Traffic Safety Facts

2019 Data

May 2021

DOT HS 813 079

NHTSA

In this fact sheet for 2019 the information is presented as follows.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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Washington, DC 20590

Pedestrians

This fact sheet defines a pedestrian as any person on foot, walking, running, jogging, hiking, sitting, or lying down who is involved in a motor vehicle traffic crash. These exclude people on personal conveyances like roller skates, inline skates, skateboards, baby strollers, scooters, toy wagons, motorized skateboards, motorized toy cars, Segway-style devices, motorized and non-motorized wheelchairs, and scooters for those with disabilities (see Appendix).

Key Findings

- In 2019 there were 6,205 pedestrians killed in traffic crashes, a 2.7-percent decrease from the 6,374 pedestrian fatalities in 2018.
- In 2019 there were an estimated 76,000 pedestrians injured, a 1-percent increase from 75,000 pedestrians injured in 2018.
- On average, a pedestrian was killed every 85 minutes and injured every 7 minutes in traffic crashes in 2019.
- Pedestrian deaths accounted for 17 percent of all traffic fatalities and 3 percent of all people injured in traffic crashes in 2019.
- In 2019 seventeen percent of the children 14 and younger killed in traffic crashes were pedestrians.
- In 2019 seventy percent of the pedestrians killed in traffic crashes were males.
- Alcohol involvement (blood alcohol concentration [BAC] of .01 grams per deciliter [g/dL] or higher) – for the driver and/or the pedestrian – was reported in 46 percent of all fatal pedestrian crashes in 2019.
- More pedestrian fatalities occurred in urban areas (82%) than rural areas (18%) in 2019.
- Twenty-six percent of pedestrian fatalities occurred from 6 to 8:59 p.m. in 2019.
- In 2019, ninety percent of the pedestrians were killed in traffic crashes that involved single vehicles.
- One out of every five pedestrians killed in 2019 (20%) were struck in crashes that involved hit-and-run drivers.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the National Automotive Sampling System (NASS) General Estimates System (GES) and Crash Report Sampling System (CRSS). Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably.

Overview

In 2019 there were 6,205 pedestrians killed (Table 1) in traffic crashes in the United States. That is 17 pedestrians a day and 119 pedestrians a week. On average, a pedestrian was killed every 85 minutes in a traffic crash.

Table 1 presents the distribution of pedestrian fatalities as a percentage of total fatalities as well as pedestrians injured as a percentage of total people injured in traffic crashes, in the 10-year period from 2010 to 2019. The 6,205 pedestrian fatalities in 2019 were a 2.7-percent decrease from 6,374 pedestrian fatalities in 2018. Seventeen percent of all traffic fatalities in 2019 were pedestrians. In 2019 there were an estimated 76,000 pedestrians injured, a 1-percent increase from 75,000 pedestrians injured in 2018. Pedestrians injured made up of 3 percent of the total people injured in crashes in 2019.

Table 1

Total Fatalities and Pedestrian Fatalities, and Total Injured and Pedestrians Injured in Traffic Crashes, 2010–2019

		Pedestrian Fatalities				Pedestrians Injured	
Year	Total Fatalities	Number	Percentage of Total Fatalities	Year	Total Injured	Number	Percentage of Total Injured*
2010	32,999	4,302	13%	2010	2,248,000	70,000	3%
2011	32,479	4,457	14%	2011	2,227,000	69,000	3%
2012	33,782	4,818	14%	2012	2,369,000	76,000	3%
2013	32,893	4,779	15%	2013	2,319,000	66,000	3%
2014	32,744	4,910	15%	2014	2,343,000	65,000	3%
2015	35,484	5,494	15%	2015	2,455,000	70,000	3%
2016	37,806	6,080	16%	2016†	3,062,000	86,000	3%
2017	37,473	6,075	16%	2017†	2,745,000	71,000	3%
2018	36,835	6,374	17%	2018†	2,710,000	75,000	3%
2019	36,096	6,205	17%	2019†	2,740,000	76,000	3%

Sources: FARS 2010–2018 Final File, 2019 Annual Report File (ARF); NASS GES 2010–2015 and CRSS 2016-2019
*Percentages were calculated using injured estimates before rounding.
†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

Age and Sex

Table 2 contains the number of people killed and injured, number of pedestrians killed and injured, and the proportions of pedestrians killed among total killed, and pedestrians injured among total people injured, in 2019 by age group.

In 2019:

- Seventeen percent of children 14 and younger killed in traffic crashes were pedestrians.
- The age group with the highest percentage of pedestrian traffic fatalities was the 55-to-59 age group at 23 percent.
- The age group with the largest number (659) of pedestrian fatalities was 55-to-59, followed by 60-to-64 (550) and 50-to-54 (533).
- The age group with the smallest number (46) of pedestrian fatalities was 5-to-9, followed by <5 (57) and 10-to-14 (78).
- Twenty-one percent of all pedestrian fatalities were people 65 and older (1,290 of the 6,171 pedestrian fatalities with known age).
- The average age of pedestrians killed in traffic crashes was 48.
- Over the past 10 years the average age of those killed has increased slightly, from 45 to 48.
- An estimated 3 percent of all people injured were pedestrians.
- Children 10 to 14 years old had the highest estimated percentage of pedestrians injured (6%) among the different age groups.

