



INSURANCE INSTITUTE
FOR HIGHWAY SAFETY

HIGHWAY LOSS
DATA INSTITUTE

NTSB Safety, Mobility, and Aging Drivers Forum

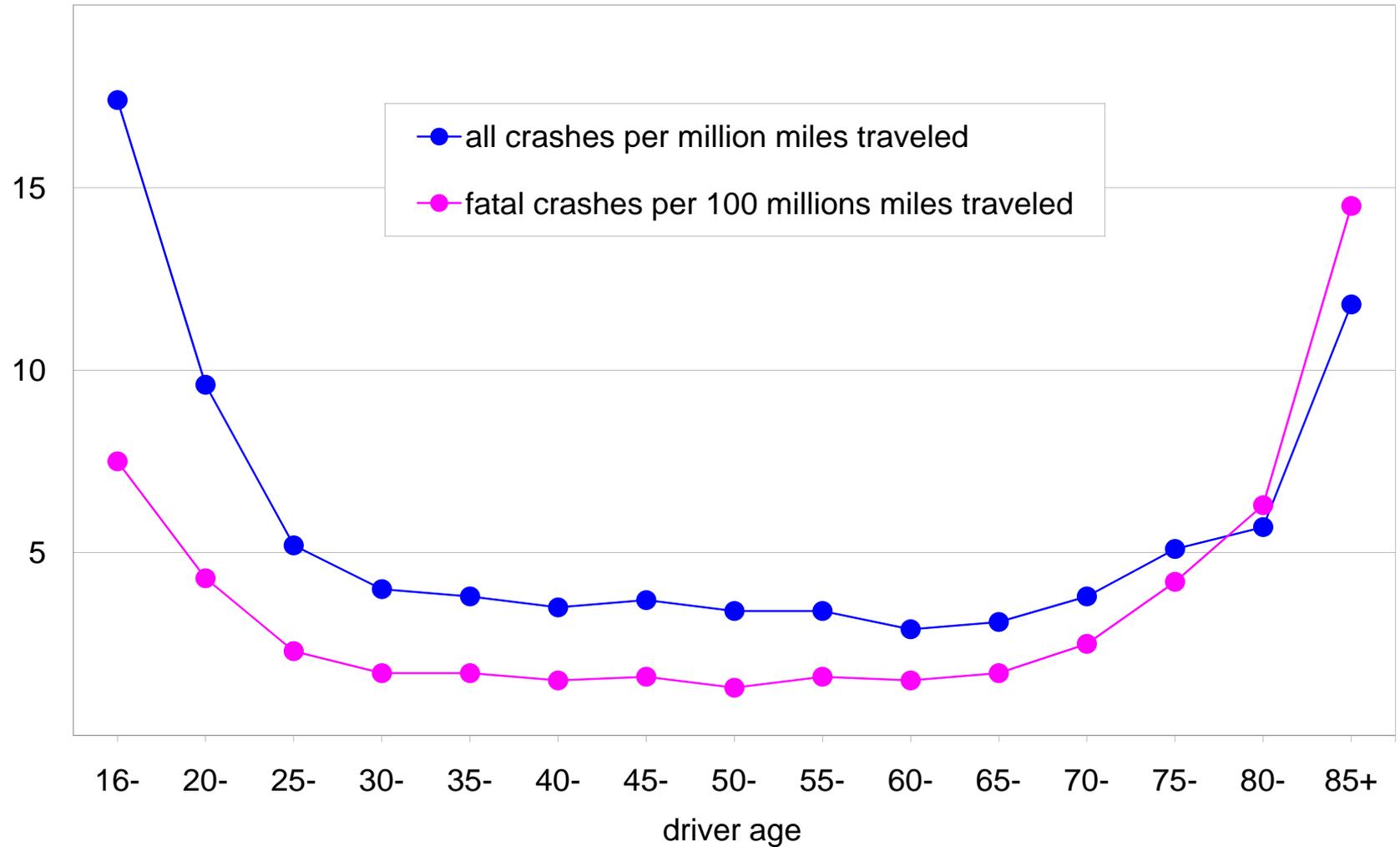
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Anne Taylor McCartt

