



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



Traffic Safety Facts

2024 Data



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Young Drivers

In this fact sheet for 2024 the information is presented as follows.

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This fact sheet defines *young drivers* as people 15 to 20 years old operating motor vehicles. People in this age group generally obtain their licenses for the first time and many are subject to graduated driver licensing (GDL) programs as they learn driving skills.

Key Findings

- In 2024 there were 2,162 young drivers who died in traffic crashes, a slight increase from 2,156 in 2023.
- In 2024 an estimated 184,129 young drivers injured in traffic crashes, a 2-percent increase from 180,218 in 2023.
- Traffic fatalities in crashes involving young drivers increased 7 percent, from 5,617 in 2023 to 5,247 in 2024.
- The number of licensed young drivers increased 2.6 percent from 2023 to 2024.
- Young drivers accounted for 9 percent of all drivers in fatal traffic crashes in 2024. However, young drivers were only 5.2 percent of all licensed drivers in 2024.
- Young drivers involved in police-reported traffic crashes increased less than 1 percent from 1,276,453 in 2023 to 1,279,893 in 2024. Young drivers involved in fatal traffic crashes decreased 6 percent from 5,160 in 2023 to 4,873 in 2024.
- The rate of drivers involved in fatal traffic crashes per 100,000 licensed drivers for young female drivers was 20.27 in 2024. For young male drivers in 2024 the involvement rate was 56.72, almost three times 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 2024, which is slightly higher than the percentage of all drivers of passenger vehicles killed (49%).
- Although people under 21 are legally prohibited from drinking alcohol, 29 percent of young drivers 15 to 20 years old who were killed in traffic crashes in 2024 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 2024 there were 583 motorcycle riders 15 to 20 years old killed in traffic crashes, and an estimated 10,113 in that age group were injured.

This fact sheet has motor vehicle traffic crash data from the Fatality Analysis Reporting System (FARS) and 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 information on Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport and originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occur 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 fact sheet.

Overview

There were 239.8 million licensed drivers in the United States in 2024. Young drivers accounted for 12.4 million (5.2%) of all licensed drivers in 2024, a 5.2-percent increase from the 11.8 million young, licensed drivers in 2015, and a 2.6-percent increase from 2023.¹ Population for this age group increased 5.6 percent from 2015 to 2024.²

Motor vehicle traffic crashes are a leading cause of death for 15- to 20-year-olds.³ In 2024 there were 2,162 young drivers who died in traffic crashes, a slight increase from the 2,156 young drivers who died in 2023. Additionally, an estimated 184,129 young drivers were injured in traffic crashes in 2024, a 2-percent increase from 180,218 in 2023.

Fatalities in traffic crashes involving young drivers increased over the 10-year period from 4,744 in 2015 to 5,247 in 2024, as shown in Table 1.

In fatal traffic crashes involving young drivers from 2023 to 2024:

- Fatalities among young drivers increased slightly.
- Fatalities among the passengers of young drivers decreased 20 percent.
- Occupant fatalities of other vehicles decreased 6 percent.
- Nonoccupant (pedestrians, pedalcyclists, or other nonoccupants) fatalities decreased 9 percent.
- Total traffic fatalities in crashes involving young drivers decreased 7 percent.

In fatal traffic crashes involving young drivers for the 10-year period from 2015 to 2024:

- Fatalities among young drivers increased 14 percent.
- Fatalities among the passengers of young drivers decreased 9 percent.
- Occupant fatalities of other vehicles increased 15 percent.
- Nonoccupant fatalities increased 25 percent.
- Total traffic fatalities in crashes involving young drivers increased 11 percent.

¹ Licensed Drivers – Federal Highway Administration

² Population – Census Bureau

³ Centers for Disease Control and Prevention’s National Center for Health Statistics, Mortality Data; FARS

Table 1. Fatalities in Traffic Crashes Involving Young Drivers, by Person Type, 2015–2024

Year	Young Drivers (15–20)	Passengers of Young Drivers by Age				Occupants of Other Vehicles	Nonoccupants	Total
		<15	15–20	21+	Total*			
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	2,037	106	669	260	1,039	1,613	672	5,361
2023	2,156	104	709	293	1,114	1,617	730	5,617
2024	2,162	91	593	208	893	1,526	666	5,247

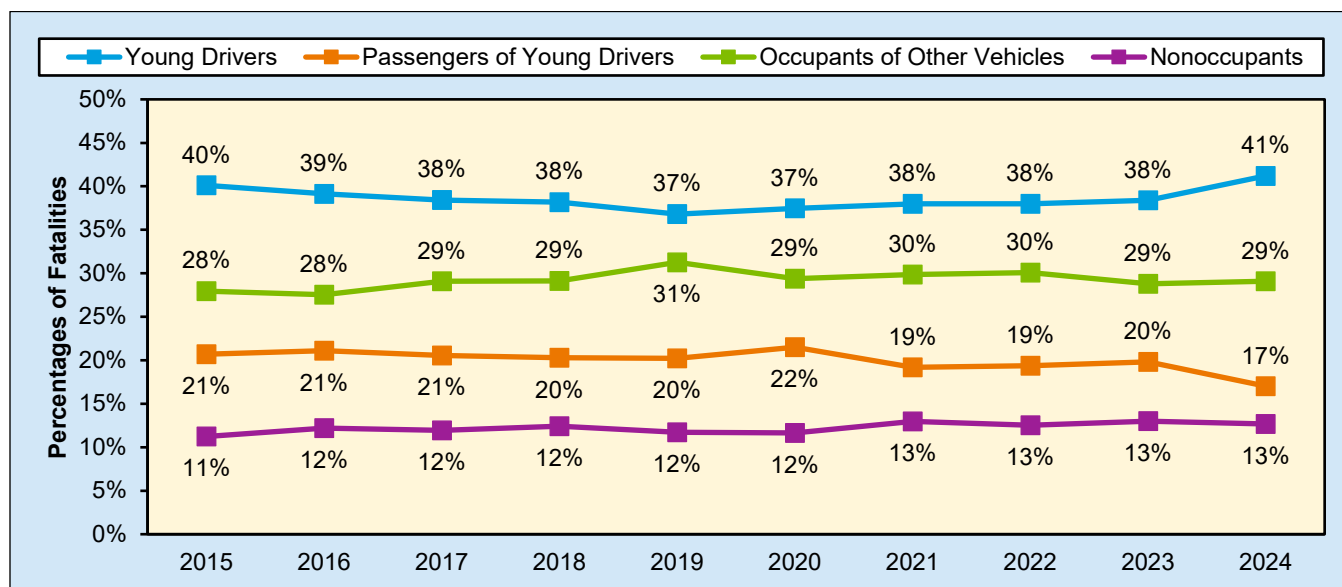
Source: FARS 2015–2023 Final File, 2024 Annual Report File (ARF)

