

State Representative Luther Olsen
41st Assembly District
Room 9 West, State Capitol
P. O. Box 8953
Madison, WI 53708-8953

February 10, 1999

Dear Representative Olson;

I would like to enter the following testimony in regard to the **Graduated Driver's License Bill AB 52** which is being considered tomorrow.

As the mother of a fourteen year old son, I would like nothing better than to turn some of my responsibilities over to the state in enforcing his future safe driving habits. However, as a parent who takes the job of raising my children seriously, I would prefer to have the flexibility to both establish consequences and rewards for my son, based on his actions. Unfortunately, many parents do not fully accept this responsibility. For this reason, I would endorse some of the provisions of the bill while questioning others.

First, I agree that a graduated driver's license is practical in light of the collision statistics for teen drivers. Please reconsider, however, the length of time this probationary period would run. Rather than nine months, which could potentially exclude the most treacherous winter periods, extend the term to at least one year.

Also, do not require parents to document 50 hours of behind the wheel driving. As a concerned parent, I will complete the form, but for those parents who are not as conscientious, they will be more likely to falsify this requirement. I also feel that the state would be "punishing" parents with this condition.

Finally, the biggest problem I see with this bill is with the primary enforcement of the seat belt laws. You would be giving law enforcement too much potential for the invasion of privacy and harassment of anyone who, "reasonably appears to be under 19 years of age." Please, this provision would allow an officer to stop anyone, at any time, just because they appear to be young. There are too many potential problems with this. Why should teenagers be subject to this scrutiny when adults are not?

I take my job as a parent seriously. I would prohibit my son from the type of joy riding teenagers enjoy doing. I would also limit the number of friends he may take with him in a vehicle. This bill would take away my authority to do so, unfortunately, penalizing my son who has not given me any reason to restrict his privileges.

However, I understand the intent of the law. My husband is a professional driver and the highways are his work place. Anything which would make his working conditions safer is a positive move, so would endorse the graduated drivers license law with the changes as noted above.

Thank you for allowing me to offer this input.

Ellen Voie
7050 Woodland Lane
Amherst, WI 54406
715-258-0360



*Wisconsin Driver and Traffic Safety
Education Association, Inc.*

TO: Luther S. Olsen,
Assembly Committee on Transportation

FROM: Richard Kramer, President
Wisconsin Driver and Traffic Safety Education Association, Inc.

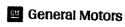
DATE: February 10th, 1999

RE: AB 52 - Graduated Driver's Licensing
Public Hearing Testimony

The Wisconsin Driver and Traffic Safety Education Association, Inc. (WDTSEA) supports the principal of graduated licensing and the reduction of risk faced by novice drivers ages 15 1/2 to 18. Presently, novice teen drivers have a higher fatal crash rate than any other driving population. Statistics also indicate that the teen group has a significant crash rate during the hours preceding and following regular school hours. Assembly Bill 52 establishes a graduated licensing system that fosters the development of novice drivers through supervised practice, removes young teen drivers from situations that require extensive experience, and awards those drivers that driver responsibly with an unrestricted license. In view of the fore mentioned items, and with continued concern for the safety and well being of teen drivers, their passengers, and other roadway users, WDTSEA strongly supports, barring great changes, a Graduated Licensing Program as proposed in 1999 Assembly Bill 52.

Wisconsin Driver and Traffic Safety Education Association, Inc.
C/O Phillips High School P.O. Box 70 Phillips, WI 54555
(715)339-2141 fax (715)339-2144
Home (715)339-4254

American Automobile Manufacturers Association



CALVIN ELEBY, JR.
Government Affairs Manager,
North Central Region

7430 Second Avenue, Suite 300, Detroit, MI 48202
313•871•7283 Fax 313•871•2389

TO: Dave Jahr
FROM: Beverly Larson, WisDOT, DMV
SUBJECT: Seat Belt Use

Post #	Date	# of pages
Fax Note #7673	2-5-99	3
To	REP. BRANDEMUEHL	
Fax #	202-3640	
From	BEV LARSON	
Phone #		

Attached are two documents with information on seat belt use. The first is a chart from observational studies done under the guidance of WisDOT's Bureau of Transportation Safety. Since it's observational, the ages of the individuals are best-guess and you'll notice that there's been a large grouping of 16-29 year olds. Part of the low usage could be attributed to the inclusion of these older drivers. These observations would also not be able to detect use of a lap belt. Another study was done in 1998 but the data from that is not yet available.

