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

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Young Drivers

In this fact sheet for 2022 the information is presented as follows.

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.

Key Findings

- In 2022 there were 2,034 young drivers who died in traffic crashes, a 5-percent decrease from 2,133 in 2021.
- The number of licensed young drivers increased by 0.3 percent from 2021 to 2022.
- In 2022 there were an estimated 180,353 young drivers injured in traffic crashes, a decrease of 11 percent from 203,276 in 2021.
- Young drivers accounted for 8.1 percent of all drivers involved in fatal traffic crashes in 2022. However, young drivers were only 5.0 percent of all licensed drivers in 2022.
- Young drivers involved in police-reported traffic crashes decreased by 6 percent from 1,349,675 in 2021 to 1,267,369 in 2022. Young drivers involved in fatal traffic crashes decreased by 5 percent from 5,137 in 2021 to 4,856 in 2022.
- The rate of drivers involved in fatal traffic crashes per 100,000 licensed drivers for young female drivers was 22.74 in 2022. For young male drivers in 2022 the involvement rate was 58.73, more than twice that of young female drivers.
- Of the young drivers of passenger vehicles killed with known restraint use, 53 percent were unrestrained at the time of the traffic crashes in 2022, which is slightly higher than the percentage of all drivers of passenger vehicles killed (50%).
- Although people under 21 are legally prohibited from drinking alcohol, 30 percent of young drivers 15 to 20 years old who were killed in traffic crashes in 2022 had blood alcohol concentrations (BACs) of .01 grams per deciliter (g/dL) or higher; 25 percent had BACs of .08 g/dL or higher.
- During 2022 there were 339 motorcycle riders 15 to 20 years old killed in traffic crashes, and an additional estimated 6,571 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). Results from FARS, such as fatal crashes and fatalities, are actual counts, while results from CRSS, such as non-fatal crashes and people injured, are estimates. Refer to the end of this publication for more information on FARS and CRSS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this document.

Overview

There were 235.1 million licensed drivers in the United States in 2022. Young drivers accounted for 11.8 million (5.0%) of all licensed drivers in 2022, a 4.1-percent decrease from the 12.3 million young, licensed drivers in 2013, and a 0.3-percent increase from 2021. Population for this age group increased by 1.7 percent from 2013 to 2022.[1]

Motor vehicle traffic crashes are a leading cause of death for 15- to 20-year-olds.[2] In 2022 there were 2,034 young drivers who died in traffic crashes, a 5-percent decrease from the 2,133 young drivers who died in 2021. Additionally, an estimated 180,353 young drivers were injured in traffic crashes in 2022, a decrease of 11 percent from 203,276 in 2021.

Fatalities in traffic crashes involving young drivers increased over the 10-year period from 4,367 in 2013 to 5,339 in 2022, as shown in Table 1.

In fatal traffic crashes involving young drivers for the 10-year period from 2013 to 2022:

- Fatalities among young drivers increased by 20 percent.
- Fatalities among the passengers of young drivers decreased by 3 percent.
- Occupant fatalities of other vehicles increased by 42 percent.
- Nonoccupant (pedestrians, pedalcyclists, or other nonoccupants) fatalities increased by 42 percent.
- Total traffic fatalities in crashes involving young drivers increased by 22 percent.

In fatal traffic crashes involving young drivers in the most recent year from 2021 to 2022:

- Fatalities among young drivers decreased by 5 percent.
- Fatalities among the passengers of young drivers decreased by 4 percent.
- Occupant fatalities of other vehicles decreased by 4 percent.
- Nonoccupant fatalities decreased by 9 percent.
- Total traffic fatalities in crashes involving young drivers decreased by 5 percent.

[1] Licensed Drivers – Federal Highway Administration; Population – Census Bureau.

[2] Centers for Disease Control and Prevention (2021), Mortality Multiple Cause-of-Death, FARS

Table 1. Fatalities in Traffic Crashes Involving Young Drivers, by Person Type, 2013-2022

Year	Young Drivers (15–20)	Passengers of Young Drivers by Age				Occupants of Other Vehicles	Nonoccupants	Total*
		<15	15–20	21+	Total*			
2013	1,696	120	633	313	1,069	1,133	469	4,367
2014	1,723	75	671	268	1,015	1,093	454	4,285
2015	1,903	101	622	258	982	1,326	533	4,744
2016	1,916	94	665	270	1,033	1,348	598	4,895
2017	1,844	97	651	237	986	1,396	574	4,800
2018	1,729	70	586	261	919	1,318	562	4,528
2019	1,616	87	574	226	888	1,373	514	4,391
2020	1,899	114	689	284	1,090	1,489	591	5,069
2021	2,133	104	716	249	1,078	1,677	728	5,616
2022	2,034	106	665	258	1,033	1,607	665	5,339

