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

Traffic Safety Facts
2021 Data

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Pedestrians

In this fact sheet for 2021 the information is presented as follows.

This fact sheet defines a pedestrian involved in a motor vehicle traffic crash as any person on foot, walking, running, jogging, hiking, sitting, or lying down. It excludes 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 2021 there were 7,388 pedestrians killed in traffic crashes, a 12.5-percent increase from the 6,565 pedestrian fatalities in 2020. This is the highest since 1981 when 7,837 pedestrians died in traffic crashes.
- In 2021 there were an estimated 60,577 pedestrians injured in traffic crashes, an 11-percent increase from 54,771 pedestrians injured in 2020.
- On average, a pedestrian was killed every 71 minutes and injured every 9 minutes in traffic crashes in 2021.
- Pedestrian deaths accounted for 17 percent of all traffic fatalities and 2 percent of all people injured in traffic crashes in 2021.
- In 2021 fifteen percent of the children 14 and younger killed in traffic crashes were pedestrians.
- In 2021 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 49 percent of all fatal pedestrian crashes in 2021.
- More pedestrian fatalities occurred in urban areas (84%) than rural areas (16%) in 2021.
- In 2021 sixteen percent of the pedestrian fatalities occurred at intersections, 75 percent occurred at locations that were not intersections, and the remaining 9 percent occurred at other locations.
- More pedestrian fatalities occurred in the dark (77%) than in daylight (20%), dusk (2%), and dawn (2%) in 2021.
- In 2021 eighty-nine percent of pedestrian fatalities occurred in single-vehicle crashes.
- Nearly 1 out of every 4 pedestrians killed in traffic crashes in 2021 (23%) were struck by 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). A change instituted with the release of 2020 data is rounding estimates to the nearest whole number instead of the nearest thousand for all police-reported crashes, including injury estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably in this document.

Overview

In 2021 there were 7,388 pedestrians killed (Table 1) in traffic crashes in the United States. That is 20 pedestrians a day and 142 pedestrians a week. On average, a pedestrian was killed every 71 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 2012 to 2021. The 7,388 pedestrian fatalities in 2021 represented a 12.5-percent increase from 6,565 pedestrian fatalities in 2020. It is the highest since 1981, when 7,837 pedestrians died in traffic crashes. This increase in pedestrian fatalities was greater than the 10.1-percent increase in overall traffic fatalities from 2020 to 2021. Seventeen percent of all traffic fatalities in 2021 were pedestrians. In 2021 there were an estimated 60,577 pedestrians injured, an 11-percent increase from 54,771 pedestrians injured in 2020. Pedestrians injured made up 2 percent of the total people injured in traffic crashes in 2021.

Table 1. Total Fatalities and Pedestrian Fatalities, and Total Injured and Pedestrians Injured in Traffic Crashes, 2012–2021

		Pedestrian Fatalities				Pedestrians Injured	
Year	Total Fatalities	Number	Percentage of Total Fatalities	Year	Total Injured	Number	Percentage of Total Injured
2012	33,782	4,818	14%	2012	2,369,083	76,129	3%
2013	32,893	4,779	15%	2013	2,318,992	65,929	3%
2014	32,744	4,910	15%	2014	2,342,621	65,072	3%
2015	35,484	5,494	15%	2015	2,454,778	70,077	3%
2016	37,806	6,080	16%	2016†	3,061,885	86,399	3%
2017	37,473	6,075	16%	2017†	2,745,268	71,290	3%
2018	36,835	6,374	17%	2018†	2,710,059	75,157	3%
2019	36,355	6,272	17%	2019†	2,740,141	75,650	3%
2020	39,007	6,565	17%	2020†	2,282,209	54,771	2%
2021	42,939	7,388	17%	2021†	2,497,657	60,577	2%

Sources: FARS 2012–2020 Final File, 2021 Annual Report File (ARF); NASS GES 2012–2015 and CRSS 2016–2021
†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 2021 by age group.

In 2021:

- Less than one-sixth (15%) of children 14 and younger killed in traffic crashes were pedestrians.
- The age groups with the highest percentage of pedestrian traffic fatalities were the 60-to-64 and 65-to-69 age groups at 23 percent each.
- The age group with the highest number (706) of pedestrian fatalities was 30-to-34, followed by 35-to-39 (694) and 60-to-64 (676).
- The age group with the least number (50) of pedestrian fatalities was 5-to-9, followed by <5 (61) and 10-to-14 (65).
- Nineteen percent of all pedestrian fatalities were people 65 and older (1,375 of the 7,279 pedestrian fatalities with known age).
- The average age of pedestrians killed in traffic crashes was 47, and the average age of vehicle occupants killed in traffic crashes was 43.
- Over the past 10 years the average age of those killed has increased slightly, from 46 to 47.
- An estimated 2 percent of all people injured were pedestrians.
- Children in the 10-to-14 age group had the highest estimated percentages of pedestrians injured (4%) among the different age groups.

