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

Traffic Safety Facts
2023 Data

DOT HS 813 712 April 2025

Children

In this fact sheet for 2023 the information is presented as follows.

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

Key Findings

- Of the 40,901 traffic fatalities in 2023 in the United States, 1,019 (2%) were children 14 and younger.
- Child traffic fatalities decreased by 10 percent from 2022 (1,130) to 2023 (1,019).
- An estimated 161,478 children were injured in traffic crashes in 2023, a 3-percent increase from 156,502 in 2022.
- An average of 3 children were killed and an estimated 442 children were injured every day in traffic crashes in 2023.
- Of the 23,959 passenger vehicle occupants killed in 2023 in traffic crashes, 700 (3%) were children. Of these 700 child passenger vehicle occupants killed in traffic crashes, restraint use was known for 620, of whom 264 (43%) were unrestrained.
- In 2023, based on known restraint use, 64 percent of the children who died while riding with unrestrained passenger vehicle drivers were also unrestrained.
- Of the 1,019 children killed in traffic crashes, an estimated 253 (25%) were killed in alcohol-impaired-driving crashes in 2023.
- Of the 7,314 pedestrian traffic fatalities, 171 (2%) were children in 2023.
- Of the 1,166 pedalcyclist traffic fatalities, 41 (4%) were children in 2023.

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). Results from FARS, such as fatal crashes and fatalities, are actual counts, while results from CRSS, such as non-fatal crashes and people injured, are estimates. Refer to the end of this publication for more information on FARS and CRSS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably in this document.

Overview

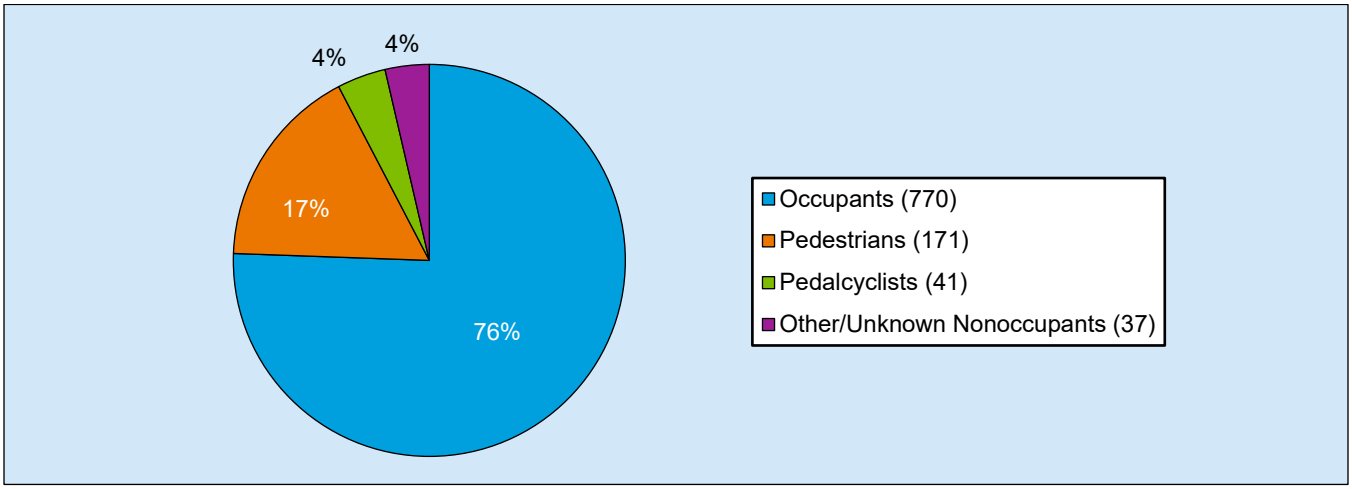
Motor vehicle traffic crashes are a leading cause of death of children.[1]

In 2023:

- There were 59.5 million children in the United States, 18 percent of the total U.S. population.
- Of the 40,901 traffic fatalities in the United States, 1,019 (2%) were children.
- Child traffic fatalities decreased by 10 percent from 1,130 in 2022, and by 5 percent from 1,073 in 2014.
- An estimated 161,478 children were injured in traffic crashes, a 3-percent increase from 156,502 in 2022.
- An average of 3 children were killed and an estimated 442 children were injured every day in traffic crashes in the United States.
- Males accounted for 60 percent of child fatalities in traffic crashes, while males and females each accounted for an estimated 50 percent of children injured in traffic crashes.

Figure 1 displays the distribution of the 1,019 child traffic fatalities in 2023—76 percent (770) were occupants and 24 percent (249) were nonoccupants (pedestrians, pedalcyclists, or other nonoccupants).

Figure 1. Child Traffic Fatalities, 2023

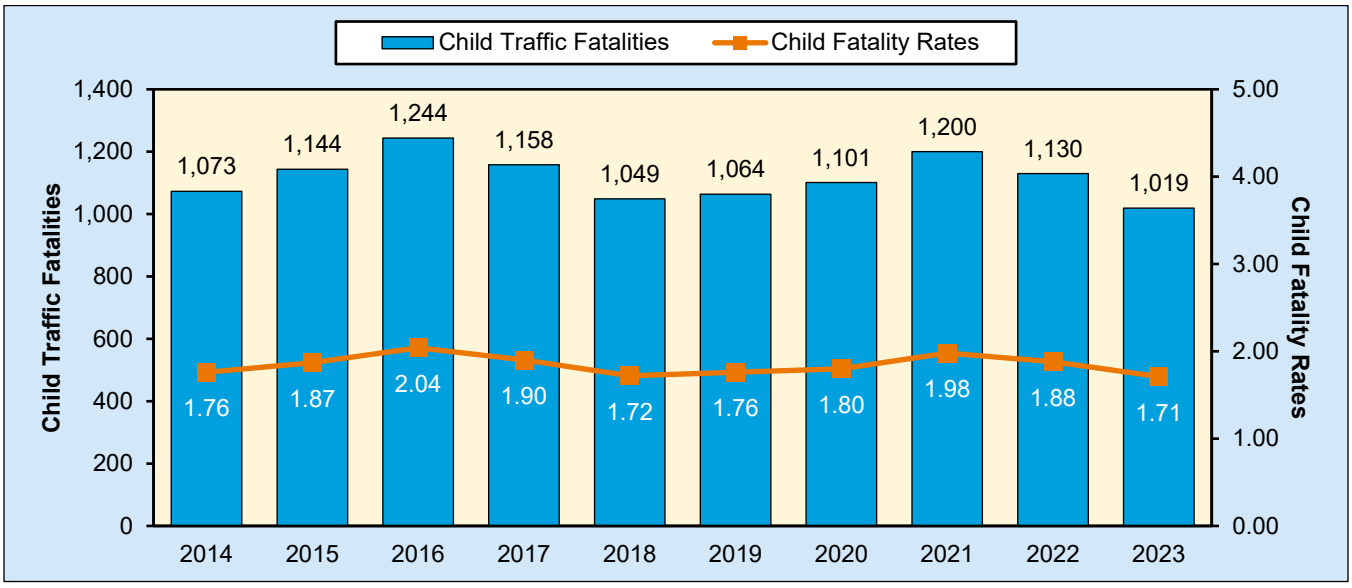


Source: FARS 2023 Annual Report File (ARF)
Note: Percentages may not add up to 100 percent due to independent rounding.

