

March 2017

# Mayor Plans More Spending For Vision Zero Projects

The Mayor’s Preliminary Budget for 2018 and Financial Plan through 2021 (January plan) includes additional capital and expense funding for Department of Transportation (DOT) traffic safety projects as part of the Vision Zero initiative. The Vision Zero initiative—a multiagency program launched in 2014 to eliminate traffic fatalities by calendar year 2024—is one of the top priorities of the de Blasio Administration. The January plan includes an additional \$78 million of expense funds in 2017 through 2021 and \$36 million of additional planned capital commitments from 2017 through 2020 (years refer to fiscal years).

While federal funds have been an important source of revenue for Vision Zero projects, the President’s proposed elimination of federal transportation programs such as TIGER (Transportation Investment Generating Economic Recovery), which has provided \$35 million for Vision Zero initiatives in the past, and New Starts, does not affect projects planned by the de Blasio Administration this year through 2021.

**Additional Expense Budget Funds for Vision Zero.** The majority of additional expense funds for Vision Zero in

the January plan are allocated for new pavement safety markings—\$70 million in new funding from 2017 through 2021. As part of the city’s safer street redesign efforts, funds were allocated to allow DOT to complete an additional 15 million linear feet of new markings annually. To ensure that existing markings remain clear and legible funds have also been allocated to accelerate the replacement cycle for worn street markings from the current average of more than six years to an average of four-and-a-half years.

The January plan also included \$2.8 million more for this year through 2021 for improvements at intersections that are part of the city’s bike lane network. The additional funds will provide for improvements at 20 intersections annually. Also added in 2018 through 2021 is \$2.3 million for a new initiative to improve lighting at 1,000 intersections. The initiative is part of an effort to reduce the number of accidents that occur during the evening rush hour in the fall and winter due to poor visibility.

The January plan includes an additional \$1.1 million in 2018 through 2021 for the expansion of DOT’s “left turn traffic calming” initiative. In 2016, DOT introduced a one-

<b>Additional Expense Budget Funds for Vision Zero, 2017-2021</b>						
<i>Dollars in thousands</i>						
	<b>Additional Vision Zero Funds in DOT’s Expense Budget</b>					
	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total 2017-2021</b>
Total Pavement Safety Markings	6,938	11,975	14,958	17,137	19,450	70,458
Bike Network Intersection Upgrades	245	690	649	607	607	2,798
Street Light Enhancements	0	636	566	566	566	2,334
Left Turn Traffic Calming	0	325	275	275	275	1,150
Enhanced Street Crossing	66	242	242	242	242	1,034
<b>Total Vision Zero</b>	<b>7,249</b>	<b>13,868</b>	<b>16,690</b>	<b>18,827</b>	<b>21,140</b>	<b>77,774</b>

New York City Independent Budget Office



New York City  
Independent Budget Office  
Ronnie Lowenstein, Director

110 William St., 14th floor  
New York, NY 10038  
Tel. (212) 442-0632

Fax (212) 442-0350  
iboenews@ibo.nyc.ny.us  
www.ibo.nyc.ny.us



year pilot program designed to reduce left turn speeds and enforce safe turning behavior at a total of 106 intersections citywide. With the new funds, DOT expects to expand the program to make it a multiyear initiative with improvements at 100 intersections per year across the city. An additional \$1.0 million from 2017 through 2021 was added for the improvement of street crossings at locations where traffic signals or stop signs are not suitable.

**Capital Funds for Traffic Signals.** The Mayor has also proposed an additional \$36 million in DOT’s Capital Commitment Plan for 2017 through 2020 for Vision Zero projects. The addition of these funds increases the DOT Vision Zero capital program to \$1.3 billion over the four-year period.

