

# Youth Drivers (15-19)

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## The Problem

- In 2003, drivers age 19 and under were involved in fatal and injury crashes at over twice the rate of the population as a whole.
- In 2003, drivers age 19 and under, made up 5.69 percent of total drivers, but were responsible for 11.4 percent of driver errors. "Failure To Avoid a Stopped or Parked Vehicle Ahead", "Driving Too Fast For Conditions", and "Did Not Have The Right Of Way" were the three most common errors.
- In 2003, 27.5 percent of youth driver crashes resulting in fatalities involved alcohol.
- Community leaders, law enforcement, and the media all have mentioned problems with young children using motorized scooters in their neighborhoods and local streets. There is still confusion for parents, riders, law enforcement and the courts on specific laws for using the motorized scooters in Oregon.
- A 2002 Youth Program Assessment identified 68 recommendations for improving and/or strengthening the program. Although state/local youth funding should continue to correlate with the top priority areas of Assessment, other youth priority areas recommended may be addressed as well.

## Youth Drivers on Oregon Roadways, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
<b><i>Involvement in Crashes:</i></b>						
Age 15-19, % of Total Licensed Drivers	6.69%	6.04%	5.79%	5.69%	N/A	N/A
Age 15-21, % of Total Licensed Drivers	10.09%	9.64%	9.33%	9.03%	N/A	N/A
Overrepresentation of Drivers Age 15-19**	1.99	2.13	2.15	2.08	N/A	N/A
Overrepresentation of Drivers Age 15-21**	1.65	1.94	1.98	1.92	N/A	N/A
Total 15-19 Drivers in Fatal Crashes	71	58	59	69	57	-1.7%
Total 15-19 Drivers Alcohol-Involved	17	17	5	19	10	-41.2%
Percent Alcohol-Involved	25.65%	29.3%	8.5%	27.5%	17.5%	-40.3%
15-19 Auto Occupant Fatalities	57	48	53	62	N/A	N/A
15-19 Unrestrained Auto Occupant Fatalities	27	28	21	19	N/A	N/A

\*\*Representation is percent of fatal and injury crashes divided by percent of licensed drivers.

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Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
 Driver and Motor Vehicle Division, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Law Enforcement Data System

## Goal

- To reduce the over-representation of drivers age 19 and under in fatal and injury crashes to 1.80 by the year 2010.
- To reduce the number of drivers age 19 and under in fatal and injury crashes from 4,334 in 2003 to 3,775 by the year 2010.

## **Performance Measures**

- To reduce the number of drivers age 19 and under in fatal and injury crashes to 4,000 by December 31, 2006.
  - To reduce the number of “Failure to Avoid Stopped or Parked Vehicle Ahead”, age 15-19, errors from 1,994, in 2003, to 1,815 by December 31, 2006.
  - To reduce the number of “Driving Too Fast For Conditions”, age 15-19, errors from 959 in 2003, to 870 by December 31, 2006.
  - To reduce the number of “Did Not Have The Right of Way”, age 15-19, errors from 906 in 2003, to 820 by December 31, 2006.
- To reduce the number of fatalities where the driver, age 15-19, was alcohol-involved to 12 by December 31, 2006.
- To reduce the number of unrestrained, age 15-19, passenger and driver fatalities from 19 to 15 by December 31, 2006.
- To change the ages covered by the Youth program to 15-20 by December 31, 2006.

## **Strategies**

- Continue to emphasize the graduated driver licensing law for teens in all driver education and traffic safety programs. Continue to generate discussion about secondary restrictions vs. primary restrictions and the enforcement of the graduated driver licensing restrictions in general.
- Encourage youth programs that combine enforcement, education and adjudication services to address youth driver safety.
- Encourage program(s) that address college campus impaired driving and other high-risk behaviors such as speeding.
- Coordinate and collaborate with other agencies and organizations that address youth issues and problems as they relate to transportation safety.
- Partner with other program areas such as Bicycle, Motorcycle, Occupant Protection, and Driver Education programs to address youth driving issues which will attempt to effect change in statistics of youth injuries and fatalities.
- Provide necessary information regarding youth transportation safety related issues impacting 2005 legislation.
- Continue to incorporate Youth Assessment recommendations specific to the 15-19 age level:
  - Coordinate and implement training on the traffic safety laws that affect youth for the judiciary.
  - Assist law enforcement in targeting areas of the leading traffic safety causes of injury and death for ages 15-19.
  - Create opportunities to engage parents and guardians of young drivers in a meaningful safety impact course that is reality based and skill based.