The Allstate Foundation License to Save Report

December 2011

Overview

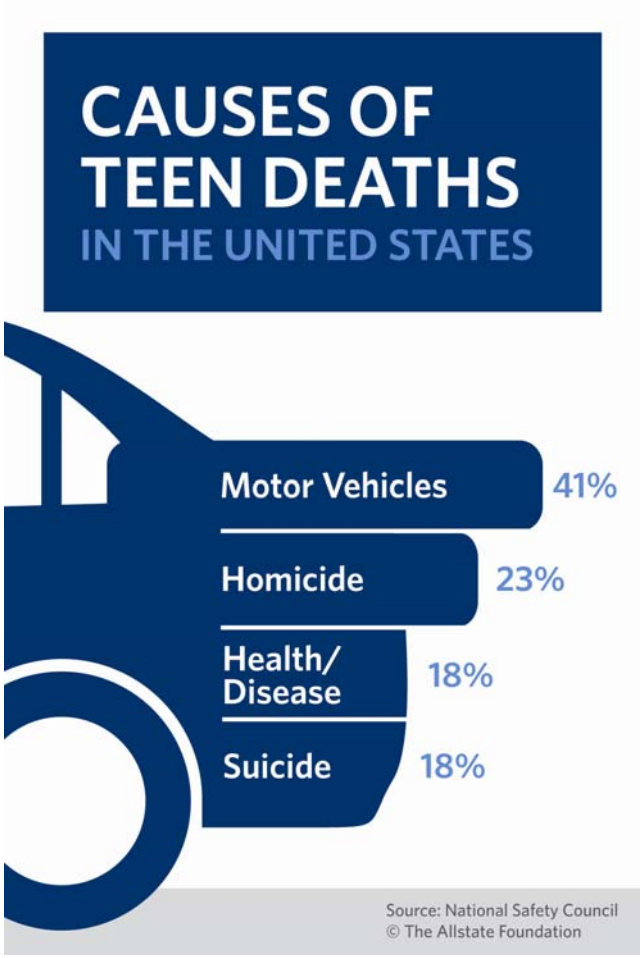
The Allstate Foundation and National Safety Council (NSC) partnered to create the License to Save report as a part of an overall strategy to help educate the public on the value and importance of graduated driver licensing.

For years, the traffic safety community has known about the effectiveness of GDL, but hadn't determined what the full impact of all seven provisions of GDL and cell phone/texting bans could accomplish. This report provides us that information for the first time. Knowing the potential lives and dollars saved helps us provide the momentum needed to encourage all states to adopt these proven principles.

The report answers two perennial questions that traffic safety leaders have been trying to address for over a decade - how many lives and how many dollars could be saved through stronger teen driving laws, commonly known as graduated driver licensing.

