Traffic Safety Facts

2020 Data

May 2022

DOT HS 813 310

NHTSA

In this fact sheet for 2020 the information is presented as follows.

- Overview
- Age and Sex
- Alcohol
- Crash Characteristics
- Time of Day and Day of Week
- Vehicle Type and Impact Point
- State
- City
- Appendix
- Important Safety Reminders

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 who is involved in a motor vehicle traffic crash as any person on foot, walking, running, jogging, hiking, sitting, or lying down. 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).

Key Findings

- In 2020 there were 6,516 pedestrians killed in traffic crashes, a 3.9-percent increase from the 6,272 pedestrian fatalities in 2019.
- In 2020 there were an estimated 54,769 pedestrians injured, a 28-percent decrease from 75,650 pedestrians injured in 2019.
- On average, a pedestrian was killed every 81 minutes and injured every 10 minutes in traffic crashes in 2020.
- Pedestrian deaths accounted for 17 percent of all traffic fatalities and 2 percent of all people injured in traffic crashes in 2020.
- In 2020 sixteen percent of the children 14 and younger killed in traffic crashes were pedestrians.
- In 2020 seventy-one percent of the pedestrians killed in traffic crashes were males.
- Alcohol involvement (blood alcohol concentration [BAC] of .01 grams per deciliter [g/dL] or higher) – for the driver and/or the pedestrian – was reported in 47 percent of all fatal pedestrian crashes in 2020.
- More pedestrian fatalities occurred in urban areas (82%) than rural areas (18%) in 2020.
- Twenty-six percent of pedestrian fatalities occurred from 6 to 8:59 p.m. in 2020.
- In 2020 eighty-nine percent of pedestrian fatalities occurred in single-vehicle crashes.
- Nearly 1 out of every 4 pedestrians killed in traffic crashes in 2020 (23%) were struck by hit-and-run drivers.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the National Automotive Sampling System (NASS) General Estimates System (GES) and Crash Report Sampling System (CRSS). A change instituted with the release of 2020 data is rounding estimates to the nearest whole number instead of the nearest thousand for all police-reported crashes, including injury estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably.

Overview

In 2020 there were 6,516 pedestrians killed (Table 1) in traffic crashes in the United States. That is 18 pedestrians a day and 125 pedestrians a week. On average, a pedestrian was killed every 81 minutes in a traffic crash.

Table 1 presents the distribution of pedestrian fatalities as a percentage of total fatalities as well as pedestrians injured as a percentage of total people injured in traffic crashes, in the 10-year period from 2011 to 2020. The 6,516 pedestrian fatalities in 2020 represented a 3.9-percent increase from 6,272 pedestrian fatalities in 2019. This increase in pedestrian fatalities was smaller than the 6.8-percent increase in overall traffic fatalities from 2019 to 2020. Seventeen percent of all traffic fatalities in 2020 were pedestrians. In 2020 there were an estimated 54,769 pedestrians injured, a statistically significant 28-percent decrease from 75,650 pedestrians injured in 2019. Pedestrians injured made up 2 percent of the total people injured in crashes in 2020.

Table 1

Total Fatalities and Pedestrian Fatalities, and Total Injured and Pedestrians Injured in Traffic Crashes, 2011–2020

		Pedestrian Fatalities				Pedestrians Injured	
Year	Total Fatalities	Number	Percentage of Total Fatalities	Year	Total Injured	Number	Percentage of Total Injured
2011	32,479	4,457	14%	2011	2,227,209	69,036	3%
2012	33,782	4,818	14%	2012	2,369,083	76,129	3%
2013	32,893	4,779	15%	2013	2,318,992	65,929	3%
2014	32,744	4,910	15%	2014	2,342,621	65,072	3%
2015	35,484	5,494	15%	2015	2,454,778	70,077	3%
2016	37,806	6,080	16%	2016†	3,061,885	86,399	3%
2017	37,473	6,075	16%	2017†	2,745,268	71,290	3%
2018	36,835	6,374	17%	2018†	2,710,059	75,157	3%
2019	36,355	6,272	17%	2019†	2,740,141	75,650	3%
2020	38,824	6,516	17%	2020†	2,282,015	54,769	2%

Sources: FARS 2011–2019 Final File, 2020 Annual Report File (ARF); NASS GES 2011–2015 and CRSS 2016-2020
†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

Age and Sex

Table 2 contains the number of people killed and injured, number of pedestrians killed and injured, and the proportions of pedestrians killed among total killed, and pedestrians injured among total people injured, in 2020 by age group.

In 2020:

- Sixteen percent of children 14 and younger killed in traffic crashes were pedestrians.
- The age groups with the highest percentage of pedestrian traffic fatalities were the 55-to-59 and 60-to-64 age groups at 22 percent each.
- The age group with the largest number (642) of pedestrian fatalities was 55-to-59, followed by 30-to-34 (594) and 60-to-64 (588).
- The age group with the smallest number (51) of pedestrian fatalities was 5-to-9, followed by <5 (63) and 10-to-14 (63).
- Eighteen percent of all pedestrian fatalities were people 65 and older (1,190 of the 6,435 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 46 to 47.
- An estimated 2 percent of all people injured were pedestrians.
- Children in the <5 and 10-to-14 age groups had the highest estimated percentages of pedestrians injured (4% each) among the different age groups.

