



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



# Traffic Safety Facts

## 2024 Data

DOT HS 813 818

June 2026

## Pedestrians

In this fact sheet for 2024 the information is presented as follows.

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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 2024 there were 7,080 pedestrians killed in traffic crashes, a 3.9-percent decrease from the 7,367 pedestrian fatalities in 2023.
- In 2024 there were an estimated 71,635 pedestrians injured in traffic crashes, a 5.0-percent increase from 68,241 pedestrians injured in 2023.
- On average, a pedestrian was killed every 74 minutes and injured every 7 minutes in traffic crashes in 2024.
- Pedestrian deaths accounted for 18 percent of all traffic fatalities and 3 percent of all people injured in traffic crashes in 2024.
- Seventeen percent of the children 14 and younger killed in traffic crashes in 2024 were pedestrians.
- Sixty-nine percent of the pedestrians killed in traffic crashes in 2024 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 43 percent of all fatal pedestrian crashes in 2024.
- Substantially more pedestrian fatalities occurred in urban areas (84%) than in rural areas (16%) in 2024.
- Seventy-three percent of the pedestrian fatalities occurred at locations that were not intersections, 18 percent occurred at intersections, and the remaining 9 percent occurred at other locations in 2024.
- More pedestrian fatalities occurred in the dark (76%) than in daylight (20%), dusk (2%), and dawn (2%) in 2024.
- Ninety percent of pedestrian fatalities occurred in single-vehicle crashes in 2024.
- Nearly 1 out of every 4 pedestrians killed in traffic crashes in 2024 (24%) were struck by hit-and-run drivers.

This fact sheet has motor vehicle traffic crash data from the Fatality Analysis Reporting System (FARS), 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 information on Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport and originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occur 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 fact sheet.

## Overview

In 2024 there were 7,080 pedestrians killed (Table 1) in traffic crashes in the United States. On average, that is 19 pedestrians a day and 136 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 2015 to 2024. The 7,080 pedestrian fatalities in 2024 represented a 3.9-percent decrease from 7,367 pedestrian fatalities in 2023. Eighteen percent of all traffic fatalities in 2024 were pedestrians. In 2024 there were an estimated 71,635 pedestrians injured in traffic crashes, a 5.0-percent increase from 68,241 pedestrians injured in 2023. Pedestrians injured made up 3 percent of the total people injured in traffic crashes in 2024. On average, a pedestrian was killed every 74 minutes and injured every 7 minutes in traffic crashes in 2024.

**Table 1. Total Fatalities, Pedestrian Fatalities, Total Injured, and Pedestrians Injured in Traffic Crashes, 2015–2024**

Year	Total Fatalities	Pedestrian Fatalities		Year	Total Injured	Pedestrians Injured	
		Number	Percentage of Total Fatalities			Number	Percentage of Total Injured
2015	35,484	5,494	15%	2015 <sup>†</sup>	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	41,025	7,367	18%	2023	2,442,694	68,241	3%
2024	39,254	7,080	18%	2024	2,422,195	71,635	3%

Sources: FARS 2015–2023 Final File, 2024 Annual Report File (ARF); NASS GES 2015 and CRSS 2016–2024

<sup>†</sup>NASS GES and CRSS estimates are not comparable due to different sample designs. Refer to the end of this publication 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 2024 by age group.

In 2024:

- 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 40-to-44, 60-to-64 and 65-to-69 age groups at 23 percent each.
- The age group with the highest number (699) of pedestrian fatalities was 40-to-44, followed by 35-to-39 (692), and 30-to-34 (615).
- The age group with the least number (48) of pedestrian fatalities was 5-to-9, followed by <5 (56) and 10-to-14 (68).
- Nineteen percent of people 65 and older killed in traffic crashes were pedestrians (1,535 of the 8,019).
- 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 percentage of pedestrians injured (7%) among the different age groups.

**Table 2. Total and Pedestrians Killed and Injured in Traffic Crashes, by Age Group, 2024**

Age Group	Total Killed	Pedestrians Killed		Age Group	Total Injured	Pedestrians Injured	
		Number	Percentage of Total Killed			Number	Percentage of Total Injured
<5	307	56	18%	<5	43,186	744	2%
5-9	304	48	16%	5-9	55,609	1,818	3%
10-14	421	68	16%	10-14	62,055	4,053	7%
<i>Children (≤14)</i>	<i>1,032</i>	<i>172</i>	<i>17%</i>	<i>Children (≤14)</i>	<i>160,850</i>	<i>6,615</i>	<i>4%</i>
15-20	3,479	275	8%	15-20	297,937	7,750	3%
21-24	3,146	323	10%	21-24	226,860	4,722	2%
25-29	3,386	488	14%	25-29	246,894	6,055	2%
30-34	3,535	615	17%	30-34	231,885	6,783	3%
35-39	3,258	692	21%	35-39	208,093	5,428	3%
40-44	2,994	699	23%	40-44	181,952	5,506	3%
45-49	2,408	521	22%	45-49	157,846	4,968	3%
50-54	2,555	485	19%	50-54	150,898	4,656	3%
55-59	2,609	564	22%	55-59	141,627	4,528	3%
60-64	2,637	599	23%	60-64	132,605	5,020	4%
65-69	2,340	527	23%	65-69	102,273	4,092	4%
70-74	1,788	383	21%	70-74	77,556	2,320	3%
75-79	1,608	276	17%	75-79	55,454	1,781	3%
80+	2,283	349	15%	80+	49,242	1,398	3%
<i>Ages 65+</i>	<i>8,019</i>	<i>1,535</i>	<i>19%</i>	<i>Ages 65+</i>	<i>284,525</i>	<i>9,591</i>	<i>3%</i>
<b>Total<sup>1</sup></b>	<b>39,254</b>	<b>7,080</b>	<b>18%</b>	<b>Total<sup>2</sup></b>	<b>2,422,195</b>	<b>71,635</b>	<b>3%</b>

