



Union Square,
Manhattan

SAFETY

Making the Nation's Safest Big City Even Safer

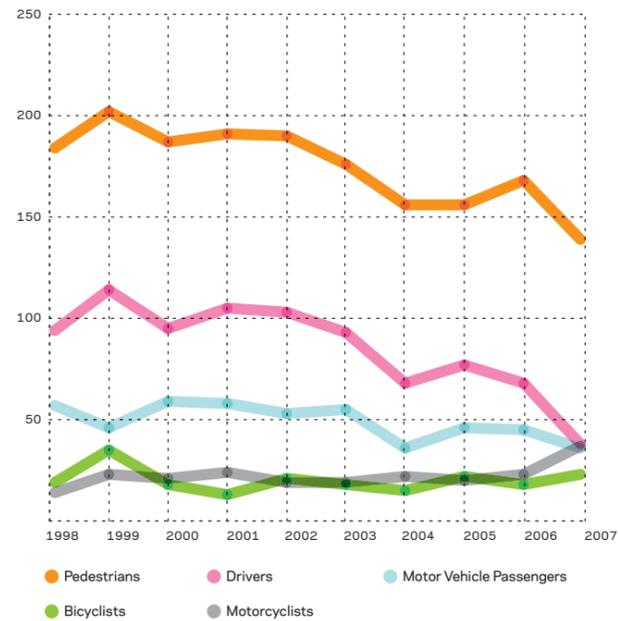
Safety is the first priority for any transportation system. Our streets must be safe for all New Yorkers, of all ages. We will design, build, sign and signal roadways to safely move motorists, cyclists, transit passengers and pedestrians and ensure the safety of 65,000 daily passengers riding our ferries between Staten Island and Manhattan. And DOT closely monitors the conditions of the nearly 800 bridges under our jurisdiction.

Over the last ten years, DOT has helped reduce annual NYC traffic fatalities by 55% and serious injuries by 17.4%. Mayor Bloomberg is committed to improving traffic safety as a fundamental public health issue. Our transportation system is the safest of any large city in the country, but even one fatality is too many. We will reduce by half the number of traffic deaths by 2030. In order to do this, DOT must collect and analyze more data about the causes of traffic deaths and injuries and where they are happening. We will use this information to design better streets. Simultaneously, we need to expand our enforcement capabilities, to prevent dangerous speeding and red light-running. Finally, while we have some of the most comprehensive bridge and ferry safety procedures in the nation, investing further resources will ensure that we are prepared for any eventuality.

Safety First

NYCDOT aims to build on recent gains in traffic safety. Although New York has the safest streets of any big city in the United States, we are still behind a number of global competitors. We will use a data-driven combination of street design, enforcement, and public education efforts to continue to reduce fatalities and serious injuries.

NYC Traffic Fatality Trends: 1998-2007



NYC Traffic Fatalities in Comparison to International and National Cities

Percentage of Total Fatalities per Population



NYCDOT HAS WORKED TO IMPROVE SAFETY ON QUEENS BOULEVARD FOR OVER A DECADE. PEDESTRIAN FATALITY RATES HAVE DECLINED BY OVER 65% SINCE OUR EFFORTS BEGAN.

NYCDOT has actively calmed traffic on Queens Boulevard for over a decade. In 1999 we accelerated our efforts. Pedestrian accidents peaked in 1995 at 154, and continued to decrease over the next six years to an all-time low of 63 pedestrian accidents in 2002. This reduction can be directly attributed to the aggressive safety measures DOT has installed.



Queens Boulevard

SAFETY POLICIES

Cut the number of annual traffic fatalities by at least 50% from 2007 to 2030.

We will implement street designs to maximize public safety. By protecting the most vulnerable New Yorkers, we make streets safer for everyone. We will continue to remake streets through our Safe Routes to Schools program and new Safe Streets for Seniors effort. Street safety improvements are also a primary focus of NYCDOT's neighborhood and district studies.

Improve data on pedestrian injuries & fatalities and target safety resources to high crash locations

We will collect and analyze high quality data to better understand the root causes of our most severe traffic safety problems and strategically deploy resources to save lives and prevent injuries.

Curb dangerous behavior on city streets with strong public education campaigns

Taking a page from public health campaigns, we will educate drivers, cyclists and pedestrians about how to safely share the streets, while encouraging greener modes of transportation.

Expand safety enforcement programs

We will introduce speed cameras and double the number of red light cameras to increase effective and efficient enforcement of safety regulations. Existing red light cameras have been shown to decrease injuries by 24% at monitored intersections.

Enhance bridge inspection capabilities

We will increase inspection to proactively maintain our bridges and prevent any unforeseen events.

Enhance construction zone safety

Continued growth and development throughout the city will generate large numbers of new construction projects in addition to the hundreds already underway. NYCDOT will do more to protect quality of life and safety around these construction sites.

Implement truck-specific safety measures

Truck traffic is growing along with the economy of New York City, but it also poses significant safety and quality of life concerns for residents. We will do our part to minimize these impacts, while ensuring trucks can deliver the goods our city needs.

Increase safety of DOT employees

We will conduct assessments of our jobs and facilities and develop trainings and procedures to increase safety.

Enhance safety systems for the Staten Island Ferry

DOT has made huge strides in improving safety procedures on the Staten Island Ferry. We continue to ensure that training and sound management practices are extended and institutionalized.

