Traffic Safety Facts

2019 Data

June 2021

DOT HS 813 130

NHTSA

In this fact sheet for 2019 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

- In 2019 there were 1,603 young drivers who died in traffic crashes, a 7-percent decrease from 1,729 in 2018.
- The number of licensed young drivers increased by 0.3 percent from 2018 to 2019.
- In 2019 there were an estimated 205,000 young drivers injured in traffic crashes.
- Young drivers accounted for 7.8 percent of all drivers involved in fatal crashes in 2019. However, young drivers were only 5.3 percent of all licensed drivers in 2019.
- The rate of drivers involved in fatal crashes per 100,000 licensed drivers for young female drivers was 19.81 in 2019. For young male drivers in 2019 the involvement rate was 45.70, more than twice that of young female drivers.
- Of the young drivers killed with known restraint use, 46 percent were unrestrained at the time of the crashes in 2019.
- Although people under 21 are legally prohibited from drinking alcohol, 24 percent of young drivers 15 to 20 years old who were killed in crashes in 2019 had blood alcohol concentrations (BACs) of .01 grams per deciliter (g/dL) or higher; 82 percent of those young drivers who had alcohol in their sytems had BACs of .08 g/dL or higher.
- During 2019 there were 216 motorcycle riders 15 to 20 years old killed in crashes, and an additional estimated 6,000 in that age group were injured.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the Crash Report Sampling System (CRSS). Refer to the end of this publication for more information on FARS and CRSS.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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Overview

There were 228.7 million licensed drivers in the United States in 2019. Young drivers accounted for 12.0 million (5.3%) of all licensed drivers in 2019, a 7.3-percent decrease from the 13.0 million young drivers in 2010, but a 0.3-percent increase from 2018. Population for this age group decreased by 4.6 percent from 2010 to 2019.[1]

Motor vehicle traffic crashes are a leading cause of death for 15- to 20-year-olds.[2] In 2019 there were 1,603 young drivers who died in traffic crashes, a 7-percent decrease from the 1,729 young drivers who died in 2018. Additionally, an estimated 205,000 young drivers were injured in traffic crashes in 2019, an increase of 3 percent from 198,000 in 2018.

Fatalities in crashes involving young drivers decreased over the 10-year period from 5,041 in 2010 to 4,356 in 2019, resulting in a 14-percent decrease in fatalities during that time, as seen in Table 1.

In fatal crashes involving young drivers for the 10-year period from 2010 to 2019:

- Fatalities among young drivers decreased by 18 percent.
- Fatalities among the passengers of young drivers decreased by 34 percent.
- Occupant fatalities of other vehicles increased by 9 percent.
- Nonoccupant (pedestrians, bicyclists, or other nonoccupants) fatalities increased by 3 percent.

In fatal crashes involving young drivers in the most recent year from 2018 to 2019:

- Fatalities among young drivers decreased by 7 percent.
- Fatalities among the passenger of young drivers decreased by 4 percent.
- Occupant fatalities of other vehicles increased by 4 percent.
- Nonoccupant fatalities decreased by 10 percent.

Table 1
Fatalities in Crashes Involving Young Drivers, by Person Type, 2010–2019

Year	Young Drivers (15–20)	Passengers of Young Drivers by Age					Occupants of Other Vehicles	Nonoccupants	Total
		<15	15–20	21+	Unknown	Total			
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	1,729	70	586	261	2	919	1,318	562	4,528
2019	1,603	86	569	224	1	880	1,367	506	4,356

Source: FARS 2010–2018 Final File, 2019 Annual Report File (ARF)

