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

Traffic Safety Facts
2022 Data

DOT HS 813 590 July 2024

Pedestrians

In this fact sheet for 2022 the information is presented as follows.

This fact sheet defines a pedestrian involved in a motor vehicle traffic crash as any person on foot, walking, running, jogging, hiking, sitting, or lying down. These exclude people on personal conveyances like roller skates, inline skates, skateboards, baby strollers, scooters, toy wagons, motorized skateboards, motorized toy cars, Segway-style devices, motorized and non-motorized wheelchairs, and scooters for those with disabilities (see Appendix).

Key Findings

- In 2022 there were 7,522 pedestrians killed in traffic crashes, a 0.7-percent increase from the 7,470 pedestrian fatalities in 2021. It is the highest since 1981 when 7,837 pedestrians died in traffic crashes.
- In 2022 there were an estimated 67,336 pedestrians injured in traffic crashes, an 11-percent increase from 60,579 pedestrians injured in 2021.
- On average, a pedestrian was killed every 70 minutes and injured every 8 minutes in traffic crashes in 2022.
- Pedestrian deaths accounted for 18 percent of all traffic fatalities and 3 percent of all people injured in traffic crashes in 2022.
- Seventeen percent of the children 14 and younger killed in traffic crashes in 2022 were pedestrians.
- Seventy percent of the pedestrians killed in traffic crashes in 2022 were males.
- Alcohol involvement (blood alcohol concentration [BAC] of .01 grams per deciliter [g/dL] or higher) – for the driver and/or the pedestrian – was reported in 48 percent of all fatal pedestrian crashes in 2022.
- Substantially more pedestrian fatalities occurred in urban areas (85%) than in rural areas (15%) in 2022.
- Sixteen percent of the pedestrian fatalities occurred at intersections, 75 percent occurred at locations that were not intersections, and the remaining 9 percent occurred at other locations in 2022.
- More pedestrian fatalities occurred in the dark (78%) than in daylight (19%), dusk (2%), and dawn (2%) in 2022.
- Eighty-eight percent of pedestrian fatalities occurred in single-vehicle crashes in 2022.
- Nearly 1 out of every 4 pedestrians killed in traffic crashes in 2022 (24%) were struck by hit-and-run drivers.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the National Automotive Sampling System (NASS) General Estimates System (GES) and Crash Report Sampling System (CRSS). Results from FARS, such as fatal crashes and fatalities, are actual counts, while results from NASS GES and CRSS, such as non-fatal crashes and people injured, are estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this document.

Overview

In 2022 there were 7,522 pedestrians killed (Table 1) in traffic crashes in the United States. That is 21 pedestrians a day and 145 pedestrians a week.

Table 1 presents the distribution of pedestrian fatalities as a percentage of total fatalities, as well as pedestrians injured as a percentage of total people injured in traffic crashes, in the 10-year period from 2013 to 2022. The 7,522 pedestrian fatalities in 2022 represented a 0.7-percent increase from 7,470 pedestrian fatalities in 2021. It is the highest since 1981 when 7,837 pedestrians died in traffic crashes. Eighteen percent of all traffic fatalities in 2022 were pedestrians. In 2022 there were an estimated 67,336 pedestrians injured in traffic crashes, a 11-percent increase from 60,579 pedestrians injured in 2021. Pedestrians injured made up 3 percent of the total people injured in traffic crashes in 2022. On average, a pedestrian was killed every 70 minutes and injured every 8 minutes in traffic crashes in 2022.

Table 1. Total Fatalities and Pedestrian Fatalities, and Total Injured and Pedestrians Injured in Traffic Crashes, 2013–2022

		Pedestrian Fatalities				Pedestrians Injured	
Year	Total Fatalities	Number	Percentage of Total Fatalities	Year	Total Injured	Number	Percentage of Total Injured
2013	32,893	4,779	15%	2013	2,318,992	65,929	3%
2014	32,744	4,910	15%	2014	2,342,621	65,072	3%
2015	35,484	5,494	15%	2015	2,454,778	70,077	3%
2016	37,806	6,080	16%	2016†	3,061,885	86,399	3%
2017	37,473	6,075	16%	2017†	2,745,268	71,290	3%
2018	36,835	6,374	17%	2018†	2,710,059	75,157	3%
2019	36,355	6,272	17%	2019†	2,740,141	75,650	3%
2020	39,007	6,565	17%	2020†	2,282,209	54,771	2%
2021	43,230	7,470	17%	2021†	2,497,869	60,579	2%
2022	42,514	7,522	18%	2022†	2,382,771	67,336	3%

Sources: FARS 2013–2021 Final File, 2022 Annual Report File (ARF); NASS GES 2013–2015 and CRSS 2016-2022
†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

Age and Sex

Table 2 contains the number of people killed and injured, number of pedestrians killed and injured, and the proportions of pedestrians killed among total killed, and pedestrians injured among total people injured, in 2022 by age group.

In 2022:

- 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 23 percent.
- The age groups with the highest number (694) of pedestrian fatalities were 35-to-39 and 60-to-64, followed by 30-to-34 (683), 40-to-44 (657), and 55-to-59 (657).
- The age group with the least number (51) of pedestrian fatalities was 5-to-9, followed by <5 (66) and 10-to-14 (71).
- Nineteen percent of all pedestrian fatalities were people 65 and older (1,497 of the 7,971 pedestrian fatalities).
- The average age of pedestrians killed in traffic crashes was 48, and the average age of vehicle occupants killed in traffic crashes was 44.
- Over the past 10 years the average age of those pedestrians killed has increased slightly, from 46 to 48.
- Children in the 10-to-14 age group had the highest estimated percentages of pedestrians injured (6%) among the different age groups.

