
Smart Growth
AMERICA
National Complete
Streets Coalition
DANGEROUS
BY DESIGN
2024

Smart Growth America advocates for people who want to live and work in great neighborhoods. We envision a country where no matter where you live, or who you are, you can enjoy living in a place that is healthy, prosperous, and resilient. Learn more at www.smartgrowthamerica.org.

Smart Growth AMERICA

The National Complete Streets Coalition, a program of Smart Growth America, is a non-profit, non-partisan alliance of public interest organizations and transportation professionals committed to the development and implementation of Complete Streets policies and practices. A nationwide movement launched by the Coalition in 2004, Complete Streets is the integration of people and place in the planning, design, construction, operation, and maintenance of transportation networks. www.completestreets.org

National Complete Streets Coalition

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smartgrowthamerica.org/dangerous-by-design.

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Smart Growth America created this brief to help highlight number of traffic fatalities and injuries nationally and identify the top 20 deadliest metros for people walking. Increasing safety for people walking is part of the CDC's Active People, Healthy Nation℠ Initiative that is working to help 27 million Americans become more physically active by 2027.

CREATING AN ACTIVE AMERICA, TOGETHER
ACTIVE PEOPLE, HEALTHY NATION℠

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This epidemic continues to grow worse because our nation's streets are dangerous by design, designed primarily to move cars quickly at the expense of keeping everyone safe.

Memphis photo by Forever Ready Productions

At 6:15 a.m. on April 15, 2020, Andrew Fortune, a 29-year-old resident of Baton Rouge, Louisiana, attempted to cross Florida Boulevard on an early spring morning in the state's capital city (as reported by WBRZ).[1] This busy east-west street through the heart of eastern Baton Rouge is filled with homes, stores, and the region's main public bus transfer station, but it lacks the most basic but essential facilities for people walking or rolling.

There are no marked crosswalks for segments as long as three-quarters of a mile, even at many of the signalized intersections, such as the one at N. 22nd St immediately adjacent to the city's busy bus station. Marked crosswalks are missing at nearly all of the other20+ unsignalized intersections with a north-south street, though it is still legal to cross at each one. At the signalized intersections nearby that do have crosswalks, all that's left is ghostly faded paint on patchy concrete and asphalt that leads to broken curb ramps on either side and uneven, narrow sidewalks lacking curbs and gutters. Wide radius right-turning lanes allow drivers to turn right without slowing down much at both intersections, creating longer distances for people to walk or roll across. These signalized intersections lack basic street design features that make crossing the streets safer.

So Andrew Fortune had a choice: Walk an extra mile or farther—an extra 10, 20 minutes or more—to take his chances that he would be safer using a faded crosswalk at an intersection designed for moving vehicles quickly. Or he could make a choice commonly made by other Baton Rouge residents to look for a break in traffic and cross directly to his destination.

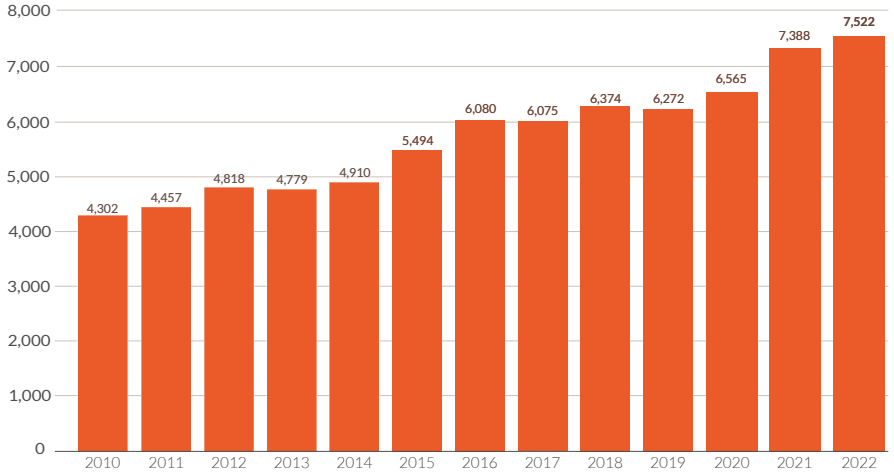
Florida Blvd. in Baton Rouge, LA. Photos by Steve Davis / Smart Growth America

Current conditions on Atkinson St. and Florida Blvd in Baton Rouge, LA (left) and two examples of basic street design changes for that intersection that could keep other people safe. Left image from Google StreetView, middle and right illustrations courtesy of Peter Quintanilla and the Design Hub at Michael Baker International.

Tragically, Andrew Fortune was killed near the intersection with Atkinson Street after being struck by the driver of a pickup truck as he walked. This is a significantly more likely outcome for Black Americans, who are killed at double the rate of white Americans. It's more likely in part because Black neighborhoods have more high-speed roads with a lack of facilities for people walking.[2]

A historic increase in these deaths from 2020 to 2021 shocked many, but this epidemic continues to get worse. In 2022, the most recent year with complete federal data, that number rose to **7,522**, marking a **40-year high** in the deaths of people struck and killed while walking.[3] This represents a **75 percent** increase in these deaths since 2010. **61,459** people walking were struck and killed in the decade ending in 2022 (compared to **45,935** in the previous 10-year period ending in 2012.)[4] Danger outside of a vehicle has gotten steadlily worse over the last few decades: The share of all traffic deaths that were people outside of vehicles hit the highest share in 40 years.

