Traffic Safety Facts

2015 Data

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DOT HS 812 383

NHTSA

Key Findings

- Of the 35,092 motor vehicle traffic fatalities in 2015 in the United States, 1,132 (3%) were children 14 and younger.
- There were 1,132 children killed in motor vehicle traffic crashes in 2015, a 5-percent increase from 1,073 in 2014 and a 37-percent decrease from 1,798 in 2006.
- In 2015 an estimated 178,000 children were injured in traffic crashes, a 6-percent increase from 167,000 in 2014 and a 14-percent decrease from 208,000 in 2006.
- On average, 3 children were killed and an estimated 487 children were injured every day in traffic crashes in 2015.
- Based on known restraint use in 2015, when the drivers involved in fatal crashes were unrestrained 66 percent of the children were also unrestrained.
- Of the 22,441 passenger vehicle occupants killed in 2015 in fatal crashes, 775 (3%) were children. Based on known restraint use, of these 775 child occupant fatalities, 274 (39%) were unrestrained.
- Of the 5,376 pedestrian traffic fatalities, 233 (4%) were children in 2015.
- Of the 818 pedalcyclist traffic fatalities, 44 (5%) were children in 2015.
- Of the 1,132 children killed in traffic crashes, 181 children (16%) were killed in alcohol-impaired-driving crashes in 2015.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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Children

Children are defined as 14 years old and younger. Motor vehicle traffic crashes are a leading killer of children.[1]

In this 2015 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

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

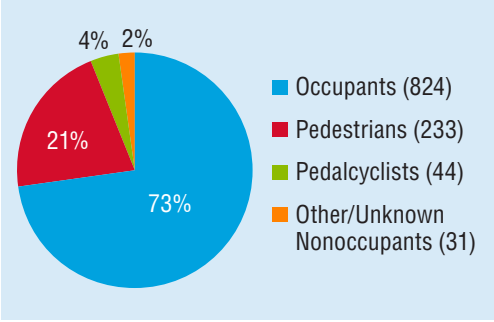
Overview

In 2015:

- There were 61 million children in the United States, 19 percent of the total U.S. population.
- Of the 35,092 motor vehicle traffic fatalities in the United States, 1,132 (3%) were children.
- Child motor vehicle traffic fatalities increased by 5 percent from 1,073 in 2014 and declined by 37 percent from 1,798 in 2006.
- An estimated 178,000 children were injured in traffic crashes, a 6-percent increase from 167,000 in 2014 and a 14-percent decrease from 208,000 in 2006.
- On average, 3 children were killed and an estimated 487 children were injured every day in the United States in traffic crashes.
- Boys accounted for 57 percent of child fatalities and an estimated 47 percent of children injured in traffic crashes.

Figure 1 displays the distribution of the 1,132 child motor vehicle traffic fatalities—73 percent (824) were occupants and 27 percent (308) were nonoccupants (pedestrians, pedalcyclists, and other) in 2015.

Figure 1
Child Motor Vehicle Traffic Fatalities, 2015



Source: FARS 2015 Annual Report File (ARF)

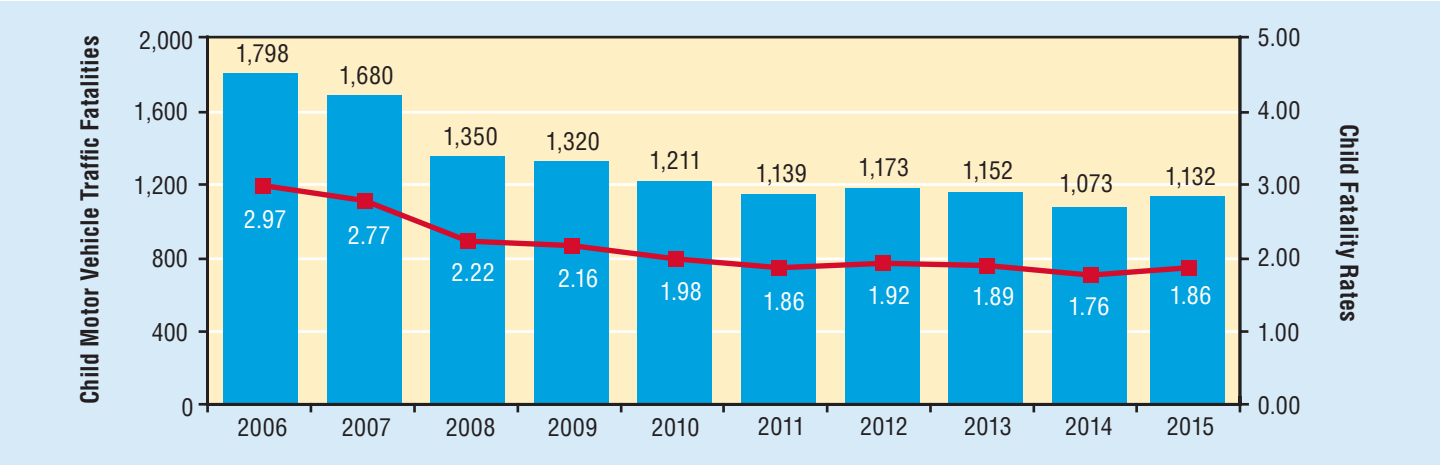
[1] Centers for Disease Control and Prevention's Web-based Injury Statistics Query and Reporting System. Available at http://webappa.cdc.gov/sasweb/ncipc/leadcaus10_us.html.

