



Traffic Teen Court:

An Introduction to a Specialized Teen Court Initiative

Juvenile Jurisdiction Advisory Committee Meeting
October 29, 2021

Teen Court

- ▶ An alternative system of justice which offers juvenile justice restorative opportunities for youth, allowing each juvenile to take responsibility for his/her behavior through individualized community service, skill-building, and education.
- ▶ Reduces delinquency, decreases recidivism.
- ▶ Helps youth develop responsible decision-making skills.
- ▶ Helps educate youth about the justice system.

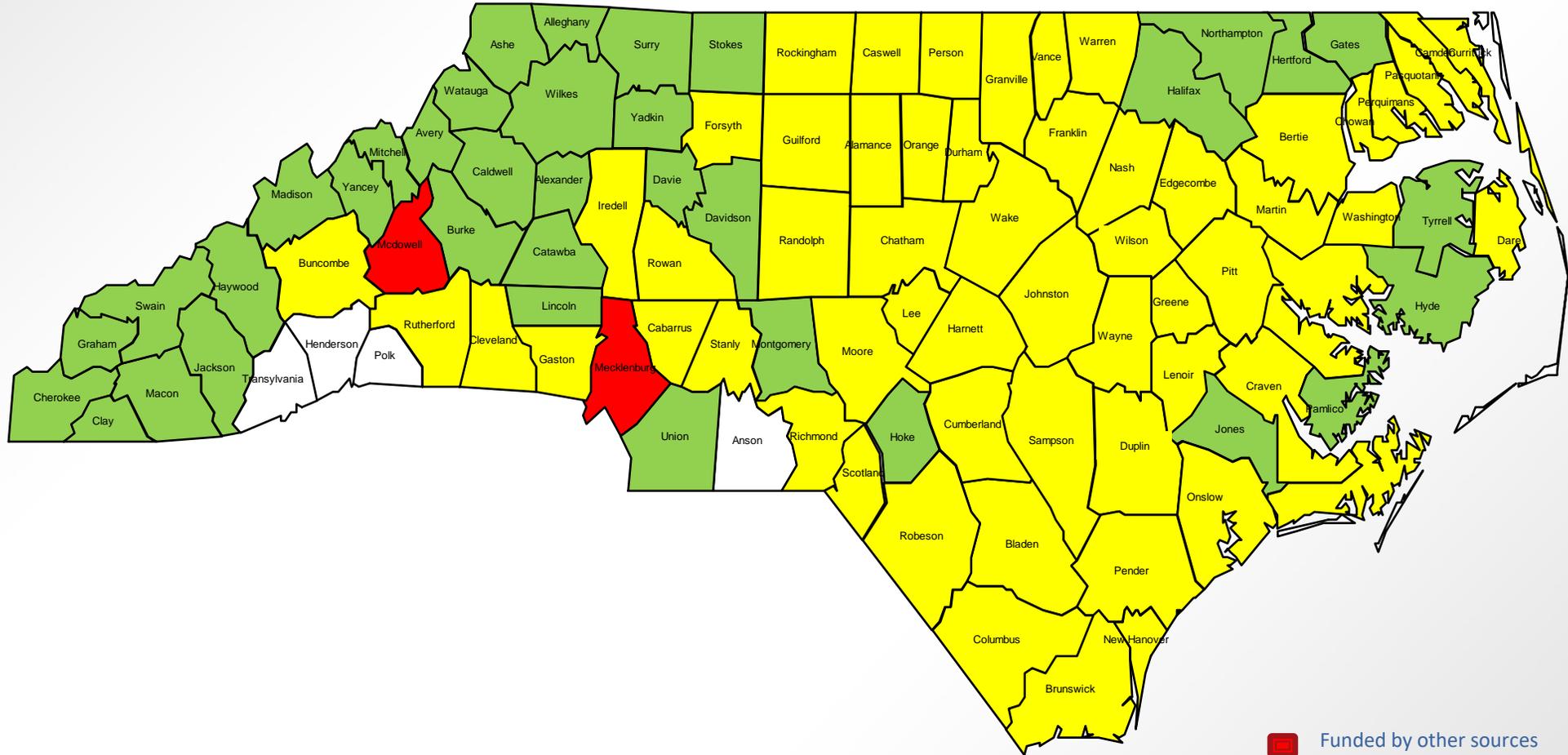
Source: NC Teen Court Association

Source: NC Youth Violence Prevention Center Teen Court Manual

Teen Courts/ Restorative Justice Expansion

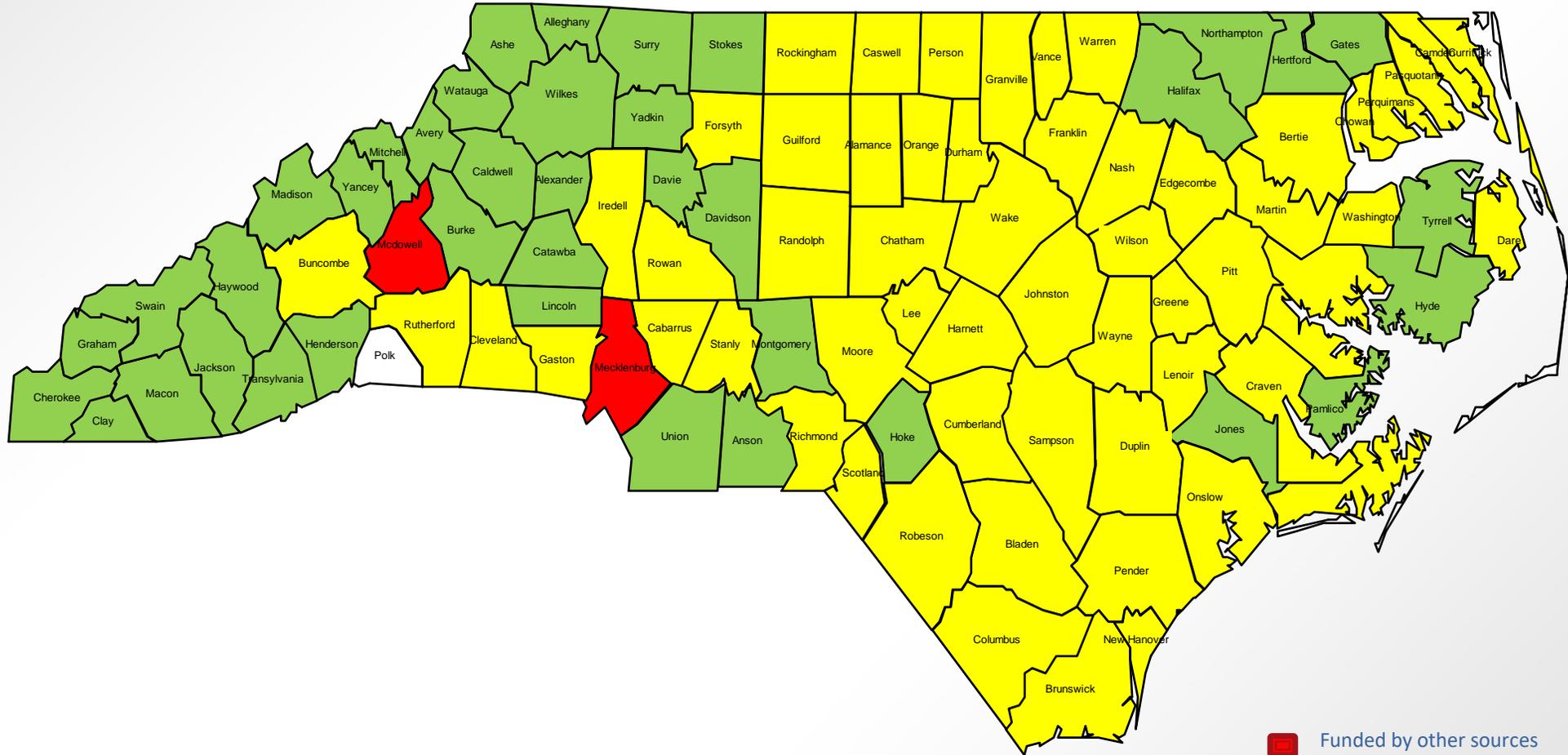
96 Counties

FY2019-20 (1st Year RtA Expansion)



-  Funded by other sources
-  Teen Court/ Restorative Justice Program Expansion

Teen Courts/ Restorative Justice Expansion 99 Counties FY2020-21 (2nd Year RtA Expansion)



