

# VISION ZERO

6

YEAR 6 REPORT  
JUNE 2020



**21.4 miles**  
of protected bike lanes installed



**975 LPIs**  
(Leading Pedestrian Intervals) installed.



**36% decline**  
in pedestrian deaths at priority locations compared to before Vision Zero began



**158 SIPs**  
(Street Improvement Projects) completed, including 107 in Vision Zero Priority Locations



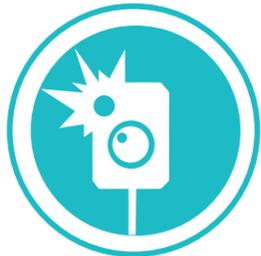
**2.3+ million**  
**Notices of Liability**  
issued by speed cameras



**120.3 miles**  
of signals retimed, including 72.4 miles of Priority Corridors



**81,609**  
**summons**  
issued to drivers for Failure to Yield violations



**465 school zones**  
protected by speed cameras



**79 locations**  
receiving left-turn calming treatment



**544 presentations**  
to schools on safety

We will never stop working towards our goal of Vision Zero and saving lives across the city. Using our data-driven approach, we have identified hotspots around the city that are driving the majority of traffic fatalities, and are implementing targeted plans there and across the city that will make our streets safer for all.

**Mayor Bill de Blasio**



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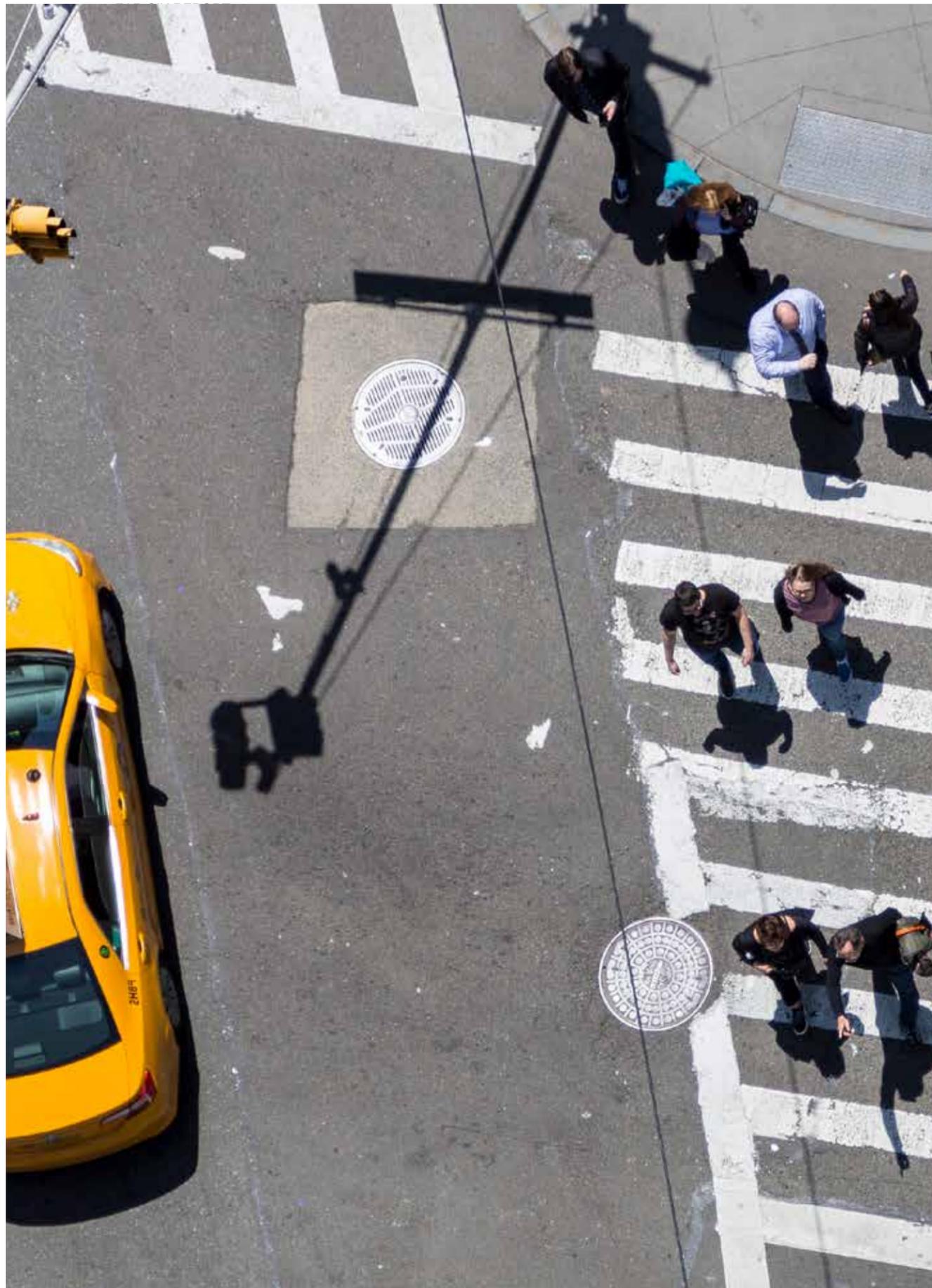
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## Executive Summary

Year six of Vision Zero was the second safest year on New York City streets in recorded history – but the first year since 2013 where fatalities did not decrease from the year before.

While this is a sobering reminder of all the work ahead, it is also a testament to the progress made since 2013. In 2019, overall deaths were down 26 percent, and pedestrian deaths were down 33 percent, when compared to 2013, the year before Vision Zero became City policy. Just twenty years ago, about twice as many people lost their lives on our streets; this high fatality rate was often considered an inevitable consequence of urban life.

Vision Zero has changed this mentality. This is because Vision Zero marks a paradigm shift in how we think about street safety. We take pride in being one of the safest cities in the United States and a leader in creating Vision Zero solutions that work, but we also understand that one life lost is too many, and we must sustain progress.

New Yorkers do not shy from challenges, and neither do our City and State agencies. The tremendous volume of projects completed and initiated in 2019 have paved the way for a safer 2020. At the same time, major new commitments like the *Green Wave* bicycle safety plan set out a blueprint for the kind of transformational change unimaginable prior to Vision Zero. In 2020, agencies will emphasize initiatives and interventions that work, continue to expand their portfolios, and maintain the data-driven focus that has brought New York City into a new era of understanding that change is possible and imperative.

## Statistics and Metrics

In 2019, fatalities declined to a record low of 28 in the Bronx, and remained well below the previous averages in Manhattan and Staten Island. Unfortunately, this reduction was accompanied by a sharp increase in fatalities in Brooklyn, particularly among cyclists. These tragedies have further spurred new policy initiatives that urgently address this spike. As a result, the citywide increase in cyclist fatalities – from a record low of 10 in 2018 to 28 in 2019 – accounts for much of the difference in overall fatalities for the year, relative to 2018. Motorcyclist deaths declined citywide. Motor vehicle occupant deaths increased from 2018's notable record low while still remaining below previous years' totals.

## Data-Driven Solutions

### Expanding Public Knowledge



Members of the Data Working Group discuss Vision Zero priorities.

Harnessing both the expertise of City agencies and in collaboration with the academic community, the agencies of the Vision Zero Task Force have delivered better data to the public and expanded awareness of the traffic safety environment. Vision Zero is a data-driven initiative that involves constant evaluation of progress indicators, which in 2019 informed the update of the Department of Transportation's (DOT) Vision Zero Pedestrian Safety Action Plan with new Priority locations. Data analysis also dispelled the myth of “distracted walking,” with a DOT study revealing that pedestrians’ use of mobile devices is not a significant factor in serious crashes. The Department of Health and Mental Hygiene (DOHMH) has been promoting progress through undertaking collaborative initiatives, including the annual Research on the Road conference – a convening of public and academic partners to address Vision Zero priority questions about traffic safety.

## Trucks and Freight

### Challenges and Opportunities

The Vision Zero Truck Safety Task Force was created in response to the recognition that the large trucks vital to New York City’s economy can pose particular hazards for pedestrians and cyclists. The Truck Safety Task Force brings together City agencies, the USDOT Federal Motor Carrier Safety Association (FMCSA), the New York State Department of Motor Vehicles (NYS DMV), and representatives from trucking associations and drivers’ unions to collaborate on strategies for safer roads that address the specific needs of this complex and vital industry. New York City’s fleet continues to lead by example

with the Department of Citywide Administrative Services’ (DCAS) management of the largest single fleet installation of sideguards in the United States and ongoing implementation of safety technologies aboard City vehicles. The DOT initiative “Truck’s Eye View” allows New Yorkers to step inside the cab of a real truck to better understand blind spots from the driver’s perspective.

## Engineering

### Proven Solutions Meet Innovative Ideas

Street design improvements focused on pedestrian and cyclist safety, most notably an expanded commitment to the construction of protected bike lanes under the new *Green Wave* plan. As the City celebrated the construction of the 100th protected bike lane mile under Vision Zero and implemented transit and truck priority on Manhattan’s 14th Street, new interventions like speed cushions debuted on roads where speed humps could not be built. In addition, progress continued to ensure pedestrian ramps in New York City meet accessibility standards. With the passage of new legislation in Albany, New York City’s highly effective speed camera program is on its way to becoming among the largest in the world. And, as with every previous year of Vision Zero, DOT completed a record number of Street Improvement Projects, with a total of 158 distinct locations addressed citywide in 2019.

## Enforcement

### A Data-Driven Approach



A NYPD officer writes a summons for a bike lane violation.

Under Vision Zero, enforcement of traffic safety measures has grown both more sophisticated and comprehensive, involving efforts from a wide swath of the City’s enforcement and regulatory agencies. The New York Police Department (NYPD) intensified its focus on the “Vision Zero offenses” that data show are most likely to seriously injure or kill pedestrians, and further bolstered its

commitment to enforcement measures against drivers parked in bike lanes. Similarly, the Taxi and Limousine Commission (TLC) increased its number of field enforcement officers, all of whom were trained in LIDAR speed detection technology as of the end of 2019. The Sheriff's Office, meanwhile, has seized thousands of vehicles that carry substantial outstanding judgments for traffic violations and removed thousands of scofflaws' cars, vans, buses, and trucks from the streets of New York, demonstrating that failure to take responsibility for dangerous driving and parking has real consequences.

### Fleet

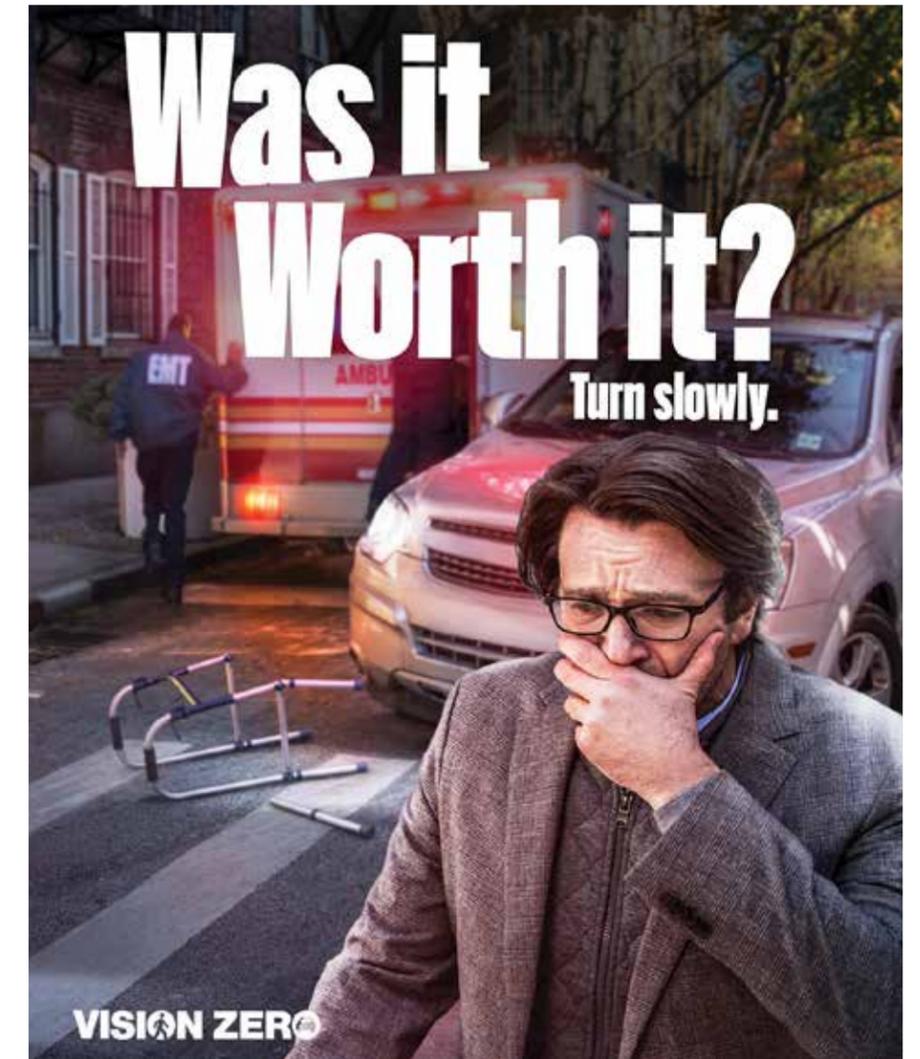
## Leadership in Professional Driving



2019 was a historic year for the Business Integrity Commission (BIC), which gained new powers through City Council legislation to establish safety standards for the trade waste industry. BIC and NYPD continued to collaborate to enforce against private carters who operate unsafely. Furthermore, thousands of NYC Fleet drivers proved their commitment to Vision Zero by participating in DCAS' expanded defensive driver training. On the State side, the Metropolitan Transportation Authority (MTA) equipped more buses with safety technology and trained drivers to pay special attention to cyclists. A new collaboration with Together for Safer Roads (TSR), a coalition of global businesses that builds public-private partnerships to prevent crashes and save lives, will help the Vision Zero Task Force spread best practices to the private sector.

### Engagement

## Meeting New Yorkers Where They Live



Vision Zero is an initiative meant for all 8.4 million New Yorkers, as well as the city's millions of visitors. To ensure that everyone receives the clearest, most effective information about street safety, NYPD and DOT Safety Education and Outreach continued to communicate directly with people in their neighborhoods, with a focus on the highest-crash corridors. A hard-hitting new Vision Zero advertising campaign backed by market research, "Was It Worth It?", speaks directly to young male drivers, showing the consequences of unsafe driving on the most vulnerable road users. In Summer 2019, a new initiative from TLC brought together for-hire vehicle drivers and bicycle advocates for a joint bike ride and open discussion, fostering a deeper understanding of different road users' perspectives and helping them to find common ground as they work towards building safer streets.

# NYC SNAPSHOT

**40K**  
INTERSECTIONS  
CITYWIDE

**8.4M**  
RESIDENTS

**12K**  
MTA BUS OPERATORS

**510K**  
DAILY CYCLING TRIPS

**35M**  
YEARLY  
FREIGHT  
TRIPS

YEARLY SUBWAY  
AND BUS TRIPS  
**2.5B**

**1,260**  
MILES OF BIKE LANES

**365M**  
YEARLY TRIPS IN  
TAXIS AND FHVS

**1.9M**  
HOUSEHOLD  
VEHICLES  
REGISTERED

**6K**  
MILES OF  
ROADWAY

**973K**  
WORKERS  
COMMUTING IN DAILY

**62.8M**  
TOURISTS



# 21.4

miles of protected bike lanes installed in 2019

## Statistics and Metrics

### The Year in Review



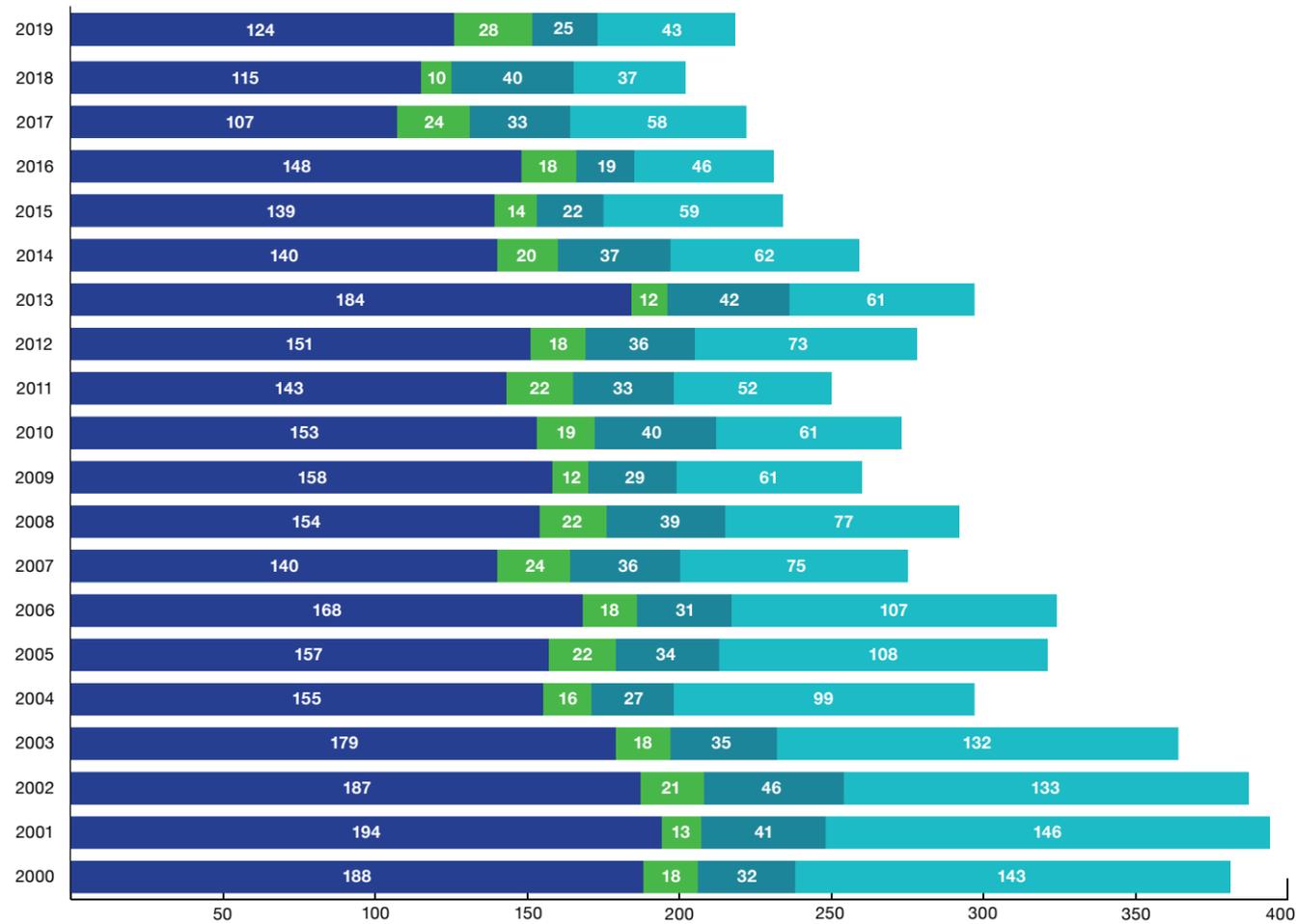
Bicyclists ride in Brooklyn on the 100th mile of protected bike lanes, on Fountain Avenue in East New York.

