

# Arizona's Pedestrian Toll

What 15 years of Arizona's road deaths actually look like for the people on foot, by the numbers, and what the record says about how the toll moved, when people die, and where the deaths concentrate.

## WHO READS THE DATA

We read the crash record the way we read a case: the road, the numbers, and the pattern underneath them.

AZ Law Now reads Arizona's crash record. We pulled 15 years of federal fatality data and computed the pattern ourselves: how many people died on foot, how the toll moved, when they died, and where the deaths concentrate. It names no one and sells nothing. It just shows the work.

# 2,996

pedestrians killed walking in Arizona, 2010 to 2024.

THAT'S 1 IN 5 OF ALL ARIZONA ROAD DEATHS. 263 PEDESTRIANS KILLED IN 2024 ALONE.

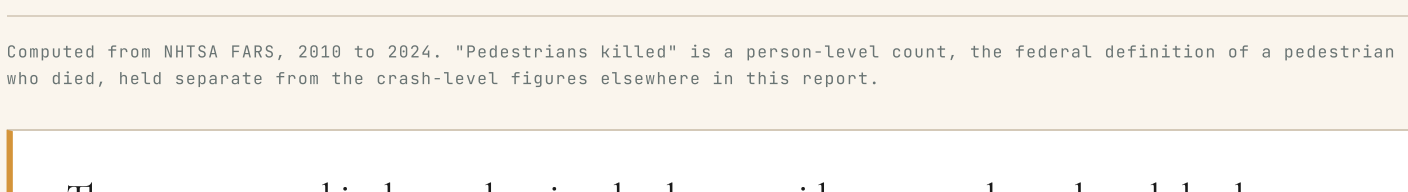
## WHY THIS MATTERS NOW

The state reports one year at a time. Arizona logged **263 pedestrian deaths in 2024 alone**, and over 15 years the toll is 2,996. **The curve bends the wrong way.** The data shows a rising pattern, not a single bad year.

## 01 One in five Arizona road deaths is a pedestrian

OUR ANALYSIS

*Pedestrians are not a footnote to the road-death problem. They are a fifth of it. Set the 2,996 pedestrians killed against every person who died on an Arizona road in the same window, 14,967 people, and one in five road deaths is a pedestrian. That is 20.0 percent, counted person by person across 15 years.*



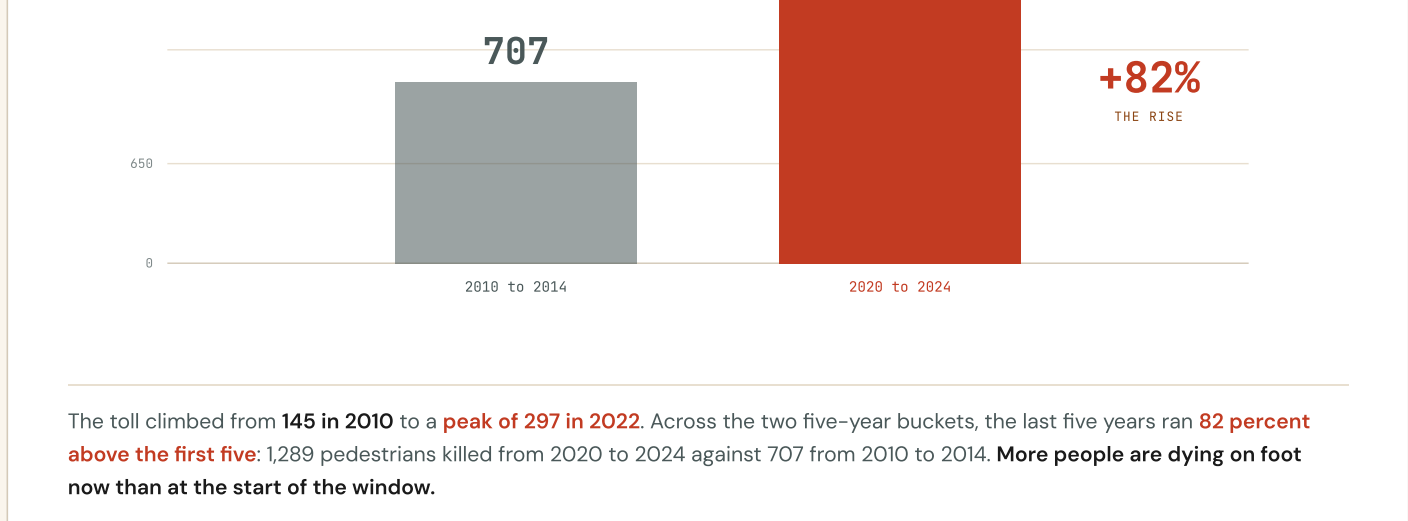
*A fifth of everyone Arizona loses on the road died on foot.*