Table 2. Total and Pedestrians Killed and Injured in Traffic Crashes, by Age Group, 2022

		Pedestrians Killed				Pedestrians Injured	
Age Group	Total Killed	Number	Percentage of Total Killed	Age Group	Total Injured	Number	Percentage of Total Injured
<5	355	66	19%	<5	39,693	850	2%
5-9	312	51	16%	5-9	52,935	2,250	4%
10-14	462	71	15%	10-14	63,874	3,846	6%
Children (≤14)	*1,129*	*188*	*17%*	*Children (≤14)*	*156,502*	*6,946*	*4%*
15-20	3,434	277	8%	15-20	284,582	5,946	2%
21-24	3,319	354	11%	21-24	228,536	4,786	2%
25-29	4,088	594	15%	25-29	247,372	6,130	2%
30-34	4,016	683	17%	30-34	235,058	5,666	2%
35-39	3,521	694	20%	35-39	203,243	5,607	3%
40-44	3,181	657	21%	40-44	178,399	4,399	2%
45-49	2,762	545	20%	45-49	150,272	4,691	3%
50-54	2,926	581	20%	50-54	155,743	4,835	3%
55-59	2,999	657	22%	55-59	146,426	4,664	3%
60-64	2,968	694	23%	60-64	127,799	4,190	3%
65-69	2,345	502	21%	65-69	99,653	3,387	3%
70-74	1,946	400	21%	70-74	72,982	3,011	4%
75-79	1,543	275	18%	75-79	46,599	1,405	3%
80+	2,137	320	15%	80+	49,388	1,660	3%
Ages 65+	*7,971*	*1,497*	*19%*	*Ages 65+*	*268,622*	*9,463*	*4%*
Total[1]	**42,514**	**7,522**	**18%**	**Total[2]**	**2,382,771**	**67,336**	**3%**

Sources: FARS 2022 ARF; CRSS 2022
[1] Includes unknown ages for pedestrians killed.
[2] Includes unknown ages for pedestrians injured in fatal crashes.
Note: Injured totals may not equal sum of components due to independent rounding.

Table 3 contains the number of pedestrians killed and injured in 2022 by age group and sex. The total fatality and injury rates per 100,000 population are calculated by age group and sex.

In 2022:

- Seventy percent (5,274 of 7,522) of the pedestrians killed in traffic crashes were male.
- The overall male pedestrian fatality rate per 100,000 population was 3.19, which is 2.4 times the rate for females (1.31 per 100,000 population).
- The highest overall pedestrian fatality rate by age group is in 60-to-64 (3.29), followed by the 55-to-59 age group (3.13) and the 35-to-39 age group (3.12 per 100,000 population).
- The highest pedestrian fatality rate by age and sex is for males 60-to-64 at 5.04 per 100,000 population.
- The overall male pedestrian injury rate per 100,000 population was 24, compared with 17 for females.
- The highest overall pedestrian injury rates by age group were for those in the 25-to-29 age group (28 per 100,000 population), followed by the 21-to-24 age group (at 26 per 100,000 population).

Table 3. Pedestrians Killed and Injured in Traffic Crashes and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex, 2022

	Male			Female			Total[1]		
Age Group	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate
<5	35	9,475,095	0.37	31	9,063,258	0.34	66	18,538,353	0.36
5-9	33	10,231,946	0.32	18	9,777,249	0.18	51	20,009,195	0.25
10-14	39	10,701,853	0.36	32	10,187,986	0.31	71	20,889,839	0.34
Children (≤14)	*107*	*30,408,894*	*0.35*	*81*	*29,028,493*	*0.28*	*188*	*59,437,387*	*0.32*
15-20	166	13,340,726	1.24	111	12,733,072	0.87	277	26,073,798	1.06
21-24	243	9,343,305	2.60	110	8,924,468	1.23	354	18,267,773	1.94
25-29	423	11,352,742	3.73	170	10,840,422	1.57	594	22,193,164	2.68
30-34	457	11,836,820	3.86	223	11,471,316	1.94	683	23,308,136	2.93
35-39	518	11,302,300	4.58	175	10,965,649	1.60	694	22,267,949	3.12
40-44	468	10,817,889	4.33	189	10,609,527	1.78	657	21,427,416	3.07
45-49	382	9,844,989	3.88	162	9,779,109	1.66	545	19,624,098	2.78
50-54	427	10,434,641	4.09	152	10,372,906	1.47	581	20,807,547	2.79
55-59	490	10,373,923	4.72	163	10,593,091	1.54	657	20,967,014	3.13
60-64	519	10,297,980	5.04	172	10,820,443	1.59	694	21,118,423	3.29
65-69	360	8,873,901	4.06	140	9,757,521	1.43	502	18,631,422	2.69
70-74	277	7,036,771	3.94	123	8,120,246	1.51	400	15,157,017	2.64
75-79	179	4,909,686	3.65	95	5,951,314	1.60	275	10,861,000	2.53
80+	214	5,108,986	4.19	103	8,036,427	1.28	320	13,145,413	2.43
Ages 65+	*1,030*	*25,929,344*	*3.97*	*461*	*31,865,508*	*1.45*	*1,497*	*57,794,852*	*2.59*
Total[2]	**5,274**	**165,283,553**	**3.19**	**2,193**	**168,004,004**	**1.31**	**7,522**	**333,287,557**	**2.26**

