

NEW YORK STATE FACT SHEET ON YOUNG DRIVERS AGES 16-17

PREPARED BY THE INSTITUTE FOR TRAFFIC SAFETY MANAGEMENT & RESEARCH

**TABLE 1
NYS Motor Vehicle Crashes Involving Drivers Ages 16-17
SEVERITY OF CRASH, FATALITIES & PERSONS INJURED, AND DRIVERS INVOLVED**

	2013	2014	2015
Crashes (% of total NYS)	9,349 (3.1%)	8,610 (2.9%)	8,773 (3.0%)
Fatal (% of total NYS)	23 (2.1%)	11 (1.1%)	18 (1.7%)
Personal Injury (% of total NYS)	3,593 (2.9%)	3,172 (2.7%)	3,253 (2.9%)
Property Damage Only (% of total NYS)	5,733 (3.2%)	5,427 (3.0%)	5,502 (3.1%)
Fatalities (% of total NYS)	24 (2.0%)	16 (1.6%)	23 (2.1%)
Driver Fatalities Ages 16-17 (% of total NYS)	6 (1.0%)	4 (0.7%)	5 (0.9%)
Persons Injured (% of total NYS)	5,490 (3.2%)	4,702 (2.9%)	4,958 (3.1%)
Drivers Involved Ages 16-17 (% of total NYS)	9,574 (1.9%)	8,839 (1.8%)	9,014 (1.9%)
Male Drivers Ages 16-17 (% of total NYS)	5,155 (1.8%)	4,687 (1.7%)	4,881 (1.8%)
Female Drivers Ages 16-17 (% of total NYS)	4,419 (2.3%)	4,152 (2.2%)	4,133 (2.2%)
Licensed Drivers Ages 16-17 (% of total NYS)	82,619 (0.7%)	85,553 (0.7%)	83,713 (0.7%)

- 3% of all motor vehicle crashes in 2013-2015 involved drivers ages 16-17; the number of crashes dropped from 9,349 in 2013 to 8,773 in 2015, a decrease of 6%.
- The number of fatalities in crashes involving drivers ages 16-17 dropped from 24 to 16 between 2013 and 2014 and then increased again to 23 in 2015. Five drivers ages 16-17 were killed in crashes in 2015, similar to the numbers in 2013 and 2014 (6 and 4, respectively).
- The number of persons injured in crashes involving drivers ages 16-17 declined 10%, dropping from 5,490 in 2013 to 4,958 in 2015.
- Drivers ages 16-17 are overrepresented in crashes; 2% of the drivers involved in crashes in 2013-2015 were ages 16-17, compared to less than 1% of all licensed drivers.

TABLE 2
NYS Fatal & Personal Injury (F&PI) Crashes Involving Drivers Ages 16-17
VEHICLES AND PASSENGERS INVOLVED

	2013	2014	2015	NYS F&PI 2015
Fatal & Personal Injury Crashes	3,616	3,183	3,271	114,441
Crashes Involving Single Vehicle	24.4%	22.3%	22.9%	30.4%
Crashes Involving Multiple Vehicles	75.6%	77.7%	77.1%	69.6%
Drivers Ages 16-17 in F&PI Crashes	3,694	3,249	3,351	200,558
With No Passengers*	56.1%	57.1%	58.0%	71.5%
With Passengers	43.9%	42.9%	42.0%	28.5%

*Note: As mandated by NYS DMV regulations, drivers holding permits or junior licenses must have a "qualifying" adult in the vehicle.

- F&PI crashes involving drivers ages 16-17 were more likely to involve multiple vehicles than all F&PI crashes (77% vs. 70% in 2015).
- Drivers ages 16-17 involved in F&PI crashes were more likely to be driving with passengers than drivers in all F&PI crashes (42% vs. 29% in 2015).

