Traffic Safety Facts

2015 Data

February 2017

DOT HS 812 375

NHTSA

Key Findings

- In 2015 there were 5,376 pedestrians killed in traffic crashes, a 9.5 percent increase from the 4,910 pedestrian fatalities in 2014. This is the highest number of pedestrians killed annually since 1996.
- On average, a pedestrian was killed nearly every 1.6 hours and injured more than every 7.5 minutes in traffic crashes in 2015.
- In 2015, pedestrian deaths accounted for 15 percent of all traffic fatalities.
- Twenty-six percent of pedestrian fatalities occurred from 6 to 8:59 p.m. in 2015.
- In 2015, more than one-fifth (21%) of the children 14 and younger killed in traffic crashes were pedestrians.
- More than two-thirds (70%) of the pedestrians killed in traffic crashes in 2015 were males.
- Alcohol involvement-for the driver and/or the pedestrian-was reported in 48 percent of all fatal pedestrian crashes in 2015.
- In 2015, 90 percent of the pedestrians were killed in traffic crashes that involved single vehicles.
- Nineteen percent of the pedestrians killed in 2015 were struck in crashes that involved hit-and-run drivers.

U.S. Department of Transportation

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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. 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 2015 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

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes in the 50 States, the District of Columbia, and Puerto Rico (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.

Overview

In 2015 there were 5,376 pedestrians killed (Table 1) and an estimated 70,000 injured (Table 2) in traffic crashes in the United States. A total of 5,295 traffic crashes (Table 4) had one or more pedestrian fatalities. On average, a pedestrian was killed every 1.6 hours and injured every 7.5 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 5,376 pedestrian fatalities in 2015 were a 9.5-percent increase from 4,910 pedestrian fatalities in 2014. In 2015, 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, 2006–2015

Year	Total Fatalities	Pedestrian Fatalities	Percentage of Total Fatalities
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	32,893	4,779	15%
2014	32,744	4,910	15%
2015	35,092	5,376	15%

Source: Fatality Analysis Reporting System (FARS) 2006-2014 Final File, 2015 Annual Report File (ARF).

