Traffic Safety Facts

2019 Data

March 2022 (revised)

DOT HS 813 122

NHTSA

In this fact sheet for 2019 the information is presented as follows.

Children

For the purpose of this fact sheet, children are defined as 14 years old and younger.

Key Findings

- Of the 36,096 traffic fatalities in 2019 in the United States, 1,053 (3%) were children 14 and younger.
- Child traffic fatalities stayed roughly the same from 2018 (1,049) to 2019 (1,053).
- An estimated 183,000 children were injured in traffic crashes in 2019, a 3-percent decrease from 190,000 in 2018.
- On average, 3 children were killed and an estimated 502 children were injured every day in traffic crashes in 2019.
- In 2019, based on known restraint use, 67 percent of the children riding with unrestrained passenger vehicle drivers were also unrestrained.
- Of the 22,215 passenger vehicle occupants killed in 2019 in traffic crashes, 731 (3%) were children. Of these 731 child passenger vehicle occupants killed in traffic crashes, restraint use was known for 658, of whom 266 (40%) were unrestrained.
- Of the 1,053 children killed in traffic crashes, 204 (19%) were killed in alcohol-impaired-driving crashes in 2019.
- Of the 6,205 pedestrian traffic fatalities, 181 (3%) were children in 2019.
- Of the 846 pedalcyclist traffic fatalities, 40 (5%) were children in 2019.

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 Crash Report Sampling System (CRSS). Refer to the end of this publication for more information on FARS and CRSS.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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Overview

Motor vehicle traffic crashes are a leading cause of death to children.[1]

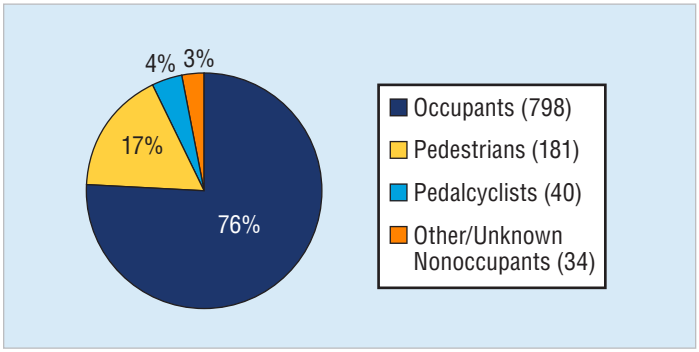
In 2019:

- There were 60.6 million children in the United States, comprising 18 percent of the total U.S. population.
- Of the 36,096 traffic fatalities in the United States, 1,053 (3%) were children.
- Child traffic fatalities stayed roughly the same from 1,049 in 2018 and declined by 13 percent from 1,211 in 2010.
- An estimated 183,000 children were injured in traffic crashes, a 3-percent decrease from 190,000 in 2018.
- On average, 3 children were killed and an estimated 502 children were injured every day in the U.S. in traffic crashes.
- Males accounted for 53 percent of child fatalities and an estimated 51 percent of children injured in traffic crashes.

Figure 1 displays the distribution of the 1,053 child traffic fatalities in 2019—76 percent (798) were occupants and 24 percent (255) were nonoccupants (pedestrians, pedalcyclists, and other).

As shown in Figure 2, the number of child traffic fatalities decreased by 13 percent from 1,211 in 2010 to 1,053 in 2019 and the child fatality rate per 100,000 child population decreased by 12 percent from 1.98 in 2010 to 1.74 in 2019.

Figure 1
Child Traffic Fatalities, 2019



Source: FARS 2019 Annual Report File (ARF)

Figure 2
Child Traffic Fatalities and Fatality Rates per 100,000 Child Population, 2010–2019

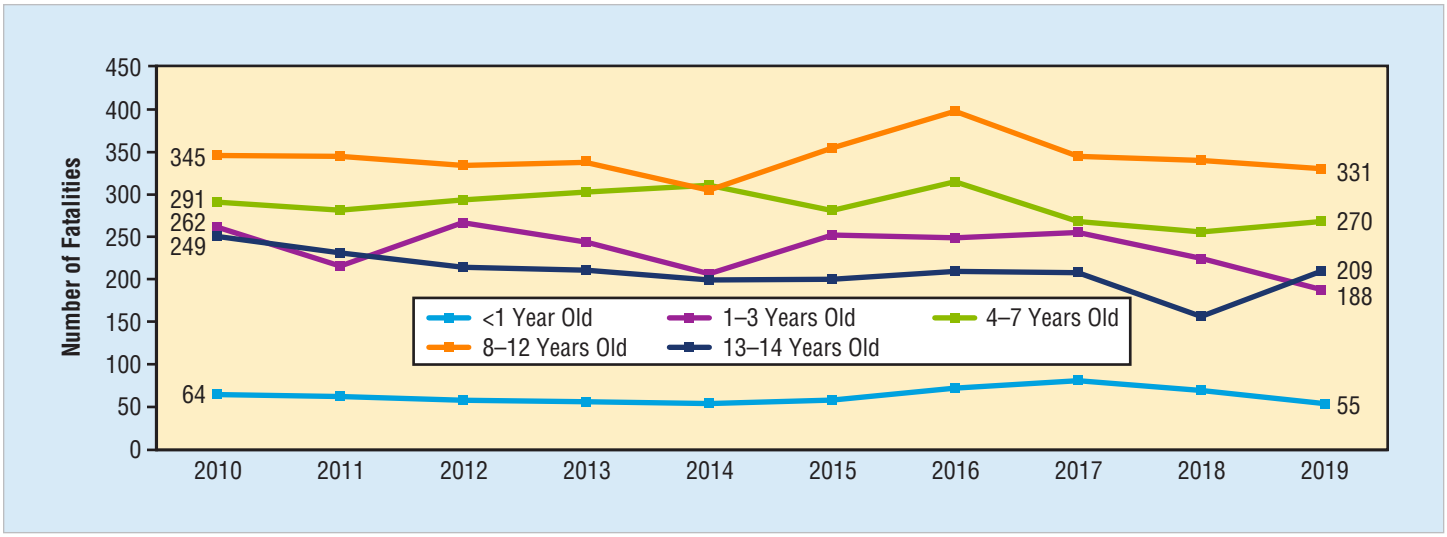
Sources: FARS 2010–2018 Final File, 2019 ARF; Population – Census Bureau

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

Figure 3 displays the child traffic fatality trends of five age groups from 2010 to 2019.