Table 2

Total and Pedestrians Killed and Injured in Traffic Crashes, by Age Group, 2020

		Pedestrians Killed				Pedestrians Injured	
Age Group	Total Killed	Number	Percentage of Total Killed	Age Group	Total Injured	Number	Percentage of Total Injured
<5	313	63	20%	<5	37,989	1,366	4%
5-9	307	51	17%	5-9	43,781	1,388	3%
10-14	473	63	13%	10-14	57,272	2,469	4%
Children (≤14)	*1,093*	*177*	*16%*	*Children (≤14)*	*139,042*	*5,223*	*4%*
15-20	3,321	271	8%	15-20	298,634	4,786	2%
21-24	3,313	319	10%	21-24	229,329	4,017	2%
25-29	4,077	510	13%	25-29	265,780	5,599	2%
30-34	3,636	594	16%	30-34	224,224	4,774	2%
35-39	3,107	571	18%	35-39	180,570	4,620	3%
40-44	2,729	524	19%	40-44	160,786	4,445	3%
45-49	2,541	509	20%	45-49	152,687	3,951	3%
50-54	2,681	540	20%	50-54	141,135	3,463	2%
55-59	2,955	642	22%	55-59	146,131	3,377	2%
60-64	2,650	588	22%	60-64	110,193	3,467	3%
65-69	1,979	423	21%	65-69	87,334	2,673	3%
70-74	1,554	286	18%	70-74	62,570	1,903	3%
75-79	1,226	199	16%	75-79	40,738	1,331	3%
80+	1,790	282	16%	80+	42,593	1,125	3%
Ages 65+	*6,549*	*1,190*	*18%*	*Ages 65+*	*233,235*	*7,032*	*3%*
Total[1]	**38,824**	**6,516**	**17%**	**Total[2]**	**2,282,015**	**54,769**	**2%**

Sources: FARS 2020 ARF; CRSS 2020
[1] Includes unknown ages for pedestrians killed.
[2] Includes unknown ages for pedestrians injured in fatal crashes.
Note: Injured totals may not equal sum of components due to independent rounding.

Table 3 contains the number of pedestrians killed and injured in 2020 by age group and sex. The total fatality and injury rates per 100,000 population are calculated by age group and sex.

In 2020:

- Seventy-one percent (4,595 of 6,516) of the pedestrians killed in traffic crashes were male.
- The overall male pedestrian fatality rate per 100,000 population was 2.83, which is 2.5 times the rate for females (1.12 per 100,000 population).
- The highest overall pedestrian fatality rates by age group were in 55-to-59, followed by 60-to-64 age group (2.97 and 2.83 per 100,000 population, respectively).
- The highest pedestrian fatality rate by age and sex is for males 55-to-59 at 4.50 per 100,000 population.
- The overall male pedestrian injury rate per 100,000 population was 20, compared with 14 for females.
- The highest overall pedestrian injury rates by age group were for those ages 25-to-29 (24 per 100,00 population), followed by 21-to-24 (at 23 per 100,000 population).

Table 3

Pedestrians Killed and Injured in Traffic Crashes and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex, 2020

	Male			Female			Total[1]		
Age Group	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate
<5	36	9,861,157	0.37	27	9,440,135	0.29	63	19,301,292	0.33
5-9	27	10,346,753	0.26	24	9,890,958	0.24	51	20,237,711	0.25
10-14	42	10,594,968	0.40	19	10,159,455	0.19	63	20,754,423	0.30
Children (≤14)	*105*	*30,802,878*	*0.34*	*70*	*29,490,548*	*0.24*	*177*	*60,293,426*	*0.29*
15-20	181	12,916,029	1.40	89	12,389,472	0.72	271	25,305,501	1.07
21-24	213	8,811,414	2.42	105	8,438,769	1.24	319	17,250,183	1.85
25-29	354	11,875,126	2.98	155	11,356,117	1.36	510	23,231,243	2.20
30-34	432	11,569,253	3.73	161	11,269,150	1.43	594	22,838,403	2.60
35-39	408	10,937,588	3.73	161	10,890,716	1.48	571	21,828,304	2.62
40-44	385	10,108,280	3.81	133	10,199,608	1.30	524	20,307,888	2.58
45-49	382	9,872,904	3.87	124	10,097,702	1.23	509	19,970,606	2.55
50-54	398	10,051,788	3.96	139	10,343,739	1.34	540	20,395,527	2.65
55-59	473	10,511,928	4.50	167	11,091,171	1.51	642	21,603,099	2.97
60-64	436	9,977,506	4.37	147	10,823,072	1.36	588	20,800,578	2.83
65-69	300	8,390,351	3.58	122	9,483,316	1.29	423	17,873,667	2.37
70-74	195	6,793,189	2.87	88	7,882,542	1.12	286	14,675,731	1.95
75-79	125	4,473,684	2.79	74	5,513,149	1.34	199	9,986,833	1.99
80+	158	5,164,284	3.06	121	7,958,850	1.52	282	13,123,134	2.15
Ages 65+	*778*	*24,821,508*	*3.13*	*405*	*30,837,857*	*1.31*	*1,190*	*55,659,365*	*2.14*
Total[2]	**4,595**	**162,256,202**	**2.83**	**1,871**	**167,227,921**	**1.12**	**6,516**	**329,484,123**	**1.98**

