal dollars, instead of a five percent match—a cost increase that would kill most local sidewalk projects.

Extra hurdles often mean projects are less likely to make it to the finish line. Planners throughout the various MPOs, who are already struggling to get more of these projects going with less federal support, worry that a Preservation First approach will short-change pedestrian and bicycling infrastructure. And it's not the only state policy short-changing vulnerable road users. The vast majority of projects funded through Governor Cuomo's NY Works program, which is focused on repaving roads and re-building bridges, also [do not include new facilities for pedestrians and bicyclists](#).

The intent of New York State's [Complete Streets law](#) was to make consideration of pedestrian and bicycling facilities a routine part of rebuilding our [crumbling transportation system](#). The intent of NYSDOT's "Preservation First" policy is to rebuild what we have, the way we have it now. The two policies simply do not match, and Governor Cuomo should retroactively make sure that they do.