

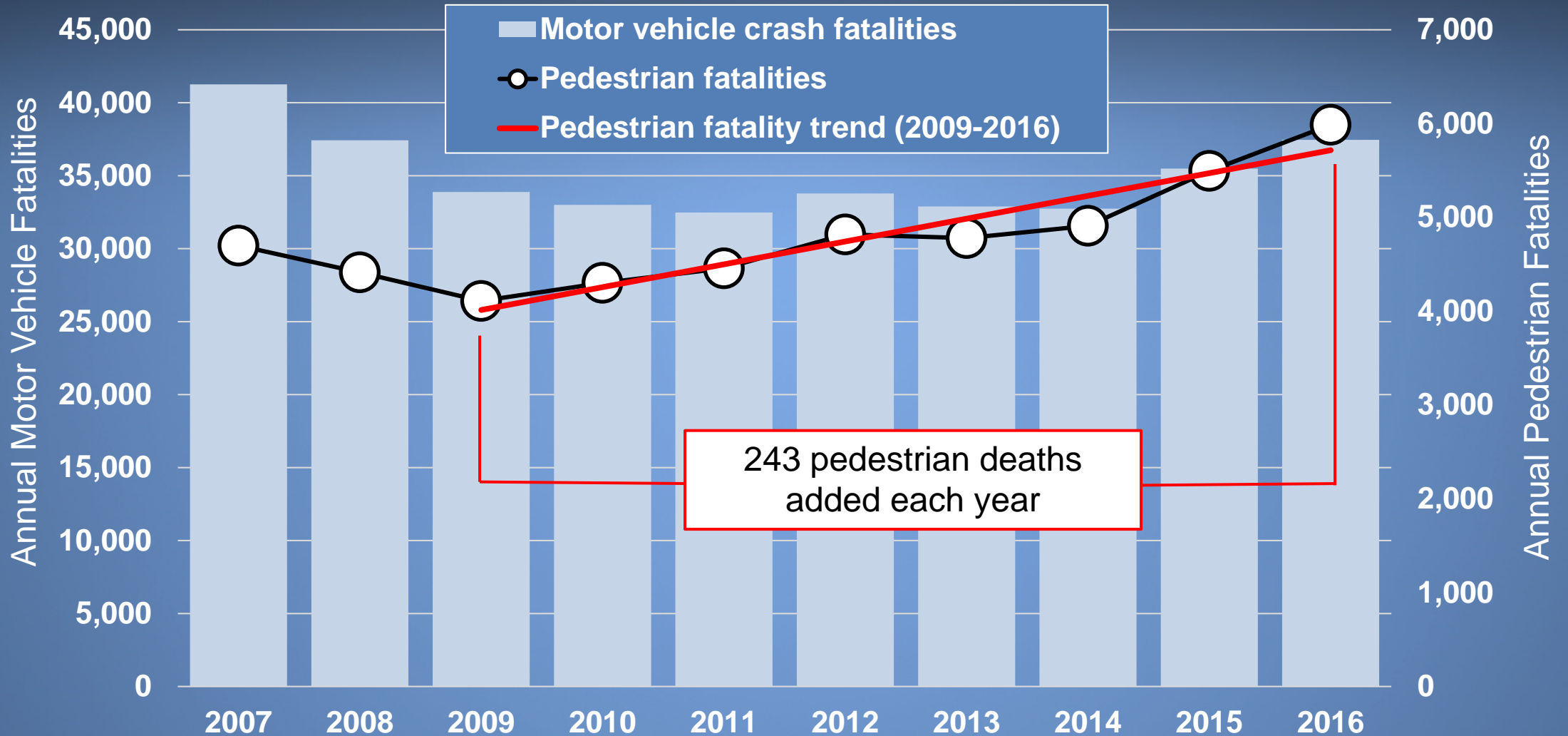


National Transportation Safety Board

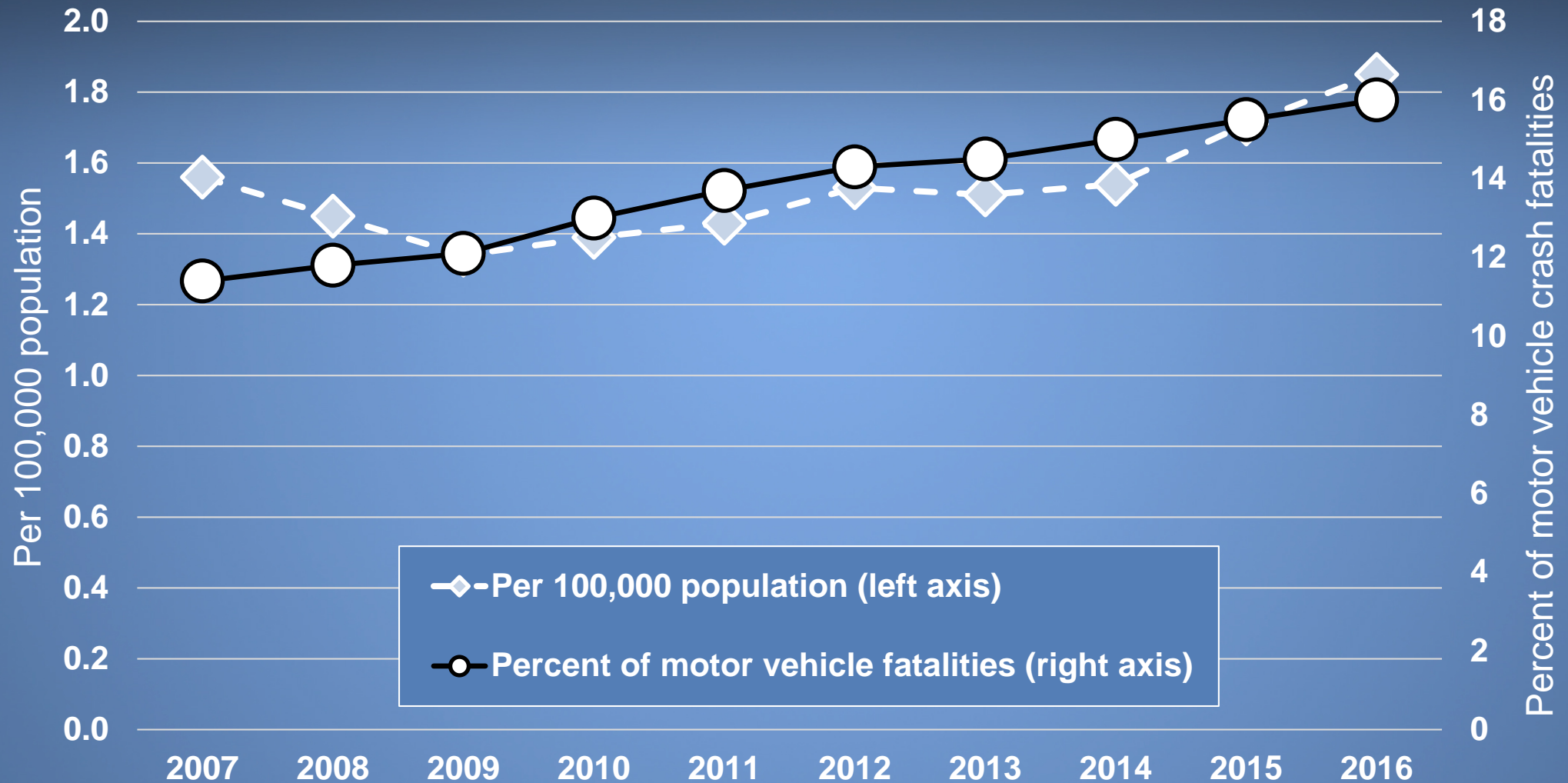
Pedestrian Safety Data

Ivan Cheung, PhD

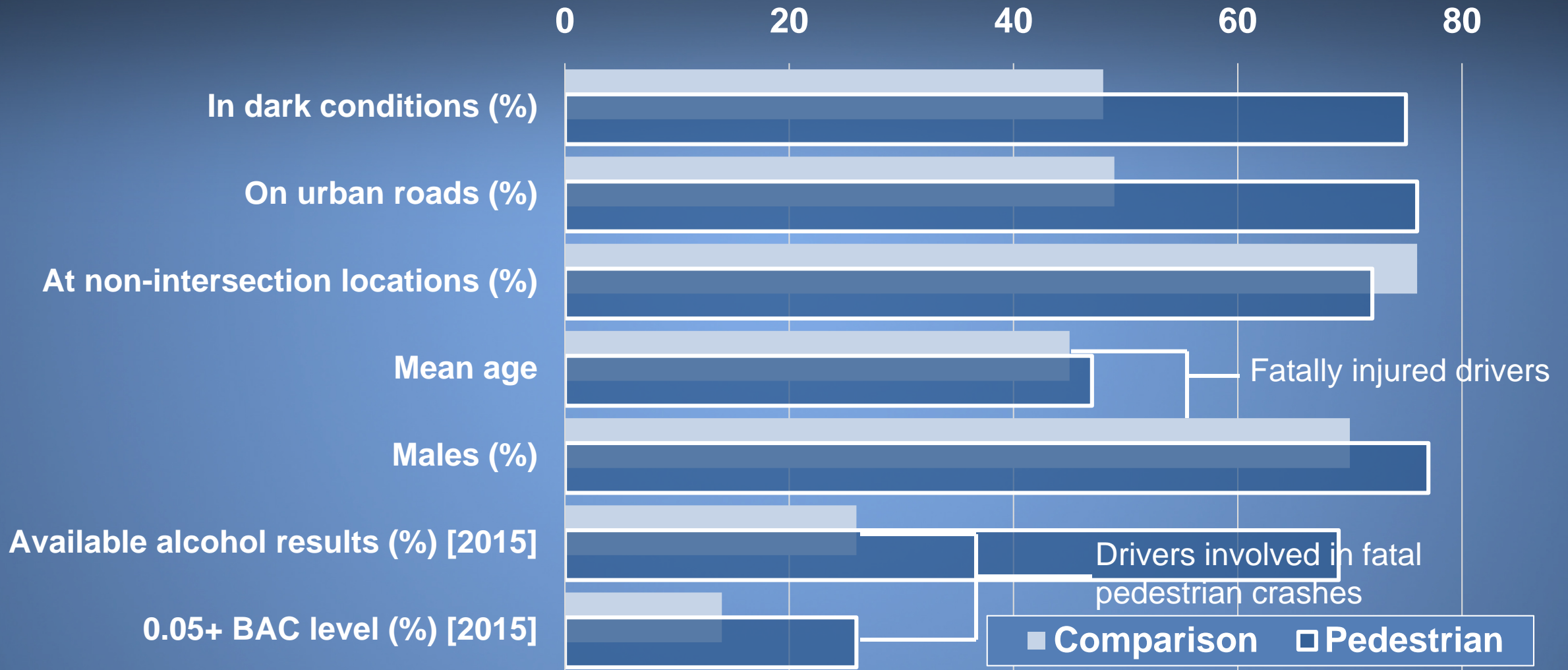
Motor vehicle crash and pedestrian fatalities (2007-2016)



Pedestrian fatalities as percentages of all motor vehicle crash fatalities and as rates per 100,000 population (2007-2016)



Select Characteristic of Motor Vehicle Crash Fatalities (2016)



Fatal and Nonfatal Crashes Involving Pedestrians, NTSB Public Docket DCA15SS005

Online Interactive Resource

National Transportation Safety Board



Pedestrian Safety Special Investigative Report

This companion site provides interactive access to summary information of the 15 investigations and select observations in the supplemental data report.

[Investigation summaries](#) | [Data exploration](#)

Fatal pedestrian crash locations (2007-2016)

This map is used to display all fatal pedestrian crashes (with known locations, expressed in latitude and longitude coordinates) for the 10-year period (2007-2016). There were a total of 46,678 crash locations (99% of all fatal pedestrian crash locations were included in this map).

Click the search icon (upper left corner, magnifying glass symbol) then enter a place name, such as a city (e.g. Washington DC). The map will then zoom to the area and the locations will be revealed.

