>> HI, EVERYONE.
WE'LL GET STARTED IN A FEW
MINUTES.
IF YOU CAN GO AHEAD AND FILL OUT
THE POLL QUESTION ON THE SCREEN
NOW, THAT WILL TELL US WHAT
STATE YOU'RE FROM.
I SEE SOME PEOPLE ARE ALREADY
FILLING THAT OUT, SO THAT'S
GREAT.
...
HI, EVERYONE.
THANKS FOR JOINING US.
THIS IS JENNIFER ALLISON, I'M
SITTING IN FOR REBECCA HUNT, AND
I'LL BE THE MODERATOR FOR
TODAY'S COMMUNITY OF PRACTICE
WEBINAR.
THIS IS OUR NINTH WEBINAR IN THE
COMMUNITY OF PRACTICE AND WE'LL
BE FOCUSING ON MOTOR VEHICLE CRASHES IN TBI.
I WANT TO CALL EVERYONE’S ATTENTION TO THE POLL QUESTION WE HAVE ON THE SCREEN AT THIS POINT, ASKING YOU WHAT STATE TEAM YOU’RE A MEMBER OF.
I SEE A LOT OF YOU HAVE ALREADY FILLED OUT THAT QUESTION.
THAT’S GREAT.
GO AHEAD AND DO THAT IF YOU HAVEN’T RESPONDED ALREADY.
I THINK WE’LL GIVE PEOPLE JUST A COUPLE OF SECONDS TO FILL OUT THAT QUESTION BEFORE WE MOVE ON.
...
I SEE A FEW MORE RESPONSES COMING IN.
...
ALL RIGHT.
...
OKAY.
I THINK WE CAN PROBABLY CLOSE THE POLL.
THERE IT GOES.
AND WE’LL MOVE ON TO OUR AGENDA HERE.

... LET ME JUST ADVANCE OUR SLIDES. ...

OH, TAKE ONE MORE SECOND HERE TO CLOSE OUT OUR POLL QUESTION. OKAY.

SO THERE WE GO.

OUR AGENDA, AN OVERVIEW OF DATA RELATED TO MOTOR VEHICLE CRASHES IN TBI, AND LEARNING ABOUT DRIVERS LICENSING TO PREVENT MOTOR VEHICLE CRASHES AND T.B.I.

>> I’M JOINED BY REBECCA WILMER HANDLING TECH SUPPORT FOR OUR WEBINAR, REPLACING BAILEY TRIGGS WHO WORKED WITH THE CHILDREN’S NETWORK FOR SEVERAL YEARS. I’M SURE MANY OF YOU MET BAILEY. SHE MOVED TO A GREAT JOB SO REBECCA AND I ARE FILLING IN FOR HER.

I TURN THINGS OVER TO REBECCA
FOR A MOMENT WHO WILL GO THROUGH TECHNICAL TIPS FOR THE WEBINAR.

REBECCA.

>> THANKS, JENNIFER.

SO THERE ARE TWO OPTIONS TO HEAR TODAY'S AUDIO. YOU CAN EITHER LISTEN THROUGH YOUR COMPUTER SPEAKERS OR CALL 866-835-7973.

IF YOU'RE PARTICIPATING THROUGH THE PHONE, PLEASE MUTE YOUR COMPUTER SPEAKERS TO ELIMINATE ECHO.

PHONE LINES WILL BE MUTED TO LIMIT BACKGROUND NOISE DURING PRESENTATIONS AND OPENED AGAIN AT THE END FOR Q&A.

IF YOU'RE HAVING ANY QUESTIONS OR EXPENSING TECHNICAL DIFFICULTIES, PUT THEM IN THE CHAT BOX AND WE'LL ATTEMPT TO ASSIST YOU.

FOR PROBLEMS, CONTACT 800, 416-7670.

THE PHONE NUMBER IS ALSO ABOVE
THE SLIDE DECK.

>> THANKS, REBECCA.

I'M GOING TO GO AHEAD AND
INTRODUCE OUR FIRST PRESENTER,
REBECCA SPICER.

DR. SPICER IS A RESEARCH
SCIENTIST AT THE STATISTIC
INSTITUTE FOR RESEARCH AND
EVALUATION AND THE DIRECTOR OF
THE CHILDREN'S SAFETY NETWORK
ECONOMICS AND DATA ANALYSIS
RESOURCE CENTER.

SHE'S CONTRIBUTED TO THE FIELD
OF INJURY CONTROL RESEARCH FOR
NEARLY 20 YEARS.

HER EXPERTISE INCLUDES
EVALUATION, COST ANALYSIS AND
STUDY DESIGN.

"MONG THE PROGRAMS AND POLICIES
SHE'S EVALUATED INCLUDE
GRADUATED DRIVER'S LICENSING,
MOTOR CYCLE HELMET LAWS, CHILD
SAFETY SEAT LAWS, DRUNK DRIVING
ZERO TOLERANCE LAWS, FEDERALLY
MANAGED ALCOHOL TESTING AND
INTERVENTION PROGRAMS AND
WORKPLACE AND SUBSTANCE ABUSE
PROGRAMS.
MADE SPECIFIC CONTRIBUTIONS TO
METHODS AIR MEASURING THE BURDEN
OF INJURY AND UPDATING METHODS
FOR DETERMINING QUALITY OF LIFE
IMPACTS RESULT FROM
TRAFFIC-RELATED INJURIES.
SHE WAS A PEACE CORPS VOLUNTEER
BEFORE.
WE'RE THRILLED TO HAVE
DR. SPICER PRESENT DATA ON
T.B.I. AND MOTOR VEHICLE
CRASHES.
I'LL TURN THINGS OVER TO YOU
NOW.
>> THANKS, JENNIFER.
I APPRECIATE THAT.
TODAY, I AM GOING TO PRESENT TO
YOU A PRELIMINARY ANALYSIS I DID
USING CRASH DATA.
THE DATA SET THAT I WANTED TO
TAKE A LOOK AT IS CALLED THE
CRAFT WORTHINESS DATA SYSTEM.
I WANT TO TALK AT TRAUMATIC BRAIN INJURY.

JENNIFER, I PROBABLY NEED TO ADVANCE THE SLIDE.

YES, HERE WE GO.

SO THE TITLE OF MY PRESENTATION TODAY IS PRELIMINARY ANALYSIS OF TRAUMATIC BRAIN INJURY AMONG MOTOR VEHICLE OCCUPANTS AGE ZERO TO 19 YEARS FROM YEARS 2009 TO 2012.

ESSENTIALLY, WE'RE FINDING THAT EVEN WITH RECENT ADVANCES IN TECHNOLOGY AND RESTRAINT USE, MOTOR VEHICLE-RELATED TRAUMATIC BRAIN INJURY IS A LEADING CAUSE OF DEATH AND BRAIN INJURY AMONG CHILDREN.

AS A WHOLE, MOTOR VEHICLE CRASHES ARE A VERY BIG CAUSE IN T.B.I.

