EAST SIDE ACTION PLAN
A COMMUNITY VISION FOR SAFER EAST SIDE STREETS
The East Side Action Plan was funded by a grant from the New York State Governor’s Traffic Safety Committee through the National Highway Traffic Safety Administration.

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**SPECIAL THANKS TO:**
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The city, state and federal elected officials and their staff for working towards safer East Side streets.

The East Side Streets Coalition Steering Committee for providing insight into the development of the East Side Action Plan:
- East Village Community Coalition
- East Harlem Preservation
- CiViTAS
- Upper Green Side
- T.A. East Side Volunteer Committee

**The East Side Streets Coalition:**
(as of October 2010)
The Coalition members have not yet endorsed the Action Plan as they did not see it before final printing.

- Senator Thomas K. Duane
- Assemblyman Jonathan L. Bing
- Assemblyman Brian Kavanagh
- Councilman Dan Garodnick
- 34th Street Partnership
- CiViTAS
- Communities IMPACT Diabetes Center
- Community Board Six, Manhattan
- East Coast Greenway Alliance
- East Harlem Health Outreach Partnership
- East Harlem Preservation, Inc.
- East Village Community Coalition
- Greater New York Council of the Blind
- Lower East Side B.I.D.
- Mount Sinai Medical Center
- New York Academy of Medicine
- New Yorkers for Parks
- Project for Public Spaces
- Randall’s Island Sports Foundation
- Strategic Alliance for Health
- T.A. East Side Volunteer Committee
- The Children’s Storefront School
- Turtle Bay Community Supported Agriculture
- Upper Green Side
- Vanderbilt YMCA
- Visiting Neighbors
- Weekday Cyclists in NYC

**T.A. Interns and Volunteers:**
- Greg Holisko for translating and summarizing notes
- John Walker for preliminary outreach
- Adrian DeSilva for crunching data

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East Side Action Plan verified and developed in partnership with Nelson/Nygaard.

Transportation Alternatives wrote the East Side Action Plan and published it January 2011.
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EAST SIDE ACTION PLAN 3
**EXECUTIVE SUMMARY**

**Manhattan’s East Side** is notoriously hostile to pedestrians and cyclists. With only 8 percent of the City’s population, the East Side accounts for 11 percent of the City’s crashes.

To reduce the number of fatal and injurious crashes on the East Side, both street design and policy change are needed. For this to happen, expansive and unified community support for safer streets is critical. The **East Side Action Plan** is a guide for making Manhattan’s East Side safer. It is the result of the first-ever community organizing initiative on the East Side focused on making the streets more livable.

On Manhattan’s East Side, between 1995 and 2008:

- 148 pedestrians and bicyclists were killed by motor vehicles
- 15,235 pedestrians and bicyclists were injured by motor vehicles
- Two of the five community districts with the most injuries per square mile in New York City were on the East Side (Community District 8, 4,976 crashes and Community District 6, 4,738 crashes)

The East Side is particularly vulnerable to car-related crashes because the design of its streets is poorly matched with how most of the public use those streets. The East Side is home to:

- A high percentage of NYC residents who commute by foot or bike
- 86,768 senior residents (14 percent of the East Side population)
- 22 percent of all the people who commute by foot in NYC
- 13 percent of all people who commute by bike in NYC

Though New York is internationally known as a walking city, NYC streets are engineered to speed motorists through, most notably on the East Side, where:

- Hundreds of crosswalks along major avenues are 70 feet wide, forcing pedestrians to cross five car lanes and two parking lanes in a short amount of time
- On East Houston Street in the Lower East Side, 70 percent of drivers sped through a school zone

The goal of this document is to present a comprehensive vision for reducing vehicle crashes on the East Side by providing communities with the tools and information to advocate locally for the legislative, policy and design recommendations outlined herein. The following recommendations for safer streets are geared toward the New York City agencies and East Side elected officials who have the power to bring substantive safety improvements to Manhattan’s East Side. Recent improvements to First and Second avenues by the NYC DOT are an invaluable safety improvement, and attention must be given to the entire East Side.
RECOMMENDATIONS

The following seven recommendations reflect the concerns of some 600 East Side stakeholders, from communities ranging from East Harlem to Chinatown, collected over a five-month period in 2010. These recommendations are illustrated in greater detail on pages 16-17.

The recommendations were reviewed by T.A.’s Traffic Engineer Consultant, Nelson/Nygaard, and are intended to complement the New York City Department of Transportation’s (NYC DOT) current East Side projects. (See Appendix for a list of projects.) The Mayor, the Mayor’s Office of Long-term Planning and Sustainability (MOLPS), Departments of City Planning (DCP), Design and Construction (DDC), Health and Mental Hygiene (DOHMH), Parks and Recreation (DPR) and Transportation (DOT) and the New York Police Department (NYPD) should work collaboratively to address the following recommendations.