- Under 1 age group – 14-percent decrease from 64 to 55
- 1-to-3 age group – 28-percent decrease from 262 to 188
- 4-to-7 age group – 7-percent decrease from 291 to 270
- 8-to-12 age group – 4-percent decrease from 345 to 331
- 13-to-14 age group – 16-percent decrease from 249 to 209

Figure 3
Child Traffic Fatalities, by Age Group, 2010–2019



Source: FARS 2010–2018 Final File, 2019 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 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 (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 2019:

- Of the 60,007 passenger vehicle occupants *involved* in fatal crashes, 4,919 (8%) were children.
  - Of these 4,919 child passenger vehicle occupants *involved* in fatal crashes, restraint use was known for 4,575, of whom 768 (17%) were unrestrained. This percentage (17%) was lower compared to that for all ages (26%).
- Of the 22,215 passenger vehicle occupants *killed* in traffic crashes, 731 (3%) were children.
  - Of these 731 child passenger vehicle occupants *killed* in traffic crashes, restraint use was known for 658, of whom 266 (40%) were unrestrained. This percentage (40%) was lower compared to that for all ages (47%).
- Of the 37,792 passenger vehicle occupants who *survived* in fatal crashes, 4,188 (11%) were children.
  - Of these 4,188 child passenger vehicle occupants who *survived* in fatal crashes, restraint use was known for 3,917, of whom 502 (13%) were unrestrained. This percentage (13%) was lower compared to that for all ages (14%).

[2] Hertz, E. (1996, December). *Revised estimates of child restraint effectiveness* (Report No. DOT HS 96 855). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/96855

[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). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809199

Table 1

Passenger Vehicle Occupants Involved in Fatal Crashes, by Survival Status, Age Group, and Restraint Use, 2019

Survival Status/ Age Group		Restraint Use						Total		Percent Based on Known Restraint Use	
		Restrained		Unrestrained		Unknown					
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Restrained	Unrestrained
Killed	<1	36	69%	12	23%	4	8%	52	100%	75%	25%
	1–3	82	66%	32	26%	11	9%	125	100%	72%	28%
	4–7	107	53%	73	36%	22	11%	202	100%	59%	41%
	8–12	118	52%	89	39%	22	10%	229	100%	57%	43%
	13–14	49	40%	60	49%	14	11%	123	100%	45%	55%
	<15	392	54%	266	36%	73	10%	731	100%	60%	40%
	15–20	939	42%	1,047	47%	227	10%	2,213	100%	47%	53%
	21+	9,475	49%	8,148	42%	1,629	8%	19,252	100%	54%	46%
	Total*	**10,815**	**49%**	**9,466**	**43%**	**1,934**	**9%**	**22,215**	**100%**	**53%**	**47%**
Survived	<1	199	91%	10	5%	9	4%	218	100%	95%	5%
	1–3	749	86%	71	8%	49	6%	869	100%	91%	9%
	4–7	885	81%	134	12%	75	7%	1,094	100%	87%	13%
	8–12	1,120	81%	176	13%	85	6%	1,381	100%	86%	14%
	13–14	462	74%	111	18%	53	8%	626	100%	81%	19%
	<15	3,415	82%	502	12%	271	6%	4,188	100%	87%	13%
	15–20	3,553	70%	1,075	21%	464	9%	5,092	100%	77%	23%
	21+	22,355	81%	3,120	11%	2,183	8%	27,658	100%	88%	12%
	Total*	**29,517**	**78%**	**4,784**	**13%**	**3,491**	**9%**	**37,792**	**100%**	**86%**	**14%**
Total Involved	<1	235	87%	22	8%	13	5%	270	100%	91%	9%
	1–3	831	84%	103	10%	60	6%	994	100%	89%	11%
	4–7	992	77%	207	16%	97	7%	1,296	100%	83%	17%
	8–12	1,238	77%	265	16%	107	7%	1,610	100%	82%	18%
	13–14	511	68%	171	23%	67	9%	749	100%	75%	25%
	<15	3,807	77%	768	16%	344	7%	4,919	100%	83%	17%
	15–20	4,492	61%	2,122	29%	691	9%	7,305	100%	68%	32%
	21+	31,830	68%	11,268	24%	3,812	8%	46,910	100%	74%	26%
	Total*	**40,332**	**67%**	**14,250**	**24%**	**5,425**	**9%**	**60,007**	**100%**	**74%**	**26%**

Source: FARS 2019 ARF
*Includes occupants of unknown age.

Table 2 presents the restraint use of child passengers killed in passenger vehicles and their respective drivers (killed or survived) in 2019.

Based on known restraint use:

- When the drivers were restrained, 32 percent of the children were unrestrained.
- When the drivers were unrestrained, 67 percent of the children were also unrestrained.

Table 2
Child Passengers Killed in Passenger Vehicles, by Their Restraint Use and Their Driver's Restraint Use, 2019

Driver Restraint Use	Child Restraint Use						Total		Percent Based on Known Child Restraint Use	
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Restrained	Unrestrained
Restrained	323	65%	149	30%	27	5%	499	100%	68%	32%
Unrestrained	49	32%	100	65%	6	4%	155	100%	33%	67%
Unknown	17	25%	12	17%	40	58%	69	100%	59%	41%
Total	**389**	**54%**	**261**	**36%**	**73**	**10%**	**723**	**100%**	**60%**	**40%**

Source: FARS 2019 ARF
Note: Excludes child passengers with no driver present in the vehicle.

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

In 2019:

- Of the 731 child passenger vehicle occupants killed, restraint use was known for 658, of whom 266 (40%) were unrestrained.
  - Of the 52 infants (under 1 year old) killed, restraint use was known for 48, of whom 12 (25%) were unrestrained.
  - Of the 125 children 1 to 3 years old killed, restraint use was known for 114, of whom 32 (28%) were unrestrained.
  - Of the 202 children 4 to 7 years old killed, restraint use was known for 180, of whom 73 (41%) were unrestrained.
  - Of the 229 children 8 to 12 years old killed, restraint use was known for 207, of whom 89 (43%) were unrestrained.
  - Of the 123 children 13 to 14 years old killed, restraint use was known for 109, of whom 60 (55%) were unrestrained.

