






**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 240 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 \$3.7 billion through Fiscal 2024, 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.

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. Despite this progress, there remains work to be done and Vision Zero partner agencies are committed to making City streets safer. In July 2019, the City released [Green Wave: A Plan for Cycling in New York City](#) to confront the rise in cycling fatalities. The plan combines design, enforcement, legislation, policy and education to make the City’s streets safer for cyclists and all street users.

In Fiscal 2020, overall citywide traffic fatalities fell 3.2 percent, from 218 to 211. Fatalities among bicyclists and motor vehicle operators increased, while pedestrian and motorcyclist fatalities decreased. Motor vehicle passenger fatalities did not change from the previous year.

| Fatality Type | Actual | | | | | FY19-FY20 % Change |
|-------------------------|--------|------|------|------|------|-----------------------|
| | FY16 | FY17 | FY18 | FY19 | FY20 | |
| Total Fatalities | 236 | 211 | 209 | 218 | 211 | -3.2% |
| Pedestrians | 132 | 132 | 107 | 120 | 107 | -10.8% |
| Bicyclists | 20 | 16 | 21 | 17 | 22 | 29.4% |
| Motorcyclists | 25 | 20 | 35 | 34 | 31 | -8.8% |
| Motor Vehicle Operators | 34 | 21 | 30 | 30 | 34 | 13.3% |
| Passengers | 25 | 22 | 16 | 17 | 17 | 0.0% |

Source: NYPD

STREET DESIGN

DOT continued 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. In Fiscal 2020 DOT completed 126 street improvement projects at high crash locations, constructed 112 speed humps, activated 819 leading pedestrian intervals, installed accessible pedestrian signals at 222 intersections, installed 82.4 bike lane miles and implemented safety signal retiming on seven priority corridors.

In Fiscal 2020 DOT advanced work on all four Vision Zero Great Streets projects:

- **Queens Boulevard:** The City remains committed to implementation of the Phase 4 operational project, which covers the 1.1-mile portion between Yellowstone Boulevard and Union Turnpike. Because the Queens Boulevard project is partially federally funded, it requires sign-offs from both Federal Highway Administration (FHWA) and New York State Department of Transportation (NYSDOT). That process continues, but has been delayed due to COVID-19. In 2020, DOT also continued the design process for Phases A and B of the capital project (Roosevelt Avenue to Eliot Avenue) and Conceptual Design and Traffic Study work on Phases C and D (Eliot Ave to Union Turnpike).
- **Grand Concourse:** Construction continued throughout the year on Phase 3 of the capital project (from East 171st Street to East 175th Street) and began on Phase 4 (East 175th Street to East Fordham Road). In September 2019, the design process began for Phase 5 (East Fordham Road to East 198th Street).
- **Atlantic Avenue:** Construction of Phase 1 (Georgia Avenue to Logan Street) is nearing completion and is expected to finish by the end of Calendar 2020, with the exception of the limits of Georgia Avenue to Pennsylvania Avenue. That portion has been transferred to a forthcoming DEP project contract due to the necessity of coordinating with a bridge project and is expected to commence in spring 2021 when the bridge project is completed. The design of Phase 2 (Logan Street to Rockaway Boulevard) is complete. DOT is preparing the Percent for Art proposal for presentation to the Public Design Commission, however that process is currently on hold due to COVID-19.
- **4th Avenue:** Operational safety improvements between 1st and 15th Streets were completed in July 2019, while work between 15th and 57th Streets is currently in progress and scheduled to finish in fall 2020. The median improvement capital project led by DOT and DDC, between 8th Street and 64th Street, is currently in the construction procurement phase. Further capital work that will take place between Atlantic Avenue and 64th Street is currently in the scoping 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.

Each week at TrafficStat, NYPD's Chief of Transportation meets with NYPD executives to outline, review and manage NYPD's traffic program. In Fiscal 2020, NYPD issued 145,559 speeding summonses and 72,708 failure-to-yield to pedestrian summonses, a decrease of four percent and an increase of 26.4 percent, respectively, from Fiscal 2019. NYPD also issued 2,887 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 37 arrests for these violations. NYPD has a total of 3,241 officers trained in LIDAR devices that measure speed and 661 LIDAR guns in service.

