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

Traffic Safety Facts
2024 Data

DOT HS 813 811 June 2026

Children

In this fact sheet for 2024 the information is presented as follows.

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

Key Findings

- Of the 39,254 traffic fatalities in 2024 in the United States, 1,032 (3%) were children 14 and younger.
- Child traffic fatalities increased 1 percent from 2023 (1,023) to 2024 (1,032).
- An estimated 160,850 children were injured in traffic crashes in 2024, less than a 1-percent decrease from 161,489 in 2023.
- An average of 3 children were killed and an estimated 439 children were injured every day in traffic crashes in 2024.
- Of the 22,713 passenger vehicle occupants killed in 2024 in traffic crashes, 677 (3%) were children. Of these 677, restraint use was known for 585, of whom 229 (39%) were unrestrained.
- Based on known restraint use, 65 percent of the children who died in 2024 while riding with unrestrained passenger vehicle drivers were also unrestrained.
- Of the 1,032 children killed in traffic crashes, an estimated 221 (21%) were killed in alcohol-impaired-driving crashes in 2024.
- Of the 7,080 pedestrian traffic fatalities, 172 (2%) were children in 2024.
- Of the 1,103 pedalcyclist traffic fatalities, 56 (5%) were children in 2024.

This fact sheet has motor vehicle traffic crash data from the Fatality Analysis Reporting System (FARS) and 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 information on Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport and that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occur 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 fact sheet.

Overview

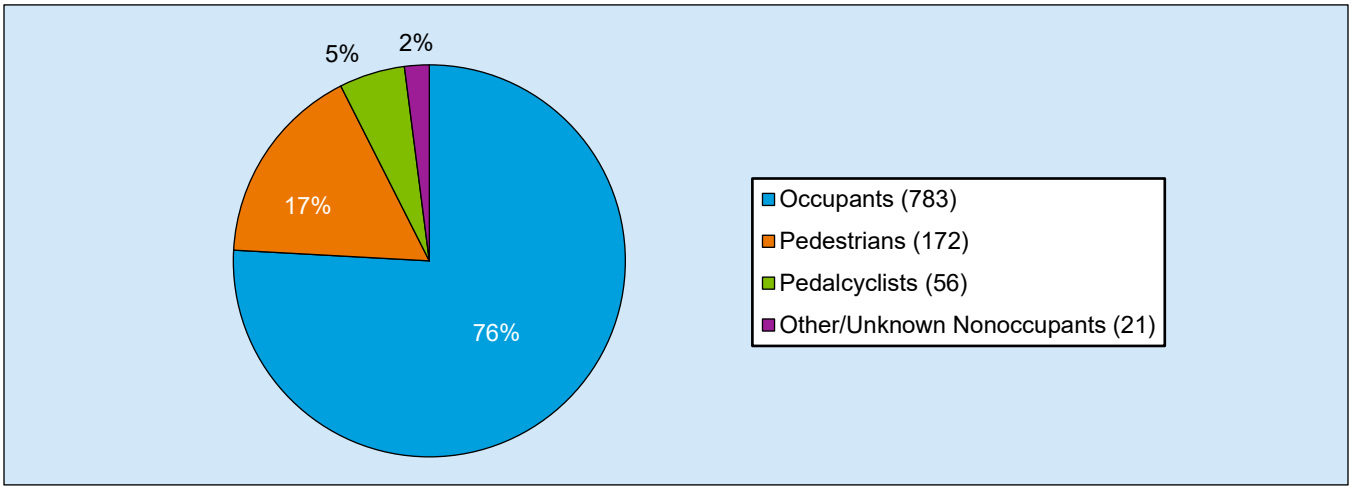
Motor vehicle traffic crashes are a leading cause of death of children.[1]

In 2024:

- There were 59.7 million children in the United States, 18 percent of the total U.S. population.
- Of the 39,254 traffic fatalities in the United States, 1,032 (3%) were children.
- Child traffic fatalities increased 1 percent from 1,023 in 2023, and decreased 10 percent from 1,144 in 2015.
- An estimated 160,850 children were injured in traffic crashes, less than a 1-percent decrease from 161,489 in 2023.
- An average of 3 children were killed and an estimated 439 children were injured every day in traffic crashes in the United States.
- Males accounted for 54 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 shows the distribution of the 1,032 child traffic fatalities in 2024—76 percent (783) were occupants and 24 percent (249) were nonoccupants (pedestrians, pedalcyclists, or other nonoccupants).

Figure 1. Child Traffic Fatalities, 2024

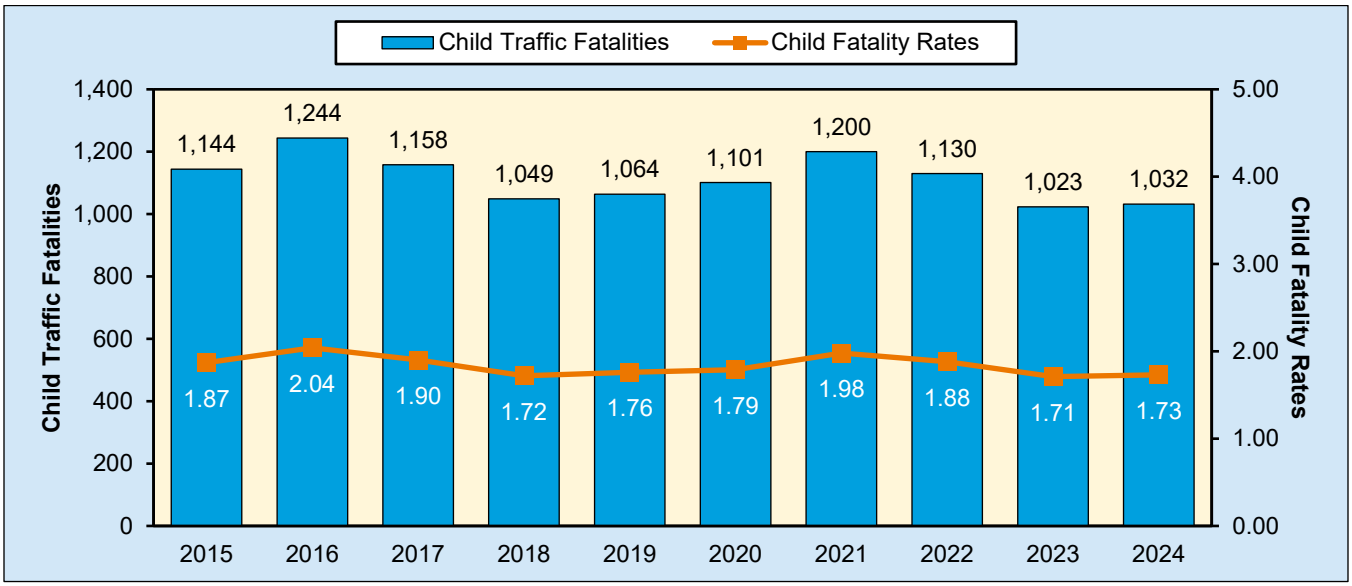


Source: FARS 2024 Annual Report File (ARF)

As shown in Figure 2, the number of child traffic fatalities decreased 10 percent from 1,144 in 2015 to 1,032 in 2024, and the child fatality rate per 100,000 child population decreased 7 percent from 1.87 in 2015 to 1.73 in 2024.