 Funded by other sources
 Teen Court/ Restorative Justice Program Expansion

G.S. 7B-1506

Partial Definition of Delinquent Juvenile after RTA

Delinquent juvenile. -

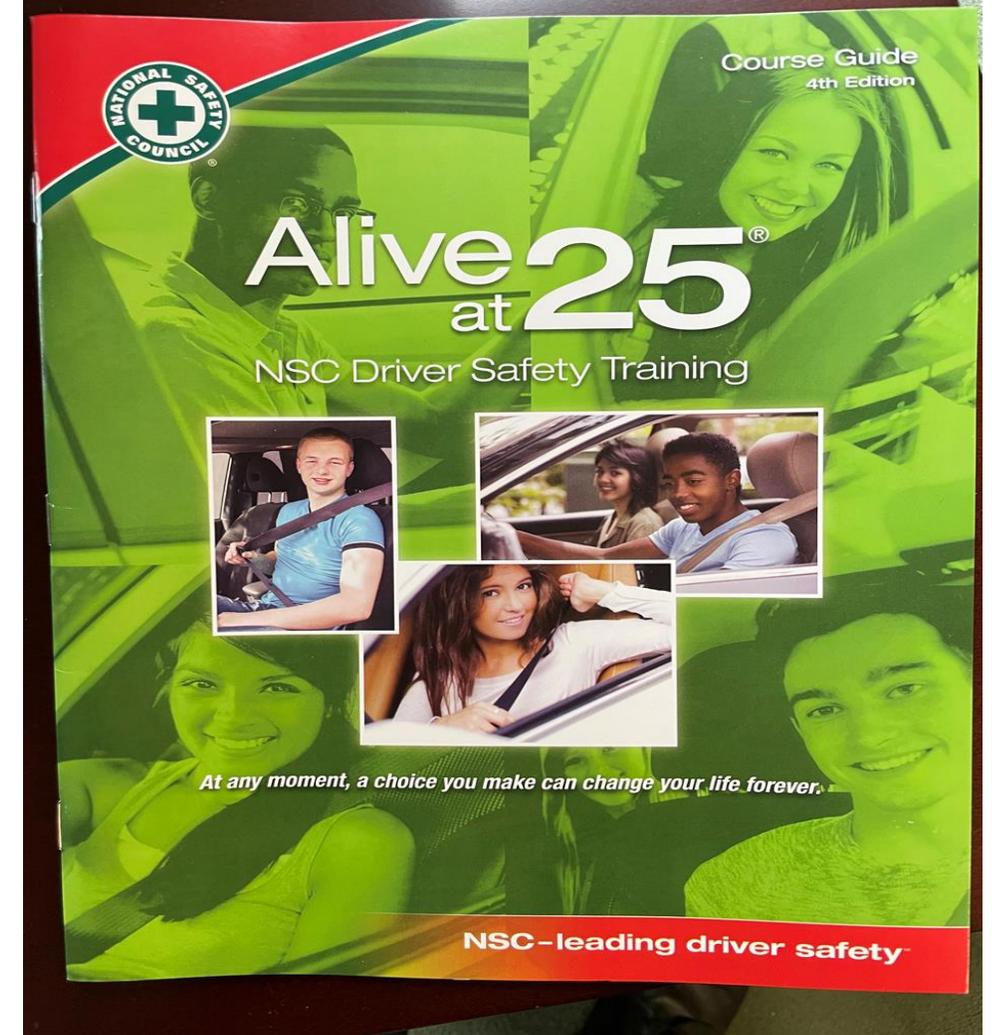
- ▶ b. Any juvenile who, while less than 18 years of age but at least 16 years of age, commits a crime or an infraction under State law or under an ordinance of local government, excluding all violations of the motor vehicle laws under Chapter 20 of the General Statutes, or who commits indirect contempt by a juvenile as defined in G.S. 5A-31.

