Spotlight on Highway Safety

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Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA (JANUARY - DECEMBER)

GHSA projects there were 7,148 pedestrian deaths on U.S. roads in 2024 — down 4.3% from the year before but 19.2% above 2016.

* Projected

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

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ACKNOWLEDGMENTS

Westat's Kyle Hickerson, Ph.D., Elizabeth Petraglia, Ph.D., and Amy Benedick provided data analysis for the report.

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GHSA staff provided editorial direction and review.

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Published July 2025

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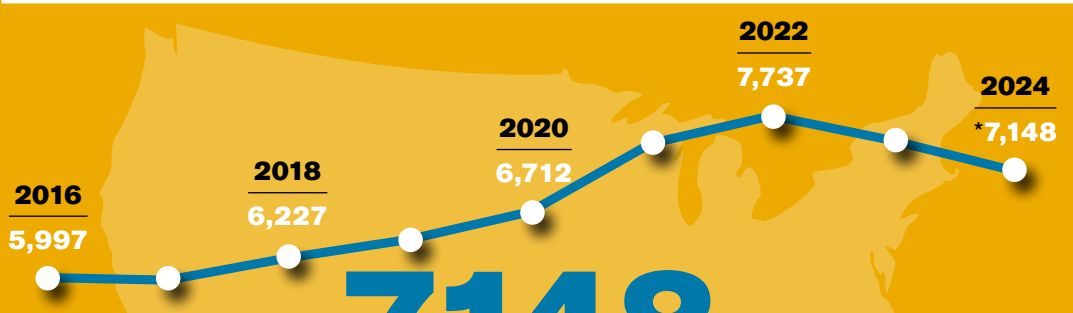
By The Numbers

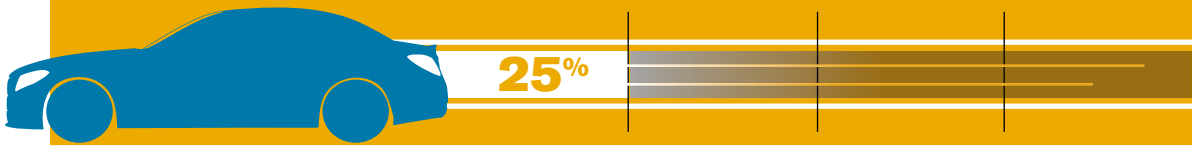


7,148

is the projected number of pedestrians killed in motor vehicle crashes in the U.S. in 2024. That's down 4.3% from the year before but 19.2% above the 2016 level.

* Projected

Over the past five years, about one-quarter of all pedestrian fatalities occurred in hit-and-run crashes.



In 2023...

18% of all people killed in traffic crashes were pedestrians.

65% of pedestrian deaths were in locations without a sidewalk.

77% of pedestrian fatalities with known lighting conditions occurred after dark.

29% of pedestrians killed in motor vehicle crashes had Blood Alcohol Concentrations higher than the legal driving limit of 0.08.

Pedestrian Traffic Fatalities by State

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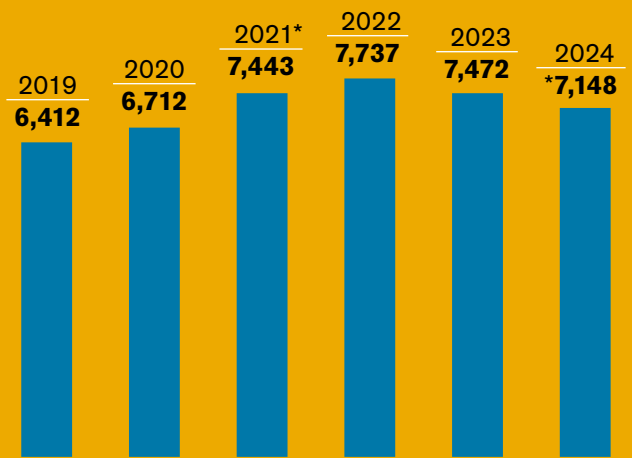
EXECUTIVE SUMMARY

Early each year, State Highway Safety Offices[1] (SHSOs) in all U.S. states and the District of Columbia (D.C.) provide preliminary pedestrian fatality data for the prior calendar year to the Governors Highway Safety Association (GHSA). The association uses this information to project the overall number of pedestrians killed in motor vehicle collisions.

This report provides a first look at 2024 pedestrian fatality data. Preliminary data have been adjusted slightly to account for historical underreporting. GHSA projects 7,148 pedestrians were killed in traffic crashes in 2024, a 4.3% decrease from the 7,472 reported in 2023 and the second consecutive year with a decline.

GHSA projects drivers struck and killed 7,148 pedestrians in 2024 – down 4.3% from the year before and the second consecutive year with a decline.

Note: *Due to a reporting issue, Oklahoma did not provide final 2021 data.



*Projected

The report also includes an in-depth analysis of 2023 pedestrian fatality data from the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS). These are the most recent federal motor vehicle fatality data available and include specific information on crash characteristics – speeding, hit-and-runs, alcohol impairment, light condition, roadway factors and vehicle types – that is not available in the state-reported 2024 data.

These analyses help explain when, where and why pedestrians are killed on U.S. roads, which can inform what countermeasures to use to help prevent future deaths. For example, in 2023, speeding was a factor in more than 8% of pedestrian fatalities, and astonishingly over the past five years, about a quarter of all pedestrian fatalities occurred in hit-and-run crashes.

To further reduce the number of pedestrian fatalities and ultimately reach zero pedestrian deaths in the U.S., we must double down on proven practices, including infrastructure improvements, education efforts and effective law enforcement practices. The final chapter of this report discusses these countermeasures in more detail and provides examples from around the country.

1 SHSOs are state-level agencies that leverage federal highway safety grants (under U.S.C. Title 23 Sections 402 and 405) – and sometimes state and/or private sector funding – to implement behavioral highway safety programs that address the choices that all road users make. Most SHSOs are also the state agencies that aggregate statewide crash data.

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

INTRODUCTION

Until very recently, the number of U.S. pedestrian traffic deaths reported in FARS had been trending upward, from a low of 4,109 in 2009 to a high of 7,593 in 2022 (Table 1). **In 2023, that trend reversed, with the overall number of pedestrian fatalities decreasing to 7,380, a 2.8% drop.**

However, while it is true that the number of pedestrian fatalities fell in 2023, all other traffic deaths decreased at a faster rate (-4.2%). This means the proportion of people killed in traffic crashes who are pedestrians has actually risen for the third consecutive year. In 2023, pedestrian fatalities accounted for nearly one in five (18%) of all traffic-related deaths in the U.S.

Table 1 **U.S. Pedestrian Fatalities and Percent of All Traffic Fatalities, 2009-2023**

Year	Pedestrian Fatalities	All Other Traffic Fatalities Combined	Total Traffic Fatalities	Pedestrian Deaths as a Percentage of All Traffic Fatalities
2009	4,109	29,774	33,883	12.1%
2010	4,302	28,697	32,999	13.0%
2011	4,457	28,022	32,479	13.7%
2012	4,818	28,964	33,782	14.3%
2013	4,779	28,114	32,893	14.5%
2014	4,910	27,834	32,744	15.0%
2015	5,494	29,990	35,484	15.5%
2016	6,080	31,726	37,806	16.1%
2017	6,075	31,398	37,473	16.2%
2018	6,374	30,461	36,835	17.3%
2019	6,272	30,083	36,355	17.3%
2020	6,565	32,442	39,007	16.8%
2021	7,470	35,760	43,230	17.3%
2022	7,605	35,132	42,737	17.8%
2023[2]	7,380	33,654	41,034	18.0%
% Change from 2009 to 2023	+80%	+13%	+21%	

Sources: FARS

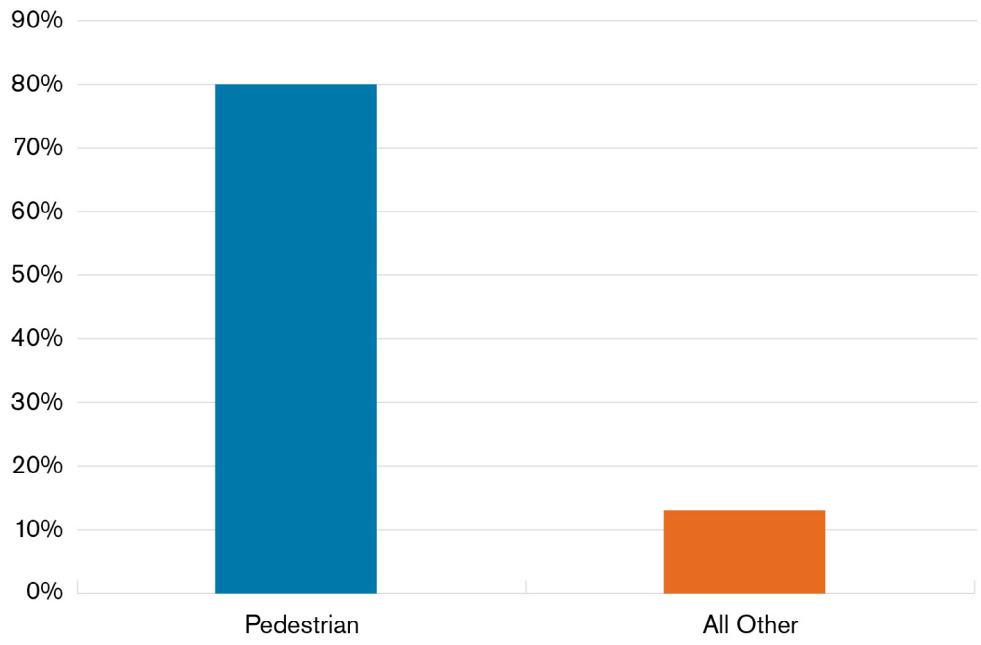
2 Adjusted for this table only using an adjustment factor of 1.009 for pedestrian fatalities and an adjustment factor of 1.002 for all other fatalities. Factors are based on averaging historical underreporting between FARS preliminary and final data.

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Between 2009 and 2023, pedestrian deaths surged 80%, compared to a 13% increase for all other traffic fatalities (Figure 1).

Figure 1 **Percent Increase in Number of U.S. Traffic Deaths, 2009 to 2023**



Source: FARS

For more than a decade, GHSA has annually analyzed pedestrian fatality data through a series of Spotlight on Highway Safety reports, drawing public attention to these tragic and preventable deaths.

Looking at the factors involved in fatal pedestrian traffic crashes supports traffic safety professionals as they determine what countermeasures to use to help prevent future pedestrian/motor vehicle crashes and save lives.

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

PART 1: PRELIMINARY 2024 STATE DATA

State highway safety agencies recently shared their preliminary 2024 pedestrian fatality counts with GHSA. All 50 states and D.C. provided data. The preliminary state data were adjusted slightly by individual factors, considering historic differences between preliminary counts of pedestrian fatalities reported by SHSOs and final data provided by SHSOs approximately one year later.

Because of differences between state-reported data and federal FARS data, this report does not make direct comparisons between the two sources. The numbers reported by SHSOs are typically slightly higher than those reported by FARS (about 2% higher nationwide), primarily because there are variations between how deaths are classified under the FARS format and by certain states. For example, FARS counts only pedestrian fatalities that occur within 30 days of a crash, whereas states may include deaths that occur more than 30 days post-crash. In addition, FARS only includes crashes that occur on public roadways, while states may include collisions that take place on private property, such as parking lots. There are also variations in the definition of "pedestrian" (some states include people on skateboards, electric scooters or other personal conveyances, but FARS does not).

The 7,148 pedestrians killed in traffic crashes in the U.S. in 2024 could fill 31 Boeing 737s.

The data presented here builds on GHSA's prior analysis of state data for the first six months of 2024, released in March 2025. That report predicted a 2.6% drop in the number of pedestrian fatalities during the first half of 2024 (January-June) compared to the year before.

Based on the preliminary data provided by states, GHSA projects 7,148 pedestrians were killed in 2024 in all 50 states and D.C. This represents a projected 4.3% decrease from the 7,472 pedestrian fatalities reported in 2023, a collective 324 fewer lives lost and the second year in a row of declines. While this is encouraging news, the predicted total is still 11.5% above the pre-pandemic number of deaths reported in 2019. Table 2 provides the pedestrian fatality numbers for all 50 states and D.C. from 2019 through 2024.

