



## Vision Zero Year Two

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# Year End Review

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In 2014, the City committed to a simple idea: no level of death or serious injuries on our streets is acceptable. Two years after the launch of Vision Zero, we have made significant progress towards this goal: 2015 was the safest year in New York City's history.

Each fatal crash averted means that there are families and friends that will not have to feel the pain and grief that comes with a sudden loss. Each life lost on City streets is also an occasion to reflect on the urgency of the Vision Zero goal.

In formulating and implementing dozens of Vision Zero initiatives, the City has focused on data-driven solutions. Trends reveal themselves slowly in the field of traffic safety, especially in an environment as complex as New York City; therefore, the City must be cautious to not draw conclusions too hastily.

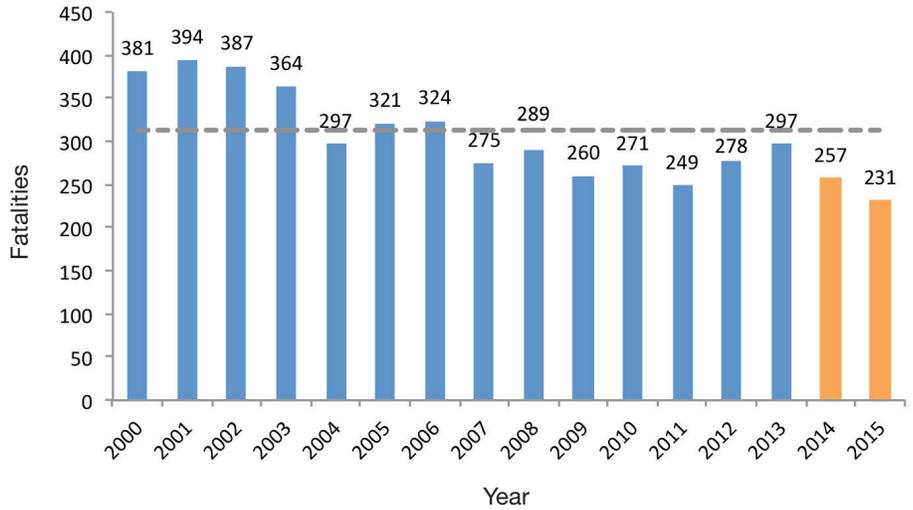
However, it is clear that Vision Zero is off to a promising start. The following pages summarize the City's progress to date and provide comparisons to prior years. The City will continue to refine its strategies and develop new tactics in order to accelerate progress towards our goal of eliminating fatalities and serious injuries on City streets.



# Traffic Fatalities

## Fatalities

In 2015, 231 people lost their lives in a traffic crash, the fewest traffic deaths recorded in any year since 1910. 2014 and 2015, the first two years of Vision Zero, are also the first time all traffic fatalities have declined in two consecutive years in a decade. New York’s traffic fatality rate is approximately one-fourth the national fatality rate, in part because the number of people being killed in traffic crashes nationwide is climbing. The City’s progress has been achieved even though we have never been bigger or more vibrant - the City now has 8.5 million residents, 4.2 million jobs, and over 56 million tourists annually.

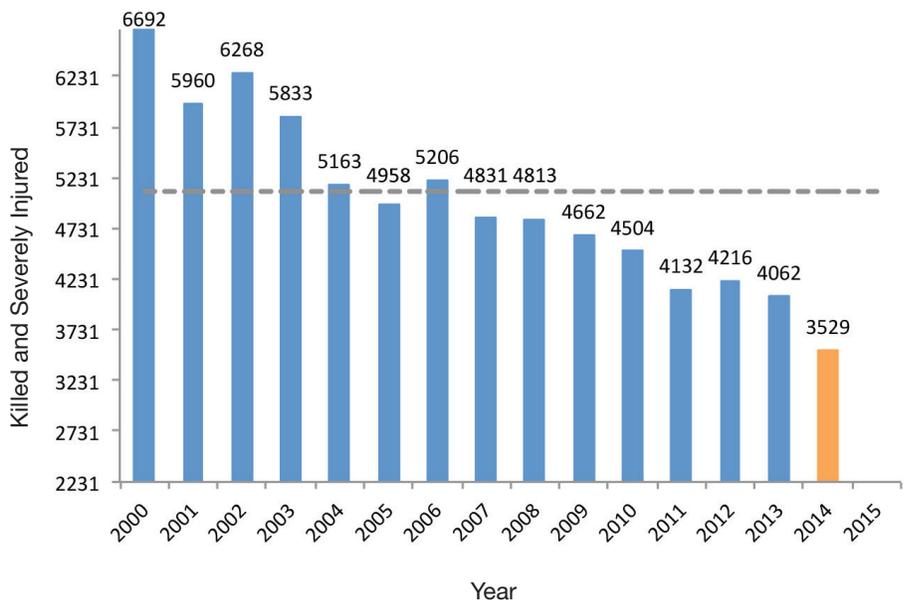


■ Vision Zero  
 - - - 2000-2013 Average prior to Vision Zero

Source: NYC DOT & NYPD

## Killed or Severely Injured

In 2014, there were fewer people killed or severely injured (KSI) in crashes than in any previous year for which the City has data, an encouraging indication that Vision Zero is working. Severe injuries include loss of mobility, traumatic brain injuries and amputations. Tracking KSI crashes expands the data points available for identifying safety challenges and developing solutions. Unfortunately, State agencies take over a year to process NYPD’s crash reports. This delay can be avoided through the use of electronic crash reporting, which NYPD is working to implement. Near real-time fatal and serious injury analysis will accelerate the pursuit of Vision Zero.



■ Vision Zero  
 - - - 2000-2013 Average prior to Vision Zero

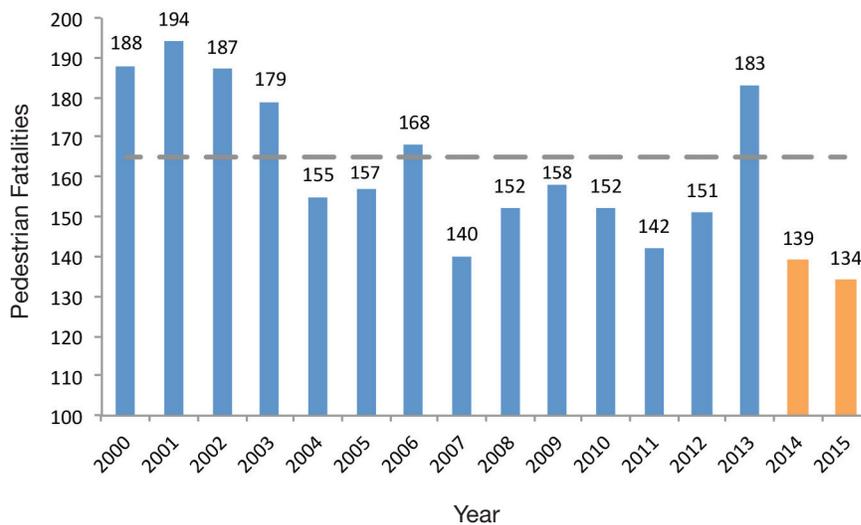
Source: NYC DOT & NYPD

## Traffic Fatalities by Mode



### Pedestrians

2015 was the safest year for New Yorkers while walking in the City's history. 134 pedestrians lost their lives in traffic crashes, below the average of recent years prior to Vision Zero. Fewer pedestrians lost their lives in 2015 than 2014, the first year of Vision Zero, which had previously been the safest year for pedestrians. The challenge ahead is to maintain this progress, as these safety gains cannot be taken for granted. The City will continue to focus on reducing failure to yield crashes and deterring speeding in order to keep pedestrians safe.