As shown in Figure 2, the number of child motor vehicle traffic fatalities decreased by 37 percent from 1,798 in 2006 to 1,132 in 2015, and the child fatality rate per 100,000 child population decreased by 37 percent from 2.97 in 2006 to 1.86 in 2015.

Figure 3 displays the child motor vehicle traffic fatality trends of five age groups from 2006 to 2015.

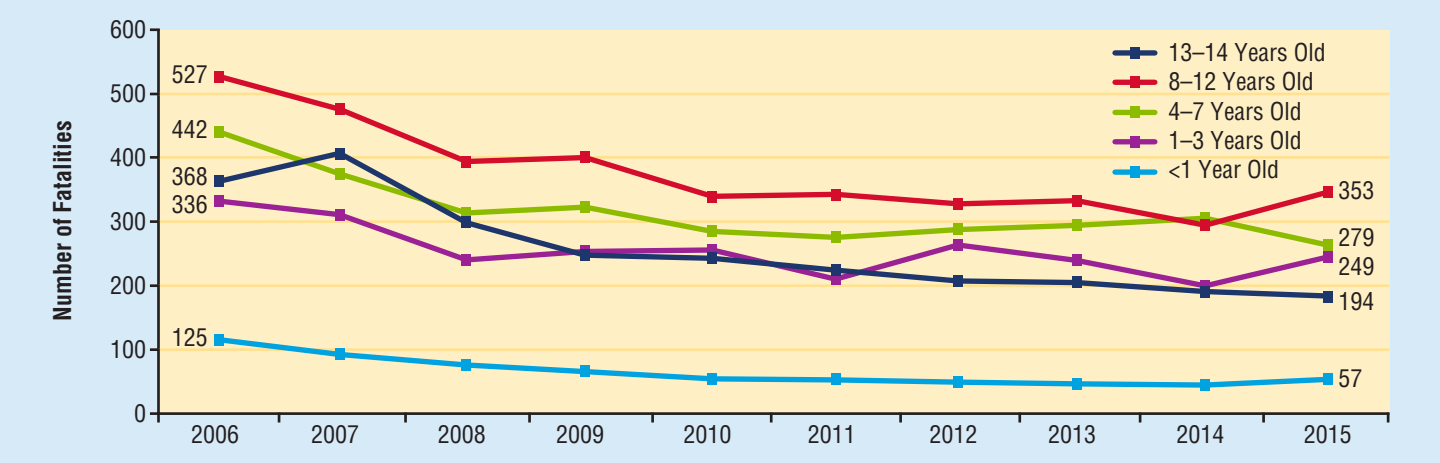
- Under-1 age group: 54-percent decrease from 125 to 57.
- 1-to-3 age group: 26-percent decrease from 336 to 249.
- 4-to-7 age group: 37-percent decrease from 442 to 279.
- 8-to-12 age group: 33-percent decrease from 527 to 353.
- 13-to-14 age group: 47-percent decrease from 368 to 194.

Figure 2
Child Motor Vehicle Traffic Fatalities and Child Fatality Rates per 100,000 Child Population, 2006–2015



Sources: FARS 2006–2014 Final File, 2015 ARF; Population – Bureau of the Census.

Figure 3
Child Motor Vehicle Traffic Fatalities, by Age Group, 2006–2015



Source: FARS 2006–2014 Final File, 2015 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 reduce the

[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.

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 2015:

- Of the 22,441 passenger vehicle occupants *killed* in fatal crashes, 775 (3%) were children.
  - Of these 775 child passenger vehicle occupants *killed* in fatal crashes, restraint use was known for 710, of whom 274 (39%) were unrestrained. This percentage (39%) was lower compared to all ages (48%).
- Of the 38,152 passenger vehicle occupants who *survived* in fatal crashes, 4,516 (12%) were children.
  - Of these 4,516 child passenger vehicle occupants who *survived* in fatal crashes, restraint use was known for 4,254, of whom 608 (14%) were unrestrained.
- Of the 60,593 passenger vehicle occupants *involved* in fatal crashes, 5,291 (9%) were children.
  - Of these 5,291 child passenger vehicle occupants *involved* in fatal crashes, restraint use was known for 4,964, of whom 882 (18%) were unrestrained.

Table 1

Passenger Vehicle Occupants Involved in Fatal Crashes, by Survival Status, Age Group, and Restraint Use, 2015

