Traffic Safety Facts

2017 Data

March 2019

DOT HS 812 681

NHTSA

Key Findings

- In 2017 there were 5,977 pedestrians killed in traffic crashes, a 1.7-percent decrease from the 6,080 pedestrian fatalities in 2016.
- On average a pedestrian was killed every 88 minutes in a traffic crash in 2017.
- Pedestrian deaths accounted for 16 percent of all traffic fatalities in 2017.
- Twenty-six percent of pedestrian fatalities occurred from 6 to 8:59 p.m. in 2017.
- In 2017 nearly one-fifth (19%) 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 2017.
- Alcohol involvement—for the driver and/or the pedestrian—was reported in 47 percent of all fatal pedestrian crashes in 2017.
- Ninety-one percent of the pedestrians were killed in traffic crashes that involved single vehicles in 2017.
- Nearly 1 of every 5 pedestrians killed in 2017 (19%) were struck in crashes that involved hit-and-run drivers.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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Washington, DC 20590

Pedestrians

This fact sheet defines a pedestrian as any person on foot, walking, running, jogging, hiking, sitting, or lying down who is involved in a motor vehicle traffic crash. These exclude people on personal conveyances like roller skates, inline skates, skateboards, baby strollers, scooters, toy wagons, motorized skateboards, motorized toy cars, Segway-style devices, motorized and non-motorized wheelchairs, and scooters for those with disabilities (see Appendix A). 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 2017 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
- Appendix A
- 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). Refer to the end of this publication for more information on FARS. Injury estimates are based on data obtained from a nationally representative sample of police-reported crashes, but at the time of publication, estimates for 2016 and 2017 were not available. For more information, 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 2017 there were 5,977 pedestrians killed (Table 1) in traffic crashes in the United States. A total of 5,890 traffic crashes (Table 4) had one or more pedestrian fatalities. On average, a pedestrian was killed every 88 minutes in traffic crashes. That is more than 16 people a day, almost 115 people a week.

Table 1 presents the distribution of pedestrian fatalities as a percentage of total motor vehicle fatalities in the 10-year period from 2008 to 2017. The 5,977 pedestrian fatalities in 2017 were a 1.7-percent decrease from 6,080 pedestrian fatalities in 2016. Sixteen percent of all traffic fatalities were pedestrians in 2017.

Table 1

Total Fatalities and Pedestrian Fatalities in Traffic Crashes, 2008–2017

Year	Total Fatalities	Pedestrian Fatalities	Percentage of Total Fatalities
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	35,484	5,494	15%
2016	37,806	6,080	16%
2017	37,133	5,977	16%

Source: Fatality Analysis Reporting System (FARS) 2008-2016 Final File, 2017 Annual Report File (ARF)