Traffic Teen Court : *THE POWER OF A GOOD IDEA!*

- ▶ G.S. 7B-1706 states that:
 - A JUVENILE COURT COUNSELOR shall not refer a case to a Teen Court program if the juvenile is alleged to have committed any driving while impaired under G.S. 20-138.1, 20-138.2, 20-138.3, 20-138.5, or 20-138.7, OR ANY OTHER MOTOR VEHICLE VIOLATION
- ▶ Does not prevent the District Attorney, Judge or District Court from referring a motor vehicle violation case to Teen Court.
- ▶ Collaborations began between DA, Program Managers in the 3 county Judicial District developed the idea of Teen Traffic Court

Teen Traffic Court Pilot

- ▶ Initiative in the 13th District
- ▶ Operationalized diversion of specific Chapter 20 offenses to a specialized Teen Court model
 - Study of Chapter 20 Traffic violations for 16 and 17 year old population
 - Identified 25 specific Chapter 20 offenses
 - Examples:
 - No operator's license
 - No insurance
 - Reckless driving
 - Speeding
 - Selected "Alive at 25" Curriculum
 - Completion by juvenile defendants for consideration of deferred prosecution

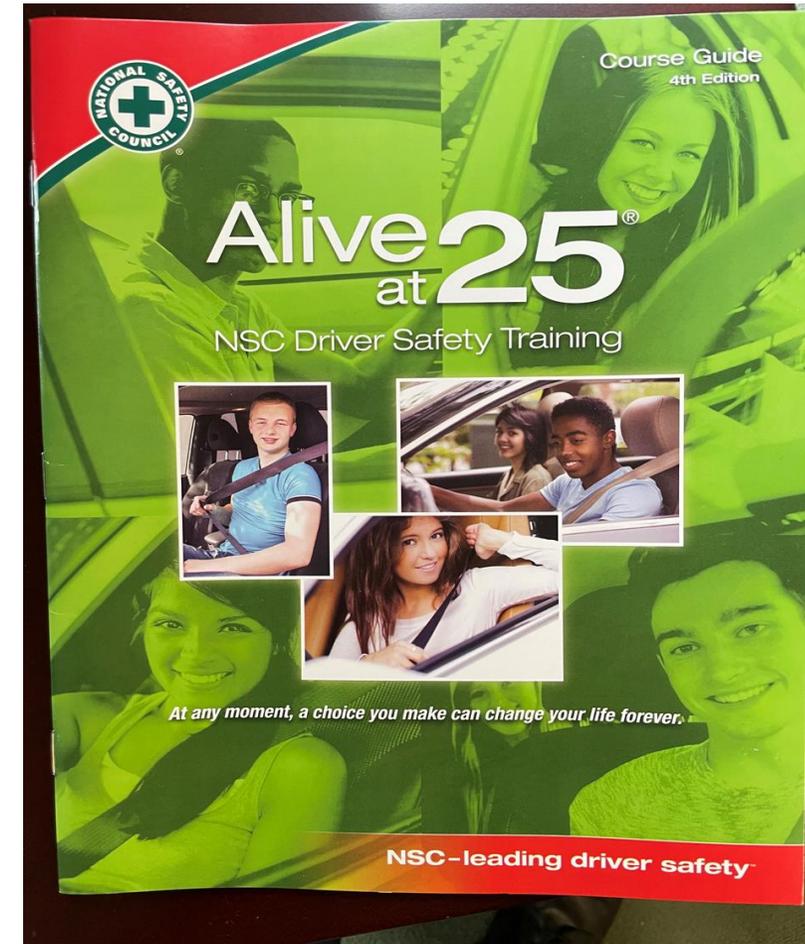


Foundation for Traffic Safety—
<https://www.AAAFoundation.org>
<https://www.jahonline.org/>

Alive at 25

Course Content (Virtual and Role Playing)

- ▶ Gain an understanding the consequences of making poor choices and taking unnecessary risks
- ▶ Learn the negative effects and dangers associated with distractions, peer pressure, and driver inexperience
- ▶ Learn about current state laws regarding speeding, impaired driving, seatbelt usage, and cell phone and texting use
- ▶ Gain an understanding of how a young driver can take control of situations to help achieve a desirable outcome
- ▶ Learn collision prevention techniques and defensive driving strategies
- ▶ Learn to take responsibility of passengers and how to properly manage peer pressure



FY 20-21 Motor Vehicle Violations Brunswick, Bladen, & Columbus

FY 20-21 MV Charges for 16 & 17 YO drivers	Brunswick	Bladen	Columbus
Total MV Charges	423	170	419
Infractions	198	99	171
Misdemeanors	223	70	248

- ▶ 74 citations for **No Operator's License**
- ▶ 7.3% of Motor Vehicle Charges within 3 County Judicial District