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

Figure 2. Child Traffic Fatalities and Fatality Rates per 100,000 Child Population, 2015–2024



Sources: FARS 2015–2023 Final File, 2024 ARF; Population – Census Bureau

Figure 3 displays the child traffic fatality trends of five age groups from 2015 to 2024.

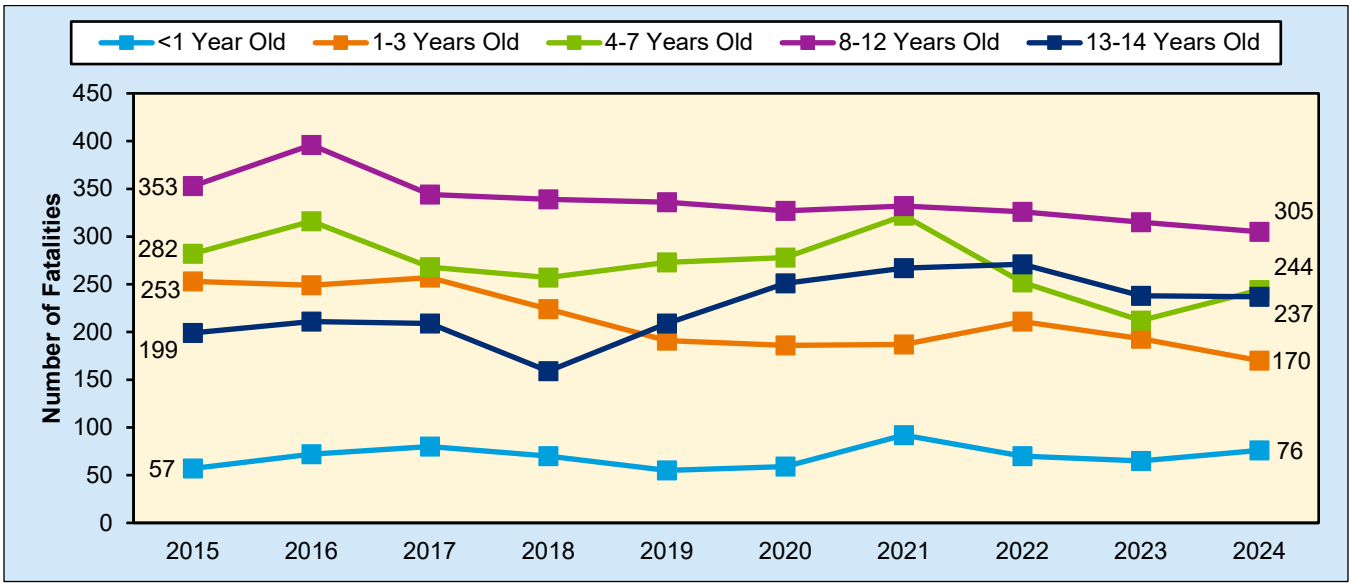
From 2023 to 2024:

- Under-1 age group – 17-percent increase from 65 to 76
- 1-to-3 age group – 12-percent decrease from 193 to 170
- 4-to-7 age group – 15-percent increase from 212 to 244
- 8-to-12 age group – 3-percent decrease from 315 to 305
- 13-and-14 age group – a marginal decrease from 238 to 237

From 2015 to 2024:

- Under-1 age group – 33-percent increase from 57 to 76
- 1-to-3 age group – 33-percent decrease from 253 to 170
- 4-to-7 age group – 13-percent decrease from 282 to 244
- 8-to-12 age group – 14-percent decrease from 353 to 305
- 13-and-14 age group – 19-percent increase from 199 to 237

Figure 3. Child Traffic Fatalities, by Age Group, 2015–2024



Source: FARS 2015–2023 Final File, 2024 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.[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 shows the number and percentage of passenger vehicle (passenger cars and light trucks) occupants in fatal traffic crashes, by survival status (killed or survived), age group, and restraint use (seat belts or child restraints).

In 2024:

- Of the 62,613 passenger vehicle occupants *involved* in fatal crashes, 4,823 (8%) were children.
  - Of these 4,823 child passenger vehicle occupants *involved* in fatal crashes, restraint use was known for 4,428, of whom 709 (16%) were unrestrained. This percentage (16%) was lower compared to all ages (26%).
- Of the 22,713 passenger vehicle occupants *killed* in traffic crashes, 677 (3%) were children.
  - Of these 677 child passenger vehicle occupants *killed* in traffic crashes, restraint use was known for 585, of whom 229 (39%) were unrestrained. This percentage (39%) was lower compared to all ages (48%).
- Of the 39,900 passenger vehicle occupants who *survived* in fatal crashes, 4,146 (10%) were children.
  - Of these 4,146 child passenger vehicle occupants who *survived* in fatal crashes, restraint use was known for 3,843, of whom 480 (12%) were unrestrained. This percentage (12%) was slightly lower compared to all ages (13%).

[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

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* (25%), *killed* (57%), and *survived* (19%).

Table 1. Passenger Vehicle Occupants Involved in Fatal Traffic Crashes, by Survival Status, Age Group, and Restraint Use, 2024

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	46	65%	18	25%	7	10%	71	100%	72%	28%
	1–3	61	53%	44	38%	11	9%	116	100%	58%	42%
	4–7	98	58%	50	29%	22	13%	170	100%	66%	34%
	8–12	104	54%	55	28%	34	18%	193	100%	65%	35%
	13–14	47	37%	62	49%	18	14%	127	100%	43%	57%
	<15	356	53%	229	34%	92	14%	677	100%	61%	39%
	15–20	888	37%	1,173	49%	357	15%	2,418	100%	43%	57%
	21+	9,145	47%	8,345	43%	2,080	11%	19,570	100%	52%	48%
	Total*	**10,402**	**46%**	**9,758**	**43%**	**2,553**	**11%**	**22,713**	**100%**	**52%**	**48%**
Survived	<1	217	94%	7	3%	8	3%	232	100%	97%	3%
	1–3	716	89%	55	7%	33	4%	804	100%	93%	7%
	4–7	849	79%	130	12%	90	8%	1,069	100%	87%	13%
	8–12	1,072	79%	167	12%	112	8%	1,351	100%	87%	13%
	13–14	509	74%	121	18%	60	9%	690	100%	81%	19%
	<15	3,363	81%	480	12%	303	7%	4,146	100%	88%	12%
	15–20	3,804	70%	1,055	19%	587	11%	5,446	100%	78%	22%
	21+	23,608	80%	3,130	11%	2,739	9%	29,477	100%	88%	12%
	Total*	**30,929**	**78%**	**4,740**	**12%**	**4,231**	**11%**	**39,900**	**100%**	**87%**	**13%**
Total Involved	<1	263	87%	25	8%	15	5%	303	100%	91%	9%
	1–3	777	84%	99	11%	44	5%	920	100%	89%	11%
	4–7	947	76%	180	15%	112	9%	1,239	100%	84%	16%
	8–12	1,176	76%	222	14%	146	9%	1,544	100%	84%	16%
	13–14	556	68%	183	22%	78	10%	817	100%	75%	25%
	<15	3,719	77%	709	15%	395	8%	4,823	100%	84%	16%
	15–20	4,692	60%	2,228	28%	944	12%	7,864	100%	68%	32%
	21+	32,753	67%	11,475	23%	4,819	10%	49,047	100%	74%	26%
	Total*	**41,331**	**66%**	**14,498**	**23%**	**6,784**	**11%**	**62,613**	**100%**	**74%**	**26%**

Source: FARS 2024 ARF
*Includes occupants of unknown age.

