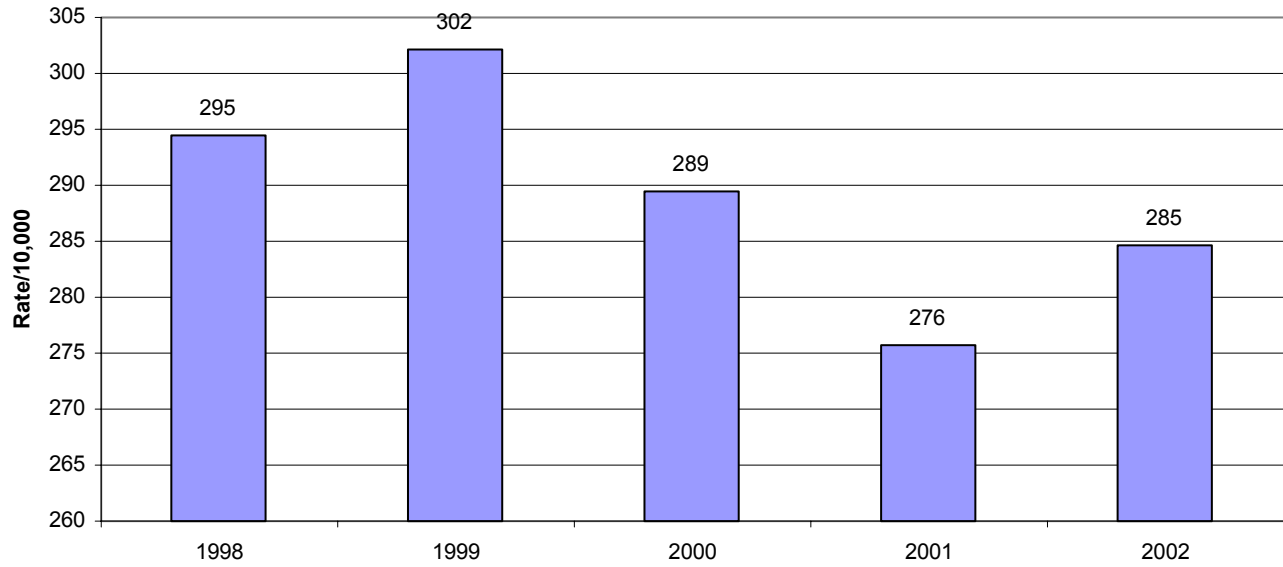


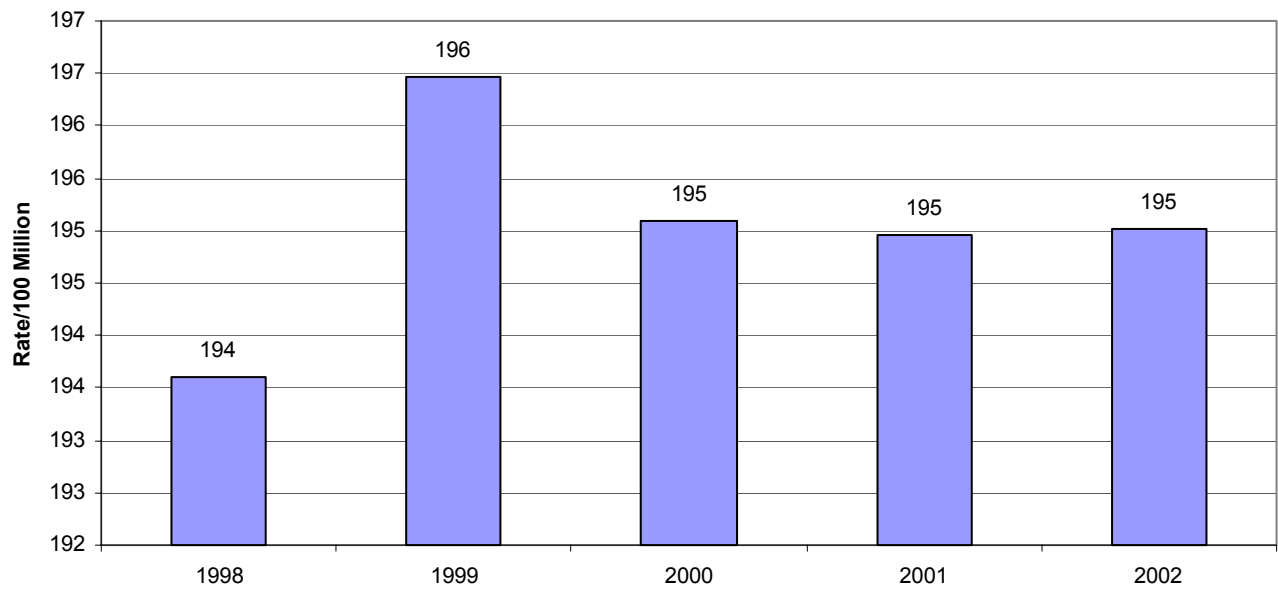
## Trends (1998-2002)

