Pedestrians

In 2011, 4,432 pedestrians were killed and an estimated 69,000 were injured in traffic crashes in the United States. On average, a pedestrian was killed every two hours and injured every eight minutes in traffic crashes.

A pedestrian, as defined for the purpose of this Traffic Safety Fact Sheet, is any person on foot, walking, running, jogging, hiking, sitting or lying down who is involved in a motor vehicle traffic crash. Also, a traffic crash is defined as an incident that involves one or more vehicles where at least one vehicle is in transport and the crash originates on a public trafficway. Crashes that occurred exclusively on private property, including parking lots and driveways, were excluded.

The 4,432 pedestrian fatalities in 2011 were an increase of 3 percent from 2010, but a decrease of 7 percent from 2002. In 2011, pedestrian deaths accounted for 14 percent of all traffic fatalities, and made up 3 percent of all the people injured in traffic crashes (Table 1).

Table 1
Total Fatalities and Pedestrian Fatalities in Traffic Crashes, 2002–2011

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Fatalities</th>
<th>Pedestrian Fatalities</th>
<th>Percent of Total Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>43,005</td>
<td>4,851</td>
<td>11</td>
</tr>
<tr>
<td>2003</td>
<td>42,884</td>
<td>4,774</td>
<td>11</td>
</tr>
<tr>
<td>2004</td>
<td>42,836</td>
<td>4,675</td>
<td>11</td>
</tr>
<tr>
<td>2005</td>
<td>43,510</td>
<td>4,892</td>
<td>11</td>
</tr>
<tr>
<td>2006</td>
<td>42,708</td>
<td>4,795</td>
<td>11</td>
</tr>
<tr>
<td>2007</td>
<td>41,259</td>
<td>4,699</td>
<td>11</td>
</tr>
<tr>
<td>2008</td>
<td>37,423</td>
<td>4,414</td>
<td>12</td>
</tr>
<tr>
<td>2009</td>
<td>33,883</td>
<td>4,109</td>
<td>12</td>
</tr>
<tr>
<td>2010</td>
<td>32,999</td>
<td>4,302</td>
<td>13</td>
</tr>
<tr>
<td>2011</td>
<td>32,367</td>
<td>4,432</td>
<td>14</td>
</tr>
</tbody>
</table>

In 2011, 4,432 pedestrians died in traffic crashes — a 3-percent increase from the number reported in 2010.
In 2011, almost three-fourths (73%) of pedestrian fatalities occurred in an urban setting versus a rural setting. Over two-thirds (70%) of pedestrian fatalities occurred at non-intersections versus at intersections. Eighty-eight percent of pedestrian fatalities occurred during normal weather conditions (clear/cloudy), compared to rain, snow and foggy conditions. A majority of the pedestrian fatalities, 70 percent, occurred during the nighttime (6 p.m. – 5:59 a.m). Between 2010 and 2011 all these percentages stayed relatively level (Table 2).

In 2011, pedestrian deaths accounted for 14 percent of all traffic fatalities in motor vehicle traffic crashes. Since 2002, the number of pedestrian fatalities has decreased by 7 percent.

### Table 2

<table>
<thead>
<tr>
<th>Pedestrians Killed</th>
<th>Percentage of Pedestrians Killed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2010</td>
</tr>
<tr>
<td>Land Use</td>
<td></td>
</tr>
<tr>
<td>Rural</td>
<td>27%</td>
</tr>
<tr>
<td>Urban</td>
<td>73%</td>
</tr>
<tr>
<td>Non-Motorist Location</td>
<td></td>
</tr>
<tr>
<td>Intersection</td>
<td>21%</td>
</tr>
<tr>
<td>Non-Intersection</td>
<td>68%</td>
</tr>
<tr>
<td>Other</td>
<td>10%</td>
</tr>
<tr>
<td>Weather</td>
<td></td>
</tr>
<tr>
<td>Clear/Cloudy</td>
<td>88%</td>
</tr>
<tr>
<td>Rain</td>
<td>9%</td>
</tr>
<tr>
<td>Snow</td>
<td>1%</td>
</tr>
<tr>
<td>Fog</td>
<td>1%</td>
</tr>
<tr>
<td>Time of Day*</td>
<td></td>
</tr>
<tr>
<td>Daytime</td>
<td>32%</td>
</tr>
<tr>
<td>Nighttime</td>
<td>68%</td>
</tr>
</tbody>
</table>

Note: Percentage of unknown values are not displayed.
* Daytime: 6 a.m.–5:59 p.m. Nighttime: 6 p.m.–5:59 a.m.