WE’VE MADE GREAT ADVANCES IN REDUCING MOTOR VEHICLE INJURIES. SINCE 1998, WE’VE REDUCED THEM MORE THAN 50%.
AMONG THAT DIFFICULT
10-14-YEAR-OLD AGE GROUP, WE'VE
REDUCED THEM TO ALMOST A THIRD
OF WHAT THEY USED TO BE IN 1998,
SO WE'VE REALLY MADE GREAT
ADVANCEMENTS IN REDUCING MOTOR
VEHICLE-RELATED INJURIES.
HOWEVER, WHEN YOU'RE WORRIED
ABOUT TRAUMATIC BRAIN INJURY,
MOTOR VEHICLE IS STILL A VERY
IMPORTANT PIECE OF THAT PROBLEM.
SO THE OBJECTIVE OF MY
PARTICULAR ANALYSIS WAS TO
IDENTIFY OPPORTUNITIES TO REDUCE
MOTOR VEHICLE-RELATED TRAUMATIC
BRAIN INJURY AMONG ZERO SOTO
19-YEAR-OLDS.
I'M CALLING THIS A PRELIMINARY
ANALYSIS, ONE BECAUSE I DID THIS
VERY RECENTLY.
I REALLY DID THIS ANALYSIS TO
NOT ANSWER QUESTIONS BUT MORE TO
GENERATE QUESTIONS.
YOU KNOW, WHERE ARE OUR
OPPORTUNITIES TO REDUCE T.B.I.
IN MOTOR VEHICLE CRASHES?
THE PRELIMINARY ANALYSIS LOOKS
AT RECENT TRENDS, THE SIZE OF
THE PROBLEM.
WE'LL DESCRIBE T.B.I. IN CRASHES
AND WE'RE GOING TO THINK A
LITTLE BIT ABOUT THE NEXT STEP.
I ACCESS 2009 TO 2012 DATA.
FOR THOSE NOT FAMILIAR WITH
C.D.S., IT'S AN ANNUAL SURVEY OF
CRASHES WHERE AT LEAST ONE
VEHICLE WAS TOWED.
SO THEY'RE FAIRLY SERIOUS
CRASHES THE DATA SET GIVES YOU
GREAT EXAMPLES OF THE CRASH.
WHAT DID THE CRASH LOOK LIKE,
WHAT HAPPENED INSIDE THE
VEHICLES, GIVES YOU INFORMATION
ON EVERY ONE IN THE VEHICLE NOT
JUST THE INJURED FOLKS.
IT HAS MORE INFORMATION THAN I
WOULD KNOW WHAT TO DO WITH.
BUT THIS IS THE DATA SET I
NEEDED TO ACCESS FOR T.B.I.
BECAUSE C.D.S. GIVES YOU VERY
DETAILED INFORMATION TON INJURE,
PARTICULARLY WHAT SYSTEM OF THE
BODY WAS INJURED.
FOR THIS ANALYSIS, I JUST PULLED
ALL THE OBSERVATIONS FOR THOSE
PEOPLE AGE ZERO TO 19 WHO HAD A
BRAIN INJURY.
SO THESE ARE PURELY TRAUMATIC
BRAIN INJURIES.
THERE IS NO SKULL FRACTURES OR
FACE INJURIES IN HERE.
IT'S ALL ABOUT THE BRAIN.
NOW, THE ONE THING ABOUT C.D.S.
THAT'S A REAL PROBLEM IS SAMPLE
SIZES.
I RAN INTO THAT -- EVEN USING
FOUR YEARS OF DATA, I RAN INTO
PROBLEMS WITH SAMPLE SIZES IN
SPLITTING UP THE AGES.
SO IT WAS VERY, VERY DIFFICULT
TO LOOK AT THE UNDER-ONES.
OUT OF FOUR YEARS, I ONLY HAD A
SAMPLE OF FOUR FOR THOSE ZERO TO
12 MONTHS, WHICH IS A GOOD SIGN.
MEANS THERE AREN'T THAT MANY
T.B.I.s OUT THERE AMONG ZERO TO ONEs, BUT ALSO LIMITED MY ANALYSIS. SO YOU WILL SEE HOW I SPLIT UP THE DATA IN LARGER SUBGROUPS THAN I WOULD HAVE LIKED. SO THIS IS JUST A QUICK COMPARISON WITH OLD DATA I HAD ON HAND FROM 1999 TO 2002. I LOOKED AT, OBVIOUSLY, THE NUMBER OF INJURIES HAS REDUCED SIGNIFICANTLY. I WANTED TO KNOW IF THE PROPORTION WHERE TRAUMATIC BRAIN INJURY IS ALSO REDUCED, WHICH MIGHT TELL US THAT, AMONG THOSE IN THESE CRASHES, MAYBE THE INJURIES ARE NOT QUITE AS SEVERE AS THEY USED TO BE. THAT MAY BE TRUE BECAUSE AMONG ZERO TO 14-YEAR-OLDS, 1.1% OF ALL THE INJURIES WERE T.B.I., WHILE NOW, 2009 TO 2012, .7% ARE T.B.I. AMONG 15 TO 19-YEAR-OLDS, IT'S
VERY SIMILAR, 1.6 VERSUS 1.8 CURRENTLY.
THIS IS NOT A SURPRISE.
T.B.I. INJURIES AND MOTOR VEHICLE CRASHES ARE PARTICULARLY SEVERE.
THE INJURY SEVERITY SCORE TAKES THE MULTIPLE INJURIES OF A VICTIM AND LOOKS AT THE THREE MOST SEVERE AND COMES UP WITH A SCORE.
SO THE AVERAGE SCORE FOR T.B.I. VICTIMS IS 8.72, WHILE FOR OTHER INJURY VICTIMS IT WAS 1.71.
IN THE CRASH FOR EACH INDIVIDUAL THEY LISTED HOW MANY INJURIES THE PERSON SUFFERED.
T.B.I. VICTIMS HAD MORE THAN TWO TIMES THE NUMBER OF INJURIES THAN OTHER INJURED FOLKS.
...
THE NUMBER OF DAYS IN THE HOSPITAL WAS 1.08 FOR T.B.I. VICTIMS VERSUS .15 FOR OTHER INJURY VICTIMS.
LET ME QUICKLY EXPLAIN IF YOU'RE CONFUSED ABOUT THIS OTHER INJURY.
WHAT I DID WAS I TOOK EACH PERSON, AND IF THEY HAD A T.B.I., I PUT THEM IN A T.B.I. CATEGORY.
FOR EVERYONE ELSE, THEY WERE JUST CALLED ANOTHER INJURY.
SO THEY MIGHT HAVE SERIOUS INJURIES, SPINAL CORD, BROKEN LIMBS, ET CETERA, BUT THEY'RE ALL LUMPED INTO THIS OTHER INJURY GROUP.
SO I WANTED TO SEE WHAT THE T.B.I. VICTIMS' CHARACTERISTICS OF THEIR CRASHES AND INJURIES WERE COMPARED TO THOSE WITH OTHER TYPES OF INJURIES.
AND YOU WILL SEE IN A MINUTE THAT I ALSO LOOKED AT THOSE WHO HAD NO INJURIES.
SO NO SURPRISE, T.B.I. VICTIMS, THEIR INJURIES ARE PARTICULARLY SEVERE.
MOST T.B.I. VICTIMS -- NO,
T.B.I. VICTIMS WERE LESS LIKELY
TO HAVE BEEN RESTRAINED WHEN
INVOLVED IN THE CRASH.
SO THESE BARS REFLECT THE NUMBER
OF CASES, NOT INJURED, OTHER
INJURY AND T.B.I.
THE T.B.I. ARE A VERY SMALL
PIECE OF ALL OF THE VICTIMS IN
THE CRASH.
THE NON-INJURED ARE THE GREATEST
PORTION OF THE VICTIMS.
HOWEVER, WE FOUND T.B.I. VICTIMS
WERE MUCH LESS LIKELY TO BE
RESTRAINED, 76%, VERSUS 90% OF
THOSE WITH NO INJURY OR OTHER
INJURY.
HERE IS THE CHART FOR THE 15 TO
19-YEAR-OLDS.
A VERY DIFFERENT POPULATION
BECAUSE SOME ARE DRIVING AND
PROBABLY HAVE A DIFFERENT SOURCE
OF PEOPLE IN THEIR CAR, PROBABLY
TRAVELING WITH PEOPLE NOT THEIR
PARENTS.
SO IT'S INTERESTING TO LOOK AT
HOW MANY OF THEM WERE
RESTRAINED.
FOR THOSE WHO SUFFERED T.B.I.,
FEWER VERSUS 82% OF OTHER INJURY
AND 95% OF THOSE WITH NO INJURY.
BUT THAT'S ALSO VERY REASSURING
TO SEE THAT 95% NUMBER.
THOSE WITH NO INJURY, MOST WERE
RESTRAINED.
THERE IS SO MUCH INFORMATION, I
WANTED TO TAKE A LOOK AT WHAT
WAS WHAT.
I THOUGHT IT WAS INTERESTING TO
TAKE A LOOK TO SEE WHAT POSITION
THEY WERE IN.
THIS VARIABLE IS EXTREMELY
COMPLICATED.
THEY TELL YOU WHICH SEAT IN THE
MIDDLE, THE RIGHT, THE VERY FAR
SIDE, THIS AND THAT.
FIRST ROW, SECOND, THIRD,
FOURTH, FIFTH ROW.
BUT I NARROWED IT DOWN AND
SIMPLIFIED IT JUST TO SEE WHAT'S
GOING ON.

...  I CAN'T REALLY TELL IF THERE'S  MUCH INFORMATION HERE, BUT WE  CAN SEE THAT TRAUMATIC BRAIN  INJURY VICTIMS WERE NOR LIKELY  IN THE FRONT -- ACTUALLY, ALL  INJURY VICTIMS WERE MORE LIKELY  IN THE FRONT COMPARED TO THOSE  WITH NO INJURY.

THESE ARE ZERO TO 14-YEAR-OLDS.

AND 15-19-YEAR-OLDS, I THREW IN  THE DRIVERS.

THE DISTRIBUTION IS NOT MUCH  DIFFERENT BETWEEN GROUPS FOR  THIS AGE GROUP.

...

ALL RIGHT.

LET'S TAKE A LOOK AT ALCOHOL  INVOLVEMENT.

SO OF CRASHES WHERE A ZERO TO 19-YEAR-OLD T.B.I. VICTIM WAS  INVOLVED, HOW MANY OF THESE  CRASHES WERE ALCOHOL-INVOLVED?

SO THIS MEANS THAT IT COULD HAVE
BEEN THE DRIVER OF THE CAR
VICTIM AGAIN OR THE DRIVER OF
ANOTHER CAR INVOLVED IN THE
CRASH.

IF THREES ANY
ALCOHOL-INVOLVEMENT, IT'S CALLED
ALCOHOL-INVOLVED IN THIS SLIDE.

SO T.B.I. VICTIMS WERE MORE
LIKELY TO BE INVOLVED IN AN
ALCOHOL-INVOLVED CRASH.

10.8% VERSUS 4.5 TO 5% AMONG THE
OTHER CATEGORIES, OTHER INJURY
AND NO INJURY.

ALSO INTERESTED IN VEHICLE TYPE.
YOU KNOW, I'M LOOKING AT THIS
HERE AND WE'RE SEEING THAT
TRAUMATIC BRAIN INJURIES ARE
OVER 50% MEDIUM/LARGE PASSENGER
VEHICLES.

I THINK THAT'S, AGAIN, JUST
GENERATING QUESTIONS WHY.

IS THERE AN INCREASED RISK HERE
OR IS THAT JUST DUE TO SOME
OTHER FACTOR OF DRIVERS, THEY
DRIVE MORE RISKY IN MEDIUM/LARGE
PASSENGER CARS, OR NOT QUITE SURE WHAT'S GOING ON HERE.
WE ALREADY KNOW THAT YOUR VEHICLES SOMETIMES DESCRIBE WHAT KIND OF DRIVER YOU ARE.
THEY FOUND MINIVAN DRIVERS ARE MUCH LESS LIKELY TO TAKE RISKS THAN THE COUPE OR CONVERTIBLE DRIVERS.
SO I'M NOT SURE WHAT'S GOING ON BUT I THOUGHT IT WOULD BE INTERESTING TO SHOW YOU WHAT THIS LOOKS LIKE.
...
SO THE MAIN CONCLUSION I DRAW FROM THIS LITTLE ANALYSIS IS RESTRAINT USE AND ALCOHOL-INVOLVED CRASHES APPEAR TO BE RELATED TO MOTOR VEHICLE-OCCUPANT TRAUMATIC BRAIN INJURY.
THIS PROBABLY IS NOT EARTH-SHATTERING INFORMATION.
WE KNOW MORE SERIOUS INJURIES ARE INVOLVED IN MORE SERIOUS
CRASHES AND BOTH OF THESE ISSUES ARE IMPORTANT IN A CRASH.

BUT IT LETS YOU THINK A LITTLE BIT ABOUT WHAT ARE THE NEXT STEPS AND WHAT KINDS OF QUESTIONS YOU WANT TO ASK OR WHAT SORT OF INFORMATION WE WANT TO EXPLORE FURTHER.

ME, I WOULD LIKE TO TAKE A LITTLE BIT MORE EXPLORATION IN LOOKING AT VARIATION BETWEEN STATES AND POSSIBLY DO THEY VARY BY THEIR SEAT BELT LAWS, BY OTHER LEGISLATION OR PROGRAMS. DO SOME STATES REALLY HAVE HIGHER TRAUMATIC BRAIN INJURY RATES AND WHY IS THAT? DOES IT CORRESPOND WITH RESTRAINT USE POLICIES?

...

AND I WOULD LIKE TO TAKE A CLOSER LOOK AT SOME OF THE FACTORS THAT WERE HIGHLIGHTED TODAY LIKE RESTRAINT USE AND ALCOHOL INVOLVEMENT,
PARTICULARLY RESTRAINT USE
BECAUSE THIS IS A PRETTY ROUGH
GROUPING, RESTRAINT USE.
I'D LIKE TO TAKE A LOOK AT WHAT
TYPE OF SEATS THEY WERE USING
AND WHETHER THEY WERE PROPERLY
RESTRAINED.
ALL THIS INFORMATION IS IN THE
DATA SET, BUT WE REQUIRE REALLY
ANOTHER SECOND ANALYSIS TO TAKE
A LOOK AT IT.
WHAT'S GOING ON WITH TEENAGE
DRIVERS VERSUS THEIR PASSENGERS,
ET CETERA, ET CETERA.
SO, NO, THIS IS ALL JUST FOOD
FOR THOUGHT AND, AT THE END OF
THE PRESENTATION, IF YOU WOULD
LIKE TO ASK SOME QUESTIONS, I'M
HERE FOR YOU.
SO THANK YOU.