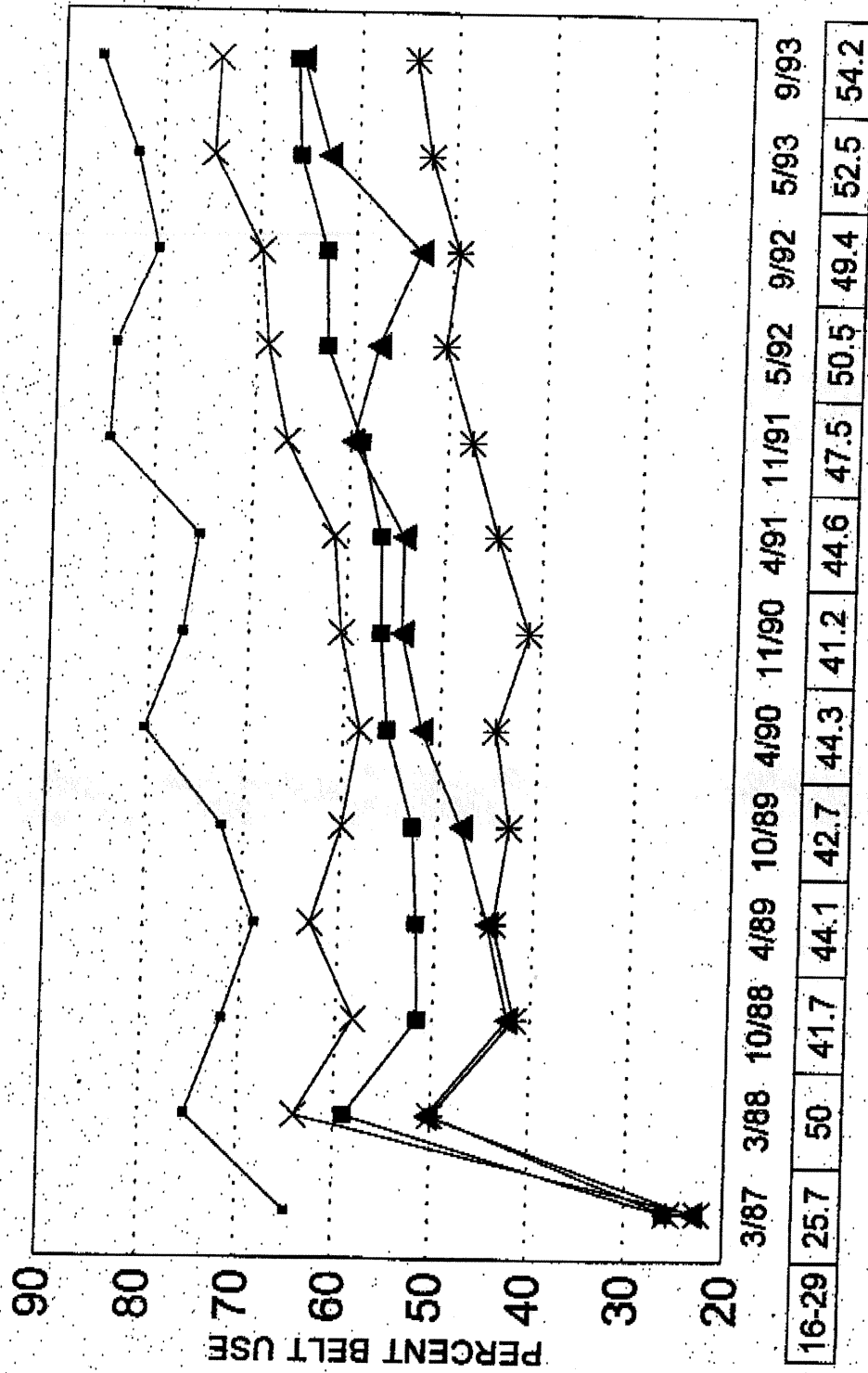
I also pulled out belt use information from the 1997 Traffic Crash Facts Book. This is information collected at the time of a crash by law enforcement. That means it's pretty much self-reported. You'll notice a big difference in use rates when someone is telling an officer if they were wearing a seat belt and observations by study teams. This information is segregated by age, at least for those under the age of 25. The 16 and 17 year old drivers/occupants don't necessarily have the highest rate of non-use for the younger age groups, but they exceed any age group over 22.

Since you had expressed interest in the exclusion of motorcyclists from the GDL provisions, I collected some information on fatal and incapacitating injury crashes for 1997. The numbers of young drivers/passengers affected is really low, but you'll notice that the representation of 16 and 17 year olds is still 10 to 20 times higher than the numbers that are licensed. For those under 16... they were either passengers or driving without a license. If they were passengers, I have no way of easily telling the age of the driver. Another point of interest—the number of motorcycle licenses issued to 16 and 17 year olds has jumped from 389 in 1997 to 598 in 1998—nearly 54% higher.

I expect to have the report on fatal crashes involving 15, 16, 17 and 18 year old drivers in 1998 available early next week. That will also include information on motorcycle fatalities for this age group. If you have any questions, please feel free to contact me at 266-1052.

CC: Rep. Olsen
Rep. Brandemuehl

Belt Use from Wisconsin Observation Studies For All Ages



- 0-3 ▲ 4-15 * 16-29 ■ 30-59 ✕ 60+

Sheet1

1997 Data

Passenger Cars (both drivers and occupants)

AGE	Shoulder & Lap belt	Lap Belt	Shoulder Belt	No Belt	Total	% with Belt	% with No Belt
15	2778	494	28	745	4045	82%	18%
16	9150	489	97	1557	11293	86%	14%
17	8888	406	66	1672	11032	85%	15%
18	7164	295	71	1604	9134	82%	18%
19	5884	165	66	1195	7310	84%	16%
20	5035	151	44	965	6195	84%	16%
21	4598	123	48	817	5586	85%	15%
22	4239	107	27	739	5112	86%	14%
23	3887	83	30	619	4619	87%	13%
24	3506	69	21	506	4102	88%	12%
25-34	32934	494	246	3823	37497	90%	10%
35-44	29149	400	187	2347	32083	93%	7%
45-54	19462	241	111	1213	21027	94%	6%
55-64	10817	144	70	645	11676	94%	6%
65-74	9015	115	57	552	9739	94%	6%
over 74	7522	108	41	548	8219	93%	7%

