

Spotlight on
Highway Safety



Pedestrian Traffic Fatalities by State

2025 PRELIMINARY DATA
JANUARY - DECEMBER

7%

Projected
drop in
pedestrian
deaths
in 2025



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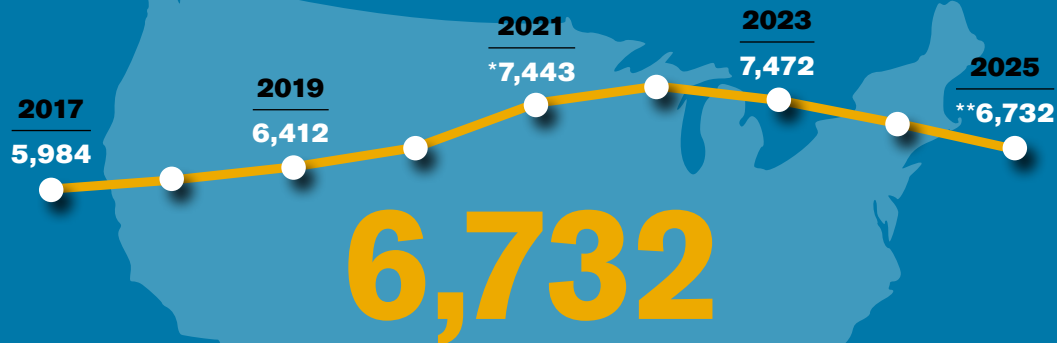
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By The Numbers



is the projected number of pedestrians killed in motor vehicle crashes in the U.S. in 2025. That's down 7% from the year before but 12.5% above the 2017 level.

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

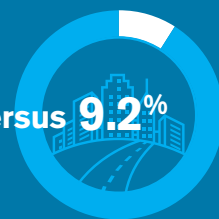
** Projected

\$94 billion

is the total economic toll of the pedestrian fatalities in 2024.



In 2024, 15.1% of all rural pedestrian crashes were fatal, versus 9.2% in urban areas.



For the past five years, pedestrians crossing expressways yielded relatively fewer total crashes (4,170) but the highest fatality rate (56.7%).



56.7%

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EXECUTIVE SUMMARY

Each year, State Highway Safety Offices (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). Puerto Rico began providing some fatality data beginning with this report.

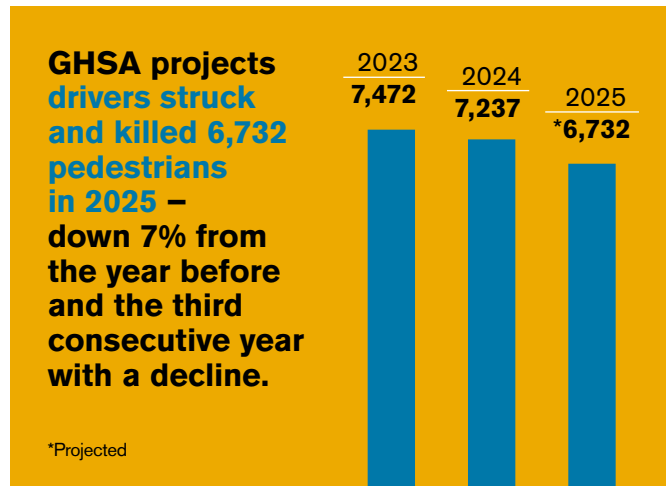
SHSOs are state-level agencies that leverage federal grants to implement safety programs that address the behavioral choices that all road users make, such as whether to drink and drive, exceed posted speed limits or buckle up. Most SHSOs are also the agencies that aggregate statewide crash data.

GHSA uses the information collected from SHSOs to project the overall number of pedestrians killed in motor vehicle collisions. This report provides a first look at 2025 pedestrian fatality data. Preliminary data have been adjusted slightly to account for historical underreporting. GHSA projects 6,732 pedestrians were killed in traffic crashes in 2025, a 7% decrease from 2024 and the third consecutive year with a decline.

The report also analyzes 2024 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, time of day, roadway factors and vehicle types – that is not available in the 2025 state-reported fatality numbers.

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 2024, the percentage of both drivers and fatally injured pedestrians reported as distracted has increased significantly. This suggests additional efforts are needed to ensure people on the road are aware of their surroundings and take action to protect themselves and others.

To maintain the downward trend in U.S. pedestrian deaths, we must continue to leverage proven countermeasures, including infrastructure improvements, education and outreach initiatives and traffic enforcement that focuses on high-risk driving behavior. The final chapter of this report discusses these strategies in greater detail and offers examples from around the country.



Pedestrian Traffic Fatalities by State

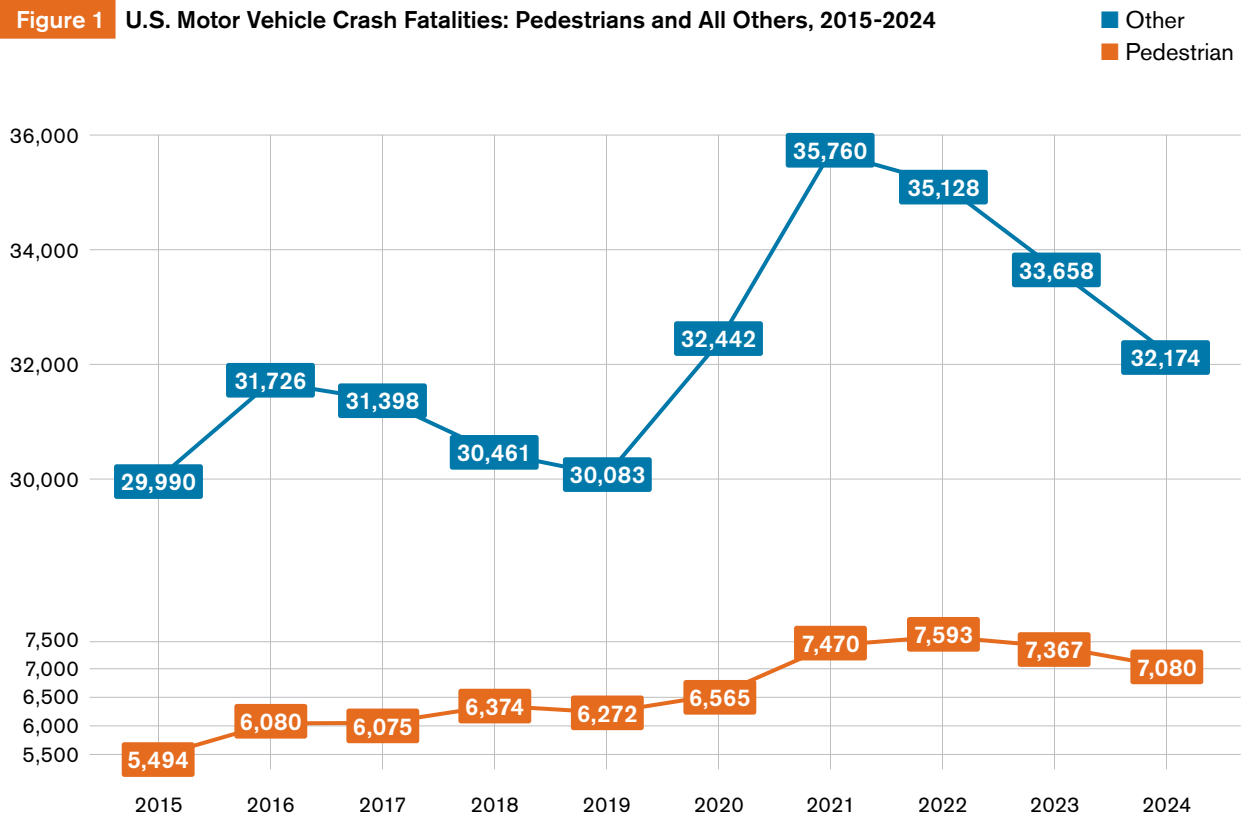
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INTRODUCTION

For the past 15 years, GHSA has analyzed both state and federal pedestrian fatality data through a series of Spotlight on Highway Safety reports to draw 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.

U.S. pedestrian deaths trended upward between 2015 and 2022, while other roadway fatalities fluctuated. Thankfully, final federal data shows a drop in the overall number of pedestrian roadway fatalities in 2023 and 2024 (Figure 1). State-reported preliminary data suggests a continued drop in 2025 (see Part 1 of this report).

Figure 1 U.S. Motor Vehicle Crash Fatalities: Pedestrians and All Others, 2015-2024



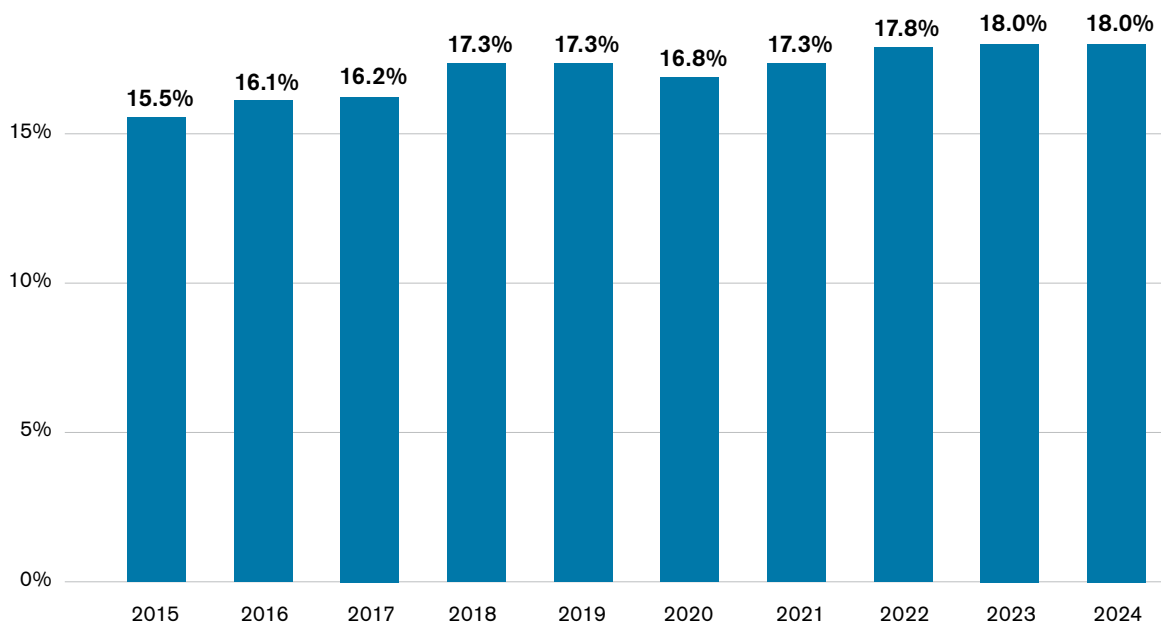
Source: FARS

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Looking at the proportion of pedestrian fatalities as a percentage of all motor vehicle crash fatalities paints a slightly different picture (Figure 2). Despite a drop in raw numbers, the percentage of pedestrians among all motor vehicle crash fatalities continued to increase through 2023 and remains stubbornly high. In 2024, pedestrians accounted for almost one in five (18%) of all motor vehicle crash fatalities.

Figure 2 U.S. Pedestrian Deaths as a Percentage of All Motor Vehicle Crash Fatalities, 2015-2024



Source: FARS

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PART 1: PRELIMINARY 2025 STATE DATA

This section of the report examines state-supplied preliminary 2025 pedestrian fatality counts. All 50 states, Puerto Rico and D.C. shared their data with GHSA. For the purposes of this report, D.C. is considered a “state.” Puerto Rico reported 85 pedestrian fatalities in 2025, but without historical data, it is excluded from Table 1 and the subsequent calculations in this report. The state-reported numbers were adjusted slightly by individual factors, applying the average historical differences between preliminary 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) 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.

GHSA projects 6,732 pedestrians were killed in 2025 in all 50 states and D.C.

The data presented here builds on GHSA's prior analysis of state data for the first six months of 2025, released in March 2026. That report predicted a 10.9% drop in the number of pedestrian fatalities during the first half of 2025 (January-June) compared to the year before.

Based on the adjusted preliminary data provided by states, **GHSA projects 6,732 pedestrians were killed in 2025 in all 50 states and D.C. (Table 1). This represents a projected 7% decrease from the 7,237 pedestrian fatalities reported in 2024, a collective 505 fewer lives lost and the third consecutive year of declines.** While this is encouraging, the predicted total is still 5% above the 6,412 pre-pandemic deaths reported in 2019.

Pedestrian Traffic Fatalities by State

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Table 1

U.S. Pedestrian Fatalities by State, 2019-2025

Sources: State Highway Safety Offices and GHSA data analysis

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

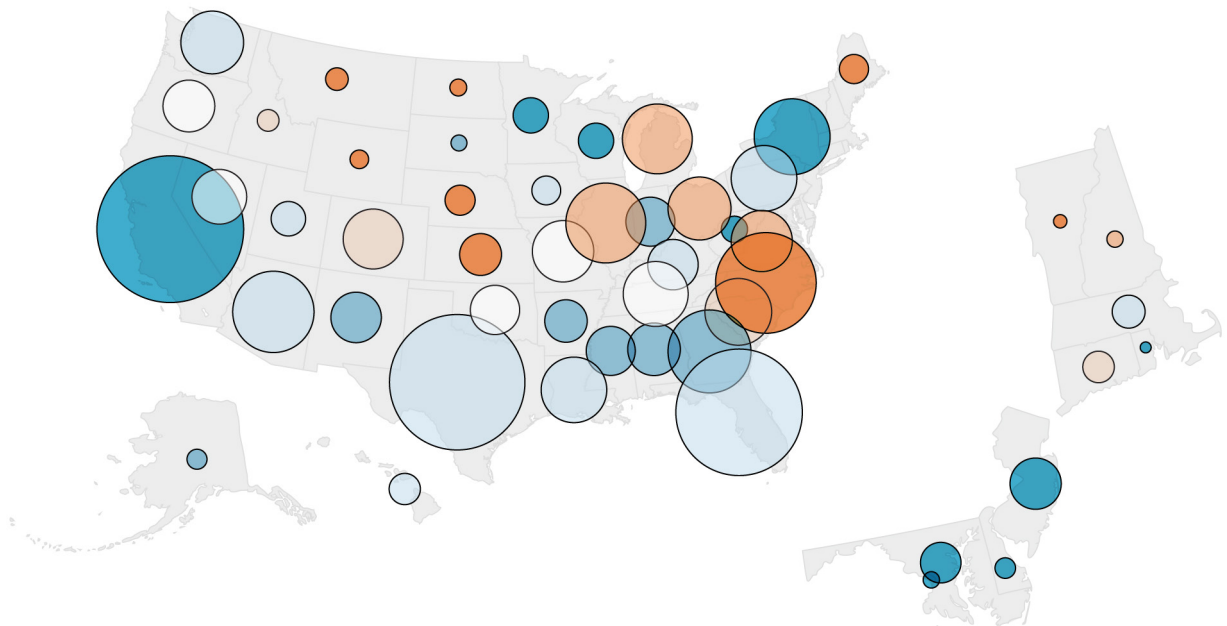
State	2019 Final	2020 Final	2021 Final	2022 Final	2023 Final	2024 Final	2025 Preliminary (Adjusted)	Change from 2024 to 2025	
								#	%
Alabama	114	101	126	111	118	125	100	-25	-20.0
Alaska	6	13	16	13	10	15	13	-2	-13.3
Arizona	220	235	260	312	271	262	242	-20	-7.6
Arkansas	61	81	76	77	73	75	65	-10	-13.3
California	1,020	1,026	1,120	1,208	1,099	1,067	828	-239	-22.4
Colorado	76	87	88	107	136	120	129	9	7.5
Connecticut	53	61	56	73	50	62	65	3	4.8
Delaware	32	25	29	33	28	34	27	-7	-20.6
D.C.	9	10	17	19	19	19	13	-6	-31.6
Florida	745	716	833	780	799	637	605	-32	-5.0
Georgia	239	281	321	335	311	297	259	-38	-12.8
Hawaii	37	21	25	28	22	35	34	-1	-2.9
Idaho	14	14	22	16	31	14	15	1	7.1
Illinois	171	175	212	197	196	216	245	29	13.4
Indiana	75	123	125	114	97	105	86	-19	-18.1
Iowa	22	30	32	18	30	31	29	-2	-6.5
Kansas	18	46	45	45	47	47	60	13	27.7
Kentucky	77	96	76	96	121	98	92	-6	-6.1
Louisiana	122	149	182	181	144	159	154	-5	-3.1
Maine	17	9	20	21	20	14	28	14	100.0
Maryland	125	131	128	137	165	151	110	-41	-27.2
Massachusetts	76	55	76	98	67	78	76	-2	-2.6
Michigan	149	175	183	173	183	156	182	26	16.7
Minnesota	50	45	56	45	40	59	41	-18	-30.5
Mississippi	67	104	94	80	86	103	89	-14	-13.6
Missouri	111	128	120	130	128	143	141	-2	-1.4
Montana	17	17	24	21	20	10	16	6	60.0
Nebraska	20	19	15	23	13	21	31	10	47.6
Nevada	69	82	84	89	110	114	112	-2	-1.8
New Hampshire	10	15	9	17	15	12	14	2	16.7
New Jersey	175	179	217	192	171	230	178	-52	-22.6
New Mexico	83	81	103	93	98	102	91	-11	-10.8
New York	286	241	304	329	317	303	220	-83	-27.4
North Carolina	236	228	256	265	249	289	383	94	32.5
North Dakota	5	8	10	6	10	5	8	3	60.0
Ohio	128	151	171	165	151	128	148	20	15.6
Oklahoma	88	86	*	96	87	90	89	-1	-1.1
Oregon	85	76	90	127	108	97	98	1	1.0
Pennsylvania	154	146	182	184	191	173	160	-13	-7.5
Rhode Island	8	17	7	7	12	13	7	-6	-46.2
South Carolina	164	187	194	173	186	158	166	8	5.1
South Dakota	8	14	14	13	15	9	8	-1	-11.1
Tennessee	148	172	177	210	188	162	162	0	0.0
Texas	661	714	826	816	809	772	700	-72	-9.3
Utah	38	36	46	54	40	44	41	-3	-6.8
Vermont	3	6	8	6	5	6	9	3	50.0
Virginia	124	114	125	171	133	126	139	13	10.3
Washington	101	111	144	131	160	156	148	-8	-5.1
West Virginia	32	18	37	22	21	31	23	-8	-25.8
Wisconsin	53	50	50	72	61	59	43	-16	-27.1
Wyoming	10	7	12	8	11	5	10	5	100.0
U.S.	6,412	6,712	7,443	7,737	7,472	7,237	6,732	-505	-7.0

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Between 2024 and 2025, the pedestrian fatality count rose in 17 states, fell in 28 states and D.C., and stayed within 2% of the prior year count in five states. Figure 3 illustrates these changes.