| NYC DOT: Create safer, shorter, more visible, pedestrian crossings. | Use geometric design techniques from the NYC Street Design Manual to design streets to prioritize the majority of people using them: pedestrians. Improve the visibility of oncoming traffic and crossing times for pedestrians. |
| NYC DOT: Build more bike infrastructure. | Support this sustainable and healthy form of transit by building out a protected bike lane network and installing more bike parking. Protected bike lanes also help pedestrians by reducing sidewalk riding. |
| NYPD: Enforce vehicle traffic violations. | Expand NYC’s current enforcement camera programs. Improve training for Traffic Enforcement Agents and NYPD Traffic Safety officers to be attentive to the needs of pedestrians and bicyclists and to enforce traffic violations such as speeding, red light running, failure to yield and double parking in bike lanes. |
| Mayor Bloomberg: Reduce congestion. | Work with the MTA and MOLPS to create protected bus lanes on each corridor with a major bus route to increase bus speed, efficiency and accessibility. Transform high-collision corridors such as 86th and 42nd streets into Transit Streets (as seen on 34th Street) to accommodate crosstown buses. |
| Mayor Bloomberg: Implement a “Vision Zero” policy. | Work with the DOHMH to set a goal for zero deaths and injuries on New York City streets by 2030. Deaths and injuries in traffic are preventable. By encouraging slower speeds through better road design and lower speeds limits, expanding automated enforcement programs and coordinating among governmental agencies more effectively, “Vision Zero” for deaths and serious injuries is a realistic aim. |
| NYC DCP, DDC, DOT, DPR: Enhance the streetscape and built environment. | Send visual cues to drivers that they are in a pedestrian environment. Install more benches and work with community-based organizations to install plantings and greenery wherever possible. Ensure sidewalks are maintained and that commercial use does not block pedestrian right of way. |
| NYC DOT: Improve access. | Make streets American Disability Act (ADA) compliant. Make street and sidewalks as flat and smooth as possible. |
The East Side Streets Coalition is the first community-driven organizing initiative aimed at reducing motor vehicle crashes and improving pedestrian, bicyclist and transit rider safety on Manhattan’s East Side. Funded by the New York State Governor’s Traffic Safety Committee (GTSC), the Coalition’s goal is to reduce pedestrian and bicyclist injuries and fatalities on the East Side by 50 percent over the next 10 years, 2009-2019.

The Coalition is based on the concept that New York City streets are more than just corridors for cars. Streets and sidewalks are 80 percent of New York City’s public space. Streets are valuable civic spaces, a precious resource which must be wisely allocated and made safe for pedestrians, cyclists and transit riders. The Coalition helps to re-imagine the East Side of Manhattan as a place safer for people traveling by foot, stroller, wheelchair, bike or bus.

East Side and citywide organizations and elected officials joined the Coalition during the spring of 2010. Organizations, institutions and businesses that want to advocate for safer streets are invited to join.

East Side community members share concerns and brainstorm solutions at a neighborhood workshop.
WHY THE EAST SIDE
High public transit ridership, a large senior population, a lack of safe street designs and the absence of a unified community organizing initiative made the East Side a prime candidate for a community vision process focused on crash reduction.

Comparatively, public transit ridership on the East Side is high. Fifty-nine percent of adults take transit to work or school compared to 55 percent citywide. In some East Side neighborhoods, like East Harlem, 68 percent use transit. A high percentage of residents also commute by foot or bike: 22 percent of NYC’s 376,000 pedestrian commuters live on the East Side, though the East Side makes up only 8 percent of the city’s population. In East Midtown, 34 percent of residents walk to work. Biking is popular on the East Side, too: 13 percent of all city bike commuters live on the East Side.2

The mixed-use and density of the streetscape from East Harlem to Chinatown make walking and biking practical modes of transportation while the proximity of services within walking distance makes the East Side attractive to older people. Fourteen percent of East Side residents are seniors (65 and older) compared to 12 percent citywide. In East Midtown, 15 percent of residents are seniors.

Together, seniors and children comprise 29 percent of the East Side population. In NYC, pedestrian crashes are the second-most common cause of fatality among children aged 5 to 14, and among adults over 45. Only homicide and cancer kill more people, according to the NYC DOT Pedestrian Safety Study and Action Plan.3 Older adults and children are not the only ones at risk. All vulnerable road users - those not riding in a vehicle, namely pedestrians and bicyclists - account for 71 percent of all New York City traffic fatalities.4

The young and old on Manhattan’s East Side are not supported by safe street design the way others in Manhattan are. The West Side of Manhattan, for example, has a world-class greenway and protected north and south bike lanes uptown and downtown. In 2010, protected bike lanes and Select Bus Service (SBS) were installed on First and Second avenues, between Houston and 34th streets, and Houston and 125th streets, respectively. The bike and pedestrian improvements fail to reach residents in most of Midtown, the Upper East Side and East Harlem. The East Side waterfront greenway is also substantially incomplete, with a gap between 59th and 37th streets where East Side traffic tends to be heaviest. Poor pedestrian and bicycle access along the waterfront also discourages use of other waterfront parks, such as the 400-acre Randall’s Island Park.5

CHANGE IS POSSIBLE: UPPER WEST SIDE CASE STUDY

Many of the changes on the West Side are the result of strong civic engagement and action. The Upper West Side benefited from a strong organizing initiative, the Upper West Side Streets Renaissance (UWSSR), a community-led effort advocating for safer streets, less traffic, a world-class bike network and cleaner air. Upper West Side residents came together in 2007 to demand their streets be designed and enforced to support people, not just vehicles. Working alongside T.A., the UWSSR advocacy has led to:

• “Daylighted” corners (daylighting prohibits parking within 15-feet of a curb cut and increases visibility for pedestrians and drivers)
• A protected bike lane and pedestrian refuge islands along Columbus Avenue
• Longer pedestrian crossing times with new “Leading Pedestrian Intervals” at over 20 intersections
• Stronger political and community will to improve the streets
East Side Demographics

Population of the East Side: 635,365
Includes Community Boards: 3, 6, 8, 11

8% of the total population of NYC

Of this 8%, the population of children & seniors on the East Side is:

- Children: 15%
- Seniors: 14%
- Children + Seniors: 29%

On the East Side more residents commute by transit, walking and bike than in other parts of the city:

- Biking: 1% (0.6% citywide)
- Walking: 24% (10% citywide)
- Public Transportation: 60% (55% citywide)

Upper West Side advocacy led to a protected bike lane on Columbus Avenue, leading pedestrian intervals that give pedestrians a head start when crossing and other safety improvements.
The high rate of traffic-related fatalities and serious injuries on the East Side demonstrates that current street designs are unsafe. To redesign the East Side to reduce crashes, the following must be taken into consideration:

- A large residential population, including a high percentage of vulnerable children and seniors.
- Mixed-use building density.
- Heavy car and truck traffic streaming from East River bridge crossings and the FDR highway and headed for the West Side and Hudson River bridges.

