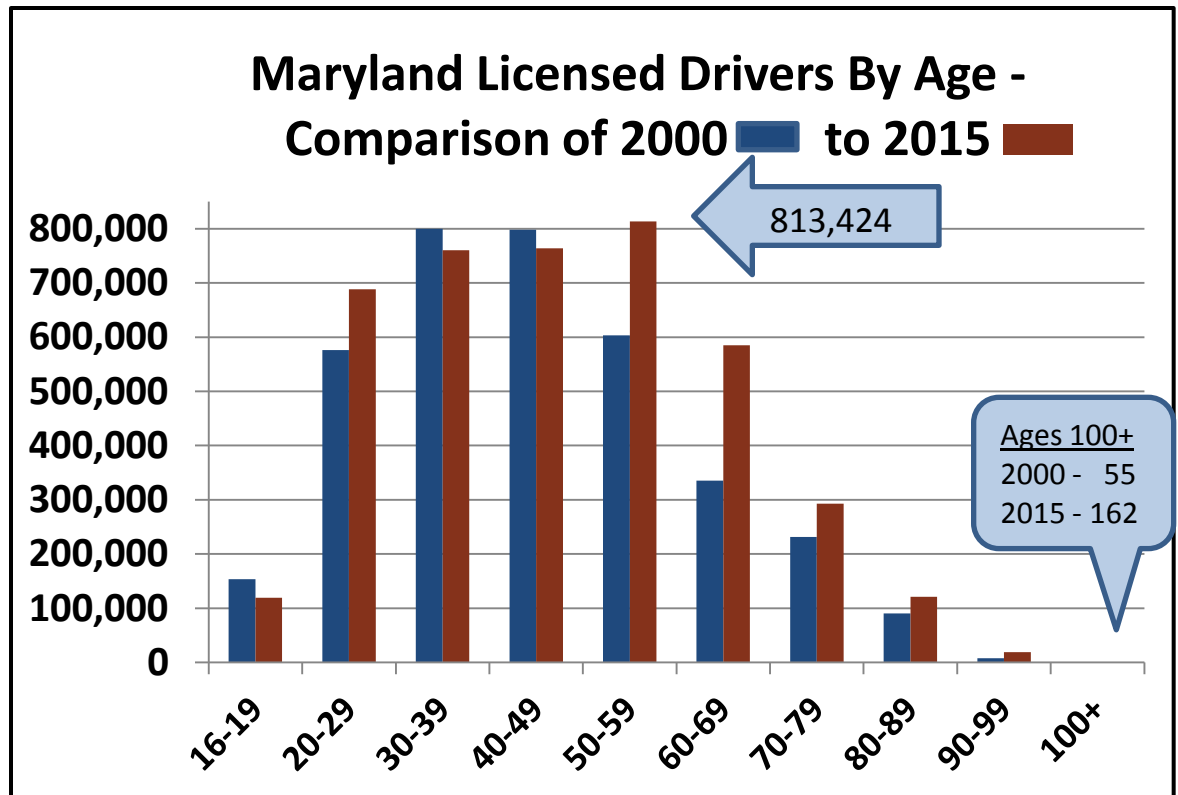


MARYLAND DEMOGRAPHICS

The future of demographics on the roadway IS older drivers –

- The most recent census numbers show Maryland’s population at nearly 5.7 million people, of which 18.6% are older persons ages 60 and over.
- Maryland’s older population is increasing rapidly, and is expected to be 25.8% of Maryland’s projected total population of 6.7 million people by the year 2030.
- Older drivers are generally considered to be ages 65 and over. As of January 2015, Maryland has over 4.1 million licensed drivers, of which 693,581 licensees are ages 65 and over. This is 16.7% of the total number of licensees.

- *Baby Boomers* are those born between 1946 and 1964, and they are the large segment of the population talked about as the *gray tsunami*.
- The youngest *Baby Boomers* turned 50 years old last year.



- As shown in the graph, Maryland’s largest group of licensed drivers by decade of age is now ages 50 – 59 years old – at 813,424 drivers. This group has grown by 35% since the year 2000.
- Over 44% of Maryland licensed drivers are now ages 50 and over.

