



TRANSPORTATION
ALTERNATIVES

Vision Zero

REPORT CARD 2017

*An Evaluation of the Leaders Responsible for Preventing Traffic Fatalities
and Injuries on New York City Streets*

PUBLISHED JANUARY 2018

Vision Zero

REPORT CARD 2017

	Grade
Mayor Bill de Blasio	B-
Department of Citywide Administrative Services	A
Department of Transportation	B
New York Police Department	C-
Taxi & Limousine Commission	B-

Vision Zero

REPORT CARD 2017

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Executive Summary

For this report, Transportation Alternatives analyzed the self-reported efforts of the major players on Mayor Bill de Blasio's Vision Zero Task Force, as well as their tangible results in serious injury and fatality reduction, and progress on planned initiatives.

Notable findings by Transportation Alternatives include:

- **More children and senior citizens were killed in traffic crashes in 2017 than 2016.** The oldest pedestrian killed was 91-year-old Robert Stevenson. The youngest pedestrian killed was one-year-old Skylar Perkins, one of two child pedestrians killed in 2017. At least nine children and 55 senior citizens were killed in traffic crashes in 2017.
- No one has been killed on Queens Boulevard since the street was named a Vision Zero Priority Corridor and subsequently redesigned with protected bike lanes and shorter crossing distances in 2014. Redesigning the rest of the Vision Zero Priority Corridors is essential to achieving Vision Zero.
- **Only half of the protected bicycle lane miles that the Department of Transportation installed in 2017 were built on the agency's stated Vision Zero Priority Corridors.**
- Ignoring priorities has deadly consequences: **More than half of bicyclist fatalities this year occurred in known-dangerous Vision Zero Priority Areas**, and 36% of bicyclist fatalities occurring directly on Vision Zero Priority Corridors.
- Despite zero serious injuries being a requirement to reach Vision Zero, **the City of New York still does not track serious injuries**, nor where, how, and why they occur. The number of people injured in traffic has been on the rise since 2014, and is projected to increase to an all-time high in 2017.
- Drivers committing the two most dangerous enforceable traffic violations – speeding and failure to yield – injured more people in 2017 than 2016. **Speeding drivers killed more people in 2017.**
- For-hire vehicle drivers licensed by the Taxi and Limousine Commission were involved in more fatal crashes, and more crashes resulting in critical injury, in 2017 than in 2016. The agency revoked zero of these drivers' professional licenses.
- Widespread and aggressive installation of Leading Pedestrian Intervals by the Department of Transportation has contributed to a dramatic decline in pedestrian fatalities, as evidenced by a significant decline in fatal crashes caused by failure to yield.

- Of the 25 people killed on bicycles in 2017, at least seven were senior citizens, two were children, two were on electric bicycles, and many were killed on the job.
- **A majority of fatal bicycle crashes in 2017 occurred in neighborhoods where the median household income was lower than the citywide average.**

In 2017, the City of New York took a great leap toward Vision Zero. In Staten Island and Manhattan, pedestrian fatalities were reduced by half. Citywide, all traffic fatalities are down 7% from 2016. Overall traffic fatalities have fallen by almost 28% since the end of 2013, when Mayor de Blasio set his goal of reaching Vision Zero – a city with no traffic fatalities or serious injuries – by 2024. Mayor de Blasio’s addition of \$400 million to the street redesign budget over the next five years points to a likelihood that this trend will continue.

However, further investigation finds that Mayor de Blasio’s success is dramatically lopsided. While pedestrian fatalities dropped significantly in the past year – likely the result of the Department of Transportation’s intensive effort to bring Leading Pedestrian Intervals to a citywide scale, covering about 20% of New York City’s signalized intersections – motorist fatalities rose, motorcyclist fatalities rose, and bicyclist fatalities rose sharply for the third year since Mayor de Blasio launched his Vision Zero effort. **In 2017, an average of six people were injured in traffic every hour in New York City.** Disappointingly, at a recent press conference touting the dramatic reductions in pedestrian fatalities, Mayor de Blasio made no mention of increased fatalities suffered by people using other modes of transportation, nor did he present any plan about how he would challenge this trend.

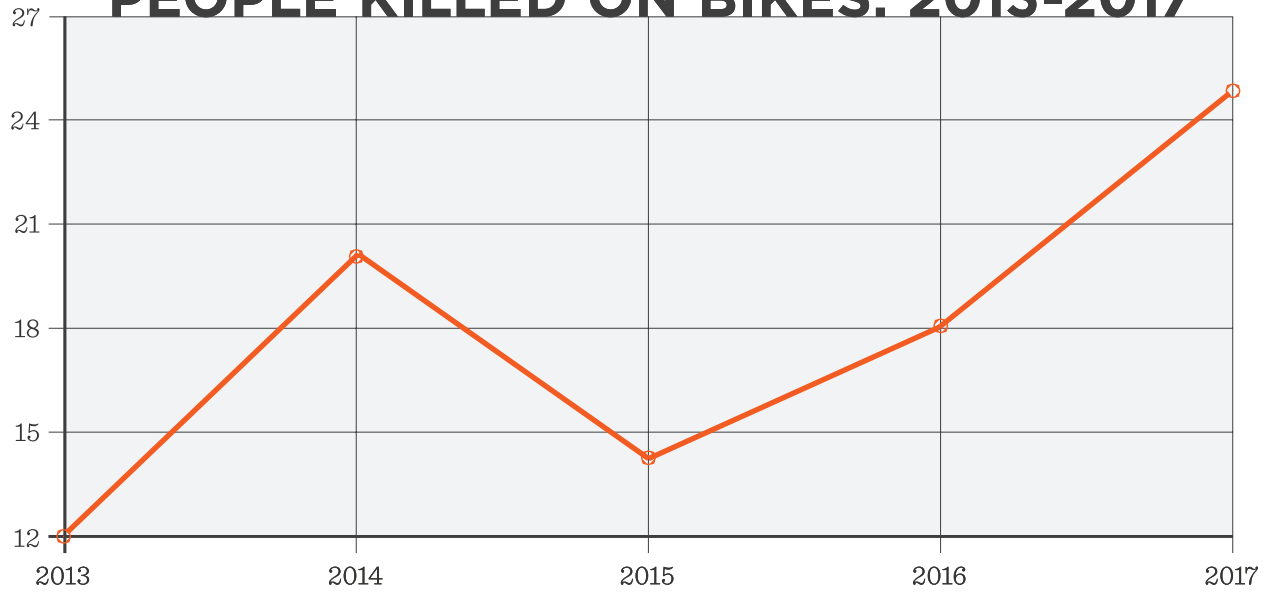
Transportation Alternatives makes the following recommendations to Mayor de Blasio on how to reach Vision Zero:

- Adopt the cheap and basic measures to reduce the traffic death toll that still remain undone, including **tracking and publishing data on serious injury crashes**; pushing for legislation to expand the speed safety camera program, and in the interim, using additional cameras for speed safety tracking; tacking on the addition of painted bike lanes to all routine repaving projects; **timing all traffic signals to the 25 mph speed limit**; and regulating the private waste hauling industry, whose drivers are responsible for killing 31 New Yorkers since 2010.

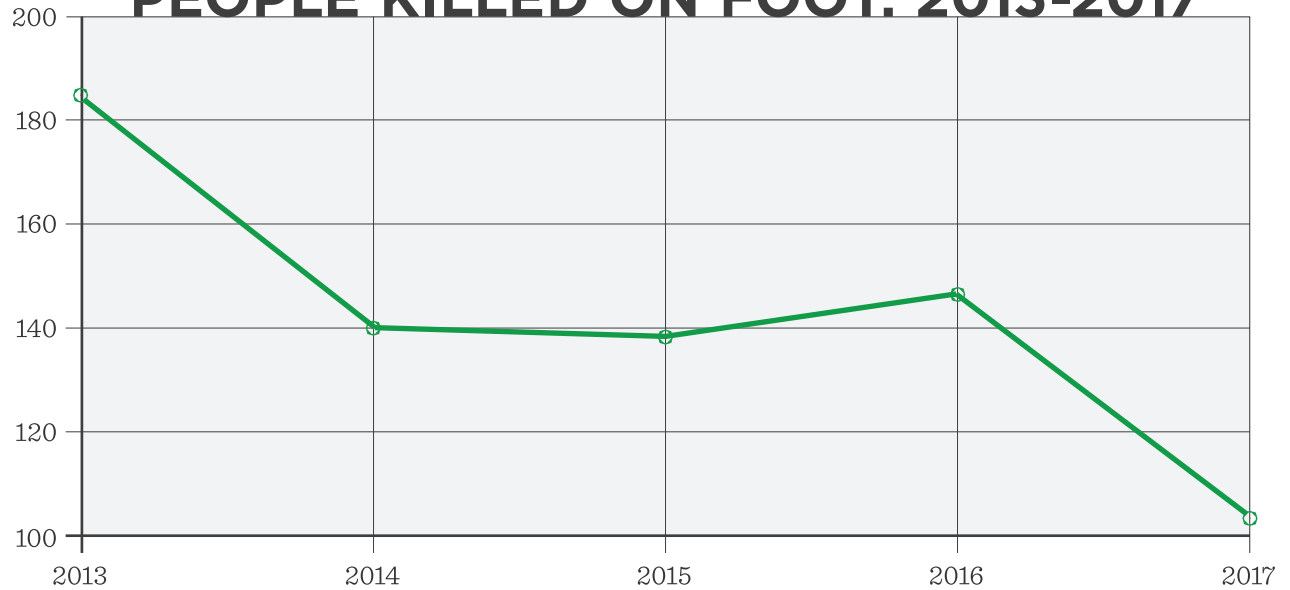
- **Take steps to reduce the number of cars and trucks on New York City streets by endorsing congestion pricing, e-bike use, and parking reductions.** It is not coincidental that every single traffic fatality that occurred in New York City in 2017 involved a car or truck. The danger of motor vehicles in a dense urban environment is inherent. A similar program reduced traffic crashes by 40% after it was implemented in London, including an 80% drop in bicycle crashes.
- Empower agencies to show aggressive leadership. It is disconcerting that in 2017, the Department of Transportation built protected bike lanes on streets that are not a Vision Zero priority, and worrisome that under the watch of the New York Police Department this year, more people were killed in crashes caused by speeding. **Expand the number of protected bike lanes, and prioritize the Vision Zero Corridors.** Give these agencies a safety mandate, and an expectation to improve results.

