

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

Mayor's Office
of People with
Disabilities
(MOPD)

New York City
Public Schools
(NYCPS)

INTRODUCTION

Following the concept's origins in Sweden in 1997, New York City was the first U.S. city to officially adopt 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 evidence-based 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 more than a decade of progress 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. In September 2026, the Mayor's Office of Operations released *Vision Zero Reimagined: A New Action Plan for Road Safety*. This Action Plan builds on past progress and lays out a comprehensive, citywide strategy to eliminate traffic deaths and serious injuries over the next decade by introducing a new generation of tools, policies, and accountability mechanisms designed to meet the scale and complexity of today's challenges.

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, chaired by the Mayor's Office of Operations, 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, NYC Health and Hospitals (H+H), New York City Fire Department (FDNY), Mayor's Office of People with Disabilities (MOPD), and New York City Public Schools (NYCPS). The Task Force also convenes regular specialized working groups on data, communications and community engagement, school travel, freight mobility, micromobility, and the City fleet.

Speed management has been a primary goal of Vision Zero since the initiative's inception. Between Fiscal 2022 and 2026, speeding related crashes resulted in 1,245 fatalities on New York City streets and accounted for more than 25 percent of all road deaths. Higher speeds make traffic crashes more dangerous for everyone, but especially for pedestrians. 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 actions:

- Reduced the speed limit to 25 MPH citywide in November 2014 and to 20 MPH in targeted locations beginning 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. New York State first granted legal 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. Recently, the City's speed camera program was extended by the State through Fiscal 2030. This expansion delivered critical safety benefits to New Yorkers, including decreases in speeding and injuries from speed-related crashes. Additionally, the "Stop Super Speeders Act" legislation passed the State government in May 2026, which gives New York City the authority to design and implement a pilot program which requires the temporary installation of Intelligent Speed Assist (ISA) technology in the vehicles of drivers 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 to implement both of these life-saving tools.

Calendar 2025 had among the fewest number of traffic deaths ever recorded in New York City, dating back to when record-keeping began in 1910. Additionally, overall traffic fatalities are down 31 percent since the launch of Vision Zero in 2014. Citywide traffic fatalities increased slightly from 214 in Fiscal 2025 to 218 in Fiscal 2026. Increases in fatalities were specifically seen in motorized two-wheel vehicles, which rose from 63 to 73, and traditional bicyclists, which rose from four to six. These increases continue to underscore the vulnerability of these riders. At the same time, fatalities of electric bicyclists rose from 14 to 21, stand-up scooter operators rose from four to nine, and off-road vehicle operators increased from two to five. Finally, fatalities of motorcyclists decreased from 27 to 23, and pedestrian deaths decreased from 111 to 105.

Performance Indicators	Agency	Actual					Target		Trend	
		FY22	FY23	FY24	FY25	FY26	FY26	FY27	5-Year	Desired Direction
★ Total traffic fatalities	DOT	266	270	277	214	218	↓	↓	Down	Down
Pedestrian fatalities	DOT	115	121	119	111	105	*	*	Neutral	Down
Traditional bicyclist fatalities	DOT	10	10	4	4	6	*	*	Down	Down
Motorized two-wheel vehicle fatalities	DOT	73	86	100	63	73	*	*	Down	Down
— Electric bicycle	DOT	9	20	20	14	21	*	*	Up	Down
— Stand-up scooter	DOT	5	8	12	4	9	*	*	Up	Down
— Moped	DOT	18	19	31	16	15	*	*	Down	Down
— Motorcycle	DOT	33	34	31	27	23	*	*	Down	Down
— Off-road vehicle	DOT	8	5	6	2	5	*	*	Down	Down
— Other	DOT	0	0	0	0	0	*	*	Neutral	Down
Motor vehicle occupant fatalities	DOT	68	53	54	36	34	*	*	Down	Down
— Car	DOT	51	37	29	23	19	*	*	Down	Down
— SUV	DOT	14	14	22	10	12	*	*	Down	Down
— Other motor vehicle	DOT	3	2	3	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, install more bicycle lanes, increase visibility of pedestrians and cyclists, and shorten pedestrian crossing distances at Vision Zero priority locations. In Fiscal 2026, DOT installed 25 percent more speed humps and cushions, up from 228 in Fiscal 2025 to 286. However, DOT installed just 87 Leading Pedestrian Intervals (LPIs) in Fiscal 2026, down from 316 in Fiscal 2025. This decrease is attributed to an overall decrease in requests and fewer remaining high-crash locations and corridors suitable for installation. DOT has installed LPIs at over 7,000 intersections citywide, and many remaining signalized intersections are less suitable because they may have no pedestrian vehicle conflict, multiple signal phases, or short signal cycles.

