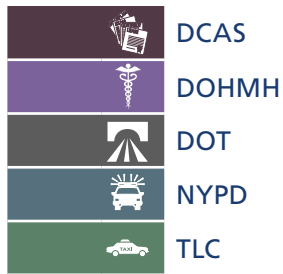


Collaborating to Deliver Results



PARTNER AGENCIES & OFFICES



| Mayor's Office

The City launched Vision Zero in January 2014, recognizing that traffic crashes causing serious injury and death are not inevitable “accidents” but preventable incidents that can be systematically addressed and reduced. Since then, the City has seen its safest years on record since the dawn of the automobile, hitting record lows for fatalities. New York City has served as a model for American peer cities who are implementing street safety programs, emphasizing a focus on data and inter-agency collaboration. Building on past successes and following the data to focus on where improvements are needed most, City agencies are viewing traffic safety as an essential element of public safety and ensuring equity in their engineering, enforcement, and education efforts. The City’s investment in Vision Zero, funded with a total of \$4.7B through Fiscal 2026, has ensured resources will be available to continue an accelerated pace of redesign and reconstruction of City streets as well as for enforcement and education initiatives to deter unsafe driving and promote safe walking and biking.

Progress happened with the full force of City government with agencies collaborating since the inception of Vision Zero to chart a path towards safer streets for all, share best practices, effectively address emerging challenges, and implement proven strategies, as well as test new ones. The Vision Zero Task Force convenes regularly and includes representatives from the New York City Police Department (NYPD), the Department of Transportation (DOT), the Taxi and Limousine Commission (TLC), the Department of Citywide Administrative Services (DCAS), the Department of Health and Mental Hygiene (DOHMH), the Law Department, the Office of Management and Budget (OMB), the District Attorneys’ offices, the Metropolitan Transportation Authority (MTA), the Business Integrity Commission (BIC) and the Sheriff’s Office. The Task Force also convenes regular working groups on Data and research, Marketing, Bicycling and micro-mobility, and Fleets.

This cross-agency collaboration has contributed to the successful implementation of key Vision Zero initiatives. The expansion of automated enforcement, the enactment of the 25 miles per hour default speed limit, targeted and data-driven enforcement of violations such as speeding and failure-to-yield to pedestrians, extensive public outreach, and the legislative agenda to deter dangerous driving behaviors have all resulted from this close coordination. In August 2022, the City finally achieved 24/7 operation of its lifesaving speed camera program. In addition, DOT continues to develop a permanent Open Streets program following legislation passed in May 2021, which includes formally redesigning successful Open Street corridors as pedestrian and bike priority thoroughfares.

In the first four months of Fiscal 2023, overall citywide traffic fatalities fell by 9.5 percent, from 105 to 95. Fatalities among motor vehicle passengers rose by 42.9 percent, while fatalities among pedestrians, bicyclists, motorcyclists, and motor vehicle operators fell. The largest declines were for motor vehicle operators (43.8 percent) and bicyclists (33.3 percent). E-bikes and e-scooters have been included in a new “other motorized” category since January 2021. There were 11 such fatalities in the first four months of Fiscal 2023, showing the largest increase (57.1 percent).

Traffic Fatalities	Actual				4-month Actual		PMMR FY22- FY23 % Change
	FY19	FY20	FY21	FY22	FY22	FY23	
Total Fatalities	218	211	275	263	105	95	-9.5%
Pedestrians	120	107	123	113	40	37	-7.5%
Bicyclists	17	22	25	18	9	6	-33.3%
Pedestrian/Bicyclist Subtotal	137	129	148	131	49	43	-12.2%
Motorcyclists	34	31	52	45	26	22	-15.4%
Motor Vehicle Operators	30	34	38	43	16	9	-43.8%
Passengers	17	17	32	27	7	10	42.9%
Other Motorized*	N/A	N/A	5	17	7	11	57.1%
Motorist/Passenger/Other Motorized Subtotal	81	82	127	132	56	52	-7.1%

*Other motorized is a new category to account for e-scooters (standing) and E-bike (no pedals)

STREET DESIGN

DOT worked to make streets safer by implementing designs that simplify complex intersections, discourage speeding, slow down turns, provide bicycle lanes, make pedestrians and cyclists more visible and shorten pedestrian crossing distances at Vision Zero priority locations. With a renewed focus on intersections, in October 2022, DOT surpassed its calendar year goal of making safety improvements at 1,000 intersections and set a new, more ambitious target of 1,400 intersections by the end of the year.

