



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



Traffic Safety Facts

2014–2023 Data



DOT HS 813 731

June 2025

School-Transportation-Related Traffic Crashes

In this fact sheet 10 years of data from 2014 to 2023 are presented as follows.

- [Overview](#)
- [All-Age Fatalities](#)
 - [Person Type](#)
 - [School Bus Occupants and Pedestrians](#)
- [School-Age Fatalities](#)
 - [Location](#)
 - [Time of Day](#)
 - [Vehicle Maneuver and Pedestrians](#)

A school-transportation-related motor vehicle traffic crash directly or indirectly involves a school transportation vehicle that is either a school bus body type or a non-school-bus functioning as a school bus, transporting children to and from school or school-related activities. For the purposes of this fact sheet, school-age children are defined as 18 and younger. Although ages 5 to 18 are typically considered school-age, the data show there are some school transportation occupant fatalities under age 5.

Key Findings

- From 2014 to 2023 there were 971 fatal school-transportation-related traffic crashes, and 1,079 people of all ages were killed in those crashes—an average of 108 fatalities per year.
- Most (70%) of the people killed in school-transportation-related traffic crashes were occupants of other vehicles involved in the crashes. From 2014 to 2023 there were 113 occupants killed in school transportation vehicles; 48 were drivers, and 65 were passengers.
- There were 1.5 times more fatalities among pedestrians (171) than occupants of school transportation vehicles (113) in school-transportation-related traffic crashes from 2014 to 2023.
- From 2014 to 2023 among all school bus occupants killed, 13 percent were 5 to 10 years old, and 66 percent were 19 and older. Among all pedestrians killed in school-transportation-related traffic crashes, 23 percent were 5 to 10 years old, and 53 percent were 19 and older.
- Impacts to the fronts of school transportation vehicles were involved in the most occupant fatalities from 2014 to 2023.
- From 2014 to 2023 there were 209 school-age children who died in school-transportation-related traffic crashes; 38 were occupants of school transportation vehicles, 83 were occupants of other vehicles, 79 were pedestrians, 6 were pedalcyclists, and 3 were “other” nonoccupants.
- About half (51%) of the school-age pedestrians killed in school-transportation-related traffic crashes from 2014 to 2023 were 5 to 10 years old.
- More school-age pedestrians were killed from 7 a.m. to 7:59 a.m. and from 3 p.m. to 3:59 p.m. than during any other hours of the day from 2014 to 2023.
- From 2014 to 2023 of all school-age pedestrians killed in school-transportation-related traffic crashes, nearly one-fifth (19%) were struck by school transportation vehicles that were going straight.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS). Refer to the end of this publication for more information on FARS.

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

From 2014 to 2023 there were 352,104 fatal motor vehicle traffic crashes. Of those crashes, 971 (0.3%) were classified as school-transportation-related. Less than half (46%) of school-transportation-related traffic crashes from 2014 to 2023 occurred in rural areas.

In the 10-year period from 2014 to 2023 there have been 1,079 people killed in school-transportation-related traffic crashes—an average of 108 fatalities per year. Nineteen percent (209) of these fatalities were of school-age (18 and younger).

Occupants of school transportation vehicles accounted for 10 percent of these fatalities, and nonoccupants (pedestrians, pedalcyclists, and other nonoccupants) accounted for 20 percent of these fatalities. Most (70%) of the people who died in these traffic crashes were occupants of other vehicles involved (Table 1).

All-Age Fatalities

Person Type

Table 1 shows fatalities by person type in school-transportation-related traffic crashes from 2014 to 2023. During this time 1,079 people were killed in school-transportation-related traffic crashes; 755 (70%) were occupants of other vehicles.

Among the 113 occupants of school transportation vehicles killed, 48 were drivers, and 65 were passengers. Among the 171 pedestrians killed in school-transportation-related traffic crashes, 121 were struck by school transportation vehicles, and 50 were struck by other vehicles.

