



VISION ZERO

YEAR THREE REPORT

February 2017

No goal is more ambitious than zero, but at the same time no other goal is acceptable. We have accomplished a lot in the first three years of Vision Zero, but we will not rest until we have accomplished that ultimate goal.

Mayor Bill de Blasio

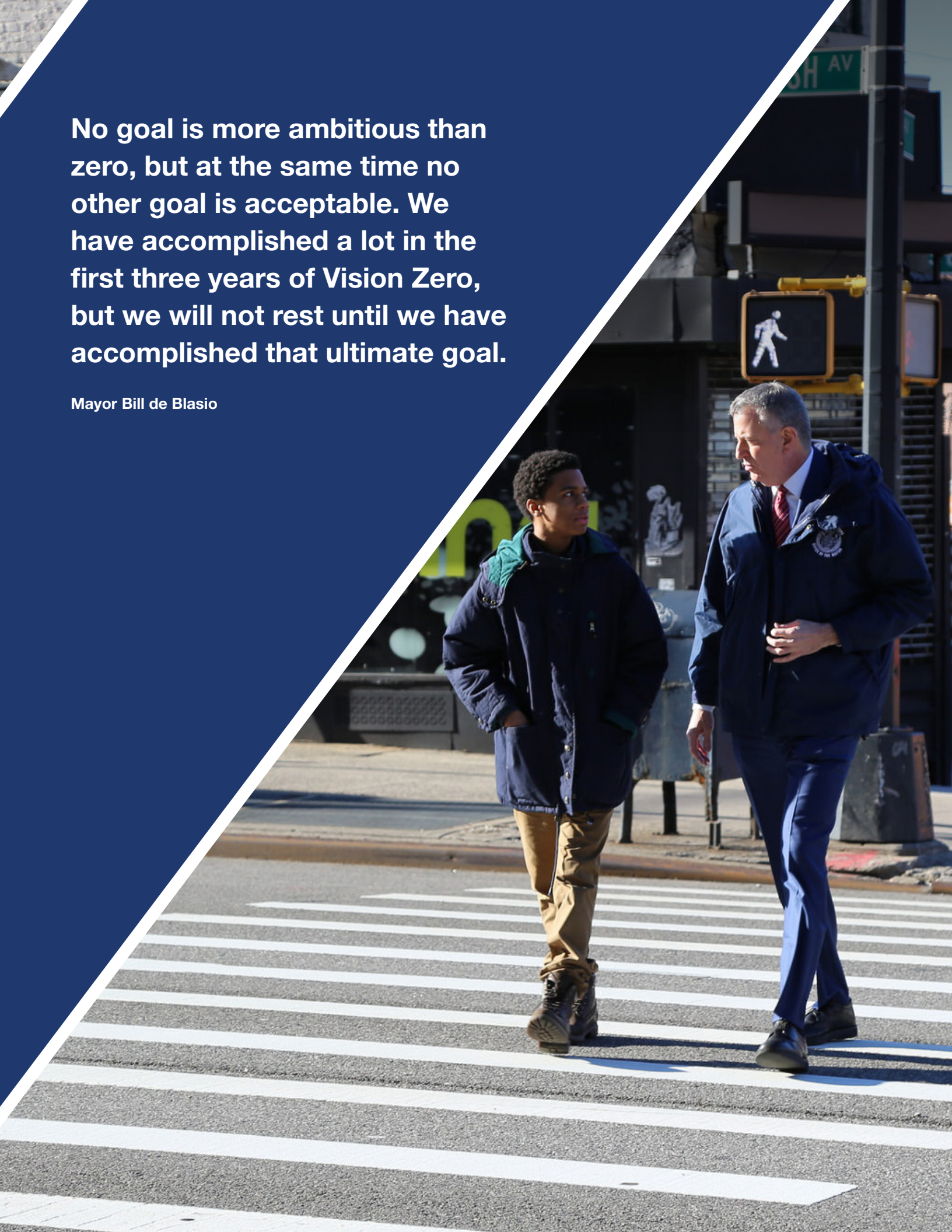


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Vision Zero Year Three

Executive Summary

2016 had the fewest traffic fatalities on record, improving on a record year in 2015. The first three years of Vision Zero is the safest three-year period in New York City's history.

Vision Zero's progress in preventing serious crashes is encouraging, because it indicates that the City's strategy is working. However, even in the City's safest year there was a fatal crash every 38 hours. New Yorkers are still losing their lives in traffic crashes, and their families and neighbors must grapple with the grief caused by sudden loss. Much remains to be done in order to reach Mayor de Blasio's goal of zero deaths.

The following pages summarize the City's progress to date and introduce new initiatives that build on the accomplishments of Vision Zero's first three years. The City will continue to refine its strategies and develop new tactics in order to accelerate progress towards eliminating fatalities and serious injuries on City streets.

Statistics and Metrics // Year Three

Priority Corridors, Intersections and Areas

In 2015, New York City Department of Transportation (DOT) and New York Police Department (NYPD) outlined a strategy in the Borough Pedestrian Safety Action Plans, concentrating street redesign, enforcement, education and engagement resources on the most high-crash corridors and intersections in each borough. This effort is proving effective. Declines in traffic fatalities at these locations are outpacing the citywide decline in traffic deaths. For the five years prior to Vision Zero there were 141 deaths annually at Vision Zero priority locations; this year, there were 100 fatalities, a 29 percent decline. For pedestrians, there was a similar decline: from an average of 99 fatalities a year from 2009-2013 at such locations to 72 in 2016, 27 percent lower.



Data-Driven Solutions // Year Three

Cross-Agency Evaluation and Data-Driven Collaboration

The Department of Health and Mental Hygiene (DOHMH) proposed and coordinated October 2016's Research on the Road event, which provided over 40 external researchers the opportunity to connect with the agencies that lead the Vision Zero Task Force. The event generated a productive discussion about shared research priorities across all agencies and research institutions. DOHMH also advanced the Data Linkage project, which provides preliminary analysis of injury patterns associated with crash types and insight into the factors that must be prioritized to achieve Vision Zero.

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 fatal and severe injury crashes involving pedestrians in the early evening hours, as compared to those same hours outside fall and winter. In response, the Vision Zero Task Force developed a multi-agency enforcement and education strategy that increased evening and nighttime enforcement by NYPD officers and Taxi and Limousine Commission (TLC) inspectors, as well as a targeted education campaign that combined on-street engagement and messages on television and drive-time radio to encourage safer driver behavior during these key hours. Traffic fatalities during the initiative declined by 30 percent, an encouraging result.

Engineering // Year Three

Designs to Protect the Most Vulnerable Users

Since the beginning of Vision Zero, DOT has completed 242 Safety Engineering Projects. These redesigns make New Yorkers safer by simplifying complex intersections, narrowing lanes, adding bicycle paths, making pedestrians and cyclists more visible, and shortening pedestrian crossing distances. In 2016, DOT implemented 105 of these Safety Engineering Projects—more than ever before, and at more than double the pace of implementation prior to Vision Zero. Notably, in 2016 a record-breaking 18.5 miles of protected bike lanes were installed, triple the number DOT installed prior to Vision Zero. Additionally, DOT installed 776 Leading Pedestrian Intervals (LPIs), bringing the total completed under Vision Zero to 1,248—nearly 5 times the number of LPIs that existed in New York prior to Vision Zero. In 2016, DOT also launched the Left Turn Traffic Calming pilot at 107 locations across the City. These treatments have proven effective at reducing median left turn speeds by 24 percent, which will make pedestrians safer at those locations.

Enforcement // Year Three

Combatting Dangerous Driving Behavior

NYPD's focus on consistent and predictable enforcement deters reckless driving, prevents crashes, and saves lives. Indeed, 60 percent of all traffic violations that NYPD issued in 2016 were for Vision Zero hazardous violations. NYPD officers issued over 137,000 speeding summonses in 2016, a 78 percent increase over the five year average prior to Vision Zero. Over 42,000 summonses were issued to motorists who failed to yield to pedestrians in the crosswalk, an increase of 243 percent over the five year average prior to Vision Zero. In addition, NYPD officers issued over 1,900 summonses and made 39 arrests of drivers who struck a pedestrian or cyclist in violation of the Right of Way law.

Fleets // Year Three

Expanded Technology for Safer City Vehicles

The largest fleets in the City are: the for-hire vehicle sector, which is regulated by TLC; the City's government vehicle fleet, which is regulated in part by the Department of Citywide Administrative Services (DCAS); and the public buses, which are operated by the Metropolitan Transit Authority (MTA). All three of these agencies are preventing serious crashes by strengthening their drivers' skills through enhanced Vision Zero training regimens, which includes a segment featuring members of Families for Safe Streets talking about the devastating loss of loved ones in traffic crashes. These three agencies have trained over 70,000 vehicle operators since the beginning of Vision Zero.

After extensive research, TLC developed rules to prevent for-hire vehicle operators from driving while excessively fatigued. DCAS, after conducting extensive research about distracted driving, developed and announced a policy prohibiting City employees from using any cell phones, even with a hands-free set. MTA expanded their pilot of collision avoidance sensor and pedestrian alert technologies to prevent serious crashes, and will expand it further in 2017.

Engagement // Year Three

Connecting with New Yorkers Where They Live

In September 2016, the Department of Education announced the development and implementation of the Cross This Way curriculum for elementary and middle school students. This curriculum was informed by data analysis performed by DOT, and teaches children about the risks posed by reckless driving and ways to help protect themselves.

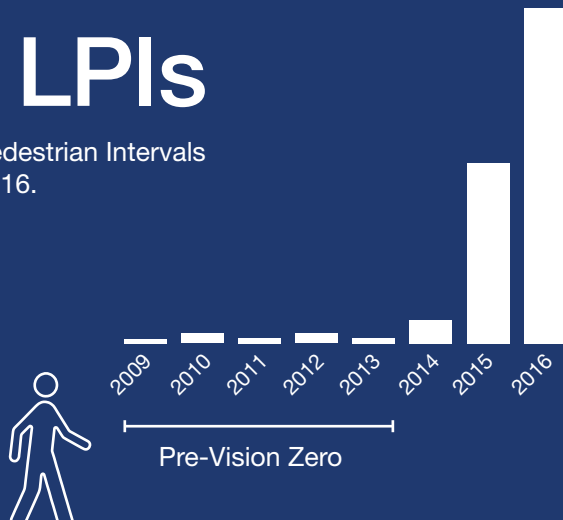
The Task Force also expanded the Vision Zero ad campaign in 2016, increased the visibility of the campaign and targeted the ads according to crash data, DOHMH surveys, and other data. The advertisements are proving effective at changing attitudes: 75 percent of New Yorkers report that the campaign leads them to expect more enforcement, and 82 percent report that they are more likely to drive carefully and yield to pedestrians when turning at crosswalks.

VISION ZERO

BY THE NUMBERS

776 LPIs

or Leading Pedestrian Intervals installed in 2016.



18.5 miles

of protected bike lanes installed in 2016. In total, more than 37 miles have been installed since the start of Vision Zero.

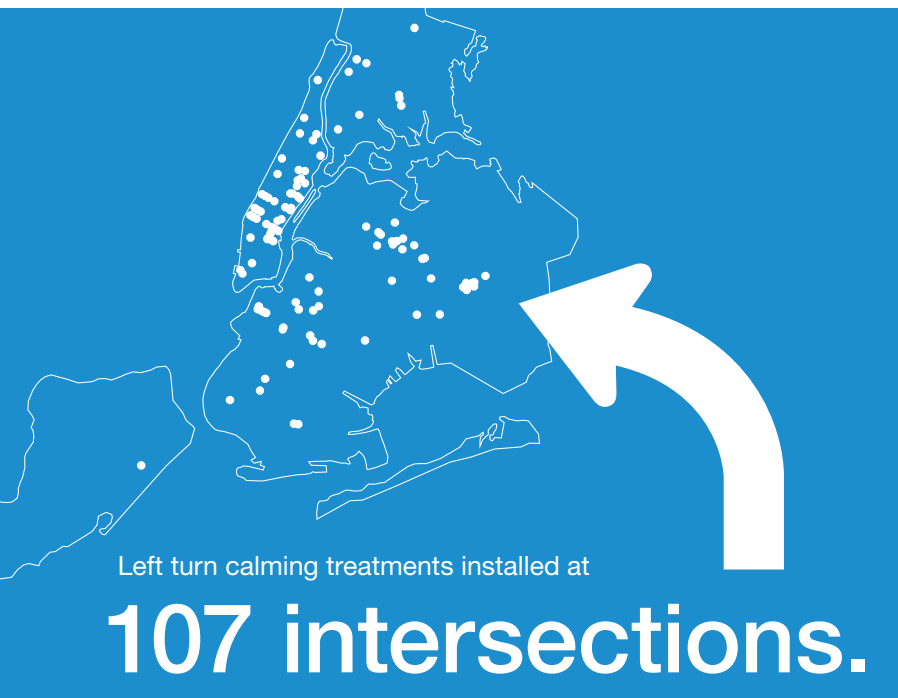


76% of New Yorkers

are aware of Vision Zero.

37,069 drivers

licensed by TLC received Vision Zero Education in 2016.

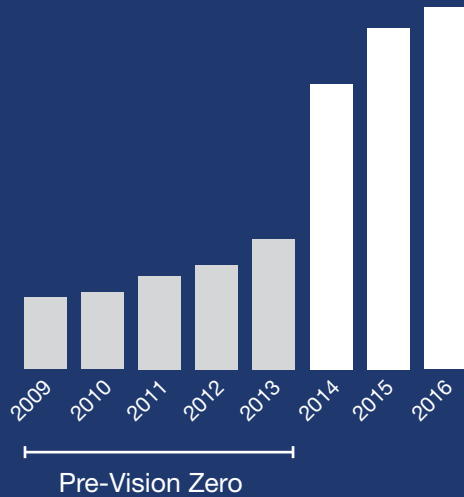


137,256

manual speeding summonses issued by NYPD in 2016.

1,331,951

automated speeding Notices of Liability issued in 2016.



42,385 summonses

given to drivers for Failure to Yield violations in 2016—nearly 4 times the Pre-Vision Zero average.



360

truck sideguards installed.



21,808 bike helmets

fitted and distributed in 2016.

1,000 schools

received safety education in priority locations since the start of Vision Zero.



422 bases visited

by TLC staff to promote safe driving since 2014.

385 vehicles

licensed by TLC are currently testing eight different safety technology systems.



TRAVEL
718-998-7666

AIR TICKETS
ISSUED HERE
OPEN

KINGS & QUEENS
APARTMENT RENTALS

GIFT DIVA
GIFT ACCESSORIES
TOPPING - RESERVE DESIGNS

Travel
Sincere Care Agency
718-998-7666

coffee spot

SOUP
GOUR
SAGELS - ASS
CHILI
YEAS

MUNICIPAL
PARKING

ONE WAY

ONE WAY

ALL TRAFFIC
→

Statistics and Metrics

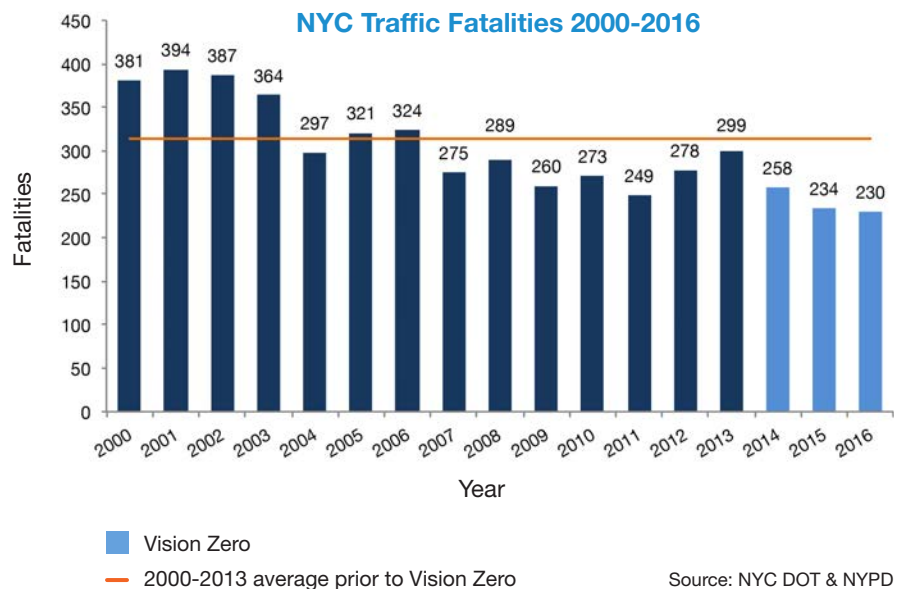
Traffic Fatalities in 2016

Each life lost on City streets is an occasion to reflect on the urgency of Vision Zero. These are not numbers. They are lost children, parents, spouses and friends.

After three years of Vision Zero and three years of consecutive decreases in traffic fatalities, the City continues to focus on the promising trends we see—and on those where we need to redouble our efforts.

