NATIONAL CFRP
Center for Fatality Review & Prevention

TEEN DRIVER SAFETY TOOLS TO **INFORM FATALITY REVIEW**

TELLING STORIES TO SAVE LIVES

CSN Children's Safety Network

Key Funding Partner

Federal Acknowledgement

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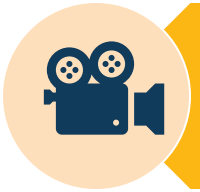
Housekeeping

Before We Get Started



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Speakers

The speakers have no financial relationships or interests to disclose.

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Agenda

At the end of this presentation, attendees will have increased knowledge about:

OVERVIEW OF MVT

Highlight the scope of the problem and prevention strategies.

STATE LEVEL PARTNER

Nebraska will discuss working with child death review and Title V programs.

GUIDANCE AND RESOURCES

Discuss guidance and tips for fatality review teams. Discover best practices and prevention.

Scope of the Problem & Prevention Strategies

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Funding Sponsor

The Children's Safety Network is supported by the Health Resources and Services Administration (HRSA) of the U.S. Department of Health and Human Services (HHS) under the Child and Adolescent Injury and Violence Prevention Resource Centers Cooperative Agreement (U49MC28422) for $5,000,000 with 0 percent financed with non-governmental sources. This information or content and conclusions are those of the author and should not be construed as the official position or policy of, nor should any endorsements be inferred by HRSA, HHS or the U.S. Government.

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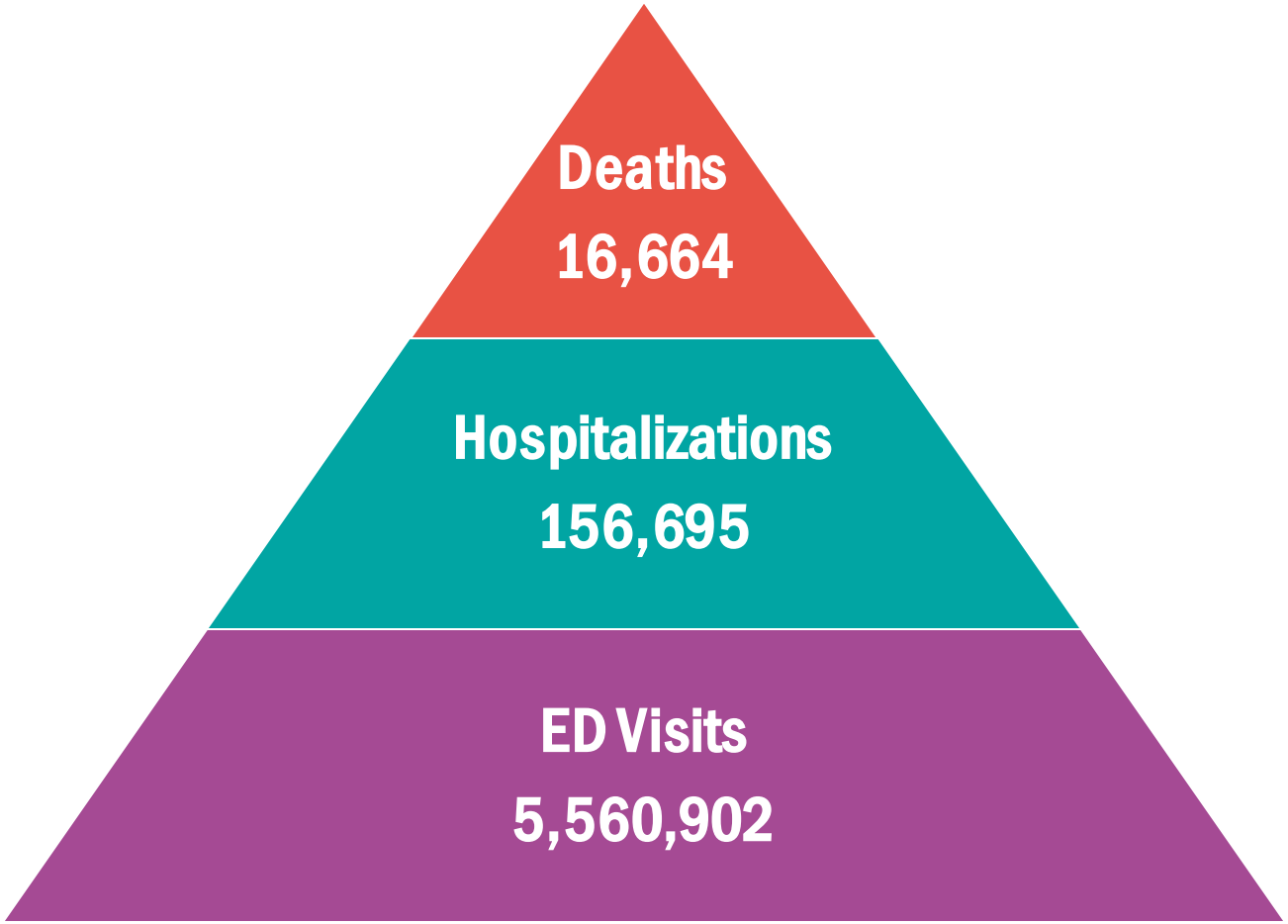
Injury & Violence Pyramid, Ages <1-19, US 2021



Data Sources: HCUP National Inpatient Sample, 2021; HCUP Nationwide Emergency Department Sample, 2021; NCHS Multiple Cause of Deaths, 2021

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Leading Causes and Mechanisms of Injury and Violence Deaths, Ages <1-19, US 2020-2022

	Age <1	Ages 1-4	Ages 5-9	Ages 10-14	Ages 15-19
1	Unintentional Suffocation	Unintentional Drowning	Unintentional Motor Vehicle Traffic	Unintentional Motor Vehicle Traffic	Unintentional Motor Vehicle Traffic
2	Homicide Unspecified	Unintentional Motor Vehicle Traffic	Unintentional Drowning	Suicide Suffocation	Homicide Firearm
3	Unintentional Motor Vehicle Traffic	Unintentional Suffocation	Homicide Firearm	Homicide Firearm	Unintentional Poisoning
4	Homicide Other Spec., Classifiable	Homicide Unspecified	Unintentional Hot Object Or Substance	Suicide Firearm	Suicide Firearm
5	Undetermined Suffocation	Unintentional Hot Object Or Substance	Unintentional Suffocation	Unintentional Drowning	Suicide Suffocation
6	Unintentional Drowning	Homicide Firearm	Unintentional Other Land Transport	Unintentional Poisoning	Unintentional Drowning
7	Undetermined Poisoning	Unintentional Pedestrian, Other	Homicide Unspecified	Unintentional Other Land Transport	Suicide Poisoning
8	Unintentional Poisoning AND Homicide Poisoning	Unintentional Poisoning AND Undetermined Poisoning	Unintentional Firearm	Unintentional Hot Object Or Substance	Unintentional Other Land Transport AND Homicide Cut/Pierce
9			Unintentional Natural/ Environment	Suicide Poisoning	
10	Undetermined Unspecified	Homicide Other Spec., Classifiable	Unintentional Pedestrian, Other	Unintentional Suffocation	Suicide Fall

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Source: CDC WISQARS, 2020-2022

Cause for Concern

- MVT injury is the leading cause of injury deaths in children and adolescents ages 5-19, and in the top three causes of death for ages birth to four. *(CDC WISQARS, 2020-2022)*
- According to the 2019-2022 Fatality Analysis Reporting System (FARS), young drivers accounted for over half of occupant deaths ages 15-17.
- Most youth occupant deaths occur when a teen is driving the vehicle; nearly 3 in 10 among youth age 15 and increasing to 6 in 10 for youth age 17.

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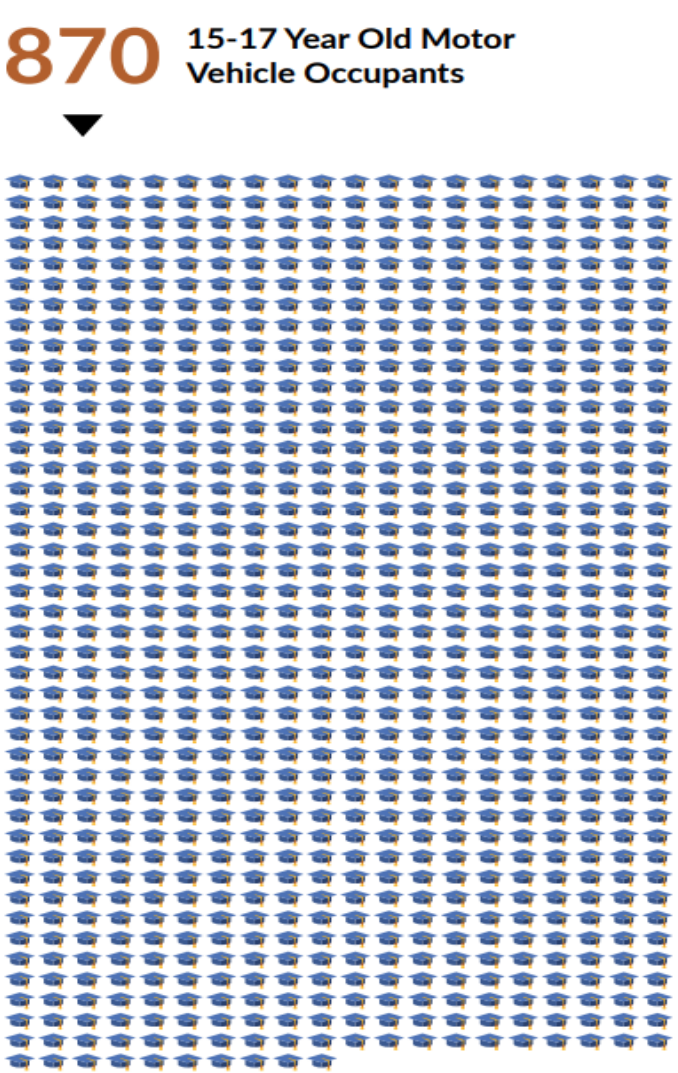
National Data

According to the National Vital Statistics System, there were 4,349 deaths (7 deaths per 100,000) among motor vehicle occupants (i.e., driver or passenger) ages 15-17 from 2018-2022.[1]

