

VISION ZERO

Building a Safer City

PARTNER AGENCIES & OFFICES



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 each year. 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 10 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 an equitable approach to their engineering, enforcement, and education efforts. The City’s \$4.5 billion investment in Vision Zero through Fiscal 2028 ensures that resources will be available to accelerate the pace of redesign and reconstruction of City streets, strengthen 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, which leads the direction of related initiatives and activities, 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 (DFTA), the Law Department (LAW), the Office of Management and Budget (OMB), the District Attorneys’ offices, the Metropolitan Transportation Authority, 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 the initiative’s 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 utilizes interagency collaboration to implement the following priorities:

- Reducing the speed limit to 25 MPH citywide in November 2014 and to 20 MPH in targeted locations in October 2024.
- Creating and expanding the use of automated speed camera enforcement.
- Utilizing data-driven and targeted high visibility enforcement of Vision Zero violations such as speeding and failure-to-yield to pedestrians.
- Innovating infrastructure redesigns to protect pedestrians and cyclists.
- Conducting extensive public outreach.
- Advocating for a legislative agenda to deter dangerous driving.

The City has recently achieved major legislative victories. Specifically, the City’s speed camera program was extended through Fiscal 2030. New York State first granted authorization for speed camera violations to be issued around the clock at all camera locations in the summer of 2022 in response to the rise in speeding incidents and traffic fatalities during the COVID-19 pandemic. This expansion delivered critical safety benefits to New Yorkers, including decreases in speeding and injuries from speed-related crashes. Additionally, the New York State Senate passed the “Stop Super Speeders Act” in June 2025, which requires the temporary installation of Intelligent Speed Assist (ISA) technology in the vehicles of drivers who accumulate 11 or more points on their license within 18 months or who receive at least 16 speed camera tickets in one year. ISA is a cutting-edge safety system that limits vehicle acceleration once a vehicle exceeds the local speed limit. DOT is currently working on plans to implement both of these life-saving tools by the end of Fiscal 2026.

After reaching one of the lowest totals on record in Fiscal 2025, overall citywide traffic fatalities in the first four months of Fiscal 2026 increased slightly compared to the same period last year (from 86 to 92). Increases were specifically seen in fatalities of pedestrians (from 35 to 40), motorized two-wheel vehicle operators (from 33 to 34), and motor vehicle occupants (from 15 to 16). Specifically, fatalities of electric bicyclists rose from six to nine, mopeds rose from seven to eight, and car operators increased from 11 to 14. At the same time, fatalities of motorcyclists decreased from 18 to 15, and there were only two fatalities of traditional bicyclists.

Performance Indicators	Agency	Actual					4-Month Actual		PMMR FY26 - FY25 % Change
		FY21	FY22	FY23	FY24	FY25	FY25	FY26	
★ Total traffic fatalities	DOT	271	266	270	276	211	86	92	7.0%
Pedestrian fatalities	DOT	121	115	121	119	110	35	40	14.3%
Traditional bicyclist fatalities	DOT	13	10	10	4	4	3	2	-33.3%
Motorized two-wheel vehicle fatalities	DOT	74	73	86	99	60	33	34	3.0%
— Electric bicycle	DOT	13	9	20	20	14	6	9	50.0%
— Stand-up scooter	DOT	1	5	8	11	3	1	1	0.0%
— Moped	DOT	12	18	19	31	14	7	8	14.3%
— Motorcycle	DOT	45	33	34	31	27	18	15	-16.7%
— Off-road vehicle	DOT	2	8	5	6	2	1	1	0.0%
— Other	DOT	1	0	0	0	0	0	0	
Motor vehicle occupant fatalities	DOT	63	68	53	54	37	15	16	6.7%
— Car	DOT	52	51	37	29	23	11	14	27.3%
— SUV	DOT	9	14	14	22	11	3	2	-33.3%
— Other motor vehicle	DOT	2	3	2	3	3	1	0	-100.0%
★ 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. In the first four months of Fiscal 2026, DOT installed 29 percent more speed humps and cushions (from 87 to 112) compared to the same period of Fiscal 2025. DOT upgraded or added 44 percent more bicycle lane miles (from 9.2 to 13.1) but 60 percent fewer protected lane miles (from 7.1 to 2.8). The decrease in protected bike lane production is primarily due to political opposition during the late stages of project development or, occasionally, during implementation. Additionally, issues relating to contractor operations and capacity delayed production during the critical implementation period in the fall of 2026.