Fatalities

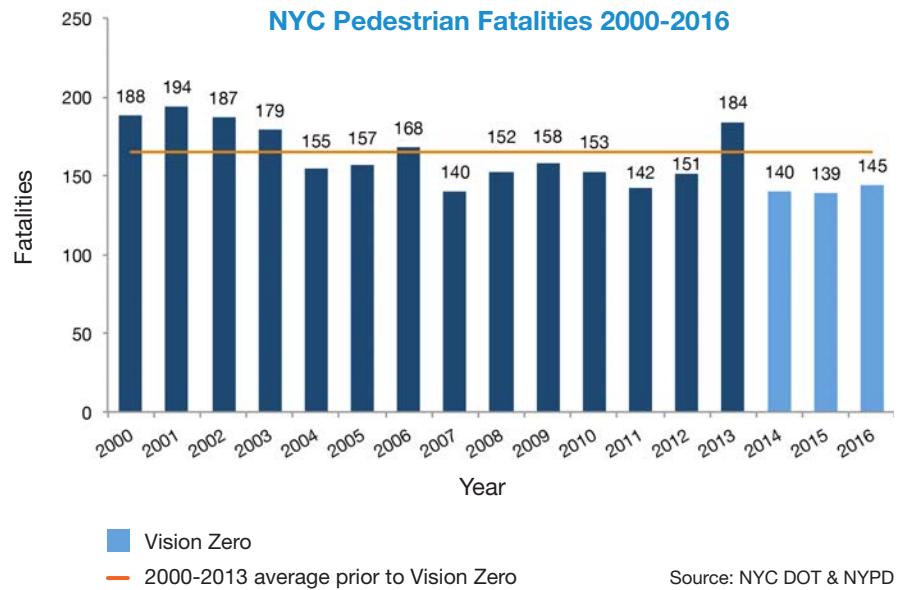
230 people lost their lives in 2016, the fewest in any year since New York City began keeping records in 1910. The first three years of Vision Zero is the safest three-year period in the City's history, and also the first time in over a decade that traffic fatalities fell for three consecutive years.





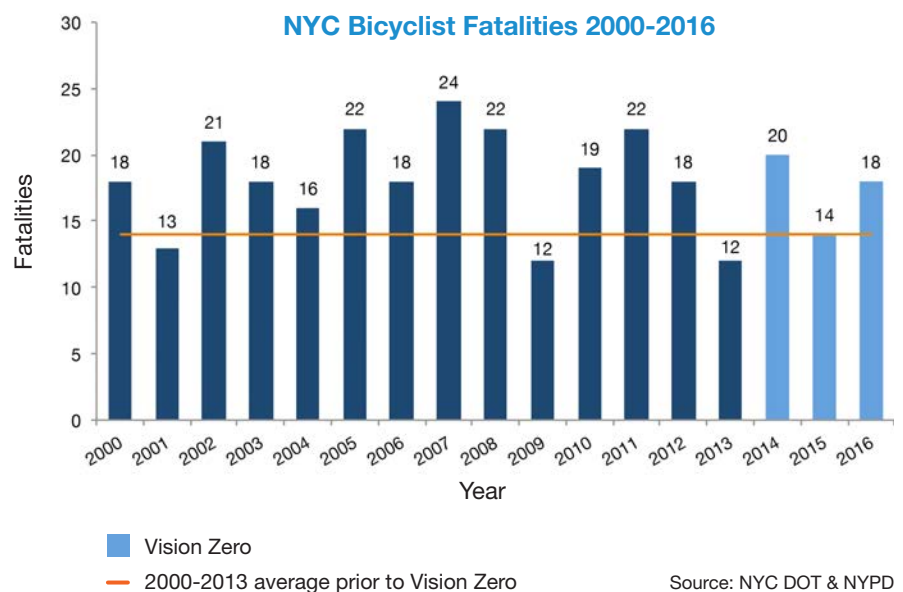
Pedestrians

145 pedestrians lost their lives in traffic crashes in 2016. Although 2015 remains the safest year on record for pedestrian deaths, the first three years of Vision Zero is now the safest three year period for pedestrians since 1910, when New York City began keeping records of traffic deaths. The City's strategy of concentrating engineering and enforcement resources in priority corridors, intersections and areas is working. Pedestrian fatalities at these locations declined 27 percent in 2016 compared to the five years before Vision Zero.



Bicyclists

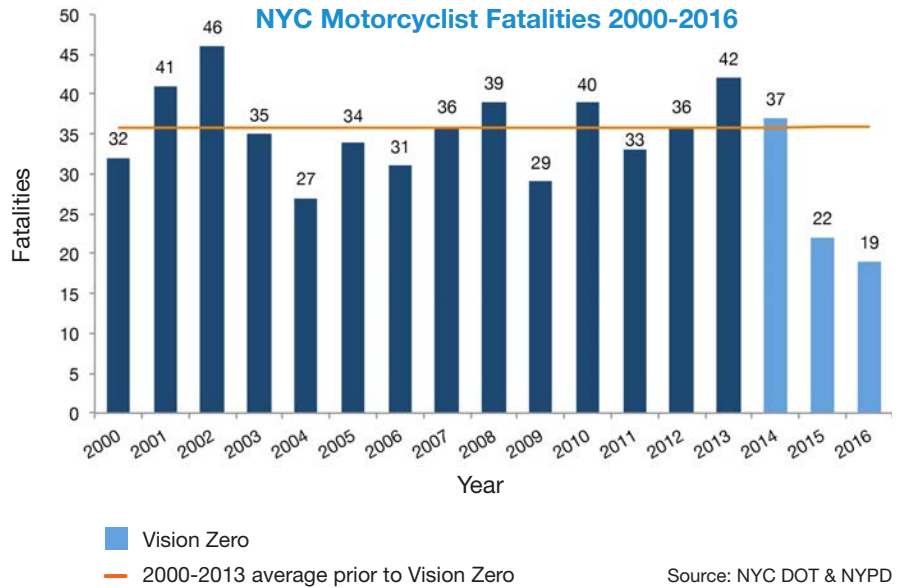
In 2016, 18 bicyclists lost their lives in traffic crashes. DOT built a record 18.5 miles of protected bike lanes and 45 miles of conventional bike lanes in 2016, for a record 64 miles of dedicated bike lanes, all of which help keep bicyclists safe. NYPD developed a new enforcement initiative, Operation Safe Passage, to focus on motorist violations which are especially hazardous for cyclists, such as parking in bike lanes or improper turns. This initiative resulted in 530,000 hazardous parking violations and 54,000 hazardous moving summonses.





Motorcyclists

19 motorcyclists lost their lives in traffic crashes in 2016. The last two years are the safest for motorcyclists since 1998. Much of this decline can be attributed to NYPD’s enforcement strategy to deter reckless motorcycle riding and illegal motorcycle use. Over the past two years NYPD has issued 26,000 moving violations to motorcyclists for hazardous conduct and towed over 3,000 motorcycles which were unregistered or for equipment violations.



Motorists and Passengers

In 2016, 48 motorists and passengers lost their lives in traffic crashes, the lowest total since New York City began keeping records. Most motor vehicle fatalities involve speeding. Accordingly, approximately 50 percent of motorist and passenger fatalities occur between midnight and 6 a.m., when speeding is more prevalent. Expanding the speed camera program to deter speeding during these hours would help prevent these crashes.



Pedestrian Safety Action Plans

In 2015, the Department of Transportation (DOT) and the New York City Police Department (NYPD) released five Borough Pedestrian Safety Action Plans. These plans analyzed pedestrian deaths and serious injuries (KSI) which occurred between 2009 and 2013, to identify the approximately 8 percent of New York's corridors on which 51 percent of pedestrian KSI occurred, the nearly 1 percent of intersections where 15 percent of pedestrian KSI occurred, and the 19 percent of land area where 50 percent of pedestrian KSI occurred.

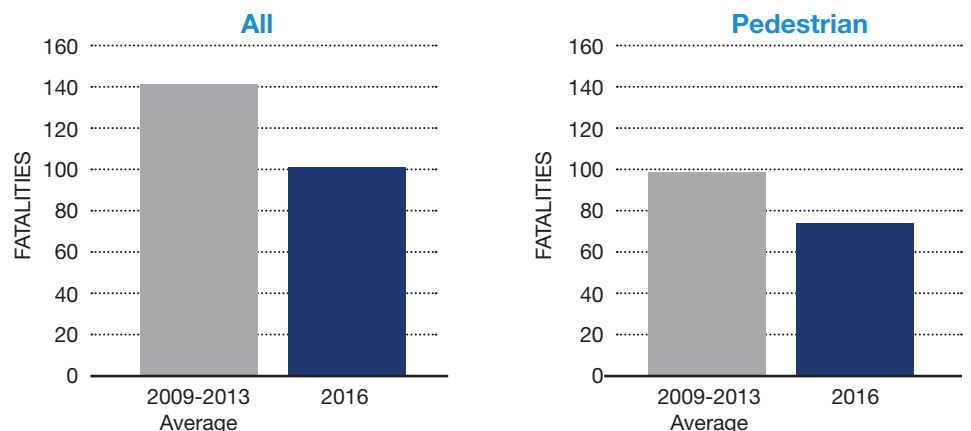
In addition, DOT and NYPD integrated insights from New Yorkers through 28 Vision Zero town halls and public workshops and more than 10,000 recommendations submitted through the online Vision Zero Public Input Map, which aided the development of solutions for these priority corridors, intersections and areas. DOT and NYPD, within the Borough Pedestrian Safety Action Plans, are implementing a number of strategies to prevent serious crashes at priority locations. Since the beginning of Vision Zero:

- » DOT has completed 178 safety engineering projects at priority locations.
- » NYPD and DOT Street Teams have deployed at more than 350 priority locations
- » DOT has activated over 1,200 Leading Pedestrian Intervals to give pedestrians a head start as they cross the street at priority locations.

This and other work has contributed to significant safety gains at priority locations. During the 2009-2013 study period, there was an average of 141 traffic deaths a year at these locations. In 2016, there were 100 deaths, a 29 percent decline. Similarly, during the study period, there were an average of 99 pedestrian fatalities at these locations. In 2016 there were 72 pedestrian deaths, a 27 percent decline.

Fatalities at Vision Zero Priority Locations

Source: NYC DOT



Vision Zero Nationwide Spotlight

by Jeff Michael
Co-Chair, Road to Zero Coalition

In 2015, 35,092 people lost their lives in traffic crashes in America—a 7.2 percent increase over the previous year, and the biggest single-year increase since 1966. Preliminary estimates for January through September of 2016 indicate a further increase in traffic fatalities of approximately 8 percent as compared to the same months of 2015.

In response, the U.S. Department of Transportation and the National Safety Council joined with dozens of nonprofit groups, public health officials and technology companies to launch the Road to Zero Coalition in October 2016 with the goal to end traffic fatalities in the United States within 30 years.

The Road to Zero Coalition will initially focus on promoting proven lifesaving strategies, such as improving seat belt use, truck safety, roadway improvements, behavior change campaigns and data-driven enforcement. Additionally, the Coalition will lead the development of a scenario describing how an American community 30 years from now will achieve zero traffic deaths. This 30-year vision will project how advanced vehicle technology—including high levels of automation, together with improvements in roadway design, road user behavior and emergency care—will contribute to the elimination of traffic deaths. Our focus will be to identify innovative technology, policy and programs that will ensure that inevitable human mistakes do not result in fatalities.

This is a dramatic reorientation of the federal governments' approach. We were inspired by the Toward Zero Death National Strategy and the Vision Zero movement that began in Sweden in 1997, as well as the leadership shown by cities like New York and twenty-one others which have adopted a Vision Zero goal.

Achieving Vision Zero across the United States will require new innovative approaches and strategic planning. As important, however, is that local, state and national governments act with urgency. The work of the Road to Zero Coalition is to plot out how our nation attains that goal.



**Vision Zero is promoting
cross-disciplinary research
collaborations.**



Data-Driven Solutions

Cross-Agency Evaluation and Data-Driven Collaboration

Vision Zero is personal. The Vision Zero Task Force uses data shared across agencies and departments to identify problems, find solutions and ultimately, protect the lives of New Yorkers on the street.

DataKind

DataKind

DOT teamed up with DataKind, a data science nonprofit, to develop a comprehensive injury/fatality analytical model which can help the City understand how engineering treatments, such as bike lanes, median extensions, or pedestrian plazas interact with the existing conditions of an area to impact traffic injuries and fatalities. The model considers close to 100 factors including crash data and project history, census data, motor vehicle volume estimates, land use data and transit usage in order to present a clearer picture of the engineering intervention's effectiveness. Once complete, this model will serve to help refine DOT's engineering workplan, as well as help develop and evaluate policies and programs based upon insights derived from the data.

Driver Behavior Index

In 2014 the New York City Department of Citywide Administrative Services (DCAS) began installing CANceiver devices which record information about speeds, hard braking and hard acceleration. The installation of these devices on the 29,000 vehicle fleet with 80,000 authorized vehicle operators provides the opportunity to gain an unprecedented amount of information about driver behavior taking place on corridors across New York City.

DOT will be working with the Smart Cities Center at Columbia University to create a Driver Behavior Index (DBI) system that will assist the agency in the planning and implementation of Vision Zero safety engineering projects and programs. The DBI system will be a safety ranking and classification system of NYC corridors and intersections, based on driver behavior data drawn from DCAS CANceiver fleet data. This data would be combined with DOT crash data to create several easy to understand metrics and classifications that would give planners and project managers a quick understanding of a particular location.

Research on the Road



DOHMH met its Vision Zero Year Two commitment to identify priority topics for research and evaluation. In collaboration with the Vision Zero Task Force, DOHMH assessed and prioritized research questions and disseminated the topics in document form at Bellevue Hospital's NYC Roadway Trauma Symposium in March 2016.

In order to facilitate collaboration and coordination around these priority research questions, DOHMH proposed, designed, and coordinated an event in October 2016, called Research on the Road, which was attended by more than 40 external researchers. DOHMH spearheaded this effort with support from the Department of Design and Construction's Town+Gown program and City agencies in the Vision Zero Data Working Group.



Researchers from a wide range of academic disciplines, including urban planning, public health, engineering, demography and architecture and a number of universities, such as New York University, Columbia University, City University of New York, University of Connecticut, and University of Chicago, participated in the event. Participants generated ideas for traffic safety research and evaluation, outlined data analysis approaches, and articulated detailed research questions to further the priority questions in the Vision Zero priority topics document. The Vision Zero Task Force will identify promising project ideas for potential City agency action and follow-up and reconvene the external researchers in Spring 2017 to share updates and promote further collaboration.

DOHMH Data Analysis

DOHMH Data Linkage

In 2016, DOHMH completed a data matching process to link hospital records with crash reports. Staff presented on the methodology for the linkage process

to the Vision Zero Task Force in March, to national colleagues at the annual meeting of the Council of State and Territorial Epidemiologists in June, and to New York State injury prevention colleagues in July.

Based on the linked dataset, DOHMH staff members have started preliminary analyses to identify patterns of injuries associated with crash characteristics, which can help describe, among other things, the disproportionate impact of traffic injuries on special populations, such as children and older adults.

Epi Data Briefs

DOHMH produces and publishes Epi Data Briefs, short publications that highlight data findings from varying agency programs and topics. In 2016 DOHMH produced an Epi Data Brief on cycling and will release three more traffic safety-related Epi Data Briefs in early 2017.

The Epi Data Brief that evaluates cycling among NYC adults and high school students from 2007 to 2014 was released in October 2016. This report is based on Community Health Survey and NYC Youth Risk Behavior Survey findings. It describes an increasing trend of cycling among New Yorkers who live in all five boroughs and all levels of neighborhood poverty. This increasing trend is found among White, Black, and Latino adults. DOT can use data on community-level rates of bicycling to help inform the expansion of the bicycle network, which encourages bicycling and improves safety.

Two Epi Data Briefs planned for release in early 2017 will extend a report from October 2015 and present findings on pedestrian and motor vehicle occupant fatalities based on medical examiner files and death certificate data. These data allow for a robust description of the demographic characteristics, including the toxicology results, of individuals who die in traffic crashes. Findings from these data can help inform Vision Zero programming. For example, the disproportionate pedestrian fatalities burden among older adults that is presented in the October 2015 report contributed to an increase in enforcement and education efforts focused on older adult safety. The forthcoming reports, which include fatality surveillance from 2012-2014, will similarly provide data that can help drive future Vision Zero initiatives.

Another Epi Data Brief planned for release in Winter 2016-2017 will focus on driving frequency and behaviors. This report is based on questions included in both the 2015 Community Health Survey and the 2015 Youth Risk Behavior Survey. Department staff shared select preliminary results of self-reported speeding prevalence by neighborhood to help inform placement and strategy for the Fall 2016 Vision Zero media campaign.

