

Spotlight on
Highway Safety



Pedestrian Traffic Fatalities by State

JANUARY - JUNE 2025 PRELIMINARY DATA

GHSAs projects **11%**
fewer pedestrian
fatalities between
January and June
2025 compared
to the same time
period in 2024.



Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

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INTRODUCTION

Each year, the Governors Highway Safety Association (GHSA) surveys the State Highway Safety Offices (SHSOs) across the country to obtain preliminary counts of pedestrian deaths for the previous year. GHSA uses this information to estimate changes in national pedestrian fatality numbers and rates and publishes two reports. The first covers January-June, while the second addresses a full year (January-December). This report presents the initial six-month analysis.

The projected pedestrian deaths (for January to June) are based on state-provided data. The 2025 figures are still preliminary. Individual adjustment factors were applied to the raw state-supplied data to account for differences in the preliminary versus final data. These factors are derived by comparing the final state data against the preliminarily reported numbers in prior years.

GHSA projects there were 3,024 pedestrian fatalities on United States (U.S.) roads between January and June 2025. That number is down 11% from the year before but still 2.5% higher than pre-pandemic levels.

GHSA projects 11% fewer pedestrian fatalities between January and June 2025 compared to the same time period in 2024.

This GHSA report provides a first look at the pedestrian fatality trends months – and sometimes even years – before the National Highway Traffic Safety Administration’s (NHTSA) Fatality Analysis Reporting System (FARS) data are available. It presents individual data for all states as well as projected pedestrian fatality rates per population – at both state and national levels – and per vehicle miles traveled at the national level.

Later this year, GHSA will publish the full-year 2025 pedestrian fatality projections based on state data, which will also include an analysis of the 2024 national FARS data. FARS provides additional insights on why, where and how drivers strike and kill people walking. This forthcoming report also will summarize promising state and local approaches to protect pedestrians on U.S. roadways.

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EARLY ESTIMATES OF 2025 DATA

GHSA projects 3,024 pedestrians were killed on U.S. roads between January and June 2025. This is an 11% decrease from the same period in 2024 and the largest decrease since GHSA began publishing these reports.

The projection of 3,024 pedestrians killed in motor vehicle collisions in the first half of 2025 translates to 371 fewer pedestrian deaths when compared to the same period the prior year.

This recent improvement brings the semiannual fatality count close to pre-pandemic levels, with 2.5% more fatalities in 2025 than in 2019. This is less than the population change (a 3.6% increase) during the same period.

GHSA projects that 371 fewer pedestrians were killed during the first half of 2025 compared to the same period in 2024.

A CLOSER LOOK AT THE CHANGES

Table 1 provides state-level trends over the past seven years (2019-2025) with the 2024-2025 percentage change mapped in Figure 1 (on page 6). As is typical, the projected number of pedestrian deaths varies depending on state populations. California, Texas and Florida tend to experience more pedestrian deaths than less populous states like Wyoming, Vermont and Alaska.

In 2025, seven states reported a second consecutive annual decline in pedestrian fatalities (January-June). Of those, California and Georgia saw three straight years of declines. Six states reported an increase for the second year in a row.

Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

Table 1

Pedestrian Fatalities by State, January-June, 2019-2025

*Sources:
State Highway Safety Offices and
GHSA data analysis*

State	2019 Final	2020 Final	2021 Final	2022 Final	2023 Final	2024 Final	2025 Preliminary (Adjusted)	Change from 2024 to 2025	
								#	%
Alabama	52	43	51	52	67	69	33	-36	-52.2
Alaska	3	4	7	5	3	6	10	4	66.7
Arizona	110	103	117	148	130	132	113	-19	-14.4
Arkansas	30	29	32	33	30	30	33	3	10.0
California	460	463	506	564	504	489	335	-154	-31.5
Colorado	31	38	42	42	62	49	54	5	10.2
Connecticut	21	28	16	27	23	40	22	-18	-45.0
Delaware	14	11	8	15	10	13	14	1	7.7
D.C.	6	6	11	11	9	13	5	-8	-61.5
Florida	385	339	414	400	400	358	354	-4	-1.1
Georgia	109	103	165	167	143	129	114	-15	-11.6
Hawaii	25	12	12	14	12	16	25	9	56.2
Idaho	4	5	8	4	9	3	5	2	66.7
Illinois	70	77	70	91	89	107	99	-8	-7.5
Indiana	35	45	47	50	39	53	33	-20	-37.7
Iowa	10	12	15	11	11	15	12	-3	-20.0
Kansas	7	25	20	18	17	21	23	2	9.5
Kentucky	34	30	32	45	50	48	41	-7	-14.6
Louisiana	59	73	81	85	72	80	78	-2	-2.5
Maine	7	3	9	7	4	4	9	5	125.0
Maryland	49	56	63	71	71	69	47	-22	-31.9
Massachusetts	32	18	35	46	33	32	36	4	12.5
Michigan	65	70	73	63	74	73	92	19	26.0
Minnesota	19	20	24	19	17	20	18	-2	-10.0
Mississippi	31	38	45	41	45	56	37	-19	-33.9
Missouri	48	50	41	52	39	52	64	12	23.1
Montana	8	6	9	11	7	6	9	3	50.0
Nebraska	7	9	3	10	4	11	10	-1	-9.1
Nevada	39	42	40	39	48	63	45	-18	-28.6
New Hampshire	4	8	2	6	9	6	9	3	50.0
New Jersey	79	80	80	81	77	100	100	0	0.0
New Mexico	42	42	38	42	42	53	27	-26	-49.1
New York	121	101	131	135	135	144	113	-31	-21.5
North Carolina	109	124	122	120	107	137	120	-17	-12.4
North Dakota	5	3	4	3	4	2	5	3	150.0
Ohio	60	64	76	68	68	60	66	6	10.0
Oklahoma	36	30	49	43	44	48	38	-10	-20.8
Oregon	39	31	35	55	53	41	44	3	7.3
Pennsylvania	77	64	65	85	73	81	63	-18	-22.2
Rhode Island	3	10	3	3	5	3	3	0	0.0
South Carolina	83	74	82	72	88	78	84	6	7.7
South Dakota	3	5	9	4	3	3	3	0	0.0
Tennessee	65	69	71	84	90	67	71	4	6.0
Texas	309	333	376	358	370	342	329	-13	-3.8
Utah	12	12	20	31	17	13	20	7	53.8
Vermont	1	1	3	3	0	3	4	1	33.3
Virginia	58	54	52	80	64	58	62	4	6.9
Washington	44	39	58	70	71	59	60	1	1.7
West Virginia	12	9	15	10	10	8	9	1	12.5
Wisconsin	13	21	23	28	34	29	20	-9	-31.0
Wyoming	6	2	5	4	6	3	4	1	33.3
U.S.	2,951	2,934	3,315	3,526	3,392	3,395	3,024	-371	-10.9

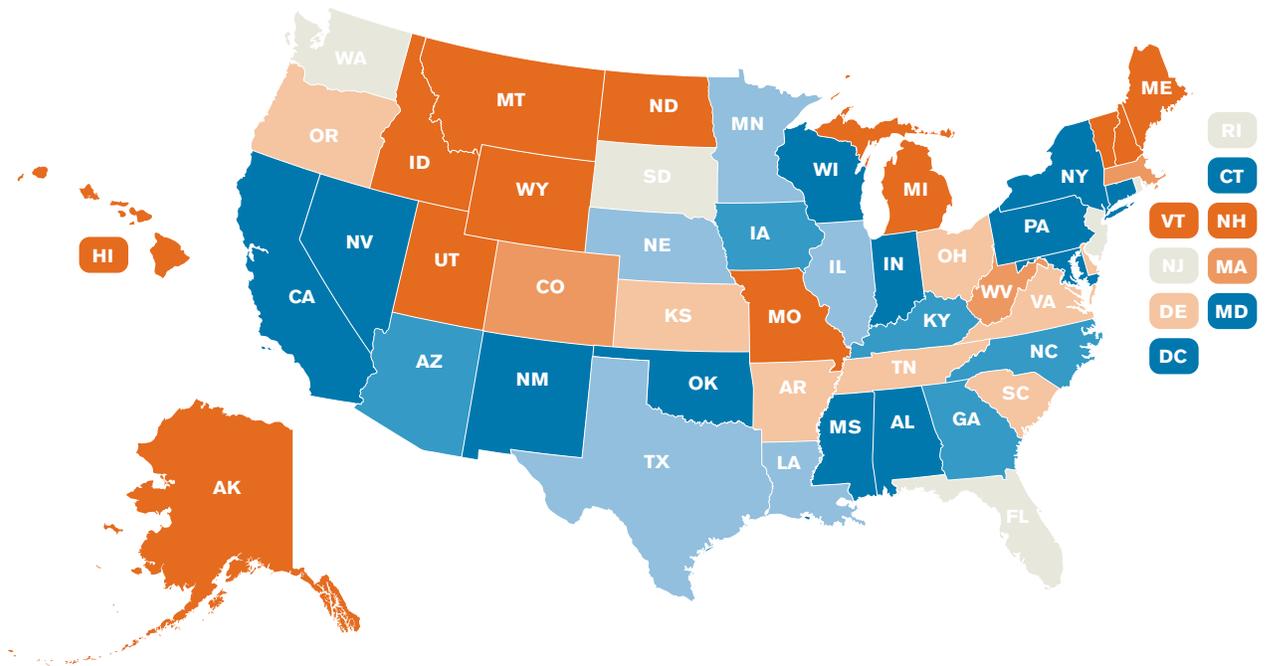
Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

