

VISION ZERO IN NYC

ACTION & PLANNING

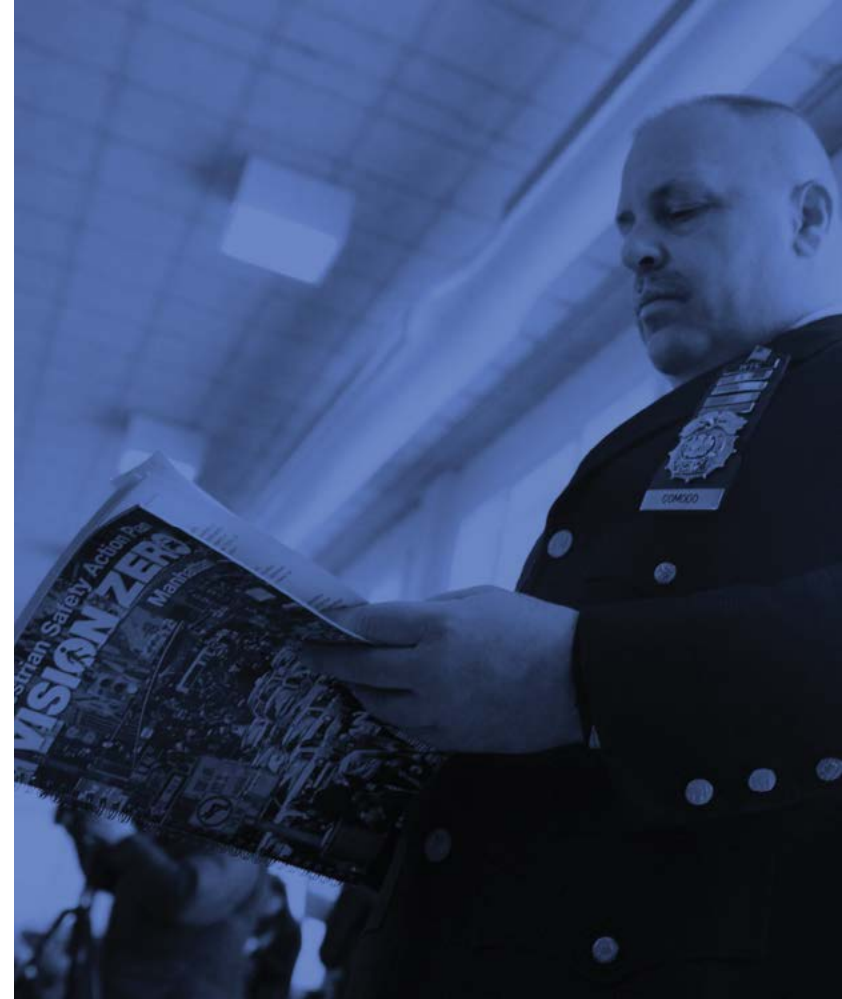
Transportation Research Board
December 2016



OUTLINE

Vision Zero in NYC

- 1 Why Vision Zero in NYC?
- 2 What is NYC's Vision Zero?
- 3 Planning and Action
- 4 Progress and Lessons Learned



VISION ZERO

Why Vision Zero in NYC?

1

USA TRAFFIC FATALITIES

Last 10 years:

Commercial Aviation Deaths: 120

Motor Vehicle Traffic Deaths: 370,000



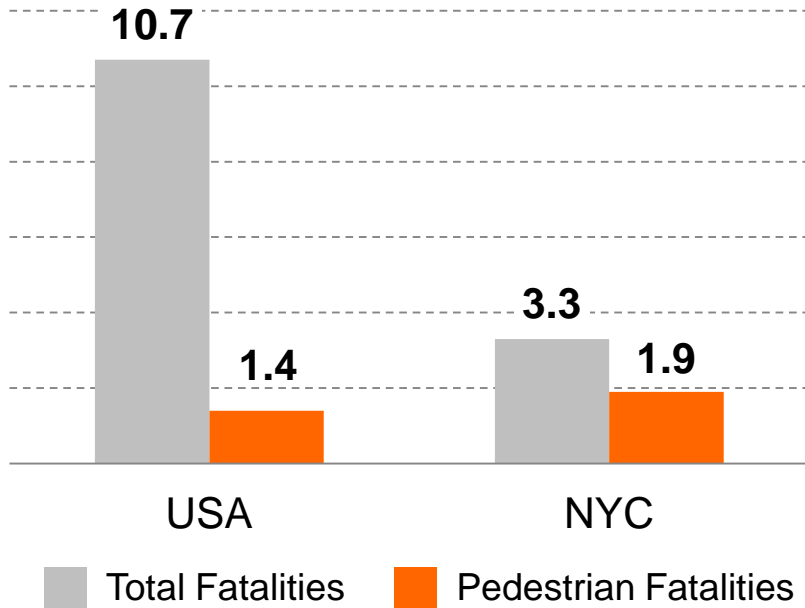






NYC VS. USA TRAFFIC FATALITIES

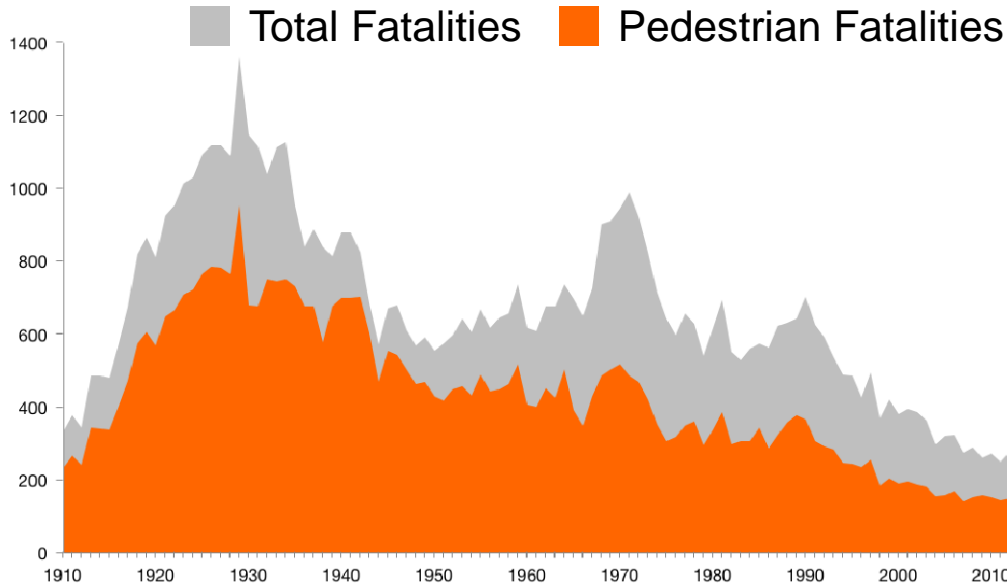
Traffic Fatalities per 100,000 Residents