Dusk Initiatives

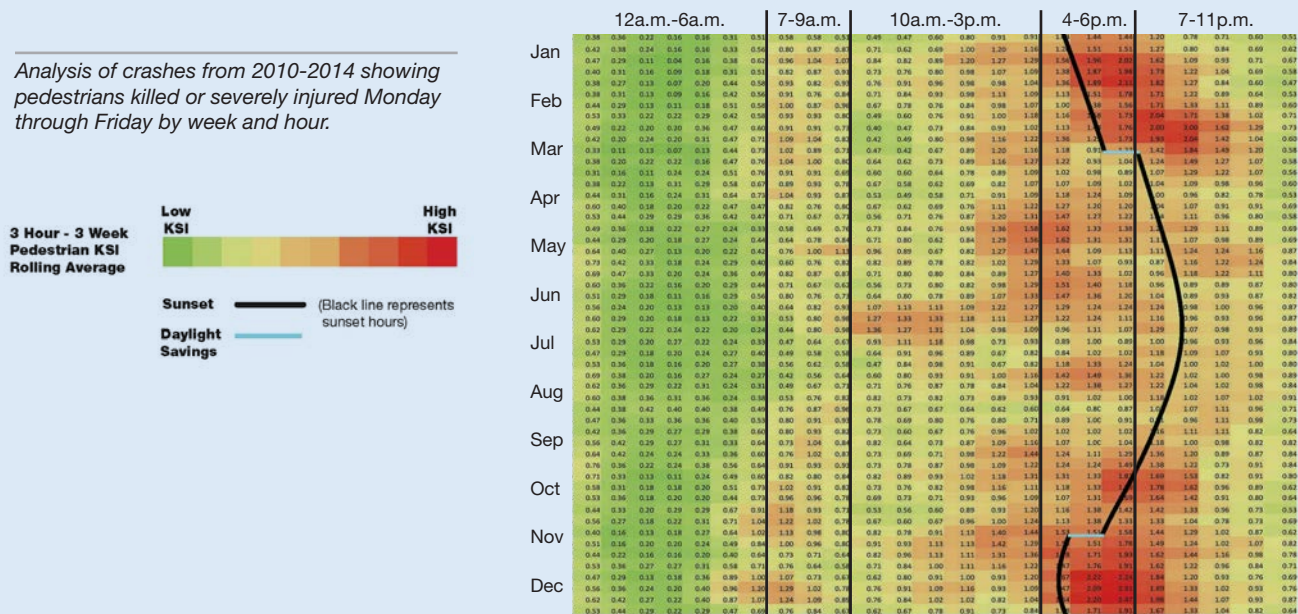
A multi-agency approach addresses our most dangerous months and shows promising results.

In 2016 NYC DOT and NYPD conducted a close 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 as 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:

Enforcement

- » **Increased Evening/ Nighttime Enforcement:** 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, following the data which shows serious pedestrian crashes increase. In one week, NYPD issued 2,257 failure-to-yield to pedestrian summonses and 7,479 speeding summonses.
- » **Focus on Priority Locations:** NYPD deployed additional Traffic Safety personnel to provide coverage at intersections and corridors with high rates of pedestrian injuries and fatal crashes during key dusk and darkness hours.
- » **Focused Initiatives Cracking Down on Dangerous Driving Behaviors:** In October, November and December NYPD launched a series of initiatives to promote concentrated enforcement on speeding, cellphone/texting, failure-to-yield to pedestrians, and other hazardous violations.
- » **Taxis and For-Hire Vehicles:** TLC inspectors placed a particular emphasis on speed enforcement to deter speeding among for-hire vehicle operators.

Analysis of crashes from 2010-2014 showing pedestrians killed or severely injured Monday through Friday by week and hour.





20 MINUTES BEFORE SUNSET



20 MINUTES AFTER SUNSET



Education

- » **“Day of Awareness:”** NYPD and DOT street teams engaged drivers and other New Yorkers at a series of Vision Zero priority areas in all five boroughs, making hundreds of thousands of contacts regarding the unique challenges of driving safely during this period.
- » **Targeted Messaging to Drivers to Obey Speed Limit and Yield to Pedestrians:** The Task Force expanded the “Your Choices Matter” campaign with fresh content, including new radio advertisements timed to air specifically around sunset hours. In this new campaign, listeners were educated about the correlation between darkness and crashes and reminded to lower their driving speeds and to turn slowly.
- » **Taxi Driver Outreach:** TLC staff handed out over 20,000 palm cards to drivers at the LaGuardia and JFK airport holding lots and TLC facilities, sent text messages to all TLC-licensed drivers, promoted messages on TLC social media and radio shows popular with drivers, and worked with fleet managers and industry organizations to get out the message.

Street Design

- » **Improved Lighting at Intersections:** In 2016, DOT completed lighting upgrades at nearly 1,000 intersections throughout the City, adding additional lamps to increase visibility over crosswalks. In addition, the agency is converting older sodium street lights to higher-intensity LED, which makes pedestrians and cyclists more conspicuous, and reduces the capacity for nighttime crashes.

The Dusk and Darkness campaign launched on October 27, 2016. From October 27 through December 31 in the three previous years (2013-2015), an average of 56 people lost their lives while walking, biking or driving on our streets annually. In 2016, 39 people lost their lives in crashes, meaning that fatalities declined by 30 percent. These early results are encouraging and indicate that this campaign should be built upon and advanced next year and beyond.

TLC Vision Zero Base Reports

Vision Zero Base Reports are public reports that include a collection of facts and statistics about each TLC-regulated for-hire vehicle business. Using these reports, TLC determined the car service bases most in need of enhanced support to improve their safety record. This data-driven approach to safety intervention can help TLC increase its efforts where they are needed most to promote a safe driving culture, collaboration, and accountability among TLC-licensed businesses. By partnering with these businesses, TLC hopes to reduce traffic fatalities through increased focus and resources at the business level. In this program, TLC meets with base managers to review their Base Report and to discuss plans for improving safety. The base managers also receive a TLC-developed packet of fleet safety information and resources. The first round of meetings for this program targeted 20 mid-size TLC-licensed bases.

YOUR COMMUNITY CAR SERVICE BASE (CORPORATE BASE NAME)

serving New York City since 2012

BK

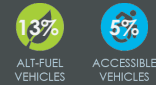
ABOUT

212-555-5555
www.basewebsite.com
base@emailaddress.com
Base Booking App



Open 24 hours

VEHICLES



85

affiliated vehicles

3.4 years average vehicle age

3.4 years all black car bases

Top Vehicle Models

- Lincoln Town Car
- Toyota Camry
- Toyota Sienna
- Chevrolet Tahoe
- Ford Crown Victoria

Find the definitions for all Vision Zero Base Report statistics at nyc.gov/taxi

B00000
BLACK CAR

BASE REPORT // 2015 // JUL-DEC



SAFETY



0 fatal crash(es)*

0.04 injury crashes per vehicle*

0.09 vehicle safety violations per vehicle

0.02 base safety violations per vehicle

Industry Sector Averages

0.04 all black car bases

0.09 all black car bases

0.02 all black car bases

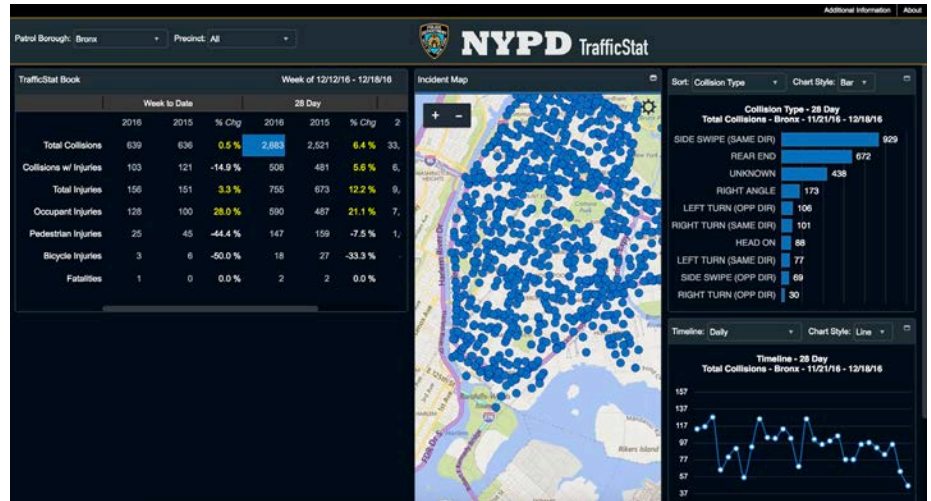
*Includes both on-duty and off-duty crashes from affiliated vehicles only. Injury crashes include injuries of any severity.

DCAS CRASH

DCAS led the development of the City’s first citywide tracking system for collisions called CRASH. In order to ensure that agencies are held accountable for their safety performance, CRASH data is now reported in the publicly available Mayor’s Management Report (MMR). From FY15 to FY16, fatalities involving City vehicles declined from five to one, injuries declined 24 percent and preventable collisions also declined 2 percent. DCAS is also using data from vehicle tracking devices to identify safety concerns in driving behavior and to help focus training efforts.

TrafficStat 2.0

In December, NYPD launched TrafficStat 2.0, which presents weekly collision data in a user-friendly accessible format. Users can generate maps of collisions and compare current collision statistics to the previous year’s numbers. The tool will be used by NYPD to identify areas with disproportionate amount of collisions and to help improve targeted enforcement. In order to increase transparency and accountability, the tool is publically accessible online (<https://trafficstat.nypdonline.org/>).





Engineering

Designs to Protect the Most Vulnerable Users

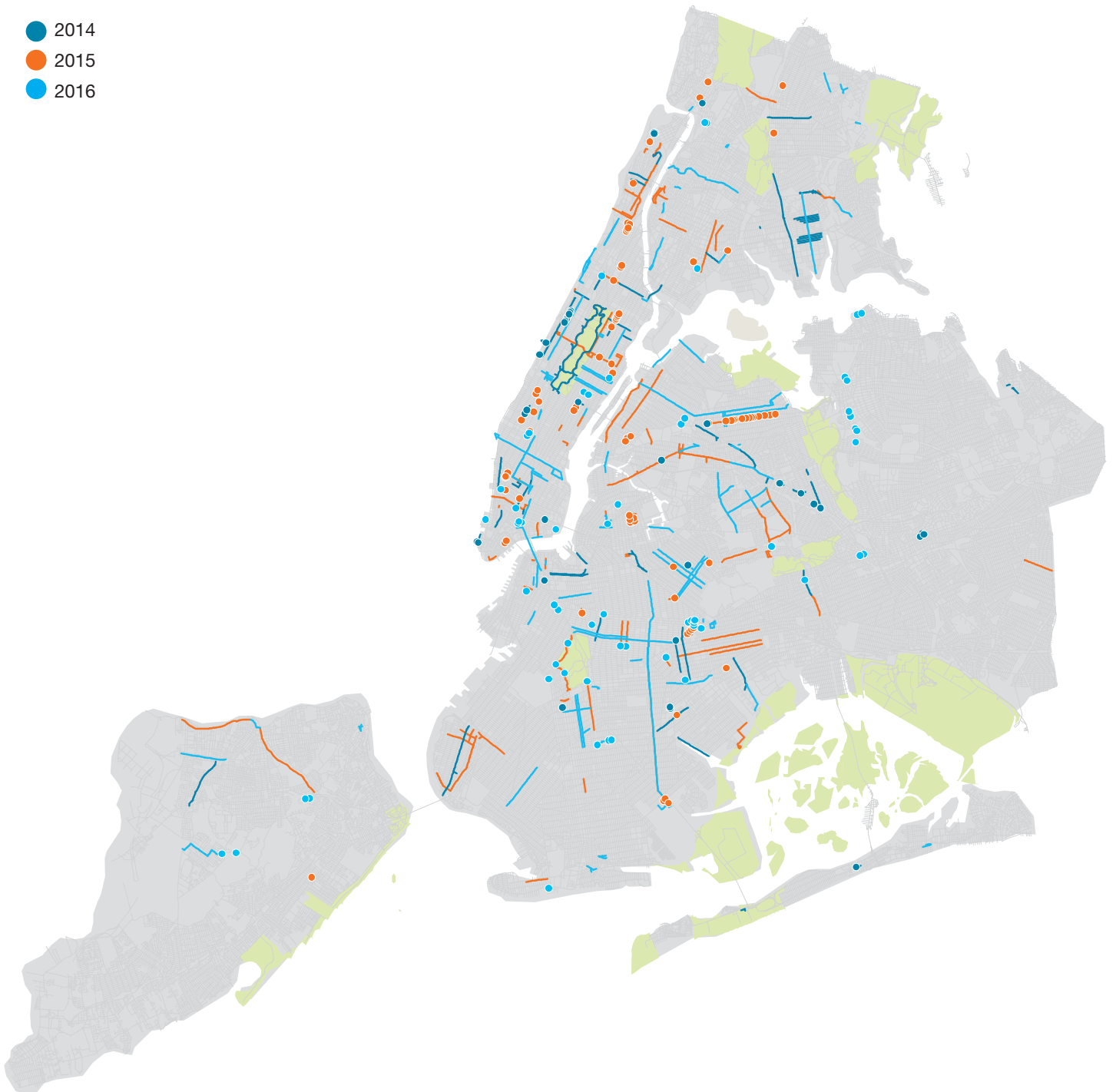
Safer, more usable streets that address the needs of all New Yorkers are a cornerstone of Vision Zero. The City has broadened efforts to make streets safer by addressing dangerous corridors and implementing new treatments to minimize pedestrian and cyclist risks.

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 ideas 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 in the development of solutions for these priority locations.

Under Vision Zero, DOT has accelerated the pace of their project implementation for these crash-prone areas by targeting improvements to the areas specified in the Plans. In 2016, DOT completed 76 safety projects at priority locations—a 162 percent increase over the five years prior to Vision Zero. Since the launch of Vision Zero, DOT has completed a total of 178 safety projects at priority locations, and 242 such projects citywide.

Vision Zero Street Improvement Projects

- 2014
- 2015
- 2016



Wyckoff Avenue, Gates Avenue and Madison, Brooklyn

Priority Intersection, Priority Area



This project simplifies a complex, six-legged intersection by turning Wyckoff Avenue between Gates Avenue and Palmetto Street into a pedestrian plaza and converting Wyckoff Avenue from Myrtle Avenue to Madison Street to a one-way street. This reduces permitted vehicular movements from 20 to 7 and makes pedestrian crossings simpler and safer by reducing vehicular and motorist conflicts, shortening crossing distances, and providing more pedestrian crossing time in the signal cycle.



Baychester Avenue between Boston Road and East 233rd Street, Bronx

Priority Corridor, Priority Intersection



This project provided new pedestrian crossings, shorter and safer pedestrian crossings, and simplified intersections by adding two midblock crossings, constructing three pedestrian islands, installing Leading Pedestrian Intervals, adding left turn bays and eliminating vehicle and pedestrian conflicts.

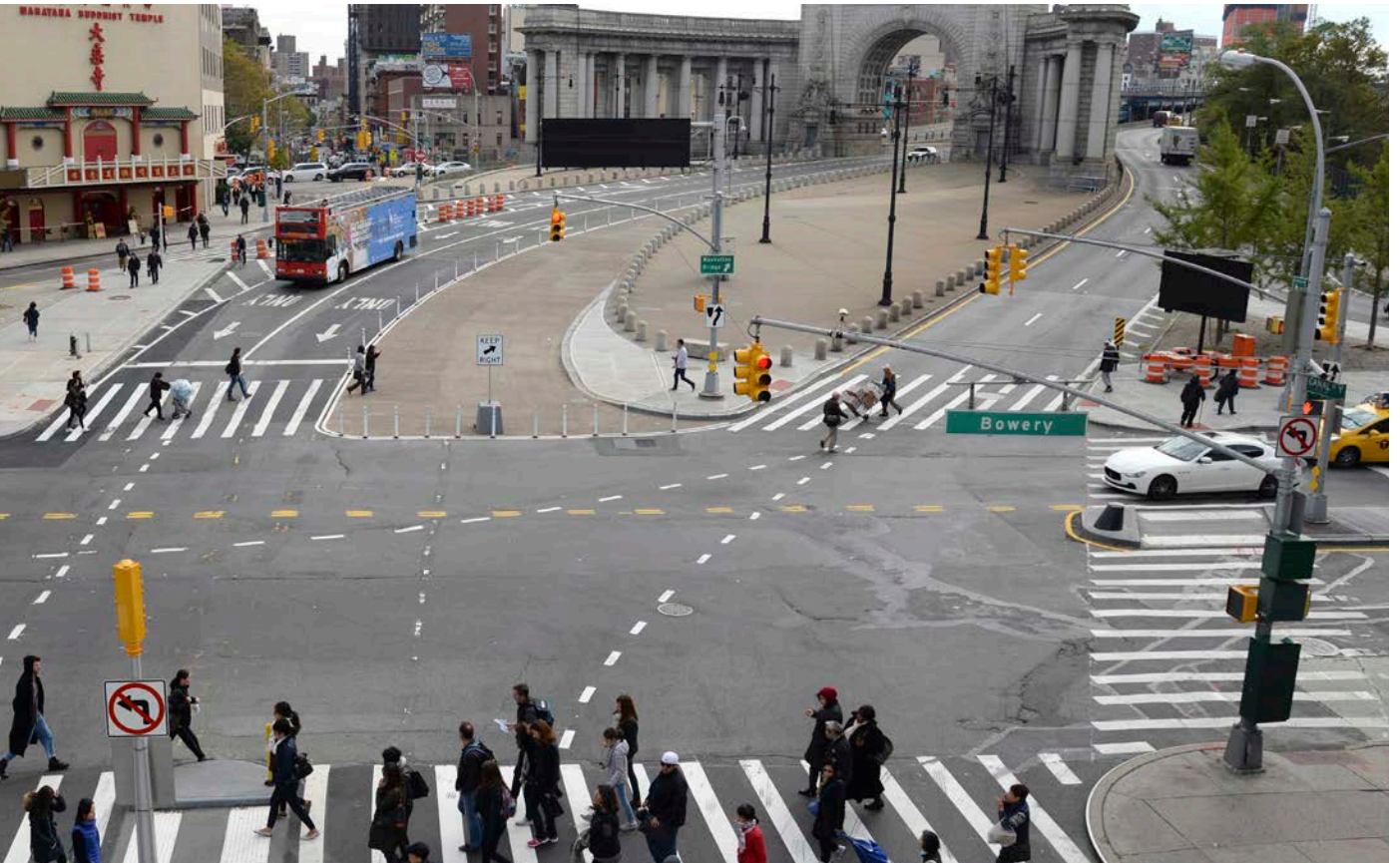


Canal Street from Baxter Street to Chrystie Street, Manhattan

Priority Corridor, Priority Intersection



This project simplifies traffic and provides safer pedestrian crossings by eliminating the daily peak hour reversals of the Manhattan Bridge's middle lower roadway to full-time Manhattan bound, expanding pedestrian space, extending sidewalks, and adding signals and crosswalks.