Table 2 presents the restraint use of child passengers killed in passenger vehicles and their drivers (killed or survived) in 2024.

Based on known restraint use:

- When the drivers were restrained, 71 percent of the children were restrained.
- When the drivers were unrestrained, 65 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, 2024

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	278	67%	112	27%	28	7%	418	100%	71%	29%
Unrestrained	53	34%	99	63%	5	3%	157	100%	35%	65%
Unknown	20	22%	12	13%	58	64%	90	100%	63%	38%
Total	**351**	**53%**	**223**	**34%**	**91**	**14%**	**665**	**100%**	**61%**	**39%**

Source: FARS 2024 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 2024:

- Of the 677 child passenger vehicle occupants killed, restraint use was known for 585, of whom 229 (39%) were unrestrained.
  - Of the 71 infants under 1 year old killed, restraint use was known for 64, of whom 18 (28%) were unrestrained.
  - Of the 116 children 1 to 3 years old killed, restraint use was known for 105, of whom 44 (42%) were unrestrained.
  - Of the 170 children 4 to 7 years old killed, restraint use was known for 148, of whom 50 (34%) were unrestrained.
  - Of the 193 children 8 to 12 years old killed, restraint use was known for 159, of whom 55 (35%) were unrestrained.
  - Of the 127 children 13 to 14 years old killed, restraint use was known for 109, of whom 62 (57%) were unrestrained.

Table 3. Children Killed in Passenger Vehicles in Traffic Crashes, by Type of Restraint and Age Group, 2024

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	18	25%	44	38%	50	29%	55	28%	62	49%	229	34%
Child Restraint	**46**	**65%**	**60**	**52%**	**62**	**36%**	**8**	**4%**	**0**	**0%**	**176**	**26%**
Forward-Facing	*1*	*1%*	*30*	*26%*	*22*	*13%*	*0*	*0%*	*0*	*0%*	*53*	*8%*
Rear-Facing	*19*	*27%*	*11*	*9%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*30*	*4%*
Booster Seat	*0*	*0%*	*3*	*3%*	*24*	*14%*	*5*	*3%*	*0*	*0%*	*32*	*5%*
Unknown Child Restraint	*26*	*37%*	*16*	*14%*	*16*	*9%*	*3*	*2%*	*0*	*0%*	*61*	*9%*
Seat Belt	**0**	**0%**	**1**	**1%**	**34**	**20%**	**95**	**49%**	**47**	**37%**	**177**	**26%**
Shoulder Belt Only	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*0%*
Lap Belt Only	*0*	*0%*	*0*	*0%*	*4*	*2%*	*5*	*3%*	*1*	*1%*	*10*	*1%*
Shoulder and Lap Belt	*0*	*0%*	*1*	*1%*	*30*	*18%*	*90*	*47%*	*46*	*36%*	*167*	*25%*
Restraint Used - Type Unknown	0	0%	0	0%	2	1%	1	1%	0	0%	3	0%
Unknown	7	10%	11	9%	22	13%	34	18%	18	14%	92	14%
Total	**71**	**100%**	**116**	**100%**	**170**	**100%**	**193**	**100%**	**127**	**100%**	**677**	**100%**

Source: FARS 2024 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 shows 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 (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.
*Most recent year for which the data is available.

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 2024, of the 1,032 children killed in traffic crashes, an estimated 221 children (21%) were killed in alcohol-impaired-driving crashes. Of these 221 deaths:

- 117 (53%) were passengers of vehicles with alcohol-impaired drivers;
- 74 (33%) were occupants of other vehicles;
- 28 (13%) were nonoccupants; and
- 2 (1%) were drivers.

Table 5 shows the restraint use of child passengers killed in passenger vehicles and their respective driver's BAC in 2024.

Based on known restraint use:

- When the drivers had no alcohol, 38 percent of the children were unrestrained.
- When the drivers were alcohol-impaired, 40 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, 2024

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	279	53%	174	33%	70	13%	524	100%	62%	38%
BAC=.01–.07 g/dL	15	49%	10	34%	5	18%	30	100%	59%	41%
BAC=.08+ g/dL	58	51%	39	35%	15	14%	112	100%	60%	40%
BAC=.01+ g/dL	72	51%	49	34%	21	15%	142	100%	60%	40%
Total	**351**	**53%**	**223**	**34%**	**91**	**14%**	**665**	**100%**	**61%**	**39%**

Source: FARS 2024 ARF
Notes: Percentages are computed based on unrounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

Pedestrians

As defined for this fact sheet, 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 2024:

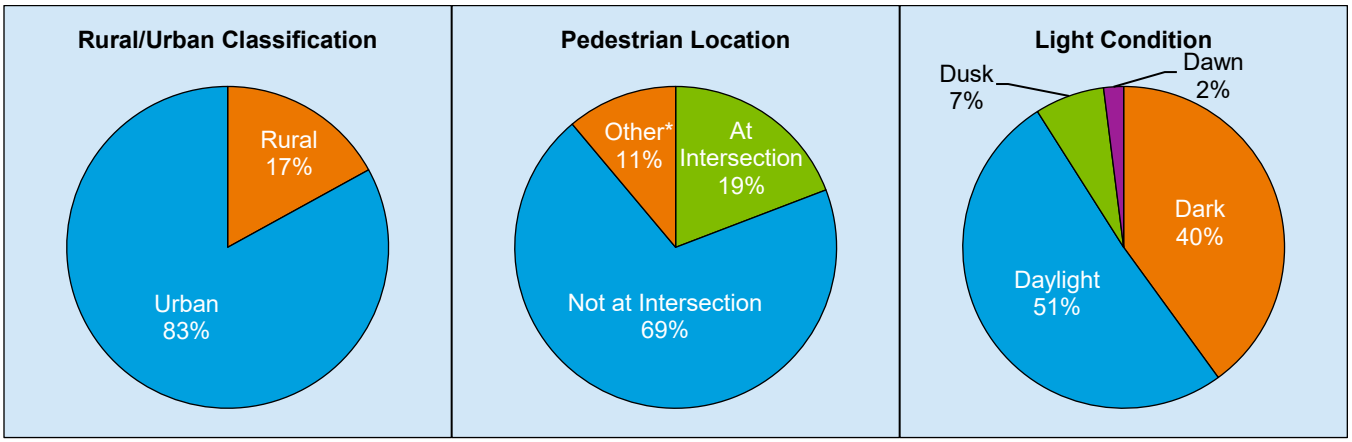
- There were 172 child pedestrians killed in traffic crashes.
  - Seventeen percent (172) of the 1,032 children killed in traffic crashes were pedestrians.
  - Two percent (172) of the 7,080 pedestrians killed in traffic crashes were children.
- Of the 172 child pedestrian fatalities in traffic crashes, 57 percent (98) were males.
- Of the 172 child pedestrians killed, 97 percent (167) were killed in single-vehicle crashes and 3 percent (5) were killed in multivehicle crashes.
- Of the 167 child pedestrians killed in single-vehicle crashes, 96 percent (160) were killed in traffic crashes where the first harmful event was collision with a pedestrian. Of these 160 fatalities:
  - Eighty-four percent (134) were struck by the front of the vehicles;
  - Three percent (5) were struck by the right side of the vehicles;
  - Less than one percent (1) were struck by the left side of the vehicles;
  - Four percent (6) were struck by the rear of the vehicles; and
  - Nine percent (14) had impact points on the vehicles that were unknown.
- Of the 172 child pedestrians killed, 8 percent (13) were struck by hit-and-run drivers.
- Of the estimated 71,635 pedestrians injured in traffic crashes, 9 percent (6,615) were children.
- Of the estimated 6,615 child pedestrians injured in traffic crashes, 60 percent (3,987) 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 2024:

- Eighty-three percent (136) of the child pedestrian fatalities occurred in urban areas and 17 percent (27) in rural areas.
- Sixty-nine percent (118) of the child pedestrian fatalities occurred at non-intersection locations as compared to 19 percent (33) at intersections and 11 percent (19) at other locations (6 on driveway access, 4 on sidewalks, 3 on non-trafficway areas, 2 on parking lanes/zones, 2 on shoulders/roadsides, 1 on bicycle lanes, and 1 on median/crossing island).

- Fifty-one percent (88) of the child pedestrian fatalities occurred during daylight compared to 40 percent (68) in the dark, 7 percent (12) during dusk, and 2 percent (24) 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, 2024



Source: FARS 2024 ARF
*Based on the location of the 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 the 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 the intersection or not at intersection.
Notes: Percentages may not add up to 100 percent due to independent rounding. Unknowns were removed before calculating percentages.

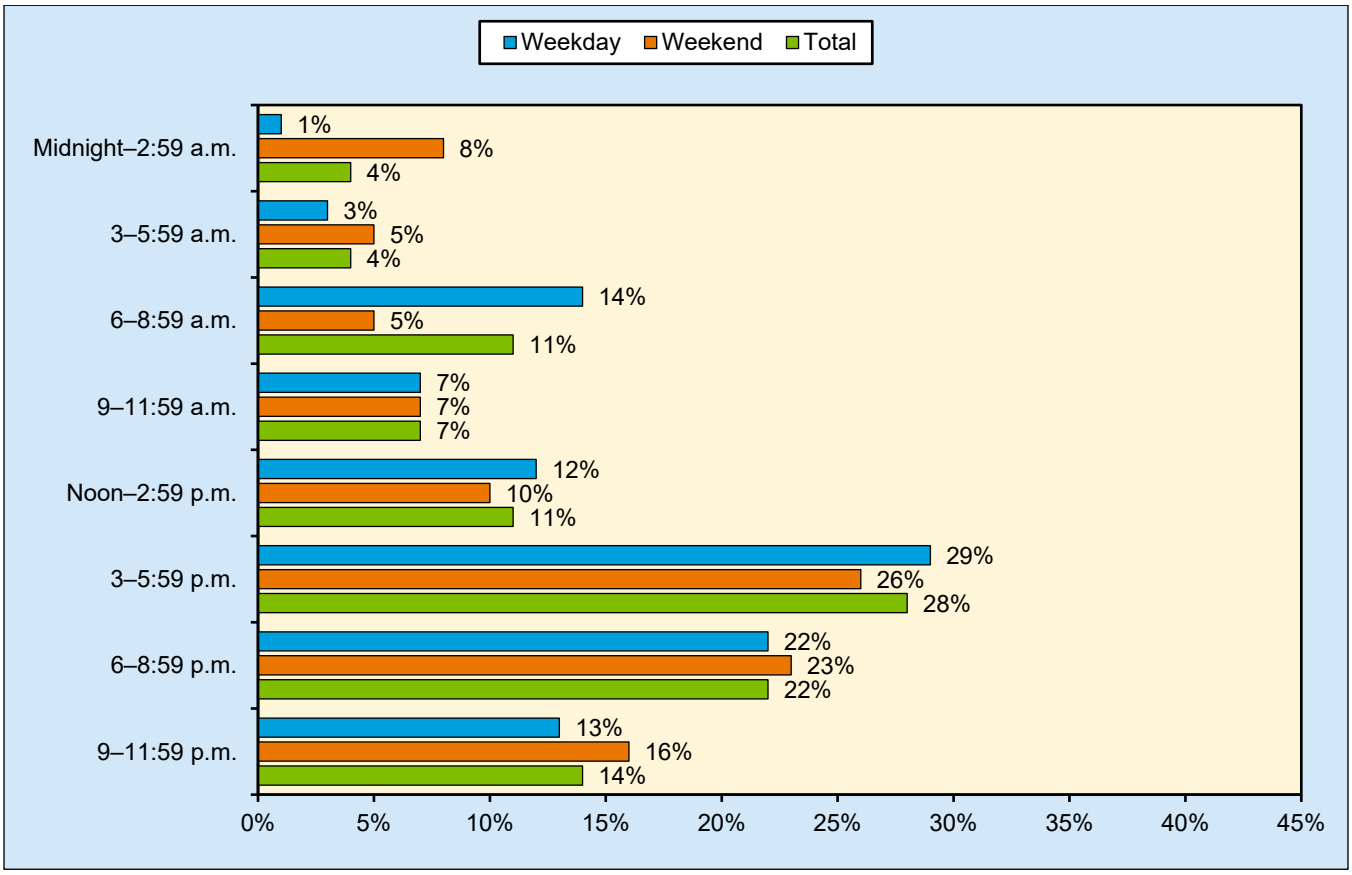
Sixty-four percent (110) of the child pedestrians in traffic crashes were killed during weekday crashes (6 a.m. Monday to 5:59 p.m. Friday) and 36 percent (62) were killed during weekend crashes (6 p.m. Friday to 5:59 a.m. Monday) in 2024. In Figure 5 the time of day is divided into eight 3-hour intervals starting at midnight, and day of week is defined as weekday or weekend. To summarize the 2024 child pedestrian fatalities in traffic crashes:

- The highest total percentage (28%) occurred from 3 to 5:59 p.m., followed by 22 percent from 6 to 8:59 p.m.
- The highest weekday percentage (29%) occurred from 3 to 5:59 p.m., followed by 22 percent from 6 to 8:59 p.m.
- The highest weekend percentage (26%) occurred from 3 to 5:59 p.m., followed by 23 percent from 6 to 8:59 p.m.