Sources: FARS 2024 ARF; CRSS 2024

<sup>1</sup> Includes unknown ages for pedestrians killed.

<sup>2</sup> 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 2024 by age group and sex. The total fatality and injury rates per 100,000 population are calculated by age group and sex.

In 2024:

- Sixty-nine percent (4,902 of 7,080) of the pedestrians killed in traffic crashes were male.
- The overall male pedestrian fatality rate per 100,000 population was 2.91, which is 2.3 times the rate for females (1.24 per 100,000 population).
- The highest overall pedestrian fatality rate by age group is 40 to 44 (3.12), followed by the 35-to-39 age group (2.99) and the 60-to-64 age group (2.81 per 100,000 population).
- The highest pedestrian fatality rate by age and sex is for males 40-to-44 years old at 4.35 per 100,000 population.
- The overall male pedestrian injury rate per 100,000 population was 25, compared with 18 for females.
- The highest overall pedestrian injury rates by age group were for those in the 15-to-20 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, 2024**

Age Group	Male			Female			Total <sup>1</sup>		
	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate
<5	30	9,501,043	0.32	26	9,098,271	0.29	56	18,599,314	0.30
5–9	34	10,319,642	0.33	14	9,878,030	0.14	48	20,197,672	0.24
10–14	34	10,701,148	0.32	34	10,200,006	0.33	68	20,901,154	0.33
<i>Children (≤14)</i>	<i>98</i>	<i>30,521,833</i>	<i>0.32</i>	<i>74</i>	<i>29,176,307</i>	<i>0.25</i>	<i>172</i>	<i>59,698,140</i>	<i>0.29</i>
15–20	182	13,756,659	1.32	92	13,105,119	0.70	275	26,861,778	1.02
21–24	211	9,156,925	2.30	111	8,779,058	1.26	323	17,935,983	1.80
25–29	344	11,390,736	3.02	144	11,069,140	1.30	488	22,459,876	2.17
30–34	446	12,127,715	3.68	167	11,866,273	1.41	615	23,993,988	2.56
35–39	493	11,702,213	4.21	197	11,467,859	1.72	692	23,170,072	2.99
40–44	490	11,253,735	4.35	209	11,115,417	1.88	699	22,369,152	3.12
45–49	362	10,129,805	3.57	158	10,164,244	1.55	521	20,294,049	2.57
50–54	356	10,192,640	3.49	128	10,293,667	1.24	485	20,486,307	2.37
55–59	416	10,051,985	4.14	145	10,307,943	1.41	564	20,359,928	2.77
60–64	439	10,363,023	4.24	160	10,938,774	1.46	599	21,301,797	2.81
65–69	378	9,297,585	4.07	147	10,191,886	1.44	527	19,489,471	2.70
70–74	244	7,402,084	3.30	138	8,553,407	1.61	383	15,955,491	2.40
75–79	171	5,435,868	3.15	104	6,557,458	1.59	276	11,993,326	2.30
80+	208	5,555,076	3.74	140	8,186,554	1.71	349	13,741,630	2.54
<i>Ages 65+</i>	<i>1,001</i>	<i>27,690,613</i>	<i>3.61</i>	<i>529</i>	<i>33,489,305</i>	<i>1.58</i>	<i>1,535</i>	<i>61,179,918</i>	<i>2.51</i>
<b>Total<sup>2</sup></b>	<b>4,902</b>	<b>168,337,882</b>	<b>2.91</b>	<b>2,133</b>	<b>171,773,106</b>	<b>1.24</b>	<b>7,080</b>	<b>340,110,988</b>	<b>2.08</b>

