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

DOT HS 813 736

July 2025

Young Drivers

In this fact sheet for 2023 the information is presented as follows.

- Overview
- Drivers
- Restraint Use
- Speeding
- Alcohol
- Motorcycles
- Additional Resources
- State
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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 2023 there were 2,148 young drivers who died in traffic crashes, a 5-percent increase from 2,037 in 2022.
- In 2023 there were an estimated 180,209 young drivers injured in traffic crashes, a slight decrease from 180,360 in 2022.
- Traffic fatalities in crashes involving young drivers increased by 4.2 percent, from 5,361 in 2022 to 5,588 in 2023.
- The number of licensed young drivers increased by 2.8 percent from 2022 to 2023.
- Young drivers accounted for 8.9 percent of all drivers in fatal traffic crashes in 2023. However, young drivers were only 5.1 percent of all licensed drivers in 2023.
- Young drivers involved in police-reported traffic crashes increased by 1 percent from 1,267,389 in 2022 to 1,276,426 in 2023. Young drivers involved in fatal traffic crashes increased by 5 percent from 4,876 in 2022 to 5,133 in 2023.
- The rate of drivers involved in fatal traffic crashes per 100,000 licensed drivers for young female drivers was 22.47 in 2023. For young male drivers in 2023 the involvement rate was 60.94, almost three times that of young female drivers.
- Of the young drivers of passenger vehicles killed with known restraint use, 54 percent were unrestrained at the time of the traffic crashes in 2023, 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, 30 percent of young drivers 15 to 20 years old who were killed in traffic crashes in 2023 had blood alcohol concentrations (BACs) of .01 grams per deciliter (g/dL) or higher; 26 percent had BACs of .08 g/dL or higher.
- During 2023 there were 482 motorcycle riders 15 to 20 years old killed in traffic crashes, and an additional estimated 7,044 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 237.7 million licensed drivers in the United States in 2023. Young drivers accounted for 12.1 million (5.1%) of all licensed drivers in 2023, a 3.4-percent increase from the 11.7 million young, licensed drivers in 2014, and a 2.8-percent increase from 2022. Population for this age group increased by 3.7 percent from 2014 to 2023.[1]

Motor vehicle traffic crashes are a leading cause of death for 15- to 20-year-olds.[2] In 2023 there were 2,148 young drivers who died in traffic crashes, a 5-percent increase from the 2,037 young drivers who died in 2022. Additionally, an estimated 180,209 young drivers were injured in traffic crashes in 2023, a slight decrease from 180,360 in 2022.

Fatalities in traffic crashes involving young drivers increased over the 10-year period from 4,285 in 2014 to 5,588 in 2023, as shown in Table 1.

In fatal traffic crashes involving young drivers in the most recent year from 2022 to 2023:

- Fatalities among young drivers increased by 5 percent.
- Fatalities among the passengers of young drivers increased by 7 percent.
- Occupant fatalities of other vehicles decreased slightly.
- Nonoccupant (pedestrians, pedalcyclists, or other nonoccupants) fatalities increased by 7 percent.
- Total traffic fatalities in crashes involving young drivers increased by 4 percent.

In fatal traffic crashes involving young drivers for the 10-year period from 2014 to 2023:

- Fatalities among young drivers increased by 25 percent.
- Fatalities among the passengers of young drivers increased by 10 percent.
- Occupant fatalities of other vehicles increased by 47 percent.
- Nonoccupant fatalities increased by 59 percent.
- Total traffic fatalities in crashes involving young drivers increased by 30 percent.

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

[2] Centers for Disease Control and Prevention’s National Center for Health Statistics, Mortality Data 2022; FARS 2022 ARF

Table 1. Fatalities in Traffic Crashes Involving Young Drivers, by Person Type, 2014–2023

Year	Young Drivers (15–20)	Passengers of Young Drivers by Age				Occupants of Other Vehicles	Nonoccupants	Total*
		<15	15–20	21+	Total*			
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	2,037	106	669	260	1,039	1,613	672	5,361
2023	2,148	104	710	292	1,114	1,605	721	5,588

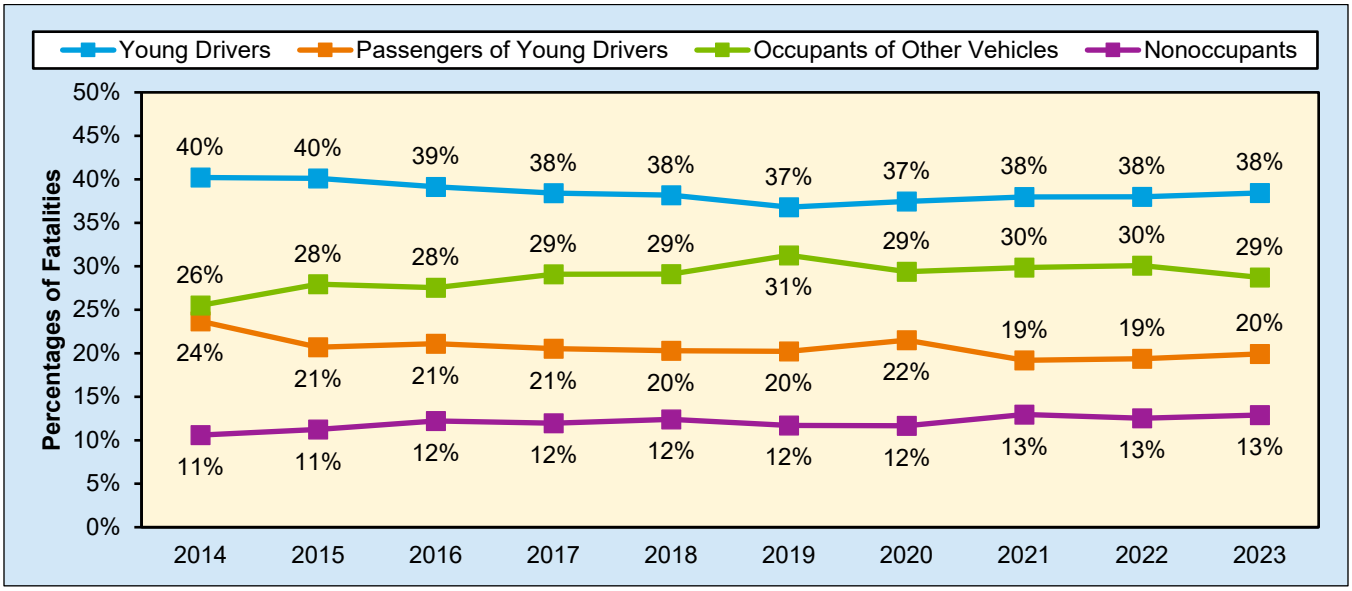
Source: FARS 2014–2022 Final File, 2023 Annual Report File (ARF)
*Includes passengers of young drivers with unknown ages.