Ages	2000	2015
16-19	153,475	119,332
20-29	575,850	688,421
30-39	800,070	759,980
40-49	797,963	763,556
50-59	603,179	813,424
60-69	335,540	584,858
70-79	231,640	292,660
80-89	90,176	121,024
90-99	7,540	18,874
100+	55	162

CRASH DATA

5 Top Crash Types for Older Drivers

- Turning left at an intersection with stop sign
- Turning left at an intersection on a green light without a dedicated green turn arrow
- Turning right at a yield sign to merge with traffic at speeds of 40 - 45 mph
- Merging onto a highway from a ramp that has a yield sign
- Changing lanes on a road that has four or more lanes

Source: NHTSA, Safety In Numbers (Dec 2013)

4 Most Common Errors Older Drivers Make Before an Intersection Crash

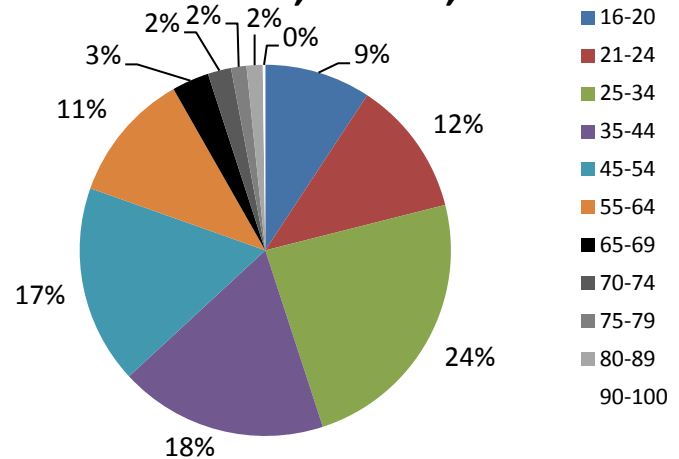
- Not noticing potential conflicts or traffic signs and signals.
- Misjudging gaps when crossing traffic.
- Moving or stopping the vehicle too slowly.
- Conducting a visual search poorly.

Source: NHTSA, Safety In Numbers (Dec 2013)

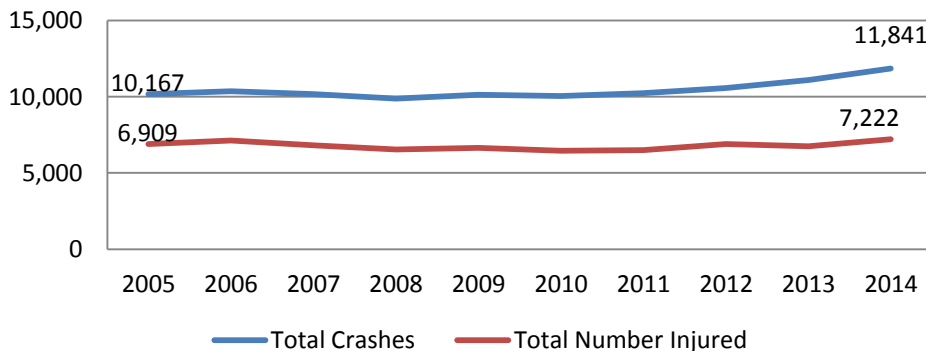
Older Driver Crashes in Maryland:

- Drivers ages 65 and over make up less than one-tenth (9%) of all drivers involved in crashes (Pie Chart), but more than 16% of all fatalities involve an older driver (Red Table below).
- The number of older driver-involved crashes and injuries has steadily increased over the past decade as seen in the graph below (20% increase in crashes).

