

FATALITY FACTS 2004: TEENAGERS

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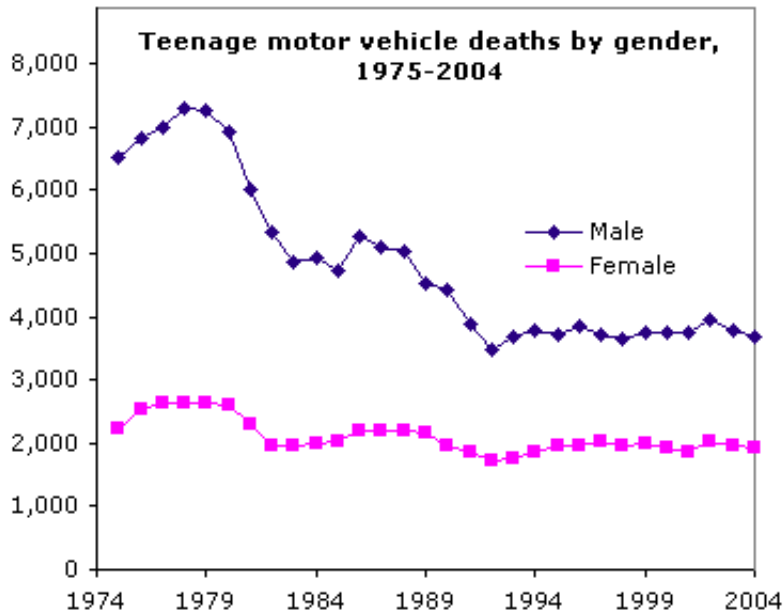
In every motorized country teenage drivers represent a major hazard. The problem is worse in the United States than elsewhere. Until the mid 1990s most U.S. states allowed teenagers to get full-privilege licenses at an earlier age than in most other countries, and little driving experience typically was required prior to licensure. The result was greatly elevated crash risk among young drivers. As more and more states have adopted graduated licensing systems, which phase in full driving privileges, the crash problem is expected to decrease. Teenagers drive less than all but the oldest people, but their numbers of crashes and crash deaths are disproportionately high. Based on crashes of all severities, the crash rate per mile driven for 16-19 years-olds is 4 times the risk for older drivers. Risk is highest at age 16. In fact, the crash rate per mile driven is twice as high for 16 year-olds as it is for 18-19 year-olds.

Crash rates for young drivers are high largely because of their immaturity combined with driving inexperience. The immaturity is apparent in young drivers' risky driving practices such as speeding and tailgating. At the same time, teenagers' lack of experience behind the wheel makes it difficult for them to recognize and respond to hazards. They get in trouble trying to handle unusual driving situations, even small emergencies, and these situations turn disastrous more often than when older people drive. Crashes involving young drivers typically are single-vehicle crashes, primarily run-off-the-road crashes, that involve driver error and/or speeding. They often occur when other young people are in the vehicle with the young driver, so teenagers are disproportionately involved in crashes as passengers as well as drivers.^{1,2,3}

The following facts are based on analysis of data from the U.S. Department of Transportation's Fatality Analysis Reporting System (FARS):

OVERVIEW

- A total of 5,610 teenagers ages 13-19 died in motor vehicle crashes in 2004. This is 36 percent fewer than in 1975, and about 2 percent fewer than in 2003. About 2 out of every 3 teenagers killed in motor vehicle crashes in 2004 were males. Since 1975 teenage motor vehicle crash deaths have decreased more among males (44 percent) than among females (13 percent).



