



# **Making Teens Safer Drivers: What's Happening in the States**

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**GHSA Annual Conference  
September 8, 2008**

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# Reducing Teen Driver Deaths: How?

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To reduce teen driver deaths and injuries, you must reduce teen crashes. How?

- Reduce driving by teens
- Reduce driving by teens under risky conditions
- Reduce individual dangerous driving actions by teens



# Reducing Teen Driver Deaths: Broad Strategies

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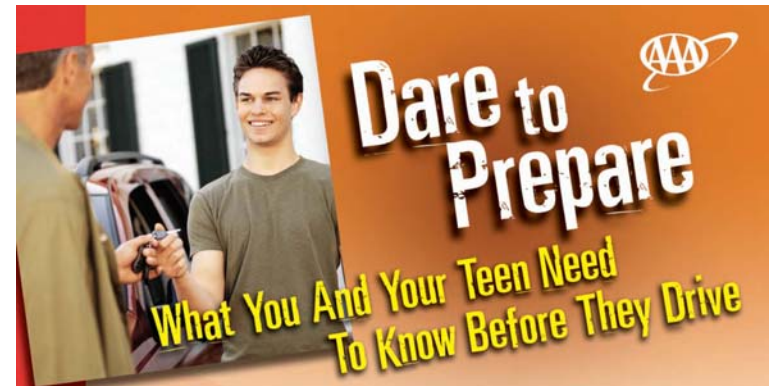
- Graduated driver licensing**
- Driver training for teens**
- Parental involvement**
- Technology/monitoring**
- Change teen attitudes about safe driving**
- Societal shift**



# Reducing Teen Driver Deaths: AAA Efforts

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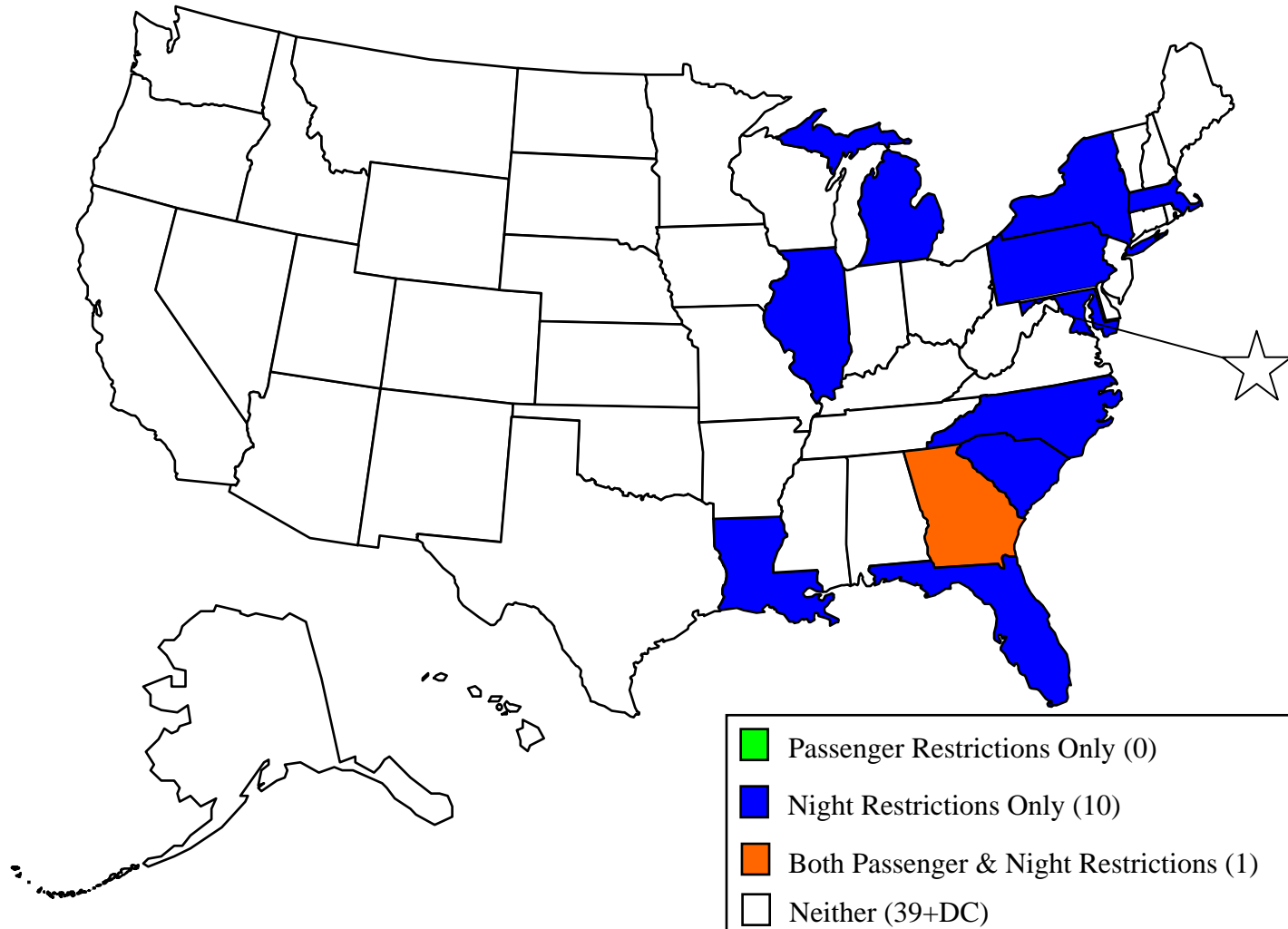
- GDL lobbying
- Driver training
- Communications to engage parents
- A range of programs