After five years of consecutive declines in traffic deaths, 2019 saw an increase for all modes except for motorcycles. However, the end-of-year total was the second lowest in City records.

Cyclist fatalities increased most dramatically, from 10 in 2018 to 28 in 2019. Seventeen of these deaths happened in Brooklyn, while none took place in the Bronx. Pedestrian fatalities rose slightly, with the majority taking place in Brooklyn and Queens. Motor vehicle occupant fatalities also rose slightly after a dramatic drop to record lows in 2018.

The Bronx saw its safest year on record, with 28 overall fatalities, down from 38 in 2018. Staten Island's total remained close to 2018's historic low. While Manhattan fatalities increased, they remained below the average of the years immediately prior to Vision Zero.

### Traffic Fatalities by mode 2000–2019



Source: NYC DOT & NYPD

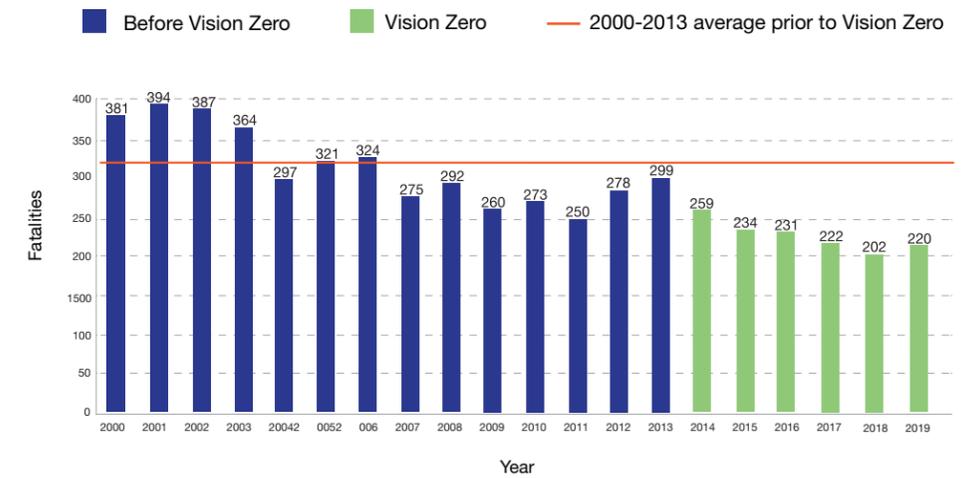
Please note that, in 2019 NYPD reclassified the deaths of throttle-powered electric bicycle riders from motorcyclists to cyclists. While this definition applies to 2019 and future statistics, it is not being retroactively applied to 2018 and earlier, so motorcyclist and cyclist fatality numbers may not be directly comparable. In 2019, five of these “e-bike” riders were killed in New York City. Under the classification model used in previous years, this would add five to the motorcyclist total and subtract five from the cyclist total for 2019.

### Number of Fatalities 2019

Key: Pedestrian (PD); Bicyclist (BI); Motorcyclist (MO); and Motor Vehicle Occupant (MVO).

Borough	PD	BI	MO	MVO	Total
Bronx	14	0	4	10	28
Brooklyn	40	17	9	9	75
Manhattan	26	6	3	6	41
Queens	39	4	9	16	68
Staten Island	5	1	0	2	8
<b>Total</b>	<b>124</b>	<b>28</b>	<b>25</b>	<b>43</b>	<b>220</b>

Note: as of 2/5/20



While even one life lost is too many, the progress New York City has made under Vision Zero is clear from comparisons to the years immediately preceding its inception. While the rest of the United States has seen fatalities increase, New York City's continue to total among the lowest they have been in over a century – since the dawn of the automobile.

### Bicycle Trips

Cycling has continued to grow in popularity in New York City throughout the years of Vision Zero. The most recently available data, for 2018, estimates 510,000 daily cycling trips within the City, an increase of 53 percent from 2013, the year before Vision Zero began. An estimated 50,900 New Yorkers commute to their jobs by bicycle, an increase of 35 percent since 2013. On September 5th, 2019, Citi Bike achieved a record daily ridership of 91,529 trips.



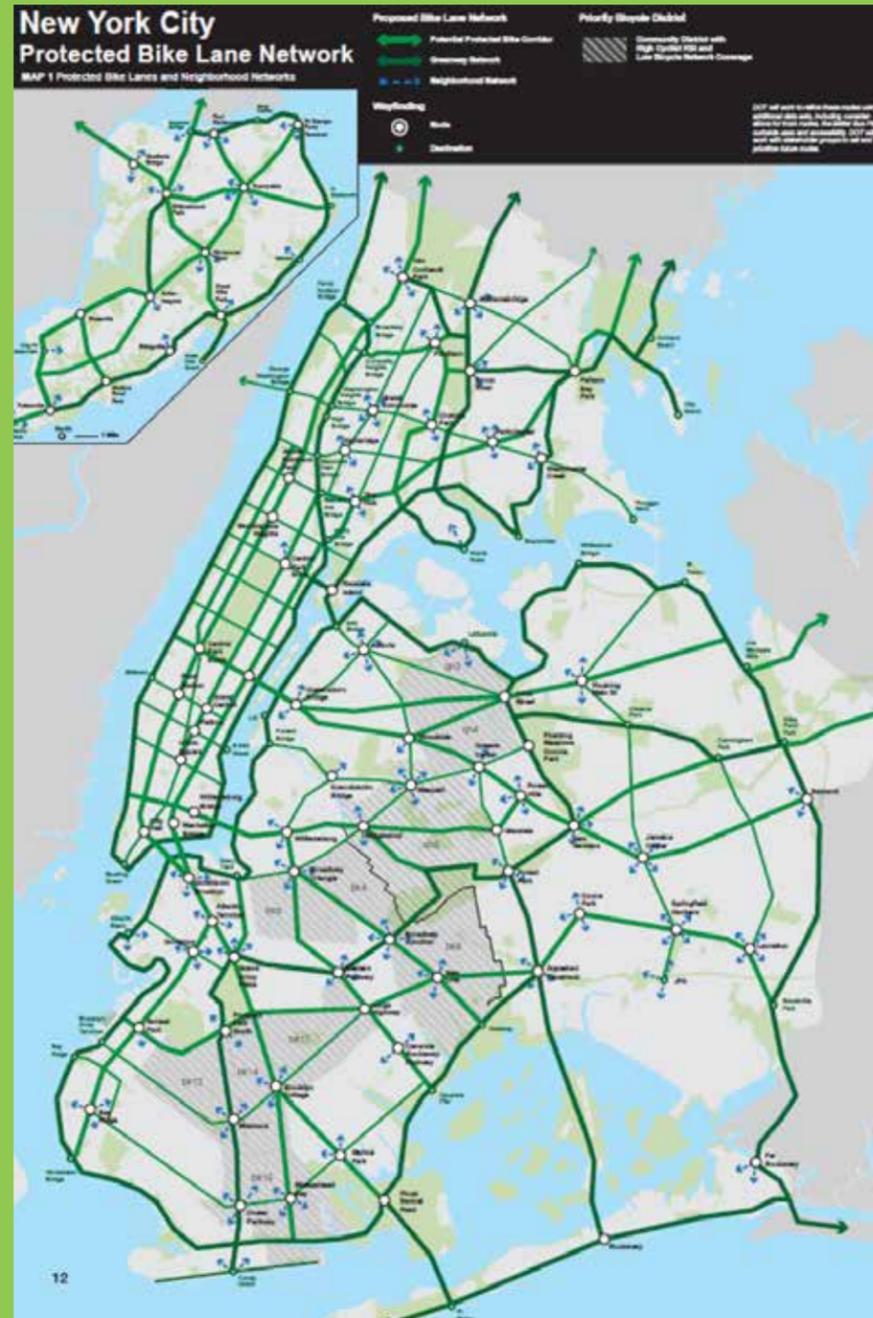
## Green Wave Bicycle Plan

Following an increase in cyclist fatalities by mid-year 2019, DOT released a new long-term citywide vision, *Green Wave*, aimed at both improving cyclist safety and creating a more convenient and enjoyable riding experience. This plan sets out strategies for continual improvement of cycling infrastructure, targeted enforcement, public education, and City and State legislative initiatives requiring collaboration among Vision Zero Task Force agencies. *Green Wave* initiatives build off the continuing growth and expansion of the bike lane network alongside broader initiatives such as the citywide expansion of speed cameras and the upcoming introduction of Central Business District Tolling, a form of congestion pricing planned to take effect in the Manhattan core as soon as 2021.

As part of the plan, DOT has committed to increasing the mileage of protected bike lanes it installs annually, from approximately 20 miles to 30 miles. This construction will be guided by a vision for a citywide protected network to be in place by 2030. To fortify cyclist protection, DOT will include more safety bollards and test new street design treatments, as well as continue to pilot innovative new intersection designs. There will be special focus on protected and conventional bicycle lanes in the

ten Priority Bicycle Districts where bicycle infrastructure is limited relative to high local ridership. Signals will be retimed at key locations to discourage vehicular speeding while reducing the number of times cyclists

will need to stop along their journeys. Bike lanes will be reinforced with green skip bars and bike boxes will be deployed at certain intersections. NYPD will continue to implement its Bicycle Safe Passage enforcement



A DOT map indicating potential future bike routes throughout the City.



Polly Trottenberg, DOT Commissioner, speaks at the press conference celebrating the 100th mile of protected bike lanes in East New York, Brooklyn.

initiative, where members of NYPD focus on changing dangerous driving behavior by enforcing offenses that endanger cyclists and pedestrians. These include enforcement against speeding, parking in bike lanes, and failure to adhere to permissible regulations when traveling off truck routes.

Recognizing that large trucks have been involved in a disproportionate number of cyclist fatalities, DOT will deploy a targeted program to work closely with the trucking industry to improve their safety practices. In 2019, this has already included the re-establishment of a Vision Zero Truck Safety Task Force. DOT will also implement more curbside loading zones in residential areas, evaluate curb management needs in commercial areas, and expand the Off-Hours Delivery Program, all with the intention of reducing dangerous conflicts for the right of way between trucks and cyclists.

At both the City and State level, Vision Zero agencies will continue to pursue legislation to improve conditions for cyclists. This includes City bills to require chute closure devices on concrete mixing trucks to avoid spillage that makes roadway conditions hazardous for cyclists and a three-foot rule for vehicles overtaking cyclists. In the State Legislature, City agencies will support legislation that increases fines for drivers who receive multiple speed and red light camera violations, allows New York City to establish 20 MPH speed limits solely through signage rather than construction, and raises penalties for dangerous driving.

In addition, DOT will continue its extensive program of bicycle education and outreach to New Yorkers of all ages in order to ensure that all road users know how to safely navigate the streets on or around bicycles. The Vision Zero Task Force has convened a new Community Bicycle Working Group to review data on ridership, formulate new outreach strategies, build community partnerships, and provide input on projects. The Task Force has also convened an internal Bicycle and Micromobility Working Group to discuss policy and planning matters that affect multiple agencies. The citywide Seventh Grade Bike Safety Program will expand in collaboration with the Department of Education and Bike New York. Outreach by Street Teams – DOT staff working in partnership with NYPD to educate the public at high-crash locations – will continue. Concurrently, DOT will increase the number of free helmets it distributes through events citywide, after distributing nearly 30,000 in 2019.

## NEW YORK CITY: Vision Zero Campaign

→ Since entering New York City's Mayor's office in 2014, Bill de Blasio's administration's holistic, integrated, and data-driven Vision Zero strategy to boost **greater safety, equitability, and sustainability in urban mobility** is proving to be a notable success.

**Increasing active transportation is a crucial component** to Vision Zero, with daily cycling trips now exceeding 490,000 - a 29% increase since 2013. Meanwhile, whilst traffic fatalities in the USA are up 15% since 2013, in NYC they are down 32%. This effective strategy has become a global model for urban traffic safety, with NYC also hoping to soon become the USA's cleanest big city.

### What has the city achieved?

The need to significantly overhaul NYC's transport system had become increasingly clear, explaining why such a wide variety of policy initiatives were implemented. The speed limit has been lowered to 40 km per hour and critical street space has been shifted away from low-density motor vehicles. Pedestrian spaces have been expanded and buses, cyclists, and pedestrians all now have greater priority. An additional 132 km of segregated bicycle lanes have been built, with the bike network now totaling 772 km and less-polluting personal vehicles have been promoted. An ever-increasing city-wide speed camera programme has been deployed with speeding down by 55% at camera locations, while targeted interventions have been introduced in specific areas that have suffered disproportionately from serious crashes.

These far-reaching measures have led to a safety-in-numbers effect to emerge with a greater share of New Yorkers making trips on foot, by bicycle, and by public transport. These developments have led to more livable streets, which in turn has led to higher retail receipts and sales tax revenues. These efficient, cheaper, and more convenient transport methods also increase the connectivity of the whole city, thereby linking those living in less affluent neighbourhoods to jobs, an essential component for more equitable economic development.




A page from the Cities100 report that details New York City's Vision Zero work.

## Cities100 and Citizens' Budget Commission Recognition

New York City's Vision Zero initiative continues to garner attention citywide, nationally, and internationally as an example of best practices in traffic safety. While the focus of Vision Zero is first and foremost the elimination of deaths and serious injuries, the promotion of active and sustainable transportation options that safety improvements bring have benefits for other City initiatives,

including greenhouse gas emissions reductions.

In October 2019, Vision Zero was among nine of New York City's innovative climate action projects recognized in the Cities100 report. This report is a collaboration between C40 Cities and Nordic Sustainability to find and showcase 100 of the most ambitious climate action projects worldwide, which were formally presented at the C40 World Mayor's Summit in Copenhagen, Denmark. Vision Zero's impact on cycling promotion in New York City alone has led to an increase of over 25 million cycling trips per year, with a corresponding reduction in annual

greenhouse gas emissions estimated at over 3000 metric tons.

Vision Zero was also awarded the 2019 Prize for Public Service Innovation from the Citizens Budget Commission (CBC). The CBC awards this prize every two years to City government initiatives that promote improvement in delivery, efficiency, and quality of public services. Vision Zero was hailed in particular for its data-driven approach towards addressing traffic safety.

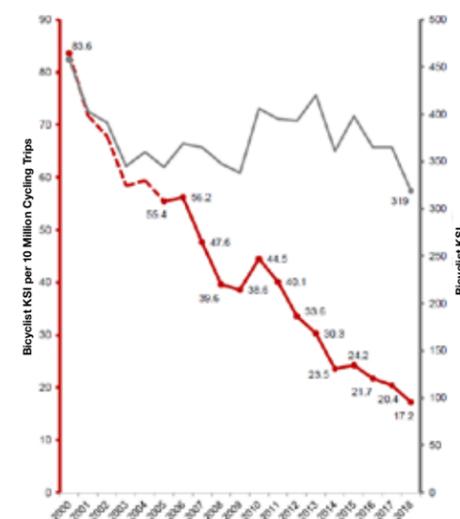
## KSI for Cyclists



Year Six of Vision Zero brought a tragic increase in cyclist fatalities following a record low year in 2018. To evaluate the risk of cycling, both the number of casualties and the number of cycling trips must be taken into account, particularly because cycling in New York City has become much more popular since the start of Vision Zero. Data continues to show that riding a bike is becoming safer as more New Yorkers choose it as a mode of transportation, with risk relative to the number of cycling trips continuing to decline.

### New York City Cycling Risk:

Bicyclist Severe Injuries and Fatalities (KSI per Ten Million Cycling Trips)



## Comparison with Sweden

Vision Zero originated in Sweden in the 1990s, and the country remains a model for progress in traffic safety and the administration of Vision Zero initiatives. Over the years, Sweden has evaluated its progress in a way that serves to guide other nations and cities pursuing the goal of zero traffic deaths and serious injuries.

After several years of progress in reducing traffic deaths, Sweden found its numbers reaching a plateau after about six years – a risk for any Vision Zero program. Sweden responded to this stagnation by undertaking a comprehensive review of their programs, taking a deep dive into the circumstances of crashes, and enhancing their focus on persistent issues like speeding, driving while intoxicated (DWI), and unlicensed motorcycle operation. New York City has followed this model by revisiting and intensifying its Vision Zero initiatives, including the update to the Vision Zero Pedestrian Safety Action Plan released in February 2019.



80

Research on the  
Road attendees

## DATA-DRIVEN SOLUTIONS

### Expanding Public Knowledge

Since its inception, Vision Zero has relied on data to guide its initiatives. Robust data analysis not only helps determine which interventions are most impactful for reducing deaths and serious injuries, but also promotes equity and efficiency by directing resources to where they are most needed. By partnering with the academic community, the City can harness specialized skills that complement those of its own dedicated Vision Zero staff. This dynamic approach has resulted in a world-leading traffic safety program in which actions taken by City agencies are planned, reasoned, and supported by evidence.

#### Bringing Data to the Public: Environment & Health Data Tracking Portal

DOHMH's Injury and Violence Prevention Program analyzed transportation-related injury hospitalization codes. These injuries are defined by the International Classification of Diseases (ICD) medical diagnosis codes which were recently revised. The changes largely pertain to injury-related diagnostic codes including those that capture transportation-related injuries, allowing for more precise diagnosis. The Centers for Disease Control and national epidemiologists provided guidance to DOHMH for enumerating new injury codes. New data related to pedestrian and cyclist injuries using these revised codes are available through the Environment & Health Tracking Portal on DOHMH's website.

#### Collaborating with Academics

City agencies have continued their partnership with the Smart Cities Center at Columbia University's Data Science Institute. Columbia's work now powers a tool for DOT planners to access speed data in order to quickly assess existing and potential projects. The next stage of their research will be investigating predictive links between traffic injuries on New York City streets and aggregate speed, hard braking, and hard acceleration data. These insights into driver behavior will help the City better redesign streets, develop criteria for meaningful before-and-after project metrics using driver behavior data,

and aid in the deployment of systematic safety treatments targeted at certain types of driver behavior. DOT also lent support for Columbia's combined bid to become the next National Science Foundation funded Engineering Research Center, teaming with New York University, Cornell University, and Florida Atlantic University. Columbia's proposal, Advancing Communications and Computing for Emerging StreetScapes (ACCESS), aims to bring together universities, industry, cities, and communities to explore how new uses of data can improve life and livelihoods as smart cities examine hyper-local details of streetscapes and everyday experiences.

