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

Traffic Safety Facts
2023 Data

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Pedestrians

In this fact sheet for 2023 the information is presented as follows.

This fact sheet defines a pedestrian 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 2023 there were 7,314 pedestrians killed in traffic crashes, a 3.7-percent decrease from the 7,593 pedestrian fatalities in 2022.
- In 2023 there were an estimated 68,244 pedestrians injured in traffic crashes, a 1.3-percent increase from 67,341 pedestrians injured in 2022.
- On average, a pedestrian was killed every 72 minutes and injured every 8 minutes in traffic crashes in 2023.
- Pedestrian deaths accounted for 18 percent of all traffic fatalities and 3 percent of all people injured in traffic crashes in 2023.
- Seventeen percent of the children 14 and younger killed in traffic crashes in 2023 were pedestrians.
- Seventy percent of the pedestrians killed in traffic crashes in 2023 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 46 percent of all fatal pedestrian crashes in 2023.
- Substantially more pedestrian fatalities occurred in urban areas (84%) than in rural areas (16%) in 2023.
- Seventy-four percent of the pedestrian fatalities occurred at locations that were not intersections, 17 percent occurred at intersections, and the remaining 9 percent occurred at other locations in 2023.
- More pedestrian fatalities occurred in the dark (77%) than in daylight (19%), dusk (2%), and dawn (2%) in 2023.
- Eighty-nine percent of pedestrian fatalities occurred in single-vehicle crashes in 2023.
- Nearly 1 out of every 4 pedestrians killed in traffic crashes in 2023 (24%) were struck by hit-and-run drivers.

This fact sheet contains has 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). Results from FARS, such as fatal crashes and fatalities, are actual counts, while results from NASS GES and CRSS, such as non-fatal crashes and people injured, are estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this document.

Overview

In 2023 there were 7,314 pedestrians killed (Table 1) in traffic crashes in the United States. On average, that is 20 pedestrians a day and 141 pedestrians a week.

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 2014 to 2023. The 7,314 pedestrian fatalities in 2023 represented a 3.7-percent decrease from 7,593 pedestrian fatalities in 2022. Eighteen percent of all traffic fatalities in 2023 were pedestrians. In 2023 there were an estimated 68,244 pedestrians injured in traffic crashes, a 1.3-percent increase from 67,341 pedestrians injured in 2022. Pedestrians injured made up 3 percent of the total people injured in traffic crashes in 2023. On average, a pedestrian was killed every 72 minutes and injured every 8 minutes in traffic crashes in 2023.

Table 1. Total Fatalities, Pedestrian Fatalities, Total Injured, and Pedestrians Injured in Traffic Crashes, 2014–2023

		Pedestrian Fatalities				Pedestrians Injured	
Year	Total Fatalities	Number	Percentages of Total Fatalities	Year	Total Injured	Number	Percentages of Total Injured
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	39,007	6,565	17%	2020	2,282,209	54,771	2%
2021	43,230	7,470	17%	2021	2,497,869	60,579	2%
2022	42,721	7,593	18%	2022	2,382,833	67,341	3%
2023	40,901	7,314	18%	2023	2,442,581	68,244	3%

Sources: FARS 2014–2022 Final File, 2023 Annual Report File (ARF); NASS GES 2014–2015 and CRSS 2016–2023
†NASS GES and CRSS estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

Age and Sex

Table 2 presents 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 2023 by age group.

In 2023:

- Seventeen 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 65-to-69 age groups at 23 percent each.
- The age group with the highest number (676) of pedestrian fatalities was 30-to-34, followed by 40-to-44 (674), and 35-to-39 (654).
- The age group with the least number (46) of pedestrian fatalities was 5-to-9, followed by <5 (52) and 10-to-14 (73).
- Nineteen percent of people 65 and older killed in traffic crashes were pedestrians (1,533 of the 7,891).
- The average age of pedestrians killed in traffic crashes was 48, and the average age of vehicle occupants killed in traffic crashes was 44.
- Over the past 10 years the average age of those pedestrians killed has increased slightly, from 47 to 48.
- Children in the 10-to-14 age group had the highest estimated percentages of pedestrians injured (6%) among the different age groups.

Table 2. Total and Pedestrians Killed and Injured in Traffic Crashes, by Age Group, 2023