The East Side of Manhattan presents tremendous potential to improve pedestrian and cyclist safety.

### CRASHES

New York City is famous for its streets and pedestrian culture. New Yorkers walk more on a daily basis than residents of most other American cities. Though walking is fundamental to living in New York, it can also be dangerous. More than 10,000 pedestrians and bicyclists are injured and approximately 300 pedestrians and bicyclists are killed each year in NYC.7 For children younger than 14, being struck by a motor vehicle is the number two injury-related cause of death.8

Pedestrian crashes are about two-thirds more deadly on major street corridors than on smaller local streets.9 While the citywide speed limit is 30 miles per hour (mph), straight, wide corridors, such as Third Avenue and Houston Street, encourage drivers to speed above 40 mph.10 The NYC DOT’s “Pedestrian Safety Study and Action Plan” found that:

- Speeding, failure to yield and driver inattention are common contributors to crashes and can all be addressed through safe street design that prioritizes pedestrians and cyclists.

Between 1995 and 2008, 148 bicyclists and pedestrians were killed and 15,235 injured due to traffic crashes on the East Side. Between 1995 and 2005, two of New York City’s five community districts with the largest concentration of injuries were located on the East Side: Community District 8 (Upper East Side) with 4,976 injuries and Community District 6 (Midtown East) with 4,738.

<table>
<thead>
<tr>
<th>COMMUNITY BOARD</th>
<th>PED &amp; BIKE FATALITY</th>
<th>PED &amp; BIKE INJURY</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>65</td>
<td>4,317</td>
</tr>
<tr>
<td>6</td>
<td>39</td>
<td>4,738</td>
</tr>
<tr>
<td>8</td>
<td>44</td>
<td>4,976</td>
</tr>
<tr>
<td>11</td>
<td>19</td>
<td>3,482</td>
</tr>
</tbody>
</table>
According to Nelson/Nygaard Planning Consultant Amy Pfeiffer, intersections and corridors with the highest crash rates almost always have the same attributes.¹²

| High pedestrian/bicyclists volume | High vehicle volume | High volumes of turning vehicle traffic | Roadway geometries and/or signal timing that allows higher than posted speeds and fast turns | Significant incidents of drivers failing to yield in the crosswalk |

*Pedestrians maneuver around cars blocking the crosswalk on Canal Street.*
LOCATIONS WITH THE HIGHEST REPORTED CRASHES IN THE YEARS BETWEEN 1998 AND 2008 IN EACH COMMUNITY BOARD ARE:

<table>
<thead>
<tr>
<th>Community Board</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMMUNITY BOARD 8</td>
<td></td>
</tr>
<tr>
<td>86th St. + Third Ave.</td>
<td>63</td>
</tr>
<tr>
<td>59th St. + Madison Ave.</td>
<td>52</td>
</tr>
<tr>
<td>61st St. + Second Ave.</td>
<td>50</td>
</tr>
<tr>
<td>96th St. + Second Ave.</td>
<td>48</td>
</tr>
<tr>
<td>86th St. + Second Ave.</td>
<td>48</td>
</tr>
<tr>
<td>COMMUNITY BOARD 6</td>
<td></td>
</tr>
<tr>
<td>14th St. + Second Ave.</td>
<td>82</td>
</tr>
<tr>
<td>42nd St. + Lexington Ave.</td>
<td>67</td>
</tr>
<tr>
<td>23rd St. + Second Ave.</td>
<td>61</td>
</tr>
<tr>
<td>34th St. + Third Ave.</td>
<td>58</td>
</tr>
<tr>
<td>42nd St. + Third Ave.</td>
<td>55</td>
</tr>
<tr>
<td>57th St. + Third Ave.</td>
<td>55</td>
</tr>
<tr>
<td>COMMUNITY BOARD 3</td>
<td></td>
</tr>
<tr>
<td>Delancey + Essex Sts.</td>
<td>119</td>
</tr>
<tr>
<td>14th St. + First Ave.</td>
<td>90</td>
</tr>
<tr>
<td>14th St. + Third Ave.</td>
<td>88</td>
</tr>
<tr>
<td>14th St. + Second Ave.</td>
<td>82</td>
</tr>
<tr>
<td>Houston St. + Ave. A</td>
<td>76</td>
</tr>
</tbody>
</table>
5 HIGHEST-CRASH INTERSECTIONS ON THE EAST SIDE: 1998-2008

<table>
<thead>
<tr>
<th>Intersection</th>
<th>TOTAL CRASHES</th>
<th>TOTAL BIKE FATALITIES</th>
<th>BIKE INJURIES</th>
<th>TOTAL PED FATALITIES</th>
<th>PED INJURIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delancey + Essex Streets</td>
<td>119</td>
<td>0</td>
<td>32</td>
<td>1</td>
<td>86</td>
</tr>
<tr>
<td>125th Street + Lexington Avenue</td>
<td>96</td>
<td>0</td>
<td>15</td>
<td>1</td>
<td>80</td>
</tr>
<tr>
<td>14th Street + First Avenue</td>
<td>90</td>
<td>0</td>
<td>24</td>
<td>1</td>
<td>65</td>
</tr>
<tr>
<td>14th Street + Third Avenue</td>
<td>88</td>
<td>0</td>
<td>18</td>
<td>2</td>
<td>68</td>
</tr>
<tr>
<td>14th Street + Second Avenue</td>
<td>82</td>
<td>0</td>
<td>16</td>
<td>2</td>
<td>64</td>
</tr>
<tr>
<td>Houston Street + Avenue A</td>
<td>76</td>
<td>1</td>
<td>15</td>
<td>1</td>
<td>59</td>
</tr>
</tbody>
</table>

UNDERSTANDING STREET DESIGN

Streets and sidewalks make up 80 percent of NYC public space, but most of this space is devoted to moving and storing motor vehicles. Streets can change to accommodate pedestrians, bicyclists and transit riders.