...  

>> GREAT.
THANKS SO MUCH, BECKY.
VERY INTERESTING AND VERY
HELPFUL IN TERMS OF
UNDERSTANDING THE CONTEXT FOR A LOT OF THESE INJURIES.

OKAY.

SO NOW WE'RE GOING TO MOVE ON TO OUR NEXT PRESENTER WHO IS PAM FISHER.

PAM IS A TRANSPORTATION SAFETY CONSULTANT WITH MORE THAN 25 YEARS OF EXPERIENCE ADDRESSING BEHAVIORAL SAFETY ISSUES AT THE LOCAL, STATE AND NATIONAL LEVELS THROUGH ADVOCACY, EDUCATION AND ENFORCEMENT.

FROM 2007 TO 2010, PAM SERVED AS GOVERNOR'S REPRESENTATIVE AND DIRECTOR OF THE NEW JERSEY DIVISION OF HIGHWAY TRAFFIC SAFETY WHERE SHE LED A TEAM OF PROFESSIONALS TO RAISE THE STATE SEAT BELT REWDGES RATE TO A RECORD HIGH AND REDUCED THE MOTOR VEHICLE FATALITY RATE TO AN HISTORIC LOW.

SHE PARTNERED WITH GOVERNOR JON CORZINE FOLLOWING HIS NEAR FATAL
CAR CRASH IN 2007 TO PROMOTE THE LIFE SAVING VALUE OF SEAT BELTS AND PASS A NUMBER OF RECORD TRAFFIC SAFETY REFORMS. ADDITIONALLY SHE SHARED THE NEW JERSEY TEEN DRIVER STUDY COMMISSION WHICH PROMPTED THE PASSAGE OF LEGISLATIVE INITIATIVES HELPING TO REDUCE TEEN DRIVING CASHES AND SAVE LIVES. THE COMMISSION'S WORK WAS RECOGNIZED WITH THREE NATIONAL AWARDS AND HELD UP AS A MODEL FOR OTHER STATES. PAM IS CURRENTLY LEADING THE NEW JERSEY TEAM SAFE DRIVING COALITION, A PARTNERSHIP WITH THE ALL-STATE FOUNDATION AND THE NATIONAL SAFETY COUNCIL AND REGULARLY FACILITATES THE RESEARCH BASED PARENT-TEEN ORIENTATION PROGRAM, SHARE THE TEENS, ACROSS THE STATE. AUTHORERD TWO REPORTS ON TEEN
DRIVING FOR THE GOVERNOR’S HIGHWAY ASSOCIATION.
FACILITATED THE NATION'S FIRST ALL-TEEN DRIVING COMMISSION FOR THE GEORGIA HIGHWAY SAFETY OFFICE, AND SPEAKS FREQUENTLY ABOUT TEEN DRIVING AT STATE, REGIONAL AND NATIONAL CONFERENCES.
PAM HOLDS A BACHELOR'S DEGREE IN ENGLISH FROM LEBANON VALLEY COLLEGE, A CERTIFICATE IN ADVANCED MANAGEMENT FROM THE WHARTON SCHOOL AT THE UNIVERSITY OF PENNSYLVANIA AND A MASTERS DEGREE IN LEADERSHIP AND PUBLIC ADMINISTRATION FROM CENTENARY COLLEGE.
PAM’S MOST SIGNIFICANT WORK IS PARTNERING WITH HER ONLY CHILD ZACH RI, AN 18-YEAR-OLD FRESHMAN AT THE UNIVERSITY OF NEW HAMPSHIRE TO HELP HIM BUILD SKILLS AND BECOME A GOOD DRIVER FOR LIFE.
SO, PAM, IF YOU'RE READY, YOU CAN GO AHEAD AND STARTED YOUR PRESENTATION.

>> THANKS SO MUCH.

LET ME GET FORWARD HERE.

HI, EVERYBODY.

THANKS SO MUCH FOR HAVING ME ON THE CALL.

I APPRECIATE THE OPPORTUNITY TO SPEAK WITH YOU.

I RECOGNIZE THE NAMES AS I SCROLL THROUGH THE PARTICIPANTS.

SO HELLO TO MY FRIENDS AND HOPEFULLY NEW FRIENDS OUT THERE.

I WAS ASKED TO SPEND A LITTLE TIME TALKING ABOUT TEEN DRIVING, I'VE DONE A LOFT WORK ON THIS, AND TO TALK SPECIFICALLY ABOUT WHAT WE KNOW IS WORKING. WE KNOW THAT THE NUMBER ONE CAUSE OF DEATH FOR TEENAGERS IN OUR COUNTRY IS CAR CRASHES, DEATH AND INJURY. WHILE I CAN'T GIVE YOU THE SPECIFIC NUMBER, I KNOW I'VE
WORKED WITH BRAIN INJURY ALLIANCE FOLKS HERE IN NEW JERSEY.
I KNOW THEY SPEAK OFTEN ABOUT THE FACT THAT WHEN YOU LOOK AT TRAUMATIC BRAIN INJURY FOR TEENAGERS, THE NUMBER ONE CAUSE OF THAT IS CAR CRASHES. SO THIS IS ALL LINKED TOGETHER. SO WE NEED EVERYONE TO UNDERSTAND, YOU KNOW, HOW BIG AN ISSUE THIS IS. SO IT IS PARTICULARLY DEADLY FOR 16-YEAR-OLDS. THAT TENDS TO BE THE AGE IN MOST STATES WHERE TEENS GET LICENSED. IT VARIES. I KNOW IN OUR STATE WE DON’T LICENSE UNTIL 17. WE START THE PERMIT PROCESS AT 16. BUT SOME STATES START AS EARLY AS 14, 14 1/2. SO, YOU KNOW, WE REALLY NEED TO FOCUS ON THIS ISSUE FOR OUR
TEENS.

AND I THINK THE OTHER THING

THAT'S IMPORTANT TO NOTE IS CAR

CRASHES ARE REALLY -- YOU KNOW,

IT IS A TEEN ISSUE FOR A VARIETY

OF REASONS, BUT I TALK TO A LOT

OF TEENS AND THEY OFTEN SAY,

JEEZ, IT'S NOT US, IT'S THE

OLDER DRIVERS.

WE HAVE TO REMIND THEM THEY HAVE

THE HIGHEST CRASH RISK OF ANY

OTHER GROUP OUT THERE ON THE

ROAD, FOUR TIMES HIGHER THAN

ANYBODY ELSE.

SO IT IS A HUGE ISSUE FOR TEENS.

THE GOOD NEWS IS THE NUMBERS ARE

COMING DOWN.

WE'VE SEEN A TREMENDOUS DECLINE

IN TEEN FATALITIES ACROSS THE

NATION.

THIS IS NHTSA DATA I SHARE WITH

YOU.

IT'S ALWAYS A LITTLE FLUID, BUT

THESE ARE THE LAST NUMBERS I

HAVE.
WE KNOW THE NUMBER SINCE THE 1970s HAVE DROPPED BY ABOUT 68% AND EVEN CONTINUED TO DROP IN THE LAST FEW YEARS, DOWN 7%, 8%.

WE'VE SEEN A PARTICULARLY STRONG DROP IN THE NUMBER OF MALE TEEN DRIVERS AND ALSO FEMALES NOT AS STRONG BUT WE SEE THAT MALES ARE MORE LIKELY TO BE CAUSED TO BE INVOLVED IN TEEN CRASHES THAN FEMALES.

SO IT'S A HUGE ISSUE AND ONE THAT EVERYONE IN OUR COUNTRY NEEDS TO BE INTERESTED IN BECAUSE, YOU KNOW, TEENS ARE SHARING THE ROAD WITH EVERYONE OUT THERE.

SO WHEN TEEN DRIVERS CRASH, THEY OFTEN INJURE AND TELL YOU NOT ONLY THEMSELVES BUT THEIR PASSENGERS AS WELL AS OTHERS OUT THERE ON THE ROAD AND MAY BE PEDESTRIANS AND BICYCLISTS AS WELL.
A couple of things just to be aware of in terms of why teens crash.

Teens aren't bad drivers.

They crash because of brain development issues.

The part of the brain that they use to assess risk and to make some decisions about what they're doing out there is different than a fully-formed adult brain.

So they may be less risk.

They may not recognize the risks when they encounter them on the road.

Also experience -- the decisions they make, they don't have a lot of experience behind them.

So they do things like follow too closely.

They tailgate.

They don't know how to yield.

They haven't done these things.

Speeding is an issue and there
ARE THINGS GOING ON THAT REALLY ARE EXPERIENCED-BASED.

SO AS THEY GET MORE EXPERIENCE AND THEIR BRAINS DEVELOP, WE START TO SEE, YOU KNOW, THINGS CHANGE FOR THE BETTER.

BUT IT IS A HUGE CHALLENGE, AND EVERYONE NEEDS TO UNDERSTAND THAT BECAUSE THE ONLY THING THAT HELPS US WITH BRAIN DEVELOPMENT IS TIME.

SO THE LONGER WE CAN KEEP TEENS PRACTICING AND WORKING WITH THEM AND EVEN IN SOME CASES DELAY LICENSURE, THE BETTER IT WILL BE IN THE LONG RUN.

THEY ARE ALSO VERY EASILY DISTRACTED.

I SHARE STORIES ABOUT WHEN I FIRST STARTED DRIVING WITH MY SON AND WHAT I NOTICED ABOUT HIM LOSING HIS FOCUS VERY EASILY. IT HAPPENS.

THEY ARE PRONE TO SPEED AND THEY ARE LESS LIKELY TO BUCKLE UP,
WHICH IS A CHALLENGE TO ALL OF US AND A BIT OF A FRUSTRATION
BECAUSE THIS IS A GENERATION THAT GREW UP WITH SEAT BELTS AND CAR SEATS AND BOOSTER SEATS. SO WE HAVE TO CONTINUALLY REMIND THEM ABOUT THE IMPORTANCE OF SEAT BELT USE PARTICULARLY BECAUSE THEY HAVE SUCH A HIGH CRASH RISK.

SO WHEN YOU THINK ABOUT THE PROBLEMS THAT WE’RE DEAL WITH, THE CHALLENGES THAT WE HAVE, HOW DO WE RESOLVE THIS, WHAT DO WE DO?