138th Street, Queens

Priority Area

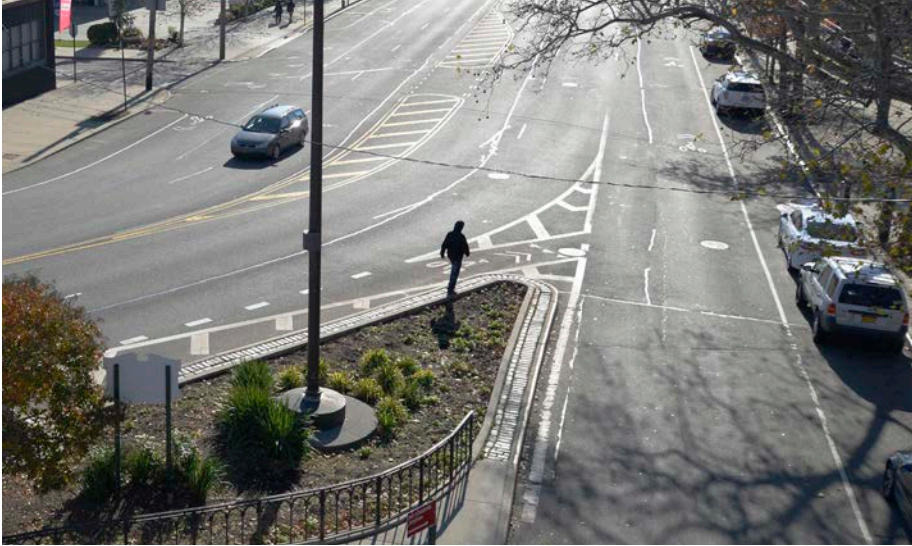


This project created safer and shorter pedestrian crossings, made pedestrians more visible to motorists and calmed traffic by installing new high visibility crosswalks, adding a large pedestrian island, striping parking lanes and installing a channelized median.

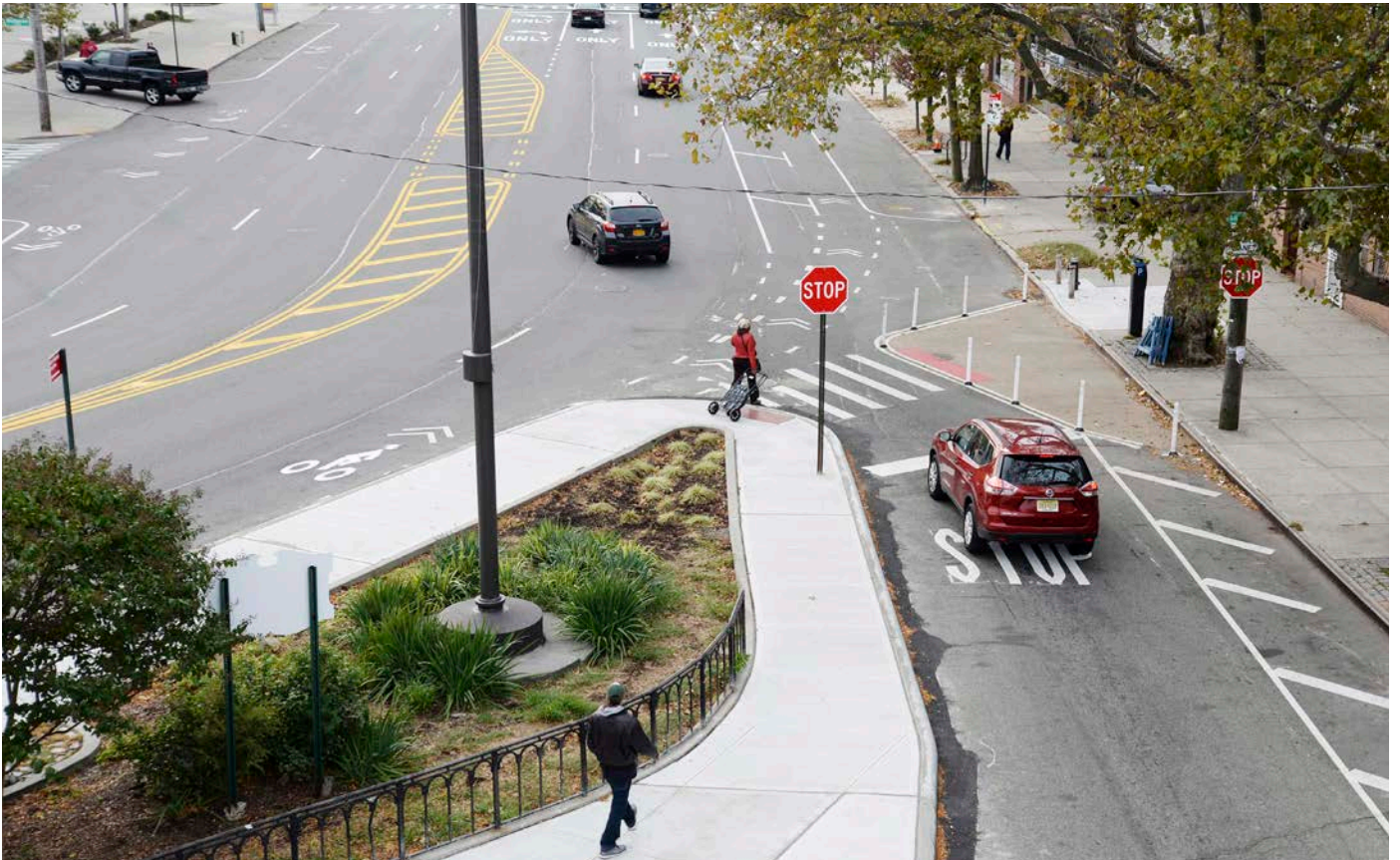


Bay Street and Victory Boulevard, Staten Island

Priority Intersection, Priority Corridor, Priority Area



This project provided a new sidewalk, shorter and more visible pedestrian crossings, simplified turns, and calmed traffic by extending curbs, removing a travel lane, and enhancing cycling facilities.



Vision Zero Great Streets: Queens Boulevard

Queens Boulevard is a 7.2 mile, 12-lane priority corridor which cuts across more than half the borough.

In 2015, DOT implemented the first phase of the redesign of Queens Boulevard along the 1.3 miles between Roosevelt Avenue and 73rd Street. Since then, cycling has more than doubled, vehicle speeding has decreased, and pedestrian and cyclists injuries have dropped by nearly 40 percent within the project area.

Local residents, elected officials and local members of traffic safety advocacy groups like Transportation Alternatives and Families for Safe Streets called upon DOT to continue these safety improvements, including the bike lane, further east on Queens Boulevard. Building off the 2015 redesign and incorporating feedback from the November 2015 workshop and extensive on-street outreach, DOT developed a plan to continue the redesign for an additional 1.2 miles of Queens Boulevard between 74th Street and Eliot Avenue.

This design calms the service roads with the continuation of the pedestrian path, protected bicycle path, and redesigned slip lanes. The project also incorporates additional safety improvements in the busy area in front of the Queens Center Mall and around the junction of Queens Boulevard and Woodhaven Boulevard. Queens Boulevard now has five miles of protected bicycles lanes and a continuous, cohesive design throughout Woodside and Elmhurst, Queens.

In January 2017, DOT held a workshop to gather input and identify resident's concerns regarding future improvements on Queens Boulevard.



Biking



Chrystie Street protected bike lane.

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.

From 2011-2013, New Yorkers took approximately 118 million trips by bicycle each year. In the first two years of Vision Zero, the number of bicycling trips had grown to 158 million trips—a 34 percent increase. During this same period bicyclist KSI fell 11 percent, from 403 annually in 2009-2013 to 359 in 2014 and 2015. The growth in cycling, in part due to Citibike, has led to motorists becoming more accustomed to driving on the same streets as bicyclists. In addition, the vigorous growth of the bike network has made New Yorkers safer when they travel by bike.

In 2016 DOT built a record 18.5 miles of protected bike lanes, beating the previous record of 12 miles of protected bike lanes set in 2015 and triple DOT's pace prior to Vision Zero. Protected bike lanes are an essential Vision Zero strategy because they decrease fatal and severe injuries to bicyclists by approximately 75 percent even as the number of people bicycling on these lanes grows significantly. In fact, protected bike lane projects at Jay Street and Chrystie Street on both sides of the Manhattan Bridge, and for the final segments of First Avenue in Manhattan, makes it now possible to ride northbound on nine miles of protected bike lanes from downtown Brooklyn to the Bronx via the Willis Avenue Bridge.

These 18.5 miles of protected bike lanes, in addition to the more than 45 miles of conventional bike lanes DOT implemented in 2016, is the most dedicated bike lane infrastructure the agency has ever implemented in one year. Importantly, over 70 percent of 2016's 64 miles of dedicated bike lanes were constructed at priority locations as indicated in the Borough Pedestrian Safety Action Plans. Bike lanes can make streets safer for pedestrians as well by reducing excessive speeding, organizing traffic and shortening pedestrian crossings.

Nearly 85 percent of the bicycle facilities DOT completed this year were outside of Manhattan, including over 25 miles in Queens. These projects include over seven miles of bike lanes throughout Ridgewood and 1.7 miles of protected bike lane in Astoria along 20th Avenue.

Citi Bike riders made a record 14 million trips in 2016, a 40 percent increase from the previous year, fueled in part by expansion in Brooklyn, Manhattan and Queens. In 2017, Citi Bike will be rolled out into Astoria in Queens and Prospect Heights and Crown Heights in Brooklyn.

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 New York is becoming a much safer and more convenient place to bike.

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.

In 2016, NYC DOT began testing raised crosswalks at two intersections in Brooklyn and the Bronx. Raised crosswalks increase the profile and visibility of all pedestrians at intersections, providing a particular benefit to older New Yorkers, children and people who use wheelchairs. Raised crosswalks also force motorists to slow down before entering intersections, providing a safety benefit to everyone. NYC DOT will monitor the effectiveness of this treatment to determine whether it would be effective at other locations around the City.

To date, we have installed 209 Accessible Pedestrian Signals in NYC, 134 of which have been installed since January 2014, the launch of Vision Zero. 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.



In 2016, NYC DOT began testing raised crosswalks at two intersections in Brooklyn and the Bronx to determine if this treatment will be effective throughout the City.



In addition, DOT is working to develop the next generation of technological approaches which can help blind and low-vision pedestrians safely navigate intersections. In 2017, NYC DOT will host a “hack-a-thon” to encourage developers to find alternative modes to deliver pedestrian signal information to a pedestrian’s smart phone. NYC DOT will also test tactile maps which use braille to inform pedestrians of the geometry of intersections at Accessible Pedestrian Signal locations.

Leading Pedestrian Intervals

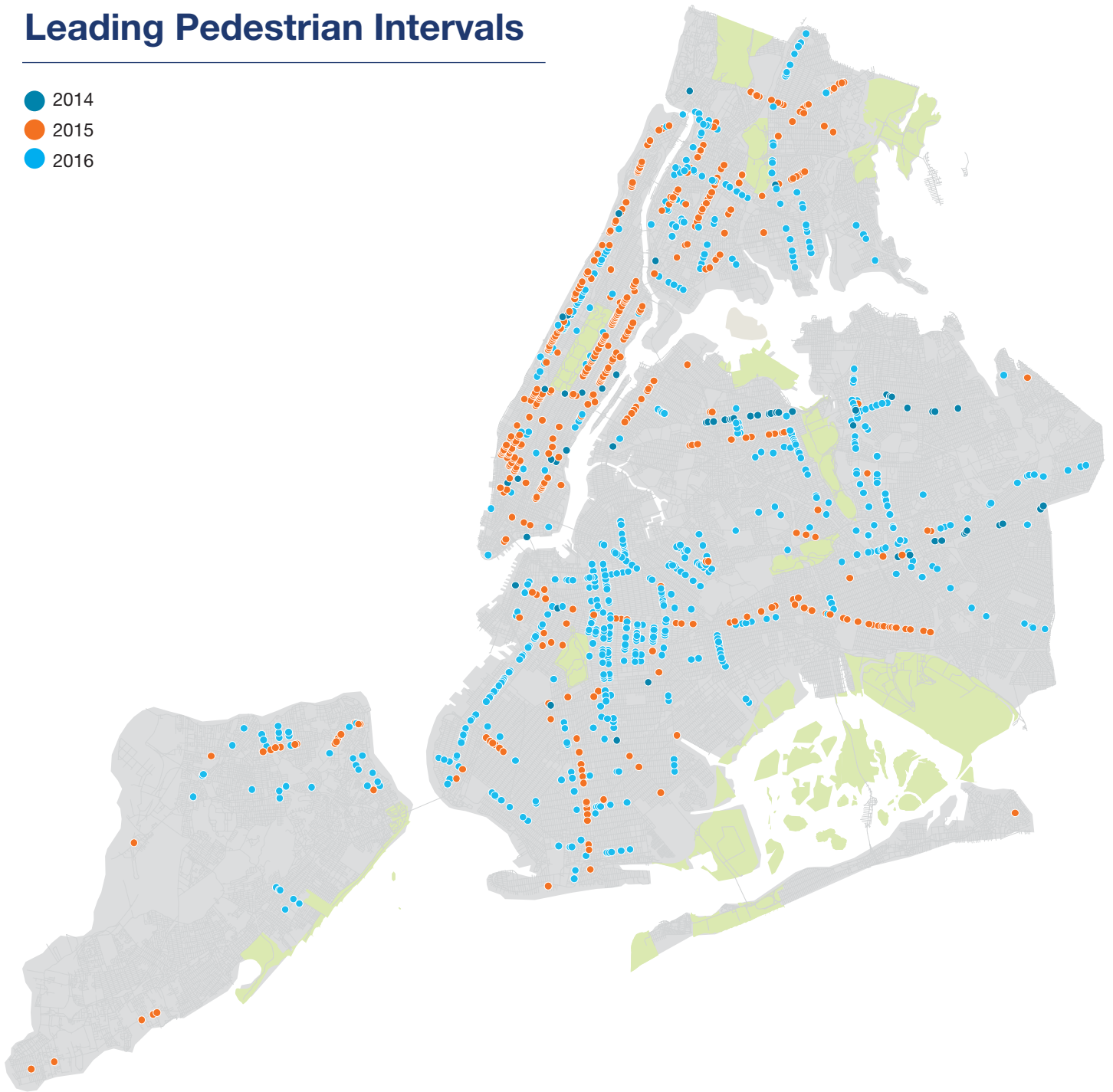
A Leading Pedestrian Interval (LPI) provides pedestrians a seven to eleven second head start when entering an intersection before traffic, including turning traffic, is released with a corresponding green signal. This reduces conflicts during a vehicle’s turn through the crosswalk by enhancing the visibility of pedestrians in the intersection and reinforcing the pedestrian’s right-of-way. This treatment is appropriate for longer crossings with substantial pedestrian volumes and frequent conflicts between pedestrians and turning vehicles.

DOT performed a before and after crash analysis of 104 intersections with LPIs and found that total pedestrian and bicyclist fatal and severe injuries involving a turning vehicle declined by 62 percent after the LPI was installed. DOT and NYPD identified the installation of LPIs at every feasible school crosswalk on a priority corridor and at every feasible priority intersection by the end of 2017 as a key initiative within the Borough Pedestrian Safety Action Plans.

