



Overview of Traffic Fatalities in NYC

Research on the Road

November 13, 2024





Overall Fatality Trends

All Fatalities

- Fatalities were on a downward trajectory steadily from 2014-2019, repeatedly hitting historic lows
- From 2020-2023, annual fatalities have been similar to the pre-VZ era

Before & After Vision Zero All Traffic Fatalities



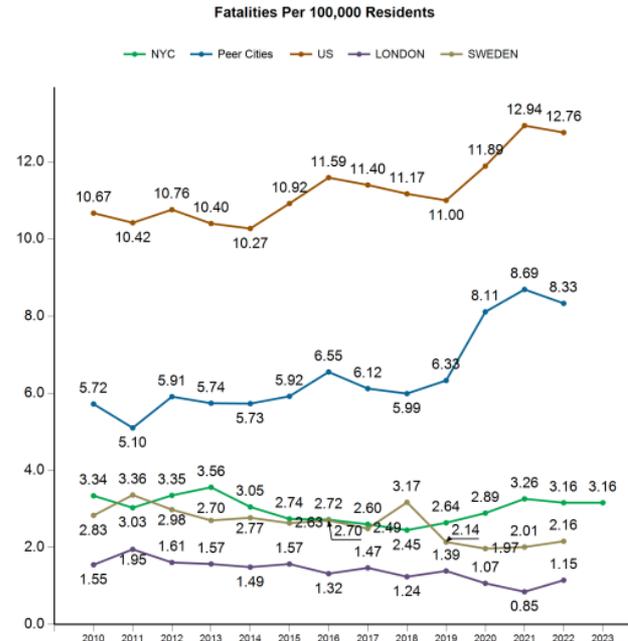
All Fatalities

- 2024 YTD fatalities through October 31st, are tracking similar to 2022 and 2023.
- Per capita, New York City's fatality rate is significantly lower than the rest of the US and peer cities.

All Traffic Fatalities

NYC Traffic Fatalities by Year	
2010	273
2011	250
2012	279
2013	299
2014	259
2015	234
2016	232
2017	224
2018	206
2019	220
2020	242
2021	276
2022	263
2023	265
Last 12-Month Total	261

Note: *includes bicyclist on pedestrian fatalities (non FARS): 1 in 2013 and 2017 and 2020; 2 in 2021; 3 in 2019 and 2022 and 2023; 4 in 2014;



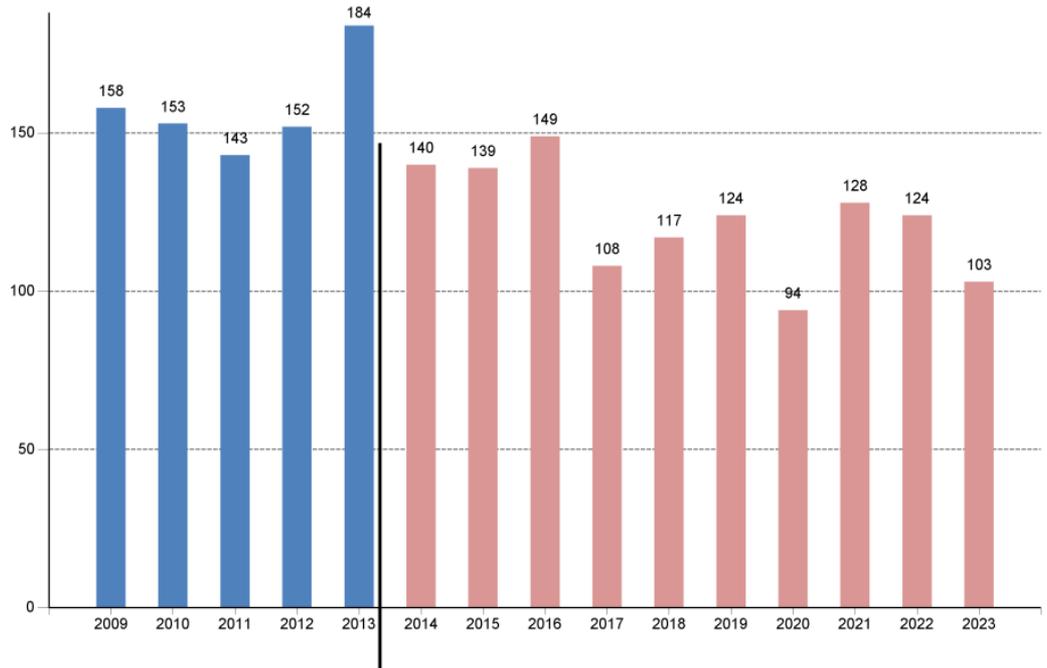
Year to Date	
01/01/2024 - 10/31/2024	
10 months	
Year	Total
2021	230
2022	215
2023	219
3-Year Avg.	221.3
2024	215

