

Partners Update-July 15, 2015 Edition

NHTSA encourages motorists to be prepared before heading out on summer road trips

National Highway Traffic Safety Administration (NHTSA) urges motorists to take simple but necessary precautions to ensure vehicles are in optimal driving condition and appropriately equipped prior to taking to the road. Additionally, NHTSA advises drivers to avoid risky behaviors that could potentially put you and your passengers at risk. [Details](#)



Drunk Driving National Enforcement Crackdown Products For Enforcement Action Kit [PEAK] are now available at: www.trafficsafetymarketing.gov

'Preventing Vehicle Theft' Video Released

Summer months are the most active for thieves to steal cars and items left in your cars. Did you know this costs consumers over \$4 billion a year? We've put together a list of simple tips to prevent vehicle theft from happening to you. [Details](#)

Public Hearing Held on Fiat Chrysler and recalls

U.S. Department of Transportation's National Highway Traffic Safety Administration held a public hearing to determine whether automaker Fiat Chrysler has failed to remedy safety defects and issue required notices in 23 recalls. [Details](#)

Fact of the Month

In 2013, approximately 1 in 5 child (12 and younger) passenger deaths were in drunk-driving crashes. Seventy-one percent of the time, it was the child's own driver who was drunk.

Region 1 State Updates

Connecticut: Two significant laws have come into effect in Connecticut. Public Act 15-46 - Autocycles and Three-Wheeled Motorcycles- redefines "motorcycle" as a vehicle with not more than three wheels in contact with the ground. It creates a restriction a motorcycle rider who has been trained to ride only three-wheeled motorcycle or "trike". The CT Highway Safety Office will be conducting a Motorcycle Safety Foundation course that is limited to the operation of a three-wheeled motorcycle. A person who hold and unrestricted "M" endorsement may operate either a two-wheeled or three-wheeled motorcycle.

Additionally, Public Act 14-228 - Expansion of Ignition Interlock Device (IID) Requirements-will require all DUI offenders who lose their license through the administrative per se process to use IIDs, including those who are first-time offenders. "The law shortens the period of "hard" suspension to 45 days and requires as a condition of license reinstatement that an IID be installed and maintained for varying periods of time, depending upon such factors as age and number of prior DUIs. A person who is subject to an IID restriction is prohibited from operating any motor vehicle that does not have an IID installed."

There has also been a significant amount of distracted driving enforcement in Connecticut. Fifty-one participating Law Enforcement Agencies mobilized for HVE during the month of April and during and wrote over 15,900 citations for either cell-phone, texting or distracted driving. The same 51 LEAs will be participating in enforcement efforts in August. The HSO data analysis and survey contractor are currently conducting data analysis measuring any potential behavioral change for both pre and post enforcement (April and August) efforts.

Maine: Maine Bureau of Highway Safety along with AAA Northern New England hosted a Teen Driver Expo that was held April 11th at the Maine Mall in Portland, ME and was attended by over 125 participants. Teen Driver Safety and Impaired Driving were the emphasis areas covered. Vendors also in attendance included the Brain Injury Association, Bike Coalition of Maine, Driver Education Association, Maine Bureau of Motor Vehicles, and several local insurance agencies. A mock crash also was conducted.

AAA Northern New England and the Maine Bureau of Highway Safety hosted an Impaired Driving Summit April 30th at the Civic Center in Augusta which was attended by over 150 participants. The summit featured nationally recognized speakers who covered topics of drugged driving and marijuana per se laws. In addition, topics of discussion at the summit also included drug recognition experts. Over the last 10 years, Maine DREs have processed about 3,250 drivers impaired by something outside of alcohol.