The common read is that pedestrian deaths are a side story to the real road-death problem. They are not. Every figure in this report that says "pedestrians killed" counts people, the standard definition, applied the same way every time. **One in five Arizona road deaths is someone who was on foot.** We read the record the way we read a case: one definition, every time.

## 02 The toll nearly doubled

OUR ANALYSIS

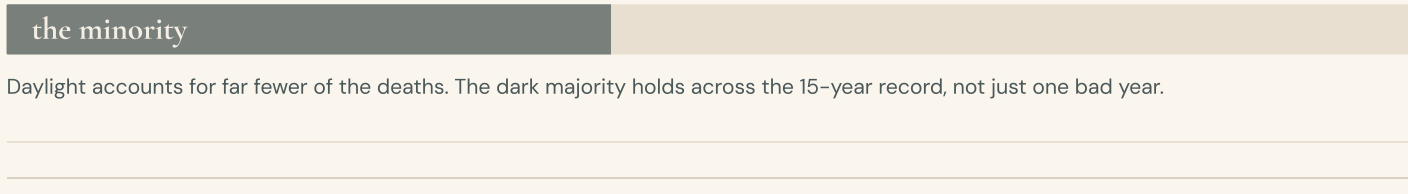
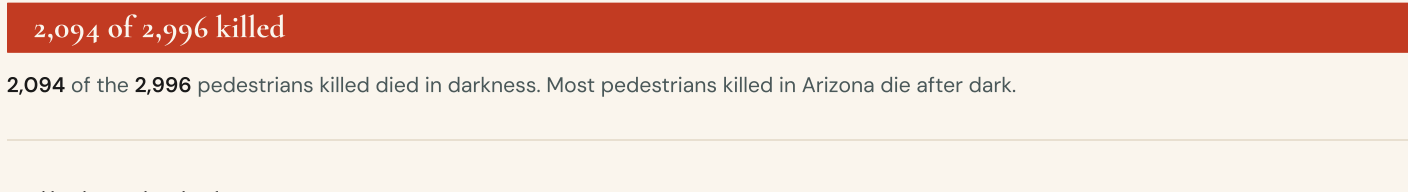
*Arizona's pedestrian death toll did not drift. It climbed. In 2010 the record counted 145 pedestrians killed. By the 2022 peak it counted 297. Bucket the 15 years into a first five and a last five, and the gap is stark: 707 killed from 2010 to 2014, against 1,289 from 2020 to 2024. That is an 82 percent rise.*



## 03 Seven in ten died in the dark

OUR ANALYSIS

*Darkness is the single biggest condition behind these deaths. Of the 2,996 pedestrians killed, 2,094 died in the dark. We computed the light condition on each fatal record. 69.9 percent of pedestrians killed died in darkness. When the sun is down, the walker disappears, and a driver's margin to react collapses.*



Computed from NHTSA FARS, 2010 to 2024, person-level, from the light condition on each fatal record. Bars scale to the dark share, dark = 100%.