Figure 6 contains the child pedestrian fatality trends of five age groups from 2015 to 2024:

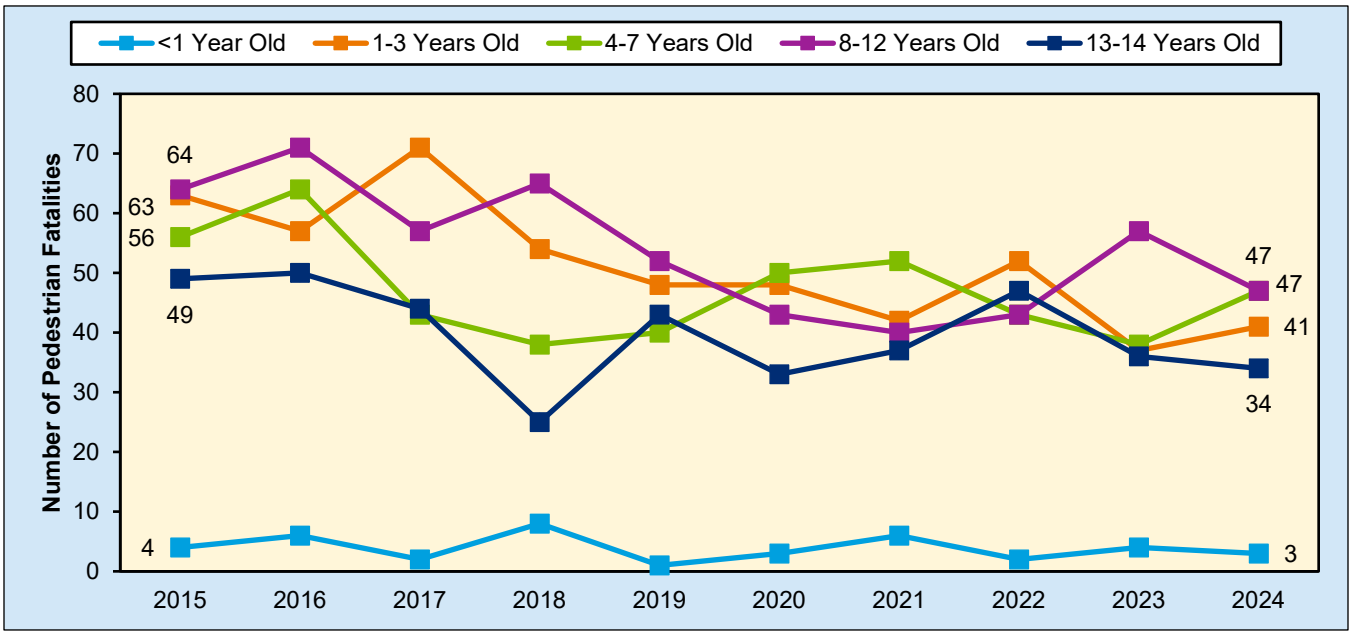
- The number of child pedestrian fatalities in traffic crashes decreased 27 percent, from 236 fatalities to 172.
  - Under-1 age group – 25-percent decrease from 4 to 3.
  - 1-to-3 age group – 35-percent decrease from 63 to 41.
  - 4-to-7 age group – 16-percent decrease from 56 to 47.
  - 8-to-12 age group – 27-percent decrease from 64 to 47.
  - 13-and-14 age group – 31-percent decrease from 49 to 34.

Figure 5. Percentages of Child Pedestrian Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2024



Source: FARS 2024 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, 2015–2024



Source: FARS 2015–2023 Final File, 2024 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, motors, or both**. 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.

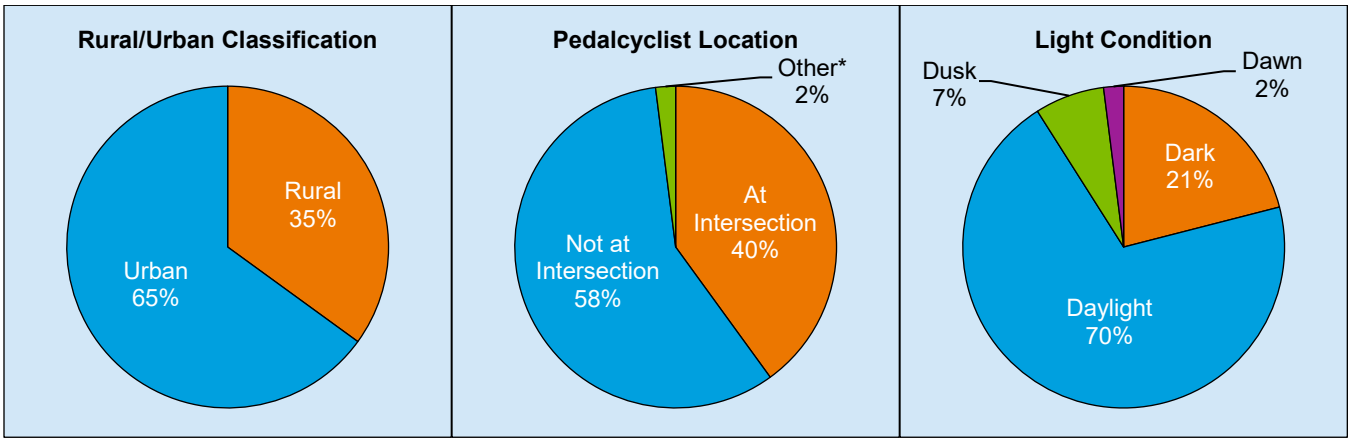
In 2024:

- There were 56 child pedalcyclists killed in traffic crashes.
  - Five percent (56) of the 1,032 children killed in traffic crashes were pedalcyclists.
  - Five percent (56) of the 1,103 pedalcyclists killed in traffic crashes were children.
- Of the 56 child pedalcyclists killed in traffic crashes, 80 percent (45) were males.
- Of the 56 child pedalcyclists killed in traffic crashes, 66 percent (37) were helmeted, 5 percent (3) were unhelmeted, and 29 percent (16) were unknown.
- Of the 56 child pedalcyclists killed, 98 percent (55) were killed in single-vehicle crashes and 2 percent (1) killed in multivehicle crashes.
- Of the 55 child pedalcyclists killed in single-vehicle crashes, 100 percent (55) were killed in traffic crashes where the first harmful event was collision with a pedalcyclist. Of these 55 fatalities:
  - Eighty-four percent (46) were struck by the front of the vehicles;
  - Six percent (3) were struck by the right side of the vehicles;
  - Two percent (1) were struck by the left side of the vehicles; and
  - Four percent (2) were struck by the rear of the vehicles.
- Of the 56 child pedalcyclists killed, 13 percent (7) were struck by hit-and-run drivers.
- Of the estimated 52,887 pedalcyclists injured in traffic crashes, 12 percent (6,497) were children.
- Of the estimated 6,497 child pedalcyclists injured in traffic crashes, 79 percent (5,135) 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 2024:

- Sixty-five percent (34) of the child pedalcyclist fatalities occurred in urban areas and 35 percent (18) in rural areas.
- Fifty-eight percent (32) of the child pedalcyclist fatalities occurred at non-intersection locations as compared to 40 percent (22) at intersections and 2 percent (1) at other locations (1 on shoulder/roadside).
- Seventy percent (39) of the child pedalcyclist fatalities occurred during daylight compared to 21 percent (12) in the dark, 7 percent (4) during dusk, and 2 percent (1) during dawn. 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, 2024



Source: FARS 2024 ARF
*Based on the location of the 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 the 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 the intersection or not at intersection.
Notes: Unknowns were removed before calculating percentages.

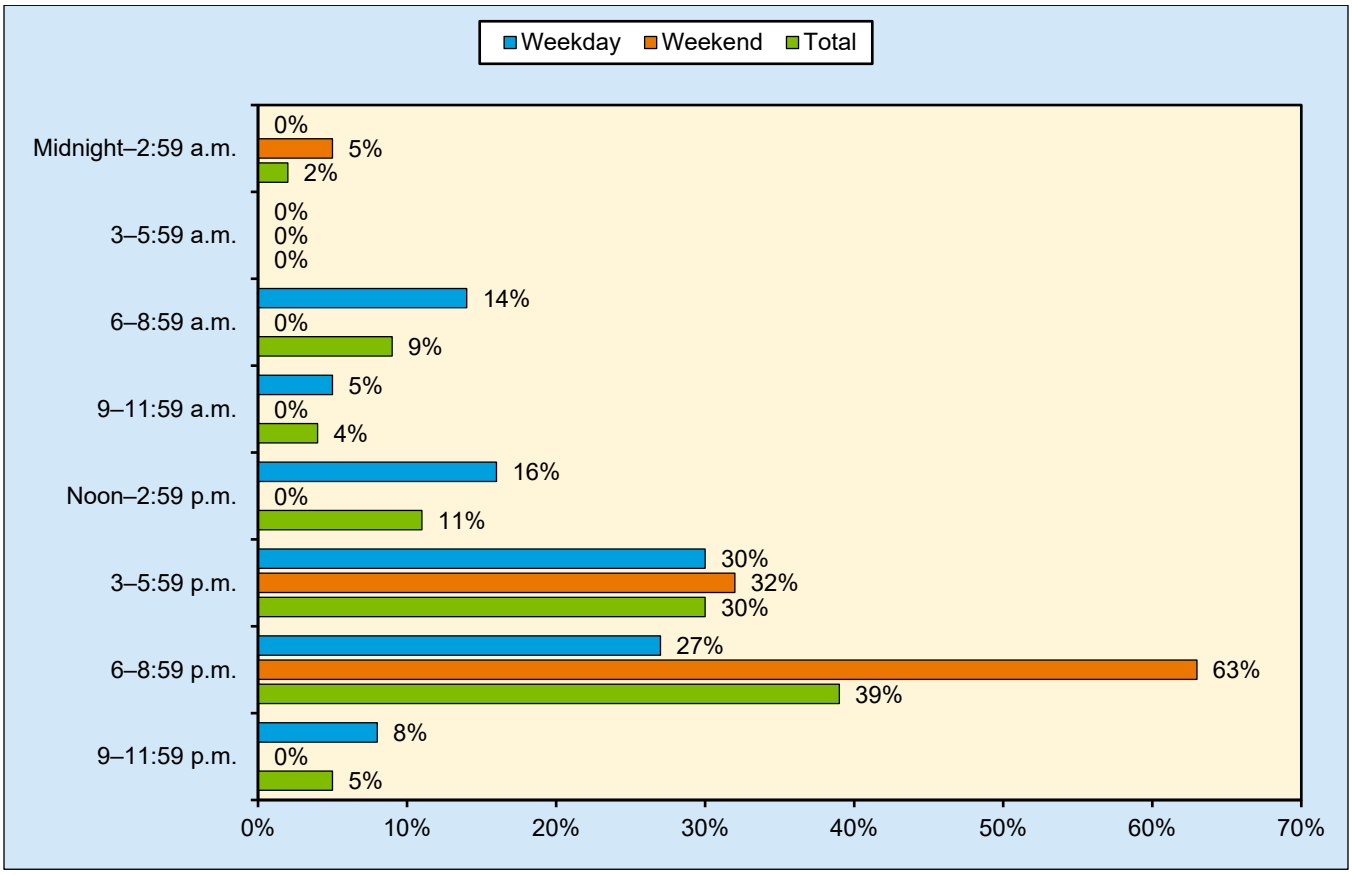
Sixty-six percent (37) of the child pedalcyclists in traffic crashes were killed during weekday crashes and 34 percent (19) were killed during weekend crashes in 2024. Figure 8 provides time of day and day of week information for the 2024 child pedalcyclist fatalities in traffic crashes:

- The highest total percentage (39%) occurred from 6 to 8:59 p.m., followed by 30 percent from 3 to 5:59 p.m.
- The highest weekday percentage (30%) occurred from 3 to 5:59 p.m., followed by 27 percent from 6 to 8:59 p.m.
- The highest weekend percentage (63%) occurred from 6 to 8:59 p.m., followed by 32 percent from 3 to 5:59 p.m.

Figure 9 contains the child pedalcyclist fatality trends of five age groups from 2015 to 2024:

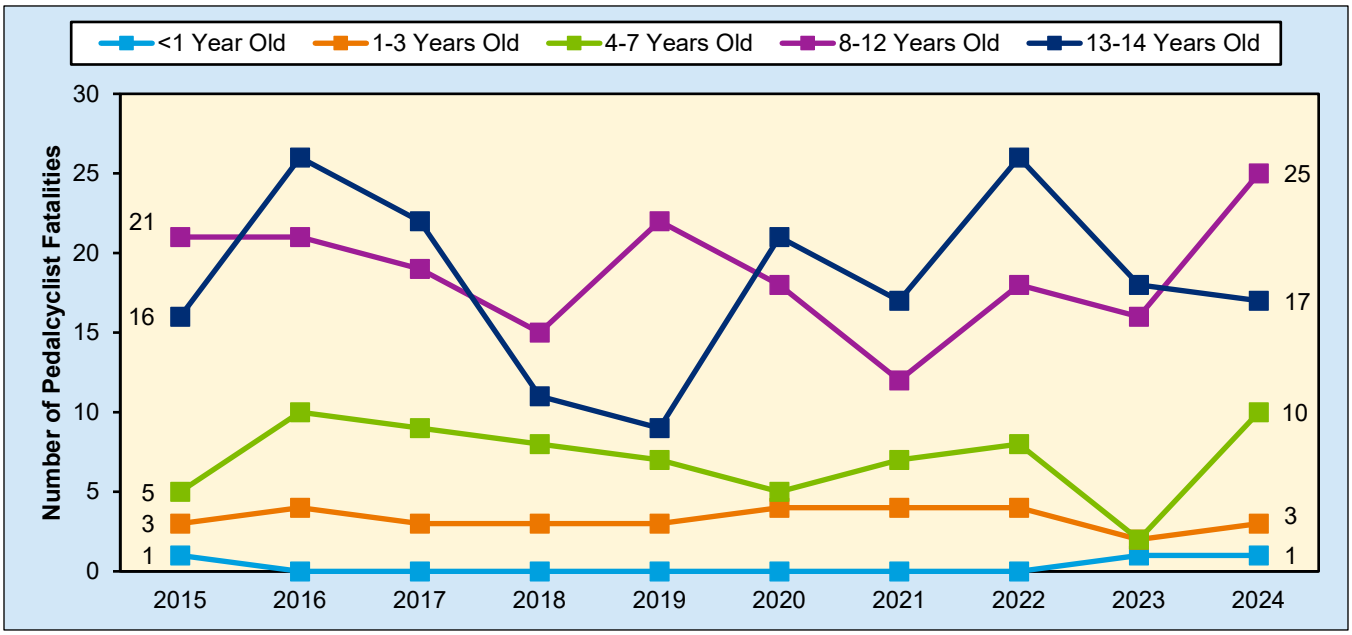
- The number of child pedalcyclist traffic fatalities in traffic crashes increased 22 percent, from 46 fatalities to 56.
  - Under-1 age group – remained the same at 1.
  - 1-to-3 age group – remained the same at 3.
  - 4-to-7 age group – 100-percent increase from 5 to 10.
  - 8-to-12 age group – 19-percent increase from 21 to 25.
  - 13-and-14 age group – 6-percent increase from 16 to 17.

Figure 8. Percentages of Child Pedalcyclist Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2024



Source: FARS 2024 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, 2015–2024



Source: FARS 2015–2023 Final File, 2024 ARF

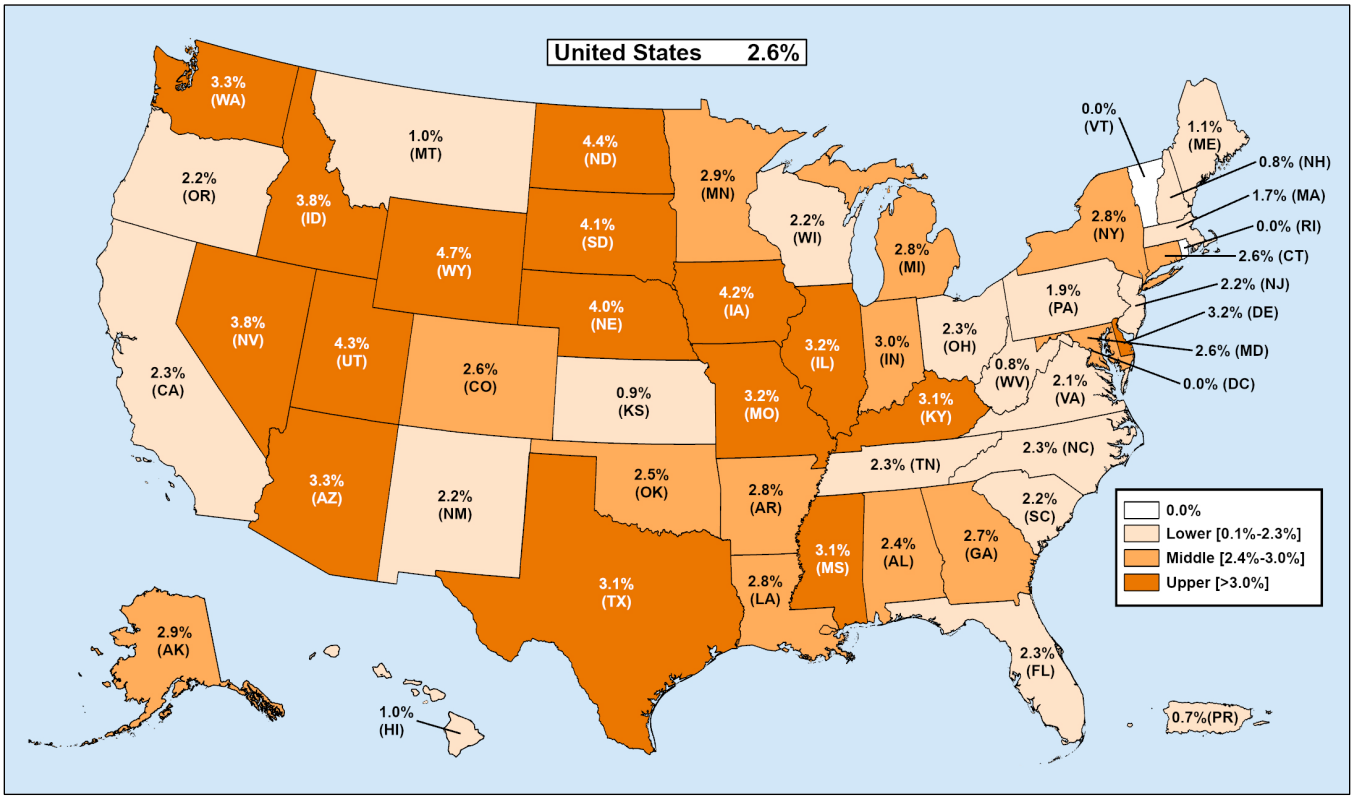
States

Figure 10 contains a color-coded map of the percentage of child fatalities by State in 2024. Table 6 contains the child traffic fatalities by State and age group in 2024. For each State in 2024, 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 2024:

- Among all States, child traffic fatalities ranged from 0 (District of Columbia, Rhode Island, and Vermont) to 130 (Texas).
- Texas had the highest number of child traffic fatalities (130), followed by California (91), Florida (72), Arizona (40), Georgia (38), Illinois (38), and North Carolina (37).
- The State with the highest percentage of child traffic fatalities was Wyoming (4.7%), followed by North Dakota (4.4%) and Utah (4.3%). The national percentage of child traffic fatalities was 2.6 percent.
- The State with the highest child traffic fatality rate was Wyoming (4.85), followed by Mississippi (4.22) and South Dakota (3.30). The national child traffic fatality rate was 1.73.