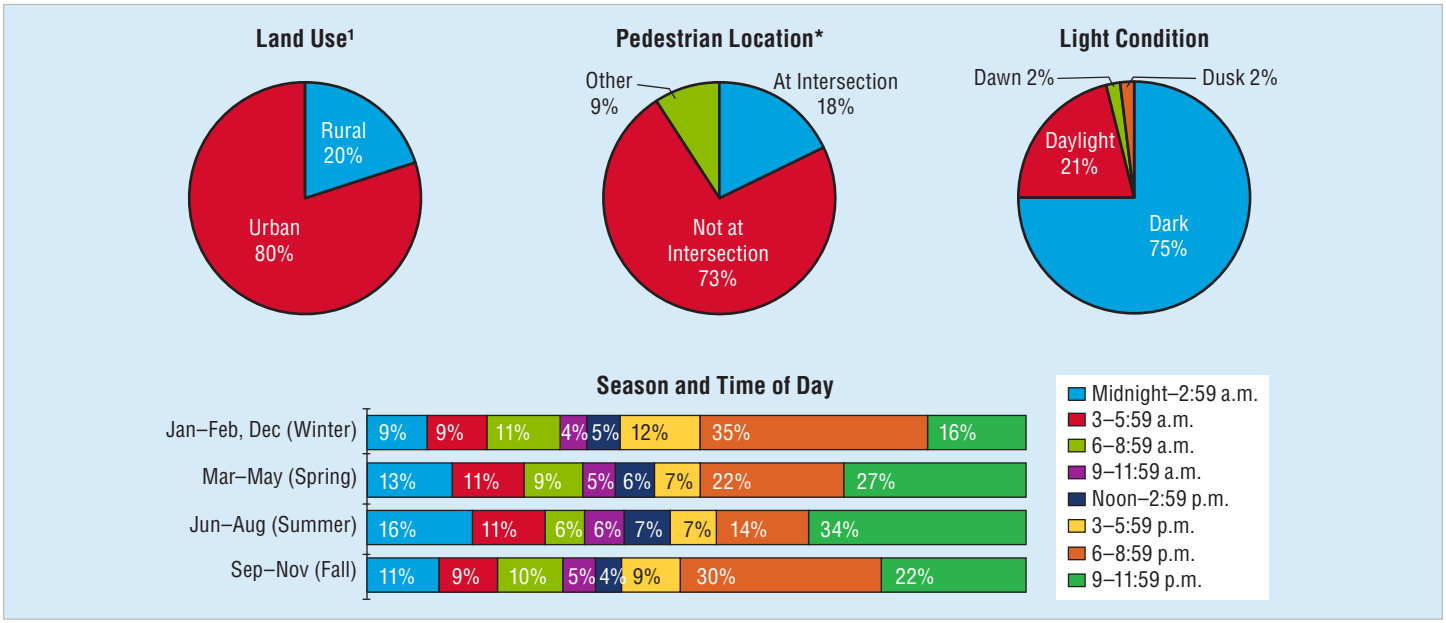
Environmental Characteristics

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 2017.

- More pedestrian fatalities occurred in urban areas (80%) than rural areas (20%).[1]
- More pedestrian fatalities did not occur at intersections (73%) than those that occurred at intersections (18%); the remaining 9 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 pedestrian fatalities occurred in the dark (75%) than in daylight (21%), dusk (2%), and dawn (2%).
- Time of day is divided into eight 3-hour time intervals starting at midnight, and season is defined by months.
  - During the winter months (January, February, and the following December), more than one third (35%) of pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 16 percent from 9 to 11:59 p.m.
  - During the spring months (March to May), the largest group (27%) 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. (34%) than any other time, followed by 16 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 22 percent, during the hours of 9 to 11:59 p.m.

Figure 1

Percentage of Pedestrian Fatalities in Relation to Land Use,[1] Pedestrian Location, Light Condition, and Time of Day and Season, 2017



Source: FARS 2017 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.

Note: Percentage 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.