Source: CDC WISQARS 2018-2022



Source: National Center for Education Statistics 2020-21

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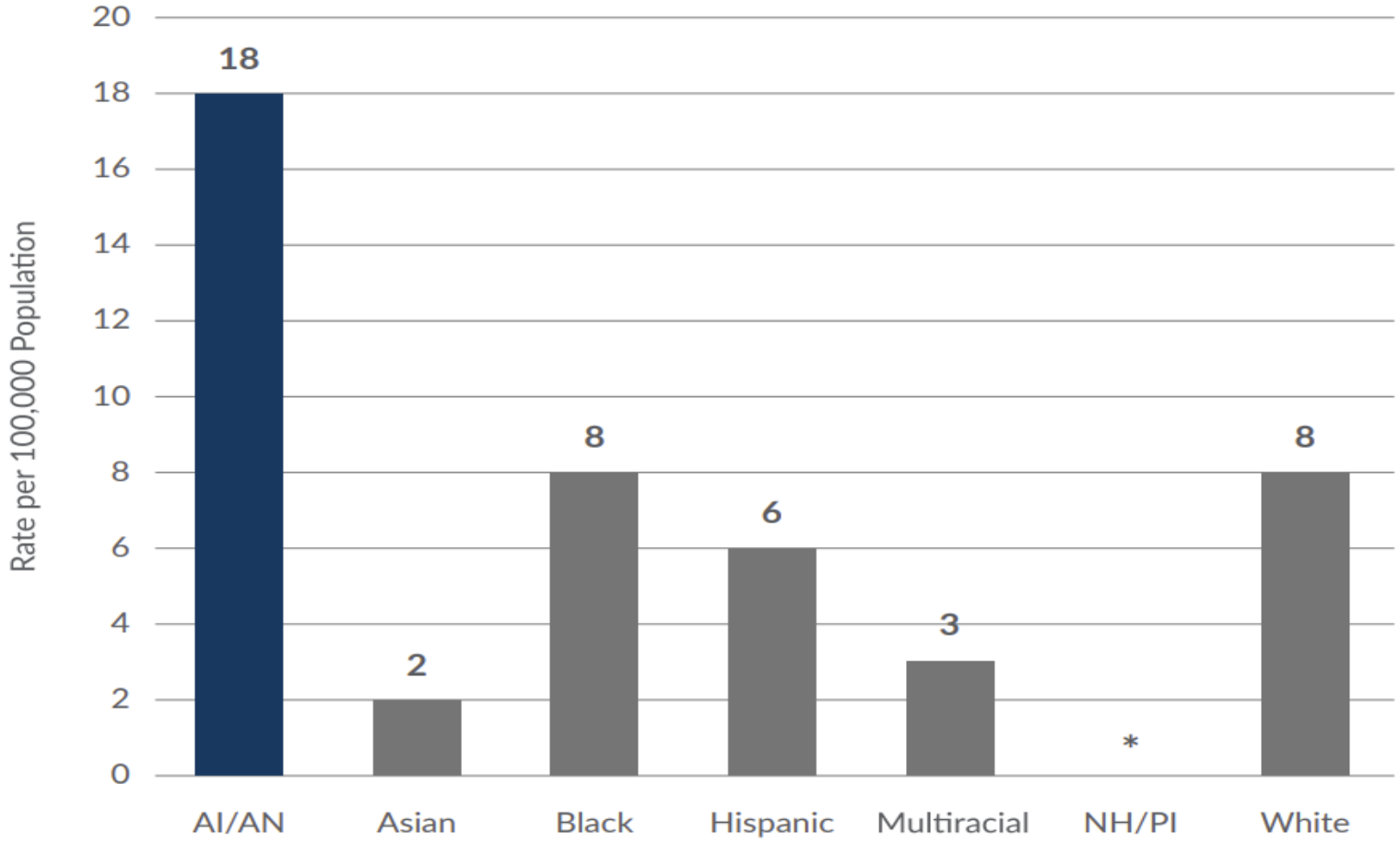
MVTS Injury Data: Race/Ethnicity

Motor Vehicle Traffic Occupant Death Rates by Race and Ethnicity, Per 100,000 Youths Aged 15-17



Note: AI/AN = American Indian or Alaska Native; NH/PI = Native Hawaiian or Pacific Islander; all racial groups are non-Hispanic.
*Suppressed to protect confidentiality.

Source: CDC WISQARS 2018-2022

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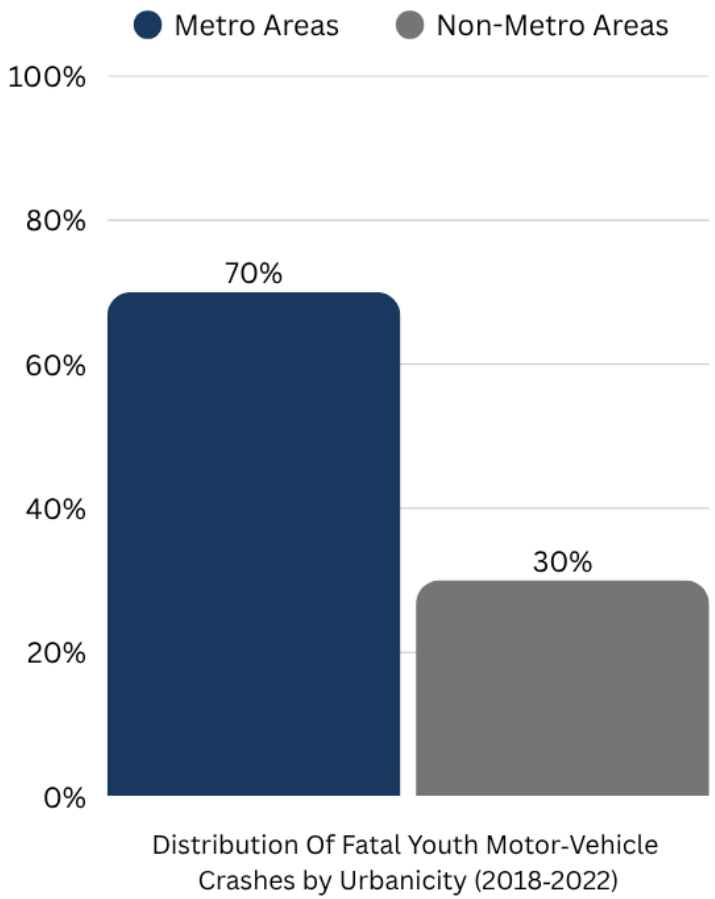
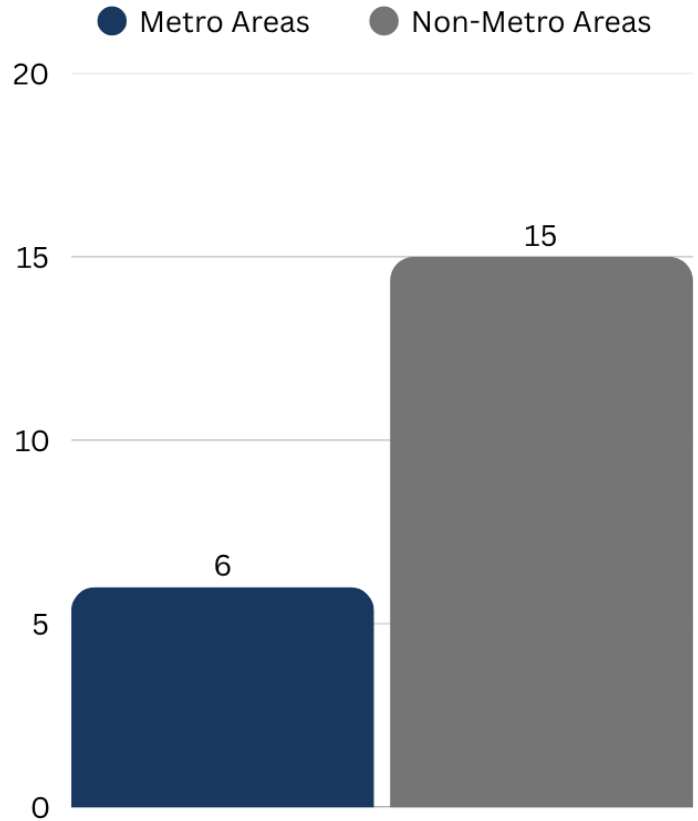
MVTS Injury Data: Geography

Motor Vehicle Traffic Occupant Death Rates by Geography, Per 100,000 Youths Aged 15-17



Distribution Of Fatal Youth Motor-Vehicle Crashes by Urbanicity (2018-2022)

