



Vision Zero: Then and Now

Research on the Road
November 19, 2025

Vision Zero

- In 2014, NYC released the Vision Zero Action Plan and the Borough Pedestrian Safety Action Plans—identified priority geographies with focus on vulnerable users
- Multi-agency; DOT, City Hall, NYPD, TLC, DCAS, DOHMH, MTA and others, who also meet as part of the Vision Zero Task Force
- Action items included: lowering the citywide speed limit, expanding automated enforcement, street safety redesigns, expanding fleet driver training, increasing public outreach/education



Vision Zero: By the Numbers





























VZ has achieved, and in many cases gone far beyond, the initial goals/action items set out in 2014

- Implemented over 1,200 Street Improvement Projects
- Installed over 250 miles of Protected Bike Lanes
- Installed over 6,300 Leading Pedestrian Intervals (LPIs)
- Visited nearly 1,000 priority locations with NYPD and DOT Street Teams
- Issued over 33 million Notices of Liability through automated speed camera enforcement
- Installed nearly 104,000 safety features on city vehicles
- Won multiple legislative victories, including the expansion of the Automated Enforcement Program



Treatment Evaluation

- DOT study released in 2022 evaluated over 1,000 Street Improvement Projects to determine the relative effectiveness of treatments in reducing injuries
- Results show that DOT's toolkit of safety improvements has substantial safety benefits citywide

Treatment	Injury Change	KSI Change	Ped Injury Change	Ped KSI Change
Road Diet	 17%	 30%	 13%	 32%
Conventional Bike Lane	 1%	 15%	 1%	 16%
Protected Bike Lane	 15%	 18%	 18%	 29%
Pedestrian Island	 15%	 36%	 10%	 34%
Curb and Sidewalk Expansion	 10%	 34%	 17%	 45%
Turn Calming	 0%	 16%	 18%	 33%
Leading Pedestrian Interval (LPI)	 14%	 30%	 18%	 34%

Vision Zero: Where we are More than 10 Years Later

- DOT and Vision Zero sister agencies have had major success in improving safety / reducing fatalities, using data and research, design, legislation, enforcement, fleet vehicle safety and education/communication
- The Covid pandemic and other emerging trends impacted the steady gains in fatality reduction, and introduced new challenges and changes in behavior on our roadways
- NYC's response to these trends are starting to show promising results

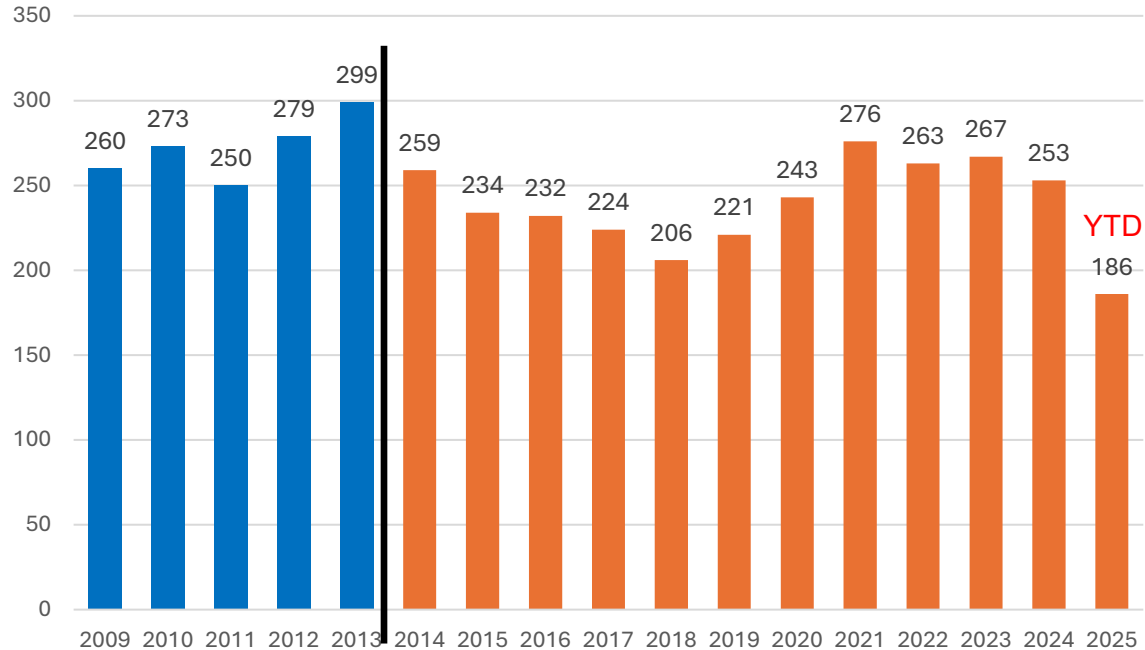


All Fatalities

- Fatalities were on a steady downward trajectory from 2014-2019, repeatedly hitting historic lows
- From 2020-2024, fatalities rose to pre-VZ era levels
 - Gradually trending down after peaking in 2021
- 2025 is continuing the trend, currently on track to be one of the lowest years since start of Vision Zero

