

Teen Drivers Age 16-17 Involved in Crashes after Passage of GDL (2000-2008) Fact Sheet

Oklahoma Department of Public Safety, Highway Safety Office, 3223 N. Lincoln Blvd., Oklahoma City, OK 73105
www.ohso.ok.gov Phone: 405/523-1570 Fax: 405/523-1586

Summary

On May 17, 1999, Oklahoma became the 33rd state in the nation to pass a Graduated Driver License law with the signing of SB413. The Graduated Driver License law was strengthened in 2005 when the Oklahoma Legislature passed HB1653.

From 2000 to 2008, teens age 16-17 represented 3.0% of Oklahoma's total population, 7.1% of the total drivers involved in all crashes and 4.7% of the total drivers involved in fatal crashes.

From 2000 to 2008, the number of drivers age 16-17 involved in fatal crashes decreased from a high of 69 in 2000 to a low of 35 in 2008. This decrease in driver involvement in crashes contributed to a reduction in the number of driver fatalities in this age group.

Some 61.8% of the drivers age 16-17 in fatal crashes were male. When considering age alone, 54.9% of the drivers involved in crashes were age 17.

Of the 169 drivers age 16-17 killed in a passenger vehicle or pickup truck, 58.6% were not using seat belts.

In both 2007 and 2008, more than two percent of the total number drivers age 16-17 involved in crashes were drinking and driving. In 2007 and 2008 there were twice as many drivers age 17 that were drinking and driving as there were drivers age 16.

The number of fatalities in crashes involving a driver age 16-17 decreased from a high of 75 in 2000 to a low of 39 in 2008.

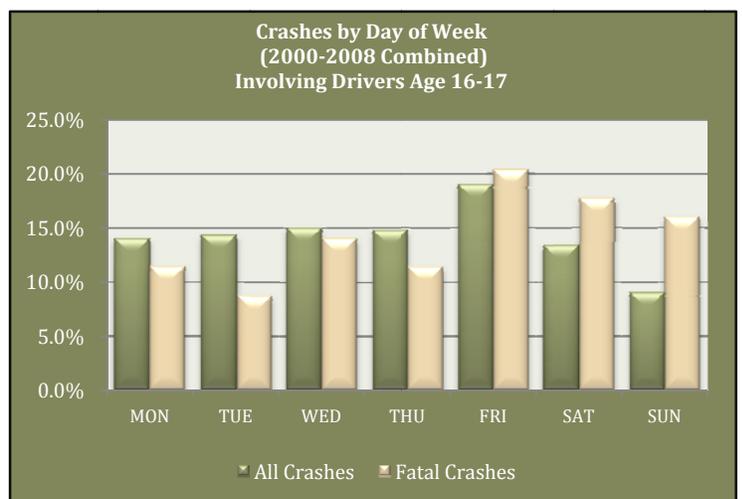
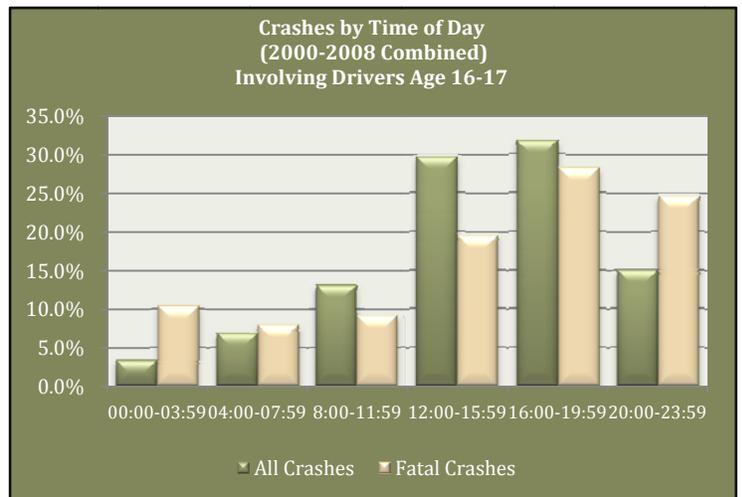
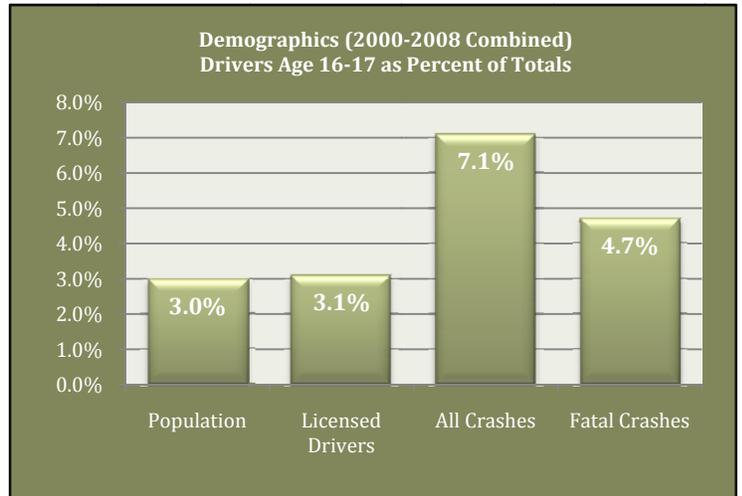
The number of crashes involving drivers age 16-17 decreased 34.6% from 10,917 in 2000 to 7,077 in 2008 and fatal crashes decreased 47.8% from 67 in 2000 to 35 in 2008.