Table 3
Children Killed in Passenger Vehicles, by Type of Restraint and Age Group, 2019

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	12	23%	32	26%	73	36%	89	39%	60	49%	266	36%
Child Restraint	**36**	**69%**	**75**	**60%**	**66**	**33%**	**10**	**4%**	**0**	**0%**	**187**	**26%**
—Forward Facing	*2*	*4%*	*37*	*30%*	*19*	*9%*	*3*	*1%*	*0*	*0%*	*61*	*8%*
—Rear Facing	*19*	*37%*	*7*	*6%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*26*	*4%*
—Booster Seat	*0*	*0%*	*4*	*3%*	*30*	*15%*	*5*	*2%*	*0*	*0%*	*39*	*5%*
—Unknown Child Restraint	*15*	*29%*	*27*	*22%*	*17*	*8%*	*2*	*1%*	*0*	*0%*	*61*	*8%*
Seat Belt	**0**	**0%**	**7**	**6%**	**40**	**20%**	**107**	**47%**	**48**	**39%**	**202**	**28%**
—Lap Belt Only	*0*	*0%*	*1*	*1%*	*7*	*3%*	*9*	*4%*	*0*	*0%*	*17*	*2%*
—Shoulder and Lap Belt	*0*	*0%*	*6*	*5%*	*33*	*16%*	*98*	*43%*	*48*	*39%*	*185*	*25%*
Restraint Used - Type Unknown	0	0%	0	0%	1	0%	1	0%	1	1%	3	0%
Unknown	4	8%	11	9%	22	11%	22	10%	14	11%	73	10%
Total	**52**	**100%**	**125**	**100%**	**202**	**100%**	**229**	**100%**	**123**	**100%**	**731**	**100%**

Source: FARS 2019 ARF

Analysis has shown that among children under 5 years old, an estimated 325 lives were saved in 2017 by restraint use.[4] Of these 325 lives saved, 312 were associated with the use of child safety seats and 14 with the use of adult seat belts. At 100-percent child safety seat use for those under 5 years old, an estimated 371 lives (that is, an additional 46) could have been saved in 2017.

From 1975 to 2017 an estimated 11,606 lives were saved by child restraints (child safety seats or adult seat belts) for children under 5 years old in passenger vehicles (latest data available).

NHTSA conducted the National Survey of the Use of Booster Seats (NSUBS) in July 2019 and produced a technical report, *The 2019 National Survey of the Use of Booster Seats*.[5]

Table 4 provides data on the use of child restraints by age group and race/ethnicity for those under 13 years old in 2019. Child restraints include child safety seats, seat belts, and booster seats.

Table 4

Observed Child Restraint Use, by Race/Ethnicity and Age Group, 2019

Race/Ethnicity	Age Group			
	<1	1–3	4–7	8–12
Hispanic	99.4%	91.4%	83.2%	84.6%
Black Non-Hispanic	89.4%	85.3%	66.3%	79.3%
White Non-Hispanic	100%	97.6%	92.1%	89.4%
Asian Non-Hispanic	N/A	99.3%	95.9%	94.6%
Other Non-Hispanic	N/A	96.4%	88.1%	97.8%

Source: Enriquez, J. (2021, May). *The 2019 national survey of the use of booster seats* (Report No. DOT HS 813 033). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813033

N/A: Data not sufficient to produce a reliable estimate.

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 at least one driver with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving crash.

In 2019, of the 1,053 children killed in traffic crashes, 204 children (19%) were killed in alcohol-impaired-driving crashes. Of these 204 deaths:

- 109 (53%) were passengers of vehicles with alcohol-impaired drivers;
- 60 (29%) were occupants of other vehicles;
- 31 (15%) were nonoccupants; and
- 4 (2%) were child drivers.

Table 5 presents the restraint use of child passengers killed in passenger vehicles and their respective driver's BAC in 2019.

Based on known restraint use:

- When the driver had no alcohol, 37 percent of the children were unrestrained.
- When the driver was alcohol-impaired, 58 percent of the children were unrestrained.

Table 5

Child Passengers Killed in Passenger Vehicles, by Their Restraint Use and Their Driver's BAC, 2019

Driver's BAC	Child Restraint Use						Total		Percent Based on Known Child Restraint Use	
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Restrained	Unrestrained
BAC=.00 g/dL	337	57%	196	33%	60	10%	593	100%	63%	37%
BAC=.01-.07 g/dL	12	49%	11	43%	2	7%	24	100%	53%	47%
BAC=.08+ g/dL	40	38%	54	51%	11	11%	106	100%	42%	58%
BAC=.01+ g/dL	52	40%	65	50%	13	10%	130	100%	44%	56%
Total	**389**	**54%**	**261**	**36%**	**73**	**10%**	**723**	**100%**	**60%**	**40%**

Source: FARS 2019 ARF

Note: Percentages are computed based on unrounded estimates.

[4] National Center for Statistics and Analysis. (2019, March). *Lives saved in 2017 by restraint use and minimum-drinking-age laws* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 812 683). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812683

[5] Enriquez, J. (2021, May). *The 2019 national survey of the use of booster seats* (Report No. DOT HS 813 033). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813033

Pedestrians

Pedestrians are any people on foot, walking, running, jogging, hiking, sitting, or lying down, who are involved in traffic crashes. These exclude people on personal conveyances like roller skates, in-line skates, skateboards, skates, baby strollers, scooters, toy wagons, motorized skateboards, motorized toy car, motorized kick scooter, Segway-style devices, motorized and non-motorized wheelchairs, and scooters for those with disabilities.