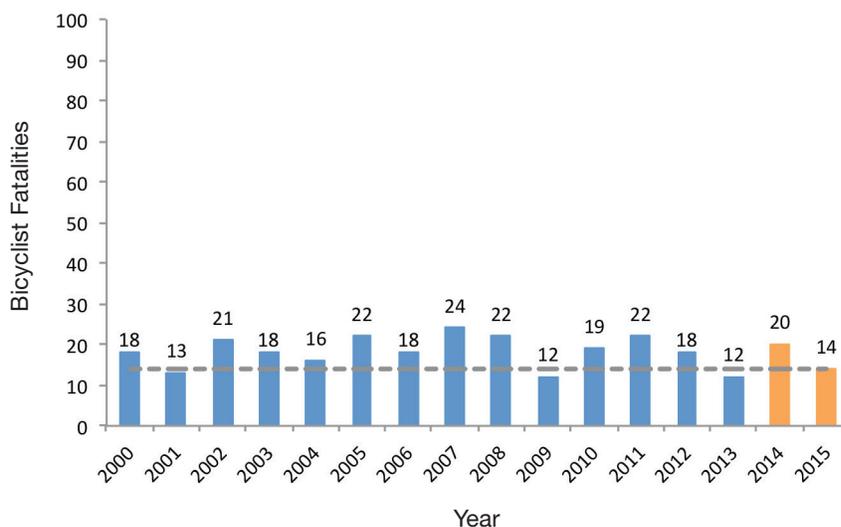
■ Vision Zero  
 - - - 2000-2013 Average prior to Vision Zero

Source: NYC DOT & NYPD



### Bicyclists

In 2015, 14 bicyclists lost their lives in traffic crashes, in line with the average of recent years prior to the launch of Vision Zero. In order to make cycling safer, the City implemented 58 miles of bike network improvements and enhancements, including 12.4 miles of protected bike lane projects such as Queens Boulevard. High quality bike paths also encourage new bicyclists, which is important because City history indicates that New Yorkers who bike are safer when more New Yorkers bike. Since 2000, biking quadrupled in New York City, meaning that the hundreds of thousands of New Yorkers who bike regularly are much safer.



■ Vision Zero  
 - - - 2000-2013 Average prior to Vision Zero

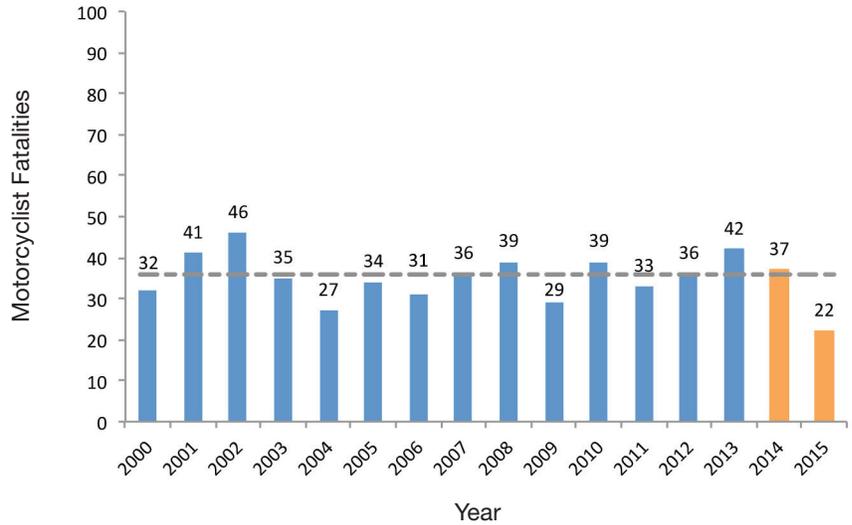
Source: NYC DOT & NYPD

# Traffic Fatalities by Mode



## Motorcyclists

In 2015, 22 motorcyclists lost their lives in traffic crashes, well below the average of recent years prior to the launch of Vision Zero. In 2015, NYPD launched an enforcement and education initiative to deter reckless motorcycle riding and illegal motorcycle use, which resulted in more than 12,000 summonses issued to motorcyclists, 1,100 towed motorcycles, and the distribution of thousands of pieces of literature to motorcyclists to raise awareness about how to avoid high-risk behaviors.



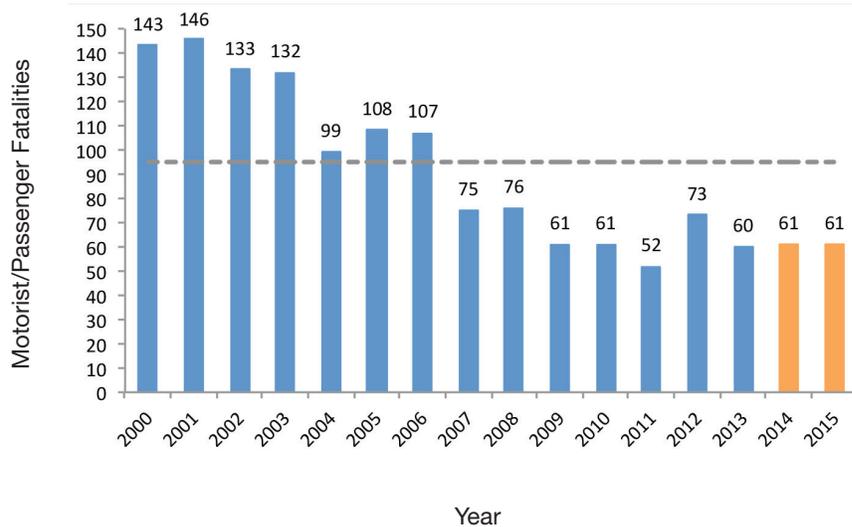
■ Vision Zero  
 - - - - 2000-2013 Average prior to Vision Zero

Source: NYC DOT & NYPD



## Motorists and Passengers

In 2015, 61 motorists and passengers lost their lives in traffic crashes, below the average of recent years prior to the launch of Vision Zero. To reduce motorist deaths, the City is focused on reducing excessive speeding and, in particular, drunk driving. Nearly 40% of motor vehicle drivers killed in recent years, who were tested for alcohol, had a blood alcohol content (BAC) of .08 or higher.



■ Vision Zero  
 - - - - 2000-2013 Average prior to Vision Zero

Source: NYC DOT & NYPD

## Year Two

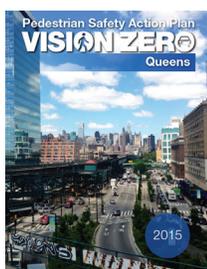
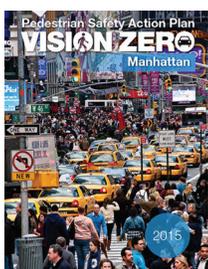
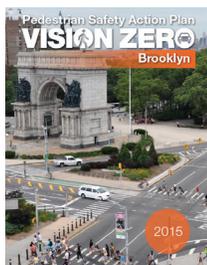
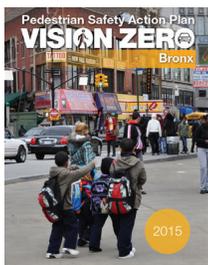
# Engineering

The City has made our streets safer by simplifying complex intersections, narrowing lanes, adding speed bumps, adding bicycle paths, making pedestrians and cyclists more visible, and shortening pedestrian crossing distances.