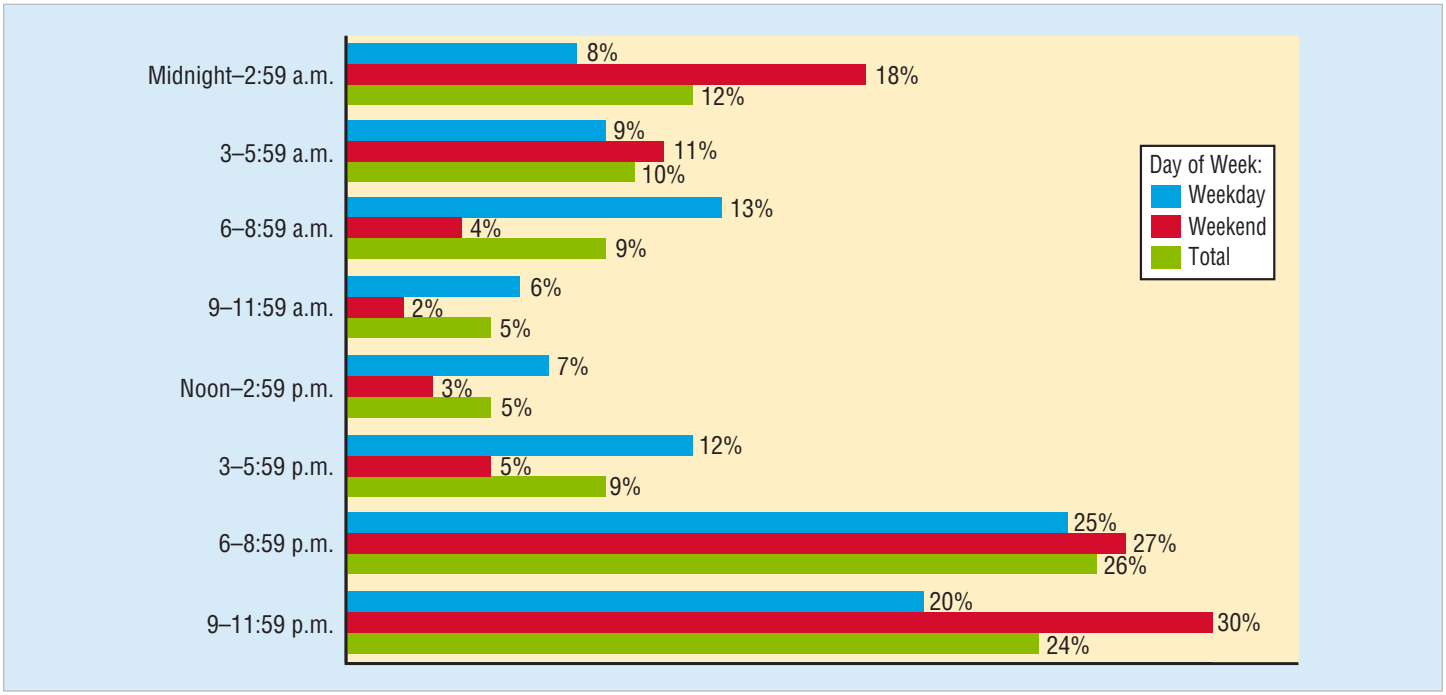
Time of Day and Day of Week

In Figure 2, time of day is divided into eight 3-hour time intervals starting at midnight, and 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). Looking at the percentage of all traffic fatalities who were pedestrians by time of day and day of week in 2017:

- The highest total percentage (26%) occurred from 6 to 8:59 p.m., followed by 24 percent from 9 to 11:59 p.m.
- The lowest total percentage (5%) occurred from 9 to 11:59 a.m. and from noon to 2:59 p.m.
- The highest weekday percentage (25%) occurred from 6 to 8:59 p.m., followed by 20 percent from 9 to 11:59 p.m.
- The lowest weekday percentage (6%) occurred from 9 to 11:59 a.m.
- 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., 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, 2017



Source: FARS 2017 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 2017 by age group. For 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 2017:

- Nearly one-fifth (19%) of children 14 and younger killed in traffic crashes were pedestrians.
- The age groups with the highest percentages of pedestrian traffic fatalities were the 50-to-54 and 55-to-59 age groups at 21 percent.
- The age groups with the largest number of pedestrian fatalities were 55-to-59 (618) and 50-to-54 (572).
- The age groups with the smallest number of pedestrian fatalities were 5-to-9 (47) and <5 (81).
- Twenty percent of all pedestrian fatalities were people 65 and older (1,165 of the 5,903 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, 2017

Age Group (Years)	Total Killed	Pedestrians Killed	Percentage Killed who were Pedestrians
<5	399	81	20%
5–9	319	47	15%
10–14	429	86	20%
Children (≤ 14)	*1,147*	*214*	*19%*
15–19	2,526	241	10%
20–24	4,072	389	10%
25–29	3,770	468	12%
30–34	2,975	422	14%
35–39	2,669	438	16%
40–44	2,387	402	17%
45–49	2,551	476	19%
50–54	2,772	572	21%
55–59	2,907	618	21%
60–64	2,434	498	20%
65–69	1,810	359	20%
70–74	1,464	238	16%
75–79	1,321	237	18%
80+	2,189	331	15%
Seniors (65+)	*6,784*	*1,165*	*17%*
*Total**	*37,133*	*5,977*	*16%*

Source: FARS 2017 ARF
*Total includes fatalities of unknown age.

Gender

Table 3 contains the number of pedestrians killed in 2017 by gender and age group. For each gender and the total, the fatality rate per 100,000 population is calculated by age group. In 2017:

- More than two-thirds (4,177 of 5,977 or 70%) of the pedestrians killed in traffic crashes were male.
- The overall male pedestrian fatality rate per 100,000 population was 2.60, which is more than double the rate for females (1.07 per 100,000 population).
- The highest overall pedestrian fatality rates by age group were 55-to-59 and 75-to-79 age groups (2.81 and 2.71 per 100,000 population, respectively).
- The single highest fatality rate by age and gender is for males 80 and older, at 4.55 pedestrian fatalities per 100,000 population.