Age Group	Male			Female			Total <sup>3</sup>		
	Injured	Population	Injury Rate	Injured	Population	Injury Rate	Injured	Population	Injury Rate
<5	496	9,501,043	5	248	9,098,271	3	744	18,599,314	4
5–9	1,081	10,319,642	10	737	9,878,030	7	1,818	20,197,672	9
10–14	2,410	10,701,148	23	1,643	10,200,006	16	4,053	20,901,154	19
<i>Children (≤14)</i>	<i>3,987</i>	<i>30,521,833</i>	<i>13</i>	<i>2,628</i>	<i>29,176,307</i>	<i>9</i>	<i>6,615</i>	<i>59,698,140</i>	<i>11</i>
15–20	4,339	13,756,659	32	3,411	13,105,119	26	7,750	26,861,778	29
21–24	2,736	9,156,925	30	1,986	8,779,058	23	4,722	17,935,983	26
25–29	3,168	11,390,736	28	2,887	11,069,140	26	6,055	22,459,876	27
30–34	4,336	12,127,715	36	2,448	11,866,273	21	6,783	23,993,988	28
35–39	3,055	11,702,213	26	2,371	11,467,859	21	5,428	23,170,072	23
40–44	3,481	11,253,735	31	2,024	11,115,417	18	5,506	22,369,152	25
45–49	2,804	10,129,805	28	2,164	10,164,244	21	4,968	20,294,049	24
50–54	2,640	10,192,640	26	2,016	10,293,667	20	4,656	20,486,307	23
55–59	2,359	10,051,985	23	2,169	10,307,943	21	4,528	20,359,928	22
60–64	2,820	10,363,023	27	2,199	10,938,774	20	5,020	21,301,797	24
65–69	2,653	9,297,585	29	1,439	10,191,886	14	4,092	19,489,471	21
70–74	1,252	7,402,084	17	1,067	8,553,407	12	2,320	15,955,491	15
75–79	1,048	5,435,868	19	733	6,557,458	11	1,781	11,993,326	15
80+	662	5,555,076	12	737	8,186,554	9	1,398	13,741,630	10
<i>Ages 65+</i>	<i>5,615</i>	<i>27,690,613</i>	<i>20</i>	<i>3,976</i>	<i>33,489,305</i>	<i>12</i>	<i>9,591</i>	<i>61,179,918</i>	<i>16</i>
<b>Total<sup>4</sup></b>	<b>41,348</b>	<b>168,337,882</b>	<b>25</b>	<b>30,282</b>	<b>171,773,106</b>	<b>18</b>	<b>71,635</b>	<b>340,110,988</b>	<b>21</b>

Sources: FARS 2024 ARF; CRSS 2024; Population – Census Bureau

<sup>1</sup> Includes unknown sex for pedestrians killed.

<sup>2</sup> Includes unknown age for pedestrians killed.

<sup>3</sup> Includes unknown sex for pedestrians injured in fatal crashes.

<sup>4</sup> 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 43 percent of the traffic crashes that resulted in pedestrian fatalities in 2024. 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 6,993 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 6,993 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 in a crash, the driver with the highest BAC was considered.

In 2024:

- An estimated 27 percent of fatal pedestrian traffic crashes each had a pedestrian fatality with a BAC of .08 g/dL or higher.
- An estimated 15 percent of fatal pedestrian crashes each had a driver 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, 2024**

	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	4,011	57%	156	2%	685	10%	4,853	69%
Pedestrian, BAC=.01-.07 g/dL	206	3%	12	0%	56	1%	274	4%
Pedestrian, BAC=.08+ g/dL	1,465	21%	73	1%	328	5%	1,867	27%
<b>Total Crashes</b>	<b>5,682</b>	<b>81%</b>	<b>241</b>	<b>3%</b>	<b>1,070</b>	<b>15%</b>	<b>6,993</b>	<b>100%</b>

Source: FARS 2024 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 2015 and 2024.

An estimated 27 percent of pedestrians killed had BACs of .08 g/dL or higher in 2024, compared to 34 percent in 2015. In 2015 pedestrians killed in the 45-to-54 age group had the highest percentage with BACs of .08 g/dL or higher (44%) compared to other age groups. In 2024 pedestrians in the 21-to-24 age group had the highest percentage with BACs of .08 g/dL or higher (38%).

**Table 5. Pedestrians Killed in Traffic Crashes, by Age Group and Their BACs, 2015 and 2024**

Age Group	2015					2024				
	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	310	73%	27%	3%	23%	275	71%	29%	5%	24%
21-24	340	56%	44%	5%	39%	323	57%	43%	5%	38%
25-34	764	55%	45%	5%	40%	1,103	66%	34%	5%	30%
35-44	771	52%	48%	5%	42%	1,391	63%	37%	4%	33%
45-54	1,016	51%	49%	5%	44%	1,006	66%	34%	4%	30%
55-64	985	58%	42%	5%	37%	1,163	69%	31%	4%	27%
65-74	531	80%	20%	3%	17%	910	76%	24%	4%	20%
75-84	322	91%	9%	3%	6%	482	87%	13%	2%	11%
85+	174	93%	7%	2%	5%	143	90%	10%	2%	8%
<b>Total Killed*</b>	<b>5,213</b>	<b>62%</b>	<b>38%</b>	<b>5%</b>	<b>34%</b>	<b>6,796</b>	<b>69%</b>	<b>31%</b>	<b>4%</b>	<b>27%</b>

Source: FARS 2015 Final File, 2024 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 2024.