Table 1. Fatalities (All Ages) in School-Transportation-Related Traffic Crashes, by Person Type, 2014–2023

Year	Occupants of School Transportation Vehicles*			Pedestrians			Other Nonoccupants**	Occupants of Other Vehicles	Total
	Drivers	Passengers	Total	Struck by School Vehicle*	Struck by Other Vehicle	Total			
2014	4	7	11	21	7	28	4	77	120
2015	8	5	13	11	0	11	4	87	115
2016	5	9	14	15	5	20	6	85	125
2017	8	4	12	3	7	10	3	72	97
2018	4	10	14	12	11	23	2	78	117
2019	5	5	10	12	3	15	6	80	111
2020	1	2	3	4	2	6	4	41	54
2021	6	5	11	16	5	21	2	74	108
2022	4	8	12	10	3	13	3***	76	104
2023	3	10	13	17	7	24	6***	85	128
10-Year Total	48	65	113	121	50	171	40	755	1,079
Percentages of Total	4%	6%	10%	11%	5%	16%	4%	70%	100%
10-Year Average	5	7	11	12	5	17	4	76	108

Source: FARS 2014–2022 Final File, 2023 Annual Report File (ARF)

Notes: In 2020 schools were disrupted because of the COVID-19 pandemic. Most schools switched to virtual learning for a large proportion of 2020.

*Includes school bus body type and non-school bus body type functioning as a school bus.

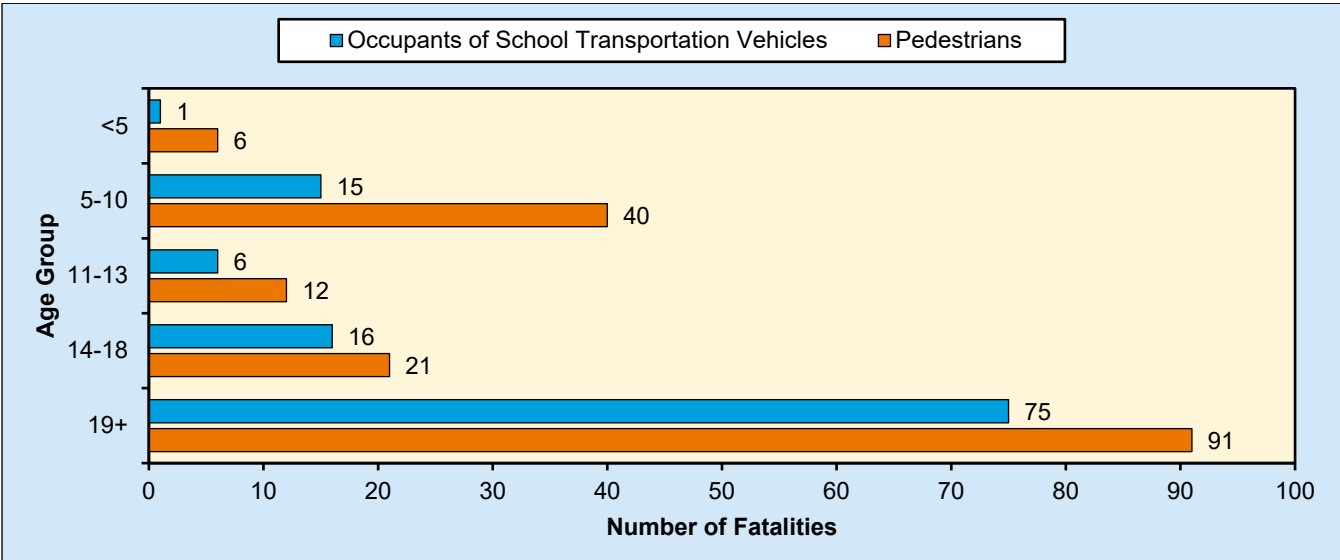
**Includes bicyclists, other cyclists, and people on personal conveyances such as skateboards, scooters, wheelchairs, etc.