*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 2024:

- Young drivers killed in traffic crashes made up 41 percent of the fatalities in those crashes.
- Fatalities for occupants of other vehicles increased from 28 percent in 2015 to 29 percent in 2024.
- Of the passengers of young drivers who died in traffic crashes, 66 percent (593 of 893 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, 2015–2024

Source: FARS 2015–2023 Final File, 2024 ARF

Drivers

There were 4,873 young drivers in fatal traffic crashes in 2024—a 12-percent increase from the 4,352 in 2015. However, drivers of all ages in fatal traffic crashes increased 13 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 2015 and 2024.

In 2024:

- Young drivers involved in fatal traffic crashes increased 21 percent for males and decreased 10 percent for females from 2015.
- The 2-year comparison of total driver involvement in fatal traffic crashes decreased 4 percent from 58,125 in 2023 to 55,620 in 2024. During this same period, young driver involvement decreased 6 percent from 5,160 in 2023 to 4,873 in 2024.
- Total drivers involved in police-reported traffic crashes increased less than 1 percent from 10,884,749 in 2023 to 10,945,505 in 2024. Young drivers involved in police-reported traffic crashes increased less than 1 percent from 1,276,453 in 2023 to 1,279,893 in 2024.
- Twelve percent of all drivers involved in police-reported traffic crashes and 9 percent of all drivers involved in fatal traffic crashes were young drivers. However, young drivers were only 5.2 percent of all licensed drivers in 2024.

Table 2. Involvement of Young Drivers and All Drivers in Fatal Traffic Crashes, by Sex, 2015 and 2024

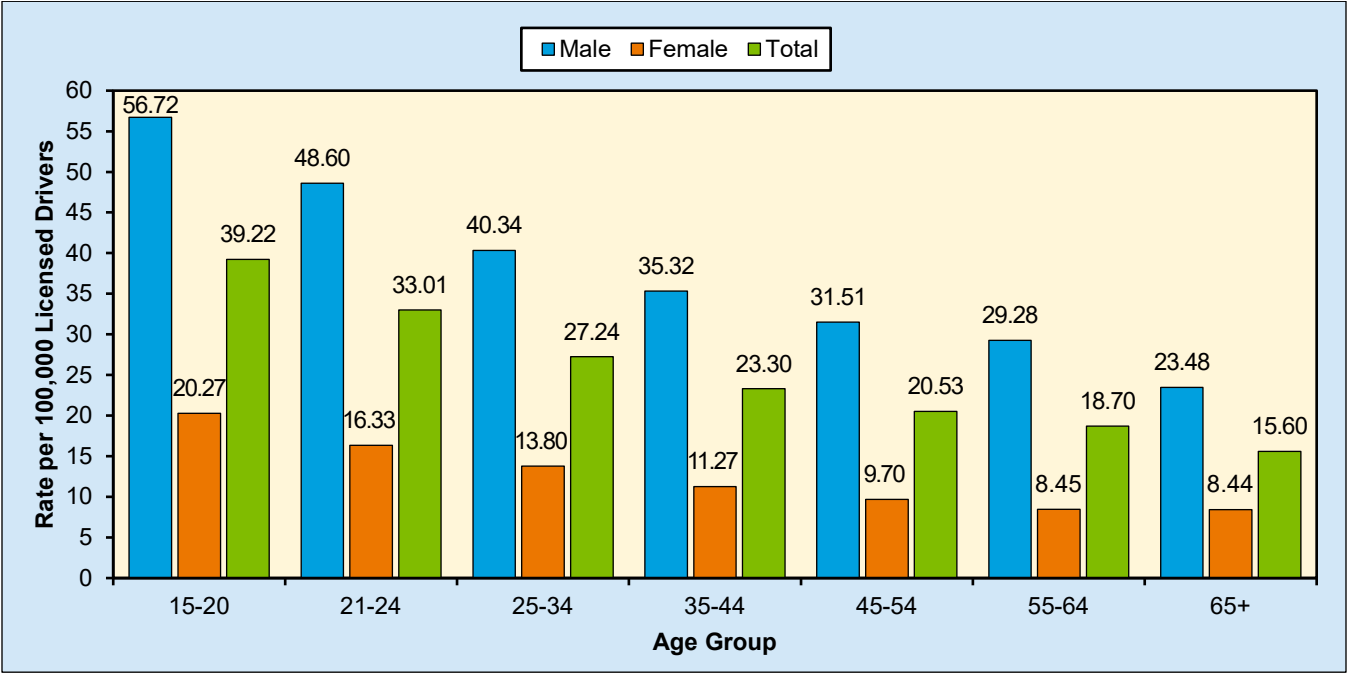
Sex	2015			2024			Percentage Change, 2015 to 2024	
	Total (All Drivers)	Ages 15–20	Percentage of Total	Total (All Drivers)	Ages 15–20	Percentage of Total	Total (All Drivers)	Ages 15–20
Drivers Involved in Fatal Traffic Crashes								
Male	35,850	3,014	8.4%	40,662	3,657	9.0%	+13%	+21%
Female	12,382	1,337	11%	13,438	1,209	9.0%	+8.5%	-10%
Total*	49,163	4,352	8.9%	55,620	4,873	8.8%	+13%	+12%
Driver Fatalities								
Male	17,303	1,395	8.1%	19,474	1,767	9.1%	+13%	+27%
Female	5,040	508	10%	5,127	392	7.6%	+1.7%	-23%
Total*	22,350	1,903	8.5%	24,636	2,162	8.8%	+10%	+14%

