Traffic Safety Facts

2016 Data

March 2018 (Revised)

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NHTSA

Key Findings

- In 2016 there were 5,987 pedestrians killed in traffic crashes, a 9-percent increase from the 5,495 pedestrian fatalities in 2016. This is the highest number of pedestrians killed in one year since 1990.
- On average, a pedestrian was killed nearly every 1.5 hours in traffic crashes in 2016.
- In 2016, pedestrian deaths accounted for 16 percent of all traffic fatalities.
- Twenty-six percent of pedestrian fatalities occurred from 6 to 8:59 p.m. in 2016.
- In 2016, one-fifth (20%) of the children 14 and younger killed in traffic crashes were pedestrians.
- More than two-thirds (70%) of the pedestrians killed in traffic crashes were males in 2016.
- Alcohol involvement—for the driver and/or the pedestrian—was reported in 48 percent of all fatal pedestrian crashes in 2016.
- In 2016, 90 percent of the pedestrians killed were killed in single-vehicle traffic crashes.
- One in five pedestrians killed in 2016 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

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. 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 trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded.

In this fact sheet the 2016 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

This fact sheet contains information on fatal motor vehicle crashes and fatalities, based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes in the 50 States, the District of Columbia, and Puerto Rico (Puerto Rico is not included in U.S. totals). Injury estimates are not available for 2016, thus no injury estimates will be presented in this publication. For more information about injury estimates, read **Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)** at the end of this publication.

Overview

In 2016 there were 5,987 pedestrians killed (Table 1) in traffic crashes in the United States. A total of 5,900 traffic crashes (Table 4) had one or more pedestrian fatalities. On average, a pedestrian was killed every 1.5 hours in traffic crashes.

Table 1 presents the distribution of pedestrian fatalities as a percentage of total motor vehicle fatalities in the 10-year period from 2007 to 2016. The 5,987 pedestrian fatalities in 2016 were a 9-percent increase from 5,495 pedestrian fatalities in 2015. In 2016, 16 percent of all traffic fatalities were pedestrians.

Table 1

Total Fatalities and Pedestrian Fatalities in Traffic Crashes, 2007–2016

Year	Total Fatalities	Pedestrian Fatalities	Percentage of Total Fatalities
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	32,893	4,779	15%
2014	32,744	4,910	15%
2015	35,485	5,495	15%
2016	37,461	5,987	16%

Source: Fatality Analysis Reporting System (FARS) 2007–2015 Final File, 2016 Annual Report File (ARF).