The number of crashes decreased 54.1% between the hours of Midnight (00:00) and 3:59 a.m. from 2000 to 2008. The number of fatal crashes was highest between the hours of 4:00 p.m. (16:00) and Midnight.

Crashes from 2000 to 2008, including fatal crashes, occurred more often on the weekend that any other day of the week.

The primary contributing factors of drivers age 16-17 in crashes for both 2007 and 2008 were: (1) Failed to Yield, (2) Unsafe Speed and (3) Inattention.

The primary driver contributing factor of more than 50.0% of the drivers age 16-17 in fatal crashes was Unsafe Speed in both 2007 and 2008.



Demographic Details

Oklahoma's population averaged 3.4 million from 2000 to 2008 with teens ages 16-17 representing 3.0% of the population. During this same time period Oklahoma averaged 2.3 million licensed drivers with teens ages 16-17 representing 3.1% of the licensed drivers.

Population in Oklahoma 2000-2008			
Year	Total Population	Age 16-17	% of Total Population
2000	3,453,861	107,570	3.1%
2001	3,463,387	105,194	3.0%
2002	3,482,946	104,497	3.0%
2003	3,496,157	102,514	2.9%
2004	3,511,960	100,594	2.9%
2005	3,530,087	100,623	2.9%
2006	3,568,132	102,916	2.9%
2007	3,608,123	103,622	2.9%
2008	3,642,361	102,830	2.8%
Average	3,437,047	103,822	3.0%

Licensed Drivers in Oklahoma 2000-2008			
Year	Total	Age 16-17	% of Total Drivers
2000	2,320,524	73,319	3.2%
2001	2,336,304	71,689	3.1%
2002	2,347,351	71,682	3.1%
2003	2,366,011	69,695	2.9%
2004	2,394,692	69,707	2.9%
2005	2,413,559	70,190	2.9%
2006	2,286,322	68,633	3.0%
2007	2,465,466	67,982	2.8%
2008	2,481,472	66,039	2.7%
Average	2,363,471	72,391	3.1%

Crash Involvement

Oklahoma's crash data show the number of drivers age 16-17 involved in crashes is at its lowest since 2000. Teen driver involvement in all crashes decreased from 8.2% in 2000 to 5.9% in 2008. Fatal crash involvement decreased from 7.5% in 2000 to 3.5% in 2008.

Drivers in Crashes 2000-2008						
Year	Drivers in All Crashes			Drivers in Fatal Crashes		
	Total Drivers	Drivers Age 16-17	% of Total Drivers	Total Drivers	Drivers Age 16-17	% of Total Drivers
2000	143,805	11,837	8.2%	920	69	7.5%
2001	140,647	11,016	7.8%	917	56	6.1%
2002	142,122	11,366	8.0%	1,005	46	4.6%
2003	134,649	10,210	7.6%	950	44	4.6%
2004	138,899	10,040	7.2%	1,020	46	4.5%
2005	137,294	8,863	6.5%	1,086	48	4.4%
2006	134,546	8,415	6.3%	1,037	40	3.9%
2007	133,366	7,786	5.8%	1,014	37	3.6%
2008	129,472	7,597	5.9%	1,014	35	3.5%
Average	137,200	9,681	7.1%	996	47	4.7%

Drivers Killed

The number of drivers age 16-17 involved in fatal crashes decreased from a high of 69 in 2000 to a low of 35 in 2008. From 2000-2008, approximately 44.0% of the drivers age 16-17 involved in fatal crashes were killed. As the number of drivers age 16-17 involved in fatal crashes decreased each year, the number of drivers killed also decreased.

