VISION ZERO

YEAR TWO REPORT

March 2016

NYC

We know that traffic violence doesn't discriminate. It touches every neighborhood, every kind of family. And what those families have in common is their lives were torn apart by a crash that could have been avoided. That's what we seek to act on every day.

Mayor Bill de Blasio

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VISION ZERO

nyc.gov/visionzero

Vision Zero Year Two

Executive Summary

Two years after the launch of Vision Zero, we have made significant progress towards this goal: 2015 was the safest year in New York City's history.

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

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

Engineering // Year Two

Safer Street Design

In 2015, the City continued to make our streets safer through smart, data-driven design. Through simplifying complex intersections, narrowing lanes, adding speed bumps, adding bicycle paths, making pedestrians and cyclists more visible, and shortening pedestrian crossing distances, the City has committed to safer street design that reduces traffic fatalities. In particular, the City has focused on improvements at Queens Boulevard, which will make one of the most important City corridors safer. The City has begun to transform Queens Boulevard—once called "the Boulevard of Death"—into a safe and livable corridor for walking, cycling, and driving. Innovation and data-driven solutions will continue to be prioritized going forward, as the City tests and evaluates design treatments for left turns at 100 high-priority intersections.

Enforcement // Year Two

Combatting Dangerous Driving Behavior

Consistent and predictable enforcement of traffic laws can deter dangerous and reckless behavior, prevent crashes, and save lives. Through increased focus on moving violations that directly impact dangerous driving; successful installation and operationalization of speed cameras that reduce speeding in key areas; enhanced enforcement of the "Right of Way" law, Administrative Code 19-190; and smarter allocations of resources, the City has built on the achievements of 2014 to combat dangerous driving and reduce traffic fatalities. In 2015, the focus on motorcycle safety contributed to the safest year for motorcyclists in over a decade. In 2016, the City plans to advocate for the expansion of speed camera utilization, which must be accomplished through State legislative action, and by streamlining and improving the tools that reduce impaired driving.

Fleets // Year Two

Safer City Vehicles

The fleets that are regulated by the Taxi and Limousine Commission (TLC) and operated by the Department of Citywide Administrative Services (DCAS) and Metropolitan Transportation Authority (MTA) are the largest in New York City and set the tone for all other users of our streets. In 2015, the City committed to maintaining safe fleets by showcasing the safest drivers of City vehicles, taxis, and for-hire vehicles; implementing innovative safe-vehicle technologies; and engaging these professional drivers through forums, advocacy meetings, and surveys. The City will continue to focus on

its own fleets by proposing a ban on hands-free devices in City vehicles and continuing to innovate with the implementation and evaluation of new safety technologies in taxis, buses, and City vehicles.

Engagement // Year Two

Public Outreach and Education

The City has launched a comprehensive campaign to consistently and clearly communicate the causes of fatal crashes and engage with New Yorkers about the consequences of high-risk driving choices. By engaging the public through Street Teams, increasing education of TLC drivers, and executing successful media campaigns, the City continued to augment its efforts to make streets safer. In 2016, there will be increased focus on improving safety for older adults through targeted initiatives to combat dangerous driving and partnerships with the Department of the Aging.

Data-Driven Solutions // Year Two

Enhanced Evaluation and Targeted Programming

In 2015, the City continued its focus on using data to effectively reduce traffic fatalities. The City partnered with DataKind, a data-science non-profit, to execute a comprehensive evaluation of an array of engineering treatments to determine which elements of a street design are most effective at reducing fatal and severe injury traffic crashes. By linking traffic crash data with injury-specific data in hospital records, we can better describe how crash patterns correspond with injury patterns. To help answer pressing questions, the City developed a robust research and evaluation agenda to help further the Vision Zero goals. The road ahead contains exciting new initiatives: in 2016, the NYPD will implement the Data Driven Approaches to Crime and Traffic Safety (DDACTS) and the Finest Online Records Management System (FORMS) to enhance the City's approach to combatting dangerous driving and maximizing the efficient allocation of resources.

VISION ZERO

2015 BY THE NUMBERS

100
Speed Camera Enforced School Zones Added

250
Truck Sideguards Installed

417
Leading Pedestrian Intervals Installed

580
Elementary through High Schools Received Safety Education

39,852
Failure to Yield Summonses

12,000
NYC Employed Drivers Completed Defensive Driving Training

5,287
CANceivers Installed

252
Visits to TLC Bases to Promote Vision Zero Safety

820,000
Vision Zero Educational Flyers Distributed through Street Teams

134,426
Speeding Summonses

Year Two

Traffic Fatalities in 2015: Statistics and Metrics

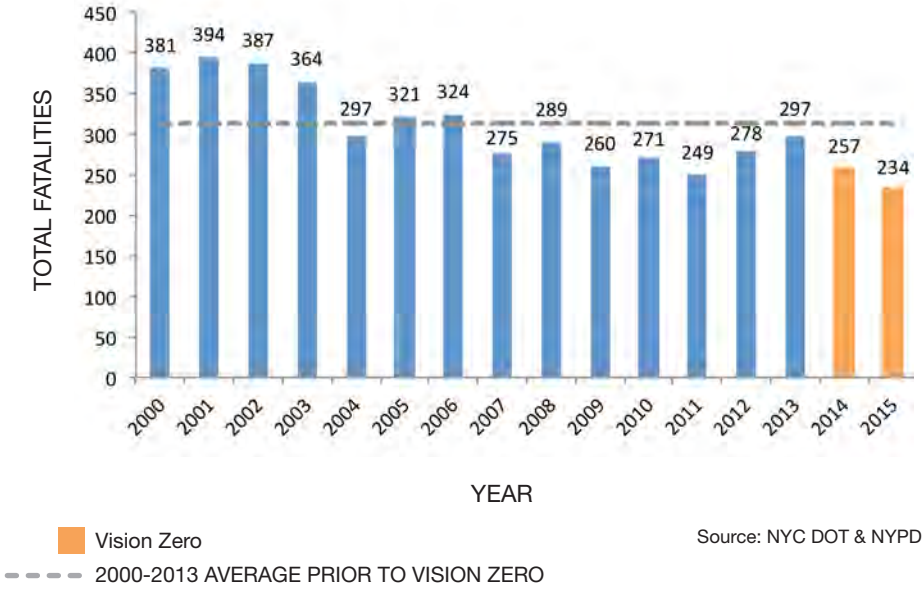
In formulating and implementing dozens of Vision Zero initiatives, the City has focused on data-driven solutions.

Trends reveal themselves slowly in the field of traffic safety, especially in an environment as complex as New York City and while the City must be cautious not to draw conclusions too hastily, it is clear that Vision Zero is off to a promising start.

Each life lost on city streets is an occasion to reflect on the urgency of the Vision Zero goal.

Fatalities

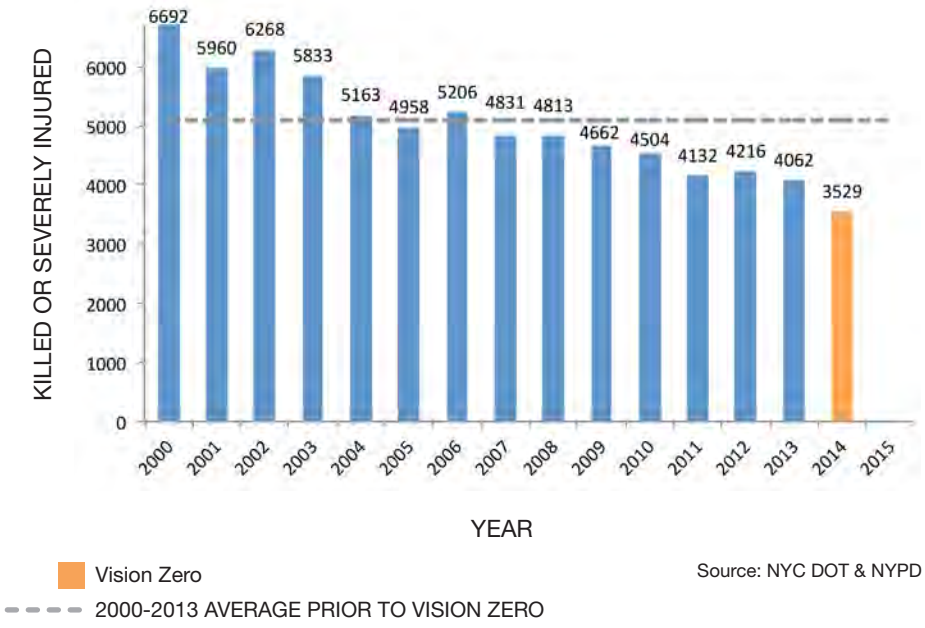
In 2015, 234 people lost their lives as a result of a traffic crash, the fewest traffic deaths recorded in any year since 1910, decreasing for the second year in a row since the City launched Vision Zero in 2014. New York's traffic fatality rate is approximately one fourth the national fatality rate, in part because there has been a recent increase in the number of people killed in traffic crashes nationwide. The City's progress has been achieved even though we have never been bigger or more vibrant—the City now has 8.5 million residents, 4.2 million jobs, and over 56 million tourists annually.



Source: NYC DOT & NYPD

Killed or Severely Injured

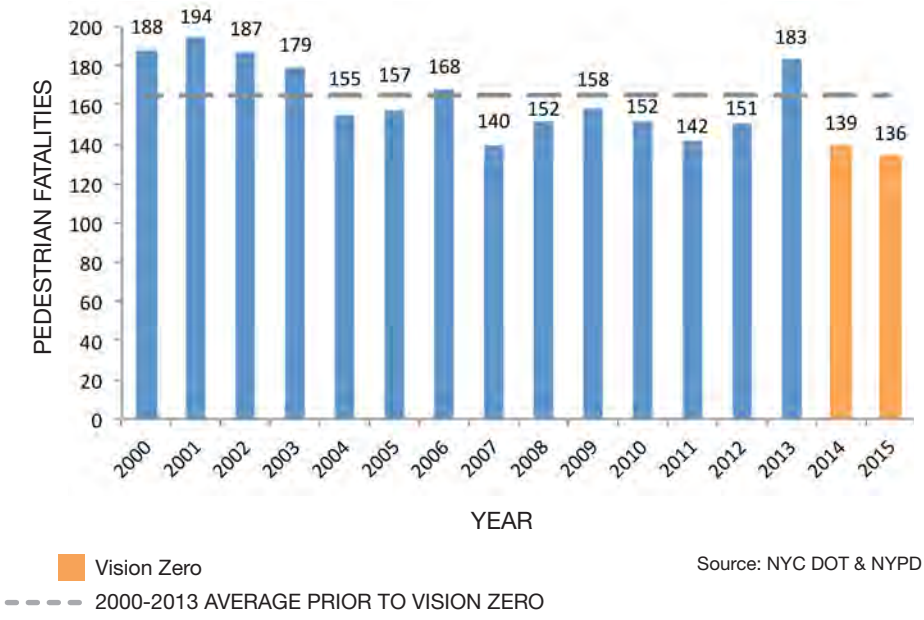
In 2014, there were fewer people killed or severely injured (KSI) in crashes than in any previous year for which the City has data, an encouraging indication that Vision Zero is working. Severe injuries can include fractures, traumatic brain injuries and amputations. Tracking KSI crashes, rather than fatalities alone, expands the data points available for identifying safety challenges and developing solutions. State agencies take over a year to process NYPD's crash reports, meaning that 2015 KSI data is not available at this time. In 2016, the rollout of Finest Online Records Management System (FORMS) will enhance the City's capacity to measure, analyze, and evaluate fatal and severe injury analysis more quickly. Near real-time fatal and severe injury analysis will accelerate the pursuit of Vision Zero.



Source: NYC DOT & NYPD

Pedestrians

The year 2015 was the safest year for New Yorkers while walking in the City's history. 136 pedestrians lost their lives in traffic crashes, below the average of recent years prior to Vision Zero. Fewer pedestrians lost their lives in 2015 than 2014, the first year of Vision Zero, which had previously been the safest year for pedestrians. The challenge ahead is to maintain this progress, as these safety gains cannot be taken for granted. The City will continue to focus on reducing failure to yield crashes and deterring speeding in order to keep pedestrians safe.