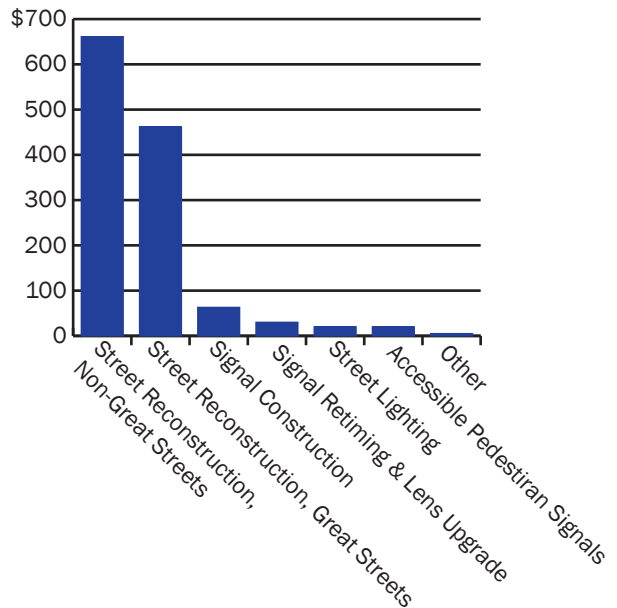
A majority of the additional capital funding in the January commitment plan is allocated for DOT’s traffic signal projects. Nearly \$13 million of the new capital funds are planned for signal lens upgrade and retiming work along street corridors undergoing redesign as part of Vision Zero in 2018; the funds enable DOT to reconfigure signals in order to reflect the changes made in these corridors, all of which are streets measuring at least one mile in length. The increased funding brings planned commitments for traffic signal projects to \$30 million from 2017 through 2020, with most of the commitments planned for 2018. Additionally, \$7.1 million more was added to the capital commitment plan for other Vision Zero traffic signal projects in 2019. These funds are part of DOT’s standard, ongoing effort to increase and replace signals across the city. The addition of these funds increases the budget for ongoing signal replacement to \$63 million over the 2017-2020 period.

The installation of more accessible pedestrian signals is another part of the capital plan. These are devices that assist vision-impaired pedestrians by emitting audible or vibrating notices when it is safe to cross intersections. With \$8.8 million in new funding, the total planned commitments for accessible signals rises to \$20 million in 2017 through 2020.

Other changes to DOT’s capital program include an additional \$3.9 million for street light installation in 2018. These funds supplement the new expense initiative providing lighting upgrades at 1,000 intersections. Capital funds for street lighting total \$20 million from 2017 through 2020.

### Total Department of Transportation Capital Funds Allocated for Vision Zero, 2017-2020

Dollars in millions



SOURCES: Mayor’s Office of Management and Budget; Department of Transportation; Preliminary Fiscal Year 2017-2020 Capital Commitment Plan

NOTES: Amounts exclude Interfund Agreement funds and contingency funds. Great Streets refer to redesign and reconstruction work in four major arterial corridors with the highest pedestrian crashes: Queens Boulevard, Atlantic Avenue, Fourth Avenue in Brooklyn, and the Grand Concourse. Non-Great Streets refer to redesign and reconstruction elsewhere other than the four designated Great Streets.

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In his presentation on the preliminary budget, the Mayor announced a \$317 million initiative for major street safety reconstruction projects. However, only \$2.1 million was added to the capital plan for 2017 through 2020 for such projects. The vast majority of funds were added to years outside the current four-year plan period, with more than \$300 million added for street reconstruction from 2021 through 2023. Funding for street reconstruction totals \$1.1 billion from 2017 through 2020, making it the largest category of DOT capital investments under the Vision Zero umbrella. This includes funds for Great Streets and non-Great Street projects. Great Streets is DOT’s designation for projects to redesign and perform reconstruction work in the four major arterial corridors with the highest rates of crashes that kill or injure pedestrians—Queens Boulevard, Atlantic Avenue, Fourth Avenue in Brooklyn, and the Grand Concourse.

Prepared by Giovanna Quintanilla Re

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