

**Collaborating
to Deliver
Results**



**PARTNER
AGENCIES
& OFFICES**

-  DCAS
-  DOHMH
-  DOT
-  NYPD
-  TLC

- | Mayor's Office
- | New York City Council
- | New York City District Attorneys' Offices

The City launched [Vision Zero](#) in January 2014, recognizing that traffic crashes causing serious injury and death are not “accidents” to be accepted but rather preventable incidents that can be systematically addressed and reduced. In partnership with the Mayor’s Office, City agencies are implementing 125 initiatives to reduce and ultimately eliminate death and serious injury on our streets. Two years after the launch of Vision Zero, we are making significant progress: by the end of 2015, traffic fatalities on City streets were at their lowest levels since 1910, when the City first began keeping records.

The Vision Zero Task Force, formed to implement the Action Plan and subsequent initiatives, convenes regularly to assess ongoing progress towards eliminating traffic fatalities. Task Force members include representatives from the New York City Police Department (NYPD), the Department of Transportation (DOT), the Taxi and Limousine Commission (TLC), the Department of Citywide Administrative Services (DCAS), the Department of Health and Mental Hygiene (DOHMH), the Law Department, the Department for the Aging and the Office of Management and Budget (OMB). In addition, representatives from the District Attorneys’ offices and the Metropolitan Transportation Authority (MTA) attend Task Force meetings in order to advance the mission of achieving zero traffic fatalities on our streets.

This cross-agency collaboration has contributed to the successful implementation of key Vision Zero initiatives. The enactment of the 25 MPH default speed limit, targeted and data-driven enforcement of dangerous moving violations such as speeding and failure-to-yield to pedestrians, the extensive public outreach and communication and the sweeping legislative agenda to deter dangerous driving behaviors are a direct result of this close coordination.

In Fiscal 2016 overall citywide traffic fatalities fell 5.2 percent, from 249 to 236. Fatalities among pedestrians, motorcyclists and motor vehicle passengers decreased but increased for bicyclists and motor vehicle operators.

Fatality Type	FY 2014	FY 2015	FY 2016	FY15-FY16 % Change
Total Fatalities	285	249	236	-5.2%
Pedestrians	158	143	132	-7.7%
Bicyclists	14	16	20	25.0%
Motorcyclists	42	28	25	-10.7%
Motor Vehicle Operators	51	29	34	17.2%
Passengers	20	33	25	-24.2%

Source: NYPD

STREET DESIGN

The Department of Transportation continued to make streets safer by implementing designs which simplify complex intersections, discourage speeding, provide bicycle lanes, make pedestrians and cyclists more visible, and shorten pedestrian crossing distances at high-crash Vision Zero priority locations. During the reporting period DOT completed 57 street improvement projects at high crash locations, constructed 395 speed humps, activated 648 leading pedestrian signals and installed 47 accessible pedestrian signals.

The City continues to make progress on the Vision Zero Great Streets program. Announced in March 2015, the program focuses on four outer borough streets with high pedestrian fatality rates—Queens Boulevard, Fourth Avenue and Atlantic Avenue in Brooklyn, and the Grand Concourse in the Bronx. The Great Streets program will rethink and redesign these major corridors to prevent serious crashes, enhance New Yorkers' mobility, increase accessibility and contribute to each neighborhood's vitality. The design of these corridors will rely on insight provided through engagement with neighborhood residents, small business owners, elected officials and community leaders.

In August 2015 the first phase of the Queens Boulevard project, which focused on Roosevelt Avenue through 73rd Street, was completed. The reconfiguration made pedestrian crossings safer, added crosswalks and protected bicycle lanes and reconfigured intersections. Work on the second phase of Queens Boulevard, from 73rd Street to Eliot Avenue, has started, with completion scheduled for Fall 2016.