Massachusetts: The Highway Safety Division (HSD) launched the "Common Sense Saves Lives" campaign in May and produced PSAs covering distracted driving, seatbelt usage, and bicycle & pedestrian safety. The PSAs were distributed to local stakeholders via social media and statewide via a paid TV buy on Comcast and digital buy on Pandora.com. The ads ran through June and the issues covered under each topic stemmed from feedback received at HSD's first Traffic Safety Forum in April. HSD also continued our partnership with the Massachusetts Motorcycle Association to promote Motorcycle Safety. A "Ride Sober" PSA was distributed via social media and a TV buy on Comcast in the weeks leading up to Lacombe Motorcycle Week, an event known for mixing riding and partying.

New Hampshire: New Hampshire is very proud to be one of the states addressing the problem of distracted driving with the new Hands Free Law that took effect July 1, 2015. National studies show that enforcement, combined with education, reduces the incidence of distracted driving. This law raises awareness of the risks motorists take by picking up the phone, texting or checking their e-mail while operating a vehicle - it gives police the tools to cite drivers who put other motorists in danger. The NH Highway Safety Agency shall provide funding for high visibility enforcement, and the resources to educate motorists on the dangers of distracted driving. For more information, please visit: www.handsfreeNH.com

Rhode Island: RI OHS co-hosted a media event with the RI Police Chiefs' Association that highlighted the creation of a statewide law enforcement DUI task force. In the past two years there has been an active DUI task force in the Southern part of the state but this was the first time the departments in the Northern region of RI joined forces. Multiple DUI arrests were made, one included someone with three children in their vehicle and another was a 21 year old who was charged with their second offense DUI in 5 years. Thanks to police vigilance it was a fatality free 4th of July weekend on RI roadways.

Vermont: Is pleased to announce they are up to a full staff with the additions of New Program Coordinator - Evelyn McFarlane (Starts July 12th) and New Grants Management Specialist - Danielle Record (Started June 1st). On July 30, the GHSP will be co-Hosting with DMV on July 30 a Teen Drivers Educator Summit at St. Michaels College in Colchester, Vermont. Additionally, GHSP is pleased to announce that on June 19th the first graduation from the Windsor County DUI Treatment Docket program took place.

New England Drive to Save Lives Update

The "New England Drive to Save Lives" (NEDSL) campaign, was the first coordinated, NHTSA region-wide effort to reduce speeding and encourage more motorists to wear proper safety restraints. The weeklong campaign began with a high profile kickoff event on Monday, May 4th, which took place in Windsor, CT. Each of the six New England State Police agencies participated in the event. Connecticut Governor, Daniel P. Malloy, delivered a passionate plea for traffic safety while standing in front of the formation of troopers, Batmobiles and police helicopters. The event was well attended by the media and coverage spread across the New England states.

These collaborative enforcement efforts resulted in a significant reduction in crashes as compared to the same time period and locations during the last three years. According to aggregate data compiled by the states, the region had almost 25 percent fewer crashes and 30 percent fewer crashes in which someone was injured.

The NEDSL campaign uses some of the same strategies employed by the International Association of Chiefs' of Police "Drive to Zero Deaths" campaigns. NEDSL is the first time law enforcement resources were deployed across six states on all major New England Interstates at the same time. State police from each of the New England states, collectively made a total of more than 11,500 traffic stops during the campaign, conducted on interstate roadways between 4-8th which resulted in 3,876 speeding tickets, 2,371 speed warnings, 637 seat belt tickets, 254 seat belt warnings and 7 tickets for not having a child properly restrained. Although the focus was speeding, the enforcement campaign also produced 51 impaired driving arrests and 143 arrests for other issues such as outstanding warrants and driving with a suspended license.

On August 3rd, NEDSL will continue with Phase 2 which will include all New England law enforcement agencies willing to participate. The enforcement campaign will be preceded by a kickoff event scheduled to take place at 11:00 AM in Squantum Point, located in Quincy MA. For further information contact NHTSA Region 1, LEL, contractor, Ted Minall at: tedbb@aol.com

New Materials, Fact Sheets, and Research from NHTSA

2013 Traffic Safety Fact Sheet-Pedestrians: In 2013, there were 4,735 pedestrians killed in traffic crashes--a 2-percent decrease from 4,818 pedestrian fatalities in 2012. An estimated 66,000 pedestrians were injured in traffic crashes in 2013. The Pedestrian fact sheet provides information on pedestrian deaths and injuries, environmental characteristics, time of day and day of week , age, gender, alcohol, vehicle type and impact point, fatalities by state and city, and important pedestrian safety reminders. A pedestrian, as defined for this fact sheet, is any person on foot, walking, running, jogging, hiking, sitting, or lying down who is involved in a motor vehicle traffic crash.