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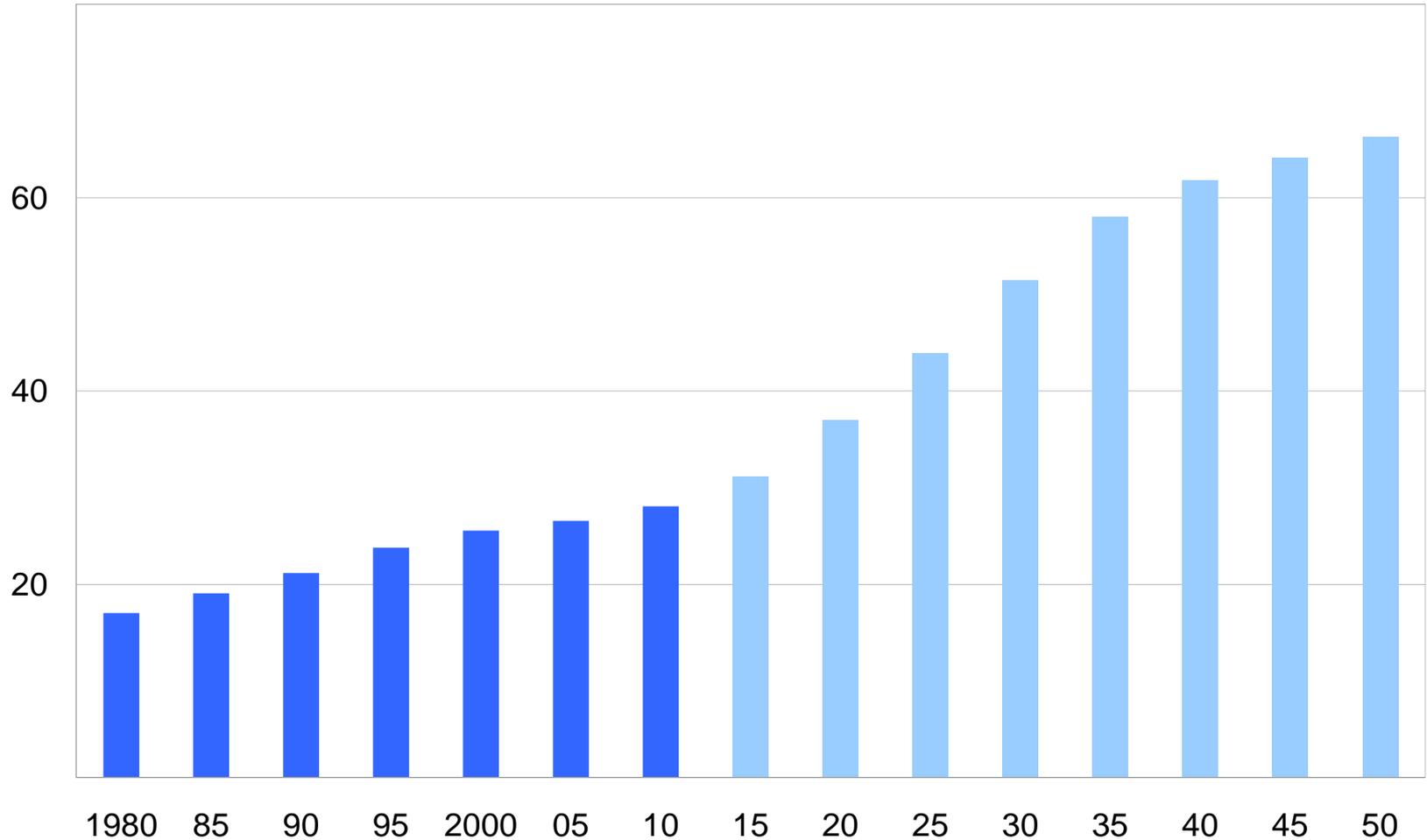
Number of crashes per mile traveled

