# Traffic Safety Facts

## 2018 Data

March 2020

DOT HS 812 850

NHTSA

In this fact sheet for 2018, information is presented as follows.



U.S. Department of Transportation

**National Highway Traffic Safety Administration**

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# Pedestrians

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

## Key Findings

- In 2018 there were 6,283 pedestrians killed in traffic crashes, a 3.4-percent increase from the 6,075 pedestrian fatalities in 2017.
- On average a pedestrian was killed every 84 minutes in a traffic crash in 2018.
- Pedestrian deaths accounted for 17 percent of all traffic fatalities in 2018.
- More pedestrian fatalities occurred in urban areas (81%) than rural areas (19%) in 2018.
- Twenty-six percent of pedestrian fatalities occurred from 6 to 8:59 p.m. in 2018.
- In 2018 seventeen percent of the children 14 and younger killed in traffic crashes were pedestrians.
- In 2018 more than two-thirds (69%) of the pedestrians killed in traffic crashes were males.
- Alcohol involvement – for the driver and/or the pedestrian – was reported in 48 percent of all fatal pedestrian crashes in 2018.
- Eighty-nine percent of the pedestrians were killed in traffic crashes that involved single vehicles in 2018.
- Nearly 1 of every 5 pedestrians killed in 2018 (19%) were struck in crashes that involved hit-and-run drivers.

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the **Fatality Analysis Reporting System (FARS)**. Refer to the end of this publication for more information on FARS. Injury estimates are based on data obtained from a nationally representative sample of police-reported crashes from the Crash Report Sampling System. For more information, read **Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)** at the end of this publication.

## Overview

In 2018 there were 6,283 pedestrians killed (Table 1) in traffic crashes in the United States. A total of 6,189 traffic crashes had one or more pedestrian fatalities. On average, a pedestrian was killed every 84 minutes in a traffic crash. That is more than 17 people a day, almost 121 people 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 2009 to 2018. The 6,283 pedestrian fatalities in 2018 were a 3.4-percent increase from 6,075 pedestrian fatalities in 2017. Seventeen percent of all traffic fatalities in 2018 were pedestrians. In 2018 there were an estimated 75,000 pedestrians injured, a 5.4-percent increase from 71,000 pedestrians injured in 2017. Pedestrians injured made up of 3 percent of the total people injured in crashes in 2018.

Table 1

**Total Fatalities and Pedestrian Fatalities, and Total Injured and Pedestrians Injured in Traffic Crashes, 2009–2018**

| | | Pedestrian Fatalities | | | | Pedestrians Injured | |
|---|---|---|---|---|---|---|---|
| Year | Total Fatalities | Number | Percentage of Total Fatalities | Year | Total Injured | Number | Percentage of Total Injured* |
| 2009 | 33,883 | 4,109 | 12% | 2009 | 2,224,000 | 59,000 | 3% |
| 2010 | 32,999 | 4,302 | 13% | 2010 | 2,248,000 | 70,000 | 3% |
| 2011 | 32,479 | 4,457 | 14% | 2011 | 2,227,000 | 69,000 | 3% |
| 2012 | 33,782 | 4,818 | 14% | 2012 | 2,369,000 | 76,000 | 3% |
| 2013 | 32,893 | 4,779 | 15% | 2013 | 2,319,000 | 66,000 | 3% |
| 2014 | 32,744 | 4,910 | 15% | 2014 | 2,343,000 | 65,000 | 3% |
| 2015 | 35,484 | 5,494 | 15% | 2015 | 2,455,000 | 70,000 | 3% |
| 2016 | 37,806 | 6,080 | 16% | 2016† | 3,062,000 | 86,000 | 3% |
| 2017 | 37,473 | 6,075 | 16% | 2017† | 2,745,000 | 71,000 | 3% |
| 2018 | 36,560 | 6,283 | 17% | 2018† | 2,710,000 | 75,000 | 3% |

Source: FARS 2009–2017 Final File, 2018 Annual Report File (ARF); NASS GES 2009–2015 and CRSS 2016-2018;
*Percentages were calculated using injured estimates before rounding.
†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