	Male			Female			Total[3]		
Age Group	Injured	Population	Injury Rate	Injured	Population	Injury Rate	Injured	Population	Injury Rate
<5	758	9,861,157	8	607	9,440,135	6	1,366	19,301,292	7
5-9	795	10,346,753	8	593	9,890,958	6	1,388	20,237,711	7
10-14	1,414	10,594,968	13	1,055	10,159,455	10	2,469	20,754,423	12
Children (≤14)	*2,967*	*30,802,878*	*10*	*2,255*	*29,490,548*	*8*	*5,223*	*60,293,426*	*9*
15-20	2,551	12,916,029	20	2,235	12,389,472	18	4,786	25,305,501	19
21-24	2,401	8,811,414	27	1,616	8,438,769	19	4,017	17,250,183	23
25-29	3,526	11,875,126	30	2,073	11,356,117	18	5,599	23,231,243	24
30-34	2,896	11,569,253	25	1,877	11,269,150	17	4,774	22,838,403	21
35-39	2,682	10,937,588	25	1,938	10,890,716	18	4,620	21,828,304	21
40-44	2,782	10,108,280	28	1,663	10,199,608	16	4,445	20,307,888	22
45-49	2,614	9,872,904	26	1,336	10,097,702	13	3,951	19,970,606	20
50-54	1,782	10,051,788	18	1,680	10,343,739	16	3,463	20,395,527	17
55-59	2,124	10,511,928	20	1,252	11,091,171	11	3,377	21,603,099	16
60-64	1,898	9,977,506	19	1,569	10,823,072	14	3,467	20,800,578	17
65-69	1,315	8,390,351	16	1,358	9,483,316	14	2,673	17,873,667	15
70-74	1,140	6,793,189	17	764	7,882,542	10	1,903	14,675,731	13
75-79	678	4,473,684	15	653	5,513,149	12	1,331	9,986,833	13
80+	701	5,164,284	14	424	7,958,850	5	1,125	13,123,134	9
Ages 65+	*3,834*	*24,821,508*	*15*	*3,199*	*30,837,857*	*10*	*7,032*	*55,659,365*	*13*
Total[4]	**32,063**	**162,256,202**	**20**	**22,703**	**167,227,921**	**14**	**54,769**	**329,484,123**	**17**

Sources: FARS 2020 ARF; CRSS 2020; Population – Census Bureau
[1] Includes unknown sex for pedestrians killed.
[2] Includes unknown age for pedestrians killed.
[3] Includes unknown sex for pedestrians injured in fatal crashes.
[4] Includes unknown age for pedestrians injured in fatal crashes.
Note: Totals may not equal sum of components due to independent rounding.

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 2020. 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).

A total of 6,426 traffic crashes each had one or more pedestrian fatalities. Table 4 charts the estimated alcohol involvement for the pedestrians killed, by the alcohol involvement of all drivers involved in those 6,426 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.

In 2020:

- An estimated 31 percent of fatal pedestrian traffic crashes each had a pedestrian fatality with a BAC of .08 g/dL or higher.
- An estimated 16 percent of fatal pedestrian crashes each had a driver involved with a BAC of .08 g/dL or higher. (Note: It is illegal in every State to drive with a BAC of .08 g/dL or higher.)

Table 4

Traffic Crashes Resulting in Pedestrian Fatalities, by Alcohol Involvement of Drivers and Pedestrians, 2020

	Driver, No Alcohol, BAC=.00 g/dL		Driver, BAC=.01–.07 g/dL		Alcohol-Impaired Driver, BAC=.08+ g/dL		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrian, No Alcohol	3,403	53%	146	2%	611	10%	4,160	65%
Pedestrian, BAC=.01–.07 g/dL	218	3%	13	0%	63	1%	293	5%
Pedestrian, BAC=.08+ g/dL	1,535	24%	82	1%	356	6%	1,973	31%
Total Crashes	**5,155**	**80%**	**241**	**4%**	**1,030**	**16%**	**6,426**	**100%**

Source: FARS 2020 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 pedestrians killed in traffic crashes, by age group and their alcohol involvement, for 2011 and 2020.

An estimated 30 percent of pedestrians killed had BACs of .08 g/dL or higher in 2020, compared to 35 percent in 2011.

In 2011 pedestrians killed in the 21-to-24 and 25-to-34 age groups had the highest percentage with BACs of .08 g/dL or higher (50% each) compared to other age groups. In 2020 pedestrians in the 45-to-54 age group had the highest percentage with BACs of .08 g/dL or higher (40%).

Table 5

Pedestrians Killed in Traffic Crashes, by Age Group and Their BACs, 2011 and 2020

	2011					2020				
Age Group	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
<21	518	85%	15%	3%	12%	448	84%	16%	3%	13%
21-24	306	47%	53%	4%	50%	319	61%	39%	4%	35%
25-34	629	46%	54%	4%	50%	1,104	60%	40%	5%	35%
35-44	567	47%	53%	6%	47%	1,095	59%	41%	5%	36%
45-54	901	46%	54%	6%	48%	1,049	56%	44%	4%	40%
55-64	663	61%	39%	4%	35%	1,230	61%	39%	5%	34%
65-74	414	80%	20%	4%	16%	709	77%	23%	3%	20%
75-84	308	90%	10%	3%	7%	343	89%	11%	3%	8%
85+	131	92%	8%	4%	4%	138	90%	10%	3%	7%
Total Killed*	**4,457**	**61%**	**39%**	**4%**	**35%**	**6,516**	**65%**	**35%**	**5%**	**30%**

Source: FARS 2011 Final File, 2020 ARF
*Includes pedestrians of unknown age.