In the past year, the de Blasio administration has seen the remarkable effects of simple, low-cost, easy to install changes of low political risk, like the corrective measures they have taken to improve pedestrian safety at intersections. However, reaching Vision Zero will require wholesale changes and bold decisions employed to scale, like exchanging car parking for curbside protected space for cycling, and real efforts to reduce the total number of cars in the city. In 2017, there were great strides made toward Vision Zero. In 2018, the City of New York will need to leap further.

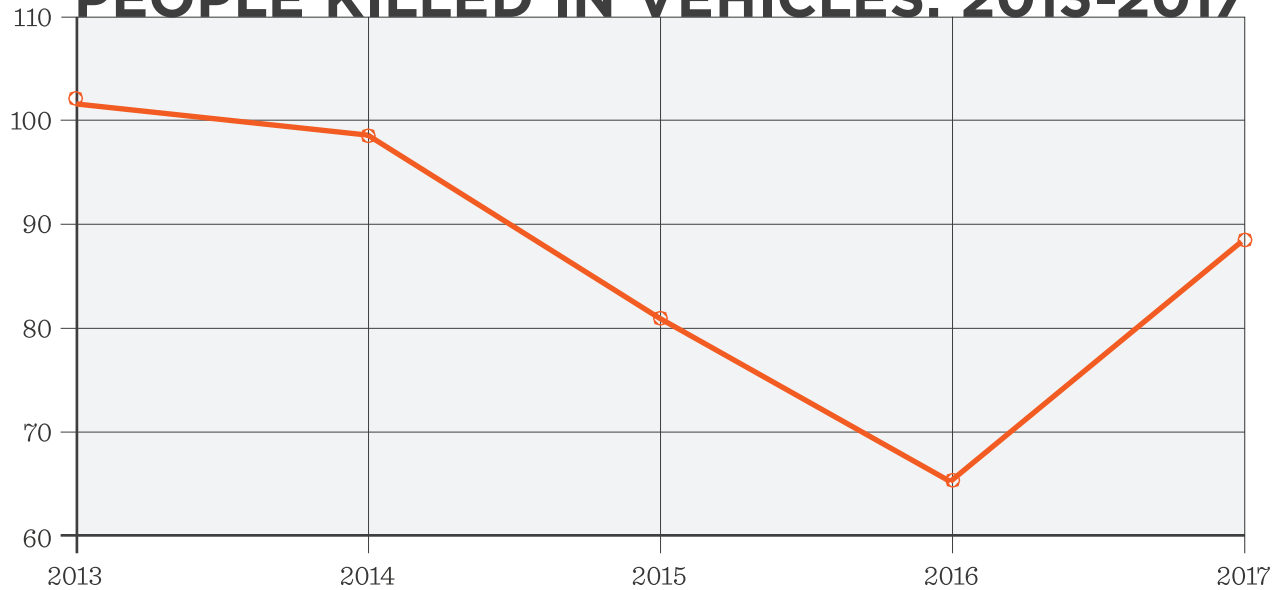
PEOPLE KILLED ON BIKES: 2013-2017



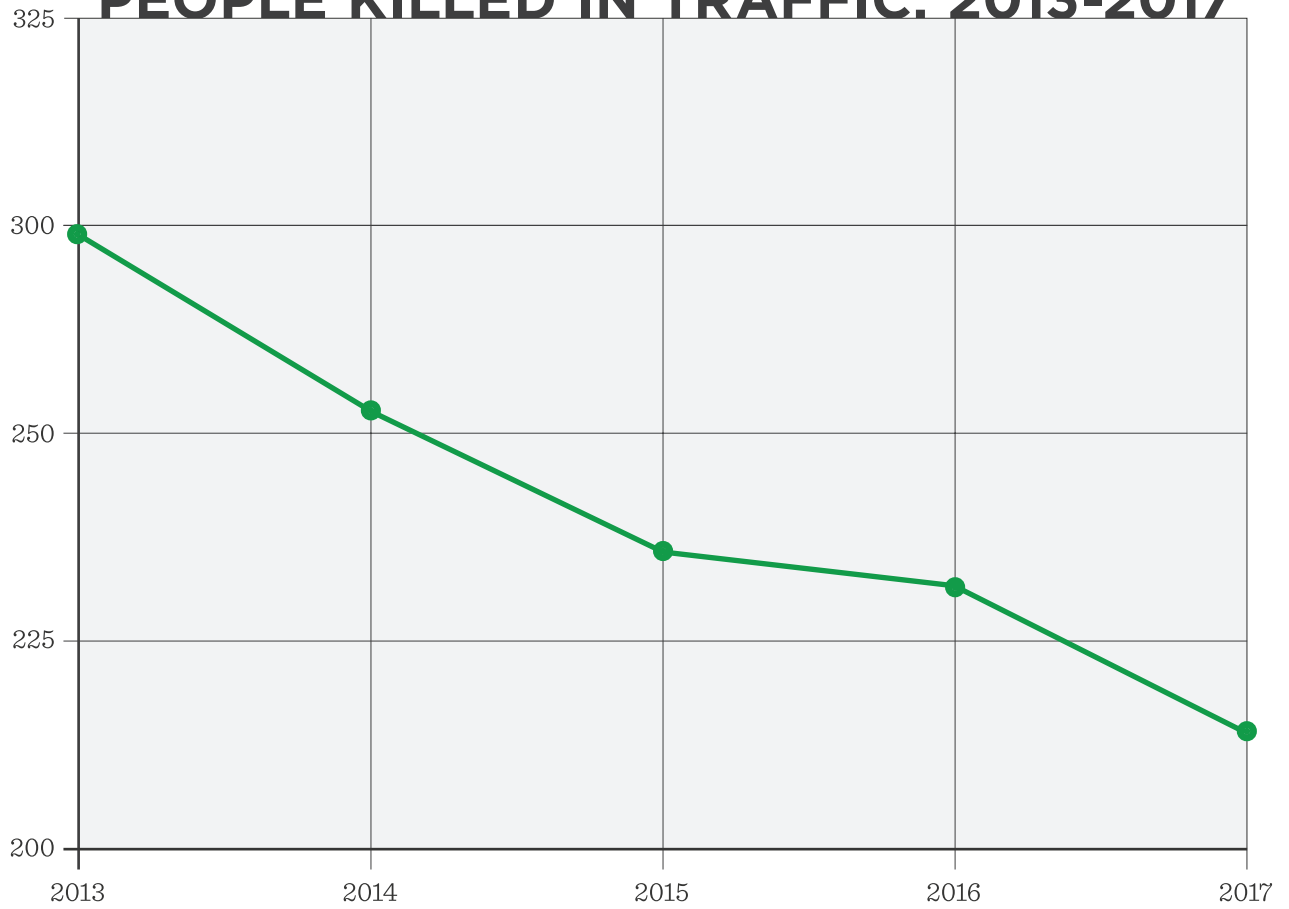
PEOPLE KILLED ON FOOT: 2013-2017



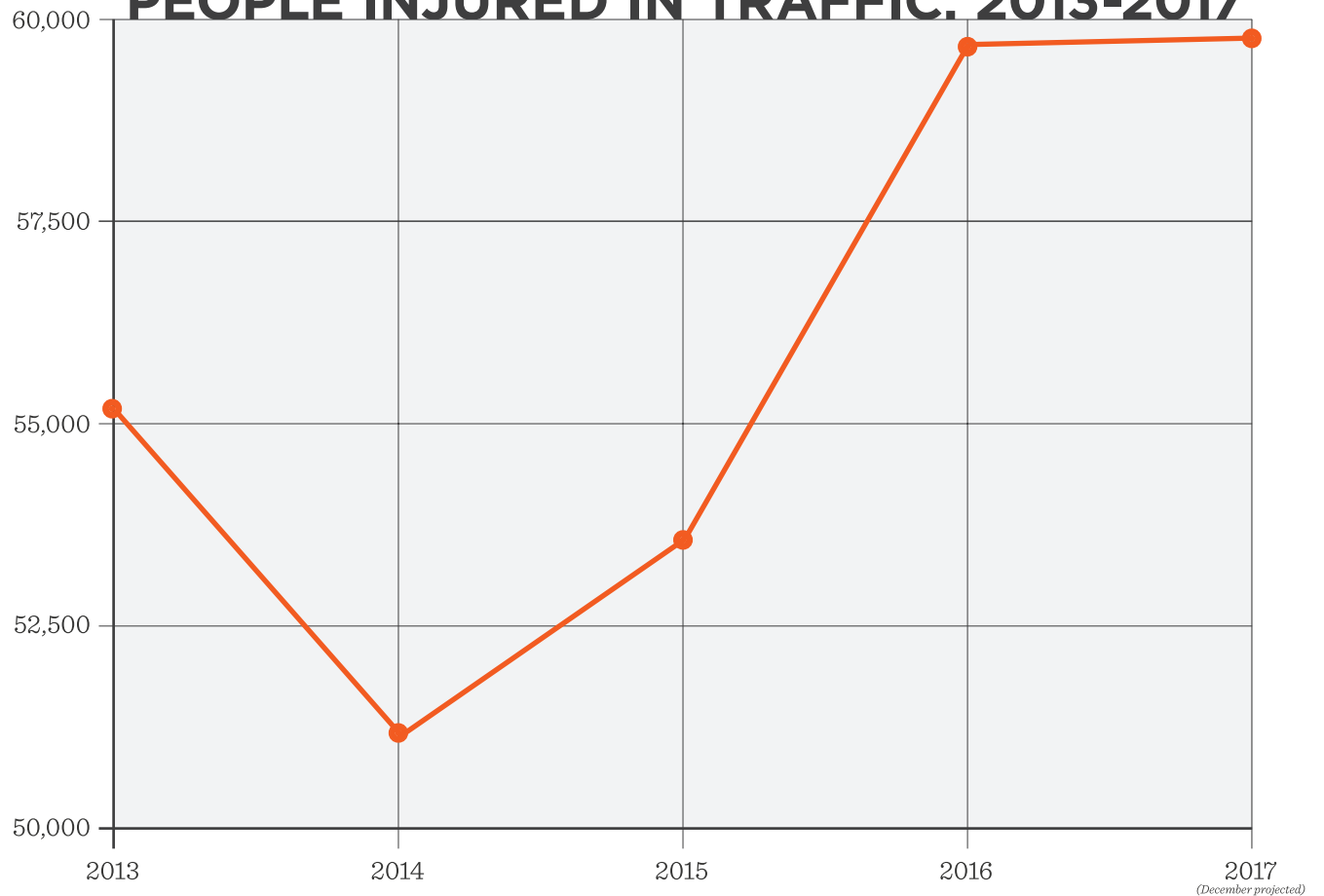
PEOPLE KILLED IN VEHICLES: 2013-2017



PEOPLE KILLED IN TRAFFIC: 2013-2017



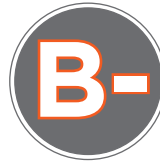
PEOPLE INJURED IN TRAFFIC: 2013-2017





Mayoral Report Card

Grade



How did Transportation Alternatives arrive at this grade?

Ambition: Grade B

In 2017, Mayor Bill de Blasio passed one of the nation's most ambitious budgets for traffic safety, adding \$400 million to the street redesign budget over the next five years. However, **he actively opposed measures that would reduce the number of cars and trucks on New York City streets.** Considering that vehicle drivers were responsible for 100% of the traffic fatalities which occurred in 2017, reaching Vision Zero will require a dramatic reduction in motor vehicle traffic, in addition to the wholesale redesign of those streets. In his decision to increase the number of parking placards given to the Department of Education as patronage, he encouraged thousands more to drive to work. In his Midtown congestion plan, he increased the vehicle capacity of streets, encouraging countless suburban commuters to drive to work. In his public opposition to congestion pricing, he snubs a policy that reduces traffic crashes in London by 40%.

Internal Culture Change: Grade C+

City Hall took a leap forward in barring cars from Prospect Park. However, the e-bike crackdown, which Mayor de Blasio launched this fall and which is not backed by data, demonstrates a shocking lack of culture change. Vision Zero dictates that saving lives happens by targeting the modes and behaviors that kill and injure; e-bikes do not fall into this category. **Mayor de**

Blasio's flashy public press conference for this anti-safety, anti-immigrant, anti-worker initiative stands in sharp contrast to the fatal crash scenes where he failed to appear, like the death of one-year-old Skylar Perkins, killed in her stroller. In 12 months, Mayor Bill de Blasio only publicly appeared at two crash scenes: the Halloween vehicular attack on West Side Greenway in Manhattan, and the two bus crash in Flushing, Queens. Both of these crashes were anomalies, while most New Yorkers killed in traffic crashes die under everyday circumstances. To demonstrate his want for the city's driving culture to change, Mayor de Blasio needs to show up at, and express his opposition to, these everyday crashes.

Measurable Effects: Grade B+

With overall traffic fatalities down, it is clear that City Hall is saving lives. A closer look at these numbers reveals that while pedestrian fatalities declined in 2017, cyclists and motorist fatalities rose significantly. However, the City of New York may have seen the safest December in decades, a month usually darkened by several deaths, with 12 fatalities in 2017, compared to 22 in 2016 and 23 in 2015 during that same period.

How can Mayor Bill de Blasio improve his grade?

Since the ambitious outset of Vision Zero, Mayor de Blasio's grade has been in decline, in large part because his leadership ignores three core tenets of Vision Zero