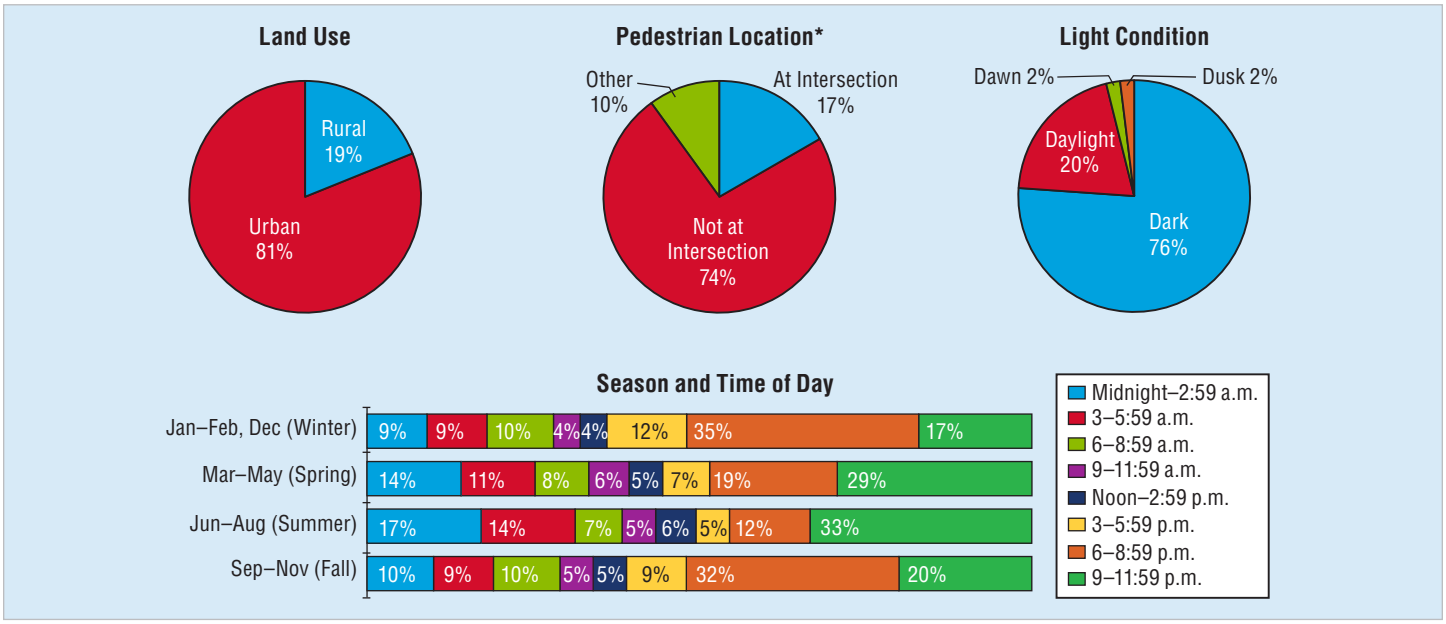
## Environmental Characteristics

Figure 1 contains information on environmental characteristics (land use, pedestrian location, light condition, and season and time of day) describing where and when pedestrian fatalities occurred in 2018.

- More pedestrian fatalities occurred in urban areas (81%) than rural areas (19%).
- Seventeen percent of the pedestrian fatalities occurred at intersections, 74 percent occurred at locations that were not intersections, and the remaining 10 percent occurred at other locations such as 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), more than one third (35%) 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 (29%) of pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 19 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. (33%) 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

**Percentage of Pedestrian Fatalities in Relation to Land Use, Pedestrian Location, Light Condition, and Season and Time of Day, 2018**




Source: FARS 2018 ARF

*Based on location of pedestrian struck at the time of the crash. "Other" includes sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area, which may or may not have been at intersection, but were not distinguished by collected data. Thus, "At Intersection" and "Not at Intersection" do not include those in the "Other" category that were at intersection or not at intersection.

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

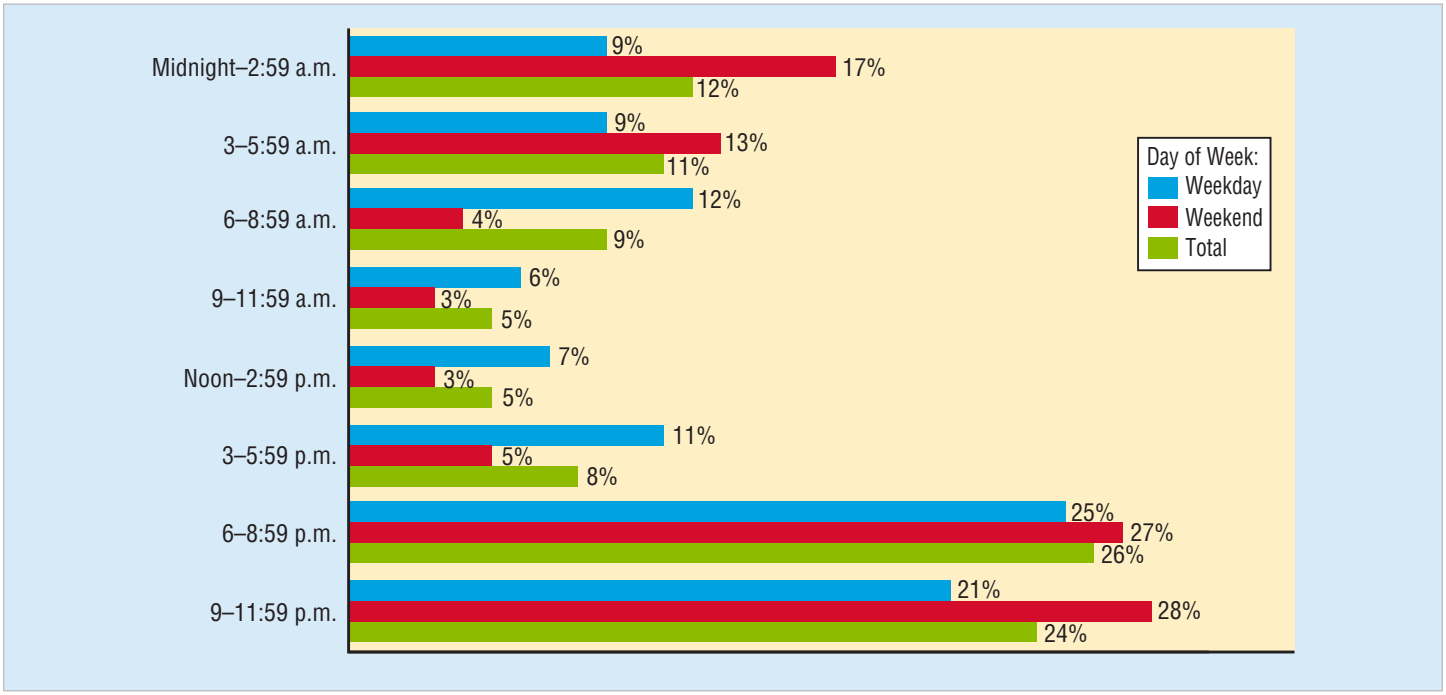
## Time of Day and Day of Week

In Figure 2 the time of day is divided into eight 3-hour time intervals starting at midnight, and day of week is defined as weekday (Monday 6 a.m. to Friday 5:59 p.m.) and weekend (Friday 6 p.m. to Monday 5:59 a.m.). Looking at the percentage of all traffic fatalities who were pedestrians by time of day and day of week in 2018:

- 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. and from noon to 2:59 p.m.
- The highest weekday percentage (25%) occurred from 6 to 8:59 p.m., followed by 21 percent from 9 to 11:59 p.m.
- The lowest weekday percentage (6%) 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 (3%) occurred from 9 to 11:59 a.m. and from noon to 2:59 p.m.

Figure 2

**Percentage of Pedestrian Fatalities, by Time of Day and Day of Week, 2018**




Source: FARS 2018 ARF
Weekday – Monday 6 a.m. to Friday 5:59 p.m.
Weekend – Friday 6 p.m. to Monday 5:59 a.m.