As shown in Figure 2, the number of child traffic fatalities decreased by 5 percent from 1,073 in 2014 to 1,019 in 2023, and the child fatality rate per 100,000 child population decreased by 3 percent from 1.76 in 2014 to 1.71 in 2023. The 2023 child fatality rate was the lowest rate during the 10-year period.

[1] Centers for Disease Control and Prevention's National Center for Health Statistics, Mortality Data 2022; FARS 2022 ARF

Figure 2. Child Traffic Fatalities and Fatality Rates per 100,000 Child Population, 2014–2023



Sources: FARS 2014–2022 Final File, 2023 ARF; Population – Census Bureau

Figure 3 displays the child traffic fatality trends of five age groups from 2014 to 2023.

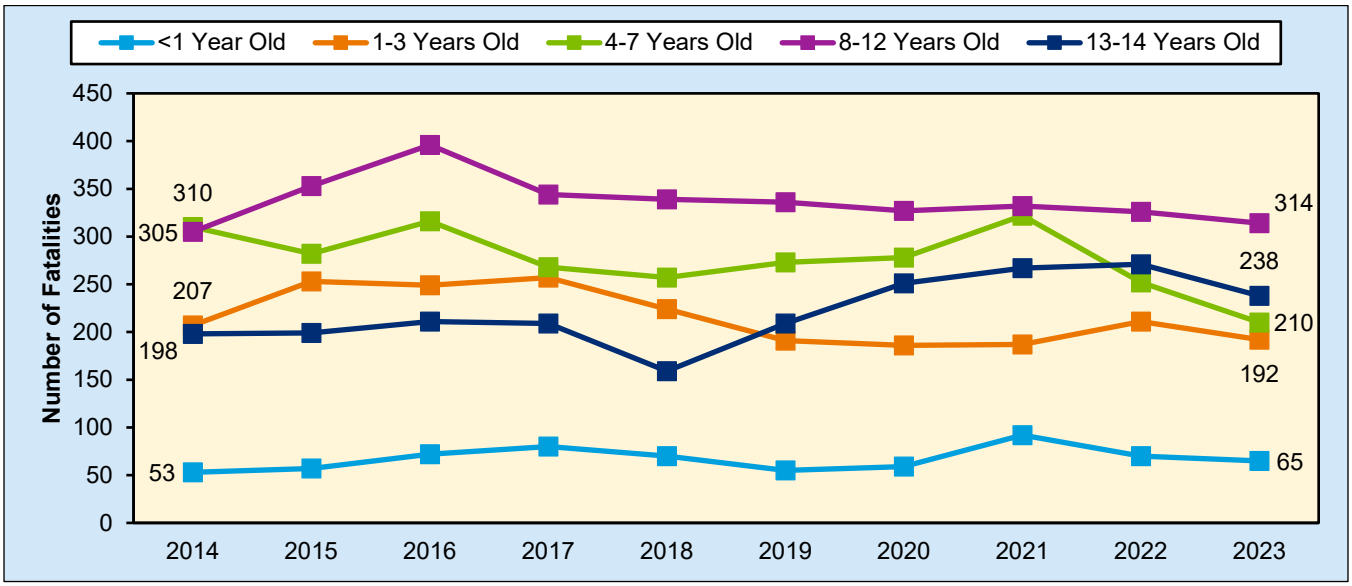
From 2022 to 2023:

- Under-1 age group – 7-percent decrease from 70 to 65
- 1-to-3 age group – 9-percent decrease from 211 to 192
- 4-to-7 age group – 17-percent decrease from 252 to 210
- 8-to-12 age group – 4-percent decrease from 326 to 314
- 13-and-14 age group – 12-percent decrease from 271 to 238

From 2014 to 2023:

- Under-1 age group – 23-percent increase from 53 to 65
- 1-to-3 age group – 7-percent decrease from 207 to 192
- 4-to-7 age group – 32-percent decrease from 310 to 210
- 8-to-12 age group – 3-percent increase from 305 to 314
- 13-and-14 age group – 20-percent increase from 198 to 238

Figure 3. Child Traffic Fatalities, by Age Group, 2014–2023



Source: FARS 2014–2022 Final File, 2023 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 correctly, reduce the risk of fatal injury to front-seat occupants 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 traffic crashes, by survival status (killed or survived), age group, and restraint use (seat belts or child restraints).

In 2023:

- Of the 65,942 passenger vehicle occupants *involved* in fatal crashes, 5,105 (8%) were children.
  - Of these 5,105 child passenger vehicle occupants *involved* in fatal crashes, restraint use was known for 4,710, of whom 826 (18%) were unrestrained. This percentage (18%) was lower compared to all ages (27%).
- Of the 23,959 passenger vehicle occupants *killed* in traffic crashes, 700 (3%) were children.
  - Of these 700 child passenger vehicle occupants *killed* in traffic crashes, restraint use was known for 620, of whom 264 (43%) were unrestrained. This percentage (43%) was lower compared to all ages (49%).

[2] Hertz, E. (1996, December). *Revised estimates of child restraint effectiveness* (Report No. DOT HS 96 855). National Highway Traffic Safety Administration. 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. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809199

- Of the 41,983 passenger vehicle occupants who *survived* in fatal crashes, 4,405 (10%) were children.
  - Of these 4,405 child passenger vehicle occupants who *survived* in fatal crashes, restraint use was known for 4,090, of whom 562 (14%) were unrestrained. This percentage (14%) was the same as all ages (14%).

Based on known restraint use, children 13 to 14 years old had the highest percentages out of the child age groups of unrestrained passenger vehicle occupants for those *involved* (30%), *killed* (61%), and *survived* (24%).

Table 1. Passenger Vehicle Occupants Involved in Fatal Traffic Crashes, by Survival Status, Age Group, and Restraint Use, 2023

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	34	62%	13	24%	8	15%	55	100%	72%	28%
	1–3	98	70%	36	26%	7	5%	141	100%	73%	27%
	4–7	85	55%	50	32%	20	13%	155	100%	63%	37%
	8–12	93	45%	92	45%	20	10%	205	100%	50%	50%
	13–14	46	32%	73	51%	25	17%	144	100%	39%	61%
	<15	356	51%	264	38%	80	11%	700	100%	57%	43%
	15–20	955	36%	1,282	48%	419	16%	2,656	100%	43%	57%
	21+	9,492	46%	8,929	43%	2,141	10%	20,562	100%	52%	48%
	Total*	**10,816**	**45%**	**10,484**	**44%**	**2,659**	**11%**	**23,959**	**100%**	**51%**	**49%**
Survived	<1	252	93%	12	4%	6	2%	270	100%	95%	5%
	1–3	746	88%	64	8%	33	4%	843	100%	92%	8%
	4–7	969	80%	140	12%	99	8%	1,208	100%	87%	13%
	8–12	1,091	78%	198	14%	107	8%	1,396	100%	85%	15%
	13–14	470	68%	148	22%	70	10%	688	100%	76%	24%
	<15	3,528	80%	562	13%	315	7%	4,405	100%	86%	14%
	15–20	3,961	67%	1,241	21%	696	12%	5,898	100%	76%	24%
	21+	24,565	80%	3,503	11%	2,758	9%	30,826	100%	88%	12%
	Total*	**32,261**	**77%**	**5,366**	**13%**	**4,356**	**10%**	**41,983**	**100%**	**86%**	**14%**
Total Involved	<1	286	88%	25	8%	14	4%	325	100%	92%	8%
	1–3	844	86%	100	10%	40	4%	984	100%	89%	11%
	4–7	1,054	77%	190	14%	119	9%	1,363	100%	85%	15%
	8–12	1,184	74%	290	18%	127	8%	1,601	100%	80%	20%
	13–14	516	62%	221	27%	95	11%	832	100%	70%	30%
	<15	3,884	76%	826	16%	395	8%	5,105	100%	82%	18%
	15–20	4,916	57%	2,523	29%	1,115	13%	8,554	100%	66%	34%
	21+	34,057	66%	12,432	24%	4,899	10%	51,388	100%	73%	27%
	Total*	**43,077**	**65%**	**15,850**	**24%**	**7,015**	**11%**	**65,942**	**100%**	**73%**	**27%**

Source: FARS 2023 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 2023.

