

The New York Pedestrian Safety Report

AN OPEN LOOK AT NEW YORK CITY'S OWN CRASH RECORD

DATA YEAR 2025 · FREE TO READ, CITE & SHARE

NEW YORK CITY · FIVE BOROUGHS

The Pedestrian Blind Spot

New York is calling these the safest streets since 1910. For the person on foot, the city's own crash record reads differently.

9,134

pedestrians injured on New York City streets in 2025.

THAT'S 25 EVERY DAY.
FOR EVERY ONE KILLED, 77 MORE WERE HURT.

WHO READS THE DATA

We read the crash record the way we read a case: the street, the numbers, and the pattern underneath them.

AEE Law pulled New York City's own crash record and counted what the headline leaves out. It names no one and sells nothing. It just shows the work.

WHY THIS MATTERS NOW

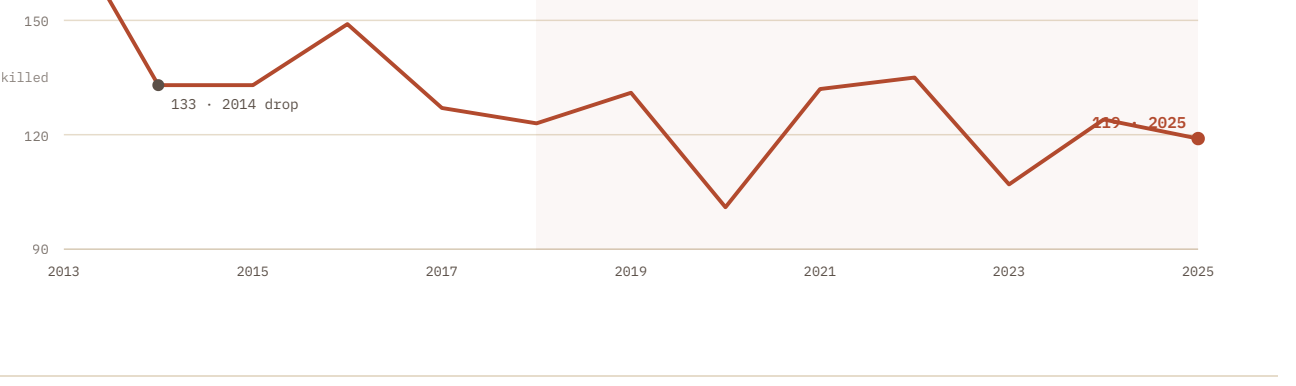
In January 2026 the city announced that New York had its safest year on record, the fewest traffic deaths since it began counting in 1910. That number is real. It is also a total, **every mode of travel added together**. Pull the pedestrian thread out of it and a different decade appears.

01 The dividend was paid once

OUR ANALYSIS

Vision Zero's pedestrian gains arrived in a single year. We pulled NYPD's motor-vehicle collision record and counted pedestrians killed per year. Deaths dropped once, in 2014. They have been flat ever since.

Pedestrian deaths fell once, then stalled for eleven years.



Pedestrian deaths fell 24% in one year, 2013 to 2014, then stalled. 2025's 119 is statistically the same plateau the city has sat on since 2018, a line that only oscillates between roughly 101 and 135 and never returns to a real decline. **The Vision Zero pedestrian dividend was paid once, eleven years ago.**

Computed from NYC Open Data, NYPD Motor Vehicle Collisions (Crashes), pedestrians killed by year, 2013 to 2025.