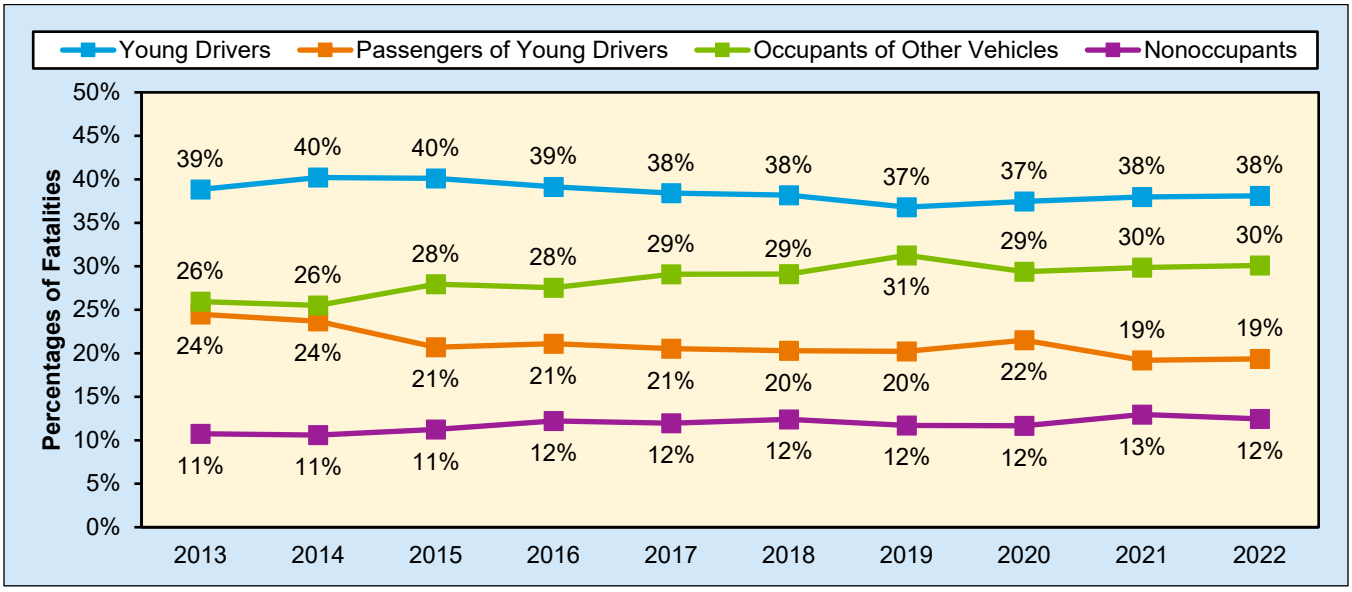
Source: FARS 2013-2021 Final File, 2022 Annual Report File (ARF)
*Includes passengers of young drivers with unknown ages.

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

In 2022:

- Young drivers involved in fatal traffic crashes made up 38 percent of the fatalities in those crashes.
- Fatalities for occupants of other vehicles increased from 26 percent in 2013 to 30 percent in 2022.
- Of the passengers of young drivers who died in traffic crashes, 64 percent (665 of 1,033 from Table 1) were also 15 to 20 years old.
- The percentage of nonoccupants has been gradually increasing over the years.

Figure 1. Percentages of Fatalities in Traffic Crashes Involving Young Drivers, by Person Type, 2013-2022



Source: FARS 2013-2021 Final File, 2022 ARF

Drivers

There were 4,856 young drivers involved in fatal traffic crashes in 2022 – a 22-percent increase from the 3,991 involved in 2013. However, drivers of all ages involved in fatal traffic crashes increased by 34 percent in the same period. Table 2 shows both involvement of young drivers in fatal traffic crashes as well as young driver fatalities in traffic crashes in 2013 and 2022.

In 2022:

- Young drivers involved in fatal traffic crashes increased by 25 percent for males and increased by 12 percent for females from 2013.
- The 2-year comparison of total driver involvement in fatal traffic crashes decreased by 2 percent from 61,379 in 2021 to 60,048 in 2022. During this same period, young driver involvement decreased by 5 percent from 5,137 in 2021 to 4,856 in 2022.
- Total drivers involved in police-reported traffic crashes decreased by 3 percent from 10,821,502 in 2021 to 10,503,462 in 2022. Young drivers involved in police-reported traffic crashes decreased by 6 percent from 1,349,675 in 2021 to 1,267,369 in 2022.
- Twelve percent of all drivers involved in police-reported traffic crashes and 8.1 percent of all drivers involved in fatal traffic crashes were young drivers. However, young drivers were only 5.0 percent of all licensed drivers in 2022.

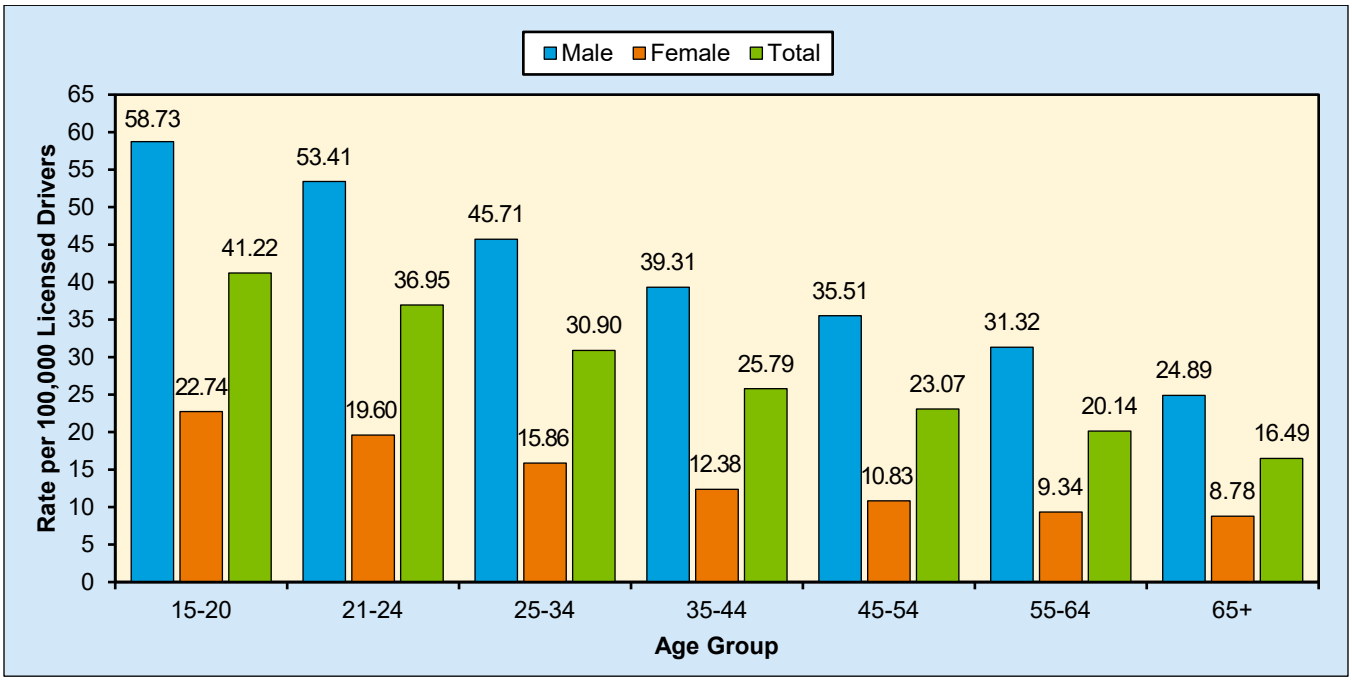
Table 2. Involvement of Young and All Drivers in Fatal Traffic Crashes, by Sex, 2013 and 2022