Drivers Age 16-17 in Fatal Crashes 2000-2008			
Year	Number of Drivers	Drivers Killed	% of Drivers Killed
2000	69	27	39.1%
2001	56	25	44.6%
2002	46	20	43.5%
2003	44	22	50.0%
2004	46	19	41.3%
2005	48	25	52.1%
2006	40	14	35.0%
2007	37	17	45.9%
2008	35	16	45.7%
Totals	421	185	43.9%

Driver Age & Sex in Fatal Crashes

Some 61.8% of the drivers age 16-17 in fatal crashes were male. Of the male drivers, 57.7% were age 17. Some 38.2% of the drivers age 16-17 in fatal crashes were female and 50.3% of the female drivers were age 17.

Drivers Age 16-17 in Fatal Crashes By Year, Age & Sex							
Year	Male			Female			Grand Total
	Age 16	Age 17	Total	Age 16	Age 17	Total	
2000	18	23	41	19	9	28	69
2001	16	19	35	12	9	21	56
2002	10	18	28	7	11	18	46
2003	6	17	23	8	13	21	44
2004	23	8	31	7	8	15	46
2005	11	18	29	6	13	19	48
2006	9	15	24	10	6	16	40
2007	10	15	25	7	5	12	37
2008	7	17	24	4	7	11	35
Totals	110	150	260	80	81	161	421
% of Total	42.3%	57.7%	100.0%	49.7%	50.3%	100.0%	

Seat Belt Use Among Drivers Killed

From 2000-2008 a total of 185 drivers age 16-17 were killed in crashes. Of these 185 drivers killed, seat belt use was unknown for nine drivers and eight were motorcycle operators. Of the remaining 169 drivers killed, 58.6% were not using seat belts and were occupants of passenger vehicles and pickup trucks.

Driver Fatalities Age 16-17 In Crashes 2000-2008			
Vehicle Type	Known Seat Belt Use		
	Not In Use	In Use	Totals
Passenger Vehicle	69	55	124
Pickup Truck	30	15	45
Totals	99	70	169
% of Total	58.6%	41.4%	100.0%
Excludes seven motorcycle operators and nine drivers with unknown seat belt use.			

Alcohol Driver Condition

In 2007, additional data relating to alcohol was added to the crash data for improved reporting of alcohol use. Therefore, only 2007 and 2008 data will be used to analyze alcohol use as it relates to crashes.

The percentage of drivers age 16-17 that were drinking while driving decreased from 2.4% in 2007 to 2.2% in 2008 and the percentage of drivers in fatal crashes decreased from 18.9% in 2007 to 17.1% in 2008.

Drivers Age 16-17 In Crashes 2007-2008 Alcohol Driver Condition						
Driver Age	2007			2008		
	Total Drivers	Alcohol	% of Total	Total Drivers	Alcohol	% of Total
16	3439	62	1.8%	3306	65	2.0%
17	4347	124	2.9%	4291	104	2.4%
Total	7786	186	2.4%	7597	169	2.2%

Drivers Age 16-17 In Fatal Crashes 2007-2008 Alcohol Driver Condition						
Driver Age	2007			2008		
	Total Drivers	Alcohol	% of Total	Total Drivers	Alcohol	% of Total
16	17	3	17.6%	11	2	18.2%
17	20	4	20.0%	24	4	16.7%
Total	37	7	18.9%	35	6	17.1%

Fatalities

As shown in the table below, the number of fatalities in crashes involving a driver age 16-17 decreased from a high of 75 in 2000 to a low of 39 in 2008.

Fatalities in Crashes Involving Drivers Age 16-17 2000-2008			
Year	Total Fatalities in Crashes	Fatalities in Crashes with Drivers Age 16-17	% of Total Fatalities with Drivers Age 16-17
2000	662	75	11.3%
2001	682	67	9.8%
2002	739	55	7.4%
2003	671	49	7.3%
2004	777	52	6.7%
2005	800	53	6.6%
2006	765	41	5.4%
2007	770	46	6.0%
2008	751	39	5.2%

Crashes by Time of Day

Teen driver involvement in crashes decreased 34.6% from 10,917 in 2000 to 7,136 in 2008. The most notable decrease of 54.1% occurred between the hours of Midnight (00:00) and 3:59 a.m. (03:59). The total number of fatal crashes decreased 47.8% from 67 in 2000 to 35 in 2008. Some 52.8% of the fatal crashes involving teen drivers occurred from 4:00 p.m. (16:00) to Midnight (23:59).

