Traffic Safety Facts

2013 Data

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Key Findings

- In 2013, there were 4,735 pedestrians killed in traffic crashes – a 2-percent decrease from 4,818 pedestrian fatalities in 2012.
- On average, a pedestrian was killed every 2 hours and injured every 8 minutes in traffic crashes in 2013.
- In 2013, pedestrian deaths accounted for 14 percent of all traffic fatalities in motor vehicle traffic crashes.
- Twenty-six percent of pedestrian fatalities occurred from 6 to 8:59 p.m in 2013.
- In 2013, one-fifth (21%) of the children from birth to 14 years old killed in traffic crashes were pedestrians.
- More than two-thirds (69%) of the pedestrians killed in traffic crashes were males in 2013.
- Alcohol involvement—for the driver and/or the pedestrian—was reported in 49 percent of all fatal pedestrian crashes in 2013.
- In 2013, 92 percent of the pedestrians were killed in traffic crashes that involved a single vehicle.
- One-fifth of the pedestrians killed in 2013 were struck in crashes that involved hit-and-run drivers.

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Pedestrians

A pedestrian, as defined for this fact sheet, is any person on foot, walking, running, jogging, hiking, sitting, or lying down who is involved in a motor vehicle traffic crash. A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public traffic way, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded.

In this fact sheet, the 2013 pedestrian information is presented in the following order.

- Overview
- Environmental Characteristics
- Time of Day and Day of Week
- Age
- Gender
- Alcohol
- Vehicle Type and Impact Point
- Fatalities by State
- Fatalities by City
- Important Safety Reminders

Overview

In 2013, there were 4,735 pedestrians killed (Table 1) and an estimated 66,000 injured (Table 2) in traffic crashes in the United States. A total of 4,653 traffic crashes (Table 4) each had one or more pedestrian fatalities. On average, a pedestrian was killed every 2 hours and injured every 8 minutes in traffic crashes.

Table 1 presents a distribution of pedestrian fatalities as a percentage of total motor vehicle fatalities in the last 10 years. The 4,735 pedestrian fatalities in 2013 were a 2-percent decrease from 4,818 pedestrian fatalities in 2012. In 2013, 14 percent of all traffic fatalities and an estimated 3 percent of those injured in traffic crashes (Table 2) were pedestrians.

Table 1
Total Fatalities and Pedestrian Fatalities in Traffic Crashes, 2004–2013

Year	Total Fatalities	Pedestrian Fatalities	Percentage of Total Fatalities
2004	42,836	4,675	11%
2005	43,510	4,892	11%
2006	42,708	4,795	11%
2007	41,259	4,699	11%
2008	37,423	4,414	12%
2009	33,883	4,109	12%
2010	32,999	4,302	13%
2011	32,479	4,457	14%
2012	33,782	4,818	14%
2013	32,719	4,735	14%

Source: Fatality Analysis Reporting System (FARS) 2004-2012 Final File, 2013 Annual Report File (ARF).

Environmental Characteristics

Figure 1 contains information on four environmental characteristics (land use, pedestrian location, light condition, and time of day and season) where/when pedestrian fatalities occurred in 2013:

- More occurred in urban areas (73%) than rural areas (27%).[1]
- More occurred at non-intersections (69%) than at intersections (20%) for pedestrian location (10% was other locations such as parking lanes/zones, bicycle lanes, shoulders/roadsides, sidewalks, medians/crossing islands, driveway accesses, shared-use paths/trails, non-trafficway areas, and other).
- More occurred in the dark (72%) than in daylight (25%), dawn (2%), and dusk (2%).
- Time of day is divided into eight 3-hour time intervals starting at midnight, and season is defined by months:
  - For the winter months (January, February, and the following December), 34 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 16 percent from 9 to 11:59 p.m., and 13 percent from 3 to 5:59 p.m.
  - For the spring months (March to May), 25 percent of the pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 22 percent from 6 to 8:59 p.m.
  - For the summer months (June to August), 34 percent of the pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 14 percent from 12 to 2:59 a.m. and 6 to 8:59 p.m.
  - For the fall months (September to November), 31 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 19 percent from 9 to 11:59 p.m.