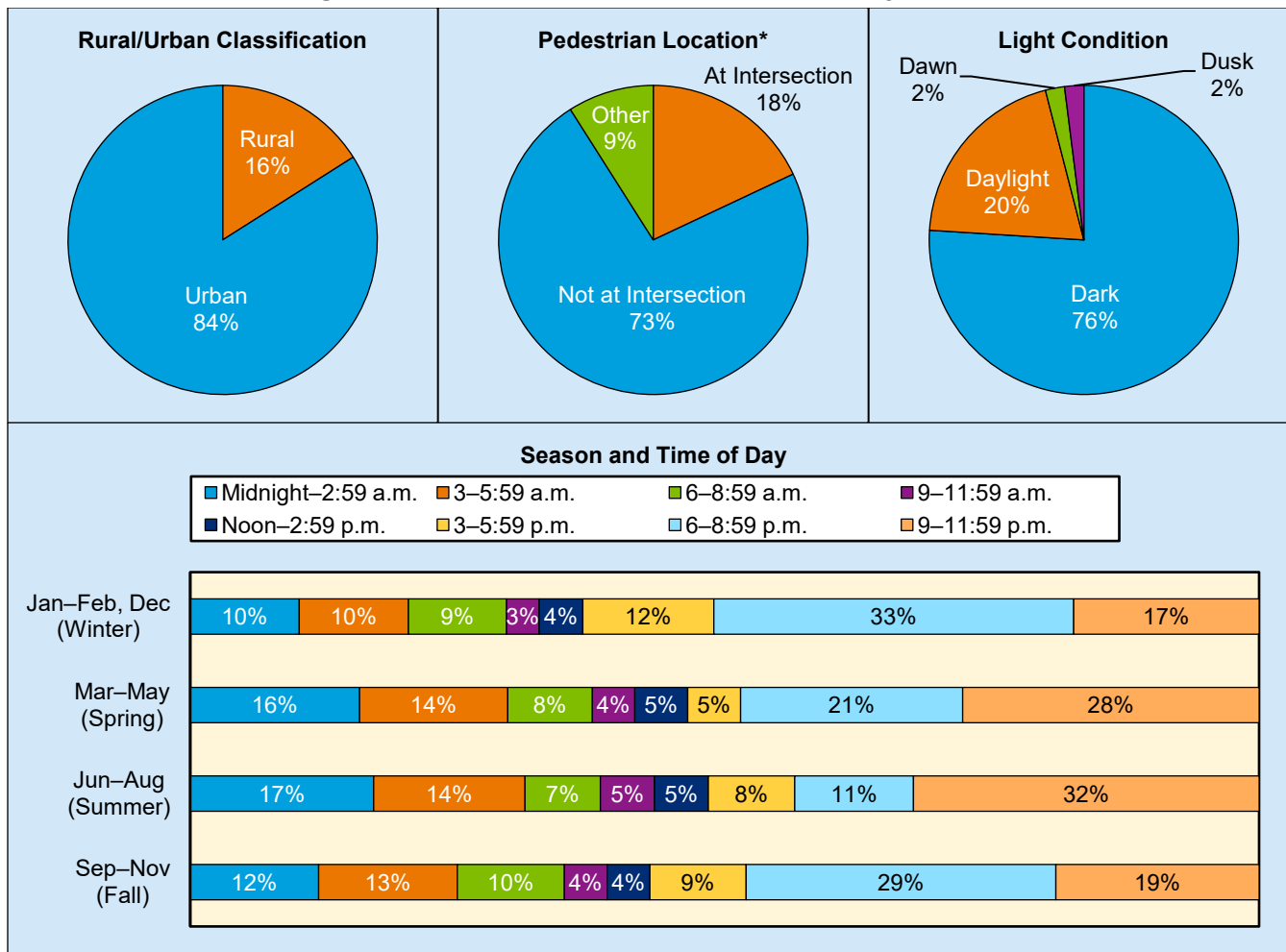
In 2024:

- Substantially more pedestrian fatalities occurred in urban areas (84%) than in rural areas (16%).
- Seventy-three percent of the pedestrian fatalities occurred at locations that were not intersections, 18 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 (76%) 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), one-third (33%) of pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 17 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 21 percent from 6 to 8:59 p.m.
  - During the summer months (June to August), more pedestrian fatalities occurred from 9 to 11:59 p.m. (32%) than any other time, followed by 17 percent from midnight to 2:59 a.m.
  - During the fall months (September to November), 29 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m.; the next largest group was 19 percent, during the hours of 9 to 11:59 p.m.

**Figure 1. Percentages of Pedestrian Fatalities in Traffic Crashes by Rural/Urban Classification, Pedestrian Location, Light Condition, and Season and Time of Day, 2024**



Source: FARS 2024 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.