In 2019:

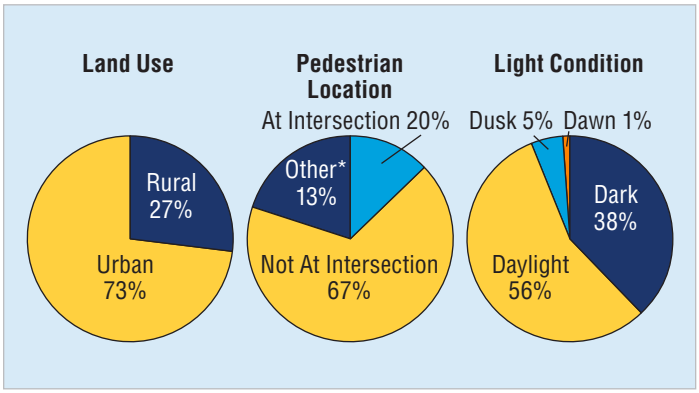
- There were 181 child pedestrians killed in traffic crashes.
  - Seventeen percent (181) of the 1,053 children killed in traffic crashes were pedestrians.
  - Three percent (181) of the 6,205 pedestrians killed in traffic crashes were children.
- Of the 181 child pedestrian fatalities in traffic crashes, 110 (61%) were males.
- Of the 181 child pedestrians killed, 173 (96%) were killed in single-vehicle crashes and 8 (4%) were killed in multiple-vehicle crashes.
- Of the 173 child pedestrians killed in single-vehicle crashes, 95 percent (164) were killed in crashes where the first harmful event was collision with a pedestrian. Of these 164 fatalities:
  - 129 children (79%) were struck by the front of the vehicles,
  - 13 (8%) were struck by the right side of the vehicles,
  - 3 (2%) were struck by the left side of the vehicles,
  - 7 (4%) were struck by the rear of the vehicles, and
  - 12 (7%) had impact points on the vehicles that were unknown.
- Of the 181 child pedestrians killed, 24 (13%) were struck by hit-and-run drivers.
- Of the estimated 76,000 injured pedestrians in traffic crashes, 8,000 (11%) were children.
- Of the estimated 8,000 injured child pedestrians in traffic crashes, 5,000 (58%) were males.

Figure 4 contains information on three crash characteristics (land use, pedestrian location, and light condition) where/when child pedestrian fatalities in traffic crashes occurred in 2019:

- Seventy-three percent (129) of the child pedestrian fatalities occurred in urban areas and 27 percent (48) in rural areas.
- Sixty-seven percent (121) of the child pedestrian fatalities occurred at non-intersection locations as compared to 20 percent (36) at intersections and 13 percent (23) at other locations (6 on shoulder/roadside, 6 on sidewalk, 5 on non-trafficway area, 4 on driveway access, 1 on parking lane/zone, and 1 other).
- Fifty-six percent (101) of the child pedestrian fatalities occurred during daylight compared to 38 percent (69) in the dark, 5 percent (9) during dusk, and 1 percent (2) during dawn. When compared to adult pedestrians, more child pedestrians were killed during daylight hours.

Figure 4

Percentage of Child Pedestrian Fatalities in Traffic Crashes in Relation to Land Use, Pedestrian Location, and Light Condition, 2019



Source: FARS 2019 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.

Sixty-nine percent (125) of child pedestrian fatalities in traffic crashes were killed during the weekday (6 a.m. Monday to 5:59 p.m. Friday) and 31 percent (56) were killed during the weekend (6 p.m. Friday to 5:59 a.m. Monday) in 2019. 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 2019 child pedestrian fatalities in traffic crashes:

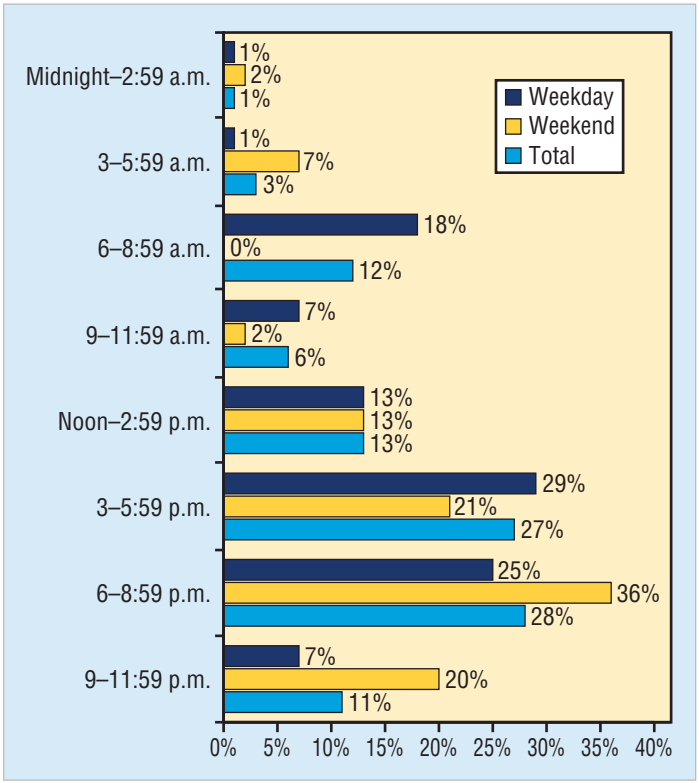
- The highest total percentage (28%) occurred from 6 to 8:59 p.m., followed by 27 percent from 3 to 5:59 p.m.
- The highest weekday percentage (29%) occurred from 3 to 5:59 p.m., followed by 25 percent from 6 to 8:59 p.m. and 18 percent from 6 to 8:59 a.m.
- The highest weekend percentage (36%) occurred from 6 to 8:59 p.m., followed by 21 percent from 3 to 5:59 p.m. and 20 percent from 9 to 11:59 p.m.

Figure 6 contains the child pedestrian fatality trends of five age groups from 2010 to 2019:

- The number of child pedestrian fatalities in traffic crashes decreased by 30 percent, from 259 fatalities to 181.
  - Under 1 age group – 67-percent decrease from 3 to 1.
  - 1-to-3 age group – 36-percent decrease from 74 to 47.
  - 4-to-7 age group – 37-percent decrease from 62 to 39.
  - 8-to-12 age group – 30-percent decrease from 73 to 51.
  - 13-to-14 age group – 9-percent decrease from 47 to 43.