% Change in 2024 From 3-Year Average
-3%

Pedestrian Fatalities

- Pedestrian fatalities have varied more than overall fatalities, but have basically stayed on a downward trend since the start of Vision Zero
- 2023 saw the lowest annual pedestrian fatality number ever recorded (not including 2020)

Before & After Vision Zero Pedestrian Fatalities



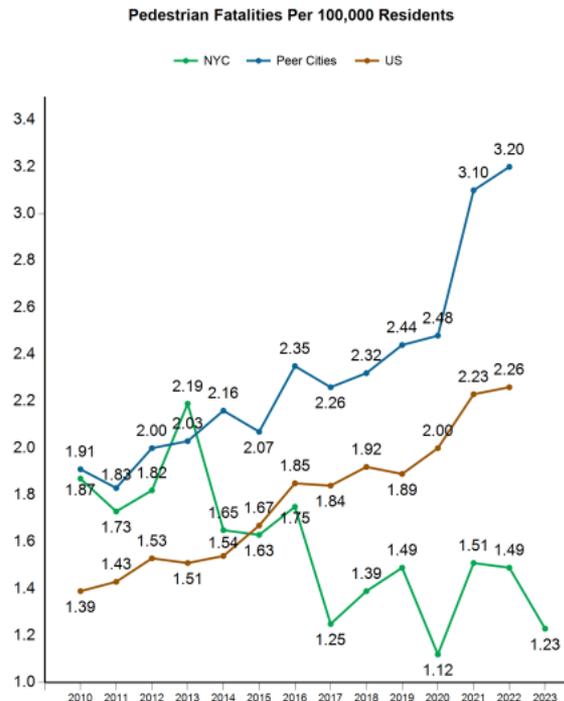
Pedestrian Fatalities

- Pedestrian fatalities, through October 31st, are up 18 since 2023, but only 4% above previous 3-yr. avg.
- In the last 12 months, there have been 119 pedestrian fatalities, trending closer to post-2020
- Pedestrian fatalities per capita are significantly lower lower than the rest of the nation and peer cities.

Pedestrians

NYC Pedestrian Fatalities by Year and % of Total Fatalities		
2010	153	56%
2011	143	57%
2012	152	54%
2013	184	62%
2014	140	54%
2015	139	59%
2016	149	64%
2017	108	48%
2018	117	57%
2019	124	56%
2020	94	39%
2021	128	46%
2022	124	47%
2023	103	39%
Last 12-Month Total	119	46%

Note: *Includes bicyclist on senior pedestrian fatalities (non FARS): 1 in 2013 and 2017 and 2020; 2 in 2021; 3 in 2019 and 2022 and 2023; 4 in 2014;



Year to Date		
01/01/2024 - 10/31/2024		
10 months		
Year	Number	Pct. of Total
2021	106	46%
2022	94	44%
2023	81	37%
3-Year Avg.	93.7	42%
2024	97	45%

% Change in 2024 From 3-Year Average
4%

Pedestrian Fatalities

- Almost all pedestrian fatalities are caused by motor vehicles.
- In 2024, there were 7 pedestrian fatalities caused by motorized two-wheelers.
- Four of the seven involved mopeds.
- This is higher than 2022 and 2023 combined.

Pedestrian Fatalities by Vehicle Type

YEAR	Trad. Bike	Motorized Two-wheelers							Motor Vehicle			
		E-bike	Stand-up Scooter	Moped	Motorcycle	Off Road	Other 2 Wheelers	Total	Car	Suv	Other	Total
2010	0	0	0	0	1	0	0	1	52	32	68	152
2011	0	0	0	0	2	0	0	2	40	26	75	141
2012	0	0	0	0	2	0	0	2	50	31	69	150
2013	1	0	0	0	4	0	0	4	63	50	66	179
2014	3	1	0	0	0	0	0	1	43	33	60	136
2015	0	0	0	0	1	0	0	1	51	44	43	138
2016	0	0	0	0	3	0	0	3	47	51	48	146
2017	1	0	0	0	1	0	0	1	36	37	33	106
2018	0	0	0	0	0	0	0	0	37	47	33	117
2019	2	0	0	0	0	0	0	0	34	45	43	122
2020	0	0	0	1	2	0	0	3	38	23	30	91
2021	0	2	0	1	1	0	0	4	34	52	38	124
2022	2	1	1	0	1	0	0	3	30	49	40	119
2023	0	2	0	0	1	0	0	3	31	37	32	100
2024	1	1	1	4	1	0	0	7	14	37	40	91
Total	10	7	2	6	20	0	0	35	600	594	718	1912