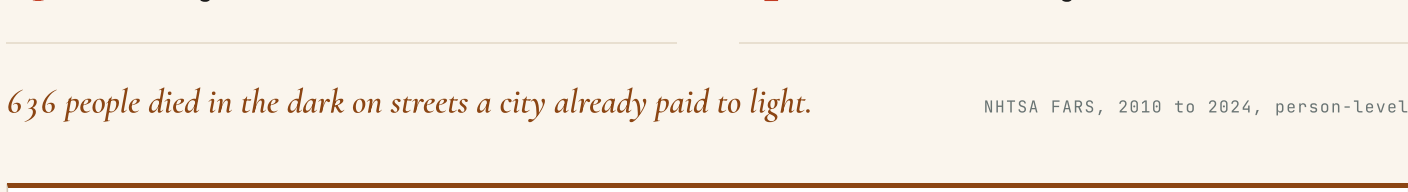
*Most pedestrians killed in Arizona die after dark. The live 2024 investigation found the same pattern in a single year using crash counts; the 69.9 percent here is the 15-year person-level read.*

## 04 People die even where the lights are on

OUR ANALYSIS

**Of the 2,094 pedestrians killed in darkness, 636 died on roads that had streetlights on. A streetlight is not a finish line.**

Computed from NHTSA FARS 2010 to 2024 · Light-condition and lighting-present fields, person-level



*636 people died in the dark on streets a city already paid to light.*

NHTSA FARS, 2010 to 2024, person-level

## WHAT THE LIT-ROAD DEATHS POINT TO

COMPUTED

**Lighting is necessary. On its own, it is not enough.**

It is easy to assume the dark deaths happen on unlit back roads. The record says otherwise: **636 pedestrians died in the dark on roads that had streetlights on.** People are dying where a city already spent the money to light the street, which points past the light to the rest of the design.

**That gap matters for what a fix looks like.** Lit-but-dark deaths point past the streetlight to where the crossing is, how wide the road is, how fast the traffic moves, and whether a walker has anywhere safe to be. **A streetlight is not a finish line.**

<b>Crossing distance</b>	design factor	<b>Road width</b>	design factor
<b>Traffic speed</b>	design factor	<b>Where it is safe to walk</b>	design factor
<b>Lighting present</b>	necessary, not enough	<b>Lit-road dark deaths</b>	636 killed

Computed from NHTSA FARS 2010 to 2024, person-level, light-condition and lighting-present fields. Design factors are the documented contributors a streetlight does not address.

**AN HONEST MEASURE NOTE**  
The dark and lit-road figures here are **person-level**: they count pedestrians killed, the same measure used at the top of this report. The geographic concentration that follows shifts to a **crash-level** measure, pedestrian-involved fatal crashes, and is labeled that way. We never blend the two in a single claim. The single-year 2024 figures we reference for comparison are ADOT counts; we never mix an ADOT count and a FARS count in one number.

## 05 The deaths concentrate in metro Phoenix

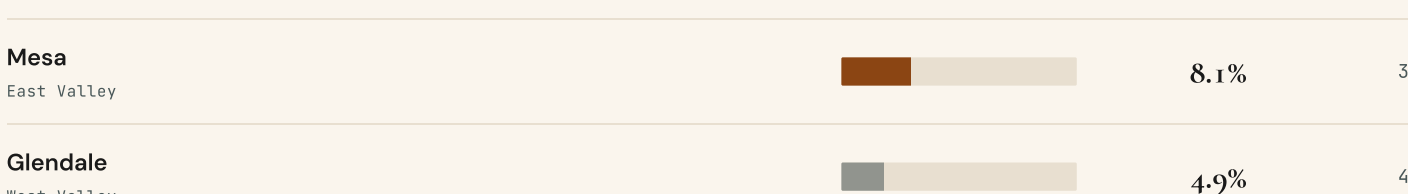
OUR ANALYSIS

*The deaths are not spread evenly. They concentrate. This is a metro-Phoenix crisis, and within Phoenix it tightens onto one West Phoenix arterial. The measure here is crash-level: pedestrian-involved fatal crashes, not the person-level count of pedestrians killed used above. We hold the two apart.*



Computed from NHTSA FARS 2010 to 2024, verified at the corridor level against the City of Phoenix street record.

