

Chapter 2



Young Drivers

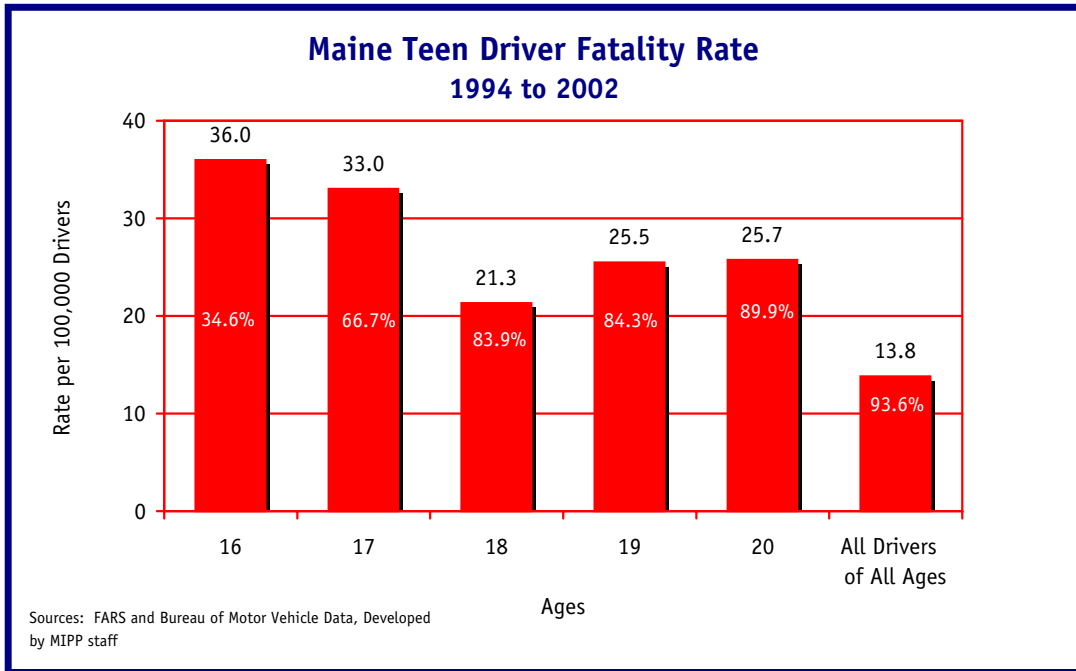
Young drivers, ages 16 to 24, account for a disproportionate number of crashes, injuries and fatalities in Maine. While young drivers represent 13% of all Maine drivers, they account for nearly 30% of drivers involved in crashes. During an average year, 1 in every 7 young drivers is involved in a motor vehicle crash. The injury rate for young drivers is 3 times higher than the injury rate for drivers over the age of 24. As can be seen from the charts, there is a direct link between the age of the driver and the risk of a crash or injury. The Maine Legislature passed a bill that established a 3-step graduated licensing system for new drivers under 21 years of age in 2003 to address the safety of young drivers.

