

Deadly Pedestrian Trends

Northern Virginia (NOVA) Region
&
Alexandria, Arlington & Fairfax

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Introduction

The following is an analysis of drivers crashing their vehicles into pedestrians / cyclists in the Northern Virginia jurisdictions of Alexandria, Arlington and Fairfax (as defined below)

The data in this report was provided by the Virginia Department of Transportation (VDOT) Traffic Engineering Division, in its Traffic Record Electronic Data System (TREDS) system, via the [Full Crash GIS dataset](#).

With the VDOT dataset we use only include vehicle to pedestrian / bike crashes reported to police that resulted in an injury and/or an estimated \$1,500 of damage. All other crashes (e.g., vehicle to vehicle, crashes reported to police that resulted in less than \$1,500 in damage and/or crashes after which the police were not contacted) are not included here.

The VDOT dataset used for this analysis was last updated July 3, 2025 and includes full data set of injured, severely injured and fatalities through April 30, 2025. Additional information on the number of crashes that involved pedestrians or bikes and resulted in fatalities or suspected serious injuries from May – Jul 2025 was obtained from County & City officials. This additional data is included on the slides that list total killed or injured counts through July. However, we only know the number of KSIs and we do have the details such as location, street design, etc. on this set of data.

For the purpose of this analysis "NOVA" includes the City of Alexandria, and the Counties of Arlington, and Fairfax (Fairfax as shown here includes data for Fairfax County; including the incorporated towns of Clifton, Vienna and Herndon), City of Fairfax, and City of Falls Church.

Northern Virginia "NOVA"

*For the purpose of this analysis "NOVA" includes the City of Alexandria and Counties of Arlington and Fairfax.
Fairfax includes data for Fairfax county (including towns of Clifton, Vienna and Herndon), Cities of Fairfax & Falls Church.*



Key Takeaways for Northern Virginia from Jan 2024 – Apr 2025

- 21% (150 out of 726) of crashes involving pedestrians / cyclists resulted in Killed or Serious Injury (KSI)
- Pedestrians or cyclists KSI crashes peak between 5pm – 10pm and were more likely in late summer through the fall.
- Socioeconomically vulnerable communities with typically higher pedestrian activity & poor road infrastructure experienced more pedestrian / cyclist crashes compared to less vulnerable areas.
- Fairfax has the largest number of KSIs, and its Richmond Highway South corridor had the most pedestrians / cyclists KSIs in the entire Northern Virginia region.
- On a per population basis (*per 100,000 residents, using population numbers from the 2020 census*) KSI crashes involving pedestrians & cyclists is higher in Arlington and Alexandria than Fairfax

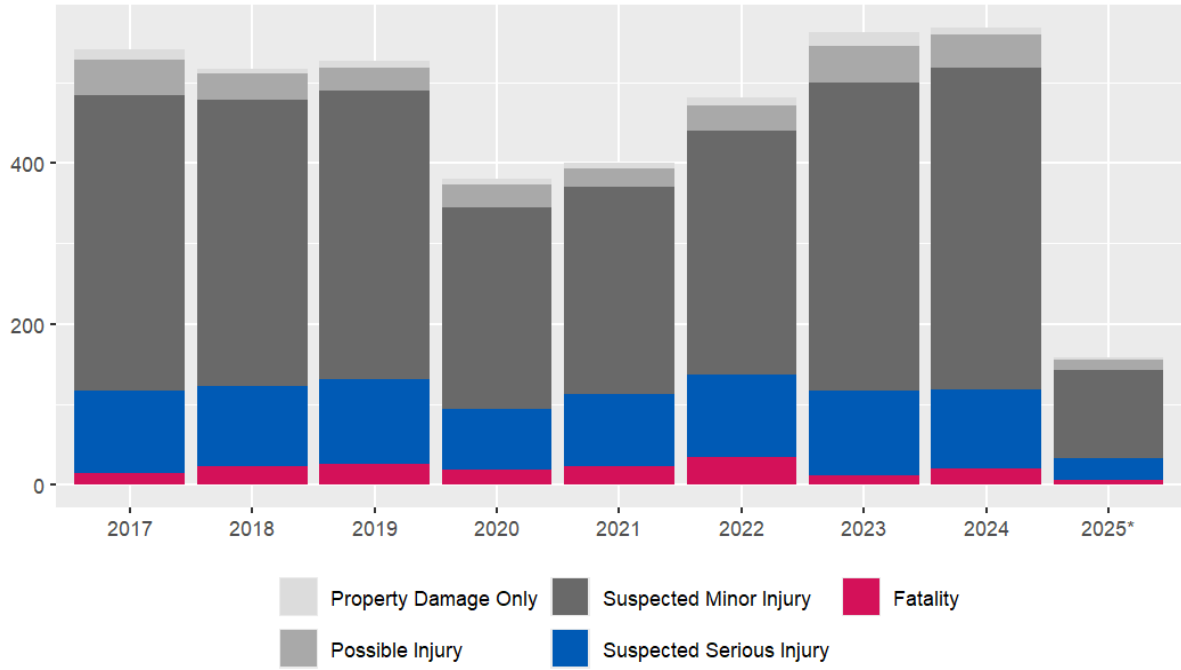


- source: VDOT TREDs data, last updated July 3, 2025.

- NOVA includes the City of Alexandria, Arlington County, Fairfax County (including the towns of Clifton, Vienna and Herndon), City of Fairfax, City of Falls Church.

21% of the pedestrian or cyclist crashes in NOVA from Jan 2024 – Apr 2025 resulted in fatalities or suspected serious injuries (KSI).

Crashes involving ped/bike in NOVA



| CRASH_SEVERITY | 2024 | 2025* |
|--------------------------|------|-------|
| Fatality | 20 | 6 |
| Suspected Serious Injury | 98 | 26 |
| Suspected Minor Injury | 400 | 111 |
| Possible Injury | 42 | 12 |
| Property Damage Only | 8 | 3 |
| Total | 568 | 158 |

★ We included 5 additional crashes resulting in serious injuries reported from May – Jul 2025

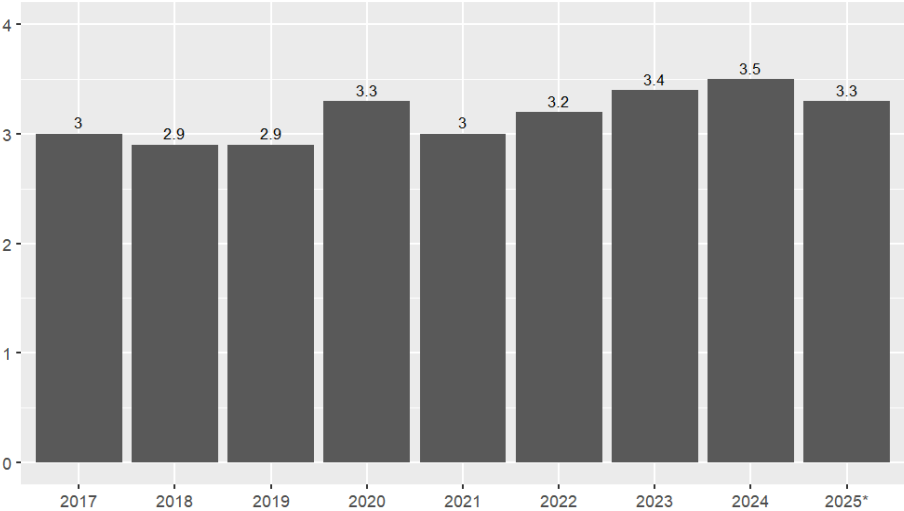
* 2025 includes data until 30 April, 2025

- source: VDOT TREDS data, last updated July 3, 2025.

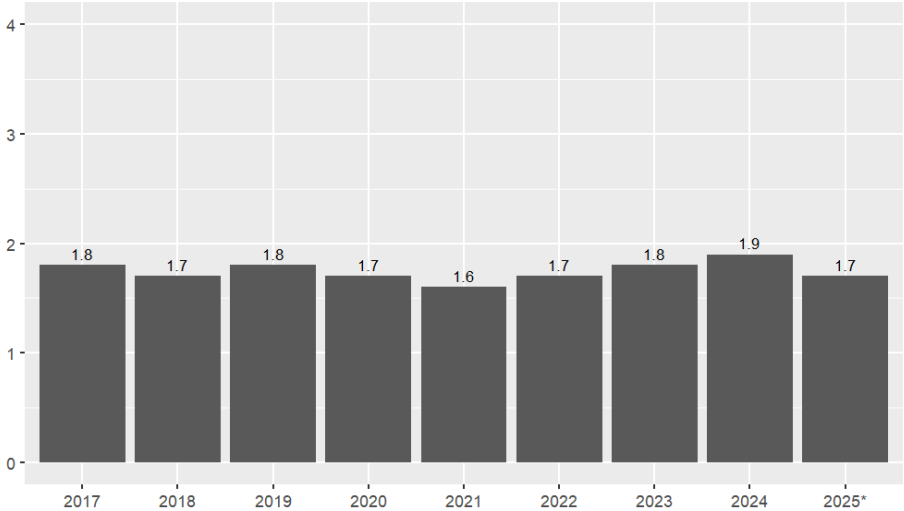
- NOVA includes the City of Alexandria, Arlington County, Fairfax County (including the towns of Clifton, Vienna and Herndon), City of Fairfax, City of Falls Church.

The percentage of crashes that involve pedestrians or cyclists in NOVA in 2024 (3.5%) is almost double the number of similar crashes in all of VA. (1.9%)

Percentage of crashes involving pedestrians or bikes in NOVA



Percentage of crashes involving pedestrians or bikes in VA

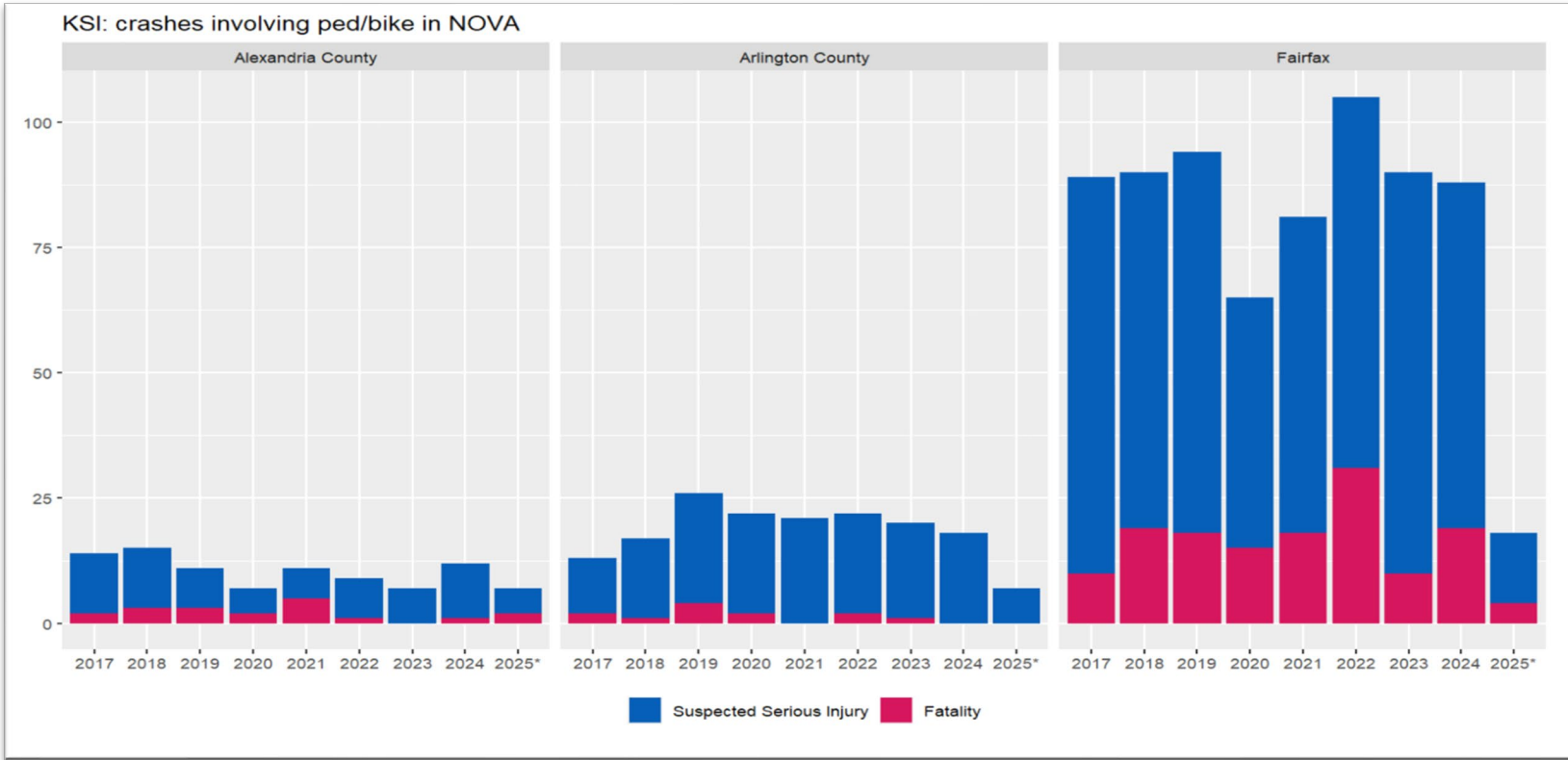


* 2025 includes data until 30 April, 2025

- source: VDOT TREDS data, last updated July 3, 2025

- NOVA includes the City of Alexandria, Arlington County, Fairfax County (including the towns of Clifton, Vienna and Herndon), City of Fairfax, City of Falls Church.

Fairfax had the highest number of crashes involving pedestrians or cyclists that resulted in fatalities or serious injuries (KSI) from Jan 2024 - Apr 2025. Arlington County had no fatalities in this time period.