Figure 5

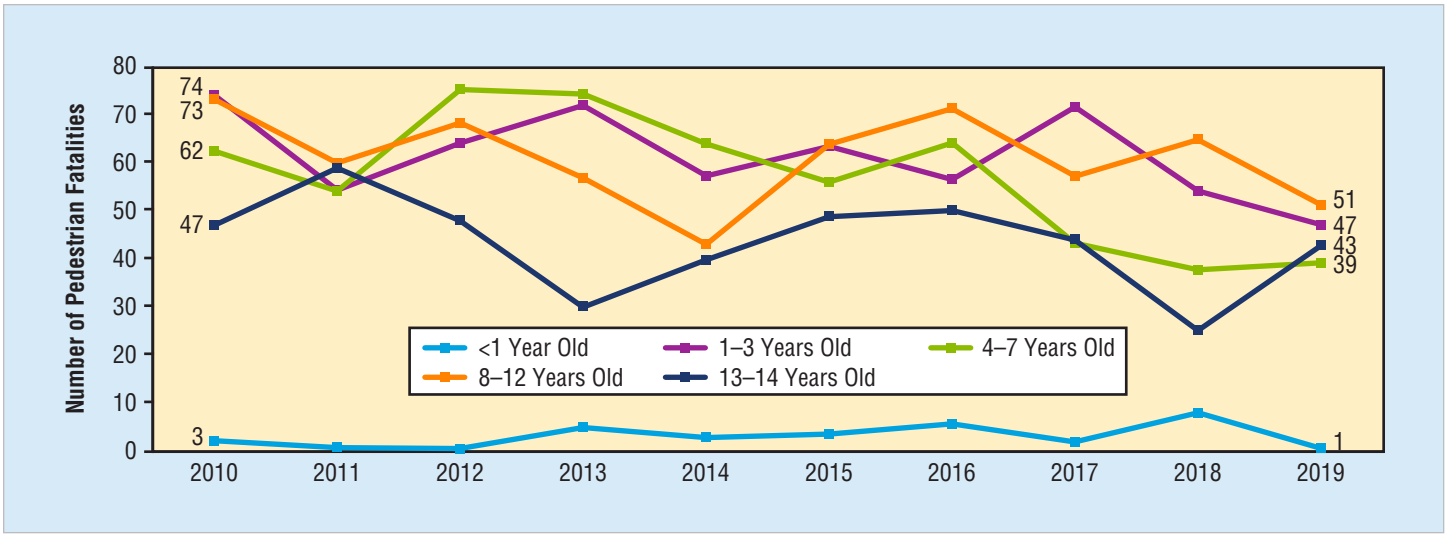
Percentage of Child Pedestrian Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2019



Source: FARS 2019 ARF
Weekday – Monday 6 a.m. to Friday 5:59 p.m.
Weekend – Friday 6 p.m. to Monday 5:59 a.m.
Note: Unknowns were removed before calculating percentages.

Figure 6

Child Pedestrian Fatalities in Traffic Crashes, by Age Group, 2010–2019



Source: FARS 2010–2018 Final File, 2019 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 traffic crashes.

In 2019:

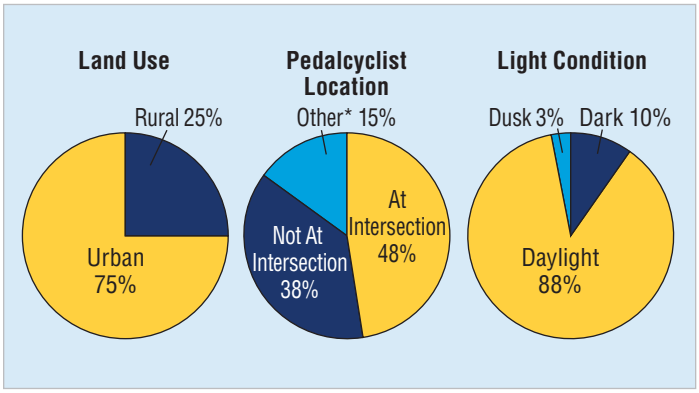
- There were 40 child pedalcyclists killed in traffic crashes.
  - Four percent (40) of the 1,053 children killed in traffic crashes were pedalcyclists.
  - Five percent (40) of the 846 pedalcyclists killed in traffic crashes were children.
- Of the 40 child pedalcyclists killed in traffic crashes, 35 (88%) were males.
- Of the 40 child pedalcyclists killed in traffic crashes, 26 (65%) were helmeted, 3 (8%) were unhelmeted, and 11 (28%) were unknown.
- Of the 40 child pedalcyclists killed, 100 percent were killed in single-vehicle crashes.
- Of the 40 child pedalcyclists killed in single-vehicle crashes, 95 percent (38) were killed in crashes where the first harmful event was collision with a pedalcyclist. Of these 38 fatalities:
  - 25 (66%) were struck by the front of the vehicles,
  - 3 (8%) were struck by the right side of the vehicles,
  - 4 (11%) were struck by the left side of the vehicles,
  - 3 (8%) were struck by the rear of the vehicles, and
  - 3 (8%) had impact points on the vehicles that were unknown.
- Of the 40 child pedalcyclists killed, 3 (8%) were struck by hit-and-run drivers.
- Of the estimated 49,000 injured pedalcyclists in traffic crashes, 7,000 (14%) were children.
- Of the estimated 7,000 injured child pedalcyclists in traffic crashes, 5,000 (79%) were males.

Figure 7 contains information on three crash characteristics (land use, pedalcyclist location, and light condition) where/when child pedalcyclist fatalities in traffic crashes occurred in 2019:

- Seventy-five percent (30) of the child pedalcyclist fatalities occurred in urban areas and 25 percent (10) occurred in rural areas.
- Thirty-eight percent (15) of the child pedalcyclist fatalities occurred at non-intersection locations as compared to 48 percent (19) at intersections and 15 percent (6) at other locations (3 on driveway access, 1 on bicycle lane, 1 on shoulder/roadside, and 1 on sidewalk).
- Eighty-eight percent (35) of the child pedalcyclist fatalities occurred during daylight compared to 10 percent (4) in the dark and 3 percent (1) 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, 2019



Source: FARS 2019 ARF

*Based on location of pedalcyclist 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.