Meet the highest standards of security

Our streets, bridges and ferries are valuable strategic assets. DOT will extend its work with NYPD and federal officials to ensure the safety and security of all of our facilities.

Safety for All Ages

NYCDOT is dedicated to improving traffic safety for all New Yorkers. We continually study and implement the best street designs and signaling strategies to maximize public safety. DOT introduced the Safe Routes to Schools initiative to focus safety improvements at city schools with the highest accident rates. The effort first examined accident histories around the city's 1,471 elementary and middle schools and established a list of 135 priority schools to be considered for safety improvements. DOT conducted a thorough study that included outreach to principals, parents, and other interested parties, collection and analysis of data on traffic conditions and student travel

patterns and development, and evaluation and approval of comprehensive short- and long-term pedestrian safety improvement measures. As of Spring 2008, 100% of short term improvements, such as new school crosswalks, new traffic signals and signal timing, and new speed reducers are complete at this first group of 135 schools. Long term improvements have begun and will be completed at all priority school locations by 2030. This work includes traffic calming—sidewalk extensions, pedestrian islands, and raised medians—and sidewalk widening projects. Building on this success, DOT is expanding the Safe Routes program to include 150 additional schools and 40 high schools.

In 2007, DOT launched a program to address the safety needs of another vulnerable population: New York's seniors. NYCDOT's Safe Streets for Seniors program focuses on areas with a high proportion of older New Yorkers. Accident histories investigated by the Department identified 25 "senior pedestrian focus areas." We will study each area and produce a plan to improve pedestrian safety. New pedestrian signal timing will be finalized at all 25 locations, and longer-term capital improvements will be completed at the first five pilot locations by 2009.



Safest Ferry System in America

NYCDOT's Staten Island Ferry has implemented a system for safety management and pollution prevention.

At the core of the management system is rigorous documentation of each safety, pollution prevention policy and practice. Employees are trained using this documentation and can continue to refer to it to ensure that procedures are performed correctly and consistently. All employees are encouraged to play a role in the constant refinement of the safety management system, and these changes are reflected in the documentation. The commitment, competence, attitude, and motivation of all personnel is crucial to the success of the system.

DOT's Ferry staff use an event tracking system, performance assessments, performance reviews and audits, as well as day-to-day meetings and newsletters to make the Staten Island Ferry the safest ferry system in the nation and to identify and address any minor issues before they become safety hazards.





Traffic injuries and fatalities are at an all-time low; but we will not rest on past accomplishments. NYCDOT will use a combination of engineering, enforcement and education to make our streets safer for all.

SAFETY ACTIONS

Design Safe Streets

- Implement Safe Routes to Schools plans.
- Launch Safe Streets for Seniors at first 25 locations.
- Make traffic safety measures a major focus of neighborhood transportation studies.
- Work with the NYC Department of Design and Construction to streamline traffic calming project planning and implementation.
- Analyze and evaluate current signal timing strategies.
- Provide more crossing time for pedestrians in Senior Districts.
- Double the number of Leading Pedestrian Intervals (over 2007 levels) at intersections by 2014 and add 9 seconds of crossing time to existing LPIs citywide.
- Finalize safety improvements at 42 bus stops under elevated train stations citywide.

Expand safety enforcement programs

- Obtain legislative approval for expansion of red light camera program and introduction of speed-camera enforcement. Deploy cameras as legislation permits.
- Work to provide funding for additional NYPD traffic enforcement staff, traffic enforcement equipment (i.e., new digital speed guns), and truck boots.
- Establish strong, explicit pedestrian safety measures as a condition of DOT construction permits.
- Launch enhanced safety monitoring unit for construction sites with high pedestrian volumes.

Enhance bridge inspection

- Adopt state-of-the-art bridge cable monitoring beginning with Manhattan Bridge.
- Inspect bridge components more frequently.

Use marketing campaigns to change public behavior

- Expand “LOOK” campaign to include pedestrian and motorist themes.
- Create additional public safety campaigns targeting specific problems—e.g. speeding.
- Revise and expand Safety City education programs and explore potential partnerships with Department of Education.
- Participate in work zone safety awareness week.

Improve traffic safety data collection and use data to target safety resources

- Complete comprehensive study of traffic crashes involving pedestrians.
- Complete comprehensive study of efficacy of a wide range of traffic calming techniques.
- Improve the pace and flow of detailed crash information between NYCDOT, State DOT, State DMV and NYPD for future monitoring and analysis.

Improve safety of DOT employees

- Implement enhanced work zone safety measures agency wide.
- Urge the State legislature to criminalize work zone safety violations.
- Work with NYPD to establish a greater police presence at construction sites involving roadway closures.
- Conduct ongoing hazard assessments for DOT job functions and facilities.
- Develop training programs based on these assessments.

Increase truck-related safety measures

- Distribute truck route maps and summary of truck access rules to all NYPD precincts.
- Work with the NYPD to step up truck weight and size enforcement.
- Expand oversight by augmenting newly created overweight truck permitting unit.
- Win state requirement for all trucks to install cross-over mirrors.
- Complete installation of improved truck route signage.

Continue Staten Island Ferry safety improvements

- Document all safety practices as the foundation of the Ferry Safety Management System.
- Train all employees in these safety practices and ensure trainings are kept up-to-date.
- Encourage employees to suggest changes to procedures as needed to increase safety and effectiveness.
- Monitor progress of program and use results to refine practices.