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

In 2023:

- Young drivers killed in traffic crashes made up 38 percent of the fatalities in those crashes.
- Fatalities for occupants of other vehicles increased from 26 percent in 2014 to 29 percent in 2023.
- Of the passengers of young drivers who died in traffic crashes, 64 percent (710 of 1,114 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, 2014–2023



Source: FARS 2014–2022 Final File, 2023 ARF

Drivers

There were 5,133 young drivers in fatal traffic crashes in 2023—a 32-percent increase from the 3,897 involved in 2014. However, drivers of all ages in fatal traffic crashes increased by 30 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 2014 and 2023.

In 2023:

- Young drivers involved in fatal traffic crashes increased by 38 percent for males and increased by 15 percent for females from 2014.
- The 2-year comparison of total driver involvement in fatal traffic crashes decreased by 4 percent from 60,308 in 2022 to 57,939 in 2023. During this same period, young driver involvement increased by 5 percent from 4,876 in 2022 to 5,133 in 2023.
- Total drivers involved in police-reported traffic crashes increased by 4 percent from 10,503,722 in 2022 to 10,884,563 in 2023. Young drivers involved in police-reported traffic crashes increased by 1 percent from 1,267,389 in 2022 to 1,276,426 in 2023.
- Twelve percent of all drivers involved in police-reported traffic crashes and 8.9 percent of all drivers involved in fatal traffic crashes were young drivers. However, young drivers were only 5.1 percent of all licensed drivers in 2023.

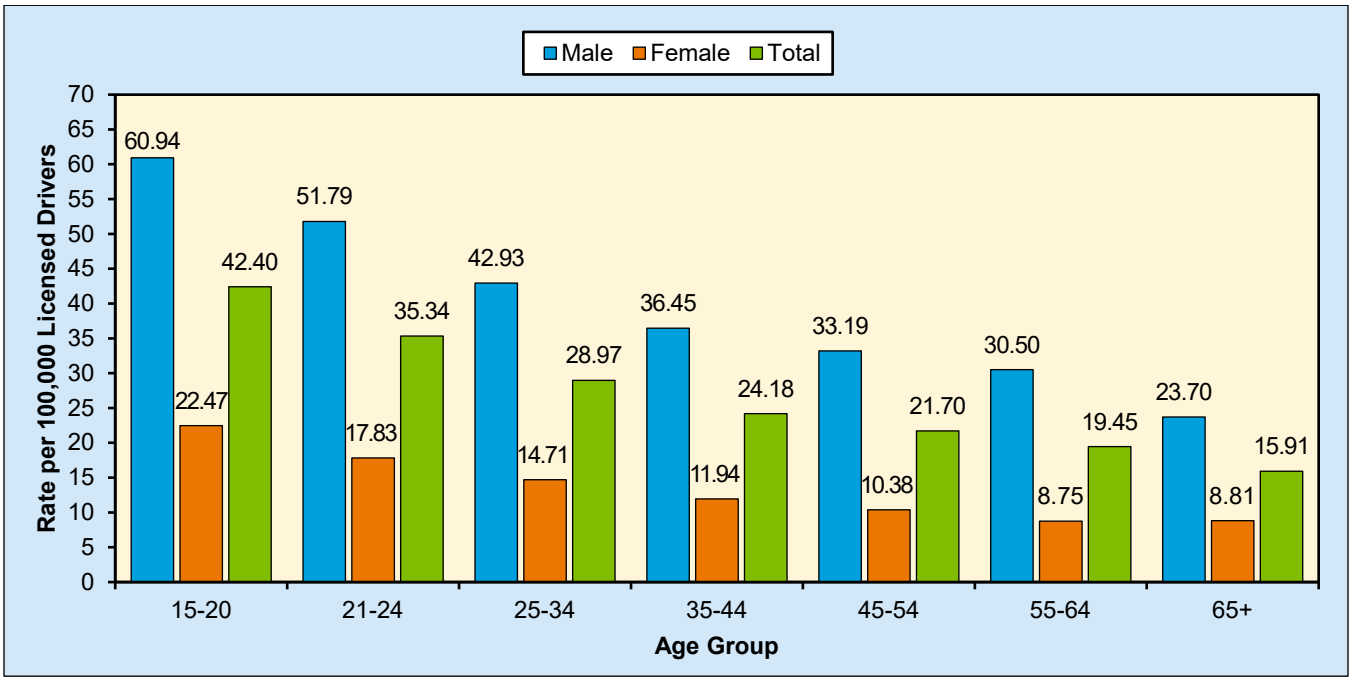
Table 2. Involvement of Young Drivers and All Drivers in Fatal Traffic Crashes, by Sex, 2014 and 2023