USA data excludes NYC; Average of last 3 years available data

NYC FATALITIES

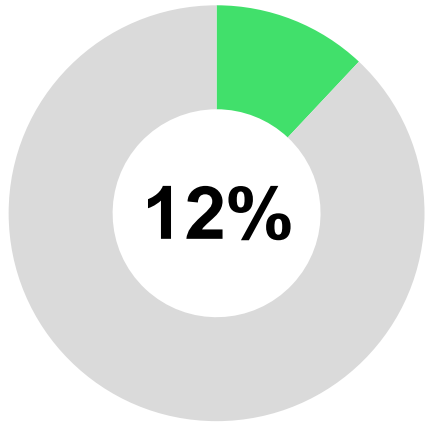
Total Traffic and Pedestrian Fatalities



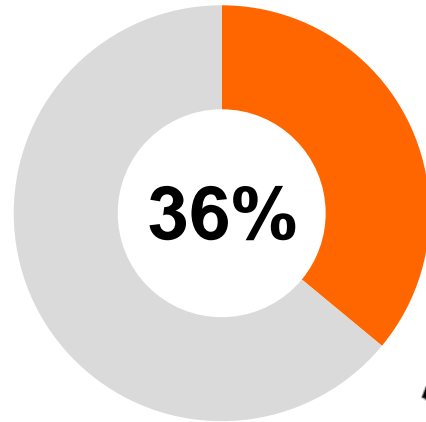
Year	Pedestrian Fatalities	Percent of Total Fatalities	
1950's	453	72%	
1990's	261	51%	
2000's	167	51%	
2011	142	57%	
2012	151	54%	
2013	183	62%	

OLDER ADULTS IN NYC

A Population at Risk



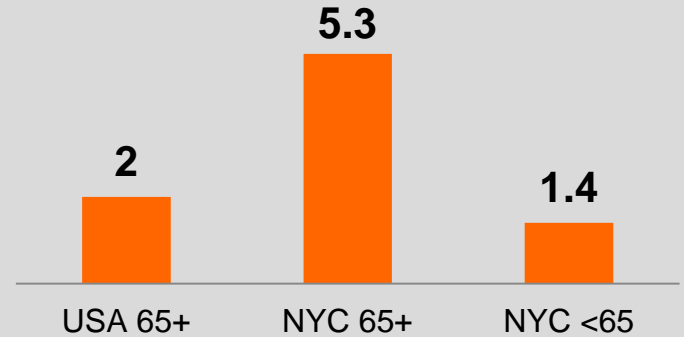
Adults age 65+ living in NYC



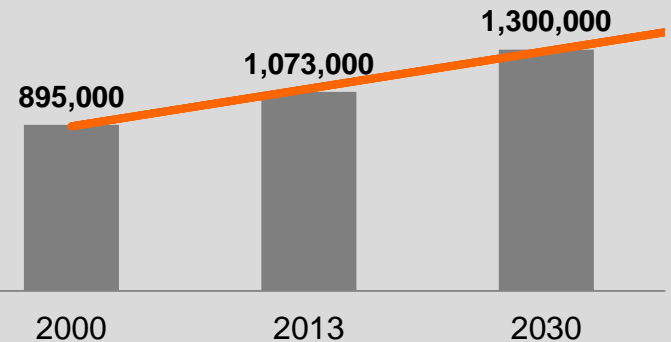
Pedestrians age 65+ killed in traffic crashes



Pedestrian Fatalities per 100,000



People Age 65+ in NYC



A CITY READY FOR VISION ZERO

- Victims' Families
- 2013 Election
- Mayoral Leadership



Death and injury on city streets is not acceptable, and we will no longer regard serious crashes as inevitable.

Mayor de Blasio



VISION ZERO

What is Vision Zero in NYC?

2

VISION ZERO NYC

Public Policy + Mindset Change

- Lead by City Hall
- Prominent
- Multi-Agency
- Funded
- Comprehensive



LEGISLATION



PLANNING



ENFORCEMENT



ENGINEERING



EDUCATION

VISION ZERO 

Planning and Action

3

LEGISLATION

25 mph speed limit

In Effect November 7, 2014

25 MPH default speed limit on all NYC streets unless otherwise posted.

Reverses New York State Law of 30 mph from 1964, raised then from 25 mph, against recommendation of then Traffic Commissioner Henry Barnes