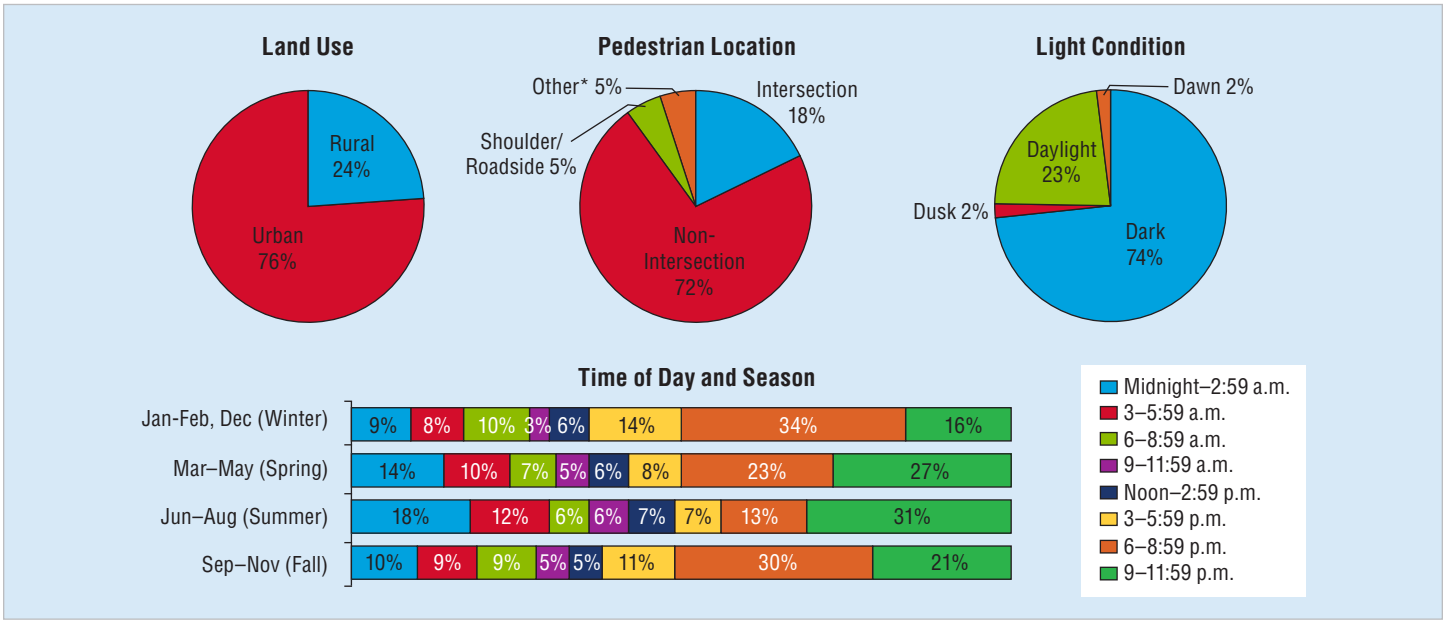
Environmental Characteristics

Figure 1 contains information on environmental characteristics (land use, pedestrian location, light condition, and time of day and season) describing where and when pedestrian fatalities occurred in 2015.

- More pedestrian fatalities occurred in urban areas (76%) than rural areas (24%).[1]
- More pedestrian fatalities occurred at non-intersections (72%) than at intersections (18%); five percent occurred at roadsides/shoulders, and the remaining 5% were at other locations such as parking lanes/zones, bicycle lanes, sidewalks, medians/crossing islands, driveway accesses, shared-use paths/trails, non-traffic way areas, and other sites.
- More occurred in the dark (74%) than in daylight (23%), 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.
  - During the winter months (January, February, and the following December), about one-third (34%) of pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 16 percent from 9 to 11:59 p.m., and 14 percent from 3 to 5:59 p.m.
  - During the spring months March to May, the largest group (27 %) of pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 23 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. (31 %) than any other time, followed by 18 percent from midnight to 2:59 a.m.
  - During the fall months September to November, 30 percent of the pedestrian fatalities occurred from 6 to 8:59 p.m.; the next largest group was 21 percent, during the hours 9 to 11:59 p.m.

Figure 1

Percentage of Pedestrian Fatalities in Relation to Land Use, Pedestrian Location, Light Condition, and Time of Day and Season, 2015



Source: FARS 2015 ARF.
Note: Unknown values were removed before calculating percentages.
*Other includes parking lane/zone, bicycle lane, sidewalk, median/crossing island, driveway access, shared-use path/trail, non-traffic area, and other.
Percent values may not add up to 100% due to independent rounding.