Figure 3 U.S. Map of Percentage Changes in Pedestrian Deaths by State, 2024-2025



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

Figure 4 shows state-level fatality differences. North Carolina had the largest year-over-year increase in pedestrian fatalities (+94). California had the largest decrease (-239), which accounts for nearly half of the national decline in pedestrian fatalities in 2025.

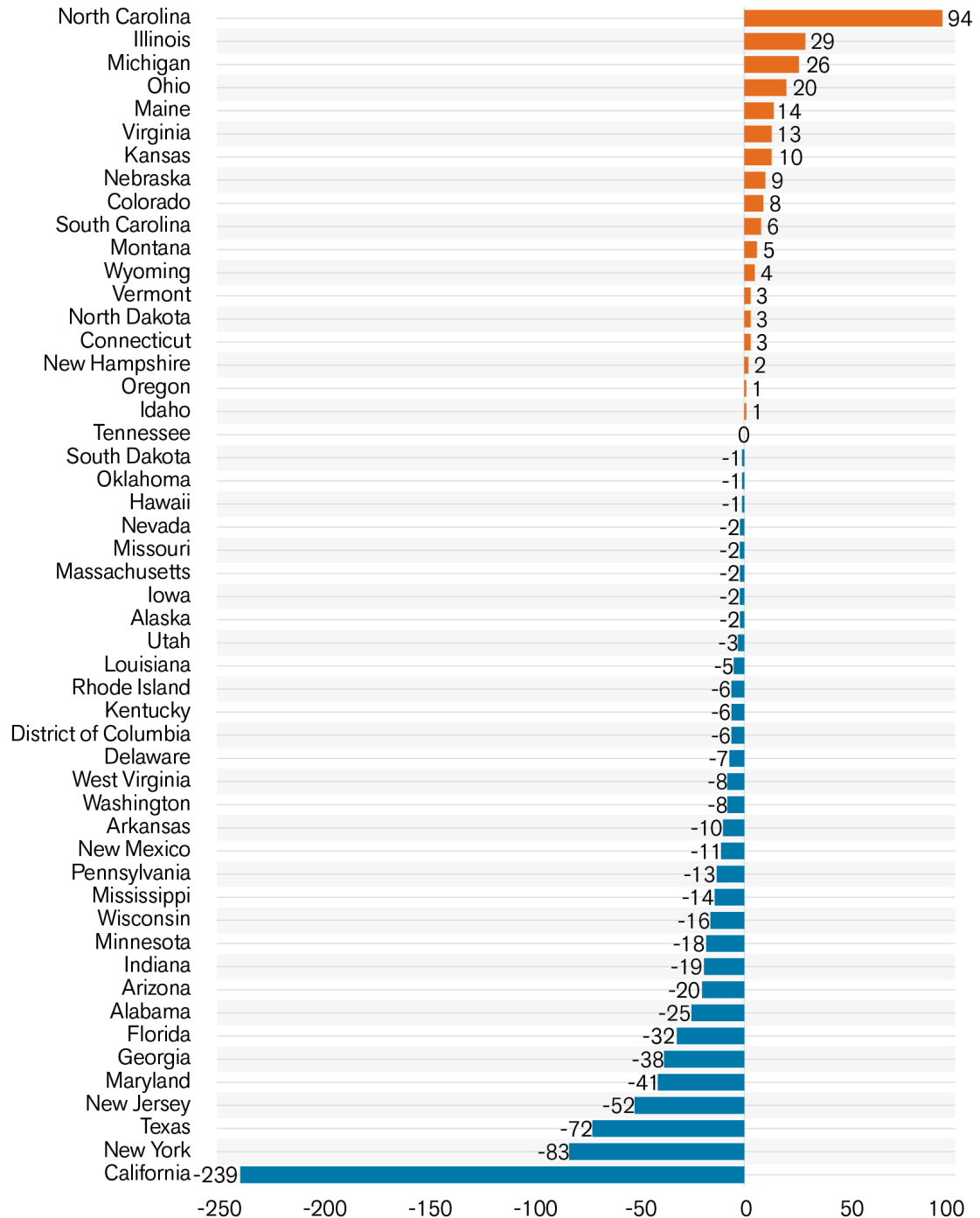
Figure 5 shows the percentage change for each state year over year. Notice the number of pedestrian deaths compared to the previous year doubled in Wyoming and Maine. Having shown substantial reductions the previous year, the higher 2025 numbers are closer in line with the prior five-year averages. Rhode Island and D.C. reduced their deaths the most by 46% and 32%, respectively. This illustrates how small raw number differences translate to large percentage changes in jurisdictions with fewer overall pedestrian deaths.

Figure 6 shows the annual changes for each state with the additional context of the prior year's fatality number. For example, California experienced the largest number of fatalities in 2025 and the largest reduction relative to 2024.

Pedestrian Traffic Fatalities by State

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Figure 4 Difference in U.S. Pedestrian Fatalities by State, 2024-2025

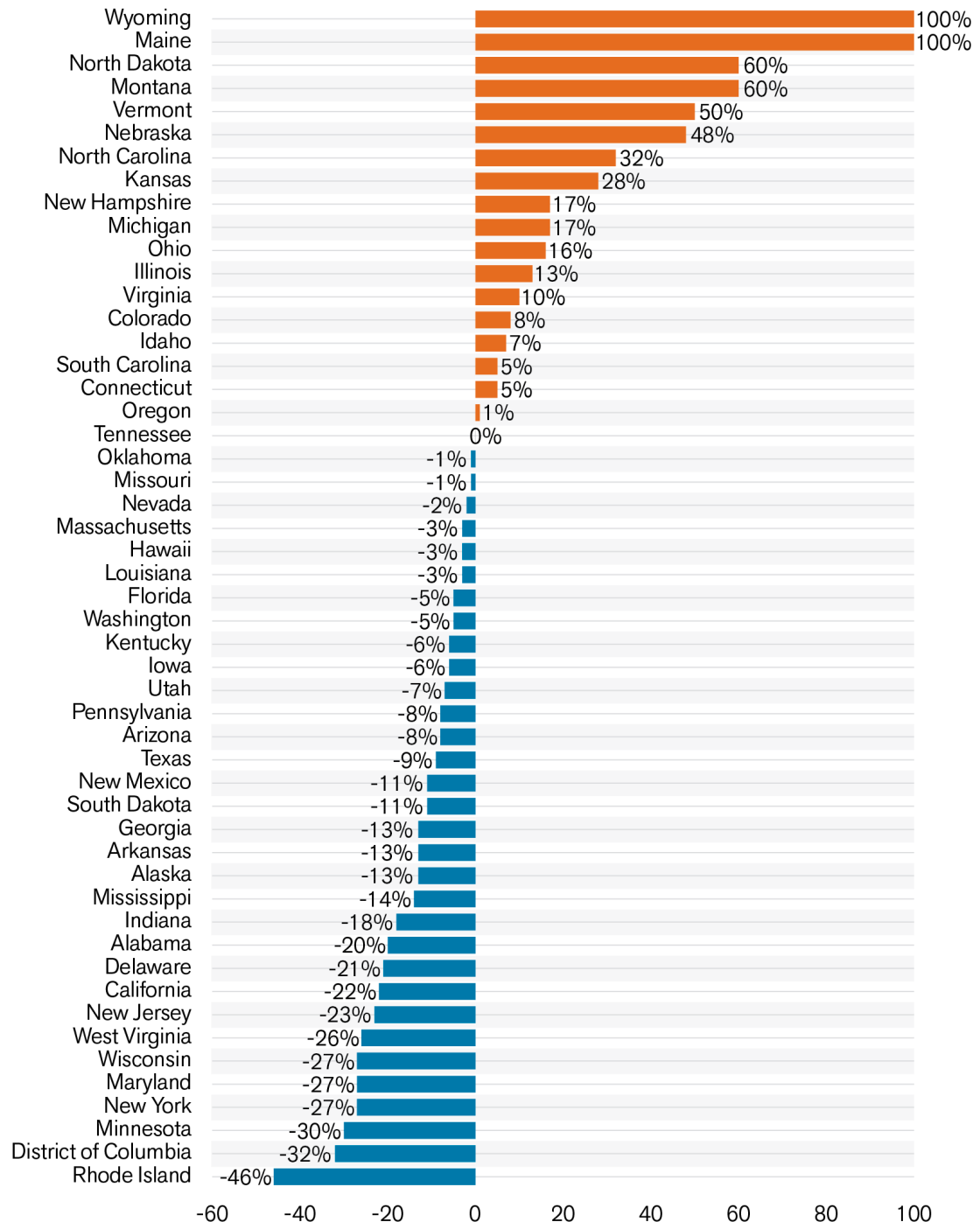


Sources: State Highway Safety Offices and GHSA data analysis

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Figure 5 Percentage Difference in U.S. Pedestrian Fatalities by State, 2024-2025

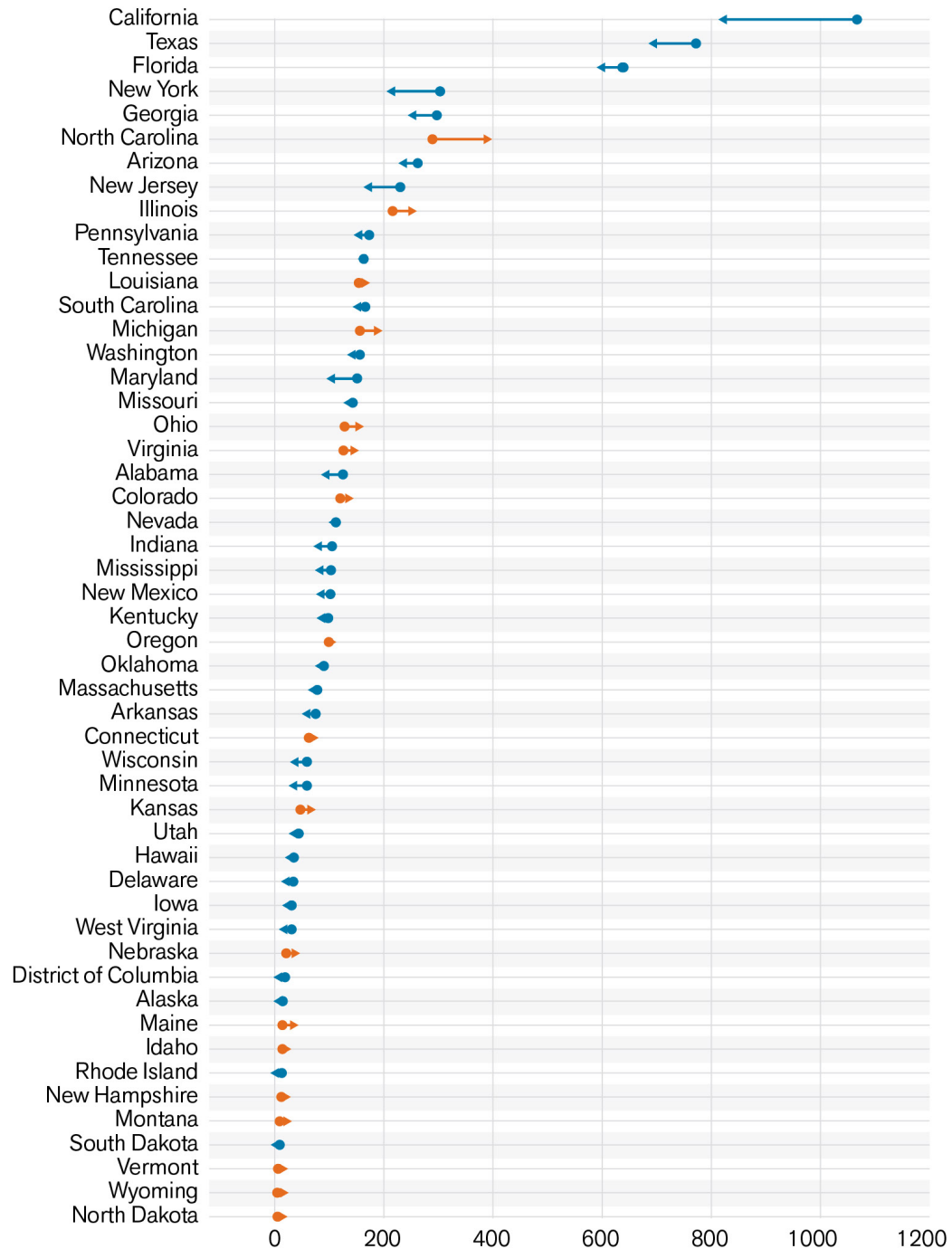


Sources: State Highway Safety Offices and GHSA data analysis

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Figure 6 U.S. Pedestrian Fatalities by State in 2024 (dot) and 2025 (arrow)



Sources: State Highway Safety Offices and GHSA data analysis

Pedestrian Traffic Fatalities by State

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Table 2

U.S. Pedestrian Fatality Rate by State Per 100,000 Population, 2024-2025

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

Raw numbers, of course, don't tell the whole story. States have dramatically different populations. Table 2 displays the rate of pedestrian fatalities per 100,000 population for each state 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.¹ The result is the number of pedestrian deaths per 100,000 people who reside in the state.

Examining the data in this way illustrates where residents were more or less likely to be struck and killed by a motor vehicle. For example, a state with a rate of 1.0 means that out of every 100,000 people in the state, one pedestrian was fatally injured.

Twenty-two states had projected pedestrian fatality rates above 2.0 per 100,000 people in 2025. Seven states (Arizona, Louisiana, Mississippi, Nevada, New Mexico, North Carolina and South Carolina) had fatality rates over 3.0. States with rates less than 1.0 include Idaho, Iowa, Minnesota, New Hampshire, Rhode Island, South Dakota and Wisconsin.

The national rate per capita decreased from 2.13 in 2024 to 1.97 in 2025. States that reduced their per capita death rate by at least 0.50 include Alabama, Delaware, D.C., Maryland, New Jersey, New Mexico and Rhode Island. States whose per capita death rate increased by at least 0.50 include Maine, Montana, North Carolina and Wyoming.