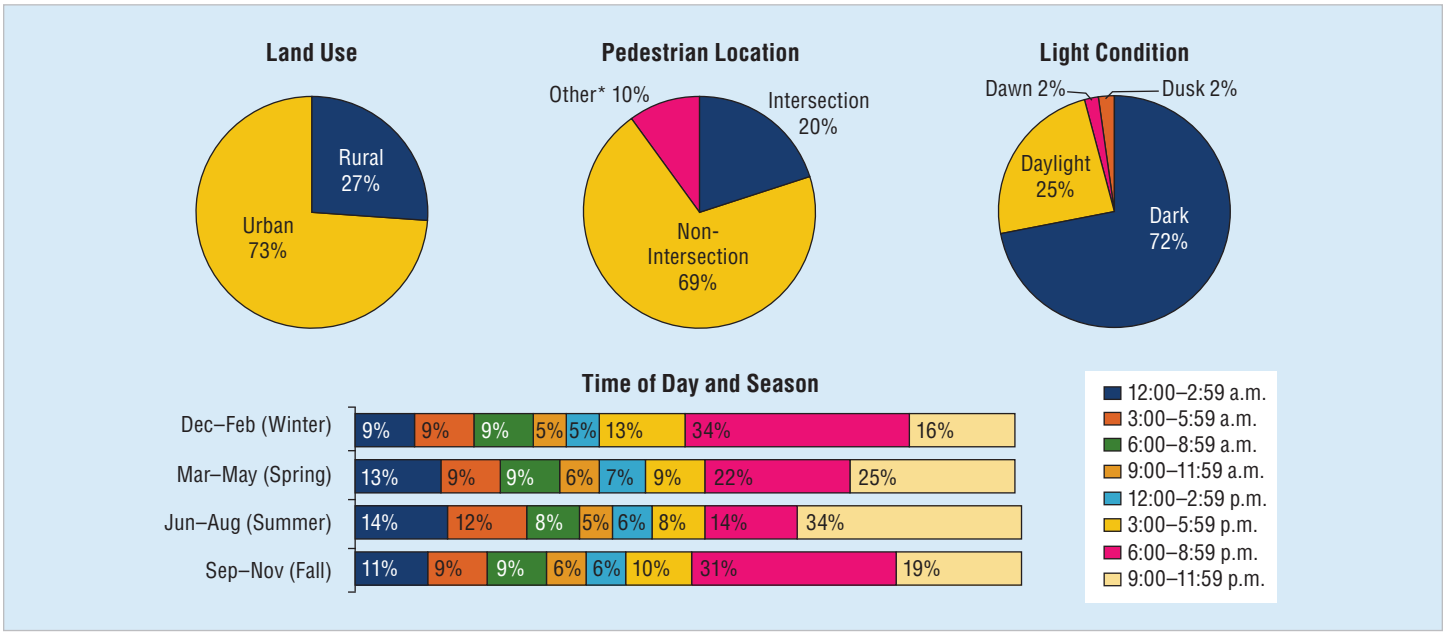
Time of Day and Day of Week

In Figure 2, time of day is divided into eight 3-hour time intervals starting at midnight, and day of week is defined as weekday (6 a.m. Monday to 5:59 p.m. Friday) and weekend (6 p.m. Friday to 5:59 a.m. Monday). To summarize the 2013 pedestrian fatalities:

- The highest total percentage (26%) occurred from 6 to 8:59 p.m., followed by 23% from 9 to 11:59 p.m.
- The lowest total percentage (5%) occurred from 9 to 11:59 a.m., followed by 6% from 12 to 2:59 p.m.
- The highest weekday percentage (25%) occurred from 6 to 8:59 p.m., followed by 19% from 9 to 11:59 p.m.
- The highest weekend percentage (28%) occurred from 6 to 8:59 p.m. and 9 to 11:59 p.m., followed by 17 percent from 12 to 2:59 a.m.

Figure 1

Percentage of Pedestrian Fatalities in Relation to Land Use, Pedestrian Location, Light Condition, and Time of Day and Season, 2013



Source: FARS 2013 ARF.
Note: Unknown values were removed before calculating percentages.
*Other includes parking lane/zone, bicycle lane, shoulder/roadside, sidewalk, median/crossing island, driveway access, shared-use path/trail, non-trafficway area, and other.

[1] See the U.S. Census Bureau link to define urban and rural areas: www.census.gov/geo/reference/ua/urban-rural-2010.html

