



Smart Growth America
Improving lives by improving communities



National Complete
Streets Coalition

DANGEROUS BY DESIGN

2022



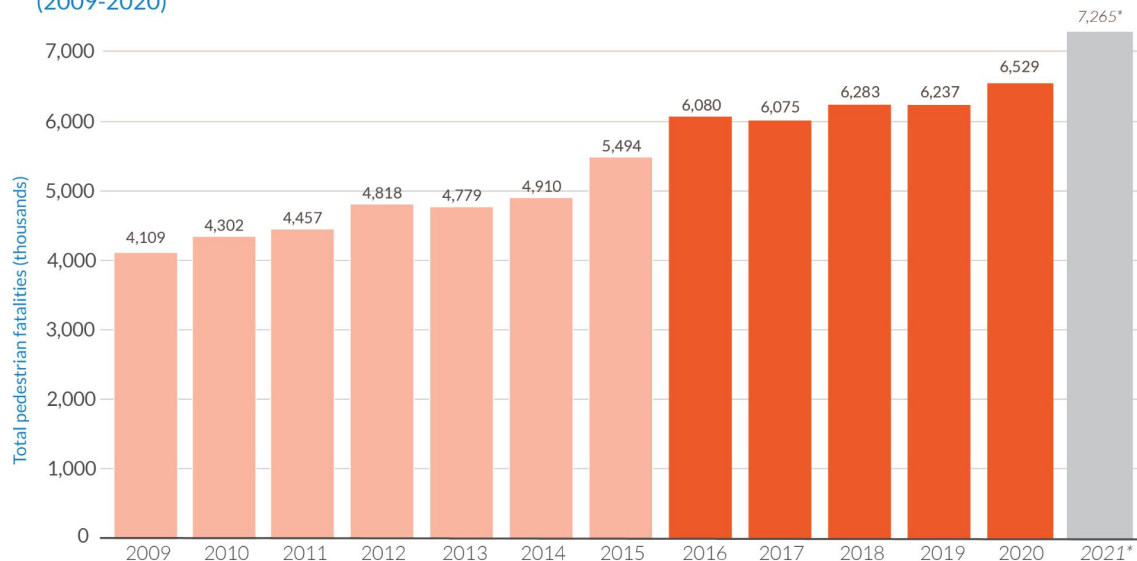
Thank you to 2022 report
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2009-2020: historic increase in fatalities

U.S. pedestrian fatalities
(2009-2020)



- **62% increase** in people struck and killed while walking between 2009-2020.
- **6,529 people** were struck and killed while walking in 2020
- Preliminary 2021 estimates suggest the **highest number in 40 years.**
- **Black and Native Americans** are significantly more likely to be killed.

These deaths are preventable

- Driving went down around the world in 2020, but **the US is one of the only developed countries with more deaths.**
- Walking increased everywhere in the US, **but only led to a major increase in deaths in certain metro areas**
- Fatality rates increased the most on average in metro areas that were **already more deadly** and had **lower shares of people walking to work** before the pandemic.
- **Arterial roads** make up 15% of all roads but are where a whopping **60% of pedestrian deaths** occur, **60% in urban areas.**

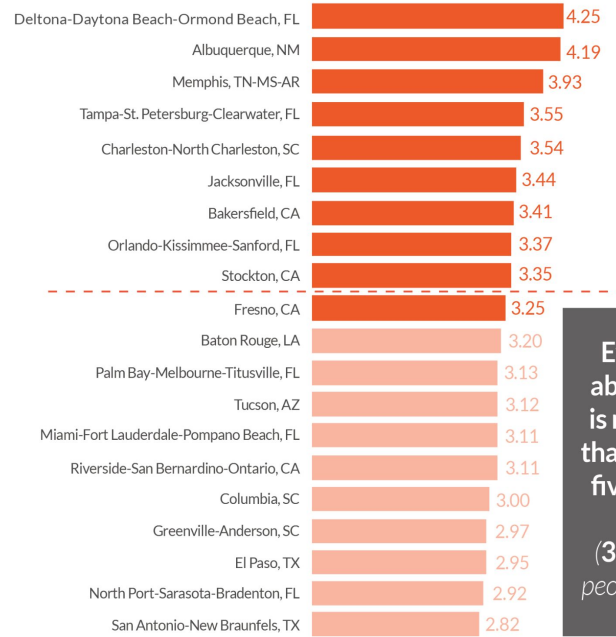


The 20 most dangerous metros are trending worse over time

THE TOP 20

Most dangerous metropolitan areas for pedestrians (2016-2020)

● Top 1-10 ● Top 11-20



Every metro above this line is more deadly than the #1 rate five years ago.

