



Jul 23, 2024

New York City Experiences Deadliest First Six Months in Vision Zero History, New Analysis from Transportation Alternatives and Families for Safe Streets Shows

Traffic violence has now killed more than 2,500 New Yorkers since the beginning of Vision Zero.

61 pedestrians were killed in traffic during the first half of 2024, 27% more than were killed by this point last year.

Motorist fatalities are at a record high in Vision Zero history.

NEW YORK — During the first half of 2024, traffic crashes killed 127 people, a Vision Zero-era record, according to a new analysis from Transportation Alternatives and Families for Safe Streets.

This data comes after the deadliest first quarter in the Vision Zero era. As of today, 2024 is on pace to be the deadliest year for traffic violence since the onset of Vision Zero. During the first two quarters of 2024, traffic violence killed 61 pedestrians – 15% higher than the Vision Zero-era average – and 12 cyclists – 20% higher than the Vision Zero-era average.

On May 18, 2024, [a driver struck and killed a 5-year-old boy](#) in Queens as he left Poppenhusen Playground. This 5-year-old boy is the 2,500th New Yorker to be killed in traffic since Vision Zero began a decade ago.

“Our leaders are failing New Yorkers. By failing to meet the mandates of the NYC Streets Plan, Mayor Adams maintains a deadly status quo on our streets. By canceling congestion pricing, Governor Hochul has left New Yorkers behind on congested, dangerous streets.”

said **Elizabeth Adams, Interim Co-Executive Director of Transportation**

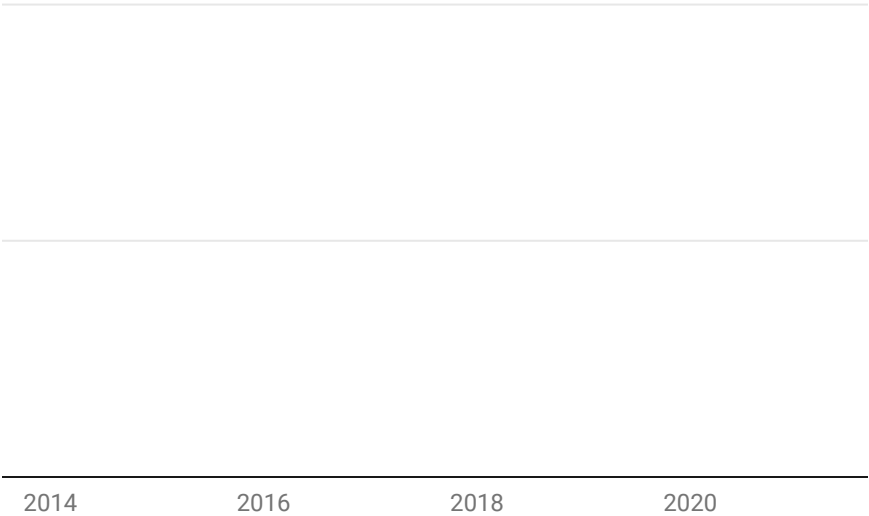
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start of congestion pricing to breaking ground on safe streets projects in every neighborhood. Instead, Mayor Adams and Governor Hochul are putting people’s lives at risk by turning a blind eye to proven solutions to preventable traffic violence.”

“Just over two months ago, our family was shattered when my mother Martina Sanchez- Alcantara was killed by a reckless driver as she walked across the Grand

Concourse in the Bronx. My mother was a beautiful person who meant so much to all of us and her loss has left our family depressed, confused and angry. Our family will never be the same after her death,” said **Goudy Fonfrias, a member of Families for Safe Streets**. “More people have been killed by cars this year than any other in the past decade. These aren't just statistics – every single one is a person with a family, friends, and a community, just like my mother. These numbers are abhorrent and unacceptable, and they still fail to capture the horror that my family and I have lived every day since my mother was killed. Our leaders must take action today to prevent future tragedies like my mother’s death.”



Key takeaways from the first half of 2024:

This was the deadliest first six months since the adoption of Vision Zero in 2014. Traffic violence killed 127 New Yorkers in the first six months of 2024, up 46% from the safest year under Vision Zero, 2018. In the first two quarters of 2024, traffic violence killed a New Yorker every 34 hours, or 5 times a week. Brooklyn had its deadliest first six months since Vision Zero was adopted in 2014.