In the first four months of Fiscal 2023, DOT completed 23 street improvement projects at high crash locations, constructed 122 speed reducers, activated 155 leading pedestrian intervals, installed accessible pedestrian signals at 204 intersections, installed 18.1 bike lane miles, which includes 8.6 miles of protected bike lanes and installed 19.4 million linear feet of pavement safety markings.

DOT advanced work on all Vision Zero Great Streets projects:

- Queens Blvd: Design work on Phases A (Roosevelt Avenue to 73 St) and B (73 St to Eliot Ave) of the Capital project continues. The design for Phase A is currently scheduled to be complete in summer of 2023. In September of 2022, Phase B of the project received preliminary approval from the Public Design Commission.
- Grand Concourse: Construction continues on Phase 4 (East 175th Street to East Fordham Road) and design continues on Phase 5 (East Fordham Road to East 198th Street). The Lower Grand Concourse (East 138th Street to East 161st Street) is in the scoping process.
- Atlantic Ave: Construction of Phase 1 (Georgia Avenue to Logan Street) is complete. Construction on Phase 2 (Logan St to Rockaway Blvd) continues.
- 4th Avenue: The Median Improvement Capital Project (between 8th and 64th Streets), led by DOT and DDC, is underway. Further capital work (between Atlantic Avenue and 64th Street) is currently in the preliminary design phase.
- Northern Boulevard: DOT's ongoing operational work continued in 2022 with the start of construction of a Bus Only Lane from 114 St to Junction Blvd (westbound only). Construction of the Bus Only Lane will resume in spring/summer 2023 and extend from Broadway to 114 St in both directions. DOT continued scoping for the capital project.

ENFORCEMENT

Data-driven law enforcement that deters dangerous driving behavior helps to reduce traffic fatalities and serious injuries. Consequently, NYPD continued to focus on enforcement of especially hazardous driving violations, including speeding, failure to yield to pedestrians, signal violations, improper turns and use of hand-held devices while driving.

Each week at Traffic Safety Forum, NYPD's Chief of Transportation meets with NYPD executives to outline, review, and manage NYPD's traffic program. During the first four months of Fiscal 2023, NYPD issued 34,598 speeding summonses, a decrease of 3.2 percent and 12,471 failure to yield to pedestrian summonses, an increase of 25.5 percent from the first four months of Fiscal 2022. NYPD also issued 841 violations of NYC Administrative Code 19-190—the "right of way law"—to drivers who struck a pedestrian or cyclist who had the legal right of way and made 2 arrests for these violations. NYPD has a total of 2,226 officers trained in Light Detection and Ranging (LIDAR) devices that measure speed and 661 LIDAR guns in service.

In the first four months of Fiscal 2023, TLC issued 10,043 Vision Zero summonses, including 1,014 speeding summonses, 355 summonses for distracted driving while using an electronic device, and 3,625 summonses for failure to stop at stop signs. TLC also enforces against bike lane obstruction by its driver licensees through both in-the-field enforcement and consumer complaints. Working with the public, TLC issues summonses in response to these complaints and fines drivers for this unsafe behavior, encouraging drivers to keep bike lanes clear and help ensure cyclists are safe.

OUTREACH AND EDUCATION

The Vision Zero Street Teams integrate education and enforcement to discourage unsafe behavior on City streets. Teams of DOT and NYPD staff work together to identify corridors with significant crash history, along with the causes of those crashes. Staff then spend a week distributing fliers to pedestrians and drivers with safety tips about the most common causes of crashes in those corridors, followed by NYPD enforcement in the same area. In the first four months of Fiscal 2023, Street Teams continued to concentrate efforts on nine high-priority corridors.