Source: NYC DOT & NYPD

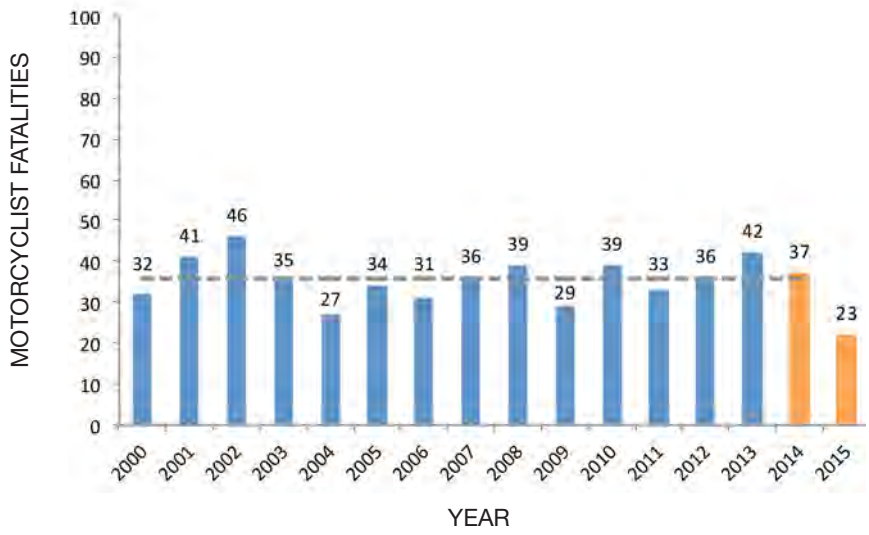
Bicyclists

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

Source: NYC DOT & NYPD

Motorcyclists

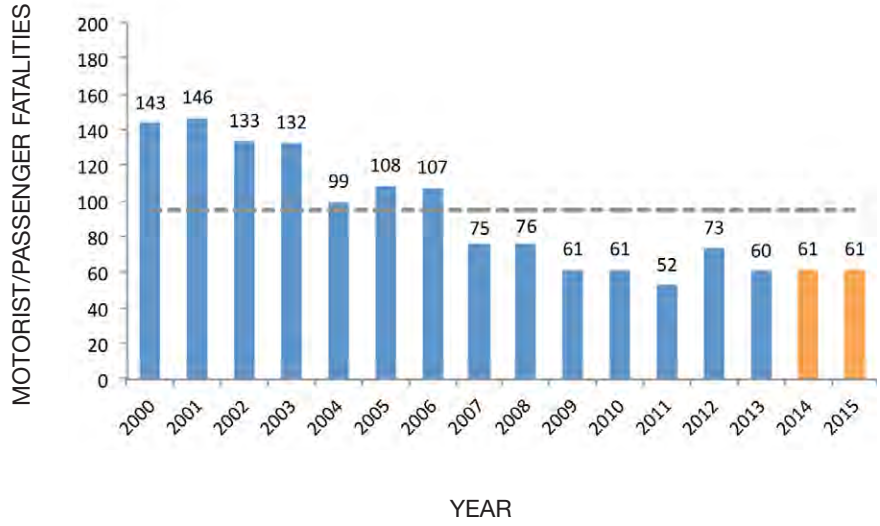
In 2015, 23 motorcyclists lost their lives in traffic crashes, well below the average of recent years prior to the launch of Vision Zero. Last year, NYPD launched an enforcement and education initiative to deter reckless motorcycle riding and illegal motorcycle use, which resulted in more than 12,000 summonses issued to motorcyclists, 1,100 towed motorcycles, and the distribution of thousands of pieces of literature to motorcyclists to raise awareness about how to avoid high-risk behaviors.



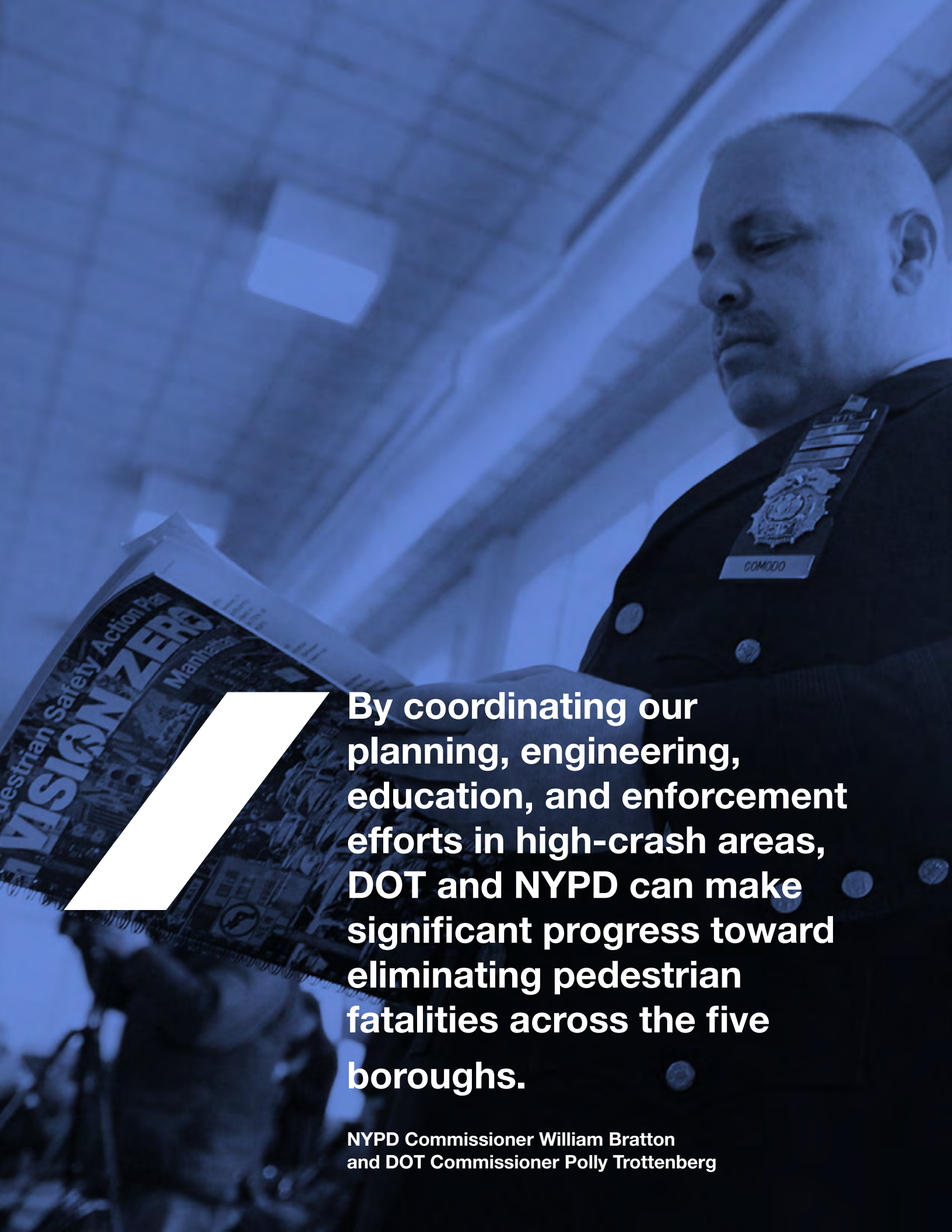
Source: NYC DOT & NYPD

Motorists and Passengers

In 2015, 61 motorists and passengers lost their lives in traffic crashes. To reduce motorist deaths, the City is focused on reducing speeding and, in particular, impaired driving.



Source: NYC DOT & NYPD



By coordinating our planning, engineering, education, and enforcement efforts in high-crash areas, DOT and NYPD can make significant progress toward eliminating pedestrian fatalities across the five boroughs.

NYPD Commissioner William Bratton
and DOT Commissioner Polly Trottenberg

Year Two: Data Driven Solutions

Enhanced Evaluation and Targeted Programming

Data-driven solutions inform all Vision Zero initiatives in order to most efficiently and effectively reduce traffic fatalities in New York City.

A number of City agencies have developed innovative data-focused initiatives including DOT's *DataKind* partnership, NYPD's *Finest Online Records Management System (FORMS)*, and the *Data Driven Approaches to Crime and Traffic Safety (DDACTS)*, DOHMH's *Data Linkage* project, and Traffic-Related Data Briefs and Reports, along with the City's Vision Zero Research Agenda.

DataKind Partnership

DataKind

DOT has launched a new effort to evaluate the injury reduction effectiveness of an array of engineering treatments to determine which elements of a street design are most effective at reducing fatal and severe injury traffic crashes. DOT and its analytical partner, DataKind, a data-science non-profit, will review each project's crash data, roadway data, land use data and other datasets to determine how and why crashes occurred before and after the treatment was implemented. Treatments evaluated will include the installation of new traffic signals, pedestrian islands, addition of bike lanes, lane reductions and other treatments.

Finest Online Records Management System (FORMS)

The NYPD will implement FORMS in March 2016. The introduction of this innovative records system caps years of development and will revolutionize the Department's analytic capabilities, as collision data previously captured

through paper reports will be accomplished electronically. The launch of FORMS will provide the NYPD and its Vision Zero partners with real-time access to an unprecedented level of data.

Policymakers will no longer be limited by crash information criteria defined twenty years ago and largely archaic software. FORMS contains an unlimited capacity to add relevant data points to guide engineering and deployment decisions. This system will also allow real-time collection and analysis of "serious injury" data, which has previously only been available on a one-year delay.

These advancements will help improve customer service as well. With FORMS, the MV 104AN Police Reports will be accessible online. Previously, persons involved in crashes had to appear personally at police precincts to request copies. The FORMS implementation marks the beginning of the NYPD's foray into electronic incident reporting.

Data Driven Approaches to Crime and Traffic Safety (DDACTS)

In 2015, the NYPD began to plan the implementation of a policing model called Data Driven Approaches to Crime and Traffic Safety (DDACTS). DDACTS is a place-based strategy that encourages the use of traditional traffic enforcement to address "high activity hot spots" focused on the prevention of motor vehicle collisions while simultaneously reducing crime and disorder.

DDACTS is an operational model supported by the United States Department of Transportation's National Highway Traffic Safety Administration and the National Institute of Justice. It is utilized by police agencies across the country. Through analyzing and identifying locations where collisions, crime and other social harms overlap in place and time, police can more efficiently deploy resources. By concentrating high visibility traffic enforcement in these target areas, officers can ideally prevent collisions and crime and associated injuries to citizens and visitors.

DDACTS will help the NYPD prioritize Vision Zero by rededicating officers to the key components of traffic enforcement in order to alter dangerous driving behavior. The Department plans to begin implementing DDACTS in 2016.

Data Linkage

The Department of Health and Mental Hygiene (DOHMH) launched a project to link traffic crash data with injury-specific data in hospital records. By linking these two distinct data sets—one that describes the circumstances of the crash and another that describes injuries and medical care—we can better describe how crash patterns correspond with injury patterns. The data linkage methodology uses a probabilistic match to compare crash report records to hospital records. This is a similar method to that used by other U.S. jurisdictions.

Analyze and Disseminate Data

The DOHMH will analyze and disseminate data on traffic-related injuries and driving behaviors based on public health surveillance data sources. The analysis and publication of traffic-related data is critical to understanding the scope of serious injuries and fatalities resulting from motor vehicle collisions. Analysis of these long-term trends will inform Vision Zero initiatives.

Research Agenda

Working with sister City agency partners, DOHMH led a project to identify priority research and evaluation topics for New York City's Vision Zero initiative. The research and evaluation topics include questions that City agency partners are analyzing or will analyze—such as the characteristics of fatal and non-fatal crashes, the effectiveness of engineering treatments installed as part of the Street Improvement Projects, and the characteristics of crashes involving bicyclists—as well as questions that the Vision Zero group would like to encourage external researchers to examine. Through a variety of channels, the Vision Zero City agency partners will share the questions with health, transportation, and other external researchers.