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

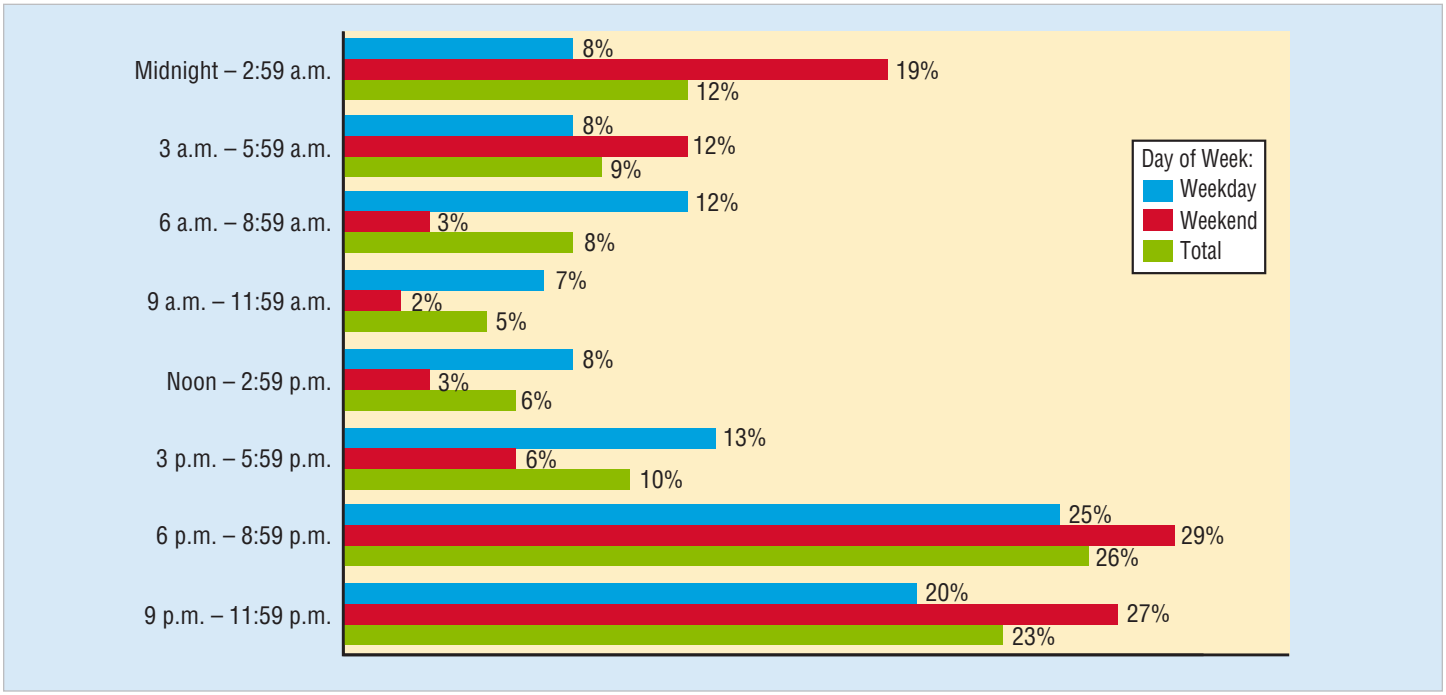
Time of Day and Day of Week

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 2015 pedestrian fatalities:

- The highest total percentage (26%) occurred from 6 to 8:59 p.m., followed by 23 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 20 percent from 9 to 11:59 p.m.
- The highest weekend percentage (29%) occurred from 6 to 8:59 p.m., followed by 27 percent from 9 to 11:59 p.m.

Figure 2

Percentage of Pedestrian Fatalities, by Time of Day and Day of Week, 2015



Source: FARS 2015 ARF.
Note: Weekday: 6 a.m. Monday to 5:59 p.m. Friday; Weekend: 6 p.m. Friday to 5:59 a.m. Monday

Age

Table 2 contains two sections; the first section contains the number of pedestrians killed in 2015 by age group, and the second section contains the estimated number of pedestrians injured in 2015 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 2015:

- More than one-fifth (21%) of children 14 and younger killed in traffic crashes were pedestrians.
- Children 10 to 14 years old had the highest percentages of estimated pedestrians injured (7%) among the different age categories.
- Children in the age groups 0 to 4 and 5 to 9 years old had the highest percentage, 21 percent, of pedestrians killed.
- The average age of pedestrians killed in traffic crashes was 47.
- The estimated average age of pedestrians injured in traffic crashes was 38.
- Over the past 10 years, the average age of those killed has increased slightly, from 45 to 47; similarly, the average estimated age of those injured rose from 35 to 38.
- Nineteen percent of all pedestrian fatalities (1,002 of 5,376) and an estimated 13 percent of all pedestrians injured (9,000 of 70,000 after rounding) were people 65 and older.