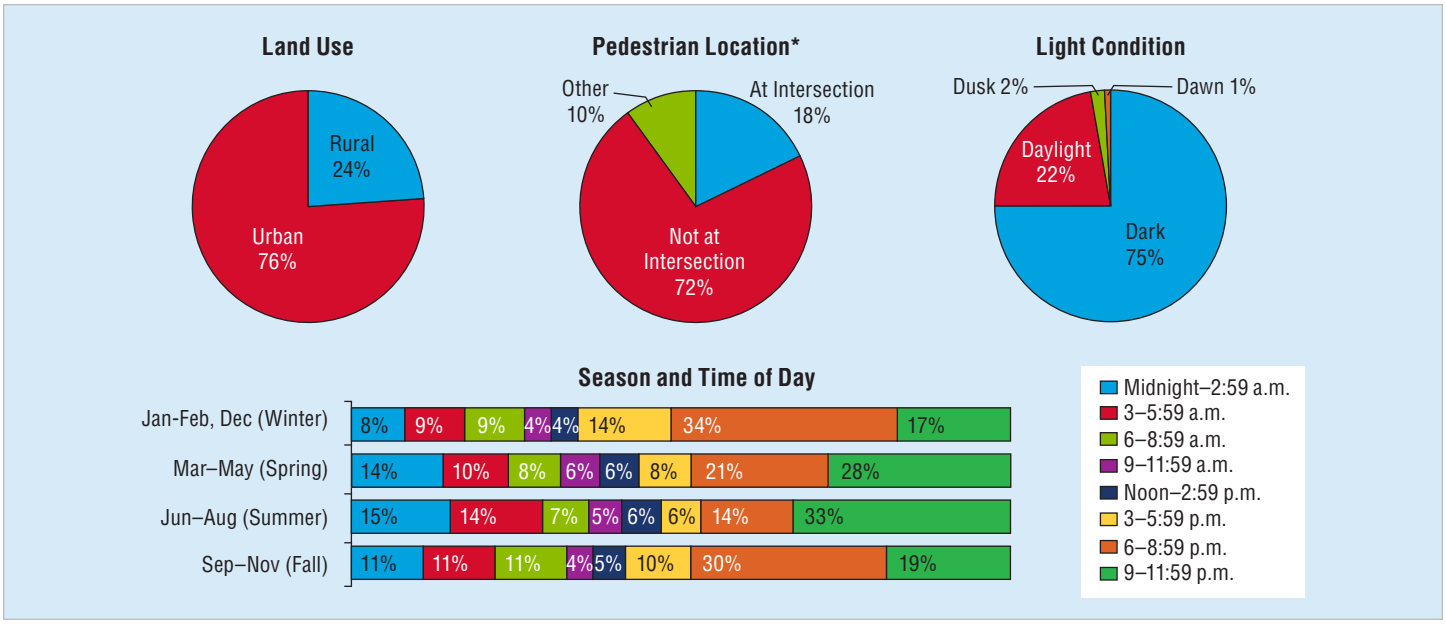
Environmental Characteristics

Figure 1 contains information on environmental characteristics (land use, pedestrian location, light condition, and time of day and season) describing where and when pedestrian fatalities occurred in 2016.

- More pedestrian fatalities occurred in urban areas (76%) than rural areas (24%).[1]
- Fewer pedestrian fatalities occurred at intersections (18%) than at non-intersections (72%); the remaining 10 percent occurred at other locations such as 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 occurred in the dark (75%) than in daylight (22%), dusk (2%), and dawn (1%).
- 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), about one third (34%) of pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 17 percent from 9 to 11:59 p.m., and 14 percent from 3 to 5:59 p.m.
  - During the spring months (March to May), the largest group (28%) of pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 21 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. (33%) 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 19 percent, during the hours of 9 to 11:59 p.m.

Figure 1

Percentage of Pedestrian Fatalities in Relation to Land Use, Pedestrian Location, and Light Condition, and Season and Time of Day, 2016



Source: FARS 2016 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" does not include those in the "Other" category that were at intersection or not at intersection.

Note: Percent values may not add up to 100% due to independent rounding. Unknown values were removed before calculating percentages.