¹ Annual Estimates of the Resident Population for the United States, Regions, States, District of Columbia, and Puerto Rico: April 1, 2020 to July 1, 2025 (NST-EST2025-POP). Retrieved from <https://www2.census.gov/programs-surveys/popest/tables/2020-2025/state/totals/>

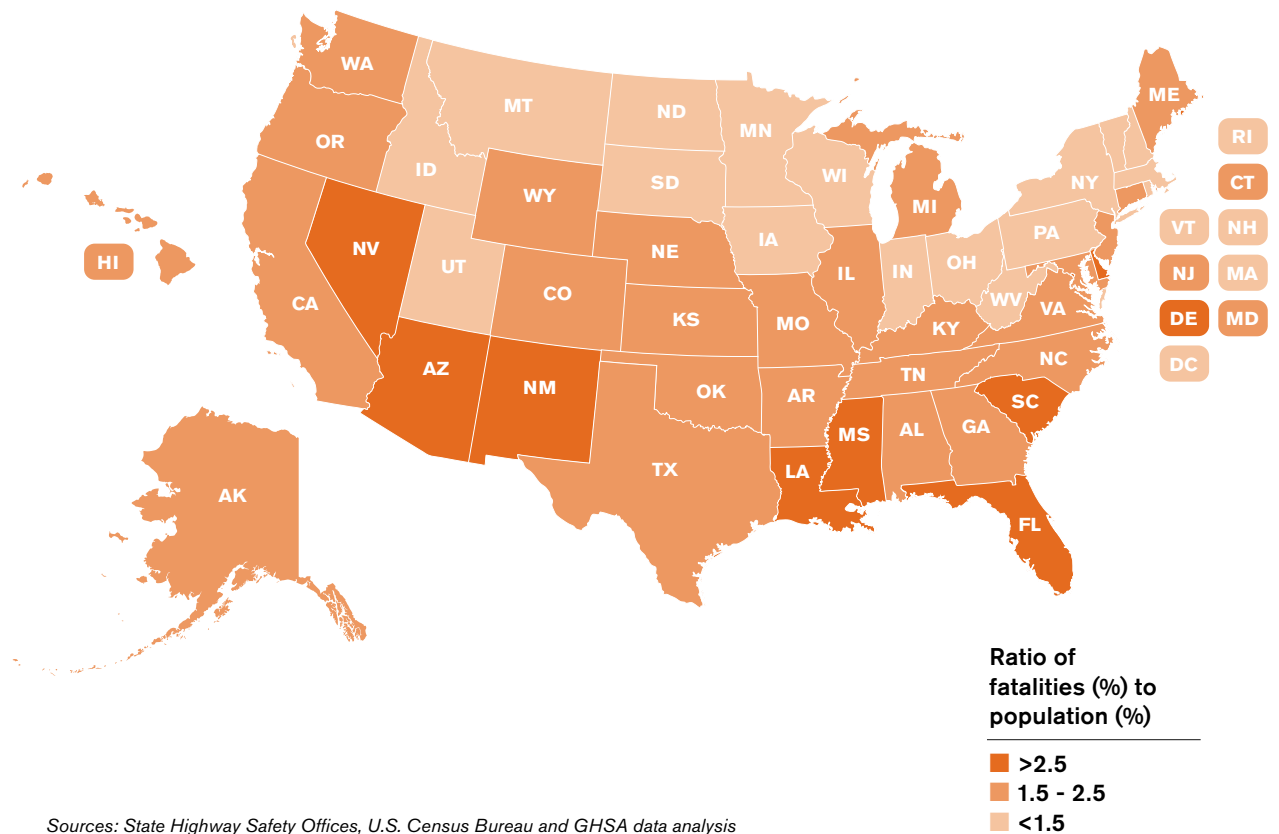
State	2024	2025 (Projected)
Alabama	2.44	1.92
Alaska	2.06	1.79
Arizona	3.60	3.31
Arkansas	2.47	2.14
California	2.73	2.13
Colorado	2.05	2.19
Connecticut	1.71	1.79
Delaware	3.34	2.61
District of Columbia	2.91	2.05
Florida	2.88	2.71
Georgia	2.72	2.34
Hawaii	2.40	2.33
Idaho	0.72	0.74
Illinois	1.70	1.93
Indiana	1.53	1.24
Iowa	0.96	0.90
Kansas	1.60	2.03
Kentucky	2.16	2.02
Louisiana	3.46	3.37
Maine	1.00	1.99
Maryland	2.43	1.75
Massachusetts	1.11	1.07
Michigan	1.54	1.80
Minnesota	1.02	0.71
Mississippi	3.51	3.05
Missouri	2.31	2.27
Montana	0.89	1.40
Nebraska	1.06	1.55
Nevada	3.58	3.47
New Hampshire	0.86	0.99
New Jersey	2.43	1.85
New Mexico	4.80	4.27
New York	1.51	1.09
North Carolina	2.72	3.58
North Dakota	0.64	1.02
Ohio	1.08	1.25
Oklahoma	2.25	2.22
Oregon	2.27	2.28
Pennsylvania	1.32	1.21
Rhode Island	1.16	0.62
South Carolina	3.01	3.14
South Dakota	0.99	0.88
Tennessee	2.29	2.26
Texas	2.58	2.32
Utah	1.29	1.18
Vermont	0.91	1.35
Virginia	1.45	1.59
Washington	1.99	1.86
West Virginia	1.75	1.30
Wisconsin	0.99	0.72
Wyoming	0.87	1.75
NATIONAL RATE	2.13	1.97

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Figure 7 illustrates the distribution of per capita pedestrian fatality rates across the U.S. States with higher rates tend to be in the southern half of the country. Rates tend to be lower in the northern part of the country.

Figure 7 U.S. Pedestrian Fatality Rates by State Per 100,000 Population, 2025

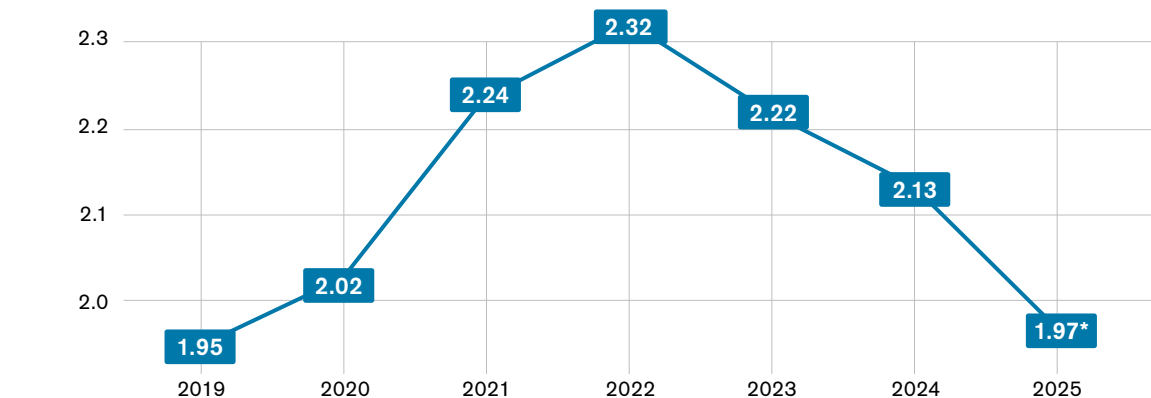


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The U.S. pedestrian fatality rate is projected to be less than 2.0 for the first time since before the pandemic (Figure 8).

Figure 8 U.S. Pedestrian Fatalities per 100,000 Population, 2019-2025

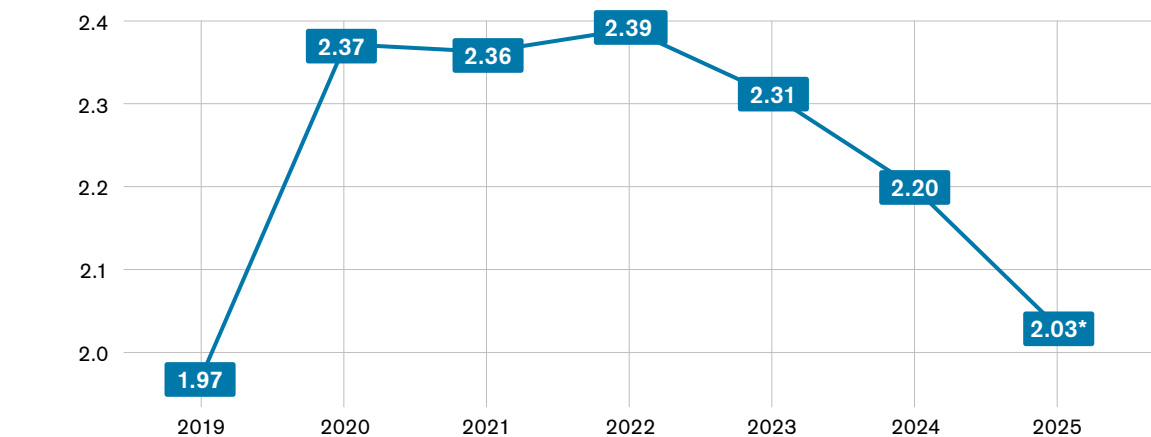


*Projected

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

GHSA also analyzes pedestrian fatalities in relation to vehicle miles traveled (VMT). The Federal Highway Administration (FHWA) estimates a total of 3,311 billion VMT in 2025,² an increase of 24.6 billion, or 0.8%, compared to 2024. Factoring in the projected 6,732 pedestrian fatalities in 2025 yields a pedestrian fatality rate of 2.03 per one billion VMT. The decrease in pedestrian fatalities combined with the increase in VMT means this rate is projected to be lower than the 2.20 observed for 2024 and marks the fourth straight year with a decline (Figure 9).

Figure 9 U.S. Pedestrian Fatalities per Billion VMT, 2019-2025



*Projected

Sources: State Highway Safety Office, FHWA and GHSA data analysis

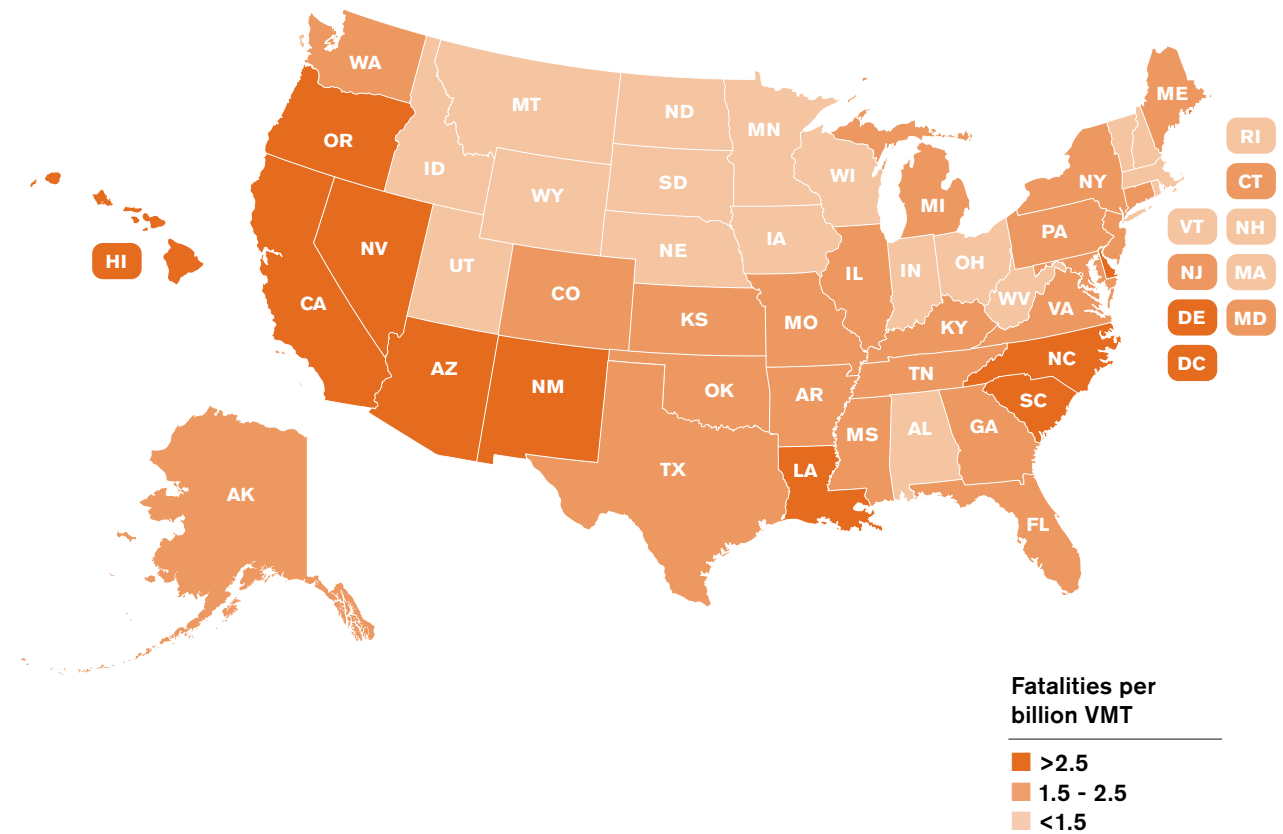
² Federal Highway Administration. (n.d.). Traffic volume trends. U.S. Department of Transportation. https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm

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Figure 10 maps the 2025 pedestrian fatality rates per billion VMT for each state. Ten states and D.C. had rates above 2.5, 22 states had rates between 1.5 and 2.5, and 18 states had rates below 1.5.

Figure 10 U.S. Pedestrian Fatalities per Billion VMT, 2025



Sources: State Highway Safety Office, FHWA and GHSA data analysis

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

Pedestrian Traffic Fatalities by State

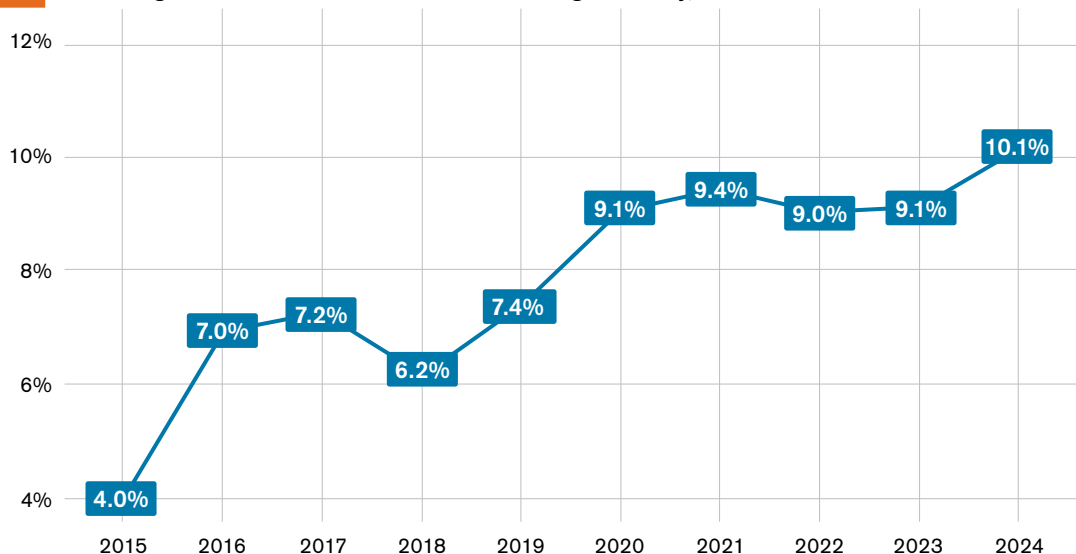
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PART 2: 2024 NATIONAL DATA

The 2025 state-supplied pedestrian fatality data presented in Part 1 provide raw numbers only but still offer an important first look at annual fatality trends. Exploring the characteristics, such as speeding, alcohol involvement, light condition and roadway factors, associated with pedestrian-involved motor vehicle crashes is critical for crafting policies to help prevent them. To do this, GHSA combs through and analyzes the national pedestrian fatality data available from FARS as well as the U.S. Department of Transportation's (DOT) Crash Report Sampling System (CRSS). The most current national data (released by NHTSA in April 2026) are available through calendar year 2024.

CRSS data allows for the calculation of the percentage of pedestrians hit by motor vehicles who are killed. Tracking this figure over time illustrates a disturbing trend: **the proportion of all motor vehicle crashes involving a pedestrian that resulted in a fatality has more than doubled in the past decade. The rate has increased from 4% in 2015 to 10.1% in 2024.** Figure 11 shows this change over time.

Figure 11 Percentage of U.S. Pedestrian Crashes Involving a Fatality, 2015-2024



Source: CRSS

There are a few possible reasons for this shift. Vehicles are getting larger and heavier, and greater force means pedestrians are less likely to survive injuries. In addition to being heavier, these vehicles tend to have tall, blunt front ends which are associated with a 43.6% increase in pedestrian fatality risk when compared with low and sloped front ends.³ Some states reported more pedestrian crashes are happening in rural areas on roads with higher posted speed limits, leading to a greater fatality risk.

