

Collaborating
to Deliver
Results

VISION ZERO Building a Safer City

PARTNER AGENCIES & OFFICES

	DCAS
	DOHMH
	DOT
	NYPD
	TLC
	BIC
	LAW
	H+H
	DFTA

Office of
Management
and Budget

Mayor's Office
of Operations

District Attorneys'
Offices

Metropolitan
Transportation
Authority (MTA)

Sheriff's Office

New York City launched Vision Zero in January 2014, recognizing that traffic crashes causing serious injury and death are not inevitable “accidents” but preventable occurrences that can be systematically addressed and reduced with careful policy interventions. Since then, the City has dedicated significant resources to reducing the number of traffic fatalities. New York City has served as a model for peer American cities implementing street safety programs, emphasizing a focus on data and interagency collaboration. Building on the successes of the past ten years and following the data to identify new challenges and target areas for improvement, City agencies view traffic safety as an essential element of public safety and work to ensure equity in their engineering, enforcement, and education efforts. The City’s investment in Vision Zero, funded with a total of \$4.5 billion through Fiscal 2028, has ensured that resources will be available to continue an accelerated pace of redesign and reconstruction of City streets, as well as for enforcement and education initiatives to deter and penalize unsafe driving, and promote safe walking and biking.

Vision Zero serves as a model for a collaborative interagency approach to address challenging or complex issues, with City agencies cooperating to share best practices and implement proven strategies, as well as test new ones to address changing street safety needs. The Vision Zero Task Force convenes bi-weekly and includes representatives from the New York City Police Department (NYPD), the Department of Transportation (DOT), the Taxi and Limousine Commission (TLC), the Department of Citywide Administrative Services (DCAS), the Department of Health and Mental Hygiene (DOHMH), the Department for the Aging (NYC Aging), the Law Department (Law), the Office of Management and Budget (OMB), the District Attorneys’ offices, the Metropolitan Transportation Authority (MTA), the Business Integrity Commission (BIC), the Sheriff’s Office, and NYC Health and Hospitals (H+H). The Task Force also convenes regular specialized working groups on data, marketing, and the City fleet.

Speed management has been a primary goal of Vision Zero since its inception. Between Fiscal 2020 and 2025, speeding related crashes resulted in more than 1,500 fatalities on New York City streets and accounted for more than 25 percent of all road deaths. Studies have shown that for every 10 miles per hour (MPH) of increased speed, pedestrian deaths double. Accordingly, Vision Zero has used this interagency collaboration to implement key Vision Zero initiatives, including reducing the speed limit first to 25 MPH citywide in 2014 and then to 20 MPH in targeted locations in 2024, the creation and expansion of automated speed camera enforcement, data-driven and targeted high visibility enforcement of Vision Zero violations such as speeding and failure-to-yield to pedestrians, innovative infrastructure redesigns that protect pedestrians and cyclists, extensive public outreach, and a legislative agenda to deter dangerous driving.

In Fiscal 2025, the City achieved major legislative victories including the extension of the City’s speed camera program through 2030, allowing the City to continue to utilize over 2,200 speed cameras to curb dangerous speeding, and the introduction of the Super Speeders bill, which passed the New York State Senate in June 2025. This bill would mandate that a speed limiter be placed on the vehicles of recidivist speeders. In addition, with the new authority granted by the legislature in 2024, DOT began the installation of the first new red-light cameras working towards the goal of 600 intersections, quadrupling the program. Sammy’s Law, passed by the legislature in Fiscal 2024, allowed the City to complete the installation of five regional slow zones in Fiscal 2025, reducing the speed to 20 MPH in these areas.

These successes have led to significant, tangible results. In Fiscal 2025, overall citywide traffic fatalities fell by 24 percent, from 276 fatalities in Fiscal 2024 to 211 in Fiscal 2025, with reductions in almost every category of road user. Fatalities among motorized two-wheel vehicle users (including e-bikes, e-scooters, mopeds, and motorcycles) saw dramatic declines across all modes resulting in an overall decline of 39 percent, from 99 to 60 fatalities. Fatalities for motor vehicle occupants also fell by 32 percent, down from 54 fatalities in Fiscal 2024 to 37 fatalities in Fiscal 2025. Fatalities among traditional cyclists remained consistent year-over-year with four in both Fiscal 2024 and Fiscal 2025.

