



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

**GHSA Annual Conference
September 8, 2008**

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Reducing Teen Driver Deaths: How?

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**



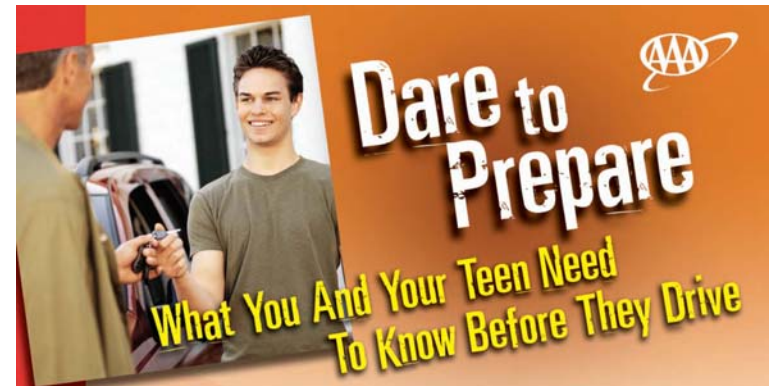
Reducing Teen Driver Deaths: Broad Strategies

- 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

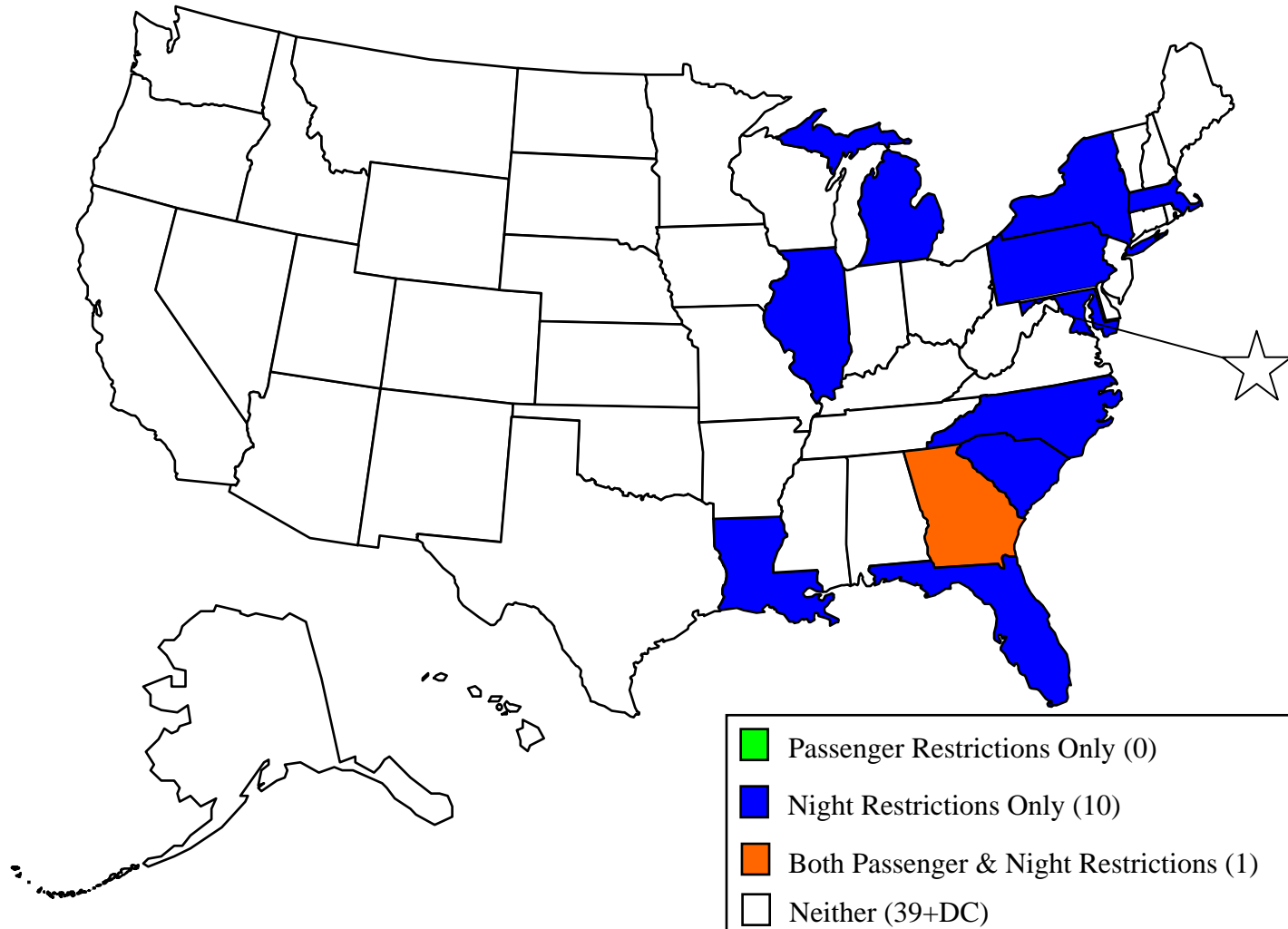
- GDL lobbying
- Driver training
- Communications to engage parents
- A range of programs





