Safe Streets, Safe Schools, Safe Kids:

A Pedestrian and Bike Action Plan

NEW YORK CITY DOT

2024

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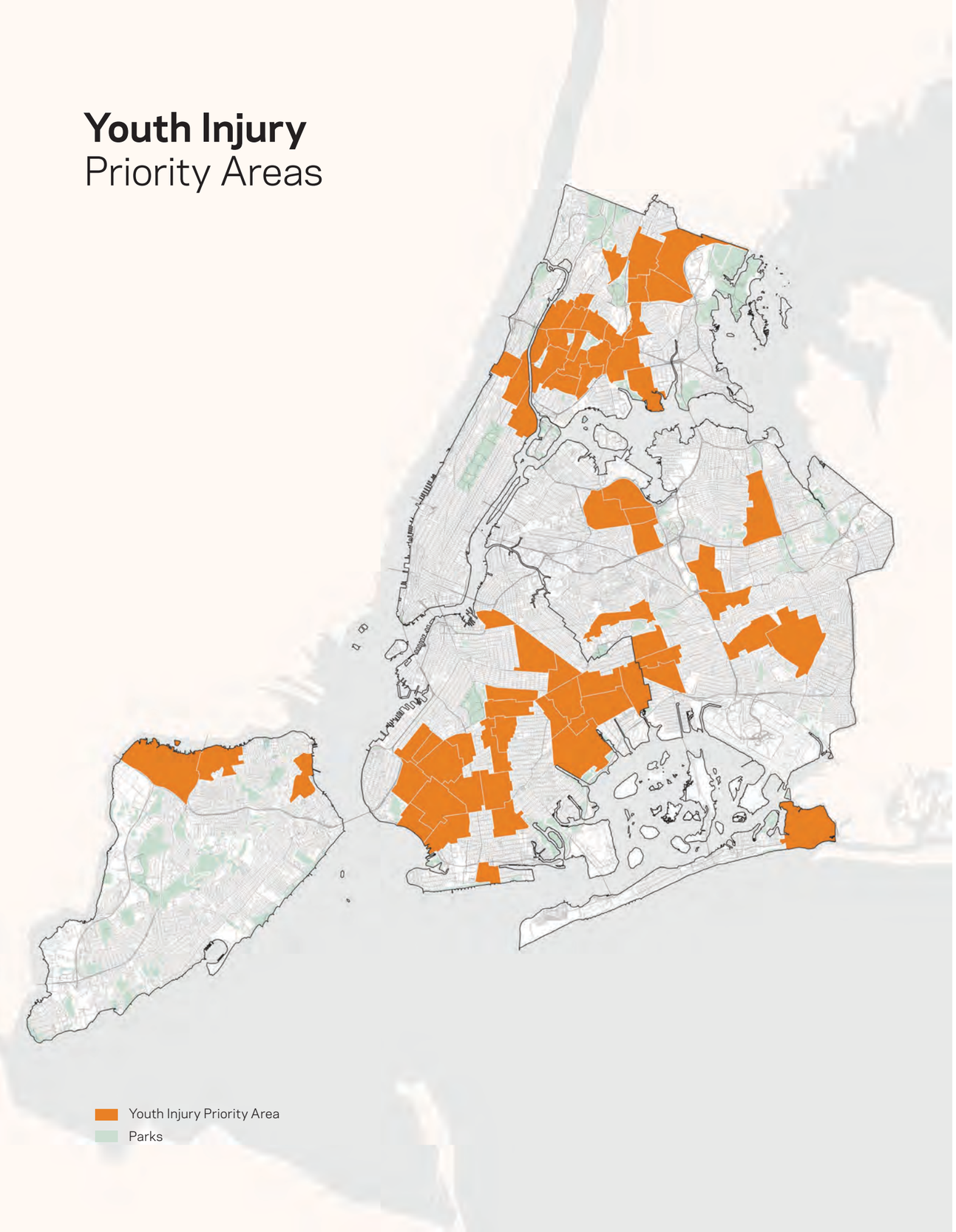
Youth Injury Priority Areas



NYC School & Youth Safety: A Pedestrian and Bike Action Plan

The New York City Department of Transportation (NYC DOT) is committed to the safety of the city's youth. Protecting New York City kids under 18 years has been an integral part of New York City's Vision Zero initiative to eliminate traffic deaths and serious injuries. Youth make up approximately 20% of New York City's population, and regularly travel to and from 2,000 schools dispersed widely across the five boroughs. More so than perhaps anywhere else in the country, as New York City students age, they often travel to school unaccompanied, navigating New York City streets by foot, by bike, or on transit. Because they may stop along the way to participate in extracurricular activities, frequent local businesses, or engage in other activities, they may not follow a prescribed route to school and may approach the school from any direction. From day to day, their mode of travel may change from day to day or even within the same day. And the most dangerous street young people encounter may not be the one directly adjacent to their school, but instead one they encounter at some other point along their route.

NYC youth often travel unaccompanied, do not follow prescribed routes and use every mode of transit to get to school.

Youth traffic fatalities are fortunately rare, though each one is a tragedy. Youth injuries are more common and do concentrate in specific geographic areas, many of which overlap with areas with higher injury rates for the general population. From 2018-2022, 38% of youth bike and pedestrian injuries occurred on Vision Zero Priority Corridors despite these only making up 9% of total street mileage. Additionally, over 70% of youth injuries occurred more than 250 feet from a school. NYC DOT's broad approach to Vision Zero reflects the reality that the safety of students must extend beyond the streets immediately adjacent to New York City schools.

Over 70% of youth injuries occur more than 250' from a school.

NYC DOT's approach to youth safety includes making improvements both on the streets directly adjacent to schools and at corridors and intersections with high K-12 student activity.

Several projects and programs with NYC DOT focus explicitly on reducing youth injuries and fatalities. (Units throughout the agency have developed separate projects that improve youth safety, even when originally planned for the general population.)

Among targeted efforts are: engineering treatments on corridors and at intersections with high K-12 student activity; sending educators to over 600 schools each year to teach students how to safely walk and bike throughout the city; the Open Streets program, including Open Streets developed next to schools in collaboration with school administrators; and the Speed Camera Program which places over 2,000 cameras in school zones, effectively reducing speeding near schools. Additionally, NYC DOT partners with other city agencies such as the New York City Department of Education (DOE) and NYPD to ensures comprehensive approach to ensuring the safety of the city's youth on our streets.

When deciding where to direct traffic safety interventions for youth, NYC DOT must consider the injury patterns that result from the varied reality of how youth travel within New York City. This plan reviews NYC DOT's existing efforts to create safe streets for Youth. The plan also outlines and establishes new Youth Injury Priority Areas that will ensure new and existing efforts are directed where youth injuries are most prevalent.

Students at the unveiling of an asphalt art mural, a part of new pedestrian space and crosswalks next to PS 676 in Red Hook, Brooklyn ►

Action Plan

1. Install 50 School Slow Zones annually
2. Install 50 street safety improvements within ½ mile of a school annually
3. Implement 20 or more Street Improvement Projects (SIPs) in the Youth Injury Priority Areas annually
4. Target $73 million in Capital projects dedicated to youth safety in the Youth Injury Priority Areas
5. Increase the number of Open Streets for schools and implement Street Improvement Projects (SIPs) on Open Streets for schools
6. Partner with School Construction Authority, Board of Standards and Appeals, and Department of City Planning to ensure student safety is prioritized as part of new school siting
7. Update Youth Injury Priority Areas every 5 years, in coordination with the NYC Streets Plan

Sidewalk extensions and new signalized crossings next to P.S. 154 in Mott Haven, Bronx

Students of PS 325 (East NY, Brooklyn) help Craig Anthony Miller to design an asphalt art mural next to the school

8. Review and revise design treatments in light of potential speed limit changes as a result of Sammy's Law
9. Partner with DOE to create City-wide pedestrian and bicycle safety curriculum based on the leading causes of youth injury
10. Target youth traffic safety education to the Youth Injury Priority Areas
11. Expand youth participation in the street design process and strengthen partnership with I Challenge Myself and other youth community organizations
12. Expand evaluation of speed camera placement in relation to schools
13. Target Bicycle Safe Passage enforcement in the Youth Injury Priority Areas
14. Target enforcement and education efforts to high injury corridors in the Youth Injury Priority Areas
15. Target recent hotspots for youth traffic injuries citywide
16. Target enforcement of school bus stop-arm and red lights

1 Existing Youth Safety Programs at NYC DOT

NYC DOT supports numerous programs and initiatives that make it safer and more convenient to travel by foot, bike, or transit. Many of these programs specifically focus on ensuring that these options are safe for New York City's youth. Schools are ubiquitous in New York City, so many programs at NYC DOT improve youth traffic safety, even those that focus on different traffic safety goals.

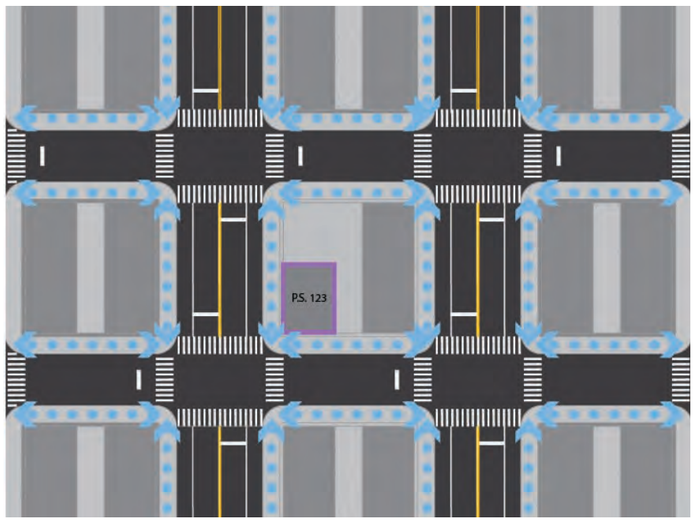
◀ *Street Improvement Project next to P.S. 69 in Soundview, Bronx*

Intro: How Students Travel to School

Understanding how students travel is crucial to effectively redesigning dangerous streets, siting and planning new school locations, and developing new tools and policies to encourage walking and cycling to schools. With over one million K-12 students in New York City. NYC DOT has found based on extensive observations that several principles hold true at schools across the city.

- Students approach schools from every direction. Students do not necessarily follow prescribed routes to school. Because the shortest distance between two points is a straight line, students often use the most direct route-- rather than circuitous pathways.
- Students, especially middle-school age or older, may travel unaccompanied.
- Students use every mode of transportation. New York City students walk, bike, and use school buses, city buses, subways, and private vehicles to travel to and from school. A given student's mode may vary from day to day, or within a day. For example, children may be driven to school in the morning and walk home in the afternoon.
- Students may stop along the way to participate in extracurricular activities, frequent local businesses, or engage in other activities.