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

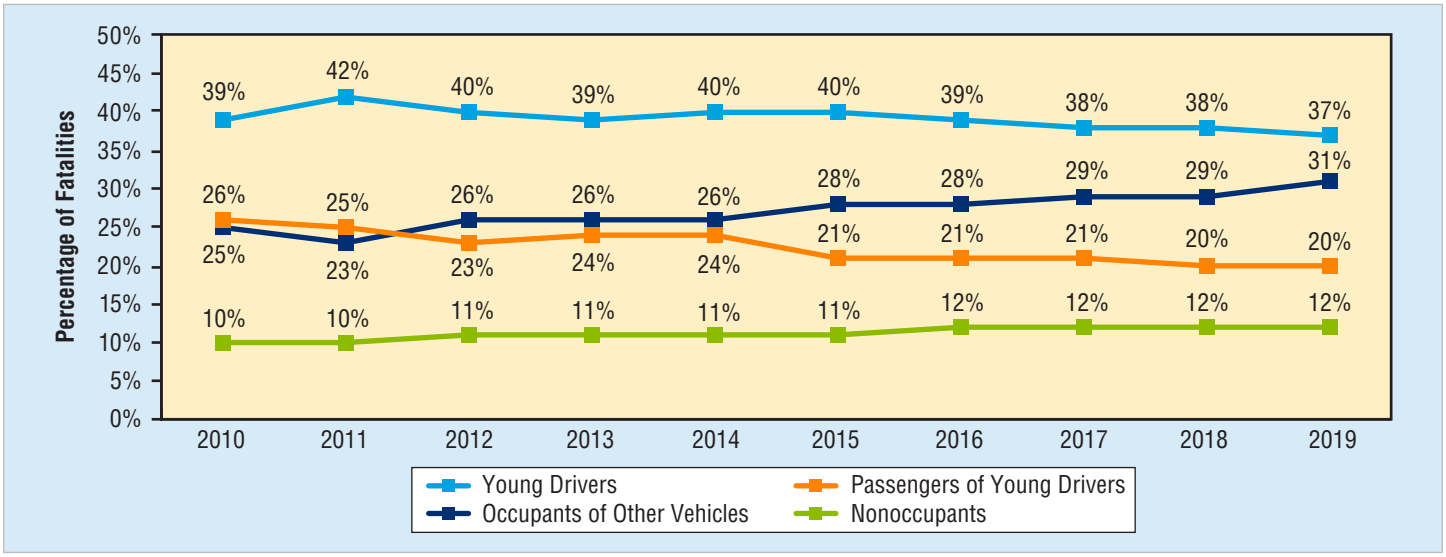
In 2019:

- Young drivers who were involved in fatal crashes made up 37 percent of the fatalities in those crashes.
- Fatalities for occupants of other vehicles increased from 25 percent in 2010 to 31 percent in 2019.
- The percentage of nonoccupants has been gradually increasing over the years.
- Of the passengers of young drivers who died in crashes, 65 percent (569 of 880 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, 2010–2019



Source: FARS 2010–2018 Final File, 2019 ARF

Drivers

There were 3,968 young drivers involved in fatal crashes in 2019 – a 14-percent decrease from the 4,603 involved in 2010. However, drivers of all ages involved in fatal crashes increased by 14 percent in the same time period. Table 2 shows both involvement of young drivers in fatal crashes as well as young driver fatalities in crashes in 2010 and 2019.

In 2019:

- Young drivers involved in fatal crashes decreased from 2010 for both young male and female drivers (13% and 16%, respectively).
- The 2-year comparison of total driver involvement in fatal crashes decreased by 2 percent from 51,905 in 2018 to 50,930 in 2019. During this same period, young driver involvement decreased by 5 percent from 4,176 in 2018 to 3,968 in 2019.
- Total drivers involved in police-reported crashes increased by 1 percent from 12,025,000 in 2018 to 12,119,000 in 2019. Young drivers involved in police-reported crashes decreased by 2 percent from 1,412,000 in 2018 to 1,379,000 in 2019.
- Eleven percent of all drivers involved in police-reported crashes and 7.8 percent of all drivers involved in fatal crashes were young drivers. However, young drivers were only 5.3 percent of all licensed drivers in 2019.

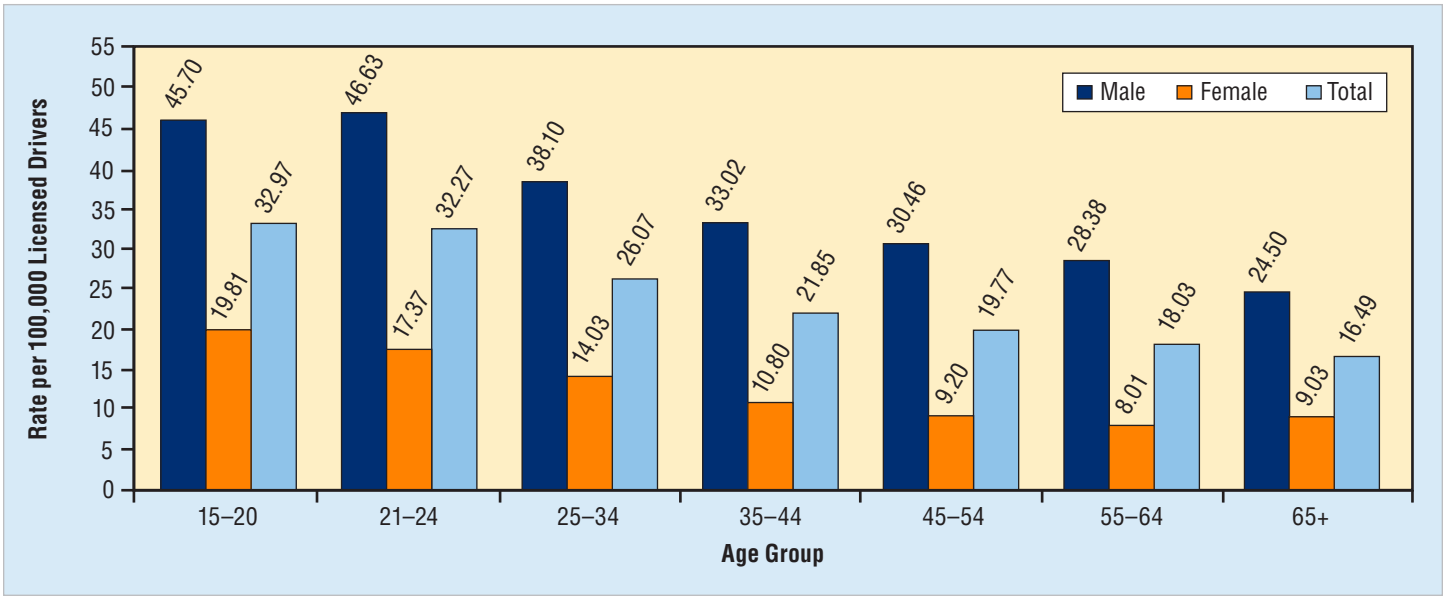
Table 2
Involvement of Young and All Drivers in Fatal Crashes, by Sex, 2010 and 2019