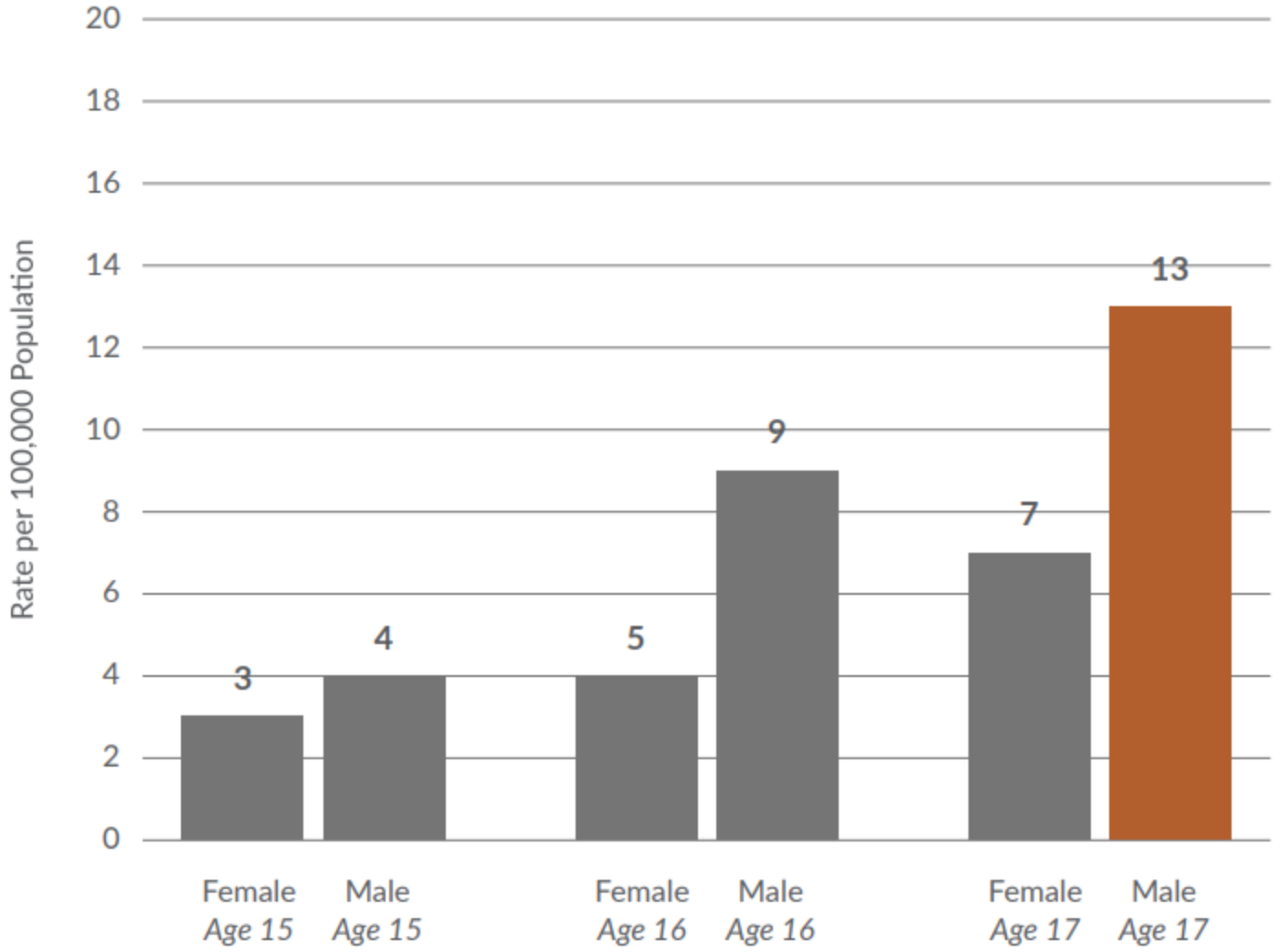


Youth Motor-Vehicle Occupant Death Rates Per 100,000 (2018-2022)

Source: CDC WISQARS 2018-2022

MVTS Injury Data: Male/Female

Motor Vehicle Traffic Occupant Death Rates by Sex, Per 100,000 Youths Aged 15-17



Source: CDC WISQARS 2018-2022

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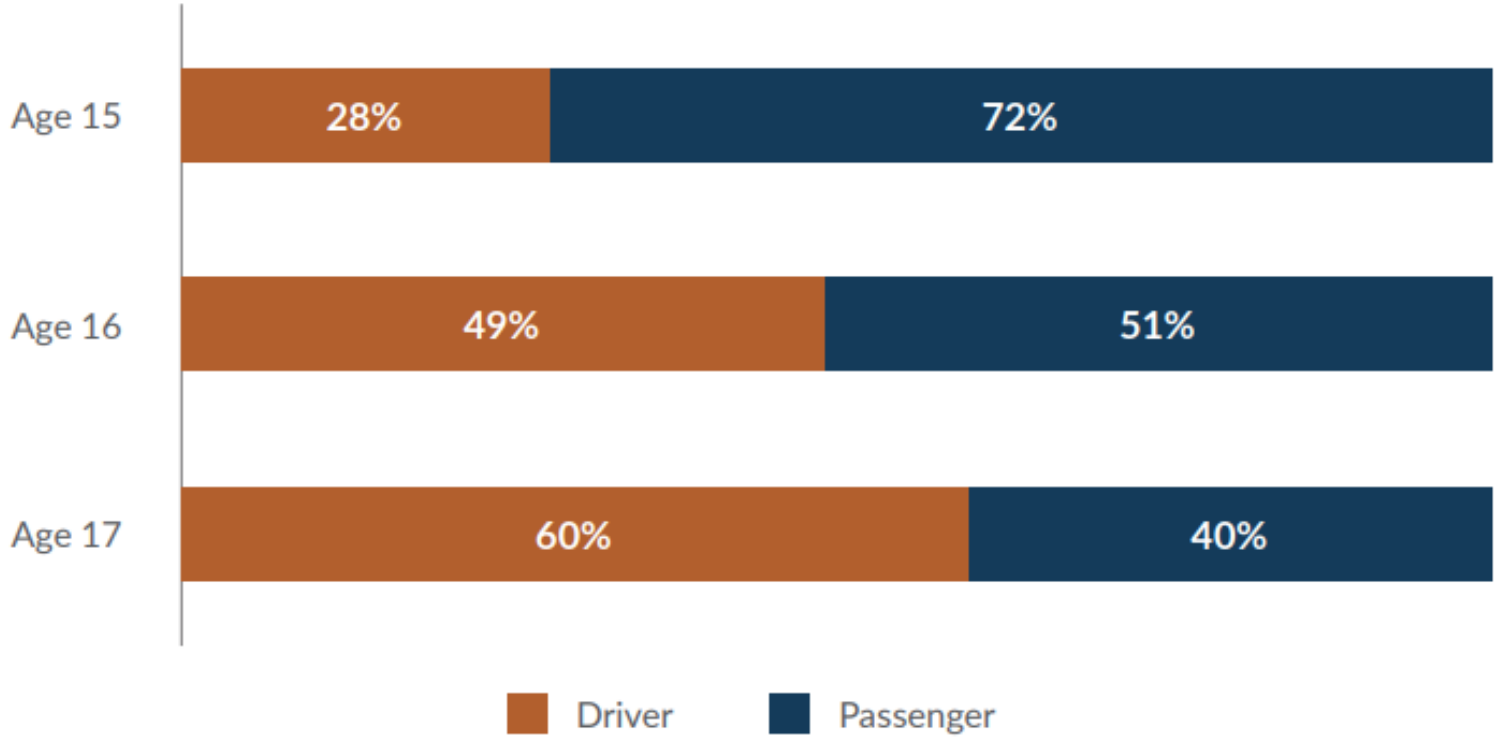
MVTS Injury Data: Driver/Passenger

Motor Vehicle Traffic Occupant Death Rates Comparing Teen Drivers to Teen Passengers Aged 15-17



Source: Fatality Analysis Reporting System (FARS): 2018-2021 Final File and 2022 Annual Report File (ARF)

Prevention Strategies

Image by Kohji Asakawa @ https://pixabay.com/photos/cyber-brain-computer-brain-7633488/

Teen Brains Are Still Developing

- Amygdala– Emotional Center: develops between 10-13
- Pre-frontal cortex – Reasoning Center: fully develops around age 25

Source: The Teen Brain: 7 Things to Know Fact Sheet. National Institute of Mental Health. Accessed June 2025.

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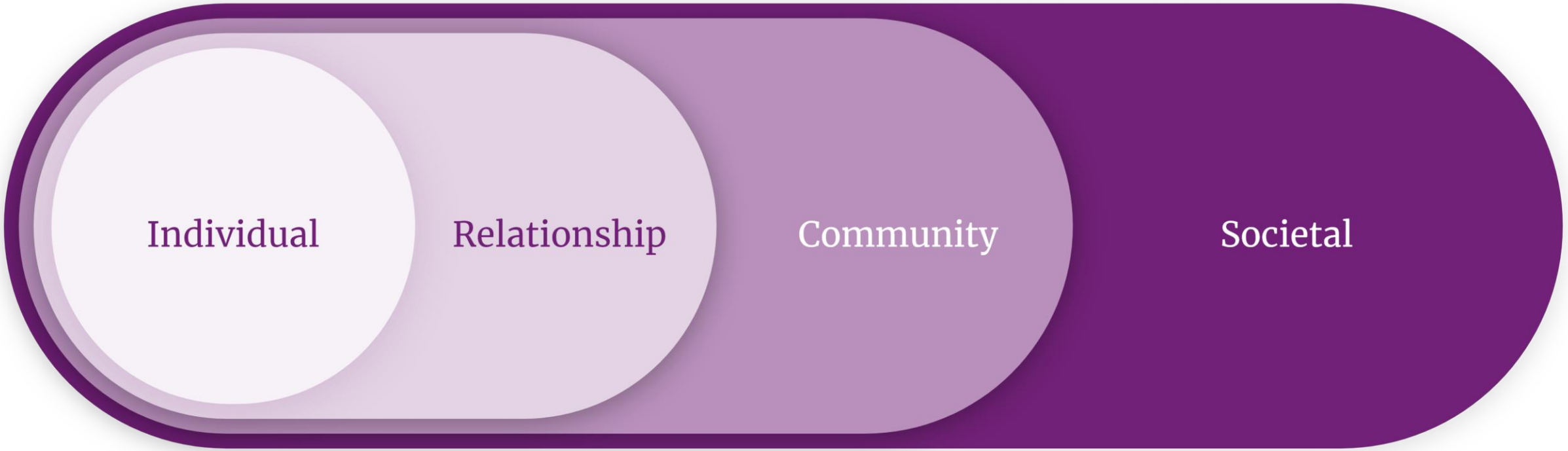
Socio-Ecological Model



Source: Centers for Disease Control and Prevention, 2022

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Risk & Protective Factors

Social-ecological Level	Risk Factors	Protective Factors
Individual	• Failing to use a seat belt • Impaired driving • Distractions in the vehicle • Speeding	• Restraint use • Less risk taking while driving • Driving a car with safety features
Relationship	• Peer pressure • Number of teenage passengers	• Parental supervision and monitoring
Community	• Leniency in policies regarding youth substance use, safety belts, phone use	• Enforcement of policies around youth substance use, safety belts, phone use
Societal	• Lenient Graduated Driver Licensing (GDL) laws • Higher speed limits	• Stricter GDL laws • Lowered speed limits • Primary seat belt laws • Decals on cars with teen drivers

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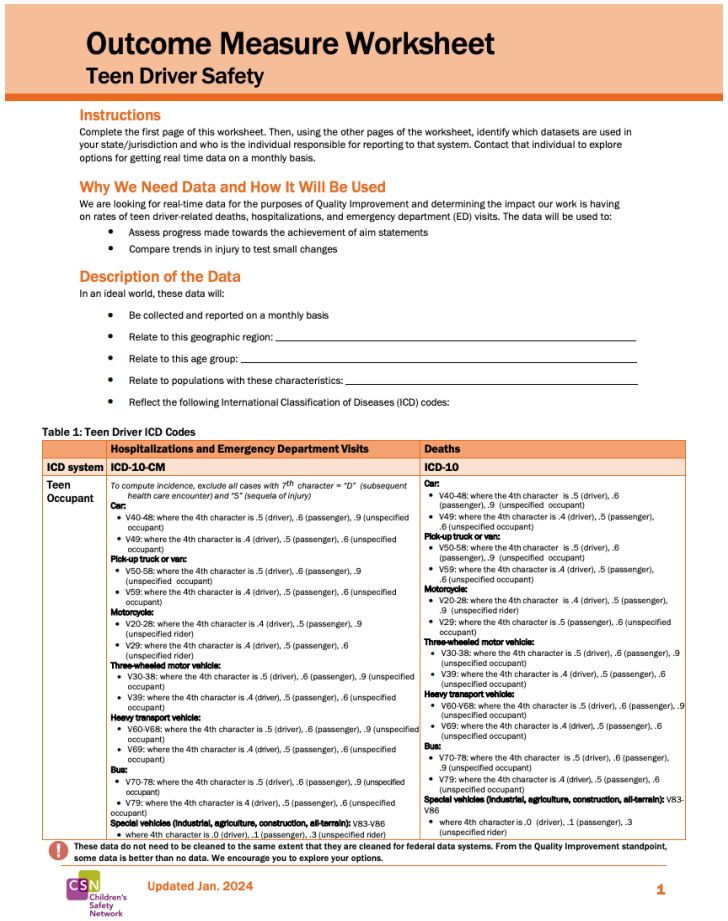
Prevention Strategies