Based on known restraint use:

- When the drivers were restrained, 70 percent of the children were restrained.
- When the drivers were unrestrained, 64 percent of the children were also unrestrained.

Table 2. Child Passengers Killed in Passenger Vehicles in Traffic Crashes, by Their Restraint Use and Their Driver's Restraint Use, 2023

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	265	65%	113	28%	31	8%	409	100%	70%	30%
Unrestrained	68	34%	122	61%	10	5%	200	100%	36%	64%
Unknown	17	24%	17	24%	37	52%	71	100%	50%	50%
Total	**350**	**51%**	**252**	**37%**	**78**	**11%**	**680**	**100%**	**58%**	**42%**

Source: FARS 2023 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 2023:

- Of the 700 child passenger vehicle occupants killed, restraint use was known for 620, of whom 264 (43%) were unrestrained.
  - Of the 55 infants under 1 year old killed, restraint use was known for 47, of whom 13 (28%) were unrestrained.
  - Of the 141 children 1 to 3 years old killed, restraint use was known for 134, of whom 36 (27%) were unrestrained.
  - Of the 155 children 4 to 7 years old killed, restraint use was known for 135, of whom 50 (37%) were unrestrained.
  - Of the 205 children 8 to 12 years old killed, restraint use was known for 185, of whom 92 (50%) were unrestrained.
  - Of the 144 children 13 to 14 years old killed, restraint use was known for 119, of whom 73 (61%) were unrestrained.

Table 3. Children Killed in Passenger Vehicles in Traffic Crashes, by Type of Restraint and Age Group, 2023

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	13	24%	36	26%	50	32%	92	45%	73	51%	264	38%
Child Restraint	**33**	**60%**	**93**	**66%**	**54**	**35%**	**8**	**4%**	**0**	**0%**	**188**	**27%**
Forward-Facing	*3*	*5%*	*42*	*30%*	*20*	*13%*	*1*	*0%*	*0*	*0%*	*66*	*9%*
Rear-Facing	*17*	*31%*	*10*	*7%*	*0*	*0%*	*1*	*0%*	*0*	*0%*	*28*	*4%*
Booster Seat	*0*	*0%*	*3*	*2%*	*17*	*11%*	*4*	*2%*	*0*	*0%*	*24*	*3%*
Unknown Child Restraint	*13*	*24%*	*38*	*27%*	*17*	*11%*	*2*	*1%*	*0*	*0%*	*70*	*10%*
Seat Belt	**1**	**2%**	**5**	**4%**	**30**	**19%**	**85**	**41%**	**46**	**32%**	**167**	**24%**
Shoulder Belt Only	*0*	*0%*	*0*	*0%*	*1*	*1%*	*0*	*0%*	*0*	*0%*	*1*	*0%*
Lap Belt Only	*0*	*0%*	*0*	*0%*	*3*	*2%*	*4*	*2%*	*3*	*2%*	*10*	*1%*
Shoulder and Lap Belt	*1*	*2%*	*5*	*4%*	*26*	*17%*	*81*	*40%*	*43*	*30%*	*156*	*22%*
Restraint Used - Type Unknown	0	0%	0	0%	1	1%	0	0%	0	0%	1	0%
Unknown	8	15%	7	5%	20	13%	20	10%	25	17%	80	11%
Total	**55**	**100%**	**141**	**100%**	**155**	**100%**	**205**	**100%**	**144**	**100%**	**700**	**100%**

Source: FARS 2023 ARF

NHTSA conducted the National Survey of the Use of Booster Seats (NSUBS) from July 14 to 29, 2023, and produced a technical report, *The 2023 National Survey of the Use of Booster Seats*.[4]

Table 4 provides data on the use of child restraints by age group and race/ethnicity for those 12 and younger in 2023. Child restraints include child safety seats, seat belts, and booster seats.

Table 4. Observed Child (Age 12 and Younger) Restraint Use, by Race/Ethnicity and Age Group, 2023

Race/Ethnicity	Age Group			
	<1	1–3	4–7	8–12
Hispanic	92.0%	92.7%	77.3%	81.9%
Black Non-Hispanic	93.8%	82.3%	73.2%	67.8%
White Non-Hispanic	97.7%	98.1%	94.6%	91.8%
Asian Non-Hispanic	N/A	98.4%	97.0%	84.8%
Other Non-Hispanic	N/A	94.0%	86.7%	90.2%

Source: Werth, L. B. (2025, January). *The 2023 national survey of the use of booster seats* (Report No. DOT HS 813 668). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813668
N/A: Data not sufficient to produce a reliable estimate.

Children in Alcohol-Impaired-Driving Traffic 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 traffic 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 2023, of the 1,019 children killed in traffic crashes, an estimated 253 children (25%) were killed in alcohol-impaired-driving crashes. Of these 253 deaths:

- 132 (52%) were passengers of vehicles with alcohol-impaired drivers;
- 85 (34%) were occupants of other vehicles;
- 29 (11%) were nonoccupants; and
- 7 (3%) were child drivers.

Table 5 presents the restraint use of child passengers killed in passenger vehicles and their respective driver's BAC in 2023.

Based on known restraint use:

- When the drivers had no alcohol, 39 percent of the children were unrestrained.
- When the drivers were alcohol-impaired, 51 percent of the children were unrestrained.

[4] Werth, L. B. (2025, January). *The 2023 national survey of the use of booster seats* (Report No. DOT HS 813 668). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813668.

Table 5. Child Passengers Killed in Passenger Vehicles in Traffic Crashes, by Their Restraint Use and Their Driver's BAC, 2023

Driver's BAC	Child Restraint Use						Total		Percentage Based on Known Child Restraint Use	
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Restrained	Unrestrained
BAC=.00 g/dL	285	55%	180	35%	54	10%	518	100%	61%	39%
BAC=.01–.07 g/dL	11	35%	16	51%	4	14%	32	100%	41%	59%
BAC=.08+ g/dL	54	41%	56	43%	20	15%	130	100%	49%	51%
BAC=.01+ g/dL	65	40%	73	45%	24	15%	162	100%	47%	53%
Total	**350**	**51%**	**252**	**37%**	**78**	**11%**	**680**	**100%**	**58%**	**42%**

Source: FARS 2023 ARF
Notes: Percentages are computed based on unrounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

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 cars, motorized kick scooters, Segway-style devices, motorized and non-motorized wheelchairs, and scooters for those with disabilities.