2013 Traffic Safety Fact Sheet-Bicyclists and Other Cyclists: In 2013, there were 743 pedalcyclists killed and an estimated 48,000 injured in motor vehicle traffic crashes. Pedalcyclist deaths accounted for 2 percent of all motor vehicle traffic fatalities (Table 1) and injured pedalcyclists made up 2 percent of the people injured in traffic crashes during the year. The number of pedalcyclists killed in 2013 is 1 percent higher than the 734 pedalcyclists killed in 2012. The increase in 2013 is the third straight increase in pedalcyclist fatalities, a 19-percent increase since 2010.

2013 Traffic Safety Fact Sheet-Motorcyclists: In 2013, there were 4,668 motorcyclists killed in motor vehicle traffic crashes--a decrease of 6 percent from the 4,986 motorcyclists killed in 2012. There were an estimated 88,000 motorcyclists injured during 2013, a 5-percent decrease from 93,000 motorcyclist injured in 2012. In 2013, two-wheeled motorcycles accounted for 93 percent of all motorcycles in fatal crashes.

Lives Saved in 2013 by Restraint Use and Minimum Drinking Age Laws: In 2013, the use of seat belts in passenger vehicles saved an estimated 12,584 lives (occupants 5 and older), and an estimated 2,388 lives (occupants 13 and older) were saved by frontal air bags. An estimated 263 lives (child occupants 4 and younger) were saved by the use of child restraints, and 1,630 lives were saved by the use of motor-cycle helmets. An additional 2,800 lives would have been saved in 2013 if all unrestrained passenger vehicle occupants 5 and older involved in fatal crashes had worn their seat belts. If all motorcyclists had been helmeted, then an additional 715 lives would have been saved. An estimated 504 lives were saved due to minimum-drinking-age laws.

Seat Belt Use in 2014 - Overall Results: Seat belt use in 2014 remained at 87 percent, unchanged from 2013. This result is from the National Occupant Protection Use Survey (NOPUS), which is the only survey that provides nationwide probability-based observed data on seat belt use in the United States. The NOPUS is conducted annually by NCSA.

Distracted Driving 2013: Based on data from NHTSA's National Electronic Reporting System (FARS), National Automotive Sampling System (NASS) and General Estimates System (GES), ten percent of fatal crashes, 18 percent of injury crashes, and 16 percent of all police-reported motor vehicle traffic crashes in 2013 were reported as "distraction-affected" crashes. NHTSA defines a distraction-affected crash as any crash in which a driver was identified as distracted at the time of the crash. In 2013, 3,154 people were killed and an estimated additional 424,000 people were injured in motor vehicle crashes involving distracted drivers. In addition, in 2013, there were 480 non-occupants killed in distraction-affected crashes. Ten percent of all drivers 15 to 19 years old involved in fatal crashes were reported as distracted at the time of the crashes. This age group has the largest proportion of drivers who were distracted at the time of the crashes.

Driver Electronic Device Use in 2013: The percentage of drivers text-messaging or visibly manipulating hand-held devices increased from 1.5 percent in 2012 to 1.7 percent in 2013; however, this was not a statistically significant increase. Driver hand-held cell phone use decreased from 5.2 percent in 2012 to 4.6 percent in 2013; this was a statistically significant decrease. These results are from the National Occupant Protection Use Survey (NOPUS), which provides the only nationwide probability-based observed data on driver electronic device use in the United States. The NOPUS is conducted annually by the National Center for Statistics and Analysis of the National Highway Traffic Safety Administration.

