# Traffic Safety Facts

## 2018 Data

October 2020

DOT HS 812 968

NHTSA

In this fact sheet for 2018 the information is presented as follows.



# Young Drivers

The term *young driver* refers to a person 15 to 20 years old operating a motor vehicle. People in this age group generally obtain their licenses for the first time and many are under graduated driver licensing (GDL) programs as they learn driving skills. Young, inexperienced drivers have higher crash rates than older, more experienced drivers in the United States.

## Key Findings

- The number of licensed young drivers decreased by 9.9 percent in the 10-year period from 2009 to 2018 but decreased by 0.8 percent from 2017 to 2018.
- In 2018 there were 1,719 young drivers who died and an estimated 199,000 young drivers who were injured in motor vehicle crashes.
- In the 15- to 20-year-old age group, driver fatalities declined by 7 percent from 2017 to 2018.
- Nonoccupants—pedestrians, pedalcyclists, and others—who were killed in crashes involving young drivers decreased by 4 percent from 2017 to 2018.
- Eight percent of all drivers involved in fatal crashes in 2018 were 15 to 20 years old. Young drivers accounted for 5.3 percent of the total number of licensed drivers in the United States in 2018.
- The rate of drivers involved in fatal crashes per 100,000 licensed drivers for young female drivers was 22.65 in 2018. For young male drivers in 2018 the involvement rate was 46.08, more than 2 times that of young female drivers.
- Of the young drivers killed with known restraint use, 49 percent were unrestrained at the time of the crashes in 2018.
- Twenty-four percent of young drivers 15 to 20 years old who were killed in crashes in 2018 had blood alcohol concentrations (BACs) of .01 g/dL or higher; 82 percent of those young drivers killed who had alcohol in their systems also had BACs of .08 g/dL or higher.
- NHTSA estimates that minimum-drinking-age laws (21 years old) have saved 31,959 lives since 1975 based on 2017 data (latest data available).
- During 2018 there were 228 motorcycle riders 15 to 20 years old killed in crashes, and an additional estimated 5,000 in that age group were injured.

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). Refer to the end of this publication for more information on FARS. Injury estimates are based on data obtained from a nationally representative sample of police-reported crashes from the Crash Report Sampling System. In addition, the methodology for estimating people injured has changed. For more information, read **Crash Report Sampling System (CRSS) Replaced the National Automotive Sampling System (NASS) General Estimates System (GES)** at the end of this publication.

U.S. Department of Transportation

**National Highway Traffic Safety Administration**

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## Overview

There were 227.6 million licensed drivers in the United States in 2018. Young drivers accounted for 5.3 percent (12.0 million) of the total in 2018, a 9.9-percent decrease from the 13.3 million young drivers in 2009, but a 0.8-percent decrease from the 12.1 million young drivers in 2017. Population for this age group decreased by 4.5 percent from 2009 to 2018.[1] Additionally, 199,000 young drivers were injured in motor vehicle crashes in 2018, an 8-percent decrease from 215,000 in 2017.

Motor vehicle crashes are a leading cause of death for 15- to 20-year-olds, according to the Centers for Disease Control and Prevention.[2] In 2018 there were 1,719 young drivers 15 to 20 years old who died in motor vehicle crashes, a 7-percent decrease from the 1,844 young drivers who died in 2017. Fatalities in crashes involving young drivers decreased steadily over the 10-year period from 5,649 in 2009 to 4,492 in 2018, resulting in a 20-percent decrease in fatalities during that time, as seen in Table 1.

In fatal crashes involving young drivers for the 10-year period from 2009 to 2018:

- Fatalities among young drivers decreased by 27 percent.
- Fatalities among the passengers of young drivers decreased by 38 percent.
- Occupant fatalities of other vehicles decreased by 5 percent.
- Nonoccupant fatalities—pedestrians, pedalcyclists, or other nonoccupants—increased by 18 percent.

In fatal crashes involving young drivers in the most recent year from 2017 to 2018:

- Fatalities among young drivers decreased by 7 percent.
- Fatalities among the passengers of young drivers decreased by 8 percent.
- Occupant fatalities of other vehicles decreased by 6 percent.
- Nonoccupant fatalities decreased by 4 percent.

Table 1
**Fatalities in Crashes Involving Young Drivers, by Person Type, 2009–2018**

| Year | Young Drivers (15–20) | Passengers of Young Drivers by Age | | | | | Occupants of Other Vehicles | Nonoccupants | Total |
|---|---|---|---|---|---|---|---|---|---|
| | | <15 | 15–20 | 21+ | Unknown | Total | | | |
| 2009 | 2,343 | 145 | 958 | 351 | 2 | 1,456 | 1,381 | 469 | 5,649 |
| 2010 | 1,965 | 130 | 845 | 356 | 2 | 1,333 | 1,250 | 493 | 5,041 |
| 2011 | 1,993 | 118 | 777 | 298 | 1 | 1,194 | 1,122 | 473 | 4,782 |
| 2012 | 1,880 | 88 | 682 | 286 | 4 | 1,060 | 1,230 | 502 | 4,672 |
| 2013 | 1,696 | 120 | 633 | 313 | 3 | 1,069 | 1,133 | 469 | 4,367 |
| 2014 | 1,723 | 75 | 671 | 268 | 1 | 1,015 | 1,093 | 454 | 4,285 |
| 2015 | 1,903 | 101 | 622 | 258 | 1 | 982 | 1,326 | 533 | 4,744 |
| 2016 | 1,916 | 94 | 665 | 270 | 4 | 1,033 | 1,348 | 598 | 4,895 |
| 2017 | 1,844 | 97 | 651 | 237 | 1 | 986 | 1,396 | 574 | 4,800 |
| 2018 | 1,719 | 70 | 575 | 261 | 2 | 908 | 1,313 | 552 | 4,492 |