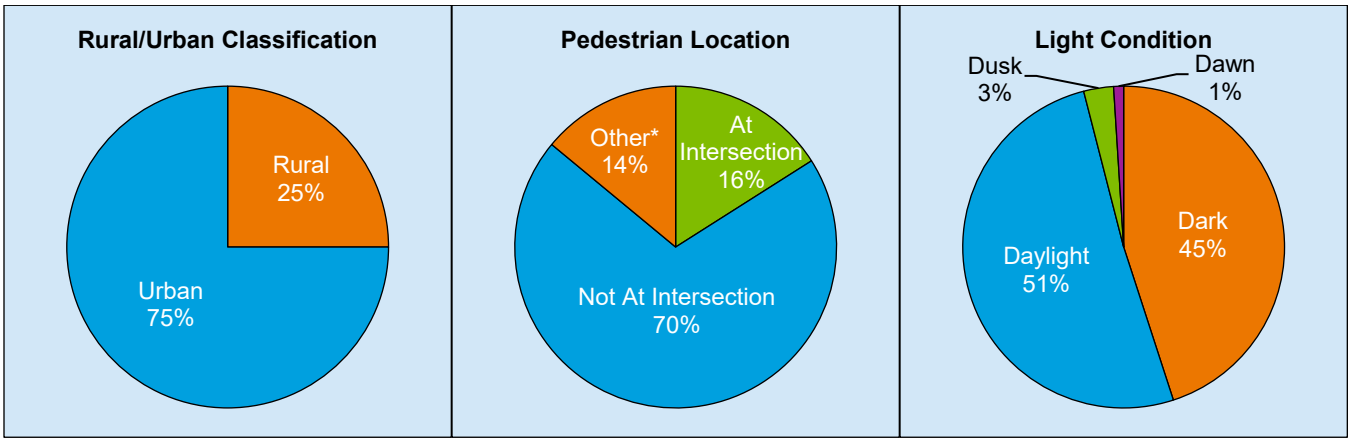
In 2023:

- There were 171 child pedestrians killed in traffic crashes.
  - Seventeen percent (171) of the 1,019 children killed in traffic crashes were pedestrians.
  - Two percent (171) of the 7,314 pedestrians killed in traffic crashes were children.
- Of the 171 child pedestrian fatalities in traffic crashes, 65 percent (111) were males.
- Of the 171 child pedestrians killed, 89 percent (152) were killed in single-vehicle crashes and 11 percent (19) were killed in multi-vehicle crashes.
- Of the 152 child pedestrians killed in single-vehicle crashes, 99 percent (151) were killed in crashes where the first harmful event was collision with a pedestrian. Of these 151 fatalities:
  - Eighty-one percent (123) were struck by the front of the vehicles;
  - Three percent (5) were struck by the right side of the vehicles;
  - Three percent (4) were struck by the left side of the vehicles;
  - Four percent (6) were struck by the rear of the vehicles; and
  - Nine percent (13) had impact points on the vehicles that were unknown.
- Of the 171 child pedestrians killed, 18 percent (31) were struck by hit-and-run drivers.
- Of the estimated 68,244 pedestrians injured in traffic crashes, 10 percent (7,081) were children.
- Of the estimated 7,081 child pedestrians injured in traffic crashes, 62 percent (4,391) were males.

Figure 4 contains information on three crash characteristics (rural/urban classification, pedestrian location, and light condition) where/when child pedestrian fatalities in traffic crashes occurred in 2023:

- Seventy-five percent (123) of the child pedestrian fatalities occurred in urban areas and 25 percent (41) in rural areas.
- Seventy percent (117) of the child pedestrian fatalities occurred at non-intersection locations as compared to 16 percent (27) at intersections and 14 percent (24) at other locations (7 on sidewalks, 6 on non-trafficway areas, 5 on shoulders/roadsides, 5 on driveway access, and 1 on median/crossing island).
- Fifty-one percent (86) of the child pedestrian fatalities occurred during daylight compared to 45 percent (75) in the dark, 3 percent (5) during dusk, and 1 percent (2) during dawn. When compared to adult pedestrians, more child pedestrians were killed during daylight hours.

Figure 4. Percentages of Child Pedestrian Fatalities in Traffic Crashes in Relation to Rural/Urban Classification, Pedestrian Location, and Light Condition, 2023



Source: FARS 2023 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.

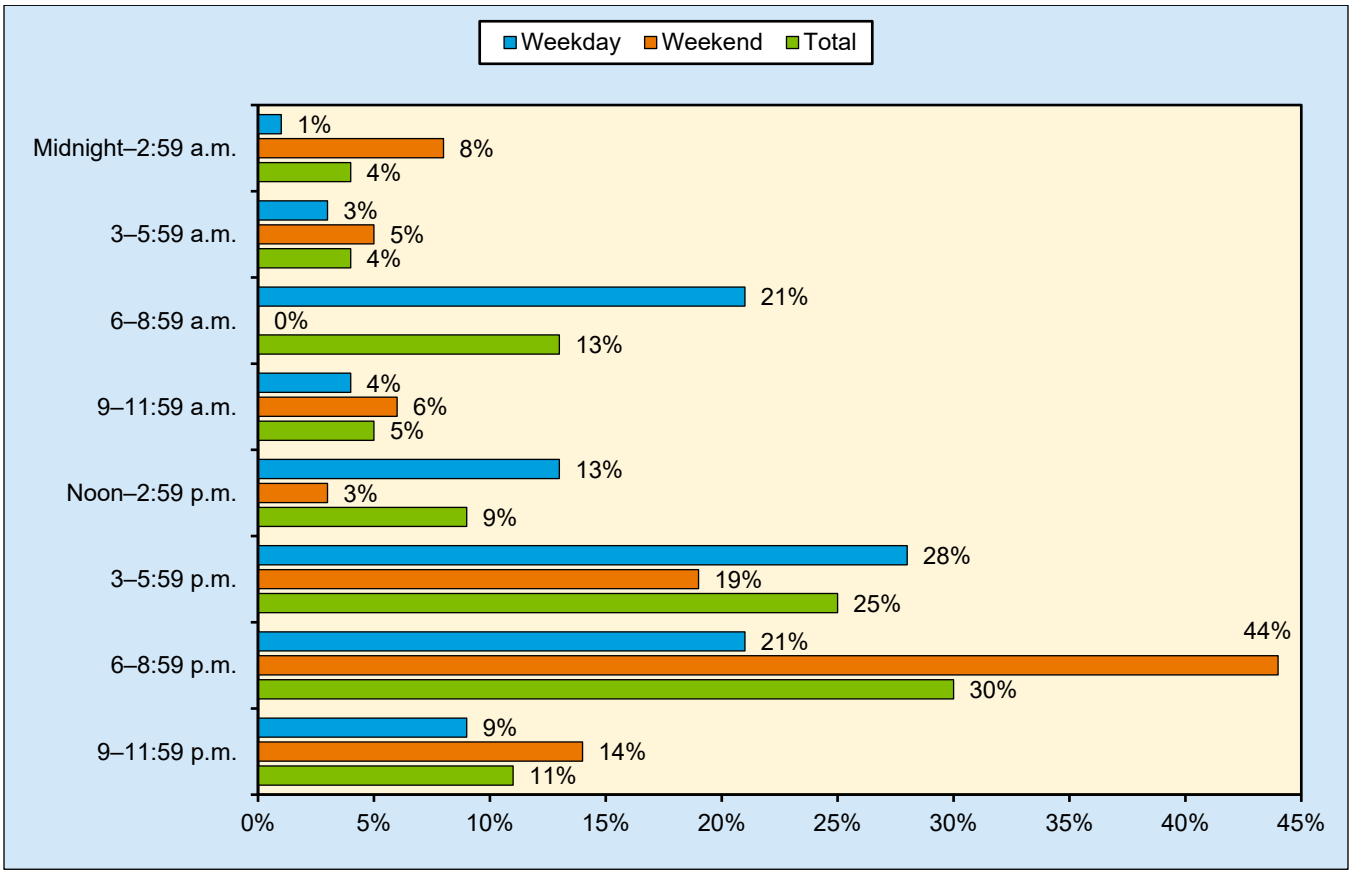
Sixty-three percent (107) of the child pedestrians in traffic crashes were killed during weekday crashes (6 a.m. Monday to 5:59 p.m. Friday) and 37 percent (64) were killed during weekend crashes (6 p.m. Friday to 5:59 a.m. Monday) in 2023. In Figure 5, time of day is divided into eight 3-hour intervals starting at midnight, and day of week is defined as weekday or weekend. To summarize the 2023 child pedestrian fatalities in traffic crashes:

