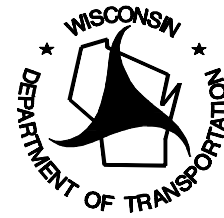


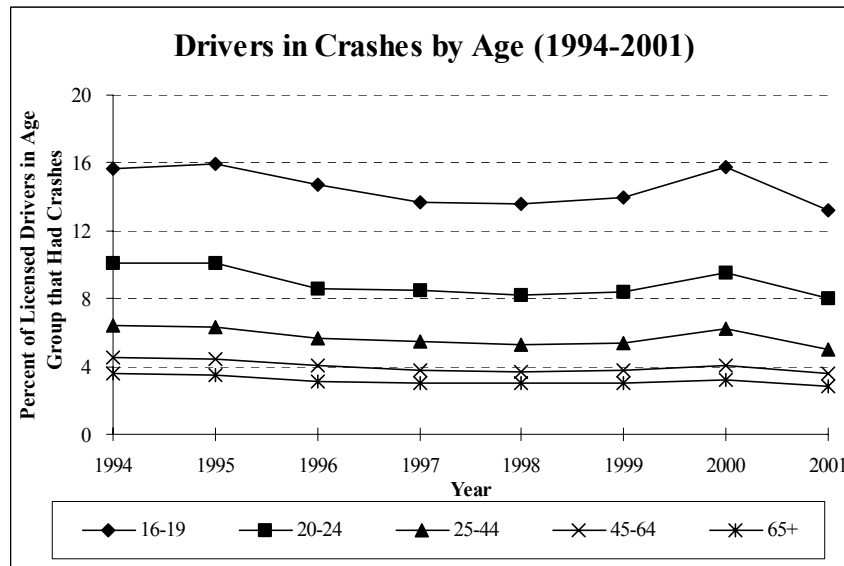
# WISCONSIN CRASH FACTS ON THE 16-19 YEAR OLD AGE GROUP

OCTOBER 2002



- Historically, for two out of three 16-19 year old drivers killed in motor vehicle crashes, it was their first and last crash.** In 2001, traffic crashes claimed the lives of 84 teens ages 16 - 19. That compares to 99 who were killed in 2000, 93 who were killed in 1999, 99 who were killed in 1998, and 85 killed in 1997.
- Drivers between the ages of 16 and 19 are more likely to be in a motor vehicle crash than other age groups (Figure 1).** During 2001, 13.2% of all 16-19 year old licensed drivers in Wisconsin had a crash – nearly one in seven teen drivers (Figure 1).

*Figure 1*

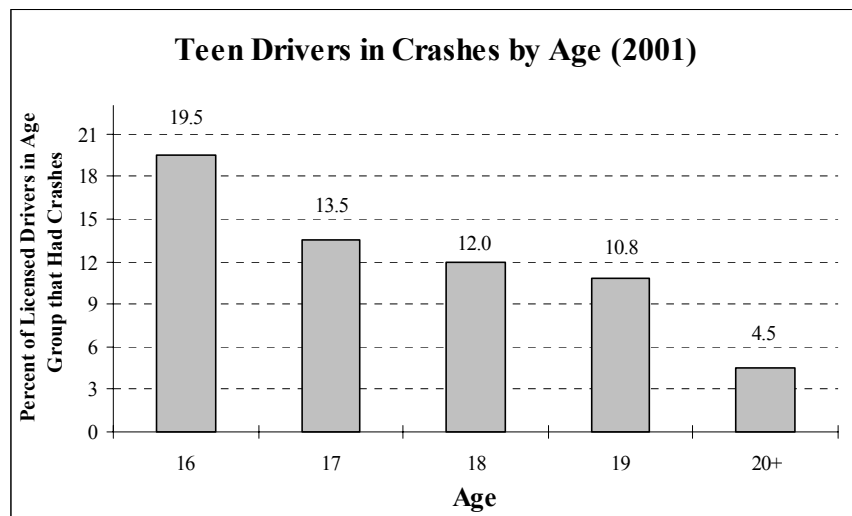


- Compared to drivers in other age groups, teen drivers have more crashes involving high risk factors.** In 2001, not quite 6% of all licensed drivers were between the ages of 16-19 years old. Yet, these drivers accounted for 15% of all drivers in crashes. They also accounted for 10% of all drivers in crashes who were listed as *had been drinking* and 13% of those suspected of using other drugs.
- Drivers aged 16 -19 who are involved in crashes are more likely than other drivers to be reported as exceeding the speed limit, driving too fast for conditions, failing to control, and driving inattentively** according to the possible contributing circumstances (PCCs) listed on crash reports. This has been true every year since 1996.

- **In 2001, more than two out of three 16-19 year old passengers killed or seriously injured were in a vehicle driven by another teenager.** Specifically, of the 24 passengers age 16-19 killed in traffic crashes in 2001, 15 (63%) of them were riding in a vehicle with a driver age 16-19. Additionally, 338 passengers age 16-19 suffered incapacitating injuries in crashes in 2001. Nearly two-thirds (65%) of them were in vehicles driven by teenagers.
- **Peer pressure may affect when teens wear seat belts.** Among teen drivers and their passengers of all ages who were killed or seriously injured in a passenger car or light truck crash in 2001, seat belt use was 56% in driver-only crashes and dropped to only 38% when passengers were also present in the vehicle.
- **Weekends are more deadly for teens than weekdays.** Fifty-three of the 84 (63%) 16-19 year olds who died in traffic crashes in 2001 died in crashes occurring on Friday, Saturday, or Sunday.
- **Teen drivers tend to crash in the late afternoon.** In both the summer and during the school year, the peak hour for teen driver crashes is 3-4 pm. More crashes involving 16-19 year old drivers occurred on Friday than on any other day of the week.
- **Snowy/slushy/icy road conditions pose special threats for teen drivers.** A larger percentage of teen drivers crashed during snowy/slushy/icy road conditions than did drivers of all ages involved in crashes in January 2001 (36% vs. 30%) and in December 2001 (20% vs. 17%).

