

Teens have the highest crash rate of any group in the United States.



# Teen Driver Crashes: 1994-2013

*May 2015*



## Title

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## About the Sponsor

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## Introduction

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Previous research by the AAA Foundation for Traffic Safety has shown that teenage drivers have higher rates of crashes per driver and per mile driven than drivers of any other age group (Tefft, 2012). While most past research has focused on teen driver crash involvements and on the deaths of teenage drivers and their passengers, AAA Foundation research has also shown that per licensed driver and per mile driven, teen drivers are also more likely than drivers of any other age group to be involved in crashes that result in injuries to or deaths of other people outside of their vehicle such as occupants of other vehicles, pedestrians, or cyclists. Research by AAA found that between 1998 and 2007, nearly one third of people killed in crashes involving drivers aged 15 – 17 were people outside of the teen driver's vehicle (AAA, 2009).

This study investigates the changes and trends in the number of teenage drivers aged 15 – 19 involved in police-reported crashes each year for the 20-year period from 1994 through 2013, and also quantifies the number of those drivers, their passengers, occupants of other vehicles, and non-occupants such as pedestrians and bicyclists who were injured and killed in crashes involving teenage drivers over the study period.

## Methods

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Data analyzed in this study were obtained from the National Highway Traffic Safety Administration (NHTSA) General Estimates System (GES, 2014) and Fatality Analysis Reporting System (FARS, 2014) databases. The GES database contains data from a representative sample of all crashes reported to the police nationwide designed to support national-level analysis of police-reported crashes. The FARS database contains data from all motor vehicle crashes that occur on public roadways in the United States and result in a death within 30 days of the crash.

Data from crashes that occurred in years 1994 – 2013 and involved at least one driver aged 15 – 19 driving a passenger vehicle (i.e., car, pickup truck, van, minivan, or sport utility vehicle) were examined. Crashes in which a teenage driver was driving a motorcycle, all-terrain vehicle, large truck, bus, or other type of vehicle were excluded, unless the same crash also involved another driver aged 15 – 19 who was driving a passenger vehicle.

The number of teenage drivers involved in all police-reported crashes, crashes that resulted in at least one injury, and crashes that involved at least one fatality were tabulated for each year of the study period. The role of each person injured or killed in these crashes was classified as:

- Driver aged 15 – 19
- Passenger in vehicle driven by driver aged 15 – 19
- Driver or passenger of other vehicle<sup>1</sup>
- Non-occupant (pedestrian, cyclist, etc.)

Data from non-fatal crashes in GES were combined with data from fatal crashes in the FARS database to estimate total number of teenage drivers involved in crashes and the number of people injured in those crashes. Data from the FARS database alone was used to calculate the number of teenage drivers involved in fatal crashes and number of people killed in those crashes. Data from fatal crashes reported in the GES database were excluded because those same crashes were also reported in the FARS database. Data from the GES database were weighted to yield representative estimates of all police-reported crashes nationwide.

The body of this report presents national statistics on the total number of police-reported crashes in which drivers aged 15 – 19 were involved during the study period, and the number of people injured and killed in those crashes. State-specific statistics on teen drivers involved in fatal crashes and deaths in those crashes are provided in the Appendix. State-specific statistics on injuries and on non-fatal crashes are not presented because the design of the GES sample does not permit state-level analysis.

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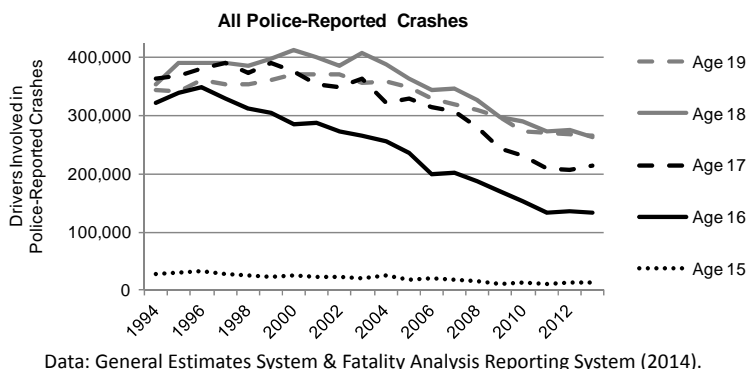
<sup>1</sup> Most crashes involved only one vehicle driven by a driver aged 15 – 19; however, a small number of crashes involved more than one vehicle driven by a driver aged 15 – 19. In these cases, drivers aged 15 – 19 and passengers in vehicles driven by a driver aged 15 – 19 were always classified as such, and not as a driver or passenger of another vehicle.

## Results

Approximately 891,000 drivers aged 15 – 19 were involved in motor vehicle crashes in 2013, including approximately 236,000 involved in crashes that resulted in injuries to one or more people, and 2,614 involved in crashes that resulted in one or more fatalities. Figures 1 and 2, below, show trends in teen driver involvements in all police reported crashes, crashes that resulted in injuries, and fatal crashes over the 20-year study period.

Figure 1 (Table A1) shows the number of drivers aged 15 – 19 involved in police-reported crashes each year, by single year of age. In all years examined, 15-year-old drivers were involved in far fewer crashes than older teenage drivers. This was expected, as few states allowed drivers under the age of 16 to hold a learner's permit or driver's license at any time during the study period. In the first few years of the study period, 16-year-old drivers were involved in nearly as many crashes as drivers aged 17, 18, and 19. However, the decline in annual crash involvements of 16-year-old drivers began several years sooner and was much larger overall than the declines in annual crash involvements of older teens. Over the entire 20-year period examined, annual crash involvements of drivers aged 15, 16, 17, 18, and 19 decreased by 52%, 58%, 41%, 26%, and 22%, respectively. Also of note, 16-year-old drivers were involved in nearly as many crashes as 18- or 19-year-old drivers in 1994; however, 16-year-olds were involved in just over half as many crashes as 18- or 19-year-old drivers in 2013.