AND, YOU KNOW, THERE’S A LOT OF DISCUSSION ABOUT WHAT WORKS. WE TALK ABOUT, YOU KNOW, PARENT INVOLVEMENT IS CRITICAL. DRIVER EDUCATION AND TRAINING. I’M NOT SURE WHAT HAPPENED THERE.

MY CURSOR JUMPED A BIT. THERE’S A LOT OF STUFF GOING ON OUT THERE, BUT WHAT I CAN TELL
YOU IN TERMS OF WHAT WE'VE FOUND
BY RESEARCH DONE BY MANY
ORGANIZATIONS BY NHTSA,
INSURANCE INSTITUTE FOR HIGHWAY
SAFETY, C.D.C., I COULD GO ON
AND ON, WE FOUND GRADUATING
DRIVER'S LICENSING IS A PROVEN
TOOL.
IT IS MAKING A DIFFERENCE.
I KNOW YOU'RE REPRESENTING
STATES ACROSS THE COUNTRY.
EVERY STATE HAS GRADUATING
DRIVERS LICENSING IN SOME SHAPE
OR FORM.
THEY'RE NOT ALL THE SAME BUT
THEY TEND TO BE A THREE-STEP
PROCESS.
IT BUILDS OVER TIME THAT STARTS
WITH A LEARNER'S OR PERMIT
STAGE, GRADUATING TO A LICENSING
STAGE THAT HAS RESTRICTIONS
ASSOCIATED WITH IT AND THEN
EVENTUALLY TO FULL LICENSURE.
SOME STATES START AS EARLY AS
14, 14 1/2.
NEW JERSEY IS THE LATEST.
WE DON'T LICENSE TILL 17.
BUT ONE OF THE CHALLENGES WE
HAVE WITH G.D.L. IS THAT, IN
MANY STATES, KIDS CAN AGE OUT.
TEENS AGE OUT OF THE SYSTEM.
I'M VERY PROUD OF THE FACT, IN
NEW JERSEY, WE DON'T AGE OUT OF
G.D.L.
OUR FULL G.D.L. SYSTEM APPLIES
TO ALL NOVICE DRIVERS UNDER 21
YEARS OF AGE.
EVEN IF YOU ARE 1 2 +* 1 AND OLDER
AND YOU'RE GETTING A LICENSE FOR
THE FIRST TIME, YOU GO THROUGH A
SHORTENED VERSION OF GRADUATED
DRIVER'S LICENSING.
SO WE RECOGNIZE YOU'RE A NEW
DRIVER REGARDLESS OF AGE, THERE
IS RISK.
BUT IT IS AN EFFECTIVE TOOL.
WE'VE SEEN TREMENDOUS REDUCTION
IN CRASHES, MAKING A BIG
DIFFERENCE.
THE MAIN POINT I WANT TO STRESS IS IT'S A PARENT TOOL.
IT'S A TOOL TO HELP FAMILIES, AND THE STANDARDS THAT ARE SET IN YOUR STATE, BE IT, YOU KNOW, RELATED TO PASSENGERS OR DRIVING AT NIGHT, THEY'RE ALL MINIMUM STANDARDS.

AS WE PASS POLICY IN OUR STATE, WE RECOGNIZE THAT, YOU KNOW, RESEARCH CONTINUES TO GO ON. SO WE ALWAYS WANT TO BE SHARING WITH OUR FAMILIES, WITH PARENTS, TEENS AND OTHERS, WHAT ARE THE BEST PRACTICES.
WHAT ARE WE LEARNING FROM THE RESEARCH SO WE KNOW THAT IF YOUR STATE SAYS THERE'S A 9:00 DRIVING RESTRICTION, THAT MIRRORS WHAT WE KNOW FROM BEST PRACTICE.
BUT IF YOUR STATE IS AN 11:00 DRIVER RESTRICTION, YOU CAN'T BE ON THE ROAD AFTER 11:00 AS A TEEN, 9:00 WE KNOW IS
BEST PRACTICE.

SO WE NEED TO BE COBB STANTLY MONITORING AND SHARING ALL THIS RESEARCH AND INFORMATION AND HELPING PARENTS KNOW THAT IT'S THE MINIMUM STANDARD THAT'S SET IN THEIR LAW.

SO I WANT TO JUST TAKE A MINUTE AND SHARE WITH YOU WHAT ARE CONSIDERED -- WHAT'S CONSIDERED THE OPTIMAL G.D.L.

MAP 21 IS THE CURRENT FUNDING BILL, THE FEDERAL TRANSPORTATION FUNDING BILL THAT WE'RE ALL WORKING UNDER.

THOSE WHO RECEIVE FUNDING FOR SAFETY PROGRAMS AND STATES, IT COMES FROM THIS.

AND THERE ARE REAL SPECIFIC GUIDELINES THAT ARE IN THERE THAT STATES ARE MADE AWARE OF IF THEY WANT TO GET FUNDING FOR G.D.L. PROGRAMS.

BUT IT'S REALLY UP TO THE LEGISLATORS IN THE STATE TO
DECIDE, YOU KNOW, WHAT THEY'RE GOING TO PUT INTO LAW.

BUT THESE ARE THE MINIMUMS, THAT THIS POINT, BASED ON THAT 21.

YOU WILL SEE THE PERMIT AGE IS AT 16.

THERE ARE STATES THAT ARE LOWER.

THE WAITING PERIOD OR THE HOLDING PERIOD FOR A PERMIT IS A 6-MONTH MINIMUM.

PRACTICE HOURS ARE IN THERE, AND THAT'S WHERE THE TEEN WITH A PERMIT IS ACTUALLY DRIVING WITH A LICENSED DRIVER, PREFERABLY OVER 21 WHO HAS -- OVER 21 WHO HAS EXPERIENCE.

WE HAVE INTERMEDIATE STAGE, SOME CALL IT PROVISIONAL LICENSES.

MINIMUM AGE IS 17.

RESTRICTION FOR DRIVING AT NIGHT, THEY SAY YOU SHOULD BE OFF THE ROAD IF YOU'RE A TEEN BETWEEN 10:00 P.M. AND 6:00 A.M.

AGAIN, THAT VARIES.

SOME STATES THIS IS AS LATE AS
MIDNIGHT OR 1:00 A.M.
WE HAVE A PASSENGER RESTRICTION.
LOOKS LIKE MY ARTWORK GOT A
LITTLE MESSED UP THERE, BUT
SHOULD BE NO MORE THAN ONE IN
THE CAR, AND THAT'S A PEER
PASSENGER.
THEN THE MINIMUM FULL LICENSURE
AT YOUR AGE WHERE THEY'RE NO
LONGER UNDER G.D.L. IS
RECOMMENDED TO BE 18.
SO IF YOU LOOK AT YOUR OWN
STATE, THIS IS KIND OF A GREAT
WAY TO MEASURE HOW ARE WE DOING.
DO WE AT THE VERY LEAST MEET
THESE STANDARDS?
WHAT DO WE HAVE IN PLACE?
AND THIS IS A TOOL STATES CAN
USE IF THEY WANT TO GO BACK TO
THEIR LEGISLATURE AND SAY, HEY,
WE REALLY THINK WE NEED TO
STRENGTHEN OUR LAWS BECAUSE WE
KNOW THE RESEARCH IS TELLING US
THESE ARE REALLY THE BEST
PRACTICES AT THIS POINT IN TIME.
SO REAL QUICKLY, NEW JERSEY'S
G.D.L., WE ARE CONSIDERED ONE OF
THE MOST PROGRESSIVE.
WE'RE NOT PERFECT, WE ARE
MISSING THINGS, BUT WE DO HAVE
THE PERMIT AGE AT 16.
YOU HAVE TO WAIT TILL YOU'RE 17
TO GET A PERMIT IF YOU DON'T
WANT TO MEET THE BLIND -- BEHIND
THE WHEEL REQUIREMENT.
THE PROBATIONNARY LICENSE IS 17.
A TEEN DRIVER CAN ONLY HAVE ONE
PASSENGER IN THE VEHICLE UNLESS
THE PARENT OR GUARDIAN IS WITH
THEM AND THEN IT'S BASED ON
MAKING SURE EVERYBODY'S IN A
SEAT BELT.
WE HAVE A CURFEW OR A NIGHTTIME
DRIVING RESTRICTION, AS YOU SEE,
AND THAT WAS CHANGED FROM
MIDNIGHT A FEW YEARS AGO TO
11:00 P.M.
WE DON'T ALLOW THE USE OF ANY
ELECTRONIC DEVICES, HAND-HELD OR
HANDS FREE, INCLUDING IPODs,
GPS AND ALL THOSE KINDS OF THINGS.
WE REQUIRE EVERYONE TO WEAR SEAT BELTS, AND WE HAVE, WHICH IS UNIQUE TO NEW JERSEY, WE HAVE A DECAL REQUIREMENT. BASICALLY WHAT THAT SAYS IS THAT IF YOU ARE A PERMIT OR PROBATIONNARY DRIVER, IN NEW JERSEY, YOU HAVE TO DISPLAY A RED HIGHLY VISIBLE DEKALE ON YOUR FRONT AND BACK LICENSE PLATE.
A COUPLE OF THINGS TO SHARE WITH YOU.
YOU'RE ALL WORKING IN INJURY PREVENTION AND SAFETY AND PUBLIC HEALTH.
IT'S REALLY IMPORTANT WE ALWAYS EVALUATE OUR PUBLIC POLICIES TO MAKE SURE THAT THEY'RE HAVING THE INTENDED IMPACT. AND WE'RE DOING THAT IN NEW JERSEY, BUT I PUT THE SITE UP TO GET YOU THINKING ABOUT HOW
DO YOU DO THAT IN YOUR STATE?
HOW DO YOUR STATES' G.D.L.
COMPARE TO BEST PRACTICES.
I ENCOURAGE YOU TO LOOK AT YOUR
GRADUATED DRIVER'S LICENSING
LAWS.
AND DO TEENS AND PARENTS IN YOUR
STATE FULLY UNDERSTAND AND
COMPLY WITH IT?
THAT'S NOT NECESSARILY THE
EASIEST I THINK TO MEASURE
BECAUSE YOU CAN GAUGE AWARENESS
THROUGH PRE- AND POST-SURVEYS,
WHAT DO YOU KNOW ABOUT G.D.L.,
PROVIDE INFORMATION AND HAVE YOU
LEARNED MORE, OBVIOUSLY, BUT THE
COMPLIANCE PART IS HARD BECAUSE
A LOT IS MEASURED THROUGH SELF
REPORTING.
THERE'S BEEN WORK DONE IN OUR
STATE THROUGH THE INSURANCE
INSTITUTE FOR HIGHWAY SAFETY
LOOKING AT COMPLIANCE,
PARTICULARLY AFTER OUR DECAL WAS
INITIATED, AND THIS SHOULD BE
WAS DID THE DECAL HELP WITH COMPLIANCE?
WE WANTED IT TO AID IN ENFORCEMENT.
WE DIDN'T SEE A SIGNIFICANT LIFT IN TERMS OF COMPLIANCE.
I THINK PART OF THAT IS UNDERSTANDING WHY WE HAVE THIS LAW.
THAT'S A QUESTION TO ASK IN YOUR OWN STATES.
DO TEENS AND PARENTS REALLY UNDERSTAND NOT ONLY WHAT YOUR LAW IS BUT WHY?
WHY IS THERE A PASSENGER RESTRICTION?
WHY IS THERE A NIGHTTIME DRIVING RESTRICTION?
WHY CAN'T TEENS USE ANY ELECTRONIC DEVICES?
HELP THEM CONNECT THE DOTS, IF YOU WILL, BETWEEN THE REASON FOR THE RESTRICTION AND THE CRASH RISK THAT'S ASSOCIATED.
SO WE KNOW IF YOU PUT A TEEN
BEHIND THE WHEEL AND PUT ANOTHER
TEEN PASSENGER IN THE CAR THE
CRASH RISK ESSENTIALLY DOUBLES.
SO THAT'S WHY WE HAVE
RESTRICTIONS ON PASSENGERS.
SO SHARING THAT KIND OF
INFORMATION WITH PARENTS REALLY
HELPS THEM MAKE BETTER DECISIONS
AND ENABLES THEM TO PARTNER WITH
THEIR TEEN AND RECOGNIZE THAT,
WHEN I ENFORCE THAT PASSENGER
RESTRICTION, I'M DOING SOMETHING
TO HELP MY TEEN THROUGH ONE OF
THE RISKIEST TIMES OF THEIR
LIVES SO HELPING THEM CONNECT
THE DO TH IS IMPORTANT.
THE OTHER QUESTION, IS LAW
ENFORCEMENT ON BOARD AND ARE
THEY ABLE TO TRULY ENFORCE YOUR
GRADUATED DRIVER'S LICENSE LAW?
YOU KNOW, WE HAVE A DECAL
REQUIREMENT IN OUR STATE BECAUSE
POLICE AND LAW ENFORCEMENT
OFFICERS ACROSS THE STATE AND
TEENS TOLD US THAT WE CAN'T
ENFORCE THE LAW AND TEENS SAY WE KNOW THERE'S DIFFICULTY BECAUSE YOU CAN'T JUST TELL YOU OVER A CAR BECAUSE YOU COUNT WHAT LOOK LIKE FOUR TEENS IN THE CAR.