Sex	2010			2019			Percentage Change, 2010 to 2019	
	Total (All Drivers)	Ages 15–20	Percentage of Total	Total (All Drivers)	Ages 15–20	Percentage of Total	Total (All Drivers)	Ages 15–20
Drivers Involved in Fatal Crashes								
Male	32,079	3,195	10.0%	36,935	2,784	7.5%	+15%	-13%
Female	11,859	1,407	11.9%	12,884	1,178	9.1%	+9%	-16%
Total*	**44,599**	**4,603**	**10.3%**	**50,930**	**3,968**	**7.8%**	**+14%**	**-14%**
Driver Fatalities								
Male	15,925	1,427	9.0%	17,477	1,169	6.7%	+10%	-18%
Female	5,144	538	10.5%	5,115	432	8.4%	-1%	-20%
Total*	**21,072**	**1,965**	**9.3%**	**22,613**	**1,603**	**7.1%**	**+7%**	**-18%**

Source: FARS 2010 Final File, 2019 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, as seen in Figure 2. For young male drivers 15 to 20 years old the driver involvement rate in 2019 was 45.70 per 100,000 licensed young male drivers. For female drivers of all ages in 2019, the highest involvement rate was for young female drivers 15 to 20 years old at 19.81 per 100,000 licensed drivers.

Figure 2
Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Crashes, by Age Group and Sex, 2019



Sources: FARS 2019 ARF; Licensed Drivers – Federal Highway Administration (FHWA)

The 15- to 20-year-old age group accounted for 8.8 percent of all drivers involved in single-vehicle fatal crashes in 2019, compared to 7.5 percent in multiple-vehicle fatal crashes, as shown in Table 3.

Table 3
Percentage of Population, Licensed Drivers, and Drivers Involved in Traffic Crashes, by Age Group, 2019

	Age Group								
	<15	15–20	21–24	25–34	35–44	45–54	55–64	65–69	70+
Population	18.5%	7.7%	5.3%	14.0%	12.7%	12.5%	12.9%	5.3%	11.2%
Licensed Drivers	—	5.3%	6.2%	17.6%	16.6%	16.7%	17.4%	7.1%	13.1%
Drivers Involved in Property-Damage-Only Crashes	0.1%	11.6%	10.4%	22.7%	17.2%	14.8%	12.4%	4.2%	6.6%
Drivers Involved in Injury Crashes	0.1%	11.0%	9.9%	22.9%	17.6%	15.1%	12.6%	4.1%	6.6%
Drivers Involved in Fatal Crashes	0.1%	8.0%	9.2%	21.1%	16.7%	15.1%	14.4%	5.1%	10.2%
— Single-Vehicle	*0.2%*	*8.8%*	*10.2%*	*21.8%*	*16.7%*	*14.5%*	*13.9%*	*5.0%*	*8.9%*
— Multiple-Vehicle	*0.1%*	*7.5%*	*8.7%*	*20.7%*	*16.7%*	*15.5%*	*14.7%*	*5.1%*	*11.0%*

Sources: FARS 2019 ARF; CRSS 2019; Population – Census Bureau; Licensed Drivers – FHWA
Notes: Percentages are based on known values. Licensed drivers ages 15 to 20 may include drivers under 15, because individual age data is not available for under 16.

Among young drivers involved in fatal crashes in 2019, 20.3 percent (143 out of 704) of those who did not have valid driver licenses also had previous license suspensions or revocations within 5 years from the date of the crashes, as seen in Table 4.