Age Group	Male			Female			Total[3]		
	Injured	Population	Injury Rate	Injured	Population	Injury Rate	Injured	Population	Injury Rate
<5	615	9,475,095	6	235	9,063,258	3	850	18,538,353	5
5-9	1,524	10,231,946	15	726	9,777,249	7	2,250	20,009,195	11
10-14	1,949	10,701,853	18	1,896	10,187,986	19	3,846	20,889,839	18
Children (≤14)	*4,088*	*30,408,894*	*13*	*2,858*	*29,028,493*	*10*	*6,946*	*59,437,387*	*12*
15-20	3,127	13,340,726	23	2,820	12,733,072	22	5,946	26,073,798	23
21-24	2,676	9,343,305	29	2,110	8,924,468	24	4,786	18,267,773	26
25-29	3,774	11,352,742	33	2,356	10,840,422	22	6,130	22,193,164	28
30-34	3,553	11,836,820	30	2,111	11,471,316	18	5,666	23,308,136	24
35-39	3,545	11,302,300	31	2,062	10,965,649	19	5,607	22,267,949	25
40-44	2,659	10,817,889	25	1,739	10,609,527	16	4,399	21,427,416	21
45-49	2,878	9,844,989	29	1,813	9,779,109	19	4,691	19,624,098	24
50-54	2,848	10,434,641	27	1,986	10,372,906	19	4,835	20,807,547	23
55-59	2,626	10,373,923	25	2,037	10,593,091	19	4,664	20,967,014	22
60-64	2,490	10,297,980	24	1,700	10,820,443	16	4,190	21,118,423	20
65-69	1,919	8,873,901	22	1,468	9,757,521	15	3,387	18,631,422	18
70-74	1,430	7,036,771	20	1,581	8,120,246	19	3,011	15,157,017	20
75-79	926	4,909,686	19	479	5,951,314	8	1,405	10,861,000	13
80+	766	5,108,986	15	894	8,036,427	11	1,660	13,145,413	13
Ages 65+	*5,042*	*25,929,344*	*19*	*4,422*	*31,865,508*	*14*	*9,463*	*57,794,852*	*16*
Total[4]	**39,310**	**165,283,553**	**24**	**28,018**	**168,004,004**	**17**	**67,336**	**333,287,557**	**20**

Sources: FARS 2022 ARF; CRSS 2022; Population – Census Bureau
[1] Includes unknown sex for pedestrians killed.
[2] Includes unknown age for pedestrians killed.
[3] Includes unknown sex for pedestrians injured in fatal crashes.
[4] Includes unknown age for pedestrians injured in fatal crashes.
Note: Totals may not equal sum of components due to independent rounding.

Alcohol

Alcohol involvement (blood alcohol concentration [BAC] of .01 grams per deciliter [g/dL] or higher) — for the driver and/or the pedestrian — was reported in 48 percent of the traffic crashes that resulted in pedestrian fatalities in 2022. Alcohol involvement is defined as whether alcohol was consumed by the driver, or the pedestrian, or both prior to the crash; the presence of alcohol may or may not be a contributing factor in the crash. “No alcohol” refers to a BAC of .00 g/dL.

A total of 7,414 traffic crashes each had one or more pedestrian fatalities. Table 4 charts the estimated alcohol involvement for the pedestrians killed, by the alcohol involvement of all drivers involved in those 7,414 crashes, whether the drivers were killed or not. If more than one pedestrian was killed in a crash, the pedestrian with the highest BAC was considered. If more than one driver was involved in a crash, the driver with the highest BAC was considered.

In 2022:

- An estimated 30 percent of fatal pedestrian traffic crashes had a pedestrian fatality with a BAC of .08 g/dL or higher.
- An estimated 18 percent of fatal pedestrian crashes had a driver involved with a BAC of .08 g/dL or higher. (Note: It is illegal, per se, in every State to drive with a BAC of .08 g/dL or higher. However, Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018.)

Table 4. Traffic Crashes Resulting in Pedestrian Fatalities, by Alcohol Involvement of Drivers and Pedestrians, 2022

	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	3,877	52%	194	3%	840	11%	4,911	66%
Pedestrian, BAC=.01–.07 g/dL	230	3%	16	0%	69	1%	315	4%
Pedestrian, BAC=.08+ g/dL	1,618	22%	116	2%	454	6%	2,188	30%
Total Crashes	**5,724**	**77%**	**327**	**4%**	**1,363**	**18%**	**7,414**	**100%**

Source: FARS 2022 ARF
Notes: The alcohol levels in this table were determined using the alcohol levels of the pedestrians killed and the involved drivers (killed or survived). NHTSA estimates BACs when alcohol test results are unknown.

Table 5 shows information on the pedestrians killed in traffic crashes by age group and their alcohol involvement, for 2013 and 2022.

An estimated 30 percent of pedestrians killed had BACs of .08 g/dL or higher in 2022, compared to 35 percent in 2013. In 2013 pedestrians killed in the 45-to-54 age group had the highest percentage with BACs of .08 g/dL or higher (50%) compared to other age groups. In 2022 pedestrians in the 21-to-24 age group had the highest percentage with BACs of .08 g/dL or higher (38%).

Table 5. Pedestrians Killed in Traffic Crashes, by Age Group and Their BACs, 2013 and 2022

Age Group	2013					2022				
	Number of Fatalities	Percentage With No Alcohol (BAC = .00 g/dL)	Percentage With BAC = .01+ g/dL	Percentage With BAC = .01–.07 g/dL	Percentage With BAC = .08+ g/dL	Number of Fatalities	Percentage With No Alcohol (BAC = .00 g/dL)	Percentage With BAC = .01+ g/dL	Percentage With BAC = .01–.07 g/dL	Percentage With BAC = .08+ g/dL
15-20	267	77%	23%	2%	21%	277	79%	21%	4%	18%
21-24	326	51%	49%	5%	44%	354	58%	42%	4%	38%
25-34	679	48%	52%	4%	48%	1,277	61%	39%	4%	35%
35-44	642	51%	49%	5%	44%	1,351	62%	38%	4%	34%
45-54	897	46%	54%	5%	50%	1,126	59%	41%	5%	35%
55-64	785	63%	37%	5%	33%	1,351	63%	37%	5%	32%
65-74	434	81%	19%	5%	14%	902	76%	24%	4%	20%
75-84	334	92%	8%	4%	4%	456	87%	13%	2%	11%
85+	146	96%	4%	1%	2%	139	89%	11%	3%	9%
Total Killed*	**4,510**	**60%**	**40%**	**4%**	**35%**	**7,233**	**66%**	**34%**	**4%**	**30%**

Source: FARS 2013 Final File, 2022 ARF
*Excludes pedestrians younger than 15 and pedestrians of unknown age.
Note: NHTSA estimates BACs when alcohol test results are unknown.