		Pedestrians Killed				Pedestrians Injured	
Age Group	Total Killed	Number	Percentage of Total Killed	Age Group	Total Injured	Number	Percentage of Total Injured
<5	311	52	17%	<5	38,343	1,027	3%
5-9	262	46	18%	5–9	54,073	1,915	4%
10–14	446	73	16%	10–14	69,063	4,139	6%
Children (≤14)	*1,019*	*171*	*17%*	*Children (≤14)*	*161,478*	*7,081*	*4%*
15–20	3,632	274	8%	15–20	289,076	7,146	2%
21–24	3,311	341	10%	21–24	234,517	4,980	2%
25–29	3,799	523	14%	25–29	258,616	5,988	2%
30–34	3,784	676	18%	30–34	243,396	6,536	3%
35–39	3,281	654	20%	35–39	208,752	5,360	3%
40–44	3,135	674	21%	40–44	190,905	5,207	3%
45–49	2,626	554	21%	45–49	154,237	4,051	3%
50–54	2,621	550	21%	50–54	149,308	4,482	3%
55–59	2,808	646	23%	55–59	142,954	4,491	3%
60–64	2,833	627	22%	60–64	129,859	4,724	4%
65–69	2,389	538	23%	65–69	100,376	3,505	3%
70–74	1,879	404	22%	70–74	72,078	2,048	3%
75–79	1,489	274	18%	75–79	54,532	1,452	3%
80+	2,134	317	15%	80+	52,239	1,184	2%
Ages 65+	*7,891*	*1,533*	*19%*	*Ages 65+*	*279,225*	*8,189*	*3%*
Total[1]	**40,901**	**7,314**	**18%**	**Total[2]**	**2,442,581**	**68,244**	**3%**

Sources: FARS 2023 ARF; CRSS 2023
[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 shows the number of pedestrians killed and injured in 2023 by age group and sex. The total fatality and injury rates per 100,000 population are calculated by age group and sex.

In 2023:

- Seventy percent (5,148 of 7,314) of the pedestrians killed in traffic crashes were male.
- The overall male pedestrian fatality rate per 100,000 population was 3.11, which is 2.5 times the rate for females (1.26 per 100,000 population).
- The highest overall pedestrian fatality rate by age group is 55 to 59 (3.13), followed by the 40-to-44 age group (3.08) and the 60-to-64 age group (2.95 per 100,000 population).
- The highest pedestrian fatality rate by age and sex is for males 60-to-64 years old at 4.48 per 100,000 population.
- The overall male pedestrian injury rate per 100,000 population was 23, compared with 17 for females.
- The highest overall pedestrian injury rates by age group were for those in the 21-to-24 age group (29 per 100,000 population), followed by the 30-to-34 age group (at 28 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, 2023

	Male			Female			Total[1]		
Age Group	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate
<5	33	9,459,399	0.35	19	9,051,761	0.21	52	18,511,160	0.28
5–9	31	10,304,720	0.30	15	9,848,037	0.15	46	20,152,757	0.23
10–14	47	10,667,918	0.44	26	10,166,646	0.26	73	20,834,564	0.35
Children (≤14)	*111*	*30,432,037*	*0.36*	*60*	*29,066,444*	*0.21*	*171*	*59,498,481*	*0.29*
15–20	182	13,516,176	1.35	91	12,903,196	0.71	274	26,419,372	1.04
21–24	248	8,907,270	2.78	93	8,560,010	1.09	341	17,467,280	1.95
25–29	369	11,175,898	3.30	151	10,842,462	1.39	523	22,018,360	2.38
30–34	465	11,883,289	3.91	209	11,640,867	1.80	676	23,524,156	2.87
35–39	483	11,364,080	4.25	168	11,142,564	1.51	654	22,506,644	2.91
40–44	462	10,998,156	4.20	211	10,885,893	1.94	674	21,884,049	3.08
45–49	407	9,886,355	4.12	145	9,930,655	1.46	554	19,817,010	2.80
50–54	397	10,300,754	3.85	149	10,376,017	1.44	550	20,676,771	2.66
55–59	450	10,166,391	4.43	195	10,439,866	1.87	646	20,606,257	3.13
60–64	463	10,337,454	4.48	162	10,910,700	1.48	627	21,248,154	2.95
65–69	395	9,125,260	4.33	141	10,025,468	1.41	538	19,150,728	2.81
70–74	273	7,209,820	3.79	131	8,324,736	1.57	404	15,534,556	2.60
75–79	194	5,166,023	3.76	79	6,221,394	1.27	274	11,387,417	2.41
80+	195	5,280,437	3.69	122	7,895,223	1.55	317	13,175,660	2.41
Ages 65+	*1,057*	*26,781,540*	*3.95*	*473*	*32,466,821*	*1.46*	*1,533*	*59,248,361*	*2.59*
Total[2]	**5,148**	**165,749,400**	**3.11**	**2,126**	**169,165,495**	**1.26**	**7,314**	**334,914,895**	**2.18**