Sex	2013			2022			Percentage Change, 2013 to 2022	
	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 Traffic Crashes								
Male	32,608	2,825	8.7%	43,582	3,545	8.1%	+34%	+25%
Female	11,429	1,164	10.2%	14,719	1,306	8.9%	+29%	+12%
Total*	**44,803**	**3,991**	**8.9%**	**60,048**	**4,856**	**8.1%**	**+34%**	**+22%**
Driver Fatalities								
Male	16,095	1,256	7.8%	20,998	1,576	7.5%	+30%	+25%
Female	4,845	439	9.1%	5,821	456	7.8%	+20%	+4%
Total*	**20,943**	**1,696**	**8.1%**	**26,842**	**2,034**	**7.6%**	**+28%**	**+20%**

Source: FARS 2013 Final File, 2022 ARF
*Includes unknown sex.

The rate of drivers involved in fatal traffic crashes per 100,000 licensed drivers was higher for young drivers compared to older drivers, as shown in Figure 2. For young male drivers 15 to 20 years old, the driver involvement rate in 2022 was 58.73 per 100,000 licensed drivers. For young female drivers 15 to 20 years old, the driver involvement rate in 2022 was 22.74 per 100,000 licensed drivers.

Figure 2. Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2022



Sources: FARS 2022 ARF; Licensed Drivers – Federal Highway Administration (FHWA)

The 15- to 20-year-old age group accounted for 9.6 percent of all drivers involved in single-vehicle fatal traffic crashes in 2022, compared to 7.6 percent in multi-vehicle fatal crashes, as shown in Table 3.

Table 3. Percentages of Population, Licensed Drivers, and Drivers Involved in Traffic Crashes, by Age Group, 2022

	Age Group								
	<15	**15–20**	**21–24**	**25–34**	**35–44**	**45–54**	**55–64**	**65–69**	**70+**
Population	17.8%	7.8%	5.5%	13.7%	13.1%	12.1%	12.6%	5.6%	11.8%
Licensed Drivers	—	5.0%	6.1%	17.4%	17.1%	15.9%	16.7%	7.4%	14.5%
Drivers Involved in Property-Damage-Only Crashes	0.1%	12.5%	10.6%	21.8%	18.1%	14.1%	12.2%	4.0%	6.6%
Drivers Involved in Injury Crashes	0.1%	11.1%	10.3%	22.4%	18.2%	14.3%	12.2%	4.4%	6.8%
Drivers Involved in Fatal Crashes	0.1%	8.3%	9.1%	21.7%	17.8%	14.8%	13.6%	4.9%	9.7%
— Single-Vehicle	*0.2%*	*9.6%*	*10.1%*	*22.1%*	*17.5%*	*14.2%*	*13.1%*	*4.5%*	*8.6%*
— Multi-Vehicle	*0.1%*	*7.6%*	*8.5%*	*21.4%*	*17.9%*	*15.2%*	*13.8%*	*5.1%*	*10.3%*

Sources: FARS 2022 ARF; CRSS 2022; Population – Census Bureau; Licensed Drivers – FHWA
Notes: Percentages are based on known values. Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for under 16.

Among young drivers involved in fatal traffic crashes in 2022, there were 15.1 percent (159 out of 1,056) of those who did not have valid driver licenses who also had previous license suspensions or revocations within 5 years from the date of the traffic crashes, as shown in Table 4.

Table 4. Young Drivers Involved in Fatal Traffic Crashes, by Previous 5-Year Driving Record and License Compliance, 2022

Driving Records of Young Drivers (Ages 15–20)	License Compliance				Total*	
	Valid		Invalid			
	Number	Percent	Number	Percent	Number	Percent
Total Drivers Involved**	**3,745**	**100.0%**	**1,056**	**100.0%**	**4,856**	**100.0%**
No Previous Driving Record	2,441	65.2%	683	64.7%	3,127	64.4%
Previous Recorded Crashes	508	13.6%	110	10.4%	619	12.7%
Previous Recorded Suspensions or Revocations	145	3.9%	159	15.1%	304	6.3%
Previous DWI Convictions	18	0.5%	26	2.5%	44	0.9%
Previous Speeding Convictions	546	14.6%	118	11.2%	665	13.7%
Previous Other Harmful or Moving Convictions	439	11.7%	127	12.0%	567	11.7%

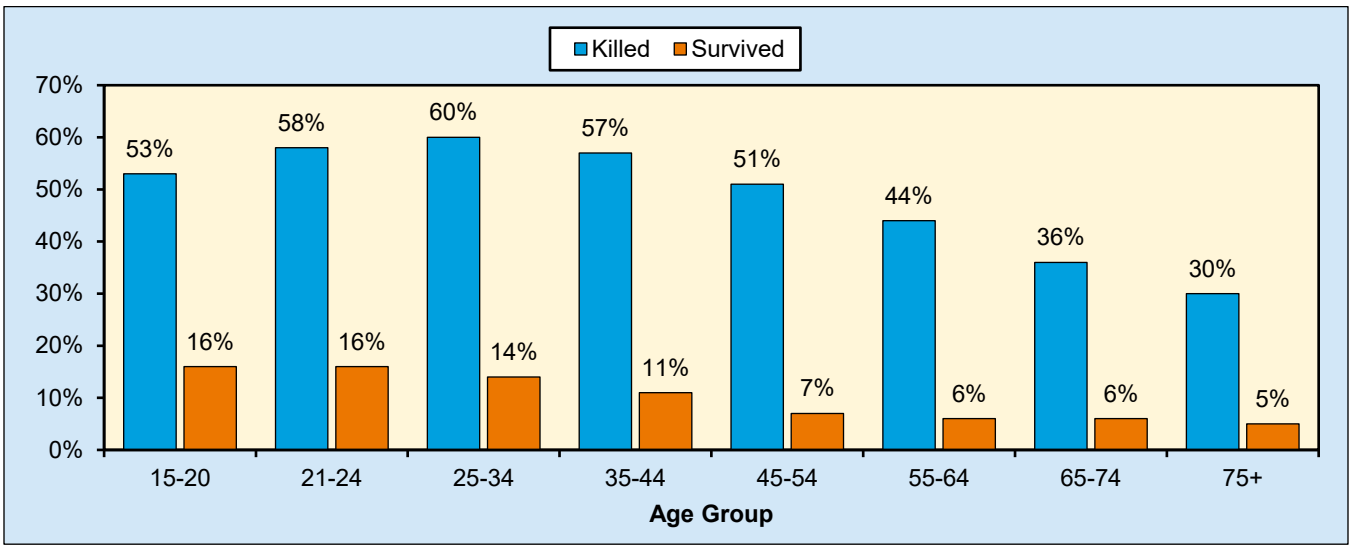
Source: FARS 2022 ARF
*Includes drivers with unknown license compliance.
**Includes drivers with unknown previous records.
Note: Sum of percentages may exceed 100 percent as drivers can have several driving records of different types.