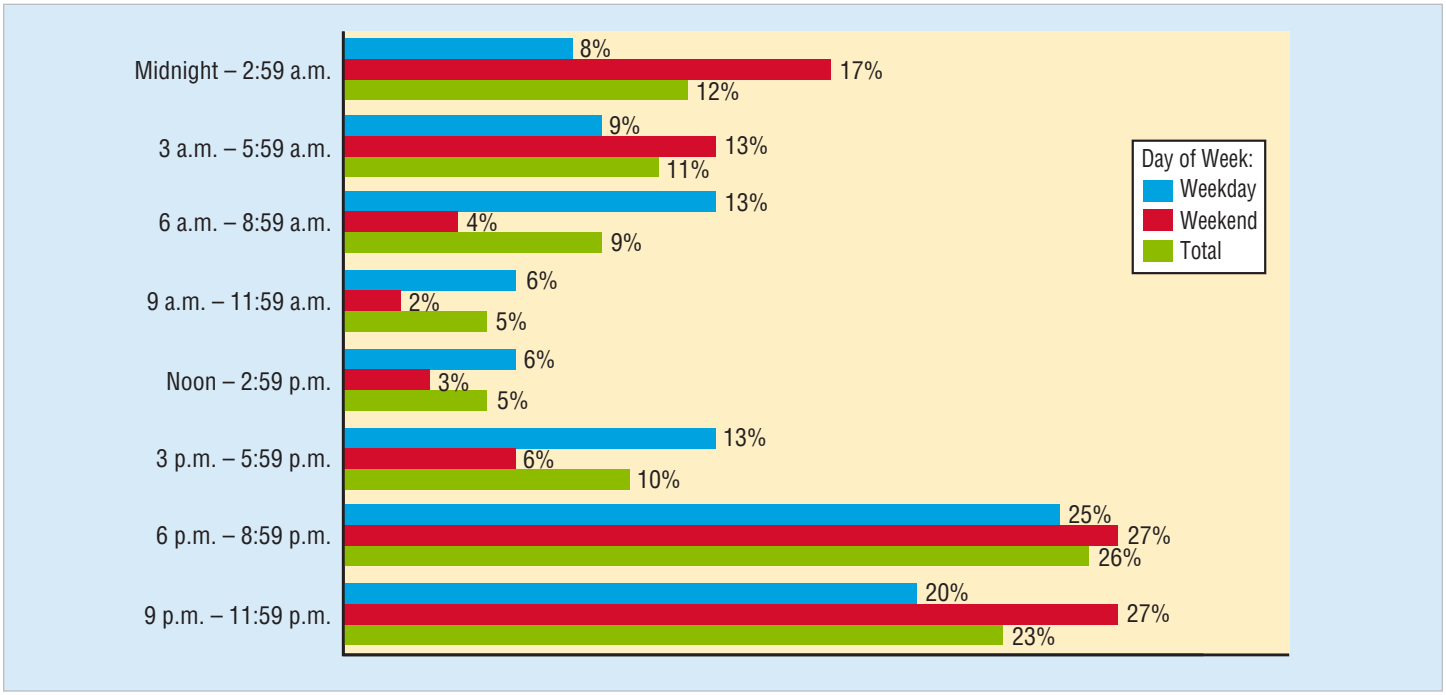
[1] See the U.S. Census Bureau link to define urban and rural areas: www.census.gov/geo/reference/ua/urban-rural-2010.html.

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 by day of week, 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). Looking at the percentage of all traffic fatalities that were pedestrians during the day and week:

- The highest total percentage (26%) occurred from 6 to 8:59 p.m., followed by 23% from 9 to 11:59 p.m.
- The lowest total percentage (5%) occurred from 9 to 11:59 a.m. and noon to 2:59 p.m.
- The highest weekday percentage (25%) occurred from 6 to 8:59 p.m., followed by 20% 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 (27%) occurred from 6 to 8:59 p.m. and 9 to 11:59 p.m.
- The lowest weekend percentage (2%) occurred from 9 to 11:59 a.m., followed by 3 percent from noon to 2:59 p.m.

Figure 2
Percentage of Pedestrian Fatalities, by Time of Day and Day of Week, 2016



Source: FARS 2016 ARF.
Note: Weekday: 6 a.m. Monday to 5:59 p.m. Friday; Weekend: 6 p.m. Friday to 5:59 a.m. Monday

Age

Table 2 contains the number of pedestrians killed in 2016 by age group. Within each age group, the percentage killed is calculated as the total number of pedestrians killed divided by the total number of people killed in motor vehicle crashes. In 2016:

- One-fifth (20%) of children 14 and younger killed in traffic crashes were pedestrians.
- The age groups with the highest percentage of pedestrian traffic fatalities were the 10-to-14 and 50-to-54 age groups. The 55-to-59 and 60-to-64 groups followed, at 21 and 20 percent, respectively.
- The age groups with the largest number of pedestrian fatalities were 50-to-54 (625) and 55-to-59 (583).
- The age groups with the smallest number of pedestrian fatalities were 5-to-9 (68) and under 5 (76).
- Twenty percent of all pedestrian fatalities were people 65 and older (1,158 of the 5,919 pedestrian fatalities with known age).
- The average age of pedestrians killed in traffic crashes was 47.
- Over the past 10 years, the average age of those killed has increased slightly, from 45 to 47.