Diagram: Students do not necessarily follow the prescribed routes to school and may approach school from any direction.



Possible student travel routes to and from school

Students travel unaccompanied and choose direct routes to get to school

Students use every mode of transportation to travel to and from school

School warning signage

Safety Treatments

NYC DOT regularly reviews the streets immediately adjacent to schools for safety improvements. These reviews occur as new schools are being developed or as administrators or community members raise concerns about existing schools. At the most basic level, schools receive School Signage to indicate the presence of students and School Loading Zones to ensure safe curbside operations around the school. Streets along school frontages may also receive School Slow Zones and Speed Reducers to help reduce speeds adjacent to schools. Other treatments may be added on streets or intersections adjacent to the school as appropriate.

School-Specific Treatments

School Signage

Standard "School" warning signage is placed on direct approaches to the school's main frontage, alerting drivers to the upcoming presence of a school. NYC DOT has installed nearly 8,000 warning signs on approaches to schools.

School Loading Zone signage

School Loading Zones

School Loading Zones are "No Standing" curb regulations installed on streets along school campuses in NYC. School Loading Zones keep curbs along school frontages clear for student pick-up and drop-off by school buses and parent/caregiver vehicles. They also provide emergency vehicle access to school buildings. Only active loading is allowed, parking in School Loading Zones during posted hours is illegal. This rule applies to any vehicles with placards, including those of school administration and staff, and school buses. The hours and days listed on the regulations may vary depending on the needs of each school. School Loading Zones are essential for safe arrival and dismissal operations, and, particularly, for direct, safe, and convenient pick up and drop-off of students with special needs.

Drivers who illegally park in School Loading Zones cause profound safety and operations issues: School buses and parent/caregiver vehicles are often unable to pull directly to the curb; double- and triple-parked vehicles block the movement of traffic; school buses are delayed; ADA-accessible entrances to school buildings are blocked; and students are forced to weave between double and triple-parked vehicles to get to their destination.

School Loading Zones accommodate student pick-up and drop off and emergency access.

NYC DOT has installed School Loading Zones at most of New York City's over 2000 schools. Any location that lacks a School Loading Zone is eligible for review.

Illegal parking in School Loading Zone

Illegal parking in School Loading Zones results in visibility and accessibility issues

Parking in School Loading Zones is illegal.

With a clear loading zone, students can safely get to and from the bus

Properly functioning School Loading Zone

School Slow Zones
Existing

School Slow Zone signage

School Slow Zones
Historically, NYC DOT has lowered speed limits to 15 or 20 miles per hour on eligible streets immediately adjacent to a school; 15 miles per hour was allowed when combined with Speed Reducers (speed humps and speed cushions). NYC DOT has installed over 900 School Slow Zones across New York City.

Following the enactment of Sammy's Law by New York State earlier this year, NYC DOT will further reduce speeds on streets immediately adjacent to schools to 15 miles per hour.

In New York City, School Slow Zones are typically placed on the streets immediately adjacent to a school that are not designated truck or bus routes and have one moving lane per direction.

School Slow Zone Criteria

School Slow Zones are installed on streets:

- With no more than one moving lane per direction
- No wider than 50 feet (including sidewalks)
- Immediately adjacent to a school

Sammy's Law gives the City of New York the authority to reduce speed limits to 20 miles per hour on individual streets, and to 10 miles per hour on select streets undergoing safety-related redesigns. A 60-day public comment period is required prior to implementation of new speed limits.

School Slow Zone Speed Limit:

- 15 miles per hour

School Slow Zone Installations:

- Over 900 currently installed
- NYC DOT installs a minimum of 50 per year, in compliance with Local Law #24 (2014)

Traffic Calming Treatments

NYC DOT regularly installs traffic calming treatments on the blocks and intersections near schools where appropriate.

Speed reducer treatment

Speed Reducers
A widely used treatment, Speed Reducers raise an area of roadway to vertically deflect both the wheels and frame of a traversing vehicle. Of the two most common, speed humps are continuous raised areas that span the entire roadway, while speed cushions are rounded or flat topped raised areas placed across the road with wheel cutouts designed to allow large vehicles, such as fire trucks and buses, to pass with minimal slowing or rocking. NYC DOT has installed over 2000 speed reducers next to schools.

Turn Calming Treatments
The Turn Calming program is a citywide effort to reduce left turn and right turn speeds and encourage safe turning behavior. These treatments slow turning vehicles by using a variety of elements, depending on the intersection type.

Turn calming treatment

Raised crosswalk treatment

Raised Crosswalks
Raised Crosswalks are a traffic calming treatment that lower vehicle speeds and increase rates of yielding. Similar to a speed hump, a raised crosswalk slows drivers passing over it, elevating pedestrians to a position more visible position to drivers – especially beneficial for younger and shorter pedestrians. Since 2022, NYC DOT has installed Raised Crosswalks at more than 20 locations near schools.


Daylighting treatment

Daylighting
Daylighting removes curbside parking in advance of an intersection, providing greater visibility between pedestrians crossing the street for moving vehicles and of vehicles approaching a crossing and pedestrians.

Stop sign

Traffic Controls and Signal Changes

NYC DOT regularly evaluates intersections near schools for installation of additional traffic controls or for adjustments to existing traffic signal timing to benefit pedestrian safety near schools and at locations with high concentrations of K-12 students.

Stop Signs and Traffic Signals
All-way stop signs and traffic signals clarify right of way for pedestrians, cyclists, and drivers at busy intersections. NYC DOT has installed All-Way Stop Signs at more than 700 locations near schools and Traffic Signals at more than 3000 locations near schools.

Leading Pedestrian Intervals (LPIs)
An LPI is a traffic signal treatment where a crossing pedestrian receives a several second "head start" on the walk signal before parallel vehicular traffic is permitted to move and turn across the crosswalk. NYC DOT has installed LPIs at more than 1600 locations near schools.

Signalized intersection


Pedestrian signal

New pedestrian spaces calm traffic, improve visibility and shorten crossings on E 165 St at Rogers Pl , used by students to access Bronx Regional High School and Horsehoe Playground

The entire SIP program benefits youth safety, as many street redesign projects are built adjacent to or near schools or are on students' way to or from school.

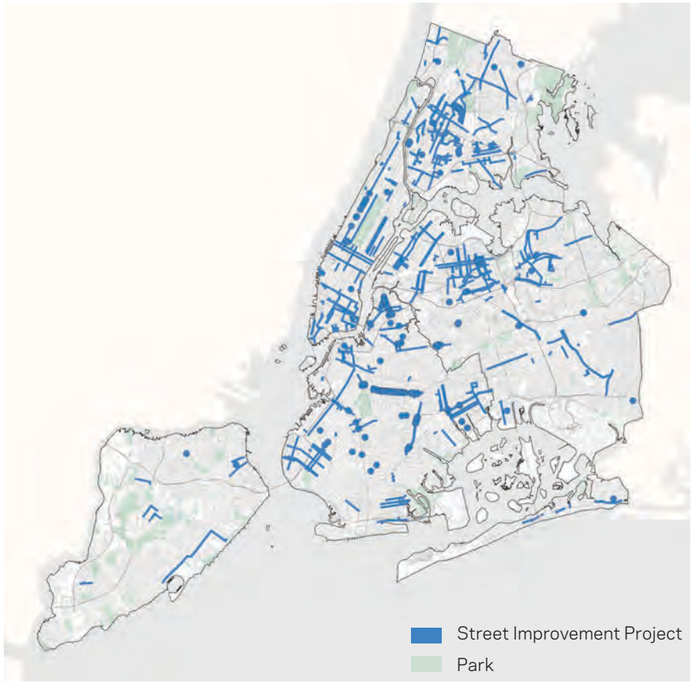
Street Redesigns

Street Improvement Projects

When conditions warrant a larger street redesign, NYC DOT can often pursue a Street Improvement Project (SIP). SIPs improve safety and accessibility of New York City streets by quickly and efficiently repurposing roadway space using in-house NYC DOT staff and resources. Some SIPs are developed specifically to address youth safety, but the entire SIP program benefits youth safety, as many street redesign projects are built adjacent to or near schools or are on students' way to or from school.

The final results of these efforts vary widely in scope. One SIP may focus on a single intersection while another may improve a long corridor that spans several neighborhoods. SIPs utilize street markings, vertical barriers such as jersey barriers or flexible delineators, signage and curb regulation changes, traffic signal changes, and concrete construction. These changes calm traffic, prioritize active modes of transportation, and enhance the efficiency of the street. Landscaping, street furniture, and street art may also be added to improve the experience of the street.

Street Improvement Projects Within 250' of a School (2019-2023)



The sidewalk expansion in front of P.S. 69 in Soundview is a valuable safety improvement, providing a safer and more accessible space for students traveling to and from the school

Amsterdam and Fort George Avenues

Manhattan

- George Washington Education Complex, which houses four schools, the TEP Charter School, PS 138, and PS 189 are located on this stretch of Amsterdam Avenue.
- The nearly mile-long project corridor was redeveloped in 2022.
- The street was redesigned in partnership with I Challenge Myself students.

I Challenge Myself students measuring roadbed of Amsterdam Ave, Manhattan

Before: West 190th St and Amsterdam Ave, Manhattan

After: West 190th St and Amsterdam Ave, Manhattan

- The project added two-way protected bike lanes, a bus boarding island, and concrete pedestrian islands on Amsterdam Avenue between W 188th St and Fort George Ave; as well as art murals, painted curb extensions and angled parking along W 190th St.
- The project provided protected space for cyclists, shortened crossing distance for pedestrians, and significantly narrowed the roadway, reducing speeding.
- Asphalt art murals made the new public space welcoming to the local community.

Students of University Heights High School redesigning streets next to their school in Morrisania, Bronx

Students riding in the bike lane they helped design

I Challenge Myself:
Students Design Streets Next to Their Schools

For select projects, NYC DOT's School Safety unit works with the non-profit group I Challenge Myself (ICM) to involve students in the street redesign process. This partnership began in 2015 when NYC DOT and ICM worked together on proposing and then installing a set of protected bicycle lanes in Washington Heights. Since that time, the two organizations have collaborated on several projects in Upper Manhattan and the Bronx, with plans to expand the partnership in the future.

NYC DOT and ICM have developed a strong model whereby the two organizations partner to identify streets in need of improvement, then collaborate over a period of several months to develop design solutions. For each project, NYC DOT provides students the opportunity to work alongside transportation planners. Students start by learning the basics of both the transportation planning field and the NYC DOT street design toolkit, then do field work together to assess street conditions. In the next phase, students and NYC DOT engage in design charrettes, and students develop street design proposals. NYC DOT works with the students to fine tune the proposals. Students then have a chance to practice public speaking and community outreach skills by presenting the proposals at public Community Board meetings together with NYC DOT.