Table 2
Total and Pedestrians Killed and Injured in Traffic Crashes, by Age Group, 2019

Age Group	Total Killed	Pedestrians Killed		Age Group	Total Injured	Pedestrians Injured	
		Number	Percentage of Total Killed			Number	Percentage of Total Injured[1]
<5	316	57	18%	<5	45,000	1,000	2%
5-9	322	46	14%	5-9	64,000	3,000	4%
10-14	415	78	19%	10-14	74,000	4,000	6%
Children (≤14)	*1,053*	*181*	*17%*	*Children (≤14)*	*183,000*	*8,000*	*4%*
15-20	2,838	243	9%	15-20	335,000	8,000	2%
21-24	2,956	304	10%	21-24	257,000	5,000	2%
25-29	3,606	503	14%	25-29	310,000	7,000	2%
30-34	2,942	503	17%	30-34	248,000	6,000	2%
35-39	2,765	511	18%	35-39	227,000	6,000	3%
40-44	2,352	435	18%	40-44	193,000	5,000	2%
45-49	2,396	459	19%	45-49	191,000	4,000	2%
50-54	2,562	533	21%	50-54	184,000	5,000	3%
55-59	2,870	659	23%	55-59	185,000	6,000	3%
60-64	2,477	550	22%	60-64	142,000	5,000	3%
65-69	2,019	412	20%	65-69	107,000	4,000	4%
70-74	1,639	304	19%	70-74	75,000	2,000	3%
75-79	1,384	238	17%	75-79	52,000	2,000	3%
80+	2,172	336	15%	80+	53,000	2,000	3%
Ages 65+	*7,214*	*1,290*	*18%*	*Ages 65+*	*286,000*	*10,000*	*3%*
Total*	**36,096**	**6,205**	**17%**	**Total[2]**	**2,740,000**	**76,000**	**3%**

Sources: FARS 2019 ARF; CRSS 2019
*Includes fatalities of unknown age.
[1]Percentages were calculated using injured estimates before rounding.
[2]May not equal sum of components due to independent rounding.

Table 3 contains the number of pedestrians killed and injured in 2019 by age group and sex. The total fatality and injury rates per 100,000 population are calculated by age group and sex.

In 2019:

- Seventy percent (4,344 of 6,205) of the pedestrians killed in traffic crashes were male.
- The overall male pedestrian fatality rate per 100,000 population was 2.69, which is more than double the rate for females (1.11 per 100,000 population).
- The highest overall pedestrian fatality rates by age group were in 55-to-59, followed by 60-to-64 age group (3.01 and 2.67 per 100,000 population, respectively).
- The overall male pedestrian injury rate per 100,000 population was 26, compared with 21 for females.
- The highest overall pedestrian injury rates by age group were for those ages 15-to-20 (33 per 100,00 population), followed by 21-to-24 and 25-to-29 (at 31 per 100,000 population).
- The highest pedestrian fatality rate by age and sex is for males 55-to-59 at 4.60 per 100,000 population.

Table 3

Pedestrians Killed and Injured in Traffic Crashes and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex, 2019

Age Group	Male			Female			Total*		
	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate
<5	36	10,009,207	0.36	21	9,567,476	0.22	57	19,576,683	0.29
5-9	25	10,322,762	0.24	21	9,873,133	0.21	46	20,195,895	0.23
10-14	49	10,618,261	0.46	29	10,180,007	0.28	78	20,798,268	0.38
Children (≤14)	*110*	*30,950,230*	*0.36*	*71*	*29,620,616*	*0.24*	*181*	*60,570,846*	*0.30*
15-20	169	12,928,746	1.31	74	12,395,507	0.60	243	25,324,253	0.96
21-24	212	8,881,613	2.39	92	8,481,644	1.08	304	17,363,257	1.75
25-29	374	12,004,570	3.12	129	11,504,446	1.12	503	23,509,016	2.14
30-34	348	11,354,610	3.06	155	11,076,695	1.40	503	22,431,305	2.24
35-39	359	10,884,941	3.30	152	10,852,580	1.40	511	21,737,521	2.35
40-44	311	9,907,139	3.14	124	10,014,484	1.24	435	19,921,623	2.18
45-49	297	10,085,355	2.94	162	10,312,396	1.57	459	20,397,751	2.25
50-54	377	10,086,611	3.74	155	10,390,540	1.49	533	20,477,151	2.60
55-59	490	10,642,489	4.60	168	11,234,902	1.50	659	21,877,391	3.01
60-64	410	9,856,730	4.16	139	10,714,416	1.30	550	20,571,146	2.67
65-69	297	8,199,773	3.62	115	9,255,228	1.24	412	17,455,001	2.36
70-74	217	6,499,806	3.34	86	7,528,626	1.14	304	14,028,432	2.17
75-79	151	4,318,499	3.50	87	5,334,166	1.63	238	9,652,665	2.47
80+	200	5,056,212	3.96	135	7,865,953	1.72	336	12,922,165	2.60
Ages 65+	*865*	*24,074,290*	*3.59*	*423*	*29,983,973*	*1.41*	*1,290*	*54,058,263*	*2.39*
Total[1]	**4,344**	**161,657,324**	**2.69**	**1,853**	**166,582,199**	**1.11**	**6,205**	**328,239,523**	**1.89**