Table 2. Total and Pedestrians Killed and Injured in Traffic Crashes, by Age Group, 2021

		Pedestrians Killed				Pedestrians Injured	
Age Group	Total Killed	Number	Percentage of Total Killed	Age Group	Total Injured	Number	Percentage of Total Injured
<5	355	61	17%	<5	44,947	841	2%
5-9	366	50	14%	5-9	51,163	1,325	3%
10-14	463	65	14%	10-14	66,189	2,940	4%
Children (≤14)	*1,184*	*176*	*15%*	*Children (≤14)*	*162,299*	*5,106*	*3%*
15-20	3,597	272	8%	15-20	322,991	5,098	2%
21-24	3,482	372	11%	21-24	245,331	5,142	2%
25-29	4,310	606	14%	25-29	272,501	5,552	2%
30-34	4,138	706	17%	30-34	239,340	6,134	3%
35-39	3,572	694	19%	35-39	212,995	4,720	2%
40-44	3,144	630	20%	40-44	182,923	4,106	2%
45-49	2,735	526	19%	45-49	158,907	4,015	3%
50-54	3,054	579	19%	50-54	154,073	4,617	3%
55-59	3,080	667	22%	55-59	150,602	4,896	3%
60-64	2,925	676	23%	60-64	129,378	3,597	3%
65-69	2,280	529	23%	65-69	92,515	3,007	3%
70-74	1,779	348	20%	70-74	75,219	2,002	3%
75-79	1,375	216	16%	75-79	47,936	1,439	3%
80+	2,055	282	14%	80+	50,395	1,132	2%
Ages 65+	*7,489*	*1,375*	*18%*	*Ages 65+*	*266,065*	*7,580*	*3%*
Total[1]	**42,939**	**7,388**	**17%**	**Total[2]**	**2,497,657**	**60,577**	**2%**

Sources: FARS 2021 ARF; CRSS 2021

[1] Includes unknown ages for pedestrians killed.

[2] Includes unknown ages for pedestrians injured in fatal traffic crashes.

Note: Injured totals may not equal sum of components due to independent rounding.

Table 3 contains the number of pedestrians killed and injured in 2021 by age group and sex. The total fatality and injury rates per 100,000 population are calculated by age group and sex.

In 2021:

- Seventy percent (5,171 of 7,388) of the pedestrians killed in traffic crashes were male.
- The overall male pedestrian fatality rate per 100,000 population was 3.15, which is 2.4 times the rate for females (1.29 per 100,000 population).
- The highest overall pedestrian fatality rates by age group were in 60-to-64, followed by 35-to-39 age group (3.18 and 3.11 per 100,000 population).
- The highest pedestrian fatality rate by age and sex is for males 60-to-64 at 4.76 per 100,000 population.
- The overall male pedestrian injury rate per 100,000 population was 21, compared with 15 for females.
- The highest overall pedestrian injury rates by age group were for those ages 21-to-24 (30 per 100,000 population), followed by 30-to-34 (at 27 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, 2021

	Male			Female			Total[1]		
Age Group	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate
<5	37	9,624,352	0.38	22	9,202,986	0.24	61	18,827,338	0.32
5-9	28	10,376,158	0.27	22	9,915,390	0.22	50	20,291,548	0.25
10-14	35	10,988,223	0.32	29	10,459,561	0.28	65	21,447,784	0.30
Children (≤14)	*100*	*30,988,733*	*0.32*	*73*	*29,577,937*	*0.25*	*176*	*60,566,670*	*0.29*
15-20	180	13,242,042	1.36	92	12,669,303	0.73	272	25,911,345	1.05
21-24	258	8,754,172	2.95	112	8,423,146	1.33	372	17,177,318	2.17
25-29	435	11,379,058	3.82	170	11,013,419	1.54	606	22,392,477	2.71
30-34	513	11,674,304	4.39	191	11,428,324	1.67	706	23,102,628	3.06
35-39	478	11,263,833	4.24	215	11,035,485	1.95	694	22,299,318	3.11
40-44	455	10,593,780	4.29	171	10,510,756	1.63	630	21,104,536	2.99
45-49	378	9,875,757	3.83	144	9,905,753	1.45	526	19,781,510	2.66
50-54	417	10,436,202	4.00	158	10,470,724	1.51	579	20,906,926	2.77
55-59	491	10,630,059	4.62	176	10,937,255	1.61	667	21,567,314	3.09
60-64	492	10,333,259	4.76	178	10,902,491	1.63	676	21,235,750	3.18
65-69	382	8,748,213	4.37	146	9,646,107	1.51	529	18,394,320	2.88
70-74	231	7,120,873	3.24	115	8,150,929	1.41	348	15,271,802	2.28
75-79	133	4,472,410	2.97	83	5,432,359	1.53	216	9,904,769	2.18
80+	169	4,872,047	3.47	112	7,405,015	1.51	282	12,277,062	2.30
Ages 65+	*915*	*25,213,543*	*3.63*	*456*	*30,634,410*	*1.49*	*1,375*	*55,847,953*	*2.46*
Total[2]	**5,171**	**164,384,742**	**3.15**	**2,154**	**167,509,003**	**1.29**	**7,388**	**331,893,745**	**2.23**