Trucks (both drivers and occupants)

AGE	Shoulder & Lap belt	Lap Belt	Shoulder Belt	No Belt	Total	% with Belt	% with No Belt
15	253	47	2	86	388	78%	22%
16	852	57	4	276	1189	77%	23%
17	980	23	6	251	1260	80%	20%
18	885	34	5	238	1162	80%	20%
19	850	27	6	224	1107	80%	20%
20	798	13	4	191	1006	81%	19%
21	735	23	2	187	947	80%	20%
22	741	8	0	159	908	82%	18%
23	656	8	3	138	805	83%	17%
24	669	9	5	131	814	84%	16%
25-34	6903	111	38	943	7995	88%	12%
35-44	6142	91	24	743	7000	89%	11%
45-54	3926	55	22	390	4393	91%	9%
55-64	2051	38	12	196	2297	91%	9%
65-74	1088	21	4	127	1240	90%	10%
over 74	391	6	3	65	465	86%	14%

Motorcycle

under 15

	Fatals	Incapacitating Injury
15	0	2
16	0	4
17	1	6
18	3	11
19	2	11
20	1	19
over 21	55	469
Total	63	527

Licenses

0
0
153
236
392
1404
1835
359127
363147

16-17 yr olds 1.6% 2.3% 0.1%

Graduated Driver Licensing Legislative Proposal (LRB 5058)

Current Law	Proposed Change * these provisions apply to drivers of all ages unless otherwise indicated
1. Instruction permit held for 7-14 days Restrictions: * under 16 = drive only w/ qualified instructor, parent or guardian * over 16 = one other licensed driver 25 years or older who has 2 or more years of experience	1. Instruction permit must be held for 6 mos; is valid up to 12 months..
2. Bad record can result in probationary license extension	2. Probationary license - must be free of accident with moving violation citation or other moving violation during prior 6 months
3. Completion of Driver Education	3. Provisions apply only to those 18 and under. Complete driver education 50 hours of Behind the Wheel training. (must show certificate signed by sponsor upon application)
Probationary License Restrictions	1st 9 months
None Restrictions are currently on the instruction permit.	1. No passenger under 21 years of age (except family) 2. Driving b/t midnight and 5 a.m. - only between home, work and school or if accompanied by a driver over 21
	Extended 6 months if: 1. Probationary license restrictions are violated 2. Convicted of moving violation 3. Found at fault for accident 4. License suspended for some other reason
Violation of Restriction - Penalties	
1. 1st offense - \$200-600; up to 6 month jail 2. 2nd offense - \$300-1,000; 5 days to 6 months 3. Up to 1 year license suspension 4. 12 points in 12 months = must suspend	1 & 2 Same monetary and jail penalties 3. Extend probationary license if restrictions are violated. 4. 9 points in 12 months = must suspend
Seat Belt Laws	
Secondary enforcement	Primary enforcement

From DOT

AB52 GDL OVERVIEW

- Targets drivers less than ¹⁸19 years of age
- Instruction permit must be held for at least 6 months
- Parental certification for 50 hours of practice time with 10 hours at night
- Driver must be conviction free 6 months prior to obtaining a probationary license
- Doubling of points for all probationary license holders under 19
- Six month suspension for new GDL drivers w/12 points in 12 months
- Additional restrictions during first 9 months of probationary license period
 1. No operation between 12 midnight and 5 AM unless traveling between home to or from work or school
 2. No passengers under 21 other than immediate family
- Restriction period extended 6 months if convicted of moving violations
- Primary enforcement of safety belt law for under 19
- Effective date 3 months after publication

July 1, 2000

6 month learner permit only apply to
under 18
probationary doubling of points - all ages.

Dave -

Janice Rider wants to talk to you about the graduated driver licensing proposal.

Attached is a copy of her comments that were distributed to committee members (per her request.) We have testimony from the hearing that may help you respond.

Phone # 994-2890

258-5070

Driver's Ed Courses Don't Mean Fewer Accidents

Researchers say teenagers need more time in class and behind the wheel before licensing

By Linda Perlstein

Washington Post Staff Writer

Teenagers in the United States who take driver's education courses are involved in as many accidents and moving violations as those who do not, according to a new report. If anything, researchers from the Johns Hopkins School of Public Health say in an article in this month's American Journal of Preventive Medicine, the courses contribute to an increase in crash risk for young drivers by putting them on the road at an earlier age.

States are perpetually trying to figure out how to better prepare teenage drivers, who are more than twice as likely as other drivers to be involved in fatal crashes, according to the National Highway Traffic Safety Administration. The study's authors suggest that rather than increase the amount of time required in driver's education, states should focus on other efforts, including graduated licensing for teenagers.

About half of U.S. states allow teenagers to get their licenses early if they take driver's education. In some jurisdictions, driver's

ed is not required at all. And only a few states issue graduated licenses, which allow more privileges as the holder ages. Before they can be licensed, teenagers in Maryland and Virginia must take 30 hours of in-class instruction. In addition, Maryland requires six hours in a car with an instructor, and Virginia requires about 12 hours.