NTSB Pedestrian Safety Special Investigation Report Process



In May 2016, the National Transportation Safety Board (NTSB) hosted a forum intended to begin a public conversation about pedestrian safety. After the forum, the NTSB began investigating a series of 15 fatal crashes in which highway vehicles killed pedestrians. In 2016, during the project design phase, the set of 15 investigative cases represented the average number of pedestrian fatalities every day. By the time the project was complete, the average had increased to 16 a day.

This special investigation report discusses the public forum and previous NTSB investigations related to pedestrian safety, including the 15 fatal pedestrian crashes, and makes recommendations to improve pedestrian safety. The report addresses vehicle-based changes, infrastructure improvements, and data needs for improving pedestrian safety. Given that the poor visibility of people walking in and around moving vehicles is a serious problem, the report considers improvements to vehicle lighting systems that are being developed but are not yet in place. The report also considers other vehicle safety systems that can improve pedestrian safety and recognizes the needs of local transportation planning work to improve pedestrian safety. Several recommendations target data needs to better guide the implementation of countermeasures and to gauge the effectiveness of programmatic efforts. The report makes recommendations to the National Highway Traffic Safety Administration, the Federal Highway Administration, and the Centers for Disease Control and Prevention.



Pedestrian Safety Special Investigative Report

The map is set to show locations by light condition categories. Click legend (upper right hand corner) to see the categories. You can click on each symbol then click the accident report link (More info) to see the NHTSA FARS crash level details.

State pedestrian fatality rates

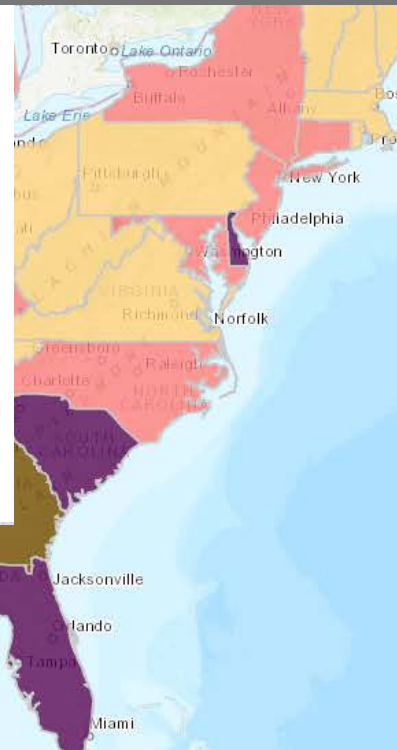
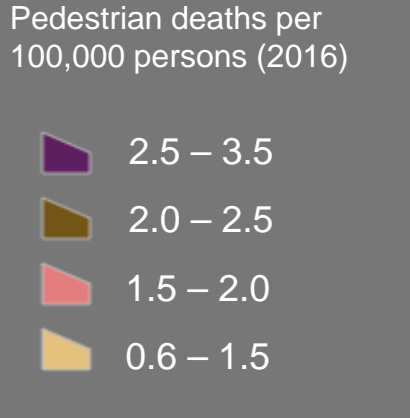
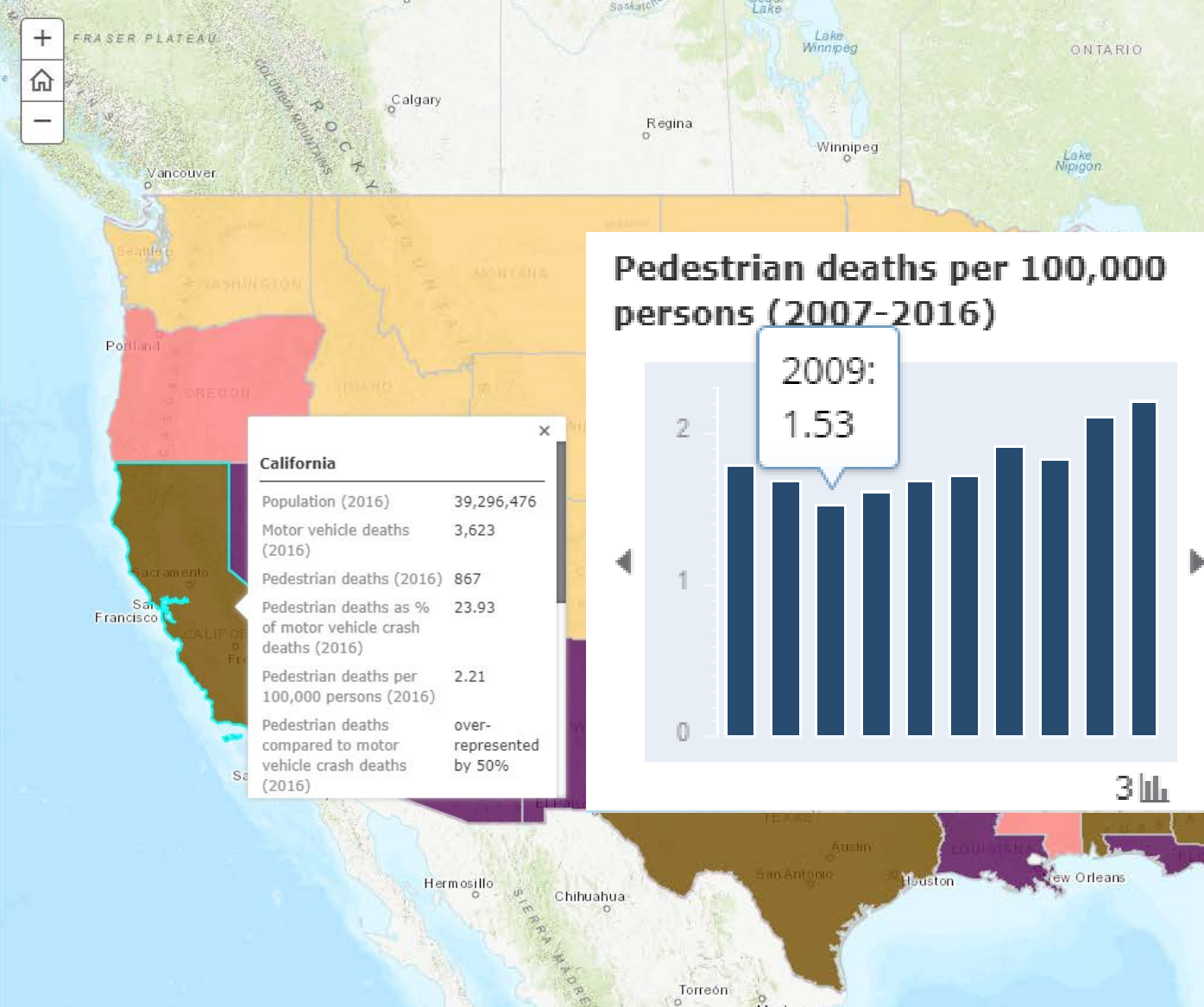
This map shows pedestrian deaths per 100,000 persons by state in 2016 (using FARS 2016 preliminary data). Click on each state to look at year-to-year death rates (2010-2016) along with trend visualization using bar charts.