TLC's enforcement officers focused on these same high-priority moving violations by TLC-licensed drivers. In Fiscal 2020, TLC issued 13,954 Vision Zero summonses, including 1,436 speeding summonses, 2,578 summonses for distracted driving while using an electronic device, and 6,114 summonses for running stop signs. In response to COVID-19, TLC reallocated enforcement staff to support emergency response operations in spring 2020. TLC also enforces against bike lane obstruction by its driver licensees both in the field and via 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 these lanes clear to keep bicyclists safe.

OUTREACH AND ENGAGEMENT

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, which is followed by NYPD enforcement in the same area in the subsequent week. In Fiscal 2020 Street Teams concentrated 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 5,443 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 over 65,000 since the beginning of Vision Zero. Defensive driving was significantly impacted by COVID-19, which shut down training in March. During Fiscal 2020 DCAS began to pilot virtual reality (VR) training to augment class sessions beginning with DPR. DCAS also worked with DOT, BIC, TLC and MTA to share best practices and coordinate training themes for fleet operators. Additionally, DCAS worked with the New York City Department of Education (DOE) to train DOE employees to teach defensive driving and develop the Vision Zero training curriculum for school bus operators, as well as installing telematics on over 10,000 school buses. DCAS, MTA and the rest of the Vision Zero Task Force also conducted the first workshop for private and public fleets providing a roadmap for the creation of safe driver training programs for participating companies. This was the first event under the Fleets of the Future Network as outlined in Executive Order 53 of 2020.

In Fiscal 2020 over 7,100 drivers completed TLC's pre-licensure driver training course. Almost 130,000 drivers have taken this course since 2014. This training requirement includes a specialized Vision Zero curriculum developed for for-hire drivers that highlights important 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. TLC also began reviewing education provider applications for an updated distracted driving remediation course for drivers convicted of using an electronic communication device while driving for-hire.

TLC held a variety of outreach events to educate drivers on Vision Zero in Fiscal 2020. The "TLC In Your Borough" program features discussion with drivers on safety priorities, such as preventing distracted and fatigued driving. In summer and fall 2019, TLC staff conducted outreach meetings with drivers at for-hire vehicle bases and taxi garages throughout the city and distributed Vision Zero materials at transportation hubs. In response to the COVID-19 pandemic, TLC shifted outreach efforts in 2020 to digital engagement with licensees and the public via email newsletters and social media.

The "Dusk and Darkness" campaign returned for a fourth year in Fiscal 2020. 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 multi-agency 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

At the end of Fiscal 2020 DCAS announced that it acquired, through new vehicle purchases and retrofits, over 53,000 vehicle safety devices including vehicle telematics, truck sideguards, backup cameras, automatic braking, pedestrian avoidance systems, driver alerts and automatic headlights. DCAS has installed telematics in more than 12,000 City vehicles and over 10,000 school buses. The rest of the City fleet is expected to be completed in Fiscal 2021. These investments are designed to reduce collisions, improve training and driver awareness and lessen the impact of crashes that do happen.

Through the end of Fiscal 2020, the number of City vehicles with truck sideguards exceeded 3,100. New units with sideguards were delivered and retrofits were completed on a daily basis. The City's rollout of sideguards is the biggest

implementation in North America and DCAS continues to work with other public and private fleets to advocate for these lifesaving safety devices.

Progress continued on the Connected Vehicle Pilot as hundreds of vehicles from DOT, TLC and other agencies were equipped with connected vehicle technology during the reporting period. This program is outlined in the [Safe Fleet Transition Plan Update](#) and funded by the U.S. Department of Transportation. Additionally, it was announced during United Nations Global Road Safety Week that private fleets who are members of Together for Safer Roads (TSR) would be joining the program.

DCAS held its sixth annual Vision Zero Fleet Safety Forum at Queens Theatre in Flushing Meadows Corona Park in October 2019 with over 500 people in attendance. The forum brought together public and private sector fleet operators for updates on Vision Zero efforts. Panels highlighted Vision Zero fleet programs in cities and corporations around the country as well as trade waste vehicle safety. There were presentations from Vision Zero Task Force member agencies of MTA and the Sheriff's Office. The forum also highlighted transportation advocacy from Families for Safe Streets and Transportation Alternatives.