Crash Characteristics

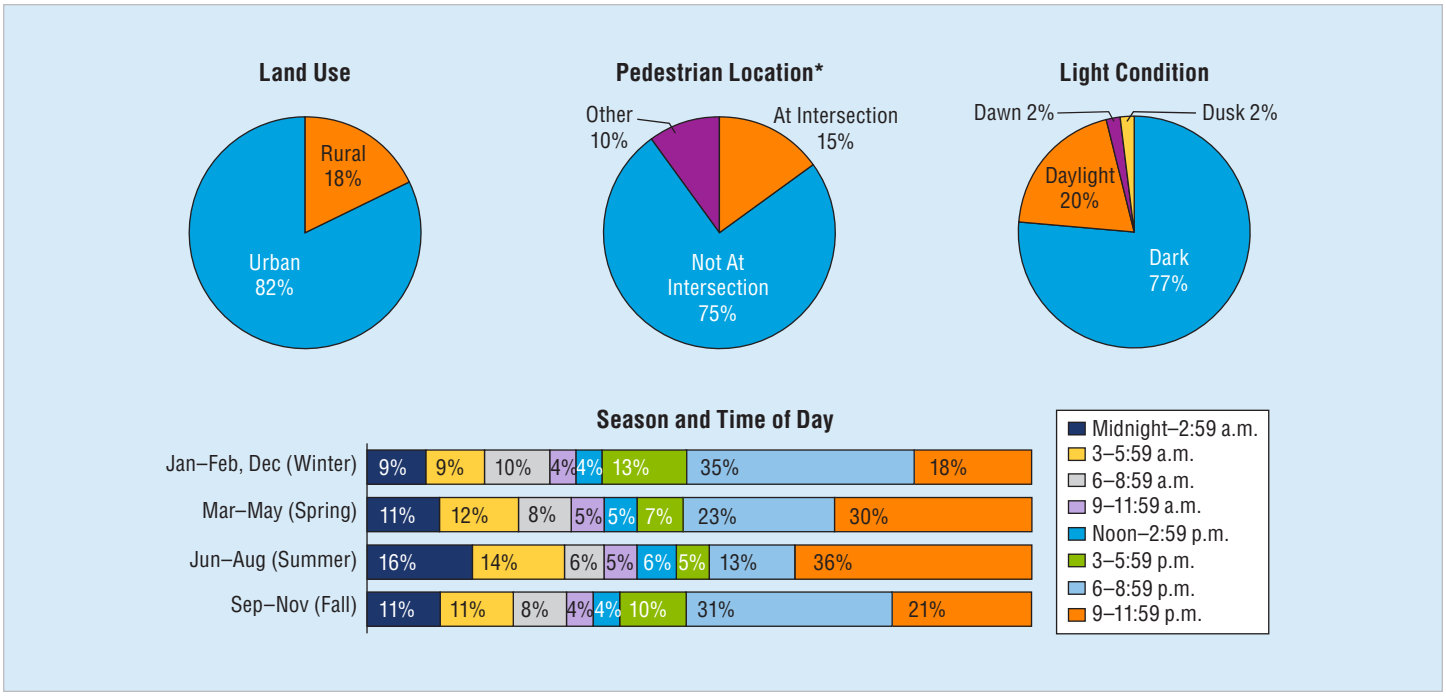
Figure 1 contains information on crash characteristics (land use, pedestrian location, light condition, and season and time of day) describing where and when pedestrian fatalities occurred in 2020.

In 2020:

- More pedestrian fatalities occurred in urban areas (82%) than rural areas (18%).
- Fifteen percent of the pedestrian fatalities occurred at intersections, 75 percent occurred at locations that were not intersections, and the remaining 10 percent occurred at other locations including roadsides/shoulders, parking lanes/zones, bicycle lanes, sidewalks, medians/crossing islands, driveway accesses, shared-use paths/trails, non-traffic way areas, and other sites.
- More pedestrian fatalities occurred in the dark (77%) than in daylight (20%), dusk (2%), and dawn (2%).
- Time of day is divided into eight 3-hour time intervals starting at midnight, and season is defined by months.
  - During the winter months (January, February, and the following December), more than one-third (35%) of pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 18 percent from 9 to 11:59 p.m.
  - During the spring months March to May, the largest group (30%) of pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 23 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. (36%) than any other time, followed by 16 percent from midnight to 2:59 a.m.
  - During the fall months September to November, 31 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m.; the next largest group was 21 percent, during the hours of 9 to 11:59 p.m.

Figure 1

Percentage of Pedestrian Fatalities in Relation to Land Use, Pedestrian Location, Light Condition, and Season and Time of Day, 2020



Source: FARS 2020 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: Percentages may not add up to 100 percent due to independent rounding. Unknowns were removed before calculating percentages.