Students from East Bronx Academy for the Future after completing a field workshop with NYC DOT

Students of I Challenge Myself speaking at the unveiling of Amsterdam Ave project with Manhattan Borough President M. Levine and New York State Senator R. Jackson

Students are also engaged in project implementation as the projects are installed on the ground. This model was followed for recent projects in the Morrisania section of the South Bronx in 2019-2020, and Washington Heights/Inwood in 2021-2022. In 2023, students had the opportunity to pitch their design proposal directly to the NYC DOT Commissioner.

Third Avenue

The Bronx

- The nearly 3-mile Vision Zero Priority Corridor was redesigned in phases from 2017-2020.
- The street is crossed daily by students from over 30 schools within a ¼ mile area.
- The project installed a road diet, removing one travel lane and adding bike lanes, pedestrian islands, and curb extensions where feasible, providing shorter crossing distances for pedestrians and dedicated space for cyclists.

Before: Third Ave and E 172nd St, Bronx

After: Road diet with concrete pedestrian islands and bike lanes on Third Ave and E 172nd St, Bronx

Oceania Street

Queens

- The 1.5-mile corridor was redesigned in 2017.
- The project added a two-way parking protected bike lane and clarified traffic movements at Oceania St and 210th St.
- The narrowed roadway discourages speeding, prevents illegal u-turns, and provides additional dedicated space for cyclists and pedestrians.
- Improves street safety for more than 1,000 students at JHS 74.

Before: Oceania St and 210th St, Queens

After: Protected bicycle lanes and traffic calming measures, and new crossings on Oceania St and 210th St, Queens

East New York

Brooklyn

- A major 2021-2023 outreach and planning effort included 31 local schools, 5 NYCHA developments, 2 Community Boards, several Elected Officials, and several non-profit organizations.
- The work resulted in 3 Street improvement Projects:
  - Dumont Ave/New Lots Ave
  - Wortman Ave/Cozine Ave
  - Williams Ave

Before: Wortman Ave at Warwick St, Brooklyn

After: Protected bicycle lanes and new signalized crossings on Wortman Ave at Warwick St, Brooklyn

Multiple safety improvements were installed throughout the neighborhood. These included seven all-way stop signs, two traffic signals (one pending), 120 Leading Pedestrian Intervals (giving pedestrians a head start at crosswalks), 18 school slow zones, four speed reducers, and 25 turn calming treatments.

Sidewalk extension and traffic calming measures at Williams Ave and Glenwood Rd

Asphalt art mural in front of PS 325, drawn by Artist Craig Anthony Miller

Lincoln Avenue

Staten Island

- The 0.7-mile corridor was redesigned in 2023.
- The project removed rush hour lanes, added curb extensions, new crosswalks, and new ADA-compliant pedestrian ramps in front of PS 38, and installed speed humps at select locations.
- The new street design reduces speeding and calms traffic, especially during rush hours, while providing additional pedestrian space and increasing pedestrian visibility.

Before: Lincoln Ave, Staten Island

After: Sidewalk extension on Lincoln Ave, Staten Island

Capital Projects

In addition to SIPs, NYC DOT sponsors many large capital projects in partnership with the Department of Design and Construction (DDC), which allow for more comprehensive redesigns of the street. NYC DOT and DDC often develop capital projects following a SIP, building out previously installed improvements in more permanent materials. NYC DOT also develops capital projects at locations where improvements require utility relocation, street reconstruction, or other efforts that cannot be done in-house through the SIP process. While NYC DOT provides the initial requests for many of these projects and provides input throughout, the design and construction is overseen by DDC, with much longer timelines than SIPs due to the larger scope, increased coordination, and complex engineering involved.

Following a SIP, NYC DOT and DDC often develop capital projects, installing improvements in permanent materials.

As part of a multi-site capital project, several curb extensions were installed near schools, including P.S. 13 Roberto Clemente in Brooklyn and P.S.239 in Queens.

Pennsylvania and Riverdale Avenues near PS 13, Brooklyn

A part of multi-site capital projects throughout New York City, curb extensions were added at Catalpa Ave and Myrtle Ave in Queens, shortening crossing distances.

Catalpa Ave and Myrtle Ave near PS 239, Queens

▲ *Proposed new public school in Inwood, Manhattan*

New School Planning

NYC DOT has worked on multiple large-scale projects involving schools to prioritize pedestrian safety.

NYC DOT reviews dozens of proposed new school locations a year and advises city agencies and private entities on school siting and potential student pedestrian safety issues.

The agency has participated in the review of multiple large-scale development projects involving new schools and successfully advocated for better school siting and enhanced safety measures next to the proposed school locations. NYC DOT works with other city agencies to evaluate locations that have safety and operational concerns, including industrial areas with multiple active industrial and commercial curb cuts, and locations near highway on/off ramps, and makes safety improvements when feasible.

NYC DOT and NYC School Construction Authority have successfully collaborated on several projects. One of the recent examples of such work is a slip lane closure in front of PS 278, a new public school in Inwood scheduled to open in 2024 school year. As a part of the school construction process, the slip lane will be built out as expansive pedestrian space in front of the school's main entrance.

Open Streets for Schools

NYC DOT partners with schools to make car-free streets next to school buildings during school hours.

During the COVID-19 pandemic, NYC DOT developed the Open Streets program to transform streets into public spaces that would allow New Yorkers to interact safely while maintaining social distance. Now permanent, the program continues to grow today, allowing for a range of activities that support schools, provide new ways for New Yorkers to enjoy cultural programming and build community, and promote economic development. Within the Open Streets program, NYC DOT partners with public, private, and charter schools to dedicate the use of select streets next to schools for school use during daytime. Schools participating in the Open Streets program use adjacent streets for diverse activities including drop-off and pick-up operations, recess, outdoor learning, and events like graduation. Vehicle access and parking are not allowed when streets are used by schools, ensuring the safety of students using the streets.

NYC DOT currently supports 71 Open Streets for schools in every borough. NYC DOT partners with NYC DOE to promote the application process and encourage additional schools to apply for their own Open Street.

▼ *Open Street, Beaumont Ave, Bronx*

▲ *Students learn rules of the road at Walk to School Day*

Safety Education and Outreach

Safety Education and Outreach programs reach 600 locations per year.

Safety Education and Outreach (SEO) provides a variety of highly interactive educational programs in elementary, middle, and high schools, as well as after school and summer camp programs, reaching 600 locations per year. Program curriculum is designed to be age appropriate and address traffic safety issues affecting students in each specific grade. Residency and assembly programs are both provided, as well as a theater group focused on youth safety. A detailed list of grade-specific curricula can be found in the index of this report.

Students learn about truck safety

Traffic Safety

Prior to providing programs, Safety Educators speak to school staff and research the area around the school to identify issues of concern such as double-parked cars or truck routes close to the school. The information gathered is incorporated into classroom lessons to provide a more personalized experience for students.

For children younger than nine, SEO provides Parent Workshops to guardian and caregiver groups on pedestrian and vehicle passenger safety at school PTAs, pre-schools, and health care centers, to teach them about specific hazards and behaviors, and how to share basic safety information with children. Since many parents speak languages other than English, these workshops are conducted in English, Spanish, Chinese (Cantonese and Mandarin), Haitian-Creole, and other languages as needed.

NYC DOT also delivers street-level safety outreach to communities throughout the city, handing out flyers, hosting tabling sessions and staffing youth and school-focused safety events. In addition, safety equipment is distributed as part of events and appointments throughout the city, including bike helmets, bike lights and bells, and car seats for younger children.

Helmet fitting and giveaway event

Bicycle Training

In addition to SEO's traffic safety curriculum, the team collaborates with Bike New York and NYC DOE to get 7th grade students at 24 schools each year on bikes through their Physical Education programs. NYC DOT supplies a fleet of 40 to 50 bikes with storage trailers for two weeks to schools whose PE teachers participate in a training program led by Bike New York. In these two-week sessions, students who do not yet know how to ride learn the basics of pedaling, turning and braking. Students who already ride sharpen their bike skills and practice sharp turns, signaling, emergency braking and other practices to safely maneuver in the traffic environment. Free helmets are provided to every student by NYC DOT. A safety assembly and onsite technical assistance are provided by Bike New York and all logistics and planning are managed by staff at DOE facilities.

Speed Camera Program

The speed camera program deploys over 2,000 cameras at 750 school speed zones.

First launched in 2014, New York City's automated enforcement speed camera program deploys over 2,000 cameras at 750 school speed zones across the city. Excessive speed is one of the leading factors in serious crashes in New York City. Speeding drivers require more time and space to stop and inflict more damage upon impact. Even a small difference in vehicle speed makes a big impact in terms of safety – a pedestrian who is struck by a vehicle traveling at 30 miles per hour is twice as likely to be killed as a pedestrian struck by a vehicle traveling at 25 miles per hour.[1]

Traffic fatalities on city streets dropped by 25% in speed camera zones during the expanded hours.

Given the considerable impact of speeding on pedestrian safety, New York City has worked with the New York State Legislature and Governor since 2013 to expand the automated speed enforcement program. In recognition of the safety benefits of the program, NYC DOT was allowed in Summer 2022 to expand the time these cameras serve violations from weekdays between 6am to 10pm to 24 hours a day, seven days a week. As of August 2023, speeding, as well as traffic injuries and fatalities, declined in areas with speed cameras during overnight and weekend hours. Speed camera violations dropped an average of 30%, injuries declined, and most dramatically, traffic fatalities on city streets dropped by 25% in speed camera zones during the expanded hours.

Speed camera in front of a NYC school

1. US DOT FHA, Synthesis of Methods for Estimating Pedestrian and Bicyclist Exposure to Risk at Areawide Levels and on Specific Transportation Facilities (January 2017). 45

EXISTING YOUTH SAFETY PROGRAMS

2 Youth Injuries and Youth Injury Priority Areas

Summary of Youth Pedestrian & Cyclist Injuries in NYC

Every youth injury and fatality that occurs in New York City is a tragedy that is preventable given the proper combination of engineering, education, and enforcement interventions. The table below shows the total youth pedestrian and cyclist injuries, fatalities, and "killed or severely injured" (KSI) counts over the last 5 years[1,2].

Table: Youth Pedestrian & Cyclist Injuries and Fatalities (2018-2022)

Year	Injuries	KSI	Fatalities
2018	1,899	144	7
2019	1,882	183	10
2020	1,106	121	5
2021	1,218	89	6
2022	1,560	135	10
Total	**7,665**	**672**	**38**

1. Findings in this section are based on bike and pedestrian injuries and fatalities reported by NYPD from 2018-2022.
2. As in the Vision Zero Action Plan, a focus is placed on vulnerable road users as they make up a majority of road users and aren't protected by an enclosed vehicle.

Bike and pedestrian KSI is the total number of cyclists and pedestrians killed or severely injured in crashes with motor vehicles.

