



Testimony of Allison E. Curry, PhD, MPH
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Good morning. My name is Allison E. Curry. I am a Senior Scientist and Director of Epidemiology and Biostatistics at the Center for Injury Research and Prevention at The Children's Hospital of Philadelphia. With independent funding from a variety of non-governmental sources, I led a series of studies to assess the long-term changes in crash rates after implementation of New Jersey's GDL decal provision. The NJ Motor Vehicle Commission and Department of Transportation supported the project by providing data on driver licensing and crash. **Here are highlights of our findings:**

Since the GDL decal was implemented in NJ, intermediate driver crashes have decreased.

- The decal provision was associated with a sustained 9.5 percent decline in crash rates among intermediate teen drivers in the two years after implementation compared with the four years before implementation.
- Crash involvement of an estimated 3,197 intermediate drivers was prevented in the first two years post-decal.

Police enforcement of GDL increased after implementation of the GDL decal.

- There was a 14 percent increase in the rate of GDL-related citations issued to intermediate drivers in the first year, although the increase seemed to be concentrated in the few months after implementation.

Requiring decals only among permit holders is not sufficient.

- NJ's GDL decal provision was not associated with a change in crash rates among permit holders, likely because these drivers already experience very low crash rates and have very high compliance rates.
- It is possible, however, that requiring decal use during the permit period may help establish safe driving behaviors and/or contribute to compliance with the decal and other GDL provisions in the intermediate phase.

The vast majority of young intermediate drivers in NJ comply with passenger and night restrictions.

- Our preliminary analyses indicate that compliance with NJ's restrictions is very high—over 90% of trips are in compliance with NJ's passenger restriction.
- However, we estimate 30,000 to 40,000 daily trips among NJ intermediate drivers are not in compliance with the passenger restriction, suggesting there is still work to do to improve compliance.

Since these studies were published, at least six states have considered implementing a decal provision. Additionally, the National Safety Council's recent report entitled "New GDL Framework: Evidence Base to Integrate Novice Driver Strategies" recommends that GDL programs in all states across the country include a decal provision to help prevent teen driver crashes. The CHOP Teen Driver Safety Research team has created a fact sheet to help policymakers and advocates in states considering a decal provision.

Chairman Wisniewski and committee members, I thank you for your continued leadership in traffic safety and for providing me with this opportunity to share my research findings with you.

Publications on NJ's Decal Provision:

1. Curry AE, Pfeiffer MR, Localio R, Durbin DR. Graduated Driver Licensing decal law: Effect on young probationary drivers. *American Journal of Preventive Medicine*. 2013 Jan;44(1):1-7.
2. Curry AE, Elliott MR, Pfeiffer MR, Kim KH, Durbin DR. Long-term changes in crash rates after introduction of a Graduated Driver Licensing decal provision. *American Journal of Preventive Medicine*. 2015 Feb;48(2):121-7.
3. Curry AE, Pfeiffer MR, Elliott MR, Durbin DR. Association between New Jersey's Graduated Driver Licensing decal provision and crash rates of young drivers with learner's permits. *Injury Prevention*. 2015;21(6):421-3.

Other Relevant Publications on NJ Teen Drivers:

4. Curry AE, Pfeiffer MR, Durbin DR, Elliott MR, Kim KH. Young driver crash rates by licensing age, driving experience, and license phase. *Accident Analysis and Prevention*. 2015 Jul;80:243-50.
5. Curry AE, Pfeiffer MR, Durbin DR, Elliott MR, Kim KH. Young driver licensing: Examination of population-level rates using New Jersey's state licensing database accident. *Accident Analysis and Prevention*, 2015 Mar;76:49-56.
6. Curry AE, Kim KH, Pfeiffer MR. Inaccuracy of Federal Highway Administration licensed driver data: Implications on young driver trends. *Journal of Adolescent Health*. 2014 Sep;55(3):452-4.
7. Curry AE, Pfeiffer MR, Myers RK, Elliott MR. Statistical implications of using moving violations to determine crash responsibility in young driver crashes. *Accident Analysis and Prevention*. 2014 Apr;65:28-35.