Age Group	Male			Female			Total		
	Injured	Population	Injury Rate[2]	Injured	Population	Injury Rate[2]	Injured	Population	Injury Rate[2]
<5	1,000	10,009,207	6	**	9,567,476	**	1,000	19,576,683	6
5-9	2,000	10,322,762	17	1,000	9,873,133	11	3,000	20,195,895	14
10-14	2,000	10,618,261	22	2,000	10,180,007	19	4,000	20,798,268	21
Children (≤14)	*5,000*	*30,950,230*	*15*	*3,000*	*29,620,616*	*12*	*8,000*	*60,570,846*	*14*
15-20	4,000	12,928,746	33	4,000	12,395,507	33	8,000	25,324,253	33
21-24	3,000	8,881,613	30	3,000	8,481,644	32	5,000	17,363,257	31
25-29	4,000	12,004,570	31	4,000	11,504,446	31	7,000	23,509,016	31
30-34	4,000	11,354,610	32	2,000	11,076,695	22	6,000	22,431,305	27
35-39	4,000	10,884,941	33	3,000	10,852,580	23	6,000	21,737,521	28
40-44	3,000	9,907,139	27	2,000	10,014,484	21	5,000	19,921,623	24
45-49	2,000	10,085,355	20	2,000	10,312,396	20	4,000	20,397,751	20
50-54	3,000	10,086,611	28	2,000	10,390,540	20	5,000	20,477,151	24
55-59	3,000	10,642,489	33	3,000	11,234,902	24	6,000	21,877,391	28
60-64	3,000	9,856,730	27	2,000	10,714,416	18	5,000	20,571,146	22
65-69	2,000	8,199,773	27	2,000	9,255,228	19	4,000	17,455,001	22
70-74	1,000	6,499,806	15	1,000	7,528,626	19	2,000	14,028,432	17
75-79	1,000	4,318,499	20	1,000	5,334,166	13	2,000	9,652,665	16
80+	1,000	5,056,212	21	1,000	7,865,953	10	2,000	12,922,165	14
Ages 65+	*5,000*	*24,074,290*	*21*	*5,000*	*29,983,973*	*15*	*10,000*	*54,058,263*	*18*
Total[3]	**41,000**	**161,657,324**	**26**	**34,000**	**166,582,199**	**21**	**76,000**	**328,239,523**	**23**

Sources: FARS 2019 ARF; CRSS 2019; Population – Census Bureau

*Includes fatalities of unknown sex.

**Less than 500 injured; injury rate not shown.

[1] Includes fatalities of unknown age.

[2] Were calculated using injured estimates before rounding.

[3] 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 46 percent of the traffic crashes that resulted in pedestrian fatalities in 2019. 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 a contributing factor in the crash. "No alcohol" refers to a blood alcohol concentration (BAC) of .00 grams per deciliter (g/dL).

A total of 6,132 traffic crashes each had one or more pedestrian fatalities. Table 4 charts the estimated alcohol involvement for the pedestrians killed, by the alcohol involvement of all drivers involved in those 6,132 crashes, whether the drivers were killed or not. If more than one pedestrian was killed in a crash, the pedestrian with the highest BAC was used. If more than one driver was involved in a crash, the driver with the highest BAC was used.

In 2019:

- An estimated 32 percent of fatal pedestrian traffic crashes had a pedestrian fatality with a BAC of .08 g/dL or higher.
- An estimated 13 percent of fatal pedestrian crashes had a driver involved with a BAC of .08 g/dL or higher. (Note: It is illegal in every State to drive with a BAC of .08 g/dL or higher.)

Table 4

Traffic Crashes Resulting in Pedestrian Fatalities, by Alcohol Involvement of Drivers and Pedestrians, 2019

	Driver, No Alcohol, BAC=.00 g/dL		Driver, BAC=.01–.07 g/dL		Alcohol-Impaired Driver, BAC=.08+ g/dL		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrian, No Alcohol	3,331	54%	109	2%	448	7%	3,887	63%
Pedestrian, BAC=.01–.07 g/dL	252	4%	10	0%	50	1%	312	5%
Pedestrian, BAC=.08+ g/dL	1,568	26%	72	1%	293	5%	1,933	32%
Total Crashes	**5,151**	**84%**	**191**	**3%**	**790**	**13%**	**6,132**	**100%**

Source: FARS 2019 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 shows information on the pedestrians killed in traffic crashes, by age group and alcohol involvement, for 2010 and 2019.

An estimated 31 percent of pedestrians killed had BACs of .08 g/dL or higher in 2019, compared to 33 percent in 2010.

In 2010 pedestrians killed in the 21-to-24 and 25-to-34 age groups had the highest percentage with BACs of .08 g/dL or higher (49%) compared to other age groups. In 2019 pedestrians in the 21-to-24 age group had the highest percentage with BACs of .08 g/dL or higher (41%).

Table 5

Pedestrians Killed in Traffic Crashes, by Age Group and Their BACs, 2010 and 2019

	2010					2019				
Age Group	Number of Fatalities	Percentage With No Alcohol (BAC = .00 g/dL)	Percentage With BAC = .01+ g/dL	Percentage With BAC = .01–.07 g/dL	Percentage With BAC = .08+ g/dL	Number of Fatalities	Percentage With No Alcohol (BAC = .00 g/dL)	Percentage With BAC = .01+ g/dL	Percentage With BAC = .01–.07 g/dL	Percentage With BAC = .08+ g/dL
<21	579	84%	16%	2%	14%	424	87%	13%	3%	10%
21-24	278	44%	56%	8%	49%	304	53%	47%	6%	41%
25-34	600	44%	56%	7%	49%	1,006	57%	43%	6%	38%
35-44	575	49%	51%	5%	46%	946	56%	44%	5%	38%
45-54	801	49%	51%	5%	46%	992	55%	45%	5%	40%
55-64	618	63%	37%	4%	33%	1,209	60%	40%	6%	35%
65-74	368	82%	18%	3%	14%	716	75%	25%	6%	20%
75-84	327	93%	7%	3%	5%	410	86%	14%	3%	11%
85+	139	96%	4%	2%	3%	164	86%	14%	5%	9%
Total Killed*	**4,302**	**62%**	**38%**	**5%**	**33%**	**6,205**	**64%**	**36%**	**5%**	**31%**

Source: FARS 2010 Final File, 2019 ARF
*Includes pedestrians of unknown age.