as its been enacted around the world: publicity, data, and benchmarks. Mayor de Blasio's refusal to show up at crash scenes, or be the public face of condemnation in the face of traffic violence, undermines his budgets and his policies. **Pursuing anti-data enforcement initiatives, like the e-bike crackdown, while ignoring the data on initiatives that could save lives, like congestion pricing, leaves lives hanging in the balance.** The lack of a timeline set by Mayor de Blasio for reaching his 2024 Vision Zero goal points to a lack of seriousness about progress toward his goal. Embarking on future policies with decisions based in data, with rabble-rousing publicity, and with an aggressive, accelerated timeline, could bring Mayor de Blasio back to an A grade.

Progress in 2017

- Overall traffic fatalities declined for the fourth straight year. Total traffic fatalities have dropped every year since the launch of Vision Zero. Pedestrian fatalities are down 32%, with 101 pedestrians killed in 2017, and 148 killed in 2016. This is the lowest that overall traffic fatalities, and pedestrian fatalities, have ever been.
- Cyclist and motorist fatalities are both on the rise. Motorist fatalities are up 35%, with 88 motorists killed in 2017, and 65 killed in 2016. Cyclist fatalities are up 39%, with 25 cyclists killed in 2017, and 18 killed in 2016. Cyclist fatalities are on the rise for the second straight year, and the third year since Vision Zero launched. Since the launch of Vision Zero, cyclist fatalities have not once dropped below the pre-Vision Zero average.

Note: These figures exclude the eight people killed in the vehicular attack on October 30, 2017 on the Hudson River Greenway.

Accomplishments in 2017

(as reported by the Mayor's Office of Operations)

- Worked to ensure that all agencies prioritize initiatives that will help realize Vision Zero in New York City.
- Continued to advocate and lobby in the State Legislature for an extension and expansion of our speed safety camera program.
- Continued to support the Department of Transportation's street redesign work through budgetary and political support.
- Continued to coordinate the agencies through the Mayor's Office of Operations.
- Oversaw the completion of 151 individual Vision Zero initiatives.
- Chaired the Vision Zero Task Force, Data Working Group, and the Marketing Working Group.
- Communicated progress on Vision Zero to the public via our website and annual report.
- Tracked progress on all components of Vision Zero.
- Helped agencies identify areas for improvement.
- Looked for new ways agencies can collaborate to achieve safer streets for New Yorkers.



Department of Citywide Administrative Services Report Card

Grade



How did Transportation Alternatives arrive at this grade?

Ambition: Grade A

Almost every Vision Zero effort undertaken by the Department of Citywide Administrative Services in 2017 was an ambitious demonstration of leadership and eagerness to save lives, especially their participation in a national plan with the U.S. Department of Transportation to set benchmarks for fleet safety across the country, and its aggressive installation of side-guards to the city's fleet.

Internal Culture Change: Grade A

With over 40,000 trained in fleet safety, an additional day added to training processes, and another 20,000 fleet operators surveyed to further assess safety procedures, it's clear from the sheer number of lives touched that the Department of Citywide Administrative has transformed internal culture to address Vision Zero's urgency.

Measurable Effects: Grade A

The efforts of the Department of Citywide Administrative Services to participate in Vision Zero have paid off measurably, with a dramatic reduction in fatalities involving city vehicles. In 2014, eight people were killed by non-emergency city vehicles, and five of those fatalities were at least in part caused by the behavior of a city operator. Since that time, a total of

three people have been killed by non-emergency city vehicles, or one per year on average, and none of the crashes were found to involve negligence or reckless behavior by a city operator.

How can the Department of Citywide Administrative Services improve their grade?