Statewide

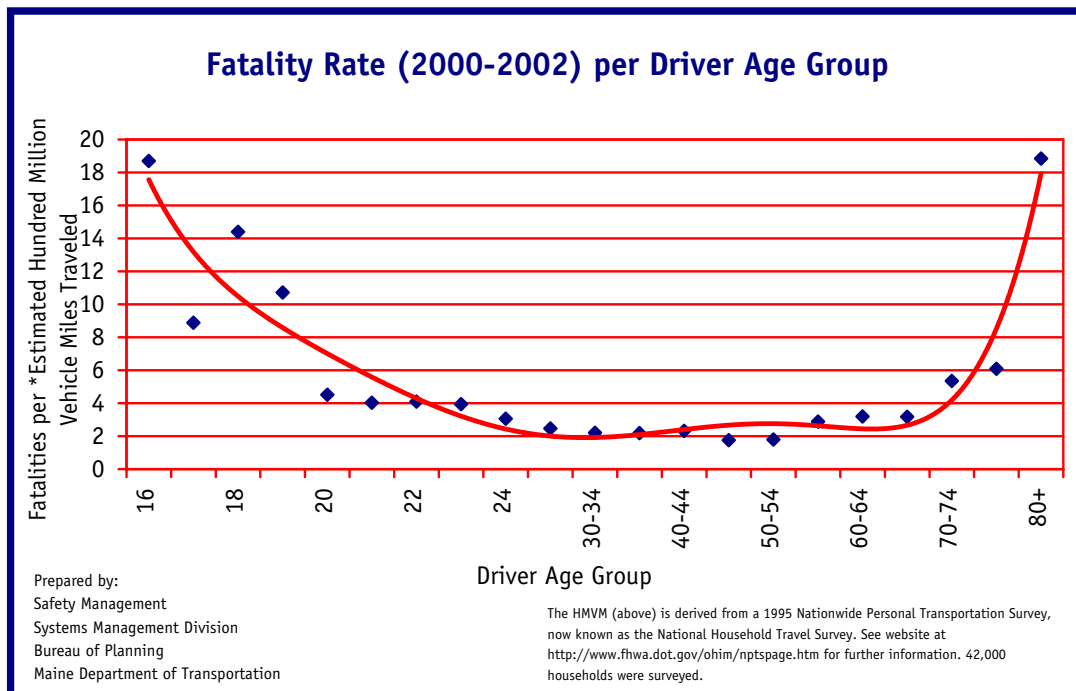
- Drivers, age 16 to 19, represent only 5% of licensed drivers, but 20% of those treated at hospitals for injuries from motor vehicle crashes.
- Sixteen-year-old drivers are 8 times more likely to be injured in a motor vehicle crash than drivers 25 years and older. Seventeen-year-old drivers are 5 times more likely to be injured.
- Eighty percent of crashes involving 16 and 17 year old drivers result from behavioral factors, such as speeding.
- In 2001, the average medical charges (excluding physician and long-term care costs) for a hospital stay that resulted from a motor vehicle crash were \$33,607 for injured young drivers, costing Maine insurers over \$28 million.
- Motor vehicle crashes are the leading cause of death for young people in Maine. In 2001, the fatality rate for motor vehicle occupants aged 16 to 24 was 15.37 per 100,000 population vs. 13.29 for the United States.
- Twenty percent of young driver fatalities are alcohol-related. That percentage is the same for drivers aged 16 through 20, who are underaged.
- Teen fatality rates (on a fatalities per estimated total miles traveled basis) are high during the hours of midnight to 3 AM.

Nationwide

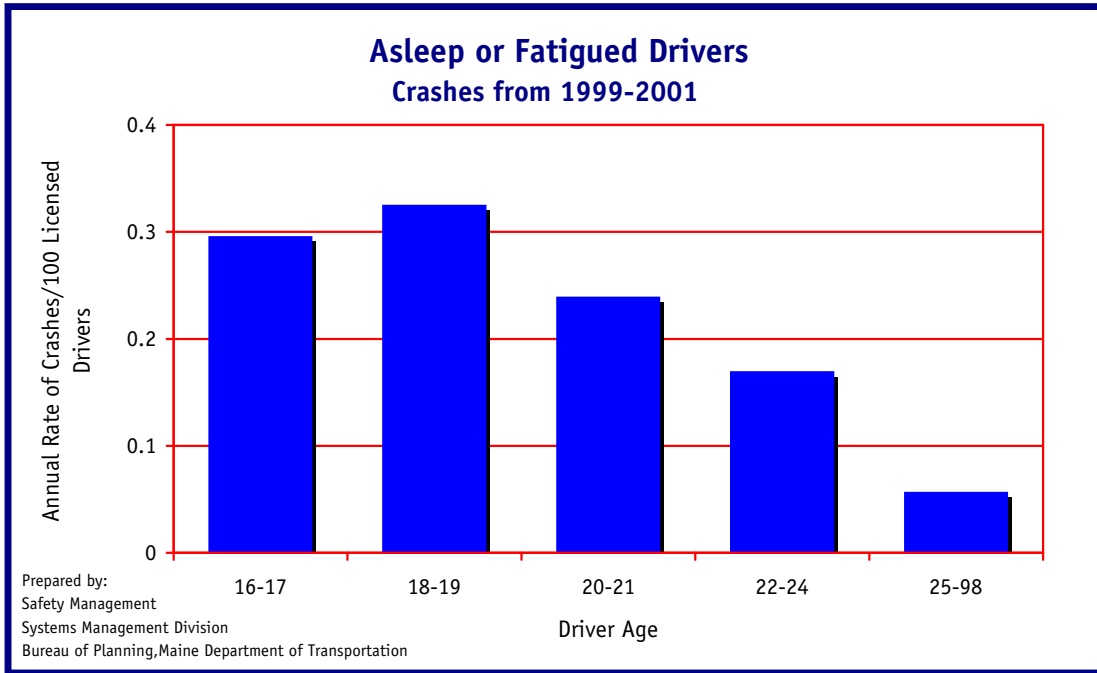
- In 2001, 8,134 15 to 20 year old drivers were involved in fatal crashes.
- Motor vehicle crashes are the leading cause of death for young people in the United States. In 2001, the fatality rate for motor vehicle occupants aged 16 to 24 was 13.29 per 100,000 population.
- In 2001, 25% of young drivers who were killed in crashes were intoxicated.



