




**Collaborating
to Deliver
Results**



**PARTNER
AGENCIES
& OFFICES**

-  DCAS
-  DOHMH
-  DOT
-  NYPD
-  TLC

| 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. In partnership with the Mayor’s Office, City agencies are implementing 273 initiatives to advance this mission. Progress on each of these initiatives is updated in the annual [Vision Zero Report](#). The City’s investment in Vision Zero, funded with a total of \$4.5 billion through Fiscal 2025, 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—agencies collaborating since the inception of Vision Zero to chart a path towards safer streets for all, share best practices 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.

This cross-agency collaboration has contributed to the successful implementation of key Vision Zero initiatives. The expansion of the speed camera program, 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 Fiscal 2021 the City announced that speed limits would be lowered on 45 miles of major streets with some the highest rates of crashes across Brooklyn, Queens, the Bronx and Staten Island. Additionally, the City created 83 miles of Open Streets in Calendar 2020 and legislation was signed in May 2021 to make the program permanent.

In Fiscal 2021, overall citywide traffic fatalities rose 30.3 percent, from 211 to 275. Fatalities among all modes increased, with the largest jump among passengers (88.2 percent) and the smallest among bicyclists (13.6 percent). The lockdown and less pedestrian activity in Fiscal 2020, coupled with less traffic and increased speeding in Fiscal 2021 led to a higher-than-usual annual change.

Fatality Type	Actual					FY20-FY21 % Change
	FY17	FY18	FY19	FY20	FY21	
Total Fatalities	211	209	218	211	275	30.3%
Pedestrians	132	107	120	107	123	15.0%
Bicyclists	16	21	17	22	25	13.6%
Motorcyclists	20	35	34	31	52	67.7%
Motor vehicle operators/other motorized	21	30	30	34	43	26.5%
Passengers	22	16	17	17	32	88.2%

Source: NYPD

STREET DESIGN

DOT continued 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. In Fiscal 2021 DOT completed 69 street improvement projects at high crash locations, constructed 104 speed humps, activated 256 leading pedestrian intervals, installed accessible pedestrian signals at 211 intersections, installed 65.3 bike lane miles, which includes 29.2 miles of protected bike lanes and implemented safety signal retiming on two priority corridors.

In Fiscal 2021 DOT advanced work on all Vision Zero Great Streets projects:

- **Queens Boulevard:** in June 2021, the City began construction on the Phase 4 operational project (Yellowstone Boulevard to Union Turnpike) after receiving the necessary final approvals from the Federal Highway Administration (FHWA) and the New York State Department of Transportation (NYSDOT). The Department of Design and Construction and its consultant restarted design work on Phases A and B of the capital project (Roosevelt Avenue to Eliot Avenue), with Phase B moving into the final design stage. In Calendar 2020, DOT completed the conceptual design and traffic study work on Phases C and D (Eliot Avenue to Union Turnpike).
- **Grand Concourse:** the City completed construction on Phase 3 of the capital project (East 171st to East 175th Streets) with a ribbon cutting on August 11, 2020. 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 City recently funded the new Phase 6, which includes reconstruction from 138th to 161st Streets. DOT began its detailed scoping process for this most southerly phase of the corridor; the conditions of the Concourse within these limits differ from the earlier project phases. The design process will focus on accommodating these new conditions while aiming to achieve significant improvements beyond the earlier phases.
- **Atlantic Avenue:** construction of Phase 1 (Georgia Avenue to Logan Street) is substantially complete, with only one punch list item remaining. DDC transferred a portion of work to another contract, which began preliminary construction in Spring 2021. The City issued a Notice to Proceed on Phase 2 (Logan Street to Rockaway Boulevard) in June 2021. DOT presented the Percent for Art proposal to the Public Design Commission and received preliminary approval in May 2021. The Percent for Art law requires that eligible City-funded construction projects spend part of their budget on public art.
- **4th Avenue:** the City completed its operational work between Flatbush Avenue and 64th Street in December 2020. The median improvement capital project (between 8th and 64th Streets), led by DOT and DDC, will begin construction in early Fiscal 2022. Further capital work (between Atlantic Avenue and 64th Street) is currently in the design procurement phase.
- **Northern Boulevard:** DOT's ongoing operational work continued on this corridor, which is now designated as an additional Vision Zero Great Street. DOT completed additional concrete pedestrian refuge islands during the Summer 2020 construction season, with interim geometric improvements planned for the 2021 season. DOT began scoping for the capital project and will continue in Fiscal 2022.