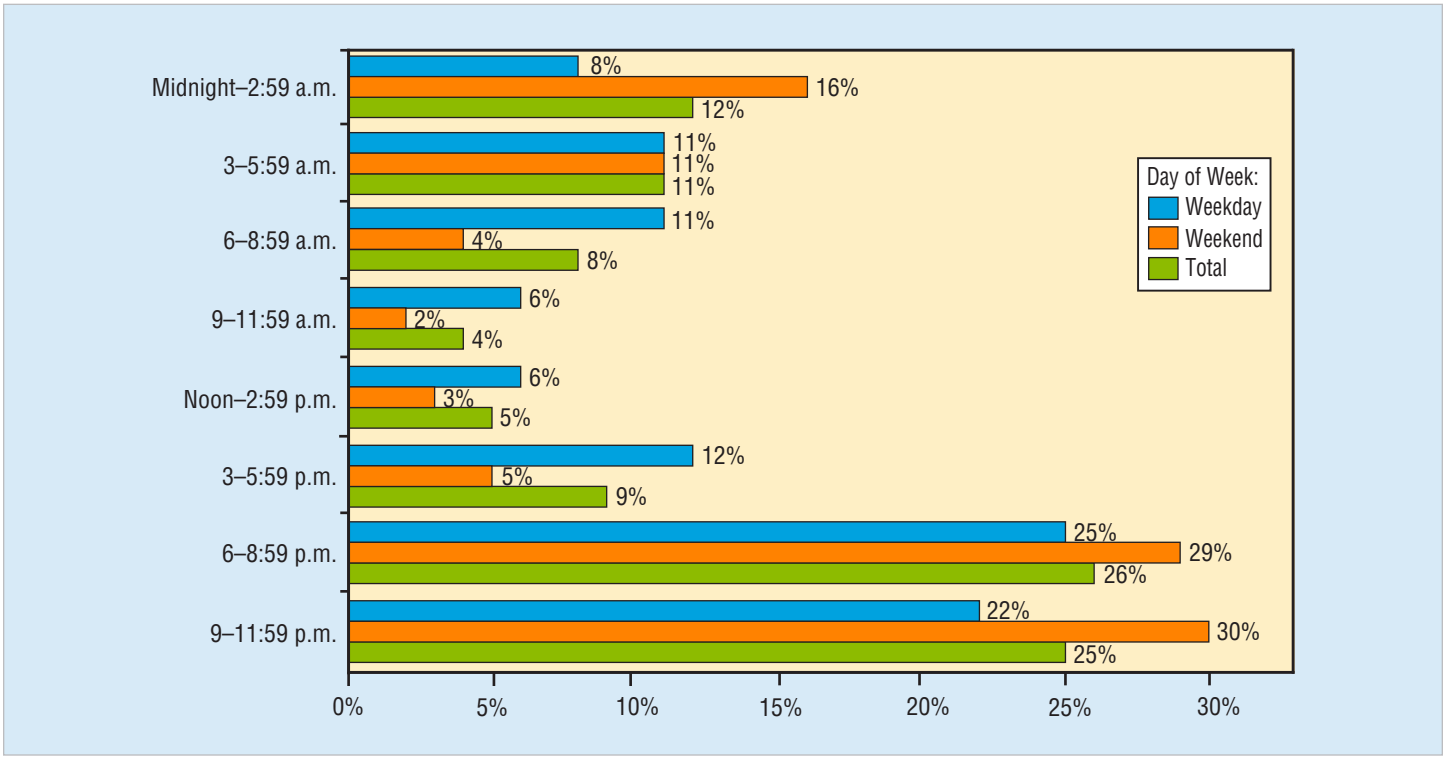
Time of Day and Day of Week

In Figure 2 the time of day is divided into eight 3-hour time intervals starting at midnight, and day of week is defined as weekday (Monday 6 a.m. to Friday 5:59 p.m.) and weekend (Friday 6 p.m. to Monday 5:59 a.m.). Looking at the percentage of all traffic fatalities who were pedestrians by time of day and day of week in 2020:

- The highest total percentage (26%) occurred from 6 to 8:59 p.m., followed by 25 percent from 9 to 11:59 p.m.
- The lowest total percentage (4%) occurred from 9 to 11:59 a.m.
- The highest weekday percentage (25%) occurred from 6 to 8:59 p.m., followed by 22 percent from 9 to 11:59 p.m.
- The lowest weekday percentage (6%) occurred from 9 to 11:59 a.m. and noon to 2:59 p.m.
- The highest weekend percentage (30%) occurred from 9 to 11:59 p.m., followed by 29 percent from 6 to 8:59 p.m.
- The lowest weekend percentage (2%) occurred from 9 to 11:59 a.m.

Figure 2

Percentage of Pedestrian Fatalities, by Time of Day and Day of Week, 2020



Source: FARS 2020 ARF
Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)
Note: Unknowns were removed before calculating percentages.

Vehicle Type and Impact Point

Eighty-nine percent (5,781) of pedestrian fatalities occurred in single-vehicle crashes in 2020; 11 percent (735) were killed in multiple-vehicle crashes. Nearly 1 out of every 4 pedestrians killed (23%) in crashes were struck by hit-and-run drivers. Of the pedestrians struck and killed in hit-and-run crashes, 91 percent were in single-vehicle crashes.

Of the 5,781 pedestrians killed in single-vehicle crashes, 96 percent (5,536) were killed in crashes where the first harmful events were collisions with pedestrians. Table 6 presents the 5,536 pedestrians killed in these crashes by vehicle type and location of the initial impact on the striking vehicle.