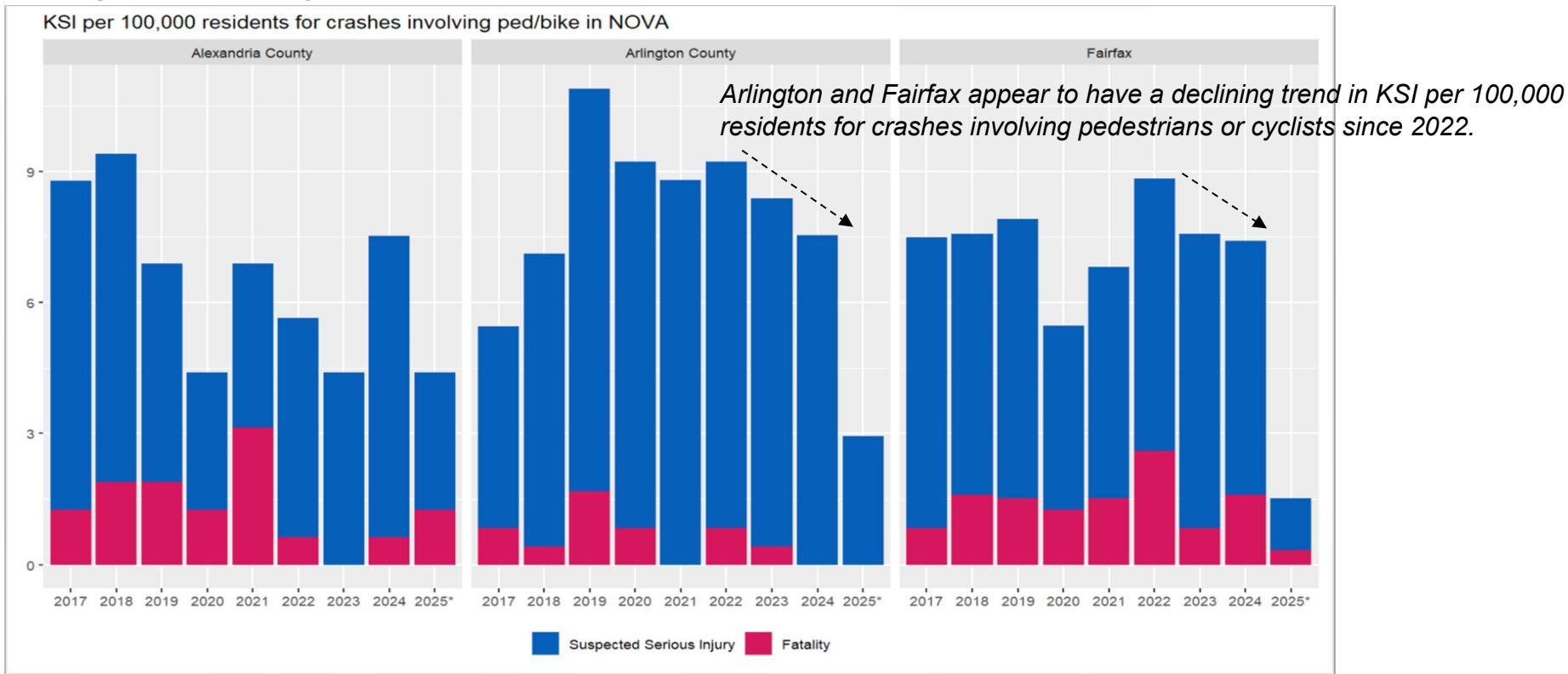


* 2025 includes data until 30 April, 2025

source: VDOT TREDS data, last updated July 3, 2025

Fairfax includes Fairfax County (including the towns of Clifton, Vienna and Herndon), City of Fairfax, City of Falls Church.

The population-adjusted KSI (*KSI per 100,000 residents, using population numbers from the 2020 census*) for crashes involving pedestrians or cyclists from Jan 2024 to Apr 2025 is higher for Arlington and Alexandria than for Fairfax.



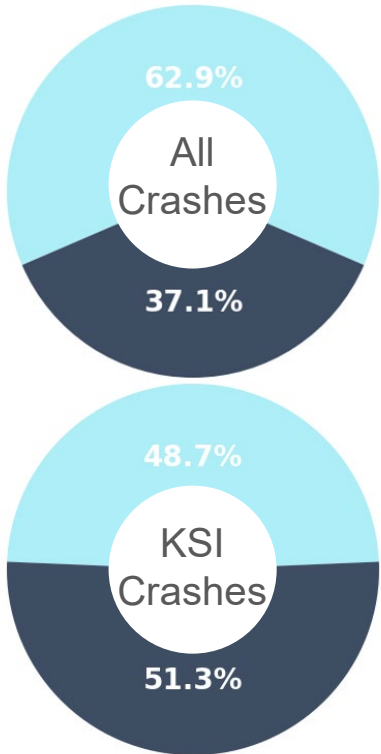
* 2025 includes data until 30 April, 2025

source: VDOT TREDS data, last updated July 3, 2025

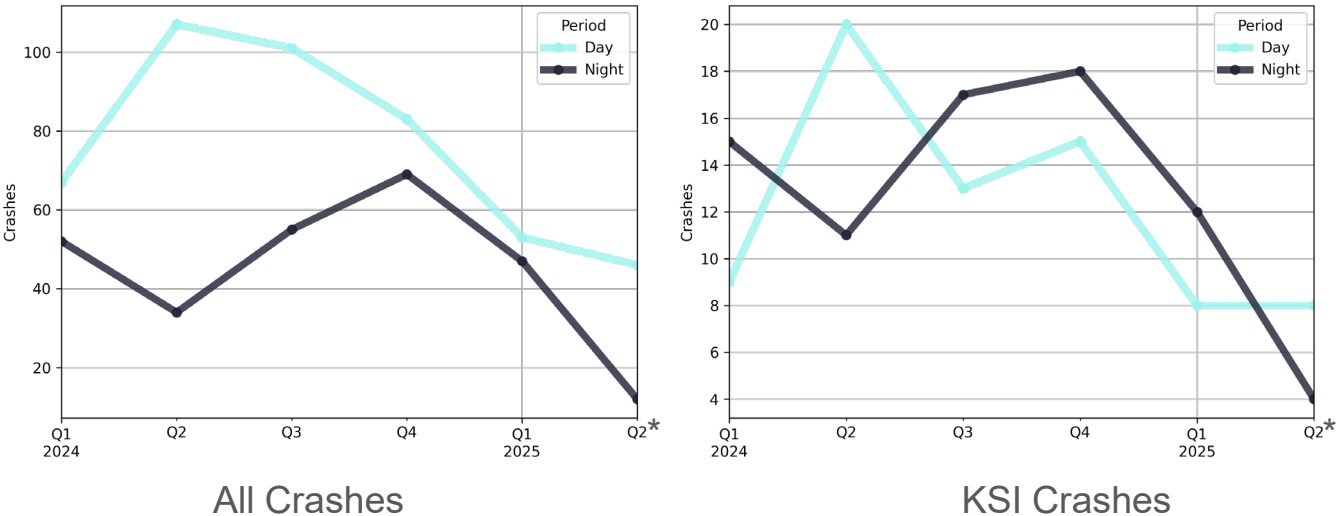
Fairfax includes Fairfax County (including the towns of Clifton, Vienna and Herndon), City of Fairfax, City of Falls Church.

Severe or fatal crashes involving pedestrians or cyclists in NOVA from Jan 2024 – Apr 2025 were more likely at night and in late summer through the fall.

% Day vs. Night Crashes



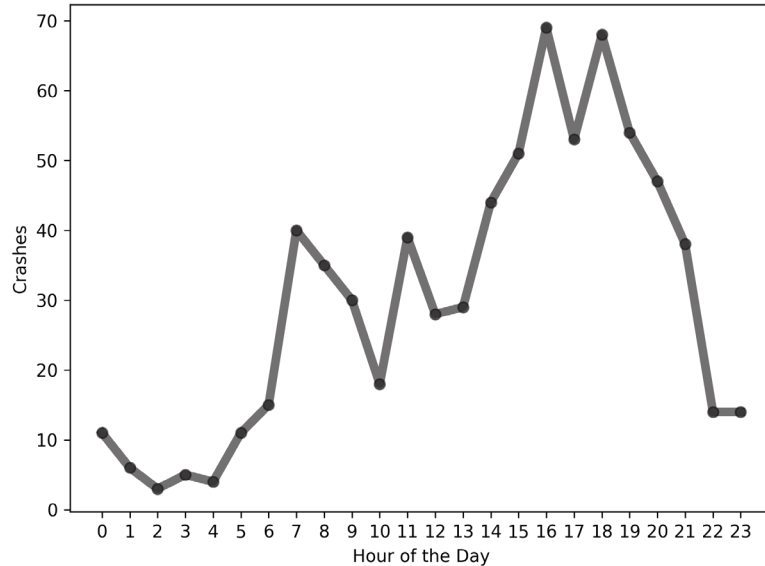
Day vs. Night Crashes by Quarter



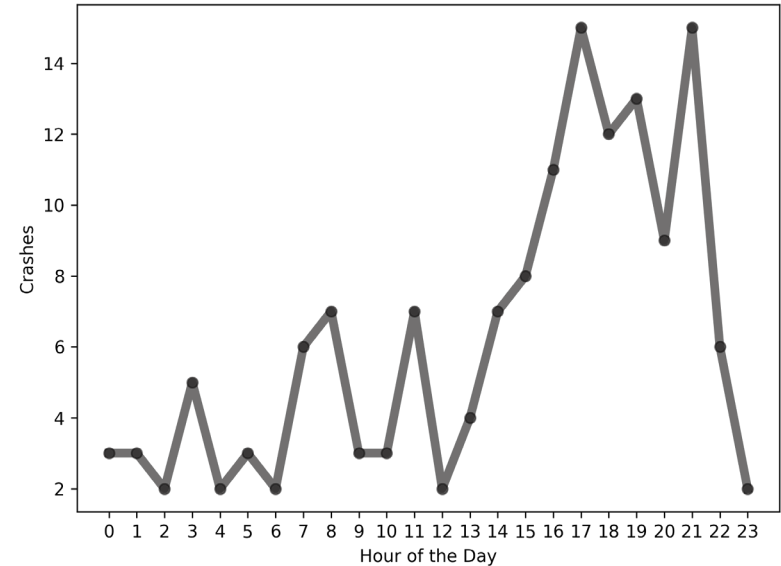
“Night” defined as light levels reported other than “daylight,” and the hours of 6PM – 6AM when light levels were not reported.

* Q2 data includes only Apr 2025 .

Severe or fatal crashes involving pedestrians or cyclists in NOVA from Jan 2024 – Apr 2025 occurred most frequently between 5PM to 10PM.



All Crashes



KSI Crashes

Total reports of crashes involving pedestrians/cyclists in Northern Virginia become more frequent as the day progresses, reaching a relative peak around late afternoon hours of 4PM – 7PM.

Crashes involving pedestrians/cyclists which result in severe injury or death see spikes in the morning rush hours and then significant increases reported around the evening hours of 5PM – 10PM.

Calls to Action — *reduce pedestrian / cyclist fatalities by 10% in 2026 vs 2025*

- As of August 2025, NOVA recorded 10 pedestrian / cyclist fatalities on its roads
- A 15% reduction in serious injuries should also be set as a 2026 goal vs. 2025 results

1. Increase efforts to reduce vehicle speed on high crash corridors, such as Richmond Highway
 - a) e.g., create more < 25 mph speed limits on residential roads,
 - b) implement more vigorously the practice of “complete street” designs which protect pedestrians
 - c) support safe transit and bicycling alternatives, and
 - d) install truly “quick” build projects even more quickly on high-risk roads
2. Increase driver, pedestrian and cyclist safety campaigns during late summer through the fall
 - a) Elevate awareness campaigns for drivers, pedestrians and cyclists regarding increased vulnerable road user crashes on roadways between 5 -10 pm
3. Improve traffic enforcement via technology to supplement the police
 - a) Support legislation to broaden the use of speed safety cameras, stop sign cameras, etc. installed in residential communities based upon KSI crash data from VDOT.



City of ALEXANDRIA

Key Takeaways for Alexandria from Jan 2024 – Apr 2025

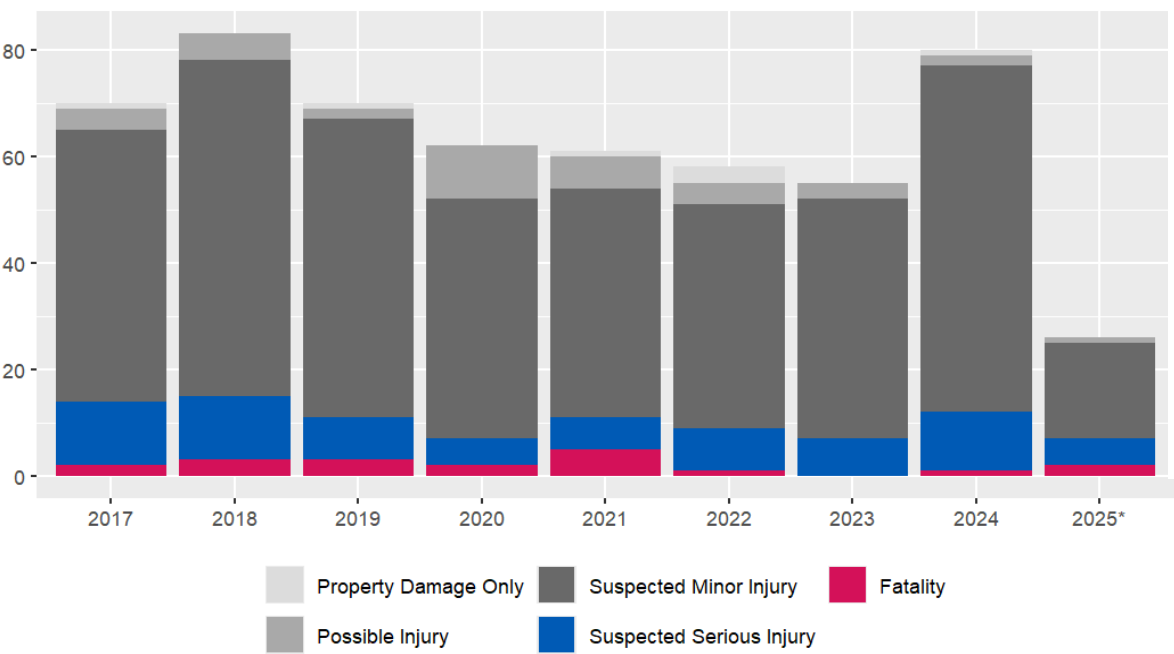
18% (19 out of 106) of crashes that involved pedestrians or cyclists have resulted in KSIs.