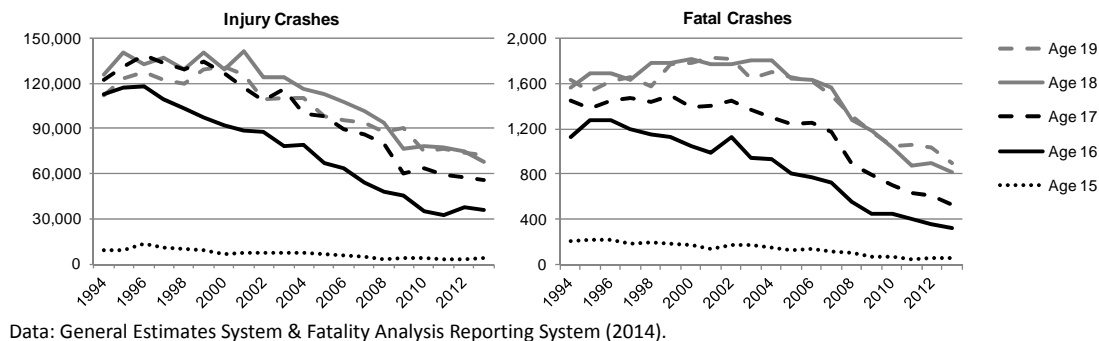
**Figure 1.** Number of Drivers Aged 15-19 Involved in Police-Reported Crashes Each Year in Relation to Driver Age, United States, 1994 – 2013.



The total number of drivers aged 15-19 who were involved in injury crashes each year decreased by 51% over the 20 years examined, from approximately 482,000 in 1994 to 236,000 in 2013. Figure 2 (Table A2) shows the number of drivers aged 15 – 19 involved in police-reported crashes that resulted in injuries each year in relation to driver age. In 1994, 16-year-old drivers and 19-year-old drivers were each involved in approximately 112,000 injury crashes; drivers aged 17 and 18 were involved in a slightly greater number. However, the number of 16-year-old drivers involved in injury crashes began decreasing rapidly in 1997 and continued to decrease steadily through 2011, before leveling off and then increasing slightly. The number of 16-year-old drivers involved in injury crashes decreased by 68% over the period examined. The number of 17-, 18-, and 19-year-old drivers involved in injury crashes also decreased substantially (by 55%, 46%, and 35%,

respectively), albeit less so than those of 16-year-olds, and the large declines did not begin until 2001-2002 for these older teenage drivers.

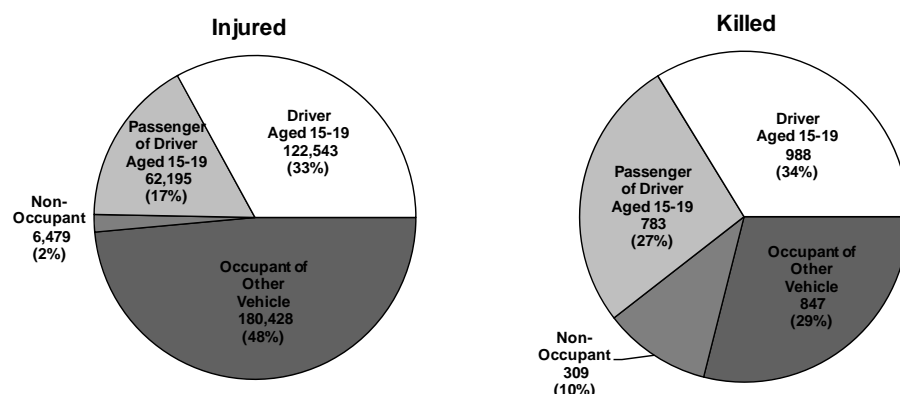
**Figure 2.** Number of Drivers Aged 15-19 Involved in Crashes Resulting in Non-Fatal Injuries (Left) and Fatalities (Right), United States, 1994 – 2013.



The total number of drivers aged 15 – 19 who were involved in fatal crashes each year decreased by 56% over the 20 years examined, from 6,000 in 1994 to 2,614 in 2013. The decrease was not constant over the period, however, as the total number of young drivers involved in fatal crashes fluctuated somewhat and actually reached its maximum in 1999, before beginning a sharp and steady descent in 2003. The Figure 2 (Table A2) shows the number of young drivers involved in fatal crashes each year in relation to driver age. The annual number of fatal crash involvements of 16-year-old drivers decreased every single year from 1996 through 2013 with the exception of one year-over-year increase from 2001 to 2002. There annual number of 17-year-old drivers involved in fatal crashes remained relatively steady from 1994 through 2002 before beginning a sharp decline that continued through 2013. The numbers of 18- and 19-year-old drivers involved in fatal crashes each year actually rose steadily from 1994 through 2001 and then fluctuated somewhat, before beginning a sustained decline in 2005. The number of 15-, 16-, 17-, 18-, and 19-year-old drivers involved in fatal crashes decreased by 73%, 72%, 64%, 48%, and 45%, respectively, over the entire 20-year-period, and decreased by 61%, 65%, 60%, 55%, and 47%, respectively, over the 10-year period from 2004 through 2013.

