

PARTNER AGENCIES & OFFICES



NYPD



DOT



TLC



DCAS



DOHMH



BIC



HEALTH +
HOSPITALS



DFTA



LAW

| Mayor's Office

| District
Attorneys'
Offices

| Metropolitan
Transportation
Authority (MTA)

| Sheriff's Office

The City launched Vision Zero in January 2014, recognizing that traffic crashes causing serious injury and death are not inevitable “accidents” but preventable incidents 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 American peer cities implementing street safety programs, emphasizing a focus on data and inter-agency collaboration. Building on the successes of the past ten years and following the data to identify 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 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 inter-agency approach to address challenging and 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 (Health Department), the Department for the Aging (DFTA), 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 Health and Hospitals (H+H). The Task Force also convenes regular working groups on data, marketing, and the City fleet.

This inter-agency collaboration has contributed to the successful implementation of key Vision Zero initiatives, including the 25 miles per hour (mph) default speed limit on residential streets, targeted and data-driven enforcement of violations such as speeding and failure-to-yield to pedestrians, extensive public outreach, and the legislative agenda to deter dangerous driving. In Fiscal 2024, the City achieved major legislative victories including the passage of Sammy’s Law, allowing the City to reduce the speed limit to 20 mph, and expanding the number of intersections with red light cameras from 150 to 600. DOT is currently working on plans to implement these life-saving tools to improve safety in Fiscal 2025.

Between Calendar 2010 and Calendar 2019, speeding related crashes resulted in 108,300 fatalities on American roads, which accounted for nearly 25 percent of all road deaths. Studies have also shown that for every 10 mph of increased speed, pedestrian deaths double. Accordingly, Vision Zero works to redesign roads, increase automated enforcement, and educate on safe driving practices. Compared to the same period in Fiscal 2024, overall citywide traffic fatalities fell from 100 to 87. Fatalities among traditional cyclists rose from 1 to 4, while fatalities among most categories of motorized two-wheel vehicle users (including e-bikes, e-scooters, and mopeds) all decreased. Motorcycle fatalities, on the other hand, increased by 33 percent, from 15 to 20. Fatalities for motor vehicle occupants decreased slightly from 17 to 15.

Performance Indicators	Agency	Actual					4-Month Actual		PMMR FY25 - FY24 % Change
		FY20	FY21	FY22	FY23	FY24	FY24	FY25	
Total traffic fatalities	DOT	208	271	266	270	274	100	87	-13.0%
Pedestrian fatalities	DOT	105	121	115	121	118	33	34	3.0%
Traditional bicyclist fatalities	DOT	18	13	10	10	4	1	4	300.0%
Motorized two-wheel vehicle fatalities	DOT	35	74	73	86	98	49	34	-30.6%
— Electric bicycle	DOT	4	13	9	20	19	7	6	-14.3%
— Stand-up scooter	DOT	0	1	5	8	11	5	1	-80.0%
— Moped	DOT	2	12	18	19	31	17	6	-64.7%
— Motorcycle	DOT	29	45	33	34	31	15	20	33.3%
— Off-road vehicle	DOT	0	2	8	5	6	5	1	-80.0%
— Other	DOT	0	1	0	0	0	0	0	
Motor vehicle occupant fatalities	DOT	50	63	68	53	54	17	15	-11.8%
— Car	DOT	38	52	51	37	29	9	11	22.2%
— SUV	DOT	11	9	14	14	22	7	3	-57.1%
— Other motor vehicle	DOT	1	2	3	2	3	1	1	0.0%
★ 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 more bicycle lanes, increase visibility of pedestrians and cyclists, and shorten pedestrian crossing distances at Vision Zero priority locations. DOT improved 995 intersections in the first four months of Fiscal 2025. DOT also completed 57 street improvement projects at high crash locations, constructed 87 speed reducers, activated 247 leading pedestrian intervals, installed accessible pedestrian signals at 253 intersections, installed 9.1 bike lane miles, which includes 6.9 miles of protected bike lanes, and installed 19.4 million linear feet of pavement safety markings.

ENFORCEMENT

Data-driven law enforcement that deters dangerous driving behavior helps to reduce traffic fatalities and serious injuries. Accordingly, NYPD continues to focus on enforcement of especially hazardous driving violations including speeding, driving while intoxicated, failure to yield to pedestrians, signal violations, improper turns, and use of hand-held devices while driving. In particular, NYPD focuses enforcement efforts along specific traffic corridors which have a high propensity of serious injury and/or fatal collisions.

