



NYC DOT Wins Against Traffic Fatalities and Injuries



Goals

- Reduce crashes and injuries from "failure to yield crashes" caused by left turning vehicles
- Reduce left and right turn speeds
- Enforce safe turning behavior

Treatments

- 931 intersections
- Rubber curbs to harden centerline and separate traffic
- Bollards/delineators or Barco Products Premium Recycled Rubber Speed Bumps to harden centerline and extend into the intersection
- "No Parking" painted markings
- Slow turn wedge box markings coupled with rubber speed bumps or flexible delineator posts to slow traffic making left turns

Results

CRASH REDUCTION		SPEED REDUCTION	
Pedestrian Injuries Decreased	Pedestrian Severe Injuries Decreased	Average Left Turn Speeds Decreased	Average Right Turn Speeds Decreased
18%	33%	52.6%	34.1%

Conclusion

Vehicles are making safer turns, the rate of crossing double yellow lines dropped by 100% for locations with treatments including speed bumps extending passed the crosswalk. NYC DOT expects continued reduction in traffic injuries. Speed bumps have become the standard treatment, and most cost effective. Broken bollards and delineators needed to be replaced often and sending crews out to replace them became cost prohibitive.



... injuries among pedestrians decreased by 20%... the speed of left turns decreased by an average of 52.6%. It has been a big success and has caught on in a lot of cities across North America. It's pretty cheap, easy and the results are strong, so anything like that in transportation is going to get picked up."

- Rob Viola
Director of Safety Policy and Research
NYC DOT

