Spotlight on Highway Safety

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# Pedestrian Traffic Fatalities by State

## JANUARY - JUNE 2024 PRELIMINARY DATA

**GHSA projects 3,304 pedestrian fatalities on U.S. roads between January and June 2024 — down 2.6% from the year before, but 48% higher than in 2014.**

# Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA



## ACKNOWLEDGMENTS


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2024 PRELIMINARY DATA

## INTRODUCTION

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

The projected pedestrian deaths (for January to June) are based on state-provided data. The 2024 figures are still preliminary. Individual adjustment factors were applied to the raw state-supplied data to account for differences in the preliminary versus final data. These factors are derived by comparing the final state data against the preliminarily reported numbers in prior years.

**GHSA projects drivers struck and killed 3,304 pedestrians in the first half of 2024 – an average of 18 deaths every day.**

GHSA ***projects there were 3,304 pedestrian fatalities on U.S. roads between January and June 2024***. While that number is down 2.6% from the year before, it's 48% higher than a decade ago (2,232). Between the first half of 2014 and 2024, pedestrian deaths have risen at a rate almost seven times faster than population growth (Figure 1).

**Figure 1**

Pedestrian fatalities have increased at a pace nearly seven times higher than population growth between the first half of 2014 and 2024.


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

When GHSA publishes the full-year 2024 pedestrian fatality projections based on state data, the report also will include an analysis of the 2023 national FARS data, which provides additional insights on why, where and how drivers strike and kill people walking. This forthcoming report also will summarize the latest state and local efforts to protect pedestrians on U.S. roadways.

# Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

## EARLY ESTIMATES OF 2024 DATA

GHSA projects 3,304 pedestrians were killed on U.S. roads between January and June 2024. This is an approximately 3% decrease from the same period in 2023 and the second consecutive year with a decline.

The projection of 3,304 pedestrians killed in motor vehicle collisions in the first half of 2024 is 88 fewer pedestrian deaths when compared to the same period during the prior year.

Despite this recent decline, pedestrian deaths remain far above pre-pandemic levels. There were 353 more pedestrian deaths in the first half of 2024 than during the first six months of 2019 (Table 1).

**GHSA projects pedestrian fatalities during the first six months of 2024 fell about 3% from the year before.**

As is typical, the projected number of pedestrian deaths varies depending on state size. More populous states, such as California, Texas and Florida tend to have larger numbers of pedestrian deaths than their less populous counterparts like Wyoming, Vermont and Alaska.

## A CLOSER LOOK AT THE CHANGES

An overview of state-level trends over the past six years is depicted in Table 1, which includes data for the first six months of 2019 through 2024. Note that 2020 was an atypical year due to the pandemic's impact on travel patterns, particularly for the first half of the year.

In 2024, seven states reported a second consecutive annual decline in pedestrian fatalities (January-June), while four states reported an increase for the second year in a row.

