

Up to 88% of NYC Drivers Are Speeding



THERE IS NOW DATA FROM ALL FIVE boroughs proving what New Yorkers know all too well: speeding is out of control. T.A. volunteers and researchers used automated speed cameras and radar guns, the same equipment used by cities and law enforcement around the country, to measure the speed of more than 15,000 motorists on corridors in all five boroughs during regular weekdays.

T.A. researchers recorded motorist speeds at more than 20 locations in all five boroughs, selected by regular reports from T.A. members and crash history on crashstat.org. The results are startling. On average, 39% of motorists drive above the 30 mph speed limit. Even a small difference in speed is important because the severity of injury and chance of death increases exponentially as speeds increase. Studies have shown that at a speed of 30 mph, 40% of pedestrians who are struck are killed; but at 40 mph, 70% are killed.

TakeAction!
Contact
 the NY State Senate's new Transportation Committee Chair and urge him to give NYC the ability to install speed cameras on our most dangerous streets.
 State Senator Martin Dilan
 606 Legislative Office Building
 Albany, NY 12247
 (518) 455-2177

Date	Time	Site	Speed	Direction	Sign speed	Radar
2008-11-14	15:25:02.3		57.6 mph	Arriving	30 mph	A782760E0000
		Distance Operator	32	T	PL000	
		110.0 ft	0.0 ft	0.00 s	200A	

Shots from T.A.'s speed enforcement cameras show just how rampant speeding has become on NYC streets

The widespread prevalence of speeding on New York City streets and its dangerous and often deadly consequences are good reasons why New York City needs to get serious and stamp out speeding through better enforcement technology. Speeding enforcement cameras accurately catch speeders day or night and are proven to reduce driver speeds. □

- On East Houston Street in Manhattan, 70% of drivers recorded were speeding through a school zone
- In the Bronx, 32% of drivers on Webster Avenue exceeded 30 mph, with deadly speeds recorded as high as 66 mph past a public school
- 32% of drivers on Northern Boulevard were speeding through a busy commercial area, school zone, and past a police station
- In Prospect Lefferts Gardens, 88% of drivers on Rogers Avenue exceeded the speed limit, a quarter in excess of 40 mph down this residential corridor. Nearby on Flatbush Avenue where neighborhood residents cross to Prospect Park and the Brooklyn Botanical Garden, 78% of drivers exceeded the 30 mph speed limit
- On Staten Island's most dangerous street, Hyland Boulevard, 39% of drivers exceeded the speed limit, reaching speeds over 60 mph

Remembered: 4th Annual Memorial Ride and Walk

ACCORDING TO RESEARCH BY THE advocacy group Right of Way, when cyclists do not survive crashes, the likelihood they will be determined to be at fault jumps dramatically. Only when the cyclist lives to give his or her own account are police reports likely to acknowledge driver responsibility. With little substantive investigation or corroboration of testimony, it's no surprise that the NYPD blames cyclists like Rasha Shamoon for their own deaths.

In memory of Rasha and the more than 113 other New Yorkers killed while walking and biking on NYC streets in 2008, hundreds gathered on January 4th for the Fourth Annual Memorial Ride and Walk, which is organized by the Street Memorial Project. Bicyclists on the ride visited memorials for 14 cyclists in the Bronx, Manhattan, Queens and Brooklyn. For the second year, Transportation Alternatives led a memorial walk and visited memorials for three of the more than one hundred pedestrians killed citywide. Converging at Bowery and Delancey Street, hundreds of



T.A. once again led this year's Memorial Walk through Chinatown, honoring more than 100 pedestrians killed in 2008.

cyclists, pedestrians, family and friends gathered at the ghost bike for Rasha Shamoon as a sign of solidarity with each other and Rasha's family.

At the heart of this event—and T.A.'s work—is a belief in a future where no person is killed while travelling on NYC's streets. Through our Traffic Justice campaign, T.A. is continuing to work for effective enforcement of the law, complete and thorough investigations of all crashes, consistent and accurate crash reporting and zero tolerance for killer drivers. □

New T.A. Report: Headaches Accessing Harlem River Park

EAST AND CENTRAL Harlem suffer huge public health disparities. One in three individuals is considered obese, and 25% of adults do not get any physical activity. Approximately 13% of adults in East Harlem and 12% in Central Harlem have diabetes, compared with 9% of adults citywide. That is why it is all the more important that residents who live near Harlem River Park should be encouraged to utilize this beautiful open space.

In a forthcoming T.A. report, results from a site analysis and findings from a survey of neighborhood residents will highlight some of the major obstacles for residents to accessing the park. Through the Food and Fitness Partnership and with additional funding from the Laura Vogler Foundation, T.A. worked with the Harlem River Park Task Force to solicit feedback from potential park users. Survey findings show:

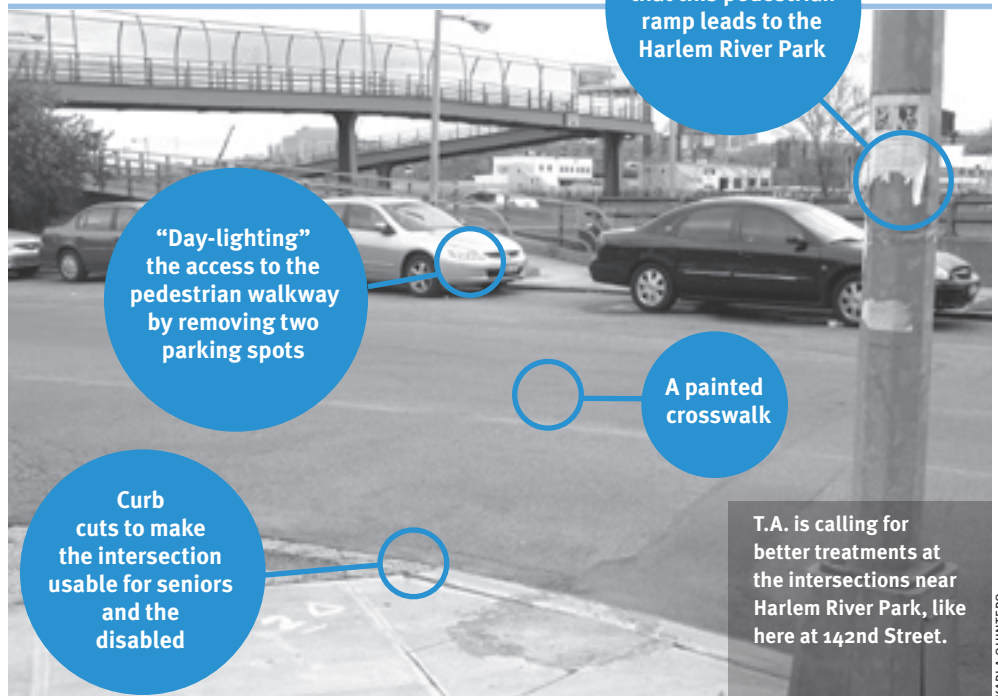
- 65% of park visitors feel that the access is not safe for pedestrians and bicyclists
- 57% would visit the park more if safety improvements to the access points are made
- 56% of people who had not visited the park believed the access ways were unsafe

Residents who live near Harlem River Park have a right to safe park access. Short-term and inexpensive changes can be implemented around the access ramps leading to the park that would enhance safety for pedestrians and bicyclists. T.A. and the Harlem River Park Task Force will continue to collaborate to build local political support and call upon the DOT to make the improvements. □

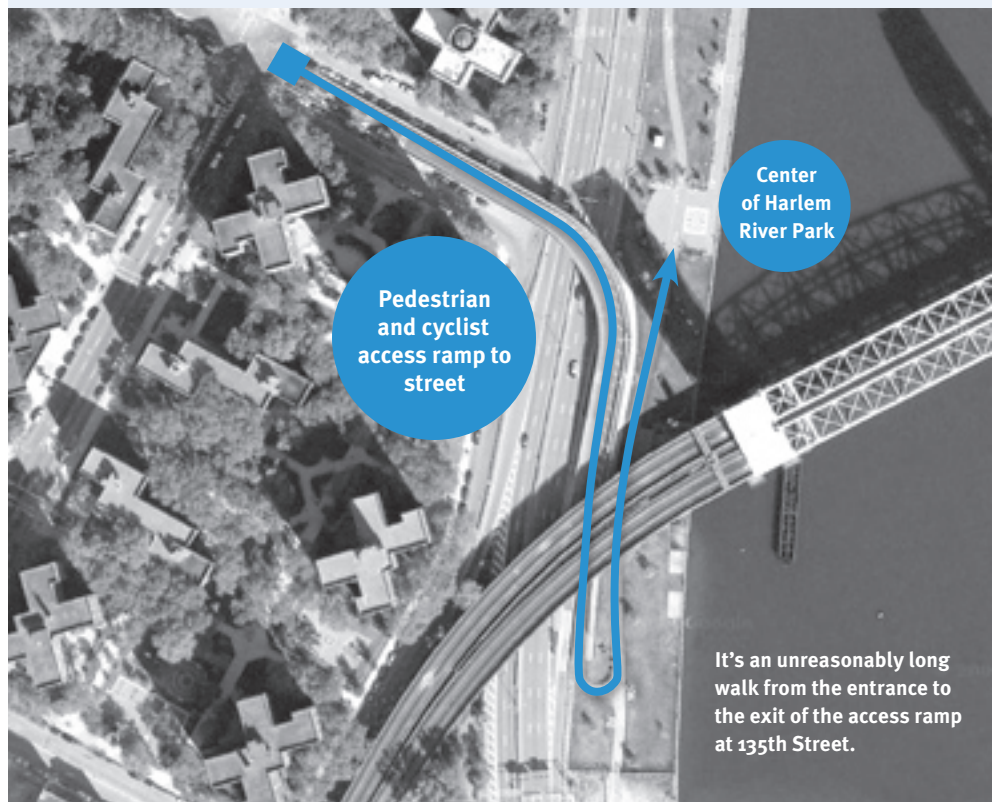
TakeAction!

If you live near Harlem River Park, contact Manhattan Borough President Scott Stringer to express your support for improved access.

Manhattan Borough President Scott Stringer
1 Centre Street, 19th Floor
New York, NY 10007
212-669-8300



T.A. is calling for better treatments at the intersections near Harlem River Park, like here at 142nd Street.



It's an unreasonably long walk from the entrance to the exit of the access ramp at 135th Street.

KARLA QUINTERO