

TRAFFIC INJURY RESEARCH FOUNDATION



A NEW GDL Framework: Planning for the Future

Dan Mayhew
 Senior Research Scientist and Advisor
 Reinvigorating GDL Advocacy Workshop
 Lifesavers Conference
 Long Beach, California
 April 2016

The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION



Outline

- > **Framework Development**
 - » Literature Review
 - » Environmental Scan
 - » Expert Discussion Panel
- > **Toward Implementation**
 - » Environmental Scan
 - » International Symposium
 - » Recommendations

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION



Project purpose and phases

- > **Improve GDL and related-safety programs to better address the elevated crash risks of young and novice drivers**
- > **Phase 1: Develop a new GDL Framework in which, driver education, license and testing requirements, and in-vehicle monitoring technology are better integrated into an enhanced GDL program**
- > **Phase 2: Develop an implementation plan for the GDL Framework**

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

PHASE 1: Methods

- > Literature review
- > Environmental scan
 - » To identify recent or planned enhancements in relevant fields, internationally
- > Draft report prepared
- > Expert panel discussion, June 2014
 - » Proposed framework presentation and in-depth guided discussion
- > Final GDL Framework report released Sept 2014

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Framework development to implementation

- > GDL Framework is based on:
 - » Research evidence and expert guidance
 - » Many initiatives already in place somewhere (i.e., they work in practice so they may be feasible elsewhere)
 - » All initiatives make sense as a way to reinforce core GDL

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Framework development to implementation

- > **Phase 1:**
 - » Focus on “what should be done” to improve GDL and reduce the elevated crash risk of young drivers not “how to implement it”
- > **Phase 2:**
 - » Implementation issues were central and the focus of this Phase

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

PHASE 2: Purpose

- > **GDL Framework identifies what can or should be done for young and novice driver safety**
 - » Evidence-based
 - » Expert guidance
- > **This phase focusses on implementation issues**
 - » Jurisdictional scan
 - » Symposium

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

PHASE 2: Goals of the Scan

- > **Identify new teen driving laws that have been enacted, or planned**
- > **Identify key facilitators and obstacles**
- > **Gauge the level of interest in using the GDL Framework**
 - » identify which proposed features hold the most promise

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

PHASE 2: Method

- > Prepare structured questionnaire
- > Identify one contact person/agency in each Canadian/U.S. jurisdiction
 - » 50 states and DC
 - » 13 provinces/territories
 - » 64 contacts in total
- > Email questionnaire and sent follow-up reminders (2) to 64 contacts

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

PHASE 2: Method

- > Questionnaire completions
 - » 26 states (28 respondents)
 - » 8 provinces/territories
 - » 34 jurisdictions participated
 - » 54% response rate

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Participating Jurisdictions

- > United States

» Colorado	» Massachusetts	» Ohio
» Connecticut	» Michigan	» Oklahoma
» Delaware	» Minnesota	» South Dakota
» District of Columbia	» Nebraska	» Oregon
» Illinois	» New Hampshire	» Texas
» Iowa	» New Jersey	» Utah (2)
» Kansas	» New York	» Vermont
» Kentucky	» North Dakota (2)	» Washington State
» Maine		» Wyoming

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Participating Jurisdictions

- > **Canada**
 - » Alberta
 - » Newfoundland
 - » Nova Scotia
 - » Ontario
 - » Quebec
 - » Prince Edward Island
 - » Saskatchewan
 - » Yukon

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Implemented

- > **Many jurisdictions surveyed (71%) have recently implemented new and enhanced teen driving laws**
- > **These include both GDL stage components and other reinforcing measures**
- > **The key facilitators identified included:**
 - » Strong advocacy
 - » Political leadership
- > **The key obstacles identified that had to be overcome included:**
 - » No political leadership
 - » Community push-back

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Implemented

- > **Major concerns:**
 - » Efforts to enact new and enhanced teen driver laws may result in trade-offs that weaken/threaten existing GDL laws
 - » Negative legislator and parental reactions to new measures viewed as too restrictive are significant barriers to enhancing GDL
 - » Conservative political climate makes improvements more difficult to achieve

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Unsuccessful Efforts

- > Fewer jurisdictions surveyed (61%) were unsuccessful in efforts to implement new and enhanced teen driving laws
- > These include both GDL stage components and other reinforcing measures
- > The key barriers identified included:
 - » Lack of political leadership
 - » Lack of advocacy
 - » Community push-back

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Planning

- > Few jurisdictions surveyed (26%) plan on implementing new and enhanced teen driving laws
- > These include both GDL stage components and other reinforcing measures
- > The key facilitators identified include:
 - » Compelling evidence
 - » Strong advocacy
 - » Data systems
 - » Political leadership