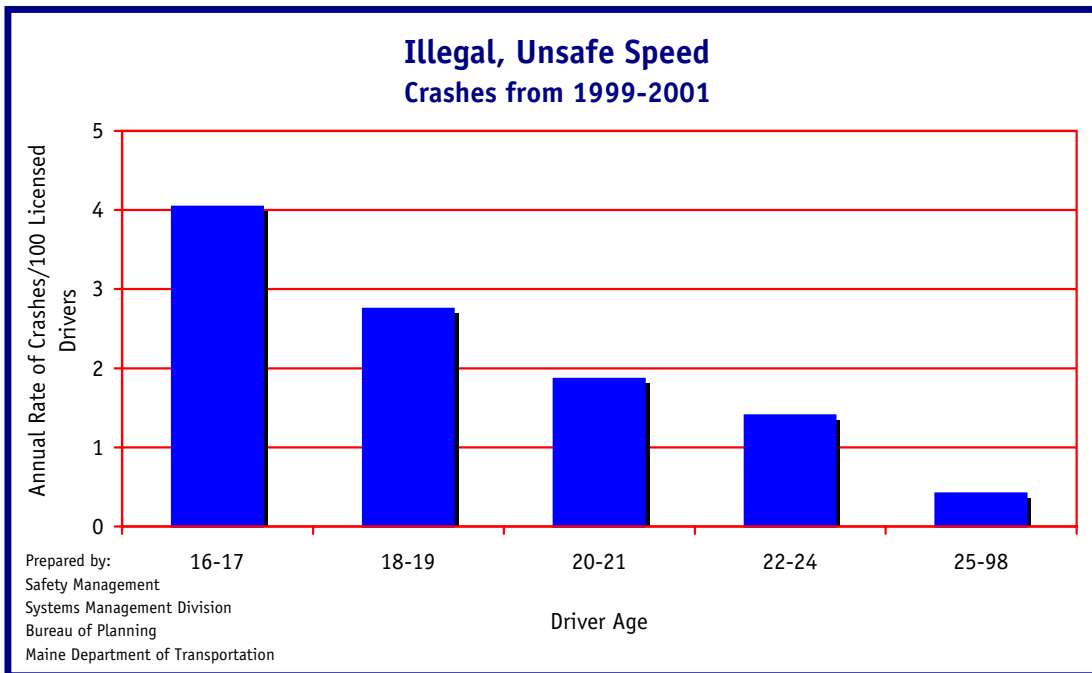
The black numbers are the rate of fatalities per 100,000 licensed drivers for each age (excludes permit holders and unlicensed drivers). The white numbers are the percentage of licensed drivers for each age. Licensed drivers age 16 to 20 are twice as likely to die from a fatal crash when compared to drivers of all ages.