Age

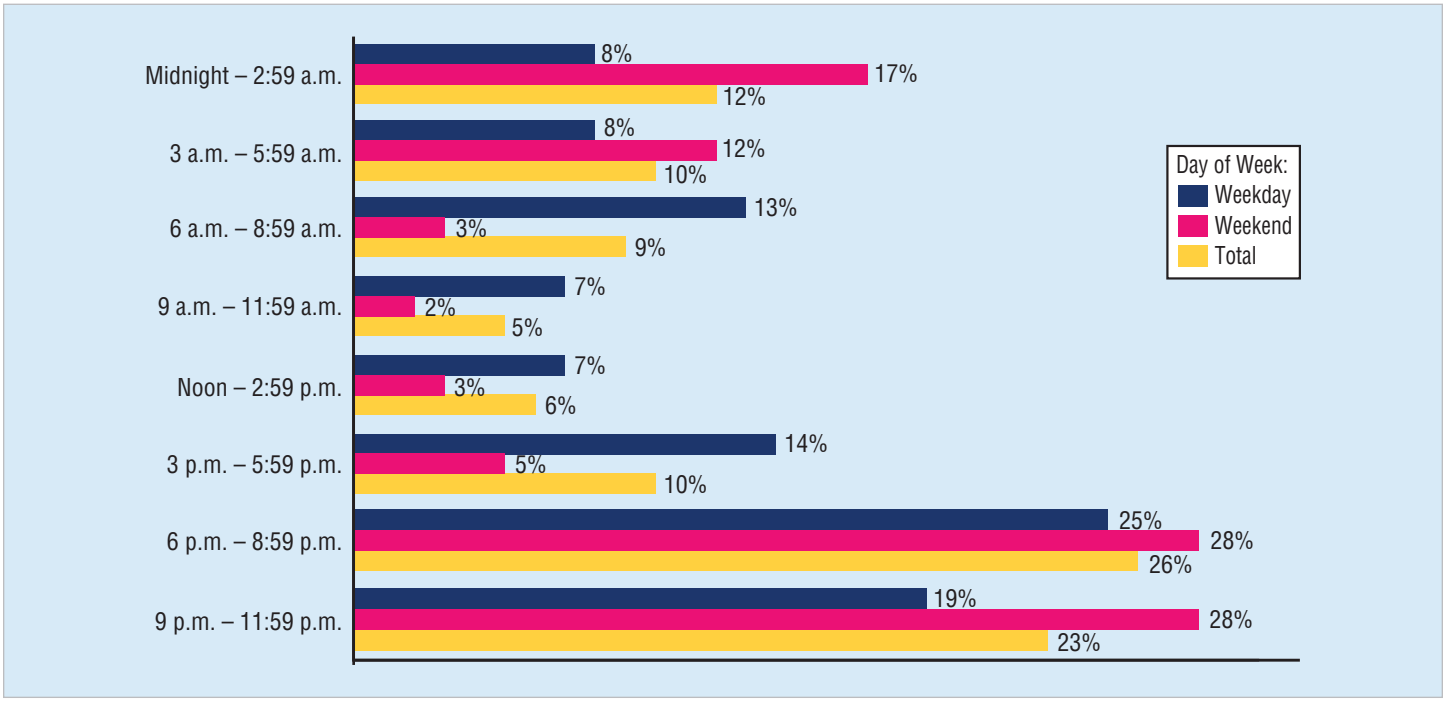
Table 2 contains two sections; the first section contains the number of pedestrians killed in 2013 by age group, and the second section contains the estimated number of pedestrians injured in 2013 by age group. For each age group, the percentage killed/injured is calculated as: the total number of pedestrians killed/injured divided by the total number of people killed/injured in motor vehicle crashes.

In 2013:

- The average age of pedestrians killed in traffic crashes was 46.
- The estimated average age of those injured in traffic crashes was 36.
- Over the past 10 years, the average age of those killed has remained almost unchanged; the average estimated age of those injured has steadily increased from 31 to 36.
- One-fifth (21%) of children 14 and younger killed in traffic crashes were pedestrians.
- An estimated 9 percent of children 10 to 14 years old (6,000 of 66,000 after rounding) were injured pedestrians – the highest among the age categories.
- Five percent of all pedestrian fatalities (236 of 4,735) and an estimated 15 percent of all pedestrians injured (10,000 of 66,000 after rounding) were children 14 and younger.
- Nineteen percent of all pedestrian fatalities (896 of 4,735) and an estimated 10 percent of all pedestrians injured (7,000 of 66,000 after rounding) were people 65 and older.

Figure 2

Percentage of Pedestrian Fatalities, by Time of Day and Day of Week, 2013



Source: FARS 2013 ARF.
*Note: Weekday: 6 a.m. Monday to 5:59 p.m. Friday; Weekend: 6 p.m. Friday to 5:59 a.m. Monday

Table 2

Total Killed/Injured in Traffic Crashes and Pedestrians Killed/Injured, by Age Group, 2013

