

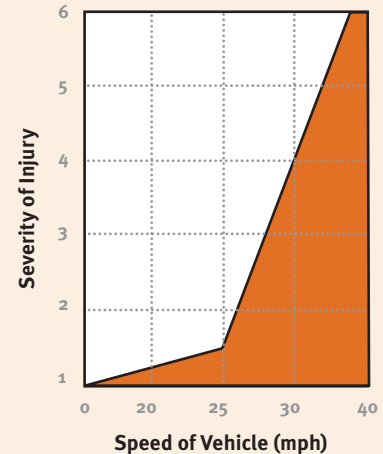
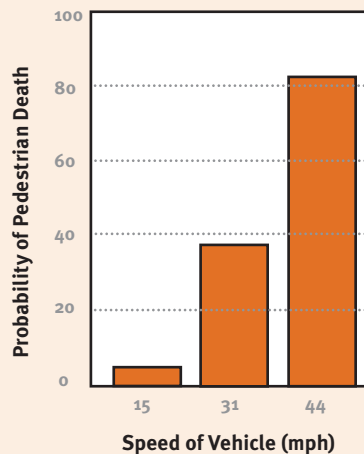
Safe Streets

NEW TOOLS IN THE WAR ON SPEEDING

ON SEPTEMBER 26TH, 6-YEAR-OLD Clarente Turner was waiting to cross Kings Highway in East Flatbush, Brooklyn. A speeding SUV driver lost control in an apparent attempt to beat a red light, ramming another vehicle and crashing into Clarente, who was killed on the spot. The driver was not charged, and news reports made only vague mention of the driver losing control of the vehicle. T.A. tracks every crash that makes its way into the headlines, and we recognized a familiar set of circumstances in the crash that took Clarente's life: speeding was the primary factor.

New York City has a speeding epidemic. Neighborhoods are robbed of any sense of safety or comfort as speeding drivers race down their streets and bustling avenues, and past their schools, parks and playgrounds. Speeding significantly contributes to the more than 14,000 pedestrian and cyclist injuries and 190 pedestrian and cyclist deaths on city streets each year. With each additional mile per hour a driver speeds, the likelihood of death exponentially increases for anyone struck. Bringing down speeds gives drivers more time to react and reduces the likelihood of a crash becoming fatal.

The likelihood of a crash turning fatal increases exponentially with speed, so slowing cars down is the key to bringing fatalities down.



Camera enforcement is a simple, proven, cost-effective way to save lives and tame traffic. The number of crashes that occur at intersections in NYC where our 150 red

light cameras are in place is 24% lower than prior to the camera's installation. As for speed enforcement cameras, speeding is a contributing factor in 31% of all fatal crashes. Cameras have been proven to reduce speeds wherever they are installed, yet NYC has none.

The legislative standstill on camera legislation is partly the product of backdoor politics, but general permissiveness of traffic crime has also sapped the energy of traffic safety campaigns, replacing concrete enforcement measures with half-hearted education aimed at pedestrians. With New Yorkers waking up to the reality that street safety is about more than simply looking both ways, T.A. is building the city's first cohesive anti-speeding campaign, with automated enforcement cameras at its core.

A new research effort led by T.A. is documenting the outrageous level of infraction on our streets in order to present elected officials with an ironclad case for traffic safety reform. Preliminary research has found:

Bedford Avenue, Brooklyn: 75% of vehicles are traveling above the speed limit with deadly speeds upwards of 60 mph.

Webster Avenue, The Bronx: More than 30% of vehicles are speeding, with high speeds of 66 mph in a 30 mph zone.

Northern Boulevard, Queens: More than 30% of vehicles are speeding in a dense commercial area and school crossing zone. □

I Walk Here: Traffic Justice for Pedestrians

IN COLLABORATION WITH THE NYC Street Memorials Project, T.A. has begun a new effort to honor pedestrians killed on New York City streets. Pedestrian memorials are metal street signs painted black, individually silk-screened with the words "Pedestrian Killed Here by Motor Vehicle. This Death was Preventable. Save Lives: Drive Safely and Respect Each Other" and hung at the location of the pedestrian's death. The memorials draw attention to these deaths and to their specific locations, highlighting the need for safer street design, stronger enforcement and more effective education efforts. Plaques will be installed this winter as part of the Street Memorials Project's 4th Annual Memorial Ride and Walk.

