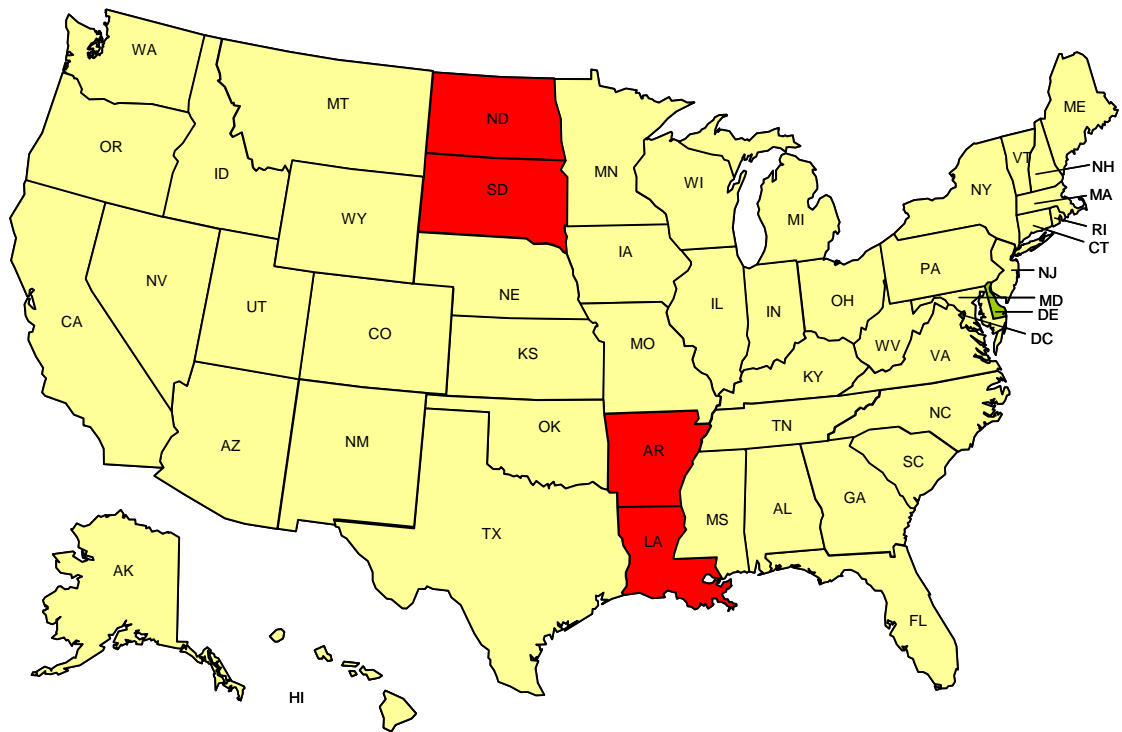




TEEN DRIVING: Optimal Graduated Driver Licensing (GDL) Program Provisions

6-Month Holding Period
30-50 Hours Supervised Driving
Nighttime Driving Restriction
Passenger Restriction
Cell Phone Use Restriction



- State has all five optimal provisions of Advocates' recommended graduated driver licensing (GDL) program
- State has made progress by enacting laws in most of the component areas of GDL
- State has less than two of the optimal provisions of GDL program



TEEN DRIVING

Motor vehicle crashes are the number one killer of American teenagers.

Teen drivers are far more likely than other drivers to be involved in fatal crashes because they lack driving experience and tend to take greater risks due to their immaturity. According to NHTSA, young drivers (16 to 20 years old) were involved in approximately 1.6 million, or 26 percent of all automobile crashes (6 million) in 2006. Additionally, 7,975 people were killed in crashes involving young drivers. Of that number, 3,406 of those killed (43 percent) were young drivers.

Graduated driver licensing (GDL) programs introduce teens to the driving experience gradually by phasing in full driving privileges over time and in lower risk settings, and have been effective in reducing teen driver crash deaths. In this report, Advocates has defined what it considers to be the optimal GDL program, making specific recommendations for each of the five components of GDL.

Advocates supports the recommendations of the National Transportation Safety Board that cell phone use by novice teen drivers is an unnecessary distraction and contributes to motor vehicle crashes.



Research also confirms that the cognitive effects of talking on a cell phone can decrease situational awareness and slow reaction times. Cell phones are becoming an increasing part of our everyday lives. In 2006, the Virginia Tech Transportation Institute and NHTSA released the results of a 100-car naturalistic driving study, in which the behavior of the drivers (many of them young) of 100 vehicles was tracked for more than one year using video and sensor devices. Researchers determined that nearly 80 percent of crashes and 65 percent of near-crashes involved some form of driver inattention within 3 seconds before the event; the most common distraction was the use of cell phones.