THE DRIVER MAY BE A TEENAGER, BUT HE MAY ALREADY BE FULLY LICENSED.

SO, YOU KNOW, IS ENFORCEMENT ABLE TO ENFORCE IT, NUMBER ONE, AND, NUMBER TWO, DO THEY ALSO UNDERSTAND HOW YOUR GRADUATED DRIVER'S LICENSE LAW WORKS?

ARE THEY AWARE OF THE RISKS?

I WILL SHARE WITH YOU, IN 2001, WHEN OUR GRADUATED DRIVERS LICENSE LAW TOOK EFFECT, WE DIDN'T DO A VERY GOOD JOB OF EDUCATING THE ENFORCEMENT COMMUNITY.

NOBODY REALLY STEPPED UP AND TOOK THAT ROLE.

SO WE HAD TO PLAY CATCH-UP FOR QUITE A FEW YEARS TO GET THEM INFORMED.
WE CONTINUE TO DO THAT.
WE HAVE A PROGRAM IN PLACE
THAT'S PILOTED IN ONE OF OUR
POLICE ACADEMIES TO EDUCATE NEW
POLICE RECRUITS ABOUT GRADUATED
DRIVER'S LICENSE BECAUSE IT'S
COMPLICATED.
WE ALSO HAVE A LAW ENFORCEMENT,
A G.D.L. PROGRAM FOR LAW
ENFORCEMENT OFFICIALS, THESE ARE
FOR OFFICERS ALREADY IN THE
FIELD, AND WE OFFER THAT FREE
THROUGH ONE OF OUR ACADEMIES AND
ARE WORKING IT TO GET IT IN OUR
OTHERS TO HAVE POLICE OFFICERS
ON BOARD.
SO YOU HAVE TO GET THE POLICE ON
BOARD, AND IF YOU HAVE A CHIEF
IN YOUR COMMUNITY THAT'S NOT
NECESSARILY AWARE OF G.D.L.,
AWARE OF THE RISK FOR TEENS AND
FOCUSED ON TRAFFIC SAFETY,
THERE'S A GOOD BET THE OFFICERS
OUT ON THE STREET ARE NOT GOING
TO BE FOCUSED ON THIS EITHER.
SO GETTING LAW ENFORCEMENT ON IS IMPORTANT AND IT REALLY SHOULD BE A PART OF HOW YOU'RE DOING AND HOW YOU EVALUATE YOUR PROGRAM BECAUSE IF THEY'RE NOT ENFORCING OR CAN'T ENFORCE THE LAW, THEN IS THE LAW REALLY GOING TO BE EFFECTIVE?

AND THE LAST THING TO LOOK AT WHICH IS PRETTY OBVIOUS ARE CRASHES, INJURIES AND FATALITIES, ARE THE NUMBERS GOING IN THE RIGHT DIRECTION.

I'M GOING TO PUT UP A COUPLE OF SLIDES FROM THE HIGHWAY SAFETY OFFICE AND OTHER FOLKS HERE IN NEW JERSEY THAT KIND OF GIVES YOU A SENSE OF OUR TREND LINE, WHAT'S BEEN HAPPENING.

THESE ARE DRIVERS 20 AND UNDER, LICENSED DRIVERS IN OUR STATE WHO HAVE BEEN INVOLVED IN FATAL CRASHES.

DOESN'T MEAN THAT THEY'VE THEY WERE KILLED, BUT THEY WERE
INVOLVED IN CRASHES WHERE THERE WAS A FATALITY.

AND YOU CAN SEE OUR TREND LINES ARE ABSOLUTELY MOVING DOWNWARD.

WE HAD A SPIKE IN 2011.

I WILL TELL YOU THAT MIRRORS A SPIKE FOR ALL DRIVERS IN OUR STATE.

WE DEFINITELY HAD AN UPTICK IN 2011 AND WE'RE NOT SURE WHAT THAT WAS BUT FOR ANYBODY WHO Follows trend lines you know you can't base a trend on one year's worth of data.

SO WE'RE HOPEFUL WE'RE MOVING BACK IN THE RIGHT DIRECTION AND WILL CONTINUE TO DO SO.

IF YOU LOOK AT OUR TEEN DRIVERS AND PASSENGERS, THIS IS FROM OUR FARS UNIT.

THE BLUE ARE THE TEEN DRIVERS WHO WERE KILLED.

THE RED ARE TEEN PASSENGERS DRIVEN BY TEEN DRIVERS.

SO YOU CAN SEE THE NUMBERS HAVE
COME DOWN AND FOR THE FIRST TIME IN 2013, WE'RE UNDER 30 FATALITIES INVOLVING EITHER A TEEN DRIVER OR PASSENGER. SO THIS IS JUST THE TEEN DRIVER AND PASSENGER, NOT OTHERS WHO MAY HAVE BEEN INJURED OR KILLED, BUT AGAIN WE'RE MOVING IN THE RIGHT DIRECTION.

AND CRASHES, THE LATEST YEAR I HAVE FOR TEEN CRASHES IS 2011. I'M WAITING TO GET MORE CURRENT DATA. BUT WE ARE SEEING -- YOU KNOW, IT'S MOVING DOWNWARD. WE HAD A LITTLE UPTICK IN 2007, 2008, 2009, BUT THE NUMBERS ARE COMING DOWN. WE'RE BELOW 50,000 CRASHES. THAT'S REALLY GOOD NEWS. WE WANT TO CONTINUE TO KEEP THAT MOVING IN THE RIGHT DIRECTION AS WELL. WE'VE SEEN, OVERALL, IN TERMS OF TEEN CRASHES FROM 2004 AND 2011,
THE CRASHES ARE DOWN 16%.
SO WE'RE VERY, VERY PLEASED
ABOUT THAT.
WHAT'S INTERESTING, TOO, AND YOU
MAY HAVE HEARD THAT THERE HAS
BEEN SOME WORK DONE OUT THERE IN
TERMS OF TEEN DRIVER'S
LICENSED.
WE'VE SEEN SOMewhat OF A
FALL-OFF IN THE NUMBER OF TEENS
WHO MAY BE GETTING LICENSED.
C.D.C. HAD DONE SOME WORK THIS
THIS AREA AND INDICATED THAT, IN
1996, THERE WERE ABOUT 85% OF
HIGH SCHOOL SENIORS THAT HAD
DRIVER'S LICENSES AND IN 2010 IT
FELL BACK TO ABOUT 73%.
WE'RE NOT SURE WHAT'S DRIVING
THAT.
THAT MAY BE LINKED IN SOME WAY
TO THE NUMBERS HERE.
I WILL TELL YOU, IN LOOKING AS
NEW JERSEY'S LICENSING, WE HAVE
BEEN WORKING WITH CHILDREN'S
HOSPITAL OF PHILADELPHIA AND
THEIR CENTER FOR INJURY RESEARCH AND PREVENTION, AND WE'RE NOT SEEING REALLY A DROPOFF IN THE NUMBER OF TEENS IN OUR STATE GETTING DRIVER'S LICENSES. SO WE'RE NOT NECESSARILY MIRRORING WHAT'S HAPPENING ACROSS THE COUNTRY, BUT IF YOU LOOK AT YOUR CRASH DATA IN YOUR STATE, YOU PROBABLY WANT TO LOOK DEFINITELY, TOO, AT YOUR DRIVER'S LICENSE DATABASE TO SAY HOW MANY TEENS ARE LICENSED? ARE WE SEEING A DECREASE IN THE NUMBER OF TEENS GETTING DRIVER'S LICENSES?

ALL THAT DATA IS REAL IMPORTANT TO THE CONVERSATION.

THE OTHER THING WE LOOK AT IS THE PERCENT OF TEENS -- TEEN DRIVERS WHO ARE INVOLVED IN CRASHES IN COMPARISON TO ALL OUR CRASHES.

