

Collaborating to Deliver Results



PARTNER AGENCIES & 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 with careful policy intervention. Since then, the City has dedicated significant resources to reducing the number of traffic fatalities. New York City has served as a model for American peer cities implementing street safety programs, emphasizing a focus on data and inter-agency collaboration. Building on the successes of the past nine years and following the data to identify and target areas for improvement, City agencies view traffic safety as an essential element of public safety and work to ensure equity in their engineering, enforcement, and education efforts. The City’s investment in Vision Zero, funded with a total of \$4.5 billion through Fiscal 2028, has ensured resources will be available to continue an accelerated pace of redesign and reconstruction of City streets as well as for enforcement and education initiatives to deter and penalize unsafe driving and promote safe walking and biking.

-  DCAS
-  DOHMH
-  DOT
-  NYPD
-  TLC

| Mayor’s Office

Vision Zero serves as a model for a collaborative interagency approach, with City agencies cooperating to share best practices and implement proven strategies, as well as test new ones. The Vision Zero Task Force convenes regularly and includes 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 Office of Management and Budget (OMB), the District Attorneys’ offices, the Metropolitan Transportation Authority (MTA), the Business Integrity Commission (BIC), and the Sheriff’s Office. The Task Force also convenes regular working groups on data, marketing, bicycling and micromobility, and fleets.

This cross-agency collaboration has contributed to the successful implementation of key Vision Zero initiatives, including the 25 miles per hour 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. In Fiscal 2023, the City extended the hours of operation for its school zone speed camera program to 24 hours a day, seven days a week. In addition, DOT is developing a permanent Open Streets program following legislation passed in May 2021, which includes formally redesigning successful Open Street corridors as pedestrian and bike priority thoroughfares.

In Fiscal 2023, overall citywide traffic fatalities fell 1.1 percent, from 263 to 260. The largest declines were for motor vehicle operators (a 28 percent decrease from 43 to 31) and motorcyclists (an 8.9 percent decrease from 45 to 41). E-bikes (without pedals) and standing e-scooters have been included in a new “other motorized” category since January 2021. There were 20 such fatalities in Fiscal 2023, a slight increase from 17 in Fiscal 2022.

PERFORMANCE INDICATORS	AGENCY	ACTUAL					TARGET		TREND	
		FY19	FY20	FY21	FY22	FY23	FY23	FY24	5-YEAR	DESIRED DIRECTION
★ Total Fatalities		218	211	275	263	260	↓	↓	Up	Down
Fatalities - Pedestrians		120	107	123	113	114	*	*	Neutral	Down
Fatalities - Bicyclists		17	22	25	18	29	*	*	Up	Down
Fatalities - Motorcyclists		34	31	52	45	41	*	*	Up	Down
Fatalities - Motor Vehicle Operators		30	34	38	43	31	*	*	Up	Down
Fatalities - Passengers		17	17	32	27	25	*	*	Up	Down
Fatalities - Other Motorized		NA	NA	5	17	20	*	*	NA	Down

STREET DESIGN

DOT works to make streets safer by implementing designs that simplify complex intersections, discouraging speeding, slowing down turns, providing bicycle lanes, making pedestrians and cyclists more visible, and shortening pedestrian crossing distances at Vision Zero priority locations. DOT completed 111 street improvement projects at high crash locations, constructed 231 speed reducers, activated 320 leading pedestrian intervals, installed accessible pedestrian signals at 605 intersections, installed 47.7 bike lane miles, including 25.9 miles of protected bike lanes, and installed a record 58.6 million linear feet of pavement safety markings.

