



# Response to Panel 1

**Flaura Winston, MD PhD**

Center for Injury Research &  
Prevention at CHOP

Primary Care University City

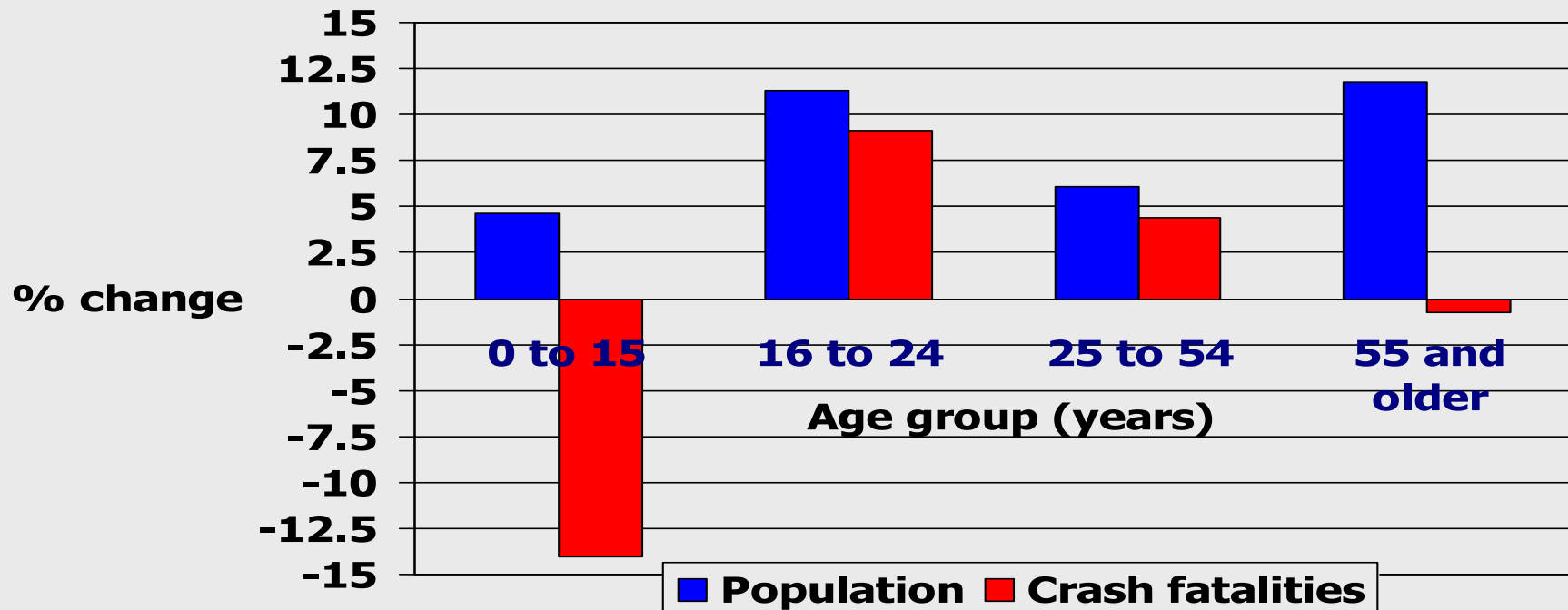
# What was covered

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- Important factors
  - Age at learning and age of licensure
  - Miles driven (especially for nighttime crashes)
  - Passengers (especially at a young age)
  - Alcohol/fatigue (especially at a young age)
- Crash causation
  - Inattention, Poor search,  $\propto$  Speed, Space, Poor controls, Poor response to emergencies, Driver factors
- Remedies
  - Build Knowledge, Beliefs, Skills
  - Driver Education, GDL, Adult supervision

# Trends: 1998-2003

## Population & crash fatalities



For teens/young adults

- Injuries: Leading cause of death
- Crashes: 70% injury deaths

# If we do nothing over the next 10 years...

| Age group    | Number of deaths |
|--------------|------------------|
| 16 to 17     | 20, 896          |
| 18 to 19     | 27, 689          |
| 20 to 24     | 54, 830          |
| <b>TOTAL</b> | <b>103, 415</b>  |

Based on FARS 2003 data

# Tragedies behind the numbers

Chicago Sun-Times

Monday, July 8, 2002

## Teen killed, 7 hurt in Elgin-O'Hare crash



## Teen driver in fatal crash was not drunk

By Joe Gerrety  
Journal and Courier

A teen-ager who died from injuries suffered in a Feb. 5 one-vehicle crash on Indiana 25 West did not have alcohol in his system, contrary to a story published in Wednesday's *Journal and Courier*.