Source: FARS 2009–2017 Final File, 2018 Annual Report File (ARF)

Figure 1 displays the percentage of fatalities in crashes involving young drivers by person type and year.

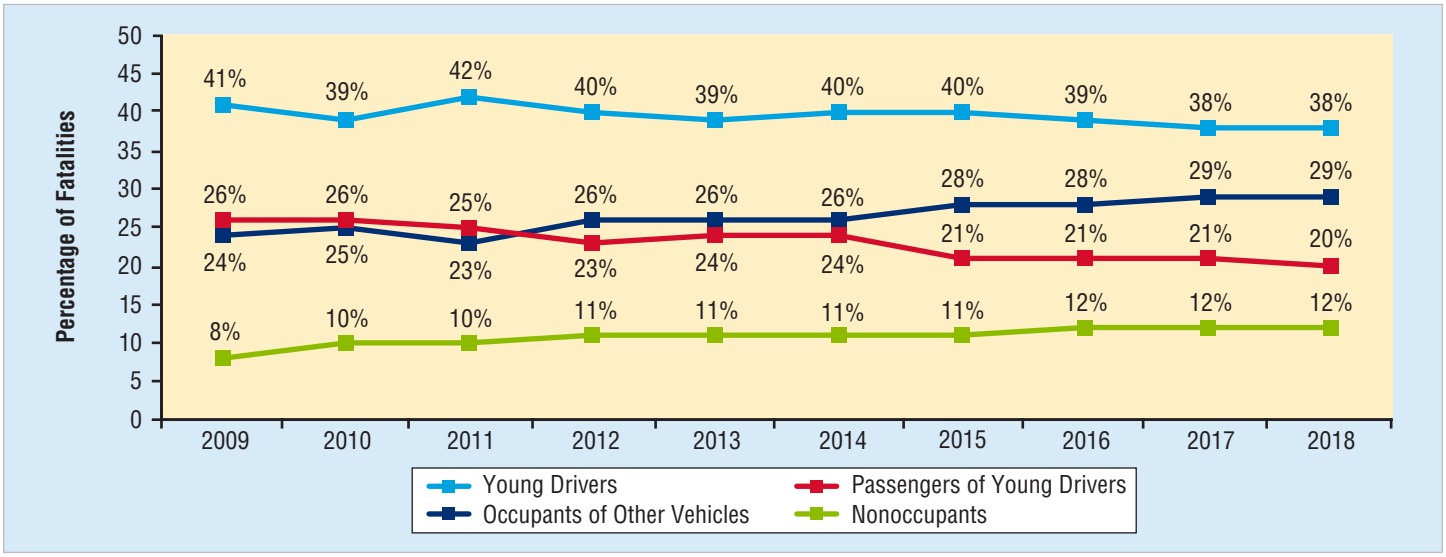
In 2018:

- Young drivers who were involved in fatal crashes made up 38 percent of the fatalities in those crashes.
- There were more fatalities of occupants in other vehicles than there were passenger fatalities of young drivers; this has been the trend since 2012.
- The percentage of nonoccupants has been gradually increasing over the years.
- Of those passengers who died in crashes with young people who were driving, 63 percent (575 of 908 from Table 1) were also 15 to 20 years old.

[1] Licensed drivers – Federal Highway Administration, Population – Census Bureau.

[2] Centers for Disease Control and Prevention's web-based Injury Statistics Query and Reporting System, available at https://webappa.cdc.gov/sasweb/ncipc/leadcause.html

Figure 1
**Percentage of Fatalities in Crashes Involving Young Drivers, by Person Type, 2009–2018**




Source: FARS 2009–2017 Final File, 2018 ARF

## Drivers

There were 4,144 young drivers involved in fatal crashes in 2018—a 20-percent decrease from the 5,170 involved in 2009. This 20-percent decrease is different from the 14-percent increase for drivers of all ages involved in fatal crashes in the same time period. Table 2 shows both involvement of young drivers in fatal crashes as well as young driver fatalities in fatal crashes from 2009 to 2018.

In 2018:

- Young drivers involved in fatal crashes decreased from 2009 for both young male and female drivers (22% and 14%, respectively).
- The 2-year comparison of total driver involvement in fatal crashes decreased by 2 percent from 52,752 in 2017 to 51,490 in 2018. During this same period young-driver involvement decreased by 6 percent from 4,410 in 2017 to 4,144 in 2018.
- Total drivers involved in police-reported crashes increased by 4 percent to 12,025,000 from 11,523,000 in 2017. This compares to the number of young drivers involved in police-reported crashes, which decreased by 1 percent to 1,412,000 from 1,428,000 in 2017.
- Eight percent (8.0%) of all drivers involved in fatal crashes and 12 percent of all drivers involved in police-reported crashes were young drivers. However, young drivers were only 5.3 percent of all licensed drivers in 2018.