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Planning

- > The key obstacles identified that will have to be overcome include:
 - » Timing not good
 - » Data systems
 - » No political leadership
- > Major concerns:
 - » Inertia
 - » Costs to the state and public (parents)

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION



Not Planning

- > **More jurisdictions surveyed (74%) are not planning on implementing new and enhanced teen driving laws**
- > **The reasons identified included:**
 - » Lack of advocacy
 - » No political leadership
- > **Other reasons identified included:**
 - » GDL program already strong so no need
 - » Enhancements have recently been implemented
 - » Emphasis should be placed on enforcing current GDL laws

TIRF The knowledge source for safe driving ▼

TRAFFIC INJURY RESEARCH FOUNDATION



Support

- > **There is a relatively high level of support for most GDL stage components and reinforcing measures**
- > **High support is especially the case for GDL and other measures already in place in most or all jurisdictions:**
 - » Seatbelt use (100% for)
 - » Phones/devices prohibited (100% for)
- > **A majority (65%) also support applying GDL to all beginner drivers likely underscoring recognition that all beginners not just those age 16 and 17 have an elevated crash risk**

TIRF The knowledge source for safe driving ▼

TRAFFIC INJURY RESEARCH FOUNDATION



Support

- > **Despite high level of support some jurisdictions indicated that none of the GDL core components and reinforcing measures are likely to be implemented**
- > **The reasons identified for this included:**
 - » Current political climate
 - » Funding and resourcing
 - » Success of GDL and recent enhancements
- > **Some jurisdictions surveyed, however, did identify core GDL components and reinforcing measures that are most likely to be implemented**
- > **The road ahead is "challenging" but not impossible**

TIRF The knowledge source for safe driving ▼

TRAFFIC INJURY RESEARCH FOUNDATION

Symposium on Implementation

- > **One and a half day International Symposium**
- > **Broad cross-section of people (53)**
 - » Licensing laws
 - » Researchers
 - » Highway safety advocates
 - » Other private sector stakeholders
- > **The first day of the meeting**
 - » Framework background and description
 - » Success stories from 3 jurisdictions: New Jersey, Minnesota, South Australia

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Symposium on Implementation

- > **The first day of the meeting (continued)**
 - » Discussion groups to:
 - identify those Framework features most likely to be implemented and why,
 - key obstacles, and
 - ways that they might be overcome using existing facilitators who could be leveraged.
- > **The second day of the meeting**
 - » Smaller group who formed an expert panel – mostly practitioners
 - » Further discuss and refine Framework components that hold the greatest potential for implementation

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Symposium on Implementation

- > **GDL Framework features that should be put forward:**
 - » GDL for all novice drivers younger than 21;
 - » learner holding period of 12 months;
 - » more than 50 supervised hours of practice;
 - » log book requirement for supervised hours;
 - » night restriction starting at 9 or 10 pm;
 - » license plate identifiers (decals) for initial license holders; and,
 - » Phase 1 driver education.

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Action Plan: Key Features

> **Recommendations that emerged from the Symposium and environmental scan:**

- » Adopt a "Package" or "Single Measure" approach
 - One package because it limits legislative "fatigue"
 - Pursue one GDL change at a time since implementing each feature may require different steps
 - Much depends on local context and experiences
- » Enlist Political Leadership
 - Critical to success
 - A lack of political leadership or ineffective leadership may result in failure

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Action Plan: Key Features

> **Recommendations that emerged from the Symposium and environmental scan:**

- » Create Partnerships and Stakeholder Buy-in
 - Effective coordination and collaboration is critical to achieve progress
- » Assess the GDL situation using data
 - Establish the evidence-base
 - State and local data are often viewed as the most convincing
 - Data that are useful can take a variety of forms, including experiences from other jurisdictions and case studies of success elsewhere

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Action Plan: Key Features

> **Recommendations that emerged from the Symposium and environmental scan:**

- » Raise Awareness and Better Communicate Information about GDL Improvements
 - Educate political leaders, other stakeholders, parents, and the broader community regarding the safety value of GDL and the need for improvements
 - Identify who may oppose these GDL features, the basis for their objections, and ways they may be effectively addressed
 - awareness and education efforts should gauge whether proposed changes might also lead to changes that could weaken the existing program

TIRF The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Next Steps: More Work is Needed

> Stay tuned



The knowledge source for safe driving

TRAFFIC INJURY RESEARCH FOUNDATION

Stay informed! Connect with us!

www.tirf.ca
tirf@tirf.ca

 www.facebook.com/tirfcanada

 [@tirfcanada](https://twitter.com/tirfcanada)

 [www.linkedin.com/company/
traffic-injury-research-foundation-tirf](http://www.linkedin.com/company/traffic-injury-research-foundation-tirf)



The knowledge source for safe driving