Bryan K. Snyder, 18, died early Feb. 6 in Home Hospital from injuries he suffered in a crash at 9:48 p.m. the night before. The crash occurred when the passenger-side tires went off the

corrected, crossed the road and crashed into a farm field. The pickup truck he was driving rolled, and Snyder was ejected, suffering serious injuries.

Tiptecanoe County deputy coroner Jane Haan said she misread a Home Hospital toxicology report that she consulted Tuesday in response to a *Journal and Courier* inquiry.

"I just misread the information," Haan said. "We

The toxicology report showed that Snyder's blood-alcohol content was less than 0.013 percent, which means negative. Haan misread the information as 0.13 percent. The current legal limit for driving in Indiana is 0.08 percent.

Snyder's blood also was negative for all other drugs for which the hospital tested.

After reading the story in Wednesday's *Journal and*

### Scholarship fund

Max Snyder, the father of Bryan K. Snyder, has established a scholarship fund in Bryan's memory.

Because Bryan hoped to become a police officer, Max plans for the scholarship to benefit other



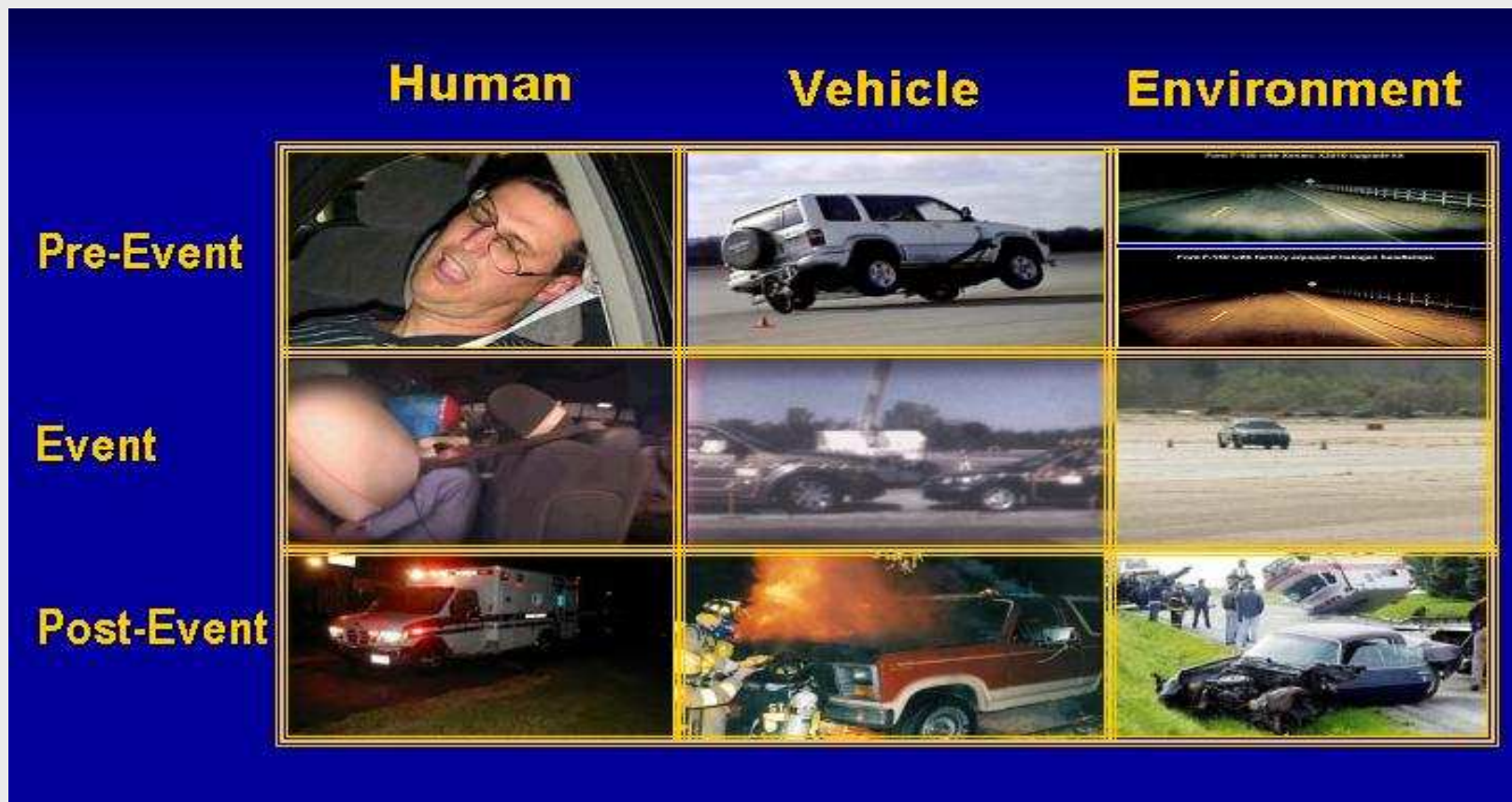
Snyder

students with the same career goal.

Contributions may be sent to Bryan's Scholarship Fund: c/o The Farmers Bank; P.O. Box 280; Mulberry, IN 46058-0280. Max Snyder can be contacted by e-mail: max@mintel.net

