

Traffic Safety Facts 1995

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



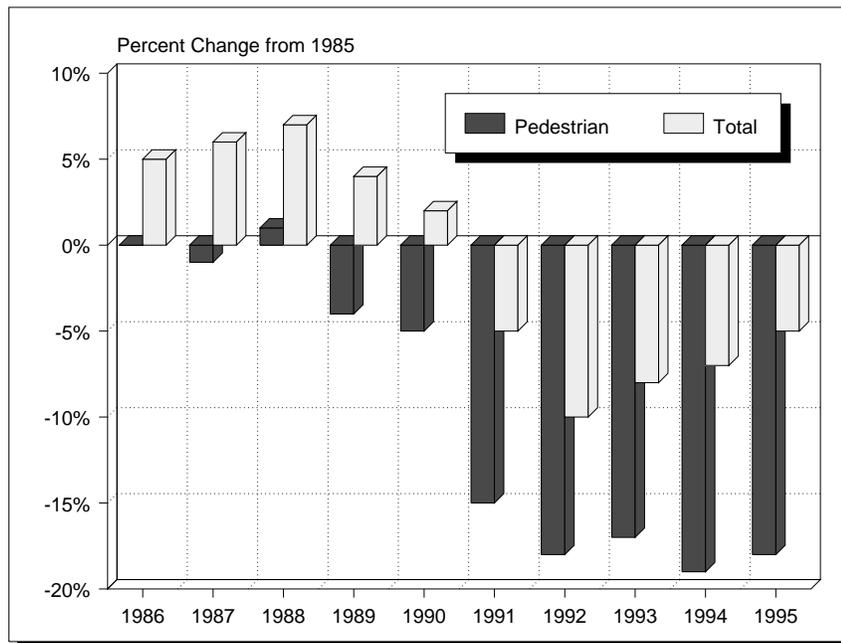
Pedestrians



In 1995, 5,585 pedestrians were killed in traffic crashes in the United States—a decrease of 18 percent from the 6,808 pedestrians killed in 1985.

On average, a pedestrian is killed in a traffic crash every 94 minutes.

Figure 1. Trends in Pedestrian and Total Traffic Fatalities, 1985-1995



“In 1995, 5,585 pedestrians died in traffic crashes—18 percent below the number reported in 1985.”

There were 84,000 pedestrians injured in traffic crashes in 1995. On average, a pedestrian is injured in a traffic crash every 6 minutes.

Most pedestrian fatalities in 1995 occurred in urban areas (70 percent), at nonintersection locations (80 percent), in normal weather conditions (88 percent), and at night (64 percent).

More than two-thirds (69 percent) of the 1995 pedestrian fatalities were males. The male pedestrian fatality rate per 100,000 population was 3.00—more than double the rate for females (1.29 per 100,000 population). The male pedestrian injury rate per 100,000 population was 39, compared with 25 for females (see Table 4).

In 1995, nearly one-third (32 percent) of all children between the ages of 5 and 9 years who were killed in traffic crashes were pedestrians. Almost one-fourth (23 percent) of all traffic fatalities under age 16 were pedestrians, and 7 percent of all traffic injuries under age 16 were pedestrians.

Older pedestrians (ages 70+) accounted for 18 percent of all pedestrian fatalities and 3 percent of all pedestrian injuries. The death rate for this group, both males and females, was 4.26 per 100,000 population—higher than for any other age group.

Table 1. Pedestrian Fatalities and Injuries by Age Group, 1995

Age Group (years)	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Fatalities
0-4	834	195	23
5-9	856	272	32
10-15	1,638	287	18
16-20	5,686	294	5
21-24	4,266	293	7
25-29	4,110	396	10
30-34	3,797	435	11
35-39	3,510	494	14
40-44	2,906	460	16
45-49	2,354	380	16
50-54	1,809	282	16
55-59	1,455	229	16
60-64	1,482	249	17
65-69	1,490	255	17
70+	5,501	1,005	18
Unknown	104	59	--
Total	41,798	5,585	13
Age Group (years)	Total Traffic Injuries	Pedestrian Injuries	Percentage of Total Injuries
0-4	87,000	5,000	6
5-9	109,000	12,000	11
10-15	200,000	12,000	6
16-20	579,000	7,000	1
21-24	361,000	5,000	1
25-29	376,000	7,000	2
30-34	340,000	8,000	2
35-39	300,000	6,000	2
40-44	260,000	6,000	2
45-49	205,000	3,000	1
50-54	146,000	2,000	1
55-59	105,000	2,000	2
60-64	87,000	2,000	2
65-69	75,000	2,000	3
70+	156,000	5,000	3
Total	3,386,000	84,000	2

“Nearly one-third of children between 5 and 9 years old killed in traffic crashes were pedestrians.”