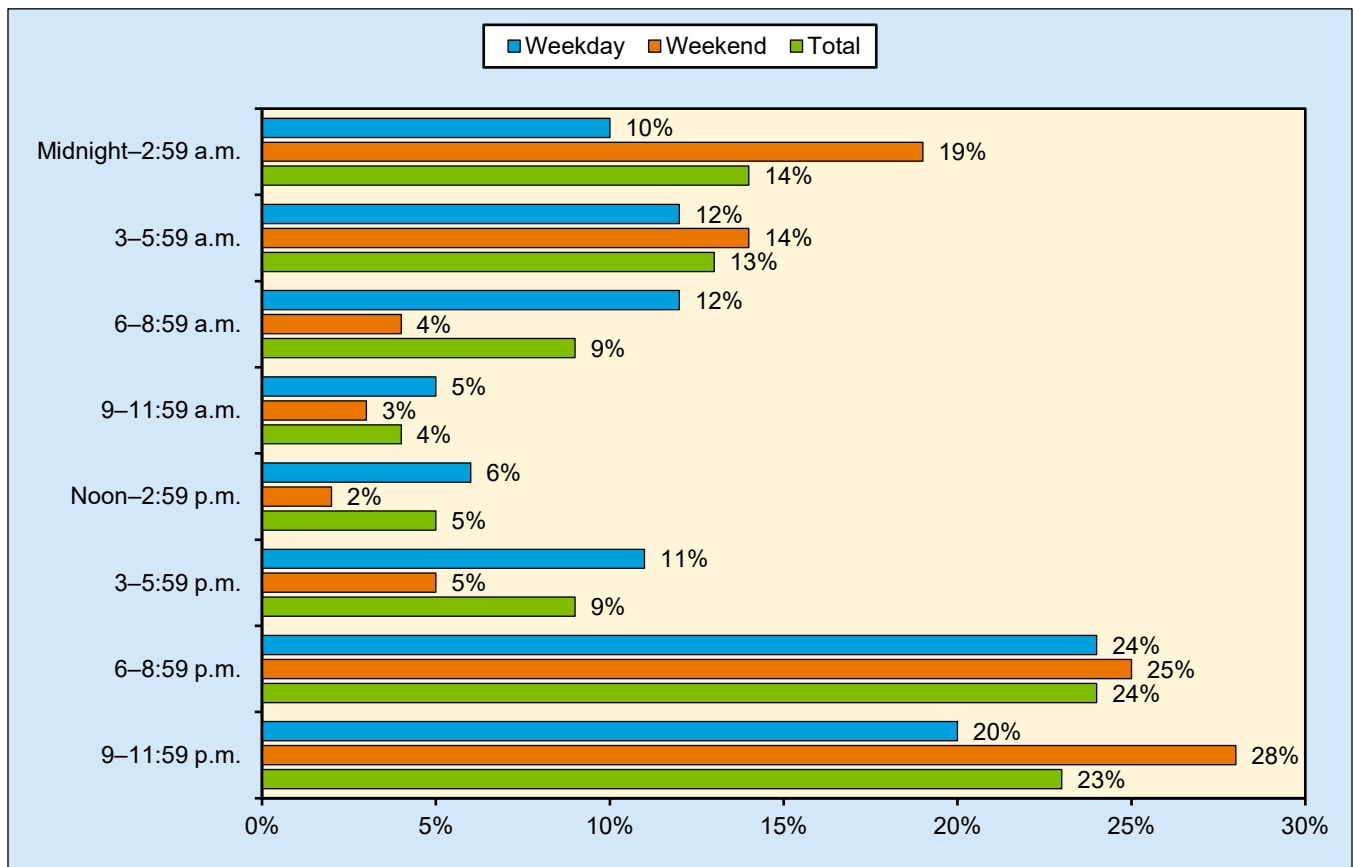
Notes: Percentages may not add up to 100 percent due to independent rounding. Unknowns were removed before calculating percentages.

### 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 2024:

- The highest total percentage (24%) occurred from 6 to 8:59 p.m., followed by 23 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 20 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 25 percent from 6 to 8:59 p.m.
- The lowest weekend percentage (2%) occurred from noon to 2:59 p.m.

**Figure 2. Percentages of Pedestrian Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2024**



Source: FARS 2024 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

Ninety percent (6,349) of pedestrian fatalities occurred in single-vehicle crashes in 2024; there were 10 percent (731) killed in multivehicle 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, 92 percent were in single-vehicle crashes.

Of the 6,349 pedestrians killed in single-vehicle crashes, 97 percent (6,144) were killed in crashes where the first harmful events were collisions with pedestrians. Table 6 presents the 6,144 pedestrians killed in these crashes by vehicle type and location of the initial impact on the striking vehicle.

In 2024:

- 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 large trucks had the highest percentage of right-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, 2024**

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	1,829	92.0%	30	1.5%	20	1.0%	5	0.3%	104	5.2%	1,988	100.0%
Light Truck*	2,702	90.4%	47	1.6%	38	1.3%	32	1.1%	171	5.7%	2,990	100.0%
–SUV	1,596	90.8%	23	1.3%	20	1.1%	23	1.3%	96	5.5%	1,758	100.0%
–Pickup	902	90.4%	16	1.6%	16	1.6%	5	0.5%	59	5.9%	998	100.0%
–Van	203	87.5%	8	3.4%	2	0.9%	4	1.7%	15	6.5%	232	100.0%
Large Truck	272	72.5%	26	6.9%	13	3.5%	21	5.6%	43	11.5%	375	100.0%
Bus	36	72.0%	3	6.0%	2	4.0%	3	6.0%	6	12.0%	50	100.0%
Other/Unknown Vehicle	402	54.3%	9	1.2%	4	0.5%	3	0.4%	323	43.6%	741	100.0%
<b>Total</b>	<b>5,241</b>	<b>85.3%</b>	<b>115</b>	<b>1.9%</b>	<b>77</b>	<b>1.3%</b>	<b>64</b>	<b>1.0%</b>	<b>647</b>	<b>10.5%</b>	<b>6,144</b>	<b>100.0%</b>