In a 2009 report, “Designing Roads That Guide Drivers to Choose Safer Speeds,” the Connecticut Cooperative Transportation Research Program found that drivers, when deciding how fast to drive, take cues from elements of road design, such as road width, independent of posted speed limits. Research also demonstrates that narrower roads can slow traffic and shorten pedestrian crossings. Traffic researcher Tom Vanderbilt documented an experiment by traffic engineer Hans Monderman in a Danish town that removed traffic signs to show how road design can calm traffic. In his 2008 article, “The Traffic Guru,” Vanderbilt wrote: “Rather than give drivers a simple behavioral mandate—say, a speed limit sign or a speed bump…He had made the main road look like a narrow lane in a village, not simply a traffic-way through some anonymous town.”

Street design can “significantly impact physical activity and health, especially through features such as land use mix, walkability, bicycling, infrastructure, and parks and open space.” The benefits of active transportation on health are documented in The Active Design Guidelines, a 2009 publication developed by several New York City agencies: the departments of Design and Construction, Management and Budget, Health and Mental Hygiene, City Planning and Transportation. The Guidelines aim to reduce the high rate of activity-related disease in New York City, which is disproportionately felt in poorer East Side communities. In East Harlem, 31 percent of adults are obese, compared to the citywide average of 22 percent, and 13 percent of adults have diabetes, compared with 9 percent of adults citywide. The Guidelines call for safer streets that promote walking and biking, and for improving pedestrian and bicycle access to parks and buildings.
In the spring of 2010, Transportation Alternatives led six community workshops in East Harlem, the Upper East Side, Midtown East, the East Village, Chinatown and the Lower East Side that drew 225 people, ranging in age from six to 80-years old. They included residents, public and private school students and teachers, members of business associations, public health, doctors and medical professionals, block association representatives, PTA leaders, disabilities activists, as well as members of many other civic associations.

Participants were asked to think about how they use their streets daily, what their safety concerns were and how they might re-envision their streets to better support pedestrians, bicyclists and transit riders. T.A. presented a short video of different NYC street transformations, images from the Street Design Manual and crash maps identifying the five highest crash intersections in each Community Board. (Refer to Appendix for crash maps.)

Pedestrians, bicyclists, transit riders, scooter riders, roller-bladers and drivers shared how they travel in their neighborhood, discussed concerns and collaboratively brainstormed solutions using the NYC Street Design Manual and the Active Design Guidelines. The T.A. East Side Volunteer Committee helped facilitate.

THE NYC STREET DESIGN MANUAL AND ACTIVE DESIGN GUIDELINES

The NYC Street Design Manual focuses on the geometric and technical ways in which streets can be made safer for pedestrians, bicyclists, transit riders and drivers. The Active Design Guidelines illustrate how the built environment, inside and outside buildings, impacts physical activity and what best practices can be implemented in NYC to accommodate and encourage active transportation and active living. Both document best practices in safe and healthy street design and outline recommendations for how city agencies, developers, planners and community leaders can make their streets safer for walking, biking and riding transit. The documents were produced collaboratively by different city agencies. Although policies are not in place to mandate the reports’ recommendations, they ensure that NYC’s leadership understands how streets can be designed for people, and not just for vehicles.

COMMUNITY ENGAGEMENT AND FEEDBACK: WORKSHOPS

In the spring of 2010, Transportation Alternatives led six community workshops in East Harlem, the Upper East Side, Midtown East, the East Village, Chinatown and the Lower East Side that drew 225 people, ranging in age from six to 80-years old. They included residents, public and private school students and teachers, members of business associations, public health, doctors and medical professionals, block association representatives, PTA leaders, disabilities activists, as well as members of many other civic associations.

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Pedestrians, bicyclists, transit riders, scooter riders, roller-bladers and drivers shared how they travel in their neighborhood, discussed concerns and collaboratively brainstormed solutions using the NYC Street Design Manual and the Active Design Guidelines. The T.A. East Side Volunteer Committee helped facilitate.
During the meetings, pedestrians often identified bicyclists as a “safety concern,” and vice versa, but by having both groups identify solutions collectively, they were able to find common ground.

**LIFE AND TRAVEL ON THE EAST SIDE: THE EAST SIDE STREETS SURVEY**

Crashes are a citywide problem, but their impact is felt heavily on the East Side where wide intersections and long corridors are common. Crash data shows that many East Side hubs have high crash rates. Crosswalks along First and Second avenues are often wider than 70-feet and have poor visibility due to cars parked and double-parked at the curb.

In addition to the feedback shared by 225 participants at six community workshops, T.A. solicited East Side streets comments via an online survey.