Figure 3 shows the distribution of people injured (left) and killed (right) in crashes involving drivers aged 15 – 19 in 2013. While young drivers and their passengers accounted for the largest shares of people killed in crashes involving drivers aged 15 – 19, occupants of other vehicles accounted for a larger share of people injured in crashes involving teen drivers. This is largely attributable to the fact that 49% of all fatal crashes involving drivers aged 15 – 19, but only 24% of non-fatal injury crashes involving young drivers, are single-vehicle crashes involving no other vehicles besides the young driver's vehicle. Non-occupants were a much larger share of those killed than of those injured, which is largely attributable to non-occupants' greater vulnerability to fatal injury in the event of a crash.

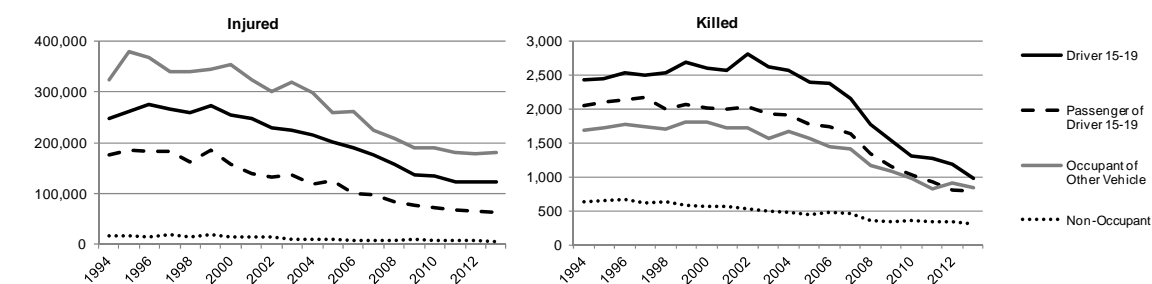
**Figure 3.** People Injured (Left) and Killed (Right) in Crashes Involving a Driver Aged 15 – 19, by Role of Person Injured or Killed, United States, 2013.



Data: General Estimates System & Fatality Analysis Reporting System (2014).

Figure 4 (Table A3) shows the number of drivers aged 15 – 19, their passengers, occupants of other vehicles, and non-occupants injured and killed in crashes involving teen drivers each year over the entire study period. Interestingly, although the raw number of drivers aged 15 – 19, their passengers, occupants of other vehicles, and non-motorists injured and killed in crashes involving young drivers all decreased substantially over the study period, decreases were largest for passengers of young drivers (65% decrease in injuries; 62% decrease in fatalities) and were smallest for occupants of other vehicles (44% decrease in injuries, 50% decrease in fatalities). Consequently, although drivers aged 15 – 19 consistently comprised approximately one-third of all people injured and killed in the crashes in which they were involved, their passengers' share of total injuries and fatalities decreased slightly, and occupants of other vehicles' share of total injuries and fatalities increased correspondingly.

**Figure 4.** People Injured (Left) and Killed (Right) in Crashes Involving a Driver Aged 15 – 19, by Role of Person Injured or Killed, United States, 1994 – 2013.



Data: General Estimates System & Fatality Analysis Reporting System (2014).

## Discussion

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The number of teen drivers involved in crashes has decreased dramatically over the past 20 years. While the decreases were largest for the youngest teens (aged 15 and 16) and were larger for fatal crashes than for all police-reported crashes, declines in crashes were substantial for all ages and for all levels of crash severity. Total police-reported crashes, non-fatal injury crashes, and fatal crashes of teen drivers aged 15 – 19 decreased by 37%, 51%, and 56%, respectively, between 1994 and 2013. By way of comparison, the annual numbers of all police-reported crashes, crashes resulting in non-fatal injuries and fatal crashes, including but not limited to those involving teenage drivers, fell by 12%, 25%, and 17%, respectively (NHTSA, 2014). The number of 15- and 16-year-old drivers involved in crashes each year has decreased steadily since about 1996; crashes of older teens did not begin to decline steadily until several years later.

The reasons for the large declines in crashes involving teen drivers are complex and are not fully understood; however, several studies suggest that numerous factors including GDL programs, economic factors, and other trends likely played a role.

Numerous studies have demonstrated clearly that state GDL systems have substantially reduced the number of fatal crashes involving 16-year-old drivers, and to a lesser extent, 17-year-olds as well (Baker et al., 2007; McCartt et al., 2010; Masten et al., 2011; Morrissey & Grabowski, 2011; Zhu et al., 2013). Studies that examined the effects of GDL systems older teens produced mixed results, with some suggesting substantial reductions in rates of fatal crashes of older teens (McCartt et al., 2010; Morrissey & Grabowski, 2011), some suggesting modest increases in rates of fatal crashes of older teens (Masten et al., 2011), and some showing no effect (Zhu et al., 2013). Although several states had some elements of modern GDL systems prior to the beginning of the study period, Florida implemented what is widely regarded as the first modern three-stage GDL system in 1996 (Shope & Molnar, 2003), after which date numerous states quickly adopted some version of a GDL system (IIHS, 2015). The strong downward trend in the annual number of crashes of drivers aged 15 and 16 notably began at roughly the same time as states began implementing GDL systems.