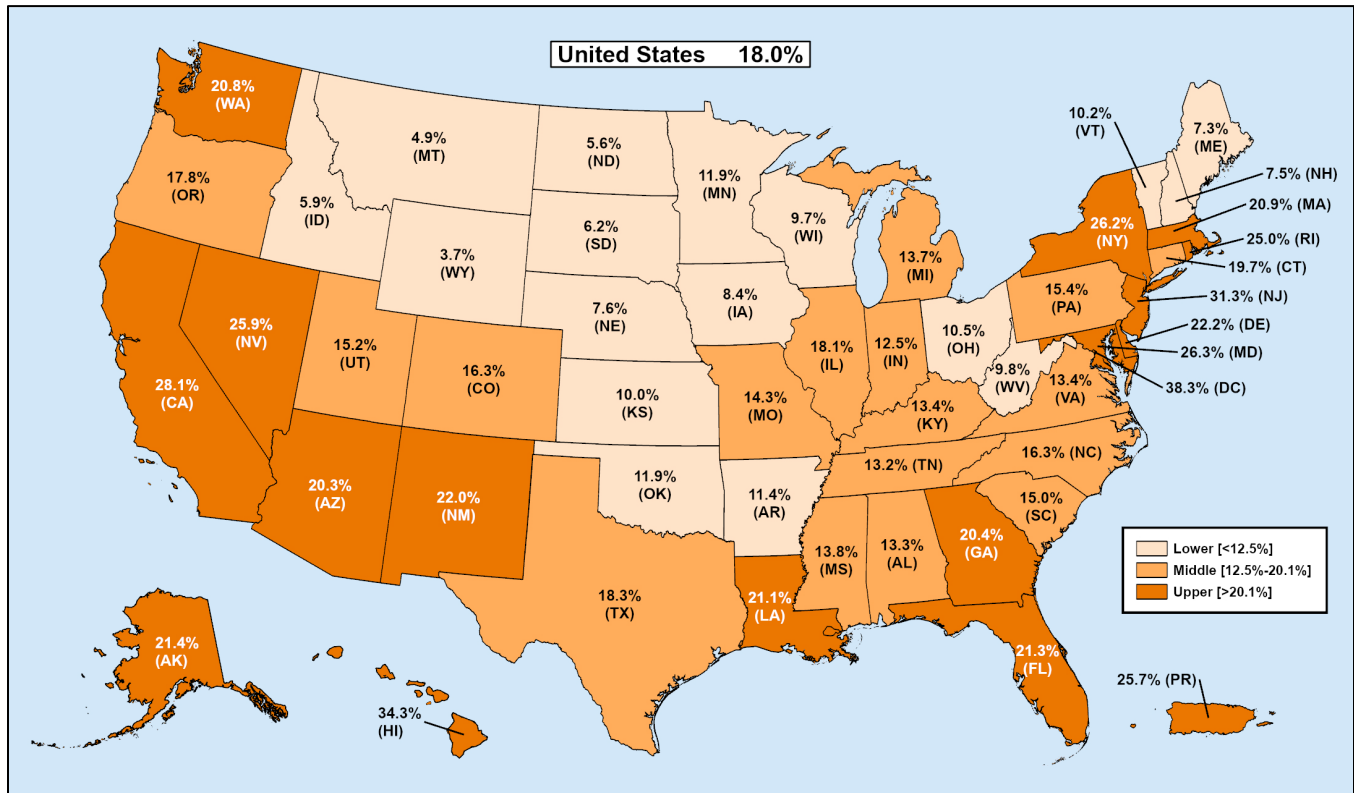
Source: FARS 2024 ARF

\*Includes other/unknown light-truck vehicle types.

## States

Figure 3 shows a map of the percentages of total traffic fatalities who were pedestrians by State in 2024.

**Figure 3. Percentages of Total Traffic Fatalities Who Were Pedestrians, by State, 2024**



Source: FARS 2024 ARF

Table 7 presents numbers of total and pedestrian fatalities, the percentages 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 2024. Also included in Table 7 is Puerto Rico, that is not included in the overall U.S. total.

In 2024:

- The number of pedestrian fatalities was highest in California (1,090), followed by Texas (763) and Florida (668).
- Wyoming (4) had the fewest pedestrian fatalities, followed by North Dakota (5), Vermont (6), and South Dakota (9).
- The percentages of pedestrian fatalities (out of total traffic fatalities) in States ranged from a low of 3.7 percent (Wyoming) to a high of 38.3 percent (District of Columbia), compared to 18.0 percent nationwide.
- The highest pedestrian fatality rate per 100,000 population was in New Mexico (4.22), followed by Mississippi (3.53) and Louisiana (3.46). The national pedestrian fatality rate in 2024 was 2.08.
- North Dakota had the lowest pedestrian fatality rate per 100,000 population, 0.63, followed by Wyoming (0.68) and Idaho (0.70).