Age Group (Years)	Total Killed	Pedestrians Killed	Percentage of Total Killed
0-4	396	95	24%
5–9	342	75	22%
10–14	411	66	16%
Children (≤ 14)	*1,149*	*236*	*21%*
15-19	2,314	208	9%
20-24	4,131	377	9%
25–29	3,198	350	11%
30–34	2,540	329	13%
35–39	2,129	285	13%
40–44	2,246	351	16%
45–49	2,405	422	18%
50–54	2,543	471	19%
55–59	2,445	440	18%
60–64	1,890	336	18%
65–69	1,556	244	16%
70–74	1,184	183	15%
75–79	1,040	185	18%
80+	1,891	284	15%
Seniors (65+)	*5,671*	*896*	*16%*
*Total**	*32,719*	*4,735*	*14%*
Age Group (Years)	**Total Injured**	**Pedestrians Injured**	**Percentage of Total Injured†**
0-4	47,000	1,000	3%
5–9	59,000	3,000	5%
10–14	66,000	6,000	9%
Children (≤ 14)	*172,000*	*10,000*	*6%*
15-19	235,000	6,000	2%
20-24	327,000	9,000	3%
25–29	240,000	7,000	3%
30–34	199,000	4,000	2%
35–39	173,000	4,000	2%
40–44	156,000	4,000	2%
45–49	161,000	5,000	3%
50–54	171,000	4,000	3%
55–59	138,000	3,000	2%
60–64	118,000	4,000	3%
65–69	79,000	2,000	2%
70–74	53,000	2,000	4%
75–79	38,000	1,000	3%
80+	52,000	2,000	4%
Seniors (65+)	*222,000*	*7,000*	*3%*
Total	*2,313,000*	*66,000*	*3%*

Sources: FARS 2013 ARF and National Automotive Sampling System (NASS) General Estimates System (GES) 2013.
*Fatality totals include 58 total fatalities and 34 pedestrian fatalities of unknown age.
†Percentages of total injured were calculated using total injured and pedestrians injured estimates before rounding.
Note: Injured totals may not equal sum of components due to independent rounding.

Gender

Table 3 contains two sections; the first section contains the number of pedestrians killed in 2013 by gender and age group, and the second section contains the estimated number of pedestrians injured in 2013 by gender and age group. For each gender and overall total by age group, the fatality/injury rate is calculated.

In 2013:

- More than two-thirds (3,247 of 4,735 or 69%) of the pedestrians killed in traffic crashes were males.
- The total male pedestrian fatality rate per 100,000 population was 2.09, which is more than double the rate for females (0.92 per 100,000 population).
- The total male pedestrian injury rate per 100,000 population was 24, compared with 18 for females.
- Starting at 40 and older, the total fatality rates were higher than they were in the younger age groups.
- The total fatality rate for pedestrians 65 and older was 2.00 per 100,000 population. In 2013, people 65 and older made up 14 percent of the country's population.
- The highest four total pedestrian injury rates by age group were 20-24, 25-29, 10-14, and 15-19 (40, 30, 29, and 27 per 100,000 population, respectively).
- The female injury rates by age group for 25-29, 45-49, 35-39, and 55-59 (33, 26, 23, and 17 per 100,000 population, respectively) were higher than the male injury rates (28, 16, 19, and 12 per 100,000 population, respectively).

Table 3

Pedestrians Killed/Injured in Traffic Crashes and Fatality/Injury Rates, by Age and Gender, 2013

	Male			Female			Total		
Age (Years)	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
0-4	56	10,152	0.55	39	9,716	0.40	95	19,868	0.48
5-9	50	10,509	0.48	25	10,062	0.25	75	20,571	0.36
10-14	33	10,553	0.31	33	10,098	0.33	66	20,650	0.32
Children (≤14)	*139*	*31,214*	*0.45*	*97*	*29,875*	*0.32*	*236*	*61,089*	*0.39*
15-19	136	10,846	1.25	72	10,313	0.70	208	21,159	0.98
20-24	265	11,679	2.27	112	11,116	1.01	377	22,795	1.65
25-29	253	10,960	2.31	96	10,620	0.90	350	21,580	1.62
30-34	238	10,682	2.23	91	10,583	0.86	329	21,264	1.55
35-39	210	9,785	2.15	75	9,819	0.76	285	19,604	1.45
40-44	245	10,360	2.36	105	10,489	1.00	351	20,849	1.68
45-49	312	10,498	2.97	110	10,710	1.03	422	21,208	1.99
50-54	336	11,071	3.03	134	11,488	1.17	471	22,559	2.09
55-59	312	10,282	3.03	128	10,912	1.17	440	21,194	2.08
60-64	233	8,674	2.69	103	9,448	1.09	336	18,122	1.85
65-69	164	6,913	2.37	80	7,696	1.04	244	14,609	1.67
70-74	112	4,884	2.29	71	5,724	1.24	183	10,608	1.73
75-79	109	3,390	3.22	76	4,288	1.77	185	7,678	2.41
80+	159	4,412	3.60	125	7,397	1.69	284	11,809	2.40
Seniors (65+)	*544*	*19,600*	*2.78*	*352*	*25,104*	*1.40*	*896*	*44,704*	*2.00*
Total[1]	*3,247*	*155,652*	*2.09*	*1,482*	*160,477*	*0.92*	*4,735*	*316,129*	*1.50*