Survival Status/ Age Group		Restraint Use						Total		Percent "Known" Restrained	Percent "Known" Unrestrained
		Restrained		Unrestrained		Unknown					
		Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Killed	<1	36	73%	9	18%	4	8%	49	100%	80%	20%
	1–3	113	66%	44	26%	14	8%	171	100%	72%	28%
	4–7	122	59%	69	33%	15	7%	206	100%	64%	36%
	8–12	125	53%	93	39%	19	8%	237	100%	57%	43%
	13–14	40	36%	59	53%	13	12%	112	100%	40%	60%
	<15	*436*	*56%*	*274*	*35%*	*65*	*8%*	*775*	*100%*	*61%*	*39%*
	15–20	1,102	42%	1,225	47%	274	11%	2,601	100%	47%	53%
	All Other	9,097	48%	8,375	44%	1,593	8%	19,065	100%	52%	48%
	Total	**10,635**	**47%**	**9,874**	**44%**	**1,932**	**9%**	**22,441**	**100%**	**52%**	**48%**
Survived	<1	242	89%	12	4%	17	6%	271	100%	95%	5%
	1–3	844	86%	94	10%	44	4%	982	100%	90%	10%
	4–7	945	80%	158	13%	73	6%	1,176	100%	86%	14%
	8–12	1,134	79%	212	15%	85	6%	1,431	100%	84%	16%
	13–14	481	73%	132	20%	43	7%	656	100%	78%	22%
	<15	*3,646*	*81%*	*608*	*13%*	*262*	*6%*	*4,516*	*100%*	*86%*	*14%*
	15–20	3,861	71%	1,106	20%	478	9%	5,445	100%	78%	22%
	All Other	22,196	79%	3,279	12%	2,716	10%	28,191	100%	87%	13%
	Total	**29,703**	**78%**	**4,993**	**13%**	**3,456**	**9%**	**38,152**	**100%**	**86%**	**14%**
Total Involved	<1	278	87%	21	7%	21	7%	320	100%	93%	7%
	1–3	957	83%	138	12%	58	5%	1,153	100%	87%	13%
	4–7	1,067	77%	227	16%	88	6%	1,382	100%	82%	18%
	8–12	1,259	75%	305	18%	104	6%	1,668	100%	80%	20%
	13–14	521	68%	191	25%	56	7%	768	100%	73%	27%
	<15	*4,082*	*77%*	*882*	*17%*	*327*	*6%*	*5,291*	*100%*	*82%*	*18%*
	15–20	4,963	62%	2,331	29%	752	9%	8,046	100%	68%	32%
	All Other	31,293	66%	11,654	25%	4,309	9%	47,256	100%	73%	27%
	Total	**40,338**	**67%**	**14,867**	**25%**	**5,388**	**9%**	**60,593**	**100%**	**73%**	**27%**

Source: FARS 2015 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 2015. Based on known restraint use:

- When the drivers were restrained, 30 percent of the children were unrestrained.
- When the driver were unrestrained, 66 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, 2015

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		
Restrained	357	66%	154	29%	29	5%	540	100%	70%	30%
Unrestrained	55	32%	109	64%	6	4%	170	100%	34%	66%
Unknown	20	34%	10	17%	29	49%	59	100%	67%	33%
Total	**432**	**56%**	**273**	**36%**	**64**	**8%**	**769**	**100%**	**61%**	**39%**

Source: FARS 2015 ARF.

Table 3 contains the number of children killed in passenger vehicles by age group and type of restraint. In 2015:

- Of the 775 children killed in passenger vehicle crashes, restraint use was known for 710, of whom 274 (39%) were unrestrained.
  - Of the 49 infants (under 1 year old) killed, restraint use was known for 45, of whom 9 (20%) were unrestrained.
  - Of the 171 children 1 to 3 years old killed, restraint use was known for 157, of whom 44 (28%) were unrestrained.
  - Of the 206 children 4 to 7 years old killed, restraint use was known for 191, of whom 69 (36%) were unrestrained.
  - Of the 237 children 8 to 12 years old killed, restraint use was known for 218, of whom 93 (43%) were unrestrained.
  - Of the 112 children 13 to 14 years old killed, restraint use was known for 99, of whom 59 (60%) were unrestrained.

Table 3
Children Killed in Passenger Vehicles, by Age Group and Type of Restraint, 2015

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	9	18%	44	26%	69	33%	93	39%	59	53%	274	35%
Child Restraint	32	65%	100	58%	66	32%	5	2%	0	0%	203	26%
Forward Facing	3	6%	30	18%	12	6%	0	0%	0	0%	45	6%
Rear Facing	16	33%	8	5%	0	0%	0	0%	0	0%	24	3%
Booster Seat	0	0%	6	4%	36	17%	1	0%	0	0%	43	6%
Unknown Child Restraint	13	27%	56	33%	18	9%	4	2%	0	0%	91	12%
Seat Belt Used	2	4%	11	6%	52	25%	115	49%	39	35%	219	28%
Shoulder Belt Only	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Lap Belt Only	0	0%	3	2%	7	3%	7	3%	1	1%	18	2%
Shoulder and Lap Belt	2	4%	8	5%	45	22%	108	46%	38	34%	201	26%
Restraint Used - Unknown	2	4%	2	1%	4	2%	5	2%	1	1%	14	2%
Unknown	4	8%	14	8%	15	7%	19	8%	13	12%	65	8%
Total	**49**	**100%**	**171**	**100%**	**206**	**100%**	**237**	**100%**	**112**	**100%**	**775**	**100%**

Source: FARS 2015 ARF.

Analysis has shown that among children under 5 years old, an estimated 266 lives were saved in 2015 by restraint use.[4] Of these 266 lives saved, 248 were associated with the use of child safety seats and 18 with the use of adult seat belts. At 100-percent child safety seat use for those under 5 years old, an estimated 316 lives (that is, an additional 50) could have been saved in 2015.

From 1975 to 2015 an estimated 10,940 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/August 2015 and produced a technical report, The *2015 National Survey of the Use of Booster Seats* (Report No. DOT HS 812 309). Table 4 provides data on the use of child restraints by age group and race/ethnicity for those under 13 years old in 2015. Child restraints include child safety seats, seat belts, and booster seats.