**Table 7. Total and Pedestrian Fatalities in Traffic Crashes, and Pedestrian Fatality Rates per 100,000 Population, by State, 2024**

State	Total Fatalities	Pedestrian Fatalities		Population	Pedestrian Fatality Rate per 100,000 Population
		Number	Percentage of Total Fatalities		
Alabama	962	128	13.3%	5,157,699	2.48
Alaska	70	15	21.4%	740,133	2.03
Arizona	1,229	250	20.3%	7,582,384	3.30
Arkansas	603	69	11.4%	3,088,354	2.23
California	3,876	1,090	28.1%	39,431,263	2.76
Colorado	689	112	16.3%	5,957,493	1.88
Connecticut	310	61	19.7%	3,675,069	1.66
Delaware	126	28	22.2%	1,051,917	2.66
District of Columbia	47	18	38.3%	702,250	2.56
Florida	3,138	668	21.3%	23,372,215	2.86
Georgia	1,403	286	20.4%	11,180,878	2.56
Hawaii	102	35	34.3%	1,446,146	2.42
Idaho	238	14	5.9%	2,001,619	0.70
Illinois	1,177	213	18.1%	12,710,158	1.68
Indiana	832	104	12.5%	6,924,275	1.50
Iowa	356	30	8.4%	3,241,488	0.93
Kansas	339	34	10.0%	2,970,606	1.14
Kentucky	707	95	13.4%	4,588,372	2.07
Louisiana	752	159	21.1%	4,597,740	3.46
Maine	177	13	7.3%	1,405,012	0.93
Maryland	578	152	26.3%	6,263,220	2.43
Massachusetts	363	76	20.9%	7,136,171	1.06
Michigan	1,098	150	13.7%	10,140,459	1.48
Minnesota	477	57	11.9%	5,793,151	0.98
Mississippi	753	104	13.8%	2,943,045	3.53
Missouri	955	137	14.3%	6,245,466	2.19
Montana	206	10	4.9%	1,137,233	0.88
Nebraska	251	19	7.6%	2,005,465	0.95
Nevada	417	108	25.9%	3,267,467	3.31
New Hampshire	133	10	7.5%	1,409,032	0.71
New Jersey	670	210	31.3%	9,500,851	2.21
New Mexico	409	90	22.0%	2,130,256	4.22
New York	1,101	289	26.2%	19,867,248	1.45
North Carolina	1,619	264	16.3%	11,046,024	2.39
North Dakota	90	5	5.6%	796,568	0.63
Ohio	1,157	122	10.5%	11,883,304	1.03
Oklahoma	645	77	11.9%	4,095,393	1.88
Oregon	538	96	17.8%	4,272,371	2.25
Pennsylvania	1,127	173	15.4%	13,078,751	1.32
Rhode Island	52	13	25.0%	1,112,308	1.17
South Carolina	1,038	156	15.0%	5,478,831	2.85
South Dakota	146	9	6.2%	924,669	0.97
Tennessee	1,197	158	13.2%	7,227,750	2.19
Texas	4,160	763	18.3%	31,290,831	2.44
Utah	277	42	15.2%	3,503,613	1.20
Vermont	59	6	10.2%	648,493	0.93
Virginia	917	123	13.4%	8,811,195	1.40
Washington	730	152	20.8%	7,958,180	1.91
West Virginia	256	25	9.8%	1,769,979	1.41
Wisconsin	595	58	9.7%	5,960,975	0.97
Wyoming	107	4	3.7%	587,618	0.68
<b>U.S. Total</b>	<b>39,254</b>	<b>7,080</b>	<b>18.0%</b>	<b>340,110,988</b>	<b>2.08</b>
Puerto Rico	288	74	25.7%	3,203,295	2.31

Sources: FARS 2024 ARF; Population – Census Bureau

## Cities

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 2024.

In 2024:

- The pedestrian fatality rates of most of the cities shown in Table 8 were higher than the national average of 2.08 per 100,000 population. Of the 38 cities listed, 3 had lower fatality rates.
- The number of pedestrian fatalities was highest in Los Angeles, California (156), followed by Houston, Texas (116), and New York City, New York (102).
- Mesa, Arizona (11), had the fewest number of pedestrian fatalities, followed by Boston, Massachusetts (12), and Kansas City, Missouri (16).
- The percentage of pedestrian fatalities (out of total traffic fatalities) ranged from a low of 16.8 percent (Kansas City, Missouri) to a high of 53.2 percent (San Francisco, California).
- Albuquerque, New Mexico, had the highest pedestrian fatality rate per 100,000 population (8.21), followed by Tuscon, Arizona (7.94).
- New York City, New York, had the lowest pedestrian fatality rate per 100,000 population (1.20), followed by Boston, Massachusetts (1.78).