Crashes Involving Drivers Age 16-17 2000-2008 By Year & Time of Day								
Year	Time of Day						Unknown	Total
	00:00 -03:59	04:00 -07:59	8:00 -11:59	12:00 -15:59	16:00 - 19:59	20:00 - 23:59		
2000	394	718	1,453	3,246	3,465	1,641		10,917
2001	335	743	1,322	3,059	3,168	1,551		10,178
2002	402	656	1,326	3,227	3,275	1,649		10,535
2003	326	620	1,286	2,807	3,033	1,402		9,474
2004	308	657	1,184	2,846	2,932	1,371		9,298
2005	270	609	1,084	2,367	2,676	1,300		8,306
2006	308	558	1,073	2,261	2,495	1,190		7,885
2007	203	515	1,025	2,128	2,366	1,041	52	7,330
2008	181	541	957	2,067	2,320	1,011	59	7,136
Total	2,727	5,617	10,710	24,008	25,730	12,156	111	81,059
% of Change from 2000 to 2008	-54.1%	-24.7%	-34.1%	-36.3%	-33.0%	-38.4%		-34.6%

Fatal Crashes Involving Drivers Age 16-17 2000-2008 By Year and Time of Day							
Year	Time of Day						Total
	00:00 - 03:59	04:00 - 07:59	8:00 - 11:59	12:00 - 15:59	16:00 - 19:59	20:00 - 23:59	
2000	7	3	6	17	24	10	67
2001	6	3	1	11	17	16	54
2002	3	2	8	9	11	13	46
2003	6	4	5	7	13	8	43
2004	5	7	4	4	11	13	44
2005	4	5	2	8	17	11	47
2006	4	2	5	7	9	11	38
2007	3	3	4	8	8	11	37
2008	5	4	3	9	6	8	35
Total	43	33	38	80	116	101	411

Crashes by Day of Week

Teen driver involvement in crashes decreased 34.6% from 10,917 in 2000 to 7,136 in 2008. The most notable decrease was on the weekend with more than a 42.0% decrease in the number of crashes occurring on Saturday and Sunday. The total number of fatal crashes decreased 47.8% from 67 in 2000 to 35 in 2008. More fatal crashes occurred on the weekend than any other day of the week.

Crashes Involving Drivers Age 16-17 2000-2008 By Year & Day of Week								
Year	MON	TUE	WED	THU	FRI	SAT	SUN	Total
2000	1,497	1,493	1,592	1,626	2,087	1,616	1,006	10,917
2001	1,356	1,441	1,525	1,490	2,068	1,404	894	10,178
2002	1,446	1,513	1,530	1,494	2,060	1,460	1,032	10,535
2003	1,363	1,341	1,435	1,444	1,754	1,282	855	9,474
2004	1,318	1,247	1,388	1,458	1,815	1,219	853	9,298
2005	1,156	1,208	1,199	1,243	1,617	1,142	741	8,306
2006	1,092	1,201	1,242	1,169	1,466	981	734	7,885
2007	1,071	1,113	1,129	1,091	1,335	942	649	7,330
2008	1,089	1,088	1,197	1,051	1,275	854	582	7,136
Total	11,388	11,645	12,237	12,066	15,477	10,900	7,346	81,059
% of Change from 2000 to 2008	-27.3%	-27.1%	-24.8%	-35.4%	-38.9%	-47.2%	-42.1%	-34.6%

Fatal Crashes Involving Drivers Age 16-17 2000-2008 By Year & Day of Week								
Year	MON	TUE	WED	THU	FRI	SAT	SUN	Total
2000	6	8	9	5	15	11	13	67
2001	13	5	3	7	12	8	6	54
2002	2	5	5	3	12	10	9	46
2003	4	4	9		11	7	8	43
2004	6	3	7	8	4	6	10	44
2005	1	5	6	11	8	11	5	47
2006	4	4	8	3	8	7	4	38
2007	5	1	6	4	6	8	7	37
2008	6	1	5	6	8	5	4	35
Total	47	36	58	47	84	73	66	411

Driver Contributing Factors

Beginning with 2007 crash data, a contributing factor was collected for each driver involved in a crash. The primary contributing factors of drivers age 16-17 involved in crashes in both 2007 and 2008 were: (1) Failed to Yield, (2) Unsafe Speed and (3) Inattention. The primary driver contributing factor in fatal crashes in both 2007 and 2008 was Unsafe Speed, followed by Other Improper Act/Movement and Inattention.

