Underutilized DUI Prevention Tools

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

Underutilized DUI Prevention Tools

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
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1500+ Interviewers **Work in 40+ Countries**

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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.

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NORC in the News

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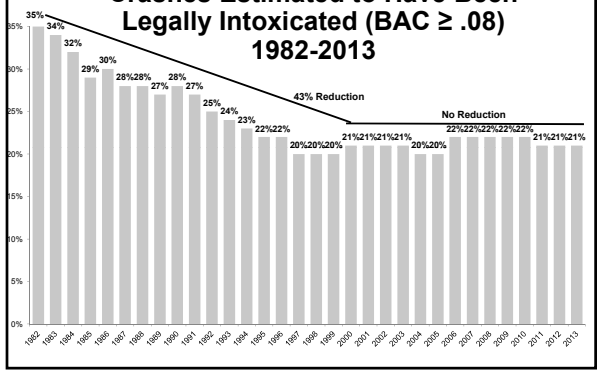
Transportation Research Board National Academies of Sciences, Engineering and Medicine

- 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

Year	Total Traffic Fatalities	Alcohol-Impaired Fatalities	Percent	Year	Total Traffic Fatalities	Alcohol-Impaired Fatalities	Percent
1982	43,945	21,113	48	1998	41,501	12,546	30
1983	42,589	20,051	47	1999	41,717	12,555	30
1984	44,257	19,638	44	2000	41,945	13,324	32
1985	43,825	18,125	41	2001	42,196	13,290	31
1986	46,087	19,554	42	2002	43,005	13,472	31
1987	46,390	18,813	41	2003	42,884	13,096	31
1988	47,087	18,611	40	2004	42,836	13,099	31
1989	45,582	17,521	38	2005	43,510	13,582	31
1990	44,599	17,705	40	2006	42,708	13,491	32
1991	41,508	15,827	38	2007	41,059	12,998	32
1992	39,250	14,049	36	2008	37,423	11,711	31
1993	40,150	13,739	34	2009	33,808	10,839	32
1994	40,716	13,390	33	2010	32,885	10,228	31
1995	41,817	13,478	32	2011	32,367	9,878	31
1996	42,065	13,451	32	2012	32,561	10,322	31
1997	42,013	13,757	30	2013	32,719	10,076	31

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**.

British Columbia Province

- 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≥.05 following introduction of these laws. Reductions were also observed for fatally injured drivers with BACs≥.08 and ≥.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]

British Columbia Province

- 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

- [1] Blais, Bellavance, Marcil & Carnis (2015).
- [2] MacDonald, Zhao, Martin, Brubacher, Stockwell, Arason, Steinmetz & Chan (2013).
- [3] Brubacher, Chan, Brasher, Erdelyi, Desapriya, Asbridge, Pursell, MacDonald, Schuuman & Pike (2014).
- [4] Beirness & Beasley (2013).

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≥.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>.08: **20%**

SOURCE: GHSA and FARS

Dealing with the Barriers

- Work with task forces, coalitions, attorney general, governor to overturn checkpoint prohibition (U.S. Supreme Court ruled them legal in 1990)
- Deploy smaller (4-5 officers) checkpoints (sobriety and safety belt) and/or multi-agency cooperation
- General deterrent value, not number of arrests that make checkpoints effective. Use equipment or technology that increases detection of DWI (e.g., passive alcohol sensors). Selling the "beyond the ticket" benefits (e.g., other arrests at checkpoints)

Dealing with the Barriers

- 75% of the public support weekly or monthly checkpoints in their community. Only 6% are against the use of checkpoints.
- Checkpoints are not as risky as traffic stops are for police or the driving public. They are well-lighted, involve multiple police cars and traffic is slowed down and controlled by police.

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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