In 2020:

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

Table 6

Pedestrians Killed in Single-Vehicle Crashes Where the First Harmful Event Was Collision With a Pedestrian, by Vehicle Type and Initial Point of Impact on Vehicle, 2020

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	1,972	91.3%	45	2.1%	35	1.6%	9	0.4%	99	4.6%	2,160	100%
Light Truck*	1,969	89.5%	55	2.5%	28	1.3%	30	1.4%	117	5.3%	2,199	100%
–SUV	*1,008*	*90.9%*	*24*	*2.2%*	*12*	*1.1%*	*15*	*1.4%*	*50*	*4.5%*	*1,109*	*100%*
–Pickup	*756*	*88.6%*	*28*	*3.3%*	*12*	*1.4%*	*14*	*1.6%*	*43*	*5.0%*	*853*	*100%*
–Van	*189*	*89.6%*	*3*	*1.4%*	*4*	*1.9%*	*1*	*0.5%*	*14*	*6.6%*	*211*	*100%*
Large Truck	274	72.3%	31	8.2%	11	2.9%	24	6.3%	39	10.3%	379	100%
Bus	21	55.3%	5	13.2%	3	7.9%	3	7.9%	6	15.8%	38	100%
Other/Unknown Vehicle	386	50.8%	11	1.4%	1	0.1%	4	0.5%	358	47.1%	760	100%
Total	**4,622**	**83.5%**	**147**	**2.7%**	**78**	**1.4%**	**70**	**1.3%**	**619**	**11.2%**	**5,536**	**100%**

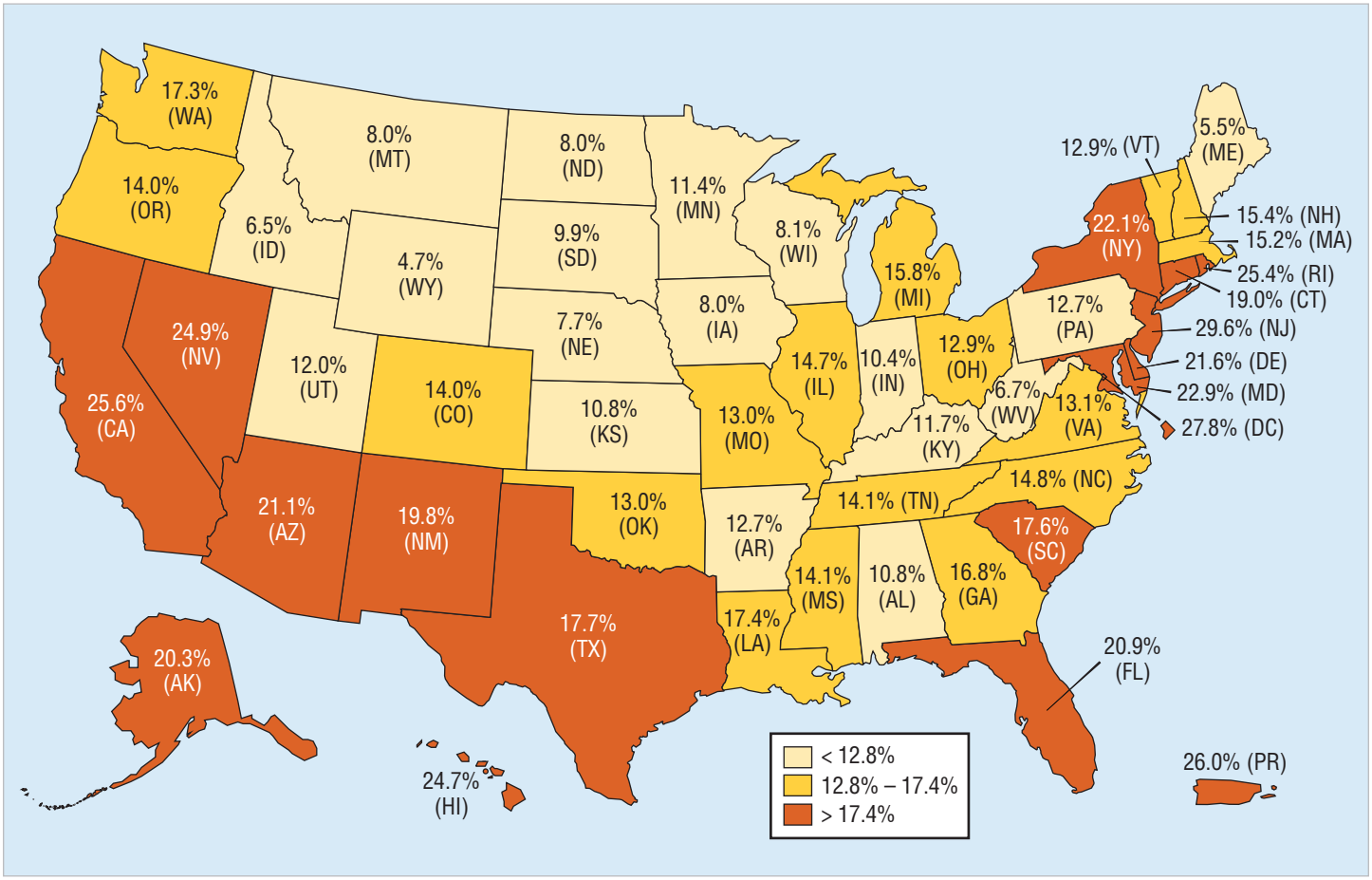
Source: FARS 2020 ARF
*Includes other/unknown light-truck vehicle types.

