

Deadly Pedestrian Trends

Northern Virginia (NOVA)
&
Alexandria

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Introduction

The following is an analysis of drivers crashing their vehicles into pedestrians / cyclists in Northern Virginia & City of Alexandria

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 to early fall.
- Socioeconomically vulnerable communities with typically higher pedestrian activity & poor infrastructure experienced more crashes involving pedestrians or cyclists 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 or cyclists is higher in Arlington and Alexandria than Fairfax

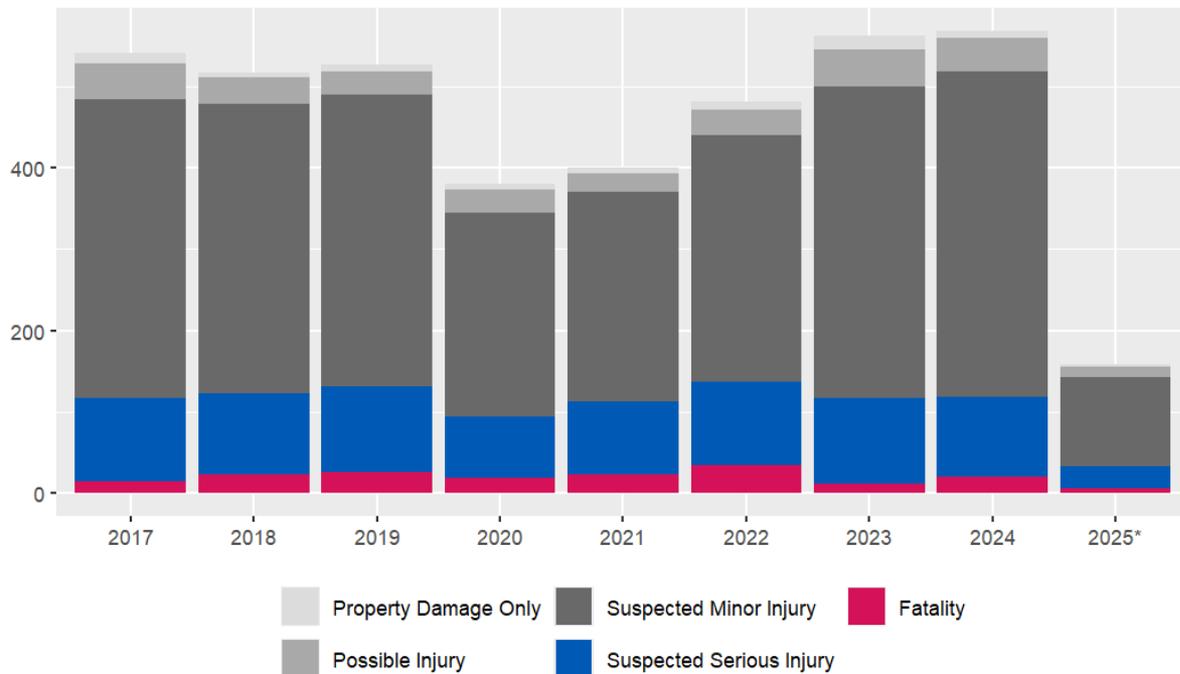


- source: VDOT TREDS data, last updated July 3, 2025.

- 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% (150 out of 726) of crashes in NOVA from Jan 2024 – Apr 2025 that involved pedestrians or cyclists and resulted in fatalities or suspected serious injuries.

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

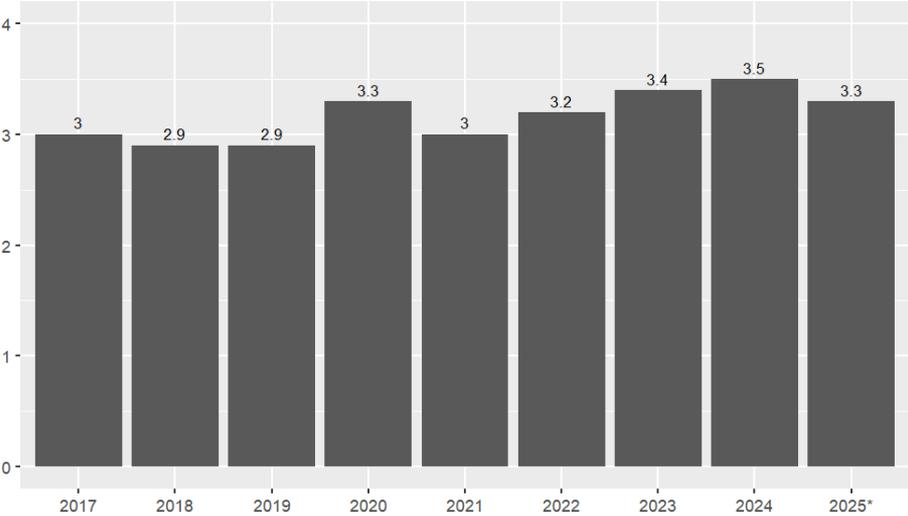
* 2025 includes data until 30 April, 2025