Socio-Ecological Level	Strategy Examples
Societal	• Graduated Driver Licensing (GDL) Laws • Statewide Teen Driver Safety Coalitions • Child Death Review (CDR) systemic recommendations
Community	• Identify areas with higher teen related motor vehicle crashes • Establish organizational policy to track teen driver or teen occupant deaths through CDR teams
Relationship	• Educate parents/caregivers through evidence-based programs, such as *Checkpoints* • Encourage use of *Parent-Teen Driving Agreement*
Individual	• Educate teens on safe driving using peer-to-peer programs, such as *Teens in the Driver Seat*

Resources from CSN

- **Webinar Archive:** Teen Driving Safety: Recent Research and Implications for Prevention
- **Publication**: Teen Driving Safety: 2022 Resource Guide
- **Tools:**
  - Teen Driver Safety Change Package
  - Motor Vehicle Traffic Safety Organizational Change Package
  - Teen Driver Safety Outcome Measure Worksheet



Outcome Measure Worksheet
Teen Driver Safety

Instructions

Complete the first page of this worksheet. Then, using the other pages of the worksheet, identify which datasets are used in your state/jurisdiction and who is the individual responsible for reporting to that system. Contact that individual to explore options for getting real time data on a monthly basis.

Why We Need Data and How It Will Be Used

We are looking for real-time data for the purposes of Quality Improvement and determining the impact our work is having on rates of teen driver-related deaths, hospitalizations, and emergency department (ED) visits. The data will be used to:

- Assess progress made towards the achievement of aim statements
- Compare trends in injury to test small changes

Description of the Data

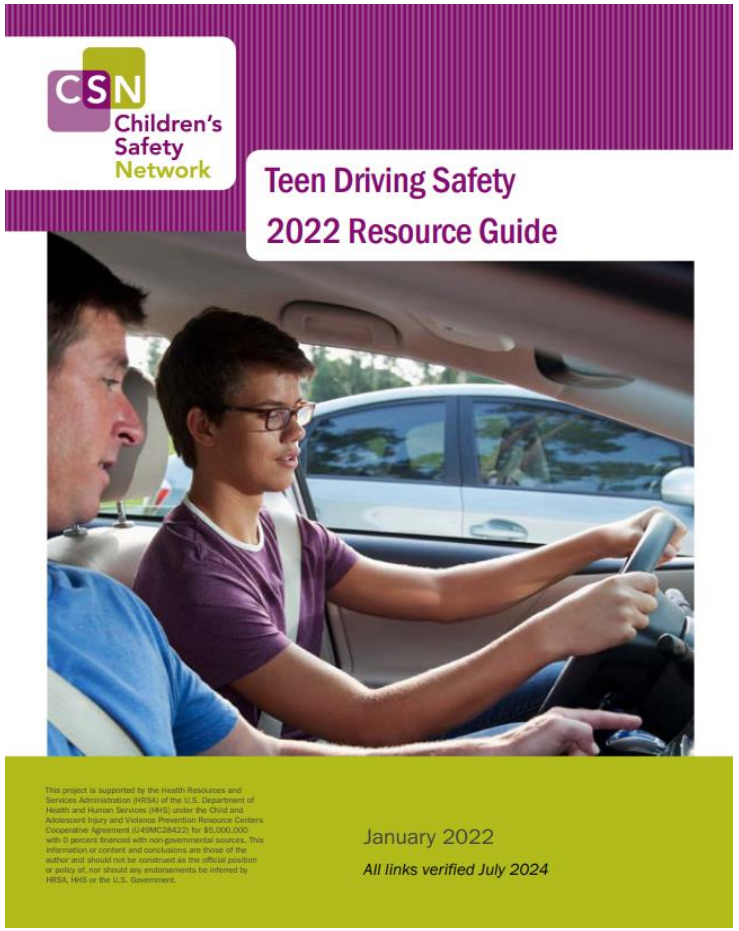
In an ideal world, these data will:

- Be collected and reported on a monthly basis
- Relate to this geographic region: _____
- Relate to this age group: _____
- Relate to populations with these characteristics: _____
- Reflect the following International Classification of Diseases (ICD) codes:

Table 1: Teen Driver ICD Codes

	Hospitalizations and Emergency Department Visits	Deaths
ICD system	**ICD-10-CM**	**ICD-10**
Teen Occupant	*To compute incidence, exclude all cases with 7th character = "D" (subsequent health care encounter) and "S" (sequela of injury)* **Car:** • V40-48: where the 4th character is .5 (driver), .6 (passenger), .9 (unspecified occupant) • V49: where the 4th character is .4 (driver), .5 (passenger), .6 (unspecified occupant) **Pick-up truck or van:** • V50-58: where the 4th character is .5 (driver), .6 (passenger), .9 (unspecified occupant) • V59: where the 4th character is .4 (driver), .5 (passenger), .6 (unspecified occupant) **Motorcycle:** • V20-28: where the 4th character is .4 (driver), .5 (passenger), .9 (unspecified rider) • V29: where the 4th character is .4 (driver), .5 (passenger), .6 (unspecified rider) **Three-wheeled motor vehicle:** • V30-38: where the 4th character is .5 (driver), .6 (passenger), .9 (unspecified occupant) • V39: where the 4th character is .4 (driver), .5 (passenger), .6 (unspecified occupant) **Heavy transport vehicle:** • V60-V68: where the 4th character is .5 (driver), .6 (passenger), .9 (unspecified occupant) • V69: where the 4th character is .4 (driver), .5 (passenger), .6 (unspecified occupant) **Bus:** • V70-78: where the 4th character is .5 (driver), .6 (passenger), .9 (unspecified occupant) • V79: where the 4th character is 4 (driver), .5 (passenger), .6 (unspecified occupant) **Special vehicles (industrial, agriculture, construction, all-terrain):** V83-V86 • where 4th character is .0 (driver), .1 (passenger), .3 (unspecified rider)	**Car:** • V40-48: where the 4th character is .5 (driver), .6 (passenger), .9 (unspecified occupant) • V49: where the 4th character is .4 (driver), .5 (passenger), .6 (unspecified occupant) **Pick-up truck or van:** • V50-58: where the 4th character is .5 (driver), .6 (passenger), .9 (unspecified occupant) • V59: where the 4th character is .4 (driver), .5 (passenger), .6 (unspecified occupant) **Motorcycle:** • V20-28: where the 4th character is .4 (driver), .5 (passenger), .9 (unspecified rider) • V29: where the 4th character is .5 (passenger), .6 (unspecified occupant) **Three-wheeled motor vehicle:** • V30-38: where the 4th character is .5 (driver), .6 (passenger), .9 (unspecified occupant) • V39: where the 4th character is .4 (driver), .5 (passenger), .6 (unspecified occupant) **Heavy transport vehicle:** • V60-V68: where the 4th character is .5 (driver), .6 (passenger), .9 (unspecified occupant) • V69: where the 4th character is .4 (driver), .5 (passenger), .6 (unspecified occupant) **Bus:** • V70-78: where the 4th character is .5 (driver), .6 (passenger), .9 (unspecified occupant) • V79: where the 4th character is .4 (driver), .5 (passenger), .6 (unspecified occupant) **Special vehicles (industrial, agriculture, construction, all-terrain):** V83-V86 • where 4th character is .0 (driver), .1 (passenger), .3 (unspecified rider)

These data do not need to be cleaned to the same extent that they are cleaned for federal data systems. From the Quality Improvement standpoint, some data is better than no data. We encourage you to explore your options.



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Resources from CSN

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Child Death Review and Teen Driver Safety

Jeanne Bietz, MA
Community Health Educator
Nebraska Department of Health & Human Services

CDR Data Uses

- Identifies risk factors
- Who is at higher risk
- What behaviors are involved
- Possible ACEs (Adverse Childhood Experiences) connection
- Parental attitudes
- Inform policy
- Prevention strategies

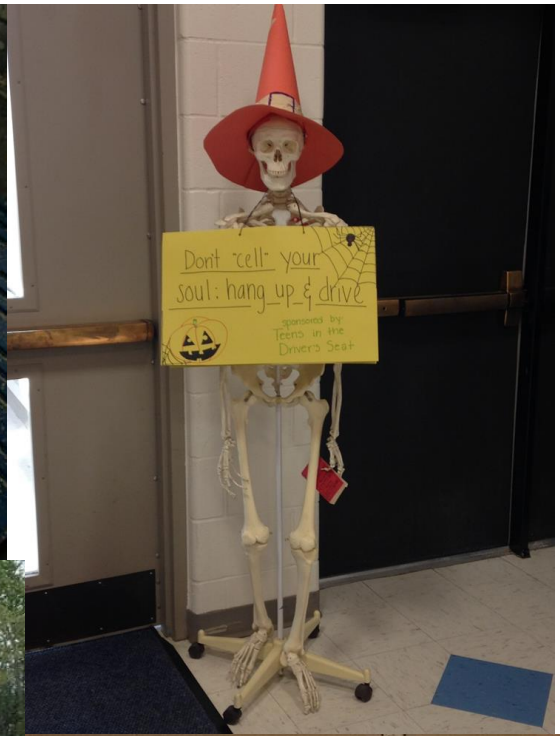
Program Implementation

- Peer-to-peer education
- Graduated Driver Licensing (GDL) education and policy work
- Identify high crash rate counties
- Increase driver education participation

Peer-to-Peer Traffic Safety Program for Youth

Teens IN THE Driver Seat®
t-driver.com

School Activities



CITIZEN

GERING, Nebraska

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Teens in the Driver Seat is a program for LIFE

Building Bridges

Kay Grote
Citizen Editor

"People don't die in motor vehicle accidents, they are killed violently." That phrase caught my ear as I attended the school assembly last Thursday morning at the Gering High School auditorium. I don't know if that truly caught the attention of the sophomores, juniors and seniors seated around me watching real-life film footage of automobile wrecks. Cars, pickup trucks, even semi trucks crumpled into tangled masses of steel, rubber and broken glass; some no, even recognizable as vehicles. And the bodies...bloodied, broken, and some partially shown in the same condition as the vehicles, beyond recognition. Did the phrase "...they are killed violently" sneak a shout of truth within me. Maybe because I'm a parent and I never want to know that my child died that way. Maybe because many years ago I could have been "killed violently" myself.