## Street Design Projects

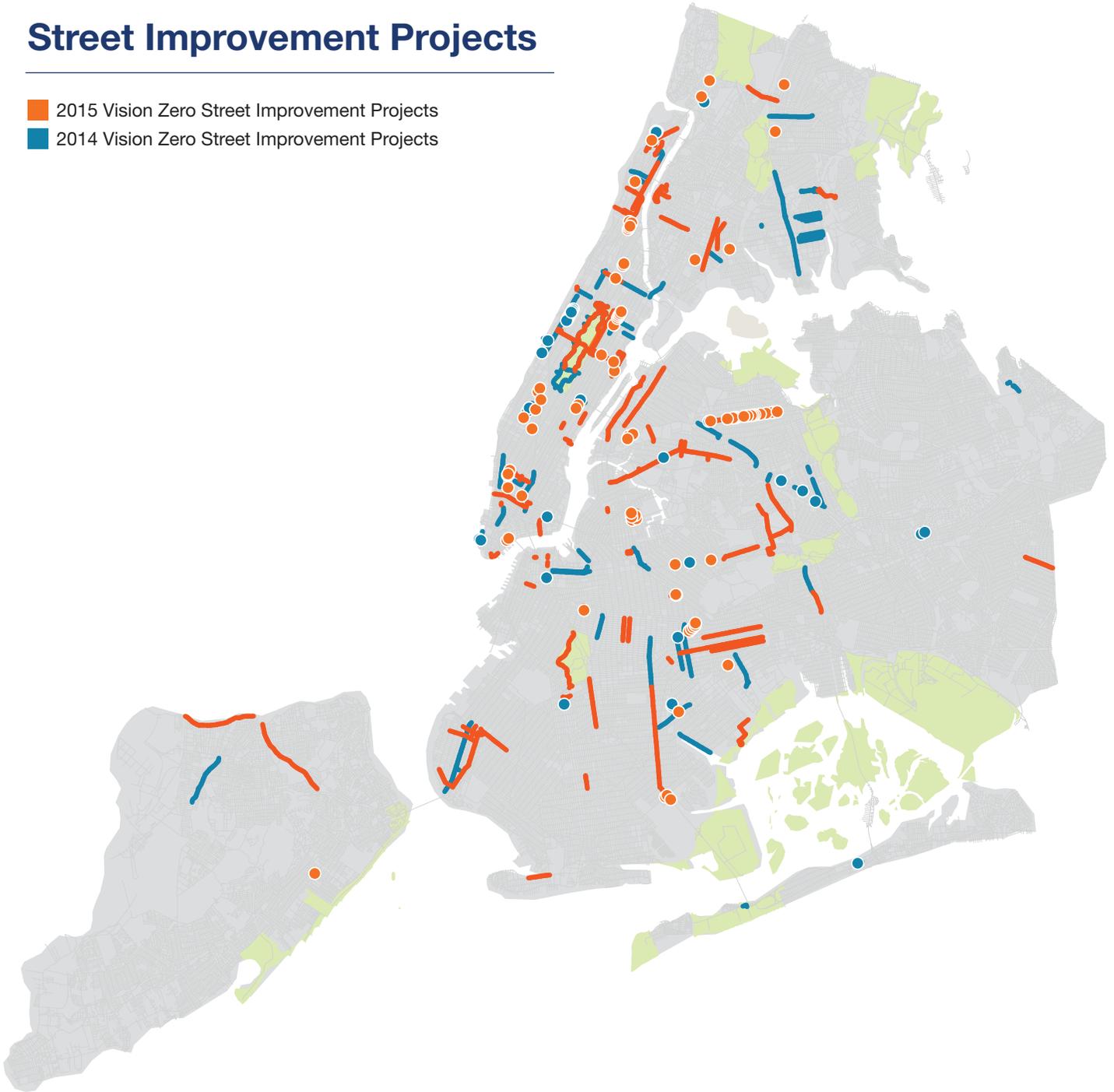
In 2015, the Department of Transportation (DOT) and the New York City Police Department (NYPD) released five Pedestrian Safety Action Plans. These plans analyzed data about pedestrian deaths and serious injuries within each borough in order to identify the most crash-prone corridors, intersections and areas. In addition, DOT and NYPD integrated insights from New Yorkers through 28 Vision Zero town halls and public workshops and more than 10,000 recommendations submitted through the online Vision Zero Public Input Map, which aided the development of solutions for these priority locations.

DOT has accelerated their pace of project implementation, and has targeted these projects according to the data in the Borough Pedestrian Safety Action Plans. In 2015, DOT completed 60 corridor and intersection safety projects at priority locations, and 80 such safety projects citywide—a 67 percent increase in pace over the five years prior to Vision Zero. Since the launch of Vision Zero, DOT has completed 102 corridor and intersection safety projects at priority locations, and 137 such projects citywide. These projects include the addition of a protected bike lane to calm traffic along Queens Boulevard, from Roosevelt Avenue to 73rd Street, the simplification of a complex intersection of Atlantic, Washington, and Underhill Avenues in Brooklyn, and the completion of a traffic calming project on East Tremont from Williamsbridge Road to Bruckner Boulevard in the Bronx.



# Street Improvement Projects

- 2015 Vision Zero Street Improvement Projects
- 2014 Vision Zero Street Improvement Projects