³ Hu, W., Monfort, S. S., & Cicchino, J. B. (2024, September). *The association between passenger-vehicle front-end profiles and pedestrian injury severity in motor vehicle crashes*. Insurance Institute for Highway Safety. <https://www.iihs.org/research-areas/bibliography/ref/2294>

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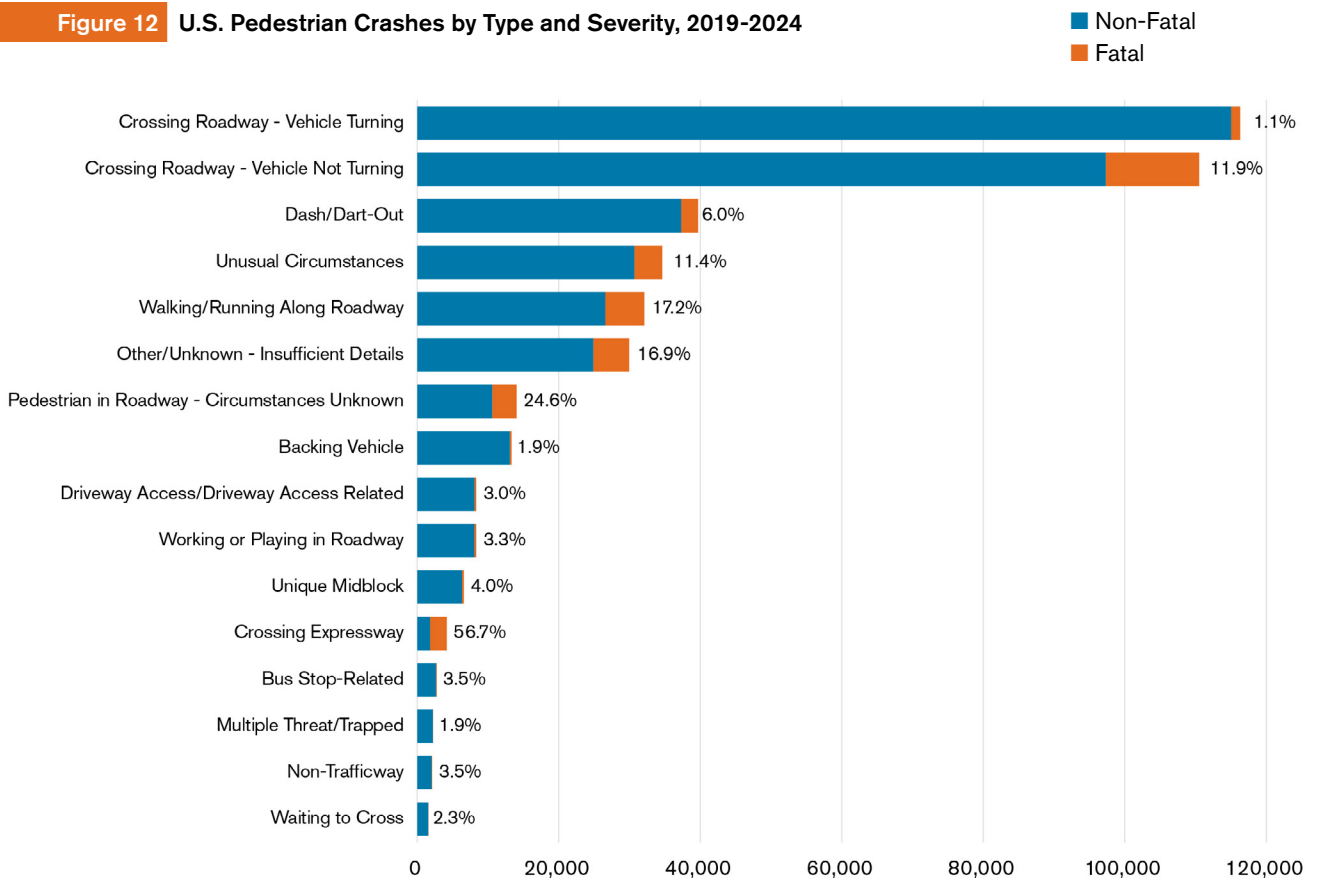
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Crash Types

Crashes have many different variables, including the conditions at the scene and the behaviors of the people involved. Using crash typing helps to simplify these variables by grouping similar types of crashes into categories. While practitioners use a variety of crash typing techniques and classification, FARS uses the Pedestrian and Bicyclist Crash Analysis Tool (version 2), to apply a crash group to each crash.⁴

Figure 12 shows the total number of pedestrian fatalities by crash type and severity for the past five years. Crashes involving a vehicle that was turning produced the greatest number of fatalities, but only 1.1% were fatal. Those involving a vehicle not turning produced nearly as many crashes, but 11.9% were fatal, likely due to higher vehicle speeds when moving straight ahead. Pedestrians dashing or darting out into the roadway had fewer crashes (36,699) with a 6% fatality rate. Pedestrians crossing expressways yielded relatively few crashes (4,170) but had the highest fatality rate (56.7%).

Figure 12 U.S. Pedestrian Crashes by Type and Severity, 2019-2024



Source: CRSS

⁴ Harkey, D., Tsai, S., Thomas, L., & Hunter, W. (2006). Pedestrian and Bicycle Crash Analysis Tool (PBCAT): Version 2.0 Application Manual. <https://rosap.ntl.bts.gov/view/dot/38707>

Pedestrian Traffic Fatalities by State

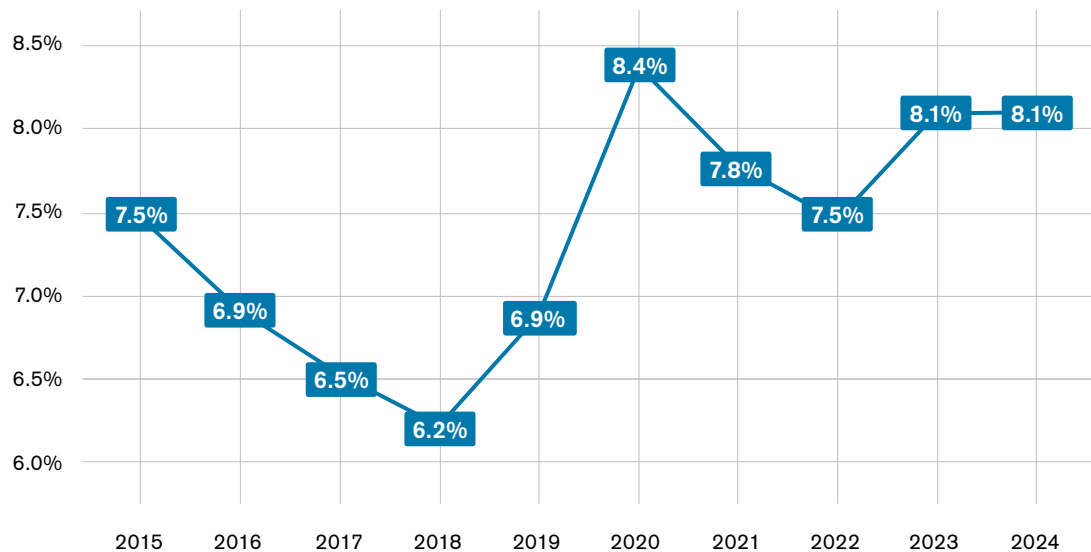
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Speeding

Figure 13 shows the percentage of pedestrian fatalities in which the striking vehicle was reportedly speeding over the past 10 years. Speeding-related pedestrian fatalities peaked in 2020 (8.4%) but remain persistently elevated (8.1% in 2024).

Figure 13 U.S. Speeding-Related Pedestrian Fatalities, 2015-2024



Source: FARS

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The proportion of pedestrian deaths related to speeding vary by roadway type, illustrated in Table 3.

Roadway Type

Roads can be divided into six main types:

- **Interstates** are limited-access, divided highways built for long-distance mobility where pedestrians are generally prohibited.
- **Freeways & expressways** are similar high-speed, access-controlled facilities not designed for pedestrian activity.
- **Principal arterials** are high-mobility roadways that directly serve abutting land via driveways and at-grade intersections.
- **Minor arterials** are moderate-length, moderate-speed routes that augment the principal arterial network and carry more land access and local bus routes.
- **Collectors** are routes that channel traffic between local roads and arterials, often traversing through residential neighborhoods.
- **Local** roads are direct-access streets that carry no through traffic and have the lowest speeds and volumes.

Source: [Federal Highway Administration](#)

In 2024, 8.1 of all pedestrian fatalities were reported as involving speeding. The rate ranged from 4.6% on freeways and expressways to 11.9% on local roads. (As defined here, speeding means that law enforcement indicated the driver had exceeded the posted speed limit, and it was related to the crash.) This reinforces the need for continued efforts to slow vehicle speeds on all roads, but especially local roads.

Table 3 U.S. Pedestrian Fatalities Involving Speeding by Roadway Type, 2024

Roadway Type	Total	Percent Involving Speeding
Principal Arterial	2,639	7.4
Minor Arterial	1,748	9.0
Interstate	825	7.6
Collector	806	7.7
Local	588	11.9
Freeways and Expressways	302	4.6
Other/Unknown	84	3.6
Overall	6,992	8.1

There were an additional 88 pedestrian fatalities in 2024 with no reported behaviors. These are excluded from this chart.

Source: FARS

Pedestrian Traffic Fatalities by State

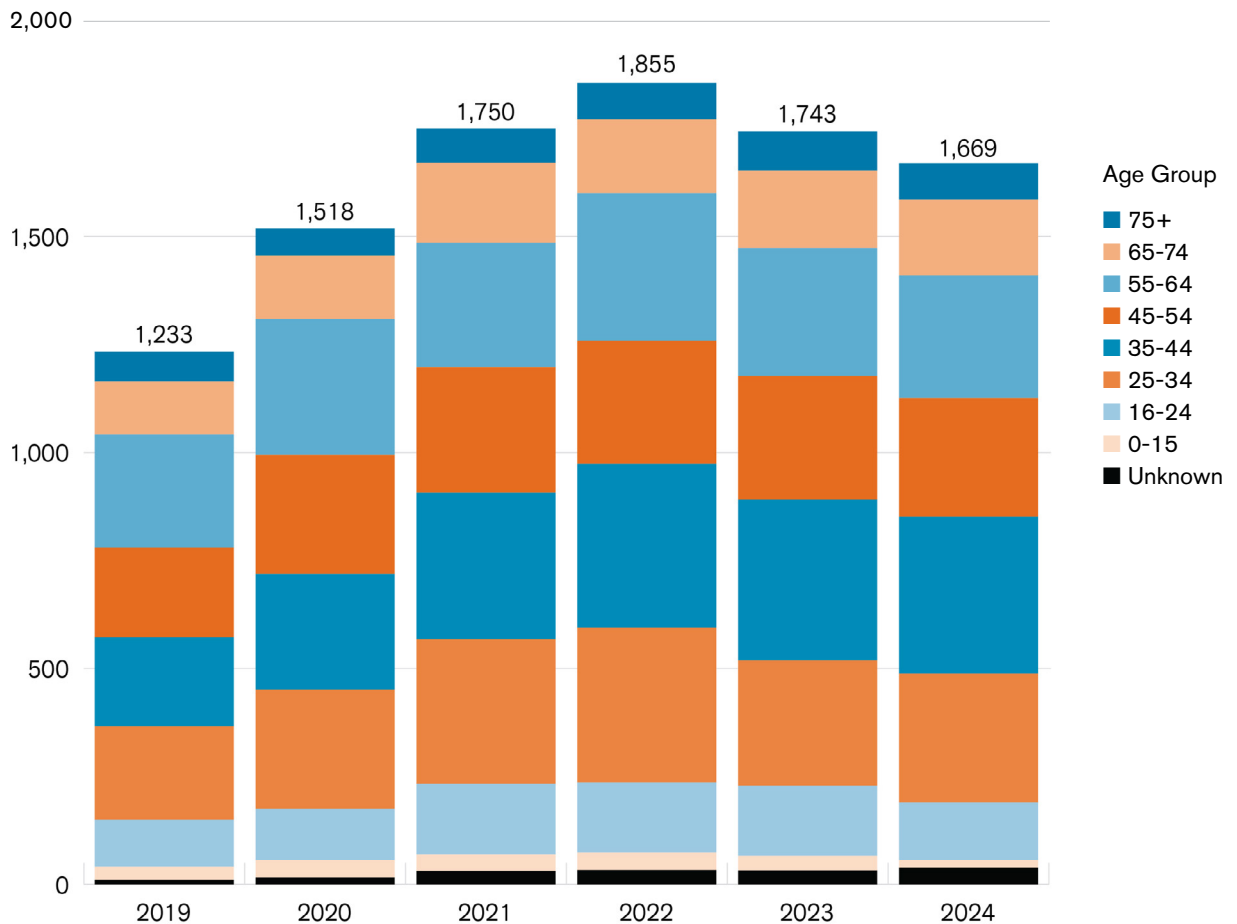
2025 PRELIMINARY DATA

Hit-and-Runs

In 2024, 1,669 pedestrians were killed by drivers who fled the scene, a 4% drop from 2023. Hit-and-runs accounted for 23.8% of all pedestrian fatalities in 2024, up from a six-year low of 19.9% in 2019.

Figure 14 shows all pedestrian fatalities involving a hit-and-run driver broken down by age, over the past six years. Since 2019, hit-and-runs have become more common for pedestrians of all age groups, except for those aged 0-15 years. In 2024, drivers fled the scene after hitting a pedestrian aged 0-15 years in 8.7% of crashes, a marked decrease from prior years and significantly below the overall rate. Perhaps fewer children are walking, reducing their exposure to vehicles.

Figure 14 U.S. Hit-and-Run Pedestrian Fatalities by Pedestrian Age Group and Year, 2019-2024



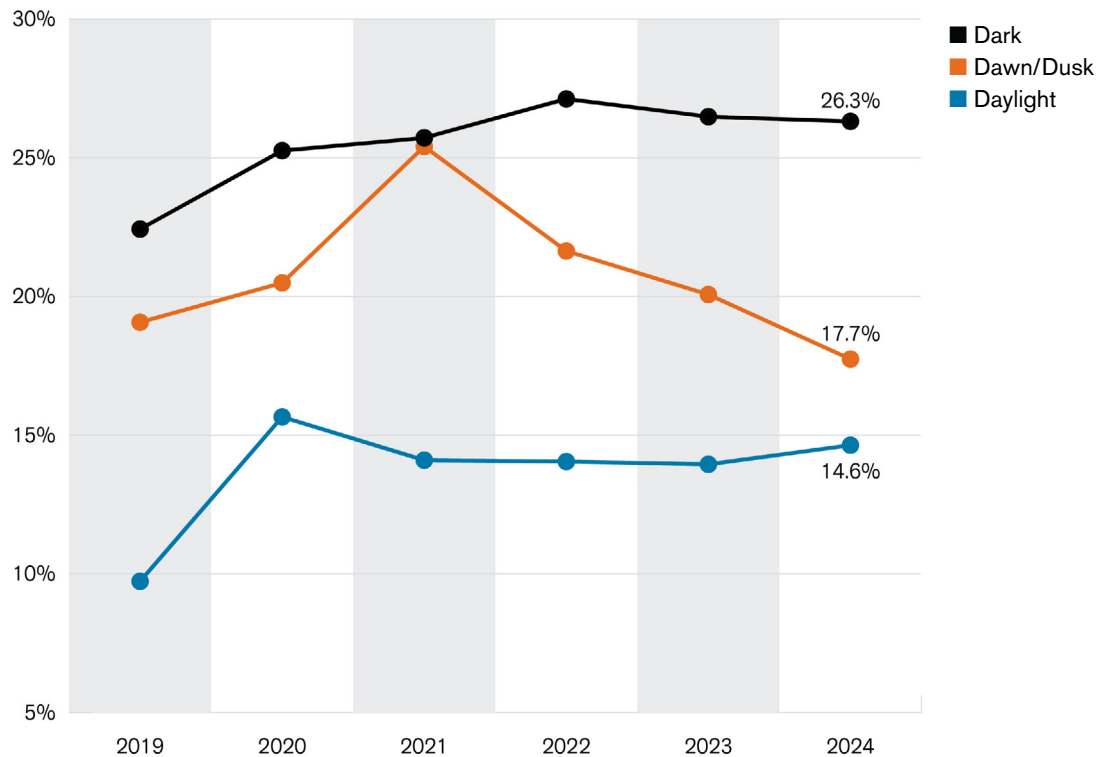
Source: FARS

Pedestrian Traffic Fatalities by State

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Looking at hit-and-run crashes in terms of time of day, nighttime pedestrian fatalities are more likely to involve a hit-and-run driver at 26.3% (more than one in four). Rates are lower during dawn, dusk and daylight (Figure 15). This also helps explain why fewer pedestrian fatalities involving children are hit-and-runs: Children are less likely to be walking on roads at night.