By driver age, 2001-02



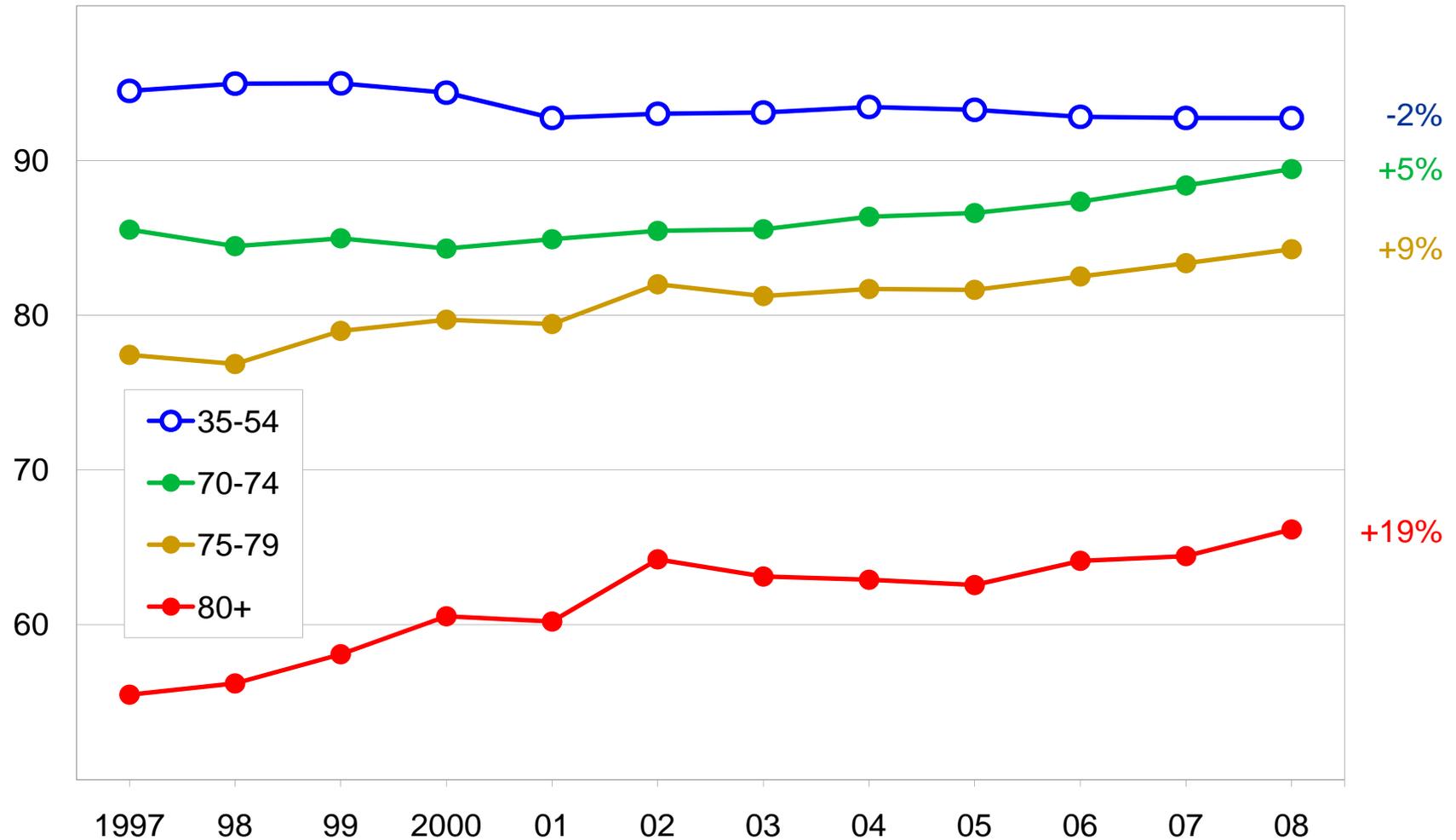
Projected population of people 70 and older