Year Two Engineering

Safer Street Design

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

Street Improvement Projects (SIPs)

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

DOT has accelerated their pace of project implementation, and has targeted these projects according to the data in the Borough Pedestrian Safety Action Plans. In 2015, DOT completed 60 corridor and intersection safety projects at priority locations, and 80 such safety projects citywide—an over 65 percent increase in pace over the five years prior to Vision Zero. Since the launch of Vision Zero, DOT has completed 102 corridor and intersection safety projects at priority locations, and 137 such projects citywide. These projects include the addition of a protected bike lane to calm traffic along Queens Boulevard, from Roosevelt Avenue to 73rd Street, the simplification of a complex intersection of Atlantic, Washington, and Underhill Avenues in Brooklyn, and the completion of a traffic calming project on East Tremont from Williamsbridge Road to Bruckner Boulevard in the Bronx.

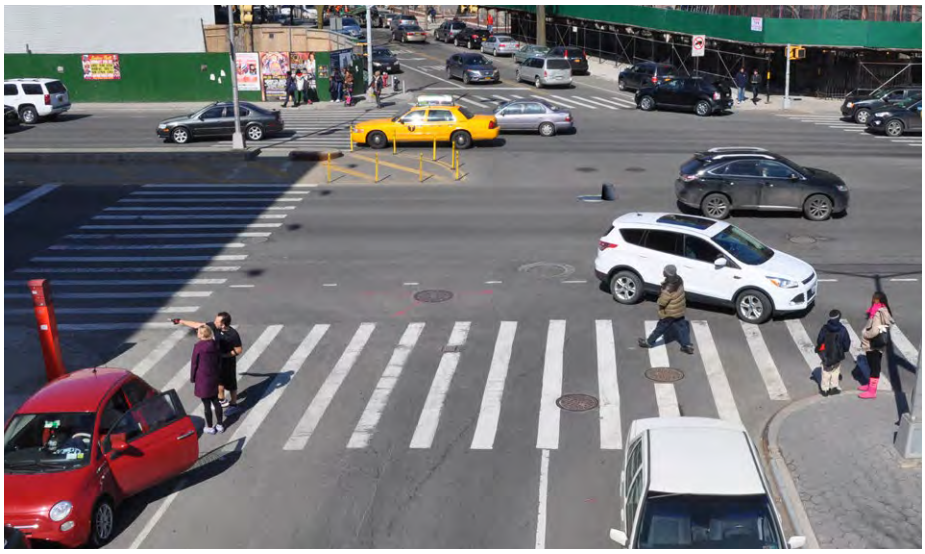
For 2016, DOT has already begun planning and reaching out to communities in efforts to redesign more of the city's crash-prone corridors and intersections, including extending the Queens Boulevard safety project further east, significant traffic calming and pedestrian improvements on Lower Grand Concourse, intersection improvements at Bay Street and Victory Boulevard in St. George, safety improvements along Astoria Boulevard and traffic calming on Brooklyn's Meeker Avenue.

Street Improvement Projects

Atlantic and Washington Avenues, Brooklyn

Vision Zero Priority Corridor

This project provided safer and shorter pedestrian crossings by simplifying a complex intersection, providing new pedestrian refuge areas, adding pedestrian crossing time, and adding new crosswalks to accommodate pedestrian desire lines.



3rd Avenue and East 57th Street, Manhattan

Vision Zero Priority Intersection

This project improves pedestrian safety by adding pedestrian refuges, increasing pedestrian crossing time, and reducing conflicts with turning vehicles by creating a block-long bus boarding island. This project also adds a bus stop at a high demand location.

Intervale Avenue, Bronx

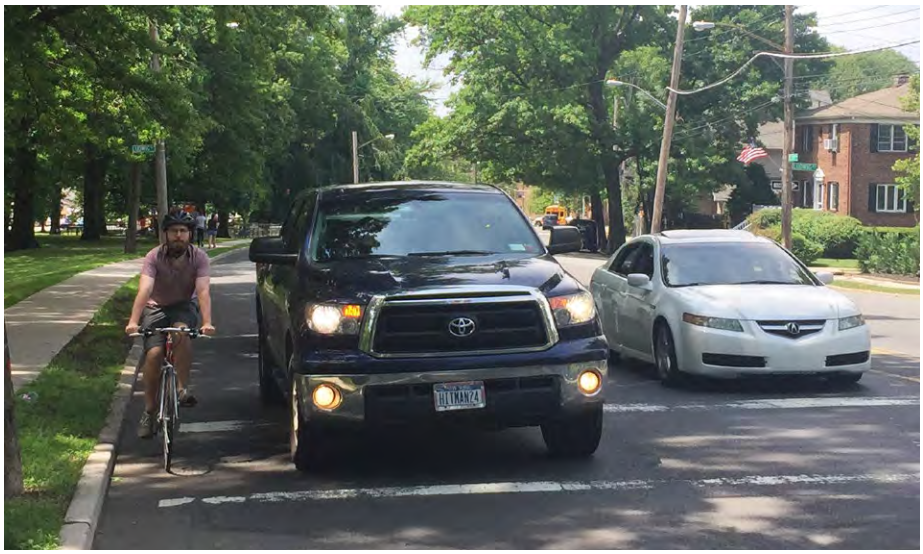
Vision Zero Priority Area

This project reduced speeding, calmed traffic, improved pedestrian crossings and simplified vehicle turns by removing an excess vehicular travel lane in each direction, installing a flush center median with left turn bays, and installing pedestrian islands, new marked crosswalks, and New York City's first roundabout.

Clove Road, Staten Island

Vision Zero Priority Corridor

This project reduces speeding and calms traffic by adding 4.6 lane miles to the bicycle network, the first such project in Staten Island in several years.



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

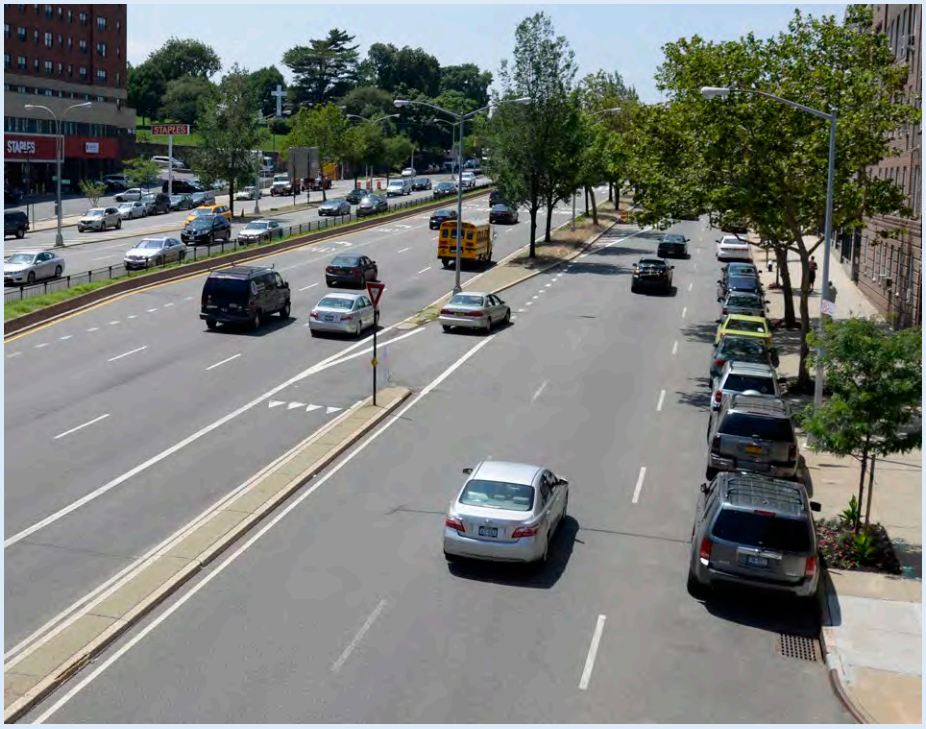
Vision Zero Great Streets: Queens Boulevard

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

The street's long pedestrian crossing distances, high traffic speeds, and highway-like urban design have led residents, elected officials, and local members of traffic safety advocacy groups like Transportation Alternatives and Families for Safe Streets to call upon DOT to make improvements. In January 2015, DOT, NYPD and about 100 residents and merchants participated in the first Queens Boulevard design workshop to address safety concerns along Queens Boulevard from Roosevelt Avenue to 73rd Street. The direction from the community was clear: calm the service road, create more pedestrian crossings, add a protected bike path, and add trees to the Boulevard.

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

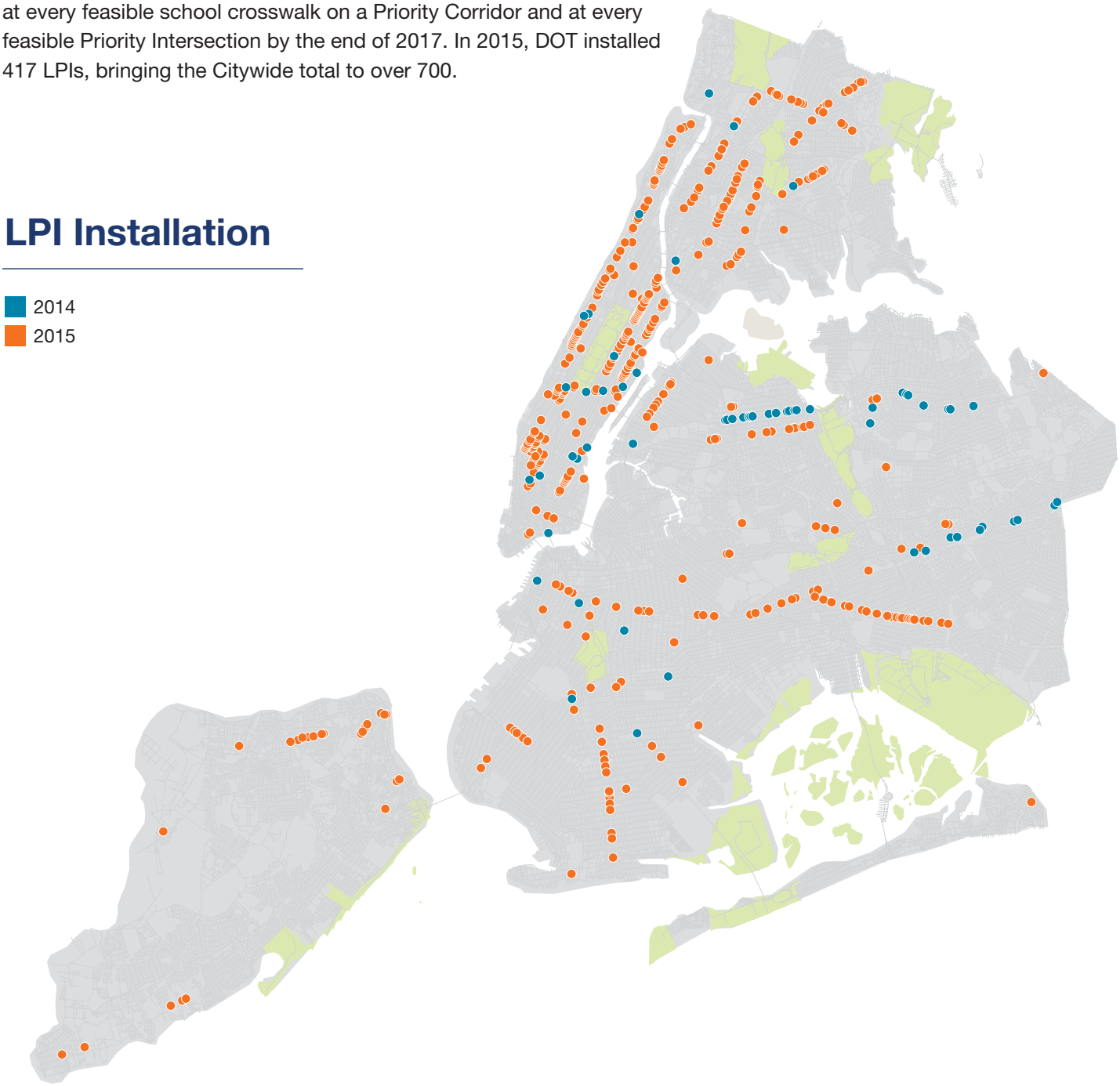
In November 2015, DOT held a workshop to identify resident's concerns on the improvements within the next segment of the Boulevard, from 74th Street to Eliot Avenue. DOT is currently working on a design that responds to residents' desire for improved pedestrian crossings, more pedestrian space, a calmer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



Leading Pedestrian Intervals (LPIs)

A Leading Pedestrian Interval (LPI) typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. LPIs reduce conflicts during a vehicle's turn through the crosswalk by enhancing the visibility of pedestrians in the intersection and reinforcing the pedestrian's right-of-way over turning vehicles. One of the key initiatives identified in the Borough Pedestrian Safety Action Plans was the installation of LPIs at every feasible school crosswalk on a Priority Corridor and at every feasible Priority Intersection by the end of 2017. In 2015, DOT installed 417 LPIs, bringing the Citywide total to over 700.