***Starting in 2022, pedalcyclists include people on motorized bicycles.

School Bus Occupants and Pedestrians

There were 1.5 times more fatalities among pedestrians (171) than among occupants of school transportation vehicles (113), as shown in Table 1. Figure 1 presents the total number of school transportation vehicle occupant and pedestrian fatalities in school-transportation-related traffic crashes by age group from 2014 to 2023. Among all school bus occupants killed, 15 (13%) were 5 to 10 years old, 16 (14%) were 14 to 18 years old, and 75 (66%) were 19 and older. Among all pedestrians killed in school-transportation-related traffic crashes, 40 (23%) were 5 to 10 years old, 21 (12%) were 14 to 18 years old, and 91 (53%) were 19 and older.

Figure 1. School Transportation Vehicle Occupant and Pedestrian Fatalities (All Ages) in School-Transportation-Related Traffic Crashes, by Age Group, 2014–2023



Source: FARS 2014–2022 Final File, 2023 ARF

Notes: Excludes people with unknown age. Occupant fatalities include both occupants of school buses and occupants of non-school buses functioning as school buses.

Table 2 shows the number of school transportation vehicle occupant fatalities in school-transportation-related traffic crashes by rollover status or initial impact point on the school transportation vehicle from 2014 to 2023. There were 89 vehicles used as school buses in traffic crashes in which at least one occupant in the vehicle died. Impacts to the fronts of school transportation vehicles were the most frequent initial impact point for vehicles used as school buses, and the fronts of those vehicles were involved in the most fatalities.

Table 2. School Transportation Vehicles With an Occupant Fatality and Number of Occupant Fatalities in Those Vehicles, by Rollover/Initial Impact Point and Vehicle Type, 2014–2023

Rollover/Initial Impact Point	Large School Buses		Van-Based Vehicles Used as School Buses		Other Vehicles Used as School Buses		Total	
	Fatal Vehicles	Occupant Fatalities	Fatal Vehicles	Occupant Fatalities	Fatal Vehicles	Occupant Fatalities	Fatal Vehicles	Occupant Fatalities
Rollover	16	28	3	3	2	2	21	33
Front	26	28	5	5	7	8	38	41
Right Side	2	3	1	1	2	7	5	11
Left Side	4	4	3	3	1	1	8	8
Rear	4	4	1	1	3	5	8	10
Other/Unknown*	9	10	0	0	0	0	9	10
Total	61	77	13	13	15	23	89	113

Source: FARS 2014–2022 Final File, 2023 ARF

*Includes non-collision, top, and undercarriage.

Notes: Fatal vehicles are vehicles with at least one occupant fatality. Rollover status and initial impact point data are mutually exclusive. Large school buses are over 10,000 lbs, and van-based vehicles used as school buses are 10,000 lbs or less.

Table 3 provides information on school-transportation-related traffic crashes involving fatalities of occupants of school transportation vehicles. In the 32 single-vehicle traffic crashes, 39 occupants—15 drivers and 24 passengers—were killed. In the 57 multi-vehicle traffic crashes, 74 occupants—33 drivers and 41 passengers—died in the school transportation vehicles. In those single-vehicle traffic crashes, the most prevalent first harmful events were as follows: collision with a fixed object (19 crashes), rollover/overtake (5 crashes), a person falling/jumping from the vehicle (3 crashes), railway vehicle (2 crashes), and 3 other types of crashes (fire/explosion, live animal, and thrown or falling object).

Table 3. School-Transportation-Related Traffic Crashes Involving School Bus Occupant Fatalities (All Ages), by Vehicle Type Occupied and Traffic Crash Type, 2014–2023

Year	Large School Bus Body Types				Van-Based and Other Vehicles Used as School Buses				Total			
	Single-Vehicle		Multi-Vehicle		Single-Vehicle		Multi-Vehicle		Single-Vehicle		Multi-Vehicle	
	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities
2014	2	2	3	8	0	0	1	1	2	2	4	9
2015	2	3	5	6	1	1	3	3	3	4	8	9
2016	2	7	3	3	0	0	4	4	2	7	7	7
2017	6	7	2	2	0	0	3	3	6	7	5	5
2018	4	4	5	6	1	1	2	3	5	5	7	9
2019	4	4	5	5	0	0	1	1	4	4	6	6
2020	0	0	1	2	1	1	0	0	1	1	1	2
2021	3	3	2	3	1	1	3	4	4	4	5	7
2022	1	1	5	5	0	0	2	6	1	1	7	11
2023	3	3	3	3	1	1	4	6	4	4	7	9
Ten-Year Total	27	34	34	43	5	5	23	31	32	39	57	74
Ten-Year Average	3	3	3	4	<1	<1	2	3	3	4	6	7