AND WE USED TO SAY THAT TEENS REPRESENTED ABOUT -- YOU KNOW,
THEY ACCOUNTED FOR ABOUT 13% OR 14% OF OUR CRASHES IN OUR STATE.
THEY REPRESENT ABOUT 6% OF THE LICENSED DRIVERS IN OUR STATE.
WHAT WE FOUND, HOWEVER, IN LOOKING CLOSER AT THE DATA IS THEY ACCOUNT FOR ALMOST 18% OF OUR CRASHES, AND THAT NUMBER IS GOING UP -- HAS GONE UP THE LAST COUPLE OF YEARS.
SO WE'RE REALLY MONITORING THIS VERY CLOSELY.
BUT THE MESSAGE THAT WE SEND TO TEENS AND PARENTS IS THAT, YOU KNOW, IT'S A SMALL MINORITY IN TERMS OF TEEN DRIVERS WHEN YOU LOOK AT ALL LICENSED DRIVERS IN OUR STATE, BUT THEY ACCOUNT FOR A DECENT NUMBER OF CRASHES.
SO THAT, AGAIN, POINTS BACK TO, YOU KNOW, THE FACT THAT THEY DO HAVE A HIGH CRASH RISK, AND WE REALLY WANT THEM TO UNDERSTAND THAT WE'RE LOOKING CLOSELY AT THE DATA AND WE DON'T DO THIS
WORK BASED ON JUST SUPPOSITION,
WE'RE CONSTANTLY MONITORING THE
DATA TO FIGURE OUT WHAT'S GOING
ON.

SO SHIFTING GEARS FOR A MINUTE,
G.D.L., AS I MENTIONED, IT'S THE
MOST EFFECTIVE TOOL WE HAVE IN
THE TOOLBOX TO ADDRESS TEEN
CRASH RISK, BUT WHO'S REALLY
RESPONSIBLE FOR ENFORCING THESE
G.D.L. REQUIREMENTS?

I HAVE TO TELL YOU THAT, AT THE
END OF THE DAY, IT'S MOM AND
DAD.

IT REALLY IS PARENTS.

IT'S GOT TO START AT HOME.
PARENTS HAVE TO BE THAT CHIEF
ENFORCER.

THEY ALSO HAVE TO BE GOOD ROLE
MODELS.

THEY HAVE TO MODEL THE BEHAVIOR
THAT THEY'RE, YOU KNOW, ASKING
THEIR TEENS TO DO.

IF YOUR STATE HAS A BAN ON
NOVICE DRIVERS USING ELECTRONIC
DEVICES, AND A LOT OF STATES HAVE A TEXTING BAN, YOU KNOW, DOES THAT PARENT PRACTICE WHAT THEY PREACH?
DO THEY NOT TEXT AND DRIVE?
IF THEY TEXT, THERE'S A VERY GOOD CHANCE THEIR TEEN WILL DO IT AS WELL, EVEN IF THEIR STATE SAYS THEY'RE NOT ALLOWED TO.
...
NOT SURE WHAT THAT WAS.
...
SO WE REALLY KNOW WE NEED PARENTS AS OFTEN IN THIS PROCESS. THEY'RE REALLY CRITICAL. WHAT WE FIND IS THAT IT'S REALLY CHALLENGING TO GET THEM ENGAGED FOR A COUPLE OF DIFFERENT REASONS.
NUMBER ONE, THEY'RE OFTEN NOT FULLY AWARE OF HOW HIGH A RISK IT IS FOR TEENS. I MEAN, WE'VE ALL DRIVEN. WE ALL RECOGNIZE THAT, YOU KNOW,
THERE’S A CHANCE THAT, YOU KNOW, EVERYONE OUT THERE ON THE ROAD COULD CRASH, BUT THEY DON’T UNDERSTAND HOW HIGH A RISK IT IS FOR TEENS.

OFTEN TIMES, I HEAR PARENTS SAY, WELL, YOU KNOW, WE ALL GOT THROUGH IT, IT’S NO BIG DEAL, BUT WE NEED THEM TO UNDERSTAND IT IS A BIG DEAL AND WE’VE LEARNED SO MUCH IN ALL THESE YEARS OF RESEARCH AND SO FORTH, WE NEED PARENTS TO REALLY FOCUS ON THIS ISSUE.

THEY ALSO DON’T KNOW G.D.L. THEY'RE NOT FAMILIAR WITH G.D.L. IT’S A CONCEPT MANY PARENTS DIDN’T GROW UP WITH. I DIDN’T GROW UP WITH IT. IT’S SOMETHING WE HAVE TO LEARN. WE HAVE TO HELP THEM CONNECT THE DOTS.

HOW WE PARENT DOES IMPACT WHAT HAPPENS.

WE KNOW THAT THERE IS AN OPTIMAL
PARENTING STYLE, IF YOU WILL.
IT'S THE AUTHORITATIVE PARENTING
STYLE.
THERE ARE BASICALLY FOUR STYLES
OUT THERE.
THE AUTHORITATIVE PARENT IS ONE
THAT PROVIDES SUPPORT TO THEIR
TEEN DRIVER, COACHES THEM,
MENTORS, ALSO SETS VERY CLEAR
GUIDELINES AND ENFORCES THOSE
GUIDELINES TO HELP THEIR TEEN
AND THEY DON'T COMPROMISE ON
SAFETY.
SO MAKING SURE PARENTS
UNDERSTAND THAT HOW WE LOOK AT
THIS AS A PARENT, WE HAVE TO BE
PARENTS, WE CAN'T BE FRIENDS,
CAN'T BE BUDDIES, WE HAVE TO BE
PARENTS.
IT'S IMPORTANT.
WE ALSO KNOW IT'S NOT ENOUGH TO
JUST HAND A PARENT A BROCHURE
THAT SAYS THIS IS OUR G.D.L.
PROGRAM OR GIVE THEM A BOOKLET
THAT SAYS HERE ARE SOME LESSONS.
THEY NEED SOME GUIDANCE.
WE KNOW THROUGH RESEARCH THAT FACILITATED GUIDANCE COUPLED WITH THE MATERIAL IS KEY.
THEY'RE MORE LIKELY TO USE IT.
THEY'RE MORE LIKELY TO GET THE INFORMATION AND RETAIN IT.
IT MAKES A HUGE DIFFERENCE WHEN YOU HAVE SOMEONE HELPING THEM UNDERSTAND THE PROCESS AND NOT JUST SAY HERE'S THE BROCHURE, GO AHEAD AND READ IT, OR WE'LL POST STUFF ON THE WEB SITE AND HOPE PARENTS COME.
FAMILIES ARE VERY, VERY BUSY,
AND ONE OF THE CHALLENGES WE HAVE IS GETTING THEM TO SPEND TIME TO GET OUT THERE AND PRACTICE WITH THEIR TEENS BUT ALSO JUST TO GET THAT INFORMATION.
A LOT OF TIMES THE INFORMATION COMES TO THEM THROUGH WORD OF MOUTH, SO WE HAVE TO FIND WAYS TO ENCOURAGE PARENTS TO GET THIS
INFORMATION, TO GET EDUCATED AND
ALSO TO MAKE SURE THAT THEY
PRACTICE WITH THEIR TEENS.
IN OUR STATE, WE’RE TRYING TO
PRACTICE LEGISLATION TO REQUIRE
PARENT-TEEN ORIENTATION AS PART
OF THE PERMIT PHASE.
WE HAVEN’T BEEN SUCCESSFUL YET
BUT WE’RE KEEPING AT IT.
IN THE MEANTIME, WE’RE WORKING
WITH A LOT OF SCHOOLS TO
INCENTIVIZE PARENTS TO COME TO
THE EDUCATION SESSION AND THAT
WORKS WELL.
THE LAST THING IS PARENTS ARE
OFTEN IN THE DARK ABOUT WHAT
THEIR TEENS ARE DOING OUT THERE
ON THE ROAD.
MANY PARENTS SAY I KNOW TEENS
HAVE A HIGH CRASH RISK BUT NOT
MY TEEN.
MY TEEN IS SMART, GREAT KID,
NEVER HAS ANY PROBLEMS, BUT, AT
THE END OF THE DAY, THEY’RE ALL
INEXPERIENCED AND DEALING WITH
BRAIN DEVELOPMENT ISSUES, SO WE NEED PARENTS TO UNDERSTAND THAT.
EVERY TEEN IS BASICALLY ON THE SAME PAGE WHEN THEY START THIS PROCESS.
AND I SHARE THIS WITH YOU.
I LIKE TO USE THIS WITH PARENT GROUPS.
THESE ARE JUST KIND OF THE THINGS THAT PARENTS WORRY ABOUT.
THE TOP FIVE WORRIES ARE WHAT PARENTS ARE THINKING ABOUT AND THE REALITIES ARE ON THE RIGHT-HAND SIDE.
IT'S INTERESTING, WHEN YOU LOOK AT THIS AND YOU SEE WHAT'S GOING ON, YOU KNOW, WHERE ARE PARENTS FOCUSED?
CLEARLY, YOU CAN SEE THAT -- I'M SORRY, IT SEEMS TO BE POPPING OFF THE PAGE HERE.
THEY'RE ON A COMPLETELY DIFFERENT WAVELENGTH AND WE HAVE TO HELP PARENTS UNDERSTAND THAT CAR CRASHES ARE A HUGE PROBLEM
AND THAT’S WHAT’S KILLING OUR KIDS.

SO WE HAVE A CHALLENGE IN SAFETY AND IN PUBLIC HEALTH, THIS IS A PUBLIC HEALTH ISSUE, TO REALLY GET PARENTS TOWNS WHAT THEY SHOULD BE FOCUSED ON.

OKAY.

REAL QUICK ON ENFORCEMENT.

WE DO HAVE TO HELP OUR ENFORCEMENT COMMUNITY WITH THIS ISSUE.

WE NEED TO MAKE SURE THAT THEY UNDERSTAND THE CRASH RISK AND HOW G.D.L. WORKS.

MANY POLICE DEPARTMENTs DON’T HAVE STANDARD OPERATING PROCEDURES IN PLACE SO IF THEY PULL OVER A CAR THAT HAS MULTIPLE TEENS IN IT, WHAT DO THEY DO WITH THEM?

DO THEY HAVE A FORMAL PROCESS?

DO THEY TAKE THEM BACK TO THE POLICE STATION?

