

**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 inevitable “accidents” but preventable incidents that can be systematically addressed and reduced. In partnership with the Mayor’s Office, City agencies are implementing 151 initiatives to reduce and ultimately eliminate death and serious injury on our streets. Since the start of Vision Zero, New York City has experienced the safest three-year period on record. In January 2017 the City announced an additional \$400 million investment in Vision Zero, for a total of \$1.6 billion over the next five years.

The Vision Zero Task Force, created to execute the initial 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, the Metropolitan Transportation Authority (MTA), and the Business Integrity Commission (BIC) 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 violations such as speeding and failure-to-yield to pedestrians, extensive public outreach, and the legislative agenda to deter dangerous driving behaviors are a direct result of this close coordination.

In Fiscal 2017 overall citywide traffic fatalities fell 10.6 percent, from 236 to 211. Fatalities among bicyclists, motor vehicle operators, motorcyclists and motor vehicle passengers decreased while pedestrian fatalities remained at the same level.

Fatality Type	FY 2014	FY 2015	FY 2016	FY 2017	FY16-FY17 % Change
Total Fatalities	285	249	236	211	-10.6%
Pedestrians	158	143	132	132	0.0%
Bicyclists	14	16	20	16	-20.0%
Motorcyclists	42	28	25	20	-20.0%
Motor Vehicle Operators	51	29	34	21	-38.2%
Passengers	20	33	25	22	-12.0%

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 79 street improvement projects at high crash locations, constructed 365 speed humps, activated 939 leading pedestrian signals, installed pedestrian signals at 116 intersections, installed 83 bike lane miles and implemented safety signal retiming on 61 priority corridors.

In the past year, DOT made significant progress on all four Great Streets projects:

- **Queens Boulevard:** In May 2017 the local community board voted to support DOT's plan for a third phase of the Boulevard's operational redesign, which covers the 1.3 mile portion of the street between Eliot Avenue and Yellowstone Boulevard. The planned work is scheduled for completion by the end of Summer 2017 and will add safety improvements, including new protected bike lanes, more crosswalks and expanded medians. In the first two phases, DOT transformed 2.5 miles of Queens Boulevard through Woodside and Elmhurst. Further, the City continued the design process for the capital project, currently funded from Roosevelt Avenue to Yellowstone Boulevard.
- **Grand Concourse:** DOT implemented an operational safety redesign from 138th to 158th streets. This redesign reduced the number of moving lanes from three to two in each direction, expanded pedestrian refuge islands at key intersections and created standard width moving lanes and parking lanes. The City will start construction of the capital project Phase III this year (East 171st to East 175th streets). Design is currently underway for Phase IV (East 175th Street to East Fordham Road), scoping is underway for Phase V (East Fordham Road to East 198th Street) and construction is underway on Phase II (East 166th to East 171st streets).
- **Atlantic Avenue:** The City will start construction of the capital project Phase I in Fall 2017 (Georgia Avenue to Logan Street), while preliminary design is advanced for Phase II (Logan Street to Rockaway Boulevard).
- **4th Avenue:** DOT announced the addition of protected bike lanes along the corridor, combined with safety improvements. The City extended the limits for the capital project Phase I, from 8th to 65th streets, and continues work on the design process.

In Fiscal 2017 two challenging priority intersections in Manhattan were reconfigured to improve safety at very popular pedestrian destinations. At the base of the Manhattan Bridge at Bowery and Canal Street in Chinatown, crosswalks were shortened and added, new pedestrian spaces were carved out of underutilized roadway space, and vehicle movements were clarified. At the intersection of Broadway, Columbus Avenue, and 65th Street, a protected bike lane was added along with new crosswalks, shortened crossings, signal timing adjustments and audible pedestrian signals.

In an effort to reduce incidents of failure-to-yield at high crash-prone locations, DOT developed and, in August 2016, published the [Left Turn Pedestrian and Bicycle Crash Study](#). The study's findings resulted in recommendations for additional engineering, planning, and education efforts to prevent and mitigate left turn failure-to-yield to pedestrian and bicyclist injuries, including the installation of 100 left turn intersection treatments during the fiscal year, for a total of 107 treatments installed since the program began.

ENFORCEMENT

Data-driven law enforcement that deters dangerous driving behavior helps to reduce traffic fatalities and serious injuries. Consequently, 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, NYPD's Chief of Transportation meets with NYPD executives to outline, review and manage NYPD's traffic program. In Fiscal 2017 NYPD issued 148,812 speeding summonses and 49,289 failure-to-yield to pedestrian summonses, increases of seven percent and 21 percent, respectively, from the same period in Fiscal 2016. NYPD also issued 2,343 violations to drivers who struck a pedestrian or cyclist who had the legal right of way, and made 36 arrests for these violations. Furthermore, NYPD purchased 24 additional LIDAR speed detection guns—bringing

the total number of LIDAR guns in service to 505—to help enforce against speeding violations. During the reporting period, 850 officers were LIDAR-trained, increasing the total number of trained officers to 2,638.