In millions, 1980-2050



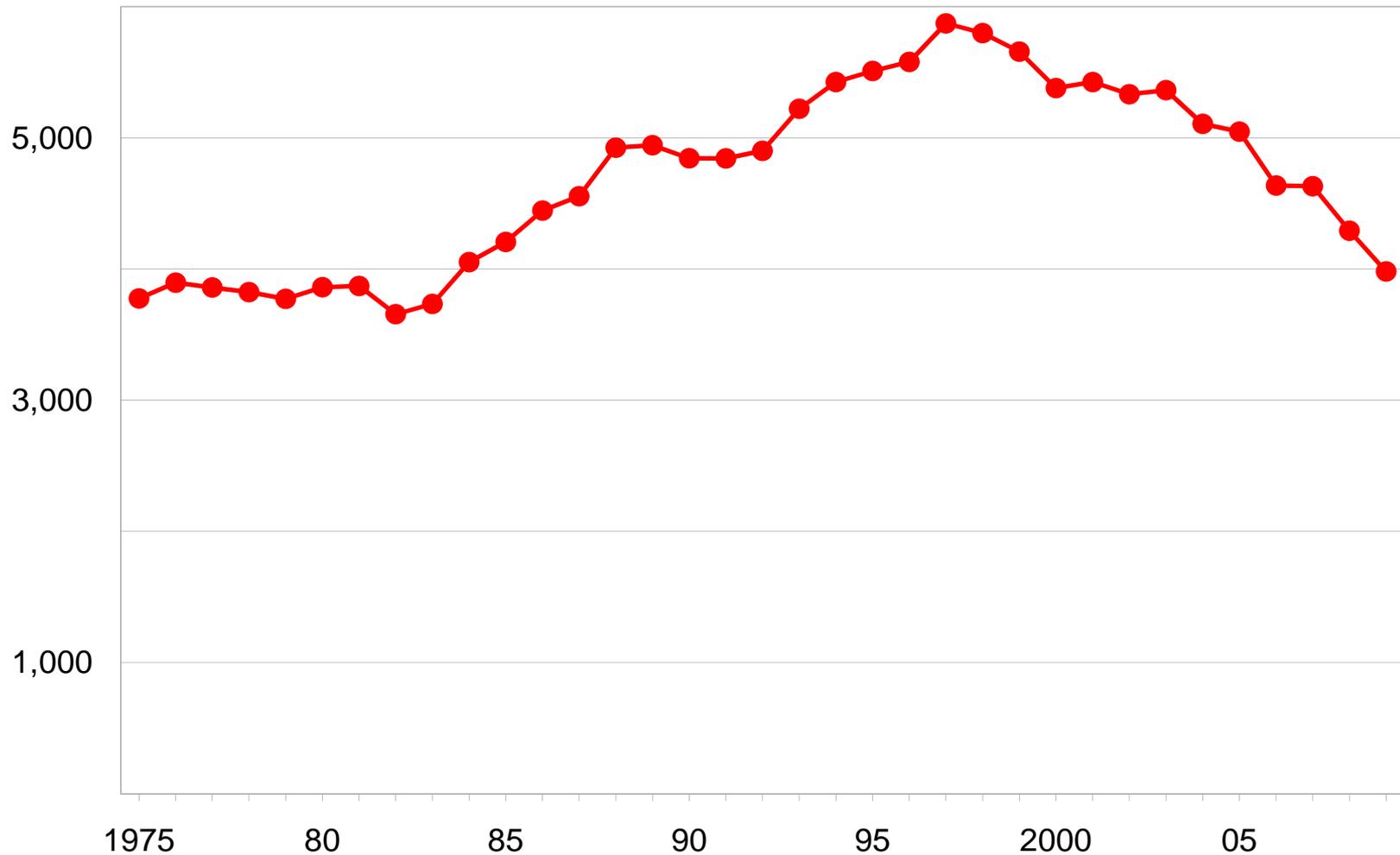
Percent of population with licenses

By age, 1997-2008



Crash deaths of people 70 and older

1975-2009

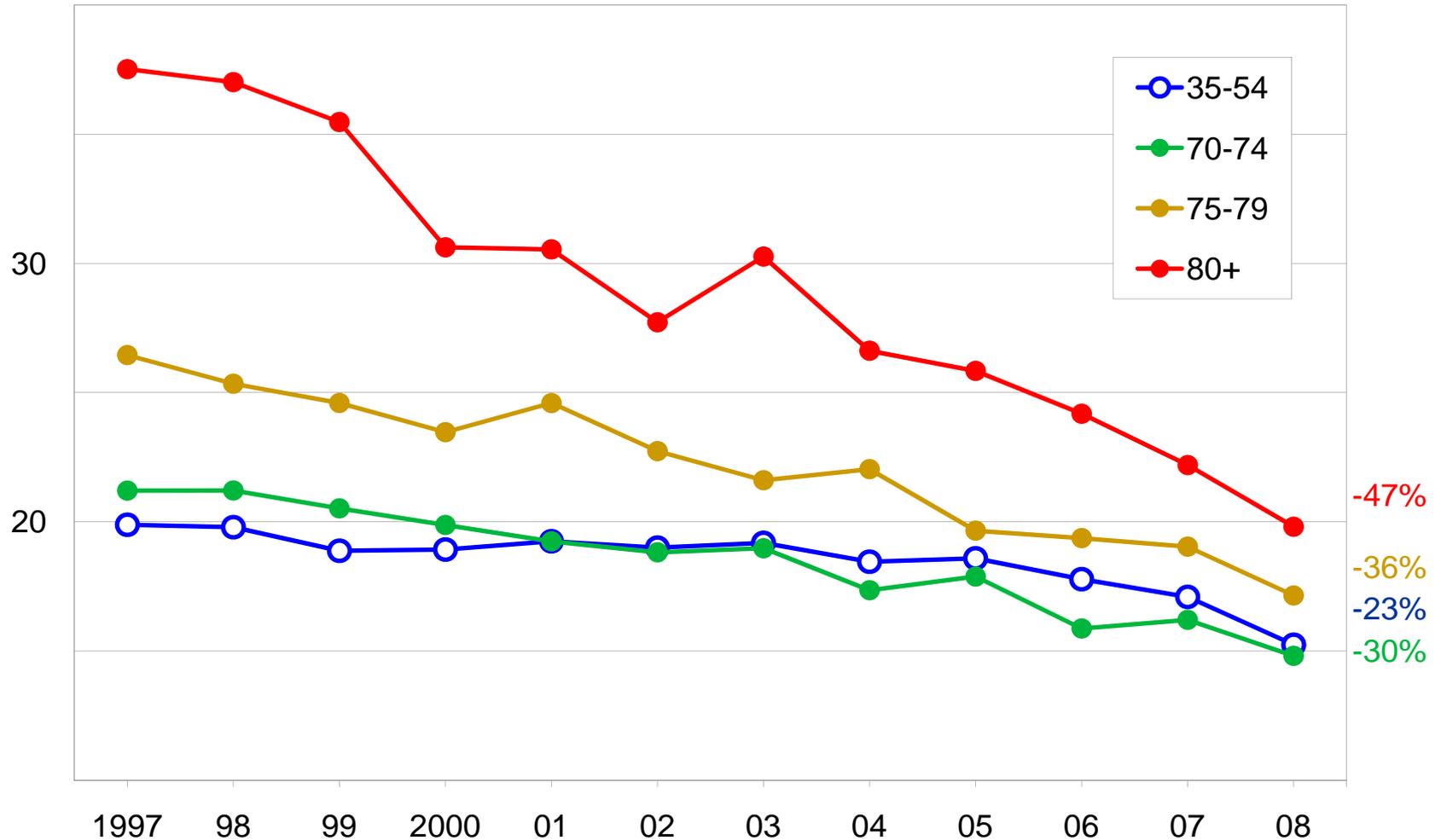


Fatal crashes of drivers 70 and older, 2009

- Almost all older drivers were in passenger vehicles
 - 94 percent of drivers 70 and older vs. 74 percent of drivers 35-54
- Most deaths were the older drivers and their older passengers
 - 61 percent older drivers
 - 13 percent older passengers of older drivers
 - 3 percent passengers younger than 70 riding with older drivers
 - 22 percent occupants of other vehicles, pedestrians, motorcyclists, and bicyclists