### Expanded Crash Data in NYC OpenData

In November 2019, New York City dramatically expanded the level of crash report details shared with the public on the Open Data portal. This feed will now contain more information from the official NYPD MV-104 crash report, enabling the public, researchers, community groups, and all other interested parties to learn more about the nature of traffic crashes in New York City.

### Senior Pedestrian Safety Study

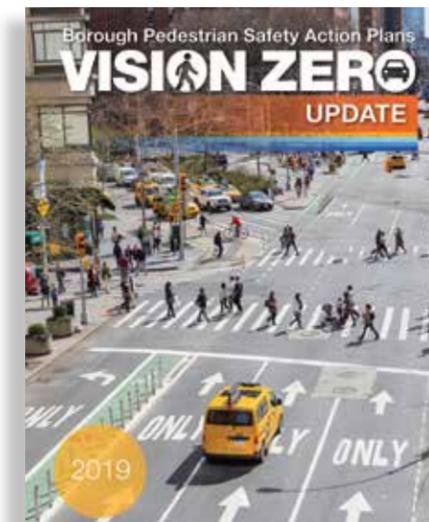


New Yorkers age 65 and older make up about 13 percent of the city population but in recent years have represented about half of all pedestrian fatalities. The number of senior pedestrians killed in traffic crashes has declined under Vision Zero but not to the same extent as for other age groups, in part because younger pedestrians survive injuries that are more likely to be fatal for older people. DOT is undertaking a comprehensive analysis of every senior pedestrian death in New York City from 2010 through 2018 in order to determine how serious crashes involving this age group differ from those involving younger adults. DOT is also analyzing the impact of its street design interventions to determine which have shown the most impact on reducing senior pedestrian injuries and deaths.

### Speed and Red Light Camera & Driver Behavior Study with the University of Chicago

In January 2019, DOT engaged the University of Chicago Energy and Environment Lab to study the links between injury crashes and driver behaviors such as speed camera violations, red light camera violations, and parking violations. The goal of this project is to generate insights into the impact of speed and red light cameras on driving behavior over time. DOT is especially interested in further characterizing which type of drivers are more likely to be involved in traffic crashes and be repeat offenders, as captured by speed and red light cameras. The preliminary findings of the study have already informed City Council legislation that seeks to curb repeat dangerous driving behavior.

### Vision Zero Borough Plans Update



Originally released at the start of 2015, the original Vision Zero Borough Pedestrian Safety Action Plans formed the basis for how and where engineering, enforcement, and education initiatives would take place. The data used by DOT to designate Priority Intersections, Corridors, and Areas were drawn from locations where pedestrians were killed and seriously injured (KSI) between 2009 and 2013. Mindful that after five years of Vision Zero interventions, new areas of concern may have arisen while other locations improved, in 2019 DOT re-analyzed KSI data from 2012-2016 to update the Priority Locations. Analysis showed that DOT had installed safety engineering improvements at 90 percent of Priority Intersections and 86 percent of the total length of Priority Corridors. As a result, pedestrian KSI decreased on 105 out of 154 original Priority Corridors, and pedestrian deaths at Priority Locations fell 36 percent. The Plan Update also included DOT's new design and policy actions for 2019, continuing actions from the original plans, and new design innovations developed in recent years.

### “Distraction Shouldn't Be Deadly” Report

Nationwide, a considerable amount of media attention has been devoted to the idea that “distracted walking,” or pedestrians looking at their mobile phones while crossing the street, is a major cause of pedestrian KSI. Some localities have passed new laws against street crossing while texting. In 2017, the New York State Legislature passed a law directing DOT to study whether pedestrians using mobile devices are a danger to themselves. DOT published its study in 2019, which found little evidence that device-induced distracted walking contributes significantly to pedestrian fatalities and injuries. In fact, according to the last six years of available national data, fatalities involving pedestrians' use of mobile devices represented at most 0.2 percent of pedestrian traffic deaths. Likewise, in New York City, an in-depth review of

fatal crash reports from 2014 through 2017 showed only two cases in which pedestrians were using electronic devices, compared to 112 cases involving a driver failing to yield the right of way. As Vision Zero is a data-driven, evidence-based initiative, the results of this study support the necessity of continuing efforts to reduce dangerous driving and encouraging drivers to respect the right of way of pedestrians, as well as implementing Street Improvement Projects that create a road network that counters human error.

### Motor Vehicle Volume AADT Estimator Launch

In August 2019, DOT launched a new traffic data model, enabling planners to access estimated Annual Average Daily Traffic (AADT) counts on all New York City streets. This data model allows for quick project vetting, systematic site selection for safety treatments, and citywide crash research. The model was initially developed by DataKind, a data science nonprofit, as part of their NYC Injury/Fatality Analytical Model, and it was further enhanced and expanded by analysts at DOT. The volume estimates are based on a machine learning model that is trained using the last 5 years of data from project counts and independent variables which include street width, corridor length, land use, and geographic location within NYC. The model will be updated on an annual basis, growing more accurate as a greater amount of data is collected.

### City Fleet Collision Cost Reduction

In 2019, DCAS, the Office of Management and Budget, the Mayor's Office of Data Analytics, and the Law Department collaboratively undertook the first comprehensive study of City fleet vehicle collisions tied to payouts and litigation. The study allowed NYC Fleet, the unit of DCAS which manages the City fleet in conjunction with 60 other agencies, to focus training on the factors that caused the most serious collisions at an agency, vehicle, and operational level. Findings included the fact that fewer than five percent of all claims resulted in a majority of total claim payouts, and so a relatively small number of cases accounted for 95 percent of the monetary value of all payouts – highlighting how fatalities and very serious injuries from vehicle collisions must be a critical focus when it comes to managing the City fleet. Sideswipe collisions were found to be the most frequent type of crash, while rear-end collisions resulted in the most injury events, and collisions stemming from left-hand turns had the highest average payout. Vehicle factors like size, weather, and obstructed vision also played a major role in serious collisions.

Predictive analysis on speed, harsh braking, and heavy acceleration will be further studied by NYC Fleet, the Comptroller's Office, and the Law Department, who collectively are strengthening joint access to collision records and claims data in order to better review and analyze them for litigation purposes.

### DOHMH and the Department of Design



An event attendee poses a question to a Research on the Road panel.

DOHMH and the Department of Design and Construction's Town+Gown hosted the third installment of Vision Zero Research on the Road (RoTR). Nearly 80 individuals attended the event, representing various academic institutions, private traffic engineering firms, and City agencies. DOT and key thought partners presented on the use of telematics data to predict traffic and injury patterns and on traffic violation data as a predictor of injury crashes. RoTR began in October 2016 as a way to update external researchers on traffic safety findings and projects relevant to Vision Zero. The convening provides the opportunity for traffic safety researchers to network and potentially collaborate on projects with City agencies. DOHMH solicits empirical questions at these annual meetings and then facilitates setting research priorities. This has fostered collaborations with academic institutions such as Columbia University and University of Chicago.

### Self-Reported Driving Behaviors Through Public Health Surveys

DOHMH is co-authoring a peer-reviewed manuscript with New York University's School of Medicine to determine the prevalence of self-reported speeding in New York City based on responses to DOHMH's Community Health Survey. The manuscript will provide population-based estimates of driving and speeding, describe demographic characteristics of drivers, and examine the relationship among driving frequency, driver characteristics, and speeding.



**148,746**

manual speeding  
summonses issued  
in 2019

## Speed Management

Since the start of Vision Zero, New York City has recognized that speed management is among its most powerful tools for saving lives and preventing injuries in traffic. Starting with the citywide establishment of a 25 MPH miles per hour speed limit in 2014, and continuing with the expansion of automated speed enforcement, this concerted effort has served as a model to other Vision Zero cities.

### Reducing City Vehicle Speeds Initiative



Recognizing that speeding is a factor in 10,000 fatal crashes in the United States each year, and that speeding is a major cause of rear-end collisions amongst the City fleet, DCAS and fleet agencies have been working with the professional drivers of New York City fleet vehicles to reduce speeds.

Real-time telematics provide information and alerts on excessive speeding as well as speeding in school zones and other areas. Agencies are provided with their own vehicle safety scores; speeding and excessive speeding make up 50% of the scoring formula. Speeding violations and enforcement are discussed in interagency fleet federation meetings and, through the defensive driving training program and citywide fleet newsletters, DCAS reminds drivers about the dangers of speeding.

NYC Fleet is taking its focus on reducing speeding further by working with international partners, car manufacturers, the United States Department of Transportation's Volpe Center, and advocacy groups such as Transportation Alternatives to ensure that New York City tests intelligent speed assistance systems. The European Union, Japan, Australia, Ontario, and Quebec all require speed governors to be set on heavy commercial vehicles at speeds varying from 55 MPH (in Japan) to 65 MPH (in Canada). These systems, both passive and active, remind drivers of the speed limit or make it more difficult to exceed the speed limit.



Mayor de Blasio signs speed camera legislation into law.

## Speed Camera Expansion

New York City's speed camera program, which began in 2014, reduced speeding in locations with cameras by over 60 percent. Initially, the City was authorized by the State to use cameras at 100 locations, later expanded to 140, with specific requirements for exactly where a camera could be placed relative to school buildings and when it could

operate. Attempts to expand and enhance the program did not succeed in 2018 but were passed by the State Legislature in 2019.

New York City is now authorized to use speed cameras in 750 school zones, with more flexibility regarding their locations, days, and times. This flexibility allows data to guide installations to where they are needed most. When fully implemented, New York's speed camera program will be the most robust in the United States and one of the largest in the world. DOT data specialists monitored

both speeding and KSIs near school locations and created a priority list of where cameras will be installed, starting with locations facing the greatest incidence of speeding and pedestrian KSIs. Installations have progressed at a rate of about 40 locations per month, to be accelerated to 60 per month in 2020, and DOT continues to monitor the results of this expansion. All 750 zones are scheduled to have a camera in place by Summer 2020.

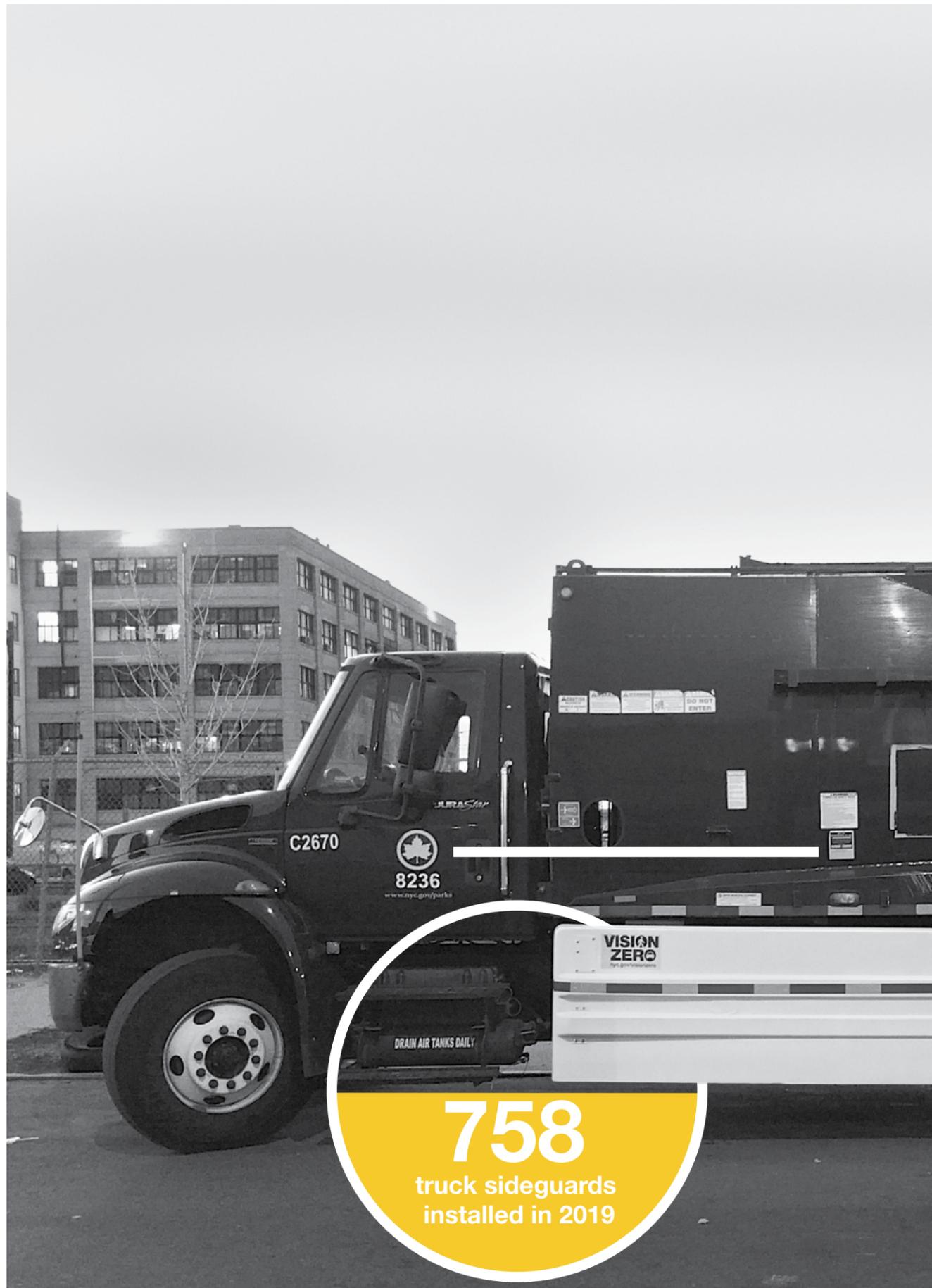
## Collaborating with the State: Decreasing the Speed Limit and Installing a Speed Camera on the West Side Highway

New York State Route 9A, better known to New Yorkers as the West Side Highway, has seen 10 traffic fatalities between Battery Place and West 59th Street since 2013. At its southern end, this road forms the boundary between Battery Park City, a largely residential area, and the Financial District. Both areas have ample pedestrian and cyclist traffic due to their proximity to workplaces, parks, and attractions. Route 9A also runs alongside Hudson River Park and the West Side Greenway, the busiest bicycle path in the United States. This roadway is under State rather than City control. It had not received any speed cameras prior to 2019 despite its proximity to several schools because the original speed camera law contained specific restrictions on camera placement; specifically, unless a school's entrance was directly onto Route 9A, a camera could not be placed on that road. The new 2019 law allowed more flexibility to place the camera within a radius of the school building, making Route 9A eligible.

Working together, the New York City and New York State Departments of Transportation agreed in October 2019 to lower the speed limit on Route 9A from 35 MPH to 30. NYC DOT adjusted signal timings and installed signage accordingly. In addition, the agencies agreed that NYC DOT would install speed cameras on the road in the vicinity of schools to further deter speeding. Together, these actions will reduce both the number of collisions and their severity, ensuring that Route 9A is more aligned with pedestrian and cyclist priorities.



Pedestrians cross in front of cars stopped along the West Side Highway.



## TRUCKS AND FREIGHT

### Challenges and Opportunities



A DOT employee provides traffic safety information to a truck driver during the 2019 Day of Awareness.

New York City, spread over three islands and a segment of the New York State mainland, relies primarily on heavy trucks for the freight deliveries that keep its economy thriving. However, with operating these large vehicles comes an increased responsibility to protect vulnerable road users. Vision Zero is focusing on making heavy trucks safer by design as well as partnering with the private sector to spread the best practices that have proven so effective for City fleets.

#### Progress on Sideguards

Almost 3,000 sideguards have been installed on City fleet vehicles by DCAS; NYPD and FDNY installations were completed in 2019, making this the largest single fleet rollout in North America. DCAS continues to work with vendors to expand the options of sideguard design and application while simultaneously taking into account cost and quality. NYC Fleet continues to support pending federal legislation to require sideguards on all trucks nationwide.

## Safe Fleet Transition Plan

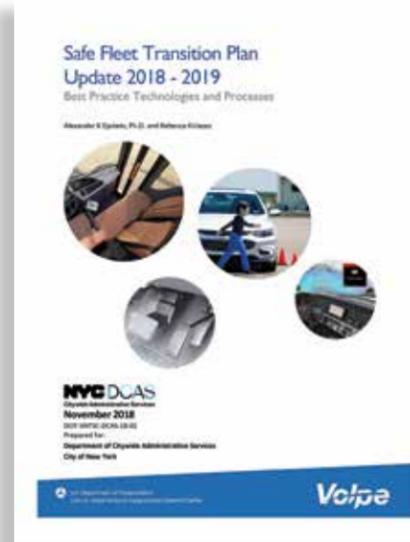
The original Safe Fleet Transition Plan was released in May 2017 and a subsequent update was issued in November 2018. As part of the updated Safe Fleet Transition Plan, DCAS is now requiring high-vision truck cabs, where available, for all new purchases. In order to enforce this new requirement, along with the other mandated safety systems, DCAS requires that each agency submit a checklist that contains each new vehicle specification, which should attest to the fact that the vehicle being proposed has a high-vision truck cab available. If it does not include this feature, the agency must explain the other ways in which it will be handling the obstructed vision issues that are inherent to conventional truck cab design. The City continues to work with car manufacturers to provide the most up-to-date safety technologies in all vehicles while encouraging manufacturers to separate such safety features from luxury packages. The plan is continually reviewed to see if any of the exploratory systems are ready for market testing or if there are new systems that are not part of the plan.

## Truck Enforcement and Assisting



NYPD tows an illegally parked truck.

NYPD recognizes that the safe operation of large vehicles, such as commercial trucks and private buses, is imperative to the goals of Vision Zero. Trucks and buses play a valuable role in the daily lives of New Yorkers, and increased safety education for both drivers of large vehicles and the general public can heighten awareness for all road users and prevent deadly conflict. In 2019, trucks were disproportionately represented in traffic fatalities – 44 people were killed in collisions with trucks. In an effort to change large vehicle operator behavior, NYPD employed a data-driven strategy that included outreach to the trucking industry as well as targeted enforcement of violations.



Furthermore, NYPD recognizes the valuable role that private for-hire buses play in the City's transportation network. NYPD collaborated with the charter bus industry in 2019 to spread Vision Zero safety messaging. This collaboration allowed for a two-way exchange of information where not only could NYPD communicate its safety concerns to the industry, but the bus industry could also inform NYPD of important matters relating to enforcement and parking for the fleet.

## Vision Zero Truck Safety Task Force



The Truck Safety Task Force meets and discusses issues affecting trucks and freight.