Seventy-five percent (30) of the child pedalcyclists in traffic crashes were killed during the weekday and 25 percent (10) were killed during the weekend in 2019. Figure 8 provides time of day and day of week information for the 2019 child pedalcyclist fatalities in traffic crashes:

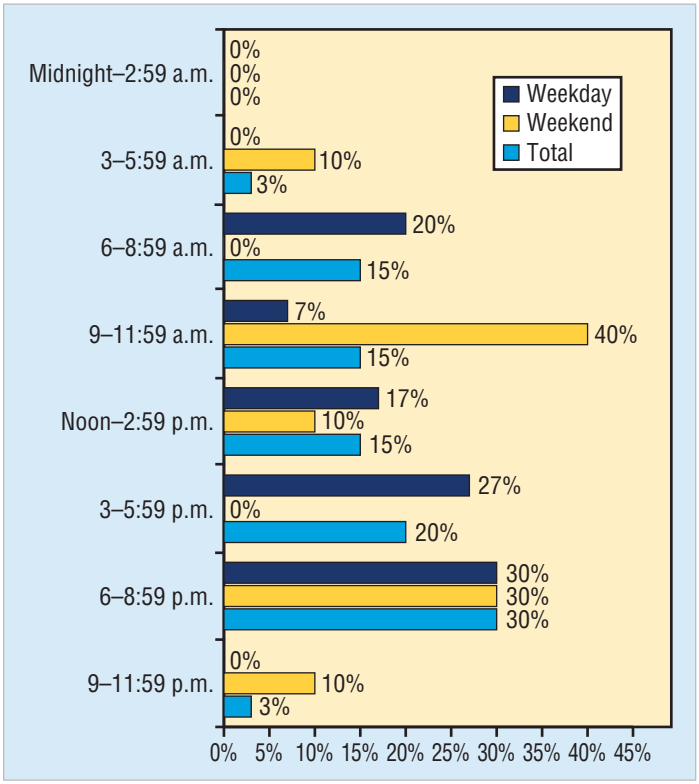
- The highest total percentage (30%) occurred from 6 to 8:59 p.m., followed by 20 percent from 3 to 5:59 p.m.
- The highest weekday percentage (30%) occurred from 6 to 8:59 p.m., followed by 27 percent from 3 to 5:59 p.m. and 20 percent from 6 to 8:59 a.m.
- The highest weekend percentage (40%) occurred from 9 to 11:59 a.m., followed by 30 percent from 6 to 8:59 p.m.

Figure 9 contains the child pedalcyclist fatality trends of five age groups from 2010 to 2019:

- The number of child pedalcyclist traffic fatalities in traffic crashes decreased by 27 percent, from 55 fatalities to 40.
  - Under 1 age group – remained 0 for 2010 and 2019.
  - 1-to-3 age group – increased from 0 to 3.
  - 4-to-7 age group – 13-percent decrease from 8 to 7.
  - 8-to-12 age group – 28-percent decrease from 29 to 21.
  - 13-to-14 age group – 50-percent decrease from 18 to 9.

Figure 8

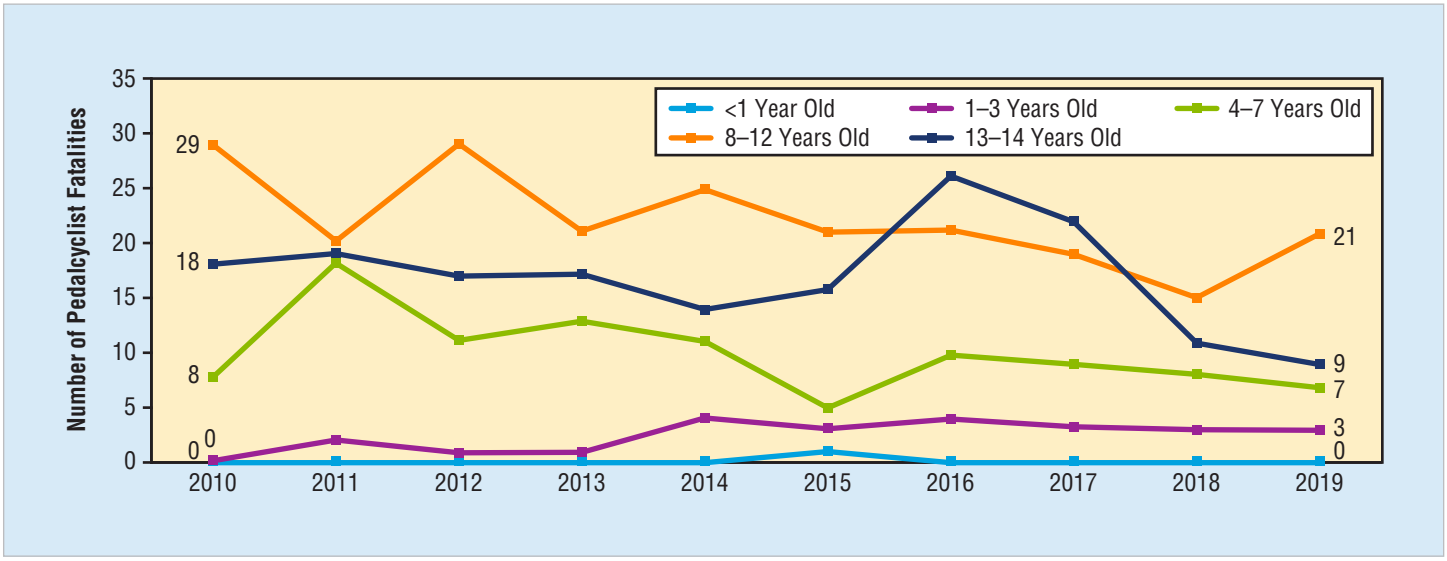
Percentage of Child Pedalcyclist Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2019



Source: FARS 2019 ARF
Weekday – Monday 6 a.m. to Friday 5:59 p.m.
Weekend – Friday 6 p.m. to Monday 5:59 a.m.
Note: Unknowns were removed before calculating percentages.

Figure 9

Child Pedalcyclist Fatalities in Traffic Crashes, by Age Group, 2010–2019



Source: FARS 2010–2018 Final File, 2019 ARF

State

Table 6 contains child traffic fatalities by State and age group in 2019. Included in this table is Puerto Rico, which is not included in the overall U.S. total.