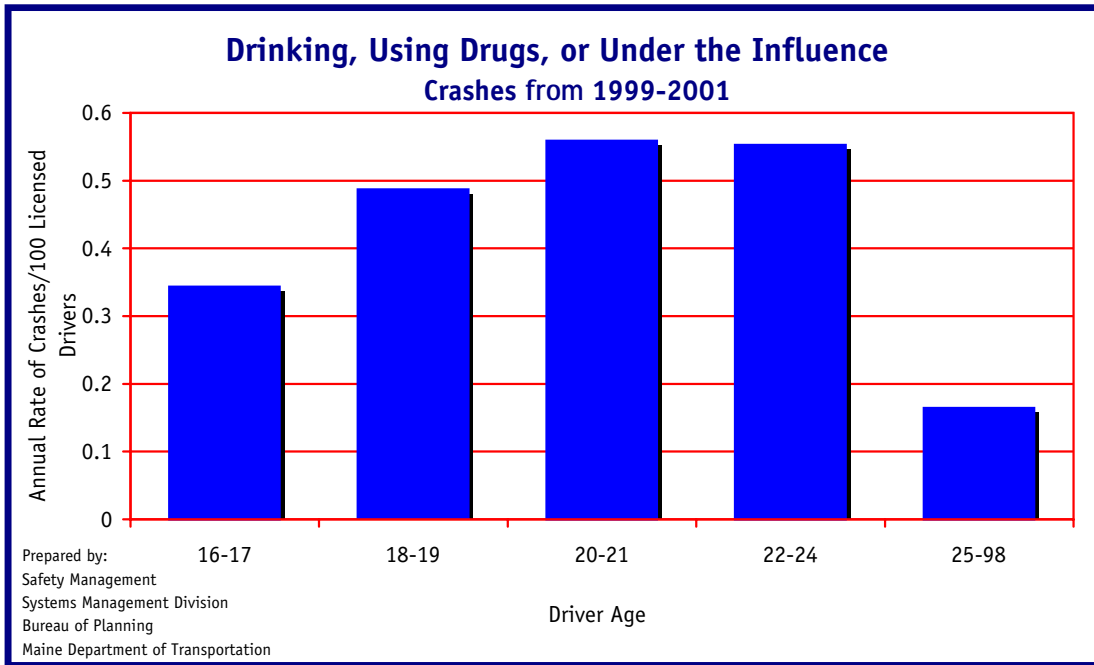
Fatality rates are much higher for drivers aged 16 to 19 years old and those over 75.



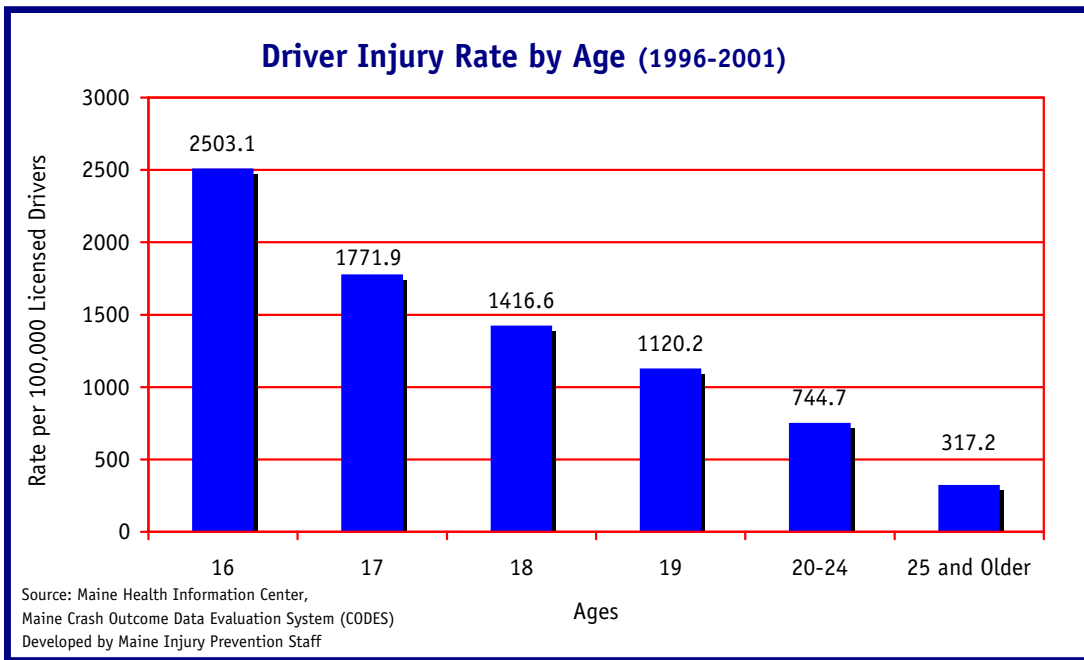
Drivers age 16 to 24 are 4 times more likely than drivers over 25 to experience a motor vehicle crash due to falling asleep or being fatigued.