75 percent increase in the deaths of people walking since 2010



U.S. pedestrian deaths (2010-2022)

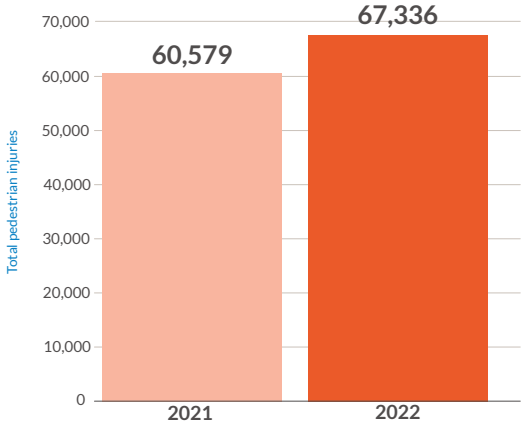
Those 7,522 deaths are roughly equivalent to the population of a small town like Buena Vista, Colorado, the student population of Gonzaga University, or more than three Boeing 737s full of people falling from the sky every month for a year.

Each one of these deaths was a person who left behind a grieving family and friends. **The trauma of survivors is just one of three hidden costs of this crisis that deserves far more attention.** There's also the heavy direct and indirect costs (and trauma) from the **hundreds of thousands of (under-reported) injuries** during that time.[5] And there's the countless number of **walking trips never taken** as millions choose not to risk their lives or livelihoods on dangerous streets where thousands of their neighbors have lost their lives or suffered injuries.

Survivors: Andrew Fortune's death tore through the fabric of his community, touching the lives of the many people who knew him. Family members and friends grieved the loss of a friend, son, grandson, nephew, cousin, brother, and father. Multiply that type of human impact by the 61,458 other people killed in traffic crashes while walking over the previous decade and the magnitude of the impact becomes more clear. Learn more about the heavy cost borne by these survivors from Families for Safe Streets.

Injuries: The tragic stories of deaths like Andrew's are only a small part of a broader safety story. Tens of thousands more are also injured, ranging on a spectrum from minor, recoverable injuries to life-altering head injuries, paralysis or losses of limb. In 2022, the number of pedestrians injured by traffic crashes increased **11 percent** over 2021, with an estimated **67,336 people injured in 2022 alone.**

Injuries to pedestrians increased 11 percent from 2021 to 2022



NHTSA

However, the crash data reported by states to the US Department of Transportation (USDOT) is limited to injuries noted at the scene on a police report and also does not distinguish severity. Looking at a three-year period from 2021 to 2023, there were **137,325 emergency department visits for pedestrian injuries**, according to data reported from around 80 percent of the nation's emergency departments and published by the Centers for Disease Control and Prevention's National Syndromic Surveillance Program.[6]

Furthermore, people from all communities of color continue to experience a greater share of those injuries. *(See the following section on Race under II. The people most at risk for more on how these injuries are felt disproportionately by people of color.)*

Read more about police crash reporting from Seth LaJeunesse at the University of North Carolina's Highway Safety Research Center.

Trips never taken: Encouraging more physical activity—including walking, rolling, or bicycling—is critical to improving physical, mental, and social health.[7] We also know that more people want to walk more: The previous edition of this report showed that walking trips (for all purposes) increased during the COVID-19 pandemic nearly everywhere. This happened for many reasons, but also because many towns and cities changed the environment to be more welcoming by opening streets to people and closing them to traffic, unleashing a surge of pent-up demand for more walking and physical activity due to streets that were made safer and more welcoming.[8]

The steady increase in deaths and injuries chronicled in this report, along with the trauma experienced by those connected to these tragedies, dissuades people from walking and fosters a culture where walking is perceived as a risky, unpopular choice. And so millions of potential walking trips don't happen because of the very real dangers and inconveniences presented by the safety and quality of nearby streets.

Photo courtesy of Dr. Scott Crawford

"Walking," disabilities, and inclusive language

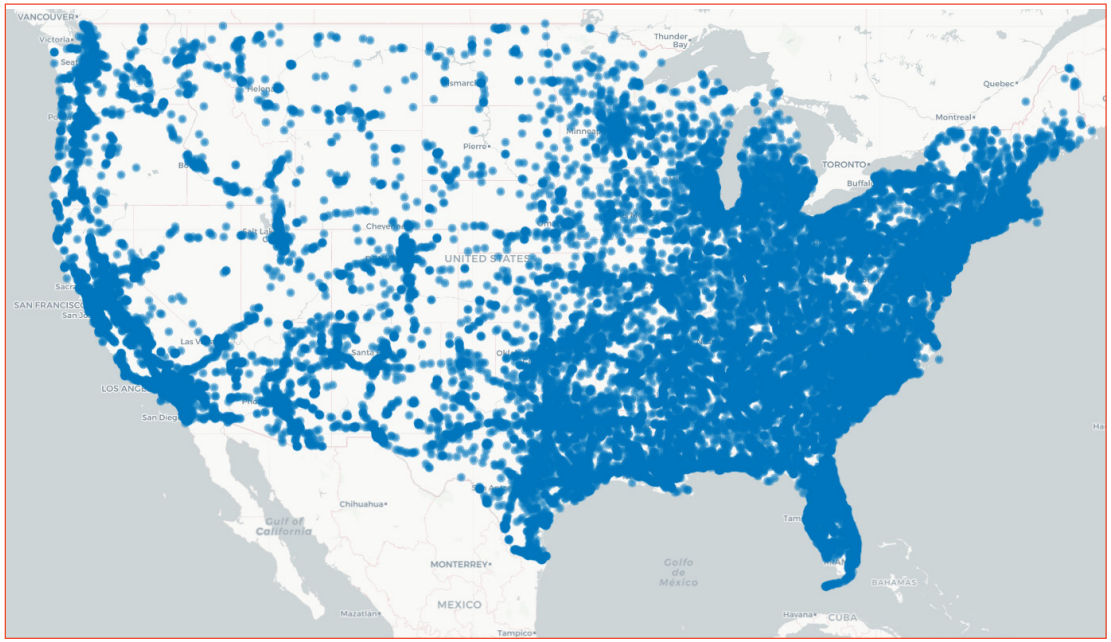
Making our streets safer for everyone absolutely means for people of all ages and abilities, whether walking, biking, or using assistive devices like wheelchairs or walkers. Due to the available federal data, this report specifically examines only the deaths of people walking and tends to use the shorthand of "pedestrians" for this reason. In addition, USDOT data groups people using assisted mobility devices in the same category with things like skateboards, making it challenging to isolate the impact on people with disabilities. People with disabilities are not counted in any specific way that makes it possible to analyze the impact on them. Across the board, better data are required to assess the impact of current infrastructure.