As a leader among city agencies, and a national model, the Department of Citywide Administrative Services has little room for improvement outside of sustaining their pace of innovation. Next, the agency should use their buying power to set a standard for fleets nationwide with safety innovations, including rear wheel guards, crash avoidance software, speed governors, and black box technology, like those tested in the Taxi and Limousine Commission's Vehicle Safety Technology Pilot. Additionally, because the overall reduction of vehicles in New York City is elemental to Vision Zero, **DCAS should look into how it can reduce the size of the city's fleet, providing incentives for using alternatives such as public transit and bicycles.**

Progress in 2017

- Dramatically fewer people were killed by drivers affiliated with the Department of Citywide Administrative Services. Eight people were killed by a DCAS affiliated driver in 2014. Five of these fatalities

were found to involve error by the DCAS driver. One person was killed by a DCAS affiliated driver in 2017. This fatality was not found to involve error by the DCAS driver.

Accomplishments in 2017

(as reported by the Department of Citywide Administrative Services)

- Completed a first Safe Fleet Transition Plan in partnership with the U.S. DOT Volpe Center, calling for the City to specify the safest feasible fleet units for all City agencies, issued the plan publicly and began implementation.
- Continued its nation-leading side-guard initiative, with 1,250 trucks now having side-guards and installations happening daily.
- Placed into service the City's first 450 vehicles with automatic braking systems (ABS).
- Launched a second day of Vision Zero safety training for City fleet operators from all agencies, so over 40,000 employees have taken this training at DCAS or City agencies.
- Completed 20,000 surveys of City fleet operators to gauge their priorities for safety investment.
- Hosted the fourth annual Vision Zero Fleet Forum aimed at private and public fleets.



Department of Transportation Report Card

Grade



How did Transportation Alternatives arrive at this grade?

Ambition: Grade A

The Department of Transportation's focus on the danger of left turns and intersections is incredibly ambitious, and leads the nation in innovative design backed by strong data. There appears to be less ambition from the agency to reduce private automobile use, though this will be required to reach Mayor de Blasio's Vision Zero goal by 2024, as 100% of traffic fatalities in 2017 occurred at the hands of motor vehicle drivers. **In addition, countless city traffic signal progressions are timed to 30 mph, despite a 25 mph speed limit.** The agency's congestion mitigation plan for Midtown Manhattan will actually encourage driving, and increase the number of vehicles on city streets. However, the congestion mitigation plan for the L Train is a bold starting point for transporting 250,000 stranded commuters, with a considerable effort to steer transportation away from private car use.

Internal Culture Change: Grade C

Often reticent to be rushed, the Department of Transportation bucked their often carefully paced internal culture to roll out a remarkable 832 Leading Pedestrian Intervals in 2017, demonstrating the capacity to bring life-saving projects to scale citywide. However this is an exception; **the supremacy of safety is not a standard in new projects**, and the DOT appears to see their task as rallying community support, rather

than handing down imperative protection of vulnerable cyclists and pedestrians. Bike lane projects are prioritized not by danger, but how easily they will be approved by community boards. From split-phase signals to day-lighting, the agency commonly installs proven safety standards in limited applications.

Measurable Effects: Grade B+

Despite a strong safety mandate, the Department of Transportation regularly engineers streets with known risk to cyclists and pedestrians in an effort to maintain a particular level of service for drivers. The agency did a remarkable job installing over 25 miles of protected bike lanes in 2017. However, **of the 25 miles of protected bicycle lanes that the Department of Transportation installed last year, only half of those lane miles were built on Vision Zero Priority Corridors.** This has had deadly consequences, with more than half of 2017 bicyclist fatalities occurring in a known-dangerous Vision Zero Priority Area.

How can the Department of Transportation improve their grade?

With reams of the agency's own data proving that street redesign is the single most effective method to reduce traffic fatalities, and dictating which streets are a known-dangerous priority, the Department of Transportation must prioritize all their danger mitigation efforts to advance Vision Zero. **Patchwork safety measures without a timeline for repairing**

Vision Zero Priority Corridors will not earn an A grade. To reach an A grade in 2018, the agency will need to give up their taste for low-hanging fruit and build, at a minimum, 25 miles of protected bike lanes exclusively on streets known to endanger cyclists.

Progress in 2017

- Half of the streets where the Department of Transportation installed protected bike lanes in 2017 were not Vision Zero Priority Corridors. In 2017, the Department of Transportation built 12.5 protected bike lane miles on Vision Zero Priority Corridors, and 12.9 protected bike lane miles on streets that were not Vision Zero Priority Corridors.
- Fewer people were killed on Vision Zero Priority Corridors in 2017. In 2016, at least 70 people were killed on Vision Zero Priority Corridors. In 2017, at least 52 people were killed on Vision Zero Priority Corridors.

Accomplishments in 2017

(as reported by the Department of Transportation)

- Released the report Safer Cycling: Bicycle Ridership and Safety in New York City to focus on bicycle network expansion as the core of bicycle safety.
- Identified the New York City Community Districts with a relatively high number of people killed or seriously injured, along with lower bike network coverage, and designated them as Priority Bicycle

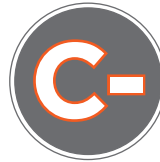
Districts as part of a data-driven approach to Vision Zero.

- Completed 25 miles of protected bike lanes, beating the record 18.5 protected miles built in 2016, including build-outs on Second Avenue and Seventh Avenue in Manhattan, Adams Street in Brooklyn, 111th Street and Queens Boulevard in Queens, and the connection between the Bronx and Randall's Island.
- Completed over 100 traffic calming upgrades to left turns, knowing that this maneuver is responsible for a disproportionate number of pedestrian injuries.
- Began to target upgrades to key cycling intersections, including a pilot of an alternative intersection design at Columbus Avenue and 70th Street in Manhattan.
- Installed over 750 leading pedestrian intervals, bringing the total number of Leading Pedestrian Intervals to over 2,000 since the start of Vision Zero, the majority located in priority geographies.
- Implemented an annual Dusk and Darkness Campaign by highlighting the dangers faced by pedestrians and cyclists in autumn.
- Launched a new public safety information campaign reminding drivers that while it's difficult to drive in New York City, it is easy to save a life by obeying traffic laws, looking out for vulnerable road users and paying attention as night draws in earlier.
- Helped lead a powerful coalition of safety advocates in Albany calling for the expansion of New York City's speed safety camera program.



New York Police Department Report Card

Grade



How did Transportation Alternatives arrive at this grade?

Ambition: Grade B-

The New York Police Department made an ambitious effort to save lives by lobbying for automated speed enforcement cameras in Albany, and increasing summonses issued for the most dangerous driving offenses: failure to yield and speeding. However, **the agency still does not track the serious injuries in traffic**, despite the elimination of these injuries being a requirement for reaching Vision Zero.

Internal Culture Change: Grade D

An e-bike crackdown in 2017 with no evidential basis is a cultural roll-back at the New York Police Department reminiscent of its unconstitutional stop-and-frisk practices, and a leap away from data-driven enforcement. **NYPD culture is still largely antagonistic to cyclists, with agency policies that eschew data and safety best practices**, including: police summoning bicyclists for minor offenses after traffic crashes caused by reckless driving, and police investigators acting as judge and jury after crashes in leaked media reports that consistently blame victims. This antagonism is felt by pedestrians as well, in rampart placard abuse by police officers, and sidewalk parking that impedes walking for blocks around precincts.

Measurable Effects: Grade C

At the start of Vision Zero, two enforceable offenses were marked as the most deadly and injurious, speeding and failing to yield. In 2017, the number of injuries

caused by these two offenses increased from 2016. **The number of fatal crashes caused by speeding also increased.** However, fatal crashes caused by failure to yield declined significantly. Hit and run crashes also showed a small decline in 2017.

How can the New York Police Department improve their grade?

Before Vision Zero, the New York Police Department did not track traffic fatalities, and all traffic fatality data arrived with a full year delay, after being reconciled by the Department of Motor Vehicles. When this changed, and the NYPD began tracking traffic fatalities, city agencies were suddenly awash with real-time data on traffic fatalities, and strategies to prevent them. **Today, the NYPD still does not track serious injuries from traffic crashes.** To graduate its grade out of the C range, the NYPD must begin to measure their progress as other agencies do, in crashes prevented and lives saved, and to track serious injuries, to shed light on their prevention.

Progress in 2017

- Overall fewer people were killed in traffic crashes caused by failure to yield and more people were killed by traffic crashes caused by speeding. In 2017, at least 53 people were killed in speed related crashes. In 2016, 44 people were killed in speed related crashes. In 2017, at least 21 people were killed in failure to yield crashes. In 2016, 39 people were killed in failure to yield related crashes.

- Overall more people were injured in traffic crashes caused by failure to yield and speeding. In 2017, at least 4,740 people were injured in speed related crashes. In 2016, 3,970 people were injured in speed related crashes. In 2017, at least 10,080 people were injured in failure to yield related crashes. In 2016, 7,610 people were injured in failure to yield related crashes.
- Fatal hit and run crashes declined slightly. In 2017, there were at least 32 fatal hit and run crashes. In 2016, there were at least 38 fatal hit and run crashes.

