

Traffic Safety Facts

2014 Data

May 2016

DOT HS 812 270



Key Findings

- In 2014 there were 4,884 pedestrians killed in traffic crashes – a 2-percent increase from 4,779 pedestrian fatalities in 2013.
- On average, a pedestrian was killed every 2 hours and injured every 8 minutes in traffic crashes in 2014.
- In 2014 pedestrian deaths accounted for 15 percent of all traffic fatalities in motor vehicle traffic crashes.
- Twenty-six percent of pedestrian fatalities occurred from 6 to 8:59 p.m. in 2014.
- In 2014 almost one-fifth (19%) of the children from birth to 14 years old killed in traffic crashes were pedestrians.
- More than two-thirds (70%) of the pedestrians killed in traffic crashes in 2014 were males.
- Alcohol involvement—for the driver and/or the pedestrian—was reported in 48 percent of all fatal pedestrian crashes in 2014.
- In 2014, 90 percent of the pedestrians were killed in traffic crashes that involved single vehicles.
- Eighteen percent of the pedestrians killed in 2014 were struck in crashes that involved hit-and-run drivers.



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

1200 New Jersey Avenue SE.
Washington, DC 20590

Pedestrians

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

In this fact sheet, the 2014 pedestrian information is presented as follows:

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

Overview

In 2014 there were 4,884 pedestrians killed (Table 1) and an estimated 65,000 injured (Table 2) in traffic crashes in the United States. A total of 4,813 traffic crashes (Table 4) each had one or more pedestrian fatalities. On average, a pedestrian was killed every 2 hours and injured every 8 minutes in traffic crashes.

Table 1 presents a distribution of pedestrian fatalities as a percentage of total motor vehicle fatalities in the last 10 years. The 4,884 pedestrian fatalities in 2014 were a 2-percent increase from 4,779 pedestrian fatalities in 2013. In 2014, 15 percent of all traffic fatalities and an estimated 3 percent of those injured in traffic crashes (Table 2) were pedestrians.

Table 1
Total Fatalities and Pedestrian Fatalities in Traffic Crashes, 2005–2014

Year	Total Fatalities	Pedestrian Fatalities	Percentage of Total Fatalities
2005	43,510	4,892	11%
2006	42,708	4,795	11%
2007	41,259	4,699	11%
2008	37,423	4,414	12%
2009	33,883	4,109	12%
2010	32,999	4,302	13%
2011	32,479	4,457	14%
2012	33,782	4,818	14%
2013	32,894	4,779	15%
2014	32,675	4,884	15%

Source: Fatality Analysis Reporting System (FARS) 2005-2013 Final File, 2014 Annual Report File (ARF).

Environmental Characteristics

Figure 1 contains information on four environmental characteristics (land use, pedestrian location, light condition, and time of day and season) where/when pedestrian fatalities occurred in 2014:

- More occurred in urban areas (78%) than rural areas (22%).¹
- More occurred at non-intersections (71%) than at intersections (19%) for pedestrian location (10% was other locations such as parking lanes/zones, bicycle lanes, shoulders/roadsides, sidewalks, medians/crossing islands, driveway accesses, shared-use paths/trails, non-traffic way areas, and other).
- More occurred in the dark (72%) than in daylight (24%), dawn (2%), and dusk (2%).
- Time of day is divided into eight 3-hour time intervals starting at midnight, and season is defined by months:
 - For the winter months (January, February, and the following December), 34 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 18 percent from 9 to 11:59 p.m., and 13 percent from 3 to 5:59 p.m.
 - For the spring months (March to May), 27 percent of the pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 20 percent from 6 to 8:59 p.m.

