Traffic Safety Facts

2014 Data

May 2016

DOT HS 812 271

NHTSA

Children

For the purpose of this fact sheet, children are defined as 14 years old and younger. Motor vehicle traffic crashes are a leading killer of children.[1]

In this 2014 fact sheet, information on children is presented as follows:

- Overview
- Restraint Use and Effectiveness
- Pedestrians
- Pedalcyclists
- Children in Alcohol-Impaired Driving Crashes
- Child Motor Vehicle Traffic Fatalities by State
- Important Safety Reminders

Key Findings

- Of the 32,675 motor vehicle traffic fatalities in 2014 in the United States, 1,070 (3%) were children 14 and younger.
- 1,070 children were killed in motor vehicle traffic crashes in 2014, a 7-percent decrease from 1,152 in 2013 and a 45-percent decrease from 1,955 in 2005.
- In 2014, an estimated 167,000 children were injured in traffic crashes, a 3-percent decrease from 172,000 in 2013 and a 28-percent decrease from 234,000 in 2005.
- On average, 3 children were killed and the estimated 458 children were injured every day in traffic crashes in 2014.
- Based on known restraint use, when the drivers were unrestrained, 70 percent of the children were also unrestrained in 2014.
- Of the 21,022 passenger vehicle occupants killed in fatal crashes in 2014, 714 (3%) were children. Of these 714 child occupant fatalities, 241 (37%) were unrestrained (based on known restraint use).
- Of the 4,884 pedestrian traffic fatalities in 2014, 207 (4%) were children.
- Of the 726 pedalcyclist traffic fatalities in 2014, 54 (7%) were children.
- Of the 1,070 children killed in traffic crashes, 209 children (19%) were killed in alcohol-impaired-driving crashes in 2014.

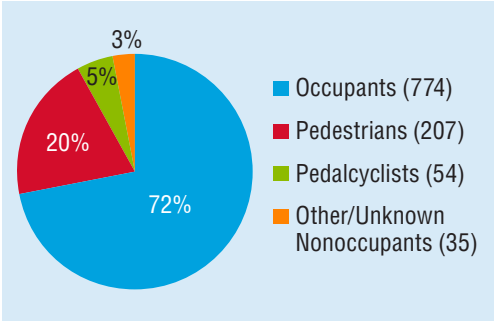
Overview

In 2014:

- There were 61 million children in the United States, 19 percent of the total U.S. population.
- Of the 32,675 motor vehicle traffic fatalities in the United States, 1,070 (3%) were children.
- Child motor vehicle traffic fatalities declined 7 percent from 1,152 in 2013 and 45 percent from 1,955 in 2005.
- An estimated 167,000 children were injured in traffic crashes, a 3-percent decrease from 172,000 in 2013 and a 28-percent decrease from 234,000 in 2005.
- On average, 3 children were killed and an estimated 458 children were injured every day in the United States in traffic crashes.
- Boys accounted for 55 percent of child fatalities and an estimated 50 percent of children injured in traffic crashes.

Figure 1 displays the distribution of the 1,070 child motor vehicle traffic fatalities in 2014—72 percent (774) were occupants and 28 percent (296) were nonoccupants (pedestrians, pedalcyclists, and other).

Figure 1
Child Motor Vehicle Traffic Fatalities, 2014



Source: Fatality Analysis Reporting System (FARS) 2014 Annual Report File (ARF)

As shown in Figure 2, the number of child motor vehicle traffic fatalities decreased by 45 percent from 1,955 in 2005 to 1,070 in 2014, and the child fatality rate per 100,000 child population decreased by 46 percent from 3.23 in 2005 to 1.75 in 2014.

[1] Centers for Disease Control and Prevention's Web-based Injury Statistics Query and Reporting System. Available at http://webappa.cdc.gov/sasweb/ncipc/leadcaus10_us.html.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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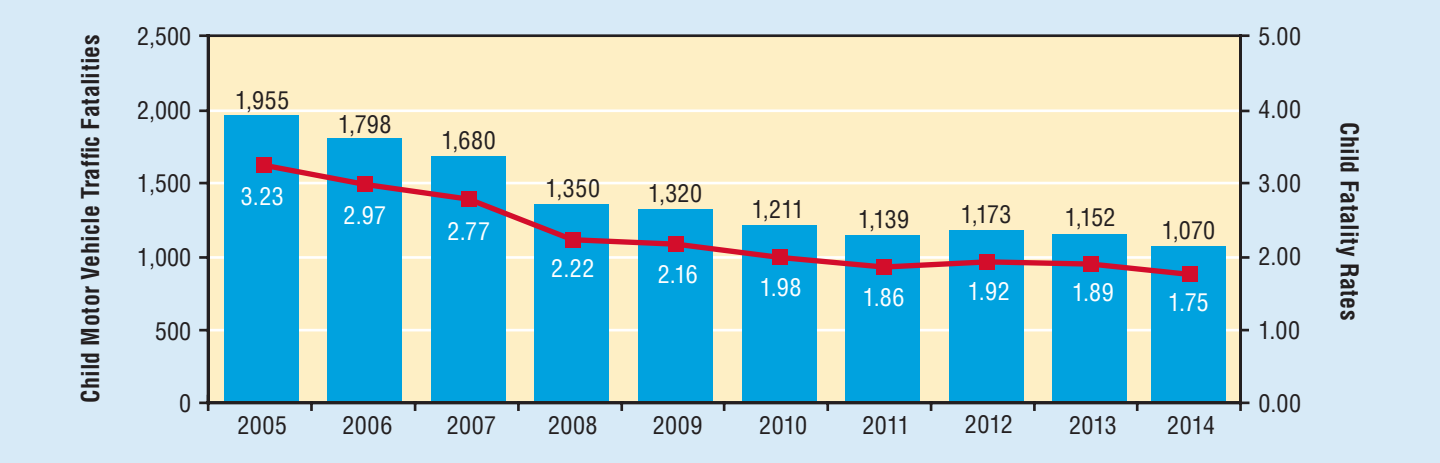
Figure 3 displays the child motor vehicle traffic fatality trends of five age groups from 2005 to 2014:

