

## Teen Vehicular Safety Facts

### General

Teenage drivers represent a major hazard. The problem is worse in the United States than elsewhere. Teenagers drive less than all but the oldest people, but their numbers of crashes and crash deaths are disproportionately high. The risk of crash involvement per mile driven among 16-19 year olds is 4 times the risk among older drivers. Risk is highest at age 16-17. The crash rate per mile driven is almost 3 times as high among 16 year olds as it is among 18-19 year olds.

Crash rates are high largely because of the young drivers' immaturity combined with driving experience. The immaturity is apparent in young drivers' risky driving practices, like speeding and tailgating. Teenagers' lack of experience behind the wheel make it difficult to recognize and respond to hazards. Crashes involving young drivers typically are single-vehicle crashes, primarily run-off-the-road crashes, that involve driver error and/or speeding. They often occur when other young people are in the vehicle with the young driver, so teenagers are disproportionately involved in crashes as passengers as well as drivers.

5,648 teenagers died in motor vehicle crashes in 2000. This is 35 percent fewer than in 1975.

Teenagers accounted for 10 percent of the U.S. population in 2000 and 14 percent of motor vehicle deaths. They represented 15 percent of passenger vehicle occupant deaths in 2000, 7 percent of pedestrian deaths, 6 percent of motorcycle deaths, and 14 percent of bicycle deaths.

Eighty-seven percent of teen motor vehicle deaths in 2000 were passenger vehicle occupants. The rest were pedestrians (6 percent), motorcyclists (3 percent), bicyclists (2 percent), and people in other kinds of vehicles (3 percent).

Thirty-nine percent of deaths of 16-19 year olds in 1999 from all causes occurred in crashes. This is the latest year of which this information is available.

### Drivers and Passengers

Motor vehicle death rates per 100,000 people in 2000 peaked at ages 18 and 19 for drivers and at ages 17 and 18 for passengers.

Slightly more than half of teenage passenger vehicle occupant deaths in 2000 were drivers (53 percent), and a little less than half were passengers (45 percent).

Sixty-three percent of teenager deaths in 2000 occurred in crashes in which another teenager was driving. Among people of all ages, 20 percent of passenger deaths in 2000 occurred when a teenager was driving.

### Gender Differences

About 2 out of every 3 teenagers killed in motor vehicle crashes in 2000 were males.

Since 1975, teenage motor vehicle deaths have decreased more among males (43 percent) than among females (14 percent).

Death rates were higher in 2000 among male drivers age 16-19 than among females — 21 per 100,000 people compared with 10 per 100,000.

The rate of nighttime fatal crashes per 100 million miles traveled in 1995-96 by male drivers 16-19 years old was about 4 times the rate for 30- to 54-year-old male drivers. The corresponding comparison for females is more than 3 times the rate.

### When They Died

Fifty-four percent of teenage motor vehicle deaths in 2000 occurred on Friday, Saturday, and Sunday.

Forty-one percent of teenage motor vehicle deaths in 2000 occurred between 9pm and 6am.

Source: [www.hwysafety.org/safety\\_facts/fatality\\_facts/teens.htm](http://www.hwysafety.org/safety_facts/fatality_facts/teens.htm)



### Ohio State Highway Patrol Activity Summary (2000)

Crashes Investigated	85,344
Fatal Crashes	596
Injury Crashes	23,704
Property Damage Crashes	61,044
Total Arrests	907,198
DUI Arrests	25,320
Speed Arrests	436,477
Safety Belt Arrests	194,321
Traffic Warnings	413,195
Motorist Assistance	598,768

Source: [www.state.oh.us/ohiostatepatrol/statist.html](http://www.state.oh.us/ohiostatepatrol/statist.html)

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### **The Facts:**

Over 6,300 young people between the ages of 16 and 20 died in motor vehicle crashes in 1997.

In 1997, the 16- to 20-year-old age group was involved in over 2 million vehicle crashes.

This age group makes up 7 percent of licensed drivers, but suffers 14 percent of fatalities and 20 percent of all reported accidents.

One out of four 16-year-old drivers will have a crash in the first year of driving.

According to the National Highway Traffic Safety Agency (NHTSA), motor vehicle crashes cost the nation over \$150 billion annually including property damage, medical costs and lost productivity.

On the basis of current population trends, there will be 23 percent more 16- to 20-year-old drivers on the road in 2010 than there are today — 26.1 million.

The 16-year-old population alone will increase from 3.5 million to over 4 million by 2010.

There is no in-car driver training in the high school systems in 25 states. There is no driver ed at all in another 7 states.

In the overwhelming majority of states, a driver's license is issued to a 16 year old with no official ever having seen the teenager drive a car.

Source: [www.carcontrol.com/facts.html](http://www.carcontrol.com/facts.html)

### **Car Accidents in the United States**

There were an estimated 6,289,000 police-reported crashes in 1999 — based on data collected by the Federal Highway Administration. In 1999 the total of vehicle miles traveled was 2,678,748 million which was a 2 percent increase over the previous year. The crash rate was 235 crashes per 100 million vehicle miles traveled.

### **Injuries:**

There were an estimated 3,200,000 people injured in car accidents in 1999, this was a slight increase of 0.3 percent from the 3,192,000 injured in 1998.

### **Fatal Accidents:**

About 41,345 people lost their lives in traffic crashes during 1999, in 1998 there were 41,471 fatalities.

In 1999, approximately 15,794 fatalities were associated with the presence of alcohol. Alcohol involvement accounted for about 38 percent of the fatalities. However this is the lowest rate since record keeping began in 1975.

Car Accidents are the leading cause of death for people between the ages of 6 and 27.

Sixty-three percent of the occupants of passenger vehicles killed in traffic crashes in 1999 were not wearing seat belts.

There were 534 traffic deaths of children 0-4 years old in 1999. In 1999, 4,695 pedestrians were killed in traffic crashes in the United States.

The number of fatalities on roads with posted speed limits of 55 miles per hour was 23,559. The number of fatalities on roads with posted speed limits less than 55 mph was 17,786.

In 1999, about 394,000 large trucks (weight rating greater than 10,000 pounds) were involved in traffic crashes in the United States. An estimated total of 5,203 people died (13 percent of all traffic fatalities reported in 1999) and an additional 127,000 were injured in those crashes.

An estimated 2,537 motorcycle riders died in motorcycle crashes during 1999, an increase of 11 percent from 2,284 motorcycle occupant fatalities that occurred in 1998.

The total economic cost of motor vehicle crashes in 1999 was \$150 billion.

### **Teenagers**

Car Accidents are the leading cause of death among teenagers in the United States, accounting for 36 percent of all deaths of persons aged 15 to 19 years.

The fatal crash rate per million miles for 16-year-old drivers is more than 7 times the rate for drivers aged 30 to 59 years.

Nearly the same number of deaths occur among teenaged passengers as teenaged drivers: in 1993, two thirds of the deaths of passengers aged 13 to 19 years occurred when teenagers were driving.

Source: [www.car-accidents.net/pages/stats.html](http://www.car-accidents.net/pages/stats.html)