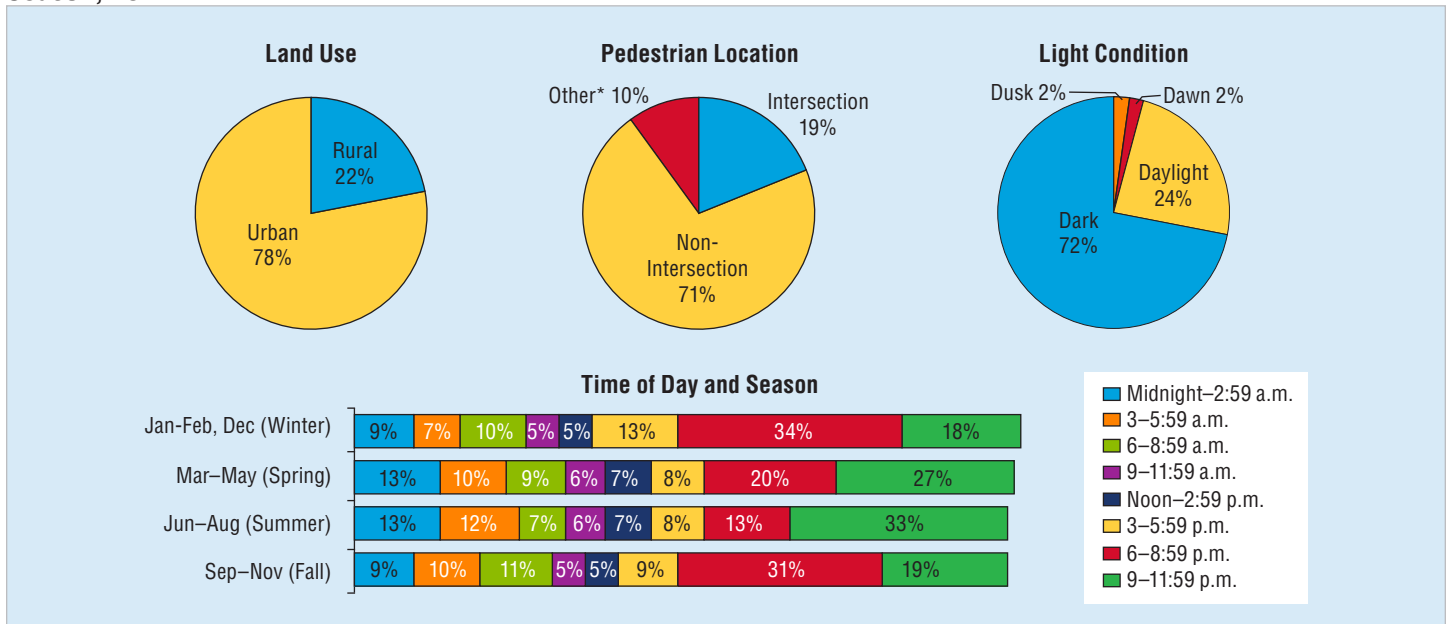
- For the summer months (June to August), 33 percent of the pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 13 percent from midnight to 2:59 a.m. and 6 to 8:59 p.m.
- For the fall months (September to November), 31 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 19 percent from 9 to 11:59 p.m.

Time of Day and Day of Week

In Figure 2, time of day is divided into eight 3-hour time intervals starting at midnight, and day of week is defined as weekday (6 a.m. Monday to 5:59 p.m. Friday) and weekend (6 p.m. Friday to 5:59 a.m. Monday). To summarize the 2014 pedestrian fatalities:

- 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., followed by 6 percent from noon to 2:59 p.m.
- The highest weekday percentage (25%) occurred from 6 to 8:59 p.m., followed by 19 percent from 9 to 11:59 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.

Figure 1
Percentage of Pedestrian Fatalities in Relation to Land Use, Pedestrian Location, Light Condition, and Time of Day and Season, 2014



Source: FARS 2014 ARF.

Note: Unknown values were removed before calculating percentages.

*Other includes parking lane/zone, bicycle lane, shoulder/roadside, sidewalk, median/crossing island, driveway access, shared-use path/trail, non-trafficway area, and other.