Source: NCAOC



FY 20-21

16 and 17 Year Old Drivers

NC Motor Vehicle Violations

FY 20-21 MV Charges for 16 & 17 Year Old Drivers	
Total MV Charges	36,004
Infractions	14,873
Misdemeanors	21,013
Felonies	118

- 8,576 Misdemeanor Speeding citations-41% of misdemeanors
- 4,081 citations for **No Operator's License**-19.4 % of misdemeanors
- 11.3 % of all charges were **No Operator's License**

Source: NCAOC



Contributing Factors in Delays in Obtaining License

- ▶ Study highlights:
 - Social media- easier to connect
 - Graduated Drivers License mandates
 - Permit, Night driving and passenger restrictions for young drivers
 - Economics-cost of vehicle, maintenance
 - Other demographics, social characteristics
 - Race/ethnicity
 - Parental approval, parent availability

Factors Contributing to Delay in Driving Licensure Among Teens:

A Case for Bolstering GDL Policies

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Journal of Adolescent Health

Factors Contributing to Delay in Driving Licensure

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Original article

Factors Contributing to Delay in Driving Licensure Among U.S. High School Students and Young Adults



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Article history: Received November 8, 2019; Accepted May 1, 2020

Keywords: Delay in driving licensure; Young drivers; Disparities; Graduated driving licensure; Parent monitoring

ABSTRACT

Purpose: More teens delay in driving licensure (DDL). It is conceivable they miss Graduated Driver Licensing (GDL) safety benefits. We assessed prevalence, disparities, and factors associated with DDL among emerging adults.

Methods: Data used were from all seven waves (W1–7) of the NEXT Generation Health Study (W1 in 10th grade [2009–2010]). The outcome variable was DDL (long-DDL [delayed >2 years], intermediate-DDL [delayed 1–2 years] versus no-DDL, defined as participants receiving driver licensure ≥ 1 year after initial eligibility. Independent variables included sex, urbanicity, race/ethnicity, family structure, parental education, family affluence, parental monitoring knowledge, parent perceived importance of alcohol nonuse, and social media use. Logistic regressions were conducted.

Results: Of 2,525 participants eligible for licensure, 887 (38.9%) reported intermediate-DDL and 1,078 (30.1%) long-DDL. Latinos (adjusted odds ratio [AOR] = 2.5 vs. whites) and those with lower affluence (AOR = 2.5 vs. high) had higher odds of intermediate-DDL. Latinos (AOR = 4.5 vs. whites), blacks (AOR = 2.3 vs. whites), those with single parent (AOR = 1.7 vs. both biological parents), whose parents' education was high school or less (AOR = 3.7 vs. bachelor+) and some college (AOR = 2.0 vs. bachelor+) levels, and those with lower affluence (AOR = 4.4 vs. high) had higher odds of long-DDL. Higher mother's monitoring knowledge (AOR = .6) was associated with lower odds of long-DDL, but not intermediate-DDL.

Conclusions: Some teens that DDL "age out" of protections afforded to them by GDL driver restrictions. Minority race/ethnicity, socioeconomic status, urbanicity, and parenting factors contribute to DDL. Further study of these factors and their individual/collective contributions to DDL is needed to understand potential unintended consequences of GDL, particularly in more vulnerable youth.

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IMPLICATIONS AND CONTRIBUTION

Delay in driving licensure was widespread and nearly 70% of eligible adolescents delayed at least one year to obtain their licensure. This study identifies the variety of factors that contribute to teen delaying driving licensure that could potentially lead some vulnerable teens to miss GDL policy driver safety benefits.

Conflicts of interest: The authors have no conflicts of interest to declare.
Disclaimer: The content is solely the responsibility of the authors and does not necessarily represent the official views of the National Institutes of Health.

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▶ Key Findings:

◦ Household Income

- \$20K per Year: 25% licensed by 18
- \$100K per Year: 79% licensed by 18

◦ Race/Ethnicity

- Non-Hispanic white: 67% licensed by 18
- Non-Hispanic black: 37% licensed by 18
- Hispanic: 29% licensed by 18

▶ Other Key Findings:

◦ Economic-

- Not having a car (44%)
- Ability to get around without driving (33%)
- Cost of gas (36%)
- Just didn't get around to it (35%)