## Age and Sex

Table 2 contains the number of pedestrians killed and injured in 2018 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 2018:

- Seventeen percent of children 14 and younger killed in traffic crashes were pedestrians.
- The age group with the highest percentage of pedestrian traffic fatalities was the 60-to-64 age group at 22 percent.
- An estimated 3 percent of all people injured were pedestrians.
- Children 10 to 14 years old had the highest percentages of estimated pedestrians injured (6%) among the different age groups.
- The age groups with the largest number of pedestrian fatalities were 55-to-59 (608), 60-to-64 (558), and 50-to-54 (553).
- The age groups with the smallest number of pedestrian fatalities were 5-to-9 (58), 10-to-14 (60), and <5 (63).
- Twenty-one percent of all pedestrian fatalities were people 65 and older (1,275 of the 6,209 pedestrian fatalities with known age).
- The average age of pedestrians killed in traffic crashes was 48.
- Over the past 10 years, the average age of those killed has increased slightly, from 45 to 48.

Table 2

**Total and Pedestrians Killed and Injured in Traffic Crashes, by Age Group, 2018**

| Age Group | Total Killed | Pedestrians Killed | | Age Group | Total Injured | Pedestrians Injured | |
|---|---|---|---|---|---|---|---|
| | | Number | Percentage of Total Killed | | | Number | Percentage of Total Injured[1] |
| <5 | 344 | 63 | 18% | <5 | 50,000 | 1,000 | 2% |
| 5–9 | 331 | 58 | 18% | 5–9 | 64,000 | 3,000 | 4% |
| 10–14 | 363 | 60 | 17% | 10–14 | 76,000 | 5,000 | 6% |
| *Children (≤ 14)* | *1,038* | *181* | *17%* | *Children (≤ 14)* | *190,000* | *8,000* | *4%* |
| 15–19 | 2,318 | 227 | 10% | 15–19 | 254,000 | 6,000 | 3% |
| 20–24 | 3,927 | 431 | 11% | 20–24 | 334,000 | 7,000 | 2% |
| 25–29 | 3,688 | 482 | 13% | 25–29 | 310,000 | 7,000 | 2% |
| 30–34 | 3,045 | 485 | 16% | 30–34 | 244,000 | 7,000 | 3% |
| 35–39 | 2,690 | 501 | 19% | 35–39 | 219,000 | 6,000 | 3% |
| 40–44 | 2,299 | 423 | 18% | 40–44 | 191,000 | 5,000 | 2% |
| 45–49 | 2,548 | 485 | 19% | 45–49 | 190,000 | 4,000 | 2% |
| 50–54 | 2,588 | 553 | 21% | 50–54 | 183,000 | 5,000 | 3% |
| 55–59 | 2,889 | 608 | 21% | 55–59 | 170,000 | 6,000 | 4% |
| 60–64 | 2,491 | 558 | 22% | 60–64 | 149,000 | 5,000 | 3% |
| 65–69 | 1,934 | 385 | 20% | 65–69 | 102,000 | 3,000 | 3% |
| 70–74 | 1,579 | 291 | 18% | 70–74 | 77,000 | 3,000 | 3% |
| 75–79 | 1,304 | 238 | 18% | 75–79 | 46,000 | 2,000 | 3% |
| 80+ | 2,090 | 361 | 17% | 80+ | 51,000 | 1,000 | 3% |
| *Ages 65+* | *6,907* | *1,275* | *18%* | *Ages 65+* | *276,000* | *8,000* | *3%* |
| **Total*** | **36,560** | **6,283** | **17%** | **Total[2]** | **2,710,000** | **75,000** | **3%** |

Source: FARS 2018 ARF, CRSS 2018
*Includes fatalities of unknown age.
[1]Percentages were calculated using injured estimates before rounding.
[2]May not equal sum of components due to independent rounding.

Table 3 contains the number of pedestrians killed and injured in 2018 by sex and age group. For each sex and the total, fatality and injury rates per 100,000 population are calculated by age group. In 2018:

- More than two-thirds (4,363 of 6,283 or 69%) of the pedestrians killed in traffic crashes were male.
- The overall male pedestrian fatality rate per 100,000 population was 2.71, which is more than double the rate for females (1.14 per 100,000 population).
- The overall male pedestrian injury rate per 100,000 population was 26, compared with 20 for females.
- The highest overall pedestrian fatality rates by age group were in 80+, 55-to-59 and 60-to-64 age groups (2.85, 2.77, and 2.74 per 100,000 population, respectively).
- The highest overall pedestrian injury rates by age group were those ages 20-to-24 and 15-to-19 (32 and 31 per 100,000 population, respectively).
- The single highest fatality rate by age and sex is for males 80 and older, at 4.33 pedestrian fatalities per 100,000 population.
- Injury rates per 100,000 population were higher among males than females in every age group.