Recognizing that large trucks are disproportionately represented in pedestrian and cyclist fatalities, the DOT Office of Freight Mobility has reconvened a Truck Safety Task Force. This collaborative group includes local and federal government agencies as well as trucking associations and unions who aim to better ensure the safety of vulnerable road users and professional drivers. Participants share best practices, discuss ongoing safety needs, and strategize initiatives. Members include:

- NYC Department of Transportation (NYCDOT)
- NYC Business Integrity Commission (BIC)
- NYC Department of Citywide Administrative Services (DCAS)
- USDOT Federal Motor Carrier Safety Association (FMCSA)
- NYS Department of Motor Vehicles (NYSDMV) Governor's Traffic Safety Committee
- New York State Department of Transportation Truck and Motor Carrier Safety (NYSDOT)
- New York State Motor Truck Association (now known as TANY)
- NYC Police Department (NYPD)
- Teamsters Joint Council 16
- Teamsters Local 282
- City University of New York (CUNY)
- Business Integrity Commission (BIC)



975

Leading Pedestrian Intervals (LPI) installed in 2019

## ENGINEERING

# Proven Solutions Meet Innovative Ideas

The planners and engineers of the New York City Department of Transportation draw upon a vast toolkit of street design interventions meant to calm traffic, protect pedestrians, and designate appropriate space for cyclists. The number of projects completed under Vision Zero continues to increase as New York City becomes quite literally safer by design.

## Designing for Safety

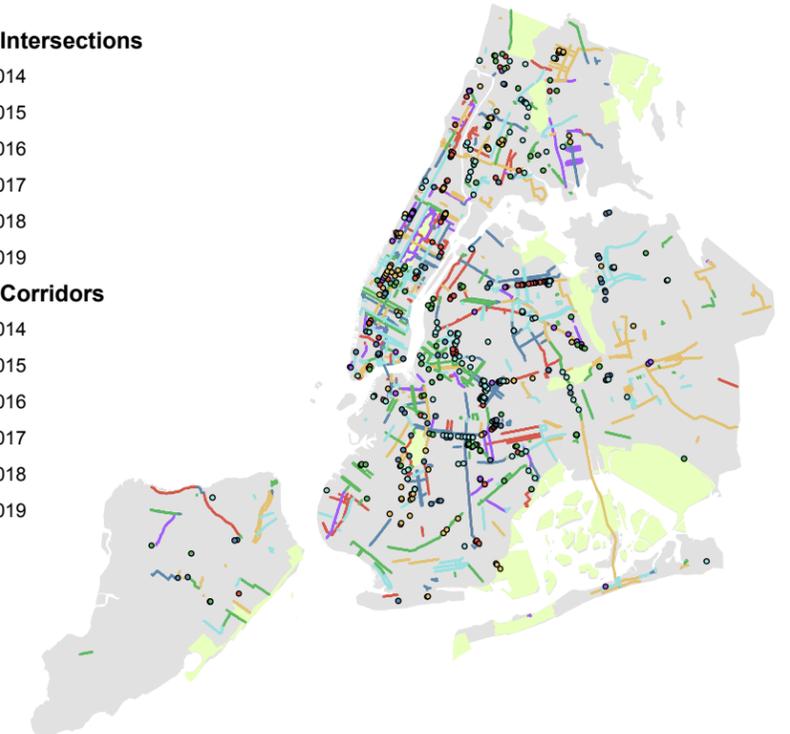
DOT completed a record 158 Street Improvement Projects during 2019, of which 107 were located on Vision Zero priority locations. Notable projects include intersection safety improvements at Coney Island Avenue and Courtelyou Road in Brooklyn, a new Shared Street along Willoughby Street in Downtown Brooklyn, corridor pedestrian safety work on Northern Boulevard in Queens, bus accessibility upgrades on Westchester Avenue in the Bronx, protected bike lanes on Central Park West and the Willis Avenue Bridge, and neighborhood circulation improvements and new pedestrian space at Hylan Boulevard and Narrows Road South in Staten Island.

### VZ SIP Intersections

- 2014
- 2015
- 2016
- 2017
- 2018
- 2019

### VZ SIP Corridors

- 2014
- 2015
- 2016
- 2017
- 2018
- 2019





DOT speed cushions in Staten Island.

## Speed Cushions

For decades, New York City has used speed humps to slow traffic on side streets, particularly in the vicinity of schools. Since the start of Vision Zero, these installations have accelerated, but the use of speed humps remained limited to specific types of streets, as speed humps are unsuitable for bus routes and key emergency response corridors. A new design, known as the speed cushion, allows for the benefits of speed humps on arterial roads without impeding the necessary movement of these larger vehicles. These raised sections of roadway include cutouts spaced appropriately for large vehicle tires, but still require passenger vehicles to slow down. In 2019, DOT installed 28 of these speed cushions in addition to 178 standard speed humps.

## Case Study: Closing the Second Avenue Gap



Bicyclists ride on the Second Avenue bike lane near the Queensboro Bridge.

The bike lane on Manhattan's Second Avenue forms part of a network connecting Brooklyn and the Bronx via one of the busiest routes in New York City. However, until 2019, the segment of Second Avenue between E 59th and E 68th Street was a gap in the protected lane due to necessary connections with the Queensboro Bridge entrance and exit. This gap presented a scenario in which southbound cyclists felt vulnerable on a corridor heavily used by both bicycles and motor vehicles, including buses and trucks.

To improve cyclist safety while preserving bridge access, DOT transformed the existing shared lane, which was located next to a parking lane, into a curbside

buffered lane. The usage of the lane on the other side of the buffer changes depending on time of day: at peak hours, it is used for moving vehicular traffic, while during off-peak and overnight hours, it becomes a loading and parking lane. In addition, DOT added a concrete island, pedestrian crossings, and two-stage bicycle crossing using the east sidewalk at E 59th Street.

## Expanding Protected Bike Lanes



Bike lane painting in Manhattan.

In 2019, DOT completed 72.4 miles of bike lanes citywide, including 21.4 miles of protected lanes. Notably, this included the 100th mile of protected bike lane built under Mayor de Blasio, installed on Fountain Avenue in East New York, Brooklyn. This lane connects southeastern Brooklyn communities with the newly-opened Shirley Chisholm State Park on Jamaica Bay. 22.8 lane miles were installed in Bicycle Priority Districts, where DOT has committed to building a total of 75 lane miles by the end of 2022.

DOT also installed protected lanes on Fourth Avenue in Brooklyn, a Vision Zero Priority Corridor. Other notable bicycle network projects include Second Avenue from E 59th Street to E 68th Street, Central Park West from Columbus Circle to W 77th Street, Amsterdam Avenue from W 52nd Street to 72nd Street, and the 52nd and 55th Street crosstown lanes in Manhattan, Willis Avenue in the Bronx, Cypress Hills Street and Jamaica Avenue in Brooklyn, Broadway in Queens, and Broad Street in Staten Island. Intensive projects in Corona and Flushing, Queens, and Bay Ridge, Brooklyn, created useful cycling networks in neighborhoods previously underserved by bicycle infrastructure.

Under the new *Green Wave* Plan, DOT has committed to increasing its annual bike lane mileage along with several other initiatives to enhance cyclist safety. Please see the feature on pages 18 and 19 for further details.

## Multi-Modal Safety Improvements: Port Authority Bus Terminal



Cyclist rides on the protected bike lane that DOT installed along Eighth Avenue in Midtown.

Eighth Avenue in Midtown Manhattan, along with being a Vision Zero Priority Corridor, forms a key connection between Penn Station and the Port Authority Bus Terminal. In the immediate vicinity of these transit hubs lie major commercial, office, and entertainment districts, along with several of the city's busiest subway stations. Pedestrians typically account for 85 percent of the roadway users on Eighth Avenue. Particularly at rush hours and around special events, pedestrian volume exceeds sidewalk capacity. Additionally, the increased popularity of cycling has led to more bikes using the Eighth Avenue bike lane at a point where it once shifted from being a protected into a shared lane for three blocks, creating a potentially hazardous gap.

To address the need for expanded access and improved safety along Eighth Avenue between West 39th Street and West 43rd Street, DOT added a variety of interventions, including a ten-foot sidewalk extension along the west curb, painted curb extensions on the east side, and a six-foot bike lane delineated by thick plastic posts to close the gap in the protected lane. Between W 39th and W 40th Streets, a taxi boarding island preserves access for for-hire vehicles serving Port Authority Bus Terminal travelers without interfering in the path of cyclists. Signal upgrades and a ban on left turns at 42nd Street further enhance safety for cyclists and pedestrians. These strategies demonstrate how a major arterial road can be reconfigured to better match the modal split, addressing high pedestrian volumes and increased demand for safe bicycle passage while also accommodating necessary vehicular access.

## Reconstruction of Pedestrian Ramps

The safe movement of pedestrians is the cornerstone of Vision Zero, and New Yorkers of all abilities deserve accessible routes to everywhere they need to go. DOT has developed a program for upgrading existing and installing new pedestrian ramps, an essential tool for New Yorkers with disabilities. DOT is currently surveying all pedestrian ramps to catalogue the extent of improvements needed, and will undertake a program of data collection, data analysis, public outreach and stakeholder engagement, design, legislation, training, and partnerships with public and private sector agencies. Over the next few decades, pedestrian ramps at all 162,000 corners in the City of New York will be brought up to standard with raised dots that create detectable warning surfaces for blind and visually impaired pedestrians.

## People Priority Zones Case Study: Pearl and Willoughby



Pedestrians and motorists share the road on Pearl and Willoughby Streets.

With high demand for pedestrian space in Downtown Brooklyn, DOT and partners began testing locations for a pedestrian priority project in 2017. In 2019, this became permanent in the form of the Willoughby Street and Pearl Street shared streets, which make the blocks more pedestrian friendly. A shared street is designed for slow travel speeds, where pedestrians, cyclists, and motorists all share the right of way. Drivers are advised through clear signage to drive 5 MPH, and the roadway is flush from one building line to another without the typical curb separation. Adjacent to Fulton Mall and the Jay Street-Metrotech subway station, this Downtown Brooklyn shared street project reduces speeding, calms traffic, creates safer and shorter pedestrian crossings, and provides much-needed public space in a part of Downtown Brooklyn with a variety of residential, commercial, office, and educational uses. New curb regulations and DOT's off-hours loading plan ensure the site functions as well for local business as it does for pedestrians. The Downtown Brooklyn Partnership has committed to maintaining the site.

## 14th Street Bus and Truck Priority

In recognition of both the need for improved bus speeds along the M14A and M14D routes and the anticipated disruption of subway service along the L line due to necessary repairs, DOT began planning for design changes on Manhattan's 14th Street starting in 2016. 14th Street is a Vision Zero Priority Corridor with seven Priority Intersections, and thus any plan for transit improvement also presented an opportunity to enhance pedestrian safety. As plans for subway repairs shifted over the years, so did the form of street improvements, culminating

in the Transit and Truck Priority Pilot effective October 2019.

DOT created a bus and truck priority corridor on 14th Street between 3rd and 9th Avenues. Between 6 AM and 10 PM, all other traffic is still permitted to access 14th Street for curb and parking garage access; however, these vehicles must make a right turn onto 14th Street and then take the next available right turn off the street. Left turns are banned except for buses and at certain locations. Curb regulations prioritize short-term commercial loading in order to ensure proper turnover. Bike lanes installed on 12th and 13th Streets prior to the implementation of bus and truck priority allow for safe passage by cyclists on quieter routes that still

provide convenient access to 14th Street businesses and amenities.

MTA upgraded the M14 routes to Select Bus Service in July 2019, installing kiosks for riders to pay before bus arrival and allowing boarding at all doors. In November, DOT and MTA began installing new bus boarding platforms along 14th Street. These platforms make it easier for passengers to get on and off buses and provide more room for pedestrians walking on the sidewalk. Because the buses will no longer have to pull up to the curb from a travel lane, the platforms also help in improving travel times – a win for both safety and convenience. Regulations are enforced using automated bus lane cameras. Sidewalk expansions



A M14D bus drives during the launch of the 14th Street exclusive busway.



DOT Commissioner Polly Trottenberg speaks at the launch of the Transit and Truck Priority Pilot.

and curb extensions also provide more space for people on foot. When improvements are completed in Spring 2020, DOT will have added over 20,000 square feet of pedestrian space to 14th Street.

Furthermore, NYPD is working closely with DOT to ensure that this pilot project is a continuing success. NYPD deploys Traffic Agents and Police Officers along the corridor to mitigate displaced traffic and assist residents and commuters in navigating the Truck and Transit Priority corridor.

The first data analysis released in December 2019 found that bus ridership and travel speeds along 14th Street increased dramatically, exceeding predictions, while traffic congestion did not significantly worsen on adjacent parallel streets. While crosstown bus commutes shortened by up to almost ten minutes, trips in other vehicles along adjacent parallel streets slowed by less than one minute. The number of cyclists along 12th and 13th Streets increased by over 200 percent, with Citi Bike reporting a 17 percent increase in usage of its service in the area around 14th Street. With ridership on the M14A/D Select Bus Service up by 24 percent, 14th Street serves as an example of how street improvements can also be a boon to transit.

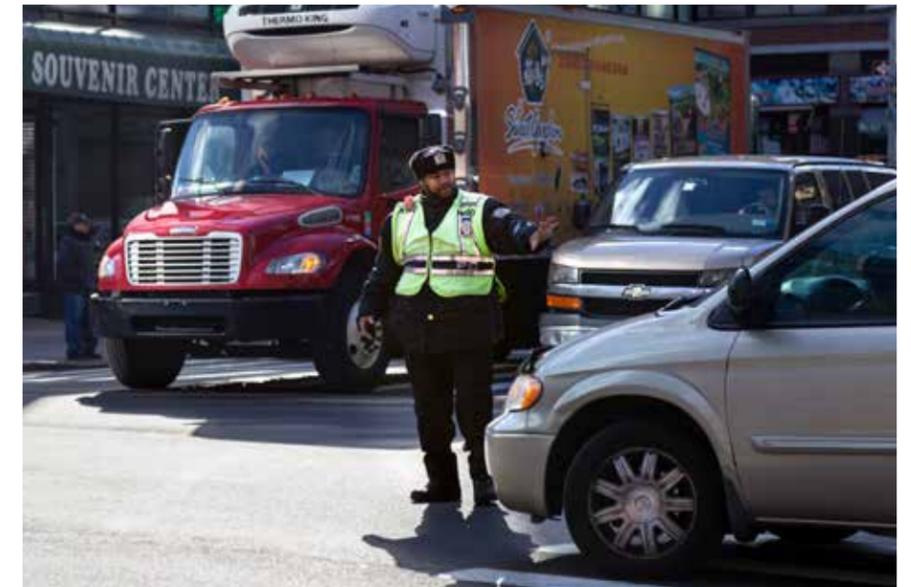


# 81,609

summonses to drivers for  
Failure to Yield violations

## ENFORCEMENT

# A Data-Driven Approach



The officers of the New York City Police Department, Taxi and Limousine Commission Enforcement Division, and the Office of the Sheriff are on the front lines of deterring dangerous driver behavior. By focusing on enforcing the actions most likely to cause harm, they remind drivers that their actions behind the wheel can have serious consequences.

## Failure to Yield to a Person with the Right of Way

Recently, the First Department Appellate Term decided the case of *People v. Torres* (2019), where they held that New York City's Right of Way Law, Administrative Code (AC) 19-190(b), was constitutional with a civil negligence standard for criminal liability. Using a civil negligence standard instead of a criminal negligence standard lowers the required threshold at which a driver can be prosecuted. As a result, New York City is able to prosecute drivers whose dangerous driving results in the death or serious physical injury of pedestrians or bicyclists who have the right of way.



## Grand Jury Report Recommendations

### Overview

In late 2019, the Manhattan District Attorney's Office released a Grand Jury report outlining practical, common-sense solutions designed to save the lives of bicyclists and pedestrians. The findings of this report were the basis for the recommendation that the New York State Legislature enact the Vehicular Violence Accountability Act. This act allows for misdemeanor or felony charges for drivers who seriously injure or kill while committing traffic violations and failing to use due care.

### Current Inequities in Law

The Grand Jury included a suite of recommendations intended to address inequities that currently exist in the law. One such example includes encouraging drivers to stay at the scene after hitting someone by strengthening the legal charges against drivers who flee in hit and run crashes. If an intoxicated driver remains at the scene after killing a person, they can be charged with the "C" felony of Vehicular Manslaughter in the First Degree. However, if a defendant flees the scene after

killing a person, they can only be charged with Leaving the Scene of an Incident, a less serious "D" felony, because there is no evidence of the defendant's intoxication due to their fleeing and the passage of time. Raising Leaving the Scene of an Incident with Death from a "D" to a "C" and raising Leaving the Scene of an Incident with Serious Physical Injury from an "E" to a "D" would treat intoxicated drivers who flee the same as if they stayed at the scene, removing the incentive to leave.

The Grand Jury also saw the need to amend the Predicate Felony statute, which sets a minimum mandatory jail sentence for repeat offenders, to include felony Driving While Intoxicated and Suspended Driver cases. At present, the Predicate Felony statute does not include these cases. As a result, a person could have numerous felony DWI convictions over a ten year period and never face a jail sentence. By including these offenses within the statute, these cases would be treated the same as all other Penal Law crimes.

Another issue highlighted in the Grand Jury report were the problems in testing drivers who are operating under the influence of drugs. While laws are clear on Driving While Intoxicated by Alcohol, there are still gaps in laws for Driving Under the Influence of Drugs. For example, when a driver at a crash scene is asked to take a breath test, the results can give an insight into whether the defendant is intoxicated or impaired by alcohol.

The law mandates a driver to take the breath test when a crash has caused serious physical injury or death. The same is not true for oral fluid (saliva) testing, which can be used to detect the presence of illicit drugs. Even if the officer at the scene recognizes signs of drug impairment, the driver is not required by law to take the oral fluid test. If a driver refuses the breath test, his or her license is automatically suspended for a year. However, if the driver refuses the oral fluid test, no license suspension occurs. The Grand Jury believes there should be no difference in enforcement regardless of whether a driver has been operating under the influence of drugs or alcohol.

Vehicular Homicides are some of the most complicated cases to prosecute and it can take months to determine the identity of the vehicle operator or the directions the vehicles were traveling at the time of the crash. However, unlike other types of homicides, Vehicular Homicide cases are dismissed if they exceed the six month speedy trial time limit. The Grand Jury recommended that speedy trial time limits be removed so that Vehicular Homicides are treated the same as all other types of homicides.

A current loophole in the law also creates an inequality between voluntary and refused breath tests. In 2018, the Court of Appeals, the highest court in New York State, decided *People v. Odum*. In this case, the Court held that refusing a breath test for intoxicated driving after two

hours from the time of arrest made the refusal inadmissible in court. The Court previously held in *People v. Atkins* (1995) that a breath result conducted after two hours of arrest is admissible when done voluntarily. Thus, the current state of the law allows for a breath test result conducted after two hours from the time of arrest to be admissible at trial, but the refusal to take that same test is automatically inadmissible. The Grand Jury concluded that the law needs to change to make refusals after two hours since the arrest similarly admissible.