Of the 334 total respondents:

- 54% live on the East Side
- 29% spend time in or travel through the East Side
- 15% work or attend school on the East Side
- 54% were between 25-34 years old

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Most respondents rated the following concerns as “severe”:
- Speeding vehicles
- Not enough safe bicyclist space on roads
- Pollution from traffic congestion
- Not enough street trees and green spaces

Most agreed that the following would make their streets safer:
- Enforcement of existing traffic safety laws (double parking, speeding, etc.)
- More bike lanes
- More visible crosswalks
RECOMMENDATIONS: WORKSHOPS

Each East Side neighborhood is unique, but overlapping themes became distinct at each workshop. Across the board, residents identified the need for the Mayor, the Mayor’s Office of Long-term Planning and Sustainability (MOLPS), Departments of City Planning (DCP), Design and Construction (DDC), Health and Mental Hygiene (DOHMH), Parks and Recreation (DPR) and Transportation (DOT) and the New York Police Department (NYPD) to work together to implement the following recommendations. (See insert for illustrated recommendations.)

NYC DOT: CREATE SAFER, SHORTER AND MORE VISIBLE PEDESTRIAN CROSSINGS.

› Provide Leading Pedestrian Intervals (LPIs) of five seconds or more at all intersections. LPIs provide pedestrians with a head start when crossing the street to avoid competing with turning vehicles in the crosswalk.
› Re-engineer traffic lights for a walking speed of three feet per second to account for slower moving seniors and children.
› Install curb extensions where wide streets meet avenues (125th, 116th, 106th, 96th, 86th, 72nd, 57th, 42nd, 34th, 23rd, 14th, Houston, Delancey, Canal).
› Create chicanes on residential streets to slow drivers down. Chicanes are street extensions staggered on either side of a street to reduce vehicle speeds.
› Install raised, colored crosswalks where residential streets intersect with avenues.

NYC DOT: BUILD MORE BIKE INFRASTRUCTURE.

› Build more protected bike lanes.
› Substitute car parking with on-street bike parking at corners and mid-block.
› Install bike parking at all transit hubs and at municipal parking lots.
› Install bike boxes at each intersection that does not have protected bike lanes.
› Install bike route markings to connect routes throughout the network and remind drivers to share the road.

NYPD: ENFORCE VEHICLE TRAFFIC VIOLATIONS.

› Enforce speeding, running red lights, failure to yield to pedestrians and double parking in bike lanes.
› Train Traffic Enforcement Agents to be attentive to pedestrians and bicyclists.
› Install enforcement cameras at high crash intersections.
› Develop better education for drivers to encourage safe behavior and respect for all users.
› Create 20 mph speed limit zones in residential areas and near schools.

“Create protected BRT lanes on all Avenues.”

“Remove parking on high traffic streets.”

“Turn East 1st Street between Avenue A and 1st Avenue into a pedestrian and bicyclist street.”

“Time the lights so cyclists can travel more than three blocks without stopping.”

THE EAST SIDE STREETS COALITION

NYC DOT: CREATING SAFER, SHORTER AND MORE VISIBLE PEDESTRIAN CROSSINGS.

The East Side Coalition Recommendations: Workshops
MAYOR BLOOMBERG, MOLPS: REDUCE CONGESTION.

» Create more protected bus lanes to speed travel times, make drop-off and pick-up more accessible and encourage drivers to switch to transit.
» Consider transforming 86th and 42nd streets into “Transit Streets” similar to 34th Street.
» Create non-peak period delivery times to reduce large truck and vehicle traffic.
» Create more loading zones to accommodate deliveries and discourage double parking.
» Raise the price of parking to reduce curbside demand and cruising for parking spots.
» Modify zoning regulations to remove parking minimums with new development.

MAYOR BLOOMBERG, DOHMH: IMPLEMENT A “VISION ZERO” POLICY.

» Set a goal for zero deaths and injuries on New York City streets by 2030.
» Encourage slower speeds through better road design, 20 mph speed limits in residential areas, strategic use of enforcement resources, expanded automated enforcement programs and coordination among city and state agencies.

NYC DOT: IMPROVE ACCESS.

» Install Accessible Pedestrian Signals (APS) at all major intersections. These provide an audible cue to vision-impaired pedestrians.
» Create a Braille bike map for vision-impaired pedestrians to improve awareness of bike facilities.
» Ensure all curb cuts are American Disability Act (ADA) compliant.
» Make streets and sidewalks as flat and smooth as possible.
» Install center medians and pedestrian refuge islands along major streets to reduce crossing distances.

NYC DCP, DDC, DOT, DPR: ENHANCE THE STREETSCAPE AND BUILT ENVIRONMENT.

» Send visual cues to drivers that they are in a pedestrian environment.
» “Daylight” all intersections by removing parking from within 15 feet of a crosswalk to increase visibility of oncoming traffic and pedestrians. Bollards are physical posts that stop vehicles from mounting the curb.
» Install benches every 50 feet on commercial streets and every 100 feet on residential streets, to provide resting places for seniors and those with mobility impairments.
» Install plantings to beautify the street and use permeable paving to reduce storm-water run-off.
» Maintain sidewalks and discourage businesses from blocking the path of pedestrians.

“Create a 4-way Stop, a ‘Barnes Dance’, for pedestrians at 86th and 3rd Avenue.”

“Enact a 20 mph speed limit for Park Avenue.”

“More respect for the rights of others.”

“Install Accessible Pedestrian Signals (APS) on Delancy.”
WHY TAKE ACTION?
You have read the Action Plan and know why you want to take action, but how are you going to convince your neighbors to join you? Here’s a summary of the key talking points:

1 THERE IS A HIGH CRASH RATE ON THE EAST SIDE
   » Between 1995 and 2008, 148 pedestrians and bicyclists were killed and 15,235 were injured due to motor vehicle crashes.
   » Between 1995 and 2005, two of New York City’s five community districts with the most injuries per square mile were on the East Side (Community District 8 (Upper East Side)—4,976 and Community District 6 (Midtown East)—4,738).