For crashes that involved pedestrians or cyclists and resulted in fatalities or serious injuries:

- 68% occurred on 8 roadways, with the western part of upper King Street being the most lethal.
- All KSI crashes were on roads with speed limits less than or equal to 35 mph.
- 73% were within or near intersections, typically around pedestrian crosswalks or traffic signals.
- Peak crash period between 5PM – 7PM
- Clusters of crashes occurred in the Old Town and Eisenhower East areas because of high pedestrian activity but in other sections of the City, relatively inferior road design in underserved communities probably weighs in as a significant factor.

18% of crashes in Alexandria City from Jan 2024 – Apr 2025 that involved pedestrians or cyclists have resulted in fatalities or serious injuries.

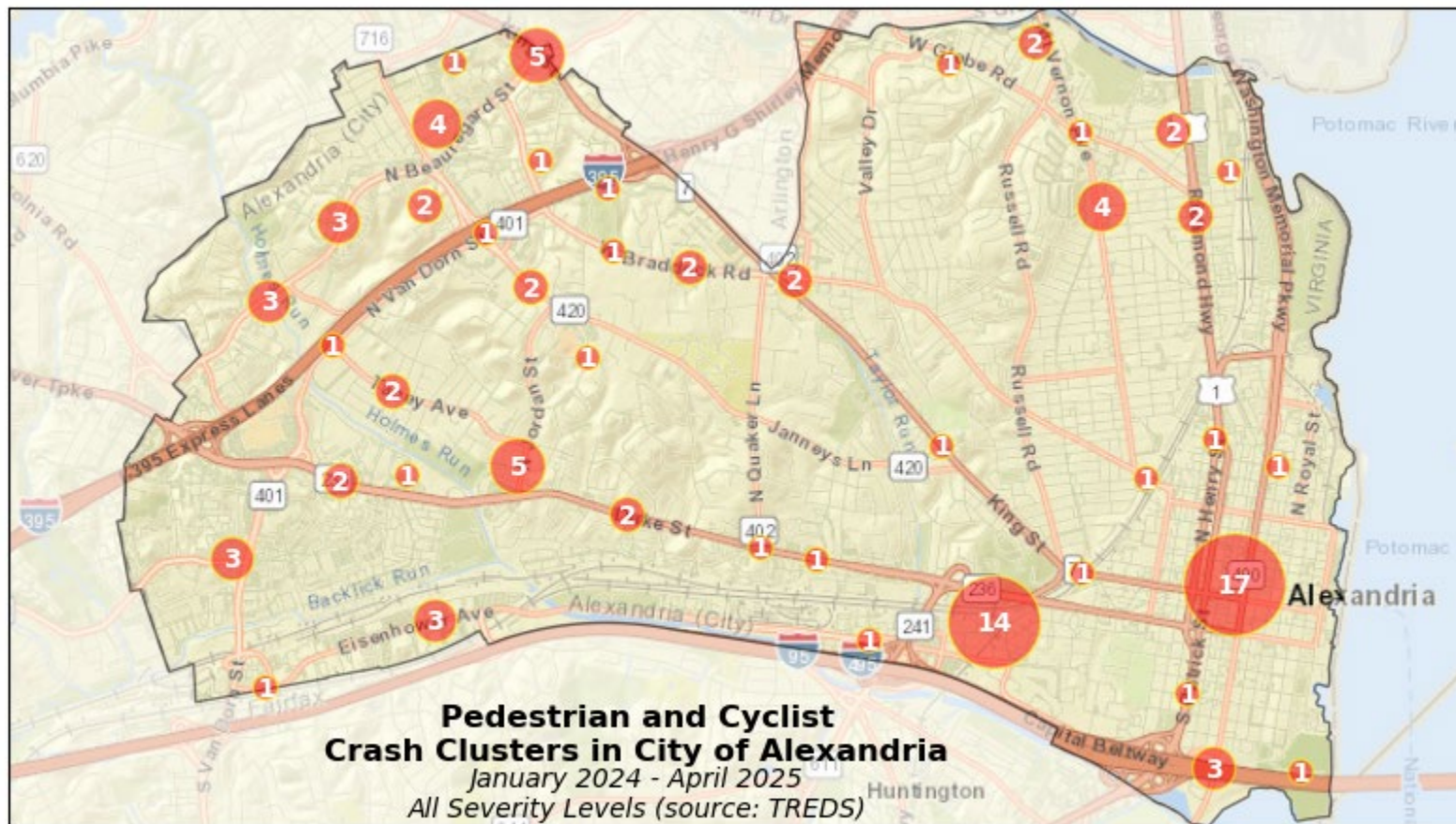
Crashes involving ped/bike in Alexandria County



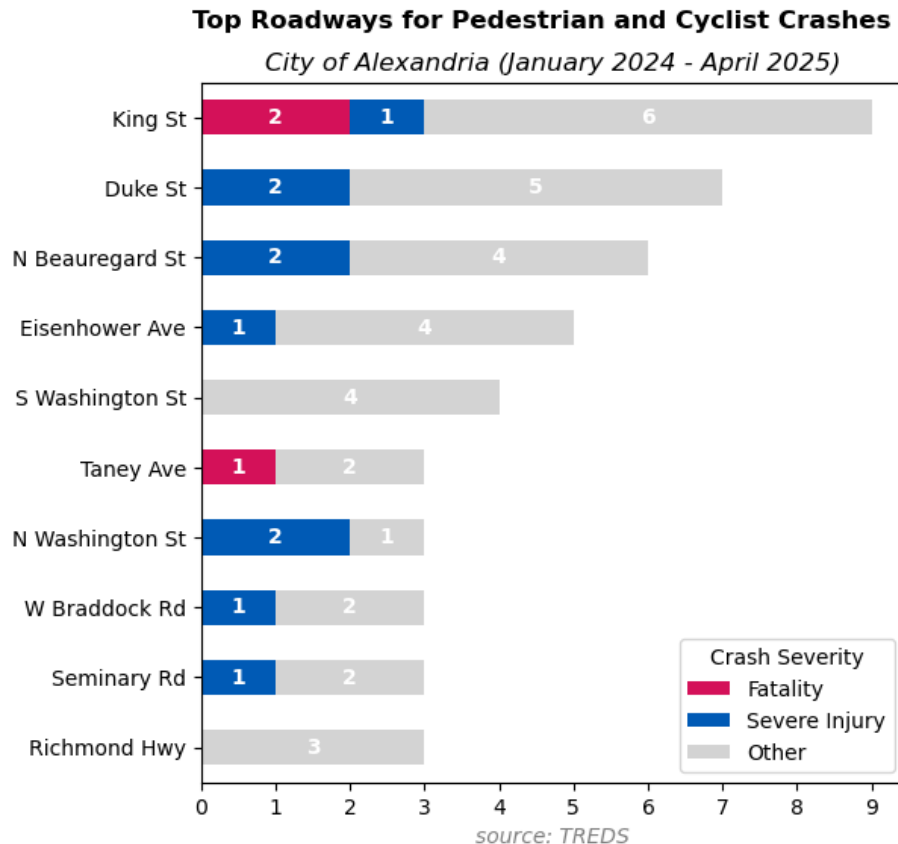
| CRASH_SEVERITY | 2024 | 2025* |
|--------------------------|------|-------|
| Fatality | 1 | 2 |
| Suspected Serious Injury | 11 | 5 |
| Suspected Minor Injury | 65 | 18 |
| Possible Injury | 2 | 1 |
| Property Damage Only | 1 | 0 |
| Total | 80 | 26 |

We included 2 additional crashes with suspected serious injuries reported from May – July 2025

* 2025 includes data until 30 April, 2025
source: VDOT TREDS data, last updated July 3, 2025



68% of crashes in the City of Alexandria from Jan 2024 – Apr 2025 that involved pedestrians or cyclists and resulted in fatalities or serious injuries occurred on 8 roadways.

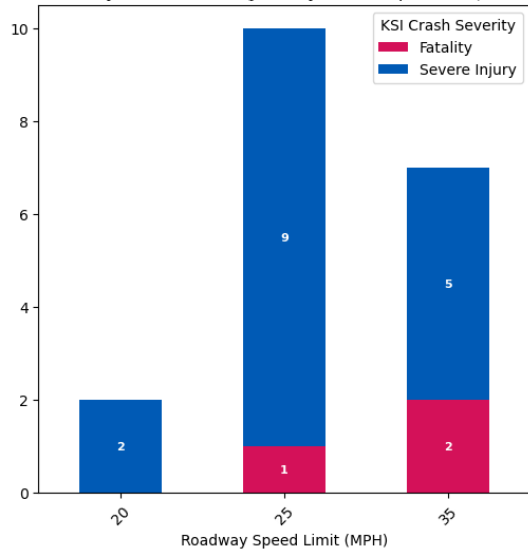


Of the crashes in the City of Alexandria from Jan 2024 – Apr 2025 that involved pedestrians or cyclists and resulted in fatalities or serious injuries:

- All were on roads with speed limits less than or equal 35 mph.
- 73% were within or near intersections, typically around pedestrian crosswalks or traffic signals.

Roadway Speed Limit by KSI Crash Severity

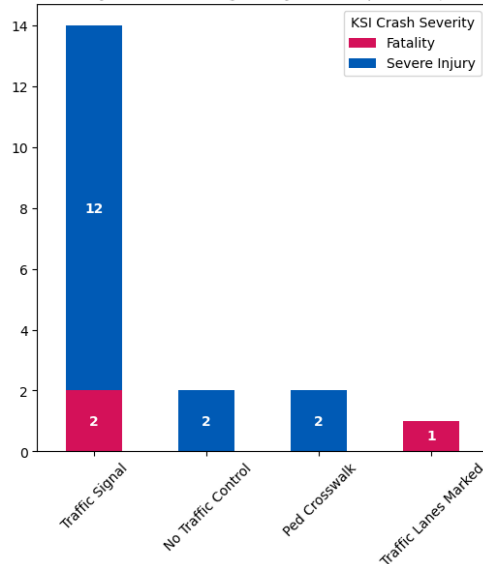
City of Alexandria (January 2024 - April 2025)



source: TREDs

Traffic Control Type by KSI Crash Severity

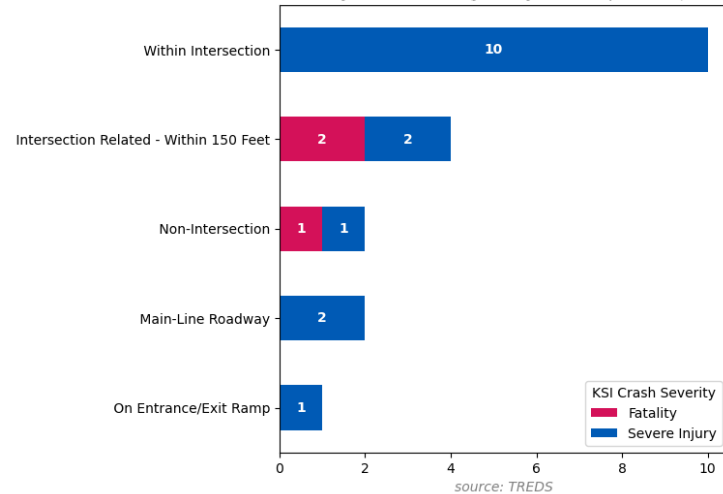
City of Alexandria (January 2024 - April 2025)



source: TREDs

Relation To Roadway by KSI Crash Severity

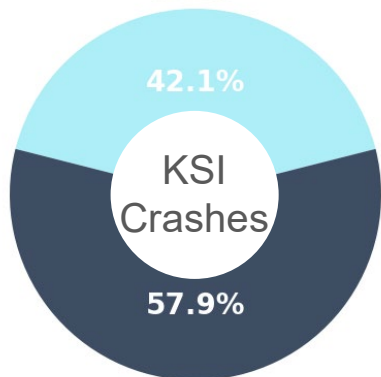
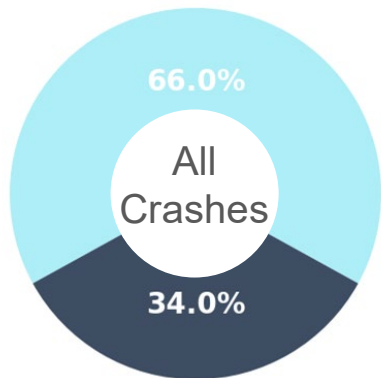
City of Alexandria (January 2024 - April 2025)



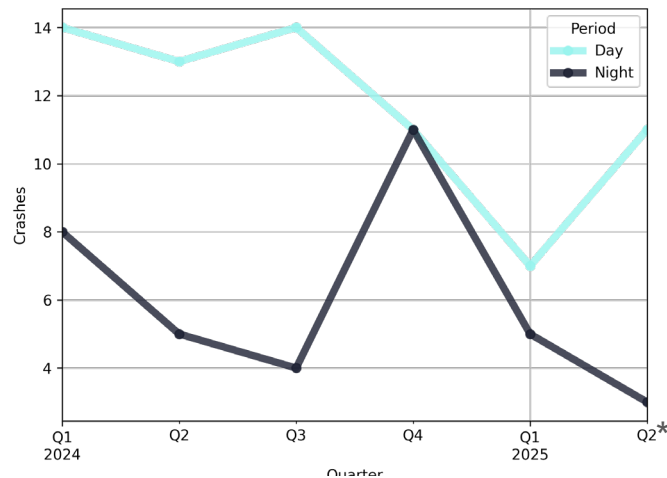
source: TREDs

Severe or fatal crashes involving pedestrians or cyclists in Alexandria from Jan 2024 – Apr 2025 were more likely at night than in NOVA as a whole.