State

Figure 3 contains a color-coded map of the percentage of total traffic fatalities who were pedestrians by State in 2020. Note that for this section as well as the following section on fatalities by city, the populations of States and cities can vary greatly from the recorded resident population. States with substantial seasonal tourism, such as Florida, and cities with large influx of daily commuters, such as Washington, DC, have at times a substantially larger population than is reflected in their numbers of residents.

Figure 3

Percentage of Total Fatalities Who Were Pedestrians, by State, 2020



Source: FARS 2020 ARF

Table 7 presents numbers of total and pedestrian fatalities, the percentage of total fatalities who were pedestrians, population, and the fatality rates per 100,000 population for pedestrian fatalities for each State and the District of Columbia in 2020. Also included in Table 7 is Puerto Rico, which is not included in the overall U.S. total.

In 2020:

- The number of pedestrian fatalities was highest in California (986), followed by Florida (696) and Texas (687).
- Wyoming (6) had the fewest pedestrian fatalities, followed by North Dakota (8) and Vermont (8).
- The percentages of pedestrian fatalities (out of total traffic fatalities) in States ranged from a low of 4.7 percent (Wyoming) to a high of 29.6 percent (New Jersey), compared to 16.8 percent nationwide.
- The highest pedestrian fatality rate per 100,000 population was in New Mexico (3.75), followed by South Carolina (3.58) and Mississippi (3.57). The national fatality rate in 2020 was 1.98.
- Maine had the lowest pedestrian fatality rate per 100,000 population, 0.67, followed by Massachusetts (0.75) and Idaho (0.77).

Table 7

Total and Pedestrian Fatalities, and Pedestrian Fatality Rates, by State, 2020

State	Total Fatalities	Pedestrian Fatalities		Population	Pedestrian Fatality Rate per 100,000 Population
		Number	Percentage of Total Fatalities		
Alabama	934	101	10.8%	4,921,532	2.05
Alaska	64	13	20.3%	731,158	1.78
Arizona	1,054	222	21.1%	7,421,401	2.99
Arkansas	638	81	12.7%	3,030,522	2.67
California	3,847	986	25.6%	39,368,078	2.50
Colorado	622	87	14.0%	5,807,719	1.50
Connecticut	295	56	19.0%	3,557,006	1.57
Delaware	116	25	21.6%	986,809	2.53
District of Columbia	36	10	27.8%	712,816	1.40
Florida	3,331	696	20.9%	21,733,312	3.20
Georgia	1,664	279	16.8%	10,710,017	2.61
Hawaii	85	21	24.7%	1,407,006	1.49
Idaho	214	14	6.5%	1,826,913	0.77
Illinois	1,194	176	14.7%	12,587,530	1.40
Indiana	897	93	10.4%	6,754,953	1.38
Iowa	337	27	8.0%	3,163,561	0.85
Kansas	426	46	10.8%	2,913,805	1.58
Kentucky	780	91	11.7%	4,477,251	2.03
Louisiana	828	144	17.4%	4,645,318	3.10
Maine	164	9	5.5%	1,350,141	0.67
Maryland	567	130	22.9%	6,055,802	2.15
Massachusetts	343	52	15.2%	6,893,574	0.75
Michigan	1,084	171	15.8%	9,966,555	1.72
Minnesota	394	45	11.4%	5,657,342	0.80
Mississippi	752	106	14.1%	2,966,786	3.57
Missouri	987	128	13.0%	6,151,548	2.08
Montana	213	17	8.0%	1,080,577	1.57
Nebraska	233	18	7.7%	1,937,552	0.93
Nevada	317	79	24.9%	3,138,259	2.52
New Hampshire	104	16	15.4%	1,366,275	1.17
New Jersey	584	173	29.6%	8,882,371	1.95
New Mexico	398	79	19.8%	2,106,319	3.75
New York	1,046	231	22.1%	19,336,776	1.19
North Carolina	1,538	228	14.8%	10,600,823	2.15
North Dakota	100	8	8.0%	765,309	1.05
Ohio	1,230	159	12.9%	11,693,217	1.36
Oklahoma	652	85	13.0%	3,980,783	2.14
Oregon	508	71	14.0%	4,241,507	1.67
Pennsylvania	1,129	143	12.7%	12,783,254	1.12
Rhode Island	67	17	25.4%	1,057,125	1.61
South Carolina	1,064	187	17.6%	5,218,040	3.58
South Dakota	141	14	9.9%	892,717	1.57
Tennessee	1,217	172	14.1%	6,886,834	2.50
Texas	3,874	687	17.7%	29,360,759	2.34
Utah	276	33	12.0%	3,249,879	1.02
Vermont	62	8	12.9%	623,347	1.28
Virginia	850	111	13.1%	8,590,563	1.29
Washington	560	97	17.3%	7,693,612	1.26
West Virginia	267	18	6.7%	1,784,787	1.01
Wisconsin	614	50	8.1%	5,832,655	0.86
Wyoming	127	6	4.7%	582,328	1.03
U.S. Total	**38,824**	**6,516**	**16.8%**	**329,484,123**	**1.98**
Puerto Rico	242	63	26.0%	3,159,343	1.99

Sources: FARS 2020 ARF; Population – Census Bureau

City

Table 8 presents numbers of total and pedestrian fatalities, the percentage of total fatalities who were pedestrians, population, and the fatality rates per 100,000 population for total and pedestrian traffic fatalities, or each city with a population of 500,000 or greater in 2020.