Source: FARS 2015 Final File, 2024 ARF

*Includes unknown sex.

The rate of drivers 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 2024 was 56.72 per 100,000 licensed drivers. For young female drivers 15 to 20 years old, the driver involvement rate in 2024 was 20.27 per 100,000 licensed drivers.

Figure 2. Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2024



Sources: FARS 2024 ARF; Licensed Drivers – Federal Highway Administration (FHWA)

The 15- to 20-year-old age group accounted for 10.3 percent of all drivers in single-vehicle fatal traffic crashes in 2024, compared to 8.3 percent in multivehicle fatal traffic crashes, as shown in Table 3.

Table 3. Percentages of Population, Licensed Drivers, and Drivers in Traffic Crashes, by Age Group, 2024

	Age Group								
	<15	15–20	21–24	25–34	35–44	45–54	55–64	65–69	70+
Population	17.6%	7.9%	5.3%	13.7%	13.4%	12.0%	12.2%	5.7%	12.3%
Licensed Drivers	—	5.2%	6.1%	17.2%	17.3%	15.6%	16.0%	7.5%	15.2%
Drivers Involved in Property-Damage-Only Crashes	0.1%	11.9%	9.8%	21.7%	18.3%	14.1%	12.2%	4.4%	7.5%
Drivers Involved in Injury Crashes	0.2%	11.3%	9.6%	21.8%	18.4%	14.2%	12.4%	4.4%	7.7%
Drivers Involved in Fatal Crashes	0.2%	9.0%	8.9%	20.8%	17.9%	14.2%	13.3%	5.2%	10.5%
— <i>Single-Vehicle</i>	0.3%	10.3%	9.3%	20.7%	17.9%	13.6%	13.3%	5.2%	9.5%
— <i>Multivehicle</i>	0.1%	8.3%	8.7%	20.8%	17.9%	14.6%	13.3%	5.2%	11.1%

Sources: FARS 2024 ARF; CRSS 2024; Population – Census Bureau; Licensed Drivers – FHWA

Notes: Percentages are based on known values. Licensed drivers 15 to 20 years old may include drivers under 15, because individual age data is not available for under 16.

According to Table 4, in 2024 fatal traffic crashes involving young drivers, 138 out of 1,030 (13.4%) of those who did not have valid driver licenses also had previous license suspensions or revocations within 5 years of the crash date.

Table 4. Young Drivers in Fatal Traffic Crashes, by Previous 5-Year Driving Record and License Compliance, 2024

Driving Records of Young Drivers (Ages 15–20)	License Compliance				Total*	
	Valid		Invalid			
	Number	Percent	Number	Percent	Number	Percent
Total Young Drivers Involved**	3,783	100.0%	1,030	100.0%	4,873	100.0%
No Previous Driving Record	2,430	64.2%	650	63.1%	3,083	63.3%
Previous Recorded Crashes	541	14.3%	116	11.3%	657	13.5%
Previous Recorded Suspensions or Revocations	147	3.9%	138	13.4%	285	5.8%
Previous DWI Convictions	24	0.6%	28	2.7%	52	1.1%
Previous Speeding Convictions	622	16.4%	133	12.9%	756	15.5%
Previous Other Harmful or Moving Convictions	420	11.1%	118	11.5%	539	11.1%

Source: FARS 2024 ARF

*Includes drivers with unknown license compliance.

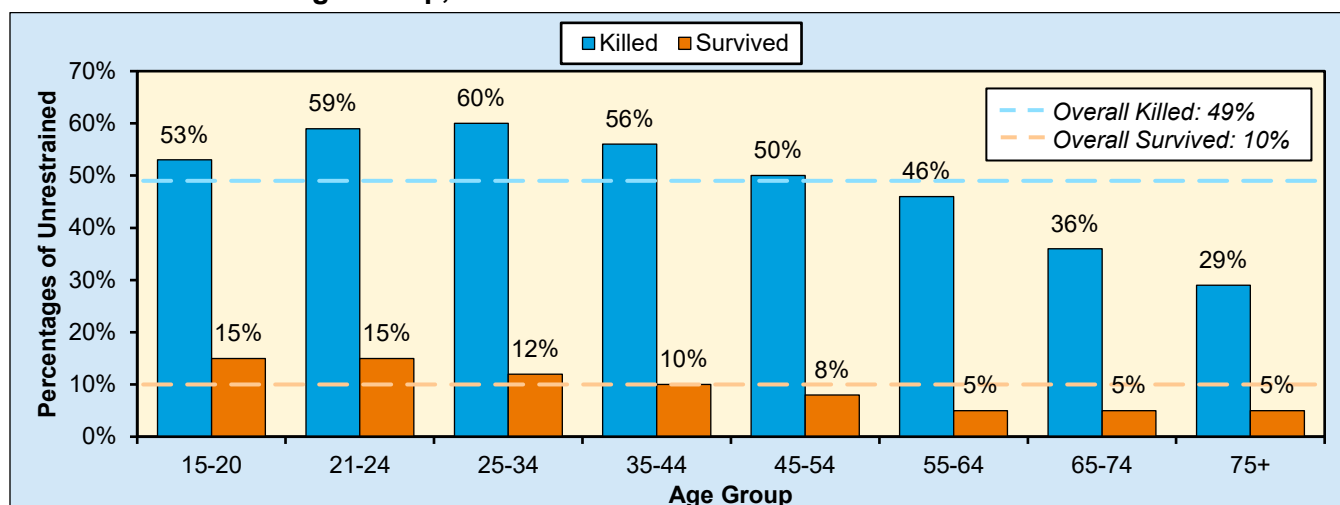
**Includes drivers with unknown previous records.