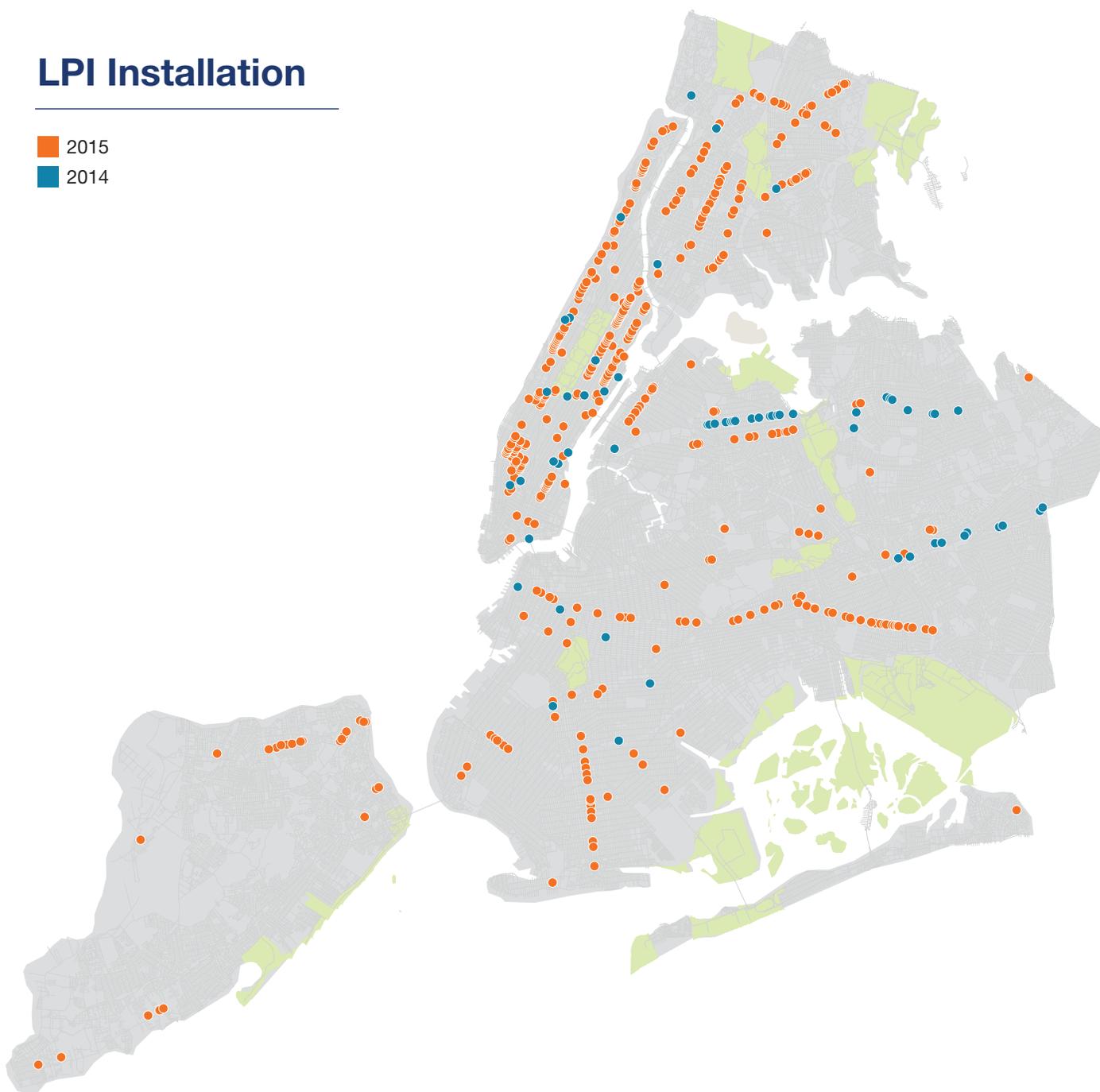


## Leading Pedestrian Intervals (LPI)

LPIs reduce conflicts during a vehicle's turn through the crosswalk by enhancing the visibility of pedestrians in the intersection and reinforcing the pedestrian's right-of-way over turning vehicles. One of the key initiatives identified in the Borough Pedestrian Safety Action Plans was the installation of LPIs at every feasible school crosswalk on a Priority Corridor and at every feasible Priority Intersection by the end of 2017. In 2015, DOT installed 417 LPIs, bringing the Citywide total to over 700.

### LPI Installation

- 2015
- 2014





A project of this scale and complexity has rarely been implemented in such a short time period at DOT.

## Queens Boulevard

Queens Boulevard is a 7.2 mile, 12-lane crash-prone corridor which cuts across more than half the borough. The street's long pedestrian crossing distances, high traffic speeds, and highway-like urban design have led residents, elected officials, and local members of traffic safety advocacy groups like Transportation Alternatives and Families for Safe Streets to call upon DOT to make improvements.

In January of 2015, DOT, NYPD and about 100 residents and merchants participated in the first Queens Boulevard design workshop to address Queens Boulevard from Roosevelt Avenue to 73rd Street. The direction from the community was clear: calm the service road, create more pedestrian crossings, add a protected bike path, and add trees to the Boulevard.

DOT developed a redesign to address these concerns, and built out the 1.3 mile project in only eleven weeks. This project reduces speeding and calms traffic, provides safer pedestrian crossings, and creates a new, safe, convenient cycling route by installing 2.6 miles of protected bicycles lanes. The project also closed redundant slips between the main road and service road and reconfigured highway access points to better organize traffic. The bike lane creates an important connection across Queens for cyclists who were already using the Boulevard without designated facilities.

In November of 2015, DOT held a workshop to identify resident's concerns on the improvements within the next segment of the Boulevard, from 74th Street to Eliot Avenue. DOT is currently working on a design that responds to residents' desire for improved pedestrian crossings, more pedestrian space, a calmer service road and an extension of the protected bike lane.

## Bicycling



While cycling in New York City has nearly quadrupled since 2000, serious injuries have remained low, representing a more than 75% decrease in the average risk for New Yorkers who bicycle.

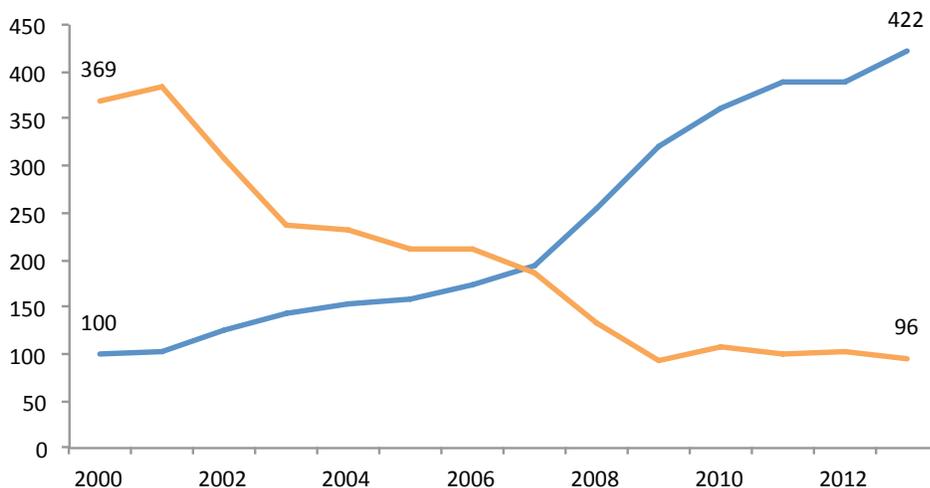
New York's experience has shown that the best way to improve the safety of cycling is to increase the number of cyclists on the streets, and the best way to encourage more cycling is a network of high-quality bicycling infrastructure. Indeed, well-designed bike lanes are a fundamental Vision Zero strategy not only because they protect bicyclists, but also because they reduce excessive speeding, organize traffic and protect pedestrians crossing the street.

To this end, DOT installed a record 12.4 miles of protected bicycle lanes in 2015, more than double the 5.4 miles installed in 2014, and implemented 58.3 miles of bike network improvements and enhancements, 80 percent of which were in the outer boroughs. And Citi Bike logged over 10 million rides in 2015, growth made possible by the program's expansion in Manhattan, Brooklyn and Queens. In 2016, Citi Bike will be rolled out further into Manhattan and the Brooklyn neighborhoods of Red Hook, Boerum Hill, Carroll Gardens, Cobble Hill, and Gowanus.

