Underutilized DUI Prevention Tools

Lifesavers Conference
Long Beach, California
Learning Today, Leading Tomorrow
Monday, April 4, 2016
2:15 – 3:45 PM

Moderator: James Fell, NORC

Speakers:
Mark Stodola, APPA
Ted Mahoney, NLLEA
Gordon Smith, UMD

National Opinion Research Center at a Glance

| 675+ Professional/Research staff |
| 39 Senior Fellows |
| 1200+ Interviewers |
| 400+ Active Projects |
| Work in 40+ Countries |

Downtown Chicago
DC Metro
University of Chicago

Atlanta
Boston
San Francisco
Landmark Studies

- General Social Survey (GSS)
  - Since 1972, the GSS has been monitoring societal change and studying the growing complexity of American society.
- National Longitudinal Survey of Youth (NLSY)
  - NLSY is the youth-focused component of the National Longitudinal Surveys (NLS) Program – a set of surveys used to gather information on the labor market experiences of American men and women.
- National Social Life Health and Aging Project (NSHAP)
  - NSHAP is a longitudinal, population-based study of health and social factors, aiming to understand the well-being of older, community-dwelling Americans.

NORC in the News

Transportation Research Board
National Academies of Sciences, Engineering and Medicine

- Results of a Workshop Sponsored by the Transportation Research Board Committee on Alcohol, Other Drugs and Transportation (ANB50) held on August 24-25, 2015.
- Workshop was attended by 26 experts in impaired driving research and policy. 16 of the 26 submitted their top three priorities after the workshop.
Alcohol-Impaired Driving Fatalities (Driver BAC ≥ .08), 1982-2013

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Traffic Fatalities</th>
<th>Alcohol-Impaired Fatalities</th>
<th>Percent</th>
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<tr>
<td>1982</td>
<td>43,945</td>
<td>21,113</td>
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<tr>
<td>1983</td>
<td>42,568</td>
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<tr>
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<td>40,905</td>
<td>19,360</td>
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<td>1997</td>
<td>40,150</td>
<td>13,739</td>
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</table>

Proportion of All Drivers Involved in Fatal Crashes Estimated to Have Been Legally Intoxicated (BAC ≥ .08) 1982-2013

Eight Effective Alcohol Policy Strategies Discussed

1. Increase alcohol taxes
2. Re-engage the public
3. Lower illegal BAC limit for driving to .05
4. Implement in-vehicle alcohol detection systems (DADSS)
5. Expand screening and brief interventions in medical facilities
6. Impose administrative sanctions for BACs=.05-.08
7. Require alcohol ignition interlocks for all alcohol impaired driving offenders
8. Increase the frequency of sobriety checkpoints including legislation to allow them in states where prohibited
Three Top Priority Alcohol Policy Strategies

1. Impose administrative sanctions for drivers with BACs = .05 to .08

2. Adopt All Offender Alcohol Ignition Interlock Laws

3. Increase the frequency of sobriety checkpoints

Canadian Experience with an Administrative .05-.08 BAC Limit

Background

- All Canadian provinces have enacted administrative laws that provide penalties for drivers with BACs ranging from .05 to .07 g/dL.
- Canada has a federal criminal per se law set at .08 g/dL similar to the United States.
- These administrative laws vary by province, but the penalties for driving at .05-.07 BAC are loss of the offender’s drivers’ license, a fine and possibly impoundment of the vehicle.
In British Columbia this administrative law is called "Immediate Roadside Prohibition" and calls for a 3-day license suspension, a $200 fine and possibly a 3-day vehicle impoundment for a first offense.

One national study showed that there was a significant decrease of 3.7% in fatally injured drivers with BACs > 0.05 following introduction of these laws. Reductions were also observed for fatally injured drivers with BACs > 0.08 and > 0.15 g/dL. [1]

Another study of the law in British Columbia showed significant average declines of alcohol-related crashes: 40.4% in fatal crashes, 23.4% in injury crashes and 19.5% in property damage crashes. There were no effects on non-alcohol related crashes. [2]

Another study found significant decreases in fatal crashes (21%), in hospital admissions (8.0%) and ambulance calls for road trauma (7.2%) associated with the implementation of the .05 BAC administrative law. [3]

An initial study of the British Columbia law examined drivers at roadside surveys before and after implementation of the law. The percent of drivers on the roads with BACs > .08 decreased by 59% while drivers with BACs > .05 decreased by 44%. [4]

British Columbia Province

Study References

Conclusion

- While it is currently difficult for states in the U.S. to adopt .05 criminal per se laws, it may be easier to convince legislatures to adopt administrative sanctions for drivers with BACs between .05 and .08, where the sanctions are not as severe and the law serves to get a dangerous driver off the road.