	Male			Female			Total		
Age (Years)	Injured	Population (thousands)	Injury Rate*†	Injured	Population (thousands)	Injury Rate*†	Injured	Population (thousands)	Injury Rate*†
0-4	1,000	10,152	10	<500	9,716	**	1,000	19,868	6
5-9	2,000	10,509	17	1,000	10,062	10	3,000	20,571	14
10-14	3,000	10,553	32	3,000	10,098	25	6,000	20,650	29
Children (≤14)	*6,000*	*31,214*	*20*	*4,000*	*29,875*	*13*	*10,000*	*61,089*	*17*
15-19	3,000	10,846	32	2,000	10,313	22	6,000	21,159	27
20-24	6,000	11,679	54	3,000	11,116	24	9,000	22,795	40
25-29	3,000	10,960	28	4,000	10,620	33	7,000	21,580	30
30-34	3,000	10,682	28	1,000	10,583	12	4,000	21,264	20
35-39	2,000	9,785	19	2,000	9,819	23	4,000	19,604	21
40-44	2,000	10,360	21	2,000	10,489	14	4,000	20,849	18
45-49	2,000	10,498	16	3,000	10,710	26	5,000	21,208	21
50-54	3,000	11,071	23	2,000	11,488	16	4,000	22,559	19
55-59	1,000	10,282	12	2,000	10,912	17	3,000	21,194	15
60-64	2,000	8,674	21	2,000	9,448	20	4,000	18,122	21
65-69	1,000	6,913	12	1,000	7,696	11	2,000	14,609	11
70-74	1,000	4,884	27	1,000	5,724	13	2,000	10,608	19
75-79	1,000	3,390	21	1,000	4,288	12	1,000	7,678	16
80+	1,000	4,412	19	1,000	7,397	15	2,000	11,809	16
Seniors (65+)	*4,000*	*19,600*	*19*	*3,000*	*25,104*	*13*	*7,000*	*44,704*	*15*
Total[2]	*37,000*	*155,652*	*24*	*29,000*	*160,477*	*18*	*66,000*	*316,129*	*21*

Sources: FARS 2013 ARF, NASS GES 2013, and Population – Bureau of the Census.
* Rate per 100,000 population.
** If less than 500 injured, injury rate is not shown.
†Injury rates were calculated using injured estimates before rounding.
[1]Fatality totals include 34 fatalities – 31 fatalities of unknown age (24 males and 7 females) and 3 fatalities of unknown age and gender.
[2]Injured totals may not equal sum of components due to independent rounding.

Alcohol

Alcohol involvement—for the driver and/or the pedestrian—was reported in 49 percent of the traffic crashes that resulted in pedestrian fatalities in 2013. Alcohol involvement is defined as whether alcohol was consumed by the driver and/or the pedestrian prior to the crash; the presence of alcohol may or may not be the contributing cause of the crash.

Table 4 provides the estimated crash-level statistics of alcohol involvement for both pedestrians killed and involved drivers killed or survived. If more than one pedestrian was killed in a crash, the pedestrian with the highest blood alcohol concentration (BAC) was used. If more than one driver was involved in a crash, the driver with the highest BAC was used.

- An estimated 34 percent of fatal pedestrian crashes each had a pedestrian with a BAC of .08 grams per deciliter (g/dL) or higher.
- An estimated 15 percent of fatal pedestrian crashes had drivers with BACs of .08 g/dL or higher.

Table 4
Alcohol Involvement in Crashes That Resulted in Pedestrian Fatalities, 2013

	Driver, BAC=.00		Driver, BAC=.01–.07		Driver, BAC=.08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrian, BAC=.00	2,391	51%	95	2%	391	8%	2,878	62%
Pedestrian, BAC=.01–.07	148	3%	8	0%	30	1%	187	4%
Pedestrian, BAC .08+	1,229	26%	80	2%	279	6%	1,589	34%
*Total**	*3,769*	*81%*	*183*	*4%*	*701*	*15%*	*4,653*	*100%*

Source: FARS 2013 ARF.
*Note: The alcohol levels in this table were determined using the alcohol levels of the pedestrians killed and the involved drivers (killed or survived).

