CALIFORNIA UNINTENTIONAL INJURY PREVENTION STRATEGIC PLAN PROJECT

TRAFFIC SAFETY POLICY ISSUES

OVERVIEW

FOR 2018 LIFESAVERS CONFERENCE
SAN ANTONIO, TEXAS
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BY
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PRESENTATION OVERVIEW

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• What is **CA Unintentional Injury Prevention Strategic Plan Project**

• Core purpose of the project is **Institutionalizing Policy Change** involving unintentional injury prevention

• Eight leading causes leading to death and hospitalization of CA’s children and youth through age 19

• Today only focused on the Project’s **Teen driver safety GDL** legislation
  • **And Distracted driving** legislation helping to set stage for one part of GDL to age 21 y/o
Why CA Unintentional Injury Prevention Strategic Plan Project is Focused on Children and Youth

**Incident numbers**

- According to Center for Disease Control Injury Prevention and California’s Dept of Public Health EPICenter
  - Unintentional injuries are the leading cause of death and hospitalizations for children and youth ages 1-19 and leading cause of injury-related death for infants under the age of 1.
  - Between 2003-2013 unintentional injuries caused the death of nearly 10,000 CA children and youth — at a pace of around 1,000 child deaths per year
  - The annual death rate is equivalent to the death of every child in three averaged sized elementary schools each year
  - Every ten years in CA more than 240,000 children and youth are hospitalized, and another 4+ million are sent to the emergency room — 24,000 children a year hospitalized
  - The annual hospitalization rate is equivalent to sending every child from 65 elementary schools to the hospital every year.

All of this is Preventable
• **Teen driver safety – GDL to age 21 y/o**

• 2017 CA state Legislation, AB 63 will be reintroduced in 2019 state legislative year

• **Core issues:**
  • Move CA’s GDL to cover all novice drivers to age 21 y/o

• **Why:**
  • NHTSA CA traffic fatalities increased 10% to over 3,600 in 2016

  • Teen driver involved crashes 15% of CA traffic related fatalities and severe injuries in 2012

  • Between 2003 and 2012 there were 6,000 young drivers died and 22,726 severely injured

  • CA largely a rural territory state – 44/58 counties rural, 85% of state is rural, rural teen drivers have 2x risk of traffic fatality
Teen driver safety – GDL to age 21 y/o

Why
- CA research showed GDL licensed teen drivers age 16 and 17 had $40% to 60% lower crash rates than 18 and 19 year old novice drivers without GDL

- AB 63 passed on overwhelming bipartisan vote after six policy and appropriations committee hearings, and three floor votes

- Governor’s veto based on his belief 18, 19 and 20 year old drivers are adults and have personal right to drive

- We love our Governor – But he was wrong to veto this bill

- Moving CA’s GDL to age 21 will save a lot of lives and makes CA’s roads safer. Period!
Teen driver safety in California
Politics for eventual passage of CA’s SHSP GDL to age 21

- **Teen driver safety – GDL to age 21 y/o**
  - Bill will be reintroduced in 2019 under new CA Governor
  - With **an implementation date – Mid 2020 - same as was in AB 63/2017 bill**
  - CA GDL to age 21 enjoys broad choir of support state and national groups
  - 2019 bill will have bipartisan support of state legislators
  - Support for GDL to 21 is Big Tent approach. Support includes public health officers, national traffic safety experts and advocates, CA children safety and health advocates, healthcare providers (AAP-CA, AAFP), children’s and trauma hospitals, CA Association Highway Patrolmen, Firefighters, insurance companies, driver education schools, and affected parents and teens who lost children/brothers and sisters due to young novice driver involved crashes
  - State agencies support GDL through age 20 y/o SHSP – OTS, CalTrans, EMSA, DPH, CHP, DMV, DHS
Current Project Objectives today’s Talk

Teen driver safety

Legislation in CA Summary

Teen driver safety – GDL to age 21 y/o

Adding point to DMV record for distracted driving for all drivers elevates attention to key issue facing novice teen drivers – changing cultural/behavior norms

Political issues faced in last several efforts to move CA’s GDL to age 21

• Constantly updating research and data critical – underpin policy with both emotion and public health – but driven by data

• Governor needs to be educated early – For CA new Governor without philosophical view new adults 18, 19 and 20 y/o have automatic right to drive unfettered by GDL

• Resistance to updating GDL with new nighttime limits (taking 11pm to 9pm), and desire to limit provisional timeframe for 18-20 y/o

• Motor cycle clubs neutrality critical

• Military exemptions – right to serve equates to right to gain driver’s license without GDL

• Public health and Big tent approach

• Public private agreement – 8 CA state agencies Strategic Highway Safety Plan GDL though age 20

• New crop of state legislators to educate about unintentional injury and leading death hospital cause of teen novice driver issues
Current Project Objectives today’s Presentation

Traffic related issue current Priorities – Distracted Driving

• **Updating CA’s distracted driving law – SB 1030 (Newman) addressing changes in electronic technology used by distracted drivers**
  - According to the latest data the California Department of Motor Vehicles reported over 426,000 handheld cell phone and texting convictions, with more than 57,000 tickets issued in April 2013 alone. *(California DMV and the California Office of Traffic Safety)*

• In 2016, more than 54% of California drivers surveyed stated that they have been hit or nearly hit by a driver talking or texting. *(California Traffic Safety Survey)*

• Nearly 40% of drivers admitted to “making a mistake” while talking on a cell phone is 2016. *(California Traffic Safety Survey)*

• It is important to note these figures are known to be under-reported due to numerous challenges including differences in police crash report coding and database limitations.
Current Project Objectives today’s Talk

There are 4 other traffic related issue would like to connect with experts today or Monday

• Issues:

1. Fatalities involving DUI driver with kids in car -- 68% of kids crash fatalities had drunk driver

2. School bus stop violations – CA 3.8 million violations year, but only 800 citations, since 2006 CHP SWITERS reports more than 114 child deaths go to or away from school bus – Stop arm camera technology needed in CA

3. Bicycle helmet use in CA for children to age 18 less than 20% - less than 100 citations

4. 1/3 of CA’s 2016 3,600+ traffic fatalities involved pedestrians and bicycles
CA GDL Summary

- Can apply for learner’s permit 15 ½ y/o
- Learn’s permit phase 6 months
- 50 hours supervised driving – parent or lic driver over age of 25
- 10 hours of 50 are night time practice
- 6 hrs behind wheel with lic driver instructor
- DMV tests – provisional license
- Provisional license in CA 12 months – no one under age of 21 without older (25+ y/o lic driver in vehicle) family/work/school exceptions
- Provisional night restriction after 11pm – exceptions work/school etc.
Questions?
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