DOT advanced work on all Vision Zero Great Streets projects. These projects are designed to transform once dangerous thoroughfares into more welcoming boulevards with calmer traffic that no longer divide surrounding neighborhoods. Ongoing Great Streets projects include the following:

- Queens Boulevard: In September of 2022, Phase B of the project received preliminary approval from the Public Design Commission. Design work on Phases A (Roosevelt Avenue to 73rd St) and B (73rd St to Eliot Avenue) of the capital project is ongoing.
- Grand Concourse: Construction was substantially completed on Phase 4 (East 175th Street to East Fordham Road) and design continues on Phase 5 (East Fordham Road to East 198th Street). The Lower Grand Concourse (East 138th Street to East 161st Street) is in the scoping process.
- Atlantic Avenue: Construction of Phase 1 (Georgia Avenue to Logan Street) is complete. There is a portion of work that was transferred to another capital contract, which is in construction and is anticipated to be completed in Fall 2024. Construction of Phase 2 is ongoing.
- 4th Avenue: The Median Improvement capital project (between 8th and 64th Streets), led by DOT and the New York Department of Design and Construction (DDC), is underway. Further capital work (between Atlantic Avenue and 64th Street) is currently in the preliminary design phase.
- Northern Boulevard: DOT's construction of the Bus Only Lane on Northern Boulevard from Broadway to 114th Street is complete and operational. DOT is monitoring project effectiveness while it continues scoping for the capital project.

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 use of hand-held devices while driving.

Each week the NYPD convenes the Traffic Safety Forum where borough police commanders come to the table to discuss current traffic safety trends. NYPD includes its Vision Zero partners at this holistic meeting so enforcement, education, and engineering can be collaboratively discussed. During Fiscal 2023, NYPD issued 404,188 Vision Zero summonses, including 112,063 speeding summonses and 38,130 failure to yield to pedestrian summonses, increases of 0.2 percent and 11.6 percent, respectively, from Fiscal 2022. NYPD also issued 2,748 violations of NYC Administrative Code 19-190—the “right of way law”—to drivers who struck a pedestrian or cyclist who had the legal right of way, an increase from the previous reporting period. NYPD officers made 21 arrests for these violations. NYPD has a total of 2,082 officers trained in Light Detection and Ranging (LIDAR) devices that measure speed and 661 LIDAR guns in service.

In Fiscal 2023, TLC issued 14,713 Vision Zero summonses, including 1,875 speeding summonses, 925 summonses for distracted driving while using an electronic device, and 9,527 summonses for failure to stop at stop signs, increases from the previous reporting period. TLC also enforces against bike lane obstruction by its driver licensees through both in-the-field enforcement and consumer complaints. Working with the public, TLC issues summonses in response to these complaints and fines drivers for this unsafe behavior, encouraging drivers to keep bike lanes clear and help ensure cyclists are safe.

OUTREACH AND ENGAGEMENT

The Vision Zero Street Teams use education and enforcement to discourage unsafe behavior on City 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 one week distributing fliers to pedestrians and drivers with safety tips about the most common causes of crashes in those corridors, followed by NYPD enforcement in the same area. In Fiscal 2023, Street Teams continued to concentrate efforts on nine high-priority corridors.

The Vision Zero efforts also includes the delivery of 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 reinforced the safety message by providing defensive driving training to 7,054 City drivers during Fiscal 2023. This is a 13 percent increase from Fiscal 2022, bringing the total number of employees who have completed the day-long safety training to more than 87,000 since the beginning of Vision Zero. Almost 95 percent of all non-emergency service drivers of City vehicles have gone through defensive driving training at least once. Prior to March 2020, DCAS ran these classes in person, but transitioned to an online program due to the COVID-19 pandemic. Over 21,000 City drivers have taken the online classes, and these remain an option, but in-class training resumed in Fiscal 2023. For NYPD and FDNY, all uniformed staff are provided driver training as part of orientation.

In October 2022 DCAS hosted the seventh Annual Fleet Safety Forum. The event had over 350 attendees from federal, state, and local government, road safety advocates, municipal staff, and other public and private fleet operators. Speakers at this event included representatives from the NYC Department of Sanitation’s Director of Safety and Training, NYC DOT, the National Transportation Safety Board, the U.S. Department of Transportation National Highway Traffic Safety Administration, the New York State Department of Transportation, and the New York State Department of Motor Vehicles. Programming included discussions about the Decide to Ride program to reduce drunk driving, panels focused on automated enforcement for Vision Zero, the future of micromobility and road safety, and keynote speakers from Hang Up and Drive speaking about their advocacy to eliminate distracted driving.

