# Traffic Safety Facts

## 2014 Data

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NHTSA

### Key Findings

- In 2014 there were 4,884 pedestrians killed in traffic crashes – a 2-percent increase from 4,779 pedestrian fatalities in 2013.
- On average, a pedestrian was killed every 2 hours and injured every 8 minutes in traffic crashes in 2014.
- In 2014 pedestrian deaths accounted for 15 percent of all traffic fatalities in motor vehicle traffic crashes.
- Twenty-six percent of pedestrian fatalities occurred from 6 to 8:59 p.m. in 2014.
- In 2014 almost one-fifth (19%) of the children from birth to 14 years old killed in traffic crashes were pedestrians.
- More than two-thirds (70%) of the pedestrians killed in traffic crashes in 2014 were males.
- Alcohol involvement—for the driver and/or the pedestrian—was reported in 48 percent of all fatal pedestrian crashes in 2014.
- In 2014, 90 percent of the pedestrians were killed in traffic crashes that involved single vehicles.
- Eighteen percent of the pedestrians killed in 2014 were struck in crashes that involved hit-and-run drivers.

U.S. Department of Transportation

**National Highway Traffic Safety Administration**

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# Pedestrians

A pedestrian, as defined for this fact sheet, is any person on foot, walking, running, jogging, hiking, sitting, or lying down who is involved in a motor vehicle traffic crash. A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public traffic way, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded.

In this fact sheet, the 2014 pedestrian information is presented as follows:

- Overview
- Environmental Characteristics
- Time of Day and Day of Week
- Age
- Gender
- Alcohol
- Vehicle Type and Impact Point
- Fatalities by State
- Fatalities by City
- Important Safety Reminders

## Overview

In 2014 there were 4,884 pedestrians killed (Table 1) and an estimated 65,000 injured (Table 2) in traffic crashes in the United States. A total of 4,813 traffic crashes (Table 4) each had one or more pedestrian fatalities. On average, a pedestrian was killed every 2 hours and injured every 8 minutes in traffic crashes.

Table 1 presents a distribution of pedestrian fatalities as a percentage of total motor vehicle fatalities in the last 10 years. The 4,884 pedestrian fatalities in 2014 were a 2-percent increase from 4,779 pedestrian fatalities in 2013. In 2014, 15 percent of all traffic fatalities and an estimated 3 percent of those injured in traffic crashes (Table 2) were pedestrians.

Table 1

**Total Fatalities and Pedestrian Fatalities in Traffic Crashes, 2005–2014**

| Year | Total Fatalities | Pedestrian Fatalities | Percentage of Total Fatalities |
|---|---|---|---|
| 2005 | 43,510 | 4,892 | 11% |
| 2006 | 42,708 | 4,795 | 11% |
| 2007 | 41,259 | 4,699 | 11% |
| 2008 | 37,423 | 4,414 | 12% |
| 2009 | 33,883 | 4,109 | 12% |
| 2010 | 32,999 | 4,302 | 13% |
| 2011 | 32,479 | 4,457 | 14% |
| 2012 | 33,782 | 4,818 | 14% |
| 2013 | 32,894 | 4,779 | 15% |
| 2014 | 32,675 | 4,884 | 15% |

Source: Fatality Analysis Reporting System (FARS) 2005-2013 Final File, 2014 Annual Report File (ARF).

## Environmental Characteristics

Figure 1 contains information on four environmental characteristics (land use, pedestrian location, light condition, and time of day and season) where/when pedestrian fatalities occurred in 2014:

- More occurred in urban areas (78%) than rural areas (22%).[1]
- More occurred at non-intersections (71%) than at intersections (19%) for pedestrian location (10% was other locations such as parking lanes/zones, bicycle lanes, shoulders/roadsides, sidewalks, medians/crossing islands, driveway accesses, shared-use paths/trails, non-traffic way areas, and other).
- More occurred in the dark (72%) than in daylight (24%), dawn (2%), and dusk (2%).
- Time of day is divided into eight 3-hour time intervals starting at midnight, and season is defined by months:
  - For the winter months (January, February, and the following December), 34 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 18 percent from 9 to 11:59 p.m., and 13 percent from 3 to 5:59 p.m.
  - For the spring months (March to May), 27 percent of the pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 20 percent from 6 to 8:59 p.m.
  - For the summer months (June to August), 33 percent of the pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 13 percent from midnight to 2:59 a.m. and 6 to 8:59 p.m.
  - For the fall months (September to November), 31 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 19 percent from 9 to 11:59 p.m.

