

NYC Fleet

**Vision Zero for Fleet
Safety Initiatives and Performance
FY14 through FY21
September 2021**

Vision Zero and Fleet

NYC Fleet at DCAS has participated in the Mayor's Office Inter-agency Vision Zero task force. Working with all City agencies, DCAS has implemented a comprehensive plan to improve fleet safety and match DOT's efforts in improving street design with a focus on fleet design.

Our 8-year program, from FY14 through FY21, has had four core focuses:

- Improving Design of Fleet Vehicles
- Changing Driving Behaviors
- Driving Performance Through Data
- Partnering Far and Wide

While there is lots more to do, we have implemented major investments to make our vehicles safer and achieved important safety performance improvements.

Changing Design: Safe Fleet Plan

Working with US DOT Volpe, DCAS developed a Safe Fleet Transition Plan (SFTP). Issued through multiple public reports, this plan outlines a comprehensive set of steps that can be taken to improve safe fleet design across the full scope of our very complex fleet of 160 vehicle types. The Safe Fleet implementation is divided in three parts: proven and mandated changes; best practices; and areas for testing and exploration. DCAS has implemented over 63,000 safety improvements to date since FY17 through the SFTP.

NYC Safe Fleet Transition



Changing Design: Safe Fleet Plan

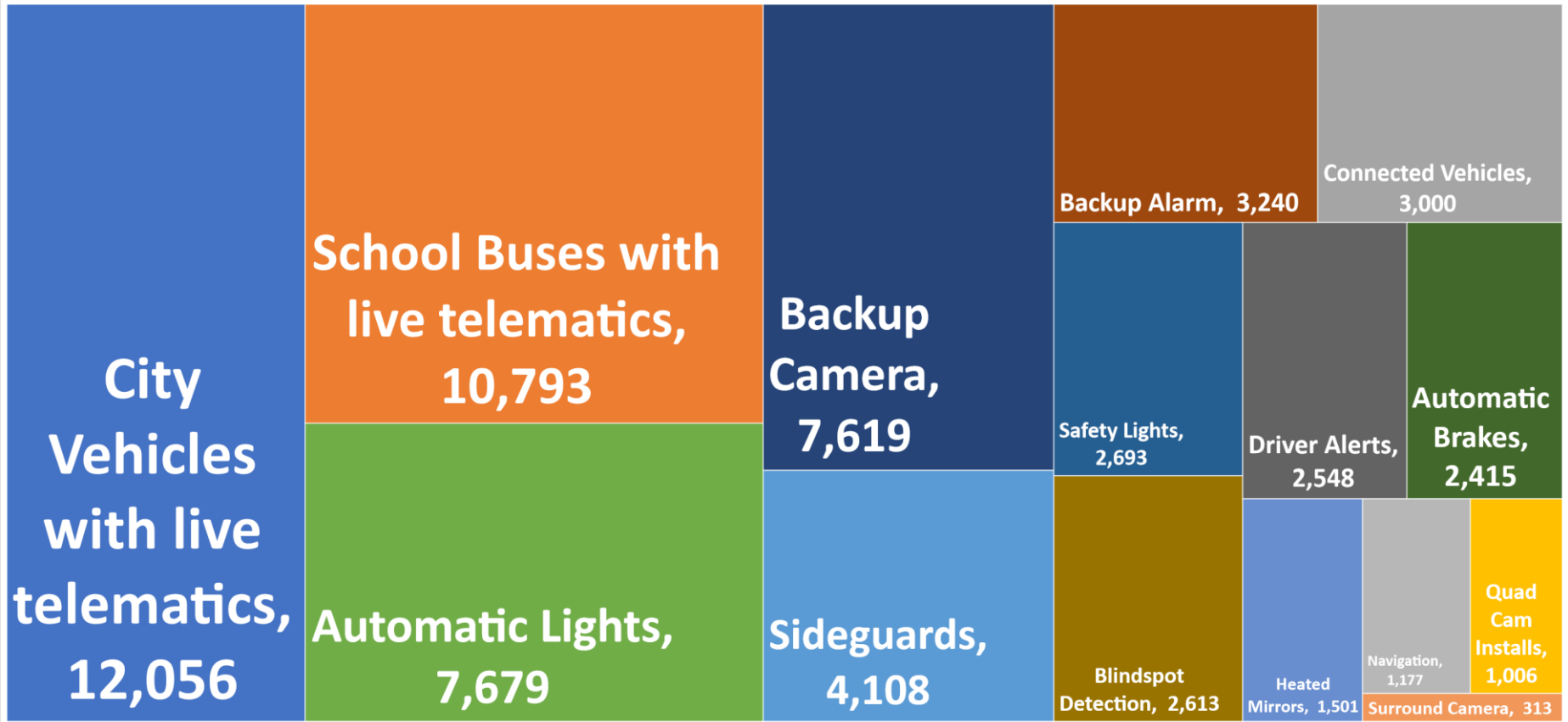
Tier 1	Tier 2	Tier 3
	Best Practice Technologies	Exploratory Technologies
High vision truck cabs where competitively available and operationally feasible * ⁵	Pedestrian AEB for medium- and heavy-duty vehicles where available (Class 3-8) * ⁵	Alcohol touch ignition interlock ⁵
Additional mirrors/lenses where applicable including Fresnel lenses *	Blind spot monitors	Cell phone physical or app-based lock box/ docking station ignition interlock ⁵
Appropriate technologies and techniques to see behind vehicle, such as but not exclusive to backup cameras	Enhanced Seat Belt Reminder systems (ESBRs)	Seatbelt assurance ignition interlock systems ⁵
Forward Collision Warning (FCW) and Pedestrian Collision Warning (PCW) for Class 1 and 2	Navigation systems	Surround cameras *
Automatic Emergency Braking (AEB) for light-duty vehicles (Class 1-2) with Advanced Pedestrian Monitoring as preferred option where available ⁵	Power mirrors and heated mirrors *	Turning alarms *
Automatic headlights where available	Speed governors * ⁵	Universal design
Enhanced truck rear underride guards *	Connected vehicle, or vehicle-to-vehicle (V2V), communication technology	Rear Automatic Emergency Braking (AEB) for light-duty vehicles (Class 1-2) ⁵
Safety lights for work trucks, such as but not exclusive to side-visible turn signals and roadwork lights (amber)	Broadband backup alarms †	Intelligent Speed Assistance (ISA) ⁵
Side underride guards * consistent with Local Law	Rear Automatic Emergency Braking (AEB) for heavy-duty vehicles with air brakes *⁵	Automatic Emergency Braking (AEB) for medium- and heavy-duty vehicles (Class 3-8) * ⁵
Self-adjusting volume backup alarms †	Forward Collision Warning (FCW) and Pedestrian Collision Warning (PCW) for Class 3 and above	
Telematics to enable utilization, collision, speed, and safety reporting, among other uses	External Cameras and Recording	
Warning decals *	Training where feasible in appropriate use of technologies	

Note: Entries in bold are potential updates for 2018 (see explanations below)

* = Only apply to vehicles with gross vehicle weight rating of 10,000 lbs. or greater.

Changing Design: Safe Fleet Plan

SAFE FLEET TRANSITION PLAN



Changing Design: Truck Side-guards

It's a common-sense issue. Pedestrians, bicyclists, and children should not be at risk from gaps in big trucks driving through the City. Truck side-guards are common in Europe and rare in North America. DCAS worked with US DOT Volpe to change this, launching the nation's largest truck side-guard program. Side-guards are now the law for City fleet and private waste trucks.

Truck Sideguards for Vision Zero

Review and technical recommendations for Safe Fleet Transition Plan pilot deployment

Alexander K Epstein, Ph.D., Sean Peirce, Andrew Breck, Coralie Cooper, and Eran Segev



December 2014
DOT-VNTSC-DCAS-14-01

Prepared for:
Department of Citywide Administrative Services
City of New York

NYC
Citywide Administrative
Services

U.S. Department of Transportation
John A. Volpe National Transportation Systems Center

Volpe

NYC
DCAS
Citywide Administrative
Services

STREETSBLOG NYC

Parking Madness 2021 / Coronavirus Crisis / Transit / Congestion Pricing / Open Streets / Calendar

De Blasio Signs Bill Requiring Side Guards on 10,000 Trucks by 2024

By Stephen Miller | Jun 17, 2015 | 1 COMMENT



Mayor Bill de Blasio signed a bill yesterday [requiring side guards](#) on all large city trucks, and on private garbage trucks operating in New York City, by 2024. When a truck driver strikes someone with the side of the vehicle, the guards prevent people from getting crushed beneath the truck's rear wheels. They have been proven to reduce deaths and serious injuries where they are used.