In May of 1996 I was headed out to see my parents in rural Goshen County driving our ¾ ton super cab diesel pick-up. It was raining and the grassy, gunny mud grabbed my traction causing the pick-up's tail to whip until I spun out of control. Even at 45 mph, the truck rolled twice, popping the windows, shattering the windshield, flattening the roof of the cab and violently ejecting and flinging the contents of our trash truck across the barrow pit and pasture. As the cab crushed down onto my head, I instinctively scrunched down lower into the seat, hoping to avoid a fatal head or neck injury. The dash came to rest straddling a barbed wire fence. I was able to plummy out a small space through the driver's side window. My only injuries were a two-inch head laceration and a massive bruise across my left collarbone and shoulder where my seatbelt strained to hold me in place. As I crawled from the wreckage, muddy, bloody, dazed and trembling, crying over my husband's tools scattered for 300 yards, the only thing I could do was thank God that my babies, seven-month old Holly and three-year-old Jay, were not with me. A seat belt saved my life that day. Left my children from becoming motherless and allowed for one more child, Riley, to be born later. Yes, seatbelts save lives.

Earlier this week the Nebraska State Patrol reported four separate crashes in the state that resulted in four fatalities. Of the four people killed, authorities determined that only one was wearing a seat belt. To date, there have been 192 state crash fatalities in the state this year.

Motor vehicle crashes are the leading cause of death among teenagers. In Nebraska, on average, two teens are killed every month due to motor vehicle crashes.

The GHS assembly was held to raise awareness among teenage drivers that the choices they make, whether to text and drive, drink and drive, ride in a vehicle with a drinking driver, or not using a seatbelt, do matter and will have devastating or deadly results.

During the assembly, Nebraska State Trooper Chuck Filly, Registered Nurse and Injury Prevention Coordinator Holly Johnston, and parent Tammy Wheeler, whose 18-year-old daughter, Alexis was one of two girls killed in a 2012 high-speed vehicle accident involving texting, drinking and non-use of seatbelts, shared their experiences with students, further underscoring the need for wise decision making, don't text and drive, don't drink and drive or ride with a drinking driver, and always wear your seatbelt.

But we parents and caring adults play a role in helping our teenagers live safe lives, too. The first is to lead and influence by example. Safe driving is a learned skill and you, as a parent, have the greatest influence in helping your teen become a safer driver. Put the phone down, in the glove box or turn it off while you're driving.

Be involved and show that you care. Ask where your teen is driving to, when they expect to arrive, who they are driving with. Studies by the Children's Hospital of Philadelphia have shown that parents who are involved with their teen driver is a supportive way can lower their teen's crash risk by 50 percent. Teens with involved parents are also twice as likely to use their seat belt, 70 percent less likely to drink and drive, half as likely to speed, 30 percent less likely to use a cell phone while driving and significantly less likely to drive with multiple passengers.

The Drive Smart Nebraska Coalition, a coalition of public and private partners dedicated to eliminating injuries and deaths on Nebraska roads, sponsored several teen driver safety programs recently including last week's "Teens in the Driver Seat program at Gering High School. GHS student leaders Kyle Upp, Austin

Thedford FCCLA
November 7, 2023 ·

A reminder from our Teens in the Driver Seat committee:

Don't forget to dress in neon tomorrow for our Teens in the Driver's Seat Neon Day! We chose a neon dress up day as a reminder to be bright at night, the most dangerous time to drive for teens.

- Turn headlights on at dusk and observe night driving safety as soon as the sun goes down.
- Reduce your speed and increase your following distances. Don't overdrive your headlights. You should be able to stop inside the illuminated area. If you can't, you are creating a blind crash area in front of your vehicle.
- Keep your headlights and windshield clean. A thin film of debris on your headlights can reduce your visibility significantly.

FCCLA

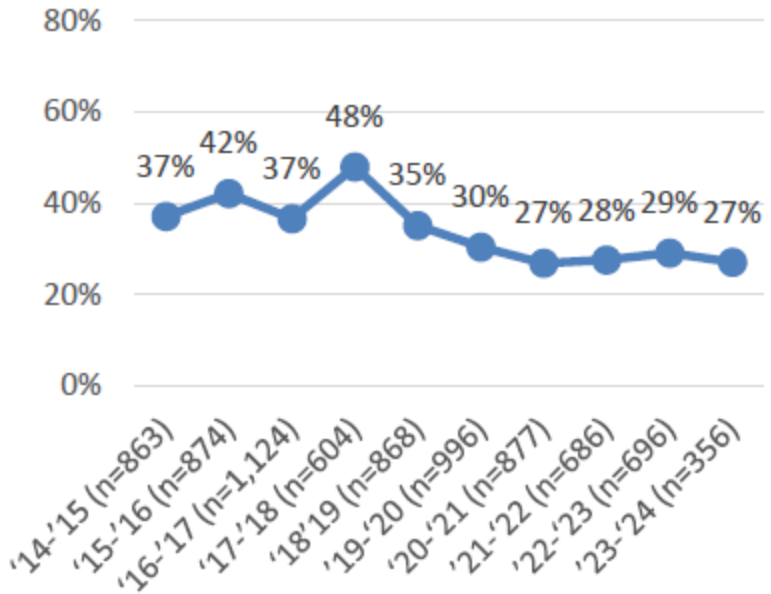
Teens in the Drivers Seat
Neon Day
Wednesday, November 8

All staff, high school and elementary students are welcome to dress up.

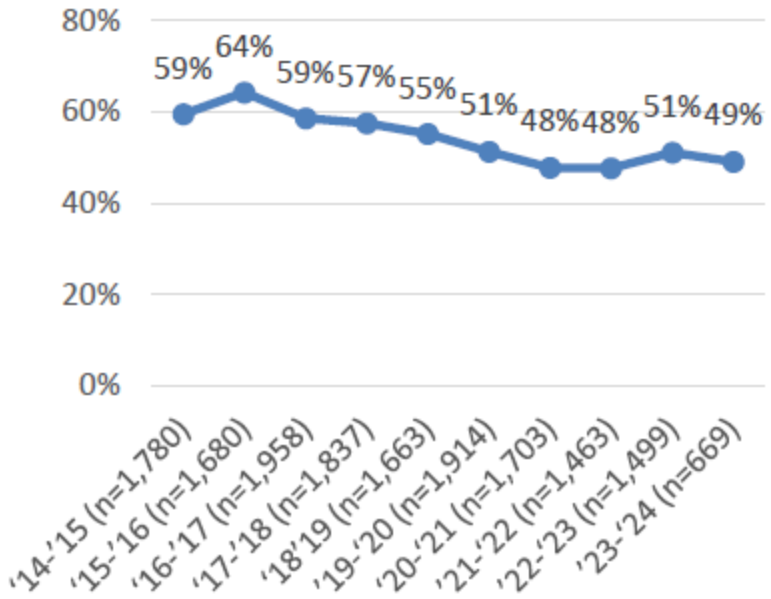
Prize for best dressed staff member,high school student, and elementary student.

Seat Belt Use

The % of students[1] who reported that they had **driven a vehicle without wearing a seat belt** in the past month (some or a lot of the time) decreased significantly since the 2014-15 school year. *



The % of students who reported that they had **ridden in a vehicle without wearing a seat belt** in the past month (some or a lot of the time) decreased significantly since the 2014-15 school year. *



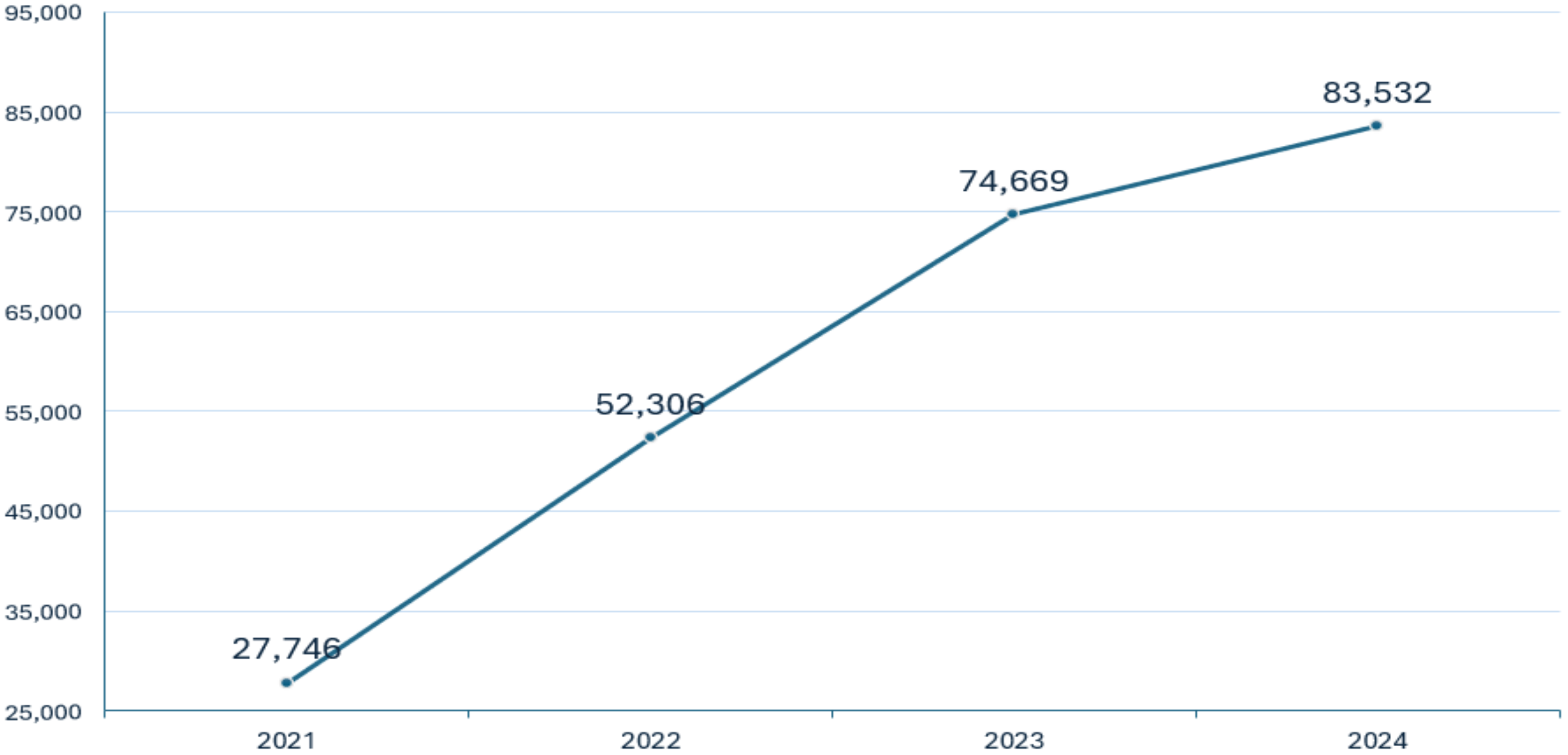
[1]only includes students with a Provisional Operator's Permit (POP) or unrestricted license

*Denotes a statistically significant difference ($p<.05$). This means the results shared are likely not random or due to chance, but rather are distinctly different.

