



DEATH NOTE ANALYSIS

COLUMBIA UNIVERSITY CAPSTONE PROJECT

EXECUTIVE SUMMARY

Business Problem and Hypothesis

Research Questions and Methodologies

Limitations

Sources

BUSINESS PROBLEM & HYPOTHESIS

Business problem:

Among the six initiatives (arterial, bike priority, crossroad, left turn, signal improvement, speed hump), which one has the **greatest** impact in reducing fatality rate and therefore should **get more** funding?

Hypothesis:

The six initiatives are sustainable.

BACKGROUND

Number of Cyclists
2012 - 2017





BACKGROUND: DATA



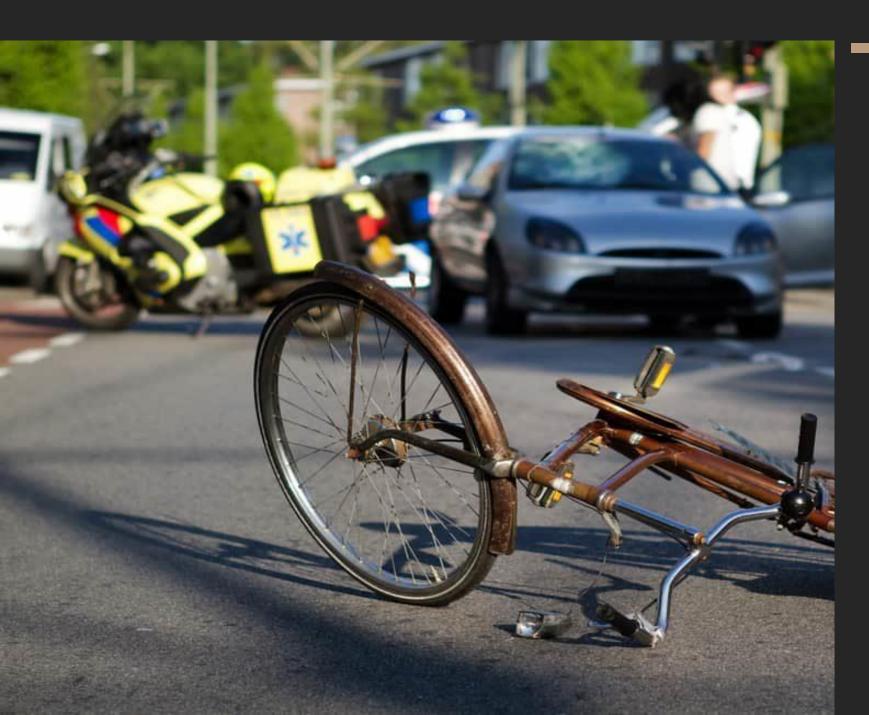
ASSUMPTION 1:

THE SPIKE IN 2016 IS DUE TO THE NYPD'S ADOPTION OF A DIGITAL REPORTING SYSTEM.



KSI: KILLED OR SEVERELY INJURED

KSI REPORT: BY ROAD TYPES & BOROUGHS



ASSUMPTION 2:

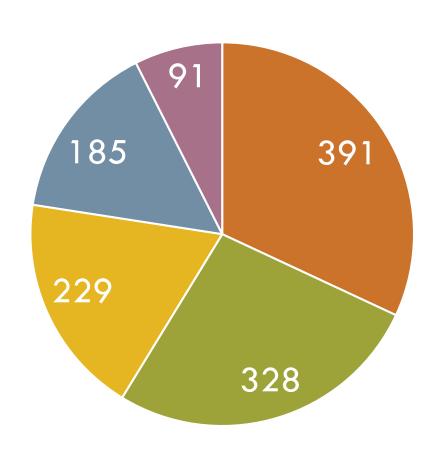
FOR AN ACCIDENT TO BE CATEGORIZED AS KSI, IT MUST INVOLVE A VEHICLE.

QUESTION 1:

WHICH BOROUGH
HAS THE HIGHEST KSI?