Where We are Today

NYC Traffic Fatality Stats (by Vehicle Type)

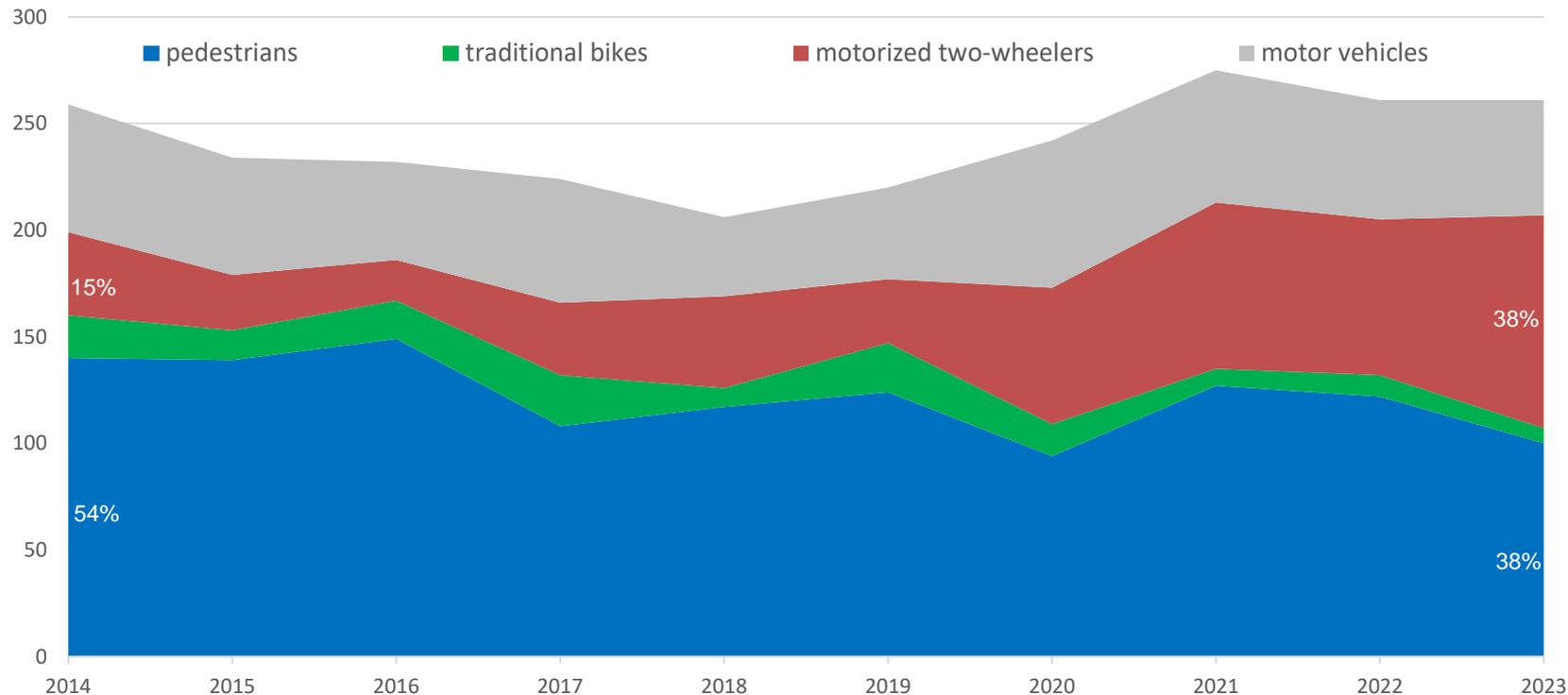
As of: Monday, November 11, 2024

Current Week

YEAR	Ped	Trad. Bike	Motorized Two-wheelers							Motor Vehicle Occupants				TOTAL
			E-bike	Stand-up Scooter	Moped	Motorcycle	Off Road	Other	Total	Car	Suv	Other	Total	
2024	99	7	16	4	17	33	1	0	71	28	17	1	46	223
2023	83	7	20	9	26	29	6	0	90	32	14	2	48	228
2022	101	9	7	7	17	29	5	0	65	37	7	4	48	223
2021	110	8	10	3	14	36	7	1	71	40	9	1	50	239
2020	79	14	8	0	5	40	2	0	55	43	10	1	54	202
2019	96	22	5	0	2	22	1	0	30	27	11	1	39	187
2018	94	9	2	2	2	32	3	0	41	21	10	0	31	175
2017	95	20	1	0	0	30	1	0	32	34	11	8	53	200
2016	127	17	2	0	1	13	0	0	16	29	9	3	41	201
2015	111	14	1	0	1	21	2	0	25	40	5	3	48	198
2014	121	18	1	0	0	30	4	0	35	40	8	6	54	228
2013	145	10	0	0	2	39	1	0	42	38	9	2	49	246

