

# SAFER STREETS BY DESIGN

MAYOR DE BLASIO: ADOPT A STREET DESIGN STANDARD THAT PUTS PEOPLE FIRST

Vision Zero is working, and the increased investment provided in the FY18 Budget will save lives if it is used to redesign known-dangerous streets to a Vision Zero standard. Projects must be centered on pedestrian and cyclist safety, and be more comprehensive than the Vision Zero Great Streets projects to date.

The Department of Transportation released Pedestrian Safety Action Plans for every borough in early 2015, naming the most dangerous roads in the city and designating priority corridors and intersections that need to be redesigned. Since Vision Zero was implemented in 2014, at least 296 people have been killed on Vision Zero Priority Corridors across the city, including 203 pedestrians. In 2016, Transportation Alternatives and the City Council recognized that progress in these locations would not proceed at an appropriate pace without a significant increase in resources for the Department of Transportation, and the Fiscal Year 2018 Budget provided a much-needed boost, allocating \$300 million for various street safety improvement projects over the next ten years.

**This increase in funding is greatly appreciated, as it is essential to achieving the City's Vision Zero goals. But Vision Zero projects will only save lives if they create high-quality complete streets that put pedestrian and cyclist safety above driver convenience.**

Vision Zero is too important to be done by half-measures, or to be just “good enough.” As demonstrated in Transportation Alternatives’ Vision Zero Street Design Standard, published in December 2016, New York City has the opportunity to create world-class safe streets using tools already available in the DOT’s Street Design Manual.

**Yet while capital projects can take several years to complete and realize their ability to reduce injuries and deaths, there are steps the City can take to integrate street safety improvements through its routine resurfacing program.**

The budget for street resurfacing has been increased to allow for a historic high of 1300 lane miles. It would be a missed opportunity to not incorporate the kind of street safety fixes that can be made with paint and bollards into the process of repaving. At all Priority Intersections, and along all Priority Corridors that undergo resurfacing, the City must add curb extensions, hardened centerlines, high-visibility crosswalks, or other tools for traffic calming that do not require the drawn-out processes of the Capital Program.

There is no doubt that the City of New York is willing to rise to the Vision Zero challenge. The injection of additional funding in the FY18 budget will help save lives and reduce injuries, but the street redesigns it funds must be bold, forward-looking, and complete.

# INVEST IN VISION ZERO

Dear Mayor de Blasio,

We, the undersigned, are proud of the progress New York City has made towards Vision Zero under your strong leadership. We know Vision Zero works, but we are concerned it is not working fast enough. The funding you have allocated to the program is greatly appreciated, and we thank you for your continued commitment to saving lives and preventing injuries. In the interests of putting this money to best use and making Vision Zero as effective as possible, we request that the \$317 million allocated for street redesign be used only for projects that meet a Vision Zero street design standard – the type of complete street that is safe for all road users. These designs must go beyond what we have seen so far in the “Vision Zero Great Streets” to be truly centered on traffic calming for pedestrian and cyclist safety over driver convenience. We also recognize that while capital projects take several years to complete, there are great opportunities to improve street safety through operational projects such as the expanded street resurfacing program.

## **Reconstruct Streets to a Vision Zero Standard**

Ensure that all street designs achieve the following core functions, as elaborated in Transportation Alternatives’ *Vision Zero Street Design Standard*:

- ◆ Discouraging speeding by design
- ◆ Encouraging walking, biking, and/or public transit use
- ◆ Providing accessibility to all, regardless of age or physical ability

Unless there is a publicly documented justification, new Vision Zero street redesigns should include:

- |   |                                |
|---|--------------------------------|
| ◆ ADA Accessibility                     | ◆ Dedicated Unloading Zones    |
| ◆ Dedicated Mass Transit Facilities     | ◆ Narrow Vehicle Lanes         |
| ◆ Public Amenities                      | ◆ Signal Retiming              |
| ◆ Signal-Protected Pedestrian Crossings | ◆ Pedestrian Islands           |
| ◆ Protected Bike Lanes                  | ◆ Protected Bike Intersections |

## **Effective Operational Fixes, Fast**

Effective Operational Fixes, Fast As part of the street resurfacing program, which has been expanded to historic highs, require the integration of street safety improvements at all affected Priority Intersections and on Priority Corridors when they undergo repaving.

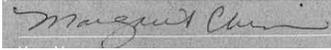
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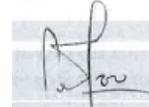
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