**Figure 10a - Total Crashes per 10,000 Licensed Drivers**



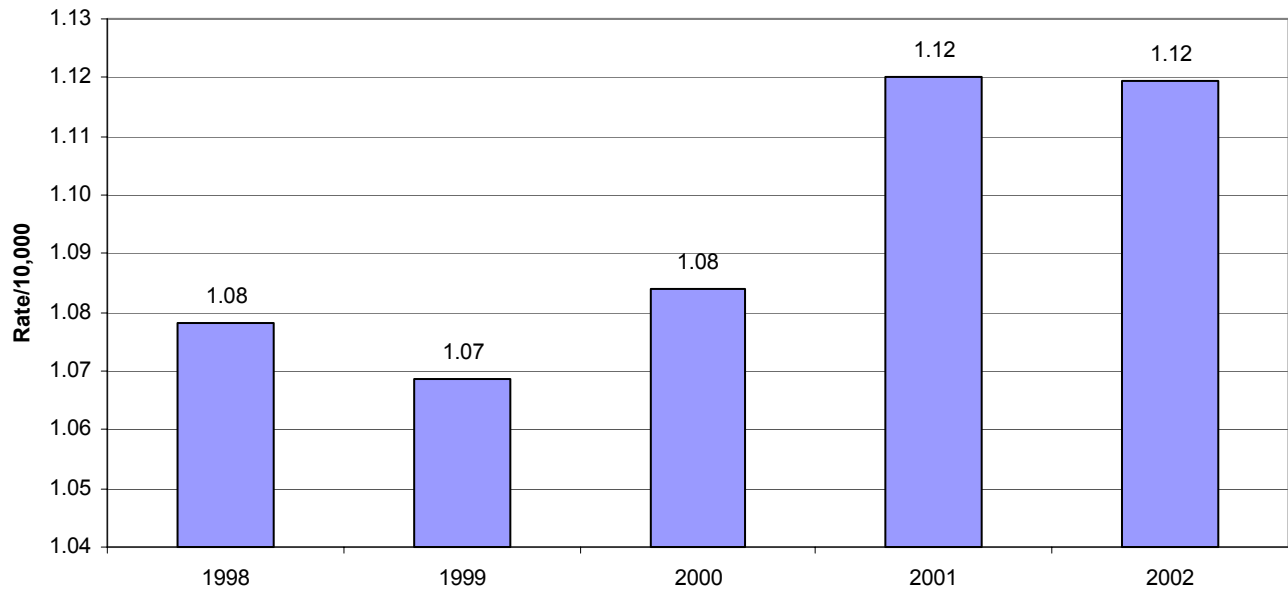
During the past 5 years, the number of motor vehicle crashes per 10,000 licensed Maryland drivers peaked at 302 in 1999 (Figure 10a). By 2001, however, the rate of crashes dropped by almost 9% before rebounding slightly by 3.3% in 2002.

**Figure 10b - Total Crashes per 100 Million Vehicle Miles Traveled**



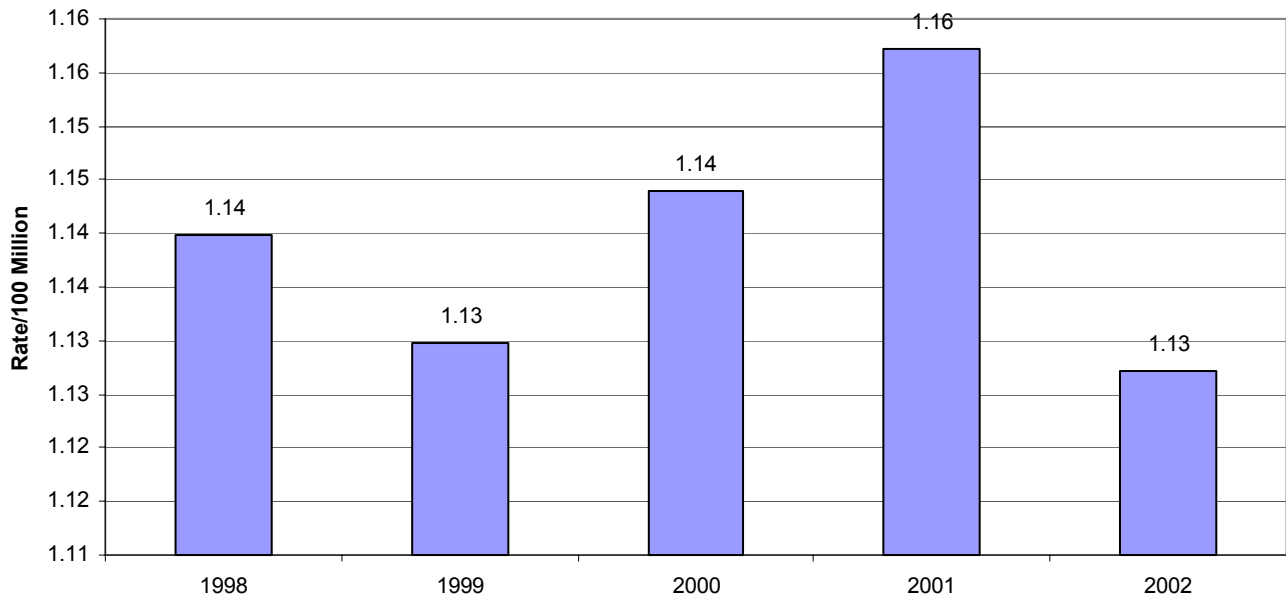
From 1998 through 2002, the total crashes per 100 million vehicle miles traveled have remained relatively stable (Figure 10b).