Jon Vernick, a study co-author and professor of health policy at Johns Hopkins, says his team came to no rigid conclusion on why driver's ed does not appear to make teenage drivers safer. "It may be that the courses are more designed to teach people the rules of the road and how to pass their driver's exam than how to reduce their risk of a crash," he suggests.

Also, he says, teenagers do not always practice what they learn. "We know that young people who know how to be safer often do something else," he says.

THE PEER-REVIEWED REPORT'S CONCLUSION WAS BASED on the analysis of nine previously published studies that measured the driving performance of randomly selected groups of teenagers.

Bob Maxino, general manager of Easy Method Driving School and president of the Association of Driving School Owners in

Maryland, says he agrees that the effect of driver's education courses is limited and that Maryland's new rules designed to make young drivers spend more time behind the wheel with a licensed adult present and comply with other restrictions are the right idea. "With six hours of training, we're only touching the tip of the iceberg. It takes a lot of experience for a person to really drive well."

In Maryland, drivers can get a learner's permit at age 15 and nine months; Virginia teenagers can get one at 15. Both states require teenagers to drive with an adult licensed driver until they receive their full license. Virginia does not prohibit night driving for teenagers, but requires drivers 18 and younger to attend clinics and suspends their licenses if they are cited for moving violations. Maryland does not allow newly licensed teenagers younger than 18 to drive between midnight and 5 a.m. for a year.

This year, Maryland is lengthening the time a teenage driver must hold a learner's permit to four months, increasing to 18 months the duration teenagers are prohibited from late-night driving and adding stricter penalties for moving violations. Also, the state will require 40 hours of supervised driving with an adult before a teenager can be licensed.

Washington Post staff researcher, Madonna LeBlond, contributed to this report.

Wash. Post weekly 1/18/99

GOVERNOR SUPPORTS GRADUATED LICENSING

The movement to help reduce the high rate of teen crashes, deaths and injuries through a system of graduated licensing got a major boost this summer.

At a July 22 news conference, Gov. Tommy G. Thompson announced his active support for graduated driver licensing (GDL). The governor's GDL proposal was based on a bill drafted earlier this year by Rep. Luther Olsen.

Gov. Thompson said the new licensing system would ease

The Olsen bill's teen-driver provisions include: 50 hours of required, adult-supervised driving practice; no transport of nonfamily passengers under 21 for the first nine months of the probationary license period; and, also during that period, no driving between midnight and 5 a.m. without an adult (except for school and work travel).

AAA has advocated a system of graduated licensing for Wisconsin's newest drivers and supports the Olsen bill. AAA Wisconsin assisted Rep. Olsen in developing the measure.

Appearing with Gov. Thompson and Rep. Olsen at the news conference were other legislators who intend to co-sponsor the GDL legislation. Sen. Carol Roessler plans to be the chief Senate sponsor, and Rep. Judy Klusman and Rep. Steve Zweickert plan to co-sponsor the measure in the Assembly.

Gov. Thompson cited the advocacy of the Greening family of Ripon as influencing his decision to actively support graduated licensing. Constituents of Rep. Olsen, David and Kathy Greening lost their 15-year-old son, Kristopher, in a high-speed crash last November.

Kris Greening was the passenger of a 17-year-old driver with two speeding convictions in the year before the crash, but who still held a valid license. The young driver lost control of the downhill-bound vehicle at more than 110 mph. The driver and two other passengers survived; Kris Greening died instantly.

All of Wisconsin's immediate neighboring states—along with 17 others nationwide—have some form of graduated licensing in place. AAA Wisconsin encourages members to urge legislators and legislative candidates to support teen driver safety through graduated licensing legislation.

teens into driving by gradually lifting restrictions as young drivers demonstrate the ability to drive safely.

"This initiative is designed to help teens feel more comfortable and secure behind the wheel and create a safer environment for all drivers," Thompson said. "We want our young drivers to become good drivers so they can become older drivers."

In thanking Gov. Thompson for his support, Rep. Olsen indicated that the governor's involvement in teen driving safety would give graduated licensing the boost it needs to become law. Rep. Olsen said he intends to introduce his bill early in the next legislative session. Lawmakers will reconvene early next year.



MARY PLUTA

Graduated-licensing bill sponsor Rep. Luther Olsen (center) thanks Gov. Tommy Thompson (right) for supporting the teen-driver safety measure during the governor's July 22 news conference in Appleton. Sen. Carol Roessler (left) plans to sponsor the bill in the Senate.