Motor vehicle crash deaths among 13-19 year-olds by gender, 1975-2004

Year	Male deaths		Female deaths		Total deaths*
	Num	%	Num	%	Num
1975	6,532	75	2,215	25	8,748
1976	6,826	73	2,530	27	9,356
1977	6,983	72	2,650	28	9,633
1978	7,295	73	2,645	27	9,940
1979	7,280	73	2,639	27	9,920
1980	6,932	73	2,591	27	9,524
1981	6,014	72	2,301	28	8,315
1982	5,354	73	1,969	27	7,323
1983	4,850	71	1,955	29	6,805
1984	4,947	71	2,005	29	6,952
1985	4,715	70	2,022	30	6,737
1986	5,280	71	2,182	29	7,466
1987	5,107	70	2,186	30	7,293
1988	5,036	70	2,204	30	7,242
1989	4,528	68	2,158	32	6,688
1990	4,420	69	1,944	31	6,364
1991	3,891	68	1,867	32	5,760
1992	3,495	67	1,713	33	5,215
1993	3,678	68	1,742	32	5,421
1994	3,770	67	1,859	33	5,632
1995	3,702	65	1,970	35	5,675
1996	3,855	66	1,963	34	5,819
1997	3,715	65	2,014	35	5,730
1998	3,649	65	1,960	35	5,610
1999	3,745	65	2,007	35	5,752
2000	3,759	66	1,925	34	5,685
2001	3,735	67	1,859	33	5,594
2002	3,939	66	2,015	34	5,954
2003	3,772	66	1,946	34	5,718
2004	3,672	65	1,937	35	5,610

*Total includes other and/or unknowns

- Teenagers accounted for 10 percent of the U.S. population in 2004 and 13 percent of motor vehicle crash deaths. They comprised 15 percent of passenger vehicle (cars, pickups, SUVs, and vans) occupant deaths among all ages, 6 percent of pedestrian deaths, 5 percent of motorcyclist deaths, and 14 percent of bicyclist deaths.

U.S. teenage and total population, 2004

Teen population	Total population	% Teens of total population
29,400,392	293,655,404	10

Teenage motor vehicle crash deaths as percent of all motor vehicle crash deaths, 2004

Death type	Teen MV deaths	MV deaths for all ages	% Teen MV deaths of all MV deaths
Passenger vehicle occupant	4,804	31,581	15
Pedestrian	301	4,641	6
Motorcyclist	209	3,888	5
Bicyclist	102	719	14
Other	95	1,807	5
Total	5,610	42,636	13

- Eighty-six percent of teenage motor vehicle crash deaths in 2004 were passenger vehicle occupants. The others were pedestrians (5 percent), motorcyclists (4 percent), bicyclists (2 percent), riders of all-terrain vehicles (2 percent), and people in other kinds of vehicles (2 percent).

Teenage motor vehicle crash deaths by type and age, 2004													
Age	Passenger vehicle deaths		Motorcyclist deaths		Pedestrian deaths		Bicyclist deaths		All-terrain vehicle deaths		Other		Total motor vehicle deaths*
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%	Num
13	127	62	5	2	35	17	17	8	11	5	9	4	204
14	209	66	8	3	39	12	29	9	19	6	12	4	316
15	354	79	13	3	30	7	19	4	17	4	15	3	448
16	788	89	17	2	37	4	11	1	17	2	13	1	883
17	981	89	36	3	50	5	7	1	13	1	10	1	1,097
18	1,237	89	52	4	53	4	14	1	9	1	19	1	1,384
19	1,108	87	78	6	57	4	5	<1	13	1	17	1	1,278
Total	4,804	86	209	4	301	5	102	2	99	2	95	2	5,610

*Total includes other and/or unknowns

- In 2002, the latest year for which data are available, motor vehicle crashes were the leading cause of death among 13-19-year-old males and females in the United States. Thirty-eight percent of deaths among 13-19 year olds occurred in motor vehicle crashes, 42 percent among females and 36 percent among males.

