

Retrospective Study of Juvenile Motor Vehicle Deaths

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Why this study?

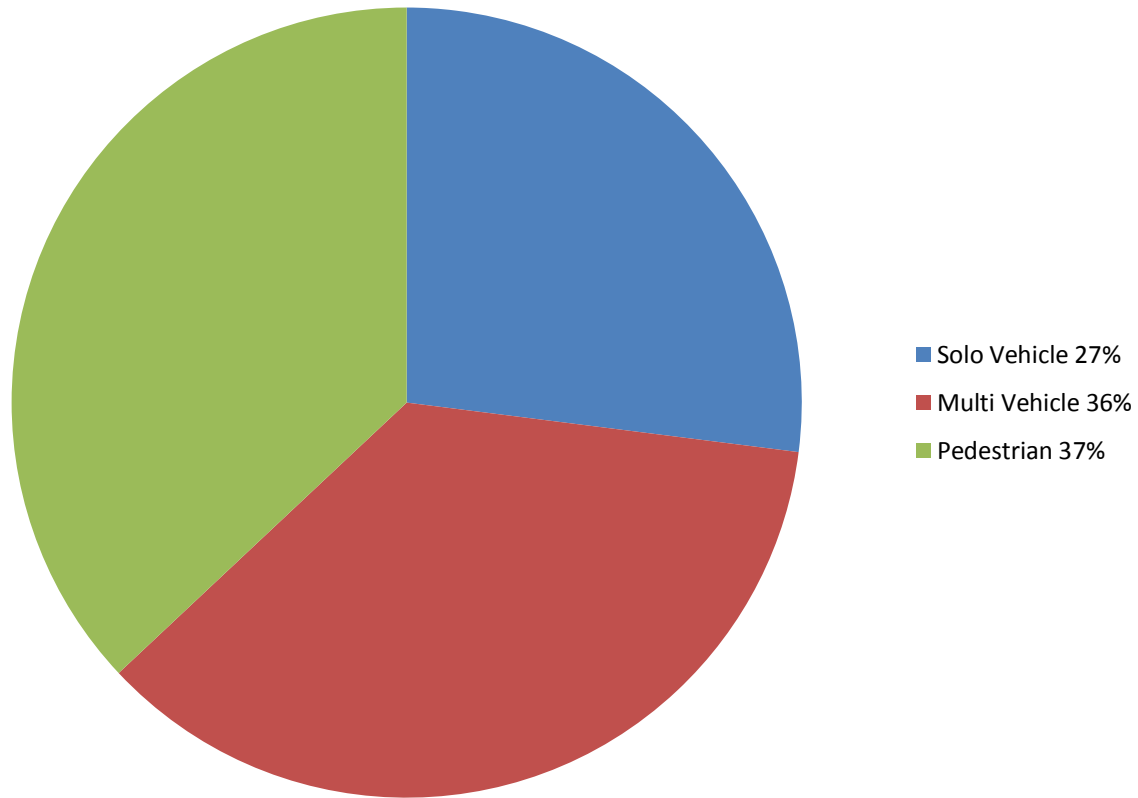
- Dr. Jordan is Chair of the Child Death Review Team and continuously monitors child deaths
 - Increase in number of deaths
- 2013-2015 triannual report recently released
 - Increase in motor vehicle fatalities among youth
 - In 2010-2012 reporting cycle – 14 fatalities
 - In 2013-2015 reporting cycle – 24 fatalities

Research Parameters

- 67 total cases of accidental motor vehicle deaths involving juveniles aged 0 to 17 years during 2006-2015 in Santa Clara County
- 31% were aged 10 years or younger at the time of the accident and/or death
- 21% of decedents were age 15