Performance Indicators	Agency	Actual					Target		Trend	
		FY21	FY22	FY23	FY24	FY25	FY25	FY26	5-Year	Desired Direction
★ Total traffic fatalities	DOT	271	266	270	276	211	↓	↓	Down	Down
Pedestrian fatalities	DOT	121	115	121	119	110	*	*	Neutral	Down
Traditional bicyclist fatalities	DOT	13	10	10	4	4	*	*	Down	Down
Motorized two-wheel vehicle fatalities	DOT	74	73	86	99	60	*	*	Neutral	Down
— Electric bicycle	DOT	13	9	20	20	14	*	*	Up	Down
— Stand-up scooter	DOT	1	5	8	11	3	*	*	Up	Down
— Moped	DOT	12	18	19	31	14	*	*	Up	Down
— Motorcycle	DOT	45	33	34	31	27	*	*	Down	Down
— Off-road vehicle	DOT	2	8	5	6	2	*	*	Down	Down
— Other	DOT	1	0	0	0	0	*	*	Down	Down
Motor vehicle occupant fatalities	DOT	63	68	53	54	37	*	*	Down	Down
— Car	DOT	52	51	37	29	23	*	*	Down	Down
— SUV	DOT	9	14	14	22	11	*	*	Up	Down
— Other motor vehicle	DOT	2	3	2	3	3	*	*	Up	Down

★ Critical Indicator * Equity Indicator "NA" Not Available ↑↓ Directional Target * None

STREET DESIGN

DOT works to make streets safer by implementing designs that simplify complex intersections, discourage speeding, slow down turns, provide bicycle lanes, make pedestrians and cyclists more visible, and shorten pedestrian crossing distances at Vision Zero priority locations. In Fiscal 2025, DOT constructed 49 percent fewer speed humps and cushions (from 433 in Fiscal 2024 to 224 in Fiscal 2025) and installed accessible pedestrian signals at 19 percent fewer intersections (from 950 to 772). With fewer contractors available, shortages in equipment and installation materials, and stakeholder feedback delaying project completions, production for total lane miles and protected lane miles decreased by 19 percent and 17 percent, respectively, from Fiscal 2024.

ENFORCEMENT

Data-driven law enforcement that deters dangerous driving behavior helps to reduce traffic fatalities and serious injuries. Consequently, Vision Zero agencies, including NYPD and TLC, continued to focus on enforcing especially hazardous driving violations including speeding, failure to yield to pedestrians, signal violations, improper turns, and the use of hand-held devices while driving. During Fiscal 2025, the number of total Vision Zero-related moving summonses issued increased nine percent, up from 383,970 summonses in Fiscal 2024 to 417,324 summonses in Fiscal 2025. NYPD specifically issued 403,015 Vision Zero summonses, including 97,053 speeding summonses and 39,182 failure to yield to pedestrian summonses. This represents increases of three percent and 16 percent, respectively, from Fiscal 2024. TLC issued 16 percent more Vision Zero-related summonses in Fiscal 2025 than in Fiscal 2024. These summonses are for violations such as speeding, failing to yield, stop sign violations, using electronic communication devices, and traffic signal violations. The increase in summons issuance is a result of a new cohort of TLC Enforcement Officers joining the Agency.

NYPD also seized 5,960 illegal motorcycles and 16,674 mopeds/scooters in Fiscal 2025, down 23 and 19 percent from Fiscal 2024, respectively. NYPD's ongoing seizure operations are leading to more compliance by the riders, therefore

reducing the number of illegal devices on the roadways. Additionally, the decrease in seizures is due partially to resource reallocation by the NYPD to conduct citywide ghost license plate operations. Despite the decrease from Fiscal 2024 to Fiscal 2025, motorcycle and moped seizures have previously seen triple digit percentage increases as compared to Fiscal 2019. Along with these direct enforcement efforts, NYPD convenes weekly with the Traffic Safety Forum where borough police commanders and Vision Zero partners come together to discuss current traffic safety trends, enforcement, education, and engineering.

OUTREACH AND EDUCATION

The Vision Zero Street Teams, staffed by members of DOT and NYPD, use both education and enforcement to discourage unsafe behavior on City streets. These teams collaborate to identify corridors with significant crash history and analyze the contributing factors of those crashes. Staff then distribute fliers to pedestrians and drivers with safety tips about the most common causes of crashes in those corridors. This outreach is followed by NYPD enforcement in the same areas.

Vision Zero agencies continue to educate drivers about the importance of street safety and safe driving practices. Nine TLC-approved education providers offer mandatory, in-person training to all new applicants and renewing licensees for TLC driver licenses. The pre-licensure 3-Day TLC Driver Education Course prepares applicants for a professional driving career, as well as the TLC Driver License Exam, which is administered at a TLC-authorized test center. All TLC-licensed drivers are also required to complete a continuing education course every three years as a condition of their license renewal. In Fiscal 2025, approximately 53,000 applicants and licensees took the 3-Day TLC Driver Education Course and the TLC Driver License Renewal Course.