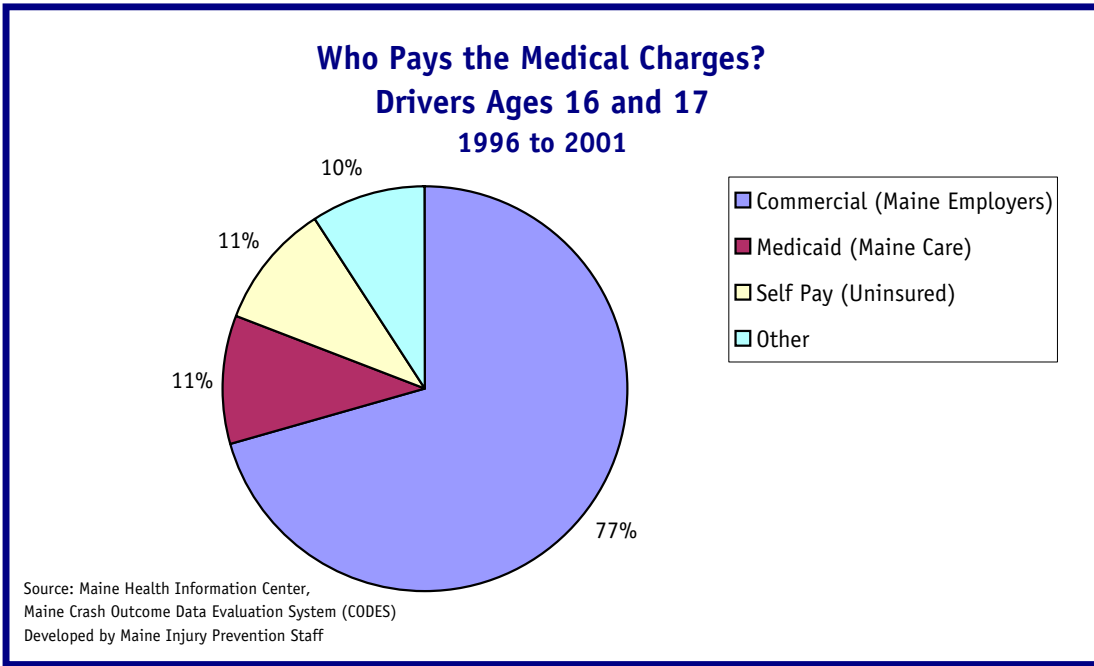
Drivers age 16 to 24 are 5 times more likely than drivers over 25 to be in a crash where excessive speed is a contributing factor.