Table 4
Child Restraint Use, by Age Group and Race/Ethnicity in 2015

Race/Ethnicity	Age Group (Years)			
	<1	1–3	4–7	8–12
Hispanic	100%	92%	81%	79%
African-American Non-Hispanic	91%	85%	78%	72%
White Non-Hispanic	99%	99%	95%	92%
Asian Non-Hispanic	NA	99%	94%	92%
Other Non-Hispanic	NA	93%	91%	83%

Source: Li, H. R., Pickrell, T. M., & KC, S. (2016, September). The 2015 National Survey of the Use of Booster Seats (Report No. DOT HS 812 309). Washington, DC: National Highway Traffic Safety Administration. Available at crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812309
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.[5]

In 2015:

- Of the 5,376 pedestrian fatalities in traffic crashes, 233 (4%) were children.
- Over one-fifth (21%) of the 1,132 children killed in traffic crashes were pedestrians.
- Of the 233 child pedestrian fatalities in traffic crashes, 145 (62%) were boys.
- Of the estimated 70,000 injured pedestrians in traffic crashes, 8,000 (12%) were children.
- Of the estimated 8,000 injured child pedestrians in traffic crashes, 4,000 (50%) were boys.
- Of the 233 child pedestrians killed, 219 (94%) were killed in single-vehicle crashes and 14 (6%) were killed in multiple-vehicle crashes.
- Of the 219 child pedestrians killed in single-vehicle crashes,
  - 178 children (81%) were struck by the front of the vehicle,
  - 10 (5%) were struck by the right side of the vehicle,
  - 7 (3%) were struck by the left side of the vehicle,
  - 9 (4%) were struck by the rear of the vehicle, and
  - 15 (7%) were unknowns.
- Of the 233 child pedestrians killed, 29 (12%) were struck by a hit-and-run driver.

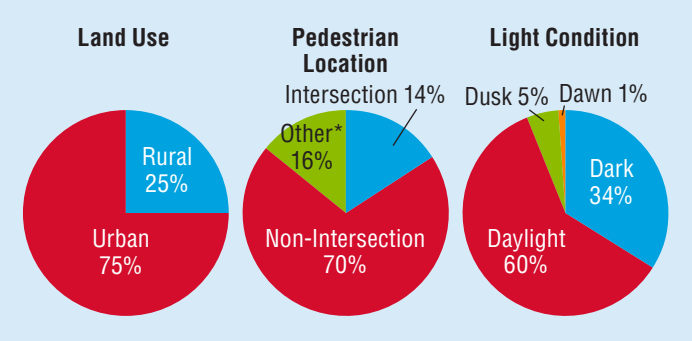
[4] National Center for Statistics and Analysis. (2016, August). *Lives saved in 2015 by restraint use and minimum-drinking-age laws* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 812 319). Washington, DC: National Highway Traffic Safety Administration. Available at crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812319.

[5] 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 trafficway, 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 2015:

- Twenty-five percent (50) were killed in rural areas and 75 percent (154) were killed in urban areas.[6,7]
- Seventy percent (160) occurred at non-intersection locations as compared to 14 percent (32) at intersections and 16 percent (35) at other locations (11 on shoulder/roadside, 11 on sidewalk, 8 on non-trafficway area, 4 on driveway access, and 1 on shared-use path).[7]
- Sixty percent (138) were killed during daylight compared to 34 percent (79) in the dark, 5 percent (11) during dusk, and 1 percent (3) during dawn.[7] 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, 2015

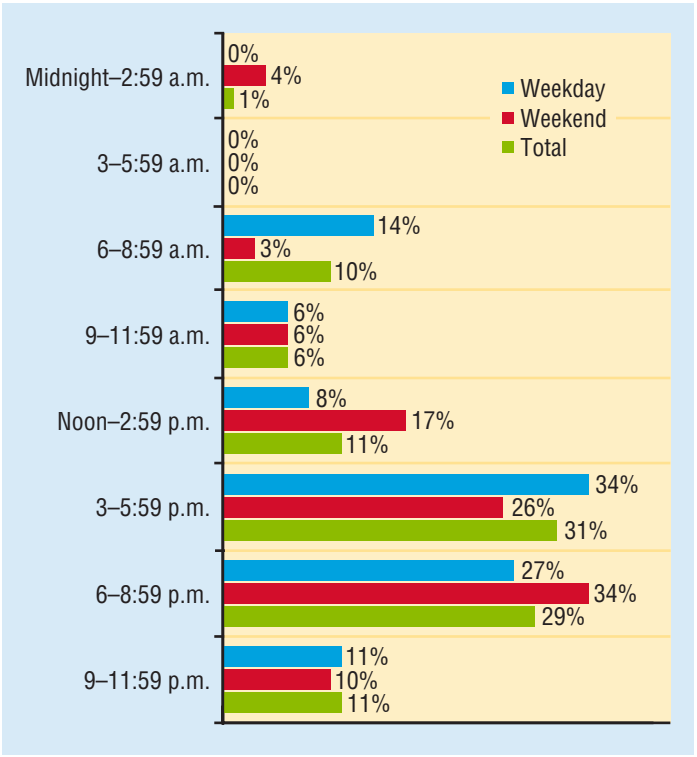


Source: FARS 2015 ARF.
Note: Unknown values were removed before calculating percentages.
*Other includes parking lane/zone, bicycle lane, shoulder/roadside, sidewalk, median/crossing island, driveway access, shared-use path/trail, non-trafficway area, and other.