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

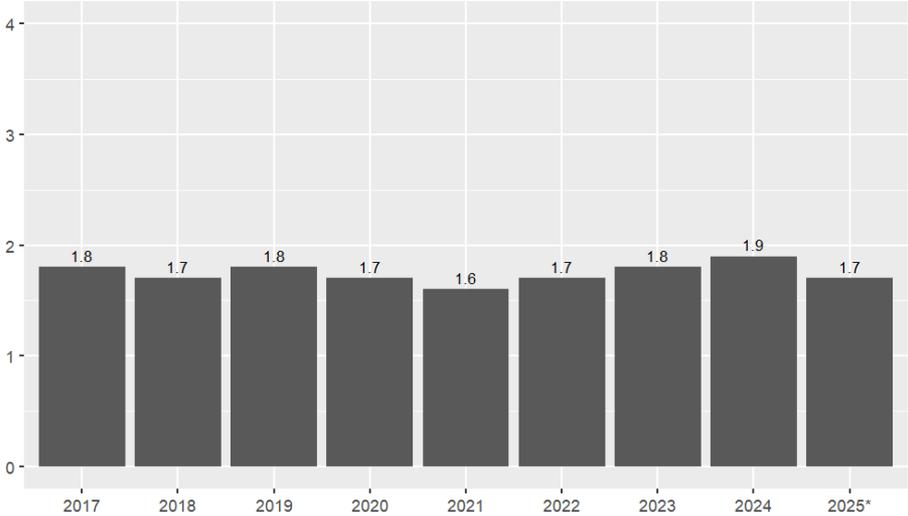
- NOVA includes the City of Alexandria, Arlington County, Fairfax County (including the towns of Clifton, Vienna and Herndon), City of Fairfax, City of Falls Church.

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

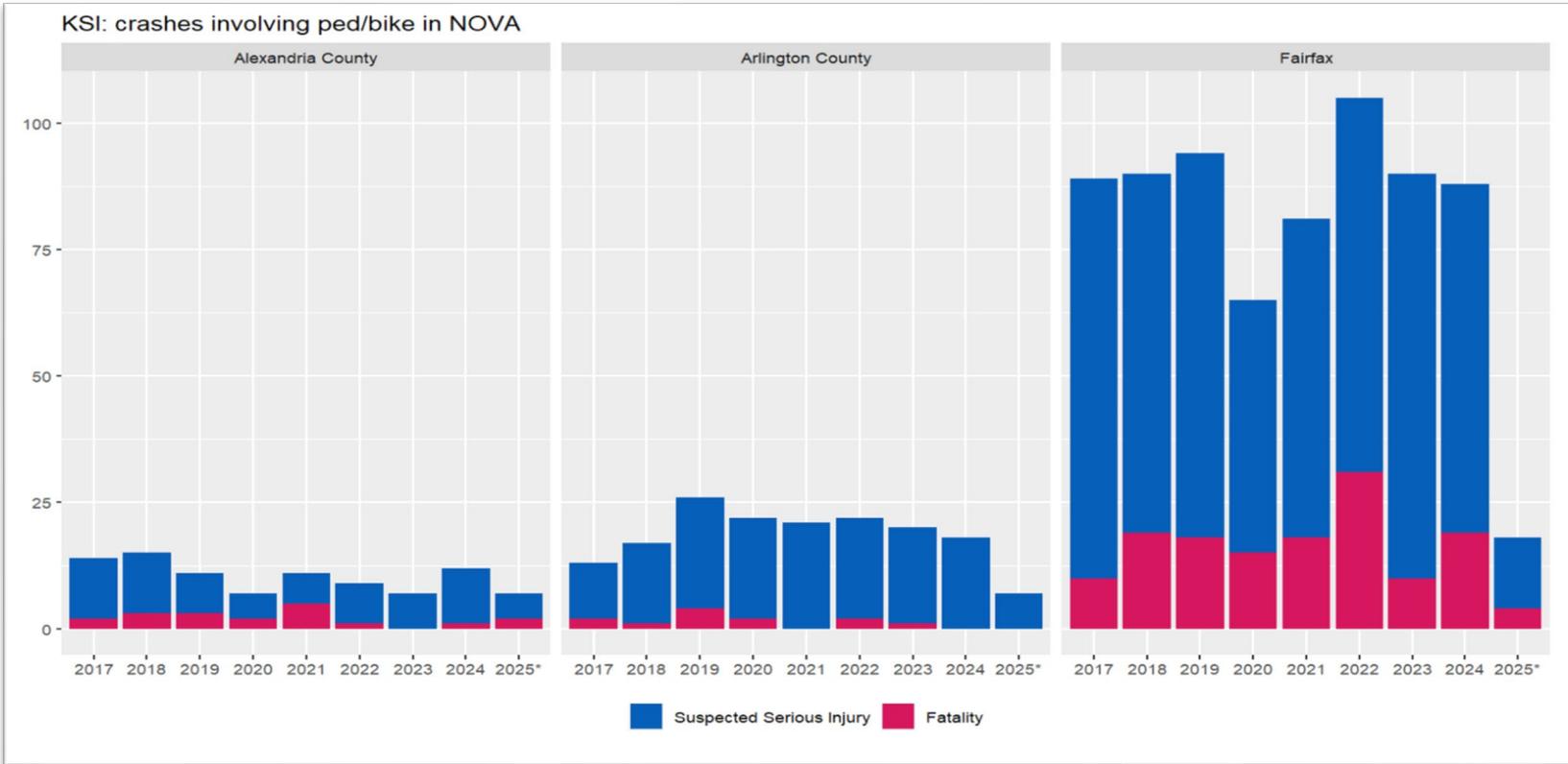


* 2025 includes data until 30 April, 2025

- source: VDOT TREDIS 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.