Restraint Use

Of the 4,341 young drivers of passenger vehicles (passenger cars and light trucks) involved in fatal traffic crashes in 2022, the restraint use of those drivers is known for all but 442 drivers. Figure 3 shows percentages of unrestrained passenger vehicle drivers involved in fatal traffic crashes by survival status and age group. Of the young drivers of passenger vehicles involved in fatal traffic crashes in 2022 with known restraint use:

- Fifty-three percent of those who died were unrestrained, which is higher than the percentage of all drivers of passenger vehicles who died (50%).
- Sixteen percent of those who survived were unrestrained compared to 11 percent of all drivers who survived fatal traffic crashes.
- Thirty percent of those involved were unrestrained, which is higher than the percentage of all passenger vehicle drivers involved (27%).

Figure 3. Percentages of Unrestrained* Passenger Vehicle Drivers in Fatal Traffic Crashes, by Survival Status and Age Group, 2022

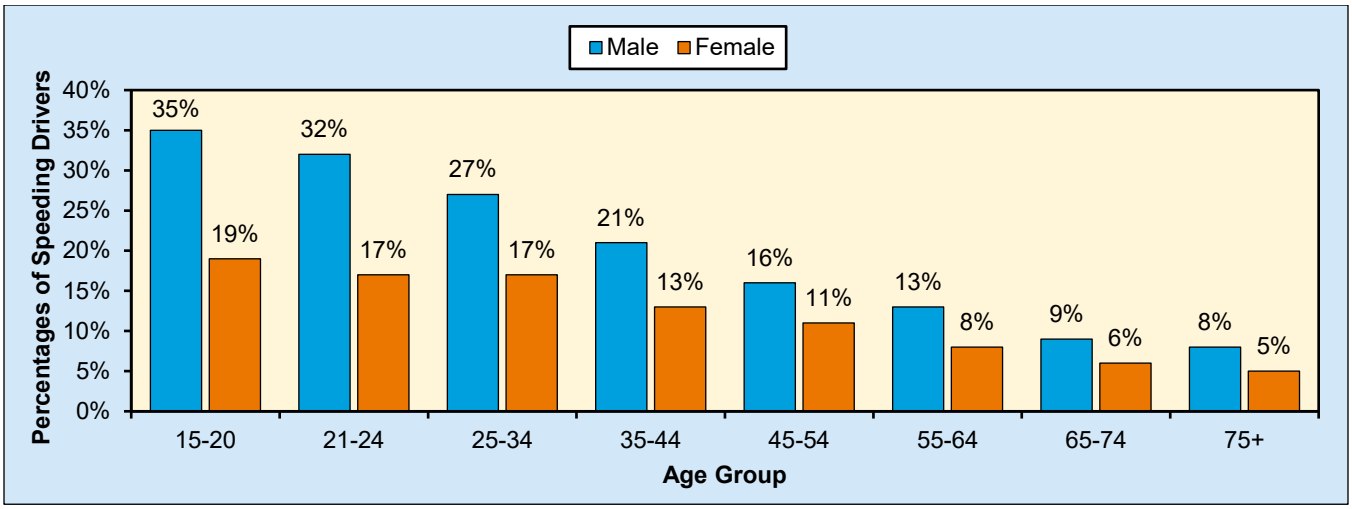


Source: FARS 2022 ARF
*Based on known restraint use.

Speeding

The National Highway Traffic Safety Administration 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 2022 young male and female drivers were speeding at the time of the fatal traffic crashes more than any other age group, as shown in Figure 4. Males in general were more likely to be speeding than females in these crashes.

Figure 4. Percentages of Speeding Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2022



Source: FARS 2022 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 (except in Puerto Rico where the legal drinking age is 18). 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 2022:

- Thirty percent of the young drivers who were killed in traffic crashes had BACs of .01 g/dL or higher; 25 percent had BACs of .08 g/dL or higher, as shown in Table 5.
- Of the 604 young drivers killed who had alcohol in their systems, 506 (84%) were at .08 g/dL or higher.

Table 5. Alcohol Involvement Among Young Drivers Involved in Fatal Traffic Crashes, by Survival Status, 2013 and 2022

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
2013							
Survived	2,295	1,926	84%	370	16%	272	12%
Killed	1,696	1,208	71%	488	29%	399	24%
Total	**3,991**	**3,134**	**79%**	**857**	**21%**	**671**	**17%**
2022							
Survived	2,822	2,284	81%	538	19%	441	16%
Killed	2,034	1,430	70%	604	30%	506	25%
Total	**4,856**	**3,714**	**76%**	**1,142**	**24%**	**947**	**19%**

Source: FARS 2013 Final File, 2022 ARF
Notes: Percentages are computed based on unrounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

The number of young drivers involved in fatal traffic crashes who had BACs of .01 g/dL or higher increased by 33 percent, from 857 in 2013 to 1,142 in 2022. Twenty-four percent of these drivers had alcohol in their systems in 2022 as compared to 21 percent in 2013.