### Amendments to Current Laws

While new laws need to be implemented, the Grand Jury found there is also work that can be done with existing laws that currently fall short of addressing the behaviors that cause bad driving. For example, if a driver with a suspended license pleads guilty and pays a fine, they are no longer monitored to ensure that they improve their driving behaviors. Allowing a conditional discharge as part of the sentence instead of merely a fine would allow a court to monitor the driver for a year and ensure they are not re-arrested for further dangerous driving.

Increased sanctions on driver's licenses by the Department of Motor Vehicle are also needed. For example, when a driver is convicted of Reckless Driving or Failure to Yield to a Person with the Right of Way, license suspension is not part of the authorized sentence. The Grand Jury believes suspension would be an appropriate consequence and deterrent.

The Grand Jury also recommended lowering the per se legal limit of Blood Alcohol Content level to .05 for most drivers and to .02 for drivers of trucks and for-hire vehicles. Over 100 countries, as well as the state of Utah, have already lowered their legal limit level to .05, and both the National Transportation Safety Board and the American Medical Association support a reduction to a .05 BAC standard.

Another proposal from the Grand Jury report would strengthen penalties for dangerous drivers by including the use of a portable electronic device while driving as Reckless Driving.

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**Administrative Code 19-190(b)** Recently, the 1st Department Appellate Term decided the case of *People v. Torres*, 2019 NY Slip Op 29292, where they held that AC 19-190(b) was constitutional with a civil negligence standard for criminal liability. As a result, New York City is able to prosecute drivers for AC 19-190(b) whose dangerous driving results in the death or serious physical injury of pedestrians or bicyclists who have the right of way.

## Policing Our Streets: Moving Violations

NYPD continues to take a data-driven approach in its quest to eliminate traffic deaths among all types of road users. Speeding drivers and drivers who fail to yield to bicyclists and pedestrians have been identified as leading causes of serious injuries and traffic fatalities. As a result, NYPD continues to prioritize issuing these specific summonses. NYPD uses its weekly traffic meetings, the TrafficStat review, to ensure that its officers and commanders understand the importance of this data-driven approach.

## Enforcing Bike Lanes: NYPD Bike Lane Violations



Bike lanes are intended to provide a space for bicyclists to travel safely in the city. Motorists who park or stop, even temporarily, in a bike lane place bicyclists in danger by forcing them into traffic, and so NYPD continues to make bike lane enforcement a priority. The overall goal is to change the behavior of motorists and demonstrate, through education and enforcement, that blocking a bike lane, even for a moment, is unacceptable as it endangers their fellow New Yorkers.

Beginning in July 2019, NYPD has conducted monthly Bicycle Safe Passage operations that focus on combatting hazardous driving behaviors that place cyclists in danger. During these operations, NYPD focuses on drivers who speed while operating a vehicle, fail to yield to pedestrians and bicyclists, and block bicycle lanes with their vehicles.

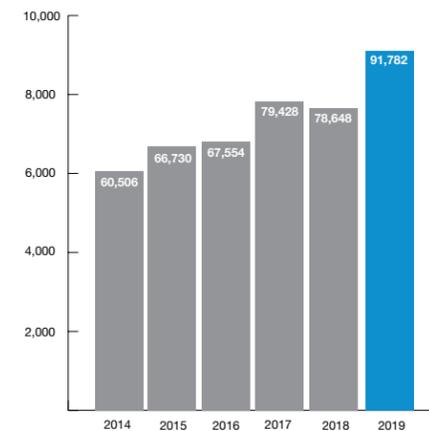
## NYPD Moving Violations

Summons Type	2019
Speeding	148,748
Failure to Yield to Ped	81,609
Disobey Signal	68,914
Improper turn	84,545
Cell Phone/Texting	106,140
Disobey Sign	192,534
<b>Total Vision Zero Summonses</b>	<b>682,490</b>

Note: as of 12/31/19

## Number of Bike Lane Violations Issued

Summons issued to a driver who parked in a bike lane



## TLC Moving Violations

TLC Enforcement officers issued 15,777 summonses in 2019 to for-hire drivers specifically for dangerous driving behaviors. TLC continues to prioritize Vision Zero enforcement in its field operations, enforced by the NYPD and TLC enforcement officers. TLC points are a strong deterrent for drivers to change their driving behavior to maintain their TLC license.

Vision Zero Summonses by Calendar Year	2013	2014	2015	2016	2017	2018	2019
<b>Total Vision Zero Summonses</b>	<b>2,607</b>	<b>6,563</b>	<b>8,316</b>	<b>7,800</b>	<b>11,390</b>	<b>10,823</b>	<b>15,777</b>
Speeding	10	166	723	889	1,183	1,108	1,876
Failing to yield right of way	7	16	83	64	160	174	372
Traffic signal violation	57	188	375	553	705	606	934
Stop sign violation	13	82	175	260	2,193	2,396	6,411
Unsafe lane change	19	53	64	73	127	112	128
Electronic comm. device	2,467	6,017	6,819	5,870	6,953	6,376	5,929

## Setting a High Standard for Professional Drivers

TLC increased safety standards for commuter vans in 2019. Commuter vans must only be operated by drivers with specific commuter van driver licenses. If a driver is found to not have the appropriate license, new consequences include increasing fines for repeat violations and suspension and revocation of unlicensed drivers, as well as penalties for the vehicle owner's TLC license. These new rules and penalties allow the TLC to enforce safe driving standards among commuter vans and enforce against potentially dangerous unlicensed drivers.

## Enhancing TLC Field Enforcement Training

In 2019, TLC continued to work with NYPD to train its officers in LIDAR speed detection, which allows them to ensure that operators are driving within the speed limit; by the end of 2019, all TLC officers were trained in the technology. TLC's officers and cadets also participate in monthly meetings with industry stakeholders to improve communication with drivers during field operations. In addition, TLC increased its number of enforcement officers in the field by 60% in 2019, continuing the agency's dedication to safety.

## TLC Bike Lane Violations

TLC accepts complaints from the public, such as information about TLC licensees disobeying traffic rules, via 311. Complaints are a valuable tool that complement TLC’s and NYPD’s enforcement. The information provided by the public, especially in the form of photographs and videos showing the TLC-licensed vehicle, the location, and the date and time, all serve as critical evidence for TLC to use in pursuing summonses against licensees violating TLC rules. Top traffic safety complaints include violations related to vehicles parked or standing in bike lanes, crosswalks, and beyond stop lines, which prevent bicyclists and pedestrians from navigating streets safely. Over 1,800 bike lane violations were issued by TLC’s Prosecution team this year.

## Vehicular Crime Investigations

Pedestrians and bicyclists are the most vulnerable road users, and their protection was the impetus for the 2014 enactment of AC 19-190, the Right of Way Law. This law empowers officers to take enforcement action directed at drivers who fail to yield to a pedestrian or bicyclist. This particular summons is issued to a motorist, who fails to exercise due care and strikes a person or bicyclist who has the right of way, causing injury or death. In 2019, NYPD enforced this law as follows:



## Harnessing Automated Enforcement: Red Light

### AC 19-190 Enforcement Arrests and Summonses

19-190 Enforcement	2019	2018	+/-	%
Arrests	51	30	+21	+70%
Summonses	3,654	3,580	+74	+2.1%

## Camera Evaluation

As detailed on pages 30-31, New York City has gained legislative authorization from the State to expand its lifesaving speed camera program from 140 locations to 750. These cameras will continue to be placed in school zones, with increased flexibility for DOT to place them specifically on the roads where they are most needed.

New York City’s red light camera enforcement program continues to prove its effectiveness at 150 intersections citywide, in particular reducing rear-end and right-angle collisions. DOT analysis shows that in 2018, the average red light camera issued 6.36 violations per day – a 79 percent drop since the first year of the program.

## Neighborhood Coordination Officers in Enforcement



A NYPD Traffic Agent informs a motorist about prioritizing traffic safety and skills to drive safely during a Dusk and Darkness event.

NYPD and its Transportation Bureau have the responsibility to be receptive to the public’s transportation concerns. Following the Neighborhood Policing philosophy, responsiveness to community requests about low-level issues can lead to an increase in trust in officers and a willingness to work with NYPD on larger issues. As all patrol precincts are staffed by Neighborhood Coordination Officers (NCOs), neighborhood residents can bring their concerns directly to the officers best equipped to correct those conditions. Traffic safety and parking concerns are a leading topic of community meetings throughout the City. The NCO has a direct contact within the NYPD Transportation Bureau so that they can utilize traffic safety resources, such as tow trucks and Traffic Enforcement Agents, to appropriately address the various traffic conditions within their respective communities.

## Investigation Spotlight: Ice Cream Trucks

Between 2009 and 2017, the City wrote over 22,495 parking tickets specifically to ice cream trucks, with over 98.5% of the tickets issued to trucks illegally parked between 34th and 59th Streets and between 3rd and 8th Avenues in Manhattan.



Officers investigate an ice cream truck.

In August 2017, the Sheriff began receiving writs of execution from the Department of Finance’s Legal Affairs ordering the seizure of ice cream trucks belonging to corporate entities that had failed to pay large amounts of parking tickets. The Sheriff ultimately received a total of 98 writs on 90 trucks being used amongst these businesses. The Sheriff’s Office determined that all the named debtors for these writs were no longer associated with the specific Vehicle Identification Number (VIN) from the original parking violations. This presented a problem because the Sheriff is only able to seize the property when the registered owner of the ice cream truck is the party named as the judgment debtor. Sheriff’s Detectives then discovered that the corporate registration on all 90 of these ice cream trucks demonstrated a pattern of re-registering the vehicle periodically and systematically to avoid collection of the unpaid parking debt.

Thus, the Sheriff’s Office uncovered a scheme of repeated re-registration of the ice cream trucks with the State of New York’s Department of Motor Vehicles (NYS DMV) under the names of various shell corporations to shield the vehicles from seizure at the time when their unpaid parking summonses went into judgment. The corporations routinely transferred the ice cream trucks — their only personal property that could be seized for unpaid violations — to other dummy corporate entities that were part of the scheme.

These trucks created a risk to public safety through their operations in Midtown Manhattan as they created dangerous situations and disrupted traffic flow. Their violations included stopping, standing, or parking in crosswalks (846 violations) or too close to fire hydrants (1,192 violations); driving through red lights (93 violations); and blocking access to pedestrian ramps (63 violations). Their resulting debt totaled approximately \$4.4 million.

To remedy this scheme to defraud the City of New York and to preserve the integrity of the traffic laws of New York City, the Sheriff’s investigation was designed to provide the Law Department with evidence of the fraud in order to obtain an order of attachment, which authorizes the Sheriff to seize property before a final court decision to prevent the parties from re-registering their vehicles and continuing their fraudulent behavior. The Law Department obtained the order of attachment directing the Sheriff to seize 46 ice cream trucks belonging to the defendants.

The operation continued over the course of two days across the entire city and resulted in the seizure of 36 ice cream trucks total. The defendants in the action are now involved in a settlement plan with the City to pay their judgments and be subject to the supervision and monitoring by the Sheriff for the next three years. In the meantime, these trucks, which posed a hazard to New Yorkers, are off the streets of Midtown.



## Sheriff’s Office

The Sheriff serves as an officer of the court and conservator of the peace in the City of New York. This means the Sheriff is responsible for ensuring all laws to protect life and property are obeyed, and any decisions rendered by a court or tribunal are enforced.

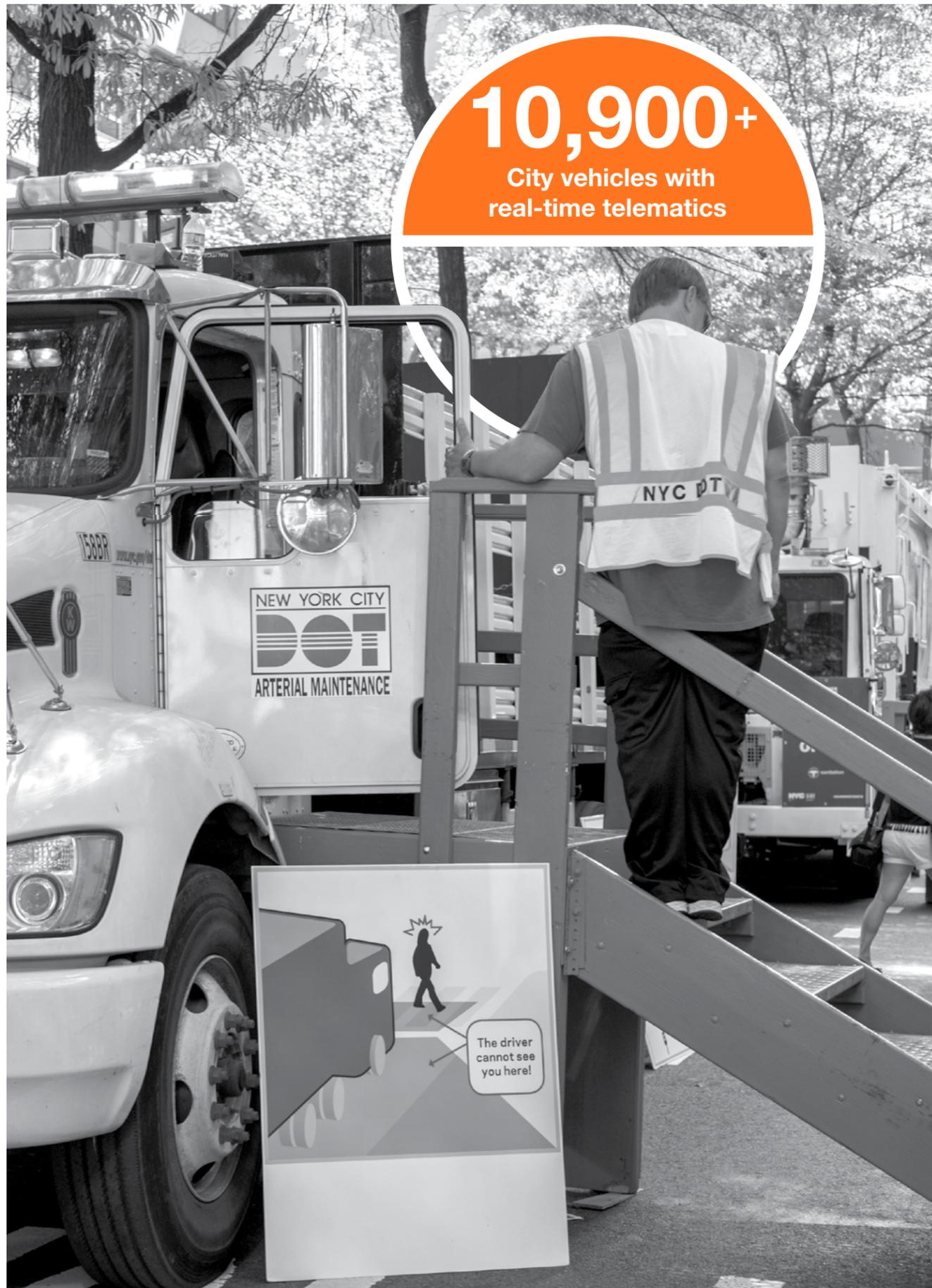
For Vision Zero efforts, this means ensuring parking and traffic laws are obeyed, court orders for fines for these offenses are enforced, and vehicles with large outstanding judgments are seized in order to deter negative behavior.



Vision Zero: Sheriff's Seizure Summary Report for	ALL CY 2018	ALL CY 2019
Total number of vehicle seizures during this period	118,205	102,659
Vehicles held in Custody for VTL Compliance (expired registration and no insurance)	13,310	12,669
Total number of violations for the vehicles seized	551,008	478,809
Total number of officers assigned	16	16

Breakdown of Violations Associated with the Seizure Case			
Description	Code	Subtotals CY 2018	Subtotals CY 2019
Bus Lane Camera	05	13,935	17,446
Red Light Camera	07	24,669	21,142
Speed Camera	36	61,552	32,018
Blocking Traffic	45	135	101
Double Parking - all others	46	22,825	19,527
Double Parking - Midtown	47	817	833
Bike Lane	48	817	2,196
Crosswalk	50	6,474	5,125
Wrong Way Parking	65	1	3
Pedestrian Ramp	67	874	602
All Other Violations		417,316	379,816
<b>Total Violations</b>		<b>551,008</b>	<b>478,809</b>

CY: Calendar Year



## FLEETS

# Leadership in Professional Driving

Over 60,000 New York City and MTA employees count driving among their daily responsibilities. In addition, over 200,000 New Yorkers are licensed by TLC as taxi or for-hire vehicle drivers. As visible representatives of a City that has committed to Vision Zero, they set an example for other drivers when they demonstrate responsibility behind the wheel. A combination of education, recognition, and technological innovation ensure that these drivers continue to represent the best of New York.

## Celebrating Safe Drivers: Recognizing TLC Safety Honor Roll Drivers



TLC honoree Bijoy Saha with Acting Commissioner Bill Heinzen (left) and Rebecca Harshbarger, October 2019.

TLC hosted its sixth annual Vision Zero Safety Honor Roll Ceremony on October 16, 2019, celebrating the achievements and outstanding safety records of over 400 of the City's safest TLC-licensed drivers. While drivers were at the center of this celebration of safety, TLC also recognized the contributions that taxi fleets and for-hire vehicle bases make to the City's Vision Zero goals.

TLC reviewed over 200,000 licensed drivers' records and identified drivers who have, over four or more years, had no crashes resulting in an injury, no traffic violations, and no violations of TLC safety-related rules. The 433 drivers on the 2019 TLC Safety Honor Roll represent a truly elite group.

## Facts about 2019 Safety Honor Roll Drivers

**Number of honorees:** The 2019 Safety Honor Roll is comprised of 433 TLC-licensed drivers. Among our honorees, 307 drive yellow taxis, 186 drive for-hire vehicles, 58 drive green taxis, and 28 drive commuter vans. Please note that many TLC-licensed drivers drive in multiple industry sectors.

**Trips completed by Honor Roll drivers:** From 2017-2019, our Honor Roll drivers completed 4.7 million trips. With an average of 5 miles per trip, that's the equivalent of 49 round trips to the moon and back and almost two thirds of the way to Mars at its closest point to Earth!

**Repeat honorees:** This year, we have 101 repeat honorees: 1 driver has been honored six times; 7 drivers were honored five times; 20 drivers were honored four times; 56 drivers were honored three times; and 17 drivers were honored two times.