Table 4
Young Drivers Involved in Fatal Crashes, by Previous 5-Year Driving Record and License Compliance, 2019

Driving Records of Young Drivers (Ages 15–20)	License Compliance				Total*	
	Valid		Invalid			
	Number	Percent	Number	Percent	Number	Percent
Total Drivers Involved	3,229	100.0%	704	100.0%	3,968	100.0%
No Previous Driving Record	1,930	59.8%	385	54.7%	2,316	58.4%
Previous Recorded Crashes	465	14.4%	77	10.9%	542	13.7%
Previous Recorded Suspensions or Revocations	160	5.0%	143	20.3%	304	7.7%
Previous DWI Convictions	15	0.5%	14	2.0%	29	0.7%
Previous Speeding Convictions	520	16.1%	97	13.8%	618	15.6%
Previous Other Harmful or Moving Convictions	407	12.6%	114	16.2%	522	13.2%

Source: FARS 2019 ARF
*Includes drivers with unknown previous records.
Note: Sum of percentages may exceed 100 percent as drivers can have multiple driving records of different types.

Restraint Use

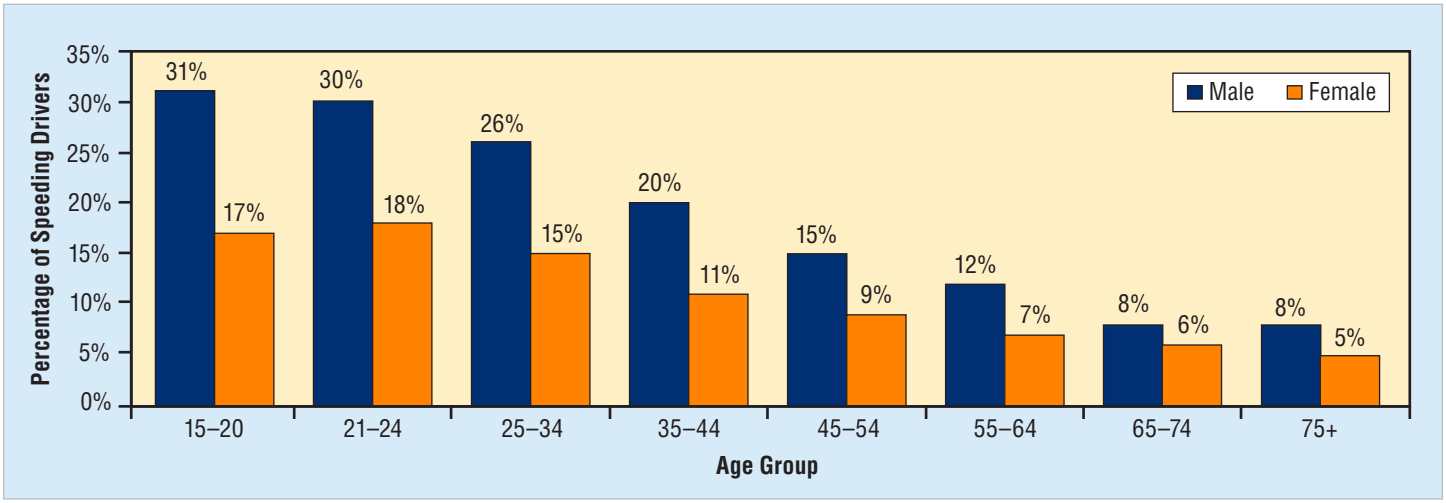
Of the 3,605 young drivers of passenger vehicles involved in fatal crashes in 2019, the restraint use of those drivers is known for all but 305 drivers. Passenger vehicles include passenger cars and light trucks such as SUVs, pickups, and vans. Of the young drivers of passenger vehicles involved in fatal crashes in 2019 with known restraint use:

- Forty-six percent of those who died were unrestrained, which is similar to the percentage of all drivers of passenger vehicles who died in fatal crashes.
- Fifteen percent of those who survived were unrestrained compared to 10 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 2019 young male and female drivers were speeding at the time of the fatal crashes more than any other age group except when compared to females age 21 to 24, as shown in Figure 3. Males in general were more likely to be speeding than females in these crashes.

Figure 3
Percentage of Speeding Drivers in Fatal Crashes, by Age Group and Sex, 2019



Sources: FARS 2019 ARF

Alcohol

All 50 States, the District of Columbia, and Puerto Rico have set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. Note: Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018. 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 2019:

- Twenty-four percent of the young drivers who were killed in crashes had BACs of .01 g/dL or higher; 20 percent had BACs of .08 g/dL or higher, as shown in Table 5.
- Of the 386 young drivers killed who had alcohol in their systems, 318 (82%) were at .08 g/dL or higher.