Sex	2014			2023			Percentage Change, 2014 to 2023	
	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	32,630	2,757	8.4%	42,101	3,814	9.1%	+29%	+38%
Female	11,293	1,140	10.1%	14,186	1,314	9.3%	+26%	+15%
Total*	**44,671**	**3,897**	**8.7%**	**57,939**	**5,133**	**8.9%**	**+30%**	**+32%**
Driver Fatalities								
Male	16,058	1,269	7.9%	20,027	1,695	8.5%	+25%	+34%
Female	4,725	454	9.6%	5,527	452	8.2%	+17%	0%
Total*	**20,788**	**1,723**	**8.3%**	**25,578**	**2,148**	**8.4%**	**+23%**	**+25%**

Source: FARS 2014 Final File, 2023 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 2023 was 60.94 per 100,000 licensed drivers. For young female drivers 15 to 20 years old, the driver involvement rate in 2023 was 22.47 per 100,000 licensed drivers.

Figure 2. Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2023



Sources: FARS 2023 ARF; Licensed Drivers – Federal Highway Administration (FHWA)

The 15- to 20-year-old age group accounted for 10.6 percent of all drivers in single-vehicle fatal traffic crashes in 2023, compared to 8.3 percent in multi-vehicle fatal crashes, as shown in Table 3.

Table 3. Percentages of Population, Licensed Drivers, and Drivers in Traffic Crashes, by Age Group, 2023

	Age Group								
	<15	15–20	21–24	25–34	35–44	45–54	55–64	65–69	70+
Population	17.8%	7.9%	5.2%	13.6%	13.3%	12.1%	12.5%	5.7%	12.0%
Licensed Drivers	—	5.1%	6.1%	17.3%	17.2%	15.7%	16.4%	7.5%	14.8%
Drivers Involved in Property-Damage-Only Crashes	0.1%	12.1%	10.2%	21.8%	18.3%	14.5%	11.9%	4.3%	6.9%
Drivers Involved in Injury Crashes	0.2%	11.0%	10.2%	22.3%	18.5%	14.1%	12.1%	4.4%	7.3%
Drivers Involved in Fatal Crashes	0.2%	9.1%	9.1%	21.2%	17.6%	14.4%	13.5%	5.1%	9.9%
— *Single-Vehicle*	0.3%	10.6%	9.6%	21.3%	17.4%	13.8%	13.4%	4.8%	8.8%
— *Multi-Vehicle*	0.1%	8.3%	8.8%	21.1%	17.6%	14.8%	13.5%	5.3%	10.5%

Sources: FARS 2023 ARF; CRSS 2023; 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 are not available for under 16.

Among young drivers in fatal traffic crashes in 2023, there were 13.1 percent (142 out of 1,087) 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 in Fatal Traffic Crashes, by Previous 5-Year Driving Record and License Compliance, 2023

Driving Records of Young Drivers (Ages 15–20)	License Compliance				Total*	
	Valid		Invalid			
	Number	Percent	Number	Percent	Number	Percent
Total Drivers Involved**	**3,990**	**100.0%**	**1,087**	**100.0%**	**5,133**	**100.0%**
No Previous Driving Record	2,641	66.2%	703	64.7%	3,345	65.2%
Previous Recorded Crashes	508	12.7%	109	10.0%	617	12.0%
Previous Recorded Suspensions or Revocations	141	3.5%	142	13.1%	283	5.5%
Previous DWI Convictions	11	0.3%	17	1.6%	28	0.5%
Previous Speeding Convictions	613	15.4%	134	12.3%	747	14.6%
Previous Other Harmful or Moving Convictions	435	10.9%	136	12.5%	571	11.1%

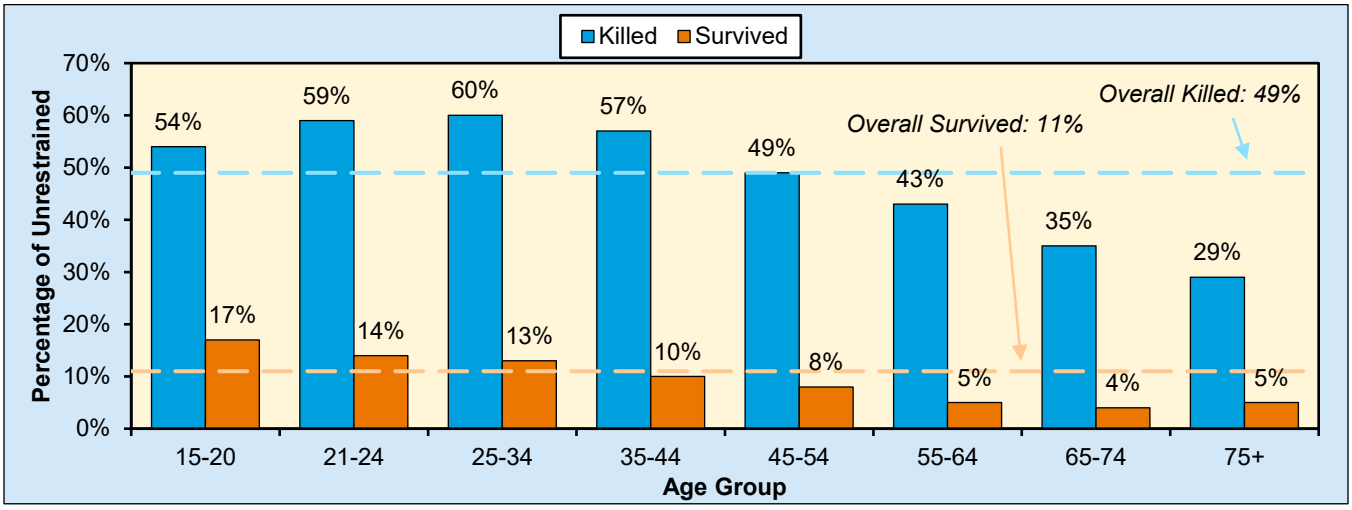
Source: FARS 2023 ARF
*Includes drivers with unknown license compliance.
**Includes drivers with unknown previous records.
Note: Sum of percentages may exceed 100 percent as drivers can have several driving records of different types.