In May 2023, DCAS hosted the 34th Annual NYC Equipment and Vehicle Show. This outdoor event brought over 200 exhibitors and 700 guests to Flushing Meadows Corona Park to view the latest in sustainability and safety innovations. Safety exhibitors included participants from the United States, Quebec, and London. DCAS will host its next equipment and vehicle show in May 2024.

DCAS also participated in panels at several safety forums and events during the reporting period, including with Transportation Alternatives, Together for Safer Roads, the Vision Zero Network, the United States Department of Transportation Volpe Center (Volpe), the Federal Motor Carrier Safety Administration and the National Association of City Transportation Officials. DCAS continued its work with partner cities across the globe, including co-hosting an international fleet forum on safety and sustainability in London that took place in April 2023. This was the sixth time that DCAS co-hosted this event which provides an opportunity to exchange best practices on vehicle safety technology, driver training, and sustainability.

Partnering with DOT, TLC released its “New York Twist” public service video, using rock-n-roll legend Chubby Checker’s song “Let’s Twist Again” to teach passengers to avoid “dooring” bicyclists by using their interior hand to open the door while twisting their body to observe approaching bicyclists. TLC also performed outreach to its driver licensees on numerous critical Vision Zero topics, including by encouraging drivers and passengers to wear their seat belts and partnering with Vision Zero sister agencies to promote the “Dusk and Darkness” campaign to its licensees and the public.

Seven TLC-Authorized Education Providers offer required, in-person training to all new and renewal applications for TLC driver licenses. The pre-licensure TLC 24-Hour Driver Education Course prepares applicants for a professional driving career, as well as the TLC Driver License Exam, which applicants are required to pass at a TLC-authorized test center. Beginning in 2022, all TLC-licensed drivers must also complete a continuing education course as a condition of their license renewal every three years. These trainings for new and renewal applicants include a specialized Vision Zero curriculum developed for for-hire drivers that covers the goals of Vision Zero, including preventing the causes of fatal crashes, safe driving practices, prevention of reckless driving and driver fatigue, updated road designs, sharing the road with cyclists, and the crucial role that professional drivers play in promoting a culture of safe driving. At these training facilities, new and renewal applicants are provided with professional and practical hands-on training to support their work as professional drivers and enhance public safety. These education initiatives underscore TLC’s commitment to the continued safety of its licensed professional drivers.

The “Dusk and Darkness” campaign returned for a seventh year in Fiscal 2023, based on a 2016 DOT and NYPD analysis of crash trends, it was found that the earlier onset of darkness in the fall and winter is correlated with a 40 percent increase in severe injury and fatal crashes involving pedestrians in the early evening hours compared to crashes during those same hours outside the fall and winter. In addition, there were twice as many fatal and severe injury crashes involving driver turns during these hours. In response, the Vision Zero Task Force developed this multiagency seasonal enforcement and education approach. NYPD focused additional enforcement resources on the most hazardous violations, including speeding and failure to yield to pedestrians, with precincts increasing their on-street presence around sunset hours.

FLEETS

Just as roads are redesigned based on analysis and engineering, vehicles can be redesigned to be safer for drivers, occupants, pedestrians, and other vulnerable road users. It was not until 1950 that the first seatbelt was offered in American made cars, and seatbelt usage was not mandated in New York State until 1984. The National Highway Traffic Safety Administration (NHTSA) five-star safety program was established in 1993, rollover testing ratings in 2001, and pedestrian warning systems were introduced in 2018. These vehicle enhancement measures have markedly improved the safety of such vehicles, and their widespread implementation proves that introducing and familiarizing drivers to new safety features is feasible on a large scale. Between 2010 and 2019 speeding related crashes resulted in 108,300 fatalities on US roads, which accounted for about 25 percent of all road deaths. Studies have also shown that for every 10 MPH of increased speed, pedestrian deaths double. Accordingly, Vision Zero works to change roads, increase automated enforcement, and educate on safe driving practices.

