

Collaborating to Deliver Results



PARTNER AGENCIES & OFFICES



DCAS



DOHMH



DOT



NYPD



TLC

| Mayor'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. In partnership with the Mayor’s Office, City agencies are implementing 273 initiatives to advance this mission. Progress on each of these initiatives is updated in the annual [Vision Zero Report](#). The City’s investment in Vision Zero, funded with a total of \$4.5 billion through Fiscal 2025, 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 unsafe driving and promote safe walking and biking.

Progress happened with the full force of City government—agencies collaborating since the inception of Vision Zero to chart a path towards safer streets for all, 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, Micromobility and Fleets.

This cross-agency collaboration has contributed to the successful implementation of key Vision Zero initiatives. The expansion of the speed camera program, the enactment of 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 behaviors have all resulted from this close coordination. In Fiscal 2021 the City announced that speed limits would be lowered on 45 miles of major streets with some the highest rates of crashes across Brooklyn, Queens, the Bronx and Staten Island. Additionally, the City created 83 miles of Open Streets in Calendar 2020 and legislation was signed in May 2021 to make the program permanent.

In the first four months of Fiscal 2022, overall citywide traffic fatalities fell 0.9 percent, from 106 to 105. Fatalities among motor vehicle operators rose 23.1 percent, while fatalities among other modes fell. The largest declines were for passengers (46.2 percent) and bicyclists (18.2 percent). E-bikes and e-scooters are now included in a new “other motorized” category, and there were 7 such fatalities during the reporting period.

| Traffic Fatalities | Actual | | | | | 4-month Actual | | PMMR FY21- FY22 % Change |
|-------------------------|--------|------|------|------|------|----------------|------|--------------------------------|
| | FY17 | FY18 | FY19 | FY20 | FY21 | FY21 | FY22 | |
| Total Fatalities | 211 | 209 | 218 | 211 | 275 | 106 | 105 | -0.9% |
| Pedestrians | 132 | 107 | 120 | 107 | 123 | 42 | 40 | -4.8% |
| Bicyclists | 16 | 21 | 17 | 22 | 25 | 11 | 9 | -18.2% |
| Motorcyclists | 20 | 35 | 34 | 31 | 52 | 27 | 26 | -3.7% |
| Motor Vehicle Operators | 21 | 30 | 30 | 34 | 38 | 13 | 16 | 23.1% |
| Passengers | 22 | 16 | 17 | 17 | 32 | 13 | 7 | -46.2% |
| Other Motorized | N/A | N/A | N/A | N/A | 5 | N/A | 7 | N/A |

Source: NYPD

STREET DESIGN

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 at Vision Zero priority locations. During the reporting period DOT completed 39 street improvement projects at high crash locations, constructed 112 speed reducers, activated 270 leading pedestrian intervals, installed accessible pedestrian signals at 66 intersections, installed 31.5 bike lane miles, which includes 10.3 miles of protected bike lanes and installed 23.9 million linear feet of pavement safety markings.

During July to October 2021 DOT advanced work on all Vision Zero Great Streets projects:

- Queens Boulevard: In October 2021, the final segment of the operational project, Phase 4 (Yellowstone Boulevard to Union Turnpike), was substantially completed. Design on Phase A (Roosevelt Avenue to 73 St) and Phase B (73 St to Eliot Ave) of the capital project continued.
- Grand Concourse: Construction continues 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. In October 2021, construction of Phase 2 (Logan Street to Rockaway Boulevard) began.
- 4th Avenue: DOT resurfaced the roadway over the summer and fall of 2021, and submitted plans and procured a contractor in preparation for capital work.
- Northern Boulevard: DOT's ongoing operational work continued on this corridor, with a new street improvement project between Broadway and 114th St. This project includes removal of rush hour regulations, consolidation of 11 paired bus stops on the Q66 line, installation of loading zones at select locations, and installation of painted curb extensions at every feasible location between 91st St and 112th St. DOT continued scoping for the capital project during July-Oct 2021.

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 at Traffic Safety Forum, 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 2022, NYPD issued 35,726 speeding summonses and 9,934 failure to yield to pedestrian summonses, increases of 11 percent and 34 percent, respectively, from Fiscal

2021. NYPD also issued 702 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 and made 9 arrests for these violations. NYPD has a total of 2,301 officers trained in LIDAR devices that measure speed and 661 LIDAR guns in service.

In the first four months of Fiscal 2022, TLC issued 7,552 Vision Zero summonses, including 732 speeding summonses, 466 summonses for distracted driving while using an electronic device, and 4,916 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 integrate 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 a 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 the first four months of Fiscal 2022 Street Teams continued to concentrate efforts on nine high-priority corridors.