Figure 10. Percentages of Child Fatalities in Traffic Crashes, by State, 2024



Source: FARS 2024 ARF

Table 6. Child Fatalities in Traffic Crashes, by State and Age Group, 2024

State	Age Group					Total
	<1	1–3	4–7	8–12	13–14	
Alabama	1	4	6	6	6	23
Alaska	0	0	1	1	0	2
Arizona	5	3	11	14	7	40
Arkansas	1	2	5	5	4	17
California	11	13	16	30	21	91
Colorado	1	4	1	8	4	18
Connecticut	0	4	1	0	3	8
Delaware	0	1	0	2	1	4
District of Columbia	0	0	0	0	0	0
Florida	3	15	22	12	20	72
Georgia	2	9	7	8	12	38
Hawaii	0	0	0	0	1	1
Idaho	0	1	3	1	4	9
Illinois	5	5	9	10	9	38
Indiana	0	2	10	7	6	25
Iowa	0	2	4	4	5	15
Kansas	0	1	0	2	0	3
Kentucky	1	4	6	6	5	22
Louisiana	2	3	8	3	5	21
Maine	0	1	0	1	0	2
Maryland	1	3	3	6	2	15
Massachusetts	0	0	1	1	4	6
Michigan	2	5	10	9	5	31
Minnesota	1	1	2	7	3	14
Mississippi	1	4	6	7	5	23
Missouri	1	7	10	8	5	31
Montana	0	0	1	0	1	2
Nebraska	1	2	2	1	4	10
Nevada	1	1	3	7	4	16
New Hampshire	0	0	0	1	0	1
New Jersey	2	3	1	5	4	15
New Mexico	2	2	1	1	3	9
New York	0	4	9	6	12	31
North Carolina	5	9	5	11	7	37
North Dakota	0	1	2	1	0	4
Ohio	0	1	10	8	8	27
Oklahoma	0	5	9	1	1	16
Oregon	0	2	2	3	5	12
Pennsylvania	1	4	4	8	4	21
Rhode Island	0	0	0	0	0	0
South Carolina	4	4	2	11	2	23
South Dakota	0	1	2	2	1	6
Tennessee	1	8	5	7	7	28
Texas	8	20	30	47	25	130
Utah	2	4	2	3	1	12
Vermont	0	0	0	0	0	0
Virginia	4	1	2	8	4	19
Washington	5	3	3	9	4	24
West Virginia	0	0	1	1	0	2
Wisconsin	1	1	5	5	1	13
Wyoming	1	0	1	1	2	5
U.S. Total	**76**	**170**	**244**	**305**	**237**	**1,032**
Puerto Rico	0	1	1	0	0	2

Source: FARS 2024 ARF

Table 7. Child Fatalities and Fatality Rates in Traffic Crashes, by State, 2024

State	Total Fatalities	Child Fatalities		Child Population	Child Fatality Rate per 100,000 Child Population
		Number	Percentage of Total Fatalities		
Alabama	962	23	2.4%	927,680	2.48
Alaska	70	2	2.9%	144,913	1.38
Arizona	1,229	40	3.3%	1,288,901	3.10
Arkansas	603	17	2.8%	572,846	2.97
California	3,876	91	2.3%	6,847,989	1.33
Colorado	689	18	2.6%	988,725	1.82
Connecticut	310	8	2.6%	588,946	1.36
Delaware	126	4	3.2%	174,696	2.29
District of Columbia	47	0	0.0%	111,274	0.00
Florida	3,138	72	2.3%	3,679,021	1.96
Georgia	1,403	38	2.7%	2,063,005	1.84
Hawaii	102	1	1.0%	244,935	0.41
Idaho	238	9	3.8%	379,177	2.37
Illinois	1,177	38	3.2%	2,187,712	1.74
Indiana	832	25	3.0%	1,296,342	1.93
Iowa	356	15	4.2%	595,664	2.52
Kansas	339	3	0.9%	564,260	0.53
Kentucky	707	22	3.1%	840,160	2.62
Louisiana	752	21	2.8%	874,236	2.40
Maine	177	2	1.1%	199,705	1.00
Maryland	578	15	2.6%	1,122,239	1.34
Massachusetts	363	6	1.7%	1,103,848	0.54
Michigan	1,098	31	2.8%	1,718,679	1.80
Minnesota	477	14	2.9%	1,061,001	1.32
Mississippi	753	23	3.1%	545,072	4.22
Missouri	955	31	3.2%	1,120,909	2.77
Montana	206	2	1.0%	189,253	1.06
Nebraska	251	10	4.0%	396,910	2.52
Nevada	417	16	3.8%	560,688	2.85
New Hampshire	133	1	0.8%	201,422	0.50
New Jersey	670	15	2.2%	1,674,799	0.90
New Mexico	409	9	2.2%	360,652	2.50
New York	1,101	31	2.8%	3,277,477	0.95
North Carolina	1,619	37	2.3%	1,927,882	1.92
North Dakota	90	4	4.4%	153,971	2.60
Ohio	1,157	27	2.3%	2,104,479	1.28
Oklahoma	645	16	2.5%	790,267	2.02
Oregon	538	12	2.2%	668,915	1.79
Pennsylvania	1,127	21	1.9%	2,144,821	0.98
Rhode Island	52	0	0.0%	166,787	0.00
South Carolina	1,038	23	2.2%	937,485	2.45
South Dakota	146	6	4.1%	181,621	3.30
Tennessee	1,197	28	2.3%	1,295,349	2.16
Texas	4,160	130	3.1%	6,285,083	2.07
Utah	277	12	4.3%	755,613	1.59
Vermont	59	0	0.0%	91,037	0.00
Virginia	917	19	2.1%	1,542,782	1.23
Washington	730	24	3.3%	1,357,654	1.77
West Virginia	256	2	0.8%	282,371	0.71
Wisconsin	595	13	2.2%	1,005,826	1.29
Wyoming	107	5	4.7%	103,061	4.85
U.S. Total	**39,254**	**1,032**	**2.6%**	**59,698,140**	**1.73**
Puerto Rico	288	2	0.7%	372,188	0.54

Sources: FARS 2024 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 2024 ARF, the 2023 Final File was released to replace the 2023 ARF. The final fatality count in motor vehicle traffic crashes for 2023 was 41,025, updated from 40,901 in the 2023 ARF. The number of child traffic fatalities from the 2023 Final File was 1,023, updated from 1,019 from the 2023 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 (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 vPIC dataset to decode Vehicle Identification Numbers (VINs) and extract vehicle information. Details of vehicles (make, model, body class, etc.) 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 is available beginning with the 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 bicycles will no longer be captured in FARS or CRSS.

The suggested APA format citation for this publication is:

National Center for Statistics and Analysis. (2026, June). *Children: 2024 data* (Traffic Safety Facts. Report No. DOT HS 813 811). National Highway Traffic Safety Administration. https://doi.org/10.21949/mpzw-se47

For More Information:

Motor vehicle traffic crash data is available from the National Center for Statistics and Analysis, 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 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
- 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 reports can be found at https://crashstats.nhtsa.dot.gov.

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