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Table 2

Pedestrian Fatalities by State, 2019-2024

Sources: State Highway Safety Offices and GHSA data analysis

State	2019 Final	2020 Final	2021 Final	2022 Final	2023 Final	2024 Preliminary (adjusted)	Change from 2023 to 2024	
							#	%
Alabama	114	101	126	111	118	121	3	2.5
Alaska	6	13	16	13	10	15	5	50.0
Arizona	220	235	260	312	271	273	2	0.7
Arkansas	61	81	76	77	73	66	-7	-9.6
California	1,020	1,026	1,120	1,208	1,099	928	-171	-15.6
Colorado	76	87	88	107	136	123	-13	-9.6
Connecticut	53	61	56	73	50	60	10	20.0
Delaware	32	25	29	33	28	34	6	21.4
District of Columbia	9	10	17	19	19	19	0	0.0
Florida	745	716	833	780	799	713	-86	-10.8
Georgia	239	281	321	335	311	280	-31	-10.0
Hawaii	37	21	25	28	22	38	16	72.7
Idaho	14	14	22	16	31	14	-17	-54.8
Illinois	171	175	212	197	196	212	16	8.2
Indiana	75	123	125	114	97	101	4	4.1
Iowa	22	30	32	18	30	32	2	6.7
Kansas	18	46	45	45	47	47	0	0.0
Kentucky	77	96	76	96	121	98	-23	-19.0
Louisiana	122	149	182	181	144	152	8	5.6
Maine	17	9	20	21	20	14	-6	-30.0
Maryland	125	131	128	137	165	165	0	0.0
Massachusetts	76	55	76	98	67	78	11	16.4
Michigan	149	175	183	173	183	153	-30	-16.4
Minnesota	50	45	56	45	40	56	16	40.0
Mississippi	67	104	94	80	86	104	18	20.9
Missouri	111	128	120	130	128	142	14	10.9
Montana	17	17	24	21	20	10	-10	-50.0
Nebraska	20	19	15	23	13	18	5	38.5
Nevada	69	82	84	89	110	113	3	2.7
New Hampshire	10	15	9	17	15	12	-3	-20.0
New Jersey	175	179	217	192	171	223	52	30.4
New Mexico	83	81	103	93	98	94	-4	-4.1
New York	286	241	304	329	317	307	-10	-3.2
North Carolina	236	228	256	265	249	279	30	12.1
North Dakota	5	8	10	6	10	5	-5	-50.0
Ohio	128	151	171	165	151	128	-23	-15.2
Oklahoma	88	86	*	96	87	92	5	5.8
Oregon	85	76	90	127	108	99	-9	-8.3
Pennsylvania	154	146	182	184	191	184	-7	-3.7
Rhode Island	8	17	7	7	12	12	0	0.0
South Carolina	164	187	194	173	186	158	-28	-15.1
South Dakota	8	14	14	13	15	9	-6	-40.0
Tennessee	148	172	177	210	188	173	-15	-7.9
Texas	661	714	826	816	809	767	-42	-5.2
Utah	38	36	46	54	40	46	6	15.0
Vermont	3	6	8	6	5	6	1	20.0
Virginia	124	114	125	171	133	126	-7	-5.3
Washington	101	111	144	131	160	159	-1	-0.6
West Virginia	32	18	37	22	21	30	9	42.9
Wisconsin	53	50	50	72	61	55	-6	-9.8
Wyoming	10	7	12	8	11	5	-6	-54.6
TOTAL	6,412	6,712	7,443	7,737	7,472	7,148	-324	-4.3

*Due to a reporting issue, Oklahoma did not provide final data for 2021.

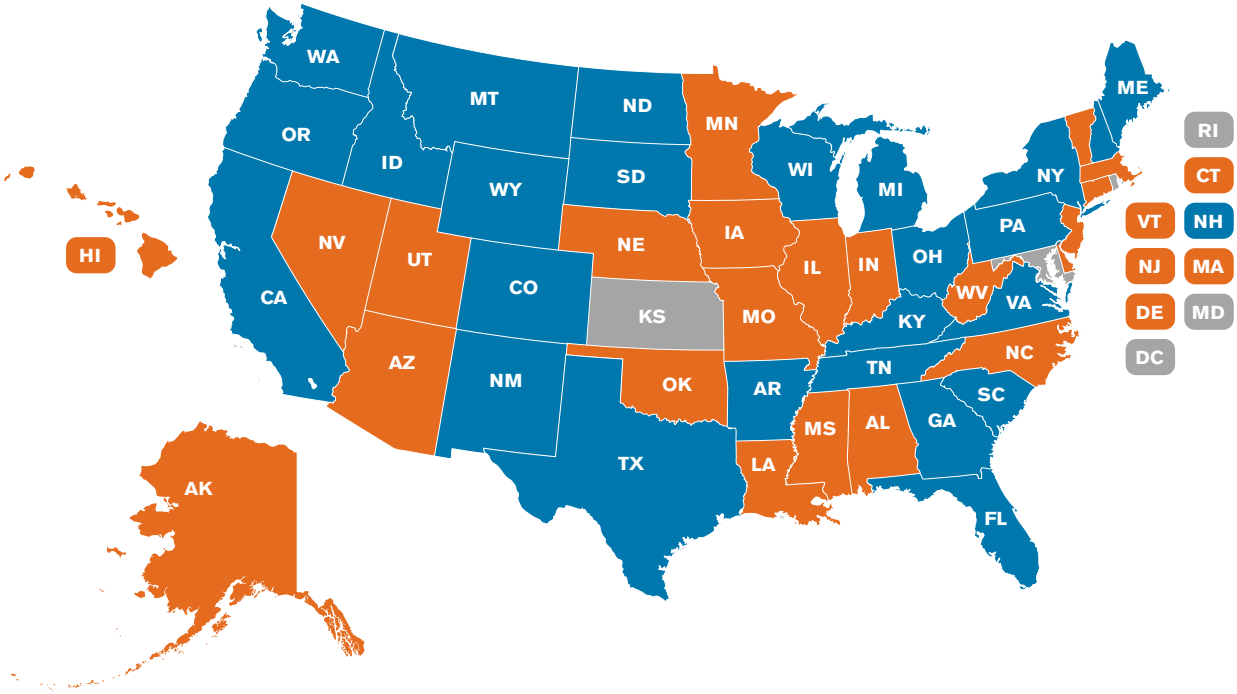
Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Between 2023 and 2024, the pedestrian fatality count rose in 22 states and fell in 25 states. In the remaining three states and D.C., the number of pedestrian fatalities is projected to remain unchanged. Figure 2 illustrates the states that experienced an increase, a decrease or no change.

Figure 2 **Change in U.S. Pedestrian Traffic Fatality by State from 2023 to 2024**

● Increase ● Decrease ● No change



Sources: State Highway Safety Offices and GHSA data analysis

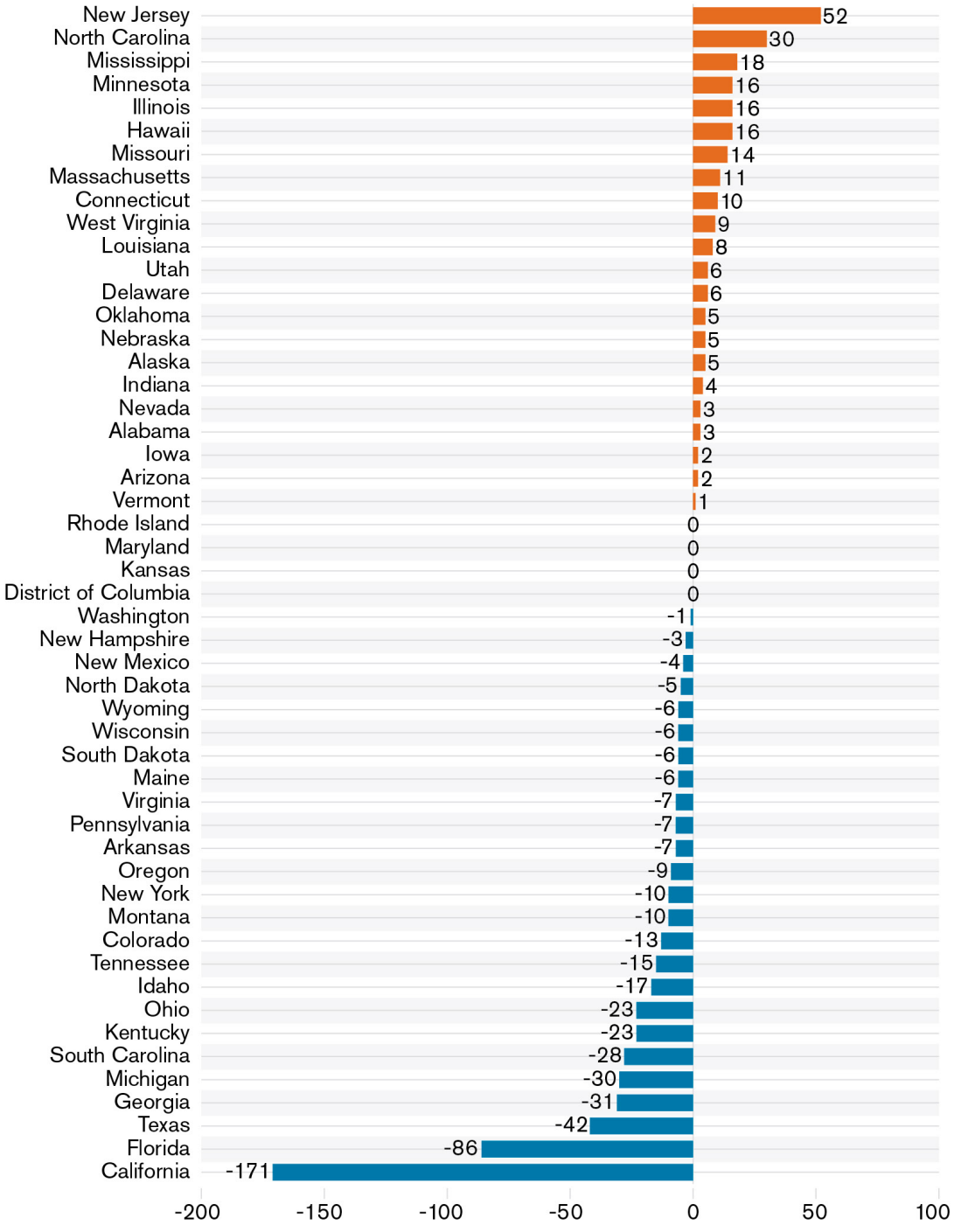
Figure 3 displays the state-level fatality differences, with New Jersey having the largest increase (+52) in pedestrian fatalities, and California the greatest decrease (-171). Figure 4 looks at the state-level percentage differences in pedestrian fatalities from 2023 to 2024. Hawaii has the largest percentage increase at 73%, while Idaho and Wyoming have the greatest decrease at 55%. Note that, due to relatively lower population totals in those states, these extreme differences are driven by changes in a small number of overall pedestrian fatalities.

It is interesting to note that the projected 4.3% decrease in pedestrian fatalities in 2024 can largely be attributed to two states – California and Florida. Together, they accounted for 257 (or 79%) of the 324 fewer deaths last year.

