

Vision Zero Reimagined

A New Action Plan for Road Safety

2026





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Letter from the Mayor

My fellow New Yorkers,

No New Yorker should lose their life while walking, biking or driving in our city. I refuse to accept preventable tragedy as an inevitable part of life in New York City. With this action plan, we are renewing and strengthening our City's commitment to Vision Zero.

The plan is built on the belief that safe streets are a fundamental right for all, and it reflects our collective responsibility to save every life we can.

Since 2014, Vision Zero has proven that the choices we make — how we move through our streets, design our shared public spaces and enforce traffic laws — can save lives. That is why our administration is doubling down on what works: protected bike lanes, safer City fleet vehicles and targeted enforcement that makes our streets safer for everyone.

In the first days of this administration, we committed to confronting traffic deaths and serious injuries with urgency. We restarted long-stalled street redesign projects on McGuinness Boulevard in Greenpoint, 31st Street in Astoria, Fordham Road in the Bronx and Brooklyn and Kingston avenues in East Flatbush. The safety of working New Yorkers will no longer take a back seat to well-connected interests with deep pockets.

Across the city, we are also using the powers granted under Sammy's Law to lower speed limits to 15 mph at every eligible school location — as many as 2,300 sites serving 3,200 schools.

But this report is not only about expanding proven safety measures or reviving delayed projects. It is about advancing a bold, ambitious vision for a safer, more livable and more affordable city. We will redesign our streets, transit system and curbs to make it easier for New Yorkers to choose safer, greener and more affordable ways to get around, including public

transit, biking and walking. We aim to lead the world in innovative street design and public transportation improvements. And we will build a culture of accountability through engagement, education and enforcement.

This is a whole-of-government effort. That is why the Vision Zero coalition is larger than ever before, bringing together 19 City agencies and partners, including the Department of Transportation, Police Department, Department of Citywide Administrative Services, Department of Health and Mental Hygiene, Taxi & Limousine Commission and many others.

Together, we will work hand in hand with working New Yorkers, community organizations and neighborhood leaders to ensure this progress lasts. And together, we will build streets that prevent tragedy and protect the millions of people who call New York City home.

Yours in service,

A stylized, handwritten signature in black ink, likely belonging to Mayor Zohran Kwame Mamdani. The signature is fluid and cursive, with a prominent 'Z' at the beginning.

Mayor Zohran Kwame Mamdani





Introduction

Executive Summary

New York City stands at a defining moment. With a new administration comes a fresh opportunity to act boldly, think differently, and reimagine what is possible on our streets. Under Mayor Mamdani's leadership, this Action Plan marks not just a continuation of Vision Zero, but a reset—a clear-eyed commitment to reclaim the Vision Zero program as the visionary and transformative goal it was always meant to be.

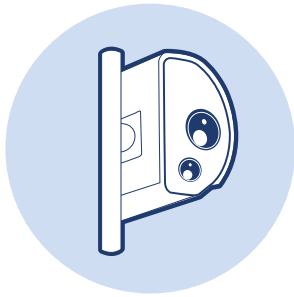
This is a vision for the next ten years: a city where children can walk to school with confidence, where older adults can cross the street without fear, where cyclists move through a connected, protected network, and where drivers understand that safety is not optional. It is built into the very fabric of our streets. It is a city where crashes are not accepted as inevitable, but are prevented by design; where the most dangerous behaviors are no longer tolerated, but systematically eliminated; and where every New Yorker, in every neighborhood, benefits from safer, healthier, more equitable public space.

Over the past decade, Vision Zero has proven that change is possible. Street redesigns, automated enforcement, stronger laws, and sustained public engagement have saved hundreds of lives and driven traffic deaths to historic lows. But progress alone is not enough. Too many families are still experiencing preventable loss, and too many of the most dangerous behaviors persist. This moment demands a sharper, more focused strategy—one that builds on what works while confronting, with urgency and precision, the risks that remain.

This Action Plan sets that course. It lays out a comprehensive, citywide strategy to eliminate traffic deaths and serious injuries over the next decade by targeting the behaviors, vehicles, and street conditions that inflict the most damage. It reflects extensive data analysis, lessons learned from more than a decade of implementation, and deep collaboration across agencies, disciplines, and communities. Most importantly, it introduces a new generation of tools, policies, and accountability mechanisms designed to meet the scale and complexity of today's challenges.

Strategic Goals

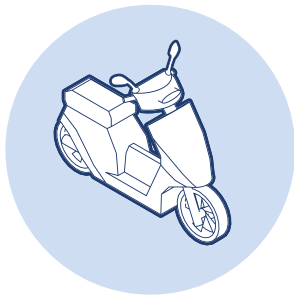
At the heart of this plan are eight strategic goals that will guide the City's next phase of Vision Zero:



GOAL 1

Remove dangerous drivers from our streets

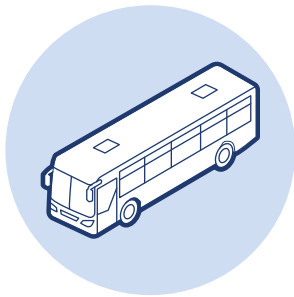
A small number of drivers with documented histories of reckless behavior account for a disproportionate share of traffic deaths and severe injuries. Drivers who repeatedly speed or run red lights are far more likely to cause severe injury crashes, and nearly half of all traffic fatalities involve a driver without a valid license, with a prior suspension or multiple convictions. The City will focus on removing these drivers by strengthening legal accountability, using data-driven automated enforcement to identify and target people who routinely violate traffic laws, closing enforcement gaps caused by fake or obscured license plates, and raising standards for maintaining and restoring driver's licenses.



GOAL 2

Promote safe, certified micromobility while curbing dangerous devices and riding behavior

E-micromobility is essential to reducing car dependence, cutting emissions, and expanding affordable travel options across New York City—especially for delivery workers—but its growth must be safe and well-regulated. The City will create a clear, enforceable safety framework that holds delivery platforms accountable for unsafe practices, expands bike and e-scooter share with built-in safety training, aligns e-bike rules with national and international standards, and removes illegal or uncertified devices from City streets. Dedicated enforcement, education, and stronger training and licensing requirements for mopeds and motorcycles will ensure that two-wheeled travel grows responsibly while protecting riders, pedestrians, and communities.



GOAL 3

Encourage safer travel through walking, transit, micromobility, and car-share over private automobile use

Automobile travel remains the most dangerous mode of transportation in the United States and crashes involving cars account for more than 80 percent of traffic fatalities in New York City, most often harming pedestrians, cyclists, and other vulnerable road users. The City will continue shifting travel away from private automobiles by making safer options—walking, transit, micromobility, and shared vehicles—more affordable, reliable, and convenient. This includes building a faster, more accessible bus system, expanding protected and low-stress bicycle networks, lowering the cost and increasing the accessibility of bike and e-scooter share, creating more integration of fares across modes to reduce incentives for car ownership in neighborhoods with strong transit and shared-mobility access.



GOAL 4

Discourage oversized vehicles and prepare for new vehicle technologies

Larger and heavier vehicles pose growing risks on New York City streets, accounting for a disproportionate share of pedestrian fatalities while increasing crash severity, congestion, and pressure on limited curb space. To protect street users and keep pace with rapidly changing vehicle technology, the City will advocate for stronger federal vehicle safety standards that prioritize pedestrian and cyclist safety, promote safer truck design, and ensure responsible deployment of autonomous vehicles with local oversight. At the same time, the City will discourage the use of oversized passenger vehicles through pricing and curb policies, support a shift of freight to safer and more sustainable modes such as cargo bikes, rail, and waterborne transport, and encourage smaller, safer vehicles better suited to New York City's streets, aligning vehicle design, regulation, and incentives with Vision Zero and sustainability goals.



GOAL 5

Expand and maintain safety-focused street designs

Street design remains one of the City's most powerful tools for preventing crashes and saving lives, and decades of targeted redesigns have proven that safer streets work. Building on this success, the City will expand the reach of proven safety interventions—such as pedestrian-priority zones, protected bicycle networks, traffic-calmed corridors, and safer intersections—while modernizing designs to reflect changing travel patterns, user needs, and worker voice. More information on how the City will utilize its toolkit to improve our streets will be released in the 2026 Streets Plan later this year. This Action Plan also prioritizes maintaining and upgrading existing safety treatments, strengthening materials and curb management, addressing injury hotspots on highways and near schools, and improving accessibility for people with disabilities and older New Yorkers, ensuring that street safety improvements are durable, inclusive, and effective across the entire city.



GOAL 6

Cultivate a safety culture through education, enforcement, and shared responsibility

Street design alone cannot save lives without predictable, lawful behavior from everyone who uses the streets. To reduce injuries and fatalities where risk is highest, the City will strengthen accountability through consistent, equitable enforcement that seeks to change dangerous driving behavior before crashes or more serious violations occur and focuses enforcement on people who routinely engage in unsafe driving behaviors rather than minor infractions, expanding automated enforcement, ensuring vehicles are properly registered and identifiable, and closing loopholes that enable license plate fraud and unsafe commercial operations. Safe behavior will be reinforced through sustained education, including integrating Vision Zero into public school curricula, expanding outreach to older adults and updating operator training to reflect current street conditions. At the same time, the City will deepen engagement with grassroots advocates, regional partners, and national safety leaders to foster shared norms of predictability, mutual respect, and protection for the most vulnerable road users.



GOAL 7

Leverage emerging data, technology, and analysis for smarter interventions

Data-driven research has been central to Vision Zero’s success, allowing the City to focus limited resources on interventions that save the most lives. Building on this foundation, the City will deepen its use of emerging data sources, integrated analytics, and new technologies to better understand crash patterns, exposure, and injury risk across all road users, especially as travel behavior and vehicle technology evolve. This includes integrating health and crash data, expanding citywide exposure modeling, piloting advanced bus safety technologies, improving lighting and wayfinding, and making safety data more accessible ensuring that policy, design, and enforcement decisions are continuously informed by the most complete and current evidence available.



GOAL 8

Lead by example with the safest municipal fleet in the nation

As one of the largest fleet operators in the country, New York City will use its scale and purchasing power to set the national standard for vehicle safety. Building on significant reductions in fleet-involved fatalities since the launch of Vision Zero, the City will expand the use of proven safety technologies—such as Intelligent Speed Assistance, automatic emergency braking, high-vision truck designs, telematics, and audible alerts—while strengthening driver training across City, contracted, and regulated fleets. By right-sizing vehicles, incentivizing safer designs in private and commercial fleets, and responsibly exploring new technologies, the City will continue to demonstrate how safer vehicles and operations can protect workers, pedestrians, and all street users.

These eight priorities are not simply a set of policy initiatives—they represent a bold recommitment by this administration to end traffic deaths and to fully realize Vision Zero as the guiding principle of how New York City designs and governs its streets. They translate ambition into action, aligning policy, design, enforcement, and culture around a single, uncompromising goal: a transportation system that protects human life above all else and serves the needs of all New Yorkers. Delivering on this vision will require sustained leadership and deep coordination across the City’s multi-agency Vision Zero Task Force, bringing together expertise in street design, enforcement, public health, fleet operations, education, and data. No single agency can achieve this alone, and lasting progress will depend on shared accountability, continuous evaluation, and a willingness to innovate. This is our opportunity to reassert what Vision Zero has always promised: that no loss of life on our streets is acceptable, and that with the right tools, the right policies, and the right leadership, we can build a city where that promise is realized.

Marquee Action Items

Building on this commitment, this plan includes a set of more than one hundred visionary actions designed to transform New York City's streets and accelerate progress toward eliminating traffic deaths and serious injuries. While the goals outlined above define the long-term direction of Vision Zero, these marquee actions represent the defining commitments of this plan, setting out the high-impact steps this administration will initiate to confront the most urgent risks and advance a safer, more equitable transportation system. Together, they demonstrate how this administration will act with urgency and purpose to reduce harm, strengthen accountability, and continue pushing the boundaries of what Vision Zero can accomplish.

Launch New York City's First-Ever Super Speeder Program

Implement newly enacted State legislation to require the most extreme repeat speed violators to install Intelligent Speed Assistance (ISA) devices, harnessing innovative technology to stop dangerous speeding before tragedy occurs.

Expand the Implementation of Sammy's Law

Expand 20 MPH speed limits within entire neighborhoods or other defined zones across the five boroughs in coordination with other traffic calming and safety treatments, prioritizing areas where lower speeds can deliver the greatest safety benefits.

Implement Hardened Daylighting or Better at a Minimum of 1,000 Intersections Each Year

Implement a minimum of 1,000 intersection safety improvements annually through a range of hardened daylighting or better treatments, including but not limited to safety street improvement projects, traffic signals, all-way stops and leading pedestrian intervals, using a data-driven approach to prioritize the highest-risk locations and the most effective treatments for reducing injuries.

Complete Safety Treatments on All Vision Zero Priority Corridors

Ensure that all Vision Zero Priority Corridors, nearly 200 citywide, receive safety improvements, including protected bike lanes and other proven traffic-calming treatments, where feasible.

Regulate Third-Party Delivery Platforms to Improve Street Safety

Strengthen accountability for third-party delivery platforms through safety requirements, improved data transparency, worker protections, and reforms to delivery practices and incentives to improve safety outcomes.

Make Dangerous Driving a Key Legislative Priority in Albany

Pursue State legislation to strengthen tools for holding accountable people who drive dangerously, including limiting the use of conditional licenses for drivers that routinely violate traffic laws and combating ghost plates.

Lead the Nation in Fleet Safety with Proven Crash-Prevention Technology

Expand the use of advanced safety technologies, including Intelligent Speed Assistance, pedestrian alerts, and surround cameras, across the City fleet to set a new national standard.

Launch the Office of Curb Management at the Department of Transportation

The new office will take a holistic approach to organizing curb space, expanding loading zones, supporting deliveries, and reducing unsafe parking behavior such as double parking and parking in bike and bus lanes.

Integrate Traffic Safety Curriculum into Every Public School

Create a citywide Vision Zero education strategy that embeds traffic safety into everyday learning, including integrating age-appropriate safety lessons into NYC Public Schools curriculum.

Create a Unified Vision Zero Data Warehouse

Build a next-generation Vision Zero data system by integrating crash, health, enforcement, and transportation data across agencies to identify emerging safety risks, better understand where and why serious injuries occur, and target street design, enforcement, and policy interventions where they can have the greatest impact.

Modernize Street Lighting to Improve Street Safety

Launch a connected streetlight network that automatically detects outages and accelerates repairs, improving visibility in high-risk locations—including beneath elevated trains and highways—and helping to prevent crashes while creating safer streets and more welcoming communities.

What is Vision Zero?

Vision Zero is New York City's foundational commitment to eliminate traffic related fatalities and severe injuries. At its core, Vision Zero is rooted in a powerful, human-centered principle: no death or severe injury on our streets is acceptable. Unlike traditional approaches that treat crashes as unavoidable "accidents," Vision Zero recognizes that traffic injuries are preventable—and we have both the responsibility and the tools to stop them.

Vision Zero began in Sweden in 1997 and has since become an internationally recognized movement to reimagine street safety through systemic change. In 2014, New York City became the first city in the United States to adopt this approach, launching a historic, multi-agency initiative under then-Mayor Bill de Blasio. This effort brought together City government, advocacy groups, and communities to reshape how we design, manage, and use our streets—placing safety at the forefront. In the years since, dozens of U.S. cities have followed New York City's lead and established their own Vision Zero programs.

Vision Zero is not a single program or policy—it is a comprehensive, citywide strategy grounded in the [Safe System](#) approach. It recognizes that while people will inevitably make mistakes; those mistakes should not result in death or severe injury. To achieve this, Vision Zero works to build redundancy into every aspect of the transportation system so if one aspect fails, others can help prevent tragedy.

This government-wide approach demands action across multiple fronts. Vision Zero encompasses safe street design, targeted enforcement, strong legislation, public education, and cross-agency collaboration. It also reflects a cultural shift: a move toward treating traffic deaths with the same urgency and systemic solutions as other major public health crises. Whether someone is walking, biking, using a wheelchair, driving, or taking transit, Vision Zero affirms every New Yorker's right to move through the city without fear of death or severe injury.



Creating safer streets requires more than physical redesigns—it demands sustained leadership, strategic investment, and a collective commitment to valuing every human life. As we look to the next decade, New York City remains steadfast in its Vision Zero mission. We will deepen our focus on equity, double down on life-saving strategies, and expand safety initiatives that not only protect lives but also contribute to our broader climate and sustainability goals. Our task is clear: a transportation system where every New Yorker can move safely, confidently, and without fear.

Benefits

While Vision Zero's central mission is to eliminate traffic deaths and severe injuries, its impact extends far beyond street safety alone. By fundamentally rethinking how streets are designed, used, and governed, Vision Zero contributes to a stronger, healthier, and more resilient city. It enhances quality of life, improves public health, promotes environmental sustainability, supports economic growth, and helps close longstanding equity gaps in access and mobility. These combined benefits improve New York City's livability, promoting the long-term well-being of both individuals and communities and making New York City a better place to live for all.

Sustainability

Redesigning streets to prioritize pedestrians, cyclists, and transit users reduces car dependency and encourages more sustainable travel. These shifts reduce harmful vehicle emissions, improve air quality, and support New York City's broader environmental goals. By making walking, biking, and transit safer and more appealing, Vision Zero addresses climate change and promotes cleaner air citywide.



Some Vision Zero street redesigns also incorporate green infrastructure—such as street trees, planted medians, and permeable surfaces—that help manage stormwater, reduce urban heat, and enhance the overall comfort of the street environment. These features complement the program’s core safety goals by contributing to a more livable and resilient streetscape.

These combined efforts to promote sustainable travel and safer streets have contributed to measurable reductions in greenhouse gas emissions and helped earn Vision Zero recognition as one of New York City’s innovative climate action projects in the 2019 [Cities100 report](#).

Public Health

Safer streets are healthier streets. Vision Zero promotes active transportation by making it safer and more inviting for New Yorkers to walk and bike. This shift not only reduces traffic-related injuries but also helps prevent chronic diseases such as diabetes, obesity, and heart disease, while improving overall mental health and community well-being. The relationship between active modes of transportation and the prevention and management of chronic diseases is [widely studied](#).

At the same time, reduced vehicle use can contribute to better air quality and lower rates of respiratory illness, particularly in communities historically burdened by environmental health disparities. An analysis of air quality in the [MTA’s evaluation](#) report of the Central Business District Tolling Program found promising results linking a decrease in vehicle miles traveled to minor improvements in air quality and predicts this impact to increase as the program continues. By aligning with public health goals, Vision Zero serves as a cornerstone of a healthier and more vibrant New York City.

Economic Vitality

Investments in street safety strengthen local economies by creating environments that are more welcoming, accessible, and vibrant. Safe, well-designed streets encourage active transportation and neighborhood exploration, supporting local commerce and revitalizing commercial corridors. Street Improvement Projects and pedestrian-focused design strategies, such as Open Streets and pedestrian plazas, increase foot traffic which enhances the overall economic vitality of surrounding communities by boosting spending at local businesses. [Streets for Recovery: The Economic Benefits of the NYC Open Streets Program](#) reported in 2022 that sales growth at restaurants along Open Streets corridors significantly outpaced the overall sales growth numbers in all five boroughs. These changes also improve access to jobs, schools, and essential services, making it easier for residents to reach economic opportunities and for businesses to attract both customers and employees. In addition to benefiting local neighborhoods, safer, more accessible streets enhance the City’s appeal to visitors and help attract and retain a talented workforce.

Affordability

Creating safer streets reduces costs and makes New York City more affordable for everyone. Investing resources to promote safe, efficient, and affordable modes of transit—including subways, buses, bikes, and e-bikes—provides options for individuals to shift away from reliance on private vehicles with high ownership costs. Redesigning streets with safety in mind reduces severe traffic-related injuries, bringing down individual healthcare costs. [2024 report published by the American Public Health Association](#) found that Vision Zero policies in New York City resulted in a “substantial protection for socioeconomically disadvantaged populations known to face heightened risk of injury.” This decrease in injuries resulted in over \$90 million in Medicare expenditure savings in the first five years of the Vision Zero program in New York City, with the largest savings among Black residents. All New Yorkers benefit from reducing high-cost medical care in the face of traffic crashes causing severe injuries.

Vision Zero’s work can also help New York City find cost savings that allow funds to be redirected toward programming that address affordability concerns. With fewer heavy vehicles on our roads, infrastructure improvements can shift focus from addressing immediate wear and tear to designing and building updated streets that benefit all New Yorkers. Our City fleet’s commitment to training safer drivers and procuring safer vehicles means reducing losses currently associated with vehicle repairs and lawsuits after a crash, which have high costs that can eat into agency budgets and their ability to perform the important functions of their work.

Guiding Principles

This Action Plan is grounded in a set of guiding principles informed by a decade of progress and evolving insights into eliminating traffic deaths and severe injuries. These principles ensure that New York City’s approach remains evidence-based, equity-focused, inclusive, and grounded in a cultural shift in how streets are used and shared. They provide the foundation for a safer, more sustainable, and more just transportation system for all New Yorkers.

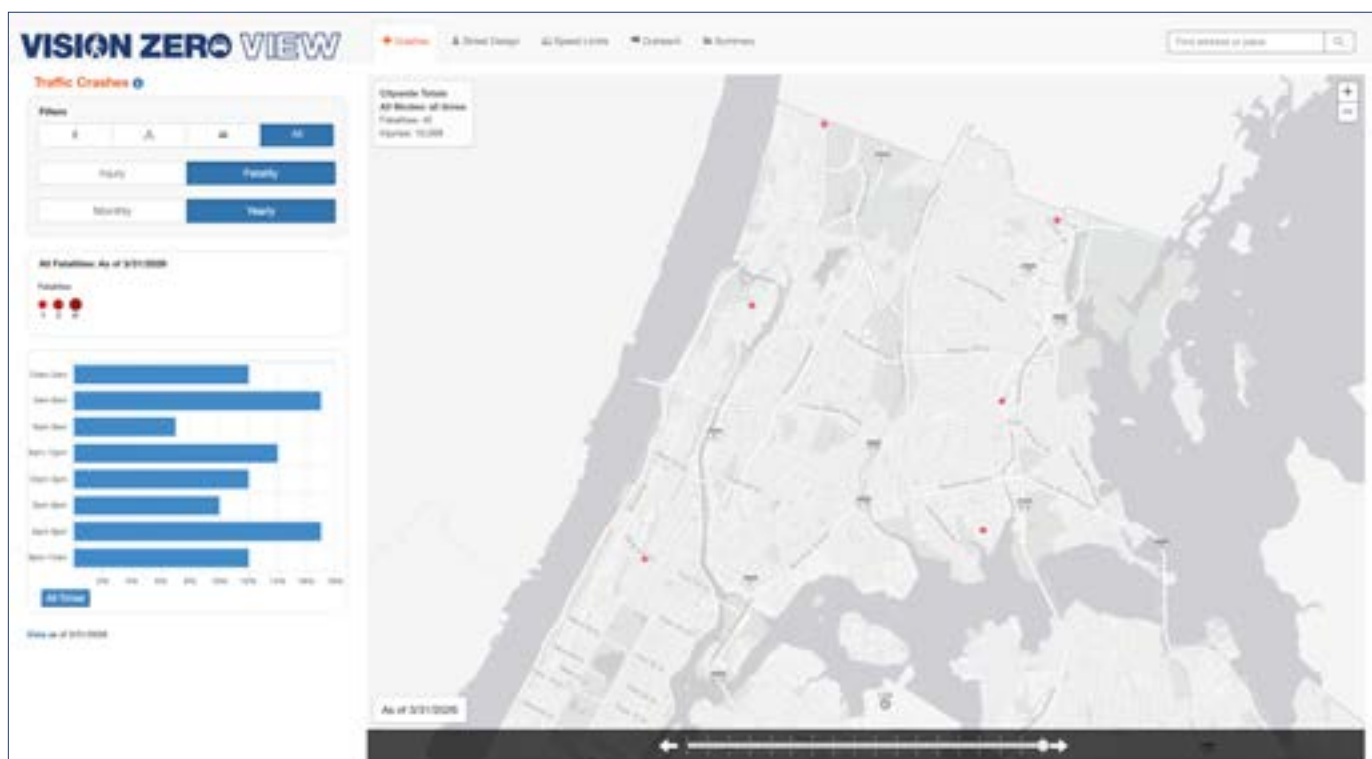
Data is essential to eliminating traffic deaths and severe injuries. Since its inception, Vision Zero has relied on rigorous analysis to understand when, where, and why crashes occur. By integrating crash reports, safety treatment evaluation, health data, traffic volume trends, enforcement records, and street design conditions, the City identifies high-crash and high-risk locations and situations where targeted interventions can have the greatest impact.