The public also supports GDL programs for teen drivers. According to a 2004 survey conducted by American Automobile Association, 73 percent of Americans think that public officials should do more to improve the safety of drivers between the ages of 15 to 19. On the following page, the five major provisions of Advocates' optimal GDL program are explained. In this report, each provision is counted as its own law. To date, only Delaware has all five optimal provisions recommended by Advocates, although Illinois is missing only a nighttime restriction on weekends that begins at 10 pm, rather than 11pm.



TEEN DRIVING: Advocates' Optimal Graduated Driver Licensing (GDL) Program

LEARNER'S STAGE

1. Six (6)-Month Holding Period

Advocates' optimal learner's stage graduated driver licensing (GDL) program includes a 6-month holding period during which an adult licensed driver must supervise a new driver at all times. If the new driver remains citation-free for 6 months, he or she may progress to the intermediate stage. States are not credited if their 6-month holding period law allows a reduced holding period for those who take a drivers' education course, but half credit is given for a holding period less than six months.

6 states do not have an optimal six-month holding period.

2. 30-50 Hours of Supervised Driving

Advocates' optimal learner's stage GDL program requires a new driver to complete 30-50 hours of behind-the-wheel training with an adult licensed driver. Advocates has not given credit to States if their law requiring 30-50 hours of supervised driving includes a reduction in the required hours of supervised driving for those who take a drivers' education course, but half credit is given for supervised driving less than 30-50 hours.

16 states do not have an optimal 30-50 hours of supervised driving requirement.

INTERMEDIATE STAGE

3. Nighttime Restriction

Advocates' optimal intermediate stage GDL program restricts teen driving at night. Under this program, unsupervised driving is prohibited from at least 10:00 p.m. to 5:00 a.m. Half credit is awarded for nighttime restrictions that do not fully meet Advocates' optimal criteria.

42 states and DC do not have an optimal nighttime restriction.

4. Passenger Restriction

A passenger restriction law under the intermediate stage of Advocates' optimal GDL program limits the number of teenage passengers that may accompany a teen driver without adult supervision to one non-familial teenager. Half credit is awarded for passenger restrictions that do not fully meet Advocates' optimal criteria.

15 states do not have an optimal passenger restriction.

5. Cell Phone Restriction

A cell phone restriction law under Advocates' optimal GDL program limits all cell phone use (including hands-free devices) for the duration of the GDL program (both learner's and intermediate stage), except in the case of an emergency. No credit is given for cell phone restrictions that allow hands-free devices or that are effective for less than the entire duration of the GDL program.

34 states and DC do not have an optimal cell phone restriction for teen drivers.

KEY FACTS REGARDING TEEN DRIVERS



- In 2006, 7,975 people were killed in crashes involving young drivers ages 16-20. (National Highway Traffic Safety Administration, 2007)
- Comprehensive graduated driver licensing programs are associated with reductions of approximately 20% in 16-year-old drivers' fatal crash involvement rates. (Chen/Baker/Li, Graduated driver licensing programs and fatal crashes of 16-year-old drivers: A national evaluation, *Pediatrics*, July 2006.)
- 3,406 young drivers ages 16-20 were killed in 2006. (NHTSA, 2007)
- States with nighttime driving restrictions show crash reductions of up to 60 percent during restricted hours. (NHTSA, Traffic Safety Facts, 2006)
- Late night driving increases crash risk among young drivers for a variety of reasons: the driving task is more difficult in darkness; many newly licensed drivers will have had less driving practice at night than during the day; fatigue – thought to be a problem for teenagers at all times of the day – may be more of a factor at night; and recreational driving that is considered to be high risk, sometimes involving alcohol use, is more likely to take place at night. (Williams, A.F., "Teenage Drivers: Patterns of risk", *Journal of Safety Research* 2003; 34:5-15)
- Fatal crash rates are higher at all times of the day for 16-year-olds than for older drivers, but in any given mile driven, teens are twice as likely to crash at night (9pm to 6am) as during the day. Forty-two percent of young teens' nighttime crashes occur before midnight. (IIHS, Fatality Facts 2005: Teenagers)
- The percent of fatal crashes involving 16 year-olds carrying 3 or more passengers was reduced in half between 1996 and 2005. Researchers suggest this is attributable to the success of graduated drivers licensing laws. (Ferguson et al., Progress in teenage crash risk during the last decade. *Journal of Safety Research* 2007)
- Based on estimated miles traveled annually, teen drivers ages 16 to 19 have a fatality rate four times the rate of drivers ages 25 to 69. Sixteen-year-old drivers have a crash rate three times more than 17-year-olds, 5 times greater than 18-year-olds, and two times that of 85-year-olds. (NHTSA, 2001)
- Drivers are less likely to use restraints when they have been drinking. In 2004, 62 percent of the young drivers who were killed in crashes were unrestrained. (NHTSA, 2005)
- Twenty-two percent (22%) of young drivers killed in fatal crashes in 2004 were intoxicated. (NHTSA, 2005)
- In California, the alcohol-related crash rate of 16-year-olds dropped 16 percent in the first year after the GDL law took effect and 13 percent in the second year when compared with the crash rate of 16-year-olds before the law was in place. (Automobile Club of Southern California, 2002)