Age Group	Male			Female			Total[3]		
	Injured	Population	Injury Rate	Injured	Population	Injury Rate	Injured	Population	Injury Rate
<5	606	9,459,399	6	421	9,051,761	5	1,027	18,511,160	6
5–9	1,051	10,304,720	10	864	9,848,037	9	1,915	20,152,757	10
10–14	2,734	10,667,918	26	1,405	10,166,646	14	4,139	20,834,564	20
Children (≤14)	*4,391*	*30,432,037*	*14*	*2,690*	*29,066,444*	*9*	*7,081*	*59,498,481*	*12*
15–20	3,509	13,516,176	26	3,637	12,903,196	28	7,146	26,419,372	27
21–24	2,706	8,907,270	30	2,275	8,560,010	27	4,980	17,467,280	29
25–29	3,415	11,175,898	31	2,573	10,842,462	24	5,988	22,018,360	27
30–34	4,091	11,883,289	34	2,446	11,640,867	21	6,536	23,524,156	28
35–39	3,083	11,364,080	27	2,277	11,142,564	20	5,360	22,506,644	24
40–44	2,679	10,998,156	24	2,528	10,885,893	23	5,207	21,884,049	24
45–49	2,488	9,886,355	25	1,564	9,930,655	16	4,051	19,817,010	20
50–54	2,803	10,300,754	27	1,678	10,376,017	16	4,482	20,676,771	22
55–59	2,507	10,166,391	25	1,983	10,439,866	19	4,491	20,606,257	22
60–64	2,706	10,337,454	26	2,019	10,910,700	19	4,724	21,248,154	22
65–69	2,151	9,125,260	24	1,354	10,025,468	14	3,505	19,150,728	18
70–74	948	7,209,820	13	1,099	8,324,736	13	2,048	15,534,556	13
75–79	665	5,166,023	13	787	6,221,394	13	1,452	11,387,417	13
80+	592	5,280,437	11	591	7,895,223	7	1,184	13,175,660	9
Ages 65+	*4,357*	*26,781,540*	*16*	*3,832*	*32,466,821*	*12*	*8,189*	*59,248,361*	*14*
Total[4]	**38,739**	**165,749,400**	**23**	**29,504**	**169,165,495**	**17**	**68,244**	**334,914,895**	**20**

Sources: FARS 2023 ARF; CRSS 2023; 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 (a BAC of .01 g/dL or higher)—for the driver and/or the pedestrian—was reported in 46 percent of the traffic crashes that resulted in pedestrian fatalities in 2023. Alcohol involvement is defined as whether alcohol was consumed by the driver, or the pedestrian, or both prior to the crash; the presence of alcohol may or may not be a contributing factor in the crash. “No alcohol” refers to a BAC of .00 g/dL.

A total of 7,215 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 in those 7,215 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 considered. If more than one driver was involved in a crash, the driver with the highest BAC was considered.

In 2023:

- An estimated 30 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, per se, in every State to drive with a BAC of .08 g/dL or higher. However, Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018.)

Table 4. Traffic Crashes Resulting in Pedestrian Fatalities, by Alcohol Involvement of Drivers and Pedestrians, 2023

	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	3,918	54%	168	2%	684	9%	4,770	66%
Pedestrian, BAC=.01–.07 g/dL	221	3%	10	0%	50	1%	281	4%
Pedestrian, BAC=.08+ g/dL	1,673	23%	98	1%	394	5%	2,165	30%
Total Crashes	**5,811**	**81%**	**275**	**4%**	**1,129**	**16%**	**7,215**	**100%**

Source: FARS 2023 ARF
Notes: The alcohol levels in this table were determined using the alcohol levels of the pedestrians killed and the involved drivers (killed or survived). NHTSA estimates BACs when alcohol test results are unknown.

Table 5 shows information on the pedestrians killed in traffic crashes by age group and their alcohol involvement, for 2014 and 2023.

An estimated 30 percent of pedestrians killed had BACs of .08 g/dL or higher in 2023, compared to 34 percent in 2014. In 2014 pedestrians killed in the 35-to-44 age group had the highest percentage with BACs of .08 g/dL or higher (48%) compared to other age groups. In 2023 pedestrians in the 21-to-24 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, 2014 and 2023

Age Group	2014					2023				
	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
15–20	315	69%	31%	6%	25%	274	74%	26%	4%	22%
21–24	317	52%	48%	4%	44%	341	56%	44%	4%	40%
25–34	702	50%	50%	4%	45%	1,199	60%	40%	4%	36%
35–44	633	48%	52%	4%	48%	1,328	59%	41%	4%	37%
45–54	843	49%	51%	6%	46%	1,104	60%	40%	5%	35%
55–64	861	64%	36%	4%	33%	1,273	63%	37%	5%	32%
65–74	484	81%	19%	5%	14%	942	78%	22%	4%	18%
75–84	329	93%	7%	2%	5%	458	88%	12%	2%	11%
85+	171	96%	4%	2%	3%	133	93%	7%	1%	6%
Total Killed*	**4,655**	**61%**	**39%**	**4%**	**34%**	**7,052**	**66%**	**34%**	**4%**	**30%**

Source: FARS 2014 Final File, 2023 ARF
*Excludes pedestrians younger than 15 and pedestrians of unknown age.
Note: NHTSA estimates BACs when alcohol test results are unknown.

Crash Characteristics

Figure 1 shows information on crash characteristics (rural/urban classification, pedestrian location, light condition, and season and time of day) describing where and when pedestrian fatalities occurred in 2023.