Crash Characteristics

Figure 1 contains information on crash characteristics (rural/urban classification, pedestrian location, light condition, and season and time of day) describing where and when pedestrian fatalities occurred in 2022.

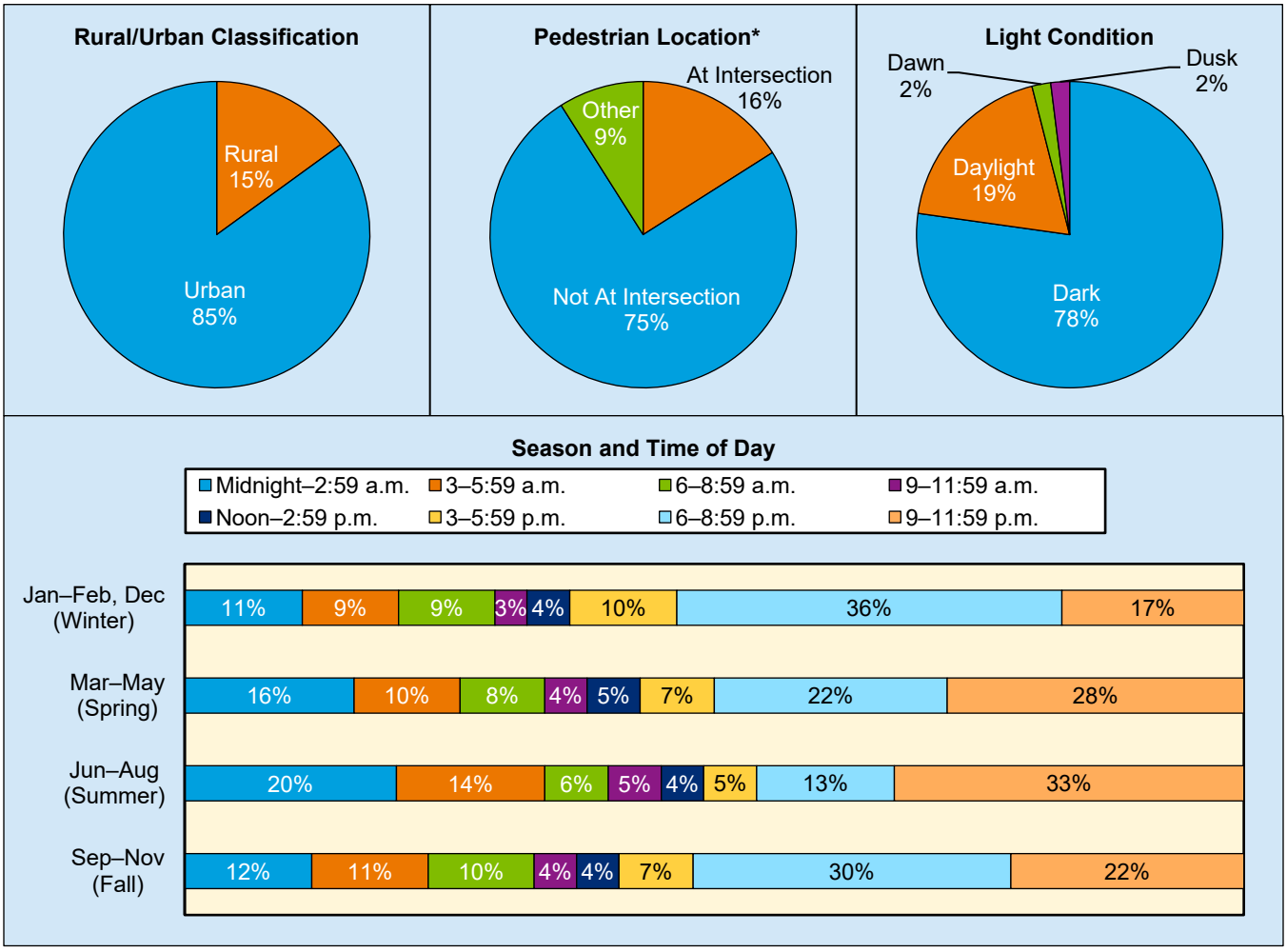
In 2022:

- Substantially more pedestrian fatalities occurred in urban areas (85%) than in rural areas (15%).
- Sixteen percent of the pedestrian fatalities occurred at intersections, 75 percent occurred at locations that were not intersections, and the remaining 9 percent occurred at other locations including

roadsides/shoulders, parking lanes/zones, bicycle lanes, sidewalks, medians/crossing islands, driveway accesses, shared-use paths/trails, non-traffic way areas, and other sites.

- More pedestrian fatalities occurred in the dark (78%) than in daylight (19%), 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 (36%) of pedestrian fatalities occurred from 6 to 8:59 p.m., followed by 17 percent from 9 to 11:59 p.m.
  - During the spring months (March to May), the largest group (28%) of pedestrian fatalities occurred from 9 to 11:59 p.m., followed by 22 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 20 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 22 percent, during the hours of 9 to 11:59 p.m.

Figure 1. Percentages of Pedestrian Fatalities in Traffic Crashes by Rural/Urban Classification, Pedestrian Location, Light Condition, and Season and Time of Day, 2022



Source: FARS 2022 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.