Note: Sum of percentages may exceed 100 percent as drivers can have several driving records of different types.

Restraint Use

Of the 4,099 young drivers of passenger vehicles (passenger cars and light trucks) in fatal traffic crashes in 2024, the restraint use of those drivers is known for all but 465 drivers. Figure 3 shows percentages of unrestrained passenger vehicle drivers in fatal traffic crashes by survival status and age group. Of the young drivers of passenger vehicles in fatal traffic crashes in 2024 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 (49%).
- Fifteen percent of those who survived were unrestrained compared to 10 percent of all drivers who survived fatal traffic crashes.
- Twenty-nine percent of those involved were unrestrained, which is higher than the percentage of all passenger vehicle drivers involved (26%).

Figure 3. Percentages of Unrestrained* Passenger Vehicle Drivers in Fatal Traffic Crashes, by Survival Status and Age Group, 2024

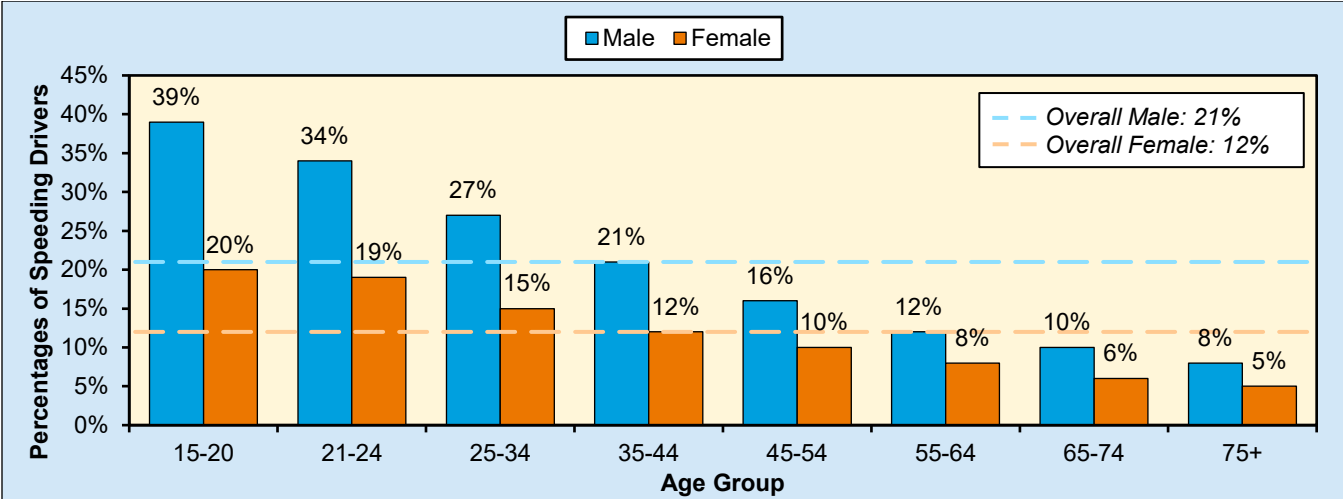
Source: FARS 2024 ARF

*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 factor in the crash. In 2024 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, 2024



Source: FARS 2024 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 alcohol-impaired when the driver's BAC is .08 g/dL or higher.

In 2024:

- Twenty-nine 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 637 young drivers killed who had alcohol in their systems, 547 (86%) were at .08 g/dL or higher.

Table 5. Alcohol Involvement Among Young Drivers in Fatal Traffic Crashes, by Survival Status, 2015 and 2024

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
2015							
Survived	2,449	2,062	84%	388	16%	302	12%
Killed	1,903	1,420	75%	483	25%	386	20%
Total	4,352	3,481	80%	871	20%	688	16%
2024							
Survived	2,711	2,177	80%	534	20%	442	16%
Killed	2,162	1,525	71%	637	29%	547	25%
Total	4,873	3,702	76%	1,171	24%	989	20%

Source: FARS 2015 Final File, 2024 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 34 percent, from 871 in 2015 to 1,171 in 2024. Twenty-four percent of these drivers had alcohol in their systems in 2024 as compared to 20 percent in 2015.

Table 6 shows alcohol involvement for young drivers who were killed, by their age in 2024. Among young drivers killed in traffic crashes in 2024, there were 581 killed at the age of 19—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 34 percent in 2024.