Sixty-six percent (154) of child pedestrian fatalities in traffic crashes were killed during the weekday (6 a.m. Monday to 5:59 p.m. Friday) and 34 percent (79) were killed during the weekend (6 p.m. Friday to 5:59 a.m. Monday) in 2015. 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 2015 child pedestrian fatalities in traffic crashes:

- The highest weekday percentage (34%) occurred from 3 to 5:59 p.m., followed by 27 percent from 6 to 8:59 p.m. and 14 percent from 6 to 8:59 a.m.
- The highest weekend percentage (34%) occurred from 6 to 8:59 p.m., followed by 26 percent from 3 to 5:59 p.m. and 17 percent from 12 to 2:59 p.m.
- The highest total percentage (31%) occurred from 3 to 5:59 p.m., followed by 29 percent from 6 to 8:59 p.m.

Figure 5
Percentage of Child Pedestrian Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2015



Source: FARS 2015 ARF.
Weekday: 6 a.m. Monday to 5:59 p.m. Friday; Weekend: 6 p.m. Friday to 5:59 a.m. Monday.
Unknown values were removed before calculating percentages.

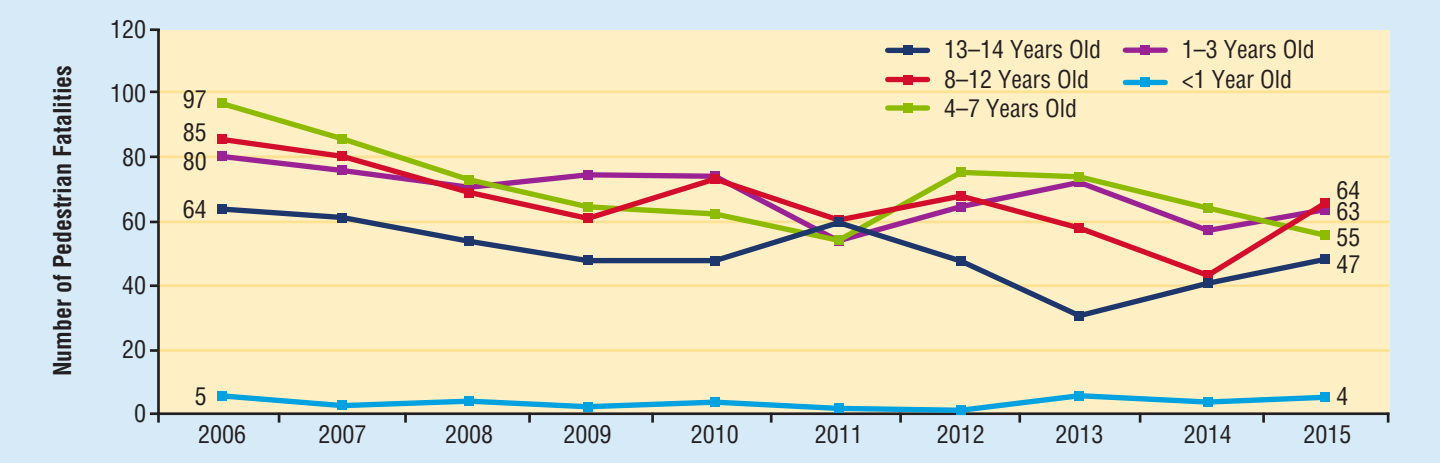
Figure 6 contains the child pedestrian fatality trends of five age groups from 2006 to 2015:

- The number of child pedestrian fatalities in traffic crashes decreased by 30 percent, from 331 fatalities to 233:
  - The under-1 age group decreased by 20 percent, from 5 to 4.
  - The 1-to-3 age group decreased by 21 percent, from 80 to 63.
  - The 4-to-7 age group decreased by 43 percent, from 97 to 55.
  - The 8-to-12 age group decreased by 25 percent, from 85 to 64.
  - The 13-to-14 age group decreased by 27 percent, from 64 to 47.

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

[7] Unknown values were removed before calculating percentages.

Figure 6
Child Pedestrian Fatalities in Traffic Crashes, by Age Group, 2006–2015



Source: FARS 2006-2014 Final File, 2015 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.[8]

In 2015:

- Of the 818 pedalcyclists killed in traffic crashes, 44 (5%) were children.
- Four percent of the 1,132 children killed in traffic crashes were pedalcyclists.
- Of the 44 child pedalcyclists killed in traffic crashes, 37 (84%) were boys.
- Of the estimated 45,000 pedalcyclists injured in traffic crashes, 6,000 (12%) were children.
- Of the estimated 6,000 injured child pedalcyclists in traffic crashes, 5,000 (92%) were boys.
- Of the 44 child pedalcyclists killed in traffic crashes, 5 (11%) were helmeted, 32 (73%) were unhelmeted, and 7 (16%) were unknown.
- Of the 44 child pedalcyclists killed, 42 (95%) were killed in single-vehicle crashes and 2 (5%) were killed in multiple-vehicle crashes.
- Of the 42 child pedalcyclists killed in single-vehicle crashes,
  - 31 (74%) were struck by the front of the vehicle,
  - 4 (10%) were struck by the right side of the vehicle,
  - 2 (5%) were struck by the left side of the vehicle,
  - 1 (2%) was struck by the rear of the vehicle, and
  - 4 (9%) were unknowns.
- Of the 44 child pedalcyclists killed, 1 (2%) was struck by a hit-and-run driver.

