Vision Zero DOT & NYPD Accomplishments

**Design**
- Left Turn Traffic Calming (new for 2016)
  - Treatments installed at 107 intersections
  - 86 installations at Priority Locations
  - Median left-turn speeds at installations decreased 24.4% (11.5 to 8.7 MPH)
- Leading Pedestrian Intervals (LPIs)
  - Over 1,200 new LPIs since the start of Vision Zero vs. 254 citywide prior to Vision Zero (LPIs began in late 1970s)
  - 776 new LPIs in 2016 vs. pre-VZ annual average of 16
  - 1,005 LPIs on Priority Corridors & 116 LPIs at Priority Intersections since the start of Vision Zero
- Corridor Safety Retiming
  - 100 (65%) Priority Corridors retimed, covering 317 miles (72% of Priority Corridor mileage)
  - 65 Priority Corridors (165 miles) retimed in 2016
  - 33 other corridors (108 miles) retimed for safety
- Speed Bumps
  - Over 1,100 new speed bumps since the start of Vision Zero
  - More than 400 new in 2016, more than double the pre-VZ annual average
  - Nearly 350 new speed bumps installed in Priority Areas since start of Vision Zero
- Total Safety Projects
  - 242 total safety engineering projects completed since the start of Vision Zero
  - In 2016, 105 projects completed, more than double the pre-VZ annual average
- Safety Projects at Priority Locations
  - 178 safety engineering projects completed at Priority Locations since start of Vision Zero
  - In 2016, 76 projects at Priority Locations, more than double the pre-VZ annual average (72% of total safety projects)
- Protected Bicycle Lane Miles
  - More than 37 miles of Protected Bike Lanes installed since start of Vision Zero
  - 18.5 miles installed in 2016, the most of any year and nearly triple the pre-VZ annual average
- Dedicated Bicycle Lane Miles
  - 115.3 miles of dedicated cycling space (conventional and protected bicycle lanes) installed since start of Vision Zero
  - In 2016, 63.6 miles of dedicated cycling space (conventional and protected bicycle lanes) installed, more than double the pre-VZ annual average
- Bus Projects
  - 23 projects implemented in 2016 that enhance bus safety & operations (16 in 2015)
  - 157 Leading Pedestrian Intervals (LPIs) installed at bus turn locations (119 since start of Vision Zero, 77 in 2016)
- Traffic Signals
  - More than 100 new traffic signals installed at Priority Locations since start of Vision Zero
  - In 2016, over 50 new traffic signals installed at Priority Locations
- 25 MPH Speed Limit Signage
  - More than 400 Miles of Priority Corridors were signed for 25 MPH since the start of Vision Zero
  - More than 2,400 25 MPH speed limit signs installed on Priority Corridors

1
Vision Zero DOT & NYPD Accomplishments

Enforcement
- Failure to Yield
  - Greater than 115,000 summonses since the start of Vision Zero
  - Greater than 40,000 summonses in 2016. Nearly 4 times the pre-VZ annual average
- Speeding (Manual)
  - Greater than 385,000 summonses since the start of Vision Zero
  - More than 135,000 in 2016. Up more than 75% from the pre-VZ annual average
- Speeding (Automated)
  - More than 2.8 million Notices of Liability issued since start of Vision Zero
  - More than 1.3 million Notices of Liability issued in 2016
  - More than 50% of Notices of Liability issued at Priority Locations in 2016
  - The consistent and predictable enforcement provided by speed cameras leads to fewer violations over time. The typical speed camera reduces speeding violations by 50% within its first year
- Bicycle Safety Enforcement (Manual) – Operation Safe Passage (new for 2016)
  - More than 7,000 Parking in Bicycle Lane summonses issued
  - More than 50,000 Vision Zero moving violations issued