Table 2

Total and Pedestrians Killed in Traffic Crashes, by Age Group, 2016

Age Group (Years)	Total Killed	Pedestrians Killed	Percentage Killed who were Pedestrians
<5	394	76	19%
5–9	379	68	18%
10–14	460	101	22%
Children (≤14)	*1,233*	*245*	*20%*
15–19	2,610	269	10%
20–24	4,379	443	10%
25–29	3,789	450	12%
30–34	3,102	433	14%
35–39	2,565	408	16%
40–44	2,420	408	17%
45–49	2,463	426	17%
50–54	2,854	625	22%
55–59	2,774	583	21%
60–64	2,389	471	20%
65–69	1,972	353	18%
70–74	1,440	266	18%
75–79	1,188	226	19%
80+	2,164	313	14%
Seniors (65+)	*6,764*	*1,158*	*17%*
*Total**	*37,461*	*5,987*	*16%*

Sources: FARS 2016 ARF and Population – Bureau of the Census.
Fatality totals include fatalities of unknown age.

Gender

Table 3 contains the number of pedestrians killed in 2016 by gender and age group. For each gender and the total, the fatality rate per 100,000 population is calculated by age group. In 2016:

- More than two-thirds (4,179 of 5,987 or 70%) of the pedestrians killed in traffic crashes were male.
- The overall male pedestrian fatality rate per 100,000 population was 2.63, which is more than double the rate for females (1.09 per 100,000 population).
- The highest overall pedestrian fatality rates by age group were 50-to-54 and 75-to-79 age groups (2.86 and 2.70 per 100,000 population, respectively).
- The single highest fatality rate by age and gender was for males 50 to 54, at 4.22 pedestrian fatalities per 100,000 population.

Table 3

Pedestrians Killed in Traffic Crashes and Fatality Rates, by Age and Gender, 2016

	Male			Female			Total		
Age (Years)	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
<5	40	10,187	0.39	36	9,740	0.37	76	19,927	0.38
5–9	43	10,430	0.41	25	10,000	0.25	68	20,430	0.33
10–14	60	10,519	0.57	41	10,100	0.41	101	20,618	0.49
Children (≤14)	*143*	*31,136*	*0.46*	*102*	*29,840*	*0.34*	*245*	*60,975*	*0.40*
15–19	178	10,802	1.65	91	10,328	0.88	269	21,130	1.27
20–24	323	11,491	2.81	119	10,890	1.09	443	22,381	1.98
25–29	323	11,631	2.78	127	11,259	1.13	450	22,891	1.97
30–34	301	10,968	2.74	132	10,818	1.22	433	21,786	1.99
35–39	286	10,376	2.76	121	10,397	1.16	408	20,774	1.96
40–44	298	9,776	3.05	110	9,920	1.11	408	19,696	2.07
45–49	303	10,376	2.92	123	10,572	1.16	426	20,948	2.03
50–54	453	10,730	4.22	172	11,109	1.55	625	21,839	2.86
55–59	431	10,683	4.03	151	11,297	1.34	583	21,980	2.65
60–64	350	9,316	3.76	121	10,167	1.19	471	19,483	2.42
65–69	253	7,937	3.19	100	8,883	1.13	353	16,820	2.10
70–74	183	5,454	3.36	83	6,356	1.31	266	11,810	2.25
75–79	137	3,724	3.68	89	4,644	1.92	226	8,368	2.70
80+	187	4,678	4.00	125	7,568	1.65	313	12,246	2.56
Seniors (65+)	*760*	*21,793*	*3.49*	*397*	*27,451*	*1.45*	*1158*	*49,244*	*2.35*
Total[a]	*4,179*	*159,079*	*2.63*	*1,783*	*164,049*	*1.09*	*5,987*	*323,128*	*1.85*

Sources: FARS 2016 ARF and Population – Bureau of the Census.
*Rate per 100,000 population.
Fatality totals include fatalities of unknown age and/or gender.