Lives Saved by Safety Technologies & Associated Federal Motor Vehicle Safety Standards, 1960 to 2012 Passenger Cars and LTVs: NHTSA began in 1975 to evaluate the effectiveness of vehicle safety technologies associated with the Federal Motor Vehicle Safety Standards. By June 2014, NHTSA had evaluated the effectiveness of virtually all the life-saving technologies introduced in passenger cars, pickup trucks, SUVs, and vans from about 1960 up through about 2010. The total number of estimated lives saved by these technologies and programs from 1960 to 2012 is 613,501.

The Economic and Societal Impact Of Motor Vehicle Crashes, 2010 (Revised): In 2010, there were 32,999 people killed, 3.9 million were injured, and 24 million vehicles were damaged in motor vehicle crashes in the United States. The economic costs of these crashes totaled \$242 billion. Included in these losses are lost productivity, medical costs, legal and court costs, emergency service costs (EMS), insurance administration costs, congestion costs, property damage, and workplace losses. The \$242 billion cost of motor vehicle crashes represents the equivalent of nearly \$784 for each of the 308.7 million people living in the United States, and 1.6 percent of the \$14.96 trillion real U.S. Gross Domestic Product for 2010. These figures include both police-reported and unreported crashes.

Early Estimates of Motor Vehicle Traffic Fatalities in 2014: A statistical projection of traffic fatalities shows that an estimated 32,675 people died in motor vehicle traffic crashes in 2014. This represents a very marginal decrease of about 0.1 percent as compared to the 32,719 fatalities that were reported to have occurred in 2013. The fatality rate for 2014, per 100 million VMT, is projected to decrease to 1.08 fatalities per 100 million VMT, down from 1.09 fatalities per 100 million VMT in 2013. In addition, preliminary data reported that vehicle miles traveled (VMT) in 2014 increased by about 27.3 billion miles, or about a 0.9-percent increase.

2013-2014 National Roadside Survey of Alcohol and Drug Use by Drivers: Over the last four decades, four National Roadside Surveys (NRS's) have been conducted to estimate the prevalence of drinking and driving in the United States. The first NRS was conducted in 1973. More recent national surveys were conducted in 1986, 1996 and 2007. The 2007 NRS added procedures, for the first time, to estimate also the use of other potentially impairing drugs by drivers. This research note describes the 2013-2014 National Roadside Survey. It measures the prevalence of alcohol and drug use by drivers in the United States and includes, for the first time, trend data on drug use by drivers. The study found that the number of drivers with alcohol in their system has declined by nearly one-third since 2007, and by more than three-quarters since the first roadside survey was conducted in 1973. The survey also found a large increase in the number of drivers who tested positive for marijuana or other drugs. In the 2013-2014 survey, nearly one in four drivers tested positive for at least one potentially impairing drug or medication.

Drug and Alcohol Crash Risk: This study assessed whether marijuana use by drivers is associated with greater risk of crashes. The survey found that marijuana users are more likely to be involved in accidents, but that the increased risk may be due in part because marijuana users are more likely to be in groups at higher risk of crashes. In particular, marijuana users are more likely to be young men - a group already at high risk. This was the most precisely controlled study of its kind yet conducted, but it measured the risk associated with marijuana at the levels found among drivers in a large community. Other studies using driving simulators and test tracks have found that marijuana at sufficient dosage levels will affect driver risk.

Comparative Study and Evaluation of SCRAM Use, Recidivism Rates, and Characteristics: SCRAM (Secure Continuous Remote Alcohol Monitoring) is an ankle bracelet that conducts transdermal readings by sampling alcohol vapor just above the skin or insensible perspiration. It provides continuous monitoring of sobriety. The impact of SCRAM on the rate of repeat drinking and driving offenses (i.e., recidivism) was assessed for the first two years following arrest for 837 offenders in WI (avg. 85 days on SCRAM) and 672 offenders in NE (avg. 87 days on SCRAM). SCRAM offenders, as compared to a Comparison group, recidivated (i.e., were rearrested for an alcohol offense), at higher rates in both states (7.6% versus 6.2% in WI; 9.8% versus 7.7% in NE, neither of which were statistically significant). However, there was a virtually no recidivism while on SCRAM and those SCRAM offenders who did recidivate did so at a later time (360 days from original arrest for SCRAM versus 271 days for the Comparison group in WI, p<.05; 458 versus 333 in NE, p<.01). It was felt that the SCRAM population may represent a particularly high risk group of offenders (not fully controlled for in the current study) thus higher long-term recidivism was expected. However, SCRAM did delay recidivism even for this high risk group.