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Figure 3 **Difference in Pedestrian Fatalities by State, 2023 to 2024**



Sources: State Highway Safety Offices and GHSA data analysis

Pedestrian Traffic Fatalities by State

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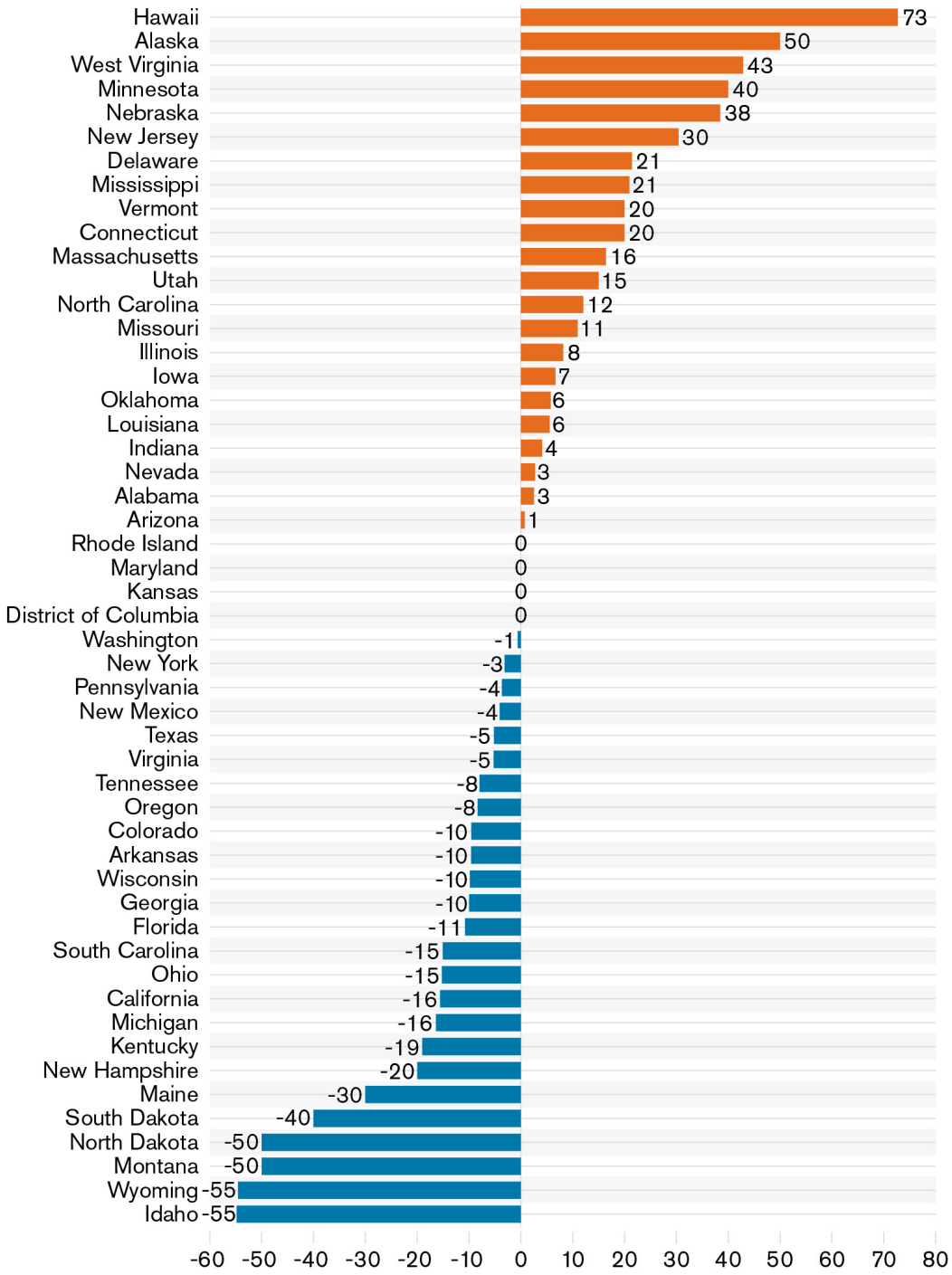
Figure 4 **Percentage Difference in Pedestrian Fatalities by State, 2023 to 2024**



Sources: State Highway Safety Offices and GHSA data analysis

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Table 3

Pedestrian Fatality Rate by State Per 100,000 Population, 2023-2024

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

Table 3 presents the 2024 rate of pedestrian fatalities per 100,000 population for all 50 states and D.C. This rate is calculated by multiplying the number of each state's fatalities by 100,000 and dividing that by the state population, as published by the U.S. Census Bureau.[3] The result is the number of pedestrian deaths per 100,000 people who reside in the state.

In 2024, the overall rate decreased slightly for the second year in a row, from 2.22 in 2023 to 2.10 in 2024. At the state level, GHSA projects that 25 states had a fatality rate above 2.0 in 2024, up from 23 states the year before. The biggest changes in rates were seen in Wyoming (dropping from 1.88 to 0.85) and Hawaii (increasing from 1.53 to 2.63). South Carolina and Kentucky are two more states with significant rate drops of more than 0.50.

State	2023	2024
Alabama	2.31	2.35
Alaska	1.36	2.03
Arizona	3.63	3.60
Arkansas	2.38	2.14
California	2.80	2.35
Colorado	2.30	2.06
Connecticut	1.37	1.63
Delaware	2.70	3.23
District of Columbia	2.76	2.71
Florida	3.49	3.05
Georgia	2.81	2.50
Hawaii	1.53	2.63
Idaho	1.57	0.70
Illinois	1.55	1.67
Indiana	1.41	1.46
Iowa	0.93	0.99
Kansas	1.59	1.58
Kentucky	2.66	2.14
Louisiana	3.14	3.31
Maine	1.43	1.00
Maryland	2.65	2.63
Massachusetts	0.95	1.09
Michigan	1.81	1.51
Minnesota	0.70	0.97
Mississippi	2.92	3.53
Missouri	2.06	2.27
Montana	1.77	0.88
Nebraska	0.65	0.90
Nevada	3.42	3.46
New Hampshire	1.07	0.85
New Jersey	1.82	2.35
New Mexico	4.62	4.41
New York	1.61	1.55
North Carolina	2.29	2.53
North Dakota	1.27	0.63
Ohio	1.28	1.08
Oklahoma	2.14	2.25
Oregon	2.54	2.32
Pennsylvania	1.47	1.41
Rhode Island	1.09	1.08
South Carolina	3.45	2.88
South Dakota	1.63	0.97
Tennessee	2.63	2.39
Texas	2.63	2.45
Utah	1.16	1.31
Vermont	0.77	0.93
Virginia	1.52	1.43
Washington	2.04	2.00
West Virginia	1.19	1.69
Wisconsin	1.03	0.92
Wyoming	1.88	0.85
NATIONAL RATE	2.22	2.10

3 Annual Estimates of the Resident Population for the United States, Regions, States, District of Columbia, and Puerto Rico: April 1, 2020 to July 1, 2024 (NST-EST2024-POP). Retrieved from https://www.census.gov/data/tables/time-series/demo/popest/2020s-national-total.html#v2024

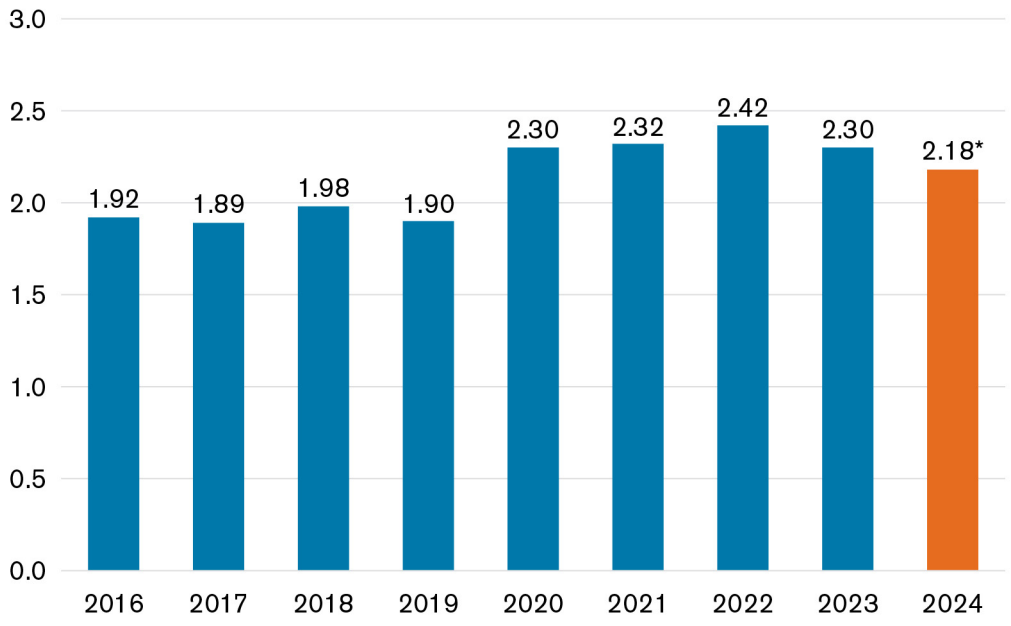
Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

The Federal Highway Administration (FHWA) estimates a total of 3,279.1 billion vehicle miles traveled (VMT) in 2024,[4] an increase of 32.3 billion, or 1%, as compared to 2023.

Factoring in the projected 7,148 pedestrian fatalities in 2023 yields a pedestrian fatality rate of 2.18 per one billion VMT. The decrease in pedestrian fatalities combined with the increase in VMT means this rate is lower than the 2.30 observed for 2023. But the rate is still higher than it was during the four years leading up to the pandemic. Figure 5 presents the rate for the past nine years, for comparison.

Figure 5 **U.S. Pedestrian Fatality Rate Per One Billion VMT, 2016-2024**



*Projected

Sources: FHWA and GHSA analysis of SHSO data

It also could be illuminating to calculate pedestrian fatalities compared to pedestrian exposure, but no high-quality national "pedestrian miles walked" data, analogous to the VMT data, currently exists.

4 Federal Highway Administration. (2024, December). Traffic volume trends December 2024 - policy: Federal Highway Administration. Traffic Volume Trends December 2024 - Policy | Federal Highway Administration. Retrieved from https://www.fhwa.dot.gov/policyinformation/travel_monitoring/24dectvt/

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

PART 2: 2023 NATIONAL DATA

The 2024 state-supplied fatality data presented in Part 1 provide raw numbers only but offer an important first look at annual fatality trends. Looking deeper into crash characteristics such as speeding, alcohol involvement, light condition and roadway factors is critical for crafting policies to help prevent pedestrian-motor vehicle crashes. To do this, GHSA also combs through and analyzes the national pedestrian fatality data available from FARS. The most current FARS data (released by NHTSA in April 2025) are available through calendar year 2023.

Unless otherwise indicated, the following analyses are based on the 2023 raw (unadjusted) total number of pedestrian fatalities (7,314) reported in this most recent FARS release.

National and State Fatality Rates

Using the same formula as in Table 3 (multiplying the number of pedestrian fatalities by 100,000 and dividing the result by the population), the total U.S. fatality rate in 2023 was 2.19, a small decrease from the 2.27 observed in 2022. Table 4 and Figure 6 present state and national fatality rates from 2019 through 2023. (Note that the 2023 state and national figures vary slightly from those in Table 3 because these are federal, not state-reported, data.)

Key findings include:

- Between 2022 and 2023, the rate increased in 20 states and decreased in 30 states and D.C.
- There were 22 states with adjusted fatality rates greater than 2.00 in 2023, which is about the same amount as 2022 and 2021 (each had 23 states with rates greater than 2.00).
- For the fifth year, New Mexico had the highest rate at 5.00, followed by Arizona (3.65) and South Carolina (3.51).
- The states with the lowest rates were Nebraska (0.65) and Minnesota (0.73).

