

# DEPARTMENT OF TRANSPORTATION

Indicator name:	Citywide traffic fatalities
Description:	The total number of pedestrian, motorist, bicyclist, and passenger deaths resulting from traffic crashes.
Source:	Chief of Transportation – New York City Police Department.
Indicator name:	Traffic fatalities – Motorists/passengers
Description:	The number of motorist and passenger deaths resulting from traffic crashes.
Source:	Chief of Transportation – New York City Police Department.
Indicator name:	Traffic fatalities – Bicyclists/pedestrians
Description:	The number of bicyclist and pedestrian deaths resulting from traffic crashes.
Source:	Chief of Transportation – New York City Police Department.
Indicator name:	Overall traffic crashes
Description:	The total number of traffic crashes as initially reported in the Accident Information System (AIS). Data is entered by NYPD staff into AIS and forwarded to NYCDOT's data warehouse.
Source:	Performance Management and Accountability.
Indicator name:	Average time to respond to traffic signal defect and make safe (hours)
Description:	The average number of hours it takes DOT contractors to repair and restore signal operation. A repair can be temporary or permanent provided that the signal problem at the intersection is corrected and made safe.
Source:	Division of Traffic Operations – Signals Unit.
Indicator name:	Average time to repair priority regulatory signs after notification (days)
Description:	The average number of calendar days it takes to repair priority regulatory signs (e.g., Stop, Yield, Do Not Enter, and One-Way) after notification to DOT.
Source:	Division of Traffic Operations – Signs and Markings Unit.
Indicator name:	Average time to repair streetlights – by DOT (days)
Description:	The average number of calendar days it takes DOT to repair streetlights.
Source:	Division of Traffic Operations – Streetlighting Unit.
Indicator name:	Average time to repair streetlights – by ConEd (days)
Description:	The average number of calendar days it takes Con Edison to repair streetlights.
Source:	Division of Traffic Operations – Streetlighting Unit.
Indicator name:	Speed humps installed near schools
Description:	The number of speed humps installed within one block of an elementary or middle school under the Safe Routes to Schools Program; the Program started in Fiscal 2004.
Source:	Division of Traffic Operations – Planning Unit.
Indicator name:	Tort cases commenced
Description:	The number of tort matters assigned a litigation start date.
Source:	New York City Law Information System.

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Indicator name:	Tort dispositions
Description:	The number of tort cases resolved through settlement, dismissal, discontinuance, verdicts or insurance takeovers.
Source:	New York City Law Information System.
Indicator name:	Tort payout (\$000)
Description:	The amount paid by the City to resolve tort cases through settlement or verdict.
Source:	Office of Management and Budget.
Indicator name:	Average travel speed (miles per hour) – Manhattan Central Business District
Description:	The average speed of yellow taxis traveling with passengers between the hours of 8AM-6PM, Monday-Friday, in Manhattan’s Central Business District (CBD). The CBD covers the entire area south of 60 <sup>th</sup> Street.
Source:	Division of Planning and Sustainability – Congestion Mitigation.
Indicator name:	Traffic-monitoring cameras
Description:	The number of traffic-monitoring cameras in use citywide by DOT.
Source:	Division of Traffic Operations – Systems Engineering Unit.
Indicator name:	On-street parking meters that are operable (%)
Description:	The number of inspected on-street parking meters (single and multi-space) that are found to be functioning divided by the total number of on-street parking meters inspected.
Source:	Division of Traffic Operations – Parking Unit.
Indicator name:	Percent of metered spaces that have muni-meters (multi-space meters)
Description:	The number of metered spaces that have muni-meters divided by the total number of metered spaces.
Source:	Division of Traffic Operations – Parking Unit.
Indicator name:	Bridges rated
	– Good or very good (%)
	– Fair (%)
	– Poor (%)
Description:	Federal and State laws mandate that bridge structures be inspected at least once every two years. Engineering consultants from the New York State Department of Transportation perform biennial inspections for all New York City bridge structures except pedestrian bridges and structures under 20 feet in length. Bridge structures not inspected by the State are inspected by DOT’s Division of Bridges. Ratings are conducted on a scale from 1 to 7, and results are grouped in the following categories for each calendar year: Very good – ratings of 6.1 to 7. Good – ratings of 5 to 6. Fair – ratings of 3.1 to 4.9. Poor – ratings of 1 to 3.
Source:	Division of Bridges – Management and Support Services Bureau.