Pedestrian fatalities accounted for 86 percent of all nonoccupant fatalities in 1995. The 830 pedalcyclist fatalities accounted for 13 percent, and the remaining 2 percent were skateboard riders, roller skaters, etc.

Table 2. Nonoccupant Traffic Fatalities, 1985-1995

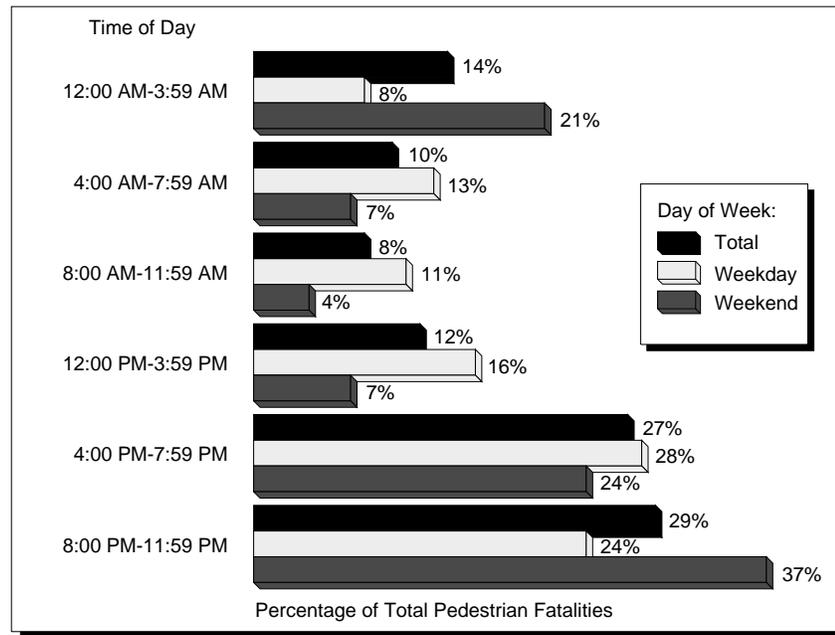
Year	Pedestrian	Pedalcyclist	Other	Total
1985	6,808	890	84	7,782
1986	6,779	941	133	7,853
1987	6,745	948	132	7,825
1988	6,870	911	136	7,917
1989	6,556	832	107	7,495
1990	6,482	859	124	7,465
1991	5,801	843	124	6,768
1992	5,549	723	98	6,370
1993	5,649	816	111	6,576
1994	5,489	802	107	6,398
1995	5,585	830	109	6,524

“Nearly one-half of all pedestrian fatalities occurred on Friday, Saturday, or Sunday.”

Almost half (45 percent) of the 754 pedestrian fatalities under 16 years of age were killed in crashes that occurred between 3:00 PM and 7:00 PM.

Nearly one-half of all pedestrian fatalities occurred on Friday, Saturday, or Sunday: 18 percent, 18 percent, and 14 percent, respectively.

Figure 2. Pedestrian Fatalities by Time of Day and Day of Week, 1995



For 79 percent of the pedestrians killed in traffic crashes during 1995, police reported one or more factors related to the pedestrian's behavior. The factors most often noted were "improper crossing of the roadway or intersection" (35 percent) and "walking, playing, working, standing, etc., in the roadway" (32 percent).

Alcohol involvement—either for the driver or the pedestrian—was reported in 47 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrian fatalities, 31 percent were intoxicated, with blood alcohol concentrations (BAC) of 0.10 grams per deciliter (g/dl) or greater. The intoxication rate for the drivers involved was 13 percent, less than half that for the pedestrians. In 6 percent of the crashes, both the driver and the pedestrian were intoxicated.

In 1995, the highest rate of intoxication for pedestrians killed in traffic crashes was reported for pedestrians 25 to 34 years old. Intoxication rates by age group were as follows: 16 to 20 years, 31.0 percent; 21 to 24 years, 46.4 percent; 25 to 34 years, 49.8 percent; 35 to 44 years, 48.3 percent; 45 to 54 years, 42.6 percent; 55 to 64 years, 30.2 percent; 65 years and older, 10.8 percent.

For all pedestrian fatalities 16 years of age or older, the reported intoxication rate in 1995 was 34.9 percent, 7 percent lower than the 37.5 percent intoxication rate reported for the same group in 1985. By age groups of pedestrian fatalities, changes in intoxication rates over this period were as follows: a 20 percent decrease for those 16 to 20 years old, 17 percent decrease for those 55 to 64 years old, 15 percent decrease for those 21 to 24 years old, 13 percent decrease for those 45 to 54 years old, 3 percent decrease for those 25 to 34 years old, 2 percent decrease for those 35 to 44 years old, and a 3 percent increase for those 65 and over.