Safety Education
- NYPD & DOT Street Teams visited over 350 Priority Locations since start of Vision Zero (more than 1.7 million flyers distributed)
- More than 100 Priority Locations visited in 2016 (over 500,000 flyers distributed)
- DOT Safety Education visited nearly 1,000 schools at Priority Locations since start of Vision Zero
- More than 300 schools in Priority Locations visited in 2016
- DOT Safety Education visited nearly 200 senior centers at Priority Locations since start of Vision Zero
- More than 50 senior centers in Priority Locations visited in 2016
DOT & NYPD Accomplishments Design
New for 2016

- Treatments installed at 107 intersections
- 86 installations at Priority Locations
- Median left-turn speeds at installations decreased 24.4% (11.5 to 8.7 MPH)
Leading Pedestrian Intervals
Installs Before & After Vision Zero

- Over 1,200 new LPIs since the start of Vision Zero vs 254 citywide prior to Vision Zero (LPIs began in late 1970s)
- 776 new LPIs in 2016 vs. pre-VZ annual average of 16
- 1005 LPIs on Priority Corridors & 116 LPIs at Priority Intersections since the start of Vision Zero

2016 vs pre VZ
+4,750%
Corridor Safety Retiming
Includes 24/7, overnight and off-peak 25 MPH retiming and pre-Vision Zero signal calming

- 100 (65%) Priority Corridors retimed, covering 317 miles (72% of Priority Corridor mileage)
- 65 Priority Corridors (165 miles) retimed in 2016
- 33 other corridors (108 miles) retimed for safety

<table>
<thead>
<tr>
<th>Borough</th>
<th>Priority Corridors</th>
<th># Retimed</th>
<th>% Retimed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronx</td>
<td>25 corridors (65 miles)</td>
<td>19 corridors (54 miles)</td>
<td>76% of corridors (83% of miles)</td>
</tr>
<tr>
<td>Brooklyn</td>
<td>49 corridors (142 miles)</td>
<td>33 corridors (101 miles)</td>
<td>67% of corridors (71% of miles)</td>
</tr>
<tr>
<td>Manhattan</td>
<td>17 corridors (56 miles)</td>
<td>12 corridors (46 miles)</td>
<td>71% of corridors (81% of miles)</td>
</tr>
<tr>
<td>Queens</td>
<td>47 corridors (127 miles)</td>
<td>27 corridors (85 miles)</td>
<td>57% of corridors (67% of miles)</td>
</tr>
<tr>
<td>Staten Island</td>
<td>16 corridors (53 miles)</td>
<td>9 corridors (31 miles)</td>
<td>56% of corridors (58% of miles)</td>
</tr>
<tr>
<td>TOTAL</td>
<td>154 corridors (443 miles)</td>
<td>100 corridors (317 miles)</td>
<td>65% of corridors (72% of miles)</td>
</tr>
</tbody>
</table>

Retiming data 2009-2016
Speed Bumps Installs Before & After Vision Zero

- Over 1,100 new speed bumps since the start of Vision Zero
- More than 400 new in 2016, more than double the pre-VZ annual average
- Nearly 350 new speed bumps installed in Priority Areas since start of Vision Zero

5 year average pre-VZ: 187

2016 vs pre VZ +117%
Total Safety Projects Before & After Vision Zero

- 242 total safety engineering projects completed since the start of Vision Zero
- In 2016, 105 projects completed, more than double the pre-VZ annual average

2016 vs pre VZ
+119%

5 year average pre-VZ: 48

Total Safety Projects Before & After Vision Zero

- 178 safety engineering projects completed at Priority Locations since start of Vision Zero
- In 2016, 76 projects at Priority Locations, more than double the pre-VZ annual average (72% of total safety projects)

5 year average pre-VZ at Priority Locations: 29

2016 vs pre VZ at Priority Locations +162%

Safety Projects at non-Priority Locations
Safety Projects at Priority Locations
Protected Bike Lane Miles Before & After Vision Zero

- More than 37 miles of Protected Bike Lanes installed since start of Vision Zero
- 18.5 miles installed in 2016, the most of any year and nearly triple the pre-VZ annual average