Leading causes of death among teenagers by gender, 2002			
Cause of death	Male deaths	Female deaths	Total
Motor vehicles	3,956	2,051	6,007
Homicide	1,686	334	2,020
Suicide	1,410	282	1,692
Malignant neoplasms	553	404	957

Motor vehicle crash deaths as a percent of deaths from all causes by gender and age, 2002									
Age	Male deaths			Female deaths			Total*		
	MV deaths	All deaths	%	MV deaths	All deaths	%	MV deaths	All deaths	%
<5	350	18,523	2	260	14,369	2	611	32,892	2
5-9	350	1,702	21	259	1,316	20	610	3,018	20
10-12	237	1,258	19	159	833	19	396	2,091	19
13-15	546	2,149	25	387	1,309	30	933	3,458	27
16-17	1,393	3,468	40	804	1,645	49	2,197	5,113	43
18-19	2,000	5,465	37	824	1,817	45	2,824	7,282	39
20-24	4,323	14,572	30	1,391	4,662	30	5,716	19,234	30
25-29	2,780	11,954	23	851	5,005	17	3,631	17,959	20
30-59	12,527	250,927	5	5,110	151,435	3	17,639	402,362	4
60-69	1,861	182,123	1	1,136	131,369	1	2,997	313,492	1
≥70	3,009	701,159	<1	2,321	906,662	<1	5,332	1,607,810	<1

*Total includes other and/or unknowns

NOTE: Data on motor vehicle crashes come from FARS. Data on other causes of death come from U.S. Centers for Disease Control and Prevention

DRIVERS AND PASSENGERS IN PASSENGER VEHICLES

- Fifty-four percent of teenage passenger vehicle occupant deaths in 2004 were drivers.

Passenger vehicle teenage occupant deaths by age and seating position, 2004

Age	Driver deaths		Passenger deaths		Total*
	Num	%	Num	%	Num
13	9	7	117	92	127
14	22	11	185	89	209
15	67	19	286	81	354
16	399	51	385	49	788
17	566	58	413	42	981
18	789	64	445	36	1,237
19	729	66	377	34	1,108
Total	2,581	54	2,208	46	4,804

*Total includes other and/or unknowns

- Sixty-two percent of teenage passenger deaths in 2004 occurred in vehicles driven by another teenager. Among deaths of passengers of all ages, 20 percent occurred when a teenager was driving.

Passenger vehicle passenger deaths by passenger age and driver age, 2004

Passenger age	Driver Age												All ages*
	13-19		20-24		25-29		30-59		60-69		≥70		
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%	
<13	114	10	189	16	222	19	600	52	20	2	9	1	1,162
13-19	1,361	62	411	19	96	4	307	14	15	1	2	<1	2,208
20-24	239	17	723	52	219	16	193	14	5	<1	1	<1	1,396
25-29	50	7	216	30	230	31	214	29	6	1	1	<1	731
30-59	134	6	270	11	271	11	1,479	63	122	5	53	2	2,358
60-69	11	2	18	3	20	4	219	39	196	35	93	17	559
≥70	18	1	18	1	17	1	308	25	178	15	667	55	1,210
All ages*	1,934	20	1,860	19	1,084	11	3,335	34	542	6	830	9	9,682

*Total includes other and/or unknowns

- Belt use among fatally injured drivers ages 16-19 in 2004 was as high or higher than among all other drivers except those 60 and older. Belt use among fatally injured passengers ages 16-19 was considerably lower than among teenage drivers. Note that belt use among those fatally injured is not always accurately recorded, but it gives an indication of relative belt use rates in serious crashes by age group.

Seat belt use among fatally injured passenger vehicle occupants by age and seating position, 2004												
Age	Drivers						Passengers					
	Belt used		Unbelted		Unknown		Belt used		Unbelted		Unknown	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
13	2	22	6	67	1	11	32	27	76	65	9	8
14	5	23	17	77	0	0	57	31	114	62	14	8
15	23	34	43	64	1	1	91	32	178	62	17	6
16	183	46	191	48	25	6	142	37	215	56	28	7
17	247	44	278	49	41	7	131	32	251	61	31	8
18	298	38	449	57	42	5	124	28	284	64	37	8
19	262	36	420	58	47	6	99	26	252	67	26	7
20-24	1,107	35	1,880	59	207	6	364	26	909	65	123	9
25-29	698	33	1,243	59	150	7	212	29	456	62	63	9
30-59	3,800	41	4,879	52	656	7	802	34	1,388	59	168	7
60-69	930	53	702	40	117	7	287	51	246	44	26	5
≥70	1,829	64	877	31	163	6	766	63	373	31	71	6
Total*	9,389	43	10,994	50	1,455	7	3,721	38	5,261	54	700	7

