

Collaborating to Deliver Results



PARTNER AGENCIES & OFFICES



- | Mayor's Office
- | District Attorneys' Offices
- | Metropolitan Transportation Authority (MTA)
- | Sheriff's Office

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 interventions. 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 ten 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.

Vision Zero serves as a model for a collaborative inter-agency 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), the Sheriff's Office and Health and Hospitals (H+H). 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 on residential streets, 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 the first four months of Fiscal 2024, overall Citywide traffic fatalities fell 2.1 percent, from 95 in the same period of Fiscal 2023, to 91. Fatalities for pedestrians decreased from 37 to 31, motor vehicle passengers fell from 10 to 6, and “other motorized”—which includes electric mopeds and standup electric scooters—lowered from 11 to 9. Pedestrian fatalities dipped from 37 to 31, fatalities among passengers dropped from 10 to 6, and fatalities in the “other motorized” category fell from 11 to 9. At the same time, bicyclist fatalities—which includes e-bikes—rose from 6 to 8, motorcyclists fatalities rose from 22 to 29, and motor vehicle operators rose from 9 to 10. As had been true for the previous quarter, rising fatalities during this period have been driven specifically by increases in e-bike fatalities and motorcycle fatalities.

Performance Indicators	Agency	Actual					4-Month Actual		PMMR FY24 - FY23 % Change
		FY19	FY20	FY21	FY22	FY23	FY23	FY24	
Total Fatalities	DOT	218	211	275	263	260	95	93	-2.1%
— Pedestrians	DOT	120	107	123	113	114	37	31	-16.2%
— Bicyclists	DOT	17	22	25	18	29	6	8	33.3%
— Motorcyclists	DOT	34	31	52	45	41	22	29	31.8%
— Motor Vehicle Operators	DOT	30	34	38	43	31	9	10	11.1%
— Passengers	DOT	17	17	32	27	25	10	6	-40.0%
— Other Motorized	DOT	NA	NA	5	17	20	11	9	-18.2%

STREET DESIGN

At Vision Zero priority locations, DOT worked to make streets safer by implementing designs that simplify complex intersections, discourage speeding, slow down turns, provide bicycle lanes, make pedestrians and cyclists more visible and shorten pedestrian crossing distances. In the first four months of Fiscal 2024, DOT completed 49 street improvement projects, including 32 at high crash locations, constructed 53 percent more speed reducers, up to 187 from 122 in comparable reporting periods. DOT activated 76 leading pedestrian intervals, a 51 percent decrease, but installed 76 percent accessible pedestrian signals at intersections, up to 359 from 204. Bicycle infrastructure improved as DOT installed 22.4 bike lanes in the reporting period, 14.9 miles of which are protected. At the same time, DOT installed 32.5 million linear feet of pavement safety markings. DOT advanced work on several of its Vision Zero Great Streets projects:

- Queens Boulevard: Final Design for Phase A is nearing completion. Phase B is in the middle of final design and Phase C is in early preliminary design.
- Grand Concourse: Construction was substantially completed on Phase 4 (East 175th Street to East Fordham Road) and design is nearing completion for Phase 5 (East Fordham Road to East 198th Street). The Lower Grand Concourse (East 138th Street to East 161st Street) project is in the scoping process.
- Atlantic Avenue: Construction of Phase 1 (Georgia Avenue to Logan Street) is complete. Construction of Phase 2 is ongoing.
- 4th Avenue: Phase 1, Median Improvement capital project between 8th and 64th Streets, construction is underway. The next phase of work between Atlantic Avenue and 64th Street is currently in the preliminary design phase.

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. NYPD issues Vision Zero-related summonses to drivers who violate traffic laws such as these which are identified as the primary causes of collisions.

Each week at Traffic Stat, a weekly meeting where NYPD chiefs go over traffic violations, NYPD's Chief of Transportation meets with NYPD executives to outline, review, and manage NYPD's traffic program. During the first four months of Fiscal 2024, NYPD issued 123,905 Vision Zero moving summonses, seized 2,734 motorcycles, and seized 6,415 mopeds/scooters. These represent an increase of 0.1 percent, 10.2 percent, and 36.2 percent, respectively, compared to the first four months of Fiscal 2023.