TABLE 3
NYS Motor Vehicle Crashes Involving Drivers Ages 16-17
TIME OF DAY: 2015

Time of Day	Fatal		Personal Injury		Property Damage Only		Total Crashes	
	Involving Drivers Ages 16-17 (N=18)	Involving All Drivers (N=1,045)	Involving Drivers Ages 16-17 (N=3,253)	Involving All Drivers (N=113,396)	Involving Drivers Ages 16-17 (N=5,502)	Involving All Drivers (N=180,115)	Involving Drivers Ages 16-17 (N=8,773)	Involving All Drivers (N=294,556)
9pm-Mid	11.1%	13.9%	7.6%	8.2%	7.1%	7.3%	7.3%	7.7%
Mid-5am	0.0%	14.9%	2.8%	5.9%	2.7%	6.0%	2.8%	6.0%
5am-9am	5.6%	13.4%	11.0%	13.2%	12.5%	15.3%	11.9%	14.5%
9am-Noon	22.2%	12.0%	9.4%	14.2%	11.0%	14.4%	10.4%	14.3%
Noon-3pm	11.1%	12.0%	20.0%	18.3%	21.4%	17.1%	20.9%	17.5%
3pm-6pm	27.8%	17.0%	29.9%	23.8%	27.1%	21.6%	28.1%	22.4%
6pm-9pm	22.2%	16.4%	19.0%	15.3%	16.5%	13.6%	17.5%	14.3%
Unknown	0.0%	0.5%	0.2%	1.1%	1.6%	4.7%	1.1%	3.3%

- Crashes involving drivers ages 16-17 were most likely to occur between 3pm and 6pm (28%); the largest proportion of crashes involving all drivers (22%) also occurred during this time period.
- The largest proportions of fatal crashes (28%), personal injury crashes (30%) and property damage crashes (27%) involving drivers ages 16-17 all occurred during the 3pm-6pm time period.

TABLE 4
NYS Motor Vehicle Crashes Involving Drivers Ages 16-17
FATALITIES AND PERSONS INJURED

	2013	2014	2015	NYS Total 2015
Total Fatalities	24	16	23	1,116
Drivers	13 (54.2%)	7 (43.8%)	10 (43.5%)	51.7%
Passengers	7 (29.2%)	6 (37.5%)	10 (43.5%)	16.2%
Pedestrians	3 (12.5%)	3 (18.8%)	3 (13.0%)	28.8%
Bicyclists	1 (4.2%)	0 (0.0%)	0 (0.0%)	3.2%
Other	0 (0.0%)	0 (0.0%)	0 (0.0%)	0.1%
Total Persons Injured	5,490	4,702	4,958	159,025
Drivers	3,510 (63.9%)	3,120 (66.4%)	3,231 (65.2%)	60.4%
Passengers	1,849 (33.7%)	1,473 (31.3%)	1,608 (32.4%)	27.6%
Pedestrians	82 (1.5%)	81 (1.7%)	79 (1.6%)	8.4%
Bicyclists	43 (0.8%)	27 (0.6%)	31 (0.6%)	3.3%
Other	6 (0.1%)	1 (<0.1%)	9 (0.2%)	0.2%

- Compared to fatalities in all crashes, fatalities in crashes involving drivers ages 16-17 were more than twice as likely to be passengers (16% vs. 44% in 2015).
- Passengers also accounted for a larger proportion of the persons injured in crashes involving drivers ages 16-17 than in all crashes (32% vs. 28% in 2015).
- Pedestrians comprised much smaller proportions of the fatalities and persons injured in crashes involving drivers ages 16-17 than in all crashes (13% vs. 29%, and 2% vs. 8%, respectively, in 2015).

TABLE 5
NYS Motor Vehicle Crashes Involving Drivers Ages 16-17
AGE OF PASSENGERS KILLED OR INJURED
IN VEHICLES WITH DRIVERS AGES 16-17: 2015

	Killed or Injured		NYS Total
Total	908		44,112
Under Age 4	7	0.8%	4.7%
Ages 4-6	4	0.4%	3.9%
Ages 7-15	179	19.7%	12.9%
Ages 16-17	407	44.8%	4.2%
Ages 18-20	138	15.2%	6.8%
Ages 21-24	31	3.4%	9.0%
Ages 25-29	9	1.0%	9.3%
Age 30 and Over	115	12.7%	41.9%
Unknown Age	18	2.0%	7.3%

- The largest proportion of passengers killed or injured in vehicles with drivers ages 16-17 were ages 16-17 (45%).
- Passengers ages 16-20 accounted for 60% of the passengers killed or injured in vehicles with drivers ages 16-17, compared to 11% of the passengers riding with all drivers.