DOT implemented 776 LPIs in 2016; in a typical year prior to Vision Zero DOT would have implemented 16 of these treatments.

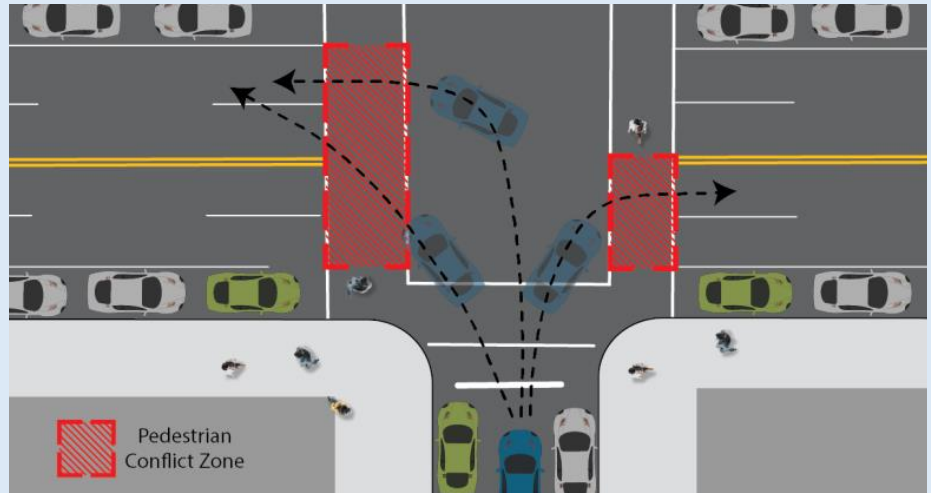
Leading Pedestrian Intervals

- 2014
- 2015
- 2016



Focus on Left Turns

Don't Cut Corners: Left Turn Pedestrian and Bicycle Crash Study



In 2016 DOT released *Don't Cut Corners: Left Turn Pedestrian and Bicycle Crash Study*. The report found that left turns account for more than twice as many pedestrian and bicyclist fatalities as right turns and over three times as many serious injuries and fatalities. There are a number of reasons why left turns are more dangerous than right turns. The larger turning radius and longer distance in left turns allow motorists to attain higher speeds than when they are making right turns—studies shows that drivers turn approximately two-thirds faster in left turns than in right turns. The greater distance also leads to a larger area of exposure for pedestrians in the crosswalk which increases the potential for conflict.

In order to better understand the danger of left turns and the ways the City can minimize the dangers, DOT queried five years of citywide crash data, manually reviewed 1,105 crash reports drawn from the most problematic locations citywide, and evaluated 478 intersections where treatments were installed.

This analysis revealed that left turn crashes are highly concentrated. All left turn pedestrian and bicyclist injuries occurred at just 18 percent of NYC's nearly 39,000 intersections.

The left-turn study also evaluated the effectiveness of specific DOT interventions in reducing the risk posed from left-turning vehicles and found that, among other treatments:

- » Leading Pedestrian Intervals reduce severe and fatal pedestrian and bicyclist injuries and fatalities from left turns by 56 percent.
- » Protected bike lanes reduce severe and fatal pedestrian and bicyclist injuries and fatalities from left turns by 53 percent.
- » Left-turn-only signals reduce total pedestrian and bicyclist injuries and fatalities from left turns by 33 percent.

In addition to these interventions, which are already key components of the Vision Zero street design strategy, the study led to the development of Left Turn Traffic Calming Treatments.



Above: slow turn wedge - markings and plastic delineators within the intersection.

Right: Hardened centerline - rubber curb with delineators on the double yellow centerline.



Above: left turn calming treatments throughout the five boroughs.

DOT Left Turn Calming Treatments

DOT's Left Turn Traffic Calming pilot program aims to reduce the dangers for pedestrians associated with left turning vehicles. Under the 2016 pilot program, DOT installed new treatments at 107 locations with a significant number of left turn pedestrian and bicycle injuries. The treatments were found to have reduced median left turn speeds by 24 percent, from 11.5 MPH to 8.7 MPH. In 2017, DOT will expand these treatments to other locations within the City, and continue to monitor their effectiveness at reducing motorist speeds and serious crashes.



Enforcement

Focus on the Prevention of Serious Crashes

Consistent and predictable enforcement of traffic laws helps to reduce dangerous driving behavior and saves lives.

Moving Violations

In 2016, NYPD continued to address the violations which, according to the data, are highly associated with serious traffic crashes:

1. Speeding
2. Failure-to-yield to pedestrians
3. Fail to stop at traffic signal
4. Improper turn
5. Cell phone/texting
6. Disobeying signs

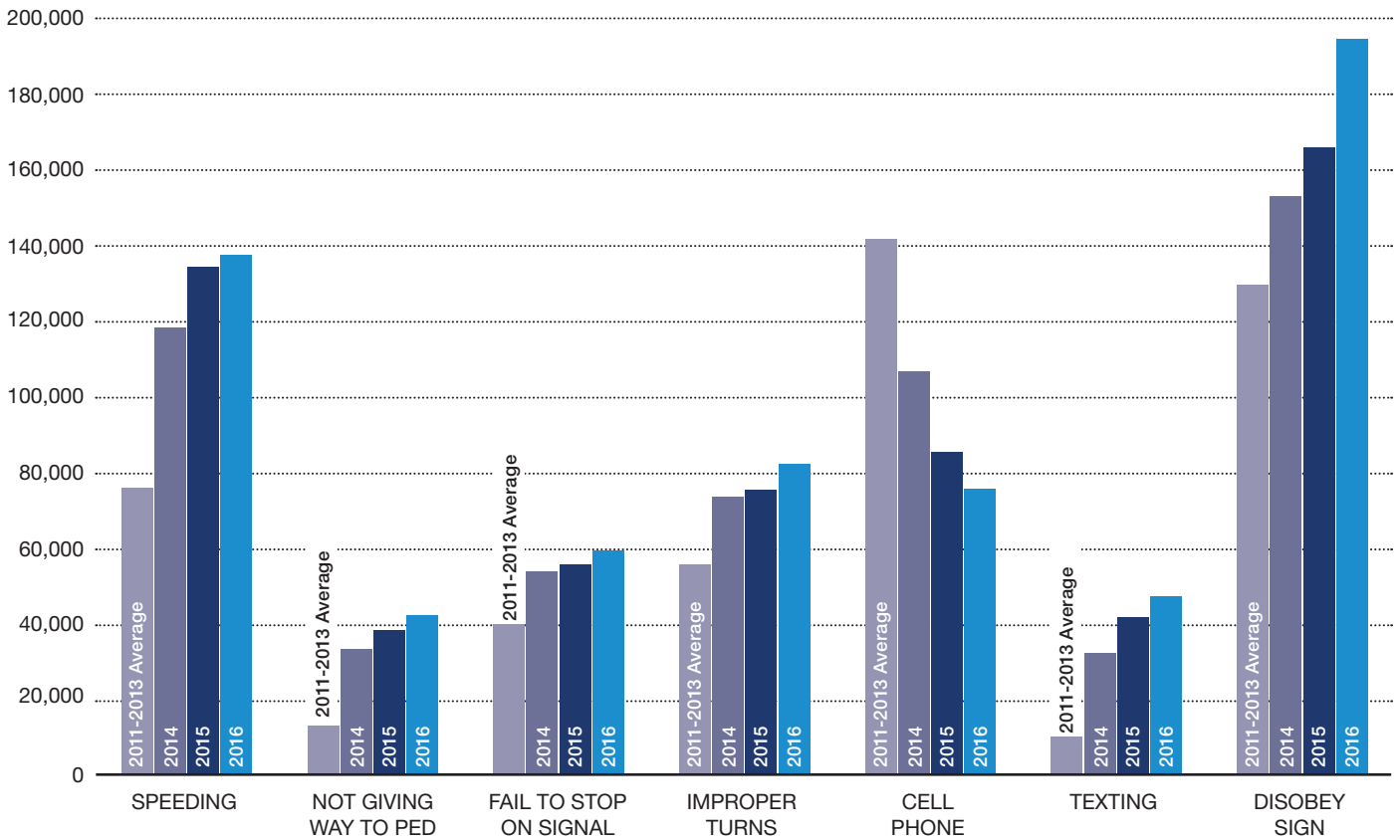
The enforcement of these “Vision Zero violations” has improved steadily over the last three years.

By targeting the behaviors that are known to contribute to traffic fatalities, NYPD has targeted the culture where drivers disregard the possible ramifications of their actions. Whether on their way to work, school, an appointment, or a recreational event, drivers need to understand that unsafe driving may lead to catastrophic consequences. Ignoring the potential to injure or kill has been and will continue to be met with an increasing number of enforcement actions to alter behavior.

Moving Violations Summonses

Data as compiled 1/12/2017. Source: NYPD

Pre-Vision Zero, 2014, 2015, 2016



MOVING SUMMONSES	2011-2013 Average (Pre-Vision Zero)	2014	2015	2016
SPEEDING	77,000	117,768	134,438	137,256
NOT GIVING WAY TO PED	12,345	33,577	39,853	42,385
FAIL TO STOP ON SIGNAL	40,214	53,445	55,199	59,187
IMPROPER TURNS	58,181	73,237	76,049	82,360
CELL PHONE	143,552	106,503	84,630	75,898
TEXTING	10,693	32,601	41,209	46,629
DISOBEY SIGN	131,842	152,623	165,389	194,380
TOTAL VISION ZERO SUMMONSES	473,826	569,754	596,767	638,095
TOTAL MOVING SUMMONSES	1,039,995	1,062,529	1,003,043	1,042,563
% of Vision Zero Summonses to Total Moving Summonses Issues	46%	54%	59%	61%



TLC Moving Violations Enforcement

TLC's enforcement officers, including a dedicated safety enforcement squad, continue to place a high priority on traffic violations among TLC-licensed vehicles. Over the past year, TLC doubled the number of the agency's enforcement officers trained by NYPD to use LIDAR guns—a decisive tool for enforcing our City's speed limits. In 2016, TLC officers continued to emphasize traffic safety violations, issuing 67 percent more traffic signal and stop sign violations and 19 percent more speeding summonses, compared to 2015.

TLC has also focused on ensuring commuter van safety for both passengers and other street users. Throughout 2016, TLC squads paired with NYPD for 194 joint enforcement operations to combat unlicensed and unsafe commuter vans throughout the city, which resulted in 932 summonses for illegal operation.

Automated Enforcement

Speed Cameras

Deterring speeding is a key priority for achieving Vision Zero because speeding is a leading cause of fatal crashes in New York City. At 35 MPH a driver needs 100 more feet to react and stop in response to an unexpected event as compared to a driver travelling at 25 MPH. In addition, faster vehicles are deadlier—a pedestrian struck by a vehicle travelling at 30 MPH is twice as likely to be killed as a pedestrian struck by a vehicle travelling at 25 MPH.

Speed cameras have proven effective at deterring speeding in New York City. The rate of violations issued by a typical speed camera within a school zone drops by over 50 percent in its first year. In 2016 NYC DOT installed additional speed cameras on new approaches within camera-enforced school zones in order to encourage greater compliance.

The school zone speed camera program has proven effective at reducing speeding, however State law only allows the City to use speed cameras on streets that abut a school building or property, within 1,325 feet of a school building or property, and only during prescribed times. DOT analysis shows that 85 percent of fatal and severe traffic injuries to pedestrians, motorists and bicyclists occurred outside of school zone locations or at times where DOT is prohibited from using speed cameras. In 2017, the City will support legislation in Albany that expands the hours of operation and locations available for speed cameras so it can target the specific times when and locations where crashes most often occur.

Red Light Cameras

Crashes caused by motorists who run red lights are highly associated with right angle crashes, which lead to high rates of fatal and severe injury crashes. DOT's red light camera program is effective at increasing compliance with traffic signals: in the first year of the red light camera program in 1994, the average camera issued 32 Notices of Liability (NOLs) on a daily basis. In 2015, the average camera issued 8 NOLs on a daily basis—a 75 percent drop.

Red light enforcement has helped prevent crashes which are associated with red light running. A comparison of the three years prior to the launch of the program to 2011-2014 shows that reportable right angle crashes at signalized intersections have declined by 62 percent citywide, from 7,221 to 2,723 annually. In addition severe injuries from such crashes have declined by 76 percent, from 633 to 155 annually.

While this program has been very effective in reducing unsafe driving on the City's streets, the New York State Legislature prohibits the use of red light cameras at more than 150 intersections at a time. This means only about one percent of the City's 12,700 signalized intersections can have red light cameras. Red light cameras are effective at reducing violations because motorists expect consistent enforcement across the City. An increase in the total number of intersections where red light cameras can be operated by the City would make this public safety tool even more effective.



Reportable right angle crashes at signalized intersections have declined by 62 percent citywide since red light cameras were installed.

Collision Investigations

NYPD has a finite amount of resources and a seemingly infinite array of responsibilities. It is, therefore, imperative that it utilize its resources in an efficient manner. It is with this in mind that NYPD is exploring two proposals which are anticipated to enhance its traffic program.

Collision Investigation Squad (CIS)

The Collision Investigation Squad investigates crashes which involve fatalities and the most serious of injuries. These expert investigators scrutinize a collision scene and seek to determine the cause of the collision and whether any criminality occurred. The District Attorneys have been working closely with CIS to ensure immediate communication and real time assistance in these investigations. In 2016, the District Attorneys hosted numerous trainings with NYPD about the recovery of cell phone information, video evidence and many other technological collision reconstruction innovations to determine crash culpability.

The District Attorneys recognize that CIS is uniquely trained and equipped to determine if criminality is involved in a time sensitive manner. NYPD is exploring the expansion of the criteria for when the Collision Investigation Squad conducts an investigation. An analysis of traffic collisions and any related injuries is ongoing. This evaluation must balance resources with the potential benefits of any expansion.

Traffic Enforcement Agents

In 2014 the Department launched a pilot program where Traffic Enforcement Agents (TEAs), who typically issue parking violations and direct traffic, began to respond to collisions that only involve property damage. This allowed uniformed patrol officers to concentrate on hazardous moving violations.

In the period since the inception of this program, TEAs have responded to approximately 12,000 vehicle collisions, freeing up uniformed officers. In addition, customer service improved as the average response time to these collisions was reduced by 40 percent. In 2016, TEAs assigned to this pilot responded to approximately double the number of vehicle collisions than they did in the prior year.

DWI Enforcement

Proactive enforcement against drivers who are intoxicated or under the influence of drugs is essential to traffic safety. Nationally, in 2015, 21 percent of fatal crashes involved at least one driver who tested positive for drugs—up from 12 percent in 2005. Increased abuse of prescription medication and increased availability of legal marijuana is a factor in this trend. Deterring drugged driving is a priority for NYPD and the District Attorneys.

DWI ARRESTS	2011-2013 Average	2014	2015	2016
Total	9,508	10,388	8,145	8,413

Annual data as compiled 1/10/2017

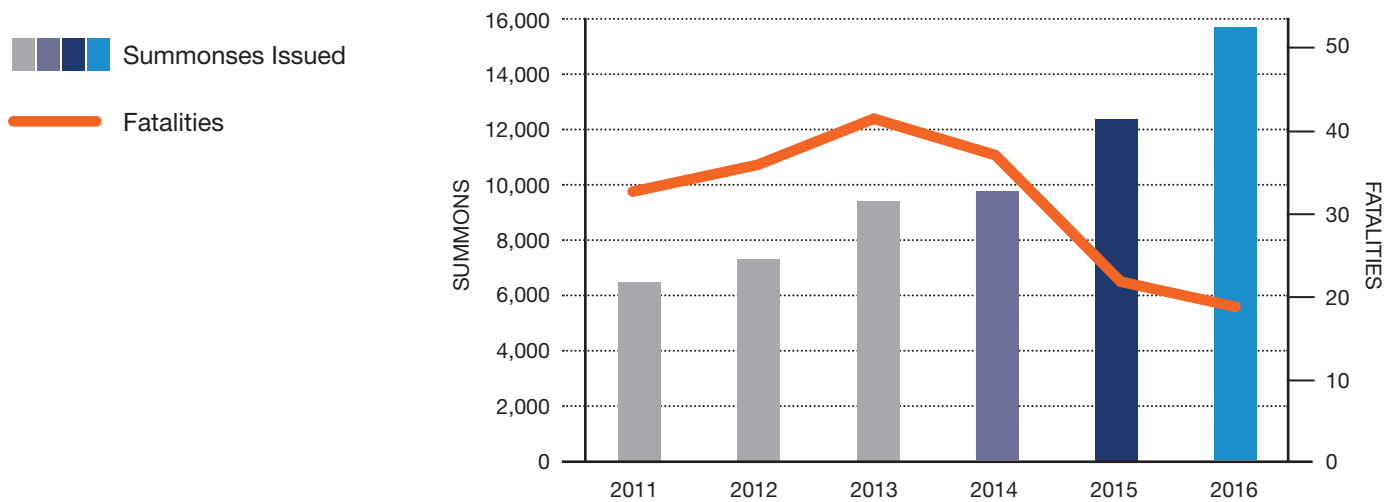
In 2016 NYPD, with the support of the District Attorneys, began using saliva swabs to test drivers for drug use when they had been involved in a serious crash. These preliminary screening tests alert the police officers to the potential presence of drugs and assist them with the development of probable cause and the request for a search warrant to further test the motorist. NYPD is leading the nation in the swift implementation of this new process. In 2017, the District Attorneys will be breaking new ground with the use of this evidence in court.