2 EAST SIDE RESIDENTS FREQUENTLY RIDE TRANSIT, WALK, AND BIKE
   » Of the 376,430 people who commute by foot in all of NYC, 22% (82,935) live on the East Side, though the East Side makes up only 8% of the City population.

3 SPEED KILLS
   » T.A. research on speeding found that citywide, 39% of motorists drive above the 30 mph citywide speed limit. On East Houston Street in the Lower East Side, 70% of drivers sped through a school zone.19
   » A pedestrian hit by a vehicle going 40 mph has a 70% chance of death compared to a 20% chance at 30mph and a 2% chance at 20mph.20

4 CRASHES ARE PREVENTABLE
   » The most frequent causes of motor vehicle crashes are driver inattention, speeding and failure to yield right of way to pedestrians.

SHORT, MEDIUM & LONG-TERM COMMUNITY ACTIONS
The East Side Action Plan is intended as a tool. The above sections outlined recommendations for city agencies and policy makers. The action items below are fodder for community members to advocate to city agencies and local elected officials for change.

Use this Action Plan to spread awareness about how street design can change to support pedestrians and bicyclists. Share this with your neighbors, co-workers and teachers. Let them know there is a growing local movement to make the streets safer.

The short, medium and long-term action items were developed at a July 2010 meeting of the East Side Streets Coalition at the Vanderbilt YMCA, in which 25 Coalition partners collectively discussed next stages of the Action Plan.

East Side Committee Members lead a letter writing campaign for safer biking on the East Side.
East Side Action Plan

19

T.A. rallies with community members and elected officials for passage of Hayley and Diego’s Law to increase penalties for reckless driving.

continued...

**SHORT-TERM: Things you can do in 5 minutes**

- *The Action Plan*: Now that you’ve read it, here’s how to promote it!
  - Sign-on in support to demonstrate demand for safer streets (sign-on online or by e-mailing: essc@transalt.org).
  - E-mail the East Side Action Plan to 10 friends and ask them to circulate it.
  - Post the Action Plan on your Facebook page.

- Join the East Side Streets Coalition! The Coalition is a community-based effort comprised of organizations from East Harlem to Chinatown advocating for pedestrian and cyclist safety improvements throughout Manhattan’s East Side. Join online or by e-mailing: essc@transalt.org.

- Support Transportation Alternatives’ legislative agenda. Every year T.A. fights for city and state laws that make streets safer. Check out the Legislative Action Center: http://transalt.org/takeaction/legislation and sign-up for the biweekly StreetBeat newsletter.

- Call 311 to report lawless intersections and streets plagued by chronic speeding and red light running.
  1. Call 311 (http://www.nyc.gov/apps/311/)
  2. Say you would like to report a “non emergency traffic condition”
  3. Ask for increased enforcement
  4. Your request will be forwarded to the local precinct or appropriate agency
TAKE ACTION!

**MEDIUM-TERM: Things you can do in 30 minutes**

- Contact your local Community Board. Send them the Action Plan. Share your safety concerns about certain intersections and express support for new livable streets projects (CBs don’t hear positive comments enough!) More about Community Boards here: [http://transalt.org/takeaction/cb](http://transalt.org/takeaction/cb).
  - The Community Board is also a good place to learn about upcoming street design projects. Ask what is on the calendar and attend a meeting.

- Write a letter to your local elected official expressing support for pedestrian and bicyclist safety improvements. Highlight the Action Plan’s recommendations.

- Utilize Social Media! Take pictures of problems you see on your streets: tweet and post them on Facebook and send them to local news outlets and blogs.

- Write a letter to your local newspaper or neighborhood blog addressing the need for pedestrian and bicyclist safety improvements.

- Is truck traffic out of control in your neighborhood? Call the company numbers listed on delivery trucks to report unsafe driving.

**LONG-TERM: Things you can do with more time**

- Contact T.A. to schedule a community-wide presentation around the Action Plan.

- Organize a block party to discuss the Action Plan and livable streets problems with your neighbors. Work with your block association or community organization to write a neighborhood-supported letter to local elected officials.

*Letter writing and block parties help build awareness for the potential of our streets.*

20 EAST SIDE ACTION PLAN
Contact the PTA at schools in your neighborhood. Set up a forum or presentation to discuss the Action Plan.

Set-up a Neighborhood Traffic Monitoring Kit study. The Kit includes instructions on how to structure a traffic study and engage the local police precinct and Community Boards in the effort.

Join your local Community Board!

Widen your base of support. Contact local stakeholders (BIDs, NYCHA and tenant organizations) about the Action Plan and safe streets advocacy. Help them see how safer streets relates to their organizational goals.

JOIN T.A.!

Become a Member!

» T.A.’s 8,000 members are our greatest source of strength and are driving reform on NYC streets with their financial support and advocacy actions. Join today and become part of the solution. http://transalt.org/support

T.A. East Side Volunteer Committee

» This group of dedicated advocates is focused on winning better biking, walking and transit on the East Side of Manhattan. Attend a monthly meeting or join the Google group: http://transalt.org/takeaction/eastside.

Contact T.A.
Transportation Alternatives
127 West 26th Street, Suite 1002, New York, NY 10001
EMAIL: info@transalt.org
OFFICE HOURS: Monday–Friday, 9:30am–5:30pm (Closed federal holidays)
WEBSITE: transalt.org/eastsidestreets

Write down your own ideas to take action:
Children playing in residential streets, seniors chatting on benches in the shade after grocery shopping, commuters biking to work or easily hopping on and off East Side buses. According to the vision of a growing coalition of East Side residents, this is what East Side streets could look like in the near future.