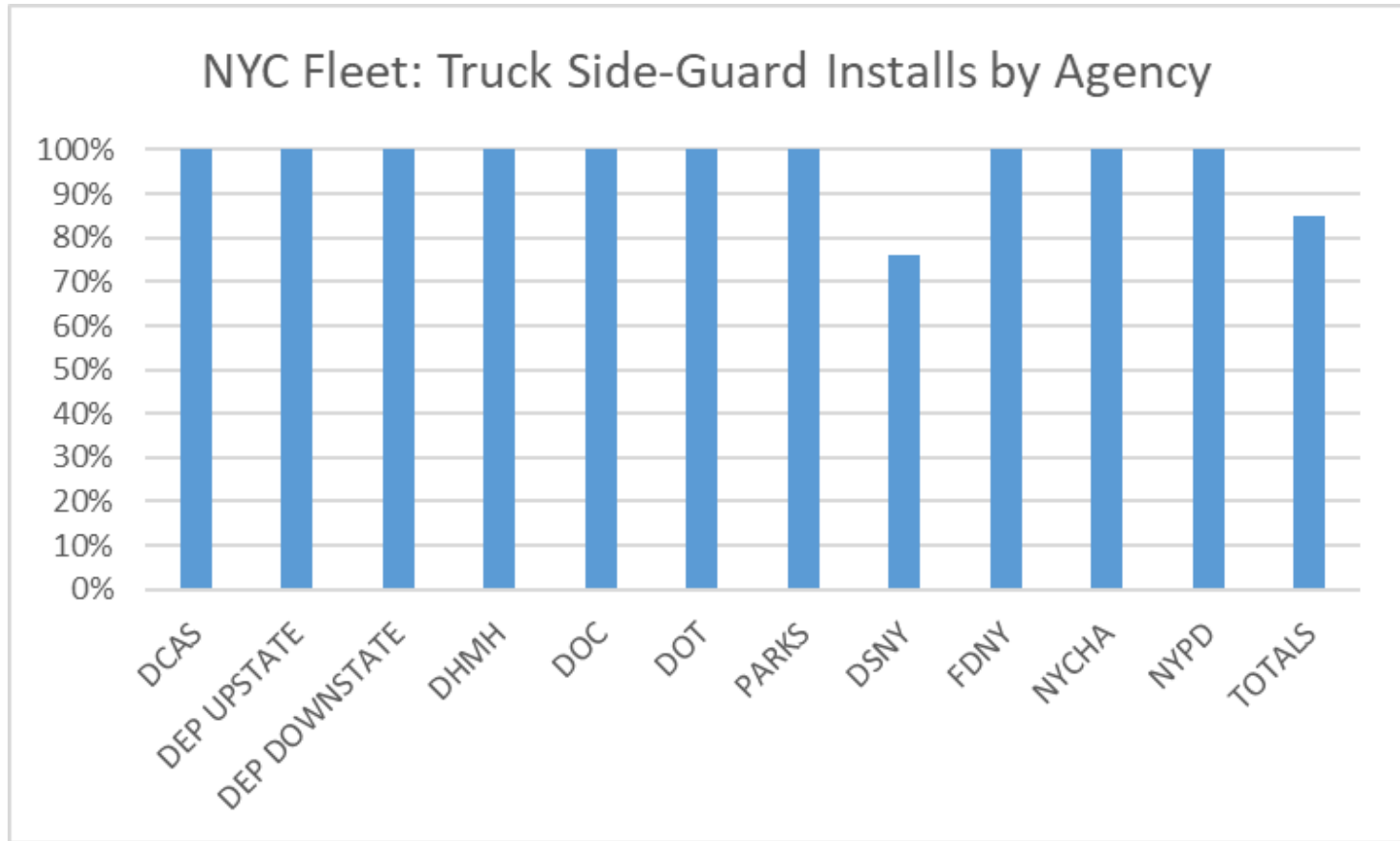
The side guards bill covers approximately 10,000 trucks that weigh more than 10,000 pounds, according to Council Member Corey Johnson, who sponsored the legislation. That breaks down to 4,500 vehicles in the city fleet, including approximately 2,700 Department of Sanitation vehicles, and 5,500 to 6,000 private trash haulers regulated by the Business Integrity Commission.



Nation's Largest Side-guard Program



Nation's Largest Side-guard Program



Changing Design: Surround Cameras

One of our biggest safety risks is visual and line of sight restrictions for truck operators. Trucks have myriad blind spots that increase safety risk. DCAS is taking many steps to address. This includes an initiative to install surround cameras in our trucking fleet. These cameras can provide a truck driver with an easy to access full view around the vehicle. DCAS is starting with an install of 1,500 units.

STREETSBLOG NYC

[Parking Madness 2021](#) / [Coronavirus Crisis](#) / [Transit](#) / [Congestion Pricing](#) / [Open Streets](#) / [Calendar](#)

City Shows Off Trucks and Buses With Surround-View Cameras

By Fiifi Frimpong | Jun 12, 2021 | 4 COMMENTS



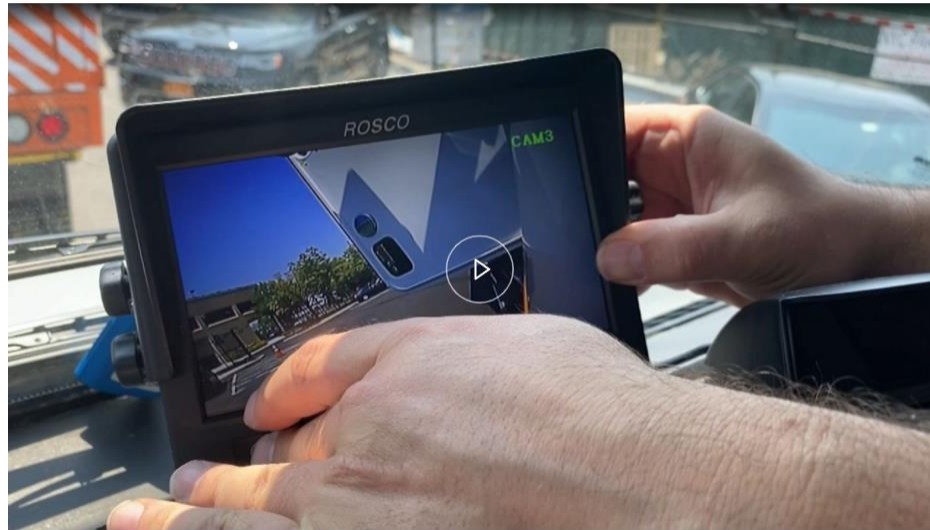
Changing Design: Surround Cameras

- [CLICK HERE](#)
- <https://www.ny1.com/nyc/bronx/news/2021/05/27/nyc-non-emergency-vehicles-get-360-degree-view-cameras>

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The cameras (pictured) give a complete view of all sides of the vehicle. They also have a sensor, warning drivers how many feet away they are from potentially hitting something.

PUBLIC SAFETY

NYC non-emergency vehicles get 360-degree view cameras



BY VICTORIA MANNA | THE BRONX
PUBLISHED 8:20 AM ET MAY, 27, 2021

Changing Design: High Vision

In addition to the truck cameras, DCAS is looking to procure new trucks, where available, that are designed as high vision units. In conventional trucks, the engine is in front of the driver, creating over 20 feet of line-of-sight impairment. It doesn't have to be this way. Electric trucks are especially suitable for high vision design. We need the truck market to move in this direction, so we have high vision options to choose from.

SAFETY

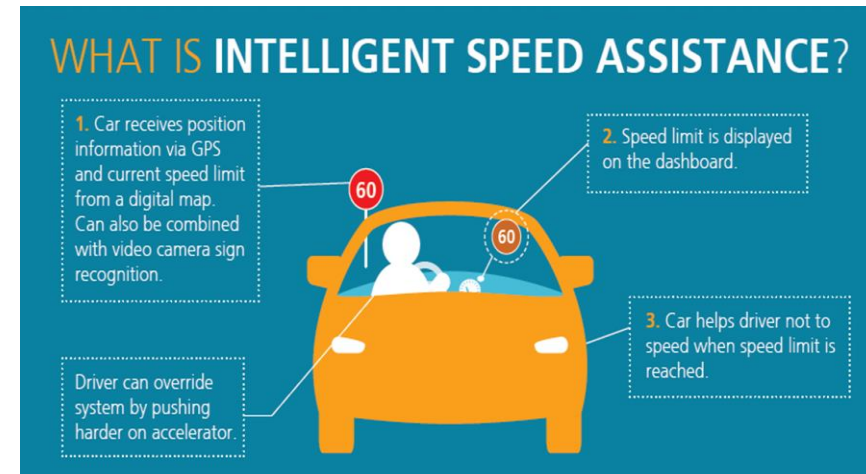
New York City Transitions to Safer 'High Vision' Trucks

November 29, 2018 • by Government Fleet Staff • [📄](#)



Changing Design: CV and ISA

Through the Safe Fleet Plan, we are implementing now proven safety measures like side-guards, telematics, back-up cameras, and driver alerts. We are also working on future technologies. In partnership with US and City DOT, DCAS installed innovative connected vehicle technology (CV) on 3,000 fleet vehicles. This technology includes driver alerts and tests vehicle to vehicle (V to V) and vehicle to infrastructure (V to I) capacities. This is one of three pilots of CV in the nation sponsored by US DOT. DCAS has also charged US DOT Volpe to assist us in piloting intelligent speed assist (ISA), which is growing in use in Europe but still rare in North America.

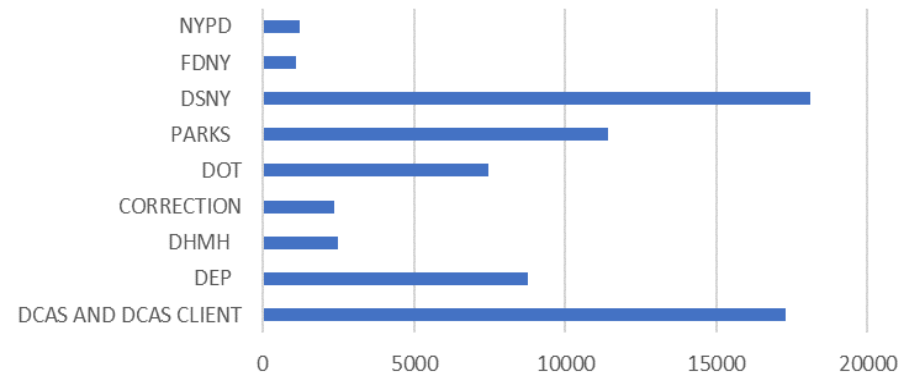


Changing Behaviors, Training

In 2014, DCAS launched a mandatory day of safety training for all fleet operators. Through FY21, over 70,000 staff have been trained in best practices such as the three second rule. The training discusses actual fleet crashes that have involved City employees. After COVID, we developed an online version with 8,000 participants in first year.



NYC FLEET: Vision Zero
Civilian Fleet Operators Trained in Safe Driving
Over 70,000 in total



Changing Behaviors, Training

Working with our agency partners, DCAS has developed new posters, training materials, and videos to promote safe driving behaviors.

The Vision Zero Story

Launched by Mayor Bill de Blasio in 2014, Vision Zero has one clear goal: eliminate all traffic fatalities and severe injuries on our roadways. The City must no longer regard traffic crashes as mere "accidents," but rather as preventable incidents that can be systematically addressed. No level of fatality on city streets is inevitable or acceptable.