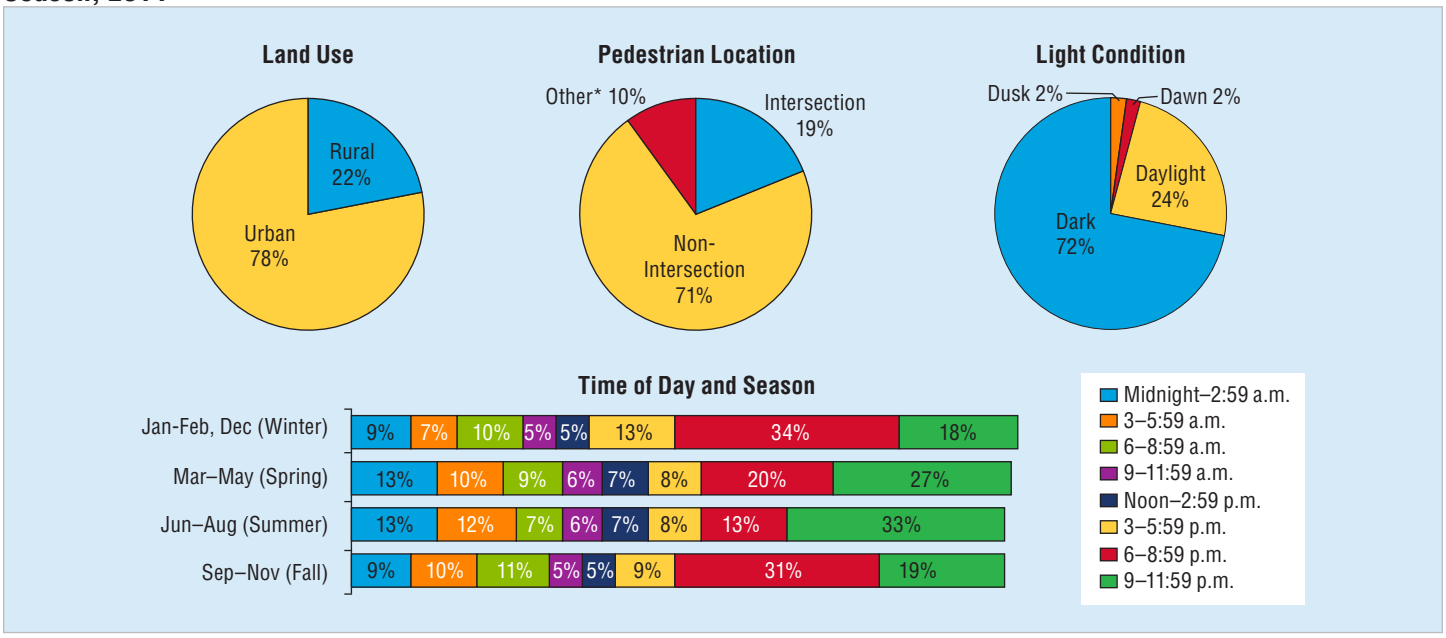
## Time of Day and Day of Week

In Figure 2, time of day is divided into eight 3-hour time intervals starting at midnight, and day of week is defined as weekday (6 a.m. Monday to 5:59 p.m. Friday) and weekend (6 p.m. Friday to 5:59 a.m. Monday). To summarize the 2014 pedestrian fatalities:

- The highest total percentage (26%) occurred from 6 to 8:59 p.m., followed by 24 percent from 9 to 11:59 p.m.
- The lowest total percentage (5%) occurred from 9 to 11:59 a.m., followed by 6 percent from noon to 2:59 p.m.
- The highest weekday percentage (25%) occurred from 6 to 8:59 p.m., followed by 19 percent from 9 to 11:59 p.m.
- The highest weekend percentage (30%) occurred from 9 to 11:59 p.m., followed by 27 percent from 6 to 8:59 p.m.

Figure 1

**Percentage of Pedestrian Fatalities in Relation to Land Use, Pedestrian Location, Light Condition, and Time of Day and Season, 2014**




Source: FARS 2014 ARF.
Note: Unknown values were removed before calculating percentages.
*Other includes parking lane/zone, bicycle lane, shoulder/roadside, sidewalk, median/crossing island, driveway access, shared-use path/trail, non-trafficway area, and other.

[1] See the U.S. Census Bureau link to define urban and rural areas: www.census.gov/geo/reference/ua/urban-rural-2010.html

## Age

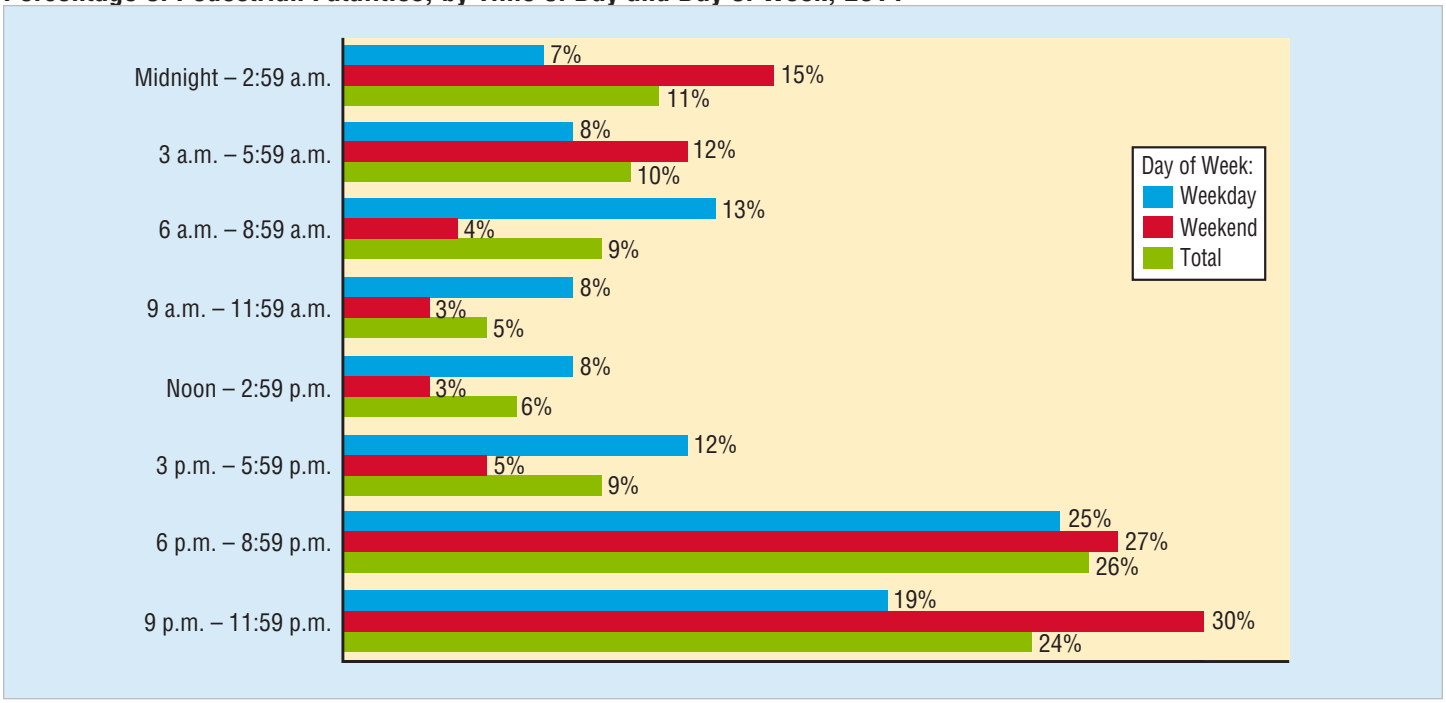
Table 2 contains two sections; the first section contains the number of pedestrians killed in 2014 by age group, and the second section contains the estimated number of pedestrians injured in 2014 by age group. For each age group, the percentage killed/injured is calculated as: the total number of pedestrians killed/injured divided by the total number of people killed/injured in motor vehicle crashes.