Table 5 provides the estimated person-level statistics of alcohol involvement for pedestrians killed by age groups in 2004 and 2013:

- An estimated 36 percent of pedestrians killed had BACs of .08 g/dL or higher in 2004 and 2013.
- Pedestrians 45 to 54 years old who were killed had BACs of .08 g/dL or higher at an estimated 49 percent in 2013; pedestrians 25 to 34 years old were close at an estimated 48 percent.

Table 5
Alcohol Involvement for Pedestrians Killed in Traffic Crashes, by Age, 2004 and 2013

	2004					2013				
Age (Years)	Number of Fatalities	% With BAC = .00	% With BAC = .01–.07	% With BAC = .08+	% With BAC = .01+	Number of Fatalities	% With BAC = .00	% With BAC = .01–.07	% With BAC = .08+	% With BAC = .01+
16–20	269	67	6	27	33	234	76	3	22	24
21–24	278	42	7	51	58	320	50	5	45	50
25–34	599	45	6	49	55	679	48	4	48	52
35–44	781	46	4	51	54	636	52	5	43	48
45–54	855	49	5	46	51	893	46	5	49	54
55–64	504	66	5	30	34	776	62	5	33	38
65–74	385	82	4	15	18	427	82	4	14	18
75–84	417	91	4	6	9	328	92	4	5	8
85 +	149	95	3	2	5	141	96	1	3	4
Total	*4,237*	*59*	*5*	*36*	*41*	*4,434*	*60*	*4*	*36*	*40*

Source: FARS 2013 ARF.
*Excluding pedestrians under 16 years old and pedestrians of unknown age.

Vehicle Type and Impact Point

Table 6 presents the number of pedestrians killed by vehicle type and location of vehicle where pedestrians were struck in single-vehicle crashes. In 2013:

- Ninety-two percent (4,266) of the pedestrians were each killed in a motor vehicle traffic crash that involved a single vehicle; 8 percent (387) were killed in multi-vehicle crashes.
- Pedestrians were more likely to be struck by the front of the vehicle than the rear, right, or left side.
- Passenger cars and light trucks (including SUVs, pickups, and vans) had the highest percentages of front impacts than other vehicles (such as large trucks or buses).
- Large trucks and buses had the highest percentage of right side and rear impacts.

One-fifth of the pedestrians killed in 2013 were struck in single or multi-vehicle crashes that involved hit-and-run drivers.

Table 6
Pedestrians Killed in Single-Vehicle Crashes, by Vehicle Type Involved, 2013

	Initial Point of Impact on Vehicle										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,571	90.7%	35	2.0%	18	1.0%	22	1.3%	87	5.0%	1,733	100.0%
Light Trucks*	1,563	88.7%	51	2.9%	29	1.6%	37	2.1%	83	4.7%	1,763	100.0%
–SUV	*640*	*89.0%*	*19*	*2.6%*	*9*	*1.3%*	*13*	*1.8%*	*38*	*5.3%*	*719*	*100.0%*
–Pickup	*671*	*88.3%*	*26*	*3.4%*	*15*	*2.0%*	*15*	*2.0%*	*33*	*4.3%*	*760*	*100.0%*
–Vans	*238*	*89.1%*	*6*	*2.2%*	*5*	*1.9%*	*9*	*3.4%*	*9*	*3.4%*	*267*	*100.0%*
Large Truck	201	71.0%	19	6.7%	11	3.9%	21	7.4%	31	11.0%	283	100.0%
Bus	44	68.8%	6	9.4%	3	4.7%	4	6.3%	7	10.9%	64	100.0%
Other/Unknown Vehicle	231	54.6%	7	1.7%	2	0.5%	-	-	183	43.3%	423	100.0%
Total	*3,610*	*84.6%*	*118*	*2.8%*	*63*	*1.5%*	*84*	*2.0%*	*391*	*9.2%*	*4,266*	*100.0%*

Source: FARS 2013 ARF.
* Light truck totals include other/unknown light trucks.

Fatalities by State

For each State (including the District of Columbia) in 2013, Table 7 presents the resident population total, total traffic fatalities, pedestrian fatalities, percentage of pedestrian fatalities of total traffic fatalities, and proportion of pedestrian fatalities per 100,000 population. Included also in Table 7 is Puerto Rico, which is not included in the overall U.S. total. In 2013:

- The total motor vehicle traffic fatalities ranged from 20 (District of Columbia) to 3,382 (Texas).
- Pedestrian fatalities were highest in California (701), followed by Florida (501) and Texas (480).
- The individual State percentages of pedestrian fatalities by total traffic fatalities ranged from a low of 0.7 percent (North Dakota) to a high of 45.0 percent (District of Columbia), compared to the national average of 14.5 percent.
- The highest State pedestrian fatality rate per 100,000 population was in Delaware (2.70), followed by Florida (2.56).