Restraint Use

Of the 4,448 young drivers of passenger vehicles (passenger cars and light trucks) in fatal traffic crashes in 2023, the restraint use of those drivers is known for all but 511 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 2023 with known restraint use:

- Fifty-four percent of those who died were unrestrained, which is higher than the percentage of all drivers of passenger vehicles who died (49%).
- Seventeen 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 (26%).

Figure 3. Percentages of Unrestrained* Passenger Vehicle Drivers in Fatal Traffic Crashes, by Survival Status and Age Group, 2023

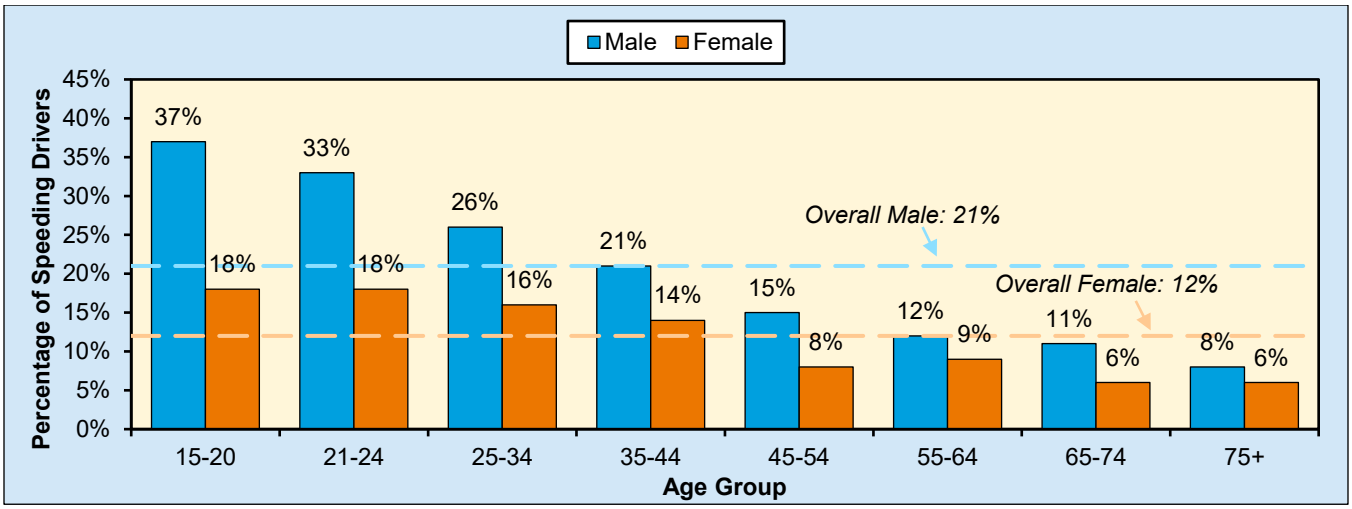


Source: FARS 2023 ARF
*Based on known restraint use.

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 2023 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, 2023



Source: FARS 2023 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 2023:

- Thirty percent of the young drivers who were killed in traffic crashes had BACs of .01 g/dL or higher; 26 percent had BACs of .08 g/dL or higher, as shown in Table 5.
- Of the 639 young drivers killed who had alcohol in their systems, 559 (87%) were at .08 g/dL or higher.

Table 5. Alcohol Involvement Among Young Drivers in Fatal Traffic Crashes, by Survival Status, 2014 and 2023

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
2014							
Survived	2,174	1,801	83%	373	17%	287	13%
Killed	1,723	1,253	73%	470	27%	379	22%
Total	**3,897**	**3,054**	**78%**	**843**	**22%**	**665**	**17%**
2023							
Survived	2,985	2,393	80%	592	20%	471	16%
Killed	2,148	1,509	70%	639	30%	559	26%
Total	**5,133**	**3,902**	**76%**	**1,231**	**24%**	**1,030**	**20%**

Source: FARS 2014 Final File, 2023 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 46 percent, from 843 in 2014 to 1,231 in 2023. Twenty-four percent of these drivers had alcohol in their systems in 2023 as compared to 22 percent in 2014.

Table 6 shows alcohol involvement for young drivers who were killed, by their age in 2023. Among young drivers killed in traffic crashes in 2023, there were 559 killed at the age of 20—highest among the young drivers. Young drivers age 18 who were killed in traffic crashes had the highest percentage of alcohol in their systems at the time of the crash at 33 percent in 2023.