The addition of protected bike lanes and other facilities, combined with the expansion of Citi Bike, has led to more New Yorkers biking than ever, which means that they are safer than ever. The New York City Cycling Risk Indicator accounts for bicyclist safety by measuring cyclist fatalities and serious injury data against bicycle ridership data. While cycling in New York City has nearly quadrupled since 2000, serious injuries have remained low, representing a more than 75% decrease in the average risk for New Yorkers who bicycle.

### Cycling Risk Indicator

- In Season Cycling Indicator
- Cycling Risk Indicator

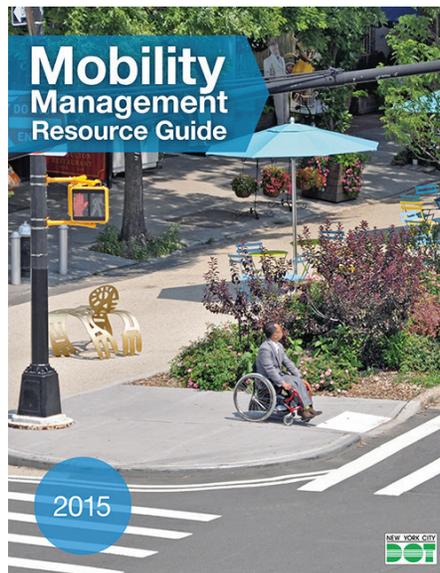


## Accessibility

The City's more than 800,000 residents with disabilities benefit whenever the City simplifies complex intersections, deters speeding, shortens crossing distances, and encourages safer driving at intersections.

DOT will triple the number of Accessible Pedestrian Signals installed annually to 75 per year.

In 2015, DOT along with representatives of the blind and low vision community, updated the criteria which guides the placement of Accessible Pedestrian Signals (APS). In 2016, DOT will triple the number of APS installed annually to 75 per year. These devices help blind and low-vision pedestrians cross the street safely by alerting them through audible tones, speech messages, and vibrating surfaces, when the "walk" phase is available at a given intersection. DOT also published the first-ever Mobility Management Resource Guide to help provide New Yorkers with disabilities, as well as low-income and aging residents, the tools they need to safely and conveniently navigate the city.



## Year Two

# Enforcement

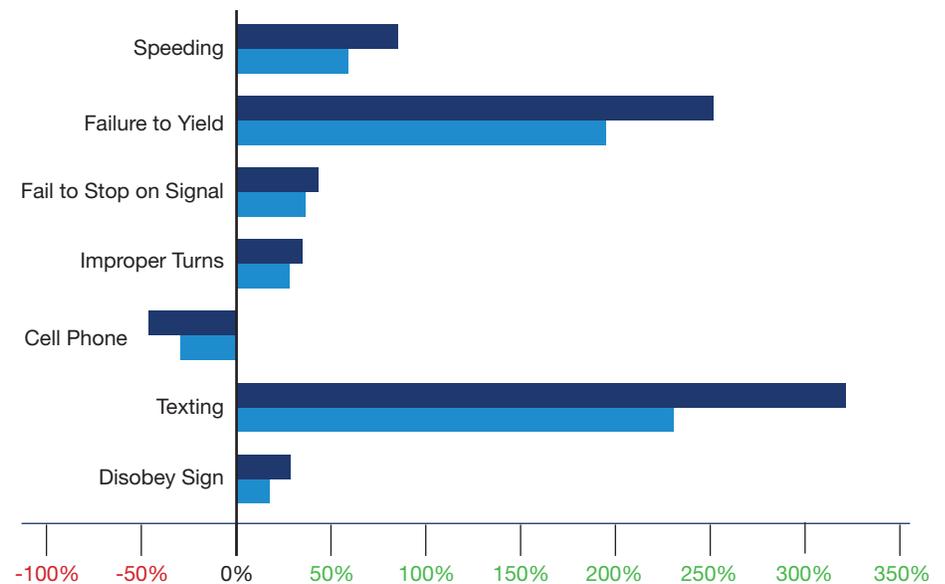
Consistent and predictable enforcement of traffic laws can deter dangerous and reckless behavior, prevent crashes and save lives.

## Moving Violations

NYPD's data driven approach has led to a focus on six Vision Zero-designated moving violations that are known to contribute to traffic fatalities:

### Percent Change of Moving Summones Issued

- 2011-2013 average compared to 2015
- 2011-2013 average compared to 2014



MOVING SUMMONSES	2011-2013 Average	2014	2015	2015 compared to 2011-13 Average
SPEEDING	77,000	117,768	134,426	+75%
FAILURE TO YIELD	12,345	33,577	39,852	+223%
FAIL TO STOP ON SIGNAL	40,214	53,445	55,197	+37%
IMPROPER TURNS	58,181	73,237	76,047	+31%
CELL PHONE	143,552	106,503	84,630	-41%
TEXTING	10,693	32,601	41,205	+285%
DISOBEY SIGN	131,842	152,623	165,377	+25%

Source: NYPD

## Speed Cameras

In 2015, DOT completed installation of speed cameras within 100 school zones. Additionally DOT has activated over 40 mobile cameras, which are relocated daily, and have been positioned in 850 school zones since January 2014.



Violations typically decline by half at locations with speed cameras.

Nearly 1,500,000 tickets have been issued for excessive speeding in a school zone since the launch of the program. This consistent, predictable enforcement is changing behavior: 70 percent of license plates which received a speed camera violation during the first eighteen months of the program did not receive a second violation during that period. Violations typically decline by half at locations with speed cameras. The goal of this program is to reduce speeding, meaning the decline in violations is an expected and welcome result.

## Vehicular Crime Investigations

In August 2014, the NYPD began to enforce the “Right of Way” law, Administrative Code 19-190, which creates criminal and civil penalties for careless motorists who injure or kill pedestrian or bicyclists. In 2015, the Department arrested 35 motorists under this law who struck and killed or injured a pedestrian or bicyclist.

The Collision Investigation Squad, an NYPD unit which investigates serious collisions where a person has died or suffered a catastrophic injury, collects evidence at collision scenes in an attempt to determine the cause of the collision and whether a crime may have occurred. In 2015, CIS conducted 407 investigations, and enforcement actions were brought against 102 motorists who were involved in a fatal or serious injury crash.

## Smarter Allocation of Resources

The NYPD has begun to roll out a pilot program to reassign responsibility for preparation of reports following a vehicle collision. In 2015, Traffic Enforcement Agents in eight precincts began responding to the collisions which only involve property damage, in addition to their typical responsibilities which include issuing parking violations and directing traffic. It is estimated that this initiative saved over 3,000 hours in time for patrol officers.

## Motorcyclist Safety

Only two percent of registered vehicles in New York City are motorcycles, yet motorcyclists account for approximately 14 percent of traffic fatalities. In 2015 NYPD launched an enforcement and education campaign to deter dangerous motorcycle riding.

In 2015 NYPD issued over 12,000 moving summonses to motorcyclists for illegal actions, primarily speeding and unlicensed operation.

It can be hazardous for an officer to initiate a traffic stop with a speeding or reckless motorcyclist, because an unskilled motorcyclist is likely to cause harm to themselves or others during the interaction. This has led NYPD to focus on registration and equipment violations against parked motorcycles—over 1,100 motorcycles were ticketed and towed in 2015, a 28 percent increase from 2014.