- The highest total percentage (30%) occurred from 6 to 8:59 p.m., followed by 25 percent from 3 to 5:59 p.m.
- The highest weekday percentage (28%) occurred from 3 to 5:59 p.m., followed by 21 percent from 6 to 8:59 a.m. and from 6 to 8:59 p.m.
- The highest weekend percentage (44%) occurred from 6 to 8:59 p.m., followed by 19 percent from 3 to 5:59 p.m.

Figure 6 contains the child pedestrian fatality trends of five age groups from 2014 to 2023:

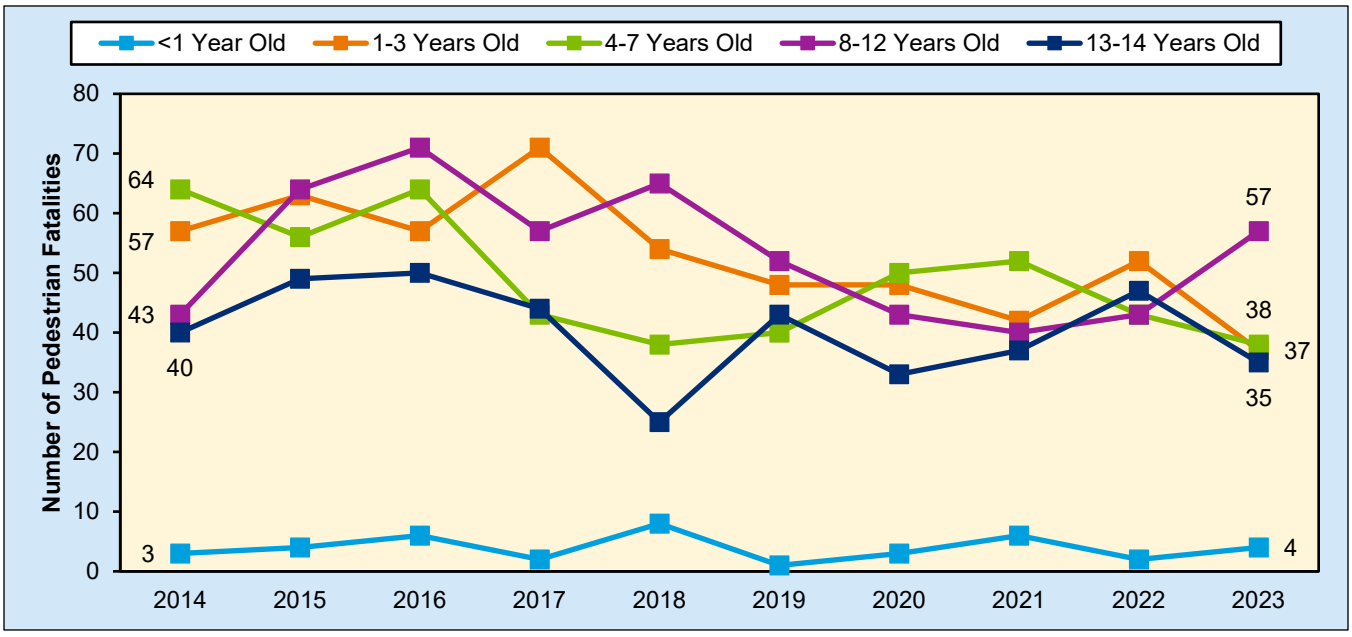
- The number of child pedestrian fatalities in traffic crashes decreased by 17 percent, from 207 fatalities to 171.
  - Under-1 age group – 33-percent increase from 3 to 4.
  - 1-to-3 age group – 35-percent decrease from 57 to 37.
  - 4-to-7 age group – 41-percent decrease from 64 to 38.
  - 8-to-12 age group – 33-percent increase from 43 to 57.
  - 13-and-14 age group – 13-percent decrease from 40 to 35.

Figure 5. Percentages of Child Pedestrian Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2023



Source: FARS 2023 ARF
Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)
Notes: Percentages were calculated within each day of week category (weekday/weekend/total). Unknowns were removed before calculating percentages.

Figure 6. Child Pedestrian Fatalities in Traffic Crashes, by Age Group, 2014–2023



Source: FARS 2014–2022 Final File, 2023 ARF

Pedalcyclists

As defined for this fact sheet, pedalcyclists are riders on bicycles and other cycles (tricycles and unicycles) powered solely by pedals. Starting in 2022, pedalcyclists also include riders on bicycles powered by **pedals and/or motors**. Refer to the end of this publication for more information on an important change for motorized bicycles. This fact sheet does not include pedalcyclist crashes that do not involve motor vehicles.

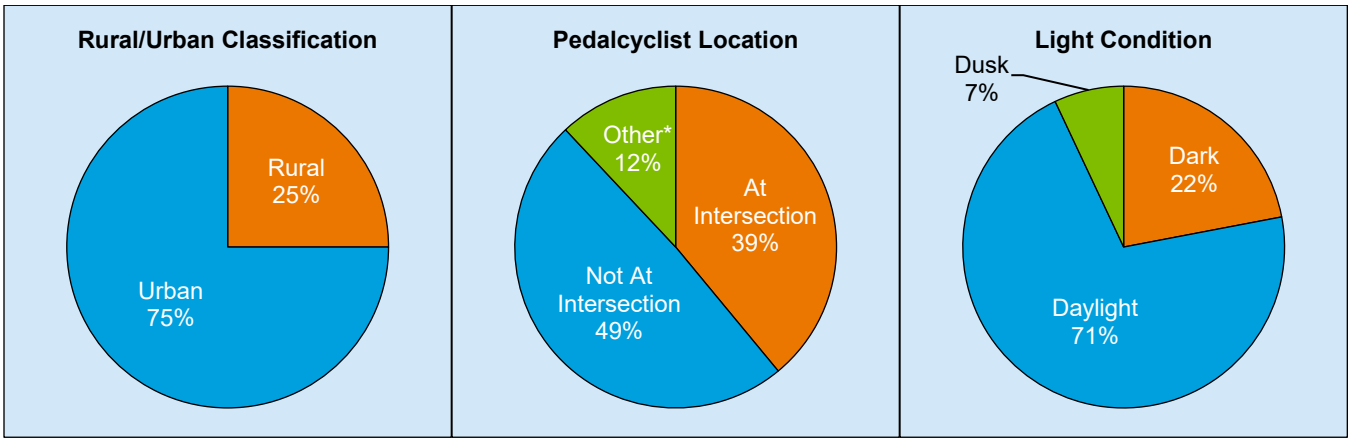
In 2023:

- There were 41 child pedalcyclists killed in traffic crashes.
  - Four percent (41) of the 1,019 children killed in traffic crashes were pedalcyclists.
  - Four percent (41) of the 1,166 pedalcyclists killed in traffic crashes were children.
- Of the 41 child pedalcyclists killed in traffic crashes, 78 percent (32) were males.
- Of the 41 child pedalcyclists killed in traffic crashes, 73 percent (30) were helmeted, 12 percent (5) were unhelmeted, and 15 percent (6) were unknown.
- Of the 41 child pedalcyclists killed, 88 percent (36) were killed in single-vehicle crashes and 12 percent (5) killed in multi-vehicle crashes.
- Of the 36 child pedalcyclists killed in single-vehicle crashes, 100 percent (36) were killed in crashes where the first harmful event was collision with a pedalcyclist. Of these 36 fatalities:
  - Eighty-three percent (30) were struck by the front of the vehicles;
  - Eight percent (3) were struck by the right side of the vehicles;
  - Six percent (2) were struck by the left side of the vehicles; and
  - Three percent (1) were struck by the rear of the vehicles.
- Of the 41 child pedalcyclists killed, 15 percent (6) were struck by hit-and-run drivers.
- Of the estimated 49,989 pedalcyclists injured in traffic crashes, 14 percent (7,113) were children.
- Of the estimated 7,113 child pedalcyclists injured in traffic crashes, 82 percent (5,861) were males.

Figure 7 contains information on three crash characteristics (rural/urban classification, pedalcyclist location, and light condition) where/when child pedalcyclist fatalities in traffic crashes occurred in 2023:

- Seventy-five percent (30) of the child pedalcyclist fatalities occurred in urban areas and 25 percent (10) in rural areas.
- Forty-nine percent (20) of the child pedalcyclist fatalities occurred at non-intersection locations as compared to 39 percent (16) at intersections and 12 percent (5) at other locations (2 on bicycle lanes, 2 on driveway access, and 1 on a sidewalk).
- Seventy-one percent (29) of the child pedalcyclist fatalities occurred during daylight compared to 22 percent (9) in the dark, and 7 percent (3) during dusk. When compared to adult pedalcyclists, more child pedalcyclists were killed during daylight hours.

Figure 7. Percentages of Child Pedalcyclist Fatalities in Traffic Crashes in Relation to Rural/ Urban Classification, Pedalcyclist Location, and Light Condition, 2023



Source: FARS 2023 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.

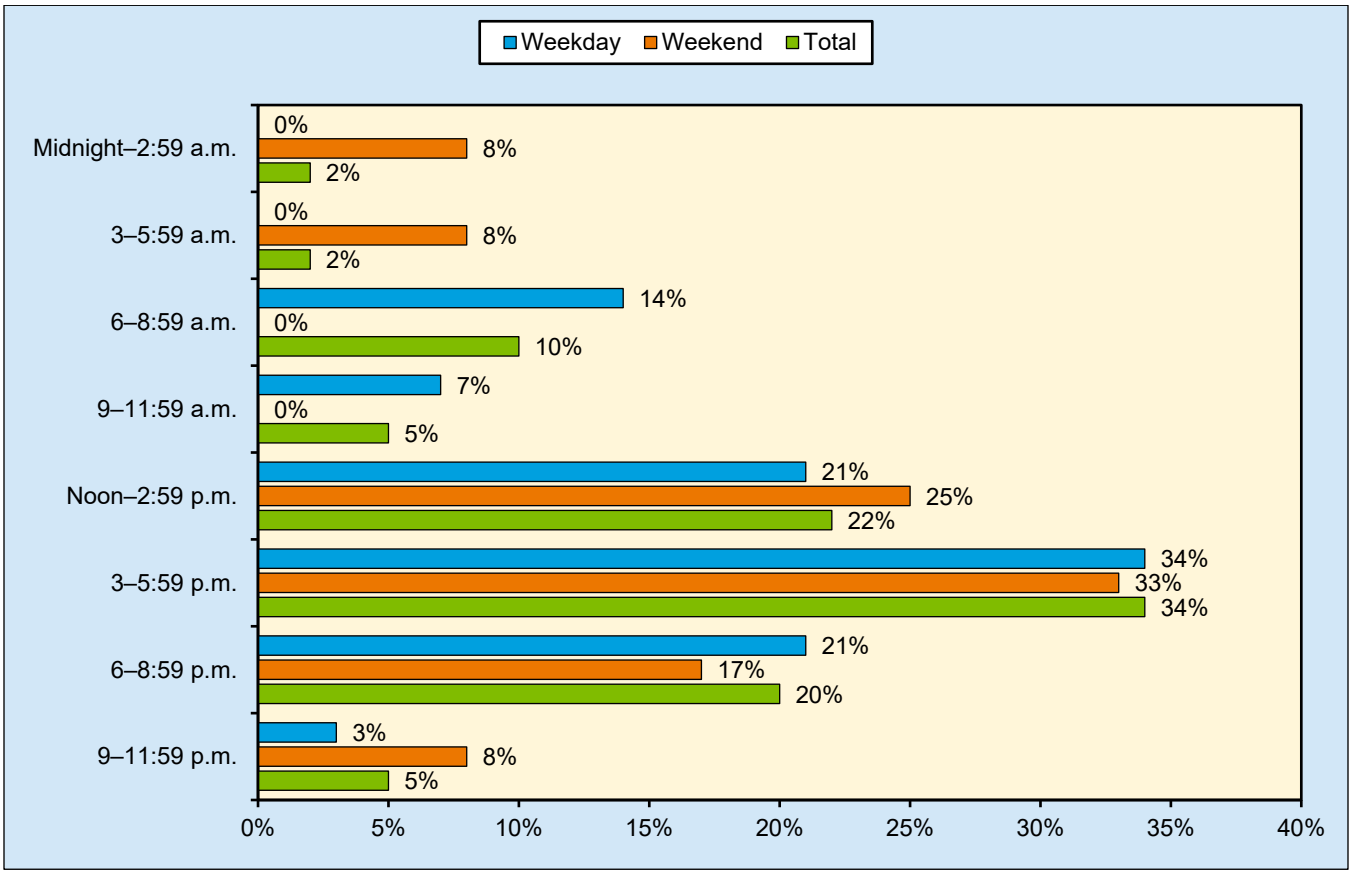
Seventy-one percent (29) of the child pedalcyclists in traffic crashes were killed during weekday crashes and 29 percent (12) were killed during weekend crashes in 2023. Figure 8 provides time of day and day of week information for the 2023 child pedalcyclist fatalities in traffic crashes:

- The highest total percentage (34%) occurred from 3 to 5:59 p.m., followed by 22 percent from noon to 2:59 p.m.
- The highest weekday percentage (34%) occurred from 3 to 5:59 p.m., followed by 21 percent from noon to 2:59 p.m. and from 6 to 8:59 p.m.
- The highest weekend percentage (33%) occurred from 3 to 5:59 p.m., followed by 25 percent from noon to 2:59 p.m.

