



Nebraska Teen Driving Experiences Survey Four-Year Trend Report

2014-2015, 2015-2016, and 2017-2018 School Years

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NEBRASKA

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DEPT. OF HEALTH AND HUMAN SERVICES

Division of Public Health
Injury Prevention Program

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Executive Summary

The Nebraska Teen Driving Experiences Survey captures 17 risky driving behaviors. Figure 1 below shows the trends on these survey items for the 2014-2015 through 2017-2018 school years for seven schools that have participated in the survey each year during this time period. All but one of the risky driving behaviors have decreased from 2014-2015 to 2017-2018. Six of the indicators have seen statistically significant decreases.

Figure 1 Reported driving behaviors in the past month					
Items ranked from most improved to least improved	2014-2015	2015-2016	2016-2017	2017-2018	Statistically Significant Change ⁺ ('14-'15 to '17-'18)
1. Drove 10 miles per hour or more over the posted speed limit*	70.8%	63.9%	66.2%	57.4%	Yes
2. Drove after 12 AM (midnight) without anyone over the age of 21 in the vehicle [#]	64.5%	60.7%	61.2%	48.5%	Yes
3. Drove a vehicle with two or more other teenagers without anyone over the age of 21 in the vehicle [#]	80.0%	75.0%	74.9%	68.4%	Yes
4. Rode in a vehicle with two or more other teenagers without anyone over the age of 21 in the vehicle ^o	70.0%	68.5%	71.8%	60.0%	Yes
5. Rode in a vehicle without wearing a seat belt ^o	59.6%	58.3%	56.5%	50.1%	Yes
6. Rode or drove in a vehicle without wearing a seat belt ^o (combines rode and drove without a seat belt)	61.3%	60.3%	58.4%	54.8%	Yes
7. Drove a vehicle after drinking alcohol (even just one drink)*	9.3%	10.7%	10.4%	6.6%	No
8. Street-raced*	24.0%	22.7%	24.8%	17.5%	No
9. Put on make-up while driving [^]	14.5%	15.7%	15.8%	10.6%	No
10. Rode in a vehicle with a driver who had been drinking alcohol ^o	19.1%	19.4%	17.9%	15.5%	No
11. Ran a red light*	19.9%	17.6%	22.4%	17.6%	No
12. Drove without wearing a seat belt*	36.9%	31.1%	35.1%	33.1%	No
13. Drove a vehicle with passengers who did not wear a seat belt*	64.6%	56.6%	59.5%	58.9%	No
14. Talked on a cell phone while driving*	78.0%	74.1%	76.3%	71.5%	No
15. Ate while driving*	79.3%	79.1%	76.6%	74.0%	No
16. Texted (read or sent) while driving*	68.3%	60.6%	66.3%	65.7%	No
17. Almost fell asleep while driving*	12.3%	13.8%	16.1%	16.5%	No

⁺p<.05

*Question applied only to respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

[^]Question applied only to female respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

^oQuestion applied to all respondents.

[#]Question applied only to respondents with a Provisional Operator's Permit (POP).

Nebraska Teen Driving Experiences Survey 2014-2015 to 2017-2018 Trend Report

Introduction and Methodology

Teens in the Driver Seat (TDS) is a peer-to-peer traffic safety program for youth. The program has been in Nebraska High Schools since the 2013-2014 school year. Members of a TDS program at a school engage in many activities to promote safe driving. One of the activities that youth leaders in the program complete is administering the Nebraska Teen Driving Experiences Survey to their peers.

The Nebraska Teen Driving Experiences survey captures a broad array of behaviors and attitudes related to driving. The current survey instrument has now been implemented for four consecutive years. Over these four years, between 12 and 19 TDS schools have collected surveys. A total of seven schools have collected surveys in all four years since the 2013-2014 school year.

This report presents trends from the Nebraska Teen Driving Experiences Survey from those seven schools that have collected surveys over the past four years. The schools are: Centura, Chambers, Gering, Howells-Dodge, Lincoln Southwest, Malcolm, and Norfolk. Figure 2 below presents the high school enrollment at the listed schools.