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- Indicator name: Bridge projects (structural work) substantially completed on schedule – East River (%)
- Description: The percent of East River bridge (re)construction/rehabilitation projects completed on or before the scheduled completion date, not including non-structural or minor work. The four East River bridges are: Queensboro, Williamsburg, Manhattan and Brooklyn.
- Source: Division of Bridges – Management and Support Services Bureau.
- Indicator name: Bridge projects (structural work) substantially completed on schedule – Non-East River (%)
- Description: The percent of non-East River bridge (re)construction/rehabilitation projects completed on or before the scheduled completion date, not including non-structural or minor work.
- Source: Division of Bridges – Management and Support Services Bureau.
- Indicator name: Street pavement ratings: percent of lane miles assessed in the 12 months ending June 30<sup>th</sup>
- Description: The number of lane-miles in the district which were inspected in the prior 12 months divided by the total number of lane miles in the district.
- Source: Division of Sidewalks & Inspection Management - Street Assessment.
- Indicator name: Streets maintained with a pavement rating of
- Good (%)
  - Fair (%)
  - Poor (%)
- Description: The number of surveyed lane miles of local roadways assigned a condition rating of good, fair or poor divided by the total number of surveyed lane miles. DOT surveys at least 50 percent of City streets each year.
- Source: Division of Sidewalks and Inspection Management – Highway Inspection and Quality Assurance Unit.
- Indicator name: Arterial highway system that is adopted (%)
- Description: The number of miles of the City’s highway system for which maintenance is sponsored through the Adopt-A-Highway Program divided by the total number of adoptable highway miles.
- Source: Division of Roadway Maintenance – Arterial Maintenance Unit.
- Indicator name: Audited adopted highway miles that receive a cleanliness rating of good (%)
- Description: The number of inspected miles assigned a cleanliness rating of good divided by the total number of inspected miles.
- Source: Division of Roadway Maintenance – Arterial Maintenance Unit.

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Indicator name:	Percent of all NYC highways that receive a cleanliness rating of good
Description:	The number of inspected miles assigned a cleanliness rating of good as a percent of the total number of inspected miles. Good is described as: No litter; cleaning appears to be completed; litter and small debris are picked-up from the curbside of the road; no litter on landscaped area from edge of the roadway to the boundary fence, retaining wall or other line of demarcation, including under and around guide rails; entrance and/or exit ramps are clean of debris.
Source:	Division of Roadway Maintenance – Arterial Maintenance Unit.
Indicator name:	Pothole work orders
Description:	The number of new work orders opened for potholes on streets (excludes work orders for bridges and arterial highways). Potholes are reported through calls to the 311 Customer Service Center, e-mails and written correspondence by the public, elected officials, or Agency personnel during the course of inspections. A work order may include multiple potholes.
Source:	Division of Roadway Maintenance – Resource Management Unit.
Indicator name:	Average time to close a pothole work order where repair was done (days)
Description:	The average number of calendar days it takes to close a pothole work order where at least one repair was completed.
Source:	Division of Roadway Maintenance – Resource Management Unit.
Indicator name:	Potholes repaired (Local streets)
Description:	The number of small street defects corrected, including those repaired through work orders and excluding those repaired on bridges and arterial highways.
Source:	Division of Roadway Maintenance – Resource Management Unit.
Indicator name:	Construction permits issued
Description:	The number of permits issued for street openings, building operations, sidewalk construction, canopies and miscellaneous purposes.
Source:	Division of Administration – Permit Management Unit.
Indicator name:	Inspections of permitted street work
Description:	The number of inspections of permit-based street construction work conducted by the Highway Inspection and Quality Assurance Unit.
Source:	Division of Sidewalks and Inspection Management – Highway Inspection and Quality Assurance Unit.
Indicator name:	Inspected street work rated satisfactory (%)
Description:	The number of permitted jobs passing inspection divided by the total number of permitted jobs inspected.
Source:	Division of Sidewalks and Inspection Management – Highway Inspection and Quality Assurance Unit.