*Total includes other and/or unknowns

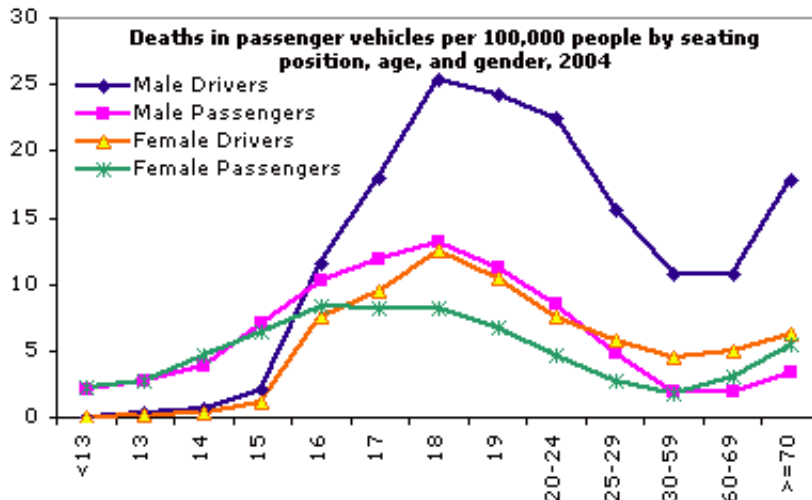
POPULATION AND MILEAGE RATES

- From 1975 to 2004, the rate of deaths per 100,000 people declined by 35 percent for teenagers (from 29 to 19 per 100,000). In contrast, the death rate declined by 60 percent for people 12 and younger (from 8 to 3 per 100,000), 27 percent for people ages 20-69 (from 22 to 16 per 100,000), and 26 percent for people 70 and older (from 26 to 19 per 100,000).