Figure 9 contains the child pedalcyclist fatality trends of five age groups from 2014 to 2023:

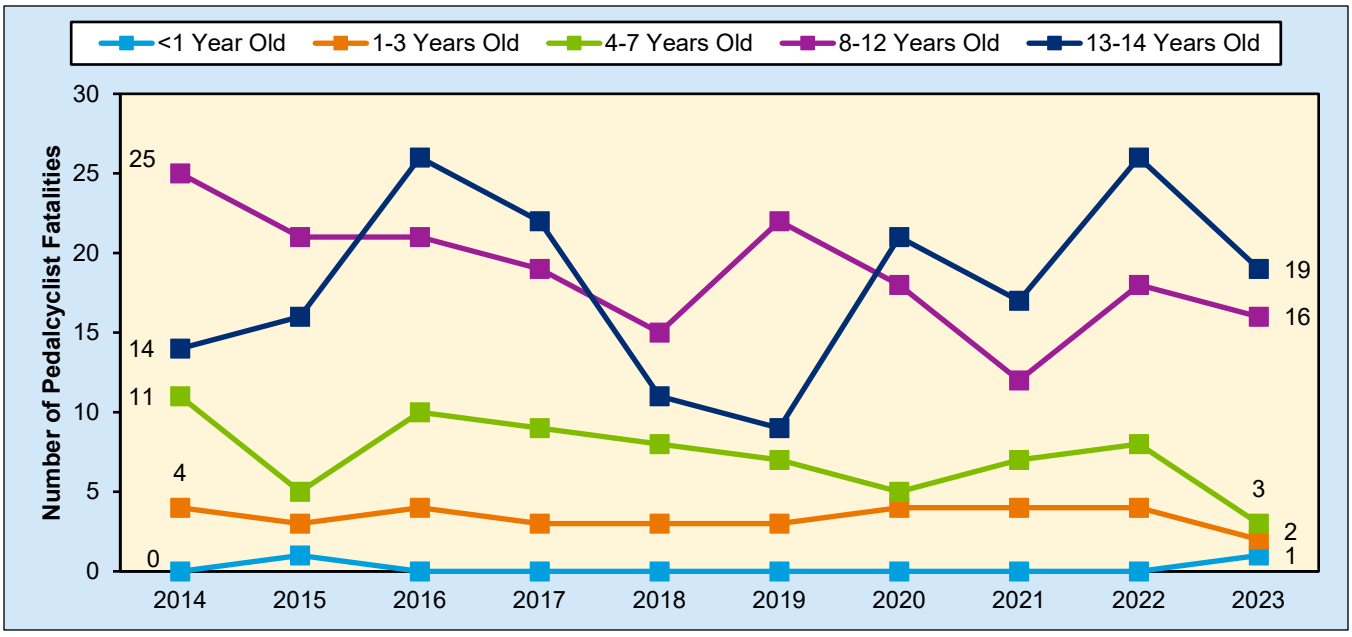
- The number of child pedalcyclist traffic fatalities in traffic crashes decreased by 24 percent, from 54 fatalities to 41.
  - Under-1 age group – increased from 0 to 1.
  - 1-to-3 age group – 50-percent decrease from 4 to 2.
  - 4-to-7 age group – 73-percent decrease from 11 to 3.
  - 8-to-12 age group – 36-percent decrease from 25 to 16.
  - 13-and-14 age group – 36-percent increase from 14 to 19.

Figure 8. Percentages of Child Pedalcyclist Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2023



Source: FARS 2023 ARF
Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)
Notes: Percentages were calculated within each day of week category (weekday/weekend/total). Unknowns were removed before calculating percentages.

Figure 9. Child Pedalcyclist Fatalities in Traffic Crashes, by Age Group, 2014–2023



Source: FARS 2014–2022 Final File, 2023 ARF

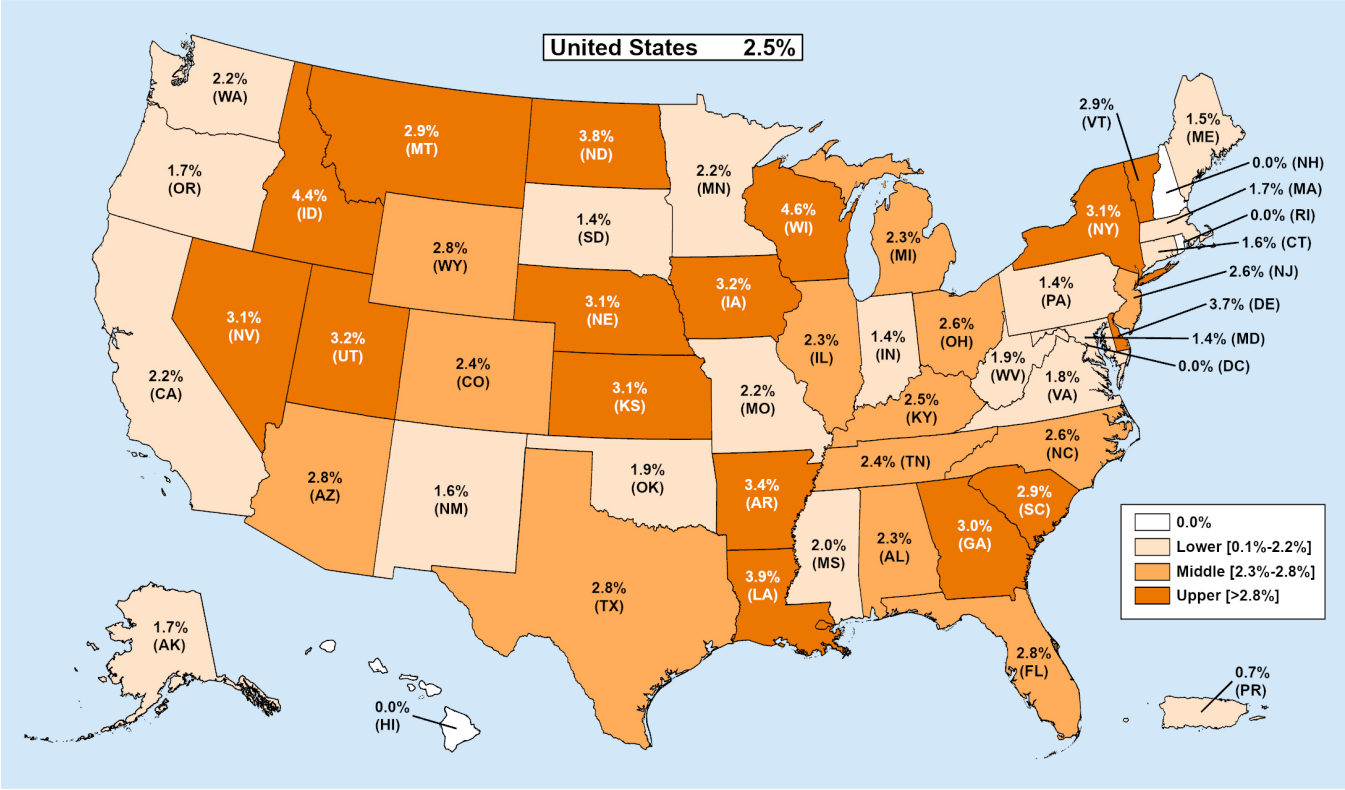
State

Figure 10 contains a color-coded map of the percentage of child fatalities by State in 2023. Table 6 contains the child traffic fatalities by State and age group in 2023. For each State in 2023, Table 7 contains the total traffic fatalities, child traffic fatalities, percentage of child traffic fatalities divided by total traffic fatalities, child population, and child fatality rate (child traffic fatalities per 100,000 child population). Included in these tables is Puerto Rico, which is not included in the overall U.S. total.

In 2023:

- Among all States, child traffic fatalities ranged from 0 (District of Columbia, Hawaii, New Hampshire, and Rhode Island) to 120 (Texas).
- Texas had the highest number of child traffic fatalities (120), followed by Florida (94), California (88), Georgia (48), North Carolina (41), and Arizona (36).
- The State with the highest percentage of child traffic fatalities was Wisconsin (4.6%), followed by Idaho (4.4%) and Louisiana (3.9%). The national percentage of child traffic fatalities was 2.5 percent.
- The State with the highest child traffic fatality rate was Wyoming (3.82), followed by Louisiana (3.65) and Arkansas (3.47). The national child traffic fatality rate was 1.71.