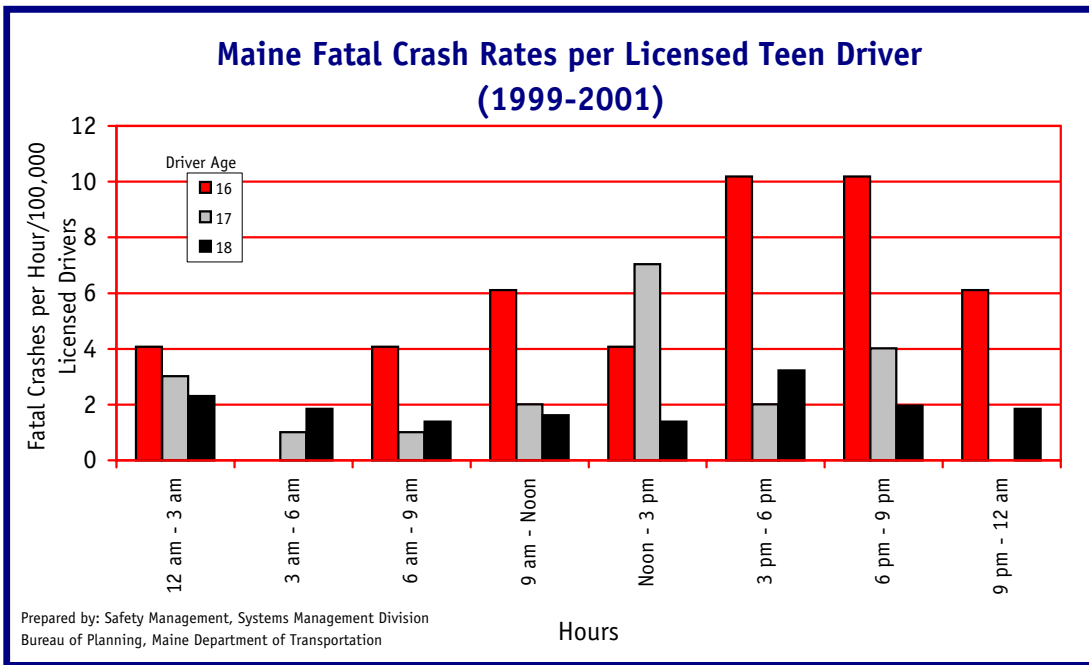
Drivers age 16 to 24 are 3 times more likely than drivers over 25 to be involved in crashes due to drinking or using drugs.



The Maine CODES project links police crash reports with EMS, hospital inpatient and death certificate data to conduct in-depth analysis of motor vehicle crashes. Using 6 years of linked data the project found that 16-19 year olds represented 5 percent of licensed drivers but 20 percent of the drivers treated at hospitals for injuries resulting from motor vehicle crashes. Eighty percent of the motor vehicle crash injuries for 16 or 17 year old Maine drivers result from behavioral factors.



For Maine drivers age 16 and 17, the average inpatient hospital charge was \$33,607; the average hospital emergency department charge was \$631. Injured passengers riding with Maine drivers age 16 and 17, added an additional 35 percent to the hospital costs from their crashes.



Young drivers are more likely to be involved in a fatal crash in the late afternoon and evening.

