



Vision Zero Action Plan





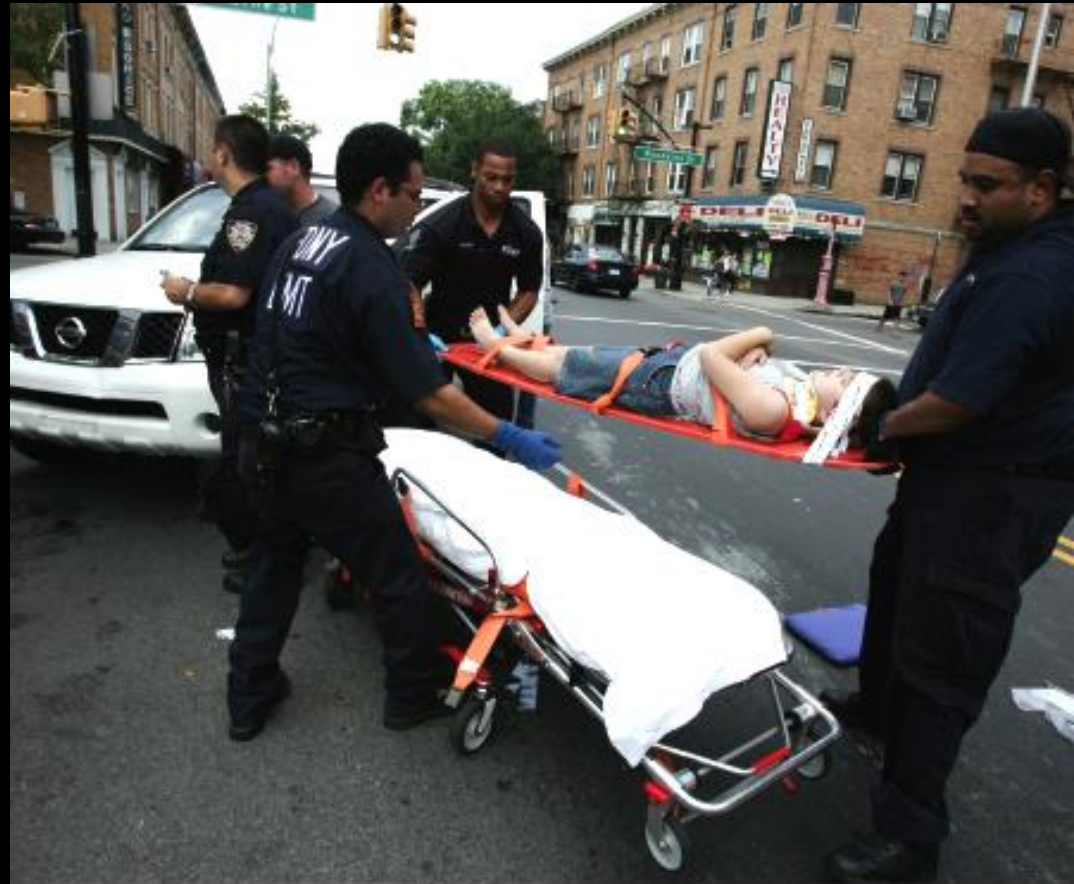
Choosing safe streets

- Vision Zero: traffic deaths are not accidents
- Raising public expectations about safe behavior on City streets
- Clear choices to make streets safer:
 - Public dialogue & education
 - Law enforcement
 - Street design
 - Legislation



New York needs Vision Zero

- 4,000 New Yorkers severely injured each year, over 250 killed
- Driver choices are a factor in 70% of pedestrian fatalities



Vision Zero needs all of us

- Public input through workshops, town halls, events, nyc.gov/visionzero
- The City and the public will create Borough Safety Action Plans
- Partnerships with advocates, industry groups, commercial fleet operators



A new dialogue about safety

- Direct work in 500 schools and in after-school programs
- Focused outreach at senior centers
- Hands-on demonstrations



A new dialogue about safety

NYPD/DOT
outreach street teams
in high-crash areas



In a city of 8 million people,
accidents happen, right?