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 2015:

- Forty-two percent (16) were killed in rural areas and 58 percent (22) were killed in urban areas.[9] [10]
- Fifty-two percent (23) occurred at non-intersection locations as compared to 36 percent (16) at intersections and 12 percent (5) at other locations (2 on driveway access, 1 on shoulder/roadside, 1 on sidewalk, and 1 on non-trafficway area).
- Sixty-four percent (28) were killed during daylight compared to 32 percent (14) in the dark and 4 percent (2) during dusk. Compared to all ages, more child pedalcyclists were killed during daylight than adult pedalcyclists.

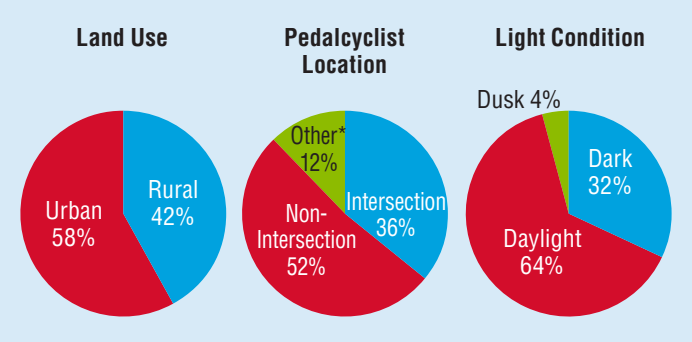
[8] Crashes that occurred on private property, including parking lots and driveways, are excluded. Also excluded are pedalcyclist crashes that did not involve motor vehicles.

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

[10] Unknown values were removed before calculating percentages.

Figure 7

Percentage of Child Pedalcyclist Fatalities in Traffic Crashes in Relation to Land Use, Pedalcyclist Location, and Light Condition, 2015



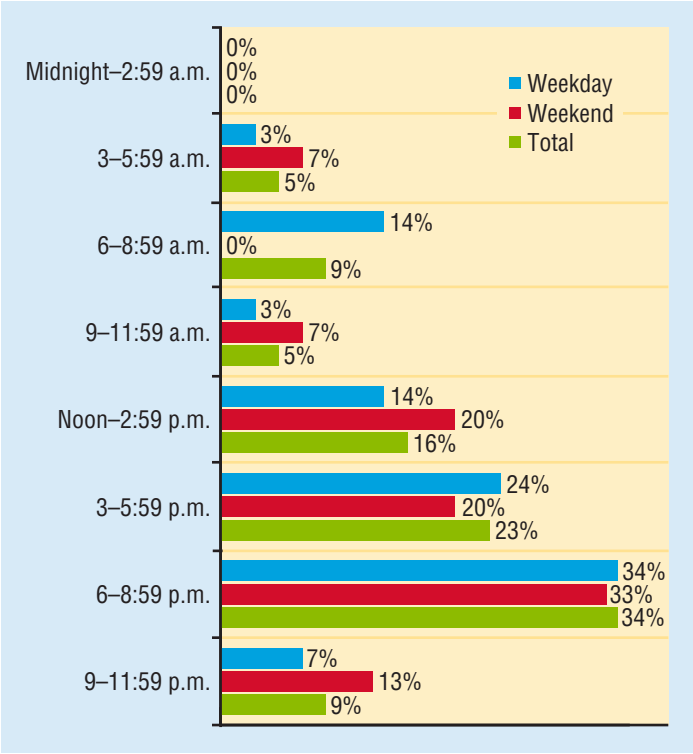
Source: FARS 2015 ARF.
Note: Unknown values were removed before calculating percentages.
*Other includes parking lane/zone, bicycle lane, shoulder/roadside, sidewalk, median/crossing island, driveway access, shared-use path/trail, non-trafficway area, and other.

Sixty-six percent (29) of the child pedalcyclists in traffic crashes were killed during the weekday and 34 percent (15) were killed during the weekend in 2015. Figure 8 provides time of day and day of week information for the 2015 child pedalcyclist fatalities in traffic crashes:

- The highest weekday percentage (34%) occurred from 6 to 8:59 p.m., followed by 24 percent from 3 to 5:59 p.m. and 14 percent from 6 to 8:59 a.m. and noon to 2:59 p.m.
- The highest weekend percentage (33%) occurred from 6 to 8:59 p.m., followed by 20 percent from noon to 2:59 p.m. and 3 to 5:59 p.m.
- The highest total percentage (34%) occurred from 6 to 8:59 p.m., followed by 23 percent from 3 to 5:59 p.m. and 16 percent from noon to 2:59 p.m.

