The Pedestrian Problem

Distracted Driving Summit

8/18/2022





U.S. pedestrian fatalities

1975-2021





Pedestrian AEB testing



Pedestrian crash prevention ratings







HLDI analysis: Subaru EyeSight and pedestrians

Pedestrian-related insurance claims reduced by 35%

Effects of pedestrian automatic emergency braking (AEB) on police-reported pedestrian crashes



Pedestrian crashes and fatalities

By light condition



Effect of pedestrian AEB on the odds of a pedestrian crash

By light condition



2016 **Toyota Prius v**

2016 BMW 3 series



Nighttime crash risk relative to poor-rated headlights



Night pedestrian front crash prevention test scenarios



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Tests run at

12 & 25 mph

Parallel adult

TEST VEHICLE

Tests run at 25 & 37 mph





High beam 25 mph

Low beam 25 mph

Night pedestrian front crash prevention test vehicles

By headlight rating



2021 Ford Bronco Sport







2021 Toyota CH-R



2022 Volkswagen Taos



2019 Volvo XC40



2021 Chevrolet Trailblazer

A

2020 Hyundai Venue



2019 Subaru Forester



Night pedestrian front crash prevention test vehicles By AEB technology



2021 Ford Bronco Sport



2020 Honda CR-V



2021 Toyota CH-R



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Radar

Average speed reductions in pedestrian tests

■ Daylight ■ High beams ■ Low beams





Takeaways

- Most pedestrian AEB systems perform well in our current test
- Pedestrian AEB is preventing crashes
- Fatal pedestrian crashes occur more often in the dark
- Better rated headlights help drivers see pedestrians and prevent crashes at night
- IIHS plans to launch night pedestrian front crash prevention later this month

Questions?

Insurance Institute for Highway Safety Highway Loss Data Institute

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THANK YOU



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