Motor vehicle injuries and policy

208 DRIVER'S LICENSE SUSPENSION POLICIES: A TRANSPORTATION-RELATED SOURCE OF HEALTH INEQUITY

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Purpose Driver's license suspension policies have been an effective means of removing high-risk drivers from the road and credited with reducing motor vehicle crashes. However, states have used these policies since the 1990s to incentivize compliance with laws and regulations unrelated to traffic safety (e.g., drug offense, failure to pay fine). Recent media reports point to potentially negative health impacts of such policies—particularly on low-income drivers. However, there are few systematic studies on this issue. As a first step, we estimated state-level prevalence of non-driving-related (NDR) suspensions and examined variation by individual- and neighborhood-level characteristics.

Methods We utilized the New Jersey Safety and Health Outcomes (NJ-SHO) warehouse, which includes full driver's licensing history, geocoded residential addresses, census tract-level socioeconomic measures, and systems-level resources for NJ drivers licensed during 2018.

Results In 2018, 386,929 (5%) of all NJ drivers had an NDR license suspension—accounting for 90% of all suspensions. Drivers with NDR suspensions were younger than drivers without suspensions (mean: 39 vs 47 years) and more likely to be male. The prevalence of NDR suspensions was seven times greater in the lowest income (vs. highest income) neighborhoods, five times greater in neighborhoods with the highest percent of black and Hispanic residents, and twice as high in neighborhoods with the greatest walkability and access to public transportation.

Conclusion Drivers with NDR suspensions were more likely to live in lower SES areas. Future research is critically needed to determine whether these suspensions affect risk of negative health outcomes, as well as whether greater access to systems-level resources can mitigate this risk.

Significance of Contributions Although six states recently passed legislation banning NDR suspensions, others may be hesitant to do so given lack of available information on this population and effects of suspensions. Our study's findings directly inform this health equity issue.

State policy and violence prevention

211 UNINTENDED CONSEQUENCES OF CARRYING FIREARMS IN VEHICLES ON FIREARM THEFTS: AN ANALYSIS OF TENNESSEE'S 2014 LEGAL CHANGE

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Statement of Purpose Stolen firearms are commonly used in firearm assaults. The media have reported a recent increase in firearm thefts from vehicles, but there is little empirical evidence to determine underlying causes. We determined the association between the implementation of a 2014 Tennessee law allowing any citizen not prohibited from owning a firearm to carry a firearm in their vehicle on the rate of firearm thefts from vehicles.

Methods/Approach We use monthly data from the FBI's National Incident-Based Reporting System (NIBRS) between 2009 and 2018 on firearm thefts from a vehicle for Tennessee and 13 control states without such a law. We use a quasi-experimental design with multiple-group interrupted time-series analysis to estimate the effect of the Tennessee law on firearm theft from a vehicle.

Results Comparison of thefts before and after the enactment of the 2014 Tennessee law show a significant increase in rates of firearm thefts from a vehicle: The average monthly rate was 1.99 per 100,000 before the implementation of the law and 3.26 per 100,000 after (Difference=1.27, $t=15.105$, $p<0.001$).

Conclusion While a law passed in Tennessee was intended to allow citizens to protect themselves against intruders in their vehicles, it was associated with a marked increase in firearm thefts from vehicles.

Significance and Contributions to Injury and Violence Prevention Science Allowing anyone to carry firearms in their vehicles can have serious unintended consequences due to the increased supply of unsecured firearms in vehicles. This has resulted in thousands of additional firearms flowing from firearm owners in Tennessee into illegal markets, which in turn can increase the supply of weapons for violent crimes. Additional policies, vehicle secure storage innovations, and behavioral interventions are urgently needed to stem this source of illegally obtained firearms.

Sports injury

212 ASSESSMENT OF FACTORS ASSOCIATED WITH RECOVERY AFTER LOWER EXTREMITY INJURY IN COLLEGE BASKETBALL

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Statement of Purpose Time loss (TL) following sports-related injury is typically examined using a categorization of days lost. It has recently been shown that TL can be modeled as a count of days lost from participation to reflect the recovery process by accounting for latent injury severity. We examine factors associated with recovery following lower extremity (LE) injuries in collegiate basketball athletes.

Methods Athletic trainers participating in the National Collegiate Athletic Association Injury Surveillance Program reported LE injury data for 693,953 men's basketball and 619,748 women's basketball athlete-exposures during the 2009/10–2018/19 academic years. TL was calculated using the injury date and date of return to participation. Random effect