Vision Zero View Data Description
As of 08/31/2016

Traffic Crashes Information

Fatality crash data is obtained from the New York City Department of Transportation (DOT) fatality database, which is populated by New York City Police Department (NYPD) data and maintained by DOT. Injury crash data is obtained from the Traffic Accident Management System (TAMS), which is maintained by the NYPD. Only crashes with valid geographic information are mapped. All crashes are mapped to the nearest intersection. Injuries and fatalities are grouped by intersection and summarized by month and year. This data is queried and aggregated on a monthly basis and is current as of the query date. Current year data is January to the end of the latest full month. All mappable crash data is represented on the simplified NYC street model. Crashes occurring at complex intersections with multiple roadways are mapped onto a single point. Injury and fatality crashes occurring on highways are excluded from the map.
The City is currently transitioning to a new electronic crash data reporting system. Crash updates to Vision Zero View will resume once this transition is complete.

Safety Design Information

Leading Pedestrian Interval Signals

Intersections where DOT installs signals that show a walk sign for pedestrians before showing a green light to vehicle traffic. The goal of these signals is to improve street safety by giving pedestrians a chance to establish their presence in the crosswalk before vehicles make turns across that crosswalk.
Fields:
MainStreet: The main street where the signal is located.
CrossStree: The cross street of the signal location.

Street Improvement Projects **(SIPs) (corridors and intersections)**

Safety-oriented engineering improvements that use multiple treatments (signals, markings, concrete etc) on both corridors and intersections. Improvements are generally aimed at better organizing traffic, improving travel times, creating shorter, safer pedestrian crossings, and safe routes for bicycle travel. The map displays operational (non-capital) projects from 2013- 2015 to date.

Fields:
Prjct_Name: The name and location of the SIP.
SIPProjTyp: The type of street improvement project.

Arterial Slow Zones

The Arterial Slow Zone program uses a combination of a lower speed limit, signal timing changes, distinctive signs and increased enforcement to improve safety on some of New York City's most high-crash corridors.
Fields:
CORRIDOR: The road stretch where the slow zone is located.
FROM_STREET: The beginning of the road stretch.
TO_STREET: The end of the road stretch.

Speed Humps

Speed Humps are a raised area of a roadway designed to reduce vehicle speeds. Only speed humps created since 2013 are displayed.
Fields:
FIRST_main: The street on which the speed bumps are located.
FIRST_From: The cross street where the speed bump installation begins.
FIRST_to: The cross street where the speed bump installation ends.
Num_speedhumps: The number of speed humps in the segment
Date_installed: Date of speed hump installation.

Safe Streets for Seniors

The Safe Streets for Seniors program is an initiative aimed at increasing safety for older New Yorkers. Based on factors such as senior population density, injury crashes, and senior trip generators, DOT has selected and studied 25 Senior Pedestrian Focus Areas. Within these areas, DOT evaluates potential safety improvements and also conducts education outreach to senior centers.
Fields:
Name: The neighborhood where the Safe Streets for Seniors zone is located.
Year: The year that the project was implemented.

Neighborhood Slow Zones

The Neighborhood Slow Zone program is an application based program which takes a neighborhood area and reduces the speed limit to 20 mph. Areas are chosen based on crashes, presence of schools and other neighborhood amenities, and community support. The treatments include a mixture of markings, signage, and speed humps.
Fields:
Name: The neighborhood where the Neighborhood Slow Zone is located.
Year: The year that the project was implemented.

Speed Limits

On November 7, 2014, New York City's default speed limit was changed from 30 mph to 25 mph. Unless otherwise signed, all streets in New York City are governed by this 25 mph speed limit. Driving at or below 25 MPH decreases stopping distance, gives drivers and pedestrians more time to see each other and react, and improves drivers' ability to avoid crashes. Pedestrians struck by vehicles traveling at 25 MPH are half as likely to die as those struck at 30 MPH. If crashes do occur, the severity of injuries is reduced a lower speeds. The information shown here was compiled by the New York City Department of Transportation for governmental purposes. The information is updated as soon as reasonably practicable. The public is advised that speed limits are subject to temporary or permanent change and that posted signage must be observed for compliance with laws and regulations.

Outreach Information

Schools

DOT is conducting outreach to numerous schools in the five boroughs, using age-appropriate materials to educate school children about traffic safety.
Fields:
Activity: The type of outreach session.
SiteServed: The name of the school where the event occurred.
EventDate: The date on which the event occurred.

Senior Centers

DOT is partnering with Senior Centers across New York City to increase communication and obtain specific feedback from older New Yorkers about the challenges they face and potential street safety improvements.

Fields:
Activity: The type of outreach session.
Site_Serve: The name of the senior center where the event occurred.
EventDate: The date on which the event occurred.