Adopt All-Offender Alcohol Ignition Interlock Laws

- Alcohol Ignition Interlocks
  - Reduces DWI recidivism by about 65% for offenders with interlocks (who sometimes use alternative vehicles) compared to similar offenders who did not get the interlock.
  - Reduces recidivism by 70% for first-time DWI offenders (on, then off).
  - Reduces recidivism by 55% for multiple DWI offenders (on, then off).
  - If installed on all vehicles of offenders, would probably prevent 95% of DWI behavior during installation period.
Insurance Institute for Highway Safety

Effects of All-Offender Alcohol Ignition Interlock Laws on Recidivism and Alcohol-Related Crashes [State of Washington]
McCartt, Eichelberger, Leaf (2013)
- Recidivism rates reduced by 12% for interlocked offenders
- Crash reductions associated with all-offender law suggests they can have a general deterrent effect

States with Mandatory Interlock Laws for All Convicted DWI Offenders

25 STATES:
AL, AK, AR, AZ, CO, CT, DE, HI, IL, KS, LA, ME, MS, MO, NE, NH, NM, NY, OR, TN, TX, UT, VA, WA, WV

Interlock Issues
- Interlock penetration for convicted DWI offenders ranges from 10% in some states up to 50% in other states.
- Once the interlock is removed, recidivism returns to the same level as pre-interlock
- Except for one or two studies, there is a lack of evidence of a general deterrent effect.
Overcoming Barriers

- Increasing the interlock penetration rate should increase the general deterrent effect.
- Enact more severe alternatives to the interlock. Force offenders to choose interlock, continuous alcohol monitoring (e.g., SCRAM ankle bracelet) or house arrest.
- Use offender performance (lock-outs) to extend time on the interlock.

Conduct More Frequent Sobriety Checkpoints

Research Shows that Increased Enforcement Works

- **General deterrence:**
  - Routine, daily enforcement of impaired-driving laws
  - Highly visible enforcement campaigns
  - Sobriety checkpoints wherever possible
  - Media campaigns to make the public aware

*Studies from CDC show that checkpoints reduce alcohol-related crashes by 9% [4%-17%]*
The Effects of Drink-Driving Checkpoints on Crashes: A Meta-Analysis (Erke, Goldenbeld, Vaa, 2009)

DUI Checkpoints and RBT: 40 studies included in the meta-analysis:

- Crashes involving alcohol reduced by 17% at a minimum
- All crashes (alcohol and non-alcohol) reduced by 10%-15%
- Australian RBT more effective

Checkpoint Status in the U.S. 2015

- 38 states plus DC conduct sobriety checkpoints
- 12 states—checkpoints are illegal, prohibited, or not conducted
  - AK, ID, IA, MI, MN, MT, OR, RI, TX, WA, WI, WY
- 18 states conduct checkpoints on weekly basis somewhere in the state
  - AR, CA, FL, GA, HI, IL, KY, MD, MS, NE, NY, NC, PA, SD, VT, VA, WV

[Source: GHSA]

Weekly Checkpoints vs. No Checkpoints 2011

- 12 states—checkpoints are illegal, prohibited, or not conducted
  - AK, ID, IA, MI, MN, MT, OR, RI, TX, WA, WI, WY
  - % of drivers in fatal crashes with BACs>0.08: 25%
- 18 states conduct checkpoints on weekly basis somewhere in the state
  - AR, CA, FL, GA, HI, IL, KY, MD, MS, NE, NY, NC, PA, SD, VT, VA, WV
  - % of drivers in fatal crashes with BACs>0.08: 20%

SOURCE: GHSA and FARS
Three Top Priority Alcohol Policy Strategies: A Roadmap to Reaching ZERO

1. Impose administrative sanctions for drivers with BACs = .05 to .08

2. Adopt All Offender Alcohol Ignition Interlock Laws

3. Increase the frequency of sobriety checkpoints
Three Underutilized DUI Prevention Tools

1. Impaired Driving Assessment (IDA): Stodola

2. Place of Last Drink (POLD): Mahony

3. Increase alcohol taxes: Smith

Contact Information

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