Vision Zero also delivers safe-driving messaging and training to specific populations of drivers, such as for-hire vehicle drivers, City employee drivers and MTA bus operators. At the City level, DCAS has reinforced the safety message to City employees with 2,253 City drivers trained in defensive driving during the PMMR Fiscal 2023 period, an increase from the comparable period, bringing the total number of employees who have completed the day-long safety training to nearly 82,000 since the beginning of Vision Zero. Almost 90 percent of all non-emergency service drivers of City vehicles have gone through defensive driving training at least once. Prior to March 2020, DCAS ran these classes in person, but due to COVID-19, transitioned to an online program in summer 2020. Over 16,000 City drivers have taken the online classes and these will stay in place with in-class training to resume early 2023. NYPD and FDNY provide driver training to all uniformed staff as part of orientation.

During the reporting period, DCAS continued to work with agencies to expand the distribution of real time speeding alerts and monthly safety dashboards through telematics. DCAS has reduced excessive speeding by over half through telematics implementation and follow-up.

DCAS participated in panels for several safety forums and events during the reporting period, including with Transportation Alternatives, Together for Safer Roads, the Vision Zero Network, the US DOT Volpe Center, the Federal Motor Carrier Safety Administration, and the National Association of City Transportation Officials. DCAS continued its work with partner cities across the globe including the planning of forums in Montreal in March 2023 and London in April 2023.

In October 2022, DCAS hosted the annual Vision Zero Fleets Forum which was attended by over 350 people from federal, state, and city governments as well as private and public fleet operators. At the forum participants heard from among others Jacy Good and Steve Johnson of Hang Up and Drive on their personal and tragic story about the dangers of distracted driving; NYC DOT Commissioner Ydanis Rodriguez on the goals of DOT to make our roads safer; Stephanie Shaw of the National Transportation Safety Board on the Most Wanted items from the NTSB on reducing vehicle crashes; and from Vice President Collen Lucas of AB InBev discussing the dangers of impaired driving and their Decide to Ride campaign.

Seven TLC Authorized Education Providers offer in-person training to TLC driver applicants who wish to become licensed to operate for-hire vehicles. The pre-licensure TLC Driver Education Course prepares them for the TLC Driver License Exam, which they are required to take and pass for licensure at a TLC authorized test center. The training includes a specialized Vision Zero curriculum developed for for-hire drivers that highlights important street safety information, such as road designs like bike lanes, high-risk driving behavior that can lead to crashes, and the crucial role that professional drivers play in promoting a culture of safe driving. With the safe operation of these training facilities, new applicants can pursue their TLC driver license and receive crucial safe driving information. TLC Authorized Education Providers also offer in-person training to TLC-licensed drivers, which they are required to take in order to maintain their TLC driver license, with the purpose of providing them with professional and practical hands-on training to support their work as professional drivers and enhance public safety.

In addition, all TLC-licensed drivers are required to take the Driver License Renewal Course as part of the renewal of their license every three years. The course covers updated Vision Zero materials and safe driving skills. TLC Authorized Education Providers also offer in-person distracted driving retraining course required for all drivers convicted of using an electronic device while driving for-hire. The course curriculum standards include an overview of the dangers of distracted driving, how to prevent unsafe behavior and a review of safety enforcement and point-based penalty programs. Currently, six TLC Authorized Education Providers offer the course.

The “Dusk and Darkness” campaign returned for the seventh time in Fiscal 2023. Based on a 2016 DOT and NYPD analysis of crash trends, it was found that the earlier onset of darkness in the fall and winter is correlated with a 40 percent increase in severe injury and fatal crashes involving pedestrians in the early evening hours compared to crashes during those same hours outside the fall and winter. In addition, there were twice as many fatal and severe injury crashes involving driver turns during these hours. In response, the Vision Zero Task Force developed this multiagency seasonal enforcement and education approach. NYPD focused additional enforcement resources on the most hazardous violations, including speeding and failure to yield to pedestrians, with precincts increasing their on-street presence around sunset hours.