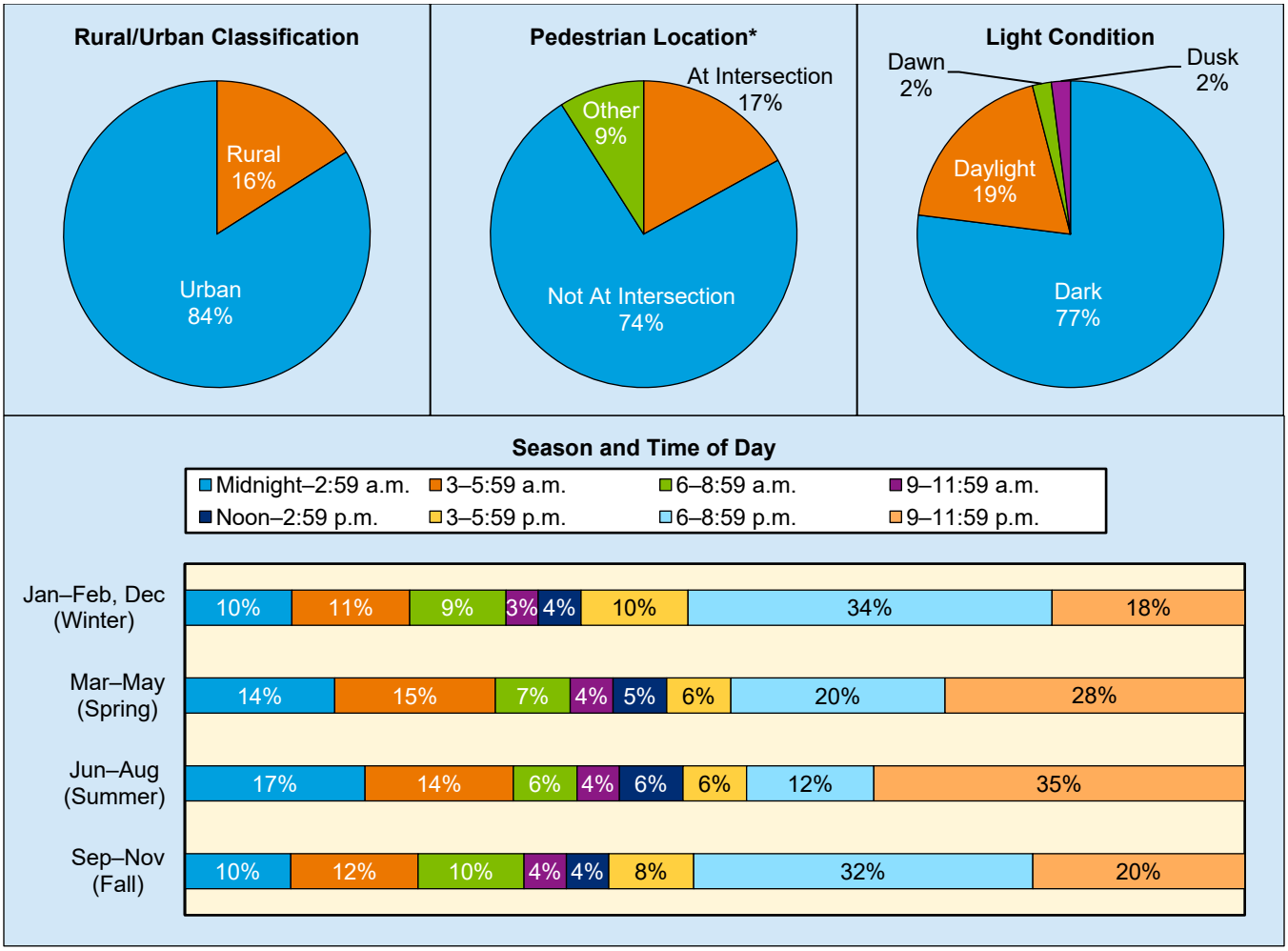
In 2023:

- Substantially more pedestrian fatalities occurred in urban areas (84%) than in rural areas (16%).
- Seventy-four percent of the pedestrian fatalities occurred at locations that were not intersections, 17 percent occurred at intersections, and the remaining 9 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 (19%), 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), over one-third (34%) 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 (28%) of pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 20 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. (35%) than any other time, followed by 17 percent from midnight to 2:59 a.m.
  - During the fall months (September to November), 32 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m.; the next largest group was 20 percent, during the hours of 9 to 11:59 p.m.

Figure 1. Percentages of Pedestrian Fatalities in Traffic Crashes by Rural/Urban Classification, Pedestrian Location, Light Condition, and Season and Time of Day, 2023



Source: FARS 2023 ARF

*Based on the location of the 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, that may or may not have been at the 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.