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 2016. 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).

Table 4 charts the estimated alcohol involvement for fatally injured pedestrians by the alcohol involvement of all drivers involved in those 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.

- An estimated 33 percent of fatal pedestrian crashes involved a pedestrian with a BAC of .08 g/dL or higher.
- An estimated 13 percent of fatal pedestrian crashes involved a driver with a BAC of .08 g/dL or higher. Note that a BAC of .08 is the per se limit for alcohol impairment in all 50 States.

Table 4
Alcohol Involvement in Crashes That Resulted in Pedestrian Fatalities, 2016

	Driver, No Alcohol		Driver, BAC=.01–.07		Driver, BAC=.08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrian, No Alcohol	3,085	52%	134	2%	442	7%	3,661	62%
Pedestrian, BAC=.01–.07	222	4%	14	0%	41	1%	277	5%
Pedestrian, BAC .08+	1,577	27%	86	1%	299	5%	1,962	33%
Total	*4,884*	*83%*	*234*	*4%*	*782*	*13%*	*5,900*	*100%*

Source: FARS 2016 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 4 provided information on alcohol involvement in the 5,900 *crashes* involving pedestrians who were killed. Table 5 shows information on fatally injured pedestrians 16 and older, by alcohol involvement and age group, for 2007 and 2016.

- An estimated 34 percent of pedestrians killed had BACs of .08 g/dL or higher in 2016, compared to 37 percent in 2007.
- In 2007 fatally injured pedestrians in the 25-34-year-old age group had BACs of .08 or higher more frequently than other age groups, an estimated 51 percent of the time. In 2016 the pedestrians age groups 21-24, 25-34, 35-44, and 45-54 all had BACs of .08 most frequently, 43 percent of the time.

Table 5
Alcohol Involvement of Pedestrians Killed in Traffic Crashes, by Age, 2007 and 2016

Age Group (Years)	2007					2016				
	Number of Fatalities	Percentage With No Alcohol (BAC = .00)	Percentage With BAC = .01+	Percentage With BAC = .01–.07	Percentage With BAC = .08+	Number of Fatalities	Percentage With BAC = .00	Percentage With BAC = .01+	Percentage With BAC = .01–.07	Percentage With BAC = .08+
16–20	289	69%	31%	5%	26%	307	76%	24%	4%	19%
21–24	299	45%	55%	6%	49%	369	52%	48%	5%	43%
25–34	616	44%	56%	5%	51%	883	51%	49%	6%	43%
35–44	765	47%	53%	6%	47%	816	52%	48%	5%	43%
45–54	925	47%	53%	5%	49%	1,051	51%	49%	6%	43%
55–64	501	67%	33%	4%	30%	1,054	61%	39%	5%	35%
65–74	388	81%	19%	4%	15%	619	75%	25%	5%	20%
75–84	387	90%	10%	2%	7%	398	88%	12%	2%	10%
85 +	135	92%	8%	5%	3%	141	93%	7%	2%	6%
*Total**	*4,305*	*58%*	*42%*	*5%*	*37%*	*5,638*	*61%*	*39%*	*5%*	*34%*

Source: FARS 2007 Final and 2016 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 2016:

- Ninety percent (5,448) of the pedestrians were killed in motor vehicle traffic crashes that involved single vehicles; 10 percent (539) were killed in multi-vehicle crashes.
- Pedestrians who died in single-vehicle crashes were most likely to be struck by the front of the vehicles, rather than the side or rear.
- Passenger cars and light trucks (SUVs, pickups, and vans) had higher percentages of frontal impacts than did other vehicles such as large trucks or buses.
- Buses had the highest percentage of right side impacts and rear impacts; however, buses were involved in less than 1 percent of pedestrian traffic fatalities (49).
- One in 5 (20%) pedestrians killed in 2016 were struck in single or multi-vehicle crashes that involved hit-and-run drivers.