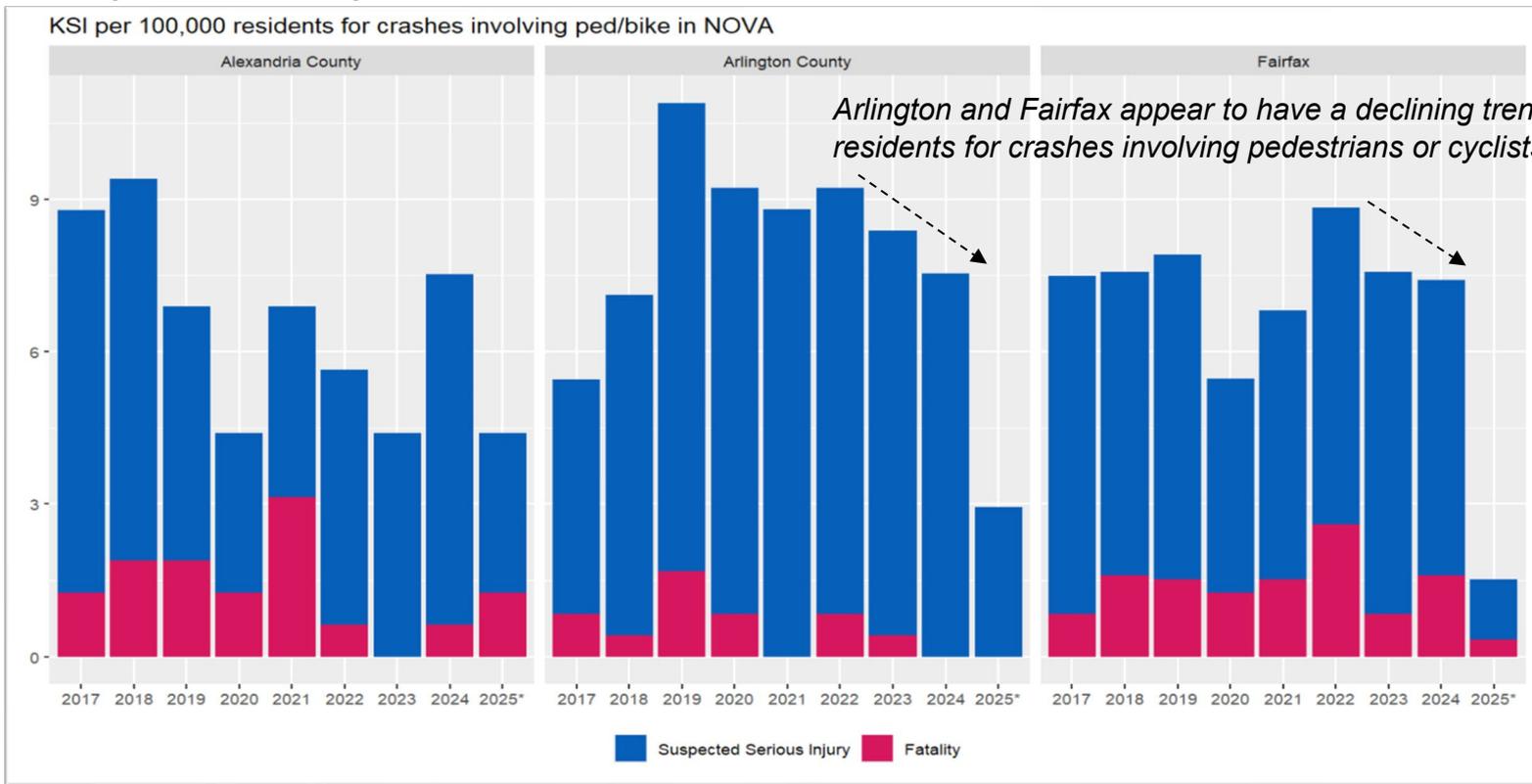


* 2025 includes data until 30 April, 2025

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.



Arlington and Fairfax appear to have a declining trend in KSI per 100,000 residents for crashes involving pedestrians or cyclists since 2022.