Each week at TrafficStat, NYPD’s Chief of Transportation meets with NYPD Precinct Executive Officers to discuss traffic analyses and traffic plans. In the first four months of Fiscal 2025, NYPD issued 119,145 Vision-Zero related moving summonses. This includes 31,349 speeding summonses and 11,024 failure to yield to pedestrian summonses. This represents decreases of 13 percent and four percent, respectively. NYPD also issued 798 violations of NYC Administrative Code 19-190—the “right of way law”—to drivers who struck a pedestrian or bicyclist who had the legal right of way and made two arrests for these violations. NYPD has a total of 3,234 officers trained in Light Detection and Ranging (LiDAR) devices that measure speed utilizing the 480 LiDAR guns in service.

NYPD expanded its effort to seize micromobility vehicles that are not legal for road use. The 6,812 mopeds and scooters seized by NYPD represents a nine percent increase compared to the same period in Fiscal 2024. During the same timeframe, NYPD also seized 8.7 percent fewer motorcycles, from 2,719 to 2,483.

OUTREACH AND EDUCATION

In addition to serving schools, Older Adult Centers, and community organizations, DOT Safety Education and Outreach team expanded the Delivery Worker outreach program to address the growing concerns around the improper operation of e-bikes and mopeds by untrained riders. The program includes distribution of safety equipment such as helmets, lights, and visibility vests in exchange for participating in a 10 minute interactive course given with aide of an Apple iPad at locations where Delivery Workers gather. In the first four months of Fiscal 2025, DOT staged 16 of these events and interacted with over 750 participants. The outreach team has also worked alongside NYPD Traffic Enforcement Agents to distribute nearly 10,000 bike safety flyers to cyclists in locations in Manhattan that are noted as high-crash, high-volume locations.

At TLC, 13,793 drivers were educated with Vision Zero Curriculum in the first four months of Fiscal 2025. Additionally, 5,034 new applicants completed the TLC Driver Education Course and 8,759 current licensees completed the TLC Driver License Renewal Course.

DCAS focused on outreach to the contractor and vendor community in the first four months of Fiscal 2025 to review the safety plans and technology upgrades that will be required through Executive Order 39 of 2024 (E.O. 39) signed in February 2024. In July 2024, DCAS presented to the Trucking Association of New York (TANY) and its hundreds of members, many of whom hold City contracts, on the requirements of both the Executive Order and its requirements to address visual impairments for trucks and on Local Law 108 of 2021 which requires truck sideguards. In October 2024, DCAS partnered with BIC for a presentation to the BIC regulated fleets on the new rules. Outreach and engagement on Executive Order 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, with the RSVP website meeting its 550-person cap 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 specifically targeting the worst speeders among the City fleet. The announcement coincided with the release of DCAS' two-year ISA pilot study, which was completed in partnership with the US DOT Volpe Center. At this year's 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, the New York City Fire Department (FDNY), and the Department of Buildings (DOB) were recognized for their remarkably safe telematics scores, with each driver having zero crashes, tickets, seatbelt alerts, and single digit speeding alerts despite over 8,000 miles of annual driving distance.

Throughout the forum, attendees heard from speakers and panelists on a variety of topics with a heavy focus on high-vision trucks and speeding mitigation. Speakers hailed from across the private and public sectors, including from Families for Safe Streets, National Transportation Safety Board, Federal Motor Carrier Safety Administration, Insurance Institute for Highway Safety, the United Parcel Service (UPS), and Massachusetts DOT. During the networking lunch in the afternoon, attendees were able to participate in an outdoor truck sit-in and ride along event to see first-hand the sightline differences between conventional cabs, cab-over trucks, and true high vision cabs.

FLEETS

E.O. 39 dramatically expanded the safety requirements for both the City's fleet and for contracted fleets. The order went into full effect for contractors on July 1st, the start of Fiscal 2025. E.O. 39 requires contractors to make new investments in telematics, surround cameras, training, and other administrative requirements. DCAS, Law, the Mayor's Office of Contract Services, and the Mayor's Office of Operations worked together to develop a contract rider related to E.O. 39 that would help contractors plan for these safety requirements in their bidding process. E.O. 39 governs new contracts only. After DCAS trained a record number of fleet operators as part of E.O. 39 compliance last fiscal year, DCAS kept a strong pace in the first four months of Fiscal 2025, with 2,450 staff trained. Training continued to be offered both in-person and online. Over 100,000 staff have been trained in total since Vision Zero began in 2014.