The projected number of pedestrian fatalities during the first six months of the year went up in 24 states. In 23 states and the District of Columbia (D.C.), the projected number went down. In three states, the number was unchanged from 2024.

Figure 1 maps the percentage change in pedestrian fatalities from 2024 to 2025 (January to June) in each state. In 12 states, fatalities increased by more than 20%, while 12 states and D.C. saw decreases greater than 20%.

Figure 1 Percentage Change in Pedestrian Fatalities, January-June, 2024-2025



Change from 2024

- Up >20%
- Up 10-20%
- Up 2-10%
- Within 2%
- Down 2-10%
- Down 10-20%
- Down >20%

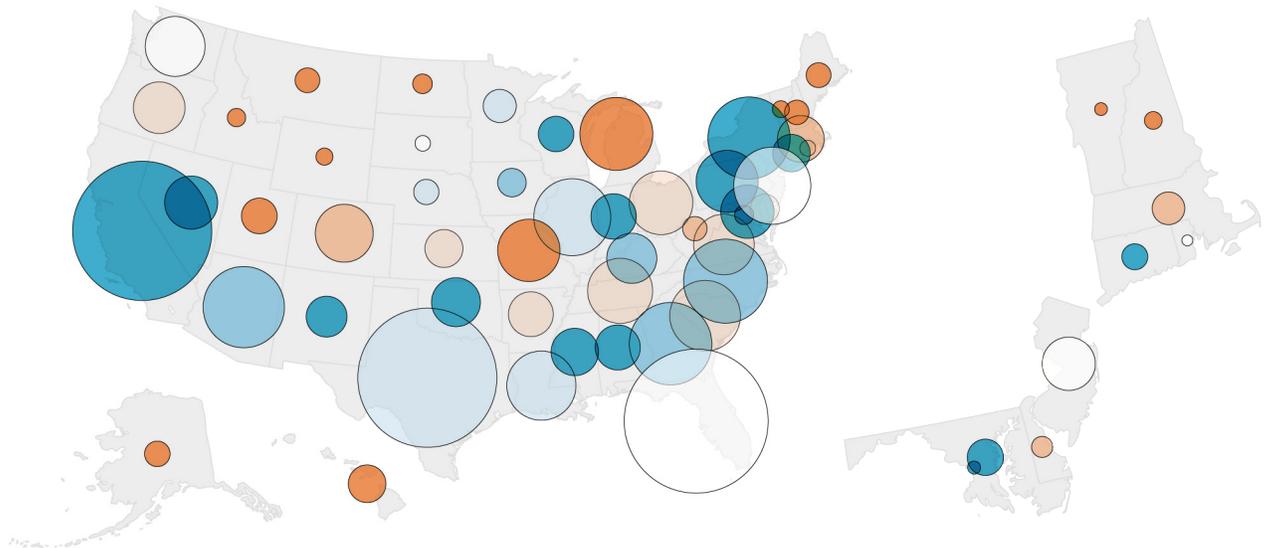
Sources: State Highway Safety Offices and GHSA data analysis

Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

Figure 2 maps both the number of pedestrian fatalities in each state in 2025 (January-June) and the percentage change from the same period in 2024. It highlights significant decreases in California (-32%), North Carolina (-12%), New York (-22%), Arizona (-14%), Pennsylvania (-22%) and Maryland (-32%), among others. Florida and Texas – the states with the most pedestrian fatalities after California – also made small percentage improvements (-1% and -4% respectively). Michigan, Missouri and Utah saw notable increases (26%, 23%, and 54% respectively). In addition, several states with relatively few pedestrian fatalities saw increases: Idaho, Wyoming, North Dakota and Montana.

Figure 2 Number of Pedestrian Fatalities (January-June 2025) and Percentage Change in Pedestrian Fatalities, (January-June, 2024-2025)



Fatalities in 2025

Larger circle size = more fatalities

Change from 2024

- Up >20%
- Up 10-20%
- Up 2-10%
- Within 2%
- Down 2-10%
- Down 10-20%
- Down >20%

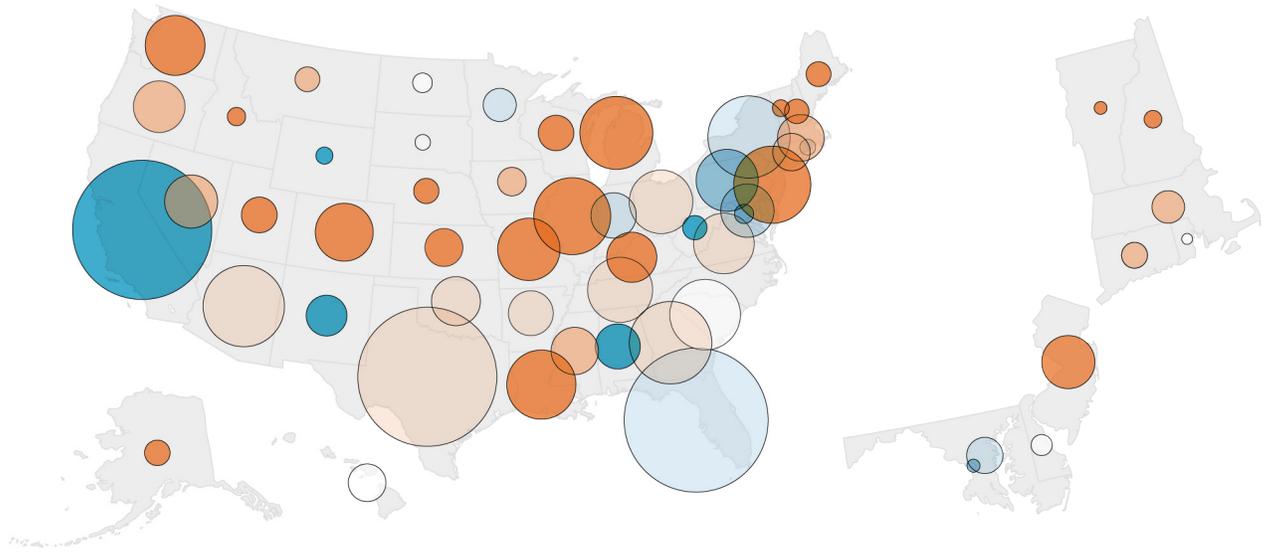
Sources: State Highway Safety Offices and GHSA data analysis

Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

Figure 3 maps both the number of pedestrian fatalities in each state in 2025 (January-June) and the percentage change from the same period in 2019. The nationwide number of pedestrian fatalities has nearly returned to pre-pandemic levels, but the improvement has taken place primarily in five states: California (-27%), Florida (-8%), Alabama (-37%), New Mexico (-36%), and Pennsylvania (-18%). Many other states saw increases in fatalities, including Illinois (41%), Michigan (42%), Colorado (74%), New Jersey (27%), Texas (6%), Louisiana (32%), Kansas (229%), Washington (36%), Missouri (33%) and North Carolina (10%).