**Figure 10c - Fatal Crashes per 10,000 Population**



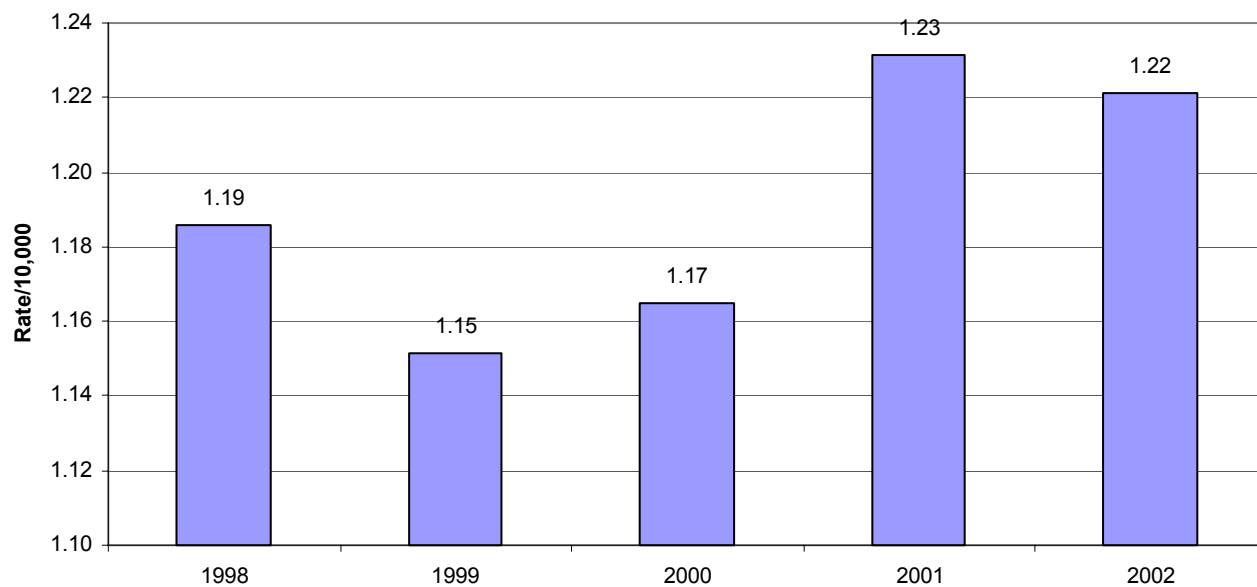
As displayed in Figure 10c, the annual rate per 10,000 population of motor vehicle crashes that have resulted in at least one fatality remained fairly constant between 1998 and 2000. This rate increased by 3.7% in 2001 and remained the same in 2002.

**Figure 10d - Fatal Crashes per 100 Million Vehicle Miles Traveled**



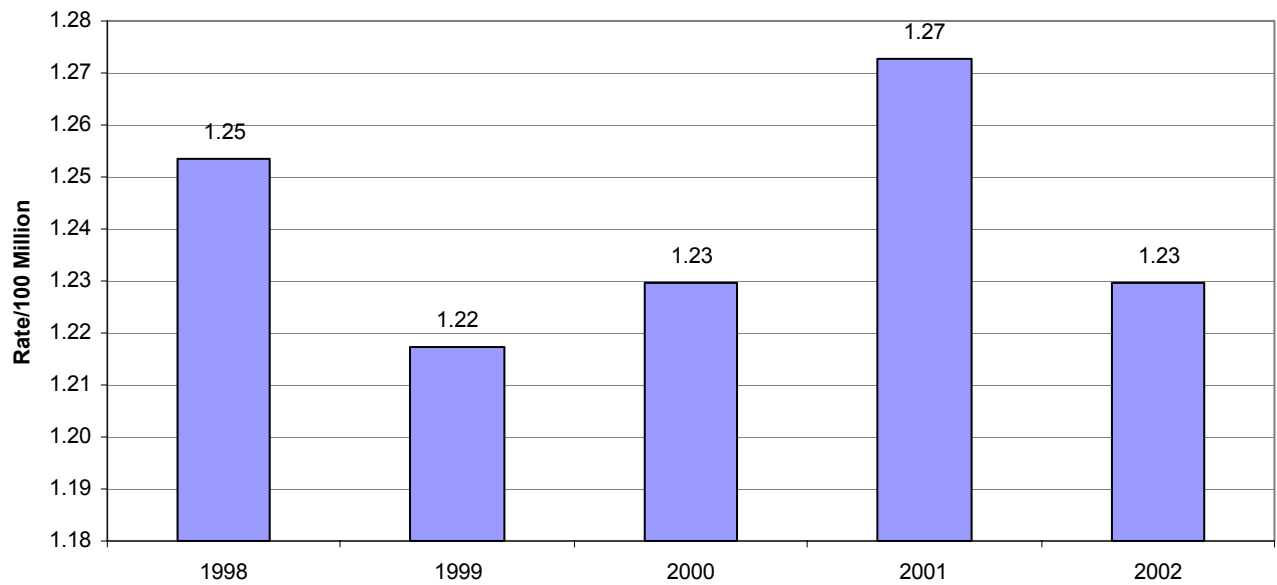
Between 1998 and 2000, the rate per 100 million vehicle miles traveled of motor vehicle crashes involving at least one fatality remained relatively stable (Figure 10d). Following a small increase in 2001, the rate declined by 2.6% in 2002 to match its 1999 level.