Table 2
**Involvement of Young and All Drivers in Fatal Crashes, by Sex, 2009 and 2018**

| Sex | 2009 | | | 2018 | | | Percentage Change, 2009–2018 | |
|---|---|---|---|---|---|---|---|---|
| | Total (All Drivers) | Ages 15–20 | Percentage of Total | Total (All Drivers) | Ages 15–20 | Percentage of Total | Total | Ages 15–20 |
| Drivers Involved in Fatal Crashes | | | | | | | | |
| Male | 32,882 | 3,604 | 11.0% | 37,062 | 2,804 | 7.6% | +13% | -22% |
| Female | 11,864 | 1,565 | 13.2% | 13,269 | 1,339 | 10.1% | +12% | -14% |
| **Total*** | **45,337** | **5,170** | **11.4%** | **51,490** | **4,144** | **8.0%** | **+14%** | **-20%** |
| Driver Fatalities | | | | | | | | |
| Male | 16,700 | 1,685 | 10.1% | 17,632 | 1,223 | 6.9% | +6% | -27% |
| Female | 5,132 | 658 | 12.8% | 5,284 | 496 | 9.4% | +3% | -25% |
| **Total*** | **21,835** | **2,343** | **10.7%** | **22,925** | **1,719** | **7.5%** | **+5%** | **-27%** |

Source: FARS 2009 Final File, 2018 ARF
*Includes unknown sex.

The rate of drivers involved in fatal crashes per 100,000 licensed drivers was higher for young male drivers compared to older male drivers. For young male drivers 15 to 20 years old the driver involvement rate was 46.08 in 2018 per 100,000 licensed young male drivers. For female drivers of all ages in 2018, the highest involvement rate was for young female drivers 15 to 20 years old at 22.65 per 100,000 licensed drivers.

The 15- to 20-year-old age group accounted for 9.5 percent of all drivers involved in single-vehicle fatal crashes in 2018, compared to 7.5 percent in multiple-vehicle fatal crashes, as shown in Table 3.

Table 3
**Percentage of Population and Drivers Involved in Fatal Crashes, by Age Group, 2018**

| | Age Group | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | <15 | 15–20 | 21–24 | 25–34 | 35–44 | 45–54 | 55–64 | 65–69 | 70+ |
| Population | 18.6% | 7.8% | 5.4% | 14.0% | 12.6% | 12.7% | 12.9% | 5.2% | 10.8% |
| Drivers Involved in Fatal Crashes | 0.1% | 8.2% | 9.5% | 21.4% | 16.1% | 15.6% | 14.4% | 4.8% | 9.8% |
| *— Single-Vehicle* | *0.1%* | *9.5%* | *10.9%* | *22.4%* | *15.6%* | *14.8%* | *13.7%* | *4.4%* | *8.4%* |
| *— Multi-Vehicle* | *0.0%* | *7.5%* | *8.7%* | *20.8%* | *16.4%* | *16.1%* | *14.9%* | *5.0%* | *10.6%* |
| Licensed Drivers | 0.0% | 5.3% | 6.3% | 17.7% | 16.5% | 17.0% | 17.4% | 7.0% | 12.9% |

Sources: FARS 2018 ARF; Population – Census Bureau; Licensed Data – Federal Highway Administration
Note: People with unknown age were removed before calculating percentages.

Among young drivers involved in fatal crashes, 22 percent (151 out of 684) of those who did not have valid operator licenses also had previous license suspensions or revocations at the time of the crashes in 2018 (Table 4).

Table 4
**Young Drivers Involved in Fatal Crashes, by Previous 5-Year Driving Record and License Compliance, 2018**

| Driving Records of Young Drivers (Ages 15-20) | License Compliance | | | | Total* | |
|---|---|---|---|---|---|---|
| | Valid | | Invalid | | | |
| | Number | Percent** | Number | Percent** | Number | Percent** |
| Total Drivers Involved | 3,417 | 100.0% | 684 | 100.0% | 4,144 | 100.0% |
| No Previous Driving Record | 2,020 | 59.1% | 376 | 55.0% | 2,400 | 57.9% |
| Previous Recorded Crashes | 491 | 14.4% | 69 | 10.1% | 561 | 13.5% |
| Previous Recorded Suspensions or Revocations | 192 | 5.6% | 151 | 22.1% | 344 | 8.3% |
| Previous DWI Convictions | 18 | 0.5% | 14 | 2.0% | 32 | 0.8% |
| Previous Speeding Convictions | 586 | 17.1% | 96 | 14.0% | 683 | 16.5% |
| Previous Other Harmful or Moving Convictions | 431 | 12.6% | 114 | 16.7% | 545 | 13.2% |

Source: FARS 2018 ARF
*Includes drivers with unknown previous records.
**A driver can have multiple driving records of different types.

