

AGE 2002

Elderly:

People 70 years and older represented over 9.2% of the population in 2002. By 2030, elderly people are expected to represent 20% of the population. (*IIHS*)

Proportionally, fewer elderly people are licensed to drive, compared with those ages 20 to 64, and they drive fewer miles per licensed driver. (*IIHS*)

Older drivers made up 10% of all drivers in 1998. (*NHTSA*)

People 70 years and older represented 12% of motor vehicle deaths in 1998. (*IIHS*)

In 2002, 159,000 people 65 years and older died in motor vehicle crashes. (*IIHS*)

Twelve percent of elderly deaths in 2002 motor vehicle crashes were passenger vehicle occupants, and 17% were pedestrians. (*IIHS*)

Most traffic fatalities involving older drivers in 2002 occurred during the daytime(81%), on weekdays (71%), and involved another vehicle (76%). (*NHTSA*)

About half of fatal crashes involving drivers 80 years and older occur at intersections and involve more than one vehicle. This compares with 24% among drivers up to age 50. (*IIHS*)

Teenagers:

In 2002, 8,278 young drivers (15 to 20 years old) were involved in fatal crashes. (*NHTSA*)

In 2002, 6,322 drivers 15 to 20 years old were killed, and over 500,000 were injured, in motor vehicle crashes. (*NHTSA*)

In 2002, 14% of all the drivers involved in fatal crashes were young drivers 15 to 20 years old, and 16% of all the drivers involved in police-reported crashes were young drivers. (*NHTSA*)

Teenagers accounted for 16% of the US population in 2002 and 14% of motor vehicle deaths. They represented 16% of passenger vehicle deaths in 2002, 7% of pedestrian deaths, 5% of motorcycle deaths, and 13% of bicycle deaths. (*IIHS*)

In 2002, the estimated economic cost of police-reported crashes inv

between 15 and 20 years old was \$40.8 billion. (*NHTSA*)

Sixty-one percent of teenage passenger deaths in 2002 occurred in crashes in which another teenager was driving. (*IIHS*)

Fifty-three percent of teenage motor vehicle deaths in 2002 occurred on Friday, Saturday, and Sunday. (*IIHS*)

Forty-one percent of teenage motor vehicle deaths in 2002 occurred between 9 p.m. and 6 a.m. (*IIHS*)

Among drivers who are not legally permitted to buy alcohol (16-20 years old), 25% of fatally injured drivers in 2002 had blood alcohol concentrations at or above 0.08 percent. (*IIHS*)

Among teenage drivers (16-19 years old), 25% of fatally injured male drivers and 12% of fatally injured female drivers in 1998 had blood alcohol concentrations at or above 0.08 percent. (*IIHS*)

Male teenage drivers with blood alcohol concentrations in the 0.05-0.10 percent range are 18 times more likely than sober teenagers to be killed in single-vehicle crashes. The corresponding comparison for females is 54 times more likely. (*IIHS*)

GENDER

More men than women die each year in motor vehicle crashes. (*IIHS*)

Men typically drive more miles than women and engage more often in risky driving practices including not using a safety belt, driving while impaired by alcohol, and speeding. (*IIHS*)

Almost one-third of all motor vehicle deaths in 2002 were females. They accounted for 30% of driver deaths, 47% of passenger deaths, 30% of pedestrian deaths, 10% of bicyclist deaths, and 9% of motorcyclist deaths. (*IIHS*)