Table 6 shows alcohol involvement for young drivers who were killed, by their age in 2022. Among young drivers killed in traffic crashes in 2022, there were 558 killed at the age of 20 – highest among the young drivers. Young drivers age 20 who were killed in traffic crashes had the highest percentage of alcohol in their systems at the time of the crash at 35 percent in 2022. 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 in Traffic Crashes, by Age and Alcohol Involvement, 2022

Age	Total Drivers Killed	Drivers With BAC=.01+ g/dL	
		Number	Percent
15	45	8	18%
16	193	31	16%
17	307	89	29%
18	426	126	29%
19	505	157	31%
20	558	193	35%

Source: FARS 2022 ARF
Notes: Percentages are computed based on unrounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

For young drivers involved in fatal traffic crashes, alcohol involvement is higher among males than among females. Twenty-five percent of the young male drivers involved in fatal traffic crashes in 2022 had some alcohol at the time of the crash, compared with 19 percent of the young female drivers involved in fatal traffic crashes.

Drivers involved in fatal traffic crashes are less likely to use restraints when they have been drinking. Forty-seven percent of the young drivers of passenger vehicles involved in fatal traffic crashes in 2022 who had been drinking were unrestrained (based on known restraint use). Of the young drivers who had been drinking and were killed in traffic crashes, 67 percent were unrestrained (based on known restraint use). In comparison, of the non-drinking young drivers killed, 46 percent were unrestrained, as shown in Table 7.

Table 7. Young Drivers of Passenger Vehicles in Fatal Traffic Crashes, by Restraint Use and Alcohol Involvement, 2022

Restraint Use	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL	
	Number	Percent	Number	Percent
Drivers Involved in Fatal Traffic Crashes				
Restrained	2,249	75%	491	53%
Unrestrained	731	25%	430	47%
Driver Fatalities				
Restrained	521	54%	155	33%
Unrestrained	451	46%	319	67%

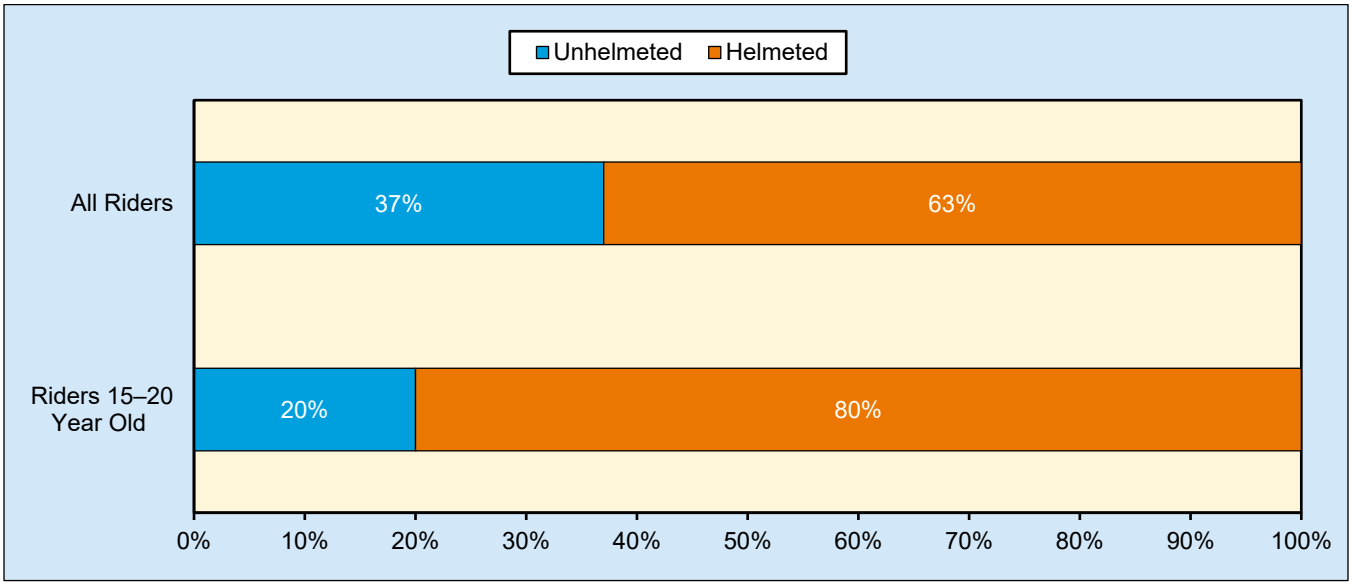
Source: FARS 2022 ARF
Notes: Based on known restraint use. Percentages are computed based on unrounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

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 2022 there were 339 young motorcycle riders killed in traffic crashes and an estimated 6,571 young riders were injured.

Helmets are estimated to be 37-percent effective in preventing fatalities among motorcycle riders and 41-percent effective among motorcycle passengers.[3] Twenty percent of the motorcycle riders 15 to 20 years old who were killed in traffic crashes were not wearing helmets (based on known helmet use) compared to 37 percent of all motorcycle riders who were killed in 2022 as shown in Figure 5.

Figure 5. Helmet Use of Motorcycle Riders Killed in Traffic Crashes, by Age Group, 2022



Source: FARS 2022 ARF
Note: Based on known helmet use.

Of the young motorcycle riders involved in fatal traffic crashes, 47 percent were either unlicensed or operating with invalid licenses compared to 36 percent of all motorcycle riders involved in 2022.