Driver Involvement by Age, 2011-2013, N=406,802



Older Driver (65+) Involved Crashes and Associated Injuries (2005-2014) ♦

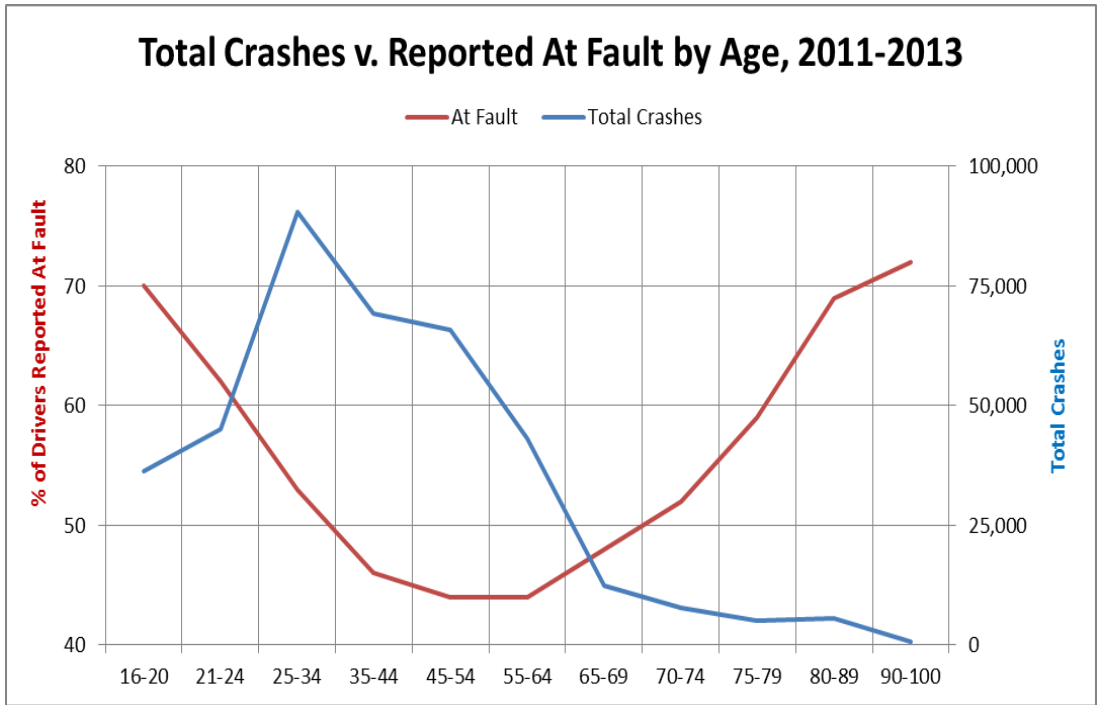


Percentage of Statewide Fatalities that are Older Driver Involved

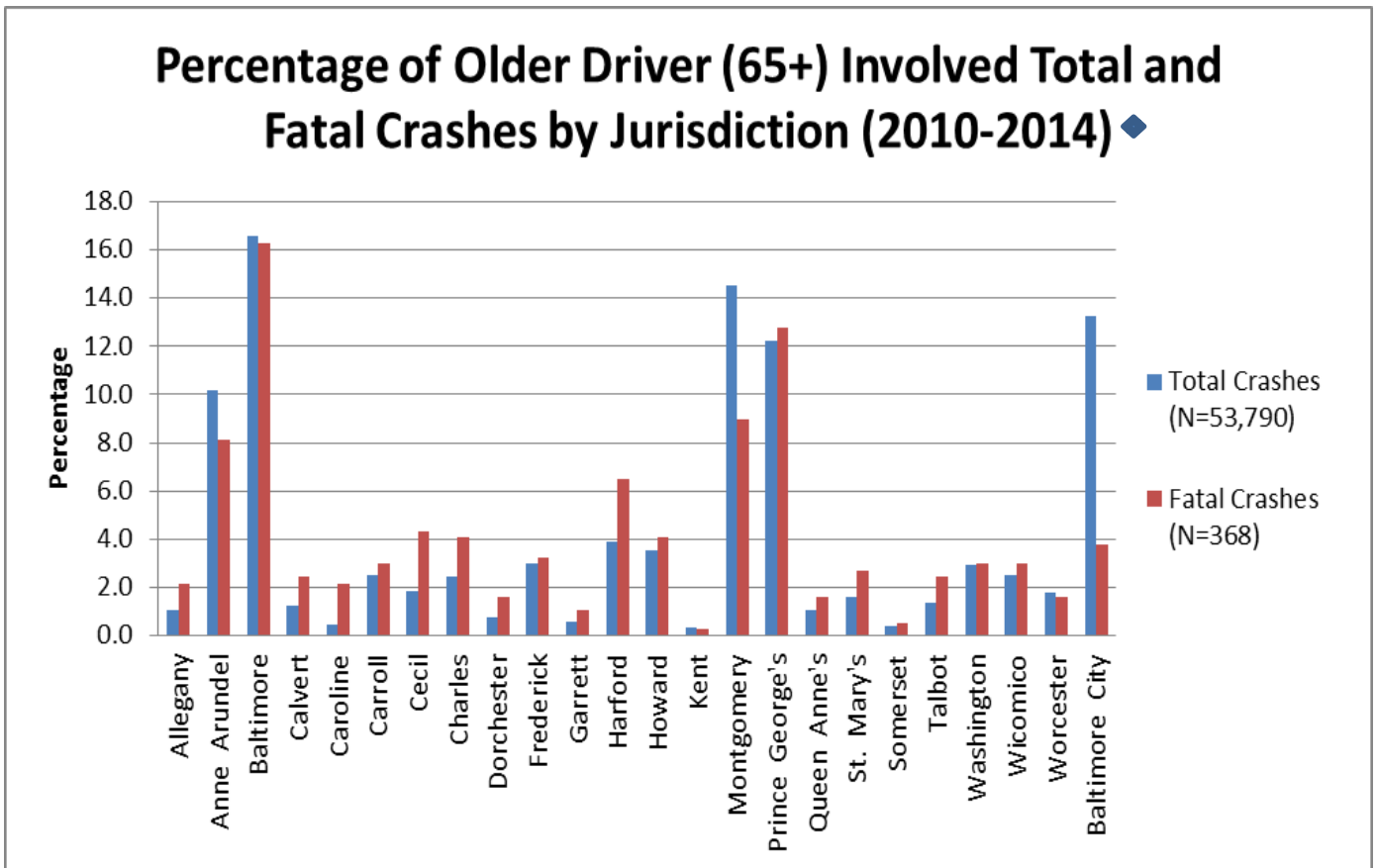
Year	%
2009	18.4
2010	16.1
2011	16.2
2012	15.9
2013	15.0
2014	19.5