# Pedestrian Traffic Fatalities by State

## 2024 PRELIMINARY DATA

**Table 1**

**Pedestrian Fatalities by State, January-June, 2019-2024**

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

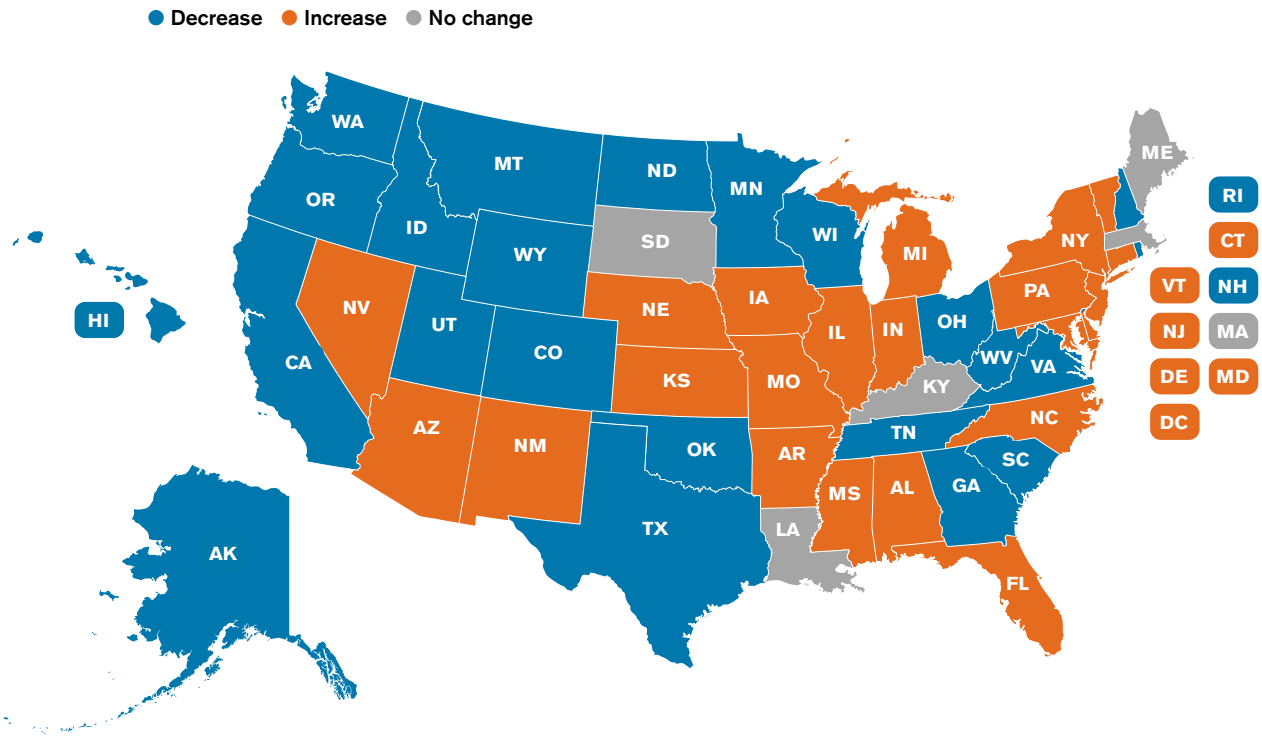
| State | 2019 Final | 2020 Final | 2021 Final | 2022 Final | 2023 Final | 2024 Preliminary (Adjusted) | Change from 2023 to 2024 | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | # | % |
| Alabama | 52 | 43 | 51 | 52 | 67 | 68 | 1 | 1.5 |
| Alaska | 3 | 4 | 7 | 5 | 3 | 5 | 2 | 66.7 |
| Arizona | 110 | 103 | 117 | 148 | 130 | 132 | 2 | 1.5 |
| Arkansas | 30 | 29 | 32 | 33 | 30 | 31 | 1 | 3.3 |
| California | 460 | 463 | 506 | 564 | 504 | 439 | -65 | -12.9 |
| Colorado | 31 | 38 | 42 | 42 | 62 | 49 | -13 | -21.0 |
| Connecticut | 21 | 28 | 16 | 27 | 23 | 36 | 13 | 56.5 |
| Delaware | 14 | 11 | 8 | 15 | 10 | 13 | 3 | 30.0 |
| District of Columbia | 6 | 6 | 11 | 11 | 9 | 13 | 4 | 44.4 |
| Florida | 385 | 339 | 414 | 400 | 400 | 366 | -34 | -8.5 |
| Georgia | 109 | 103 | 165 | 167 | 143 | 116 | -27 | -18.9 |
| Hawaii | 25 | 12 | 12 | 14 | 12 | 15 | 3 | 25.0 |
| Idaho | 4 | 5 | 8 | 4 | 9 | 4 | -5 | -55.6 |
| Illinois | 70 | 77 | 70 | 91 | 89 | 105 | 16 | 18.0 |
| Indiana | 35 | 45 | 47 | 50 | 39 | 49 | 10 | 25.6 |
| Iowa | 10 | 12 | 15 | 11 | 11 | 15 | 4 | 36.4 |
| Kansas | 7 | 25 | 20 | 18 | 17 | 24 | 7 | 41.2 |
| Kentucky | 34 | 30 | 32 | 45 | 50 | 50 | 0 | 0.0 |
| Louisiana | 59 | 73 | 81 | 85 | 72 | 72 | 0 | 0.0 |
| Maine | 7 | 3 | 9 | 7 | 4 | 4 | 0 | 0.0 |
| Maryland | 49 | 56 | 63 | 71 | 71 | 74 | 3 | 4.2 |
| Massachusetts | 32 | 18 | 35 | 46 | 33 | 33 | 0 | 0.0 |
| Michigan | 65 | 70 | 73 | 63 | 74 | 78 | 4 | 5.4 |