2016 vs pre VZ
+185%

5 year average pre-VZ: 6.5

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles</td>
<td>9.1</td>
<td>8.0</td>
<td>4.2</td>
<td>4.5</td>
<td>6.7</td>
<td>5.4</td>
<td>13.3</td>
<td>18.5</td>
</tr>
</tbody>
</table>

18.5

VISION
ZERO
Dedicated Cycling Space Before & After Vision Zero

- 115.3 miles of dedicated cycling space (conventional and protected bicycle lanes) installed since start of Vision Zero
- In 2016, 63.6 miles of dedicated cycling space (conventional and protected bicycle lanes) installed, more than double the pre-VZ annual average

5 year average pre-VZ: 26.1 miles

2016 vs pre VZ +144%

- 2009: 32.7 miles
- 2010: 19.2 miles
- 2011: 4.2 miles
- 2012: 17.9 miles
- 2013: 25.0 miles
- 2014: 5.4 miles
- 2015: 24.1 miles
- 2016: 45.1 miles

Red: Protected Bicycle Lanes (miles)
Gray: Conventional Bicycle Lanes (miles)
Bus Safety & Operations

- 23 projects implemented in 2016 that enhance bus safety & operations (16 in 2015)
- 157 Leading Pedestrian Intervals (LPs) installed at bus turn locations (119 since start of Vision Zero, 77 in 2016)

Completed 2016 Projects
1. 20th Av, Queens
2. 23rd St SBS, Manhattan
3. Adams St & Fulton St, Brooklyn
4. Bay St & Victory Blvd, Staten Island
5. Broadway & 225th, 228th St, Bronx
6. Flatbush Av & 5th Av, Brooklyn
7. Forest Av, Staten Island
8. Grand Concourse, 138th St to 158th St, Bronx
9. Guider Ave & Coney Island Ave, Brooklyn
10. Hillside Av & Metropolitan Av, Queens
11. Jamaica Av, Alabama Av to Jackie Robinson Pkwy, Brooklyn
12. Lincoln Center Bow Tie (cont’d from 2015), Manhattan
13. Madison Av & 96th St, Manhattan
14. Meeker Av, Brooklyn
15. Myrtle Av & Wyckoff Ave, Brooklyn/Queens
16. Northern Blvd & 48th / 49th St, Queens
17. Queens Blvd, 74th St to Eliot Av
18. Richmond Terrace, Staten Island
19. Sheepshead Bay Rd, Brooklyn
20. Tremont Av, Cedar Ave to Southern Blvd, Bronx
21. Utica Av SBS, Brooklyn
22. White Plains Rd & 225th St, Bronx
23. Woodhaven Blvd / Cross Bay Blvd SBS, Queens
Traffic Signals at Priority Locations Since Vision Zero

- More than 100 new traffic signals installed at Priority Locations since start of Vision Zero
- In 2016, over 50 new traffic signals installed at Priority Locations
25 MPH Speed Limit Signage

Since Vision Zero

- More than 400 Miles of Priority Corridors were signed for 25 MPH since the start of Vision Zero
- More than 2,400 25 MPH speed limit signs installed on Priority Corridors
Vision Zero

DOT & NYPD Accomplishments Enforcement
Failure to Yield  

Summons Before & After Vision Zero

- Greater than 115,000 summonses since the start of Vision Zero
- Greater than 40,000 summonses in 2016. Nearly 4 times the pre-VZ annual average

5 year average pre-VZ: 10,808

2016 vs pre VZ +292%
Speeding Manual Summons Before & After Vision Zero

- Greater than 385,000 summonses since the start of Vision Zero
- More than 135,000 in 2016. Up more than 75% from the pre-VZ annual average