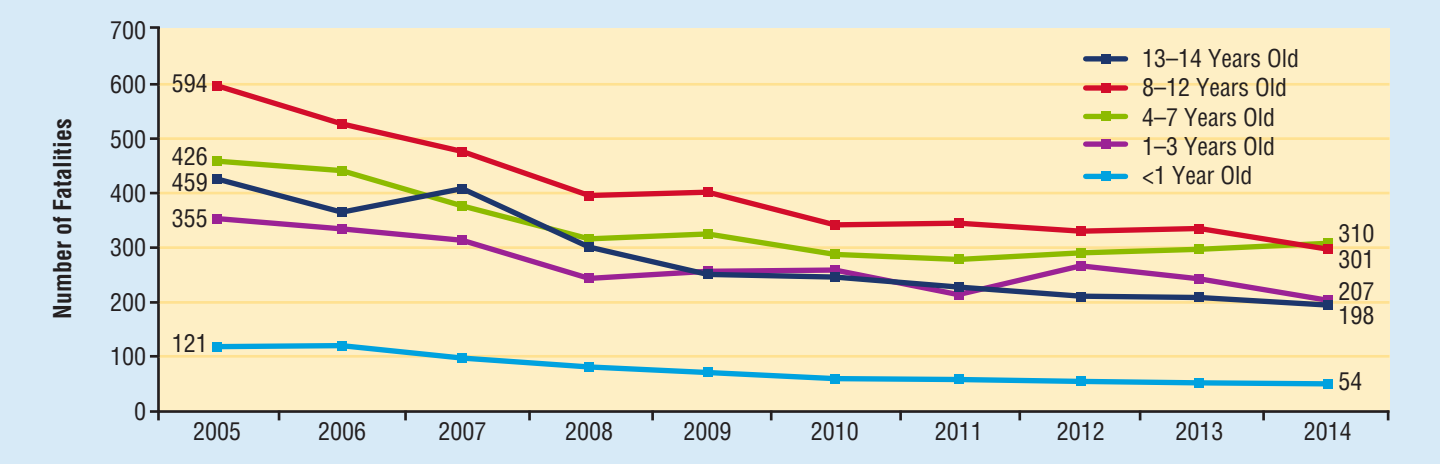
- Under 1 age group – 55 percent decrease from 121 in 2005 to 54 in 2014.
- 1-to-3 age group – 42 percent decrease from 355 in 2005 to 207 in 2014.
- 4-to-7 age group – 32 percent decrease from 459 in 2005 to 310 in 2014.
- 8-to-12 age group – 49 percent decrease from 594 in 2005 to 301 in 2014.
- 13-to-14 age group – 54 percent decrease from 426 in 2005 to 198 in 2014.

Figure 2
Child Motor Vehicle Traffic Fatalities and Child Fatality Rates per 100,000 Child Population, 2005–2014



Sources: FARS 2005-2013 Final File, 2014 ARF; Population – Bureau of the Census.

Figure 3
Child Motor Vehicle Traffic Fatalities, by Age Group, 2005–2014



Source: FARS 2005-2013 Final File, 2014 ARF.

Restraint Use and Effectiveness

Child safety seats have been shown to reduce fatal injury by 71 percent for infants (under 1 year old) and by 54 percent for toddlers (1 to 4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively.[2]

Analysis has also shown that lap/shoulder seat belts, when used, reduce the risk of fatal injury to front seat occupants (age 5 and older) of passenger cars by 45 percent and the risk of moderate-to-critical injury by 50 percent. For light-truck occupants, seat belts

[2] Hertz, E. (1996, December). *Revised estimates of child restraint effectiveness.* (Report No. DOT HS 96 855). Washington, DC: National Highway Traffic Safety Administration. Available at www-nrd.nhtsa.dot.gov/Pubs/96855.pdf.

reduce the risk of fatal injury by 60 percent and the risk of moderate-to-critical injury by 65 percent.[3]

Table 1 provides the number and percentage of passenger vehicle (defined as passenger cars and light trucks) occupants involved in fatal crashes, by survival status (killed or survived), age group, and restraint use (seat belts or child restraints).

In 2014:

- Of the 21,022 passenger vehicle occupants *killed* in fatal crashes, 714 (3%) were children.
  - Of these 714 child passenger vehicle occupants *killed* in fatal crashes, restraint use was known for 652, of whom 241 (37%) were unrestrained. This percentage (37%) was lower compared to all ages (49%).
- Of the 34,044 passenger vehicle occupants who *survived* in fatal crashes, 3,941 (12%) were children.
  - Of these 3,941 child passenger vehicle occupants who *survived* in fatal crashes, restraint use was known for 3,747, of whom 544 (15%) were unrestrained.
- Of the 55,066 passenger vehicle occupants *involved* in fatal crashes, 4,655 (8%) were children.
  - Of these 4,655 child passenger vehicle occupants *involved* in fatal crashes, restraint use was known for 4,399, of whom 785 (18%) were unrestrained.