These insights inform the strategic deployment of resources across street redesigns, targeted enforcement, public education, and community engagement initiatives. This data-driven approach ensures interventions are not only effective but also equitable, by directing attention to the areas and populations facing the greatest risk.

The Vision Zero Task Force meets regularly to review data, monitor progress, and coordinate strategies. By sharing information and aligning efforts, agencies can identify trends, respond effectively, and continuously adapt the Vision Zero approach based on the latest evidence.

Equity

Vision Zero is grounded in the belief that every New Yorker deserves safe travel through their city—regardless of race, income, age, ability, or neighborhood. But safety cannot be achieved without allocating resources fairly. To achieve this, Vision Zero uses safety data to guide decisions about where to deploy life-saving interventions equitably and prioritizes safety improvements where the need is greatest. High-injury corridors, dangerous intersections, and communities with persistent crash histories receive targeted attention based on measurable risk. This approach ensures that every corner of the city, whether in a dense commercial district or a historically underserved residential neighborhood, benefits fairly from New York City’s commitment to safety.



The [Vision Zero View](#) map is an interactive tool that is updated monthly with information on traffic injuries and fatalities across New York City, as well as how the City is responding to make street safer through engineering and education.

Enforcement strategies also reflect this principle. City agencies—including the New York City Police Department (NYPD), Sheriff’s Office, Taxi and Limousine Commission (TLC), Business Integrity Commission (BIC), and Department of Transportation (DOT)—focus on the behaviors most likely to cause serious crashes, such as speeding and failure to yield. They deploy automated enforcement technologies that remove bias from the equation by targeting actions, not individuals. This strategy has proven to be successful in preventing fatalities, demonstrating that targeted, fair enforcement works.



Equity also guides how the City engages communities. Vision Zero delivers targeted outreach in neighborhoods with high-crash rates and among populations at greater risk, ensuring that education and engagement complement engineering and enforcement in the places they are needed most.

By embedding equity into every phase of planning, investment, enforcement, and engagement, Vision Zero works to guarantee that all New Yorkers can navigate the city safely.

Accessibility

Safe streets must work for everyone—regardless of age, ability, or how they move through the city. A transportation system cannot be truly safe or inclusive as long as physical and systemic barriers prevent many New Yorkers from moving freely, confidently, and without fear.

Vision Zero dismantles these barriers by embedding accessibility into every stage of street design and policy. From pedestrian ramps and accessible pedestrian signals to raised crosswalks and protected intersections, safety improvements are designed to meet the needs of older adults, children, and people with disabilities. These features make everyday travel safer and more predictable—not only for those with disabilities, but for all New Yorkers who benefit from streets that are easier to navigate and designed to support safe, low-stress movement.

With more than one million New Yorkers—10% of the population—living with a disability and a growing population of older residents, accessibility is critical. It is essential infrastructure that requires the City’s focused, resourced support. Vision Zero ensures that every street design project considers the full range of human experiences, building a city where mobility is a right, not a privilege.

Culture Shift

A lasting reduction in traffic deaths and severe injuries requires more than infrastructure and enforcement. It calls for a cultural shift in how New Yorkers think about and use our streets. For decades, street design, policy decisions, and public attitudes have prioritized vehicle movement, often at the expense of other road users, including pedestrians, cyclists, or public transit riders. Vision Zero has reframed that approach by centering safety, equity, and shared responsibility for all road users. This Action Plan reflects a growing understanding that streets are public spaces, and everyone deserves to move through them safely, regardless of how they use them.

Changing the culture around street safety also means promoting safer behaviors by all street users. That includes drivers slowing down and yielding, pedestrians crossing responsibly, bicyclists obeying traffic laws, and everyone sharing the road with awareness and respect. Enforcement plays a critical role in reinforcing these behaviors, as do public education, school-based programs, community outreach, and targeted safety campaigns. These combined efforts aim not only to deter dangerous driving, but also to reshape attitudes, habits, and expectations around street safety.

Over the past decade, New Yorkers have begun to experience what safer streets can look like and embraced this shift. However, continued progress requires ongoing commitment. This Action Plan is a call to every New Yorker to look out for one another. When safety becomes a shared priority, it becomes a shared reality. Together, we can create a city where our streets reflect our values: respect, inclusion, and the unwavering belief that no loss of life is acceptable.



The visually impactful “Speeding Ruins Lives” campaign ran from 2022-2025 and included images of pedestrians and cyclists of diverse backgrounds and ages flying through the air after the impact of being struck by a vehicle driver.





Foundations and Achievements

Vision Zero Task Force

Since its launch in 2014, Vision Zero has been defined by an unprecedented level of cross-agency collaboration and measurable impact on street safety. At the heart of this effort is the Vision Zero Task Force, led by the Mayor's Office of Operations, which brings together representatives from more than a dozen key agencies to align strategy, share data, and advance the City's street safety goals. The Task Force meets biweekly to review program performance, coordinate cross-agency efforts, and identify new traffic safety challenges. This regular convening not only fosters the close working relationships that make true collaboration possible but also allows the City to tackle traffic safety challenges with a unified voice—an approach that has been essential to Vision Zero's success.



The Vision Zero Task Force comprised of representatives from the agencies listed on the right meets every two weeks to discuss metrics, data, agency progress and areas of collaboration.

Vision Zero Task Force Member Agencies and Offices

- » Business Integrity Commission (BIC)
- » City Hall
- » Department of Citywide Administrative Services (DCAS)
- » Department of Transportation (DOT)
- » Department of Sanitation (DSNY)
- » District Attorneys' Offices
- » New York City Fire Department (FDNY)
- » Law Department (Law)
- » Metropolitan Transportation Authority (MTA)
- » NYC Department for the Aging (NYC Aging)
- » Department of Health and Mental Hygiene (NYC Health)
- » NYC Public Schools (NYCPS)
- » NYC Health + Hospitals (H+H)
- » New York City Police Department (NYPD)
- » Mayor's Office for People with Disabilities (MOPD)
- » Office of Management & Budget (OMB)
- » Mayor's Office of Operations (Ops)
- » Sheriff's Office
- » Taxi & Limousine Commission (TLC)

These agencies contribute subject matter expertise across a wide array of fields, encompassing crash data analysis, public health, fleet operations, traffic enforcement, and street design, making the Task Force a unique platform for cross-sector problem-solving.

As it has grown, the Task Force has added new agencies and created specialized working groups to take on complex challenges. These groups bring together technical experts and policy leaders from across member agencies to focus on issues such as data analysis, fleet operations, micromobility, communications, school travel, and legislative strategy. By digging deeper into specific problem areas, the working groups generate practical solutions, pilot new ideas, and strengthen the overall capacity of the Task Force.

The Task Force and its working groups remain the central platform for translating Vision Zero's vision into concrete, citywide action.

Evolving the Vision

Over the last decade, New York City's original Vision Zero Action Plan has evolved through systematic updates, agency-led research, and rigorous annual tracking. This process has produced an extensive body of reports that have enabled the City to adapt its strategies to meet emerging safety challenges, reflect new data insights, and improve implementation based on demonstrated real-world outcomes. Each of these reports, including the ones featured below, are available through the [Vision Zero Library](#), which spans multiple focus areas including comprehensive action plan updates, borough-level planning, targeted studies on high-risk populations and behaviors, and evaluations of programs, projects, and enforcement.



Action Plan Updates

Between 2015 and 2021, the Mayor's Office of Operations released seven Vision Zero annual reports. These updates document progress, track agency commitments, and introduce new initiatives. Collectively, they reflect the City's sustained commitment to transparency and continuous improvement. While formal annual reports have not been issued since the 2020 report, the City continues to document Vision Zero progress through other publications, evaluations, and data releases, including on the [Vision Zero Website](#).

This process has produced an extensive body of reports that have enabled the City to adapt its strategies to meet emerging safety challenges, reflect new data insights, and improve implementation based on demonstrated real-world outcomes.



Pedestrian Safety Action Plans

To address each borough's unique traffic patterns and safety needs and focus on pedestrians, the most vulnerable road users, NYC DOT has released Borough Pedestrian Safety Action Plans. Initially produced in 2015, these plans were then updated in 2019 and 2023. Each plan identifies the priority intersections, corridors, and areas where pedestrian deaths and severe injuries have been disproportionately concentrated. They describe the engineering interventions DOT uses to improve pedestrian safety and establish the agenda for street redesigns.

- [Borough Pedestrian Safety Action Plans Update \(2023\) – NYC DOT](#)
- [Borough Pedestrian Safety Action Plans Update \(2019\) – NYC DOT](#)



Detailed Safety Studies

Task Force agencies have published numerous studies examining safety outcomes for specific populations, vehicle types, street designs, geographies, and risk factors. These reports have helped the City better understand designs, disparities, crash patterns, and public health impacts, guiding more equitable and targeted safety strategies. Notable examples include:

- [*Equity and Street Safety: How Communities of Color and Low-Income Communities Have Become Safer \(2025\) – NYC DOT*](#)
- [*Daylighting and Street Safety: An Analysis \(2025\) – NYC DOT*](#)
- [*Safety Treatment Evaluation \(2022\) – NYC DOT*](#)
- [*Pedestrian Safety and Older New Yorkers \(2022\) – NYC DOT*](#)
- [*Safe Streets For Cycling: How Street Design Affects Bicycle Safety and Ridership \(2021\) – NYC DOT*](#)
- [*Distraction Shouldn't Be Deadly \(2019\)– NYC DOT*](#)
- [*Driving and Self-Reported Dangerous Driving Behaviors in NYC \(2017\) – NYC Health*](#)
- [*Pedestrian Fatalities in NYC and Motor Vehicle Occupant Fatalities in NYC \(2017\) – NYC Health*](#)
- [*Don't Cut Corners: Left Turn Pedestrian and Bicyclist Crash Study \(2016\) – NYC DOT*](#)



Automated Enforcement Reports

Pursuant to State law, New York City is required to publish regular reports evaluating the effectiveness of its automated enforcement programs, including speed and red-light cameras. These reports, produced by NYC DOT, provide a transparent, data-driven assessment of how automated enforcement is improving safety for all road users.

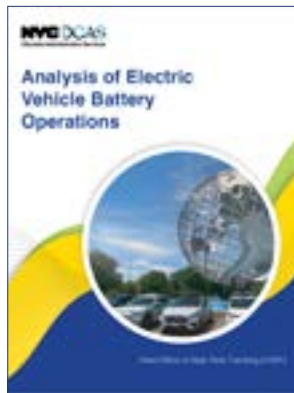
- [*New York City Automated Speed Enforcement Program \(2024\) – NYC DOT*](#)
- [*New York City Red-Light Camera Program Review \(2024\) – NYC DOT*](#)



Mode-Specific Action Plans

To address the unique safety challenges of vulnerable road users, the City has developed targeted modal action plans. These plans have informed infrastructure investments and supported the City's efforts to improve safety for cyclists and other vulnerable road users. Key examples include:

- [*The Green Wave Progress Report \(2019\) – NYC DOT*](#)
- [*Safer Cycling: Bicycle Ridership and Safety in NYC \(2017\) – NYC DOT*](#)
- [*New York City Motorcycle Safety Study \(2016\) – NYC DOT*](#)



Fleet Reports

The City and its federal partners at U.S. DOT have published a series of reports on fleet safety, covering best practices and safety research findings for both public and private vehicle fleets. These reports have helped the City better manage its own fleet and encourage private fleets to meet the City's high safety standards. Notable publications include:

- [*Analysis of Electric Vehicle Battery Operations*](#)
(2025) – NYC DCAS
- [*2025 NYC Safe Fleet Transition Plan Update*](#)
(2025) – U.S. DOT, NYC DCAS
- [*New York City Intelligent Speed Assistance Pilot Evaluation*](#)
(2024) – NYC DCAS
- [*The NYC School Bus Fleet: Improving Road Safety Through Technologies and Training*](#)
(2024) – NYC DCAS
- [*Safe Fleet Transition Plan: Private Vehicle Crashes and Vehicle Safety Technology*](#)
(2021) – U.S. DOT, NYC BIC, NYC DCAS
- [*Safe Fleet Transition Plan Update for 2018-2019*](#)
(2018) – NYC DCAS
- [*Truck Sideguard Report*](#)
(2014) – NYC DCAS

Vision Zero Scorecards

The Vision Zero Scorecards are a key tool in New York City's commitment to transparency, accountability, and continuous improvement in traffic safety. First introduced with the 2014 Vision Zero Action Plan—which launched 63 foundational initiatives across multiple agencies—the scorecards now track more than 408 initiatives as the program has expanded into a comprehensive, citywide framework. Coordinated by the Mayor's Office of Operations, the scorecards provide a clear, public-facing view of implementation progress across all participating agencies. New scorecard initiatives are added annually, and there are 439 scorecard initiatives as of 2026.

VISION ZERO

By The Numbers 2014-2025

3,300

speed bumps and
speed cushions
installed.

70,605

pedestrian ramp corners
constructed since 2017.

10,634,309

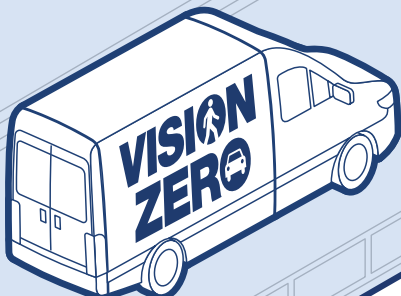
traffic tickets issued by NYPD.

68%

of New Yorkers are
aware of Vision Zero.*

114,992

City fleet operators trained
in defensive driving.



66,593

MTA personnel
trained in Vision Zero.

At least

105,050

safety items installed
between 2017 and 2025.

309,680

TLC-licensed driver
courses with Vision Zero
curriculum completed.

New York City has the largest
bicycle network in North
America, with over

1,600

lane miles of dedicated
cycling space.

Nearly **600**
miles of dedicated
cycling lanes installed
since 2014.

99%

compliance with trade
waste hauling vehicle
sideguard law by
installation or waiver
since 2022 when the
program began.

2,500

speed cameras
installed since
2022 when the
program began.

*(2022)



SCHOOL

**SPEED
LIMIT
15**

FINES HIGHER

**PHOTO
ENFORCED**

SR-2288

DEPT OF TRANSPORTATION

Signature Initiatives and Achievements

Over the past decade, New York City has launched and sustained an ambitious set of initiatives as part of its Vision Zero effort. These include the 2014 reduction of the citywide default speed limit from 30 MPH to 25 MPH (A10144-B), the enactment of the Failure to Yield Law (LL 115 of 2016) to hold drivers accountable for injuring pedestrians and cyclists (which resulted in more than 28,000 OATH summonses issued to drivers that injured a pedestrian or cyclist and 388 arrests that fatally injured or killed a pedestrian or cyclist since the law took effect), the expansion of redlight (S2812-A/A5259-A) and speed camera programs (S4331/S5602B/S8344), and the landmark passage of Sammy’s Law in 2024 (S524/A4655), which granted New York City greater authority to set safer local speed limits. In 2026, the New York State budget (S9008C/A10008C) authorized the City to launch a “Super Speeders” program, requiring drivers that acquire 16 or more speed camera violations in one year to install a speed-limiting (Intelligent Speed Assistance or ISA) device in their vehicles.

Since the launch of Vision Zero, these and many other milestones have helped enable a broad range of impactful initiatives—spanning street design and engineering, policy and legislation, fleet and vehicle safety, enforcement, communications and education, and data and research—that continue to advance the City’s Vision Zero goals. The following pages highlight a selection of achievements from the past decade, illustrating the variety of strategies and approaches the City has used to advance street safety.

Initiatives:





Street Design and Engineering

Queens Boulevard and Great Streets

Implementation Period:
2015 – Present

Lead Agency:
NYC DOT

Scope:
Queens Boulevard from
Skillman Ave to Hillside Ave

KEY METRICS

- » For entire limits
(Skillman Ave to Roosevelt Ave)
 - » Roadway fatalities on Queens Blvd have decreased by over 70% since 2015 compared, to the previous 10 years
 - » Cycling volumes have increased across the corridor by 100% to 450%
- » Following a Street Improvement Project implemented in 2021 on Queens Blvd from Yellowstone Blvd to Union Turnpike:
 - » Crashes with injuries decrease by 20%
 - » Pedestrian injuries decrease by 44%

Queens Boulevard, once infamously referred to by New York City tabloids as “The Boulevard of Death,” was one of New York City’s deadliest streets due to its consistently high number of fatalities, especially among pedestrians. In 2014, at the start of Vision Zero, NYC DOT identified Queens Boulevard as one of the City’s first Great Streets—major roadways prioritized for planning and investment. This designation launched an ambitious, multi-modal redesign to improve safety and accessibility for all road users.

- From 2015 to 2024, NYC DOT used internal funding to implement a series of short-term (in-house) operational projects along a 7-mile segment of Queens Boulevard, from Skillman Avenue to Hillside Avenue. Improvements included protected bike lanes, new pedestrian space, new crosswalks, transit upgrades, signal timing changes, and stop-controlled slip lanes, among other enhancements.
- The City was awarded \$29.75 million in federal U.S. DOT funding through the “Safe Streets and Roads for All” program in 2023. A more permanent, longer term capital project, scheduled to begin construction in fiscal year 2027, will expand and reconstruct service road medians to include a raised pedestrian mall and grade-separated bicycle path, reconfigure slip lanes, shift buses to the mainline roadway, improve bus stops, and add new streetscape amenities such as lighting, seating, and landscaping.
- Queens Boulevard is one of five major corridors selected for the Great Streets initiative, along with the Grand Concourse (Bronx), Atlantic Avenue (Brooklyn), Fourth Avenue (Brooklyn), and Northern Boulevard (Queens). Each corridor has undergone, or is undergoing, in-house and capital safety improvements.

Before



After



Before



After





Policy and Legislation

Trade Waste Hauling Vehicle Safety Law (Local Law 198 of 2019) & Enforcement of Subsequent Rules

Implementation Period:
2019 – Present

Lead Agency:
BIC

Scope:
Citywide

KEY METRICS:

- » Over 15,000 inspections conducted by BIC investigators since 2021
- » Average of over 300 inspections a month at garages and on city streets
- » More than 3,000 safety rule violations issued since 2021



In 2019, New York City enacted Local Law 198, a landmark policy that expanded BIC's regulatory authority beyond its anti-corruption mandate to include vehicle and traffic safety oversight of the trade waste hauling industry. For the first time, BIC was empowered to develop and enforce safety regulations addressing vehicle and driver safety risks. This was a major step forward in aligning local policy with Vision Zero's focus on accountability, regulation, and industry-wide safety reform.

- BIC's safety rules require all regulated trade waste companies to follow a comprehensive set of vehicle and driver safety standards, ranging from mandatory daily inspections to annual safety training for workers.
- These rules were codified and implemented following the passage of Local Law 198 in 2019 and became enforceable in August 2021 rulemaking.
- The law empowers BIC investigators to conduct roadside stops and on-site inspections at company garages focused on safety, enforcing safety rules and addressing unsafe practices across the trade waste hauling industry.



Fleet and Vehicle Safety

Intelligent Speed Assistance

Implementation Period:
2022 – Present

Lead Agency:
NYC DCAS

Scope:
21 vehicle types across
19 City agencies

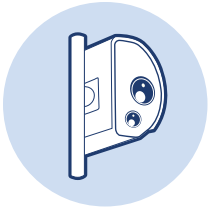
KEY METRICS:

- » Deployed across 21 vehicle types and 19 City agencies
- » DCAS expanded the ISA program to 700 City vehicles in October 2025, making it the largest ISA project in the world
- » Over seven million miles traveled by ISA-equipped vehicles as of December 2025
- » 64% reduction in speeding in ISA-equipped vehicles, while a 10% increase was observed in the control group during the same period



Speed is a major risk factor contributing to severe injury crashes in New York City and nationwide. In 2022, DCAS, in partnership with the U.S. DOT Volpe Center, launched New York City's first large-scale Intelligent Speed Assistance (ISA) pilot across municipal fleet vehicles. ISA devices installed on vehicles use GPS and mapping data to identify local speed limits and restrict the vehicle's speed to either the speed limit or a predetermined threshold above or below that limit. This technology mechanically enforces compliance with speed limits, marking a significant advancement in operationalizing Vision Zero principles into fleet management.

- DCAS has installed ISA technology on 21 vehicle types—ranging from passenger cars to Class 8 tractor trailers—across 19 city agencies. The DCAS Shared Fleet and Administration for Children's Services (ACS) have completed the roll out for all their vehicles.
- A [pilot evaluation](#) demonstrated a 64% reduction in speeding among vehicles equipped with ISA compared to control vehicles. The study included vehicles classified as habitual speeders, confirming ISA's effectiveness for both normally operated and high-risk vehicles.
- DCAS announced in October 2025 that it would transition all civilian vehicles, over 7,000, to ISA through new vehicle procurements.