02 Deaths are the tip

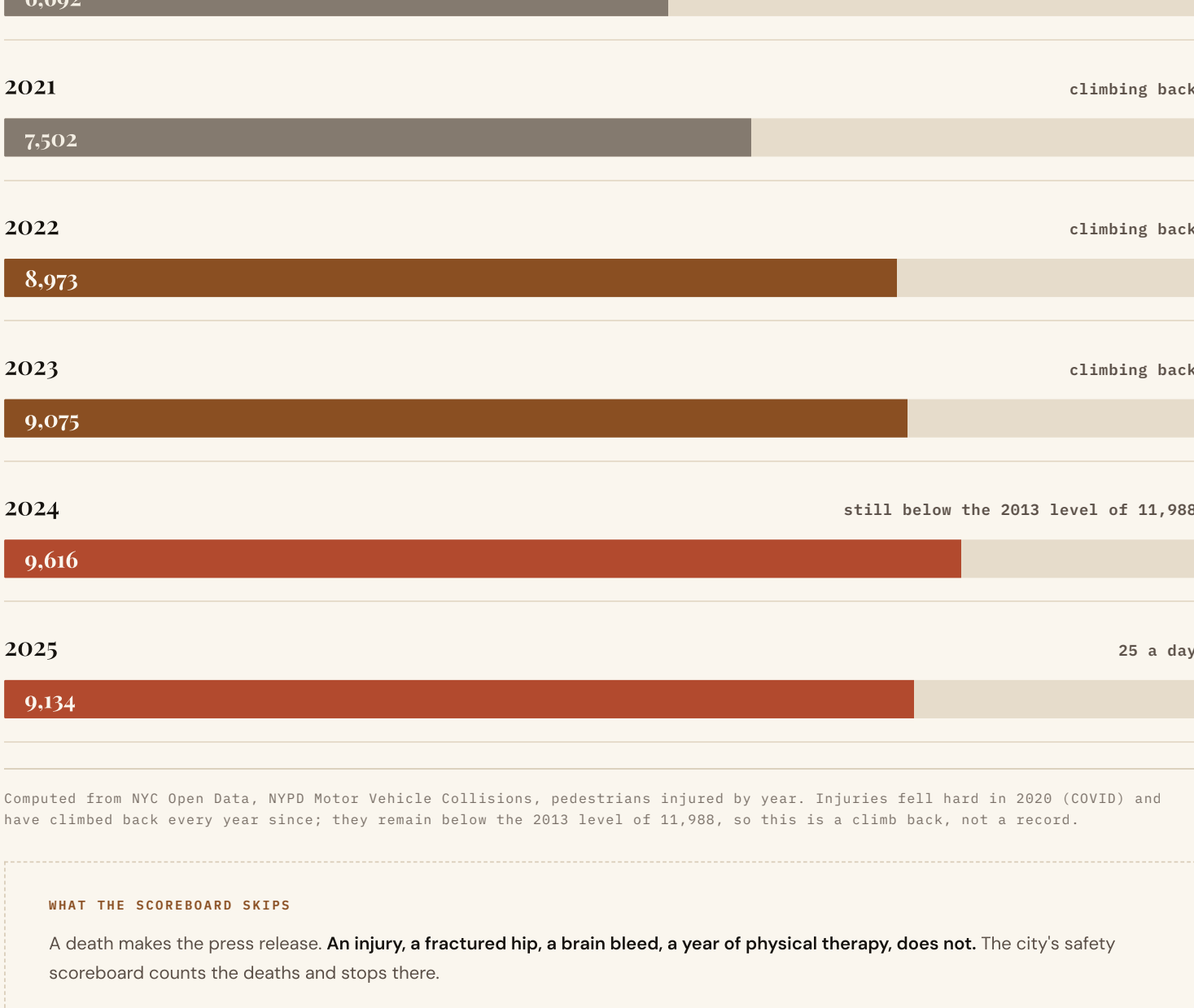
OUR ANALYSIS

The number the city celebrates is the smallest one in the file. For every pedestrian killed on a New York street, dozens more are carried off it.

77:1

In 2025, 9,134 pedestrians were injured against 119 killed. The death is the tip of a far larger toll the scoreboard never shows.

Computed from NYC Open Data, NYPD Motor Vehicle Collisions, pedestrians injured and killed, 2025.



Computed from NYC Open Data, NYPD Motor Vehicle Collisions, pedestrians injured by year. Injuries fell hard in 2020 (COVID) and have climbed back every year since; they remain below the 2013 level of 11,988, so this is a climb back, not a record.

WHAT THE SCOREBOARD SKIPS

A death makes the press release. **An injury, a fractured hip, a brain bleed, a year of physical therapy, does not.** The city's safety scoreboard counts the deaths and stops there.

03 What the count doesn't count

NYC OPEN DATA

Vision Zero counts one kind of pedestrian harm: the kind a vehicle does. An entire second category, the harm the built environment does, is not in the number at all.

SIDEWALK · 2025	SIDEWALK · ON RECORD	SCAFFOLDING · SINCE 2016	TREE-ROOT HAZARD
25,809 "Sidewalk Condition" complaints filed to NYC 311 in 2025 alone.	158,021 total "Sidewalk Condition" 311 complaints on record.	67,408 sidewalk-shed (scaffolding) filings since 2016. A filing is permit activity, not a standing shed.	60,658 "Root/Sewer/Sidewalk Condition" 311 complaints, the classic trip hazard.
NYC 311 Service Requests	NYC 311 Service Requests	DOB NOW Build Job Filings	NYC 311 Service Requests