Drivers Age 16-17 In Crashes Contributing Factor and Year of Crash				
Contributing Factor	2007		2008	
	Drivers	% of Total	Drivers	% of Total
Changed Lanes				
Unsafely	209	2.7%	202	2.7%
Failed To Stop	259	3.3%	245	3.2%
Failed To Yield	1,259	16.2%	1,221	16.1%
Followed Too Closely	669	8.6%	697	9.2%
Improper Overtaking	36	.5%	44	.6%
Improper Parking	5	.1%	10	.1%
Improper Start	13	.2%	19	.3%
Improper Turn	323	4.1%	316	4.2%
Inattention	901	11.6%	912	12.0%
Left of Center	86	1.1%	91	1.2%
No Improper Action	2,226	28.6%	2,135	28.1%
Other Improper Act/Movement	430	5.5%	430	5.7%
Stopped in Traffic Lane	9	.1%	7	.1%
Unsafe Speed	1,215	15.6%	1,107	14.6%
Unsafe Vehicle	80	1.0%	79	1.0%
Wrong Way	6	.1%	4	.1%
DUI-Alcohol	50	.6%	57	.8%
DUI-Drugs	9	.1%	18	.2%
Missing	1	.0%	3	.0%
Totals	7,785	100.0	7,594	100.0

Drivers Age 16-17 in Fatal Crashes Contributing Factor and Year of Crash				
Contributing Factor	2007		2008	
	Drivers	% of Total	Drivers	% of Total
Failed To Stop	2	5.4%	1	2.9%
Failed To Yield	1	2.7%	2	5.7%
Improper Overtaking	2	5.4%	1	2.9%
Improper Turn	1	2.7%	2	5.7%
Inattention	3	8.1%	1	2.9%
Left of Center	2	5.4%	1	2.9%
No Improper Action	2	5.4%	5	14.3%
Other Improper Act/Movement	4	10.8%	2	5.7%
Unsafe Speed	19	51.4%	19	54.3%
DUI-Alcohol	1	2.7%	1	2.9%
Total	37	100.0%	35	100.0%

Other Facts

- The first harmful event in 77.6% of the crashes in 2008 involving a driver age 16-17 was a collision with another motor vehicle.
- 71.4% of the crashes in 2008 involving a driver age 16-17 occurred during daylight.
- 47.1% of the crashes in 2008 involving a driver age 16-17 occurred in a business area and 23.2% occurred in a residential area.
- More crashes involving a driver age 16-17 in 2008 occurred in October.
- 55.3% of the crashes in 2008 involving a driver age 16-17 occurred on a city street.
- 48.0% of the crashes in 2008 involving a driver age 16-17 were intersection related.
- 73.0% of the crashes in 2008 involving a driver age 16-17 involved two vehicles.

Drivers Age 16-17 in Crashes By County 2000-2008										
County	2000	2001	2002	2003	2004	2005	2006	2007	2008	% Change from 2000 to 2008
Adair	37	34	44	39	24	17	17	24	26	-29.7%
Alfalfa	9	12	16	13	10	8	6	8	8	-11.1%
Atoka	47	37	42	36	27	42	42	31	30	-36.2%
Beaver	18	18	7	21	10	10	6	5	7	-61.1%
Beckham	84	87	76	70	68	87	82	58	66	-21.4%
Blaine	24	18	27	21	15	24	28	15	17	-29.2%
Bryan	126	122	152	115	115	115	98	116	108	-14.3%
Caddo	72	55	54	63	55	35	42	40	38	-47.2%
Canadian	349	325	323	325	319	264	272	264	247	-29.2%
Carter	175	165	189	164	157	110	112	147	124	-29.1%
Cherokee	126	114	123	105	108	80	36	80	55	-56.3%
Choctaw	12	29	37	35	29	31	29	20	15	25.0%
Cimarron	5	5	5	5	4	5	3	2	5	0.0%
Cleveland	881	850	881	762	736	652	718	623	641	-27.2%
Coal	6	5	8	6	5	8	4	5	11	83.3%
Comanche	380	317	386	379	365	290	276	263	269	-29.2%
Cotton	22	17	15	17	5	9	9	10	12	-45.5%
Craig	39	31	37	31	36	28	36	11	22	-43.6%
Creek	187	172	198	144	148	133	110	109	117	-37.4%
Custer	101	101	96	70	44	57	65	50	54	-46.5%
Delaware	109	99	107	98	76	79	69	63	65	-40.4%
Dewey	6	9	10	7	5	2	2	4	3	-50.0%
Ellis	6	10	4	3	7	1	6	9	6	0.0%
Garfield	261	248	334	266	284	273	223	204	220	-15.7%
Garvin	85	80	59	55	42	59	53	57	56	-34.1%
Grady	170	126	147	128	152	130	104	113	117	-31.2%
Grant	7	4	5	4	8	6	8	4	10	42.9%
Greer	6	11	18	5	10	16	9	4	5	-16.7%
Harmon	6	4	1	3	3	3	4	2	4	-33.3%
Harper	8	7	3	4	3	2	7	2	3	-62.5%
Haskell	26	20	18	15	31	20	14	12	8	-69.2%
Hughes	33	33	31	15	13	19	21	15	11	-66.7%
Jackson	124	112	108	103	73	75	39	53	49	-60.5%
Jefferson	18	14	14	14	13	6	8	5	3	-83.3%
Johnston	33	25	21	22	12	7	20	23	10	-69.7%
Kay	203	187	198	170	120	114	100	99	92	-54.7%
Kingfisher	60	51	45	45	42	27	35	32	29	-51.7%
Kiowa	16	14	20	16	13	14	7	12	12	-25.0%
Latimer	25	28	20	13	24	23	21	13	18	-28.0%
LeFlore	102	104	103	78	111	86	70	73	73	-28.4%
Lincoln	82	72	73	50	77	47	39	56	47	-42.7%
Logan	99	82	83	91	86	66	58	51	56	-43.4%