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

Age

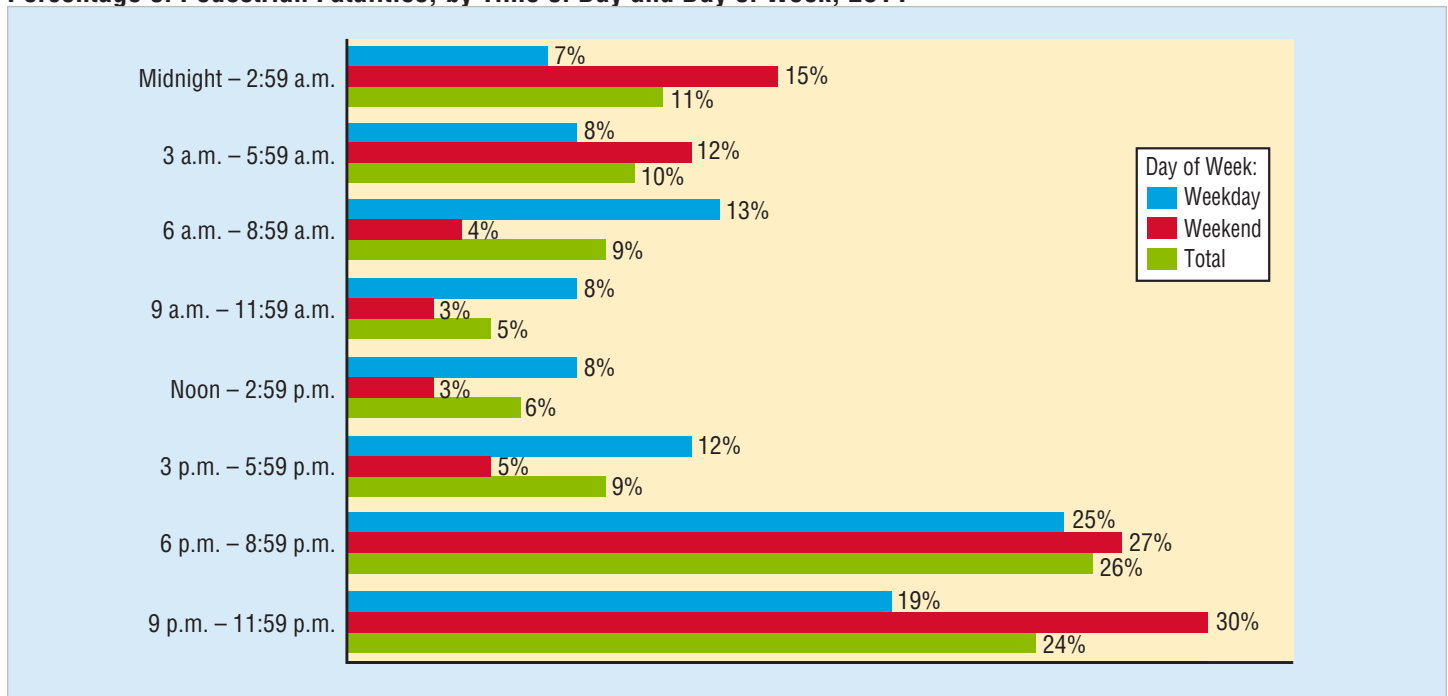
Table 2 contains two sections; the first section contains the number of pedestrians killed in 2014 by age group, and the second section contains the estimated number of pedestrians injured in 2014 by age group. For each age group, the percentage killed/injured is calculated as: the total number of pedestrians killed/injured divided by the total number of people killed/injured in motor vehicle crashes.

In 2014:

- The average age of pedestrians killed in traffic crashes was 47.
- The estimated average age of those injured in traffic crashes was 37.
- Over the past 10 years, the average age of those killed has remained almost unchanged with a slight increase from 45 to 47; the average estimated age of those injured has steadily increased from 32 to 37.

- Almost one-fifth (19%) of children 14 and younger killed in traffic crashes were pedestrians.
- Children 5 to 9 years old (5%) and 10 to 14 years old (5%) had the highest percentages of estimated pedestrians injured among the different age categories.
- Adults 60 to 64 years old had the highest percentage, 20 percent, of pedestrians killed among the adult population (390 of 1,976).
- Twenty percent of all pedestrians killed (979 of 4,884) and an estimated 11 percent of all pedestrians injured (7,000 of 65,000 after rounding) were 65 and older.

Figure 2
Percentage of Pedestrian Fatalities, by Time of Day and Day of Week, 2014



Source: FARS 2014 ARF.

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

Table 2

Total Killed/Injured in Traffic Crashes and Pedestrians Killed/Injured, by Age Group, 2014