KSI: BOROUGH



Brooklyn: 391 KSIs

Queens: 328 KSIs

Bronx: 229 KSIs

Manhattan: 185 KSIs

Staten Island: 91 KSIs

From 2012-2018

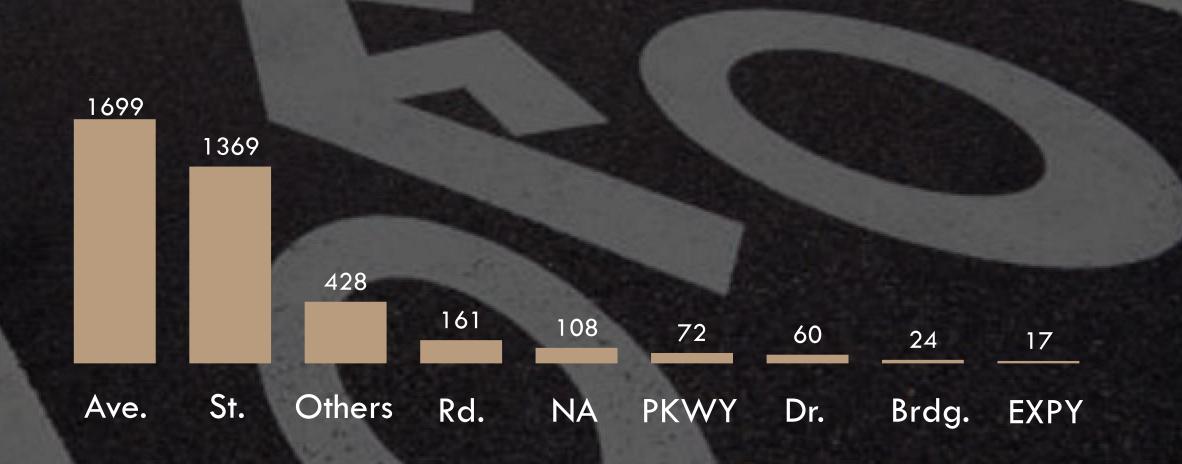


QUESTION 2:

WHICH ROAD TYPE
HAS THE LOWEST KSI?