Evaluation of State Ignition Interlock Programs: In 2010 the Centers for Disease Control and Prevention and NHTSA joined to evaluate ignition interlock programs in selected States to provide information and best practices to States for ignition interlock programs. The project aimed to determine the following: how States can increase interlock use among DWI offenders who are required or eligible to install one; which changes in ignition interlock programs led to increases in ignition interlock use, identification of key features of ignition interlock programs, and which key program features were related to higher ignition interlock use rates.

Evaluation of Washington State Target Zero Teams Project: As part of its "Target Zero" strategic highway safety plan that has the goal to reduce traffic fatalities in Washington to zero by the year 2020, the State of Washington established three detachments of Washington State Patrol (WSP) troopers to focus on nighttime impaired-driving offenses.

Lives Saved in 2013 by Restraint Use and Minimum Drinking Age Laws: In 2013, the use of seat belts in passenger vehicles saved an estimated 12,584 lives (occupants 5 and older), and an estimated 2,388 lives (occupants 13 and older) were saved by frontal air bags. An estimated 263 lives (child occupants 4 and younger) were saved by the use of child restraints, and 1,630 lives were saved by the use of motor-cycle helmets. An additional 2,800 lives would have been saved in 2013 if all unrestrained passenger vehicle occupants 5 and older involved in fatal crashes had worn their seat belts. If all motorcyclists had been helmeted, then an additional 715 lives would have been saved. An estimated 504 lives were saved due to minimum-drinking-age laws.

Critical Reasons for Crashes Investigated in the National Motor Vehicle Crash Causation Survey: The National Motor Vehicle Crash Causation Survey (NMVCCS), conducted from 2005 to 2007, was aimed at collecting on-scene information about the events and associated factors leading up to crashes involving light vehicles. The critical reason, which is the last event in the crash causal chain, was assigned to the driver in 94 percent of the crashes. In about 2 percent of the crashes, the critical reason was assigned to a vehicle component's failure or degradation, and in 2 percent of crashes it was attributed to the environment.

Not-in-Traffic Surveillance: Non-Crash Fatalities and Injuries Summary: Examining the incidence of fatalities and injuries that occur in non-traffic crashes and non-crash incidents. "Non-traffic crashes" are crashes that occur off the public traffic-ways, such as in driveways and parking lots. "Non-crash incidents" involve passenger vehicles (cars, pickup trucks, vans, and SUVs), though the injury mechanism is neither due to a traffic crash nor a non-traffic crash.

During 2005 through 2007, on average each year 506 persons were killed in non-crash vehicle incidents. The three most frequent reasons for these fatalities were carbon monoxide poisoning from motor vehicle exhaust gas (25%), crushed by a vehicle (25%), and fell from the vehicle (17%). **Note:** Among children 14 and younger, on average, 37 children were killed annually in non-crash incidents. About 51 percent of them died due to vehicle-related heat stroke or hyperthermia from extreme heat.

Seat Belt Safety - Tweens (ages 8 to 14): This new campaign aims to increase the consistent and proper use of seat belts among tweens (ages 8-14). The goal is for our kids to develop good seat belt practices that will stay a habit into driving age and adulthood. These campaign ads, targeting parents and caregivers of tweens, feature common family driving situations and highlight the challenges that parents and caregivers can face when trying to ensure the safety of all passengers.