Accomplishments in 2017

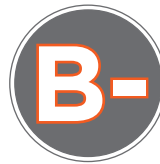
(as reported by the New York Police Department)

- Issued 9.3% more summonses for the hazardous traffic violations which are the primary causes of traffic fatalities, including speeding, failing to yield to a pedestrian, cell phone / texting, and red light violations.
- Increased enforcement against persons who obstruct bike lanes by 23.4%.
- Deterred dangerous motorcycling by focusing on moving summonses issued to motorcyclists for speeding and unlicensed operation, as well as parking summonses for invalid/missing registrations and equipment violations, leading to the two safest years for motorcyclists since 1998.
- Increased efforts to crack down on drivers who have had their licenses suspended or revoked, arresting over 22,000 drivers for Aggravated Unlicensed Operation of a vehicle.
- Completed 25 Street Team initiatives at locations with a disproportionate rate of collisions with injuries, followed by a week of focused enforcement within the same area.
- Improved data collection capabilities for moving violations, enabling officers to enter the summons data directly into computers to allow the real time transmission of data, capturing more traffic data electronically and improve analytical capabilities.
- Launched an online dashboard which presents weekly collision data in a user-friendly accessible format, allowing users to generate maps of collisions and compare current collision statistics to the previous year's numbers.
- Lobbied New York State for more speed enforcement cameras.
- Participated in a press conference for the DOT's Dusk and Darkness initiative and focused enforcement during the months of diminished daylight hours.
- Issued 23% more summonses for the Right of Way Law, to motorists who injured or killed pedestrians or cyclists by failing to yield the right of way.
- Launched a Transportation Outreach Unit, which assists surviving family members of collision fatalities, and meets with community members to answer questions about traffic and parking enforcement, and respond to the needs of the city's diverse communities.



Taxi and Limousine Commission Report Card

Grade



How did Transportation Alternatives arrive at this grade?

Ambition: Grade A

The Taxi and Limousine Commission embarked on a few notably ambitious projects in 2017, including a review of its rules to prevent driver fatigue, and the continued piloting of new crash avoidance technology.

Internal Culture Change: Grade B

The Taxi and Limousine Commission issued a significant number of summonses to reckless TLC licensed drivers in 2017, however, outside their team of enforcement officers, the agency remains stuck in an advisory mindset when it comes to crash prevention. Despite having the power to revoke the TLC licenses of reckless drivers, **the vast majority of TLC drivers who have killed New Yorkers remain licensed by the TLC.** Notably, more TLC drivers obtained “Safety Honor Roll” status than ever before, driving at least four years with no TLC rule violations, moving violations, or crashes involving injury or fatality.

Measurable Effects: Grade D+

In 2017, drivers licensed by the Taxi and Limousine Commission were involved in more fatal crashes than in 2016, and more crashes that resulted in critical injury. Two laws that permit the TLC to revoke the licenses of killer drivers, Cooper’s Law and Local Law 28 of 2014, have been invoked only once since January 2014.

How can the Taxi and Limousine Commission improve their grade?

Since the early years of Vision Zero, the Taxi and Limousine Commission has truly stepped into their role as an educator and innovator to save lives, raising their early grade from a C+ to a B-. Until the agency is also willing to step into their role as a crash preventer, and begin to revoke the TLC licenses of drivers who killed and injured New Yorkers, it will not be able to achieve an A grade.

Progress in 2017

- Drivers licensed by the Taxi and Limousine Commission were involved in more fatal crashes in 2017 than 2016. TLC-licensed drivers were involved in 25 fatal crashes in 2016. TLC-licensed drivers were involved in 30 fatal crashes in 2017.
- Drivers licensed by the Taxi and Limousine Commission were involved in more crashes that resulted in critical injury in 2017 than 2016. TLC-licensed drivers were involved in at least 14 crashes resulting in critical injury in 2016. TLC-licensed drivers were involved in at least 16 crashes resulting in critical injury in 2017.
- Zero drivers licensed by the Taxi and Limousine Commission who killed a person lost their TLC license in 2017.

Vision Zero Accomplishments by the Taxi and Limousine Commission in 2017

(as reported by the Taxi and Limousine Commission)

- Approved and began implementing fatigued driving prevention rules.
- Issued 50% more safety summons than in 2016, including 52% more speeding summonses and 35% more summonses for distracted driving.
- Honored the highest-ever number of Safety Honor Roll drivers, who have had no TLC rule violations, moving violations, or crashes involving an injury or fatality for four years
- Piloted black box monitoring, as well as driver alert and collision warning systems with over 3,800 TLC-licensed drivers.
- Updated Vision Zero training curriculum in the TLC Driver Education course with new information on Cooper's Law, fatigued driving prevention, and safe driving techniques.
- Conducted the 500th Vision Zero driver outreach meeting, about road designs, high-risk driving behavior, and how professional drivers can promote a culture of safe driving.
- Pursued 864 complaints about bike lane violations by TLC drivers, finding 83% of drivers guilty at their hearing or settled, and 15% of drivers are still waiting for their hearing. [Note: The Taxi and Limousine Commission refused to share with Transportation Alternatives the total number of bike lane violations it received.]
- Conducted enforcement activities with the NYPD to summons unlicensed van operators.
- Participated in an annual Dusk and Darkness Campaign by alerting TLC-licensed drivers and industry groups, and focused enforcement on speeding and distracted driving.



Advisory Agencies of the Vision Zero Task Force

There are five New York City agencies who serve on the Vision Task Force in an advisory capacity, with less ability to initiate tangible changes to streets or street culture in New York City. They are:

- **Business Integrity Commission**
- **Department of Aging**
- **Department of Health and Mental Hygiene**
- **Law Department**
- **Office of Management and Budget**

Transportation Alternatives sees the role of these agencies in the pursuit to Vision Zero as both advising City Hall and the four core agencies, and pressuring the pace and effectiveness of Vision Zero with data, best practices, and innovative ideas.

While Transportation Alternatives declines to grade these advisory agencies, there were a few notable efforts produced by these agencies in 2017 which we feel are important to mention:

- The **Department of Health and Mental Hygiene** made ambitious efforts to complete a data matching process to link hospital records with crash reports, creating a direct link between epidemiological results and the state of New York City's streets.
- In 2017, traffic crashes remained a leading cause of injury-related death for children and older New Yorkers, yet neither the **Department of Health and**

Mental Hygiene or Department of Aging mounted a concerted publicity effort to draw outcry to this public health crisis. Among both of these vulnerable populations, more people were killed in traffic crashes in 2017 than 2016.

- The **Department for the Aging** conducted traffic safety outreach to aging New Yorkers in Senior Pedestrian Focus Areas, while making a point to not put the onus of safety on older pedestrians, with the agency insisting drivers are responsible for safety.
- Under the watch of the **Business Integrity Commission**, which oversees private waste hauling companies in New York City, 31 people have been killed by private waste hauling trucks since 2010. Seven were killed in 2017. In stark contrast, the Department of Sanitation's waste hauling truck fleet has not caused a single fatality since 2014.
- Only 88 of 7,800 private waste hauling trucks licensed by the **Business Integrity Commission** have had life-saving truck side guards installed using a City-run incentive program, which provides a 50% rebate on the cost, since 2016.
- In an effort to stem reckless driving by private waste haulers, the **Business Integrity Commission** has begun to review their authority to suspend and revoke professional licenses of waste hauling companies with poor safety records.



Non-City Agencies of the Vision Zero Task Force

A few agencies, offices, and elected officials serve on the Vision Zero Task Force, despite being independent of City Hall. They are:

- **Brooklyn District Attorney's Office**
- **Bronx District Attorney's Office**
- **Manhattan District Attorney's Office**
- **Metropolitan Transit Authority**
- **Queens District Attorney's Office**
- **Staten Island District Attorney's Office**

Transportation Alternatives sees the role of these non-City agencies as litmus tests and competitors on independent initiatives, pushing other agencies and offices to adopt new innovations or pursue Vision Zero best practices with new vigor.

While Transportation Alternatives declines to grade these non-City agencies, there were a few notable efforts produced by these agencies in 2017 which we feel are important to mention:

- The **Manhattan District Attorney's Office**, **Brooklyn District Attorney's Office**, and **Queens District Attorney's Office** continued to issue press statements announcing prosecutions and convictions in some traffic violence cases, creating stigma against dangerous behaviors. However, these publicized cases almost exclusively include drunk driving or hit-and-run crashes.

- The **Brooklyn District Attorney's Office** continued prosecution of the driver who killed Victoria Nicodemus is a notable exception, wherein the District Attorney prosecuted a sober reckless driver who remained at the scene.
- The **Manhattan District Attorney's Office** and **Brooklyn District Attorney's Office** actively supported efforts to expand New York City's speed safety camera program. The **Staten Island District Attorney's Office** remained the only one among the city's five District Attorneys' offices to not support this life-saving effort.
- Brooklyn District Attorney Ken Thompson passed away suddenly in 2017. His was a stalwart voice for traffic safety, and helped create the Driver Accountability Task Force with Council Member Brad Lander, which led to the development of the dangerous driver restorative justice program at the Red Hook Community Justice Center.
- The **Metropolitan Transit Authority** has failed to install any rear-wheel guards on their buses. In stark contrast, the City's Department of Citywide Administrative Services has installed more than 1,250 side guards.
- The **Metropolitan Transit Authority** tested collision avoidance sensor alerts on 80 buses, and a pedestrian warning system on 160 buses, in 2017.