Enforcement

Ghost Plate Enforcement Operations

Implementation Period:
2024 – Present

Lead Agency:
NYPD

Scope:
Citywide, targeted locations with high toll evasion

KEY METRICS:

- » 114 enforcement operations conducted since 2024, ongoing for 2026
- » 68,396 summonses issued
- » 6,383 vehicle seizures
- » 1,549 arrests
- » \$64.5 million due from enforcement activity

“Ghost plates” refer to intentionally obscured, fake, or altered license plates designed to evade detection and enforcement. These fraudulent plates are estimated to cost New York City and its regional partners tens of millions of dollars annually in lost toll revenue and fines. They also undermine automated enforcement of speed and red-light violations, allowing dangerous behavior on city streets to go unchecked.

In recent years, as the City has relied more heavily on automated camera enforcement and tolling technology, some drivers have exploited loopholes in its license-plate recognition systems to evade enforcement. Since these cameras rely on referencing their images against a database of known vehicle registrations, the cameras cannot issue tolls or violations to counterfeit or obstructed license plates. This combined with the lack of police enforcement in turn gave rise to a black market in temporary and out of state plates that allowed drivers to evade tolls, traffic cameras, summonses, and even identification following collisions. The widespread abuse of fake and obstructed plates that began during this period remains a systemic enforcement challenge.

Starting in 2024, an interagency City and State-led task force—including the NYPD, New York State Police (NYSP), New York City Sheriff’s Office, Port Authority Police Department (PAPD), Triborough Bridge and Tunnel Authority (TBTA), New York State Department of Motor Vehicles (DMV), TLC, and BIC—convened to conduct a series of targeted, 8-hour enforcement operations at locations across the city, with a focus on bridges and tunnels. These operations use vehicle-mounted and portable license plate readers to identify and apprehend toll scofflaws, unregistered or uninsured vehicles, and operators with lost, stolen, altered, covered, mismatched, or missing plates.





Communications, Engagement, and Education

NYC Vision Zero Street Teams

Implementation Period:
2016 – Present

Lead Agency:
NYC DOT & NYPD

Scope:
High-injury locations
across all boroughs

KEY METRICS:

- » Nearly 1,000 Vision Zero Priority Locations visited since 2014
- » Approximately 2.4 million flyers distributed since 2014



NYC Vision Zero Street Teams, a joint effort between NYC DOT and NYPD, engage with the public in areas with high pedestrian severe injury rates and heavy pedestrian and vehicle traffic.

DOT staff distribute educational materials and interact directly with drivers, pedestrians, and cyclists to promote safe behaviors, while NYPD officers provide on-foot support during the educational phase.

This outreach is often followed by targeted enforcement efforts, including summonses for speeding and failure to yield.

Street Teams also lead hands-on safety demonstrations, covering topics such as safe walking and biking practices, car safety tips, and more.



Data and Research

Micromobility Injury Data Collection

Implementation Period:
2024 – Present

Lead Agency:
NYC Health + Hospitals
& NYC Health

Scope:
Six NYC Health + Hospitals
trauma centers reporting
micromobility injuries

KEY METRICS:

- » Motorcyclist or similar was the highest volume injury category in 2025, with 363 trauma patient visits reported
- » Pedestrian was the lowest volume injury category in 2025, with 63 pedestrian trauma patients with injuries caused by micromobility devices
- » For all five micromobility-related injury categories together in 2025, the highest number of injuries were reported in July (147 trauma patients)



While most Vision Zero injury and fatality reporting is based on police reports of traffic crashes, micromobility injuries are likely to be undercounted, as many incidents are not reported to the police. To better understand the volume and patterns of micromobility injuries, NYC Health + Hospitals partnered with NYC Health in 2024 to develop micromobility injury groupings using medical diagnostic codes. The effort established five distinct groups of injuries: e-bike riders, stand-up e-scooter riders, motorcyclists or ATV/dirt bike/off-road vehicle riders, pedal cyclists, and pedestrians struck by these devices.

Six NYC Health + Hospital trauma centers—Jacobi, Lincoln, Kings County, Bellevue, Harlem, and Elmhurst—now use these groupings to track injury trends among trauma patients and better describe the health impact of micromobility injuries in New York City. While these six hospitals are a small subset of all hospitals in the City, they provide an important sample, as they include all public hospital trauma centers across the five boroughs.

Findings are reported regularly to the Vision Zero Task Force to support responsive, data-driven policy and program development.





Vision Zero Today

Reflecting on a Decade of Progress

Over the past decade, Vision Zero has led to measurable reductions in traffic deaths and severe injuries across New York City. Annual fatalities have declined meaningfully compared to the years before the program began, with notable progress for pedestrians and cyclists. These improvements reflect sustained investment in safer street design, targeted enforcement, public education, and cross-agency collaboration.

Yet lives continue to be lost, and emerging challenges threaten the safety of all New Yorkers. This section examines key metrics that track progress over the past decade and highlights trends that will shape the next phase of Vision Zero.

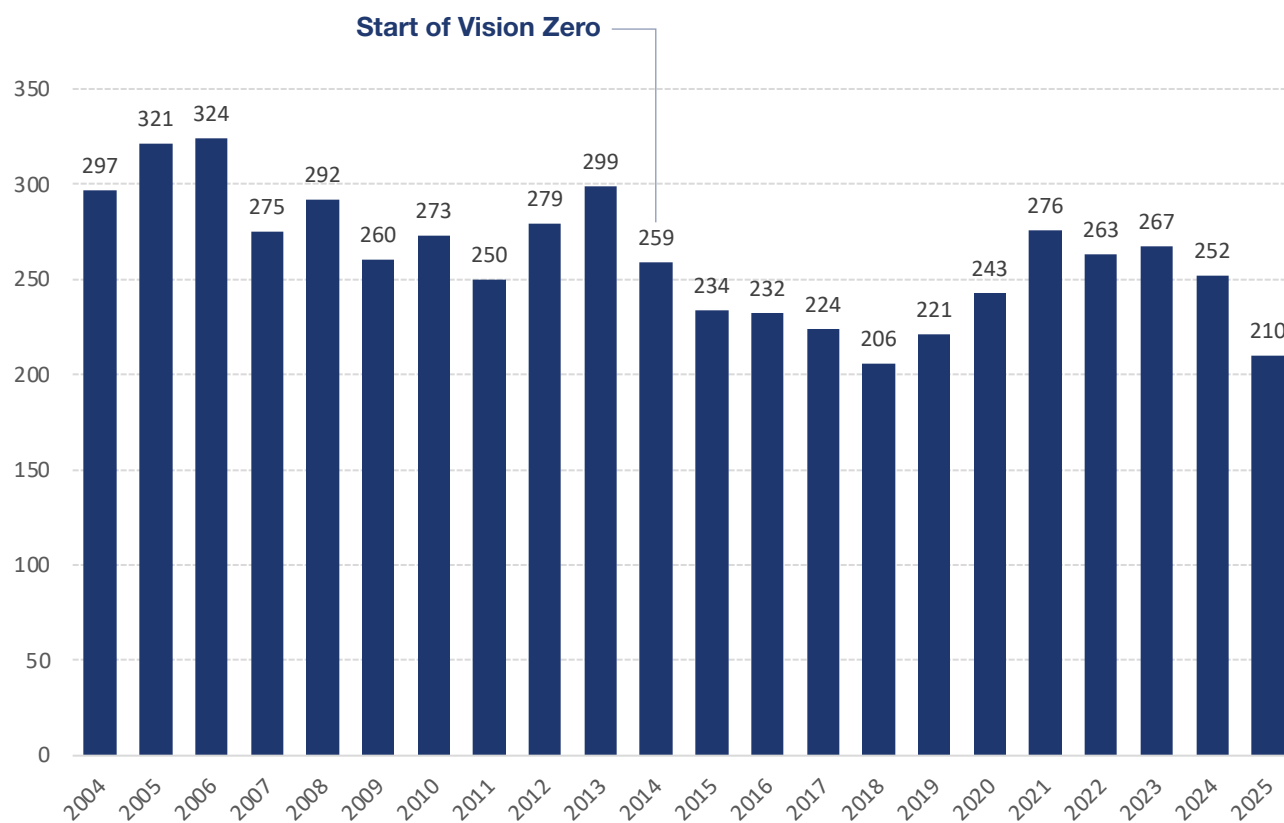
Fundamental Metrics

Fatalities

In the decade before Vision Zero (2004–2013), the City averaged approximately 287 traffic deaths per year. From 2014–2025, that average dropped to around **241** fatalities annually—an **16% reduction**—reaching an historic low of 206 in 2018 and **similar low of 210 in 2025**. 633 fewer lives have been lost in the Vision Zero years than would have been expected if pre-Vision Zero trends had continued (2005–2014 versus 2015–2024).

This progress is even more striking when compared to other large U.S. cities and national trends. Based on National Highway Traffic Safety Administration (NHTSA) data analyzed by the [Insurance Institute for Highway Safety \(IIHS\)](#), 40,901 people were killed in motor vehicle crashes nationwide in 2023, an estimated 12.2 fatalities per 100,000 population. In the same year, New York City recorded 267 fatalities, or 3.23 per 100,000—less than one-quarter of the national average.

Annual New York City Traffic Fatalities | 2004–2025



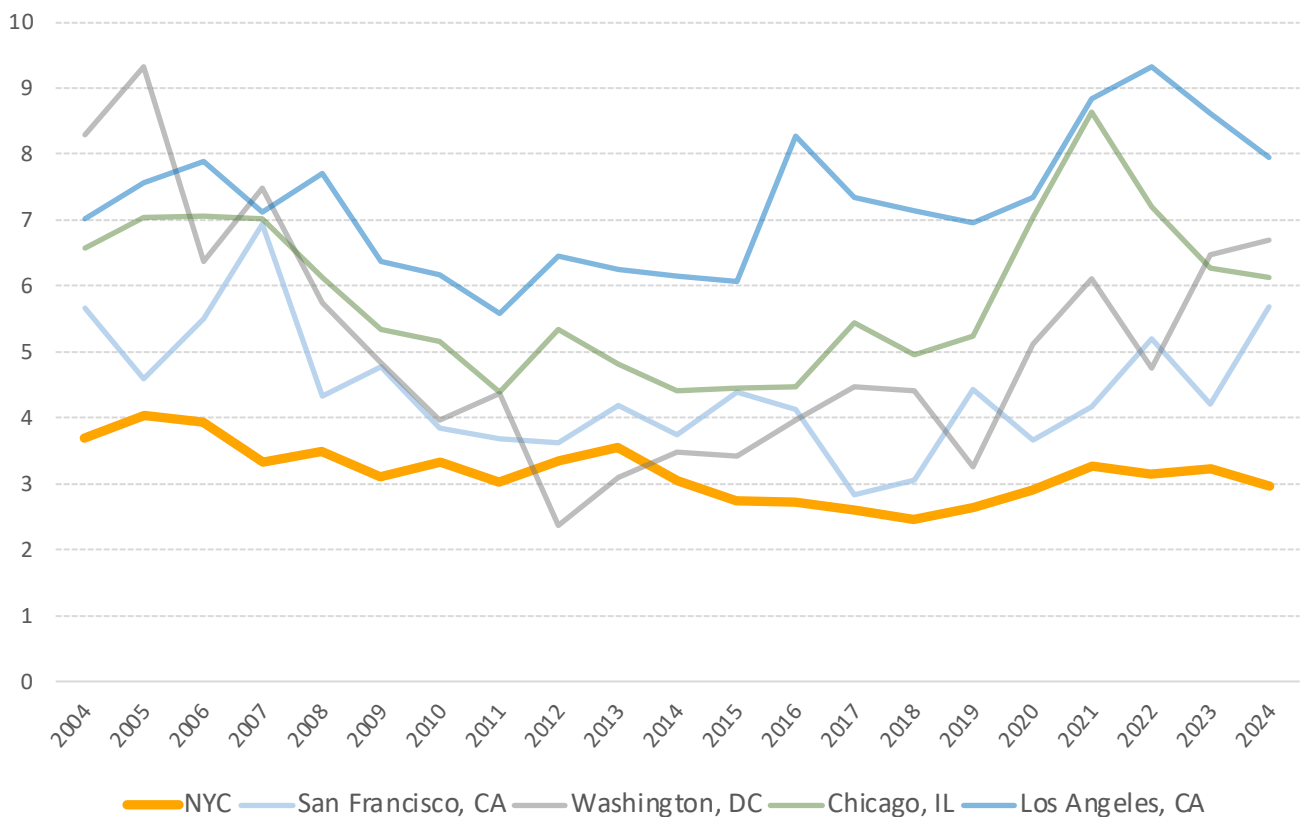
Source: NYC DOT & NYPD

When compared only to other major cities with populations over 500,000 that rely heavily on non-car forms of transit—Baltimore, Boston, Chicago, Detroit, Los Angeles, Milwaukee, Philadelphia, Portland, San Francisco, San Jose, Seattle and Washington, D.C.—New York City’s fatality rate is less than half the average (2.97 per 100,000 vs. 8.27 per 100,000). Los Angeles, with roughly half the population of New York City, has had a consistently higher traffic fatality rate every year since 2004. In 2024, for example, Los Angeles recorded 329 fatalities, or 8.61 per 100,000—more than double New York City’s 3.23 per 100,000. Washington, D.C. recorded 44 fatalities in 2024, equivalent to 6.48 per 100,000. These comparisons illustrate that, despite its busy streets and hectic pace, New York City has achieved some of the lowest traffic fatality rates among major U.S. cities and the nation as a whole.

While total traffic fatalities have fluctuated in recent years, several consistent trends by travel mode have emerged. Pedestrians continue to represent the largest share of traffic deaths, but their numbers have declined significantly under Vision Zero. Pedestrian fatalities dropped by approximately 22%, from an average of 156 deaths per year before Vision Zero (2004–2013) to 122 per year since its launch (2014–2025).

While year-to-year totals vary, this sustained decline reflects a decade of targeted pedestrian safety investments focused on the most dangerous corridors and intersections in every borough.

Traffic Fatalities per 100,000 Residents | 2004–2024

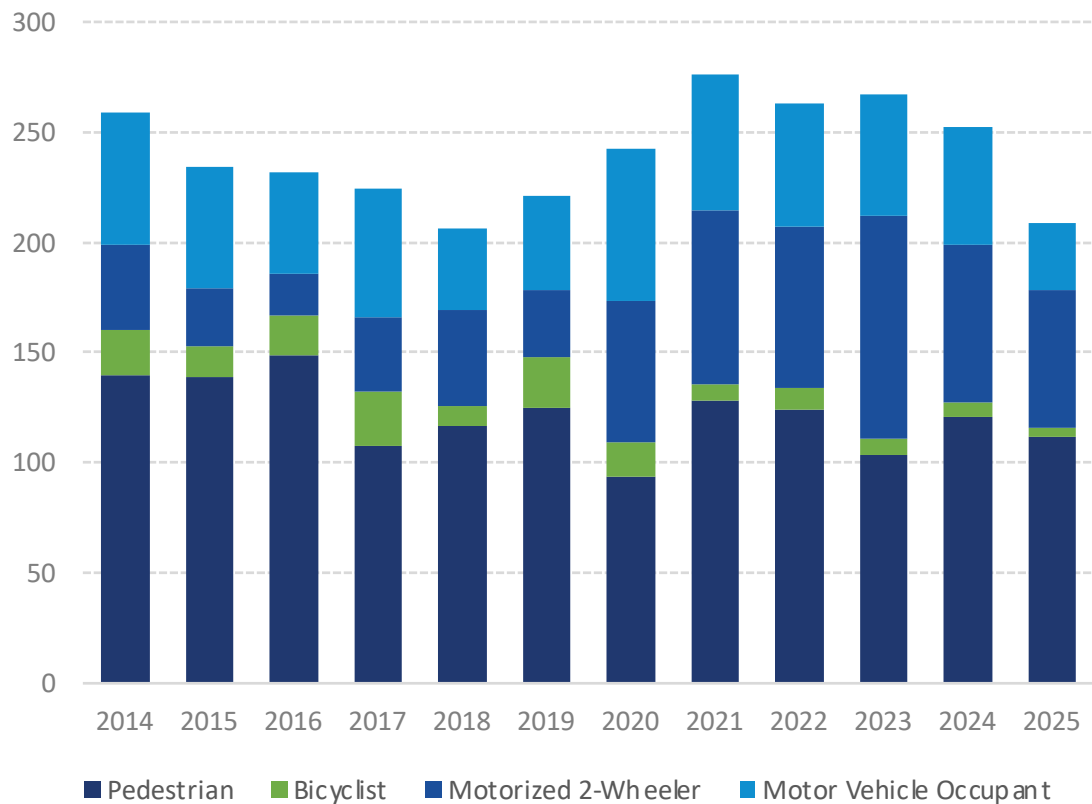


Source: NYC DOT

Fatalities among traditional bicyclists have declined notably over the past decade, dropping 80% from 20 in 2014 to just 4 in 2025—the lowest total ever recorded. When combined with e-bike fatalities, total cyclist deaths have remained relatively stable from 2017 to 2025. This stability is particularly significant given the growth in cycling throughout the Vision Zero era. City investments in high-quality bicycling infrastructure and the expansion of a network of protected lanes and safer intersections have helped stimulate increased demand for cycling. In 2023, New York City recorded an estimated 620,000 daily cycling trips—including both traditional bikes and e-bikes—a 26% increase since 2017, suggesting that the risk of fatality per trip is declining. Although non-fatal cycling injuries have risen by approximately 11% over the same period, this increase is significantly lower than the growth in ridership, suggesting that the overall risk of injury per trip is declining and cyclist safety continues to improve.

In contrast, fatalities involving motorized two-wheelers—including motorcycles, mopeds, e-bikes, stand-up scooters, off-road vehicles, and other motorized two-wheeled devices—have risen significantly since 2014. Deaths in this category more than doubled between 2014 and 2023, peaking at 101 fatalities in 2023 and remaining elevated at 73 in 2025. This sharp increase likely reflects the growing popularity of motorized micromobility in New York City, increases in risky behavior, and the need to adapt safety strategies

Annual Fatalities by Travel Mode | 2014–2025



Source: NYC DOT & NYPD



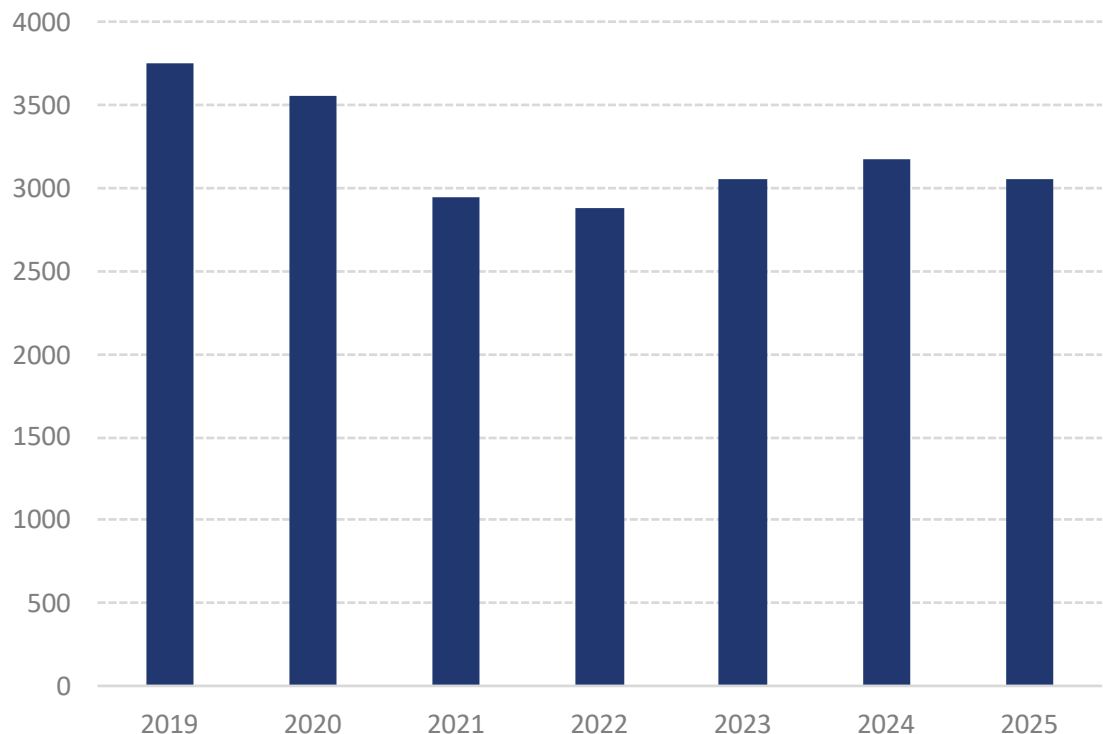
to accommodate evolving travel behaviors and technologies. While total fatalities provide an important measure, per-trip risk data would offer a more precise understanding of trends, particularly given the rapid expansion of motorized two-wheeler use over the past decade. This Action Plan prioritizes better tracking and analysis of exposure and usage rates to guide future interventions.

Motor vehicle occupant fatalities have seen notable progress since the launch of Vision Zero in 2014. Fatalities declined through 2018, reaching a historic low that year. Fatalities rose sharply in 2020 and 2021 and have only just returned to historic lows as of 2025. This increase mirrors a nationwide spike in traffic fatalities across the U.S. during 2020, as NHTSA (2021) reported a 7.2% rise in motor vehicle occupant deaths despite a substantial decline in vehicle miles traveled (VMT). While VMT has since rebounded both nationally and in New York City, the elevated fatality rates observed during the pandemic have persisted in many cities. In 2024, fatality numbers began to recover from this peak, and the City anticipates this downward trend to continue with ongoing Vision Zero interventions. Motor Vehicle Occupant fatalities have further declined in 2025 to 31, while overall fatalities have also declined from 252 to 210.