MARYLAND CRASH DATA

- Crash involvement generally decreases as age increases after age 34 (blue line on chart).
- While the total number of crashes peak within the 25-34 year age group, the proportion of drivers reported to be at fault peaks within the youngest and oldest age groups.



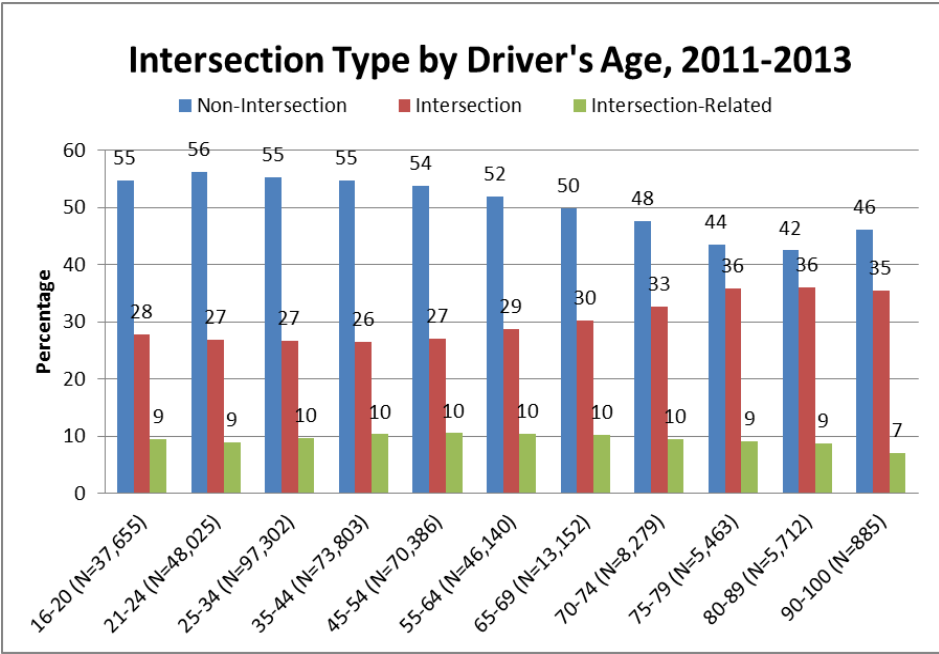
[Driver fault is determined by police officers at the time of the crash and recorded as yes/no on the crash report.]