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Study Conclusions

- On average, Latinos and African American teens obtained their license approximately three years after legal eligibility and much later than Non-Latino Whites
- Time to licensure likelihood was associated with race/ethnicity and required minimum age of learner permit, indicating important implications for teens of different racial/ethnic groups in relation to licensure, access to independent transportation, and exposure to GDL programs



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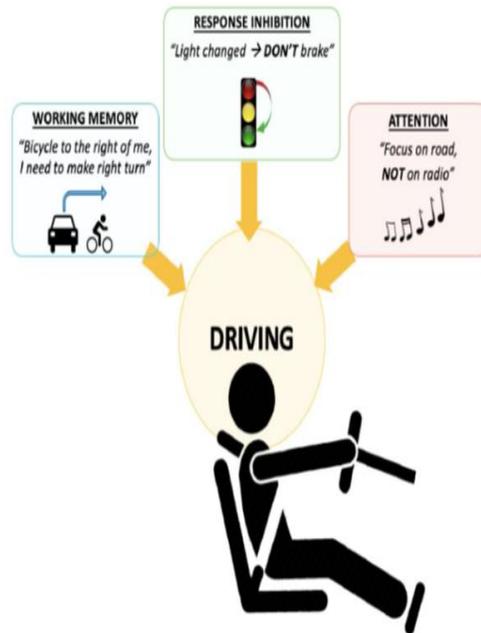
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Neuroscience and Driving

Teen Driving: Unique Complications

- Highly complex behavior
 - Motor skills
 - Cognitive faculties
- Prefrontal cortex development
 - Mid 20s
 - Cognitive development
 - Naturally occurring imbalance
- Response inhibition, working memory, attention (Walshe, et al., 2017)



Dr. Banz; August 23rd 2021: Teen Driver Safety Webinar

NEUROSCIENCE OF DRIVING AND THE UNIQUE COMPLEXITIES OF TEEN DRIVING

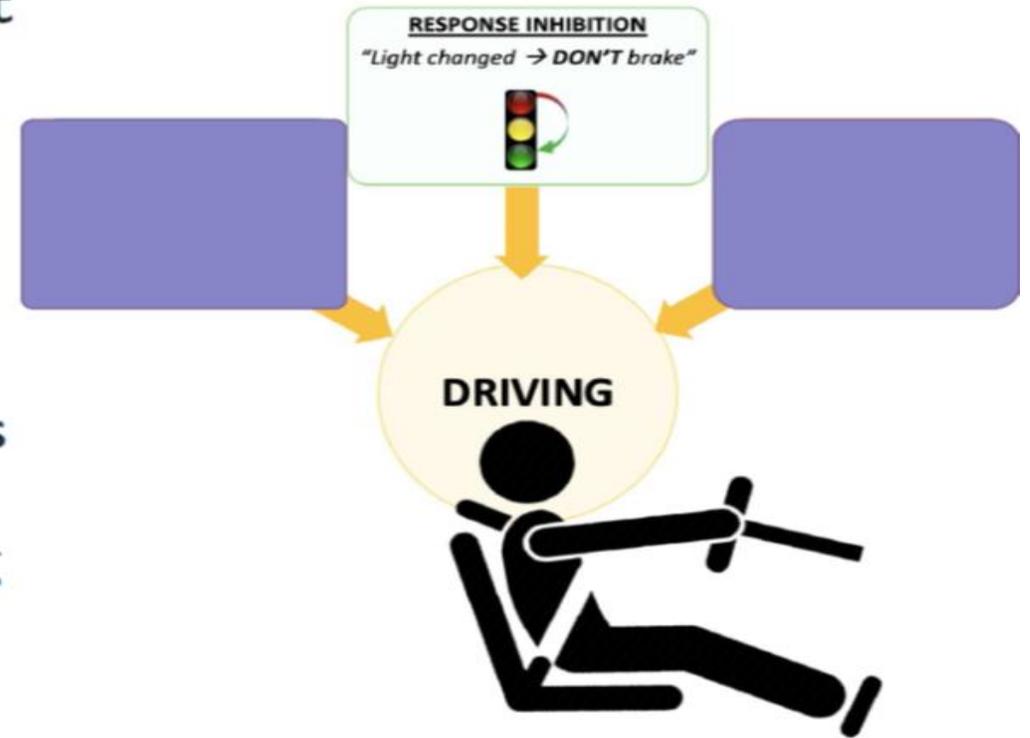
Barbara C. Banz, PhD
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Yale University School of Medicine