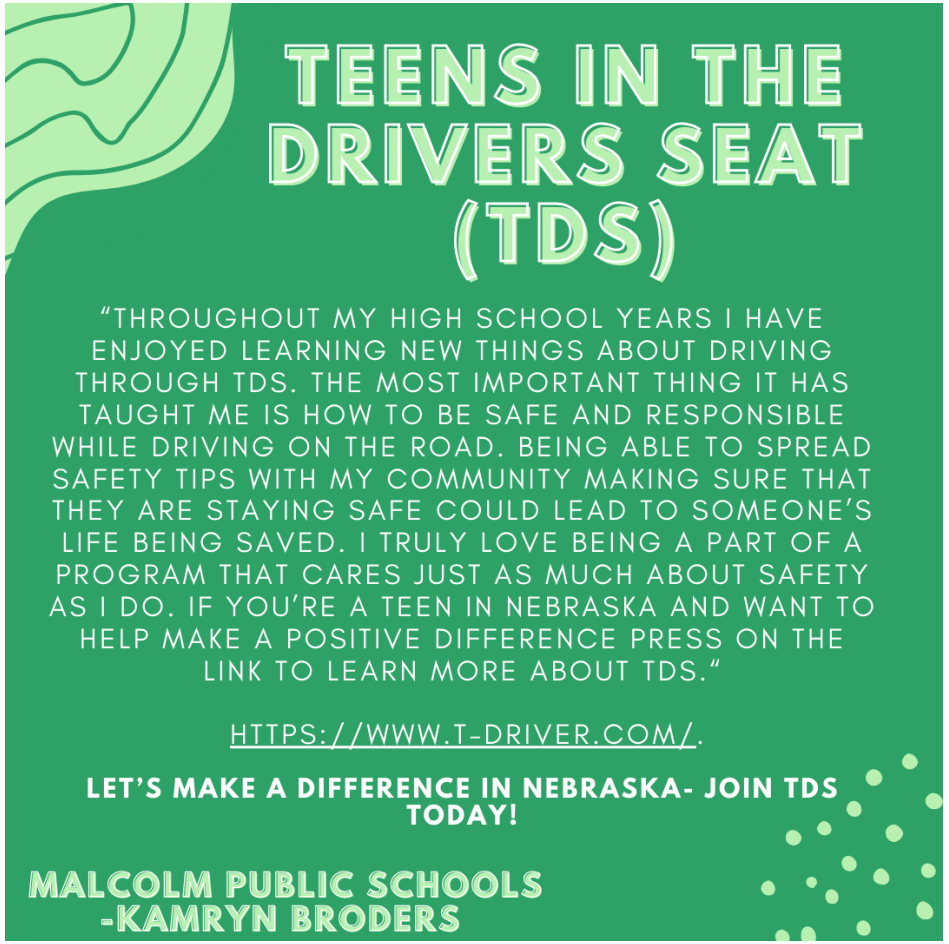
Source: Nebraska Teen Driving Experiences Survey Results 2022-2023

Total Number of Teens Engaged in Teens in the Driver Seat Activities, by Year

Data Source: TDS Online Reporting Database Cumulative

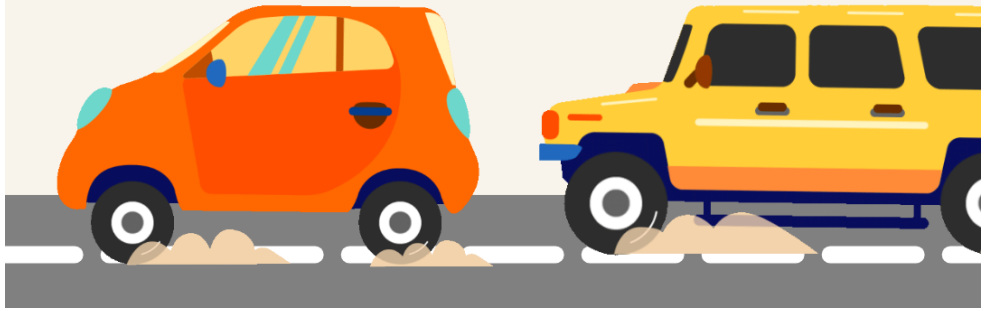


Testimonies



The Teens in the Driver Seat program is truly exceptional in its approach to empowering young drivers. By being student-led, it fosters leadership and responsibility among participants, while the low-budget design makes it accessible to all schools. The cash incentives are a motivating bonus that encourages active participation. What really sets this program apart are the hands-on educational activities that engage students in learning about safe driving in a practical and memorable way. The activity bank and guided activities provide valuable resources that ensure impactful and comprehensive learning experiences. Overall, it's a fantastic initiative that effectively promotes road safety among teens.

Kim Watson - Malcolm High School



Parents Drive the Message

Parent/caregiver outreach

Education on graduated driver licensing driving restrictions

Increases parent/caregiver knowledge therefore increasing ability to enforce state law

Programa de Obtención Gradual de la Licencia de Conducir de Nebraska (GDL)

RESTRICCIONES DE MANEJO

TELÉFONOS CELULARES

No puedes utilizar ningún tipo de dispositivo inalámbrico mientras estés conduciendo un vehículo en movimiento. La violación de esta regla resulta en una multa de $200 por la primera falta y adición de puntos en contra de tu licencia. La segunda falta resulta en una multa de $300 y $500 por la tercera falta.

CINTURONES DE SEGURIDAD

Todos los ocupantes que viajen en un vehículo con un portador de permiso de conducir, incluyendo el conductor, deberán utilizar un cinturón de seguridad. La violación de esta regla resulta en una multa de $25. Se emitirá una citación al portador del permiso GDL.*

ALCOHOL

Leyes de Cero Tolerancia (alcohol y otras drogas) para conductores menores de 21 años de edad. La primera falta dará como resultado que el tribunal decomise el permiso o licencia por 30 días. Un conductor de menos de 21 años de edad es sujeto a las mismas leyes por conducir en estado de ebriedad - DUI para personas de 21 años o más, si el contenido de alcohol en la sangre-BAC es de .08 o más.

PASAJEROS

El titular Portador de un Permiso de Conducir Escolar (SCP) solo puede transportar a familiares que vivan con ellos para llevarlos a la misma escuela a la que asiste el portador del permiso.

El portador de un Permiso de Conducir Provisional (POP) está limitado a un pasajero menor de 19 años quien no sea familiar inmediato, por los primeros 6 meses. La violación de esta regla conlleva una asignación de un punto en contra en el récord de manejo.*

CONDUCCIÓN DURANTE LA NOCHE

El portador de un Permiso de Conducir Provisional (POP) no debe conducir desde la medianoche hasta las 6 AM, a menos que sea hacia o desde actividades escolares o relacionados al trabajo. La violación de esta regla resulta en una asignación de un punto en contra en el récord de manejo.*

*APLICACION O EJECUCION

La lista anterior de violaciones no es inclusiva. Hay otras infracciones de la Ley de Nebraska que pueden afectar los permisos de conducción y los privilegios de conducción al ser juzgados o condenados por la infracción específica.

La violación de CUALQUIER restricción de manejo puede resultar en la suspensión o revocación de la licencia. Las personas menores de 21 años que acumulen seis o más puntos en un año deben tomar un curso de perfeccionamiento para conductores en un plazo de tres meses.

Las leyes del Programa de Obtención Gradual de la Licencia de Conducir de Nebraska (GDL) existen para la seguridad de su adolescente. Mantienen a su adolescente seguro al mantenerlo fuera de situaciones que lo ponen en mayor riesgo de sufrir un accidente.

Las leyes del Programa de Obtención Gradual de la Licencia de Conducir de Nebraska (GDL) cubren a los adolescentes de 14 a 17 años de edad. Un conductor adolescente debe tener un POP (Permiso de Conducir Provisional) durante un año antes de recibir una licencia sin restricciones.

El Programa de obtención gradual de la licencia de conducir de Nebraska (GDL) incluye: permiso de aprendiz escolar, permiso escolar, permiso de aprendiz, permiso de conducir provisional.

driving the right message

La Conducción Segura entre Adolescentes Comienza Contigo

Modelo a seguir en los hábitos de la conducción segura.

Aprende las leyes de GDL y cúmplelas.

Completa un acuerdo de conducción entre padrese hijos adolescentes

NDOT

Departamento de Salud y Servicios Humanos

RESCURSOS DE GDL

ParentsDriveTheMessage.ne.gov

www.dmv.nebraska.gov

PARA MÁS INFORMACIÓN LLAME AL

402-471-2515

English and Spanish

I, _____

driving the right message

Parent/Teen Driving Agreement

I agree to follow all the rules and restrictions in this contract. I understand that my parents will impose penalities, including removal of my driving privileges, if I violate this contract. I also understand that my parents will allow me greater driving privileges as I become more experienced and as I demonstrate that I am a safe and responsible driver.

I promise that I will obey all the rules of the road

- ☐ Always wear a seat belt and make certian all my passengers buckle up.
- ☐ Obey all traffic lights, stop signs, other street signs, and road markings.
- ☐ Stay within the speed limit and drive safely.
- ☐ I will not drive with more than one passenger that is under the age of 19 who is not an immediate family member for the first 6 months of having my Provisional Operators Permit.

I promise that I will stay focused on driving

- ☐ Never text, read, send messages or use apps while driving or sitting at a stoplight.
- ☐ Never talk on the cell phone.
- ☐ Drive with both hands on the wheel.
- ☐ Never eat or drink while driving.
- ☐ Drive only when I am alert and in emotional control.
- ☐ Never use headphones or earbuds to listen to music when I drive, and set my music before driving.
- ☐ As a passenger, share the responsiblilty for arriving safely with my driver and offer help so my driver does not drive distracted.