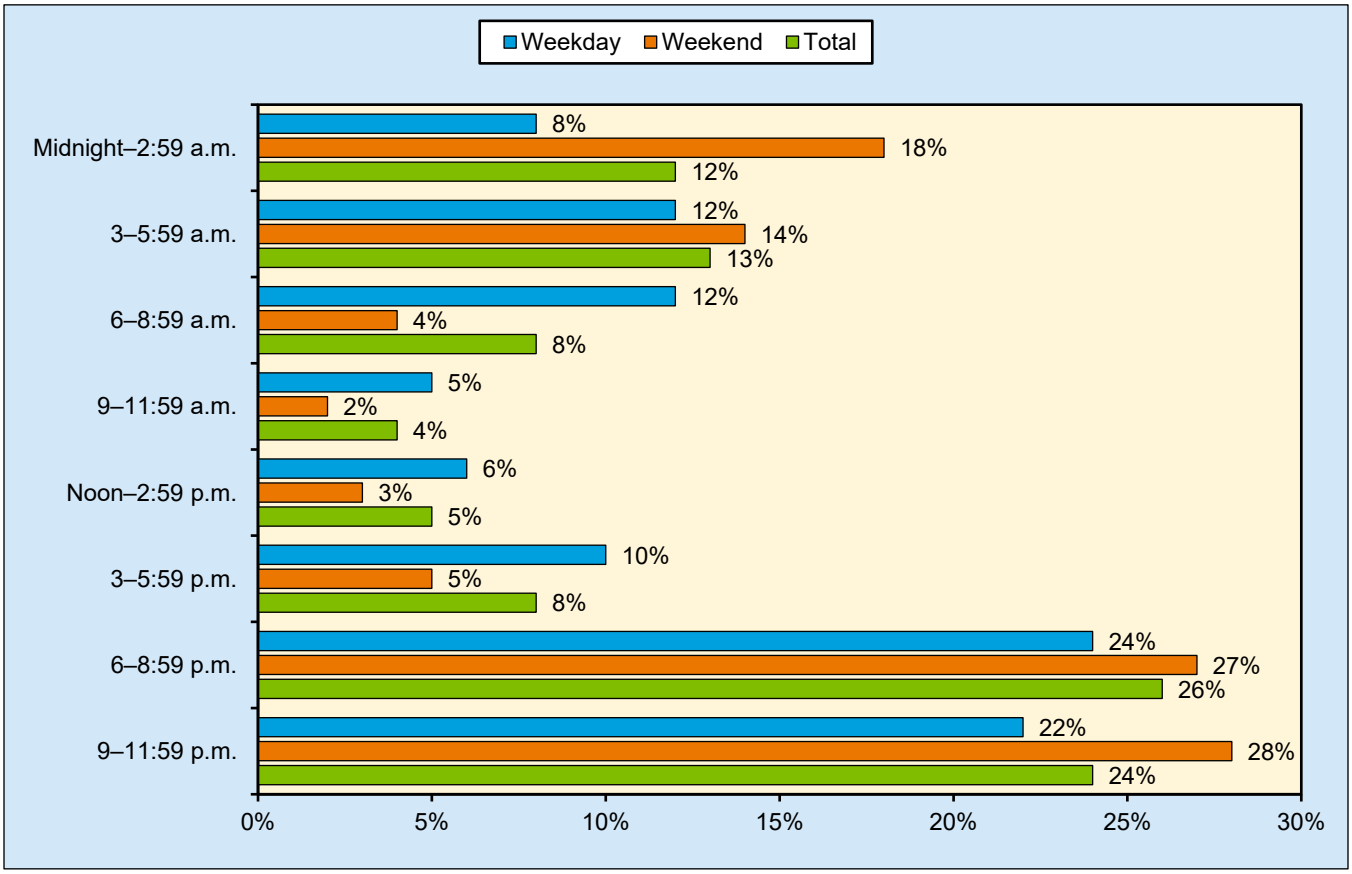
Notes: Percentages may not add up to 100 percent due to independent rounding. Unknowns were removed before calculating percentages.

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 percentages of pedestrian fatalities in traffic crashes by time of day and day of week in 2023:

- 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 (4%) occurred from 9 to 11:59 a.m.
- The highest weekday percentage (24%) occurred from 6 to 8:59 p.m., followed by 22 percent from 9 to 11:59 p.m.
- The lowest weekday percentage (5%) occurred from 9 to 11:59 a.m.
- The highest weekend percentage (28%) 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.

Figure 2. Percentages of Pedestrian Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2023



Source: FARS 2023 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)
Notes: Percentages were calculated in each day of week category (weekday/weekend/total). Unknowns were removed before calculating percentages.

Vehicle Type and Impact Point

Eighty-nine percent (6,474) of pedestrian fatalities occurred in single-vehicle crashes in 2023; 11 percent (840) were killed in multi-vehicle crashes. Nearly 1 out of every 4 pedestrians killed (24%) 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 6,474 pedestrians killed in single-vehicle crashes, 97 percent (6,280) were killed in crashes where the first harmful events were collisions with pedestrians. Table 6 presents the 6,280 pedestrians killed in these crashes by vehicle type and location of the initial impact on the striking vehicle.