Before & After Vision Zero

All Traffic Fatalities

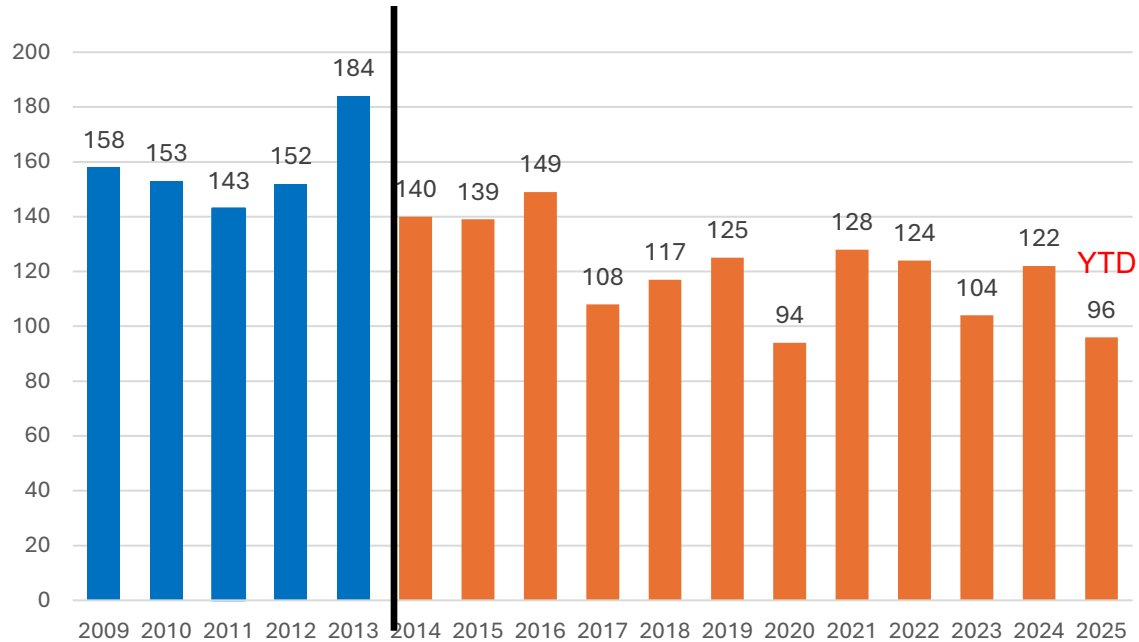


Pedestrian Fatalities

- Pedestrian fatalities have varied more than overall fatalities, but have stayed on a downward trend since the start of Vision Zero
- 2023 saw the lowest annual pedestrian fatality number ever recorded (not including 2020)
- 2025 is on track to be a low year for pedestrian fatalities