LPI Installation



Bicycling

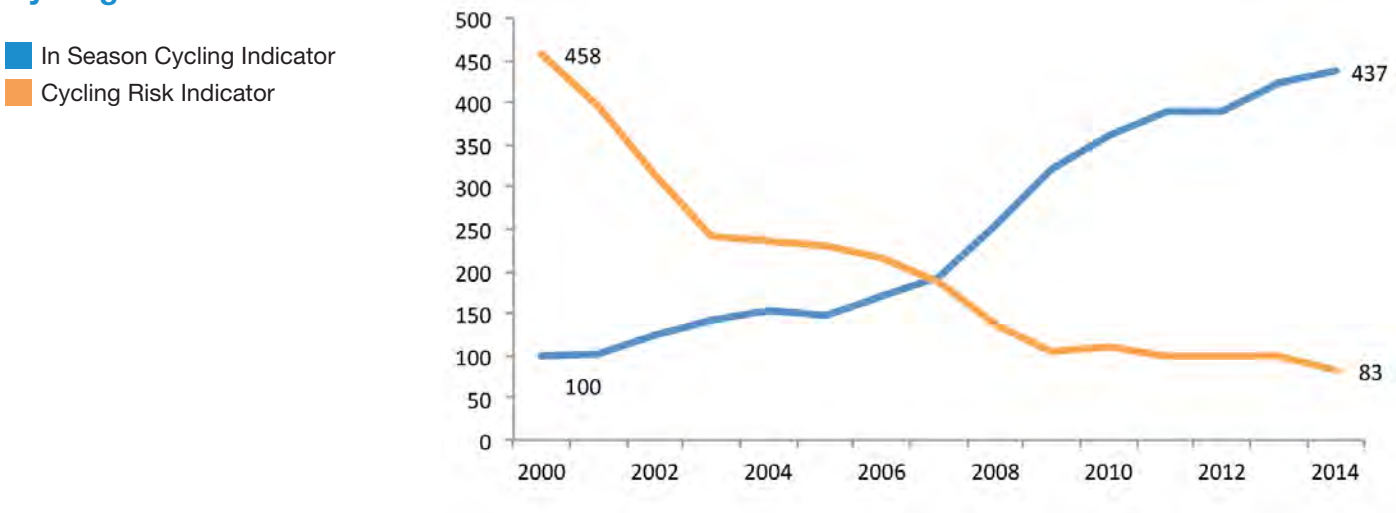
New York's experience has shown that the best way to improve the safety of cycling is to increase the number of cyclists on the streets, and the best way to encourage more cycling is a network of high-quality bicycling infrastructure. Indeed, well-designed bike lanes are a fundamental Vision Zero strategy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

In 2015, the bicycle network expanded to over 1,000 lane miles, including on-street and off-street bike facilities.

In September 2015, the bicycle network expanded to over 1,000 lane miles, including on-street and off-street bike facilities. In addition, 58.3 miles of bike network improvements and enhancements were implemented, 80 percent of which were in the outer boroughs. And Citi Bike logged over 10 million rides in 2015, growth made possible by the program's expansion in Manhattan, Brooklyn and Queens. In 2016, Citi Bike will be rolled out further into Manhattan and the Brooklyn neighborhoods of Red Hook, Boerum Hill, Carroll Gardens, Cobble Hill, and Gowanus.

The addition of protected bike lanes and other facilities, combined with the expansion of Citi Bike, has led to more New Yorkers biking than ever, which means that they are safer than ever. The New York City Cycling Risk Indicator accounts for bicyclist safety by measuring cyclist fatalities and

Cycling Risk Indicator



serious injury data against bicycle ridership data. While cycling in New York City has nearly quadrupled since 2000, serious injuries have remained low, representing a more than 80 percent decrease in the average risk for New Yorkers who bicycle.

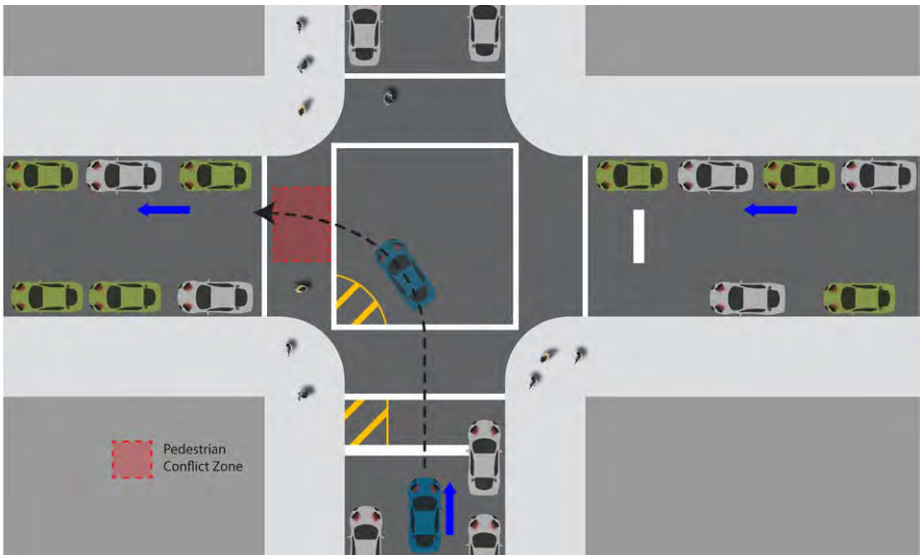
The success of those designs reduced crashes for both cyclists and pedestrians. The City plans to install protected lanes along Amsterdam Avenue, 1st Avenue, 2nd Avenue and 6th Avenue in Manhattan, as well as a two-way protected bike lane on 20th Avenue as part of upgrades to the Queens Waterfront Greenway.

A Focus on Safer Left Turns

Pedestrians who enter the crosswalk with the signal in their favor have the right of way, meaning that drivers who are turning must yield. Failure to Yield crashes are a leading cause of fatal pedestrian crashes – approximately 30 New Yorkers are killed each year while walking in a crosswalk with a driver who does not yield to them.

Left turns are particularly dangerous, as pedestrians and bicyclists are three times as likely to be killed or seriously injured in these crashes as compared to right turns. This is because the larger turning radius allows careless motorists to take left turns at higher speeds than when they are making right turns –approximately 40 percent faster. In addition, pedestrians are more vulnerable during left turns because the greater distance allows careless motorists to traverse the crosswalk at an unsafe angle, increasing the potential for conflict.

In 2016, DOT is going to test a series of treatments to encourage safer and calmer left turns at 100 intersections with high numbers of pedestrian injuries caused during left turns. These treatments will be evaluated to determine if they increase motorist compliance, slow vehicle turns, improve safety, and are scalable to additional sites across the City.



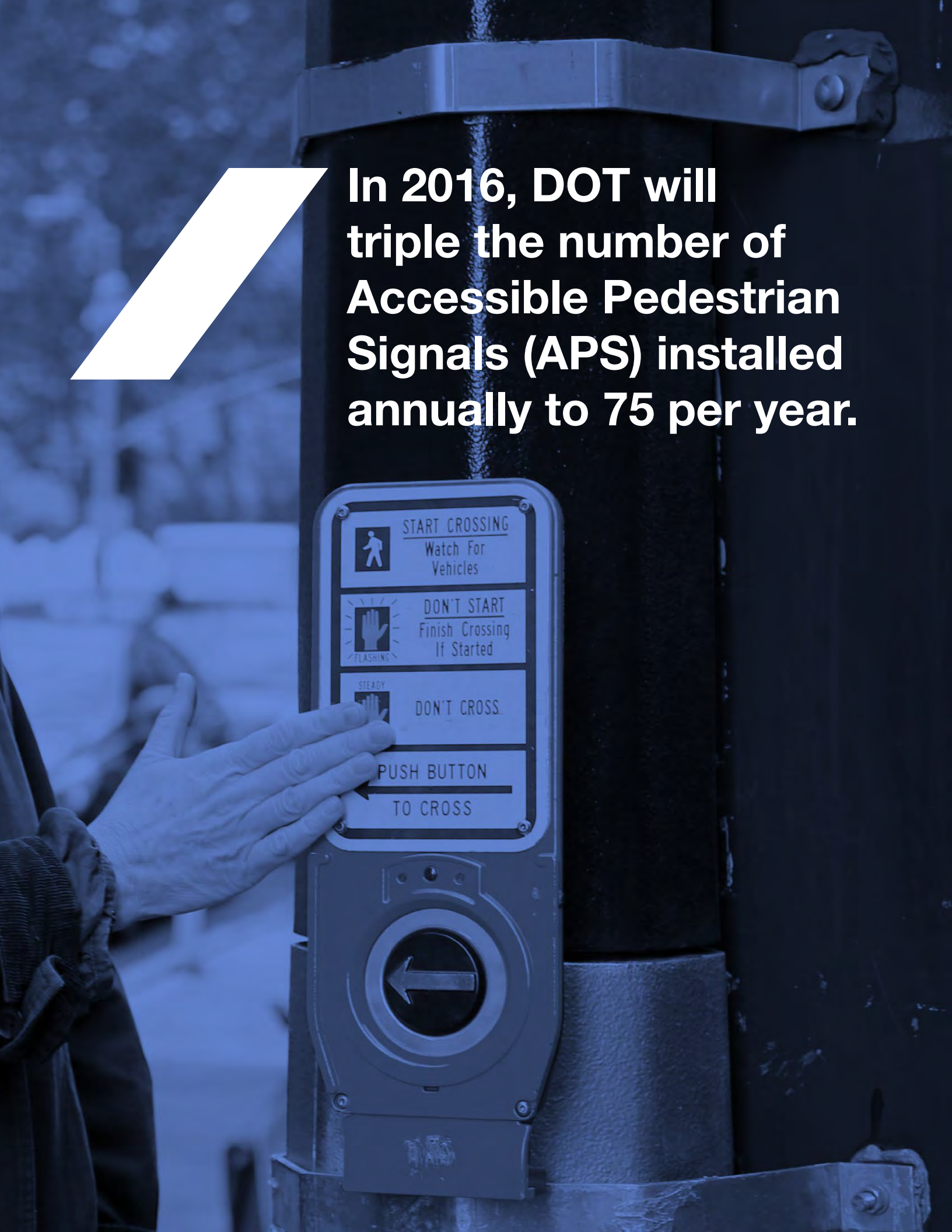
Pedestrians and bicyclists are three times more likely to be killed or seriously injured in left turn crashes as compared to right turns.

Connected Vehicles

In the coming years, it will become common for new vehicles to have the capacity to communicate with infrastructure and other vehicles. The objective of this technology is to promote safe driving, prevent collisions, reduce congestion and associated emissions, improve accessibility for New York pedestrians who are vision-impaired, and enable drivers to make better informed decisions.

In 2015, New York City won a large federal grant to build and evaluate the largest demonstration of vehicle-to-vehicle and vehicle-to-infrastructure technology in the world. In Midtown Manhattan and in Brooklyn, DOT will be able to install connected technology in 10,000 vehicles – taxi cabs, transit buses, UPS trucks, and the City fleet – as well as in infrastructure such as the City's traffic signals. DOT will test an array of applications, including technologies which are designed to help vision-impaired pedestrians safely navigate intersections, warn truck drivers that they may strike a low bridge, and alert drivers when their speed is too fast for conditions.