Through Vision Zero, the City is using every tool at its disposal to improve the safety of our streets. This includes expanded enforcement against dangerous driving, new street designs to deter speeding and protect pedestrians, broad public outreach and communications, and a legislative agenda to increase penalties for dangerous driving. DCAS is a proud partner in this work through its initiatives improving the safety of the City's vehicle fleet.

To learn more about Vision Zero, visit nyc.gov/VisionZero



**Ensuring
safe streets**
with New York City's Fleet

Changing Behaviors, Training

DCAS fleet worked with City DOT to promote safety for bicyclists among City fleet operators.



Bill de Blasio, Mayor
Lisette Camilo, Commissioner
Keith T. Kerman, Deputy Commissioner
and Chief Fleet Officer

NYC Fleet Newsletter

July 29, 2019 - Issue 271

Keeping Bicyclists Safe

By: Keith T. Kerman and Eric Richardson

On July 25, 2019, Mayor de Blasio announced the Green Wave plan for Bicycling in NYC. Biking in NYC is more popular and prevalent than ever. Biking can be a healthy and fun way to get around town and without the need to depend on cars and burn polluting fuels. The City and DOT have made substantial investments to expand bike lanes and encourage the growth of biking, and bike sharing is more common than ever.

Under the plan, there will be additional development of protected bicycle lanes, renewed enforcement, and a focus on safety with private and public trucks fleets.

As biking expands, fleets and drivers need to do more to keep bicyclists safe and better share the roads. Through our Vision Zero Safe Fleet Transition Plan we are re-designing vehicles to make them safer including for bicyclists. Our truck side-guard initiative, fleet telematics tracking, high vision truck requirements, and lane and collision alert systems will help prevent collisions with bicyclists and keep bicyclists safe.

There are also critical steps our nearly 80,000 fleet operators can take. Please follow these common sense safety practices:

- **Respect the use of bike lanes by bicyclists.** Do not park, stop, or idle in a bike lane unless for an emergency response or unavoidable work specific purpose, such as repairs to the lane itself.



turns.

- **After parking, check for bicyclists before opening the door.** You can use the opposite hand technique to open the door. Use your hand furthest from the door to open the door. This will help shift your body in a better position to see bicyclists coming from behind you.

- **Allow extra space for bicyclists and drive cautiously near them.** Just like pedestrians, bicyclists are greatly exposed and at risk in potential crashes with cars and trucks and we must give them the benefit of any doubt on the roads. Provide 3 feet or more of extra space for bicyclists and be especially careful when making

Changing Behaviors, Training

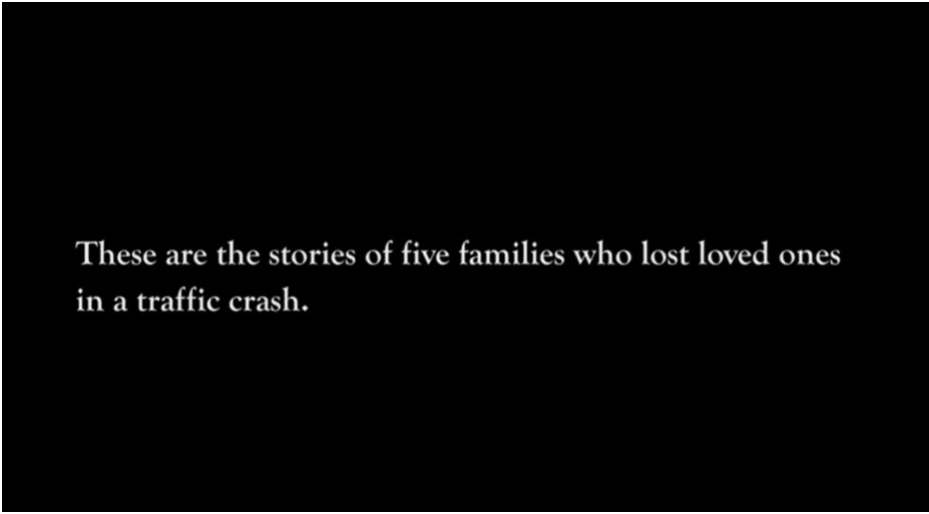
City DOT and DCAS developed a safety video, “I see you” aimed at truck operators.



<https://www.youtube.com/watch?v=ZbdcCZrHNjk&feature=youtu.be>

Changing Behaviors, Training

In every training, DCAS incorporates the video, “Drive like your family lives here”, produced in partnership with Families for Safe Streets, Transportation Alternatives, TLC, and DOT.



These are the stories of five families who lost loved ones
in a traffic crash.

[Drive Like Your Family Lives Here – Original Full Length Version - YouTube](#)

Changing Behaviors, Call it Crash

DCAS has adopted in our Fleet Manual and training the Vision Zero focus on using the term crash or collision and not accident. This change focuses attention on the fact that most crashes are preventable and do not need to happen.



Changing Behaviors, Fleet Rules

The City has over 80,000 full or part-time fleet operators. It was critical to ensure that all fleet operators were issued and acknowledged the rules for safe and proper fleet operation.

DCAS Fleet worked with DCAS Human Capital to add a feature to Employee Self Service (ESS) where all employees can obtain and acknowledge the Fleet Manual and Citywide Rules for Vehicle Operation through ESS. Over 30,000 staff have utilized this feature. Additionally, at some agencies, staff sign for the rules. DCAS has also been able to develop an email contact network for these authorized drivers to enable us to push out safety messaging as broadly as possible including through our fleet newsletters. DCAS is currently working on an update to the Fleet Manual, which was first completed in 2013.

Changing Behaviors, Fleet Rules



Bill de Blasio, Mayor
Lisette Camilo, Commissioner
Keith T. Kerman, Deputy Commissioner
and Chief Fleet Officer

NYC Fleet Newsletter

February 20, 2020 - Issue 293

Drivers: Slow Down and Buckle Up!

By: Keith Kerman

I have two young children. As they get older, they start to hear words that they know they aren't supposed to say. We had an awkward moment recently when my oldest loudly repeated one. We discussed how these types of words are inappropriate and make people think less of those who use them. To the extent that swears are meant to put stress and emphasis on an issue, they lose all effect the more you use them.

I offered that a more clever, funny, and pleasant approach, still to be used sparingly, was to say "expletive" instead of an actual swear word. People will know what you mean, but you don't have to actually swear.

So — I'll try it myself:
SLOW the Expletive down
Buckle the Expletive up
Focus on the Expletive road
Put down the Expletive phone, hands free too...
Quit hugging the Expletive car in front of you
Watch out during turns.
Think safety at all times.
Don't misuse your vehicle.

Changing Behaviors, Recognition

Through our Annual Vision Zero Fleet Safety Forums, DCAS recognized safe drivers and driver trainers who set the example for improving driving behaviors.



Changing Behaviors, Recognition

In 2021, Together for Safer Roads (TSR) and DCAS announced a new Vision Zero Safety Award named after Lenin Fierro. Lenin was a ten-year Navy veteran and Director of Fleet Safety for DCAS until losing his life in the early days of COVID-19. Lenin personally trained thousands in safe driving.

BREAKING

City remembers Vision Zero pioneer

by Michael Gannon / Editor May 17, 2021 0



Lenin Fierro of Forest Hills, with his family, was an innovator in shaping New York City's Vision Zero goals for vehicular safety within the city fleet. The Department of Citywide Administrative Services and the group Together for Safer Roads have endowed an award in his memory.

FILE PHOTO

f t e b

Lenin Fierro of Forest Hills was 42 when he died from Covid-19 in March 2020.

But the city's Department of Citywide Administrative Services, where he had worked since 2014 on fleet and traffic safety issues, has made sure he will not be forgotten.

Lenin Fierro Safety Award



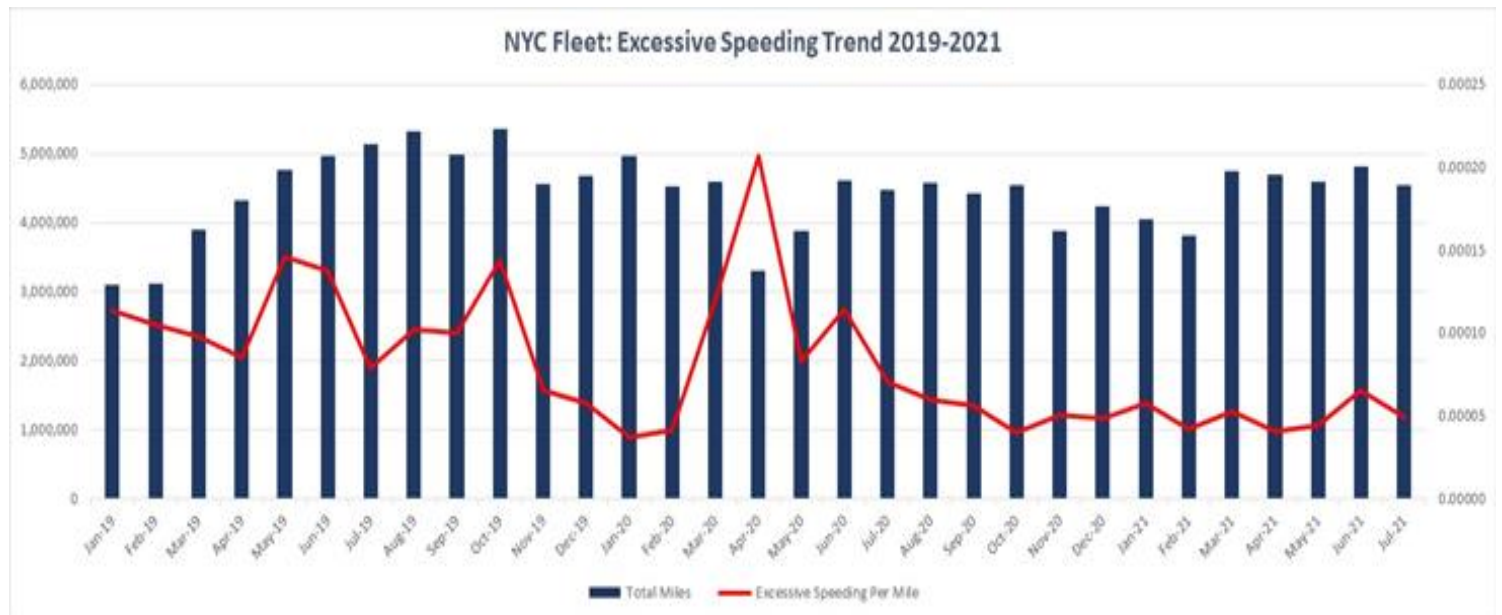
Changing Behaviors, Testing VR

In partnership with NYC Parks, DCAS procured a Virtual Reality (VR) training simulator. Parks is testing its effectiveness in supporting on the road safety training. DSNY plans to implement a similar initiative.