# GDL: Passenger and Night Limits

*(Effective Jan. 1997)*

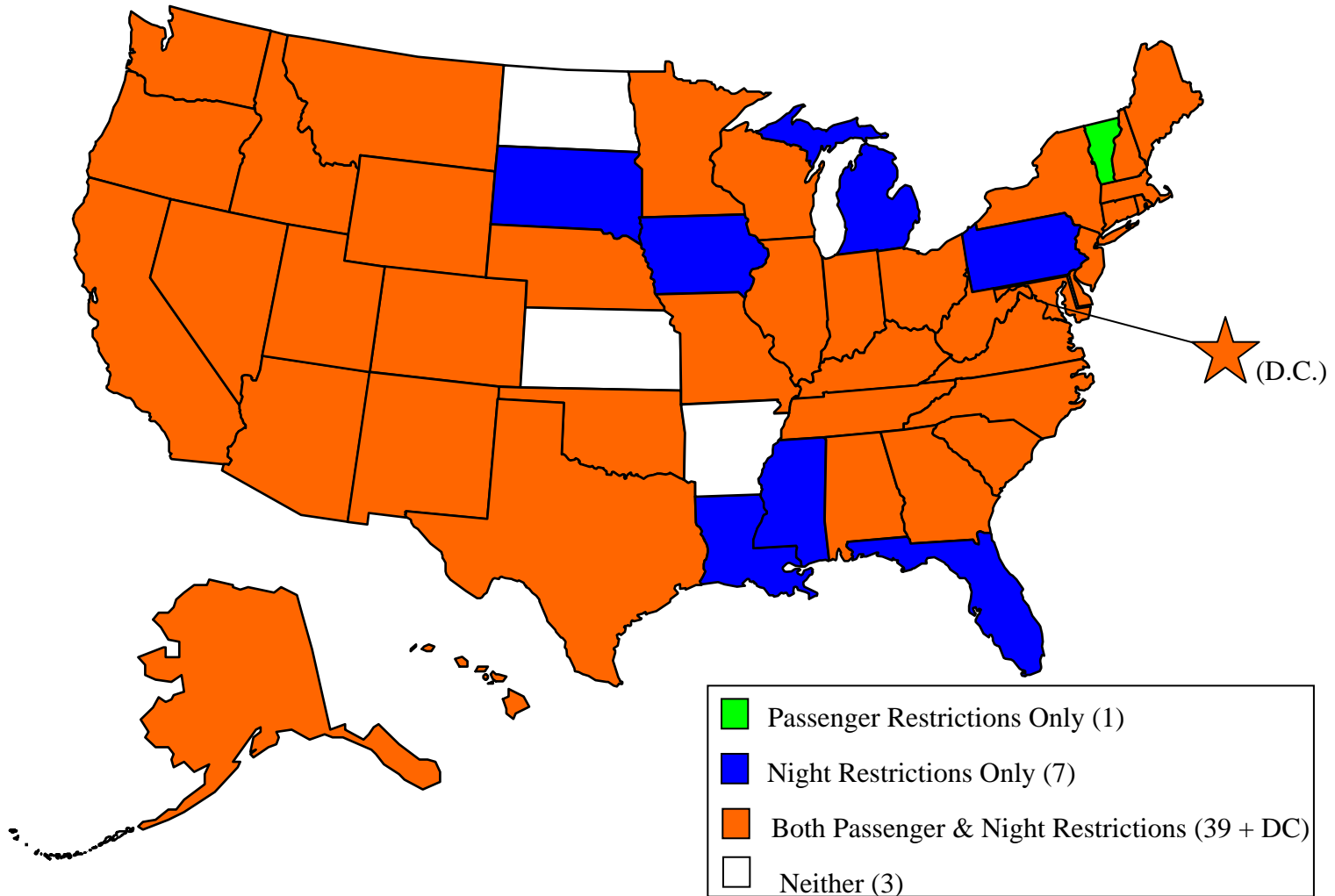






# GDL: Passenger and Night Limits

(Enacted as of Sept. 2008)





# **GDL Components Vary Greatly**

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- Night Limits: Dusk to 1 a.m. start times**
- Passenger Limits:**
  - None to “no more than seat belts”**
  - No family allowed to no pax under age 17**
- Learner’s Holding Periods: 12 months to 10 days**
- Certified Practice Hours: 100 to 20**
- Learner’s Age: 16 to 14**
- Solo Driving: 17 to 14 and 3 months**
- Farm/school permits**



# GDL Lobbying: Who's Involved?

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- Safety groups
- Safety offices
- Law enforcement
- Other government agencies
- Insurers and other private sector
- Medical/health community
- Driver ed community



# GDL Lobbying: What's Working?

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- Data**
- Sad stories**
- Media coverage**
- Grassroots/constituents**



# Cost of Teen Driver Crashes

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- Contracted with PIRE for state-by-state analysis of cost of teen driver crashes**
- \$34 billion total costs nationwide (2006)**
  - \$9.8 billion for fatalities
  - \$20.5 billion for injuries
  - \$4.1 billion for property damage crashes
- Released in April as a lobbying tool**
  - A new look at teen driver crash challenge
  - Used in KS, NH, MN



# **GDL Lobbying: Myths that Hurt Us**

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- Driver education is sufficient**
- GDL systems interfere with parental rights**
- Components of GDL systems are un-enforceable**
- GDL doesn't fit with rural lifestyles**
- Passenger restrictions increase crash-risk exposure for teens**
- “Teens will be teens” and not even GDL systems produce behavior change**



# GDL Lobbying: What's Next

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- “Color in the map” – Arkansas, North Dakota, Kansas
- Improve deficient components – 49 states fall short of “model”
- Non-core GDL efforts – “N” stickers, enhanced punishments, parent-requirements for driver ed, etc.
- Federal GDL bill and reauthorization