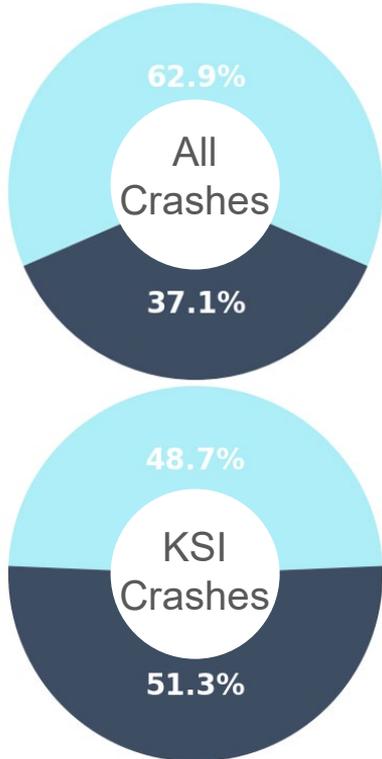
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source: VDOT TREDS data, last updated July 3, 2025

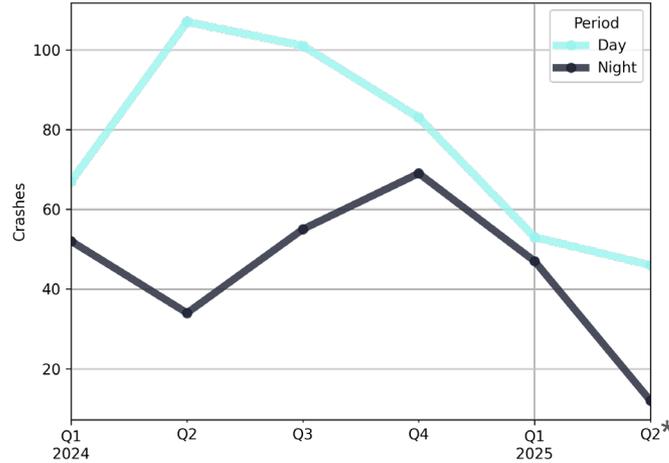
Fairfax includes Fairfax County (including the towns of Clifton, Vienna and Herndon), City of Fairfax, City of Falls Church.

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

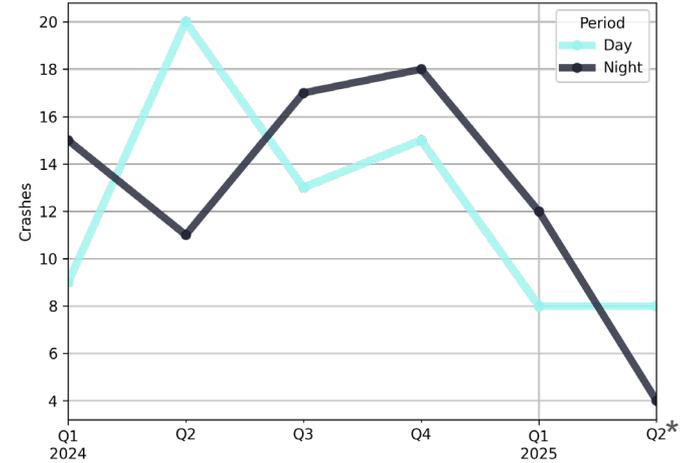
% Day vs. Night Crashes



Day vs. Night Crashes by Quarter



All Crashes

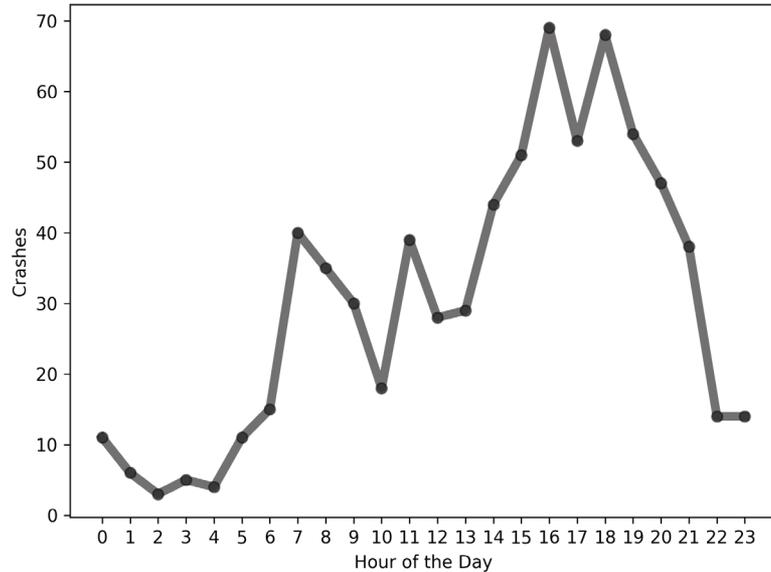


KSI Crashes

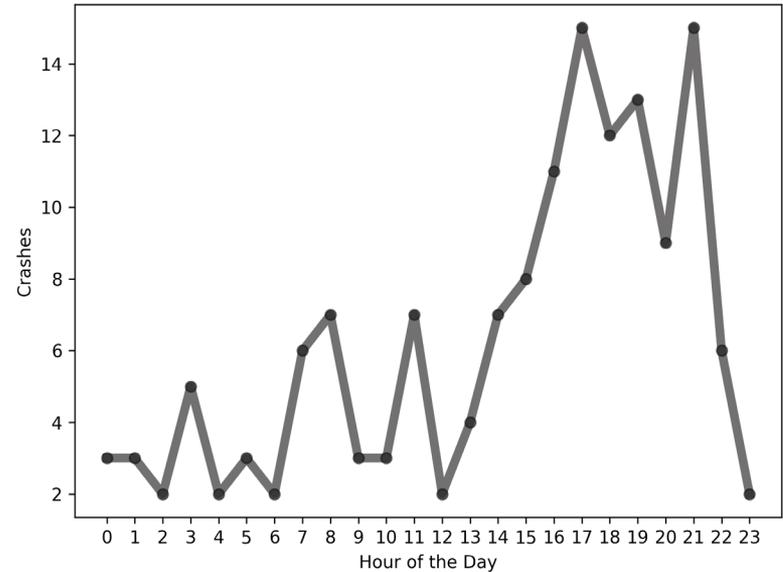
“Night” defined as light levels reported other than “daylight,” and the hours of 6PM – 6AM when light levels were not reported.