Motor vehicle crash deaths per 100,000 people by age group, 1975-2004

Year	<13			13-19			20-69			≥70		
	Population	Num	Rate	Population	Num	Rate	Population	Num	Rate	Population	Num	Rate
1975	45,851,304	3,643	7.9	29,795,023	8,748	29.4	125,762,927	28,154	22.4	14,563,945	3,775	25.9
1976	45,000,704	3,424	7.6	29,909,414	9,356	31.3	128,164,926	28,654	22.4	14,960,120	3,896	26.0
1977	44,337,332	3,347	7.5	29,800,313	9,633	32.3	130,700,531	30,747	23.5	15,401,249	3,859	25.1
1978	43,907,467	3,367	7.7	29,543,252	9,940	33.6	133,257,285	32,906	24.7	15,876,541	3,824	24.1
1979	43,778,959	3,171	7.2	29,077,607	9,920	34.1	135,810,304	33,907	25.0	16,388,617	3,772	23.0
1980	43,914,342	3,048	6.9	28,486,487	9,524	33.4	137,925,913	34,329	24.9	16,897,977	3,861	22.8
1981	44,049,940	2,733	6.2	27,743,947	8,315	30.0	140,349,007	33,837	24.1	17,322,714	3,871	22.3
1982	44,131,596	2,573	5.8	27,160,586	7,323	27.0	142,588,426	30,150	21.1	17,783,888	3,655	20.6
1983	44,119,297	2,518	5.7	26,737,497	6,805	25.5	144,701,358	29,341	20.3	18,233,751	3,734	20.5
1984	43,978,044	2,422	5.5	26,435,885	6,952	26.3	146,747,916	30,585	20.8	18,662,938	4,052	21.7
1985	44,260,136	2,469	5.6	26,001,247	6,737	25.9	148,589,564	30,157	20.3	19,072,785	4,206	22.1
1986	44,755,454	2,537	5.7	25,592,481	7,466	29.2	150,321,426	31,395	20.9	19,463,480	4,445	22.8
1987	45,348,247	2,654	5.9	25,209,615	7,293	28.9	151,840,344	31,750	20.9	19,890,817	4,555	22.9
1988	45,942,966	2,701	5.9	25,004,445	7,242	29.0	153,249,145	32,071	20.9	20,302,280	4,925	24.3
1989	46,690,604	2,658	5.7	24,664,300	6,688	27.1	154,744,818	31,163	20.1	20,719,397	4,943	23.9
1990	47,472,527	2,332	4.9	24,404,795	6,364	26.1	156,422,791	30,934	19.8	21,164,283	4,844	22.9
1991	48,240,747	2,257	4.7	24,066,587	5,760	23.9	158,093,861	28,536	18.1	21,751,897	4,843	22.3
1992	48,903,668	2,165	4.4	24,163,175	5,215	21.6	159,641,639	26,859	16.8	22,321,217	4,901	22.0
1993	49,335,864	2,164	4.4	24,664,091	5,421	22.0	160,981,980	27,204	16.9	22,800,673	5,221	22.9
1994	49,692,462	2,301	4.6	25,219,838	5,632	22.3	162,170,876	27,271	16.8	23,243,845	5,425	23.3
1995	49,920,484	2,201	4.4	25,764,300	5,675	22.0	163,424,735	28,348	17.3	23,693,757	5,509	23.3
1996	50,085,188	2,186	4.4	26,357,198	5,819	22.1	164,729,863	28,365	17.2	24,056,323	5,578	23.2
1997	50,364,983	2,108	4.2	26,730,812	5,730	21.4	166,278,995	28,194	17.0	24,408,817	5,872	24.1
1998	50,527,476	2,032	4.0	27,174,728	5,610	20.6	167,752,248	27,970	16.7	24,793,551	5,798	23.4
1999	50,667,139	1,997	3.9	27,518,156	5,752	20.9	169,412,713	28,224	16.7	25,092,805	5,657	22.5
2000	52,219,423	1,888	3.6	28,326,412	5,685	20.1	176,086,448	28,874	16.4	25,559,879	5,379	21.0
2001	52,341,395	1,751	3.3	28,437,711	5,594	19.7	178,525,502	29,309	16.4	25,797,467	5,425	21.0
2002	52,332,306	1,617	3.1	28,644,313	5,954	20.8	180,959,275	29,983	16.6	26,005,326	5,332	20.5
2003	52,187,602	1,643	3.1	29,028,500	5,718	19.7	183,371,928	30,070	16.4	26,200,946	5,363	20.5
2004	52,151,406	1,637	3.1	29,400,392	5,610	19.1	185,766,088	30,199	16.3	26,337,518	5,062	19.2

- The rates of driver deaths per 100,000 in 2004 peaked at age 18 for males (25 per 100,000) and females (13 per 100,000). Death rates for passengers peaked at age 18 for males (13 per 100,000) and at ages 16-18 for females (8 per 100,000).