Intelligent Speed Assistance

In August 2022 the City launched a pilot program implementing Intelligent Speed Assistance (ISA) on 50 City vehicles. ISA is a vehicle safety technology that can limit a vehicle to the posted speed limit using Geographic Positioning Systems (GPS) and telematics, a technology that records vehicle data like speed, location, maintenance requirement and servicing. ISA can even limit a vehicle to a speed threshold above or below the speed limit around sensitive locations such as schools or hospitals or in emergency situations. This newer technology advances well beyond the speed governors that have been in some vehicles for decades which allow for the setting of a maximum vehicle speed independent of the road speed limit, which are almost exclusively used to prevent engine failures and to save fuel. In 2021 the National Transportation Safety Board implemented a comprehensive strategy to eliminate speeding related crashes, which included the testing and implementation of ISA.

In January 2023, the preliminary results of the City's ISA pilot program were released. The NYC fleet completed 133,400 miles of ISA-enabled driving. During the first five months ISA was in effect on vehicles 99 percent of the time and there was a 36 percent reduction in hard braking events. The outlying one percent represents the operator's initial acceleration before the ISA technology kicked in and reduced their speed. The original 50 vehicle pilot will be expanded in Fiscal 2024 to include additional vehicles, a more diverse set of types of vehicles, and for the first-time school buses that are contracted by the DOE Office of Pupil Transportation. Both DCAS and DOT applied for grant funding via the Federal Safe Streets for All (SS4A) program to install ISA on all non-emergency light and medium duty vehicles.

DCAS Office of Real Time Tracking (FORT)

DCAS manages the nation's largest program of live tracking for public sector vehicles. The Fleet Office of Real Time Tracking at the NYC Municipal Building monitors over 28,500 vehicles live including the City fleet and the City's contracted school buses. The FORT issues live safety alerts to fleet managers and vehicle supervisors and also establishes a specific safety score each month for every vehicle in the fleet. DCAS is working with agencies to prevent vehicles from operating at high or moderate safety risk.

Truck Sideguards

In collaboration with Volpe, DCAS issued several reports related to vehicle safety, guiding the City's work on acquiring new vehicles with vehicle safety systems or retrofitting vehicles to meet the goals of road safety. The first study was released in December 2014 focusing on the dangers of underride collisions with the sides of large trucks. As a result of this study, the City launched a pilot to install truck sideguards on 240 vehicles. Following the success of the pilot, Local Law 56 was established in June 2015, mandating the installations of sideguards on all City-owned trucks and private trade waste trucks by December 31, 2023. This was later moved up to 2022.

In October 2021, the New York City Council expanded on the initial DCAS sideguard law. Local Law 108 moved up the timetable to complete installation in City trucks and commercial waste trucks from 2023 to 2022. The law also added a sideguards requirement for City contractors in contracts valued at over \$2 million. The law went into effect during the reporting period and will be applicable to any new contracts registered after January 1, 2023. It is anticipated that this will impact 1,000 City contracts and over 5,600 trucks. Through the end of Fiscal Year 2023, over 4,100 City trucks have sideguards installed, comprising 95 percent of the fleet. All City trucks are in compliance with Local Law 108, including a number of exempt DSNY replacement trucks that will be delivered later this year. The City's rollout of sideguards is the biggest implementation in North America, and DCAS continues to work with other public and private fleets and the National Side Guard Task Force to advocate for these lifesaving safety devices across the country.

Safe Fleet Transition Plan (SFTP)

During Fiscal Year 2023, DCAS continued their work with Volpe under the five-year agreement signed in Fiscal 2022. Under this agreement the City of New York can Volpe in a wide range of research, technical evaluations, and reports for both the city fleet as well as the broader fleet industry to outline the state of the vehicle market as well as both available and future technologies being developed to achieve safer and more sustainable fleets. This collaboration focuses on safety technology and vehicle design. Among other projects, Volpe is researching implementation of high-vision truck cabs, pedestrian and bicyclist avoidance systems, automatic braking for trucks, and intelligent speed assistance (ISA).