When adjusted for population size, youth pedestrian and cyclist injuries are much rarer than adult injuries in New York City. Youth are injured at about half the rate of adults, with 88 youth injuries per 100,000 individuals per year, compared to 175 for adults. This rate difference is similar for youth killed or severely injured (KSI), with 8 youth KSI per 100,000 per year compared to 19 for adults. Youth pedestrian and cyclist fatalities are even rarer, with fewer than one youth fatality per 100,000 individuals per year compared to two for adults.

In terms of geographic distribution, youth bike and pedestrian KSI only occurred at around 1% of intersections, compared to 9% for adults. Additionally, only 0.04% of all intersections saw more than one youth KSI, compared to nearly 2% for adults. This general rarity of youth KSI, combined with fewer intersections having multiple KSI incidents, requires NYC DOT to use different metrics for setting priority areas for youth traffic safety than it has traditionally used for establishing Vision Zero Priority Geographies.

Student accessing the bus in the middle of the roadway

YOUTH INJURIES & INJURY PRIORITY AREAS

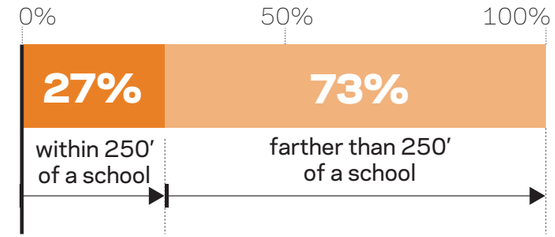
Student walking unaccompanied to school

Map: Youth KSI Locations (2018-2022)

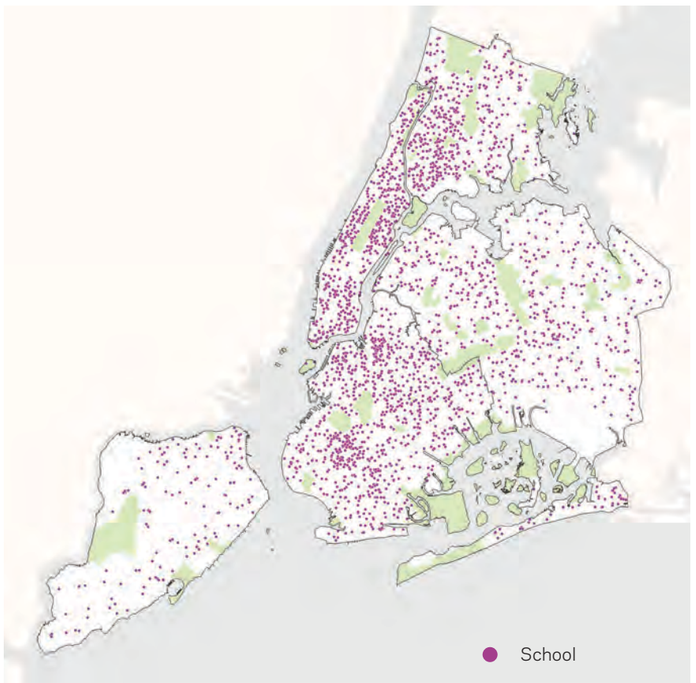
Youth bike and pedestrian KSI occur throughout New York City, but some neighborhoods do experience more than others. The distribution of these crashes tends to cluster with population density, subway use and pedestrian activity and to be lighter in areas where most travel is by car. However, there are some exceptions. Pedestrian-dense Manhattan, especially below Central Park, sees very few youth bike and pedestrian injuries overall. These neighborhoods also have many schools attracting students each day. But a much smaller proportion of youth actually reside in these neighborhoods: only 10.5 % of the population is under 18, compared to 19.8% for the entire city. This may be a factor explaining the lower rate of youth pedestrian and bike injuries there.

Schools are distributed widely across New York and are a common origin and destination for youth throughout the city. Youth are slightly more likely to be injured near a school than adults are, but are still more likely to be injured elsewhere. Over the 5-year period examined, approximately 27% of youth bike and pedestrian injuries and fatalities occurred within 250′ of a school compared to 21% for adults, despite streets within 250′ of schools only representing 15% of the New York City street grid. Thankfully, youth traffic injuries near schools are still very rare. On average, only 1 youth bike or pedestrian injury occurred within 250′ of each school during the 5-year study period. To best protect youth, safety projects are needed both near schools and at other high injury locations.

Graph: Youth Injuries by Distance to School



Map: New York City Schools



Youth Injury Priority Areas

To better target youth safety efforts, NYC DOT analyzed the over 7,000 youth[3] bike and pedestrian injuries and fatalities reported by NYPD from 2018-2022 to establish Youth Injury Priority Areas. NYC DOT assessed two metrics at the neighborhood scale[4] when determining priority youth areas: youth injuries per square mile and youth injuries as a percent of all injuries.

New York City youth are mobile and regularly cross neighborhood boundaries to attend school or participate in other activities. NYC DOT intentionally chose to normalize youth injuries at the neighborhood level by neighborhood square mileage rather than youth residential population, to account for this aspect of youth travel behavior. This assessment highlights many neighborhoods of the Bronx and Brooklyn and is highly correlated with population density (with the exception of most of Manhattan).

Youth injuries as a percent of all injuries was the second factor that NYC DOT assessed at the neighborhood level. This assessment points to auto-oriented areas where youth make up a larger share of the walking and biking population as most adults are driving when they travel. This metric highlights many neighborhoods in eastern Queens, south Brooklyn, and Staten Island.

3. NYC DOT defines youth as individuals aged 1-17. Individuals aged 0 were excluded from study due to lack of reliable use of age 0 in crash reporting. Age of 0 is sometimes recorded for individuals under 1 year old, or sometimes used as a placeholder for unknown age.
4. NYC DOT used NYC Department of City Planning (NYC DCP)'s 2020 neighborhood tabulation areas as the basis of its neighborhood-based metrics.

Students will make unsafe crossings when no safe options are available

To determine final Youth Injury Priority Areas, NYC DOT assigned a score to each neighborhood based on how it ranked according to youth injuries per square mile and youth injuries as proportion of all injuries. These two scores were then combined into an overall score. The neighborhoods were then ranked according to this combined score and the top third of neighborhoods were selected as Youth Injury Priority Areas.

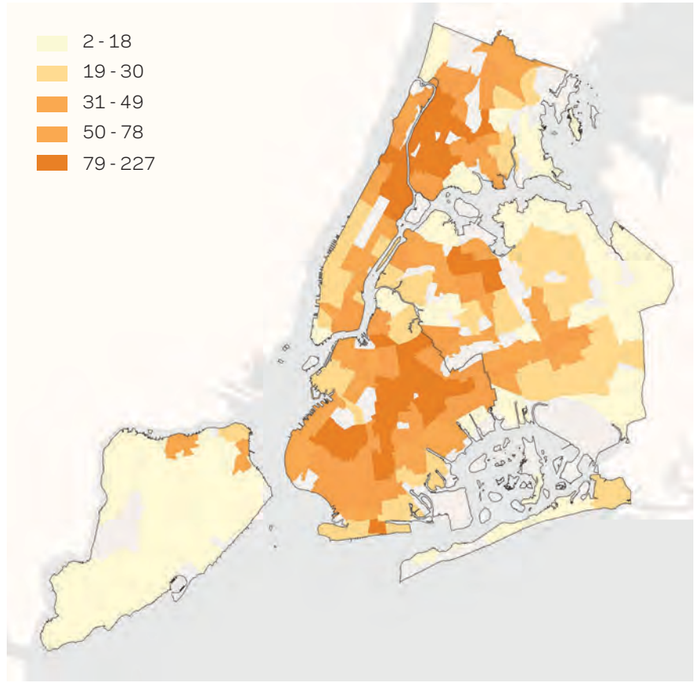
A full list of each neighborhood and their scores is included in the appendix.

Top 10 Youth Injury Priority Areas Sorted by Highest Combined NTA Score

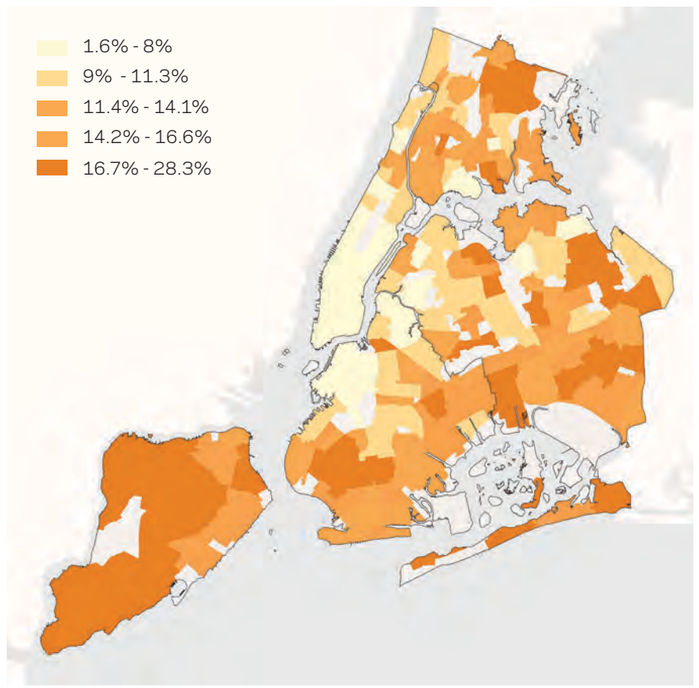
Neighborhood Tabulation Area	Youth Pedestrian & Bike Injuries and Fatalities per SqMi		Youth % of Pedestrian & Bike Injuries and Fatalities		Combined NTA Score**
	Total	Score*	Percentage	Score*	
Borough Park , BK	**141.9**	**192**	**23.9%**	**193**	**385**
South Williamsburg, BK	**190.6**	**196**	**18.2%**	**173**	**369**
Claremont Village - Claremont (East), BX	**156.1**	**193**	**18.2%**	**175**	**368**
Midwood, BK	**97.8**	**176**	**20.4%**	**189**	**365**
Corona, QN	**126.5**	**189**	**16.7%**	**162**	**351**
Brownsville, BK	**106.9**	**179**	**17.3%**	**168**	**347**
Sunset Park (Central), BK	**133.8**	**191**	**16.2%**	**153**	**344**
Mount Hope, BX	**164.8**	**195**	**15.3%**	**137**	**332**
Morrisania, BX	**111.2**	**180**	**15.8%**	**145**	**325**
Mount Eden - Claremont (West), BX	**157.8**	**194**	**14.6%**	**130**	**324**

**Highest possible score: 197*
*** Combined NTA Score: The aggregation of two scores - Youth Pedestrian & Bike Injuries and Fatalities per SqMi score and Youth % of Pedestrian & Bike Injuries and Fatalities score*