DOT installed 36 percent fewer bicycle lane miles, down from 52.3 miles in Fiscal 2025 to 33.6 miles in Fiscal 2026. This includes 30 percent fewer protected bicycle lane miles, which decreased from 27.9 miles to 19.8 miles. Bicycle lane projects typically move through a planning and design phase in the fall and winter months, followed by a construction phase that typically begins in the spring and peaks between July and December. In Fiscal 2026, an early start to winter brought the prior construction season to a close earlier than usual, and significant snow accumulation through March delayed the start of the following construction season. Other implementation barriers remained consistent over the last two years, including project delays due to community and political concerns, contractor and material availability, signal implementation timelines, limited design staff capacity, and expanded project scope related to concrete, sidewalk, and accessibility requirements. The forthcoming Streets Plan will outline how DOT will address these challenges by prioritizing the resumption of stalled projects, expanding proven street designs, and introducing new programs and commitments to deliver more transformative and ambitious street redesigns in the coming years.

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 2026, the number of total Vision Zero-related moving summonses issued increased two percent, up from 417,324 summonses in Fiscal 2025 to 424,604 summonses in Fiscal 2026. NYPD issued 413,259 Vision Zero summonses, including 89,489 speeding summonses, a decrease of eight percent from Fiscal 2025, and 43,117 failure-to-yield-to-pedestrian summonses, an increase of 10 percent from Fiscal 2025. TLC focused its enforcement efforts in Fiscal 2026 on unlicensed activity and corporate accountability which resulted in a 19 percent decrease in patrol summonses issued directly to drivers. These are typically associated with Vision Zero initiatives and, as a result, Vision Zero-related moving summonses issued by TLC decreased 20 percent to 11,345 in Fiscal 2026, down from 14,219 in Fiscal 2025.

NYPD seized 5,892 illegal motorcycles and 14,484 mopeds/scooters in Fiscal 2026, down one percent and 13 percent from Fiscal 2025, respectively. NYPD's ongoing seizure operations are leading to higher rates of compliance by riders, reducing the number of illegal devices on the roadways. The decrease in seizures is also due partially to resource reallocation by the NYPD to conduct citywide ghost license plate enforcement operations. Additionally, the City strengthened upstream enforcement against the source of these illegal devices in August 2026 by issuing cease-and-desist orders to 42 online retailers demanding they immediately stop selling illegal motorized devices to customers in New York City's 175 ZIP codes. These orders target the operation of specific illegal devices on public streets: motorized stand-up scooters weighing more than 100 pounds or capable of traveling faster than 20 MPH, e-bikes equipped with electric motors larger than 750 watts or capable of speeds exceeding 25 MPH, and seated mopeds that do not have and display a valid Vehicle Identification Number (VIN). Dangerous illegal e-bikes and stand-up e-scooters have proliferated in recent years largely through online sales. These illegal devices account for more than half of all rider fatalities involving e-bikes and stand-up scooters.

Along with these direct enforcement efforts, NYPD also convenes a weekly TrafficStat meeting where borough police commanders and Vision Zero partners come together to discuss current traffic safety trends, enforcement, education, and engineering.

OUTREACH AND EDUCATION

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) while 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.

In Fiscal 2026, DCAS continued a compliance push toward the defensive driving training requirement established under Executive Order 39 of 2024, with over 10,000 City operators participating in online and in-person defensive driving initiatives. Additionally, in partnership with DOE, DCAS rolled out a school bus operator training program that focuses on safety for school buses operating in busy urban environments. In the final six weeks of Fiscal 2026, over 8,000 school bus operators successfully completed the course, fulfilling a commitment made in the School Bus Safe Fleet Transition Plan from January 2024.

Additionally, 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. In Fiscal 2026, 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, Fleet Vision International in London, and events held by the New York Metropolitan Transportation Council and NAFA 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.

FLEETS

In July 2025, DCAS announced the expansion of the 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. Similarly, DCAS made a major announcement in October 2025 regarding the future of the ISA program: every light and medium non-emergency vehicle will be equipped with the technology. When complete, this program will constitute over 7,000 vehicles across nearly every agency in the City fleet. That announcement was followed in May 2026 by a commitment to budget \$2.7 million over the next three fiscal years to retrofit all 4,000 non-emergency trucks with pedestrian turn warnings, effectively mandating that technology as well. By the end of Fiscal 2026, DCAS achieved 1,000 vehicles retrofitted with ISA and over 800 with pedestrian turn alerts. City drivers have now used ISA in over nine million miles of fleet operation.

In August 2025, DCAS received the Green Cross Award for Excellence in Safety from the National Safety Council (NSC). One of the most prestigious safety program awards, this honor was celebrated during a ceremony at DCAS's Fleet Safety Forum. Then, in April 2026, DCAS was honored a second time as the recipient of Fleet Vision International award for Best Safety Strategy.