Vision Zero Laws: New York City Council

The New York City Council does not serve on the Vision Zero Task Force, however with great internal initiative, many Council Members have pursued lifesaving new laws in the name of Vision Zero. Some of the new laws passed in 2017, and inspired by Vision Zero, are:

- Local Law 240 - 2017, sponsored by **Council Member Van Bramer**, which codifies the Vision Zero View Portal and requires that the Department of Transportation list on its website current street safety projects.
- Local Law 243 - 2017, sponsored by **Council Member Rodriguez**, which establishes an AMBER Alert-like public notification system of hit-and-run incidents.
- Local Law 92 - 2017, sponsored by **Council Member Rosenthal**, which requires the DOT to prepare a report regarding the feasibility of implementing “Barnes Dance” pedestrian interval crossing systems at high-crash intersections.
- Local Law 95 - 2017, sponsored by **Council Member Rodriguez**, which requires the DOT to study six locations with heavy pedestrian traffic and develop strategies for the alleviation of overcrowding.
- Local Law 189 - 2017, sponsored by **Council Member Levine**, which requires the DOT to conduct a study of traffic congestion due to truck deliveries during daytime hours.
- Local Law 57 - 2017, sponsored by **Council Member Deutsch**, which requires the NYPD to make individual collision reports available online for people involved in specific crashes.
- Intro 1658 - 2017, sponsored by **Council Member Rodriguez**, which requires key agencies, including the DOT, to report how many pedestrian-protective bollards have been installed.



Vision Zero Laws: New York State Legislature

The New York State Legislature does not serve on the Vision Zero Task Force, and in 2017, members of the State Legislature and Assembly enacted no laws in the name of Vision Zero. One traffic safety law, relating to motorcyclists, was passed, as well as another which appears to blame pedestrian crash victims for their own death and injury, a conclusion in disagreement with all known data on traffic crashes. Those laws are:

- New York State Senate bill 478B / Assembly bill 7984, sponsored by **Senator Peralta** and **Assembly Member Hyndman**, which requires the New York City Department of Transportation to study and produce a report regarding its efforts to educate pedestrians and drivers of possible dangers inherent in acting as a pedestrian while distracted by texting, or other uses of a mobile device, and the necessity of operators of motor vehicles to exercise care in

watching for pedestrians who may be distracted by texting or other uses of a mobile device.

- New York State Senate bill 2119 / Assembly bill 7486A, sponsored by **Senator Ritchie** and **Assembly Member Crespo**, which establishes a motorcycle safety awareness component as a requirement for driver licensing.

Notably, in 2017, the New York State Assembly passed legislation, sponsored by **Assembly Member Glick**, which would have expanded New York City's school-based automated speed safety enforcement camera program, however the New York State Senate declined to vote on a companion bill. Speed safety cameras have been shown to reduce speeding, the number one cause of fatal traffic crashes, by 63% on average and pedestrian injurious crashes by more than 23% where installed.

Methodology

The grades in this report card were assigned by a team of urban planners and transportation safety policy experts on Transportation Alternatives' staff. These grades were based on:

- Agencies' improvement from prior years' Vision Zero report cards.
- Transportation Alternatives' documentation of crash rates and reductions in New York City over the past decade.
- Observation of the effectiveness of various Vision Zero efforts launched by City Hall in 2017.
- Questionnaire responses from five New York City agencies.

In November, Transportation Alternatives contacted the five New York City agencies responsible for enacting Mayor Bill de Blasio's goal of reaching Vision Zero by 2024 -- New York City Department of Transportation, New York Police Department, New York City Department of Health and Mental Hygiene, Taxi and Limousine Commission, and the Department of Citywide Administrative Services -- with two questions about their efforts to reach Vision Zero:

- What did this agency do to advance Vision Zero this year?
- Of these efforts, what made the greatest difference toward crash reduction?

Their responses were judged on three criteria. First and foremost, agencies were judged quantitatively on

their measurable progress: lives saved, classes taught, or dangerous drivers taken off the road, to name a few examples. Additionally, because achieving Vision Zero will require a substantive holistic shift in operations and pace of work, agencies were also judged on two qualitative categories: internal culture change, and ambition.

The grades received by each agency and City Hall in these three categories was combined to determine their overall grade for 2017. Agencies were only judged on those initiatives which it launched or completed, and not on planned work.

Additionally, the following information was requested from the Mayor's Office of Operations, but was not received in time to be included in this report card:

- Number of cyclists ticketed by the NYPD in 2016 and 2017 for the following offenses: riding on the sidewalk, failure to have proper lights or reflectors, failure to use available bike lanes, failure to obey a traffic control device, and failure to have a working bell.
- Mileage and location of all protected bike lanes installed in 2017.
- Number of people seriously injured in traffic crashes in 2017.
- Number of people seriously injured in traffic crashes caused by speeding or failure to yield in 2017.
- Efforts made by the Department of Aging, Office of Management and Budget, Law Department, and Business Integrity Commission to advance Vision Zero in 2017.

Appendix

The following documents were given to Transportation Alternatives by Mayor Bill de Blasio's Office of Operations

with the purpose of informing this report.

NYC Vision Zero Year Four – Introduction

After reducing traffic deaths to record lows in 2016, New York City committed additional resources and developed new interventions in order to continue the effort to drive down traffic fatalities in 2017. Vision Zero's success thus far is attributable to intensive collaboration between the City's agencies and a focus on the key factors which lead to fatal crashes.

Some of this work is geographically focused, targeted at the key high-crash intersections and corridors as identified in the Vision Zero Borough Action Plans, including: the installation of over 750 Leading Pedestrian Intervals, the expected construction of 25 miles of protected bike lane, the deployment of New York City Police Department (NYPD) and Department of Transportation (DOT) Street Teams at 25 locations, and the retiming of traffic signals across the City.

Other elements of the Vision Zero strategy are designed to have a citywide impact, including the NYPD's focus on the most hazardous driving offenses, (i.e., speeding, failure to yield and blocked bicycle lanes), and the City's Vision Zero advertising campaign, which has resulted in significantly more drivers acknowledging the need to be cautious when turning near pedestrians and cyclists.

The Vision Zero Task Force has also focused on professional drivers. The Taxi & Limousine Commission (TLC) held its 500th Vision Zero Driver Outreach meeting in 2017, and rewarded the City's safest for-hire vehicle drivers. The Department of Citywide Administration Services (DCAS) far surpassed its goal of 500 sideguard installations on City fleet this year and has provided Vision Zero training to over 40,000 operators.

In order to guide New York City's Vision Zero work in the future, the Task Force agencies are focused on developing the next data-driven innovations. The Department of Health and Mental Hygiene (DOHMH), NYPD and DOT collaborated on the Bike Safety Study, which recommends expanding the bike network in ten community districts that see a disproportionate number of crashes. DOHMH has completed a data-matching process that links hospital records with crash reports in order to better understand patterns of injuries associated with different types of crashes. DCAS has developed the Safe Fleet Transition Plan with the U.S. Department of Transportation Volpe Center and is collaborating with the Business Integrity Commission (BIC) on using these findings effectively.

New York City's implementation of Vision Zero relies on interagency collaboration and a focus on data-driven approaches. This strategy has been instrumental in helping the City make significant progress in reducing traffic fatalities and injuries. City agencies will continue to closely examine the outcomes of current initiatives in order to guide future Vision Zero projects and to focus on the need to direct resources and best practices to the most crash-prone locations.

TLC Vision Zero Update

1. What did the TLC do to advance Vision Zero this year? Please list all relevant efforts.

- TLC approved the final version of its fatigued driving prevention rules in February. Implementation of the rules is ongoing. TLC staff has provided extensive outreach to drivers and businesses to educate them on the risks of fatigued driving and ensure compliance with the new rules.
- On October 11, TLC honored 420 drivers and 25 businesses for their safety records, the highest number of honorees yet. Safety Honor Roll drivers have had no crashes involving an injury or fatality, no moving violations, and no TLC rule violations for at least four years. Safety Honor Roll businesses have the lowest shares of vehicles involved in serious collisions (i.e., collisions with an injury) in their industry sectors over the past year.
- The Vehicle Safety Technology Pilot Program ended in April 2017. Throughout the two-year pilot, the number of participants testing different safety technologies grew to eight companies and the number of TLC-licensed vehicles involved grew to 3,885 licensees. Participants piloted passive technology, such as camera systems and monitoring devices that track the driver behavior, as well as active devices, such as driver alert and collision warning systems. TLC is currently evaluating the program and will release findings in the near future.
- As of the end of September, over 27,000 drivers have completed the TLC Driver Education course in 2017. This course is required prior to licensure for all applicants for a TLC Driver License. In early 2017, TLC updated the course's Vision Zero training curriculum to include an expanded section on Cooper's Law, new fatigued driving prevention education, and more visual aids to demonstrate safe driving techniques.
- In July, TLC reached the milestone of its 500th Vision Zero driver outreach meeting. These meetings are held at licensed for-hire vehicle base and taxi garages throughout the city and highlight important safety information, such as road designs like protected 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.
- Through September 2017, TLC Enforcement officers issued 50% more traffic safety summonses, including 52% more summonses for speeding and 35% more summonses for distracted driving, compared to the same period in 2016. TLC also expanded LIDAR detection gun training for TLC officers and integrated speed enforcement across all squads.
- TLC regularly receives consumer complaints regarding bike lane violations by TLC-licensed vehicles. Through September 2017, TLC's Prosecution Division pursued 864 complaints. Of these cases, 83% of drivers were found guilty at their hearing or settled and 15% of drivers are still waiting for their hearing.