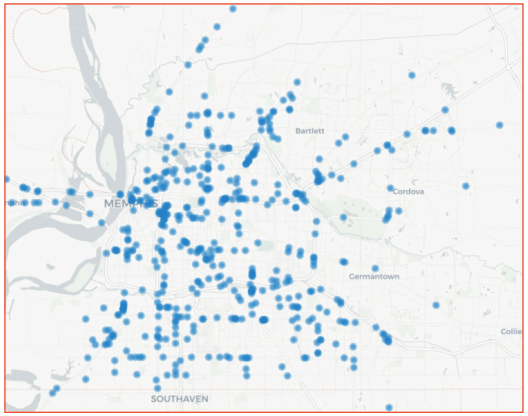
Put another way, how many people who live near Florida Boulevard—one of the most dangerous streets in Louisiana—will choose to walk there for any purpose knowing how dangerous and unwelcoming it is? Alternatively, how many more safe walking trips would be taken if basic street features were added, like sidewalks, curbs, frequent crosswalks, lighting, and shade?

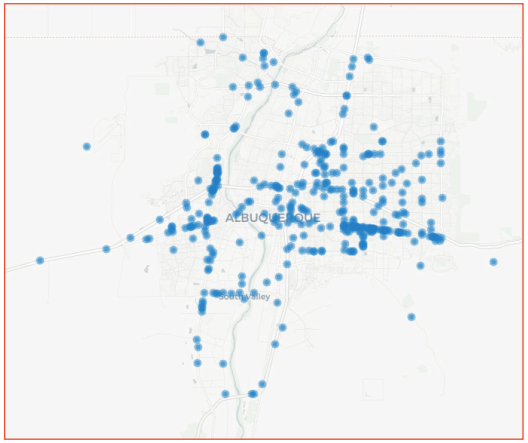
Improving infrastructure and building safer, more welcoming streets for all road users leads to higher rates of walking.[9] **Increased physical activity supports reduced stress, improved social connectedness, and other indicators of health and well-being.**[10]

Designing streets for everyone to safely use is important to reverse this epidemic, encourage physical activity through walking, and produce a range of other community benefits. Efforts to build safer streets like **Safe Streets for All** may provide one path of promise for the future.

Left photos by Steve Davis / SGA
Right photo by Forever Ready Productions







Memphis (#1 most deadly) and Albuquerque (#2) as displayed in the interactive map.

Where are people struck and killed?

Use our interactive map of U.S. pedestrian deaths to find the most dangerous corridors and intersections near you. Search for your address or your town/city to see all the deaths of people walking since location data started being recorded in 2008.