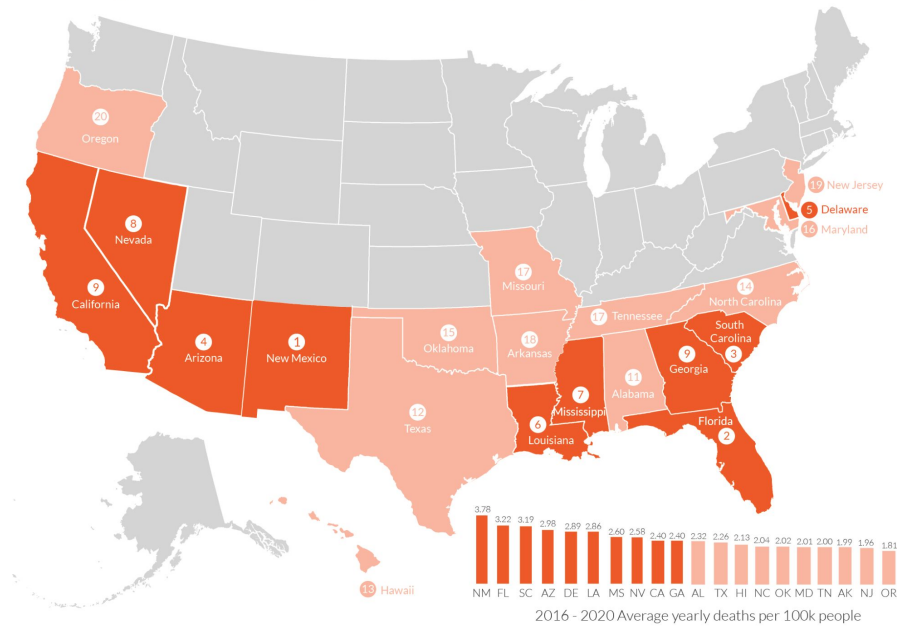
(3.28 per 100k people, 2011-15)

2016 - 2020 average yearly deaths per 100k people

Most dangerous states

THE TOP 20

Most dangerous states for pedestrians (2016-2020)



