

An aerial, high-angle photograph of a busy city street intersection, likely in New York City. The image is overlaid with a semi-transparent blue filter. In the foreground, several pedestrians are walking across a crosswalk. Two cyclists are riding their bikes across the intersection. In the background, a white delivery truck is stopped at a red light, and several cars are visible in the lanes. The street has white painted lines for lanes and crosswalks. The overall scene depicts a typical urban environment with multiple modes of transportation.

Speed Management Saves Lives: The Vision Zero Approach in NYC

Lifesavers Conference 2021

Julia Kite-Laidlaw, Director of Strategic Initiatives

VISION ZERO IN NEW YORK CITY

The Key Principles

- Deaths and serious injuries on our roads are preventable.
 - The only acceptable number of people killed is zero.
 - We may not be able to stop every crash, but we can make the *consequences* of those crashes less severe.
 - And we say “crash,” not “accident.”
- Engineering, enforcement, education.
- Defying the national trend with 10 percent decline in all fatalities, and 37 percent decline in pedestrian fatalities, as of 2020.*



*as compared to the five year average before Vision Zero

Speed management

Possibly our most important tool

Safe System Approach:

1. To err is human
2. Road design should be “forgiving” of those errors

Human body can only
withstand so much

Lower speed = lower harm



NYC DOT Engineering Toolkit

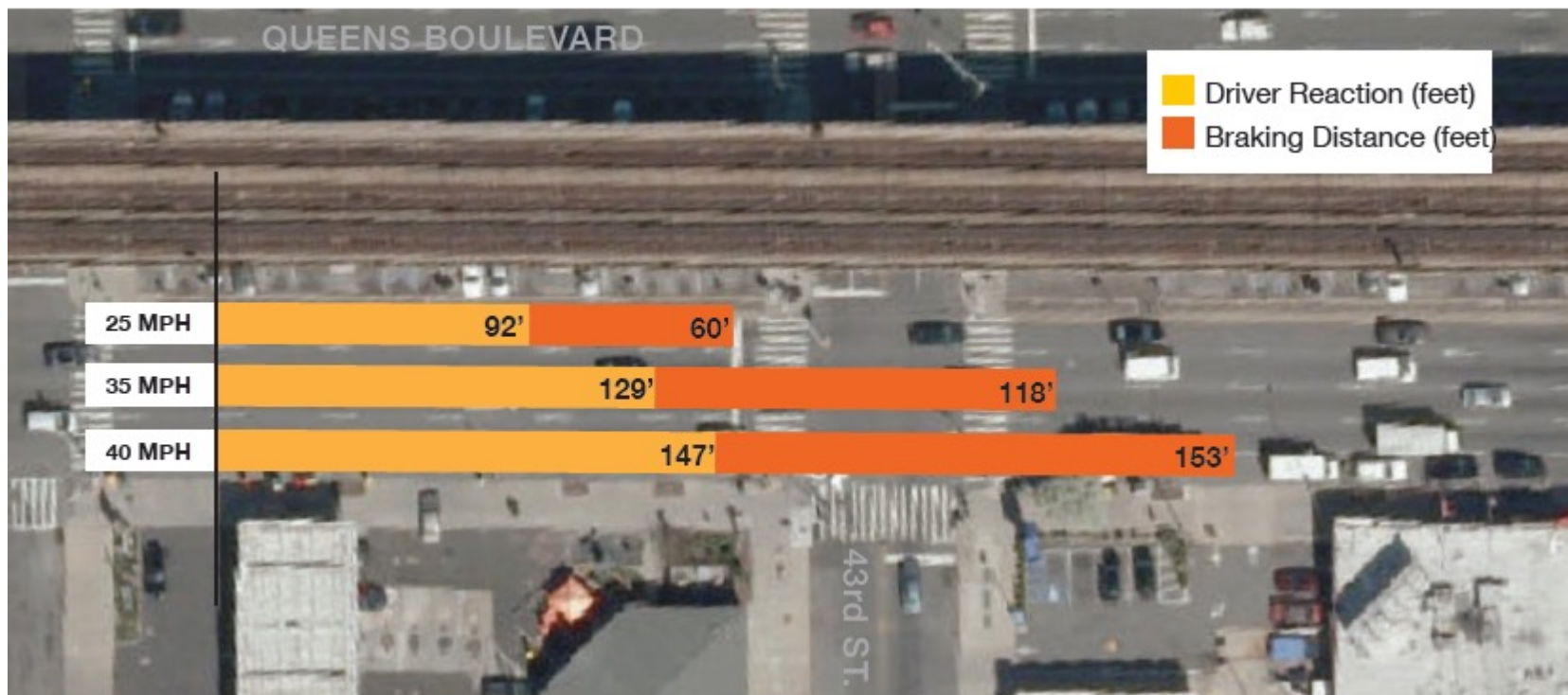
Encouraging Safer Speeds by Design



Speed Limit Reduction

Small change, big impact

- 2014: Default speed limit set at 25 mph
 - Minor difference in speed can mean large change in stopping distance
 - Risk of pedestrian death halved