Table 3

**Pedestrians Killed and Injured in Traffic Crashes and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex, 2018**

| Age Group | Male | | | Female | | | Total* | | |
|---|---|---|---|---|---|---|---|---|---|
| | Killed | Population (thousands) | Fatality Rate | Killed | Population (thousands) | Fatality Rate | Killed | Population (thousands) | Fatality Rate |
| <5 | 41 | 10,132 | 0.40 | 22 | 9,678 | 0.23 | 63 | 19,810 | 0.32 |
| 5–9 | 32 | 10,316 | 0.31 | 26 | 9,880 | 0.26 | 58 | 20,196 | 0.29 |
| 10–14 | 33 | 10,659 | 0.31 | 27 | 10,221 | 0.26 | 60 | 20,880 | 0.29 |
| *Children (≤14)* | *106* | *31,107* | *0.34* | *75* | *29,779* | *0.25* | *181* | *60,886* | *0.30* |
| 15–19 | 147 | 10,775 | 1.36 | 80 | 10,322 | 0.78 | 227 | 21,097 | 1.08 |
| 20–24 | 318 | 11,202 | 2.84 | 113 | 10,672 | 1.06 | 431 | 21,874 | 1.97 |
| 25–29 | 346 | 12,019 | 2.88 | 135 | 11,543 | 1.17 | 482 | 23,562 | 2.05 |
| 30–34 | 346 | 11,192 | 3.09 | 139 | 10,944 | 1.27 | 485 | 22,136 | 2.19 |
| 35–39 | 345 | 10,790 | 3.20 | 156 | 10,773 | 1.45 | 501 | 21,564 | 2.32 |
| 40–44 | 295 | 9,797 | 3.01 | 128 | 9,917 | 1.29 | 423 | 19,714 | 2.15 |
| 45–49 | 346 | 10,264 | 3.37 | 138 | 10,483 | 1.32 | 485 | 20,747 | 2.34 |
| 50–54 | 412 | 10,277 | 4.01 | 140 | 10,607 | 1.32 | 553 | 20,885 | 2.65 |
| 55–59 | 431 | 10,669 | 4.04 | 177 | 11,272 | 1.57 | 608 | 21,941 | 2.77 |
| 60–64 | 405 | 9,730 | 4.16 | 153 | 10,602 | 1.44 | 558 | 20,332 | 2.74 |
| 65–69 | 265 | 8,035 | 3.30 | 120 | 9,052 | 1.33 | 385 | 17,087 | 2.25 |
| 70–74 | 194 | 6,211 | 3.12 | 97 | 7,194 | 1.35 | 291 | 13,405 | 2.17 |
| 75–79 | 154 | 4,145 | 3.72 | 84 | 5,122 | 1.64 | 238 | 9,267 | 2.57 |
| 80+ | 213 | 4,916 | 4.33 | 148 | 7,756 | 1.91 | 361 | 12,672 | 2.85 |
| *Ages 65+* | *826* | *23,307* | *3.54* | *449* | *29,124* | *1.54* | *1,275* | *52,431* | *2.43* |
| **Total[1]** | **4,363** | **161,129** | **2.71** | **1,899** | **166,039** | **1.14** | **6,283** | **327,167** | **1.92** |

| Age Group | Male | | | Female | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | Injured | Population (thousands) | Injury Rate[2] | Injured | Population (thousands) | Injury Rate[2] | Injured | Population (thousands) | Injury Rate[2] |
| <5 | 1,000 | 10,132 | 6 | ** | 9,678 | ** | 1,000 | 19,810 | 5 |
| 5–9 | 2,000 | 10,316 | 15 | 1,000 | 9,880 | 10 | 3,000 | 20,196 | 13 |
| 10–14 | 3,000 | 10,659 | 24 | 2,000 | 10,221 | 22 | 5,000 | 20,880 | 23 |
| *Children (≤14)* | *5,000* | *31,107* | *15* | *4,000* | *29,779* | *12* | *8,000* | *60,886* | *14* |
| 15–19 | 3,000 | 10,775 | 31 | 3,000 | 10,322 | 30 | 6,000 | 21,097 | 31 |
| 20–24 | 4,000 | 11,202 | 35 | 3,000 | 10,672 | 29 | 7,000 | 21,874 | 32 |
| 25–29 | 4,000 | 12,019 | 31 | 3,000 | 11,543 | 27 | 7,000 | 23,562 | 29 |
| 30–34 | 4,000 | 11,192 | 34 | 3,000 | 10,944 | 27 | 7,000 | 22,136 | 30 |
| 35–39 | 3,000 | 10,790 | 28 | 3,000 | 10,773 | 26 | 6,000 | 21,564 | 27 |
| 40–44 | 3,000 | 9,797 | 27 | 2,000 | 9,917 | 21 | 5,000 | 19,714 | 24 |
| 45–49 | 2,000 | 10,264 | 24 | 2,000 | 10,483 | 18 | 4,000 | 20,747 | 21 |
| 50–54 | 3,000 | 10,277 | 31 | 2,000 | 10,607 | 20 | 5,000 | 20,885 | 26 |
| 55–59 | 4,000 | 10,669 | 36 | 2,000 | 11,272 | 22 | 6,000 | 21,941 | 29 |
| 60–64 | 3,000 | 9,730 | 27 | 2,000 | 10,602 | 21 | 5,000 | 20,332 | 24 |
| 65–69 | 2,000 | 8,035 | 19 | 1,000 | 9,052 | 14 | 3,000 | 17,087 | 17 |
| 70–74 | 1,000 | 6,211 | 23 | 1,000 | 7,194 | 15 | 3,000 | 13,405 | 19 |
| 75–79 | 1,000 | 4,145 | 18 | 1,000 | 5,122 | 16 | 2,000 | 9,267 | 17 |
| 80+ | 1,000 | 4,916 | 16 | 1,000 | 7,756 | 8 | 1,000 | 12,672 | 11 |
| *Ages 65+* | *4,000* | *23,307* | *19* | *4,000* | *29,124* | *13* | *8,000* | *52,431* | *16* |
| **Total[3]** | **42,000** | **161,129** | **26** | **33,000** | **166,039** | **20** | **75,000** | **327,167** | **23** |

Sources: FARS 2018 ARF, CRSS 2018; Population – Census Bureau

*Includes fatalities of unknown sex.

**Less than 500 injured; injury rate not shown.

[1]Includes fatalities of unknown age.

[2] Were calculated using injured estimates before rounding.

[3] 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 2018. Alcohol involvement is defined as whether alcohol was consumed by the driver and/or the pedestrian prior to the crash; the presence of alcohol may or may not be a contributing factor in the crash. "No alcohol" refers to a blood alcohol concentration (BAC) of .00 grams per deciliter (g/dL).

Table 4 charts the estimated alcohol involvement for the pedestrians killed, by the alcohol involvement of all drivers involved in those 6,189 crashes, whether the drivers were killed or not. If more than one pedestrian was killed in a crash, the pedestrian with the highest BAC was used. If more than one driver was involved in a crash, the driver with the highest BAC was used.

- An estimated 33 percent of fatal pedestrian crashes had a pedestrian with a BAC of .08 g/dL or higher.
- An estimated 16 percent of fatal pedestrian crashes had a driver with a BAC of .08 g/dL or higher. Note that a BAC of .08 g/dL is the legal limit for alcohol impairment in all 50 States.