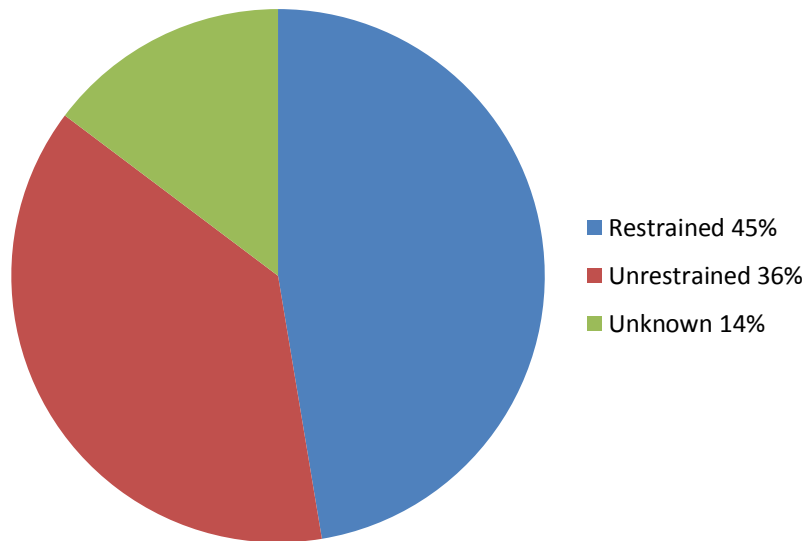
Classifications

Percentage of Incident Types



Restraint and Ejection

Restraint

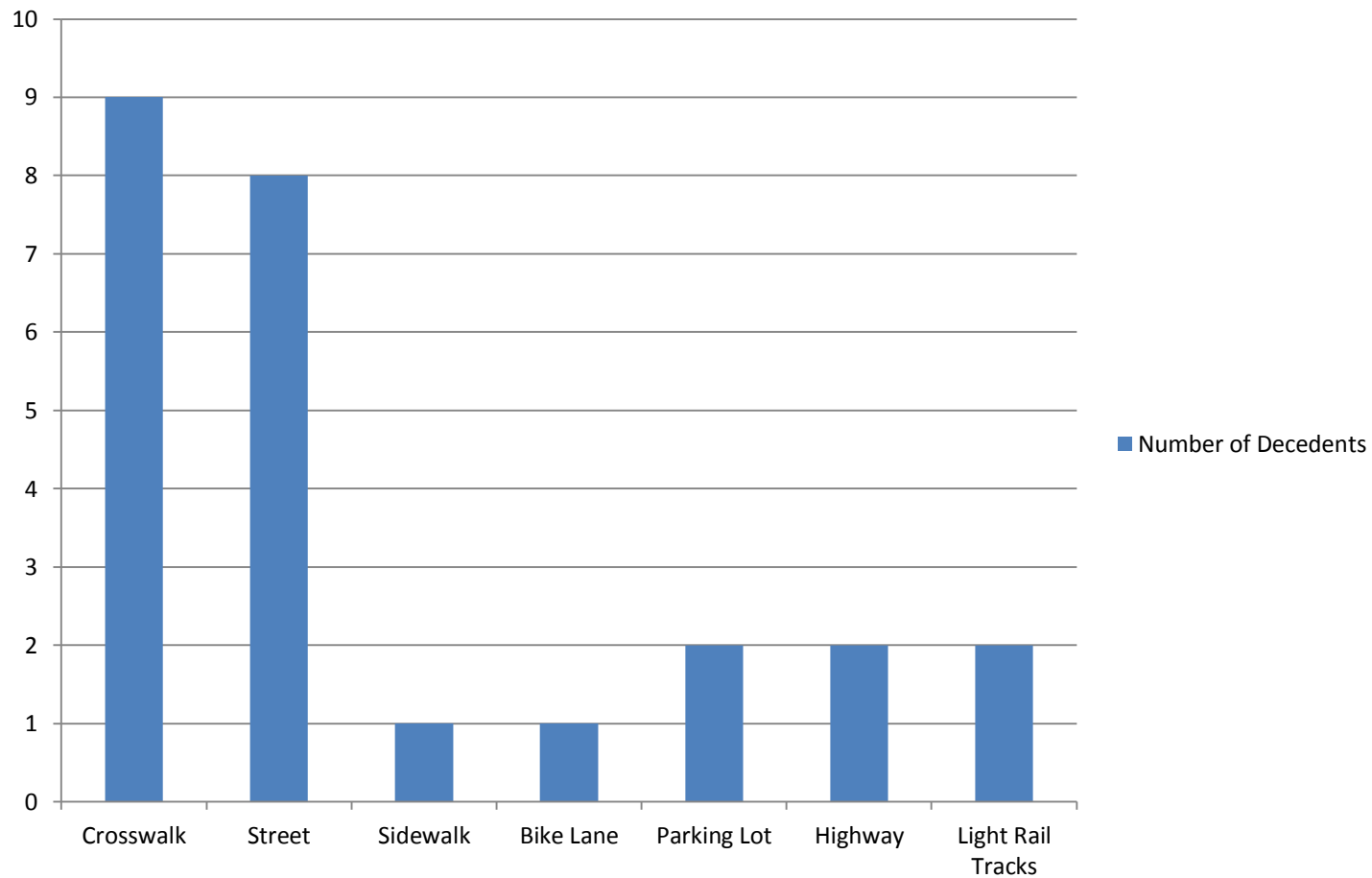


- 63% of all cases were single or multi vehicle incidents
- 45% of the decedents were restrained and 36% were unrestrained, with 67% of all ejected decedents being unrestrained
- 11 decedents involved in these incidents were 10 years or younger, with 4 of them being unrestrained