BOARD OF DIRECTORS

- Chris M. Bauer
- Richard A. Bergstrom
- Robert Birkhauser
- Anne L. Curley
- Valerie Daniels-Carter
- George T. Gialamas
- C. Michael Malloy
- J. Terry McElroy
- Martin F. Pilger Jr.
- Carol Skornicka
- Ronald L. Steffens
- Richard T. White

PRESIDENT

Louis J. Talluto

EMERGENCY ROAD SERVICE

- Metro Madison (608) 828-2600
- Metro Milwaukee (414) 792-9111
- Statewide (800) 236-4222
- Outside Wisconsin (800) AAA-HELP

AAA WISCONSIN HOTLINE

(800) 236-1300

MEMBERSHIP BILLING

(800) 236-1300 ext. 2420

AAA INSURANCE SERVICES

(800) 236-1300 ext. 2510

AAA TRAVEL AGENCY

(800) 236-1300 ext. 2400

TRIPTIK ROUTING BY PHONE

(800) 236-8100

APPROVED AUTO REPAIR

(800) 244-6444

AAA WISCONSIN JOBLINE

(800) 236-1300 ext. 2593

WORLD WIDE WEB SITE

<http://www.aaawisc.com>

OFFICES

- Headquarters Milwaukee North**
8030 Excelsior Dr. 200 W. Silver Spring Dr.
Madison, WI 53717 53217
(608) 836-6555 (414) 963-3060
- Appleton Milwaukee South**
3215 W. College Dr. 4433 S. 27th St.
54914 53221
(920) 738-4200 (414) 423-2180
- Beloit Milwaukee Southwest**
2723 Prairie Ave. 6520 S. Lovers Lane Rd.
53511 (Hwy. 100)
(608) 364-2740 Franklin, 53132
(414) 529-6420
- Eau Claire Milwaukee West**
2131 Brackett Ave. 12635 W. North Ave.
54701 Brookfield, 53005
(715) 836-8640 (414) 796-8960
- Green Bay Racine/Kenosha**
524 S. Monroe Ave. 2310K S. Green Bay Dr.
54301 Racine 53408
(920) 436-7860 (414) 554-4242
- La Crosse Waukesha**
1220 Crossing Meadows 2020 E. Moreland Blvd.
Dr., Onalaska, 54650 Hwy. 18, 53186
(608) 783-7412 (414) 548-1000
- Madison Downtown City Station**
664 W. Washington Ave., 53703
(608) 251-0333

Wisconsin State Journal January 21, 1999

States consider phasing-in teen driver's licenses

By Glen Johnson
Associated Press

WASHINGTON — Graduated driver's licenses, which have taken root on the East Coast and are being considered by Wisconsin and other states this year, saves lives, according to a new study.

Graduated-license laws phase in the times and situations under which young people can get behind the wheel. The laws' most critical elements are restrictions on teen-agers' nighttime driving and a requirement that initial driving be supervised by an adult.

"Not all graduated systems are created equal, and not all will have the same benefits," Allan Williams, senior vice president of research at the Insurance Institute for Highway Safety, said.

The institute, in conjunction with the Traffic Injury Research Foundation in Canada, released research Wednesday that showed effects of the graduated driving law adopted by Florida in 1996.

It requires a six-month learner's period, bans driving by 16-year-olds between 11 p.m. and 6 a.m. and withholds full privileges until a driver reaches 18.

Since then, 23 other states have made varying changes to their laws. Most of the remaining 27 states are expected to debate an array of changes during their current legislative sessions. In Wisconsin, a bill to establish graduated driver's licenses has been introduced in the Assembly.

The Insurance Institute found

that during 1997, the number of fatal and injury crashes involving 15- to 17-year-olds in Florida was 9 percent below what would have been expected without the licensing change.

Crashes declined most for 15-year-olds, the study found, and nighttime-crashes involving those from 15 to 17 years old were 17 percent below what otherwise would have been expected.

The institute, a research group funded by insurance companies, found that there was no change in fatal and injury crashes in neighboring Alabama, which has yet to change its teen driving law.

"Both inexperience and immaturity contribute to high crash rates with young drivers," said Daniel Mayhew, senior vice presi-

dent at the Traffic Injury Research Foundation.

Williams and Mayhew said that while the Florida study shows graduated licensing saves lives, the ideal system should have three phases: learner's, intermediate and unrestricted.

Under the learner's phase, driving should not begin until 16. During the six-month phase, a teen should have to complete 30 to 50 hours of driving with an adult, some of it at night.

Under the intermediate phase, teen passengers should be limited or banned and unsupervised nighttime driving restricted.

Drivers should not be granted unrestricted privileges until they are 18, the researchers said.



Sheboygan Press January 12, 1999

OUR VIEW

PRESS EDITORIALS

Graduated licensing needed for teen drivers

Wisconsin needs a new approach to licensing teen drivers because they're involved in far more auto crashes than any other age group.

That's why it's important for the state Legislature to pass and Gov. Tommy Thompson to sign a so-called graduated driver licensing bill sponsored by Rep. Luther Olsen, R-Berlin. The proposed law would allow teens gradually increased driving privileges as they demonstrate skill and responsibility behind the wheel.

Crash statistics demonstrate the need for this bill. While young people between age 15 and 20 made up only 6 percent of all licensed drivers, they were involved in 14 percent of all crashes in 1996, the last year of available data.

AAA Wisconsin points out that a Wisconsin teen driver was involved in a property damage accident about every 26 minutes, an injury accident every 45 minutes and a traffic fatality every eight days during 1996.

The record for the first year of driving is the worst. More than 22 percent of new drivers are involved in accidents the first 12 months after they get their licenses.

AAA Wisconsin says most crashes involving young drivers are a result of inexperience, risk-taking, poor decision-making or poor driving skills.