WRONG.

Crashes are preventable.
Together, we can save lives.

**VISION
ZERO**
nyc.gov/visionzero

A new dialogue about safety



**WHERE TO?
THE SIX TRAIN OR SIX FEET UNDER?**

The choice is simple.
Choose not to drink and drive.



After you drink, think.

Professional driver training

- Increased education for TLC drivers
- Follow-up training for drivers who have been in crashes
- Partnerships with commercial fleet operators



Enhanced enforcement

- Enhance enforcement against high-risk choices:
 - Speeding
 - Failure to yield
 - Improper turns
 - Texting/phoning while driving
 - Signal violations



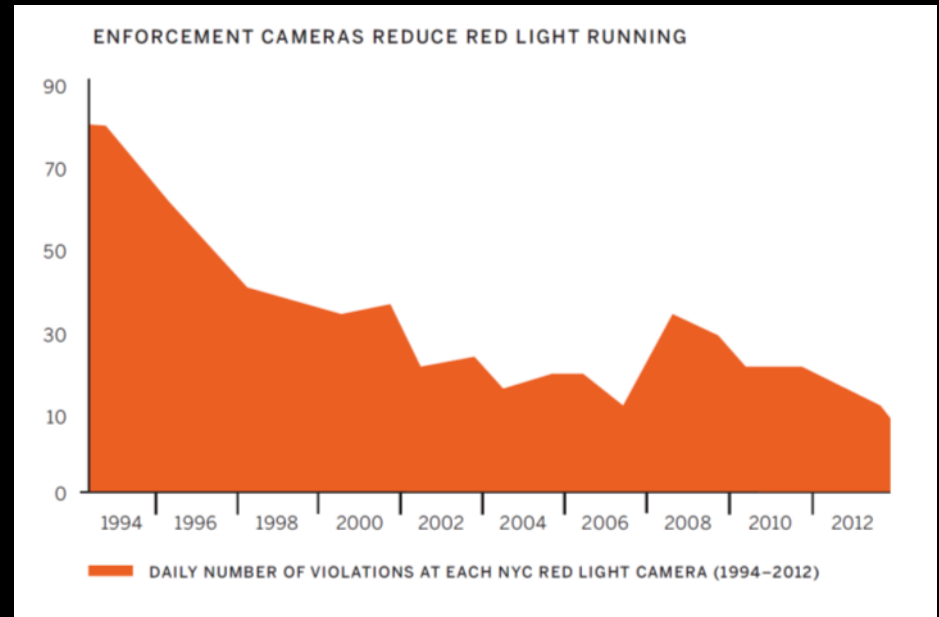
Enhanced enforcement

- Increase NYPD crash investigation purview and training
- Increase TLC enforcement resources including new safety squad equipped with speed guns



Enhanced enforcement

- Red light cameras have reduced pedestrian injuries by 31%
- In Washington DC, speed cameras have reduced crashes and injuries 20%



Stronger laws

- City control over speed limit and red-light/speed cameras
- 25mph City-wide speed limit



Stronger laws

- Increase penalties for dangerous driving
- Encourage safe driving by professional drivers
- Improve vehicle safety



Life-saving street design

- DOT street redesigns have reduced crashes from 20%-88%
- DOT will implement 50 safety intersection or corridor engineering projects in 2014



The science of safe streets



- New crosswalks where people want to cross
- Shorter crossing distances
pedestrian islands
- Clearer lane markings
- Additional signalization for turns

The science of safe streets



- Designated space for buses, cyclists, drivers and pedestrians
- Lane reduction to accommodate all street users while maintaining capacity
- Shorter crossing distances

The science of safe streets



- Shorter crossing distances via pedestrian islands
- Clearly designated space for all road users
- A simpler, less complex intersection
- Better crosswalk markings

Safe Streets: augmenting design

- 25 arterial slow zones
- 8 neighborhood slow zones
- 250 speed bumps
- Enhanced lighting at 1,000 intersections



VISION ZERO

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