Figure 8

Percentage of Child Pedalcyclist Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2015

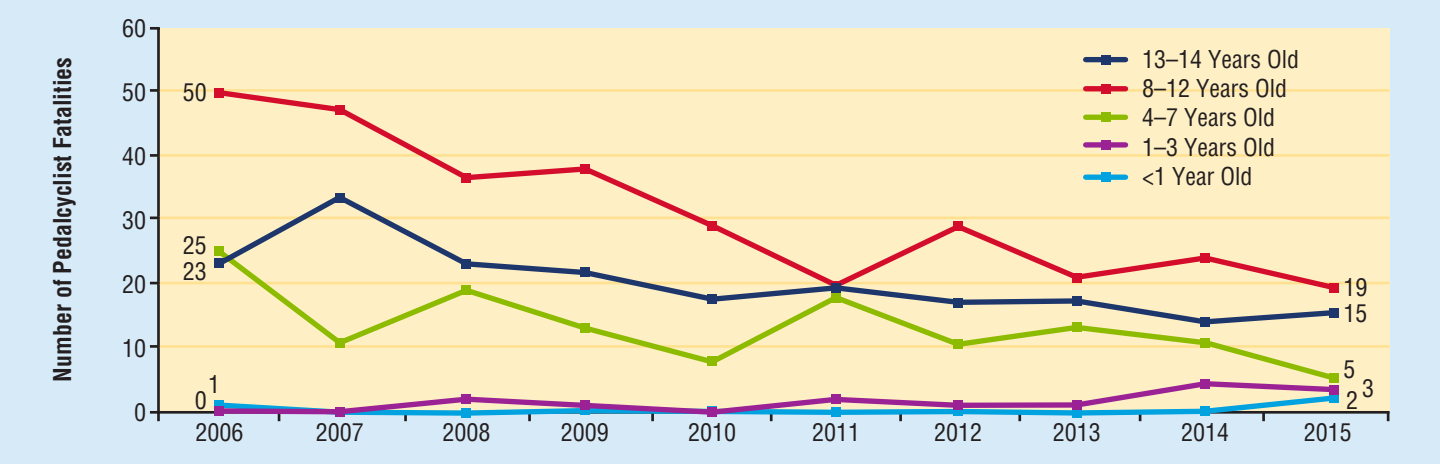


Source: FARS 2015 ARF.
Weekday: 6 a.m. Monday to 5:59 p.m. Friday; Weekend: 6 p.m. Friday to 5:59 a.m. Monday.

Figure 9 contains the child pedalcyclist fatality trends of five age groups from 2006 to 2015:

- The number of child pedalcyclist traffic fatalities in traffic crashes decreased by 56 percent, from 99 fatalities to 44:
  - The under-1 age group increased from 1 to 2.
  - The 1-to-3 age group increased from 0 to 3.
  - The 4-to-7 age group decreased by 80 percent, from 25 to 5.
  - The 8-to-12 age group decreased by 62 percent, from 50 to 19.
  - The 13-to-14 age group decreased by 35 percent, from 23 to 15.

Figure 9
Child Pedalcyclist Fatalities in Traffic Crashes, by Age Group, 2006–2015



Source: FARS 2006–2014 Final File, 2015 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 2015 of the 1,132 children killed in traffic crashes, 181 children (16%) were killed in alcohol-impaired-driving crashes. Of these 181 deaths:

- 92 children (51%) were passengers of vehicles with alcohol-impaired drivers.
  - Of these 92 children killed, restraint use was known for 85, of whom 41 (48%) were unrestrained;
- 59 children (33%) were passengers of other vehicles in alcohol-impaired-driving crashes.
  - Of these 59 children killed, restraint use was known for 52, of whom 13 (25%) were unrestrained;
- 29 children (16%) were nonoccupants killed in alcohol-impaired-driving crashes; and
- 1 child (<1%) was an alcohol-impaired driver killed.

Child Motor Vehicle Traffic Fatalities by State

Table 5 contains the child motor vehicle traffic fatalities by State and age group in 2015. Included in this table is Puerto Rico, which is not included in the overall U.S. total. In 2015:

- Among all States, child motor vehicle traffic fatalities ranged from 0 (the District of Columbia and New Hampshire) to 146 (Texas).
- Texas had the highest number of child motor vehicle traffic fatalities (146), followed by California (77), Florida (68), North Carolina (48), and Georgia (47).