Crash Characteristics

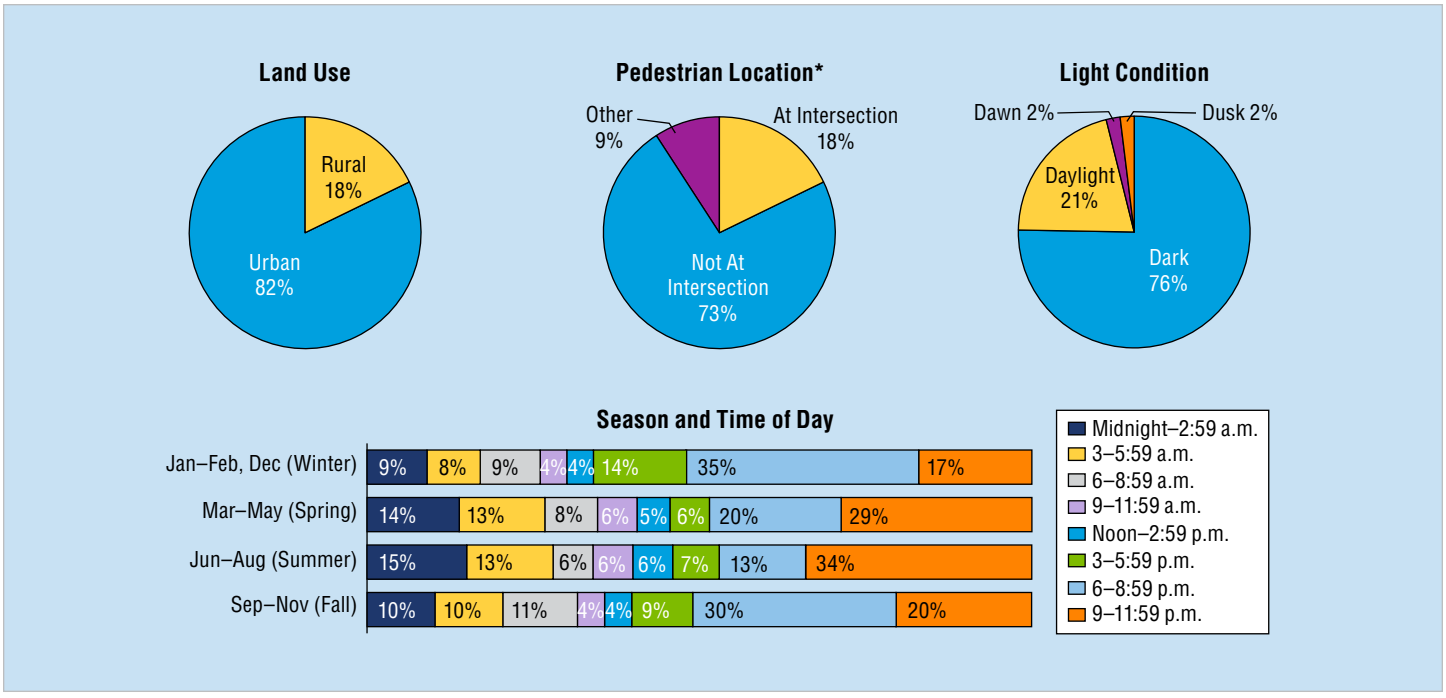
Figure 1 contains information on crash characteristics (land use, pedestrian location, light condition, and season and time of day) describing where and when pedestrian fatalities occurred in 2019.

In 2019:

- More pedestrian fatalities occurred in urban areas (82%) than rural areas (18%).
- Eighteen percent of the pedestrian fatalities occurred at intersections, 73 percent occurred at locations that were not intersections, and the remaining 9 percent occurred at other locations including roadsides/shoulders, parking lanes/zones, bicycle lanes, sidewalks, medians/crossing islands, driveway accesses, shared-use paths/trails, non-traffic way areas, and other sites.
- More pedestrian fatalities occurred in the dark (76%) than in daylight (21%), dusk (2%), and dawn (2%).
- Time of day is divided into eight 3-hour time intervals starting at midnight, and season is defined by months.
  - During the winter months (January, February, and the following December), more than one-third (35%) of pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 17 percent from 9 to 11:59 p.m.
  - During the spring months March to May, the largest group (29%) of pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 20 percent from 6 to 8:59 p.m.
  - During the summer months June to August, more pedestrian fatalities occurred from 9 to 11:59 p.m. (34%) than any other time, followed by 15 percent from midnight to 2:59 a.m.
  - During the fall months September to November, 30 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m.; the next largest group was 20 percent, during the hours of 9 to 11:59 p.m.

Figure 1

Percentage of Pedestrian Fatalities in Relation to Land Use, Pedestrian Location, Light Condition, and Season and Time of Day, 2019



Source: FARS 2019 ARF

*Based on location of pedestrian struck at the time of the crash. "Other" includes sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area, which may or may not have been at intersection, but were not distinguished by collected data. Thus, "At Intersection" and "Not at Intersection" do not include those in the "Other" category that were at intersection or not at intersection.

Notes: Percentages may not add up to 100 percent due to independent rounding. Unknowns were removed before calculating percentages.