Table 6. Young Drivers Killed in Traffic Crashes, by Age and Alcohol Involvement, 2023

Age	Total Drivers Killed	Drivers With BAC=.01+ g/dL	
		Number	Percent
15	52	7	13%
16	172	43	25%
17	326	91	28%
18	497	162	33%
19	542	158	29%
20	559	178	32%

Source: FARS 2023 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 2023 had some alcohol at the time of the crash, compared with 20 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 2023 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, 48 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, 2023

Restraint Use	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL	
	Number	Percent	Number	Percent
Drivers Involved in Fatal Traffic Crashes				
Restrained	2,255	75%	505	53%
Unrestrained	732	25%	446	47%
Driver Fatalities				
Restrained	479	52%	162	35%
Unrestrained	443	48%	301	65%

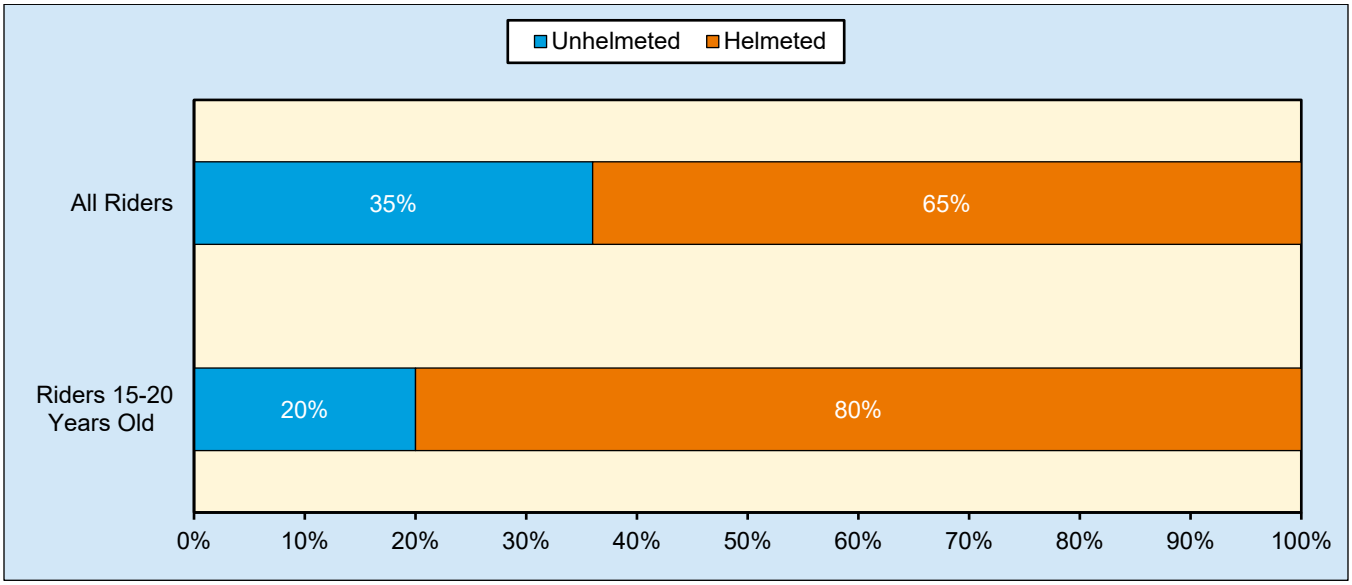
Source: FARS 2023 ARF
Notes: Based on known restraint use. Percentages are computed based on unrounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

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 2023 there were 482 young motorcycle riders killed in traffic crashes compared to 339 in 2022, representing a 42-percent increase. In 2023 there were an estimated 7,044 young motorcycle riders were injured compared to 6,571 in 2022, representing a 7-percent increase.

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 35 percent of all motorcycle riders who were killed in 2023 as shown in Figure 5.

Figure 5. Helmet Use of Motorcycle Riders Killed in Traffic Crashes, by Age Group, 2023



Source: FARS 2023 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 2023.

Additional Resources

For information on distracted driving see NHTSA's *Distracted Driving in 2023,*[4] and *Teens and Distracted Driving 2023*.[5]

[3] 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

[4] NCSA. (2025, April). *Distracted driving in 2023* (Research Note. Report No. DOT HS 813 703). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813703

[5] NCSA. (2025, April). *Teen distracted driver data: Teens and distracted driving in 2023* (Report No. DOT HS 813 704). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813704