In 2020:

The pedestrian fatality rates of major cities were generally higher than the national average of 1.98 per 100,000 population. Of the 37 cities listed, 7 had lower fatality rates.

- The number of pedestrian fatalities was highest in Los Angeles (116), followed by New York (90), Houston (76), and Phoenix (73).
- Boston (4) had the fewest numbers of pedestrian fatalities, Washington, DC, had the next lowest with 10 pedestrian fatalities.
- The percentages of pedestrian fatalities (out of total traffic fatalities) ranged from a low of 17.2 percent (Milwaukee) to a high of 48.8 percent (Sacramento).
- Memphis had the highest pedestrian fatality rate per 100,000 population (9.70), followed by Tucson (6.68).
- Boston had the lowest pedestrian fatality rate per 100,000 population (0.58), followed by New York (1.09).

Important Safety Reminders

For Pedestrians:

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

For Drivers:

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

— NHTSA's Research and Program Development

Table 8

Total and Pedestrian Fatalities in Cities With Populations of 500,000 or Greater, and Fatality Rates, 2020

City	Total Fatalities	Pedestrian Fatalities		Population	Fatality Rate per 100,000 Population	
		Number	Percentage of Total Fatalities		Total	Pedestrian
New York, NY	235	90	38.3%	8,253,213	2.85	1.09
Los Angeles, CA	282	116	41.1%	3,970,219	7.10	2.92
Chicago, IL	190	54	28.4%	2,677,643	7.10	2.02
Houston, TX	266	76	28.6%	2,316,120	11.48	3.28
Phoenix, AZ	224	73	32.6%	1,708,127	13.11	4.27
Philadelphia, PA	166	48	28.9%	1,578,487	10.52	3.04
San Antonio, TX	157	59	37.6%	1,567,118	10.02	3.76
San Diego, CA	104	33	31.7%	1,422,420	7.31	2.32
Dallas, TX	222	66	29.7%	1,343,266	16.53	4.91
San Jose, CA	56	21	37.5%	1,013,616	5.52	2.07
Austin, TX	94	33	35.1%	995,484	9.44	3.31
Fort Worth, TX	110	36	32.7%	927,720	11.86	3.88
Jacksonville, FL	178	45	25.3%	920,570	19.34	4.89
Columbus, OH	81	18	22.2%	903,852	8.96	1.99
Charlotte, NC	101	24	23.8%	900,350	11.22	2.67
Indianapolis, IN	134	39	29.1%	877,903	15.26	4.44
San Francisco, CA	31	12	38.7%	866,606	3.58	1.38
Seattle, WA	26	12	46.2%	769,714	3.38	1.56
Denver, CO	51	15	29.4%	735,538	6.93	2.04
Washington, DC	36	10	27.8%	712,816	5.05	1.40
Boston, MA	18	4	22.2%	691,531	2.60	0.58
El Paso, TX	64	12	18.8%	681,534	9.39	1.76
Nashville, TN	104	37	35.6%	671,295	15.49	5.51
Detroit, MI	191	41	21.5%	665,369	28.71	6.16
Las Vegas, NV	32	12	37.5%	662,368	4.83	1.81
Oklahoma City, OK	81	25	30.9%	662,314	12.23	3.77
Portland, OR	56	18	32.1%	656,751	8.53	2.74
Memphis, TN	223	63	28.3%	649,705	34.32	9.70
Louisville, KY	113	31	27.4%	618,338	18.27	5.01
Milwaukee, WI	87	15	17.2%	589,067	14.77	2.55
Baltimore, MD	62	16	25.8%	586,131	10.58	2.73
Albuquerque, NM	105	30	28.6%	562,540	18.67	5.33
Tucson, AZ	125	37	29.6%	553,571	22.58	6.68
Fresno, CA	71	29	40.8%	530,267	13.39	5.47
Mesa, AZ	47	17	36.2%	528,159	8.90	3.22
Sacramento, CA	43	21	48.8%	512,838	8.38	4.09
Atlanta, GA	81	25	30.9%	512,550	15.80	4.88

Sources: FARS 2020 ARF; Population – Census Bureau
Note: Sorted by highest to lowest population.

Appendix

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

Table 9

Total Fatalities and Fatalities to People on Personal Conveyances Involved in Traffic Crashes, 2011–2020

Year	Total Fatalities	Fatalities to People on Personal Conveyances	
		Number	Percentage of Total Fatalities
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	37,473	158	0.4%
2018	36,835	150	0.4%
2019	36,355	198	0.5%
2020	38,824	180	0.5%

Source: FARS 2011–2019 Final File, 2020 ARF

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a public trafficway that results in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2020 ARF, the 2019 Final File was released to replace the 2019 ARF. The final fatality count in motor vehicle traffic crashes for 2019 was 36,355, which was updated from 36,096 in the 2019 ARF. The number of pedestrian fatalities from the 2019 Final File was 6,272, which was updated from 6,205 from the 2019 ARF.

The 2017 and 2018 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

Crash Report Sampling System

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

In calendar year 2020, NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2022, May). *Pedestrians: 2020 data* (Traffic Safety Facts. Report No. DOT HS 813 310). National Highway Traffic Safety Administration.

For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

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

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

Other fact sheets available from NCSA:

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

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data.* The fact sheets and Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/.

U.S. Department of Transportation

National Highway Traffic Safety Administration