

Graduated Driver Licensing and Fatal Crashes Among 18-Year-Old Drivers in Georgia: Is There a Relationship?

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Georgia's Teenage and Adult Driver Responsibility Act (TADRA)

- TADRA took effect in July 1997.
 - “zero tolerance” of underage impaired driving
 - automatic license revocation for excessive speeding and other highly dangerous driving behaviors
- One of the most comprehensive GDL Acts in the country
- Must hold learner's permit for 12 + months
 - Accompanied by driver age 21+
 - Complete alcohol and drug awareness program
 - Complete 40 hrs of supervised driving (6 at night)

TADRA Restrictions Include

- Provisional license
 - Cannot drive between 12 am and 6 am
 - First 6 mos: No passengers except immediate family members
 - Months 6-12: One non-family passenger under age 21
 - First 12 months: Cannot have more than 3 passengers under age 21
- Permit or license suspended if driver <18: drops and remains out school for 10 consecutive days, has 10 unexcused absences, or has conduct infractions
- Restrictions lifted at age 18 if driver observes all limits listed above & has no convictions for traffic offenses.

Method

- Rates for Fatalities
 - Numerator—Fatal Accident Reporting System (FARS)
 - Denominator—Census Data Estimates after 2010 Census
- Rate Ratios
 - Compare 5.5 years after TADRA to 5 years before (first 5.5 years of TADRA)
 - Compare 5.5-10.5 years after TADRA to 5 years before (second 5 years of TADRA)

Fatality Rate Ratios

Fatal Crash Rate Ratios (RR) by Age

Driver Age	First 5.5 Years After	Second 5 Years After
16	0.63	0.49
17	0.80	0.72
18	0.96	0.88
19	0.92	0.88
20	0.92	0.98
21	0.80	0.80
22	0.91	0.87
23	0.91	0.75
24	0.89	0.99
25	0.87	0.86
26	0.84	0.90
27-54	1.00	0.99
55-75	1.02	1.02

Fatal Crash RRs by Time of Day

Time Of Day	Driver Age	First 5.5 Years After	Second 5 Years After
Day 6:00 am – 11:59 pm	16	0.63	0.48
	17	0.84	0.74
	18	0.95	0.90
	19	0.93	0.89
	20-26	0.87	0.85
	27-54	1.01	0.98
	55-75	1.00	0.99
Night 12:00 am – 5:59 am	16	0.65	0.54
	17	0.54	0.61
	18	1.00	0.79
	19	0.83	0.82
	20-26	0.91	0.99
	27-54	1.00	1.07
	55-75	1.39	1.78

Fatal Crash RRs by Number of Passengers

Driver Age	First 5.5 Years After				Second 5 Years After			
	Number of Teen Passengers				Number of Teen Passengers			
	0	1	2	3+	0	1	2	3+
16	0.70	0.53	0.57	0.71	0.57	0.40	0.46	0.42
17	0.80	0.92	0.60	0.72	0.72	0.75	0.50	1.04
18	0.90	1.05	0.84	1.37	0.94	0.75	0.85	0.99
19	0.96	0.94	0.71	0.62	0.82	1.12	0.76	0.89
20-26	0.85	0.92	1.02	1.29	0.88	0.87	0.63	1.10
27-54	1.00	1.09	2.05	0.87	0.98	1.11	2.75	0.97
55-75	1.01	1.49	3.17	0.86	1.01	1.49	2.03	0.61

Speeding-related Fatal Crash RRs

Driver Age	First 5.5 Years After	Second 5 Years After
16	0.51	0.38
17	0.74	0.70
18	1.04	0.91
19	0.66	0.72
20	0.68	0.73
21	0.53	0.54
22	0.45	0.82
23	0.64	0.52
24	0.81	0.88
25	0.67	0.64
26	0.78	0.75
27-54	0.91	0.89
55-75	0.97	1.00

Alcohol-involved Fatal Crash RRs

Driver Age	First 5.5 Years After	Second 5 Years After
16	0.38	0.29
17	0.70	0.62
18	0.95	0.76
19	0.67	0.92
20	0.77	0.62
21	0.61	0.70
22	0.61	0.74
23	0.57	0.59
24	0.91	0.98
25	0.85	0.64
26	0.78	0.69
27-54	0.82	0.77
55-75	0.83	0.70

Summary

- Within Georgia, there has been no overall increase in fatal crashes among 18-year-olds secondary to graduated licensing
- There was an initial increase in crashes among 18-year-olds with 3+ passengers, but this did not persist.
- There was also an initial small increase in speeding-related crashes that did not persist
- Overall, graduated licensing in Georgia has reduced fatal crash rates through the age of 26