Table 6
Pedestrians Killed in Single-Vehicle Crashes, by Vehicle Type Involved and Initial Point of Impact, 2016

	Initial Point of Impact on Vehicle										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,982	87.6%	73	3.2%	58	2.6%	20	0.9%	130	5.7%	2,263	100.0%
Light Trucks*	1,990	86.6%	83	3.6%	50	2.2%	44	1.9%	131	5.7%	2,298	100.0%
–SUV	*901*	*86.7%*	*36*	*3.5%*	*19*	*1.8%*	*19*	*1.8%*	*64*	*6.2%*	*1,039*	*100.0%*
–Pickup	*767*	*86.2%*	*39*	*4.4%*	*23*	*2.6%*	*16*	*1.8%*	*45*	*5.1%*	*890*	*100.0%*
–Van	*291*	*89.5%*	*6*	*1.8%*	*6*	*1.8%*	*8*	*2.5%*	*14*	*4.3%*	*325*	*100.0%*
Large Truck	218	73.4%	24	8.1%	11	3.7%	17	5.7%	27	9.1%	297	100.0%
Bus	29	59.2%	5	10.2%	2	4.1%	3	6.1%	10	20.4%	49	100.0%
Other/Unknown Vehicle	272	50.3%	8	1.5%	1	0.2%	4	0.7%	256	47.3%	541	100.0%
Total	*4,491*	*82.4%*	*193*	*3.5%*	*122*	*2.2%*	*88*	*1.6%*	*554*	*10.2%*	*5,448*	*100.0%*

Source: FARS 2016 ARF.
*Light-truck totals include other/unknown light trucks.

Fatalities by State

Table 7 presents total resident population, numbers of traffic and pedestrian fatalities, the percentage of traffic fatalities that were pedestrians, and the fatality rates per 100,000 population for pedestrian traffic fatalities for each State and the District of Columbia in 2016. Note for this section, as well as the following section on fatalities by city, that 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 a large influx of daily commuters, such as Washington, DC, have at times a substantially larger population than is reflected in their numbers of residents. Also included in Table 7 is Puerto Rico, which is not included in the overall U.S. total. In 2016:

- The number of all motor vehicle traffic fatalities ranged from a low of 27 (District of Columbia) to a high of 3,776 (Texas).
- The number of pedestrian fatalities was highest in California (867), followed by Texas (672) and Florida (652).
- Vermont (4), Wyoming (5), South Dakota (6), North Dakota (7), and the District of Columbia (9) had the fewest pedestrian fatalities.
- The percentages of pedestrian fatalities (of total traffic fatalities) in States ranged from a low of 4.5 percent (Wyoming) to a high of 29.7 percent (New York), compared to the national average of 16.0 percent.
- In Puerto Rico 31.9 Percent of traffic fatalities were pedestrians.
- The highest State pedestrian fatality rate per 100,000 population was in New Mexico (3.51), followed by Florida (3.16). The national average fatality rate in 2016 was 1.85.
- Nebraska had the lowest pedestrian fatality rate per 100,000 population, 0.63, followed by Vermont at 0.64.

Additional State and county-level data is available at NHTSA's State Traffic Safety Information website at https://cdan.nhtsa.gov/stsi.htm.

Table 7

Population, Total Traffic Fatalities, Pedestrian Traffic Fatalities, and Fatality Rates, by State, 2016

