

IMMEDIATE RELEASE

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Vision Zero: NYC DOT Announces Traffic Deaths Reached Lowest Level in Recorded History During the First Six Months of 2025, Fatalities Down 32 Percent From Last Year

There Have Been Across-the-Board Declines in Traffic Deaths, Including Pedestrians and Drivers & Occupants of Traditional Bikes, E-Bikes, Stand-Up Scooters, Mopeds, Motorcycles, Cars, and SUVs

Dramatic Decline in Traffic Deaths Validates Vision Zero's Focus on Safer Street Designs, Traffic Enforcement, and Public Education

Traffic Deaths Reach Historic Low



Deaths among drivers and occupants
of motor vehicles down 48%



Deaths among e-bike
riders down 39%



Fewest traffic fatalities in recorded history



One cyclist riding a
non-electric bike has been
killed: A RECORD LOW

Pedestrian fatalities down 19%



Traffic deaths down in every borough

NEW YORK – New York City Department of Transportation (NYC DOT) Commissioner Ydanis Rodriguez today announced traffic deaths reached the lowest level in recorded history during the first six months of 2025, with fatalities down 32 percent compared to the first six months of last year. NYC DOT data released today shows across-the-board declines in traffic deaths involving pedestrians as well as riders or occupants of traditional bikes, e-bikes, stand-up scooters, mopeds, motorcycles, cars, and SUVs. There

have been 87 fatalities so far this year, tied with 2018 for the fewest since such records were first collected in 1910. The declines follow the Adams administration installing a record amount of pedestrian space, a record number of protected bike lanes, and completing major street redesigns across the city. After several administration initiatives targeting dangerous riding and driving behaviors, fatalities among riders of motorized two-wheeled vehicles (which includes mopeds, motorcycles, e-bikes and stand-up scooters), as well as motor vehicle occupants, have seen declines of 39 percent and 48 percent respectively.

"The 32 percent drop in traffic fatalities that we have seen this year is historic," said **New York City Mayor Eric Adams**. "It's also further proof that our administration's Vision Zero efforts are working. Strong enforcement against reckless driving is keeping pedestrians, cyclists, and drivers safe, and our administration will continue using all tools available to drive down traffic violence and deliver results that keep New Yorkers safe on and off our streets."

"Traffic deaths reached the lowest level in recorded history during the first six months of this year because of Vision Zero's focus on safer street designs, expanded public education, and targeted traffic enforcement," said **NYC DOT Commissioner Ydanis Rodriguez**. "While one traffic fatality is one too many, whether you are a pedestrian, a cyclist, or a driver, our streets are safer than ever and the important work must continue."

"Safer roadways save lives, and the NYPD worked with our government partners these last six months to reduce traffic deaths by more than 30 percent," said **NYPD Commissioner Jessica S. Tisch**. "NYPD officers held impaired drivers accountable, took dangerous ghost cars off the road, and followed the data to deploy cops to areas with high collision rates. Our message to drivers was clear: follow the rules or face the law. Our work is not done yet, and we'll continue to enforce and educate on traffic safety until Vision Zero is no longer a vision—it's a reality."

"BIC's ongoing commitment to traffic and vehicle safety for the trade waste industry are vital to our larger regulatory and public safety mission," said **Business Integrity Commission (BIC) Commissioner and Chair Elizabeth Crotty**. "We are steadfast in working with our agency partners towards the goal of Vision Zero, enforcing safety rules on the street to achieve the laudable results of a reduction in traffic fatalities."

"When we talk about hitting a record-low of traffic fatalities we're not talking about data, we're talking about human beings, loved ones and friends who might have been tragically lost if our city hadn't committed to data-driven policies and practices meant to save lives," said **Taxi & Limousine Commissioner David Do**. "We've done this in America's largest city, while in most other large cities fatalities are going up. That's something all New Yorkers should be proud of, and we must never stop fighting to decrease traffic fatalities. We know that almost all of them are entirely preventable. Let's keep it up!"

"The second safest year in 110 years is not an accident—it's a testament to the effectiveness and tireless efforts of all of the Vision Zero task force members," said **DCAS Commissioner Louis A. Molina**. "At DCAS, we will continue to lean into safe vehicle technologies for our city's fleet—like intelligent speed assist, surround cameras, and side guards—and work every day to achieve the goal of safer streets for all New Yorkers."