Table 6. Young Drivers Killed in Traffic Crashes, by Age and Alcohol Involvement, 2024

Age	Total Drivers Killed	Drivers With BAC=.01+ g/dL	
		Number	Percent
15	65	13	20%
16	195	42	22%
17	309	74	24%
18	441	131	30%
19	581	184	32%
20	571	193	34%

Source: FARS 2024 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 females. Twenty-six percent of the young male drivers involved in fatal traffic crashes in 2024 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 2024 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, 65 percent were unrestrained (based on known restraint use). In comparison, of the non-drinking young drivers killed, 47 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, 2024

Restraint Use	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL	
	Number	Percent	Number	Percent
Drivers Involved in Fatal Traffic Crashes				
Restrained	2,094	77%	483	53%
Unrestrained	622	23%	435	47%
Driver Fatalities				
Restrained	448	53%	166	35%
Unrestrained	396	47%	306	65%

Source: FARS 2024 ARF

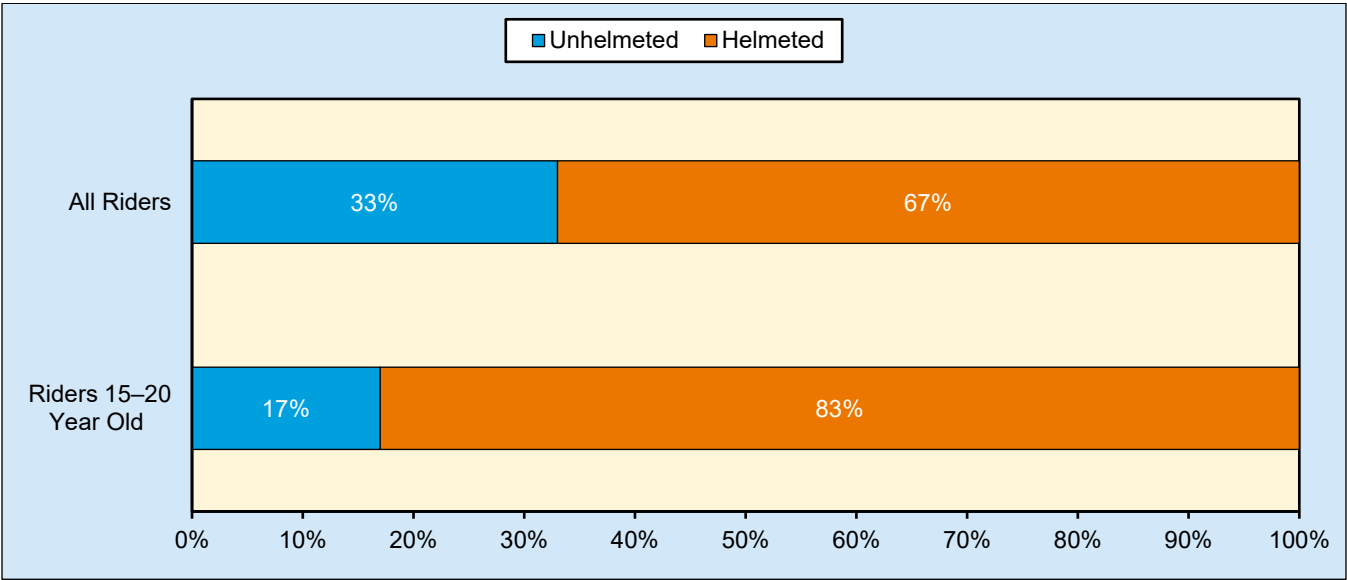
Notes: Based on known restraint use. Percentages are computed based on unrounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

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 2024 there were 583 young motorcycle riders killed in traffic crashes compared to 485 in 2023, representing a 20-percent increase. In 2024 an estimated 10,113 young motorcycle riders were injured compared to 7,044 in 2023, representing a 44-percent increase.

Helmets are estimated to be 37-percent effective in preventing fatalities among motorcycle riders and 41-percent effective among motorcycle passengers.⁴ Seventeen 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 33 percent of all motorcycle riders who were killed in 2024 as shown in Figure 5.

Figure 5. Helmet Use of Motorcycle Riders Killed in Traffic Crashes, by Age Group, 2024



Source: FARS 2024 ARF
Note: Based on known helmet use.

Of the young motorcycle riders involved in fatal traffic crashes, 41 percent were either unlicensed or operating with invalid licenses compared to 35 percent of all motorcycle riders involved in 2024.

Additional Resources

For information on distracted driving see NHTSA’s *Distracted Driving in 2024*,⁵ and *Teens and Distracted Driving in 2024*.⁶

⁴ Deutermann, W. (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>
⁵ National Center for Statistics and Analysis. (2026, April). *Distracted driving in 2024* (Research Note. Report No. DOT HS 813 790). National Highway Traffic Safety Administration. <https://doi.org/10.21949/z7ma-vc97>
⁶ NCSA. (2026, April). *Teen distracted driver data: Teens and distracted driving in 2024* (Report No. DOT HS 813 792). National Highway Traffic Safety Administration. <https://doi.org/10.21949/sh62-0q67>