Figure 15 Percentage of U.S. Pedestrian Fatalities Involving a Hit-and-Run Driver by Time of Day, 2019-2024



Source: FARS

Pedestrian Traffic Fatalities by State

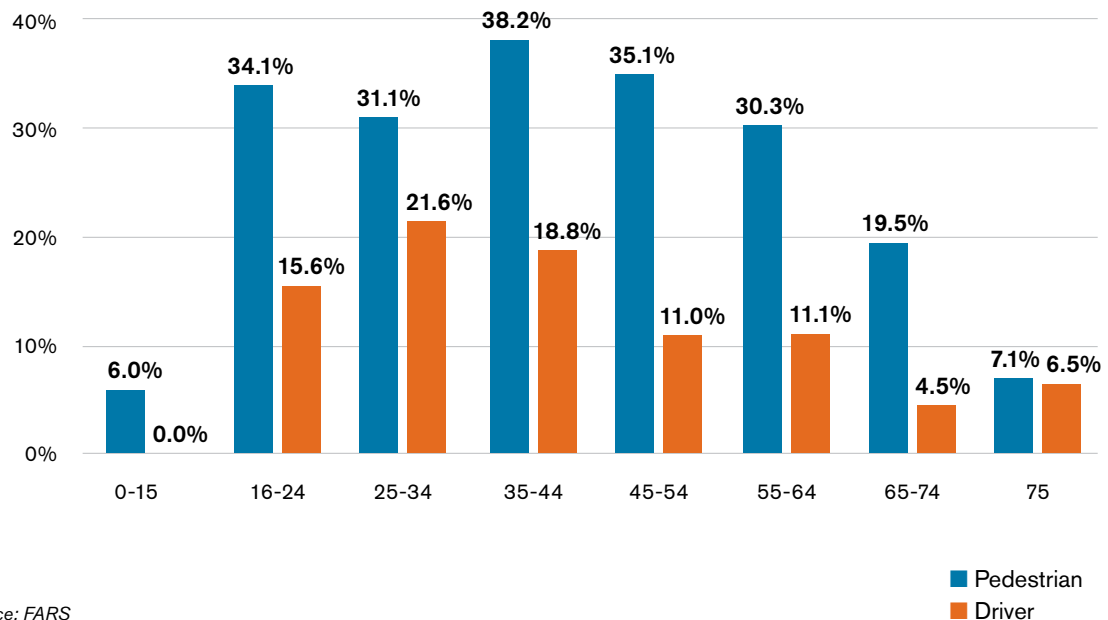
2025 PRELIMINARY DATA

Alcohol Impairment

Figures 16 and 17 show the percentage of fatal pedestrian crashes involving alcohol by age group in 2024 and annually since 2019, looking at both the fatally injured pedestrian and the driver of the striking vehicle. Over the past five years, fatally injured pedestrians were more likely to be under the influence of alcohol (measuring at or above .08 BAC) than the striking driver for all age groups, except those 75 or older. However, the trend has been decreasing for pedestrians across all age groups.

Meanwhile, the rate of alcohol involvement among drivers remained relatively stable for all age groups, except for 16-24 years, which showed an increase over time.

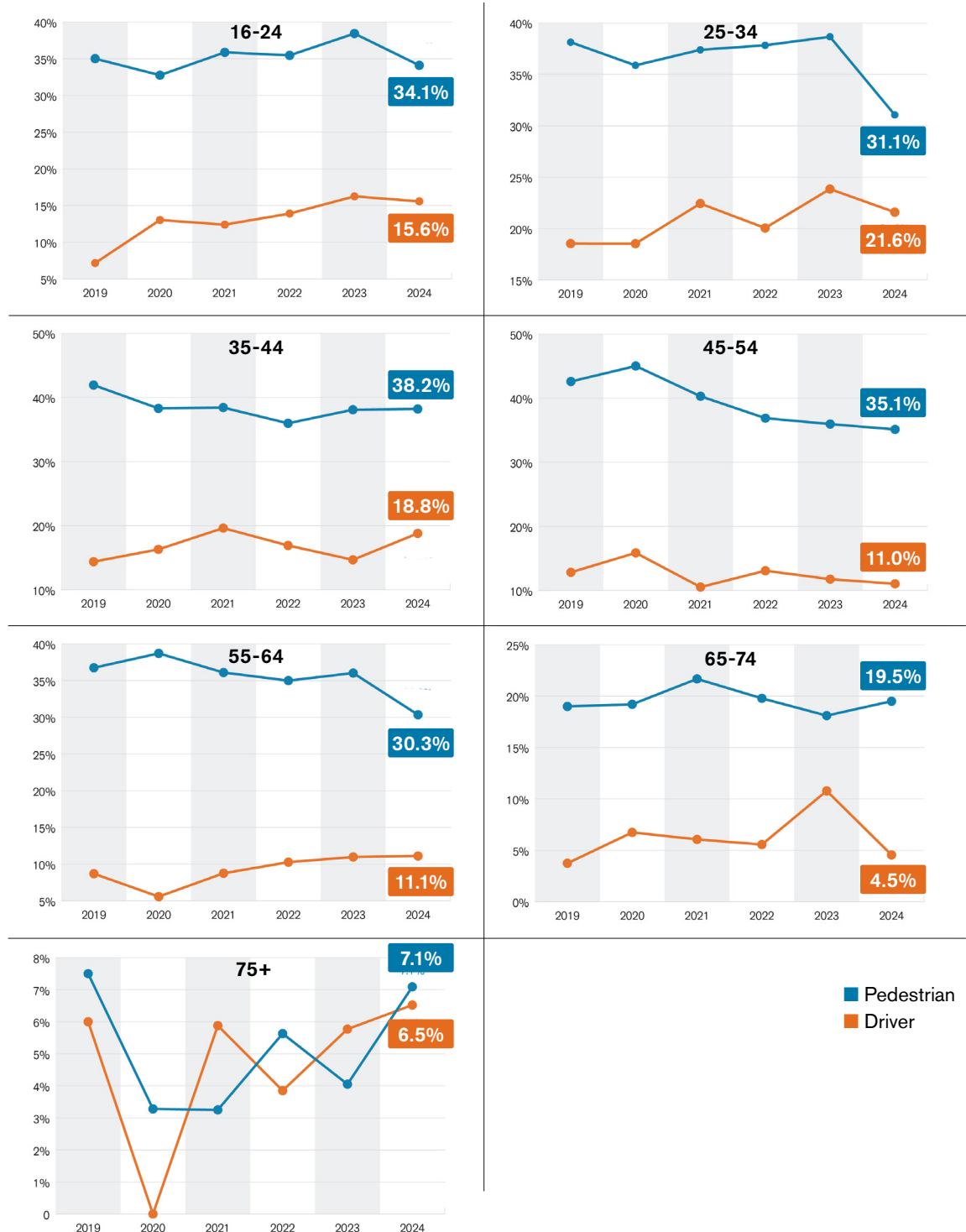
Figure 16 Percentage of U.S. Crashes Involving Pedestrian Fatality with Driver or Pedestrian BAC $\geq$.08, by Age Group, 2024



Pedestrian Traffic Fatalities by State

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Figure 17 Percentage of U.S. Crashes Involving Pedestrian Fatality with Driver or Pedestrian BAC $\geq$.08, by Age Group, 2019-2024



Source: FARS

Pedestrian Traffic Fatalities by State

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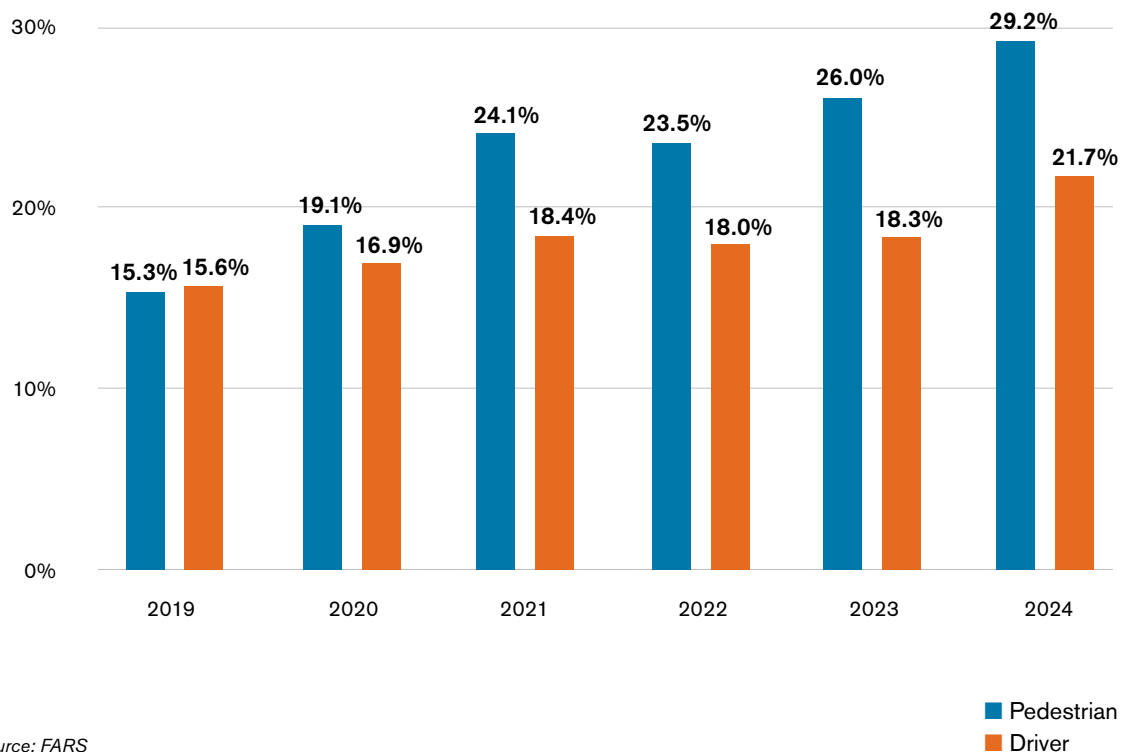
Distraction

Another factor associated with pedestrian crashes and fatalities is distraction on the part of the driver and/or pedestrian. This is more difficult to measure than alcohol impairment, because, unlike alcohol, no blood test can be given after a crash to check for distraction. Rates are almost certainly underestimated, particularly for drivers whose distracting behaviors may be less visible to others. In addition, different states have different methods for determining distraction.

Figure 18 shows the percentage of fatal pedestrian crashes in which drivers and pedestrians were reported to be distracted from 2019 to 2024. Distraction includes a broad array of behaviors such as cell phone use, eating and drinking, headphone or earbud use, and other activities. Both drivers and pedestrians show an increase in reported distraction rates, but the proportion of distracted pedestrians has surpassed distracted drivers.

Figure 19 illustrates how distraction rates have evolved by age group, with all showing alarming increases over the past five years. However, states and jurisdictions have been reporting distraction more aggressively in recent years, which could account for some of the increase.

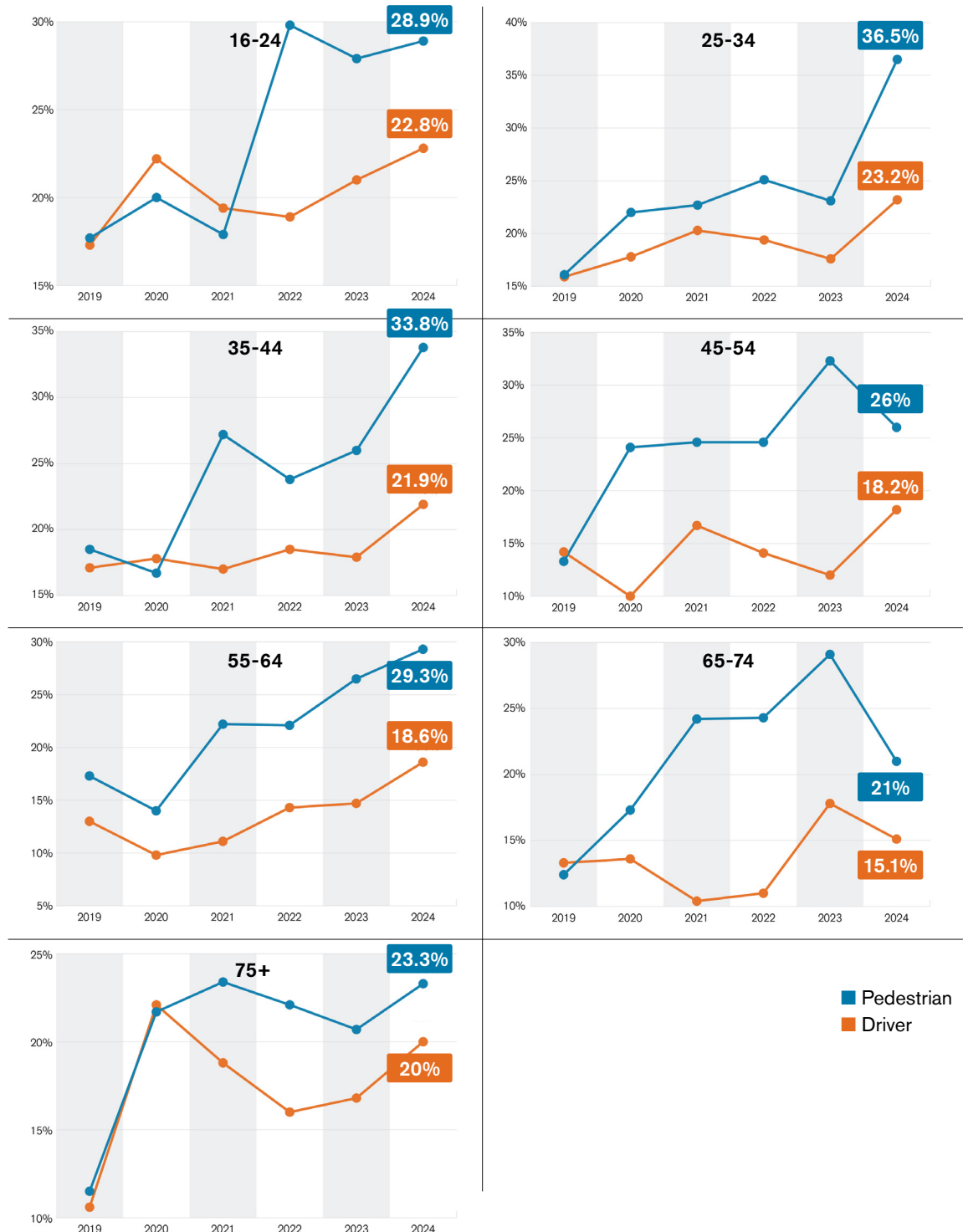
Figure 18 Percentage of U.S. Crashes Involving a Pedestrian Fatality with Driver or Pedestrian Distracted at the Time of Crash, 2019-2024



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Figure 19 Percentage of Distracted Drivers and Pedestrians in U.S. Fatal Pedestrian Crashes by Age Group, 2019-2024



Source: FARS

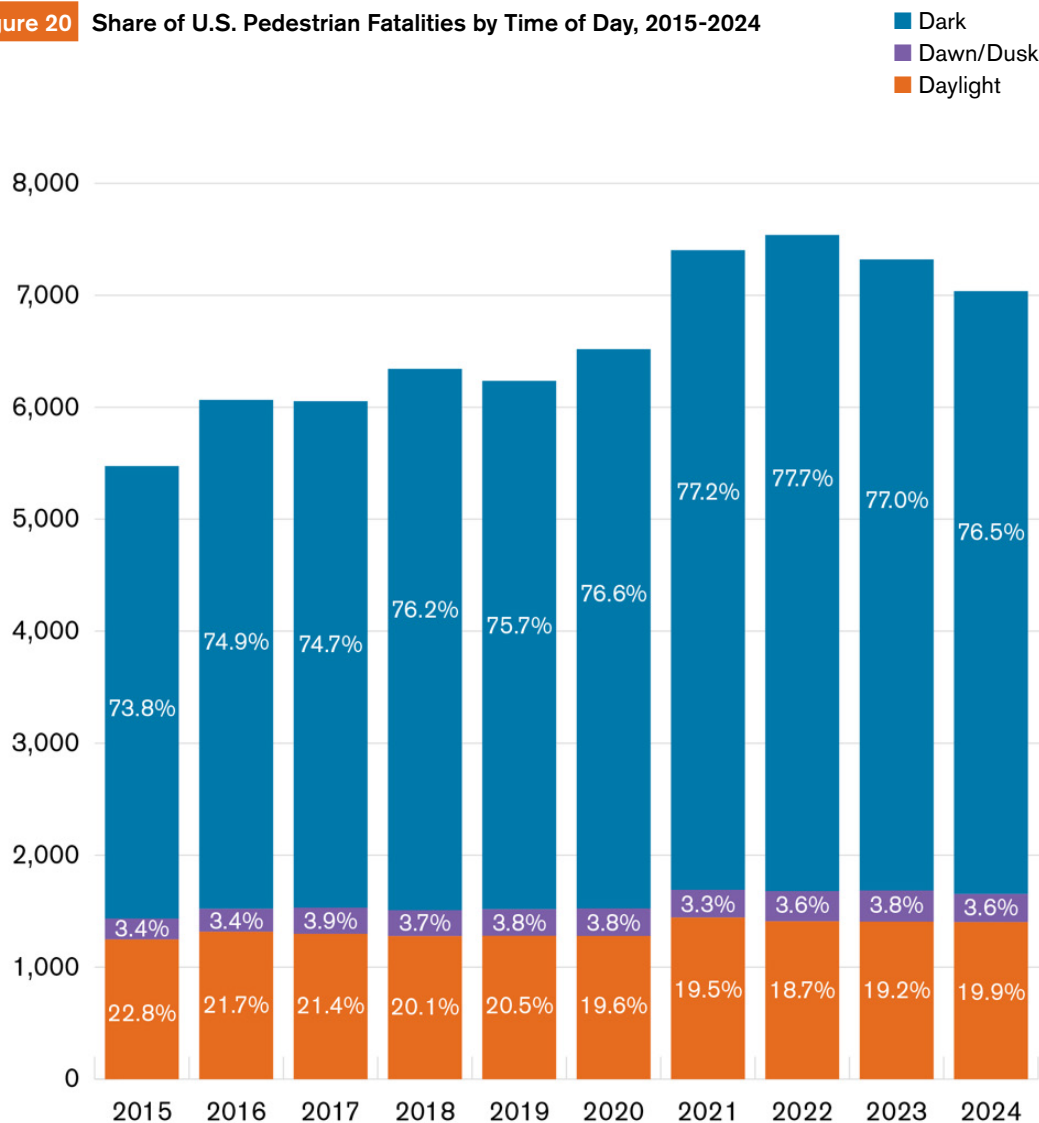
Pedestrian Traffic Fatalities by State

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Time of Day

In 2024, 76.5% of pedestrian fatalities with known lighting conditions occurred after dark, regardless of whether there was artificial lighting. This compares to just 19.9% of pedestrian fatalities taking place during daylight hours and 3.6% at dawn or dusk. Figure 20 illustrates the disparity between deaths by lighting conditions. The share of pedestrian deaths happening between sunset and sunrise increased slightly from 2015 to a peak in 2022 and has declined very modestly since then.