ENFORCEMENT

Data-driven law enforcement that deters dangerous driving behavior reduces traffic fatalities and serious injuries. With this in mind, Vision Zero agencies (including NYPD and TLC) continue 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. In the first four months of Fiscal 2026, six percent more Vision Zero-related moving summonses were issued in total compared to the same period of Fiscal 2025 (from 123,745 to 130,592). This increase was driven by NYPD's six percent increase (from 119,472 to 126,025) whereas TLC issued one percent fewer (from 4,600 to 4,567). Despite the slight decrease, TLC continued to target unlicensed activity in the first four months of Fiscal 2026, which included illegal operators at airports and cruise terminals. Unlicensed operators pose a risk to public safety, and New Yorkers rely on the drivers and vehicles licensed by TLC to provide safe transportation services.

The Vision Zero program makes streets safer by removing unregistered and illegal vehicles from City streets. NYPD's ongoing seizure operations for illegally operated motorcycles, mopeds, and scooters are driving more compliance citywide and therefore reducing the number of illegal devices on the roadways. As such, in the first four months of Fiscal 2026, the number of motorcycles seized decreased eight percent (from 2,483 to 2,289) and the number of mopeds and scooters seized decreased 20 percent (from 6,812 to 5,460) compared to the first four months of Fiscal 2025. Despite the decrease, moped and scooter seizures remain a key priority for NYPD and the level of seizures is still significantly higher than during the first two full fiscal years of reporting (2,773 in Fiscal 2022 and 5,509 in Fiscal 2023). Also contributing to the decrease in seizures is resource reallocation by NYPD to conduct citywide ghost license plate operations starting in Fiscal 2025. In addition to these direct enforcement efforts, NYPD convenes weekly at TrafficStat, where borough police commanders and Vision Zero partners discuss current traffic safety trends, enforcement, education, and engineering.

OUTREACH AND EDUCATION

The City operates over 30,000 owned and leased vehicles, the largest municipal fleet in the United States. DCAS manages this fleet. For these vehicles, DCAS trained 15 percent more City employees in defensive driving in the first four months of Fiscal 2026 compared to the same period of Fiscal 2025 (from 2,450 to 2,813).

Executive Order 53 of 2020 requires DCAS to promote safe fleet design for public and commercial fleets. Accordingly, DCAS is pursuing a series of critical safety initiatives, including ISA, truck sideguards, telematics, barring hands-free phone use, and addressing visual obstructions for truck operators.

Between July and October of Fiscal 2025, DCAS promoted the benefits of these safety efforts at the Fleet Forward Conference in New Jersey, the National Safety Council's Safety Congress and Expo in Colorado, and other events held by the New York Metropolitan Transportation Council and NAFA National Fleet Management Association. It is critical that fleets throughout the country share best practices and utilize the same common-sense safety and risk reduction initiatives.

In October 2025, DCAS hosted its 10th annual Fleet Safety Forum, which attracted 450 attendees who participated in multiple panel discussions and interacted with 20 vendors in the fleet space. The event began with DCAS's significant announcement of the City's plan to require ISA on all 7,000 light and medium non-emergency vehicles. DCAS then issued the second annual safe driver awards to five individuals representing the Department of Buildings, the Department of Environmental Protection, the Department of Parks and Recreation, the New York City Housing Authority, and DOT. Each driver received nearly perfect telematics scorecards from the Fleet Office of Realtime Tracking (FORT) despite driving over 7,500 miles in the year.

Panel discussions at the forum provided information on a variety of topics, including the latest updates pertaining to Super Speeder legislation and truck safety technologies. Speakers included industry experts from Families for Safe Streets, Together for Safer Roads, the FIA Foundation, the National Safety Council, and the Korey Stringer Institute. Finally, attendees stepped outside and compared the sightlines between a conventional truck cab and a high-visibility cab to see the potential implications for pedestrians and cyclists.