Find the map at smartgrowthamerica.org/dangerous-by-design

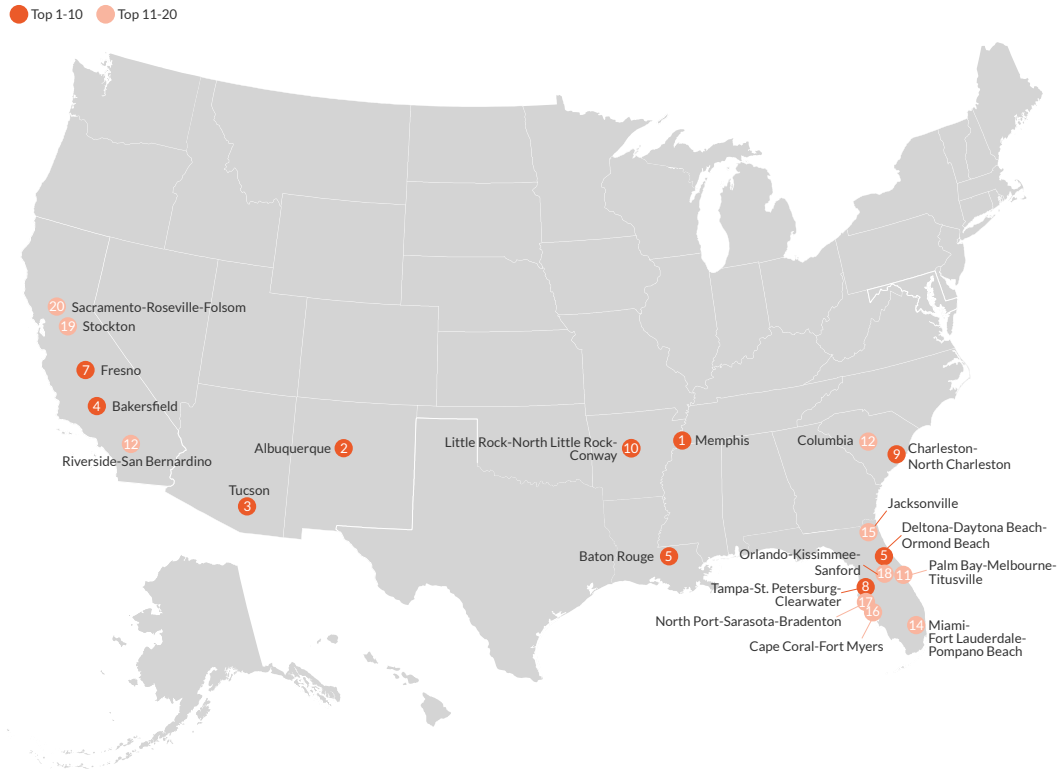
The top 20 most dangerous metro areas

This report includes pedestrian fatality statistics and ranks the largest 101 metro areas. **All are too dangerous**. As with the 2022 edition of this report, we examine a five-year period (2018-2022) to get a broader sample size for each metro area. Long-term fatality rates are calculated by comparing the average rate from 2013-17 to the average for 2018-22. **(Data for all 101 metros can be found on page 17.)**

Rank	Metro area	Avg. annual pedestrian fatality rate per 100k people (2018-2022)	Pedestrian deaths (2018-2022)	Pedestrian deaths (2013-2017)	Long term trend in fatality rate
1	Memphis, TN-MS-AR	5.14	343	186	+2.37
2	Albuquerque, NM	4.83	221	138	+1.78
3	Tucson, AZ	4.16	217	105	+2.08
4	Bakersfield, CA	3.99	181	151	+0.55
t-5	Deltona-Daytona Beach-Ormond Beach, FL	3.96	134	107	+0.53
t-5	Baton Rouge, LA	3.96	172	99	+1.57
7	Fresno, CA	3.89	196	111	+1.60
8	Tampa-St. Petersburg-Clearwater, FL	3.75	599	500	+0.39
9	Charleston-North Charleston, SC	3.66	147	97	+1.05
10	Little Rock-North Little Rock-Conway, AR	3.63	136	62	+1.93
11	Palm Bay-Melbourne-Titusville, FL	3.47	106	107	-0.30
t-12	Riverside-San Bernardino-Ontario, CA	3.46	797	572	+0.90
t-12	Columbia, SC	3.46	144	94	+1.14
14	Miami-Fort Lauderdale-Pompano Beach, FL	3.44	1054	851	+0.61
15	Jacksonville, FL	3.40	274	260	-0.20
16	Cape Coral-Fort Myers, FL	3.29	127	91	+0.69
17	North Port-Sarasota-Bradenton, FL	3.27	138	111	+0.38
18	Orlando-Kissimmee-Sanford, FL	3.26	437	370	+0.17
19	Stockton, CA	3.23	126	89	+0.78
20	Sacramento-Roseville-Folsom, CA	3.15	377	238	+1.05

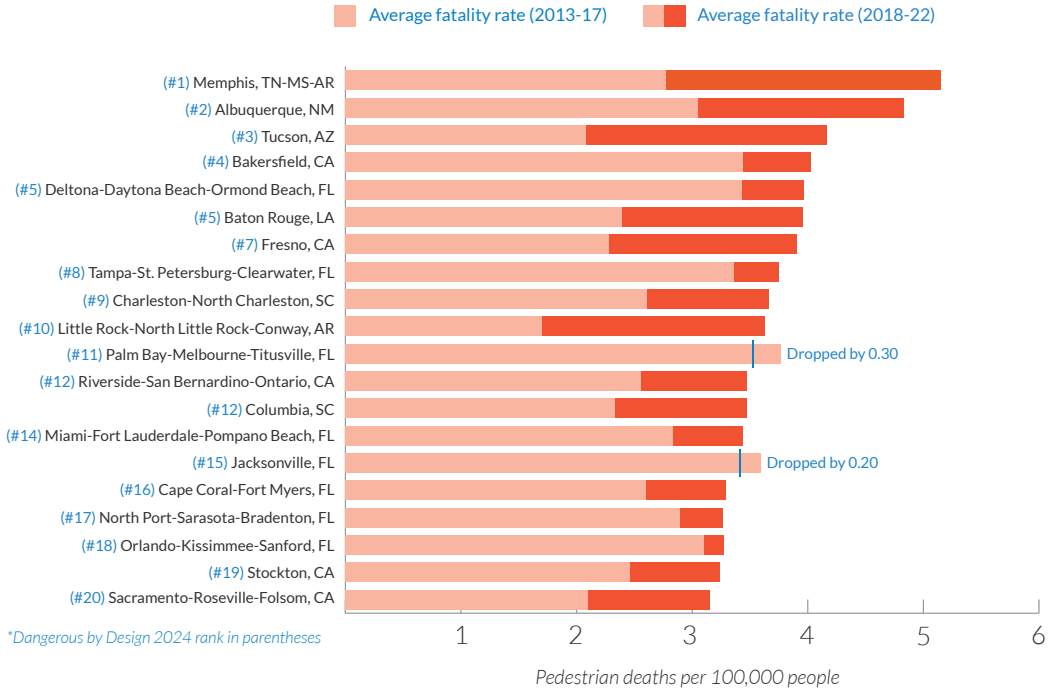
The top 20 most deadly metro areas for pedestrians