The Fleet Safety Forum was used to premiere the ["I See You" training video](#) that was developed by DOT and DCAS with support from other agencies. This video focuses on large fleet operators and safety techniques that should be used when driving these vehicles. DCAS has added this video to all defensive driving training classes and provided it to all operators of City vehicles. The video has also been shared on social media and with members of the Truck Safety Task Force.

The City and road safety partner Together for Safer Roads (TSR) convened a Digitizing Vision Zero workshop following the Fleet Safety Forum to strategize about how to improve cyclist safety. The workshop produced data- and technology-based concepts that will be developed into pilot projects. DCAS joined as a founding member of TSR's Global Leadership Council for Fleet Safety. The council will share knowledge among peers to help smaller fleet operators create a culture of safety and reduce risk.

TLC honored 433 drivers and 25 businesses for their safe driving records at the sixth annual Safety Honor Roll Ceremony in October 2019. One hundred and one drivers were repeat honorees in 2019. The criteria for selecting honorees is full-time drivers who in the past four years have not been involved in a crash resulting in an injury or fatality and have not received any moving violations and TLC safety rule violations. The ceremony recognizes these drivers' accomplishments and serves to remind all 183,000 TLC-licensed drivers of the high value that the City places on safety.

TLC actively engaged licensees to promote broader use of "LOOK! For Cyclists" decals that remind passengers to cautiously open their doors and remain aware of cyclists when exiting a vehicle. By connecting with fleets and for-hire bases, as well as individual for-hire drivers through a dedicated social media effort, TLC distributed over 32,000 new decals. The decals are currently available to all licensees at no cost at the TLC vehicle inspection facility in Woodside, Queens.

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 Fiscal 2020 the Vision Zero Data Working Group made progress on prioritizing research agenda questions, 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 characterize repeat offenders across violations and involvement in traffic crashes. DOHMH, working with other City agencies, continues to promote action related to addressing Vision Zero research priorities.

| SELECTED PERFORMANCE INDICATORS | Actual | | | | | Target | |
|---|---------|---------|---------|---------|---------|--------|-------|
| | FY16 | FY17 | FY18 | FY19 | FY20 | FY20 | FY21 |
| Vision Zero-related moving summonses issued | 631,546 | 689,118 | 715,527 | 714,990 | 763,476 | * | * |
| -NYPD | 620,216 | 675,949 | 698,501 | 695,625 | 749,522 | * | * |
| -TLC | 11,330 | 13,169 | 17,026 | 19,365 | 13,954 | * | * |
| Speed boards deployed | 60 | 58 | 94 | 70 | 64 | * | * |
| Speed humps installed | 395 | 365 | 409 | 318 | 112 | 250 | 250 |
| Senior centers partnering with DOT to increase feedback on street safety improvements | 120 | 125 | 170 | 188 | 114 | * | * |
| Bicycle lane miles installed - total | 53.9 | 82.9 | 70.5 | 67.5 | 82.4 | 50 | 50 |
| -Bicycle lane miles installed - protected | 16.0 | 16.0 | 23.9 | 20.2 | 21.0 | * | * |
| Leading pedestrian intervals installed (signal timing that allows pedestrians to start crossing before traffic is released) | 648 | 939 | 749 | 1,121 | 819 | 300 | 300 |
| Intersections with accessible pedestrian signals installed | 52 | 116 | 51 | 112 | 222 | 75 | 75 |
| City employees trained in defensive driving citywide | 7,929 | 7,876 | 11,162 | 10,307 | 5,443 | 10,000 | 9,000 |

NOTEWORTHY CHANGES, ADDITIONS OR DELETIONS

- 'Bicycle lane miles installed – protected' has been added as indicator.
- TLC 'Vision Zero-related moving summonses issued' has been updated to include illegal u-turns, which increased total 'Vision Zero-related moving summonses issued'.

ADDITIONAL RESOURCES

For additional information go to:

- Vision Zero Website:
www.nyc.gov/visionzero
- Vision Zero View:
<http://www.nycvzv.info/>
- Vision Zero Year Six Report:
<https://www1.nyc.gov/assets/visionzero/downloads/pdf/vision-zero-year-6-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>
- Global Entrepreneur Program
<http://www.togetherforsaferroads.org/programs/global-entrepreneur-program/>
- 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>