In 2014:

- The average age of pedestrians killed in traffic crashes was 47.
- The estimated average age of those injured in traffic crashes was 37.
- Over the past 10 years, the average age of those killed has remained almost unchanged with a slight increase from 45 to 47; the average estimated age of those injured has steadily increased from 32 to 37.
- Almost one-fifth (19%) of children 14 and younger killed in traffic crashes were pedestrians.
- Children 5 to 9 years old (5%) and 10 to 14 years old (5%) had the highest percentages of estimated pedestrians injured among the different age categories.
- Adults 60 to 64 years old had the highest percentage, 20 percent, of pedestrians killed among the adult population (390 of 1,976).
- Twenty percent of all pedestrians killed (979 of 4,884) and an estimated 11 percent of all pedestrians injured (7,000 of 65,000 after rounding) were 65 and older.

Figure 2

**Percentage of Pedestrian Fatalities, by Time of Day and Day of Week, 2014**




Source: FARS 2014 ARF.
*Note: Weekday: 6 a.m. Monday to 5:59 p.m. Friday; Weekend: 6 p.m. Friday to 5:59 a.m. Monday

Table 2

**Total Killed/Injured in Traffic Crashes and Pedestrians Killed/Injured, by Age Group, 2014**

| Age Group (Years) | Total Killed | Pedestrians Killed | Percentage of Total Killed |
|---|---|---|---|
| <5 | 340 | 76 | 22% |
| 5–9 | 350 | 66 | 19% |
| 10–14 | 380 | 65 | 17% |
| *Children (≤ 14)* | *1,070* | *207* | *19%* |
| 15-19 | 2,425 | 226 | 9% |
| 20-24 | 4,047 | 405 | 10% |
| 25–29 | 3,250 | 340 | 10% |
| 30–34 | 2,567 | 358 | 14% |
| 35–39 | 2,155 | 297 | 14% |
| 40–44 | 2,067 | 329 | 16% |
| 45–49 | 2,196 | 360 | 16% |
| 50–54 | 2,712 | 481 | 18% |
| 55–59 | 2,414 | 461 | 19% |
| 60–64 | 1,976 | 390 | 20% |
| 65–69 | 1,517 | 253 | 17% |
| 70–74 | 1,228 | 226 | 18% |
| 75–79 | 1,107 | 197 | 18% |
| 80+ | 1,857 | 303 | 16% |
| *Seniors (65+)* | *5,709* | *979* | *17%* |
| *Total** | *32,675* | *4,884* | *15%* |
| **Age Group (Years)** | **Total Injured** | **Pedestrians Injured** | **Percentage of Total Injured†** |
| <5 | 47,000 | 1,000 | 3% |
| 5–9 | 54,000 | 3,000 | 5% |
| 10–14 | 66,000 | 4,000 | 5% |
| *Children (≤ 14)* | *167,000* | *8,000* | *5%* |
| 15-19 | 229,000 | 8,000 | 3% |
| 20-24 | 306,000 | 7,000 | 2% |
| 25–29 | 252,000 | 6,000 | 2% |
| 30–34 | 208,000 | 5,000 | 2% |
| 35–39 | 170,000 | 3,000 | 2% |
| 40–44 | 177,000 | 4,000 | 2% |
| 45–49 | 172,000 | 4,000 | 2% |
| 50–54 | 172,000 | 5,000 | 3% |
| 55–59 | 148,000 | 6,000 | 4% |
| 60–64 | 115,000 | 3,000 | 3% |
| 65–69 | 81,000 | 3,000 | 3% |
| 70–74 | 56,000 | 2,000 | 3% |
| 75–79 | 39,000 | 1,000 | 3% |
| 80+ | 44,000 | 2,000 | 4% |
| *Seniors (65+)* | *221,000* | *7,000* | *3%* |
| *Total* | *2,338,000* | *65,000* | *3%* |

Sources: FARS 2014 ARF and National Automotive Sampling System (NASS) General Estimates System (GES) 2014.
*Fatality totals include 87 total fatalities and 51 pedestrian fatalities of unknown age.
†Percentages of total injured were calculated using total injured and pedestrians injured estimates before rounding.
Note: Injured totals may not equal sum of components due to independent rounding.