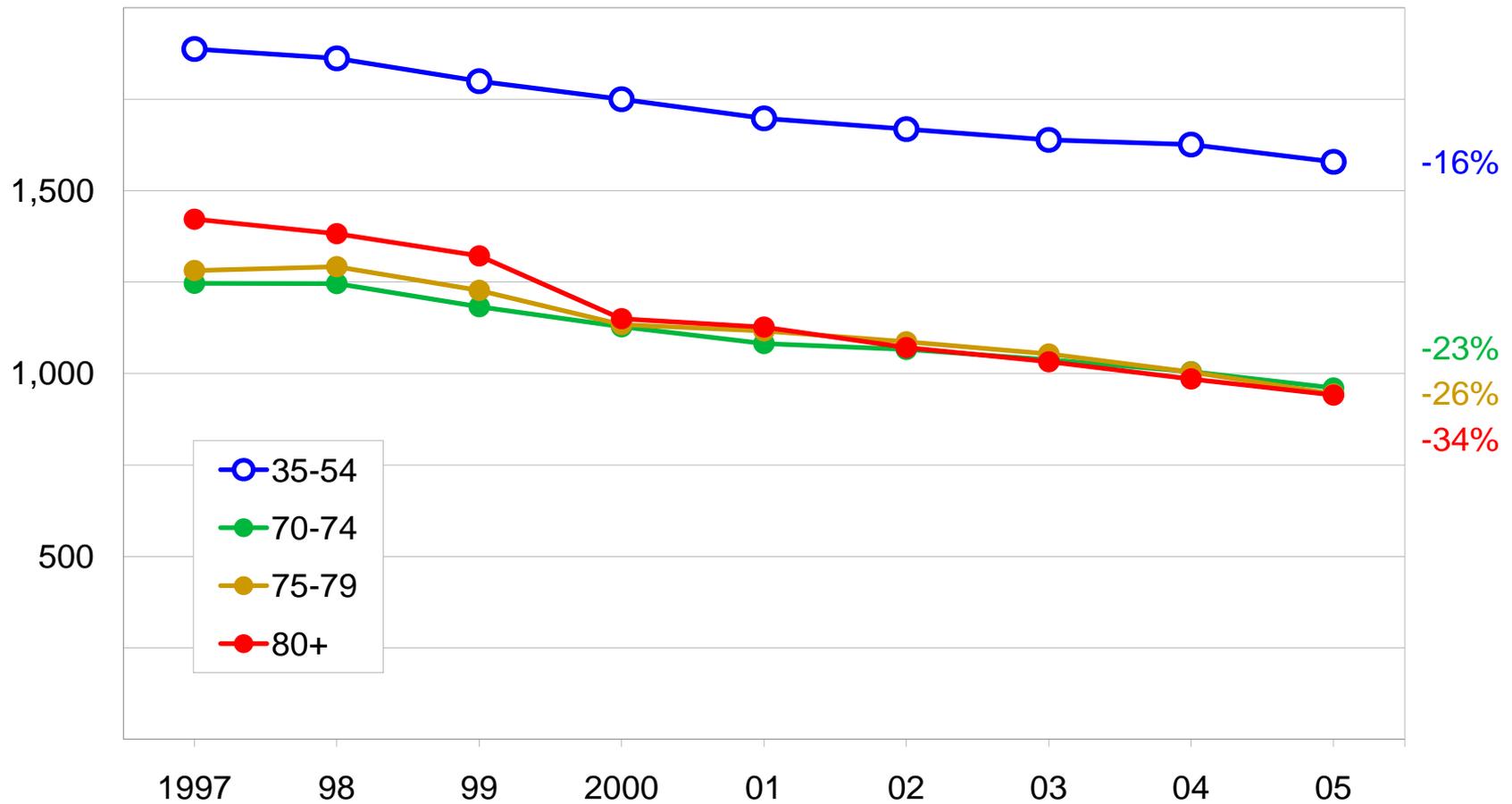
Fatal crashes per 100,000 licensed drivers