DO THEY CALL PARENTS?
WHAT DO THEY DO?
THEY NEED TO ESTABLISH THOSE
THINGS.
WE ALSO NEED TO HELP THEM TO BE
ABLE TO IDENTIFY G.D.L. HOLDERS
AND LOOK FOR OPPORTUNITIES TO
PARTNER WITH SCHOOLS AND OTHER
GROUPS TO REALLY GET OUT THERE
AND ENFORCE THE G.D.L.
REQUIREMENTS IN YOUR STATE.
THAT LEADS ME TO THE DECAL
WHICH, REAL QUICKLY, I WANT TO
TALK ABOUT.
WE DO REQUIRE THIS.
YOU WILL SEE THE DECAL IN THE
PHOTO ON THE TOP.
THE BOTTOM PHOTO IS ACTUALLY
FROM AUSTRALIA.
THAT'S THEIR P. PLACARDED.
THEY HAVE L. AND P. PLACARDED
THEY HAVE TO USE TO DESIGNATE
NOVICE DRIVERS, MUCH LARGER THAN
WHAT WE HAVE IN NEW JERSEY.
WE'RE FINDING AFTER ONE YEAR'S
WORTH OF DATA, WORK DONE BY THE
CHILDREN'S HOSPITAL OF PHILADELPHIA, THAT WE SAW A DECREASE IN CRASHES AND AN UPTICK IN ENFORCEMENT.
AND WE'RE WAITING FOR THE SECOND YEAR OF CRASH DATA AND LICENSING DATA TO BE ANALYZED.
SO, YOU KNOW, WE DON'T HAVE TWO FULL YEARS YET BUT WE KNOW IN THAT FIRST YEAR IT HAS MADE A DIFFERENCE.
WHAT'S INTERESTING, TOO, IS THIS WAS VERY CONTROVERSIAL IN OUR STATE AND EVERYBODY WAS VERY, VERY CONCERNED ABOUT, YOU KNOW, WHAT WAS HAPPENING WITH TEENS. WERE THEY BEING PUT AT RISK? WERE THEY BEING TARGETED?
I CAN TELL YOU WORKING WITH THE ATTORNEY GENERAL'S OFFICE, THERE HAVE BEEN NO TEENS TARGETED, NO REPORTED INCIDENTS OF TEENS BEING PUT AT RISK BECAUSE OF THIS.
SO, YOU KNOW, VERY, VERY
DIFFERENT.

SO WE ARE FINDING THAT THIS IS,

SO FAR, HELPING US.

POLICE DEPARTMENTS ACROSS THE

STATE ARE TELLING US IT IS A

TOOL THAT THEY APPRECIATE

HAVING.

THEY HAVE A WAY TO IDENTIFY

TEENS.

I KNOW THAT IN OTHER COUNTRIES

THEY USE PLACARDS AND DECALS.

SOME OF THE COUNTRIES THEY START

AT LATER AGES THAN WE DO HERE IN

THE STATES.

BUT WE FEEL WE CAN LEARN A LOT

FROM THESE OTHER COUNTRIES.

THIS IS ONE OF THE TOOLS WE

BROUGHT TO NEW JERSEY BECAUSE WE

NEEDED TO HAVE A WAY TO AID WITH

ENFORCEMENT.

THE LAST THING I’LL TOUCH ON

QUICK IS STRENGTHENING THE LAWS

THAT YOU HAVE OBSERVE THE BOOKS

NOW.

YOU'VE LOOKED AT WHAT I POSTED
FOR MAP 21 REQUIREMENTS AND WHAT WE HAVE IN OUR STATE AND SOME OF OUR BEST PRACTICES.

IF YOU FEEL LIKE, YOU KNOW, WE NEED TO DO MORE IN OUR STATE AND WE NEED TO STRENGTHEN OUR G.D.L. LAWS, I ENCOURAGE YOU TO LOOK AT USING A COALITION TO DO THAT.

PUTTING TOGETHER A COALITION OR A TASK FORCE WITH SOMEBODY WHO IS A CLEAR CHAMPION, WHO CAN ARTICULATE THE MESSAGE, WHO IS RECOGNIZED AS WELL AS SOMEBODY WHO CAN BE BEHIND THE SCENES ADMINISTERING EVERYTHING, BUT BRING EVERYBODY TO THE TABLE TO WORK ON THIS.

USE YOUR STATE DATA.

USE YOUR DATA.

DON’T JUST USE NATIONAL DATA, BUT DATA FROM YOUR STATE, REAL STORIES, REAL SITUATIONS THAT HAVE OCCURRED IN YOUR STATE TO ENGAGE THE PUBLIC AS WELL AS YOUR LEGISLATURE.
IF YOU CAN, SURVEY PARENTS AND TEENS TO GET THEIR SUPPORT.
WE FIND IN STATES WHERE THEY DO THIS.
ONE PERFECT EXAMINER IS KANSAS.
THEY HAD NO G.D.L. LAW.
THEY DID A LOT OF WORK AND SERVING.
THEY WERE ABLE TO GET INFORMATION THAT SHOWED THAT PARENTS AND TEENS WANTED GUIDANCE.
THEY APPRECIATED KNOWING THIS KIND OF SUPPORT WAS AVAILABLE AND THEY WERE ABLE TO USE THIS TO GET A G.D.L. LAW PASSED.
AND THE LAST THING I WOULD SAY, YOU KNOW, IS TAKE THE TEMPERATURE OF YOUR LEGISLATURE. ARE THEY READY TO HAVE A CONVERSATION, AGAIN, ABOUT G.D.L.?
UH KNOW IN OUR STATE WE HAVE G.D.L. FATIGUE HERE BECAUSE WE GOT OUR MOST RECENT CHANGES DONE
BACK IN 2010.
WE ARE PUSHING FOR THE OTHER
LEGISLATIVE CHANGES, BUT WE KNOW
THEY'RE SAYING DIDN'T WE ALREADY
DO THERE?
SEEMS WE'RE ALREADY TALKING
ABOUT TEENS.
YOU HAVE TO KNOW, ARE THEY READY
FOR THIS AND WHAT ARE THEY READY
FOR?
I THINK THAT'S VERY, VERY
IMPORTANT.
SO I'VE COVERED A LOT OF
INFORMATION.
I'LL STOP THERE, AND I'LL TURN
IT BACK TO JENNIFER.
>> OKAY, THANKS, PAM.
THAT WAS GREAT.
THAT WAS SOME REALLY EXCELLENT
INFORMATION.
SO I THINK, NOW, WE WILL
TRANSITION TO THE QUESTION AND
ANSWER PART OF OUR WEBINAR AND,
TO DO THAT, WE'RE GOING TO
UNMUTE THE PHONE LINES, SO HERE
WE GO.

JENNIFER, THERE WAS A QUESTION EARLY ON FROM MARK FROM ME ON SAMPLE SIZES IN THE DATA.

>> DO YOU WANT TO RESPOND TO THAT?

>> YEAH, MARK, THAT'S A GOOD QUESTION.

THERE IS DEFINITELY A LIMITING PIECE OF THIS ANALYSIS.

SO AROUND -- FOR FOUR YEARS OF DATA, I HAD AROUND -- I DON'T THINK THE NUMBERS IN FRONT OF ME.

I HAD 75 BRAIN INJURIES IN THE ZERO TO 14 AND ABOUT MAYBE A LITTLE SHY OF 200 FOR THE 15 TO 19-YEAR-OLDS.

SO WHILE THAT, IN MY OPINION, IS ADEQUATE FOR THIS TYPE OF ANALYSIS, WE WOULD REALLY BENEFIT A LOT FROM GRABBING A FEW MORE YEARS TO LOOK AT THINGS IN MORE DETAIL.

WE NEED TO BREAK THE ZERO TO 15
AGE GROUP DOWN BECAUSE THEIR ISSUES ARE SO DIFFERENT.

SO I CAN DO THIS NOW.

AGAIN, I'LL TRY TO GRAB A FEW MORE YEARS OF DATA SO I CAN BREAK DOWN THE AGE GROUPS AND HAVE A LITTLE MORE CERTAINTY.

>> OKAY, THANKS, BECKY.

AND I KNOW JOHN HAD SOME QUESTIONS AS WELL.

SO ONE OF THE QUESTIONS FROM JOHN IN THE CHAT BOX WAS, WHILE MALE TEENS HAVE HIGHER CRASH RATE, WHEN TAKING INTO ACCOUNT MILES DRIVEN, TO FEMALE TEENS HAVE A HIGHER CRASH RATE PER VEHICLE MILES TRAVELED?

>> I CAN'T ANSWER THAT QUESTION.

I DON'T KNOW.

>> OKAY.

SO INTERESTING QUESTION.

YEAH, WE'LL HAVE TO DO SOME FURTHER LOOKING TO COME UP WITH AN ANSWER TO THAT.

>> YEAH, I DON'T KNOW.
AND THEN I THINK THERE WAS AN
ADDITIONAL QUESTION FROM MARK.
ACTUALLY, THIS IS AGAIN FROM THE
CHAT BOX.
WOULD LOVE TO HEAR MORE ABOUT
THE NEW JERSEY POLITICAL
DISCUSSION RELATED TO THE MODEL
OF RAISING THE DRIVING AGE TO
17.
>> WE'VE HAD 17 AS THE DRINK AGE
FOR A LONG TIME.
WHEN THE LAW TOOK EFFECT IN
2001, WE WERE ALREADY AT 17.
WHAT HAPPENED WAS, AND I SAW
ANOTHER PERSON COMMENT WHO SAID
SHE GREW UP IN NEW JERSEY, BUT
WHAT WE DID IS WE ALLOWED A TEEN
TO GET A PERMIT AT 16 RATHER
THAN 16 1/2 IF THEY DID AT LEAST
SIX HOURS OF BEHIND THE WHEEL
TRAINING AS A PREREQUISITE TO
GET THAT PERMIT.
SO 17 HAS BEEN THE LICENSING AGE
FOR A LONG TIME BUT WHEN WE
INSTITUTED GRADUATED DRIVERS
LICENSING, THE PERMIT PHASE IS
REAL -- YOU KNOW, THE AGE THE
PERMIT CHANGED WITH THAT
REQUIREMENT THAT THEY DO BEHIND
THE WHEEL.

BUT WE LOOK AT NEW JERSEY AS THE
TEST KITCHEN, BECAUSE I KNOW A
LOT OF RESEARCHERS HAVE BEEN
STUDYING, YOU KNOW, WHAT DOES
THAT OLDER DRIVER AGE MEAN?
AND WHEN YOU TIE IT BACK TO
BRAIN DEVELOPMENT, IT'S PRETTY
BIG.

SO WE'VE HAD 17.
I CAN'T TELL YOU WHY IT WAS 17.

THAT WAS A DECISION MADE BY OUR
LEGISLATURE A LONG TIME AGO.

BUT WHAT WE DID FOR G.D.L. IS WE
TIED THAT PERMIT PHASE TO
STARTING AT 16 WITH AT LEAST 6
HOURS OF BEHIND THE WHEEL.

IF A TEEN WANTED TO WAIT AND NOT
DO BEHIND THE WHEEL AND THIS WAS
A DECISION BY THE LEGISLATURE

KIND OF FOR SOCIOECONOMIC
REASONS, THEY SAID, THEN YOU CAN GET YOUR PERMIT AT 17, YOU WON’T HAVE TO DO THE BEHIND THE WHEEL, BUT YOU HAVE TO HOLD THAT PERMIT FOR AT LEAST SIX MONTHS.

