



Vision Zero: Where Do We Go Now?

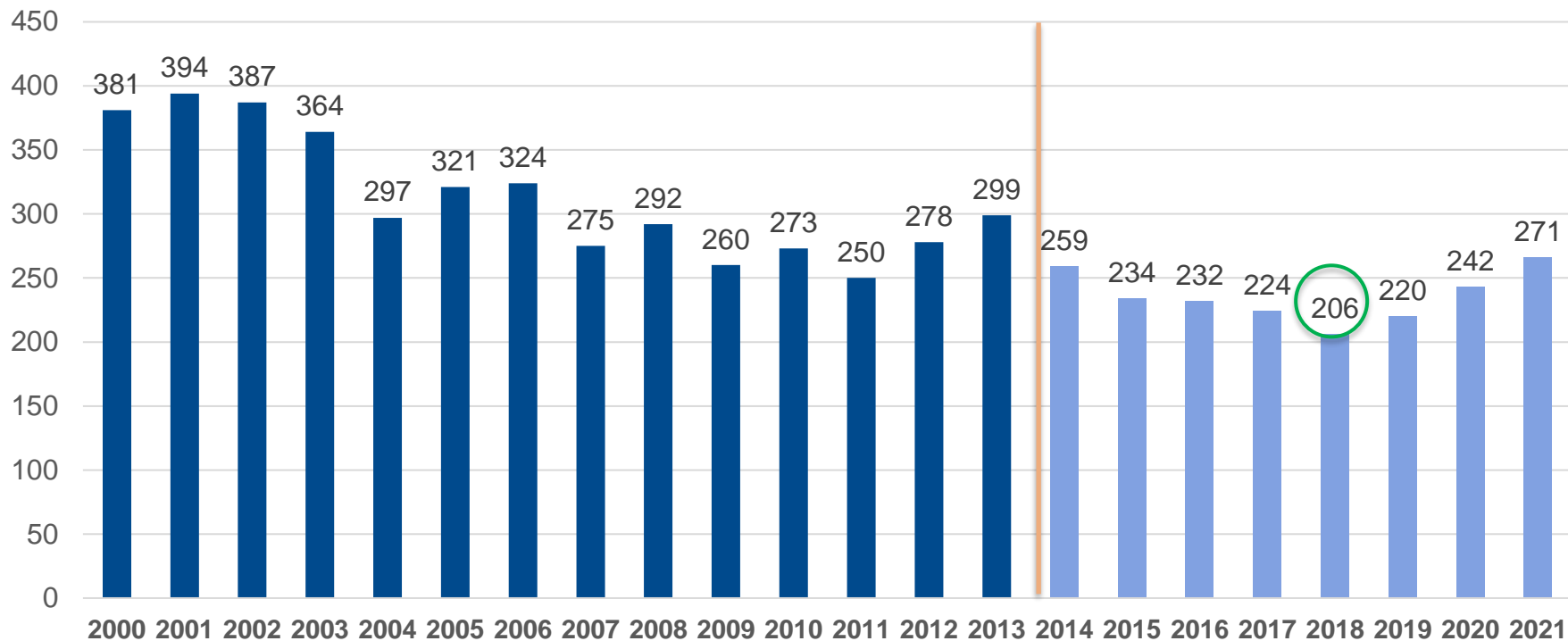
November 2022

Where Did We Come From?