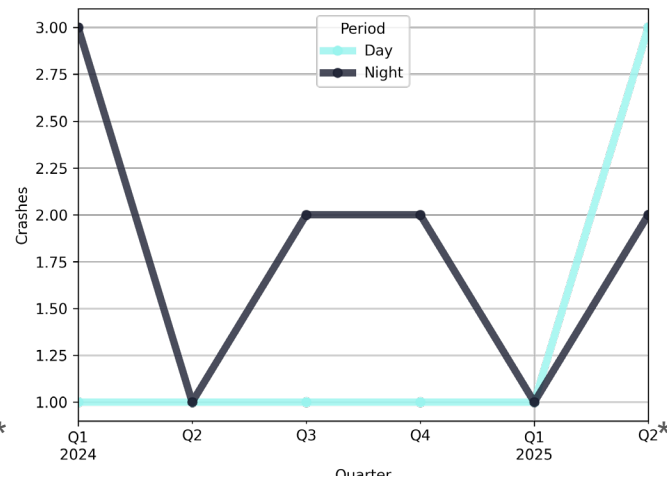
% Day vs. Night Crashes



Day vs. Night Crashes by Quarter



All Crashes

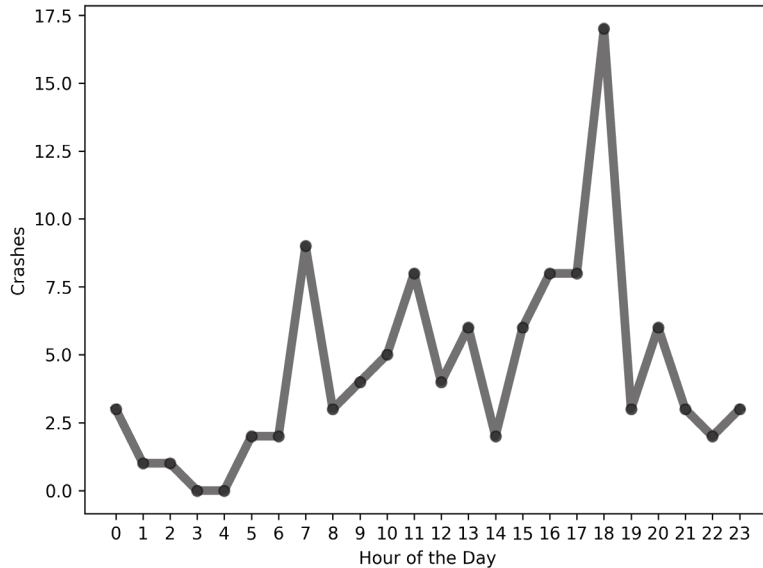


KSI Crashes

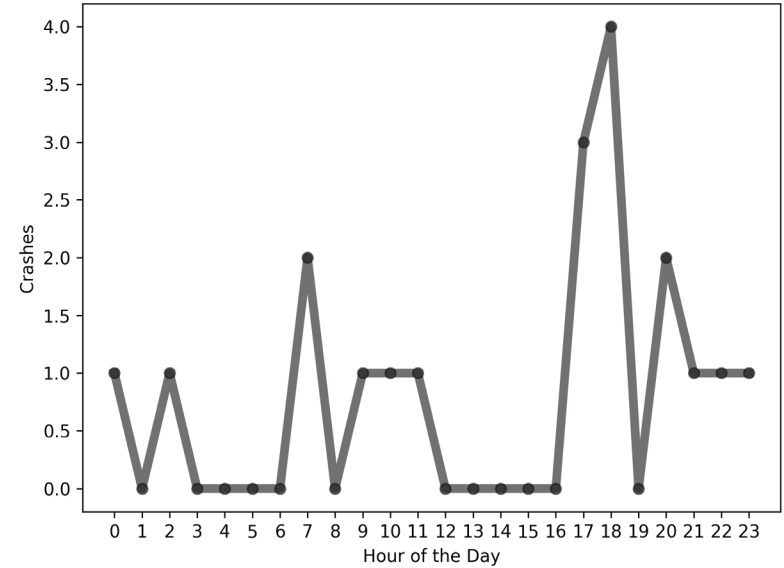
“Night” defined as light levels reported other than “daylight,” and the hours of 6PM – 6AM when light levels were not reported.

* Q2 data includes only Apr 2025 .

Severe or fatal crashes involving pedestrians or cyclists in Alexandria occurred in a narrower and earlier window of time compared to the wider NOVA area, overwhelmingly occurring around 5PM – 7PM from Jan 2024 – Apr 2025.



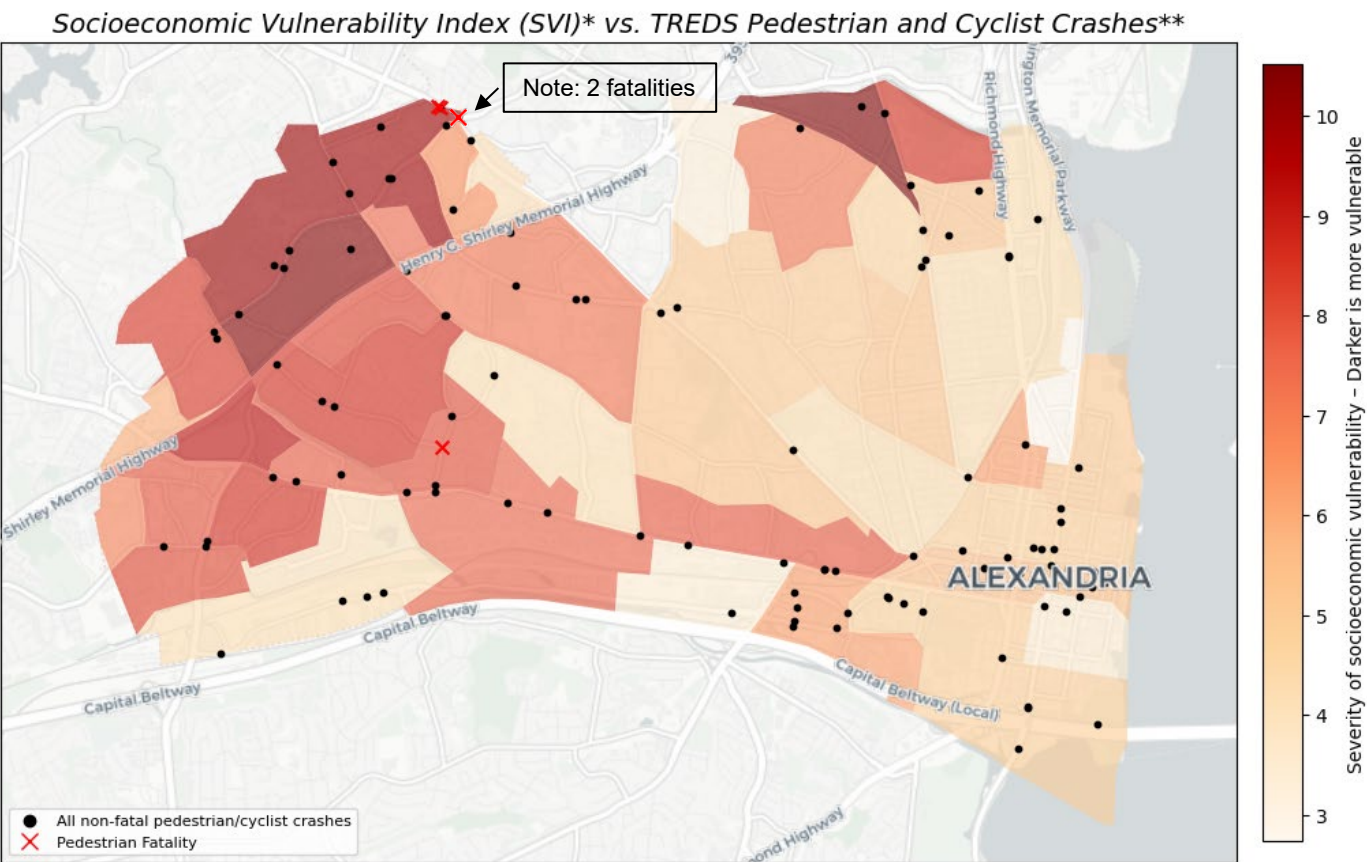
All Crashes



KSI Crashes

Clusters of crashes in the Old Town and Eisenhower East areas because of high pedestrian activity but relatively inferior road design probably weighs in as a factor for KSIs in underserved communities

City of Alexandria



* as of 2022 | ** All crashes from January 2024 through April 2025 (black dots = all non-fatal pedestrian/cyclist crashes)

ARLINGTON COUNTY

Key Takeaways for Arlington from Jan 2024 – Apr 2025

13% (25 out of 198) of crashes that involved pedestrians or cyclists have resulted in serious injuries: the lowest percentage of the three NoVA FSS jurisdictions.

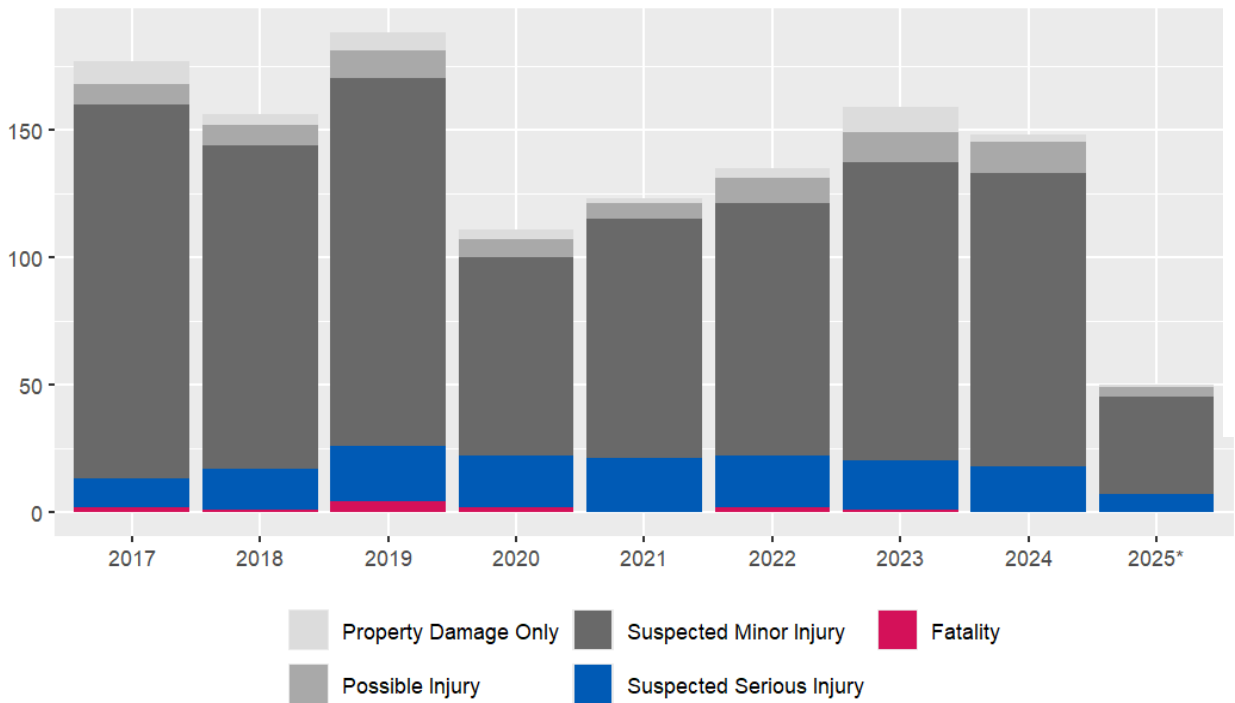
There have been no fatalities in Arlington during this time period.

For crashes that involved pedestrians or cyclists and resulted in serious injuries:

- 48% occurred on 6 roadways.
- 92% were on roads with speed limits less than or equal 30 mph.
- 76% were within or near intersections, typically around pedestrian crosswalks or traffic signals.
- Peak crashes occurred between 4PM – 8PM
- Crashes were more prevalent in the Courthouse – Ballston region because of high volumes of foot traffic and then pockets of socioeconomically vulnerable communities in South Arlington, which typically have inferior road designs.

13% of ped / bike crashes in Arlington County from Jan 2024 – Apr 2025 resulted in Serious Injuries and no Fatalities: the lowest percentage of KSIs in the three NoVA FSS jurisdictions. Serious injuries for YTD 2025 could be on a pace equivalent to 2024 counts b/c of the historical trend of recording more crashes in the fall.

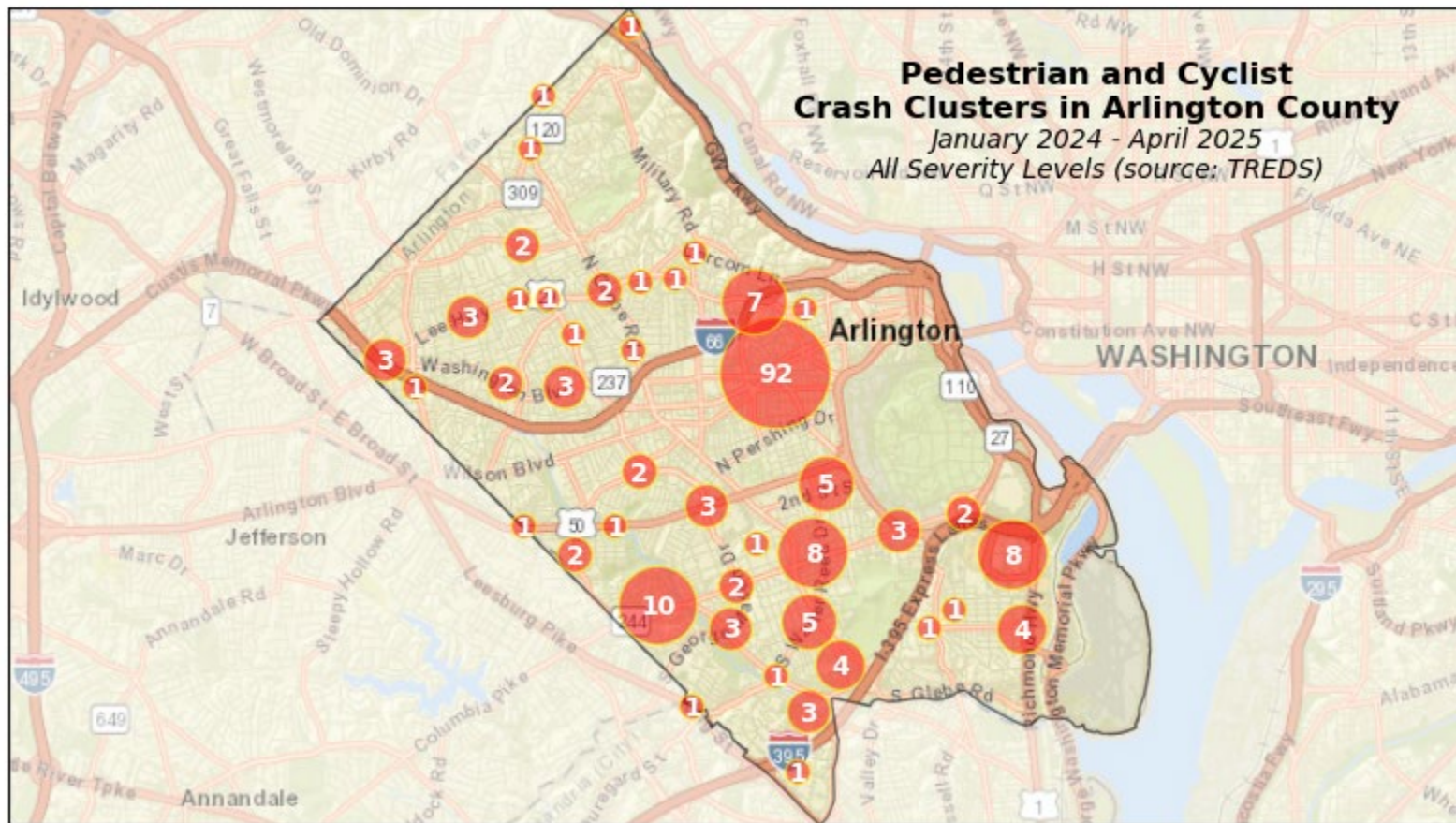
Crashes involving ped/bike in Arlington County