DCAS and the Volpe released the first Safe Fleet Transition Plan (SFTP) for the City fleet in May 2017. The SFTP set out a pathway to require new safety systems for vehicles, test technologies that were deemed best practice, and to work on exploring and researching emerging ones. The SFTP was updated in November 2018 to require high vision truck cabs and other safety devices where available and market competitive. Through the SFTP, DCAS has installed a wide variety of safety devices in City vehicles including vehicle telematics, backup and surround cameras, automatic braking, pedestrian avoidance systems, driver alerts, and automatic headlights. DCAS has implemented retrofit projects and specified additional safety features for new replacement vehicles. In Fiscal 2023 DCAS and DSNY launched a pilot retrofit program to install surround camera retrofits for front line collection trucks. Additional trucks will receive surround cameras through new vehicle acquisitions.

Mayoral Executive Order 53 of 2020 calls for DCAS to promote safety and sustainability for all public and private fleets through publishing Safe and Clean Fleet Transition Plans. Over the last five years DCAS and Volpe have issued two Safe Fleet Transition Plans for city fleet vehicles and has produced a report focused on private trade waste trucks with BIC. This report included studies of collisions involving private trade waste trucks in New York City and nationally to generate a series of recommendations related to safety and design improvements. In Fiscal 2023 DCAS, NYC DOE Office of Pupil Transportation, and Volpe announced that they would be developing a Safe Fleet Transition Plan for school buses. This report will be issued in early Fiscal 2024. DCAS and Volpe will also be working on an update to the city fleet Safe Fleet Transition Plan that will be released in early Fiscal 2024 alongside an update to the City SFTP.

DCAS continues to partner with Together for Safer Roads (TSR) on a number of safety initiatives, including a “Truck of the Future” pilot to evaluate the effectiveness of telematics, surround cameras, and near miss collision reporting in improving driving behavior. This new system is being piloted on 10 trucks at the Department of Environmental Protection (DEP) and 10 trucks at the Parks Department. DCAS and the Volpe released the first Safe Fleet Transition Plan (SFTP) for the City fleet in May 2017. The SFTP set out a pathway to require new safety systems for vehicles, test technologies that were deemed best practice, and to work on exploring and researching emerging ones. The SFTP was updated in November 2018 to require high vision truck cabs and other safety devices where available and market competitive. Through the SFTP, DCAS has installed a wide variety of safety devices in City vehicles including vehicle telematics, backup and surround cameras, automatic braking, pedestrian avoidance systems, driver alerts, and automatic headlights. DCAS has implemented over 75,000 retrofit projects and specified additional safety features for new replacement vehicles. In Fiscal 2023 DCAS and DSNY launched a pilot retrofit program to install surround camera retrofits for front line collection trucks. Additional trucks will receive surround cameras through new vehicle acquisitions.

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Partnership with Together for Safer Roads

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DATA-DRIVEN SOLUTIONS

While the burden of traffic injury and death in the City is well established, many questions still remain related to how and why crashes happen and the effects of prevention efforts. Vision Zero agencies continue ongoing work to improve what they know about the circumstances of roadway crashes and learn from the data they collect to inform decision making. In Fiscal 2023, the Vision Zero Data Working Group, with DDC’s Town+Gown:NYC, continued to prioritize research agenda questions and engage with external research partners, such as those from academic institutions, to promote and advance collaboration around Vision Zero goals. The Vision Zero Data Working Group held its fifth [Research on the Road](#) symposium in November 2022. To follow-through with more detail on key topics, the Vision Zero Data Working group convened its first Research Collaboration Forum in April 2023, which brought academics and City researchers together to share their work, discuss challenges and opportunities, and consider new collaborations in a small-group, informal discussion setting. The Data Working Group’s efforts also included advancing the Speed and Red-Light Camera & Driver Behavior Study, which aims to determine the impacts of speed and red-light cameras on driving behavior over time and to characterize repeat offenders across violations and involvement in traffic crashes.