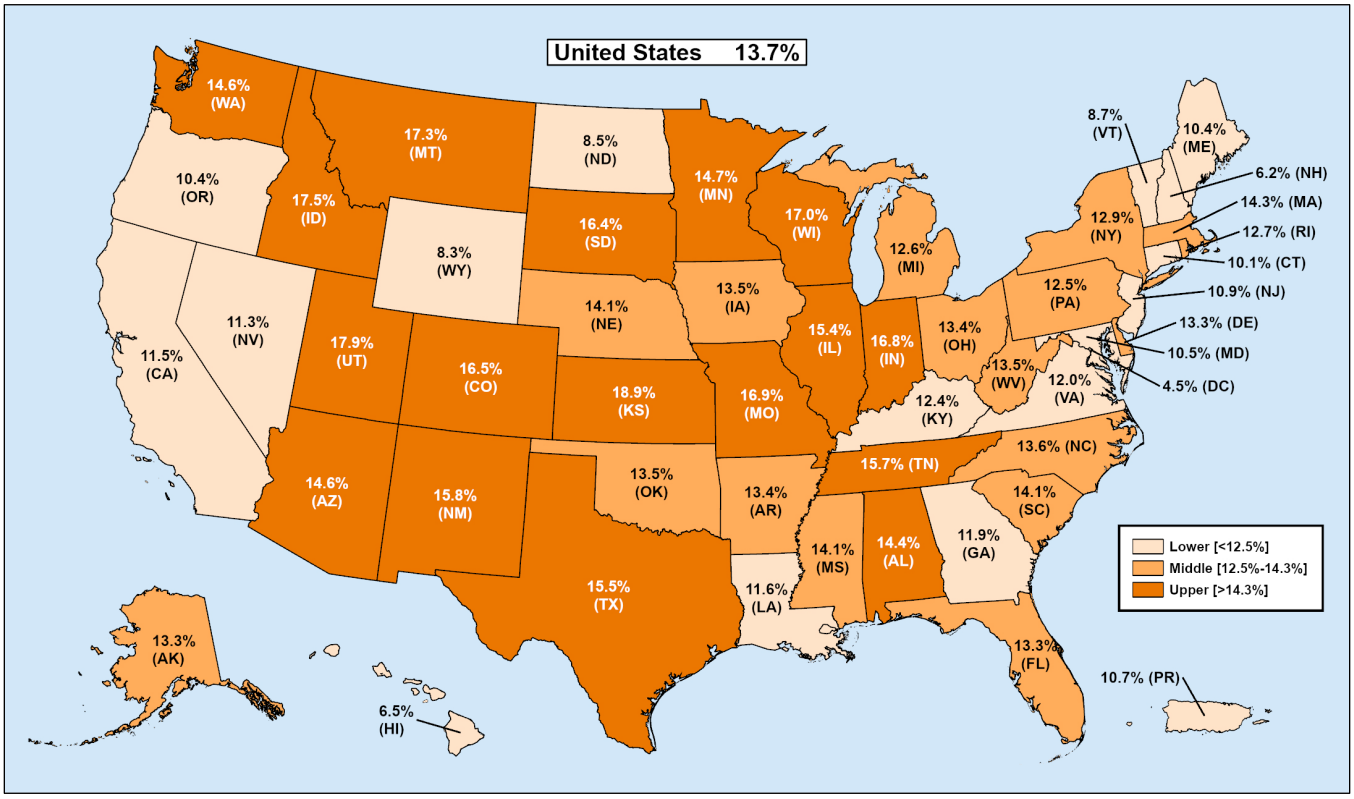
State

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 2023. Also included in Table 8 is Puerto Rico, which is not included in the U.S. total.

In 2023:

- Traffic fatalities in crashes involving young drivers ranged from 2 (the District of Columbia) to 664 (Texas).
- The number of young drivers who died in traffic crashes ranged from 1 (Alaska and the District of Columbia) to 250 (Texas).
- The percentages of traffic fatalities in crashes involving young drivers ranged from a low of 4.5 percent (the District of Columbia) to 18.9 percent (Kansas), compared to 13.7 percent nationwide.

Figure 6. Percentages of Traffic Fatalities in Crashes Involving Young Drivers, by State, 2023



Source: FARS 2023 ARF

Table 8. Total Fatalities and Fatalities in Traffic Crashes Involving Young Drivers, by State and Person Type, 2023

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	974	140	14.4%	60	27	40	13
Alaska	60	8	13.3%	1	1	5	1
Arizona	1,304	191	14.6%	70	28	70	23
Arkansas	596	80	13.4%	31	13	27	9
California	4,061	465	11.5%	181	80	118	86
Colorado	720	119	16.5%	47	29	30	13
Connecticut	308	31	10.1%	10	10	8	3
Delaware	135	18	13.3%	7	2	6	3
District of Columbia	44	2	4.5%	1	1	0	0
Florida	3,396	452	13.3%	158	67	153	74
Georgia	1,615	192	11.9%	67	34	66	25
Hawaii	93	6	6.5%	4	0	1	1
Idaho	275	48	17.5%	14	13	17	4
Illinois	1,241	191	15.4%	74	31	61	25
Indiana	898	151	16.8%	65	35	40	11
Iowa	377	51	13.5%	24	13	10	4
Kansas	387	73	18.9%	39	14	13	7
Kentucky	814	101	12.4%	41	23	28	9
Louisiana	811	94	11.6%	32	17	30	15
Maine	135	14	10.4%	4	8	1	1
Maryland	621	65	10.5%	21	13	11	20
Massachusetts	343	49	14.3%	23	8	7	11
Michigan	1,094	138	12.6%	48	24	50	16
Minnesota	409	60	14.7%	23	12	21	4
Mississippi	732	103	14.1%	56	24	19	4
Missouri	991	167	16.9%	63	33	54	17
Montana	208	36	17.3%	16	9	7	4
Nebraska	227	32	14.1%	16	6	10	0
Nevada	389	44	11.3%	15	8	13	8
New Hampshire	130	8	6.2%	3	0	4	1
New Jersey	606	66	10.9%	22	9	26	9
New Mexico	437	69	15.8%	17	20	17	15
New York	1,114	144	12.9%	50	35	23	36
North Carolina	1,561	213	13.6%	84	31	75	23
North Dakota	106	9	8.5%	3	3	2	1
Ohio	1,242	167	13.4%	66	32	58	11
Oklahoma	718	97	13.5%	40	15	33	9
Oregon	587	61	10.4%	17	16	19	9
Pennsylvania	1,211	151	12.5%	69	28	39	15
Rhode Island	71	9	12.7%	5	2	1	1
South Carolina	1,047	148	14.1%	51	24	47	26
South Dakota	140	23	16.4%	7	6	7	3
Tennessee	1,323	208	15.7%	88	50	53	17
Texas	4,291	664	15.5%	250	136	189	89
Utah	280	50	17.9%	19	11	12	8
Vermont	69	6	8.7%	3	0	2	1
Virginia	913	110	12.0%	41	25	30	14
Washington	810	118	14.6%	45	47	14	12
West Virginia	260	35	13.5%	19	9	7	0
Wisconsin	583	99	17.0%	33	26	31	9
Wyoming	144	12	8.3%	5	6	0	1
U.S. Total	**40,901**	**5,588**	**13.7%**	**2,148**	**1,114**	**1,605**	**721**
Puerto Rico	307	33	10.7%	16	2	7	8

