NHTSA’s Graduated Driver Licensing Model, Driver Education State Assessments & AAMVA’s GDL Best Practices

Presenter: Kevin Lewis
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• The purpose of a GDL system is to reduce traffic crashes involving young drivers by controlling their exposure to progressively more difficult driving experiences

• Various GDL components have been in use since the late 1970’s and have shown reductions in young driver crashes

• Young drivers are twice as likely as adult drivers to be in a fatal crash

• 16-year old drivers have crash rates 3 times higher than 17-year old drivers, 5 times higher than 18-year old drivers and twice that of 85-year old drivers

• Crashes continue to be the leading cause of death among American teens, accounting for more than one third of all deaths of 16- to 19-year-olds.
Factors contributing to those higher crash rates include:

- Lack of driving experience
- Inadequate driving skills
- Excessive driving during higher risk hours
- Aggressive risk taking behavior
- Poor driving judgement & decision making
- Drinking
- Distractions such as teenage passengers, texting & cell phone use
In the mid 1990’s, the Insurance Institute for Highway Safety, National Safety Council, National Transportation Safety Board and NHTSA met to establish a national model for GDL.

The current NHTSA model consists of 3 stages and includes specific components and restrictions at each stage:

- Learner’s permit stage
- Intermediate (provisional) stage
- Full licensure

Young drivers are required to demonstrate responsible driving behavior at each stage before advancing to the next stage.
Learner’s Permit Component

- State sets minimum age for a learner’s permit – no younger than 16
- Must complete basic driver education training
- Licensed adult required to be in the vehicle at all times
- Teenage passenger restriction
- Zero alcohol
- Parental certification of 30 – 50 practice driving hours
- Must remain crash & conviction free for at least 6 months to advance to next (Intermediate) stage
- No cell phone use
Successful completion of learner’s permit stage
• Minimum age of 16.5
• Pass a behind the wheel road test
• Completion of advanced driver education training designed to teach safe driving decision making, risk education, etc.
• No nighttime driving between 10 p.m. and 5 a.m. unless accompanied by licensed adult
• Zero alcohol
• Driver improvement actions are initiated at lower point level than for regular drivers
Teenage-passenger restrictions – not more than one teenage passenger for the first 12 months of intermediate license and afterward, no more than 2 teenage passengers until age 18.

Must remain crash and conviction free for at least 12 consecutive months to advance to full licensure stage.

No cell phone use.

Provisional license is visually distinctive from regular license.
• Successful completion of Intermediate stage
• State sets minimum age of 18 for lifting the nighttime driving and passenger restrictions
• Zero alcohol
• The National Driver Education Standards (NDES) were developed by the driver education professional community with assistance from NHTSA.

• The original Standards were finalized in 2009, and updated in 2016, to define the future of driver education and assist in improving the delivery of driver education programs nationally.

• The NDES are intended to provide guidance to States striving to consistently provide quality driver education and training programs.

• For more information on the Driver Education Standards visit the ANSTSE website at www.anstse.info/Standards.html
NDES Content

- 1.0 Program Administration
- 2.0 Education/Training
- 3.0 Instructor Qualifications
- 4.0 Coordination With Driver Licensing
- 5.0 Parent Involvement
### 4.0 Coordination With Driver Licensing

#### 4.2 GDL System

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<tr>
<th>4.2.1</th>
<th>State’s shall adopt a comprehensive three-stage Graduated Driver Licensing (GDL) system as defined by the National Highway Traffic Safety Administration (NHTSA).</th>
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<tr>
<td>4.2.2</td>
<td>State’s shall have a GDL system that includes, incorporates, or integrates driver education that meets these National Driver Education Standards.</td>
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<td>4.2.3</td>
<td>State’s should not reduce the time requirements in the GDL process for completion of driver education rather States should consider extending the GDL process for those who do not take driver education.</td>
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#### 4.3 Courts and Law Enforcement Coordination and Education

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<th>4.3.1</th>
<th>State’s shall provide information and education on novice driving requirements and restrictions to judges, prosecutors, courts, and law enforcement officials charged with adjudicating or enforcing GDL laws.</th>
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<td>4.3.2</td>
<td>State’s shall ensure that sanctions for noncompliance with GDL requirements by novice drivers are developed and enforced uniformly.</td>
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The NHTSA Driver Education State Assessments are designed to evaluate how well states align with the NDES, to assist states with evaluating their driver education program and to identify areas for improvement.