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Table 4

Pedestrian Fatality Rate by State Per 100,000 Population, 2019-2023

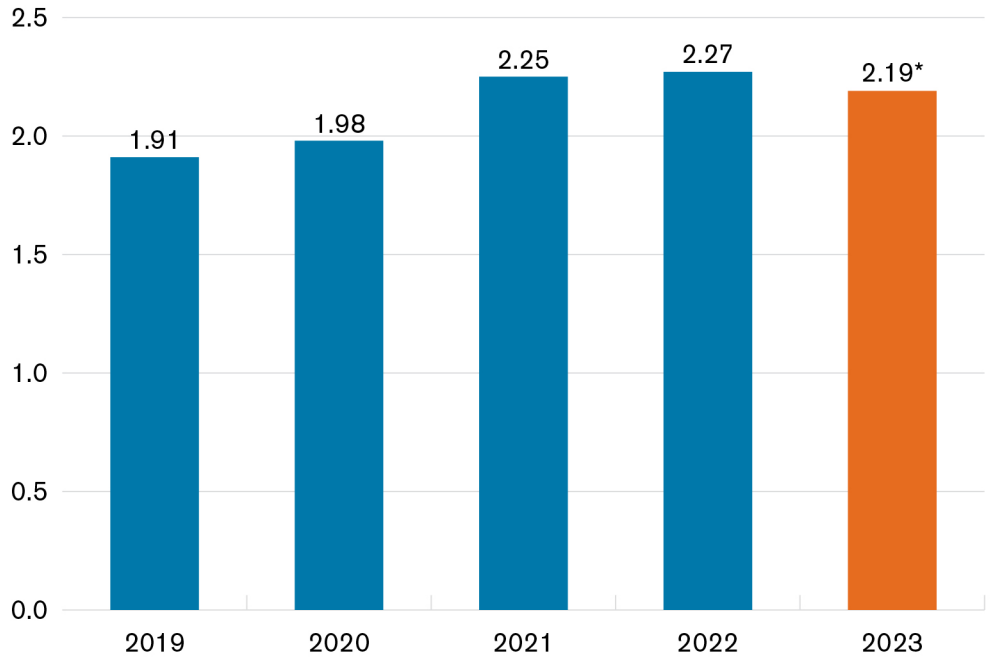
Source: FARS and U.S. Census Bureau

State	2019	2020	2021	2022	2023 (projected)
Alabama	2.43	2.01	2.52	2.25	2.44
Alaska	0.82	1.77	2.31	1.77	1.63
Arizona	2.89	3.09	3.44	4.03	3.65
Arkansas	2.05	2.72	2.58	2.56	2.44
California	2.56	2.56	3.01	3.10	2.85
Colorado	1.27	1.50	1.58	1.85	2.14
Connecticut	1.51	1.65	1.52	1.99	1.29
Delaware	3.29	2.52	2.89	3.04	2.61
District of Columbia	1.28	1.49	2.69	2.36	2.04
Florida	3.32	3.22	3.75	3.49	3.40
Georgia	2.22	2.60	2.84	3.16	2.83
Hawaii	2.54	1.45	1.73	1.94	1.53
Idaho	0.67	0.76	1.10	0.82	1.57
Illinois	1.37	1.37	1.65	1.51	1.59
Indiana	1.08	1.37	1.63	1.67	1.41
Iowa	0.67	0.91	0.94	0.47	0.90
Kansas	0.55	1.57	1.46	1.09	1.29
Kentucky	1.63	2.02	1.66	2.06	2.68
Louisiana	2.54	3.10	3.98	3.94	3.18
Maine	1.19	0.66	1.38	1.51	1.36
Maryland	2.05	2.17	2.09	2.08	2.59
Massachusetts	1.12	0.74	1.06	1.35	0.96
Michigan	1.41	1.71	1.74	1.67	1.76
Minnesota	0.83	0.79	0.87	0.75	0.73
Mississippi	2.18	3.55	3.16	2.75	2.96
Missouri	1.78	2.08	1.90	2.07	2.06
Montana	1.50	1.56	1.63	1.60	1.77
Nebraska	1.03	0.92	0.76	1.17	0.65
Nevada	2.01	2.60	2.54	2.61	3.33
New Hampshire	0.74	1.16	0.58	1.15	1.07
New Jersey	1.96	1.88	2.28	2.00	1.77
New Mexico	3.96	3.73	4.82	4.40	5.00
New York	1.41	1.14	1.48	1.54	1.48
North Carolina	2.11	2.20	2.40	2.39	2.12
North Dakota	0.66	1.03	1.29	0.77	1.27
Ohio	1.06	1.35	1.43	1.36	1.23
Oklahoma	2.15	2.17	2.66	2.38	2.17
Oregon	1.94	1.67	2.02	2.90	2.40
Pennsylvania	1.15	1.10	1.35	1.38	1.44
Rhode Island	0.76	1.55	0.64	0.64	1.00
South Carolina	3.17	3.66	3.66	3.25	3.51
South Dakota	0.79	1.58	1.56	1.21	1.63
Tennessee	2.17	2.48	2.54	2.96	2.63
Texas	2.24	2.35	2.76	2.64	2.63
Utah	1.19	1.00	1.29	1.33	1.10
Vermont	0.48	1.24	1.24	0.93	0.77
Virginia	1.44	1.29	1.42	1.97	1.49
Washington	1.34	1.36	1.85	1.68	1.92
West Virginia	1.73	1.00	2.02	1.18	0.85
Wisconsin	1.01	0.85	0.82	1.22	1.01
Wyoming	1.90	1.04	1.90	1.20	1.88
NATIONAL RATE	**1.91**	**1.98**	**2.25**	**2.27**	**2.19**

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Figure 6 **U.S. Pedestrian Fatality Rate Per 100,000 Population, 2019-2023**



*Projected
Sources: FARS and U.S. Census Bureau

Speeding

According to the most recent AAA Traffic Safety Culture Index, published in December 2024, while certain risky driving behaviors that spiked during the COVID-19 pandemic are declining, speeding continues to be widely accepted among drivers. In fact, among various unsafe driving behaviors (e.g., running a red light), speeding garnered the lowest perceived disapproval from drivers. This is underscored by the fact that 45% of drivers do not support the use of automated enforcement to cite speeding motorists on select residential streets.[5]

Consistent with this AAA survey data, the pedestrian fatality rates also reflect these trends. In 2020, the percentage of pedestrian deaths due to speeding increased by about 20% (from 7.2% in 2019 to 8.8% in 2020). Since 2020, there has been a slight decrease in speed-related pedestrian fatalities. However, the 2023 rate is 8.1%, which is a slight increase over 2022, and recent years' rates remain higher than the pre-pandemic rates (see Table 5).

5 2023 traffic safety culture index (technical report). AAA Foundation for Traffic Safety. (2024). Washington, D.C. Retrieved from https://aaafoundation.org/2023-traffic-safety-culture-index

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Table 5 U.S. Pedestrian Fatalities in Which Speeding Was Indicated as a Factor, 2016-2023

Year	Speeding Indicated	Total	% with Speeding Indicated
2016	442	6,080	7.27
2017	413	6,075	6.80
2018	412	6,374	6.46
2019	451	6,272	7.19
2020	580	6,565	8.83
2021	618	7,470	8.27
2022	589	7,593	7.76
2023	595	7,314	8.14

Source: FARS

Pedestrian deaths related to speeding vary by functional road classification, ranging from less than 8% of deaths on principal arterials (7.65%) and collectors (7.84%) to nearly 10% of deaths on local roads. The percentage of speeding-related pedestrian fatalities by functional class is provided in Table 6 below. Page 24 has more information on different roadway types.

Table 6 U.S. Speeding-Related Pedestrian Fatalities by Roadway Type, 2023

Type of Roadway	Speeding Indicated?		Total	% with Speeding Indicated
	Yes	No		
Interstate	77	814	891	8.64
Freeway	24	265	289	8.30
Principal arterial	214	2,582	2,796	7.65
Minor arterial	151	1,637	1,788	8.45
Collector	67	788	855	7.84
Local	58	554	612	9.48
Unknown	4	79	83	4.82
Total	**595**	**6,719**	**7,314**	**8.14**

Source: FARS

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Hit-and-Runs

Several alarming "hit-and-run" pedestrian fatalities have been reported in the news in recent years, prompting GHSA to learn more about these crashes in the FARS data. A hit-and-run occurs when the driver of a motor vehicle involved in a crash flees the scene rather than remaining onsite to cooperate with law enforcement and emergency medical personnel. Because this is a new element being explored in this report, the analysis centers on overall trends rather than comparing 2023 data to prior years.

Over the past five years (2019 to 2023), about 25% of all pedestrian fatalities occurred in crashes where a hit-and-run took place (Table 7). It is important to note that the vehicle fleeing the scene is usually, but not always, the vehicle that struck the pedestrian. For example, in some cases, the striking vehicle may have been pushed into the pedestrian by the vehicle that fled. In 2023, the striking vehicle fled in 1,716 out of 1,818 (94%) of the pedestrian fatalities involving any hit-and-run.

In 2023, about one-quarter of pedestrian deaths occured in hit-and-run crashes.

As illustrated in Table 7 below, the percentage of pedestrian fatalities due to a hit-and-run driver varies by age group. The proportion is consistently lowest for pedestrians aged 75 and older, accounting for about 15% of fatalities in that age category. The percentage is also relatively lower for children up to age 15 and for adults aged 65-74, representing about 20% in each of those age groups. Notably, pedestrian fatalities in the 16- to 24-year-old age group have seen a sharp increase in the proportion of deaths involving a hit-and-run driver in recent years. In 2023, nearly 30% of all pedestrian fatalities involving persons 16 to 24 years of age were due to a crash involving a hit-and-run driver.

Table 7 Percentage of Pedestrian Fatalities Involving a Hit-and-Run by Age and Year, 2019-2023

Age Group	2019	2020	2021	2022	2023
0-15	15.3%	21.5%	21.1%	19.4%	19.7%
16-24	22.2%	22.2%	26.2%	28.5%	29.4%
25-34	23.4%	26.3%	26.5%	29.0%	24.9%
35-44	22.9%	26.4%	26.8%	28.7%	28.9%
45-54	21.8%	27.2%	26.9%	26.3%	27.2%
55-64	22.4%	26.8%	22.3%	26.2%	24.0%
65-74	17.9%	21.1%	21.6%	19.6%	20.1%
≥75	12.4%	13.1%	17.1%	14.6%	16.2%
TOTAL	**20.9%**	**24.4%**	**24.5%**	**25.5%**	**24.9%**

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Alcohol Impairment

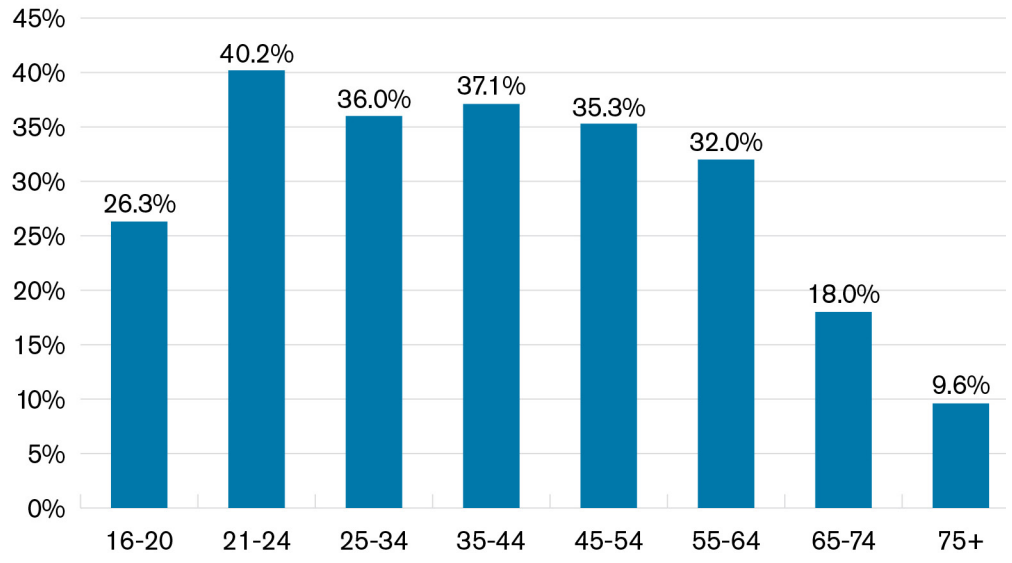
Alcohol impairment (of the driver, pedestrian or both) has historically been a factor in many vehicle crashes resulting in pedestrian fatalities. The FARS data confirm that 2023 was no exception, although the proportion of alcohol impairment among drivers appears to be declining.

In 2023, among pedestrians aged 16 or older who were killed in a motor vehicle crash, 29.1% were found to have a Blood Alcohol Concentration (BAC) of 0.08 or greater. This is on par with the prior three years, which had rates of 30%, 30.5% and 30.6%, respectively. Note that this analysis is limited to pedestrians 16 and older because higher BACs are rare among pedestrians younger than 16.

Turning to driver impairment, 15.7% of pedestrian fatalities in 2023 involved a driver with a BAC of 0.08 or greater. This count includes pedestrians younger than 16. The percentages for 2022, 2021 and 2020 were 18.5%, 19% and 17%, respectively, which means 2023 saw a promising decline among driver-impaired pedestrian fatalities compared to earlier years.

The proportion of alcohol impairment among pedestrians and drivers out of the total number of pedestrian fatalities in each age group is broken down in Figures 7 and 8. In both cases, impairment tends to trend downward with age, meaning fatally injured pedestrians in older age groups are much less likely to be struck by an alcohol-impaired driver or be alcohol-impaired themselves.

Figure 7 **U.S. Pedestrian Fatalities with Pedestrian BAC ≥ 0.08 by Age Group, 2023**

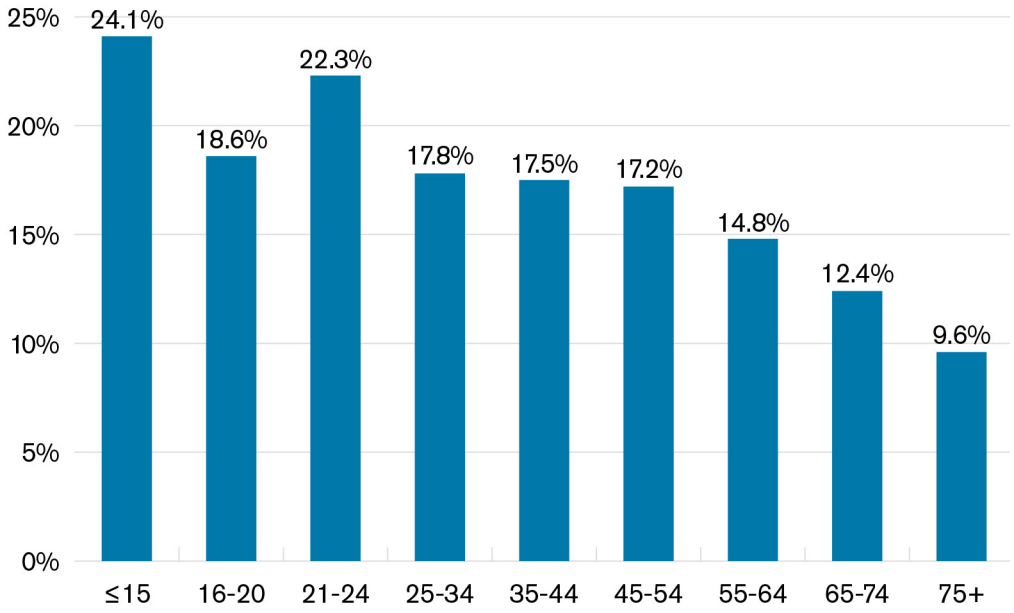


Source: FARS

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Figure 8 **U.S. Pedestrian Fatalities with Driver BAC ≥ 0.08 by Age Group, 2023**



Source: FARS

An alcohol- and/or drug-impaired pedestrian can be at a greater risk of being struck by a vehicle when walking in or near traffic. However, motor vehicle drivers bear the bulk of responsibility as the operators of the machines that have the size and potential energy to kill. Even so, safety professionals can implement countermeasures to keep impaired pedestrians out of harm's way. These include investing in safer roadways that separate pedestrian and vehicle traffic and identifying transportation alternatives for inebriated pedestrians.

