

Executive Summary

Manhattan Borough Profile

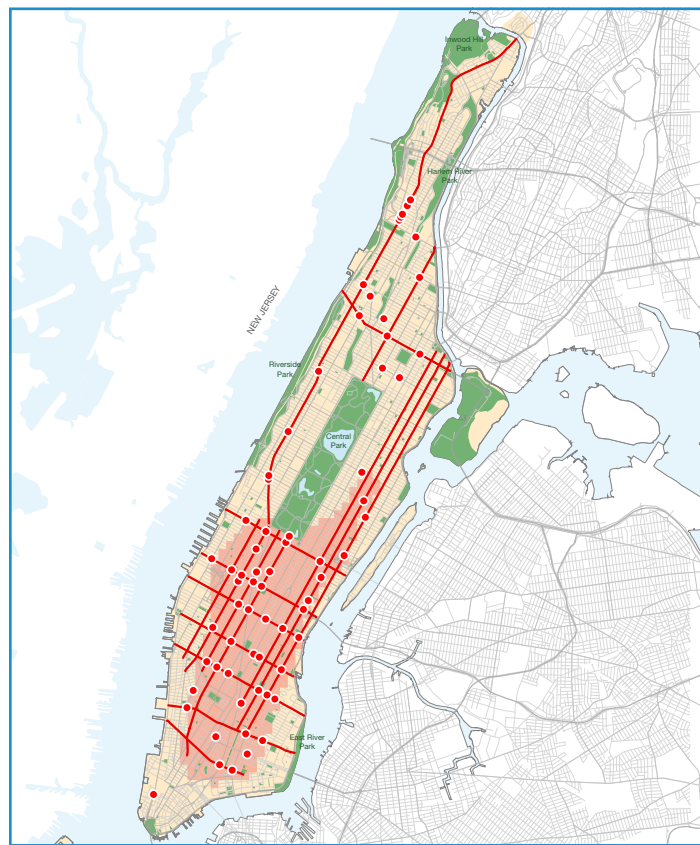
Findings

- Pedestrian fatalities in Manhattan have fallen by 60% in the past three decades
- Manhattan's pedestrian fatality rate is 2.1 fatalities per 100,000 residents, the highest of the five boroughs, but just 1.1 fatalities per 100,000, the lowest of the five boroughs, when taking into account the higher daytime population
- **Where:** Manhattan's pedestrian fatalities and severe injuries are most heavily concentrated below 59th Street
- **When:** Nighttime (9pm to midnight) pedestrian fatalities account for a greater share in Manhattan (21%) than in all New York City (15%)
- **Who:** In Manhattan, seniors account for only 14% of the borough's population but 41% of its pedestrian fatalities
- **What:** Trucks are involved in pedestrian fatalities in Manhattan at a far higher rate (25%) than in any other borough (12% for all NYC)
- **How:** Dangerous driver choices and dangerous pedestrian choices contributed equally to Manhattan's pedestrian fatalities (43% vs 43%)

Priority Corridors, Intersections, and Areas

	Share of Borough	Borough	% of Borough	Share of Ped KSI*	Total Ped KSI	% of Total Ped KSI	% of Total Ped Fatalities
Priority Corridors	17 corridors (56 miles)	490 miles	11%	815	1,615	50%	51%
Priority Intersections	66 intersections	3,728 intersections	2%	244	1,615	15%	12%
Priority Areas	6.0 sq miles	23 sq miles	26%	807	1,615	50%	41%
Combined Total	—	—	—	1,129	—	70%	67%

*Ped KSI: Pedestrians Killed or Severely Injured



 Priority Intersections

 Priority Corridors

 Priority Areas

Manhattan Priority Map

Community Dialogue and Input

- 2,785 Manhattan pedestrian safety issues were shared and mapped digitally
- Failure to yield (23%) and speeding (14%) were the most frequently cited issues
- 74% of workshop attendees viewed wide arterial streets as the most important areas for pedestrian safety improvements
- 46% of issues shared fall outside of the Priority Corridors, Intersections, and Areas

Action Plan

Engineering and Planning

- Implement at least 50 Vision Zero safety engineering improvements annually at Priority Corridors, Intersections, and Areas citywide, informed by community input at project locations
- Significantly expand exclusive pedestrian crossing time on all Manhattan Priority Corridors by the end of 2017
- Add exclusive pedestrian crossing time to all feasible Manhattan Priority Intersections by the end of 2017
- Modify signal timing to reduce off-peak speeding on all feasible Manhattan Priority Corridors by the end of 2017
- Install expanded speed limit signage on all Manhattan Priority Corridors in 2015
- Drive community input and engagement at Manhattan Priority Corridors, Intersections, and Areas
- Consider area-wide policies for Midtown
- Continue to expand the off-hours delivery program to reduce truck conflicts with pedestrians
- Coordinate with MTA to ensure bus operations contribute to a safe pedestrian environment
- Expand a bicycle network in Manhattan that improves safety for all road users
- Proactively design for pedestrian safety in high-growth areas in Manhattan including locations in the *Housing New York* plan

Enforcement

- Implement the majority of speed cameras at Priority Corridors, Intersections, and Areas
- Focus enforcement and deploy dedicated resources to Manhattan NYPD precincts that overlap substantially with Priority Areas
- Prioritize targeted enforcement at Manhattan Priority Corridors, Intersections, and Areas annually
- Focus failure-to-yield enforcement on nighttime hours (9pm to midnight)
- Initiate a series of targeted truck enforcement blitzes to reduce failure to yield and keep large trucks on truck routes

Education and Awareness Campaigns

- Target child and senior safety education at Manhattan Priority Corridors and Areas
- Target Street Team outreach at Manhattan Priority Corridors, Intersections, and Areas