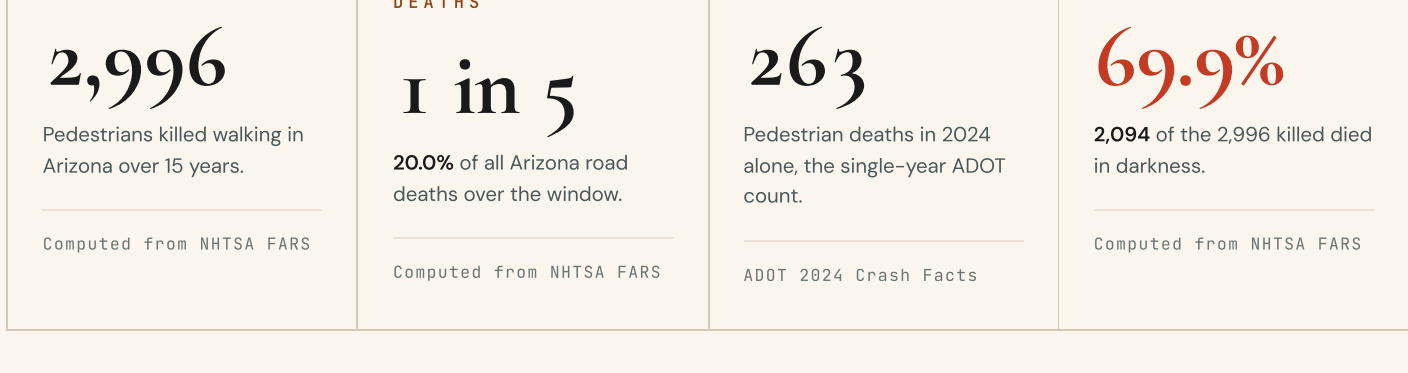
Pedestrian-involved fatal crashes, crash-level. Per-capita rank attributed to GHSA and the Live 2024 investigation.



*Phoenix carries more than a quarter of the state's named-city pedestrian-fatal crashes.*

Share of named-city pedestrian-involved fatal crashes, NHTSA FARS 2010 to 2024, computed by AZ Law Now. This is a crash-level measure: it counts fatal crashes that involved a pedestrian, not the person-level count of pedestrians killed used elsewhere in this report.

## 06 The record at a glance



## WHAT THIS MEANS

Every number points the same way. Pedestrians are a fifth of Arizona's road deaths, the toll is rising, most die after dark, and many die even where the lights are on, concentrated on a handful of West Phoenix arterials. The pattern points and the record says the danger concentrates, and when, protects families and the public.

# We read the record so you get answers.

QUESTIONS ABOUT ARIZONA'S ROADS? YOU GET ANSWERS

(602) 654-0202

## 07 How we built this

### METHODOLOGY

#### PRIMARY SOURCES ONLY

Every figure traces to a named government dataset: **NHTSA's FARS** federal fatality files, 2010 to 2024, for our computed person-level counts, **ADOT's 2024 Crash Facts** for the single-year 2024 figure, and **GHSA** for the national per-capita rank. We read the source, not the news write-up.

#### WE COMPUTED THE COUNTS

The pedestrian death counts, shares, trend, and light-condition figures are ours, computed from the FARS record. "Pedestrians killed" is a **person-level** count; the by-county and by-city numbers are **crash-level** (pedestrian-involved fatal crashes). We never blend the two measures in one claim.

#### VERIFIED, THEN FLAGGED

Computations were checked in code against the FARS totals. The deadliest-corridor cluster is field-verified at the corridor level; where the block-level data was not precise enough to name a corner as fact, we named the corridor and neighborhood instead. We did not design a finding. We struck it from the data.