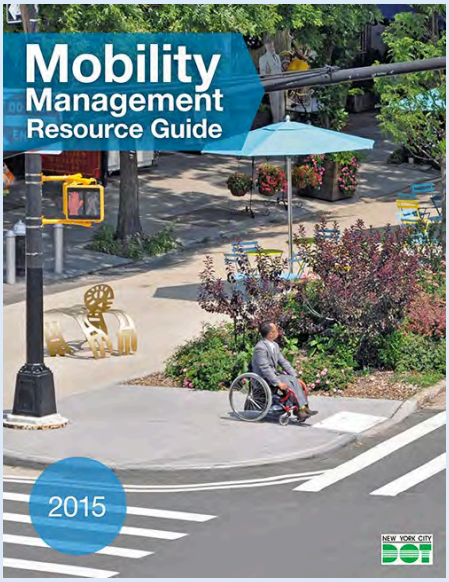
The goals for the new connected-vehicle technology programs are straightforward: advance deployment of these new technologies, measure their benefits, and uncover and address the technical and non-technical barriers to deployment in our City.



In 2016, DOT will triple the number of Accessible Pedestrian Signals (APS) installed annually to 75 per year.

Accessibility

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



In 2015, DOT, along with representatives of the blind and low vision community, updated the criteria which guides the placement of Accessible Pedestrian Signals (APS). In 2016, DOT will triple the number of APS installed annually to 75 per year. These devices help blind and low-vision pedestrians cross the street safely by alerting them through audible tones, speech messages, and vibrating surfaces, when the "walk" phase is available at a given intersection.

While most of the City offers good or great public transportation options, not all services are available to people with various mobility challenges. At the same time, innovative services and programs are offered but not all of the potential users know about them. In order to help provide New Yorkers with disabilities the tools they need to safely and conveniently navigate the City, DOT published the first-ever Mobility Management Resource Guide.

In addition, DOT created inclusivity guidelines for public meetings and workshops to provide more opportunity for New Yorkers with disabilities to participate and to solicit more feedback from this community. In order to help DOT senior management and staff internalize the needs of New Yorkers with disabilities, the agency held interactive accessibility tours with professional travel trainers. Participants report that the exercises, which simulated the navigation training provided to people who were learning to use a cane or wheelchair, provided perspective which will help the agency develop more inclusive projects.

Ensuring that for-hire service is accessible to all New Yorkers is an important goal of the TLC and the City as a whole. In 2015, the TLC began implementing rules aimed at reaching a 50% accessible yellow taxi fleet by 2020. Currently, yellow taxi drivers receive a $0.50 per trip financial incentive for each trip performed in a wheelchair accessible vehicle. TLC is also making grants available to assist with the purchase of wheelchair accessible vehicles. In 2016, TLC is also working to develop policies to improve accessibility in the car service sector.

TLC is also working to provide New Yorkers with more efficient accessible taxi service through Accessible Dispatch, the centralized service for pick-ups for customers with disabilities. The Manhattan-based program completes approximately 1,000 trips per week. In 2015, the Accessible Dispatch program reached a milestone of 100,000 total completed trips, and the program is now poised to reach passengers in every borough when the citywide Accessible Dispatch Program is implemented in 2016.

Year Two Enforcement

Combatting Dangerous Driving Behavior

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

Moving Violations

The six Vision Zero-designated moving violations include:

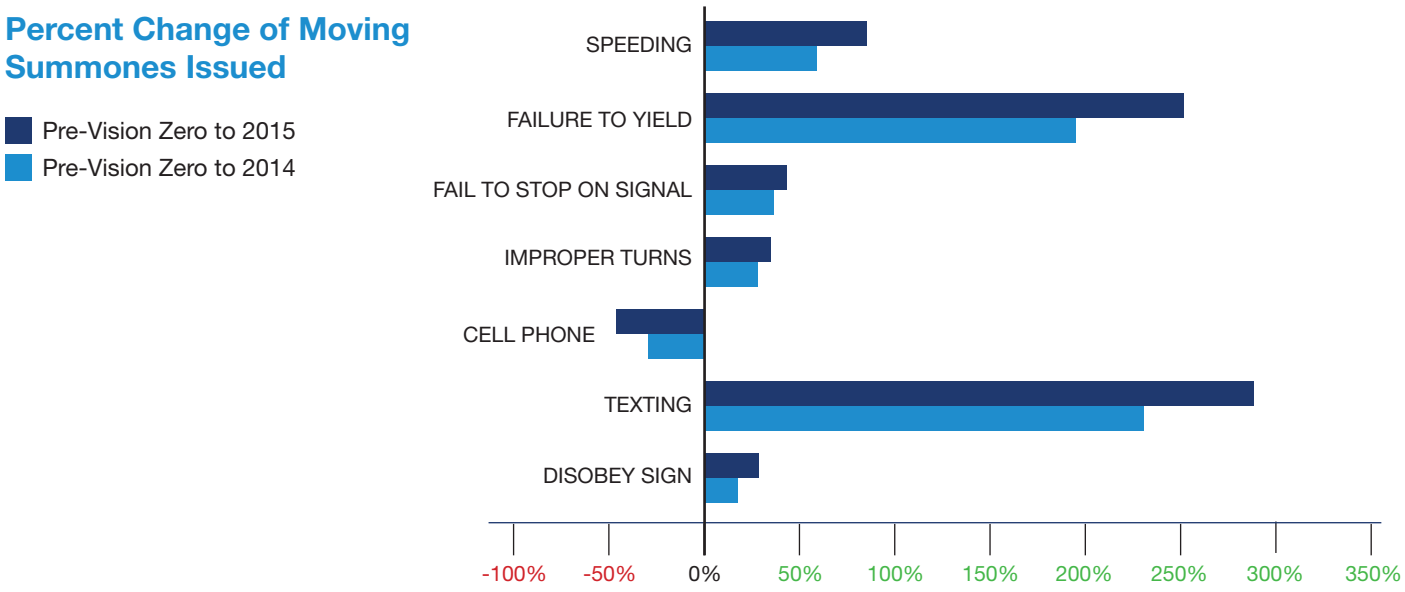
1 Speeding
2 Failure to yield
3 Fail to stop at traffic signal
4 Improper turn
5 Cell phone/texting
6 Disobey sign

NYPD's data-driven approach has led to a focus on six Vision Zero-designated moving violations that are known to contribute to traffic fatalities: 1) speeding, 2) failure to yield to pedestrians, 3) failure to stop at traffic signal, 4) improper turns, 5) cell phone use/texting and 6) disobeying signs. As shown in the table below, summons issuance increased in five of the six categories when compared to 2014. While cell phone/texting summonses decreased from 2014, over 122,000 cell phone/texting summonses were issued in 2015.

In 2014 and 2015, NYPD increased the number of summonses issued for speeding and failure to yield to pedestrians, two violations known to contribute to collisions involving injuries and fatalities. In 2016, NYPD will continue to focus on dangerous driving behavior and the violations that can lead to fatalities.

The TLC Traffic Safety Squad, a subset of TLC enforcement officers formed in January 2015 to focus specifically on traffic safety, issued 5,623 traffic safety summonses to taxi and for hire vehicle drivers in 2015. This squad focuses on deterring dangerous behaviors such as distracted driving (e.g. cell phone use), speeding, and other moving violations. In total, all TLC enforcement officers issued 107 percent more traffic safety summonses in 2015, including 283 percent more speeding summonses, compared to 2014.

Percent Change of Moving Summones Issued



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

Source: NYPD

Speed Cameras

Deterring speeding is a key priority for achieving Vision Zero because speeding is a leading cause of fatal crashes in New York City.

At 35 miles per hour (MPH) a driver needs 100 more feet to react and stop in response to an unexpected event compared to 25 MPH. Faster vehicles are deadlier – a pedestrian struck by a vehicle travelling at 30 MPH is twice as likely to be killed as a pedestrian struck by a vehicle travelling at 25 MPH.

In 2015, DOT completed installation of speed cameras within 100 school zones. Additionally since January 2014 DOT has activated over 40 mobile cameras, which are relocated daily throughout 850 school zones. As part of this process, DOT reviewed each school zone in the City, and identified those that have a significant crash history for pedestrians, motorists and cyclists during school hours. DOT then correlated that data with analysis of

DOT has activated over 40 mobile speed cameras, which are relocated daily, and have been positioned in 850 school zones since January 2014.

speeding patterns in each school zone. Nine out of ten school zone speed cameras are in locations with above average crash histories or are in or near a priority location as identified by DOT's Pedestrian Safety action plans.

Nearly 1.5 million summonses have been issued for speeding in a school zone since the launch of the program. This enforcement is changing behavior: 70 percent of license plates that received a speed camera violation during the first 18 months of the program did not receive a second violation during that period. In fact, violations typically decline by half at locations with speed cameras. Since the goal of this program is to reduce speeding, the decline in violations is an expected and welcome result.

The school zone speed camera program is making New Yorkers safer. However, DOT analysis shows that 85 percent of fatal and severe traffic injuries to pedestrians, motorists and bicyclists occurred outside of school zone locations or at times where DOT is prohibited from using speed cameras. State law only allows the City to use speed cameras on streets that abut a school building or property, within 1,325 feet of a school building or property, and only during prescribed times. Despite this, children and their parents often must cross a high-crash corridor with high rates of speeding which is ineligible for a speed camera due to the highly-restrictive State law.

In 2016, the City will support legislation in Albany that expands the hours of operation and locations available for speed cameras so it can target the specific times when and locations where crashes most often occur.

Vehicular Crime Investigations

In August 2014, NYPD began to enforce the "Right of Way" law, Administrative Code 19-190, which creates criminal and civil penalties for motorists who injure or kill pedestrians or bicyclists by failing to yield the right of way. Under this law in 2015, the Department arrested 35 motorists who struck and killed or injured a pedestrian or bicyclist.

In 2016, NYPD plans to further promote the enforcement of the Right of Way law. NYPD intends to support heightened driver awareness of the obligation to yield to pedestrians by arresting the most egregious offenders, while issuing summonses for drivers responsible for less serious offenses.

The Collision Investigation Squad (CIS), an NYPD unit that investigates serious collisions involving a death or catastrophic injury, collects evidence at the scene in an attempt to determine the cause of the collision and whether a crime has occurred. In 2015, CIS conducted 407 investigations.

Enforcement actions were brought against 102 motorists who were involved in a fatal or critical injury crash. In 2016, NYPD plans to explore the possible expansion of the list of criteria for CIS investigations.

Smarter Allocation of Resources

In 2015, NYPD Traffic Enforcement Agents, instead of patrol officers, in eight precincts began to respond to collisions that only involve property damage, in addition to their typical responsibilities, which include issuing parking violations and directing traffic. Traffic Enforcement Agents responded to 6,962 of these collisions and it is estimated that it saved over 3,000 hours for patrol officers to focus on other, more serious crashes. The initiative currently serves the Midtown North Precinct and the 19th, 47th, 61st, 75th, 105th, 109th, and 122nd Precincts.

In 2016, the Department intends to expand the program to additional precincts, reassigning more of these property damage-only collisions to Traffic Enforcement Agents.

Driving While Intoxicated Enforcement

NYPD will continue to fight driving while intoxicated/impaired driving offenses and couple enforcement efforts with education initiatives regarding the dangers of drunk driving. In 2015, approximately 12 percent of traffic deaths involved an impaired driver and more than 8,000 arrests were made in which the driver was impaired. In 2016, NYPD plans improvements in training, legislation, testing and technology for impaired driver enforcement.

The City plans to support legislation that includes any substance that leads to impairment as a basis for a charge of drugged driving. The City supports making it illegal to drive under the influence of drugs such as synthetic marijuana, “bath salts,” some forms of “ecstasy,” and other drugs currently not considered in the laws. Additionally, the City proposes to update State law to recognize the use of saliva swabs as a test for driver impairment. This proposal would make a swab test equivalent to a breath test.