The training curriculum for new and renewing drivers includes a specialized Vision Zero training developed specifically for for-hire drivers. The training covers the goals of Vision Zero, safe driving practices, strategies to reduce reckless driving and driver fatigue, updated road designs, guidance on sharing the road with cyclists, and the role that professional drivers play in promoting safe driving culture to prevent fatal crashes.

At TLC-approved education providers, applicants and licensees are provided with professional and practical hands-on training to support their work as professional drivers and enhance public safety. These education initiatives reflect TLC's commitment to the continued safety of its licensed professional drivers and the public.

DCAS' Vision Zero and defensive driving program continued to see high participation, with over 8,000 attendees in Fiscal 2025, surpassing its Fiscal 2025 target of 7,000 participants. DCAS rolled out an updated curriculum that debuted in Fiscal 2025 for City fleet operators and finalized training curriculums for school bus operators and contractor drivers, in accordance with Executive Order 39 of 2024 (EO 39) signed in February 2024. EO 39 is one of the nation's leading initiatives to address visual impairment for truck operations. EO 39, which took full effect for contractors on July 1, 2025, significantly expands safety requirements for both City and contracted fleets and requires contractors to invest in telematics, surround cameras, and training, and they must issue written safety plans. In Fiscal 2025, DCAS concentrated its outreach on the contractor and vendor community to explain the safety plans and technology upgrades required under EO 39. In July 2024, DCAS presented to the Trucking Association of New York—representing hundreds of members, many of whom hold City contracts—on EO 39's requirements, including measures to address visual impairments for trucks and Local Law 108 of 2021, which requires truck sideguards. In October 2024, DCAS partnered with BIC to present these new rules to BIC regulated fleets. Outreach and engagement around EO 39 will continue as these requirements become active in more and more City contracts.

In October 2024, DCAS held the ninth annual Fleet Safety Forum. This year's event saw record attendance levels, reaching full capacity for the first time in the event's history. The forum began with an announcement of the expansion of the City's Intelligent Speed Assistance (ISA) program to 500 vehicles, with the 150 latest installations targeting the City fleet's worst speeders. The announcement coincided with the release of DCAS' two-year ISA pilot study, which was completed in partnership with the US DOT Volpe Center (Volpe).

At the 2025 Fleet Safety Forum, DCAS also hosted the first ever award ceremony for the safest drivers across the entire City fleet as identified through telematics and the DCAS Fleet Office of Real Time Tracking (FORT). Three drivers from

DOT, FDNY, and the Department of Buildings (DOB) were recognized for their exemplary safe telematics scores, each with zero crashes, zero tickets, no seatbelt alerts, and single digit speeding alerts, despite driving over 8,000 miles annually.

In May 2025, DCAS hosted the 36th annual NYC Vehicle and Equipment Show in Flushing Meadows Corona Park, in Queens. Over 1,000 attendees walked the park paths and visited the over 200 participating vendors from the fleet safety, sustainability, and operations industries. The Chairman from the National Safety Council was among those in attendance and spoke on fleet safety during the event.

FLEETS

Just as roads are redesigned based on analysis and engineering, vehicles can be redesigned to be safer for drivers, occupants, pedestrians, and other vulnerable road users. It was not until 1950 that the first seatbelt was offered in American made cars, and seatbelt usage was not mandated in New York State until 1984. The National Highway Traffic Safety Administration (NHTSA) five-star safety program was established in 1993, rollover testing ratings in 2001, and pedestrian warning systems were introduced in 2018. These vehicle enhancement measures have markedly improved the safety of such vehicles, and their widespread implementation proves that introducing and familiarizing drivers with new safety features is feasible on a large scale.

In October 2024, DCAS and Volpe released a study of the City's ISA program, which at that time had just reached 500 units. 150 ISA units in the study were chosen based on the high speeding frequency, tickets, and telematics alerts. This population of at-risk vehicles were studied before and after ISA activation, and the results were included along with a study comparing the 300 original installations with a control group that did not have ISA. The study found that vehicles with ISA activated demonstrated a 64 percent reduction in speeding, while the control group experienced a 10 percent increase in speeding over the same time period. Moreover, ISA had a stronger effect in higher speed limit zones and on vehicles with more severe speeding records. DCAS plans to expand the ISA initiative to an additional 1,600 vehicles through federal DOT grant support.