Table 3

Pedestrians Killed in Traffic Crashes and Fatality Rates Per 100,000 Population, by Age and Gender, 2017

	Male			Female			Total		
Age (Years)	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
<5	47	10,196	0.46	34	9,743	0.35	81	19,939	0.41
5–9	27	10,368	0.26	20	9,936	0.20	47	20,304	0.23
10–14	54	10,605	0.51	32	10,173	0.31	86	20,778	0.41
Children (≤14)	*128*	*31,169*	*0.41*	*86*	*29,852*	*0.29*	*214*	*61,022*	*0.35*
15–19	159	10,800	1.47	82	10,331	0.79	241	21,132	1.14
20–24	294	11,349	2.59	95	10,769	0.88	389	22,119	1.76
25–29	338	11,902	2.84	128	11,468	1.12	468	23,370	2.00
30–34	314	11,089	2.83	108	10,883	0.99	422	21,972	1.92
35–39	295	10,616	2.78	143	10,616	1.35	438	21,232	2.06
40–44	287	9,753	2.94	115	9,890	1.16	402	19,643	2.05
45–49	326	10,386	3.14	149	10,588	1.41	476	20,974	2.27
50–54	422	10,520	4.01	150	10,881	1.38	572	21,401	2.67
55–59	455	10,701	4.25	162	11,307	1.43	618	22,008	2.81
60–64	364	9,557	3.81	133	10,430	1.28	498	19,988	2.49
65–69	232	7,930	2.93	127	8,907	1.43	359	16,836	2.13
70–74	162	5,947	2.72	76	6,900	1.10	238	12,847	1.85
75–79	144	3,899	3.69	93	4,842	1.92	237	8,741	2.71
80+	218	4,789	4.55	113	7,645	1.48	331	12,434	2.66
Seniors (65+)	*756*	*22,565*	*3.35*	*409*	*28,294*	*1.45*	*1,165*	*50,859*	*2.29*
*Total***	*4,177*	*160,408*	*2.60*	*1,769*	*165,311*	*1.07*	*5,977*	*325,719*	*1.84*

Sources: FARS 2017 ARF; Population – U.S. Bureau of the Census
*Rate per 100,000 population.
**Total includes fatalities of unknown age and/or gender.

Alcohol

Alcohol involvement — for the driver and/or the pedestrian — was reported in 47 percent of the traffic crashes that resulted in pedestrian fatalities in 2017. 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 the pedestrians killed by the alcohol involvement of all drivers involved in those 5,890 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 32 percent of fatal pedestrian crashes involve a pedestrian with a BAC of .08 g/dL or higher.
- An estimated 17 percent of fatal pedestrian crashes involve a driver with a BAC of .08 g/dL or higher. Note that a BAC of .08 g/dL is the limit for alcohol impairment in all 50 States.

Table 4
Alcohol Involvement in Crashes That Resulted in Pedestrian Fatalities, 2017

	Driver, No Alcohol		Driver, BAC=.01–.07 g/dL		Driver, BAC=.08+ g/dL		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrian, No Alcohol	3,098	53%	96	2%	556	9%	3,749	64%
Pedestrian, BAC=.01–.07	179	3%	9	0%	50	1%	238	4%
Pedestrian, BAC .08+	1,426	24%	91	2%	386	7%	1,903	32%
Total	*4,703*	*80%*	*196*	*3%*	*991*	*17%*	*5,890*	*100%*

Source: FARS 2017 ARF
Note: The alcohol levels in this table were determined using the alcohol levels of the pedestrians killed and the involved drivers (killed or survived).

Table 5 shows information on the 5,657 pedestrians 16 and older killed in traffic crashes, by alcohol involvement and age group, for 2008 and 2017.

- An estimated 33 percent of pedestrians killed had BACs of .08 g/dL or higher in 2017, compared to 38 percent in 2008.
- In 2008 the pedestrians killed in the 21-to-24 and 35-to-45 age groups had BACs of .08 g/dL or higher more frequently than other age groups, an estimated 52 percent of the time. In 2017 the pedestrians in the 45-to-54 age group had BACs of .08 g/dL or higher most frequently, 43 percent of the time.