Olsen's bill would:

- Require 50 hours of adult-supervised driving practice - 10 at night - for teen drivers with learner's permits, which

...cont. next page

Sheboygan Press January 12, 1999

...cont. from prev. page

can be obtained at age 15 1/2.

■ n Require all those with learner's permits to remain free of traffic violation convictions for six months, otherwise the learner's permit would be extended to one year.

■ n Suspend probationary licenses, those available at age 16, after accumulation of nine traffic-violation points in a year.

■ n Restrict any driving by a probationary license-holder between midnight and 5 a.m. during the first nine months of probationary status unless the teen driver is accompanied by an adult over 21.

■ n Restrict driving non-family passengers under 21 during the first nine months of probationary status.

■ n Require that the probationary drivers remain free of violation convictions for the first nine months. If convicted, their passenger and night-time driving restrictions would be extended for six months.

Graduated licensing is not new. It's already in place in 21 states including all of the states that border Wisconsin. And the programs have significantly reduced teen crashes.

A graduated licensing bill, of course, won't win a popularity contest with teens and will require more effort by parents. But it's important to the safety of the teens, other drivers and pedestrians.

And as the number of teen drivers increases through 2010, when the number of children of baby boomers reaches its peak, it will be even more important in keeping our streets and highways safer.

Three hurt in crash in west Grant County

Three people were injured on Saturday evening at 12:50 p.m. when a car rolled over on U.S. Highway 18, a half-mile west of Campbell Hollow Road.

A car driven by Michelle Rae Bakkum, 17, McGregor, Iowa, was eastbound on 18 when it crossed the centerline and went into the left ditch. The vehicle traveled 300 feet in the ditch and struck a culvert. Once it struck the culvert it rolled end-over-

end and came to rest east of the culvert on its top.

Bakkum suffered a fractured collar bone in the incident. Two unidentified juvenile passengers suffered neck and back injuries. The three were transferred to the Prairie du Chien Hospital by the West Grant Area Rescue Squad.

The Grant County Sheriff's Department is investigating the accident.

NCSL • LEGISBRIEF

February 1998

Vol. 6, No. 12

GRADUATED LICENSING FOR TEENS

By Janet B. Goehring

The leading cause of death for 15- to 20-year-olds is traffic crashes.

The leading cause of death for 15- to 20-year-olds is traffic crashes; 6,319 died in 1996. Driver error accounts for a majority of fatal crashes for 16-year-olds. They are overrepresented in incidents involving speed, single vehicles and driver inattention.

Part of the problem is that young drivers lack experience to react safely to traffic situations. Drivers in this age group also commonly engage in more risky behavior, exposing themselves to dangerous situations on the road. Teens are twice as likely to have passengers in the car, and they wear seat belts less than half the time. The number of teenage drivers will increase during the next several years, promising even more concern about their inexperience on the road. These grim statistics have led states to examine how to address the problem.

Part of the problem is that young drivers lack experience to react safely to traffic situations. Drivers in this age group also commonly engage in more risky behavior, exposing themselves to dangerous situations on the road. Teens are twice as likely to have passengers in the car, and they wear seat belts less than half the time. The number of teenage drivers will increase during the next several years, promising even more concern about their inexperience on the road. These grim statistics have led states to examine how to address the problem.

One solution that has gained approval in 26 states is "graduated drivers' licensing." This approach allows young drivers to

Graduated licensing requires young drivers to demonstrate responsible driving behavior through three phases of licensing. acquire more on-the-road driving experience in lower risk settings, increases their learning time and gradually introduces young drivers to more difficult driving situations. Graduated licensing requires young drivers to demonstrate responsible driving through three phases of licensing—learner's permit, intermediate or provisional license and full license. During the permit stage, which might occur at age 15 or 16 and last six months, in order to move to the next level young drivers must:

- Meet minimum age requirements,
- Pass vision and "rules of the road" tests,
- Be supervised by an adult while driving,
- Pass a drivers' education course,
- Remain free of traffic convictions.

For the provisional or intermediate license, teens are required to:

- Complete level one,
- Pass a driving test,
- Remain ticket-free.

Other restrictions also might apply, such as more supervised driving, second level drivers' education, a requirement to wear seat belts, zero tolerance for alcohol, restrictions on late-night driving or on carrying other teens in the car. Full licensing occurs after the successful completion of the first two stages.

State Action

California, Georgia, Hawaii, Illinois, Louisiana, Ohio, Nevada, New Hampshire, North Carolina, South Dakota and South Carolina enacted some or all of the components of graduated licensing in 1997. For example, the California law sets out a very comprehensive licensing process. Teens aged 15 1/2 years may

apply for an instructional permit after successfully completing a driver's education course and training. The law requires an instructional permit for six months including 50 hours of supervised driving practice, 10 of those at night. For the first six months of the provisional license, drivers are prohibited from transporting passengers under 20 years of age unless accompanied by a parent or an adult over 25. A family exemption allows teens, unaccompanied by an adult, to drive immediate family members under age 20 during the first six months at any time of the day or night as long as the teen has a letter authorizing it from his parent. The first year of the provisional license includes a nighttime driving restriction from the hours of 12 a.m. to 5 a.m. Employment, school activities and medical necessity are exceptions to the restriction. A six-month suspension of the license and a one-year probation are imposed when a driver accrues three or more traffic violation points in a 12-month period.