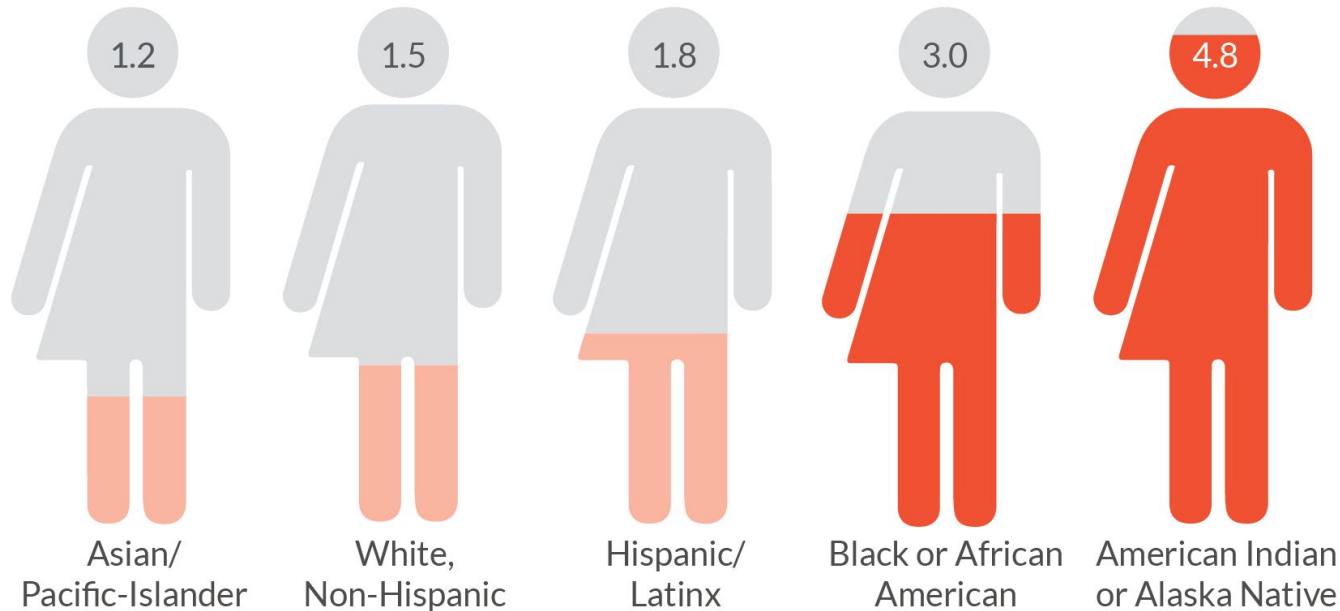
No states in the top 20 are improving

All have gotten significantly more deadly



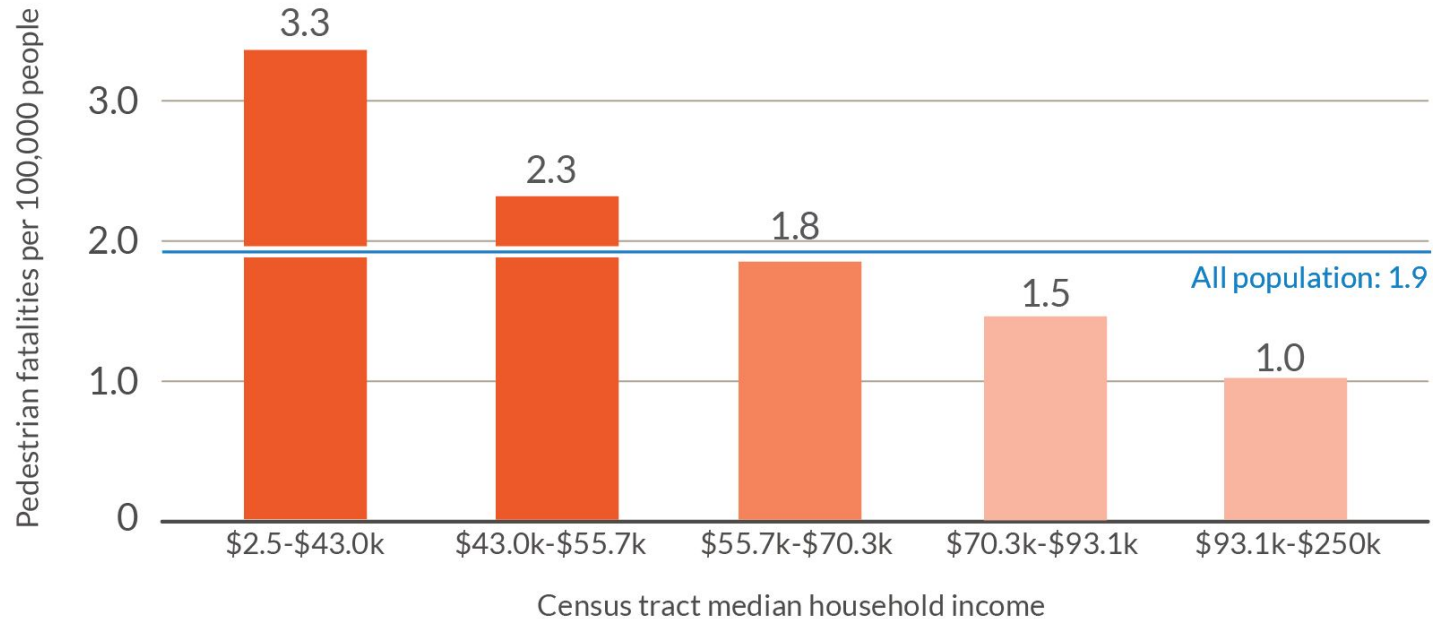
People of color are more likely to die when walking

Pedestrian deaths per 100,000 by race & ethnicity (2016-2020)



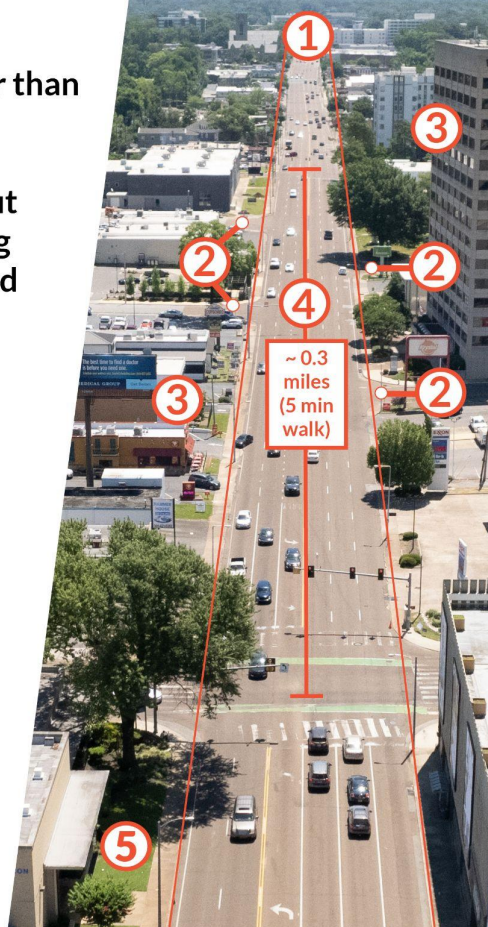
People walking in lower-income areas are killed at far higher rates

Pedestrian fatalities per 100,000 people by census tract income



Roadway design produces danger

- ① Design can be more influential on behavior than speed limits.
- ② Other streets regularly intersect Union, but lack crosswalks or signals, because keeping vehicles from stopping (speed) is prioritized ahead of providing frequent crossings (safety).
- ③ Numerous destinations means that more people will be present.
- ④ Marked, signalized crosswalks are located as much as 0.4 miles apart, potentially requiring a 10-minute round trip to reach a destination that's directly across the street.
- ⑤ Sidewalks exist, but as an afterthought.



60 percent of all
2020 deaths
occurred on
non-interstate
arterial highways

like this one in
Memphis, TN.