Table 5
Alcohol Involvement of Pedestrians Killed in Traffic Crashes, by Age Group, 2008 and 2017

Age Group (Years)	2008					2017				
	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
16–20	288	65%	35%	4%	31%	284	77%	23%	2%	21%
21–24	279	44%	56%	4%	52%	314	51%	49%	7%	42%
25–34	583	45%	55%	5%	50%	890	54%	46%	5%	41%
35–44	676	44%	56%	4%	52%	840	56%	44%	4%	40%
45–54	886	49%	51%	5%	46%	1,048	53%	47%	5%	43%
55–64	549	60%	40%	5%	35%	1,116	61%	39%	4%	35%
65–74	360	81%	19%	5%	14%	597	79%	21%	3%	18%
75–84	301	93%	7%	2%	5%	408	87%	13%	4%	9%
85 +	147	96%	4%	2%	2%	160	91%	9%	1%	8%
*Total**	*4,069*	*58%*	*42%*	*4%*	*38%*	*5,657*	*63%*	*37%*	*4%*	*33%*

Source: FARS 2008 Final File, 2017 ARF
*Excluding pedestrians under 16 years old and pedestrians of unknown age.

Vehicle Type and Impact Point

Ninety-one percent (5,363) of the pedestrians were killed in motor vehicle traffic crashes that involved single vehicles in 2017; 9 percent (527) were killed in multiple-vehicle crashes. Nearly 1 of every 5 pedestrians killed (19%) were struck in crashes that involved hit-and-run drivers. Ninety-three percent of the pedestrians killed by hit-and-run drivers were in single-vehicle crashes.

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 2017:

- 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 including SUVs, pickups, and vans had higher percentages of frontal impacts than did other vehicles such as large trucks or buses.
- Large trucks had the highest percentage of right-side impacts and rear impacts.

Table 6

Pedestrians Killed in Single-Vehicle Crashes, by Vehicle Type Involved and Initial Point of Impact, 2017

	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	2,009	89.6%	65	2.9%	40	1.8%	16	0.7%	113	5.0%	2,243	100.0%
Light Truck*	2,029	88.6%	58	2.5%	43	1.9%	31	1.4%	130	5.7%	2,291	100.0%
–SUV	*977*	*90.5%*	*16*	*1.5%*	*17*	*1.6%*	*15*	*1.4%*	*55*	*5.1%*	*1,080*	*100.0%*
–Pickup	*792*	*85.5%*	*38*	*4.1%*	*22*	*2.4%*	*13*	*1.4%*	*61*	*6.6%*	*926*	*100.0%*
–Van	*243*	*92.4%*	*3*	*1.1%*	*4*	*1.5%*	*3*	*1.1%*	*10*	*3.8%*	*263*	*100.0%*
Large Truck	206	71.0%	20	6.9%	7	2.4%	23	7.9%	34	11.7%	290	100.0%
Bus	25	75.8%	2	6.1%	0	0.0%	0	0.0%	6	18.2%	33	100.0%
Other/Unknown Vehicle	260	51.4%	7	1.4%	5	1.0%	0	0.0%	234	46.2%	506	100.0%
Total	*4,529*	*84.4%*	*152*	*2.8%*	*95*	*1.8%*	*70*	*1.3%*	*517*	*9.6%*	*5,363*	*100.0%*

Source: FARS 2017 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 who were pedestrians, and the fatality rates per 100,000 population for total and pedestrian traffic fatalities for each State and the District of Columbia in 2017. Also included in Table 7 is Puerto Rico, which is not included in the overall U.S. total.

Figure 3 contains a color-coded map of the percentage of total traffic fatalities who were pedestrians by State in 2017. Figure 3 shows a "heat map" of pedestrians killed by State based on percentage of pedestrians killed compared to total fatalities within the State.

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.

In 2017:

- The number of all motor vehicle traffic fatalities ranged from a low of 31 (District of Columbia) to a high of 3,722 (Texas).
- The number of pedestrian fatalities was highest in California (858), followed by Florida (654) and Texas (607).
- North Dakota (5), Wyoming (6), and Vermont (8) had the fewest pedestrian fatalities.
- The percentages of pedestrian fatalities (of total traffic fatalities) in States ranged from a low of 4.3 percent (North Dakota) to a high of 35.5 percent (District of Columbia), compared to the national average of 16.1 percent as shown in Figure 3.
- In Puerto Rico 33.8 percent of traffic fatalities were pedestrians.
- The highest State pedestrian fatality rate per 100,000 population was in New Mexico (3.54), followed by Delaware (3.43). The national average fatality rate in 2017 was 1.84.
- North Dakota had the lowest pedestrian fatality rate per 100,000 population, 0.66, followed by Minnesota at 0.68.

