






**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 179 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, now funded with \$1.6 billion through Fiscal 2022, has ensured resources will be available to continue an accelerated pace of redesign and reconstruction of New York City streets.

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.

This cross-agency collaboration has contributed to the successful implementation of key Vision Zero initiatives. 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 the first four months of Fiscal 2019, overall citywide traffic fatalities fell 15.1 percent, from 86 to 73. Fatalities among motorcyclists increased, while fatalities among pedestrians, bicyclists, motor vehicle operators and passengers decreased.

Traffic Fatalities	Actual				4-month Actual		PMMR FY18-FY19 %Change
	FY15	FY16	FY17	FY18	FY18	FY19	
Total Fatalities	249	236	211	209	86	73	-15.1%
Pedestrians	143	132	132	107	38	35	-7.9%
Bicyclists	16	20	16	21	9	3	-66.7%
Motorcyclists	28	25	20	35	19	23	21.1%
Motor Vehicle Operators	29	34	21	30	11	9	-18.2%
Passengers	33	25	22	16	9	3	-66.7%

Source: NYPD

STREET DESIGN

DOT continued to make streets safer by implementing designs which 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 47 street improvement projects at priority locations, constructed 155 speed humps, activated 394 leading pedestrian signals, installed new pedestrian signals at 36 intersections, added 34.2 miles to the bicycle network and implemented safety signal retiming on 14 major corridors.

During July to October 2018 DOT advanced work on all four Great Streets projects:

- Queens Boulevard: DOT undertook outreach to elected officials regarding Phase 4 of the operational project, which is scheduled to begin later in Fiscal 2019 and will cover the 1.1-mile portion between Yellowstone Boulevard and Union Turnpike. DOT also continued the design process for Segments A and B of the capital project, and began the Percent for Art process for Segment B in Fall 2018.
- Grand Concourse: During the reporting period, construction continued on Phase 3 of the capital project, from East 171st Street to East 175th Street. DOT and the Department of Design and Construction (DDC) prepared to send Phase 4 (East 175th Street to East Fordham Road) out to bid and began the capital project initiation process for Phase 5 (East Fordham Road to East 198th Street).
- Atlantic Avenue: Construction of Phase 1 (Georgia Avenue to Logan Street) continued throughout the start of Fiscal 2019. Construction of water mains and catch basins on the eastern portion finished in September 2018, while construction on the raised median planters began. DOT continued the design and community outreach process for Phase 2 (Logan Street to Rockaway Boulevard).
- 4th Avenue: The capital project led by DOT and DDC, between 8th Street and 64th Street, has completed its design process, and bids are being collected for the construction contract. The next phase, between Atlantic Avenue and 8th Street, is currently in the scoping phase. MTA New York City Transit began building median ventilators between 40th Street and 58th Street in July 2018. Operational safety improvements, including protected bike lanes and pedestrian refuge islands, began implementation in September 2018 between 60th Street and 64th Street.

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 phoning/texting while driving.

Each week at TrafficStat, 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 2019, NYPD issued 50,487 speeding summonses and 16,146 failure-to-yield to pedestrian summonses, increases of six percent and seven percent, respectively, from the same period of Fiscal 2018. NYPD also issued 1,007 violations of NYC Administrative Code 19-90—the "right of way law"—to drivers who struck a pedestrian or cyclist who had the legal right of way, and made 12 arrests for these violations. Furthermore, NYPD purchased 136 additional LIDAR speed detection guns in 2018 to help enforce against speeding violations—bringing the total number of LIDAR guns in service during the reporting period to 661. During the reporting period 186 officers were LIDAR trained, increasing the total number of trained officers to 3,497.

In addition, TLC's enforcement officers focused on these same high-priority violations among TLC-licensed vehicles. These summonses include failure-to-yield right of way to a pedestrian, speeding and stop sign and traffic signal violations.

In Fall 2018 TLC improved its enforcement policy for red light camera violations to TLC-licensed drivers. In the past, TLC-licensed drivers, like private vehicle owners, faced only monetary fines. After reviewing patterns of red light camera violations among TLC-licensed drivers while on for-hire trips, TLC now adds points to a driver's TLC license after the first offense instead of issuing a fine. This change means that running a red light and getting caught by a camera has the same consequence as drivers pulled over by police or TLC enforcement officers. TLC points are a strong deterrent and encourage drivers to change their driving behavior, reduce recidivism and stop fully at each red light.