Table 7

Motor Vehicle Traffic Crash Fatalities, Pedestrian Traffic Fatalities, and Fatality Rates, by State, 2013

State	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities	Pedestrian Fatalities per 100,000 Population
Alabama	4,833,722	852	59	6.9%	1.22
Alaska	735,132	51	6	11.8%	0.82
Arizona	6,626,624	849	151	17.8%	2.28
Arkansas	2,959,373	483	45	9.3%	1.52
California	38,332,521	3,000	701	23.4%	1.83
Colorado	5,268,367	481	50	10.4%	0.95
Connecticut	3,596,080	276	36	13.0%	1.00
Delaware	925,749	99	25	25.3%	2.70
Dist of Columbia	646,449	20	9	45.0%	1.39
Florida	19,552,860	2,407	501	20.8%	2.56
Georgia	9,992,167	1,179	176	14.9%	1.76
Hawaii	1,404,054	102	23	22.5%	1.64
Idaho	1,612,136	214	14	6.5%	0.87
Illinois	12,882,135	991	125	12.6%	0.97
Indiana	6,570,902	783	77	9.8%	1.17
Iowa	3,090,416	317	20	6.3%	0.65
Kansas	2,893,957	350	25	7.1%	0.86
Kentucky	4,395,295	638	55	8.6%	1.25
Louisiana	4,625,470	703	97	13.8%	2.10
Maine	1,328,302	145	11	7.6%	0.83
Maryland	5,928,814	465	108	23.2%	1.82
Massachusetts	6,692,824	326	68	20.9%	1.02
Michigan	9,895,622	947	148	15.6%	1.50
Minnesota	5,420,380	387	32	8.3%	0.59
Mississippi	2,991,207	613	53	8.6%	1.77
Missouri	6,044,171	757	73	9.6%	1.21
Montana	1,015,165	229	24	10.5%	2.36
Nebraska	1,868,516	211	12	5.7%	0.64
Nevada	2,790,136	262	65	24.8%	2.33
New Hampshire	1,323,459	135	12	8.9%	0.91
New Jersey	8,899,339	542	129	23.8%	1.45
New Mexico	2,085,287	310	49	15.8%	2.35
New York	19,651,127	1,199	335	27.9%	1.70
North Carolina	9,848,060	1,289	173	13.4%	1.76
North Dakota	723,393	148	1	0.7%	0.14
Ohio	11,570,808	989	85	8.6%	0.73
Oklahoma	3,850,568	678	58	8.6%	1.51
Oregon	3,930,065	313	48	15.3%	1.22
Pennsylvania	12,773,801	1,208	147	12.2%	1.15
Rhode Island	1,051,511	65	14	21.5%	1.33
South Carolina	4,774,839	767	100	13.0%	2.09
South Dakota	844,877	135	9	6.7%	1.07
Tennessee	6,495,978	995	80	8.0%	1.23
Texas	26,448,193	3,382	480	14.2%	1.81
Utah	2,900,872	220	28	12.7%	0.97
Vermont	626,630	69	5	7.2%	0.80
Virginia	8,260,405	740	75	10.1%	0.91
Washington	6,971,406	436	49	11.2%	0.70
West Virginia	1,854,304	332	28	8.4%	1.51
Wisconsin	5,742,713	543	37	6.8%	0.64
Wyoming	582,658	87	4	4.6%	0.69
U.S. Total	*316,128,839*	*32,719*	*4,735*	*14.5%*	*1.50*
Puerto Rico	3,615,086	344	87	25.3%	2.41

Sources: FARS 2013 ARF, and Population – Bureau of the Census.

Fatalities by City

The pedestrian fatality rates of major cities were generally higher than the national average of 1.50 per 100,000 population in 2013 with a few exceptions. For each city with a population of 500,000 or greater in 2013, Table 8 contains the resident population total, total traffic fatalities, pedestrian fatalities, percentage of pedestrian fatalities of total traffic fatalities, and fatality rates per 100,000 population for total killed and pedestrians killed. Detroit had the highest pedestrian fatality rate per 100,000 population (6.10), followed by Jacksonville (3.92), Memphis (3.83), Tuscon (3.61), Phoenix (3.44), and Dallas (3.02).