Age Group (Years)	Total Killed	Pedestrians Killed	Percentage of Total Killed
<5	340	76	22%
5-9	350	66	19%
10-14	380	65	17%
<i>Children (≤ 14)</i>	<i>1,070</i>	<i>207</i>	<i>19%</i>
15-19	2,425	226	9%
20-24	4,047	405	10%
25-29	3,250	340	10%
30-34	2,567	358	14%
35-39	2,155	297	14%
40-44	2,067	329	16%
45-49	2,196	360	16%
50-54	2,712	481	18%
55-59	2,414	461	19%
60-64	1,976	390	20%
65-69	1,517	253	17%
70-74	1,228	226	18%
75-79	1,107	197	18%
80+	1,857	303	16%
<i>Seniors (65+)</i>	<i>5,709</i>	<i>979</i>	<i>17%</i>
<i>Total*</i>	<i>32,675</i>	<i>4,884</i>	<i>15%</i>
Age Group (Years)	Total Injured	Pedestrians Injured	Percentage of Total Injured†
<5	47,000	1,000	3%
5-9	54,000	3,000	5%
10-14	66,000	4,000	5%
<i>Children (≤ 14)</i>	<i>167,000</i>	<i>8,000</i>	<i>5%</i>
15-19	229,000	8,000	3%
20-24	306,000	7,000	2%
25-29	252,000	6,000	2%
30-34	208,000	5,000	2%
35-39	170,000	3,000	2%
40-44	177,000	4,000	2%
45-49	172,000	4,000	2%
50-54	172,000	5,000	3%
55-59	148,000	6,000	4%
60-64	115,000	3,000	3%
65-69	81,000	3,000	3%
70-74	56,000	2,000	3%
75-79	39,000	1,000	3%
80+	44,000	2,000	4%
<i>Seniors (65+)</i>	<i>221,000</i>	<i>7,000</i>	<i>3%</i>
<i>Total</i>	<i>2,338,000</i>	<i>65,000</i>	<i>3%</i>

Sources: FARS 2014 ARF and National Automotive Sampling System (NASS) General Estimates System (GES) 2014.

*Fatality totals include 87 total fatalities and 51 pedestrian fatalities of unknown age.

†Percentages of total injured were calculated using total injured and pedestrians injured estimates before rounding.

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

Gender

Table 3 contains two sections; the first section contains the number of pedestrians killed in 2014 by gender and age group, and the second section contains the estimated number of pedestrians injured in 2014 by gender and age group. For each gender and overall total by age group, the fatality/injury rate is calculated.

In 2014:

- More than two-thirds (3,411 of 4,884 or 70%) of the pedestrians killed in traffic crashes were males.
- The total male pedestrian fatality rate per 100,000 population was 2.17, which is more than double the rate for females (0.91 per 100,000 population).
- The total male pedestrian injury rate per 100,000 population was 22, compared with 19 for females.
- The total fatality rate for pedestrians 65 and older was 2.12 per 100,000 population. In 2014, people 65 and older made up 15 percent of the country's population.
- The highest four total pedestrian injury rates by age group were 15-19, 20-24, 25-29, and 55-59 (37, 31, 26, and 26 per 100,000 population, respectively).
- The female injury rates by age group for 15-19, 20-24, 30-34, 65-69, and 70-74 (49, 34, 23, 19, and 23 per 100,000 population, respectively) were higher than the male injury rates (26, 28, 22, 16, and 11 per 100,000 population, respectively).

Table 3

Pedestrians Killed/Injured in Traffic Crashes and Fatality/Injury Rates, by Age and Gender, 2014