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

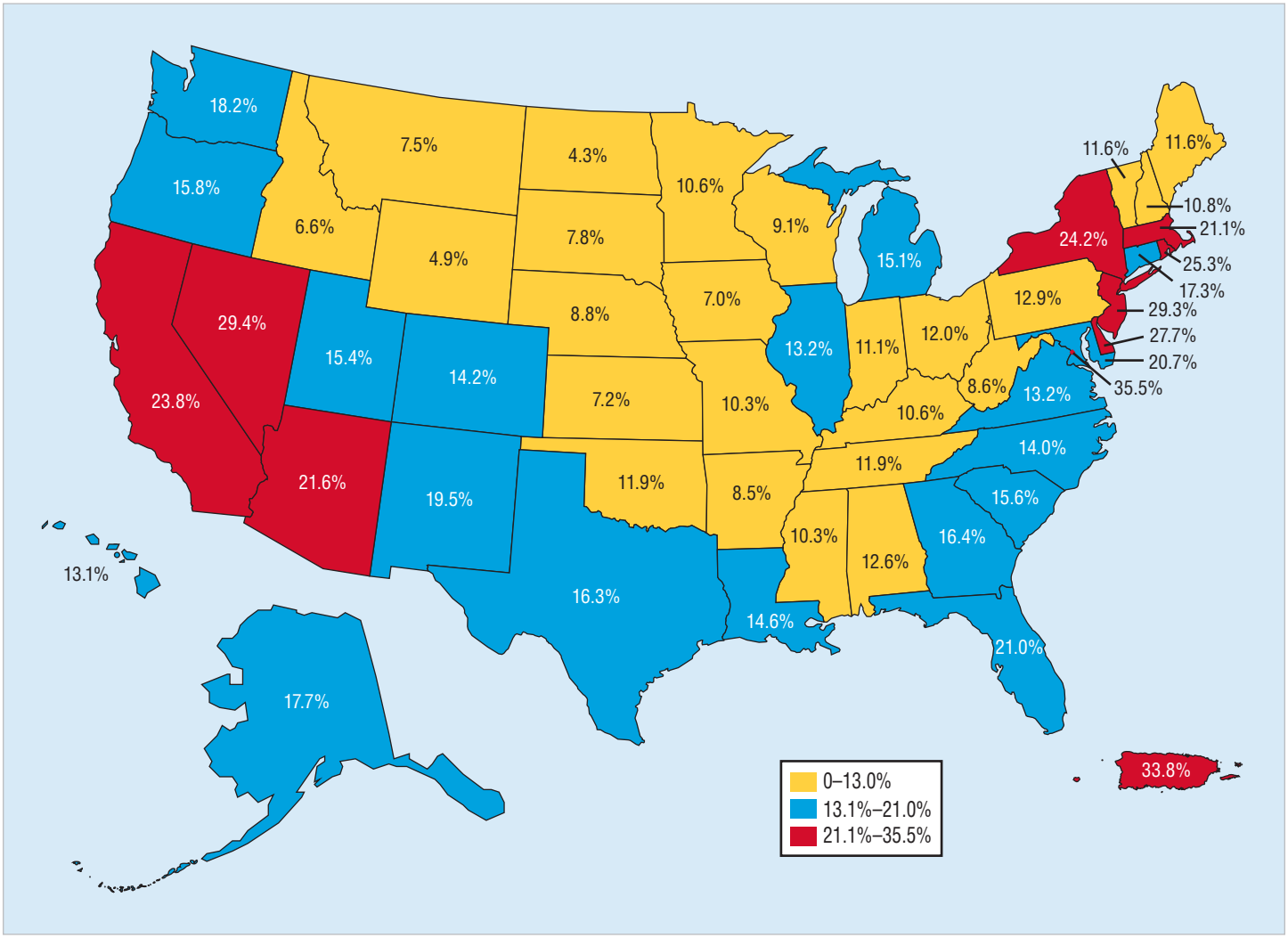
Population, Total and Pedestrian Traffic Fatalities, the Percentage of Fatalities Who Were Pedestrians, and Pedestrian Fatality Rates, by State, 2017