FLEETS

In July 2025, DCAS announced the expansion of its ISA program to an additional 200 vehicles. These additions bring the cumulative program total to 700 vehicles across 21 agencies and 23 vehicle types, making it the largest active ISA fleet in the country. This round of installations also included the Administration for Children’s Services becoming the first agency fleet to be completely retrofitted with ISA technology. DCAS is planning to retrofit at least 300 more vehicles in Fiscal 2026.

In August 2025, DCAS received the Green Cross Award for Excellence in Safety from the National Safety Council. One of the most prestigious safety program awards, this honor was celebrated during a ceremony at DCAS’s Fleet Safety Forum. DCAS competed for this award with U.S. Steel, IKEA, and other notable industry leaders.

DATA-DRIVEN SOLUTIONS

By collecting and analyzing data, agencies in the Vision Zero Task Force continuously improve their understanding of roadway incidents to support better decision making. The Vision Zero Data Working Group collaborated with the Department of Design and Construction’s Town+Gown:NYC initiative to prepare for the annual Research on the Road symposium and selected a winner for the Vision Zero Research Award. The annual Research on the Road symposium connects City agency staff with external research partners, such as academic institutions, to promote and advance Vision Zero goals.

Performance Indicators	Agency	Actual			Target		4-Month Actual	
		FY23	FY24	FY25	FY26	FY27	FY25	FY26
Total Vision Zero-related moving summonses issued		418,901	383,970	417,324	*	*	123,745	130,592
— NYPD	NYPD	404,188	371,006	403,105	*	*	119,472	126,025
— TLC	TLC	17,575	12,271	14,219	*	*	4,600	4,567
★ Speed humps and cushions installed	DOT	231	443	224	250	250	87	112
Older Adult Centers partnering with DOT to increase feed-back on street safety improvements	DOT	222	214	334	*	*	97	128
Bicycle lane miles installed	DOT	47.7	63.7	51.8	50.0	50.0	9.2	13.1
— Protected	DOT	25.9	32.9	27.9	*	*	7.1	2.8
Leading pedestrian intervals installed	DOT	320	313	316	300	300	247	15
★ Intersections with accessible pedestrian signals installed (CY)	DOT	605	950	772	900	900	253	248
City employees trained in defensive driving citywide	DOT	7,054	11,552	8,037	7,000	7,000	2,450	2,813
Motorcycle seizures	DOT	10,409	7,714	5,960	*	*	2,483	2,289
Moped/Scooter seizures	NYPD	5,509	20,456	16,674	*	*	6,812	5,460
★ Critical Indicator	🌟 Equity Indicator	“NA” Not Available	⬆️⬆️ Directional Target	* None				
*Target goals (FY26 & FY27) for Intersections with accessible pedestrian signals installed were reported in calendar year (CY25 & CY26) 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 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 data of the crash. Data changes include:
 - The Fiscal 2025 four-month actual figure for the indicator ‘Total traffic fatalities’ was changed from 87 to 86.
 - The Fiscal 2025 four-month actual figure for ‘Pedestrian fatalities’ was changed from 34 to 35.
 - The Fiscal 2025 four-month actual figure for the indicator ‘Traditional bicyclist fatalities’ was changed from 4 to 3.
 - The Fiscal 2025 four-month actual figure for the indicator ‘Motorized two-wheel vehicle fatalities—Moped’ was changed from 6 to 7.
 - The Fiscal 2025 four-month actual figure for the indicator ‘Motorized two-wheel vehicle fatalities—Motorcycle’ was changed from 20 to 18.
- Previously published data for ‘City employees trained in defensive driving citywide (total) for Fiscal 2023 corrected by DCAS from 2,253 to 7,054.
- Previously published data for ‘Vision Zero-related moving summonses issued—NYPD’ for Fiscal 2025’s four-month actual was corrected by NYPD from 119,145 to 119,472.
- Preceding the Fiscal 2026 Preliminary Mayor’s Management Report, the Mayor’s Office of Operations implemented updated standards for indicator names. Minimal stylistic changes, such as the use of em-dashes, percent symbols, capitalization, and acronyms, were made to the names of previously published indicators here within. Substantive name changes for indicators that clarify what is being measured are otherwise noted above.

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-crosswalksignals-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>