In 2016, the District Attorneys will support the development of a mobile impaired-driver testing facility so that testing can occur quickly. Rapid testing improves the potential of criminal cases, and improved criminal cases often resolve quicker, saving City resources. Further, a mobile testing site is extremely visible, providing a powerful deterrent.

In addition, the District Attorneys will also support the improvement of search warrant processing for impaired drivers, allowing search warrants to be requested on impaired drivers whether or not they kill or maim.

Currently, search warrant processing for impaired drivers is lengthy, which may allow the driver to sober up before testing, and requires the driver to have killed or maimed. Moreover, in the absence of contraband or driver admission of guilt, drugged drivers may be able to avoid prosecution if they refuse to submit to a blood, urine or saliva test. This legislative proposal will strengthen the deterrent effect of arrest and prosecution. In addition, the cost and time savings will enable officers to spend more time on patrol rather than in court.

Leaving the Scene of a Collision

On January 5, 2016, Mayor de Blasio signed Local Law 4, which increased the civil penalties for those who leave the scene of a collision without reporting it. These civil penalties have the potential, based on the severity of the collision, to be up to $20,000 for repeat offenders in collisions involving injury or death, serving to deter motorists from leaving the scene of a collision, as well as holding these motorists accountable for their actions. In addition, NYPD is required to report quarterly to the public on collisions resulting in critical injury where an offender left the scene.

In 2016, the District Attorneys will support legislation to increase criminal penalties and jail time for drivers who flee crashes so that they mirror the penalties for impaired driving. Under current law, an impaired driver who stays at the scene of a fatal crash risks a higher penalty than a driver who leaves the scene, creating an unintended incentive for drivers who have been drinking to flee. The City also supports this proposed legislation to increase the penalties for leaving the scene.

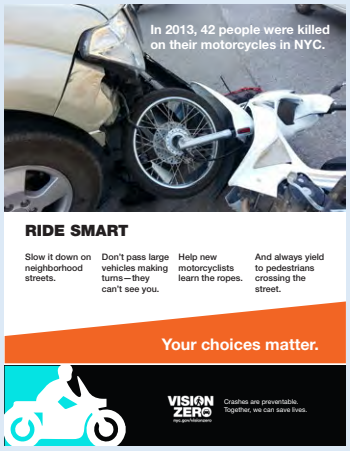
Motorcycle Safety

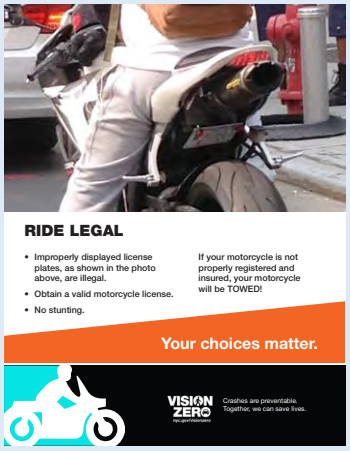
Only two percent of registered vehicles in New York City are motorcycles, yet motorcyclists account for approximately 14 percent of traffic fatalities.

In 2015, NYPD launched an enforcement and education campaign to deter dangerous motorcycle riding, issuing over 12,000 moving violation summonses to motorcyclists for illegal actions, including speeding and unlicensed operation. NYPD has also focused on registration and equipment violations—over 1,100 motorcycles were ticketed and towed in 2015, a 28 percent increase from 2014.

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

This combined enforcement and education strategy contributed to 2015 being the safest year for motorcyclists since 1998. In 2016, NYPD will look to expand these efforts even further.





Year Two Fleets

Safer City Vehicles

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

Safe Fleet Technology

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

In 2015, the MTA began a pilot to evaluate the effectiveness of an audible voice alert to pedestrians when a bus is making a left or a right hand turn through an exterior facing speaker. The volume automatically adjusts based on outside ambient noise. MTA would like to expand the Pedestrian Turn Warning System to 40 buses in 2016 pending successful completion of evaluation period on this proof of concept.

Additionally, MTA piloted a Collision Avoidance System that provides proactive operator warnings to prevent potential forward collisions as well as potential collisions on both sides of the bus. Visual and audible alerts to bus operators are activated under the following customizable triggers (unintentional lane departure warning, pedestrian and cyclist collision warning, forward collision warning). A Proof-of-Concept is currently installed on two buses. MTA expects to expand the Collision Avoidance System to an additional 20 buses with collision avoidance by end of this year, pending successful evaluation of the proof of concept. In 2016, DCAS will complete

TLC Safety Honor Roll

The second annual TLC Safety Honor Roll recognized 256 TLC-licensed drivers with outstanding safe driving records over many years and millions of miles behind the wheel.

TLC Safety Honor Roll drivers have had no crashes involving fatality or injury, no traffic violations, and no violations of TLC safety related rules for five or more years as TLC-licensed drivers.

In 2015, TLC also recognized 10 drivers who have distinguished themselves as exceptional providers of accessible service to the City's wheelchair users through the TLC's Accessible Dispatch Program. Each TLC Accessibility Leader provided at least 300 Accessible Dispatch rides in the past year. Combined, these 10 drivers provided 4,598 Accessible Dispatch trips over the course of the year.

This year, TLC expanded the Safety Honor Roll to include TLC-licensed companies. TLC Safety Honor Roll companies have the lowest share of vehicles involved in serious collisions (i.e., collisions with an injury) in their categories in 2015.

- These companies have been in business for an average of 12 years.
- 11 of these companies provide street hail service, including both yellow taxis and green Boro taxis.
- Each type of car service base is represented: five black car, eight livery, and two luxury limousine.

In 2016, TLC will launch several new initiatives to engage TLC-licensed businesses and drivers in promoting Vision Zero. TLC will release reports with compilations of statistical information on safety for each base, which will give these companies more information they can use to continuously improve their performance. By reviewing the most recent data from the safety reports, TLC also will determine which businesses would most benefit from additional safety education and target its outreach and education efforts where they are most needed. Finally, TLC will explore what system of incentives it can create for TLC-licensed businesses to increase safe driving behavior among the drivers with whom they work.

256

TOTAL DRIVERS ON THE 2015 TLC SAFETY HONOR ROLL

14 Years

Average amount of time an honor roll driver has held a TLC license

179

Numbers of drivers who made the TLC Safety Honor Roll for the first time in 2015

106

DRIVE YELLOW TAXIS

147

DRIVE BLACK OR LIVERY CARS

30

DRIVE BORO TAXIS

7

DRIVE COMMUTER VANS

MTA Collision Avoidance System installed on a city bus.

a report with Volpe—The National Transportation Systems Center on the effectiveness of the initial trial of 10 collision avoidance systems in City vehicles. These units are now operational on vehicles belonging to DCAS, NYPD, the Department of Corrections, the Department of Parks, and the Human Resources Administration.

Sideguard on NYPD truck.

Since February 2015, DCAS has installed over 250 sideguards on City trucks. The City Council passed and the Mayor enacted legislation to require sideguards on all City fleet trucks as well as private waste hauling trucks. Sideguards are rail or panel style attachments that can help prevent a pedestrian or bicyclist from being seriously injured or killed by a turning truck. In 2016 and beyond, the number of sideguard installations will continue to grow as the City retrofits trucks and specifies sideguards on new contracts.

Furthermore, DCAS has worked with agencies to install aggressive driving tracking devices on over 20,000 City vehicles through the end of 2015. The entire fleet of eligible on-road vehicles will be completed by June 2016. Data from the technology will be an important piece of the Safety Index Report (SIR) being shared with agencies to help manage the safety performance of their fleets. Reporting will include speed, seatbelt use, and hard driving.

Drive Like Your Family Lives Here

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

A still from the short film "Drive Like Your Family Lives Here."

The film has been integrated into driver training programs required by TLC for all prospective taxi drivers and has been integrated into the new training course planned for prospective car service drivers. MTA, DCAS, and NYPD use the film in their driving and enforcement training programs and DOT includes the film in its safety curriculum for 11th and 12th grade students in New York City high schools. The film is now available with subtitles in four languages: Spanish, Bengali, Urdu, and Simplified Chinese.

Families for Safe Streets Trainings for TLC Staff

Families for Safe Streets provided trainings for TLC's Prosecution Division in Summer and Fall 2015. Members spoke to over 40 of the division's employees, most of whom are prosecutors. Families for Safe Streets shared their heartfelt stories about family members who were victims of fatal traffic collisions with TLC staff. The advocates emphasized the importance of the work of TLC prosecutors in keeping our streets safe, reminding TLC staff that the traffic violations they prosecute each day have a real-life impact on families and communities. During the trainings, Families for Safe Streets encouraged prosecutors to be empathetic when communicating with complainants and spoke about different approaches to take when speaking with witnesses. This training reinforced the Vision Zero message that most crashes are not "accidents," but the result of dangerous driver choices.

DCAS Good Operator Awards

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

Ban on Hands-Free Mobile Devices for City Drivers in City Vehicles

Research shows that mobile device usage by drivers is a major cause of collisions nationally. Additionally, research also shows that using a hands-free set is no safer than handheld while driving. In 2016, DCAS will work to restrict the use of hands-free mobile devices for City authorized drivers in City vehicles.

Safety Training and Forums for City Drivers

DCAS has worked with all City agencies to make defensive driving training standard for City employees who operate fleet vehicles. In the last two years, DCAS has trained over 25,000 staff—upwards of a tenfold increase from previous years. The class is certified by New York State, and attendees are eligible to remove points from their license, as well as reduce insurance payments on personal vehicles. Since 2014, the class also includes a section specific to NYC Vision Zero and driving in New York City, including the film "Drive Like Your Family Lives Here."

DCAS has hosted two forums on safety for both private and public fleets. At the forum in November 2015, over 400 people participated representing private fleets, equipment suppliers, federal, state, and City agencies, non-

2015 GO Award Recipient

Ms Rita Anderson

"I started driving for the City in 2007, but have been driving since I was 15 years and eight months old. I love to drive—I've driven from Richmond Virginia to California by myself. I learned to love driving while working as a pharmacy technician, driving an ambulance and four ton truck for the Virginia Air National Guard. Driving in New York City is rewarding, but it's a challenge—something is always happening. To drive in New York City you have to stay focused, stay calm, and watch."

profits, and universities. More than 60 private companies and non-profits endorsed Vision Zero publicly at the 2015 forum. These events provided opportunities for sharing best practices and initiating future joint projects. A superb lineup of speakers and panelists from around the country discussed vehicle safety from a wide variety of perspectives.

DCAS has established the first City driver survey on issues of safety and service, with over 8,000 surveys conducted so far. The surveys are being completed during the defensive driving training sessions or through a public website link. These surveys will help fleet agencies and DCAS plan for the future.

The initiatives have paid off: in 2014, there were 8 fatality events involving City vehicles in non-emergency response operations, while in 2015, and so far in 2016, there have been zero.

The initiatives have paid off: in 2014, there were eight fatality events involving City vehicles in non-emergency response operations, while in 2015, and so far in 2016, there have been zero.

In 2016, DCAS will look to fight distracted driving by issuing new rules and revising safety training to focus on and reduce distracted driving. DCAS will complete a report and recommendations on the use of hands-free devices. DCAS is also planning a set of posters and educational materials for City garage and parking facilities which focus on distracted driving and other critical safety themes.

In 2016, TLC will evaluate the impact of the Critical Driver and Persistent Violator programs, two points-based programs linked to TLC-licensed driver suspensions and revocations, to see how these penalty programs impact driver behavior.

Additionally, given the safety risks of fatigued driving in New York City, and the frequency of lengthy driving hours for professional drivers, TLC will identify strategies to reduce fatigued driving among TLC-licensed drivers and raise awareness of the risks.

MTA's bus division has trained over 5,900 bus operators with updated safe-driving instruction in 2015. MTA would like to provide focused safety awareness training to 6,000 bus operators in 2016 which will engage them on all aspects of pedestrian safety issues; emphasizing the current challenges of managing their buses in an environment with distracted pedestrians, motorists, and cyclists.