**Figure 10e - Traffic Fatalities per 10,000 Population**



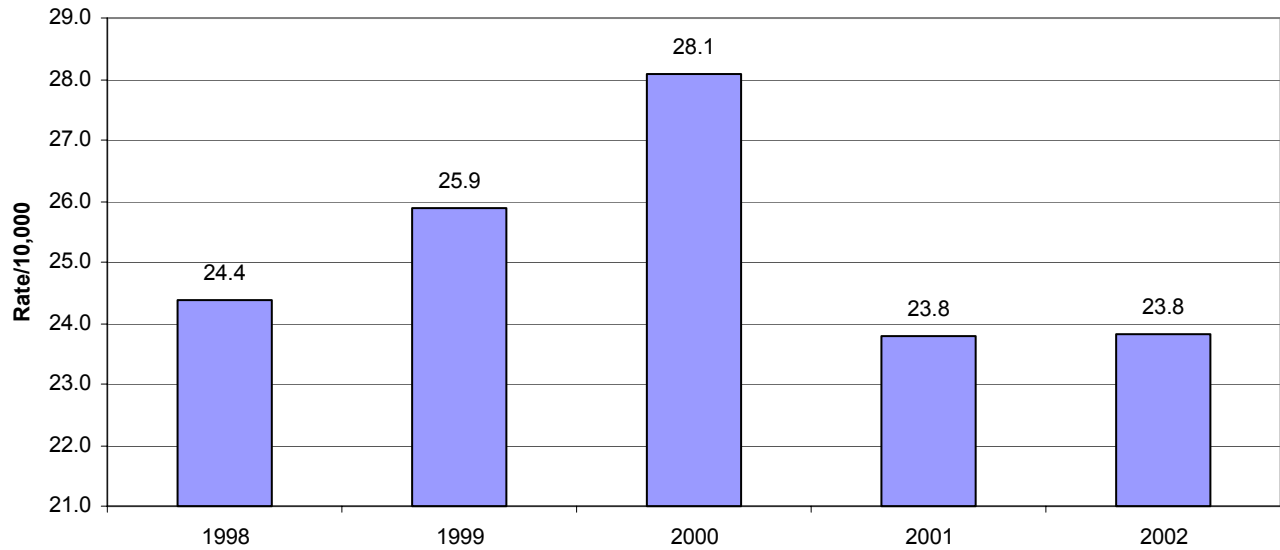
The number of traffic fatalities per 10,000 population increased by 7.0% between 1999 and 2001, with only a slight decrease displayed in 2002 (Figure 10e). These results parallel the trend in the fatal crash rate shown earlier in Figure 10c.

**Figure 10f - Traffic Fatalities per 100 Million Vehicle Miles Traveled**



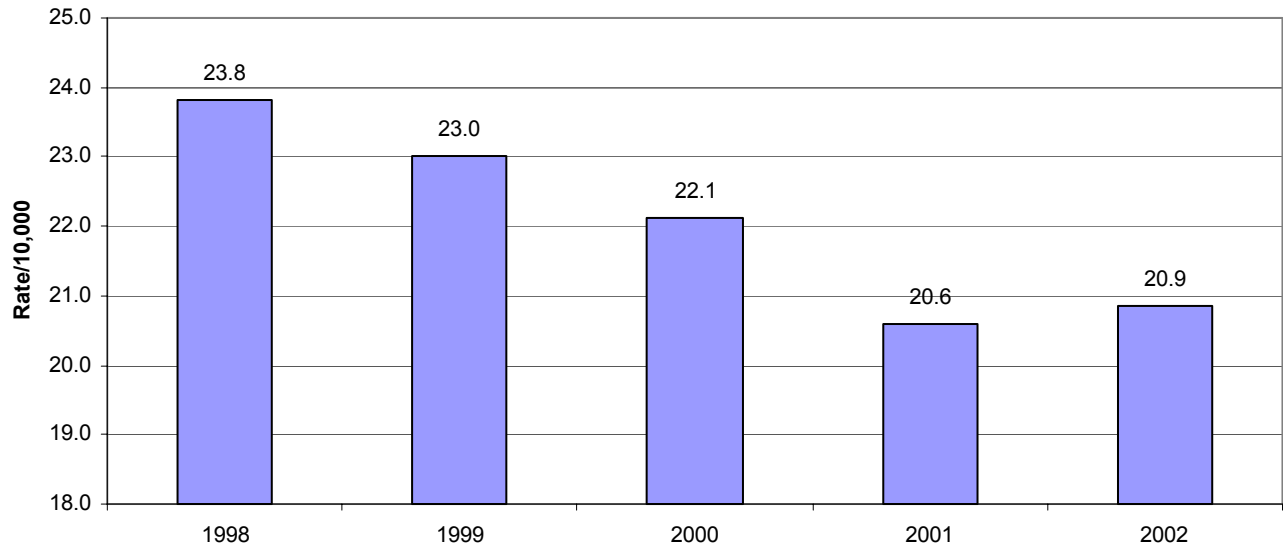
By 2001, the rate of traffic fatalities per 100 million vehicle miles traveled had increased by 4.1% over its 1999 rate (Figure 10f). As displayed in Figure 10d, this fatality rate dipped in 2002 to match pre-2001 levels.