Table 2

Total and Pedestrians Killed/Injured in Traffic Crashes, by Age Group, 2015

Age Group (Years)	Total Killed	Pedestrians Killed	Percentage Killed who were Pedestrians[a]
0–4	373	77	21%
5–9	353	73	21%
10–14	406	83	20%
Children (≤14)	*1,132*	*233*	*21%*
15–19	2,521	223	9%
20–24	4,205	411	10%
25–29	3,527	407	12%
30–34	2,754	344	12%
35–39	2,414	384	16%
40–44	2,238	370	17%
45–49	2,356	422	18%
50–54	2,900	571	20%
55–59	2,638	529	20%
60–64	2,149	430	20%
65–69	1,799	304	17%
70–74	1,316	216	16%
75–79	1,069	180	17%
80+	1,981	302	15%
Seniors (65+)	*6,165*	*1,002*	*16%*
*Total**	*35,092*	*5,376*	*15%*
Age Group (Years)	**Total Injured**	**Pedestrians Injured**	**Percentage Injured Who Were Pedestrians[b]**
0–4	49,000	1,000	3%
5–9	61,000	2,000	3%
10–14	68,000	5,000	7%
Children (≤14)	*178,000*	*8,000*	*5%*
15–19	251,000	7,000	3%
20–24	331,000	8,000	2%
25–29	255,000	6,000	2%
30–34	216,000	4,000	2%
35–39	192,000	3,000	2%
40–44	166,000	4,000	2%
45–49	178,000	5,000	3%
50–54	160,000	6,000	4%
55–59	151,000	5,000	4%
60–64	127,000	3,000	3%
65–69	91,000	3,000	3%
70–74	64,000	3,000	5%
75–79	37,000	1,000	3%
80+	48,000	2,000	3%
Seniors (65+)	*240,000*	*9,000*	*4%*
*Total**	*2,443,000*	*70,000*	*3%*

Sources: FARS 2015 ARF, NASS GES 2015, and Population – Bureau of the Census.
[a]Fatality totals include fatalities of unknown age.
[b]Injury percentages were calculated using injured estimates before rounding.
*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 2015 by gender and age group, and the second section contains the estimated number of pedestrians injured in 2015 by gender and age group. For each gender and overall total by age group, the fatality/injury rate per 100,000 population is calculated. In 2015:

- More than two-thirds (3,749 of 5,376 or 70%) of the pedestrians killed in traffic crashes were males.
- The overall male pedestrian fatality rate per 100,000 population was 2.37, which is more than double the rate for females (0.99 per 100,000 population).
- The overall male pedestrian injury rate per 100,000 population was 25, compared with 19 for females.
- The highest total pedestrian fatality rates by age group were those ages 50 to 54 and 80 and over (2.56 and 2.50 per 100,000 population, respectively).
- The highest total pedestrian injury rates by age group were those ages 20 to 24 and 15 to 19 (36 and 35 per 100,000 population, respectively).
- The single highest fatality rate by age and gender is for males 80 and older, 3.77 pedestrian fatalities per 100,000 population.
- The female injury rates by age group for 0 to 4, 45 to 49, 70 to 74, and 75 to 79 (9, 26, 30, and 17 per 100,000 population, respectively) were higher than the male injury rates (4, 19, 21, and 9 per100,000 population, respectively).

Table 3

Pedestrians Killed/Injured in Traffic Crashes and Fatality/Injury Rates, by Age and Gender, 2015

Age (Years)	Male			Female			Total		
	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
0–4	44	10,178	0.43	33	9,730	0.34	77	19,907	0.39
5–9	43	10,459	0.41	30	10,028	0.30	73	20,487	0.36
10–14	58	10,520	0.55	25	10,102	0.25	83	20,622	0.40
Children (≤14)	*145*	*31,157*	*0.47*	*88*	*29,860*	*0.29*	*233*	*61,016*	*0.38*
15–19	140	10,798	1.30	83	10,311	0.80	223	21,109	1.06
20–24	313	11,668	2.68	98	11,071	0.89	411	22,739	1.81
25–29	303	11,409	2.66	104	11,052	0.94	407	22,462	1.81
30–34	243	10,890	2.23	100	10,786	0.93	344	21,676	1.59
35–39	276	10,173	2.71	108	10,201	1.06	384	20,375	1.88
40–44	265	10,030	2.64	104	10,185	1.02	370	20,215	1.83
45–49	288	10,335	2.79	134	10,519	1.27	422	20,854	2.02
50–54	406	10,964	3.70	164	11,370	1.44	571	22,334	2.56
55–59	386	10,598	3.64	142	11,210	1.27	529	21,808	2.43
60–64	317	9,117	3.48	112	9,953	1.13	430	19,070	2.25
65–69	206	7,596	2.71	97	8,471	1.15	304	16,067	1.89
70–74	134	5,296	2.53	82	6,187	1.33	216	11,483	1.88
75–79	119	3,611	3.30	61	4,513	1.35	180	8,124	2.22
80+	173	4,587	3.77	129	7,500	1.72	302	12,087	2.50
Seniors (65+)	*632*	*21,090*	*3.00*	*369*	*26,671*	*1.38*	*1,002*	*47,761*	*2.10*
Total[a]	*3,749*	*158,229*	*2.37*	*1,617*	*163,190*	*0.99*	*5,376*	*321,419*	*1.67*