### Age

Older pedestrians (age 65+) accounted for 19 percent (844) of all pedestrian fatalities and an estimated 10 percent (7,000) of all pedestrians injured in 2011 (Table 3).

In 2011, the fatality rate for older pedestrians (age 65+) was 2.04 per 100,000 population – higher than the rate for all the other ages (Table 4).

In 2011, over one-fifth (21%) of all children between the ages of 10 and 15 who were killed in traffic crashes were pedestrians. Children age 15 and younger accounted for 6 percent of the pedestrian fatalities in 2011 and 19 percent of all pedestrians injured in traffic crashes (Table 3).
### Table 3
Motor Vehicle Traffic Crash Fatalities and Injuries and Pedestrians Killed or Injured, by Age Group, 2011

<table>
<thead>
<tr>
<th>Age Group (Years)</th>
<th>Total Killed</th>
<th>Pedestrians Killed</th>
<th>Percentage of Total Killed</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;5</td>
<td>360</td>
<td>70</td>
<td>19</td>
</tr>
<tr>
<td>5–9</td>
<td>344</td>
<td>63</td>
<td>18</td>
</tr>
<tr>
<td>10–15</td>
<td>637</td>
<td>131</td>
<td>21</td>
</tr>
<tr>
<td>16–20</td>
<td>3,410</td>
<td>252</td>
<td>7</td>
</tr>
<tr>
<td>21–24</td>
<td>3,282</td>
<td>305</td>
<td>9</td>
</tr>
<tr>
<td>25–29</td>
<td>3,077</td>
<td>343</td>
<td>11</td>
</tr>
<tr>
<td>30–34</td>
<td>2,420</td>
<td>282</td>
<td>12</td>
</tr>
<tr>
<td>35–39</td>
<td>2,095</td>
<td>277</td>
<td>13</td>
</tr>
<tr>
<td>40–44</td>
<td>2,228</td>
<td>287</td>
<td>13</td>
</tr>
<tr>
<td>45–49</td>
<td>2,443</td>
<td>409</td>
<td>17</td>
</tr>
<tr>
<td>50–54</td>
<td>2,634</td>
<td>487</td>
<td>18</td>
</tr>
<tr>
<td>55–59</td>
<td>2,152</td>
<td>356</td>
<td>17</td>
</tr>
<tr>
<td>60–64</td>
<td>1,824</td>
<td>300</td>
<td>16</td>
</tr>
<tr>
<td>65–69</td>
<td>1,349</td>
<td>214</td>
<td>16</td>
</tr>
<tr>
<td>70–74</td>
<td>1,182</td>
<td>195</td>
<td>16</td>
</tr>
<tr>
<td>75–79</td>
<td>1,025</td>
<td>177</td>
<td>17</td>
</tr>
<tr>
<td>80+</td>
<td>1,840</td>
<td>258</td>
<td>14</td>
</tr>
<tr>
<td>Unknown</td>
<td>65</td>
<td>26</td>
<td>40</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>32,367</strong></td>
<td><strong>4,432</strong></td>
<td><strong>14</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age Group (Years)</th>
<th>Total Injured</th>
<th>Pedestrians Injured</th>
<th>Percentage of Total Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;5</td>
<td>48,000</td>
<td>2,000</td>
<td>4</td>
</tr>
<tr>
<td>5–9</td>
<td>56,000</td>
<td>4,000</td>
<td>6</td>
</tr>
<tr>
<td>10–15</td>
<td>89,000</td>
<td>7,000</td>
<td>8</td>
</tr>
<tr>
<td>16–20</td>
<td>296,000</td>
<td>9,000</td>
<td>3</td>
</tr>
<tr>
<td>21–24</td>
<td>232,000</td>
<td>6,000</td>
<td>3</td>
</tr>
<tr>
<td>25–29</td>
<td>236,000</td>
<td>6,000</td>
<td>2</td>
</tr>
<tr>
<td>30–34</td>
<td>181,000</td>
<td>4,000</td>
<td>2</td>
</tr>
<tr>
<td>35–39</td>
<td>171,000</td>
<td>4,000</td>
<td>2</td>
</tr>
<tr>
<td>40–44</td>
<td>161,000</td>
<td>4,000</td>
<td>3</td>
</tr>
<tr>
<td>45–49</td>
<td>167,000</td>
<td>4,000</td>
<td>2</td>
</tr>
<tr>
<td>50–54</td>
<td>158,000</td>
<td>5,000</td>
<td>3</td>
</tr>
<tr>
<td>55–59</td>
<td>133,000</td>
<td>4,000</td>
<td>3</td>
</tr>
<tr>
<td>60–64</td>
<td>103,000</td>
<td>4,000</td>
<td>4</td>
</tr>
<tr>
<td>65–69</td>
<td>63,000</td>
<td>2,000</td>
<td>4</td>
</tr>
<tr>
<td>70–74</td>
<td>45,000</td>
<td>2,000</td>
<td>4</td>
</tr>
<tr>
<td>75–79</td>
<td>33,000</td>
<td>1,000</td>
<td>2</td>
</tr>
<tr>
<td>80+</td>
<td>43,000</td>
<td>2,000</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,217,000</strong></td>
<td><strong>69,000</strong></td>
<td><strong>3</strong></td>
</tr>
</tbody>
</table>