NYPD developed and distributed motorcycle safety materials warning motorcyclists of increased enforcement and providing safety education. In March 2014 the Governor’s Traffic Safety Committee and New York State Association of Chiefs of Police hosted a training session at NYPD’s Police Academy to discuss motorcycle enforcement best practices and safety priorities.

This combined enforcement and education strategy contributed to 2015 being the safest year for motorcyclists since 1998.



In 2013, 42 people were killed on their motorcycles in NYC.

### RIDE SMART

- Slow it down on neighborhood streets.
- Don't pass large vehicles making turns—they can't see you.
- Help new motorcyclists learn the ropes.
- And always yield to pedestrians crossing the street.



### RIDE LEGAL

- Improperly displayed license plates, as shown in the photo above, are illegal.
  - Obtain a valid motorcycle license.
  - No stunting.
- If your motorcycle is not properly registered and insured, your motorcycle will be TOWED!



## Year Two

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# Fleets

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The fleets that are regulated by the Taxi and Limousine Commission (TLC), the Department of Citywide Administrative Services (DCAS), and Metropolitan Transportation Authority (MTA) are the largest in New York City, and set the tone for all other users of our streets.

## TLC Honor Roll and DCAS Good Operator Awards



*2015 GO Award recipient, Rita Anderson.*

The second annual TLC Safety Honor Roll recognized 256 TLC-licensed drivers with outstanding safe driving records over many years and millions of miles behind the wheel. TLC Safety Honor Roll drivers have had no crashes involving fatality or injury, no traffic violations, and no violations of TLC safety-related rules for five or more years as TLC-licensed drivers.

This year, the TLC expanded the Safety Honor Roll to include TLC-licensed companies, honoring five yellow taxi fleets, fifteen car service bases, and three commuter van companies with superior safety records. TLC Safety Honor Roll companies have the lowest shares of vehicles involved in serious collisions (i.e., collisions with an injury) in their categories in 2015. In 2016, TLC will release new Fleet and Base Reports, compilations of statistical information on safety and customer service for each fleet and base, which will give these companies more information they can use to continuously improve their performance.

On November 5, 2015, DCAS presented the first citywide Good Operator Awards (GO Awards) to recognize 65 daily drivers from 13 City agencies for their commitment to safe and responsible driving. The awards were presented at the 2nd Vision Zero Fleets Forum at the Queens Theatre in Flushing Meadows Corona Park.



Driver monitoring devices have been installed on over 20,000 City vehicles.

## Safe Fleet Technology

In 2015, TLC began the Vehicle Safety Technology Pilot to study the benefit provided by collision avoidance sensors, driver monitoring technology, and driver alert systems to improve the driving habits of TLC licensees. DCAS and MTA are also investigating collision avoidance sensors to customize for inclusion in their fleets.

In 2015, the MTA began a pilot to evaluate the effectiveness of an audible voice alert to pedestrians when a bus is making a left or a right hand turn through an exterior facing speaker. Volume automatically adjusts based on outside ambient noise.

Since February 2015, DCAS has installed over 250 side guards on City trucks. The Council passed and the Mayor enacted legislation to require side guards on all City fleet trucks as well as private waste hauling trucks. Side guards are rail or panel style attachments that can help prevent a pedestrian or bicyclist from being seriously injured or killed by a turning truck.

DCAS has also worked with agencies to install devices on City vehicles which record whether the vehicle is speeding, making hard stops or otherwise being driven aggressively. These devices have been installed on over 20,000 City vehicles, and the entire fleet of eligible on-road vehicles will be completed by June 2016. Data from these devices will help agencies manage the safety performance of their drivers.

## Drive Like Your Family Lives Here

TLC worked with Families for Safe Streets, Transportation Alternatives, and DOT to tell the stories of five families whose lives have been devastated by crashes through a video called “Drive Like Your Family Lives Here.” The film offers a frank and moving glimpse through the eyes of family members who have lost loved ones to traffic-related tragedies in recent years.

The film has been integrated into driver training programs required by TLC for all prospective taxi drivers and will soon be integrated into the new training course planned for prospective car service drivers. The MTA, DCAS, and NYPD use the film in their driving and enforcement training programs and DOT includes the film in its safety curriculum for 11th and 12th grade students in New York City high schools. The film is now available in a 5-minute format and with Spanish subtitles on TLC’s YouTube page.



*A still from the short film “Drive Like Your Family Lives Here.”*

## Year Two

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# Public Engagement, Education, and Outreach

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The City has launched a comprehensive campaign to consistently and clearly communicate the causes of fatal crashes and engage with New Yorkers about the consequences of high-risk driving choices.

## Street Teams

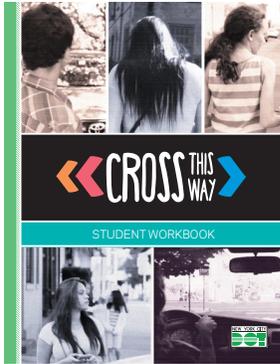
NYPD and DOT Street Teams engage with and distribute Vision Zero educational materials to drivers, pedestrians and cyclists at intersections, transit hubs, churches and seniors centers for a week, followed by a week of enforcement. In 2015, Street Teams were deployed at high vehicle and pedestrian volume locations within 29 police precincts, educating New Yorkers about how to prevent a serious crash and alerting motorists to upcoming enforcement.

After the week of engagement and education, NYPD focuses enforcement on hazardous moving and parking violations in the same area. This year, Vision Zero Street Team operations accounted for over 17,000 moving violations, 24,000 parking violations, and 128 traffic related arrests. In addition, over 820,000 educational flyers were distributed.

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## Safety Education in Schools



Since 2014, DOT has brought safety curriculum to approximately 1,200 elementary, middle school and high school classrooms throughout the city. In 2015, new curriculum was developed for middle and high school students about the dangers posed by distracted drivers and tips to be safe while walking on the streets (Take Action against Distraction) and for students who are learning to drive or who will be in cars without adult supervision (Behind the Wheel). In year three of Vision Zero, the Department of Education will debut a Vision Zero lesson designed for 4th–6th grade students and disseminate vital information to parents and caregivers to curb dangerous driving behavior.

## Professional Drivers Outreach

TLC has conducted in-person outreach to for-hire licensed drivers across the city to discuss Vision Zero, traffic safety strategies, and the “rules of the road.” At the end of the session, participating drivers signed the TLC Safe Driver Pledge. TLC staff has held a total of 279 Vision Zero meetings with drivers since the program began – 249 since January 2015. In that time, staff collected 1,506 Safe Driver Pledges.

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In September 2015, TLC launched a behind-the-wheel training course. TLC now offers this hands-on course, in which drivers are coached by a professional instructor, to drivers who have demonstrated a need to improve their driving skills in order to reduce the risk of losing their license. In December 2015, TLC launched a 24-hour pre-licensure course for car service drivers, which will mirror a course already taken by all taxi drivers, providing instruction on Vision Zero and other important topics to more than 15,000 drivers in its first year. TLC is also exploring other special driver training opportunities, such as simulator training, to make hands-on training available to more drivers.