Senator Tim Leslie, sponsor of the bill, says that "with one teen dying on average every other day in California, the carnage is just too great." Teenagers constitute 4 percent of the total licensed drivers in California, but are involved in 9 percent of the fatalities and 10 percent of the injuries in car crashes. Leslie wanted to reduce the overrepresentation of teens in these statistics. He included the restriction for carrying young passengers because novice drivers need to focus on the task at hand and not on their friends in the car.

The legislation met with little opposition, although some objected because the law appeared to punish teens. Others felt it constituted an unwarranted intrusion into family decision making. Members of safety groups, law enforcement, the medical profession and parents supported it.

Several states have conducted studies about the effectiveness of graduated drivers' licensing. A study in Maryland found that with graduated licensing, crashes decreased 5 percent and traffic convictions declined 10 percent for 16- to 17-year-olds. Oregon reported a 16 percent reduction in crashes for male drivers in the same age group.

Attendance in school has also become a component of graduated licensing in some states and reflects a growing trend to link driver's licenses with education. More than 20 states require school attendance in order to obtain a driver's license. States are also enacting provisions to suspend teen licenses for truancy and

delinquency. Colorado just passed a bill that revokes a driver's license upon a conviction for painting graffiti.

Selected References

Insurance Institute for Highway Safety World Wide Web Page, <http://www.hwysafety.org>

National Highway Traffic Safety Administration World Wide Web Page, <http://www.nhtsa.dot.gov>

Contacts for More Information

Jan Goehring, Jim Reed

NCSL—Denver

(303) 830-2200

jan.goehring@ncsl.org

jim.reed@ncsl.org

Insurance Institute for Highway Safety

(703) 247-1500

American Association of Motor

Vehicle Administrators

(703) 522-4200

National Highway Traffic Safety Administration

(202) 366-6948

A study in Maryland found that with graduated licensing, crashes decreased 5 percent and traffic convictions declined 10 percent for 16- to 17-year-olds.

States With Some Form of Graduated Licensing

California

Colorado

Connecticut

Florida

Georgia

Hawaii
Idaho
Illinois
Kentucky
Louisiana
Maryland
Massachusetts
Michigan
Nevada
New Hampshire
New Jersey
New York
North Carolina
Ohio
Oregon
Pennsylvania
South Carolina
South Dakota
Vermont
West Virginia
Wisconsin

Source: National Highway Traffic Safety Administration

15-Year-Old Dies In Car Accident

Platteville Journal 11-19-98

An accident which occurred about 7:10 p.m. Friday on County B, just west of Mound View rd. has claimed the life of a 15-year-old Platteville High School sophomore. The accident remains under investigation by Grant County sheriff's deputies.

Dead is 15-year-old Krystal Lynch, the daughter of Daniel and Teri Lynch, a member of the volleyball and softball teams who was described as a youngster who enjoyed camping, swimming and being with her family and friends. She was pronounced dead at UW-Madison Hospitals at 10:29 a.m. Saturday morning.

According to the sheriff's report, eight young people from Platteville, all 15 or 16, were involved in the accident. Justin Jones, 16, and Curt Hoyer, 16, were each driving towards Platteville. Jones was driving a 1992 Pontiac LeMans four door. Hoyer was driving a 1989 Ford Escort, two door.

Jones and Hoyer were attempting to pass a string of three



Krystal L. Lynch

following Jones. They passed the last vehicle in the string and as Jones was passing the second vehicle, Hoyer attempted to pass Jones on the left, by entering the gravel shoulder of the road.

Hoyer attempted to move back into the lane of traffic and struck Jones' vehicle causing Hoyer to lose control. Hoyer's vehicle crossed back across both

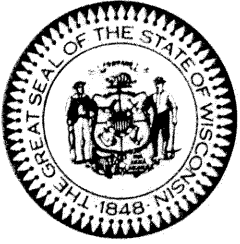
lanes of traffic and entered the ditch on the right side of the road. Hoyer's vehicle rolled several times and came to rest in a field. Lynch and another passenger, Amanda Stead, 15, were passengers in the Hoyer vehicle and were ejected from the vehicle and were transported to Southwest Health Center in Palteville.

Jacob Schaal, 15, was taken to Southwest Health Center as well. No one in the Jones vehicle

was injured. Stead was kept for observation. Lynch was med flighted to Madison.

Others involved in the accident were Matt Schaal, 15, Eric Styriest, 15, and April Lewis, 15.

The Grant County sheriff's office was assisted on the scene by the Platteville Police Dept., Fire Dept., and Rescue Squad. The Wisconsin State Patrol and the Belmont Rescue Squad also assisted.



DAVID BRANDEMUEHL

State Representative
49th Assembly District

September 4, 1998

Officer Dan Droessler
Platteville Police Department
Municipal Building
Platteville, WI 53818

Dear Officer Droessler:

Thank you for letting me know about your interest in the graduated driver licensing proposal. Per your request, enclosed is a copy of LRB 5058/2. I also enclosed a chart outlining the differences between current law and the proposed changes.

It is my understanding that the author of LRB 5058/2, Rep. Luther Olsen, intends to introduce this bill as soon as session begins next January. At this time, he is working on some minor changes to the bill, including the elimination of the primary enforcement for seat belt violations. Unfortunately, a final draft of the proposal is not yet available.