Note: Totals may not equal sum of components due to independent rounding

In 2011, almost one-fifth of the children between the ages of 5 and 9 killed in traffic crashes were pedestrians.
Gender

In 2011, more than two-thirds (70%) of the pedestrians killed were males, and the male pedestrian fatality rate per 100,000 population was 2.01 — more than double the rate for females (0.85 per 100,000 population). The male pedestrian injury rate per 100,000 population was 24, compared with 20 for female (Table 4).

Table 4
Pedestrians Killed and Injured and Fatality and Injury Rates by Age and Sex, 2011

<table>
<thead>
<tr>
<th>Age (Years)</th>
<th>Male</th>
<th></th>
<th></th>
<th>Female</th>
<th></th>
<th></th>
<th>Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Killed</td>
<td>Population (thousands)</td>
<td>Fatality Rate*</td>
<td>Killed</td>
<td>Population (thousands)</td>
<td>Fatality Rate*</td>
<td>Killed</td>
<td>Population (thousands)</td>
</tr>
<tr>
<td>&lt;5</td>
<td>43</td>
<td>10,300</td>
<td>0.42</td>
<td>27</td>
<td>9,863</td>
<td>0.27</td>
<td>70</td>
<td>20,162</td>
</tr>
<tr>
<td>5–9</td>
<td>36</td>
<td>10,384</td>
<td>0.35</td>
<td>27</td>
<td>9,950</td>
<td>0.27</td>
<td>63</td>
<td>20,334</td>
</tr>
<tr>
<td>10–15</td>
<td>83</td>
<td>12,717</td>
<td>0.65</td>
<td>48</td>
<td>12,145</td>
<td>0.40</td>
<td>131</td>
<td>24,862</td>
</tr>
<tr>
<td>16–20</td>
<td>173</td>
<td>11,339</td>
<td>1.53</td>
<td>79</td>
<td>10,745</td>
<td>0.74</td>
<td>252</td>
<td>22,083</td>
</tr>
<tr>
<td>21–24</td>
<td>232</td>
<td>8,963</td>
<td>2.59</td>
<td>73</td>
<td>8,594</td>
<td>0.85</td>
<td>305</td>
<td>17,558</td>
</tr>
<tr>
<td>25–34</td>
<td>432</td>
<td>21,044</td>
<td>2.05</td>
<td>193</td>
<td>20,746</td>
<td>0.93</td>
<td>625</td>
<td>41,790</td>
</tr>
<tr>
<td>35–44</td>
<td>392</td>
<td>20,223</td>
<td>1.94</td>
<td>172</td>
<td>20,404</td>
<td>0.84</td>
<td>564</td>
<td>40,628</td>
</tr>
<tr>
<td>45–54</td>
<td>662</td>
<td>22,019</td>
<td>3.01</td>
<td>234</td>
<td>22,699</td>
<td>1.03</td>
<td>896</td>
<td>44,718</td>
</tr>
<tr>
<td>55–64</td>
<td>492</td>
<td>18,358</td>