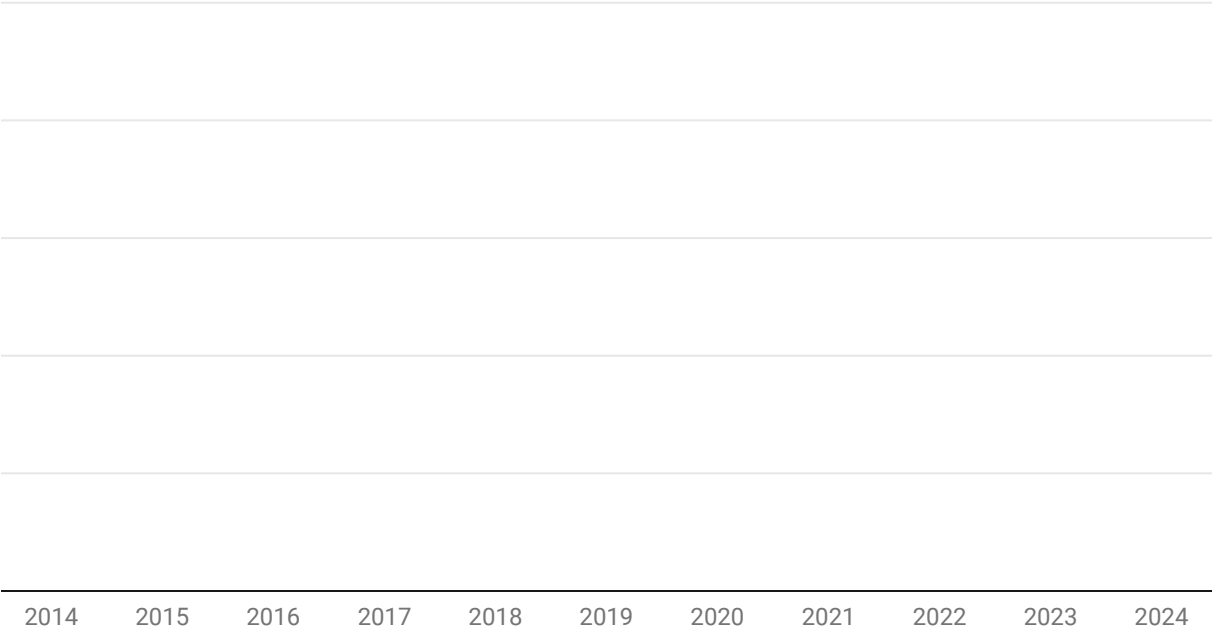


and 66% were killed on streets without any bicycle infrastructure at all.

Fatalities are up in the congestion relief zone. During the first half of 2024, traffic violence killed eight people in the congestion relief zone – nearly one every three weeks. All eight fatalities in the zone were people walking or biking, and eight fatalities in the first half of the year is 18% higher than average for the Vision Zero era. Midtown Manhattan has the highest rate of traffic violence in all of New York City – and since congestion pricing was signed into law in 2019, traffic violence has killed 74 New Yorkers in the congestion relief zone.

With 51 fatalities, this is the deadliest first six months for motorists in all of Vision Zero.

Traffic violence has killed 65% more motorists than 2018, the safest year, and killed 21% more motorists than the average year.



Source: Transportation Alternatives • Created with [Datawrapper](#)

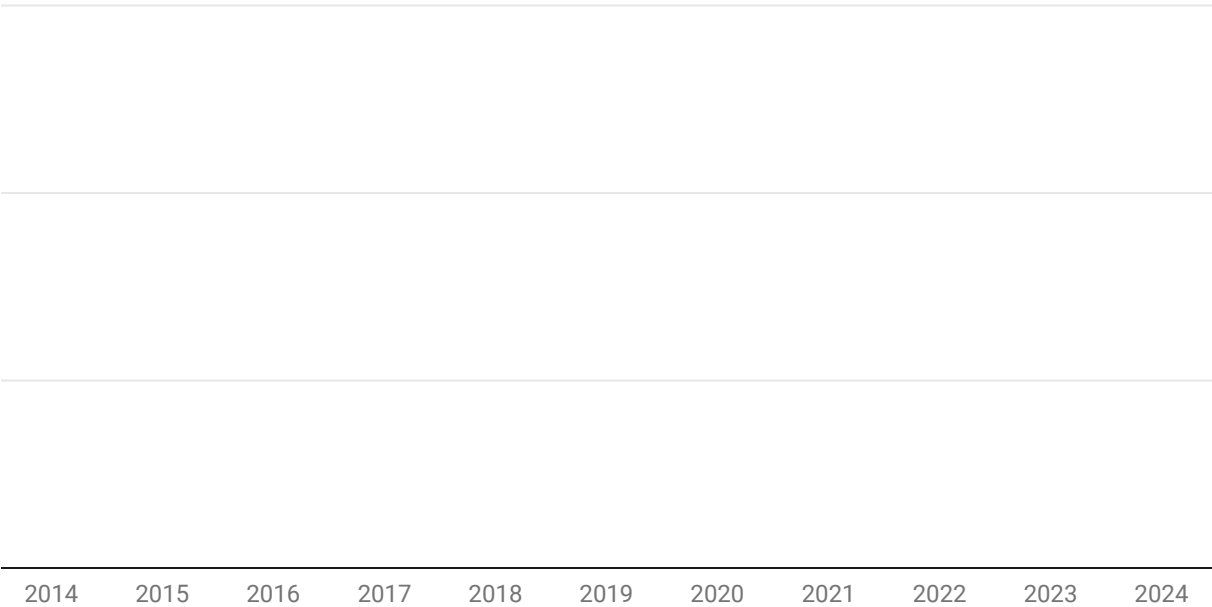
Motorist fatalities are at a record high. With 51 fatalities, this is the deadliest first six months for motorists in all of Vision Zero. Traffic violence has killed 65% more motorists than 2018, the safest year, and killed 21% more motorists than the average