State	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities	Pedestrian Fatalities per 100,000 Population
Alabama	4,874,747	948	119	12.6%	2.44
Alaska	739,795	79	14	17.7%	1.89
Arizona	7,016,270	1,000	216	21.6%	3.08
Arkansas	3,004,279	493	42	8.5%	1.40
California	39,536,653	3,602	858	23.8%	2.17
Colorado	5,607,154	648	92	14.2%	1.64
Connecticut	3,588,184	278	48	17.3%	1.34
Delaware	961,939	119	33	27.7%	3.43
District of Columbia	693,972	31	11	35.5%	1.59
Florida	20,984,400	3,112	654	21.0%	3.12
Georgia	10,429,379	1,540	253	16.4%	2.43
Hawaii	1,427,538	107	14	13.1%	0.98
Idaho	1,716,943	244	16	6.6%	0.93
Illinois	12,802,023	1,097	145	13.2%	1.13
Indiana	6,666,818	914	101	11.1%	1.51
Iowa	3,145,711	330	23	7.0%	0.73
Kansas	2,913,123	461	33	7.2%	1.13
Kentucky	4,454,189	782	83	10.6%	1.86
Louisiana	4,684,333	760	111	14.6%	2.37
Maine	1,335,907	172	20	11.6%	1.50
Maryland	6,052,177	550	114	20.7%	1.88
Massachusetts	6,859,819	350	74	21.1%	1.08
Michigan	9,962,311	1,030	156	15.1%	1.57
Minnesota	5,576,606	357	38	10.6%	0.68
Mississippi	2,984,100	690	71	10.3%	2.38
Missouri	6,113,532	930	96	10.3%	1.57
Montana	1,050,493	186	14	7.5%	1.33
Nebraska	1,920,076	228	20	8.8%	1.04
Nevada	2,998,039	309	91	29.4%	3.04
New Hampshire	1,342,795	102	11	10.8%	0.82
New Jersey	9,005,644	624	183	29.3%	2.03
New Mexico	2,088,070	379	74	19.5%	3.54
New York	19,849,399	999	242	24.2%	1.22
North Carolina	10,273,419	1,412	198	14.0%	1.93
North Dakota	755,393	115	5	4.3%	0.66
Ohio	11,658,609	1,179	142	12.0%	1.22
Oklahoma	3,930,864	655	78	11.9%	1.98
Oregon	4,142,776	437	69	15.8%	1.67
Pennsylvania	12,805,537	1,137	147	12.9%	1.15
Rhode Island	1,059,639	83	21	25.3%	1.98
South Carolina	5,024,369	988	154	15.6%	3.07
South Dakota	869,666	129	10	7.8%	1.15
Tennessee	6,715,984	1,040	124	11.9%	1.85
Texas	28,304,596	3,722	607	16.3%	2.14
Utah	3,101,833	273	42	15.4%	1.35
Vermont	623,657	69	8	11.6%	1.28
Virginia	8,470,020	839	111	13.2%	1.31
Washington	7,405,743	565	103	18.2%	1.39
West Virginia	1,815,857	303	26	8.6%	1.43
Wisconsin	5,795,483	613	56	9.1%	0.97
Wyoming	579,315	123	6	4.9%	1.04
U.S. Total	*325,719,178*	*37,133*	*5,977*	*16.1%*	*1.84*
Puerto Rico	3,337,177	290	98	33.8%	2.94

Sources: FARS 2017 ARF; Population – U.S. Bureau of the Census

Figure 3

Percentage of Total Traffic Fatalities Who Were Pedestrians, by State, 2017



Source: FARS 2017 ARF

Fatalities by City

For each city with a population of 500,000 or greater in 2017, Table 8 presents total resident population, numbers of traffic and pedestrian fatalities, the percentage of traffic fatalities who 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 average of 1.84 per 100,000 population. Of the 35 cities listed, 8 had lower fatality rates.

- The number of all traffic fatalities ranged from a low of 25 (San Francisco) to a high of 257 (Los Angeles).
- The number of pedestrian fatalities was highest in Los Angeles (116), followed by Phoenix (98) and New York City (95).
- Washington, DC, and Boston had the fewest numbers of pedestrian fatalities, 11 in each of those cities. Seattle had the next lowest with 12.
- The percentages of pedestrian fatalities (of total traffic fatalities) ranged from a low of 23.6 percent (Louisville, KY) to a high of 60.0 percent (San Francisco).
- Phoenix had the highest pedestrian fatality rate per 100,000 population (6.03), followed by Memphis (5.67).
- New York City had the lowest pedestrian fatality rate per 100,000 population (1.10), followed by San Jose (1.26).