Taxi & Car Service Trainings

Taxi fleets, for-hire vehicle bases, and industry associations have been welcoming TLC into their establishments to discuss Vision Zero and traffic safety. TLC staff use a presentation to guide this discussion, and at the end of the session drivers sign the TLC Safe Driver Pledge.
Fields:
Event: the name of the business where the training occurred.
Address: The location of the business where the training occurred.

Town Hall Meetings

In Spring 2014, DOT partnered with New York City Councilmembers across the five boroughs to host a number of Town Halls, where community members could come learn more about Vision Zero and give specific suggestions or concerns regarding traffic safety in their neighborhoods.
Fields:
Sheet1_NA: The name of the institution where the town hall occurred.
Sheet1_AD: The location of the institution where the town hall occurred.

Workshops

In Spring 2014, DOT hosted nine pedestrian safety workshops across the five boroughs aimed at gathering community feedback on areas in need of safety improvements. This feedback will be used to shape the Borough Pedestrian Safety Action Plans, to be released later in 2014.
Fields:
Sheet1_Na: The name of the institution where the workshop occurred.

Sheet1_AD: The location of the institution where the workshop occurred.

Street Teams

Street Team members trained the general public with Vision Zero hands-on safety exercises including safe walking and biking, car safety tips and an opportunity to get inside of large delivery trucks to experience their blind spots. Vision Zero promotional materials were handed out along with educational handouts.
Fields:
Date: The date of the flyer distribution.
Total_Flye: The number of flyers handed out on that date.

Hands-On Safety Demos

Hands-on safety demonstrations are held in conjunction with local partners throughout New York City, bringing traffic safety education and assistance directly to the public. Events include car safety seat fittings, bicycle helmet fittings and giveaways, truck safety and car safety demonstrations, Vision Zero table seminars and DWI awareness events.
Fields:
Site_Serve: The location of the safety demo.
Event_Date: the date of the safety demo.
Activity: The type of safety demo that occurred at this location.

Administrative District Summary Information

Police Precinct

New York City is divided into a number of police precincts with officers who manage enforcement within that area.

Community District

New York City is comprised of five boroughs, containing 59 community districts citywide established by local law in 1975. Local communities are represented by community boards that create opportunity for active participation in the political process and provision of services to address evolving community needs.

City Council District

New York City is divided into 51 City Council districts, each represented by a councilmember elected by residents of the district.

Density of Injuries and Fatalities by (Police Precinct, Community District, City Council District)

Number of traffic injuries and fatalities occurring in a given area, normalized by the population of that area

The City is currently transitioning to a new electronic crash data reporting system. Crash updates to Vision Zero View will resume once this transition is complete.

Crash data is current as of 2/29/2016.

Fields:

CountDist: City Council District number (Summary_City_Council_Districts layer)

Precinct: Police Precinct number (Summary_Police_Precincts layer)

BoroCD: Community District number (Summary_Community_Districts layer)

Population data is derived from the 2010 US Census, and is mapped for each corresponding district.

TotalPop: total population for that district

Ages_under: population under 5 years old

Ages_5to9: population aged 5-9 years

Ages_10to1: population aged 10-14 years

Ages_15to1: population aged 15-19 years

Ages_20to2: population aged 20-24 years

Ages_25to4: population aged 25-44 years

Ages_45to6: population aged 45-64 years

Ages_65and: population aged 65 and over

The summary traffic crash data is derived from NYPD crash data as described above, and mapped to each corresponding district. **Summary data is for 2014- 2015 YTD only**.

SUM_Injuries: The total traffic injuries for that district.

SUM_PedInjuries: The total pedestrian traffic injuries for that district.

SUM_BikeInjuries: The total cyclist traffic injuries for that district.

SUM_MVOInjuries: The total motorist traffic injuries for that district.

SUM_Fatalities: The total traffic fatalities for that district.

SUM_PedFatalities: The total pedestrian traffic fatalities for that district.
SUM_BikeFatalities s: The total cyclist traffic fatalities for that district.
SUM_MVOFatalities: The total motorist traffic fatalities for that district.

The street design data is derived from the street design projects described above. Each layer is mapped to the corresponding district. Data is for 2014-2015 YTD and only includes currently implemented projects unless otherwise stated.
SUM_LPI: The number of leading pedestrian intervals signals in that district.
SUM_SIPIntersections: Safety-oriented engineering improvements at intersections, 2013-2015, for that district.
SUM_SIPCorridors: Safety-oriented engineering improvements along traffic corridors, 2013-2014, for that district.
SUM_SpeedHumps: The number of speed humps constructed in 2014-2015 in that district.
SUM_ASZ: The linear miles of Arterial Slow Zones implemented in that district, 2014-2015.
SUM_NeighSlowZones: The linear miles of corridors included in Neighborhood Slow Zones program, 2011-2015