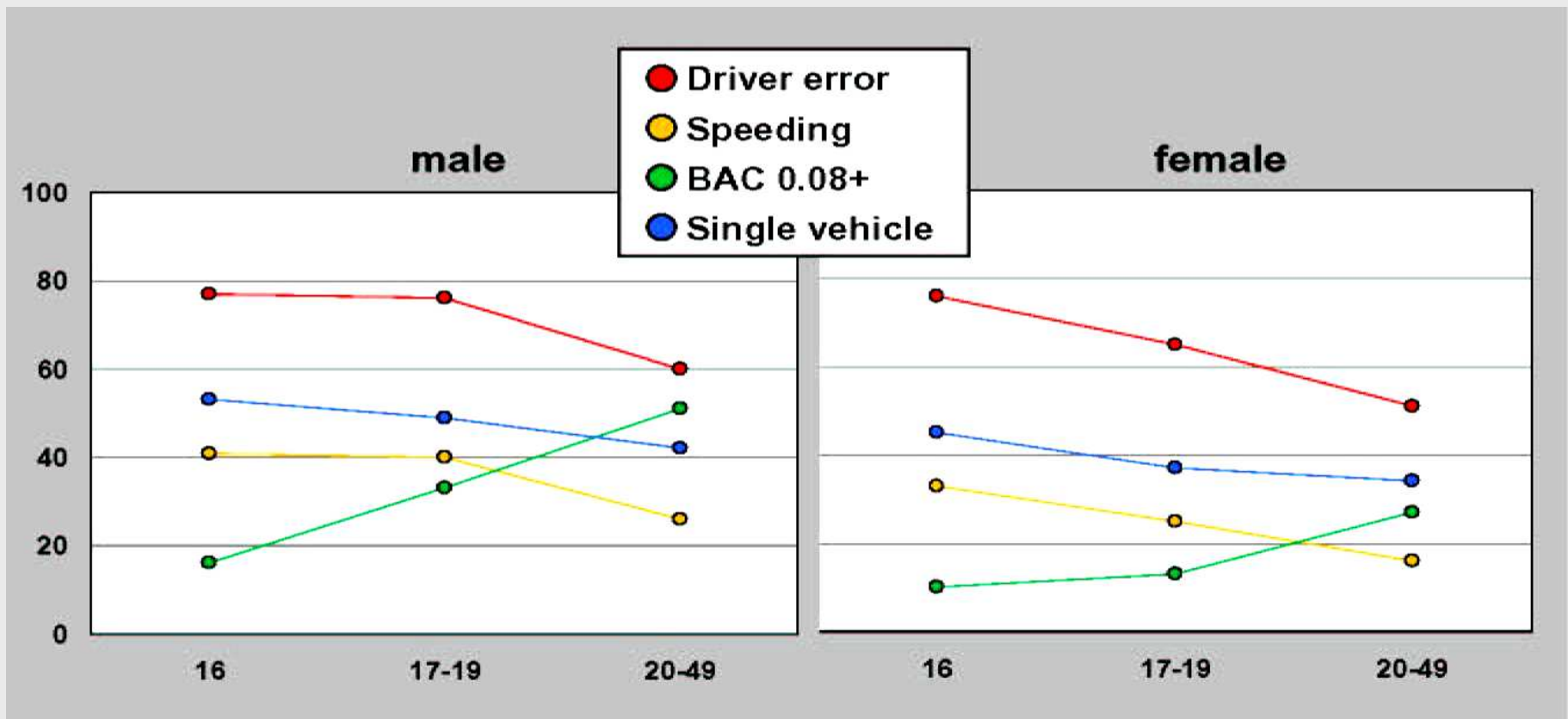
# Haddon Matrix

Comprehensive strategies needed



# Prevent the crash

## Factors in fatal teen crashes



IIHS, 2003

# Crash avoidance

## Conditions and actions needed

### Normal driving conditions

Avoid distraction, inattention, risk-taking

Gain insight re: personal style, abilities, and experience and apply to improve driving

### Degraded driving conditions

Avoid drowsy or drunk driving

Avoid or learn to manage degraded road conditions, inclement weather, reduced visibility

### Imminent crash conditions

Learn to manage situations that result in 80% of crashes: intersection, rear-end, road departure, lane change/merge

# Questions to consider

## The driver

- How are we preparing our teens to avoid crashes?
  - Largest percentage of fatal crashes – **DRIVER ERROR**
  - Current focus: Operation, rules, emergencies, and alcohol
- How are we testing our teens?
  - What does it mean to get a license?
- Are we targeting under-age and unlicensed driving?
- Are we discussing the purpose of the trip?
  - Recreational trips with no purpose = high risk
- What steps are we taking to reduce sleep deprivation and drowsy driving among teens?

# Questions to consider

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## Peers, family, community

- Why do passengers increase crash risk?
- What should we tell passengers BEFORE they are drivers?
- What do we know about peer groups and driving?
- How do parents influence teen driving? Society? Media?
- How do we give more realistic practice driving? (reduce “two-headed” driving)

