

# Executive Summary

## Staten Island Borough Profile

### Findings

- Pedestrian fatalities on Staten Island have risen by 11% in the past three decades
- Staten Island's pedestrian fatality rate is 1.4 fatalities per 100,000 residents, the lowest of the five boroughs
- **Where:** Staten Island's pedestrian fatalities and severe injuries are most heavily concentrated on the North and East Shores
- **When:** Afternoon and evening hours (3-9pm) hours account for 80% of Staten Island pedestrian fatalities, as opposed to 31% citywide
- **Who:** Staten Island seniors account for 25% of the borough's pedestrian fatalities, versus 35% citywide
- **What:** Passenger vehicles are involved in nine out of ten pedestrian fatalities on Staten Island, compared to 68% citywide
- **How:** Dangerous driver choices are the primary cause or a contributing factor in 67% of pedestrian fatalities on Staten Island

## 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	16 corridors (53 miles)	837 miles	6%	129	238	54%	40%
Priority Intersections	17 intersections	8,011 intersections	1%	40	238	17%	5%
Priority Areas	7.5 sq miles	59 sq miles	13%	119	238	50%	33%
<b>Combined Total</b>	—	—	—	<b>172</b>	—	<b>72%</b>	<b>55%</b>

\*Ped KSI: Pedestrians Killed or Severely Injured



 Priority Intersections

 Priority Corridors

 Priority Areas

Staten Island Priority Map

## Community Dialogue and Input

- 635 Staten Island pedestrian safety issues were shared and mapped digitally
- Speeding (26%) and failure to yield (20%) were the most frequently cited issues
- 57% of workshop attendees viewed wide arterial streets as the most important areas for pedestrian safety improvements
- 51% 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 Staten Island Priority Corridors by the end of 2017
- Add exclusive pedestrian crossing time to all feasible Staten Island Priority Intersections by the end of 2017
- Modify signal timing to reduce off-peak speeding on all feasible Staten Island Priority Corridors by the end of 2017
- Install expanded speed limit signage on all Staten Island Priority Corridors in 2015
- Drive community input and engagement at Staten Island Priority Corridors, Intersections, and Areas
- Coordinate with MTA to ensure bus operations contribute to a safe pedestrian environment
- Expand a bicycle network in Staten Island that improves safety for all road users
- Proactively design for pedestrian safety in high-growth areas on Staten Island 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 Staten Island NYPD precincts that overlap substantially with Priority Areas
- Prioritize targeted enforcement at Staten Island Priority Corridors, Intersections, and Areas annually
- Focus failure-to-yield and speeding enforcement in the afternoon and evening, when 80% of pedestrian fatalities occur

### Education and Awareness Campaigns

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