* Q2 data includes only Apr 2025 .

Severe or fatal crashes involving pedestrians or cyclists in 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

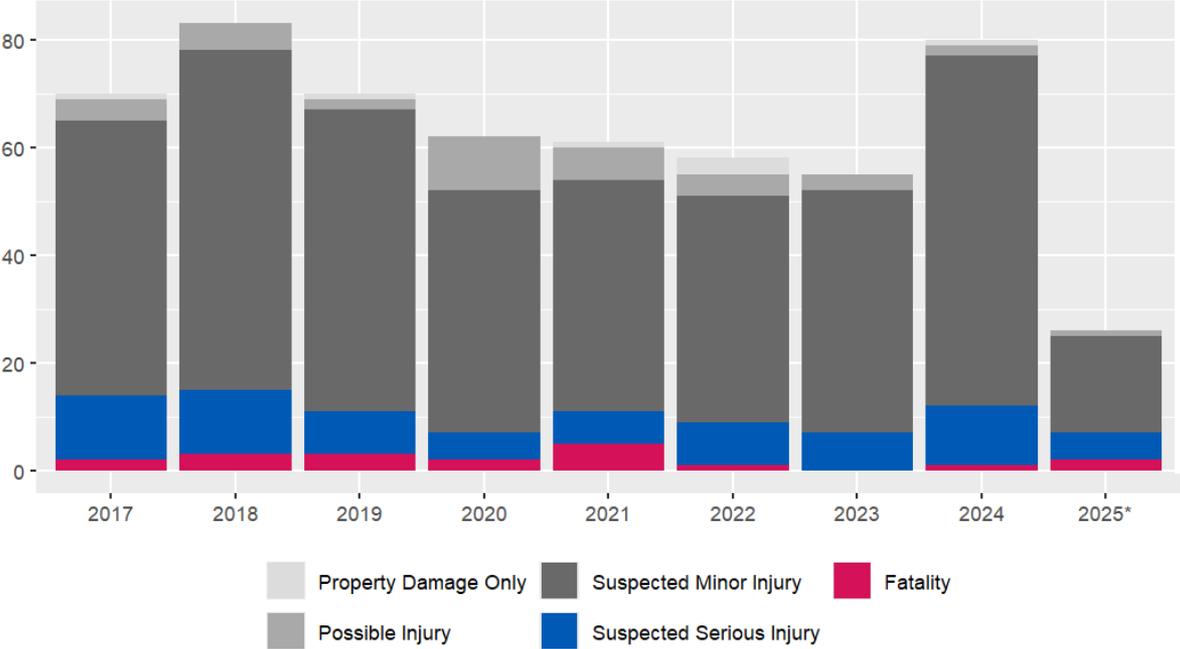
18% (19 out of 106) of crashes that involved pedestrians or cyclists have resulted in KSIs.