Table 1

Passenger Vehicle Occupants Involved in Fatal Crashes, by Survival Status, Age Group, and Restraint Use, 2014

Survival Status/ Age Group		Restraint Use						Total		Percent "Known" Restrained	Percent "Known" Unrestrained
		Restrained		Unrestrained		Unknown					
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Percent	Percent
Killed	<1	31	65%	14	29%	3	6%	48	100%	69%	31%
	1-3	100	74%	22	16%	13	10%	135	100%	82%	18%
	4-7	135	63%	64	30%	14	7%	213	100%	68%	32%
	8-12	102	50%	91	44%	13	6%	206	100%	53%	47%
	13-14	43	38%	50	45%	19	17%	112	100%	46%	54%
	<15	*411*	*58%*	*241*	*34%*	*62*	*9%*	*714*	*100%*	*63%*	*37%*
	15-20	1,051	42%	1,216	49%	212	9%	2,479	100%	46%	54%
	All Other	8,496	48%	7,928	44%	1,405	8%	17,829	100%	52%	48%
	Total	**9,958**	**47%**	**9,385**	**45%**	**1,679**	**8%**	**21,022**	**100%**	**51%**	**49%**
Survived	<1	232	94%	7	3%	7	3%	246	100%	97%	3%
	1-3	735	88%	68	8%	29	3%	832	100%	92%	8%
	4-7	861	80%	158	15%	60	6%	1,079	100%	84%	16%
	8-12	919	79%	189	16%	59	5%	1,167	100%	83%	17%
	13-14	456	74%	122	20%	39	6%	617	100%	79%	21%
	<15	*3,203*	*81%*	*544*	*14%*	*194*	*5%*	*3,941*	*100%*	*85%*	*15%*
	15-20	3,318	68%	1,122	23%	407	8%	4,847	100%	75%	25%
	All Other	19,821	78%	3,066	12%	2,369	9%	25,256	100%	87%	13%
	Total	**26,342**	**77%**	**4,732**	**14%**	**2,970**	**9%**	**34,044**	**100%**	**85%**	**15%**
Total Involved	<1	263	89%	21	7%	10	3%	294	100%	93%	7%
	1-3	835	86%	90	9%	42	4%	967	100%	90%	10%
	4-7	996	77%	222	17%	74	6%	1,292	100%	82%	18%
	8-12	1,021	74%	280	20%	72	5%	1,373	100%	78%	22%
	13-14	499	68%	172	24%	58	8%	729	100%	74%	26%
	<15	*3,614*	*78%*	*785*	*17%*	*256*	*5%*	*4,655*	*100%*	*82%*	*18%*
	15-20	4,369	60%	2,338	32%	619	8%	7,326	100%	65%	35%
	All Other	28,317	66%	10,994	26%	3,774	9%	43,085	100%	72%	28%
	Total	**36,300**	**66%**	**14,117**	**26%**	**4,649**	**8%**	**55,066**	**100%**	**72%**	**28%**

Source: FARS 2014 ARF.

[3] Kahane, C. J. (2000, December). *Fatality reduction by safety belts for front-seat occupants of cars and light trucks.* (Report No. DOT HS 809 199). Washington, DC: National Highway Traffic Safety Administration. Available at www-nrd.nhtsa.dot.gov/Pubs/809199.pdf.

Table 2 presents the restraint use of child passenger vehicle occupants killed in traffic crashes and their respective drivers (killed or survived) in 2014. Based on known restraint use:

- When the drivers were restrained, 25 percent of the children were unrestrained.
- When the driver were unrestrained, 70 percent of the children were also unrestrained.

Table 2
Child Passenger Vehicle Occupants Killed in Traffic Crashes, by Their Restraint Use and Their Driver's Restraint Use, 2014

Driver Restraint Use	Child Restraint Use						Total		Percent "Known" Child Restrained	Percent "Known" Child Unrestrained
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Percent	Percent
Restrained	341	71%	111	23%	28	6%	480	100%	75%	25%
Unrestrained	50	29%	114	67%	6	4%	170	100%	30%	70%
Unknown	19	32%	14	24%	26	44%	59	100%	58%	42%
Total	**410**	**58%**	**239**	**34%**	**60**	**8%**	**709**	**100%**	**63%**	**37%**

Source: FARS 2014 ARF.

Table 3 contains the number of children killed in passenger vehicles by age group and type of restraint. In 2014:

- Of the 714 children killed in passenger vehicle crashes, restraint use was known for 651, of whom 241 (37%) were unrestrained.
  - Of the 48 infants (under 1 year old) killed, restraint use was known for 45, of whom 14 (31%) were unrestrained.
  - Of the 135 children 1 to 3 years old killed, restraint use was known for 122, of whom 22 (18%) were unrestrained.
  - Of the 213 children 4 to 7 years old killed, restraint use was known for 199, of whom 64 (32%) were unrestrained.
  - Of the 206 children 8 to 12 years old killed, restraint use was known for 192, of whom 91 (47%) were unrestrained.
  - Of the 112 children 13 to 14 years old killed, restraint use was known for 93, of whom 50 (54%) were unrestrained.

Table 3
Children Killed in Passenger Vehicles, by Age Group and Type of Restraint, 2014

Type of Restraint	Age Group										Total	
	<1		1–3		4–7		8–12		13–14			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None Used	14	29%	22	16%	64	30%	91	44%	50	45%	241	34%
Child Restraint	29	60%	87	64%	87	41%	5	2%	0	0%	208	29%
Forward Facing	3	6%	36	27%	15	7%	0	0%	0	0%	54	8%
Rear Facing	10	21%	5	4%	1	0%	0	0%	0	0%	16	2%
Booster Seat	0	0%	10	7%	45	21%	4	2%	0	0%	59	8%
Unknown Child Restraint	16	33%	36	27%	26	12%	1	0%	0	0%	79	11%
Seat Belt Used	1	2%	9	7%	48	23%	95	46%	42	38%	195	27%
Shoulder Belt Only	0	0%	1	1%	0	0%	0	0%	0	0%	1	0%
Lap Belt Only	0	0%	3	2%	10	5%	15	7%	0	0%	28	4%
Shoulder and Lap Belt	1	2%	5	4%	38	18%	80	39%	42	38%	166	23%
Restraint Used - Unknown	1	2%	4	3%	0	0%	1	0%	1	1%	7	1%
Unknown	3	6%	13	10%	14	7%	14	7%	19	17%	63	9%
Total	**48**	**100%**	**135**	**100%**	**213**	**100%**	**206**	**100%**	**112**	**100%**	**714**	**100%**

Source: FARS 2014 ARF.