A PEDESTRIAN-SAFETY STORY THE SCOREBOARD DOES NOT KEEP

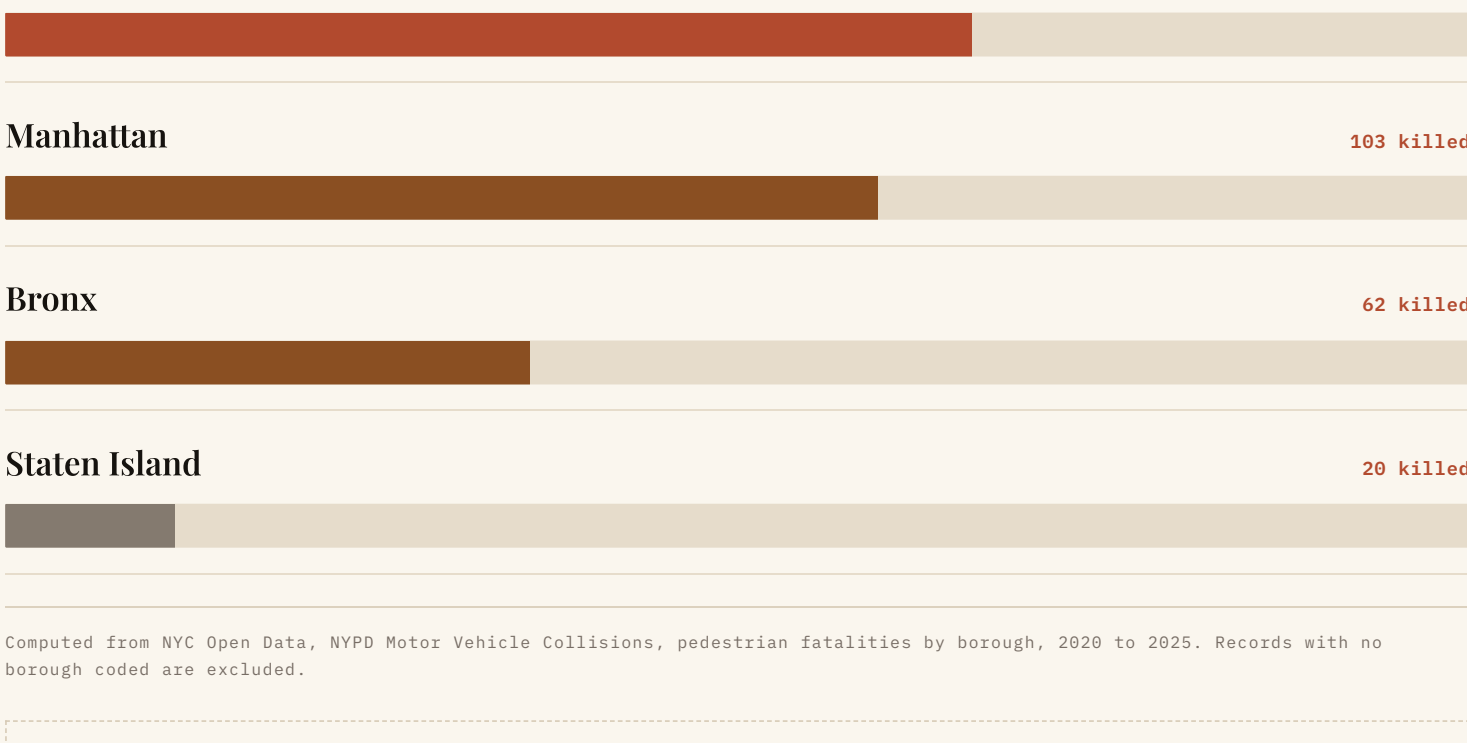
A broken slab, a dark scaffold corridor, an uneven curb, a heaved sidewalk over a tree root. **None of it is a "traffic death," so none of it touches the number the city celebrates.** The sidewalk itself is a pedestrian-safety story the scoreboard does not keep.

NYC Open Data: 311 Service Requests (complaint types as noted) and DOB NOW Build Job Application Filings (sidewalk-shed work type), retrieved June 2026.

04 Where the danger is

OUR ANALYSIS

Pedestrian deaths do not cluster where the cameras and press releases are. They cluster where people walk in the outer boroughs.



Computed from NYC Open Data, NYPD Motor Vehicle Collisions, pedestrian fatalities by borough, 2020 to 2025. Records with no borough coded are excluded.

THE DEADLIEST GROUND IS THE OUTER-BOROUGH ARTERIAL

Brooklyn and Queens together account for more pedestrian deaths than Manhattan, the Bronx, and Staten Island combined. The deadliest ground for someone on foot is the wide outer-borough arterial, not the midtown crosswalk.

WHAT THIS MEANS

New York's streets are safer than they were in 2013. That is true, and it is worth saying. It is also true that the person on foot stopped sharing in that progress a decade ago, that the injury toll never left, and that the harm the sidewalk itself does was never counted. A record low is not the same as a solved problem, and for pedestrians the record is plainer than the headline.

Hurt as a pedestrian in New York?