State	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities	Pedestrian Fatalities per 100,000 Population
Alabama	4,863,300	1,038	111	10.7%	2.28
Alaska	741,894	84	12	14.3%	1.62
Arizona	6,931,071	962	190	19.8%	2.74
Arkansas	2,988,248	545	44	8.1%	1.47
California	39,250,017	3,623	867	23.9%	2.21
Colorado	5,540,545	608	79	13.0%	1.43
Connecticut	3,576,452	293	54	18.4%	1.51
Delaware	952,065	119	27	22.7%	2.84
District of Columbia	681,170	27	8	29.6%	1.17
Florida	20,612,439	3,174	652	20.5%	3.16
Georgia	10,310,371	1,554	232	14.9%	2.25
Hawaii	1,428,557	120	29	24.2%	2.03
Idaho	1,683,140	253	17	6.7%	1.01
Illinois	12,801,539	1,082	148	13.7%	1.16
Indiana	6,633,053	821	85	10.4%	1.28
Iowa	3,134,693	404	22	5.4%	0.70
Kansas	2,907,289	429	41	9.6%	1.41
Kentucky	4,436,974	834	81	9.7%	1.83
Louisiana	4,681,666	757	127	16.8%	2.71
Maine	1,331,479	161	17	10.6%	1.28
Maryland	6,016,447	505	104	20.6%	1.73
Massachusetts	6,811,779	389	80	20.6%	1.17
Michigan	9,928,300	1,064	162	15.2%	1.63
Minnesota	5,519,952	392	58	14.8%	1.05
Mississippi	2,988,726	690	58	8.4%	1.94
Missouri	6,093,000	945	96	10.2%	1.58
Montana	1,042,520	190	11	5.8%	1.06
Nebraska	1,907,116	218	12	5.5%	0.63
Nevada	2,940,058	328	80	24.4%	2.72
New Hampshire	1,334,795	136	17	12.5%	1.27
New Jersey	8,944,469	601	162	27.0%	1.81
New Mexico	2,081,015	402	73	18.2%	3.51
New York	19,745,289	1,025	304	29.7%	1.54
North Carolina	10,146,788	1,450	200	13.8%	1.97
North Dakota	757,952	113	7	6.2%	0.92
Ohio	11,614,373	1,132	134	11.8%	1.15
Oklahoma	3,923,561	683	87	12.7%	2.22
Oregon	4,093,465	495	72	14.5%	1.76
Pennsylvania	12,784,227	1,188	169	14.2%	1.32
Rhode Island	1,056,426	51	14	27.5%	1.33
South Carolina	4,961,119	1,015	144	14.2%	2.90
South Dakota	865,454	116	6	5.2%	0.69
Tennessee	6,651,194	1,041	97	9.3%	1.46
Texas	27,862,596	3,776	672	17.8%	2.41
Utah	3,051,217	281	35	12.5%	1.15
Vermont	624,594	62	4	6.5%	0.64
Virginia	8,411,808	760	122	16.1%	1.45
Washington	7,288,000	537	84	15.6%	1.15
West Virginia	1,831,102	269	24	8.9%	1.31
Wisconsin	5,778,708	607	51	8.4%	0.88
Wyoming	585,501	112	5	4.5%	0.85
U.S. Total	*323,127,513*	*37,461*	*5,987*	*16.0%*	*1.85*
Puerto Rico	3,411,307	279	89	31.9%	2.61

Sources: FARS 2016 ARF, and Population – U.S. Census Bureau.

Fatalities by City

For each city with a population of 500,000 or greater in 2016, Table 8 presents total resident population, numbers of traffic and pedestrian fatalities, the percentage of traffic fatalities that were pedestrians, and the fatality rates per 100,000 population for total and pedestrian traffic fatalities.

The pedestrian fatality rates of major cities were generally higher than the national State average of 18 per 100,000 population. Of the 34 cities listed, 6 had lower fatality rates.

- The number of all traffic fatalities ranged from a low of 13 (Fresno, CA) to a high of 315 (Los Angeles).
- The number of pedestrian fatalities was highest in New York City (137), followed by Los Angeles (130).
- Fresno and Seattle had the fewest numbers of pedestrian fatalities, 6 in each of those cities. Washington, DC, had the next lowest with 8.
- The percentages of pedestrian fatalities (of total traffic fatalities) ranged from a low of 19.5 percent (Louisville/Jefferson county, KY) to a high of 59.6 percent (New York City).
- Phoenix had the highest pedestrian fatality rate per 100,000 population (5.57), followed by Albuquerque (5.54).
- Seattle had the lowest pedestrian fatality rate per 100,000 population (0.85), followed by Fresno (1.15) and Washington, DC (1.17).