	Male			Female			Total[3]		
Age Group	Injured	Population	Injury Rate	Injured	Population	Injury Rate	Injured	Population	Injury Rate
<5	573	9,624,352	6	268	9,202,986	3	841	18,827,338	4
5-9	694	10,376,158	7	631	9,915,390	6	1,325	20,291,548	7
10-14	1,637	10,988,223	15	1,302	10,459,561	12	2,940	21,447,784	14
Children (≤14)	*2,904*	*30,988,733*	*9*	*2,201*	*29,577,937*	*7*	*5,106*	*60,566,670*	*8*
15-20	2,829	13,242,042	21	2,269	12,669,303	18	5,098	25,911,345	20
21-24	2,741	8,754,172	31	2,401	8,423,146	28	5,142	17,177,318	30
25-29	3,271	11,379,058	29	2,281	11,013,419	21	5,552	22,392,477	25
30-34	3,671	11,674,304	31	2,463	11,428,324	22	6,134	23,102,628	27
35-39	3,245	11,263,833	29	1,474	11,035,485	13	4,720	22,299,318	21

Age Group	Male			Female			Total[3]		
	Injured	Population	Injury Rate	Injured	Population	Injury Rate	Injured	Population	Injury Rate
40-44	2,422	10,593,780	23	1,682	10,510,756	16	4,106	21,104,536	19
45-49	2,324	9,875,757	24	1,691	9,905,753	17	4,015	19,781,510	20
50-54	2,549	10,436,202	24	2,068	10,470,724	20	4,617	20,906,926	22
55-59	3,175	10,630,059	30	1,720	10,937,255	16	4,896	21,567,314	23
60-64	2,030	10,333,259	20	1,567	10,902,491	14	3,597	21,235,750	17
65-69	1,945	8,748,213	22	1,062	9,646,107	11	3,007	18,394,320	16
70-74	910	7,120,873	13	1,092	8,150,929	13	2,002	15,271,802	13
75-79	781	4,472,410	17	657	5,432,359	12	1,439	9,904,769	15
80+	426	4,872,047	9	706	7,405,015	10	1,132	12,277,062	9
Ages 65+	*4,062*	*25,213,543*	*16*	*3,517*	*30,634,410*	*11*	*7,580*	*55,847,953*	*14*
Total[4]	**35,230**	**164,384,742**	**21**	**25,338**	**167,509,003**	**15**	**60,577**	**331,893,745**	**18**

Sources: FARS 2021 ARF; CRSS 2021; Population – Census Bureau
[1] Includes unknown sex for pedestrians killed.
[2] Includes unknown age for pedestrians killed.
[3] Includes unknown sex for pedestrians injured in fatal traffic crashes.
[4] Includes unknown age for pedestrians injured in fatal traffic crashes.
Note: Totals may not equal sum of components due to independent rounding.

Alcohol

Alcohol involvement (BAC of .01+ g/dL) — for the driver and/or the pedestrian — was reported in 49 percent of the traffic crashes that resulted in pedestrian fatalities in 2021. Alcohol involvement is defined as whether alcohol was consumed by the driver and/or the pedestrian prior to the traffic crash; the presence of alcohol may or may not be a contributing factor in the traffic crash. “No alcohol” refers to a blood alcohol concentration (BAC) of .00 grams per deciliter (g/dL).

A total of 7,286 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 7,286 traffic crashes, whether the drivers were killed or not. If more than one pedestrian was killed in a traffic crash, the pedestrian with the highest BAC was considered. If more than one driver was involved in a traffic crash, the driver with the highest BAC was considered.

In 2021:

- An estimated 30 percent of fatal pedestrian traffic crashes had pedestrian fatalities with BACs of .08 g/dL or higher.
- An estimated 19 percent of fatal pedestrian crashes had drivers involved with BACs of .08 g/dL or higher. (Note: It is illegal in every State to drive with a BAC of .08 g/dL or higher. However, Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018.)

Table 4. Traffic Crashes Resulting in Pedestrian Fatalities, by Alcohol Involvement of Drivers and Pedestrians, 2021

	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	3,736	51%	189	3%	852	12%	4,777	66%
Pedestrian, BAC=.01–.07 g/dL	235	3%	16	0%	64	1%	315	4%
Pedestrian, BAC=.08+ g/dL	1,636	22%	117	2%	442	6%	2,195	30%
Total Traffic Crashes	**5,607**	**77%**	**322**	**4%**	**1,357**	**19%**	**7,286**	**100%**

Source: FARS 2021 ARF
Notes: The alcohol levels in this table were determined using the alcohol levels of the pedestrians killed and the involved drivers (killed or survived). NHTSA estimates BACs when alcohol test results are unknown.

Table 5 shows information on the pedestrians killed in traffic crashes by age group and their alcohol involvement, for 2012 and 2021.

An estimated 31 percent of pedestrians killed had BACs of .08 g/dL or higher in 2021, compared to 36 percent in 2012. In 2012 pedestrians killed in the 45-to-54 age group had the highest percentages with BACs of .08 g/dL or higher (49%) compared to other age groups. In 2021 pedestrians in the 21-to-24 age group had the highest percentages with BACs of .08 g/dL or higher (38%).