Figure 10. Percentages of Child Fatalities in Traffic Crashes, by State, 2023



Source: FARS 2023 ARF

Table 6. Child Fatalities in Traffic Crashes, by State and Age Group, 2023

State	Age Group					Total
	<1	1–3	4–7	8–12	13–14	
Alabama	0	6	3	8	5	22
Alaska	0	1	0	0	0	1
Arizona	2	3	1	16	14	36
Arkansas	3	0	4	9	4	20
California	6	12	25	30	15	88
Colorado	1	1	3	8	4	17
Connecticut	1	1	1	0	2	5
Delaware	1	3	1	0	0	5
District of Columbia	0	0	0	0	0	0
Florida	7	21	20	26	20	94
Georgia	3	12	11	13	9	48
Hawaii	0	0	0	0	0	0
Idaho	0	2	2	6	2	12
Illinois	3	4	7	8	6	28
Indiana	2	3	4	2	2	13
Iowa	0	3	2	3	4	12
Kansas	1	2	5	4	0	12
Kentucky	0	5	2	8	5	20
Louisiana	3	4	10	11	4	32
Maine	0	1	0	0	1	2
Maryland	0	2	3	1	3	9
Massachusetts	1	1	2	0	2	6
Michigan	1	3	7	4	10	25
Minnesota	1	1	4	3	0	9
Mississippi	1	2	3	6	3	15
Missouri	2	4	5	5	6	22
Montana	0	0	1	2	3	6
Nebraska	1	1	1	2	2	7
Nevada	1	3	3	3	2	12
New Hampshire	0	0	0	0	0	0
New Jersey	1	1	4	5	5	16
New Mexico	1	2	2	0	2	7
New York	1	5	6	11	12	35
North Carolina	1	7	12	13	8	41
North Dakota	0	0	0	2	2	4
Ohio	6	6	6	9	5	32
Oklahoma	0	3	3	6	2	14
Oregon	1	0	2	6	1	10
Pennsylvania	0	2	3	5	7	17
Rhode Island	0	0	0	0	0	0
South Carolina	2	11	4	7	6	30
South Dakota	0	0	1	1	0	2
Tennessee	2	12	3	4	11	32
Texas	7	31	18	40	24	120
Utah	0	0	3	2	4	9
Vermont	0	0	2	0	0	2
Virginia	1	3	2	5	5	16
Washington	0	3	3	7	5	18
West Virginia	0	1	1	2	1	5
Wisconsin	1	4	5	9	8	27
Wyoming	0	0	0	2	2	4
U.S. Total	**65**	**192**	**210**	**314**	**238**	**1,019**
Puerto Rico	0	0	1	0	1	2

Source: FARS 2023 ARF

Table 7. Child Fatalities and Fatality Rates in Traffic Crashes, by State, 2023

State	Total Fatalities	Child Fatalities		Child Population	Child Fatality Rate per 100,000 Child Population
		Number	Percentage of Total Fatalities		
Alabama	974	22	2.3%	925,533	2.38
Alaska	60	1	1.7%	146,028	0.68
Arizona	1,304	36	2.8%	1,285,619	2.80
Arkansas	596	20	3.4%	576,359	3.47
California	4,061	88	2.2%	6,876,730	1.28
Colorado	720	17	2.4%	989,958	1.72
Connecticut	308	5	1.6%	584,098	0.86
Delaware	135	5	3.7%	173,363	2.88
District of Columbia	44	0	0.0%	109,054	0.00
Florida	3,396	94	2.8%	3,582,018	2.62
Georgia	1,615	48	3.0%	2,062,729	2.33
Hawaii	93	0	0.0%	245,545	0.00
Idaho	275	12	4.4%	378,948	3.17
Illinois	1,241	28	2.3%	2,196,077	1.28
Indiana	898	13	1.4%	1,297,985	1.00
Iowa	377	12	3.2%	595,637	2.01
Kansas	387	12	3.1%	567,554	2.11
Kentucky	814	20	2.5%	833,326	2.40
Louisiana	811	32	3.9%	876,423	3.65
Maine	135	2	1.5%	201,575	0.99
Maryland	621	9	1.4%	1,116,212	0.81
Massachusetts	343	6	1.7%	1,091,904	0.55
Michigan	1,094	25	2.3%	1,721,137	1.45
Minnesota	409	9	2.2%	1,064,288	0.85
Mississippi	732	15	2.0%	550,047	2.73
Missouri	991	22	2.2%	1,123,476	1.96
Montana	208	6	2.9%	192,059	3.12
Nebraska	227	7	3.1%	395,128	1.77
Nevada	389	12	3.1%	559,692	2.14
New Hampshire	130	0	0.0%	203,574	0.00
New Jersey	606	16	2.6%	1,644,343	0.97
New Mexico	437	7	1.6%	364,147	1.92
New York	1,114	35	3.1%	3,259,310	1.07
North Carolina	1,561	41	2.6%	1,908,005	2.15
North Dakota	106	4	3.8%	153,891	2.60
Ohio	1,242	32	2.6%	2,108,735	1.52
Oklahoma	718	14	1.9%	792,498	1.77
Oregon	587	10	1.7%	675,604	1.48
Pennsylvania	1,211	17	1.4%	2,146,130	0.79
Rhode Island	71	0	0.0%	165,955	0.00
South Carolina	1,047	30	2.9%	932,659	3.22
South Dakota	140	2	1.4%	182,981	1.09
Tennessee	1,323	32	2.4%	1,286,007	2.49
Texas	4,291	120	2.8%	6,203,447	1.93
Utah	280	9	3.2%	758,136	1.19
Vermont	69	2	2.9%	92,548	2.16
Virginia	913	16	1.8%	1,542,365	1.04
Washington	810	18	2.2%	1,354,895	1.33
West Virginia	260	5	1.9%	286,101	1.75
Wisconsin	583	27	4.6%	1,014,013	2.66
Wyoming	144	4	2.8%	104,635	3.82
U.S. Total	**40,901**	**1,019**	**2.5%**	**59,498,481**	**1.71**
Puerto Rico	307	2	0.7%	388,211	0.52

Sources: FARS 2023 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: 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 traveling and riding in taxis or ride-share vehicles.
- To 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 trafficway customarily open to the public and must result 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 2023 ARF, the 2022 Final File was released to replace the 2022 ARF. The final fatality count in motor vehicle traffic crashes for 2022 was 42,721, which was updated from 42,514 in the 2022 ARF. The number of children traffic fatalities from the 2022 Final File was 1,130, which was updated from 1,129 from the 2022 ARF.

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. 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.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/.

Important Change for Motorized Bicycles

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS and CRSS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS and CRSS are no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS or CRSS.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2025, April). *Children: 2023 data* (Traffic Safety Facts. Report No. DOT HS 813 712). National Highway Traffic Safety Administration.

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. 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.nhtsa.gov/report-a-safety-problem.

The following data tools and resources can be found at https://cdan.dot.gov/.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Motor Vehicle Traffic Crash Databook
- Leading Cause of Death Reports
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Alcohol-Impaired Driving
- Bicyclists and Other Cyclists
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- Pedestrians
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- School-Transportation-Related Traffic Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic 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