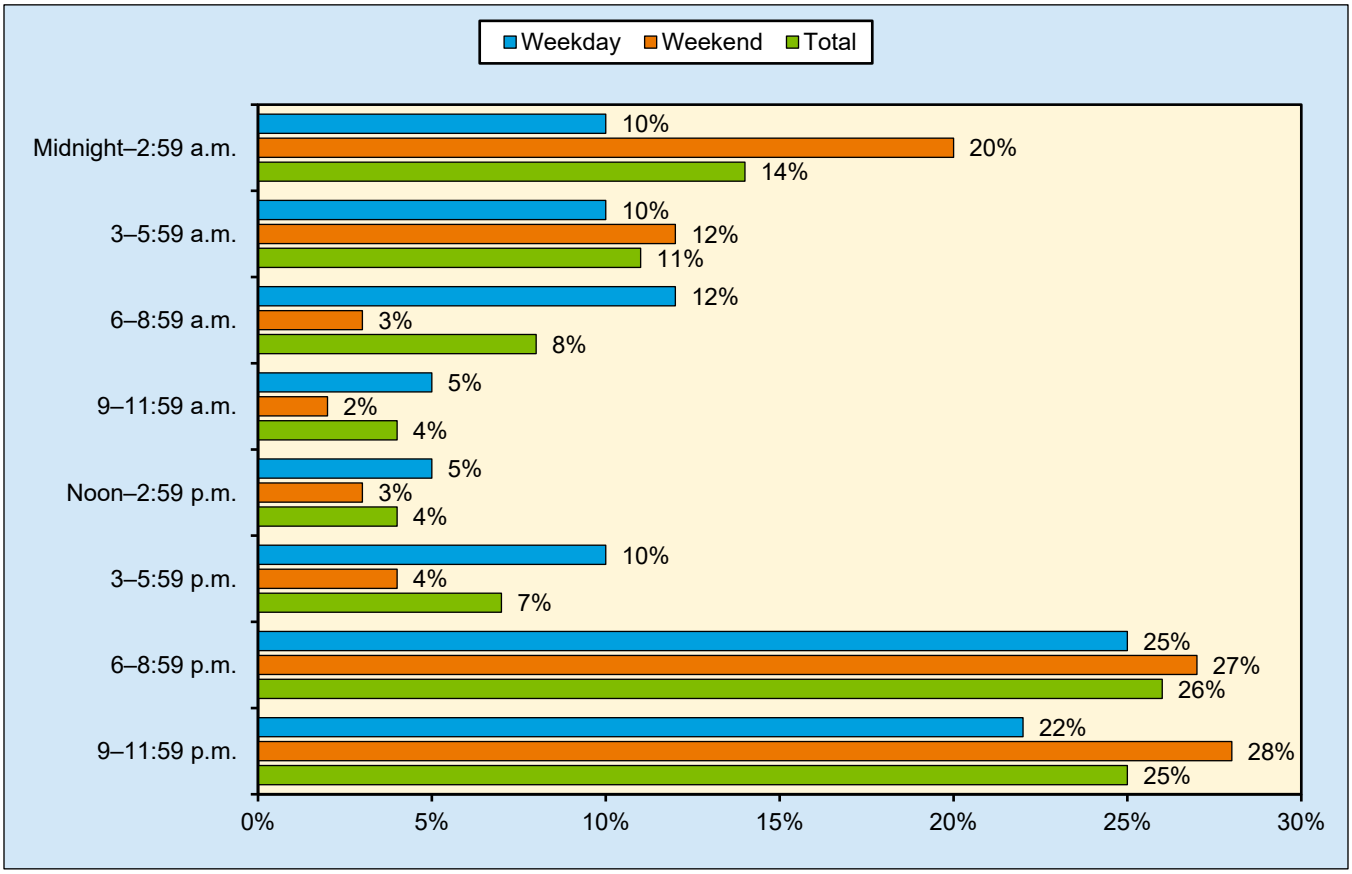
Notes: Percentages may not add up to 100 percent due to independent rounding. Unknowns were removed before calculating percentages.

Time of Day and Day of Week

In Figure 2 the time of day is divided into eight 3-hour time intervals starting at midnight, and day of week is defined as weekday (Monday 6 a.m. to Friday 5:59 p.m.) and weekend (Friday 6 p.m. to Monday 5:59 a.m.). Looking at the percentage of pedestrian fatalities in traffic crashes by time of day and day of week in 2022:

- The highest total percentage (26%) occurred from 6 to 8:59 p.m., followed by 25 percent from 9 to 11:59 p.m.
- The lowest total percentage (4%) occurred from 9 to 11:59 a.m. and noon to 2:59 p.m.
- The highest weekday percentage (25%) occurred from 6 to 8:59 p.m., followed by 22 percent from 9 to 11:59 p.m.
- The lowest weekday percentage (5%) occurred from 9 to 11:59 a.m. and noon to 2:59 p.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 (2%) occurred from 9 to 11:59 a.m.

Figure 2. Percentages of Pedestrian Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2022



Source: FARS 2022 ARF
Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)
Notes: Percentages were calculated within each day of week category (weekday/weekend/total). Unknowns were removed before calculating percentages.

Vehicle Type and Impact Point

Eighty-eight percent (6,632) of pedestrian fatalities occurred in single-vehicle crashes in 2022; 12 percent (890) were killed in multi-vehicle crashes. Nearly 1 out of every 4 pedestrians killed (24%) in crashes were struck by hit-and-run drivers. Of the pedestrians struck and killed in hit-and-run crashes, 90 percent were in single-vehicle crashes.

Of the 6,632 pedestrians killed in single-vehicle crashes, 97 percent (6,408) were killed in crashes where the first harmful events were collisions with pedestrians. Table 6 presents the 6,408 pedestrians killed in these crashes by vehicle type and location of the initial impact on the striking vehicle.

In 2022:

- Pedestrians who died in single-vehicle crashes were most likely to be struck by the front of the vehicles.
- Pedestrians who died in single-vehicle crashes involving passenger vehicles (passenger cars and light trucks including SUVs, pickups, and vans) were more likely to be hit by the front of these vehicles as compared to crashes involving large trucks or buses.
- Pedestrians who died in single-vehicle crashes involving large trucks had the highest percentage of right-side and left-side impacts.

