Older Drivers

- Fact Sheet
- Crash Trees
- Possible Safety Strategy

Older Drivers Fact Sheet

How Significant is the Issue?
On Iowa roadways, there were 1,717 severe injuries between 2007 and 2011 in which the crash involved a driver 65 years of age or older. This is an average of 344 severe injuries per year and involved nearly 16% of all severe injuries during the five year period.

What are the Contributing Factors?

The Driver

66% of severe injuries occurred with an older driver that was identified as male.

52% of severe injuries occurred when the older driver was between the ages of 65-74.

Age Group	Male	Female	Total
65 - 74	36%	16%	52%
75 - 84	23%	12%	35%
>85	7%	6%	13%
Total	66%	34%	100%

Road and Area Type

Older driver related severe injuries were primarily on rural roads (54%).

Combining rural and urban roadways, severe injuries are mostly on the state jurisdictions (55%).

Jurisdiction	Rural	Urban	Total
State	33%	22%	55%
County	21%	2%	23%
City	-	22%	22%
Total	54%	46%	100%

The most common facility type for severe injuries include two-lane roadways (state & city) and paved county roads.

Jurisdiction	Facility Type	Rural	Urban	Total
State	Freeway	11%	9%	20%
	Expressway	12%	7%	19%
	Multi-Lane	0%	16%	16%
	Two-Lane	38%	7%	45%
County	Paved	64%	5%	69%
	Unpaved	19%	<1%	19%
	Other	11%	1%	12%
City	Multi-Lane Undivided	-	13%	13%
	Two-Lane	-	75%	75%
	Other	-	12%	12%

Manner of Crash/Collision Impact

29% of older driver related severe injuries involved a broadside collision.

Crash Type	Percent	Crash Type	Percent
Broadside	29%	Rear-end	14%
Non-collision	27%	Head-on	11%

Contributing Circumstance

Failure to yield right of way was reported in 17% of severe injuries, followed by lost control with 10% and ran traffic signal/STOP sign with 6%.

County

The top five counties represent 28% of older driver related severe injuries in Iowa.

Top Counties	Percent	Top Counties	Percent
Polk	10%	Black Hawk	4%
Scott	6%	Woodbury	4%
Linn	4%		

Time

Most older driver related severe injuries occurred between noon – 3:59 PM (36%), but were evenly distributed by day-of-week.

Time of Day	M	Tu	W	Th	F	Sa	Su	Total
Midnight to 3:59 AM	0%	0%	0%	0%	0%	1%	1%	2%
4:00 AM to 7:59 AM	1%	1%	1%	1%	1%	1%	0%	6%
8:00 AM to 11:59 AM	6%	5%	5%	4%	3%	3%	2%	28%
Noon to 3:59 PM	5%	6%	6%	5%	6%	5%	3%	36%
4:00 PM to 7:59 PM	3%	3%	3%	5%	4%	2%	2%	22%
8:00 PM to Midnight	0%	1%	1%	1%	1%	1%	1%	6%
Total	15%	16%	16%	16%	15%	13%	9%	100%