## Gender

Table 3 contains two sections; the first section contains the number of pedestrians killed in 2014 by gender and age group, and the second section contains the estimated number of pedestrians injured in 2014 by gender and age group. For each gender and overall total by age group, the fatality/injury rate is calculated.

In 2014:

- More than two-thirds (3,411 of 4,884 or 70%) of the pedestrians killed in traffic crashes were males.
- The total male pedestrian fatality rate per 100,000 population was 2.17, which is more than double the rate for females (0.91 per 100,000 population).
- The total male pedestrian injury rate per 100,000 population was 22, compared with 19 for females.
- The total fatality rate for pedestrians 65 and older was 2.12 per 100,000 population. In 2014, people 65 and older made up 15 percent of the country's population.
- The highest four total pedestrian injury rates by age group were 15-19, 20-24, 25-29, and 55-59 (37, 31, 26, and 26 per 100,000 population, respectively).
- The female injury rates by age group for 15-19, 20-24, 30-34, 65-69, and 70-74 (49, 34, 23, 19, and 23 per 100,000 population, respectively) were higher than the male injury rates (26, 28, 22, 16, and 11 per100,000 population, respectively).

Table 3

## Pedestrians Killed/Injured in Traffic Crashes and Fatality/Injury Rates, by Age and Gender, 2014

| Age (Years) | Male | | | Female | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | Killed | Population (thousands) | Fatality Rate* | Killed | Population (thousands) | Fatality Rate* | Killed | Population (thousands) | Fatality Rate* |
| <5 | 43 | 10,156 | 0.42 | 33 | 9,721 | 0.34 | 76 | 19,877 | 0.38 |
| 5-9 | 39 | 10,478 | 0.37 | 27 | 10,041 | 0.27 | 66 | 20,520 | 0.32 |
| 10-14 | 41 | 10,551 | 0.39 | 24 | 10,120 | 0.24 | 65 | 20,672 | 0.31 |
| *Children (≤14)* | *123* | *31,185* | *0.39* | *84* | *29,883* | *0.28* | *207* | *61,068* | *0.34* |
| 15-19 | 161 | 10,784 | 1.49 | 65 | 10,284 | 0.63 | 226 | 21,068 | 1.07 |
| 20-24 | 289 | 11,739 | 2.46 | 116 | 11,173 | 1.04 | 405 | 22,912 | 1.77 |
| 25-29 | 251 | 11,161 | 2.25 | 89 | 10,827 | 0.82 | 340 | 21,988 | 1.55 |
| 30-34 | 267 | 10,809 | 2.47 | 91 | 10,720 | 0.85 | 358 | 21,529 | 1.66 |
| 35-39 | 207 | 9,940 | 2.08 | 90 | 9,982 | 0.90 | 297 | 19,922 | 1.49 |
| 40-44 | 250 | 10,219 | 2.45 | 79 | 10,372 | 0.76 | 329 | 20,591 | 1.60 |
| 45-49 | 253 | 10,347 | 2.45 | 107 | 10,541 | 1.02 | 360 | 20,888 | 1.72 |
| 50-54 | 352 | 11,078 | 3.18 | 129 | 11,493 | 1.12 | 481 | 22,571 | 2.13 |
| 55-59 | 333 | 10,444 | 3.19 | 128 | 11,067 | 1.16 | 461 | 21,511 | 2.14 |
| 60-64 | 264 | 8,878 | 2.97 | 126 | 9,688 | 1.30 | 390 | 18,566 | 2.10 |
| 65-69 | 159 | 7,249 | 2.19 | 94 | 8,076 | 1.16 | 253 | 15,325 | 1.65 |
| 70-74 | 153 | 5,100 | 3.00 | 73 | 5,973 | 1.22 | 226 | 11,073 | 2.04 |
| 75-79 | 122 | 3,512 | 3.47 | 75 | 4,411 | 1.70 | 197 | 7,922 | 2.49 |
| 80+ | 193 | 4,491 | 4.30 | 109 | 7,432 | 1.47 | 303 | 11,923 | 2.54 |
| *Seniors (65+)* | *627* | *20,352* | *3.08* | *351* | *25,892* | *1.36* | *979* | *46,243* | *2.12* |
| *Total*[1] | *3,411* | *156,936* | *2.17* | *1,466* | *161,921* | *0.91* | *4,884* | *318,857* | *1.53* |