In an effort to reduce incidents of failure to yield at high crash-prone locations, DOT developed the [Left Turn Pedestrian and Bicycle Crash Study](#). The initial seven left turn intersection treatments were installed in June 2016, with the remaining 93 treatments scheduled for Fall 2016. In August 2016 DOT released the Left Turn Pedestrian and Bicycle Crash report to the public, detailing the study methodology and preliminary findings. Key findings in the report indicate that left turns account for more than twice as many pedestrian and bicyclist fatalities as right turns and over three times as many serious injuries and fatalities. The study utilizes a data-driven approach to examine crashes, querying five years of citywide crash data, manually reviewing 1,105 crash reports drawn from the most problematic locations citywide, and analyzing 478 intersections where treatments were installed. The study relies on these findings to provide recommendations for additional engineering, planning and education efforts to prevent and mitigate left turn failure-to-yield pedestrian and bicyclist injuries.

ENFORCEMENT

Data-driven law enforcement that deters dangerous driving behavior helps to reduce traffic fatalities and serious injuries. Consequently, the NYPD continued to focus on enforcement of especially hazardous driving violations, including speeding, failure to yield to pedestrians, signal violations, improper turns and phoning/texting while driving.

Each week at TrafficStat, the NYPD's Chief of Transportation meets with NYPD executives to outline, review and manage the NYPD's traffic program. In Fiscal 2016 the NYPD issued 139,043 speeding summonses and 40,657 failure-to-yield to pedestrian summonses, increases of 10 percent and 12 percent, respectively, from the same period in Fiscal 2015. NYPD also issued 927 violations to drivers who struck a pedestrian or cyclist who had the legal right of way, and made 45 arrests for these violations. Furthermore, the NYPD purchased 90 additional LIDAR speed detection guns—bringing the total number of LIDAR guns in service to 481—to help enforce against speeding violations. During the reporting period 608 officers were LIDAR-trained, increasing the total number of trained officers to 1,858.

In addition, TLC's enforcement officers, including a dedicated safety enforcement squad equipped with LIDAR guns, focused on these same high-priority violations among TLC-licensed vehicles. In Fiscal 2016 TLC inspectors issued 38 percent more traffic safety summonses, including 93 percent more speeding summonses, compared to Fiscal 2015.

Following State legislative approval to increase the number of speed enforced school zones, DOT completed installation and activation of speed cameras in the maximum number of school zones in September 2015. Speeding violations at locations with fixed speed cameras tend to decline by about half.

OUTREACH AND ENGAGEMENT

The Vision Zero Street Teams integrate education and enforcement to discourage unsafe behavior on our streets. Teams of DOT and NYPD staff work together to identify corridors with significant crash history, along with the causes of those crashes. Staff then spend a week distributing tens of thousands of fliers to pedestrians and drivers with safety tips about the most common causes of crashes in those corridors, which is followed by NYPD enforcement in the same area in the subsequent week. In Fiscal 2016 Street Teams connected with over 549,000 New Yorkers, and the NYPD issued over 32,000 moving and parking summonses and made over 136 arrests for traffic-related violations through these efforts.

The Vision Zero dialogue starts from the ground up—with engagement and education in every community across the five boroughs. This ongoing dialogue extends the deterrent effect of enforcement, informs street design efforts, encourages safe behaviors by both motorists and pedestrians and emphasizes personal responsibility for street safety. DOT provided safety education at over 160 elementary, middle and high schools during the reporting period.

In addition, the City expanded the “Your Choices Matter” public communications campaign, which uses graphic and powerful images to emphasize the serious consequences of hazardous driving choices. Crash data guides the content of the messages and the placement of the advertisements on bus shelters, newsstands, billboards, radio and television broadcasts and online. The ad campaign has proven to be a success: 72 percent of New York drivers recall having seen the campaign, 75 percent of drivers report that the ads compelled them to “expect more enforcement of traffic laws,” and 86 percent of drivers report that the ads convinced them to “pay more attention to pedestrians and cyclists while driving.”

Vision Zero also delivers safe-driving messaging and training to specific populations of drivers, such as for-hire vehicle drivers, City employee drivers and MTA bus operators. At the City level, DCAS has reinforced the safety message to City employees with over 7,900 City drivers trained in defensive driving in Fiscal 2016, bringing the total number of employees who have completed the day-long safety training to over 30,000 since the beginning of Vision Zero. In addition, the MTA’s bus division trained over 5,900 bus operators with updated safe-driving instruction during the fiscal year.