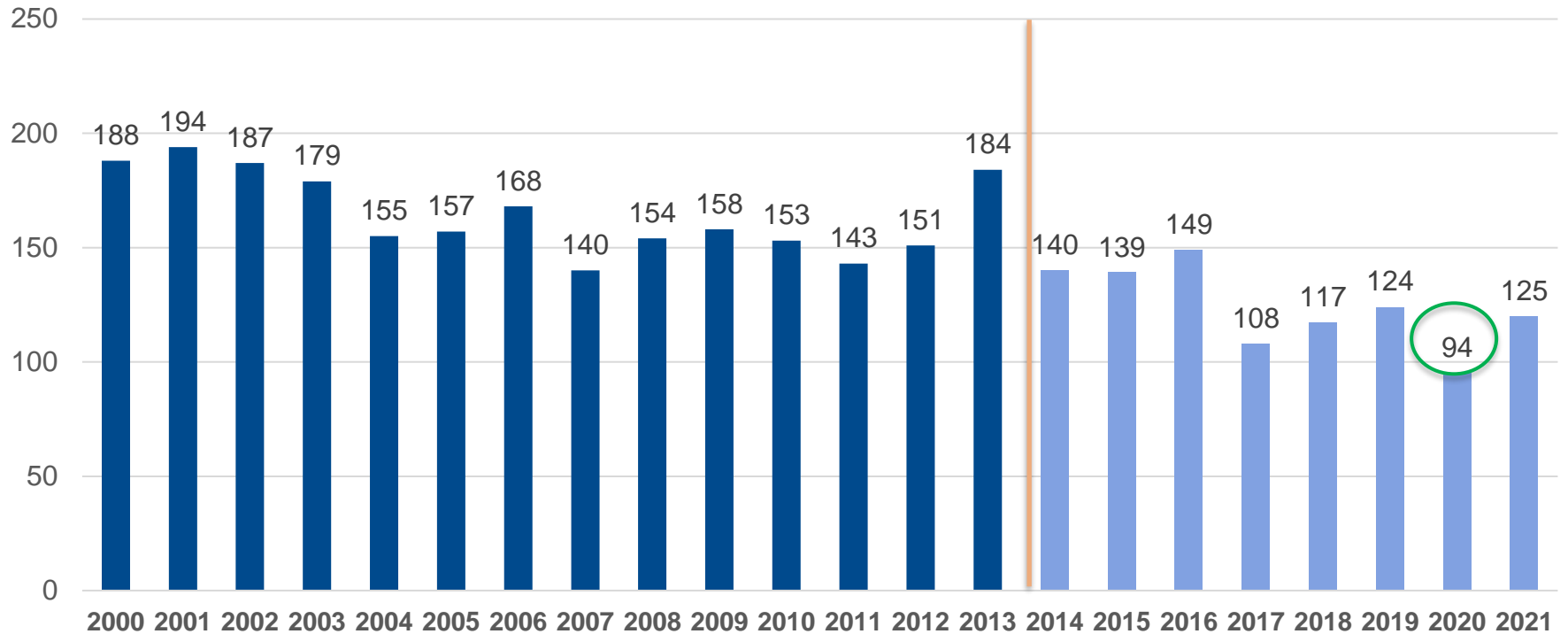
The view from early 2020

- Profound drops in fatalities, bucking the nationwide trend
- Record low total fatalities in 2018 (since 1910)
- 2019 crept up slightly, but outlook was still bright

Total Fatalities



Pedestrian Fatalities



What Happened During The Pandemic?

New York mirrors the nation

- **More speeding:** Fewer vehicles on the roads provided greater opportunity for speeding
- **Increased fatality risk:** Fewer injuries, but those that happened were more deadly
- **More driver and motorcyclists deaths:** Record low pedestrian fatalities in 2020, but spike in deaths of motor vehicle occupants, motorcyclists, and “other motorized” users in 2020-2022
- **Dramatic reduction in enforcement:** NYPD enforcement of Vision Zero offenses *fell 50%* from 2019 levels due to Covid-related factors
- **Behavior change is persistent:** Vehicle volumes have returned, but speeding and reckless behavior persist

Fatalities in 2021

Reckless Drivers Undeterred

- **Speeding:** Speed was a factor in at least 77 fatalities, up 60 percent from 2018-2020 average
- **Drugs and alcohol:** At least 30 fatalities involved DWI – true number likely higher
- **Dangerous Drivers:** 62 percent of pedestrian fatalities involved a “major violator” driver with at least one of the following:
 - Hit-and-run
 - No valid license
 - Three or more prior convictions
 - Prior suspension or DWI

These trends have largely continued through 2022

Fatalities in 2021

Reckless Drivers Undeterred

- Injuries for **unlicensed or permit-only** drivers up nearly 40%
- **Motorcyclists** mostly **unregistered** and/or **not properly licensed**
- **Alarming increase in hit-and-runs**: drivers fleeing the scene almost doubled compared to 2018-2020 average
 - About a quarter of all fatalities
 - Almost 40 percent of pedestrian fatalities

These trends have largely continued through 2022

Contributing Factors in Injury Crashes

2018-2019 compared to 2021

UP:

Unsafe speed (+60%)

Driver inexperience (+52%)

Traffic control disregarded (+39%)

Passing or lane usage improper (+36%)

Aggressive driving/road rage (+31%)

DOWN: Pavement slippery, Following too closely, Passing too closely, Reaction to uninvolved vehicle, Backing Unsafely

Our Approach Was and Is Sound

Summary

NYC's Approach to Vision Zero Works

- Seven of the eight safest years on record
- Clear improvements from street redesigns
- Automated enforcement is highly effective

But More is Needed

- Fatalities have risen since 2018 - matching national trend
- Ongoing culture of dangerous driving and lawlessness
- Need to expand street redesign program, but also address dangerous drivers, dangerous vehicles
- Enforcement, targeted to dangerous driving, is crucial
- Persistent problems go beyond City's jurisdiction

Engineering Work Continues

We know it works!



Speed Cameras are Now 24/7

Data Coming Soon



What We Need

Accountability

- In addition to dangerous driving, NYC is now struggling with declining compliance on the roads: fraudulent temporary tags, defaced license plates, and placard abuse.
- Need to restore the perception of accountability and consequences for drivers
- Package of State legislation coming forward soon to address driving while unlicensed or suspended, red light camera recidivism, and other forms of reckless driving

What We Need

Motorcycle Safety

- Difficult-to-reach, risk-taking population; high number of casualties
- Equity concerns

Possible Tools:

- Require a motorcycle license in order to purchase a motorcycle
- Improving access to training
 - Expand opportunities
 - Subsidize

Thank you!

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