Table 5
Alcohol Involvement Among Young Drivers Involved in Fatal Crashes, by Survival Status, 2010 and 2019

Survival Status	Total Drivers	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired (BAC=.08+ g/dL)	
		Number	Percent	Number	Percent	Number	Percent
2010							
Survived	2,638	2,219	84%	420	16%	322	12%
Killed	1,965	1,389	71%	576	29%	474	24%
Total	**4,603**	**3,608**	**78%**	**995**	**22%**	**796**	**17%**
2019							
Survived	2,365	2,016	85%	349	15%	282	12%
Killed	1,603	1,217	76%	386	24%	318	20%
Total	**3,968**	**3,233**	**81%**	**735**	**19%**	**600**	**15%**

Source: FARS 2010 Final File, 2019 ARF
Note: Percentages are computed based on unrounded estimates.

The number of young drivers involved in fatal crashes who had BACs of .01 g/dL or higher dropped by 26 percent, from 995 in 2010 to 735 in 2019. Nineteen percent of these drivers had alcohol in their systems in 2019 as compared to 22 percent in 2010.

Table 6 shows alcohol involvement for young drivers who were killed, by their age in 2019. Among young drivers killed in fatal crashes in 2019, there were 445 killed at the age of 19 – highest among the young drivers; 24 percent of these drivers had alcohol in their systems at the time of the crash. The table also shows that of those young drivers killed, the percentage that involved alcohol generally increases as age increases.

For young drivers in fatal crashes, alcohol involvement is higher among males than among females. Twenty percent of the young male drivers involved in fatal crashes in 2019 had some alcohol at the time of the crash, 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-three percent of the young drivers of passenger vehicles involved in fatal crashes in 2019 who had been drinking were unrestrained (based on known restraint use). Of the young drivers who had been drinking and were killed in crashes, 60 percent were unrestrained (based on known restraint use). In comparison, of the non-drinking young drivers killed, 41 percent were unrestrained, as seen in Table 7.

Table 6
Young Drivers Killed, by Age and Alcohol Involvement, 2019

Age	Total Drivers Killed	Drivers With BAC=.01+ g/dL	
		Number	Percent
15	30	2	8%
16	122	22	18%
17	216	44	20%
18	362	84	23%
19	445	109	24%
20	428	126	29%

Source: FARS 2019 ARF
Note: Percentages are computed based on unrounded estimates.

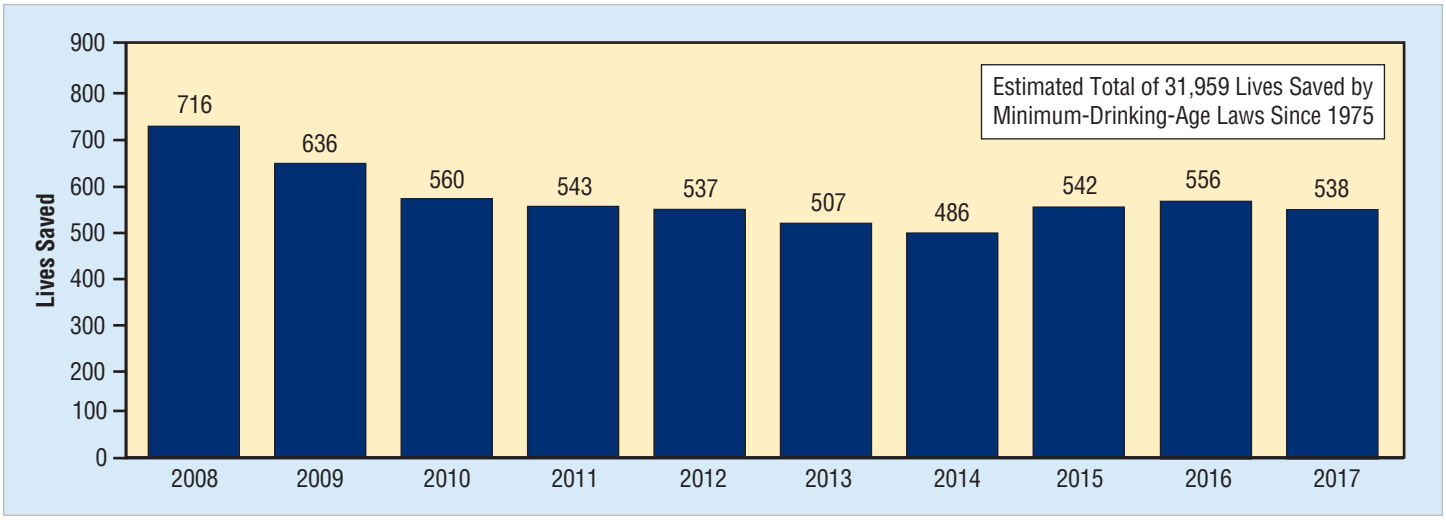
Table 7
Young Drivers of Passenger Vehicles in Fatal Crashes, by Restraint Use and Alcohol Involvement, 2019

Restraint Use	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL	
	Number	Percent	Number	Percent
Drivers Involved in Fatal Crashes				
Restrained	2,098	77%	333	57%
Unrestrained	613	23%	256	43%
Driver Fatalities				
Restrained	544	59%	116	40%
Unrestrained	380	41%	176	60%

Source: FARS 2019 ARF
Notes: Based on known restraint use. Percentages are computed based on unrounded estimates.