Roughly 160 pedestrians are killed by motor vehicles in New York City each year. The epidemic plays out daily in police blotters and on the front pages of the mainstream press, but seldom is there follow-up on the underlying causes of each crash or on trends taking

place neighborhood- or citywide. Memorializing each pedestrian death is part of an effort to force the City's hand in reporting these deaths transparently so that victims' families, elected officials, civic groups and T.A. can obtain accurate crash data and responsively advocate for safer streets. □



Beginning with an emergency rally for pedestrian safety in early 2007, the image of two white hands has become symbolic of the human cost of traffic fatalities. Each plaque installed by the Street Memorials Project will bear this icon.

TakeAction!

Join us in honoring pedestrians killed by cars in New York City during the NYC Street Memorials Project's Annual Memorial Ride and Walk on January 4th, 2009.

Visit ghostbikes.org for more information.

Bold Ideas for 21st Century Design

CONGRATULATIONS TO THE DESIGN teams that won top prize for the 21st Century Design Competition! T.A. received over 100 submissions from 13 countries with a wide range of ideas for the re-design of 4th Avenue and 9th Street in Brooklyn, the nexus between Park Slope and Gowanus. Submissions ranged from the strictly esoteric such as a dead-end road, where cars cannot pass through the intersec-

tion lest they crash into a giant mirror, to the fine-tuned organization of space, where space was carved out block by block to accommodate modes and shifting priorities through the intersection.

Out of a lively jury discussion about what it means for streets to support all users and advance the maturity of a city, three equal winners were chosen. In addition, the jury decided to award an honorable mention to a

fourth design submission, recognizing this particular submission's effort to provide an innovative guideline for reorganizing all the modes on the street. □

TakeAction!

We will be featuring the winners, finalists as well as a "T.A.'s Pick" at the design competition exhibition launch party. The exhibit will be accompanied by an exhibition book and will be on display at Galapagos for one month. **Join us!**

December 9th, 7 pm
Galapagos Art Space
16 Main Street
DUMBO, Brooklyn



The top three winners are:

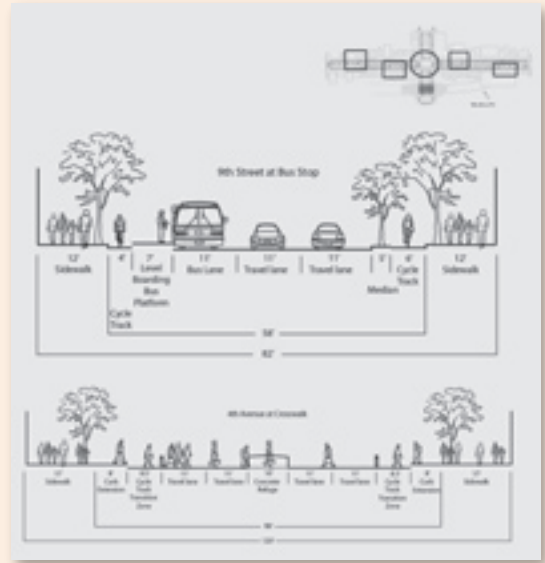


↑
"Shared Space"
by Steven Nutter,
Somerville, MA

↑
"Streets for Everyone"
by Rogers Marvel
Architects,
New York, NY

↑
"Streets Come Alive"
by team LEVON,
Philadelphia, PA

↑
The honorable
mention goes to "A
21st Century Plan for
4th Avenue and 9th
Street in Brooklyn"
by Mark Anders,
Brooklyn, NY.



The jury, which deserves many thanks, consisted of David Burney, Commissioner of the Department of Design and Construction; Alex Washburn, Chief Urban Designer, Department of City Planning; Andy Wiley-Schwartz, Assistant

Commissioner, Department of Transportation; Michelle de la Uz, Executive Director, Fifth Avenue Committee; Sam Schwartz, Founder and Principal, Sam Schwartz Engineering, Inc; Laurie Hawkinson, Principal, Smith-Miller + Hawkinson;

Joan Byron, Director, Sustainability and Environmental Justice Initiative, Pratt Center for Community Development; Dr. Karen Lee, Deputy Director, Department of Health and Mental Hygiene; Brad Downey, Artist; and Leon Reid, Artist.