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

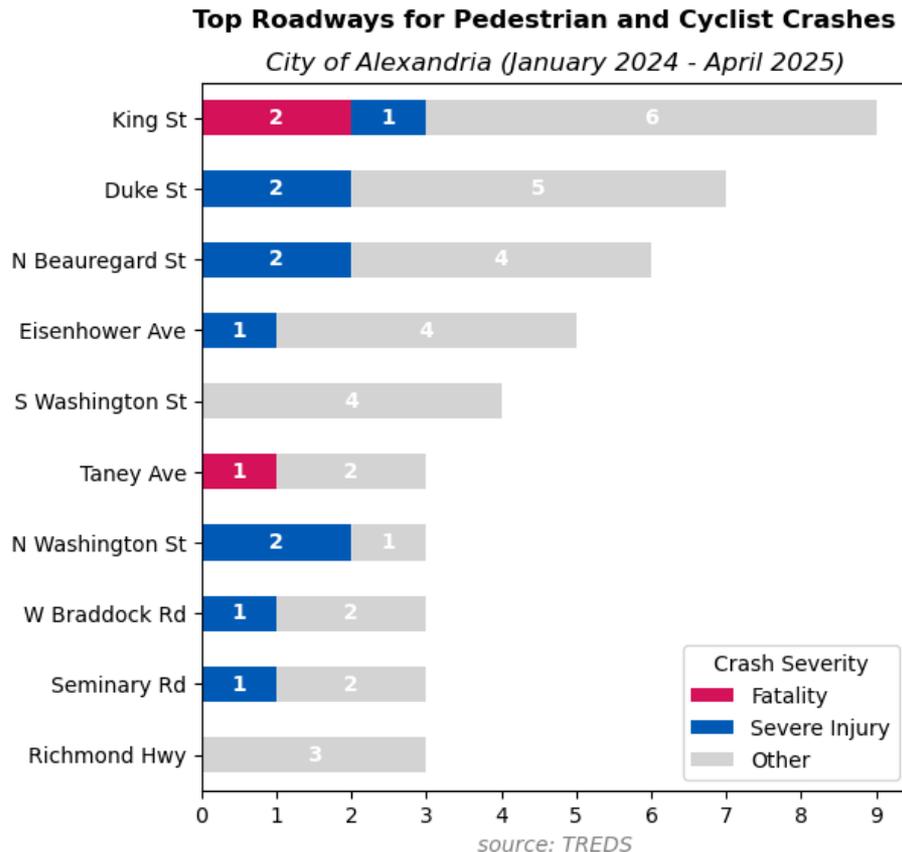


CRASH_SEVERITY	2024	2025*
Fatality	1	2
Suspected Serious Injury	11	5
Suspected Minor Injury	65	18
Possible Injury	2	1
Property Damage Only	1	0
Total	80	26

 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

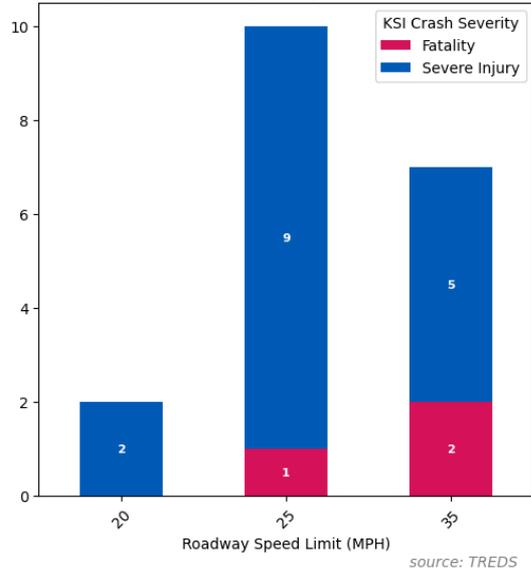
68% of crashes in the City of Alexandria from Jan 2024 – Apr 2025 that involved pedestrians or cyclists and resulted in fatalities or serious injuries occurred on 8 roadways.



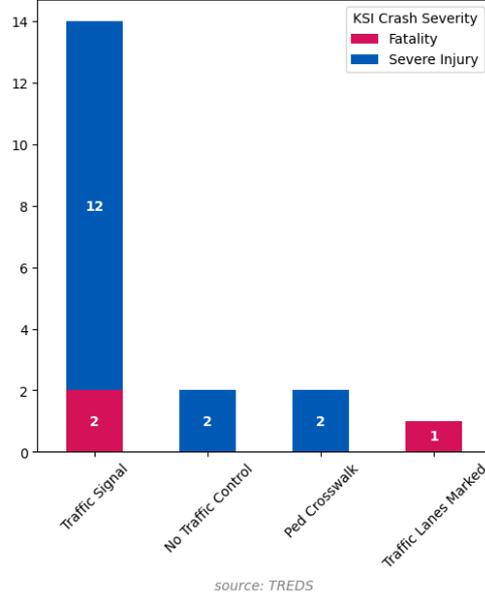
Of the crashes in the City of Alexandria from Jan 2024 – Apr 2025 that involved pedestrians or cyclists and resulted in fatalities or serious injuries:

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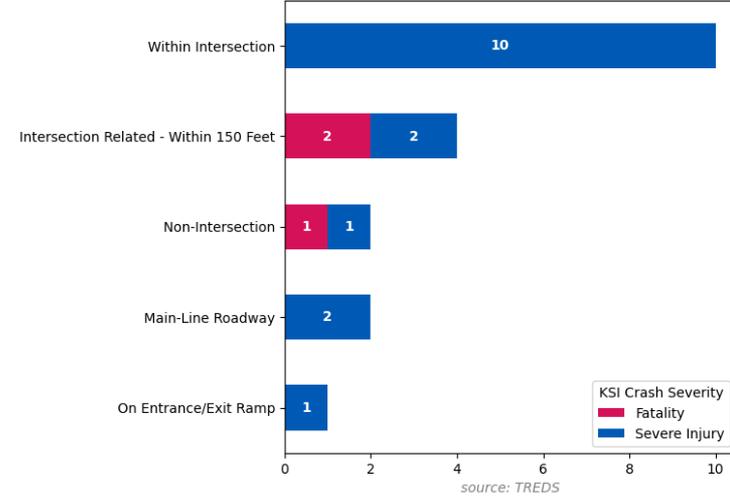
Roadway Speed Limit by KSI Crash Severity
City of Alexandria (January 2024 - April 2025)



Traffic Control Type by KSI Crash Severity
City of Alexandria (January 2024 - April 2025)