Figure 3 Number of Pedestrian Fatalities (January-June 2025) and Percentage Change in Pedestrian Fatalities, (January-June, 2019 v. 2025)



Fatalities in 2025

Larger circle size = more fatalities

Change from 2019

- Up >20%
- Up 10-20%
- Up 2-10%
- Within 2%
- Down 2-10%
- Down 10-20%
- Down >20%

Sources: State Highway Safety Offices and GHSA data analysis

Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA



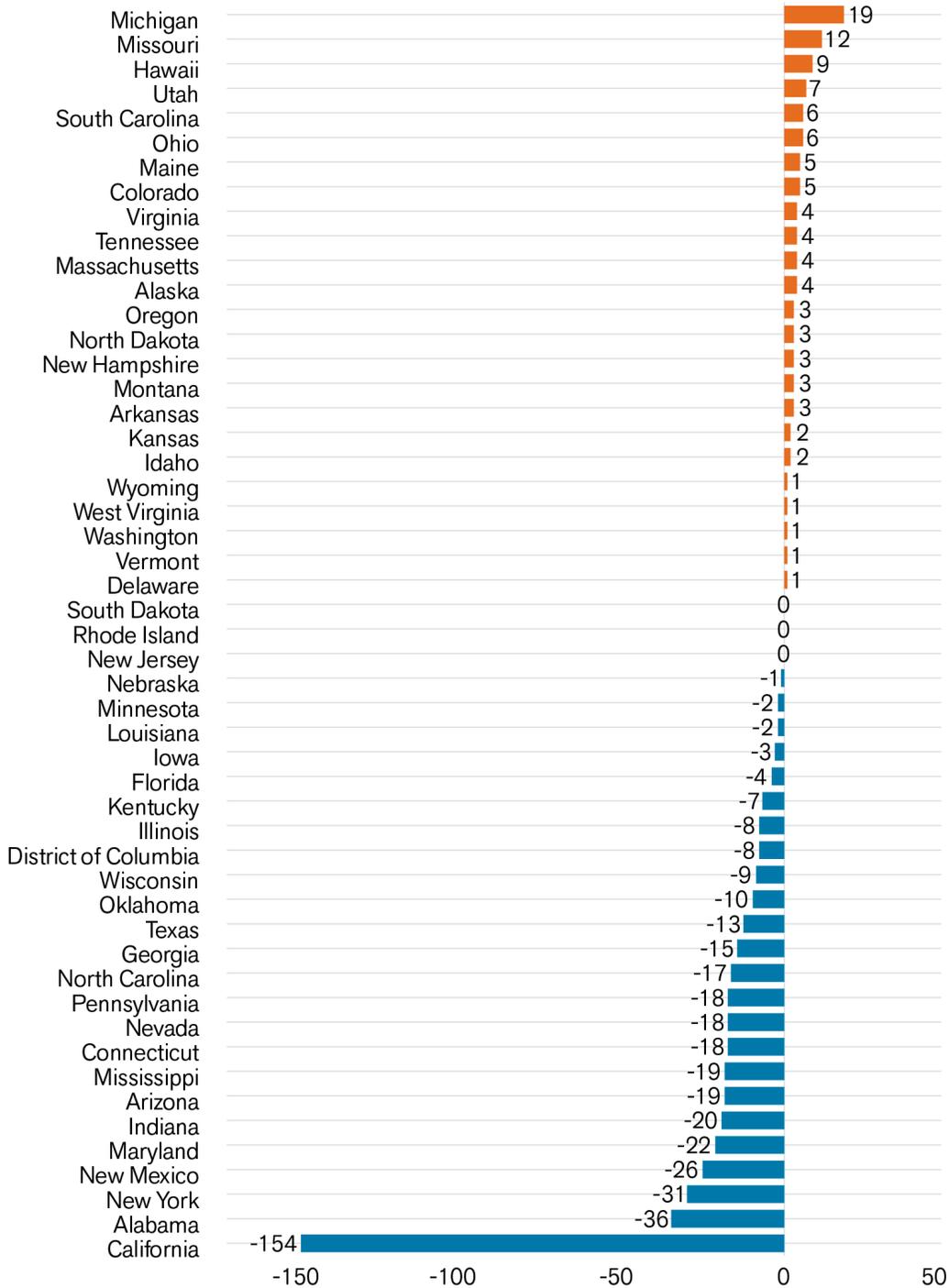
In states with small populations, a slight change in the number of deaths can represent a large percentage difference, while the same change in a more populous state can represent a small percentage shift. Therefore, it is useful to examine both the change in the number of fatalities (Figure 4) as well as the corresponding percentage change (Figure 5).

For the third consecutive year, California saw the largest numerical drop in pedestrian fatalities, a decline of 154 (-32%), while D.C. had the largest percentage reduction of 62%, or eight fewer fatalities.

Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

Figure 4 Difference in Total Pedestrian Fatalities, January-June, 2024-2025

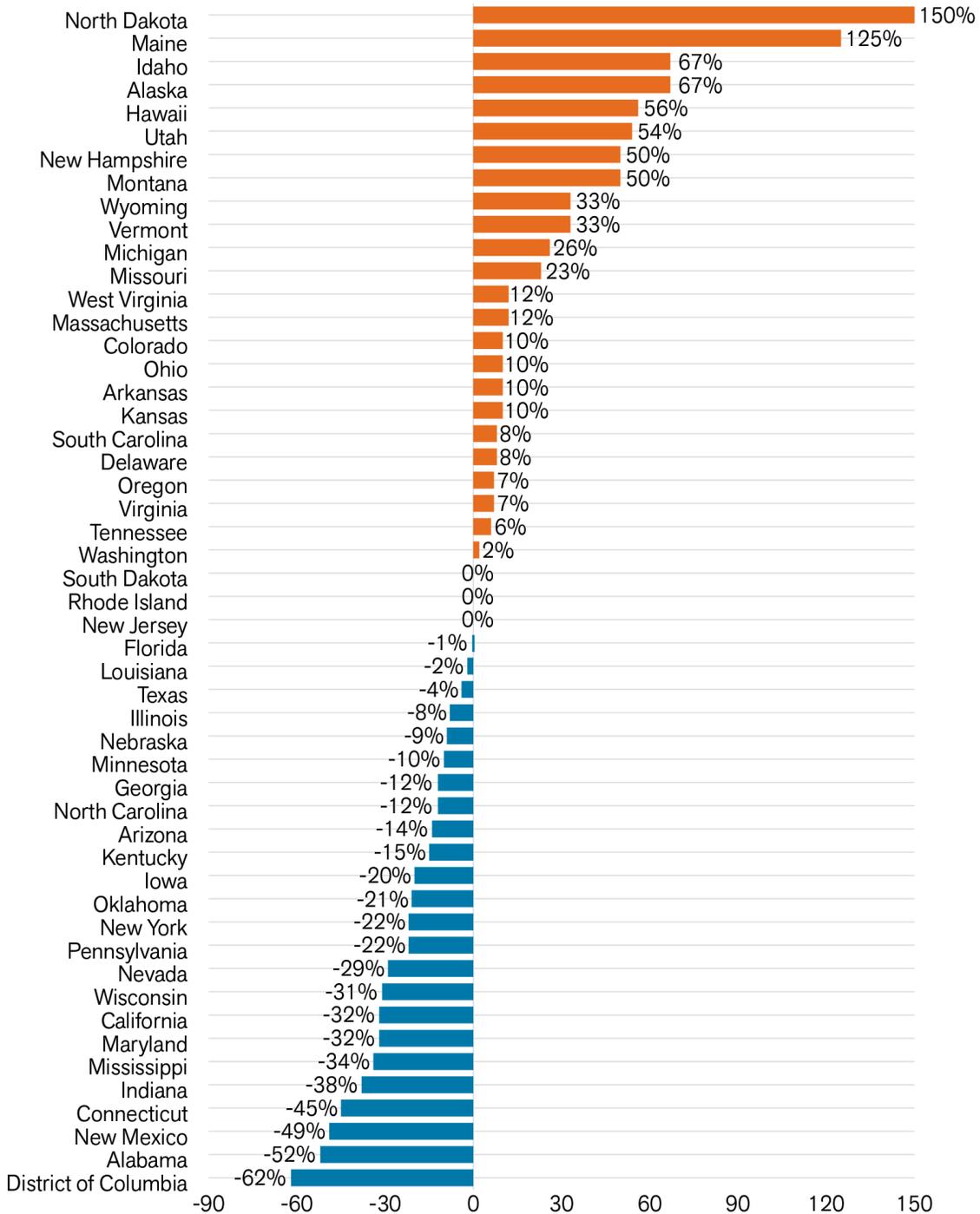


Source: State Highway Safety Offices and GHSA data analysis

Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

Figure 5 Percentage Difference in Pedestrian Fatalities, January-June, 2024-2025



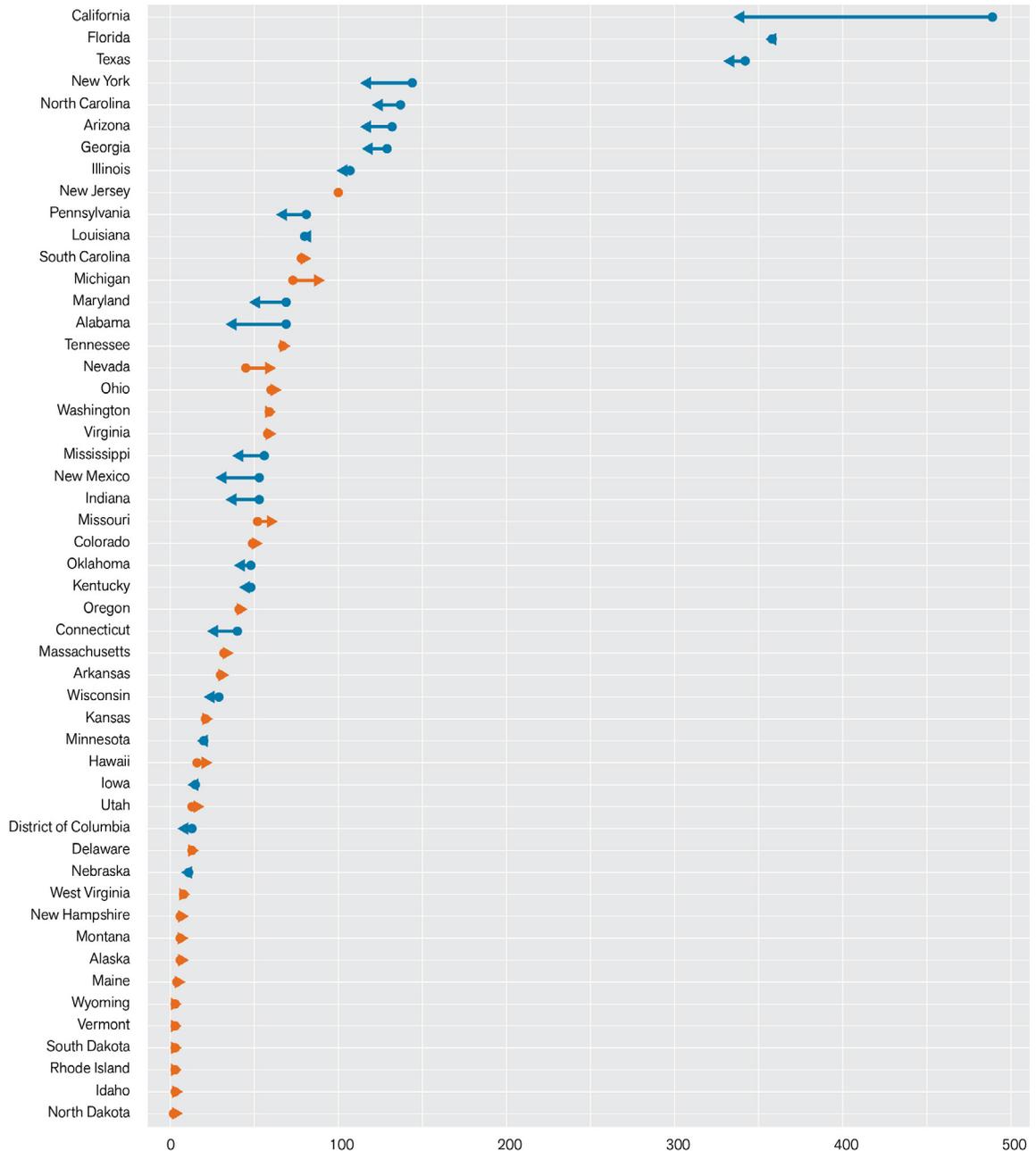
Sources: State Highway Safety Offices and GHSA data analysis

Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

Figure 6 shows the number of fatalities in 2024 and 2025 for each state, sorted from highest to lowest based on the 2025 projection. Increases are shown in orange and decreases are shown in blue. This chart illustrates how large declines in a few states can lead to a nationwide pedestrian fatality decrease, even though more states saw an increase.

Figure 6 Pedestrian Fatalities in January-June 2024 (dot) and 2025 (arrow) ■ Increases ■ Decreases



Sources: State Highway Safety Offices and GHSA data analysis

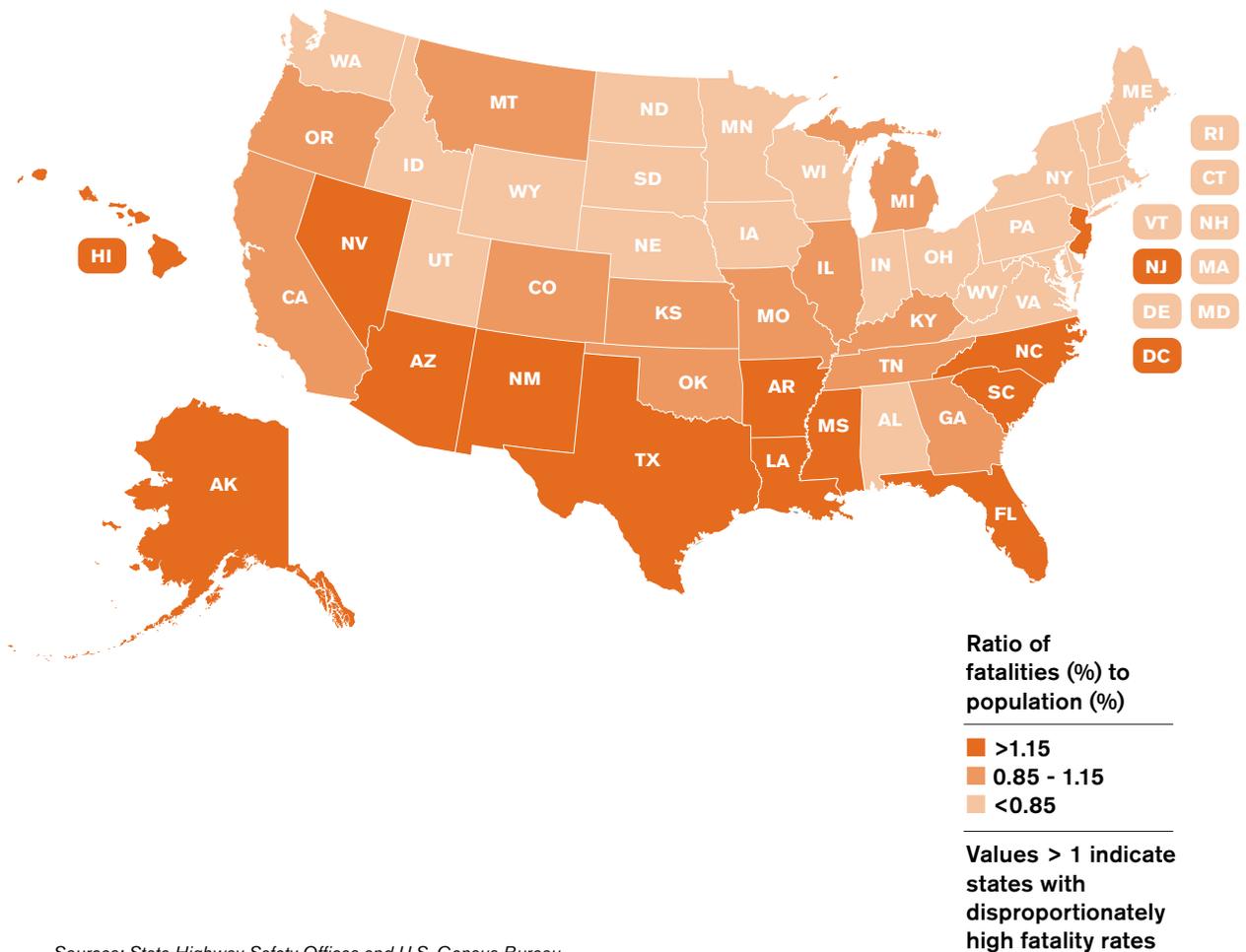
Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

Consistent with prior years, California, Florida and Texas had the most pedestrian fatalities in terms of raw numbers. Together, these three states accounted for more than one-third (34%) of all pedestrian deaths during the first half of 2025. These three states, however, contain only 27% of the U.S. population. The fact that all three tend to have warmer climates (which can prompt more people to walk) and large urban centers (leading to more potential vehicle-pedestrian conflicts) may help explain this pattern.