- Only 13% of the passengers killed or injured in vehicles with drivers ages 16-17 were age 30 and over, compared to 42% of the passengers riding with all drivers.

TABLE 6
NYS Motor Vehicle Crashes
RESTRAINT USE FOR VEHICLE OCCUPANTS AGES 16-17*: 2015

	Total	Restrained	% Restrained	NYS Total Drivers (% Restrained)
Total Vehicle Occupants Ages 16-17	17,567	15,849	90.2%	
Drivers Ages 16-17	8,514	8,108	95.2%	411,009 (90.1%)
Passengers Ages 16-17 in Vehicles with Drivers Ages 16-17	2,285	2,084	91.2%	
Passengers Ages 16-17 in Vehicles with Drivers of Other Ages	6,768	5,657	83.6%	
Total Killed	15	7	46.7%	
Drivers Ages 16-17	5	2	40.0%	432 (57.6%)
Passengers Ages 16-17 in Vehicles with Drivers Ages 16-17	6	5	83.3%	
Passengers Ages 16-17 in Vehicles with Drivers of Other Ages	4	0	0.0%	
Total Injured	3,281	2,867	87.4%	
Drivers Ages 16-17	1,543	1,446	93.7%	83,134 (91.6%)
Passengers Ages 16-17 in Vehicles with Drivers Ages 16-17	396	333	84.1%	
Passengers Ages 16-17 in Vehicles with Drivers of Other Ages	1,342	1,088	81.1%	
Total Uninjured	14,271	12,975	90.9%	
Drivers Ages 16-17	6,966	6,660	95.6%	327,443 (89.8%)
Passengers Ages 16-17 in Vehicles with Drivers Ages 16-17	1,883	1,746	92.7%	
Passengers Ages 16-17 in Vehicles with Drivers of Other Ages	5,422	4,569	84.3%	

*Note: Police-reported crashes only; excludes motorcycles.

- The overall restraint use for drivers ages 16-17 was higher than the restraint use for passengers ages 16-17. Restraint use for drivers was 95%, compared to 91% for passengers ages 16-17 in vehicles with drivers ages 16-17 and 84% for passengers ages 16-17 in vehicles with drivers of other ages.
- Overall, drivers ages 16-17 involved in crashes were more likely to be restrained than drivers of all ages (95% vs. 90%).
- 94% of the drivers ages 16-17 injured in crashes were restrained; passengers ages 16-17 injured in crashes had lower use rates whether riding with drivers of the same age or with drivers of any age (84% and 81%, respectively).

TABLE 7
NYS Fatal and Personal Injury (F&PI) Crashes Involving Drivers Ages 16-17*
SELECT CONTRIBUTING FACTORS ASSOCIATED WITH DRIVERS

	Drivers Ages 16-17			Total NYS 2015
	2013	2014	2015	
Total Drivers	3,579	3,160	3,266	180,905
Select Factors				
Driver Inattention/Distraction	15.5%	16.3%	15.1%	13.2%
Driver Inexperience	13.8%	13.5%	13.4%	1.5%
Failure to Yield R.O.W.	19.3%	19.3%	18.3%	10.7%
Following Too Closely	13.9%	15.3%	15.4%	11.9%
Traffic Control Device Disregarded	3.3%	3.4%	3.8%	3.3%
Cell Phone	0.2%	0.4%	0.4%	0.2%
Texting	0.1%	<0.1%	<0.1%	<0.1%
Unsafe Speed	14.3%	13.7%	14.5%	6.6%
Alcohol Involvement	0.6%	0.6%	0.5%	1.8%

*Note: Police-reported crashes only; multiple factors may be reported.

- In 2015, the top three contributing factors for drivers ages 16-17 in F&PI crashes were “failure to yield R.O.W.” (18%), “following too closely” (15%) and “driver inattention/distraction” (15%).
- Drivers ages 16-17 in F&PI crashes were much more likely than all drivers in F&PI crashes to have “failure to yield R.O.W.” (18% vs. 11% in 2015) reported as a contributing factor and more than twice as likely to have “unsafe speed” reported (15% vs. 7% in 2015).
- As would be expected, drivers ages 16-17 were much more likely than all drivers to have “driver inexperience” reported as a contributing factor in F&PI crashes (13% vs. 2% in 2015).