In 2023:

- Pedestrians who died in single-vehicle crashes were most likely to be struck by the fronts 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 fronts 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 and left-side 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, 2023

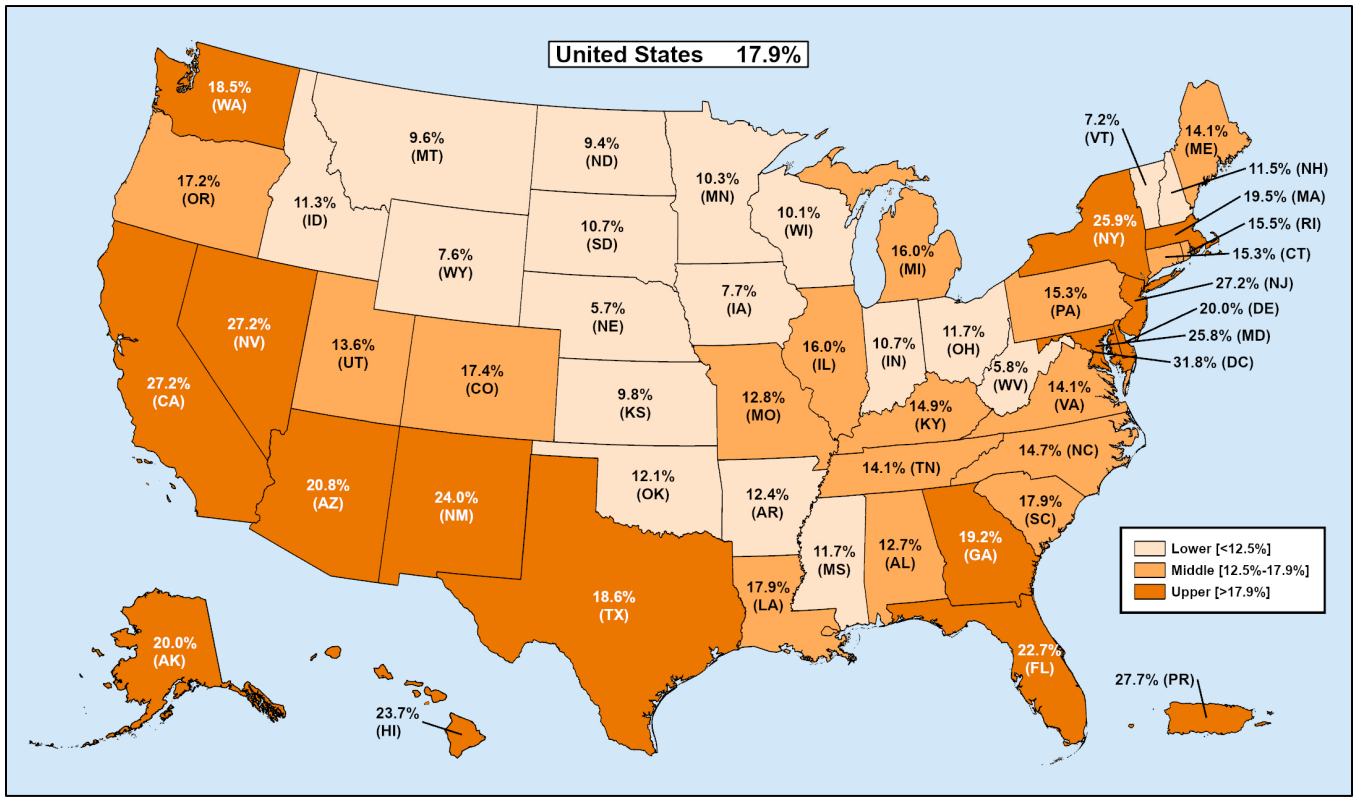
	Initial Point of Impact on Vehicle										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,868	92.5%	30	1.5%	24	1.2%	9	0.4%	89	4.4%	2,020	100.0%
Light Truck*	2,730	90.5%	59	2.0%	41	1.4%	41	1.4%	145	4.8%	3,016	100.0%
–SUV	*1,551*	*91.8%*	*25*	*1.5%*	*19*	*1.1%*	*25*	*1.5%*	*69*	*4.1%*	*1,689*	*100.0%*
–Pickup	*958*	*88.7%*	*28*	*2.6%*	*19*	*1.8%*	*13*	*1.2%*	*62*	*5.7%*	*1,080*	*100.0%*
–Van	*221*	*89.8%*	*5*	*2.0%*	*3*	*1.2%*	*3*	*1.2%*	*14*	*5.7%*	*246*	*100.0%*
Large Truck	271	73.8%	27	7.4%	13	3.5%	17	4.6%	39	10.6%	367	100.0%
Bus	33	67.3%	10	20.4%	2	4.1%	0	-	4	8.2%	49	100.0%
Other/Unknown Vehicle	447	54.0%	17	2.1%	3	0.4%	1	0.1%	360	43.5%	828	100.0%
Total	**5,349**	**85.2%**	**143**	**2.3%**	**83**	**1.3%**	**68**	**1.1%**	**637**	**10.1%**	**6,280**	**100.0%**

Source: FARS 2023 ARF
*Includes other/unknown light-truck vehicle types.

State

Figure 3 shows a color-coded map of the percentages of total traffic fatalities who were pedestrians by State in 2023. 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 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.

Figure 3. Percentages of Total Traffic Fatalities Who Were Pedestrians, by State, 2023



Source: FARS 2023 ARF

Table 7 presents numbers of total and pedestrian fatalities, the percentage of total fatalities who were pedestrians, population, and the pedestrian fatality rates per 100,000 population for each State and the District of Columbia in 2023. Also included in Table 7 is Puerto Rico, that is not included in the overall U.S. total.

