

State (Study Year)	Restricted Times	Results
North Carolina (2000 ¹)	9pm-5am	Among 16 year olds, overall night-time crashes were reduced 47%, compared to 22% reduction in daytime crashes (net 25% reduction attributed to nighttime restrictions).
North Carolina (2001 ²)	9pm-5am	Compared with 1996 pre-GDL, 16 year-olds were 43% less likely to experience a night-time crash in 1999, 20% less likely to experience a daytime crash.
Florida (2000 ³)	11pm – 6am	Total crashes among 16 year olds were reduced 17% during nighttime hours and 7% during the daytime.
Michigan (2001 ⁴)	Midnight-5am	Overall crash risk for 16 year-olds was reduced by 25% in 1999 compared to 1996. Risk of a night-time crash was 53% lower in 1999 vs. 1996 while risk of a crash during daytime hours was 24% lower (net 29% reduction in risk attributed to nighttime restrictions)
PA, NY, MD and LA (1984 ⁵)	Varying by locale	Crashes during curfew hours involving 16-year-old drivers dropped 69% in Pennsylvania, 62% in New York, 40% in Maryland, and 25% in Louisiana.
Detroit, Cleveland, and Columbus, were compared to Cincinnati (1990 ⁶)	Varying by locale	23% reduction in fatal and non-fatal motor vehicle injuries for 13- to 17-year-olds as passengers, drivers, pedestrians, and bicyclists during the curfew hours.
47 Cities with Curfew, 77 without (1993 ⁷)	Varying by locale – fatality/injury rates compared for 9 P.M.- 5:59 A.M	23% reduction in fatal motor-vehicle injuries for 13- to 17-year-olds during curfew hours when they compared cities with and without general curfews.
NJ, PA, Upstate NY, DE and CT (1996 ⁸)	Varying by state – comparisons made	States with restrictions on the unsupervised driving of 16-year-old drivers had lower teenage crash rates than did states without such restrictions.
47 States (1996 ⁹)	Varying by locale	Studying data from 47 states over a 10-year period, found that curfews for 15- to 17-year-olds were associated with a 28% reduction in multiple-vehicle fatal crashes and a 25% reduction in single-vehicle crashes.

¹ Foss RD. Effects of the North Carolina graduated driver licensing system. Chapel Hill, NC: Highway Safety Research Center, University of North Carolina, 2000:8.

² Foss RD, Feaganes JR, Rodgman EA. Initial effects of graduated driver licensing on 16-year-old driver crashes in North Carolina. *JAMA* 2001; 286: 1588-1592.

³ Ulmer RG, Preusser DF, Williams AF, et al. Effect of Florida's graduated licensing program on the crash rate of teenage drivers. *Accid Anal Prev* 2000;32:529-32.

⁴ Shope JT, Molnar LJ, Elliott MR, et al. Graduated licensing in Michigan; early impact on motor vehicle crashes among 16-year-olds. *JAMA* 2001;286:1593-632.

⁵ Preusser, D.F.; Williams, A.F.; Zador, P.L. and Blomberg, R.D. The effect of curfew laws on motor vehicle crashes. *Law and Policy* 1984;6:115-28.

⁶ Preusser DF, Williams AF, Lund AK, Zador PL. City curfew ordinances and teenage motor vehicle injury. *Accid Anal Prev* 1990;22(4):391-7.

⁷ Preusser, D.F.; Zador, P.L. and Williams, A.F. The effect of city curfew ordinances on teenage motor vehicle fatalities. *Accident Analysis and Prevention* 1993;25:641-45.

⁸ Ferguson, S.A.; Leaf, W.A.; Williams, A.F. and Preusser, D.F. Differences in young driver crash involvement in states with varying licensure practices. *Accident Analysis and Prevention* 1996;28:171-80.

⁹ Levy, D. T. The effects of driving age, driver education, and curfew laws on traffic fatalities of 15 – 17 year olds. *Risk Analysis* 1988; 8 (4):565– 570.