Figure 7 shows the proportion of pedestrian fatalities against the proportion of the population and highlights the states where pedestrian fatalities are overrepresented. Each state is color-coded according to the ratio of fatalities (percentage of total) to population (percentage of total). If the percentage of fatalities is equal to the percentage of population, the ratio would be 1.0. Hawaii has the highest ratio (1.9), followed by Louisiana (1.9), South Carolina (1.8), Florida (1.8), and Arizona (1.7). The five states with the lowest ratios are Idaho (0.3), Rhode Island (0.3), Minnesota (0.3), South Dakota (0.4) and Wisconsin (0.4).

Figure 7 States with Disproportionately High and Low Fatalities Relative to Population



Pedestrian Traffic Fatalities by State

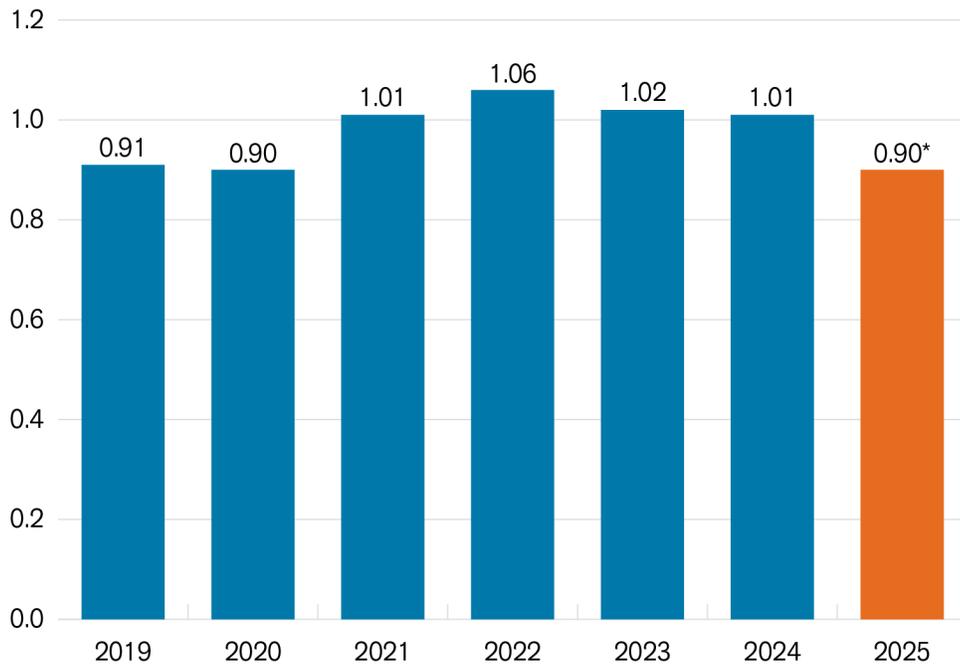
2025 PRELIMINARY DATA

PEDESTRIAN FATALITY RATES

The pedestrian fatality rate per population is calculated by dividing the number of fatalities by every 100,000 of state population. For example, 10 fatalities in a state with 1,000,000 population would yield a rate of 1.00.

For the first half of the year, the overall U.S. pedestrian fatality rate per population decreased from 1.01 in 2024 to 0.90 in 2025, dropping below even pre-pandemic levels. Figure 8 illustrates the national rate over the past seven years.

Figure 8 Pedestrian Fatalities per 100,000 Population, January-June, 2019-2025



**Projected*
Sources: State Highway Safety Offices and U.S. Census Bureau

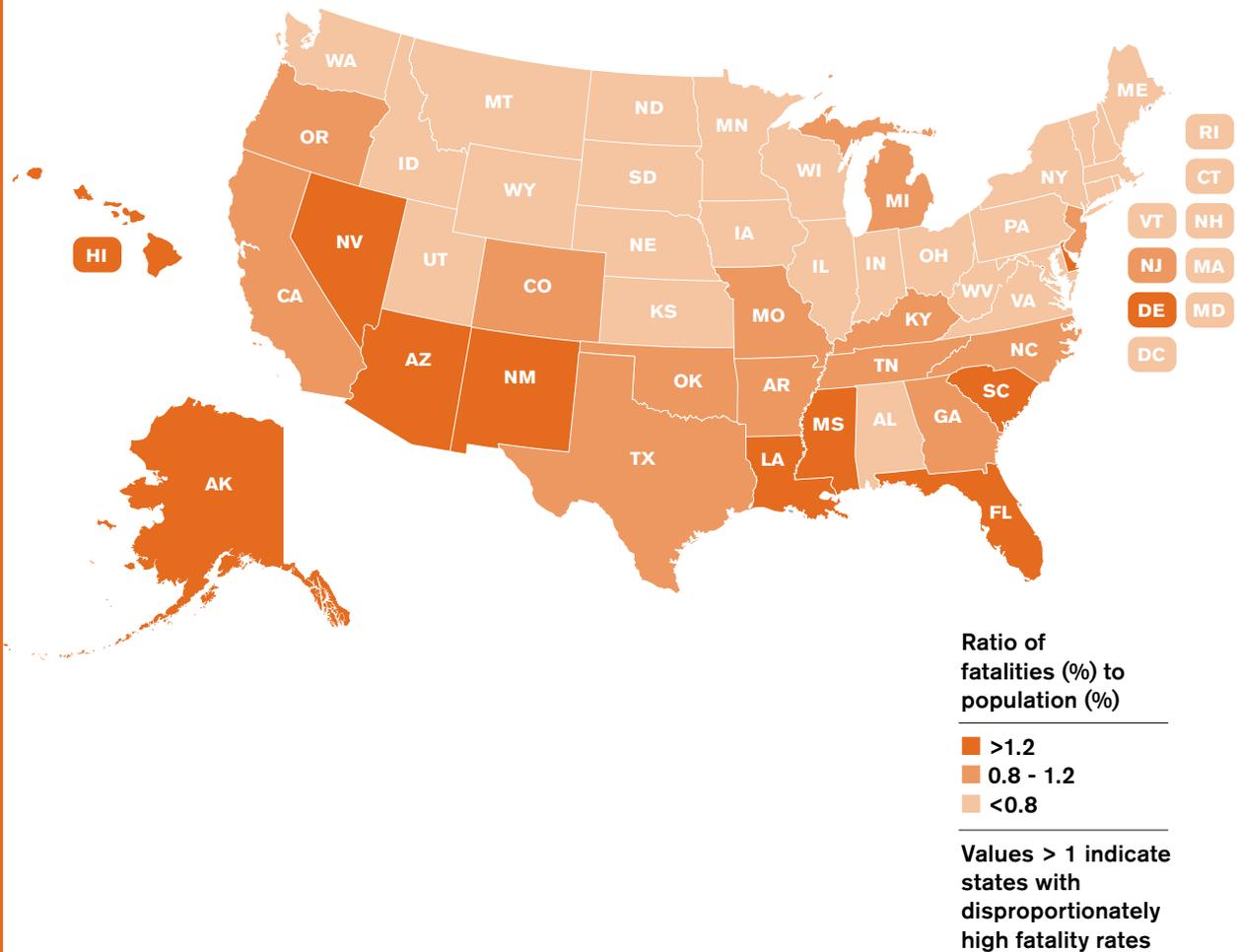
Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

Although the overall rate has dropped, at the state level, 17 states now have fatality rates at or above 1.0 (down from 20 in 2024). Notably, nearly all the states with a 1.0 or higher rate are in the southern half of the U.S., where the weather is more conducive to walking and infrastructure has traditionally been designed and built primarily to accommodate cars.