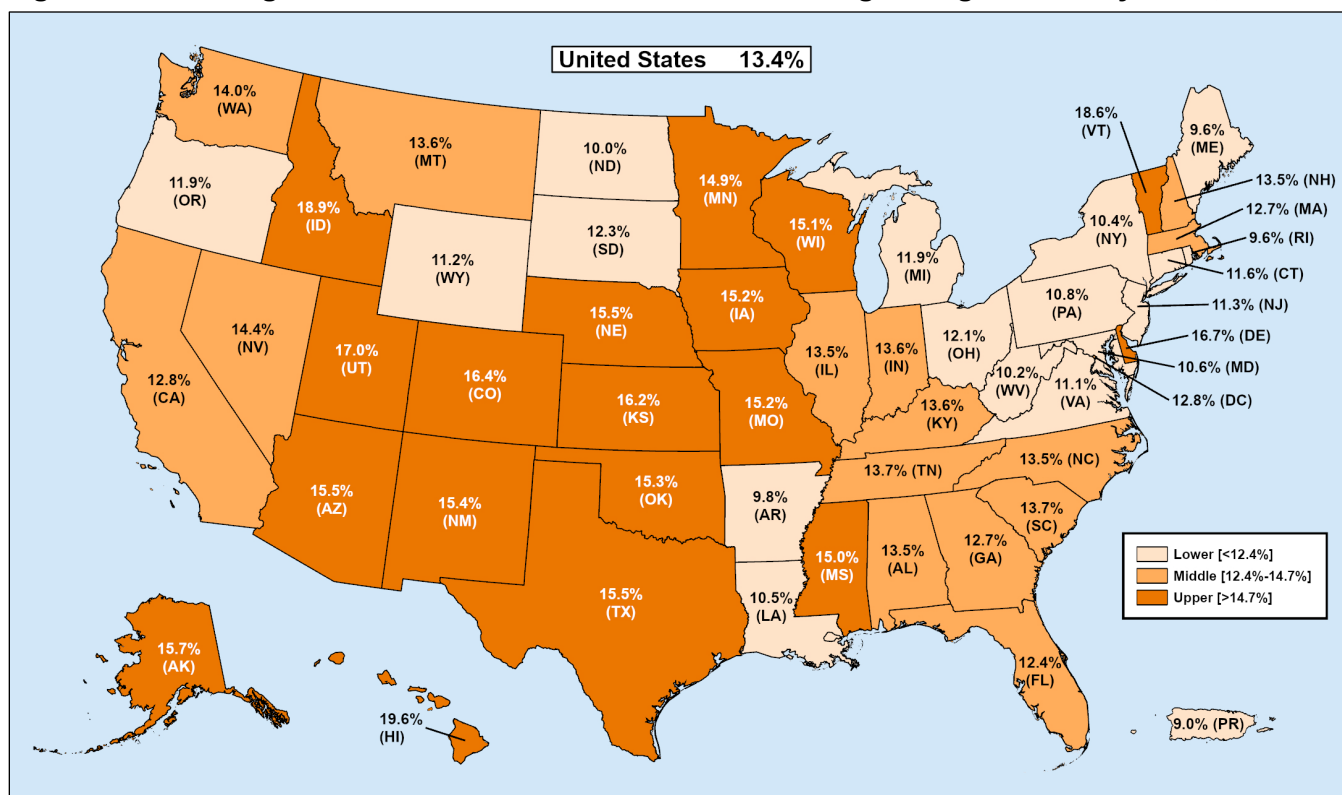
States

Figure 6 shows a map of the traffic fatalities in crashes involving young drivers as percentages 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 2024. Also included in Table 8 is Puerto Rico, which is not included in the U.S. total.

In 2024:

- Traffic fatalities in crashes involving young drivers ranged from 5 (Rhode Island) to 644 (Texas).
- The number of young drivers who died in traffic crashes ranged from 3 (Alaska, Rhode Island, and the District of Columbia) to 253 (Texas).
- The percentages of traffic fatalities in crashes involving young drivers ranged from a low of 9.6 percent (Maine and Rhode Island) to 19.6 percent (Hawaii), compared to 13.4 percent nationwide.

Figure 6. Percentages of Traffic Fatalities in Crashes Involving Young Drivers, by State, 2024



Source: FARS 2024 ARF

Table 8. Total Fatalities and Fatalities in Traffic Crashes Involving Young Drivers, by State and Person Type, 2024

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	962	130	13.5%	57	15	47	11
Alaska	70	11	15.7%	3	4	3	1
Arizona	1,229	190	15.5%	68	35	57	30
Arkansas	603	59	9.8%	28	7	19	5
California	3,876	496	12.8%	197	81	122	96
Colorado	689	113	16.4%	50	16	36	11
Connecticut	310	36	11.6%	11	8	11	6
Delaware	126	21	16.7%	7	2	8	4
District of Columbia	47	6	12.8%	3	3	0	0
Florida	3,138	388	12.4%	141	45	136	66
Georgia	1,403	178	12.7%	67	43	48	20
Hawaii	102	20	19.6%	9	1	4	6
Idaho	238	45	18.9%	26	6	10	3
Illinois	1,177	159	13.5%	75	22	41	21
Indiana	832	113	13.6%	51	16	39	7
Iowa	356	54	15.2%	15	16	19	4
Kansas	339	55	16.2%	27	4	19	5
Kentucky	707	96	13.6%	30	20	35	11
Louisiana	752	79	10.5%	34	11	18	16
Maine	177	17	9.6%	12	1	4	0
Maryland	578	61	10.6%	28	9	14	10
Massachusetts	363	46	12.7%	21	8	8	9
Michigan	1,098	131	11.9%	53	27	39	12
Minnesota	477	71	14.9%	33	10	22	6
Mississippi	753	113	15.0%	55	25	23	10
Missouri	955	145	15.2%	58	28	46	13
Montana	206	28	13.6%	18	5	5	0
Nebraska	251	39	15.5%	19	5	12	3
Nevada	417	60	14.4%	27	7	17	9
New Hampshire	133	18	13.5%	10	2	6	0
New Jersey	670	76	11.3%	29	11	19	17
New Mexico	409	63	15.4%	20	13	21	9
New York	1,101	115	10.4%	46	23	33	13
North Carolina	1,619	218	13.5%	97	36	58	27
North Dakota	90	9	10.0%	6	2	1	0
Ohio	1,157	140	12.1%	60	26	41	13
Oklahoma	645	99	15.3%	34	19	32	14
Oregon	538	64	11.9%	30	11	18	5
Pennsylvania	1,127	122	10.8%	41	28	40	13
Rhode Island	52	5	9.6%	3	1	0	1
South Carolina	1,038	142	13.7%	58	28	34	22
South Dakota	146	18	12.3%	4	5	7	2
Tennessee	1,197	164	13.7%	71	27	50	16
Texas	4,160	644	15.5%	253	117	193	81
Utah	277	47	17.0%	19	8	16	4
Vermont	59	11	18.6%	9	1	0	1
Virginia	917	102	11.1%	48	16	27	11
Washington	730	102	14.0%	44	14	29	15
West Virginia	256	26	10.2%	15	1	8	2
Wisconsin	595	90	15.1%	35	21	29	5
Wyoming	107	12	11.2%	7	3	2	0
U.S. Total	39,254	5,247	13.4%	2,162	893	1,526	666
Puerto Rico	288	26	9.0%	11	5	7	3