Additional Resources

For information on distracted driving see NHTSA's Research Notes *Distracted Driving in 2022,*[4] and *Teens and Distracted Driving 2022*.[5]

[3] National Center for Statistics and Analysis. (2004, March). *Motorcycle helmet effectiveness revisited* (Report No. DOT HS 809 715). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809715

[4] National Center for Statistics and Analysis. (2024, April). *Distracted driving in 2022* (Research Note. Report No. DOT HS 813 559). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813559

[5] National Center for Statistics and Analysis. (2024, April). *Teens and distracted driving 2022* (Report No. DOT HS 813 558). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813558

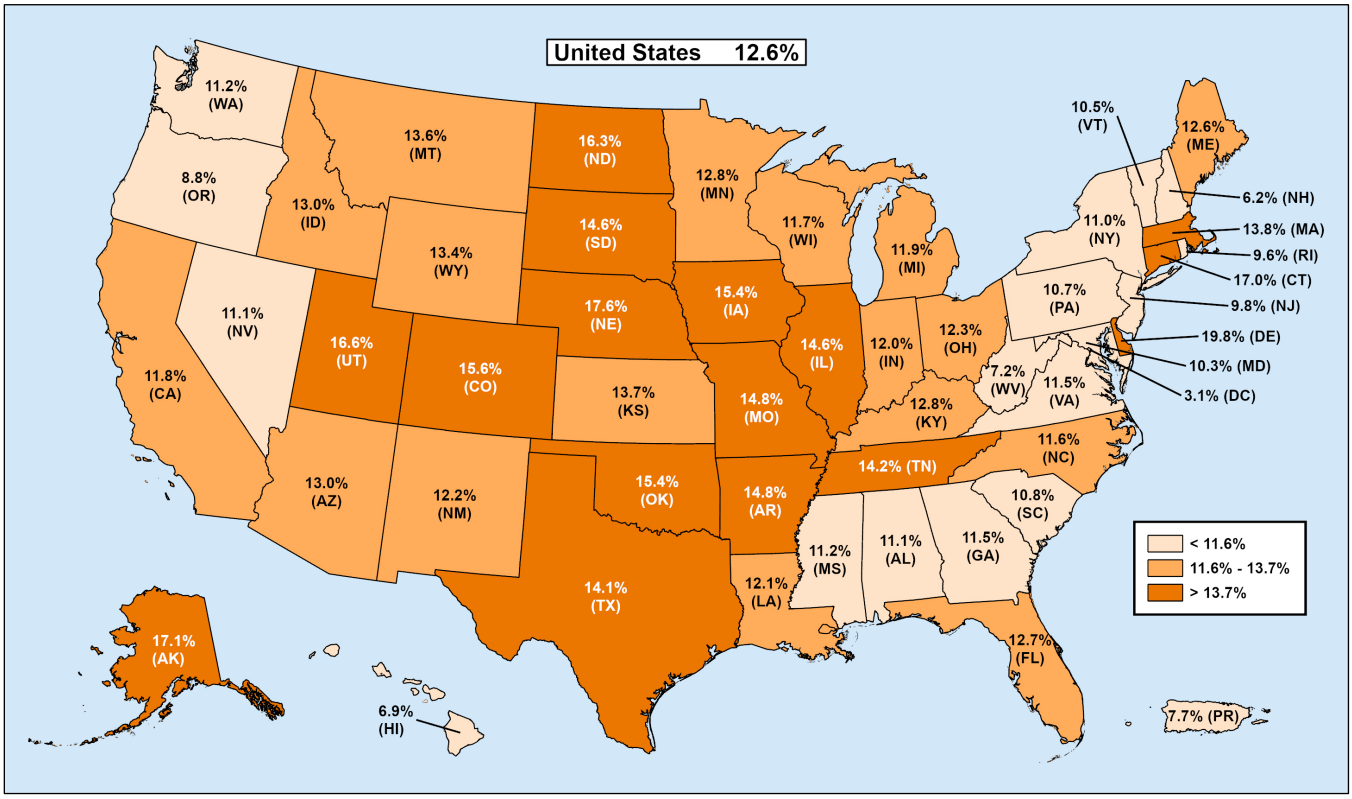
State

Figure 6 shows a map of the traffic fatalities in crashes involving young drivers as a percentage of total fatalities within the State. Table 8 shows 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 2022. Also included in Table 8 is Puerto Rico, which is not included in the U.S. total.

In 2022:

- Traffic fatalities in crashes involving young drivers ranged from 1 (the District of Columbia) to 620 (Texas).
- The number of young drivers who died in traffic crashes ranged from 0 (the District of Columbia) to 222 (Texas).
- The percentages of traffic fatalities in crashes involving young drivers ranged from a low of 3.1 percent (the District of Columbia) to 19.8 percent (Delaware), compared to 12.6 percent nationwide.

Figure 6. Percentages of Traffic Fatalities in Crashes Involving Young Drivers, by State, 2022



Source: FARS 2022 ARF

Table 8. Total Fatalities and Fatalities in Traffic Crashes Involving Young Drivers, by State and Person Type, 2022

State	Total Fatalities	Fatalities in Traffic 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	988	110	11.1%	38	25	37	10
Alaska	82	14	17.1%	4	1	8	1
Arizona	1,302	169	13.0%	62	31	48	28
Arkansas	643	95	14.8%	36	23	31	5
California	4,428	523	11.8%	175	102	148	98
Colorado	764	119	15.6%	45	33	24	17
Connecticut	359	61	17.0%	27	9	18	7
Delaware	162	32	19.8%	11	7	9	5
District of Columbia	32	1	3.1%	0	0	1	0
Florida	3,530	448	12.7%	155	69	140	84
Georgia	1,797	206	11.5%	79	38	61	28
Hawaii	116	8	6.9%	3	1	4	0
Idaho	215	28	13.0%	12	3	12	1
Illinois	1,268	185	14.6%	72	30	59	24
Indiana	949	114	12.0%	47	22	36	9
Iowa	338	52	15.4%	21	18	12	1
Kansas	410	56	13.7%	23	10	19	4
Kentucky	744	95	12.8%	36	22	31	6
Louisiana	906	110	12.1%	45	21	24	20
Maine	182	23	12.6%	13	6	3	1
Maryland	564	58	10.3%	30	10	13	5
Massachusetts	434	60	13.8%	23	14	14	9
Michigan	1,124	134	11.9%	55	16	49	14
Minnesota	444	57	12.8%	24	8	20	5
Mississippi	703	79	11.2%	32	17	23	7
Missouri	1,057	156	14.8%	69	31	48	8
Montana	213	29	13.6%	16	4	7	2
Nebraska	244	43	17.6%	19	7	15	2
Nevada	416	46	11.1%	14	7	21	4
New Hampshire	146	9	6.2%	5	1	3	0
New Jersey	685	67	9.8%	19	11	23	14
New Mexico	466	57	12.2%	24	16	11	6
New York	1,175	129	11.0%	38	41	24	26
North Carolina	1,630	189	11.6%	81	24	69	15
North Dakota	98	16	16.3%	11	0	4	1
Ohio	1,275	157	12.3%	74	22	47	14
Oklahoma	710	109	15.4%	37	31	26	15
Oregon	601	53	8.8%	20	11	12	10
Pennsylvania	1,179	126	10.7%	46	25	41	14
Rhode Island	52	5	9.6%	2	3	0	0
South Carolina	1,094	118	10.8%	52	14	35	17
South Dakota	137	20	14.6%	6	4	8	2
Tennessee	1,314	187	14.2%	72	41	58	16
Texas	4,408	620	14.1%	222	132	190	76
Utah	319	53	16.6%	17	12	18	6
Vermont	76	8	10.5%	4	1	2	1
Virginia	1,008	116	11.5%	52	16	35	13
Washington	733	82	11.2%	23	25	27	7
West Virginia	264	19	7.2%	9	0	9	1
Wisconsin	596	70	11.7%	21	15	29	5
Wyoming	134	18	13.4%	13	3	1	1
U.S. Total	**42,514**	**5,339**	**12.6%**	**2,034**	**1,033**	**1,607**	**665**
Puerto Rico	271	21	7.7%	10	4	3	4