| Age (Years) | Male | | | Female | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | Injured | Population (thousands) | Injury Rate*† | Injured | Population (thousands) | Injury Rate*† | Injured | Population (thousands) | Injury Rate*† |
| <5 | 1,000 | 10,156 | 7 | 1,000 | 9,721 | 7 | 1,000 | 19,877 | 7 |
| 5-9 | 2,000 | 10,478 | 19 | 1,000 | 10,041 | 8 | 3,000 | 20,520 | 14 |
| 10-14 | 2,000 | 10,551 | 19 | 2,000 | 10,120 | 16 | 4,000 | 20,672 | 17 |
| *Children (≤14)* | *5,000* | *31,185* | *15* | *3,000* | *29,883* | *11* | *8,000* | *61,068* | *13* |
| 15-19 | 3,000 | 10,784 | 26 | 5,000 | 10,284 | 49 | 8,000 | 21,068 | 37 |
| 20-24 | 3,000 | 11,739 | 28 | 4,000 | 11,173 | 34 | 7,000 | 22,912 | 31 |
| 25-29 | 3,000 | 11,161 | 30 | 2,000 | 10,827 | 21 | 6,000 | 21,988 | 26 |
| 30-34 | 2,000 | 10,809 | 22 | 2,000 | 10,720 | 23 | 5,000 | 21,529 | 23 |
| 35-39 | 2,000 | 9,940 | 20 | 1,000 | 9,982 | 11 | 3,000 | 19,922 | 16 |
| 40-44 | 2,000 | 10,219 | 21 | 1,000 | 10,372 | 14 | 4,000 | 20,591 | 17 |
| 45-49 | 3,000 | 10,347 | 26 | 1,000 | 10,541 | 11 | 4,000 | 20,888 | 19 |
| 50-54 | 2,000 | 11,078 | 22 | 2,000 | 11,493 | 18 | 5,000 | 22,571 | 20 |
| 55-59 | 3,000 | 10,444 | 32 | 2,000 | 11,067 | 20 | 6,000 | 21,511 | 26 |
| 60-64 | 2,000 | 8,878 | 22 | 1,000 | 9,688 | 15 | 3,000 | 18,566 | 18 |
| 65-69 | 1,000 | 7,249 | 16 | 1,000 | 8,076 | 19 | 3,000 | 15,325 | 17 |
| 70-74 | 1,000 | 5,100 | 11 | 1,000 | 5,973 | 23 | 2,000 | 11,073 | 18 |
| 75-79 | 1,000 | 3,512 | 17 | <500 | 4,411 | ** | 1,000 | 7,922 | 13 |
| 80+ | 1,000 | 4,491 | 26 | 1,000 | 7,432 | 8 | 2,000 | 11,923 | 15 |
| *Seniors (65+)* | *3,000* | *20,352* | *17* | *4,000* | *25,892* | *15* | *7,000* | *46,243* | *16* |
| *Total*[2] | *35,000* | *156,936* | *22* | *30,000* | *161,921* | *19* | *65,000* | *318,857* | *20* |

Sources: FARS 2014 ARF, NASS GES 2014, and Population – Bureau of the Census.
* Rate per 100,000 population.
** If less than 500 injured, injury rate is not shown.
†Injury rates were calculated using injured estimates before rounding.
[1]Fatality totals include 51 fatalities – 34 fatalities of unknown male age and 11 fatalities of unknown female age.
[2]Injured totals may not equal sum of components due to independent rounding.

## Alcohol

Alcohol involvement—for the driver and/or the pedestrian—was reported in 48 percent of the traffic crashes that resulted in pedestrian fatalities in 2014. Alcohol involvement is defined as whether alcohol was consumed by the driver and/or the pedestrian prior to the crash; the presence of alcohol may or may not be the contributing cause of the crash.

Table 4 provides the estimated crash-level statistics of alcohol involvement for both pedestrians killed and involved drivers killed or survived. If more than one pedestrian was killed in a crash, the pedestrian with the highest blood alcohol concentration (BAC) was used. If more than one driver was involved in a crash, the driver with the highest BAC was used.

- An estimated 34 percent of fatal pedestrian crashes had a pedestrian with a BAC of .08 grams per deciliter (g/dL) or higher.
- An estimated 14 percent of fatal pedestrian crashes had drivers with BACs of .08 g/dL or higher.

Table 4
**Alcohol Involvement in Crashes That Resulted in Pedestrian Fatalities, 2014**

| | Driver, BAC=.00 | | Driver, BAC=.01–.07 | | Driver, BAC=.08+ | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Pedestrian, BAC=.00 | 2,513 | 52% | 102 | 2% | 381 | 8% | 2,996 | 62% |
| Pedestrian, BAC=.01–.07 | 148 | 3% | 13 | 0% | 36 | 1% | 197 | 4% |
| Pedestrian, BAC .08+ | 1,273 | 26% | 80 | 2% | 268 | 6% | 1,620 | 34% |
| *Total** | *3,934* | *82%* | *194* | *4%* | *685* | *14%* | *4,813* | *100%* |

Source: FARS 2014 ARF.
*Note: The alcohol levels in this table were determined using the alcohol levels of the pedestrians killed and the involved drivers (killed or survived).

Table 5 provides the estimated person-level statistics of alcohol involvement for pedestrians killed by age groups in 2005 and 2014:

- An estimated 35 percent of pedestrians killed had BACs of .08 g/dL or higher in 2005 and 2014.
- Pedestrians 35 to 44 years old who were killed had BACs of .08 g/dL or higher at an estimated 49 percent in 2014 and 51 percent in 2005. These were the highest percentages in both years.