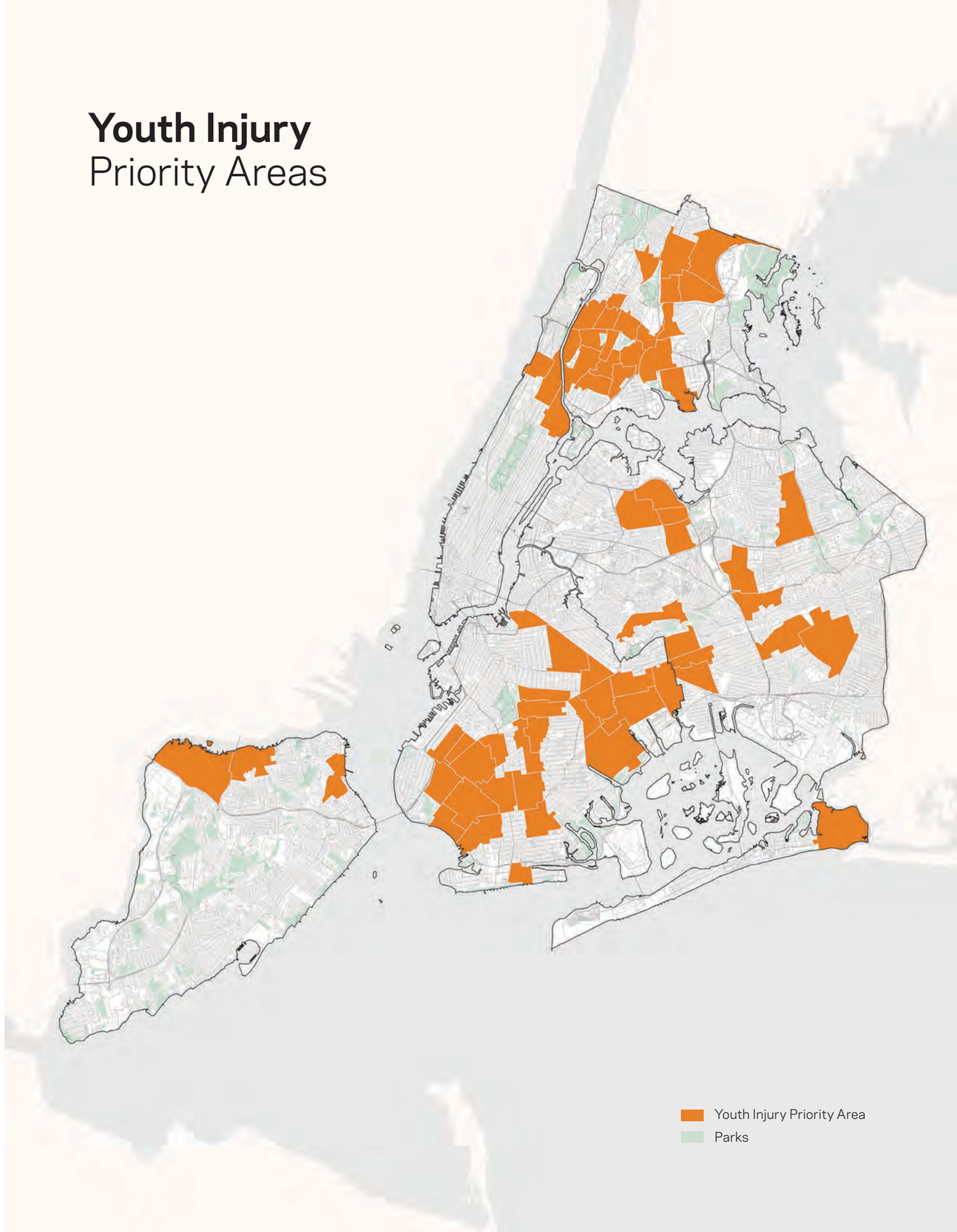
Map: Youth Injury and Fatalities per Square Mile



Map: Youth Bike & Pedestrian Injuries and Fatalities as Percentage of All Bike & Pedestrian Injuries and Fatalities

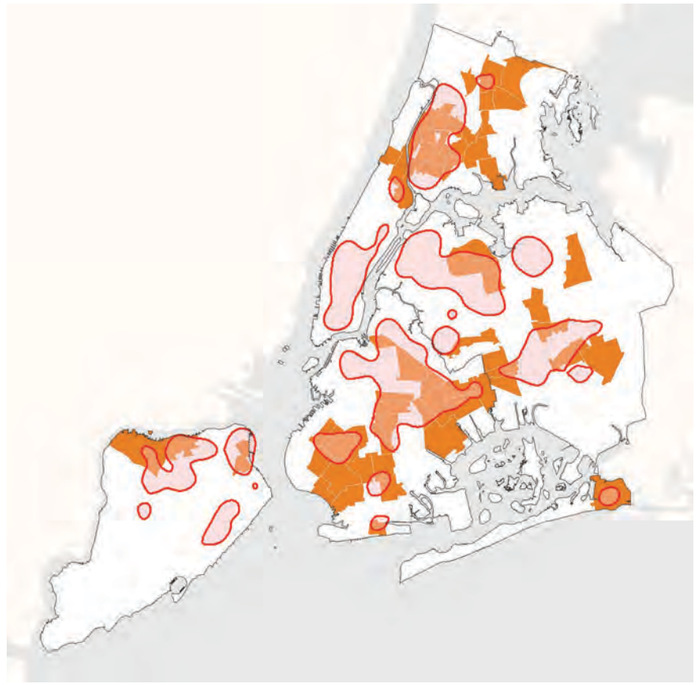


Youth Injury Priority Areas



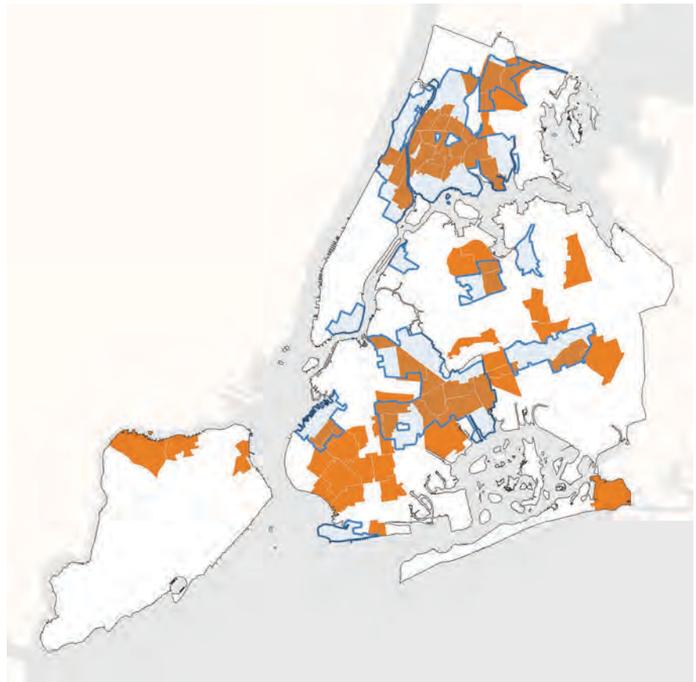
Vision Zero Priority Areas vs. Youth Injury Priority Areas

Over half of the Youth Injury Priority Areas are also an already-established Vision Zero Priority.



Priority Investment Areas vs. Youth Injury Priority Areas

More than half of Youth Injury Priority Areas are a Tier 1 Priority Investment Area



The resulting Priority Youth Injury Areas include areas that ranked highly either by youth injuries per square mile or by youth injuries as a percentage of all injuries, or relatively high by both metrics. These neighborhoods account for approximately 25% of New York City's area but account for over 50% of youth pedestrian and bike injuries and fatalities. Over half of the Youth Injury Priority Areas are also within already-established Vision Zero Priority Areas (based on pedestrians killed or severely injured), and more than half are also within Tier 1 Priority Investment Areas (based on race, poverty, prior investment, and jobs) established in the NYC DOT Streets Plan.

Students walking to school unaccompanied

3 Action Plan

The following actions summarize NYC DOT's existing youth safety commitments as well as new initiatives. The development of Youth Injury Priority Areas will allow us to better focus these ongoing and upcoming initiatives to improve traffic safety in areas where youth injuries are most prevalent. While the following actions are categorized into the specific engineering, education, and enforcement aspects of Vision Zero, their implementation will often be interrelated, compounding the resulting safety benefits.

◀ *Bike Bus to P.S. 372, Brooklyn*

Engineering and Planning

1 Install 50 School Slow Zones annually

NYC DOT will implement at least 50 School Slow Zones per year, lowering the speed limit to 15 miles per hour.

2 Install 50 street safety improvements within ½ mile of a school

NYC DOT will implement 50 traffic calming and other improvements within ½ mile of a school, focused on the Youth Injury Priority Areas. These interventions include daylighting, turn calming, speed humps, raised crosswalks and traffic control devices such as signals and all-way stop signs.

3 Implement 20 or more Street Improvement Projects (SIPs) in the Youth Injury Priority Areas annually

Street Improvement Projects (SIPs) use NYC DOT's toolkit of street treatments to increase safety for all street users. These interventions can include road diets, bike lanes, pedestrian islands, curb and sidewalk extensions, Turn Calming, LPIs, as well as many other treatments and project types. To ensure that youth safety plays a guiding role in how NYC DOT chooses to pursue future projects, NYC DOT will implement at least 20 SIPs in the Youth Injury Priority Areas annually.

Sidewalk extension at Pleasant Avenue and E 115 St, Manhattan

4 Target $73 million in Capital projects dedicated to youth safety to the Youth Injury Priority Areas

Capital projects expand on the benefits of existing SIPs by building them out in more robust materials. They also allow NYC DOT to pursue improvements in locations where SIPs are not feasible. Mayor Adams added an additional $73 million for the development of additional capital projects to improve traffic safety for youth. These projects will be targeted to Youth Injury Priority Areas.

5 Increase the number of Open Streets for schools and implement Street Improvement Projects (SIPs) on Open Streets for schools

Open Streets for schools is a program that limits vehicle traffic on the streets adjacent or very near to schools, with the goal of supporting drop off/pick up operations, recess, outdoor learning, assemblies, community events as well as increasing pedestrian and bicycle safety for students. NYC DOT is committed to both increasing the number of the Open Streets for schools by working with DOE to promote the application process to more schools, as well as formally redesigning those corridors with the safest types of infrastructure for students.

6 Partner with NYC School Construction Authority (SCA), NYC Board of Standards and Appeals, and NYC Department of City Planning to ensure student safety is prioritized as part of the new school siting

New York City faces multiple challenges and limited opportunities to site schools in locations that align with safe street design for youth. To help mitigate these challenges, NYC DOT will work with SCA to provide early safety review for potentially problematic school construction sites. In addition, NYC DOT will continue to work with its other partner agencies to prioritize student safety in the siting and street design around new schools.

7 Update Youth Injury Priority Areas every 5 years, in coordination with NYC Streets Plan

As NYC DOT works to improve youth safety, injury patterns may shift over time. NYC DOT will reevaluate the Youth Injury Priority Areas in 2025 and every 5 years thereafter in coordination with updates to the Streets Plan.