“Alcohol involvement—either for the driver or the pedestrian—was reported in nearly one-half of pedestrian fatalities.”

Table 3. Alcohol Involvement in Fatal Pedestrian Crashes, 1995

	No Driver Alcohol Involvement	Driver Alcohol Involvement, BAC 0.01–0.09 g/dl	Driver Alcohol Involvement, BAC 0.10 g/dl or Greater	Total
No Pedestrian Alcohol Involvement	53.3%	3.0%	6.6%	3,450 62.9%
Pedestrian Alcohol Involvement, BAC 0.01–0.09 g/dl	4.2%	0.6%	1.3%	331 6.0%
Pedestrian Alcohol Involvement, BAC 0.10 g/dl or Greater	22.4%	2.7%	6.0%	1,703 31.1%
Total	4,379 79.8%	349 6.4%	757 13.8%	5,484 100.0%

Table 4. Pedestrian Fatalities and Injuries and Fatality and Injury Rates by Age and Sex, 1995

Age (years)	Male			Female			Total		
	Fatalities	Population (thousands)	Fatality Rate*	Fatalities	Population (thousands)	Fatality Rate*	Fatalities	Population (thousands)	Fatality Rate*
0-4	128	10,025	1.28	67	9,566	0.70	195	19,591	1.00
5-9	183	9,843	1.86	89	9,377	0.95	272	19,220	1.42
10-15	161	11,629	1.38	126	11,076	1.14	287	22,704	1.26
16-20	199	9,142	2.18	95	8,696	1.09	294	17,839	1.65
21-24	224	7,266	3.08	69	7,052	0.98	293	14,318	2.05
25-34	612	20,432	3.00	219	20,441	1.07	831	40,873	2.03
35-44	696	21,062	3.30	258	21,406	1.21	954	42,468	2.25
45-54	507	15,182	3.34	155	15,897	0.98	662	31,079	2.13
55-64	341	10,044	3.40	137	11,087	1.24	478	21,131	2.26
65-69	176	4,506	3.91	79	5,422	1.46	255	9,928	2.57
70-79	321	6,557	4.90	225	8,956	2.51	546	15,512	3.52
80+	260	2,626	9.90	199	5,466	3.64	459	8,092	5.67
Unknown	46	--	--	12	--	--	** 59	--	--
Total	3,854	128,314	3.00	1,730	134,441	1.29	5,585	262,755	2.13

Age (years)	Male			Female			Total		
	Injuries	Population (thousands)	Injury Rate*	Injuries	Population (thousands)	Injury Rate*	Injuries	Population (thousands)	Injury Rate*
0-4	3,000	10,025	31	2,000	9,566	21	5,000	19,591	26
5-9	8,000	9,843	84	4,000	9,377	38	12,000	19,220	61
10-15	8,000	11,629	67	5,000	11,076	42	12,000	22,704	55
16-20	4,000	9,142	42	3,000	8,696	34	7,000	17,839	38
21-24	2,000	7,266	34	3,000	7,052	38	5,000	14,318	36
25-34	9,000	20,432	44	6,000	20,441	30	15,000	40,873	37
35-44	7,000	21,062	33	5,000	21,406	24	12,000	42,468	29
45-54	3,000	15,182	18	2,000	15,897	12	5,000	31,079	15
55-64	2,000	10,044	22	1,000	11,087	11	3,000	21,131	16
65-69	1,000	4,506	25	1,000	5,422	25	2,000	9,928	25
70-79	1,000	6,557	21	2,000	8,956	18	3,000	15,512	19
80+	1,000	2,626	34	1,000	5,466	14	2,000	8,092	20
Total	50,000	128,314	39	34,000	134,441	25	84,000	262,755	32

* Rate per 100,000 population.

** Includes one fatality of unknown sex.

Note: Totals may not equal sum of components due to independent rounding.

Source: Population—Bureau of the Census projections.