<td>2.68</td>
<td>164</td>
<td>19,704</td>
<td>0.83</td>
<td>656</td>
<td>38,062</td>
</tr>
<tr>
<td>65–74</td>
<td>266</td>
<td>10,476</td>
<td>2.54</td>
<td>143</td>
<td>12,005</td>
<td>1.19</td>
<td>409</td>
<td>22,482</td>
</tr>
<tr>
<td>75–84</td>
<td>185</td>
<td>5,573</td>
<td>3.32</td>
<td>121</td>
<td>7,602</td>
<td>1.59</td>
<td>306</td>
<td>13,175</td>
</tr>
<tr>
<td>85+</td>
<td>70</td>
<td>1,894</td>
<td>3.70</td>
<td>59</td>
<td>3,843</td>
<td>1.54</td>
<td>129</td>
<td>5,737</td>
</tr>
<tr>
<td>Total</td>
<td>3,086</td>
<td>153,291</td>
<td>2.01</td>
<td>1,345</td>
<td>158,301</td>
<td>0.85</td>
<td>4,432</td>
<td>311,592</td>
</tr>
</tbody>
</table>

| Age (Years) | Male | | | Female | | | Total | |
|---|---|---|---|---|---|---|---|
| | Injured | Population (thousands) | Injury Rate* | Injured | Population (thousands) | Injury Rate* | Injured | Population (thousands) | Injury Rate* |
| <5 | 1,000 | 10,300 | 0.12 | 1,000 | 9,863 | 0.15 | 2,000 | 20,162 | 0.9 |
| 5–9 | 2,000 | 10,384 | 0.20 | 1,000 | 9,950 | 0.14 | 4,000 | 20,334 | 17 |
| 10–15 | 4,000 | 12,717 | 0.34 | 3,000 | 12,145 | 0.22 | 7,000 | 24,862 | 28 |
| 16–20 | 5,000 | 11,339 | 0.43 | 4,000 | 10,745 | 0.37 | 9,000 | 22,083 | 40 |
| 21–24 | 4,000 | 8,963 | 0.41 | 2,000 | 8,594 | 0.27 | 6,000 | 17,558 | 34 |
| 25–34 | 5,000 | 21,044 | 0.22 | 5,000 | 20,746 | 0.23 | 10,000 | 41,790 | 23 |
| 35–44 | 5,000 | 20,223 | 0.24 | 3,000 | 20,404 | 0.14 | 8,000 | 40,628 | 19 |
| 45–54 | 5,000 | 22,019 | 0.22 | 5,000 | 22,699 | 0.20 | 9,000 | 44,718 | 21 |
| 55–64 | 3,000 | 18,358 | 0.17 | 5,000 | 19,704 | 0.24 | 8,000 | 38,062 | 21 |
| 65–74 | 2,000 | 10,476 | 0.18 | 2,000 | 12,005 | 0.19 | 4,000 | 22,482 | 19 |
| 75–84 | 1,000 | 5,573 | 0.20 | 1,000 | 7,602 | 0.12 | 2,000 | 13,175 | 16 |
| 85+ | 0 | 1,894 | 0.02 | 0 | 3,843 | 0.01 | 1,000 | 5,737 | 16 |
| Total | 37,000 | 153,291 | 24 | 32,000 | 158,301 | 20 | 69,000 | 311,592 | 22 |

* Rate per 100,000 population
** Less than 500 injured, injury rate not shown
†Total killed includes 26 of unknown age.
Note: Totals may not equal sum of components due to independent rounding.