8 Review and revise design treatments in light of potential speed limit changes as a result of Sammy's Law

With the passage of Sammy's Law through the state legislature, New York City has the ability to further lower default speed limits to 20 miles per hour, and as low as 10 miles per hour with additional traffic calming treatments. In light of this change, NYC DOT will review existing design treatments and programs, such as School Slow Zones, and revise those that can be strengthened in coordination with a lower speed limit.

School Slow Zone, St. Marks Avenue, Brooklyn

Education

9 Partner with NYC DOE to create citywide pedestrian and bicycle safety curriculum based on the leading causes of youth injury

NYC DOT and NYC DOE will create a new city-wide program for 4th through 10th grade students, addressing the leading causes of youth injury. The pre-approved lesson plan will be distributed to all public, charter and private schools, will contain both video and in-person teaching elements and will be conducted by regular classroom teachers.

10 Target youth traffic safety education to the Youth Injury Priority Areas

NYC DOT's Safety Education and Outreach team visits approximately 600 locations annually; this work will be targeted to schools within the Youth Injury Priority Areas and the lessons and additional information provided to the schools will be based on crash data relevant to the area.

Oceania Street Safety Improvements

11 Expand youth participation in the street design process and strengthen partnership with I Challenge Myself and other youth community organizations.

Building off the success of NYC DOT's current partnership with I Challenge Myself, NYC DOT will seek to expand youth participation in the street design process. Receiving firsthand feedback from youth on how they use and imagine street use has been informative for NYC DOT, and introducing youth to the fields of transportation and urban planning will help inspire the next generation of safety-minded transportation planners. NYC DOT will support I Challenge Myself to expand to other schools and seek out additional partner organizations to allow student participation beyond northern Manhattan and The Bronx. In addition, NYC DOT will pilot funding community organizations to assist with outreach and community-based planning. This will allow NYC DOT to expand the reach of this program and reach more students. Finally, NYC DOT Safety Education staff will work with students both in school and at after-school programs to teach them about the NYC DOT Street Improvement Project toolbox. The students will use this "Safety by Design" knowledge to draw up their own plans for nearby streets, informing NYC DOT's safety work and providing possible leadership for "student-led" street redesign projects.

I Challenge Myself (ICM) Students Visit NYC DOT

Enforcement

12 Expand evaluation of speed camera placement in relation to schools

NYC DOT will expand its process to systematically and continuously reevaluate serious injuries and speeds near schools and select up-to-date enforcement locations that will bring the highest safety benefit to all road users. Each month, NYC DOT will move a certain portion of its speed cameras from locations where speeding has been reduced to very low levels to high-injury locations near schools that are experiencing higher levels of speeding. This will ensure that speed and injury reductions are occurring throughout the city, not just at fixed treatment locations.

13 Target Bicycle Safe Passage enforcement in the Youth Injury Priority Areas

NYPD will conduct Bicycle Safe Passage, a week-long citywide traffic enforcement effort designed to discourage hazardous parking and driving infractions that interfere with the safe passage of cyclists. In order to both expand cyclist safety and encourage youth cycling, NYPD will focus their monthly enforcement on the Youth Injury Priority Areas.

14 Target enforcement and education efforts to high injury corridors in the Youth Injury Focus Areas

Using high visibility enforcement and education, NYPD and NYC DOT Street Teams will systematically enforce and increase awareness of traffic safety issues at the highest injury Priority Corridors across New York City. The goals of this high-visibility enforcement are for all motorists to understand that they will get a citation if they violate traffic law, and to increase awareness of enforcement by widely publicizing that police will be present. NYPD and NYC DOT will use the Youth Injury Focus Areas as additional criteria for targeting this joint effort to increase traffic safety.

15 Target recent hotspots for youth traffic injuries citywide

As part of NYPD's bi-weekly Traffic Safety Forums, traffic injury data is analyzed, hot spots of particular crash types are identified, and enforcement is targeted towards those areas most in need. As part of this citywide process, NYPD will respond with focused enforcement to any spikes in pedestrian and cyclist injuries involving victims under the age of 18.

16 Target enforcement of school bus stop-arm and red lights

NYS Law VTL 1174-A authorizes school districts and municipalities to use stop-arm cameras on school buses. Once installed, such cameras would impose penalties on the owners of vehicles that pass a stopped school bus while it is dropping off or picking up passengers and its red lights are flashing. In the next year, NYC DOT will explore the possibility of a school bus stop-arm enforcement pilot.

Students crossing Rockaway Parkway at Ascend Charter School

Acknowledgements

This report was developed by the New York City Department of Transportation's School Safety Unit within the Office of Research, Implementation & Safety. The project team consisted of Nick Carey, Nina Haiman, Rob Viola, Seth Hostetter, Elena Lunyova, Alex Ussery, Rochelle Brahalla, Andrew Jungkuntz, Fernando Canteli de Castro, and Robie Gomez.

New York City Department of Transportation

Ydanis Rodriguez, Commissioner
Margaret Forgione, First Deputy Commissioner
Nick Benson, Chief Communications, Officer and Deputy Commissioner
Eric Beaton, Deputy Commissioner, Transportation Planning and Management
Ann Marie Doherty, Assistant Commissioner, Office of Research, Implementation, & Safety
Rob Viola, Director, Office of Research, Implementation, & Safety
Kim Wiley-Schwartz, Assistant Commissioner, Education and Outreach
Emily Weidenhof, Assistant Commissioner, Public Realm
Seth Hostetter, Director, Office of Research, Implementation, & Safety
Nick Carey, Director, School Safety
Elena Lunyova, Deputy Director, School Safety
Kyle Gorman, Assistant Director, Public Realm Partnerships and Programs
David Moidel, Director, Creative Services

New York City Police Department

Chief Philip P. Rivera, Transportation Bureau
Deputy Chief Michael Pilecki, Transportation Bureau
Inspector Brian O'Sullivan, Transportation Bureau
Deputy Inspector Thomas Alps, Transportation Bureau
Deputy Director Shawn Alsop, Transportation Bureau

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Appendix

Safety Education and Outreach (SEO) Grade-specific Curricula

- **My Safety Toolbox** (Grades 1-3)
  - Teaches students the basics about signals, signs, markings, and other tools to keep them safer on NYC streets and covers the basics of bike and car passenger safety

- **Video-Based Multi-Modal Education Program (New)** (Grades 4-5)
  - A newly created pilot program covering pedestrian safety issues including looking while crossing the street, mid-block crossing, and visibility, as well as bike and vehicle occupant safety.
- **Word on the Street** (Grades 4-6)
  - An audience response system allows students to actively participate by voting on answers to questions about turning and speeding vehicles, midblock crossing, signs and intersections, bike safety, and seat belts.
- **Safer Streets** (Grades 4-8)
  - Students are engaged in a discussion about dangerous behaviors in the traffic environment around their school and introduced to the dynamics of "average stopping distance" using the streets around the school as a laboratory and math and science activities to analyze information.
- **Vision Hero** (After School, Grades 6-8)
  - A hands-on lesson helps students explore the guiding principles of NYC's Vision Zero traffic safety programs to increase their street smarts as pedestrians, bicyclists, and vehicle passengers.
- **Stop Think Act** (Grades 7-8)
  - Students are encouraged to make safer decisions in the traffic environment using an interactive presentation highlighting peer pressure issues and traffic dangers with real-world scenarios
- **Get Kids Biking** (Grade 7)
  - Offered as part of physical education curricula in schools, this multi-session program provides hands-on learn-to-ride instruction, bike safety training, and practice rides, with train-the-trainer sessions to allow teachers to work with students alongside Bike New York and DOT educators
- **Take Action against Distraction** (Grades 8-10)
  - Students are prompted to think about the dangers of distracted walking and driving and make safer choices in the traffic environment, using observational studies to facilitate a discussion of strategies for safe walking and driving
- **Behind The Wheel** (Grades 9-12)
  - Students who are preparing to drive or be in cars without adult supervision, are engaged in a discussion of the real-life impact of traffic crashes on five NYC families
- **Alive at 25** (Grades 11-12)
  - Young and soon-to-be drivers learn why drivers 16 – 24 are at greater risk of being injured or killed in a crash and identify actions and consequences, and strategies to keep control of a vehicle
- **DVAP for Students** (Grades 11- 12)
  - Based on a restorative justice education program for drivers who have speeding and red-light violations, this program facilitates discussion about the impact of dangerous driver behaviors on other road users and how we all have a shared responsibility for safety

- **Cycling Smarts** (Grades 9 – 12)
  - This new multi-session pilot program teaches students bike safety skills and engages them in assessing safety issues in the street environment and proposing improvements to the streetscape
- **The Truck Experience**
  - Provided in partnership with DCAS and NYPD, this hands-on outdoor event at selected elementary schools near truck routes gives children the opportunity to get inside a truck to understand what drivers can and cannot see and what are safe distances from large vehicles.
- **Safety Zone**
  - A hands-on learning event for elementary school-aged children that can be held outdoors or in a school gymnasium and teaches traffic safety concepts through a variety of fun games including Safety Chutes and Ladders, Safety Jeopardy, and a Bike Matching game.