## Restraint Use

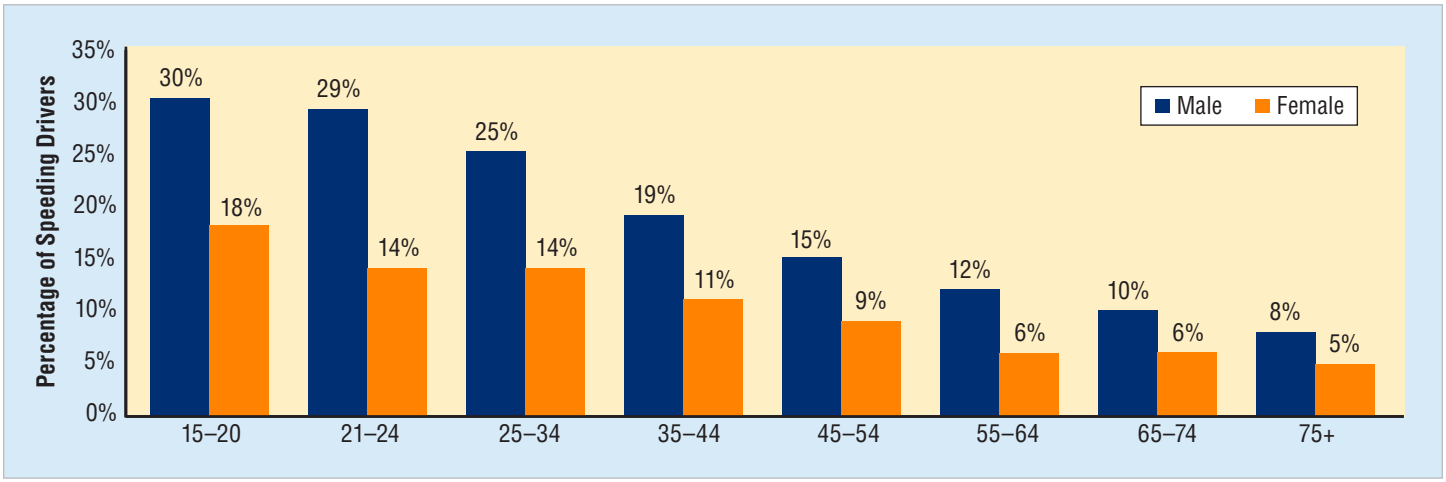
Of the 3,781 young passenger vehicle drivers involved in fatal crashes in 2018, the restraint use of those drivers is known for all but 316 drivers. Passenger vehicles include passenger cars and light trucks such as pickups, SUVs, and vans. Of the young passenger vehicle drivers involved in fatal crashes in 2018 with known restraint use:

- Forty-nine percent of those who died were unrestrained compared to 47 percent of all drivers who died in fatal crashes.
- Thirteen percent of those who survived were unrestrained compared to 9 percent of all drivers who survived fatal crashes.

## Speeding

NHTSA considers a crash to be speeding-related if any driver in the crash was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. In 2018 young drivers, male and female, were speeding at the time of the fatal crashes more than any other age groups as shown in Figure 2. Males in general were more likely to be associated with speeding than females in these crashes.

Figure 2
**Percentage of Speeding Drivers in Fatal Crashes, by Age Group and Sex, 2018**




Source: FARS 2018 ARF

## Alcohol

All 50 States, the District of Columbia, and Puerto Rico have by law made it illegal to drive with a BAC of .08 g/dL or higher. In addition, people under 21 are legally prohibited from drinking alcohol. Alcohol involvement includes a fatal crash in which a driver had a BAC of .01 g/dL or higher. A driver is considered to be alcohol-impaired when the driver's BAC is .08 g/dL or higher.

In 2018:

- Twenty-four percent of the young drivers 15 to 20 years old who were killed in crashes had BACs of .01 g/dL or higher; 19 percent had BACs of .08 g/dL or higher, as shown in Table 5.
- Of the 404 young drivers killed who had alcohol in their systems, 331 (82%) were at .08 g/dL or higher (past the legal driving limit for those *legally permitted* to consume alcohol).

Table 5
**Alcohol Involvement Among Young Drivers Involved in Fatal Crashes, by Survival Status, 2009 and 2018**

| Survival Status | Total Drivers | No Alcohol (BAC=.00 g/dL) | | BAC=.01+ g/dL | | BAC=.08+ g/dL | |
|---|---|---|---|---|---|---|---|
| | | Number | Percent | Number | Percent | Number | Percent |
| **2009** | | | | | | | |
| Survived | 2,827 | 2,376 | 84% | 451 | 16% | 312 | 11% |
| Killed | 2,343 | 1,573 | 67% | 770 | 33% | 642 | 27% |
| **Total** | **5,170** | **3,949** | **76%** | **1,221** | **24%** | **954** | **18%** |
| **2018** | | | | | | | |
| Survived | 2,425 | 2,055 | 85% | 370 | 15% | 299 | 12% |
| Killed | 1,719 | 1,315 | 76% | 404 | 24% | 331 | 19% |
| **Total** | **4,144** | **3,370** | **81%** | **774** | **19%** | **630** | **15%** |

Source: FARS 2009 Final File, 2018 ARF

The number of young drivers involved in fatal crashes who had BACs of .01 g/dL or higher dropped by 37 percent, from 1,221 in 2009 to 774 in 2018. Nineteen percent of these drivers had alcohol (BACs of .01 g/dL or higher) in their systems in 2018 as compared to 24 percent in 2009.