Table 6. Pedestrians Killed in Single-Vehicle Crashes Where the First Harmful Event Was Collision With a Pedestrian, by Vehicle Type and Initial Point of Impact on Vehicle, 2022

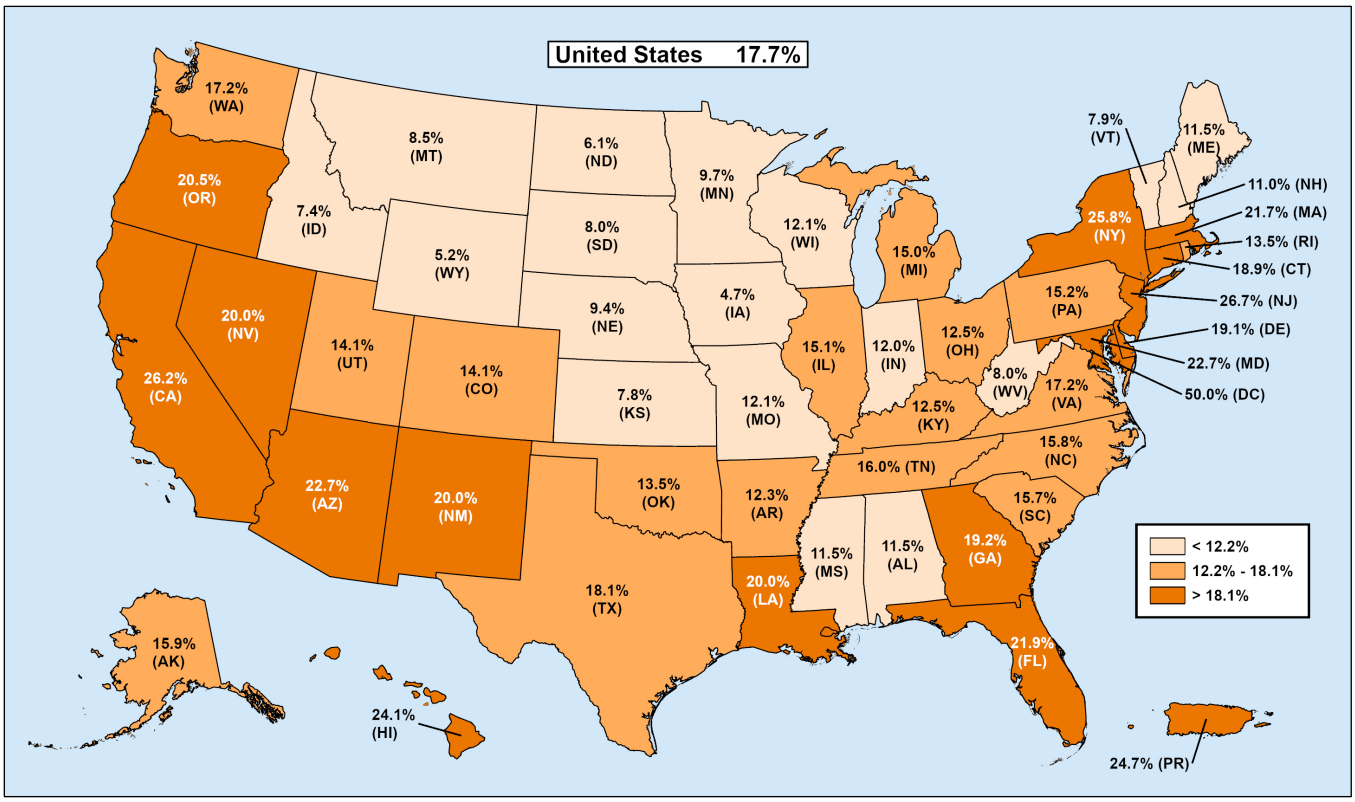
	Initial Point of Impact on Vehicle										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,999	91.0%	39	1.8%	28	1.3%	12	0.5%	118	5.4%	2,196	100.0%
Light Truck*	2,665	90.5%	65	2.2%	35	1.2%	27	0.9%	153	5.2%	2,945	100.0%
–SUV	1,515	91.2%	33	2.0%	20	1.2%	13	0.8%	81	4.9%	1,662	100.0%
–Pickup	927	90.0%	21	2.0%	13	1.3%	10	1.0%	59	5.7%	1,030	100.0%
–Van	222	88.1%	11	4.4%	2	0.8%	4	1.6%	13	5.2%	252	100.0%
Large Truck	291	74.6%	32	8.2%	11	2.8%	13	3.3%	43	11.0%	390	100.0%
Bus	29	70.7%	2	4.9%	1	2.4%	2	4.9%	7	17.1%	41	100.0%
Other/Unknown Vehicle	429	51.3%	7	0.8%	5	0.6%	5	0.6%	390	46.7%	836	100.0%
Total	**5,413**	**84.5%**	**145**	**2.3%**	**80**	**1.2%**	**59**	**0.9%**	**711**	**11.1%**	**6,408**	**100.0%**

Source: FARS 2022 ARF
*Includes other/unknown light-truck vehicle types.

State

Figure 3 contains a color-coded map of the percentage of total traffic fatalities who were pedestrians by State in 2022. 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.

Figure 3. Percentage of Total Traffic Fatalities Who Were Pedestrians, by State, 2022



Source: FARS 2022 ARF

Table 7 presents numbers of total and pedestrian fatalities, the percentage of total fatalities who were pedestrians, population, and the pedestrian fatality rates per 100,000 population for each State and the District of Columbia in 2022. Also included in Table 7 is Puerto Rico, which is not included in the overall U.S. total.

In 2022:

- The number of pedestrian fatalities was highest in California (1,158), followed by Texas (797) and Florida (773).
- North Dakota (6) and Vermont (6) had the fewest pedestrian fatalities, followed by Rhode Island (7) and Wyoming (7).
- The percentages of pedestrian fatalities (out of total traffic fatalities) in States ranged from a low of 4.7 percent (Iowa) to a high of 50 percent (District of Columbia), compared to 17.7 percent nationwide.
- The highest pedestrian fatality rate per 100,000 population was in New Mexico (4.40), followed by Arizona (4.01), and Louisiana (3.94). The national pedestrian fatality rate in 2022 was 2.26.
- Iowa had the lowest pedestrian fatality rate per 100,000 population, 0.50, followed by Rhode Island (0.64) and Minnesota (0.75).