If a vehicle struck you, or a broken sidewalk, dark scaffold, or unsafe shed did, the law treats it as someone's responsibility. **AEE Law has spent 35 years proving whose.**

Talk to a NYC pedestrian accident lawyer

ANTIN, EHRLICH & EPSTEIN
(212) 221-5999

05 How we built this

METHODOLOGY

DATA SOURCES AND RETRIEVAL

Every figure traces to a named New York City open dataset: **NYPD's Motor Vehicle Collisions (Crashes)** for the pedestrian kill and injury record, **NYC 311 Service Requests** for the sidewalk-condition complaints, and **DOB NOW Build Job Application Filings** for the sidewalk-shed work. All were pulled from NYC Open Data and retrieved in June 2026. We read the source, not the news write-up.

HOW THE FIGURES WERE COMPUTED

From the collisions dataset we counted pedestrians killed and pedestrians injured per year, grouped by crash year. The **77:1** ratio is injured divided by killed for 2025. The borough split counts pedestrian fatalities by the borough coded on the crash, 2020 to 2025. The 311 and DOB figures are direct counts of records matching the named complaint or work type.

THE INTEGRITY RULES

We use **one consistent public series** rather than blend sources. Records with no borough coded are excluded from the borough split. A partial 2026 is excluded from every trend. We report what the file shows and label every design as measured or computed. We did not design a finding. We read it out of the record.

THE LIMITATIONS WE WANT STATED PLAINLY

These figures come from **NYPD-reported motor-vehicle collision data** (NYC Open Data), which is the only consistent public pedestrian series back to 2013. NYC DOT's official Vision Zero count runs slightly lower for the same years; we use one consistent source rather than blend them. **2026 is a partial year and is excluded from every trend.** A sidewalk-shed filing is permit activity, not a count of standing sheds. Injury totals remain below their 2013 level of 11,988, so we describe them as climbing back, not at a record.

PROVENANCE LEDGER · EVERY HEADLINE NUMBER

MEASURED	COMPUTED	VERIFIED
read directly from a published dataset.	our calculation from published counts.	a stated source's own figure.
HEADLINE FIGURE	PROVENANCE	SOURCE
9,134 pedestrians injured in 2025	MEASURED	NYC Open Data, NYPD Motor Vehicle Collisions
119 pedestrians killed in 2025	MEASURED	NYC Open Data, NYPD Motor Vehicle Collisions
77:1 injured-to-killed ratio (2025)	COMPUTED	NYPD Motor Vehicle Collisions (injured by killed)
2013 to 2025 deaths series, the one-time drop then plateau	COMPUTED	NYPD Motor Vehicle Collisions, killed by year
25,809 (2025) and 158,021 (on record) "Sidewalk Condition" 311 complaints	MEASURED	NYC 311 Service Requests
67,408 sidewalk-shed filings since 2016	MEASURED	DOB NOW Build Job Application Filings
60,658 "Root/Sewer/Sidewalk Condition" 311 complaints	MEASURED	NYC 311 Service Requests
Borough split: Brooklyn 173 · Queens 114 · Manhattan 103 · Bronx 62 · Staten Island 20 (2020 to 2025)	COMPUTED	NYPD Motor Vehicle Collisions, fatalities by borough
"Safest streets since 1910," record-low total traffic deaths (the city's number, not ours)	VERIFIED	NYC DOT / Mayor's Office statement, 2026

REFERENCES

- New York City Police Department. (2026). *Motor vehicle collisions, crashes* [Data set]. NYC Open Data. <https://data.cityofnewyork.us>
- City of New York. (2026). *311 service requests* [Data set]. NYC Open Data. <https://data.cityofnewyork.us>
- New York City Department of Buildings. (2026). *DOB NOW: Build job application filings* [Data set]. NYC Open Data. <https://data.cityofnewyork.us>
- New York City Department of Transportation & Office of the Mayor. (2026). *New York City records its fewest traffic deaths since record-keeping began in 1910* [Statement]. <https://nyc.gov>

Pedestrian kill, injury, and borough figures are computed by AEE Law from NYPD Motor Vehicle Collisions records on NYC Open Data, the only consistent public pedestrian series back to 2013. NYC DOT's official Vision Zero count runs slightly lower for the same years; we use one consistent source rather than blend them. Sidewalk-condition and tree-root figures are direct counts of NYC 311 Service Requests by complaint type; the sidewalk-shed figure counts DOB NOW build job filings, which is permit activity, not a count of standing sheds. The 2025 injury total remains below the 2013 level of 11,988 and is described as climbing back, not a record. The "safest since 1910" claim is the City's stated total-traffic-death figure, marked as the City's number, not ours. A partial 2026 is excluded from every trend. This report is public-interest data journalism, not legal advice, and creates no attorney-client relationship.