Table 6 shows alcohol involvement for young drivers who were killed according to their age. Among young drivers killed in fatal crashes in 2018, there were 451 killed at the ages of 19 and 20, respectively—highest among the young drivers; 27 percent of these drivers had alcohol in their systems at the time of the fatal crashes. The table also shows that of those young drivers killed, the percentage that involved alcohol generally increases as age increases.

Table 6
**Young Drivers Killed, by Age and Alcohol Involvement, 2018**

| Age | Total Drivers Killed | Drivers With BAC=.01+ g/dL | | Drivers With BAC=.08+ g/dL | |
|---|---|---|---|---|---|
| | | Number | Percent | Number | Percent |
| 15 | 36 | 4 | 12% | 2 | 6% |
| 16 | 133 | 18 | 14% | 14 | 10% |
| 17 | 252 | 54 | 22% | 46 | 18% |
| 18 | 396 | 86 | 22% | 75 | 19% |
| 19 | 451 | 122 | 27% | 100 | 22% |
| 20 | 451 | 120 | 27% | 95 | 21% |

Source: FARS 2018 ARF

For young drivers in fatal crashes, alcohol involvement is higher among males than among females. Twenty-one percent of the young male drivers involved in fatal crashes in 2018 had some alcohol at the time of the crashes (BACs of .01 g/dL or higher), compared with 14 percent of the young female drivers involved in fatal crashes.

Drivers involved in fatal crashes are less likely to use restraints when they have been drinking. Forty-five percent of the young drivers of passenger vehicles involved in fatal crashes in 2018 who had been drinking were unrestrained (based on known restraint use). Of the young drivers who had been drinking and were killed in crashes, 69 percent were unrestrained (based on known restraint use). In comparison, of the non-drinking young drivers killed, 43 percent were unrestrained, as seen in Table 7.

Table 7
**Young Drivers of Passenger Vehicles in Fatal Crashes, by Restraint Use and Alcohol Involvement, 2018**

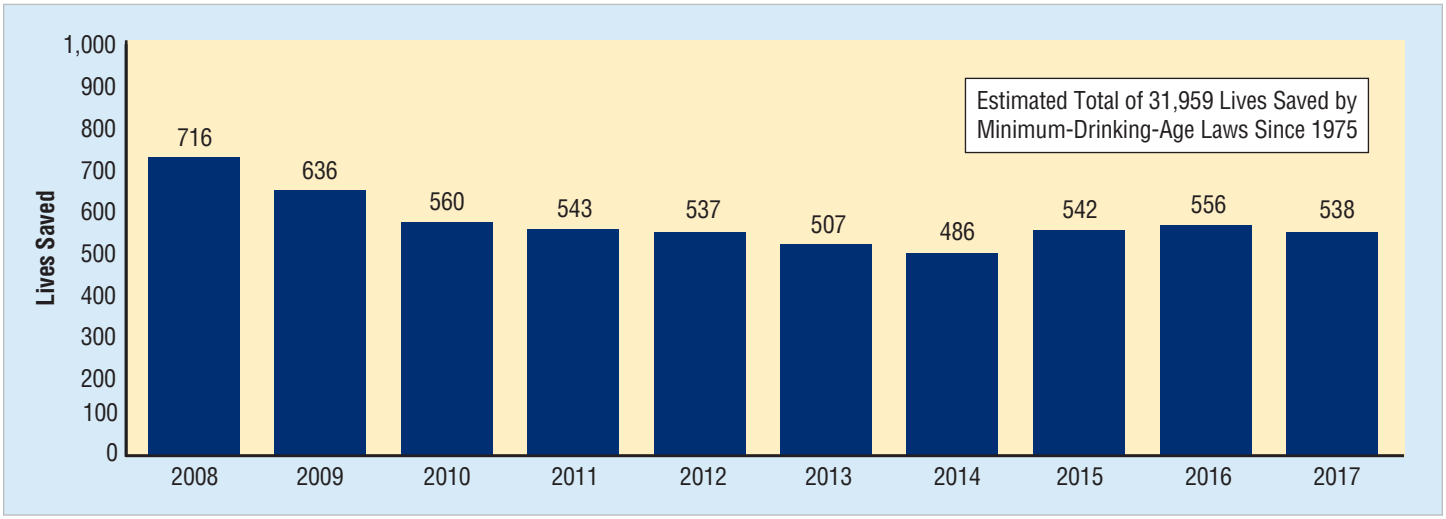
| Restraint Use | No Alcohol (BAC=.00 g/dL) | | BAC=.01+ g/dL | |
|---|---|---|---|---|
| | Number | Percent | Number | Percent |
| **Drivers Involved in Fatal Crashes** | | | | |
| Restraint Used | 2,197 | 77% | 346 | 55% |
| Restraint Not Used | 643 | 23% | 279 | 45% |
| **Driver Fatalities** | | | | |
| Restraint Used | 579 | 57% | 98 | 31% |
| Restraint Not Used | 428 | 43% | 216 | 69% |

Source: FARS 2018 ARF
Note: Based on known restraint use.