Changing Behaviors, Speed

At the Fleet Office of Real Time Tracking (FORT), DCAS tracks nearly one million miles a week of fleet use. Through education, real-time alerts, and follow-up, we reduced excessive speeding, 25 miles over the limit, more than 50%. This is a continual effort. Fleet operators were not immune to the increase in unsafe driving behaviors during the first months of COVID-19. We have launched Slowtember in September campaign.



Changing Behaviors, Seatbelts

Through the FORT, DCAS tracks whether drivers wear their seatbelts. This is still an area needing improvement among many City employees. In July 2021, we launched a Buckle Up campaign focused on daily reporting metrics. We made some progress, with lots more to go.



Bill de Blasio, Mayor
Lisette Camilo, Commissioner
Keith T. Kerman, Deputy Commissioner
and Chief Fleet Officer

NYC Fleet Newsletter

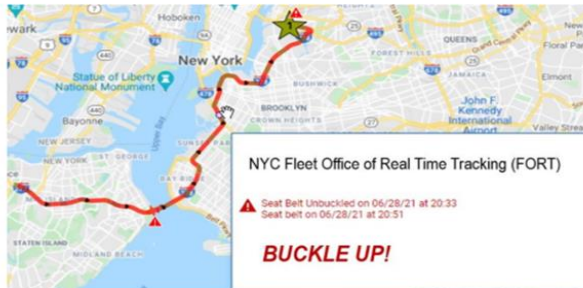
June 30, 2021 - Issue 350

Back to Basics for the Summer: Seatbelt Challenge!

By: Keith T. Kerman and Nate Koszer

NY State recently announced that nearly 70,000 tickets were issued in a two-week statewide Click It or Ticket initiative. Nationwide, [the National Highway Traffic Safety Administration \(NHTSA\)](#) reports that 90% of drivers properly use seatbelts. The rate is 88% for the Northeast.

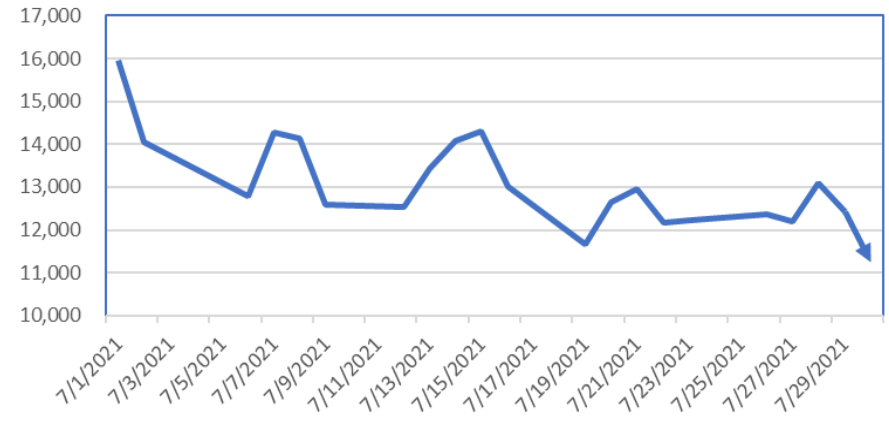
[The National Safety Council](#) reports that seatbelts reduce fatalities and injuries by over 50% in cars and even more in pickups and vans, like those operated by so many NYC staff and crews. Our Fleet Newsletter has of course focused on seatbelt implementation many times, including [issue 328 from last December](#).



Wearing a seatbelt is the law, it's common sense, and it's self-preservation. The most likely party to be hurt by your failure to wear a seatbelt is you, followed closely by whoever joins you as a passenger in your vehicle. By law and fleet rule, it's the driver's responsibility to ensure that they and all passengers are buckled up.



Total Miles Driven Without Seatbelts
City Vehicle Drivers
07/01/21-07/31/21 (Weekdays only)



Changing Behaviors, Distraction

One of the biggest safety risks is distraction. Most states have barred hand-held phone use and texting for drivers, but legalized hands-free phone operation. DCAS published a report arguing this is the wrong approach. Distraction is the risk, so we barred hands-free phone use for fleet operators.



The screenshot shows the top of a website for 'OHS & 89 OCCUPATIONAL HEALTH & SAFETY'. It includes a search bar, social media icons for Twitter, Facebook, and LinkedIn, and a navigation menu with links for Magazine, News, Webinars, and Whitepapers. Below the navigation are several category buttons: 'OH&S SAFETYPOD', 'CORONAVIRUS', 'PRODUCT SHOWCASE', 'ELECTRICAL SAFETY', and 'PROTECTIVE'. The main article title is 'NYC Bans Hands-Free Devices for Its Fleet'. The sub-headline reads: 'New York City will bar the use of hands-free phone devices by city fleet operators, except for emergency responders.' The date is 'May 16, 2016'. The article text states: 'New York City officials recently **announced** two safety measures for the city's fleet of more than 28,000 vehicles -- more life-saving truck side guards and a ban on hands-free phone devices except for emergencies. They also announced a new electric car initiative that will help the city's fleet achieve the goal of reducing municipal fleet emissions 50 percent by 2025.'

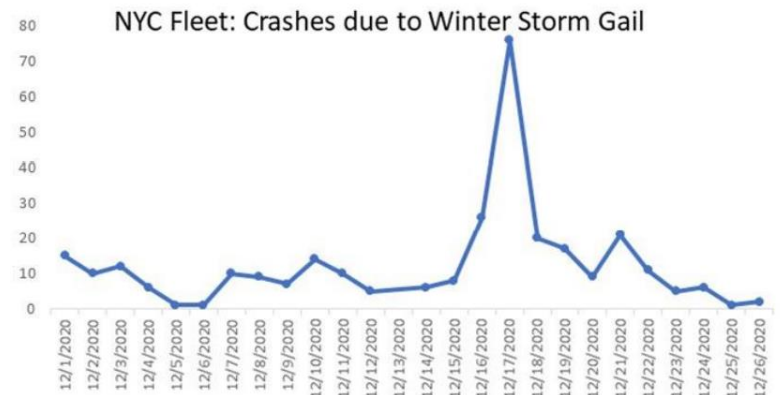
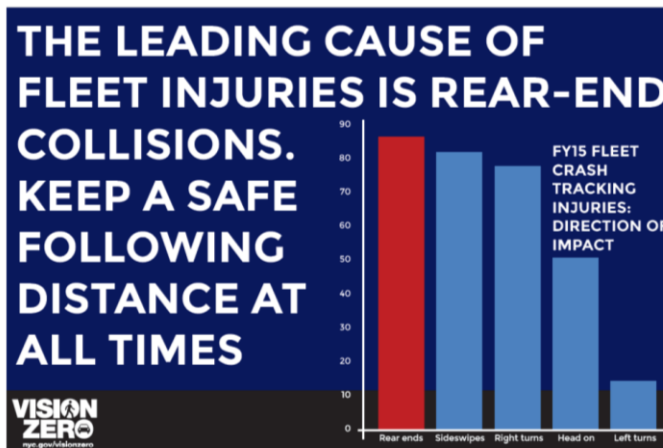


**SAFE DRIVING IS
FOCUSED DRIVING!
NO CELL PHONES
INCLUDING
HANDS FREE
AND NO TEXTING
WHILE DRIVING.**

**VISION
ZERO**
nyc.gov/visionzero

Using Data: CRASH Tracking

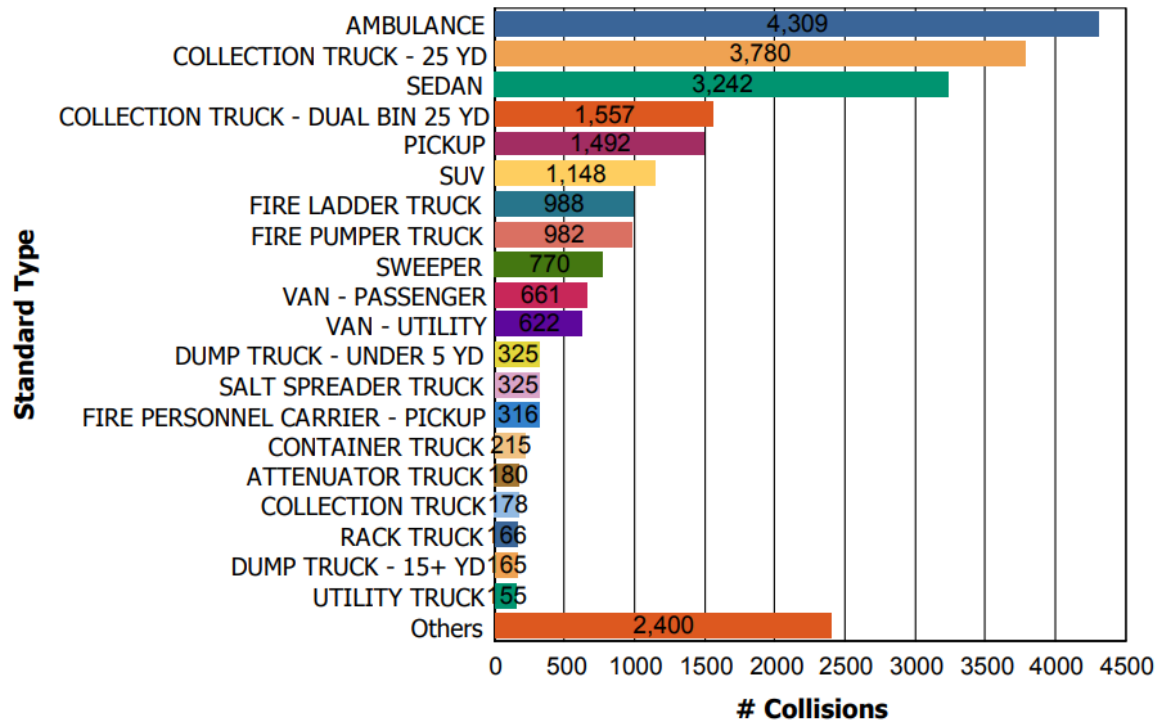
When Mayor de Blasio launched Vision Zero in 2014, the City did not have a comprehensive system for tracking crashes across agencies. DCAS implemented the City's first system, CRASH, as part of our new Fleet Management System, NYC Fleet Focus. DCAS can now report on collision trends by agency, vehicle type, locations, cause of crash, weather, injuries, and many other categories for all agencies, except NYPD. Crash performance is now reported in the Mayor's Management Report (MMR) based on both total crashes and against vehicle miles travelled (VMT). Among the most important findings are the prevalence of preventable rear-end crashes in injury events, and the major impact of snow events on safety.