Recent research has found that the number of teens who drive has decreased somewhat over the past two decades (Tefft, et al., 2014). Shults & Williams (2010) examined the proportion of high school seniors who were licensed each year from 1996 through 2010 and found that the proportion licensed decreased by 12 percentage points over that period, with two-thirds of the decrease occurring in years 2006-2010. Similarly, research by the Highway Loss Data Institute (HLDI) found that there was a marked decrease in the ratio of the number of insured teen drivers to insured drivers aged 35-54 in years 2006-2010, and that the decrease was strongly associated with high levels of teen unemployment during this period (Highway Loss Data Institute, 2013). Another study found that strong GDL programs, increasing unemployment, and increasing gasoline prices were independently associated with significant reductions in the population-based rates of deaths of drivers aged 15-17 and aged 18-20 (Morrissey & Grabowski, 2011). Nationwide average retail gasoline prices more than doubled between 2002 and 2008 (Energy Information Administration, 2015), and the nationwide average unemployment rate roughly doubled



between 2007 and 2009 (Bureau of Labor Statistics, 2015). Much of the decline in crashes of drivers aged 17, 18, and 19 occurred during this time.

It is interesting to note that the reductions in the annual number of fatal crashes of teen drivers were somewhat larger than reductions in crashes resulting in non-fatal injuries, which in turn were larger than the reduction in overall crashes including those that did not result in injuries. Also, reductions in the number of teen drivers killed and injured were larger than reductions in the number people outside of the teens' vehicles who were killed and injured in crashes involving teen drivers. This may be attributable at least in part to increased rates of seatbelt use by teenage drivers. While historical data regarding seatbelt use rates specific to teenage drivers are not available, data from fatal crashes examined for the current study show that the proportion of teen drivers in fatal crashes who were wearing a seatbelt increased by a larger margin over the study period (from 45% in 1994 to 73% in 2013) than did the corresponding proportion among all drivers involved in fatal crashes (from 51% to 72%).

### ***Limitations***

This was a descriptive study, which sought to document the annual number of teen drivers involved in crashes over the last 20 years and the numbers of people injured and killed in crashes that involved teen drivers. Although some hypotheses were offered regarding plausible explanations for the large decrease in the annual number of teen drivers involved in crashes over the study period, and those hypotheses are generally supported by other data and other studies, this study did not perform original research to quantify the extent to which the observed changes and trends could be attributed to the factors noted, nor did it attempt to provide an exhaustive review of all possible factors that could have contributed to the decrease in teen driver crashes.

The total numbers of teen drivers involved in crashes may be somewhat larger than reported here because not all crashes are reported to the police and because the ages of some drivers in police-reported crashes are unknown. Blincoe et al. (2014) estimate that 100% of fatal crashes, 60% of crashes that result in non-fatal injuries, and only 40% of crashes resulting in no injuries are recorded in police reports. In addition, in this study, driver age was unknown for 6% of all crash-involved drivers, 4% of drivers in crashes that resulted in non-fatal injuries, and 0.7% of drivers involved in fatal crashes, the vast majority of which were drivers who left the scene of the crash and were never identified. Some of these drivers may have been teens. Thus, because of both non-reporting of non-fatal crashes and because of drivers of unknown age in reported crashes, the total number of teen drivers involved in non-fatal crashes and the number of people injured in those crashes are likely greater than the numbers reported here. Given the age distribution of all drivers involved in fatal crashes and the number whose age was unknown, this study may have under-reported the true number of teen drivers involved in fatal crashes and number of people killed in crashes involving teen drivers by roughly 0.5% to 1.0% each year.

Finally, the data examined for this study do not include any indication of what driver was found to be at fault in each crash. The statistics reported here pertain to crashes in which a driver aged 15 – 19 was involved, irrespective of fault. These statistics should not be construed as crashes, injuries, or deaths caused by teen drivers.

## Conclusion

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The number of young drivers involved in motor vehicle crashes each year has declined substantially in recent years, for teenage drivers of all ages and in crashes of all severities. The number of people injured annually in crashes involving teen drivers declined by 51% between 1994 and 2013 and the number killed each year in teen driver crashes declined by 56%; most of the decline in injuries and virtually the entire decline in fatalities occurred between 2004 and 2013. While the reasons for the declines are not entirely clear, numerous studies have shown that strong state GDL systems have contributed substantially to reductions in injury and fatal crashes of drivers aged 15 – 17. Research also suggest that economic factors including rising gas prices and the economic recession of 2008 resulted in substantial declines in teen driving and thus teen crashes as well.

While the number of teenage drivers involved in crashes has decreased substantially over the past two decades, teenage drivers as a group still have much higher crash rates than middle-aged and older drivers, and the impact of crashes involving teenage drivers continues to extend well beyond teen drivers and their passengers; 40% of people killed and 50% of people injured in crashes involving a teenage driver are other people outside of the teen driver's vehicle.

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## Appendix

**Table A1.** Number of Drivers Aged 15 – 19 Involved in Police-Reported Crashes Each Year in Relation to Driver Age, United States, 1994 – 2013.