Yale DrivSim Lab
Studying development, neural processing, and behavior to make young drivers safer sooner

Neuroscience and Driving

Response Inhibition & Youth Driving

- Response Inhibition: Stop dominant response
- Simulated driving
 - Speeding, turning with oncoming traffic, more MVCs, slower response to hazards
- Riskier real-world driving behaviors
 - Traffic violation tickets, ticketed speeding, lane maintenance, speeding with peer passengers



Dr. Banz; August 23rd 2021: Teen Driver Safety Webinar

Teen Driver Motor Vehicle Crashes

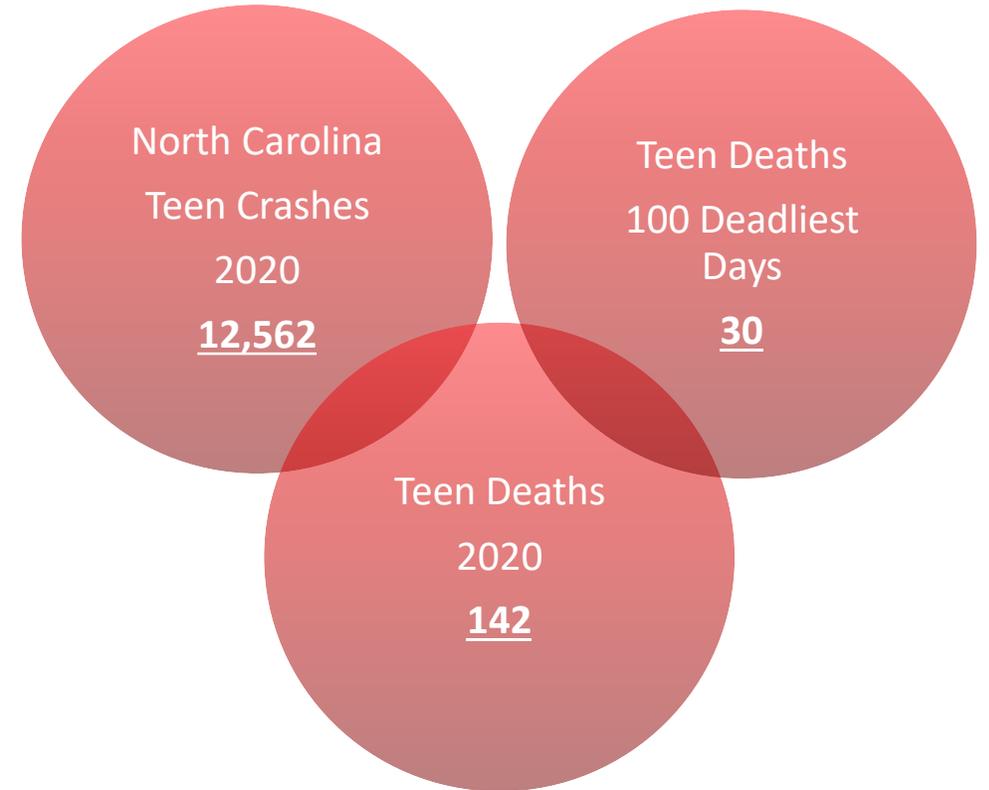
- Motor vehicle crashes are the **leading** cause of death for youth.
- First-year drivers are **4.5x** as likely to be in fatal motor vehicle crash
- Public health concern:
 - Injuries outnumber fatalities 100 to 1



Dr. Banz; August 23rd 2021: Teen Driver Safety Webinar

The 100 Deadliest Days

- ▶ The period between Memorial Day and Labor Day, is known as the 100 Deadliest Days
- ▶ In NC in 2020, there were 12,562 teen crashes resulting in 3,163 teen injuries and 30 teen deaths.
- ▶ The top factors were Speeding, Lane departure and Distracted driving
- ▶ According to the North Carolina State Highway Patrol, from January 1 to November 20, a total of 142 teens have lost their lives on North Carolina roads.



Pilot Traffic Teen Court Next Steps

- ▶ Educate on the effects of the program model
 - Program evaluation/outcomes
- ▶ Engage with Teen Court Association to educate on the model
- ▶ Propose guidance for expansion to Districts that have interest
- ▶ Define JCPC policy changes to allow specialty teen courts to accept juvenile referrals for Chapter 20 offenses





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