

Hearing on the availability of crash data
Held by New York City Council Committees on Transportation
Thursday, October 10, 2013
Testimony of Christine Berthet, Co-founder, CHEKPEDS



CHEKPEDS

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Good morning. Thank you Chair Vacca and members of the Transportation Committee for the opportunity to testify today. My name is Christine Berthet and I'm the co-founder of CHEKPEDS. Our non-profit coalition is dedicated to improving the safety of pedestrians on the west side of Manhattan. I'm here today to comment on Int. No. 1163 - In relation to requiring the department of information technology and telecommunications to create and maintain an interactive website detailing traffic crash.

Ten years ago, seeking hard evidence to support our layman's observations, our nascent coalition foiled crash data and discovered that there had been 500 injuries on the 9th Avenue corridor. This information was critical for our elected officials to obtain federal funding for a safety study. In the last three years, our members have attended police precinct meetings, tried to obtain collision information, made multiple trips to the precincts and were met with goodwill but no information.

NYPD's testimony shows that its approach to traffic collisions, is very similar to what used to be its approach to crime before Crime Stats were instituted: very detailed on the ground, but all reactive and not preventive.

In fact, without aggregated collision information and an accurate report on where summonses are issued, one wonders how the NYPD can deploy efficiently the very limited resources it has.

We recommend that collision data and summonses be captured electronically in the field and geo-tagged. The data should be provided at the most disaggregated level in a common database format with an open API (application programming interface) so that the technical community can create useful and accurate representation for elected officials' and public consumption.

Analysis of crash concentration at a statistical level would help NYPD deploy enforcement resources more effectively to high crash locations where a pattern of drivers' behavior emerged. It would also help DOT apply engineering solutions at much lesser cost and delay and result in saving more lives at lesser cost.

Thank you for calling this hearing and making sure New York's streets are safe for all users.

C. Berthet, co-founder, M. Treat, co founder,

CHEKPEDS is a coalition of over 1,500 businesses, individuals, and institutions dedicated to pedestrian safety in Clinton and Hell's Kitchen, on the West side of Manhattan and the sponsor of the 9th Avenue Renaissance project. excom@chekped.com

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