By number of deaths per 100,000 people, 2018-2022



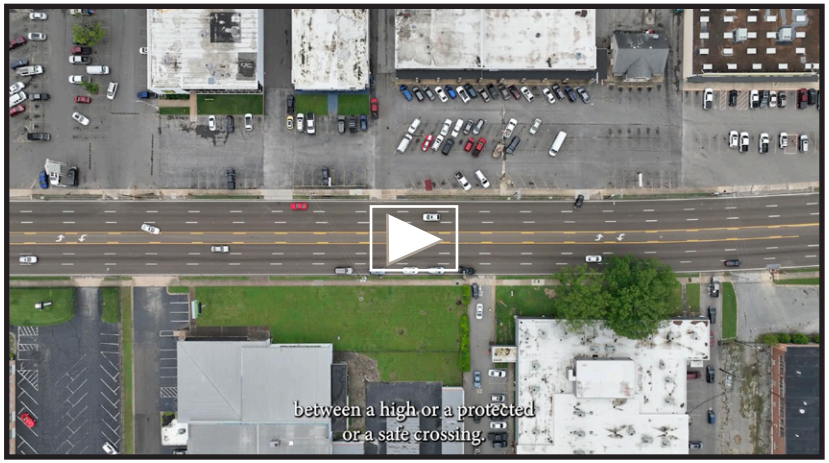
All but two of the top 20 are getting more deadly

The most dangerous metro areas are getting more deadly



Notable metro area findings

Memphis takes the top spot. New #1 most deadly metro area (Memphis, TN) has risen steadily since the first time we ranked metro areas 15 years ago, with a rate that has **nearly tripled from 1.83** up to **5.14** deaths per100,000 people. **343** people died from 2018-2022, an increase of **157 deaths** compared to the previous five-year period (2013-2017). This means that **65 percent** of the pedestrian deaths in Memphis over the last decade happened in **just the last five years**. This increase in deaths also came during a period **when metro Memphis lost population.**



Watch our short video about what it's like to walk in Memphis.

The increase in pedestrian deaths is far outpacing growth in population. Between 2018 and 2022 the largest 101 metros grew their population by only **2.8 percent** while the total number of deaths in these metros increased by nearly **20 percent**. In just the top 20 most deadly metros, their population collectively grew by **3.8 percent**, but total fatalities increased by **23 percent.**

The country's largest metro areas are significantly more dangerous than a decade or more ago. In 2009 there were just **eight** large metro areas that had a pedestrian fatality rate over 2.0 per 100,000 people. That number more than doubled to **18 metro areas** in our 2014 report. Now there are **47 metro areas with a rate over 2.0 people killed per 100k people**. This means that just because a metro area is ranked lower than in years prior, it's not necessarily any less deadly than before—it's just that other metros have had bigger increases. (Only two metros in the top 20 saw improvements in their rate, as noted below.) The fatality rate of the most dangerous metro area in our 2009 report (Orlando at 2.86) wouldn't even crack the top 20 in this report.

Florida metros have shuffled spots but still dominate the list. Florida continues to maintain a sizable presence in the top 20 (**8 of 20**), though two of those areas (Palm Bay and Jacksonville) are on the very short list of metros trending less deadly long term (comparing 2013-2017 average to 2018-2022). However, in Jacksonville, the total number of deaths actually *increased* across those five-year periods, from 260 to 274, which means their improved fatality rate (-0.20) was due entirely to their population growth.

Fast-growing metros in the South and the Sunbelt are still the most deadly. Pedestrian deaths in these places are either keeping pace with population growth or (far) outpacing it.

Urban areas are increasing in danger faster than rural areas. Since 2013, total pedestrian deaths are up by nearly 61 percent in urban areas, compared to 41 percent in rural areas. (Overall traffic deaths are holding flat in rural areas since 2013.)[11]

States are in total control of the most deadly roadways. Within these 101 largest metro areas, 66 percent of all traffic deaths occur on state-owned roads.

The metro areas with a long-term trend of getting safer were already less deadly. Only 18 of the 101 largest metro areas had a long-term trend of lowering fatality rates, but only two of those metro areas are in the top 20. (Palm Bay and Jacksonville, FL, as previously noted.) The other 16 metro areas were already far less deadly (average rank #82).

See the appendix on page 17 for the full table of the 101 largest metro areas we analyzed.

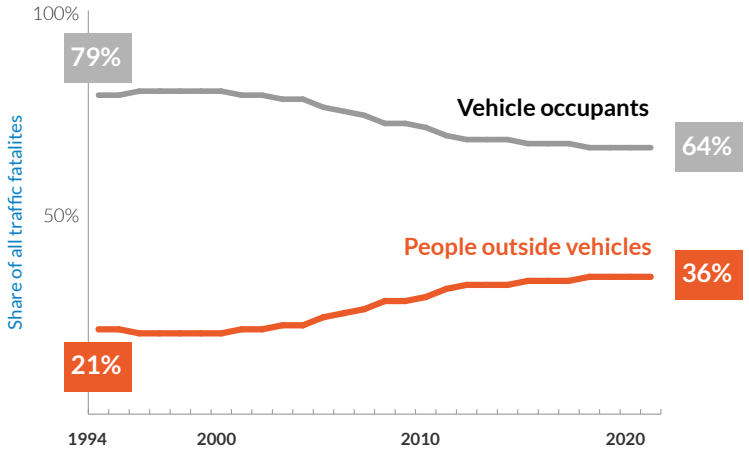
Photo by Steve Davis / Smart Growth America

A people-focused approach to traffic safety identifies and prioritizes the safety of those who are most exposed to danger, those who are most vulnerable to danger, and those who bear disproportionate risk of injury or death—namely people outside of vehicles, older adults, people with disabilities, people of color, and people walking in lower-income areas.