- TLC has also focused on ensuring commuter van safety for both passengers and other street users. TLC collaborated with the NYPD to combat unlicensed and unsafe van operation throughout the city through joint enforcement operations.
- TLC is currently developing a safety training video to be used in TLC Driver Education courses. The video will review top dangerous driving behaviors that lead to serious collisions and provide guidance. Some of the scenarios that will be covered include left turns, speeding, and sharing the road.
- As part of the City's Dusk and Darkness campaign to alert all New Yorkers of the risks that come with shorter days and earlier sunsets, TLC provided targeted outreach to TLC-licensed drivers and industry groups, and focused enforcement on speeding and distracted driving.

2. Of these efforts, what do you feel made the greatest difference towards crash reduction, a core principal of Vision Zero?

- There's no silver bullet for ending crash fatalities. At TLC, we've found that it's the combination of Vision Zero programs and policies – from outreach and education to licensees, to strict licensing standards and enforcement, and even expansion into the benefits of new technologies and research – that work together to not only hold for-hire drivers to a high standard, but also to engage with them to be partners in safety.

DOHMH Vision Zero Update

The Department of Health and Mental Hygiene (DOHMH) Vision Zero commitments center around two main areas: (1) data collection, analysis and dissemination, and (2) outreach and education. Addressing the inequities in the burden of traffic-related injuries across New York City's population is central to our public health contributions to Vision Zero.

In 2017, DOHMH has advanced several Vision Zero commitments.

Data collection, analysis, and dissemination

- **Fatality surveillance**

- DOHMH released two *Epi Data Brief* reports in the spring of 2017 that extend the findings of our traffic-fatalities report released in [October 2015](#): one on pedestrians and the other on motor vehicle occupants. These reports are based on an analysis of medical examiner files.
 - DOHMH presented select findings from the *Epi Data Brief* on pedestrian fatalities at Transportation Alternatives' Vision Zero Cities conference in May 2017.
- **Special Focus on Children** – Traffic-related deaths were featured in the two most recent Child Fatality Review Advisory Team reports, from [April 2017](#) and [May 2016](#), which shows that motor vehicle-related injuries continue to be the leading cause of unintentional injury deaths among New York City children ages 1 to 12 years.

- **Data linkage**

- DOHMH completed a data matching process to link hospital records with crash reports. Based on the linked dataset, staff are completing analyses to identify patterns of injuries associated with crash characteristics, which can help describe, among other things, the disproportionate impact of traffic injuries on special populations, such as children and older adults.

- **Survey data**

- Driving frequency and driving behaviors were the focus of an [Epi Data Brief report](#) released in March 2017. DOHMH presented driving frequency and driving behavior findings from questions included in the 2015 Community Health Survey, as well as driving behavior questions included in the 2015 Youth Risk Behavior Survey.
- DOHMH supported lead-authors at DOT to produce the [Safer Cycling](#) report. DOHMH contributed analyses of bicycling frequency, based on Community Health Survey data, to help demonstrate the increase in bicycle ridership among adults, especially in areas that have Citi Bike stations.

- **Data portals** – DOHMH makes traffic death, hospitalization, and risk factor data available to the public through several channels.
 - [EpiQuery: Community Health Survey](#)
 - [EpiQuery – Youth Risk Behavior Survey](#)
 - [Environment & Health Data Portal](#)
 - [EpiQuery: Mortality](#)
- **Vision Zero Research Agenda**
 - In 2017, DOHMH coordinated a follow-up to its 2016 **Research on the Road event**, which brought together more than 40 external researchers to inspire collaboration and coordination around Vision Zero priority research questions. The second meeting encouraged researchers to share status updates and plan further collaborations.

Outreach and education

- **Media Campaigns**
 - DOHMH continues to be a participant on the **Vision Zero Marketing Work Group**, which coordinates among Vision Zero city agencies to guide the production of Vision Zero public messaging.
 - **Just One More Drink CAN Hurt** - In Spring of 2017, DOHMH expanded the 2016 [Just One More Drink CAN Hurt](#) public awareness campaign, reminding New Yorkers of the risks of excessive drinking, including Vision Zero co-branded ads featuring the increased risk of traffic injuries and deaths associated with excessive drinking. The campaign ads ran from March through April 2017 (Alcohol Awareness Month), targeting subway stations and local papers in neighborhoods with the highest concentrations of on-premises alcohol licenses, as well as in subway cars and bars across the city, and online on social media.
- **Community engagement**
 - **Prescribe-A-Bike** - DOHMH partnered with Interfaith Hospital, Woodhull Hospital and the Brooklyn Better Bike Share Partnership spearheaded by Bed-Stuy Restoration Corporation. This program will provide 150 participants with subsidized Citi Bike Memberships, as well as helmets and Street Skills classes to encourage the use of bike share to increase physical activity and active transportation.
 - **Boogie on the Boulevard** – DOHMH supported the coordination, activation, and evaluation of Boogie on the Boulevard in partnership with DOT, the Bronx Museum of the Arts, and Bronx Health REACH. 4,692 people participated in the monthly Weekend Walks from June-September.
 - **Citi Bike to School** - As part of Citi Bike for Youth, DOHMH is piloting a program in the Bedford-Stuyvesant neighborhood of Brooklyn with students 16 years and older to use Citi Bike to get to and from school.

- **East Harlem Community Walking Trail** -- The East Harlem Community Walking Trail is a collaborative project created by the Harlem Neighborhood Health Action Center and neighborhood partners. This 3.5 mile pathway along East Harlem sidewalks runs east and west along 106th and 115th Streets, connecting residents to Central Park and Randall's Island. The goal of the Community Walking Trail is to highlight East Harlem's rich history and assets while improving physical activity and safety through coordinated group walks and community programming. DOHMH's Harlem Neighborhood Health Action Center has led the community Steering Committee in assessing the state of streets along the Walking Trail for active transportation.
- **Walking Trails & Connectivity** -- The Healthy and Livable Mott Haven's Second Saturdays Walking Trails & Connectivity program supported by DOHMH, Building Healthy Communities and the BronxWork's Partnership, enhances walkability and access to key assets in the Mott Haven neighborhood.

DOT Vision Zero Update

1. Continuing our focus on bicycle network expansion as the core of bicycle safety, NYC DOT, DOHMH and NYPD released the report *Safer Cycling: Bicycle Ridership and Safety in New York City* in summer 2017. Our data-driven approach to Vision Zero led us to identify the New York City Community Districts with a relatively high number of KSIs and lower bike network coverage, and we have designated them as Priority Bicycle Districts in our action plan. We will expand or enhance 75 miles of bicycle facilities in these Districts over the next five years, in addition to continuing our goal of implementing at least 50 lane miles of bicycle facilities annually across the city.

This year, we expect to complete 25 miles of protected bike lanes, beating 2016's record 18.5 protected miles. These lanes, including build-outs on Second Avenue and Seventh Avenue in Manhattan, Adams Street in Brooklyn, 111th Street and Queens Boulevard in Queens, and the connection between the Bronx and Randall's Island, have calmed traffic, prevented injuries among all modes of transportation, and encouraged bicycle ridership.

In addition, this year we have made a concerted effort to focus on left-turn traffic calming, knowing that this maneuver is responsible for a disproportionate number of pedestrian injuries. Following a successful pilot at 107 locations in 2016, including 86 Vision Zero Priority Locations, we are on track to complete a similar number of upgrades this year. Median left-turn speeds have fallen by a quarter at locations receiving treatment with hardened centerlines and slow-turn wedges. We have also begun targeted upgrades to key cycling intersections, including a pilot of an alternative intersection design at Columbus Avenue and 70th Street in Manhattan. Our crews have installed over 750 leading pedestrian intervals in 2017, bringing the total number of LPIs to over 2000 since the start of Vision Zero. The majority are located in priority geographies.

Alongside the NYPD and TLC, we implemented our second annual Dusk and Darkness campaign to highlight the dangers faced by pedestrians and cyclists in autumn. This was accompanied by the launch of a new DOT public safety information campaign reminding drivers that while it's difficult to drive in New York City, it is easy to save a life by obeying traffic laws, looking out for vulnerable road users and paying attention as night draws in earlier.

With Transportation Alternatives, we helped lead a powerful coalition of safety advocates in Albany calling for the expansion of New York City's speed safety camera program; while we were ultimately not successful this past legislative session, we will continue to campaign for this highly effective automated enforcement.