Table 4

**Crashes Resulting in Pedestrian Fatalities, by Alcohol Involvement of Drivers and Pedestrians, 2018**

| | 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 | 3,212 | 52% | 126 | 2% | 551 | 9% | 3,890 | 63% |
| Pedestrian, BAC=.01–.07 g/dL | 221 | 4% | 12 | 0% | 51 | 1% | 285 | 5% |
| Pedestrian, BAC .08+ g/dL | 1,539 | 25% | 96 | 2% | 380 | 6% | 2,015 | 33% |
| **Total Crashes** | **4,972** | **80%** | **234** | **4%** | **983** | **16%** | **6,189** | **100%** |

Source: FARS 2018 ARF
Note: The alcohol levels in this table were determined using the alcohol levels of the pedestrians killed and the involved drivers (killed or survived).

Table 5 shows information on the 6,009 pedestrians 16 and older killed in traffic crashes, by alcohol involvement and age group, for 2009 and 2018.

An estimated 33 percent of pedestrians killed had BACs of .08 g/dL or higher in 2018, compared to 37 percent in 2009.

In 2009 pedestrians killed in the 35-to-44 age group had the highest percentage with BACs of .08 g/dL or higher (52%) compared to other age groups. In 2018 pedestrians in the 45-to-54 age group had the highest percentage with BACs of .08 g/dL or higher (44%).

Table 5

**Pedestrians Killed in Traffic Crashes, by Age Group and Their BACs, 2009 and 2018**

| | 2009 | | | | | 2018 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Age Group | Number of Fatalities | Percentage With No Alcohol (BAC = .00 g/dL) | Percentage With BAC = .01+ g/dL | Percentage With BAC = .01–.07 g/dL | Percentage With BAC = .08+ g/dL | Number of Fatalities | Percentage With No Alcohol (BAC = .00 g/dL) | Percentage With BAC = .01+ g/dL | Percentage With BAC = .01–.07 g/dL | Percentage With BAC = .08+ g/dL |
| 16–20 | 235 | 69% | 31% | 6% | 24% | 281 | 76% | 24% | 5% | 19% |
| 21–24 | 274 | 46% | 54% | 5% | 49% | 358 | 52% | 48% | 5% | 43% |
| 25–34 | 541 | 45% | 55% | 6% | 49% | 967 | 57% | 43% | 5% | 38% |
| 35–44 | 607 | 43% | 57% | 5% | 52% | 924 | 54% | 46% | 5% | 41% |
| 45–54 | 818 | 48% | 52% | 4% | 48% | 1,038 | 52% | 48% | 5% | 44% |
| 55–64 | 561 | 65% | 35% | 5% | 30% | 1,166 | 60% | 40% | 5% | 35% |
| 65–74 | 362 | 83% | 17% | 4% | 13% | 676 | 78% | 22% | 4% | 18% |
| 75–84 | 301 | 92% | 8% | 3% | 5% | 418 | 86% | 14% | 3% | 10% |
| 85 + | 112 | 95% | 5% | 1% | 4% | 181 | 91% | 9% | 1% | 8% |
| **Total Killed*** | **3,811** | **59%** | **41%** | **5%** | **37%** | **6,009** | **62%** | **38%** | **5%** | **33%** |

Source: FARS 2009 Final File, 2018 ARF
*Excludes pedestrians younger than 16 and pedestrians of unknown age.

## Vehicle Type and Impact Point

Eighty-nine percent (5,602) of the pedestrians were killed in motor vehicle traffic crashes that involved single vehicles in 2018; 11 percent (681) were killed in multiple-vehicle crashes. Nearly 1 of every 5 pedestrians killed (19%) were struck in crashes that involved hit-and-run drivers. Ninety-two percent of the pedestrians killed by hit-and-run drivers were in single-vehicle crashes.

Of the 5,602 pedestrians killed in single-vehicle crashes, 97 percent (5,429) were killed in crashes where the first harmful event was collision with a pedestrian. Table 6 presents the 5,429 pedestrians killed in these crashes by vehicle type and location of the initial impact on the striking vehicle. In 2018:

- Pedestrians who died in single-vehicle crashes were most likely to be struck by the front of the vehicles.
- Passenger cars and light trucks including SUVs, pickups, and vans had higher percentages of frontal impacts than did other vehicles such as large trucks or buses.
- Large trucks had the highest percentage of right-side impacts and rear impacts.

Table 6

**Pedestrians Killed in Single-Vehicle Crashes Where the First Harmful Event Was Collision With a Pedestrian, by Vehicle Type and Initial Point of Impact on Vehicle, 2018**

| | 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 | 2,070 | 91.4% | 52 | 2.3% | 35 | 1.5% | 16 | 0.7% | 91 | 4.0% | 2,264 | 100.0% |
| Light Truck* | 2,022 | 89.9% | 64 | 2.8% | 30 | 1.3% | 34 | 1.5% | 100 | 4.4% | 2,250 | 100.0% |
| *–SUV* | *986* | *92.1%* | *20* | *1.9%* | *14* | *1.3%* | *17* | *1.6%* | *33* | *3.1%* | *1,070* | *100.0%* |
| *–Pickup* | *786* | *88.4%* | *32* | *3.6%* | *10* | *1.1%* | *12* | *1.3%* | *49* | *5.5%* | *889* | *100.0%* |
| *–Van* | *234* | *88.0%* | *9* | *3.4%* | *5* | *1.9%* | *5* | *1.9%* | *13* | *4.9%* | *266* | *100.0%* |
| Large Truck | 246 | 77.1% | 20 | 6.3% | 5 | 1.6% | 21 | 6.6% | 27 | 8.5% | 319 | 100.0% |
| Bus | 31 | 70.5% | 3 | 6.8% | 3 | 6.8% | 0 | 0.0% | 7 | 15.9% | 44 | 100.0% |
| Other/Unknown Vehicle | 263 | 47.6% | 4 | 0.7% | 4 | 0.7% | 2 | 0.4% | 279 | 50.5% | 552 | 100.0% |
| **Total** | **4,632** | **85.3%** | **143** | **2.6%** | **77** | **1.4%** | **73** | **1.3%** | **504** | **9.3%** | **5,429** | **100.0%** |

Source: FARS 2018 ARF
*Includes other/unknown light-truck vehicle types.

## Fatalities by State

Table 7 presents total resident population, numbers of total and pedestrian fatalities, the percentage of total fatalities who were pedestrians, and the fatality rates per 100,000 population for total and pedestrian traffic fatalities for each State and the District of Columbia in 2018. Also included in Table 7 is Puerto Rico, which is not included in the overall U.S. total.