NHTSA estimates that the 21-year-old minimum-drinking-age laws have helped reduce alcohol traffic fatalities and have saved 31,959 lives since 1975 based on 2017 data (latest data available), as shown in Figure 3. In 2017 an estimated 538 lives were saved by minimum-drinking-age laws.[3]

[3] National Center for Statistics and Analysis. (2019, March). *Lives saved in 2017 by restraint use and minimum-drinking-age laws* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 812 683). National Highway Traffic Safety Administration. Available at crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812683

Figure 3
**Estimated Total of Lives Saved by Minimum-Drinking-Age Laws,[3] 2008–2017**




Source: DOT HS 812 683

## Motorcycles

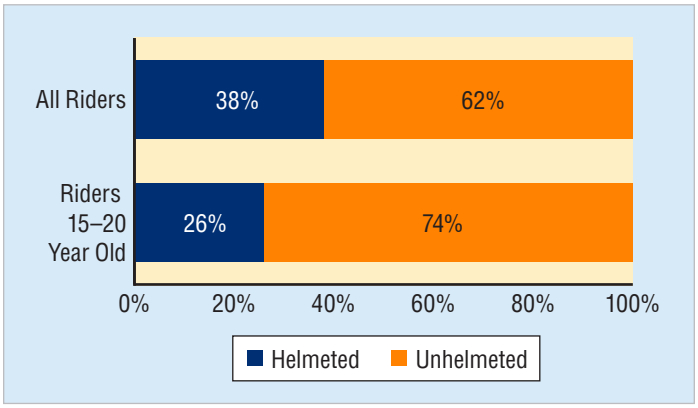
The term motorcycle *rider* refers to the operator of the motorcycle only and the term *passenger* refers to any occupant not including the rider. The term *motorcyclist* refers to any occupant of a motorcycle, either the rider or the passenger.

In 2018 there were 228 young motorcycle riders 15 to 20 years old killed in crashes, a decrease of 21 percent from 287 young motorcycle riders killed in 2017. An additional estimated 5,000 young riders were injured in 2018, a 15-percent decrease from an estimated 6,000 in 2017.

Helmets are estimated to be 37-percent effective in preventing fatalities among motorcycle riders and 41-percent effective among motorcycle passengers. NHTSA estimates that helmets saved the lives of 1,872 motorcyclists of all ages in 2017 (latest data available), and that if all motorcyclists had worn helmets, an additional 749 lives could have been saved.[3]

Twenty-six percent of the motorcycle riders 15 to 20 years old who were killed in crashes were not wearing helmets (based on known helmet use) compared to 38 percent of all motorcycle riders who were killed in 2018 as shown in Figure 4.

Figure 4
**Helmet Use* of Motorcycle Riders Killed in Fatal Crashes, by Age Group, 2018**




Source: FARS 2018 ARF
*Based on known helmet use.

Of the young motorcycle riders involved in fatal crashes, 38 percent were either unlicensed or driving with invalid licenses compared to 28 percent of all motorcycle riders involved in 2018.

## Fatalities by State

Table 8 presents the number of young drivers killed, as well as the numbers of passengers of young drivers, occupants of other vehicles, and nonoccupants killed in young-driver crashes for each State and the District of Columbia in 2018. Also included in Table 8 is Puerto Rico, which is not included in the U.S. total. Figure 5 shows a "heat map" of the percentages of fatalities in crashes involving young drivers compared to total fatalities within the State.