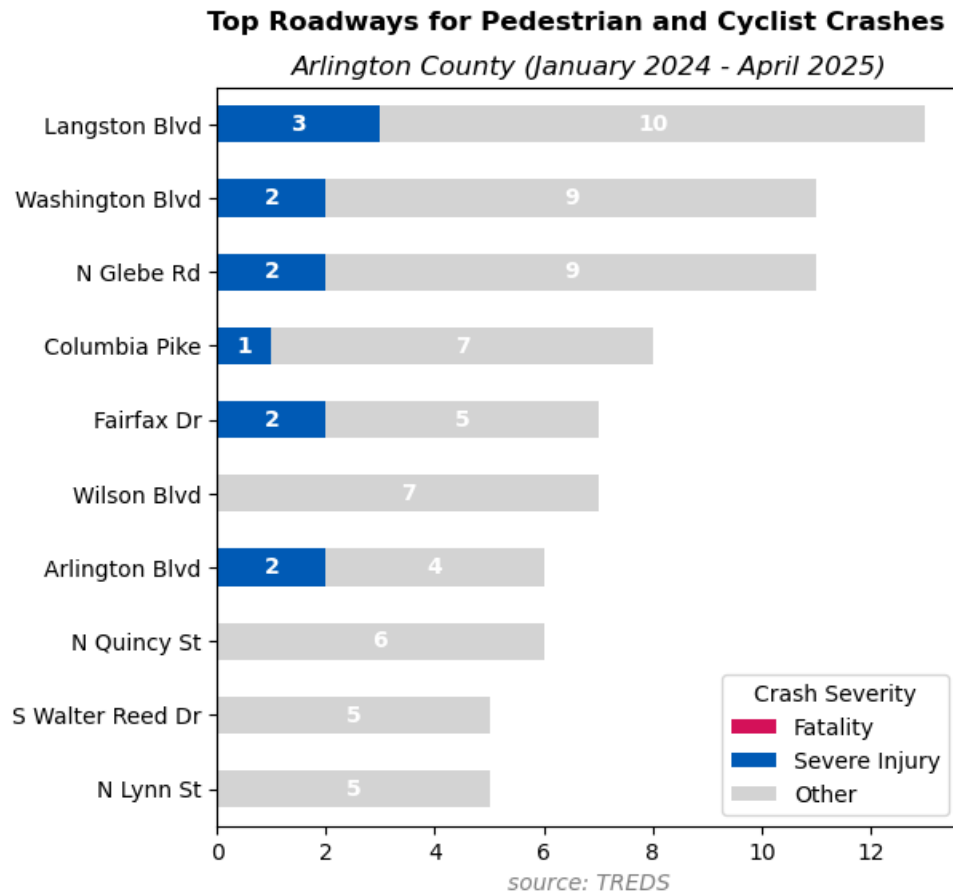
| CRASH_SEVERITY | 2024 | 2025* |
|--------------------------|------|-------|
| Suspected Serious Injury | 18 | 7 |
| Suspected Minor Injury | 115 | 38 |
| Possible Injury | 12 | 4 |
| Property Damage Only | 3 | 1 |
| Total | 148 | 50 |

★ We included 2 additional crashes resulting in suspected serious injuries reported from May – Jul 2025

January 2024 - April 2025
All Severity Levels (source: TREDs)



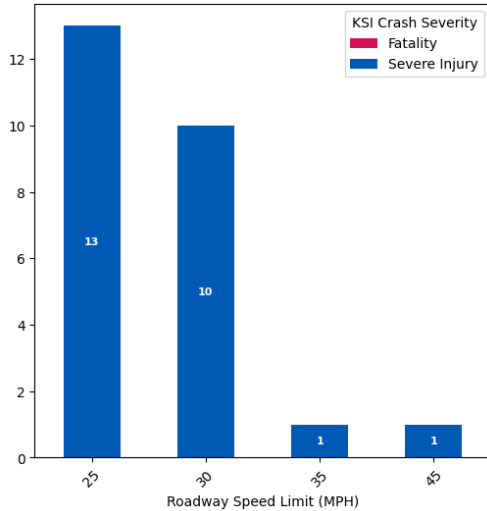
48% of crashes in Arlington County from Jan 2024 – Apr 2025 that involved pedestrians or cyclists and resulted in serious injuries occurred on 6 roadways.



Of the crashes in Arlington County from Jan 2024 – Apr 2025 that involved pedestrians or cyclists and resulted in fatalities or serious injuries:

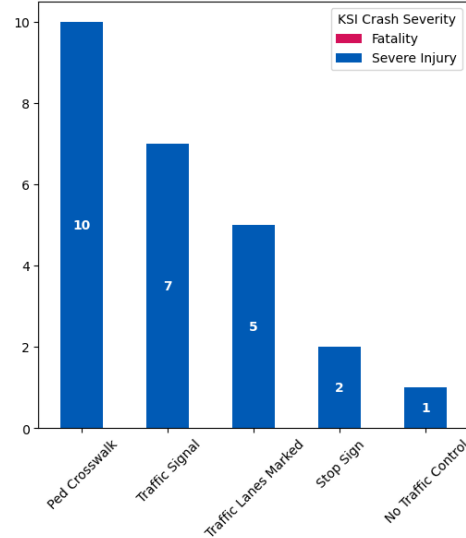
- 92% were on roads with speed limits less than or equal 30 mph.
- 76% were within or near intersections, typically around pedestrian crosswalks or traffic signals.

Roadway Speed Limit by KSI Crash Severity
Arlington County (January 2024 - April 2025)



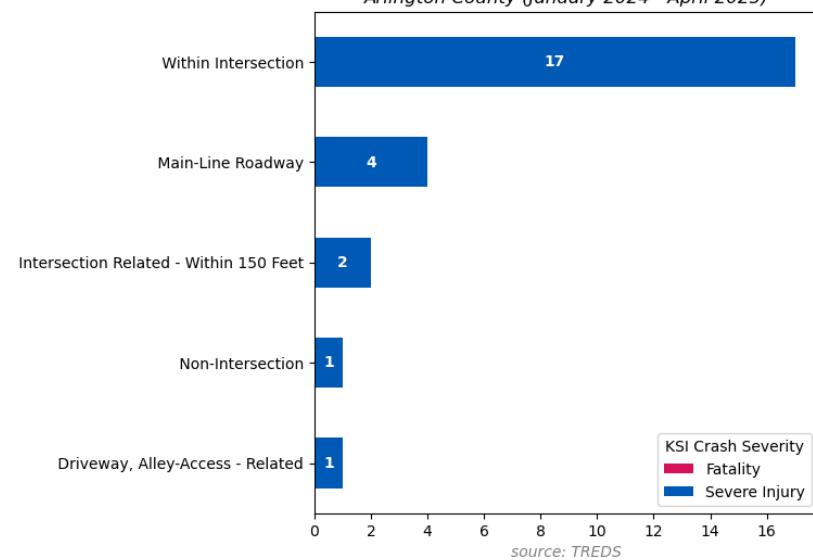
source: TREDs

Traffic Control Type by KSI Crash Severity
Arlington County (January 2024 - April 2025)



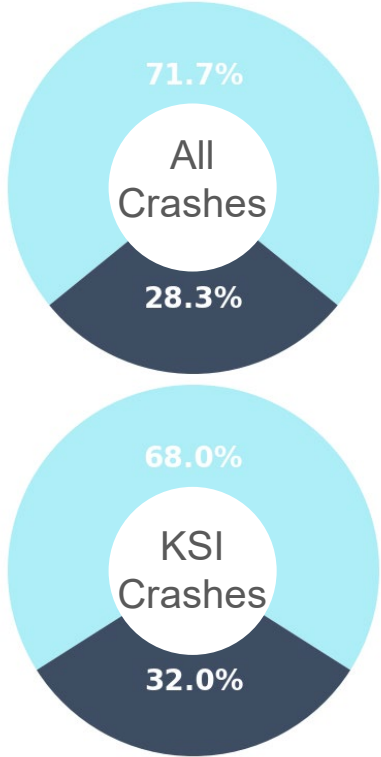
source: TREDs

Relation To Roadway by KSI Crash Severity
Arlington County (January 2024 - April 2025)

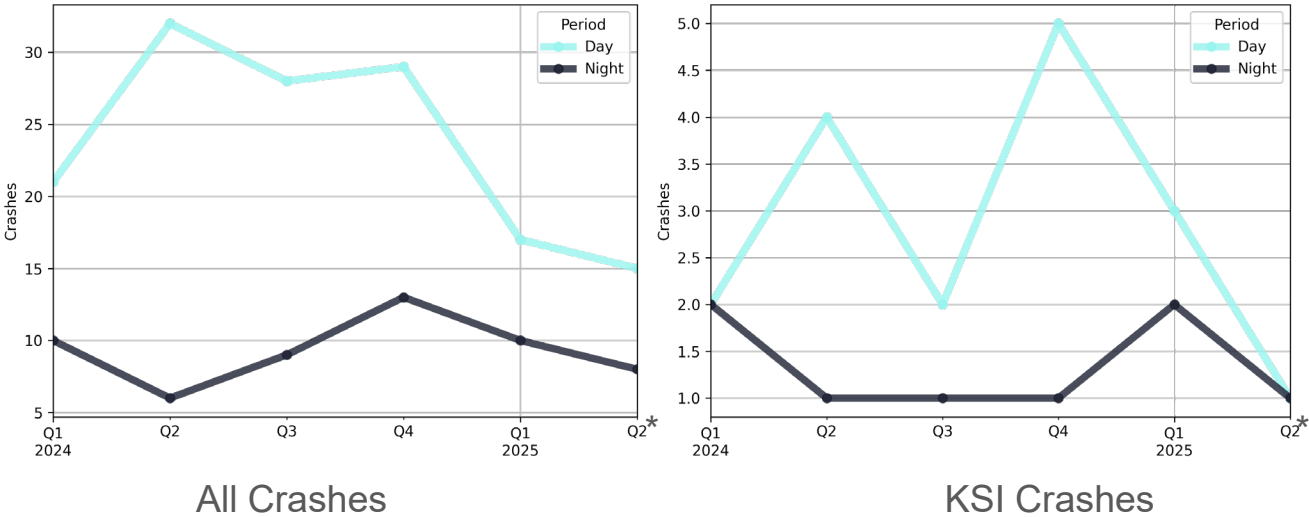


Severe or fatal crashes involving pedestrians or cyclists in Arlington from Jan 2024 to Apr 2025 were less frequent at night than in the NOVA region as a whole.

% Day vs. Night Crashes



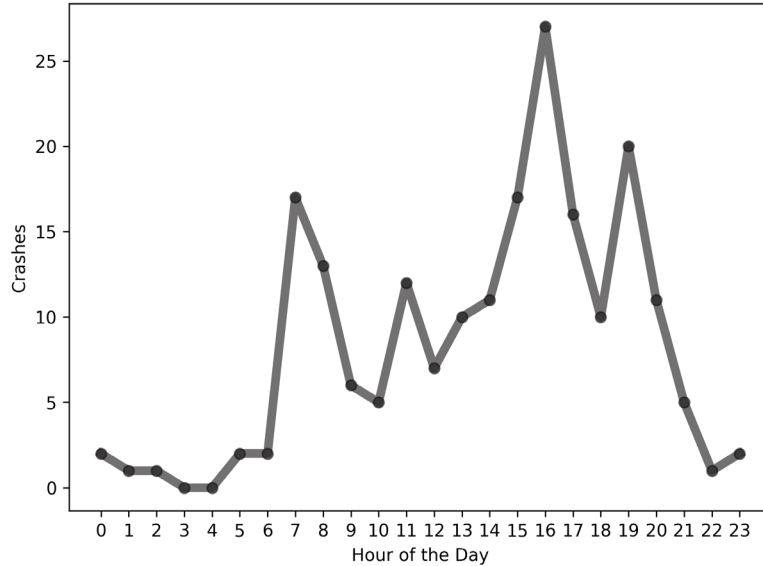
Day vs. Night Crashes by Quarter



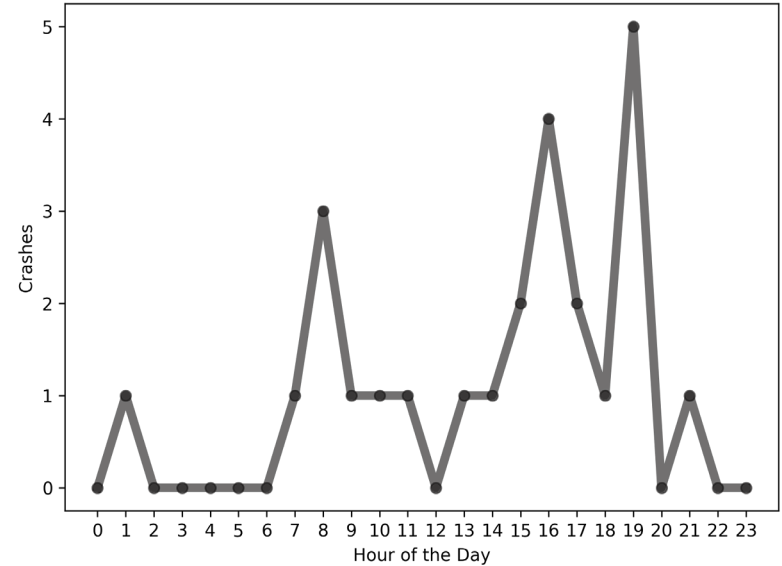
“Night” defined as light levels reported other than “daylight,” and the hours of 6PM – 6AM when light levels were not reported.