Age (Years)	Male			Female			Total		
	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
<5	43	10,156	0.42	33	9,721	0.34	76	19,877	0.38
5-9	39	10,478	0.37	27	10,041	0.27	66	20,520	0.32
10-14	41	10,551	0.39	24	10,120	0.24	65	20,672	0.31
<i>Children (≤14)</i>	<i>123</i>	<i>31,185</i>	<i>0.39</i>	<i>84</i>	<i>29,883</i>	<i>0.28</i>	<i>207</i>	<i>61,068</i>	<i>0.34</i>
15-19	161	10,784	1.49	65	10,284	0.63	226	21,068	1.07
20-24	289	11,739	2.46	116	11,173	1.04	405	22,912	1.77
25-29	251	11,161	2.25	89	10,827	0.82	340	21,988	1.55
30-34	267	10,809	2.47	91	10,720	0.85	358	21,529	1.66
35-39	207	9,940	2.08	90	9,982	0.90	297	19,922	1.49
40-44	250	10,219	2.45	79	10,372	0.76	329	20,591	1.60
45-49	253	10,347	2.45	107	10,541	1.02	360	20,888	1.72
50-54	352	11,078	3.18	129	11,493	1.12	481	22,571	2.13
55-59	333	10,444	3.19	128	11,067	1.16	461	21,511	2.14
60-64	264	8,878	2.97	126	9,688	1.30	390	18,566	2.10
65-69	159	7,249	2.19	94	8,076	1.16	253	15,325	1.65
70-74	153	5,100	3.00	73	5,973	1.22	226	11,073	2.04
75-79	122	3,512	3.47	75	4,411	1.70	197	7,922	2.49
80+	193	4,491	4.30	109	7,432	1.47	303	11,923	2.54
<i>Seniors (65+)</i>	<i>627</i>	<i>20,352</i>	<i>3.08</i>	<i>351</i>	<i>25,892</i>	<i>1.36</i>	<i>979</i>	<i>46,243</i>	<i>2.12</i>
<i>Total¹</i>	<i>3,411</i>	<i>156,936</i>	<i>2.17</i>	<i>1,466</i>	<i>161,921</i>	<i>0.91</i>	<i>4,884</i>	<i>318,857</i>	<i>1.53</i>
Age (Years)	Male			Female			Total		
	Injured	Population (thousands)	Injury Rate**†	Injured	Population (thousands)	Injury Rate**†	Injured	Population (thousands)	Injury Rate**†
<5	1,000	10,156	7	1,000	9,721	7	1,000	19,877	7
5-9	2,000	10,478	19	1,000	10,041	8	3,000	20,520	14
10-14	2,000	10,551	19	2,000	10,120	16	4,000	20,672	17
<i>Children (≤14)</i>	<i>5,000</i>	<i>31,185</i>	<i>15</i>	<i>3,000</i>	<i>29,883</i>	<i>11</i>	<i>8,000</i>	<i>61,068</i>	<i>13</i>
15-19	3,000	10,784	26	5,000	10,284	49	8,000	21,068	37
20-24	3,000	11,739	28	4,000	11,173	34	7,000	22,912	31
25-29	3,000	11,161	30	2,000	10,827	21	6,000	21,988	26
30-34	2,000	10,809	22	2,000	10,720	23	5,000	21,529	23
35-39	2,000	9,940	20	1,000	9,982	11	3,000	19,922	16
40-44	2,000	10,219	21	1,000	10,372	14	4,000	20,591	17
45-49	3,000	10,347	26	1,000	10,541	11	4,000	20,888	19
50-54	2,000	11,078	22	2,000	11,493	18	5,000	22,571	20
55-59	3,000	10,444	32	2,000	11,067	20	6,000	21,511	26
60-64	2,000	8,878	22	1,000	9,688	15	3,000	18,566	18
65-69	1,000	7,249	16	1,000	8,076	19	3,000	15,325	17
70-74	1,000	5,100	11	1,000	5,973	23	2,000	11,073	18
75-79	1,000	3,512	17	<500	4,411	**	1,000	7,922	13
80+	1,000	4,491	26	1,000	7,432	8	2,000	11,923	15
<i>Seniors (65+)</i>	<i>3,000</i>	<i>20,352</i>	<i>17</i>	<i>4,000</i>	<i>25,892</i>	<i>15</i>	<i>7,000</i>	<i>46,243</i>	<i>16</i>
<i>Total²</i>	<i>35,000</i>	<i>156,936</i>	<i>22</i>	<i>30,000</i>	<i>161,921</i>	<i>19</i>	<i>65,000</i>	<i>318,857</i>	<i>20</i>

Sources: FARS 2014 ARF, NASS GES 2014, and Population – Bureau of the Census.

* Rate per 100,000 population.

** If less than 500 injured, injury rate is not shown.

† Injury rates were calculated using injured estimates before rounding.

‡ Fatality totals include 51 fatalities – 34 fatalities of unknown male age and 11 fatalities of unknown female age.

§ 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 48 percent of the traffic crashes that resulted in pedestrian fatalities in 2014. Alcohol involvement is defined as whether alcohol was consumed by the driver and/or the pedestrian prior to the crash; the presence of alcohol may or may not be the contributing cause of the crash.

Table 4 provides the estimated crash-level statistics of alcohol involvement for both pedestrians killed and involved drivers killed

or survived. If more than one pedestrian was killed in a crash, the pedestrian with the highest blood alcohol concentration (BAC) was used. If more than one driver was involved in a crash, the driver with the highest BAC was used.

- An estimated 34 percent of fatal pedestrian crashes had a pedestrian with a BAC of .08 grams per deciliter (g/dL) or higher.
- An estimated 14 percent of fatal pedestrian crashes had drivers with BACs of .08 g/dL or higher.