Figure 2	High school enrollment (2016-2017)
Centura	138
Chambers	30
Gering	614
Howells-Dodge	102
Lincoln Southwest	1,860
Malcolm	163
Norfolk	1,260
Total	4,167

Demographics

Figures 3 through 7 present demographics of the survey sample for the seven schools.

Figure 3	Surveys collected by school			
	2014-2015	2015-2016	2016-2017	2017-2018
Centura	60	115	114	139
Chambers	41	36	25	10
Gering	133	127	191	167
Howells-Dodge	50	47	48	65
Lincoln Southwest	353	338	254	186
Malcolm	140	159	121	122
Norfolk	244	222	252	182
Total	1,021	1,044	1,005	871

Figure 4	Age							
	13 & Under	14	15	16	17	18	19 & Over	Average
'14-'15 (n=1,021)	0.1%	13.6%	19.0%	35.9%	24.6%	6.7%	0.1%	15.9
'15-'16 (n=1,040)	0.0%	8.0%	26.1%	34.0%	23.9%	7.7%	0.3%	16.0
'16-'17 (n=1,001)	0.0%	7.3%	15.8%	32.4%	33.0%	11.2%	0.4%	16.3
'17-'18 (n=871)	2.9%	9.3%	25.1%	25.4%	25.4%	11.8%	0.1%	16.0

Figure 5	Gender	
	Male	Female
'14-'15 (n=1,018)	45.1%	54.9%
'15-'16 (n=1,038)	49.1%	50.9%
'16-'17 (n=999)	47.7%	52.3%
'17-'18 (n=877)	44.2%	55.8%

Figure 6	Grade				
	7th & 8th	9th	10th	11th	12th
'14-'15 (n=1,020)	0.0%	17.7%	19.8%	42.1%	20.4%
'15-'16 (n=1,040)	0.0%	13.5%	38.6%	29.3%	18.7%
'16-'17 (n=1,004)	0.0%	12.9%	21.9%	42.7%	22.4%
'17-'18 (n=869)	3.7%	17.8%	29.2%	26.0%	23.2%

Figure 7	License status					
	School Learner's Permit (LPE)	Learner's Permit (LPD)	School Permit (SCP)	Provisional Operator's Permit (POP)	Unrestricted Driver's License	None
'14-'15 (n=1,016)	2.9%	18.7%	5.1%	42.4%	9.6%	21.3%
'15-'16 (n=1,033)	2.7%	20.7%	6.4%	44.4%	7.6%	18.1%
'16-'17 (n=997)	2.4%	13.1%	6.0%	48.4%	13.4%	16.5%
'17-'18 (n=871)	3.3%	17.3%	9.8%	39.7%	13.1%	16.8%

Identification of Teen Driving Risks

Youth are asked to identify the top five teen driving risks in an open-ended survey item. Most youth correctly identify distractions (like texting on a cell phone) and drinking and driving. However, a fairly low percentage of youth are able to identify the remaining three risks to teen driving: seat belt use, speeding, and nighttime driving (Figure 8). Over the past four years, on average youth have correctly identified 2.4 out of the 5 teen driving risks each year (Figure 9).

Figure 8	Youth Identification of the Top Five Teen Driving Risks*				
	Distractions, like texting on a cell phone	Drinking and Driving	Seat belt use	Speeding	Nighttime driving
'14-'15 (n=1,021)	98.4%	74.0%	24.1%	29.1%	14.8%
'15-'16 (n=1,044)	98.5%	75.0%	22.6%	25.9%	16.1%
'16-'17 (n=1,005)	97.8%	76.0%	24.8%	23.5%	16.4%
'16-'17 (n=871)	95.4%	73.9%	28.0%	28.2%	17.2%

*Percentage of survey respondents who were able to identify each risk as one of the five most common factors that contribute to teenagers being hurt or killed in a car crash.