**Honorees by borough:** Safety Honor Roll drivers hail from all five boroughs. Of the honorees, 39% are from Queens, 23% are from Brooklyn, 18% are from the Bronx, 9% are from Manhattan, and 3% are from Staten Island. The remaining percentage of the honorees live outside of the city.



## Facts about 2019 Fleets, Bases, and Van Companies

All of our car service base and commuter van company honorees had zero crashes involving their affiliated vehicles in the past year.

**Number of honorees:** The honorees include four yellow taxi fleets, sixteen car service bases (seven small, five medium, and four large), and five commuter van companies.

**Types of cars represented:** Each type of car service base is represented: five luxury limousine; three black car; and eight livery bases.

**Repeat honoree:** One business honoree, Ann Service Corp., has been on the TLC Safety Honor Roll for three consecutive years.

**Honorees by borough:** Our Fleet, Base, and Van Company honorees are based out of multiple boroughs. Thirteen companies are located in Queens, six are located in Manhattan, three are located in Brooklyn, and one is located in the Bronx. The remaining two are located outside the city.

## Supporting Fleet Drivers: Trainings for TLC Licensee Applicants

In 2019, over 11,000 TLC-licensed drivers completed the TLC training course required for all new drivers. Since 2014, over 103,000 drivers have taken this course, which includes a regularly updated Vision Zero curriculum. Drivers learn the rules of the road and how to avoid dangerous driving behaviors that lead to serious crashes, including strategies for keeping themselves, their passengers, and other road users safe.

TLC also provides extensive quality control for all training courses. TLC's Education Unit conducted 271 hours of training audits in 2019. From these audits, TLC has implemented a new set of educational standards for schools that highlight specific curricula, such as the dangers of distracted driving and sharing the road with bicyclists, and set a higher standard for both school-developed materials and instructional quality. All existing training providers are required to reapply and demonstrate how they will meet these standards in order to remain approved trainers in 2020.

## New TLC Training Video and Materials

TLC updated its Vision Zero training materials in 2019 to emphasize sharing the road safely with cyclists and pedestrians. Drivers are educated on a variety of the dangers while driving, including fatigue, speeding, dooring, and distracted driving. In addition, TLC informs drivers of safe driving practices, including safe ways to pick up and drop off passengers, as well as new street designs created to protect pedestrians and cyclists.

## Exploring New Tools: Piloting Connected Vehicle Technology

As part of the federally funded DOT Connected Vehicle Pilot, Fleet is working closely with City agencies in order to install thousands of connected vehicle devices in City-owned vehicles. Currently, installation is well underway at DOT, TLC, Department of Corrections, and DCAS, while other agencies' participation is being developed. TLC, for instance, is installing connected vehicle technology in its agency fleet of 102 enforcement and operational vehicles. This technology allows vehicles to electronically "communicate" with each other to identify roadway risks in order to prevent crashes. Installations began in November 2019 and, by the year's end, DCAS had equipped 1,153 vehicles with this technology.

During the launch of the United Nations' Fifth Global Road Safety Week in May 2019, international leaders held a briefing to recognize New York City's leadership in Vision Zero and pledge their support. Together for Safer Roads, a private sector consortium, will support the Connected Vehicle Pilot by implementing improvements to their member fleets. TSR member Anheuser-Busch, for instance, is equipping its local fleet with connected vehicle technology to test driver alerts and other safety measures.

This technology has the potential to alert drivers, through direct short-range communication, to take specific actions to avoid a collision or reduce collision severity if one occurs. Some applications of this technology that are being evaluated include traffic signal change warnings, blind spot and pedestrian alerts, road hazard alerts, interface with pedestrian-oriented phone apps, and the ability to notify drivers about road restrictions such as weight and height maximums.

### Collaborating to Keep Fleets Safe: Coordinating Fleets Communication Initiatives

Professional fleets – regardless of whether they are public or private and regardless of whether they contain MTA buses, DOT maintenance trucks, TLC-licensed for-hire vehicles, or BIC-regulated waste trucks – all share our roads and encounter many of the same difficulties when navigating throughout the city. As such, the various agencies and entities that oversee and manage these fleets worked together in 2019 on common messaging, seasonal announcements, and outreach.

For the Dusk and Darkness campaign, various City fleets, including those of DOT, TLC, NYPD, and DCAS, joined advocates to remind drivers that, as Daylight Savings Time starts and the sun sets earlier, visibility drops and drivers are more likely to hit pedestrians. Other Task Force Agencies joined them to distribute Dusk and Darkness postcards to drivers across the city. Postcards were also provided to all of the tens of thousands of drivers of City-owned vehicles, TLC licensees, and more.

In December 2019, BIC, MTA, and DCAS exchanged ideas about winter weather driving tips and collision rates when snow and ice are present. This exchange of ideas led to the distribution of newsletters and bulletins to the fleets, reminding them how to safely drive in wintry conditions.

### DOT-DCAS Produced Training Video



A still from the "I See You" video.

NYC's own municipal fleet drivers are some of the most visible in the City, and drivers of large vehicles have a particular duty to keep roads safe for vulnerable road users. Large trucks are inherently more difficult to drive and tend to cause more severe outcomes when involved in collisions compared to collisions involving just passenger cars. In order to codify specific techniques that drivers can learn in order to make driving these vehicles safer, DOT, DCAS, BIC, and other City agencies created a framework of topics, bullet points, and scripts that take into account the personal experiences of City fleet drivers, producing a video called "I See You" to teach best practices. Fleet teams drove their own agency vehicles in the video, which addresses the unique concerns that truck drivers face in our dense urban environment. The "I See You" video is constructed to remind truck drivers to share the road and to teach specific skills to protect pedestrians and cyclists. While it was designed to be specific to City vehicles and drivers, it is also useable by other large fleet operators within New York City and elsewhere. The video has been shared with all authorized City drivers, added to the City's defensive driving curriculum, and shared on social media with national and international audiences.

### Safe Fleet Transition Technologies

The City's fleet continues to make significant progress in installing vehicle technology upgrades in order to make driving safer. Since the original Safe Fleet Transition Plan was published in 2018, DCAS has added over 35,000 safety devices to City vehicles through both new purchases and retrofits. This includes the largest truck sideguard program in North America, as well as equipping thousands of vehicles with backup cameras, automatic emergency braking, and blind spot detection systems.

During 2019, DCAS also worked with the Department of Education to install telematics on all 10,000 school buses in a 12-week period. The addition of telematics will make the bus fleet safer, as speed, harsh braking, sudden acceleration, and collisions will be centrally monitored and analyzed. By using this data to better understand the causes of school bus collisions, DCAS can create a training program to address them.

As part of the updated Safe Fleet Transition Plan, DCAS continues to review large vehicle direct vision specifications to ensure drivers have a wide field of unobstructed vision while behind the wheel. Heavy-duty vehicles are less maneuverable and typically take longer to stop than light-duty vehicles, so minimizing drivers' reaction time is key to improving safety. Direct vision improvements reduce obstructed views and increase a driver's field of view in the area near the vehicle, helping the driver to see other road users and to avoid collisions.

### Sharing and Reviewing CRASH Data with Agencies to Improve Safety

In 2019, DCAS continued and enhanced CrashStat meetings with fleet agencies in order to review collisions, discuss trends, understand the causes of and conditions behind collisions, and discuss ways to reduce collisions and avoid serious injuries when they do happen. Agencies receive dashboards of collisions as well as alerts from telematics letting them know when a collision has occurred, the speed of the vehicle at the time of the collision, the location, and any vehicle maintenance codes. As part of this process, DCAS reviews the telematics reports for collisions as well as the vehicle attributes from the day of the event to see if there were any prior conditions that might provide further insight to why the collision occurred. DCAS also shares citywide anonymized data across agencies so that they understand how they compare to City agency counterparts and what the outcomes of collisions are. By leveraging telematics, the City is also providing vehicle safety scores to all fleet agencies that have installed devices so that these agencies may compare drivers' performances and can collaborate in order to encourage safer driving.

### Safe Driving Education for MTA Bus Operators

MTA's Safety & Training Division continues to educate its operators on safety and their role in Vision Zero initiatives. In April 2019, the MTA rolled out their fourth and latest version of Vision Zero training. The theme of this latest version is "Acknowledge & Adapt." This class includes unique video footage from collisions and advanced technical safety concepts, as well as video excerpts of operators sharing their thoughts, approaches toward safety, and adaptations to ongoing challenges on the road. This peer-to-peer approach

is especially helpful to large vehicle operators. Building on the success from previous years, 2019 saw the lowest number of fatal collisions involving MTA buses and pedestrians since the inception of Vision Zero. This has culminated in a significant overall reduction in fatalities, as well as zero bike fatalities, since 2014.

MTA has also modified other operator performance classes to address Vision Zero initiatives. MTA continues to utilize the Certified Trainer Mentor Program, in which veteran bus operators with outstanding safety records are paired with student bus operators to provide guidance and leadership and further their development. In addition, MTA continues to conduct "Seasonal Challenges" campaigns, utilizing handouts and posters to remind its professional bus operators to navigate the roads safely and confidently.

### Expanding DCAS Defensive Driving Program



DCAS Police attend a defensive driving class.

Over 61,000 City drivers have taken the DCAS defensive driving class, accounting for over 85 percent of City drivers. DOT, DCAS, Parks, TLC, and DOHMH are close to a 100 percent completion rate. The class includes a one-hour module on the City fleet, rules for City fleet drivers, and information about City vehicle telematics, sideguards, connected vehicles, and other vehicle technology systems. The curriculum also covers Vision Zero, the "Drive Like Your Family Lives Here" video, and the "I See You" training video. The rest of the full day consists of New York State's DMV-authorized class, with additional materials on real-life City vehicle crashes. DCAS, in conjunction with the Parks Department, has been testing the first virtual reality training simulator and will implement this program in early 2020.

DCAS has certified additional staff at various City agencies to teach classes at agency locations. For example, DCAS has worked with DOE to certify members of their staff to be able to train school bus operators in defensive driving training. DCAS is actively working with DOE to produce a Vision Zero-specific training module that is focused on school bus operations and bus design.

## Improving MTA Bus Safety



An electric MTA bus with large front and side windows.

In addition to the ongoing collaboration with DOT to improve pedestrian and cyclist safety by using strategies such as stop relocations, pedestrian refuge islands, thoughtfully designed bus stops, relocation of bus stops from active driveways, and improved left turn treatments, MTA has entered into a joint pilot venture in the Connected Vehicle (CV) program. This program is intended to help with CV deployment in a dense urban environment.

MTA has also equipped over 1,200 buses with the Pedestrian Turn Warning System (PTWS). All new buses purchased in the future will be equipped with PTWS, which sends an audible voice alert to pedestrians during left and right turns. A more advanced system is being considered that would only send out alerts when a pedestrian is in potentially hazardous proximity to the bus and would adjust the decibel level to the surrounding ambient level.

Along with the interior cameras already installed on most buses, all new buses will have operator compartment-facing and exterior cameras. These added viewpoints will improve situational awareness for incident investigations and training.



Promotional material for MTA's "Don't Strike a Bike" campaign.

## New MTA Campaigns

MTA has created several public outreach campaigns in order to build on recent KSI reductions. To achieve greater visibility for the operator, especially on left turns, bus designs were enhanced to reduce the amount of visual obstruction caused by structural pillars, elongated mirror frames, and window designs by nearly fifty percent. Currently there are over 1,300 buses equipped with these enhancements, and all new buses will incorporate the safer design.

To address the growing concern of cyclist safety, the MTA launched a "Don't Strike a Bike" campaign for its drivers. It includes both a handout and poster that target safety techniques when encountering cyclists in three areas: when moving, when turning, and when stopped. In addition, MTA launched a "Don't Fight the Light" campaign to remind operators of the dangers that red light violations pose.

## Report on Commercial Waste Trucks

DCAS and BIC are developing a report on the safety of commercial waste trucks in New York City. Commercial waste trucks have been involved in 43 fatalities and have injured many more in New York City since 2010. The report examined the root causes of crashes and identified steps to address these traffic safety issues. The report offered core recommendations related to the design of vehicles, mitigation of side-impact collisions, and use of enhanced safety features: high visibility cabs; a ban on certain aftermarket devices such as bug deflectors; sideguards; and telematics and truck vehicle sensors. The report, which is a part of the Vision Zero initiative, was developed through the joint efforts of DCAS, BIC, and the U.S. Department of Transportation's Volpe Center.

## TLC Social Media Campaign

TLC created a social media campaign in Summer 2019 focused on drivers sharing the road safely with bicyclists. Posts reminded drivers of bike lane rules and to leave at least three feet of space between vehicles and bicyclists when passing. The campaign also educated drivers on newer street design features, such as bike boxes and fully-split phase intersections, and how to navigate them. These posts often led to stakeholder discussions on social media, bringing together both drivers and bicyclists to discuss safety.

## BIC Safety Legislation

Historically, safety in the trade waste industry – and particularly traffic safety – had not been part of BIC’s mandate or focus; until now, BIC had been limited to issuing new reporting requirements to monitor safety concerns. This changed on November 20, 2019, when Mayor de Blasio signed into law legislation that will overhaul the City’s commercial waste system. Specifically, Local Law 198 of 2019 expands BIC’s authority to establish environmental, safety, and health standards for trade waste carters. BIC will now be empowered to closely regulate safety in the trade waste industry and to consider an applicant’s safety record when making licensing decisions. BIC will also be able to establish new rules to help make the trade waste industry in New York City safer.

## Enforcing Private Carting Trucks



A NYPD sergeant conducts outreach to a trade waste driver.

Private carting and trade waste companies provide an important service to New Yorkers and the City wants to ensure they do so safely. Since 2018, BIC and NYPD have been conducting joint enforcement operations targeting private carters operating unsafely. In 2019, there were nearly a dozen such operations. Trade waste vehicles were inspected and those in violation of BIC regulations were removed from New York City’s streets. Trucks with serious violations that could compromise the safe operation of the truck were prohibited from operating until the owners made necessary repairs. NYPD issued summonses, primarily for defective vehicle equipment, drivers with improper license class, and failure to conduct a pre-trip inspection. BIC investigators also issued violations to carters using undisclosed drivers. It is essential for private carters to disclose their drivers to BIC to ensure that those who operate trade waste vehicles are properly licensed and trained to maneuver through the streets of New York City.

## Fleet Working Group

The Fleet Working Group discusses regulatory and training issues for municipal fleet drivers, relevant legislation, and potential partnerships. In addition to the agencies represented on the Vision Zero Task Force, the Fleet Working Group also includes representatives from the Department of Sanitation (DSNY), which operates thousands of collection trucks, street sweepers, snowplows, and support vehicles; and the Fire Department Bureau of Emergency Medical Services (FDNY EMS), which is responsible for several hundred ambulances and specialized response vehicles.



## Together for Safer Roads’ Global Leadership Council for Fleet Safety

The Global Leadership Council for Fleet Safety is a program started by Together for Safer Roads (TSR), a Vision Zero partner. New York City is one of the Council champions and founding members along with TSR member companies. The Council will strive to identify small- and medium-sized fleets in both the private and public sector that want to operate their fleets more safely, going beyond basic compliance requirements and delivering useful standards in technology, training, and management in a cost-effective and impactful way. Small fleets in particular rarely have a dedicated fleet safety officer; often these are split duties for owners, operation directors, and others. Small fleets also typically have limited funding for fleet safety programs, training, or systems.

The Council will focus on companies that operate vehicles over class 2 (any vehicle with a gross weight of over 6,000 pounds), including work trucks, box trucks, rack trucks, school buses, and waste trucks. The program will include three core pillars: technology solutions, professional development, and organizational change. It is set to launch with 10-20 fleets in the New York City area in Spring 2020. The City is aiding this program by identifying interested fleets, convening meetings, creating content, and providing information about best practices. DCAS is also working as part of the Council to plan Vision Zero Fleet Safety Forums in other cities, as has been done in New York City for the last six years.

In addition, TSR joined with the Vision Zero Task Force to hold a workshop, Digitizing Vision Zero, at the Vision Zero Fleet Safety Forum in October 2019. Framed by the large proportion of cyclist deaths in 2019 that involved trucks, public and private sector managers discussed data resources, analysis needs, and potential technological solutions. Together, TSR and the Task Force will continue to develop pilot projects to reduce conflicts between cyclists and large truck operators.



# 544

safety education  
visits to schools  
since the start  
of Vision Zero

## ENGAGEMENT

# Meeting New Yorkers Where They Live

As a core part of Vision Zero, the City engages directly with New Yorkers, clearly and consistently communicating the causes of fatal crashes and raising awareness of high-risk driving choices. Vision Zero communications, including outreach and education efforts, use data and research to craft meaningful messaging and effective programs. DOT Safety Educators, driving instructors, NYPD officers, fleet managers and Task Force representatives have conducted outreach throughout the city targeting areas where crashes are most likely to occur. They engage with local stakeholders to learn more about their concerns, collaborate on safety solutions, and share resources for safely navigating our streets. While all road users are included in Vision Zero education and public outreach, New Yorkers who drive remain a top priority for communications and engagement. Vision Zero instructors and Street Teams are working in all five boroughs, prioritizing the locations where people are at highest risk of injury or death. Outreach is conducted at schools, senior centers, community based organizations, on-street events, and sports arenas.

## Targeted Community Outreach: Street Teams and High Visibility Enforcement



A DOT Street Team member engages with a driver in Staten Island.

After promising results from a Northern Boulevard pilot, NYPD and DOT Street Teams focused efforts along eight of the most crash-prone corridors in the City. These included Grand Concourse in the Bronx, Jamaica Avenue in Queens, Lexington Avenue above 59th Street and 2nd Avenue below 59th Street in Manhattan, Hylan Boulevard in Staten Island, and Linden Boulevard, Bedford Avenue, and Bay Parkway in Brooklyn. NYPD Precincts along each corridor began enforcement efforts in January 2019 and continued them throughout the year. For four different two-week periods in 2019, each precinct focused on writing more summonses against the most dangerous driving behaviors including failure to yield, speeding, improper signaling, improper turns, and phone-related distraction. DOT Street Teams handed out postcards unique to each corridor. DOT Safety Education and Outreach focused their efforts at schools and senior centers along each corridor to amplify enforcement efforts. Although preliminary analysis indicates reductions in motorist speeds, results of this effort will not be available until later in 2020. NYPD and DOT will continue this effort along a new set of corridors for year seven of Vision Zero.

## “Get There”: Bike Encouragement and Public Engagement



DOT distributes bike lights to cyclists as part of the “Get There” program.

In 2019, DOT fully unveiled “Get There,” a bike encouragement and public engagement program. Having been initially introduced in late 2018, Spring 2019 saw a broader effort featuring advertisements, social media, and public events. This program encourages bike riding for new users, discusses important bike skills, and outlines the laws that pertain to cyclists. Free bicycle helmets featuring Vision Zero branding were distributed during fittings to new and experienced cyclists. Bike light giveaways were scheduled in Bicycle Priority Districts and outreach continued in these locations until November 2019. Due to the success of this program, 2020 will see an expansion of “Get There.” Local community cycling groups will be included in the planning and execution of events, such as community rides.