2016 vs pre VZ +76%

5 year average pre-VZ: 77,828

<table>
<thead>
<tr>
<th>Year</th>
<th>Summons</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>80,015</td>
</tr>
<tr>
<td>2010</td>
<td>78,127</td>
</tr>
<tr>
<td>2011</td>
<td>76,493</td>
</tr>
<tr>
<td>2012</td>
<td>71,305</td>
</tr>
<tr>
<td>2013</td>
<td>83,202</td>
</tr>
<tr>
<td>2014</td>
<td>117,768</td>
</tr>
<tr>
<td>2015</td>
<td>134,438</td>
</tr>
<tr>
<td>2016</td>
<td>137,256</td>
</tr>
</tbody>
</table>
Speeding Automated Violations Before & After Vision Zero

- More than 2.8 million Notices of Liability issued since start of Vision Zero
- More than 1.3 million Notices of Liability issued in 2016
- More than 50% of Notices of Liability issued at Priority Locations in 2016
- The consistent and predictable enforcement provided by speed cameras leads to fewer violations over time. The typical speed camera reduces speeding violations by 50% within its first year
Operation Safe Passage  Bicycle Safety Enforcement

New for 2016

- More than 7,000 Parking in Bicycle Lane summons issued
- More than 50,000 Vision Zero moving violations issued

In an effort to provide safe passage for cyclists and reduce bicycle-involved injuries, NYPD coordinated a citywide traffic initiative focused on averting hazardous parking and moving infractions which interfere with the safe passage of cyclists.

During the summer and fall of 2016, NYPD conducted four of these citywide bicycle safety initiatives: May 16-20, June 20-24, July 25-31 and September 12-16.

These initiatives resulted in a total of 530,025 hazardous parking summonses and 54,486 hazardous moving summonses being issued during these specific dates.

<table>
<thead>
<tr>
<th>Date</th>
<th>Boro</th>
<th>Double Park</th>
<th>Parking Bike Lane</th>
<th>No Standing</th>
<th>Other A*</th>
<th>Total A</th>
<th>Speeding</th>
<th>Red Light</th>
<th>Distobey Traffic Control Device</th>
<th>FTY to Ped/Bike</th>
<th>Cellphone</th>
<th>Texting</th>
<th>Improper Turn</th>
<th>Other B</th>
<th>Total B</th>
</tr>
</thead>
<tbody>
<tr>
<td>05/16 to 05/20</td>
<td>CW Total</td>
<td>8,815</td>
<td>1,730</td>
<td>14,741</td>
<td>123,940</td>
<td>149,226</td>
<td>916</td>
<td>879</td>
<td>2,871</td>
<td>605</td>
<td>1,499</td>
<td>803</td>
<td>1,454</td>
<td>5,237</td>
<td>14,264</td>
</tr>
<tr>
<td>06/20 to 06/24</td>
<td>CW Total</td>
<td>8,704</td>
<td>1,757</td>
<td>14,133</td>
<td>117,862</td>
<td>142,456</td>
<td>689</td>
<td>1,086</td>
<td>2,747</td>
<td>810</td>
<td>1,319</td>
<td>657</td>
<td>1,329</td>
<td>4,898</td>
<td>13,535</td>
</tr>
<tr>
<td>07/25 to 07/31</td>
<td>CW Total</td>
<td>8,346</td>
<td>1,827</td>
<td>11,106</td>
<td>81,267</td>
<td>102,546</td>
<td>761</td>
<td>913</td>
<td>2,666</td>
<td>435</td>
<td>1,137</td>
<td>559</td>
<td>1,394</td>
<td>5,123</td>
<td>12,988</td>
</tr>
<tr>
<td>09/12 to 09/16</td>
<td>CW Total</td>
<td>12,692</td>
<td>2,044</td>
<td>1,029</td>
<td>120,032</td>
<td>135,797</td>
<td>779</td>
<td>969</td>
<td>2,606</td>
<td>759</td>
<td>1,374</td>
<td>719</td>
<td>1,622</td>
<td>4,871</td>
<td>13,699</td>
</tr>
<tr>
<td>Total</td>
<td>Total</td>
<td>38,557</td>
<td>7,358</td>
<td>41,009</td>
<td>443,101</td>
<td>530,025</td>
<td>3,145</td>
<td>3,847</td>
<td>10,890</td>
<td>2,609</td>
<td>5,329</td>
<td>2,738</td>
<td>5,799</td>
<td>20,129</td>
<td>54,486</td>
</tr>
</tbody>
</table>

