



# Consumer Choice *and* Better Safety



# Lies, Damned lies, and Statistics

## University of Colorado, Colorado Springs

Survey of students upon completion of National Driver's Training Institute "Help for the Teen Who Wants to Drive" program. Key to the survey:

The NDTI is a program incorporating graduated driver's licenses standards as a means to improving safety and preparedness. The safety results were statistically significant ( 12.7% of the population – 1,774 - completing the program submitted a valid survey response).

<http://www.usdrivertraining.com/states/Colorado/uccs.pdf>

*A survey conducted by the  
University of Colorado, Colorado Springs*

According to Insurance  
Company Statistics, out of  
every 100 teen drivers:

**37** will be ticketed for speeding

**28** will be involved in accidents

**13** will be injured in an automobile crash

**4** will be ticketed for driving under the  
influence of alcohol or drugs

**1** will be killed in an automobile crash

According to the UCCS survey,  
for every 100 parent-taught\*  
teen drivers:

**8** were ticketed for speeding

**16** were involved in accidents

**6** were injured in automobile crash

**1** was ticketed for driving under the  
influence of alcohol or drugs

There were *no fatalities*

Clearly, in all cases, the extra efforts of parents produced safer drivers. In each category, parent-taught teen drivers were less than half as likely as their peers to be involved in an unsafe act.

<http://www.usdrivertraining.com/forum/wordpress/?m=200805>

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“Graduated licensing is defined as a system that requires teenagers to complete multiple states of restricted (supervised by an adult) driving before obtaining an unrestricted license. The student driver must, therefore, attain levels of driving maturity with a wide range of driving skills that eventually lead to a responsible teenage driver.”

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“Graduated licensing programs such as the National Driver Training Institute’s (NDTI) “Help for the Teenager Who Wants to Drive” have proven to be an effective method of teaching teenagers to become responsible drivers. NDTI’s training is a comprehensive program that enables parent(s) to serve as the driving instructor(s). “

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“With the directed study format, the parents can control and determine the focus and level of learning based upon the skills and driving maturity exhibited by the teenage student. The program does not set fixed time periods for completion of each stage of the program. The progress of the students sets the pace. Traditional driver education schools and programs ...

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“...train the student intensely over a very short period of time. This type of program is incapable of providing the student with enough driving experiences...”

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“The NDTI training program is parent led. Parents are accountable and devoted to the success of their teen driver. Parents measure learned driving skills throughout the program and the process opens up a parent-teenager dialogue for discussion of safe driving habits. The parent determines when the student is ready to advance to the next level after each driver evaluation.”

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“With the completion of this program, the parents can be assured that their teenager has obtained the confidence, proficiency, and the right attitude for safe driving skills.”

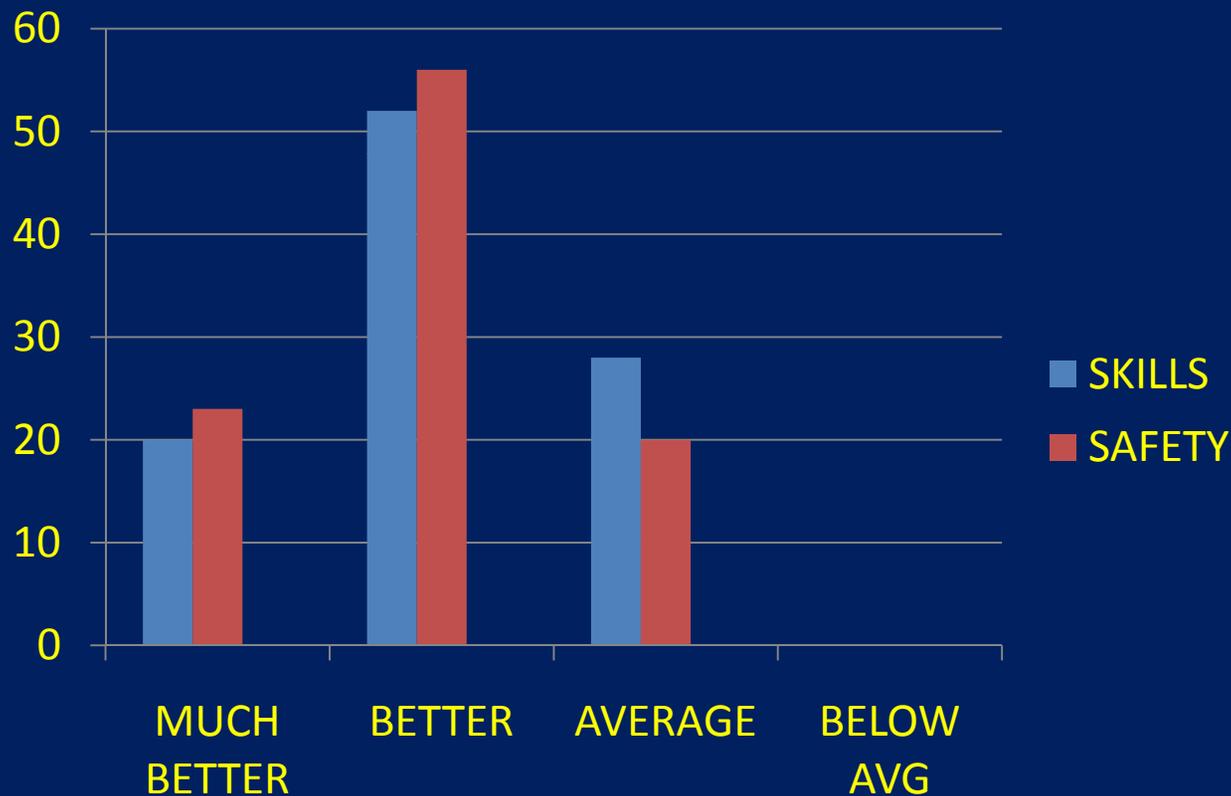
$$\text{proficiency} = \frac{\text{maturity level} \times \text{experience}}{\text{brain development}}$$

The portion of the parent population who appreciate this fact, are often the same citizens who support GDL programs.