Safety for the City fleet is also a priority of E.O. 39. DCAS ordered over 200 vehicles to come with truck surround cameras with hundreds more planned for later in Fiscal 2025. In September 2024, DCAS was selected for its second ever Safe Streets for All (SS4A) grant, a \$2.4 million dollar grant to retrofit 600 in-service trucks with surround camera systems. This grant will assist DCAS in its goal to ensure that all City trucks are either high visions and/or use surround cameras.

In October 2024, DCAS and the US DOT Volpe Center released a study of the City’s ISA program which has reached 500 units. The newest 150 ISA units were chosen based on frequency of their speeding, 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 installs with a control group that did not have ISA. The study found that vehicles with ISA demonstrated a 64 percent reduction in speeding after the system was activated, while the control group’s speeding increased 10 percent over the same timeframe. Moreover, ISA had its greatest effect in higher speed limit zones and on vehicles that previously had the worst speeding records. DCAS plans to expand the ISA initiative to an additional 1,600 vehicles through US DOT grant support. DCAS will also continue to reduce excessive speeding and at risk driving through safety reporting and live alerts from FORT.

DATA-DRIVEN SOLUTIONS

Vision Zero agencies continue ongoing work to improve their understanding of circumstances of roadway crashes and learn from collected data. In the first four months of Fiscal 2025, the Vision Zero Data Working Group, with the Department of Design and Construction’s (DDC) Town+Gown:NYC, reviewed submissions for the inaugural Vision Zero Research Award and planned the annual Research on the Road symposium to engage with external research partners, such as those from academic institutions, to promote and advance collaboration around Vision Zero goals.

Performance Indicators	Agency	Actual			Target		4-Month Actual	
		FY22	FY23	FY24	FY25	FY26	FY24	FY25
Total Vision Zero-related moving summonses issued		361,357	418,901	383,970	*	*	127,347	123,745
— NYPD	NYPD	342,858	404,188	371,006	*	*	123,905	119,145
— TLC	TLC	22,249	17,575	12,271	*	*	3,442	4,600
Speed boards deployed	DOT	80	4	72	*	*	28	32
Speed reducers installed	DOT	262	231	433	250	250	187	87
Senior centers partnering with DOT to increase feedback on street safety improvements	DOT	203	222	214	*	*	70	97
Total bicycle lane miles installed	DOT	61.0	47.7	63.8	50.0	50.0	22.4	9.1
— Protected	DOT	31.9	25.9	32.9	*	*	14.9	6.9
Leading pedestrian intervals installed	DOT	801	320	314	300	300	76	247
Intersections with accessible pedestrian signals installed	DOT	373	605	998	900	900	359	253
City employees trained in defensive driving citywide (total)	DOT	7,054	2,253	11,552	7,000	7,000	1,625	2,450
Motorcycle seizures	NYPD	7,395	10,409	7,714	*	*	2,719	2,483
Moped/Scooter seizures	NYPD	2,773	5,509	20,456	*	*	6,277	6,812
★ Critical Indicator ● Equity Indicator “NA” Not Available ⇅ Directional Target * None								
* 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.								

NOTEWORTHY CHANGES, ADDITIONS OR DELETIONS

- Previously published data for 'Total traffic fatalities' was updated to reflect corrected data. The four-month actual value for Fiscal 2024 was updated from 93 to 100. Additionally, a pedestrian fatality was added to Fiscal 2022 causing the 'Pedestrian fatalities' total to rise from 114 to 115, and the 'Total traffic fatalities' to rise from 265 to 266 for Fiscal 2022. More data edits were made in fatalities categories for Fiscal 2024: 'Total fatalities' changed from 275 to 274, 'Moped fatalities' changed from 29 to 31, 'Motorcycle fatalities' changed from 34 to 31, 'Off-road vehicle fatalities' changed from 5 to 6, 'Motor vehicle occupant fatalities' changed from 55 to 54, and 'SUV fatalities' changed from 23 to 22.
- Previous published data for 'Motorcycle seizures' and 'Moped/Scooter seizures' was updated to reflect corrected data. The four-month actual values for Fiscal 2024 for 'Motorcycle seizures' was updated from 2,734 to 2,719 and for 'Moped/Scooter seizures' was updated from 6,415 to 6,277.

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/>