Chapter 3



Elderly Drivers

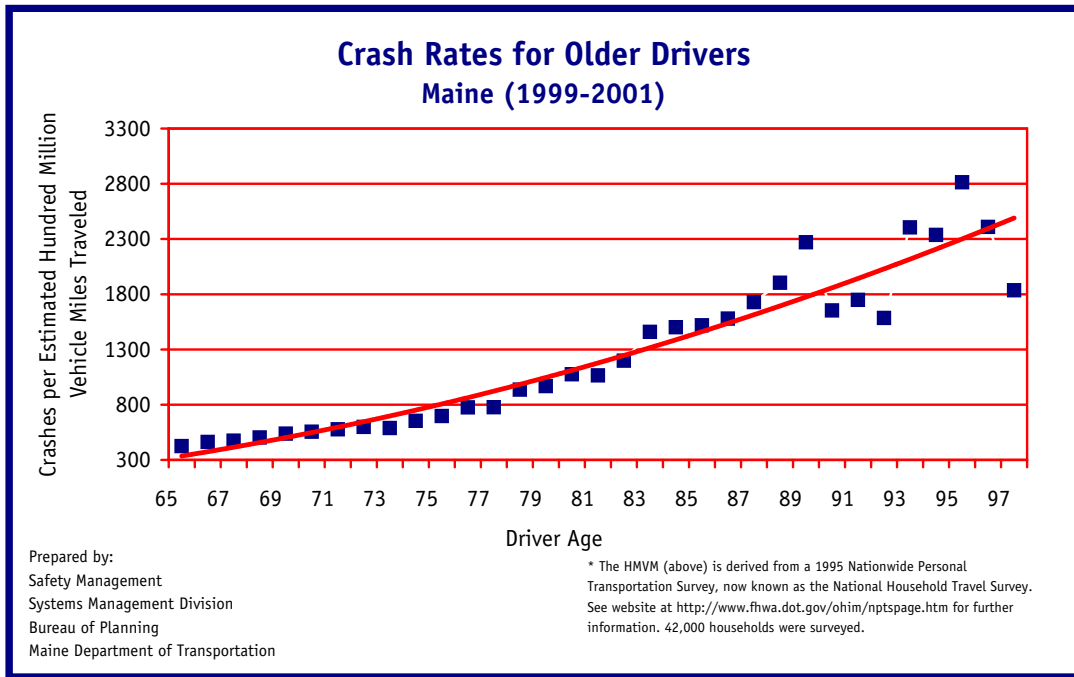
Maine's elderly population, and thus its elderly driving population, is growing steadily. They tend to drive fewer miles than other age groups, but were involved in 23% of all Maine fatalities in 2002.

Statewide

- Elderly drivers are classified in this document as drivers over the age of 65. Elderly drivers drive progressively fewer miles per year as they age (See table). However, Maine crash data indicates older drivers are more prone to crashes (See charts). Some older drivers may have poor eyesight, longer reaction time, or other physical impediments. Elderly people may sustain more serious injury in crashes due to physical frailty.
- The number of elderly drivers involved in fatal crashes has remained fairly constant between 1994 and 2002. Elderly drivers (over age 65) represent 16% of all drivers involved in fatal crashes but account for 23% of all fatalities. Compared to other age groups, a larger number of elderly people are killed in car crashes.
- Elderly drivers are more prone to be involved in certain crash types, such as Intersection Crashes, Not Paying Attention or Being Distracted, Failing to Yield the Right of Way, Disregarding Traffic Control Device and Making a Left Turn.

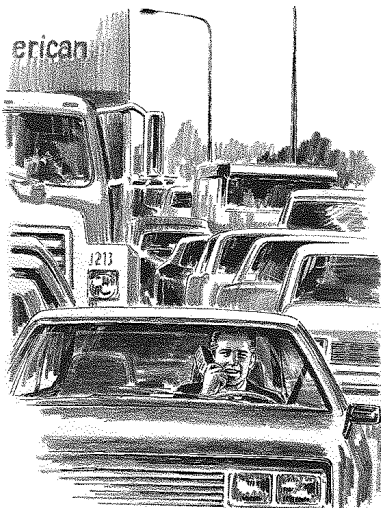
Comparison with National Trends

- National trends indicate the number of elderly people driving continues to increase. They account for 13% of all fatalities. In 2001, most fatal crashes involving older drivers occurred during daylight hours (82%), on weekdays (71%), and involved other vehicles (73%).



There is a significant crash rate increase for older drivers.

Nationwide Estimated Annual Vehicle Miles* by Age Group



Driver Age Group	Estimated Annual Mileage Driven
16-19	6,652
20-24	10,397
25-29	13,598
30-34	15,452
35-39	14,509
40-44	13,677
45-49	13,640
50-54	12,434
55-59	10,126
60-64	9,671
65-69	8,437
70-74	6,783
75-79	5,021
80+	2,581

Average estimated annual mileage is highest for those of working age. Mileage decreases significantly for those aged 65 and older.

* Above information is from a 1995 *Nationwide Personal Transportation Survey*, now known as the National Household Travel Survey. See website at <http://www.fhwa.dot.gov/ohim/nptspage.htm> for further information. 42,000 households were surveyed.

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