In 2019:

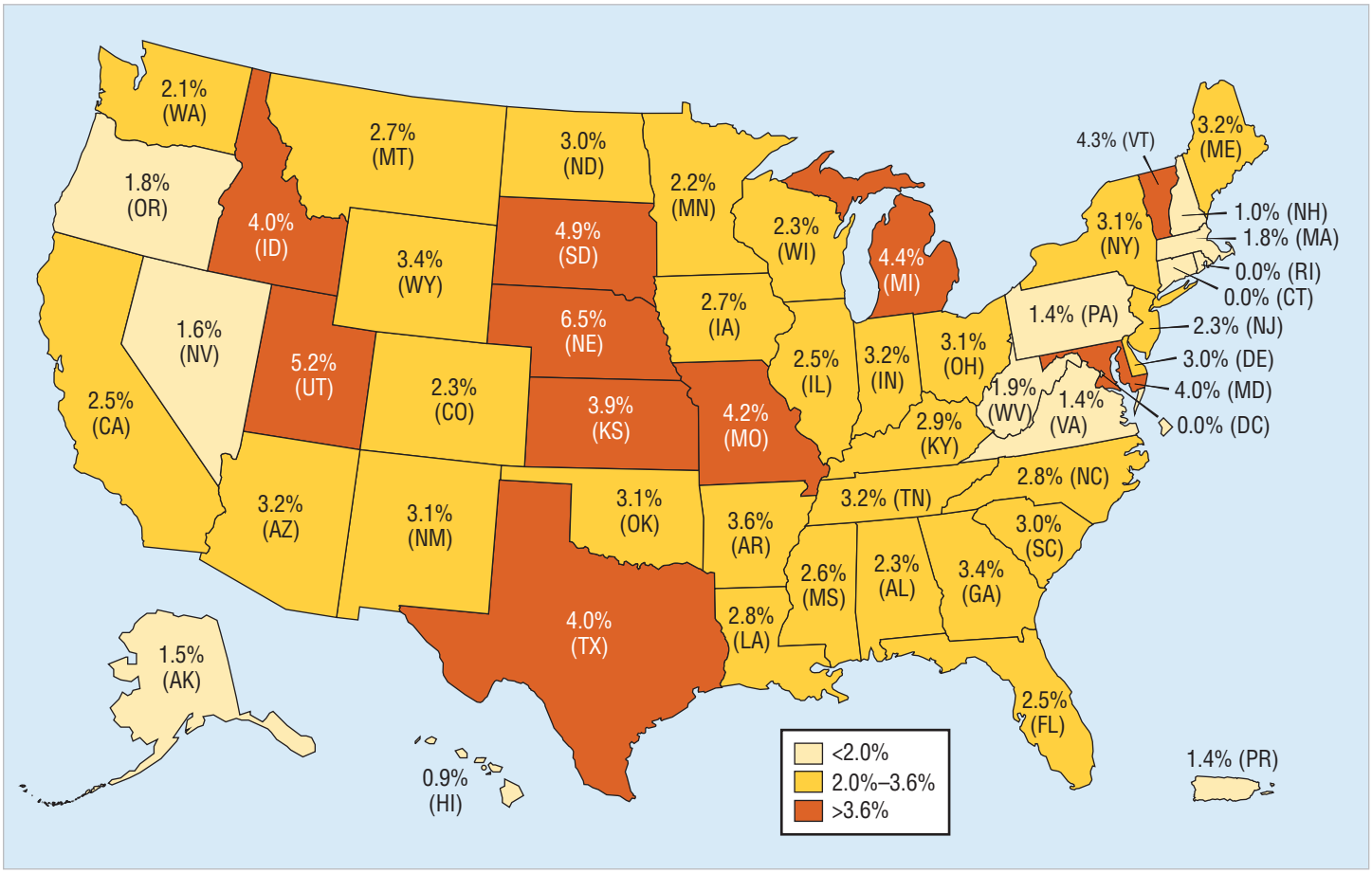
- Among all States, child traffic fatalities ranged from 0 (Connecticut, the District of Columbia, and Rhode Island) to 146 (Texas).
- Texas had the highest number of child traffic fatalities (146), followed by California (90), Florida (78), Georgia (51) and Michigan (43).

Figure 10 contains a color-coded map of the percentage of child fatalities by State in 2019. For each State in 2019, Table 7 contains total traffic fatalities, child traffic fatalities, child traffic fatalities as a percentage of total traffic fatalities, child population, and child fatality rate (child traffic fatalities per 100,000 child population). Included in this table is Puerto Rico, which is not included in the overall U.S. total.

In 2019:

- The State with the highest percentage of child traffic fatalities compared to the 2.9 percent in the U.S. was Nebraska (6.5%), followed by Utah (5.2%) and South Dakota (4.9%).
- The State with the highest child fatality rate compared to the U.S. child fatality rate of 1.74 was Wyoming (4.48), followed by Nebraska (4.03) and New Mexico (3.31).

Figure 10
Percentage of Child Fatalities in Traffic Crashes, by State, 2019



Source: FARS 2019 ARF

Additional data visualization tools for fact sheets can be found at https://cdan.dot.gov/DataVisualization/DataVisualization.htm#

Table 6

Child Fatalities in Traffic Crashes, by State and Age Group, 2019

State	Age Group					Total
	<1	1–3	4–7	8–12	13–14	
Alabama	1	5	8	5	2	21
Alaska	0	0	0	0	1	1
Arizona	1	4	9	8	9	31
Arkansas	0	5	6	5	2	18
California	6	13	16	31	24	90
Colorado	0	4	3	4	3	14
Connecticut	0	0	0	0	0	0
Delaware	0	1	1	2	0	4
District of Columbia	0	0	0	0	0	0
Florida	7	13	15	24	19	78
Georgia	4	9	8	15	15	51
Hawaii	0	0	0	0	1	1
Idaho	0	3	4	2	0	9
Illinois	1	4	5	8	7	25
Indiana	0	8	6	9	3	26
Iowa	0	0	1	7	1	9
Kansas	2	0	5	7	2	16
Kentucky	2	2	5	8	4	21
Louisiana	0	9	2	5	4	20
Maine	1	0	1	2	1	5
Maryland	1	2	6	10	2	21
Massachusetts	0	0	1	3	2	6
Michigan	3	7	11	13	9	43
Minnesota	0	2	1	1	4	8
Mississippi	0	4	5	5	3	17
Missouri	1	6	12	9	9	37
Montana	0	0	2	3	0	5
Nebraska	1	0	4	8	3	16
Nevada	0	0	1	2	2	5
New Hampshire	0	0	0	0	1	1
New Jersey	3	3	2	4	1	13
New Mexico	1	2	5	4	1	13
New York	1	6	6	9	7	29
North Carolina	0	9	11	11	7	38
North Dakota	0	1	1	0	1	3
Ohio	1	6	11	14	4	36
Oklahoma	1	3	6	7	3	20
Oregon	2	2	2	2	1	9
Pennsylvania	0	3	5	6	1	15
Rhode Island	0	0	0	0	0	0
South Carolina	3	6	9	7	5	30
South Dakota	0	0	2	1	2	5
Tennessee	2	8	9	12	5	36
Texas	6	28	42	42	28	146
Utah	0	2	4	3	4	13
Vermont	0	1	0	1	0	2
Virginia	2	0	5	2	3	12
Washington	1	1	3	5	1	11
West Virginia	0	2	1	2	0	5
Wisconsin	1	4	5	2	1	13
Wyoming	0	0	3	1	1	5
U.S.Total	**55**	**188**	**270**	**331**	**209**	**1,053**
Puerto Rico	0	0	2	0	2	4