## Focus on Older Adults

Older adults—aged 65 years or older—make up 13% of the NYC population, yet account for more than a third of pedestrian fatalities. In an effort to better inform outreach to this population, the DOHMH conducted focus groups with older adults to better understand their perceptions of traffic risks and traffic safety, to ascertain what they consider to be best practices for preventing collisions, and to gain insights on the most effective channels

for reaching them. The findings from these groups will help inform traffic safety messaging for older adults and potentially contribute to street design modifications in 2016. In addition, the Department for the Aging will work with the Vision Zero Task Force to emphasize outreach to aging New Yorkers in Senior Pedestrian Focus Areas.

## Media Campaign

In 2015, the Vision Zero Marketing Team expanded the Your Choices Matter campaign, which uses graphic and powerful images to emphasize the serious consequences of hazardous driving choices. A data-driven and focus group-tested approach guided the placement of ads on bus shelters, newsstands, billboards and gas station banners.

The “Your Choices Matter” media campaign added a video component in the spring with two 30-second advertising spots titled “Racer” and “Cautious”. These were shown in May and June of 2015 on TV, before movies during trailers, and by TLC on their Taxi TV.

The ad campaign was a success:

72 percent of New York drivers recall having seen the campaign, 75 percent of drivers report that the ads compelled them to “expect more enforcement of traffic laws,” and 86 percent of drivers report that the ads convinced them to “pay more attention to pedestrians and cyclists while driving.” In 2016 DOT will expand the ad campaign to extend its reach.

86 percent of drivers report that the ‘Your Choices Matter’ ads convinced them to “pay more attention to pedestrians and cyclists while driving.”



## YEAR ONE

# Initiatives Scorecard

ID #	Agency	Initiative Name	Status
1.1	City Hall/Ops	Establish a permanent Vision Zero task force in the Mayor's Office of Operations	Complete
1.2	City Hall/Ops	Launch a Vision Zero website to gather input from New Yorkers and coordinate information about the City's Vision Zero plans and upcoming events and provide data	Complete
1.3	City Hall/CAU/DOT	Conduct Vision Zero presentations across the City	Complete and Ongoing
1.4	City Hall/Ops	Publish crash and safety data on a regular basis in user-friendly format(s)	Complete and Ongoing
1.5	City Hall/Ops	Partner with industry groups and vehicle manufacturers to educate fleet drivers and explore design changes to their automotive fleets	Complete
1.6	City Hall/Intergov	Lead a state legislative campaign to give the City power over the placement of speed and red-light cameras, power to reduce the citywide speed limit to 25 MPH, and ability to increase the penalties associated with dangerous driver behavior	Complete and Ongoing
1.7	NYPD	Increase enforcement against dangerous moving violations, including speeding, failing to yield to pedestrians, signal violations, improper turns/disobeying signage, and phoning/texting while driving	Complete and Ongoing
1.8	NYPD	Increase speeding enforcement at the precinct level	Complete and Ongoing
1.9	NYPD	Purchase advanced speed detection equipment (LIDAR guns), upgrade speed detection technology available to precincts and train additional personnel	Complete and Ongoing
1.10	NYPD	Increase the Highway District to 263 personnel	Complete and Ongoing
1.11	NYPD	Expand Collision Investigation Squad cases to encompass all crashes with critical injuries.	Complete
1.12	NYPD	Modify precinct-level traffic plans to increase focus on pedestrian safety	Complete
1.13	NYPD	Update technology for capturing crash data	Complete
1.14	NYPD	Enhance training for officers to better record and preserve crash details and site evidence	Complete
1.15	NYPD	Broaden recruiting efforts for School Crossing Guards	Complete
1.16	NYPD/DOT	Conduct intensive street-level outreach and enforcement on safety problems and traffic laws, focused in areas with known crash histories	Complete and Ongoing
1.17	NYPD/DOT	Convene monthly meetings of the DOT Traffic Division and the NYPD Transportation Bureau to review traffic safety performance and set strategy for improvement	Complete and Ongoing
1.18	NYPD/DOT	Develop data-driven citywide enforcement strategy	Complete
1.19	NYPD/DOT/CAU	Develop borough-wide safety plans in close coordination with community boards, community organizations, and the Mayor's Community Affairs Unit	Complete

ID #	Agency	Initiative Name	Status
1.20	NYPD/DOT	Conduct targeted outreach in 500 schools each year, educating students about protecting themselves as safe pedestrians and working with their families for safer school zones	Complete and Ongoing
1.21	DOT	Complete 50 street improvement projects that enhanced safety by reengineering intersections and corridors	Complete
1.22	DOT	Create 25 new arterial slow zones	Complete
1.23	DOT	Implement eight new neighborhood slow zones	Complete
1.24	DOT	Install speed cameras at 20 new authorized locations	Complete
1.25	DOT	Install 250 speed humps, including in neighborhood slow zones	Complete
1.26	DOT	Enhance street lighting at 1,000 intersections	In Progress
1.27	DOT	Enhance maintenance of street markings	In Progress
1.28	DOT	Install traffic signals where needed	Complete and Ongoing
1.29	DOT	Implement additional street reconstruction safety projects	In Progress
1.30	DOT	Survey national and international best practices to expand potential strategies	Complete and Ongoing
1.31	DOT	Hold workshops for major street design projects	Complete and Ongoing
1.32	DOT	Undertake a high-quality ad campaign aimed at reducing speeding, failure-to-yield and other forms of reckless driving	Complete and Ongoing
1.33	DOT	Broaden the message and expand the reach of the "Choices" anti-DWI campaign	Complete and Ongoing
1.34	DOT	Double the number of programmable speed boards for the intensive education/enforcement initiative	Complete
1.35	DOT	Make effective, age-appropriate safety curriculum available to schools throughout the city	Complete and Ongoing
1.36	DOT	Partner with senior centers to increase communication and get specific feedback from aging New Yorkers about street safety improvements	Complete and Ongoing
1.37	DOT	Increase the number and visibility of hands-on safety demonstrations	Complete and Ongoing
1.38	DOT	Add safety flyers and messaging in DOT mailings such as Alternate Side Parking regulations and construction permits	Complete and Ongoing
1.39	DOT/TLC	Issue summonses to TLC drivers identified by red light cameras	Complete and Ongoing
1.40	DOT/TLC	Update taxi school to account for new streetscape features and alert drivers to higher-crash street types	Complete
1.41	TLC	Create TLC safety enforcement squad equipped with speed radar equipment to enforce speed and safety regulations	Complete
1.42	TLC	Pilot program to place black box data recorders in TLC-licensed vehicles	Complete and Ongoing
1.43	TLC	Implement more comprehensive traffic safety curriculum for initial licensees	Complete and Ongoing
1.44	TLC	Create behind-the-wheel driving course for drivers who would benefit from additional instruction	Complete and Ongoing
1.45	TLC	Pilot technology that alerts passengers and drivers when they are traveling over the speed limit	Complete and Ongoing
1.46	TLC	Explore in-car technology that limits vehicle speed, warns drivers of impending collisions, or reduces the fare when the driver speeds	Complete
1.47	TLC	Introduce street safety public service announcements on Taxi TV	Complete and Ongoing