* Q2 data includes only Apr 2025 .

Severe or fatal crashes involving pedestrians or cyclists in Arlington occurred overall at earlier hours, peaking at 4PM – 8PM, compared to the wider NOVA area from Jan 2024 – Apr 2025.



All Crashes



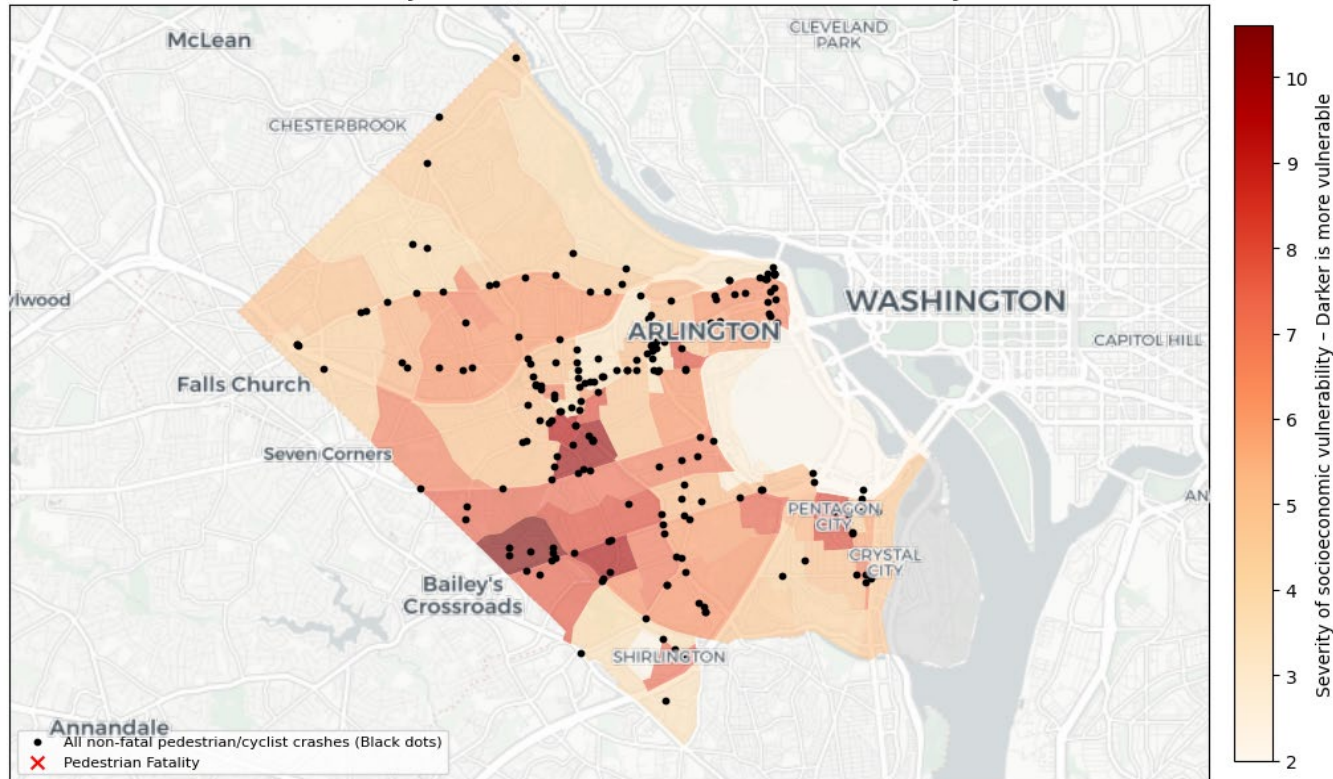
KSI Crashes

A reports of all crashes involving pedestrians/cyclists spike in the morning hours, and reach their peak at late afternoon/early evening hours of 4PM – 8PM, with a sharp drop off after 8 pm. Reports of crashes resulting in serious injury or death see a similar spike early in the day, with a more drastic spike in the evening hours.

The Courthouse Square to Ballston corridor and pockets of the underserved socioeconomically vulnerable communities in South Arlington have had more ped / bike crashes compared to North Arlington.

Arlington County

Socioeconomic Vulnerability Index (SVI) vs. TREDs Pedestrian and Cyclist Crashes***



* as of 2022 | ** All crashes from January 2024 through April 2025 (black dots = all non-fatal pedestrian/cyclist crashes)

FAIRFAX

Fairfax is defined as Fairfax County (including the incorporated towns of Clifton, Vienna and Herndon), City of Fairfax, and the City of Falls Church.



Key Takeaways for Fairfax from Jan 2024 – Apr 2025

25% (106 out of 422) of crashes that involved pedestrians or cyclists resulted in fatalities or serious injuries: the highest percentage of the three NoVA FSS jurisdictions.

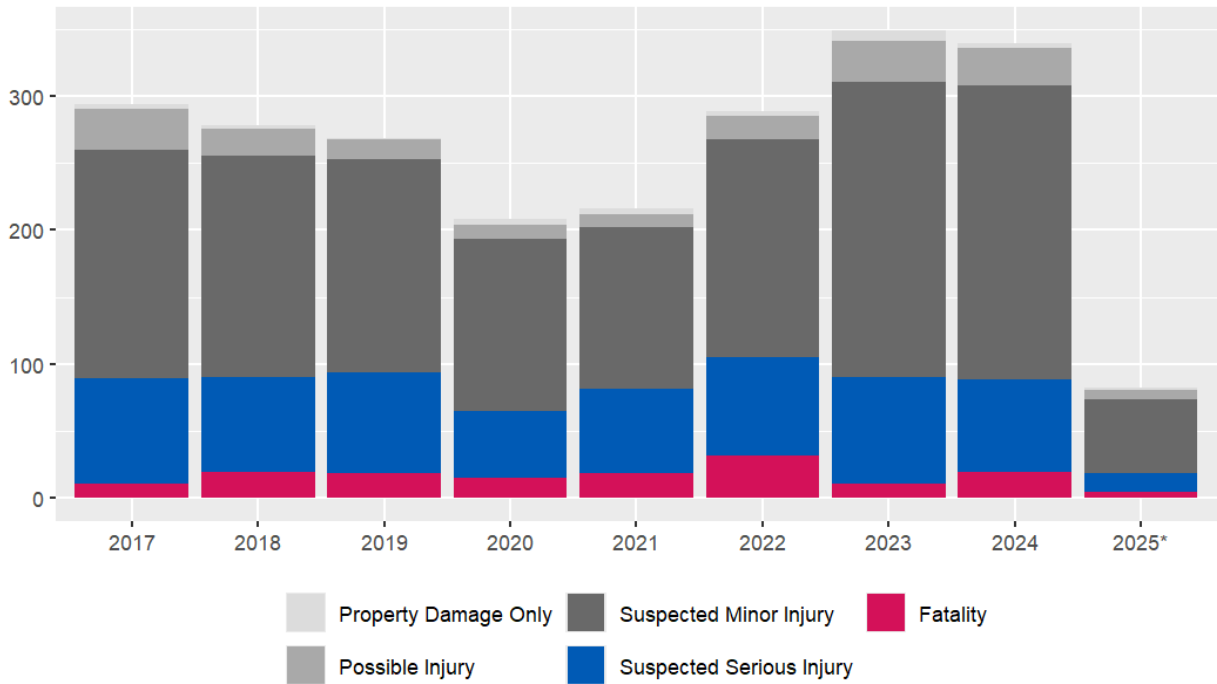
For crashes that involved pedestrians or cyclists and resulted in fatalities or serious injuries:

- 12% occurred on Richmond Highway alone.
- 73% were on roads with speed limits less than or equal 35mph.
- 34% were on main-line roadways (roads within an interchange area) and 45% were within or near intersections, typically around marked lanes, pedestrian crosswalks, or traffic signals.
- peak crash period was between 5PM – 10PM
- socioeconomically vulnerable communities in the southeastern and central areas experienced more crashes involving pedestrians or cyclists compared to less vulnerable areas.




25% of crashes (106 out of 422) in Fairfax from Jan 2024 - Apr 2025 that involved pedestrians or cyclists resulted in fatalities or serious injuries; the highest % of all 3 NOVA jurisdictions

Crashes involving ped/bike in Fairfax



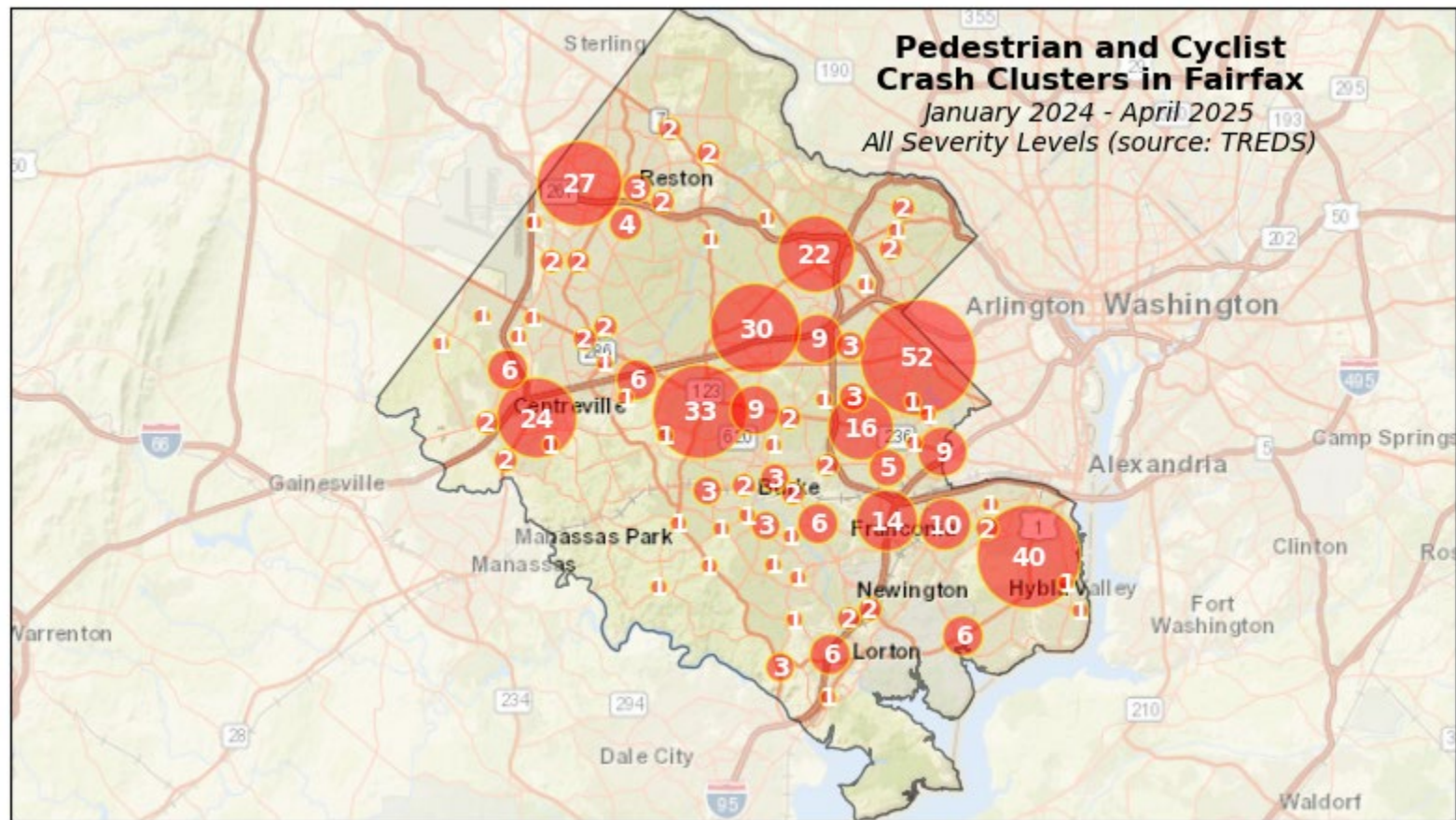
| CRASH_SEVERITY | 2024 | 2025* |
|--------------------------|------|-------|
| Fatality | 19 | 4 |
| Suspected Serious Injury | 69 | 14 |
| Suspected Minor Injury | 220 | 55 |
| Possible Injury | 28 | 7 |
| Property Damage Only | 4 | 2 |
| Total | 340 | 82 |

 We included 1 additional crash with suspected serious injuries reported from May – Jul 2025

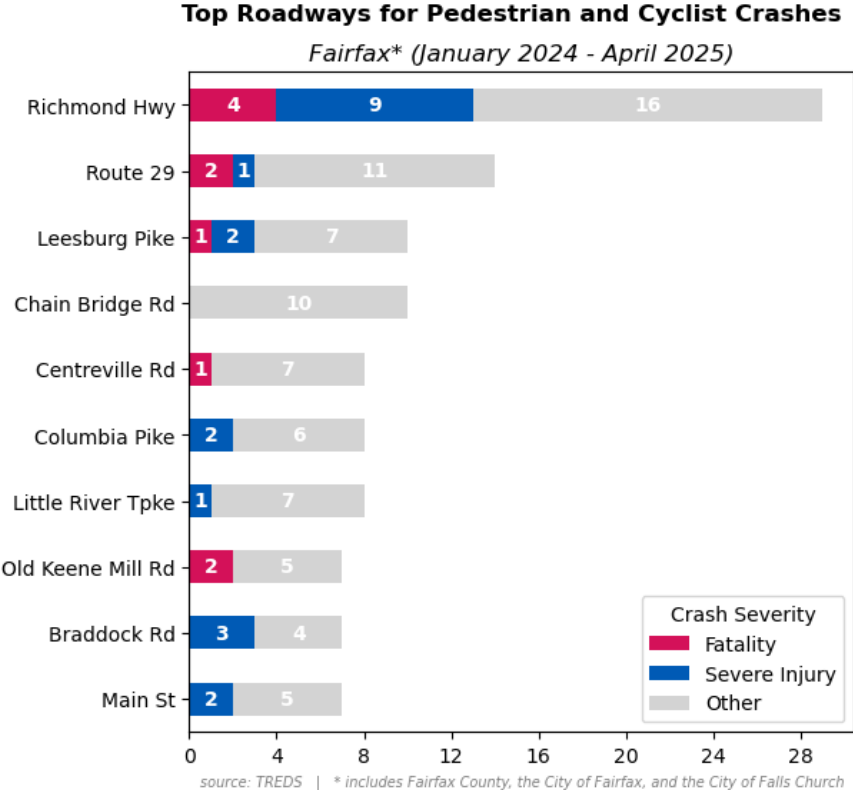
* 2025 includes data until 30 April, 2025

source: VDOT TREDS data, last updated July 3, 2025 32

Fairfax includes Fairfax County (including the towns of Clifton, Vienna and Herndon), City of Fairfax, City of Falls Church.