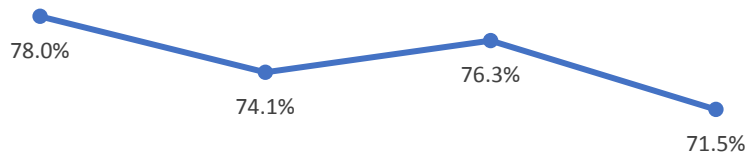
Figure 9	Number of Teen Driving Risks Identified*						
	None	1 of 5	2 of 5	3 of 5	4 of 5	5 of 5	Average
'14-'15 (n=1,021)	0.4%	11.0%	44.4%	36.5%	7.5%	0.2%	2.4
'15-'16 (n=1,044)	0.3%	10.9%	48.9%	31.1%	7.8%	1.0%	2.4
'16-'17 (n=1,005)	0.9%	10.1%	46.7%	34.7%	7.0%	0.6%	2.4
'17-'18 (n=871)	1.5%	12.3%	40.8%	33.8%	10.8%	0.8%	2.4

*Ability of respondents to identify any/all of the top five driving risks: drinking and driving; distractions, like texting on a cell phone; speeding; nighttime driving; and seat belt use.

Cell Phone Use (Talking and Texting) While Driving

The reported rates of talking on a cell phone while driving in the past month were at their lowest point in 2017-2018, though 71.5% of respondents at the seven schools still indicated doing so at least once in the past month (Figure 10). The reported rates of texting while driving in the past month have been little changed throughout the four years of the survey, with 65.7% of respondents admitting to doing so in 2017-2018 (Figure 11). The top two reasons for both talking and texting while driving are “to let people know I was going to be late or early” and “I feel hurried to give information back to my parents” (Figures 11 and 13).

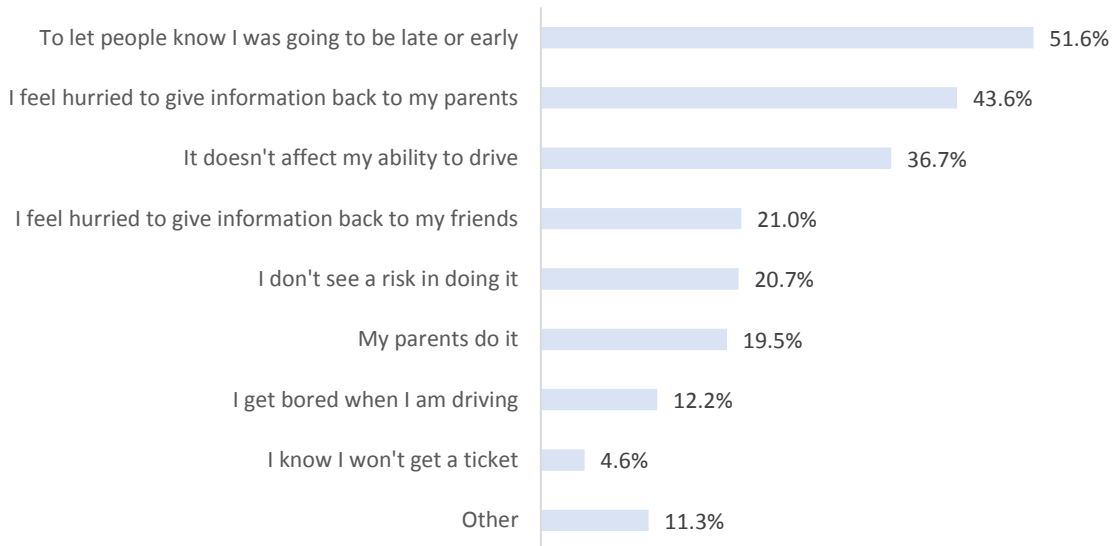
Figure 10. Talked on a cell phone while driving in the past month*



2014-2015 (n=528) 2015-2016 (n=537) 2016-2017 (n=615) 2017-2018 (n=460)

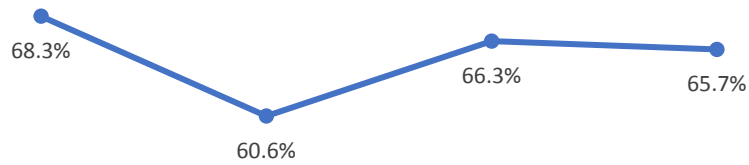
*Question applied only to respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

Figure 11. Reasons for talking on a cell while driving* ('14-'15 to '17-'18 combined) (n=1,597)



*Among respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License who reported the behavior in the past month.