DCAS will continue reducing excessive speeding and at-risk driving through safety reporting and live alerts from FORT. Since the release of its results in October 2024, several other states have introduced and even passed "Super Speeder" bills, or bills requiring ISA be installed on private vehicles with severe and pervasive speeding records. DCAS is proud that its work has led to such efforts and looks forward to continuing its support.

In January 2025, DCAS and Volpe released the second update to the Safe Fleet Transition Plan (SFTP), last updated in November 2018. The SFTP serves as DCAS' guiding document for required, best practice, and exploratory safety equipment. In the 2025 update, DCAS announced the completion of over 100,000 safety upgrades to City vehicles under the SFTP. Other key updates included recategorized surround cameras as required technology for any conventionally designed truck cab, mirroring the requirements in EO 39. The SFTP update also mandated lane departure warnings on City vehicles for the first time and upgraded ISA from exploratory to best practice technology. Another technology, Pedestrian Turn Alerts (PTAs) for trucks, was also given the best practice technology designation.

In the latter half of Fiscal 2025, DCAS aligned reporting with the new SFTP requirements and expanded its fleet of ISA and PTA equipped vehicles. By the end of Fiscal 2025, an additional 200 vehicles were equipped with ISA and 100 with PTAs, bringing the totals of each to 700 and 301, respectively. DCAS will continue to expand use of these technologies in Fiscal 2026, with future ISA installations targeting high-risk vehicles identified through driving records and telematics data.

In Fiscal 2025, DCAS continued implementation of EO 39 in collaboration with the Law Department, the Mayor's Office of Contract Services, and the Mayor's Office of Operations by developing a contract rider related to EO 39 to help contractors plan for these safety requirements during their bidding process. EO 39 governs new contracts only.

Fleet safety for the City remains a top priority under EO 39. In Fiscal 2025, DCAS received 649 vehicles equipped with truck surround cameras and the Agency expects hundreds more to be delivered in Fiscal 2026. Additionally, DCAS was selected in September 2024 for its second ever Safe Streets for All (SS4A) grant. This is a \$2.4 million dollar grant to retrofit 600 in-service trucks with surround camera systems. DCAS will begin rolling out this important retrofit project in Fiscal 2026.

DATA-DRIVEN SOLUTIONS

Although the burden of traffic injuries and fatalities in the City is well documented, many questions remain about the causes of crashes and the impact of prevention measures. By collecting and analyzing data, Vision Zero agencies continue to improve their understanding of roadway incidents to support better decision making. In Fiscal 2025, the Vision Zero Data Working Group, with the Department of Design and Construction’s (DDC’s) Town+Gown:NYC, conferred the inaugural Vision Zero Research Award to a winner and two honorable mention recipients at the annual Research on the Road symposium. The annual symposium connects City agency staff with external research partners, including academic institutions, to promote and advance Vision Zero goals.

Performance Indicators	Agency	Actual					Target		Trend	
		FY21	FY22	FY23	FY24	FY25	FY25	FY26	5-Year	Desired Direction
Total Vision Zero-related moving summonses issued	NYPD/ TLC	307,783	361,357	418,901	383,970	417,324	*	*	Up	Up
— NYPD	NYPD	298,377	342,858	404,188	371,006	403,105	*	*	Up	Up
— TLC	TLC	9,406	22,249	17,575	12,271	14,219	*	*	Neutral	Up
★ Speed humps and cushions installed	DOT	104	262	231	443	224	250	250	Up	Up
Older Adult Centers partnering with DOT to increase feedback on street safety improvements	DOT	82	203	222	214	334	*	*	Up	*
Bicycle lane miles installed	DOT	65.3	62.3	47.7	63.7	51.8	50.0	50.0	Down	*
— Protected	DOT	29.2	33.2	25.9	32.9	27.5	*	*	Neutral	Up
Leading pedestrian intervals installed	DOT	256	801	320	313	316	300	300	Down	Up
★ Intersections with accessible pedestrian signals installed (CY)	DOT	211	273	605	950	772	900	900	Up	Up
City employees trained in defensive driving citywide (total)	DCAS	6,671	7,054	2,253	11,552	8,037	7,000	7,000	Up	Up
Motorcycle seizures	NYPD	NA	7,395	10,409	7,714	5,960	*	*	NA	*
Moped/Scooter seizures	NYPD	NA	2,773	5,509	20,456	16,674	*	*	NA	*
★ Critical Indicator	🌟 Equity Indicator	“NA” Not Available		↕↔ Directional Target		* None				
<small>*Target goals (FY25 & FY26) for Intersections with accessible pedestrian signals installed were reported in calendar year (CY24 & CY25) given that this metric was set by the Federal Court Remedial Order as part of a lawsuit against the New York City Department of Transportation from the American Council of the Blind of New York, INC. According to the lawsuit, New York City violated federal law by failing to systematically implement audible and tactical pedestrian signals that would make its pedestrian routes equally usable, and safer, for people who are blind, deaf-blind, or low-vision.</small>										