Analysis has shown that among children under 5 years old, an estimated 252 lives were saved in 2014 by restraint use.[4] Of these 252 lives saved, 236 were associated with the use of child safety seats and 17 with the use of adult seat belts.[5] At 100-percent child safety seat use for those under 5 years old, an estimated 289 lives (that is, an additional 37) could have been saved in 2014.

From 1975 to 2014, an estimated 10,673 lives were saved by child restraints (child safety seats or adult seat belts) for children under 5 years old in passenger vehicles.

NHTSA conducted the National Survey of the Use of Booster Seats (NSUBS) in July 2013 and produced a technical report, *The 2013 National Survey of the Use of Booster Seats* (Pickrell & Choi, 2014). Table 4 provides data on the use of child restraints by age group and race/ethnicity for those under 13 years old in 2013. Child restraints include child safety seats, seat belts, and booster seats.

Table 4
Child Restraint Use, by Age Group and Race/Ethnicity in 2013

Race/Ethnicity	Age Group (Years)			
	<1	1–3	4–7	8–12
Hispanic	96%	91%	85%	87%
African-American Non-Hispanic	96%	85%	78%	69%
White Non-Hispanic	100%	99%	96%	95%
Asian Non-Hispanic	NA	95%	93%	86%
Other Non-Hispanic	NA	95%	91%	88%

Source: Pickrell, T. M., & Choi, E-H. (2014, June). *The 2013 national survey of the use of booster seats.* (Report No. DOT HS 812 037). Washington, DC: National Highway Traffic Safety Administration.
NA: Data not sufficient to produce a reliable estimate.

Pedestrians

Pedestrians are any persons on foot, walking, running, jogging, hiking, sitting, or lying down, who are involved in motor vehicle traffic crashes.[6]

In 2014:

- Of the 4,884 pedestrian fatalities in traffic crashes, 207 (4%) were children.
- Nearly one-fifth (19%) of the 1,070 children killed in traffic crashes were pedestrians.
- Of the 207 child pedestrian fatalities in traffic crashes, 123 (59%) were boys.
- Of the estimated 65,000 injured pedestrians in traffic crashes, 8,000 (12%) were children.
- Of the estimated 8,000 injured child pedestrians in traffic crashes, 5,000 (60%) were boys.
- Of the 207 child pedestrians killed, 203 (98%) were killed in single-vehicle crashes and 4 (2%) were killed in multiple-vehicle crashes.
- Of the 203 child pedestrians killed in single-vehicle crashes,
  - 161 children (79%) were struck by the front of the vehicle,
  - 3 (1%) were struck by the right side of the vehicle,
  - 4 (2%) were struck by the left side of the vehicle,
  - 16 (8%) were struck by the rear of the vehicle, and
  - 19 (9%) were unknowns.
- Of the 207 child pedestrians killed, 37 (18%) were struck by a hit-and-run driver.

[4] National Center for Statistics and Analysis. (2015, November). *Lives saved in 2014 by restraint use and minimum-drinking-age laws* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 812 218). Washington, DC: National Highway Traffic Safety Administration.

[5] The total lives saved does not equal sum of components due to independent rounding.

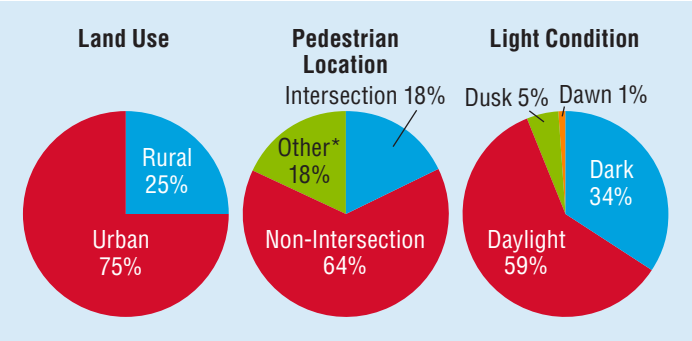
[6] A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public traffic way, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded.

Figure 4 contains information on three environmental characteristics (land use, pedestrian location, and light condition) where/when child pedestrian fatalities in traffic crashes occurred in 2014:

- Twenty-five percent (51) were killed in rural areas and 75 percent (151) were killed in urban areas.[7,8]
- Sixty-four percent (129) occurred at non-intersection locations as compared to 18 percent (37) at intersections and 18 percent (37) in other locations (12 in driveway access, 11 on sidewalk, 5 in non-trafficway area, 8 on shoulder/roadside, and 1 in median/crossing island).[8]
- Fifty-nine percent (122) were killed during daylight compared to 34 percent (71) in the dark, 5 percent (11) during dusk, and 1 percent (2) during dawn.[8] Compared to all ages, more child pedestrians were killed during daylight when compared to adult pedestrians.

Figure 4

Percentage of Child Pedestrian Fatalities in Traffic Crashes in Relation to Land Use, Pedestrian Location, and Light Condition, 2014



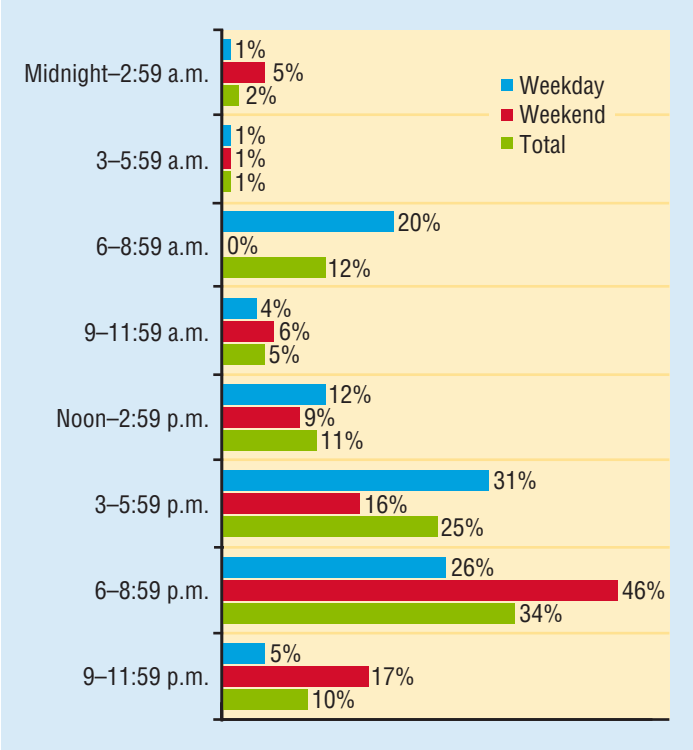
Source: FARS 2014 ARF.
Note: Unknown values were removed before calculating percentages.
*Other includes parking lane/zone, bicycle lane, shoulder/roadside, sidewalk, median/crossing island, driveway access, shared-use path/trail, non-trafficway area, and other.