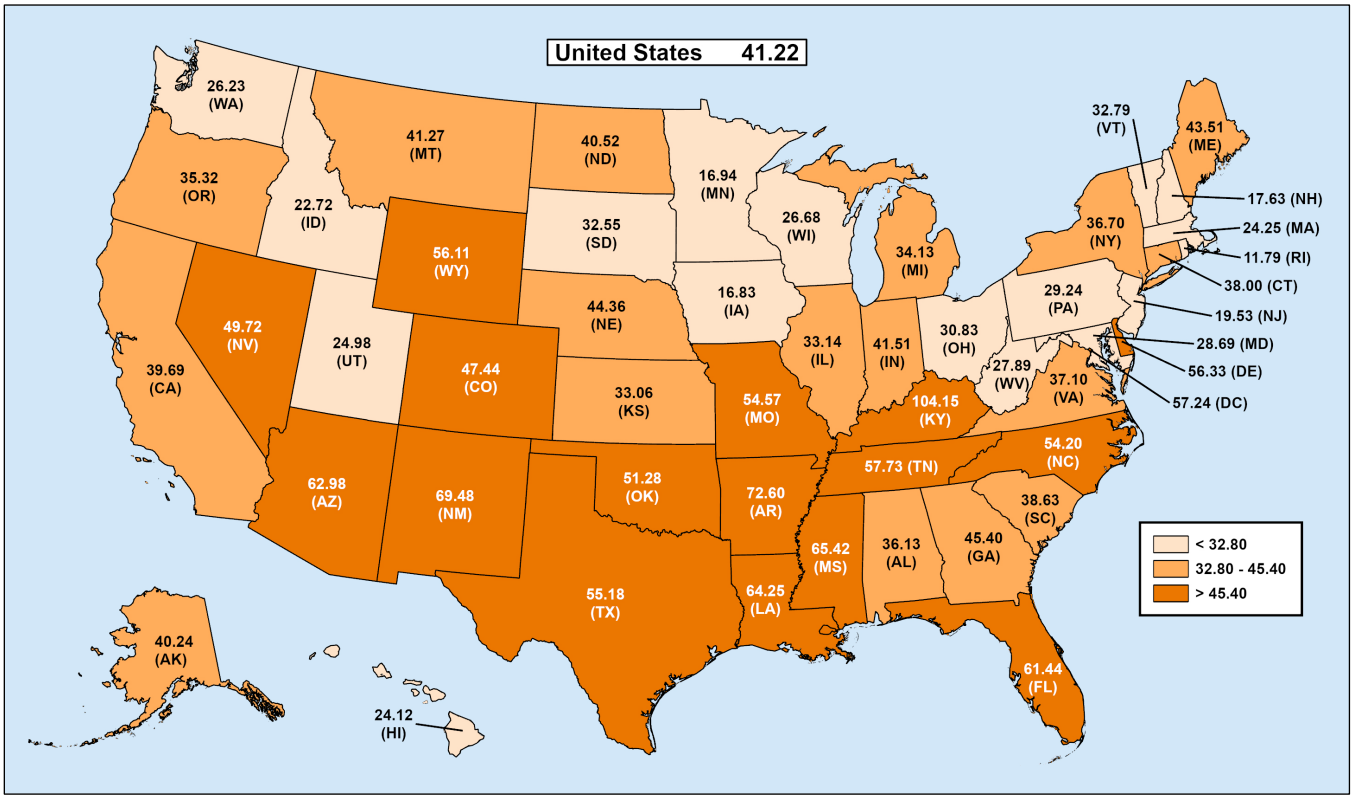
Source: FARS 2022 ARF

Figure 7 shows a map of the young driver involvement rates per 100,000 licensed drivers in fatal traffic crashes within the States. Table 9 shows driver involvement rates per 100,000 licensed drivers in fatal traffic crashes for each State and the District of Columbia, by age group in 2022. Also included in Table 9 is Puerto Rico, which is not included in the U.S. total.

In 2022:

- The young driver involvement rate per 100,000 licensed drivers ranged from 11.79 (Rhode Island) to 104.15 (Kentucky).
- The driver involvement rate per 100,000 licensed drivers aged 21 and older ranged from 6.68 (District of Columbia) to 44.36 (Mississippi).

Figure 7. Young Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by State, 2022



Sources: FARS 2022 ARF; Licensed Drivers – FHWA
Notes: Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for under 16. Licensed driver data are not available for Puerto Rico.