**Figure 10g - Crashes Involving Substance Abuse  
per 10,000 Licensed Drivers**



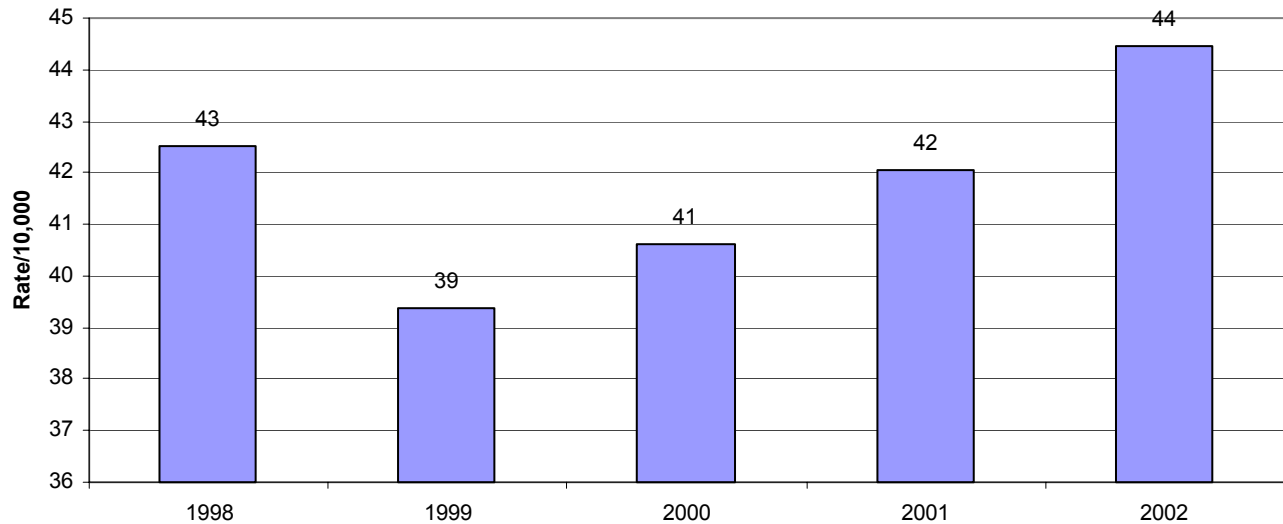
From 1998 through 2000, the rate of motor vehicle crashes involving alcohol or drugs, per 10,000 licensed drivers, had increased by 15.2% (Figure 10g). In 2001, the rate showed a dramatic decrease of 15.3% to reach a 4-year low, while remaining constant in 2002. When taken in conjunction with the total crash rates displayed in Figure 10a, these rates indicate that, on average, approximately 1 out of every 12 crashes in Maryland involved alcohol or drugs in 2002.

**Figure 10h - Drivers Perceived to be using Alcohol  
per 10,000 Licensed Drivers**



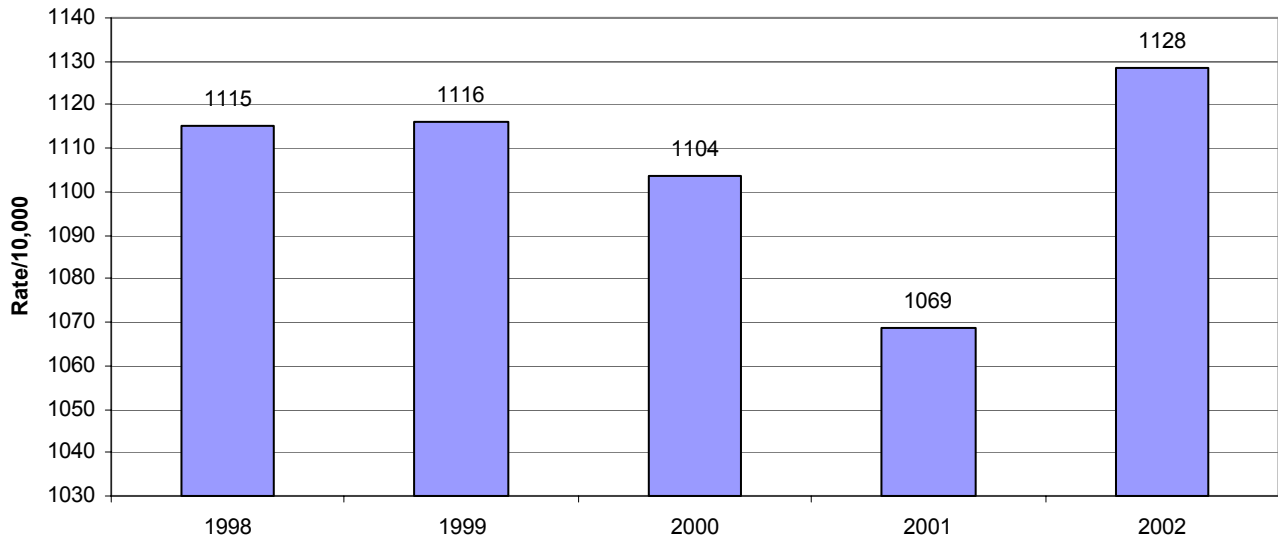
As displayed in Figure 10h, the rate of drivers involved in a crash who were perceived to be using alcohol, per 10,000 licensed drivers, declined by 13.4% between 1998 and 2001. A small 1.5% increase took place between 2001 and 2002.