ID #	Agency	Initiative Name	Status
1.48	TLC	Use driver information monitors to send safety reminders to taxi drivers	Complete and Ongoing
1.49	TLC	Add safety flyers and messaging in TLC mailings to drivers	Complete and Ongoing
1.50	TLC	Include left turn reminder stickers in TLC licensed vehicles	Complete
1.51	TLC	Create publicly accessible "Honor Roll" of safe TLC drivers	Complete
1.52	TLC	Enhance enforcement against drivers offering for-hire service without a TLC license	Complete
1.53	TLC	Explore vehicle design requirements to improve safety	Complete
1.54	TLC	Pursue City law changes and new TLC rules to increase sanctions on TLC drivers who engage in dangerous behavior	Complete
1.55	DCAS	Ensure all City fleet vehicles are equipped with technology that record speeding and other dangerous driving behaviors by the end of 2014	In Progress
1.56	DCAS	Upgrade the collision tracking system for the citywide fleet through the new NYC Fleet Focus system	Complete
1.57	DCAS	Oversee a Citywide expansion of Defensive Driver training courses for all employees driving City vehicles	Complete
1.58	DCAS	Recommend safety related devices and designs, such as high visibility vehicles, back-up cameras, and rear wheel side guards, for City vehicles and other vehicles under City regulation	Complete
1.59	DOHMH	Conduct public health surveillance on traffic-related hospitalizations and fatalities	Complete and Ongoing
1.60	DOHMH/VZ Task Force	Provide Vision Zero Task Force with public health data to help target traffic safety interventions	Complete and Ongoing
1.61	DOHMH	Include traffic fatalities and injuries and prevention messages in public health reports	Complete and Ongoing
1.62	DOHMH/VZ Task Force	Engage community public health partners in promoting Vision Zero goals	Complete and Ongoing
1.63	DOHMH/DOT/NYPD	Promote research on walking, driving, motorcycling, and bicycling behaviors and patterns in the city	Complete and Ongoing

## YEAR TWO

## Initiatives Scorecard

ID #	Agency	Initiative Name	Status
2.1	NYPD/DOT/ TLC/ DCAS/Ops	Promote a new outreach and enforcement campaign of the new 25 MPH speed limit – Operation Drive 25	Complete and Ongoing
2.2	DOT/NYPD/ TLC/ DOHMH/ DCAS/ City Hall/Ops	Develop and execute a comprehensive Vision Zero media campaign	Complete and Ongoing
2.3	DOT/NYPD/TLC/ DOHMH/DCAS/ City Hall/Ops	Expand collaboration with new partners, including the District Attorney's offices, the Metropolitan Transportation Authority (MTA), and the New York State Department of Motor Vehicles	Complete
2.4	DOT/NYPD	Identify priority corridors, intersections, and areas	Complete
2.5	DOT/NYPD	Target safety education at priority corridors and priority areas	Complete and Ongoing
2.6	DOT	Implement 50 Vision Zero safety engineering improvements annually at priority corridors, intersections, and areas citywide, informed by outreach findings at project locations	Complete and Ongoing
2.7	DOT	Implement Vision Zero Great Streets	In Progress
2.8	DOT	Significantly expand exclusive pedestrian crossing time through the use of leading pedestrian intervals (LPIs) on all feasible priority corridors and priority intersections by end of 2017	In Progress
2.9	DOT	Modify signal timing to reduce off-peak speeding on all feasible priority corridors by the end of 2017	In Progress
2.10	DOT	Install expanded speed limit signage on all priority corridors in 2015	Complete
2.11	DOT	Drive community input and engagement at priority corridors, intersections, and areas	Complete and Ongoing
2.12	DOT	Expand a bicycle network that improves safety for all road users (including at least 5 miles per year of protected bike paths)	Complete and Ongoing
2.13	DOT	Release motorcyclist crash study and list of proposed action items to aid in preventing future crashes	In Progress
2.14	DOT	Conduct study on severe injury and fatal bicyclist crashes and list of proposed action items to aid in preventing future crashes	In Progress
2.15	DOT	Install 75 Accessible Pedestrian Signals (APS) per year and develop additional accessibility measures	In Progress
2.16	DOT	Complete deployment of speed cameras and implement the majority of speed camera locations at priority corridors, intersections, and areas	Complete
2.17	DOT	Continue to reform off-hours programs for commercial deliveries to reduce conflicts with pedestrians	In Progress
2.18	DOT/NYPD/MTA	Partner with NYPD and MTA to develop and complete a study on large vehicles and use truck and large vehicle crash data to identify truck enforcement priority areas	In Progress
2.19	DOT	Proactively design for pedestrian safety in high-growth areas, including locations in the Housing New York plan	Complete and Ongoing

ID #	Agency	Initiative Name	Status
2.20	DOT/NYPD/	Target street team outreach at priority corridors, intersections, and areas	Complete and Ongoing
2.21	DOT/NYPD	Deploy dedicated enforcement on priority intersections and corridors and deploy dedicated resources to NYPD precincts that overlap substantially with priority areas as outlined in borough plans	Complete
2.22	NYPD	Increase training, awareness, and outreach to address Administrative Code 19-190, a law creating a criminal misdemeanor penalty for New York City drivers who injure or kill pedestrians or cyclists with the right of way	Complete and Ongoing
2.23	NYPD	Implement and test a new model of enforcement that increases enforcement in areas both with high traffic fatalities/injuries and with high crime rates	In Progress
2.24	NYPD	Pilot a program to allow Traffic Enforcement Agents to respond to motor vehicle collisions involving only property damage	In Progress
2.25	NYPD	Pilot a program to allow civilian members of the NYPD to work in the Intoxicated Driver Testing Unit	In Progress
2.26	NYPD	Increase outreach, education, and enforcement on motorcycle registration and the prohibition of dangerous and stunt behavior of motorcyclists	Complete and Ongoing
2.27	DOT/NYPD	Increase large vehicle and truck education and enforcement amongst precinct police and focus on truck safety education for drivers, pedestrians, and cyclists	In Progress
2.28	TLC	Develop a system to communicate safety information to TLC-licensed drivers	Complete and Ongoing
2.29	TLC	Advocate for a change in the New York State seatbelt law to remove the exemptions for taxis and liveries	In Progress
2.30	TLC	Expand required TLC driver education to car service drivers	Complete and Ongoing
2.31	TLC	Introduce license renewal course for taxi and car service drivers, providing additional continuing education about safe driving	In Progress
2.32	TLC	Engage taxi fleets and car service bases in promoting safe driving among TLC-licensed drivers	Complete and Ongoing
2.33	TLC	Create public service announcements (PSAs) to engage passengers in promoting safe driving by TLC licensees and educate partner agencies	In Progress
2.34	DCAS	Recognize safe operators among City fleet drivers through "Good Operator" awards	Complete and Ongoing
2.35	DCAS	Install the first wave of 240 truck side guards and test their effectiveness	Complete and Ongoing
2.36	DCAS	Survey City fleet drivers regarding their perceptions of safety and safe driving as part of ongoing defensive driving initiative	Complete and Ongoing
2.37	DOHMH	Issue guidance on traffic safety messaging for older adults based on formative research.	Complete
2.38	DOHMH	Create new partnerships with schools and priority neighborhoods that will promote Vision Zero and active living	Complete and Ongoing
2.39	DOHMH	Link traffic crash event and hospitalization data to describe patterns and risk factors for traffic-related injuries	Complete and Ongoing
2.40	DOHMH/VZ Task Force	Identify priority topics for research and evaluation of Vision Zero efforts	Complete and Ongoing