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. In Fiscal 2021, NYPD issued 105,352 speeding summonses and 26,766 failure to yield to pedestrian summonses, decreases of 27.6 percent and 63.2 percent, respectively, from Fiscal 2020. NYPD also issued 1,979 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 13 arrests for these violations. NYPD has a total of 2,226 officers trained in LIDAR devices that measure speed and 661 LIDAR guns in service.

In response to the pandemic, TLC Enforcement redeployed its officers to support the City's emergency work during the first four months of Fiscal 2021. The focus for TLC Enforcement was PPE distribution to drivers, coordination of food delivery services with NYCEM and work with the New York City Sheriff, including distribution of COVID-19 educational materials to the public. As TLC has now resumed standard enforcement, officers are once again issuing Vision Zero safety-related summonses to licensees.

OUTREACH AND ENGAGEMENT

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 Fiscal 2021 Street Teams concentrated 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 6,671 City drivers trained in defensive driving during the reporting period, bringing the total number of employees who have completed the day-long safety training to over 70,000 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. NYPD and FDNY provide driver training to all uniformed staff as part of orientation. Defensive driving training was significantly impacted by COVID-19: training shut down in March 2020, but resumed in August 2020 via a new online class. In Fiscal 2021 DCAS continued to pilot virtual reality (VR) training to augment in-class sessions beginning with DPR. DCAS also worked with DOT, BIC, TLC and MTA to share best practices and coordinate training themes for fleet operators. Additionally, DCAS worked with the New York City Department of Education (DOE) to train DOE employees to teach defensive driving and develop the Vision Zero training curriculum for school bus operators.

In October 2020, TLC approved the resumption of in-person driver training and testing via TLC-authorized education providers after pandemic-related closure by State order in March 2020. These nine schools and 12 test centers reopened in compliance with State, City and TLC COVID-19 safety guidelines, including setting 50 percent class capacity, spacing of seating, posting of public health signage, PPE provision and enhanced cleaning protocols. The pre-licensure driver training offered by these education providers 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 reopening of these training facilities, new applicants can pursue their TLC Driver License and receive crucial safe driving information.

The "Dusk and Darkness" campaign returned for a fifth year in Fiscal 2021. 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

In Fiscal 2021 DCAS continued installations of 63,000 vehicle safety devices in City vehicles, including vehicle telematics, truck sideguards, backup cameras, automatic braking, pedestrian avoidance systems, driver alerts and automatic headlights that were acquired at the end of Fiscal 2020 through new vehicle purchases and retrofits. DCAS has installed

telematics in more than 12,000 City vehicles and over 10,000 school buses. These investments are designed to reduce collisions, improve training and driver awareness and lessen the impact of crashes that do happen.

Through June 2021, the number of City vehicles with truck sideguards exceeded 3,750. New units with sideguards were delivered and retrofits were completed on a daily basis with over 880 trucks either retrofitted or replaced with sideguards in Calendar 2020. The City's rollout of sideguards is the biggest implementation in North America and DCAS continues to work with other public and private fleets to advocate for these lifesaving safety devices.

Progress continued on the Connected Vehicle Pilot as hundreds of vehicles from DOT, TLC and other agencies were equipped with connected vehicle technology during the reporting period. This program is outlined in the Safe Fleet Transition Plan Update, prepared by DCAS in partnership with the U.S. Department of Transportation Volpe Center (Volpe). DCAS and road safety partner Together for Safer Roads (TSR) also collaborated on the development of the Global Safety Leadership Council and launched a pilot program for small and medium-sized private fleets in Fiscal 2021. DCAS and TSR also are collaborating on a "Truck of the Future" pilot with other private fleets to test various technologies to improve driver and road safety as well as partnering globally on training programs and panels.