In Fiscal 2026, DCAS continued to utilize telematics through FORT to reduce unsafe driving behavior. DCAS was pleased to contribute to the announcement to include ISA Super Speeder language in the State budget and looks forward to working with DOT and others on the law's implementation across New York City.

Throughout Fiscal 2026, as cited earlier, DCAS Fleet continued to push for compliance with Executive Order 39 of 2024 (EO39), which required a variety of safety initiatives in the City's largest contracted fleets. DCAS created a safety training that was purpose built for trucking fleets affected by EO39, and that training is now live and available for contractors to utilize.

DATA-DRIVEN SOLUTIONS

Although the burden of traffic injuries and fatalities in the City is well documented, many questions remain about the evolving causes of crashes and the impact of prevention measures. By collecting and analyzing data, Vision Zero agencies continuously improve their understanding of roadway incidents to support better decision making. Vision Zero also aims to leverage and learn from external partners who study road safety. In November 2025, the Vision Zero Data Working Group, with the Department of Design and Construction's (DDC's) Town+Gown:NYC initiative, held its annual Research on the Road symposium and announced 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		Trend	
		FY22	FY23	FY24	FY25	FY26	FY26	FY27	5-Year	Desired Direction
Total Vision Zero-related moving summonses issued	NYPD/ TLC	361,357	418,901	383,970	417,324	424,604	*	*	Up	Up
— NYPD	NYPD	342,858	404,188	371,006	403,105	413,259	*	*	Up	Up
— TLC	TLC	22,249	17,575	12,271	14,219	11,345	*	*	Down	Up
★ Speed humps and cushions installed	DOT	262	231	443	228	286	250	250	Neutral	Up
Older Adult Centers partnering with DOT to increase feedback on street safety improvements	DOT	203	222	214	334	340	*	*	Up	*
Bicycle lane miles installed	DOT	62.3	47.7	63.7	52.3	33.6	50.0	50.0	Down	*
— Protected	DOT	33.2	25.9	32.9	27.9	19.5	*	*	Down	Up
Leading pedestrian intervals installed	DOT	801	320	313	316	87	300	300	Down	Up
★ Intersections with accessible pedestrian signals installed (CY)	DOT	273	605	950	772	652	900	900	Up	Up
City employees trained in defensive driving citywide	DCAS	7,054	7,054	11,552	8,037	10,887	7,000	7,000	Up	Up
Motorcycle seizures	NYPD	7,395	10,409	7,714	5,960	5,892	*	*	Down	*
Moped/Scooter seizures	NYPD	2,773	5,509	20,456	16,674	14,484	*	*	Up	*
★ 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 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:
 - The Fiscal 2024 data for 'Total traffic fatalities' was changed from 276 to 277.
 - The Fiscal 2025 data for 'Total traffic fatalities' was changed from 211 to 214.
 - The Fiscal 2025 data for 'Pedestrian fatalities' was changed from 110 to 111.
 - The Fiscal 2024 data for 'Motorized two-wheel vehicle fatalities' was changed from 99 to 100.
 - The Fiscal 2025 data for 'Motorized two-wheel vehicle fatalities' was changed from 60 to 63.

- The Fiscal 2024 data for ‘Stand-up scooter fatalities’ was changed from 11 to 12.
- The Fiscal 2025 data for ‘Stand-up scooter fatalities’ was changed from 4 to 3.
- The Fiscal 2025 data for ‘Moped fatalities’ was changed from 14 to 16.
- The Fiscal 2025 data for ‘Motor vehicle occupant fatalities’ was change from 37 to 36.
- The Fiscal 2025 data for ‘SUV fatalities’ was changed from 11 to 10.
- The Fiscal 2025 data for ‘Speed humps and cushions installed’ was changed from 224 to 228.
- The Fiscal 2025 data for ‘Total bicycle lane miles installed’ was changed from 51.8 to 52.3.

ADDITIONAL RESOURCES

For additional information go to:

- Vision Zero Reimagined: A New Action Plan for Road Safety:
<https://www.nyc.gov/assets/visionzero/downloads/pdf/Vision-Zero-Reimagined-2026.pdf>
- Vision Zero Website:
www.nyc.gov/visionzero
- Vision Zero View:
<http://www.nycvzv.info/>
- Leading Causes of Injury and Deaths in NYC:
<https://a816-dohbsp.nyc.gov/IndicatorPublic/data-features/leading-causes/>
- Vision Zero Fleet Safety:
<https://www1.nyc.gov/site/dcas/agencies/vision-zero-and-nyc-fleet.page>
- Green Wave: A Plan for Cycling in New York City:
<https://www1.nyc.gov/html/dot/downloads/pdf/bike-safety-plan.pdf>
- Accessible Pedestrian Court Order:
<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>