KEY FACTS REGARDING TEEN DRIVERS (cont'd)

- In 2001, the estimated economic cost of police-reported crashes involving drivers between 15 and 20 years old was \$42.3 billion. (NHTSA, 2002)
- Evaluations of GDL programs comparing rates before and after GDL implementation in individual states have reported reductions in crash rates of novice drivers that ranged from 11% to 32%. (Chen et al., 2006)
- Researchers examined GDL systems implemented in 1997 in Michigan and North Carolina, which were considered among the country's most comprehensive programs. Comparing 1999 with 1996 data, crashes involving 16-year-old drivers decreased by 25% in Michigan and 27% in North Carolina. (Journal of the American Medical Association, 2001)
- A comparison between Oregon, a state with a strong intermediate GDL stage that includes nighttime and passenger restrictions, and Ontario, Canada, a province with a less restrictive intermediate stage, shows that per-driver crash rates among 16-year-old drivers are nearly 50% less in Oregon. (Mayhew, D., "Reducing the Crash Risk for Young Drivers", June 2006)
- In California, teenage passenger deaths and injuries resulting from crashes involving 16-year-old drivers declined by 40 percent statewide from 1998 through 2000, the first three years of the program. In addition, the number of at-fault collisions involving 16-year-old drivers decreased by 24 percent. (Automobile Club of Southern California, 2001)
- Programs that included a mandatory waiting period, 30 hours of supervised driving, and passenger and nighttime restrictions were associated with reductions of 16-21 percent in fatal-crash involvement rates of 16-year-old drivers. (NHTSA, 2006)





TEEN DRIVING: *Graduated Driver Licensing (GDL) Program*

Number of New Laws Adopted Since January 2007: Four nighttime restrictions; two 30-50 hours supervised driving provisions; three 6-month holding period provisions; six passenger restriction provisions; five cell phone restrictions.

	6-Month Holding Period	30-50 Hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Teen Driving Law Rating		6-Month Holding Period	30-50 Hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Teen Driving Law Rating
AL	●	○	○	○		●	MT	●	●	○	●		●
AK	●	●	○	●		●	NE	●	●	○	●	●	●
AZ	●	●	○	●		●	NV	●	●	●	●		●
AR	●					●	NH		○	○	●		●
CA	●	●	○	●	●	●	NJ	●		○	●	●	●
CO	●	●	○	●		●	NM	●	●	○	●		●
CT	○	○	○	●	●	●	NY	○	○	●	○		●
DE	●	●	●	●	●	●	NC	●		●	●	●	●
DC	●	●	○	●		●	ND	●					●
FL	●	●	○			●	OH	●	●	○	●		●
GA	●	●	○	●		●	OK	●	●	○	●		●
HI	●		○	●		●	OR	●	●	○	●	●	●
ID	●	●	●	●		●	PA	●	●	○		●	●
IL	●	●	○	●	●	●	RI	●	●	○	●	●	●
IN	○		○	●		●	SC	●	●	●	○		●
IA	●	○	○			●	SD	○		●			●
KS	●	●				●	TN	●	●	○	●	●	●
KY	●	●	○	●		●	TX	●		○	●	●	●
LA	●		○			●	UT	●	●	○	●		●
ME	●	●	○	●	●	●	VT	●	●		●		●
MD	●	●	○	●	●	●	VA	●	●	○	●	●	●
MA	●	●	○	●		●	WA	●	●	○	●		●
MI	●	●	○			●	WV	●	○	○	○	●	●
MN	●	●			●	●	WI	●	●	○	●		●
MS	●		●			●	WY	○	●	○	●		●
MO	●	●	○	●		●							

One state has all five provisions of Advocates' optimal GDL program.

9 states have only one of the optimal provisions.

9 states have two of five optimal provisions

19 states and DC have three of five optimal provisions.

12 states have four of five optimal provisions.

Holding Period - one state has no holding period; 44 states and DC have optimal provisions.

Supervised Driving - 10 states have none; 34 and DC have optimal.

Nighttime Restriction - five states have none; eight have optimal.

Passenger Restriction - 11 states have none; 35 and DC have optimal.

Cell Phone Restriction - 16 states have optimal restrictions.

● = Optimal law ○ = Law does not satisfy Advocates' recommendations (half credit)

● = Good ● = Caution ● = Danger