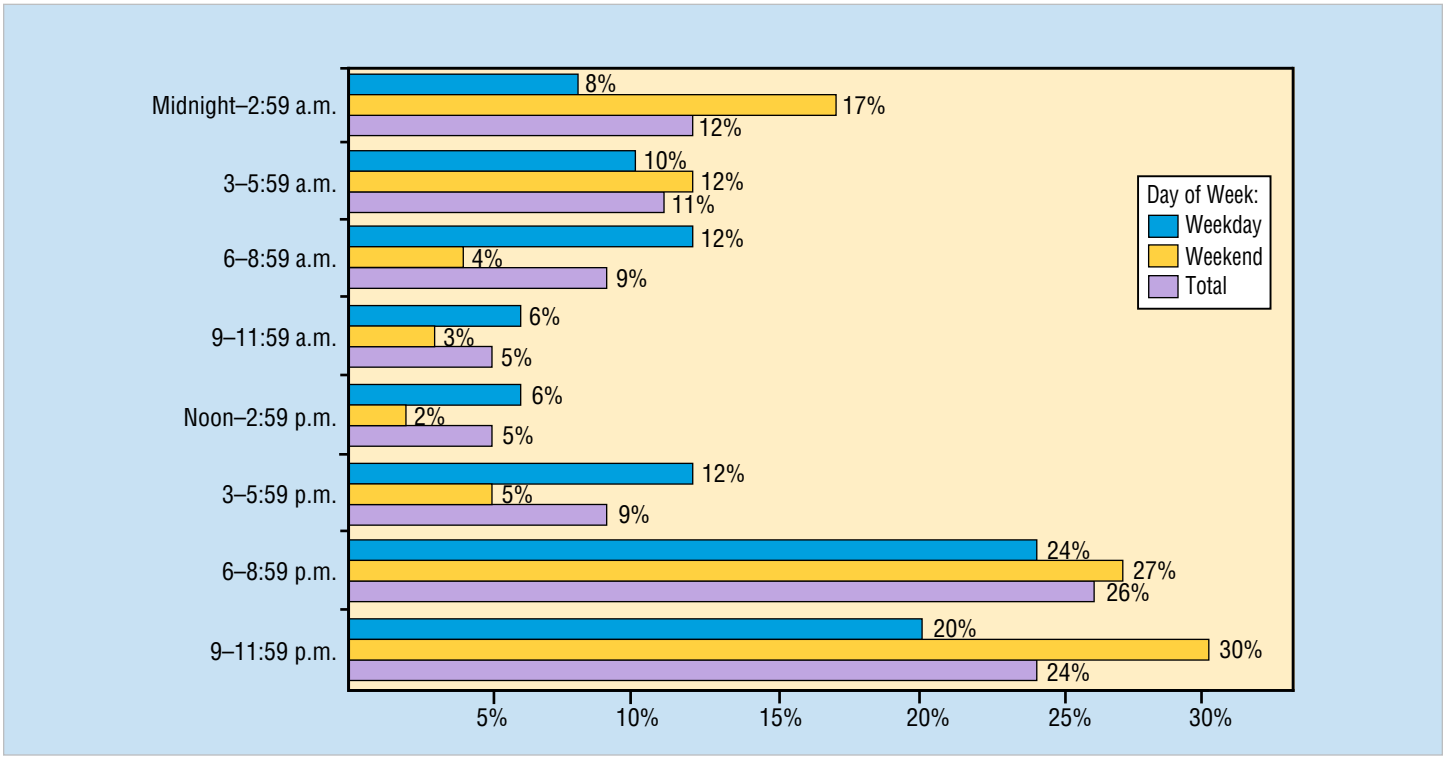
Time of Day and Day of Week

In Figure 2 the time of day is divided into eight 3-hour time intervals starting at midnight, and day of week is defined as weekday (Monday 6 a.m. to Friday 5:59 p.m.) and weekend (Friday 6 p.m. to Monday 5:59 a.m.). Looking at the percentage of all traffic fatalities who were pedestrians by time of day and day of week in 2019:

- The highest total percentage (26%) occurred from 6 to 8:59 p.m., followed by 24 percent from 9 to 11:59 p.m.
- The lowest total percentage (5%) occurred from 9 to 11:59 a.m. and noon to 2:59 p.m.
- The highest weekday percentage (24%) occurred from 6 to 8:59 p.m., followed by 20 percent from 9 to 11:59 p.m.
- The lowest weekday percentage (6%) occurred from 9 to 11:59 a.m. and noon to 2:59 p.m.
- The highest weekend percentage (30%) occurred from 9 to 11:59 p.m., followed by 27 percent from 6 to 8:59 p.m.
- The lowest weekend percentage (2%) occurred from noon to 2:59 p.m.

Figure 2

Percentage of Pedestrian Fatalities, by Time of Day and Day of Week, 2019



Source: FARS 2019 ARF
Weekday – Monday 6 a.m. to Friday 5:59 p.m.
Weekend – Friday 6 p.m. to Monday 5:59 a.m.
Note: Unknowns were removed before calculating percentages.

Vehicle Type and Impact Point

Ninety percent (5,580) of the pedestrians were killed in motor vehicle traffic crashes that involved a single vehicle in 2019; 10 percent (625) were killed in multiple-vehicle crashes. One out of every five pedestrians killed (20%) were struck in crashes that involved hit-and-run drivers. Ninety-two percent of the pedestrians killed by hit-and-run drivers were in single-vehicle crashes.

Of the 5,580 pedestrians killed in single-vehicle crashes, 97 percent (5,403) were killed in crashes where the first harmful event was collision with a pedestrian. Table 6 presents the 5,403 pedestrians killed in these crashes by vehicle type and location of the initial impact on the striking vehicle.

In 2019:

- Pedestrians who died in single-vehicle crashes were most likely to be struck by the front of the vehicles.
- Pedestrians who died in single-vehicle crashes involving passenger vehicles (Passenger cars and light trucks including SUVs, pickups, and vans) were more likely to be hit by the front of these vehicles as compared to crashes involving large trucks or buses.
- Pedestrians who died in single-vehicle crashes involving a bus had the highest percentage of right-side impacts and rear impacts.

