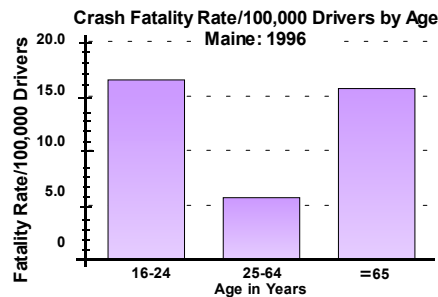


MOTOR VEHICLE CRASHES INVOLVING OLDER DRIVERS

Data are from the
CRASH OUTCOME DATA EVALUATION SYSTEM (CODES): 1996

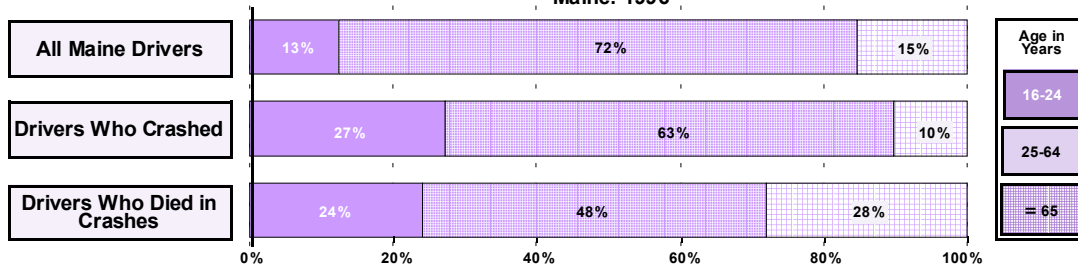
➔ In 1996, 14% of Maine's population was represented by residents age 65 years old and older. More than ¾ of those older residents, 134,100 people, were licensed to drive motor vehicles.

➔ Although the overall crash rate for older drivers was less than 1/3 the rate of young drivers, older drivers had a high crash fatality rate – 16 deaths for every 100,000 drivers. This fatality rate was similar to that of young drivers, 16 – 24 years old. Drivers 25 – 64 years old, had a crash fatality rate substantially lower than that of both younger and older drivers (6 deaths/100,000 drivers).



➔ More than 54,750 Maine drivers were involved in crashes in 1996. Ten percent of those drivers (5,570) were older drivers; however, older drivers accounted for 28% of the drivers who died in crashes.

All Drivers, Drivers Who Crashed, and Drivers Who Died in Crashes by Age Maine: 1996



- ➔ For older drivers, the risk of hospitalization or death as the result of a crash increased by 3.5% for every year increase in age.
- ➔ Although men were more likely than women to be driving in crashes involving older drivers, older women drivers were more likely to be hospitalized or die as a result of a crash.
- ➔ Eighty five percent of older drivers who were involved in crashes were wearing seatbelts. Those drivers who were not wearing seatbelts when they crashed were 77% more likely to be hospitalized or die than older drivers who were wearing seatbelts when they crashed.
- ➔ Nearly 70% of crashes involving older drivers occurred in urban areas.
- ➔ More than 60% of the hospitalizations or deaths of older drivers resulted from crashes in rural areas.

Notes: CODES is a data network comprised of information obtained from police traffic accident reports, hospital inpatient discharges, ambulance reports, and death certificates. The Office of Data, Research, and Vital Statistics, Emergency Medical Services, the Bureau of Highway Safety, the Department of Transportation, and the Maine Health Information Center (which was responsible for the linked data set and analysis appearing in this Fact Sheet) cooperated in this effort. The CODES linkage project was funded by the National Highway Traffic Safety Administration. Maine licensed drivers of passenger cars, vans, and light trucks, involved in crashes on Maine highways, were the subject of this analysis.

For further data on this topic, please contact:
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Kevin W. Concannon
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