Speed Limit Reduction

Ongoing Changes

Following the data to decide where to monitor for future changes

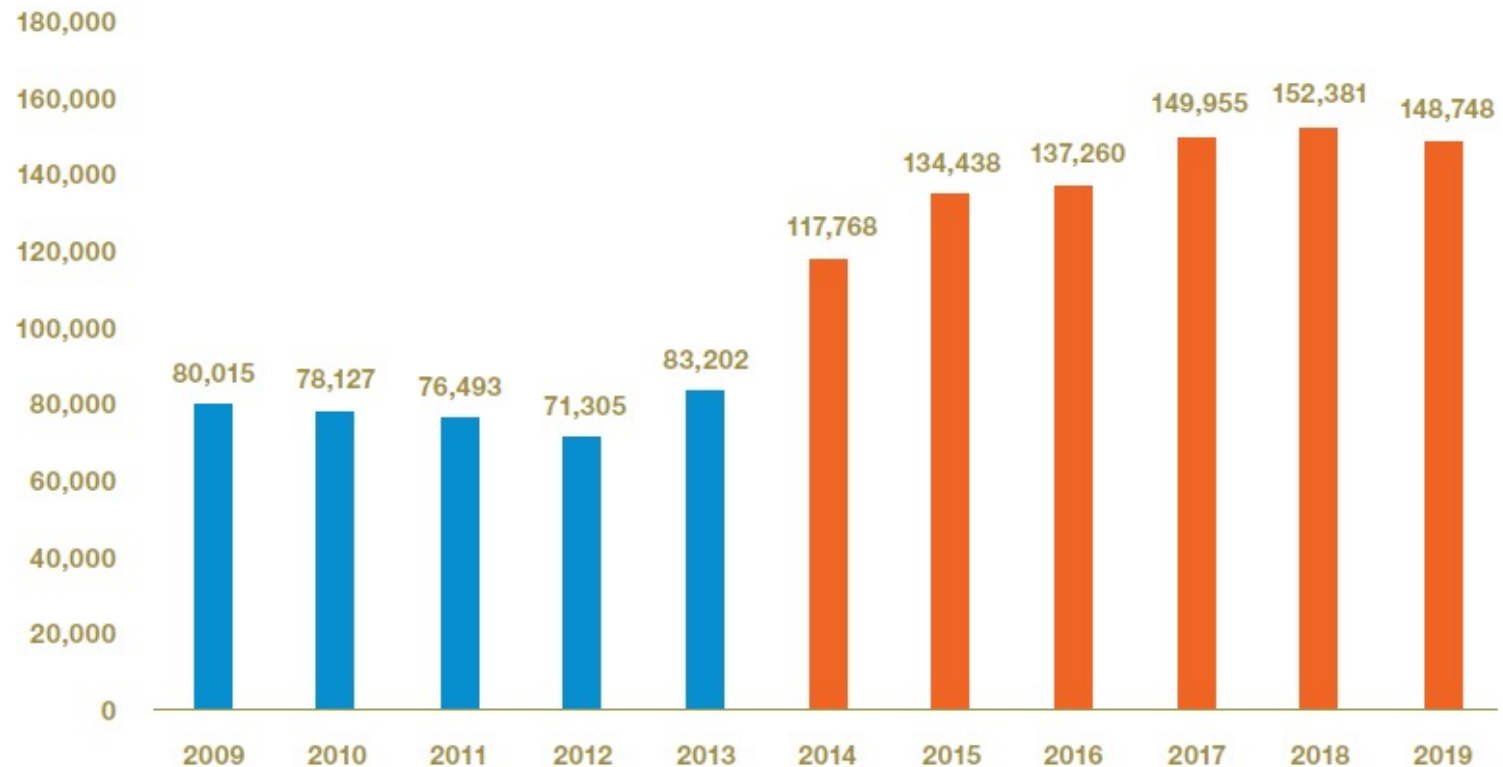
- Over 25 miles saw speed limit reductions in 2020
- 45 miles planned for 2021



Speed Enforcement

NYPD focusing on “Visio Zero Violations”

NYPD-Issued Speeding Summonses



Automated Speed Enforcement

World's Most Extensive Speed Camera Program

- 750 school speed zones
 - Quarter-mile around school building
 - Multiple cameras allowed per zone
 - Approximately 1300 cameras and counting
- In operation 6 AM – 10 PM, weekdays, year-round
- Triggered at 10+ mph over speed limit
- \$50 fine issued to registered owner
 - Driver not identified, so no points on license
- Siting determined by data on speeding and pedestrian injury crashes



Automated Speed Enforcement

Results

- Speeding has fallen **71.5%** at camera locations.
- Injuries down **17%**.
- In 2019, two-thirds of vehicles that received a violation did not receive another.
- Only 0.1% of violations have been overturned since the start of the program in 2014.