**Figure 10i - Teen Drivers (ages 15-19) Perceived to be using Alcohol per 10,000 Licensed Teen Drivers**



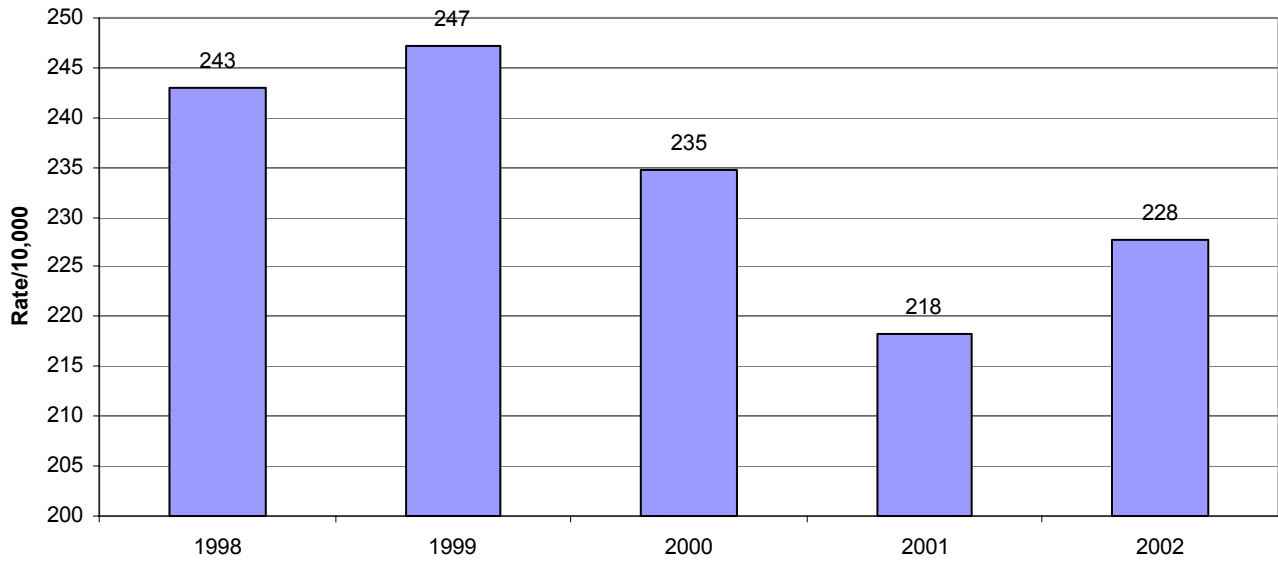
The rate of teen-age drivers in a crash who were perceived to be using alcohol, per 10,000 licensed teen drivers, has increased since 1999 (Figure 10i). The 2002 rate was slightly higher than the 1998 rate, demonstrating a 12.8% rise since 1999. A comparison of the current chart with Figure 10h indicates that the rate of alcohol use by teen-age drivers involved in a crash in 2002 were, in general, more than twice as high as the corresponding rate for all licensed drivers.

**Figure 10j - Crashes Involving Teen Drivers (ages 15-19)  
per 10,000 Licensed Teen Drivers**



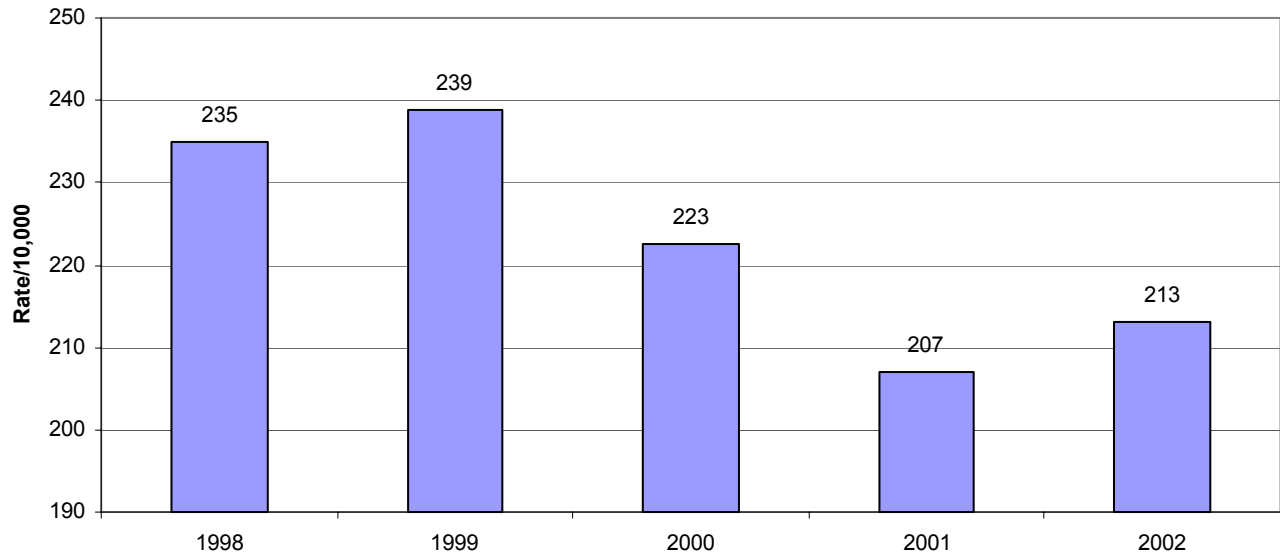
The number of motor vehicle crashes involving teen-age drivers, per 10,000 licensed teen drivers, declined by 4.2% between 1999 and 2001 (Figure 10j). Recent data, however, have demonstrated a 5.5% increase during the most recent year, producing the highest teen crash rate over the previous 5 years. The magnitude of these rates indicate that, on average during the 5-year period, approximately 1 out of every 9 licensed teen-age drivers in Maryland was involved in a motor vehicle crash.