Figure 3 contains a color-coded map of the percentage of total traffic fatalities who were pedestrians by State in 2018. Note that for this section as well as the following section on fatalities by city, the populations of States and cities can vary greatly from the recorded resident population. States with substantial seasonal tourism, such as Florida, and cities with large influx of daily commuters, such as Washington, DC, have at times a substantially larger population than is reflected in their numbers of residents.

In 2018:

- The number of all motor vehicle traffic fatalities ranged from a low of 31 (District of Columbia) to a high of 3,642 (Texas).
- The number of pedestrian fatalities was highest in California (893), followed by Florida (704) and Texas (612).
- North Dakota (6), Vermont (6) and Wyoming (6) had the fewest pedestrian fatalities.
- The percentages of pedestrian fatalities (of total traffic fatalities) in States ranged from a low of 5.1 percent (Maine) to a high of 35.9 percent (Hawaii), compared to the national average of 17.2 percent as shown in Figure 3.
- In Puerto Rico 37.7 percent of traffic fatalities were pedestrians.
- The highest pedestrian fatality rate per 100,000 population was in New Mexico (3.96), followed by Puerto Rico (3.63) and Louisiana (3.52). The national average fatality rate in 2018 was 1.92.
- Maine had the lowest pedestrian fatality rate per 100,000 population, 0.52, followed by New Hampshire (0.66) and Rhode Island (0.66).

Additional State and county level data is available at NHTSA's State Traffic Safety Information website at https://cdan.nhtsa.gov/stsi.htm.

Table 7

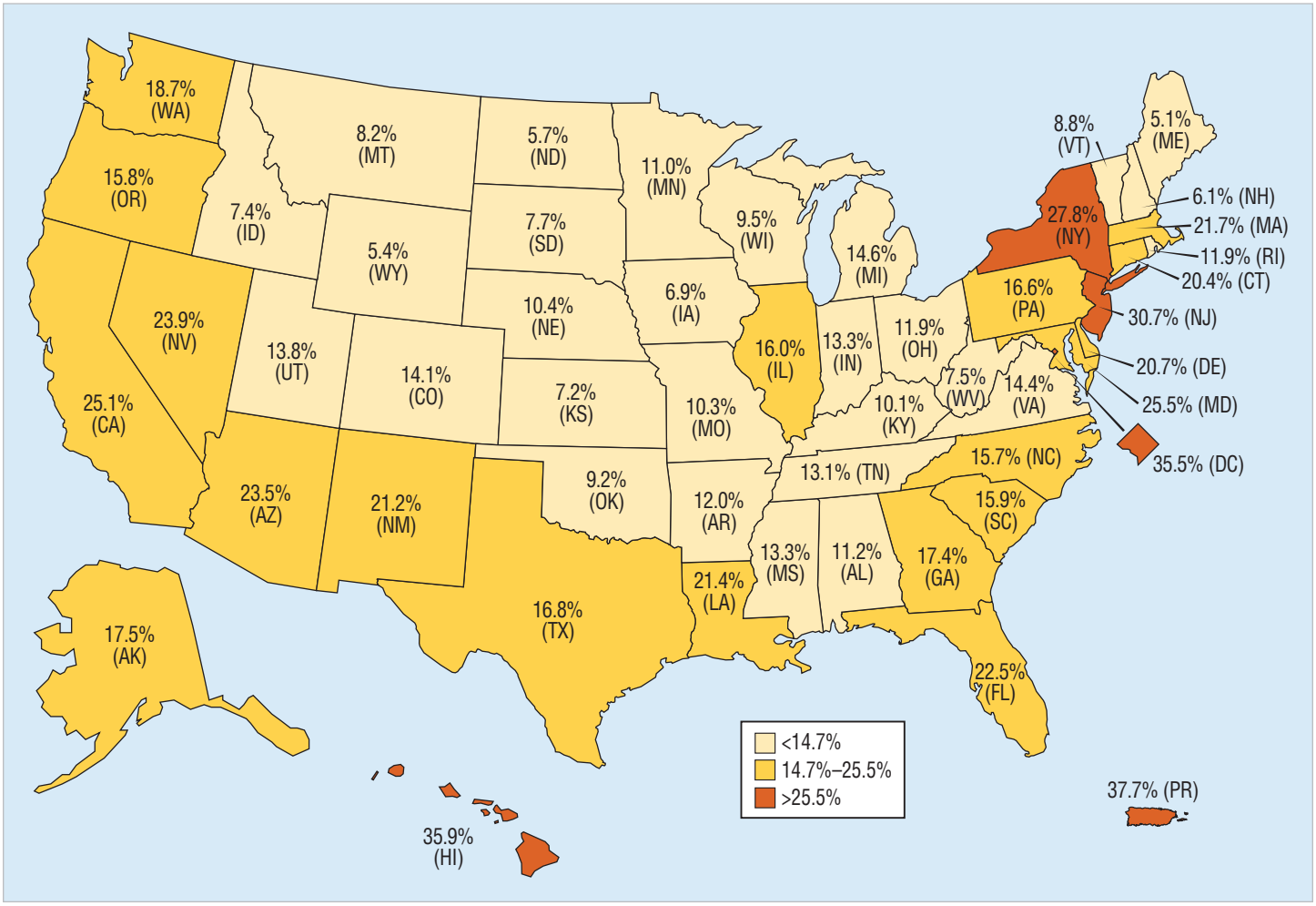
## Total and Pedestrian Fatalities, and Pedestrian Fatality Rates, by State, 2018