NTA Pedestrian and Cyclist Injury Rates and Scores

NTA Code	NTA Name	Priority Area	Youth Pedestrian & Bike Injuries and Fatalities per SqMi		Youth % of Pedestrian & Bike Injuries and Fatalities		All Injuries and Fatalities	Youth Injuries & Fatalities	NTA SqMi	Combined NTA Score
			Total	Score	%	Score				
BK1202	Borough Park	Yes	**141.87**	**192**	**23.90%**	**193**	862	206	1.4521	385
BK0103	South Williamsburg	Yes	**190.63**	**196**	**18.18%**	**173**	572	104	0.5456	369
BX0302	Claremont Village-Claremont (East)	Yes	**156.17**	**193**	**18.24%**	**175**	307	56	0.3586	368
BK1403	Midwood	Yes	**97.78**	**176**	**20.40%**	**189**	554	113	1.1557	365
QN0402	Corona	Yes	**126.48**	**189**	**16.69%**	**162**	653	109	0.8618	351
BK1602	Brownsville	Yes	**106.86**	**179**	**17.33%**	**168**	681	118	1.1043	347
BK0703	Sunset Park (Central)	Yes	**133.76**	**191**	**16.22%**	**153**	555	90	0.6728	344
BX0502	Mount Hope	Yes	**164.84**	**195**	**15.27%**	**137**	491	75	0.4550	332
BX0301	Morrisania	Yes	**111.02**	**180**	**15.80%**	**145**	348	55	0.4954	325
BX0403	Mount Eden-Claremont (West)	Yes	**157.76**	**194**	**14.61%**	**130**	527	77	0.4881	324
BX1201	Williamsbridge-Olinville	Yes	**67.69**	**148**	**18.03%**	**172**	488	88	1.3000	320
BK1101	Bensonhurst	Yes	**73.37**	**154**	**17.00%**	**165**	753	128	1.7445	319
BX0602	Tremont	Yes	**118.05**	**184**	**14.86%**	**133**	451	67	0.5676	317
BX0402	Highbridge	Yes	**85.45**	**168**	**16.00%**	**147**	250	40	0.4681	315
BK1204	Mapleton-Midwood (West)	Yes	**65.79**	**145**	**17.33%**	**169**	427	74	1.1248	314
BK1601	Ocean Hill	Yes	**119.34**	**186**	**14.55%**	**128**	591	86	0.7206	314
QN0303	North Corona	Yes	**129.79**	**190**	**14.19%**	**122**	458	65	0.5008	312
BK1704	East Flatbush-Remsen Village	Yes	**116.75**	**182**	**14.61%**	**130**	527	77	0.6596	312
BK0502	East New York (North)	Yes	**84.91**	**167**	**15.80%**	**144**	538	85	1.0010	311
BK1303	Brighton Beach	Yes	**82.21**	**163**	**16.06%**	**148**	249	40	0.4866	311
BX1101	Pelham Parkway-Van Nest	Yes	**84.05**	**165**	**15.93%**	**146**	295	47	0.5592	311
BX1104	Allerton	Yes	**69.02**	**151**	**16.53%**	**156**	236	39	0.5651	307
BX0503	Fordham Heights	Yes	**226.81**	**197**	**13.27%**	**105**	452	60	0.2645	302
SI0102	Tompkinsville-Stapleton-Clifton-Fox Hills	Yes	**44.83**	**109**	**21.43%**	**192**	182	39	0.8699	301
SI0106	Port Richmond	Yes	**43.85**	**104**	**26.76%**	**196**	213	57	1.2999	300
BX0401	Concourse-Concourse Village	Yes	**117.81**	**183**	**13.86%**	**115**	808	112	0.9506	298
BK1201	Sunset Park (East)-Borough Park (West)	Yes	**116.27**	**181**	**13.88%**	**116**	353	49	0.4214	297
BK1103	Gravesend (West)	Yes	**67.58**	**147**	**16.14%**	**149**	508	82	1.2133	296
BK1002	Dyker Heights	Yes	**59.36**	**132**	**16.71%**	**163**	371	62	1.0444	295
QN0904	Ozone Park (North)	Yes	**55.49**	**128**	**16.74%**	**164**	215	36	0.6488	292
BK0901	Crown Heights (South)	Yes	**118.17**	**185**	**13.30%**	**106**	639	85	0.7193	291
MN1002	Harlem (North)	Yes	**120.71**	**187**	**13.21%**	**104**	780	103	0.8533	291
BK1203	Kensington	Yes	**90.95**	**175**	**13.67%**	**111**	417	57	0.6267	286
BX1202	Eastchester-Edenwald-Baychester	Yes	**41.03**	**99**	**19.35%**	**185**	429	83	2.0229	284
QN0503	Glendale	Yes	**44.60**	**106**	**18.32%**	**177**	262	48	1.0763	283
BX0902	Soundview-Clason Point	Yes	**36.78**	**92**	**19.80%**	**188**	202	40	1.0876	280
BX0901	Soundview-Bruckner-Bronx River	Yes	**63.19**	**141**	**15.37%**	**138**	475	73	1.1553	279
BX0102	Melrose	Yes	**121.06**	**188**	**12.27%**	**90**	611	75	0.6195	278
BX0601	West Farms	Yes	**78.59**	**158**	**14.10%**	**118**	234	33	0.4199	276
BK1102	Bath Beach	Yes	**51.53**	**123**	**16.17%**	**151**	235	38	0.7374	274
QN0301	Jackson Heights	Yes	**79.42**	**159**	**13.83%**	**113**	810	112	1.4102	272
QN0905	Woodhaven	Yes	**48.17**	**117**	**16.47%**	**154**	249	41	0.8511	271

NTA Code	NTA Name	Priority Area	Youth Pedestrian & Bike Injuries and Fatalities per SqMi		Youth % of Pedestrian & Bike Injuries and Fatalities		All Injuries and Fatalities	Youth Injuries & Fatalities	NTA SqMi	Combined NTA Score
			Total	Score	%	Score				
BK0503	East New York-New Lots	Yes	**61.21**	**134**	**15.25%**	**136**	669	102	1.6663	270
BX0303	Crotona Park East	Yes	**68.05**	**150**	**13.93%**	**117**	280	39	0.5731	267
QN1002	Ozone Park	Yes	**36.64**	**90**	**18.23%**	**174**	181	33	0.9006	264
BX0501	University Heights (South)-Morris Heights	Yes	**79.48**	**160**	**13.18%**	**103**	425	56	0.7046	263
QN0302	East Elmhurst	Yes	**43.61**	**103**	**16.61%**	**158**	271	45	1.0319	261
QN1205	St. Albans	Yes	**27.40**	**68**	**20.68%**	**191**	353	73	2.6643	259
MN0903	Hamilton Heights-Sugar Hill	Yes	**87.20**	**171**	**11.90%**	**87**	420	50	0.5734	258
BK1502	Madison	Yes	**61.09**	**133**	**14.32%**	**124**	419	60	0.9821	257
QN1401	Far Rockaway-Bayswater	Yes	**27.66**	**69**	**19.48%**	**187**	308	60	2.1693	256
BK0302	Bedford-Stuyvesant (East)	Yes	**87.78**	**172**	**11.51%**	**82**	1129	130	1.4811	254
BK0505	East New York-City Line	Yes	**53.05**	**126**	**14.15%**	**120**	424	60	1.1309	246
BX0703	Norwood	Yes	**78.01**	**157**	**12.02%**	**88**	366	44	0.5641	245
BK0902	Prospect Lefferts Gardens-Wingate	Yes	**85.82**	**169**	**10.44%**	**73**	709	74	0.8623	242
BK1803	Canarsie	Yes	**42.68**	**102**	**15.43%**	**140**	700	108	2.5302	242
QN1101	Auburndale	Yes	**20.11**	**47**	**24.84%**	**194**	161	40	1.9895	241
QN0801	Kew Gardens Hills	Yes	**30.06**	**80**	**16.67%**	**160**	222	37	1.2308	240
BX0202	Longwood	Yes	**83.35**	**164**	**11.11%**	**76**	414	46	0.5519	240
BX1103	Pelham Gardens	Yes	**29.67**	**78**	**16.67%**	**160**	192	32	1.0784	238
QN1202	South Jamaica	Yes	**34.61**	**87**	**16.15%**	**150**	291	47	1.3581	237
MN1102	East Harlem (North)	Yes	**90.78**	**174**	**9.68%**	**62**	878	85	0.9364	236
QN0805	Jamaica Hills-Briarwood	Yes	**41.26**	**100**	**14.91%**	**135**	275	41	0.9936	235
SI0107	Mariner's Harbor-Arlington-Graniteville	Yes	**17.47**	**38**	**28.28%**	**197**	198	56	3.2063	235
BK1701	East Flatbush-Erasmus	Yes	**84.60**	**166**	**10.29%**	**69**	583	60	0.7092	235
BK1401	Flatbush	Yes	**104.44**	**178**	**9.44%**	**57**	953	90	0.8617	235
BX0702	Bedford Park		**51.09**	**122**	**13.68%**	**112**	329	45	0.8807	234
BX0801	Kingsbridge Heights-Van Cortlandt Village		**73.72**	**155**	**11.15%**	**78**	260	29	0.3934	233
QN1203	Baisley Park		**29.07**	**74**	**16.61%**	**159**	301	50	1.7199	233
QN0102	Old Astoria-Hallets Point		**45.24**	**111**	**14.17%**	**121**	127	18	0.3979	232
BX1004	Co-op City		**20.15**	**48**	**19.09%**	**181**	110	21	1.0422	229
BK0802	Crown Heights (North)		**88.16**	**173**	**9.39%**	**56**	1193	112	1.2704	229
BX0802	Kingsbridge-Marble Hill		**65.66**	**144**	**11.89%**	**85**	244	29	0.4416	229
QN1304	Cambria Heights		**18.54**	**42**	**19.13%**	**183**	115	22	1.1863	225
BK1402	Flatbush (West)-Ditmas Park-Parkville		**66.94**	**146**	**11.25%**	**79**	489	55	0.8216	225
BX0101	Mott Haven-Port Morris		**62.59**	**140**	**11.57%**	**83**	795	92	1.4698	223
BX0603	Belmont		**68.01**	**149**	**10.39%**	**72**	385	40	0.5881	221
QN0502	Ridgewood		**49.79**	**120**	**13.04%**	**100**	583	76	1.5263	220
SI0103	Rosebank-Shore Acres-Park Hill		**17.41**	**37**	**19.13%**	**183**	115	22	1.2638	220
MN1101	East Harlem (South)		**87.05**	**170**	**8.95%**	**49**	581	52	0.5974	219
QN1206	Hollis		**29.62**	**76**	**15.57%**	**142**	167	26	0.8777	218
MN1001	Harlem (South)		**100.38**	**177**	**7.95%**	**40**	654	52	0.5180	217
BK0501	Cypress Hills		**52.60**	**125**	**12.30%**	**91**	374	46	0.8745	216
QN0401	Elmhurst		**64.89**	**142**	**10.48%**	**74**	935	98	1.5102	216
QN1201	Jamaica		**61.91**	**136**	**11.29%**	**80**	921	104	1.6798	216
QN0902	Richmond Hill		**35.92**	**88**	**14.44%**	**126**	270	39	1.0858	214