Table 6

Pedestrians Killed in Single-Vehicle Crashes Where the First Harmful Event Was Collision With a Pedestrian, by Vehicle Type and Initial Point of Impact on Vehicle, 2019

Vehicle Type	Initial Point of Impact on Vehicle										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,947	90.6%	53	2.5%	30	1.4%	16	0.7%	103	4.8%	2,149	100.0%
Light Truck*	2,069	89.2%	45	1.9%	39	1.7%	39	1.7%	128	5.5%	2,320	100.0%
–SUV	*967*	*90.3%*	*17*	*1.6%*	*22*	*2.1%*	*17*	*1.6%*	*48*	*4.5%*	*1,071*	*100.0%*
–Pickup	*826*	*88.9%*	*24*	*2.6%*	*16*	*1.7%*	*15*	*1.6%*	*48*	*5.2%*	*929*	*100.0%*
–Van	*254*	*90.7%*	*4*	*1.4%*	*1*	*0.4%*	*6*	*2.1%*	*15*	*5.4%*	*280*	*100.0%*
Large Truck	257	72.6%	26	7.3%	14	4.0%	21	5.9%	36	10.2%	354	100.0%
Bus	34	66.7%	7	13.7%	1	2.0%	4	7.8%	5	9.8%	51	100.0%
Other/Unknown Vehicle	277	52.4%	4	0.8%	2	0.4%	0	0.0%	246	46.5%	529	100.0%
Total	**4,584**	**84.8%**	**135**	**2.5%**	**86**	**1.6%**	**80**	**1.5%**	**518**	**9.6%**	**5,403**	**100.0%**

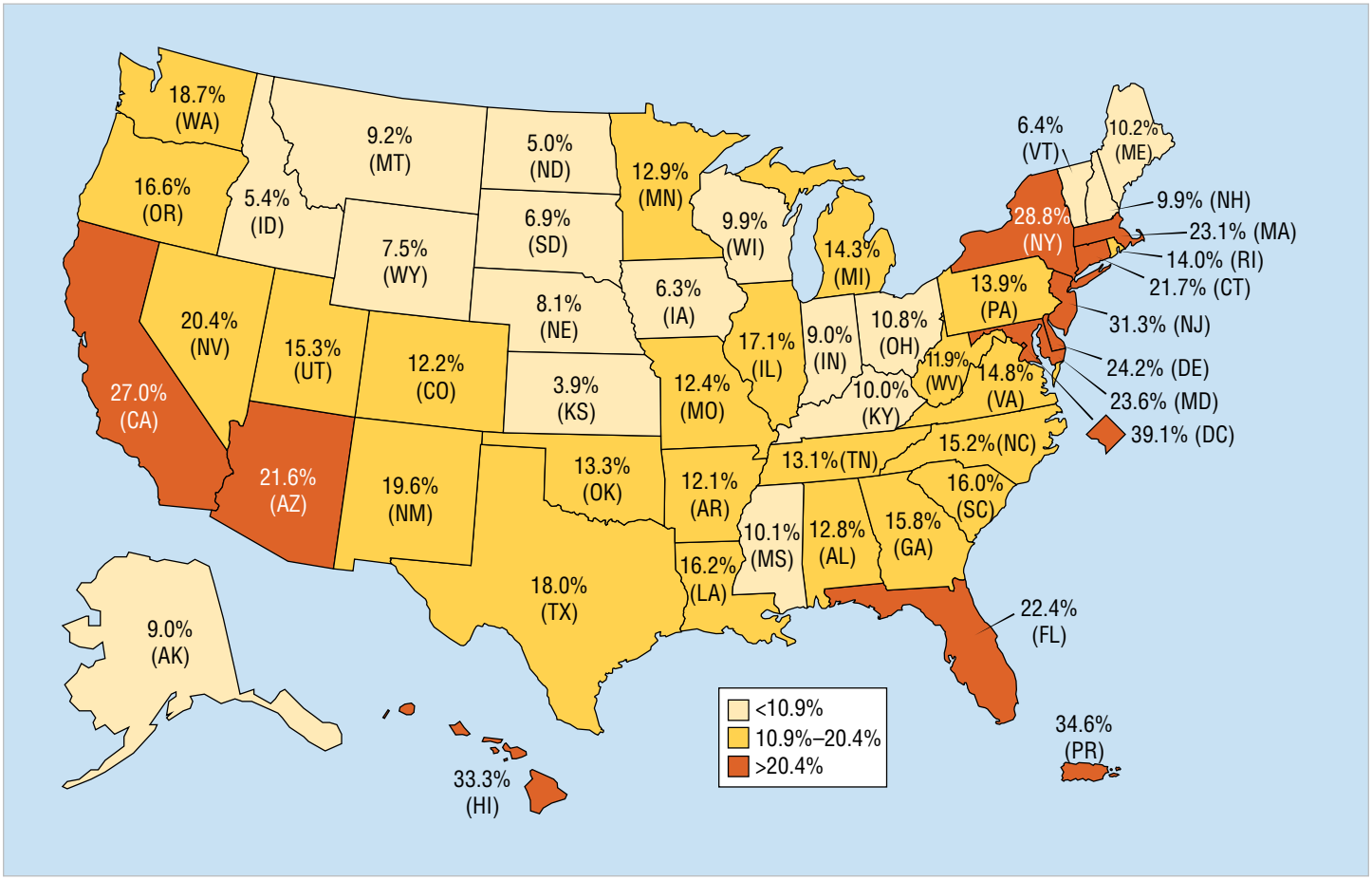
Source: FARS 2019 ARF
*Includes other/unknown light-truck vehicle types.

State

Figure 3 contains a color-coded map of the percentage of total traffic fatalities who were pedestrians by State in 2019. Note that for this section as well as the following section on fatalities by city, the populations of States and cities can vary greatly from the recorded resident population. States with substantial seasonal tourism, such as Florida, and cities with large influx of daily commuters, such as Washington, DC, have at times a substantially larger population than is reflected in their numbers of residents.