Time of Day and Day of Week

Thirty-two percent of the pedestrian fatalities occurred in crashes between 8 p.m. and 11:59 p.m. The highest percentage of weekday and weekend fatalities also occurred between 8 p.m. and 11:59 p.m. (27% and 39%, respectively). The lowest occurred between noon and 3:59 p.m. (10% and 4%, respectively; Figure 1).
Alcohol Involvement

Alcohol involvement — either for the driver or for the pedestrian — was reported in 48 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrians involved, 35 percent had a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or higher. Of the drivers involved in these fatal crashes, only 13 percent had a BAC of .08 g/dL or higher (Table 5).

Of the pedestrians who were killed in fatal crashes, 37 percent had a BAC of .08 g/dL or higher. Pedestrians ages 25-34 who were killed had the highest percentage of alcohol impairment at 50 percent (Table 6).

Table 5
Alcohol Involvement in Crashes That Resulted in Pedestrian Fatalities, 2011

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Percentage of Total Pedestrian Fatalities</th>
<th>No Driver Alcohol Involvement</th>
<th>Driver Alcohol Involvement, BAC .01-.07 g/dL</th>
<th>Driver Alcohol Involvement, BAC .08 g/dL or Greater</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midnight – 3:59 a.m.</td>
<td>10%</td>
<td>2262</td>
<td>66</td>
<td>297</td>
<td>2625</td>
</tr>
<tr>
<td>4 a.m. – 7:59 a.m.</td>
<td>15%</td>
<td>11%</td>
<td>6%</td>
<td>24%</td>
<td>7%</td>
</tr>
<tr>
<td>8 a.m. – 11:59 a.m.</td>
<td>11%</td>
<td>4%</td>
<td>8%</td>
<td>14%</td>
<td>11%</td>
</tr>
<tr>
<td>Noon – 3:59 p.m.</td>
<td>10%</td>
<td>4%</td>
<td>7%</td>
<td>27%</td>
<td>3%</td>
</tr>
<tr>
<td>4 p.m. – 7:59 p.m.</td>
<td>19%</td>
<td>15%</td>
<td>11%</td>
<td>24%</td>
<td>14%</td>
</tr>
<tr>
<td>8 p.m. – 11:59 p.m.</td>
<td>27%</td>
<td>27%</td>
<td>39%</td>
<td>32%</td>
<td>39%</td>
</tr>
</tbody>
</table>

Note: The alcohol levels in this table are determined using the alcohol levels of the pedestrians killed and the involved drivers (killed and other).
### Table 6