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			Total	Score	%	Score				
QN1003	Howard Beach-Lindenwood		**13.78**	**26**	**19.40%**	**186**	134	26	1.8870	212
BX0701	University Heights (North)-Fordham		**80.68**	**161**	**8.97%**	**50**	591	53	0.6569	211
BK1702	East Flatbush-Farragut		**49.70**	**119**	**12.39%**	**92**	347	43	0.8653	211
BK0301	Bedford-Stuyvesant (West)		**76.29**	**156**	**9.33%**	**54**	1082	101	1.3238	210
QN0105	Queensbridge-Ravenswood-Dutch Kills		**52.29**	**124**	**11.90%**	**86**	437	52	0.9944	210
BK0401	Bushwick (West)		**80.75**	**162**	**8.77%**	**47**	764	67	0.8298	209
BK1703	East Flatbush-Rugby		**62.50**	**138**	**10.32%**	**70**	591	61	0.9760	208
BK1501	Gravesend (East)-Homecrest		**54.35**	**127**	**11.35%**	**81**	599	68	1.2512	208
QN0903	South Richmond Hill		**43.97**	**105**	**13.16%**	**102**	190	25	0.5685	207
SI0303	Arden Heights-Rossville		**5.76**	**9**	**25.93%**	**195**	54	14	2.4310	204
MN0902	Manhattanville-West Harlem		**64.93**	**143**	**9.51%**	**59**	263	25	0.3851	202
QN1104	Oakland Gardens-Hollis Hills		**9.14**	**17**	**19.12%**	**182**	68	13	1.4217	199
QN0803	Fresh Meadows-Utopia		**19.32**	**44**	**16.20%**	**152**	142	23	1.1907	196
QN1102	Bayside		**13.07**	**25**	**17.84%**	**170**	185	33	2.5256	195
SI0105	Westerleigh-Castleton Corners		**14.20**	**28**	**17.18%**	**167**	227	39	2.7459	195
QN1204	Springfield Gardens (North)-Rochdale Village		**25.89**	**63**	**14.68%**	**132**	218	32	1.2361	195
QN0504	Middle Village		**26.33**	**65**	**14.60%**	**129**	226	33	1.2534	194
SI0304	Annadale-Huguenot-Prince's Bay-Woodrow		**2.94**	**3**	**20.43%**	**190**	93	19	6.4720	193
BK0402	Bushwick (East)		**61.87**	**135**	**9.48%**	**58**	654	62	1.0020	193
SI0302	Great Kills-Eltingville		**6.69**	**11**	**19.05%**	**180**	147	28	4.1877	191
QN1403	Breezy Point-Belle Harbor-Rockaway Park-Broad Channel		**7.25**	**12**	**18.95%**	**179**	95	18	2.4826	191
QN1302	Bellerose		**8.57**	**15**	**18.28%**	**176**	93	17	1.9844	191
QN1305	Laurelton		**16.79**	**34**	**16.55%**	**157**	145	24	1.4293	191
MN1203	Inwood		**55.99**	**129**	**9.57%**	**60**	303	29	0.5179	189
BK0203	Fort Greene		**69.96**	**152**	**7.51%**	**36**	586	44	0.6290	188
BK1801	Flatlands		**39.51**	**97**	**12.07%**	**89**	638	77	1.9490	186
BK1301	Gravesend (South)		**32.36**	**85**	**12.88%**	**98**	233	30	0.9272	183
BK1302	Coney Island-Sea Gate		**29.34**	**75**	**13.48%**	**107**	371	50	1.7041	182
BK1001	Bay Ridge		**32.11**	**84**	**12.84%**	**97**	553	71	2.2110	181
SI0305	Tottenville-Charleston		**1.76**	**1**	**18.60%**	**178**	43	8	4.5475	179
MN0301	Chinatown-Two Bridges		**72.46**	**153**	**6.44%**	**25**	466	30	0.4140	178
SI0204	New Springville-Willowbrook-Bulls Head-Travis		**4.66**	**6**	**17.95%**	**171**	195	35	7.5114	177
BX1203	Wakefield-Woodlawn		**30.24**	**81**	**12.80%**	**96**	336	43	1.4221	177
SI0201	Grasmere-Arrochar-South Beach-Dongan Hills		**11.83**	**22**	**16.50%**	**155**	206	34	2.8737	177
BK0102	Williamsburg		**58.92**	**131**	**8.30%**	**43**	735	61	1.0353	174
SI0203	Todt Hill-Emerson Hill-Lighthouse Hill-Manor Heights		**4.34**	**5**	**17.16%**	**166**	169	29	6.6819	171
BX0903	Castle Hill-Unionport		**29.66**	**77**	**12.41%**	**93**	282	35	1.1800	170

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QN0802	Pomonok-Electchester-Hillcrest		24.89	60	13.64%	110	242	33	1.3257	170
BX1002	Throgs Neck-Schuylerville		14.26	30	15.38%	139	221	34	2.3848	169
BK0702	Sunset Park (West)		39.84	98	10.33%	71	697	72	1.8071	169
QN1402	Rockaway Beach-Arverne-Edgemere		13.80	27	15.43%	141	162	25	1.8113	168
MN1201	Washington Heights (South)		58.34	130	7.61%	38	578	44	0.7542	168
BK0801	Prospect Heights		62.17	137	6.95%	30	331	23	0.3699	167
BK1503	Sheepshead Bay-Manhattan Beach-Gerritsen Beach		28.60	72	12.67%	94	513	65	2.2727	166
QN1306	Springfield Gardens (South)-Brookville		11.65	21	15.79%	143	152	24	2.0602	164
QN0203	Woodside		38.92	96	10.29%	68	447	46	1.1819	164
QN0706	Queensboro Hill		22.15	54	13.55%	108	155	21	0.9480	162
BK1802	Marine Park-Mill Basin-Bergen Beach		20.84	52	13.58%	109	324	44	2.1117	161
MN0302	Lower East Side		62.58	139	5.26%	21	704	37	0.5913	160
SI0101	St. George-New Brighton		18.93	43	13.85%	114	130	18	0.9508	157
QN1001	South Ozone Park		25.55	62	12.73%	95	589	75	2.9355	157
BX1003	Pelham Bay-Country Club-City Island		16.57	33	14.29%	123	147	21	1.2670	156
QN0104	Astoria (East)-Woodside (North)		44.96	110	8.25%	42	509	42	0.9342	152
SI0202	New Dorp-Midland Beach		12.10	23	14.52%	127	186	27	2.2305	150
SI0104	West New Brighton-Silver Lake-Grymes Hill		8.16	14	14.88%	134	168	25	3.0619	148
QN0601	Rego Park		37.27	93	9.34%	55	289	27	0.7243	148
QN0103	Astoria (Central)		46.28	113	7.01%	32	499	35	0.7563	145
BK0602	Park Slope		45.33	112	6.99%	31	601	42	0.9265	143
MN0803	Upper East Side-Yorkville		47.15	115	6.61%	27	348	23	0.4878	142
MN0703	Upper West Side-Manhattan Valley		42.24	101	8.10%	41	247	20	0.4735	142
BK0201	Brooklyn Heights		44.67	107	7.41%	34	216	16	0.3582	141
QN0702	Whitestone-Beechhurst		9.00	16	14.41%	125	118	17	1.8882	141
BK0204	Clinton Hill		47.85	116	6.41%	24	390	25	0.5225	140
QN0602	Forest Hills		25.98	64	10.59%	75	510	54	2.0788	139
MN1202	Washington Heights (North)		38.27	94	8.40%	44	405	34	0.8885	138
MN0303	East Village		49.97	121	4.29%	17	793	34	0.6804	138
BK0202	Downtown Brooklyn-DUMBO-Boerum Hill		46.99	114	5.31%	22	753	40	0.8512	136
QN1303	Queens Village		16.01	31	13.11%	101	305	40	2.4985	132
MN0604	East Midtown-Turtle Bay		48.80	118	3.23%	11	712	23	0.4713	129
SI0301	Oakwood-Richmondtown		6.48	10	14.13%	119	92	13	2.0066	129
MN0901	Morningside Heights		33.27	86	7.06%	33	269	19	0.5712	119
BX0904	Parkchester		36.42	89	6.82%	29	176	12	0.3295	118
QN0704	Murray Hill-Broadway Flushing		20.25	50	10.10%	65	406	41	2.0250	115

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MN0602	Gramercy		44.78	108	2.54%	5	472	12	0.2680	113
BX1001	Westchester Square		27.21	67	8.62%	46	174	15	0.5514	113
QN0701	College Point		7.94	13	12.93%	99	147	19	2.3929	112
QN0705	East Flushing		18.49	41	10.19%	66	206	21	1.1356	107
QN0201	Long Island City-Hunters Point		24.24	58	8.79%	48	273	24	0.9902	106
QN1307	Rosedale		10.03	19	11.64%	84	146	17	1.6944	103
QN0901	Kew Gardens		17.84	39	10.08%	64	129	13	0.7286	103
QN0804	Jamaica Estates-Holliswood		18.38	40	10.00%	63	260	26	1.4143	103
MN0603	Murray Hill-Kips Bay		38.89	95	2.77%	7	795	22	0.5657	102
MN0802	Upper East Side-Carnegie Hill		31.96	83	3.68%	15	625	23	0.7197	98
MN0201	SoHo-Little Italy-Hudson Square		36.69	91	2.63%	6	646	17	0.4633	97
BK0701	Windsor Terrace-South Slope		25.49	61	7.45%	35	188	14	0.5492	96
QN0707	Flushing-Willets Point		28.21	70	4.93%	20	791	39	1.3826	90
BK0601	Carroll Gardens-Cobble Hill-Gowanus-Red Hook		20.17	49	7.91%	39	556	44	2.1813	88
MN0701	Upper West Side-Lincoln Square		28.24	71	3.93%	16	407	16	0.5666	87
QN0501	Maspeth		17.21	35	9.00%	52	400	36	2.0919	87
MN0502	Midtown-Times Square		30.66	82	2.07%	3	1306	27	0.8807	85
QN0202	Sunnyside		19.87	46	7.61%	37	447	34	1.7111	83
BX1102	Morris Park		16.02	32	8.99%	51	178	16	0.9990	83
QN1301	Glen Oaks-Floral Park-New Hyde Park		5.52	7	11.11%	76	81	9	1.6293	83
BK0504	Spring Creek-Starrett City		11.32	20	9.65%	61	114	11	0.9716	81
MN0501	Midtown South-Flatiron-Union Square		29.98	79	1.79%	2	895	16	0.5337	81
MN0402	Hell's Kitchen		28.82	73	2.41%	4	790	19	0.6594	77
MN0102	Tribeca-Civic Center		26.64	66	2.80%	8	465	13	0.4879	74
MN0702	Upper West Side (Central)		23.04	56	4.64%	18	453	21	0.9115	74
BK0104	East Williamsburg		22.40	55	4.65%	19	904	42	1.8748	74
MN0601	Stuyvesant Town-Peter Cooper Village		24.75	59	3.45%	14	145	5	0.2020	73
QN1103	Douglaston-Little Neck		4.09	4	10.20%	67	98	10	2.4445	71
QN0101	Astoria (North)-Ditmars-Steinway		12.91	24	8.46%	45	319	27	2.0912	69
MN0401	Chelsea-Hudson Yards		23.49	57	3.03%	10	824	25	1.0644	67
MN0801	Upper East Side-Lenox Hill-Roosevelt Island		20.75	51	3.26%	12	491	16	0.7712	63
BX0803	Riverdale-Spuyten Duyvil		5.75	8	9.09%	53	143	13	2.2592	61
MN0203	West Village		19.39	45	2.92%	9	343	10	0.5157	54
MN0202	Greenwich Village		21.03	53	1.60%	1	501	8	0.3804	54
BK0101	Greenpoint		14.21	29	5.59%	23	322	18	1.2670	52
MN0101	Financial District-Battery Park City		17.41	36	3.26%	13	368	12	0.6894	49
BX0201	Hunts Point		9.90	18	6.81%	28	235	16	1.6156	46
QN0703	Bay Terrace-Clearview		2.84	2	6.56%	26	61	4	1.4103	28