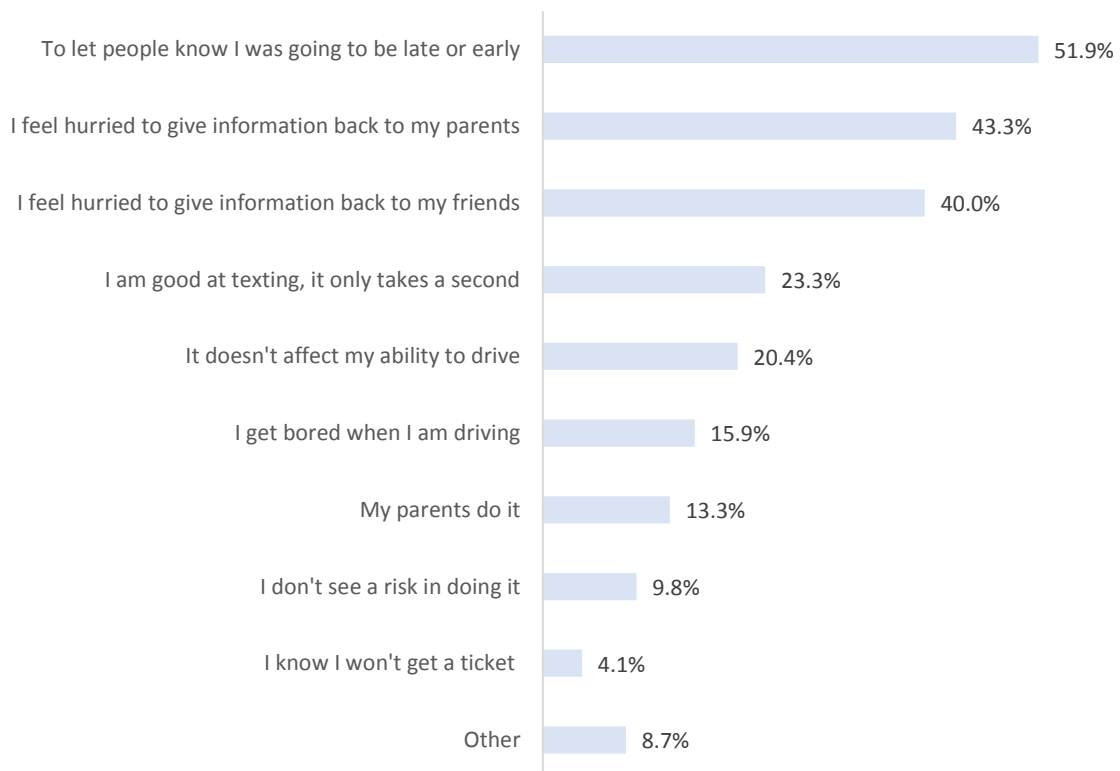
Figure 12. Texted (read or sent) while driving in the past month*



2014-2015 (n=526) 2015-2016 (n=538) 2016-2017 (n=615) 2017-2018 (n=455)

*Question applied only to respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

Figure 13. Reasons for texting (reading or sending) while driving* ('14-'15 to '17-'18 combined) (n=1,371)

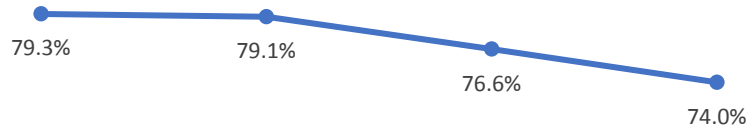


*Among respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License who reported the behavior in the past month.