Source: FARS 2019 ARF

Table 7

Child Fatalities and Fatality Rates in Traffic Crashes, by State, 2019

State	Total Fatalities	Child Fatalities		Child Population	Child Fatality Rate per 100,000 Child Population
		Number	Percentage of Total Fatalities		
Alabama	930	21	2.3%	902,823	2.33
Alaska	67	1	1.5%	151,742	0.66
Arizona	981	31	3.2%	1,360,533	2.28
Arkansas	505	18	3.6%	581,677	3.09
California	3,606	90	2.5%	7,391,703	1.22
Colorado	596	14	2.3%	1,042,523	1.34
Connecticut	249	0	0.0%	590,710	0.00
Delaware	132	4	3.0%	168,694	2.37
District of Columbia	23	0	0.0%	112,766	0.00
Florida	3,183	78	2.5%	3,512,139	2.22
Georgia	1,491	51	3.4%	2,069,569	2.46
Hawaii	108	1	0.9%	252,805	0.40
Idaho	224	9	4.0%	370,988	2.43
Illinois	1,009	25	2.5%	2,322,679	1.08
Indiana	809	26	3.2%	1,297,321	2.00
Iowa	336	9	2.7%	604,131	1.49
Kansas	411	16	3.9%	581,597	2.75
Kentucky	732	21	2.9%	833,027	2.52
Louisiana	727	20	2.8%	909,405	2.20
Maine	157	5	3.2%	203,637	2.46
Maryland	521	21	4.0%	1,109,806	1.89
Massachusetts	334	6	1.8%	1,108,397	0.54
Michigan	985	43	4.4%	1,763,131	2.44
Minnesota	364	8	2.2%	1,084,215	0.74
Mississippi	643	17	2.6%	579,137	2.94
Missouri	880	37	4.2%	1,137,620	3.25
Montana	184	5	2.7%	190,461	2.63
Nebraska	248	16	6.5%	397,176	4.03
Nevada	304	5	1.6%	577,641	0.87
New Hampshire	101	1	1.0%	207,070	0.48
New Jersey	559	13	2.3%	1,598,657	0.81
New Mexico	424	13	3.1%	393,254	3.31
New York	931	29	3.1%	3,345,597	0.87
North Carolina	1,373	38	2.8%	1,904,242	2.00
North Dakota	100	3	3.0%	153,596	1.95
Ohio	1,153	36	3.1%	2,131,107	1.69
Oklahoma	640	20	3.1%	793,581	2.52
Oregon	489	9	1.8%	719,347	1.25
Pennsylvania	1,059	15	1.4%	2,173,564	0.69
Rhode Island	57	0	0.0%	167,389	0.00
South Carolina	1,001	30	3.0%	923,180	3.25
South Dakota	102	5	4.9%	182,833	2.73
Tennessee	1,135	36	3.2%	1,253,286	2.87
Texas	3,615	146	4.0%	6,157,593	2.37
Utah	248	13	5.2%	774,764	1.68
Vermont	47	2	4.3%	93,199	2.15
Virginia	831	12	1.4%	1,545,598	0.78
Washington	519	11	2.1%	1,392,247	0.79
West Virginia	260	5	1.9%	296,497	1.69
Wisconsin	566	13	2.3%	1,044,527	1.24
Wyoming	147	5	3.4%	111,665	4.48
U.S. Total	**36,096**	**1,053**	**2.9%**	**60,570,846**	**1.74**
Puerto Rico	289	4	1.4%	457,907	0.87

Sources: FARS 2019 ARF; Population – Census Bureau

Important Safety Reminders

- 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 age and size. Use the NHTSA Car Seat Finder located at www.nhtsa.gov/equipment/car-seats-and-booster-seats.
- Every car and every car seat or booster seat has different installation instructions, so make sure you read both the car seat instructions and the vehicle owner's manual.
- Remember that children in rear-facing seats should never be placed in front of an active passenger air bag.
- Use either the lower anchors and tether, or the seat belt and tether when installing forward-facing seats.
- To get assistance with installation, find a certified child passenger safety technician (CPST) at a location near you using NHTSA's Inspection Station locator at www.nhtsa.gov/equipment/car-seats-and-booster-seats#installation-help-inspection.
- Remember to register your car seat or booster seat so you can be notified in the event of a safety recall.
- Plan for using car seats or booster seats when travelling and riding in taxis or ride-share vehicles.
- Find out when your child is ready to use an adult seat belt, reference the "*Car Seat Recommendations for Children*" located at www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/carseat-recommendations-for-children-by-age-size.pdf. Be sure to read information for Booster Seat and Seat Belt Use.
- Keep children in the back seat until at least age 13. It's the safest place to ride.

— 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 public trafficway that results 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 2019 ARF, the 2018 Final File was released to replace the 2018 ARF. The final fatality count in motor vehicle traffic crashes for 2018 was 36,835, which was updated from 36,560 in the 2018 ARF. The number of children fatalities from the 2018 Final File was 1,049, which was updated from 1,038 from the 2018 ARF.

The 2016 and 2017 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

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. The new system, called 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.

Methodology Change for Estimating People Injured

NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

The suggested APA format citation for this document is:

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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. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), and more can be found at https://cdan.nhtsa.gov/. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

Other fact sheets available from NCSA are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Large Trucks, Motorcycles, Occupant Protection in Passenger Vehicles, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving 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*. 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