Motorcycle Safety

In 2015, NYPD launched an enforcement and education campaign to deter dangerous motorcycle riding, focusing on moving summonses to motorcyclists for speeding and unlicensed operation as well as parking summonses for invalid registration and equipment violations. NYPD built upon this campaign in 2016, by further increasing the number of moving violations issued to motorcyclists and doubling the number of motorcycles which are towed. To raise awareness of this sustained campaign, NYPD held a press event showcasing the crushing of confiscated motorcycles by bulldozers. Over 1,000 unclaimed motorcycles were crushed in 2016. The two years of this campaign has contributed to the two safest years for motorcyclists since 1998.

Motorcycle Summonses and Fatalities 2013-2016

Annual data as compiled 1/10/2017. Source: NYPD



MOTORCYCLE SUMMONSES	2011-2013 Average	2014	2015	2016
Tows	n/a	n/a	1,160	2,341
Total	7,806	9,812	12,466	15,782

Pedestrian Right of Way Expansion

A series of connected City policies which serve to affirm the City's mission of protecting pedestrians in our crosswalks.

Laws serve as critical enforcement tools to deter dangerous driving practices and provide consequences to drivers who engage in such practices.

Right of Way Law

Administrative Code 19-190, also known as the Right of Way Law, created civil and criminal penalties for motorists who injure or kill pedestrians or cyclists by failing to yield the right of way.

This law, made effective in 2014, was designed to warn drivers to look out for the other users and respect their right of way by imposing sanctions when they do not. Specifically, it was intended to assist in the reversal of an upward trend in pedestrian fatalities in 2012 and 2013.

Prior to the adoption of this law, an officer had to personally witness a collision in order to take an enforcement action against the motorist. Motorists were therefore not held accountable for their actions unless a police officer happened to be present at the time of the collision.

The Right of Way law provided an enforcement option to officers who can determine, based on the facts and circumstances of the crash, that a pedestrian was struck by a motorist who had carelessly failed to yield the right of way. This year, NYPD arrested 39 motorists that struck and either killed or injured a pedestrian or bicyclist. The District Attorneys were then able to prosecute these motorists.

In 2016, NYPD began to issue civil summonses under the Right of Way Law. NYPD issued nearly 2,000 civil summonses to drivers that failed to yield the right of way and in doing so struck and injured bicyclists or pedestrians. Applying enforcement against this dangerous driving behavior helps change the mindset of drivers and improve overall traffic safety.

A.C. 19-190 ENFORCEMENT	2011-2013 Average	2014	2015	2016
Arrests	0	1	34	39
Summonses	0	0	0	1,920



In New York City, most pedestrians who lose their lives in traffic crashes are struck at intersections.



Expanded Right of Way

The Right of Way law (19-190), as enacted in 2014, provided police officers with enforcement tools that they did not have before. However, the law’s use was sometimes limited due to how State law defined the right of way.

The State Legislature initially established the right of way for pedestrians in crosswalks in 1959. According to this law, motorists who turn at signalized intersections only needed to yield to pedestrians who step off the curb during the walking person phase of the signal, and were not required to yield to pedestrians who step off during the flashing red hand phase. This arrangement does not align with the way most pedestrians or motorists navigate our intersections today—responsible motorists yield to all pedestrians in the crosswalk, and very few pedestrians were aware of their responsibilities under the 1959 law.

This antiquated definition under State law hindered the enforcement of the City’s Right of Way law. In 2016, the District Attorney offices found that the Right of Way Law frequently did not protect pedestrians who were killed or severely injured in crashes caused by careless motorists, because the pedestrian stepped off the curb during the flashing phase of the pedestrian signal. The District Attorneys responded by developing a legislative solution to this problem which became the basis for a law enacted by the Public Advocate, City Council and Mayor de Blasio in September of 2016. According to this law, which becomes effective in January 2017, motorists must yield to all pedestrians who enter the crosswalk during the walking person phase or during the flashing red hand phase.

This amendment aligns the law with the way most driving and walking New Yorkers use our streets and crosswalks, and also serves to clarify motorists’ obligations to yield to pedestrians. As a result, it is more likely that turning motorists who carelessly strike and injure or kill pedestrians in the crosswalk can be prosecuted according to the Right of Way law.

FORMS

An essential component of the traffic enforcement plan is the analysis of collision data. The ongoing upgrading of the systems used to capture collision data are essential to NYPD's traffic enforcement strategies. The FORMS application went live in 2016 and NYPD began to electronically record collisions. Although there will be a transition period to acclimate to the new system, the potential technological upgrades within FORMS will lead to broader capabilities for traffic data analysis. NYPD also developed a TrafficStat 2.0 application, described earlier in this report, which allows the precincts to more efficiently analyze the collision statistics using interactive maps.

Data-Driven Approach to Crime and Traffic Safety

The Data-Driven Approach to Crime and Traffic Safety (DDACTS) program, a strategic approach to crash prevention through an efficient deployment of resources to reduce both crime and traffic crashes, took a step forward for NYPD in 2016. The Department has almost completed the multi-year task of automating the crash reporting process so that officers can now complete crash reports on desktops, tablets, and phones (FORMS). These upgrades will enable the Department to better analyze traffic data which is an essential component of DDACTS. The next step will be technology upgrades in how the Department captures traffic summonses. This will provide the Department with a whole new data set by which to identify what kind of violations are taking place in various locations and will allow the Department to better assess the impact of DDACTS. The ultimate goal of DDACTS is that police presence will reduce the need for enforcement actions while, at the same time, reducing crashes and injuries from crashes.

Safe Passage

Pedestrians and bicyclists are the most vulnerable road users. This year NYPD conducted Operation Safe Passage, an enforcement initiative intended to relay a message to motorists regarding their responsibility to safely share the roadways with bicyclists. To promote pedestrian safety the Department is stressing enforcement of failure to yield to pedestrian violations. Citywide traffic initiatives were conducted during the summer months, including enforcing against hazardous parking (including blocking the bike lane and double parking) and moving violations which interfere with the safe passage of cyclists. These citywide initiatives resulted in over 530,000 parking summonses and 54,000 moving summonses being issued during these initiatives.

Tougher Laws Against Dangerous Driving

Leaving the Scene of a Collision

In 2016 the City supported legislation to increase criminal penalties and jail time for drivers who flee crashes so that they mirror the penalties for impaired driving. Under current law, an impaired driver who stays at the scene of a fatal crash risks a higher penalty than a driver who leaves the scene, creating an unintended incentive for drivers who have been drinking to flee. While the State legislature passed a bill related to leaving the scene, the legislation would not have provided any real solution the problems listed. The District Attorneys, the City and numerous advocacy groups such as MADD conveyed their concern to Governor Cuomo and he vetoed the bill. The City will continue to support a legislative fix in 2017.

Ignition Interlock Monitoring

In November 2009, Governor David Paterson signed the Child Passenger Protection Act, also known as Leandra's Law, in remembrance of Leandra Rosado, an 11-year-old victim who was killed as a result of a DWI crash on the West Side Highway in New York City. With the passage of this law, New York became one of the first states to mandate ignition interlock devices for all misdemeanor and felony drunk driving convictions. Currently, federal funds are used to cover the cost of monitoring offenders to make sure they are complying with this law. In 2017 that funding runs out. The City will work with District Attorneys to support legislation to use the current surcharges on DWI convictions to replace that funding.

Drugged Driving

In 2016 the District Attorneys supported legislation to address a host of issues involving drivers who operate a car while they are impaired by a drug. Drug use while driving is a serious and underreported danger on our streets and we need to make sure law enforcement has the tools needed to prevent the danger. The City and the District Attorneys will continue to work together in 2017 to address drugged driving.



Fleets

Continuing to Improve Fleet Safety

Drivers of the fleets regulated by various agencies focus on the safety of their fellow New Yorkers and work continually to make their vehicles safer.

Recognizing Safe Driving

Second Annual GO Awards

The City of New York has an estimated 80,000 staff members who operate vehicles full or part time. In November 2015, DCAS, the Mayor's Office of Operations, and major fleet owning agencies presented the first-ever Good Operator (GO) Awards recognizing the best drivers for the City. GO Award winners were chosen by agencies based on outstanding driving records and conduct. Criteria to be selected included a minimum of ten years of full time employment, operation of fleet units on a daily basis as a core part of their job, at least five years of driving without a preventable collision or violation, general driving and work performance, and an outstanding commitment and focus on safety.

Third Annual TLC Safety Honor Roll

The 2016 TLC Safety Honor Roll is the third annual event recognizing TLC-licensed drivers who have outstanding records of safe driving over many years and millions of miles behind the wheel. TLC reviewed all of its licensed drivers' records and identified drivers who have, over four or more years, not had a single crash resulting in an injury or fatality, a single traffic violation, or a single violation of TLC safety-related rules. The 378 drivers on the 2016 TLC Safety Honor Roll represent a truly elite group.

Facts about 2016 Safety Honor Roll Drivers

- » The 2016 Honor Roll Safety honorees completed 1.87 million trips this year. Assuming the average trip distance of three miles, they carried passengers a total of over 5.6 million miles—that's 225 trips around the world.
- » Together, 45 drivers are repeat honorees: 18 drivers were on the Honor Roll for each of the past three years, 16 drivers were on the Honor Roll for the past two years, and 11 drivers were on the Honor Roll in 2014 and 2016.
- » On average, Honor Roll drivers have held their TLC license for 13 years.

Facts about 2016 Safety Honor Roll Fleets, Bases and Van Companies

- » 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 2016.
- » The honorees include five yellow taxi fleets, fifteen car service bases (five small, five medium, and five large), and three commuter van companies.
- » These companies have been in business for an average of 20 years.
- » 12 of these companies provide street hail service, including both yellow taxis and green Boro taxis.
- » Two business honorees have been on the TLC Safety Honor Roll for two consecutive years.
- » Each type of car service base is represented: ten livery, three luxury limousine, and two black car.

378

TOTAL DRIVERS ON THE 2016
TLC SAFETY HONOR ROLL

45 drivers are repeat honorees

18 drivers were on the Honor Roll for each of the past three years, 16 drivers were on the Honor Roll for the past two years, and 11 drivers were on the Honor Roll in 2014 and 2016.



188

drive only
yellow taxis



88

drive only for-hire
vehicles (FHVs)



46

drive only
green taxis



14

drive commuter
vans



5

drive yellow and
green taxis



5

drive yellow taxis
and FHVs



30

drive green taxis
and FHVs



2

drive yellow taxis,
green taxis, FHVs



TLC Honor Roll

TLC Commissioner Meera Joshi honored father and son Eliot and Howard Kugelman during the 2016 TLC Safety Honor Roll. Eliot worked as a taxi and for-hire vehicle driver for 46 years, and his son Howard has been on the road for 38 years. Howard, who has made the Honor Roll three years in a row, addressed all Honor Roll members in a speech emphasizing the importance of safety. He closed by saying, “We come from many different places, but we can all put safety first—so that we can make sure that we, our passengers, and those we share the road with can go home every day to our families.”

Safe Fleet Technology

TLC Vehicle Safety Technology Pilot

TLC expanded its Vehicle Safety Technology Pilot, which encourages companies that provide innovative technologies—such as electronic data recorders, driver alert systems, and street- and driver-facing cameras—to test these technologies in TLC-licensed vehicles for an additional year. The pilot now includes 385 TLC-licensed vehicles testing eight different technology systems. Extending the pilot for an additional year allows participants more time to capture data from the growing number of vehicles and gives TLC the ability to better evaluate the impact of these technologies on driver safety and, in particular, on crashes. Crashes per vehicle have declined slightly for all vehicles participating in the pilot, a promising trend that TLC will continue to monitor as the pilot continues.

Preventing Serious Crashes with Improved Bus Design

In 2016, MTA continued to pilot technology that will help prevent serious crashes. The system uses sensors to alert bus operators to the presence of vehicles, cyclists and pedestrians on the front and sides of the bus with visible and audible warnings. In 2015 and 2016, MTA piloted the system on two buses operating in Brooklyn. After testing, MTA recommended a series of improvements to enhance the collision warning system. MTA is currently

working with the vendor to implement these improvements, which will be in place in time for a launch this winter. The full pilot for the collision warning system will involve over 100 buses—20 buses were outfitted in 2016 and 80 more will hit the street in 2017. The pilot program will include bus routes in Brooklyn and Manhattan (B46, B38 and M42).

Additionally, MTA is seeking to increase operators' visibility by adjusting the size and positioning of mirrors on the left side of buses. In 2016, MTA met its goal of replacing 850 rectangular mirrors with smaller square mirrors, thereby reducing obstructed views. This project was completed as part of a grant funded by the Safety Research & Demonstration Program of the Federal Transit Administration, and will help inform the design of buses around the nation.

MTA is also testing pedestrian warning systems, which are automatically triggered when the bus makes a right or a left hand turn, activating an external audio warning that alerts pedestrians and bicyclists that the bus is turning. External speakers are installed in an area that does not block the bus operator's view, and the speaker volume takes into consideration the ambient sound level in the vicinity of the bus. During the field test of the pedestrian turn warning system, the technology was installed on four buses, two operating in Manhattan, one in Brooklyn and a fourth in Queens. After the test, MTA asked for a series of improvements to the system, asking that the audio warning sound activate only on the 'turn side' of the bus to avoid confusion. In addition, MTA is working with the manufacturer to develop a visual alert system that will be automatically triggered to display a visual warning to help warn customers that the bus is making a turn. This modification will be added in 2017. The full pilot of the system will involve over 200 buses—40 were put into operation in 2016 and the remainder will roll out during 2017. The pilot will include bus routes in Queens, Manhattan and Brooklyn (Q32, Q17, Q41, B36, B17 and B6).

Safe Fleet Transition Plan

In 2016, DCAS began working closely with fleet agencies to complete the first Safe Fleet Transition Plan (SFTP). At the Fleet Federation meeting on October 20th, 2016, the US DOT Volpe Center joined 11 City agencies at DCAS to kick off the final review for the SFTP. The SFTP is a comprehensive look at all safety options for fleet vehicles. As part of the SFTP, agencies and DCAS will revise all vehicle specifications to include an agreed upon set of safety technologies and designs, as well as maintain a framework for regular piloting and review of other technologies, industry changes and offerings. Volpe has already completed reports on driver alert systems and truck sideguards in New York City. DCAS is utilizing the research in the SFTP and other vehicle

safety initiatives. In 2016, DCAS completed the initial review of safety technologies and discussed them with City agencies at the October 20th meeting. In 2017 Volpe will work with DCAS and the fleet agencies to complete an initial plan draft in Winter 2017, including interviewing each agency.

DCAS Truck Sideguards Installation

Sideguards 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 now installed over 550 sideguards on City-owned trucks, the largest program in the nation. DCAS also worked closely with BIC and DOT to administer a financial incentive program which covers a majority of the cost for private fleets to adopt truck side guards and comply with the truck side guard law, which the City Council passed in 2015. To date, over 80 private sector trucks regulated by BIC have been outfitted while taking advantage of this financial incentive. DCAS continues to work with suppliers to expand the marketplace for truck side-guards.

Cooper's Law

TLC has the power to suspend and revoke a driver's TLC license for their role in a serious crash and applies it to protect the public's safety. According to Cooper's Law, TLC will revoke a driver's TLC license "upon conviction of such driver of one or more of the violations or crimes stated in the summons or such charges and upon a determination that one or more of such violations or crimes for which conviction occurred was a cause of such critical injury or death." Since TLC began receiving NYPD crash reports in May 2014, TLC has suspended the TLC license of 24 drivers involved in serious crashes. Of that group, 15 drivers were suspended pursuant to Cooper's Law and 9 were suspended pursuant to Local Law 28 of 2014, which does not require a corresponding traffic violation for suspension.

A suspension for a serious crash is a concrete consequence for drivers because it prohibits them from driving for-hire vehicles. These cases can take time to pursue, including resulting in a driver's TLC license expiration which renders a revocation proceeding moot. In November 2016, TLC revoked a driver's TLC license under Cooper's Law for the first time. However, 11 of the 24 other cases resulted in the driver's TLC license expiring while under suspension or in the driver surrendering his or her license, meaning the driver cannot drive for hire. For serious crashes, TLC is unable to revoke a driver's TLC license pursuant to Cooper's Law until the driver is convicted. TLC closely monitors these cases and, when necessary, pursues revocation as soon as possible following conviction.