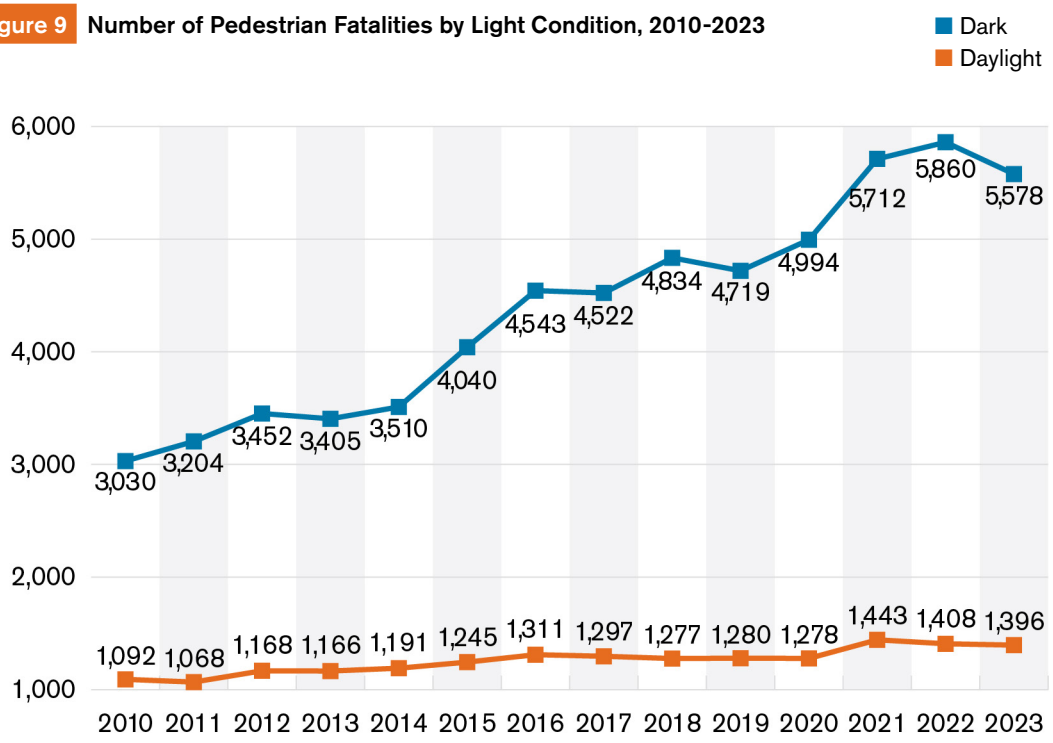
Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Light Condition

In 2023, 76.9% of pedestrian fatalities with known lighting conditions occurred after dark, regardless of whether there was artificial lighting. This compares to just 19.2% of pedestrian fatalities taking place during daylight hours and 3.8% during dawn or dusk. Figure 9 illustrates the disparity between deaths during daylight hours and at night between 2010 and 2023. (Dawn or dusk are excluded considering the small share of fatalities they represent.) The share of pedestrian deaths happening after dark has grown during this period, from 71% in 2010 to nearly 77% in 2023.

Figure 9 **Number of Pedestrian Fatalities by Light Condition, 2010-2023**



Source: FARS

About half (51.1%) of fatalities between sunset and sunrise occurred in lighted conditions. This aligns with the 52.0% of nighttime fatalities that happened in lighted environments in 2022.

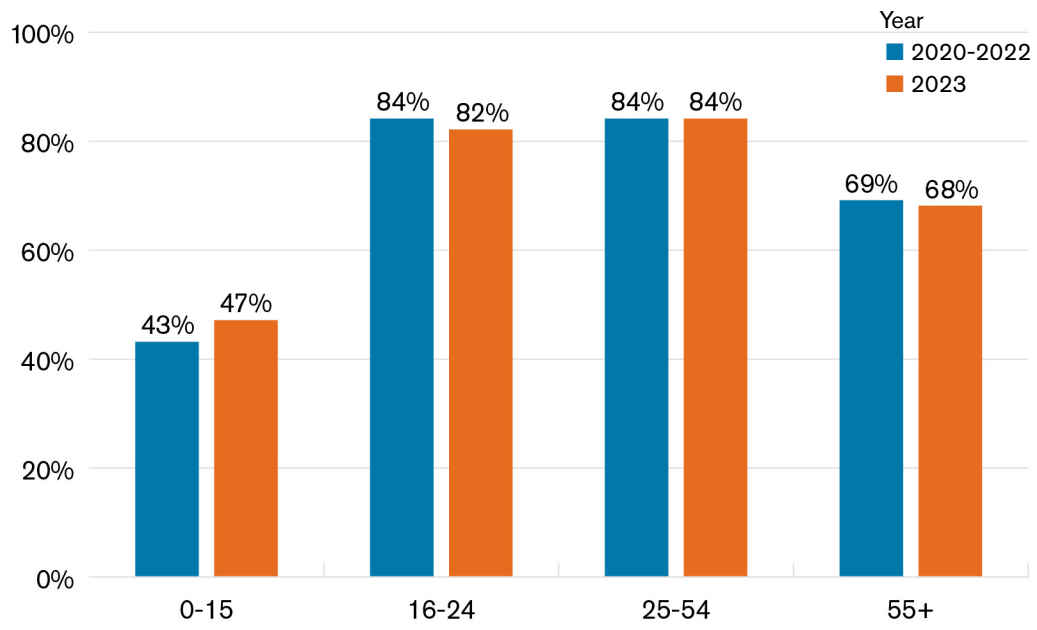
Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

The proportion of pedestrian fatalities that occurred at nighttime varies by age group. For example, only 47% of pedestrian fatalities among children aged 15 or younger occurred at night in 2023, with larger proportions among older teens and young adults (ages 16-24) and adults (ages 25-54). These differences are illustrated in Figure 10.

Additionally, children aged 15 and younger represent 6.9% of all daytime pedestrian fatalities but account for only 1.7% of all nighttime pedestrian fatalities. Although there is no reliable metric of exposure (how often pedestrians are walking on or near roadways in daylight vs. at night by age group), it makes sense that children are less likely to be outside near roadways at night compared to adults.

Figure 10 **Pedestrian Fatalities in Dark Conditions by Age Group, 2020-2022 Average vs. 2023**



Source: FARS

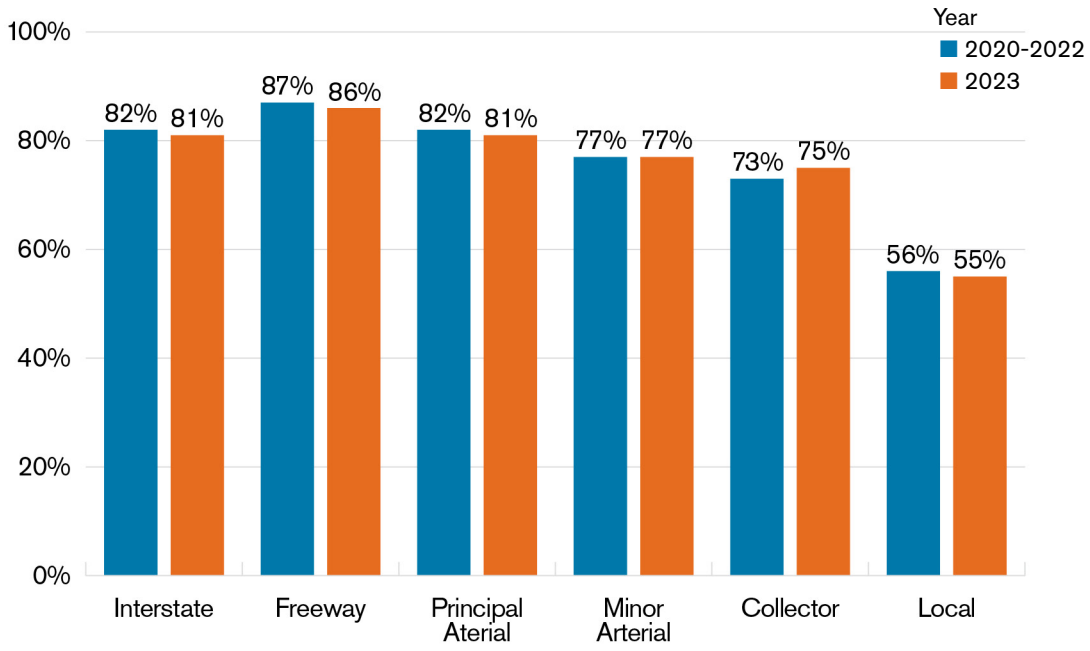
Freeways, interstates and principal arterial roads are particularly dangerous after dark, with more than 80% of all pedestrian fatalities in 2023 taking place on these roads after dark. Drivers tend to be traveling at higher speeds on these roads and do not expect to see pedestrians in their path. (See page 24 for more information on different road types.)

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Consistent with prior years, pedestrian fatalities on local roads were less likely to occur in the dark. Even so, more than half (55%) of fatal pedestrian crashes on local roads took place at night. Figure 11 compares 2023 data to the prior three-year average, showing relatively stable trends.

Figure 11 **Percent of U.S. Pedestrian Fatalities by Roadway Function Class that Occurred in the Dark, 2020-2022 Average vs. 2023**



Source: FARS

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Roadway Factors

Roadway factors explain where fatal pedestrian crashes occurred, such as at an intersection or on a particular roadway type of road. Understanding these dynamics can help planners and safety professionals determine where to target future engineering improvements and help to prioritize their educational and enforcement efforts.

Sidewalks

In 2023, 65.1% of pedestrian fatalities occurred where there was no sidewalk, a slight uptick from 64.1% the prior year (Table 8). Over the past seven years, this figure has increased sharply from a low of 59.2% in 2017 to a high of 68.3% in 2021.

Table 8 **U.S. Pedestrian Fatalities by Sidewalk Presence, 2017-2023**

Year	Sidewalk Present?			Total	% None Noted
	None Noted	Yes	Unknown		
2017	3,598	2,341	136	6,075	59.2
2018	3,973	2,306	95	6,374	62.3
2019	3,976	2,247	49	6,272	63.4
2020	4,381	2,138	46	6,565	66.7
2021	5,105	2,326	39	7,470	68.3
2022	4,869	2,673	51	7,593	64.1
2023	4,762	2,508	44	7,314	65.1

Source: FARS

Intersections

As in previous years, in 2023 most pedestrian fatalities happened at non-intersection locations (5,541 or 75.8%). This is consistent with rates ranging from 76% to 77% during the prior three years.

Functional Class

Roads can be divided into three major functional classes:

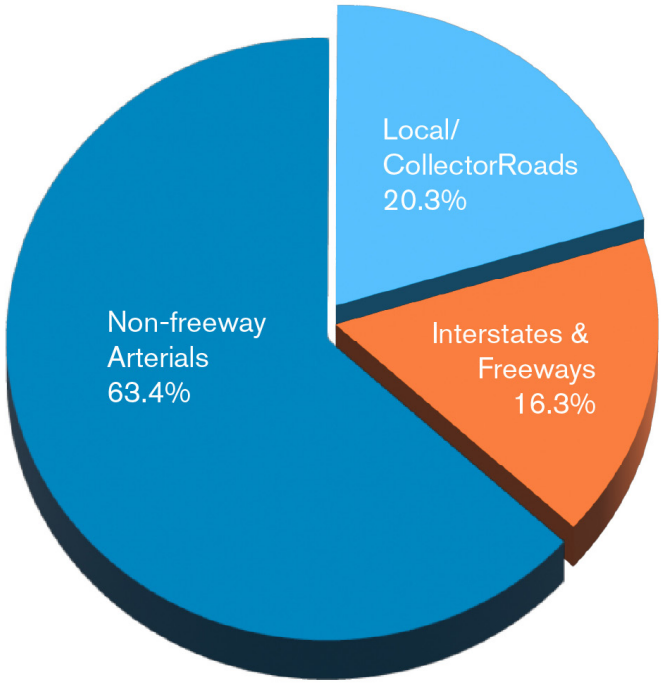
- Collectors and local streets: Roads with slower speed limits that connect local areas to arterials or with the primary function of providing access to residential areas or businesses.
- Non-freeway arterials: High-capacity roads without controlled access but with more traffic flow and higher speeds than local roads; used primarily to connect collector roads with interstates and freeways.
- Interstates and freeways: Controlled access highways with high volumes of traffic traveling at higher speeds.