*Other A* refers to other parking violations such as busstop, firehydrant, parking meter, handicap, etc.
Safety Education
Since Vision Zero

- NYPD & DOT Street Teams visited over 350 Priority Locations since start of Vision Zero (more than 1.7 million flyers distributed)
- More than 100 Priority Locations visited in 2016 (over 500,000 flyers distributed)
- DOT Safety Education visited nearly 1,000 schools at Priority Locations since start of Vision Zero
- More than 300 schools in Priority Locations visited in 2016
- DOT Safety Education visited nearly 200 senior centers at Priority Locations since start of Vision Zero
- More than 50 senior centers in Priority Locations visited in 2016
DOT & NYPD
Accomplishments
Traffic Fatalities
All Traffic Fatalities Before & After Vision Zero

5 year average pre-VZ: 271

2016 vs pre VZ -16%

Data as of 1/20/17
All Traffic Fatalities Before & After Vision Zero

- Fatalities at Priority Locations have fallen 29%, from 141 to 100. Not at Priority Locations, fatalities were flat in 2016 versus the pre-Vision Zero average (130 vs. 130)

2016 vs pre VZ At Priority Locations: -29%

5 year average pre-VZ at Priority Locations: 141

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities at non-Priority Locations</th>
<th>Fatalities at Priority Locations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>260</td>
<td>124</td>
</tr>
<tr>
<td>2010</td>
<td>271</td>
<td>132</td>
</tr>
<tr>
<td>2011</td>
<td>249</td>
<td>119</td>
</tr>
<tr>
<td>2012</td>
<td>278</td>
<td>130</td>
</tr>
<tr>
<td>2013</td>
<td>299</td>
<td>146</td>
</tr>
<tr>
<td>2014</td>
<td>258</td>
<td>134</td>
</tr>
<tr>
<td>2015</td>
<td>234</td>
<td>115</td>
</tr>
<tr>
<td>2016</td>
<td>230</td>
<td>130</td>
</tr>
</tbody>
</table>

Data as of 1/20/17
Pedestrian Fatalities Before & After Vision Zero

5 year average pre-VZ: 157

2016 vs pre VZ -9%

Data as of 1/20/17
Pedestrian Fatalities Before & After Vision Zero

- Pedestrian fatalities at Priority Locations have fallen 27%, from 99 to 72. Not at Priority Locations, pedestrian fatalities were up 26% in 2016 versus the pre-Vision Zero average (58 vs. 73)

5 year average pre-VZ at Priority Locations: 99

2016 vs pre VZ at Priority Locations: -27%

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities at non-Priority Locations</th>
<th>Fatalities at Priority Locations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>158</td>
<td>101</td>
</tr>
<tr>
<td>2010</td>
<td>152</td>
<td>94</td>
</tr>
<tr>
<td>2011</td>
<td>142</td>
<td>86</td>
</tr>
<tr>
<td>2012</td>
<td>151</td>
<td>101</td>
</tr>
<tr>
<td>2013</td>
<td>184</td>
<td>114</td>
</tr>
<tr>
<td>2014</td>
<td>140</td>
<td>85</td>
</tr>
<tr>
<td>2015</td>
<td>139</td>
<td>92</td>
</tr>
<tr>
<td>2016</td>
<td>145</td>
<td>72</td>
</tr>
</tbody>
</table>

Data as of 1/20/17
Amsterdam Ave
Manhattan
Parking Protected Bicycle Lane

Before

After
138th St & 31st Rd
Queens
Pedestrian Safety Improvements

Before

After