Sixty-one percent (126) of child pedestrian fatalities in traffic crashes occurred during the weekday (6 a.m. Monday to 5:59 p.m. Friday) and 39 percent (81) were killed during the weekend (6 p.m. Friday to 5:59 a.m. Monday) in 2014.[8] In Figure 5, time of day is divided into eight 3-hour intervals starting at midnight, and day of week is defined as weekday and weekend. To summarize the 2014 child pedestrian fatalities in traffic crashes:

- The highest weekday percentage (31%) occurred from 3 to 5:59 p.m., followed by 26 percent from 6 to 8:59 p.m. and 20 percent from 6 to 8:59 a.m.
- The highest weekend percentage (46%) occurred from 6 to 8:59 p.m., followed by 17 percent from 9 to 11:59 p.m. and 16 percent from 3 to 5:59 p.m.
- The highest total percentage (34%) occurred from 6 to 8:59 p.m., followed by 25 percent from 3 to 5:59 p.m.

Figure 5

Percentage of Child Pedestrian Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2014



Source: FARS 2014 ARF.
Weekday: 6 a.m. Monday to 5:59 p.m. Friday; Weekend: 6 p.m. Friday to 5:59 a.m. Monday.

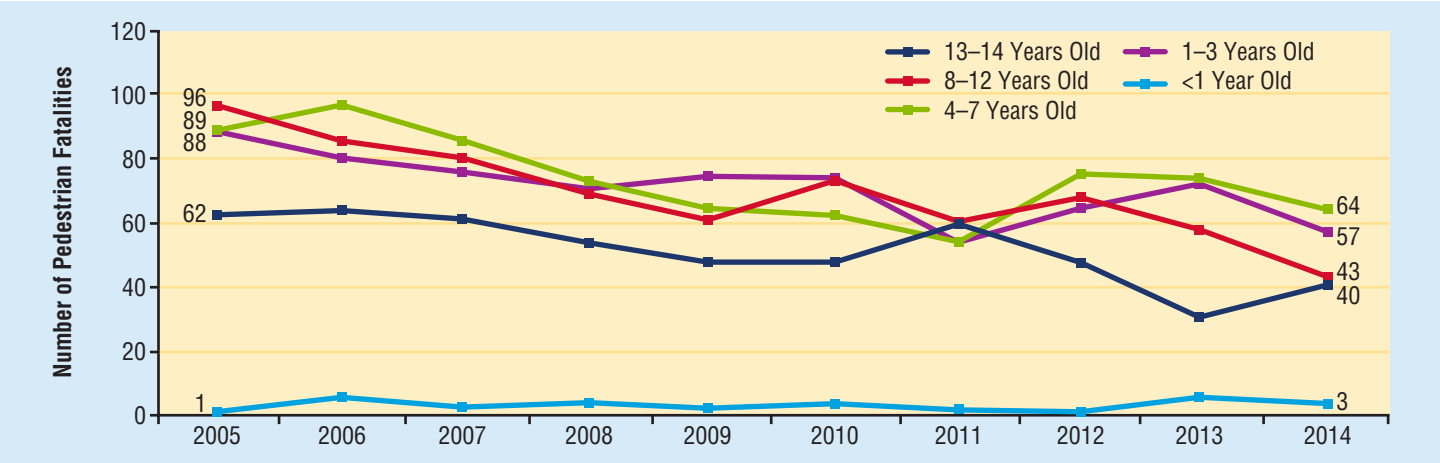
[7] See the U.S. Census Bureau link to define rural and urban areas: www.census.gov/geo/reference/ua/urban-rural-2010.html.

[8] Unknown values were removed before calculating percentages.

Figure 6 contains the child pedestrian fatality trends of five age groups from 2005 to 2014:

- The number of child pedestrian fatalities in traffic crashes decreased by 38 percent, from 336 fatalities in 2005 to 207 in 2013:
  - The under-1 age group increased from 1 in 2005 to 3 in 2014.
  - The 1-to-3 age group decreased by 35 percent, from 88 in 2005 to 57 in 2014.
  - The 4-to-7 age group decreased by 28 percent, from 89 in 2005 to 64 in 2014.
  - The 8-to-12 age group decreased by 55 percent, from 96 in 2005 to 43 in 2014.
  - The 13-to-14 age group decreased by 35 percent, from 62 in 2005 to 40 in 2014.

Figure 6
Child Pedestrian Fatalities in Traffic Crashes, by Age Group, 2005–2014



Source: FARS 2005-2013 Final File, 2014 ARF.