Table 8

Population, Total and Pedestrian Traffic Fatalities, Percentage of Fatalities Who Were Pedestrians, and Pedestrian Fatality Rates, in Cities With Populations of 500,000 or Greater, 2017 (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, NY	8,622,698	207	95	45.9%	2.40	1.10
Los Angeles, CA	3,999,759	257	116	45.1%	6.43	2.90
Chicago, IL	2,716,450	147	41	27.9%	5.41	1.51
Houston, TX	2,312,717	245	73	29.8%	10.59	3.16
Phoenix, AZ	1,626,078	249	98	39.4%	15.31	6.03
Philadelphia, PA	1,580,863	94	37	39.4%	5.95	2.34
San Antonio, TX	1,511,946	146	45	30.8%	9.66	2.98
San Diego, CA	1,419,516	74	31	41.9%	5.21	2.18
Dallas, TX	1,341,075	194	52	26.8%	14.47	3.88
San Jose, CA	1,035,317	45	13	28.9%	4.35	1.26
Austin, TX	950,715	80	23	28.8%	8.41	2.42
Jacksonville, FL	892,062	145	38	26.2%	16.25	4.26
San Francisco, CA	884,363	25	15	60.0%	2.83	1.70
Columbus, OH	879,170	58	15	25.9%	6.60	1.71
Fort Worth, TX	874,168	110	32	29.1%	12.58	3.66
Indianapolis, IN	863,002	96	27	28.1%	11.12	3.13
Charlotte, NC	859,035	103	27	26.2%	11.99	3.14
Seattle, WA	724,745	30	12	40.0%	4.14	1.66
Denver, CO	704,621	49	13	26.5%	6.95	1.84
Washington, DC	693,972	31	11	35.5%	4.47	1.59
Boston, MA	685,094	26	11	42.3%	3.80	1.61
El Paso, TX	683,577	50	16	32.0%	7.31	2.34
Detroit, MI	673,104	103	28	27.2%	15.30	4.16
Nashville, TN	667,560	68	24	35.3%	10.19	3.60
Memphis, TN	652,236	99	37	37.4%	15.18	5.67
Portland, OR	647,805	48	19	39.6%	7.41	2.93
Oklahoma City, OK	643,648	96	25	26.0%	14.91	3.88
Las Vegas, NV	641,676	45	18	40.0%	7.01	2.81
Louisville, KY	621,349	89	21	23.6%	14.32	3.38
Baltimore, MD	611,648	38	17	44.7%	6.21	2.78
Milwaukee, WI	595,351	70	18	25.7%	11.76	3.02
Albuquerque, NM	558,545	84	29	34.5%	15.04	5.19
Tucson, AZ	535,677	64	19	29.7%	11.95	3.55
Fresno, CA	527,438	61	23	37.7%	11.57	4.36
Sacramento, CA	501,901	69	20	29.0%	13.75	3.98

Sources: FARS 2017 ARF; Population – U.S. Bureau of the Census

Appendix A

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

Table 9

Total Fatalities and Personal Conveyance Fatalities in Traffic Crashes, 2008–2017

Year	Total Fatalities	Personal Conveyance Fatalities	Percentage of Total Fatalities
2008	37,423	123	0.3%
2009	33,883	112	0.3%
2010	32,999	127	0.4%
2011	32,479	128	0.4%
2012	33,782	153	0.5%
2013	32,893	132	0.4%
2014	32,744	158	0.5%
2015	35,484	160	0.5%
2016	37,806	176	0.5%
2017	37,133	151	0.4%

Source: FARS 2008-2016 Final File, 2017 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, 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

Fatality Analysis Reporting System (FARS)

The Fatality Analysis Reporting System (FARS) contains data on every fatal traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a public trafficway 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 about a year later. The final version of the file is aptly 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.

The updated final counts for a given previous calendar year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2017 ARF, the 2016 Final file was also released to replace the previous year's 2016 ARF. The final fatality count in motor vehicle crashes for 2016 was 37,806, which was updated from 37,461 from the 2016 ARF. The number of pedestrian fatalities from the 2016 Final file was 6,080 which was updated from 5,987 from the 2016 ARF.

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. NCSA released the 2016 CRSS data in March 2018, but is currently reassessing this data, which is subject to change. NCSA plans to release the updated 2016 and new 2017 CRSS files in early 2019. Thus, no CRSS estimates will be presented in this fact sheet. For more information on CRSS, see the Additional Resources section of the CRSS web page at www.nhtsa.gov/national-center-statistics-and-analysis-ncsa/crash-report-sampling-system-crss.

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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 NCSARequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/research-data. 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 in Passenger Vehicles, Older Population, Passenger Vehicles, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data 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