I promise that I will respect laws about drugs and alcohol

- ☐ Never use alcohol or drugs.
- ☐ Never ride with someone who is driving impaired (using alcohol or drugs).
- ☐ Never allow any alcohol or illegal drugs in my car.

As your parent/guardian,

- ☐ I will serve as a good role model when operating a vehicle; use my seatbelt, no cell phone use, and obey traffic laws.
- ☐ I agree to come get you at any hour, from any place, with no questions asked and no argument at that time. I expect a discussion of such an incident at a later time.

Parent/Guardian Signature	Teen Signature	Date

Improvements to Graduated Driver Licensing (GDL) Provisions

Educate policy makers on the short-comings of the law

National standards recommendations

Partner involvement for advocacy

Graduated Driver Licensing (GDL) Laws Best Practice

Traffic Injury Research Foundation (TIRF)

- Mission is to reduce traffic-related deaths and injuries
- Report: A New GDL Framework: Planning for the future
- Lays out best practices that have the greatest safety benefits including: driver education standards, licensing and testing requirements and in vehicle technology.

State level GDL laws

- Laws are different from state-to-state
- Created tool comparing TIRF to Nebraska's standards
- Used to inform policy, educate parents and advocates
- If Nebraska implemented components of the TIRF framework, the Insurance Institute of Highway Safety (IIHS) GDL crash reduction calculator estimates that:
    - Collision claims would be reduced by 26%
    - Fatal crashed by 31%

Policy

GDL Stages and Components	TIRF (Traffic Injury Research Foundation Recommendations)	Nebraska Laws	Comments
Entry Age	Min. age 16	Min. age 14: school learner's permit* Min. age 14 years 2 months: school permit* Min age 15: learner's permit	Novice teen drivers rarely crash while they are being supervised by adults.
Length	Min. 1 year	Two months for school learner's permit when obtaining a school permit. Six months for learner's permit, school learner's or school permit.	School permit allows a student to drive unsupervised directly to and from school and school activities. May transport any family member who resides with permit holder to attend duly scheduled courses of instructions and extracurricular or school-related activities at the school you attend. OR Any time when accompanied by a licensed driver who is at least 21 years old.
Entry Requirements	Pass knowledge and vision tests, includes questions related to GDL.	School Learner's Permit: Pass the written and vision tests.	School permit: attend a driver safety course or present a 50 hour cert. form
Supervised Driving	>50 hours, optimally 80- 120 hours. Span all driving seasons. Log book of driving hours. In-vehicle monitoring.	All types of learner permit holders must be accompanied by a licensed driver at least 21 occupying the seat beside driver.	

Identified High Crash Rate Counties

Table 1. Top Ten Nebraska Counties of Teen Driver and Passenger-Involved Crash Rates by Vehicle Miles Traveled, 2016-2020

Overall Crash				Improver Driving Related Crash				Speeding Related Crash				Distraction Related Crash			
County	Miles	Freq	Rate	County	Miles	Freq	Rate	County	Miles	Freq	Rate	County	Miles	Freq	Rate
Scotts Bluff	**1,503.2**	**846**	**56.3**	**Box Butte**	**493.7**	**84**	**17.0**	**Box Butte**	**493.7**	**30**	**6.1**	**Platte**	**1,682.6**	**157**	**9.3**
Adams	1,231.5	677	55.0	**Scotts Bluff**	**1,503.2**	**225**	**15.0**	Adams	1,231.5	56	4.5	**Scotts Bluff**	**1,503.2**	**137**	**9.1**
Platte	**1,682.6**	**880**	**52.3**	**Platte**	**1,682.6**	**243**	**14.4**	Madison	1,530.5	68	4.4	**Box Butte**	**493.7**	**44**	**8.9**
Madison	1,530.5	763	49.9	Saline	599.5	85	14.2	**Scotts Bluff**	**1,503.2**	**66**	**4.4**	Saline	599.5	49	8.2
Lancaster	12,612.4	6,196	49.1	Adams	1,231.5	168	13.6	**Platte**	**1,682.6**	**68**	**4.0**	Adams	1,231.5	98	8.0
Saline	599.5	287	47.9	Madison	1,530.5	178	11.6	Colfax	644.7	24	3.7	Dodge	1,834.2	138	7.5
Douglas	22,621.1	10,786	47.7	Dodge	1,834.2	213	11.6	Dawes	483.8	17	3.5	Phelps	568.9	42	7.4
Sarpy	6,922.9	3,137	45.3	Hall	3,449.5	388	11.2	Saline	599.5	21	3.5	Red Willow	557.5	41	7.4
Hall	3,449.5	1,562	45.3	Brown	213.9	24	11.2	Saunders	1,258.1	42	3.3	Lincoln	3,220.6	234	7.3
Box Butte	**493.7**	**209**	**42.3**	Phelps	568.9	61	10.7	Dodge	1,834.2	60	3.3	Hall	3,449.5	237	6.9
Statewide	**101,475.3**	**35,859**	**35.3**	**Statewide**	**101,475.3**	**6,904**	**7.5**	**Statewide**	**101,475.3**	**1,917**	**1.9**	**Statewide**	**101,475.3**	**4,071**	**4.0**

Data source: Nebraska Department of Transportation County Level Vehicle Miles Travel, 2016-2020.

Table 1 presents crash rates by counties vehicle miles traveled in four different categories (overall crash, improper driving, speeding and distraction). Listed are the top 10 counties crash rates compared to the overall state rate. Scotts

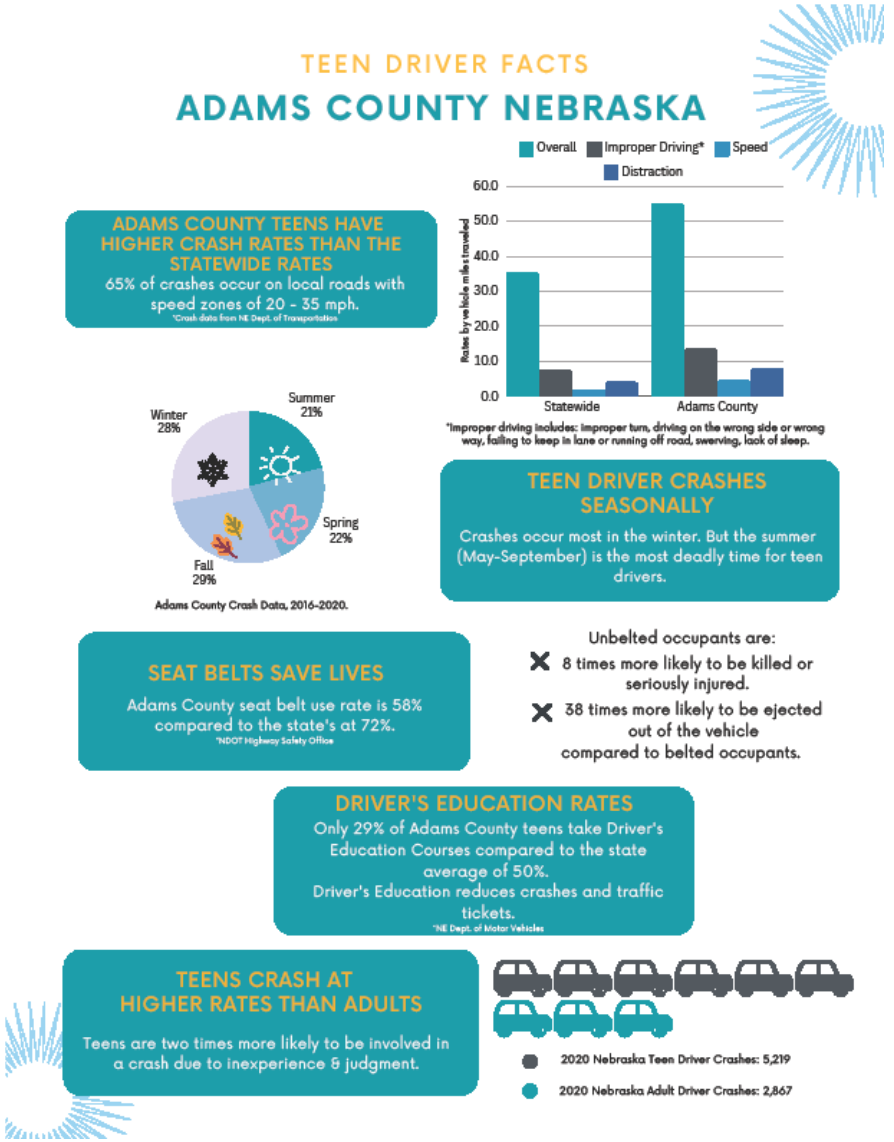
- Teen Motor Vehicle Safety Surveillance Report
- Top ten counties
- Identified three to initially work with

High Crash Rate Counties

- STRATEGY: Involvement of local partners in carrying out teen driver safety activities **located in high crash rate counties**.
- ACTIVITIES
  - Scheduled in-person meetings with three counties: Adams, Red Willow and Platte
    - Partners included hospitals, health departments, local media, fire department, schools
    - Provided packet of materials: fact sheet, Highway Safety Office mini-grants, Mothers Against Drunk Driving Power of Parent and Youth, GDL, Teens in the Driver Seat

High Crash Rate Counties

- NE Highway Safety Office (HSO) mini-grants explained and offer of technical assistance given
- Via email provided pre-created media resources and TDS flyer
- Provided resources/information to four additional counties.
    - Hall, Scotts Bluff, Buffalo, York



Implementation

- Five counties conducting teen driver safety educational outreach.
  - Adams, Red Willow, Scott Bluff, York and Buffalo
  - Leveraged HSO and Safe Kids funding for campaigns
  - Outreach methods used: Banners, billboards, table tents, radio, fair education, school assemblies, driver education work
    - Driver education outreach
  - Meetings to be held in Platte and Lancaster Counties

NEBRASKA TRUCKING ASSOCIATION

CARA FILLER

POWER of PARENTS
madd

Driver Education

Problem

- Low uptake in rural areas
- Access issues
- Cost issues

Solution

-Increase access

- More driver education instructor trainings
- Involvement of local health department and community college
- Scholarships through HSO funding

In Summary

- Child Death Review data can enhance and guide work
- Provides details that can give a greater understanding of what lies beneath teen driver behavior
- Understand and address risk and protective factors

Thank you

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402-471-0361
Jeanne.bietz@nebraska.gov