# Questions to consider

## The vehicles

- What vehicles are they driving?
  - Least safe, old vehicles;  $\approx$  rollovers
  - Should they have their own vehicle?  
Ready access to vehicle = more exposure
- Advanced safety technology – panacea or curse?
  - Monitoring, warning, take over control
  - How should these technologies be tested with teens?
  - How will teens respond?

# Prevent the injuries

## When all else fails...

Is there enough focus on restraints?

- “Active” safety – example: seat belt
  - 79% wear belts “all the time” (MVOSS, 2003)
  - How can we increase this number?
- “Passive” safety – example: air bag
  - Are they driving the safest vehicles?
  - Do they know what is in their vehicles and how they work?



# After the crash

## Look beyond the damage & injury

- What teaching occurs after the crash?
- Remember traumatic stress can occur:
  - In presence or absence of injury
  - Among those in crash, witnesses, and family members
  - Most have symptoms after crash
  - Significant minority have persistent symptoms



Is the crash a teachable moment  
for the driver and her friends?

# The challenge..

## How do we accomplish it?

Non-driving teenagers...

dependent on their parents & others for mobility,

Become independent individuals who must...

1. learn to make safe driving decisions
2. manage their passengers and peers
3. avoid the hazards of the road

While...

- developing new capabilities and competencies and
- exploring new horizons.

Don't forget the wisdom of teens....