TLC helped distribute the street safety message to the private fleets it regulates by speaking with small groups of drivers about Vision Zero. Since the launch of this initiative last year, TLC staff have visited 310 taxi fleets and car service bases; 184 of these meetings occurred in Fiscal 2016. Working with DOT, TLC updated the training that all new taxi driver applicants receive before obtaining their TLC licenses to include additional content on new road designs, high risk behaviors, and the important role professional drivers play in promoting a culture of safe driving. TLC honored 256 of its safest licensed drivers at the Safety Honor Roll ceremony in September 2015, which recognized these drivers’ accomplishments and served to remind all 140,000 TLC-licensed drivers of the high value the City places on safety. This year, TLC added awards for taxi fleets, car service bases and commuter van authorities with superior safety records, honoring the 23 businesses with the lowest rates of serious collisions in their industry sectors. By including these new awards, TLC is emphasizing the important role fleet and base managers play in influencing safe driving behavior.

FLEETS

In May 2016 the Mayor announced a ban on the use of hands-free phones by City drivers (employees) of non-emergency vehicles, a decision supported by research that finds no difference in the level of dangerous distraction between hands-free phone operation and hand-held devices or texting. This policy is now in effect in the City and will be further addressed through a signage initiative at City facilities and included in the required defensive driving safety training.

In November 2015 DCAS hosted its second forum on vehicle safety for both private and public fleets. Over 400 participants attended, including equipment suppliers; federal, State and City agencies; non-profits; and universities. These events provide opportunities for networking, best practice sharing and future joint projects. DCAS continues to actively engage private sector fleets on Vision Zero and will host its third forum in November 2016.

DCAS has also been soliciting feedback directly from City drivers and service professionals. In Fiscal 2016 DCAS completed nearly 4,900 safety and customer surveys. Survey responses provide important insights from the driver’s perspective and inform DCAS as it works to improve vehicle safety.

The City has continued to equip City trucks with side guards. Side guards are rails or panels between the front and rear wheels of a truck that help protect pedestrians, bicyclists and motorcyclists from being caught underneath the vehicle during a side-impact collision. In New York City trucks comprise only 3.6 percent of vehicles on the road, but collisions with trucks account for 12.3 percent of pedestrian fatalities and 32 percent of bicyclist fatalities, making side guards an important addition to the street-safety toolbox. After announcing an initial pilot of 240 vehicles, the program expanded with the passage of legislation in June of 2015 that requires the installation of side guards on all City trucks and commercial waste vehicles. A total of 460 side guards have been installed as of June 2016; 335 of these were installed during the reporting period. DCAS is continuing to lead the expansion of side guard technology through both retrofits and the inclusion of side guard specifications in every contract for new truck purchases citywide. The City is also installing speed tracking (CANceivers) on its fleet vehicles. With over 22,000 units already in place—4,175 of which were installed in Fiscal 2016—it is the largest such program for any public fleet in the nation. Through this initiative, NYC is helping to create and lead a marketplace for this critical safety technology.

TLC expanded its Vehicle Safety Technology Pilot, which encourages companies that provide innovative technologies—such as electronic data recorders (sometimes called “black boxes”), driver alert systems and street- and driver-facing cameras—to test these technologies in all varieties of TLC-licensed vehicles. The pilot’s participants have installed seven different systems in a total of 346 TLC-licensed vehicles, including yellow medallion taxicabs, Boro Taxis and for-hire vehicles. TLC extended the pilot program for an additional year as staff continues to evaluate these devices’ potential to advance and encourage safe driving.

In September 2015 TLC launched a behind-the-wheel training course, an initiative first announced in the Vision Zero Action Plan. TLC now offers the course, in which targeted drivers are coached by professional instructors, as a way to improve their driving skills and avoid the risk of losing their license.