**Figure 10k - Crashes Involving Older Drivers (ages 55+) per 10,000 Licensed Older Drivers**



Motor vehicle crash rates involving drivers of age 55 or older, per 10,000 licensed drivers of the same age, decreased by 11.7% between 1999 and 2001 (Figure 10k). The 2001 rate was the lowest seen in this population in more than 4 years. Despite the 4.6% climb in the rate during the most recent year, these rates were almost five times below the teenage crash rates depicted in Figure 10j.

**Figure 10I - Crashes Involving Senior Drivers (ages 65+) per 10,000 Licensed Senior Drivers**



Similar to the trends displayed in the previous graph, motor vehicle crash rates for drivers aged 65 or older, per 10,000 licensed drivers of the same age, also displayed a decline between 1999 and 2001 before rebounding slightly in 2002 (Figure 10I). The rate for 2001 was 13.4% below the peak reached in 1999. These rates, too, were well below those found in the teen-age driver population (see Figure 10j).

**Figure 10m - Crashes Involving Motorcycles  
per 10,000 Registered Motorcycles**

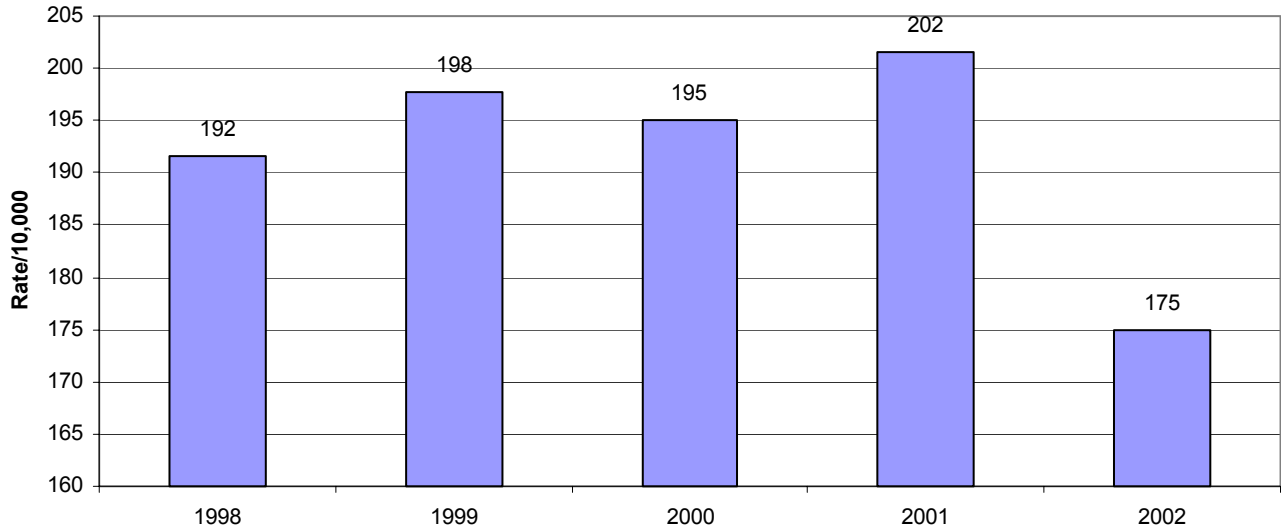
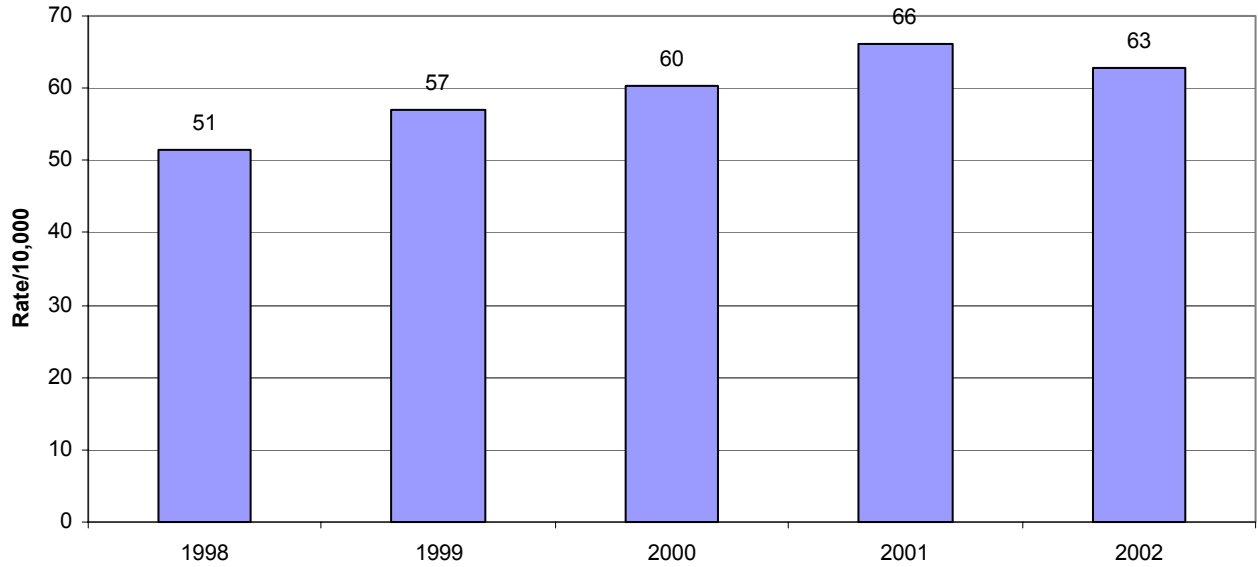


