

NYC DOT

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Press Releases

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Vision Zero: Mamdani Administration Announces Pedestrian Deaths at Historic Low and That First Half of 2026 Among Safest Years on Record

Pedestrian deaths are at the lowest level in recorded history—aside from outlier year of 2020—and down more than 42% since before Vision Zero launched in 2013

Overall, 2026 is the fifth safest year on record to date as NYC DOT and Vision Zero partners double down on safer street designs, targeted traffic enforcement, and expanded public education



An NYC DOT Vision Zero street team member in the field. Credit: NYC DOT

NEW YORK — New York City Department of Transportation (NYC DOT) Commissioner Mike Flynn today announced that traffic deaths remain near historic lows, including pedestrian fatalities reaching an all-time low—except for the outlier year of 2020 at the height of the Covid-19 pandemic. The city's streets have experienced 46 pedestrian fatalities, down 13% from last year and down more than 42% since the year before Vision Zero launched in 2013.

To date, this is the fifth safest year on record on our streets, with overall traffic deaths down nearly 25% since Vision Zero's launch.

“No New Yorker should fear walking to school, biking to work, or driving to visit a loved one. New York City’s streets remain among the safest they have ever been, but Vision Zero means one death is one too many,” said **NYC DOT Commissioner Mike Flynn**. “Under Mayor Mamdani we are doubling down on innovative approaches to safer street design, targeted traffic enforcement, and expanded public education, because we must use every tool at our disposal to prevent catastrophic crashes and save lives.”

“The progress we’re seeing is the result of agencies working together, using data to identify challenges and act on them,” said **Mayor’s Office of Operations Director Annie Levers**. “With 2026 on track to be among the safest years on record, that approach is delivering results. But our work isn’t done until fatalities reach zero.”

“Keeping our streets safe and preventing traffic fatalities requires teamwork, and BIC is proud to work alongside NYC DOT and our other Vision Zero partners in this effort,” said **NYC Business Integrity Commission Commissioner & Chair Asim Rehman**. “Promoting vehicle safety in the trade waste industry is a core element of BIC’s mission, and we will continue to educate carting companies and enforce our safety regulations to protect New Yorkers on the road.”

Through June 29, there have been 94 traffic fatalities in New York City, including 46 pedestrian fatalities. Pedestrian fatalities have declined 13%, down from 53 at the same point last year, and are at the lowest level in recorded history—except for the first six months of 2020 at the height of the Covid-19 pandemic. Overall fatalities to date across all categories are similar to last year’s 91 and well below the average from 2021 to 2024, which was 120.

Fatalities among occupants of motor vehicles are at 16, down sharply from 29 at this point in 2024 and 30 in 2023. Fatalities involving riders of e-bikes, stand-up scooters, and mopeds have increased from 16 to 18 compared to last year, though they remain below the 23 recorded at this point in 2024 and 2023. In addition to fatalities, traffic injuries for riders of e-bikes, stand-up scooters, and mopeds are down 7%, from 1,114 to 1,036, as of May 30, 2026—and down 33% from the 1,539 rider injuries recorded through May 30, 2023.

Traditional bicycle fatalities remain low compared to pre-pandemic years, with three deaths recorded so far this year.

The following Vision Zero initiatives have been key to keeping traffic deaths near historic lows while helping NYC respond to safety challenges.

NYC Traffic Fatality Stats (by Vehicle Type)

Monday, June 29, 2026

Current Week

Year	Pedestrians	Traditional Bike	E-Bike	Stand-up Scooter	Moped	Motorcycle	Off-Road	Other	Car	SUV	Other	Total
2026	46	3	9	6	3	8	3	0	4	11	1	94
2025	53	1	6	3	7	7	1	0	7	5	1	91
2024	63	3	9	4	10	11	0	0	16	13	0	129
2023	48	6	13	2	8	10	1	0	23	7	0	118
2022	51	6	2	1	8	9	1	0	28	3	2	111
2021	64	4	4	1	5	16	0	1	22	5	0	122
2020	36	6	2	0	0	15	0	0	24	6	0	89
2019	56	11	3	0	0	8	1	0	16	10	0	105
2018	48	6	2	1	0	10	2	0	14	3	0	86
2017	47	9	1	0	0	10	0	0	23	2	1	93
2016	62	11	2	0	0	7	0	0	21	8	2	113
2015	63	5	0	0	0	7	1	0	25	3	3	107
2014	56	9	0	0	0	12	3	0	25	5	4	114
2013	80	7	0	0	1	14	1	0	19	3	0	125

Street Redesigns That Make Streets Safer and Easier to Use

NYC DOT continues to redesign streets in every borough with proven tools that save lives, like protected bike lanes, pedestrian islands, shorter crossings, expanded pedestrian space, safer bus stops, and clear lane organization. The projects make streets less confusing and more predictable. They deliver concrete benefits for New Yorkers like safer trips to school, calmer crossings near homes and workplaces, more comfortable bike routes, and fewer conflicts between people walking, biking, riding, or driving.