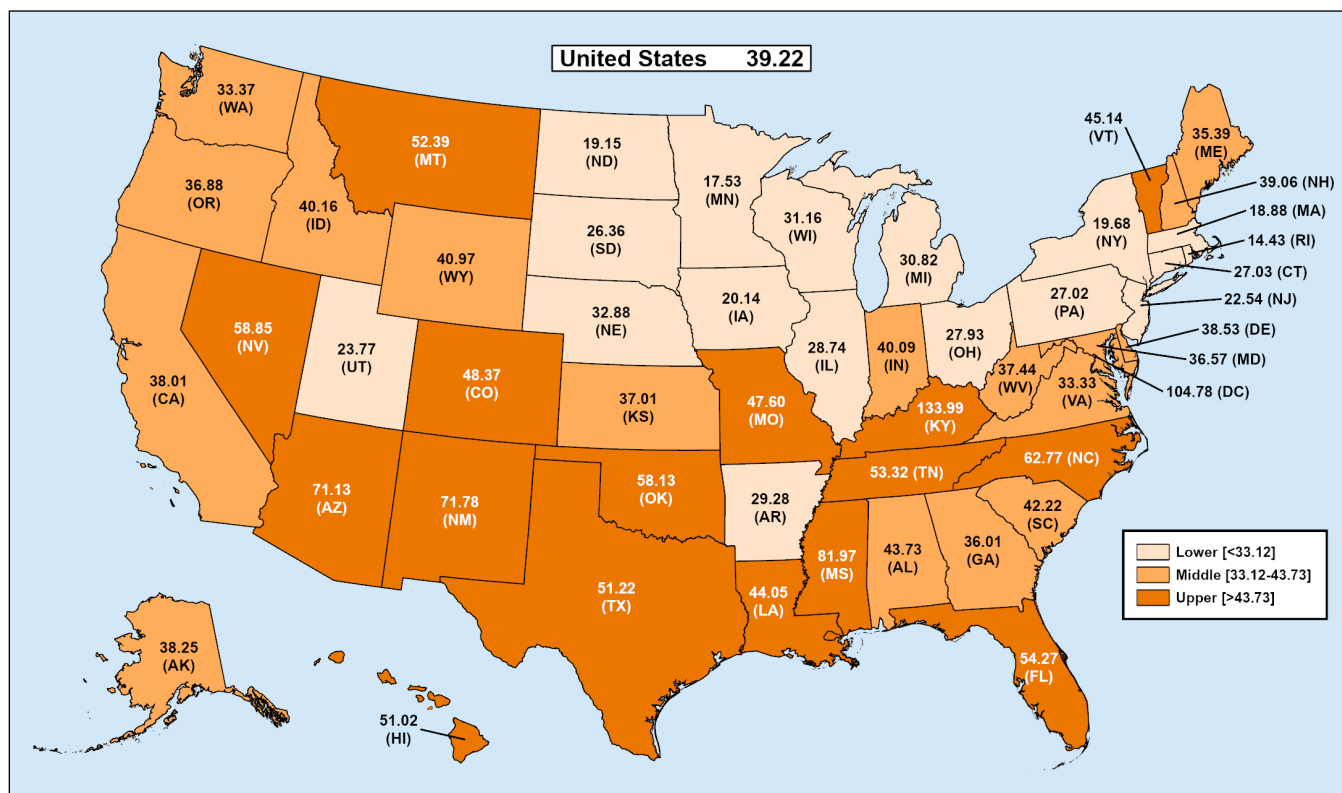
Source: FARS 2024 ARF

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 2024. Also included in Table 9 is Puerto Rico, which is not included in the U.S. total and has no licensed driver data available.

In 2024:

- The young driver involvement rate per 100,000 licensed drivers ranged from 14.43 (Rhode Island) to 133.99 (Kentucky).
- The driver involvement rate per 100,000 licensed drivers 21 and older ranged from 7.61 (Rhode Island) to 42.78 (Mississippi).

Figure 7. Young Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by State, 2024



Sources: FARS 2024 ARF; Licensed Drivers – FHWA

Notes: Licensed drivers 15 to 20 years old may include drivers under 15, because individual age data is not available for under 16. Licensed driver data is not available for Puerto Rico.