How Did We Get Here?

Working with the State and Advocates

NYC could not create its own speed camera program – had to be authorized by State Legislature.

NYC DOT has strong relationship with street safety advocacy groups who maintained pressure on elected officials with coalition-building and personal stories.

- Began as a pilot program at 20 locations in 2014
- Increased to 140 locations mid-2014
- Program sunsetted in 2018
- New Legislature passed extensive expansion in 2019

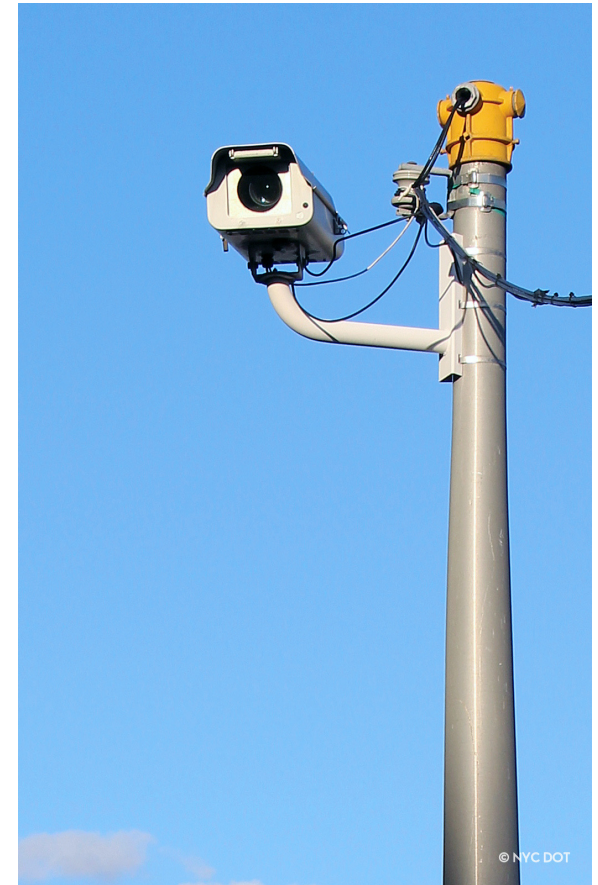


The Next Frontier

Working Towards 24/7 Operation

Covid-19: Increase in speeding on emptier roads; major jump in motor vehicle occupant and motorcyclist deaths

About one-third of non-highway fatalities in 2020 happened in school speed zones with cameras...at times when the cameras were prohibited by law from operating



Public Awareness Campaigns

**Speeding is a
leading cause
of traffic deaths.**

**Slow down.
Your choices matter.**

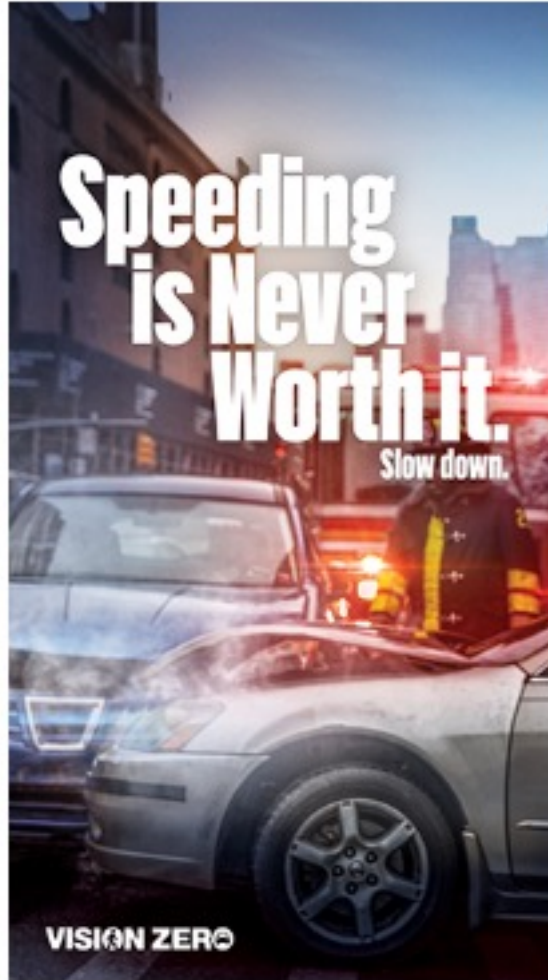
VISION ZERO



Public Awareness Campaigns



Public Awareness Campaigns



Thank You!

Questions?

jkite@dot.nyc.gov



NYCDOT



nyc_dot



nyc_dot



NYCDOT