Recently completed street redesigns include:

Manhattan’s Third Avenue

- This year, NYC DOT finished adding 10-foot-wide protected bike lanes along Manhattan's Third Avenue from 23rd Street to East 59th Street. This work is part of the agency's complete street redesign for the corridor, which included a redesign of every intersection in the project area as well as traffic-calming measures to reduce speeding. The project now better accommodates all road users, including by delivering a safer, more comfortable cycling experience and faster, more reliable bus service for 50,000 daily riders along the corridor.

Brooklyn Bridge Connection South

- This project added a new, dedicated bike connection to the Brooklyn Bridge along Centre Street at its Manhattan entrance, creating fully separate bike and pedestrian access for the first time.

Court Street, Schermerhorn Street to Hamilton Avenue

- This project added 1.3 miles of new, dedicated bike lanes to Court St, a Vision Zero Priority corridor and busy commercial area in Brooklyn. The project also included pedestrian improvements, including painted pedestrian islands, curb extensions, and turn calming. The agency also installed curb regulation updates like commercial loading zones to discourage double parking.

Cross Island Parkway, 147 Street to 154 Street

- This project installed pedestrian improvements at two intersections on Cross Island Parkway, including the Vision Zero Priority Intersection of Cross Island Parkway and 150th Street. Improvements included a concrete pedestrian island, concrete and painted curb extensions, and five new crosswalks. The agency also made markings improvements on the north and south service roads of Cross Island Parkway to clarify vehicle movements and discourage speeding

Making Micromobility Trips Safer

While deaths among riders of e-bikes, stand-up e-scooters and mopeds are up, with 18 deaths so far this year compared to 16 at this time last year, the most dramatic change is among riders of e-scooters, with six deaths so far this year compared to three last year. This increase has been driven in part by a rise in illegal e-scooters and e-bikes that are capable of speeds far beyond legal thresholds, including e-bikes and e-scooters that can reach speeds over 50 mph. NYC DOT is working with sister agencies to address these challenges by designing and constructing safer streets, expanding educational efforts, and supporting the NYPD in its targeted enforcement against illegal devices and dangerous behavior.

Protected bike lanes: NYC DOT has installed 10-foot-wide protected bike lanes along portions of Third Avenue, Sixth Avenue, 10th Avenue, Seventh Avenue, Second Avenue, and the First Avenue tunnel in Manhattan. Wider bike lanes create a safer and more comfortable experience by allowing faster riders, including e-bike users, to pass more safely while also supporting side-by-side riding.

Public education for e-bike and scooter riders: NYC DOT continues to educate riders on safe operation, including how to ride at safe speeds, yield to pedestrians, avoid sidewalks, follow traffic signals, and use equipment that is legal and appropriate for city streets. In addition to the previously announced online 'Do You Deliver?' safety course for delivery workers, the Vision Zero Street Team will be deployed over the summer months in areas with high concentrations of e-mobility use to emphasize slow speeds and cautious riding.

Keeping Dangerous Driving in Check

NYC's automated enforcement network and NYPD's high-visibility enforcement continue to play a major role in preventing deadly crashes. Speeding, red-light running, and reckless driving remain among the most dangerous behaviors on city streets.

Speed Cameras: New York City's speed camera program continues to reduce dangerous speeding and protect New Yorkers 24/7. Violations have dropped by 95% at camera locations since the program began.

Red-Light Cameras: New York City's Red-Light Camera program continues to reduce dangerous red-light running on roads. Violations have dropped 80% at camera locations since the program began.

Vision Zero Street Teams: DOT and NYPD collaboration brings on-street education events to high-crash locations, distributing safety materials to drivers and community members. These week-long outreach efforts are followed by equitable enforcement that focuses on the top Vision Zero violations that are known to cause crashes, like speeding and failure to yield to pedestrians.

High-Visibility Enforcement on High-Crash Corridors: NYPD continues to focus traffic enforcement on the corridors and behaviors most closely linked to severe crashes, including speeding, failure to yield, red-light running, and illegal vehicle operation.

NYC DOT will continue to use data to guide its street safety work, focusing on the locations and behaviors that put New Yorkers at greatest risk. The agency will also continue advancing street redesigns that enhance safety and make it easier for all New Yorkers to travel the city.

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