

## New York City Vision Zero Strategies & Actions

### NYC 2014 Vision Zero Action Plan<sup>1</sup> – Core Elements

The original Vision Zero Action Plan from 2014 includes the following core substantive actions:

- Embed Vision Zero in the city's administration (Vision Zero taskforce in the Mayor's Office)
- Promote the Vision Zero approach widely across the city.
- Reduce the speed limit to 25mph.
- Increased enforcement for violation and increase the number of Highways Unit officers.
- Expand Collision Investigation Squad cases to encompass all crashes with critical injuries.
- Modify precinct-level traffic plans to increase focus on pedestrian safety.
- Implement safety engineering improvements at 50 intersections and corridors.
- Address speed further through - 25 new arterial slow zones, implement 8 new neighborhood slow zones, install speed cameras at 20 new authorized locations, install 250 speed bumps, including in neighborhood slow zones and install traffic signals where needed for speed control via coordinated arterial signal time.
- Undertake promotional and behaviour change programmes.
- Undertake specific programmes with Taxi and Limousine drivers and drivers of vehicles that are part of City-wide fleets.

**Actions** - The city highlights the following actions that it has taken:

In terms of actions taken, the city highlights the following:

- 461 Safety Engineering Projects completed
- 2,951 Leading Pedestrian Intervals (LPis) installed<sup>21</sup>
- 913,248 traffic summonses issued by NYPD for Speeding and Failure to Yield. This represents an almost three-fold increase on the numbers pre-Vision Zero.
- 5,057,371 automated speed camera violations issued citywide
- 539 Vision Zero Priority locations visited by Vision Zero Street Teams
- 1,484 school and 356 senior center visits for safety education in Priority Locations.

**Commitments** - More recent commitments include;

- Adding exclusive pedestrian crossing time (LPis) at every possible intersection on new Priority Corridors by the end of 2019.
- Changing signal timing to help prevent speeding on all new Priority Corridors by the end of 2019.
- Creating a data-driven speed reducer program to install speed humps and speed cushions where they are most needed.
- Launching High Visibility Enforcement on Priority Corridors.
- Creating a Driveway Safety Program to protect pedestrians from vehicles entering and exiting properties.

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<sup>1</sup> <http://www.nyc.gov/html/visionzero/pdf/nyc-vision-zero-action-plan.pdf>

## **Focus on Pedestrian casualties**

The NYC Vision Zero plan now had a particular focus on pedestrian safety in the light of the fact that although pedestrian deaths have declined since the start of Vision Zero, they still consistently make up the majority of New York City's traffic fatalities. In February of 2019, DOT & NYPD released an update to the Borough Pedestrian Safety Action Plans with the following NEW actions for 2019:

- Add exclusive pedestrian crossing time (LPIs) at every feasible intersection on all new Priority Corridors by the end of 2019
- Modify signal timing to reduce speeding on all feasible new Priority Corridors by the end of 2019
- Launch Integrated Data-Driven Speed Reducer Program (speed humps & speed cushions)
- Track Vision Zero Violations at the Priority Corridors, Intersections, and Areas
- Launch a High Visibility Enforcement Program on Priority Corridors
- Launch a targeted Corridor Outreach Program
- Launch a Driveway Safety program to address issues with vehicles crossing sidewalks
- Conduct a comprehensive study of senior pedestrian injuries
- Collaborate with the Business Integrity Commission to improve the safety of commercial waste fleets.

...there are a number of continuing actions from the original action plan:

- Implement at least 50 Vision Zero safety engineering improvements annually on the updated Priority Corridors, Intersections, and Areas citywide
- Add exclusive pedestrian crossing time to all feasible new Priority Intersections by the end of 2019
- Prioritize targeted enforcement on Priority Corridors, Intersections, and Areas annually
- Expand a bicycle network that improves safety for all road users
- Install expanded speed limit signage on all new Priority Corridors in 2019
- Target child and senior safety education at Priority Corridors and Priority Areas
- Coordinate with MTA to ensure bus operations contribute to a safe pedestrian environment.