Heatstroke is the leading cause of motor vehicle related non-crash incident fatalities for children 14 and younger. As we head into the warm weather months, now is the time to be pro-active and keep all children safe from this 100 percent preventable tragedy. NHTSA's 2015 campaign materials include a video featuring a victim's story, new infographics, posters and social media materials. New radio ads will include a bystander messaging since in many cases bystanders have taken decisive action to rescue children from potentially dire circumstances. Also, again this year, NHTSA will sponsor *National Heatstroke Awareness Day* on July 31. Although the primary audiences for the paid-media component of the campaign include parents, grandparents and caregivers of kids in car seats, we all need to be alert to the dangers of heatstroke to children and to be prepared to call 911 if a child appears to be in distress! [NHTSA's main heatstroke prevention campaign page](#) and [support materials](#).

Child Passenger Safety Week (September 13-19, 2015) and National Seat Check Saturday (September 19, 2015): Car crashes are a leading cause of death for children 1 to 13 years old. Many times deaths and injuries can be prevented by proper use of car seats, boosters, and seat belts. Use this toolkit for information and ideas on how to generate awareness about child car safety in your community during Child Passenger Safety Week, National Seat Check Saturday, and throughout the year.

Tips for Pre-Teens and Teens - Preventing Bike Crashes: The resource is for those of you in your pre-driving or early driving years. Biking builds on the same critical skills as walking around traffic, and shares many of the same skills as driving a car! This resource will prepare you for some of the risks of riding in traffic and how to reduce them.

Tips for Pre-Teens and Teens - Preventing Pedestrian Crashes: Walking around traffic requires the same critical thinking skills as riding your bike and driving a car. Apply the same walking skills you learned as a kid: stop, look left-right-left for traffic and be safe, be seen. Use these skills when you walk, and encourage others to do the same.

News from Other Federal Partners

Centers for Disease Control:

- Sobering Facts: Drunk Driving State Fact Sheets:** About one in three traffic deaths in the United States involve a driver with a blood alcohol concentration (BAC) of 0.08% or higher. Drivers with a BAC of 0.08% or higher (i.e., drunk drivers) are considered alcohol-impaired by law. Thanks to dedicated efforts, rates of drunk driving and alcohol-related fatal crashes have gone down in recent years. Still, drunk drivers got behind the wheel about 112 million times in 2010.

- Driving Among High School Students:** During 2004-2013, the number of passenger vehicle drivers aged 16-19 years involved in fatal crashes in the United States declined by 55% from 5,724 to 2,568.* In addition to graduated driver licensing (GDL) programs (1) and safer vehicles, other possible contributors to the decline include adolescents waiting longer to get their driver licenses and driving less (2). The crash risk for drivers of any age is highest during the first months of independent driving, and this risk is highest for the youngest teenage drivers (3). To estimate the percentage of high school students aged ≥16 years who have driven during the past 30 days, by age, race/ethnicity, and location, CDC analyzed 2013 data from the national Youth Risk Behavior Survey (YRBS) and YRBS data collected by 42 states and 21 large urban school districts. Nationwide, 76.3% of high school students aged ≥16 years reported having driven during the 30 days before the survey; 83.2% of white students had driven compared with <70% of black and Hispanic students. Across 24 states, the percentage of students who drove ranged from 53.8% to 90.2%. Driving prevalence was higher in the midwestern and mountain states. Across the 21 large urban school districts, the percentage of drivers varied more than twofold from 30.2% to 76.0%. This report provides the most detailed evidence to date that the percentage of students who drive varies substantially depending on where they live. Such information will be vital as states and communities consider potential ways to improve safety for older teenage novice drivers and plan for safe, affordable transportation options for those who do not drive.

- Increasing Alcohol Ignition Interlock Use: Successful Practices for States,** is available to inform states on how to increase ignition interlock use by convicted Driving While Impaired (DWI) offenders. The publication is based on an evaluation conducted in collaboration with the Centers for Disease Control and Prevention, National Highway Traffic Safety Administration, and Governors Highway Safety Association. The evaluation looked at key features of interlock programs, or program keys, and use of interlocks in 28 states from 2006-2011. Each state's program keys were rated and correlation analysis was used to determine which keys were related to higher interlock use.