28% of crashes in Fairfax from Jan 2024 – Apr 2025 that involved pedestrians or cyclists and resulted in KSIs occurred on 9 roadways, with Richmond Hwy alone accounting for over 12% of crashes.

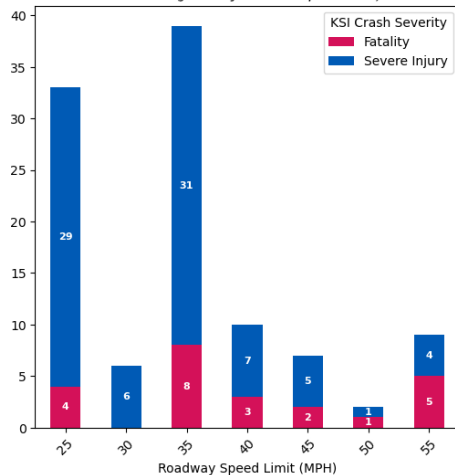


Of the KSI crashes in Fairfax from Jan 2024 – Apr 2025 involving pedestrians or cyclists:

- 73% were on roads with speed limits less than or equal 35mph.
- 34% were on main-line roadways (roads within an interchange area).
- 45% were within or near intersections, typically around marked lanes, pedestrian crosswalks, or traffic signals.

Roadway Speed Limit by KSI Crash Severity

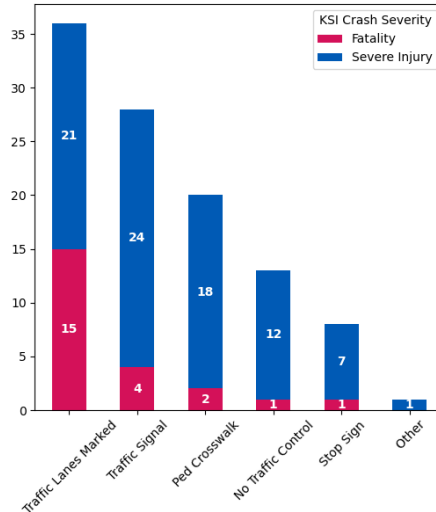
Fairfax* (January 2024 - April 2025)



source: TREDs | * includes Fairfax County, the City of Fairfax, and the City of Falls Church

Traffic Control Type by KSI Crash Severity

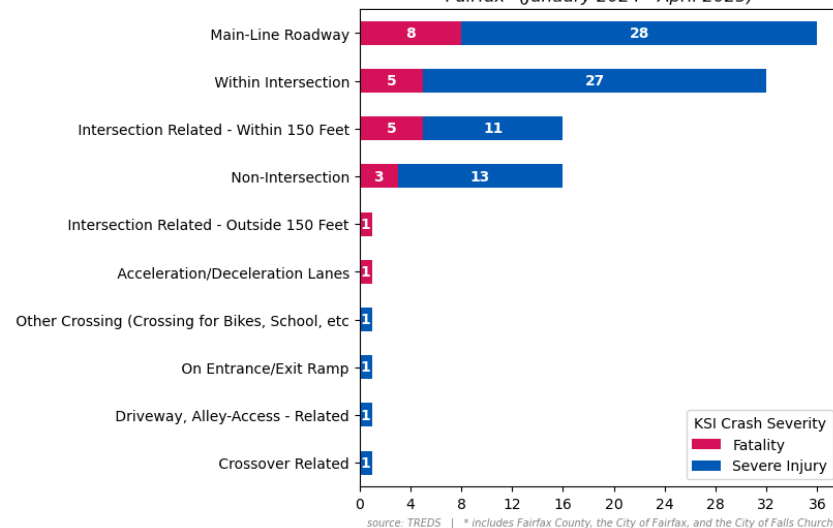
Fairfax* (January 2024 - April 2025)



source: TREDs | * includes Fairfax County, the City of Fairfax, and the City of Falls Church

Relation To Roadway by KSI Crash Severity

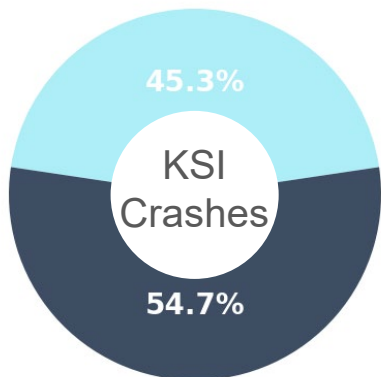
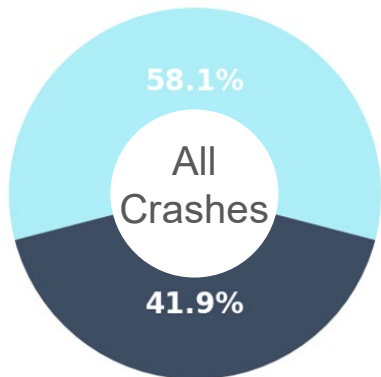
Fairfax* (January 2024 - April 2025)



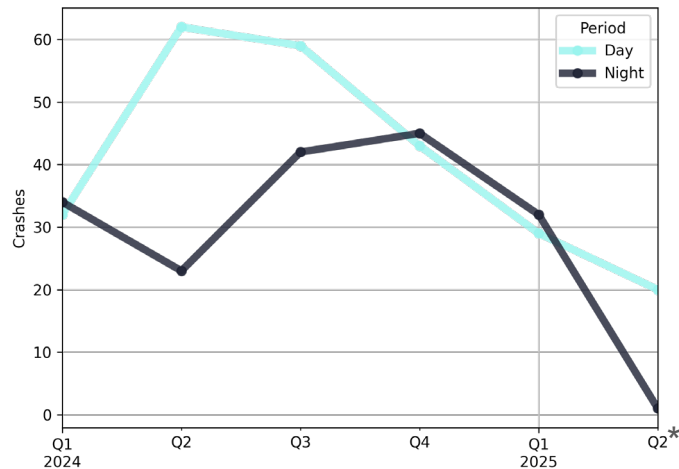
source: TREDs | * includes Fairfax County, the City of Fairfax, and the City of Falls Church

Severe or fatal crashes involving pedestrians or cyclists in Fairfax from Jan 2024 – Apr 2025 occurred at night at a rate slightly more than with NOVA as a whole.

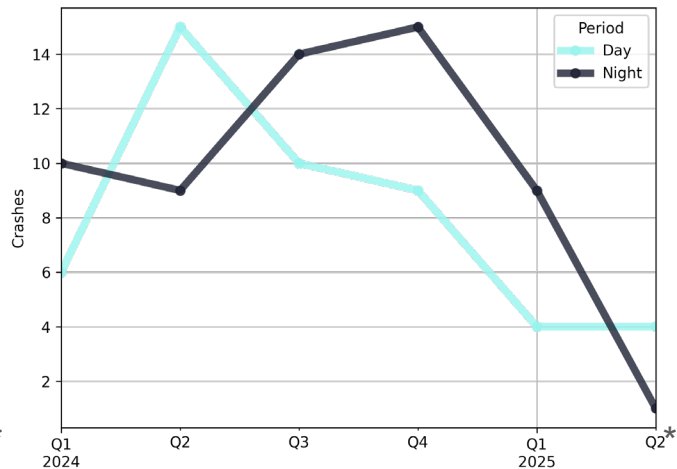
% Day vs. Night Crashes



Day vs. Night Crashes by Quarter



All Crashes



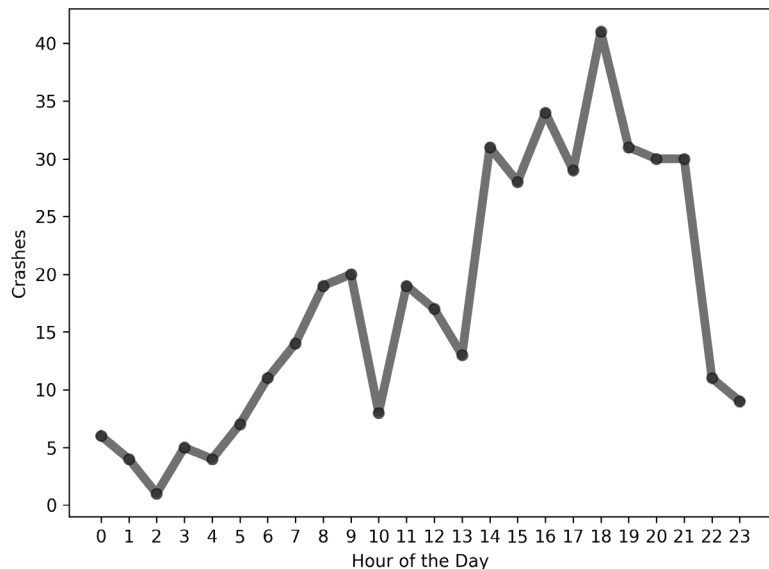
KSI Crashes

“Night” defined as light levels reported other than “daylight,” and the hours of 6PM – 6AM when light levels were not reported.

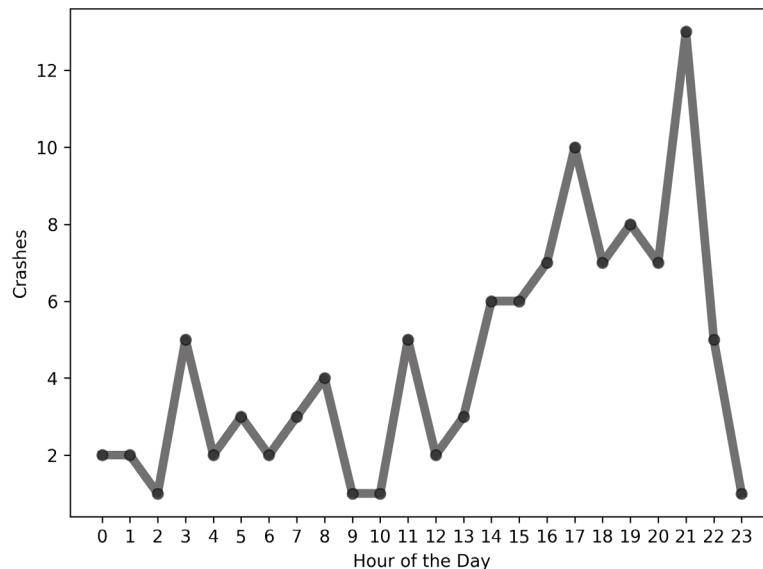
* Q2 data includes only Apr 2025 .

source: TREDs data, last updated July 3, 2025

KSI crashes involving pedestrians or cyclists in Fairfax occurred in a timeframe consistent with that of the wider NOVA area from Jan 2024 – Apr 2025, peaking between the hours of 5PM and 10PM.



All Crashes



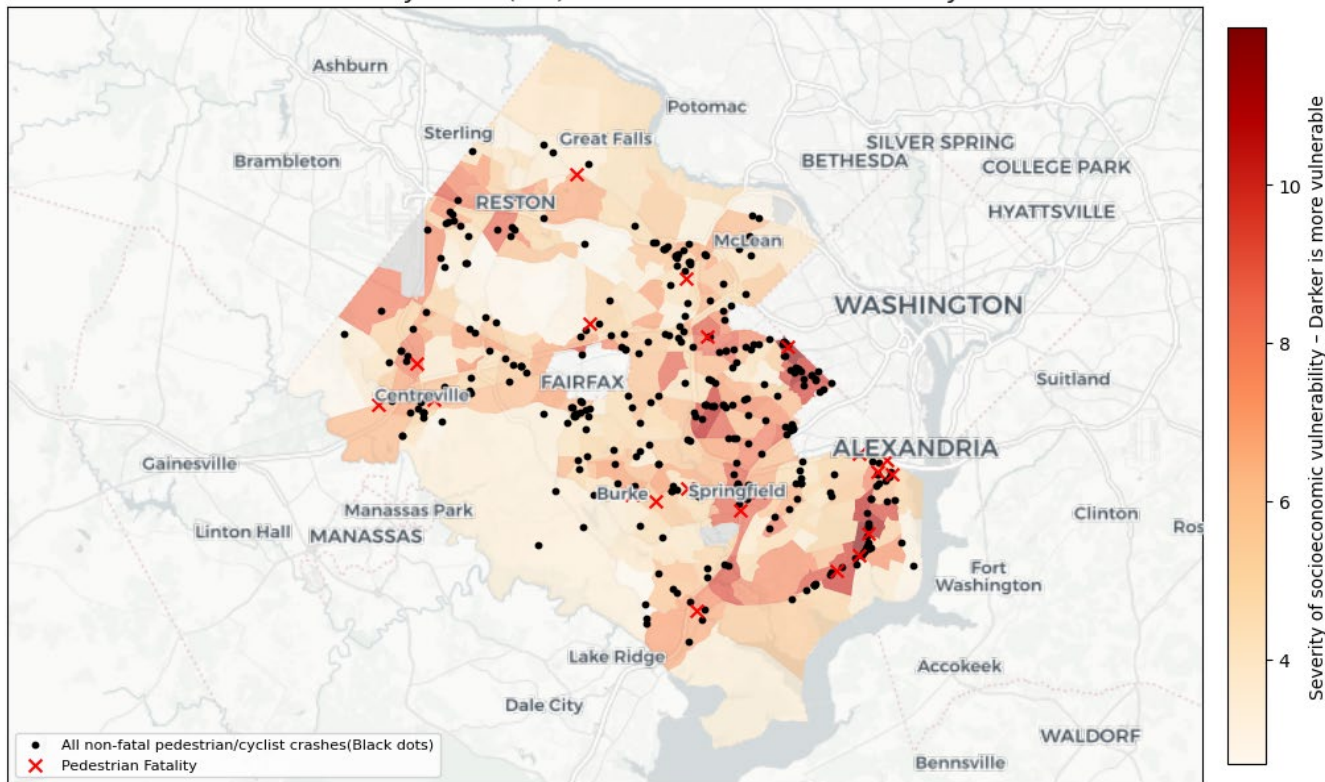
KSI Crashes

Total crash reports involving pedestrians/cyclists climb steadily throughout the day after 4AM until 7PM, at which point they steeply decline. Reports of crashes resulting in deaths or serious injuries don't see this steady climb until they spike in the late evening hours, reaching their peak around 9PM.