| Minnesota | 19 | 20 | 24 | 19 | 17 | 16 | -1 | -5.9 |
| Mississippi | 31 | 38 | 45 | 41 | 45 | 57 | 12 | 26.7 |
| Missouri | 48 | 50 | 41 | 52 | 39 | 57 | 18 | 46.1 |
| Montana | 8 | 6 | 9 | 11 | 7 | 2 | -5 | -71.4 |
| Nebraska | 7 | 9 | 3 | 10 | 4 | 10 | 6 | 150.0 |
| Nevada | 39 | 42 | 40 | 39 | 48 | 62 | 14 | 29.2 |
| New Hampshire | 4 | 8 | 2 | 6 | 9 | 3 | -6 | -66.7 |
| New Jersey | 79 | 80 | 80 | 81 | 77 | 97 | 20 | 26.0 |
| New Mexico | 42 | 42 | 38 | 42 | 42 | 44 | 2 | 4.8 |
| New York | 121 | 101 | 131 | 135 | 135 | 139 | 4 | 3.0 |
| North Carolina | 109 | 124 | 122 | 120 | 107 | 137 | 30 | 28.0 |
| North Dakota | 5 | 3 | 4 | 3 | 4 | 2 | -2 | -50.0 |
| Ohio | 60 | 64 | 76 | 68 | 68 | 61 | -7 | -10.3 |
| Oklahoma | 36 | 30 | 49 | 43 | 44 | 43 | -1 | -2.3 |
| Oregon | 39 | 31 | 35 | 55 | 53 | 43 | -10 | -18.9 |
| Pennsylvania | 77 | 64 | 65 | 85 | 73 | 83 | 10 | 13.7 |
| Rhode Island | 3 | 10 | 3 | 3 | 5 | 3 | -2 | -40.0 |
| South Carolina | 83 | 74 | 82 | 72 | 88 | 79 | -9 | -10.2 |
| South Dakota | 3 | 5 | 9 | 4 | 3 | 3 | 0 | 0.0 |
| Tennessee | 65 | 69 | 71 | 84 | 90 | 63 | -27 | -30.0 |
| Texas | 309 | 333 | 376 | 358 | 370 | 340 | -30 | -8.1 |
| Utah | 12 | 12 | 20 | 31 | 17 | 13 | -4 | -23.5 |
| Vermont | 1 | 1 | 3 | 3 | 0 | 3 | 3 | N/A |
| Virginia | 58 | 54 | 52 | 80 | 64 | 58 | -6 | -9.4 |
| Washington | 44 | 39 | 58 | 70 | 71 | 57 | -14 | -19.7 |
| West Virginia | 12 | 9 | 15 | 10 | 10 | 7 | -3 | -30.0 |
| Wisconsin | 13 | 21 | 23 | 28 | 34 | 28 | -6 | -17.6 |
| Wyoming | 6 | 2 | 5 | 4 | 6 | 3 | -3 | -50.0 |
| **Total** | **2,951** | **2,934** | **3,315** | **3,526** | **3,392** | **3,304** | **-88** | **-2.59** |

# Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

The projected number of pedestrian fatalities during the first six months of the year went up in 23 states and the District of Columbia (D.C.). In 22 states, the projected number went down. In five states (Kentucky, Louisiana, Maine, Massachusetts and South Dakota) the number was unchanged from 2023. Figure 1 illustrates which states had increases, decreases and were unchanged.

**Figure 2** **Change in Pedestrian Traffic Fatalities Between the First Half of 2024 and 2023**




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

In states with small populations, a slight change in the number of deaths can represent a large percentage difference. However, the same raw number change in a more populous state can represent a small percentage shift. For example, two fewer fatalities in North Dakota translates to a 50% drop (from four in the first half of 2023 to two in the first half of 2024). Conversely, two additional fatalities in New Mexico meant just a 4.8% increase.

Therefore, it is useful to examine both the change in the number of fatalities as well as the percent changes those numbers represent, as illustrated in Figures 3 and 4.

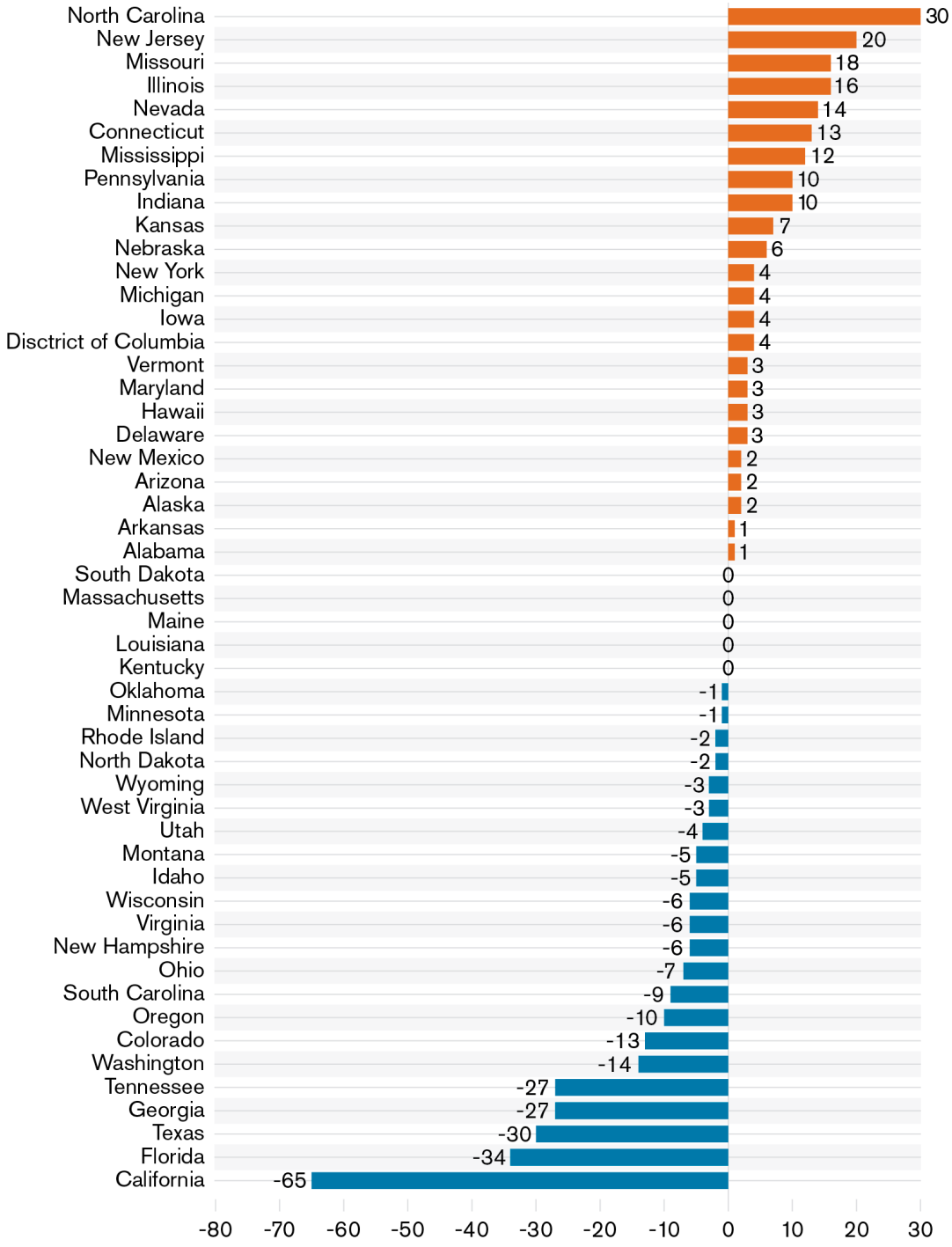
California had the largest drop in total pedestrian fatalities, a decline of 65, while Montana had the largest percentage drop of 71%, falling from seven deaths in the first half of 2023 to two in 2024.