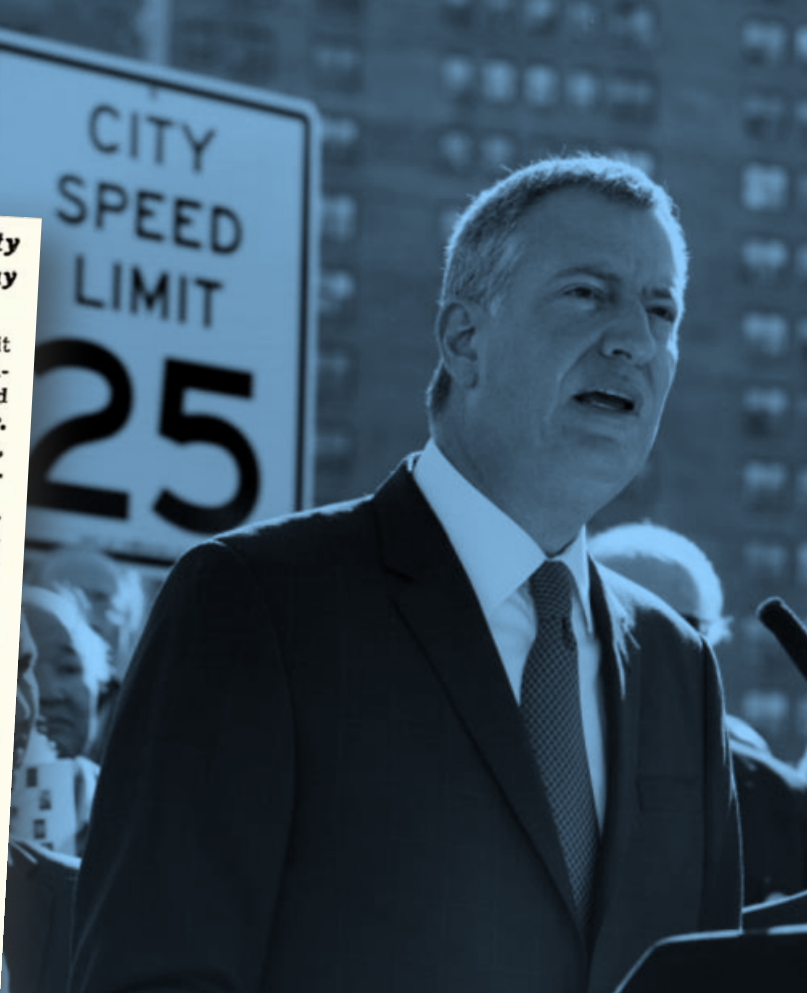
New York Times, October 1, 1964, p. 25

Maximum Speed in City Up to 30 Miles Today

The maximum speed limit on all local streets throughout the city will be increased today to 30 miles an hour. The limit has been 25 miles, except where posted otherwise.

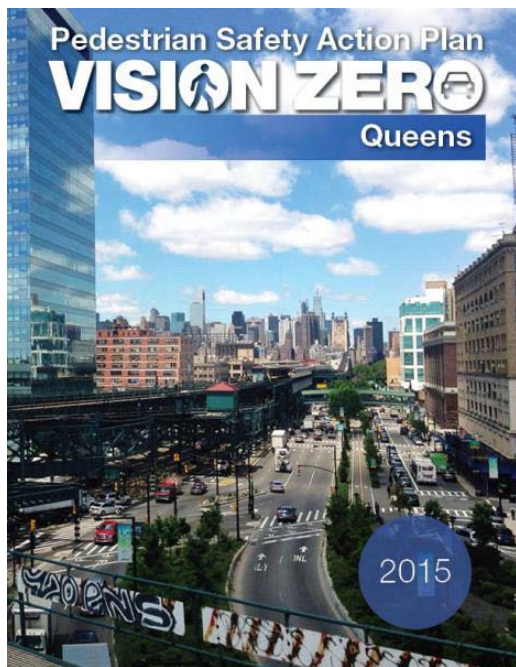
In announcing the new limit, Traffic Commissioner Barnes noted that it was mandated by a new state law. But it does not apply to any street or highway upon which signs are posted for a lower or higher limit than 30 miles.

Mr. Barnes said the law requiring the change was approved by the Legislature against his recommendation. As it calls for 30 miles an hour maximum speed unless all streets are posted with a lower limit, he said, "we had a choice of either raising all 25-mile-an-hour limits to 30 miles or putting up half-a-million signs at a cost of \$7.5 million. The signs would make an "unsightly mess of all residential streets," he added.



PLANNING FOR VISION ZERO

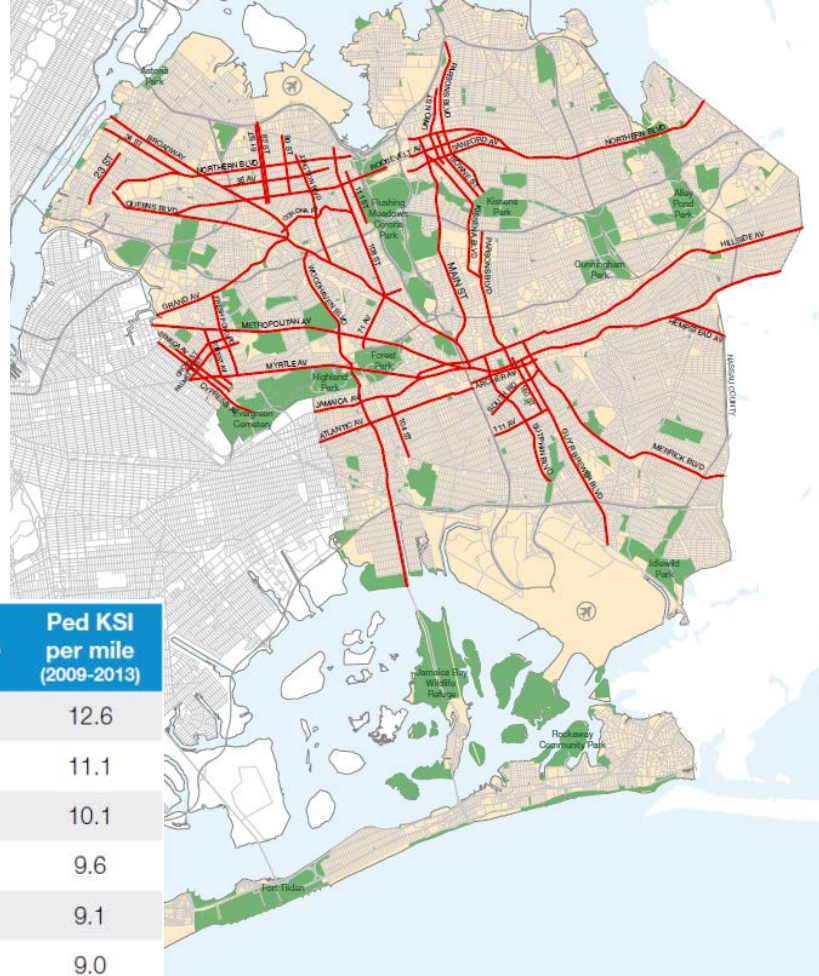
Borough Pedestrian Safety Action Plans



PRIORITY CORRIDORS

Example: Queens

- 47 corridors
- 127 of 2,169 miles
- 6% of Queens street mileage
- 51% of pedestrian KSI



Street Name	From	To	Ped Fatalities (2009-2013)	Ped KSI (2009-2013)	Miles	Ped KSI per mile (2009-2013)
Union St	25 Rd	Franklin Av	2	18	1.4	12.6
Archer Av	Van Wyck Exwy	168 St	1	14	1.3	11.1
Junction Blvd	32 Av	Queens Blvd	2	21	2.1	10.1
Sanford Av	DeLong St	Northern Blvd	2	19	2.0	9.6
Roosevelt Av [west leg]	Queens Blvd	126 St	5	36	4.0	9.1
Northern Blvd [west leg]	Queens Plz	114 St	5	39	4.3	9.0