|      | Driver Age (Yrs.) |         |         |         |         | Total     |
|------|-------------------|---------|---------|---------|---------|-----------|
|      | 15                | 16      | 17      | 18      | 19      |           |
| 1994 | 26,736            | 320,474 | 362,676 | 353,334 | 342,860 | 1,406,081 |
| 1995 | 29,319            | 337,792 | 367,751 | 389,803 | 341,751 | 1,466,417 |
| 1996 | 32,500            | 347,685 | 379,583 | 389,056 | 360,612 | 1,509,435 |
| 1997 | 27,880            | 329,357 | 390,908 | 390,470 | 353,422 | 1,492,038 |
| 1998 | 24,336            | 310,878 | 373,159 | 384,031 | 352,850 | 1,445,254 |
| 1999 | 23,524            | 303,661 | 390,799 | 396,689 | 359,570 | 1,474,243 |
| 2000 | 24,403            | 284,290 | 375,239 | 410,809 | 370,375 | 1,465,116 |
| 2001 | 22,289            | 288,208 | 353,538 | 400,836 | 370,919 | 1,435,790 |
| 2002 | 22,875            | 273,639 | 348,897 | 385,850 | 370,457 | 1,401,718 |
| 2003 | 20,114            | 264,366 | 362,235 | 407,222 | 355,584 | 1,409,521 |
| 2004 | 25,058            | 256,084 | 322,451 | 386,449 | 359,277 | 1,349,319 |
| 2005 | 17,949            | 235,979 | 329,251 | 362,492 | 349,056 | 1,294,725 |
| 2006 | 19,612            | 199,106 | 313,945 | 343,809 | 329,765 | 1,206,237 |
| 2007 | 16,871            | 201,285 | 306,519 | 346,458 | 318,377 | 1,189,509 |
| 2008 | 15,350            | 186,427 | 279,184 | 325,318 | 308,324 | 1,114,603 |
| 2009 | 11,368            | 170,687 | 243,849 | 297,962 | 295,899 | 1,019,765 |
| 2010 | 14,004            | 151,785 | 231,500 | 288,652 | 271,948 | 957,888   |
| 2011 | 9,511             | 132,996 | 208,751 | 272,539 | 270,173 | 893,970   |
| 2012 | 11,981            | 134,869 | 207,625 | 275,562 | 268,773 | 898,810   |
| 2013 | 12,741            | 133,868 | 214,984 | 262,990 | 266,278 | 890,861   |

Data: General Estimates System & Fatality Analysis Reporting System (National Highway Traffic Safety Administration, 2014).

**Table A2.** Number of Drivers Aged 15 – 19 Involved in Police-Reported Crashes that Resulted in Fatalities (Top) and Non-Fatal Injuries (Bottom) Each Year in Relation to Driver Age, United States, 1994 – 2013.

|  | Driver Age (Yrs.) |         |         |         |         |         |
|--|-------------------|---------|---------|---------|---------|---------|
|  | 15                | 16      | 17      | 18      | 19      | Total   |
| Drivers Involved in Fatal Crashes            |                   |         |         |         |         |         |
| 1994   | 211               | 1,132   | 1,456   | 1,570   | 1,631   | 6,000   |
| 1995   | 221               | 1,282   | 1,385   | 1,696   | 1,529   | 6,113   |
| 1996   | 220               | 1,272   | 1,456   | 1,696   | 1,618   | 6,262   |
| 1997   | 185               | 1,200   | 1,468   | 1,639   | 1,657   | 6,149   |
| 1998   | 190               | 1,152   | 1,437   | 1,788   | 1,581   | 6,148   |
| 1999   | 180               | 1,126   | 1,495   | 1,784   | 1,773   | 6,358   |
| 2000   | 167               | 1,050   | 1,395   | 1,822   | 1,787   | 6,221   |
| 2001   | 141               | 988     | 1,401   | 1,768   | 1,833   | 6,131   |
| 2002   | 170               | 1,124   | 1,445   | 1,767   | 1,815   | 6,321   |
| 2003   | 171               | 941     | 1,365   | 1,807   | 1,648   | 5,932   |
| 2004   | 150               | 930     | 1,300   | 1,808   | 1,699   | 5,887   |
| 2005   | 122               | 808     | 1,246   | 1,649   | 1,661   | 5,486   |
| 2006   | 138               | 766     | 1,254   | 1,637   | 1,622   | 5,417   |
| 2007   | 111               | 726     | 1,177   | 1,560   | 1,499   | 5,073   |
| 2008   | 105               | 551     | 891     | 1,279   | 1,315   | 4,141   |
| 2009   | 73                | 451     | 797     | 1,189   | 1,178   | 3,688   |
| 2010   | 68                | 452     | 704     | 1,033   | 1,043   | 3,300   |
| 2011   | 41                | 399     | 633     | 874     | 1,057   | 3,004   |
| 2012   | 56                | 362     | 606     | 896     | 1,037   | 2,957   |
| 2013   | 58                | 322     | 524     | 812     | 898     | 2,614   |
| Drivers Involved in Non-Fatal Injury Crashes |                   |         |         |         |         |         |
| 1994   | 9,480             | 112,516 | 122,405 | 125,515 | 111,978 | 481,895 |
| 1995   | 9,406             | 116,947 | 130,774 | 139,956 | 122,716 | 519,799 |
| 1996   | 13,423            | 118,255 | 138,826 | 132,627 | 127,716 | 530,847 |
| 1997   | 10,534            | 109,301 | 133,609 | 137,056 | 121,889 | 512,388 |
| 1998   | 9,796             | 102,876 | 128,736 | 129,552 | 119,598 | 490,557 |
| 1999   | 9,386             | 97,291  | 134,327 | 140,336 | 129,146 | 510,484 |
| 2000   | 6,694             | 91,744  | 126,815 | 128,793 | 130,944 | 484,991 |
| 2001   | 7,117             | 88,648  | 117,346 | 141,124 | 125,679 | 479,914 |
| 2002   | 7,091             | 87,855  | 108,046 | 124,016 | 108,903 | 435,911 |
| 2003   | 7,614             | 78,201  | 115,785 | 124,212 | 109,904 | 435,717 |
| 2004   | 7,036             | 79,311  | 99,539  | 115,841 | 110,013 | 411,740 |
| 2005   | 6,104             | 66,959  | 98,409  | 112,684 | 97,674  | 381,830 |
| 2006   | 5,639             | 63,338  | 89,848  | 107,157 | 95,727  | 361,709 |
| 2007   | 4,729             | 54,222  | 85,939  | 101,374 | 93,839  | 340,105 |
| 2008   | 3,500             | 47,999  | 79,975  | 93,411  | 87,679  | 312,563 |
| 2009   | 3,985             | 45,217  | 60,205  | 76,903  | 89,949  | 276,258 |
| 2010   | 4,357             | 35,128  | 63,270  | 78,021  | 74,653  | 255,430 |
| 2011   | 3,428             | 32,769  | 59,628  | 77,387  | 76,174  | 249,386 |
| 2012   | 3,196             | 37,498  | 57,120  | 75,081  | 73,537  | 246,432 |
| 2013   | 3,518             | 36,174  | 55,351  | 68,229  | 72,482  | 235,754 |

