

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



Teen Driver Crashes: 1994-2013

May 2015



Title

Teen Driver Crashes: 1994-2013. (*May 2015*)

Author

Brian C. Tefft
Senior Research Associate
AAA Foundation for Traffic Safety

About the Sponsor

AAA Foundation for Traffic Safety
607 14th Street, NW, Suite 201
Washington, DC 20005
202-638-5944
www.aaafoundation.org

Founded in 1947, the AAA Foundation in Washington, D.C. is a not-for-profit, publicly supported charitable research and education organization dedicated to saving lives by preventing traffic crashes and reducing injuries when crashes occur. Funding for this report was provided by voluntary contributions from AAA/CAA and their affiliated motor clubs, from individual members, from AAA-affiliated insurance companies, as well as from other organizations or sources.

This publication is distributed by the AAA Foundation for Traffic Safety at no charge, as a public service. It may not be resold or used for commercial purposes without the explicit permission of the Foundation. It may, however, be copied in whole or in part and distributed for free via any medium, provided the AAA Foundation is given appropriate credit as the source of the material. The AAA Foundation for Traffic Safety assumes no liability for the use or misuse of any information, opinions, findings, conclusions, or recommendations contained in this report.

If trade or manufacturer's names are mentioned, it is only because they are considered essential to the object of this report and their mention should not be construed as an endorsement. The AAA Foundation for Traffic Safety does not endorse products or manufacturers.

©2015, AAA Foundation for Traffic Safety

Introduction

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

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 vehicle¹
- 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.

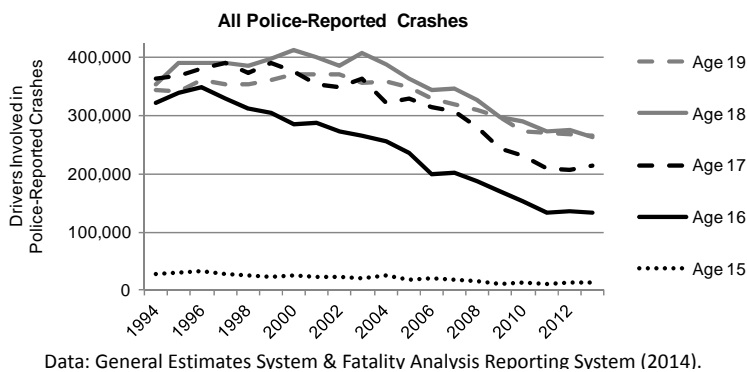
¹ Most crashes involved only one vehicle driven by a driver aged 15 – 19; however, a small number of crashes involved more than one vehicle driven by a driver aged 15 – 19. In these cases, drivers aged 15 – 19 and passengers in vehicles driven by a driver aged 15 – 19 were always classified as such, 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.

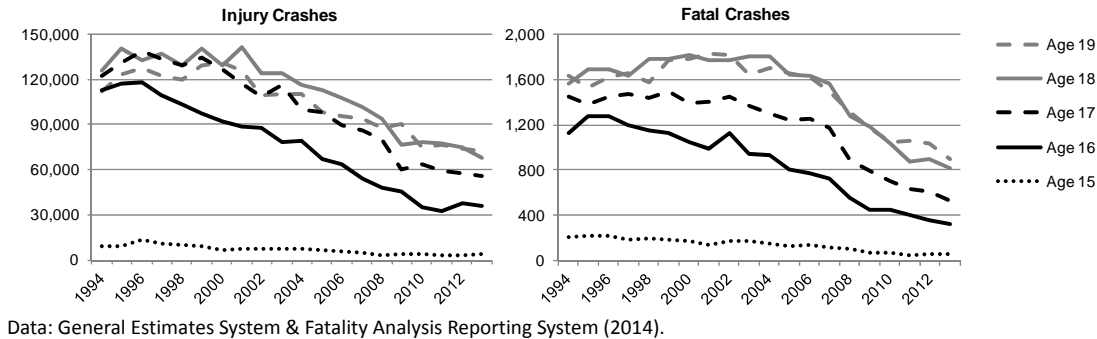
Figure 1. Number of Drivers Aged 15-19 Involved in Police-Reported Crashes Each Year in Relation to Driver Age, United States, 1994 – 2013.



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.

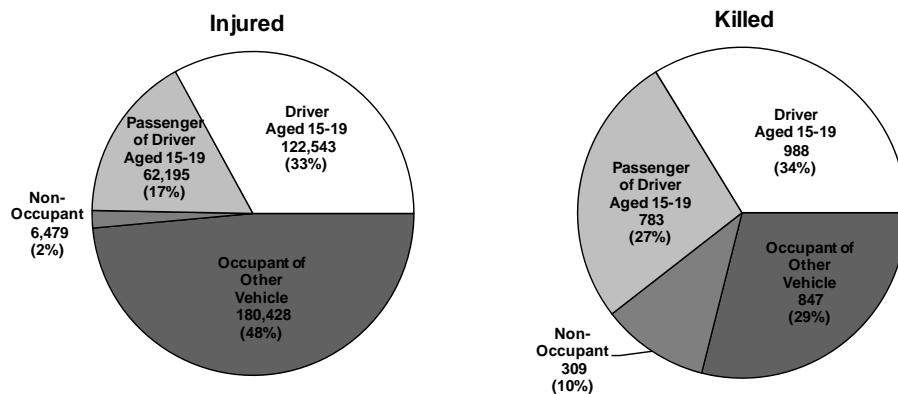
Figure 2. Number of Drivers Aged 15-19 Involved in Crashes Resulting in Non-Fatal Injuries (Left) and Fatalities (Right), United States, 1994 – 2013.