Severe Injuries

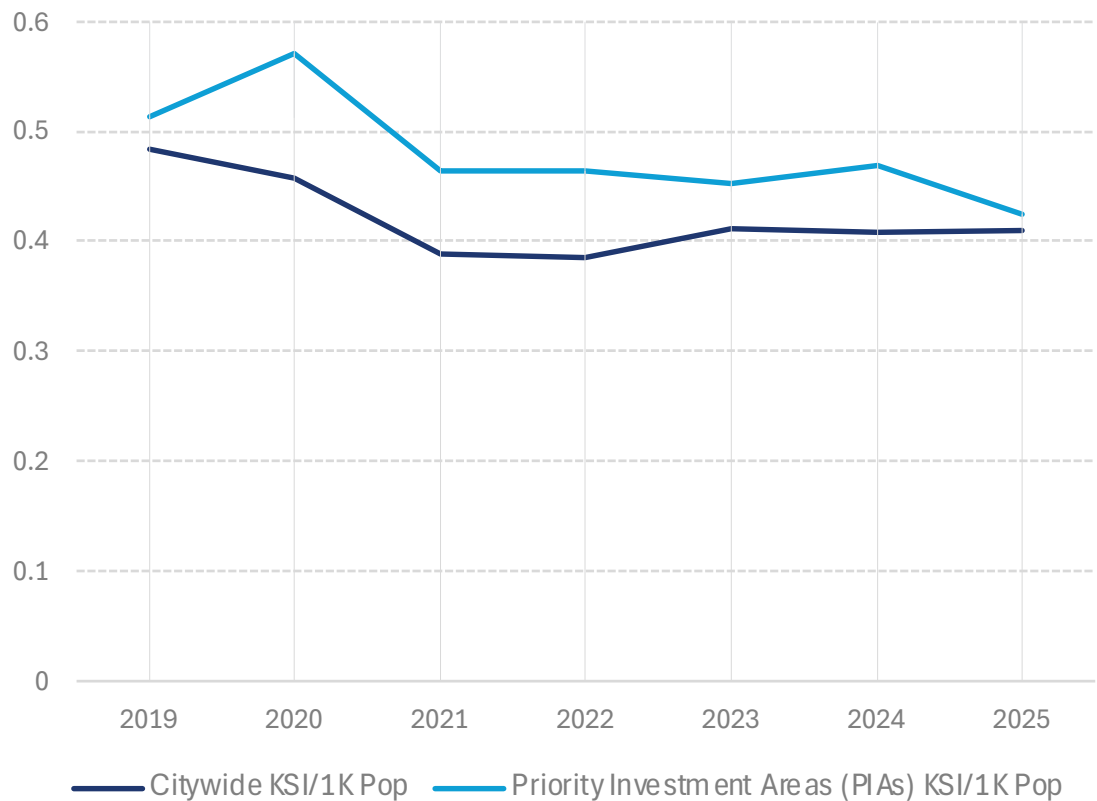
Unlike fatalities, which are relatively rare and often reflect extreme behavior or random events, examining severe injuries provides a more reliable window into broader driving patterns and habits, enabling more effective policy making. Severe injuries are frequently life-altering for individuals and families, underscoring the need for sustained focus and prevention across all aspects of street safety. Severe injury data—defined as crashes resulting in serious bodily harm, including conditions such as unconsciousness, severe bleeding, fractures, concussions, or internal injuries—are only reliably available starting in 2017, when NYPD electronic data collection was introduced, limiting longer term comparisons. In addition, the national definition of severe injury changed in 2019, leading to the inclusion of more crashes and potentially creating a spike in the data that year. To standardize data collection nationwide, NHTSA mandated in 2019 that all jurisdictions adopt the Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition guidelines for reporting severe injury crashes. As a result, the New York State DMV updated its definition of severe, ‘A’-type injuries, meaning some injuries not previously classified as severe are now included. These changes make data from 2019 onward difficult to compare with prior years.

Annual Severe Injuries | 2019–2025



Source: NYC DOT & NYPD

Killed or Severely Injured (KSI) per 1K Population | 2019–2025



Source: NYC DOT

Equity: KSI Distribution

Since 2019, New York City has seen a significant decline in the rate of people killed or severely injured (KSI) in traffic crashes when adjusted for population, with the citywide KSI rate dropping nearly 14%. Priority Investment Areas (PIAs)—neighborhoods identified in the [NYC Streets Plan](#) for focused investment, largely based on the share of non-White and low-income residents—have also experienced improvements. The KSI rate in PIAs has declined by approximately 17% since 2019 and is now comparable to the citywide rate from that year. However, it remains consistently higher than the citywide average.

This improvement underscores the importance of continuing to prioritize resources for communities disproportionately affected by traffic deaths and severe injuries and reinforces the City’s commitment to a data-driven, equity focused approach to transportation planning.

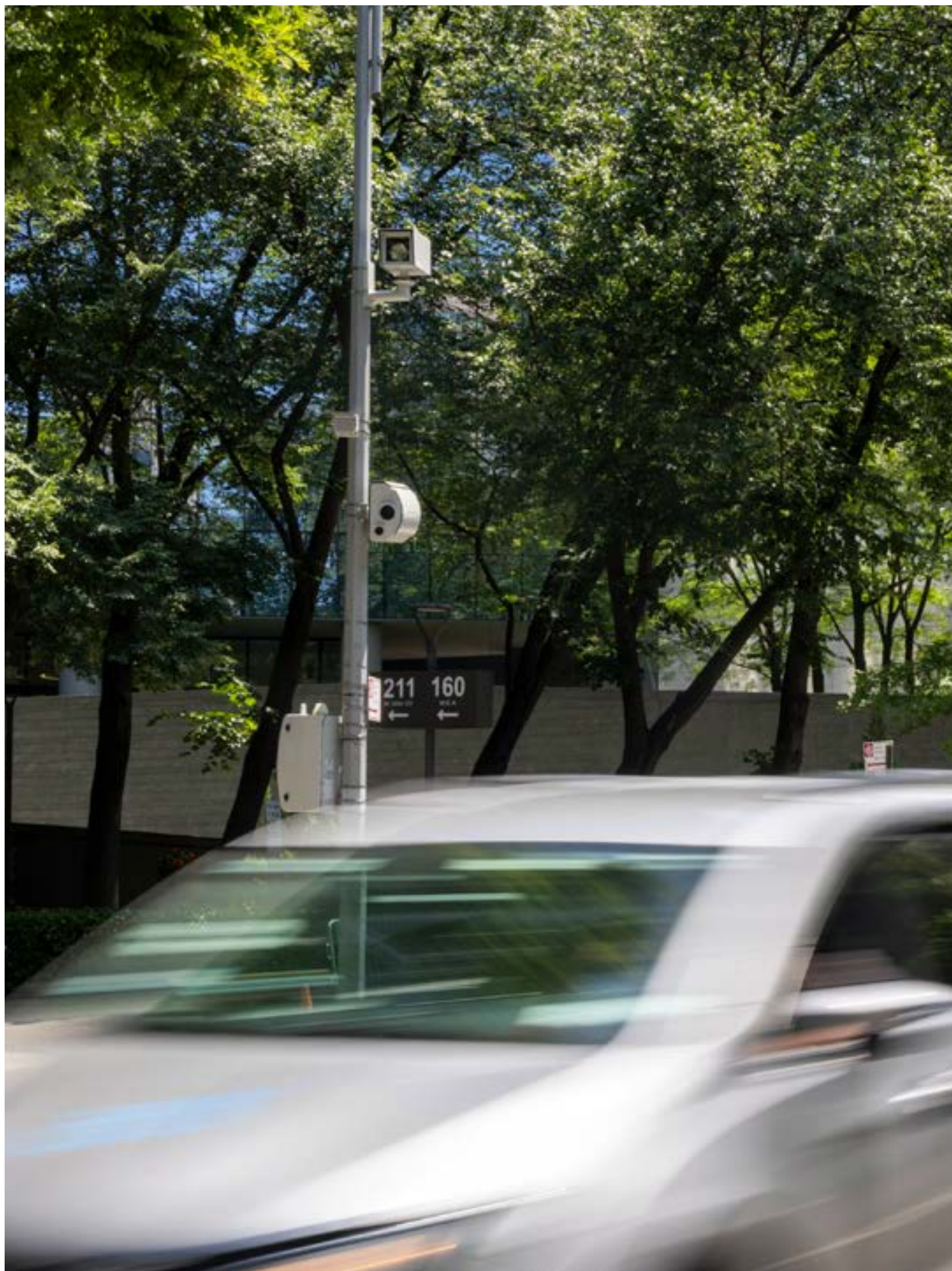




A Bold Vision for the Future: Strategic Goals for an Evolving City

While New York City has made meaningful progress in street safety over the past decade through Vision Zero initiatives, preventable crashes continue to claim lives and new challenges demand urgent action. Dangerous driving behaviors have surged; micromobility use has expanded rapidly, and larger, higher-risk vehicles now move through city streets. At the same time, the COVID-19 pandemic, shifting travel patterns, accelerating technological change, and new mobility demands have reshaped how people and goods move through New York City—introducing new risks that enforcement and legal systems have struggled to keep pace with.

Although the context has changed, the promise of Vision Zero remains as vital today as it was a decade ago. This Action Plan Update responds to these realities with eight core goals that will guide the next phase of the City’s street safety work. Each is grounded in data, shaped by the most pressing safety challenges of today, and focused on building a safer, more accessible city for all New Yorkers. Together, these goals define the City’s strategic direction in the years ahead and form the foundation for the coordinated actions that follow.





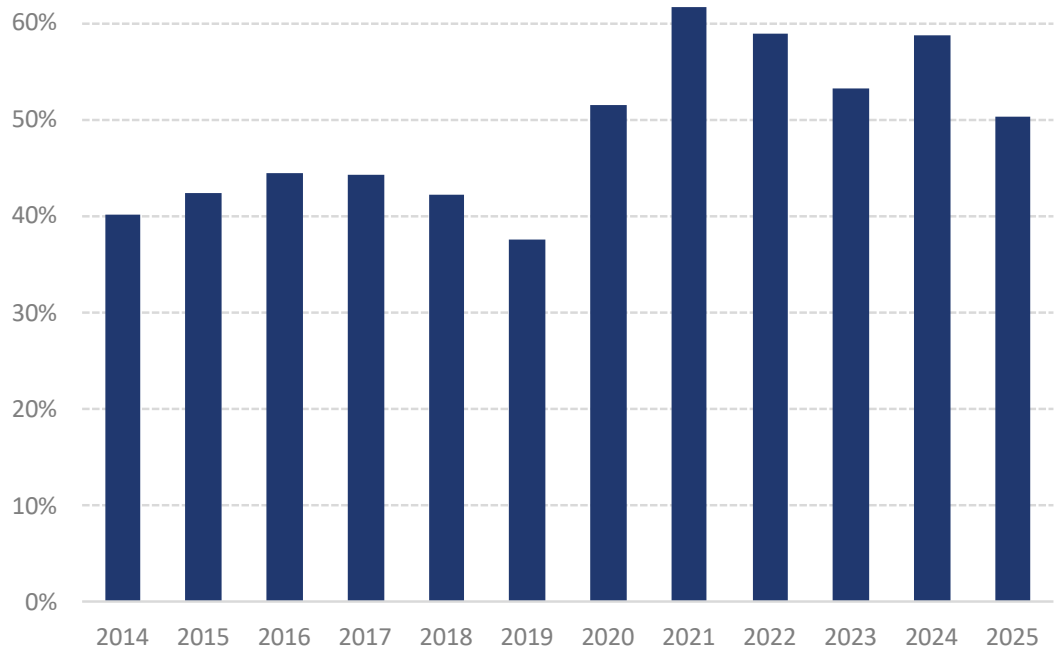
GOAL 1

Remove dangerous drivers from our streets

Amidst the disruptions of the pandemic era, both traffic enforcement and the legal system experienced significant challenges. Frontline enforcement declined, while courts faced severe backlogs and reduced capacity to prosecute cases. In 2021 this resource constraint was exacerbated by the closure of the Manhattan tow pound, which created a significant logistical gap for vehicle seizure, preventing precincts from safely removing hazardous or abandoned vehicles from high-traffic areas. This weakened the individual accountability mechanisms that normally deter dangerous driving, leading to riskier behavior on the road. Delays in legal proceedings also allowed people who had repeatedly committed high-risk driving offenses to remain behind the wheel, further eroding deterrence and undermining roadway safety.

This collapse of individual accountability is reflected in fatal crash data. In 2014, Major Violators—defined as individuals involved in a hit and run or who are unlicensed, currently have a suspended license, have a record of three or more prior convictions, a prior DWI, or a history of license suspensions—were involved in 40% of all traffic fatalities. Fatalities involving Major Violators grew by 72% between 2018–2019 and 2020–2021, and account for nearly the entire rise in fatalities during the pandemic era. Despite a modest decline since then, the rate remains elevated, with 52% of traffic fatalities in 2025 involving a Major Violator.

Percent of Fatalities involving a Major Violator | 2014–2025



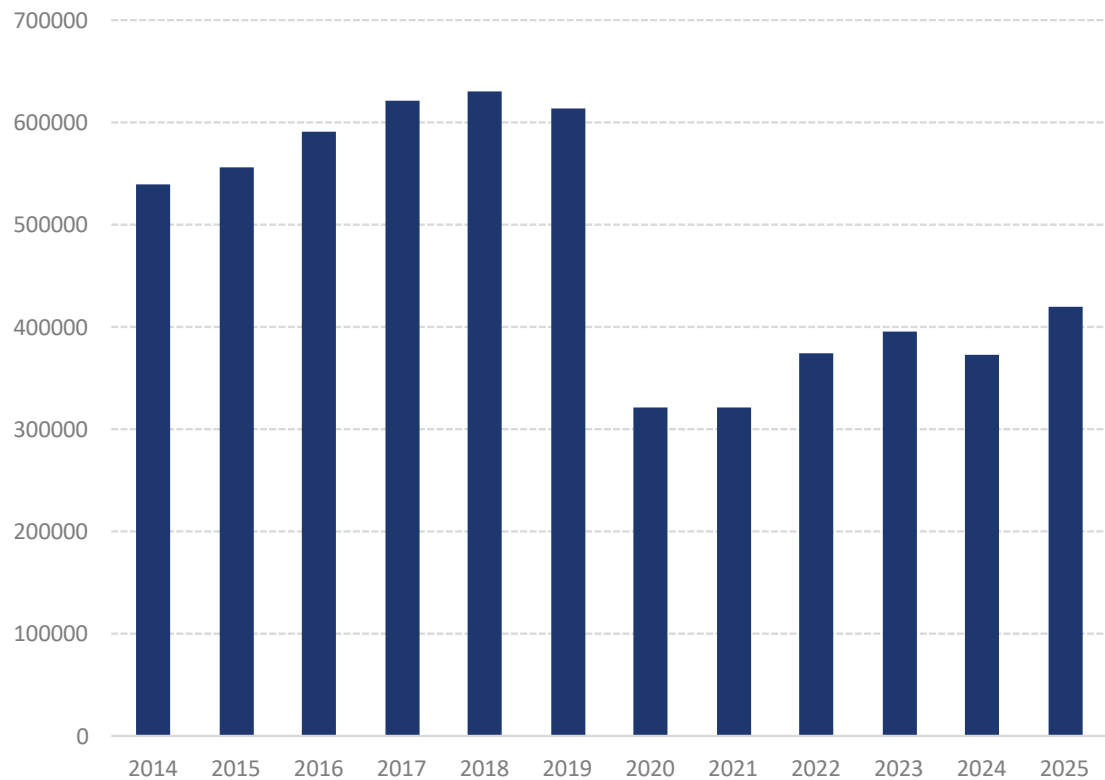
Note: “Major Violators” are drivers with one or more of the following violations: Hit-and-Run, No Valid License (includes suspended licenses, does not include permit), Three or More Prior Traffic Convictions, Prior Suspension or DWI.

Source: NYC DOT & NYPD

The rise in fatalities involving Major Violators coincided with a sharp reduction in enforcement. NYPD issued more than 630,000 Vision Zero-related traffic tickets in 2018. By 2020, that number had declined by nearly half but it has rebounded and reached its highest post-pandemic level in 2025, despite ongoing staffing and operational constraints.

Data from automated enforcement show a sharp rise in the number of vehicles accumulating 10 or more red-light camera violations each year, even though the number of cameras has not increased. For example, the number of such vehicles grew over 17-fold from 2014 to 2024—from just 13 vehicles to 224. This highlights the growing presence of drivers who persistently fail to comply with red-light signals. Historically, these drivers are over 1,000 times more at risk of a severe or fatal crash than a driver with only a few violations per year. Fortunately, in 2025 there were only 121 vehicles in the city who received 10+ violations. While this total is still elevated from the pre-COVID years, the sharp drop in 2025 suggests that this particularly dangerous behavior is abating.

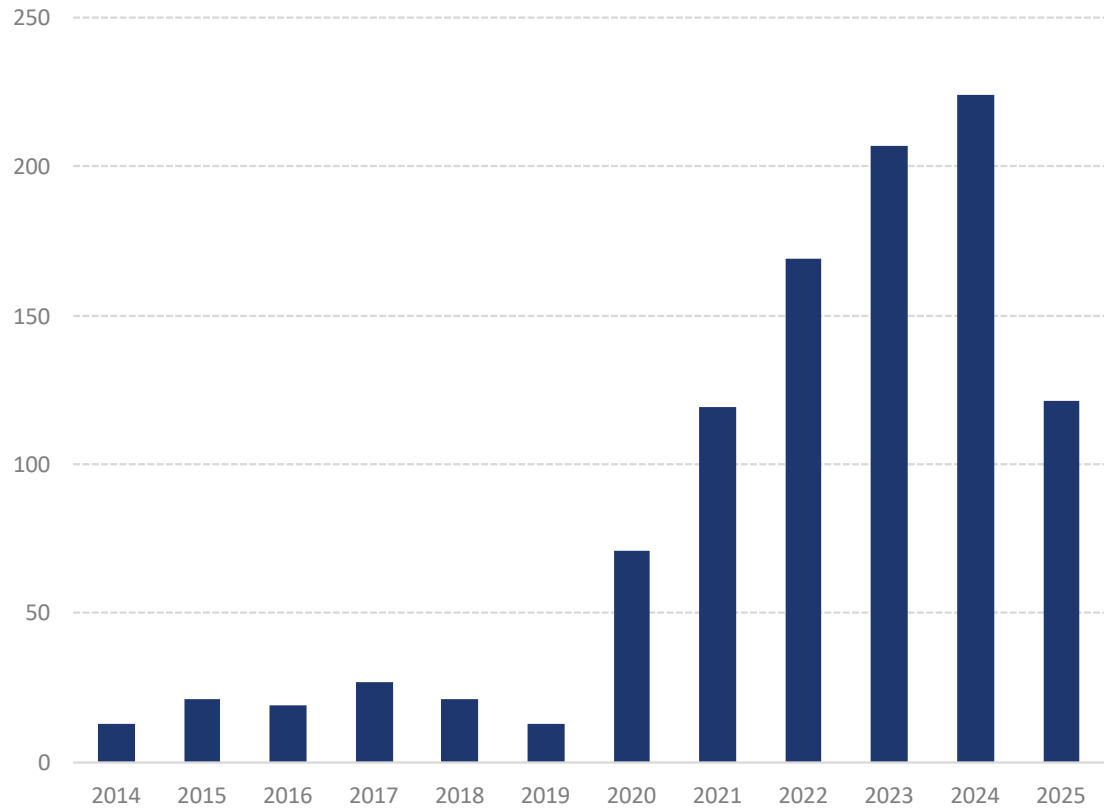
Vision Zero Violations Traffic Tickets Issued | 2014-2025



Note: A Vision Zero Violation refers to a traffic ticket issued by NYPD for one of the following infractions: speeding, failure to yield to pedestrians, using a cellphone or texting while driving, violating red lights, making improper turns, or disobeying traffic control devices such as stop signs.

Source: NYPD

Red-Light Cameras: Vehicles with 10+ Violations per Year | 2014-2025



Source: NYC DOT & NYPD





GOAL 1

Remove dangerous drivers from our streets

ACTION PLAN:

Take bold and broad action to remove dangerous drivers from our streets

1. Make dangerous driving a key legislative priority in Albany

- 1.1 Pursue state legislation to pass the Drugged Driving Bill ([S2214](#)), expanding prosecutors' ability to hold drivers who are drug-impaired accountable
- 1.2 Pursue state legislation to allow virtual testimony in traffic court, making it easier for officers and drivers to appear while reducing time officers spend away from enforcement duties
- 1.3 Expand OATH's authority to adjudicate 19-190 (Failure to Yield) violations, reducing case dismissals
- 1.4 Pursue state legislation to limit conditional licenses for drivers arrested or convicted of vehicular crimes, and work with DMV to strengthen enforcement

2. Physically remove or disable vehicles operated by dangerous drivers

- 2.1 Explore strategies to expand towing capacity
- 2.2 Expand booting, including innovative devices such as the Barnacle, which immobilizes vehicles by attaching to the windshield
- 2.3 Pursue state legislation to authorize license plate seizure
- 2.4 Monitor tunnels, bridges, and other entry points using both in-person enforcement and electronic monitoring, with a focus on out-of-state scofflaw vehicles that avoid overnight parking in the City

3. Use automated enforcement to target drivers with a pattern of repeated violations

- 3.1 Launch New York City's First-Ever Super Speeder Program requiring extreme recidivist speeders to install an intelligent speed assistance device on their vehicles
- 3.2 Pursue state legislation to increase penalties for serial recidivists (e.g., escalating fines or registration suspension)
- 3.3 Target top automated enforcement violators (e.g., speed cameras, redlight cameras, and future automated enforcement programs) for focused scofflaw enforcement

4. Combat the “ghost plate” problem with technology

- 4.1** Pursue state legislation to require DMV-issued smart license plates or registration stickers that can be recognized electronically
- 4.2** Pursue state legislation to authorize ticketing by Vehicle Identification Number (VIN) when plates are missing, fake, or defaced
- 4.3** Advocate for Original Equipment Manufacturers (OEMs) to provide technology that enables electronic verification of a vehicle’s VIN, independent of the license plate

5. Install Automated Camera Enforcement on MTA buses

- Install Automated Camera Enforcement (ACE) on all feasible MTA buses to identify and issue penalties to vehicles creating dangerous road conditions, including blocking bus lanes, bus stops, and double-parked vehicles

6. Raise standards for maintaining and restoring driver’s licenses

- 6.1** Pursue state legislation to require completion of driver training and education programs prior to reinstating suspended licenses
- 6.2** Pursue state legislation to implement regular driver reevaluations or reeducation programs based on individual crash history

7. Pursue state legislation to strengthen TLC enforcement capacity

- Pursue state legislation to strengthen TLC enforcement capacity by designating TLC police as peace officers without requiring Special Patrolman status, improving recruitment and training







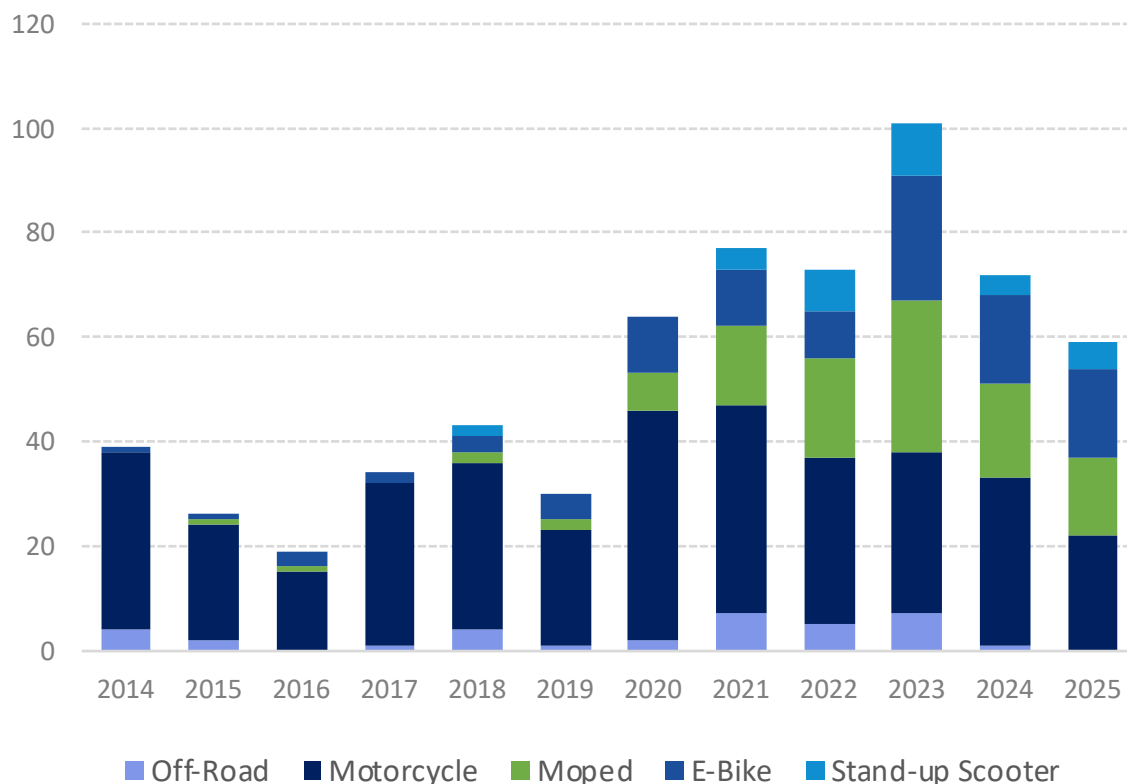
GOAL 2

Promote safe, certified micromobility while curbing dangerous devices and riding behavior

E-bikes and standing e-scooters have emerged as affordable, convenient, and environmentally conscious alternatives to automotive travel. However, their rapid proliferation has introduced significant challenges related to fire and street safety that the City must address more effectively. Starting in the 2010s, e-bike ridership began to grow in New York City—first among delivery workers and later among the general public. The [official legalization](#) of e-bike and e-scooter use in 2020, along with the COVID-19 pandemic and the surge in demand for food and package delivery, rapidly accelerated the use of e-bikes, electric stand-up scooters, mopeds, and other motorized micromobility devices. Since then, the adoption of increasingly heavier and higher speed devices, difficulties with collecting data around usage and injuries, a riding population generally unfamiliar with traffic rules, and an absence of a clear implementation framework to enforce these rules contributed to a surge in unsafe riding behaviors that have led to a rise in injuries and fatalities to these riders. These trends have also contributed to an increase in lithium-ion battery fires, which put New Yorker's safety at risk.