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

In 2023, 4,584 (63.4%) of pedestrian fatalities (whose roadway types were known) occurred on non-freeway arterials. An additional 1,467 (20.3%) occurred on local/collector roads, and the remaining 1,180 (16.3%) occurred on interstates and freeways. Figure 12 illustrates this distribution. These proportions are comparable to 2022 and the most recent five-year trend.

Figure 12 **Percentage of U.S. Pedestrian Fatalities by Roadway Class, 2023**



Source: FARS

While the proportion of pedestrians killed on interstates and freeways is lower than other roadway types, the sheer number of deaths (nearly 1,200) is notable since these roadways are designed exclusively for use by people traveling in motor vehicles. Why would pedestrians even be present on these roads? Simply put, these pedestrians are not families out for a stroll. Rather, they are stranded motorists who exited their vehicles, construction workers, first responders and tow truck drivers who are classified as "pedestrians" because they are not in a vehicle, but at the roadside at the time of the crash.

Vehicle speeds tend to be high on these roadways, making it unlikely for a person on foot to survive the impact of a crash. This is why "Move Over" laws are so important. They require drivers to slow down and change lanes, if possible, when they see a stopped vehicle. However, the continued tragedies of pedestrian fatalities on interstates and freeways suggest stronger laws and additional countermeasures are needed. States are taking action, as discussed in Part 3 of this report (see page 31).

Pedestrian Traffic Fatalities by State

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Vehicle Type

The type of vehicle (passenger car, SUV, van, pickup, etc.) can make a significant difference in survivability for a struck pedestrian. A general rule is that the larger and heavier the vehicle, the lower the chances a person on foot will survive a crash.

In 2023, of all pedestrian fatalities where the striking vehicle body type was known, more than half (54.1%) involved a light truck, while 37.3% involved a passenger car and 7.3% involved a large truck (Table 9). Light trucks include SUVs, pickup trucks and vans.

Table 9 **U.S. Pedestrian Fatalities by Striking Vehicle Type for All Crashes with Known Vehicle Type, 2023**

Vehicle Type	Count	Percent
Light Trucks*	3,438	54.1%
Passenger Cars	2,368	37.3%
Large Trucks	466	7.3%
Buses	50	0.8%
Motorcycles	34	0.5%

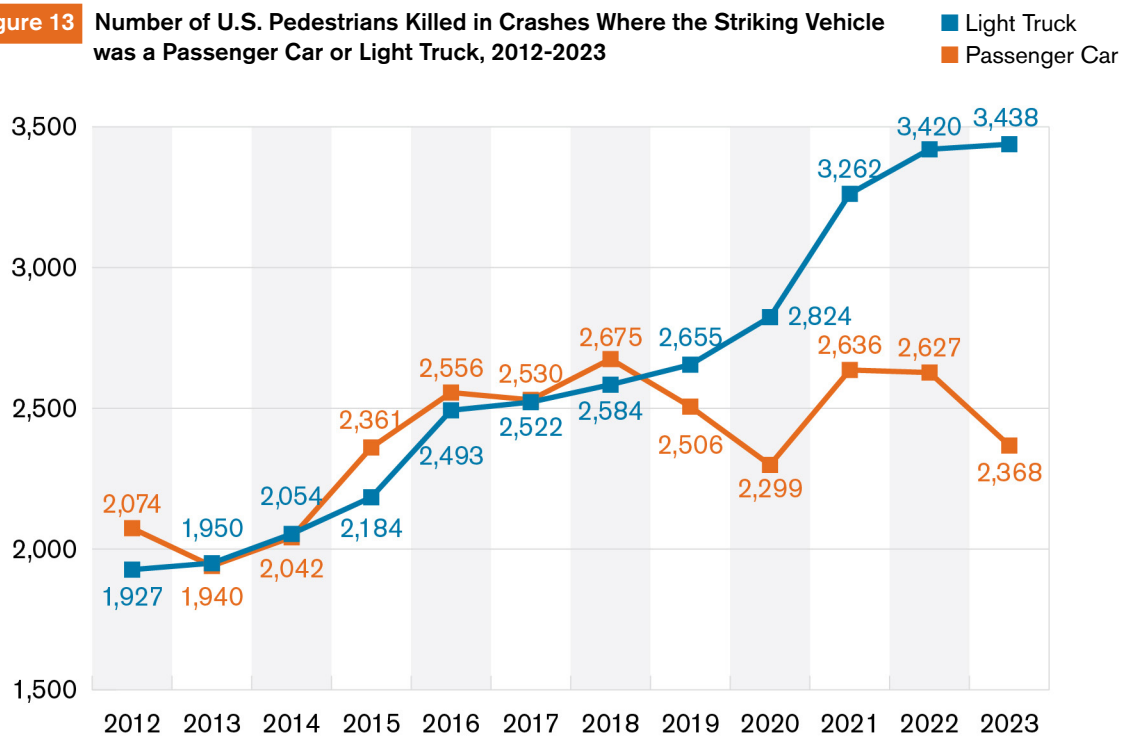
*Light trucks are the sum of SUVs, pickups, vans and other vehicles with a gross vehicle weight of no more than 8,500 pounds.
Source: FARS

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

The gap between pedestrian fatalities caused by passenger cars compared to light trucks continued to grow in 2023 as it has in recent years. The proportion of passenger cars striking and killing pedestrians dropped 2.4 percentage points, from 39.7% to 37.3%, while it rose 2.2 percentage points for light trucks, from 51.9% to 54.1%. Light trucks have been involved in a growing proportion of pedestrian fatalities over the past twelve years, as seen in Figure 13.

Figure 13 **Number of U.S. Pedestrians Killed in Crashes Where the Striking Vehicle was a Passenger Car or Light Truck, 2012-2023**



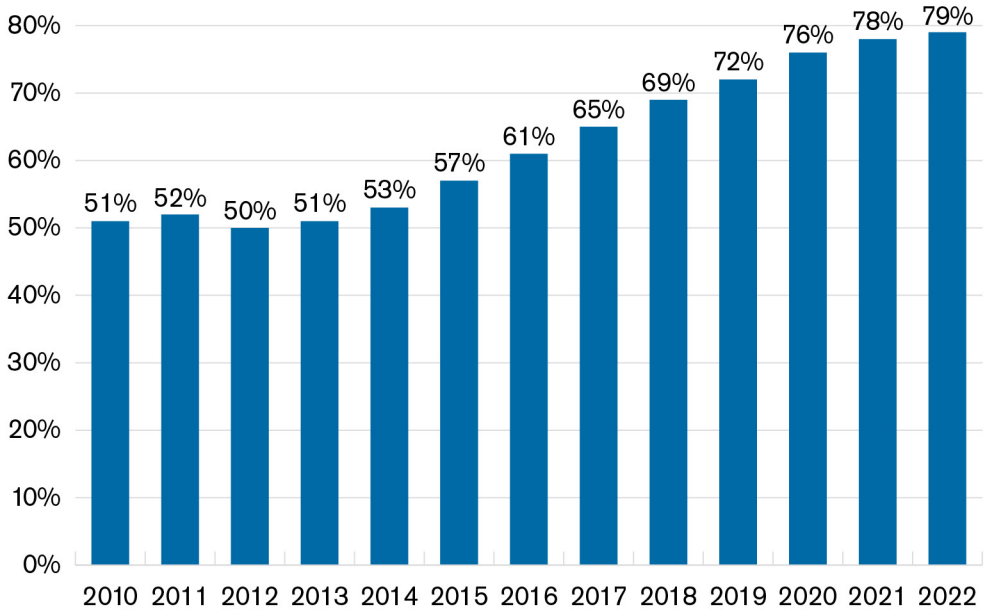
Source: FARS

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

New vehicle sales data can also provide context. Over the past decade, light trucks have surged as a percentage of the total U.S. vehicle sales, growing from around 50% in 2010 to 79% in 2022, the most recent year data are available (see Figure 14). And some U.S. automakers have either curtailed or even stopped producing passenger cars altogether.[6]

Figure 14 **Light Trucks as a Percent of Total U.S. Vehicle Sales, 2010-2022**



Source: Bureau of Transportation Statistics

A Closer Look at Cities

Because so many pedestrian fatalities occur in urban areas, where people on foot and motor vehicles are more likely to be sharing the same roads, GHSA looks at data and trends for the 10 most populous U.S. cities: Chicago, Dallas, Houston, Jacksonville, Los Angeles, New York, Philadelphia, Phoenix, San Antonio and San Diego. (For 2023, Austin was replaced by Jacksonville on the top 10 list.) For this report, cities are defined as the areas within the city limits, versus larger Metropolitan Statistical Areas (MSA) within which cities are located.

In 2023, these 10 cities accounted for a combined 766 pedestrian fatalities. **This is a 9.6% decrease from the previous count of 847 in 2022, but a 12.8% increase from the 679 recorded in 2019**. It is interesting to note that the pedestrian fatality counts in the ten most populous cities dropped by a larger proportion in 2023 than the entire nation (a 9.6% decline compared to an overall 3.6% drop).

6 Schulz, B. (2023, July 23). What cars are getting discontinued in 2024? say goodbye to the maxima, charger, more. USA TODAY. Retrieved May 29, 2025, from https://www.usatoday.com/story/money/cars/2023/07/22/car-models-discontinued-2024/70441443007/.

Pedestrian Traffic Fatalities by State

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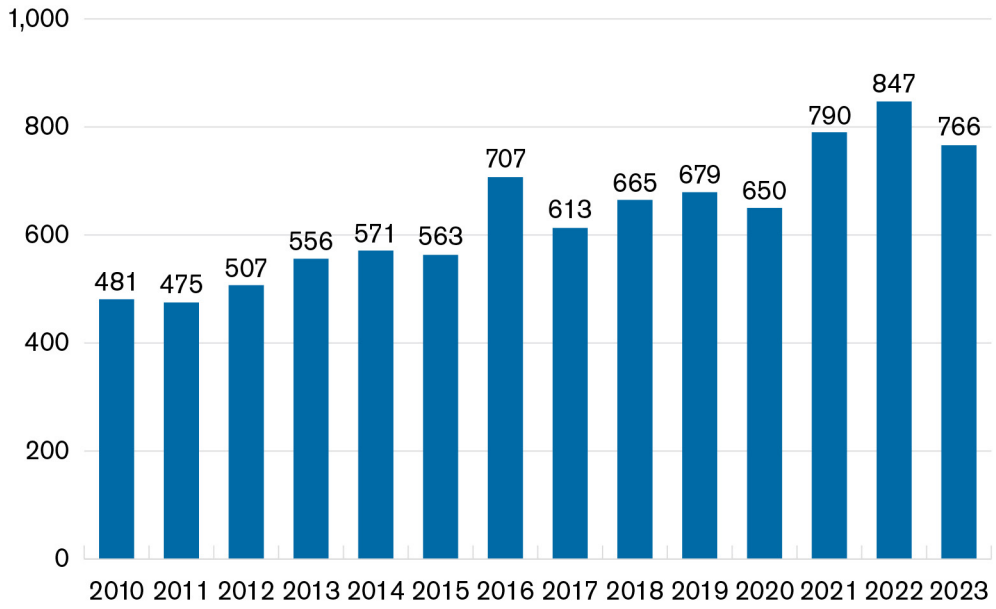
Figure 15 shows the total number of fatalities in the 10 most populous U.S. cities over the past 13 years.