In 2023:

- The number of pedestrian fatalities was highest in California (1,106), followed by Texas (800) and Florida (771).
- Vermont (5) had the fewest pedestrian fatalities, followed by North Dakota (10), Rhode Island (11), and Wyoming (11).
- The percentages of pedestrian fatalities (out of total traffic fatalities) in States ranged from a low of 5.7 percent (Nebraska) to a high of 31.8 percent (District of Columbia), compared to 17.9 percent nationwide.
- The highest pedestrian fatality rate per 100,000 population was in New Mexico (4.97), followed by Arizona (3.65), and South Carolina (3.48). The national pedestrian fatality rate in 2023 was 2.18.
- Nebraska had the lowest pedestrian fatality rate per 100,000 population, 0.66, followed by Minnesota (0.73) and Vermont (0.77).

Table 7. Total and Pedestrian Fatalities in Traffic Crashes, and Pedestrian Fatality Rates per 100,000 Population, by State, 2023

State	Total Fatalities	Pedestrian Fatalities		Population	Pedestrian Fatality Rate per 100,000 Population
		Number	Percentage of Total Fatalities		
Alabama	974	124	12.7%	5,108,468	2.43
Alaska	60	12	20.0%	733,406	1.64
Arizona	1,304	271	20.8%	7,431,344	3.65
Arkansas	596	74	12.4%	3,067,732	2.41
California	4,061	1,106	27.2%	38,965,193	2.84
Colorado	720	125	17.4%	5,877,610	2.13
Connecticut	308	47	15.3%	3,617,176	1.30
Delaware	135	27	20.0%	1,031,890	2.62
District of Columbia	44	14	31.8%	678,972	2.06
Florida	3,396	771	22.7%	22,610,726	3.41
Georgia	1,615	310	19.2%	11,029,227	2.81
Hawaii	93	22	23.7%	1,435,138	1.53
Idaho	275	31	11.3%	1,964,726	1.58
Illinois	1,241	199	16.0%	12,549,689	1.59
Indiana	898	96	10.7%	6,862,199	1.40
Iowa	377	29	7.7%	3,207,004	0.90
Kansas	387	38	9.8%	2,940,546	1.29
Kentucky	814	121	14.9%	4,526,154	2.67
Louisiana	811	145	17.9%	4,573,749	3.17
Maine	135	19	14.1%	1,395,722	1.36
Maryland	621	160	25.8%	6,180,253	2.59
Massachusetts	343	67	19.5%	7,001,399	0.96
Michigan	1,094	175	16.0%	10,037,261	1.74
Minnesota	409	42	10.3%	5,737,915	0.73
Mississippi	732	86	11.7%	2,939,690	2.93
Missouri	991	127	12.8%	6,196,156	2.05
Montana	208	20	9.6%	1,132,812	1.77
Nebraska	227	13	5.7%	1,978,379	0.66
Nevada	389	106	27.2%	3,194,176	3.32
New Hampshire	130	15	11.5%	1,402,054	1.07
New Jersey	606	165	27.2%	9,290,841	1.78
New Mexico	437	105	24.0%	2,114,371	4.97
New York	1,114	289	25.9%	19,571,216	1.48
North Carolina	1,561	229	14.7%	10,835,491	2.11
North Dakota	106	10	9.4%	783,926	1.28
Ohio	1,242	145	11.7%	11,785,935	1.23
Oklahoma	718	87	12.1%	4,053,824	2.15
Oregon	587	101	17.2%	4,233,358	2.39
Pennsylvania	1,211	185	15.3%	12,961,683	1.43
Rhode Island	71	11	15.5%	1,095,962	1.00
South Carolina	1,047	187	17.9%	5,373,555	3.48
South Dakota	140	15	10.7%	919,318	1.63
Tennessee	1,323	186	14.1%	7,126,489	2.61
Texas	4,291	800	18.6%	30,503,301	2.62
Utah	280	38	13.6%	3,417,734	1.11
Vermont	69	5	7.2%	647,464	0.77
Virginia	913	129	14.1%	8,715,698	1.48
Washington	810	150	18.5%	7,812,880	1.92
West Virginia	260	15	5.8%	1,770,071	0.85
Wisconsin	583	59	10.1%	5,910,955	1.00
Wyoming	144	11	7.6%	584,057	1.88
U.S. Total	**40,901**	**7,314**	**17.9%**	**334,914,895**	**2.18**
Puerto Rico	307	85	27.7%	3,205,691	2.65

Sources: FARS 2023 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, for each city with a population of 500,000 or greater in 2023.