Motorized Two-Wheeler Fatalities by Vehicle Type | 2014–2025



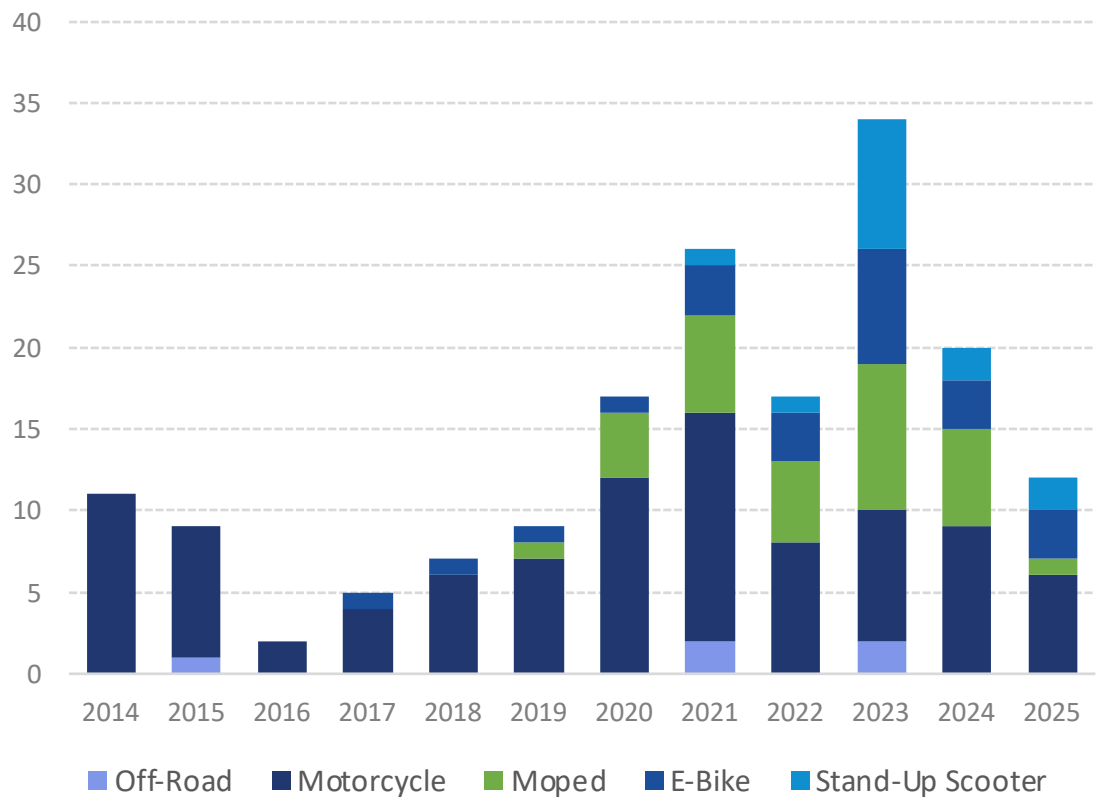
Source: NYC DOT & NYPD

Fatalities of riders using e-bikes, stand-up scooters, mopeds, motorcycles, and off-road devices rose dramatically in the Vision Zero era, more than doubling between 2014 and 2023. Fortunately, fatalities have been declining in recent years, but still remain elevated. E-bike fatalities increased from just 1 in 2014 to a peak of 24 in 2023, before declining to 17 in 2025. Stand-up scooter fatalities, which had no recorded deaths prior to 2018, rose to 10 in 2023 and declined to 5 in 2025. Moped-related fatalities also grew, rising from 0–2 deaths annually before 2019 to a high of 29 in 2023, with 15 fatalities reported in 2025.

The role of unsafe riding behavior is reflected in the number of fatalities that involved only the rider of a motorized two-wheeler, with no other vehicles or pedestrians. These single-vehicle fatalities more than tripled during the Vision Zero era, increasing from 11 in 2014 to 34 in 2023, before falling to 12 in 2025. Motorcycles account for most of these deaths, but recent years show rising contributions from e-bikes, stand-up scooters, and mopeds.



Motorized 2-Wheeler Fatalities Involving a Single Vehicle by Vehicle Type | 2014–2025

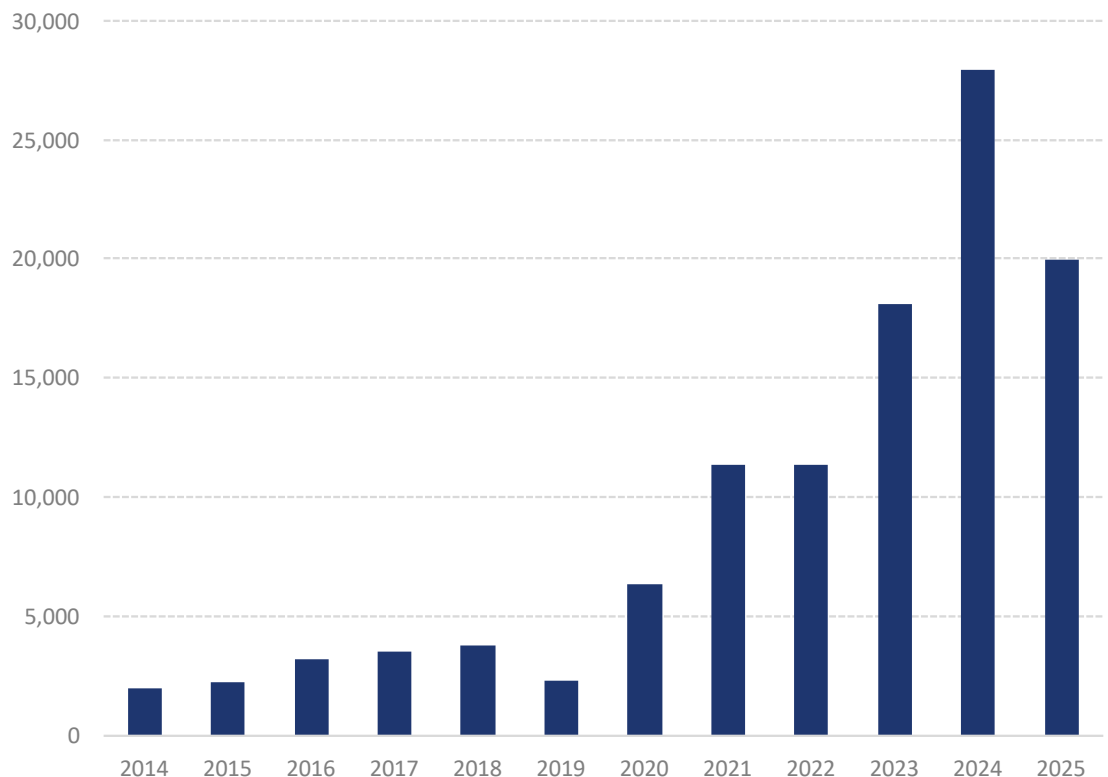


Source: NYC DOT & NYPD

In response to growing concerns about unregistered and unsafe devices, the NYPD has significantly increased its moped and motorcycle seizure operations, mainly targeting unregistered vehicles and unlicensed operators, ensuring that commercial and private-use cyclists are using safe and legal equipment for their own safety. In 2014, the NYPD seized just under 2,000 mopeds and motorcycles. By 2020, this number had tripled, and by 2024, it had surged to nearly 28,000 seizures—a more than 14-fold increase over the past decade. Enforcement activity stayed constant through 2025, but the city saw a drop in seizures as compliance began to improve. This trend underscores both the scale of proliferation and the urgency of regulatory, enforcement, and educational responses to protect users of this evolving mode of transportation.

The City has had to pivot its approach quickly, adjusting street design, enhancing worker protections, and updating business regulations, ensuring that commercial cyclists are using safe and legal equipment and that delivery companies face repercussions for encouraging unsafe behavior. While these efforts are ongoing, they are beginning to yield results. Moving forward, the City, including DOT, FDNY and Department of Consumer and Worker Protection (DCWP), will continue to balance sustainability, convenience, street and fire safety, worker protections, and the rising demand for delivery services. With responsible oversight, micromobility can offer a safer, more sustainable urban transportation system.

Motorcycles and Mopeds Seized by NYPD | 2014–2025



Source: NYPD



GOAL 2

Promote safe, certified micromobility while curbing dangerous devices and riding behavior

ACTION PLAN:

Promote the responsible use of safe, certified micromobility, take action to remove illegal and uncertified devices from our streets, and seek to curb dangerous riding behaviors

1. Regulate third-party delivery services to deliver accountability and safety

- 1.1 Launch a robust, comprehensive online safety training program for all bicycle and e-bike delivery workers
- 1.2 Require third-party delivery companies to provide trip-level data on deliveries, worker penalties and safety incidents
- 1.3 Use this data to establish a set of safe delivery time standards and regulations for penalties imposed on workers
- 1.4 Require enhanced training for delivery workers who repeatedly engage in unsafe riding behavior

2. Leverage bike share and e-scooter share programs to promote safety

- 2.1 Expand capacity and geographic coverage of bike share and e-scooter share services
- 2.2 Require in-app training for new and teen riders of bike share and e-scooter share programs

3. Pursue state legislation to create e-bike regulations consistent with national and international safety standards

- Work with advocates and the New York State DMV to advance a regulatory framework and incentives that transition New Yorkers and delivery workers away from devices capable of traveling more than 20 MPH.

4. Remove illegal and unlicensed micromobility devices from City streets

- Conduct targeted street sweeps and confiscation operations in areas with high concentrations of uncertified devices

5. Promote safe moped and motorcycle usage

- 5.1 Explore the implementation of subsidized motorcycle safety training programs
- 5.2 Create licensing pathways through training for all motorcycle riders
- 5.3 Require proof of license endorsement as a condition of purchasing a motorcycle





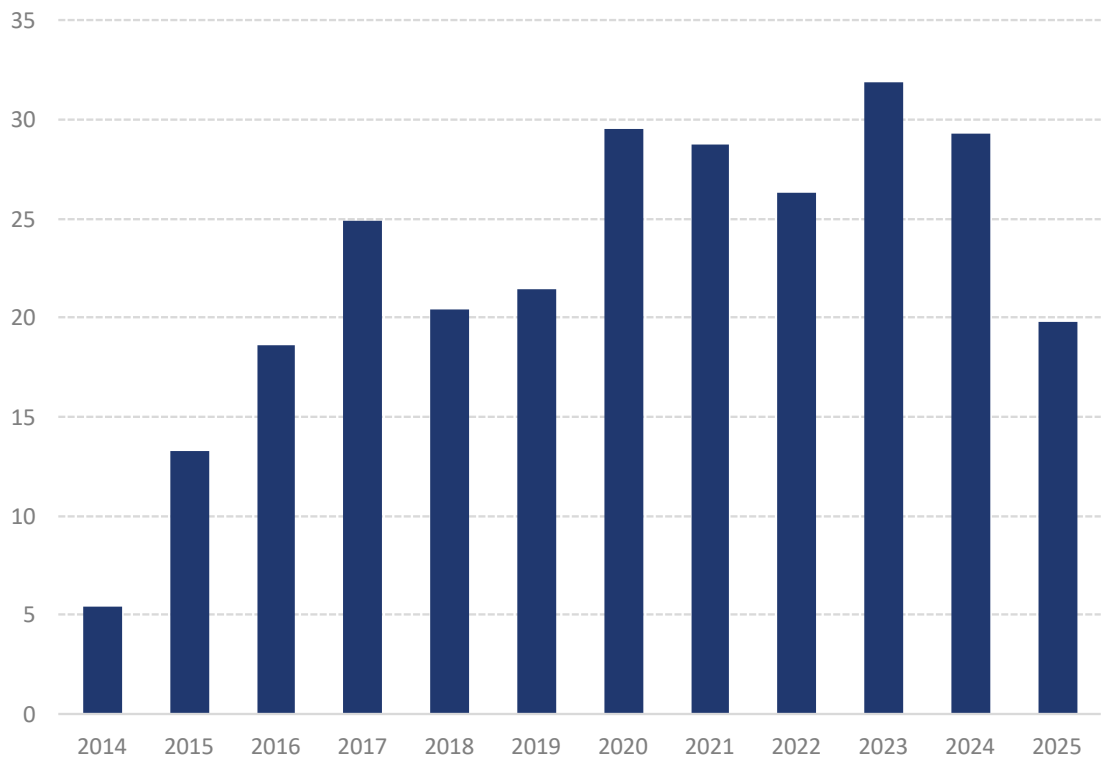
GOAL 3

Encourage safer travel through walking, transit, micromobility, and car-share over private automobile use

Travel by automobile remains the most dangerous form of transportation in the United States for both vehicle occupants and those outside the vehicle. Regions of the U.S. most oriented around car travel have traffic fatality rates four to five times higher than New York City. Within the City, crashes involving automobiles account for 89% of all traffic fatalities, most frequently affecting vulnerable road users outside the motor vehicle.

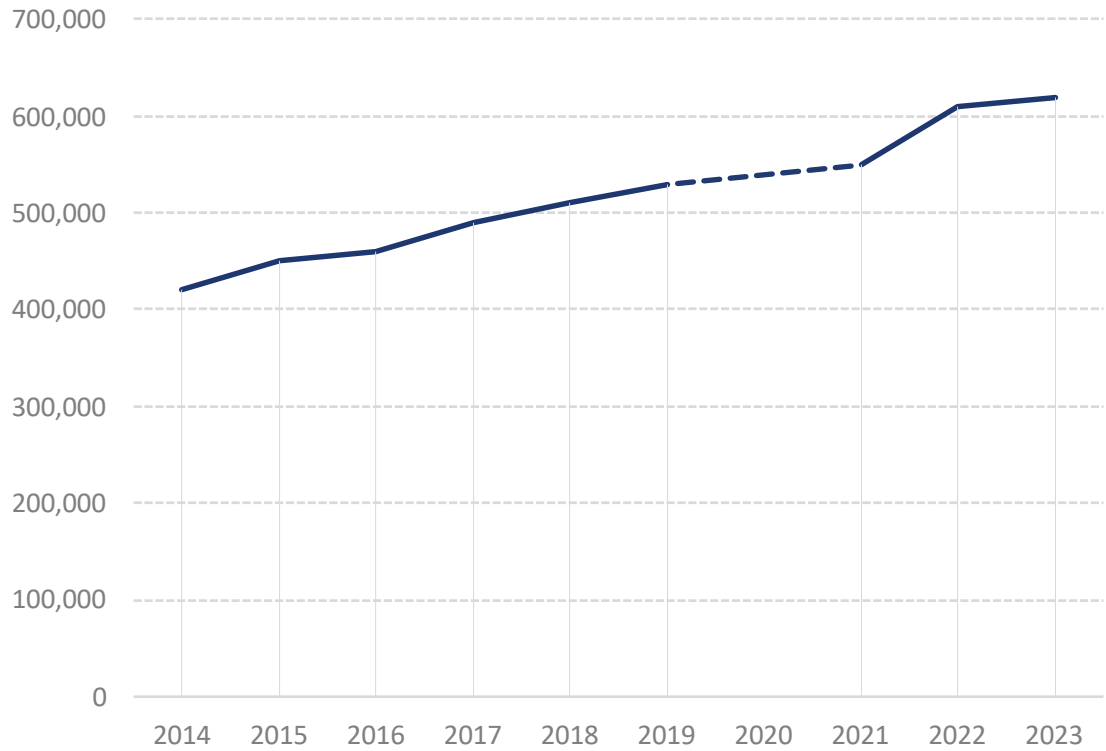
New York City has made significant investments to support a shift to lighter, safer, and more sustainable vehicles. Since the launch of Vision Zero in 2014, the City has installed more than 250 miles of protected bike lanes, helping to build a safer and more connected network for cyclists. This expansion has contributed to the steady growth in cycling, with daily ridership growing from an estimated 420,000 daily trips in 2014 to 620,000 in 2023—a nearly 50% increase. New York City already enjoys the largest bike network in the country but doubling down on these efforts, particularly in more car dependent areas of the city, will ensure that everyone has access to safer, more sustainable transportation.

Miles of Protected Bike Lanes Installed | 2014–2025



Source: NYC DOT

Total Daily Cycling* Trips | 2014–2023



*Includes traditional bikes and e-bikes

Note: Includes traditional bikes and e-bikes. Data for 2020 is unavailable due to the COVID-19 pandemic; the dashed line indicates the estimated trend across the missing year.

Source: NYC DOT & The American Community Survey

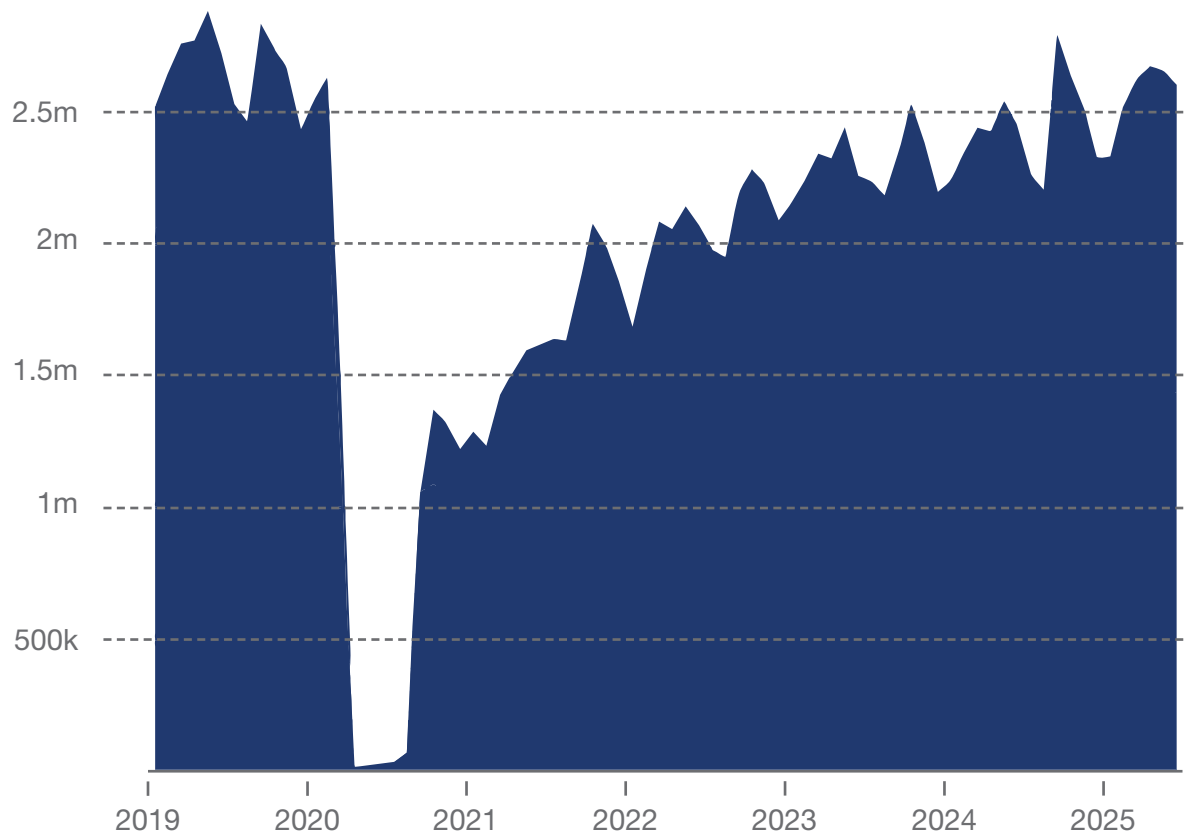
At the same time, public transit use, particularly bus ridership, has faced sustained challenges. Even before the COVID-19 pandemic, annual MTA bus ridership had declined by roughly 16.5%, from 667 million rides in 2014 to 557 million in 2019. The onset of the pandemic and associated shifts such as remote work led to a steeper decline, with ridership dropping to approximately 317 million in 2020—a total reduction of about 52.5% compared with 2014. As of June 2025, bus use had nearly returned to pre-pandemic levels.

In January 2025, the Triborough Bridge and Tunnel Authority and MTA launched the Central Business District Tolling Program, tolling vehicles entering Manhattan at or below 60th Street. This program, which has been supported by the Vision Zero Task Force, has resulted in an 8% increase in bus ridership on routes serving the congestion relief zone, a 9% increase in subway trips, and an 11% decrease in vehicle entries to the zone as of October 2025. The program raised more than \$550 million in revenue in its first year, exceeding projected targets. This will allow the MTA to advance \$15 billion in capital improvement projects to strengthen and modernize the City and region's transit network.