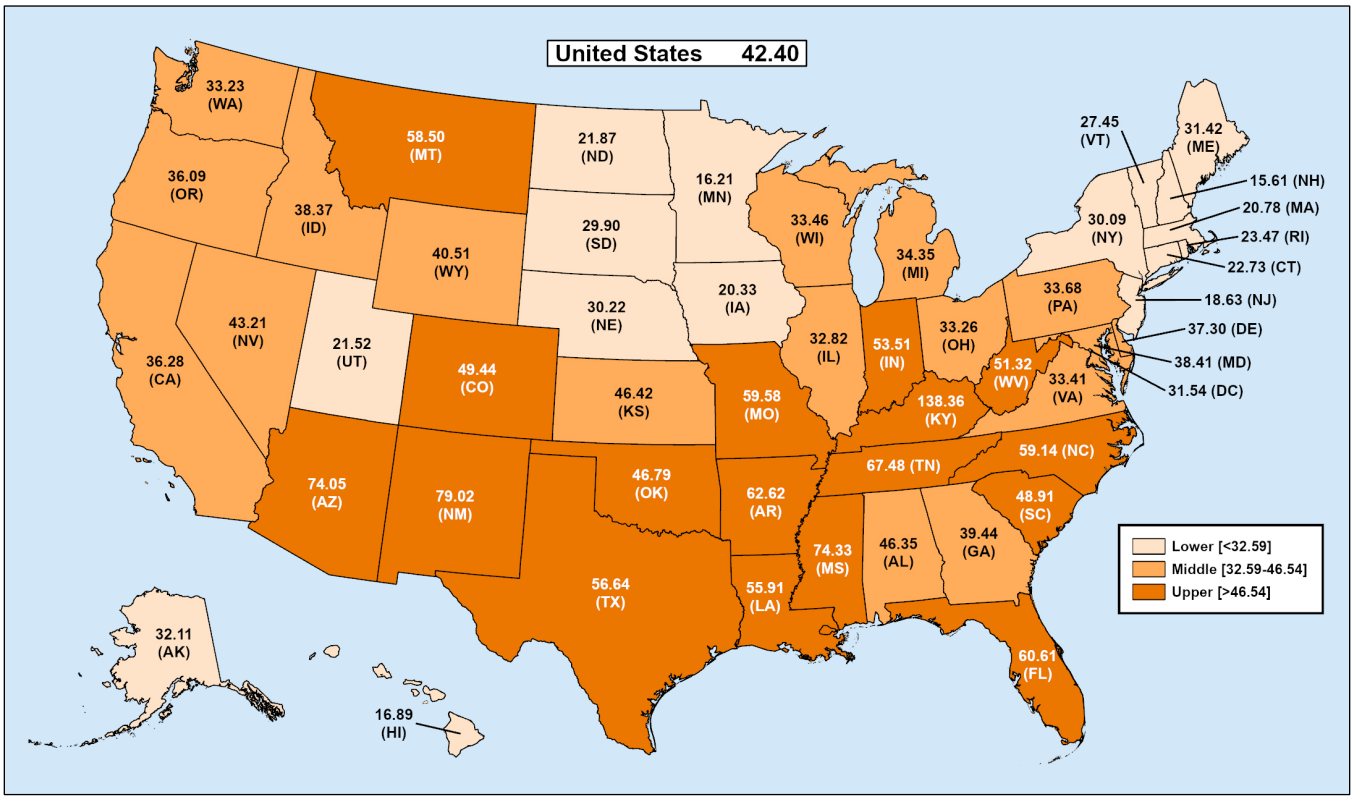
Source: FARS 2023 ARF

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 2023. Also included in Table 9 is Puerto Rico, which is not included in the U.S. total.

In 2023:

- The young driver involvement rate per 100,000 licensed drivers ranged from 15.61 (New Hampshire) to 138.36 (Kentucky).
- The driver involvement rate per 100,000 licensed drivers 21 and older ranged from 8.93 (District of Columbia) to 43.52 (Mississippi).