Table 4

Alcohol Involvement in Crashes That Resulted in Pedestrian Fatalities, 2014

	Driver, BAC=.00		Driver, BAC=.01-.07		Driver, BAC=.08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrian, BAC=.00	2,513	52%	102	2%	381	8%	2,996	62%
Pedestrian, BAC=.01-.07	148	3%	13	0%	36	1%	197	4%
Pedestrian, BAC .08+	1,273	26%	80	2%	268	6%	1,620	34%
<i>Total*</i>	<i>3,934</i>	<i>82%</i>	<i>194</i>	<i>4%</i>	<i>685</i>	<i>14%</i>	<i>4,813</i>	<i>100%</i>

Source: FARS 2014 ARF.

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

Table 5 provides the estimated person-level statistics of alcohol involvement for pedestrians killed by age groups in 2005 and 2014:

- An estimated 35 percent of pedestrians killed had BACs of .08 g/dL or higher in 2005 and 2014.

- Pedestrians 35 to 44 years old who were killed had BACs of .08 g/dL or higher at an estimated 49 percent in 2014 and 51 percent in 2005. These were the highest percentages in both years.

Table 5

Alcohol Involvement for Pedestrians Killed in Traffic Crashes, by Age, 2005 and 2014

Age (Years)	2005					2014				
	Number of Fatalities	% With BAC = .00	% With BAC = .01-.07	% With BAC = .08+	% With BAC = .01+	Number of Fatalities	% With BAC = .00	% With BAC = .01-.07	% With BAC = .08+	% With BAC = .01+
16-20	281	69%	4%	27%	31%	288	66%	7%	27%	34%
21-24	297	47%	4%	49%	53%	317	52%	4%	44%	48%
25-34	615	45%	6%	48%	55%	698	50%	4%	45%	50%
35-44	804	44%	5%	51%	56%	626	48%	4%	49%	52%
45-54	914	52%	4%	44%	48%	841	48%	6%	46%	52%
55-64	559	68%	5%	27%	32%	851	64%	4%	32%	36%
65-74	411	85%	3%	12%	15%	479	81%	5%	14%	19%
75-84	423	93%	2%	6%	7%	329	92%	2%	6%	8%
85 +	154	96%	0%	3%	4%	171	94%	2%	4%	6%
<i>Total</i>	<i>4,458</i>	<i>61%</i>	<i>4%</i>	<i>35%</i>	<i>39%</i>	<i>4,600</i>	<i>61%</i>	<i>4%</i>	<i>35%</i>	<i>39%</i>

Source: FARS 2014 ARF.

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

Vehicle Type and Impact Point

Table 6 presents the number of pedestrians killed by vehicle type and location on the vehicle where pedestrians were struck in single-vehicle crashes. In 2014:

- Ninety percent (4,408) of the pedestrians were killed in a motor vehicle traffic crash that involved single vehicles; 10 percent (476) were killed in multivehicle crashes.
- Pedestrians who died were more likely to be struck by the front of the vehicle than the rear, right, or left side.

- Passenger cars and light trucks (including SUVs, pickups, and vans) had the highest percentages of front impacts than other vehicles (such as large trucks or buses).
- Large trucks and buses had the highest percentage of right side, left side, and rear impacts.

Almost one-fifth (18%) of the pedestrians killed in 2014 were struck in single-vehicle or multivehicle crashes that involved hit-and-run drivers.

Table 6

Pedestrians Killed in Single-Vehicle Crashes, by Vehicle Type Involved, 2014

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	1,639	89.9%	51	2.8%	26	1.4%	24	1.3%	84	4.6%	1,824	100.0%
Light Trucks*	1,662	88.5%	41	2.2%	28	1.5%	37	2.0%	111	5.9%	1,879	100.0%
–SUV	679	89.6%	10	1.3%	9	1.2%	14	1.8%	46	6.1%	758	100.0%
–Pickup	698	88.6%	23	2.9%	13	1.6%	14	1.8%	40	5.1%	788	100.0%
–Van	264	86.6%	8	2.6%	6	2.0%	9	3.0%	18	5.9%	305	100.0%
Large Truck	182	74.9%	17	7.0%	8	3.3%	12	4.9%	24	9.9%	243	100.0%
Bus	47	64.4%	10	13.7%	2	2.7%	4	5.5%	10	13.7%	73	100.0%
Other/Unknown Vehicle	232	59.8%	4	1.0%	2	0.5%	1	0.3%	149	38.4%	388	100.0%
Total	3,763	85.4%	123	2.8%	66	1.5%	78	1.8%	378	8.6%	4,408	100.0%

Source: FARS 2014 ARF.