In the first four months of Fiscal 2024, TLC issued 7,829 Vision Zero summonses, including 289 speeding summonses, 370 summonses for distracted driving while using an electronic device, and 2,235 summonses for failure to stop at stop signs. 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 EDUCATION

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 distribute 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 terms of public awareness, during the first four months of Fiscal 2024 the City launched its “Speeding Ruins Lives” digital campaign, with weekly posts on social media. The City continues to strategically post Vision Zero content with the goal of increasing views and the associated awareness of the dangers of speeding among New Yorkers.

In the first four months of Fiscal 2024, DCAS continued to provide defensive driving training to City vehicle operators both online and in person. This training includes the authorized Department of Motor Vehicles (DMV) class as well as a presentation on Vision Zero and City fleet rules. During the reporting period 1,625 drivers completed the class and as of the end of October almost 90 percent of all active authorized drivers have been trained. Agencies also provide specific vehicle training based on vehicle type and operation including NYPD and FDNY who educate drivers on emergency vehicle operations.

During the reporting period, DCAS continued to work with agencies to expand the distribution of real time speeding alerts and monthly safety dashboards through the citywide telematics program. DCAS has reduced excessive speeding of City fleet vehicles by over half through telematics implementation and follow-up. Telematics refers to global positioning system (GPS) fleet management and vehicle tracking used to provide analysis on driver behavior and driving conditions.

In August 2023, as part of the Governors Highway Safety Association’s annual conference that was held in New York City, DCAS and NYC DOT organized a traffic safety fair that provided attendees of the conference with information about NYC’s speed camera program and the effectiveness of reducing speed limits as well as on truck sideguards, intelligent speed assistance, and surround cameras. City agencies such as NYPD, TLC, New York City Emergency Management (NYCEM), and the New York City Department of Correction (DOC) also participated. DCAS also presented on panels at various public safety forums and events during the reporting period including at Transportation Alternatives Vision Zero Cities Annual Conference and at the City and State Transportation Summit.

FLEETS

As part of the safe system approach to road safety, ensuring that safer vehicles are on the City’s roads is a vital part of saving lives. This includes the piloting and use of advanced vehicle technologies, changing the design of vehicles, and sharing best practices across both public and private fleets.

Since 2014, DCAS has worked with the United States Department Of Transportation Volpe Center (Volpe) on a series of reports related to vehicle safety. The first of these focused on truck sideguards and were followed by a number of Safe Fleet Transition Plans for City fleet vehicles and private waste trucks. During the reporting period DCAS, Volpe, and the New York City Department of Education (DOE) Office of Pupil Transportation along with some of the school bus companies worked on a Safe Fleet Transition Plan (SFTP) for school buses which is expected to be released in early 2024.

The SFTP reports set down requirements for safety systems for new City vehicles and suggest best practices and exploratory technologies to be tested. Under the SFTP the City has installed more than 83,000 safety enhancements on City vehicles including telematics, truck sideguards, automatic emergency braking, pedestrian collision warnings, and implemented more than 2,000 surround camera systems. The use of surround cameras addresses the line-of-sight issues inherent in conventionally designed trucks as the City transitions to high vision truck cabs. DCAS also began a pilot of external alerts to warn vulnerable road users through visual and audio alerting when a vehicle is turning.

One of the safety systems being installed on City vehicles is intelligent speed assistance (ISA) which is a dynamic speed limiter designed to ensure vehicles operate within the speed limit or a threshold to the speed limit. In the first four months of Fiscal 2024, DCAS continued to evaluate and expand the ISA pilot including adding additional vehicle types. Prior to July 1, 2023, vehicles equipped with ISA had traveled approximately 488,000 miles and as of October 31,

2023 this had increased to 727,000 miles, representing an increase of nearly 50 percent. Use of ISA to lower speeds continues to show promising results with 99 percent of miles driven with equipped vehicles were within the speed thresholds set by DCAS. Harsh braking, often an indicator of unsafe driving behavior, was also down 37 percent during the reporting period.