Distracted Driving (excluding cell phones)

Three survey items track distracted driving behaviors other than cell phone use (Figures 14 through 16). All three were at their lowest points in 2017-2018.

Figure 14. Ate while driving in the past month*



2014-2015 (n=526) 2015-2016 (n=535) 2016-2017 (n=615) 2017-2018 (n=439)

*Question applied only to respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

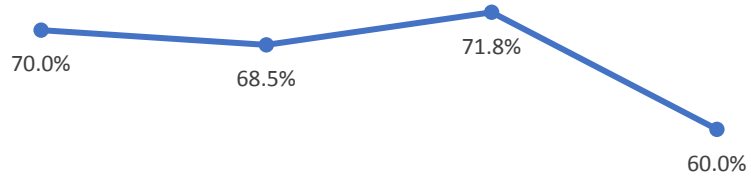
Figure 15. Put on make-up while driving in the past month*



2014-2015 (n=283) 2015-2016 (n=267) 2016-2017 (n=303) 2017-2018 (n=235)

*Question applied only to female respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

Figure 16. Rode in a vehicle with two or more other teenagers without anyone over the age of 21 in the vehicle in the past month*



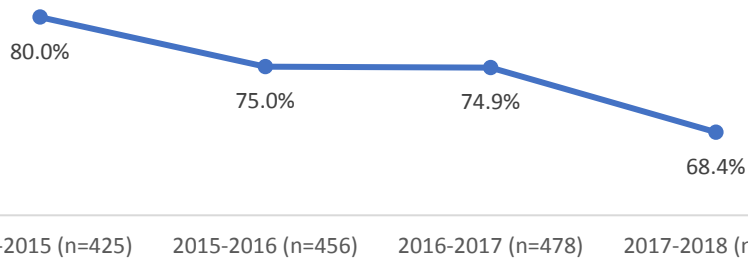
2014-2015 (n=1,000) 2015-2016 (n=1,025) 2016-2017 (n=982) 2017-2018 (n=827)

*Question applied to all respondents.

Graduated Driver Licensing (GDL) Provisions

Among youth with a Provisional Operator's Permit (POP), there were **significant decreases** in 2017-2018 in the two key behaviors that are prohibited by law: driving a vehicle with two or more other teenagers without anyone over the age of 21 in the vehicle and driving after midnight without anyone over the age of 21 in the vehicle (Figures 17 and 18).

Figure 17. Drove a vehicle with two or more other teenagers without anyone over the age of 21 in the vehicle in the past month*



*Question applied only to respondents with a Provisional Operator's Permit (POP).

Figure 18. Drove after 12 AM (midnight) without anyone over the age of 21 in the vehicle in the past month*



*Question applied only to respondents with a Provisional Operator's Permit (POP).

Seat Belt Use

The percentage of youth reporting driving without a seat belt has decreased moderately from 2014-2015 to 2017-2018 (Figure 19). At the same time, the percentage who report riding in a vehicle without wearing a seat belt in the past month has decreased significantly over this time period (Figure 20). Nevertheless, in 2017-2018, 33.1% of respondents reporting driving without a seat belt and 50.1% reported riding without a seat belt at least once in the past month (Figures 19 and 20). The top two reasons for not wearing a seat belt were “it was a short drive” and “I simply forgot”. Each of these reasons was reported by over half of those respondents who reported not wearing a seat belt in the past month (Figure 22). Additionally, there has been a moderate decrease in the percentage of youth reporting that they drove with passengers who did not wear a seat belt in the past month (Figure 23).

