



Pedestrian Injuries

Pedestrian crashes are defined as traffic crashes involving a person reported on foot, including a motorist who has exited a vehicle.¹

How does this affect the United States?

- In 2014, there were 4,884 pedestrians killed in traffic crashes.²
- In 2014, pedestrian deaths accounted for 15 percent of all traffic fatalities.²
- Most pedestrian deaths occur in urban areas, non-intersection locations, and at night.²
- Alcohol involvement—for the driver and/or the pedestrian—was reported in 48 percent of all fatal pedestrian crashes.²
- In 2014, almost one-fifth (19%) of children 14 and younger killed in traffic crashes were pedestrians.²
- The rate of pedestrian deaths has declined dramatically since 1975 but still account for 15 percent of crash deaths. Adults aged 70 and over are at highest risk.³
- In 2014, on average, a pedestrian was killed every 2 hours and injured every 8 minutes.²
- Additionally, more than 145,000 pedestrians were treated in emergency departments for non-fatal crash-related injuries in 2014.⁴
- Pedestrians are 1.5 times more likely than passenger vehicle occupants to be killed in a car crash.⁵

How does this affect Maryland?

- In 2015, 100 pedestrians were killed in Maryland.⁶
- In 2013, 110 pedestrians were killed, accounting for 25 percent of all traffic fatalities in Maryland.¹ In 70 percent of the pedestrian fatalities, the pedestrians were at fault, according to police crash reports.⁷
- Annually, Maryland drivers are involved in nearly 3,000 pedestrian crashes, more than 86 percent of which resulted in an injury or fatality.⁷
- Between 2009-2013, about 90 percent of pedestrian-involved crashes occurred in Baltimore and Washington D.C. metropolitan areas.⁷



How do we address this problem?

- Maryland has 13 laws regarding pedestrian safety, 7 focus on motorists, 6 on pedestrians.⁷
- Maryland Safe Routes to School Program (SRTS) is a sustained effort by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.⁷
- The Maryland Highway Safety Office and its Regional Traffic Safety Programs (RTSP) partners distributed more than 100,000 pieces of educational material in 2014, including Street Smart branded materials, school system electronic pedestrian safety alerts, pedestrian 2015 Maryland Pedestrian Safety Program Area Brief 6 safety law cards, booklets for school aged children copies of the Bicycling in Maryland booklet, safe bicycling brochures and other materials.⁷

Additional Resources

- Street Smart <http://www.sha.maryland.gov/index.aspx?PagelId=357>
- Maryland Safe Routes to School Program: <http://www.roads.maryland.gov/Index.aspx?PagelId=735>
- Maryland Highway Safety Office Regional Traffic Safety Programs (RTSP) <http://www.mva.maryland.gov/safety/mhso/program-pedestrian-safety.htm>
- Be Alert: Don't Get Hurt: Johns Hopkins University Pedestrian Safety Campaign <http://www.jhsph.edu/research/centers-and-institutes/johns-hopkins-center-for-injury-research-and-policy/information-materials-and-resources/pedestrian-safety-campaign/>

References

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5. Beck LF, Dellinger AM, O'Neil ME. Motor vehicle crash injury rates by mode of travel, United States: Using exposure-based methods to quantify differences. *Am J Epidemiol* 2007;166:212–218.
6. Maryland Highway Safety Office Annual Report. (2016). Retrieved January 27, 2017.
7. Pedestrian Safety in Maryland. (n.d.). Retrieved January 24, 2017, from http://www.mva.maryland.gov/safety/_docs/FY15_Ped_ProgramAreaBrief%20Combined%20Final.pdf.

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