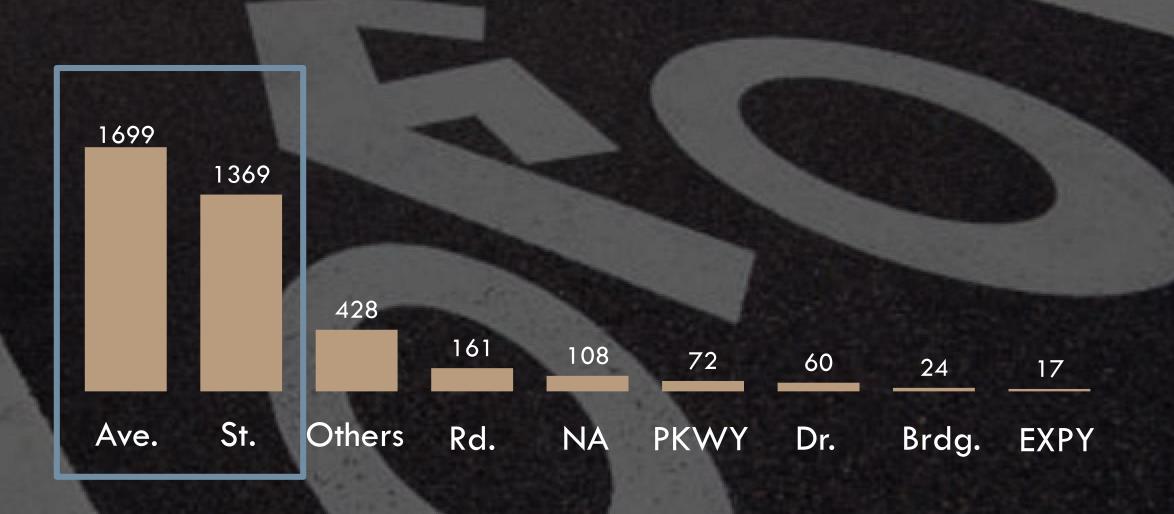


KSI BY ROAD TYPES

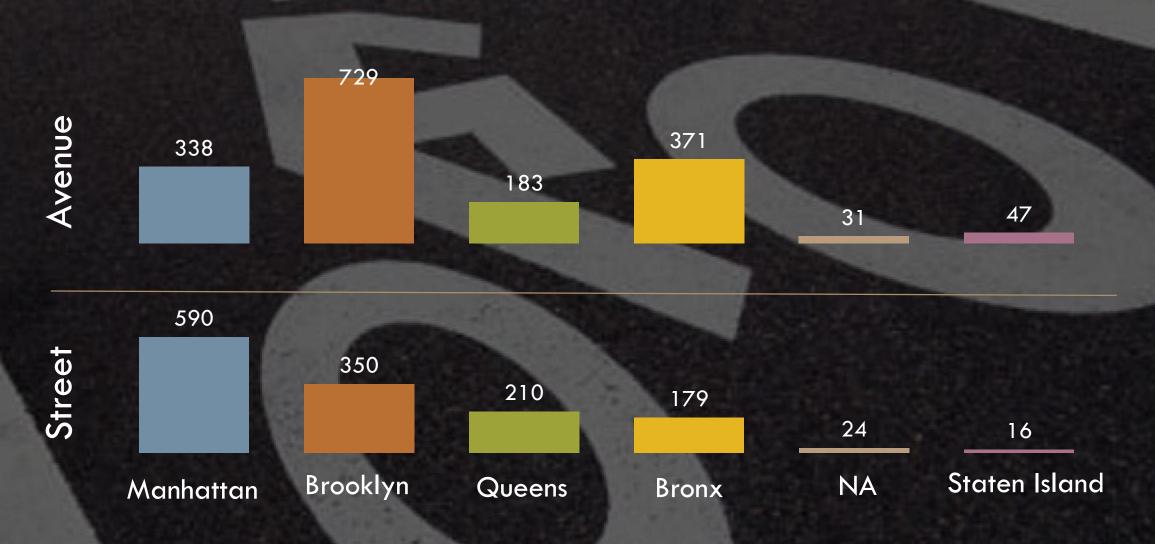


A CLOSE INVESTIGATION OF THE TOP 2 ROAD TYPES BY KSI: BY BOROUGHS

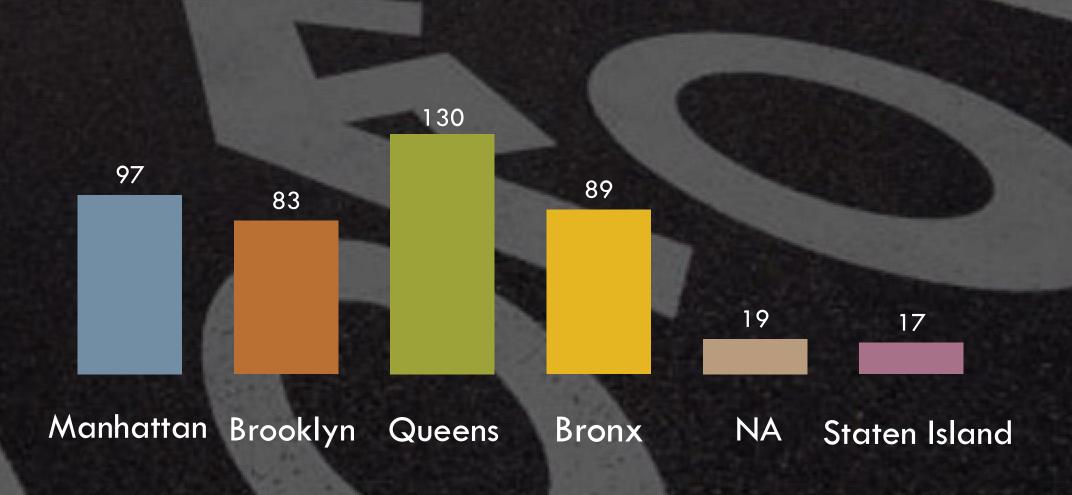
THE TOP 2 KSI ROAD TYPES



KSI BY THE TOP 2 ROAD TYPES

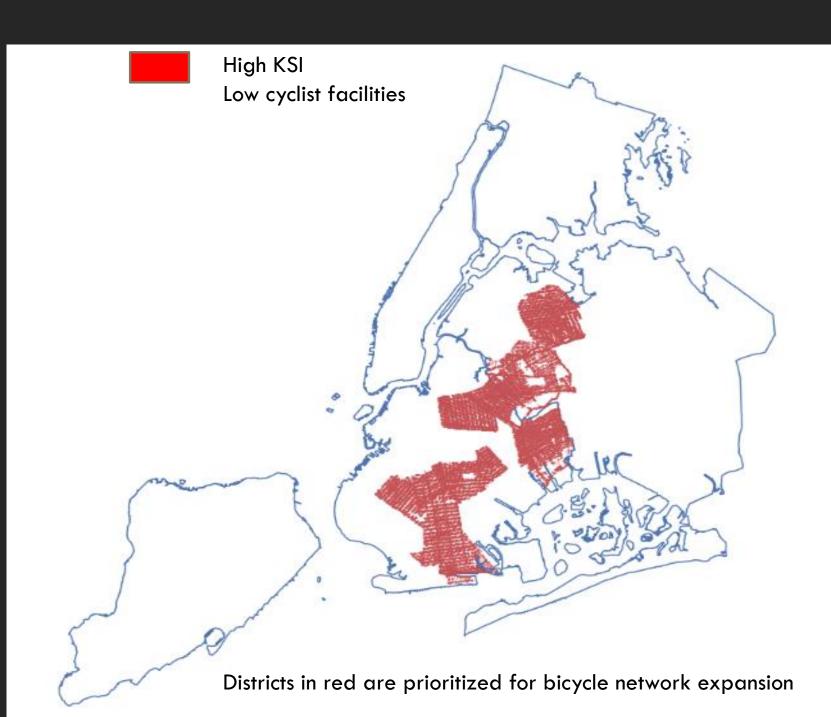


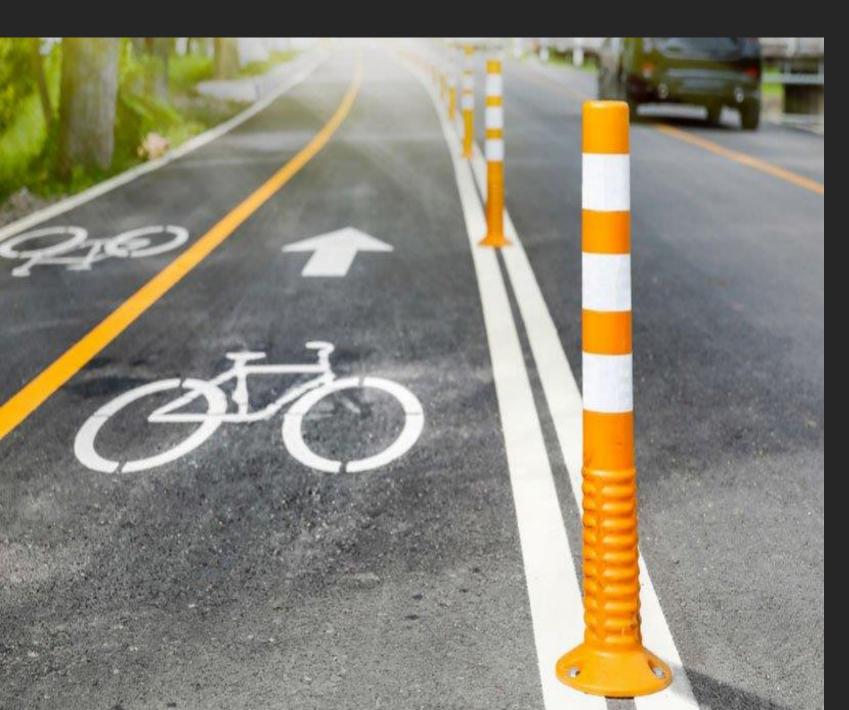
KSI BY OTHER ROAD TYPES



QUESTION 3:

DO THE CURRENT 10
PRIORITY BICYCLE
DISTRICTS BEST
REPRESENT THE AREAS
THAT NEED RIDERSHIP
SAFETY ATTENTION?





ASSUMPTION 3:

EACH PRIORITY
BICYCLE DISTRICT HAS
SIMILAR BIKE FACILITY
CONDITIONS

LIMITATIONS







NO PROOF OF DIGITAL EQUIPMENT

NO CYCLIST VOLUME DATA

NO DATA FOR BIKE FACILITY INSTALLATION

THANK YOU AND PLEASE ASK US QUESTIONS!





REFERENCES

Bronx

Queens

<u>https://nyc.streetsblog.org/2019/02/04/bloody-january-cyclist-injuries-and-fatalities-soared-last-month/</u>

https://www1.nyc.gov/html/dot/html/bicyclists/bike-ridership-

safety.shtml

http://www.nycvzv.info/

Brooklyn

Staten Island