Table 5
**Alcohol Involvement for Pedestrians Killed in Traffic Crashes, by Age, 2005 and 2014**

| | 2005 | | | | | 2014 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Age (Years) | Number of Fatalities | % With BAC = .00 | % With BAC = .01–.07 | % With BAC = .08+ | % With BAC = .01+ | Number of Fatalities | % With BAC = .00 | % With BAC = .01–.07 | % With BAC = .08+ | % With BAC = .01+ |
| 16–20 | 281 | 69% | 4% | 27% | 31% | 288 | 66% | 7% | 27% | 34% |
| 21–24 | 297 | 47% | 4% | 49% | 53% | 317 | 52% | 4% | 44% | 48% |
| 25–34 | 615 | 45% | 6% | 48% | 55% | 698 | 50% | 4% | 45% | 50% |
| 35–44 | 804 | 44% | 5% | 51% | 56% | 626 | 48% | 4% | 49% | 52% |
| 45–54 | 914 | 52% | 4% | 44% | 48% | 841 | 48% | 6% | 46% | 52% |
| 55–64 | 559 | 68% | 5% | 27% | 32% | 851 | 64% | 4% | 32% | 36% |
| 65–74 | 411 | 85% | 3% | 12% | 15% | 479 | 81% | 5% | 14% | 19% |
| 75–84 | 423 | 93% | 2% | 6% | 7% | 329 | 92% | 2% | 6% | 8% |
| 85 + | 154 | 96% | 0% | 3% | 4% | 171 | 94% | 2% | 4% | 6% |
| *Total* | *4,458* | *61%* | *4%* | *35%* | *39%* | *4,600* | *61%* | *4%* | *35%* | *39%* |

Source: FARS 2014 ARF.
*Excluding pedestrians under 16 years old and pedestrians of unknown age.

## Vehicle Type and Impact Point

Table 6 presents the number of pedestrians killed by vehicle type and location on the vehicle where pedestrians were struck in single-vehicle crashes. In 2014:

- Ninety percent (4,408) of the pedestrians were killed in a motor vehicle traffic crash that involved single vehicles; 10 percent (476) were killed in multivehicle crashes.
- Pedestrians who died were more likely to be struck by the front of the vehicle than the rear, right, or left side.
- Passenger cars and light trucks (including SUVs, pickups, and vans) had the highest percentages of front impacts than other vehicles (such as large trucks or buses).
- Large trucks and buses had the highest percentage of right side, left side, and rear impacts.

Almost one-fifth (18%) of the pedestrians killed in 2014 were struck in single-vehicle or multivehicle crashes that involved hit-and-run drivers.

Table 6

**Pedestrians Killed in Single-Vehicle Crashes, by Vehicle Type Involved, 2014**

| | Initial Point of Impact on Vehicle | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Front | | Right Side | | Left Side | | Rear | | Other/Unknown | | Total | |
| Vehicle Type | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Passenger Car | 1,639 | 89.9% | 51 | 2.8% | 26 | 1.4% | 24 | 1.3% | 84 | 4.6% | 1,824 | 100.0% |
| Light Trucks* | 1,662 | 88.5% | 41 | 2.2% | 28 | 1.5% | 37 | 2.0% | 111 | 5.9% | 1,879 | 100.0% |
| *–SUV* | *679* | *89.6%* | *10* | *1.3%* | *9* | *1.2%* | *14* | *1.8%* | *46* | *6.1%* | *758* | *100.0%* |
| *–Pickup* | *698* | *88.6%* | *23* | *2.9%* | *13* | *1.6%* | *14* | *1.8%* | *40* | *5.1%* | *788* | *100.0%* |
| *–Van* | *264* | *86.6%* | *8* | *2.6%* | *6* | *2.0%* | *9* | *3.0%* | *18* | *5.9%* | *305* | *100.0%* |
| Large Truck | 182 | 74.9% | 17 | 7.0% | 8 | 3.3% | 12 | 4.9% | 24 | 9.9% | 243 | 100.0% |
| Bus | 47 | 64.4% | 10 | 13.7% | 2 | 2.7% | 4 | 5.5% | 10 | 13.7% | 73 | 100.0% |
| Other/Unknown Vehicle | 232 | 59.8% | 4 | 1.0% | 2 | 0.5% | 1 | 0.3% | 149 | 38.4% | 388 | 100.0% |
| *Total* | *3,763* | *85.4%* | *123* | *2.8%* | *66* | *1.5%* | *78* | *1.8%* | *378* | *8.6%* | *4,408* | *100.0%* |

Source: FARS 2014 ARF.
*Light truck totals include other/unknown light trucks.

## Fatalities by State

For each State (and the District of Columbia) in 2014, Table 7 presents the resident population total, total traffic fatalities, pedestrian fatalities, percentage of pedestrian fatalities of total traffic fatalities, and proportion of pedestrian fatalities per 100,000 population. Included also in Table 7 is Puerto Rico, which is not included in the overall U.S. total. In 2014:

- The total motor vehicle traffic fatalities ranged from 23 (District of Columbia) to 3,538 (Texas).
- Pedestrian fatalities were highest in California (697), followed by Florida (588) and Texas (476).
- The individual State percentages of pedestrian fatalities by total traffic fatalities ranged from a low of 3.3 percent (Wyoming) to a high of 39.1 percent (District of Columbia), compared to the national average of 14.9 percent.
- The highest State pedestrian fatality rate per 100,000 population was in New Mexico (3.55), followed by Florida (2.96).