SO ESSENTIALLY, IF YOU WAIT TILL YOU’RE 17, YOU PERMIT FOR SIX MONTHS, YOU GET YOUR PROBATION PROBATIONIARY LICENSE AT 17 1/2, YOU WON’T GET YOUR FULL LICENSE TILL 18 1/2.

SO WE’RE PUSHING THE LICENSING BACK.

I HOPE THAT HELPS YOU UNDERSTAND HOW ALL THAT EVOLVED.

>> THANKS, PAM.

I THINK THAT IS HELPFUL.

BUT I WANT TO SEE IF THERE ARE OTHER QUESTIONS HERE.

OH, I BELIEVE MARK HAS SUBMITTED ANOTHER QUESTION IN THE CHAT BOX.

SO HE SAYS, IN NEW JERSEY, WHO CONDUCTS THE PARENT-TEEN ORIENTATION AND WHO PAYS FOR IT.
THE PROGRAM WAS DEVELOPED BY OUR DIVISION OF HIGHWAY TRAFFIC SAFETY OR STATE HIGHWAY SAFETY OFFICE.

THEY USED NOT A LOT OF MONEY, BUT, YOU KNOW, A LOT OF EFFORT WENT INTO IT WITH KEAN UNIVERSITY AND WITH THE HIGHWAY SAFETY DEPARTMENT IN PHILADELPHIA.

WE TALKED ABOUT HOW TO BUILD A PROGRAM AND THEY WALKED US THROUGH A PROGRAM THEORY MODEL THAT WE HAVE BEEN USING EVER SINCE THAT HELPED US ESTABLISH OUR BEHAVIORAL OBJECTIVES AND TARGET CONSTRANTS AND HOW DO WE DEVELOP THE PROGRAM.

IT'S A VERY SMALL GRANT THAT WE HAVE IN PLACE TO CONTINUE TO ADMINISTER THIS PROGRAM.

IT'S FACILITATED BY TRAINED VOLUNTEERS.

I'M A VOLUNTEER.

WE HAVE OVER 500 PEOPLE TRAINED
IN OUR STATE.
WE HAVE OFFER THIS PROGRAM
THROUGH HIGH SCHOOLS, HOSPITALS
AND OTHER COMMUNITY-BASED
SETTINGS.
THERE’S NO FEE FOR IT.
THERE IS A RESOURCE GUIDE THAT
WAS DEVELOPED.
THAT'S PRINTED BY THE HIGHWAY
SAFETY OFFICE, AND IT’S PROVIDED
FREE TO EVERY FAMILY THAT COMES
IN THE DOOR.
SO I WOULD TELL YOU THAT, YOU
KNOW, THERE’S A LITTLE BIT OF
FINANCE BEHIND IT.
THERE’S A LOT OF VOLUNTEER HOURS
PUT BEHIND IT, BUT IT’S REALLY
EVERYBODY PULLING TOGETHER TO
PUSH IT OUT THERE.
>> THANKS.
I WANT TO REMIND EVERYBODY AGAIN
THAT THE PHONE LINES ARE
UNMUTED.
SO IF YOU'VE GOT A QUESTION, YOU
CAN GO AHEAD AND ASK IT.
MORE QUESTIONS?
ALWAYS WELCOME TO USE THE CHAT BOX IF YOU'RE MORE COMFORTABLE ASKING A QUESTION THAT WAY.

>> I HAVE A ROOMFUL OF SMILES HERE IN MINNESOTA LO NO ONE WILLING TO SPEAK OUT.

>> ANYONE ELSE WANTS TO ASK A QUESTION?

>> THIS IS HILLARY IN ANCHORAGE, ALASKA.

>> HI.

I'M LOOKING AT MY STATE DATA THAT I GENERATED.
I'M WORKING PARTICULARLY WITH THE ALASKA NATIVE POPULATION, AND I'M SEEING SOME INTERESTING RESULTS.
DURING THE CONVERSATION I WAS LOOKING UP WHAT IS ALASKA'S RULES AND LAWS AND AGES, AND WE'VE GOT A VERY YOUNG PERMITTING AND FULL LICENSING, IT'S 14 AND 16.
SO I'M THINKING WE WOULD HAVE A
LOT MORE IN THE YOUNGER AGE
GROUP OF INJURIES AND THINGS
LIKE THAT.
AND I DON'T HAVE
T.B.I.-SPECIFIC, AND I DO NEED
TO NOW LOOK THAT UP BECAUSE I DO
HAVE THE DATA TO LOOK THAT UP.
BUT I'M FINDING MORE MOTOR
VEHICLE INJURIES FOR
20-29-YEAR-OLDS THAN
10-19-YEAR-OLDS AT ALMOST TWICE
THE RATE, AND MORE MOTOR VEHICLE
DEATHS FOR 30-39-YEAR-OLDS.
AGAIN, ALMOST TWICE THE RATE OF
THE 10-19-YEAR-OLDS.
SO I HAVE TO LOOK UP AND SEE WHY
THAT'S HAPPENING BECAUSE, TO ME,
IT MAKES MORE SENSE THAT THE
YOUNGER ONES WHO HAVE LESS
EXPERIENCE THAT WOULD BE GETTING
THE HIGHER RATE OF INJURIES.
>> IT COULD BE THE VEHICLE MILES
TRAVELED, TOO.
IT COULD BE THEIR EXPOSURE.
THEY'RE DRIVING MORE THAN THE
YOUNGER AGE GROUPS SO THEY HAVE
BETTER ACCESS TO VEHICLES, THEY
HAVE JOBS, THEY’RE OUT TRAVELING
MORE.
I KNOW ALASKA -- YOU KNOW, I
GUESS IT DEPENDS ON WHERE YOU
ARE IN ALASKA.
>> RIGHT, FOR MOTOR VEHICLES,
YOU’RE PRETTY MUCH ON THE ROAD
SYSTEM OR IN SOME OF THE HUBS.
OTHER THAN THAT, YOU’RE IN
THINGS THAT AREN'T CLASSED AS
MOTOR VEHICLES AND AREN'T
CLASSED AS HIGHWAY, SO WE HAVE
ALL KINDS OF ARGUMENTS ABOUT
THAT.
BUT IT ALSO COULD BE AN ISSUE OF
DRIVERS VERSUS PASSENGERS, THAT
TYPE OF THING.
SO I'LL HAVE TO TWEAK IT OUT A
LITTLE MORE.
>> YEAH.

INTERESTING PRESENTATION.
IT RAISES A LOT OF QUESTIONS FOR
ME.
THIS IS MARK BACK FROM MINNESOTA.

THANKS FOR PICKING UP ON IT, ALASKA AND SHARING YOUR ANALYSIS OF THE DATA.

MY COLLEAGUE LESLIE IN THE LAST COUPLE OF YEARS WORKED ON OUR G.D.E. ANALYSIS AND WE HAD A PRETTY DOWNWARD TREND YOU SHARED FROM NEW JERSEY, THEN SHE WORKED TO GET THE DATA TO LOOK AT THE PER MILES TRAVELED. THEN, WHEN WE DID THAT, THEN WE FOUND ACTUALLY THAT OUR YOUTH WERE -- THAT THE LINE WAS NOT DOWNWARD HEADED, BUT THERE WAS ACTUALLY SOME DEGREE OF RISK AMONGST OUR YOUNG PEOPLE AND, SO, THAT'S HELPED TO MOBILIZE US, TOO.

AND WE HAVE THE DILEMMA BETWEEN EVEN THE URBAN AREA WHERE THERE MAY BE A FEW MORE FOLKS WHO SAY, YEAH, YOU KNOW, RAISE THE DRIVING AGE, BUT THE OTHER
ISSUES WE’RE STRUGGLING WITH IS
WE HAVE FOLKS WHO ARE UNLEASHED
AS ADULTS TO DRIVE WITHOUT THAT
PARENTAL OVERSIGHT AND/OR
ENCOURAGEMENT AND OUT IN A FULL
ARRAY OF WEATHER CONDITIONS AND
DRIVING THROUGH THE DARK OF
NIGHT WITH OR WITHOUT ALCOHOL,
AND, SO -- OR SENDING THEM OFF
TO OTHER STATES TO PERISH ON
THEIR WAY TO COLLEGE.
SO THANKS FOR A GREAT
DISCUSSION, A GREAT ANALYSIS.
...
>> THIS IS JENNIFER AGAIN.
I JUST WANT TO ECHO THAT THIS
HAS BEEN A GREAT DISCUSSION AND
A GREAT PRESENTATION.
WE ARE, UNFORTUNATELY, JUST
ABOUT OUT OF TIME.
WE’RE RIGHT AT 3:00 EASTERN
TIME, ACTUALLY.
SO WE DO HAVE TO BRING THE
WEBINAR TO A CLOSE.
BUT I DEFINITELY WANT TO SAY A
BIG THANK YOU, AGAIN, TO BECKY
AND TO PAM, OUR PRESENTERS,
REALLY, REALLY GOOD INFORMATION,
AND THEN TO ALL OF YOU FOR
JOINING US.
REALLY EXCELLENT QUESTIONS THAT
WERE SUBMITTED AND OBSERVATIONS
FROM YOU.
SO THANKS SO MUCH FOR THAT.
I JUST WANT TO LET EVERYONE KNOW
THAT THE NEXT T.B.I. COMMUNITY
PRACTICE MEETING IS GOING TO BE
TAKING PLACE ON WEDNESDAY JUNE 4
AND, AT THAT MEETING, WE'LL BE
FOCUSING ON SUBSTANCE ABUSE AND
T.B.I. AND T.B.I. AND SUICIDE,
SO THAT SHOULD BE A VERY
INTERESTING MEETING.
HOPE YOU CAN JOIN US FOR THAT.
IN THE MEANTIME, DON'T FORGET TO
CHECK OUT THE T.B.I. COMMUNITY
PRACTICE WEB PAGE, AND LAST BUT
NOT LEAST, PLEASE FILL OUT OUR
SHORT EVALUATION FORM.
THERE’S A LINK TO THAT EVALUATION FORM ON THE SCREEN HERE, ON THE FINAL SLIDE. SO PLEASE TAKE JUST A MOMENT TO DO THAT.

...

REMEMBER TO SEND US ANY CHALLENGES OR SUCCESSES TO THE T.B.I. LIST SERVE.

WE HOPE YOU WILL CONTINUE CAN THE DISCUSSION ON THERE.

SO THAT’S IT FOR NOW.

THANKS AGAIN, EVERYBODY.

WE’LL SEE YOU NEXT TIME.

BYE.

...

(END OF EVENT)