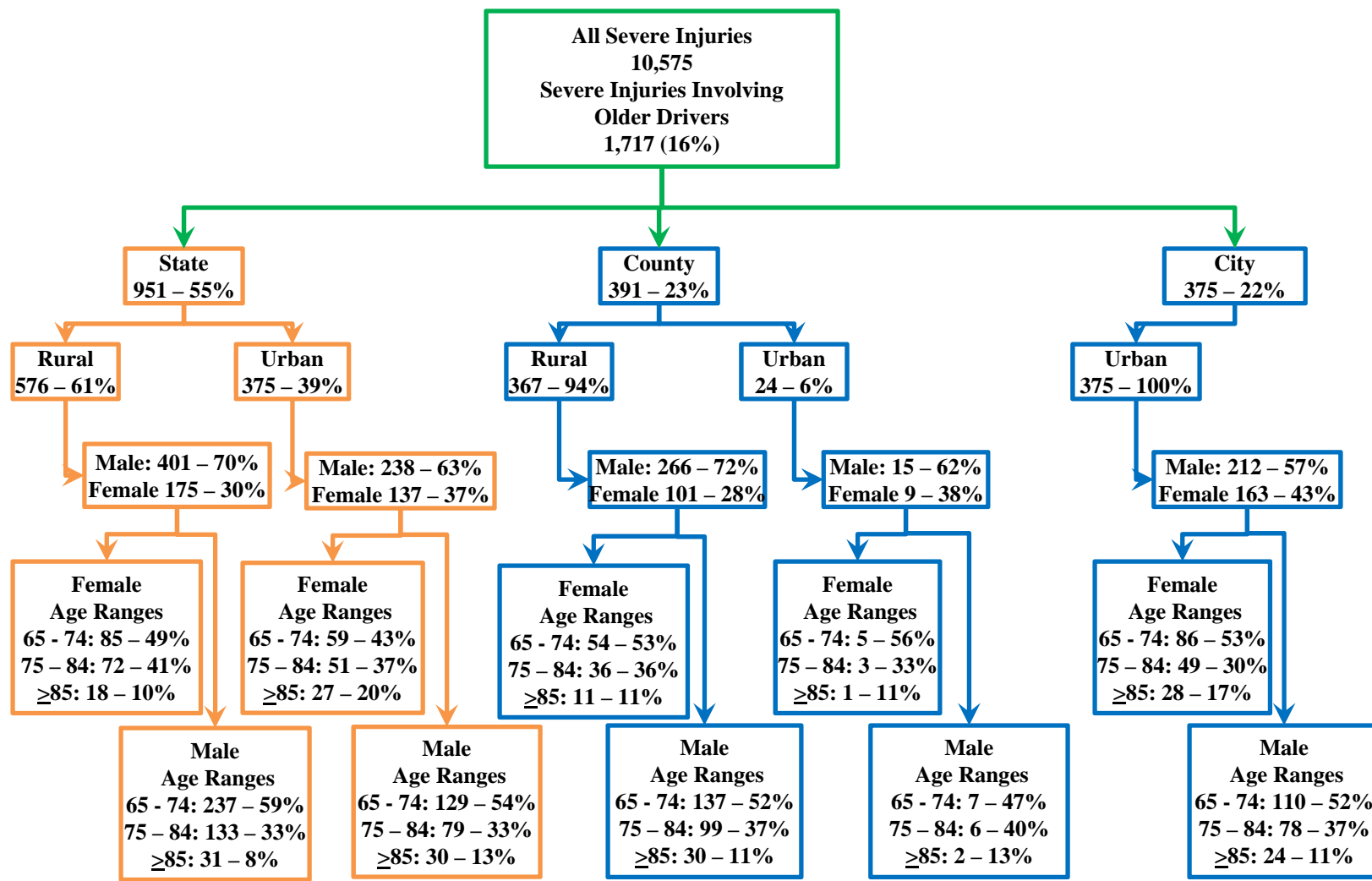## Older Drivers – By System

Source: Iowa Crash Records System, 2007-2011
-- Severe injuries include fatalities and major injuries

What the Crash Data Tells Us:

- Over half of severe older driver related injuries occurred on the State system.