- **Even in the teen years, age matters.** 19.5% of all licensed 16 year old drivers crash; at age 17, the percentage drops to 13.5%; at age 18, it shrinks to 12%; at age 19, it falls to 10.8%. Among licensed drivers aged 20 and older, the 2001 crash rate was 4.5%. (*Figure 2*).

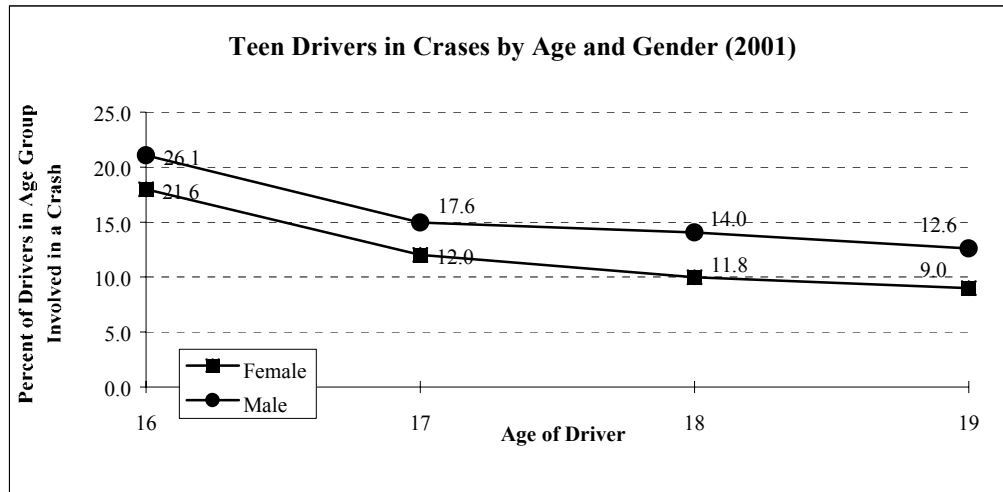
*Figure 2*



- **Male and female circumstances**

**differ.** By individual age, a larger percentage of 16-19 year old male drivers were in all types of crashes than female drivers (*Figure 3*). Fifty-eight of the 84 (69%) 16-19 year olds killed in 2001 traffic crashes were male. Females age 16-19 outnumbered males as injured or killed passengers in motor vehicles driven by a teen (26% vs. 20%). In crashes that proved fatal or incapacitating to a 16-19 year old, 50% of the female victims wore seatbelts; only 36% of the male victims did so.

*Figure 3*



- **On average, a teen driver was involved in a fatal crash every 3.1 days.** About once every 49 minutes a 16-19 year old driver had an injury crash; once every 28 minutes during 2001, a 16-19 year old driver had a property damage crash (*Figure 4*).
- **New Wisconsin drivers under the age of 18 obtain their licenses via graduated licensing.** Since all phases of Wisconsin’s Graduated Driver Licensing Law went into effect, 16 and 17 year old drivers must have an additional 30 hours of practice driving time (including ten hours at night) and hold an instruction permit for at least six months before taking a road test and applying for a probationary driver’s license. The probationary license imposes a curfew (no operation between midnight and 5 a.m. except for going to/from school or work) and a passenger restriction (1 passenger other than family members) during the first nine months of probationary operation. These limitations are removed for drivers who remain conviction free or who turn 18. For more information on Wisconsin’s graduated driver licensing: <http://www.dot.state.wi.us/dmv/GDLchanges.html>.

Figure 4

**Wisconsin's Crash Clock for 16-19 Year Olds**

Frequency of Consequence for 16-19 year olds in 2001	Number of Incidents Involving 16-19 year olds			
	2001	2000	1999	1998
One driver involved in property damage crash every 28.2 minutes	18,664	22,051	20,767	19,363
One driver involved in injury crash every 48.9 minutes	10,745	12,609	12,123	12,068
One teen injured every 54.5 minutes	9,647	10,679	10,663	10,553
One driver injured every 1.5 hours	5,885	6,710	6,578	6,357
One vehicle passenger injured every 2.7 hours	3,299	3,558	3,640	3,702
One passenger killed or injured while a 16-19 year was driving every 4.2 hours	2,090	2,413	2,472	2,482
One pedestrian injured every 2.2 days	168	162	163	174
One motorcyclist injured every 2.4 days	156	119	141	155
One bicyclist injured every 2.9 days	124	111	124	139
One driver involved in a fatal crash every 3.1 days	118	138	125	131
One teen killed every 4.4 days	84	99	93	99
One driver killed every 6.4 days	53	62	46	56
One vehicle passenger killed every 15.2 days	24	34	40	32
One moped user injured every 24.3 days	15	19	17	26
One motorcyclist killed every 121.7 days	3	2	3	4
One pedestrian killed every 121.7 days	3	1	4	6
One moped user or bicyclist killed every year	1	0	0	1

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The data for this monograph comes from the WisDOT Division of Motor Vehicles Accident Database.