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 1,911 City drivers trained in defensive driving during the first four months of Fiscal 2022, a 42 percent increase from the comparable period in Fiscal 2021, bringing the total number of employees who have completed the day-long safety training to over 72,000 since the beginning of Vision Zero. Almost 90 percent of all non-emergency service drivers of City vehicles have gone through defensive driving training at least once. Before the pandemic DCAS ran these classes in person, but transitioned to an online program in summer 2020. Over 10,000 City drivers have taken the online classes and these will stay in place as in-class training resumes later in Calendar 2022. NYPD and FDNY provide driver training to all uniformed staff as part of orientation.

During the reporting period DCAS continued to work with DOT, BIC, TLC and MTA to share best practices and coordinate training themes for fleet operators. In September 2021 DCAS launched the “Make September Slowtember on the Roads” campaign with messaging to City vehicle drivers about the dangers of speeding, the automated enforcement program and real time speeding alerts through telematics.

DCAS participated in panels for several safety forums and events during the reporting period, including with Transportation Alternatives, Together for Safer Roads, the Vision Zero Network, the US DOT Volpe Center, the Federal Motor Carrier Safety Administration and NACTO. DCAS continued its work with partner cities across the globe, including planning a virtual fleet forum on safety and sustainability with London that will take place in Calendar 2022. The event will be the fifth time DCAS has participated in the London forum.

In September 2021 DCAS released the updated NYC Fleet Management Manual which outlines the steps the City is taking to improve road safety for its audience of fleet drivers and agency fleet managers.

TLC-authorized education providers offer in-person driver training and testing in compliance with State, City and TLC COVID-19 safety guidelines. The pre-licensure driver training offered by the nine authorized schools and 12 test centers includes a specialized Vision Zero curriculum developed for for-hire drivers that highlights important street safety information, such as road designs like bike lanes, high-risk driving behavior that can lead to crashes, and the crucial role that professional drivers play in promoting a culture of safe driving. With the safe operation of these training facilities, new applicants can pursue their TLC Driver License and receive crucial safe driving information. In October of 2021 TLC launched the Driver License Renewal Course that as of January 1, 2022 is required for all TLC drivers when they renew their license every three years. The course covers updated Vision Zero material and safe driving skills. Also in Fall 2021, TLC approved an additional school provider for the Distracted Driver Portable Electronic Device Course, giving another option to drivers who are required to take the course after being found guilty of using their phones, Bluetooth, or other devices while driving. The course presents the dangers of distracted driving, how to prevent unsafe behavior, and a review of TLC’s safety enforcement and point-based penalty programs.

The “Dusk and Darkness” campaign returned for a sixth year in Fiscal 2022. 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

In the first four months of Fiscal 2022 DCAS continued installations of 63,000 vehicle safety devices in City vehicles, including vehicle telematics, truck sideguards, backup cameras, automatic braking, pedestrian avoidance systems, driver alerts and automatic headlights that were acquired at the end of Fiscal 2020 through new vehicle purchases and retrofits. DCAS has installed telematics in more than 12,500 City vehicles and over 10,800 school buses. DCAS has completed installations on DSNY light- and medium-duty vehicles and is working on a data integration project for heavy-duty vehicles that have already been outfitted for snowplow tracking.

These safety devices are investments designed to reduce collisions, improve training and driver awareness and lessen the impact of crashes that do happen. The Fleet Office of Realtime Tracking (FORT) and the monitoring of telematic fleet data for safety was featured in the summer 2021 edition of Fleet Vision International Magazine.

Through October 2021, the number of City vehicles with truck sideguards exceeded 3,800. 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.

Progress was made during the reporting period on expanding sideguard requirements. Local Law 108 of 2021 passed in October 2021 and accelerated the timetable for outfitting City fleet vehicles and private waste hauling trucks with sideguards by one year to January 1, 2023. Trucks used under City contracts are also added to the scope starting in 2023, which is expected to affect over 1,000 City contracts and 5,600 trucks.

The Connected Vehicle Pilot met its goal of 3,000 installations in the Fiscal 2022 reporting period. This program is outlined in the Safe Fleet Transition Plan Update, prepared by DCAS in partnership with the U.S. Department of Transportation Volpe Center (Volpe). In July 2021, DCAS and DOT joined the Intelligent Transportation Society of America (ITS America), Federal Department of Transportation and New York University to present at the nationwide NYC Connected Vehicle Pilot Operational Capability Showcase.