Data: General Estimates System & Fatality Analysis Reporting System (National Highway Traffic Safety Administration, 2014)

**Table A3.** People Killed (Top) and Injured (Bottom) in Crashes Involving a Driver Aged 15 – 19, by Role of Person Injured or Killed, United States, 1994 – 2013.

|      | Driver<br>Age<br>15 – 19 | Passenger of<br>Driver<br>Age<br>15 – 19 | Occupant<br>of<br>Other Vehicle | Non-<br>Occupant | Total         |
|------|--------------------------|--|---------------------------------|------------------|---------------|
|      |                          |  | <b>Killed</b><br>(N, Row %)     |                  |               |
| 1994 | 2,428 (36)               | 2,047 (30)                               | 1,693 (25)                      | 635 ( 9)         | 6,803 (100)   |
| 1995 | 2,450 (35)               | 2,111 (30)                               | 1,720 (25)                      | 661 (10)         | 6,942 (100)   |
| 1996 | 2,533 (36)               | 2,142 (30)                               | 1,775 (25)                      | 673 ( 9)         | 7,123 (100)   |
| 1997 | 2,492 (36)               | 2,168 (31)                               | 1,742 (25)                      | 612 ( 9)         | 7,014 (100)   |
| 1998 | 2,543 (37)               | 1,997 (29)                               | 1,710 (25)                      | 643 ( 9)         | 6,893 (100)   |
| 1999 | 2,683 (37)               | 2,073 (29)                               | 1,813 (25)                      | 588 ( 8)         | 7,157 (100)   |
| 2000 | 2,596 (37)               | 2,016 (29)                               | 1,805 (26)                      | 569 ( 8)         | 6,986 (100)   |
| 2001 | 2,578 (37)               | 2,006 (29)                               | 1,726 (25)                      | 566 ( 8)         | 6,876 (100)   |
| 2002 | 2,818 (40)               | 2,030 (29)                               | 1,731 (24)                      | 525 ( 7)         | 7,104 (100)   |
| 2003 | 2,622 (40)               | 1,922 (29)                               | 1,568 (24)                      | 501 ( 8)         | 6,613 (100)   |
| 2004 | 2,562 (39)               | 1,914 (29)                               | 1,679 (25)                      | 484 ( 7)         | 6,639 (100)   |
| 2005 | 2,399 (39)               | 1,781 (29)                               | 1,570 (25)                      | 437 ( 7)         | 6,187 (100)   |
| 2006 | 2,387 (40)               | 1,733 (29)                               | 1,440 (24)                      | 479 ( 8)         | 6,039 (100)   |
| 2007 | 2,159 (38)               | 1,639 (29)                               | 1,407 (25)                      | 471 ( 8)         | 5,676 (100)   |
| 2008 | 1,781 (38)               | 1,338 (29)                               | 1,174 (25)                      | 366 ( 8)         | 4,659 (100)   |
| 2009 | 1,541 (37)               | 1,149 (28)                               | 1,085 (26)                      | 347 ( 8)         | 4,122 (100)   |
| 2010 | 1,308 (36)               | 1,031 (28)                               | 978 (27)                        | 365 (10)         | 3,682 (100)   |
| 2011 | 1,282 (38)               | 936 (28)                                 | 819 (24)                        | 337 (10)         | 3,374 (100)   |
| 2012 | 1,191 (37)               | 802 (25)                                 | 907 (28)                        | 344 (11)         | 3,244 (100)   |
| 2013 | 988 (34)                 | 783 (27)                                 | 847 (29)                        | 309 (11)         | 2,927 (100)   |
|      |                          |  | <b>Injured</b>                  |                  |               |
| 1994 | 247,460 (32)             | 175,700 (23)                             | 323,910 (42)                    | 17,504 (2)       | 764,573 (100) |
| 1995 | 261,117 (31)             | 184,140 (22)                             | 378,711 (45)                    | 17,103 (2)       | 841,072 (100) |
| 1996 | 274,074 (33)             | 183,811 (22)                             | 366,280 (44)                    | 14,915 (2)       | 839,079 (100) |
| 1997 | 265,369 (33)             | 181,801 (23)                             | 339,711 (42)                    | 19,458 (2)       | 806,340 (100) |
| 1998 | 259,384 (33)             | 162,090 (21)                             | 339,432 (44)                    | 13,641 (2)       | 774,547 (100) |
| 1999 | 272,294 (33)             | 185,990 (23)                             | 343,824 (42)                    | 18,691 (2)       | 820,798 (100) |
| 2000 | 253,912 (33)             | 158,585 (20)                             | 353,084 (45)                    | 14,867 (2)       | 780,448 (100) |
| 2001 | 247,462 (34)             | 140,113 (19)                             | 322,765 (45)                    | 14,652 (2)       | 724,992 (100) |
| 2002 | 229,319 (34)             | 131,709 (19)                             | 301,259 (44)                    | 15,228 (2)       | 677,514 (100) |
| 2003 | 223,115 (32)             | 136,045 (20)                             | 318,456 (46)                    | 10,120 (1)       | 687,736 (100) |
| 2004 | 214,174 (33)             | 119,102 (19)                             | 297,502 (46)                    | 10,137 (2)       | 640,915 (100) |
| 2005 | 200,191 (34)             | 124,320 (21)                             | 258,377 (44)                    | 10,042 (2)       | 592,930 (100) |
| 2006 | 190,179 (34)             | 100,320 (18)                             | 261,662 (47)                    | 8,353 (1)        | 560,514 (100) |
| 2007 | 175,695 (35)             | 98,435 (19)                              | 224,364 (44)                    | 8,934 (2)        | 507,429 (100) |
| 2008 | 157,694 (35)             | 83,333 (18)                              | 208,164 (46)                    | 7,049 (2)        | 456,241 (100) |
| 2009 | 137,572 (33)             | 75,935 (18)                              | 190,147 (46)                    | 9,781 (2)        | 413,435 (100) |
| 2010 | 133,941 (33)             | 71,576 (18)                              | 189,956 (47)                    | 7,852 (2)        | 403,325 (100) |
| 2011 | 123,024 (32)             | 66,534 (18)                              | 181,394 (48)                    | 8,905 (2)        | 379,857 (100) |
| 2012 | 123,787 (33)             | 65,767 (18)                              | 177,304 (47)                    | 8,519 (2)        | 375,378 (100) |
| 2013 | 122,543 (33)             | 62,195 (17)                              | 180,428 (49)                    | 6,479 (2)        | 371,645 (100) |