ENFORCEMENT

NYPD

“A life lost is a life lost”
-- Bill Bratton



ENFORCEMENT

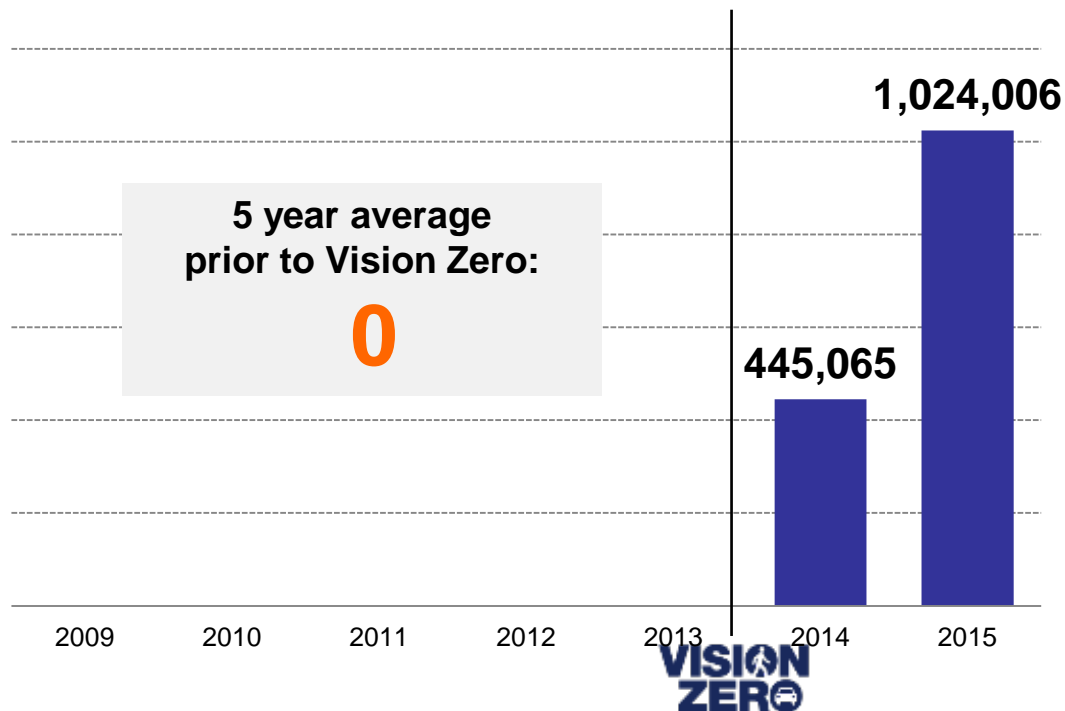
Speeding Summons (Manual)



2015 versus prior to Vision Zero:
+73%

ENFORCEMENT

Speed Camera Violations Before and After Vision Zero



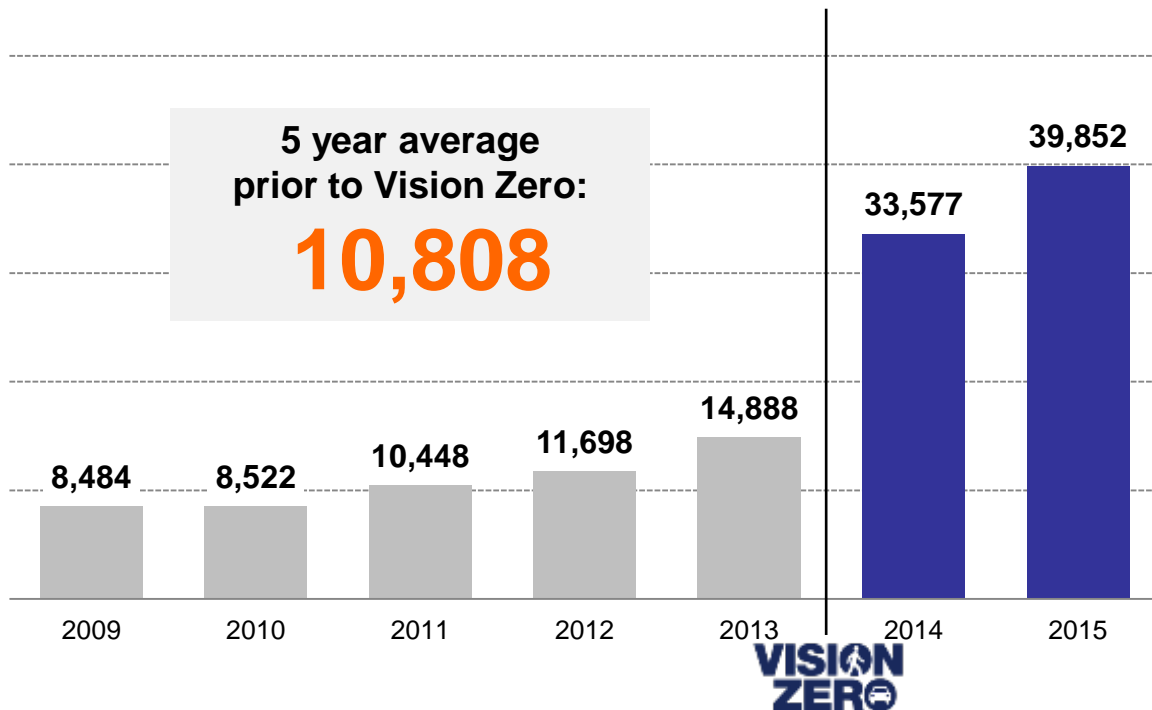
2015 versus
prior to Vision Zero:
+1,024,006

- 20 authorized in 2013
- Additional 120 authorized in 2014
- \$50 fine, no points, must travel 10 mph over limit
- Must be located ¼ mile from school entrance and used during school hours
- 55 percent of fatal and serious injury crashes occur outside of school zones