Table 9. Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by State and Age Group, 2024

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	120	274,440	43.73	1,174	3,536,242	33.20	1,334	3,810,682	35.01
Alaska	11	28,756	38.25	93	511,056	18.20	104	539,812	19.27
Arizona	182	255,856	71.13	1,484	5,643,885	26.29	1,774	5,899,741	30.07
Arkansas	58	198,077	29.28	733	2,771,209	26.45	811	2,969,286	27.31
California	451	1,186,480	38.01	4,599	26,628,863	17.27	5,333	27,815,343	19.17
Colorado	109	225,350	48.37	890	4,308,130	20.66	1,024	4,533,480	22.59
Connecticut	34	125,787	27.03	382	2,509,352	15.22	433	2,635,139	16.43
Delaware	20	51,908	38.53	160	855,495	18.70	185	907,403	20.39
District of Columbia	5	4,772	104.78	44	417,424	10.54	61	422,196	14.45
Florida	379	698,417	54.27	4,064	16,439,308	24.72	4,603	17,137,725	26.86
Georgia	163	452,672	36.01	1,766	7,383,448	23.92	1,973	7,836,120	25.18
Hawaii	19	37,242	51.02	105	922,601	11.38	134	959,843	13.96
Idaho	43	107,081	40.16	279	1,309,080	21.31	327	1,416,161	23.09
Illinois	153	532,427	28.74	1,416	8,267,068	17.13	1,664	8,799,495	18.91
Indiana	110	274,413	40.09	1,132	4,541,450	24.93	1,270	4,815,863	26.37
Iowa	47	233,345	20.14	428	2,159,267	19.82	479	2,392,612	20.02
Kansas	51	137,789	37.01	427	1,607,471	26.56	486	1,745,260	27.85
Kentucky	91	67,914	133.99	914	2,706,999	33.76	1,021	2,774,913	36.79
Louisiana	73	165,714	44.05	911	3,255,938	27.98	1,030	3,421,652	30.10
Maine	17	48,031	35.39	240	1,035,453	23.18	257	1,083,484	23.72
Maryland	59	161,315	36.57	767	4,169,942	18.39	862	4,331,257	19.90
Massachusetts	43	227,696	18.88	474	4,736,738	10.01	518	4,964,434	10.43
Michigan	120	389,410	30.82	1,433	7,430,209	19.29	1,581	7,819,619	20.22
Minnesota	62	353,769	17.53	587	3,864,051	15.19	656	4,217,820	15.55
Mississippi	99	120,781	81.97	839	1,961,099	42.78	969	2,081,880	46.54
Missouri	125	262,632	47.60	1,191	4,070,617	29.26	1,354	4,333,249	31.25
Montana	29	55,357	52.39	250	823,853	30.35	281	879,210	31.96
Nebraska	37	112,539	32.88	313	1,373,410	22.79	355	1,485,949	23.89
Nevada	54	91,765	58.85	518	2,215,777	23.38	593	2,307,542	25.70
New Hampshire	20	51,206	39.06	174	1,042,799	16.69	195	1,094,005	17.82
New Jersey	77	341,658	22.54	853	6,610,754	12.90	950	6,952,412	13.66
New Mexico	58	80,797	71.78	506	1,495,548	33.83	595	1,576,345	37.75
New York	101	513,229	19.68	1,320	11,926,151	11.07	1,474	12,439,380	11.85
North Carolina	209	332,953	62.77	2,046	7,818,092	26.17	2,308	8,151,045	28.32
North Dakota	8	41,786	19.15	117	549,050	21.31	126	590,836	21.33
Ohio	135	483,384	27.93	1,508	8,097,167	18.62	1,687	8,580,551	19.66
Oklahoma	99	170,309	58.13	804	2,394,640	33.57	922	2,564,949	35.95
Oregon	57	154,558	36.88	656	3,026,126	21.68	729	3,180,684	22.92
Pennsylvania	115	425,601	27.02	1,494	8,681,820	17.21	1,652	9,107,421	18.14
Rhode Island	5	34,645	14.43	56	735,857	7.61	62	770,502	8.05
South Carolina	125	296,042	42.22	1,318	3,855,897	34.18	1,456	4,151,939	35.07
South Dakota	17	64,483	26.36	174	632,957	27.49	192	697,440	27.53
Tennessee	156	292,570	53.32	1,527	4,880,346	31.29	1,735	5,172,916	33.54
Texas	548	1,069,817	51.22	5,199	18,473,841	28.14	5,956	19,543,658	30.48
Utah	49	206,161	23.77	346	2,100,885	16.47	398	2,307,046	17.25
Vermont	10	22,154	45.14	55	460,270	11.95	66	482,424	13.68
Virginia	104	311,996	33.33	1,157	5,682,063	20.36	1,278	5,994,059	21.32
Washington	99	296,639	33.37	920	5,760,937	15.97	1,052	6,057,576	17.37
West Virginia	25	66,775	37.44	331	1,081,005	30.62	356	1,147,780	31.02
Wisconsin	79	253,570	31.16	730	4,220,578	17.30	820	4,474,148	18.33
Wyoming	13	31,731	40.97	123	418,927	29.36	139	450,658	30.84
U.S. Total	4,873	12,423,799	39.22	49,027	227,401,145	21.56	55,620	239,824,944	23.19
Puerto Rico	26	NA	NA	341	NA	NA	390	NA	NA

Sources: FARS 2024 ARF; Licensed Drivers – FHWA

Note: Licensed drivers 15 to 20 years old may include drivers under 15, because individual age data is not available for under 16.

NA = Not Available.

*Includes drivers of unknown age and under 15.

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 2024 ARF, the 2023 Final File was released to replace the 2023 ARF. The final fatality count in motor vehicle traffic crashes for 2023 was 41,025, updated from 40,901 in the 2023 ARF. The number of young driver fatalities from the 2023 Final File was 2,156, updated from 2,148 from the 2023 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 (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 vPIC dataset to decode Vehicle Identification Numbers (VINs) and extract vehicle information. Details of vehicles (make, model, body class, etc.) 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 is available beginning with the 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 bicycles will no longer be captured in FARS or CRSS.

The suggested APA format citation for this publication is:

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For More Information:

Motor vehicle traffic crash data is available from the National Center for Statistics and Analysis, 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 Crash Data Visualizations
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Motor Vehicle Crash Databook
- Leading Cause of Death Reports
- 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 reports can be found at <https://crashstats.nhtsa.dot.gov>.



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