Data: General Estimates System & Fatality Analysis Reporting System (National Highway Traffic Safety Administration, 2014)

**Table A4.** Number of Drivers Aged 15 – 19 Involved in Fatal Crashes, by State and Driver Age, United States, 2013.

|                      | Driver Age (Yrs.) |     |     |     |     | Total |
|----------------------|-------------------|-----|-----|-----|-----|-------|
|                      | 15                | 16  | 17  | 18  | 19  |       |
| Alabama              | 1                 | 14  | 14  | 16  | 23  | 68    |
| Alaska               | 0                 | 1   | 0   | 1   | 0   | 2     |
| Arizona              | 1                 | 8   | 15  | 20  | 28  | 72    |
| Arkansas             | 1                 | 7   | 6   | 12  | 18  | 44    |
| California           | 1                 | 16  | 27  | 75  | 93  | 212   |
| Colorado             | 1                 | 6   | 10  | 8   | 12  | 37    |
| Connecticut          | 0                 | 2   | 4   | 6   | 11  | 23    |
| Delaware             | 0                 | 1   | 2   | 1   | 5   | 9     |
| District of Columbia | 0                 | 0   | 0   | 0   | 1   | 1     |
| Florida              | 5                 | 19  | 29  | 41  | 55  | 149   |
| Georgia              | 3                 | 12  | 28  | 33  | 33  | 109   |
| Hawaii               | 0                 | 0   | 0   | 1   | 4   | 5     |
| Idaho                | 0                 | 2   | 3   | 8   | 9   | 22    |
| Illinois             | 0                 | 9   | 19  | 32  | 30  | 90    |
| Indiana              | 1                 | 8   | 19  | 25  | 26  | 79    |
| Iowa                 | 0                 | 2   | 9   | 9   | 2   | 22    |
| Kansas               | 1                 | 10  | 5   | 9   | 12  | 37    |
| Kentucky             | 0                 | 8   | 10  | 20  | 19  | 57    |
| Louisiana            | 3                 | 12  | 8   | 10  | 16  | 49    |
| Maine                | 0                 | 3   | 3   | 2   | 3   | 11    |
| Maryland             | 1                 | 2   | 4   | 13  | 9   | 29    |
| Massachusetts        | 0                 | 1   | 6   | 9   | 7   | 23    |
| Michigan             | 2                 | 16  | 15  | 27  | 36  | 96    |
| Minnesota            | 0                 | 13  | 3   | 14  | 6   | 36    |
| Mississippi          | 1                 | 6   | 13  | 17  | 20  | 57    |
| Missouri             | 4                 | 15  | 13  | 25  | 20  | 77    |
| Montana              | 5                 | 2   | 3   | 6   | 5   | 21    |
| Nebraska             | 3                 | 5   | 6   | 8   | 7   | 29    |
| Nevada               | 0                 | 2   | 6   | 4   | 4   | 16    |
| New Hampshire        | 0                 | 0   | 4   | 4   | 2   | 10    |
| New Jersey           | 0                 | 1   | 10  | 8   | 11  | 30    |
| New Mexico           | 0                 | 2   | 6   | 8   | 11  | 27    |
| New York             | 1                 | 4   | 17  | 27  | 35  | 84    |
| North Carolina       | 4                 | 9   | 19  | 34  | 35  | 101   |
| North Dakota         | 0                 | 3   | 4   | 2   | 0   | 9     |
| Ohio                 | 1                 | 15  | 19  | 26  | 26  | 87    |
| Oklahoma             | 2                 | 13  | 15  | 18  | 15  | 63    |
| Oregon               | 0                 | 1   | 8   | 8   | 7   | 24    |
| Pennsylvania         | 1                 | 6   | 18  | 29  | 30  | 84    |
| Rhode Island         | 0                 | 0   | 1   | 2   | 2   | 5     |
| South Carolina       | 1                 | 3   | 15  | 19  | 16  | 54    |
| South Dakota         | 1                 | 2   | 3   | 1   | 1   | 8     |
| Tennessee            | 1                 | 17  | 15  | 23  | 18  | 74    |
| Texas                | 6                 | 26  | 45  | 87  | 115 | 279   |
| Utah                 | 1                 | 3   | 5   | 5   | 6   | 20    |
| Vermont              | 0                 | 0   | 4   | 0   | 0   | 4     |
| Virginia             | 3                 | 4   | 11  | 20  | 20  | 58    |
| Washington           | 1                 | 4   | 15  | 15  | 14  | 49    |
| West Virginia        | 0                 | 2   | 3   | 12  | 8   | 25    |
| Wisconsin            | 0                 | 5   | 5   | 7   | 11  | 28    |
| Wyoming              | 1                 | 0   | 2   | 5   | 1   | 9     |
| Total All States     | 58                | 322 | 524 | 812 | 898 | 2,614 |