Maintaining Safety with a Growing Pool of TLC-licensed Drivers

One of the core tenets of TLC's Vision Zero efforts is improving and broadening driver training and outreach. In December 2015, TLC expanded the 24-hour pre-licensure course requirement to drivers of for-hire vehicles, which include liveries, black cars, and luxury limousines, providing instruction on Vision Zero and "the rules of the road." Since 2014, over 43,000 TLC-licensed drivers have taken this course with the addition of the Vision Zero curriculum, which provides instruction on new road designs like protected bike lanes, high risk driving behaviors that lead to crashes, and the important role professional drivers play in promoting a culture of safe driving, including over 37,000 in 2016 alone. On average in 2016, almost 3,000 drivers took the course each month.



Since 2014, over 43,000 TLC-licensed drivers have received Vision Zero safe driving education.

In addition, TLC staff has continued to hold Vision Zero meetings with drivers. In these meetings TLC provides safety information and screens "Drive Like Your Family Lives Here"—a Families for Safe Streets video that shows the devastating effects of traffic crashes. Since the program began, TLC staff has visited 422 garages and organizations including 139 visits in 2016 alone.

Since the Vision Zero Initiative began in early 2014, TLC driver and vehicles licensee totals have grown rapidly. TLC-licensed drivers have grown from 113,000 in January 2014 to over 155,000 in 2016. Similarly, TLC-licensed vehicles have grown from 69,000 vehicles to over 100,000 vehicles in just two years. Vehicle licensee growth is almost entirely based in the black car sector. In 2016, the number of TLC-licensed vehicles involved serious crashes remained stable compared to 2015 despite licensee growth. TLC monitors crashes that involve any TLC-licensed vehicle with an occupant (parked or driving) irrespective of the TLC licensee's role in the crash.

TLC Policy Changes

Fatigued Driving Prevention Rules

TLC developed and proposed rules to decrease the risk of fatigued driving across the various industry segments it regulates. TLC developed the rules based on a review of scientific research on fatigued driving, best practices in other transportation and safety-sensitive industries, and analysis of the data on TLC's own driver licensees. The rules seek to reduce serious safety risks of both acute and chronic fatigue on driving by instituting daily and weekly hours of service limits. The rules were officially approved in July 2016 and revised to update the driving time calculation in February 2017. In the coming year, TLC will begin an extensive outreach and education plan on fatigue and compliance with the new rules.

DCAS Policy Changes

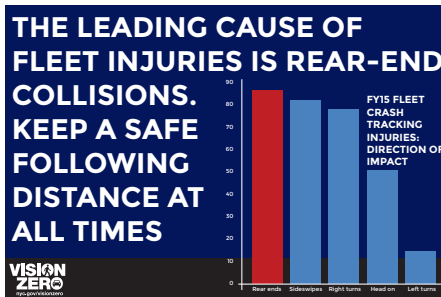
Banning hands-free use of cell phones

In May 2016, City Hall and DCAS announced a ban on all non-emergency cell phone use by City drivers, even with a hands-free set. DCAS and partner researchers, including the US DOT Volpe Center and University of California-San Diego, found numerous studies proving that hands-free sets are no less dangerous on the roads than handheld devices. These studies show that distraction reduces driver's capacity to drive safely and phone calls, even hands-free phone calls, are a distraction to drivers. This regulation is a step ahead of New York State law, which still allows the use of hands-free sets by drivers.

Safety training

DCAS is completing the third year of its expanded driver safety training program for all City fleet operators. The day-long training provides an in-depth overview of safe driving behaviors. "Drive Like Your Family Lives Here," the Families for Safe Streets video showing the impact traffic fatalities has on families who have lost loved ones in preventable collisions, is shown at every training. DCAS has now trained 33,000 total staff.

Additionally, in 2016 DCAS rolled out a poster campaign for all City agency offices, garages, and parking lots. Thousands of safety posters have been distributed in different sizes, all conveying messages about speeding, caution at intersections, seatbelt usage, following distance, and the cell phone ban.



MTA Safety Initiatives

MTA's bus division has trained over 6,000 bus operators in 2016. MTA plans to provide Vision Zero training to the remaining 6,400 bus operators in 2017. Training, as in past years, will engage them on all aspects of pedestrian safety issues; emphasizing the current challenges of managing their buses in an environment with pedestrians, motorists, and cyclists.

In order to help drivers stay safe throughout the year, MTA conducts "Seasonal Challenges" campaigns. Each season, MTA provides bus operators with handouts and posters highlighting particular challenges bus operators might encounter in that season. Additionally, participants in the Vision Zero class watch videos and have discussions related to seasonal challenges.

DOT AND MTA Collaboration to Improve Pedestrian Safety

As part of Vision Zero, DOT and MTA are collaborating on ways to improve pedestrian safety. Between 2010 and 2015, there were an average of 7 pedestrian fatalities per year that involved an MTA bus. In response to these crashes, DOT and MTA are working together to find engineering solutions and training for drivers in safe driving techniques to reduce the number of fatalities and injuries caused by buses. Staff from both agencies meet regularly to discuss projects and share data. 43 DOT planner staff have received bus simulator training to understand the unique difficulties of driving a bus that they can then take into consideration while planning projects.

Since 2014, 51 DOT projects have been completed with components that improved bus operations and pedestrian safety. DOT has installed 119 Leading Pedestrian Intervals (LPIs) at locations where buses turn through crosswalks, in order to increase pedestrian visibility and reduce conflicts. Numerous signal timing changes have been made at MTA's request to aid with difficult turning movements for buses. In 2015, three bus routes were changed to eliminate difficult turns. In 2016, two buses were re-routed to eliminate turns which were involved in pedestrian fatalities. DOT has also completed 12 projects as part of the "Bus Stops under the EI" program, where pedestrian islands and curb extensions are installed at floating bus stops under elevated train tracks. An additional 14 "Bus Stops under the EI" are currently under construction. These efforts are delivering results. In 2016, the number of pedestrian fatalities caused by an MTA bus was reduced to three.



The Road Ahead: Automated Vehicles

Automated Vehicles present both opportunities and challenges for our City.



Over the past five years, there has been tremendous momentum in the development of Automated Vehicle (AV) technology. Every week, there is a news story about another major tech or auto company investing in AV technology or promising to be the first to have an AV on the market. Nearly all traffic deaths are caused by human error or risky choices, such as speeding or distracted driving. AV technology could help prevent those crashes and improve mobility and livability, if it is appropriately designed, with priority placed on preventing the loss of life and enhancing sustainability.

Realizing these safety gains and mitigating potential adverse consequences of widespread AV adoption will require regulation by federal, state, and local authorities. In November 2016 DOT and TLC submitted comments on proposed federal AV guidance, calling on federal and state authorities to engage with cities on AV policies and safety standards, to address the impacts on labor associated with widespread use of AVs, and to ensure independent safety testing of AV hardware and software before its release, like other motor vehicle safety equipment.

The safest AVs will be able to communicate with the City's traffic signals and other infrastructure. To speed the development of that technology, DOT, TLC, MTA and US DOT are evaluating Connected Vehicle technology and its potential to prevent traffic injuries through a 3-year \$20 million testing program. Dedicated Short Range Communication equipment installed along high crash corridors in Manhattan and Brooklyn and in 6,000 taxis, 1,000 MTA buses, and 1,000 City and private fleet vehicles will enable these to communicate with each other. The signals will support a range of safety applications, including in-vehicle warnings to motorists behind the wheel and a system which conveys signal-state information to blind pedestrians using handheld devices.

DOT is also developing a safety management plan to ensure the testing and operation of AVs in New York will support the City's Vision Zero goals. Toward this end, AVs should be designed to comply with traffic laws, use Connected Vehicle technology, and ensure appropriate driver attentiveness in the operation of semi-automated vehicles that may encounter operating environments too complex for the AV system to manage. If AV technology is designed in a way that prioritizes preventing the loss of life, it could help prevent crashes and improve mobility and livability.

Engagement

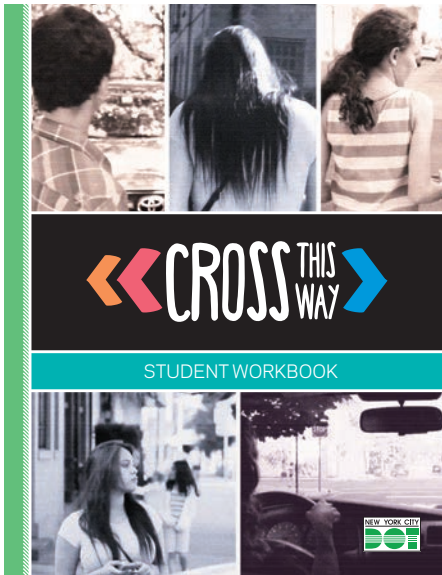
Connecting with New Yorkers Where They Live

The City has expanded its campaign to further connect with New Yorkers. By focusing on those who are most likely to fall victim to traffic crashes caused by dangerous driving, we have broadened awareness on New York City streets.

Expansion of Safety Curriculum into the New York City Schools

In September of 2016, at the start of the school year, Chancellor Carmen Fariña, announced that the Department of Education was adopting the “Cross This Way” curriculum as the official pedestrian safety curriculum for all New York City elementary and middle schools. NYPD followed the September announcement of the curriculum expansion with a targeted enforcement initiative in school zones throughout the city, reinforcing drivers obligation to slow down and obey school zone signs.

Developed by NYC DOT, “Cross This Way” is a dynamic tool for educating students about safe choices in New York City’s traffic environment. Through video, hip-hop music, choreography, and easy to follow accompanying materials, the curriculum illustrates situations where crash data indicates students are most commonly injured and provides safety strategies. This curriculum focuses on dangers specific to elementary and middle school students, typically ages 9 through 11, who may be navigating city streets without supervision for the first time. The universal teaching of this curriculum to students in this key age range is designed to create continuity of message and practice for children.



Street Teams

In 2016, the third year of the Vision Zero Streets Teams effort, DOT and NYPD focused the Street Teams strategy on areas with high concentrations of older New Yorkers and also along truck routes. Teams were placed in 25 areas, urging motorists to slow down and yield to pedestrians in the crosswalk, particularly while driving trucks. The Street Teams also alert motorists to an upcoming period of NYPD enforcement on hazardous moving and parking violations in the same geographical area. In 2016, the Street Teams program led to over 577,000 On-Street Contacts with motorists, pedestrians and cyclists; over 15,000 moving summonses and 144 arrests for DWI and other serious vehicle-related offenses.

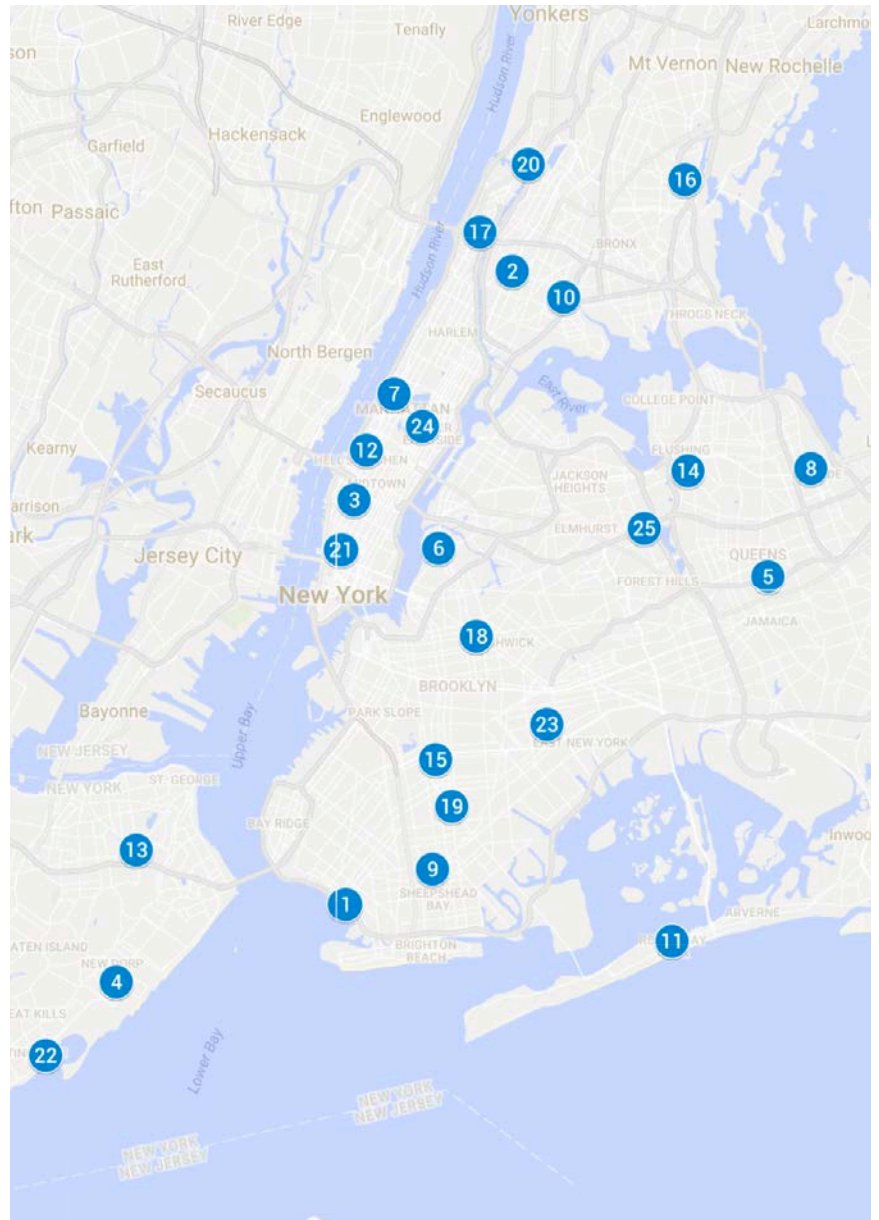
In addition, the “Know Your Limit” on-street activation event was added to many Street Team deployments. At Know Your Limit events, people attending sporting events and concerts, or going out for an evening of drinking, were invited to test their alcohol-blood level using a Breathalyzer screening device administered by an NYPD officer. The goal of these events is to place extra emphasis on legal alcohol limits and how important it is to leave their car behind when drinking.



2016 Street Teams Locations

Phase: Patrol Borough Precinct

1: PBBS/Brooklyn South	62
2: PBBX/Bronx	44
3: PBMS/Manhattan South	10
4: PBSI/Staten Island	123/122
5: PBQS/Queens South	107
6: PBBN/Brooklyn North	94
7: PBMN/Manhattan North	20/24
8: PBQN/Queens North	111
9: PBBS/Brooklyn South	61
10: PBBX/Bronx	41
11: PBQS/Queens South	100
12: PBMS/Manhattan South	18
13: PBSI/Staten Island	120/121
14: PBQN/Queens North	109
15: PBBS/Brooklyn South	67
16: PBBX/Bronx	45
17: PBMN/Manhattan North	33/34
18: PBBN/Brooklyn North	81
19: PBBS/Brooklyn South	70
20: PBBX/Bronx	50
21: PBMS /Manhattan South	6
22: PBSI/Staten Island	120, 121, 122, 123
23: PBBN/Brooklyn North	75
24: PBMN/Manhattan North	19
25: PBQN/Queens North	110



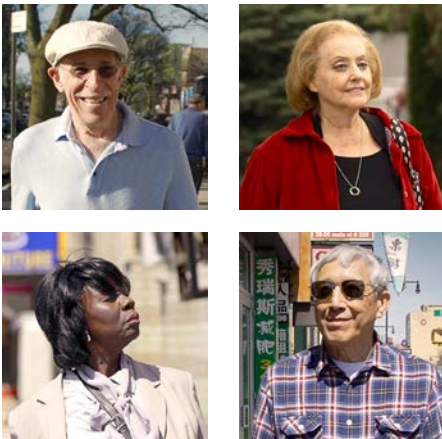
Focus on Older Adults

Adults who are 60 years of age or older make up 16 percent of the City's population, yet account for almost half of pedestrian fatalities. Data indicate that seniors are not more likely to be struck while walking than other pedestrians; however, if an older pedestrian is struck by a vehicle, he or she is more likely to be severely injured or killed. Additionally, demographic trends indicate that New York City will soon experience a rapid growth of residents who are older than 65.



The comprehensive Vision Zero strategy is intended to address the safety of seniors. For instance, the Left Turn Study DOT released in 2016 found that half of those who are killed by a left turning vehicle are 67 years of age or over. Accordingly, the Left Turn Traffic Calming treatments that the DOT is currently deploying to slow vehicle turns improve safety for all pedestrians, yet provide a particular benefit for aging New Yorkers.

In addition, the Task Force agencies and Department for the Aging have developed a series of strategies to keep older New Yorkers safe.



Still images from the "Streetwise" video for older adults.

In 2016, NYC DOT and the Department for the Aging developed and began implementing "Streetwise", an educational program featuring older adults in their neighborhoods which includes discussion of how to prevent dangerous driving within their neighborhoods. This program was developed with insights derived from DOHMH's research, including a series of focus groups with seniors. This educational program is utilized during NYC DOT's senior center visits and by NYPD who received training on the program.