Source: FARS 2014–2022 Final File, 2023 ARF

Notes: Large school buses are over 10,000 lbs, and van-based vehicles used as school buses are 10,000 lbs or less. Excludes occupants of other vehicles in school-transportation-related traffic crashes. In 2020 schools were disrupted because of the COVID-19 pandemic. Most schools switched to virtual learning for a large proportion of 2020.

School-Age Fatalities

From 2014 to 2023 there were 209 school-age children 18 and younger who died in school-transportation-related traffic crashes; 38 were occupants of school transportation vehicles, 83 were occupants of other vehicles, 79 were pedestrians, 6 were pedalcyclists, and 3 were “other” nonoccupants (Table 4).

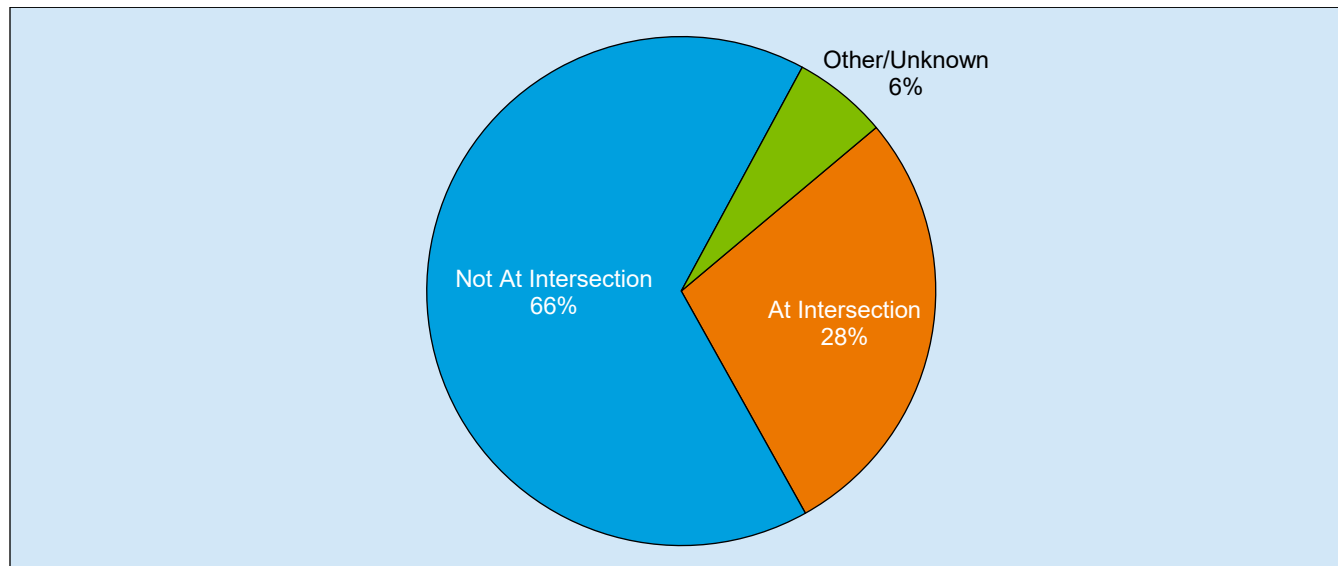
About half (51%) of the school-age pedestrians killed in school-transportation-related traffic crashes from 2014 to 2023 were 5 to 10 years old, and over a quarter (27%) were 14 to 18 years old.

Location

As shown in Figure 2, two-thirds (66%) of school-age pedestrians killed in school-transportation-related traffic crashes from 2014 to 2023 were not at intersections.