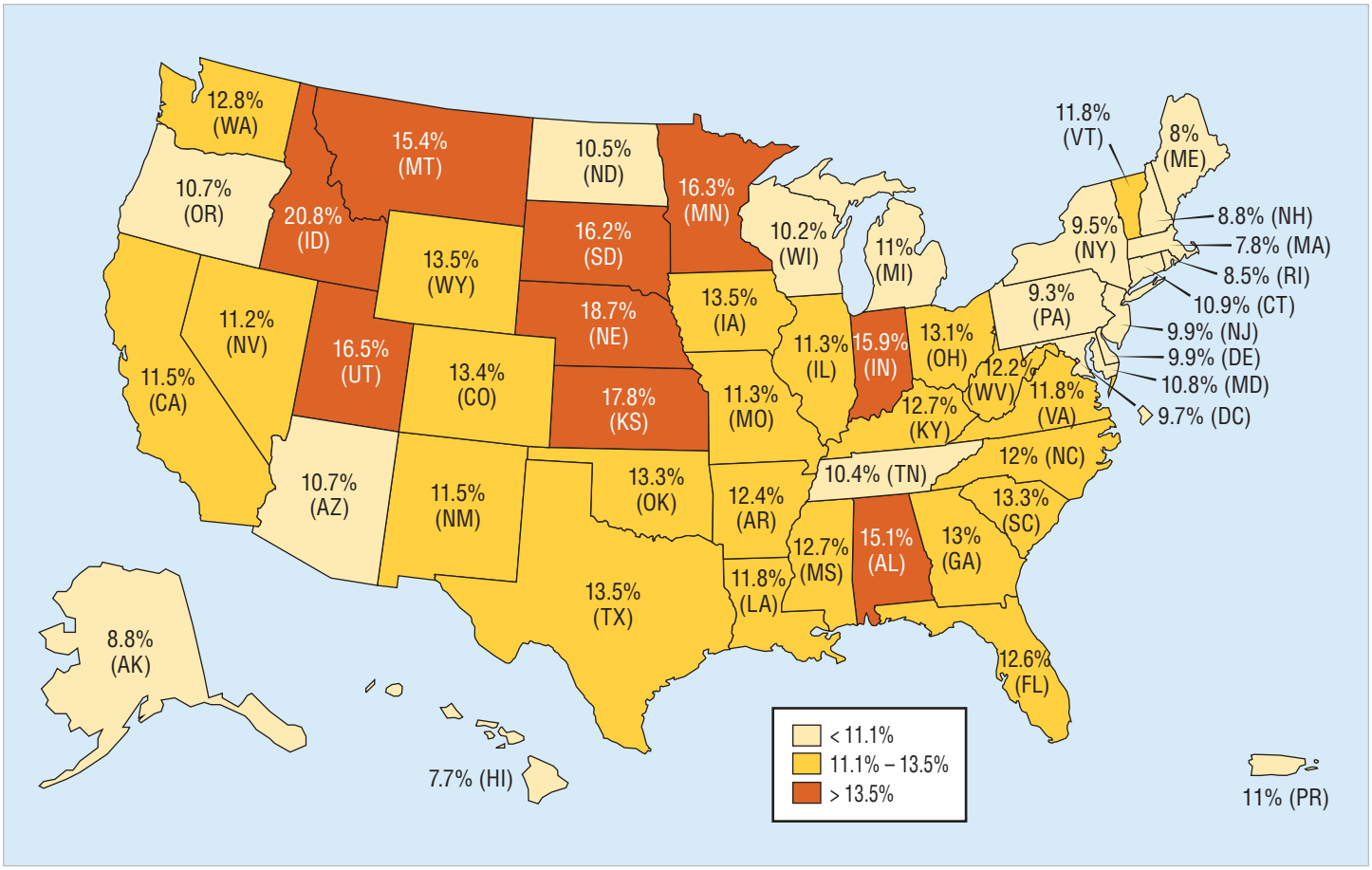
In 2018:

- Traffic fatalities in crashes involving young drivers ranged from 3 in the District of Columbia to 490 in Texas.
- The number of young drivers who died in crashes ranged from 0 in the North Dakota to 185 in Texas.
- The percentages of State traffic fatalities in crashes involving young drivers ranged from a low of 7.7 percent (Hawaii) to 20.8 percent (Idaho), compared to the national average of 12.3 percent as shown in Figure 5.

Additional State- and county-level data is available at NHTSA's State Traffic Safety Information website at https://cdan.nhtsa.gov/stsi.htm