"It's encouraging to see how many lives have been saved so far in 2025 thanks to New York City's Vision Zero initiative," said **Acting Health Commissioner Michelle Morse**. "For the past decade, we have been honored to work alongside our city agency partners to advanced hundreds of traffic safety initiatives that have kept New Yorkers healthy and safe. The work does not stop here. Together, we'll continue to make New York City healthier and safer for all."

NYC DOT cited the following highlights (see table at end of release):

- Through June 30, 2025, the overall number of traffic fatalities is at 87, a 32 percent decline from 128 at this point in 2024. This is the same number of fatalities as the first half of 2018, which ended as the safest year in the city's recorded history.
- Leading the decline was the sharp drop in deaths among e-bike riders and other motorized two wheeled vehicles. Among that group, there are 20 deaths so far this year, a decline of 39 percent from 33 in 2024. E-bike rider fatalities have declined from nine in 2024 to six this year.
- Deaths among drivers and occupants of motor vehicles have also seen dramatic declines – at 15, a 48 percent decline from 29 deaths in 2024.
- So far in 2025, only one cyclist riding a traditional non-electric bicycle has been killed, a record low. (While relatively small, those fatalities numbered 3 in the first of 2024 and 6 in 2023 – and were as high as 11 fatalities in the first half of 2019).
- Pedestrian fatalities have also declined 19 percent from 2024 – from 63 to 51 deaths.
- All boroughs have seen fatality declines. Among boroughs, the Bronx and Queens have seen the largest relative decline in traffic deaths – 43 percent and 38 percent respectively. The Bronx has seen fatalities decline from 23 in 2024 to 13 in 2025, and in Queens, deaths declined from 39 to 24.

The following Vision Zero initiatives have been among the keys to the progress in reducing fatalities in 2025:

Making E-Bikes Safer for All Users of City Streets: With the number of e-bikes dramatically expanding in recent years, NYC DOT has undertaken major initiatives to improve rider experience and safety, as well as the safety of pedestrians, including;

[Record Protected Bike Lanes](#) – NYC installed a record 87.5 miles of protected bike lanes over the past three years, added additional physical protection to another 20 miles of bike lanes, and installed the first wider bike lanes. The agency has separately constructed or improved protected lanes along Second, Third, Seventh, Ninth, and Tenth Avenues in Manhattan – making those lanes wider and safer for e-bike riders and everyone who shares our streets.

[Ride Safe Campaign](#) -- With nearly six percent of NYC adults reporting that they ride an e-bike or e-scooter once a week or more, NYC DOT undertook [the award-winning "Get Smart Before You Start" campaign](#) that uses compelling images and instructive audio to educate users on how to properly accelerate, brake, and operate an e-bike at an appropriate speed. The campaign, begun in March 2024, won first place for the best educational/promotional campaign by the National Association of

Government Communications, and includes advertising on TV, radio, print and digital news outlets, as well as on social media, in subway ads, and on LinkNYC kiosks.

Lower Citi Bike e-bike speeds – In 2024, after an increased number of fatal crashes involving Citi Bike's faster and popular pedal-assisted e-bike models, NYC DOT and negotiated with Lyft, Citi Bike's parent company, agreed to cap the maximum speed of its e-bikes to be capped at 18 MPH. Last month, in response to concerns of pedestrians, and [in anticipation of new NYC DOT rules to cap all e-bike speeds at 15 MPH](#), Citi Bike once again re-programmed its electric bikes, which now no longer provide e-assist above that lower maximum speed.

Keeping Our Streets Safe from Dangerous Drivers – The declines in fatalities of motor vehicle occupants as well as pedestrians and cyclists can likely be ascribed to several initiatives designed to reduce speeding and other dangerous driving.

Speed Cameras – Speed cameras have been shown to reduce deadly speeding by over 90 percent, with severe traffic injuries declining nearly 30 percent at locations where speed cameras had been recently installed. With Governor Kathy Hochul's [signature this past Monday on legislation renewing authorization for New York's speed cameras](#), the country's largest such network will now protect New Yorkers for five more years. In 2022, the Adams administration had successfully advocated for the cameras to go to 24/7 operation, [leading to a dramatic decline](#) in deadly overnight and weekend crashes.