Table 5. Pedestrians Killed in Traffic Crashes, by Age Group and Their BACs, 2012 and 2021

Age Group	2012					2021				
	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
15-20	310	72%	28%	5%	24%	272	74%	26%	3%	23%
21-24	358	47%	53%	5%	48%	372	56%	44%	5%	38%
25-34	684	47%	53%	6%	47%	1,312	62%	38%	4%	34%
35-44	592	49%	51%	5%	46%	1,324	61%	39%	4%	34%
45-54	907	46%	54%	6%	49%	1,105	60%	40%	4%	36%
55-64	741	62%	38%	5%	33%	1,343	61%	39%	6%	33%
65-74	448	80%	20%	4%	15%	877	75%	25%	3%	22%
75-84	360	89%	11%	3%	8%	379	88%	12%	2%	9%
85+	141	96%	4%	1%	3%	119	88%	12%	4%	7%
Total Killed*	**4,541**	**59%**	**41%**	**5%**	**36%**	**7,103**	**65%**	**35%**	**4%**	**31%**

Source: FARS 2012 Final File, 2021 ARF
*Excludes pedestrians younger than 15 and pedestrians of unknown age.
Note: NHTSA estimates BACs when alcohol test results are unknown.

Crash Characteristics

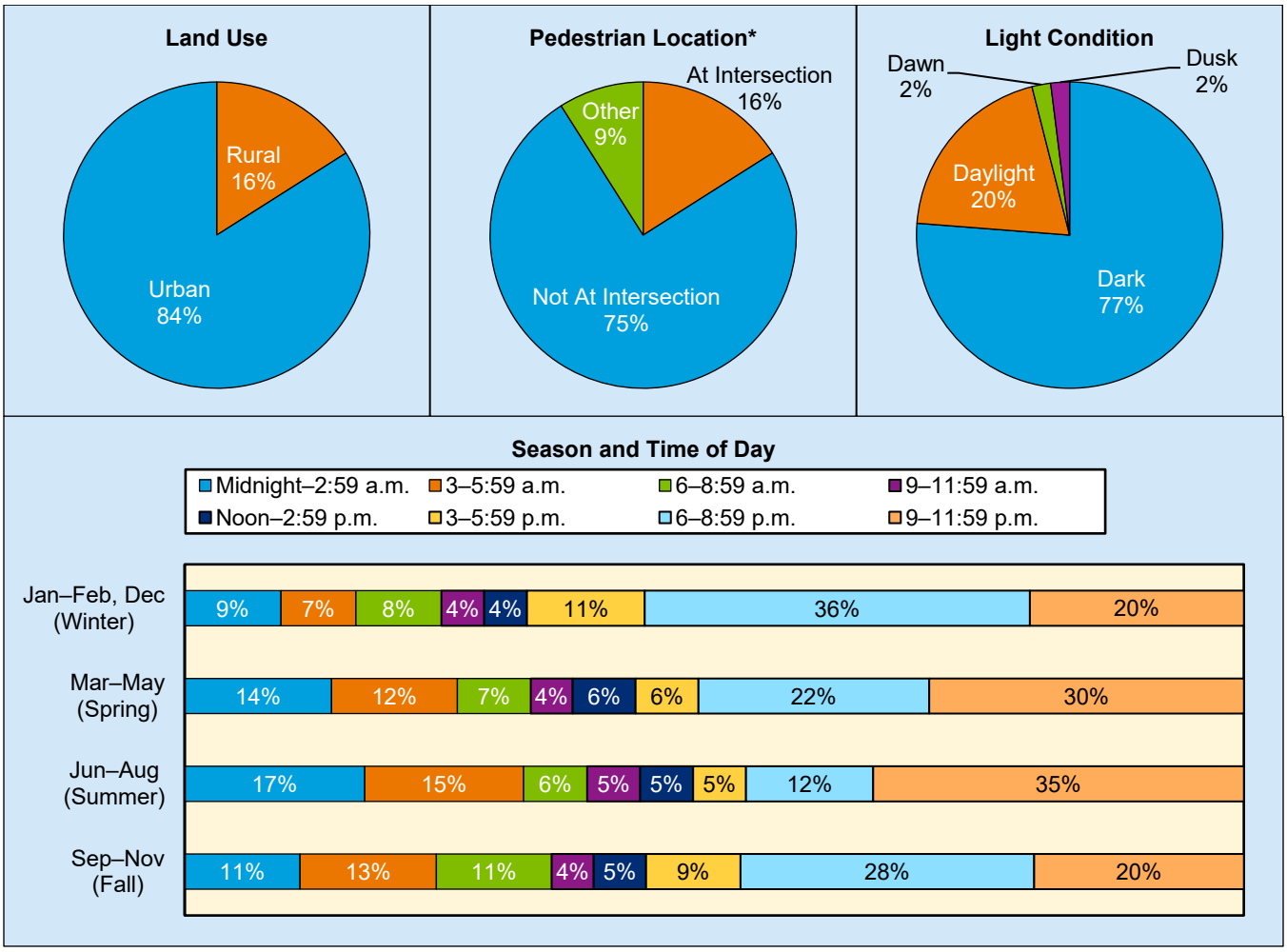
Figure 1 contains information on traffic crash characteristics (land use, pedestrian location, light condition, and season and time of day) describing where and when pedestrian fatalities occurred in 2021.

In 2021:

- More pedestrian fatalities occurred in urban areas (84%) than rural areas (16%).
- Sixteen percent of pedestrian fatalities occurred at intersections, 75 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 (77%) than in daylight (20%), 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 (36%) of pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 20 percent from 9 to 11:59 p.m.
    - During the spring months March to May, the largest group (30%) of pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 22 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. (35%) than any other time, followed by 17 percent from midnight to 2:59 a.m.
- During the fall months September to November, 28 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. Percentages of Pedestrian Fatalities in Traffic Crashes in Relation to Land Use, Pedestrian Location, Light Condition, and Season and Time of Day, 2021



Source: FARS 2021 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.