For more information:

Information on pedestrian fatalities is available from the National Center for Statistics and Analysis, NRD-31, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone inquiries should be addressed to Ms. Louann Hall at (202) 366-4198. FAX messages should be sent to (202) 366-7078. General information on highway traffic safety can be accessed by Internet users at <http://www.nhtsa.dot.gov/people/nscsa>. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

Table 5. Pedestrian Fatalities and Fatality Rates by State, 1995

State	Total Traffic Fatalities	Resident Population (thousands)	Pedestrian Fatalities	Percent of Total	Pedestrian Fatalities per 100,000 Population
Alabama	1,113	4,253	75	6.7	1.8
Alaska	87	604	5	5.7	0.8
Arizona	1,031	4,218	176	17.1	4.2
Arkansas	631	2,484	45	7.1	1.8
California	4,192	31,589	825	19.7	2.6
Colorado	645	3,747	56	8.7	1.5
Connecticut	317	3,275	48	15.1	1.5
Delaware	121	717	29	24.0	4.0
District of Columbia	58	554	13	22.4	2.3
Florida	2,805	14,166	560	20.0	4.0
Georgia	1,488	7,201	166	11.2	2.3
Hawaii	130	1,187	28	21.5	2.4
Idaho	262	1,163	18	6.9	1.5
Illinois	1,586	11,830	213	13.4	1.8
Indiana	960	5,803	78	8.1	1.3
Iowa	527	2,842	28	5.3	1.0
Kansas	442	2,565	38	8.6	1.5
Kentucky	849	3,860	57	6.7	1.5
Louisiana	883	4,342	121	13.7	2.8
Maine	187	1,241	9	4.8	0.7
Maryland	671	5,042	124	18.5	2.5
Massachusetts	444	6,074	83	18.7	1.4
Michigan	1,530	9,549	187	12.2	2.0
Minnesota	597	4,610	49	8.2	1.1
Mississippi	868	2,697	57	6.6	2.1
Missouri	1,109	5,324	94	8.5	1.8
Montana	215	870	9	4.2	1.0
Nebraska	254	1,637	17	6.7	1.0
Nevada	313	1,530	60	19.2	3.9
New Hampshire	118	1,148	11	9.3	1.0
New Jersey	773	7,945	165	21.3	2.1
New Mexico	485	1,685	87	17.9	5.2
New York	1,674	18,136	412	24.6	2.3
North Carolina	1,448	7,195	188	13.0	2.6
North Dakota	74	641	2	2.7	0.3
Ohio	1,366	11,151	117	8.6	1.0
Oklahoma	669	3,278	52	7.8	1.6
Oregon	572	3,141	77	13.5	2.5
Pennsylvania	1,480	12,072	195	13.2	1.6
Rhode Island	69	990	16	23.2	1.6
South Carolina	881	3,673	104	11.8	2.8
South Dakota	158	729	14	8.9	1.9
Tennessee	1,259	5,256	103	8.2	2.0
Texas	3,181	18,724	461	14.5	2.5
Utah	326	1,951	44	13.5	2.3
Vermont	106	585	5	4.7	0.9
Virginia	900	6,618	93	10.3	1.4
Washington	653	5,431	72	11.0	1.3
West Virginia	376	1,828	31	8.2	1.7
Wisconsin	745	5,123	60	8.1	1.2
Wyoming	170	480	8	4.7	1.7
U.S. Total	41,798	262,755	5,585	13.4	2.1
Puerto Rico	598	3,755	205	34.3	5.5

Note: Totals may not equal sum of components due to independent rounding.

Sources: Fatalities—Fatal Accident Reporting System, NHTSA. Population—Bureau of the Census.

A Message for Parents of Preschool Children:

Preschool children are quick and often unaware of danger. Each year, many children are injured or killed when they suddenly dart into the path of a car.

Most preschoolers are injured near their home or on their own street.

Preschoolers should be supervised at all times when crossing the street.

Some common myths that children believe about being a pedestrian are:

■ ***“A green light means it is safe to cross.”***

Not true. A green light means **you have permission to stop and search for cars.** Look LEFT-RIGHT-LEFT. If it is safe, cross and keep on looking as you cross. **Be alert for vehicles making a right turn on red.**

■ ***“You are safe in a crosswalk.”***

Not true. You may cross at a crosswalk—but **you must stop at the curb.** Look LEFT-RIGHT-LEFT for cars. When clear, cross and **keep on looking.**

■ ***“If you see the driver, the driver sees you.”***

Not true. The driver may not see you. **Make certain the driver sees you and stops, before crossing in front of the car.** Try to make eye contact with the driver.

■ ***“The driver will stop if you are in a crosswalk or at a green light.”***

Not true. The driver may not see you. The driver’s view may be blocked. The driver may run a traffic light illegally. The driver may turn without looking for pedestrians.

■ ***“Wearing white at night makes you visible to drivers.”***

Not true. Even if you and your child wear white clothes, drivers will have a hard time seeing you at night. **Wear retroreflective clothing. Carry a flashlight. Walk facing traffic.**