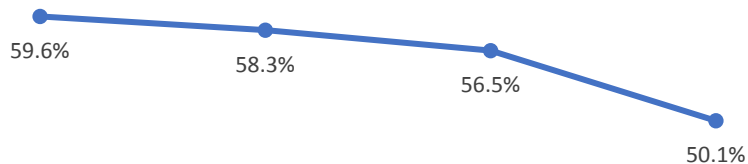
Figure 19. Drove without wearing a seat belt in the past month*



2014-2015 (n=528) 2015-2016 (n=537) 2016-2017 (n=613) 2017-2018 (n=450)

*Question applied only to respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

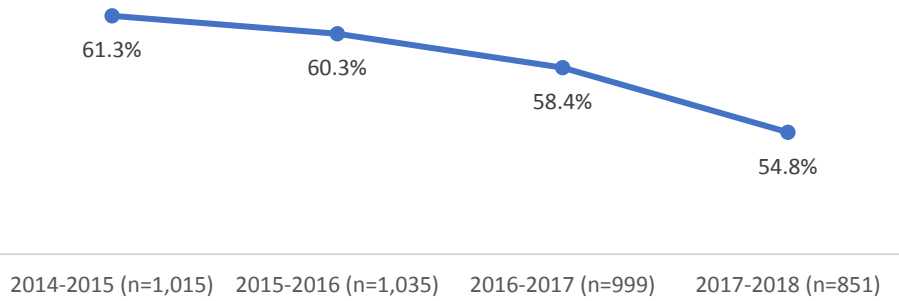
Figure 20. Rode in a vehicle without wearing a seat belt in the past month*



2014-2015 (n=1,012) 2015-2016 (n=1,030) 2016-2017 (n=995) 2017-2018 (n=850)

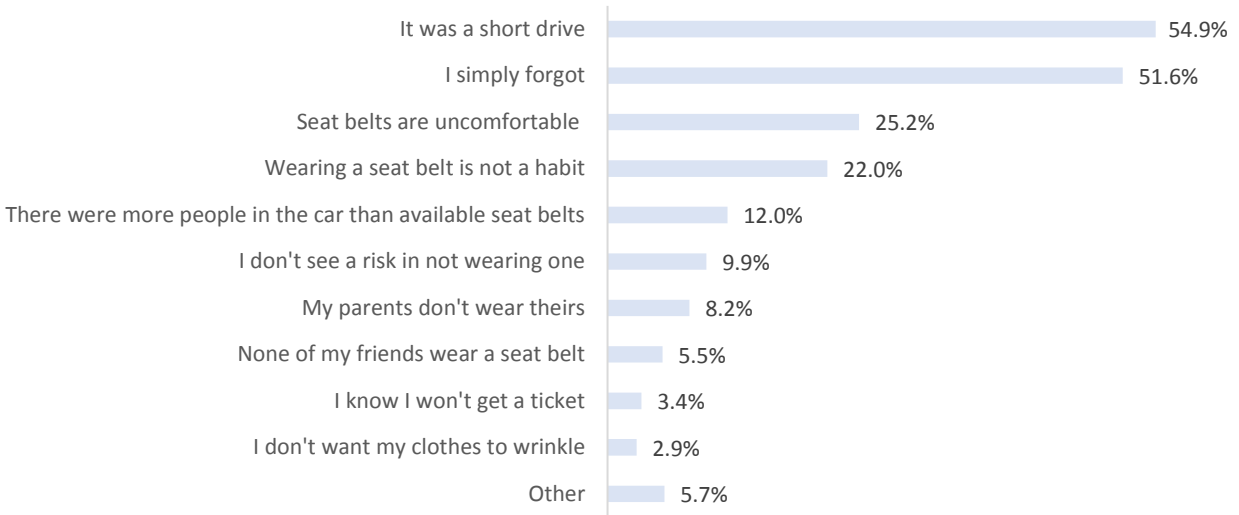
*Question applied to all respondents.

Figure 21. Rode or drove in a vehicle without wearing a seat belt in the past month*



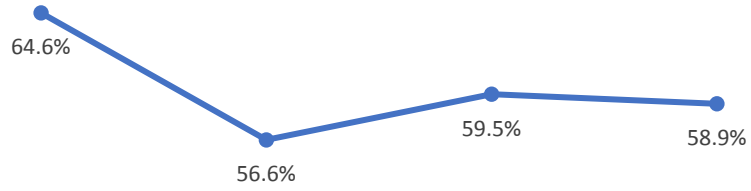
*Question applied to all respondents.

