



NYCDOT Under Bloomberg Administration

7 years of aggressive pedestrian and bike oriented street redesign



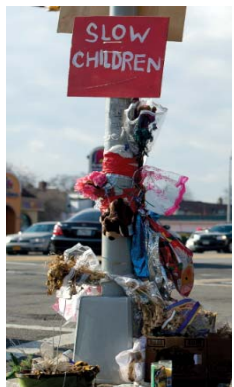
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A City Ready for Vision Zero

- 2013 Election
 - Mayor DeBlasio campaigned on Vision Zero
- In the first 19 days of 2014, 17 people lost their lives in motor-vehicle related crashes (11 pedestrians)





Vision Zero in NYC

- Led by City Hall
- Prominent
- Multi-Agency
- Funded
- Comprehensive
 - Engineering
 - Enforcement
 - Education
 - Policy
- Year 1 Accomplishments:
 - Lowest year on record for pedestrian fatalities
 - 50 Citywide Public Events
 - 226 LIDARS Guns purchased
 - 400 Speed Humps
 - 25mph new speed limit
 - 120 Speed Cameras Deployed
 - 57 Safety Engineering Projects
 - 15,306 CANceivers installed
 - 27 Arterial Slow Zones
 - 400,000 Street Team flyers distributed

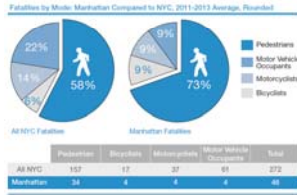
Borough Pedestrian Safety Action Plans

- Mandated in the Vision Zero Action Plan
- Why 5 Plans?
 - Each borough has unique conditions
 - Plans informed by local community input
 - Each borough has different numbers and types of pedestrian crashes
 - Borough priority maps determined using borough crash data, rather than citywide data

Why Focus on Pedestrians?

- Pedestrian fatalities have grown as a share of all traffic fatalities
 - Pedestrian fatalities grew from 51% to 58% of all traffic fatalities between 2007 and 2013

- Pedestrians represent the majority of traffic fatalities citywide
- The challenge of an aging city
- Pedestrian focus improves safety for all road users



Outreach Findings

- 9 community workshops held around the 5 boroughs
- Vision Zero Input Map
- 11,899 pedestrian safety issues were shared and mapped digitally
- Most issues cited on the map involve either speeding (21%) or failure to yield (21%)
- 69% of workshop attendees viewed wide arterial streets as the most important areas for pedestrian safety improvements
- About half of shared issues fall outside of Priority Corridors, Intersections, and Areas



Borough Priority Maps

- **Priority Corridors**
 - Corridors with highest pedestrian KSI per mile, accounting for 50% of the borough total
- **Priority Intersections**
 - Intersections with highest number of pedestrian KSI, accounting for 15% of the borough total
- **Priority Areas**
 - Areas with the highest density of pedestrian KSI crashes, accounting for 50% of the borough total



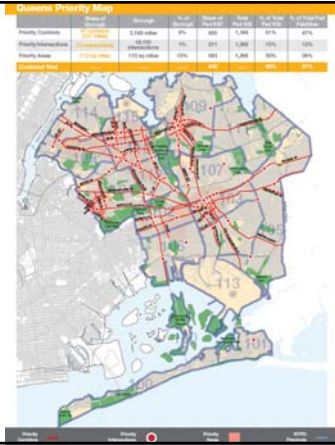
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Action Plan: Planning & Engineering

- At least 50 Vision Zero safety engineering improvements annually
- Expand exclusive pedestrian crossing time (LPIS)
- Modify off-peak signal timing
- Expand speed limit signage
- Drive community input and engagement
- Coordinate with MTA to ensure bus operations contribute to a safe pedestrian environment



Action Plan: Enforcement

- Implement the majority of speed camera locations at Priority Corridors, Intersections, and Areas
- Concentrate targeted enforcement at all Priority Corridors, Intersections, and Areas annually
- Focus enforcement and deploy dedicated resources to NYPD precincts that overlap substantially with Priority Areas



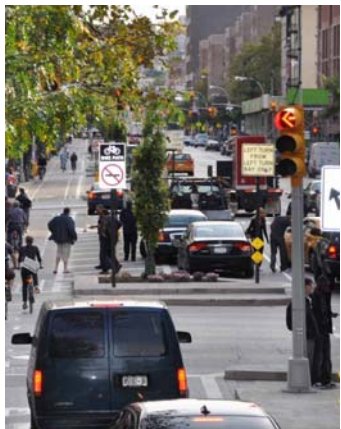
Action Plan: Education

- Target safety education at Priority Corridors and Priority Areas
- Target NYPD / DOT Street Team outreach at Priority Corridors, Intersections, and Areas



Upcoming: 2015 Bicycle Safety Study

- Update of 2005 Study
- Will outline citywide safety issues for bicyclists and launch new safety action plan
- Joint effort between:
 - NYC DOT
 - NYPD
 - NYC Department of Health
 - NYC Parks Department
- Will update findings from previous study plus:



Upcoming: 2015 Bicycle Safety Study

- CitiBike (Bike Share)
- Protected Bike Lanes
- Commercial Biking
- Bike vs Ped crashes
- Single vehicle crashes