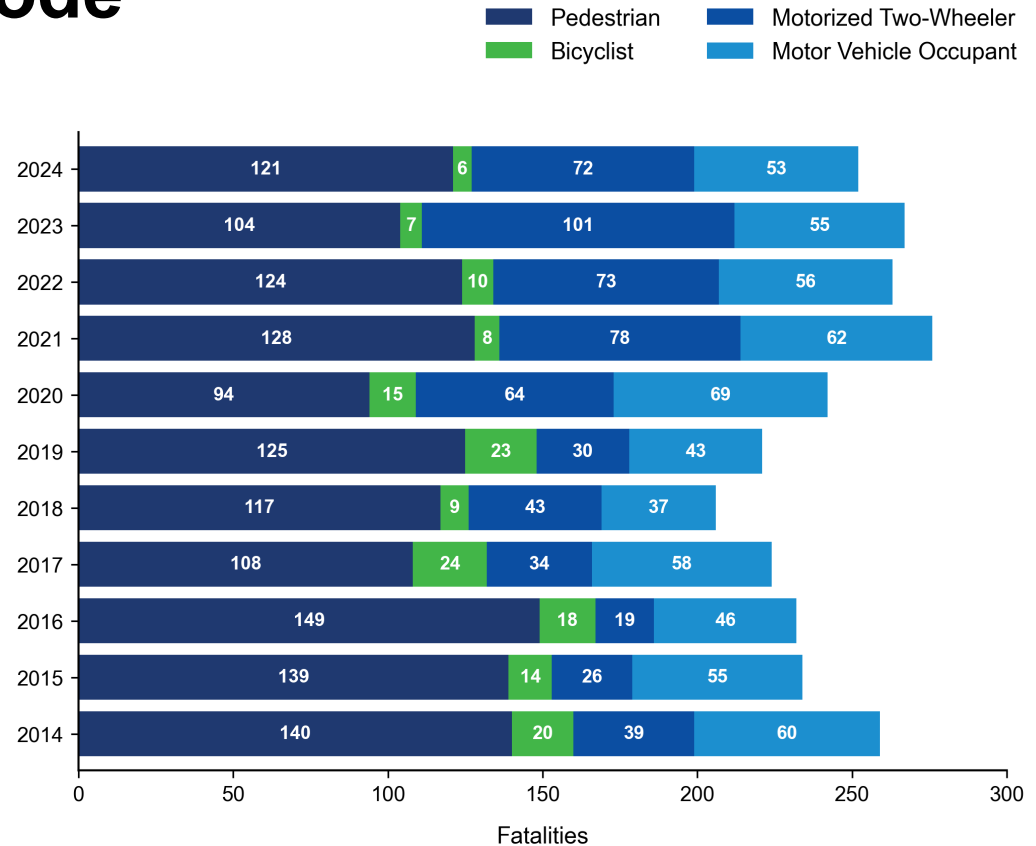
Before & After Vision Zero

Pedestrian Fatalities



Fatality Trend by Mode

- Since the start of Vision Zero, the numbers of pedestrians and traditional cyclists as a proportion of overall fatalities decreased
- At the same time, motorized two-wheeler fatalities have increased significantly
- Motor Vehicle Occupant fatalities also increased, though have been trending back down in recent years



NYC Traffic Fatality Stats (by Vehicle Type)

As of: Monday, November 17, 2025

Current Week

YEAR	Ped	Trad. Bike	Motorized Two-wheelers						Total	Motor Vehicle Occupants				TOTAL
			E-bike	Stand-up Scooter	Moped	Motorcycle	Off Road	Other		Car	Suv	Other	Total	
2025	96	3	15	4	14	22	2	0	57	21	8	1	30	186
2024	107	6	16	5	18	31	1	0	71	29	17	1	47	231
2023	88	7	21	9	26	29	7	0	92	32	14	3	49	236
2022	103	9	7	7	18	29	5	0	66	37	7	4	48	226
2021	114	8	10	3	14	36	7	1	71	41	9	1	51	244
2020	83	14	8	0	7	40	2	0	57	44	10	1	55	209
2019	98	22	5	0	2	22	1	0	30	28	11	1	40	190
2018	95	9	2	2	2	32	3	0	41	23	11	0	34	179
2017	96	21	1	0	0	31	1	0	33	35	11	8	54	204
2016	131	17	3	0	1	13	0	0	17	29	9	3	41	206
2015	114	14	1	0	1	21	2	0	25	40	5	3	48	201
2014	125	18	1	0	0	30	4	0	35	41	8	6	55	233
2013	148	10	0	0	2	39	1	0	42	39	9	2	50	250

Recent Fatality/Injury Highlights YTD

- **Motorized 2-Wheelers**

- Fatalities down by 20% (57 fatalities YTD in 2025 vs. 71 in 2024)
 - E-bike injuries up by 212 (39%)
 - Stand-up scooter injuries down by 607 (-60%)
 - Moped injuries down by 752 (-35%)
 - Motorcyclist injuries down by 44 (-3%)
 - Pedestrian injuries involving M2-wheelers down by 195 (-25%)

- **Other Fatality Trends:**

- Motor Vehicle Occupants down by 36% (30 fatalities YTD in 2025 vs. 47 in 2024)
- Pedestrians down by 9% from last year (96 YTD in 2025 vs. 106 in 2024)
- Major Violator fatalities down over 29% (95 fatalities YTD)
- Bronx down significantly YTD by 48%, Queens down by 21%, Manhattan down 20% (2025 vs. 3-yr avg YTD)

Fatality Trends: Major Themes and Responses

- Dangerous Driving/Major violators
 - A spike in dangerous driving behavior and fatal crashes involving “major violators” started in 2020
 - Major violations: suspended license, prior suspension, prior DWI, 3 or more convictions, hit and run
 - DOT is releasing the “Driver Behavior Study” which will highlight the trends in dangerous driver behavior that increased significantly during Covid
- Motorized Two-Wheelers
 - Rapid increase in use of wide array of legal and illegal motorized two-wheelers by delivery workers and general public
 - Traffic safety impacts of these vehicles has become more visible
 - Hispanic population over-represented in these fatalities
 - Adjusting street design, enhancing worker protections and better regulating the app companies
- Developing a new action plan to re-imagine the next 10 years of Vision Zero for Roadway Safety



Thank You!

VISION ZERO 
Building a Safer City



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