Fatality Analysis Reporting System (National Highway Traffic Safety Administration, 2014)



**Table A5.** People Killed in Crashes Involving a Driver Aged 15 – 19, by State and Role of Person Killed, United States, 2013.

|                      | Driver<br>Age (Yrs.)<br>15 – 19 | Passenger of<br>Driver<br>Age (Yrs.)<br>15 – 19 | Occupant<br>of<br>Other<br>Vehicle | Non-<br>Occupant | Total |
|----------------------|---------------------------------|---|------------------------------------|------------------|-------|
| Alabama              | 39                              | 21  | 17                                 | 3                | 80    |
| Alaska               | 0                               | 1   | 1                                  | 0                | 2     |
| Arizona              | 21                              | 20  | 30                                 | 8                | 79    |
| Arkansas             | 17                              | 14  | 14                                 | 5                | 50    |
| California           | 59                              | 67  | 67                                 | 49               | 242   |
| Colorado             | 18                              | 14  | 7                                  | 3                | 42    |
| Connecticut          | 11                              | 9   | 5                                  | 2                | 27    |
| Delaware             | 1                               | 1   | 6                                  | 1                | 9     |
| District of Columbia | 0                               | 0   | 1                                  | 0                | 1     |
| Florida              | 39                              | 34  | 53                                 | 33               | 159   |
| Georgia              | 38                              | 37  | 35                                 | 9                | 119   |
| Hawaii               | 2                               | 1   | 1                                  | 1                | 5     |
| Idaho                | 9                               | 10  | 8                                  | 0                | 27    |
| Illinois             | 34                              | 20  | 36                                 | 10               | 100   |
| Indiana              | 34                              | 22  | 23                                 | 7                | 86    |
| Iowa                 | 11                              | 7   | 9                                  | 0                | 27    |
| Kansas               | 14                              | 11  | 12                                 | 2                | 39    |
| Kentucky             | 20                              | 16  | 17                                 | 8                | 61    |
| Louisiana            | 20                              | 13  | 12                                 | 7                | 52    |
| Maine                | 7                               | 3   | 1                                  | 0                | 11    |
| Maryland             | 14                              | 9   | 8                                  | 2                | 33    |
| Massachusetts        | 8                               | 5   | 5                                  | 7                | 25    |
| Michigan             | 34                              | 19  | 35                                 | 15               | 103   |
| Minnesota            | 14                              | 10  | 10                                 | 4                | 38    |
| Mississippi          | 30                              | 13  | 22                                 | 1                | 66    |
| Missouri             | 35                              | 23  | 26                                 | 2                | 86    |
| Montana              | 7                               | 10  | 6                                  | 0                | 23    |
| Nebraska             | 14                              | 12  | 6                                  | 0                | 32    |
| Nevada               | 3                               | 4   | 6                                  | 3                | 16    |
| New Hampshire        | 5                               | 1   | 1                                  | 4                | 11    |
| New Jersey           | 8                               | 14  | 12                                 | 3                | 37    |
| New Mexico           | 4                               | 19  | 7                                  | 3                | 33    |
| New York             | 34                              | 25  | 19                                 | 16               | 94    |
| North Carolina       | 32                              | 27  | 41                                 | 8                | 108   |
| North Dakota         | 3                               | 4   | 3                                  | 0                | 10    |
| Ohio                 | 42                              | 21  | 25                                 | 7                | 95    |
| Oklahoma             | 21                              | 17  | 22                                 | 7                | 67    |
| Oregon               | 11                              | 6   | 7                                  | 5                | 29    |
| Pennsylvania         | 38                              | 26  | 22                                 | 7                | 93    |
| Rhode Island         | 2                               | 2   | 1                                  | 1                | 6     |
| South Carolina       | 21                              | 12  | 17                                 | 7                | 57    |
| South Dakota         | 3                               | 0   | 2                                  | 2                | 7     |
| Tennessee            | 29                              | 19  | 31                                 | 3                | 82    |
| Texas                | 105                             | 91  | 109                                | 36               | 341   |
| Utah                 | 6                               | 4   | 9                                  | 4                | 23    |
| Vermont              | 2                               | 2   | 0                                  | 0                | 4     |
| Virginia             | 21                              | 21  | 16                                 | 5                | 63    |
| Washington           | 19                              | 24  | 9                                  | 5                | 57    |
| West Virginia        | 13                              | 11  | 4                                  | 0                | 28    |
| Wisconsin            | 11                              | 7   | 11                                 | 3                | 32    |
| Wyoming              | 5                               | 4   | 0                                  | 1                | 10    |
| Total All States     | 988                             | 783   | 847                                | 309              | 2,927 |

Fatality Analysis Reporting System (National Highway Traffic Safety Administration, 2014)