Figure 9 maps fatalities per 100,000 population at the state level. Ten states have fatality rates (per 100,000 population) above 1.2: Alaska, Arizona, Delaware, Florida, Hawaii, Louisiana, Mississippi, Nevada, New Mexico and South Carolina. Twenty-seven states and D.C. saw rates below 0.8. Table 2 provides state-by-state fatality rates from 2019 to 2025.

Figure 9 Pedestrian Fatality Rates per 100,000 Population, January-June 2025



Sources: State Highway Safety Offices, GHSA data analysis and U.S. Census Bureau

Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

Table 2

Pedestrian Fatality Rate by State per 100,000 Population January-June, 2019-2025

Sources: State Highway Safety Offices, [U.S. Census Bureau](#), [GHSA data analysis](#)

State	2019	2020	2021	2022	2023	2024	2025	Change from 2024 to 2025
Alabama	1.07	0.88	1.02	1.03	1.33	1.35	0.63	-0.72
Alaska	0.41	0.54	0.95	0.68	0.41	0.82	1.38	0.56
Arizona	1.56	1.44	1.65	2.06	1.79	1.81	1.55	-0.26
Arkansas	1.00	0.96	1.06	1.09	0.99	0.99	1.09	0.10
California	1.17	1.18	1.28	1.43	1.28	1.25	0.86	-0.39
Colorado	0.55	0.67	0.73	0.73	1.07	0.84	0.92	0.08
Connecticut	0.59	0.78	0.44	0.75	0.64	1.11	0.61	-0.50
Delaware	1.46	1.14	0.81	1.51	0.99	1.28	1.36	0.08
D.C.	0.87	0.85	1.61	1.64	1.34	1.99	0.79	-1.20
Florida	1.84	1.60	1.94	1.85	1.82	1.62	1.58	-0.04
Georgia	1.05	0.98	1.55	1.56	1.32	1.18	1.03	-0.15
Hawaii	1.76	0.85	0.83	0.97	0.83	1.10	1.71	0.61
Idaho	0.23	0.29	0.44	0.22	0.48	0.15	0.25	0.10
Illinois	0.55	0.61	0.55	0.71	0.70	0.84	0.78	-0.06
Indiana	0.53	0.67	0.70	0.74	0.57	0.77	0.48	-0.29
Iowa	0.32	0.38	0.47	0.34	0.34	0.47	0.37	-0.10
Kansas	0.24	0.86	0.68	0.61	0.58	0.71	0.78	0.07
Kentucky	0.76	0.67	0.71	1.00	1.11	1.06	0.90	-0.16
Louisiana	1.26	1.56	1.74	1.83	1.56	1.74	1.71	-0.03
Maine	0.52	0.22	0.66	0.51	0.29	0.29	0.64	0.35
Maryland	0.81	0.93	1.02	1.15	1.15	1.11	0.75	-0.36
Massachusetts	0.47	0.26	0.50	0.66	0.47	0.45	0.51	0.06
Michigan	0.65	0.70	0.73	0.63	0.74	0.72	0.91	0.19
Minnesota	0.34	0.36	0.42	0.33	0.30	0.35	0.31	-0.04
Mississippi	1.04	1.27	1.52	1.39	1.52	1.91	1.27	-0.64
Missouri	0.79	0.82	0.67	0.84	0.63	0.84	1.03	0.19
Montana	0.76	0.57	0.83	1.01	0.63	0.53	0.79	0.26
Nebraska	0.37	0.47	0.15	0.51	0.20	0.55	0.50	-0.05
Nevada	1.31	1.39	1.31	1.26	1.53	1.98	1.39	-0.59
New Hampshire	0.30	0.59	0.15	0.43	0.65	0.43	0.64	0.21
New Jersey	0.89	0.90	0.87	0.88	0.83	1.06	1.04	-0.02
New Mexico	2.01	2.00	1.80	1.99	1.99	2.49	1.27	-1.22
New York	0.62	0.52	0.65	0.68	0.68	0.72	0.56	-0.16
North Carolina	1.06	1.19	1.18	1.15	1.01	1.29	1.12	-0.17
North Dakota	0.66	0.39	0.52	0.39	0.51	0.26	0.64	0.38
Ohio	0.51	0.55	0.65	0.58	0.58	0.51	0.56	0.05
Oklahoma	0.92	0.76	1.24	1.08	1.10	1.20	0.95	-0.25
Oregon	0.94	0.74	0.83	1.30	1.25	0.96	1.02	0.06
Pennsylvania	0.60	0.50	0.50	0.65	0.56	0.62	0.48	-0.14
Rhode Island	0.28	0.95	0.27	0.27	0.46	0.27	0.26	-0.01
South Carolina	1.65	1.45	1.61	1.40	1.69	1.49	1.59	0.10
South Dakota	0.34	0.57	1.02	0.45	0.33	0.33	0.33	0.00
Tennessee	0.97	1.02	1.04	1.21	1.29	0.95	0.99	0.04
Texas	1.09	1.16	1.30	1.22	1.25	1.14	1.09	-0.05
Utah	0.39	0.38	0.62	0.94	0.51	0.38	0.58	0.20
Vermont	0.16	0.16	0.47	0.47	0.00	0.46	0.60	0.14
Virginia	0.69	0.63	0.61	0.93	0.74	0.67	0.71	0.04
Washington	0.59	0.52	0.76	0.91	0.92	0.75	0.76	0.01
West Virginia	0.66	0.50	0.83	0.56	0.56	0.45	0.51	0.06
Wisconsin	0.22	0.36	0.39	0.48	0.58	0.49	0.33	-0.16
Wyoming	1.03	0.34	0.87	0.69	1.03	0.52	0.70	0.18
U.S.	0.91	0.90	1.01	1.06	1.02	1.01	0.90	-0.11

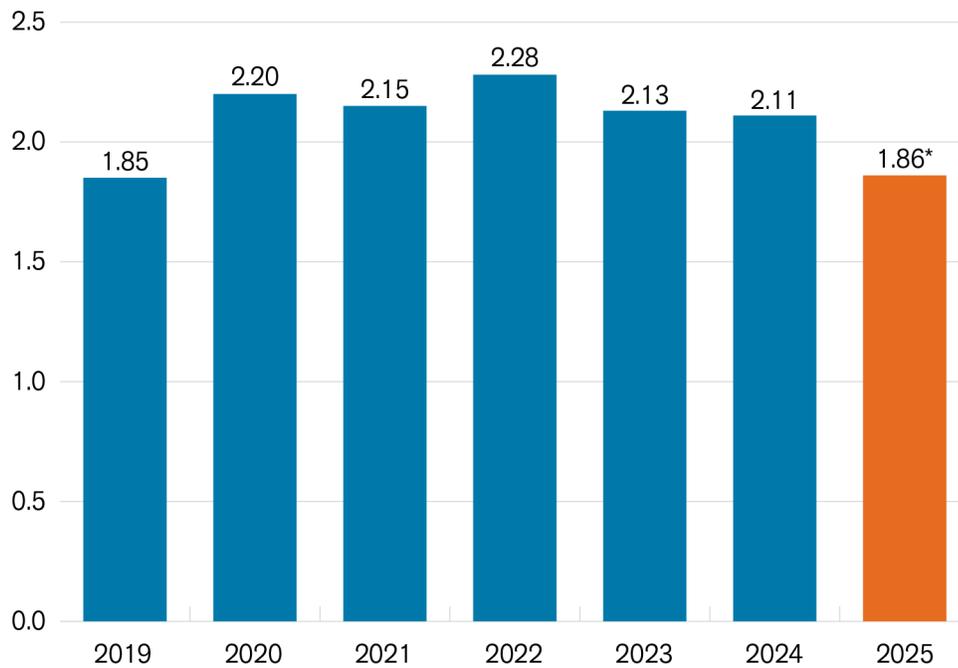
Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

Pedestrian fatalities can be analyzed in relation to vehicle miles traveled (VMT). According to the Federal Highway Administration (FHWA), between January and June 2025 there were an estimated 1,622.9 billion VMT, an increase of 1.1% over the same period in 2024.