Using Data: CRASH Tracking

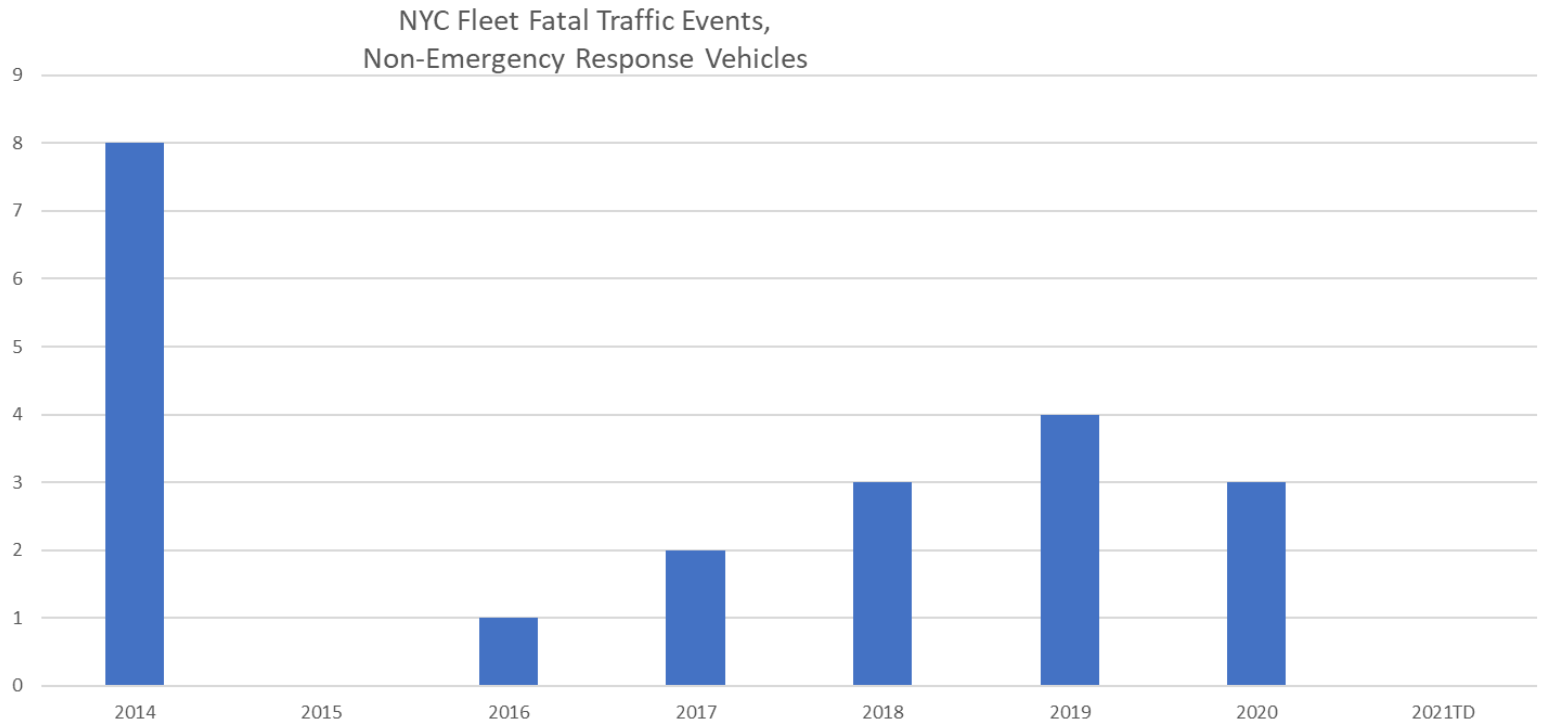
Citywide Collisions by Standard Type - Top 20

FY 2017-2020



Using Data: CRASH Tracking

Fatal crash events are now specifically tracked. In year one of Vision Zero, there were 8 fatal events with non-emergency response vehicles. In the 7 years since, there have been 13, an over 75% reduction.



Using Data: CRASH Tracking

That said, even one is way too much.

10-Year-Old Boy Killed By City Sanitation Truck While Crossing Street With Mother In Queens

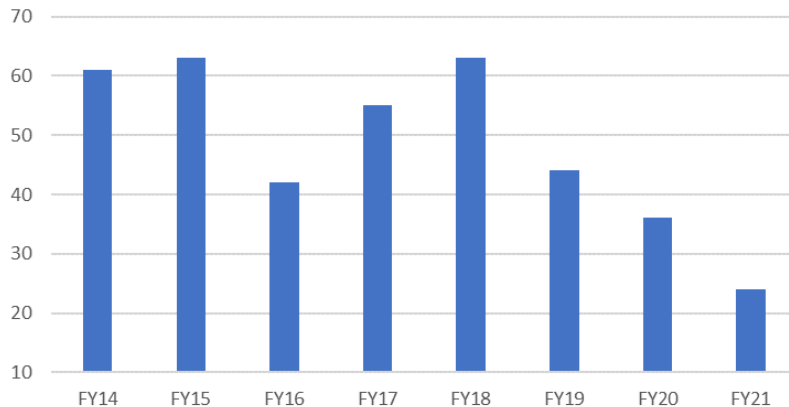
January 7, 2020 at 11:25 pm Filed Under: Christina Fan, Corona, Local TV, New York, Queens



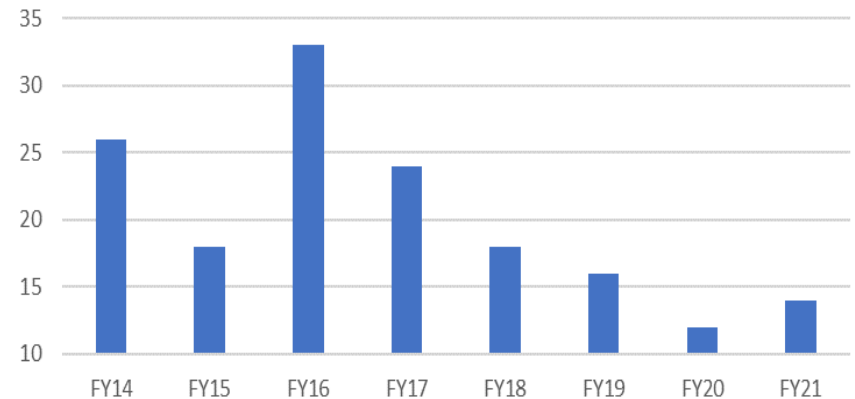
Using Data: CRASH Tracking

Fleet has also achieved a substantial decrease in reported crashes impacting bicyclists and pedestrians. These categories are tracked in the CRASH system.

PEDESTRIANS INJURED
FY14-FY21
DOWN 61%



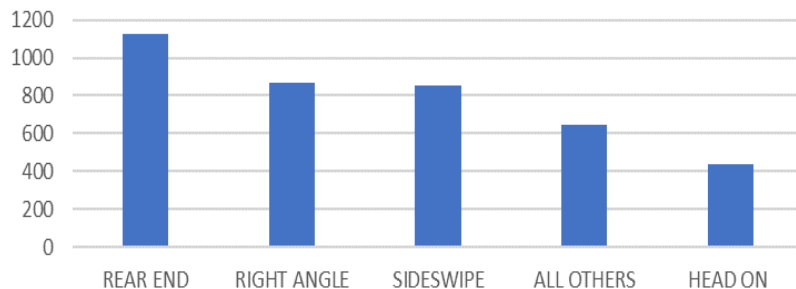
BICYCLISTS INJURED
FY14-FY21
DOWN 46%



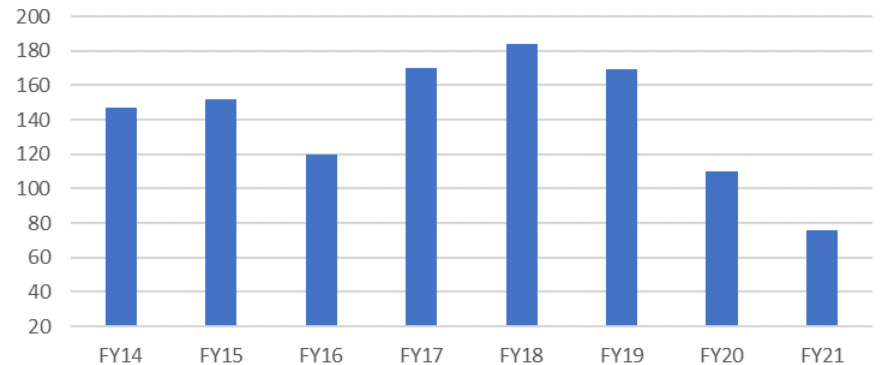
Using Data: CRASH Tracking

Rear-end crashes are the prime driver of injury causing crashes in our fleet as tracked through CRASH. These are also among the most preventable of all incidents. We have made progress reducing injuries from rear-ends. We have much more to do.