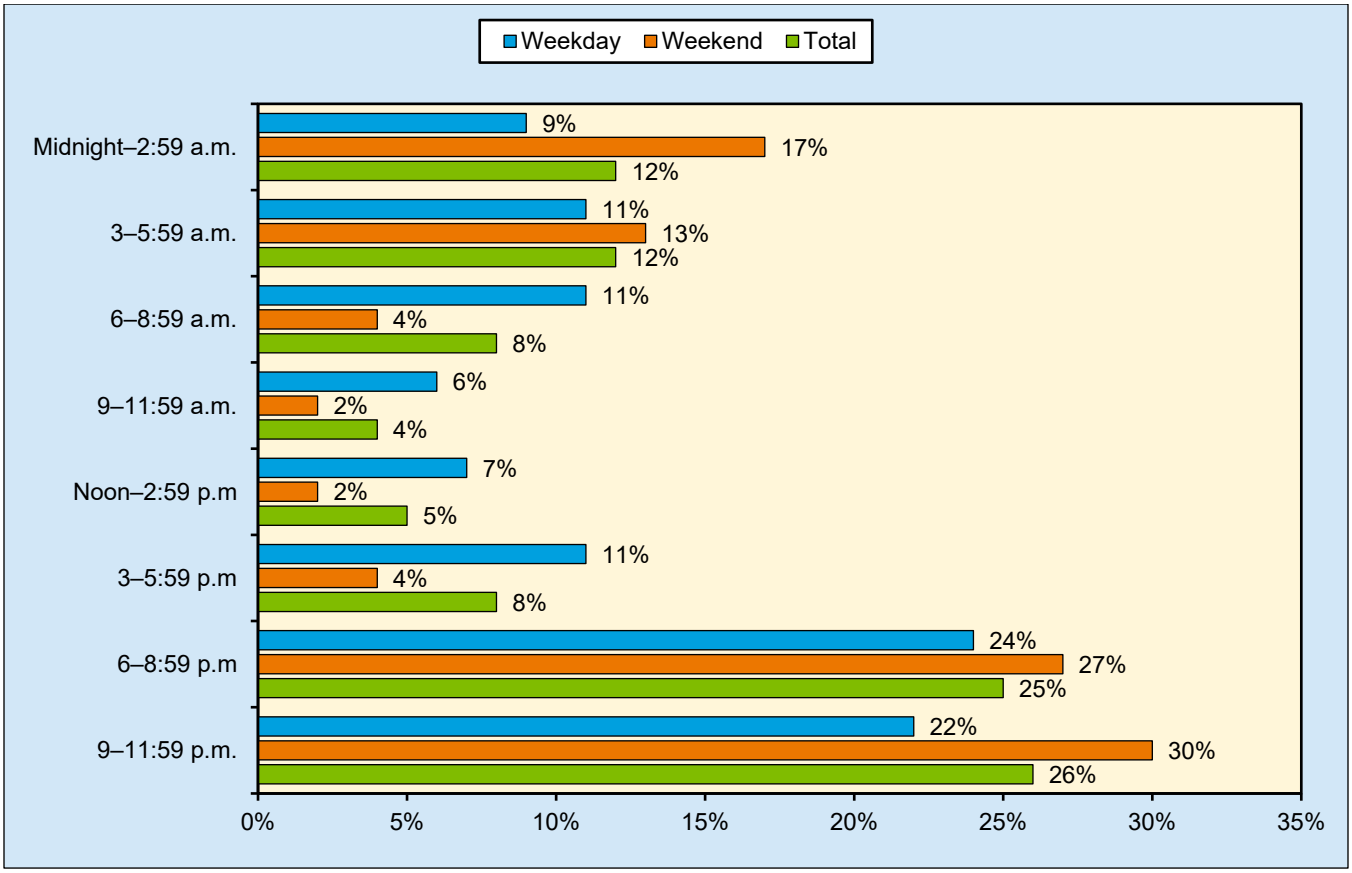
Time of Day and Day of Week

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 2021:

- The highest total percentage (26%) occurred from 9 to 11:59 p.m., followed by 25 percent from 6 to 8:59 p.m.
- The lowest total percentage (4%) occurred from 9 to 11:59 a.m.

- The highest weekday percentage (24%) occurred from 6 to 8:59 p.m., followed by 22 percent from 9 to 11:59 p.m.
- The lowest weekday percentage (6%) occurred from 9 to 11:59 a.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 9 to 11:59 a.m. and noon to 2:59 p.m.

Figure 2. Percentages of Pedestrian Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2021



Source: FARS 2021 ARF
Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)
Notes: Percentages may not add up to 100 percent due to independent rounding. Unknowns were removed before calculating percentages.

Vehicle Type and Impact Point

Eighty-nine percent (6,539) of pedestrian fatalities occurred in single-vehicle traffic crashes in 2021; 11 percent (849) were killed in multi-vehicle traffic crashes. Nearly 1 out of every 4 pedestrians killed (23%) in traffic crashes were struck by hit-and-run drivers. Of the pedestrians struck and killed in hit-and-run traffic crashes, 91 percent were in single-vehicle traffic crashes.