Table 8

People Killed, Pedestrians Killed, Population, and Fatality Rates in Cities With Populations of 500,000 or Greater, 2013

City	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities	Fatality Rate per 100,000 Population	
					Total	Pedestrian
New York City, NY	8,344,397	293	178	60.8%	3.49	2.12
Los Angeles, CA	3,852,782	227	76	33.5%	5.84	1.96
Chicago, IL	2,712,920	131	27	20.6%	4.82	0.99
Houston, TX	2,160,712	190	43	22.6%	8.65	1.96
Philadelphia, PA	1,548,647	89	36	40.4%	5.73	2.32
Phoenix, AZ	1,488,524	176	52	29.5%	11.63	3.44
San Antonio, TX	1,383,641	168	42	25.0%	11.92	2.98
San Diego, CA	1,337,029	82	30	36.6%	6.05	2.21
Dallas, TX	1,241,700	141	38	27.0%	11.21	3.02
San Jose, CA	982,579	52	21	40.4%	5.21	2.10
Austin, TX	864,407	71	21	29.6%	8.02	2.37
Indianapolis, IN	834,843	77	20	26.0%	9.13	2.37
Jacksonville, FL	836,608	126	33	26.2%	14.95	3.92
San Francisco, CA	827,420	33	18	54.5%	3.94	2.15
Columbus, OH	810,103	33	7	21.2%	4.01	0.85
Charlotte, NC	774,442	65	11	16.9%	8.20	1.39
Fort Worth, TX	778,084	69	15	21.7%	8.70	1.89
Detroit, MI	698,582	114	42	36.8%	16.55	6.10
El Paso, TX	674,124	49	11	22.4%	7.27	1.63
Memphis, TN	654,556	91	25	27.5%	13.93	3.83
Seattle, WA	634,635	30	11	36.7%	4.60	1.69
Denver, CO	634,542	40	14	35.0%	6.16	2.16
Washington, DC	633,427	20	9	45.0%	3.09	1.39
Boston, MA	637,845	16	7	43.8%	2.48	1.08
Nashville-Davidson, TN	624,993	65	11	16.9%	10.24	1.73
Baltimore, MD	622,417	31	15	48.4%	4.98	2.41
Oklahoma City, OK	599,679	77	16	20.8%	12.61	2.62
Louisville/Jefferson County, KY	604,990	80	16	20.0%	13.12	2.62
Portland, OR	603,026	36	11	30.6%	5.91	1.80
Las Vegas, NV	596,178	31	9	29.0%	5.14	1.49
Milwaukee, WI	598,402	31	6	19.4%	5.17	1.00
Albuquerque, NM	554,621	42	16	38.1%	7.55	2.88
Tucson, AZ	524,801	46	19	41.3%	8.74	3.61
Fresno, CA	505,736	25	11	44.0%	4.90	2.16

Sources: FARS 2013 ARF and Population – Bureau of the Census.

Important Safety Reminders

For Pedestrians:

- Walk on a sidewalk or path when one is available.
- If no sidewalk or path is available, walk on the shoulder, facing traffic. Stay alert; don't be distracted by electronic devices, including smart phones, MP3 players, and other devices that take your eyes (and ears) off the road.
- Be cautious night and day when sharing the road with vehicles. Never assume a driver sees you (he or she could be distracted, under the influence of alcohol and/or drugs, or just not see you). Make eye contact with drivers as they approach.
- Be predictable. Cross streets at crosswalks or intersections when possible. This is where drivers expect pedestrians.
- If a crosswalk or intersection is not available, locate a well-lit area, wait for a gap in traffic that allows you enough time to cross safely, and continue to watch for traffic as you cross.
- Be visible. Wear bright clothing during the day, and wear reflective materials or use a flash light at night.
- Avoid alcohol and drugs when walking; they impair your judgment and coordination.

For Drivers:

- Look for pedestrians everywhere. Pedestrians may not be walking where they should be or may be hard to see—especially in poor lit conditions, including dusk/dawn/night and poor weather.
- Always stop for pedestrians in the crosswalk or where pedestrian crosswalk signs are posted.
- Never pass vehicles stopped at a crosswalk. They may be stopped to allow pedestrians to cross the street.
- Slowdown and look for pedestrians. Be prepared to stop when turning or otherwise entering a crosswalk.
- Never drive under the influence of alcohol and/or drugs.
- Follow the speed limit; slow down around pedestrians.
- Stay focused and slow down where children may be present, like school zones and neighborhoods.

— NHTSA's Safety Countermeasures Division

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For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at ncsaweb@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Overview, Passenger Vehicles, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System.* The fact sheets and annual Traffic Safety Facts reports can be found at www-nrd.nhtsa.dot.gov/CATS/index.aspx.

U.S. Department of Transportation
National Highway Traffic Safety Administration