Age (Years)	Male			Female			Total		
	Injured	Population (thousands)	Injury Rate*†	Injured	Population (thousands)	Injury Rate*†	Injured	Population (thousands)	Injury Rate*†
0–4	0	10,178	4	1,000	9,730	9	1,000	19,907	6
5–9	1,000	10,459	11	1,000	10,028	8	2,000	20,487	10
10–14	3,000	10,520	25	2,000	10,102	24	5,000	20,622	25
Children (≤14)	*4,000*	*31,157*	*13*	*4,000*	*29,860*	*13*	*8,000*	*61,016*	*13*
15–19	4,000	10,798	40	3,000	10,311	30	7,000	21,109	35
20–24	4,000	11,668	38	4,000	11,071	34	8,000	22,739	36
25–29	3,000	11,409	29	3,000	11,052	26	6,000	22,462	28
30–34	3,000	10,890	26	1,000	10,786	12	4,000	21,676	19
35–39	2,000	10,173	20	1,000	10,201	14	3,000	20,375	17
40–44	2,000	10,030	24	1,000	10,185	12	4,000	20,215	18
45–49	2,000	10,335	19	3,000	10,519	26	5,000	20,854	22
50–54	5,000	10,964	43	2,000	11,370	15	6,000	22,334	29
55–59	3,000	10,598	31	2,000	11,210	18	5,000	21,808	24
60–64	2,000	9,117	19	2,000	9,953	18	3,000	19,070	18
65–69	1,000	7,596	19	2,000	8,471	18	3,000	16,067	18
70–74	1,000	5,296	21	2,000	6,187	30	3,000	11,483	26
75–79	0	3,611	9	1,000	4,513	17	1,000	8,124	14
80+	1,000	4,587	13	1,000	7,500	13	2,000	12,087	13
Seniors (65+)	*3,000*	*21,090*	*14*	*6,000*	*26,671*	*22*	*9,000*	*47,761*	*19*
Total[b]	*39,000*	*158,229*	*25*	*31,000*	*163,190*	*19*	*70,000*	*321,419*	*22*

Sources: FARS 2015 ARF, NASS GES 2015, and Population – Bureau of the Census.
*Rate per 100,000 population.
†Injury rates were calculated using injured estimates before rounding.
[a]Fatality totals include fatalities of unknown age.
[b]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 2015. 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 fatally injured pedestrians by the alcohol involvement of all drivers involved in those 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 34 percent of fatal pedestrian crashes had pedestrians with BACs of .08 g/dL or higher.
- An estimated 15 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, 2015

	Driver, No Alcohol		Driver, BAC=.01–.07		Driver, BAC=.08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrian, No Alcohol	2,753	52%	92	2%	429	8%	3,273	62%
Pedestrian, BAC=.01–.07	167	3%	11	0%	44	1%	222	4%
Pedestrian, BAC .08+	1,410	27%	81	2%	309	6%	1,800	34%
Total	*4,330*	*82%*	*184*	*3%*	*781*	*15%*	*5,295*	*100%*

Source: FARS 2015 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 estimated person-level statistics of alcohol involvement for pedestrians killed by age groups in 2006 and 2015:

- An estimated 35 percent of pedestrians killed had BACs of .08 g/dL or higher in 2015, compared to 38 percent in 2006.
- In 2006, fatally injured pedestrians in the 21- to 24-year-old age group had BACs of .08 or higher more frequently than other age groups, an estimated 56 percent of the time. In 2015, pedestrians 45 to 54 had BACs of .08 most frequently, 45 percent of the time.