ENFORCEMENT



Failure to Yield Summons



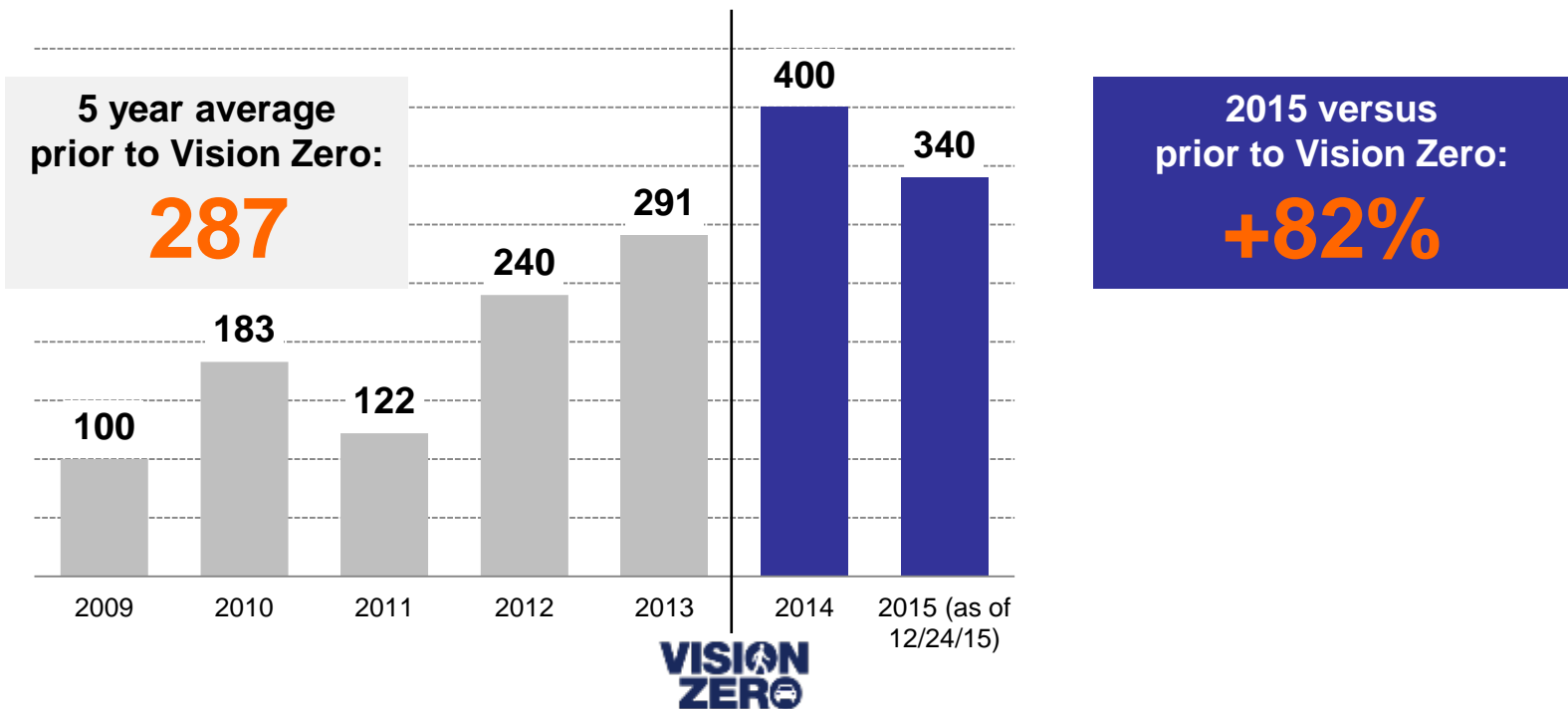
2015 versus prior to Vision Zero:
+269%

ENGINEERING



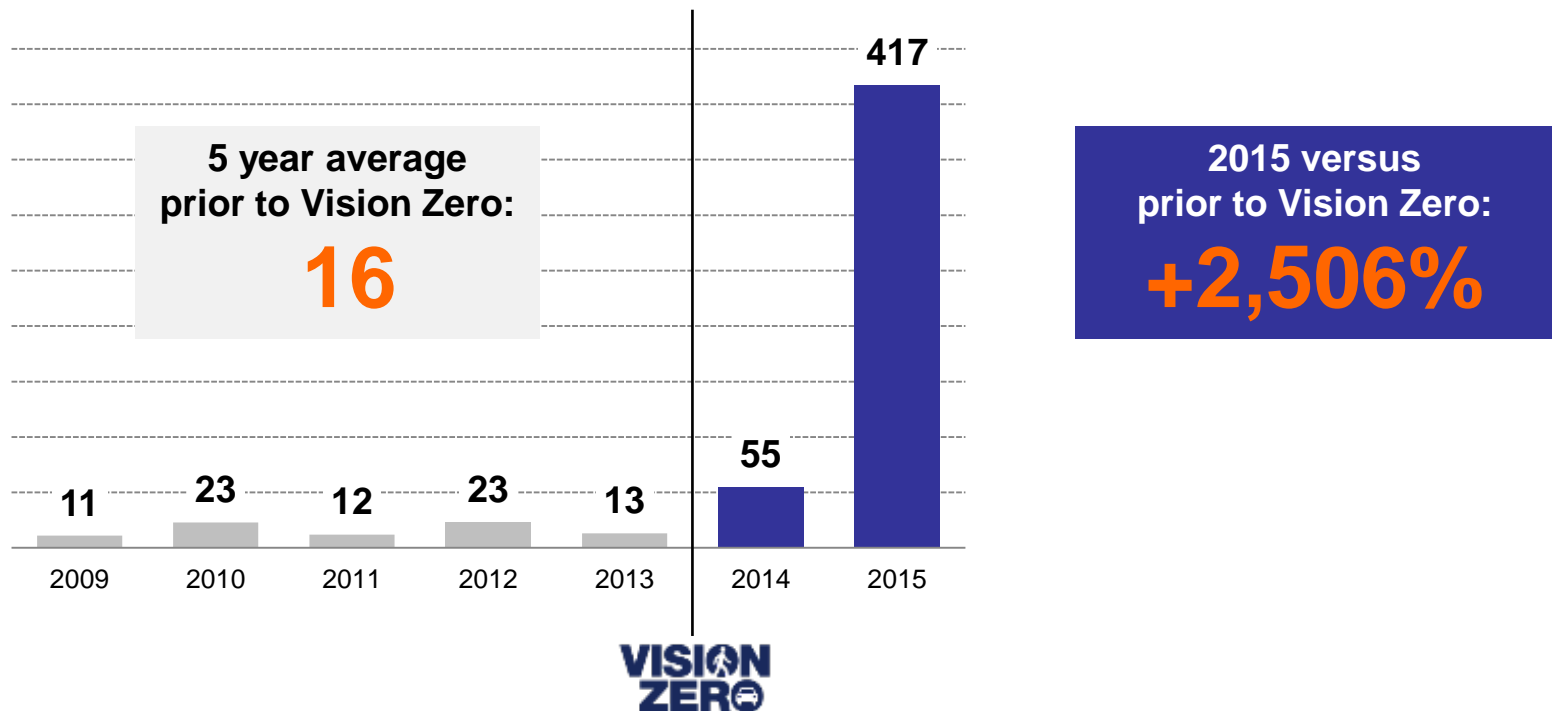
SPEED BUMPS

Installation Before and After Vision Zero



LEADING PEDESTRIAN INTERVALS

Installation Before and After Vision Zero

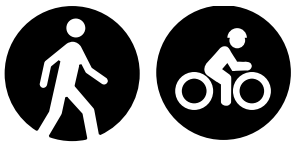




Broadway and W 96th Street

Pedestrian Safety Improvements 2014