**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, 2024**

City	Total Fatalities	Pedestrian Fatalities		Population	Fatality Rate per 100,000 Population	
		Number	Percentage of Total Fatalities		Total	Pedestrian
New York City, NY	209	102	48.8%	8,478,072	2.47	1.20
Los Angeles, CA	308	156	50.6%	3,878,704	7.94	4.02
Chicago, IL	167	58	34.7%	2,721,308	6.14	2.13
Houston, TX	351	116	33.0%	2,390,125	14.69	4.85
Phoenix, AZ	279	94	33.7%	1,673,164	16.67	5.62
Philadelphia, PA	136	52	38.2%	1,573,916	8.64	3.30
San Antonio, TX	179	60	33.5%	1,526,656	11.72	3.93
San Diego, CA	109	44	40.4%	1,404,452	7.76	3.13
Dallas, TX	227	72	31.7%	1,326,087	17.12	5.43
Jacksonville, FL	146	36	24.7%	1,009,833	14.46	3.56
Fort Worth, TX	111	28	25.2%	1,008,106	11.01	2.78
San Jose, CA	54	25	46.3%	997,368	5.41	2.51
Austin, TX	100	41	41.0%	993,588	10.06	4.13
Charlotte, NC	113	34	30.1%	943,476	11.98	3.60
Columbus, OH	66	18	27.3%	933,263	7.07	1.93
Indianapolis, IN	109	34	31.2%	891,484	12.23	3.81
San Francisco, CA	47	25	53.2%	827,526	5.68	3.02
Seattle, WA	43	20	46.5%	780,995	5.51	2.56
Denver, CO	63	17	27.0%	729,019	8.64	2.33
Oklahoma City, OK	97	23	23.7%	712,919	13.61	3.23
Nashville, TN	100	28	28.0%	704,963	14.19	3.97
Washington, DC	47	18	38.3%	702,250	6.69	2.56
El Paso, TX	70	20	28.6%	681,723	10.27	2.93
Las Vegas, NV	58	21	36.2%	678,922	8.54	3.09
Boston, MA	27	12	44.4%	673,458	4.01	1.78
Detroit, MI	105	24	22.9%	645,705	16.26	3.72
Louisville, KY	106	39	36.8%	640,796	16.54	6.09
Portland, OR	60	24	40.0%	635,749	9.44	3.78
Memphis, TN	188	44	23.4%	610,919	30.77	7.20
Baltimore, MD	61	25	41.0%	568,271	10.73	4.40
Milwaukee, WI	73	19	26.0%	563,531	12.95	3.37
Albuquerque, NM	111	46	41.4%	560,326	19.81	8.21
Tucson, AZ	143	44	30.8%	554,013	25.81	7.94
Fresno, CA	61	30	49.2%	550,105	11.09	5.45
Sacramento, CA	49	18	36.7%	535,798	9.15	3.36
Atlanta, GA	56	25	44.6%	520,070	10.77	4.81
Mesa, AZ	60	11	18.3%	517,151	11.60	2.13
Kansas City, MO	95	16	16.8%	516,032	18.41	3.10

Sources: FARS 2024 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 people killed, from 2015 to 2024. Since 2022 FARS began collecting data on the type of personal conveyances used by those killed in traffic crashes. Table 10 shows people on personal conveyances killed in traffic crashes by personal conveyance type, from 2022 to 2024.

**Table 9. Total Killed and People on Personal Conveyances Killed in Traffic Crashes, 2015–2024**

Year	Total Killed	People on Personal Conveyances Killed	
		Number	Percentage of Total Fatalities
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	41,025	238	0.6%
2024	39,254	271	0.7%

Source: FARS 2015–2023 Final File, 2024 ARF

**Table 10. People on Personal Conveyances Killed in Traffic Crashes by Personal Conveyance Type, 2022–2024**

Personal Conveyance Type	People on Personal Conveyances Killed		
	2022	2023	2024
Mobility Aid Device	136	105	123
Skates	0	1	4
Non-Self-Balancing Board (Skateboard)	32	32	22
Self-Balancing Board	1	0	3
Standing or Seated Scooter	65	81	109
Personal Conveyance, Other	12	15	8
Personal Conveyance, Unknown Type	6	4	2
<b>Total</b>	<b>252</b>	<b>238</b>	<b>271</b>

Source: FARS 2022–2023 Final File, 2024 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](http://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 2024 ARF, the 2023 Final File was released to replace the 2023 ARF. The final fatality count in motor vehicle traffic crashes for 2023 was 41,025, updated from 40,901 in the 2023 ARF. The number of pedestrian fatalities from the 2023 Final File was 7,367, updated from 7,314 from the 2023 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](http://www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss).

## Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (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 vPIC dataset to decode Vehicle Identification Numbers (VINs) and extract vehicle information. Details of vehicles (make, model, body class, etc.) 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 is available beginning with the 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 bicycles will no longer be captured in FARS or CRSS.

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## For More Information:

Motor vehicle traffic crash data is available from the National Center for Statistics and Analysis, NSA-230. NCSA can be contacted at [NCSARequests@dot.gov](mailto:NCSARequests@dot.gov) or 800-934-8517. NCSA programs can be found at [www.nhtsa.gov/data](http://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 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 reports can be found at <https://crashstats.nhtsa.dot.gov>.



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