Pedestrian fatalities in large cities (2016)

This map shows pedestrian deaths in the 34 largest US cities (population > 500,000) in 2016. Click on each city to see additional information, including trend visualization.

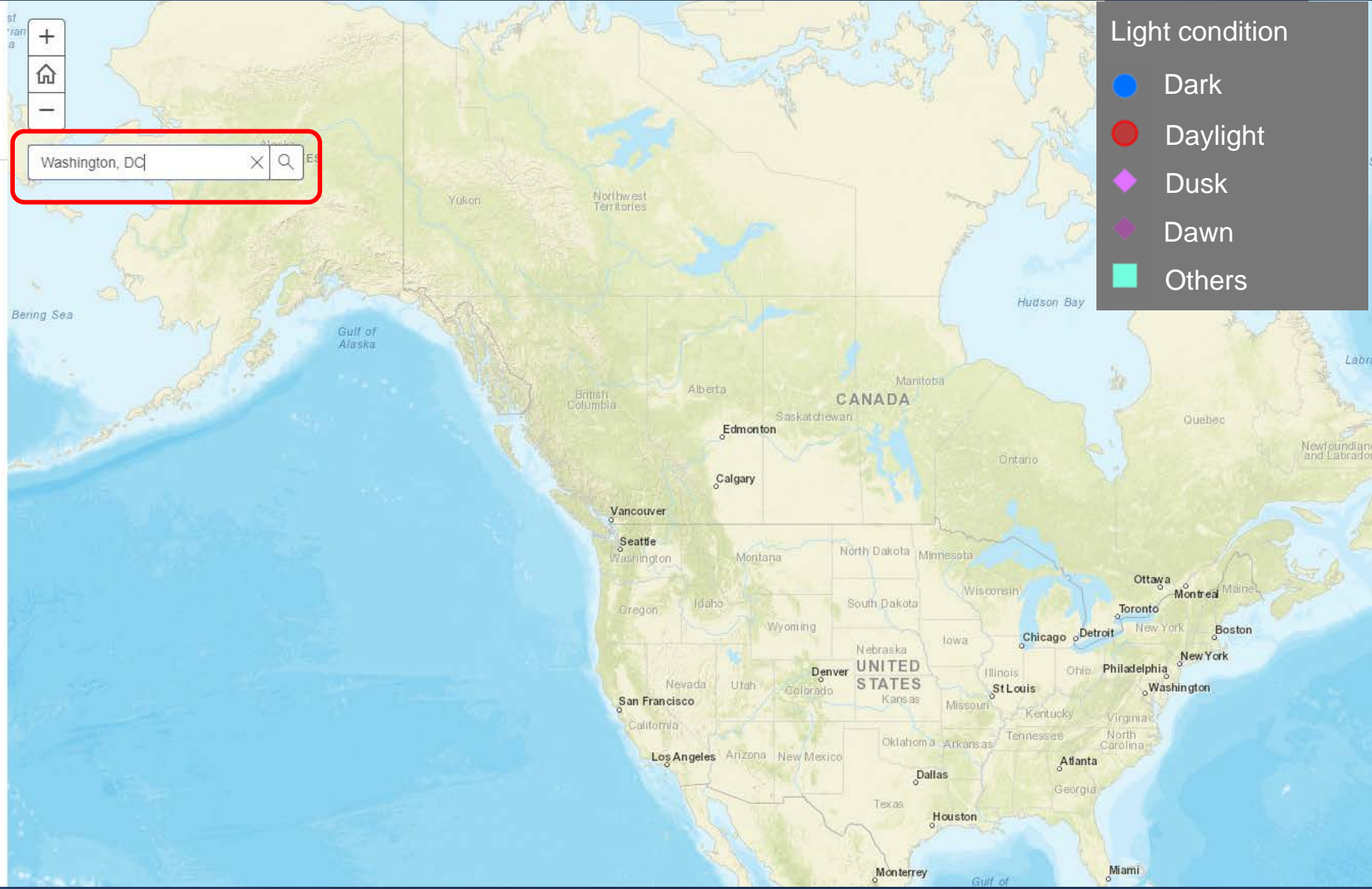
Trend of pedestrian fatalities (2007-2016)

This table shows a number of pedestrian fatality measures: fatal





Pedestrian Safety Special Investigative Report



Fatal pedestrian crash locations (2007-2016)

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Pedestrian Safety Special Investigative Report