FLEETS

As roads are redesigned based on analysis and engineering, DCAS also knows that vehicles can be redesigned to be safer for drivers, occupants, pedestrians, and other vulnerable road users. Seatbelts were first offered in American-made cars in 1950 and were not mandated in New York State until 1984. The National Highway Traffic Safety Administration (NHTSA) five star safety program was established in 1993, rollover testing ratings in 2001, and pedestrian warning systems were introduced five years ago in 2018.

Working with the Federal Department of Transportation Volpe Center (Volpe), the DCAS has issued a number of reports related to vehicle safety. These guide the City’s work on acquiring new vehicles with modern vehicle safety systems and retrofitting older vehicles. The first study was released in December 2014, focusing on the dangers of underride collisions with the sides of large trucks. As a result of this study, the city launched a pilot for installing truck sideguards on 240 vehicles. This initiative was soon developed into local law (Local Law 56) in June 2015, which required installations of sideguards on all City-owned trucks and private trade waste trucks by December 31, 2023.

In October 2021, the New York City Council expanded on the initial DCAS sideguard local law. The Council passed Local Law 108, which moved up the timetable to retrofit City and commercial waste trucks from 2023 to 2022. The law also added a sideguards requirement for City contractors in contracts valued at over \$2 million and impacts contracts registered after January 1, 2023. This is estimated to impact 1,000 City contracts and over 5,600 trucks.

Through the end of the Fiscal 2023 PMMR period, nearly all agencies are complete with with almost 4,000 sideguards installed. DSNY is at 94 percent complete with trucks retrofitted or compliant replacements ordered. The City’s rollout of sideguards is the biggest implementation in North America and DCAS continues to work with other public and private fleets and the National Sideguard Task Force to advocate for these lifesaving safety devices across the country. Based on Fiscal 2023 PMMR reporting, DCAS expects all trucks to be compliant with Local Law 108 of 2021 on schedule.

In addition to the report on sideguards, DCAS and Volpe have released a series of Safe Fleet Transition Plans (SFTP) for the City fleet as well as private waste hauling fleets. Under Mayoral Executive Order 53 of 2022, the SFTP outlined new safety system requirements for vehicles, best practice technologies to adopt, and promised to explore and pilot new technologies.

Through the SFTP, DCAS has installed a wide variety of safety devices in City vehicles including vehicle telematics, backup and surround cameras, automatic braking, pedestrian avoidance systems, driver alerts and automatic headlights. DCAS has both implemented retrofit projects and specified additional safety for new replacement vehicles. Since Fiscal 2017, over 72,000 safety systems have been installed on City fleet vehicles.

In September 2022, DCAS, DOE, and Volpe announced the development of school bus SFTP to be released in Spring 2023. Under the five-year agreement, the City will issue new SFTPs and research and implement additional vehicle design changes and safety systems such as high-vision truck cabs, surround cameras, pedestrian avoidance systems, auto braking for trucks, and other exploratory technologies.

In August 2022, the City announced a new pilot program equipping 50 city fleet vehicles with intelligent speed assistance (ISA). Unlike speed governors or passive systems, DCAS is testing an active ISA model that restricts drivers to a set speed limit or threshold. The pilot exceeds European Union (EU) vehicle mandates as City fleet vehicle drivers will be unable to deactivate ISA systems. The pilot program has been implemented in DCAS, DOC, BIC, DPR, DOT, TLC, and DEP. By the end of October 2022, the system had been tested over 65,000 miles in total with initial results displaying a significant reduction in speeding and harsh braking. The pilot will conclude in Spring 2023 with a report detailing the results.

DCAS has partnered with Together for Safer Roads (TSR) on a “Truck of the Future” pilot to evaluate the effectiveness of integrated safety systems including telematics, surround cameras, and driver alerts in order to improve driving behavior. The pilot includes ten DPR trucks, one of which was on display during Summer 2022 as part of a United Nations high-level meeting on road safety. DCAS also exhibited the pilot at the TSR annual meeting in September 2023 where Mayor Adams was honored for his work in making the City’s roads safer.

TLC actively engaged licensees on safe driving techniques and street changes and partnered with Vision Zero sister agencies to promote the Dusk and Darkness campaign to its licensees. In coordination with DOT, TLC also educated taxi and for-hire drivers on changes to the City’s streets, including Open Streets and outdoor dining, to ensure that pedestrians, cyclists, and diners sharing the roadway remained safe.