| State | Total Fatalities | Pedestrian Fatalities | | Population | Pedestrian Fatality Rate per 100,000 Population |
|---|---|---|---|---|---|
| | | Number | Percentage of Total Fatalities | | |
| Alabama | 953 | 107 | 11.2% | 4,887,871 | 2.19 |
| Alaska | 80 | 14 | 17.5% | 737,438 | 1.90 |
| Arizona | 1,010 | 237 | 23.5% | 7,171,646 | 3.30 |
| Arkansas | 516 | 62 | 12.0% | 3,013,825 | 2.06 |
| California | 3,563 | 893 | 25.1% | 39,557,045 | 2.26 |
| Colorado | 632 | 89 | 14.1% | 5,695,564 | 1.56 |
| Connecticut | 294 | 60 | 20.4% | 3,572,665 | 1.68 |
| Delaware | 111 | 23 | 20.7% | 967,171 | 2.38 |
| District of Columbia | 31 | 11 | 35.5% | 702,455 | 1.57 |
| Florida | 3,133 | 704 | 22.5% | 21,299,325 | 3.31 |
| Georgia | 1,504 | 261 | 17.4% | 10,519,475 | 2.48 |
| Hawaii | 117 | 42 | 35.9% | 1,420,491 | 2.96 |
| Idaho | 231 | 17 | 7.4% | 1,754,208 | 0.97 |
| Illinois | 1,031 | 165 | 16.0% | 12,741,080 | 1.30 |
| Indiana | 858 | 114 | 13.3% | 6,691,878 | 1.70 |
| Iowa | 318 | 22 | 6.9% | 3,156,145 | 0.70 |
| Kansas | 404 | 29 | 7.2% | 2,911,505 | 1.00 |
| Kentucky | 724 | 73 | 10.1% | 4,468,402 | 1.63 |
| Louisiana | 768 | 164 | 21.4% | 4,659,978 | 3.52 |
| Maine | 137 | 7 | 5.1% | 1,338,404 | 0.52 |
| Maryland | 501 | 128 | 25.5% | 6,042,718 | 2.12 |
| Massachusetts | 360 | 78 | 21.7% | 6,902,149 | 1.13 |
| Michigan | 974 | 142 | 14.6% | 9,995,915 | 1.42 |
| Minnesota | 381 | 42 | 11.0% | 5,611,179 | 0.75 |
| Mississippi | 664 | 88 | 13.3% | 2,986,530 | 2.95 |
| Missouri | 921 | 95 | 10.3% | 6,126,452 | 1.55 |
| Montana | 182 | 15 | 8.2% | 1,062,305 | 1.41 |
| Nebraska | 230 | 24 | 10.4% | 1,929,268 | 1.24 |
| Nevada | 330 | 79 | 23.9% | 3,034,392 | 2.60 |
| New Hampshire | 147 | 9 | 6.1% | 1,356,458 | 0.66 |
| New Jersey | 564 | 173 | 30.7% | 8,908,520 | 1.94 |
| New Mexico | 391 | 83 | 21.2% | 2,095,428 | 3.96 |
| New York | 943 | 262 | 27.8% | 19,542,209 | 1.34 |
| North Carolina | 1,437 | 225 | 15.7% | 10,383,620 | 2.17 |
| North Dakota | 105 | 6 | 5.7% | 760,077 | 0.79 |
| Ohio | 1,068 | 127 | 11.9% | 11,689,442 | 1.09 |
| Oklahoma | 655 | 60 | 9.2% | 3,943,079 | 1.52 |
| Oregon | 506 | 80 | 15.8% | 4,190,713 | 1.91 |
| Pennsylvania | 1,190 | 197 | 16.6% | 12,807,060 | 1.54 |
| Rhode Island | 59 | 7 | 11.9% | 1,057,315 | 0.66 |
| South Carolina | 1,037 | 165 | 15.9% | 5,084,127 | 3.25 |
| South Dakota | 130 | 10 | 7.7% | 882,235 | 1.13 |
| Tennessee | 1,041 | 136 | 13.1% | 6,770,010 | 2.01 |
| Texas | 3,642 | 612 | 16.8% | 28,701,845 | 2.13 |
| Utah | 260 | 36 | 13.8% | 3,161,105 | 1.14 |
| Vermont | 68 | 6 | 8.8% | 626,299 | 0.96 |
| Virginia | 820 | 118 | 14.4% | 8,517,685 | 1.39 |
| Washington | 546 | 102 | 18.7% | 7,535,591 | 1.35 |
| West Virginia | 294 | 22 | 7.5% | 1,805,832 | 1.22 |
| Wisconsin | 588 | 56 | 9.5% | 5,813,568 | 0.96 |
| Wyoming | 111 | 6 | 5.4% | 577,737 | 1.04 |
| **U.S. Total** | **36,560** | **6,283** | **17.2%** | **327,167,434** | **1.92** |
| Puerto Rico | 308 | 116 | 37.7% | 3,195,153 | 3.63 |

Sources: FARS 2018 ARF; Population – Census Bureau

Figure 3

**Percentage of Total Fatalities Who Were Pedestrians, by State, 2018**




Source: FARS 2018 ARF

## Fatalities by City

For each city with a population of 500,000 or greater in 2018, Table 8 presents total resident population, numbers of total and pedestrian fatalities, the percentage of total fatalities who were pedestrians, and the fatality rates per 100,000 population for total and pedestrian traffic fatalities.

The pedestrian fatality rates of major cities were generally higher than the national average of 1.92 per 100,000 population. Of the 36 cities listed, 10 had lower fatality rates.

- The number of total fatalities ranged from a low of 15 (Boston) to a high of 273 (Los Angeles).
- The number of pedestrian fatalities was highest in Los Angeles (117), followed by New York (112) and Phoenix (110).
- Seattle (8) had the fewest numbers of pedestrian fatalities, Boston, Baltimore, and Mesa had the next lowest with 9 pedestrian fatalities in each.
- The percentages of pedestrian fatalities (of total traffic fatalities) ranged from a low of 16.4 percent (Oklahoma City) to a high of 60.0 percent (Boston).
- Phoenix had the highest pedestrian fatality rate per 100,000 population (6.63), followed by Albuquerque (6.07).
- Seattle had the lowest pedestrian fatality rate per 100,000 population (1.07), followed by Boston (1.30).