Drivers Age 16-17 in Crashes By County 2000-2008										
County	2000	2001	2002	2003	2004	2005	2006	2007	2008	% Change from 2000 to 2008
Love	22	8	12	9	14	15	20	12	18	-18.2%
McClain	91	98	84	84	96	81	83	104	86	-5.5%
McCurtain	88	88	95	94	99	72	77	70	73	-17.0%
McIntosh	48	44	37	27	25	37	19	19	19	-60.4%
Major	22	22	13	9	22	10	21	6	28	27.3%
Marshall	21	19	44	24	35	28	41	23	26	23.8%
Mayer	113	101	106	107	93	82	103	95	73	-35.4%
Murray	57	31	50	41	35	40	28	26	26	-54.4%
Muskogee	238	237	200	205	220	170	141	130	120	-49.6%
Noble	16	26	28	14	19	29	34	15	14	-12.5%
Nowata	31	21	20	26	29	17	29	20	15	-51.6%
Okfuskee	20	27	25	19	16	18	10	13	11	-45.0%
Oklahoma	2,285	2,147	2,163	1,952	2,016	1,745	1,651	1,498	1,480	-35.2%
Okmulgee	89	69	73	81	30	31	38	42	46	-48.3%
Osage	76	70	76	69	61	54	62	50	39	-48.7%
Ottawa	126	85	112	100	122	112	101	78	60	-52.4%
Pawnee	40	28	32	27	21	16	26	19	17	-57.5%
Payne	253	236	240	203	181	171	143	152	148	-41.5%
Pittsburg	153	131	121	119	130	101	102	93	92	-39.9%
Pontotoc	83	86	70	73	64	34	49	49	53	-36.1%
Pottawatomie	228	217	202	177	214	159	164	163	144	-36.8%
Pushmataha	28	21	24	28	24	23	21	21	16	-42.9%
Roger Mills	12	7	3	3	2	4	2	3	1	-91.7%
Rogers	268	221	239	239	233	186	205	196	162	-39.6%
Seminole	57	45	32	34	49	28	32	18	19	-66.7%
Sequoyah	99	60	104	74	77	94	77	66	65	-34.3%
Stephens	188	162	168	155	143	170	122	96	81	-56.9%
Texas	59	45	44	40	45	33	33	26	22	-62.7%
Tillman	14	23	23	13	16	12	12	9	6	-57.1%
Tulsa	2,260	2,236	2,292	2,061	2,011	1,829	1,665	1,534	1,537	-32.0%
Wagoner	159	151	140	138	101	92	108	82	110	-30.8%
Washington	257	252	234	211	205	179	196	198	142	-44.7%
Washita	35	32	20	28	13	19	11	13	15	-57.1%
Woods	31	26	22	16	21	29	18	12	15	-51.6%
Woodward	85	90	80	84	73	63	63	48	49	-42.4%
Total	11,837	11,016	11,366	10,210	10,040	8,863	8,415	7,786	7,597	-35.8%