Table 5
Alcohol Involvement of Pedestrians Killed in Traffic Crashes, by Age, 2006 and 2015

Age Group (Years)	2006					2015				
	Number of Fatalities	Percentage With No Alcohol (BAC = .00)	Percentage With BAC = .01–.07	Percentage With BAC = .08+	Percentage With BAC = .01+	Number of Fatalities	Percentage With BAC = .00	Percentage With BAC = .01–.07	Percentage With BAC = .08+	Percentage With BAC = .01+
16–20	274	67%	6%	27%	33%	273	73%	3%	24%	27%
21–24	288	40%	4%	56%	60%	332	56%	5%	39%	44%
25–34	623	43%	6%	51%	57%	751	53%	5%	42%	47%
35–44	778	44%	5%	51%	56%	754	51%	6%	43%	49%
45–54	934	47%	6%	48%	53%	993	50%	5%	45%	50%
55–64	576	66%	5%	29%	34%	959	57%	5%	38%	43%
65–74	377	82%	4%	13%	18%	520	78%	2%	20%	22%
75–84	404	88%	4%	8%	12%	312	89%	3%	8%	11%
85 +	130	91%	4%	5%	9%	170	93%	2%	5%	7%
*Total**	*4,384*	*57%*	*5%*	*38%*	*43%*	*5,064*	*60%*	*4%*	*35%*	*40%*

Source: FARS 2015 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 2015:

- Passenger cars and light trucks (including SUVs, pickups, and vans) had higher percentages of frontal impacts than other vehicles such as large trucks or buses.
- Ninety percent (4,851) of the pedestrians were killed in motor vehicle traffic crashes that involved single vehicles; 10 percent (525) were killed in multi-vehicle crashes.
- Pedestrians who died in single-vehicle crashes were most likely to be struck by the front of the vehicle, rather than the side or rear.
- Buses and large trucks had the highest percentage of right-side impacts and rear impacts, respectively.
- Almost one-fifth (19%) of the pedestrians killed in 2015 were struck in single or multi-vehicle crashes that involved hit-and-run drivers.

Table 6

Pedestrians Killed in Single-Vehicle Crashes, by Vehicle Type Involved and Initial Point of Impact, 2015

	Initial Point of Impact on Vehicle										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,855	89.1%	70	3.4%	38	1.8%	24	1.2%	95	4.6%	2,082	100.0%
Light Trucks*	1,740	88.3%	52	2.6%	43	2.2%	38	1.9%	98	5.0%	1,971	100.0%
–SUV	*742*	*89.0%*	*21*	*2.5%*	*14*	*1.7%*	*19*	*2.3%*	*38*	*4.6%*	*834*	*100.0%*
–Pickup	*729*	*88.6%*	*19*	*2.3%*	*19*	*2.3%*	*11*	*1.3%*	*45*	*5.5%*	*823*	*100.0%*
–Van	*253*	*86.6%*	*11*	*3.8%*	*9*	*3.1%*	*8*	*2.7%*	*11*	*3.8%*	*292*	*100.0%*
Large Truck	180	67.9%	21	7.9%	6	2.3%	22	8.3%	36	13.6%	265	100.0%
Bus	43	68.3%	8	12.7%	2	3.2%	2	3.2%	8	12.7%	63	100.0%
Other/Unknown Vehicle	233	49.6%	6	1.3%	3	0.6%	4	0.9%	224	47.7%	470	100.0%
Total	*4,051*	*83.5%*	*157*	*3.2%*	*92*	*1.9%*	*90*	*1.9%*	*461*	*9.5%*	*4,851*	*100.0%*

Source: FARS 2015 ARF.
*Light truck totals include other/unknown light trucks.