DCAS and Together for Safer Roads continued to collaborate on a “Truck of the Future” pilot with other private fleets to test technologies to improve driver and road safety. During the remainder of Fiscal 2022 some Parks Department trucks will be fitted with integrated technology of surround cameras, telematics and predictive analysis tools to better identify vulnerable road users and methods and reduce interactions as part of this innovative pilot program.

During the reporting period DCAS registered a new five-year agreement with Volpe. This will allow expanded collaboration focusing on safety technology and vehicle design. Volpe will support the City’s efforts to have the safest fleet in the nation by reviewing vehicle specifications and providing research and advice on the implementation of high-vision truck cabs, pedestrian and bicyclist avoidance systems, automatic braking for larger vehicles and intelligent speed assistance.

NYC Fleet is making progress towards its safest-in-the nation goal by requiring high-vision truck cabs, where available. One of the biggest safety risks on our roads is line-of-sight restrictions for truck operators. For vehicles where high-vision cabs are not yet available, truck surround cameras and back up sensors can be installed. In the first four months of Fiscal 2022 DCAS reached 87 percent of the total phase one implementation.

In September 2021 DCAS hosted the 32nd Annual NYC Fleet Show after a one-year hiatus due to COVID-19. This outdoor event brought over 150 vendors and 700 guests to Flushing Meadows Corona Park to discover new vehicle designs, safety systems that protect vehicle operators and vulnerable road users, road barrier and beacon devices, collision avoidance technologies and micro mobility companies. The event also featured companies focused on sustainability and fleet electrification.

TLC actively engaged licensees on safe driving techniques, street changes and partnered with Vision Zero sister agencies to promote the Dusk and Darkness campaign to its licensees. In coordination with DOT, TLC also educated taxi and for-hire drivers on pandemic-related changes to the City's streets, including Open Streets and outdoor dining, to ensure the influx of pedestrians, cyclists and diners sharing the roadway remained safe. TLC also informed licensees about new busway pilot projects, including the Main Street Busway in Queens and the Jay Street Busway in Brooklyn, to ensure that they were aware of changes in traffic patterns and any restrictions for through-traffic.

In Fall 2021, TLC relaunched an updated and improved distracted driving retraining course required for all drivers convicted of using an electronic device while driving for-hire. The course's new curriculum standards include an overview of the dangers of distracted driving, how to prevent this unsafe behavior and a review of safety enforcement and point-based penalty programs. Five education providers were approved to offer the course through an application, interview and teaching demonstration process established by TLC to ensure curriculum and teaching quality.

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 working to improve what they know about the circumstances of roadway crashes and learning from the data they collect to inform decision making. In the first four months of Fiscal 2022 the Vision Zero Data Working Group made progress on prioritizing research agenda questions and collaborating with academic partners such as University of Chicago and Columbia University. This work 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 | | | | 4-month Actual | | Target | |
|---|---------|---------|---------|---------|----------------|---------|--------|------|
| | FY18 | FY19 | FY20 | FY21 | FY21 | FY22 | FY21 | FY22 |
| Vision Zero-related moving summonses issued | 715,637 | 715,329 | 551,645 | 307,783 | 84,080 | 113,374 | * | * |
| - NYPD | 698,709 | 696,012 | 537,742 | 298,377 | 84,078 | 105,822 | * | * |
| - TLC | 16,928 | 19,317 | 13,903 | 9,406 | 2 | 7,552 | * | * |
| Speed boards deployed | 94 | 70 | 64 | 16 | 0 | 64 | * | * |
| Speed humps installed | 409 | 318 | 112 | 104 | 5 | 112 | 250 | 250 |
| Senior centers partnering with DOT to increase feedback on street safety improvements | 170 | 188 | 114 | 82 | 15 | 47 | * | * |
| Bicycle lane miles installed - total | 70.5 | 67.5 | 82.4 | 65.3 | 26.3 | 31.5 | 50 | 50 |
| Bicycle lane miles installed - protected | 23.9 | 20.2 | 21 | 29.2 | 13 | 10.3 | * | * |
| Leading pedestrian intervals installed (signal timing that allows pedestrians to start crossing before traffic is released) | 749 | 1121 | 819 | 256 | 69 | 270 | 300 | 300 |
| Intersections with accessible pedestrian signals installed | 51 | 112 | 222 | 206 | 63 | 52 | 75 | 75 |
| City employees trained in defensive driving citywide | 11,162 | 10,307 | 5,443 | 6,671 | 1,401 | 1,911 | 9000 | 9000 |

NOTEWORTHY CHANGES, ADDITIONS OR DELETIONS

None.

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>
- Environment and Health Data Portal:
<http://www.nyc.gov/health/tracking>
- 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>
- 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>