DCAS also worked with external partners such as the Road to Zero Coalition and the Insurance Institute for Highway Safety to build a set of recommendations on supporting a nationwide expansion of ISA for private and public fleets.

In September 2023, Together for Safer Roads (TSR) announced a program to increase seat belt utilization by drivers and how to build a standard of seat belt best practices for training, purchasing, hardware and software, and monitoring. This work is part of the TSR Fleet Trucking Global Safety Standards Initiative which was launched earlier in 2023 as part of United Nations (UN) Global Road Safety Week. DCAS, DOT, and other City agencies joined with private fleets to discuss and review the challenges of seat belt compliance and which tools would encourage their use along with testing some of the recommendations that were part of the draft set of standards. In early 2024, TSR will publicly release their recommendations and how to implement these in fleet operations across the globe.

DCAS and TSR also continued to develop the “Truck of the Future” initiative by testing vehicle technologies to track and reduce “near misses” and to evaluate how various in vehicle systems can work together to improve driver awareness without additional distractions being created. This work also included the development of a set of tools to better understand the distance at which vulnerable road users cannot be seen by drivers and how to mitigate such via technology and changes to vehicle design.

DATA-DRIVEN SOLUTIONS

Vision Zero agencies continue working to improve what they know about the circumstances of roadway crashes and learn from the data they collect to inform decision making. In the first four months of Fiscal 2024, the Vision Zero data working group continued to prioritize salient research questions and engage with external research partners to promote and advance collaboration around Vision Zero goals by organizing the sixth annual Research on the Road symposium for November 2023.

Performance Indicators	Agency	Actual			Target		4-Month Actual	
		FY21	FY22	FY23	FY24	FY25	FY23	FY24
Total Vision Zero-related moving summonses issued		307,783	361,357	418,901	*	*	133,832	131,734
— NYPD	NYPD	298,377	342,858	404,188	*	*	123,789	123,905
— TLC	TLD	9,406	18,499	14,713	*	*	10,043	7,829
Speed boards deployed	DOT	16	80	4	*	*	0	28
Speed reducers installed	DOT	104	262	231	250	250	122	187
Senior centers partnering with DOT to increase feedback on street safety improvements	DOT	82	203	222	*	*	66	70
Total bicycle lane miles installed	DOT	65.3	61.0	47.7	50.0	50.0	18.1	22.4
— Protected	DOT	29.2	31.9	25.9	*	*	8.6	14.9
Leading pedestrian intervals installed	DOT	256	801	320	300	300	155	76
Intersections with accessible pedestrian signals installed*	DOT	206	373	605	700	900	204	359
City employees trained in defensive driving citywide (total)	DOT	6,671	7,054	2,253	7,000	7,000	2,253	1,625
Motorcycle seizures	NYPD	NA	7,395	10,409	*	*	2,481	2,734
Moped/Scooter seizures	NYPD	NA	2,773	5,509	*	*	4,710	6,415

*Target goals (FY24 & FY25) for Intersections with accessible pedestrian signals installed were reported in calendar year (CY24 & CY25) 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

- Preceding the Fiscal 2024 Preliminary Mayor’s Management Report, the Mayor’s Office of Operations implemented updated standards for indicator names. Minimal stylistic changes, such as the use of em-dashes, percent symbols and acronyms, were made to the names of previously published indicators here within. Substantive name changes for indicators that clarify what is being measured are otherwise noted above.

ADDITIONAL RESOURCES

For additional information go to:

- Vision Zero Website:
www.nyc.gov/visionzero
- Vision Zero View:
<http://www.nycvzv.info/>
- 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://www1.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>
- Together for Safer Roads: The Case for Direct Vision:
<https://www.togetherforsaferroads.org/truck-of-the-future-ending-road-fatalities-and-injuries-with-driver-visibility-improvements/>
- Borough Pedestrian Safety Action Plans Update:
<https://www1.nyc.gov/html/dot/downloads/pdf/vz-2019-update-city-hall.pdf>
- I See You: Safety for Trucks & Other Large Fleet Vehicles:
<https://www.youtube.com/watch?v=ZbdcCZrHNjk>
- Accessible Pedestrian 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/>