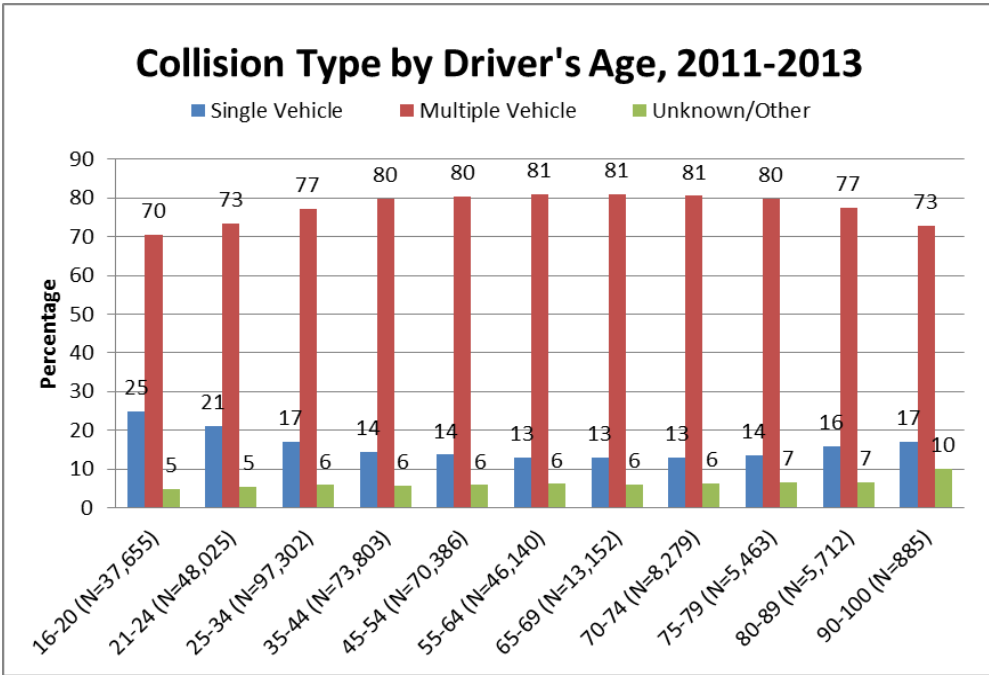
- Similar to the statewide trend, the majority of older driver crashes, including fatal crashes, occur in metropolitan jurisdictions.

MARYLAND CRASH DATA

- The proportion of intersection crashes increases with age.
- More older drivers were involved in crashes in an intersection. Among those 75-89, more than one-third occurred in an intersection.



- Approximately three-quarters (regardless of age) were involved in a multiple vehicle crash. Younger drivers were involved in single vehicle crashes more often than older drivers.



Maryland Crash data on pg(s) 19-21 prepared by: University of Maryland, Baltimore - STAR ORC - National Study Center for Trauma and EMS, 5/19/2015.

Data derived from the State Highway Administration Safety Information Database (SHA-SID), based on crash reports submitted to and processed by the Maryland State Police Central Records Division (CRD) utilizing the Enhanced Maryland Automated Accident Reporting System (eMAARS) and Automated Crash Reporting System (ACRS).

◆ 2014 police crash report data are preliminary and subject to change (for charts on pgs 19 & 20).

MEDICAL REVIEW PROCESS

Referral Received by Driver Wellness and Safety Division

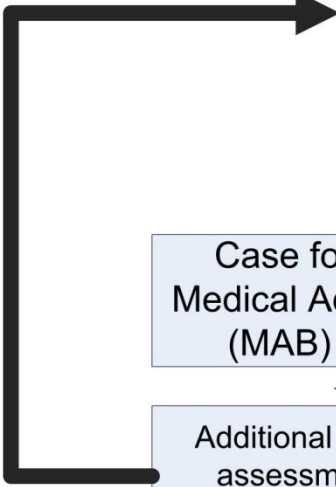


Information requested from customer

- Physician's Report
- Health Questionnaire
- Authorization to Release Information
- Functional Capacity Test
- Other



Driver Wellness and Safety Division reviews collected information



Case forwarded to Medical Advisory Board (MAB) for review

Case reviewed by nurse (using MAB guidelines)



Additional information or assessments may be requested.

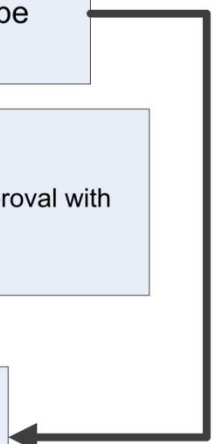
Additional information or assessments may be requested.



MAB issues recommendation to MVA
(Potential recommendations may include approval without restriction, approval with restriction, periodic follow-up, suspension, etc.)