The East Side Streets Coalition was formed to build better streets for Manhattan’s East Side. It is based on the concept that streets are more than just car corridors. They are valuable civic spaces, a precious resource which must be wisely allocated and made safe for pedestrians, cyclists and transit riders. The Coalition is helping to re-imagine the East Side as a place safer for people traveling by foot, stroller, wheelchair, bike or bus.

In less than one year, hundreds of East Side residents came together to discuss concerns and solutions. Pedestrians worked with cyclists, transit riders worked with drivers, all with the goal of creating streets that safely serve the people using them. Traffic engineers and the City were consulted throughout, proving their openness to implementing new designs.

The East Side Action Plan is a call to NYC agencies and elected officials to make streets places for people and to reduce traffic fatalities and serious injuries in NYC. Crashes are preventable. Change will not happen overnight but the East Side Action Plan can empower the East Side Streets Coalition and all East Side residents to advocate for change in their neighborhoods.
NEW YORK CITY DEPARTMENT OF TRANSPORTATION EAST SIDE PROJECTS
The implementation of better bus service, protected bike lanes and pedestrian refuge islands along First and Second avenues serve as an impetus to advocate for greater street improvements. The NYC Street Design Manual and Active Design Guidelines outline the many treatments that can be used on NYC streets to ensure they are safer and promote walking and biking. In addition to these landmark projects and publications, there are a number of DOT initiatives underway along the East Side that can benefit from complementary advocacy. They include:

• Chinatown Senior Safety to improve the walking environment for senior residents in Chinatown
• Yorkville Senior Safety to improve the walking environment for senior residents in the Yorkville neighborhood on the Upper East Side
• Lower East Side Bike Network to enhance the bike network and connections between Manhattan and Brooklyn
• Capital Infrastructure to calm traffic. Traffic calming improvements, such as neckdowns, sidewalk widening and center medians, are candidates for many East Side Streets, but financial support is needed from local leaders for implementation
• Harlem River Park Gateway to improve pedestrian and bicyclist access to a community park and greenway

RECENT EAST SIDE CRASHES
East Harlem (CB11)
On July 31, 2010, the Daily News reported, “A pregnant mom watched in horror yesterday as her 6-year-old son was mowed down and killed by an MTA tow truck in East Harlem…Max Mendez, a second-grader at PS 197, and his mother were holding hands on the sidewalk near 124th Street at around 9 a.m. when the truck slammed into them.”

FULL STORY, “Bronx youngster, 6, dies in truck’s path,” By Kenneth M. Walsh and Douglas Montero, July 31, 2010

Upper East Side (CB8)
On July 31, 2010, the New York Post reported, “An elderly man was clinging to life last night after a motorist plowed into him on the Upper East Side and fled the scene, police said… The 85-year-old was crossing First Avenue at 84th Street at 5 p.m. when a gold Nissan Maxima slammed into him and took off.”

FULL STORY: Old man mowed down, By Jessica Simeone and Joe Mollica, July 31, 2010

East Midtown (CB6)
On August 27, 2010, ABC Local reported: “A bicyclist was critically injured in a hit and run on the East Side late Thursday night. The victim, a 45-year-old man, was struck while biking on Second Avenue at East 59th Street just before 11 p.m. Police say the truck that struck him did not stop and continued down Second Avenue.”


East Village/Lower East Side (CB3)
On April 30, 2010, the New York Times reported a member of Community Board 3 was hit by a car. “The victim, Harry Wieder, 57, was crossing Essex Street between E. Houston and Stanton streets around 9:45 p.m. when he was hit by a taxi heading north on the block, police said.”

FULL STORY, “Remembering the Little Man Who Was a Big Voice for Causes”, Susan Dominus, April 30, 2010
APPENDIX: CRASH MAP CB3

EAST VILLAGE / LES / CHINATOWN | COMMUNITY DISTRICT 3
TOTAL CRASHES BETWEEN VEHICLES AND PEDESTRIANS/BICYCLISTS, 1998-2008

Transportation Alternatives
2010 East Side Campaign
data source: NYSDOT

Rank of Intersections with Most Crashes!

1. Delancey and Essex Street...............119
2. 14th Street and 1st Avenue............90
3. 14th Street and 3rd Avenue...........88
4. 14th Street and 2nd Avenue..........82
5. Houston and Avenue A.................76
6. Houston and 1st Avenue..............67
7. Houston and the Bowery.............42
8. Delancey and Allen Street..........56
9. Houston and Allen Street..........51
10. St. Mark’s Place and 3rd Avenue....49

Comparing Crash Totals

CD3 4.173
East Side 15.561
Manhattan 42.749
New York City 141.995

For the full East Side report, or to learn more about the methodology used to generate these maps, please visit transatl.org.
APPENDIX: CRASH MAP CB6

MIDTOWN EAST | COMMUNITY DISTRICT 6
TOTAL CRASHES BETWEEN VEHICLES AND PEDESTRIANS/BICYCLISTS, 1998-2008

Transportation Alternatives
2010 East Side Campaign
data source: NYSDMV

TOTAL NUMBER OF REPORTED BIKE/PED CRASHES, 1998-2008

- 0.1-1
- 1.1-3
- 3.1-5
- 5.1-10
- 10.1-15
- 15.1-20
- 20.1-25
- 25.1-30
- 30.1-50
- 50.1-82

Rank of Intersections with Most Crashes:
1. 14th Street and 2nd Avenue................. 82
2. 42nd Street and Lexington.................. 67
3. 23rd Street and 2nd Avenue............... 61
4. 34th Street and 3rd Avenue............... 58
5. 42nd Street and 3rd Avenue................. 55
6. 57th Street and 3rd Avenue................. 55