Figure 22. Reasons for not wearing a seat belt* ('14-'15 to '17-'18 combined) (n=2,206)



*Among those who reported the behavior in the past month.

Figure 23. Drove a vehicle with passengers who did not wear a seat belt in the past month*



2014-2015 (n=524) 2015-2016 (n=532) 2016-2017 (n=615) 2017-2018 (n=446)

*Question applied only to respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

Night-time and Drowsy Driving

The percentage of youth who reported almost falling asleep while driving in the past month increased each year from 2014-2015 to 2017-2018 (Figure 24). This is the only indicator that increased in 2017-2018 as compared to 2014-2015.

Figure 24. Almost fell asleep while driving in the past month*



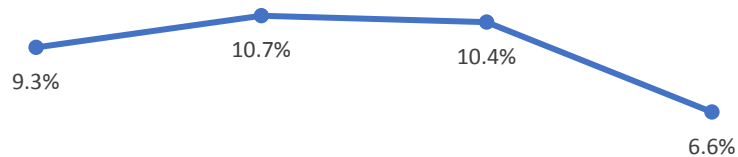
2014-2015 (n=527) 2015-2016 (n=535) 2016-2017 (n=615) 2017-2018 (n=437)

*Question applied only to respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

Alcohol Impaired Driving

There was a decrease in the percentage of youth reporting alcohol impaired driving in the past month from 2014-2015 to 2017-2018, with 6.6% of youth reporting the behavior in this most recent year (Figure 25). There was also a modest decrease in the percentage of youth who reported riding in a vehicle with a driver who had been drinking alcohol (Figure 26).

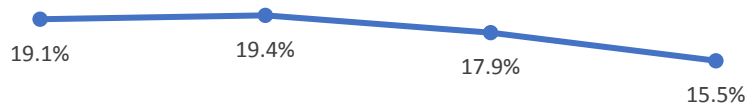
Figure 25. Drove a vehicle after drinking alcohol (even just one drink) in the past month*



2014-2015 (n=525) 2015-2016 (n=535) 2016-2017 (n=616) 2017-2018 (n=438)

*Question applied only to respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

Figure 26. Rode in a vehicle with a driver who had been drinking alcohol in the past month*



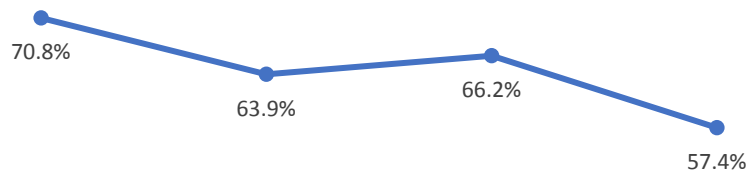
2014-2015 (n=1,001) 2015-2016 (n=1,025) 2016-2017 (n=994) 2017-2018 (n=828)

*Question applied to all respondents.

Reckless Driving

There was a significant decline in past-month speeding from 70.8% in 2014-2015 to 57.4% to 2017-2018 (Figure 27). Over two-thirds of those who reported speeding gave “I was running late” as a reason (Figure 28). There were also noteworthy decreases in reported street-racing and running a red light in the past month (Figures 29 and 30).

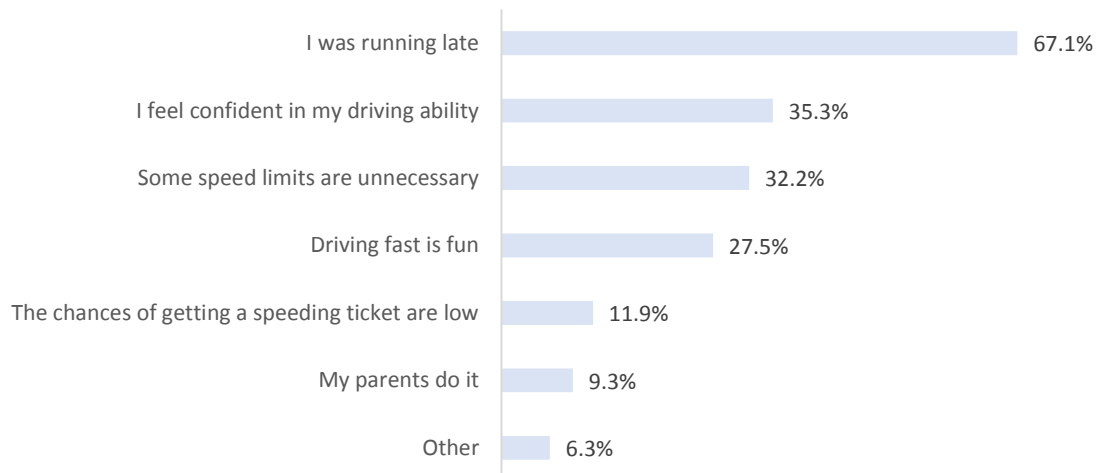
Figure 27. Drove 10 miles per hour or more over the posted speed limit in the past month*