DCAS and Volpe will continue their collaboration by launching a series of projects and reports over the next five years. These will focus on safety in technology, vehicle design, private trucking fleets and school bus contractors. Volpe will also support the City's efforts to have the safest fleet in the nation by reviewing vehicle specifications and providing research and advice on the implementation of high vision truck cabs, pedestrian and bicyclist avoidance systems, automatic braking for larger vehicles and intelligent speed assistance.

NYC Fleet is making progress towards its safest-in-the nation goal by requiring high-vision truck cabs, where available. One of the biggest safety risks on our roads is line-of-sight restrictions for truck operators. High-vision truck cabs help to solve this problem, but are not yet available on all models and vehicle types. However, truck surround cameras and back up sensors can be installed on any vehicle and during the reporting period over 870 such installations were completed. This represents 58 percent of the total phase one implementation, with installations continuing in Fiscal 2022.

TLC actively engaged licensees on safe driving techniques, 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 pandemic-related changes to the City's streets, including Open Streets and outdoor dining, to ensure the influx of pedestrians, cyclists and diners sharing the roadway remained safe. TLC also informed licensees about new busway pilot projects, including the Main Street Busway in Queens and the Jay Street Busway in Brooklyn, to ensure that they were aware of changes in traffic patterns and any restrictions for through-traffic.

In Fall 2020, TLC relaunched an updated and improved distracted driving retraining course required for all drivers convicted of using an electronic device while driving for-hire. The course's new curriculum standards include an overview of the dangers of distracted driving, how to prevent this unsafe behavior and a review of safety enforcement and point-based penalty programs. Five education providers were approved to offer the course through an application, interview and teaching demonstration process established by TLC to ensure curriculum and teaching quality.

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 Fiscal 2021 the Vision Zero Data Working Group made progress on prioritizing research agenda questions and collaborating with academic partners such as University of Chicago and Columbia University. 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. DOHMH, working with other City agencies, coordinated a fourth convening (and first virtual convening) of Research on the Road, a traffic safety research symposium. About 100 people attended the event, through which Vision Zero continues to promote action related to addressing Vision Zero research priorities.

In November 2020, DOHMH published a cycling data story on the Environment & Health Data Portal, which highlights cycling as a healthy and safe way to get around the city. Putting together injury data and bicycling infrastructure data, a “safety in numbers” story emerges: the more extensive the infrastructure and the more people riding bicycles, the safer streets are as an environment for physical activity.

SELECTED PERFORMANCE INDICATORS	Actual					Target	
	FY17	FY18	FY19	FY20	FY21	FY21	FY22
Vision Zero-related moving summonses issued	688,515	715,637	715,329	551,645	307,783	*	*
- NYPD	675,949	698,709	696,012	537,742	298,377	*	*
- TLC	12,566	16,928	19,317	13,903	9,406	*	*
Speed boards deployed	58	94	70	64	16	*	*
Speed humps installed	365	409	318	112	104	250	250
Senior centers partnering with DOT to increase feedback on street safety improvements	125	170	188	114	82	*	*
Bicycle lane miles installed - total	82.9	70.5	67.5	82.4	65.3	50	50
- Bicycle lane miles installed - protected	16.0	23.9	20.2	21.0	29.2	*	*
Leading pedestrian intervals installed (signal timing that allows pedestrians to start crossing before traffic is released)	939	749	1,121	819	256	300	300
Intersections with accessible pedestrian signals installed	116	51	112	222	211	75	75
City employees trained in defensive driving citywide	7,876	11,162	10,307	5,443	6,671	9,000	9,000

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>
- Environment and Health Data Portal: <http://www.nyc.gov/health/tracking>
- Safe Fleet Transition Plan Update 2018-2019: <https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Safe-Fleet-Transition-Plan-Update-2018.pdf>
- Global Leadership Council for Fleet Safety and FOCUS on Fleet Safety <https://www.togetherforsaferroads.org/programs/safer-companies-and-fleets/>
- The Road to Safety: Environments Matter <https://a816-dohbsp.nyc.gov/IndicatorPublic/Closerlook/streets/Index.html>