**Alcohol Involvement for Pedestrians Killed in Fatal Crashes by Age, 2002 and 2011**

<table>
<thead>
<tr>
<th>Age (Years)</th>
<th>Number of Fatalities</th>
<th>2002</th>
<th></th>
<th></th>
<th>2011</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>% With BAC=.00</td>
<td>% With BAC=.01–.07</td>
<td>% With BAC=.08+</td>
<td>% With BAC=.01+</td>
<td>% With BAC=.00</td>
<td>% With BAC=.01–.07</td>
<td>% With BAC=.08+</td>
<td>% With BAC=.01+</td>
</tr>
<tr>
<td>16–20</td>
<td>284</td>
<td>62</td>
<td>6</td>
<td>32</td>
<td>38</td>
<td>252</td>
<td>70</td>
<td>5</td>
<td>25</td>
</tr>
<tr>
<td>21–24</td>
<td>246</td>
<td>44</td>
<td>7</td>
<td>49</td>
<td>56</td>
<td>305</td>
<td>48</td>
<td>4</td>
<td>49</td>
</tr>
<tr>
<td>25–34</td>
<td>602</td>
<td>46</td>
<td>5</td>
<td>49</td>
<td>54</td>
<td>625</td>
<td>46</td>
<td>4</td>
<td>50</td>
</tr>
<tr>
<td>35–44</td>
<td>859</td>
<td>42</td>
<td>5</td>
<td>53</td>
<td>58</td>
<td>564</td>
<td>47</td>
<td>6</td>
<td>47</td>
</tr>
<tr>
<td>45–54</td>
<td>813</td>
<td>50</td>
<td>5</td>
<td>45</td>
<td>50</td>
<td>896</td>
<td>46</td>
<td>6</td>
<td>48</td>
</tr>
<tr>
<td>55–64</td>
<td>499</td>
<td>65</td>
<td>5</td>
<td>30</td>
<td>35</td>
<td>656</td>
<td>61</td>
<td>4</td>
<td>35</td>
</tr>
<tr>
<td>65–74</td>
<td>468</td>
<td>82</td>
<td>3</td>
<td>15</td>
<td>18</td>
<td>409</td>
<td>81</td>
<td>3</td>
<td>16</td>
</tr>
<tr>
<td>75–84</td>
<td>430</td>
<td>92</td>
<td>2</td>
<td>7</td>
<td>8</td>
<td>306</td>
<td>90</td>
<td>3</td>
<td>7</td>
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<tr>
<td>85+</td>
<td>166</td>
<td>95</td>
<td>1</td>
<td>4</td>
<td>5</td>
<td>129</td>
<td>92</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Total*</td>
<td>4,367</td>
<td>59</td>
<td>4</td>
<td>36</td>
<td>41</td>
<td>4,142</td>
<td>58</td>
<td>5</td>
<td>37</td>
</tr>
</tbody>
</table>

*Excludes pedestrians under 16 years old and pedestrians of unknown age.

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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 via the following e-mail address: ncsaweb@dot.gov. General information on highway traffic safety can be accessed by Internet users 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.

Important Safety Reminders

For Pedestrians:
- Walk on a sidewalk or path whenever they are available.
- If there is no sidewalk or path available, walk facing traffic (on the left side of the road) on the shoulder, as far away from traffic as possible. Keep alert at all times; don’t be distracted by electronic devices, including radios, smart phones and other devices that take your eyes (and ears) off the road environment.
- 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 seeing you). Try to make eye contact with drivers as they approach you to make sure you are seen.
- Be predictable as a pedestrian. Cross streets at crosswalks or intersections whenever 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.
- Stay off of freeways, restricted-access highways and other pedestrian-prohibited roadways.
- Be visible at all times. 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 abilities and judgment too.

For Drivers:
- Look out for pedestrians everywhere, at all times. Very often pedestrians are not walking where they should be.
- Be especially vigilant for pedestrians in hard-to-see conditions, such as nighttime or in bad weather.
- Slowdown and be prepared to stop when turning or otherwise entering a crosswalk.
- Always stop for pedestrians in crosswalks and stop well back from the crosswalk to give other vehicles an opportunity to see the crossing pedestrians so they can stop too.
- Never pass vehicles stopped at a crosswalk. They are stopped to allow pedestrians to cross the street.
- Never drive under the influence of alcohol and/or drugs.
- Follow the speed limit, especially around pedestrians.
- Follow slower speed limits in school zones and in neighborhoods where there are children present.

— NHTSA's Safety Countermeasures Division
### Table 7

Motor Vehicle Traffic Crash Fatalities, Pedestrian Traffic Fatalities, and Fatality Rates by State, 2011

<table>
<thead>
<tr>
<th>State</th>
<th>Total Traffic Fatalities</th>
<th>Resident Population (thousands)</th>
<th>Pedestrian Fatalities</th>
<th>Percent of Total</th>
<th>Pedestrian Fatalities per 100,000 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>894</td>
<td>4,802,740</td>
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<td>37,691,912</td>
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<td>22.4</td>
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</table>

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