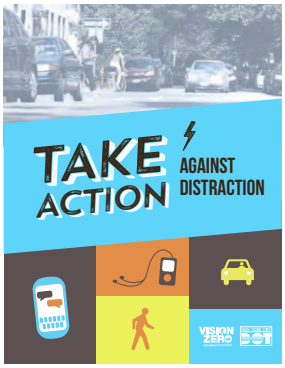
Year Two Engagement

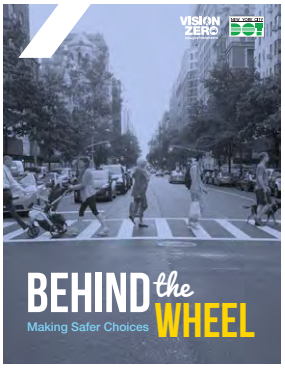
Public Outreach and Education

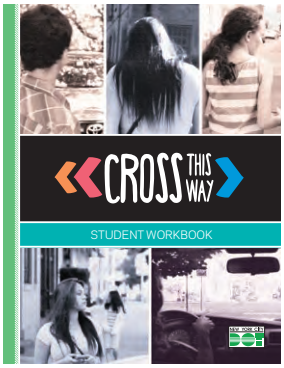
The City has launched a comprehensive campaign to consistently and clearly communicate the causes of fatal crashes and engage with New Yorkers about the consequences of high-risk driving choices.

Safety Education in Schools

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







Vision Zero Street Teams

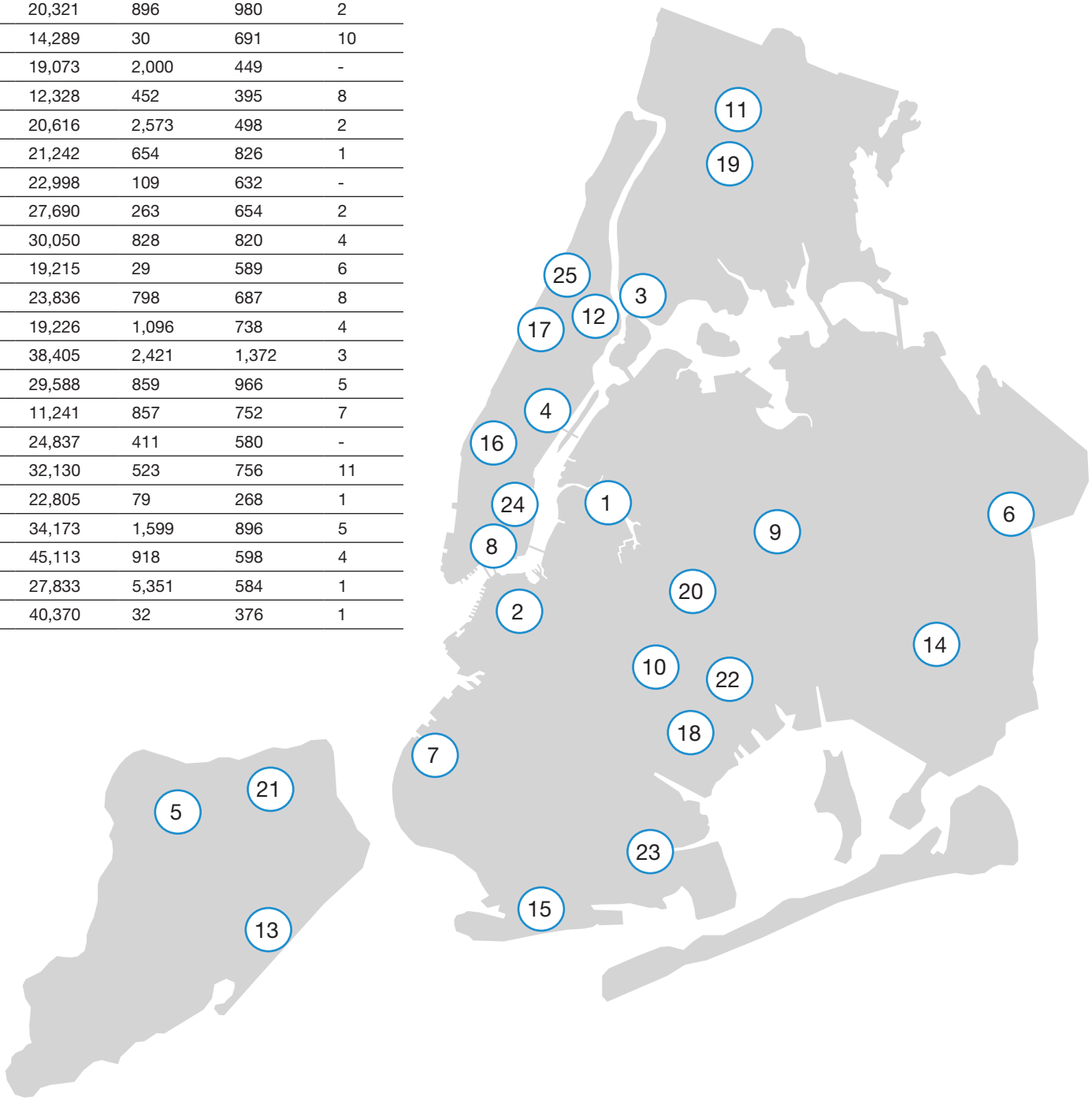
NYPD and DOT Street Teams engage with and distribute Vision Zero educational materials to drivers, pedestrians and cyclists at intersections, transit hubs, churches and senior centers for a week, followed by a week of enforcement. In 2015, Street Teams were deployed at high vehicle and pedestrian volume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

On Monday, April 13, 2015 the spring Street Teams season began with NYC DOT and NYPD 108th Precinct educating and informing pedestrians, cyclists and drivers about safety on our streets. The Street Team was at Van Dam Street & Queens Blvd., Queens during the morning rush hour.

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

Summary of 2015 Street Teams Outreach

Phase	In Person Contacts	Parking Summons	Moving Summons	Traffic Related Arrest
1	18,659	465	829	21
2	20,913	521	553	1
3	16,205	402	606	14
4	20,321	896	980	2
5	14,289	30	691	10
6	19,073	2,000	449	-
7	12,328	452	395	8
8	20,616	2,573	498	2
9	21,242	654	826	1
10	22,998	109	632	-
11	27,690	263	654	2
12	30,050	828	820	4
13	19,215	29	589	6
14	23,836	798	687	8
15	19,226	1,096	738	4
16	38,405	2,421	1,372	3
17	29,588	859	966	5
18	11,241	857	752	7
19	24,837	411	580	-
20	32,130	523	756	11
21	22,805	79	268	1
22	34,173	1,599	896	5
23	45,113	918	598	4
24	27,833	5,351	584	1
25	40,370	32	376	1



Professional Drivers Outreach

TLC has conducted in-person outreach to for-hire licensed drivers across the City to discuss Vision Zero, traffic safety strategies, and the "rules of the road." At the end of each session, participating drivers signed the TLC Safe Driver Pledge. TLC staff has held a total of 279 Vision Zero meetings with drivers since the program began—252 since January 2015.

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

Focus on Older Adults

Older adults make up 13% of the NYC population, yet account for more than a third of pedestrian fatalities.

Older adults—aged 65 years or older—make up 13 percent of the City's population, yet account for more than a third of pedestrian fatalities. In an effort to improve outreach to this population, DOHMH conducted focus groups with older adults to better understand their perceptions of traffic risks and traffic safety, to ascertain what they consider to be best practices for preventing collisions, and to gain insights on the most effective channels for reaching them. The focus group participants described safety concerns such as crossing wide streets with sufficient time, protective strategies such as watching for cars while crossing the street, and safety tips for other road users such as not texting while walking or driving. The findings from these groups will help inform traffic safety messaging for older adults and potentially contribute to street design modifications in 2016.

In addition, the Department for the Aging will work with the Vision Zero Task Force to emphasize outreach to aging New Yorkers in Senior Pedestrian Focus Areas. Similar to the Vision Zero street teams of the past two years, this inter-agency collaborative community outreach effort will raise awareness of the consequences of dangerous driving actions upon our seniors. Drivers will be reminded of the physical limitations some seniors experience and the need to anticipate their slower movement through intersections. Drivers must be both cognizant and discerning of senior pedestrians.

These street team efforts will then be followed with a vigorous push to enhance this outreach with proactive enforcement of violations known to contribute to the disproportionate traffic fatalities/injuries affecting our seniors, particularly the Vision Zero identified dangerous driving behaviors such as speeding, failure to yield, red light running, cell phone/texting, and disobeying signs and improper turns. This enforcement will target areas identified as having high senior travel volumes.

Active Design Toolkit for Schools

In collaboration with the Partnership for a Healthier New York City, DOHMH supported the development of the Active Design Toolkit for Schools to provide ideas and resources for incorporating active design into New York City schools. Many of the ideas presented have immense potential to improve the health, safety, and overall well-being of students. The Active Design Toolkit for Schools features, among other things, strategies to encourage safe and active transportation to and from school. Since its release in May 2015, the Active Design Toolkit for Schools has been distributed to more than 40,000 school-affiliated professionals and community volunteers across the City.

For the road ahead, DOE and DOT will work together to incorporate a Vision Zero curriculum designed for 4th to 6th graders starting in the 2016-2017 school year and disseminate vital information to parents and caregivers to curb dangerous driving behavior, especially near schools.


GREEN SPACES AND NATURE | GETTING TO AND FROM SCHOOL | MAKING IT HAPPEN | ADVANCED ENVIRONMENTAL INITIATIVES

Resources:

Bike New York facilitates and promotes cycling in all five boroughs of the City through education and public events and in collaboration with community organizations and municipal agencies. Their Bike Driver's Ed School Program, designed to fit into a single period class schedule of 40 to 60 minutes, educates children ages 5 to 18 years on safe cycling and etiquette.
Visit bike.nyc

Bikeology Curriculum and Parent Guide is a free bicycle safety curriculum for teachers and afterschool professionals to teach safe bicycling to students of all levels. It was created, implemented and evaluated by the Society of Health and Physical Educators with support from the National Highway Traffic Safety Administration.
Visit shapeamerica.org, search "bikeology"

DOT has many programs to help promote safe biking across the city.

- **Bike Lanes** are available on many streets to enhance safety for riders. Work with your local community board or contact DOT to improve bicycling conditions in your community.
  For a free NYC Bike Map, visit your local bike shop or visit nyc.gov/dot, search "bicycle map" or call 311

Taking public transit is also considered active transportation because it includes walking or biking to and from bus and subway stations.

Protected bike lanes, when paired with a traffic island to shorten crossing distances such as along Manhattan's 1st Avenue, increase safety for all road users including cyclists, drivers and pedestrians.
Credit: NYCDOT

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GREEN SPACES AND NATURE | GETTING TO AND FROM SCHOOL | MAKING IT HAPPEN | ADVANCED ENVIRONMENTAL INITIATIVES

Recycle-A-Bicycle utilizes the bicycle as a resource to foster youth development, environmental education, community engagement and healthy living. Recycle-A-Bicycle offers support to schools with starting after-school bicycle clubs, establishing a fleet of bicycles to incorporate into a physical education program, or starting an in-class or after-school bike shop.
Visit recycleabicycle.org

Kids are all smiles with their free helmets courtesy of one of the DOT's helmet giveaway events.
Credit: NYCDOT

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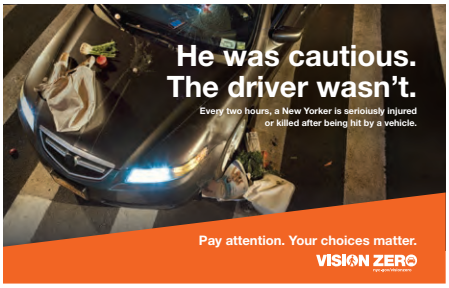
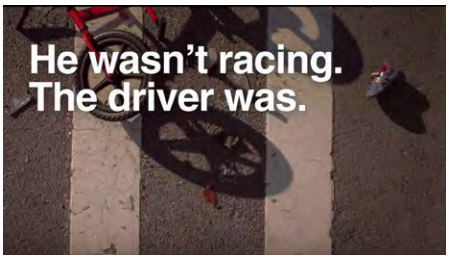
Media Campaign





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

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

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

Vision Zero Nationwide

As told by Leah Shahum, Director of the Vision Zero Network, a national nonprofit campaign.