Of the 6,539 pedestrians killed in single-vehicle traffic crashes, 97 percent (6,326) were killed in traffic crashes where the first harmful events were collisions with pedestrians. Table 6 presents the 6,326 pedestrians killed in these traffic crashes by vehicle type and location of the initial impact on the striking vehicle.

In 2021:

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

Table 6. Pedestrians Killed in Single-Vehicle Traffic Crashes Where the First Harmful Event Was Collision With a Pedestrian, by Vehicle Type and Initial Point of Impact on Vehicle, 2021

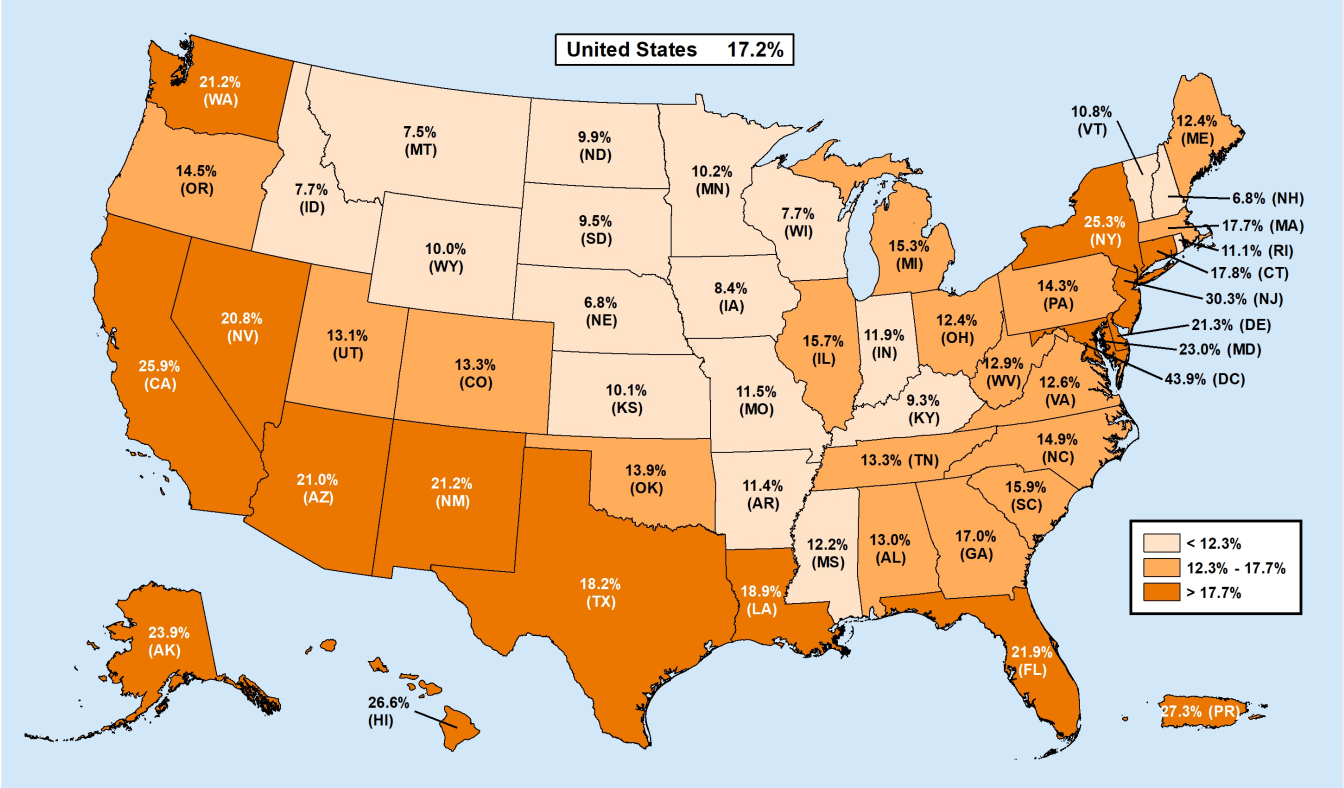
	Initial Point of Impact on Vehicle										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	2,053	92.3%	26	1.2%	25	1.1%	11	0.5%	110	4.9%	2,225	100.0%
Light Truck	2,521	91.3%	51	1.8%	42	1.5%	31	1.1%	117	4.2%	2,762	100.0%
–SUV	1,385	91.1%	24	1.6%	25	1.6%	15	1.0%	71	4.7%	1,520	100.0%
–Pickup	870	91.2%	21	2.2%	11	1.2%	13	1.4%	39	4.1%	954	100.0%
–Van	266	92.4%	6	2.1%	6	2.1%	3	1.0%	7	2.4%	288	100.0%
Large Truck	297	72.6%	27	6.6%	15	3.7%	28	6.8%	42	10.3%	409	100.0%
Bus	31	73.8%	2	4.8%	0	0.0%	2	4.8%	7	16.7%	42	100.0%
Other/Unknown Vehicle	486	54.7%	10	1.1%	6	0.7%	4	0.5%	382	43.0%	888	100.0%
Total	**5,388**	**85.2%**	**116**	**1.8%**	**88**	**1.4%**	**76**	**1.2%**	**658**	**10.4%**	**6,326**	**100.0%**

Source: FARS 2021 ARF

State

Figure 3 contains a color-coded map of the percentage of total traffic fatalities who were pedestrians by State in 2021. 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. Percentages of Total Traffic Fatalities Who Were Pedestrians, by State, 2021



Source: FARS 2021 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 2021. Also included in Table 7 is Puerto Rico, which is not included in the overall U.S. total.