Comparing Crash Totals
CD6 3,994
East Side 15,361
Manhattan 42,749
New York City 141,995

For the full East Side report, or to learn more about the methodology used to generate these maps, please visit transit.org.
APPENDIX: CRASH MAP CB8

Total Vehicle to Bike/Ped Crashes, CB8, 1998 - 2008
Data Source: NYSDMV

Parks
Bike Lanes
Community District 8

0-1 1-3 3-5 5-10 10-15 20-25 30-50 50-68
1,000 Feet

Data Source: NYSDMV
APPENDIX: CRASH MAP CB11

EAST HARLEM | COMMUNITY DISTRICT 11
TOTAL CRASHES BETWEEN VEHICLES AND PEDESTRIANS/BICYCLISTS, 1998-2008

Rank of Intersections with Most Crashes!
1. 125th Street and Lexington............... 96
2. 116th Street and Lexington............... 51
3. 106th Street and 2nd Avenue............. 49
4. 96th Street and 2nd Avenue.............. 48
5. 125th Street and 2nd Avenue............. 47

Comparing Crash Totals
CD11 3,038
East Side 15,561
Manhattan 42,749
New York City 141,995

For the full East Side report, or to learn more about the methodology used to generate these maps, please visit transalt.org.
GLOSSARY

ACCESSIBLE PEDESTRIAN SIGNALS (APS): Audible crossing signals for the visually impaired.

ADA CURB RAMPS: Americans with Disability Act (ADA) compliant curb cuts have truncated domes and wider flares and improve access between street and curb.

BOLLARDS: Can be flexible, for movement if they are struck, or fixed. Can be anything from plastic posts to planters. Prohibit vehicles from mounting curbs.

BI-DIRECTIONAL BIKE LANE: A two-way bicycle facility with associated bicycle signal heads protected by painted or built boundaries, as well as flexible bollards.

BUS BULB: Provides better on time bus service as buses don’t have to pull in and out of the travel lane. Allows pedestrians a larger zone for entering and exiting a bus.

CENTER ISLAND BUS STATION/BOARDING: Raised median that provides space for waiting bus riders.

CHICANE: Curb extension placed throughout a street to create a slalom effect and slow vehicle traffic and alert drivers to pedestrians or cyclists. Provide space for greenery or bike parking.

CROSSWALKS: High Visibility Crosswalks, with Stop Bars painted 10 feet behind, alert drivers to pedestrian crossings and the stop bars discourage vehicle infringement on crosswalks. Can also be accomplished using bike boxes, or advanced stop bars.

CURB EXTENSION: Extends the sidewalk to reduce pedestrian crossing distances, relieves overcrowding, increases visibility for pedestrians and drivers and provides space for plantings or bike parking. Modifies turning radii to slow motor vehicle turning movements.

CURBSIDE MANAGEMENT: The delivery and curbside management plan needed for commercial corridors.

DAYLIGHTING: Removes car parking from within 15 feet of a crosswalk to reduce vehicle infringement on pedestrian space and increase visibility for pedestrians and drivers.

DESIGNATED BUS LANE WITH AUTOMATED ENFORCEMENT: Select Bus Service (SBS) lane designated by paint and protected by automated enforcement cameras. Accompanied by bus shelters with benches.

EMERGENCY VEHICLE PARKING/DELIVER ZONES: Space can be used for emergency vehicles or deliveries.

GREENERY: Reclaimed street space can be used for plantings or trees.

LEADING PEDESTRIAN INTERVALS (LPIS): Provide pedestrians with a head start so they can establish themselves in the crosswalk and not compete with turning vehicles when crossing the street.

LOADING AND DELIVERY ZONES/PARKING: Curbside street space designated for loading, vehicle deliveries and passenger pick-up or drop off. Designated loading space reduces double parking.

PEDESTRIAN REFUGE ISLAND (AKA – PEDESTRIAN MEDIAN): Reduces crossing distances for pedestrians, provides space for greenery and improves visibility for pedestrians and drivers. Force motor vehicles to turn more slowly. Often these are paired with protected bicycle lanes.

PROTECTED BIKE LANE WITH FLEXIBLE BOLLARDS: Parked vehicles, a striped buffer zone and flexible bollards (posts separating parking and the bike lane) protect cyclists from moving traffic. Protected bike lanes can also reduce sidewalk riding.

RAISED CROSSWALK: Level with the sidewalk, these increase visibility for pedestrians and drivers and emphasize pedestrian use of street space. Reduces motor vehicle speed through the crosswalks, and generally creates a higher percentage of vehicles yielding to pedestrians.

SHARED BUS/BIKE LANE: Education about the safe use of this shared lane is essential for bus drivers, cyclists and the general public.

SHARED STREET: Low-speed, typically curbless roadway designed as a single shared surface between pedestrians, bicyclists and deliveries or low-speed motor vehicles. Also called limited access streets, and can be accompanied by policies that restrict motor vehicle use.

SHARROW/SHARED LANE SYMBOL: Bicyclist markings on pavement to identify bike routes and for drivers to share the road. Used as a wayfinding mechanism for cyclists where narrow right-of-ways can not accommodate bicycle lanes.


4. Ibid.

5. CIVITAS, Campaign to bridge the gap to Randall’s Island (http://civitasnyc.org/live/the-current-initiatives/#Bridge%20the%20Gap:%20A%20Pedestrian%20Bridge%20to%20Randall%E2%80%99s%20Island).


7. New York State Department of Motor Vehicles, Governor’s Traffic Safety Committee, source for data on crashes in New York City: http://www.nysgtsc.state.ny.us/.


11. New York State Department of Transportation.