Table 7. Total and Pedestrian Fatalities in Traffic Crashes, and Pedestrian Fatality Rates per 100,000 Population, by State, 2022

State	Total Fatalities	Pedestrian Fatalities		Population	Pedestrian Fatality Rate per 100,000 Population
		Number	Percentage of Total Fatalities		
Alabama	988	114	11.5%	5,074,296	2.25
Alaska	82	13	15.9%	733,583	1.77
Arizona	1,302	295	22.7%	7,359,197	4.01
Arkansas	643	79	12.3%	3,045,637	2.59
California	4,428	1,158	26.2%	39,029,342	2.97
Colorado	764	108	14.1%	5,839,926	1.85
Connecticut	359	68	18.9%	3,626,205	1.88
Delaware	162	31	19.1%	1,018,396	3.04
District of Columbia	32	16	50.0%	671,803	2.38
Florida	3,530	773	21.9%	22,244,823	3.47
Georgia	1,797	345	19.2%	10,912,876	3.16
Hawaii	116	28	24.1%	1,440,196	1.94
Idaho	215	16	7.4%	1,939,033	0.83
Illinois	1,268	191	15.1%	12,582,032	1.52
Indiana	949	114	12.0%	6,833,037	1.67
Iowa	338	16	4.7%	3,200,517	0.50
Kansas	410	32	7.8%	2,937,150	1.09
Kentucky	744	93	12.5%	4,512,310	2.06
Louisiana	906	181	20.0%	4,590,241	3.94
Maine	182	21	11.5%	1,385,340	1.52
Maryland	564	128	22.7%	6,164,660	2.08
Massachusetts	434	94	21.7%	6,981,974	1.35
Michigan	1,124	169	15.0%	10,034,113	1.68
Minnesota	444	43	9.7%	5,717,184	0.75
Mississippi	703	81	11.5%	2,940,057	2.76
Missouri	1,057	128	12.1%	6,177,957	2.07
Montana	213	18	8.5%	1,122,867	1.60
Nebraska	244	23	9.4%	1,967,923	1.17
Nevada	416	83	20.0%	3,177,772	2.61
New Hampshire	146	16	11.0%	1,395,231	1.15
New Jersey	685	183	26.7%	9,261,699	1.98
New Mexico	466	93	20.0%	2,113,344	4.40
New York	1,175	303	25.8%	19,677,151	1.54
North Carolina	1,630	257	15.8%	10,698,973	2.40
North Dakota	98	6	6.1%	779,261	0.77
Ohio	1,275	160	12.5%	11,756,058	1.36
Oklahoma	710	96	13.5%	4,019,800	2.39
Oregon	601	123	20.5%	4,240,137	2.90
Pennsylvania	1,179	179	15.2%	12,972,008	1.38
Rhode Island	52	7	13.5%	1,093,734	0.64
South Carolina	1,094	172	15.7%	5,282,634	3.26
South Dakota	137	11	8.0%	909,824	1.21
Tennessee	1,314	210	16.0%	7,051,339	2.98
Texas	4,408	797	18.1%	30,029,572	2.65
Utah	319	45	14.1%	3,380,800	1.33
Vermont	76	6	7.9%	647,064	0.93
Virginia	1,008	173	17.2%	8,683,619	1.99
Washington	733	126	17.2%	7,785,786	1.62
West Virginia	264	21	8.0%	1,775,156	1.18
Wisconsin	596	72	12.1%	5,892,539	1.22
Wyoming	134	7	5.2%	581,381	1.20
U.S. Total	**42,514**	**7,522**	**17.7%**	**333,287,557**	**2.26**
Puerto Rico	271	67	24.7%	3,221,789	2.08

Sources: FARS 2022 ARF; Population – Census Bureau

City

Table 8 presents numbers of total and pedestrian fatalities, the percentage of total fatalities who were pedestrians, population, and the fatality rates per 100,000 population for total and pedestrian traffic fatalities, for each city with a population of 500,000 or greater in 2022.

In 2022:

- The pedestrian fatality rates of most of the cities shown in Table 8 were higher than the national average of 2.26 per 100,000 population. Of the 37 cities listed, 4 had lower fatality rates.
- The number of pedestrian fatalities was highest in Los Angeles, CA (153), followed by Phoenix, AZ (117), Houston, TX (111), and New York, NY (110).
- Boston, MA (11) had the fewest number of pedestrian fatalities, followed by Las Vegas, NV, with 13 pedestrian fatalities.
- The percentage of pedestrian fatalities (out of total traffic fatalities) ranged from a low of 20.9 percent (Kansas, MO) to a high of 50 percent (Washington, DC).
- Memphis, TN, had the highest pedestrian fatality rate per 100,000 population (13.36), followed by Tucson, AZ (9.88).
- New York, NY, had the lowest pedestrian fatality rate per 100,000 population (1.32), followed by Boston, MA (1.69).