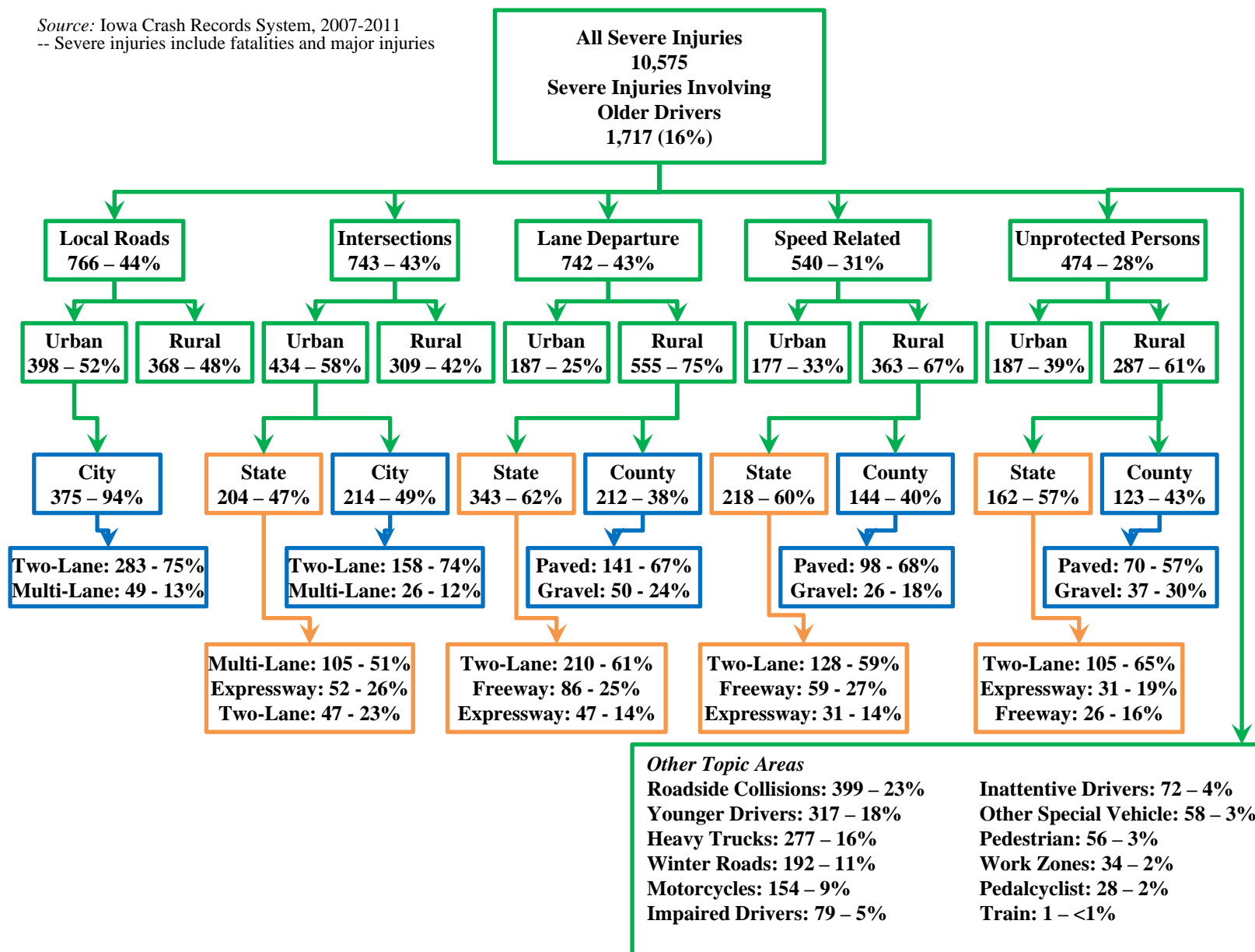- 55% of older driver related severe injuries are in rural areas.

All Severe Injuries
10,575
Severe Injuries Involving Older Drivers
1,717 (16%)

State
951 – 55%

County
391 – 23%

City
375 – 22%

Rural
576 – 61%

Urban
375 – 39%

Rural
367 – 94%

Urban
24 – 6%

Urban
375 – 100%

Male: 401 – 70%
Female 175 – 30%

Male: 238 – 63%
Female 137 – 37%

Male: 266 – 72%
Female 101 – 28%

Male: 15 – 62%
Female 9 – 38%

Male: 212 – 57%
Female 163 – 43%

Female Age Ranges
65 - 74: 85 – 49%
75 – 84: 72 – 41%
>85: 18 – 10%

Female Age Ranges
65 - 74: 59 – 43%
75 – 84: 51 – 37%
>85: 27 – 20%

Female Age Ranges
65 - 74: 54 – 53%
75 – 84: 36 – 36%
>85: 11 – 11%

Female Age Ranges
65 - 74: 5 – 56%
75 – 84: 3 – 33%
>85: 1 – 11%

Female Age Ranges
65 - 74: 86 – 53%
75 – 84: 49 – 30%
>85: 28 – 17%

Male Age Ranges
65 - 74: 237 – 59%
75 – 84: 133 – 33%
>85: 31 – 8%

Male Age Ranges
65 - 74: 129 – 54%
75 – 84: 79 – 33%
>85: 30 – 13%

Male Age Ranges
65 - 74: 137 – 52%
75 – 84: 99 – 37%
>85: 30 – 11%

Male Age Ranges
65 - 74: 7 – 47%
75 – 84: 6 – 40%
>85: 2 – 13%

Male Age Ranges
65 - 74: 110 – 52%
75 – 84: 78 – 37%
>85: 24 – 11%

Older Drivers – By Topic

What the Crash Data Tells Us:

- For the areas noted above, 2-lane roadways in urban and rural areas and intersections with multi-lane roads are most at risk.