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 4. In 2017 an estimated 538 lives were saved by minimum-drinking-age laws.[3]

Figure 4
Estimated Total of Lives Saved by Minimum-Drinking-Age Laws,[3] 2008–2017



Source: DOT HS 812 683

Motorcycles

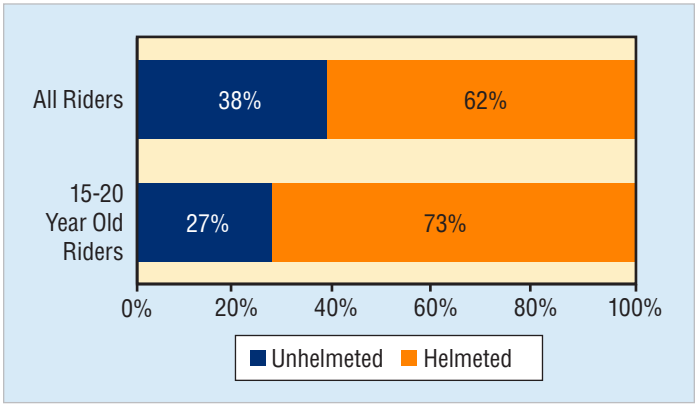
The term motorcycle rider refers to the operator of the motorcycle only and the term passenger refers to any occupant not including the rider. The term motorcyclist refers to any occupant of a motorcycle, either the rider or the passenger.

In 2019 there were 216 young motorcycle riders killed in crashes, a decrease of 6 percent from 231 young motorcycle riders killed in 2018. An additional estimated 6,000 young riders were injured in 2019, a 9-percent increase from an estimated 5,000 in 2018.

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.[4]

Twenty-seven 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 2019 as shown in Figure 5.

Figure 5
Helmet Use of Motorcycle Riders Killed in Crashes, by Age Group, 2019



Source: FARS 2019 ARF
Note: Based on known helmet use.

Of the young motorcycle riders involved in fatal crashes, 41 percent were either unlicensed or operating with invalid licenses compared to 30 percent of all motorcycle riders involved in 2019.

[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 https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812683

[4] National Center for Statistics and Analysis. (2019, December). Lives and costs saved by motorcycle helmets, 2017 (Traffic Safety Facts Crash•Stats Report No. DOT HS 812 867). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812867