Deaths in passenger vehicles per 100,000 people by seating position, age, and gender, 2004

Age	Male						Female						Total					
	Population	Driver deaths		Passenger deaths		Population	Driver deaths		Passenger deaths		Population	Driver deaths*		Passenger deaths*				
		Num	Rate	Num	Rate		Num	Rate	Num	Rate		Num	Rate	Num	Rate			
<13	26,680,274	1	0.0	572	2.1	25,471,132	2	0.0	590	2.3	52,151,406	3	0.0	1,162	2.2			
13	2,199,816	6	0.3	61	2.8	2,095,698	3	0.1	56	2.7	4,295,514	9	0.2	117	2.7			
14	2,243,182	15	0.7	87	3.9	2,131,894	7	0.3	98	4.6	4,375,076	22	0.5	185	4.2			
15	2,157,782	45	2.1	154	7.1	2,053,952	22	1.1	132	6.4	4,211,734	67	1.6	286	6.8			
16	2,123,160	247	11.6	218	10.3	2,020,918	152	7.5	167	8.3	4,144,078	399	9.6	385	9.3			
17	2,100,934	377	17.9	250	11.9	1,999,256	189	9.5	163	8.2	4,100,190	566	13.8	413	10.1			
18	2,117,873	538	25.4	280	13.2	2,006,142	251	12.5	165	8.2	4,124,015	789	19.1	445	10.8			
19	2,135,647	520	24.3	240	11.2	2,014,138	209	10.4	137	6.8	4,149,785	729	17.6	377	9.1			
20-24	10,802,990	2,433	22.5	918	8.5	10,168,312	761	7.5	478	4.7	20,971,302	3,194	15.2	1,396	6.7			
25-29	9,994,814	1,549	15.5	475	4.8	9,566,092	542	5.7	256	2.7	19,560,906	2,091	10.7	731	3.7			
30-59	60,829,192	6,553	10.8	1,214	2.0	61,858,798	2,782	4.5	1,144	1.8	122,687,990	9,335	7.6	2,358	1.9			
60-69	10,630,963	1,152	10.8	199	1.9	11,914,927	597	5.0	360	3.0	22,545,890	1,749	7.8	559	2.5			
≥70	10,520,781	1,871	17.8	359	3.4	15,816,737	998	6.3	851	5.4	26,337,518	2,869	10.9	1,210	4.6			

*Total includes other and/or unknowns

- The rate of fatal passenger vehicle crashes per 100 million miles traveled in 2001-02 was highest at ages 16 and 17 years for males and at age 16 for females.⁴

Fatal passenger vehicle crash involvements per 100 million miles traveled by driver age and gender, April 2001 to March 2002

Age	Males			Females			Total*		
	Crash involvements	Miles	Rate	Crash involvements	Miles	Rate	Crash involvements	Miles	Rate
17	981	8,852,565,188	11.1	429	8,154,664,768	5.3	1,410	17,007,229,957	8.3
18	1,282	16,804,407,940	7.6	508	10,771,468,174	4.7	1,790	27,575,876,114	6.5
19	1,347	14,957,220,070	9.0	538	11,159,768,859	4.8	1,885	26,116,988,928	7.2
20-24	5,365	94,285,456,443	5.7	1,819	72,854,283,338	2.5	7,184	167,139,739,780	4.3
25-29	3,528	131,714,125,417	2.7	1,344	83,429,400,617	1.6	4,873	215,143,526,035	2.3
30-59	14,904	845,507,965,689	1.8	6,927	551,350,306,430	1.3	21,831	1396858272119	1.6
60-69	2,088	128,814,817,845	1.6	1,006	64,778,212,790	1.6	3,094	193,593,030,635	1.6
≥70	3,145	76,991,652,560	4.1	1,571	39,093,332,009	4.0	4,716	116,084,984,569	4.1

*Total includes other and/or unknowns

- The rate of nighttime fatal passenger vehicle crashes per 100 million miles traveled in 2001-02 was almost 6 times higher for male drivers ages 16-19 than for male drivers ages 30-59. The corresponding comparison for females yields 3 times the rate.⁴

Nighttime (9pm-6am) fatal passenger vehicle crash involvements per 100 million miles traveled by age and gender, April 2001 to March 2002

Age	Males			Females		
	Crash involvements	Miles	Rate	Crash involvements	Miles	Rate
16-19	1,753	6,868,242,230	25.5	558	5,288,492,858	10.6
20-29	4,387	34,863,762,486	12.6	1,021	16,250,031,866	6.3
30-59	4,659	100,198,843,583	4.6	1,499	42,841,189,821	3.5
60-69	334	8,575,497,349	3.9	97	3,894,479,517	2.5
≥70	243	3,451,274,299	7.0	73	1,370,058,296	5.3

WHEN TEENAGERS DIED

- Fifty-four percent of motor vehicle crash deaths among teenagers in 2004 occurred on Friday, Saturday, or Sunday.