Table 8. Total and Pedestrian Fatalities in Traffic Crashes in Cities With Populations of 500,000 or Greater, and Fatality Rates per 100,000 Population, 2022

City	Total Fatalities	Pedestrian Fatalities		Population	Fatality Rate per 100,000 Population	
		Number	Percentage of Total Fatalities		Total	Pedestrian
New York, NY	238	110	46.2%	8,335,897	2.86	1.32
Los Angeles, CA	354	153	43.2%	3,822,238	9.26	4.00
Chicago, IL	192	54	28.1%	2,665,039	7.20	2.03
Houston, TX	323	111	34.4%	2,302,878	14.03	4.82
Phoenix, AZ	311	117	37.6%	1,644,409	18.91	7.12
Philadelphia, PA	142	60	42.3%	1,567,258	9.06	3.83
San Antonio, TX	203	66	32.5%	1,472,909	13.78	4.48
San Diego, CA	118	54	45.8%	1,381,162	8.54	3.91
Dallas, TX	228	72	31.6%	1,299,544	17.54	5.54
Austin, TX	119	47	39.5%	974,447	12.21	4.82
Jacksonville, FL	149	42	28.2%	971,319	15.34	4.32
San Jose, CA	63	26	41.3%	971,233	6.49	2.68
Fort Worth, TX	121	31	25.6%	956,709	12.65	3.24
Columbus, OH	93	26	28.0%	907,971	10.24	2.86
Charlotte, NC	102	24	23.5%	897,720	11.36	2.67
Indianapolis, IN	134	37	27.6%	880,621	15.22	4.20
San Francisco, CA	42	19	45.2%	808,437	5.20	2.35
Seattle, WA	39	19	48.7%	749,256	5.21	2.54
Denver, CO	74	20	27.0%	713,252	10.38	2.80
Oklahoma City, OK	88	28	31.8%	694,800	12.67	4.03
Nashville, TN	112	43	38.4%	683,622	16.38	6.29
El Paso, TX	71	25	35.2%	677,456	10.48	3.69
Washington, DC	32	16	50.0%	671,803	4.76	2.38
Las Vegas, NV	51	13	25.5%	656,274	7.77	1.98
Boston, MA	24	11	45.8%	650,706	3.69	1.69
Portland, OR	62	27	43.5%	635,067	9.76	4.25
Louisville, KY	119	31	26.1%	624,444	19.06	4.96
Memphis, TN	228	83	36.4%	621,056	36.71	13.36
Detroit, MI	121	36	29.8%	620,376	19.50	5.80
Baltimore, MD	46	18	39.1%	569,931	8.07	3.16
Milwaukee, WI	85	24	28.2%	563,305	15.09	4.26
Albuquerque, NM	101	37	36.6%	561,008	18.00	6.60
Tucson, AZ	142	54	38.0%	546,574	25.98	9.88
Fresno, CA	65	30	46.2%	545,567	11.91	5.50
Sacramento, CA	77	34	44.2%	528,001	14.58	6.44
Mesa, AZ	66	20	30.3%	512,498	12.88	3.90
Kansas, MO	86	18	20.9%	509,297	16.89	3.53

Sources: FARS 2022 ARF; Population – Census Bureau
Note: Sorted by highest to lowest population.

Appendix

In this fact sheet people killed in motor vehicle traffic crashes who were on "personal conveyances" are not classified as pedestrians. "Personal conveyances" are defined as roller skates, inline skates, skateboards, baby strollers, scooters, toy wagons, motorized skateboards, motorized toy cars, Segway-style devices, motorized and non-motorized wheelchairs, and scooters for those with disabilities. "Personal conveyances" do not include bicycles and other cycles. Table 9 presents the distribution of people killed on personal conveyances as a percentage of total 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 Fatalities to People on Personal Conveyances Involved in Traffic Crashes, 2013–2022

Year	Total Fatalities	Fatalities to People on Personal Conveyances	
		Number	Percentage of Total Fatalities
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	36,835	150	0.4%
2019	36,355	198	0.5%
2020	39,007	182	0.5%
2021	43,230	214	0.5%
2022	42,514	246	0.6%

Source: FARS 2013–2021 Final File, 2022 ARF

Important Safety Reminders

For Pedestrians:

- Walk on a sidewalk or path when one is available.
- If no sidewalk or path is available, walk on the shoulder, facing traffic. Stay alert; don't be distracted by electronic devices, including smart phones, audio players, and other devices that take your eyes and ears off the road.
- Be cautious night and day when sharing the road with vehicles. Never assume a driver sees you (he or she could be distracted, under the influence of alcohol and/or drugs, or just not see you). Make eye contact with drivers as they approach.
- Be predictable. Cross streets at crosswalks or intersections when possible. This is where drivers expect pedestrians.
- If a crosswalk or intersection is not available, locate a well-lit area, wait for a gap in traffic that allows you enough time to cross safely, and continue to watch for traffic as you cross.
- Be visible. Wear bright clothing during the day and wear reflective materials or use a flashlight at night.
- Avoid alcohol and drugs when walking; they impair your judgment and coordination.

For Drivers:

- Look for pedestrians everywhere. Pedestrians may not be walking where they should be or may be hard to see—especially in poorly lit conditions, including dusk/dawn/night and poor weather.
- Always stop for pedestrians in the crosswalk or where pedestrian crosswalk signs are posted.
- Never pass vehicles stopped at a crosswalk. They may be stopped to allow pedestrians to cross the street.
- Slow down and look for pedestrians. Be prepared to stop when turning or otherwise entering a crosswalk.
- Never drive under the influence of alcohol and/or drugs.
- Follow the speed limit; slow down around pedestrians.
- Stay focused and slow down where children may be present, like school zones and neighborhoods.

— NHTSA's Research and Program Development

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a trafficway customarily open to the public and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2022 ARF, the 2021 Final File was released to replace the 2021 ARF. The final fatality count in motor vehicle traffic crashes for 2021 was 43,230, which was updated from 42,939 in the 2021 ARF. The number of pedestrian fatalities from the 2021 Final File was 7,470, which was updated from 7,388 from the 2021 ARF.

Crash Report Sampling System

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. CRSS replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/.

Important Change for Motorized Bicycles

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS and CRSS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS and CRSS are no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS or CRSS.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2024, July). *Pedestrians: 2022 data* (Traffic Safety Facts. Report No. DOT HS 813 590). National Highway Traffic Safety Administration.

For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or https://www.nhtsa.gov/report-a-safety-problem.

The following data tools and resources can be found at https://cdan.dot.gov.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Motor Vehicle Traffic Crash Databook
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Alcohol-Impaired Driving
- Bicyclists and Other Cyclists
- Children
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- School-Transportation-Related Traffic Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic Crash Data*. The fact sheets and Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/.

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