Passenger vehicle drivers, by driver age, 1997-2008



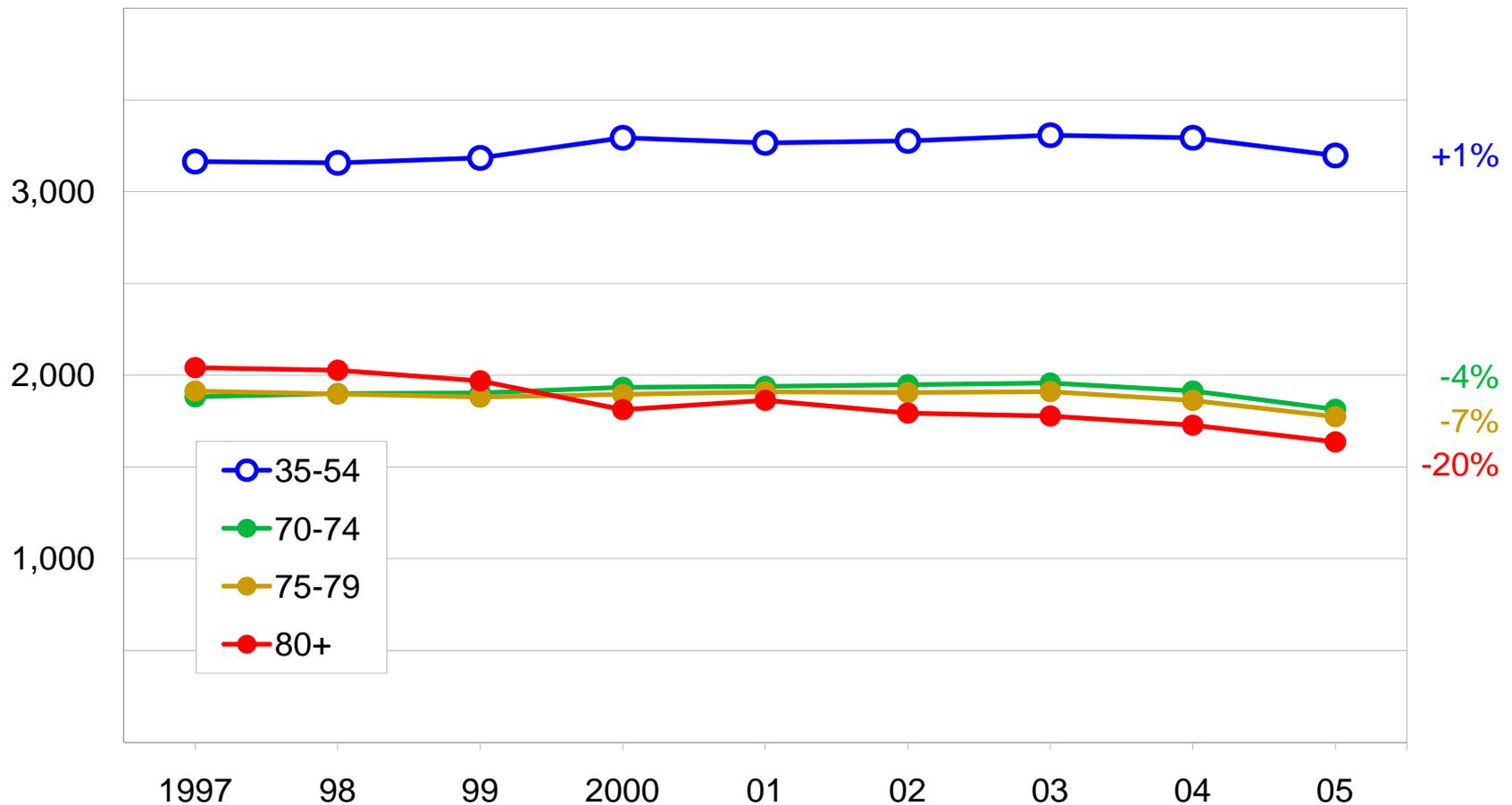
Non-fatal injury crashes per 100,000 licensed drivers