Washington (Georgia Ave.), DC

NTSB Case No. HWY17SH001

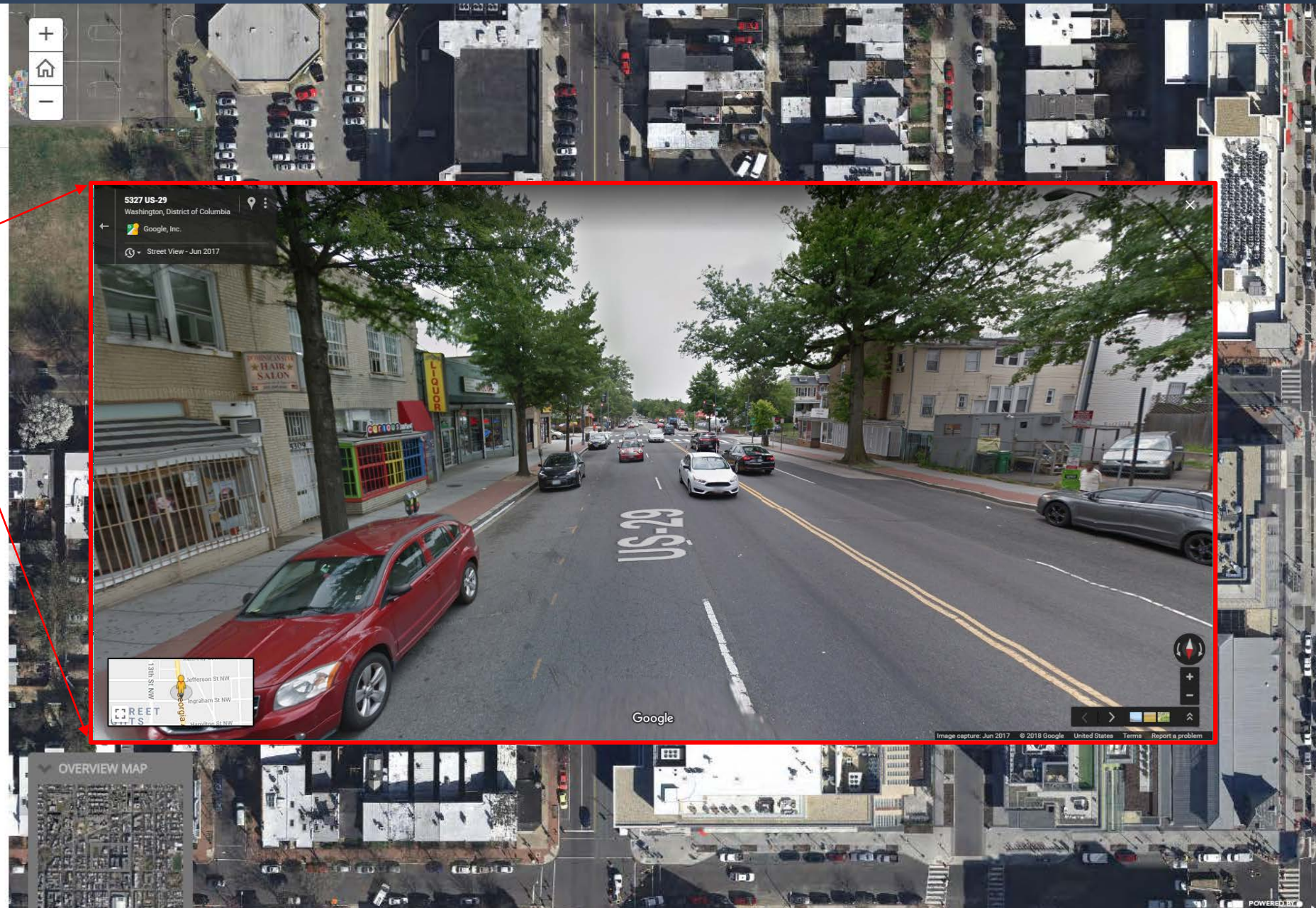
[Public Docket](#) | [Accident Brief](#) | [Google Street View](#)

Description: Early on the morning of Sunday, October 2, 2016, an altercation started between four brothers in a restaurant/bar in the 5300 block of Georgia Avenue NW (US Route 29) in Washington, DC. Two of the brothers left the restaurant/bar and got into a 2008 Dodge Charger. The car traveled south on Georgia Avenue NW, just south of the establishment, and a half block and a half north and made a right turn onto a restaurant/bar, the driver's 23 year-old brother ran midblock into the southbound lanes, and the car struck him.

Public Docket
Accident Brief

From the postcrash state of the car and evidence on the roadway, investigators determined that after being struck, the pedestrian rolled off the car's hood and fell onto the asphalt on the driver's side. Officers from the Metropolitan Police Department of the District of Columbia arrived on scene at 3:05 a.m., and emergency medical personnel followed 3 minutes later. The pedestrian was taken to MedStar Washington Hospital Center, where he was pronounced dead at 3:29 a.m.

Probable cause: The NTSB determined that the probable cause of the crash was the pedestrian's decision to run in front of the moving car. Contributing to his poor decision-making was impairment from the effects of alcohol intoxication. Also contributing to the crash was the driver's impairment from the effects of alcohol, which most likely diminished his ability to detect





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