DATA-DRIVEN SOLUTIONS

While the burden of traffic injury and death in the City is well established, many questions still remain related to how and why crashes happen and the effects of prevention efforts. Vision Zero agencies continue working to improve what they know about the circumstances of roadway crashes and learning from the data they collect to inform decision making. In July through October 2022, the Vision Zero Data Working Group continued to prioritize research agenda questions and engage with external research partners to promote and advance collaboration around Vision Zero Goals by organizing its fifth annual Research on the Road symposium for November 2022. This work included advancing the Speed and Red-Light Camera & Driver Behavior Study, which aims to determine the impacts of speed and red-light cameras on driving behavior over time and to characterize repeat offenders across violations and involvement in traffic crashes.

SELECTED PERFORMANCE INDICATORS	Actual				4-month Actual		Target	
	FY19	FY20	FY21	FY22	FY22	FY23	FY22	FY23
Vision Zero-related moving summonses issued	715,329	551,645	307,783	361,357	117,470	130,320	*	*
-NYPD	696,012	537,742	298,377	342,858	105,856	120,277	*	*
-TLC	19,317	13,903	9,406	18,499	11,614	10,043	*	*
Speed boards deployed	70	64	16	80	64	0	*	*
Speed reducers installed	318	112	104	262	112	122	250	250
Senior centers partnering with DOT to increase feedback on street safety improvements	188	114	82	203	47	66	*	*
Bicycle lane miles installed - total	67.5	82.4	65.3	61.0	31.2	18.1	50	50
Bicycle lane miles installed - protected	20.2	21.0	29.2	31.9	10.5	8.6	*	*
Leading pedestrian intervals installed (signal timing that allows pedestrians to start crossing before traffic is released)	1,121	819	256	801	270	155	300	300
Intersections with accessible pedestrian signals installed	112	222	206	273	56	204	75	75
City employees trained in defensive driving citywide	10,307	5,443	6,671	7,999	2,237	2,253	7,000	7,000
<p><i>*The NYPD has continued to strategically deploy personnel to conduct traffic enforcement and education in precincts where it is needed most; at locations where the data has shown a high number of vulnerable road users injured in traffic collisions. This layered enforcement strategy is a collaboration with our Vision Zero partners to drive down fatalities as well as protect pedestrians and bicyclists.</i></p> <p><i>Beginning in August 2021, NYPD began conducting Traffic Safety Directed Patrols. These patrols deploy precinct level officers to locations to engage with the community and motorists with the goal of improving traffic safety. These directed patrols can take the form of education, outreach, and/or enforcement, such as motor vehicle safety checkpoints.</i></p>								

NOTEWORTHY CHANGES, ADDITIONS OR DELETIONS

None.

ADDITIONAL RESOURCES

For additional information go to:

- Vision Zero Website:
www.nyc.gov/visionzero
- Vision Zero View:
<http://www.nycvzv.info/>
- Vision Zero Year Seven Report:
<https://www1.nyc.gov/assets/visionzero/downloads/pdf/vision-zero-year-7-report.pdf>
- Injury Statistics:
 - Leading causes of death
<https://www1.nyc.gov/assets/doh/downloads/pdf/ip/ip-death-all-rank.pdf>
 - Leading causes of injury death
<https://www1.nyc.gov/assets/doh/downloads/pdf/ip/ip-death-inj-rank.pdf>
- Vision Zero Fleet Safety
<https://www1.nyc.gov/site/dcas/agencies/vision-zero-and-nyc-fleet.page>
- Safe Fleet Transition Plan Update 2018–2019:
<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Safe-Fleet-Transition-Plan-Update-2018.pdf>
- Green Wave: A Plan for Cycling in New York City
<https://www1.nyc.gov/html/dot/downloads/pdf/green-wave-progress-report-2021.pdf>
- Borough Pedestrian Safety Action Plans Update
<https://www1.nyc.gov/html/dot/downloads/pdf/vz-2019-update-city-hall.pdf>