In addition, TLC’s enforcement officers, including a dedicated safety enforcement squad equipped with LIDAR detection, focused on these same high-priority violations among TLC-licensed vehicles. In Fiscal 2017 TLC officers issued 83 percent more summonses for failure-to-yield the right of way to a pedestrian and 28 percent more summonses for speeding than in Fiscal 2016.

TLC also focuses on ensuring commuter van safety for both passengers and other street users. Throughout Fiscal 2017 TLC worked with the NYPD to combat unlicensed and unsafe van operation throughout the City through 222 joint enforcement operations which resulted in 1,337 TLC summonses issued.

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 spends 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 2017 Street Teams connected with over 320,000 New Yorkers, and the NYPD issued over 52,000 moving and parking summonses and made 159 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. DOHMH highlighted the related risks of excessive alcohol consumption and traffic injury by co-branding and expanding the Spring 2017 release of the “Just One More Drink Can Hurt” campaign with Vision Zero.

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 almost 8,000 City drivers trained in defensive driving in Fiscal 2017, bringing the total number of employees who have completed the day-long safety training to more than 33,000 since the beginning of Vision Zero. In Fiscal 2018 DCAS will add a second day of training that will focus on safe driving initiatives, including the ban on hands-free phone use by drivers, and lessons learned from its crash and speed tracking data and driver survey efforts. In addition, the MTA’s bus division trained over 6,500 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 Vision Zero in 2014, TLC staff have visited 491 taxi fleets and car service bases; 162 of these meetings occurred in Fiscal 2017. Over 45,000 TLC licensees have taken the pre-licensure driver training course in Fiscal 2017. This training requirement includes the Vision Zero curriculum, which provides information on new road designs, high risk behaviors and the important role professional drivers play in promoting a culture of safe driving.

TLC honored 378 of its safest licensed drivers at the Third Annual Safety Honor Roll ceremony in September 2016; 45 drivers are repeat honorees. On average, Safety Honor Roll drivers have held their TLC license for 13 years. The ceremony recognizes these drivers’ accomplishments and served to remind all 165,000 TLC-licensed drivers of the high value the City places on safety.

FLEETS

In partnership with the U. S. Department of Transportation’s Volpe Center, in May 2017 DCAS announced completion of the [City’s Safe Fleet Transition Plan \(SFTP\)](#). The plan formalizes a set of best-practice vehicle safety technologies for all City vehicles, in direct support of Vision Zero, and is the first comprehensive effort to standardize citywide vehicle safety requirements. The SFTP requires that certain safety outfitting such as backup cameras, automatic braking for light duty units and side and rear guards be placed in all vehicles. In Fiscal 2017 the first 450 units with automatic braking technology were added to the City’s fleet. The SFTP also establishes a process to regularly review new safety innovations, coordinate the efforts of the major fleet agencies, and provide for exemptions where operationally required. It can be a model for public and commercial fleets nationwide.

In Calendar 2014 non-emergency City fleet vehicles were involved in eight fatalities, with six of these occurring in standard traffic or operating situations. Since that time and through June 30, 2017, the non-emergency fleet has been involved in two fatalities; neither involved standard traffic or operating situations where the City employee could have avoided the incident.

In November 2016 DCAS hosted its third 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 fourth forum in November 2017. Among the topics highlighted at the forum was the continued development of the City's truck side-guard program, including adoption by some private fleets. DCAS has now installed 900 truck side-guards with new units put in place each week. This is the largest program of its type in North America. In addition, DCAS and the Department of Education announced a partnership between Students Against Destructive Decisions (SADD) and the automotive high schools to advance safety training and education for youth.

TLC approved rules in February 2017 to decrease the risk of fatigued driving across the for-hire transportation industry. TLC developed the rules based on a review of scientific research on fatigued driving, best practices in other transportation and safety-sensitive industries, and analysis of trip record data of TLC's own driver-licensees. The rules seek to reduce serious safety risks of both acute and chronic fatigue on driving by instituting daily and weekly hours of service limits. Since their passage, TLC has been conducting extensive outreach and education on the new rules and the risks of fatigued driving to drivers, business owners and industry organizations to ensure compliance.

In addition to enforcement against unsafe and unlicensed van operators, TLC worked with licensed commuter van owners to provide NYC-branded vehicle markings. These decals were supplied and installed by TLC and allow passengers to better identify licensed commuter vans. TLC staff met with stakeholders to discuss progress and to encourage driver participation. During Fiscal 2017, 12 commuter van companies participated in this program, leading to 86 branded commuter vans, or one-quarter of all licensed vans.

In April 2017 TLC completed its Vehicle Safety Technology Pilot. The program encouraged companies that provide innovative technologies—such as electronic data recorders, driver alert/collision avoidance systems and street- and driver-facing cameras—to test the potential of these technologies to promote safe driving behavior in TLC-licensed vehicles. The pilot grew to include 3,885 TLC-licensed vehicles testing nine different technology systems. In September 2016 TLC released the [second report](#) on the pilot, which showed that crashes per vehicle have declined slightly for all vehicles participating in the pilot. TLC plans to release a final report on the pilot findings in early Fall 2017.