FATALITY TRENDS BY MODE

2014-2023





Motorized 2-Wheelers

MOTORIZED 2-WHEELERS

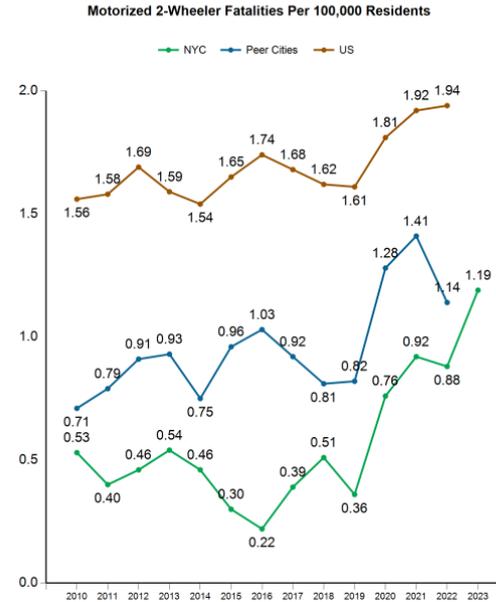
- Motorized 2-wheeler fatalities remain high but are down 17 compared to 2023
- This mode still makes up an increasing proportion of fatalities during an overall increase in fatalities post-2020.
- Motorized 2-Wheeler fatalities per capita are rising, especially in NYC relative to the rest of the US and peer cities.

Motorized 2-Wheelers

NYC Motorized 2-Wheeler Fatalities by Year and % of Total Fatalities

2010	43	16%
2011	33	13%
2012	38	14%
2013	45	15%
2014	39	15%
2015	26	11%
2016	19	8%
2017	34	15%
2018	43	21%
2019	30	14%
2020	64	26%
2021	78	28%
2022	73	28%
2023	100	38%
Last 12-Month Total	83	32%

Note: passengers of motorized 2-wheelers are included



Year to Date
01/01/2024 - 10/31/2024
10 months

Year	Total	Pct. of Total
2021	67	29%
2022	64	30%
2023	84	38%
3-Year Avg.	71.7	32%
2024	67	31%

% Change in 2024 From 3-Year Average
-7%

MOTORIZED 2-WHEELER FATALITIES – BY CAUSE

- Similar to all fatalities, speeding is the major contributing factor in motorized 2-wheeler fatalities.
- Disregarding traffic signals are also a concern.
- A higher proportion of fatalities are occurring on highways this year.

Major Causes

	2021 - 2023		2024	
	3-Yr Avg	%	YTD	%
Speeding (M2W)	14.7	18%	16	24%
Speeding (Other)	4.3	5%	2	3%
Disregard Traffic Signal (M2W)	12.3	15%	9	13%
Disregard Traffic Signal (Other)	2.0	2%	0	0%
Turn (M2W)	1.0	1%	0	0%
Turn (Other)	15.0	18%	9	13%

Note: no totals, can be multiple causes.

On Highway

	2021 - 2023		2024	
	3-Yr Avg	%	YTD	%
On Highway	12.0	14%	15	22%
Not on Highway	71.7	86%	52	78%
Total	83.7	100%	67	100%

MOTORIZED TWO-WHEELERS

- 67% of the riders involved in moped or motorcycle fatalities were either unlicensed, had a suspended license, or were without endorsement
- 69% of vehicles were unregistered.

Motorized 2-Wheelers - License and Registration

Moped and Motorcycle only

License

	2020 - 2022		2023	
	3-Yr Avg	%	YTD	%
Licensed	15.0	34%	12	25%
Unlicensed	14.3	32%	17	35%
Suspended	5.7	13%	10	21%
Without Endorsement	9.7	22%	9	19%
Others/Unknown	5.3	NA	10	NA
Total	50.0	NA	58	NA
Total known	44.7	100%	48	100%

Registration

	2020 - 2022		2023	
	3-Yr Avg	%	YTD	%
Registered	19.3	39%	18	31%
Unregistered	30.7	61%	40	69%
Total	50.0	100%	58	100%

Note: Unregistered includes unknown cases.