SELECTED PERFORMANCE INDICATORS	Actual					Target	
	FY19	FY20	FY21	FY22	FY23	FY23	FY24
Vision Zero-related moving summonses issued	715,329	551,645	307,783	361,357	418,901	*	*
-NYPD	696,012	537,742	298,377	342,858	404,188	*	*
-TLC	19,317	13,903	9,406	18,499	14,713	*	*
Motorcycle Seizures	N/A	N/A	N/A	7,395	10,409	*	*
Moped/ Scooter Seizures	N/A	N/A	N/A	2,773	5,509	*	*
Speed boards deployed	70	64	16	80	4	*	*
Speed reducers installed	318	112	104	262	231	250	250
Senior centers partnering with DOT to increase feedback on street safety improvements	188	114	82	203	222	*	*
Bicycle lane miles installed - total	67.5	82.4	65.3	61.0	47.7	50	50
Bicycle lane miles installed - protected	20.2	21.0	29.2	31.9	25.9	*	*
Leading pedestrian intervals installed (signal timing that allows pedestrians to start crossing before traffic is released)	1,121	819	256	801	320	300	300
Intersections with accessible pedestrian signals installed	112	222	211	273	605	*500	*700
City employees trained in defensive driving citywide	10,307	5,443	6,671	7,999	7,054	7,000	7,000

**Target goals (FY23 & FY24) for Intersections with accessible pedestrian signals installed were reported in calendar year (CY23 & CY24) given that this metric was set by the Federal Court Remedial Order as part of a lawsuit against the New York City Department of Transportation from the American Council of the Blind of New York, INC. According to the lawsuit, New York City violated federal law by failing to systematically implement audible and tactical pedestrian signals that would make its pedestrian routes equally usable, and safer, for people who are blind, deaf-blind, or low-vision.*

NOTEWORTHY CHANGES, ADDITIONS OR DELETIONS

- Added performance data for ‘Motorcycle seizures’ and ‘Moped/scooter seizures.’ NYPD started collecting data for both categories in Fiscal 2022.

ADDITIONAL RESOURCES

For additional information go to:

- Vision Zero Website:
www.nyc.gov/visionzero
- Vision Zero View:
<http://www.nycvzv.info/>
- Vision Zero Year Seven Report:
<https://www1.nyc.gov/assets/visionzero/downloads/pdf/vision-zero-year-7-report.pdf>
- Injury Statistics:
 - Leading causes of death:
<https://www1.nyc.gov/assets/doh/downloads/pdf/ip/ip-death-all-rank.pdf>
 - Leading causes of injury death:
<https://www.nyc.gov/assets/doh/downloads/pdf/ip/ip-death-inj-rank.pdf>
- Vision Zero Fleet Safety:
<https://www1.nyc.gov/site/dcas/agencies/vision-zero-and-nyc-fleet.page>
- Safe Fleet Transition Plan Update 2018–2019:
<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Safe-Fleet-Transition-Plan-Update-2018.pdf>
- Green Wave: A Plan for Cycling in New York City:
<https://www1.nyc.gov/html/dot/downloads/pdf/bike-safety-plan.pdf>
- Global Entrepreneur Program
<http://www.togetherforsaferroads.org/programs/global-entrepreneur-program/>
- Borough Pedestrian Safety Action Plans Update:
nyc.gov/html/dot/downloads/pdf/ped-safety-action-plan-update-2023.pdf
- I See You: Safety for Trucks & Other Large Fleet Vehicles:
<https://www.youtube.com/watch?v=ZbdcCZrHNjk>
- Accessible Pedesrtian Court Order:
 - American Council of the Blind of New York, inc., V. The City of New York
<https://dralegal.org/case/american-council-of-the-blind-of-new-york-inc-v-the-city-of-new-york/>
 - Federal Court Orders New York City to Install Thousands of Accessible Crosswalk Signals Over the Next 10 Years
<https://dralegal.org/featured/federal-court-orders-new-york-city-to-install-thousands-of-accessible-crosswalk-signals-over-the-next-10-years/>