MVA Reviews recommendation. Renders decision



Customer informed of final MVA decision



MEDICAL REFERRAL STATISTICS

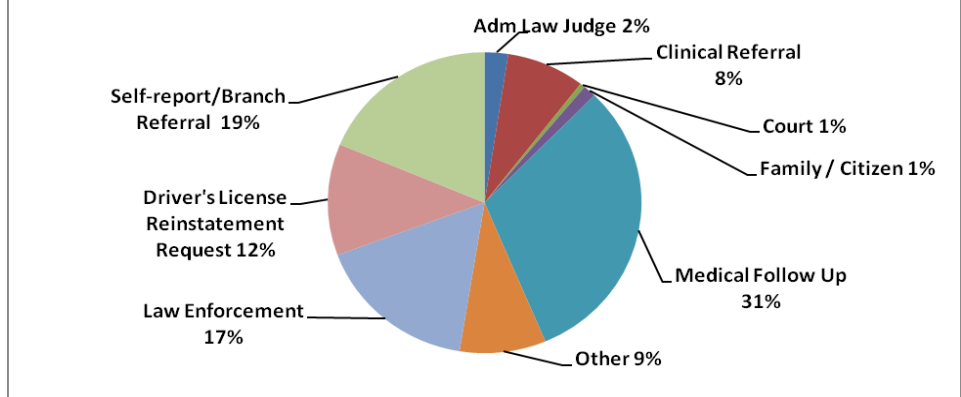
Health affects your driving. Many older drivers do not face serious medical conditions or functional limitations that affect their driving skills, but **all drivers** need to understand the impacts of health issues on driving and how to best manage potential risks.

Maryland licensed drivers may be referred to **MVA's medical review process** if there is a question of medical fitness to drive. If so, then MVA provides an individual review of the driver.

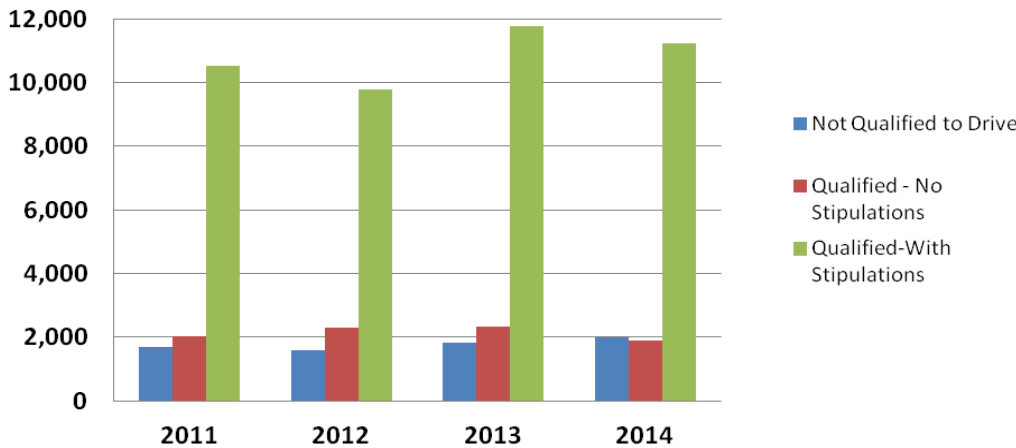
When a person is referred to the MVA's medical review process, the case is handled by **Driver Wellness & Safety Division**. A

nurse case manager reviews pertinent medical information from the individual's personal physician or other treatment providers, since those clinicians are most familiar with the individual's medical condition. The MVA nurse may request a consultation on the case from the **Medical Advisory Board**, which is comprised of physicians from various medical specialties. During the review process, the driver may be asked for additional information, including medical, driver knowledge or driving skill evaluations.

Composition of Referrals by Source, 2014



Medical Review Decisions Rendered by MVA



This chart shows that 88% of medical reviews for the period 2011 – 2014, resulted in drivers being qualified to retain their driver's license.

Total	2011	2012	2013	2014
Decisions	14,233	13,670	15,939	15,113

Qualified – No Stipulations means approval of applicant or driver and recommend the case be closed

Qualified – With Stipulations could mean:

- Retention / return of driving privilege, but requires periodic medical follow up with MVA
- Allows driving with certain restrictions placed on the license, such as daylight-driving only

Not Qualified to Drive means suspension/continued suspension of the driver's license until the medical condition is corrected or brought under control to permit safe driving