Pedalcyclists

Pedalcyclists are riders of bicycles (two-wheel, nonmotorized cycles) and other cycles (tricycles and unicycles) powered solely by pedals, who are involved in motor vehicle traffic crashes.[9]

In 2014:

- Of the 726 pedalcyclists killed in traffic crashes, 54 (7%) were children.
- Five percent of the 1,070 children killed in traffic crashes were pedalcyclists.
- Of the 54 child pedalcyclists killed in traffic crashes, 40 (74%) were boys.
- Of the estimated 50,000 pedalcyclists injured in traffic crashes, 6,000 (11%) were children.
- Of the 54 child pedalcyclists killed in traffic crashes, 4 (7%) were helmeted, 38 (70%) were unhelmeted, and 12 (22%) were unknown.
- Of the 54 child pedalcyclists killed, 52 (96%) were killed in single-vehicle crashes and 2 (4%) were killed in multiple-vehicle crashes.
- Of the 52 child pedalcyclists killed in single-vehicle crashes,
  - 45 (87%) were struck by the front of the vehicle,
  - 1 (2%) was struck by the right side of the vehicle,
  - 2 (4%) were struck by the left side of the vehicle, and
  - 4 (8%) were struck by the rear of the vehicle.
- Of the 54 child pedalcyclists killed, 2 (4%) were struck by a hit-and-run driver.

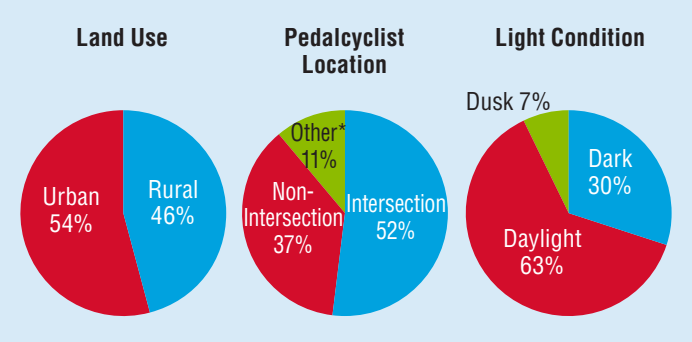
[9] A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public traffic way, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. Also excluded are pedalcyclist crashes that do not involve motor vehicles.

Figure 7 contains information on three environmental characteristics (land use, pedalcyclist location, and light condition) where/when child pedalcyclist fatalities in traffic crashes occurred in 2014:

- Forty-six percent (24) were killed in rural areas and 54 percent (28) were killed in urban areas.[10,11]
- Thirty-seven percent (20) occurred at non-intersection locations as compared to 52 percent (28) at intersections and 11 percent (6) in other locations (4 in driveway access, 1 in bicycle lane, and 1 on sidewalk).
- Sixty-three percent (34) were killed during daylight compared to 30 percent (16) in the dark and 7 percent (4) during dusk. Compared to all ages, more child pedalcyclists were killed during daylight than adult pedalcyclists.

Figure 7

Percentage of Child Pedalcyclist Fatalities in Traffic Crashes in Relation to Land Use, Pedalcyclist Location, and Light Condition, 2014



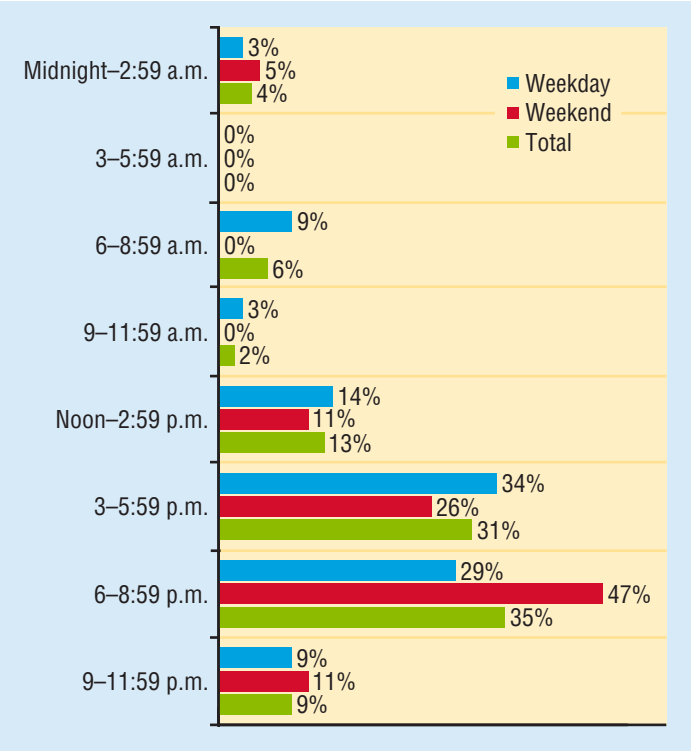
Source: FARS 2014 ARF.
Note: Unknown values were removed before calculating percentages.
*Other includes parking lane/zone, bicycle lane, shoulder/roadside, sidewalk, median/crossing island, driveway access, shared-use path/trail, non-trafficway area, and other.

Sixty-five percent (35) of the child pedalcyclists in traffic crashes were killed during the weekday and 35 percent (19) were killed during the weekend in 2014. Figure 8 provides time of day and day of week information for the 2014 child pedalcyclist fatalities in traffic crashes:

- The highest weekday percentage (34%) occurred from 3 to 5:59 p.m., followed by 29 percent from 6 to 8:59 p.m. and 14 percent from 12 to 2:59 p.m.
- The highest weekend percentage (47%) occurred from 6 to 8:59 p.m., followed by 26 percent from 3 to 5:59 p.m.
- The highest total percentage (35%) occurred from 6 to 8:59 p.m., followed by 31 percent from 3 to 5:59 p.m. and 13 percent from 12 to 2:59 p.m.

Figure 8

Percentage of Child Pedalcyclist Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2014



Source: FARS 2014 ARF.
Weekday: 6 a.m. Monday to 5:59 p.m. Friday; Weekend: 6 p.m. Friday to 5:59 a.m. Monday.