This calculates to a rate of 1.86 pedestrian fatalities per 1 billion VMT over the first six months of 2025. This is significantly lower than 2024 and on par with 2019. Figure 10 shows the trend over the last seven years. Note that FHWA estimates indicate that VMT decreased by 16.3% from the first half of 2019 to the same period in 2020 and then increased by 13% in the following year.

Figure 10 Pedestrian Fatalities per Billion VMT, January-June, 2019-2025



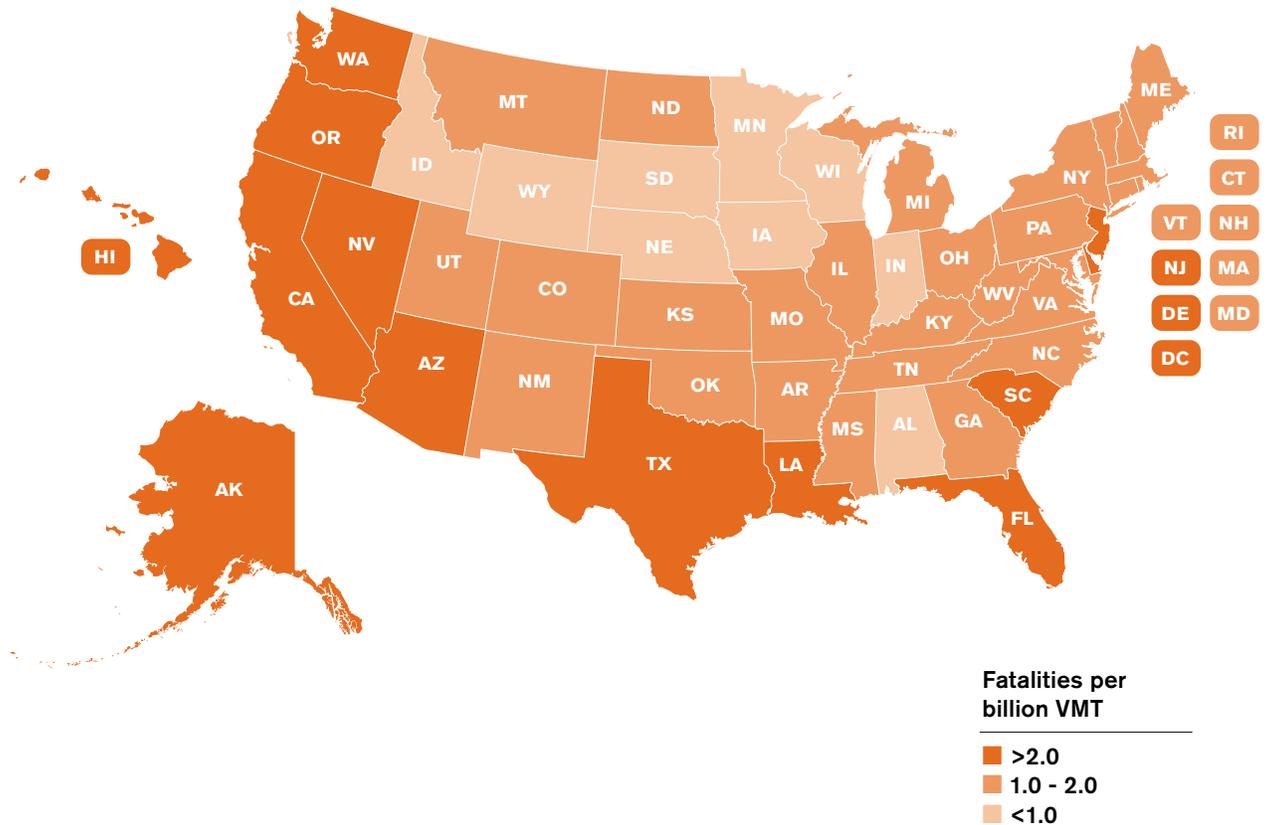
**Projected*
Sources: State Highway Safety Offices, GHSA data analysis, [FHWA](#)

Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

Figure 11 maps the 2025 pedestrian fatality rate for each state. Thirteen states and D.C. saw rates above 2.0, and 10 states saw rates below 1.0. See Table 3 (page 19) for details.

Figure 11 Pedestrian Fatality Rates (Fatalities per Billion VMT) by State, January-June 2025



Sources: State Highway Safety Offices, GHSA data analysis, [FHWA](#)

Unfortunately, there are no equivalent “pedestrian miles traveled” data that would illuminate the rate of pedestrian fatalities compared with the miles people traveled on foot. Such a measurement would be a more accurate way to track pedestrian deaths based on the exposure of people walking.

Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA

Table 3

Pedestrian Fatality Rate by State per Billion VMT, Jan-June, 2019-2025

Sources: State Highway Safety Offices, [U.S. Census Bureau](#), [GHSA data analysis](#)

State	2019	2020	2021	2022	2023	2024	2025	Change from 2024 to 2025
Alabama	1.44	1.40	1.40	1.34	1.86	1.92	0.92	-1.00
Alaska	1.10	1.64	2.53	1.81	1.13	2.07	3.38	1.31
Arizona	3.09	3.10	3.26	3.97	3.40	3.42	2.86	-0.56
Arkansas	1.62	1.74	1.79	1.80	1.56	1.55	1.68	0.13
California	2.75	3.46	3.12	3.66	3.27	3.03	2.05	-0.98
Colorado	1.16	1.68	1.66	1.64	2.35	1.83	2.00	0.17
Connecticut	1.39	2.44	1.01	1.92	1.59	2.60	1.41	-1.19
Delaware	2.88	3.00	1.70	2.89	2.00	2.69	2.97	0.28
D.C.	3.20	3.67	6.40	6.56	4.90	7.46	2.92	-4.54
Florida	3.36	3.54	3.57	3.52	3.41	2.93	2.87	-0.06
Georgia	1.62	1.84	2.64	2.77	2.21	2.04	1.80	-0.24
Hawaii	4.87	3.08	2.46	2.75	2.36	3.10	4.77	1.67
Idaho	0.48	0.64	0.85	0.43	0.95	0.31	0.50	0.19
Illinois	1.29	1.74	1.41	1.88	1.70	2.11	1.93	-0.18
Indiana	0.91	1.37	1.16	1.31	0.82	1.26	0.78	-0.48
Iowa	0.62	0.84	0.96	0.70	0.69	0.93	0.74	-0.19
Kansas	0.45	1.85	1.40	1.18	1.10	1.33	1.46	0.13
Kentucky	1.38	1.44	1.30	1.92	2.07	2.00	1.73	-0.27
Louisiana	2.45	3.41	3.10	3.08	2.51	2.90	2.82	-0.08
Maine	0.98	0.51	1.33	1.03	0.57	0.56	1.28	0.72
Maryland	1.71	2.45	2.41	2.54	2.54	2.47	1.69	-0.78
Massachusetts	1.00	0.74	1.23	1.58	1.16	1.07	1.21	0.14
Michigan	1.31	1.77	1.62	1.35	1.59	1.52	1.91	0.39
Minnesota	0.65	0.79	0.89	0.69	0.60	0.71	0.63	-0.08
Mississippi	1.57	2.16	2.11	2.09	2.27	2.77	1.81	-0.96
Missouri	1.34	1.56	1.08	1.37	1.00	1.33	1.61	0.28
Montana	1.40	1.15	1.42	1.75	1.07	0.92	1.38	0.46
Nebraska	0.69	1.01	0.29	1.00	0.39	1.04	0.94	-0.10
Nevada	2.81	3.57	2.92	2.94	3.57	4.56	3.18	-1.38
New Hampshire	0.60	1.47	0.32	0.95	1.39	0.92	1.39	0.47
New Jersey	2.08	2.87	2.28	2.23	2.06	2.58	2.59	0.01
New Mexico	3.08	3.59	2.94	3.20	3.06	3.82	1.92	-1.90
New York	1.95	2.07	2.47	2.60	2.34	2.47	1.95	-0.52
North Carolina	1.78	2.47	2.20	2.12	1.80	2.27	1.99	-0.28
North Dakota	1.00	0.70	0.89	0.70	0.88	0.40	1.00	0.60
Ohio	1.08	1.35	1.40	1.24	1.24	1.09	1.20	0.11
Oklahoma	1.63	1.57	2.20	1.96	1.95	2.12	1.64	-0.48
Oregon	2.21	2.11	2.04	3.10	2.98	2.30	2.39	0.09
Pennsylvania	1.59	1.63	1.42	1.71	1.47	1.67	1.30	-0.37
Rhode Island	0.88	3.69	0.85	0.82	1.36	0.80	0.79	-0.01
South Carolina	2.86	2.98	2.85	2.46	2.91	2.56	2.73	0.17
South Dakota	0.65	1.22	1.73	0.88	0.63	0.60	0.59	-0.01
Tennessee	1.59	1.89	1.78	2.06	2.15	1.63	1.72	0.09
Texas	2.21	2.76	2.71	2.51	2.52	2.26	2.14	-0.12
Utah	0.76	0.85	1.23	1.88	1.01	0.75	1.11	0.36
Vermont	0.29	0.37	0.96	0.93	0.00	0.86	1.16	0.30
Virginia	1.39	1.62	1.29	2.06	1.56	1.34	1.42	0.08
Washington	1.43	1.54	2.01	2.53	2.47	2.04	2.05	0.01
West Virginia	1.33	1.24	1.76	1.30	1.30	1.02	1.16	0.14
Wisconsin	0.40	0.76	0.77	0.91	1.06	0.89	0.61	-0.28
Wyoming	1.24	0.48	1.01	0.77	1.38	0.67	0.88	0.21
U.S.	1.85	2.20	2.15	2.28	2.13	2.11	1.86	-0.25