Figure 15 **Pedestrian Deaths in the 10 Largest U.S. Cities, 2010-2023**



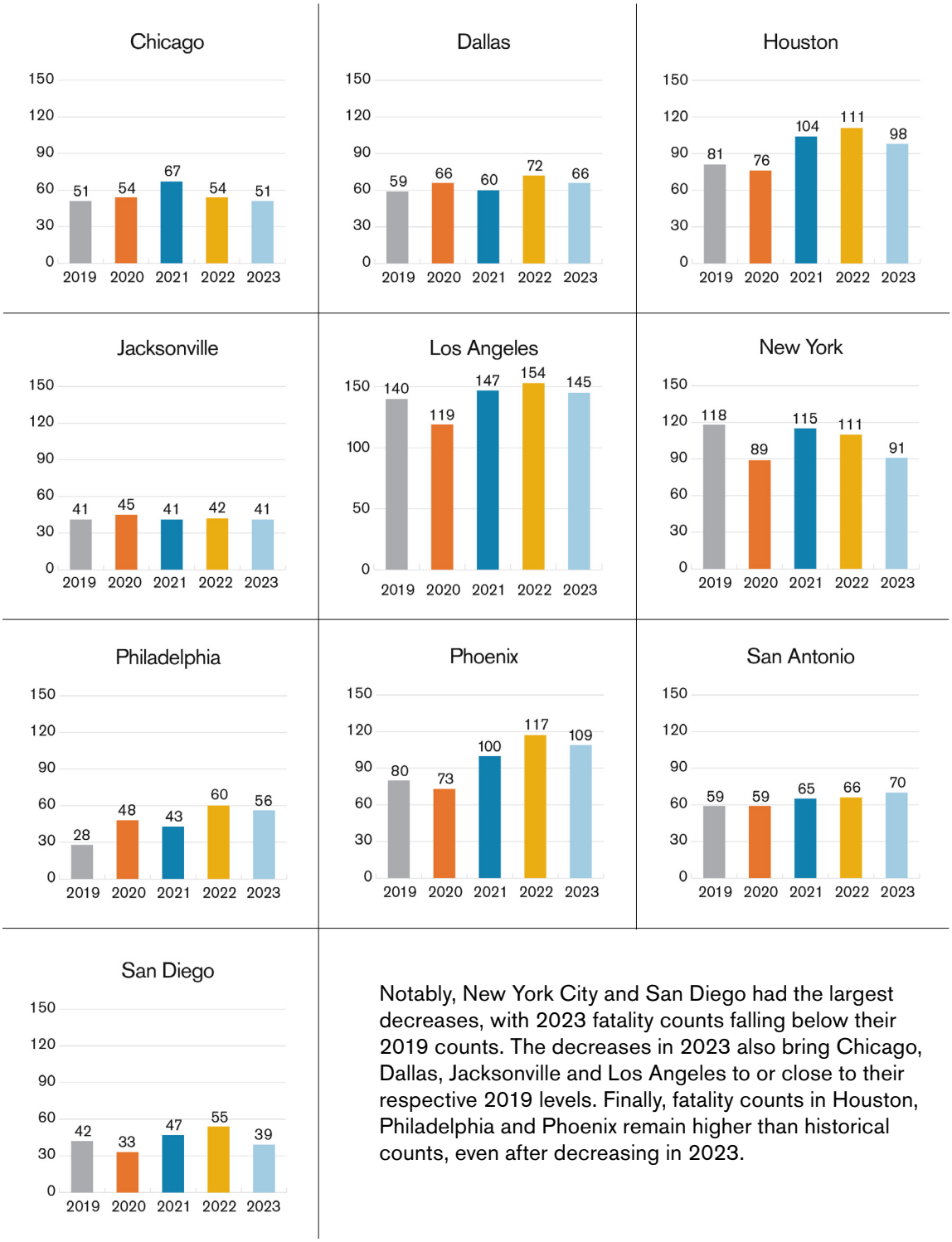
Source: FARS

Looking at each city individually (Figure 16), there were decreases between 2022 and 2023 for all cities except San Antonio.

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Figure 16 **Pedestrian Deaths in Each of the 10 Largest U.S Cities, 2019-2023**



Notably, New York City and San Diego had the largest decreases, with 2023 fatality counts falling below their 2019 counts. The decreases in 2023 also bring Chicago, Dallas, Jacksonville and Los Angeles to or close to their respective 2019 levels. Finally, fatality counts in Houston, Philadelphia and Phoenix remain higher than historical counts, even after decreasing in 2023.

Source: FARS

PART 3: HOW TO REDUCE PEDESTRIAN FATALITIES AND INJURIES

Last year, GHSA had projected an overall drop in pedestrian fatalities in 2023, and federal FARS data bear that out. For 2024, GHSA is predicting a second year of declines – a 4.3% decrease. This recent progress is good news, especially after deaths involving people on foot reached a four-decade high in 2022.

But what is driving this recent decline, and how can policymakers and safety professionals continue this trend and ultimately eliminate pedestrian traffic fatalities entirely? This section of the report examines countermeasures states are deploying to drive down pedestrian crashes and fatalities. The information is primarily drawn from information provided by the SHSOs. It also touches on state-reported pedestrian fatality trends.

When GHSA surveyed SHSOs for their preliminary 2024 pedestrian fatality data, we also asked states to share examples of their pedestrian safety education initiatives, enforcement measures (and recent legislative activity), fatality and serious injury trends, and other pedestrian safety information. While the summaries shared below do not represent all state-level pedestrian safety activity, they provide a broad overview, along with a few examples, of how states are working holistically to protect those traveling on foot.

One thing is clear: It will take a comprehensive and strategic approach to maintain the downward trend in fatalities. This includes infrastructure improvements to design a transportation system that prioritizes the safety of people, sensible traffic laws and consistent enforcement, vehicle technology that protects people outside as well as inside the vehicle, and ongoing education and awareness efforts that help drivers understand their role in keeping both themselves and others safe on America's roads.

Infrastructure Changes

In recent decades, policymakers at all levels of government have begun to prioritize engineering changes that will consider the safety of road users most susceptible to serious injuries or death in the event of a crash. Particular attention is being paid to vulnerable road users such as bicyclists and pedestrians.

Examples of these proven safety-enhancing engineering changes include road designs that that promote safer vehicle speeds and limit the number of lanes pedestrian must cross, refuge islands to provide a safe place to stop midpoint when crossing a wide road, flashing beacon lights at mid-block or uncontrolled crossing locations to alert drivers, lighting improvements that make pedestrians more visible, leading pedestrian intervals at signalized intersections to allow pedestrians to begin to cross before cars, sidewalks where none were present before, and banning right turns on red lights.

Research shows that changes like these can make a big difference in improving safety for people on foot. For example, New York City has made tremendous gains in pedestrian safety by making a significant investment in infrastructure improvements. Notably, the city's lower income neighborhoods saw the greatest declines in roadway deaths after improvements were made. In fact, the lowest

income neighborhoods experienced the greatest declines, a drop of 34% in pedestrian deaths since 2014.[7]

Pedestrian hybrid beacons (PHBs) can be a tremendous boon for pedestrian safety, reducing pedestrian crashes by 55%.[8] These traffic control devices help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections. The beacon consists of two red lenses above a single yellow lens. The lenses light up when a pedestrian pushes a button to activate them. The lights direct motorists to slow and come to a stop, allowing the pedestrian to safely cross the roadway.

However, PHBs only work when pedestrians actively engage them. A recent Insurance Institute for Highway Safety (IIHS) study found that many pedestrians "don't bother" to push the button before crossing the street.[9] This could be because PHBs cycle through two yellow warning phases before signaling drivers to stop, and pedestrians may prefer to cross immediately rather than wait for the beacon to cycle through the warning phases. The study found that pedestrians were more likely to activate the signals on certain roadway types or in certain situations, such as on wide roads, in heavy traffic or when traffic is flowing at high speeds.

Real-world research such as this helps transportation planners determine what pedestrian safety devices are most beneficial on particular types of roads. Since 63.4% of pedestrian fatalities took place on non-freeway arterial roads in 2023 (see Figure 12), PHBs could be particularly helpful on these higher-speed roads that lack controlled access.

Lighting improvements are another proven method to bolster pedestrian safety, but they can be costly and/or difficult to implement. The state of Utah is making gains in this area by installing approximately 150 lower cost "under-mast" lights to illuminate areas where typical lighting cannot be installed due to powerlines and funding limitations.[10] These LED lights attach to the bottom of a signal pole's arm to create a spotlight in the area where someone would be walking.

Education Initiatives

Unfortunately, as critical as these infrastructure improvements are, they are typically expensive, take a long time to complete and/or are hampered by a large backlog of construction work that needs to be done. The bottom line is that even as U.S. infrastructure improves, motor vehicles will continue to present a risk to people on foot for the foreseeable future. This is why behavioral change remains a core component of improving pedestrian safety. The cornerstone of SHSO pedestrian safety behavioral change efforts is education.

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7 Equity and street safety: how communities of color and low income communities have become safer. New York City Department of Transportation. (2025, January 15). https://www.nyc.gov/html/dot/downloads/pdf/equity-and-street-safety.pdf

8 Zegeer et al. NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. TRB, (2017).

9 Avelar, R. E., & Cicchino, J. B. (2024, December). Factors influencing road user behaviors and motivations around pedestrian hybrid beacons and rectangular rapid flashing beacons in North Carolina. Insurance Institute for Highway Safety. https://www.iihs.org/topics/bibliography/ref/2324

10 Price, C., (2025, March 28). UDOT working to light Utah crosswalks for pedestrian safety, KSL-TV. https://ksltv.com/traffic-roads/udot-working-to-light-utah-crosswalks-for-pedestrian-safety/756743/

Pedestrian Traffic Fatalities by State

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Nearly every state responding to the survey provided examples of education efforts. These range from billboards and social media ads aimed at both drivers and pedestrians to working with community partners such as schools, senior centers and law enforcement agencies to engage with the public at community and other events. Here are key takeaways from the survey responses:

- Several states have ***programs geared toward children***.
  - Many reported funding ***Safe Routes to School*** programs, a longstanding curriculum that teaches students about safe walking and biking. Several others conduct similar pedestrian safety education programs focused on elementary-aged children.
  - **Illinois** conducts assemblies for ***middle-school children*** to instill good habits as they become more independent and are likely to be walking and riding bikes without supervision.
  - In **Maryland**, the Washington Area Bicycle Association hosts a ***Youth Ambassadors*** program that trains youth to serve as safe transportation champions and educate their peers about staying safe while walking to and from school.
- Some states reported safety campaigns focused on ***older pedestrians***.
  - **Connecticut** created a senior-focused pedestrian safety campaign in partnership with AARP, inviting AARP members to help guide the messaging and creative components.
  - **New York City** publishes a magazine and conducts events in multiple languages at hospitals, health centers, and senior centers to educate older adults about pedestrian and traffic safety.
  - To address a recent surge in senior pedestrian deaths, **Rhode Island** has partnered with AAA to develop and implement a senior program regarding safe roadway behaviors.
- Many states produce and distribute ***"share the road"*** and "watch for pedestrians" themed messaging to remind drivers to be alert for other, more vulnerable road users, including motorcyclists, bicyclists and pedestrians.
- A few states indicated they blend pedestrian safety efforts with other vulnerable road user messaging, particularly ***bicyclist safety***.
- Several states emphasized that their pedestrian safety education efforts are ***data-driven***, noting that they examine their crash data to determine when, where and to whom to target their messages.
  - For example, **Maine** reported 73% of its serious injury pedestrian crashes in 2023 happened in urban areas, so it focused its 2024 efforts in those locations.
  - Similarly, as most pedestrian fatalities happen after dark, **Hawaii** delivers messaging to drivers to be alert for pedestrians between November and February, when people are more likely to be walking to and from school or work in the dark.
  - **New Hampshire** directs its messages to adults rather than children, since their data shows adults are more likely than children to be injured as a pedestrian.
  - **South Carolina** conducted social media and put ads on billboards in the 10 counties that experienced the highest number of pedestrian fatalities.

- **Iowa** educates ***road workers*** about taking safety precautions when they are pedestrians on the roadway.
- Many states engage the ***law enforcement community*** in their education and outreach activities, particularly during community events and at schools.
- States are ***translating their outreach materials*** into a variety of languages to reach all communities.
- Some states, such as **New Mexico** and **North Carolina**, noted they are incorporating pedestrian safety into their ***driver education curricula*** to impress upon new drivers the importance of looking out for pedestrians.
- A few states said they are working on ***improving pedestrian visibility***. For example, Utah has given away reflective arm bands and bracelets, drawstring bags and personal magnetic LED lights.

States are increasingly using education and public outreach to complement and inform infrastructure improvements:

- The **Idaho Office of Highway Safety** is working with the City of Boise to create an educational program focused on how infrastructure makes pedestrians safer and how to use it. The goal is to create resources city and county government agencies can use to communicate with their constituencies about infrastructure enhancements.
- The **Maryland Department of Transportation** is focusing its infrastructure and behavioral programs on complete street designs and safety for all road users. The state's pedestrian safety action plan calls for public engagement to address both engineering and behavioral issues, so communities can talk about both topics concurrently.
- The **Montana Department of Transportation's** bicycle and pedestrian coordinator schedules trainings for engineers and planners to ensure proper structural design for pedestrian infrastructure.
- Many states conduct walk audits (also known as pedestrian safety assessments), inviting community members such as school children or seniors to participate, and then use the feedback to re-design the transportation system to improve pedestrian safety. California is a leader in this arena, thanks to a collaboration between the **California Office of Traffic Safety** and the University of California Berkeley's Safe Transportation Research and Education Center (SafeTREC).