Vulnerability: Nothing makes a person more vulnerable than lacking the protection of a vehicle, and people with lower incomes are more likely to be walking, and walking in the most dangerous areas. In 2022, the share of all traffic deaths that were people **outside of vehicles hit the highest share in 40 years.** (This includes all pedestrians, motorcyclists, bicyclists, and other non-occupants.) The decrease in the share of *in-vehicle* deaths are partially the result of safer vehicles thanks to new safety mandates and improved vehicle technology. All people outside of vehicles—and the infrastructure they rely on to keep them safe—have not received the same level of attention as in-vehicle safety. Until more attention is focused on people outside of vehicles, these trends will likely continue.

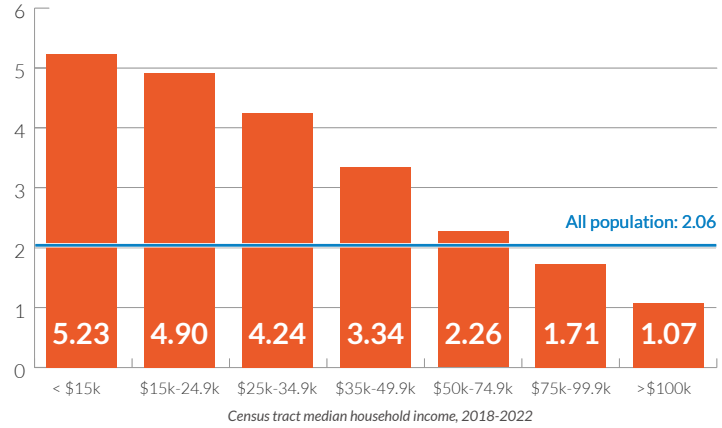
Income: Rates of death increase as the income of an area decreases. The per-capita pedestrian fatality rate systematically gets more deadly as a census tract's median incomes go down. Despite only accounting for 17 percent of the population, 30 percent of all pedestrian deaths happen in census tracts with yearly incomes below $50,000. The fatality rate in census tracts with incomes between $15,000 and $25,000 is more than four times higher than areas with a median income over $100,000 (4.91 vs 1.08.)

A growing share of all traffic deaths are people outside of vehicles



Lower-income areas have far higher rates of pedestrian deaths

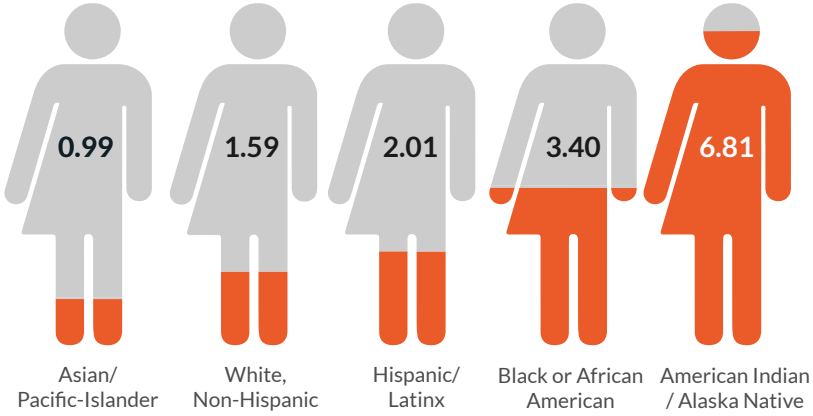
Pedestrian fatalities per 100,000 people by census tract income



Race: The data show that people of color, particularly American Indian and Alaska Native populations, are more likely to die while walking than people from any other race or ethnic group. This group, plus Black Americans, combined to account for nearly 22 percent of all pedestrian deaths in metro areas despite accounting for just under 13 percent of the population. Black people are killed at more than twice the rate of white people.

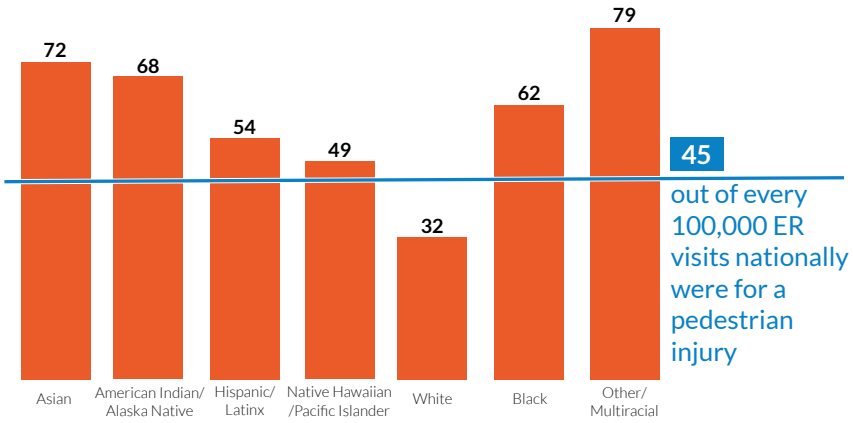
These disparities are also felt with injuries: The rate of emergency department (ED) visits for pedestrian injuries was significantly higher for all people of color compared to the national rate.[12] 45 out of every 100,000 emergency department visits were for a walking-related injury, but that proportion dipped to just 32 out of 100,000 visits for non-Hispanic white people. The proportion was nearly double for Black people (62 out of 100,000).

Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



ER visits for pedestrian injuries were more likely for people of color

Proportion of emergency department visits for pedestrian injury by race (per 100k visits)



Visit proportion for pedestrian injury ER visits (per 100,000 visits)
CDC National Syndromic Surveillance Program, January 2021–December 2023

Age: People between the ages of 50 and 65, and people over 75, are more likely to be struck and killed while walking. And crashes that may result in only injuries for younger people are more likely to become severe injuries or deaths for older people. When the mobility of older people is reduced—whether that's because of the lack of safe infrastructure for walking, the higher risk to their lives, or they stop driving—their social isolation and disconnection increases, which leads to negative health outcomes. As with the "trips not taken" above, how many older Americans live near corridors like Florida Boulevard and would consider walking more often, but instead stay at home because they can clearly see that their safety and convenience are not prioritized?

Adults between age 50-64 are most likely to be killed

Pedestrian fatalities per 100,000 people by age

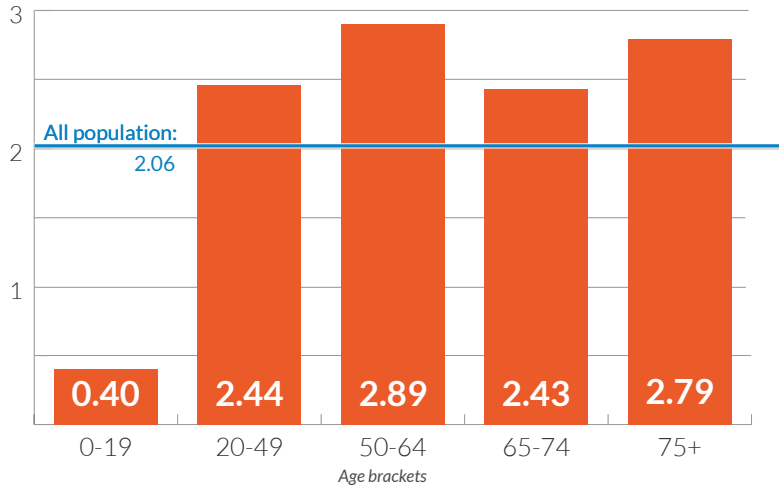



Photo by Forever Ready Productions

Appendix: Full metro rankings and data

Rank	Metro area	Avg. ped deaths per 100k people per year (2018-2022)	Pedestrian deaths (2013-17)	Pedestrian deaths (2018-22)	Long term trend in fatality rate
1	Memphis, TN-MS-AR	5.14	186	343	+2.37
2	Albuquerque, NM	4.83	138	221	+1.78
3	Tucson, AZ	4.16	105	217	+2.08
4	Bakersfield, CA	3.99	151	181	+0.55
t-5	Deltona-Daytona Beach-Ormond Beach, FL	3.96	107	134	+0.53
t-5	Baton Rouge, LA	3.96	99	172	+1.57
7	Fresno, CA	3.89	111	196	+1.60
8	Tampa-St. Petersburg-Clearwater, FL	3.75	500	599	+0.39
9	Charleston-North Charleston, SC	3.66	97	147	+1.05
10	Little Rock-North Little Rock-Conway, AR	3.63	62	136	+1.93
11	Palm Bay-Melbourne-Titusville, FL	3.47	107	106	-0.30
t-12	Columbia, SC	3.46	94	144	+1.14
t-12	Riverside-San Bernardino-Ontario, CA	3.46	572	797	+0.90
14	Miami-Fort Lauderdale-Pompano Beach, FL	3.44	851	1054	+0.61
15	Jacksonville, FL	3.40	260	274	-0.20
16	Cape Coral-Fort Myers, FL	3.29	91	127	+0.69
17	North Port-Sarasota-Bradenton, FL	3.27	111	138	+0.38
18	Orlando-Kissimmee-Sanford, FL	3.26	370	437	+0.17
19	Stockton, CA	3.23	89	126	+0.78
20	Sacramento-Roseville-Folsom, CA	3.15	238	377	+1.05
t-21	Lakeland-Winter Haven, FL	3.12	79	115	+0.70
t-21	New Orleans-Metairie, LA	3.12	137	197	+0.94
23	Phoenix-Mesa-Chandler, AZ	3.10	549	754	+0.69
24	Jackson, MS	2.98	68	88	+0.63
25	San Antonio-New Braunfels, TX	2.95	323	379	+0.23
26	El Paso, TX	2.86	91	124	+0.69
27	San Diego-Chula Vista-Carlsbad, CA	2.83	351	466	+0.70
28	Greenville-Anderson, SC	2.77	117	129	+0.09
29	Atlanta-Sandy Springs-Alpharetta, GA	2.71	614	825	+0.55
30	Los Angeles-Long Beach-Anaheim, CA	2.63	1449	1723	+0.44
31	Louisville/Jefferson County, KY-IN	2.62	128	168	+0.62
32	Las Vegas-Henderson-Paradise, NV	2.56	283	290	-0.12
33	Greensboro-High Point, NC	2.50	75	97	+0.51
t-34	New Haven-Milford, CT	2.49	63	108	+1.03
t-34	Austin-Round Rock-Georgetown, TX	2.49	181	286	+0.68
36	Nashville-Davidson--Murfreesboro--Franklin, TN	2.47	124	246	+1.12
37	Tulsa, OK	2.46	88	125	+0.66
38	Houston-The Woodlands-Sugar Land, TX	2.44	687	873	+0.37
39	Birmingham-Hoover, AL	2.39	98	133	+0.67
40	Oklahoma City, OK	2.35	136	168	+0.34
41	Richmond, VA	2.26	90	149	+0.85
42	Baltimore-Columbia-Towson, MD	2.21	259	314	+0.36
43	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	2.16	567	674	+0.29
44	Augusta-Richmond County, GA-SC	2.15	56	66	+0.25
45	St. Louis, MO-IL	2.13	226	300	+0.52