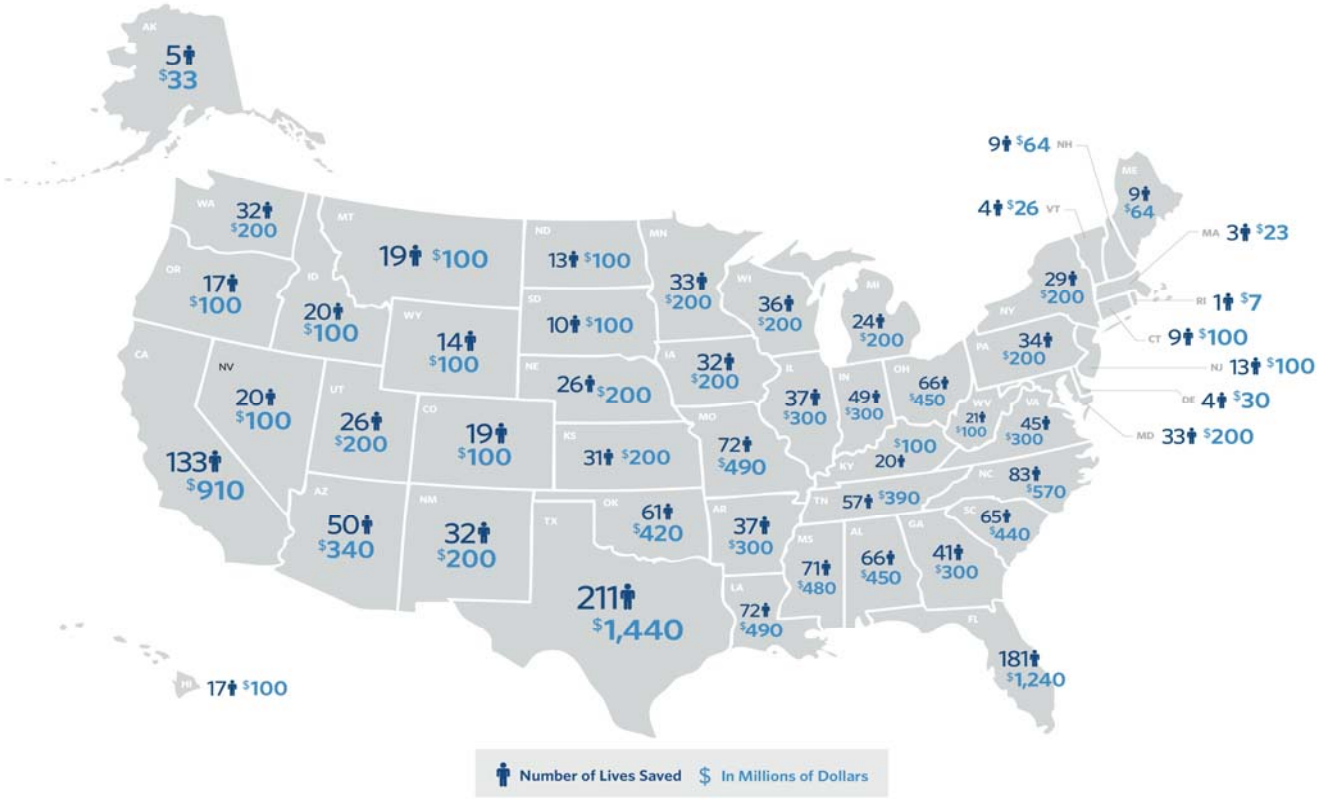
This report gives us that information and goes a step further by providing us with a state-by-state look at how these laws can impact communities. We know that states that have taken the lead in adoption of these systems have seen noticeable decreases in deaths, but haven't been able to ascertain how many lives could be saved if they took the extra step of enacting an additional provision or two additional GDL provisions. This report helps provide us with an estimate of the type of impact states could see by taking action.

The Allstate Foundation provided the funding for the report, and all research was conducted by the National Safety Council.



Estimated Lives and Dollars Saved from National Graduated Driver Licensing Law

2,014 Lives, $13.557 Billion Saved Nationally



The Allstate Foundation *License to Save Report*, 2011.

License to Save Data

State	Total Fatalities in Crashes Involving Young Drivers (2009)	Anticipated Lives Saved from Implementation of a Comprehensive GDL Law	Estimated Cost Savings from Implementation of a Comprehensive GDL Law
NATIONAL	5,623	2,014	$13.557 billion
Alabama	142	66	$450 million
Alaska	11	5	$33 million
Arizona	108	50	$340 million
Arkansas	96	37	$300 million
California	476	133	$910 million
Colorado	69	19	$100 million
Connecticut	33	9	$100 million
Delaware	25	4	$30 million
District of Columbia	2	0	$0
Florida	389	181	$1.24 billion
Georgia	149	41	$300 million
Hawaii	20	17	$100 million
Idaho	43	20	$100 million
Illinois	131	37	$300 million
Indiana	128	49	$300 million
Iowa	67	32	$200 million
Kansas	82	31	$200 million
Kentucky	133	20	$100 million
Louisiana	154	72	$490 million
Maine	20	9	$64 million
Maryland	88	33	$200 million
Massachusetts	49	3	$23 million
Michigan	157	24	$200 million
Minnesota	72	33	$200 million
Mississippi	140	71	$480 million
Missouri	154	72	$490 million
Montana	41	19	$100 million
Nebraska	55	26	$200 million
Nevada	43	20	$100 million
New Hampshire	19	9	$64 million
New Jersey	82	13	$100 million
New Mexico	69	32	$200 million
New York	191	29	$200 million
North Carolina	219	83	$570 million
North Dakota	25	13	$100 million
Ohio	183	66	$450 million
Oklahoma	133	61	$420 million
Oregon	60	17	$100 million
Pennsylvania	221	34	$200 million
Rhode Island	14	1	$7 million
South Carolina	138	65	$440 million
South Dakota	21	10	$100 million
Tennessee	158	57	$390 million
Texas	556	211	$1.44 billion
Utah	54	26	$200 million
Vermont	11	4	$26 million
Virginia	119	45	$300 million
Washington	89	32	$200 million
West Virginia	56	21	$100 million
Wisconsin	95	36	$200 million
Wyoming	33	14	$100 million