Efforts such as these can help the public understand how these infrastructure improvements work to improve safety, building public support for additional safety enhancements.

Pedestrian Traffic Fatalities by State

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State Showcases

The Virginia DMV developed this creative campaign which uses tiny ducklings to highlight a serious message. The campaign draws a comparison between the attention ducklings crossing the street receive from drivers and the need for drivers to pay equal attention to pedestrians. The initiative generated 199 million media impressions and reached citizens through several creative channels, including partnerships with the Virginia Museum of History and Culture and the Virginia Beach Neptune Festival.

In Wisconsin, the Wisconsin Bike Fed manages this pedestrian advocacy program that aims to make walking and rolling safe and accessible for residents of Milwaukee County and the City of Milwaukee. The program includes education at intersections with a history of crashes, resident-led speed studies, block parties with decorative crosswalk paintings and partnerships with other organizations. These efforts have led to permanent investment in safety countermeasures in several neighborhoods, such as the closure of a right-turn slip lane and the installation of a traffic circle.

MilWAUkee Walks!

Pedestrian Traffic Fatalities by State

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Legislation and Enforcement

Unfortunately, education alone will not always change people's behavior. That is why strong traffic safety laws and their enforcement are essential for improving pedestrian safety outcomes. Law enforcement officials play a critical role in addressing the dangerous driving behaviors that put pedestrians at risk on the road.

All states have law enforcement measures in place to protect pedestrians. The bulk of these are high visibility programs, where paid and earned media are used to inform the public that police are enforcing traffic safety laws to address risky driving behaviors. It is important to note that when traditional high visibility enforcement of dangerous driving behaviors, such as speeding and drunk driving, is conducted in locations where pedestrians are present, this is a pedestrian safety program, too.

States were asked to share what enforcement measures are being implemented to protect pedestrians, whether they were directed to specific audiences and if they are being evaluated.

- In most cases, pedestrian safety enforcement is conducted at the local ***municipal level***.
- As with education efforts, law enforcement focuses on ***locations that have higher rates of pedestrian crashes***. This often means more urban settings. In addition, many states conduct enforcement near schools, construction zones or senior centers.
- Law enforcement focuses ***on the most dangerous driving behaviors*** that put pedestrians at risk, such as speeding and impaired or distracted driving.
  - One state noted that enforcement efforts warning pedestrians of traffic infractions had not been well received. These can be perceived as victim blaming.
  - **Virginia** explained that its law enforcement measures primarily focus on motorists violating the vehicle code rather than pedestrians.
- While most enforcement is highly visible, some states do conduct ***"sting" operations*** where officers in plain clothes cross at a crosswalk and report drivers who do not yield the right of way to other officers stationed ahead. These officers pull over the motorist and issue a citation or warning. **California** and **Washington, D.C.** both mentioned conducting these enforcement activities, but they take place in other states and localities as well.
- ***School bus safety*** was an area of focus noted by some states.
  - In **California**, officers on a school bus work with uniformed officers to monitor crosswalks in school zones looking for drivers who do not yield to students, speed, or illegally pass a stopped school bus.
  - **Utah** recently added school bus enforcement overtime shifts after a series of crashes involving children being hit while en route to their bus stop. Results have been promising.
  - **Indiana's** Stop Arm Violation Enforcement (SAVE) Program provides grants for law enforcement agencies to conduct patrols targeting school bus stop arm violations or other reckless driving near school buses or in school zones.
- **Hawaii** conducted specialized ***speed enforcement in high-volume pedestrian areas***. The Maui Police Department, through pre- and post-enforcement analyses, found that the presence of law enforcement did decrease vehicle speeds.

- Some states provide specialized ***training for law enforcement officers*** on traffic laws pertaining to pedestrian safety. **Rhode Island** explained, "We train law enforcement on safe and productive pedestrian safety patrols, and only the trained officers are allowed to implement these patrols. Consistency in this area is particularly important to ensure messaging is not confusing to roadway users."
- Law enforcement activities can often include an ***education component***.
  - For example, in **Michigan**, officers may distribute information materials to educate the public about pedestrian safety laws. Traffic stops do not always result in a citation.
  - In **Tennessee**, activities are directed at pedestrians, and officers discuss safety and distribute educational materials.
- Some states mentioned ***crosswalk yield enforcement***. Springfield, **Missouri** showed an increase in crosswalk yield compliance at certain locations after enforcement was conducted.
- Law enforcement efforts can even result in ***infrastructure improvements***. For example, in **Utah**, some law enforcement agencies have taken the data from their pedestrian shifts to local city council meetings and gotten approval for enhanced safety measures, such as a new pedestrian-activated crosswalk beacon, in high problem areas.

Some states are improving – or considering changing – their pedestrian safety laws. A total of 24 SHSOs reported that their state recently enacted or considered enacting new legislation to address pedestrian safety, up from just 14 in GHSA's last Pedestrian Spotlight report. Below are a few recent legislative efforts. These are not all the bills that were passed or are being considered, but merely a few examples.

- Several states have recently strengthened or are considering strengthening their ***"Move Over"*** laws, which will help protect all roadside workers.
  - **Colorado** recently upgraded its law to require drivers to slow down and move over for any vehicle pulled over with its hazard lights flashing, not just emergency responders.
  - **Virginia** now allows "any vehicle authorized to be equipped with flashing, blinking or alternating amber warning lights under state law [to] be equipped with the portable changeable message sign." The signs can display important safety messaging like "Slow Down, Move Over" as well as arrows or chevrons directing drivers to move away from vehicles along the roadside.
- **California** recently passed a law to allow the city of Malibu to install automated speed enforcement cameras. Another new law requires Caltrans (the state's Department of Transportation) to incorporate complete street elements into its planning and projects.
- The **Georgia** General Assembly enacted "Addy's Law," which prohibits school bus stops at locations that would require students to cross roadways when the posted speed limit is 40 miles per hour or higher. It also increased the fine for those convicted of illegally passing a school buses to $1,000. Another new Georgia law improves the visibility of tow/recovery vehicles, utility vehicles and transportation department vehicles when parked or stationary on the side of the road by using yellow or amber revolving lights.
- **Hawaii** recently permitted a red light running automated enforcement program, which will likely expand to an automated speed enforcement program. The state has also prohibited right turns on red lights where pedestrian crossing is permitted on state highways.

- The **Illinois** General Assembly is considering a bill to require the state's Department of Transportation to conduct a traffic study after any pedestrian fatality occurring at an intersection on a federal or municipal highway.
- During the 2025 session, **Maryland** legislators proposed multiple bills to enhance the state's speed safety camera program, including adding cameras to the corridors named in the state's Pedestrian Safety Action Plan. Another bill would create a tiered fine structure like the state's work zone camera fine structure.
- The **Nevada** legislature introduced bills allowing the use of automated traffic safety cameras on bus arms and in work zones and school zones. The legislature is also considering language to change the requirement for drivers to "yield" for pedestrians to "stop."
- **South Carolina** is considering a bill to amend its code and provide a penalty for failure to yield the right-of-way to pedestrians when great bodily injury or death occurs.
- In **Vermont**, a new law went into effect last July that requires motorists to pass a vulnerable road user at a distance of at least four feet.
- **Washington** has passed a law that allows cities to designate "shared streets," where the maximum speed limit is 10 mph, pedestrians share the road with bicyclists and slow-moving vehicles, and certain traffic provisions (such as jaywalking laws) do not apply.

Technology

In addition to infrastructure changes, public education and outreach, and law enforcement, there are several promising new technologies to improve pedestrian safety.

Some technologies can be built into vehicles themselves. Pedestrian automatic emergency braking (AEB) is one example, in which sensors can detect pedestrians in the path of a vehicle and automatically apply the brakes if the driver doesn't react. Newly strengthened federal vehicle rules mean that beginning with 2026 model year vehicles, potential buyers will be informed whether new vehicles come with pedestrian AEB, among other safety features. New rules also require pedestrian AEB to be standard equipment on all passenger vehicles by 2029.

Built-in dash cameras are another useful in-vehicle technology. But rather than preventing crashes, they can provide naturalistic collision data that may not be available in police crash reports. In fact, many pedestrian injury crashes are not reported to the police or insurance companies. To remedy this, autonomous vehicle industry leader Waymo recently used dash camera footage to conduct a broad study of vulnerable road user (VRU) crashes to quantify collision rates, crash severity, and injury risk distributions in the absence of objective injury outcome data.[11] The survey is intended to serve as a starting point for considering baseline driving risk associated with VRU collisions in dense urban areas.

One city is even turning to artificial intelligence (AI) to improve pedestrian safety. **Albuquerque, N.M.** is using its Pedestrian Activated Warning System (or "PAWS") to warn drivers when people

11 Campolettano, E. T., Scanlon, J. M., Kadar, I., Lavy, L. Y., Moura, D. C., & Kusano, K. D. (2024). Baseline vulnerable road user injury risk in multiple U.S. dense urban driving environments. Traffic Injury Prevention, 25(sup1), S94–S104. https://doi.org/10.1080/15389588.2024.2364050

are crossing the street. PAWS can recognize when someone is walking across driving lanes and activate special lights to warn drivers.[12]

Chattanooga, Tenn. is also harnessing the power of technology to use real-time data to alert drivers, pedestrians and cyclists about potential crashes before they happen. Computers will collect data as people in cars, on foot or on a bike approach an intersection, map their potential path and calculate the likelihood of a crash. Then, a system will alert people of the pending threat through pop-up displays or phone notifications. Researchers are considering various methods to send the alerts.[13]

State Trends in Pedestrian Fatality and Crash Data

GHSA asked states to report any trends in pedestrian crash data in recent years and speculate on the reasons behind them. As in past years, most state-level trends echoed the national trends presented in Part 2 of this report: Speeding plays a factor in many pedestrian fatalities, most fatal pedestrian crashes happen in the dark, and many of these fatal crashes involve alcohol impairment on the part of the pedestrian and/or driver.

Three states mentioned ***unhoused individuals*** as a growing pedestrian safety concern. **Colorado** said the "majority of those [pedestrians] injured were…experiencing homelessness in urban areas." Unhoused people now comprise one-third of **Hawaii's** pedestrian fatalities. And **Montana** reported people experiencing homelessness as overrepresented in its pedestrian fatality data.

Many states reported that most of their pedestrian fatalities are male. In **South Carolina**, males outnumber females in pedestrian injuries and fatalities more than two to one. Several states said more older adults (65+) are being killed in pedestrian crashes. This could reflect the graying of America, as the U.S. population is older today than it has ever been.[14]

12 Torres, M. (2025, April 23). City of Albuquerque turns to AI to help warn drivers of pedestrians on Central. KRQE News. https://www.krqe.com/news/albuquerque-metro/city-of-albuquerque-turns-to-ai-to-help-warn-drivers-of-pedestrians-on-central

13 Gerst, E. (n.d.). 'Smart crosswalk,' real-time traffic alerts funded with UTC grant. Chattanooga Times Free Press. Retrieved May 29, 2025, from https://www.timesfreepress.com/news/2025/may/24/smart-crosswalk-real-time-traffic-alerts-funded/.

14 U.S. Census Bureau, "America Is Getting Older," June 22, 2023; and U.S. Census Bureau, 1980 Census of Population, Volume 1, Characteristics of the Population (PC80-1). https://www.census.gov/newsroom/press-releases/2023/population-estimates-characteristics.html

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CONCLUSION

GHSA projects there were 7,148 pedestrian deaths in 2024, down 4.3% from the 7,472 in 2023. This is the second consecutive year of a modest decline in pedestrian deaths after several years of skyrocketing fatalities during the pandemic. While this modest recent progress is welcome, pedestrian deaths are 19.2% above the 2016 level.

Aggregated federal data (from 2023 and prior years) provides important information on factors involved in pedestrian fatalities and reinforces the need to focus on reducing alcohol impairment among drivers and pedestrians, slowing down vehicle speeds, and improving lighting and sidewalk conditions. Hit-and-run fatalities are a growing concern as well.

States are continuing to adjust their engineering, public education and engagement, and traffic enforcement efforts and embrace new technological solutions to ensure that the nation's transportation network prioritizes the safe movement of all road users. These efforts hopefully will lead to a further reduction in the number of pedestrian fatalities on America's roads and the achievement of the ultimate goal – zero traffic deaths.