2014-2015 (n=524) 2015-2016 (n=532) 2016-2017 (n=615) 2017-2018 (n=446)

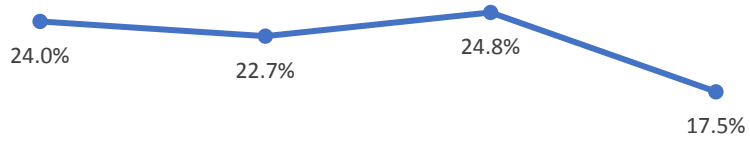
*Question applied only to respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

Figure 28. Reasons for driving 10 miles per hour or more over the posted speed limit* (n=1,347) ('14-'15 to '17-'18 combined)



*Among respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License who reported the behavior in the past month.

Figure 29. Street-raced in the past month*



2014-2015 (n=525) 2015-2016 (n=534) 2016-2017 (n=616) 2017-2018 (n=439)

*Question applied only to respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

Figure 30. Ran a red light in the past month*



2014-2015 (n=523) 2015-2016 (n=535) 2016-2017 (n=616) 2017-2018 (n=438)

*Question applied only to respondents with a Provisional Operator's Permit (POP) or Unrestricted Driver's License.

Conclusion

Overall, the four-year trends of the Nebraska Teen Driving Experiences Survey are positive. Of the 17 risky behaviors captured by the survey, all but one showed at least a slight improvement, with six showing statistically significant improvements. After four years of involvement with the program, there appear to be meaningful changes occurring.

One of the more positive changes seen over the past four years is the improvement in seat belt use. There has been a moderate improvement in wearing a seat belt while driving and a significant improvement in wearing a seat belt while riding in a car. Nevertheless, 33.1% of respondents reporting driving without a seat belt and 50.1% reported riding without a seat belt at least once in the past month in this most recent survey administration.

The percentage of youth violating the GDL provisions of driving with two or more teen passengers without anyone over 21 in the vehicle and driving past midnight without anyone over 21 in the vehicle have declined significantly since 2014-2015 to 2017-2018. These declines may be due to the work of the DHHS Injury Prevention Program and its targeted activities around GDL. Nevertheless, in this most recent survey administration, 68.4% of those with a provisional operator's permit reported driving with two more teen passengers without anyone over 21 in the vehicle and nearly half (48.5%) reported driving after midnight without anyone over 21 in the vehicle in the past month.

There has also been a statistically significant decline in speeding 10 miles per hour or more over the posted speed limit. But again, over half (57.4%) still reported engaging in this behavior in 2017-2018.

Despite the significant declines, these behaviors still continue to be reported at rather alarming rates. In addition, another concern includes the fact that there has continually been a relatively low rate of youth identifying seat belt use, speeding, and nighttime driving as risky teen driving behaviors. The indicator "almost fell asleep while driving" is the only indicator to show an increase (i.e., "get worse") over 2014-2015.

Overall, the areas of improvement show positive signs, despite the fact that risky driving behaviors continue to be prevalent. Teens in the Driver Seat is known to be evidence-based, therefore we reasonably expect to see more improvement in these survey results as the program continues to be implemented in high schools throughout the state.