### THE ONE FIGURE WE WANT STATED PLAINLY

We keep our **FARS-computed, person-level** counts separate from **ADOT's cited 2024** count: two different agencies counting the same roads, and we name the source behind each number rather than merge them. "Pedestrians killed" (2,996 and its derivatives) is person-level. The Maricopa 61.7 percent and the by-city table are crash-level (pedestrian-involved fatal crashes). We did not compute a per-capita rate from FARS, so where we cite Arizona's national rank we attribute it to GHSA and the live 2024 investigation, not to ourselves.

### PROVENANCE LEDGER - EVERY HEADLINE NUMBER

**MEASURED** read directly from a published table. **COMPUTED** our calculation from published counts. **VERIFIED** confirmed against the named source.

HEADLINE FIGURE	PROVENANCE	SOURCE
<b>2,996 pedestrians killed walking in Arizona, 2010 to 2024 (person-level)</b>	COMPUTED	NHTSA FARS, 2010 to 2024
<b>1 in 5 (20.0%) of all Arizona road deaths is a pedestrian · 2,996 of 14,967</b>	COMPUTED	NHTSA FARS, 2010 to 2024 (person-level)
<b>The toll rose 82%: 707 killed 2010-2014 vs 1,289 killed 2020-2024</b>	COMPUTED	NHTSA FARS, 2010 to 2024 (person-level by year)
<b>145 killed in 2010 · peak of 297 in 2022</b>	COMPUTED	NHTSA FARS, 2010 to 2024 (person-level by year)
<b>69.9% died in the dark · 2,094 of 2,996 killed</b>	COMPUTED	NHTSA FARS 2010-2024 (Light condition)
<b>636 killed in the dark on roads that had streetlights on</b>	COMPUTED	NHTSA FARS 2010-2024 (Lighting present)
<b>263 pedestrian deaths in 2024 alone (single-year)</b>	VERIFIED	ADOT 2024 Motor Vehicle Crash Facts
<b>61.7% of pedestrian-involved fatal crashes are in Maricopa County (crash-level)</b>	COMPUTED	NHTSA FARS 2010-2024 (crash-level, by county)
<b>26 deaths on the West Indian School Rd corridor, Maryvale and Alhambra band</b>	VERIFIED	NHTSA FARS 2010-2024 + City of Phoenix street record
<b>Arizona ranks among the deadliest states for pedestrians (per-capita)</b>	MEASURED	GHSA, Pedestrian Traffic Fatalities by State

### REFERENCES

National Highway Traffic Safety Administration. (2025). *Fatality Analysis Reporting System (FARS) 2010-2024 national file* [Data set]. U.S. Department of Transportation. <https://static.nhtsa.gov/nhtsa/downloads/FARS/>

Arizona Department of Transportation. (2025). *2024 motor vehicle crash facts for the state of Arizona*. <https://azdot.gov/sites/default/files/2025-07/2024-Crash-Facts.pdf>

Governors Highway Safety Association. (2025). *Pedestrian traffic fatalities by state*. <https://www.ghsa.org/resources/Pedestrians25>

City of Phoenix Street Transportation Department. (2022). *Road safety action plan (Vision Zero), adopted September 7, 2022*. <https://www.phoenix.gov/streets/roadsafety>

Pedestrian death counts, shares, the trend, and the light-condition figures are computed by AZ Law Now from NHTSA FARS, 2010 to 2024, person-level. "Pedestrians killed" is a person-level count, held separate from the crash-level figures: the Maricopa County and by-city numbers count pedestrian-involved fatal crashes, not pedestrians killed, and are labeled that way. The 263 figure is ADOT's single-year 2024 count; we never blend an ADOT count and a FARS count in one number. The deadliest-corridor cluster is verified at the corridor level against the City of Phoenix street record; we name the corridor and neighborhood band, not exact intersections. Arizona's national per-capita rank is attributed to GHSA. This report is public-interest data Journalism, not legal advice, and creates no attorney-client relationship.