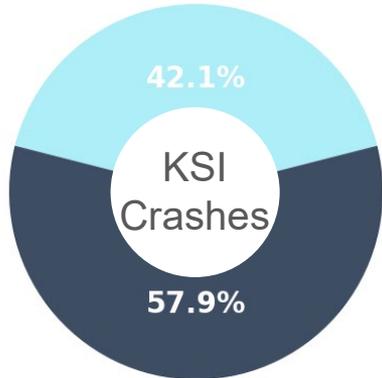
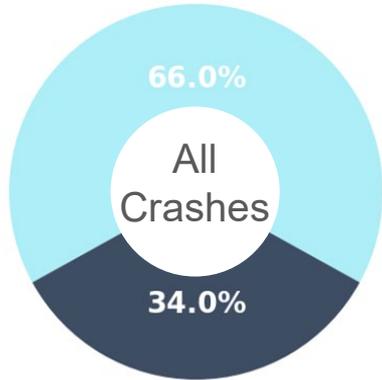


Relation To Roadway by KSI Crash Severity
City of Alexandria (January 2024 - April 2025)

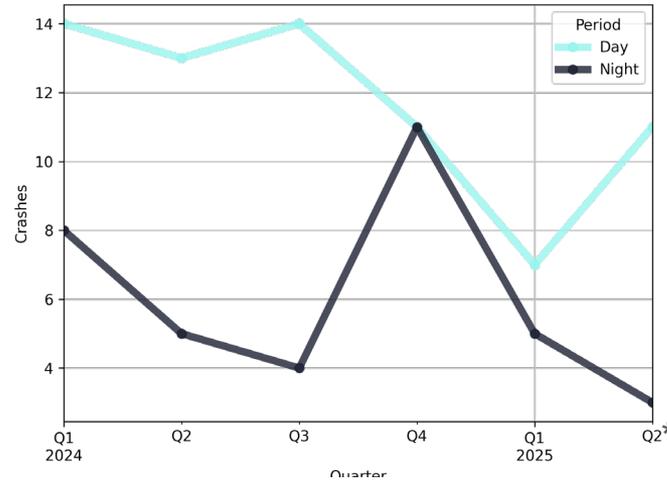


Severe or fatal crashes involving pedestrians or cyclists in Alexandria from Jan 2024 – Apr 2025 were more likely at night than in NOVA as a whole.

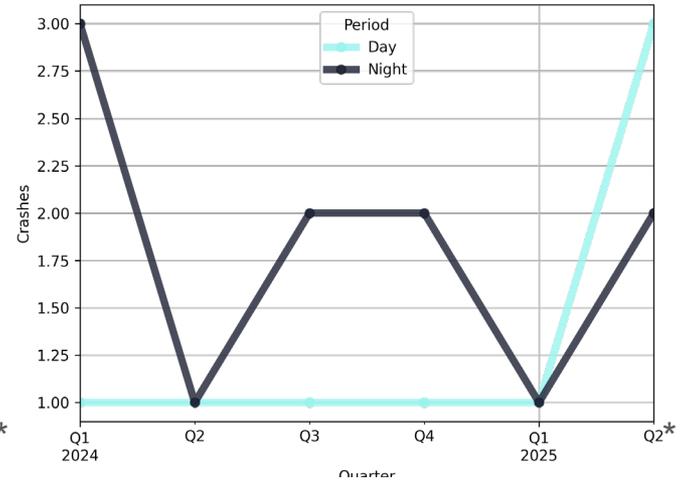
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Day vs. Night Crashes by Quarter



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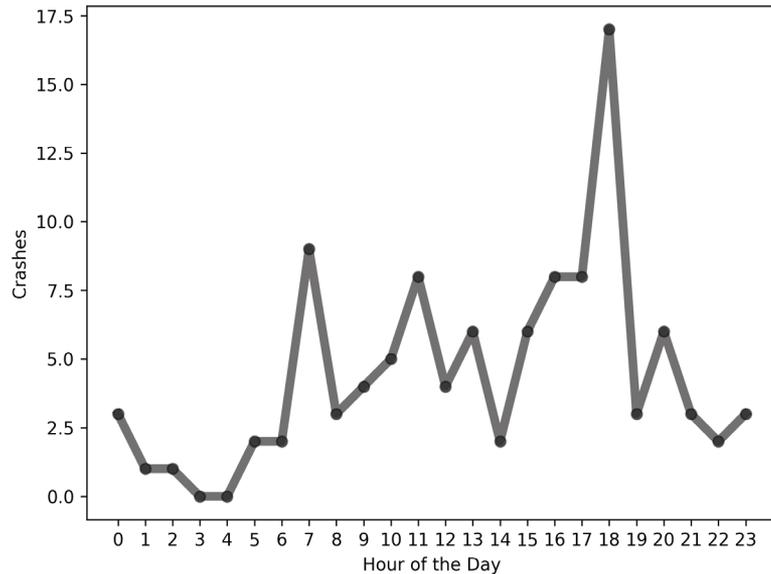