Table 8

## Total and Pedestrian Fatalities in Cities With Populations of 500,000 or Greater, and Fatality Rates, 2018

| City | Total Fatalities | Pedestrian Fatalities | | Population | Fatality Rate per 100,000 Population | |
|---|---|---|---|---|---|---|
| | | Number | Percentage of Total Fatalities | | Total | Pedestrian |
| New York, NY | 195 | 112 | 57.4% | 8,398,748 | 2.32 | 1.33 |
| Los Angeles, CA | 273 | 117 | 42.9% | 3,990,456 | 6.84 | 2.93 |
| Chicago, IL | 131 | 46 | 35.1% | 2,705,994 | 4.84 | 1.70 |
| Houston, TX | 204 | 63 | 30.9% | 2,325,502 | 8.77 | 2.71 |
| Phoenix, AZ | 245 | 110 | 44.9% | 1,660,272 | 14.76 | 6.63 |
| Philadelphia, PA | 102 | 41 | 40.2% | 1,584,138 | 6.44 | 2.59 |
| San Antonio, TX | 148 | 46 | 31.1% | 1,532,233 | 9.66 | 3.00 |
| San Diego, CA | 95 | 44 | 46.3% | 1,425,976 | 6.66 | 3.09 |
| Dallas, TX | 198 | 54 | 27.3% | 1,345,047 | 14.72 | 4.01 |
| San Jose, CA | 60 | 22 | 36.7% | 1,030,119 | 5.82 | 2.14 |
| Austin, TX | 71 | 30 | 42.3% | 964,254 | 7.36 | 3.11 |
| Jacksonville, FL | 136 | 34 | 25.0% | 903,889 | 15.05 | 3.76 |
| Fort Worth, TX | 102 | 33 | 32.4% | 895,008 | 11.40 | 3.69 |
| Columbus, OH | 66 | 15 | 22.7% | 892,533 | 7.39 | 1.68 |
| San Francisco, CA | 24 | 14 | 58.3% | 883,305 | 2.72 | 1.58 |
| Charlotte, NC | 96 | 29 | 30.2% | 872,498 | 11.00 | 3.32 |
| Indianapolis, IN | 103 | 26 | 25.2% | 867,125 | 11.88 | 3.00 |
| Seattle, WA | 20 | 8 | 40.0% | 744,955 | 2.68 | 1.07 |
| Denver, CO | 60 | 19 | 31.7% | 716,492 | 8.37 | 2.65 |
| Washington, DC | 31 | 11 | 35.5% | 702,455 | 4.41 | 1.57 |
| Boston, MA | 15 | 9 | 60.0% | 694,583 | 2.16 | 1.30 |
| El Paso, TX | 70 | 32 | 45.7% | 682,669 | 10.25 | 4.69 |
| Detroit, MI | 107 | 34 | 31.8% | 672,662 | 15.91 | 5.05 |
| Nashville, TN | 71 | 21 | 29.6% | 669,053 | 10.61 | 3.14 |
| Portland, OR | 37 | 17 | 45.9% | 653,115 | 5.67 | 2.60 |
| Memphis, TN | 117 | 30 | 25.6% | 650,618 | 17.98 | 4.61 |
| Oklahoma City, OK | 73 | 12 | 16.4% | 649,021 | 11.25 | 1.85 |
| Las Vegas, NV | 59 | 23 | 39.0% | 644,644 | 9.15 | 3.57 |
| Louisville, KY | 66 | 17 | 25.8% | 620,118 | 10.64 | 2.74 |
| Baltimore, MD | 34 | 9 | 26.5% | 602,495 | 5.64 | 1.49 |
| Milwaukee, WI | 61 | 16 | 26.2% | 592,025 | 10.30 | 2.70 |
| Albuquerque, NM | 85 | 34 | 40.0% | 560,218 | 15.17 | 6.07 |
| Tucson, AZ | 81 | 25 | 30.9% | 545,975 | 14.84 | 4.58 |
| Fresno, CA | 21 | 12 | 57.1% | 530,093 | 3.96 | 2.26 |
| Mesa, AZ | 44 | 9 | 20.5% | 508,958 | 8.65 | 1.77 |
| Sacramento, CA | 50 | 19 | 38.0% | 508,529 | 9.83 | 3.74 |

Sources: FARS 2018 ARF; Population – Census Bureau
Sorted by highest to lowest population.

## Appendix A

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

Table 9

**Total Fatalities and Personal Conveyance Fatalities in Traffic Crashes, 2009–2018**

| Year | Total Fatalities | Personal Conveyance Fatalities | |
|---|---|---|---|
| | | Number | Percentage of Total Fatalities |
| 2009 | 33,883 | 112 | 0.3% |
| 2010 | 32,999 | 127 | 0.4% |
| 2011 | 32,479 | 128 | 0.4% |
| 2012 | 33,782 | 153 | 0.5% |
| 2013 | 32,893 | 132 | 0.4% |
| 2014 | 32,744 | 158 | 0.5% |
| 2015 | 35,484 | 160 | 0.5% |
| 2016 | 37,806 | 176 | 0.5% |
| 2017 | 37,473 | 158 | 0.4% |
| 2018 | 36,560 | 144 | 0.4% |

Source: FARS 2009–2017 Final File, 2018 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, 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 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 Safety Countermeasures Division*

## Fatality Analysis Reporting System (FARS)

FARS contains data on every fatal traffic crash in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a public trafficway 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 about a year later. The final version of the file is aptly 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.

The updated final counts for a given previous calendar year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2018 ARF, the 2017 Final file was also released to replace the previous year's 2017 ARF. The final fatality count in motor vehicle crashes for 2017 was 37,473, which was updated from 37,133 from the 2017 ARF. The number of pedestrian fatalities from the 2017 Final file was 6,075 which was updated from 5,977 from the 2017 ARF.

## Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced NASS GES in 2016. For more information on CRSS, see the Additional Resources section of the CRSS web page at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

## Methodology Change for Estimating People Injured

NCSA has changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach is to combine people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in nonfatal injury crashes from NASS GES/CRSS. The old approach was to extract people injured from only NASS GES/CRSS by selecting people nonfatally injured in all crashes, regardless of crash severity. This change in methodology caused some estimates of people injured to change for some prior years.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2020, March). *Pedestrians: 2018 data* (Traffic Safety Facts. Report No. DOT HS 812 850). National Highway Traffic Safety Administration.

## For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NSA-230, 1200 New Jersey Avenue SE, Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at NCSARequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/data. 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 in Passenger Vehicles, Older Population, Passenger Vehicles, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data*. The fact sheets and annual Traffic Safety Facts reports can be found at https://crashstats.nhtsa.dot.gov/.

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