DATA-DRIVEN SOLUTIONS

Vision Zero agencies continue working to improve what they know about the circumstances of roadway crashes and learning from the data they collect to inform decision making. In Fiscal 2017 DOHMH completed the first and second phases of an ongoing project to match police-based crash reports with hospital records through a probabilistic data matching process. DOHMH staff published an article on the match process in a peer-reviewed academic journal in February 2017. Using the matched dataset, DOHMH shared with Vision Zero sister agencies the initial analyses to answer questions about the patterns of injury outcomes associated with crashes in New York City.

In October 2016 Vision Zero's Data Working Group, with the Department of Design and Construction's Town+Gown initiative, convened external researchers to promote collaborations and encourage studies that address priority items on the Vision Zero research. 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.

In March 2017 DOHMH released Epi Data Briefs on [Driving and Self-reported Dangerous Driving Behaviors](#), [Motor Vehicle Occupant Fatalities](#) and [Pedestrian Fatalities](#) in New York City. The Epi Data Brief on driving described data collected for the first time on adults who reported speeding and texting or emailing while driving. Data show that speeding is common among adult drivers. The pedestrian and motor vehicle occupant fatality briefs described data from 2012 through 2014 and revealed differences in traffic fatality rates across neighborhoods, as well as across age, race and ethnic groups. Vision Zero efforts continue to focus on addressing the disparities outlined in the Epi Data Briefs.

SELECTED PERFORMANCE INDICATORS	Actual				Target			End date
	FY14	FY15	FY16	FY17	FY16	FY17	Cumulative	
LIDAR guns (advanced speed detection equipment)	177	214	90	24	*	*	625	6/30/2018
Vision Zero-related moving summonses issued	*	577,353	629,153	686,447	*	*	*	Ongoing
- NYPD	*	570,715	620,216	675,949	*	*	*	Ongoing
- TLC	*	6,638	8,937	10,498	*	*	*	Ongoing
Speed boards deployed	56	100	60	58	56	56	*	12/31/2017
Speed humps installed	274	382	395	365	250	250	*	Ongoing
Senior centers partnering with DOT to increase feedback on street safety improvements	92	100	120	125	100	100	*	12/31/2017
Bike lane miles installed	66	51	54	83	50	50	*	Ongoing
Leading pedestrian intervals installed (signal timing that allows pedestrians to start crossing before traffic is released)	14	208	648	939	450	300	*	12/31/2017
Intersections with accessible pedestrian signals installed	30	18	52	116	75	75		Ongoing
City employees trained in defensive driving citywide	2,357	15,266	7,929	7,876	8,000	8,000	*	Ongoing

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

NOTEWORTHY CHANGES, ADDITIONS OR DELETIONS

- The indicator 'Neighborhood slow zones created' has been removed as the Department of Transportation met the program's legislative and Vision Zero goals. Installation of speed humps, a key traffic calming tool of the program, continues to be reported.
- Funding for an additional 120 LIDAR guns was approved, increasing the cumulative target to 625.
- NYPD and TLC added metrics that report on the number of Vision Zero-related moving summonses each agency issues.
- DOT added the indicator 'Bike lane miles installed.' It also revised the name of the indicator 'Accessible pedestrian signals installed' to 'Intersections with accessible pedestrian signals installed' to clarify the unit of measure. Fiscal 2016 data for the indicator, previously reported as 47, was revised to 52.
- DCAS decreased the Fiscal 2018 target for 'City employees trained in defensive driving citywide' to 8,000 from 11,000 to reflect an even distribution, by fiscal year, of drivers expected to engage in defensive driving training during a three-year training cycle.

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 Year Three Report:
<http://www1.nyc.gov/assets/visionzero/downloads/pdf/vision-zero-year-3-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>
- Safe Fleet Transition Plan Report:
http://www.nyc.gov/html/dcas/downloads/pdf/fleet/VOLPE_Recommendations_for_Safe_Fleet_Transition_Plan_SFTP.pdf
- Second Vehicle Safety Technology Report:
http://www.nyc.gov/html/tlc/downloads/pdf/second_vehicle_safety_technology_report.pdf
- Driving and Self-reported Dangerous Driving Behaviors in New York City Epi Data Brief:
<http://www1.nyc.gov/assets/doh/downloads/pdf/epi/databrief87.pdf>
- Motor Vehicle Occupant Fatalities in New York City Epi Data Brief:
<http://www1.nyc.gov/assets/doh/downloads/pdf/epi/databrief85.pdf>
- Pedestrian Fatalities in New York City Epi Data Brief:
<http://www1.nyc.gov/assets/doh/downloads/pdf/epi/databrief86.pdf>
- Cycling in New York City, 2007 to 2014 Epi Data Brief:
<http://www1.nyc.gov/assets/doh/downloads/pdf/epi/databrief78.pdf>