GDL: Passenger and Night Limits

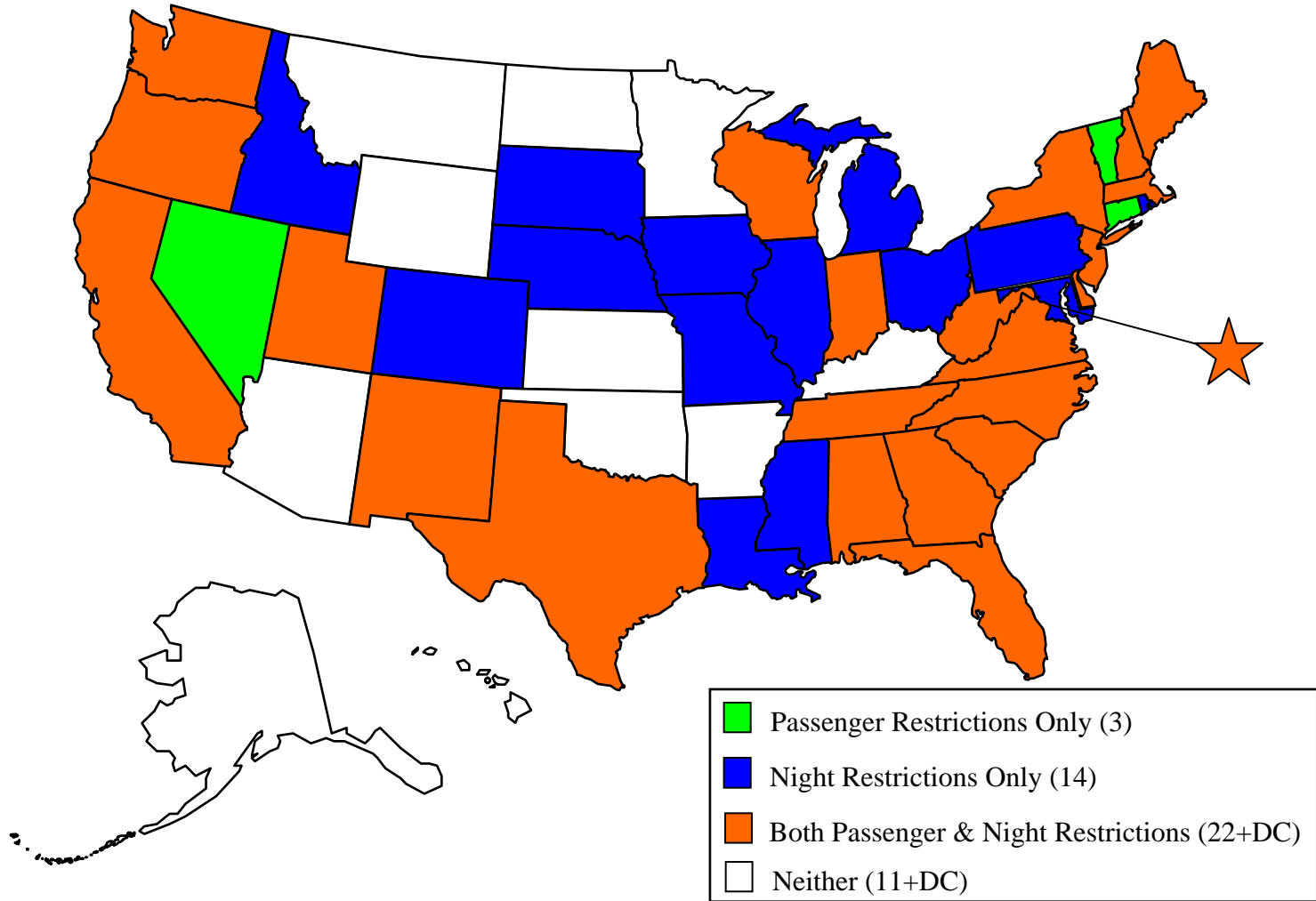
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GDL: Passenger and Night Limits