Rank	Metro area	Avg. ped deaths per 100k people per year (2018-2022)	Pedestrian deaths (2013-17)	Pedestrian deaths (2018-22)	Long term trend in fatality rate
46	Dallas-Fort Worth-Arlington, TX	2.12	621	815	+0.38
47	Charlotte-Concord-Gastonia, NC-SC	2.08	193	277	+0.49
48	San Jose-Sunnyvale-Santa Clara, CA	1.98	166	196	+0.29
49	Urban Honolulu, HI	1.96	82	99	+0.30
50	Portland-Vancouver-Hillsboro, OR-WA	1.95	170	244	+0.52
51	Indianapolis-Carmel-Anderson, IN	1.91	165	202	+0.26
52	Chattanooga, TN-GA	1.88	36	53	+0.56
53	Detroit-Warren-Dearborn, MI	1.87	434	409	-0.15
t-54	Denver-Aurora-Lakewood, CO	1.83	202	271	+0.39
t-54	Raleigh-Cary, NC	1.83	94	130	+0.35
56	Winston-Salem, NC	1.77	45	60	+0.40
57	Springfield, MA	1.74	44	60	+0.34
58	Hartford-East Hartford-Middletown, CT	1.73	76	105	+0.47
t-59	Washington-Arlington-Alexandria, DC-VA-MD-WV	1.70	367	541	+0.50
t-59	Durham-Chapel Hill, NC	1.70	42	55	+0.17
61	Scranton--Wilkes-Barre, PA	1.66	44	47	+0.08
62	Knoxville, TN	1.65	60	73	+0.26
63	San Francisco-Oakland-Berkeley, CA	1.64	375	384	+0.02
64	Seattle-Tacoma-Bellevue, WA	1.63	205	326	+0.53
65	Wichita, KS	1.61	38	52	+0.42
66	McAllen-Edinburg-Mission, TX	1.60	78	70	-0.25
t-67	Salt Lake City, UT	1.59	90	100	+0.06
t-67	Columbus, OH	1.59	116	170	+0.44
69	Spokane-Spokane Valley, WA	1.57	29	46	+0.51
70	Colorado Springs, CO	1.56	36	59	+0.53
71	Kansas City, MO-KS	1.55	128	170	+0.33
72	Harrisburg-Carlisle, PA	1.52	29	45	+0.49
t-73	New York-Newark-Jersey City, NY-NJ-PA	1.51	1567	1499	-0.05
t-73	Chicago-Naperville-Elgin, IL-IN-WI	1.51	549	720	+0.36
75	Dayton-Kettering, OH	1.50	51	61	+0.23
76	Virginia Beach-Norfolk-Newport News, VA-NC	1.49	129	134	-0.01
77	Oxnard-Thousand Oaks-Ventura, CA	1.45	50	61	+0.27
78	Syracuse, NY	1.43	41	47	+0.18
t-79	Rochester, NY	1.40	55	76	+0.38
t-79	Albany-Schenectady-Troy, NY	1.40	60	63	+0.04
81	Milwaukee-Waukesha, WI	1.39	96	109	+0.17
82	Toledo, OH	1.33	39	43	+0.05
83	Cincinnati, OH-KY-IN	1.26	110	142	+0.24
84	Grand Rapids-Kentwood, MI	1.18	67	64	-0.11
85	Bridgeport-Stamford-Norwalk, CT	1.15	64	55	-0.20
86	Akron, OH	1.08	28	38	+0.29
87	Cleveland-Elyria, OH	1.07	87	111	+0.22
88	Boise City, ID	1.04	29	40	+0.18
t-89	Ogden-Clearfield, UT	1.03	39	36	-0.18
t-89	Poughkeepsie-Newburgh-Middletown, NY	1.03	37	36	-0.07
91	Omaha-Council Bluffs, NE-IA	1.01	36	49	+0.23
t-92	Allentown-Bethlehem-Easton, PA-NJ	0.97	56	42	-0.37
t-92	Providence-Warwick, RI-MA	0.97	99	81	-0.26

Rank	Metro area	Avg. ped deaths per 100k people per year (2018-2022)	Pedestrian deaths (2013-17)	Pedestrian deaths (2018-22)	Long term trend in fatality rate
t-94	Buffalo-Cheektowaga, NY	0.96	64	56	-0.16
t-94	Boston-Cambridge-Newton, MA-NH	0.96	239	236	-0.04
96	Pittsburgh, PA	0.94	107	111	+0.03
97	Des Moines-West Des Moines, IA	0.93	27	33	+0.06
98	Worcester, MA-CT	0.90	64	44	-0.47
99	Minneapolis-St. Paul-Bloomington, MN-WI	0.84	117	155	+0.18
100	Madison, WI	0.80	26	27	-0.02
101	Provo-Orem, UT	0.71	22	24	-0.04

Endnotes

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4 Dangerous by Design 2014. Smart Growth America and the National Complete Streets Coalition. 2014. https://smartgrowthamerica.org/wp-content/uploads/2016/08/dangerous-by-design-2014.pdf

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11 Rural/Urban Comparison of Motor Vehicle Traffic Fatalities. NHTSA, 2021 . https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813488.pdf

12 Ibid.

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