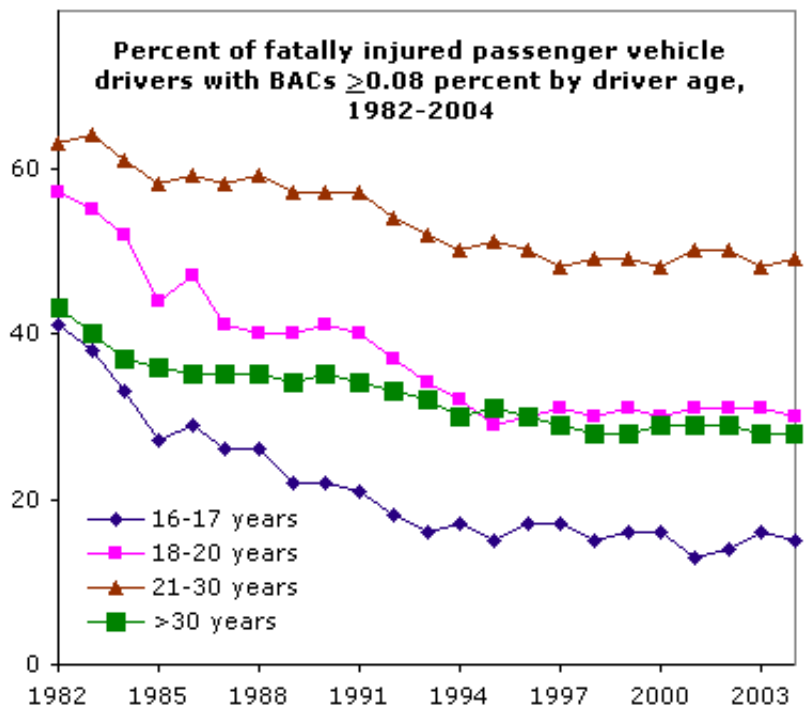
Day of week	Deaths	%
Sunday	992	18
Monday	689	12
Tuesday	590	11
Wednesday	657	12
Thursday	639	11
Friday	925	17
Saturday	1,117	20
Total*	5,610	100
*Total includes other and/or unknowns		

- Seventy-two percent of motor vehicle crash deaths among teenagers in 2004 occurred between 3 pm and midnight.

Time of day	Deaths	%
Midnight-3am	779	14
3am-6am	428	8
6am-9am	531	10
9am-noon	386	7
Noon-3pm	608	11
3pm-6pm	879	16
6pm-9pm	942	17
9pm-Midnight	1,004	18
Total*	5,610	100
*Total includes other and/or unknowns		

ALCOHOL INVOLVEMENT

- The estimated percentage of fatally injured passenger vehicle drivers ages 16-17 who had blood alcohol concentrations (BACs) at or above 0.08 percent in 2004 was 15 percent, down 63 percent since 1982. Most of this decline took place in the 1980s. This age group experienced the greatest decline in alcohol involvement, compared with a 47 percent decline for drivers ages 18-20, a 23 percent decline for drivers ages 21-30, and a 35 percent for drivers older than 30.