NYC FLEET
DIRECTION OF IMPACT
COLLISIONS RESULTING IN INJURY
FY14-FY21
29% REAR END



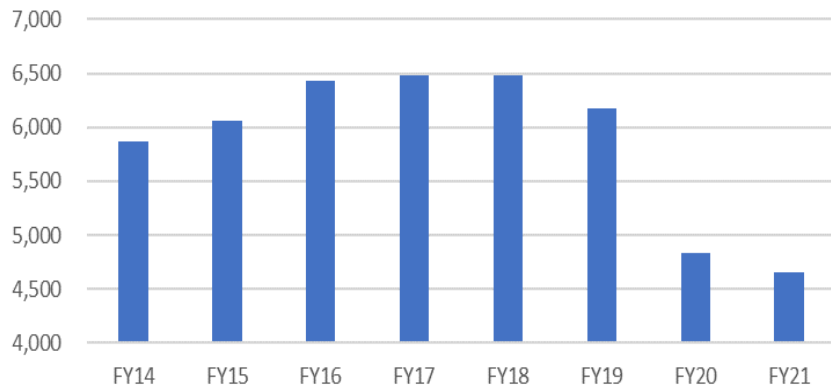
NYC FLEET
REAR END COLLISIONS
COLLISIONS RESULTING IN INJURY
FY14-FY21
DOWN 48%



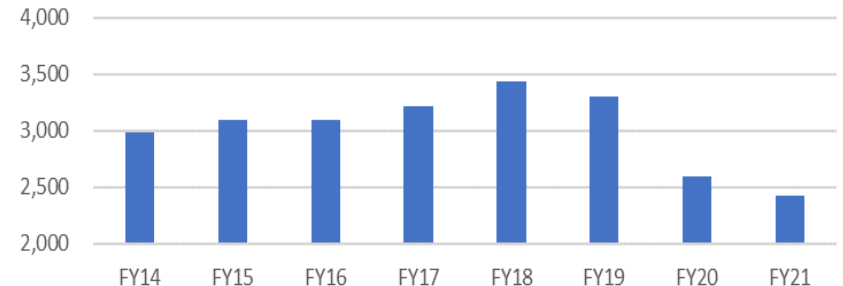
Using Data: CRASH Tracking

Total reported crashes and total reported preventable crashes are down.

NYC FLEET TOTAL COLLISIONS
FY14-FY21
Down 21%



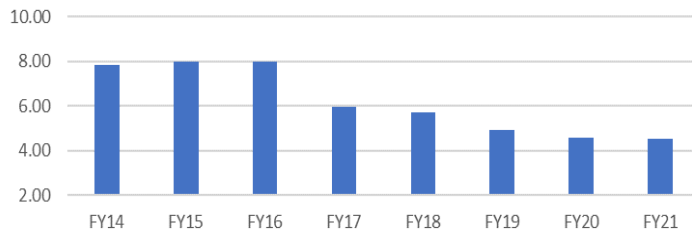
NYC FLEET
TOTAL PREVENTABLE COLLISIONS
FY14-FY21
DOWN 19%



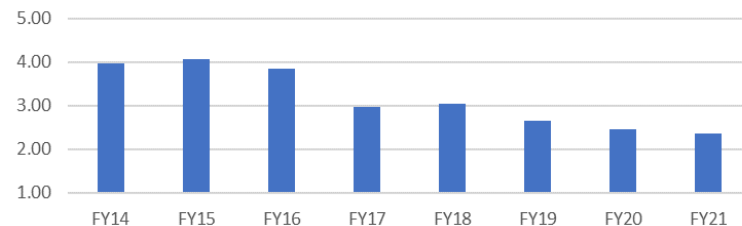
Using Data: CRASH Tracking

NYC Fleet grew in the last 8 years. Crashes and preventable crashes were reduced further when presented in term of total vehicle miles travelled (VMT). Through telematics and fuel tracking, DCAS has improved fleet's ability to track VMT. DCAS added VMT to Mayor's Management Report (MMR) tracking in FY17.

NYC FLEET
CITYWIDE COLLISIONS
PER 100,000 MILES TRAVELLED
FY14-FY21
Down 42%



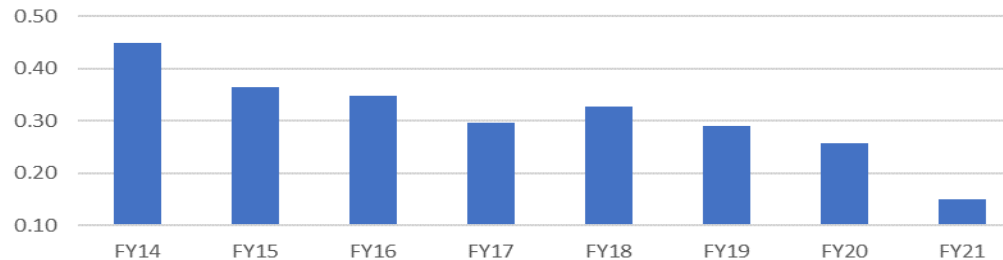
NYC FLEET
TOTAL PREVENTABLE COLLISIONS
PER 100,000 VMT
FY14-FY21
DOWN 41%



Using Data: CRASH Tracking

Through our fleet tracking, 92% of crashes do not report an injury. Of those that do involve injury, 72% reported a single injured person. As part of our Fleet Manual procedures, agencies are expected to investigate crashes involving injuries and to determine whether the crash was preventable by the City driver. DCAS tracks these determinations in the CRASH system. Per mile, fleet has reported a substantial decrease in injuries tied to preventable crashes. In fact, the last fatal event involves a private vehicle that hit a legally parked and unoccupied City garbage truck.

NYC FLEET
CITYWIDE INJURIES IN CRASHES
DEEMED PREVENTABLE BY CITY FLEET DRIVER
PER 100,000 VMT
FY14-FY21
DOWN 66%



* VMT data for fleet prior to FY17 is less reliable but offered here for reference.

Using Data: The FORT

As part of Vision Zero, DCAS introduced live vehicle tracking for fleet vehicles. Managed through the new DCAS Fleet Office of Real Time Tracking (FORT), DCAS is now managing the largest telematics initiative for public vehicles in the United States. DCAS is tracking 23,000 units through the FORT, including nearly 11,000 City contracted school buses. Over 12,000 additional units are in place through NYPD, DSNY, and FDNY. DCAS is currently working on integrating the DSNY and FDNY efforts into the FORT. Tracking is now required through Executive Order 51 of 2019.



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N.Y. 10007

EXECUTIVE ORDER No. 41

March 28, 2019

CITYWIDE FLEET SUSTAINABILITY, RIGHT-SIZING, AND EFFICIENCY THROUGH NYC CLEAN FLEET PLAN

WHEREAS, the City operates a large fleet ("NYC Fleet") of vehicles and motorized equipment that is critical to the daily provision of municipal services; and

WHEREAS, the Department of Citywide Administrative Services (DCAS) through NYC Fleet manages an extensive network of fueling and electric vehicle charging infrastructure to power these fleets including light, medium, heavy duty and off-road units; and

WHEREAS, in accordance with New York City Charter section 827 and Executive Order No. 161 of 2012, DCAS procures all fleet units and fuel for City agencies and manages initiatives to implement cleaner alternative fuels, reduce vehicle emissions, and increase fleet efficiency; and

WHEREAS, the NYC Clean Fleet Plan was released in December 2015, and calls for NYC to implement the most sustainable fleet in the country, including operating at least 2,000 on-road electric vehicles by 2025 and reducing greenhouse gas emissions (GHG) by 50% by 2025; and