Clinton Street

Waterfront
Connection
2015





Intervale Avenue

Traffic Calming and
Pedestrian Safety
2015





Jackson and Westchester

Bus Stop Intersection
Enhancement
2015



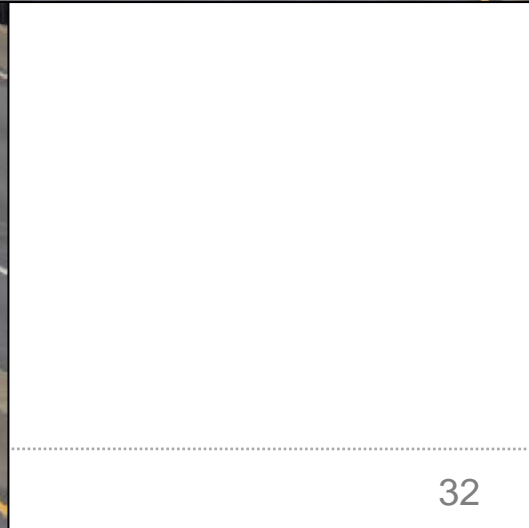


Queens Boulevard

Corridor Safety
Improvements
2015

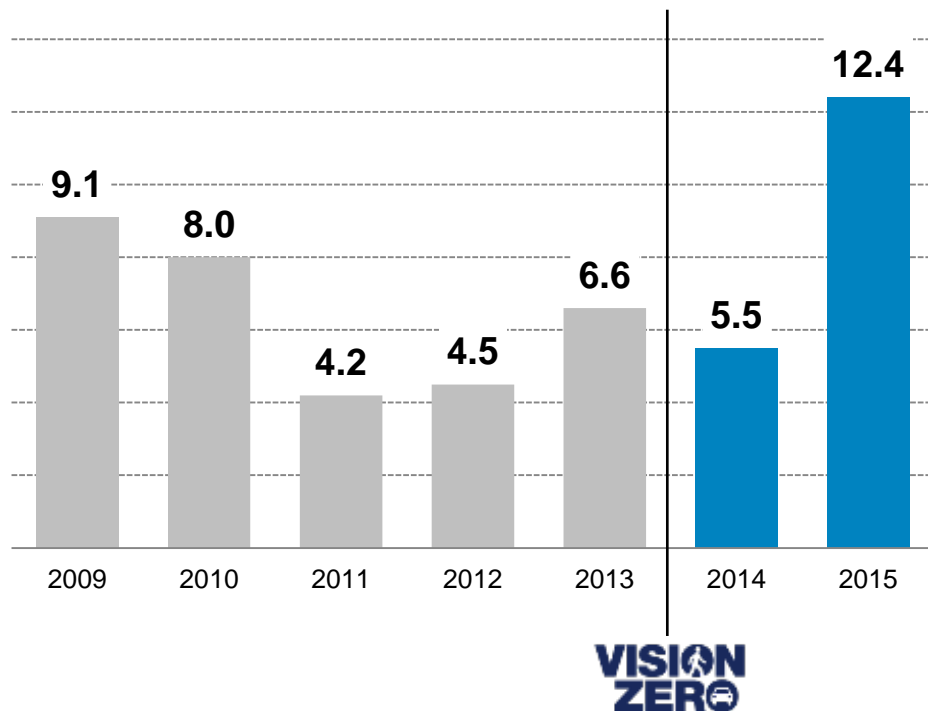






PROTECTED BIKE LANE MILES

Installation Before and After Vision Zero



5 year average
prior to Vision Zero:

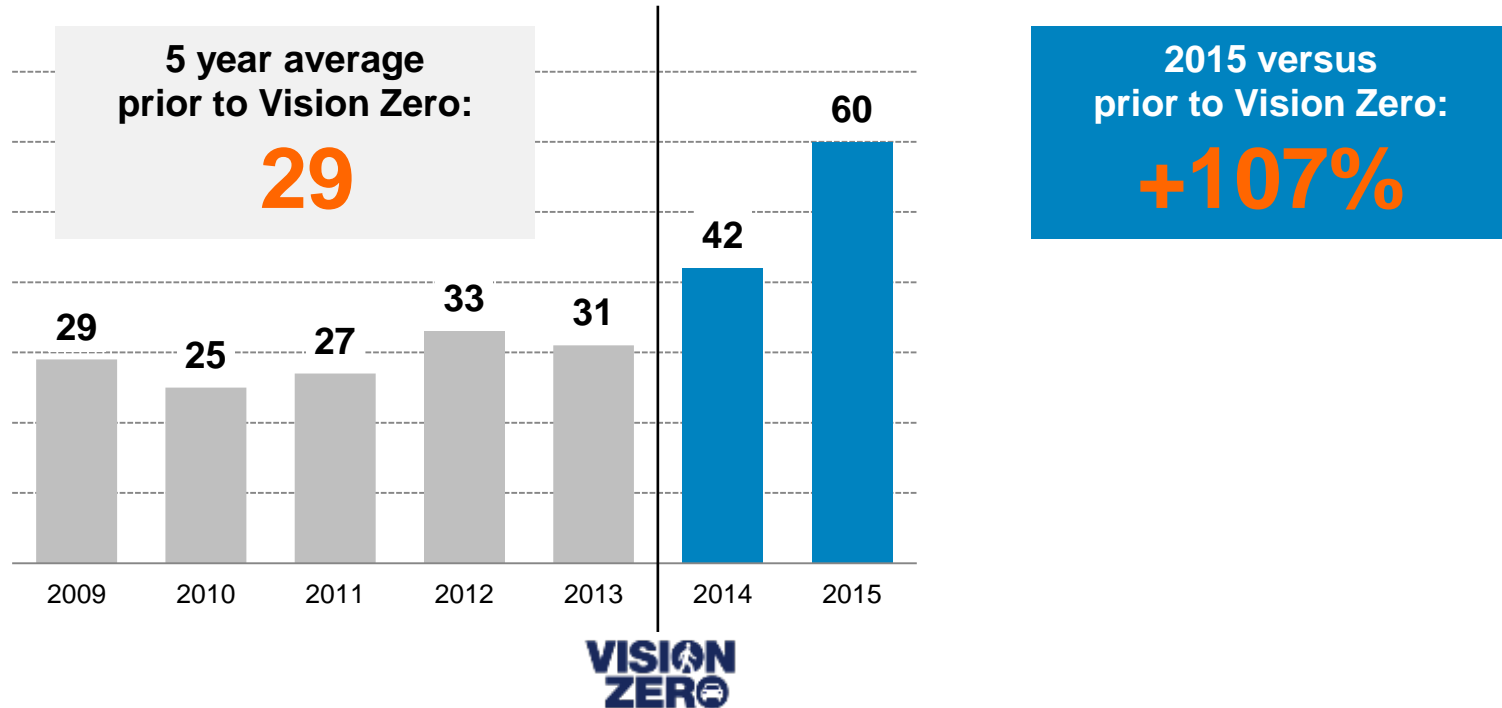
6.5

2015 versus
prior to Vision Zero:

+91%

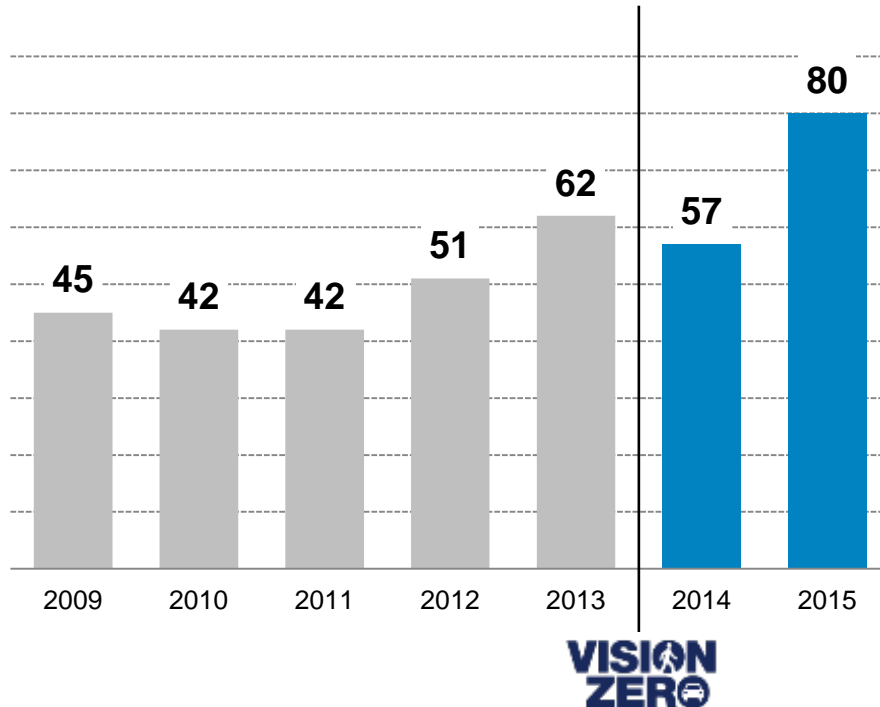
SAFETY PROJECTS IN PRIORITY LOCATIONS

Before and After Vision Zero



TOTAL SAFETY PROJECTS

Before and After Vision Zero



5 year average
prior to Vision Zero:

48

2015 versus
prior to Vision Zero:

+67%

EDUCATION AND OUTREACH

In Years One and Two:

- NYPD/DOT Street Team working in high crash neighborhoods interacting with 870,000 people.
- Outreach education in 1,200 schools, 185 Senior Centers and many community groups.
- TLC holds 100+ events for drivers, creates “Buckle Up” and “Drive Like Your Family Lives Here” videos.



**Your choices behind
the wheel matter**

VISION ZERO
nyc.gov/visozero



YIELD

**Traffic crashes are not accidents.
Your choices matter.**

VISION ZERO **NEW YORK CITY DOT** YourChoicesMatter.nyc



**She watched for the signal.
The driver didn't.**

Traffic crashes cause 4,000 serious injuries in New York City every year.

Watch for pedestrians. **Your choices matter.**

VISION ZERO **NEW YORK CITY DOT** NYC.gov/VisionZero

WE DO NOT CROSS

“YOUR CHOICES MATTER” CAMPAIGN

Overall Effectiveness

- 72% of New York drivers recall having seen the campaign
- 75% of drivers report that the ads compelled them to “expect more enforcement of traffic laws”
- 86% of drivers report that the ads convinced them to “pay more attention to pedestrians and cyclists while driving.”