NOTEWORTHY CHANGES, ADDITIONS OR DELETIONS

- Previously published data related to traffic fatalities was amended to reflect the most up to date data. This can occur when a victim of a traffic crash is hospitalized for an extended period and does not succumb to their injuries until months after the date of the crash. Data changes include: ‘Total traffic fatalities’ for Fiscal 2024 was changed from 274 to 276, ‘Pedestrian fatalities’ for Fiscal 2024 was changed from 118 to 119, and ‘Motorized two-wheel vehicle fatalities’ was changed from 98 to 99.
- Previously published street safety indicators were amended to reflect the most up to date data. Data changes include:
 - ‘Speed humps and cushions installed’: Fiscal 2024 was changed from 433 to 443.
 - ‘Bicycle lane miles installed’: Fiscal 2022 was changed from 61.0 to 62.3 and Fiscal 2024 was changed from 63.8 to 63.7.
 - ‘Bicycle lane miles installed — Protected’: Fiscal 2022 was changed from 31.9 to 33.2.
 - ‘Leading pedestrian intervals installed’: Fiscal 2024 was changed from 314 to 313.
 - ‘Intersections with accessible pedestrian signals installed (CY)’: Fiscal 2021 was changed from 206 to 211, Fiscal 2022 was changed from 373 to 273, and Fiscal 2024 was changed from 998 to 950.

- ‘Speed boards deployed’ was removed as DOT no longer tracks their deployment.
- ‘Speed reducers installed’ was amended to ‘Speed humps and cushions installed’ to clarify what is measured.
- ‘Senior centers partnering with DOT to increase feedback on street safety improvements’ was renamed to ‘Older Adult Centers partnering with DOT to increase feedback on street safety improvements’ to match updated language used by NYC Aging.

ADDITIONAL RESOURCES

For additional information go to:

- Vision Zero Website:
www.nyc.gov/visionzero
- Vision Zero View:
<http://www.nycvzv.info/>
- Injury Statistics:
 - Leading Causes of Death:
<https://www1.nyc.gov/assets/doh/downloads/pdf/ip/ip-death-all-rank.pdf>
 - Leading Causes of Injury Death:
<https://www1.nyc.gov/assets/doh/downloads/pdf/ip/ip-death-inj-rank.pdf>
- Vision Zero Fleet Safety:
<https://www1.nyc.gov/site/dcas/agencies/vision-zero-and-nyc-fleet.page>
- Safe Fleet Transition Plan Update 2018–2019:
<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Safe-Fleet-Transition-Plan-Update-2018.pdf>
- Green Wave: A Plan for Cycling in New York City:
<https://www1.nyc.gov/html/dot/downloads/pdf/bike-safety-plan.pdf>
- Borough Pedestrian Safety Action Plans Update:
<https://www1.nyc.gov/html/dot/downloads/pdf/vz-2019-update-city-hall.pdf>
- I See You: Safety for Trucks & Other Large Fleet Vehicles:
<https://www.youtube.com/watch?v=ZbdcCZrHNjk>
- Accessible Pedestrian Court Order: American Council of the Blind of New York, inc., V. The City of New York:
<https://dralegal.org/case/american-council-of-the-blind-of-new-york-inc-v-the-city-of-new-york/>
- Federal Court Orders New York City to Install Thousands of Accessible Crosswalk Signals Over the Next 10 Years:
<https://dralegal.org/featured/federal-court-orders-new-york-city-to-install-thousands-of-accessible-crosswalk-signals-over-the-next-10-years/>
- New York City Intelligent Speed Assistance Pilot Evaluation:
<https://www.nyc.gov/assets/dcas/downloads/pdf/fleet/nyc-intelligent-speed-assistance-pilot-evaluation-2024-oct.pdf>
- 2025 NYC Safe Fleet Transition Plan Update:
<https://www.nyc.gov/assets/dcas/downloads/pdf/fleet/2025/nyc-safe-fleet-transition-plan-update-2025.pdf>