In 2021:

- The number of pedestrian fatalities was highest in California (1,108), followed by Florida and Texas (817 each).
- Rhode Island (7) had the fewest pedestrian fatalities, followed by New Hampshire (8) and Vermont (8).
- The percentages of pedestrian fatalities (out of total traffic fatalities) in States ranged from a low of 6.8 percent (Nebraska and New Hampshire) to a high of 43.9 percent (District of Columbia), compared to 17.2 percent nationwide.
- The highest pedestrian fatality rate per 100,000 population was in New Mexico (4.82), followed by Louisiana (3.98) and Florida (3.75). The national pedestrian fatality rate in 2021 was 2.23.
- New Hampshire had the lowest pedestrian fatality rate per 100,000 population, 0.58, followed by Rhode Island (0.64) and Nebraska (0.76).

Table 7. Total and Pedestrian Fatalities in Traffic Crashes, and Pedestrian Fatality Rates, by State, 2021

State	Total Fatalities	Pedestrian Fatalities		Population	Pedestrian Fatality Rate per 100,000 Population
		Number	Percentage of Total Fatalities		
Alabama	983	128	13.0%	5,039,877	2.54
Alaska	67	16	23.9%	732,673	2.18
Arizona	1,180	248	21.0%	7,276,316	3.41
Arkansas	693	79	11.4%	3,025,891	2.61
California	4,285	1,108	25.9%	39,237,836	2.82
Colorado	691	92	13.3%	5,812,069	1.58
Connecticut	298	53	17.8%	3,605,597	1.47
Delaware	136	29	21.3%	1,003,384	2.89
District of Columbia	41	18	43.9%	670,050	2.69
Florida	3,738	817	21.9%	21,781,128	3.75
Georgia	1,797	306	17.0%	10,799,566	2.83
Hawaii	94	25	26.6%	1,441,553	1.73
Idaho	271	21	7.7%	1,900,923	1.10
Illinois	1,334	209	15.7%	12,671,469	1.65
Indiana	932	111	11.9%	6,805,985	1.63
Iowa	356	30	8.4%	3,193,079	0.94
Kansas	424	43	10.1%	2,934,582	1.47
Kentucky	806	75	9.3%	4,509,394	1.66
Louisiana	972	184	18.9%	4,624,047	3.98
Maine	153	19	12.4%	1,372,247	1.38
Maryland	561	129	23.0%	6,165,129	2.09
Massachusetts	417	74	17.7%	6,984,723	1.06
Michigan	1,136	174	15.3%	10,050,811	1.73
Minnesota	488	50	10.2%	5,707,390	0.88
Mississippi	772	94	12.2%	2,949,965	3.19
Missouri	1,016	117	11.5%	6,168,187	1.90
Montana	239	18	7.5%	1,104,271	1.63
Nebraska	221	15	6.8%	1,963,692	0.76
Nevada	385	80	20.8%	3,143,991	2.54
New Hampshire	118	8	6.8%	1,388,992	0.58
New Jersey	699	212	30.3%	9,267,130	2.29
New Mexico	481	102	21.2%	2,115,877	4.82
New York	1,157	293	25.3%	19,835,913	1.48
North Carolina	1,663	248	14.9%	10,551,162	2.35
North Dakota	101	10	9.9%	774,948	1.29
Ohio	1,354	168	12.4%	11,780,017	1.43
Oklahoma	762	106	13.9%	3,986,639	2.66
Oregon	599	87	14.5%	4,246,155	2.05
Pennsylvania	1,230	176	14.3%	12,964,056	1.36
Rhode Island	63	7	11.1%	1,095,610	0.64
South Carolina	1,198	190	15.9%	5,190,705	3.66
South Dakota	148	14	9.5%	895,376	1.56
Tennessee	1,327	177	13.3%	6,975,218	2.54
Texas	4,498	817	18.2%	29,527,941	2.77
Utah	328	43	13.1%	3,337,975	1.29
Vermont	74	8	10.8%	645,570	1.24
Virginia	973	123	12.6%	8,642,274	1.42
Washington	670	142	21.2%	7,738,692	1.83
West Virginia	280	36	12.9%	1,782,959	2.02
Wisconsin	620	48	7.7%	5,895,908	0.81
Wyoming	110	11	10.0%	578,803	1.90
U.S. Total	**42,939**	**7,388**	**17.2%**	**331,893,745**	**2.23**
Puerto Rico	337	92	27.3%	3,263,584	2.82

Sources: FARS 2021 ARF; Population – Census Bureau

City

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 for each city with a population of 500,000 or greater in 2021.