OUTREACH AND ENGAGEMENT

The Vision Zero Street Teams integrate education and enforcement to discourage unsafe behavior on our 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, which is followed by NYPD enforcement in the same area in the subsequent week. From July to October 2018 Street Teams connected with tens of thousands of New Yorkers, and NYPD issued 5,976 moving and 7,358 parking summonses and made 71 arrests for traffic-related violations through these efforts.

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 2,420 City drivers trained in defensive driving during the reporting period, bringing the total number of employees who have completed the day-long safety training to nearly 50,000 since the beginning of Vision Zero. During the remainder of Fiscal 2019 DCAS will start additional computer based training or virtual reality training to augment class sessions.

TLC held a variety of outreach events to educate drivers on Vision Zero in 2018. The new “TLC In Your Borough” program features an agenda that is tailored to provide drivers with information on TLC policies such as fatigued driving prevention rules and other Vision Zero regulations. In addition, TLC staff conducted Vision Zero driver outreach meetings to for-hire vehicle bases and taxi garages throughout the City and distributed Vision Zero materials at locations that drivers congregate and transportation hubs. As of October 2018, TLC has held 554 driver outreach meetings since 2014.

From July to October 2018, almost 9,000 drivers completed TLC’s pre-licensure driver training course. Over 111,000 drivers have taken this course since 2014. This training requirement includes a specialized Vision Zero curriculum developed for for-hire drivers.

In 2016 DOT and NYPD conducted an analysis of crash trends and 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 a multi-agency seasonal enforcement and education approach. Based on the encouraging results during the first two years of this campaign, the Dusk and Darkness campaign ran again in 2018. NYPD focuses 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

DCAS announced in Fall 2018 that it has acquired through new vehicle purchases over 20,000 vehicle safety devices including but not limited to backup cameras, automatic braking, driver alerts, automatic headlights and truck sideguards. These new investments are designed to reduce collisions and lessen the impact of crashes that do happen.

In partnership with the U. S. Department of Transportation’s Volpe Center, in November 2018 DCAS released an updated [Safe Fleet Transition Plan for 2018-2019](#). In this update DCAS now requires where available and operationally feasible high vision truck cabs for vehicles. The plan also calls for the expansion of the use of vehicle to vehicle technologies. The Safe Fleet Transition Plan (SFTP) is a model for public and commercial fleets nationwide in how to manage the rapid pace of technology change impacting fleet safety.

In Calendar 2014 non-emergency City fleet vehicles were involved in eight fatalities. In the four years since, through October 2018, the non-emergency fleet has been involved in a total of seven fatalities. The City has also achieved reductions in collisions and injuries per vehicle mile traveled.

Through the end of October 2018 DCAS installed over 2,000 truck side-guards, with new units being delivered with sideguards or retrofits being completed daily. This is the largest program of its type in North America.

DCAS also announced a formal agreement with DOT to install thousands of vehicle to vehicle (V2V) devices on City-owned vehicles in support of the project that is being funded by the federal government. Installation of vehicle devices is expected to take place in Spring 2019.

TLC honored 410 drivers and 27 businesses for their safety records at the Fifth Annual Safety Honor Roll ceremony in October 2018; 212 drivers were repeat honorees. Safety Honor Roll drivers had no crashes involving an injury or fatality, no moving violations and no TLC rule violations for at least four years. The ceremony recognized these drivers' accomplishments and served to remind all 200,000 TLC-licensed drivers of the high value the City places on safety.

In an effort to better understand the impact of retraining for first-time violators of traffic rules, TLC began a diversion pilot program in 2018 targeted to drivers summonsed for using an electronic device (cell phones, tablets, headphones and Bluetooth) while driving for-hire. This pilot program will compare the traffic safety violation recidivism rates of two groups of TLC-licensed drivers: one group received the standard fine for this violation and another group were given the opportunity to take a distracted driving retraining course. Drivers who took the retraining course did so in Summer 2018. TLC will track the driving records of both groups for evaluation of the program and analyze outcomes in early 2019 to determine if expanded low-cost retraining offerings in lieu of fines is a policy TLC should expand to reduce the financial burden on drivers while changing driving behavior.