Figure 3

Percentage of Total Fatalities Who Were Pedestrians, by State, 2019



Source: FARS 2019 ARF

Table 7 presents numbers of total and pedestrian fatalities, the percentage of total fatalities who were pedestrians, population, and the fatality rates per 100,000 population for pedestrian fatalities for each State and the District of Columbia in 2019. Also included in Table 7 is Puerto Rico, which is not included in the overall U.S. total.

In 2019:

- The number of pedestrian fatalities was highest in California (972), followed by Florida (713) and Texas (649).
- Vermont (3) had the fewest pedestrian fatalities, followed by North Dakota (5) and Alaska (6).
- The percentages of pedestrian fatalities (out of total traffic fatalities) in States ranged from a low of 3.9 percent (Kansas) to a high of 39.1 percent (District of Columbia), compared to 17.2 percent nationwide.
- The highest pedestrian fatality rate per 100,000 population was in New Mexico (3.96), followed by Florida (3.32) and Delaware (3.29). The national fatality rate in 2019 was 1.89.
- Vermont had the lowest pedestrian fatality rate per 100,000 population, 0.48, followed by Kansas (0.55) and North Dakota (0.66).

Table 7

Total and Pedestrian Fatalities, and Pedestrian Fatality Rates, by State, 2019

State	Total Fatalities	Pedestrian Fatalities		Population	Pedestrian Fatality Rate per 100,000 Population
		Number	Percentage of Total Fatalities		
Alabama	930	119	12.8%	4,903,185	2.43
Alaska	67	6	9.0%	731,545	0.82
Arizona	981	212	21.6%	7,278,717	2.91
Arkansas	505	61	12.1%	3,017,804	2.02
California	3,606	972	27.0%	39,512,223	2.46
Colorado	596	73	12.2%	5,758,736	1.27
Connecticut	249	54	21.7%	3,565,287	1.51
Delaware	132	32	24.2%	973,764	3.29
District of Columbia	23	9	39.1%	705,749	1.28
Florida	3,183	713	22.4%	21,477,737	3.32
Georgia	1,491	236	15.8%	10,617,423	2.22
Hawaii	108	36	33.3%	1,415,872	2.54
Idaho	224	12	5.4%	1,787,065	0.67
Illinois	1,009	173	17.1%	12,671,821	1.37
Indiana	809	73	9.0%	6,732,219	1.08
Iowa	336	21	6.3%	3,155,070	0.67
Kansas	411	16	3.9%	2,913,314	0.55
Kentucky	732	73	10.0%	4,467,673	1.63
Louisiana	727	118	16.2%	4,648,794	2.54
Maine	157	16	10.2%	1,344,212	1.19
Maryland	521	123	23.6%	6,045,680	2.03
Massachusetts	334	77	23.1%	6,892,503	1.12
Michigan	985	141	14.3%	9,986,857	1.41
Minnesota	364	47	12.9%	5,639,632	0.83
Mississippi	643	65	10.1%	2,976,149	2.18
Missouri	880	109	12.4%	6,137,428	1.78
Montana	184	17	9.2%	1,068,778	1.59
Nebraska	248	20	8.1%	1,934,408	1.03
Nevada	304	62	20.4%	3,080,156	2.01
New Hampshire	101	10	9.9%	1,359,711	0.74
New Jersey	559	175	31.3%	8,882,190	1.97
New Mexico	424	83	19.6%	2,096,829	3.96
New York	931	268	28.8%	19,453,561	1.38
North Carolina	1,373	209	15.2%	10,488,084	1.99
North Dakota	100	5	5.0%	762,062	0.66
Ohio	1,153	124	10.8%	11,689,100	1.06
Oklahoma	640	85	13.3%	3,956,971	2.15
Oregon	489	81	16.6%	4,217,737	1.92
Pennsylvania	1,059	147	13.9%	12,801,989	1.15
Rhode Island	57	8	14.0%	1,059,361	0.76
South Carolina	1,001	160	16.0%	5,148,714	3.11
South Dakota	102	7	6.9%	884,659	0.79
Tennessee	1,135	149	13.1%	6,829,174	2.18
Texas	3,615	649	18.0%	28,995,881	2.24
Utah	248	38	15.3%	3,205,958	1.19
Vermont	47	3	6.4%	623,989	0.48
Virginia	831	123	14.8%	8,535,519	1.44
Washington	519	97	18.7%	7,614,893	1.27
West Virginia	260	31	11.9%	1,792,147	1.73
Wisconsin	566	56	9.9%	5,822,434	0.96
Wyoming	147	11	7.5%	578,759	1.90
U.S. Total	**36,096**	**6,205**	**17.2%**	**328,239,523**	**1.89**
Puerto Rico	289	100	34.6%	3,193,694	3.13

Sources: FARS 2019 ARF; Population – Census Bureau

City

For each city with a population of 500,000 or greater in 2019, Table 8 presents numbers of total and pedestrian fatalities, the percentage of total fatalities who were pedestrians, population, and the fatality rates per 100,000 population for total and pedestrian traffic fatalities.

In 2019:

The pedestrian fatality rates of major cities were generally higher than the national average of 1.89 per 100,000 population. Of the 37 cities listed, 8 had lower fatality rates.