Fatalities by State

For each State and the District of Columbia, for 2015, Table 7 presents the total resident population, total traffic fatalities, pedestrian fatalities, percentage of pedestrian fatalities of total traffic fatalities, and the rate of pedestrian fatalities per 100,000 population. Note for this section, as well as the following section on fatalities by city, that the populations of States and cities can vary greatly from the recorded resident population. States with substantial seasonal tourism, such as Florida, and cities with a large influx of daily commuters, such as Washington, DC, have at times a substantially larger population than is reflected in their numbers of residents. Also included in Table 7 is Puerto Rico, which is not included in the overall U.S. total. In 2015:

- The total motor vehicle traffic fatalities ranged from a low of 23 (District of Columbia) to a high of 3,516 (Texas).
- The number of pedestrian fatalities was highest in California (742), followed by Florida (628) and Texas (537).
- South Dakota, Wyoming, and Vermont had the fewest number of pedestrian fatalities, 5 in each of those States.
- The State percentages of pedestrian fatalities by total traffic fatalities ranged from a low of 3.4 percent (Wyoming) to a high of 56.5 percent (District of Columbia), compared to the national average of 15.3 percent.
- The highest State pedestrian fatality rate per 100,000 population was in Delaware (3.70), followed by Florida (3.10).
- Idaho had the lowest pedestrian fatality rate per 100,000 population, 0.48.

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

Table 7

Population, Total Traffic Fatalities, Pedestrian Traffic Fatalities, and Fatality Rates, by State, 2015

State	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities	Pedestrian Fatalities per 100,000 Population
Alabama	4,858,979	849	98	11.5%	2.02
Alaska	738,432	65	12	18.5%	1.63
Arizona	6,828,065	893	153	17.1%	2.24
Arkansas	2,978,204	531	43	8.1%	1.44
California	39,144,818	3,176	742	23.4%	1.90
Colorado	5,456,574	546	59	10.8%	1.08
Connecticut	3,590,886	266	45	16.9%	1.25
Delaware	945,934	126	35	27.8%	3.70
District of Columbia	672,228	23	13	56.5%	1.93
Florida	20,271,272	2,939	628	21.4%	3.10
Georgia	10,214,860	1,430	193	13.5%	1.89
Hawaii	1,431,603	94	25	26.6%	1.75
Idaho	1,654,930	216	8	3.7%	0.48
Illinois	12,859,995	998	150	15.0%	1.17
Indiana	6,619,680	821	96	11.7%	1.45
Iowa	3,123,899	320	25	7.8%	0.80
Kansas	2,911,641	355	24	6.8%	0.82
Kentucky	4,425,092	761	67	8.8%	1.51
Louisiana	4,670,724	726	102	14.0%	2.18
Maine	1,329,328	156	19	12.2%	1.43
Maryland	6,006,401	513	92	17.9%	1.53
Massachusetts	6,794,422	306	72	23.5%	1.06
Michigan	9,922,576	963	166	17.2%	1.67
Minnesota	5,489,594	411	39	9.5%	0.71
Mississippi	2,992,333	677	63	9.3%	2.11
Missouri	6,083,672	869	104	12.0%	1.71
Montana	1,032,949	224	14	6.3%	1.36
Nebraska	1,896,190	246	19	7.7%	1.00
Nevada	2,890,845	325	66	20.3%	2.28
New Hampshire	1,330,608	114	8	7.0%	0.60
New Jersey	8,958,013	562	170	30.2%	1.90
New Mexico	2,085,109	298	54	18.1%	2.59
New York	19,795,791	1,121	307	27.4%	1.55
North Carolina	10,042,802	1,379	182	13.2%	1.81
North Dakota	756,927	131	7	5.3%	0.92
Ohio	11,613,423	1,110	116	10.5%	1.00
Oklahoma	3,911,338	643	69	10.7%	1.76
Oregon	4,028,977	447	69	15.4%	1.71
Pennsylvania	12,802,503	1,200	151	12.6%	1.18
Rhode Island	1,056,298	45	8	17.8%	0.76
South Carolina	4,896,146	977	123	12.6%	2.51
South Dakota	858,469	133	5	3.8%	0.58
Tennessee	6,600,299	958	104	10.9%	1.58
Texas	27,469,114	3,516	537	15.3%	1.95
Utah	2,995,919	276	46	16.7%	1.54
Vermont	626,042	57	5	8.8%	0.80
Virginia	8,382,993	753	77	10.2%	0.92
Washington	7,170,351	568	85	15.0%	1.19
West Virginia	1,844,128	268	19	7.1%	1.03
Wisconsin	5,771,337	566	57	10.1%	0.99
Wyoming	586,107	145	5	3.4%	0.85
U.S. Total	*321,418,820*	*35,092*	*5,376*	*15.3%*	*1.67*
Puerto Rico	3,474,182	309	101	32.7%	2.91

Sources: FARS 2015 ARF, and Population – U.S. Census Bureau.