In 2023:

- The pedestrian fatality rates of most of the cities shown in Table 8 were higher than the national average of 2.18 per 100,000 population. Of the 38 cities listed, 6 had lower fatality rates.
- The number of pedestrian fatalities was highest in Los Angeles, California (145), followed by Phoenix, Arizona (109), Houston, Texas (98), and New York City, New York (85).
- Boston, Massachusetts (7), had the fewest number of pedestrian fatalities, followed by Las Vegas, Nevada, and Seattle, Washington, with 13 pedestrian fatalities each.
- The percentage of pedestrian fatalities (out of total traffic fatalities) ranged from a low of 15.3 percent (Kansas City, Missouri) to a high of 52.9 percent (San Francisco, California).
- Albuquerque, New Mexico, had the highest pedestrian fatality rate per 100,000 population (9.28), followed by Memphis, Tennessee (9.21).
- New York City, New York, had the lowest pedestrian fatality rate per 100,000 population (1.03), followed by Boston, Massachusetts (1.07).

Table 8. Total and Pedestrian Fatalities in Traffic Crashes in Cities With Populations of 500,000 or Greater, and Fatality Rates per 100,000 Population, 2023

City	Total Fatalities	Pedestrian Fatalities		Population	Fatality Rate per 100,000 Population	
		Number	Percentage of Total Fatalities		Total	Pedestrian
New York City, NY	204	85	41.7%	8,258,035	2.47	1.03
Los Angeles, CA	329	145	44.1%	3,820,914	8.61	3.79
Chicago, IL	167	51	30.5%	2,664,452	6.27	1.91
Houston, TX	296	98	33.1%	2,314,157	12.79	4.23
Phoenix, AZ	308	109	35.4%	1,650,070	18.67	6.61
Philadelphia, PA	135	56	41.5%	1,550,542	8.71	3.61
San Antonio, TX	178	70	39.3%	1,495,295	11.90	4.68
San Diego, CA	94	39	41.5%	1,388,320	6.77	2.81
Dallas, TX	207	66	31.9%	1,302,868	15.89	5.07
Jacksonville, FL	164	41	25.0%	985,843	16.64	4.16
Austin, TX	94	39	41.5%	979,882	9.59	3.98
Fort Worth, TX	118	41	34.7%	978,468	12.06	4.19
San Jose, CA	61	27	44.3%	969,655	6.29	2.78
Columbus, OH	98	24	24.5%	913,175	10.73	2.63
Charlotte, NC	89	23	25.8%	911,311	9.77	2.52
Indianapolis, IN	120	31	25.8%	879,293	13.65	3.53
San Francisco, CA	34	18	52.9%	808,988	4.20	2.23
Seattle, WA	35	13	37.1%	755,078	4.64	1.72
Denver, CO	76	28	36.8%	716,577	10.61	3.91
Oklahoma City, OK	101	26	25.7%	702,767	14.37	3.70
Nashville, TN	110	31	28.2%	687,788	15.99	4.51
Washington, DC	44	14	31.8%	678,972	6.48	2.06
El Paso, TX	84	20	23.8%	678,958	12.37	2.95
Las Vegas, NV	42	13	31.0%	660,929	6.35	1.97
Boston, MA	18	7	38.9%	653,833	2.75	1.07
Detroit, MI	131	36	27.5%	633,218	20.69	5.69
Portland, OR	69	23	33.3%	630,498	10.94	3.65
Louisville, KY	118	28	23.7%	622,981	18.94	4.49
Memphis, TN	244	57	23.4%	618,639	39.44	9.21
Baltimore, MD	46	23	50.0%	565,239	8.14	4.07
Milwaukee, WI	79	18	22.8%	561,385	14.07	3.21
Albuquerque, NM	109	52	47.7%	560,274	19.45	9.28
Tucson, AZ	147	35	23.8%	547,239	26.86	6.40
Fresno, CA	52	20	38.5%	545,716	9.53	3.66
Sacramento, CA	69	26	37.7%	526,384	13.11	4.94
Mesa, AZ	69	14	20.3%	511,648	13.49	2.74
Atlanta, GA	84	23	27.4%	510,823	16.44	4.50
Kansas City, MO	98	15	15.3%	510,704	19.19	2.94

Sources: FARS 2023 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. Personal conveyances do not include bicycles and other cycles. 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 have 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, 2014–2023

Year	Total Fatalities	Fatalities to People on Personal Conveyances	
		Number	Percentage of Total Fatalities
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	39,007	182	0.5%
2021	43,230	214	0.5%
2022	42,721	252	0.6%
2023	40,901	235	0.6%

Source: FARS 2014–2022 Final File, 2023 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, 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

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 trafficway customarily open to the public 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 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 2023 ARF, the 2022 Final File was released to replace the 2022 ARF. The final fatality count in motor vehicle traffic crashes for 2022 was 42,721, which was updated from 42,514 in the 2022 ARF. The number of pedestrian fatalities from the 2022 Final File was 7,593, which was updated from 7,522 from the 2022 ARF.

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. 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.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/.

Important Change for Motorized Bicycles

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS and CRSS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS and CRSS are no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS or CRSS.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2025, June). *Pedestrians: 2023 data* (Traffic Safety Facts. Report No. DOT HS 813 727). 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 https://www.nhtsa.gov/report-a-safety-problem.

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

- Fatal Motor Vehicle Traffic 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)
- Motor Vehicle Crash Databook
- Leading Cause of Death Reports
- 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
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- School-Transportation-Related Traffic Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic 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