TABLE 8
NYS Traffic Tickets Issued to Drivers Ages 16-17
SELECT VIOLATIONS

	Drivers Ages 16-17			NYS Total 2015
	2013	2014	2015	
Total Tickets Issued	41,086	39,894	40,374	3,509,818
Speeding	22.8%	23.4%	24.4%	19.8%
License	13.4%	13.0%	13.3%	6.5%
Traffic Device/ Stop Sign	9.6%	9.5%	9.8%	12.7%
Seat Belts	4.6%	4.0%	3.4%	5.0%
Cell Phone	1.5%	1.1%	1.0%	3.8%
Texting	0.6%	0.8%	1.0%	2.4%
Total TSLED Tickets Issued	36,536	35,887	36,659	2,402,235
Impaired Driving	1.0%	0.7%	0.7%	2.6%

Note: Total tickets issued include data from the TSLED and Administrative Adjudication (AA) systems; however, no tickets issued for impaired driving are included in AA. All tickets issued for impaired driving are being captured in TSLED, with the exception of those issued in New York City. It should also be noted that TSLED did not begin capturing all tickets issued for impaired driving in Suffolk County until 2014.

- The largest proportion of tickets issued to drivers each year was for speeding violations. In 2015, 24% of the tickets issued to drivers ages 16-17 were for speeding violations, compared to 20% of the tickets issued to all drivers.

- Drivers ages 16-17 were twice as likely as all drivers to be issued tickets for license violations in 2015 (13% vs. 7%) and far less likely to be issued tickets for cell phone and texting violations (2% vs. 6%).
- In 2015, less than 1% of the TSLED tickets issued to drivers ages 16-17 were for impaired driving, compared to almost 3% of the TSLED tickets issued to all drivers.

TABLE 9
NYS Motor Vehicle Fatal and Personal Injury (F&PI) Crashes Involving Drivers Ages 16-17
SEVERITY OF CRASH, FATALITIES & PERSONS INJURED, AND DRIVERS INVOLVED
BY REGION OF THE STATE*: 2015

	UPSTATE	NYC	LONG ISLAND	NYS F&PI Involving Drivers Ages 16-17
F&PI Crashes (% of total)	2,095 (64.0%)	250 (7.6%)	926 (28.3%)	3,271
Fatal (% of total)	10 (55.6%)	1 (5.6%)	7 (38.9%)	18
Personal Injury (% of total)	2,085 (64.1%)	249 (7.7%)	919 (28.3%)	3,253
Fatalities (% of total)	14 (60.9%)	1 (4.3%)	8 (34.8%)	23
Persons Injured (% of total)	3,060 (61.7%)	454 (9.2%)	1,444 (29.1%)	4,958
Drivers Involved Ages 16-17 (% of total)	2,151 (64.2%)	252 (7.5%)	948 (28.3%)	3,351
Male Drivers Ages 16-17 (% of total NYS)	1,081 (60.7%)	182 (10.2%)	518 (29.1%)	1,781
Female Drivers Ages 16-17 (% of total NYS)	1,070 (68.2%)	70 (4.5%)	430 (27.4%)	1,570
Licensed Drivers Ages 16-17 (% of total)	58,704 (70.1%)	6,163 (7.4%)	18,840 (22.5%)	83,713

*Note: Regional data may not sum to statewide due to missing data.

- 64% of the F&PI crashes involving drivers ages 16-17 in 2015 occurred in the Upstate region, 28% were on Long Island and 8% occurred in New York City.
- 61% of the fatalities in crashes involving drivers ages 16-17 in 2015 occurred in the Upstate region, while 35% occurred on Long Island and 4% were in the five boroughs comprising New York City.
- In 2015, drivers ages 16-17 were underrepresented in F&PI crashes in the Upstate region and overrepresented in crashes in the Long Island region. Crash involvement for drivers ages 16-17 in the New York City region was consistent with the proportion of licensed drivers in this age group.