Figure 7. Young Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by State, 2023



Sources: FARS 2023 ARF; Licensed Drivers – FHWA
Notes: Licensed drivers 15 to 20 years old 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, 2023

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	127	274,010	46.35	1,217	3,813,875	31.91	1,369	4,087,885	33.49
Alaska	9	28,028	32.11	75	497,167	15.09	87	525,195	16.57
Arizona	186	251,197	74.05	1,606	5,598,795	28.68	1,943	5,849,992	33.21
Arkansas	69	110,192	62.62	754	2,196,729	34.32	840	2,306,921	36.41
California	428	1,179,713	36.28	4,836	26,562,635	18.21	5,564	27,742,348	20.06
Colorado	111	224,527	49.44	865	4,262,372	20.29	1,004	4,486,899	22.38
Connecticut	29	127,577	22.73	399	2,504,696	15.93	436	2,632,273	16.56
Delaware	19	50,937	37.30	174	835,085	20.84	197	886,022	22.23
District of Columbia	2	6,341	31.54	46	514,886	8.93	56	521,227	10.74
Florida	415	684,661	60.61	4,433	16,333,690	27.14	5,027	17,018,351	29.54
Georgia	176	446,268	39.44	2,023	7,245,269	27.92	2,261	7,691,537	29.40
Hawaii	6	35,522	16.89	106	908,149	11.67	117	943,671	12.40
Idaho	39	101,648	38.37	362	1,296,359	27.92	402	1,398,007	28.76
Illinois	172	524,105	32.82	1,564	8,107,380	19.29	1,814	8,631,485	21.02
Indiana	144	269,113	53.51	1,121	4,451,072	25.18	1,289	4,720,185	27.31
Iowa	47	231,173	20.33	451	2,148,618	20.99	501	2,379,791	21.05
Kansas	73	157,249	46.42	464	1,867,234	24.85	542	2,024,483	26.77
Kentucky	96	69,384	138.36	1,024	2,931,807	34.93	1,151	3,001,191	38.35
Louisiana	92	164,555	55.91	1,104	3,240,048	34.07	1,237	3,404,603	36.33
Maine	14	44,562	31.42	157	1,020,799	15.38	171	1,065,361	16.05
Maryland	61	158,808	38.41	796	4,172,357	19.08	896	4,331,165	20.69
Massachusetts	47	226,224	20.78	428	4,641,001	9.22	476	4,867,225	9.78
Michigan	134	390,077	34.35	1,445	7,325,504	19.73	1,607	7,715,581	20.83
Minnesota	55	339,349	16.21	522	3,813,361	13.69	584	4,152,710	14.06
Mississippi	88	118,387	74.33	850	1,953,027	43.52	966	2,071,414	46.63
Missouri	152	255,114	59.58	1,200	4,053,654	29.60	1,395	4,308,768	32.38
Montana	32	54,704	58.50	246	824,094	29.85	279	878,798	31.75
Nebraska	31	102,573	30.22	287	1,352,710	21.22	319	1,455,283	21.92
Nevada	38	87,938	43.21	474	2,168,499	21.86	552	2,256,437	24.46
New Hampshire	8	51,243	15.61	180	1,039,463	17.32	189	1,090,706	17.33
New Jersey	63	338,113	18.63	772	6,516,461	11.85	854	6,854,574	12.46
New Mexico	61	77,198	79.02	516	1,463,543	35.26	610	1,540,741	39.59
New York	131	435,399	30.09	1,353	11,878,792	11.39	1,529	12,314,191	12.42
North Carolina	199	336,485	59.14	1,963	7,742,456	25.35	2,211	8,078,941	27.37
North Dakota	9	41,155	21.87	133	539,763	24.64	144	580,918	24.79
Ohio	154	463,073	33.26	1,606	7,973,297	20.14	1,799	8,436,370	21.32
Oklahoma	89	190,219	46.79	920	2,407,298	38.22	1,039	2,597,517	40.00
Oregon	54	149,640	36.09	724	2,996,992	24.16	791	3,146,632	25.14
Pennsylvania	142	421,653	33.68	1,532	8,712,636	17.58	1,717	9,134,289	18.80
Rhode Island	8	34,082	23.47	79	728,194	10.85	89	762,276	11.68
South Carolina	141	288,298	48.91	1,307	3,809,810	34.31	1,469	4,098,108	35.85
South Dakota	19	63,551	29.90	169	624,926	27.04	191	688,477	27.74
Tennessee	191	283,067	67.48	1,655	4,839,717	34.20	1,908	5,122,784	37.25
Texas	591	1,043,385	56.64	5,322	18,115,975	29.38	6,121	19,159,360	31.95
Utah	44	204,447	21.52	350	2,094,844	16.71	402	2,299,291	17.48
Vermont	6	21,857	27.45	84	458,606	18.32	90	480,463	18.73
Virginia	103	308,254	33.41	1,128	5,613,278	20.10	1,256	5,921,532	21.21
Washington	96	288,889	33.23	956	5,720,953	16.71	1,092	6,009,842	18.17
West Virginia	34	66,256	51.32	331	1,065,432	31.07	366	1,131,688	32.34
Wisconsin	86	257,054	33.46	709	4,154,128	17.07	813	4,411,182	18.43
Wyoming	12	29,619	40.51	163	411,576	39.60	177	441,195	40.12
U.S. Total	**5,133**	**12,106,873**	**42.40**	**50,981**	**225,549,012**	**22.60**	**57,939**	**237,655,885**	**24.38**
Puerto Rico	32	NA	NA	365	NA	NA	417	NA	NA

Sources: FARS 2023 ARF; Licensed Drivers – FHWA
Note: Licensed drivers 15 to 20 years old 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.

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 2023 ARF, the 2022 Final File was released to replace the 2022 ARF. The final fatality count in motor vehicle traffic crashes for 2022 was 42,721, which was updated from 42,514 in the 2022 ARF. The number of young driver fatalities from the 2022 Final File was 2,037, which was updated from 2,034 from the 2022 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:

National Center for Statistics and Analysis. (2025, July). *Young drivers: 2023 data* (Traffic Safety Facts. Report No. DOT HS 813 736). National Highway Traffic Safety Administration.

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
- 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 report can be found at https://crashstats.nhtsa.dot.gov/.

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