Figure 20 Share of U.S. Pedestrian Fatalities by Time of Day, 2015-2024



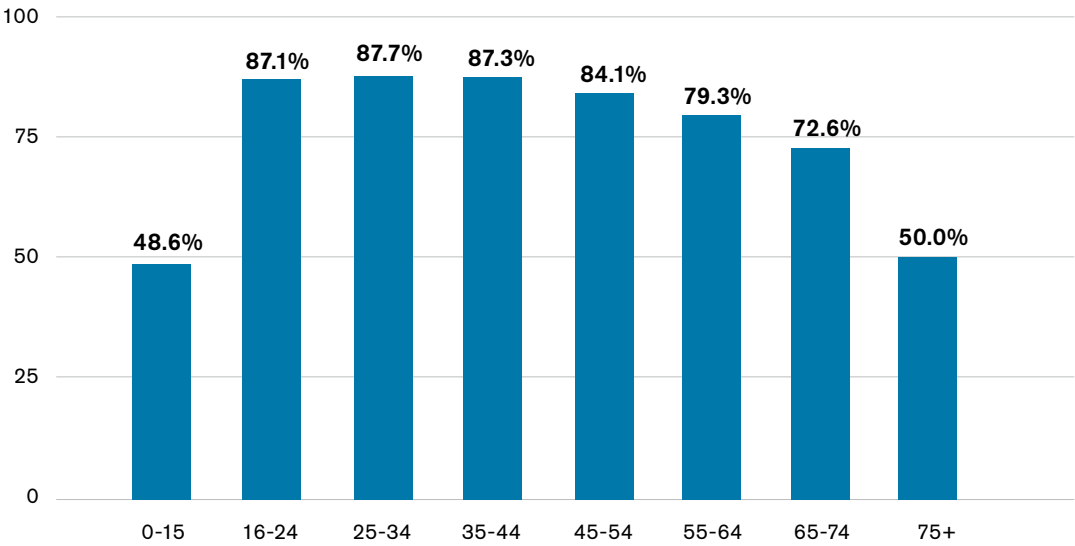
Source: FARS

Pedestrian Traffic Fatalities by State

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Figure 21 shows the percentage of pedestrian fatalities that occurred at night in each age group. Most fatally injured pedestrians aged 16-74 were struck at night, while approximately half of those under 15 years of age or 75 and older were hit at night.

Figure 21 Percentage of U.S. Pedestrian Fatalities at Night by Pedestrian Age Group, 2024



Source: FARS

Table 4 further breaks down the number of fatalities by roadway type and time of day ([see page 20 for roadway types](#)). Of note, more than 80% of pedestrian fatalities on interstates, freeways and expressways happened after dark. Of all roadway types, local roads had the lowest proportion of pedestrian fatalities occurring at night at 55%, yet that is still more than half.

Table 4 Percentage of U.S. Pedestrian Fatalities by Roadway Type and Time of Day, 2024

Roadway Type	Total	Percent in Dark Conditions
Principal Arterial	2,651	81.9
Minor Arterial	1,756	74.8
Interstate	849	82.9
Collector	815	69.4
Local	606	55.0
Freeways and Expressways	313	81.8
Overall	6,990	76.5

There were an additional 90 fatalities that took place on unknown roadway types. They are excluded from this table.

Source: FARS

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Roadway Factors

Roadway factors examine where fatal pedestrian crashes occurred, such as at an intersection or on a particular type of road. Understanding these dynamics can help planners and safety professionals determine where to invest in infrastructure improvements and help prioritize educational and enforcement efforts.

Sidewalks

In 2024, 62.2% of pedestrian fatalities occurred where there was no sidewalk, a small decrease from the previous year (64.8%), as shown in Table 5. This mirrors pre-pandemic levels seen in 2019 (63.4%) and 2018 (62.3%).

Table 5 U.S. Pedestrian Fatalities by Sidewalk Presence

Year	Sidewalk Present?			Total	% None Noted
	None Noted	Yes	Unknown		
2015	3,499	1,818	179	5,496	63.7%
2016	3,855	2,117	114	6,086	63.3%
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	4,773	2,558	36	7,367	64.8%
2024	4,402	2,654	24	7,080	62.2%

Source: FARS

Pedestrian Traffic Fatalities by State

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Intersections

As in previous years, in 2024 most pedestrian fatalities happened at non-intersection locations (5,279 or 74.6%). This is a slight decrease from the previous four years, as shown below.

Table 6 U.S. Pedestrian Fatalities by Relation to Intersections, 2015-2024

Year	Intersections	Roundabout or Circle	Other	Unknown	Not at Intersections	Total	% Not at Intersections
2015	1,460	0	0	13	4,023	5,496	73.2%
2016	1,596	3	0	17	4,470	6,086	73.4%
2017	1,630	2	0	15	4,428	6,075	72.9%
2018	1,635	2	0	35	4,702	6,374	73.8%
2019	1,646	1	0	37	4,588	6,272	73.2%
2020	1,541	3	1	36	4,984	6,565	75.9%
2021	1,708	0	2	41	5,719	7,470	76.6%
2022	1,790	1	1	44	5,757	7,593	75.8%
2023	1,723	1	2	57	5,584	7,367	75.8%
2024	1,738	3	4	56	5,279	7,080	74.6%

Source: FARS

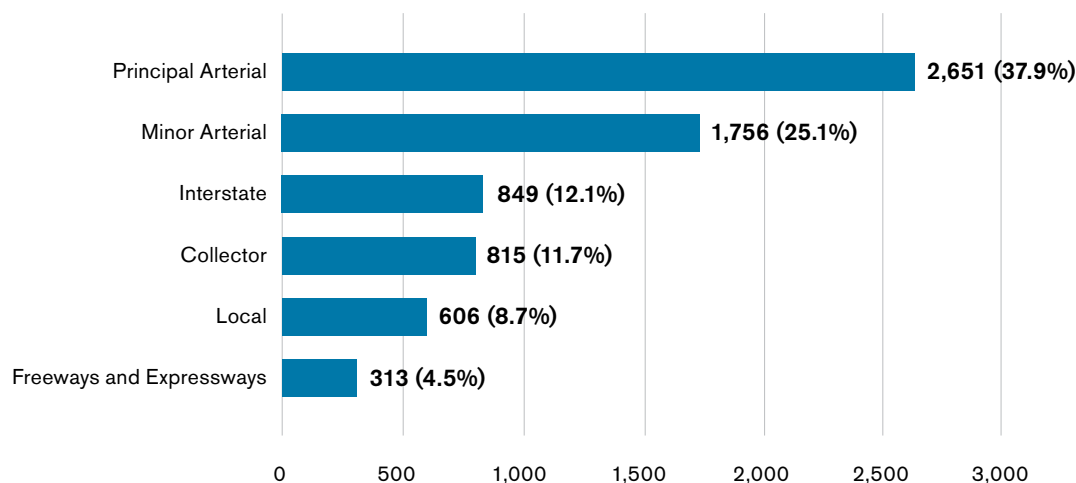
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Roadway Type

Roadway types were previously defined in this report ([see page 20](#)). In 2024, principal arterials and minor arterials accounted for more than half of all pedestrian fatalities (with a known roadway type). More than 20% happened on collectors or local roads, and the remaining 16.6% occurred on interstates and freeways (Figure 22). These proportions are comparable to the last two years.

Figure 22 U.S. Pedestrian Fatalities by Roadway Type (Known Roadway Type Only), 2024



Source: FARS

While the proportion of pedestrians killed on interstates and freeways is lower than other roadway types, these crashes are the most deadly and happen to 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 at the time of the crash.

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Vehicle Type

The type of vehicle (passenger car, SUV, van, pickup, etc.) striking a pedestrian can make a significant difference in survivability. The larger and heavier the vehicle is, the lower the chances a pedestrian will survive a crash. In 2024, light trucks were the striking vehicle in 50.4% of all pedestrian fatalities where the vehicle body type was known. Light trucks are the sum of SUVs, pickups, vans and other vehicles with a gross vehicle weight of no more than 8,500 pounds. This is down from 54.1% the year before. Passenger cars were involved in 40.6% of pedestrian fatalities (up from 37.3% the prior year), and 7.5% involved a large truck (Table 7).

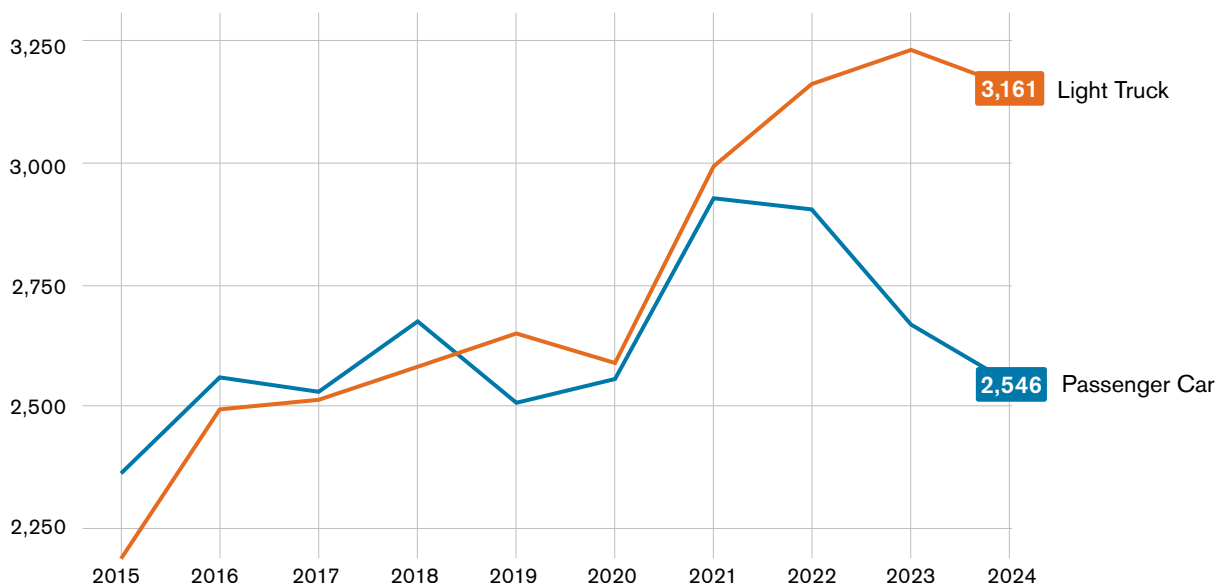
Table 7 U.S. Pedestrian Fatalities by Striking Vehicle Type (Known Vehicle Type Only), 2024

Vehicle Class	Fatalities	%
Light Truck*	3,161	50.4
Passenger Car	2,546	40.6
Large Truck	473	7.5
Motorcycle	49	0.8
Bus	46	0.7

Source: FARS

Looking at passenger cars and light trucks only, the latter have been involved in more pedestrian fatalities than passenger cars every year since 2018. Notably, the overall number of light truck pedestrian fatalities dropped for the first time in five years, as shown in Figure 23.

Figure 23 U.S. Pedestrian Fatalities by Vehicle Class (Light Truck and Passenger Car Only), 2015-2024



Source: FARS

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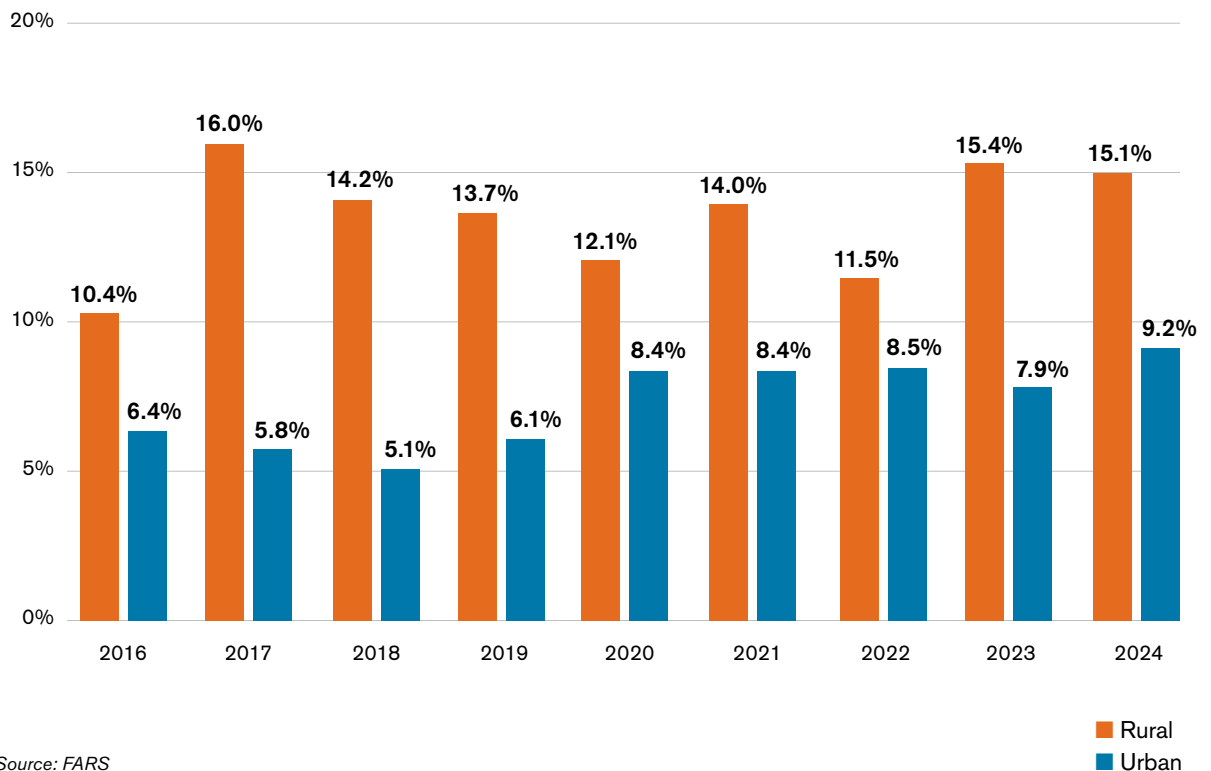
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Rural Deaths

In 2024, 84% of pedestrian crashes occurred in urban areas⁵, in line with previous years. Although more crashes occur in urban areas, the crashes in rural areas are more often fatal. This holds over time, as shown in Figure 24. In 2024, 15.1% of all rural pedestrian crashes were fatal, versus 9.2% in urban areas.