State

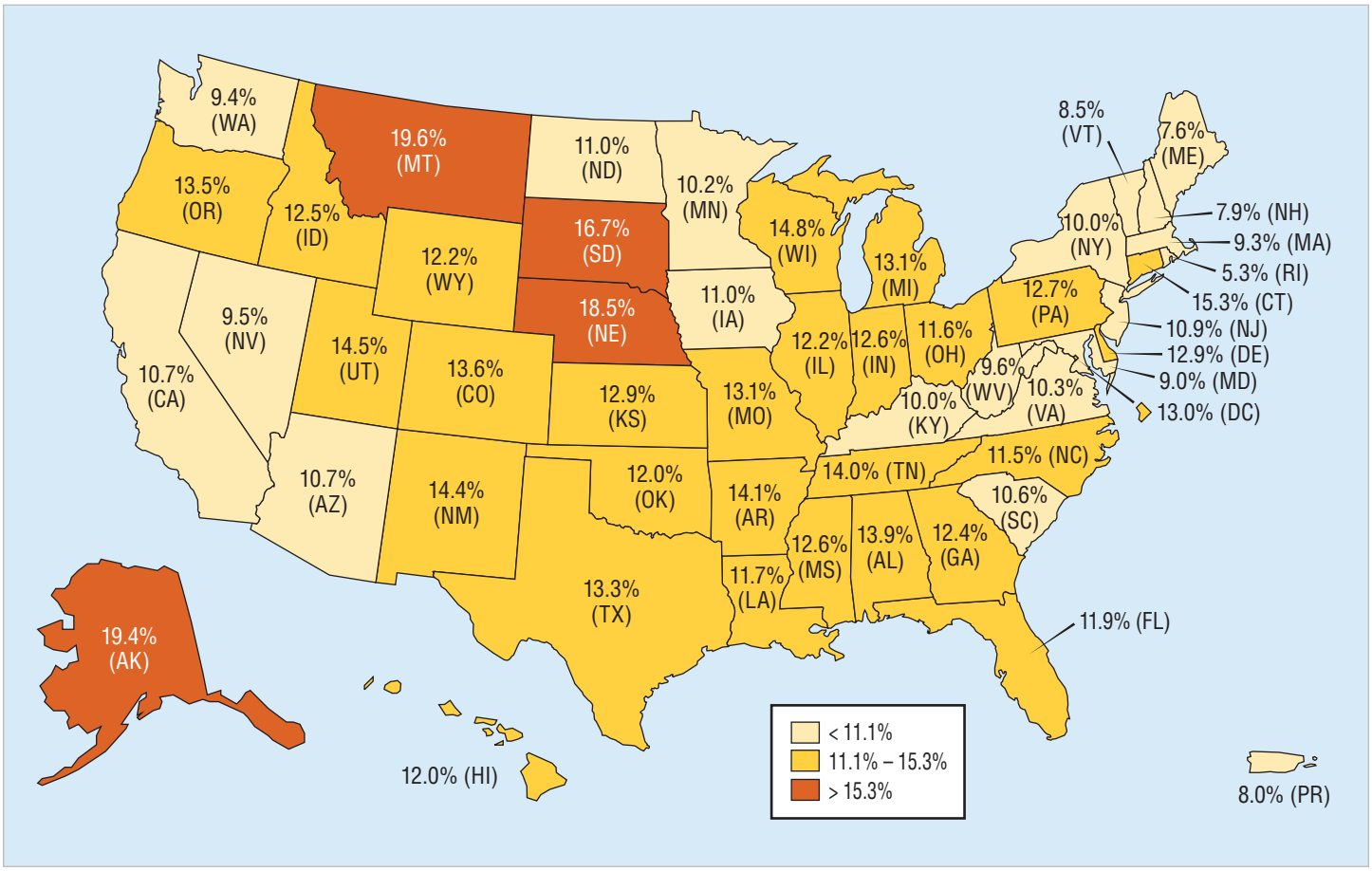
Figure 6 shows a heat map of the fatalities in crashes involving young drivers as a percentage of total fatalities within the State. Table 8 presents the number of young drivers killed, as well as the numbers of passengers of young drivers, occupants of other vehicles, and nonoccupants killed in young-driver crashes for each State and the District of Columbia in 2019. Also included in Table 8 is Puerto Rico, which is not included in the U.S. total.

In 2019:

- Traffic fatalities in crashes involving young drivers ranged from 3 (the District of Columbia and Rhode Island) to 480 (Texas).
- The number of young drivers who died in crashes ranged from 1 (the District of Columbia and Rhode Island) to 198 (Texas).
- The percentages of traffic fatalities in crashes involving young drivers ranged from a low of 5.3 percent (Rhode Island) to 19.6 percent (Montana), compared to 12.1 percent nationwide.

Additional data visualization tools for fact sheets can be found at https://cdan.dot.gov/DataVisualization/DataVisualization.htm#

Figure 6
Percentage of Traffic Fatalities in Crashes Involving Young Drivers, by State, 2019



Source: FARS 2019 ARF

Table 8

Total Fatalities and Fatalities in Crashes Involving Young Drivers, by State and Person Type, 2019