In June 2016 TLC published the first-ever Vision Zero Base Reports, collections of statistics about individual TLC-regulated for-hire vehicle (FHV) businesses. The 771 FHV bases featured in the reports dispatch more than 65,500 vehicles that drive more than a million miles each day. The reports include information such as crash frequency, safety violation frequency and the number of drivers on TLC’s Safety Honor Roll. The Vision Zero Base Reports allow passengers to conveniently review the overall safety records of each base’s affiliated vehicles.

In Fiscal 2016 TLC also developed and proposed rules to decrease fatigued driving across the various industry segments it regulates. TLC developed the rules based on a review of scientific research on fatigued driving and best practices in other industries and jurisdictions. The rules seek to reduce serious safety risks of both acute and chronic fatigue on driving by instituting daily and weekly work hour limits and were officially approved in July 2016.

DATA-DRIVEN SOLUTIONS

Vision Zero agencies continue working on improving what they know about the circumstances of roadway crashes and learning from the data they collect to inform decision making. In Fiscal 2016 DOHMH completed the first phase of a project to match police-based crash reports with hospital records through a probabilistic data matching process. Using this matched dataset, analyses are currently underway to answer questions about the patterns of injury outcomes associated with crashes in New York City. In March 2016 Vision Zero’s Data Working Group released a research agenda describing priority topics for analysis and evaluation. New York City has an engaged academic community and Vision Zero can advance its efforts even further through collaboration and coordination with the research community.

SELECTED PERFORMANCE INDICATORS	Actual			Target			End date
	FY14	FY15	FY16	FY16	FY17	Cumulative	
LIDAR guns (advanced speed detection equipment) purchased and in use	177	214	90	*	*	505	12/31/2016
Neighborhood slow zones created	1	7	6	8	*	*	Ongoing
Speed boards deployed	56	100	60	56	56	*	12/31/2017
Speed humps installed	274	382	395	250	250	*	Ongoing
CANceivers (devices that record speeding and other dangerous driving behaviors) installed in City fleet vehicles ¹	2,475	7,734	4,175	5,815	1,640	16,024	12/31/2016
Senior centers partnering with DOT to increase feedback on street safety improvements	92	100	120	75	100	*	12/31/2017
Leading pedestrian intervals installed (signal timing that allows pedestrians to start crossing before traffic is released)	14	208	648	250	300	*	12/31/2017

¹Excludes 8,300 CANceiver installations in NYPD's fleet which predate Vision Zero.

NOTEWORTHY CHANGES, ADDITIONS OR DELETIONS

- The cumulative target for the number of LIDAR guns purchased was increased from 458 to 505 and the end date for this initiative was extended by six months to December 31, 2016. The end date for the number of CANceivers installed was also extended for the same period due to unanticipated delays in installations.
- The Fiscal 2017 target for senior centers partnering with DOT was increased to 100 from 75 and from 250 to 300 for the number of installations of leading pedestrian intervals to reflect revised projections.

ADDITIONAL RESOURCES

For additional information go to:

- Vision Zero Website:
www.nyc.gov/visionzero
- Vision Zero One Year Report:
<http://www.nyc.gov/html/visionzero/assets/downloads/pdf/vision-zero-1-year-report.pdf>
- Vision Zero Year Two Report:
<http://www.nyc.gov/html/visionzero/assets/downloads/pdf/vision-zero-year-two-report.pdf>
- Vision Zero Pedestrian Safety Action Plans:
<http://www.nyc.gov/html/dot/html/pedestrians/ped-safety-action-plan.shtml>
- Vision Zero Action Plan:
<http://www.nyc.gov/html/visionzero/assets/downloads/pdf/nyc-vision-zero-action-plan.pdf>
- Vision Zero View:
<http://www.nyc.gov/html/visionzero/pages/maps-and-data/maps-and-data.shtml>
- Environment and Health Data Portal:
<http://www.nyc.gov/health/tracking>
- Left Turn Pedestrian and Bicycle Crash Report:
<http://www.nyc.gov/html/dot/html/about/leftturnstudy.shtml>