'Ghost Car' Crackdown – During the COVID-19 pandemic, the number of vehicles using unauthorized and fake temporary tags expanded dramatically, with crash statistics showing that such vehicles were far more likely to be involved in deadly collisions. Led by Mayor Adams and Governor Hochul, regional law enforcement agencies formed an interagency task force that have together [seized over 20,000 "ghost cars" since 2022](#).

Aggressive NYPD enforcement on High Crash Priority Corridors – By focusing on the ground high visibility enforcement on the highest-crash corridors, NYPD has been able to help achieve significant reductions in injuries and fatalities. Enforcement of all Vision Zero violations have significantly risen, including increases in summonses issued year-to-date for:

- **Speeding** +14.6 percent (50,784 vs 44,332)
- **Failure to yield right of way to pedestrians** +25.3 percent (22,375 vs 17,863)
- **Red light running** +28.9 percent (33,219 vs 25,776)
- **Improper turn** +18.9 percent (21,854 vs 18,380)

Reimagining and redesigning our streets, with particular progress in The Bronx and Queens – In the two boroughs with the highest percentage fatality declines, the Adams administration has focused on major street improvement projects in communities that had not received prior street redesigns – including new plazas as well as new dedicated bus and bike lanes – treatments shown to reduce traffic crashes, making streets safer for all users.

Highlights include:

New pedestrian plazas – NYC DOT has added an unprecedented amount of new public space City wide. In the Bronx, those improvements include major new capital construction projects creating pedestrian

plazas along the 6 train in the South Bronx, both at Morrison Avenue and in Del Valle Square Plaza at Hunts Point Avenue (opening later this year).

Bronx and Queens Bus Lanes – NYC DOT has invested heavily in improving bus service in the Bronx and Queens with numerous bus lane projects, which dramatically improve street safety. Over the last three years, Bronx projects include University Avenue, Gun Hill Road, E. L. Grant Highway (upgrades), Pelham Parkway capital project, Westchester Ave near Pelham Bay Park, and along the Washington Bridge to Northern Manhattan. In Queens, the agency completed major bus lane projects that included Main Street, 21st Street, Northern Blvd, and Queens Blvd.

Bronx and Queens Bicycle Network – With cycling surging citywide, NYC DOT has made unprecedented investment to support cycling around the city, including in the Bronx and Queens.

Bronx: In addition to the creation of e-scooter sharing service in the East Bronx, the agency has over the last four years built a connected network of 13.9 miles of bike lanes in areas of the Bronx lacking such infrastructure. This includes four miles of protected bike lanes along major streets like Bronxdale Avenue, Hunts Point Avenue, Rosedale Avenue and Soundview Avenue.

Queens: Queens has also seen major additions to its bicycle network. In 2023, DOT installed 2.5 miles of protected bike lanes on 11th Street, Jackson Avenue, and 44th Drive in Long Island City. Last year, the agency also completed the final phase of the [Queens Boulevard](#) redesign adding protected bike lanes in Sunnyside and Long Island City, helping to reduce injuries and fatalities on what was formerly known as the 'Boulevard of Death.'

NYC Traffic Fatality Stats (by Vehicle Type)

Through Monday, June 30, 2025

Year	Pedestrians	Traditional Bike	Riders of Motorized Two-Wheelers							Motor Vehicle Occupants				Total
			E-Bike	Stand-up Scooter	Moped	Motorcycle	Off-Road	Other	Total	Car	SUV	Other	Total	
2025	51	1	6	1	6	6	1	0	20	8	6	1	15	87
2024	63	3	9	3	10	11	0	0	33	16	13	0	29	128
2023	48	6	13	2	8	11	1	0	35	23	7	0	30	119
2022	51	6	2	2	8	9	1	0	22	28	3	2	33	112
2021	64	4	4	1	5	16	0	1	27	22	5	0	27	122
2020	37	6	2	0	0	15	0	0	17	25	8	0	33	93
2019	57	11	3	0	0	8	1	0	12	16	10	0	26	106
2018	49	6	2	1	0	10	2	0	15	14	3	0	17	87
2017	47	10	1	0	0	10	0	0	11	24	2	1	27	95
2016	63	11	2	0	0	7	0	0	9	21	8	2	31	114
2015	63	5	0	0	0	7	1	0	8	25	3	3	31	107
2014	56	9	0	0	0	12	3	0	15	25	5	4	34	114
2013	80	7	0	0	1	14	1	0	16	19	3	0	22	125