2. We are proud of all our Vision Zero initiatives, as they are data-driven and supported by strong evidence. Our continued progress in reducing fatalities is a testament to the power of our street engineering toolkit, and the increased resources DOT has received to achieve this work. For instance, protected bike lanes are technically challenging projects – each entails extensive engineering and design review and extensive community consultation with local businesses and other stakeholders in order to guarantee an effective project. But thanks to the dedication of resources and staff to the task, as well as the resonance of the Vision Zero goal within communities, we have been able to complete more protected bike lanes this year alone than in the four years prior to Vision Zero combined. These lanes, which are a Vision Zero priority, have reduced overall bicycle and pedestrian KSIs by 20%, and have caused left-turn bicycle and pedestrian KSIs to fall 53%.

DCAS Vision Zero Update

- DCAS completed a first Safe Fleet Transition Plan (SFTP) in partnership with US DOT Volpe in May. This plan calls for the City to specify the safest feasible fleet units for all City agencies and to assess new technologies. DCAS issued the plan publicly and began implementation with FY18 procurements.
- DCAS continues its nation-leading side-guard initiative, with 1,250 trucks now having side-guards and installations happening daily.
- DCAS placed into service the City's first 450 vehicles with automatic braking systems (ABS).
- DCAS launched a second day of Vision Zero safety training for City fleet operators from all agencies. Over 40,000 employees have taken this training at DCAS or City agencies.
- DCAS completed 20,000 surveys of City fleet operators to gauge their priorities for safety investment.
- On Nov. 14, 2017 in Flushing Meadows Corona Park, Queens, DCAS will host its fourth annual Vision Zero Fleet Forum aimed at private and public fleets. We will be partnering with the United Nations Together for Safer Roads (TSR) initiative at this year's forum.
- In 2014, there were 8 fatalities with City non-emergency vehicles, with 5 involving City operator behavior. Since then (actually since July 18, 2014) there have been 3 in total or 1 per year, with none involving negligence or recklessness on the part of the City operator.

NYPD Vision Zero Update

1. What did the NYPD do to advance Vision Zero this year? Please list all relevant efforts.

The New York City Police Department's role in Vision Zero is multi-faceted. With the goal of saving lives, making the city's streets safer, and ultimately eliminating traffic fatalities, the Department has continually strived to use its resources as efficiently and effectively as possible to carry out its mission.

In 2014, as part of Vision Zero, the Police Department identified seven hazardous traffic violations as the primary causes of traffic fatalities. These violations, now known as the "Vision Zero Violations," have become the major focus of the Department's enforcement efforts.

Moreover, the Department has strived to make these summonses a larger percentage of the total summonses issued by the Department. The following chart illustrates last year's progress:

	YTD* 2017	YTD 2016	YTD 2011-13	% change 2016 and 2017	% change 2011-13 and 2017
MOVING SUMMONSES					
SPEEDING	123,504	108,225	64,105	+14.1%	+ 93%
NOT GIVING ROW TO PED	41,970	33,064	9,914	+26.9%	+323%
FAIL TO STOP ON SIGNAL	56,767	48,103	33,746	+18.0%	+68%
IMPROPER TURNS	72,792	67,516	48,432	+7.8%	+50%
CELL PHONE / TEXTING	113,076	99,487	122,902	+13.7%	-8%
DISOBEY SIGN	154,148	157,964	110,824	-2.4%	+39%
TOTAL VZ SUMMONS	562,257	514,359	398,724	+9.3%	+41%
TOTAL MOVERS	870,325	853,283	879,551	+2.0%	-1%
% OF VZ SUMMONSES TO TOTAL MOVERS	64.6%	60.3%	45.3%	+7%	+43%

*YTD as of October 22nd of the specified year

In 2017, the Department further prioritized its traffic safety resources by focusing on several of the most common and dangerous Vision Zero Violations: speeding, failing to yield to a pedestrian, cell phone / texting, and red light violations. The resulting decrease in traffic-related fatalities points to the success of these efforts.

Although the Department attributes much of this year's success to its precision enforcement, 2017 saw further action on initiatives previously undertaken to advance Vision Zero:

- Bicyclist Safety – The Department has made bicyclist safety a priority and continued the bicyclist safety initiatives designed to curtail the dangerous driving that places bicyclists at risk. In 2017, the

Department increased its enforcement actions against persons who obstruct bike lanes (64,558 summonses in 2017, up 23.4% from 2016).

- **Motorcyclist Safety** – The Department built upon its enforcement and education campaigns from the past two years to deter dangerous motorcycling, focusing on moving summonses issued to motorcyclists for speeding and unlicensed operation, as well as parking summonses for invalid/missing registrations and equipment violations. The first two years of this campaign have led to the two safest years for motorcyclists since 1998. The Police Department will continue its education and enforcement in order to improve motorcycle safety.
- **Unlicensed operators** - In 2017, the Department increased its efforts to crack down on drivers who have had their licenses suspended or revoked. These unlicensed drivers who knowingly continue to drive are a danger to our roadways and studies have indicated are more inclined to leave the scene of a collision. In 2017, over 22,000 drivers have been arrested for Aggravated Unlicensed Operation of a vehicle.
- **Street Teams** – This collaborative effort between the Police Department and the Department of Transportation (DOT) identifies locations that experience a disproportionate rate of collisions with injuries. The efforts are meant to draw public attention to an area experiencing problematic crashes and to heighten the community's awareness of local traffic safety. A week of education outreach is followed by a week of focused enforcement within the same area. This year to date, there have been 25 completed Street Team initiatives.
- **FORMS** - The Police Department significantly improved its data collection capabilities for moving violations, enabling officers to enter the summons data directly into computers to allow the real time transmission of data. This technology upgrade has allowed the Department to capture more traffic data electronically and improve analytical capabilities.
- **Traffic Stat 2.0** – This online dashboard was launched in December 2016. It presents weekly collision data in a user-friendly accessible format. Users may generate maps of collisions and compare current collision statistics to the previous year's numbers. The tool will be used by NYPD to identify areas with disproportionate numbers of collisions to better target enforcement. In an effort to enhance transparency and accountability, this tool is publically accessible (<https://trafficstat.nypdonline.org/>).
- **LIDAR guns** – These laser devices allow a police officer to measure the speed of an individual vehicle within a stream of traffic. Since the start of Vision Zero, the Police Department has purchased a total of 505 LIDAR guns and trained over 2,500 police officers to use them. Each precinct currently has at least two LIDAR guns. Speed is one of the leading contributing factors in fatal crashes, making LIDAR gun enforcement a valuable tool in reducing traffic fatalities.
- **Advocating for more speed enforcement cameras** - Chief Thomas M. Chan, the NYPD's Chief of Transportation, was a member of a group of New York City government officials who lobbied New York State for more speed enforcement cameras. These cameras are a valuable tool in changing a driver's behavior.

- Dusk and Darkness campaign - the Police Department participated in a press conference with DOT on October 26. The Dusk and Darkness initiative, now in its second year, focuses on public safety awareness and focused enforcement during the months of diminished daylight hours.
- Administrative Code 19-190 - Also known as the Right of Way Law, this 2014 law created civil and criminal penalties for motorists who injure or kill pedestrians or cyclists by failing to yield the right of way. Previously, officers had to witness the failure to yield offense to take enforcement action, often leaving motorists unaccountable for their actions. Officers may now determine, based on the facts and circumstances of the crash, and through inquiry and observation, that a pedestrian was struck by a motorist who had recklessly failed to yield the right of way. Applying enforcement against this dangerous driving behavior is anticipated to alter motorist behavior and improve overall traffic safety.

ENFORCEMENT	YTD* 2017	YTD 2016	+/-	%
ARREST A.C. 19-190	31	34	-3	-8.8%
SUMMONS A.C. 19-190	1,795	1,451	344	+23.7%

*YTD as of October 22nd of the specified year

Equity in Policing and the Neighborhood Community Officer

Building stronger relationships between police and communities is a priority for the Department and plays an important role in Vision Zero. The Police Department strives to keep the public informed on traffic-related matters to maintain a high level of transparency. This year the Transportation Bureau launched its own Transportation Outreach Unit, which meets regularly with community members and public officials at forums such as town hall meetings, Community Board meetings, Precinct Community Council meetings, and more. Its mission is to answer frequently asked questions about traffic and parking enforcement, provide safety guidance, and listen and respond to the needs of the city's diverse communities. At the forums, the Unit explains its efforts related to Vision Zero, in particular how addressing and altering dangerous driving habits within communities can make residents safer. Additionally, the outreach unit assists surviving family members of collision fatalities in obtaining copies of police crash reports for insurance companies and lawsuits. The unit also guides family members through the process of contacting the precinct concerned, the Collision Investigation Squad, and the Property Clerk Division as needed.

Vision Zero has helped the NYPD transform its traffic efforts into a more collaborative strategy that involves meeting regularly with its Vision Zero partners to discuss ideas and new initiatives to move Vision Zero forward.

2. Of these efforts, what do you feel made the greatest difference towards crash reduction, a core principal of Vision Zero?

The Department sees its efforts as one part of the broader effort executed in partnership with its Vision Zero partners, public officials, advocacy groups, and communities themselves. The Department's sharing of data, ideas, and resources with these partners makes our roadways safer by changing a culture that previously accepted traffic fatalities as random, unavoidable, or not preventable. Through interagency collaboration, focused education, and enforcement, the Department has more efficiently used its resources to improve traffic safety.



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