Speeding and Racing

- 31% of the cases involved speeding, and 7% involved racing
- The highest concentration of any age group involved in speeding or racing incidents were 15-years-old, 27%
- 10 of the 32 cases involved the use of drugs and/or alcohol

Locations of Pedestrians when Struck



Age of Decedent involved in Pedestrian Incident	Number of Decedents
2 years	1
3 years	2
5 years	5
6 years	1
8 years	1
12 years	2
14 years	3
15 years	5
16 years	1
17 years	4

- 10 of the pedestrian decedents were under age 10
- The remaining 15 decedents were between ages 12 and 17

Vehicles Involved in Pedestrian Accidents

- 8 automobiles, 6 trucks, 2 vans, 5 SUVs, 2 light rail trains, and 2 semi-trucks
- 17 of the 25 pedestrian fatalities involved a vehicle larger than an automobile
- These larger vehicles range from 3700-9900 lbs. and 66-76 inches in height
- The decedents range in height from 32-73 inches

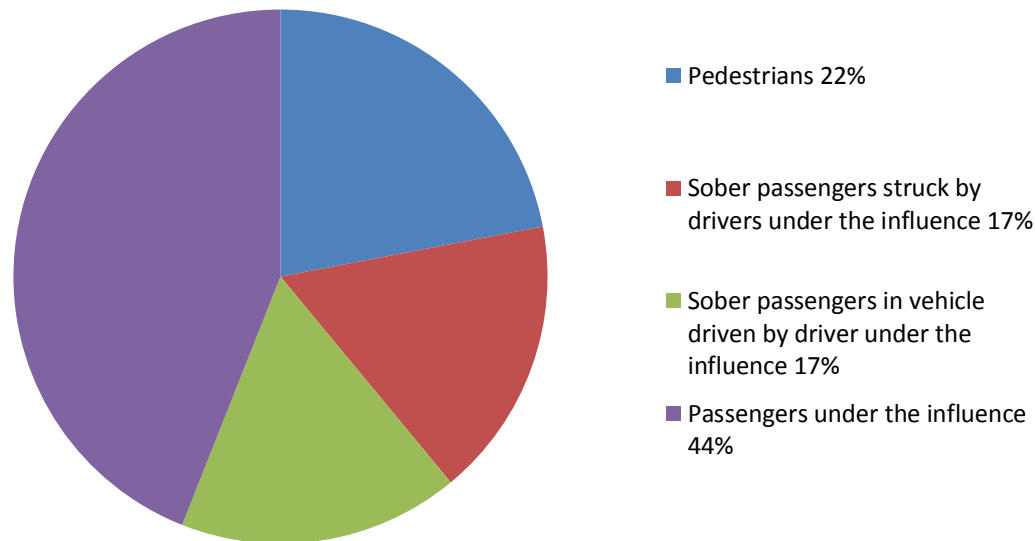
Helmet Use

- Of the 11 total decedents riding a bike or scooter, only 2, or 18% were wearing a helmet
- 82% were without a helmet
- Of 15 total instances where a helmet should have been worn, only 3 decedents were found to be wearing a helmet

DUI Cases

- Of the 68 cases, 18, or 26% involved the use of drugs and/or alcohol by a driver, passenger, or pedestrian

Types of DUI Cases



DUI Cases

- The majority of decedents involved in DUI cases were 15 and 16 years old
- Marijuana and alcohol were the most common drugs found
- 56% of the incidents occurred after midnight

Distractions

- 13 of the 68 cases, 19%, involved some form of distraction
- Distractions include momentarily taking one's eyes off the road, blacking out, talking on or looking at a cell phone, emotional distress, loud music, arguing, wearing headphones, reaching into the back seat, and placing a drink into the cup holder (looking down)

Unprotected Left Turns

- A left turn made at a solid green light, or from a center lane, where the driver must yield to oncoming traffic
- 4 of the 68 cases involved an unprotected left, 3 of which were pedestrian incidents

Overall Results

- Using a crosswalk does not automatically mean a pedestrian is safe
- Drivers need to be more cognizant of pedestrians in or near the roadway and vice versa
- Children should be supervised in and around vehicles, crosswalks, and roads at all times
- Our data supports the CDC's data that you are more likely to be ejected if you are not wearing a seat belt
- The data also shows that children, no matter what they are riding, need to wear a helmet

Summary

- These data can be used to provide important outreach education stressing the importance of vehicle safety and children
- Applying this information would improve youth safety in our county

References

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