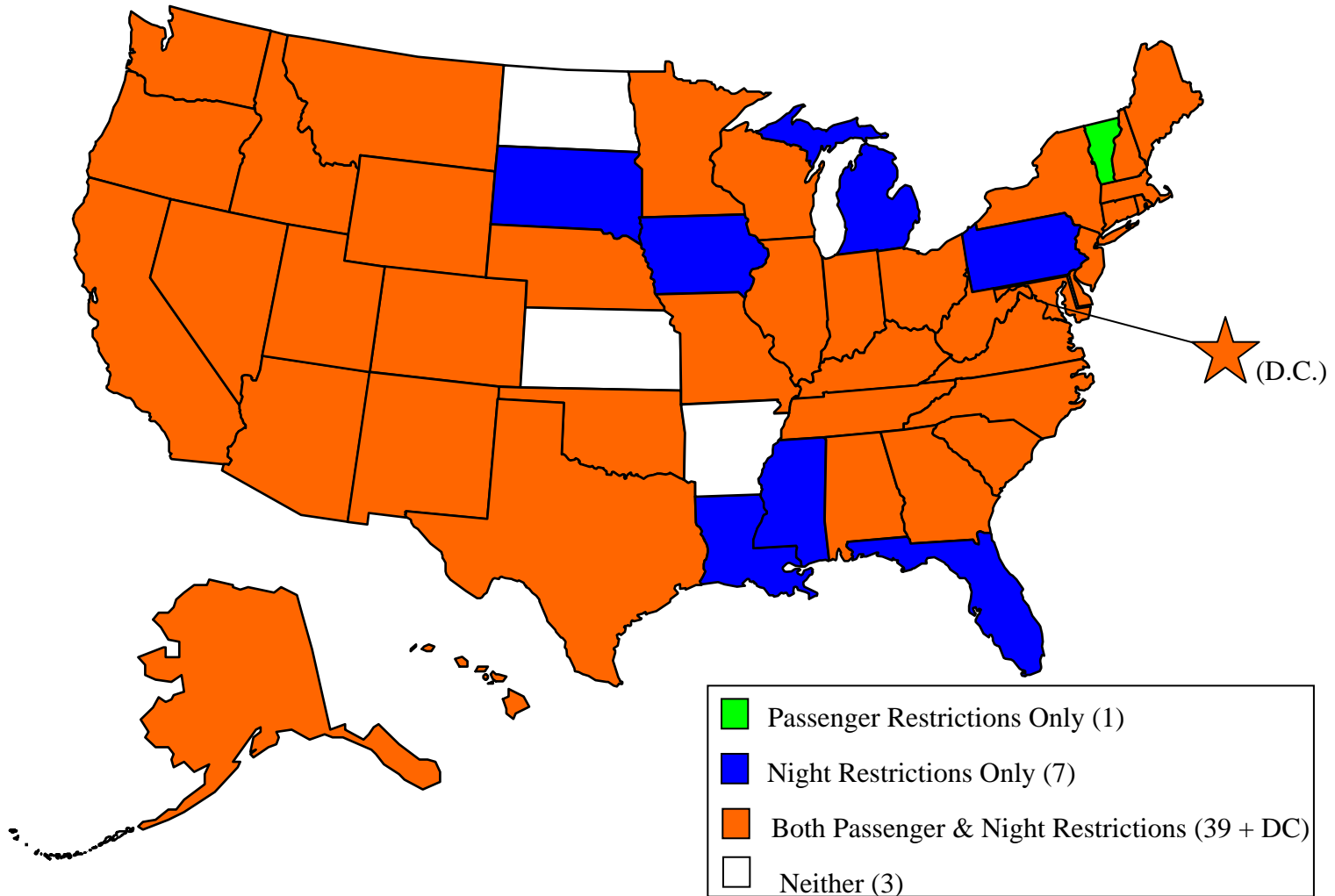
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GDL: Passenger and Night Limits

(Enacted as of Sept. 2008)





GDL Components Vary Greatly

- 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?

- 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?

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



Cost of Teen Driver Crashes

- 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

- 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

- “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