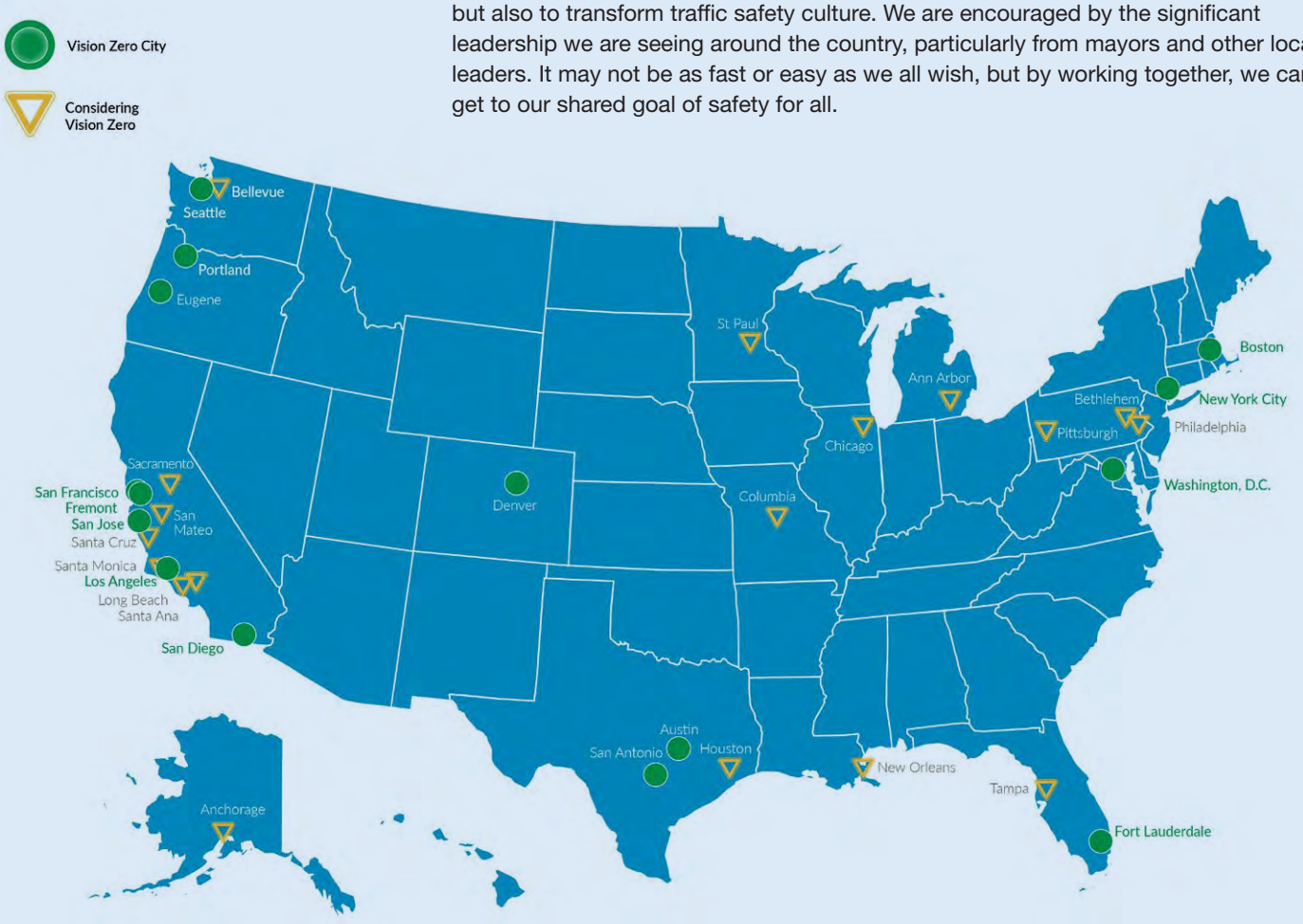
While every city is unique, the reality is that when it comes to traffic safety, communities as diverse as New York City, Fort Lauderdale and Los Angeles face similar challenges and opportunities. And more and more of them are now committing to Vision Zero.

Just a few short years ago, no American city was seriously considering Vision Zero. That changed when New York City stepped to the forefront, beginning with bold Mayoral commitment, impressive community engagement, the development of a data-driven action plan, and strong multi-disciplinary leadership from a range of agencies.

To maximize this momentum, we created the Vision Zero Network to foster collaboration between U.S. cities and to accelerate progress in reaching our shared goal of eliminating traffic deaths and severe injuries in our own communities. We recognize the importance of this multi-disciplinary, collaborative approach to Vision Zero, and are working closely with leaders in public health, traffic engineering, police enforcement, policy, advocacy and the private sector to develop and share winning strategies.

There is no doubt that NYC has served as both a model and an inspiration to community leaders across the country, emboldening them to commit to Vision Zero too. As of today, at least 15 U.S. cities have officially set Vision Zero goals and strategies, and dozens more are actively planning to do so.

This is challenging work. We are endeavoring to change not only streets and policies, but also to transform traffic safety culture. We are encouraged by the significant leadership we are seeing around the country, particularly from mayors and other local leaders. It may not be as fast or easy as we all wish, but by working together, we can get to our shared goal of safety for all.




CENTURY
CENTURY
HARDWARE

Vision Zero Year 3

New Initiatives

City Hall

- Pass legislation in Albany to expand speed camera hours and streets to target locations where crashes most often occur.

Department of Transportation

- Pilot a left-turn initiative focused on testing safer left-turn designs on 100 intersections.
- Prepare for Deployment of Connected Vehicle Technology Pilot.
- Incorporate a Vision Zero curriculum designed for students in grades 4-6.

New York Police Department

- Launch educational outreach and enforcement campaign to improve safety for senior citizen pedestrians. (DOT, DFTA)
- Examine new training, legislation, and technology to increase impaired driving enforcement.
- Expand the list of criteria to trigger Collision Investigation Squad (CIS) involvement.

Department of Citywide Administrative Services

- Restrict the use of hands-free mobile devices for City authorized drivers in City vehicles.
- Produce standardized vehicle safety messaging to reach a range of city drivers.
- Expand sideguard retrofit installation on trucks and specifying sideguards on new contracts.
- Complete study on pilot of driver alert system technology.

Taxi and Limousine Commission	• Identify strategies to reduce fatigued driving among TLC-licensed drivers and raise awareness of the risks. • Provide targeted outreach and education to TLC-licensed businesses identified as most in need of safety interventions.	• Explore developing a system of incentives for TLC-licensed businesses to increase safe driving behavior among drivers with whom they work. • Evaluate the effectiveness of existing programs (i.e., the Critical Driver and Persistent Violator programs) on promoting safe driving among TLC-licensed drivers.
Metropolitan Transit Authority	• Engage 6,000 bus operators in targeted safety training in regards to pedestrians. • Expand the use of safety technology (Pedestrian Turn Warning, Collision Avoidance) on buses.	
Department of Health and Mental Hygiene	• Analyze and disseminate data on traffic-related injuries and driving behaviors.	
District Attorneys	• Organize legislative support to increase criminal penalties for drivers who flee crashes. • Revise Public Health Law Section 3306 to include any impairing substances.	• Improve DWI search warrant processing. • Support the purchase and operation of a Mobile Impaired Driver Testing site.

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 the NYPD Transportation Bureau to review traffic safety performance and set strategy for improvement	Complete and Ongoing
1.18	NYPD/DOT	Develop data-driven citywide enforcement strategy	Complete
1.19	NYPD/DOT/CAU	Develop borough-wide safety plans in close coordination with community boards, community organizations, and the Mayor's Community Affairs Unit	Complete

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

INITIATIVE SCORECARD

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

Year Two

Initiatives Scorecard

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

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

Year Three

Initiatives Scorecard

ID #	Agency	Initiative Name
3.1	DOT	Pilot a left-turn initiative focused on safer left-turn designs
3.2	DOT	Prepare for Deployment of Connected Vehicle Technology Pilot
3.3	DOT, DOE	Incorporate VZ curriculum designed for students in grades 4-6
3.4	DCAS	Restrict the use of hands-free mobile devices for City drivers in City vehicles
3.5	DCAS	Standardize vehicle safety messaging and signage
3.6	DCAS	Install second wave of truck sideguards
3.7	DCAS	Research and report on driver alert systems for Safe Fleet Transition Plan
3.8	NYPD, DFTA, DOT	Launch senior outreach and enforcement campaign
3.9	NYPD	Increase impaired driving enforcement
3.10	NYPD	Explore the expansion of the criteria for Collision Investigation Squad (CIS) involvement
3.11	TLC	Explore developing a system of incentives to increase safe driving behavior
3.12	TLC	Evaluate the effectiveness of current enforcement programs
3.13	TLC	Identify strategies to reduce fatigued driving and raise awareness among TLC-licensed drivers
3.14	TLC	Provide targeted outreach and education to TLC-licensed businesses to increase safe driving behavior
3.15	DOHMH	Analyze and disseminate data on traffic-related injuries and driving behaviors
3.16	MTA	Provide focused safety awareness training to 6000 bus operators
3.17	MTA	Expand use of Pedestrian Turn Warning and Collision Avoidance safety technology
3.18	City Hall	Pass legislation in Albany to expand speed camera hours and streets to target locations where crashes most often occur
3.19	DA	Organize legislative support to increase penalties for drivers who flee crashes
3.20	DA	Revise Public Health Law Section 3306 to include any impairing substances
3.21	DA	Improve DWI search warrant processing
3.22	DA	Support the purchase and operation of a Mobile Impaired Driver Testing site

Glossary

Accessible pedestrian signals

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

Active transportation

Any self-propelled mode of transportation (such as walking, jogging, bicycling, or in-line skating) to get from one place to another. Arterial A wide high-volume roadway

Arterial slow zones

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

Auxiliary police officer

Volunteers who are recruited, trained and equipped by the Police Department to assist their local Police Precincts, Housing Police Service Areas, and Transit Districts, by performing uniformed patrol in their communities.

CANceiver

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

Charette

A collaborative session of designers or planners

For-hire vehicle (FHV)

For-hire vehicles are vehicles other than taxis, commuter vans, and buses 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.

Killed or seriously injured 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

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

LIDAR gun

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

Neckdowns

Also known as a curb extension. 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.

Neighborhood slow zone

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

Pedestrian Desire Line

A pedestrian desire line is a location where high volumes of pedestrians cross and there is no marked crossing

Pedestrian safety island

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

Priority corridor

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

Priority intersection

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

Protected bike lane

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

Raised center median

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

TLC Safety Honor Roll

A list created by TLC of taxi and for-hire vehicle drivers who have, over five 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

TrafficStat

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

Truck Sideguards

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

Vision Zero View

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

Volpe

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

Vision Zero Helpful Links

Vision Zero Website

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

Vision Zero View Map

http://www.nycvzv.info/

DOHMH 2013 Child Fatality Report

http://www.nyc.gov/html/doh/downloads/pdf/ip/ip-nyc-inj-child-fatality-report13.pdf

DOHMH Environment and Health Data Portal

http://www.nyc.gov/html/doh/html/environmental/tracking.shtml

DOHMH Getting to School Report

http://www.nyc.gov/html/doh/downloads/pdf/dpho/getting-to-scool.pdf

TLC Safety Honor Roll Website

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

TLC “Drive Like Your Family Lives Here” Film

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

NYPD Traffic Summonses Report

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

Vision Zero Borough Pedestrian Safety Action Plans

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

Vision Zero Task Force

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Not pictured:
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NEW YORK CITY DOT

POLICE DEPARTMENT CITY OF NEW YORK

NYC Taxi & Limousine Commission

NYC Citywide Administrative Services

NYC Health

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Page 50: NYC DOT, Ron Whittaker

Crashes are preventable.

Together, we can save lives.

VISION ZERO

nyc.gov/visionzero