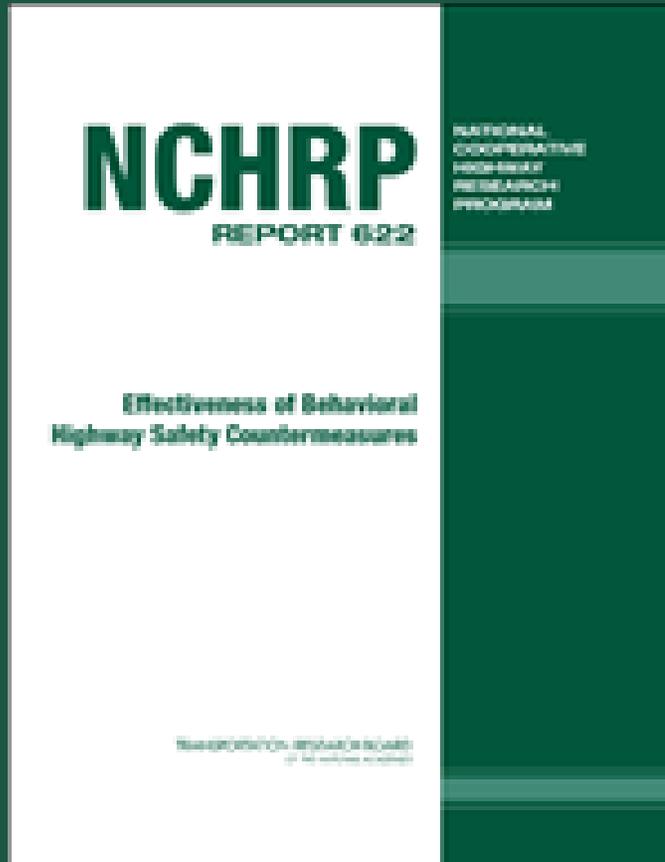
Legislation *should encourage* these parents to be directly responsible for instructing their own teenager drivers.

# Insurance Institute for Highway Safety survey

Teens were asked to compare their **driving skills** and **safety awareness** compared to “other drivers”:



# National Cooperative Highway Research Program



## REPORT 622:

# Effectiveness of Behavioral Highway Safety Countermeasures

Transportation Research Board of the  
National Academies of the Sciences

# Effectiveness of Behavioral Highway Safety Countermeasures

“The goal of this project is to assist states in selecting programs, projects, and activities that have the greatest potential for the reduction of highway death and injury. The specific objectives are as follows:

# Effectiveness of Behavioral Highway Safety Countermeasures

“Produce a manual for application of behavioral highway safety countermeasures and develop a framework and guidance for estimating the costs and benefits of emerging, experimental, untried, or unproven behavioral highway safety countermeasures.”

# Effectiveness of Behavioral Highway Safety Countermeasures



**National Highway Traffic Safety Administration**  
Our Mission: Save lives, prevent injuries, reduce vehicle-related crashes

104 Countermeasures Identified by the NHTSA:

34 Rated as "proven" effective

13 Rated as believed likely - emerging

54 Rated as unlikely, uncertain, or unknown

3 Rated as having negative consequences

# Effectiveness of Behavioral Highway Safety Countermeasures

Examples of countermeasures proven to work:

- Child booster seats
- Bicycle helmet laws for children
- Graduated drivers license programs

# Effectiveness of Behavioral Highway Safety Countermeasures

Examples of countermeasures that are likely to be effective:

- Local primary seatbelt law or ordinance
- Bicycle helmet laws for adults
- *Parent guiding teen license*

# Effectiveness of Behavioral Highway Safety Countermeasures

Examples of countermeasures that are proven effective, but with no effectiveness estimates:

- Speed limits
- Passive alcohol sensor device
- Restrictions on plea bargaining

# Effectiveness of Behavioral Highway Safety Countermeasures

Three countermeasures proven harmful:

- Skid training teen drivers (drive out of skid)
- Traffic violator school in lieu of license points
- *Drivers education that have a “time discount” for completion (i.e., earlier licensure for those who have taken driver education).*

# Parent guided teen license

- Low Cost
- Voluntary
- Safer
- Pace set by learning
- Less regulation
- Good public policy



“The argument against parent-directed drivers education — that parents simply cannot teach their own students a course in driver training as well as the “professionals” — is wrong and has no statistical backing. In fact, when it is understood that most parents have more than just an economic interest in their students...”.

*Parent Taught Driver's Education Saves Lives By Samuel Redfern*

*<http://www.hslda.org/docs/GetDoc.asp?DocID=36&FormatTypeID=PDF>*

In the article “A Right Turn: Making Teen Drivers Safer”, prominent researcher David Preusser had this to say after analyzing decades of driver education studies: “All come to the same conclusion that overall, based on a wide variety of driver education programs, there is little evidence that the crash records of driver education graduates differ from those of students without formal training. But there is no evidence that driver's education gives us on balance safer highways. It does give us more teenage drivers.”

Green, Rick. [A Right Turn: Making Teen Drivers Safer](#). Hartford Courant. 2 October 2009

# Parent guided teen license

The Indiana General Assembly should altogether **eliminate the bias** which grants preferential treatment to early learner permit holders enrolled in certified commercial/high school training programs. Parity should exist for timing of learner permits for all students, regardless of learning methodology or program certification.