- Predictors of rear seat belt use among U.S. adults, 2012:** Findings from this study show that people living in states with primary and secondary rear seatbelt use enforcement laws were significantly more likely to report always wearing a seat belt in the rear seat compared with those living in states with no rear seat belt use enforcement law.

National Institute on Alcohol Abuse and Alcoholism:

- Alcohol Alert #88**

National Institutes of Health:

- Study Shows Increase in Problem Drinking:** A nationwide survey found that alcohol use disorder is becoming more common, but few people seek treatment. The study highlights the need for renewed education and treatment efforts.

Other

News from Underage Drinking Enforcement Training Center (UDET) at the Pacific Institute for Research and Evaluation (PIRE):

- [March Resource Alert](#)
- [April Resource Alert](#)
- [May Resource Alert](#)
- [July Resource Alert](#)
- New Distance Learning Course Available - [Developing Data Driven Strategies to Reduce Underage Drinking](#)

The MDPH Injury Surveillance Program is pleased to announce the release of our new MA annual injury report, "[Injuries Among Massachusetts Residents, 2011.](#)" We have changed the format of this annual report from past years to make it more user-friendly, including more graphics and key findings. The current report includes a significant amount of data on MV-traffic, pedestrian and cyclist injuries based on hospital stay, emergency department (ED) visit and death data. In addition to breakdowns by sex, race/ethnicity and age group, we have included hospital charge data for each type of injury.

[Insurance Institute for Highway Safety issues Status Report on GDL](#)

New from the Center for Injury Research and Prevention:

- TeenDrivingPlan Parent Guide** was released. This is an interactive multimedia resource designed to help parents effectively supervise their teens' driving practice. Based on years of research, the Guide helps parents take action to keep teen drivers safe and learning during the Learner Permit phase of Graduated Driver Licensing (GDL).

- Many Newly Licensed Do Not Know How to Drive:** New research from The Children's Hospital of Philadelphia (CHOP) published in Injury Prevention offers for the first time a safe way to assess novice teen drivers' skills in high-risk driving scenarios that commonly lead to crashes. During the 35-minute validated Simulated Driving Assessment (SDA), nearly 43 percent of newly licensed teens (within three months of licensure) had a simulated crash at least once due to making a critical error, and for every additional error, the risk for crashing or running off the road increased by 8 percent.

News from AAA Foundation:

- Using Naturalistic Data To Assess Teen Driver Crashes:** In this study, we conducted a large-scale comprehensive examination of naturalistic data from crashes that involved teenage drivers. Other naturalistic studies have investigated only a small number of crashes or used rear observed as a proxy for actual crashes, and few crashes involving teen drivers have been observed in other naturalistic studies. In contrast, this project examined naturalistic data from thousands of actual crashes that involved teenage drivers. The data allowed us to examine behaviors and potential contributing factors in the seconds leading up to the collision, and provided information not available in police reports.

The Facts Hurt: A State-By-State Injury Prevention Policy Report: The report provides an overview of a wide range of injury and violence-related issues, including overviews of: budgets/funding and government programs and recommendations that support them - and overviews of topics including: seat belts, driving under the influence, child car seats and boosters, graduated drivers licenses, distracted driving, older drivers, speeding, red light cameras, motorcycle injuries, bicycle and other vehicle safety, complete streets initiatives, homicide, assault, school-related violence, bullying, gang-related violence, suicide, firearms safety, intimate partner violence, teen dating violence, rape and sexual assault, child maltreatment, falls, drowning, home-related injuries, fires, traumatic brain injuries, poisoning, and prescription drug overdose and misuse. The National Center for Injury Prevention and Control (NCIPC) has provided a technical review of the document.

Questions or comments? E-mail us at angle.byrne@dot.gov or call 617-494-2682.