*Light truck totals include other/unknown light trucks.

Fatalities by State

For each State (and the District of Columbia) in 2014, Table 7 presents the resident population total, total traffic fatalities, pedestrian fatalities, percentage of pedestrian fatalities of total traffic fatalities, and proportion of pedestrian fatalities per 100,000 population. Included also in Table 7 is Puerto Rico, which is not included in the overall U.S. total. In 2014:

- The total motor vehicle traffic fatalities ranged from 23 (District of Columbia) to 3,538 (Texas).

- Pedestrian fatalities were highest in California (697), followed by Florida (588) and Texas (476).
- The individual State percentages of pedestrian fatalities by total traffic fatalities ranged from a low of 3.3 percent (Wyoming) to a high of 39.1 percent (District of Columbia), compared to the national average of 14.9 percent.
- The highest State pedestrian fatality rate per 100,000 population was in New Mexico (3.55), followed by Florida (2.96).

Table 7

Motor Vehicle Traffic Crash Fatalities, Pedestrian Traffic Fatalities, and Fatality Rates, by State, 2014

State	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities	Pedestrian Fatalities per 100,000 Population
Alabama	4,849,377	820	96	11.7%	1.98
Alaska	736,732	73	14	19.2%	1.90
Arizona	6,731,484	770	141	18.3%	2.09
Arkansas	2,966,369	466	36	7.7%	1.21
California	38,802,500	3,074	697	22.7%	1.80
Colorado	5,355,866	488	63	12.9%	1.18
Connecticut	3,596,677	248	47	19.0%	1.31
Delaware	935,614	121	25	20.7%	2.67
Dist of Columbia	658,893	23	9	39.1%	1.37
Florida	19,893,297	2,494	588	23.6%	2.96
Georgia	10,097,343	1,164	163	14.0%	1.61
Hawaii	1,419,561	95	24	25.3%	1.69
Idaho	1,634,464	186	13	7.0%	0.80
Illinois	12,880,580	924	123	13.3%	0.95
Indiana	6,596,855	746	78	10.5%	1.18
Iowa	3,107,126	321	19	5.9%	0.61
Kansas	2,904,021	385	23	6.0%	0.79
Kentucky	4,413,457	672	57	8.5%	1.29
Louisiana	4,649,676	737	105	14.2%	2.26
Maine	1,330,089	131	9	6.9%	0.68
Maryland	5,976,407	442	101	22.9%	1.69
Massachusetts	6,745,408	328	70	21.3%	1.04
Michigan	9,909,877	901	148	16.4%	1.49
Minnesota	5,457,173	361	15	4.2%	0.27
Mississippi	2,994,079	607	53	8.7%	1.77
Missouri	6,063,589	766	65	8.5%	1.07
Montana	1,023,579	192	10	5.2%	0.98
Nebraska	1,881,503	225	9	4.0%	0.48
Nevada	2,839,099	290	70	24.1%	2.47
New Hampshire	1,326,813	95	12	12.6%	0.90
New Jersey	8,938,175	556	168	30.2%	1.88
New Mexico	2,085,572	383	74	19.3%	3.55
New York	19,746,227	1,039	263	25.3%	1.33
North Carolina	9,943,964	1,284	172	13.4%	1.73
North Dakota	739,482	135	9	6.7%	1.22
Ohio	11,594,163	1,006	86	8.5%	0.74
Oklahoma	3,878,051	669	50	7.5%	1.29
Oregon	3,970,239	357	57	16.0%	1.44
Pennsylvania	12,787,209	1,195	161	13.5%	1.26
Rhode Island	1,055,173	52	14	26.9%	1.33
South Carolina	4,832,482	824	107	13.0%	2.21
South Dakota	853,175	136	9	6.6%	1.05
Tennessee	6,549,352	962	86	8.9%	1.31
Texas	26,956,958	3,538	476	13.5%	1.77
Utah	2,942,902	256	32	12.5%	1.09
Vermont	626,562	44	5	11.4%	0.80
Virginia	8,326,289	703	88	12.5%	1.06
Washington	7,061,530	462	75	16.2%	1.06
West Virginia	1,850,326	272	19	7.0%	1.03
Wisconsin	5,757,564	507	45	8.9%	0.78
Wyoming	584,153	150	5	3.3%	0.86
<i>U.S. Total</i>	<i>318,857,056</i>	<i>32,675</i>	<i>4,884</i>	<i>14.9%</i>	<i>1.53</i>
Puerto Rico	3,548,397	304	95	31.3%	2.68

Sources: FARS 2014 ARF, and Population – Bureau of the Census.