It is encouraging to see states with historically higher fatality counts report large percentage decreases in 2024: Tennessee (-30%), Colorado (-21%), and Washington (-20%) are notable in this regard.

# Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

**Figure 3** **Difference in Total Pedestrian Fatalities, January-June, 2023-2024**

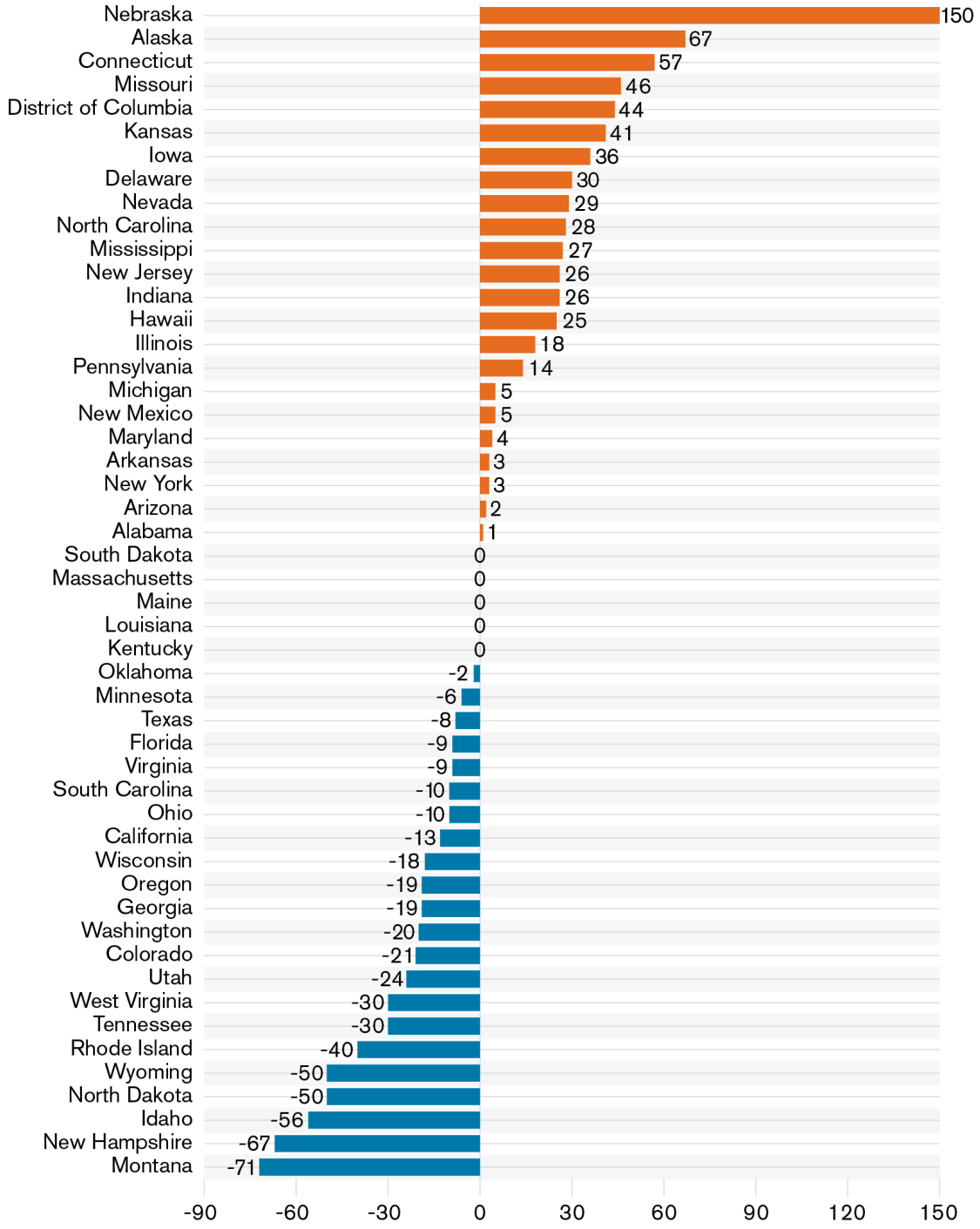



*Source: State Highway Safety Offices and GHSA data analysis*

# Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

**Figure 4** **Percentage Difference in Pedestrian Fatalities, January-June, 2023-2024**



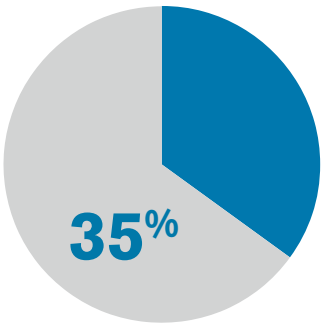

*Sources: State Highway Safety Offices and GHSA data analysis*
*NOTE: Vermont is not displayed because dividing by zero does not yield a meaningful result.*

# Pedestrian Traffic Fatalities by State

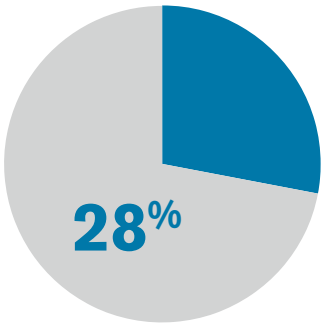
2024 PRELIMINARY DATA

Consistent with prior years, California, Florida and Texas had the most pedestrian fatalities in terms of raw numbers. Together, these three states accounted for more than one-third (35%) of all pedestrian deaths during the first half of 2024. However, they make up only 28% of the U.S. population. The fact that all three tend to have warmer climates (which can prompt more people to walk) and large urban centers (leading to more potential vehicle-pedestrian conflicts) may help explain this disparity. Figure 5 illustrates these data.

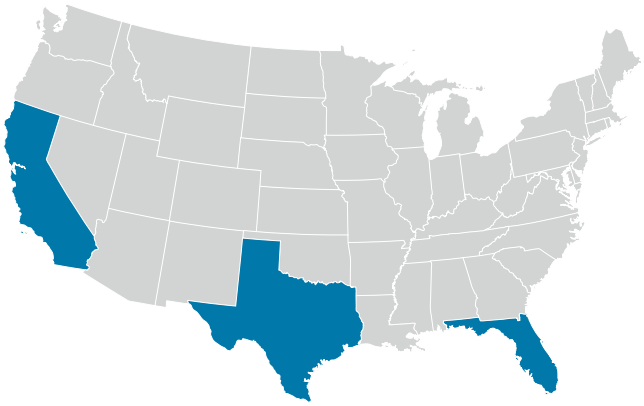
**Figure 5** **Highest Pedestrian Fatalities vs. Population, January-June, 2024**




California, Florida and Texas accounted for 35% of all pedestrian deaths in the first six months of 2024...




but only 28% of the U.S. population.