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Indicator name:	Summonses issued
Description:	The number of summonses issued for work without a permit, violation of permit stipulations, failure to properly restore streets/sidewalks, etc.
Source:	Division of Sidewalks and Inspection Management – Highway Inspection and Quality Assurance Unit.
Indicator name:	Post audit inspections for completed street work
Description:	The total number of inspections of street work performed after the expiration of the construction permit to determine if the street has been properly restored after construction was finished.
Source:	Division of Sidewalks and Inspection Management - Highway Inspection and Quality Assurance Unit.
Indicator name:	Post-audit inspections for completed street work that passed inspection (%)
Description:	The total number of passed post-audit inspections divided by the total number of post-audit inspections.
Source:	Division of Sidewalks and Inspection Management – Highway Inspection and Quality Assurance Unit.
Indicator name:	Percent of all crossing points with pedestrian ramps
Description:	The number of crossing points where pedestrian ramps have been installed, facilitating access by the disabled, divided by the number of crossing points identified as requiring a ramp. Crossing points are generally at corners but can also be at mid-block.
Source:	Division of Roadway Maintenance – Resource Management Unit.
Indicator name:	Percent of existing newsstands converted to new model
Description:	The total number of new Cemusa-designed newsstands installed as part of the coordinated street furniture program divided by the total number of newsstands.
Source:	Legal Affairs – Coordinated Street Furniture Franchise.
Indicator name:	Average cost per lane mile resurfaced citywide (\$)
Description:	Expenditures for milling and paving divided by the number of lane miles resurfaced. Expenditures reflect the cost of in-house resurfacing operations, including labor, materials, capital, and overhead, as well as payments to contractors, but does not include contract milling costs.
Source:	Division of Roadway Maintenance – Resource Management Unit.
Indicator name:	Average cost per ton of asphalt placed citywide (\$)
Description:	Expenditures for milling and paving divided by the number of tons of asphalt used for resurfacing. Expenditures reflect the cost of in-house resurfacing operations, including labor, materials, capital, and overhead, as well as payments to contractors, but does not include contract milling costs.
Source:	Division of Roadway Maintenance – Resource Management Unit.

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Indicator name:	Average in-house cost of asphalt per ton (\$)
Description:	Hamilton Avenue Asphalt Plant and Harper Street Asphalt Plant expenditures totaled and divided by the total number of tons of asphalt produced. Expenditures include only in-house cost of asphalt production, including labor, materials, capital, and overhead.
Source:	Division of Roadway Maintenance – Resource Management Unit.
Indicator name:	Average vendor cost of asphalt per ton (\$)
Description:	Payments to vendors divided by the total number of tons received from vendors. Costs include only payments to vendors.
Source:	Division of Roadway Maintenance – Resource Management Unit.
Indicator name:	Private ferry service - Average weekday ridership
Description:	The average weekday ridership of commuters traveling on private ferries.
Source:	Division of Passenger Transport – Private Ferries Program.
Indicator name:	Staten Island Ferry - Trips that are on time (%)
Description:	The percent of Staten Island Ferry trips completed on schedule.
Source:	Division of the Staten Island Ferry.
Indicator name:	Staten Island Ferry - Ridership
Description:	The number of passengers traveling on the Staten Island Ferry.
Source:	Division of the Staten Island Ferry.
Indicator name:	Staten Island Ferry - Average cost per passenger (\$)
Description:	Total Staten Island Ferry operating expenses, including labor, material, capital and overhead, divided by the total number of passengers carried.
Source:	Division of the Staten Island Ferry.
Indicator name:	Private ferry service - Number of routes
Description:	The average number of private ferry routes operating from Monday through Friday.
Source:	Division of Passenger Transport – Private Ferries Program.
Indicator name:	Bicycle lane miles installed
Description:	The number of bicycle lane miles (Class I, II, and III) installed.
Source:	Division of Traffic Operations – Bicycle Program.
Indicator name:	Bicycle network connectivity index
Description:	This figure measures the extent and completeness of the City’s network of bicycle routes, based on the number of choices a cyclist has for turning from one bicycle route onto another, without leaving the overall network. Each intersection along a bicycle route is scored from zero – meaning that the cyclist cannot turn onto another bicycle route without leaving the network, but can only continue on the same route – to eight – which means that two two-way bicycle routes intersect and a cyclist has eight choices for movement. The total connectivity figure is derived by adding the number of intersections covered by all the City’s bicycle routes, plus the scores from zero to eight for each of these intersections.
Source:	Division of Traffic Operations – Planning Unit.

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- Indicator name: Bicycle racks installed  
Description: The total number of bicycle racks installed citywide.  
Source: Division of Traffic Operations - Planning Unit.
- Indicator name: Percent of existing bus shelters converted to new model  
Description: The total number of new Cemusa-designed bus shelters installed as part of the coordinated street furniture program divided by the total number of bus shelters.  
Source: Legal Affairs – Coordinated Street Furniture Franchise.
- Indicator name: Pedestrian volume index  
Description: An index of pedestrian volumes – the number of pedestrians traveling on the sidewalk at 50 sample locations around the City. Sampling is conducted during one week of May and one week of September at consistent times of day and days of the week. The figure shown is a ratio using the May 2007 count as a baseline; the May 2007 count is assigned a starting value of 100, and the ratio of each new pedestrian count to the baseline count is multiplied by 100 to give the new value. A value of 102 for Spring 2008 means that pedestrian volumes at sample locations increased by approximately two percent over the prior year. Identity of the 50 sample locations can be obtained on request to the CPR online Feedback Form (select “Contact CPR”) <http://www.nyc.gov/html/ops/cpr/html/home/home.shtml>.  
Source: Division of Traffic Operations - Pedestrian Projects Group.