Table 9. Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by State and Age Group, 2022

State	Age Group								
	15–20			21+			Total		
	Drivers Involved	Licensed Drivers	Involvement Rate	Drivers Involved	Licensed Drivers	Involvement Rate	Drivers Involved*	Licensed Drivers	Involvement Rate
Alabama	99	274,010	36.13	1,270	3,813,875	33.30	1,397	4,087,885	34.17
Alaska	11	27,336	40.24	109	493,884	22.07	120	521,220	23.02
Arizona	154	244,525	62.98	1,526	5,603,136	27.23	1,806	5,847,661	30.88
Arkansas	80	110,192	72.60	815	2,196,729	37.10	916	2,306,921	39.71
California	465	1,171,550	39.69	5,371	26,460,553	20.30	6,153	27,632,103	22.27
Colorado	105	221,343	47.44	945	4,256,104	22.20	1,080	4,477,447	24.12
Connecticut	49	128,950	38.00	444	2,499,825	17.76	505	2,628,775	19.21
Delaware	28	49,710	56.33	198	812,412	24.37	233	862,122	27.03
District of Columbia	1	1,747	57.24	34	509,238	6.68	39	510,985	7.63
Florida	405	659,181	61.44	4,560	15,836,375	28.79	5,165	16,495,556	31.31
Georgia	192	422,914	45.40	2,235	6,937,785	32.21	2,505	7,360,699	34.03
Hawaii	8	33,168	24.12	148	903,908	16.37	165	937,076	17.61
Idaho	23	101,232	22.72	277	1,291,412	21.45	304	1,392,644	21.83
Illinois	171	515,976	33.14	1,600	7,993,442	20.02	1,847	8,509,418	21.71
Indiana	110	265,019	41.51	1,260	4,388,789	28.71	1,402	4,653,808	30.13
Iowa	38	225,767	16.83	417	2,128,279	19.59	460	2,354,046	19.54
Kansas	50	151,258	33.06	482	1,900,815	25.36	536	2,052,073	26.12
Kentucky	89	85,453	104.15	957	2,908,097	32.91	1,066	2,993,550	35.61
Louisiana	105	163,419	64.25	1,065	3,238,528	32.89	1,226	3,401,947	36.04
Maine	20	45,962	43.51	231	1,014,499	22.77	251	1,060,461	23.67
Maryland	49	170,805	28.69	735	4,228,034	17.38	824	4,398,839	18.73
Massachusetts	55	226,803	24.25	533	4,662,266	11.43	594	4,889,069	12.15
Michigan	132	386,764	34.13	1,448	7,390,230	19.59	1,621	7,776,994	20.84
Minnesota	56	330,631	16.94	580	3,787,155	15.31	644	4,117,786	15.64
Mississippi	74	113,108	65.42	858	1,933,961	44.36	955	2,047,069	46.65
Missouri	139	254,703	54.57	1,313	4,035,688	32.53	1,478	4,290,391	34.45
Montana	22	53,309	41.27	228	817,573	27.89	253	870,882	29.05
Nebraska	45	101,453	44.36	317	1,348,365	23.51	366	1,449,818	25.24
Nevada	41	82,460	49.72	517	2,128,229	24.29	585	2,210,689	26.46
New Hampshire	9	51,060	17.63	195	1,123,766	17.35	204	1,174,826	17.36
New Jersey	63	322,536	19.53	926	6,311,400	14.67	1,028	6,633,936	15.50
New Mexico	51	73,401	69.48	576	1,435,174	40.13	654	1,508,575	43.35
New York	113	307,919	36.70	1,436	11,776,756	12.19	1,592	12,084,675	13.17
North Carolina	180	332,107	54.20	2,013	7,648,155	26.32	2,253	7,980,262	28.23
North Dakota	16	39,490	40.52	136	523,671	25.97	152	563,161	26.99
Ohio	146	473,499	30.83	1,691	7,932,295	21.32	1,885	8,405,794	22.43
Oklahoma	96	187,225	51.28	867	2,369,384	36.59	993	2,556,609	38.84
Oregon	51	144,389	35.32	741	2,960,527	25.03	819	3,104,916	26.38
Pennsylvania	123	420,590	29.24	1,503	8,703,672	17.27	1,666	9,124,262	18.26
Rhode Island	4	33,913	11.79	65	726,501	8.95	70	760,414	9.21
South Carolina	109	282,135	38.63	1,397	3,809,515	36.67	1,533	4,091,650	37.47
South Dakota	20	61,438	32.55	165	618,273	26.69	189	679,711	27.81
Tennessee	160	277,171	57.73	1,649	4,784,117	34.47	1,873	5,061,288	37.01
Texas	557	1,009,461	55.18	5,499	17,729,519	31.02	6,280	18,738,980	33.51
Utah	50	200,169	24.98	416	2,052,487	20.27	471	2,252,656	20.91
Vermont	7	21,350	32.79	98	457,071	21.44	107	478,421	22.37
Virginia	110	296,458	37.10	1,260	5,540,689	22.74	1,403	5,837,147	24.04
Washington	74	282,172	26.23	929	5,673,876	16.37	1,041	5,956,048	17.48
West Virginia	18	64,534	27.89	329	1,083,872	30.35	353	1,148,406	30.74
Wisconsin	67	251,113	26.68	743	4,123,469	18.02	827	4,374,582	18.90
Wyoming	16	28,517	56.11	143	403,383	35.45	159	431,900	36.81
U.S. Total	**4,856**	**11,779,395**	**41.22**	**53,250**	**223,306,758**	**23.85**	**60,048**	**235,086,153**	**25.54**
Puerto Rico	22	NA	NA	324	NA	NA	366	NA	NA

Sources: FARS 2022 ARF; Licensed Drivers – FHWA
Note: Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for under 16.
NA = Not Available.
*Includes drivers of unknown age and under 15 years old.

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 GDLs 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. 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 trafficway customarily open to the public 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 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 2022 ARF, the 2021 Final File was released to replace the 2021 ARF. The final fatality count in motor vehicle traffic crashes for 2021 was 43,230, which was updated from 42,939 in the 2021 ARF. The number of young driver fatalities from the 2021 Final File was 2,133, which was updated from 2,116 from the 2021 ARF.

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. 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.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/.

Important Change for Motorized Bicycles

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS and CRSS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS and CRSS are no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS or CRSS.

The suggested APA format citation for this document is:

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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. 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.nhtsa.gov/report-a-safety-problem.

The following data tools and resources can be found at https://cdan.dot.gov/.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Motor Vehicle Traffic Crash Databook
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Alcohol-Impaired Driving
- Bicyclists and Other Cyclists
- Children
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- Pedestrians
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- School-Transportation-Related Traffic Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic 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