KSI Crashes

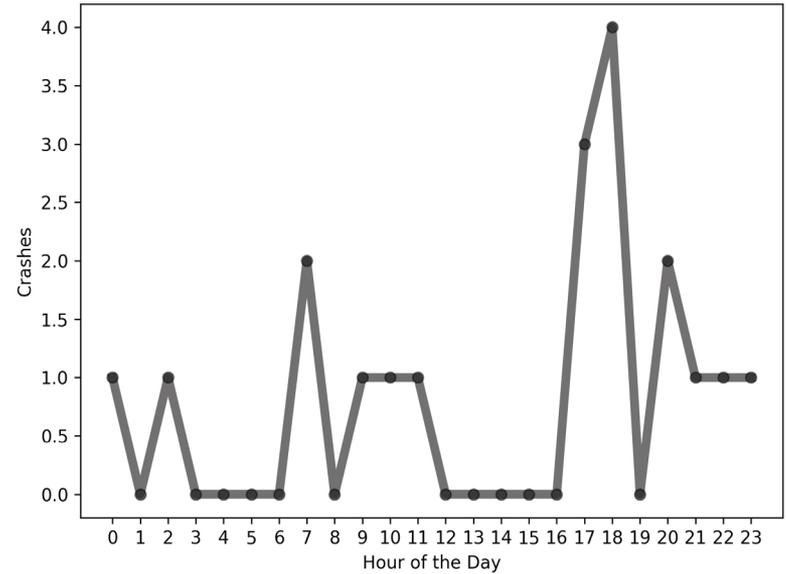
“Night” defined as light levels reported other than “daylight,” and the hours of 6PM – 6AM when light levels were not reported.

* 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

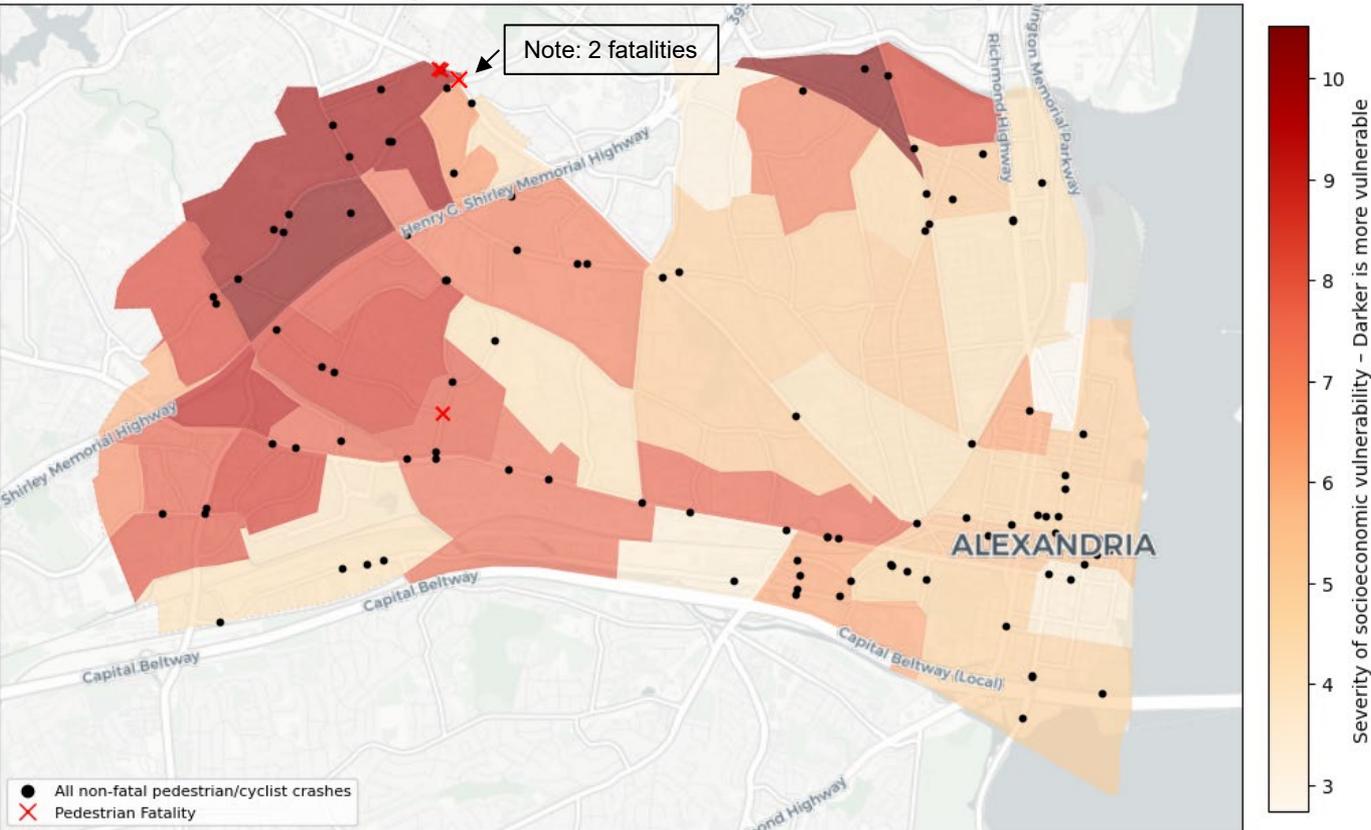


KSI Crashes

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

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)