Overall, the one-year evaluation report published by the MTA in January 2026 found that the Central Business District Tolling Program is meeting its objectives: reducing vehicle volumes, improving transit reliability, and creating a less congested street environment. These improvements help create safer streets for New Yorkers and are closely aligned with the goals of the Vision Zero Task Force.

Number of Bus Riders on an Average Weekday | 2019–2025



Source: MTA/ NY Times



GOAL 3

Encourage safer travel through walking, transit, micromobility, and car-share over private automobile use

ACTION PLAN:

Strongly encourage safer trips by walking, transit, micromobility, and car-share by rewarding these modes and providing disincentives to private automobile trips, ownership, and on-street storage

1. Work with the MTA to build a world-class bus system, including expanded bus priority, and coordinated service management enhancements

- 1.1** Expand fast and reliable bus service on corridors with bus lanes
- 1.2** Build more bus lanes and expand Transit Signal Priority (TSP) coverage
- 1.3** Enhance bus stop accessibility and improve customer experience
- 1.4** Diversify and expand the distribution of bus stop amenities (i.e. shelters, real-time passenger information) citywide

2. Explore the creation of a mobility wallet for low-income New Yorkers

- Create a mobility wallet providing low-income New Yorkers with funds for transportation options spanning subway, bus, Citi Bike, e-scooter share, and NYC Ferry

3. Expand the protected and low-stress bicycle network to all communities citywide

- Make bicycling more accessible by connecting the city with a safe, easy to navigate bicycle network

4. Make Citi Bike and e-scooter share more affordable

- Bring down the cost of bike and scooter share programs to make using micromobility more accessible to all New Yorkers

5. Expand accessible bike share and e-scooter share options

- Expand accessible bike and e-scooter share options by developing a shared device that accommodates all potential users

6. Launch the Office of Curb Management at the Department of Transportation

- The new office will take a holistic approach to organizing curb space, expanding loading zones, supporting deliveries, and reducing unsafe parking behavior such as double parking and parking in bike and bus lanes.

7. Expand the car share parking program to encourage more New Yorkers to give up their personal vehicles

8. Encourage walking by improving convenience, safety, and comfort

8.1 Build connected and accessible walking networks, particularly linked to transit, including by filling gaps in sidewalks, expanding pedestrian space, and improving crossing safety and frequency

8.2 Establish pedestrian-only and pedestrian-priority districts

9. Promote safer street use through public programs

- Enhance community health and shift New York City streets toward people rather than cars through public engagements like Summer Streets, Open Streets, Car-Free Earth Day, and smaller-scale interventions

10. Encourage walking and biking to school

- Encourage walking and biking to school by supporting initiatives such as bike buses, walk buses, and bike storage at schools







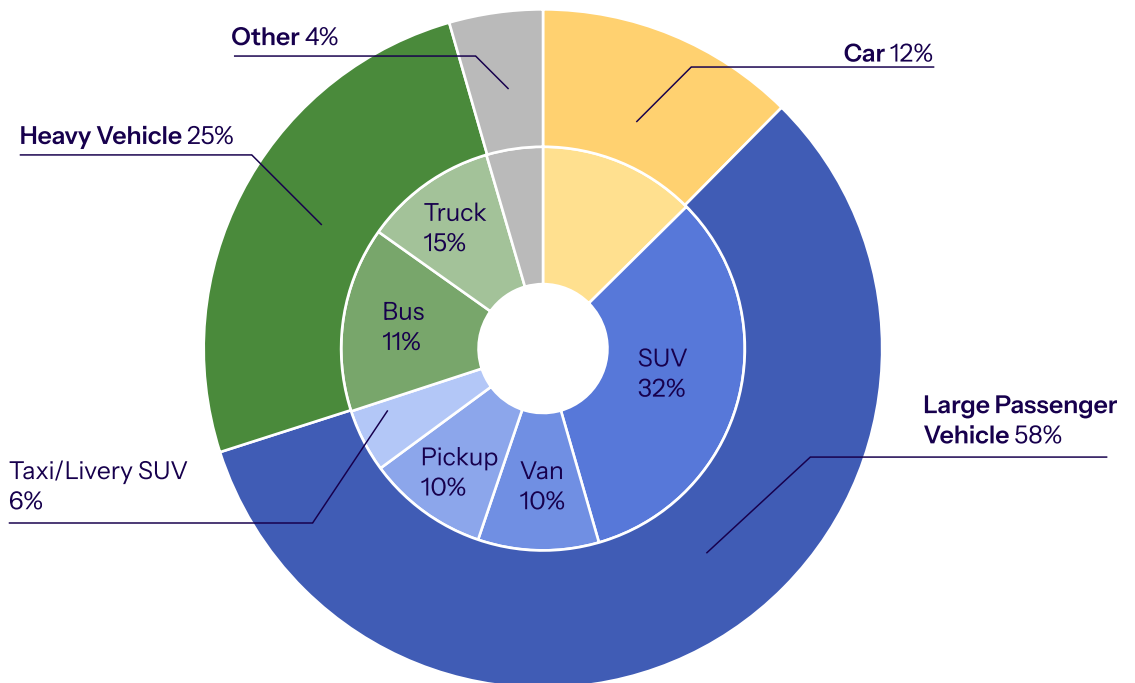
GOAL 4

Discourage oversized vehicles and prepare for new vehicle technologies

The evolving nature of vehicle design presents both serious challenges and a generational opportunity to advance Vision Zero. Heavy vehicles—including trucks and buses—were involved in an average of 43 fatalities per year (18% of the total) in 2014-2025. Furthermore, these vehicles are overrepresented in failure-to-yield pedestrian fatalities, accounting for 25% of those deaths in 2014-2025.

Electric vehicles—while critical to achieving the City’s sustainability goals—are often much heavier than comparable internal combustion engine vehicles; an electric pickup truck, for example, can weigh thousands of pounds more than a similar gas-powered model. This added weight may increase crash severity, particularly for those outside the vehicle. Conversely, electric vehicles may open some additional opportunities for safety, for example, removing large combustion engines allows for the implementation of high vision trucks.

Vehicle Types involved in Failure to Yield Pedestrian Fatalities | 2014–2025



Source: NYC DOT & NYPD



Beyond safety, larger and heavier vehicles contribute to road wear, street congestion, and rising demand for limited curb space, especially in neighborhoods with high delivery traffic or greater concentrations of large personal vehicles.

Moving forward, the City will continue to monitor and adapt to emerging vehicle technologies, encouraging the use of smaller, safer vehicles better suited to New York City streets wherever possible.



GOAL 4

Discourage oversized vehicles and prepare for new vehicle technologies

ACTION PLAN:

Encourage safer vehicle design, discourage the use of larger and heavier vehicles, and prepare the City for the opportunities and challenges posed by automated vehicles

1. Pursue federal legislation for safer vehicle standards

- 1.1** Pursue the adoption of a safe vehicle rating standard via NHTSA that includes protections for pedestrians and bicyclists
- 1.2** Pursue safer NHTSA vehicle design requirements that set standards for driver visibility and pedestrian impact, including reducing the height of the front impact area
- 1.3** Pursue enhanced truck safety technologies, including cameras, sensors, and mirrors

2. Advocate for state and federal legislation that empowers local oversight of autonomous vehicles

- Advocate for state and federal legislation that empowers local oversight of autonomous vehicles, monitor and evaluate their impacts on safety and travel, and support strong safety, accountability, and worker protections to ensure any deployment advances Vision Zero goals.

3. Evaluate the benefits of imposing higher tolls for larger passenger vehicles

- Explore higher toll rates for large passenger vehicles by advocating for the MTA and the Port Authority to implement differentiated charges on bridges, tunnels, and in the congestion relief zone

4. Shift freight from heavy vehicles to safer, more sustainable modes

- Shift freight from heavy vehicles to safer, more sustainable modes, including cargo bikes, rail, and waterways, by advancing initiatives such as [Blue Highways](#), while engaging workers and industry stakeholders to support good jobs, protect workers, reduce congestion, and improve quality of life by shifting traffic off our streets and back to our City's waterways



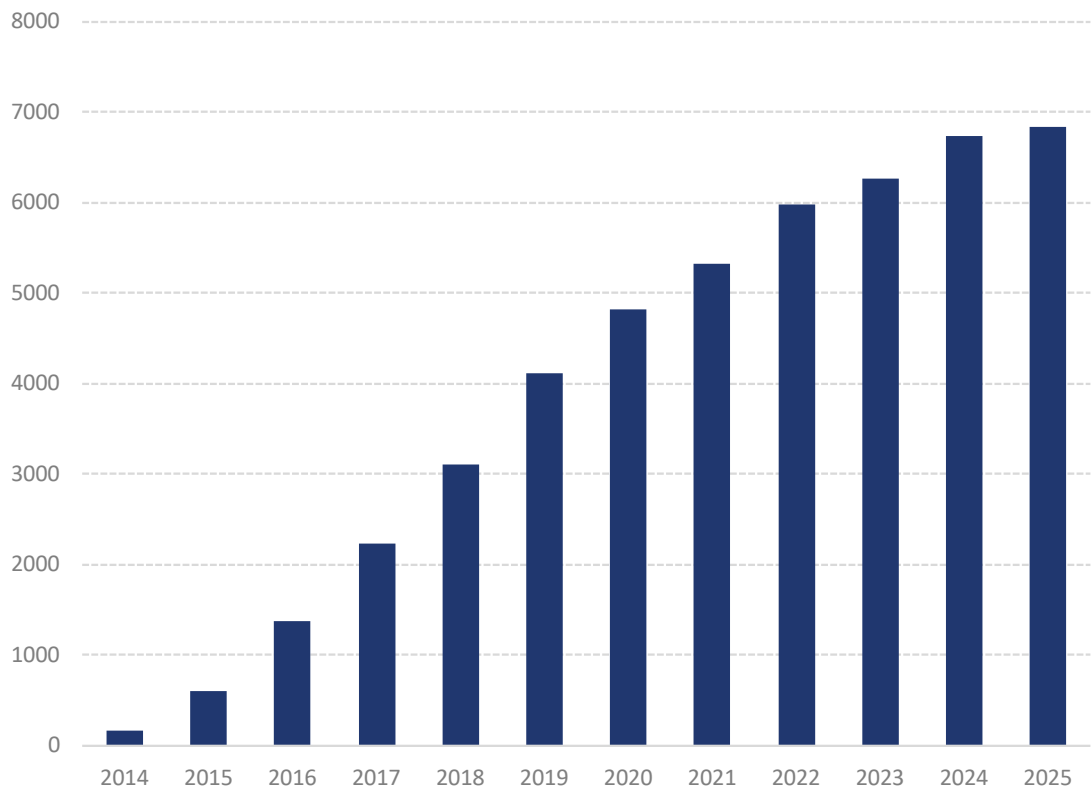


GOAL 5

Expand and maintain safety-focused street designs

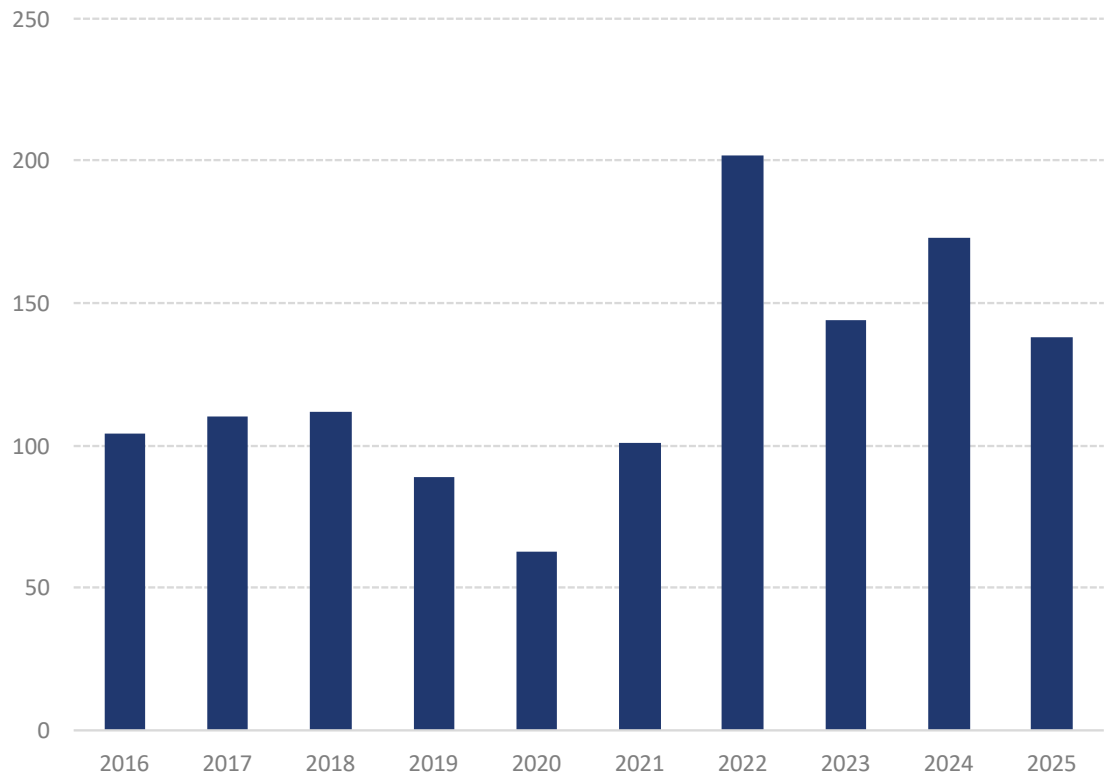
For more than a decade and a half, the City has implemented safety-focused street redesign projects using a variety of quick-action tools and treatments—including concrete refuge islands, pavement markings, street furniture such as granite blocks and planters, new signals, signal timing changes, and signage—to transform streets. The City has done so with a focus on the areas of the city with the most pressing safety needs and the highest density of severe injuries, which ensures that safety, accessibility, and street quality are improved equitably by concentrating investments where they are needed, rather than the neighborhoods with the most resources, the loudest voices or the strongest political influence. These efforts have created North America's largest bike and bus lane networks, dozens of new pedestrian plazas, permanent Open Streets, and thousands of safer corridors and intersections. Over this time, the City has tested new and innovative approaches, focusing efforts on interventions with the greatest safety benefits. These transformations have contributed to a [sharp reduction](#) in injuries and severe injuries where these treatments have been installed, and the lowest income neighborhoods in the city have seen the greatest decline in pedestrian fatalities.

Annual Leading Pedestrian Interventions (LPIs) Installed | 2014–2025
(Cumulative)



Source: NYC DOT

Turn Calming Treatments Installed | 2016–2025



Source: NYC DOT

To maximize safety, NYC DOT has widely expanded key interventions such as signal timing modifications that give pedestrians a head start when crossing the street (leading pedestrian intervals, or LPIs), Turn Calming treatments that slow dangerous vehicle turns, and audible, accessible pedestrian signals (APS).

From fewer than 25 LPIs installed annually between 2009 and 2013, the program scaled rapidly, peaking at over 950 installations in 2019. Intersections with LPIs are associated with 30% fewer severe injuries for all road users than those without LPIs, and as of 2025, more than 50% of New York City's signalized intersections now have an LPI

Since 2016, the City has installed more than 1,200 Turn Calming treatments, helping to reduce turning speeds at high-conflict intersections. Intersections with turn calming have a 33% lower rate of severe injuries for pedestrians than those without it. APS installations have also accelerated, with more than 3,900 installed since the launch of Vision Zero, including a record 888 installations in 2023.

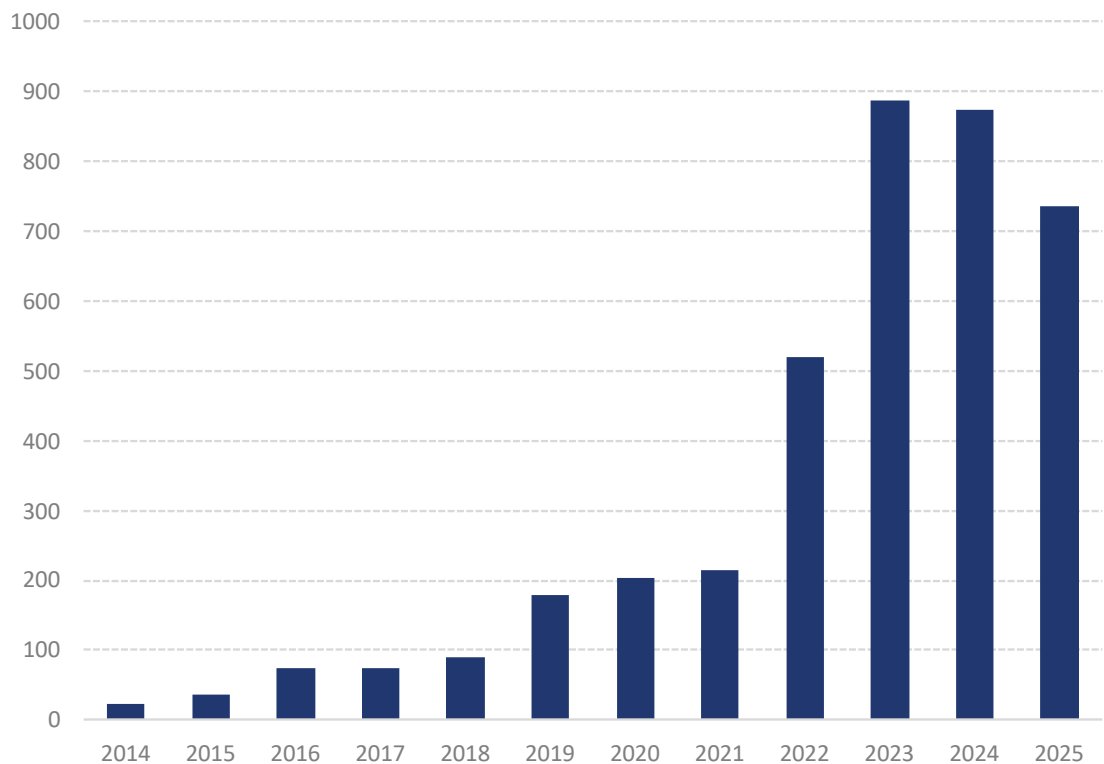
These upgrades reflect the City’s commitment to redesigning intersections and crossings to reduce conflicts between vulnerable road users and motor vehicles, calm traffic, and ensure safer conditions for people of all abilities.

Despite this progress, much of New York City’s vast street network remains without these safety interventions. As the inventory of projects grows, maintaining existing treatments is increasingly important; without regular upkeep, markings, signage, and physical elements may deteriorate, diminishing their effectiveness.

Moving forward, the City will continue to use street design to reduce crashes by advancing innovation, expanding the reach of proven interventions, and strengthening maintenance practices to ensure their lasting effectiveness. The City will also work towards making these key safety improvements permanent through capital construction where possible.

Central to these efforts is the promotion of pedestrianization, including pedestrian-priority zones, plazas, traffic-calmed corridors, and car-free streets. By prioritizing pedestrian-focused design, the City seeks to reduce conflicts between vehicles and vulnerable road users, improve safety for all ages and abilities, and enhance the livability and accessibility of New York City streets.

Accessible Pedestrian Signals (APS) Installed | 2014–2025



Source: NYC DOT



GOAL 5

Expand and maintain safety-focused street designs

ACTION PLAN:

Use street design to continue to reduce crashes via innovation, wider deployment, and better maintenance

1. Expand the implementation of Sammy's Law

- 1.1 Fulfill the City's commitment to create 15 MPH School Slow Zones at every eligible school location citywide
- 1.2 Expand 20 MPH speed limits within entire neighborhoods or other defined zones across the five boroughs

2. Update roadway designs to provide safe, comfortable, and connected streets for micromobility users

- 2.1 Implement "Green Wave" signal coordination for micromobility to improve efficiency and reduce conflicts with drivers and pedestrians
- 2.2 Build out a micromobility network by expanding and upgrading infrastructure, including higher-capacity and more protected bicycle lanes, greater separation from higher-speed and higher-mass vehicles, designated lanes for travel speeds, and supportive facilities such as e-bike charging networks, delivery worker hubs, and secure bike parking
- 2.3 Develop better physical protection to prevent driving and standing in bike lanes
- 2.4 Continue to expand and innovate the City's toolkit of transformative corridor and neighborhood designs (i.e., bike boulevards, slow zones, and other speed management and volume reduction tools)

3. Implement Hardened Daylighting or Better at a Minimum of 1,000 Intersections Each Year

- Implement a minimum of 1,000 intersection safety improvements annually through a range of hardened daylighting or better treatments, including but not limited to safety street improvement projects, traffic signals, all-way stops and leading pedestrian intervals, using a data-driven approach to prioritize the highest-risk locations and the most effective treatments for reducing injuries.