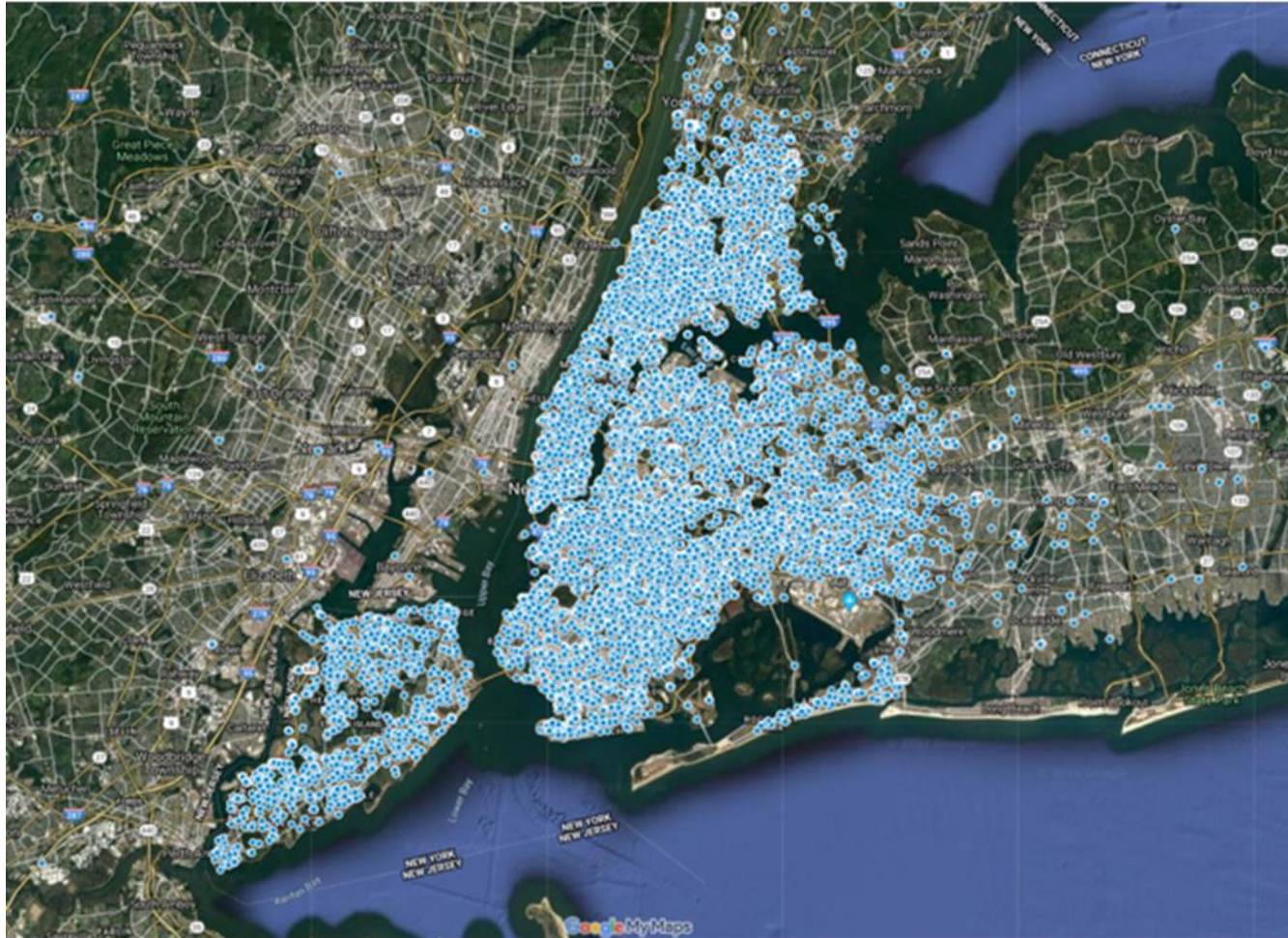
NOW, THEREFORE, by the power vested in me as the Mayor of the City of New York, it is hereby ordered:

Section 1. **NYC Clean Fleet Plan.** DCAS, working with the Office of Management and Budget (OMB) and the Mayor's Office of Sustainability (MOS), will continue to implement the NYC Clean Fleet Plan. All agencies operating fleet units will support implementation of this phase of the plan and take all required efforts to achieve the environmental and efficiency performance goals within the NYC Clean Fleet Plan. DCAS and MOS will issue a report and update to the plan every two years, with the first such report and update issued by January 1, 2020. This report will include an update on implementation of this Executive Order.

§ 2. **Fleet Size.** By June 30, 2019, DCAS will implement telematics, mapping, and analytics for all City on-road fleet units, including long-term rentals. The New York City Police Department will implement a similar initiative. Working with OMB, DCAS will set fleet daily usage targets for all City fleet agencies and major operational sub-divisions of the fleet, to ensure that the City achieves an optimal fleet size based on documented usage patterns. At least 1,000 existing on-road units will be reduced by June 30, 2021. In addition, DCAS and OMB will establish an 80 percent general usage standard for the

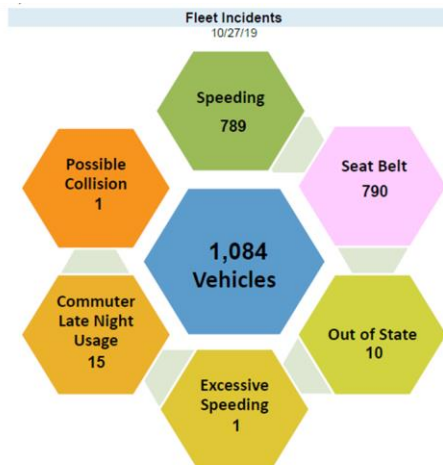


Using Data: The FORT



Using Data: The FORT

Through the FORT, DCAS and agencies receive real-time alerts throughout the day about potentially unsafe driving behaviors including speeding, seatbelt violations, crash events, hard turns, slamming on brakes, and flooring the accelerator. A comprehensive safety index has been developed to enable tracking of general safe driving behaviors. Nearly 1 million miles are tracked per week for City fleet alone. Schools receives similar safety reporting for buses.

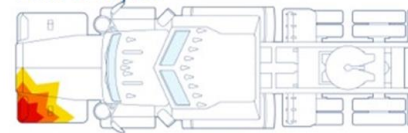


Collision Reconstruction (BETA)

Device Information

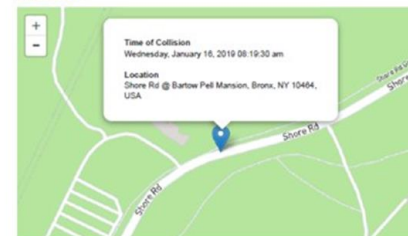
Vehicle Name: P8357
Driver: Unknown Driver
VIN: 2FZACFDK08A236598
Vehicle: 2008 Sterling Acterra
Time of Collision: Wednesday, January 16, 2019 08:19:30 am

Point of Impact



Map View

[Time History](#)



Using Data: The FORT

Through the FORT, DCAS prepares monthly safety index reports by agency, by vehicle, and Citywide. These reports enable us to monitor driving behaviors and to compare agencies to each other. DCAS is also preparing comprehensive fleet analysis for each fleet operating agency, using FORT data. FORT data has also been critical in usage analysis, compliance work, tracking idling, theft protection, and many other fleet, operational, and emergency applications.

NYC Fleet: Safety Alerts Per Mile 2019-2020



Using Data: The FORT

Fleet Vision International published a review of FORT operations.

feature



Vision Zero NYC

In January 2014, Mayor Bill de Blasio announced a significant Vision Zero initiative for New York City with ambitious street re-design goals, new bike lanes, improved traffic rules, and better enforcement. Six years on, what does a Vision Zero NYC Fleet look like?

Words
Keith Kerman, Chief Fleet Officer, Deputy Commissioner, NYC Department of Citywide Administrative Services



NYC Chief Fleet Officer Keith Kerman.

Vision Zero is notable for its focus on re-engineering roadways to make driving safer. However, vehicles and drivers also have a critical role to play. In 2014, the NYC Mayor's Office of Operations introduced an inter-agency task force to spearhead Vision Zero. NYC Fleet at the Department of Citywide Administrative Services (DCAS) became one of the programme's leading agencies, focusing on the fleet's redesign to match roadway improvements.

NYC Fleet is the USA's largest municipal fleet with more than 30,000 vehicles. NYC Fleet also partners in managing thousands of other vehicles, including the New York Housing Authority and the city's almost 11,000 contracted school buses.

In the end, safety depends on the behaviours and interactions, each minute, of drivers, vehicles, cyclists, and pedestrians. NYC Fleet's change in Vision Zero is to aggressively advance the safe design of

vehicles and the training of fleet operators, and to match, on the car and truck side, the work that City Department of Transportation (DOT) and NYPD are doing in road improvements and enforcement.

The fleet plan began with training. Each fleet operator spends a full day focused on safe driving and Vision Zero. They are also confronted by the stories of actual crashes in the heart-breaking film *Drive Like You Finally Live Here*. So far, more than 65,000 staff from over 50 agencies have received training. DCAS recently developed an online version of the course to help address Covid-19 restrictions called *Vision Zero Driver Safety Training Goes Online*. DCAS and DOT also filmed a video to focus on safe driving for truck drivers and is testing virtual reality as a potential tool to improve hands-on driver training.

Increase focused driving

On the policy front, City DOT reduced the speed limit to 25 mph and introduced

<https://www1.nyc.gov/assets/dcas/download/pdf/fleet/Fleet-Vision-International-Q1-2021-NYC-Fleet-Vision-Zero-Program.pdf>

Partnering: Fleets of Future

Safety requires all of us working together. Key to the DCAS approach has been to partner far and wide to promote safe fleet practices and safe design implementation. NYC Fleet can not alone change vehicle and truck design. It takes a common effort and focus. As part of Mayoral Executive Order 53 of 2020, DCAS has been charged to create a future fleets network of public, private, and non-profit fleets to promote safe and sustainable fleet design through our Safe and Clean Fleet Transition plans.

Section 3. Safe Fleet Design. DCAS and NYC Fleet will issue, implement, and update a Safe Fleet Transition Plan (SFTP). This plan will be updated at least every two years. The plan will be informed by study of City actual crash trends, CRASHStat, for fleet as tracked by DCAS. All agencies will fully comply with citywide crash tracking. NYPD will use a separate system for tracking crashes and will share data with DCAS as required. The SFTP will outline safety requirements that will be required for all City fleet units. The SFTP will also review safety outfitting that is implemented for specific fleet segments only and/or being tested. The SFTP will include a schedule for adoption of safer vehicles and technologies aimed at reducing the costs of claims against the City relating to crashes involving City fleet. In addition to City fleet agencies, DCAS will consult with private, non-profit and other public fleets that operate in the City on the SFTP. The SFTP will include a section discussing options for requiring and/or encouraging adoption of these safety improvements with the private fleets the City contracts and regulates. The first SFTP plan aimed at both public and private fleets will be published by July 1, 2020.

Section 4. Fleet of the Future Network. DCAS, working with the Department of Transportation (DOT), the Business Integrity Commission (BIC), the Department of Consumer and Worker Protection (DCWP), the Mayor's Office of Sustainability (MOS), and others will establish a contact list and communication network for public, private, and non-profit fleets operating in the five boroughs of the City of New York. This network will be used to establish lines of communication on issues of sustainable and safe fleet operation. DCAS will establish newsletters, events, and trainings aimed at these partner fleets and will share best practices throughout the network.

Partnering: Fleet Safety Forums

Starting in 2014, DCAS launched and participated in a series of in-person and, more recently, on-line safety forums to promote fleet safety among public, corporate, and non-profit fleets. These events bring together government leaders, fleet managers, safety advocates including Transportation Alternatives and Families for Safe Streets, and technology providers to talk safety and develop common approaches.