In Fairfax County, socioeconomically vulnerable communities in the southeastern and central areas have experienced more crashes involving pedestrians or cyclists compared to less vulnerable areas.

Fairfax County

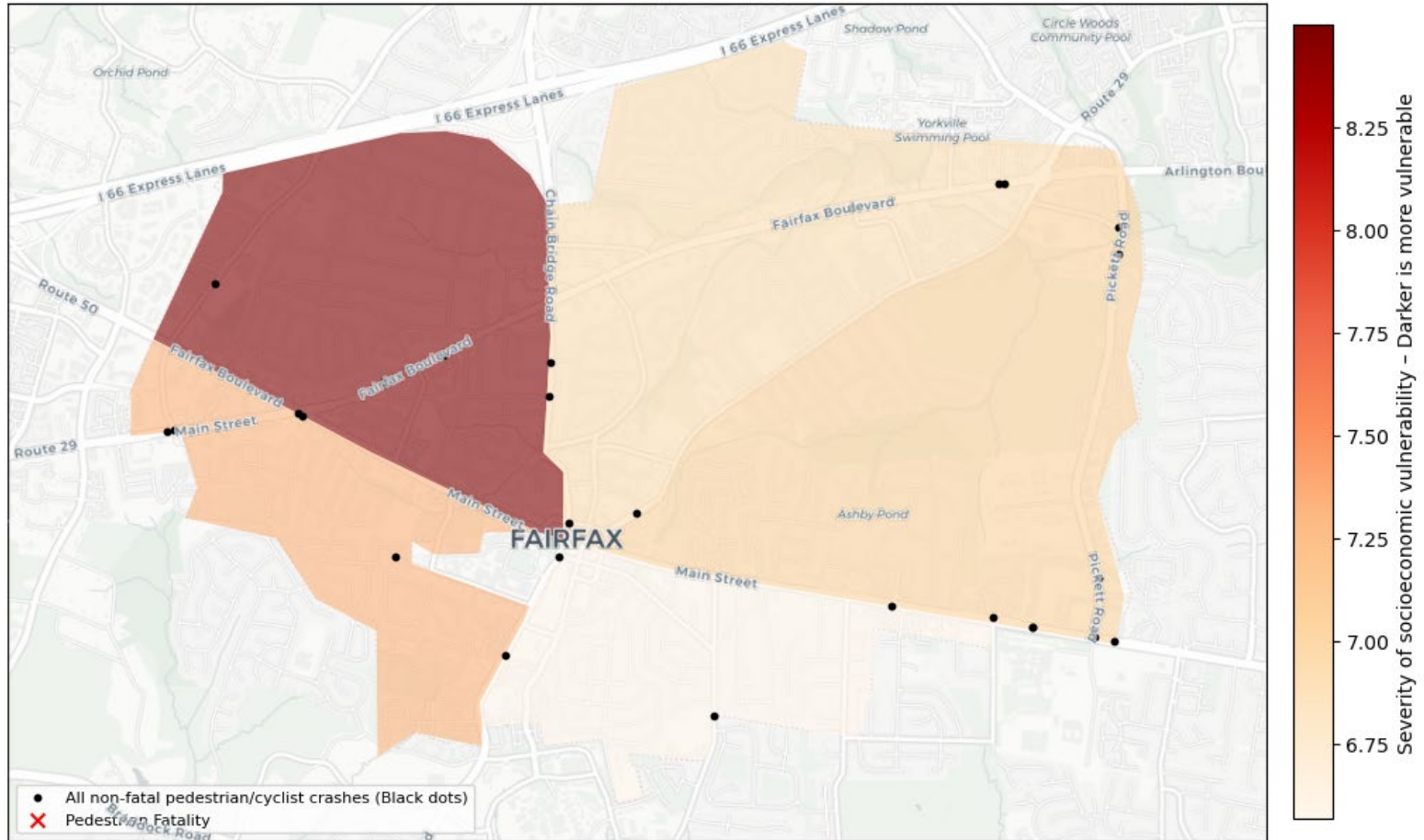
Socioeconomic Vulnerability Index (SVI) vs. TREDIS Pedestrian and Cyclist Crashes***



* as of 2022 | ** All crashes from January 2024 through April 2025 (black dots = all non-fatal pedestrian/cyclist crashes)

City of Fairfax

Socioeconomic Vulnerability Index (SVI) vs. TREDs Pedestrian and Cyclist Crashes***

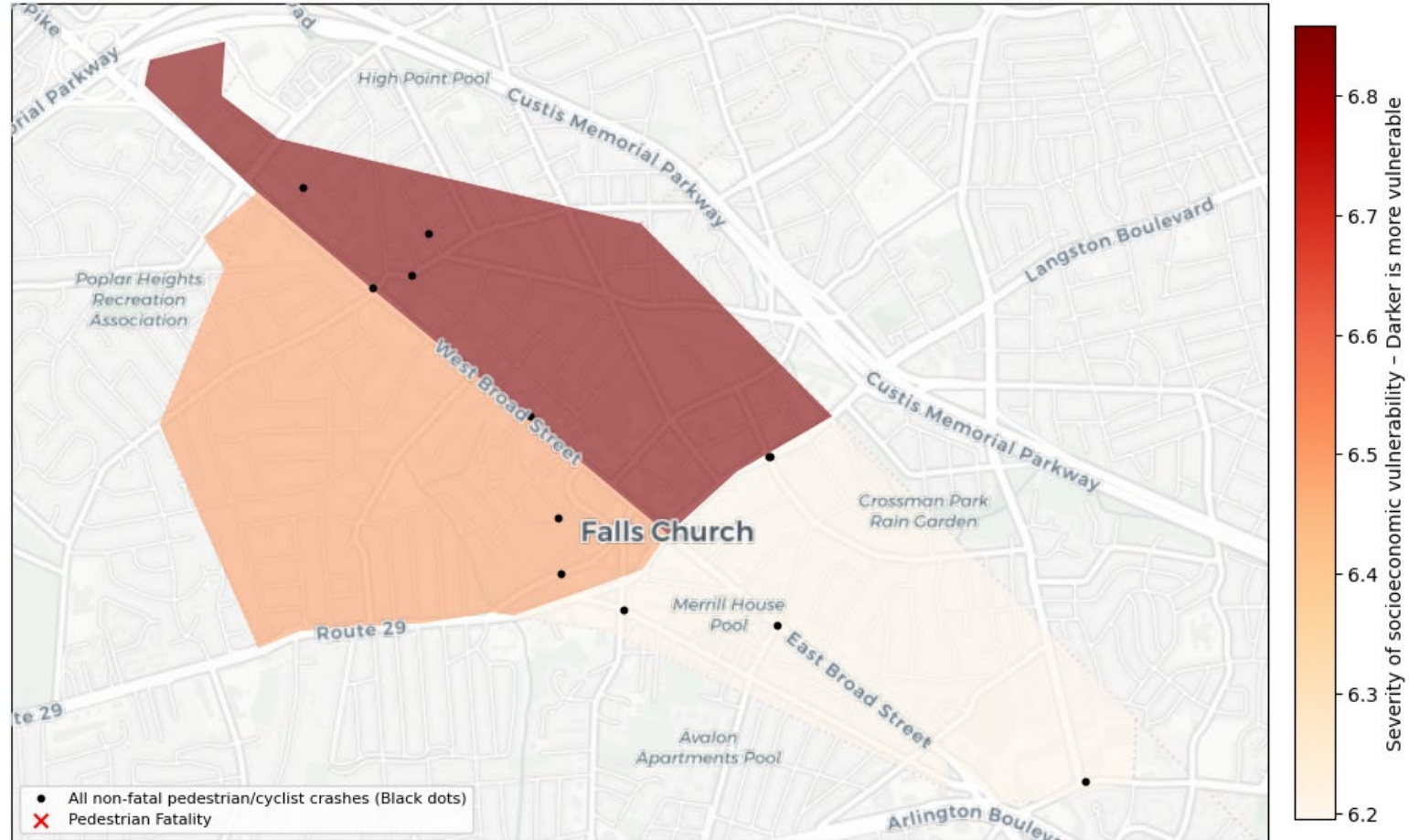


* as of 2022

** All crashes from January 2024 through April 2025 (black dots = all non-fatal pedestrian/cyclist crashes)

City of Falls Church

Socioeconomic Vulnerability Index (SVI)* vs. TREDs Pedestrian and Cyclist Crashes**

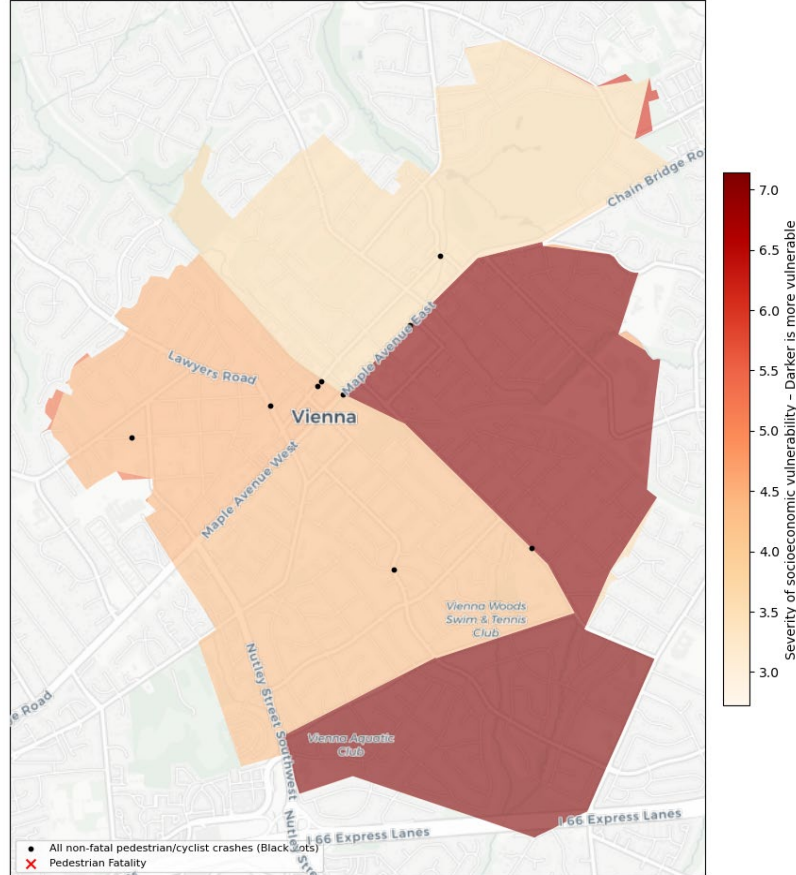


* as of 2022

** All crashes from March 2024 through February 2025 (black dots = all non-fatal pedestrian/cyclist crashes)

Town of Vienna

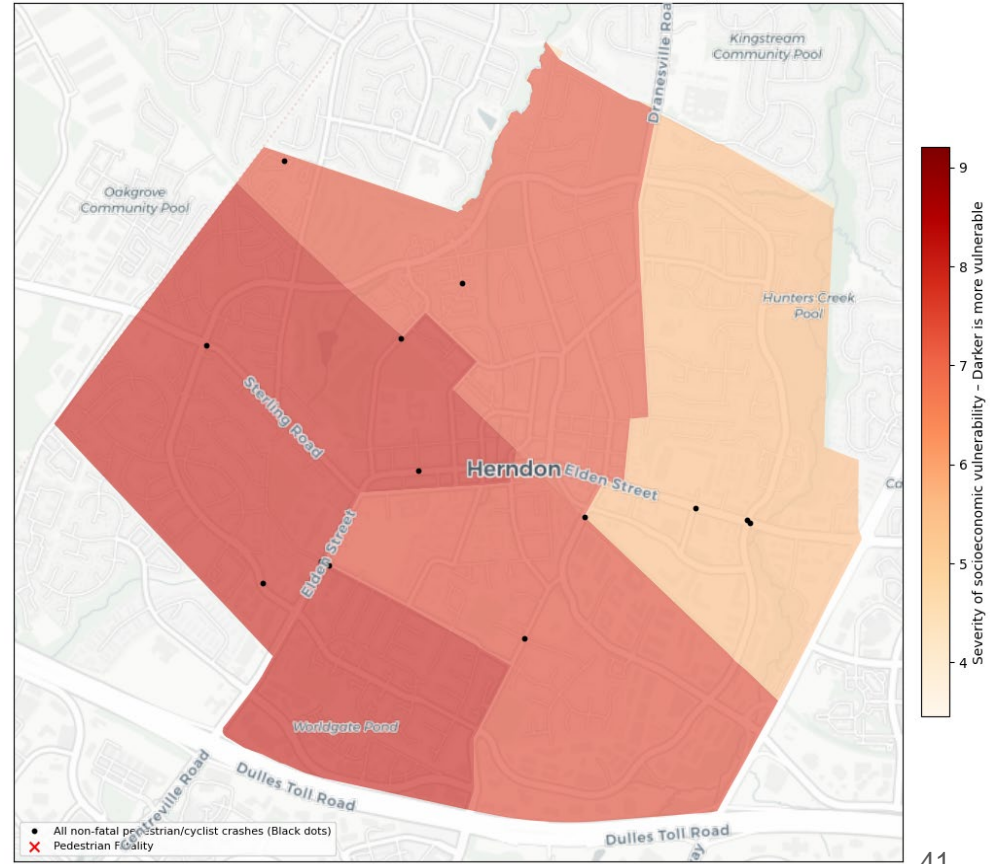
Socioeconomic Vulnerability Index (SVI)* vs. TREDs Pedestrian and Cyclist Crashes**



* as of 2022 | ** All crashes from January 2024 through April 2025 (black dots = all non-fatal pedestrian/cyclist crashes)

Town of Herndon

Socioeconomic Vulnerability Index (SVI)* vs. TREDs Pedestrian and Cyclist Crashes**



* as of 2022 | ** All crashes from January 2024 through April 2025 (black dots = all non-fatal pedestrian/cyclist crashes)

Town of Clifton

Socioeconomic Vulnerability Index (SVI)* vs. TREDs Pedestrian and Cyclist Crashes**



*No discernible SVI or TREDs crash records were available for the Town of Clifton during the selected date range.