State	Total Fatalities	Fatalities in Crashes Involving Young Drivers		Fatalities Involving Young Drivers by Person Type			
		Number	Percentage of Total	Young Drivers	Passengers in Young Drivers' Vehicles	Occupants of Other Vehicles	Nonoccupants
Alabama	930	129	13.9%	51	25	44	9
Alaska	67	13	19.4%	6	2	5	0
Arizona	981	105	10.7%	39	17	32	17
Arkansas	505	71	14.1%	29	20	16	6
California	3,606	386	10.7%	131	76	103	76
Colorado	596	81	13.6%	25	21	24	11
Connecticut	249	38	15.3%	15	10	11	2
Delaware	132	17	12.9%	6	6	2	3
District of Columbia	23	3	13.0%	1	1	0	1
Florida	3,183	380	11.9%	122	67	129	62
Georgia	1,491	185	12.4%	59	36	73	17
Hawaii	108	13	12.0%	3	4	4	2
Idaho	224	28	12.5%	13	6	7	2
Illinois	1,009	123	12.2%	38	15	56	14
Indiana	809	102	12.6%	41	19	37	5
Iowa	336	37	11.0%	18	7	11	1
Kansas	411	53	12.9%	23	14	15	1
Kentucky	732	73	10.0%	27	15	23	8
Louisiana	727	85	11.7%	35	17	20	13
Maine	157	12	7.6%	6	2	2	2
Maryland	521	47	9.0%	18	10	11	8
Massachusetts	334	31	9.3%	14	3	10	4
Michigan	985	129	13.1%	44	25	45	15
Minnesota	364	37	10.2%	13	10	8	6
Mississippi	643	81	12.6%	27	23	25	6
Missouri	880	115	13.1%	48	25	32	10
Montana	184	36	19.6%	15	10	9	2
Nebraska	248	46	18.5%	13	10	20	3
Nevada	304	29	9.5%	10	4	8	7
New Hampshire	101	8	7.9%	2	1	4	1
New Jersey	559	61	10.9%	26	11	21	3
New Mexico	424	61	14.4%	15	11	26	9
New York	931	93	10.0%	33	17	26	17
North Carolina	1,373	158	11.5%	56	24	59	19
North Dakota	100	11	11.0%	4	2	4	1
Ohio	1,153	134	11.6%	49	29	46	10
Oklahoma	640	77	12.0%	34	15	22	6
Oregon	489	66	13.5%	23	21	12	10
Pennsylvania	1,059	135	12.7%	43	29	50	13
Rhode Island	57	3	5.3%	1	1	0	1
South Carolina	1,001	106	10.6%	39	28	31	8
South Dakota	102	17	16.7%	9	5	3	0
Tennessee	1,135	159	14.0%	68	28	49	14
Texas	3,615	480	13.3%	198	72	158	52
Utah	248	36	14.5%	11	13	8	4
Vermont	47	4	8.5%	3	1	0	0
Virginia	831	86	10.3%	34	26	21	5
Washington	519	49	9.4%	20	10	13	6
West Virginia	260	25	9.6%	9	10	3	3
Wisconsin	566	84	14.8%	27	21	26	10
Wyoming	147	18	12.2%	9	5	3	1
U.S. Total	**36,096**	**4,356**	**12.1%**	**1,603**	**880**	**1,367**	**506**
Puerto Rico	289	23	8.0%	10	2	4	7

Source: FARS 2019 ARF

Important Safety Reminders

For Young Drivers

- Always wear a seat belt and make sure all passengers do as well.
- Underage drinking is illegal. It is never safe to ride in a vehicle with someone who has been drinking or using drugs. Call a parent/guardian or other trusted adult if you need a ride.
- Speeding is against the law and unsafe for everyone.
- Put your phone and other electronic devices away and don't use them while driving.
- Understand the components of your State's graduated driver licensing (GDL) system and laws.
  - No speeding
  - No distractions
  - No extra passengers
  - No alcohol
  - No drugs
  - No driving during restricted hours, which are different from State to State
- Like anything else, a variety of practice improves your performance behind the wheel.
- Know what to do in the event of an emergency or a crash.
- Study the functions of your vehicle. Know what technologies are included and how they work.
- Do not be reliant on in-vehicle technologies. Be engaged in the task of driving and in control of your vehicle at all times.

For Parents/Guardians of Young Drivers

- Your teen is in the driver seat, but you're in control.
- Create a parent/guardian/teen contract and talk about your expectations often.
- Establish the rules of the road. Share the rules. Enforce the rules.
  - Make sure your teen knows speeding is unacceptable.
  - Teens driving other teens can be a dangerous combination and is restricted in many States. Know the laws in your State and enforce them with your teen driver.
  - Underage drinking is not only illegal for those under 21, it is dangerous for anyone to drive after drinking alcohol or to ride in a vehicle with a driver who has been drinking.
  - Driving while impaired by any substance, legal or illegal, prescribed or over-the-counter, can affect driving skills and abilities. Know the side-effects of any medication before getting behind the wheel.
- Know the risk factors associated with teen driving.
- Take an active role with your teen's driver education program and drive with them after they complete driver education.
- Know your State's GDL laws and the consequences if your teen fails to abide by these laws.
- Be a good role model by displaying good driving habits.

For more information see www.nhtsa.gov/road-safety/teen-driving and additional Teen Driver Safety Ads are available on www.trafficsafetymarketing.gov.

— NHTSA's Research and Program Development

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a public trafficway that results in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2019 ARF, the 2018 Final File was released to replace the 2018 ARF. The final fatality count in motor vehicle traffic crashes for 2018 was 36,835, which was updated from 36,560 in the 2018 ARF. The number of young driver fatalities from the 2018 Final File was 1,729, which was updated from 1,719 from the 2018 ARF.

The 2016 and 2017 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

Crash Report Sampling System

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

Methodology Change for Estimating People Injured

NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines 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 police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

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For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), and more can be found at https://cdan.nhtsa.gov/. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

Other fact sheets available from NCSA 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 Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/.

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