4. Improve quality and durability of on-street materials

- Improve the quality and durability of materials used on-street, with emphasis on hardening protective features where feasible

5. Develop a highway safety toolkit to address injury hotspots

- Develop a highway safety toolkit to better locate and address injury hotspots and implement modern safety designs across New York City's highway system

6. Develop a new safety design standards toolkit for roadways around schools

- Develop a new safety design standards toolkit for roadways around schools, with a focus on elevated roadways, highways, ramps, zoning, land use, and lighting

7. Research infrastructure and design improvements to support older New Yorkers

- Research infrastructure and design improvements, that support older New Yorkers in aging in place within their communities without limiting mobility

8. Explore safer for-hire-vehicle pickup and drop-off strategies at curbs

- Explore strategies to encourage safer pickup and drop-off by directing drivers and passengers away from high-conflict curb segments, such as those with bus or bike lanes

9. Implement curb management design plans to prevent dangerous illegal parking

- Improve safety and reduce conflicts at the curb by preventing double parking, parking in bike lanes and crosswalks, and unsafe interactions with trucks through robust curb management design plans, such as expanded commercial and passenger loading zones

10. Enhance street safety and accessibility for people with disabilities

- Enhance street safety for people with disabilities by maximizing the use of pedestrian ramps and accessible pedestrian signals



**Driving isn't easy,
but saving a life is.**

Slow down.
VISION ZERO

SPEED
LIMIT
25



OUTFRONT PRIME





GOAL 6

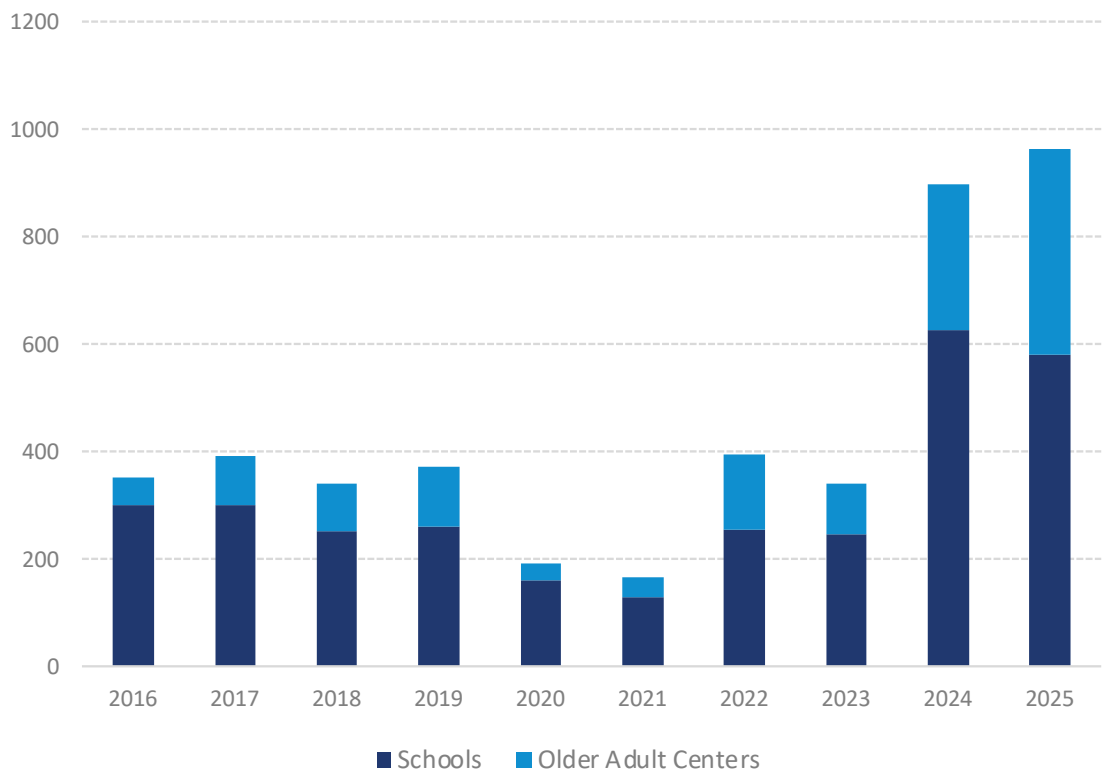
Cultivate a safety culture of accountability through education and enforcement

While street design is a powerful tool, its effectiveness ultimately depends on the behavior of those using the streets. Consistent with the Safe System approach, the City focuses on the “Safer People” pillar: ensuring that all road users act responsibly and adhere to traffic laws. Traffic signals, signage, and sidewalks are only effective when road users are committed to following them. A truly safe street is one where all users share a consistent commitment to predictability, mutual respect, and the protection of the most vulnerable.

To support this goal, the City has focused on education and enforcement in locations where injuries and fatalities are most likely to occur.

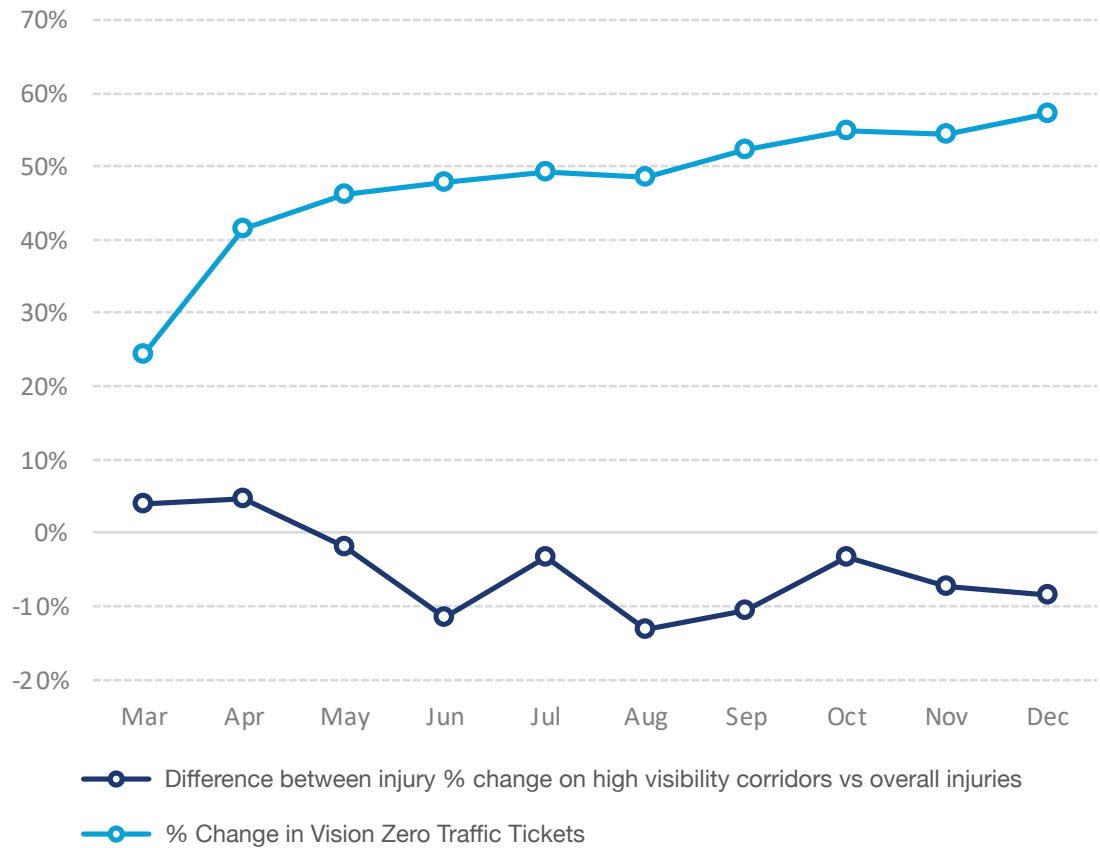
From 2016 to 2025, NYC DOT’s Safety Education and Outreach Team conducted nearly 4,500 visits to schools and older adult centers (senior centers) located in Vision Zero Priority Locations. In 2025 alone, the City conducted 580 school visits and 383 older adult center visits, underscoring the scale and intensity of these outreach efforts.

DOT Safety Education Visits at Priority Locations | 2016–2025



Source: NYC DOT

Percentage Change on Target Corridors: Vision Zero Traffic Tickets vs. Injuries | 2023–2024



Source: NYC DOT & NYPD



From March to December 2024, Vision Zero traffic ticketing on targeted high-visibility corridors increased by 24%, reaching 57% more tickets compared to the same period in 2023. Over that same period, nearly 400 fewer injuries occurred on the corridors compared to the previous year, suggesting that targeted enforcement contributed to improved safety outcomes. The FHWA (2022) has published a [report](#) demonstrating the effectiveness of enforcement strategies in reducing traffic injuries and fatalities.

The City is also continuing to expand its use of automated enforcement technologies while strengthening its ability to target extreme recidivists and serial evaders. In recent years, a growing share of automated enforcement violations have been rejected due to license plate fraud (commonly referred to as “ghost plates”), including defaced, obscured, or fake plates, or missing plates altogether. These rejections tend to peak during the summer months and reached record levels in 2023, with nearly 20% of potential speed camera violations rejected for suspected fraud.

Moving forward, the City will continue to promote a safety culture rooted in shared responsibility, consistent enforcement, and robust public education. By combining physical street design with behavioral change strategies, New York City will foster a more respectful and accountable environment for all road users.

Rejected Speed Camera Events Due to Fraud | 2020–2025



Note: An “event” refers to any instance where a camera attempts to capture an image

Source: NYC DOT



GOAL 6

Cultivate a safety culture of accountability through education and enforcement

ACTION PLAN:

Develop an enduring safety culture rooted in accountability, mutual respect, and knowledge supported by consistent and equitable enforcement, public messaging, and education

Enforcement

1. Ensure all vehicles are properly registered and have valid license plates

- Ensure that properly registered vehicles and valid license plates are the standard on New York City streets, including for commercial vehicles

2. Explore different types of automated enforcement and expand citywide

- Explore additional types of automated enforcement, including parking violations (e.g., bike lane blocking, double parking, and meter violations), failure to yield, speed cameras on highways, and distracted driving enforcement

3. Establish new agency partnerships for joint trade waste truck enforcement operations and expand efforts to enforce compliance with safety regulations

- Build on BIC's comprehensive enforcement structure for regulated trade waste hauling vehicles by establishing new city and state agency partnerships for joint truck enforcement operations and expanding efforts to enforce compliance with safety regulations related to fleet safety, safe driving behavior, and worker safety

4. Expand BIC Online Portal to digitize trade waste truck inspection and safety equipment submission processes

- Expand BIC Online Portal to digitize submission processes for truck inspection reports and required safety equipment

Education

5. Integrate Vision Zero lessons into citywide NYC Public Schools curriculum

- Work with NYC Public Schools to integrate effective, age-appropriate Vision Zero lessons into citywide curriculum (coordinated with NYC DOT), mandated for use in schools

6. Provide City-approved driver and rider safety training curricula for businesses

- Make approved Vision Zero professional driver and rider safety materials available to private sector businesses

7. Deepen connections with the public through e-bike and moped users' outreach and education programs

- Deepen connections with the public through outreach and education programs focused on promoting safety equipment for e-bike and moped users

8. Create a comprehensive safety education campaign focused on laws, legislative changes, and tailored neighborhood outreach

- Create a comprehensive safety education campaign focused on specific state and local laws and legislative changes to increase street-user compliance, with a distribution and outreach plan tailored to unique neighborhood concerns

Public Messaging

9. Provide regular Vision Zero updates to the news media

- Provide regular updates to the news media, building grassroots support for Vision Zero and keeping the public engaged on safety issues and City achievements

10. Develop strategic communication based on current safety data trends

- Develop strategic communication based on current safety data trends that reinforce safer street use and provide clear seasonal calls to action

11. Leverage City assets to disseminate information on traffic safety projects and policies

- Leverage City assets, such as City-owned property and billboards, to disseminate information about local projects and traffic safety policies

12. Leverage public health venues to deliver Vision Zero messages and engage communities

- Leverage public health spaces to provide messaging linking Vision Zero to health outcomes and engage communities

13. Develop messaging connecting Vision Zero priorities to broader health benefits, including physical activity through activity-friendly routes to everyday destinations

- Craft messaging connecting Vision Zero priorities to broader health benefits, including improved air quality and mental health

14. Integrate Vision Zero messaging into existing injury prevention efforts

- Integrate Vision Zero messaging into existing injury prevention efforts supported by trauma centers

Regional and National Messaging

15. Coordinate with neighboring municipalities to share Vision Zero practices and regional messaging

- Build on relationships with nearby municipalities to encourage a regional approach to sharing Vision Zero techniques and priorities with neighboring communities, including shared communications and messaging campaigns

16. Publish studies and reports on Vision Zero enforcement best practices

- Publish Vision Zero enforcement best practices studies and reports in collaboration with Task Force agencies, as well as national groups such as the National Association of City Transportation Officials (NACTO) and the Governors Highway Safety Association (GHSA)

Advocate Engagement

17. Foster connections with grassroots Vision Zero community groups

- Foster connections with grassroots Vision Zero community groups, including the Vision Zero Youth Network, older adult Vision Zero community groups, and disability advocate groups

18. Support neighborhood groups in NORCs and other older adult priority areas

- Support neighborhood groups in Naturally Occurring Retirement Communities (NORCs) and other older adult priority areas by providing funding or assistance to create neighborhood safety councils, empowering these communities to take an active role in street safety

19. Partner with DOT's SEO team to train OAC staff as local safety advocates

- Partner with NYC DOT's Office of Safety Education and Outreach (SEO) team to train Older Adult Center (OAC) staff as local safety advocates using a "train-the-trainer" model, which includes teaching OAC staff to lead walking audits, engage older adults in identifying safety issues, and create a pipeline for recommendations to be shared with NYC Aging and DOT for potential implementation

20. Update MTA Vision Zero training curriculum for bus operators

- Update the existing Vision Zero-approved MTA bus operator safety training curriculum to include new and trending topics affecting bus routes



Proportion of Trips in which Intermediate Driver was Not Complying with GDL Restrictions Did Not Change



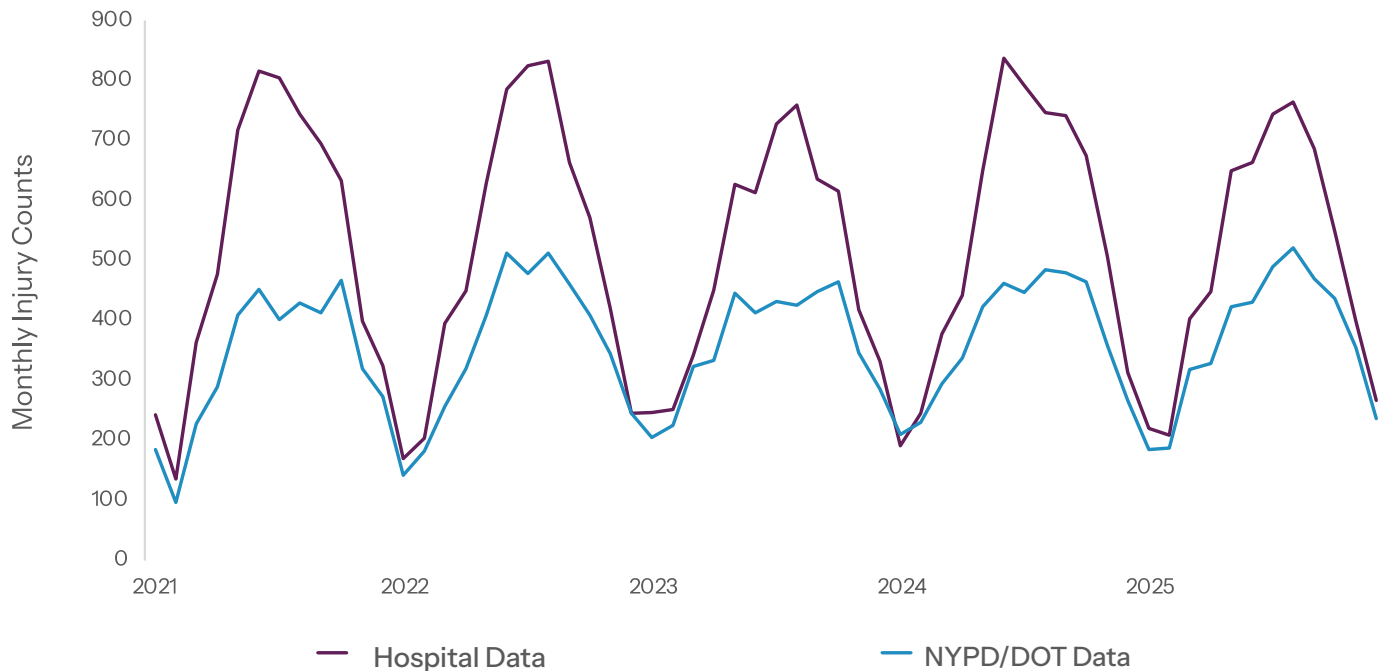


GOAL 7

Leverage emerging data, technology, and analysis for smarter interventions

Robust and comprehensive safety research has been a core element of New York City's Vision Zero program since its inception. Data-driven street design and safety policy help achieve the greatest reduction in injuries and fatalities, given the resources devoted to Vision Zero. A continued commitment to a data and innovation-driven approach is key to uncovering new insights that will inform further safety improvements over the next decade.

Traditional Bicycle-Related Injuries: Hospital vs NYPD/DOT Data | 2021 – 2025



Note: Hospital data are sourced from NYC Health's syndromic surveillance system and represent emergency department (ED) visits involving riders and pedestrian injuries related to traditional bicyclists aged 16 and older who were involved in traditional bicycle crashes. Cases are identified through keyword searches in clinical text fields. Police crash data reflect traffic injuries reported by law enforcement and include incidents involving riders on traditional bicycle as well as pedestrians struck by traditional bicycles.

Source: NYC Health, NYPD, & NYC DOT

Emerging data sources, such as syndromic injury surveillance, highlight important trends that had not been evident in traditional police crash reports. Comparing these syndromic injury surveillance emergency department (ED) estimates to police crash reports shows a dramatic difference in totals. This difference is greater in the summer months. This underscores how combining multiple data sets can bring about a more complete picture of traffic safety in New York City. Such data are vital to developing targeted interventions that address evolving mobility risks in New York City.

The City will continue to deepen its commitment to data-driven research and innovative analysis, ensuring that emerging insights continuously inform targeted interventions and policies that make New York City's streets safer for everyone.



GOAL 7

Leverage emerging data, technology, and analysis for smarter interventions

ACTION PLAN:

Use emerging technology, novel analyses, and a variety of data sources to better understand crash circumstances and patterns, allowing improved data-targeted interventions

1. Focus future traffic safety research on key areas:

- 1.1** Motorized two-wheelers
- 1.2** Dangerous pedestrian behaviors, including mid-block crossings and crossing against the signal
- 1.3** Impaired and intoxicated driving
- 1.4** Crash patterns and injury trends for people with disabilities
- 1.5** Safety implications of electric vehicles
- 1.6** MTA bus crashes
- 1.7** Fatigued driving and crash risk among taxi and for-hire vehicle drivers

2. Create a Unified Vision Zero Data Warehouse

- Build a next-generation Vision Zero data system by integrating crash, health, enforcement, and transportation data across agencies to identify emerging safety risks, better understand where and why serious injuries occur, and target street design, enforcement, and policy interventions where they can have the greatest impact

3. Develop citywide models providing volume and exposure metrics for all road users

- Develop citywide models providing volume and exposure metrics for all road users, including freight, expand traffic counting capacity to include more areas and all modes

4. Expand access to user-friendly online safety data and tools

- Expand access to user-friendly online safety data by updating and enhancing Vision Zero View and other tools

5. Implement connected streetlights for rapid response to outages

- Improve street lighting through implementation of a network of connected streetlights to allow for rapid response to outages and defects

6. Pilot and study bus safety technologies

- Pilot and study bus safety technologies such as Intelligent Pedestrian Turn Warning (detecting pedestrians and issuing audible warnings) and Automated Collision Avoidance (warning bus operators about potential vehicle and pedestrian collisions)







GOAL 8

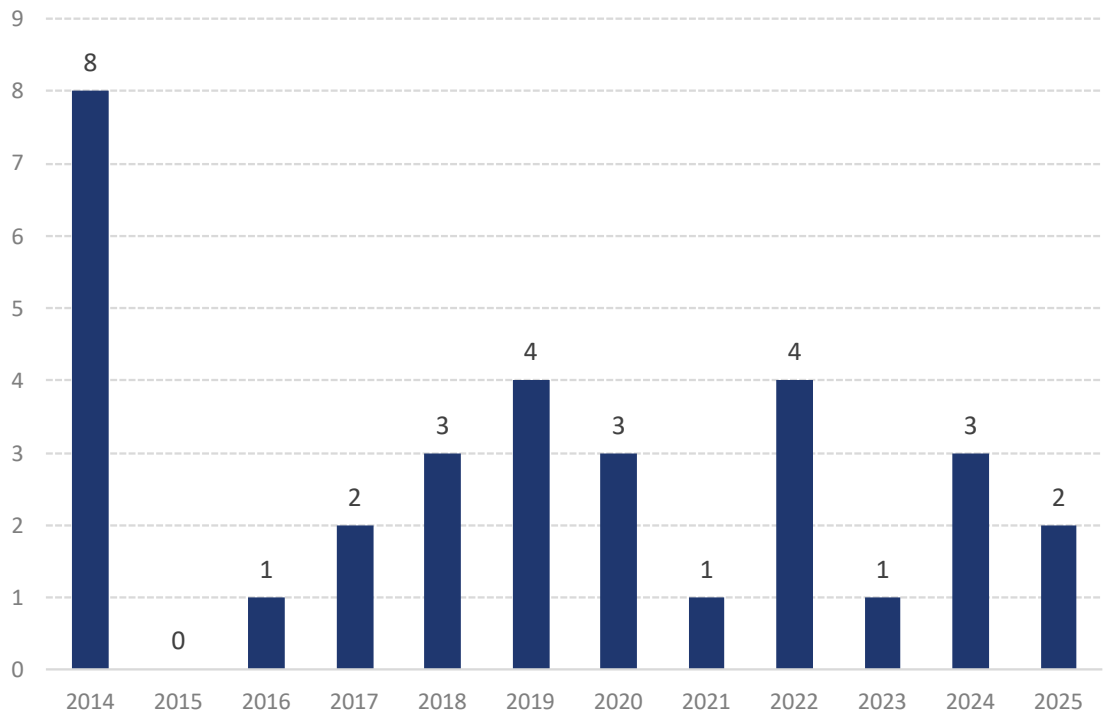
Lead by example with the nation's safest municipal fleet

As one of the largest fleet operators in the country, New York City has a duty to lead by example in setting the standard for street safety. With a municipal fleet of nearly 29,000 vehicles, the City has significant procurement power. This allows the City to drive adoption of life-saving safety technologies, stimulate new safety-focused industries, and expand the market for safer vehicle designs.

Since the launch of Vision Zero, fatalities involving City fleet vehicles have declined significantly. This trend reflects the City's sustained commitment to embedding safety into fleet operations through policy, training, and technology.

To further reduce risk, the City has embraced speed limiters, or intelligent speed assistance (ISA) technology. A 2024 pilot found that ISA-equipped vehicles showed a 64% reduction in speeding, measured as the time spent driving more than 11 MPH over the speed limit. The study found similar results using before-and-after analysis and comparison to a control group, highlighting ISA's effectiveness, even among habitual speeders.

**Fatalities Involving Collisions in
Non-Emergency City Vehicles | 2014-2025**



Source: DCAS & NYPD

Moving forward, the City will expand its adoption of cutting-edge safety technologies like ISA, truck sideguards, telematics, high vision trucks, surround cameras, automatic braking, external audible alerts, and in-cab driver alerts.

In 2025, DCAS was recognized nationally by the National Safety Council for its safe fleet design program, and DCAS will continue to encourage and implement standards for safer vehicle design and to right-size its fleet to meet the unique safety demands of New York City's streets.