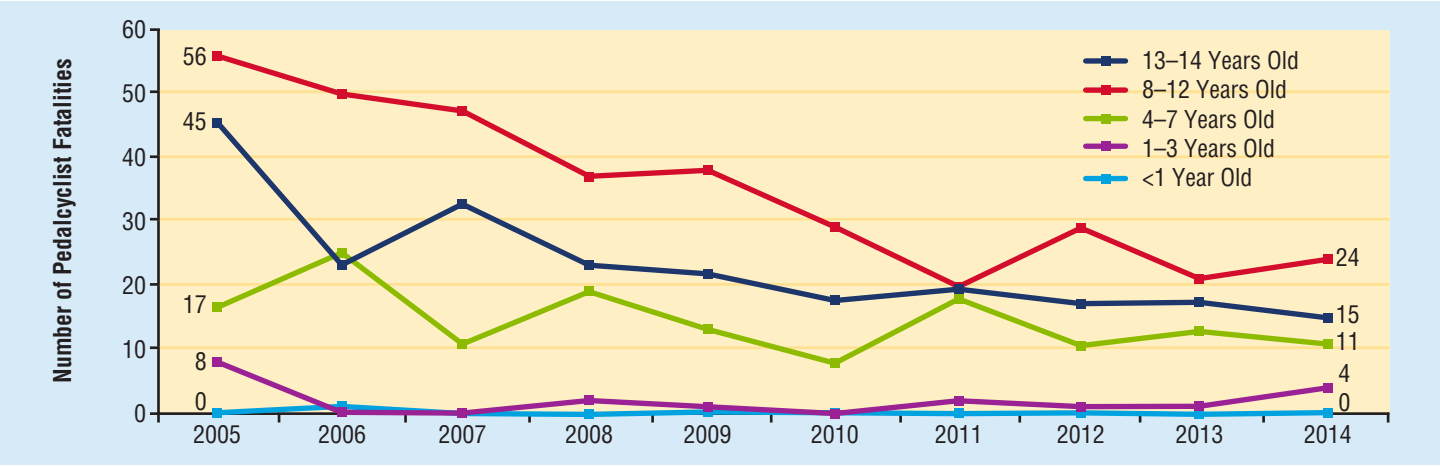
[10] See the U.S. Census Bureau link to define rural and urban areas: www.census.gov/geo/reference/ua/urban-rural-2010.html.

[11] Unknown values were removed before calculating percentages.

Figure 9 contains the child pedalcyclist fatality trends of five age groups from 2005 to 2014:

- The number of child pedalcyclist traffic fatalities in traffic crashes decreased by 57 percent, from 126 fatalities in 2005 to 54 in 2014:
  - The under-1 age group had no change, from 0 in 2005 to 0 in 2014.
  - The 1-to-3 age group decreased by 50 percent, from 8 in 2005 to 4 in 2014.
  - The 4-to-7 age group decreased by 35 percent, from 17 in 2005 to 11 in 2014.
  - The 8-to-12 age group decreased by 57 percent, from 56 in 2005 to 24 in 2014.
  - The 13-to-14 age group decreased by 67 percent, from 45 in 2005 to 15 in 2014.

Figure 9
Child Pedalcyclist Fatalities in Traffic Crashes, by Age Group, 2005-2014



Source: FARS 2005-2013 Final File, 2014 ARF.

Children in Alcohol-Impaired-Driving Crashes

Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatal crash involving a driver with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving crash.

In 2014, of the 1,070 children killed in traffic crashes, 209 children (19%) were killed in alcohol-impaired-driving crashes. Of these 209 deaths:

- 116 children (56%) were passengers of vehicles with alcohol-impaired drivers.
  - Of these 116 children killed, restraint use was known for 105, of whom 50 (48%) were unrestrained.
- 61 children (29%) were passengers of other vehicles in alcohol-impaired-driving crashes.
  - Of these 61 children killed, restraint use was known for 53, of whom 17 (32%) were unrestrained.
- 30 children (14%) were nonoccupants killed in alcohol-impaired-driving crashes.
- 2 children (1%) were alcohol-impaired drivers killed.

Child Motor Vehicle Traffic Fatalities by State

Table 5 contains the child motor vehicle traffic fatalities by State and age group in 2014. Included in Table 5 is Puerto Rico, which is not included in the overall U.S. total. In 2014:

- Among all States, child motor vehicle traffic fatalities ranged from 0 (Hawaii and Rhode Island) to 145 (Texas).
- Texas had the highest number of child motor vehicle traffic fatalities (148), followed by California (104), Florida (68), and Georgia (42).

Table 5

Child Motor Vehicle Traffic Fatalities, by State and Age Group, 2014

State	Age Group					Total
	<1	1-3	4-7	8-12	13-14	
Alabama	2	9	6	9	5	31
Alaska	0	0	2	0	0	2
Arizona	1	6	9	10	2	28
Arkansas	0	4	5	4	1	14
California	2	22	29	28	23	104
Colorado	0	1	4	5	2	12
Connecticut	0	2	1	2	0	5
Delaware	0	0	0	2	0	2
District of Columbia	0	1	0	0	0	1
Florida	6	17	22	12	11	68
Georgia	1	6	14	8	13	42
Hawaii	0	0	0	0	0	0
Idaho	0	6	6	1	6	19
Illinois	1	5	6	9	5	26
Indiana	3	1	5	7	4	20
Iowa	0	3	6	0	5	14
Kansas	0	1	5	4	4	14
Kentucky	3	3	9	3	4	22
Louisiana	0	7	14	7	5	33
Maine	0	0	0	0	1	1
Maryland	1	2	1	1	3	8
Massachusetts	0	5	2	1	0	8
Michigan	2	2	4	10	5	23
Minnesota	0	0	5	2	0	7
Mississippi	0	4	1	6	5	16
Missouri	3	9	6	12	5	35
Montana	0	3	2	3	0	8
Nebraska	1	0	2	3	2	8
Nevada	0	5	5	1	1	12
New Hampshire	0	0	1	0	1	2
New Jersey	0	2	4	5	4	15
New Mexico	0	3	3	4	2	12
New York	3	2	4	11	12	32
North Carolina	4	10	5	11	9	39
North Dakota	0	2	1	1	2	6
Ohio	1	4	8	7	7	27
Oklahoma	1	4	7	12	4	28
Oregon	1	0	3	3	1	8
Pennsylvania	0	5	12	12	5	34
Rhode Island	0	0	0	0	0	0
South Carolina	1	8	10	6	2	27
South Dakota	1	2	1	0	1	5
Tennessee	1	2	8	10	6	27
Texas	14	23	45	45	18	145
Utah	0	4	4	4	2	14
Vermont	0	0	0	0	1	1
Virginia	0	3	6	7	5	21
Washington	1	5	4	2	0	12
West Virginia	0	2	4	3	2	11
Wisconsin	0	0	5	6	2	13
Wyoming	0	2	4	2	0	8
U.S.Total	**54**	**207**	**310**	**301**	**198**	**1,070**
Puerto Rico	0	2	1	2	1	6

Source: FARS 2014 ARF.