Fatalities by City

For each city with a population of 500,000 or greater in 2015, 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. The pedestrian fatality rates of major cities were generally higher than the national State average of 1.67 per 100,000 population. Of the 34 cities listed, 10 had a lower fatality rate. Detroit had the highest pedestrian fatality rate per 100,000 population (6.79), followed by Dallas (4.31), Memphis (4.27), and Jacksonville (4.15). Boston had the lowest pedestrian fatality rate per 100,000 population (0.75), followed by Fresno (0.96) and Seattle (1.02).

Table 8

Population, Total Traffic Fatalities, Pedestrian Traffic Fatalities, and Fatality Rates in Cities With Populations of 500,000 or Greater, 2015 (sorted by highest to lowest resident population)

City	Resident Population	Total Traffic Fatalities	Pedestrian Fatalities	Percentage of Total Traffic Fatalities	Fatality Rate per 100,000 Population	
					Total	Pedestrian
New York, NY	8,550,405	241	131	54.4%	2.82	1.53
Los Angeles, CA	3,971,883	224	85	37.9%	5.64	2.14
Chicago, IL	2,720,546	121	46	38.0%	4.45	1.69
Houston, TX	2,296,224	211	62	29.4%	9.19	2.70
Philadelphia, PA	1,567,442	93	26	28.0%	5.93	1.66
Phoenix, AZ	1,563,025	193	58	30.1%	12.35	3.71
San Antonio, TX	1,469,845	155	43	27.7%	10.55	2.93
San Diego, CA	1,394,928	95	29	30.5%	6.81	2.08
Dallas, TX	1,300,092	174	56	32.2%	13.38	4.31
San Jose, CA	1,026,908	64	15	23.4%	6.23	1.46
Austin, TX	931,830	105	32	30.5%	11.27	3.43
Jacksonville, FL	868,031	125	36	28.8%	14.40	4.15
San Francisco, CA	864,816	38	24	63.2%	4.39	2.78
Indianapolis, IN	853,173	95	31	32.6%	11.13	3.63
Columbus, OH	850,106	57	11	19.3%	6.71	1.29
Fort Worth, TX	833,319	83	20	24.1%	9.96	2.40
Charlotte, NC	827,097	69	14	20.3%	8.34	1.69
Seattle, WA	684,451	26	7	26.9%	3.80	1.02
Denver, CO	682,545	51	13	25.5%	7.47	1.90
El Paso, TX	681,124	50	9	18.0%	7.34	1.32
Detroit, MI	677,116	130	46	35.4%	19.20	6.79
Washington, DC	672,228	23	13	56.5%	3.42	1.93
Boston, MA	667,137	14	5	35.7%	2.10	0.75
Memphis, TN	655,770	102	28	27.5%	15.55	4.27
Nashville-Davidson metropolitan area, TN	654,610	66	14	21.2%	10.08	2.14
Portland, OR	632,309	36	9	25.0%	5.69	1.42
Oklahoma City, OK	631,346	86	13	15.1%	13.62	2.06
Las Vegas, NV	623,747	58	13	22.4%	9.30	2.08
Baltimore, MD	621,849	35	9	25.7%	5.63	1.45
Louisville/Jefferson County metropolitan area, KY	615,366	80	17	21.3%	13.00	2.76
Milwaukee, WI	600,155	67	19	28.4%	11.16	3.17
Albuquerque, NM	559,121	56	15	26.8%	10.02	2.68
Tucson, AZ	531,641	64	16	25.0%	12.04	3.01
Fresno, CA	520,052	15	5	33.3%	2.88	0.96

Sources: FARS 2015 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 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 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

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2017, February). Pedestrians: 2015 data. (Traffic Safety Facts. Report No. DOT HS 812 375). Washington, DC: National Highway Traffic Safety Administration.

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 ncsarequests@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 https://crashstats.nhtsa.dot.gov/.

U.S. Department of Transportation

National Highway Traffic Safety Administration