Table 5

Child Motor Vehicle Traffic Fatalities, by State and Age Group, 2015

State	Age Group					Total
	<1	1–3	4–7	8–12	13–14	
Alabama	1	6	7	9	4	27
Alaska	0	0	0	1	0	1
Arizona	2	5	7	7	3	24
Arkansas	1	6	3	5	2	17
California	4	19	14	23	17	77
Colorado	0	2	1	6	0	9
Connecticut	0	1	7	1	3	12
Delaware	1	0	0	0	0	1
District of Columbia	0	0	0	0	0	0
Florida	1	18	17	19	13	68
Georgia	3	13	13	13	5	47
Hawaii	0	0	1	0	0	1
Idaho	1	2	3	4	2	12
Illinois	2	3	7	14	7	33
Indiana	4	6	6	15	5	36
Iowa	0	1	3	8	3	15
Kansas	1	2	6	4	2	15
Kentucky	1	8	10	13	4	36
Louisiana	0	9	9	7	7	32
Maine	0	1	1	0	0	2
Maryland	2	7	6	4	0	19
Massachusetts	1	0	1	1	1	4
Michigan	2	8	7	14	5	36
Minnesota	0	1	3	4	5	13
Mississippi	1	11	7	11	8	38
Missouri	0	1	5	7	7	20
Montana	0	1	1	1	2	5
Nebraska	0	0	4	2	0	6
Nevada	0	1	2	2	6	11
New Hampshire	0	0	0	0	0	0
New Jersey	0	7	1	5	4	17
New Mexico	0	1	8	4	1	14
New York	1	5	8	17	5	36
North Carolina	6	16	8	11	7	48
North Dakota	0	1	0	0	0	1
Ohio	1	1	4	10	11	27
Oklahoma	2	8	5	8	1	24
Oregon	0	2	4	4	3	13
Pennsylvania	0	8	6	9	5	28
Rhode Island	0	1	0	1	0	2
South Carolina	2	7	10	9	3	31
South Dakota	0	0	2	2	2	6
Tennessee	4	7	8	13	3	35
Texas	6	37	40	39	24	146
Utah	0	6	6	4	4	20
Vermont	0	1	0	0	0	1
Virginia	0	2	6	6	4	18
Washington	3	3	5	8	1	20
West Virginia	1	0	2	2	1	6
Wisconsin	2	3	3	4	4	16
Wyoming	1	1	2	2	0	6
U.S.Total	**57**	**249**	**279**	**353**	**194**	**1,132**
Puerto Rico	0	1	1	0	4	6

Source: FARS 2015 ARF.

For each State in 2015, 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 this table is Puerto Rico, which is not included in the overall U.S. total. In 2015:

- The States with the highest percentages of child motor vehicle traffic fatalities by total traffic fatalities compared to the 3.2 percent in the United States were Utah (7.2%), Idaho (5.6%), and Mississippi (5.6%).
- The States with the highest child fatality rates compared to the U.S. child fatality rate of 1.86 were Mississippi (6.31), Wyoming (5.13), and Kentucky (4.29).

Important Safety Reminders

- Every car and every car seat or booster seat have 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 (the LATCH system) 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.

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

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

Table 6

Child Motor Vehicle Traffic Fatalities and Fatality Rates, by State, 2015

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	908,974	849	27	3.2%	2.97
Alaska	156,362	65	1	1.5%	0.64
Arizona	1,347,041	893	24	2.7%	1.78
Arkansas	585,224	531	17	3.2%	2.90
California	7,571,124	3,176	77	2.4%	1.02
Colorado	1,049,255	546	9	1.6%	0.86
Connecticut	619,139	266	12	4.5%	1.94
Delaware	169,347	126	1	0.8%	0.59
District of Columbia	102,637	23	0	0.0%	0.00
Florida	3,384,554	2,939	68	2.3%	2.01
Georgia	2,076,535	1,430	47	3.3%	2.26
Hawaii	262,628	94	1	1.1%	0.38
Idaho	360,231	216	12	5.6%	3.33
Illinois	2,442,270	998	33	3.3%	1.35
Indiana	1,304,430	821	36	4.4%	2.76
Iowa	605,524	320	15	4.7%	2.48
Kansas	599,497	355	15	4.2%	2.50
Kentucky	838,887	761	36	4.7%	4.29
Louisiana	928,372	726	32	4.4%	3.45
Maine	208,670	156	2	1.3%	0.96
Maryland	1,118,162	513	19	3.7%	1.70
Massachusetts	1,136,539	306	4	1.3%	0.35
Michigan	1,804,630	963	36	3.7%	1.99
Minnesota	1,069,825	411	13	3.2%	1.22
Mississippi	602,332	677	38	5.6%	6.31
Missouri	1,151,685	869	20	2.3%	1.74
Montana	188,623	224	5	2.2%	2.65
Nebraska	394,263	246	6	2.4%	1.52
Nevada	556,780	325	11	3.4%	1.98
New Hampshire	213,607	114	0	0.0%	0.00
New Jersey	1,644,217	562	17	3.0%	1.03
New Mexico	413,570	298	14	4.7%	3.39
New York	3,482,567	1,121	36	3.2%	1.03
North Carolina	1,898,371	1,379	48	3.5%	2.53
North Dakota	147,666	131	1	0.8%	0.68
Ohio	2,161,830	1,110	27	2.4%	1.25
Oklahoma	803,361	643	24	3.7%	2.99
Oregon	714,249	447	13	2.9%	1.82
Pennsylvania	2,211,041	1,200	28	2.3%	1.27
Rhode Island	172,530	45	2	4.4%	1.16
South Carolina	905,280	977	31	3.2%	3.42
South Dakota	178,035	133	6	4.5%	3.37
Tennessee	1,239,982	958	35	3.7%	2.82
Texas	6,025,831	3,516	146	4.2%	2.42
Utah	767,523	276	20	7.2%	2.61
Vermont	97,232	57	1	1.8%	1.03
Virginia	1,555,011	753	18	2.4%	1.16
Washington	1,342,606	568	20	3.5%	1.49
West Virginia	313,403	268	6	2.2%	1.91
Wisconsin	1,068,455	566	16	2.8%	1.50
Wyoming	116,880	145	6	4.1%	5.13
U.S. Total	**61,016,787**	**35,092**	**1,132**	**3.2%**	**1.86**
Puerto Rico	593,034	309	6	1.9%	1.01

Sources: FARS 2015 ARF; Population – Bureau of the Census.