Fatalities by City

The pedestrian fatality rates of major cities were generally higher than the national average of 1.53 per 100,000 population in 2014 with a few exceptions. For each city with a population of 500,000 or greater in 2014, Table 8 contains the resident population total, total traffic fatalities, pedestrian fatalities, percentage of pedestrian fatalities of

total traffic fatalities, and fatality rates per 100,000 population for total killed and pedestrians killed. Detroit had the highest pedestrian fatality rate per 100,000 population (5.88), followed by Albuquerque (5.03), Phoenix (4.36), San Antonio (3.69), and Jacksonville (3.40).

Table 8

People Killed, Pedestrians Killed, Population, and Fatality Rates in Cities With a Population of 500,000 or Greater, 2014

City	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities	Fatality Rate per 100,000 Population	
					Total	Pedestrian
New York, NY	8,491,079	248	125	50.4%	2.92	1.47
Los Angeles, CA	3,928,864	240	96	40.0%	6.11	2.44
Chicago, IL	2,722,389	120	35	29.2%	4.41	1.29
Houston, TX	2,239,558	232	60	25.9%	10.36	2.68
Philadelphia, PA	1,560,297	97	38	39.2%	6.22	2.44
Phoenix, AZ	1,537,058	177	67	37.9%	11.52	4.36
San Antonio, TX	1,436,697	147	53	36.1%	10.23	3.69
San Diego, CA	1,381,069	79	32	40.5%	5.72	2.32
Dallas, TX	1,281,047	154	41	26.6%	12.02	3.20
San Jose, CA	1,015,785	55	22	40.0%	5.41	2.17
Austin, TX	912,791	58	12	20.7%	6.35	1.31
Jacksonville, FL	853,382	106	29	27.4%	12.42	3.40
San Francisco, CA	852,469	32	19	59.4%	3.75	2.23
Indianapolis, IN	848,788	83	19	22.9%	9.78	2.24
Columbus, OH	835,957	49	11	22.4%	5.86	1.32
Fort Worth, TX	812,238	76	19	25.0%	9.36	2.34
Charlotte, NC	809,958	62	11	17.7%	7.65	1.36
Detroit, MI	680,250	125	40	32.0%	18.38	5.88
El Paso, TX	679,036	49	15	30.6%	7.22	2.21
Seattle, WA	668,342	18	5	27.8%	2.69	0.75
Denver, CO	663,862	42	13	31.0%	6.33	1.96
Washington, DC	658,893	23	9	39.1%	3.49	1.37
Memphis, TN	656,861	89	20	22.5%	13.55	3.04
Boston, MA	655,884	22	12	54.5%	3.35	1.83
Nashville-Davidson metropolitan area, TN	644,014	52	11	21.2%	8.07	1.71
Baltimore, MD	622,793	30	13	43.3%	4.82	2.09
Oklahoma City, OK	620,602	68	10	14.7%	10.96	1.61
Portland, OR	619,360	21	10	47.6%	3.39	1.61
Las Vegas, NV	613,599	39	9	23.1%	6.36	1.47
Louisville/Jefferson County metropolitan area, KY	612,780	70	15	21.4%	11.42	2.45
Milwaukee, WI	599,642	50	15	30.0%	8.34	2.50
Albuquerque, NM	557,169	55	28	50.9%	9.87	5.03
Tucson, AZ	527,972	51	10	19.6%	9.66	1.89
Fresno, CA	515,986	21	9	42.9%	4.07	1.74

Sources: FARS 2014 ARF and Population – U.S. Census Bureau.

Important Safety Reminders

For Pedestrians:

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

For Drivers:

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

— NHTSA's Safety Countermeasures Division

This fact sheet contains information on motor vehicle fatalities and fatal crashes, based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes within the 50 States, the District of Columbia, and Puerto Rico (although Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the National Automotive Sampling System (NASS) General Estimates System (GES). The NASS GES is a probability-based sample of police-reported crashes, from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

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For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at ncsaweb@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Passenger Vehicles, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol 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 from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts reports can be found at www-nrd.nhtsa.dot.gov/CATS/index.aspx.



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