**Cost estimates calculated for fewer than 10 deaths should be used with caution. The assumption used to calculate the average cost for all motor vehicle crashes may not accurately reflect the cost of small numbers of crashes.*

Methodology

The National Safety Council's estimate of lives saved as a result of state GDL programs applies the results from a 2007 national review of state graduated driver licensing laws[1]. This study found that states with the most comprehensive graduated driver licensing programs had fatal crash reductions involving young drivers of 38 percent. The study found that greater reductions in fatal crashes occur as states increase the number of GDL components in their laws:

- States with one GDL component implemented experience 4 percent fewer fatal crashes,
- States with two or three GDL components implemented experience 10 percent fewer fatal crashes,
- States with four GDL components implemented experience 21 percent fewer fatal crashes,
- States with five GDL components implemented experience 38 percent fewer fatal crashes.

The estimates of lives saved are generated using the GDL reduction estimates compared to the National Highway Traffic Safety Administration (NHTSA) estimate of the number of young driver-related fatalities in each state.[2] For example, if a state had three GDL components, the number of young driver-related fatal crashes experienced each year is likely to be 10 percent lower than if the state did not have a GDL program. In addition, if a state enhanced its GDL program to include five or more components, the annual reduction in future years would likely increase to 38 percent.

When the study was conducted, no state had six or seven elements in its GDL laws. Thus, only states with as many as five elements could be measured. Since that time, several states have added sixth and/or seventh elements to their GDL laws. The Allstate Foundation and the NSC believe that each additional element of GDL has life-saving value, though the specific value of these elements is not yet known because so few states have them and they have not yet been measured. Not including an estimate of the value of states adding sixth and seventh elements to their laws might imply to some that when states add sixth and seventh elements, they do not have life-saving value. For purposes of establishing a national estimate of the benefit of GDL, NSC chose to use a 7 percent fatal crash reduction for the sixth and seventh elements. These estimates are not based on actual data, but are chosen to illustrate that when states add these elements to their GDL laws, they do have value.

The National Safety Council estimates of lives saved as a result of state teen cell phone bans is based on the expectation that properly-enforced cell phone bans will result in approximately a 40 percent reduction in teen cell phone use while driving. NHTSA currently estimates that about 9 percent of drivers use cell phones at any given time and NSC estimates that about 21 percent of incidents are associated with cell phone use. If cell phone use among teens decreases by 40 percent, the percentage of teen crashes associated with cell phone use is estimated to decrease from 21 percent down to 14 percent. The estimate for lives saved from cell phone bans are generated using this reduction in the percent of cell phone-related crashes, compared to the NHTSA estimate of the number of young driver related fatalities in each state.

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[1] Baker SP, Chen L-H, Li G. Nationwide review of graudated driver licensing. Washington DC: AAA Foundation for Traffic Safety, 2007.
2 The National Highway Traffic Safety Administration's estimate of the number of young driver-related fatalities reflects drivers from 15 to 20 years old. Similar estimates specific to 16- and 17- year-old drivers are not readily available through the National Highway Traffic Safety Administration. The inclusion of a broader age range of drivers likely increases the estimated impact of GDL programs.

FROM 2000-2009, MORE THAN

81,000 PEOPLE WERE KILLED IN CRASHES INVOLVING NOVICE YOUNG DRIVERS.

A NUMBER EQUIVALENT TO **540 AIRPLANE CRASHES.**

Source: National Safety Council

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