# Pedestrian Traffic Fatalities by State

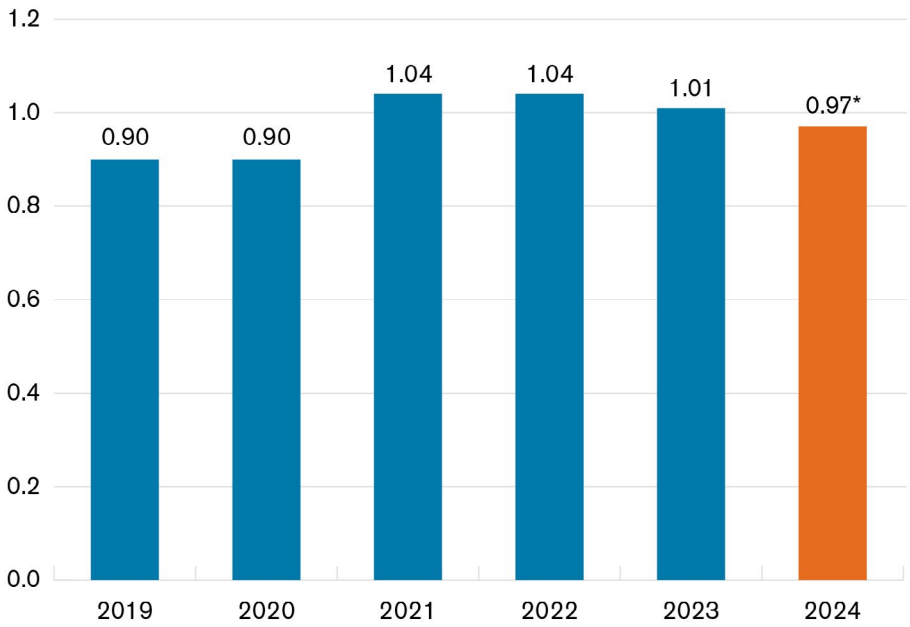
2024 PRELIMINARY DATA

## PEDESTRIAN FATALITY RATES

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

For the first half of the year, the overall U.S. pedestrian fatality rate per population decreased slightly from 1.01 in 2023 to 0.97 in 2024, dropping below 1.00 for the first time since 2020. Figure 6 illustrates the national rate change over the past six years.

**Figure 6** **Pedestrian Fatalities per 100,000 Population, January-June, 2019-2024**




* Projected

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

Although the overall rate has dropped, at the state level, 20 states and D.C. now have fatality rates at or above 1.00 (up from 18 in 2023 and 20 in 2022). Notably, nearly all the states with a 1.00 or higher rate are in the southern half of the U.S., where the weather is more conducive to walking and infrastructure has traditionally been designed and built primarily to accommodate cars.

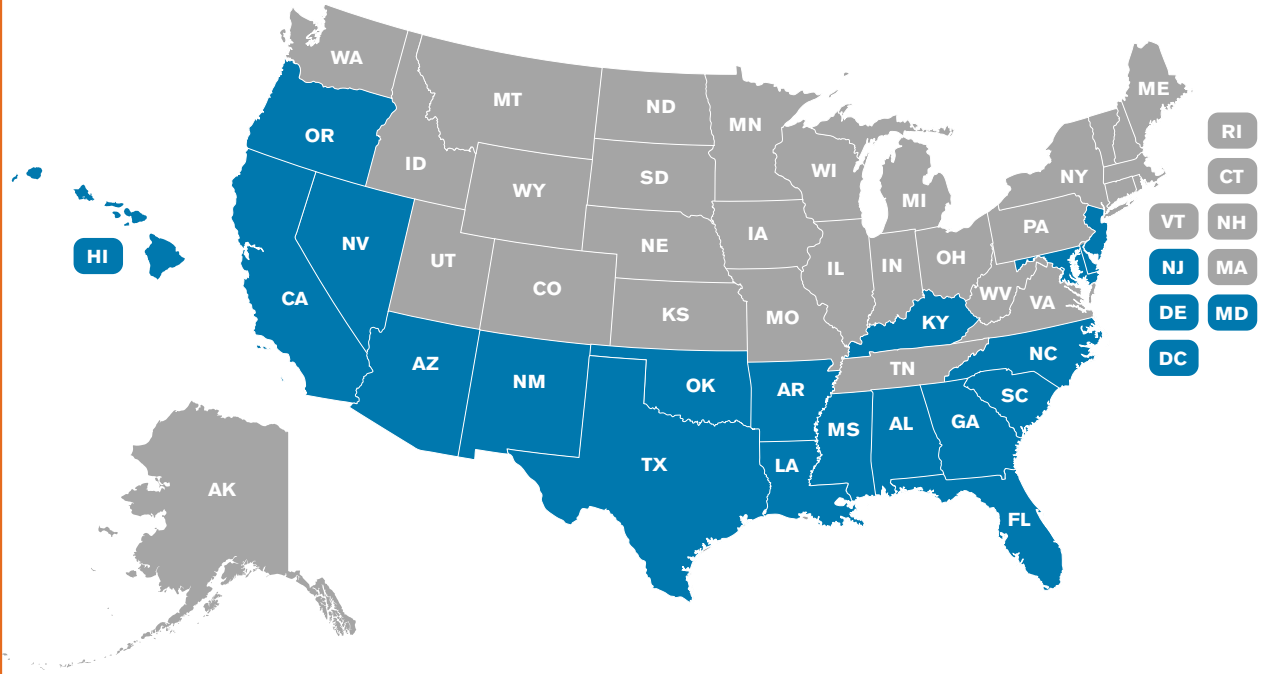
The highest pedestrian fatality rates per 100,000 population for the first six months of 2024 were in New Mexico (2.07) and Mississippi (1.94). The states with the lowest rates were Montana (0.18) and Idaho (0.20).

Figure 7 (next page) illustrates the 21 states with rates at or above 1.00. Table 2 (on page 12) provides state-by-state comparisons of fatality rates from 2023 to 2024.

# Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

**Figure 7** States with Pedestrian Fatality Rates per 100,000 Population ≥ 1.00, January-June 2024




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

# Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

**Table 2**

**Pedestrian Fatality Rate by State per 100,000 Population January-June, 2023-2024**

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

| State | 2023 | 2024 | Change from 2023 to 2024 |
|---|---|---|---|
| Alabama | 1.31 | 1.32 | 0.01 |
| Alaska | 0.41 | 0.68 | 0.27 |
| Arizona | 1.74 | 1.74 | 0.00 |
| Arkansas | 0.98 | 1.00 | 0.02 |
| California | 1.29 | 1.11 | -0.18 |
| Colorado | 1.05 | 0.82 | -0.23 |
| Connecticut | 0.63 | 0.98 | 0.35 |
| Delaware | 0.96 | 1.24 | 0.28 |
| District of Columbia | 1.31 | 1.85 | 0.54 |
| Florida | 1.75 | 1.57 | -0.18 |
| Georgia | 1.29 | 1.04 | -0.25 |
| Hawaii | 0.83 | 1.04 | 0.21 |
| Idaho | 0.46 | 0.20 | -0.26 |
| Illinois | 0.70 | 0.83 | 0.13 |
| Indiana | 0.57 | 0.71 | 0.14 |
| Iowa | 0.34 | 0.46 | 0.12 |
| Kansas | 0.58 | 0.81 | 0.23 |
| Kentucky | 1.10 | 1.09 | -0.01 |
| Louisiana | 1.57 | 1.57 | 0.00 |
| Maine | 0.29 | 0.28 | -0.01 |
| Maryland | 1.14 | 1.18 | 0.04 |
| Massachusetts | 0.47 | 0.46 | -0.01 |
| Michigan | 0.73 | 0.77 | 0.04 |
| Minnesota | 0.30 | 0.28 | -0.02 |
| Mississippi | 1.53 | 1.94 | 0.41 |
| Missouri | 0.63 | 0.91 | 0.28 |
| Montana | 0.62 | 0.18 | -0.44 |
| Nebraska | 0.20 | 0.50 | 0.30 |
| Nevada | 1.49 | 1.90 | 0.41 |
| New Hampshire | 0.64 | 0.21 | -0.43 |
| New Jersey | 0.82 | 1.02 | 0.20 |
| New Mexico | 1.98 | 2.07 | 0.09 |
| New York | 0.68 | 0.70 | 0.02 |
| North Carolina | 0.98 | 1.24 | 0.26 |
| North Dakota | 0.51 | 0.25 | -0.26 |
| Ohio | 0.58 | 0.51 | -0.07 |
| Oklahoma | 1.08 | 1.05 | -0.03 |
| Oregon | 1.25 | 1.01 | -0.24 |
| Pennsylvania | 0.56 | 0.63 | 0.07 |
| Rhode Island | 0.45 | 0.27 | -0.18 |
| South Carolina | 1.63 | 1.44 | -0.19 |
| South Dakota | 0.33 | 0.32 | -0.01 |
| Tennessee | 1.26 | 0.87 | -0.39 |
| Texas | 1.20 | 1.09 | -0.11 |
| Utah | 0.49 | 0.37 | -0.12 |
| Vermont | 0.00 | 0.46 | 0.46 |
| Virginia | 0.73 | 0.66 | -0.07 |
| Washington | 0.90 | 0.72 | -0.18 |
| West Virginia | 0.56 | 0.40 | -0.16 |
| Wisconsin | 0.57 | 0.47 | -0.10 |
| Wyoming | 1.03 | 0.51 | -0.52 |
| **National Rate** | **1.01** | **0.97** | **-0.04** |

# Pedestrian Traffic Fatalities by State

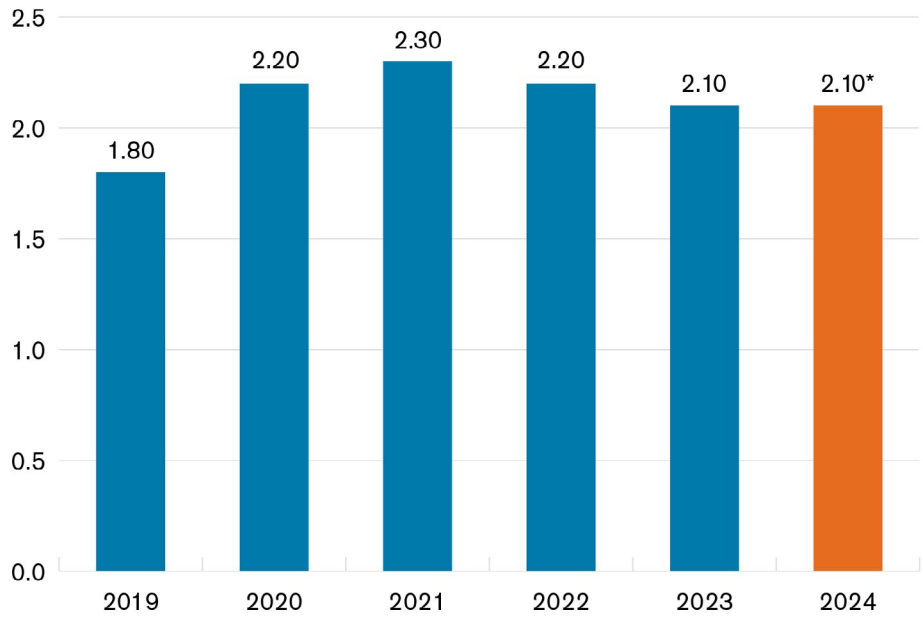
2024 PRELIMINARY DATA

Another way to analyze pedestrian fatalities is in relation to vehicle miles traveled (VMT). According to the Federal Highway Administration (FHWA), between January and June 2024 there were an estimated 1,604.6 billion cumulative VMT. This is an increase of 1.63% over the final cumulative VMT estimate for the first six months of 2023.