Table 7

## Motor Vehicle Traffic Crash Fatalities, Pedestrian Traffic Fatalities, and Fatality Rates, by State, 2014

| State | Resident Population | Total Traffic Fatalities | Pedestrian Fatalities | Percentage of Total Traffic Fatalities | Pedestrian Fatalities per 100,000 Population |
|---|---|---|---|---|---|
| Alabama | 4,849,377 | 820 | 96 | 11.7% | 1.98 |
| Alaska | 736,732 | 73 | 14 | 19.2% | 1.90 |
| Arizona | 6,731,484 | 770 | 141 | 18.3% | 2.09 |
| Arkansas | 2,966,369 | 466 | 36 | 7.7% | 1.21 |
| California | 38,802,500 | 3,074 | 697 | 22.7% | 1.80 |
| Colorado | 5,355,866 | 488 | 63 | 12.9% | 1.18 |
| Connecticut | 3,596,677 | 248 | 47 | 19.0% | 1.31 |
| Delaware | 935,614 | 121 | 25 | 20.7% | 2.67 |
| Dist of Columbia | 658,893 | 23 | 9 | 39.1% | 1.37 |
| Florida | 19,893,297 | 2,494 | 588 | 23.6% | 2.96 |
| Georgia | 10,097,343 | 1,164 | 163 | 14.0% | 1.61 |
| Hawaii | 1,419,561 | 95 | 24 | 25.3% | 1.69 |
| Idaho | 1,634,464 | 186 | 13 | 7.0% | 0.80 |
| Illinois | 12,880,580 | 924 | 123 | 13.3% | 0.95 |
| Indiana | 6,596,855 | 746 | 78 | 10.5% | 1.18 |
| Iowa | 3,107,126 | 321 | 19 | 5.9% | 0.61 |
| Kansas | 2,904,021 | 385 | 23 | 6.0% | 0.79 |
| Kentucky | 4,413,457 | 672 | 57 | 8.5% | 1.29 |
| Louisiana | 4,649,676 | 737 | 105 | 14.2% | 2.26 |
| Maine | 1,330,089 | 131 | 9 | 6.9% | 0.68 |
| Maryland | 5,976,407 | 442 | 101 | 22.9% | 1.69 |
| Massachusetts | 6,745,408 | 328 | 70 | 21.3% | 1.04 |
| Michigan | 9,909,877 | 901 | 148 | 16.4% | 1.49 |
| Minnesota | 5,457,173 | 361 | 15 | 4.2% | 0.27 |
| Mississippi | 2,994,079 | 607 | 53 | 8.7% | 1.77 |
| Missouri | 6,063,589 | 766 | 65 | 8.5% | 1.07 |
| Montana | 1,023,579 | 192 | 10 | 5.2% | 0.98 |
| Nebraska | 1,881,503 | 225 | 9 | 4.0% | 0.48 |
| Nevada | 2,839,099 | 290 | 70 | 24.1% | 2.47 |
| New Hampshire | 1,326,813 | 95 | 12 | 12.6% | 0.90 |
| New Jersey | 8,938,175 | 556 | 168 | 30.2% | 1.88 |
| New Mexico | 2,085,572 | 383 | 74 | 19.3% | 3.55 |
| New York | 19,746,227 | 1,039 | 263 | 25.3% | 1.33 |
| North Carolina | 9,943,964 | 1,284 | 172 | 13.4% | 1.73 |
| North Dakota | 739,482 | 135 | 9 | 6.7% | 1.22 |
| Ohio | 11,594,163 | 1,006 | 86 | 8.5% | 0.74 |
| Oklahoma | 3,878,051 | 669 | 50 | 7.5% | 1.29 |
| Oregon | 3,970,239 | 357 | 57 | 16.0% | 1.44 |
| Pennsylvania | 12,787,209 | 1,195 | 161 | 13.5% | 1.26 |
| Rhode Island | 1,055,173 | 52 | 14 | 26.9% | 1.33 |
| South Carolina | 4,832,482 | 824 | 107 | 13.0% | 2.21 |
| South Dakota | 853,175 | 136 | 9 | 6.6% | 1.05 |
| Tennessee | 6,549,352 | 962 | 86 | 8.9% | 1.31 |
| Texas | 26,956,958 | 3,538 | 476 | 13.5% | 1.77 |
| Utah | 2,942,902 | 256 | 32 | 12.5% | 1.09 |
| Vermont | 626,562 | 44 | 5 | 11.4% | 0.80 |
| Virginia | 8,326,289 | 703 | 88 | 12.5% | 1.06 |
| Washington | 7,061,530 | 462 | 75 | 16.2% | 1.06 |
| West Virginia | 1,850,326 | 272 | 19 | 7.0% | 1.03 |
| Wisconsin | 5,757,564 | 507 | 45 | 8.9% | 0.78 |
| Wyoming | 584,153 | 150 | 5 | 3.3% | 0.86 |
| *U.S. Total* | *318,857,056* | *32,675* | *4,884* | *14.9%* | *1.53* |
| Puerto Rico | 3,548,397 | 304 | 95 | 31.3% | 2.68 |

Sources: FARS 2014 ARF, and Population – Bureau of the Census.

## Fatalities by City

The pedestrian fatality rates of major cities were generally higher than the national average of 1.53 per 100,000 population in 2014 with a few exceptions. For each city with a population of 500,000 or greater in 2014, Table 8 contains the resident population total, total traffic fatalities, pedestrian fatalities, percentage of pedestrian fatalities of total traffic fatalities, and fatality rates per 100,000 population for total killed and pedestrians killed. Detroit had the highest pedestrian fatality rate per 100,000 population (5.88), followed by Albuquerque (5.03), Phoenix (4.36), San Antonio (3.69), and Jacksonville (3.40).