NYPD officers also focused enforcement against motorists observed committing Vision Zero hazardous offenses, particularly failure to yield. This enforcement was concentrated within areas with high populations of seniors, as determined by the Department for the Aging. This enforcement was preceded by outreach to seniors at local senior centers to identify locations where they observed high rates of violations.

In 2017, DOHMH will continue to analyze patterns of traffic-related risk and injury among older New Yorkers. This includes injury severity patterns among older pedestrians, for instance, and driving patterns and behaviors among older adults.

**Speeding is a
leading cause
of traffic deaths.**

**Slow down.
Your choices matter.**

VISION ZERO





76% of New Yorkers were aware of the Vision Zero initiative, due in part to ads placed on 28 billboards, over 1,400 buses, and at 37 gas stations.

Media Campaign

Your Choices Matter

As part of the 2016 Dusk Initiative, the City committed to an aggressive communications push utilizing media. The award-winning Your Choices Matter campaign was refreshed to feature silhouettes framing crash scenes. These ads depict the severe consequences of crashes and educate drivers by incorporating speeding, turning, and visibility facts into the headlines. Each ad features a specific action—and the tagline reminds drivers that the choices they make behind the wheel can save lives.

The Fall 2016 campaign media plan included 28 billboards, over 1,400 bus tails, and 37 gas stations—locations that were identified by aggregating crash data, speeding violation data, and survey-based dangerous driving behavior by neighborhood. Vision Zero digital ads achieved over five million views, delivered directly to New Yorkers based on geographic, demographic, and behavioral targeting.

According to a DOT poll, the Your Choices Matter campaign is proving successful at changing attitudes. 76 percent of New Yorkers are aware of Vision Zero. Drivers agreed that these ads lead them to expect more enforcement (75 percent), drive carefully and yield to pedestrians when turning and approaching crosswalks (82 percent), and avoid texting or making calls while driving (84 percent).

Just One More Drink Can Hurt

DOHMH highlighted the related risks of excessive alcohol consumption and traffic safety by co-branding its 2016 release of the Just One More Drink Can Hurt Campaign with Vision Zero and featuring the image of a car about to strike a bicyclist. The purpose of the campaign was to remind New Yorkers about the risks of excessive alcohol drinking, which can contribute to traffic injuries and deaths, among other preventable injuries and illnesses.

DOHMH Bicycling Engagement

DOHMH supported the coordination, activation, and evaluation of Boogie on the Boulevard in partnership with DOT, the Bronx Museum of the Arts, Bronx Health REACH, Transportation Alternatives, Bronx Works, and Montefiore Health System. 5,217 people attended Weekend Walks which were held once a month from August to May. In addition, 55 bicycles were distributed to children and adults through a partnership with Recycle-A-Bicycle.

As part of the Better Bike Share Partnership, led by Bedford-Stuyvesant Restoration Corporation, DOHMH partnered with Interfaith Medical Center to create the Prescribe-a-Bike Program. After attending an orientation and being cleared by their doctors, over 40 providers and patients received free annual Citi Bike memberships and helmets.

As part of Citi Bike for Youth, DOHMH piloted a Citi Bike to School program. Eight high school students completed an all day bike safety class, received an annual free Citi Bike membership, and will serve as “Citi Bike Champions” to recruit additional students in Spring 2017.

DCAS Partnering with Private Fleets

DCAS held its third Vision Zero Safety Forum on November 29th. The forum was an opportunity for private and public fleets to meet with each other and for industry experts to seek common approaches to improving safety. The program included numerous presentations by the private sector, public sector, non-profits, and academia on the topic of vehicle safety. The event also included an interactive discussion with the audience, speakers and vendors in vehicle safety.

The event serves as a fantastic opportunity for participants to learn best practices from various industries. NYC Fleet has adopted safety ideas from non-public sector fleets, while many organizations are also following the lead of NYC Fleet, for example, by adopting truck side guards.

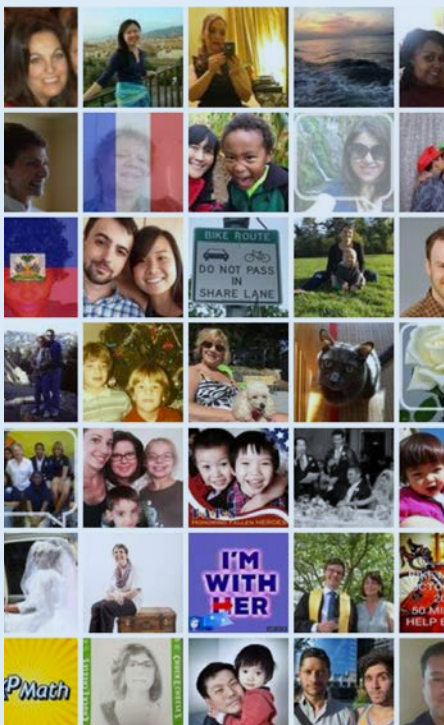
Safe Driver Pledge

The work of Vision Zero includes humanizing the tragic events of a traffic crash and the victims of reckless driving.

Families for Safe Streets is an advocacy group comprised of family members who have lost loved ones to traffic crashes and people who have suffered injuries in the traffic environment. No voice has had the impact that Families for Safe Streets has, reminding all New Yorkers and those working on Vision Zero of the urgency to drive the numbers down to zero. This year, the Vision Zero initiative worked with the Liao Family, one of the members of Families for Safe Streets to launch an online pledge to help New Yorkers better understand the fatal consequences of driving dangerously.

In October 2013, Allison Hope Liao was struck and killed while walking with her grandmother in Flushing, Queens. Ally was holding her grandmother’s hand as they crossed in the crosswalk with the right of way. The driver, who was making an aggressive left turn, failed to yield. Ally was three years old. Since her death, Ally’s family has dedicated their time to making the streets safer in her memory, often working with other members of Families for Safe Streets. The Liao Family helped develop the #SafeDriverPledge asking New Yorkers to slow down and to commit to safe driving. All those who sign pledge to “never take someone’s life because I am driving recklessly. I never want another family to lose a loved one because I am rushing, angry or distracted behind the wheel.”

The New York City Department of Transportation’s Office of Safety Education and Outreach has been bringing this pledge to high schools throughout the city as part of their “Behind the Wheel” classes.



#SafeDriverPledge

To sign the pledge go to pictition.com/safedriverpledge

I pledge to never take someone’s life because I am driving recklessly. I never want another family to lose a loved one because I am rushing, angry or distracted behind the wheel.

Vision Zero Year 4

New Initiatives

Department of Transportation

- » Make high-visibility crosswalks the standard crosswalk citywide
- » Accelerate the replacement cycle for street markings
- » Install left-turn traffic calming upgrades to at least 100 additional intersections
- » Make upgrades to at least 20 key cycling intersections within the bike network
- » Commence lighting upgrades at 1,000 intersections
- » Continue to pilot raised crosswalks
- » Install first neighborhood traffic circle pilots
- » Evaluate use of new sensors and data analytics systems for traffic safety purposes

New York Police Department

- » Apply precision policing principles to maximize efficiencies in deployment
- » Continue to conduct safe cycle initiatives in the effort to reduce bicyclist fatalities
- » Analyze data to address unlicensed operators, unregistered vehicles and uninsured vehicles
- » Ensure school crossing guards at every post with the addition of 100 new crossing guard supervisors and a mobile replacement squad
- » Add 120 new speed guns to local precincts, increasing speed enforcement capability by 50%

Department of Citywide Administrative Services

- » Continue vehicular safety optimizations through Safe Fleet Transition Plan
 - » Partner with DOE/DOT to incorporate Vision Zero safety training into high school curriculum
 - » Implement phase-2 of truck side-guard installation
 - » Pilot real-time speed and safety tracking
 - » Enhance and expand defensive driving training
-

Taxi and Limousine Commission

- » Implement new fatigued driving prevention rules and educate drivers on framework and fatigue risks
- » Expand public outreach, official vehicle markings, and enforcement to reduce the prevalence of illegal vans
- » Hold focus groups with TLC Safety Honor Roll members to determine effective safety messaging
- » Promote discussion and research on the traffic safety issues related to automated vehicles

Department of Health and Mental Hygiene

- » Disseminate findings from data set linking collision and hospitalization data
- » Convene external research partners to promote cross-disciplinary data sharing and collaboration

District Attorneys

- » Resolve legal challenges to Administrative Code 19-190
 - » Ensure precise and efficient ignition interlock monitoring in New York City
-



Appendix

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
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 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 and Ongoing

ID #	Agency	Initiative Name	Status
1.47	TLC	Introduce street safety public service announcements on Taxi TV	Complete and Ongoing
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	Complete and Ongoing
2.25	NYPD	Pilot a program to allow civilian members of 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	Complete and Ongoing
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	Complete and Ongoing
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
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
2.40	DOHMH/VZ Task Force	Identify priority topics for research and evaluation of Vision Zero efforts	Complete

Year Three

Initiatives Scorecard

ID #	Agency	Initiative Name	Status
3.1	DOT	Pilot a left-turn initiative focused on safer left-turn designs	Complete
3.2	DOT	Prepare for Deployment of Connected Vehicle Technology Pilot	Complete
3.3	DOT, DOE	Incorporate VZ curriculum designed for students in grades 4-6	Complete
3.4	DCAS	Restrict the use of hands-free mobile devices for City drivers in City vehicles	Complete
3.5	DCAS	Standardize vehicle safety messaging and signage	Complete
3.6	DCAS	Install second wave of truck sideguards	Complete
3.7	DCAS	Research and report on driver alert systems for Safe Fleet Transition Plan	Complete and Ongoing
3.8	NYPD, DFTA, DOT	Launch senior outreach and enforcement campaign	Complete
3.9	NYPD	Increase impaired driving enforcement	Complete and Ongoing
3.10	NYPD	Explore the expansion of the criteria for Collision Investigation Squad (CIS) involvement	In Progress
3.11	TLC	Explore developing a system of incentives to increase safe driving behavior	In Progress
3.12	TLC	Evaluate the effectiveness of current enforcement programs	In Progress
3.13	TLC	Identify strategies to reduce fatigued driving and raise awareness among TLC-licensed drivers	Complete
3.14	TLC	Provide targeted outreach and education to TLC-licensed businesses to increase safe driving behavior	Complete and Ongoing
3.15	DOHMH	Analyze and disseminate data on traffic-related injuries and driving behaviors	In Progress
3.16	MTA	Provide focused safety awareness training to 6,000 bus operators	Complete
3.17	MTA	Expand use of Pedestrian Turn Warning and Collision Avoidance safety technology	Complete and Ongoing
3.18	City Hall	Pass legislation in Albany to expand speed camera hours and streets to target locations where crashes most often occur	In Progress
3.19	DA	Organize legislative support to increase penalties for drivers who flee crashes	In Progress
3.20	DA	Revise Public Health Law Section 3306 to include any impairing substances	In Progress
3.21	DA	Improve DWI search warrant processing	In Progress
3.22	DA	Support the purchase and operation of a Mobile Impaired Driver Testing site	In Progress

Glossary

19-190

A City Law creating a criminal misdemeanor penalty for New York City drivers who injure or kill pedestrians or cyclists with the right of way. In the Fall of 2016, the City Council passed an amendment that specified that motorists must yield to all pedestrians who enter the crosswalk during the walking person phase or the flashing red hand phase.

Accessible Pedestrian Signals

Devices which assist pedestrians who are blind or have low vision in crossing at a signalized intersection. APS provide information in non-visual formats, such as audible tones, speech messages and vibrating surfaces to alert blind or low vision pedestrians when the “walk” phase is available at a given intersection.

Arterial

A wide high-volume roadway.

Arterial Slow Zones

The Arterial Slow Zone program uses a combination of a lower speed limit, signal timing changes, distinctive signs and increased enforcement to improve safety on some of New York City’s highest-crash corridors.

CANceiver

A device mounted in a vehicle that measures the vehicle speed, acceleration, and hard braking events.

CRASH

CRASH is the New York City vehicle collision and incident management system. All fleet agencies except NYPD are currently using CRASH. It was launched in FY2014.

Curb Extension

Also known as a neckdown. An expansion of the curb line into the lane of the roadway adjacent to the curb for a portion of a block either at a corner or mid-block.

For-hire Vehicle (FHV)

For-hire vehicles are vehicles other than taxis and commuter vans, that are licensed by TLC to transport the public. They include community car services (also known as liveries), black cars (which include app-based black cars, such as those dispatched by Uber), and certain luxury limousines.

FORMS (Finest Online Records Management System)

MV-104 replaced the existing legacy accident system and was deployed by NYPD on March 14, 2016. In addition to replacing the existing department database, it allows officers to do direct entry crash reporting using mobile devices.

Killed or Seriously Injured (KSI) Calculation

A method of analyzing the potential danger of a corridor or intersection by measuring the number of people killed or seriously injured at that location (calculated as a per mile rate for corridors).

Leading Pedestrian Interval (LPI)

A signal timing strategy designed to reduce turning movement/pedestrian conflicts. With an LPI the walking signal is displayed before the parallel movement of traffic gets a green indication. This allows pedestrians to start their crossing and establish a presence in the crosswalk before the traffic is released.

LIDAR Gun

A laser device used by the police for speed limit enforcement. LIDAR guns allow a police officer to measure the speed of an individual vehicle within a stream of traffic.

Neighborhood Slow Zone

Neighborhood Slow Zones are a community based program that reduces the speed limit to 20 MPH in a select neighborhood area with a combination of markings, signage and speed humps. Slow Zones are selected through a competitive application process, and are meant to slow speeds and lower the incidence and severity of crashes in New York City’s residential areas.

Pedestrian Safety Island

A raised area located at crosswalks that serves as pedestrian refuge separating traffic lanes or directions, particularly on wide roadways.

Precision policing (in Traffic Enforcement)

Focusing targeted, highly visible traffic enforcement on the locations with the greatest number of crashes with injury. Greater use of technology will allow NYPD to identify the specific crash causing violations and evaluate the impact of enforcement efforts in these locations in order to adjust as necessary to reduce crashes.

Priority Corridor

Priority Corridors were selected from all corridors (streets measuring at least one mile in length) in each borough and were ranked on a pedestrian KSI per-mile basis. Corridors were selected from the top of this list until the cumulative number of pedestrian KSI reached half of the borough's total.

Priority Intersection

Priority Intersections were selected from the intersections with the highest number of pedestrian KSI that cumulatively account for 15% of the borough's total pedestrian KSI.

Protected Bike Lane

Designated on-street bicycle lanes that are protected from motorized traffic by parked vehicles, barriers or bollards.

Raised Center Median

A raised area separating traffic lanes or directions, particularly on wide roadways.

TLC Safety Honor Roll

A list created by TLC of taxi and for-hire vehicle drivers who have, over four years or more, not had a single crash involving injury, a single traffic violation, or a single violation of TLC safety-related rules and TLC-licensed companies with the lowest shares of vehicles involved in serious collisions in their sector over the past year.

TEAs

Traffic Enforcement Agents are unarmed uniformed civilian members of the Police Department responsible for issuing parking summonses, directing traffic, towing vehicles, truck enforcement and construction site inspections.

TrafficStat

Weekly traffic meetings held by NYPD at police headquarters to review motor vehicle, bicyclist and pedestrian crash data.

Truck Sideguards

Sideguards are protective pieces added to trucks that prevent pedestrians, cyclists and smaller motor vehicles from rolling or falling underneath the side body of the truck.

Vision Zero View

A map that helps the Vision Zero team apply a data-driven approach to enforcement, focusing on improvement in the areas that are vulnerable to injuries and crashes. The map aggregates years of fatality and injury data, as well as displays a variety of other metrics, including injuries and fatalities, speed humps, and slow zones, town hall meetings and schools with safety outreach.

Volpe

A think tank at the US Department of Transportation that DCAS has partnered with to study truck design, including the installation of truck sideguards.



Vision Zero Helpful Links

Vision Zero Website

<http://www.nyc.gov/html/visionzero/>

Vision Zero View Map

<http://www.nycvzv.info/>

DOHMH Environment and Health Data Portal

<http://www.nyc.gov/health/tracking>

DOHMH Getting to School Report

<https://www1.nyc.gov/assets/doh/downloads/pdf/dpho/getting-to-school.pdf>

TLC Safety Honor Roll Website

http://www.nyc.gov/html/tlc/html/industry/tlc_safety_honor_roll.shtml

TLC “Drive Like Your Family Lives Here” Film

<https://www.youtube.com/watch?v=OAnSw3nzj0U>

TrafficStat

<https://trafficstat.nypdonline.org/>

NYPD Traffic Summonses Report

http://www.nyc.gov/html/nypd/html/traffic_reports/traffic_summons_reports.shtml

Vision Zero Borough Pedestrian Safety Action Plans

<http://www.nyc.gov/html/dot/html/pedestrians/ped-safety-action-plan.shtml>

Vision Zero Task Force

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Crashes are preventable.
Together, we can save lives.

VISION ZERO  
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