pedestrians in Queens. Overall, pedestrian fatalities in the borough are 33% higher than average.

Traffic violence killed 61 pedestrians in the first six months of 2024, 27% more than were killed by this point last year.

Twice as many pedestrians were killed in Queens in the first six months of 2024 compared to 2017, the safest year for pedestrians in Queens.



Source: Transportation Alternatives • Created with [Datavrapper](#)

Large vehicles are killing New Yorkers. The ongoing rise of SUVs and larger vehicles has had deadly consequences for New Yorkers. In the first two quarters of 2024, SUVs and pickup trucks killed well over twice as many pedestrians as sedans and motorcycles. SUVs and other large vehicles were responsible for 94% of non-motorist fatalities, including killing 43 pedestrians, nine cyclists, and two other motorists.

Here's what our elected officials must do to address this crisis:

must reinstate the program immediately to prevent crashes and save lives.

The Adams administration must comply with the Streets Plan. The Streets Plan is a legal requirement and critical for designing and building safer, slower streets – yet the current administration failed to meet mandated goals in both 2022 and 2023. So far this year, New York City has built [just over two miles](#) of the mandated 50 miles of protected bike lanes in 2024.

New York City must build the physical infrastructure that will keep New Yorkers safe.

Pedestrians and bike riders are dying on roads and at intersections without critical safety infrastructure. New York City must follow through on its commitments to [daylighting](#) 1,000 intersections as well as building over a hundred miles of protected bike lanes. There is no public-facing dashboard or dataset to know whether the City is on track to daylight 1,000 intersections this year or if the daylighting is installed equitably.

What elected officials are saying:

“At the current rate of fatalities, 2024 is on pace to be the deadliest year for traffic violence in the Vision Zero era, which should alarm all New Yorkers,” said **Speaker Adrienne Adams**. “This is not the direction we should be moving in, and as a city, we must not reverse the important progress we have made over the past decade to become a safer city. It is imperative that the Administration complies with the benchmarks of the Street Plan to build the infrastructure needed to safeguard residents. Keeping New Yorkers safe from traffic violence remains a priority for the Council, and we will continue to work together with stakeholders to make our streets safer for pedestrians, cyclists, motorists, and all street users.”

“This year there have been 220 total traffic crashes in Council District 2 alone, and tragically three lives were lost in our community. It is deeply concerning that 127 people have been killed citywide in traffic crashes in 2024, making it the deadliest first six months since the adoption of Vision Zero ten years ago. It is imperative that we dramatically redesigns and use all of the tools at our disposal to create safer streets. V



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Erik Bottcher. “127 deaths in this calendar year alone is 127 too many. New York City is, and will always be, a city for pedestrians. To ensure the safety of all New Yorkers, we need to implement congestion pricing and continue investing in pedestrian infrastructure citywide.”

***Note: These numbers have been pulled and compiled by TA, and were confirmed by DOT as of July 1st.*

Transportation Alternatives Statement After Truck Driver Kills Bike Rider in Sunnyside Queens

Statement from Transportation Alternatives After Driver Hits and Kills 3-Year-Old Girl, Injures 2-Year-Old Sister in Harlem



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Transportation Alternatives’ mission is to reclaim New York City from cars, transforming our streets into safe, sustainable, and equitable places to walk, bike, take transit, gather, and thrive.

111 John
Street, Suite
260
New York, NY
10038

(212) 629-
8080
info@transalt.org

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