In 2021:

- The pedestrian fatality rates of major cities were generally higher than the national average of 2.23 per 100,000 population. Of the 37 cities listed, 5 had lower fatality rates.
- The number of pedestrian fatalities was highest in Los Angeles (142), followed by New York (115), and Houston (103).
- Boston (9) had the fewest number of pedestrian fatalities, Mesa, had the next lowest with 10 pedestrian fatalities.
- The percentages of pedestrian fatalities (out of total traffic fatalities) ranged from a low of 17.9 percent (Mesa) to a high of 48.9 percent (Seattle).
- Memphis had the highest pedestrian fatality rate per 100,000 population (8.76), followed by Albuquerque (8.71).
- New York had the lowest pedestrian fatality rate per 100,000 population (1.36), followed by Boston (1.37).

Table 8. Total and Pedestrian Fatalities in Traffic Crashes in Cities With Populations of 500,000 or Greater, and Fatality Rates, 2021

City	Total Fatalities	Pedestrian Fatalities		Population	Fatality Rate per 100,000 Population	
		Number	Percentage of Total Fatalities		Total	Pedestrian
New York, NY	252	115	45.6%	8,467,513	2.98	1.36
Los Angeles, CA	332	142	42.8%	3,849,297	8.62	3.69
Chicago, IL	233	67	28.8%	2,696,555	8.64	2.48
Houston, TX	337	103	30.6%	2,288,250	14.73	4.50
Phoenix, AZ	291	98	33.7%	1,624,569	17.91	6.03
Philadelphia, PA	133	43	32.3%	1,576,251	8.44	2.73
San Antonio, TX	200	65	32.5%	1,451,853	13.78	4.48
San Diego, CA	118	47	39.8%	1,381,611	8.54	3.40
Dallas, TX	228	61	26.8%	1,288,457	17.70	4.73
San Jose, CA	76	28	36.8%	983,489	7.73	2.85
Austin, TX	118	42	35.6%	964,177	12.24	4.36
Jacksonville, FL	180	41	22.8%	954,614	18.86	4.29
Fort Worth, TX	128	38	29.7%	935,508	13.68	4.06
Columbus, OH	97	25	25.8%	906,528	10.70	2.76
Indianapolis, IN	144	31	21.5%	882,039	16.33	3.51
Charlotte, NC	109	25	22.9%	879,709	12.39	2.84
San Francisco, CA	31	15	48.4%	815,201	3.80	1.84
Seattle, WA	45	22	48.9%	733,919	6.13	3.00
Denver, CO	68	17	25.0%	711,463	9.56	2.39
Oklahoma City, OK	100	26	26.0%	687,725	14.54	3.78
Nashville, TN	118	33	28.0%	678,851	17.38	4.86
El Paso, TX	82	16	19.5%	678,415	12.09	2.36
Washington, DC	41	18	43.9%	670,050	6.12	2.69
Boston, MA	32	9	28.1%	654,776	4.89	1.37
Las Vegas, NV	34	14	41.2%	646,790	5.26	2.16
Portland, OR	63	23	36.5%	641,162	9.83	3.59
Detroit, MI	150	44	29.3%	632,464	23.72	6.96

City	Total Fatalities	Pedestrian Fatalities		Population	Fatality Rate per 100,000 Population	
		Number	Percentage of Total Fatalities		Total	Pedestrian
Louisville, KY	106	23	21.7%	628,594	16.86	3.66
Memphis, TN	238	55	23.1%	628,127	37.89	8.76
Baltimore, MD	48	21	43.8%	576,498	8.33	3.64
Milwaukee, WI	71	16	22.5%	569,330	12.47	2.81
Albuquerque, NM	133	49	36.8%	562,599	23.64	8.71
Fresno, CA	81	31	38.3%	544,510	14.88	5.69
Tucson, AZ	114	39	34.2%	543,242	20.99	7.18
Sacramento, CA	70	25	35.7%	525,041	13.33	4.76
Mesa, AZ	56	10	17.9%	509,475	10.99	1.96
Kansas, MO	81	16	19.8%	508,394	15.93	3.15

Sources: FARS 2021 ARF; Population – Census Bureau
Note: Sorted by highest to lowest population.

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. "Personal conveyances" do not include bicycles and other cycles. 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, 2012–2021

Year	Total Fatalities	Fatalities to People on Personal Conveyances	
		Number	Percentage of Total Fatalities
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	36,355	198	0.5%
2020	39,007	182	0.5%
2021	42,939	210	0.5%

Source: FARS 2012–2020 Final File, 2021 ARF

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, audio 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

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 trafficway customarily open to the public, and must result 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 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 2021 ARF, the 2020 Final File was released to replace the 2020 ARF. The final fatality count in motor vehicle traffic crashes for 2020 was 39,007, which was updated from 38,824 in the 2020 ARF. The number of pedestrian fatalities from the 2020 Final File was 6,565, which was updated from 6,516 from the 2020 ARF.

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.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Starting with the release of 2021 FARS and CRSS data, all vehicle-related analysis for 2020 and later years will be based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2023, June). *Pedestrians: 2021 data* (Traffic Safety Facts. Report No. DOT HS 813 458). National Highway Traffic Safety Administration.

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 can be found at www.nhtsa.gov/data. 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.nhtsa.gov/report-a-safety-problem.

The following data tools and resources can be found at https://cdan.nhtsa.gov/.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Motor Vehicle Traffic Crash Databook
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Alcohol-Impaired Driving
- Bicyclists and Other Cyclists
- Children
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- Rural/Urban Comparison of Motor Vehicle Traffic Fatalities
- School-Transportation-Related Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic 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