- The number of pedestrian fatalities was highest in Los Angeles (133), followed by New York (118), Phoenix (81) and Houston (81).
- Mesa (8) had the fewest numbers of pedestrian fatalities, Washington, DC, and Boston had the next lowest with 9 pedestrian fatalities in each.
- The percentages of pedestrian fatalities (out of total traffic fatalities) ranged from a low of 18.2 percent (Mesa) to a high of 55.1 percent (New York).
- Albuquerque had the highest pedestrian fatality rate per 100,000 population (7.49), followed by Tucson (7.48).
- Washington, DC, had the lowest pedestrian fatality rate per 100,000 population (1.28), followed by Boston (1.30).

Table 8

Total and Pedestrian Fatalities in Cities With Populations of 500,000 or Greater, and Fatality Rates, 2019

City	Total Fatalities	Pedestrian Fatalities		Population	Fatality Rate per 100,000 Population	
		Number	Percentage of Total Fatalities		Total	Pedestrian
New York, NY	214	118	55.1%	8,336,817	2.57	1.42
Los Angeles, CA	267	133	49.8%	3,979,576	6.71	3.34
Chicago, IL	141	51	36.2%	2,693,976	5.23	1.89
Houston, TX	256	81	31.6%	2,320,268	11.03	3.49
Phoenix, AZ	205	81	39.5%	1,680,992	12.20	4.82
Philadelphia, PA	90	28	31.1%	1,584,064	5.68	1.77
San Antonio, TX	151	58	38.4%	1,547,253	9.76	3.75
San Diego, CA	88	41	46.6%	1,423,851	6.18	2.88
Dallas, TX	182	59	32.4%	1,343,573	13.55	4.39
San Jose, CA	79	29	36.7%	1,021,795	7.73	2.84
Austin, TX	91	34	37.4%	978,908	9.30	3.47
Jacksonville, FL	149	41	27.5%	911,507	16.35	4.50
Fort Worth, TX	95	20	21.1%	909,585	10.44	2.20
Columbus, OH	74	23	31.1%	898,553	8.24	2.56
Charlotte, NC	73	28	38.4%	885,708	8.24	3.16
San Francisco, CA	39	18	46.2%	881,549	4.42	2.04
Indianapolis, IN	100	20	20.0%	876,384	11.41	2.28
Seattle, WA	24	13	54.2%	753,675	3.18	1.72
Denver, CO	61	16	26.2%	727,211	8.39	2.20
Washington, DC	23	9	39.1%	705,749	3.26	1.28
Boston, MA	20	9	45.0%	692,600	2.89	1.30
El Paso, TX	69	29	42.0%	681,728	10.12	4.25
Nashville, TN	97	29	29.9%	670,820	14.46	4.32
Detroit, MI	115	28	24.3%	670,031	17.16	4.18
Oklahoma City, OK	83	24	28.9%	655,057	12.67	3.66
Portland, OR	49	16	32.7%	654,741	7.48	2.44
Las Vegas, NV	33	12	36.4%	651,319	5.07	1.84
Memphis, TN	130	36	27.7%	651,073	19.97	5.53
Louisville, KY	94	25	26.6%	617,638	15.22	4.05
Baltimore, MD	44	18	40.9%	593,490	7.41	3.03
Milwaukee, WI	55	11	20.0%	590,157	9.32	1.86
Albuquerque, NM	101	42	41.6%	560,513	18.02	7.49
Tucson, AZ	107	41	38.3%	548,073	19.52	7.48
Fresno, CA	45	17	37.8%	531,576	8.47	3.20
Mesa, AZ	44	8	18.2%	518,012	8.49	1.54
Sacramento, CA	50	17	34.0%	513,624	9.73	3.31
Atlanta, GA	86	23	26.7%	506,811	16.97	4.54

Sources: FARS 2019 ARF; Population – Census Bureau
Note: Sorted by highest to lowest population.

Additional data visualization tools for fact sheets can be found at https://cdan.dot.gov/DataVisualization/DataVisualization.htm#.

Appendix

In this fact sheet people killed in motor vehicle traffic crashes who were on "personal conveyances" are not classified as pedestrians. "Personal conveyances" are defined as roller skates, inline skates, skateboards, baby strollers, scooters, toy wagons, motorized skateboards, motorized toy cars, Segway-style devices, motorized and non-motorized wheelchairs, and scooters for those with disabilities. Table 9 presents the distribution of people killed on personal conveyances as a percentage of total motor vehicle fatalities for each year in the past decade. FARS does not contain information about the type of personal conveyances used by those killed in traffic crashes.

Table 9

Total Fatalities and Fatalities to People on Personal Conveyances Involved in Traffic Crashes, 2010–2019

Year	Total Fatalities	Fatalities to People on Personal Conveyances	
		Number	Percentage of Total Fatalities
2010	32,999	127	0.4%
2011	32,479	128	0.4%
2012	33,782	153	0.5%
2013	32,893	132	0.4%
2014	32,744	158	0.5%
2015	35,484	160	0.5%
2016	37,806	176	0.5%
2017	37,473	158	0.4%
2018	36,835	150	0.4%
2019	36,096	196	0.5%

Source: FARS 2010–2018 Final File, 2019 ARF

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a public trafficway that results in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at https://www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2019 ARF, the 2018 Final File was released to replace the 2018 ARF. The final fatality count in motor vehicle traffic crashes for 2018 was 36,835, which was updated from 36,560 in the 2018 ARF. The number of pedestrian fatalities from the 2018 Final File was 6,374, which was updated from 6,283 from the 2018 ARF.

The 2016 and 2017 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

Crash Report Sampling System

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

Methodology Change for Estimating People Injured

NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

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 flashlight 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 poorly 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.
- Slow down 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 Research and Program Development

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For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs and data can be found at www.nhtsa.gov/data. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), and more can be found at https://cdan.nhtsa.gov/. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

Other fact sheets available from NCSA are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection in Passenger Vehicles, Older Population, Passenger Vehicles, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data.* The fact sheets and Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/

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