Community Connectivity Score measuring what matters

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Bicyclist, 71, killed in crash with truck near Central Park

The Upper West Side’s Zone of Pedestrian Death

By Justin Davidson, New York Magazine’s archi-

Upper West Side Pedestrian Dies from Injury Caused by Reckless Van Driver

5:04 PM EDT on May 18, 2023

Reader’s Perspective: ‘My Son Was Killed on the Upper West Side by a Reckless Taxi Driver’

May 19, 2023 | 9:33 AM in CRIME, HISTORY, NEWS

Elderly Man Hit by Tour Bus on Upper West Side

Man Killed in Upper West Side Pedestrian Accident
KSI: Killed or Severely Injured

DOT uses the metric **Killed or Severely Injured (KSI)** to measure street safety. This metric shows planners where the city has failed to produce **safe streets**.

The metric is **reactionary** and it’s not working.
KSI isn't working: Upper West Siders are still being harmed & killed by drivers

Start of Vision Zero, a promise to NYers to have zero traffic-related deaths by 2024

- 2014
- 2022: +520 people have been injured
- 2023
- 2024: Benchmark year to achieve zero traffic-related deaths

37 people have been killed
Stop using KSI: what if a community-centered metric was used instead?

DOT has the ability to pay particular attention to each neighborhood’s unique physical and social identities, such as quieter, tree-lined streets and neighbors knowing one another. These elements can be reinforced through better street design.

- accessibility
- functionality
- safety
- death
- injury
a proactive approach:

After identifying the area with the highest KSI score in the UWS, I measured their safety features (or lack thereof).
"The street is the river of life of the city, the place where we come together, the pathway to the center." -- William Whyte

Play
Does this space have areas for children to play safely? Does it appear to be well-lit at night?

Sit
Does this street have places for people, such as caretakers and older adults, to sit & rest?

Gather
Does this space have areas that provide shade from the sun or shelter from the rain?
Community Connectivity Score

aggregate safety score legend: least safe (red) ➔ more safe (green)

Source: k.conway summer internship 2023, NYC OpenData
Behind the numbers

<table>
<thead>
<tr>
<th>Question - 96th</th>
<th>97.1</th>
<th>97.2</th>
<th>97.3</th>
<th>97.4</th>
<th>97.5</th>
<th>97.6</th>
<th>97.7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does this space have areas for children to play safely?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Does this space have areas to spend time, sit and/or rest?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Could someone who has trouble walking, such as an older person or someone in a wheelchair, be able to easily enter and use this space?</td>
<td>Mostly Yes</td>
<td>Mostly Yes</td>
<td>Mostly…</td>
<td>Mostly…</td>
<td>Mostly…</td>
<td>Some…</td>
<td>Mostly…</td>
</tr>
<tr>
<td>Does this space have areas that provide shade from the sun or shelter from the rain?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Mostly…</td>
<td>Mostly…</td>
</tr>
<tr>
<td>Is this a space young and old can use at the same time?</td>
<td>Somewhat</td>
<td>Somewhat</td>
<td>Some…</td>
<td>Some…</td>
<td>Some…</td>
<td>Some…</td>
<td>Some…</td>
</tr>
<tr>
<td>Does the space appear to be well-lit at night?</td>
<td>Mostly Yes</td>
<td>Mostly Yes</td>
<td>Mostly…</td>
<td>Some…</td>
<td>Some…</td>
<td>Mostly…</td>
<td>Mostly…</td>
</tr>
<tr>
<td>Can you use this space year-round?</td>
<td>Absolutely</td>
<td>Absolutely</td>
<td>Absolutely</td>
<td>Absolutely</td>
<td>Absolutely</td>
<td>Absolutely</td>
<td>Absolutely</td>
</tr>
<tr>
<td><strong>Aggregate Score</strong></td>
<td>2.7</td>
<td>2.7</td>
<td>2.7</td>
<td>2.2</td>
<td>3.0</td>
<td>3.0</td>
<td>2.8</td>
</tr>
</tbody>
</table>
Behind the numbers

"I would get rid of scaffolding, and put things that I would actually use, like stores or chairs" - Student, 14

"Everybody has to commute, and it's complicated, but it shouldn't be so unsafe." - Lab Technologist, 63
The maps show the same things, but one measures harm that has been done, and the other measures where further harm can be prevented.

If this new metric were used, not only would it produce safer streets, but would also improve the overall health and well-being of the community.

By implementing their own safe street design at the places shown on the new map, DOT can protect New Yorkers, increase our quality of life, and prevent more of us from dying in car-related crashes.
Let's get to work: together we can measure what matters

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LINKEDIN

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Q & A