This calculates to a rate of 2.1 pedestrian fatalities per 1 billion VMT over the first six months of 2024. This is the same rate as reported for the first six months of 2023, and lower than the rates in 2020 and 2022, but still above pre-pandemic levels. Figure 8 shows the projected 2.1 rate alongside the five previous years.

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

**Figure 8** **Pedestrian Fatalities per 1 Billion Vehicle Miles Traveled (VMT), January-June, 2019-2024**




* Projected

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

## WHAT CAN WE DO

Thankfully, pedestrian deaths in the United States are finally beginning to tick down after reaching forty-year highs in 2021 and 2022. However, no one should have to risk their life simply to walk to their destination. There are proven strategies states and localities can use to better protect people on foot on America's roads.

GHSA supports a comprehensive approach that uses a range of interrelated countermeasures to create a multi-layered safety net that works to both prevent crashes from occurring but also minimize bodily harm when crashes do occur.

One systemic change to protect pedestrians is supporting infrastructure improvements such as sidewalks to separate people on foot from vehicles, better lighting to help drivers visibly detect pedestrians and roadway changes (speed humps, rumble strips, etc.) that will lower vehicle speeds and reduce the vehicle stopping distance.

Behavioral approaches are also key to improving pedestrian safety outcomes. The World Health Organization cites "provid[ing] education, outreach and training" and "develop[ing] and/or enforc[ing] traffic laws on speed, drinking and driving, pedestrian right-of-way, commercial roadside activity and traffic control" as proven desired behaviour change.[1] A recent Behavioral Traffic Safety Cooperative Research Program report cites several effective and promising pedestrian safety campaigns.[2]

Vehicles themselves can be better designed to minimize bodily harm in any crashes that do take place. Unfortunately, vehicles with higher front ends (as seen in many SUVs and trucks now popular on U.S. roadways) are associated with greater pedestrian injury risk.[3] Vehicle technology features such as pedestrian automatic emergency braking (AEB) can also improve safety for people walking.

Continued progress in reducing the number of pedestrian fatalities will take a combined approach of reducing pedestrian exposure to traffic, slowing vehicle speeds, improving visibility, ramping up education and enforcement, designing safer vehicles, and improving post-crash care. GHSA's subsequent pedestrian safety report will address this issue in greater detail.

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1 *Pedestrian safety: A road safety manual for decision-makers and practitioners, second edition.* (2023). World Health Organization. Retrieved from https://www.who.int/publications/i/item/9789240072497.

2 *Communicating Safe Behavior Practices to Vulnerable Road Users.* (2023). National Academies of Sciences, Engineering, and Medicine. Washington, DC: The National Academies Press. Retrieved from https://doi.org/10.17226/27327.

3 Monfort, S. S., & Mueller, B. C. (2024). *A modern injury risk curve for pedestrian injury in the United States: The combined effects of impact speed and vehicle front-end height.* Insurance Institute for Highway Safety. Retrieved from https://www.iihs.org/api/datastoredocument/bibliography/2322.

# Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

## CONCLUSION

Based on preliminary data reported by all 50 states and D.C., GHSA projects a total of 3,304 pedestrians died in the U.S. during the first six months of 2024. ***This is a 3% decrease from 2023 and the second annual decline for the January-June time frame.***

Despite the overall decrease, more states (23 plus D.C.) saw increases than decreases (22). This can be explained because the states with increases tended to have smaller overall numbers than the states with decreases. Five states' fatality numbers were unchanged from 2023.

States with warmer climates tended to have higher fatality rates per population. Less populous, rural states had lower rates in general. The national pedestrian fatality rate per population went down slightly, from 1.01 (January-June 2023) to 0.97 (January-June 2024). The national pedestrian fatality rate per VMT of 2.1 remained unchanged during the same time periods.

There are proven strategies to improve pedestrian safety. These include building a system that minimizes pedestrians' exposure to vehicles – particularly those traveling at high speeds – encourages safe road use through education and enforcement, and prioritizes visibility between drivers and pedestrians, among other methods.

GHSA will examine many of these efforts in a forthcoming publication. That report will project full-year 2024 pedestrian fatalities based on preliminary state data and provide an analysis of the final 2023 national pedestrian fatality data to illuminate additional safety trends for people walking.