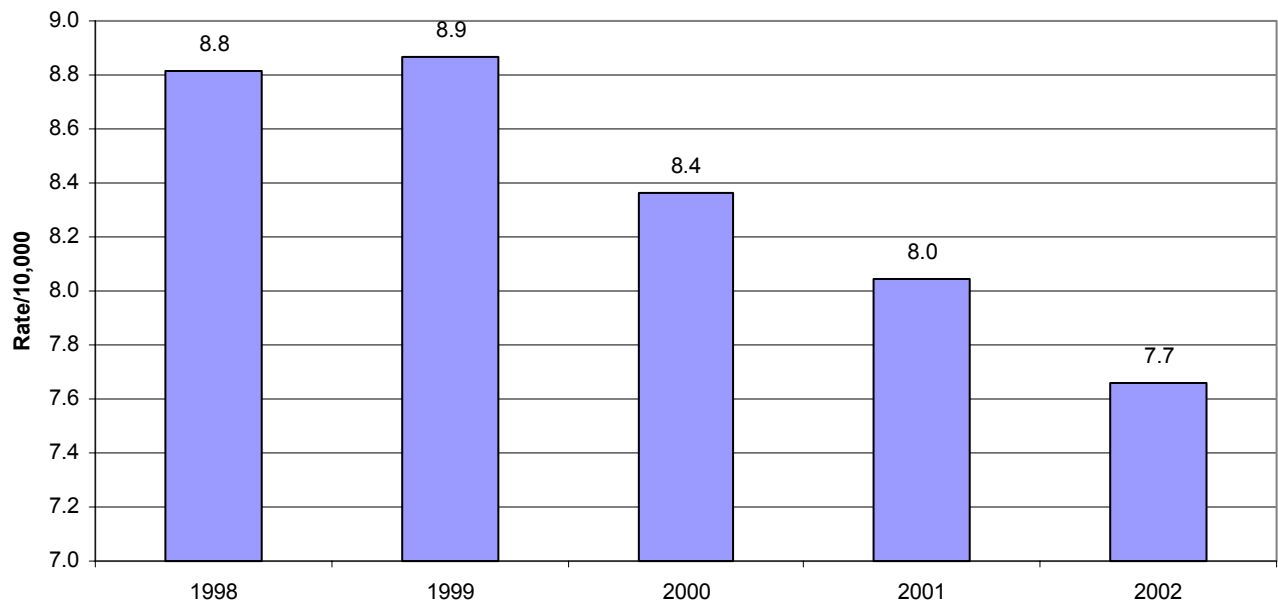
Figure 10m depicts the rate of traffic crashes involving motorcycles, per 10,000 registered motorcycles. Between 1998 and 2001, the rate had climbed 5.2%, before declining by 13.4% for a 5-year low in 2002.

**Figure 10n - Crashes Involving Motorcycles  
per 10,000 Licensed Operators**



The number of motorcycle crashes per 10,000 licensed Maryland operators continued to rise from 1998 through 2001 -- an overall 29% change (Figure 10n). The 4.5% decrease exhibited between 2001 and 2002 was not as great as that demonstrated by the crash rate per 10,000 registered motorcycles displayed in Figure 10m.

**Figure 10o - Pedestrians Involved in Crashes per 10,000 Population**



The number of pedestrians involved in crashes has been steadily declining between 1999 and 2002 (Figure 10o). Each year the pedestrian crash rate decreased by approximately 5.1%, so that by 2002 the rate stood 13.5% below the 1999 level.