CAUSE AND CONTEXT FOR CONCERN

For Fatality Review Teams

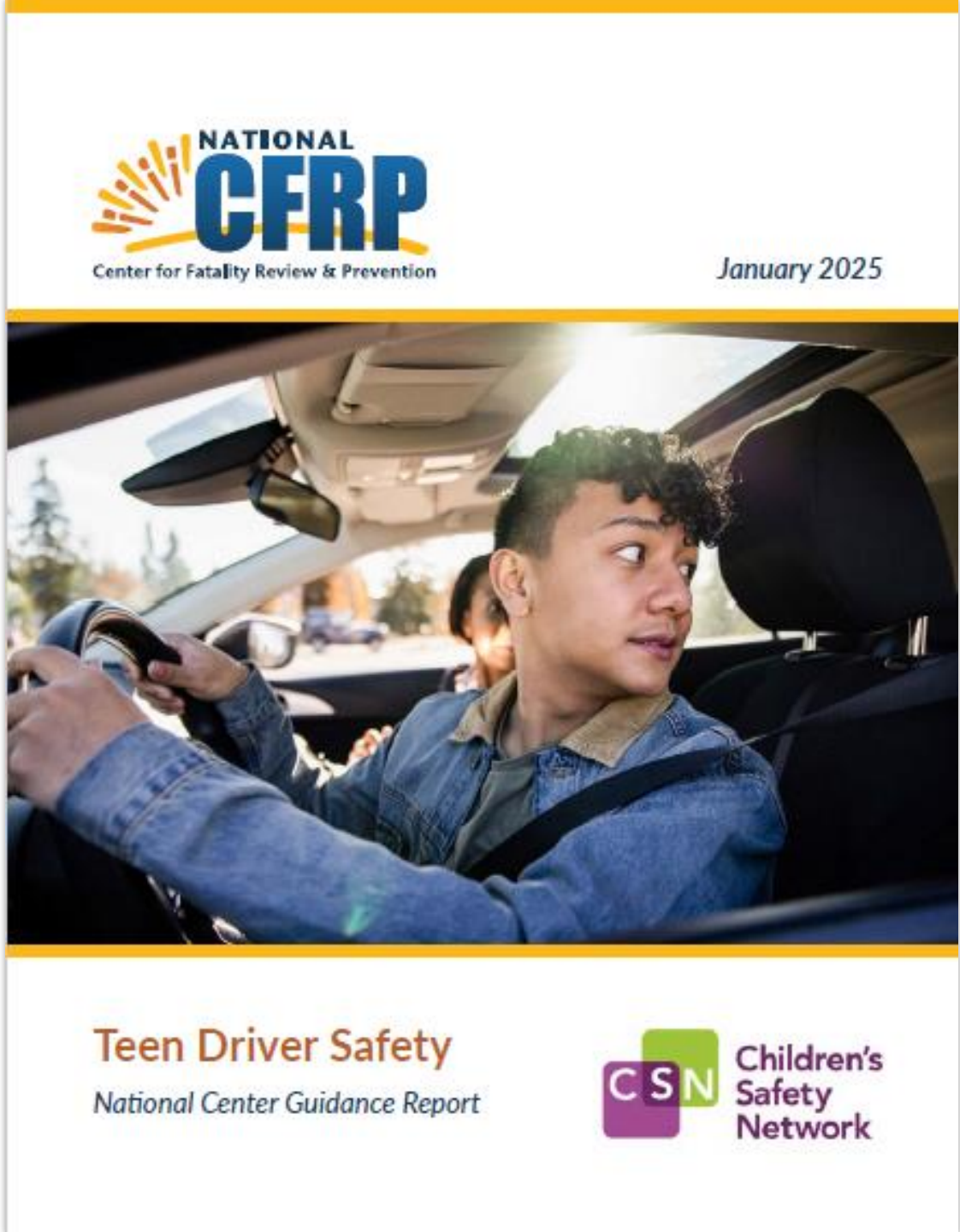
Teenagers both contribute to and experience the effects of motor vehicle traffic deaths more than any other age group. This difference stems from several factors, such as increased instances of impaired and distracted driving, speeding, transporting other teenage passengers, neglecting seatbelt use, and driving at night.

However, teen motor vehicle traffic deaths are preventable.

TEEN DRIVER SAFETY TOOLS TO INFORM FATALITY REVIEW

New Guidance Report

Teen driver injuries and fatalities impact communities across the country, and effective, prevention-focused fatality review is well-positioned to help communities understand and prevent these deaths. Considering community context and risk and protective factors is an important part of this process, as is prioritizing a thorough and standardized death scene investigation (DSI) for teen driver-related fatalities. Detailed narratives provide rich information to help teams make focused findings and prevention recommendations.



REVIEW DISCUSSION

Key Questions to Consider

- What were the circumstances of the MVT death?
- What were the safety features available in the vehicles involved?
- Could the incident have been prevented with newer vehicle technologies?
- Are there modifications to the environment that would make driving safer?
- How could the crash have been prevented?

Important Tips

For fatality review teams to utilize

- Teen MVT deaths impact communities across the country. They are preventable and, with proven strategies, can increase the safety of young drivers and all others on the road.
- Considering risk and protective factors helps predict potential dangers and informs the development of effective interventions.
- Detailed narratives provide rich information to help fatality review teams make focused findings and identify opportunities for prevention.

EXAMPLE NARRATIVE

Teen Driver

The decedent, a 16-year-old white female, was driving a car with two friends as passengers (a 16-year-old male front passenger, a 17-year-old female back passenger). They were driving home from a friend's house at 1 am on a two-lane highway in a rural area. All occupants were properly restrained with seat belts. To pass a semi-truck in front of them, the decedent moved into the lane of oncoming traffic without first looking for oncoming vehicles. The decedent's car was hit by an oncoming car and flipped over twice before coming to rest on the road. The driver of the semi-truck called 911. Emergency medical services arrived on the scene 13 minutes later. The decedent and front seat passenger were pronounced dead on the scene. The back seat passenger had a pulse on scene and was transported via helicopter to a hospital, eventually surviving their injuries. The decedent had held her license for 7 months and, at the time of the incident, was violating GDL restrictions by having too many teen passengers and driving past curfew. The decedent was not impaired. The crash report from law enforcement identified the decedent as the responsible party for causing the incident and cited carelessness and driver inexperience as contributing factors.

DEVELOPING AND IMPLEMENTING

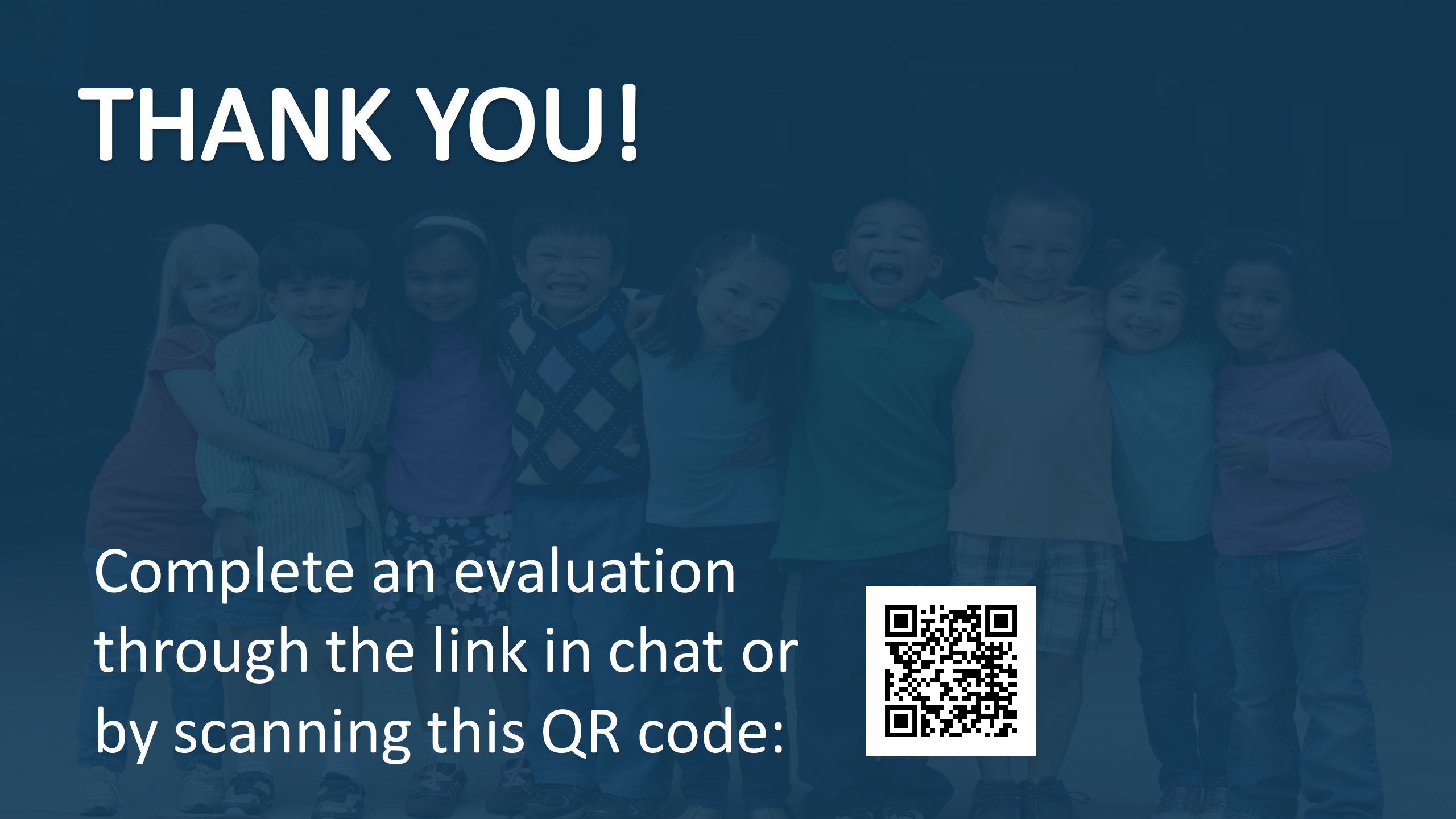
Opportunities for Prevention

Community partners engaged in prevention work can be valuable resources for fatality review teams.

- Safe Kids coalitions
- Injury Free coalitions
- Driving schools
- Local American Academy of Pediatrics (AAP) chapters
- Schools
- Children's hospitals
- Community action teams (CATs)


Questions?

THANK YOU!



Complete an evaluation through the link in chat or by scanning this QR code:

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