There are several possible reasons for this disparity. Rural roadways tend to have higher speeds, fewer sidewalks and longer transport times with limited access to trauma centers. EMS staff may lack access to the equipment and advanced skills training available in more urban areas.

Figure 24 Percentage of U.S. Pedestrian Crashes Resulting in Fatalities in Urban and Rural Areas, 2016-2024



⁵ Crash report sampling system. NHTSA. (n.d.). <https://www.nhtsa.gov/crash-data-systems/crash-report-sampling-system>

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Costs

Researchers have estimated the financial cost per pedestrian fatality, which includes productivity losses; property damage; medical treatment for physical injuries, 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 total approximately \$13.2 million.

Table 8 shows the total cost of U.S. pedestrian fatalities in 2024 by component. The 7,080 fatalities were associated with nearly \$94 billion in costs, with the largest share coming from lost quality of life.

Table 8 Total Cost of U.S. Pedestrian Fatalities in 2024 by Cost Component

Cost Component	2024 Cost per Pedestrian	2024 Cost Total
Medical	\$29,010	\$205,390,800
Wages and Fringe	\$1,154,790	\$8,175,913,200
Household Work	\$419,378	\$2,969,196,240
Quality of Life	\$11,405,112	\$80,748,192,960
Legal	\$173,752	\$1,230,164,160
Insurance Administration	\$52,734	\$373,356,720
Total	\$13,234,777	\$93,702,221,160

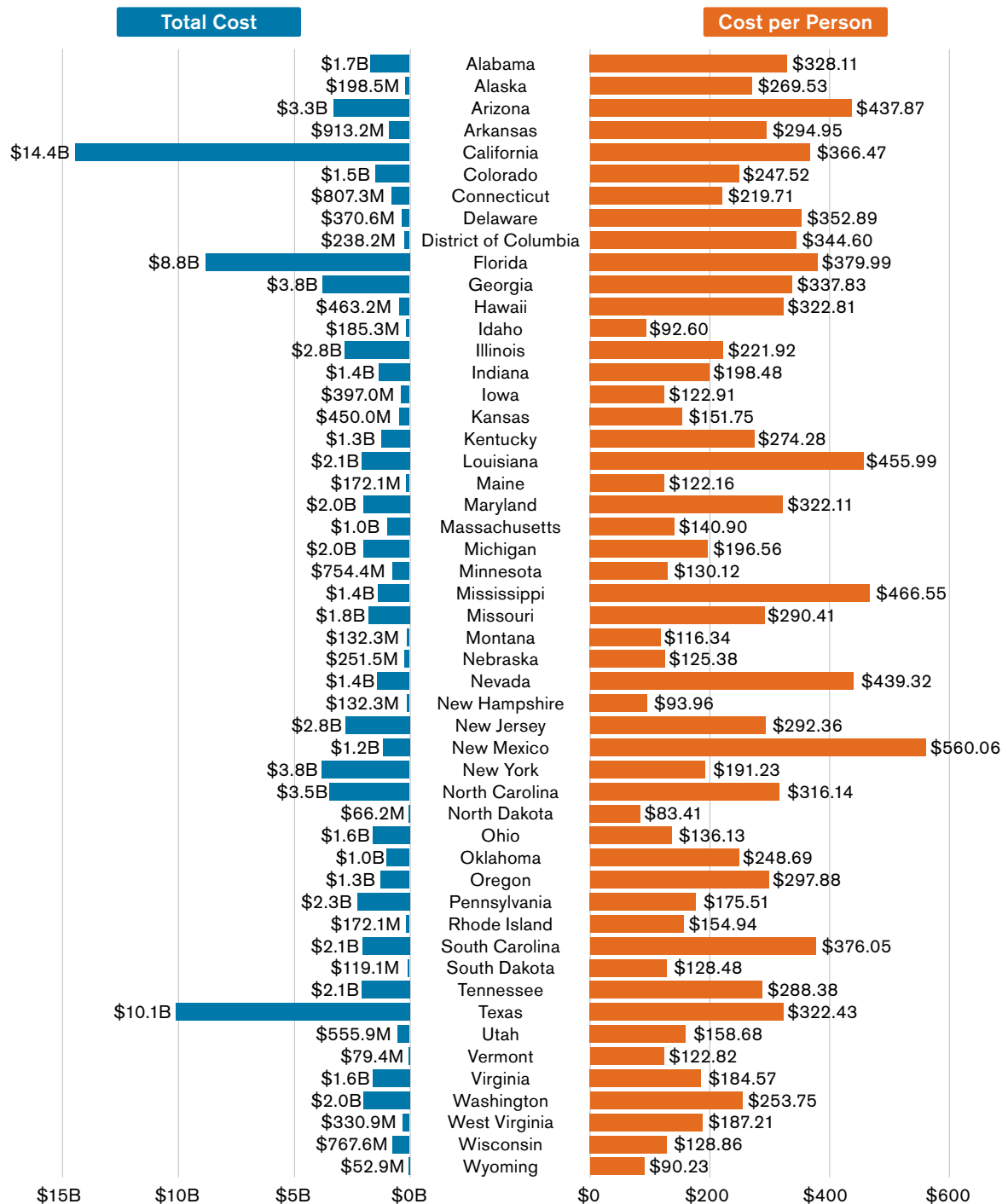
Sources: Blincoe et al., 2023; U.S. Bureau of Labor Statistics. Costs adjusted for inflation.

Figure 25 breaks down this cost for each state and per person (capita) in each state. Multiplying \$13.2 million per fatality by the number of fatalities in each state yields the total cost per state and dividing that number by the state population gives the per-capita cost at the state level. California, Texas and Florida experience the most fatalities and incur the largest costs (\$14.4 billion, \$10.1 billion, and \$8.8 billion, respectively). In contrast, New Mexico, Louisiana and Nevada have the highest per capita costs.

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Figure 25 Costs of U.S. Pedestrian Fatalities by State (Total and Per Person), 2024



Sources: FARS, Blincoe et al., 2023; U.S. Bureau of Labor Statistics

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PART 3: HOW TO REDUCE PEDESTRIAN FATALITIES AND INJURIES

According to FARS, U.S. pedestrian fatalities dropped 3.7% between 2022 and 2023 and fell another 3.9% in 2024. GHSA anticipates another drop in 2025.

Three years of successive declines in pedestrian fatalities is welcome news, particularly after a steady upward trend between 2009 and 2022. It also suggests that recent pedestrian safety efforts are making a difference. The final section of this report examines state level pedestrian fatality and serious injury trends, as well as the countermeasures states and localities are employing to improve safety outcomes for pedestrians.

Much of the information in this section is based on state-reported qualitative survey responses. When GHSA queried SHSOs for their preliminary 2025 pedestrian fatality data, they were also asked to share information about recent pedestrian fatality and serious injury trends over the past three to five years, such as crash characteristics and demographic trends. Most states also provided examples of recent pedestrian safety education and enforcement efforts, and some shared recent legislative and policy improvements related to vulnerable road users.

Note that the summaries in this section provide overviews and examples of state trends and countermeasures. It is not inclusive of all initiatives.

State Trends in Pedestrian Fatality and Serious Injury Crash Data

As expected, the state-reported trends in pedestrian fatality crash data largely reflect the national trends discussed earlier in this report. However, many states also provided their pedestrian serious injury data and offered examples of what they are seeing at a more localized level. For example,

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most fatal pedestrian crashes happen at night or in the dark, many happen on high-speed roadways where the laws of physics dictate that a pedestrian crash is more likely to result in a fatal injury, and many involve some form of impairment on the part of the pedestrian and/or driver.

By far the most common trend cited by states was the preponderance of pedestrian crashes that happen at night or in low-light conditions:

- In **D.C.**, roughly one-third of pedestrian fatalities occurred between midnight and 4 a.m.
- **South Carolina** reported 87% of its fatal pedestrian crashes and 68% of pedestrian serious injury crashes occurred at night.
- Some states noticed an increase in pedestrian-involved crashes at the end of Daylight Savings Time.

Many states also noted the correlation between high-speed roadways and pedestrian fatalities:

- **Arizona** indicated that many of its pedestrian fatalities and serious injuries happen on busy arterial roads where speeds are higher and safe places to cross are limited.
- Approximately half of **Iowa's** pedestrian fatalities happened on roads with speed limits at 55 mph or higher.
- In **West Virginia**, many fatalities occurred on high-capacity roads (speed limits of 45–55 mph) that mix commercial retail destinations with high-speed vehicle traffic.

Impairment and distraction on the part of the driver and/or the pedestrian were also highlighted:

- In **New Hampshire**, 43% of pedestrian fatality victims tested positive for drugs, but the SHSO noted that presence did not necessarily indicate impairment or crash causation.
- Driver inattention/distracted was listed as a contributing factor in 32% of **New York's** pedestrian-related fatal and personal injury crashes in 2024.
- **Tennessee** reported one out of every three fatally injured non-motorists tested positive for the presence of an illegal or controlled substance at time of death in 2025.

Several states referenced population density (urban/suburban/rural) and their transportation networks:

- **D.C.** pointed out that “pedestrian crashes [are] becoming more lethal even as fewer occur” due to more crashes happening on high-speed arterials. It noted a decline in major injuries stemming from Vision Zero infrastructure investments combined with automated traffic enforcement at high-crash locations.
- **New York** state reported that, in 2024, the City of New York had the highest share of pedestrians injured in crashes by far (71%), compared with 20% in upstate New York and just 9% in Long Island. In contrast, pedestrian fatalities were evenly distributed between upstate and New York City (40% each), with Long Island accounting for the lowest share (20%).
- In 2025, **North Dakota** pedestrian fatalities were evenly divided between rural and urban areas.

These responses support the notion that while there are more pedestrian crashes in urban areas, these crashes tend to be more survivable due to lower vehicle speeds. Higher speeds in rural and suburban areas lead to more lethal outcomes.

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What States Are Doing

States reported a range of efforts to improve pedestrian safety, focusing on education, enforcement, infrastructure changes and new technologies, often combining several strategies at once.

Infrastructure Changes

Pedestrian safety infrastructure countermeasures tend to center on minimizing pedestrian/motor vehicle exposure risk (installing sidewalks, narrowing roadways), lowering traffic speeds (installing speed bumps, adding roundabouts) and enhancing visibility (adding lighting, giving pedestrians at intersections a head start to cross before the light turns green for vehicles).

The Washington Post



A Washington Post article provides concrete examples of engineering changes happening in Albuquerque, N.M. to improve pedestrian safety along a stretch of Route 66 (originally designed to move motor vehicles):

- lower speed limits
- automated enforcement cameras
- road medians
- more crosswalks and on-demand crosswalk stoplights
- better lighting
- narrower traffic lanes
- bus lanes as a buffer between the sidewalk and other vehicles⁶

The prevalence of pedestrian injuries and fatalities happening at night or in low-light conditions means that improving visibility should be a major priority. Last year, the National Cooperative Highway Research Program (NCHRP) published *Strategies to Improve Pedestrian Safety at Night: A Guide*, which includes a compendium of engineering solutions to enhance visibility, several of which would also help drivers better spot pedestrians during daylight hours.⁷

6 Mourtoupalas, N., Duncan, I., & Martinez, E. (2025, December 20). 11 low-cost solutions that could stop the surge in pedestrian deaths. The Washington Post. <https://www.washingtonpost.com/transportation/interactive/2025/pedestrian-deaths-road-safety-solutions/>

7 National Academies of Sciences, Engineering, and Medicine. 2025. *Strategies to Improve Pedestrian Safety at Night: A Guide*. Washington, DC: The National Academies Press. <https://doi.org/10.17226/29224>

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A simple and low-cost change, modifying traffic light signal timing, can boost pedestrian safety without drivers even noticing.⁸

It's important to note that the SHSOs responding to this survey are not primarily responsible for infrastructure improvements at the state or local level – and, in fact, most engineering projects are ineligible for the federal funding that supports the bulk of the SHSOs' work. Despite this funding challenge, SHSOs increasingly collaborate with engineers and transportation designers to prioritize the safety of pedestrians and other vulnerable road users by supporting and educating the public about proven infrastructure improvements.

SHSOs can also help by participating in road safety audits that identify high-risk pedestrian corridors and help inform future engineering changes. SHSOs can program education and enforcement efforts to complement recent or upcoming infrastructure or policy changes, such as reduced speed limits or newly built roundabouts.

One state is even training its own engineers: **Alaska** sends engineers to pedestrian crash sites so they can see first-hand the challenges communities are facing.

Ohio Rethinks Roundabouts

The Ohio DOT (ODOT) redesigned an entire corridor in the Cleveland suburb of Ohio City with a series of roundabouts. A \$3.4 million infrastructure project transformed a busy two-mile corridor, often used as a pass-through by commuters to access I-90, by replacing seven traffic signals with seven mini-roundabouts. ODOT engaged with the community to convince them of the safety benefits. The results have been impressive: The number of speeders in the corridor dropped from 63% to 17%, and injury-related crashes fell by 69%. In addition, vehicle traffic dropped by 30%, and now more pedestrians and bicyclists are traveling the corridor.⁹



Education Initiatives

The foundation of the SHSOs' pedestrian safety efforts is education and outreach that encourages all road users to follow state traffic safety laws. Every SHSO conducts these initiatives, using paid and earned media aimed at drivers and pedestrians, and collaborates with community partners and law enforcement agencies to engage the public in a variety of settings. Takeaways from the survey responses include the following:

- Many SHSOs reach out to specific subsets of the general population:



Puerto Rico conducts activities in senior centers and nursing homes to build awareness among its older population, who are overrepresented in pedestrian injuries and fatalities. Many other states also gear educational programming toward seniors.

8 Zipper, D. (2025, December 5). How do traffic lights curb dangerous driving? It's all in the timing. Bloomberg. <https://www.bloomberg.com/news/articles/2025-12-05/how-do-traffic-lights-curb-dangerous-driving-it-s-all-in-the-timing>

9 Ohio Department of Transportation. (2026, May 1). The Loop 05.01.26 [Video]. YouTube. <https://www.youtube.com/watch?v=V5y825-MsEQ>

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✦ A few states noted they conduct education at university campuses, where pedestrian exposure to motor vehicles is often higher given students are likely to be traveling on foot.

✦ **Nevada, New York** and **Washington** noted efforts to translate materials into other languages to expand their reach to non-English speaking pedestrians and drivers.

✦ In **New York**, the Northeastern Association of the Blind at Albany, Inc. provides instruction in safe roadway crossing and the use of accessible pedestrian signals to blind and visually impaired persons.

✦ Several SHSOs tailor education to children, particularly through the national Safe Routes to School (SRTS) program. SRTS “aim[s] to make it safer for students to walk and bike to school and encourage more walking and biking where safety is not a barrier.”¹⁰

✦ Two states mentioned novice drivers as a target audience:

- **Michigan** has been working with driver training programs to share safety materials and educate new drivers on laws pertaining to pedestrian safety.

- The **Alaska** Department of Motor Vehicles completed an updated driver’s manual that expands guidance on sharing the road with other road users.

- As mentioned above, some SHSOs are using their educational outreach programs to promote safe infrastructure:

✦ The **California** Office of Traffic Safety-funded Community Ambassador Program in Southern California trained community members to conduct walking and bicycling assessments, identify safe places to walk and bike, and talk with local government officials about infrastructure changes that expand safe options for people outside of vehicles.

¹⁰ National Center for Safe Routes to School. (n.d.). About the National Center for Safe Routes to School. Safe Routes Information. <https://www.saferoutesinfo.org/about/>



West Virginia Reduces Red Light Running

West Virginia’s “Target Red” campaign focuses on intersection safety by educating drivers on the dangers of running red lights and stop signs – a major cause of pedestrian-related crashes. High visibility enforcement is often paired with these educational pushes to remind drivers to be vigilant in areas where pedestrians are present. When first piloted in the Beckley area, this combined education and enforcement initiative resulted in a 60% reduction in red light violations and related crashes.



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- ◆ **Hawaii** is reshaping its messages to encourage pedestrians to use the engineering enhancements installed to protect them, such as raised crosswalks and Rectangular Rapid Flashing Beacons (RRFBs). These are user-activated and project high-frequency flash patterns to alert drivers that a pedestrian is crossing the road.
- Nine states prioritize conspicuity as a central focus of their education efforts, which reflects the fact that so many pedestrian motor vehicle crashes occur at night or in low-light conditions. For example:
 - ◆ In 2025, **Idaho** funded a grant to the Ada County Highway District to support their community education program “Glow Up,” which included school presentations, social and paid media, and community outreach to explain the importance of pedestrian visibility.
 - ◆ **Washington’s** “Be Safe Be Seen” pedestrian visibility campaigns emphasize reflective gear and nighttime visibility, with outreach tailored to high-risk urban arterials and low-light conditions.