Time of Day

Table 4 provides school-age (18 and younger) fatalities in school-transportation-related traffic crashes by time of day. Among the 209 school-age fatalities from 2014 to 2023, more pedestrians were killed from 7 to 7:59 a.m. and from 3 to 3:59 p.m. than during any other time of day. There were more than twice as many fatalities among occupants of other vehicles (83) than occupants of school transportation vehicles (38).

Figure 2. School-Age (18 and Younger) Pedestrians Killed in School-Transportation-Related Traffic Crashes, by Location, 2014–2023

Source: FARS 2014–2022 Final File, 2023 ARF

Table 4. School-Age (18 and Younger) Fatalities in School-Transportation-Related Traffic Crashes, by Time of Day and Person Type, 2014–2023

Time of Day	Occupants of Large School Buses	Occupants of Vehicles Used as School Buses		Occupants of Other Vehicles	Pedestrians	Pedalcyclists	Other Nonoccupants*	Total
		Van-Based Vehicles	Other Vehicles					
Midnight–5:59 a.m.	0	1	0	1	2	0	0	4
6–6:59 a.m.	2	0	0	10	14	2	1	29
7–7:59 a.m.	3	2	1	18	19	0	0	43
8–8:59 a.m.	1	0	3	4	2	0	0	10
9–9:59 a.m.	1	0	1	3	1	0	0	6
10–10:59 a.m.	1	0	0	3	0	0	0	4
11–11:59 a.m.	0	0	0	3	2	0	0	5
Noon–12:59 p.m.	0	0	0	2	1	0	0	3
1–1:59 p.m.	0	0	0	5	1	0	0	6
2–2:59 p.m.	3	0	0	6	4	1	1	15
3–3:59 p.m.	13	0	0	14	19	3	0	49
4–4:59 p.m.	3	0	0	11	12	0	1	27
5–11:59 p.m.	3	0	0	3	2	0	0	8
Total	30	3	5	83	79	6	3	209

Source: FARS 2014–2022 Final File, 2023 ARF

*Includes other nonoccupants such as people on personal conveyances (for example skateboards, scooters, or wheelchairs).

Note: Large school buses are over 10,000 lbs, and van-based vehicles used as school buses are 10,000 lbs or less.

Vehicle Maneuver and Pedestrians

Table 5 presents the number of school-age pedestrians killed in school-transportation-related traffic crashes by vehicle maneuver and striking vehicle type. From 2014 to 2023 over half (54%) of the school-age pedestrians killed in traffic crashes were struck by school buses or vehicles functioning as school buses, while less than half (46%) were struck by vehicles of other body types. Of school-age pedestrians killed in school-transportation-related traffic crashes, nearly one-fifth (19%) were struck by school transportation vehicles that were going straight.

Table 5. School-Age (18 and Younger) Pedestrians Killed in School-Transportation-Related Traffic Crashes, by Vehicle Maneuver and Striking Vehicle Type, 2014–2023

Vehicle Maneuver	School Bus Body Type	Vehicle Used as School Bus	Other Body Type	Total
Going Straight	14	1	29	44
Slowing in Road	1	0	0	1
Accelerating in Road	0	0	1	1
Starting in Road	11	0	1	12
Passing or Overtaking Another Vehicle	0	0	3	3
Leaving/Entering a Parked Position	1	0	0	1
Turning Right	8	0	0	8
Turning Left	4	2	0	6
Negotiating a Curve	1	0	1	2
Other/Unknown	0	0	1	1
Total	40	3	36	79

Source: FARS 2014–2022 Final File, 2023 ARF

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 school-transportation-related fatalities from the 2022 Final File was 104, which was unchanged from the 2022 ARF.

Important Change for Motorized Bicycles

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS is 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.

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 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 the 2020 FARS data file. 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/>.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2025, June). *School-transportation-related traffic crashes: 2014–2023 data* (Traffic Safety Facts. Report No. DOT HS 813 731). 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 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
- Children
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- Pedestrians
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- 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**