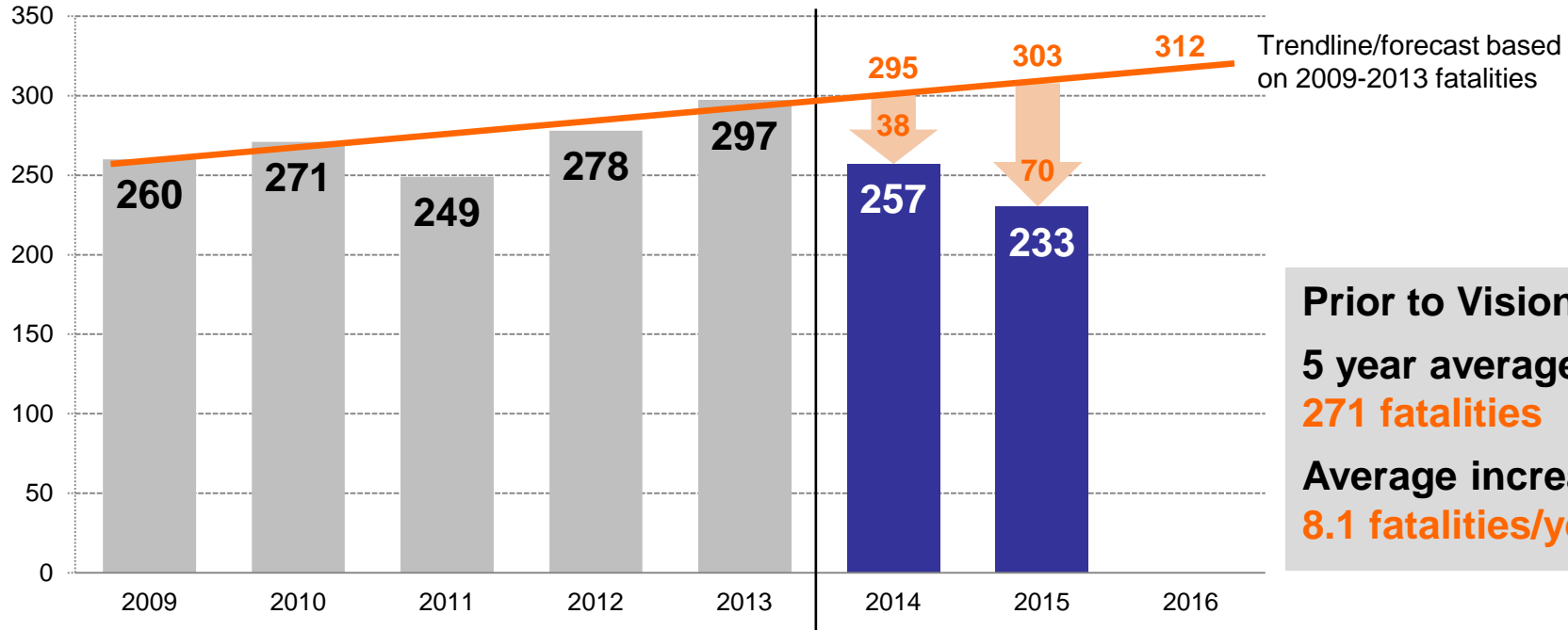
VISION ZERO

Progress and Lessons Learned

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ALL TRAFFIC FATALITIES

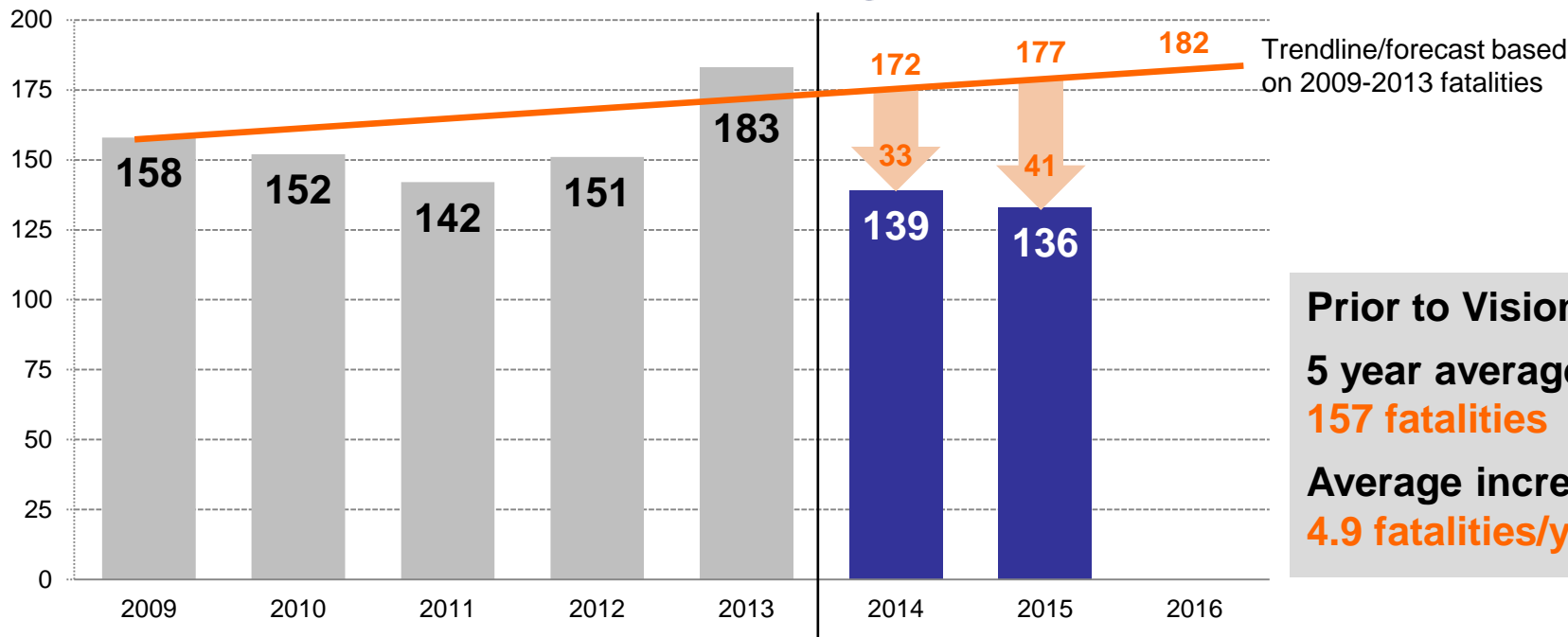
Before and After Vision Zero



PEDESTRIAN TRAFFIC FATALITIES



Before and After Vision Zero



KEYS TO SUCCESS





Making Vision Zero a reality will entail much more than just engineering, education, and enforcement.

It's a collaborative effort that will require every New Yorker to play their part.

THANK YOU!

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT

VII. Provocative Questions & Ideas

Does a Providing Green Light & Walk Signal at the Same Time Make Sense?



“The User Broke the Rules” vs “Can Humans being Humans Not Cost Them Their Lives?”



“Will Something Happen that is Questioned?” vs. “Will Crash Rates Go Down?”



“It’s Not in the Manual, so No” vs “The Manual is Guidance & I’m a Problem Solver”



“It’s in the Manual, so We Must” vs “Does this Address Our Problem?”



“AASHTO recommends against this” vs “This Will Be Better Than What’s Out There”



High Speed, Blind Spot , Single Modal, Design, vs Slow Speed, Eye-Contact, Multimodal Design”