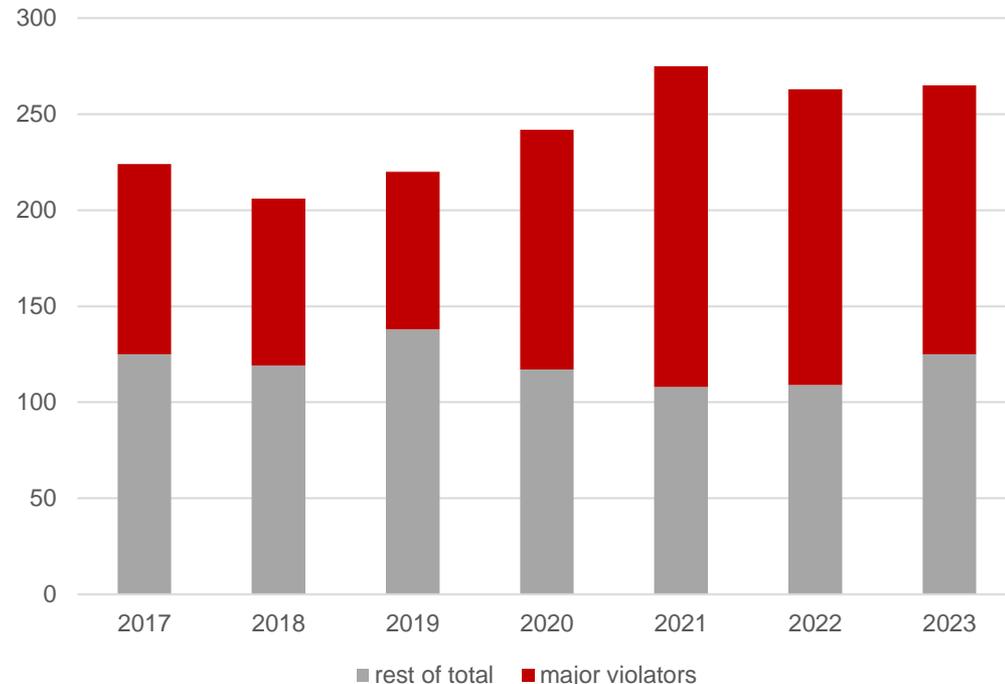


Major Violators

Fatalities Involving “Major Violators”

- About 60% of fatalities involve major violators.
- Major violators include: suspended license, prior suspension, prior DWI, 3 or more convictions, hit and run
- This proportion has increased since 2020.
- This trend continues to rise in 2024.

Proportion of crashes with major violators relative to total fatalities



DOT AUTOMATED ENFORCEMENT

Speed and Red Light Cameras

- Red Light Camera violations and Plate Rejection rate have doubled (2020 vs 2023)
- 85% of vehicles “beating” DOT cameras are motorized two-wheelers without license plates, including e-bikes, scooters, motorcycles

Red Light Camera Violations
2020-2023

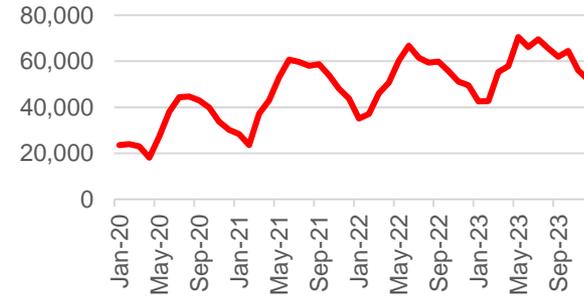
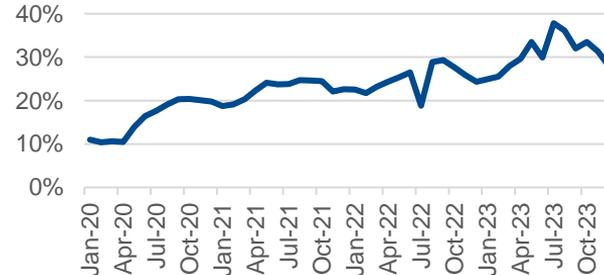


Plate Rejections (speed and red light cameras) 2020-2023





Summary and Conclusion

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- New York City has made progress in lowering traffic fatalities since adopting Vision Zero in 2014, particularly for pedestrians
- With the pandemic, and the years following, reckless driving was on the rise and continues, with speed as the dominant contributing
- Major violators involved in these fatalities remain at 2020 levels
- Motorized two-wheeler fatalities are increasing as New York City continues to see a significant mode shift to motorized 2-wheelers.
- Motor vehicles of all types are still the biggest threat to vulnerable road users, including those riding motorized 2-wheelers.

Thank You!



VISION ZERO 
Building a Safer City



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