Legislation, Policies and Law Enforcement

All states have laws in place to protect pedestrians. Traditionally, high visibility enforcement (HVE) efforts pair messaging to alert the public that police are enforcing traffic safety laws with officers issuing warnings or citations.

SHSOs shared examples of enforcement programs happening in their states. Key findings are listed here:

- Several states reported that their law enforcement efforts focus on the most dangerous driving behaviors that put pedestrians at risk, such as speeding and impaired or distracted driving.
 - ◆ **North Dakota** noted that these protections are carried out mainly through HVE of traffic laws targeting driver behavior, rather than pedestrian-specific enforcement alone.
 - ◆ **Texas** integrates pedestrian safety efforts with its Selective Traffic Enforcement Program (STEP) that focuses on speeding, failure to yield and aggressive driving.
- Law enforcement officers are often deployed at or near crosswalks.
 - ◆ Some respondents, such as **Puerto Rico, Texas** and **Washington**, reported looking for drivers who fail to yield to pedestrians in crosswalks.
 - ◆ **D.C., New York** and other states conduct crosswalk decoy operations, whereby an undercover officer will attempt to cross a road, reporting and identifying any drivers who fail to yield the right-of-way to a uniformed officer “upstream,” who can issue a warning or citation to the offending driver.
- Many states conduct enforcement near schools, often focused on school bus safety. For example:
 - ◆ **South Carolina** reported extra enforcement in school zones during student drop-off and pick-up.
 - ◆ **Georgia** is providing guidance on the installation of automated traffic enforcement safety devices throughout Georgia’s school zones.

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- ◆ **Tennessee** conducts school bus ride-alongs. Law enforcement officers ride on the bus with students and identify drivers violating the state's hands-free driving law, school bus stop law and local speed limits.
- Three states noted working with college campus police departments.
- ◆ **Arizona** has two enforcement projects at large universities in Flagstaff and Tempe, where heavy pedestrian traffic and dense student populations increase the risk of crashes.
- ◆ In **Nevada**, campus police departments have created programs to reach college students.
- ◆ **Rhode Island** provides funding to state university police departments to support initiatives that integrate both education and enforcement.
- **Louisiana, Michigan** and **Wisconsin** are providing law enforcement officers with specialized training about laws designed to protect vulnerable road users. In Wisconsin, agencies conducting enforcement are requested to complete such training.



California Slows Down Drivers

A project in California collected near real-time and historical data on a 21-mile stretch of the Pacific Coast Highway (PCH) in Malibu to measure the effectiveness of recent education and enforcement efforts combined with engineering improvements to protect vulnerable road users. The results showed a 7% decrease in average speed on the PCH, while harsh braking events decreased by 14%.

Nearly half the states have recently strengthened or are considering enhancing pedestrian safety legislation.

- Move Over laws were cited more often than any other type of pedestrian safety legislation. These laws require drivers to move to a lane away from (or, if not possible, substantially slow down for) vehicles on the roadside. The laws are designed to protect unintended pedestrians such as police officers, emergency workers, firefighters, tow truck drivers and the occupants of disabled vehicles. While all states have a Move Over law, states are expanding these laws to include more types of vehicles and, in some cases, all vehicles stopped on the side of the road.
- ◆ **Maryland** noted its law “now covers virtually every roadside situation,” including the occupants of disabled vehicles.
- ◆ **Michigan** is considering legislation that would require driver training programs to include instruction on the state's Move Over law. The goal is to ensure new drivers understand how to safely navigate around stopped vehicles and roadside activity.
- Some states are working to expand and/or strengthen safety camera programs.
- ◆ **Maine** and **West Virginia** are considering legislation to allow automated speed enforcement in work zones.

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A bill introduced in **Rhode Island** in early 2026 would allow cities and towns to use automated traffic enforcement systems to improve safety and issue civil fines.

- **California** and **Washington** reported efforts related to authorizing speed limit reductions. Washington had already empowered local authorities to lower speed limits to 20 mph on certain roads in 2022. Now the state is considering a bill to expand the definition of reckless driving to include driving 30 mph or more over the speed limit. Other states have been pursuing adjusting their speed limit laws, particularly in school zones or other high-pedestrian areas.

Technology

Technology is rewriting every aspect of our lives, and pedestrian safety is no exception. State survey responses referenced promising technologies to improve pedestrian safety.

The advance of predictive analytics and artificial intelligence holds tremendous potential. Predictive analytics combine traditional crash data (e.g., when and where pedestrian crashes happen, who is involved) with telematics (risky driver behavior gleaned from mobile phone use data) to develop crash projection models that predict the probability risk of a VRU-involved crash at any location. A tremendous benefit to predictive analytics is that states do not have to wait for pedestrian crashes to occur before they start implementing programs and projects to improve safety outcomes.

Georgia has developed a crash cost prediction model for bus stop crossing crashes that leverages video analytics to capture critical conflicts (including near misses) and vehicle speed. **West Virginia** is transitioning from reactive reporting to data-driven, predictive strategies, with a focus on identifying high-risk zones and deploying smart technology at conflict points.

The **New Jersey** Department of Transportation installed smart technology at its 10 most dangerous intersections. Innovative traffic control systems such as passive pedestrian detection, red light extensions and leading pedestrian intervals work together to create “smart intersections” that use predictive technologies to react in real-time.

For example, 360-degree cameras and radar detect vehicles already in the intersection box or approaching a light too

MICHELIN

MOBILITY INTELLIGENCE

Michelin Mobility Intelligence

There are several predictive analytics tools available to SHSOs. Michelin Mobility Intelligence is a leader in the field and has a VRU tool already in use. Minnesota, Connecticut and Washington have all gleaned useful information with the help of this technology, information that will help them understand where to better protect students walking on college campuses, construction staff in work zones, and other pedestrians in high-risk areas.

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quickly to stop. If detected, all signals will remain red for all approaches, allowing the vehicles to clear the intersection before anyone is given a green light or pedestrian crossing signal. Pedestrian signals can automatically adjust to give a pedestrian a few seconds head start to cross (before vehicles get a green light) whenever cameras detect a pedestrian approaching the crosswalk.¹¹

Digital alert technology sends real-time, in-vehicle notifications to drivers via navigation apps or built-in vehicle systems, giving drivers advance notice to move over or slow down when approaching police, fire, ambulance or other emergency roadside personnel. **California**, **Pennsylvania** and **Vermont** reported recently funding digital alert projects.

Two states are harnessing technology to allow citizens to self-report data to inform pedestrian safety programs:

- A program at the University of **California**, Irvine supports a mobile platform for residents to report real-time road hazards that impact pedestrian safety, such as lighting and obstructed views at crosswalks.
- A project in Northern **Virginia** enables individuals to report vehicle/pedestrian near-misses. This information is shared with county officials and law enforcement to help address potential areas of concern not identified in crash data.

Technology solutions can also help curb speeding and distraction, which impact the safety of people on foot:

- Pedestrian Automatic Emergency Braking (PAEB) can be built into vehicles. Sensors detect pedestrians in the path of the vehicle and apply the brakes automatically if the driver does not react. Federal regulations will require PAEB on all new passenger vehicles by 2029.
- Intelligent Speed Assistance (ISA) technology varies in complexity, from built-in, passive systems that provide driver alerts (visual, audible or haptic) when speed limits are exceeded to aftermarket, active technology that will prevent a driver from operating a vehicle above posted speed limits. In **D.C.**, **Virginia** and **New York**, this more stringent ISA is employed as a court-ordered condition for certain reckless driving cases, requiring offenders to operate only vehicles equipped with ISA. These applications of ISA as a sanction directly address speeding, which is a known contributor to pedestrian fatalities.

¹¹ New Jersey Department of Transportation. (2025, November 18). NJDOT Installs Smart Safety Technology at NJ's 10 Most Dangerous Intersections [Video]. YouTube. <https://www.youtube.com/watch?v=595A4ztomCo>

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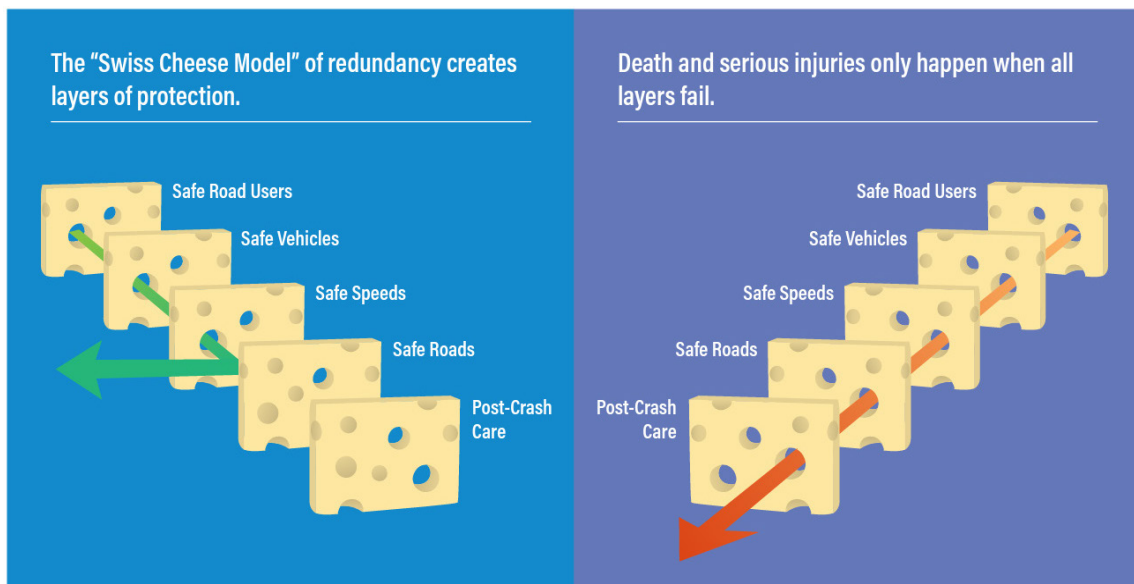
CONCLUSION: WE CAN DO MORE

GHSA is projecting 6,732 pedestrian deaths in 2025, down 7% from 2024. This is the third consecutive annual decrease in pedestrian deaths.

Federal FARS data (from 2024 and prior years) allow a deeper look into important factors associated with pedestrian fatalities, including speeding, alcohol involvement, lighting conditions, roadway factors, striking vehicle type and the age of the individuals involved in these crashes.

States are ramping up their infrastructure, education and enforcement programs and looking to technology to better protect pedestrians and other vulnerable road users. The Safe System “Swiss cheese model” (shown in Figure 26) illustrates how each element (Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care) provides opportunities to reduce pedestrian crashes and to minimize the severity of outcomes when those crashes do occur.

Figure 26 Safe System “Swiss Cheese Model”



Source: Washington Traffic Safety Commission, 2021

Safe Road Users

The bulk of SHSO programs address Safe Road Users through their education and enforcement campaigns. These efforts are outlined in Part 3.

However, more can be done. Alcohol impairment is a substantial risk factor for pedestrians, with up to 38% involvement for fatally injured pedestrians between the ages of 35 and 44. The dangers of impaired driving are well documented. Impaired pedestrians may make mistakes when crossing or when sharing the road with motorized vehicles. They may misjudge the speed of approaching vehicles, especially at night. They may underestimate the time they need to complete their crossing

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and may not move as quickly as they would when unimpaired. Despite the appalling death toll, this issue is seldom discussed and merits additional attention.

Safe Vehicles

There is tremendous potential to design vehicles to better protect pedestrians. Pedestrian Automatic Emergency Braking increases the likelihood that vehicles will avoid striking pedestrians, but the recent high-profile designs of many pickup trucks and SUVs mean driver exterior “down-vision” is compromised. In other words, drivers cannot see objects or people in front of the vehicle. State offices do not regulate vehicles, but they can provide information and education about this problem and what drivers can do to address it.

Safe Speeds

Simple physics dictates that lower speeds mean less severe consequences in a crash. Simple physics also means that lower speeds allow a driver more time to detect pedestrians, make a decision and execute the appropriate maneuver.

For areas where speeding is a concern, transverse rumble strips can help slow approaching drivers. Raised crosswalks can substantially reduce speeds as well.

Utah leveraged physics to save lives when Salt Lake City reduced its speed limit in 2023 and saw pedestrian fatalities drop from 22 to 14.¹²

Safe Roads

Safe Roads represents a major opportunity to save pedestrian lives. As mentioned, impaired pedestrians are likely to make errors in their judgment of traffic movements, have less cognitive capacity for processing information, overestimate their own abilities and move more slowly than sober pedestrians.

Other pedestrians may also move slowly, have difficulty judging traffic, could be cognitively overloaded and make errors. Picture a parent pushing a stroller and holding the hand of a preschooler: Crossing the street can be a complex endeavor, and standard “walk” cycles may not be long enough. Infrastructure changes that protect impaired pedestrians will protect all pedestrians, including:

- Families walking with small children
- Older people
- Individuals using mobility devices such as walkers or canes
- Neurodiverse individuals of all ages
- Children younger than ten, who typically lack the cognitive skills needed to cross the street safely.¹³

¹² Rikard-Bell, H. (2026, January 16). Salt Lake City and Moab's slower speed limits are proving safer for pedestrians. KUER 90.1. <https://www.kuer.org/politics-government/2026-01-16/salt-lake-city-and-moabs-slower-speed-limits-are-proving-safer-for-pedestrians>

¹³ Schwebel D. C. (2017). Children crossing streets: The cognitive task of pedestrians across nations. *Annals of Global Health*, 83(2), 328–332. <https://doi.org/10.1016/j.aogh.2017.04.004>

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Infrastructure and operational countermeasures to protect pedestrians can be prioritized in areas where walking is common or where populations are especially vulnerable. Consider areas such as social zones that draw foot traffic to restaurants and bars, areas around over-55 and retirement communities, medical complexes and recreational areas.

The best safe roads countermeasure is to physically separate pedestrians from vehicular traffic. Shared use paths and sidewalks give pedestrians a safer place to walk. Optimal lighting will help vehicle operators, including those using micromobility vehicles, better see pedestrians at night. Marked crosswalks can help pedestrians locate the correct place to cross and will tell drivers to expect pedestrian traffic. Flashing beacons or High-Intensity Activated Crosswalks (HAWKs) can draw extra attention.

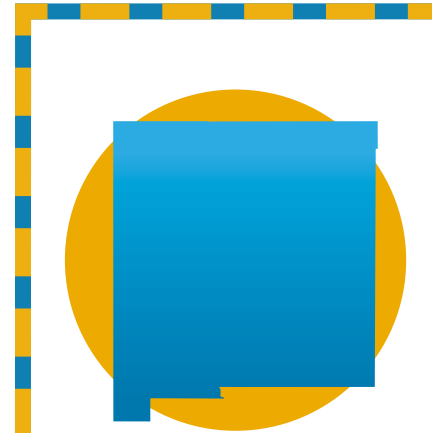
Post-Crash Care

Prehospital blood transfusion (PBT) has tremendous potential to save pedestrians who are struck by motor vehicles. A PBT is just what it sounds like – a method in which EMS professionals deliver blood to a patient who is severely bleeding. And they are very effective. One study concluded that trauma patients receiving whole blood prior to arriving at the hospital were four times more likely to survive than those who only received fractionated blood products (red blood cells, plasma and platelets).¹⁴ NHTSA has launched a grant program to equip more communities with this lifesaving capability.

The Bottom Line

Taken together, robust implementation of a Safe System approach will build redundancies into the surface transportation system that can help states and their partners continue to see a decline in pedestrian fatalities year after year.

¹⁴ Brill, J. B., Tang, B., Hatton, G., Mueck, K. M., McCoy, C. C., Kao, L. S., & Cotton, B. A. (2022). Impact of Incorporating Whole Blood into Hemorrhagic Shock Resuscitation: Analysis of 1,377 Consecutive Trauma Patients Receiving Emergency-Release Uncrossmatched Blood Products. *Journal of the American College of Surgeons*, 234(4), 408–418. <https://doi.org/10.1097/XCS.0000000000000086>



New Mexico Acts

New Mexico has the country's highest per capita pedestrian fatality rate, projected at 4.27 in 2025, but this is an improvement from 4.8 in 2024. To further drive down pedestrian fatalities, the City of Albuquerque is revamping a section of Route 66 with several proven infrastructure changes, as noted on page 38. Beginning January 2027, driver education programs in the state must include curricula teaching young drivers how to safely interact with pedestrians and other vulnerable road users. In addition, the state has improved its consideration of all modes of transportation during roadway and safety projects, as well as heightened its efforts to focus road safety audits on vulnerable road users. These initiatives have not yet been evaluated.