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 Safety Countermeasures Division

Table 8

Population, Total, and Pedestrian Traffic Fatalities, the Percentage of Fatalities Who Were Pedestrians, and Pedestrian Fatality Rates, in Cities With Populations of 500,000 or Greater, 2016 (sorted by highest to lowest resident population)

City	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities who were Pedestrians	Fatality Rate per 100,000 Population	
					Total	Pedestrian
New York City, NY	8,537,673	230	137	59.6%	2.69	1.60
Los Angeles, CA	3,976,322	315	130	41.3%	7.92	3.27
Chicago, IL	2,704,958	123	41	33.3%	4.55	1.52
Houston, TX	2,303,482	248	79	31.9%	10.77	3.43
Phoenix, AZ	1,615,017	225	90	40.0%	13.93	5.57
Philadelphia, PA	1,567,872	101	43	42.6%	6.44	2.74
San Antonio, TX	1,492,510	194	64	33.0%	13.00	4.29
San Diego, CA	1,406,630	96	42	43.8%	6.82	2.99
Dallas, TX	1,317,929	190	57	30.0%	14.42	4.32
San Jose, CA	1,025,350	60	21	35.0%	5.85	2.05
Austin, TX	947,890	86	30	34.9%	9.07	3.16
Jacksonville, FL	880,619	149	35	23.5%	16.92	3.97
San Francisco, CA	870,887	28	14	50.0%	3.22	1.61
Columbus, OH	860,090	53	16	30.2%	6.16	1.86
Indianapolis (balance), IN	855,164	96	20	20.8%	11.23	2.34
Fort Worth, TX	854,113	84	29	34.5%	9.83	3.40
Charlotte, NC	842,051	93	22	23.7%	11.04	2.61
Seattle, WA	704,352	27	6	22.2%	3.83	0.85
Denver, CO	693,060	54	19	35.2%	7.79	2.74
El Paso, TX	683,080	67	23	34.3%	9.81	3.37
Washington, DC	681,170	27	8	29.6%	3.96	1.17
Boston, MA	673,184	27	13	48.1%	4.01	1.93
Detroit, MI	672,795	118	29	24.6%	17.54	4.31
Nashville-Davidson metropolitan government (balance), TN	660,388	65	16	24.6%	9.84	2.42
Memphis, TN	652,717	120	28	23.3%	18.38	4.29
Portland, OR	639,863	43	14	32.6%	6.72	2.19
Oklahoma City, OK	638,367	87	28	32.2%	13.63	4.39
Las Vegas, NV	632,912	58	13	22.4%	9.16	2.05
Louisville/Jefferson County metro government (balance), KY	616,261	87	17	19.5%	14.12	2.76
Baltimore, MD	614,664	41	15	36.6%	6.67	2.44
Milwaukee, WI	595,047	59	13	22.0%	9.92	2.18
Albuquerque, NM	559,277	94	31	33.0%	16.81	5.54
Tucson, AZ	530,706	59	16	27.1%	11.12	3.01
Fresno, CA	522,053	13	6	46.2%	2.49	1.15

Sources: FARS 2016 ARF and Population – U.S. Census Bureau.

Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

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 NASS GES in 2016. However, the 2016 estimates are not currently available. NHTSA is currently processing the file to ensure the data is accurate and complete and is finalizing the new weighting and calibration procedures to produce national estimates. Once completed, NHTSA will release the data and publish the estimated number of police-reported injury and property-damage-only crashes that occurred during 2016.

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National Center for Statistics and Analysis. (2018, March–Revised). *Pedestrians: 2016 data*. (Traffic Safety Facts. Report No. DOT HS 812 493). Washington, DC: National Highway Traffic Safety Administration.

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 ncsarequests@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 of Traffic Fatalities, 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 https://crashstats.nhtsa.dot.gov/.

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