DATA-DRIVEN SOLUTIONS

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. During the first four months of Fiscal 2019 the Vision Zero Data Working Group made progress on drafting scopes to address key research agenda questions. These lay the groundwork for studies to commence.

In 2018, DOHMH shared a linked data set with select variables of crash reports and motor vehicle hospitalizations with the Mayor's Office of Data Analytics (MODA). MODA, in partnership with DOHMH and DOT, created a project scope outlining analytic work to identify traffic crash circumstances related to serious injuries and help find data-driven solutions by predicting which crashes result in severe injuries for pedestrians. In October 2018, MODA disseminated findings and found above and beyond crash circumstances, older age is predictive of serious injury. Specifically, New Yorkers age 70 years and older are more than twice as likely to sustain serious injuries as any other New Yorker struck by a motor vehicle.

SELECTED PERFORMANCE INDICATORS	Actual			4-month Actual		Target	
	FY16	FY17	FY18	FY18	FY19	FY19	FY20
LIDAR guns (advanced speed detection equipment)	90	24	156	20	0	*	*
Vision Zero-related moving summonses issued	629,153	686,450	709,726	223,494	230,426	*	*
- NYPD	620,216	675,949	698,501	219,421	226,771	*	*
- TLC	8,937	10,501	11,225	4,073	3,655	*	*
Speed boards deployed	60	58	94	54	30	*	*
Speed humps installed	395	365	409	197	155	250	250
Senior centers partnering with DOT to increase feedback on street safety improvements	120	125	170	48	50	*	*
Bike lane miles installed	53.9	82.9	70.5	32.7	34.2	50	50
Leading pedestrian intervals installed (signal timing that allows pedestrians to start crossing before traffic is released)	648	939	749	255	394	300	300
Intersections with accessible pedestrian signals installed	52	116	54	17	27	75	75
City employees trained in defensive driving citywide	7,929	7,876	11,162	4,526	2,420	8,500	8,500

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 One Year Report:
<http://www.nyc.gov/html/visionzero/assets/downloads/pdf/vision-zero-1-year-report.pdf>
- Vision Zero Year Two Report:
<http://www.nyc.gov/html/visionzero/assets/downloads/pdf/vision-zero-year-two-report.pdf>
- Vision Zero Year Three Report:
<http://www1.nyc.gov/assets/visionzero/downloads/pdf/vision-zero-year-3-report.pdf>
- Vision Zero Year Four Report:
<https://www1.nyc.gov/assets/visionzero/downloads/pdf/vision-zero-year-4-report.pdf>
- Vision Zero Pedestrian Safety Action Plans:
<https://www1.nyc.gov/html/dot/html/pedestrians/ped-safety-action-plan.shtml>
- Vision Zero Action Plan:
<http://www.nyc.gov/html/visionzero/assets/downloads/pdf/nyc-vision-zero-action-plan.pdf>

- Environment and Health Data Portal:
<http://www.nyc.gov/health/tracking>
- Safe Fleet Transition Plan Report:
http://www.nyc.gov/html/dcas/downloads/pdf/fleet/VOLPE_Recommendations_for_Safe_Fleet_Transition_Plan_SFTP.pdf
- Safe Fleet Transition Plan Update Press Release:
<http://www.nyc.gov/html/dcas/downloads/pdf/fleet/Press-Release-Updated-Safe-Fleet-Transition-Plan-With-High-Vision-Truck-Design.pdf>
- Safe Fleet Transition Plan Update 2018-2019:
<http://www.nyc.gov/html/dcas/downloads/pdf/fleet/Safe-Fleet-Transition-Plan-Update-2018.pdf>
- Vision Zero at the Taxi and Limousine Commission:
<https://www1.nyc.gov/site/tlc/about/vision-zero.page>
- Safer Cycling: Bicycle Ridership and Safety in New York City:
<http://www.nyc.gov/html/dot/downloads/pdf/bike-safety-study-fullreport2017.pdf>
- Automated Speed Enforcement Program Report:
<http://www.nyc.gov/html/dot/downloads/pdf/speed-camera-report-june2018.pdf>
- Global Entrepreneur Program
<http://www.togetherforsaferroads.org/programs/safer-road-tech/>