### Prescribe-a-Bike

The Department of Health and Mental Hygiene’s Bureau of Brooklyn Neighborhood Health continues its community collaboration with the NYC Better Bike Share Partnership through programs like Prescribe-a-Bike. Prescribe-a-Bike allows healthcare providers at clinical partner sites to offer free Citi Bike memberships, as well as helmets and Street Skills classes to patients to encourage physical activity to support treatment of chronic health conditions. In 2019, in collaboration with NYC H+H/Woodhull, Prescribe-a-Bike continued to enroll participants to scale-up programmatic involvement.

To date, approximately 27.8% of Prescribe-a-Bike participants are supported by DOHMH’s escrow account which allows them to participate in the program without having a debit or credit card.

### Holding Targeted Community Outreach: Continuing Outreach to Older New Yorkers

DOHMH’s Injury and Violence Prevention Program engages in extensive outreach to seniors for Falls Prevention Awareness Day, which occurs on the first day of fall and focuses on preventing fall-related injuries. During this outreach period – and beyond – DOHMH champions traffic safety principals along with falls prevention strategies. Distributing materials from DOT and promoting traffic safety messages, DOHMH reached 75 seniors directly throughout NYC in 2019.

### Partnering with Community Institutions: Party on Park



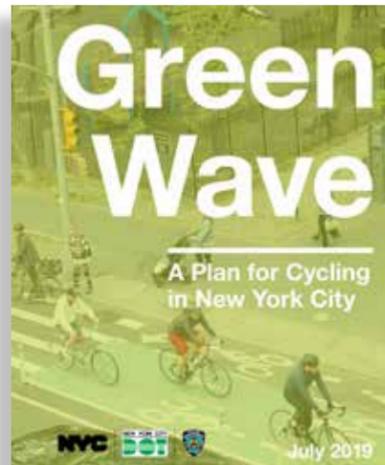
Cyclists enjoy attending Party on Park, hosted by DOHMH.

The third annual Party on Park was held on September 22, 2019 from 12 to 4 PM on Park Avenue from 116th Street to 125th Street, with DOHMH’s Harlem Neighborhood Action Center as one of the event supporters. Over 4,000 community members, 75 community organizations, and 50 uptown artists attended. Key themes included cyclist and pedestrian safety as well as the reimagining of Park Avenue as a space for health and community and not just vehicular traffic and train tracks. During Party on Park, each block under the viaduct featured organizations providing health screening, nutrition education, fitness opportunities, art activities, child-focused projects, and much more. Participants could walk or bike down Park Ave with free bikes made available courtesy of Citi Bike, NYU’s Ability Bikes, and bike rentals for kids. DOT distributed over 600 helmets and engaged residents on Street Improvement Projects and Vision Zero.

### Launching New Media Campaigns: “Was It Worth It?”

Vision Zero campaigns have enjoyed tremendous success among New Yorkers, with 76 percent of drivers saying they recognize Vision Zero. Among drivers, 79 percent feel encouraged to be more responsible behind the wheel, and among pedestrians, 77 percent are more careful when walking. After a successful run of the Vision Zero Campaign “Signs – Saving a Life is Easy,” which encouraged New Yorkers to follow traffic signs, reduce speeds, and turn slowly to prevent serious crashes, DOT has created a new campaign

focusing New Yorkers on the potentially tragic outcomes of speeding and failing to yield. Targeting New York’s younger male drivers, the campaign, “Was it Worth It?”, shows the aftermath of a number of crashes involving the most vulnerable road users – pedestrians and bicyclists, including children and senior citizens. The “Was it Worth It?” campaign launched in Fall 2019 with radio ads and an extensive geo-targeted outdoor ad plan. This campaign highlights the emotional toll of crashes on drivers themselves in order to convince them to slow down, focus on the road, and turn more carefully while driving in our dense urban environment.



### Communication in Priority Bicycle Districts

Beginning in Spring 2019 and expanded with the release of the Green Wave plan, DOT integrated bicycle imagery and messaging into the existing “Signs” safety campaign, which encouraged drivers to maintain a safe speed and yield to vulnerable road users with the message, “Driving is difficult, but saving a life is easy.” Following a data-driven approach to communications, these ads were placed in the City’s ten Priority Bicycle Districts. The goal of this effort is to remind drivers that cyclists are legitimate and often vulnerable road users in our shared traffic environment. During Summer 2019, DOT broadcast radio messages during drive-time radio to heighten awareness about the prevalence of cyclists in all boroughs at all times of day.

### Truck’s Eye View

One of the most effective ways to learn how to navigate around large vehicles when biking and walking is to physically step inside the cab of a truck and experience the perspective of a driver. Truck’s Eye View is a DOT initiative that allows New Yorkers to do just that. Members of the public, from small children to senior citizens, get firsthand experience in a truck, interacting with truck drivers and freight educators to witness the dangers of the obstructed view areas that large vehicle drivers experience and to learn tips for staying safer in our complex traffic environment. DOT Freight Mobility continues to expand the Truck’s Eye View program in collaboration with the Safety Education and Outreach division. In 2019, the program offered 12 events in all five boroughs, and since 2017 has reached over 8,000 New Yorkers. These events were woven into the outreach efforts conducted by Street Teams along the High Visibility Corridors in collaboration with NYPD.

### Continued Seasonal Initiatives



DOT distributes educational material to a driver during the 2019 Day of Awareness.

In 2019, the Vision Zero Task force continued multi-agency work to engage New Yorkers around statistically most dangerous times of the year. With an uptick in fatal crashes on the first few weekends of the year when the weather is pleasant, NYPD, DOT, TLC, DCAS Fleets and other agencies reached out to the public about exercising care at these times through the Warm Weather Weekends initiative, leveraging public-facing events to emphasize the importance of cautious vehicle operation. As part of the announcement, motorcyclists stood with the Task Force to raise awareness of their unique safety concerns.

In the fourth year of the Dusk and Darkness initiative, Vision Zero Task Force agencies continued to employ successful strategies to address the most dangerous time of year for traffic fatalities. 2019 featured a specific emphasis on drivers sharing the streets with cyclists. Outreach took place at ten strategic locations in the forms of distributing postcards and speaking to New Yorkers. In addition, TLC handed out campaign materials to all industry members who visited the TLC Licensing facility in Long Island City and the TLC Inspection facility in Woodside. TLC staff also sent social media and email alerts to all drivers and businesses to ensure they were aware of the risks inherent in driving when the sun sets earlier in the day, including the drastic difference in pedestrian visibility between just before and just after sunset. The Task Force kicked off the fall Dusk and Darkness day of awareness with a press conference including DOT, NYPD, TLC, DOHMH, and DCAS.

## Motorcycle Outreach

In response to tragic traffic-related motorcyclist deaths in 2018, the City collaborated with the New York State Motorcycle and Scooter Safety Task Force, a group of riders who wish to promote motorcycle use as a responsible mode of transportation, to form a Motorcycle Safety Task Force. This is a subdivision of the New York City Traffic Safety Board. This task force meets monthly and works with motorcyclists to address the traffic safety issues that particularly concern them. The Motorcycle Safety Task Force has put together a comprehensive plan for 2020 which will include a calendar of sponsored events, outreach connecting new riders to training, and a safety skills campaign designed and developed by bikers. Education around use of safety gear, maintenance of bikes, and best practices while riding will be distributed through motorcycle clubs. This group will work with NYPD to enhance their training programs to make motorcycle stops safer and to ensure that summonses are correctly written. While 2019 saw a reduction in motorcycle traffic deaths, this task force will continue to meet to collaborate on tactics to further reduce and eliminate traffic deaths.



## Speed Camera Expansion Communications

In July 2019, New York City's expanded speed camera program took effect. In order to communicate the details of the expansion and to encourage compliance with the citywide 25 MPH speed limit, DOT launched a comprehensive outreach plan. In addition to the days, times, and locations of operation, the campaign highlighted the ways in which cameras have already succeeded in reducing injuries. Mass media included radio spots, online ads, and outdoor placements such as billboards, LinkNYC kiosks, and screens in the Staten Island Ferry Terminals and on NYC Ferries. DOT partnered with the Department of Finance on a widespread print plan for mainstream, ethnic, and community newspapers as well as a direct mail piece addressing licensed drivers. DOT collaborated with Families for Safe Streets to create an insert for all speed camera ticket mailings. The trifold provides required information about the violation and explains why the speed limit is so important. To add a personal and visual element to the trifold, it includes photographs of five families at the site of their loved one's crash and offers a statement to encourage safer driving.

## Enhancing TLC Education and Outreach

TLC continued its successful "TLC In Your Borough" town hall series throughout 2019. The program features speakers from different TLC divisions, such as Enforcement, Prosecution, and External Affairs, and provides drivers with information and education on TLC policies, including Vision Zero regulations,



TLC provides LOOK stickers to licensees for passenger windows. The stickers remind passengers to look for cyclists before exiting the vehicle.

followed by a robust question-and-answer session. TLC also distributes Vision Zero materials at driver hot-spots and transportation hubs. Since 2014, TLC has held a total of 661 driver outreach events.

TLC regularly conducts outreach in the form of email blasts to ensure that drivers are aware of any safety regulation changes or new initiatives. TLC's bi-monthly "Keys to the City" email newsletter provides drivers with free or low-cost resources such as adult education courses, health services, exercise classes, Vision Zero tips, and much more.

In addition, the TLC actively engaged partners to distribute "LOOK! For Cyclists" stickers directly to drivers. By connecting with Uber, Via, as well as individual for-hire drivers through a concerted social media effort, TLC provided over 32,000 stickers directly to distribution centers and drivers. The stickers are also regularly distributed and accessible to drivers at the TLC inspection facility.



DOT Director of Strategic Initiatives, Julia Kite-Laidlaw, presents in Sweden.

## Working with Professionals: Vision Zero Academy in Sweden

The Swedish Transport Administration, founders of Vision Zero in the 1990s, hold an annual week-long Vision Zero Academy for international road safety practitioners. In 2019, DOT was invited to attend and present on New York City's progress since 2014, and discuss how the City has adapted the Swedish model to suit an American urban setting. Attendees from governments in Brazil, Iran, Kazakhstan, Lithuania, the Netherlands, Sweden, and the United States learned about the origins of Vision Zero in New York, ongoing initiatives, and future plans as they look to adopt similar strategies in their own countries and municipalities.

## Strategies to Reach Medically Impaired Drivers

NYPD and DOT focused new efforts to help prevent driving while medically impaired. In April, members from all NYPD precincts and members of the medical community met to learn how to identify at traffic stops those drivers who might be unfit to continue operating. Dr. Linda Hill, the nation's leading expert on the issue, worked with the agencies to teach best practices. NYPD implemented a diagnostic tool to be used in the field when officers are suspicious of impairment. The medical community will tackle issues raised by HIPAA restrictions and has begun convening a working group to discuss ways to educate drivers without reporting their conditions to the DMV.

The Vision Zero Task Force supported S5225A/A4751A, State legislation advanced by State Senator Andrew Gounardes and Assemblyman Robert

Carroll, which requires the suspension of the driver’s license of any individual whose crash was the result of a loss of consciousness, until the Department of Motor Vehicles receives a statement from a qualified medical practitioner that the individual’s condition is controlled and no longer a danger. Governor Cuomo signed this bill into law in December 2019.

## Vision Zero Fleet-Related Events

Each year, DCAS hosts two large events in which Vision Zero and vehicle and road safety play prominent roles.

Every May, DCAS, along with the Parks Department, hosts the Annual Equipment and Fleet Show. This all-day event includes vendors from car manufacturers, equipment providers, training companies, and fuel vendors. Since the beginning of Vision Zero, participation of fleet safety vendors has expanded significantly and Vision Zero-related vendors now have dedicated reserved spaces at the event. In 2019, this event was held for the 31st time, with more than 170 vendors and 700 individuals attending.

In October, DCAS hosts the Vision Zero Fleet Safety Forum. This event brings together advocacy groups, government and private fleets, industry leaders, and the general public to discuss ways to make our roads safer. This year, over 500 people attended. The event, the sixth annual meeting, included impactful presentations from Marco Connor, Deputy Director of Transportation Alternatives, and Lauren Pine from Families for Safe Streets. Other presenters included: Rich Conway of Bike New York; Noah Genel, Commissioner of BIC; Joseph Fucito, the NYC Sheriff; Rich Cerezo, Director of Safety for the MTA New York City Transit Buses; and Alex Epstein and Michael Chang from the US Department of Transportation. In addition, a number of fleet managers from around the country spoke, including Mahanth Joishy from Madison, Wisconsin, Marchelle Cain and Terrance York from Houston, Texas, and Michael Fowles from City Harvest.

At this year’s forum, DOT and DCAS premiered the new “I See You” safety video which focused on tangible steps truck operators can take to improve safety (see page 59). The new video is the latest effort to reach out to the City’s professional fleet operators, as well as private truck drivers, to help foster a daily culture of safety.

At the forum, Together for Safer Roads (TSR) and DCAS also announced the launch of the Global Leadership Council for Fleet Safety, which will focus on providing small- and medium-sized public and private fleets with safety-related resources, with NYC Fleet as a founding council member (see page 65).



Lauren Pine of Families for Safe Streets presents at the 2019 Fleet Forum.



Members of the Independent Drivers Guild pose before embarking on the group Citi Bike ride, June 2019.

## TLC Bike Ride and Discussion with Cyclists

In June 2019, TLC and DOT organized a group Citi Bike ride in Brooklyn with for-hire vehicle drivers from the Independent Drivers Guild and safe streets advocates from Bike New York. The route spanned four miles, showcasing both protected and standard bike lanes, as well as roads without bike lanes. After the ride, TLC staff moderated a dialogue between drivers and advocates to share their experience during the ride and their points of view on street safety. By seeing the street from the cyclists’



Members of the Independent Drivers Guild and safe streets advocates discuss their experiences on the street, June 2019.

perspective, the drivers better understood the safety challenges cyclists face daily. Cyclists then heard from for-hire drivers about the specific challenges they face operating and sharing the road in New York City. The conversation led to new ideas and more goodwill for improving interactions on the road between cyclists and for-hire drivers.

## VISION ZERO YEAR 7

## New Initiatives

## Department of Transportation

- Open at least 40 miles of street space to pedestrians and cyclists to enhance social distancing
- Install 30 miles of protected bicycle lanes and additional *Green Wave* engineering initiatives
- Advocate for legislation that mandates the NYS DMV test includes pedestrian, bicycle, and new street design content
- Evaluate and expand the Neighborhood Loading Zone program
- Provide detailed input to NHTSA on improvements to vehicle design for pedestrian safety and collision avoidance technology for the revision of the New Car Assessment Program (NCAP)
- Accelerate speed camera installations
- Advocate for State legislation on measures to enhance safety for vulnerable road users and strengthen enforcement of dangerous driving behaviors
- Implement a suite of Freight Mobility initiatives to reduce the number of truck-involved fatal crashes
  - Release the Smart Truck Management Plan
  - Implement safety improvements on four corridors with highest rate of truck-involved KSI
  - Promote, expand, and enhance obstructed vision areas awareness initiatives
  - Triple off-hour delivery locations
  - Collaborate with NYPD on data-driven truck enforcement
  - Release study of pedestrian and cyclist safety on truck routes

## Department of Citywide Administrative Services

- Study Intelligent Speed Assist (ISA) Technology/Launch second update of Safe Fleet Transition
- Expand City driver training using e-learning and additional safety videos
- Expand safety retrofitting for trucks
- Codify Fleets of Future, establishing network of private, public and non-profit fleets
- Evaluate the need for and draft, budget permitting, a Safe Fleet Transition Plan (SFTP) for school buses
- Draft a Safe Fleet Transition Plan for (SFTP) private waste haulers
- Advocate nationally for safety features as standard on vehicles
- Share safety best practices with small and mid-size private fleets using Together for Safer Roads' (TSR) Global Leadership Council
- Deploy existing Vision Zero training as a model for large fleet vehicle drivers in the private sector

## New York Police Department

- Conduct *Green Wave* Safe Passage Operations
- Conduct speed and failure to yield enforcement initiatives
- Expand NYPD's Clear Bus Route Enforcement Plan
- Initiate Vision Zero Safe Corridor Initiative

## Taxi and Limousine Commission

- Expand Vision Zero outreach materials for TLC-licensed drivers
- Study emerging trends in TLC-involved crashes
- Host Street Safety Digital Forums with Driver Groups
- Create dooring PSA for TLC passengers
- Develop TLC driver education course to combat distracted driving

## Department of Health and Mental Hygiene

- Promote traffic safety initiatives, through community engagement and partnerships that feature the health benefits of physical activity
- Continue engagement with external research partners to promote cross-disciplinary data sharing and collaboration that advances Vision Zero
- Support DOT's outreach and education related to older adult pedestrian safety, with specific focus on engaging health care providers
- Sustain enhanced surveillance of traffic safety with public health data sources, featuring physical activity

## Business Integrity Commission

- Improve trade waste truck design by pursuing local legislation that requires companies to adopt high visibility cab vehicles and phase out conventional cab vehicles
- Local Law 56 of 2015 requires mandatory side guards for trucks over 10,000 pounds by January 1, 2024. As part of its legislative agenda, BIC is seeking to expedite the timeline for the installation of side guards for all BIC-licensed and registered trade waste vehicles
- In order to effectuate BIC's new safety law (Local Law 198 of 2019), BIC will promulgate various rules to regulate safety in the trade waste industry
- Conduct outreach to trade waste drivers and helpers in order to bring street safety awareness

# 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	Complete
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
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
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	Complete and Ongoing
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 and Ongoing
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	Complete and Ongoing
2.9	DOT	Modify signal timing to reduce off-peak speeding on all feasible Priority Corridors by the end of 2017	Complete and Ongoing
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 10 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	Complete
2.14	DOT	Conduct study on severe injury and fatal bicyclist crashes and list of proposed action items to aid in preventing future crashes	Complete
2.15	DOT	Install 75 Accessible Pedestrian Signals (APS) per year and develop additional accessibility measures	Complete and ongoing
2.16	DOT	Complete deployment of speed cameras and implement the majority of speed camera locations at Priority Corridors, intersections, and areas	Complete and Ongoing
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 and Ongoing
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
2.29	TLC	Advocate for a change in the New York State seatbelt law to remove the exemptions for taxis and liveries	Complete
2.30	TLC	Expand required TLC driver education to car service drivers	Complete
2.31	TLC	Introduce license renewal course for taxi and car service drivers, providing additional continuing education about safe driving	In Progress
2.32	TLC	Engage taxi fleets and car service bases in promoting safe driving among TLC-licensed drivers	Complete and Ongoing
2.33	TLC	Create public service announcements (PSAs) to engage passengers in promoting safe driving by TLC licensees and educate partner agencies	Complete and Ongoing
2.34	DCAS	Recognize safe operators among City fleet drivers through “Good Operator” awards	Complete
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 and Ongoing
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	Complete
3.12	TLC	Evaluate the effectiveness of current enforcement programs	Complete and Ongoing
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	Complete and Ongoing
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