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COSTS

Researchers have estimated the financial cost per pedestrian fatality.¹ Components include productivity losses; property damage; medical, rehabilitation, congestion, legal and court costs; and emergency services such as medical, police and fire. When adjusted for inflation, costs associated with each pedestrian fatality were approximately \$13.2 million. When the financial cost of all 3,024 fatalities from January through June 2025 are combined, the total exceeds \$40 billion.

Table 4 Cost of Pedestrian Fatalities

Cost Component	2025 Cost per Pedestrian Fatality	Total Cost, Jan-June 2025
Medical	\$29,010	\$87,726,240
Wages and Fringe	\$1,154,790	\$3,492,084,960
Household Work	\$419,378	\$1,268,199,072
Quality of Life	\$11,405,112	\$34,489,058,688
Legal	\$173,752	\$525,426,048
Insurance Administration	\$52,734	\$159,467,616
TOTAL	\$13,234,777	\$40,021,965,648

Sources: *Blincoe et al., 2023*; [U.S. Bureau of Labor Statistics](#). Costs adjusted for inflation.

¹ Blincoe, L., Miller, T., Wang, J.-S., Swedler, D., Coughlin, T., Lawrence, B., Guo, F., Klauer, S., & Dingus, T. (2023, February). *The economic and societal impact of motor vehicle crashes, 2019 (Revised) (Report No. DOT HS 813 403)*. National Highway Traffic Safety Administration.

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WHAT WE CAN DO

U.S. pedestrian deaths showed a promising decline in the first half of 2025, compared with the same period the prior year. However, pedestrian fatalities are still more prevalent than before the 2020 pandemic, and 27 states experienced no improvement or saw increases in fatalities. Clearly, there is work to do.

There are proven strategies that states and localities can use to better protect people walking on America's roads. GHSA supports a comprehensive approach that uses a range of interrelated countermeasures to create a multi-layered safety net that works to both prevent crashes from occurring and minimize bodily harm when crashes do occur. This multi-layered protection can focus on reducing three key factors: pedestrians' exposure to crashes, the likelihood of crashes occurring and the severity of crashes that do happen.

Sidewalks, trails and crossings that separate people on foot from motor vehicles can help protect pedestrians by reducing their exposure to crashes. Prioritizing this physical separation is particularly important on high-speed roadways. Pedestrians tend to use the shortest path to their destinations, so offer these facilities in the places where people actually walk and consider using physical barriers to route them to improved crossing areas. These infrastructure improvements keep vehicles and pedestrians from occupying the same space at the same time.

To lower the likelihood of pedestrian crashes, help give drivers time to see and react to pedestrians – and allow pedestrians to see and respond to approaching vehicles. Lighting improvements and lower travel speeds, including infrastructure countermeasures such as rumble strips and

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intersection speed tables, give drivers a chance to visually detect pedestrians and respond to them appropriately. Lower speeds translate to shorter stopping distances, further lowering the likelihood of crashes. Using behavioral countermeasures like education, outreach and enforcement of traffic laws to reduce speeding, distraction and impaired driving means that drivers have the time and capacity to react appropriately to people outside the vehicle.

Despite all efforts, some crashes will occur. The severity of those crashes can be minimized by lowering vehicle speeds as described above. Improving post-crash care by funding EMS training, vital equipment and technology to reduce travel times to an appropriate trauma center are all critical for improving crash outcomes for people on foot.

Vehicles can be better designed to both reduce the likelihood of pedestrian crashes and to minimize bodily harm in the event of a crash.² Vehicle technology features such as pedestrian automatic emergency braking can also improve safety for people walking, but it will take years before these features become common in vehicles on the road. Vehicles that maximize the driver's ability to see objects or people on the road directly in front of them may reduce the likelihood of pedestrian strikes. Vehicles with high front ends, such as many SUVs and pickup trucks now popular on U.S. roadways, are associated with a greater risk to pedestrians.

New technology can help to identify and address safety challenges. For example, telematics data can pinpoint locations where countermeasures are needed by locating intersections or corridors where speeding or hard braking are common. AI solutions include detecting dangerous behaviors such as mobile phone use and issuing corrective feedback messages. These solutions are already active in some jurisdictions.

NHTSA publishes crash data that can be used to investigate the causes of pedestrian fatalities and injuries. The FARS database captures all motor vehicle crashes that result in a fatality within 30 days of a crash occurring on public roads. The Crash Report Sampling System (CRSS) estimates the number of both fatal and non-fatal crashes. As of 2024, the Crash Investigation Sampling System (CISS) was expanded to include non-motorist crashes. Many states maintain similar crash databases, but with variations in content, structure and accessibility. Researchers regularly use these datasets to explore causes of crashes and recommend appropriate countermeasures.

Continued progress in reducing the number of pedestrian fatalities will take a combined approach. This includes minimizing pedestrian exposure to traffic, improving the visibility of pedestrians and vehicles, addressing speeding, ramping up education and enforcement, designing safer vehicles, leveraging new data sources and improving post-crash care. GHSA's subsequent pedestrian safety report will address these issues in greater detail.

² Monfort, S. S., Hu, W., & Mueller, B. C. (2024). Vehicle front-end geometry and in-depth pedestrian injury outcomes. *Traffic injury prevention, 25(4)*, 631-639.

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CONCLUSION

Based on preliminary data reported by all 50 states and D.C., GHSA projects 3,024 pedestrians died in the U.S. during the first six months of 2025. This is an 11% decrease from 2024 but still 2.5% higher than pre-pandemic levels (2,951 in 2019).

Fatalities increased in 24 states, decreased in 23 states and D.C, and remained the same as the previous year in three states. Decreases in states including Alabama, California, Maryland, New Mexico and New York drove the nationwide count down from 2024.

States with warmer climates tended to have higher fatality rates per population. Less populous, rural states had lower rates in general. The projected national pedestrian fatality rate per 100,000 population decreased from 1.01 in 2024 (January to June) to 0.90 in 2025 (January to June), dropping below pre-pandemic levels (0.91 in 2019).

Each pedestrian fatality costs an estimated \$13.2 million in economic and societal costs. Combining all fatalities during the first six months of 2025 yields a total cost of more than \$40 billion.

There are proven strategies to improve pedestrian safety. These include building a system that minimizes pedestrians' exposure to vehicles (particularly on high-speed roadways), prioritizing visibility between drivers and pedestrians, managing speed and enforcing speed limits, using new technology and data to identify and address challenges, promoting safe road use through education and enforcement, and improving post-crash care. Using crash databases to learn from fatalities and injuries can also inform safety plans, countermeasures and policy.

GHSA will examine many of these efforts in a forthcoming publication. That report will project full-year 2025 pedestrian fatalities based on preliminary state data and provide an in-depth analysis of the final 2024 national pedestrian fatality data to illuminate additional safety trends for people walking and rolling.