Source: Iowa Crash Records System, 2007-2011
-- Severe injuries include fatalities and major injuries

All Severe Injuries 10,575
Severe Injuries Involving Older Drivers 1,717 (16%)

Local Roads 766 – 44%

Intersections 743 – 43%

Lane Departure 742 – 43%

Speed Related 540 – 31%

Unprotected Persons 474 – 28%

Urban 398 – 52%	**Rural 368 – 48%**	**Urban 434 – 58%**	**Rural 309 – 42%**	**Urban 187 – 25%**	**Rural 555 – 75%**	**Urban 177 – 33%**	**Rural 363 – 67%**	**Urban 187 – 39%**	**Rural 287 – 61%**

City 375 – 94%

State 204 – 47%

City 214 – 49%

State 343 – 62%

County 212 – 38%

State 218 – 60%

County 144 – 40%

State 162 – 57%

County 123 – 43%

Two-Lane: 283 - 75%
Multi-Lane: 49 - 13%

Two-Lane: 158 - 74%
Multi-Lane: 26 - 12%

Paved: 141 - 67%
Gravel: 50 - 24%

Paved: 98 - 68%
Gravel: 26 - 18%

Paved: 70 - 57%
Gravel: 37 - 30%

Multi-Lane: 105 - 51%
Expressway: 52 - 26%
Two-Lane: 47 - 23%

Two-Lane: 210 - 61%
Freeway: 86 - 25%
Expressway: 47 - 14%

Two-Lane: 128 - 59%
Freeway: 59 - 27%
Expressway: 31 - 14%

Two-Lane: 105 - 65%
Expressway: 31 - 19%
Freeway: 26 - 16%

Other Topic Areas

Roadside Collisions: 399 – 23%	**Inattentive Drivers: 72 – 4%**
Younger Drivers: 317 – 18%	**Other Special Vehicle: 58 – 3%**
Heavy Trucks: 277 – 16%	**Pedestrian: 56 – 3%**
Winter Roads: 192 – 11%	**Work Zones: 34 – 2%**
Motorcycles: 154 – 9%	**Pedalcyclist: 28 – 2%**
Impaired Drivers: 79 – 5%	**Train: 1 – <1%**

Older Drivers – Possible Strategies

Objectives	Strategies	Relative Cost to Implement and Operate	Effectiveness	Typical Timeframe for Implementation
A - Plan for an aging population	A1 - Establish a broad-based coalition to **plan for addressing older adults' transportation needs**	Low	Tried	Medium
B - Improve the roadway and driving environment to better accommodate older drivers' special needs	B1 - Provide **advance warning signs**	Low	Tried	Short
	B2 - Provide **advance guide signs** and street name signs	Low	Tried	Short
	B3 - **Increase size and letter height of roadway signs**	Low	Tried	Short
	B4 - Provide **all-red clearance intervals** at signalized intersections	Low	Tried	Short
	B5 - Provide more **protected left-turn signal** phases at high-volume intersections	Low	Tried	Short
	B6 - Provide **offset left-turn lanes** at intersections	Moderate to High	Tried	Medium
	B7 - **Improve lighting** at intersections, horizontal curves, and railroad grade crossings	Moderate to High	Tried	Medium
	B8 - **Improve roadway delineation**	Low	Tried	Short
	B9 - Replace painted channelization with **raised channelization**	Moderate	Proven	Medium
	B10 - **Reduce intersection skew** angle	Moderate to High	Tried	Medium
	B11 - **Improve traffic control at work zones**	Low	Tried	Medium
C - Identify older drivers at increased risk of crashing and intervene	C1 - **Strengthen the role of medical advisory boards** in assessing the potential impairment of older drivers and recommending appropriate licensing actions, from restricted licenses to full revocation.	Low	Tried	Medium
	C3 - **Update procedures for assessing medical fitness** to drive	Moderate	Proven	Medium
	C4 - **Review license renewal policies** of older drivers' identified as an excessive risk through screening by motor vehicle personnel (i.e., restrict vs. rescind, age and interval schedule for license renewal, etc.)	Moderate	Tried	Medium
	C6 - Examine age provisions for **shorter driver licensing renewal interval** schedule.	Moderate to High	Tried	Medium
E - Reduce the risk of injury and death to older drivers and passengers involved in crashes	E1 - Use high visibility enforcement and public outreach to **increase seatbelt use** of older drivers and passengers	Low	Proven	Short

Source: NCHRP 500 Series & NHTSA's Countermeasures that Work
Note: Short (<1 year); Medium (1-2 years); Long (>2 years)