Table 8

**People Killed, Pedestrians Killed, Population, and Fatality Rates in Cities With a Population of 500,000 or Greater, 2014**

| City | Resident Population | Total Traffic Fatalities | Pedestrian Fatalities | Percentage of Total Traffic Fatalities | Fatality Rate per 100,000 Population | |
|---|---|---|---|---|---|---|
| | | | | | Total | Pedestrian |
| New York, NY | 8,491,079 | 248 | 125 | 50.4% | 2.92 | 1.47 |
| Los Angeles, CA | 3,928,864 | 240 | 96 | 40.0% | 6.11 | 2.44 |
| Chicago, IL | 2,722,389 | 120 | 35 | 29.2% | 4.41 | 1.29 |
| Houston, TX | 2,239,558 | 232 | 60 | 25.9% | 10.36 | 2.68 |
| Philadelphia, PA | 1,560,297 | 97 | 38 | 39.2% | 6.22 | 2.44 |
| Phoenix, AZ | 1,537,058 | 177 | 67 | 37.9% | 11.52 | 4.36 |
| San Antonio, TX | 1,436,697 | 147 | 53 | 36.1% | 10.23 | 3.69 |
| San Diego, CA | 1,381,069 | 79 | 32 | 40.5% | 5.72 | 2.32 |
| Dallas, TX | 1,281,047 | 154 | 41 | 26.6% | 12.02 | 3.20 |
| San Jose, CA | 1,015,785 | 55 | 22 | 40.0% | 5.41 | 2.17 |
| Austin, TX | 912,791 | 58 | 12 | 20.7% | 6.35 | 1.31 |
| Jacksonville, FL | 853,382 | 106 | 29 | 27.4% | 12.42 | 3.40 |
| San Francisco, CA | 852,469 | 32 | 19 | 59.4% | 3.75 | 2.23 |
| Indianapolis, IN | 848,788 | 83 | 19 | 22.9% | 9.78 | 2.24 |
| Columbus, OH | 835,957 | 49 | 11 | 22.4% | 5.86 | 1.32 |
| Fort Worth, TX | 812,238 | 76 | 19 | 25.0% | 9.36 | 2.34 |
| Charlotte, NC | 809,958 | 62 | 11 | 17.7% | 7.65 | 1.36 |
| Detroit, MI | 680,250 | 125 | 40 | 32.0% | 18.38 | 5.88 |
| El Paso, TX | 679,036 | 49 | 15 | 30.6% | 7.22 | 2.21 |
| Seattle, WA | 668,342 | 18 | 5 | 27.8% | 2.69 | 0.75 |
| Denver, CO | 663,862 | 42 | 13 | 31.0% | 6.33 | 1.96 |
| Washington, DC | 658,893 | 23 | 9 | 39.1% | 3.49 | 1.37 |
| Memphis, TN | 656,861 | 89 | 20 | 22.5% | 13.55 | 3.04 |
| Boston, MA | 655,884 | 22 | 12 | 54.5% | 3.35 | 1.83 |
| Nashville-Davidson metropolitan area, TN | 644,014 | 52 | 11 | 21.2% | 8.07 | 1.71 |
| Baltimore, MD | 622,793 | 30 | 13 | 43.3% | 4.82 | 2.09 |
| Oklahoma City, OK | 620,602 | 68 | 10 | 14.7% | 10.96 | 1.61 |
| Portland, OR | 619,360 | 21 | 10 | 47.6% | 3.39 | 1.61 |
| Las Vegas, NV | 613,599 | 39 | 9 | 23.1% | 6.36 | 1.47 |
| Louisville/Jefferson County metropolitan area, KY | 612,780 | 70 | 15 | 21.4% | 11.42 | 2.45 |
| Milwaukee, WI | 599,642 | 50 | 15 | 30.0% | 8.34 | 2.50 |
| Albuquerque, NM | 557,169 | 55 | 28 | 50.9% | 9.87 | 5.03 |
| Tucson, AZ | 527,972 | 51 | 10 | 19.6% | 9.66 | 1.89 |
| Fresno, CA | 515,986 | 21 | 9 | 42.9% | 4.07 | 1.74 |

Sources: FARS 2014 ARF and Population – U.S. Census Bureau.

## Important Safety Reminders

### For Pedestrians:

- Walk on a sidewalk or path when one is available.
- If no sidewalk or path is available, walk on the shoulder, facing traffic Stay alert; don't be distracted by electronic devices, including smart phones, MP3 players, and other devices that take your eyes (and ears) off the road.
- Be cautious night and day when sharing the road with vehicles. Never assume a driver sees you (he or she could be distracted, under the influence of alcohol and/or drugs, or just not see you). Make eye contact with drivers as they approach.
- Be predictable. Cross streets at crosswalks or intersections when possible. This is where drivers expect pedestrians.
- If a crosswalk or intersection is not available, locate a well-lit area, wait for a gap in traffic that allows you enough time to cross safely, and continue to watch for traffic as you cross.
- Be visible. Wear bright clothing during the day, and wear reflective materials or use a flash light 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 poor 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.
- Slowdown and look for pedestrians. Be prepared to stop when turning or otherwise entering a crosswalk.
- Never drive under the influence of alcohol and/or drugs.
- Follow the speed limit; slow down around pedestrians.
- Stay focused and slow down where children may be present, like school zones and neighborhoods.

— NHTSA's Safety Countermeasures Division

This fact sheet contains information on motor vehicle fatalities and fatal crashes, based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes within the 50 States, the District of Columbia, and Puerto Rico (although Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the National Automotive Sampling System (NASS) General Estimates System (GES). The NASS GES is a probability-based sample of police-reported crashes, from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

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## For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at ncsaweb@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Passenger Vehicles, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System.* The fact sheets and annual Traffic Safety Facts reports can be found at www-nrd.nhtsa.dot.gov/CATS/index.aspx.

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