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.

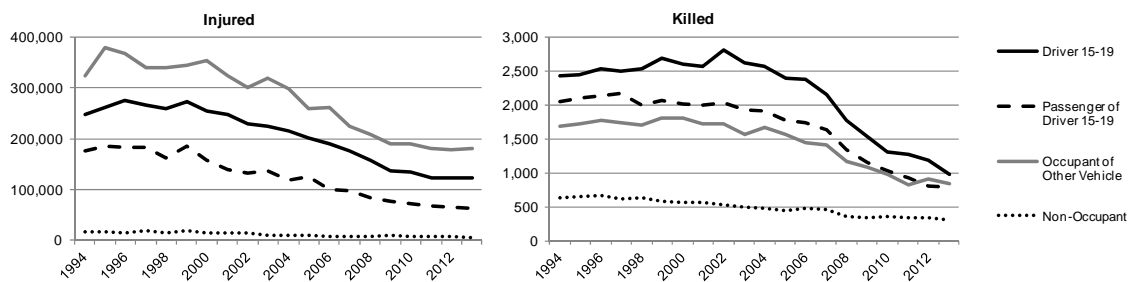
Figure 3. People Injured (Left) and Killed (Right) in Crashes Involving a Driver Aged 15 – 19, by Role of Person Injured or Killed, United States, 2013.



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

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 on 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

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.

References

AAA. 2009. *Teen Crashes – Everyone is at Risk*. Washington, DC: AAA.

Blincoe L, Miller TR, Zaloshnja E, Lawrence BA. 2014. *The Economic and Societal Impact of Motor Vehicle Crashes, 2010*. Report No. DOT HS 812 013. Washington, DC: U.S. Department of Transportation.

Bureau of Labor Statistics. 2015. Labor Force Statistics from the Current Population Survey. Washington, DC: U.S. Department of Labor.

Fatality Analysis Reporting System [Data files]. 2014. Washington, DC: U.S. Department of Transportation. (Updated December 19, 2014. Accessed January 15, 2015. Available at: <ftp://ftp.nhtsa.dot.gov/fars>)

U.S. Energy Information Administration. 2015. *Monthly Energy Review March 2015*. Washington, DC: U.S. Department of Energy.

General Estimates System. [Data files]. 2014. Washington, DC: U.S. Department of Transportation. (Updated December 19, 2014. Accessed January 15, 2015. Available at: <ftp://ftp.nhtsa.dot.gov/ges>)

Highway Loss Data Institute. 2013. Evaluation of changes in teenage driver exposure. *Highway Loss Data Institute Bulletin*, Vol. 30, No. 70.

Insurance Institute for Highway Safety. 2015. *Effective dates of Graduated Licensing Laws, February 2015*. Arlington, VA: Insurance Institute for Highway Safety.

Masten SV, Foss RD, Marshall SW. 2011. Graduated driver licensing and fatal crashes involving 16- to 19-year-old drivers. *JAMA*, 306(10): 1098-1103.

McCartt AT, Teoh ER, Fields M, Braitman KA, Hellinga LA. 2010. Graduated licensing laws and fatal crashes of teenage drivers: a national study. *Traffic Injury Prevention*, 11(3): 240-248.

Morrisey MA, Grabowski DC. 2011. Gas prices, beer taxes and GDL programmes: effects on auto fatalities among young adults in the US. *Applied Economics*, 43(25): 3645-3654.

National Highway Traffic Safety Administration. 2014. *Traffic Safety Facts 2012*. Report No. DOT HS 812 032. Washington, DC: U.S. Department of Transportation.

Shope JT, Molnar LJ. 2003. Graduated driver licensing in the United States: evaluation results from the early programs. *Journal of Safety Research*, 34: 63-69.

Shults RA, Williams AF. 2013. Trends in driver licensing status and driving among high school seniors in the United States, 1996-2010. *Journal of Safety Research*, 46: 167-170.

Tefft BC. 2012. *Motor Vehicle Crashes, Injuries, and Deaths in Relation to Driver Age, United States, 1995 – 2010*. Washington, DC: AAA Foundation for Traffic Safety.

Tefft BC, Williams AF, Grabowski JG. 2013. Timing of Driver's License Acquisition and Reasons for Delay Among Young People in the United States, 2012. Washington, DC: AAA Foundation for Traffic Safety.

Williams AF, Tefft BC, Grabowski JG. 2012. Graduated driver licensing research, 2010-present. *Journal of Safety Research*, 43(3): 195-203.

Zhu M, Cummings P, Chu H, Coben J, Li G. 2013. Graduated licensing and motor vehicle crashes involving teenage drivers: an age-stratified meta-analysis. *Injury Prevention*; 19(1): 49-57.

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.)					Total
	15	16	17	18	19	
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 Age 15 – 19	Passenger of Driver Age 15 – 19	Occupant of Other Vehicle	Non- Occupant	Total
			Killed (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)
			Injured		
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 Age (Yrs.) 15 – 19	Passenger of Driver Age (Yrs.) 15 – 19	Occupant of Other Vehicle	Non- 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)