Partnering: Fleet Operators

NYC Fleet has up to 80,000 fleet operators. In 2014, we developed a driver survey to help us hear from the drivers themselves about their priorities for safety and their views of City fleet services. Over 44,000 staff have participated in our survey program, provided a wealth of general and specific commentary. One of the main priorities of drivers was back-up cameras. DCAS included this as a required feature for vehicles going forward.



Partnering: City Comptroller

Our most important goal is to prevent crashes. DCAS also works closely with the Law Department and City agencies to pursue restitution when City vehicles are damaged by private vehicles, and to respond to the large number of claims against the City related to fleet crashes. In 2018, DCAS expanded its partnership as well with the City Comptroller, implementing a data sharing partnership involving the DCAS CRASH system and the Comptroller's claims OASIS system. It is critical that we work together to ensure the City is best addressing the large financial risk of fleet crash claims.



OFFICE OF THE COMPTROLLER
OF THE CITY OF NEW YORK
-AND THE-
NEW YORK CITY DEPARTMENT OF CITYWIDE ADMINISTRATIVE SERVICES

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (the "MOU"), effective the 1st day of April 2018, is entered into by THE OFFICE OF THE NEW YORK CITY COMPTROLLER ("OOC"), located at 1 Centre Street, New York, NY 10007 and THE NEW YORK CITY DEPARTMENT OF CITYWIDE ADMINISTRATIVE SERVICES ("DCAS") located at 1 Centre Street, New York, NY 10007.

Background

Chapter 5, § 93(i) of the New York City Charter states in pertinent part, "[t]he Comptroller shall have the power to settle and adjust all claims in favor of or against the city." The OOC's ability to settle and adjust claims is predicated on receiving investigative materials from the City agencies. DCAS manages and maintains the New York City fleet in conjunction with the major fleet operating City agencies. DCAS maintains a Collision Tracking System (CRASH), a database that centralizes data and captures documents including investigative materials related to collisions involving New York City fleet.

Purpose

This MOU memorializes the parties' information-sharing agreement and sets forth the protocols for coordination between OOC and DCAS to exchange data and information for risk analysis and claims management for and on behalf of the City of New York. DCAS seeks limited access to the Omnibus Automated Image Storage and Information System ("OASIS") for the purpose of reviewing, in real time, Notices of Claim ("NOC") involving New York City fleet vehicles in order to identify trends, develop risk management policies and establish DCAS best practices. OOC seeks access to the Collision Tracking System ("CRASH") for the purpose of reviewing, in real time, documents related to all New York City fleet collisions in connection to settling claims

Partnering: OMB and Law

In any given year, the City can spend over \$150 million on litigations relating to fleet crashes. Most of this ties to personal injury litigation. DCAS works closely with the Risk Management Unit at Law to ensure agencies are quickly getting Law information about these crashes to support defense of these claims. DCAS has also worked with OMB to study the causes of claims and to target efforts to reduce these costs. The FORT itself was funded as part of a savings initiative tied to claims. The high financial cost of claims underscores the importance of a continued focus on safety.

STREETSBLOG NYC

Parking Madness 2021 / Coronavirus Crisis / Transit / Congestion Pricing / Open Streets / Calendar

REPORT: City Spent More to Settle Crash Suits Last Year

By Julianne Cuba · Apr 12, 2021 · 0 COMMENTS



Photo: Michael Apptoni/Mayoral Photography Office

Injuries caused by city employees behind the wheel of their taxpayer-funded government cars cost the city close to \$150 million in settlements last year — 33 percent more than they did just one year earlier, a new report shows.

Citywide Initiatives	City Personnel as of 6/30/19 Increase / (Decrease)	FY18	FY19	FY20	FY21	FY22
Preliminary Plan						
Agency Phone Plan Review		-	(1,575)	(3,500)	(3,500)	(3,500)
DoITT will review phone plans to ensure competitiveness, improve billing, and upgrade technology.						
Electric Vehicles		-	(1,938)	(2,263)	(2,589)	(2,914)
The City will transition to purchasing battery powered electric vehicles (BEVs) in order to decrease fuel and maintenance costs.						
Fleet Legal Coordination		-	(4,800)	(4,800)	(4,800)	(4,800)
DCAS will share information with Law related to the defense of automobile-related claims made against the City.						
Paper Reduction		-	(250)	(800)	(3,000)	(4,500)
City agencies will phase out the creation and storage of most types of paper documents, which will reduce storage costs.						
Standardize Travel Policies		-	(1,000)	(1,000)	(1,000)	(1,000)
Review agency travel requests to promote cost-effectiveness.						

Partnering: Together for Safer Roads

DCAS Fleet has launched an extensive partnership with Together for Safer Roads (TSR), a non-profit that pursues traffic safety globally and represents large corporate clients in this effort. DCAS and TSR have launched many forums and events including a Global Leadership Council to promote fleet safety best practices among mid-size corporate fleets.



[ABOUT TSR](#) [PROGRAMS](#) [IMPACT](#) [NEWS](#) [GET INVOLVED](#)

THE CITY OF NEW YORK JOINS TOGETHER FOR SAFER ROADS' GLOBAL LEADERSHIP COUNCIL FOR FLEET SAFETY

The City of New York Joins Together For Safer Roads' Global Leadership Council for Fleet Safety

DCAS commits to public/private partnership to improve fleet safety

BROOKLYN, NY – Oct. 31, 2019 – Together for Safer Roads (TSR), a coalition of leading private sector companies driven to save lives, today announced that New York City Fleet, under the direction of the NYC Department of Citywide Administrative Services. (DCAS), has joined as a founding council member of TSR's Global Leadership Council for Fleet Safety (GLCFS). The GLCFS is a new TSR program that uses peer-to-peer knowledge-sharing to help smaller fleet operators create safety cultures and reduce risk.

New York City's commitment to partnering with TSR and becoming a founding member of the Global Leadership Council for Fleet Safety is yet another step in support of Mayor Bill de Blasio's commitment to a number of safety improvements

Partnering: Together for Safer Roads

Together for Safer Roads, Anheuser-Busch First to Join NYC Connected Vehicle Pilot

New Public-Private Partnership Supports City's Vision Zero Goals



Left to right: David Braunstein, President, Together for Safer Roads; Cesar Vargas, Vice President of Legal & Corporate Affairs, Anheuser-Busch; Keith Kerman, Chief Fleet Officer and Deputy Commissioner, NYC Department of Citywide and Administrative Services; Mohamed Talas, Director of System Engineering, NYC Department of Transportation; Ellen McDermott, Co-Interim Executive Director, Transportation Alternatives

NEW YORK – During the launch of the United Nations’ Fifth Global Road Safety Week, international leaders held a briefing to recognize New York City’s leadership in Vision Zero and pledge their support for it. Together for Safer Roads and its members, including Anheuser-Busch, will support the City of New York’s Connected Vehicle Pilot: Anheuser-Busch is equipping its local fleet with connected vehicle technology to test driver alerts and other safety measures.

The City of New York’s Vision Zero program is unique in the U.S. in its commitment to fleet safety and in business support for it. The Department of Citywide Administrative Services’ Safe Fleet Transition Plan is the City’s strategy to make the municipal fleet consistent with Mayor de Blasio’s Vision Zero goal of eliminating traffic deaths and serious injuries in the city by 2024. The NYC Connected Vehicle Pilot provides a well-defined opportunity for private fleets to support this goal. Few, if any, Vision Zero cities have similar ways for businesses to proactively partner in this work.

While civic leadership is absolutely essential to achieving Vision Zero, ultimately it will not happen without robust participation from all sectors, especially businesses. Knowledge sharing and public-private partnerships like this one have long been hallmarks of the United Nations. In addition to bringing connected vehicle technology to new use cases, private sector participation in the pilot will help chart the way to bringing proven safety interventions to scale.

“New York City’s Department of Citywide Administrative Services (DCAS) is proud to partner with NYC DOT and represent New York City—one of only three test sites in the nation—as part of the U.S. DOT’s Connected Vehicle Pilot Program. Through Mayor Bill de Blasio’s Vision Zero Program, we are reducing traffic deaths and making the city’s streets safer for everyone. We believe the Connected Vehicle program will take us even further and make our fleets and streets even safer,” said DCAS Commissioner Lisette Camilo.

Partnering: Vision Zero Network

DCAS has partnered with the Vision Zero Network on videos and trainings to promote fleet safety and innovation, including with US DOT Volpe.



KEITH KERMAN
Chief Fleet Officer,
Deputy Commissioner, DCAS

Partnering: Fleet Industry

DCAS depends on safety innovation among fleet manufacturers. DCAS has reached out far and wide to discuss innovation with the industry including through our Annual Fleet Show, Inter-agency Fleet Federation meetings, Fleet Forums, and market research. One of our major themes and asks is for vehicle manufacturers to separate luxury and safety items when selling vehicles. No fleet or private buyer should be required to buy discretionary luxuries and extras in order to get the best safety features on their vehicle.

Separating Safety from Luxury

YES



NO



Additional Informational Links

- Safe Fleet Transition Plan (2018 Update)
 - <https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Safe-Fleet-Transition-Plan-Update-2018.pdf>
- Fleet Safety Brochure
 - <https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Fleet-Safety-Brochure-2020.pdf>
- DCAS/Volpe Sideguard Report
 - <https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Volpe-Final-Report-on-Truck-Sideguards-for-Vision-Zero.pdf>
- Mayor's Management Report: Fleet Chapter
 - https://www1.nyc.gov/assets/operations/downloads/pdf/mmr2021/vehicle_fleets_and_maintenance.pdf
- Fleet Vision International Articles
 - <https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Fleet-Vision-International-Q1-2021-NYC-Fleet-Vision-Zero-Program.pdf>
 - <https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Fleet-Vision-International-Q3-NYC-in-Real-Time.pdf>

Contact

For more information, go to the NYC Fleet website:
<http://www.nyc.gov/html/dcas/html/employees/fleet.shtml>

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New York City
Deputy Commissioner,
Department of Citywide Administrative Services

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DCAS

THANK YOU