The Assessments are conducted by experts within the driver education community. As of 2016, assessments have been conducted in MD, OR, VT, DE, KS, ID, MI, ND, NC and IL.

For more information on State Assessments visit the NHTSA website at www.nhtsa.gov/DriverEducationProgram
In 2009 AAMVA developed the Graduated Driver License Best Practices to identify, promote and implement graduated driver license measures to decrease teenager motor vehicle crashes.

Jurisdictions can use the Best Practices to assist in the development of new GDL programs and for enhancing the effectiveness of GDL programs already in place.
AAMVA reviewed information from jurisdictions to determine how their GDL programs were established and which activities had the greatest effect on teen crash rates. Information reviewed/considered was related to jurisdictional laws, enforcement practices, judicial practices, jurisdictional communication/outreach efforts, parental roles and responsibilities; and driver sanctions.
• Conducted a literature review on all prior GDL effectiveness studies to gather information regarding the effectiveness of GDL programs and to gather information on recommended provisions that should be contained in State GDL programs.

• Identified GDL elements that had proven effective in lowering teen crash rates in various States.

• A demonstration grant program in Florida & Missouri was held to see if the identified best practices could be implemented in different States.
• A successful GDL program requires a variety of approaches:
  • Key partners in a GDL program must include state Departments of Motor Vehicles (DMVs), law enforcement, parents, driver education, and medical and health professionals and organizations
  • Integrated approaches are required to reduce the especially high teen crash rates during the first 6 months of unsupervised driving, including integrating licensing, driver education, parent involvement and monitoring, peer programs, and insurance systems in a comprehensive community effort
Identified GDL Best Practices

- Provide information to young beginners through skills and insight training
- Insurer education programs with discounts for crash-free driving
- Well publicized programs involving parents and police to encourage appropriate driving behavior and to enforce GDL laws/regulations
- Encourage teen involvement in these programs
- Improve GDL laws and implement a mandatory parental involvement campaign
Identified GDL Best Practices

• Develop parent/teen training programs that can be attended by the parent/guardian and teen together

• Partner with Law Enforcement agencies to develop programs to notify parents/guardians any time the teen is stopped for any reason, regardless whether a citation was issued

• Partner with Law Enforcement, School Resource Officers, the media and medical and public health professionals and organizations to raise awareness of teen driving issues
Good Driver Incentive Programs

Parent notification of convictions & access to driving record

Educate law enforcement on GDL requirements and the importance of enforcement

Provide Juvenile & District Court judges with additional guidelines and presentation packages in order to standardize the manner in which graduated licensing violations are adjudicated
Driver Licensing & Identification

Driver Licensing and Fitness

• Ignition Interlock Program Best Practices Guide [DVD Insert | Executive Summary Video (August 2015)
• AAMVA Motorcycle Operator Manual (March 2015)
• Best Practice Guide to Reducing Suspended Drivers (2013) | Video snapshot
• Graduated Driver License Best Practices (2010)
• Guidelines for Motorcycle Operator Licensing (2009)
• Driver Fitness Medical Guidelines (2009)
• Model Problem Driver Intervention and Education Program (2009)
• Commercial Driver’s License Program Best Practices (2007)
• Guidelines for Knowledge and Skill Test Development (2007)
• Model Law
  • Reporting of Driver Impairment Model Law
  • DL Foreign Reciprocity
  • Contracting for Driver Testing & Licensing
  • Driver License Testing and Application Processing by Third Parties

DL/ID Standards and Guidelines

• Facial Recognition Program Best Practices | DVD Insert | Executive Summary Video (August 2015)
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