Figure 5

**Percentages of Traffic Fatalities in Crashes Involving Young Drivers, by State, 2018**




Source: FARS 2018 ARF

Table 8

## Total Fatalities and Fatalities in Crashes Involving Young Drivers, by State and Person Type, 2018

| State | Total Fatalities | Fatalities in Crashes Involving Young Drivers | | Fatalities Involving Young Drivers by Person Type | | | |
|---|---|---|---|---|---|---|---|
| | | Number | Percentage of Total Fatalities | Young Drivers | Passengers in Young Drivers' Vehicles | Occupants of Other Vehicles | Nonoccupants |
| Alabama | 953 | 144 | 15.1% | 54 | 30 | 51 | 9 |
| Alaska | 80 | 7 | 8.8% | 2 | 1 | 3 | 1 |
| Arizona | 1,010 | 108 | 10.7% | 37 | 27 | 28 | 16 |
| Arkansas | 516 | 64 | 12.4% | 35 | 13 | 14 | 2 |
| California | 3,563 | 410 | 11.5% | 140 | 98 | 99 | 73 |
| Colorado | 632 | 85 | 13.4% | 33 | 18 | 26 | 8 |
| Connecticut | 294 | 32 | 10.9% | 10 | 10 | 10 | 2 |
| Delaware | 111 | 11 | 9.9% | 5 | 1 | 5 | 0 |
| District of Columbia | 31 | 3 | 9.7% | 1 | 0 | 0 | 2 |
| Florida | 3,133 | 396 | 12.6% | 128 | 67 | 139 | 62 |
| Georgia | 1,504 | 196 | 13.0% | 72 | 34 | 56 | 34 |
| Hawaii | 117 | 9 | 7.7% | 4 | 1 | 2 | 2 |
| Idaho | 231 | 48 | 20.8% | 24 | 11 | 12 | 1 |
| Illinois | 1,031 | 117 | 11.3% | 44 | 22 | 32 | 19 |
| Indiana | 858 | 136 | 15.9% | 60 | 32 | 30 | 14 |
| Iowa | 318 | 43 | 13.5% | 28 | 7 | 6 | 2 |
| Kansas | 404 | 72 | 17.8% | 33 | 11 | 24 | 4 |
| Kentucky | 724 | 92 | 12.7% | 37 | 20 | 25 | 10 |
| Louisiana | 768 | 91 | 11.8% | 31 | 20 | 23 | 17 |
| Maine | 137 | 11 | 8.0% | 5 | 5 | 1 | 0 |
| Maryland | 501 | 54 | 10.8% | 24 | 7 | 14 | 9 |
| Massachusetts | 360 | 28 | 7.8% | 10 | 9 | 4 | 5 |
| Michigan | 974 | 107 | 11.0% | 41 | 18 | 33 | 15 |
| Minnesota | 381 | 62 | 16.3% | 22 | 13 | 23 | 4 |
| Mississippi | 664 | 84 | 12.7% | 35 | 19 | 25 | 5 |
| Missouri | 921 | 104 | 11.3% | 49 | 22 | 29 | 4 |
| Montana | 182 | 28 | 15.4% | 13 | 7 | 5 | 3 |
| Nebraska | 230 | 43 | 18.7% | 14 | 16 | 13 | 0 |
| Nevada | 330 | 37 | 11.2% | 13 | 10 | 10 | 4 |
| New Hampshire | 147 | 13 | 8.8% | 6 | 3 | 4 | 0 |
| New Jersey | 564 | 56 | 9.9% | 18 | 14 | 13 | 11 |
| New Mexico | 391 | 45 | 11.5% | 15 | 8 | 8 | 14 |
| New York | 943 | 90 | 9.5% | 31 | 18 | 25 | 16 |
| North Carolina | 1,437 | 172 | 12.0% | 57 | 31 | 59 | 25 |
| North Dakota | 105 | 11 | 10.5% | 0 | 3 | 8 | 0 |
| Ohio | 1,068 | 140 | 13.1% | 58 | 28 | 35 | 19 |
| Oklahoma | 655 | 87 | 13.3% | 34 | 18 | 26 | 9 |
| Oregon | 506 | 54 | 10.7% | 17 | 11 | 21 | 5 |
| Pennsylvania | 1,190 | 111 | 9.3% | 46 | 18 | 39 | 8 |
| Rhode Island | 59 | 5 | 8.5% | 1 | 1 | 3 | 0 |
| South Carolina | 1,037 | 138 | 13.3% | 48 | 22 | 45 | 23 |
| South Dakota | 130 | 21 | 16.2% | 10 | 5 | 5 | 1 |
| Tennessee | 1,041 | 108 | 10.4% | 55 | 24 | 24 | 5 |
| Texas | 3,642 | 490 | 13.5% | 185 | 91 | 162 | 52 |
| Utah | 260 | 43 | 16.5% | 18 | 8 | 9 | 8 |
| Vermont | 68 | 8 | 11.8% | 5 | 2 | 1 | 0 |
| Virginia | 820 | 97 | 11.8% | 38 | 21 | 30 | 8 |
| Washington | 546 | 70 | 12.8% | 26 | 13 | 22 | 9 |
| West Virginia | 294 | 36 | 12.2% | 15 | 6 | 11 | 4 |
| Wisconsin | 588 | 60 | 10.2% | 24 | 12 | 17 | 7 |
| Wyoming | 111 | 15 | 13.5% | 8 | 2 | 4 | 1 |
| **U.S. Total** | **36,560** | **4,492** | **12.3%** | **1,719** | **908** | **1,313** | **552** |
| Puerto Rico | 308 | 34 | 11.0% | 14 | 4 | 7 | 9 |

Source: FARS 2018 ARF

## Fatality Analysis Reporting System

The 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 crash must involve a motor vehicle traveling on a public trafficway 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 about a year later. The final version of the file is aptly 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.

The updated final counts for a given previous calendar year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2018 ARF, the 2017 Final file was also released to replace the previous year's 2017 ARF. The final fatality count in motor vehicle crashes for 2017 was 37,473, which was updated from 37,133 from the 2017 ARF. The number of fatalities in motor vehicle crashes involving young drivers from the 2017 Final file was 4,800, which was updated from 4,750 from the 2017 ARF.

## Crash Report Sampling System (CRSS) Replaced the National Automotive Sampling System (NASS) General Estimates System (GES)

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. The new system, called CRSS, replaced NASS GES in 2016. For more information on CRSS, see the Additional Resources section of the CRSS web page at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

## Methodology Change for Estimating People Injured

NCSA has changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach is to combine people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in nonfatal injury crashes from NASS GES/CRSS. The old approach was to extract people injured from only NASS GES/CRSS by selecting people nonfatally injured in all crashes, regardless of crash severity. This change in methodology caused some estimates of people injured to change for some prior years.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2020, July). *Young drivers: 2018 data.* (Traffic Safety Facts. Report No. DOT HS 812 968). National Highway Traffic Safety Administration.

## For More Information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NSA-230, 1200 New Jersey Avenue SE, Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at NCSARequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/data. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection In Passenger Vehicles, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data,* and *Summary of Motor Vehicle Crashes.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data.* The fact sheets and annual Traffic Safety Facts report can be found at https://crashstats.nhtsa.dot.gov/.

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