## YEAR FOUR

# Initiatives Scorecard

ID #	Agency	Initiative Name	Status
4.1	DOT	Make high-visibility crosswalks the standard crosswalk citywide	Complete and Ongoing
4.2	DOT	Accelerate the replacement cycle for street markings	Complete and Ongoing
4.3	DOT	Install left-turn traffic calming upgrades to at least 100 additional intersections	Complete and Ongoing
4.4	DOT	Make upgrades to at least 20 key cycling intersections within the bike network	Completed
4.5	DOT	Commence lighting upgrades at 1,000 intersections	Complete and Ongoing
4.6	DOT	Continue to pilot raised crosswalks	Complete and Ongoing
4.7	DOT	Install first neighborhood traffic circle pilots	Complete and Ongoing
4.8	DOT	Evaluate use of new sensors and data analytics systems for traffic safety purposes	In progress
4.9	NYPD	Apply precision policing principals to maximize efficiencies in deployment	In progress
4.10	NYPD	Continue to conduct safe cycle initiatives in the effort to reduce bicyclist fatalities	In progress
4.11	NYPD	Ensure school crossing guards at every post with the addition of 100 new crossing guard supervisors and a mobile replacement squad	In progress
4.12	NYPD	Add 120 new speed guns to local precincts, increasing speed enforcement capability by 50%	Complete
4.13	DCAS	Continue vehicular safety optimizations through Safe Fleet Transition Plan	Complete and Ongoing
4.14	DCAS	Partner with DOE/DOT to incorporate Vision Zero safety training into high school curriculum	In progress
4.15	DCAS	Implement Phase-2 of truck side-guard installation	Complete and Ongoing
4.16	DCAS	Pilot real-time speed and safety tracking	Complete
4.17	DCAS	Enhance and expand defensive driving training	Complete and Ongoing
4.18	TLC	Implement new fatigued driving prevention rules and educate drivers on framework and fatigue risks	Complete
4.19	TLC	Expand public outreach, official vehicle markings, and enforcement to reduce the prevalence of illegal vans	Complete and Ongoing
4.20	TLC	Hold focus groups with TLC Safety Honor Roll members to determine effective safety messaging	Complete
4.21	TLC	Promote discussion and research on the traffic safety issues related to automated vehicles	Complete and Ongoing
4.22	DOHMH	Disseminate findings from data set linking collision and hospitalization data	Complete
4.23	DOHMH	Convene external research partners to promote cross-disciplinary data sharing and collaboration	Complete and Ongoing
4.25	DA	Resolve legal challenges to Administrative Code 19-190	In progress
4.26	DA	Ensure precise and efficient ignition interlock monitoring in New York City	In progress

YEAR FIVE

# Initiatives Scorecard

ID #	Agency	Initiative Name	Status
5.1	DOT	Intensify street safety improvements in areas with high concentrations of senior citizens and senior pedestrian injuries	Complete and Ongoing
5.2	DOT	Implement Bicycle Priority Districts to increase lane-mileage of bike lanes in areas with disproportionate KSIs relative to their infrastructure	Complete and Ongoing
5.3	DOT	Examine locations where pedestrians are killed on or near highways	Complete and Ongoing
5.4	DOT	Update Borough Pedestrian Safety Action Plan priority maps based on analysis of recent KSI data	Complete
5.5	DOT	Convene a working group to plan a Vision Zero-focused driver education program for under-25s	Complete
5.6	DOT	Use data analysis to proactively identify intersections at which new traffic signals are likely warranted	Complete and Ongoing
5.7	NYPD	Expand outreach and enforcement program for intercity buses, charter buses, and commercial trucks	Complete and ongoing
5.8	NYPD	Explore ways to increase the role of the neighborhood policing program into traffic strategy	Complete and ongoing
5.9	NYPD	Evaluate and improve utilization of AC 19-190	In Progress
5.11	NYPD	Explore using NYPD auxiliary officers to manage pedestrians and effect positive change in driver's behavior at intersections with notable crash/injury histories with the underlying goal of enhancing pedestrian and bicyclist safety	Complete and Ongoing
5.12	NYPD	Roll out NYPD Transportation Bureau Community Outreach Unit	Complete and Ongoing
5.13	DCAS	Activate a Fleet Office of Real Time Tracking (FORT) to track the safety and utilization of City fleet units	Complete and Ongoing
5.14	DCAS	Implement the first formal investments in new safety equipment as part of the Safe Fleet Transition Plan	Complete
5.15	DCAS	Centralize administration of License Event Notification System through DCAS	In Progress
5.16	DCAS	Start posting stickers on City vehicles that encourage the public to call 311 if they see unsafe or problematic driving	Complete and Ongoing
5.17	DCAS	Expand current in-person training initiative under Vision Zero to include online and interactive virtual training	In Progress
5.18	TLC	Develop Vision Zero driver training video for TLC licensees and integrate into TLC driver education	Complete
5.19	TLC	Offer licensees safety retraining in lieu of standard fines for certain moving violations	In Progress
5.21	TLC	Enhance TLC field enforcement training to support Vision Zero efforts	Complete
5.22	TLC	Collaborate with advocates and large app-based bases on passenger and licensee outreach campaigns	In Progress
5.23	TLC	Coordinate quarterly safety outreach campaigns to professional drivers	In Progress
5.24	DOHMH	Expand Prescribe-a-Bike pilot program to a second clinical partner	Complete and Ongoing

ID #	Agency	Initiative Name	Status
5.25	DOHMH	Expand data partnerships to enhance surveillance of traffic-related fatalities and injuries and to further identify populations at risk	Complete and Ongoing
5.26	DOHMH	Support equity-focused analyses of traffic-related data and dissemination of findings	Complete and Ongoing
5.27	BIC	Educate school children about street safety around private garbage trucks	In Progress
5.28	BIC	Establish interagency collision review panel to review crashes involving a trade waste truck that resulted in a death or serious injury	Complete and Ongoing
5.29	BIC	Conduct outreach to workers in the trade waste industry	Complete and Ongoing

YEAR SIX

# Initiatives Scorecard

ID #	Agency	Initiative Name	Status
6.1	DOT	Launch an integrated speed reducer installation program	Complete and Ongoing
6.2	DOT	Install speed cameras at additional school zone locations	Complete and Ongoing
6.3	DOT	Launch a new Driveway Safety Program to help developers and property owners adopt best practices for curb cuts and driveways	In Progress
6.4	DOT	Investigate the connection between speed and red-light camera violations on traffic crashes and injuries, as well as generate insights into the impact of these violations on driving behavior over time	In Progress
6.5	DOT	Conduct outreach and issue recommendations concerning interventions for medically-impaired drivers	In Progress
6.6	DOT	Conduct high-visibility education and enforcement campaigns alongside NYPD at key locations	Complete and Ongoing
6.7	DOT	Expand and enhance People Priority Streets to improve pedestrian safety and access	Complete and Ongoing
6.8	NYPD	Expand outreach and enforcement regarding the safe execution of left and right hand turns by all motorists	Complete and ongoing
6.9	NYPD	Expand lifesaving efforts in the field of motorcycle safety	Complete and ongoing
6.10	NYPD	Increase safety within the trade waste and private carting industry through outreach and enforcement	In Progress
6.11	NYPD	Expand NYPD's clear bus routes enforcement action plan	Complete and Ongoing
6.12	DCAS	Codify fleet safety best practices	In Progress
6.13	DCAS	Reduce use of left turns	In Progress
6.14	DCAS	Operationalize the updated Safe Fleet Transition Plan	Complete and Ongoing
6.15	DCAS	Advocate for driver safety training of regulated and contracted entities	In Progress
6.16	DCAS	Pursue expansion of sideguard law to require sideguards on private fleets with City contracts	In Progress
6.17	DCAS	Introduce predictive analytics relating to driving behaviors and crashes through CRASHStat and the Fleet Office of Real Time Tracking (FORT)	In Progress
6.18	TLC	Ensure TLC-licensed vehicles with outstanding part recalls are fixed in a timely manner	In Progress
6.19	TLC	Engage drivers on safely sharing the road with people on bicycles	In Progress
6.20	TLC	Study emerging trends in TLC-involved crash data	In Progress
6.21	TLC	Collaborate with NYPD to provide additional training on TLC-specific enforcement	Complete and Ongoing
6.22	DOHMH	Reconvene external research partners to promote cross disciplinary data sharing and collaboration that advances Vision Zero	Complete

ID #	Agency	Initiative Name	Status
6.23	DOHMH	Continue traffic safety outreach efforts for older adults and support related efforts with other Vision Zero City agencies	Complete
6.24	DOHMH	Continue enhanced surveillance of traffic safety with public health data sources	Complete and Ongoing
6.25	BIC	Expand BIC's oversight in the trade-waste industry to include safety	Complete
6.26	BIC	Update Trade Waste Safety Manual	In Progress
6.27	IC	Develop Vision Zero driver training videos for BIC trade waste industry drivers	Complete
6.28	Sheriff	Expand public outreach and enforcement by the Sheriff's Road Patrol to ensure compliance with criminal traffic sanctions	In Progress

# Glossary

## Administrative Code 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 Fall 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.

## Arterial

A wide high-volume roadway.

## Automatic Emergency Braking

A feature in some motor vehicles where brakes will automatically activate if sensors indicate a crash is imminent and the driver does not react.

## 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.

## Connected Vehicle Technology

A set of innovations that allow vehicles to “communicate” with each other and with smart infrastructure to identify roadway risks and prevent crashes. New York City has enacted the largest pilot program of this technology in the United States, and the first in a complex urban environment.

## CRASH

The citywide tracking system for all non-NYPD collisions involving City vehicles. Prior to 2014, NYC collisions were all tracked at the agency level in diverse ways. CRASH created a cohesive standardized system for recording collision information and updating data.

## Curb Extension

Also known as a neckdown. This is 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, which creates more pedestrian space.

## Daylighting

Removing parking adjacent to a crosswalk in order to make pedestrians crossing more visible to approaching motorists.

## Fleet Office of Real-time Tracking (FORT)

DCAS Fleet manages an operations center for all citywide fleet tracking and monitoring. FORT tracks over 22,000 city vehicles and school buses via telematics and works with agencies on issues such as vehicle utilization, fuel efficiency, and driver behavior.

## For-Hire Vehicle (FHV)

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)

An electronic database that replaced the existing legacy collision 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.

## Intelligent Speed Assistance

Also referred to as Intelligent Speed Adaptation, this is a feature that uses GPS or sign recognition to advise drivers of the speed limit and to implement vehicle controlled systems to make

it more difficult to speed. While this technology is rarely seen in the United States, the European Commission has mandated it in all new light vehicles starting in 2022.

## 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 vehicle/pedestrian conflicts. With an LPI the walk signal is displayed before the parallel movement of traffic gets a green light. 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 Coordination Officers (NCOs)

The NCOs serve as liaisons between the police and the community, but also as key crime-fighters and problem-solvers in the sector. They familiarize themselves with residents and their problems by attending community meetings with neighborhood leaders and clergy, visiting schools, following up on previous incidents, and using creative techniques and adaptive skills.

## Pedestrian Safety Island

A designated 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

A selection of streets measuring at least one mile in length in each borough, which 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

A selection of intersections with the highest rate 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 of travel, particularly on wide roadways.

## Safe Fleet Transition Plan (SFTP)

NYC Fleet is implementing a safe fleet transition plan to ensure that specifications for new and replacement fleet units incorporate standard items for safety across all agencies and that the City procures the safest vehicles that are operationally suitable, while recognizing limitations in costs, proven technology, suppliers, and applicability across different types of units. The plan was first issued in May 2017 and updated in November 2018 calling for mandated

technology and vehicle design changes for NYC-owned fleet vehicles. This plan will be updated again in 2021.

## SIPs

Street Improvement Projects are pedestrian or cyclist safety engineering interventions undertaken by DOT using an extensive toolkit of options to address each location’s individual needs. A SIP can involve an intersection, corridor, or neighborhood. Actions can include changes in signals, creation of pedestrian space through curb or sidewalk extensions or plazas, bike lane additions, enhancements to markings, reconfiguration of roadway operations, construction of pedestrian islands, marking of crosswalks, installation of new features like raised crosswalks or chicanes, and accessibility or transit improvements.

## Speed Cushion

A modified speed hump designed for use on wider, busier roads that may be used by buses or emergency vehicles. These raised sections of roadway have cut-outs for the wheels of large vehicles, but still require passenger vehicles to slow down.

## TEAs

Unarmed uniformed civilian members of the Police Department responsible for issuing parking summonses, directing traffic, towing vehicles, enforcing truck laws, and inspecting construction sites.

## Telematics

A system of monitoring in real-time the behavior of a driver and a vehicle using devices like GPS and accelerometers to detect speeding, hard braking, and other unsafe maneuvers. A telematics device transmits this data to fleet management software, allowing managers to better understand how they need to help their drivers improve their safety.

## 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.

## Together for Safer Roads

A coalition of global private sector companies with an interest in improving their fleet safety and reducing deaths and serious injuries. TSR has partnered with the NYC Vision Zero Task Force to improve data and knowledge sharing.

## Trade Waste Industry

Private companies that use trucks to collect garbage and recyclables from commercial businesses, including construction and demolition sites. In New York City, these companies are licensed and regulated by BIC.

## Truck Sideguards

Side impact collisions with trucks can result in pedestrians or cyclists sliding under the rear wheels of a truck. Truck sideguards reduce this risk by creating a barrier between the front and rear wheels and bottom of a truck and the ground. Sideguards are an inexpensive and easy to install system that can be modular, rail, or panel style and can be fitted on many types of trucks including waste collection trucks, fuel trucks, cement mixers, and more. Sideguards have been mandatory in other countries for years and are starting to become mandatory in various cities across the US. NYC has the largest single implementation of sideguards with over 3,000 vehicles completed.

## Volpe Center

The United States Department of Transportation’s John A. Volpe National Transportation Systems Center, based in Massachusetts, is the national center of transportation expertise. The Center assists governments, academia, and the private sector with transportation and systems design and strategy, and partnered with DCAS on the Safe Fleet Transition Plan and its update.

## Vision Zero Helpful Links

### Vision Zero Website

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

### Vision Zero View Map

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

### Green Wave: A Plan for Cycling in New York City

<https://www1.nyc.gov/html/dot/downloads/pdf/bike-safety-plan.pdf>

### Vision Zero Borough Pedestrian Safety Action Plans

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

### DOT Automated Speed Enforcement Program Report, 2014-2017

[www.nyc.gov/html/dot/downloads/pdf/speed-camera-report-june2018.pdf](http://www.nyc.gov/html/dot/downloads/pdf/speed-camera-report-june2018.pdf)

### DOT “Distraction Shouldn’t be Deadly” Report

<https://www1.nyc.gov/html/dot/downloads/pdf/distraction-shouldnt-be-deadly.pdf>

### DOT Safer Cycling Report: Bicycle Ridership and Safety in New York

[www.nyc.gov/html/dot/downloads/pdf/bike-safety-study-fullreport2017.pdf](http://www.nyc.gov/html/dot/downloads/pdf/bike-safety-study-fullreport2017.pdf)

### Cycling in the City: Cycling Trends in NYC

<http://www.nyc.gov/html/dot/downloads/pdf/cycling-in-the-city.pdf>

### DOHMH Environment and Health Data Portal

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

### DOHMH Data Linkage Project

<https://www.ncbi.nlm.nih.gov/pubmed/28226252>

### DOHMH Block by Block: Walking for a Healthier East Harlem Publication

<https://www1.nyc.gov/site/doh/health/neighborhood-health/east-harlem-community-walking-trail.page>

### TLC Vision Zero Projects and Materials

<https://www1.nyc.gov/site/tlc/about/vision-zero.page>

### TLC Safety Honor Roll

<https://www1.nyc.gov/site/tlc/about/tlc-safety-honor-roll.page>

### Safety First: Vision Zero Training for Professional Drivers

<https://www.youtube.com/watch?v=VDNq2P6-kIY>

### Updated Safe Fleet Transition Plan

<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Safe-Fleet-Transition-Plan-Update-2018.pdf>

### “I See You” Video

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

### NYC Fleet Vision Zero page

<https://www1.nyc.gov/site/dcas/agencies/vision-zero-fleet-safety.page>

### MODA Project Library

[https://github.com/MODA-NYC/Project\\_SevereCrashes](https://github.com/MODA-NYC/Project_SevereCrashes)

### TrafficStat

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

### NYPD Traffic Summonses Report

[http://www.nyc.gov/html/nypd/html/traffic\\_reports/traffic\\_summons\\_reports.shtml](http://www.nyc.gov/html/nypd/html/traffic_reports/traffic_summons_reports.shtml)

### Press Release on Global Fleet Leadership Council

<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Together-for-Safer-Roads-and-NYC-Fleet-Form-Global-Fleet-Leadership-Council.pdf>

### UN Event Release

<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Together-for-Safer-Roads-and-Anheuser-Busch-Join-NYC-Connected-Vehicle-Pilot.pdf>

### UNITAR Report

<https://www.un-roadsafety-learn.org/partnership-report>

### Open Data Portal

<https://opendata.cityofnewyork.us/>

### NYC Department of Design and Construction Page

<https://www1.nyc.gov/site/ddc/about/about-ddc.page>

### TLC Bike Ride Event Video

<https://www.youtube.com/watch?v=ABBeHfMg4E0>

### DCAS Fleet Safety Brochure

<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Fleet-Safety-Brochure-2020.pdf>

### Executive Order 53

<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/NYC-Mayoral-Executive-Order-EO-53-All-Electric-and-Safe-Fleets-of-the-Future.pdf>

# Vision Zero Task Force

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**6,579 MTA**

bus operators, dispatchers,  
and managers trained in  
Vision Zero in 2019



**1,153 vehicles**

with connected vehicle technology  
installed by the end of 2019



**87% of city drivers**

have taken defensive driving at  
least once under Vision Zero



**109 senior  
centers**

partnered with at priority locations



**682,490  
summonses**

issued by NYPD



**49,721 safety  
devices**

installed on City vehicles overall



**433 drivers**

and businesses recognized  
on the TLC Safety Honor Roll



**15,777  
summonses**

issued by TLC Enforcement



**VISION  
ZERO**

**BY THE  
NUMBERS  
2019**

# VISION ZERO



Crashes are preventable.  
Together, we can save lives.