Estimated percent and number of fatally injured passenger vehicle drivers with BACs ≥ 0.08 percent by age group, 1982-2004

Year	Ages 16-17			Ages 18-20			Ages 21-30			Ages >30		
	Drivers killed	Estimated drivers killed with BAC ≥ 0.08		Drivers killed	Estimated drivers killed with BAC ≥ 0.08		Drivers killed	Estimated drivers killed with BAC ≥ 0.08		Drivers killed	Estimated drivers killed with BAC ≥ 0.08	
	Num	Num	%	Num	Num	%	Num	Num	%	Num	Num	%
1982	895	368	41	2,561	1,458	57	6,243	3,948	63	9,861	4,208	43
1983	899	345	38	2,427	1,336	55	6,053	3,859	64	9,844	3,943	40
1984	969	321	33	2,472	1,274	52	6,411	3,885	61	10,337	3,860	37
1985	935	250	27	2,292	1,009	44	6,262	3,659	58	10,441	3,713	36
1986	1,172	336	29	2,464	1,158	47	6,695	3,974	59	11,042	3,887	35
1987	1,192	311	26	2,438	1,004	41	6,802	3,975	58	11,579	4,016	35
1988	1,177	302	26	2,611	1,056	40	6,819	3,991	59	12,145	4,203	35
1989	1,060	234	22	2,476	991	40	6,475	3,675	57	12,401	4,272	34
1990	999	224	22	2,398	974	41	6,152	3,510	57	12,274	4,238	35
1991	902	193	21	2,119	852	40	5,623	3,183	57	11,801	3,993	34
1992	900	165	18	1,797	664	37	5,122	2,759	54	11,639	3,823	33
1993	935	152	16	1,870	643	34	5,065	2,658	52	12,038	3,851	32
1994	1,006	167	17	1,984	632	32	4,975	2,484	50	12,522	3,771	30
1995	1,015	150	15	1,968	575	29	5,081	2,585	51	13,246	4,155	31
1996	1,106	186	17	1,920	583	30	4,989	2,475	50	13,478	4,070	30
1997	1,090	180	17	1,944	593	31	4,772	2,272	48	13,773	4,001	29
1998	1,059	161	15	2,035	607	30	4,577	2,222	49	13,839	3,930	28
1999	1,092	172	16	2,169	677	31	4,653	2,260	49	13,870	3,866	28
2000	999	158	16	2,251	686	30	4,706	2,268	48	13,743	3,997	29
2001	993	132	13	2,254	691	31	4,735	2,358	50	13,790	4,005	29
2002	1,126	155	14	2,326	718	31	4,938	2,462	50	14,006	4,020	29
2003	994	159	16	2,266	699	31	4,852	2,308	48	13,957	3,930	28
2004	965	148	15	2,194	668	30	4,948	2,408	49	13,614	3,790	28

- Fatally injured female teenage drivers were less likely than male teenage drivers in 2004 to have high BACs. Among fatally injured passenger vehicle drivers ages 16-17, 18 percent of males and 10 percent of females in 2004 had BACs at or above 0.08 percent. Among fatally injured drivers ages 18-19, 33 percent of males and 15 percent of females had BACs at or above 0.08 percent.

Estimated percent and number of fatally injured passenger vehicle drivers with BACs\geq0.08 percent by gender and age, 2004									
Age	Male deaths			Female deaths			Total deaths*		
	Drivers killed	Estimated drivers killed with BAC\geq0.08		Drivers killed	Estimated drivers killed with BAC\geq0.08		Drivers killed	Estimated drivers killed with BAC\geq0.08	
	Num	Num	%	Num	Num	%	Num	Num	%
16-17	624	115	18	341	33	10	965	148	15
18-19	1,058	348	33	460	69	15	1,518	417	27
20	496	214	43	180	36	20	676	250	37
21-30	3,729	2,069	55	1,219	339	28	4,948	2,408	49
31-60	6,467	2,745	42	2,754	634	23	9,221	3,379	37
61-70	1,085	216	20	581	32	6	1,666	248	15
>70	1,781	134	8	946	29	3	2,727	163	6
All ages*	15,319	5,856	38	6,519	1,181	18	21,838	7,037	32

*Total includes other and/or unknowns

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