For each State in 2014, Table 6 contains the child resident population, total traffic fatalities, child motor vehicle traffic fatalities, percentage of child motor vehicle traffic fatalities divided by total traffic fatalities, and child fatality rate (child motor vehicle traffic fatalities per 100,000 child resident population). Included in Table 6 is Puerto Rico, which is not included in the overall U.S. total. In 2014:

- The States with the highest percentages of child motor vehicle traffic fatalities by total traffic fatalities compared to the 3.3 percent in the United States were: Idaho (10.2%), Utah (5.5%), and Wyoming (5.3%).
- The States with the highest child fatality rates compared to the U.S. child fatality rate of 1.75 were: Wyoming (6.93), Idaho (5.28), Montana (4.27), and North Dakota (4.21).

Important Safety Reminders

- Every car and every car seat and booster seat has different installation instructions, so make sure you read both.
- As children grow, so do their restraint types (rear facing, forward facing, booster seat or seat belt). Always use the one that fits your child's current size.
- Remember that children in rear facing seats should never be placed in front of an active passenger air bag.
- Use either lower anchors and tether or the seat belt and tether when installing forward facing seats.
- Keep children in the back seat until at least age 13. It's the safest place to ride.
- Remember to register your car seat or booster seat so you can be notified in the event of a safety recall.

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

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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 ncsaweb@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, Large Trucks, Motorcycles, Occupant Protection, Older Population, Passenger Vehicles, Pedestrians, 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 report can be found at www-nrd.nhtsa.dot.gov/CATS/index.aspx.

U.S. Department of Transportation

National Highway Traffic Safety Administration

Table 6

Child Motor Vehicle Traffic Fatalities and Fatality Rates, by State, 2014

State	Child Resident Population	Total Traffic Fatalities	Child Motor Vehicle Traffic Fatalities	Percentage of Total Traffic Fatalities	Child Motor Vehicle Traffic Fatalities per 100,000 Child Population
Alabama	916,209	820	31	3.8%	3.38
Alaska	156,423	73	2	2.7%	1.28
Arizona	1,349,771	770	28	3.6%	2.07
Arkansas	587,984	466	14	3.0%	2.38
California	7,596,002	3,074	104	3.4%	1.37
Colorado	1,043,550	488	12	2.5%	1.15
Connecticut	629,425	248	5	2.0%	0.79
Delaware	170,032	121	2	1.7%	1.18
District of Columbia	99,748	23	1	4.3%	1.00
Florida	3,348,535	2,494	68	2.7%	2.03
Georgia	2,076,929	1,164	42	3.6%	2.02
Hawaii	260,568	95	0	0	0.00
Idaho	360,071	186	19	10.2%	5.28
Illinois	2,471,062	924	26	2.8%	1.05
Indiana	1,310,249	746	20	2.7%	1.53
Iowa	603,701	321	14	4.4%	2.32
Kansas	604,155	385	14	3.6%	2.32
Kentucky	841,958	672	22	3.3%	2.61
Louisiana	930,033	737	33	4.5%	3.55
Maine	210,904	131	1	0.8%	0.47
Maryland	1,121,518	442	8	1.8%	0.71
Massachusetts	1,140,540	328	8	2.4%	0.70
Michigan	1,820,070	901	23	2.6%	1.26
Minnesota	1,068,459	361	7	1.9%	0.66
Mississippi	608,756	607	16	2.6%	2.63
Missouri	1,155,706	766	35	4.6%	3.03
Montana	187,279	192	8	4.2%	4.27
Nebraska	392,128	225	8	3.6%	2.04
Nevada	552,059	290	12	4.1%	2.17
New Hampshire	215,994	95	2	2.1%	0.93
New Jersey	1,657,292	556	15	2.7%	0.91
New Mexico	419,247	383	12	3.1%	2.86
New York	3,498,359	1,039	32	3.1%	0.91
North Carolina	1,904,235	1,284	39	3.0%	2.05
North Dakota	142,444	135	6	4.4%	4.21
Ohio	2,174,849	1,006	27	2.7%	1.24
Oklahoma	797,801	669	28	4.2%	3.51
Oregon	710,675	357	8	2.2%	1.13
Pennsylvania	2,222,795	1,195	34	2.8%	1.53
Rhode Island	173,914	52	0	0	0.00
South Carolina	903,343	824	27	3.3%	2.99
South Dakota	176,565	136	5	3.7%	2.83
Tennessee	1,240,247	962	27	2.8%	2.18
Texas	5,957,630	3,538	145	4.1%	2.43
Utah	763,486	256	14	5.5%	1.83
Vermont	98,680	44	1	2.3%	1.01
Virginia	1,556,881	703	21	3.0%	1.35
Washington	1,334,314	462	12	2.6%	0.90
West Virginia	314,719	272	11	4.0%	3.50
Wisconsin	1,075,144	507	13	2.6%	1.21
Wyoming	115,517	150	8	5.3%	6.93
U.S. Total	**61,067,955**	**32,675**	**1,070**	**3.3%**	**1.75**
Puerto Rico	624,833	304	6	2.0%	0.96

Sources: FARS 2014 ARF; Population – Bureau of the Census.