13 states, passenger vehicle drivers, by driver age, 1997-2005



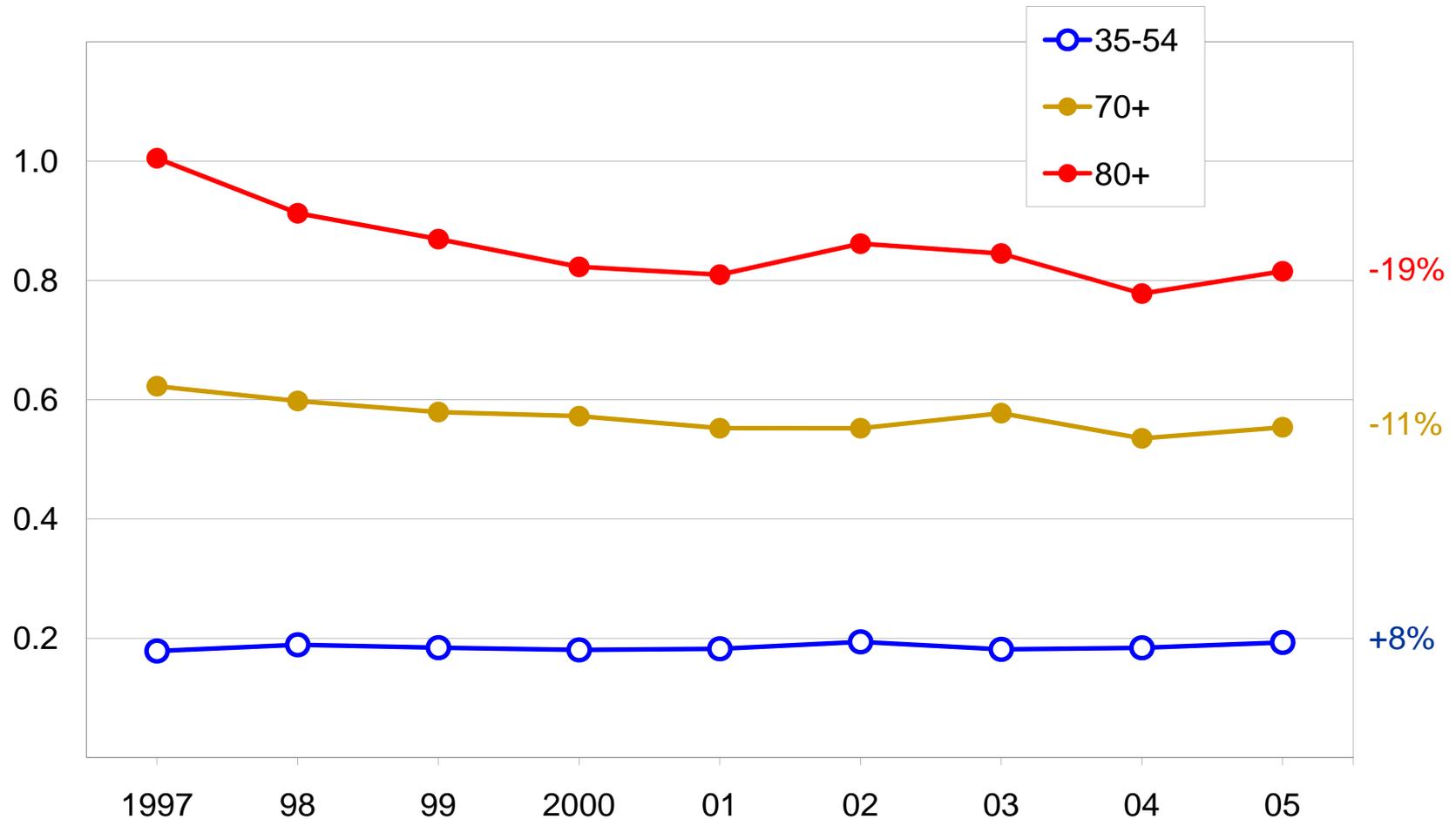
Property damage-only crashes per 100,000 licensed drivers

13 states, passenger vehicle drivers, by driver age, 1997-2005



Fatally injured drivers as percent of all crash-involved drivers

13 states, passenger vehicle drivers, by driver age, 1997-2005



Possible factors in lower crash risk and improved survivability

- Improved health and physical condition of older drivers
- Improved EMS system and post-crash medical treatment
- Increase in average miles driven among older drivers and possibly changing patterns of travel
 - Low-mileage bias
- Increased self-regulation by older drivers – voluntarily or in response to license restrictions

Important limitations in national data to study older driver crash risk

- Annual national sample of police-reported crashes of all severities (NHTSA's NASS GES) is too small to support detailed analyses by older age groups
- Older driver licensing data from FHWA, collected from the states, may overestimate older licensed drivers and this may vary by state
- National data on travel patterns (FHWA's National Household Travel Survey) is conducted only every few years
 - 2008-09 survey conducted during gas price hike and economic downturn
 - Sample weighting not complete



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Dedicated to reducing deaths, injuries,
and property damage on the highway

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