GOAL 8

Lead by example with the nation's safest municipal fleet

ACTION PLAN:

Lead by example by developing the safest municipal fleet in the nation via cutting edge technology, safer vehicle designs, and right-sized vehicles

1. Implement existing safety technologies in all City fleet vehicles

- 1.1** Expand use of Intelligent Speed Assistance
- 1.2** Install lane departure warning systems
- 1.3** Install audible alerts on trucks
- 1.4** Install automated emergency braking systems

2. Study adoption and safety impacts of in-vehicle technologies across TLC fleet

- Study the adoption rate of in-vehicle technologies such as automated emergency braking systems across the TLC-licensed fleet and analyze potential safety impacts

3. Incentivize safer vehicles in regulated trade waste industry

- Explore new ways for BIC to incentivize and promote the adoption of safer vehicles by the regulated trade waste industry through engagement with industry stakeholders and advocates as new technologies are developed

4. Procure trucks with high-vision cabs and alternative designs wherever feasible

- Procure and utilize trucks with high-vision cabs and alternative designs wherever feasible to prioritize vulnerable road user safety

5. Expand fleet safety driver training to contracted drivers and school bus operators

- Lead by example by providing City-approved driver safety training to commercial fleets contracted with the City

6. Leverage the City fleet's significant procurement power to encourage manufacturers to improve and expand vehicle safety features

- Use the market power of the City's \$500M in annual vehicle procurements to influence the market toward greener, safer vehicles so our fleet can continuously get safer

7. Install surround cameras or higher-vision designs in all City and City-contracted vehicles

- Install surround cameras or higher vision designs in every City and City-contracted vehicle to fulfill the requirements of Executive Order 39 and continue leading by example with the safest fleet in the country

8. Continue to ensure DSNY-contracted waste haulers meet safety goals

- Continue to work through the Commercial Waste Zones Safety Task Force to ensure safety goals for DSNY-contracted waste haulers are met, including establishing standards to identify and remove high-risk commercial carters

9. Launch a comprehensive MTA Bus Collision and Customer Crash Reduction Plan

- 9.1** Audit bus stops, terminals, and routes to identify and address hazardous conditions
- 9.2** Update training programs to reflect current collision trends

10. Deploy four state-of-the-art MTA bus simulators to enhance safety training

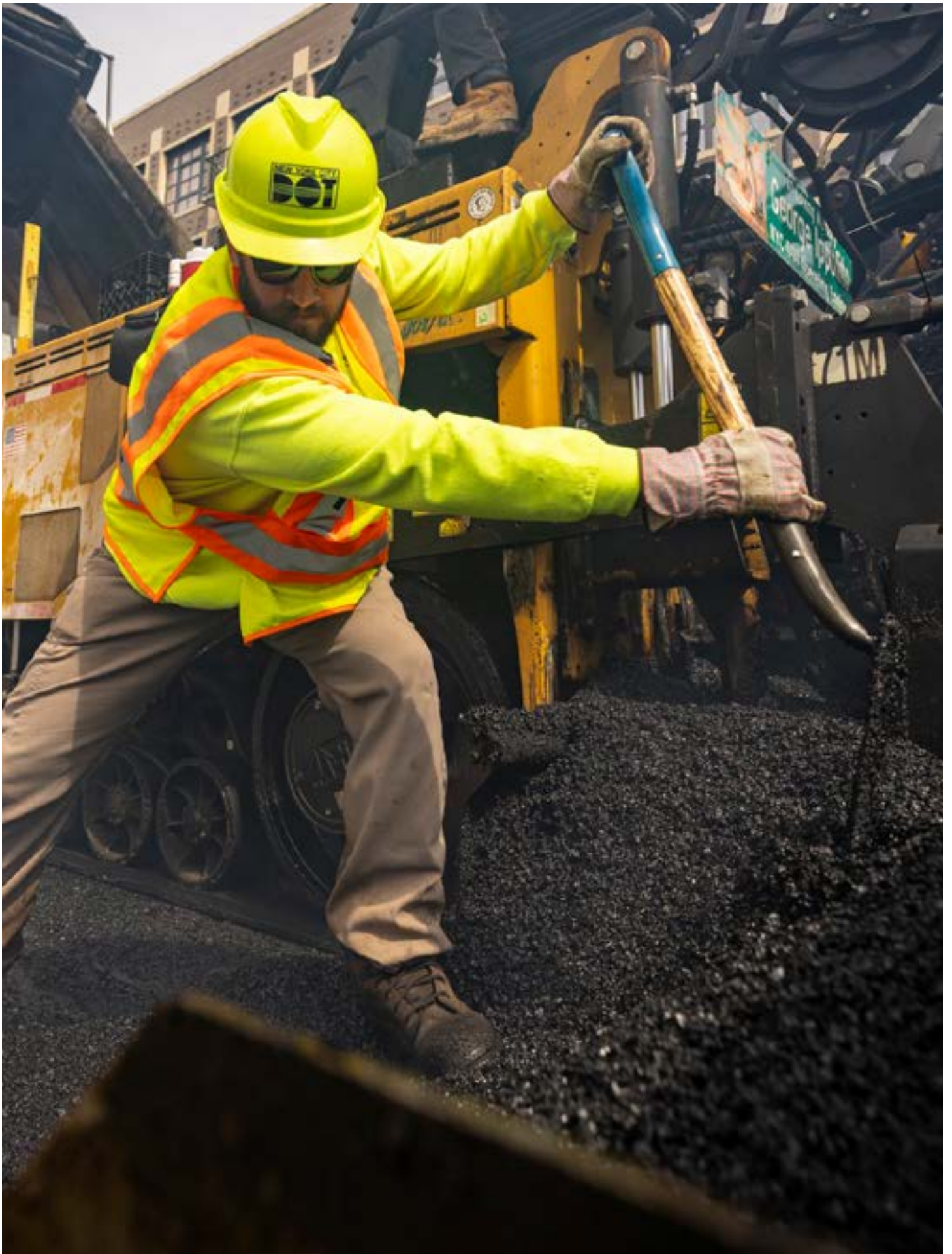
- Deploy four state-of-the-art MTA bus simulators to enhance safety curriculum, enabling training for complex turns, interactions with pedestrians, and, for the first time, micromobility users such as e-bikes and stand-up scooters

11. Expand use of Collision Warning System, to be incorporated into new bus procurements. Continue to pilot E-Mirrors on buses

- Install updated safety and collision warning systems to MTA buses to make the MTA fleet safer

12. Expand the use of Bus Operator Full Enclosure on new bus purchases

- Have Bus Operator Full Enclosure on new MTA bus purchases to improve operator safety, thus improving customer and pedestrian safety



Action Plan List

Actions have been shortened for brevity.
For the complete details, please refer to the full Action Plan.

GOAL 1

Remove dangerous drivers from our streets

ID #	RESPONSIBLE PARTY	ACTION
1		Make dangerous driving a key legislative priority in Albany:
1.1	DOT, DANY	Pass Drugged Driving Bill (S2214)
1.2	DANY	Pursue state legislation to allow virtual traffic court testimony
1.3	DANY	Expand power of OATH to adjudicate Failure to Yield violations
1.4	DANY, Task Force	Pursue state legislation to limit conditional licenses; strengthen DMV enforcement
2		Physically remove or disable vehicles operated by dangerous drivers:
2.1	NYPD	Explore strategies to expand towing capacity
2.2	NYPD	Expand booting, including Barnacle device
2.3	DOT	Pursue state legislation to authorize license plate seizure
2.4	Sheriff	Monitor entry points into the City for serial traffic offender scofflaw vehicles
3		Use automated enforcement to target drivers with a pattern of repeated violations:
3.1	DOT	Launch New York City's First-Ever Super Speeder Program requiring extreme recidivist speeders to install an intelligent speed assistance device on their vehicles
3.2	DOT	Pursue state legislation to increase penalties for serial recidivists
3.3	Sheriff	Target top automated enforcement violators for scofflaw enforcement
4		Combat ghost plates with technology:
4.1	DOT, NYPD	Pursue state legislation to require smart license plates or registration stickers
4.2	DOT, NYPD	Pursue state legislation to allow traffic tickets to be issued to the VIN only
4.3	DOT, NYPD	Advocate for OEM VIN-verification technology
5	MTA	Install Automated Camera Enforcement on MTA buses
6		Raise standards for maintaining and restoring driver's licenses:
6.1	DOT	Pursue state legislation to require driver training and education programs prior to license reinstatement
6.2	DOT	Pursue state legislation to implement regular driving reevaluations and reeducation based on crash history
7	TLC	Pursue state legislation to strengthen TLC enforcement capacity

GOAL 2

Promote safe, certified micromobility while curbing dangerous devices and riding behavior

ID #	RESPONSIBLE PARTY	ACTION
1		Regulate third-party delivery services:
1.1	DOT	Launch a robust, comprehensive online safety training program for all bicycle and e-bike delivery workers
1.2	DOT	Require third-party delivery companies to provide trip-level data on deliveries, worker penalties and safety incidents
1.3	DOT	Use this data to establish a set of safe delivery time standards and regulations for penalties imposed on workers
1.4	DOT	Require enhanced training for delivery workers who repeatedly engage in unsafe riding behavior
2		Leverage bike share and e-scooter share programs to promote safety:
2.1	DOT	Expand capacity and geographic coverage of bike share and e-scooter share services
2.2	DOT	Require in-app safety training for new and teen riders
3	DOT	Pursue state legislation to create e-bike regulations consistent with national and international safety standards
4	NYPD	Remove illegal and unlicensed micromobility devices from City streets
5		Promote safe moped and motorcycle usage:
5.1	DOT	Explore the implementation of subsidized motorcycle safety training programs
5.2	DOT	Create licensing pathways through training for all motorcycle riders
5.3	DOT	Require proof of license endorsement for motorcycle purchases

GOAL 3

Encourage safer travel through walking, transit, micromobility, and car-share over private automobile use

ID #	RESPONSIBLE PARTY	ACTION
1		Partner with MTA to build a world-class bus system:
1.1	DOT, MTA	Expand fast and reliable bus service on corridors with bus lanes
1.2	DOT, MTA	Build more bus lanes and expand Transit Signal Priority (TSP) coverage
1.3	DOT, MTA	Enhance bus stop accessibility and improve customer experience
1.4	DOT, MTA	Diversify and expand the distribution of bus stop amenities citywide
2	DOT	Explore the creation of a mobility wallet for low-income New Yorkers
3	DOT	Expand the protected and low-stress bicycle network to all communities citywide
4	DOT	Make Citi Bike and e-scooter share more affordable
5	DOT	Expand accessible bike share and e-scooter share options
6	DOT	Launch the Office of Curb Management at the Department of Transportation
7	DOT	Expand the car share parking program
8		Encourage walking by improving convenience, safety, and comfort:
8.1	DOT	Build connected and accessible walking networks
8.2	DOT	Establish pedestrian-only and pedestrian-priority districts
9	DOT	Promote safer street use through public programs
10	DOT	Encourage walking and biking to school

GOAL 4

Discourage oversized vehicles and prepare for new vehicle technologies

ID #	RESPONSIBLE PARTY	ACTION
1	Task Force	Pursue federal action for safer vehicle standards, including:
1.1		A safe vehicle rating standard via NHTSA that protects pedestrians and bicyclists
1.2		Safer NHTSA vehicle design requirements for pedestrian protection and driver visibility
1.3		Truck safety technologies (e.g., cameras, sensors, mirrors)
2	Task Force	Advocate for state and federal legislation that empowers local oversight of autonomous vehicles
3	DOT	Evaluate the benefits of imposing higher tolls for larger passenger vehicles
4	DOT	Shift freight from heavy vehicles to safer, more sustainable modes

GOAL 5

Expand and maintain safety-focused street designs

ID #	RESPONSIBLE PARTY	ACTION
1	DOT	Expand the implementation of Sammy's Law:
1.1		Create 15 MPH School Slow Zones at every eligible school location citywide
1.2		Expand 20 MPH speed limits within entire neighborhoods or other defined zones
2	DOT	Update roadway designs to provide safe, comfortable, and connected streets for micromobility users:
2.1		Implement Green Wave signal coordination for micromobility
2.2		Enhance and expand micromobility network
2.3		Strengthen physical protection for bike lanes
2.4		Expand the City's corridor and neighborhood design toolkit
3	DOT	Implement Hardened Daylighting or Better at a Minimum of 1,000 Intersections Each Year
4	DOT	Improve quality and durability of on-street materials
5	DOT	Develop a highway safety toolkit to address injury hotspots
6	DOT	Develop a new safety design standards toolkit for roadways around schools
7	Aging	Research infrastructure and design improvements to support older New Yorkers
8	TLC, DOT	Explore safer pickup and drop-off strategies at curbs
9	DOT	Implement curb management design plans to prevent dangerous illegal parking
10	DOT	Enhance street safety and accessibility for people with disabilities

GOAL 6**Cultivate a safety culture of accountability through education and enforcement**

ID #	RESPONSIBLE PARTY	ACTION
1	NYPD	Ensure all vehicles are properly registered and have valid license plates
2	DOT	Explore different types of automated enforcement and expand citywide
3	BIC	Establish new agency partnerships for joint trade waste truck enforcement operations and expand efforts to enforce compliance with safety regulations
4	BIC	Expand BIC Online Portal to digitize trade waste truck inspection and safety equipment submission processes
5	DOT	Integrate Vision Zero lessons into citywide NYC Public Schools curriculum
6	DCAS	Provide City-approved driver and rider safety training curricula for businesses
7	DOT	Deepen connections with the public through e-bike and moped users outreach and education programs
8	DANY, DOT, NYPD	Create a comprehensive safety education campaign focused on laws, legislative changes, and tailored neighborhood outreach
9	DOT	Provide regular Vision Zero updates to the news media
10	DOT	Develop strategic communication based on current safety data trends
11	DOT	Leverage City assets to disseminate information on traffic safety projects and policies
12	NYC Health + Hospitals	Leverage public health venues to deliver Vision Zero messages and engage communities
13	NYC Health	Develop messaging connecting Vision Zero priorities to broader health benefits, including physical activity through activity-friendly routes to everyday destinations
14	NYC Health + Hospitals	Integrate Vision Zero messaging into existing injury prevention efforts
15	Task Force	Coordinate with neighboring municipalities to share Vision Zero practices and regional messaging
16	DOT, Task Force	Publish studies and reports on Vision Zero enforcement best practices
17	Task Force	Foster connections with grassroots Vision Zero community groups
18	Aging	Support neighborhood groups in NORCs and other older adult priority areas
19	Aging	Partner with DOT's SEO team to train OAC staff as local safety advocates
20	MTA	Update MTA Vision Zero training curriculum for bus operators

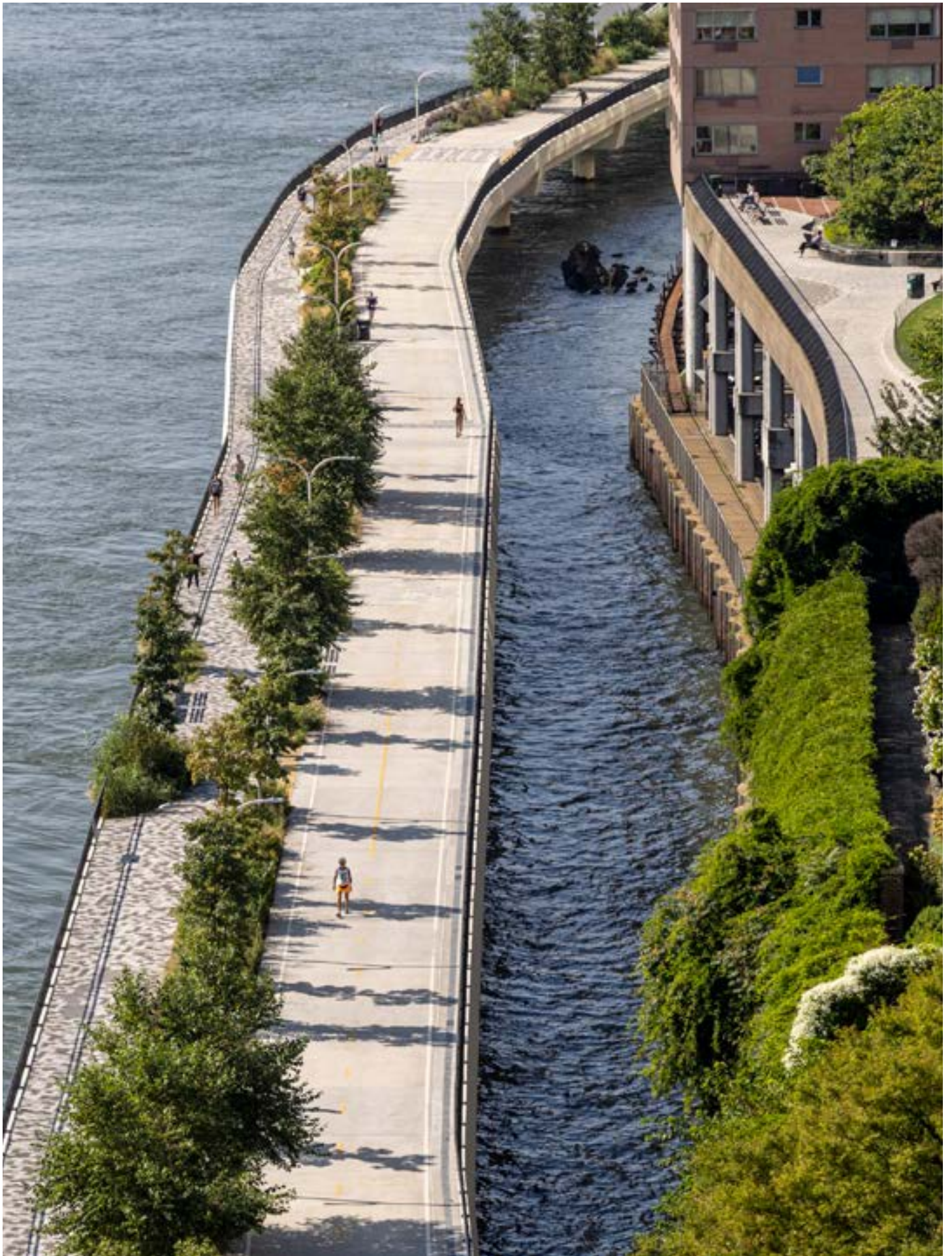
GOAL 7

Leverage emerging data, technology, and analysis for smarter interventions

ID #	RESPONSIBLE PARTY	ACTION
1		Focus future traffic safety research on key areas:
1.1	DOT, NYC Health	Motorized two-wheelers
1.2	DOT	Dangerous pedestrian behaviors
1.3	DANY, DOT	Impaired and intoxicated driving
1.4	DOT, MOPD, NYC Health	Crash patterns and injury trends for people with disabilities
1.5	DOT	Safety implications of electric vehicles
1.6	DOT, MTA	MTA bus crashes
1.7	TLC	Fatigued driving and crash risk among taxi and for-hire vehicle drivers
2	Task Force	Create a Unified Vision Zero Data Warehouse
3	DOT	Develop citywide models of volume and exposure for all road users
4	DOT	Expand access to user-friendly online safety data and tools
5	DOT	Implement connected streetlights for rapid response to outages
6	MTA	Pilot and study bus safety technologies

GOAL 8**Lead by example with the nation's safest municipal fleet**

ID #	RESPONSIBLE PARTY	ACTION
1		Implement existing safety technologies in all City fleet vehicles:
1.1	DCAS	Expand use of Intelligent Speed Assistance
1.2	DCAS	Install lane departure warning systems
1.3	DCAS	Install audible alerts on trucks
1.4	DCAS	Install automated emergency braking systems
2	TLC	Study adoption and safety impacts of in-vehicle technologies across TLC fleet
3	BIC	Incentivize safer vehicles in regulated trade waste industry
4	DCAS	Procure trucks with high-vision cabs and alternative designs wherever feasible
5	DCAS	Expand fleet safety driver training to contracted drivers and school bus operators
6	DCAS	Leverage the City fleet's procurement power to encourage manufacturers to improve and expand vehicle safety features
7	DCAS	Install surround cameras or higher-vision designs in all City and City-contracted vehicles
8	BIC, DSNY, DOT	Continue to ensure DSNY-contracted waste haulers meet safety goals
9		Launch a comprehensive MTA Bus Collision and Customer Crash Reduction Plan:
9.1	MTA	Audit bus stops, terminals, and routes for hazards
9.2	MTA	Update training programs to reflect current collision trends
10	MTA	Deploy four state-of-the-art MTA bus simulators to enhance safety training
11	MTA	Expand use of E-Mirrors and Collision Warning System
12	MTA	Expand the use of Bus Operator Full Enclosure on new bus purchases



Appendix

Working Groups

To advance Vision Zero's mission, the Task Force operates a series of specialized working groups that focus on key operational and policy areas, foster cross-agency collaboration, and leverage external expertise. These groups have been central to Vision Zero's success, serving as structured forums for discussion, coordinated action, and innovative strategies that have strengthened New York City's traffic safety efforts. Meeting regularly, they conduct specialized work on cross-agency challenges and collaborate with academic and external partners to support Vision Zero's ongoing initiatives. By combining expertise and maintaining a consistent focus on safety, the working groups embody the collaborative spirit that has made New York City a national leader in street safety.

Data Working Group

The Data Working Group facilitates cross-agency research, data sharing, and evaluation. Meeting biweekly, the group tracks ongoing studies, coordinates research partnerships with academic institutions, and identifies emerging trends in traffic safety. It also provides a forum for City agencies and partners to present new research to the Task Force.

Communications and Community Engagement Working Group

The Communications and Community Engagement Working Group develops outreach and communications strategies in partnership with representatives from all Vision Zero Task Force agencies. Through public education campaigns and safety messaging, the group conveys data trends, promotes driver awareness, and encourages safe behaviors such as speed reduction and safe turning. Its work helps foster a culture of safety across the City.

Fleet Working Group

The Fleet Working Group focuses on advancing vehicle and operator safety for City-operated trucks and large vehicles. It brings together fleet managers and safety staff to share best practices, improve training, and implement strategies to ensure City drivers and vehicle operators are among the safest public fleet drivers in the country. Members also discuss regulations, legislation, and partnerships, and collaborate with agencies such as DSNY and the Fire Department's Bureau of Emergency Medical Services (FDNY EMS), which operate thousands of heavy vehicles across the City.

Micromobility Working Group

The Micromobility Working Group addresses policy and planning for bicycles, e-bikes, mopeds, and scooters to support safe micromobility use. The working group has four focus areas – Street Safety, Mode Shift, Fire Safety, and Worker Protection.

Freight Working Group

The Freight Working Group develops strategies to address traffic safety issues related to the freight industry. Its work spans engineering, education, enforcement, legislation, data analytics, and technology.

Legislative Working Group

The Legislative Working Group develops and maintains a unified, citywide legislative agenda for traffic safety. It identifies gaps in existing laws, responds to emerging challenges, and shapes proposals that strengthen the foundation of Vision Zero.

External Partnerships Working Group

The External Partnerships Working Group expands outreach and collaboration with street safety stakeholders outside of City government. It works with a multi-disciplinary coalition of City agencies and external groups to support open dialogue on street safety, promote shared initiatives, and foster coordinated community engagement. Members leverage existing coalitions, advocates, and subject matter experts, while creating new opportunities for partnership to advance Vision Zero goals, including supporting legislation, promoting safety initiatives, and conducting community outreach.

School Travel Working Group

The School Travel Working Group develops and implements collaborative, school-centered safety initiatives to reduce youth fatalities and injuries, improve the safety of travel to and from school, and encourage safe use of public transit, walking, and cycling.





Vision Zero Task Force

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