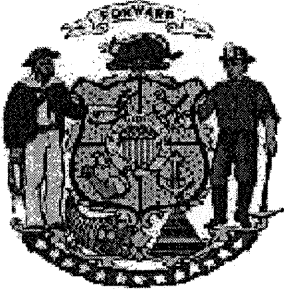
As chair of the Assembly Highways and Transportation Committee, I intend to work closely with Rep. Olsen in getting this bill through the Assembly. Thus, I would be very interested in knowing whether you have any questions or concerns about the proposal.

Sincerely,

A handwritten signature in cursive script that reads "David".

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk
enc



TOMMY G. THOMPSON
Governor
State of Wisconsin

For Immediate Release – July 22, 1998

Contact: Kevin Keane (608) 266-8110

GOVERNOR ANNOUNCES PLAN FOR GRADUATED DRIVER'S LICENSING

APPLETON – Gov. Tommy G. Thompson today outlined a proposal for a graduated driver's license that would provide more safeguards and stronger training standards for beginning drivers in Wisconsin.

Gov. Thompson said the new licensing system would ease young drivers into driving by gradually lifting restrictions as they demonstrate their ability to drive safely. The system also provides more behind-the-wheel driving time for teens as they pursue a license.

"This initiative is designed to help teens feel more comfortable and secure behind the wheel and create a safer environment for all drivers," the governor said. "We want our young drivers to be good drivers so they can become older drivers."

Gov. Thompson said the current licensing system includes three stages: the learner's permit, probationary license and full license. The graduated driver's licensing system would add these provisions to give teens more driving time with adults and more experience on the road:

- A driver must first hold a learner's permit for six months before applying for initial issuance of a driver's license. During this period, the teen driver must certify that he or she has completed at least 50 hours of behind-the-wheel driving with an instructor or adult, with at least 10 of those hours being night driving. Drivers can only seek a probationary license if they were not convicted of any traffic violations during this six-month period.
- Once a teen driver passes the requirements to obtain a probationary license, the driver may not transport persons under 25 in their vehicle (except for immediate family members), or drive between the hours of midnight and 5 a.m. without a parent or adult driver (except when traveling to or from work or school.) These restrictions apply for the first nine months under the probationary license but are extended another six months if the driver is convicted of any

traffic violations.

- A teen driver's probationary license would be suspended after accumulating nine demerit points in 12 months. Currently, a license is suspended after 12 points in 12 months.

"We want to create the safest driving environment possible, for our sons and daughters as well as others on the road," Gov. Thompson said. "To do this, we need to give young drivers more time to gain the skills needed behind the wheel and to learn to make stronger driving decisions."

Gov. Thompson said the proposal is based on legislation forwarded this past spring by Rep. Luther Olsen, R-Berlin, on behalf of David Greening, a parent who lost his teenage son in an automobile accident.

The governor noted that although only 6 percent of Wisconsin's licensed drivers are teens, they were involved in 14 percent of all Wisconsin crashes and 11 percent of fatal crashes in 1996. More than one in seven Wisconsin teen drivers were involved in a crash that year.

Nationally, drivers aged 16 to 17 are about six times as likely to be involved in a traffic crash than drivers of all other age groups combined. Among all drivers, 16-year-olds have the highest fatal crash rate and are most likely to be ticketed.

Neighboring states such as Illinois, Iowa, Michigan and Ohio have already implemented graduated licensing systems. The graduated licensing system is supported by the American Automobile Association.

Green Bay Press-Gazette August 5, 1998

IN OUR VIEW

Restricting teen drivers may be good

Proposed legislation that would restrict licenses of Wisconsin's youngest drivers offers a chance for broad discussion of whether teens are being turned too rapidly into adults.

The specific issue is whether Wisconsin should use graduated driver licensing (GDL) to trim crash rates among teen drivers. The American Automobile Association proposed a GDL system last fall. Rep. Luther Olson, R-Berlin, plans to introduce a GDL bill in the Legislature in January.

The bigger topic is whether parents should be more involved in preparing children for the adult role so often symbolized by driving.

Now, a driver's license makes semi-adults of youngsters in their middle teens. But often, the understandable teen desire for the freedom that driving is supposed to bring can boomerang.

For example:

How many young teens disrupt their lives to take adult-level jobs to pay for a vehicle, upkeep and insurance? How many teens who should be fully focused on education let schoolwork and extra-curriculars

■ Issue:

Graduated driver licensing

■ Our view:

More complicated system could trim crash rates and benefit both teens and parents.

slide because the car-job combination takes so much of their time and energy? How many parents face more stress and see contact with their kids reduced when teens drive?

The GDL system would change that in two ways. First, it would delay by several months the time when beginning teen drivers could be alone at the wheel. Second, it would force many parents to take a bigger role in driver-training.

No doubt, the damage young drivers do to themselves and others must be limited. State statistics show teens represent only 6 percent of drivers but are involved in 14 percent of crashes. Inexperience behind the wheel is a factor in many crashes.

The GDL is harsh medicine designed to cure that condition.

Sixteen-year-olds could get a license as they do now. But it would be a learner permit allowing a teen

to drive only when accompanied by an adult. Teens would need 50 hours of driving verified by a parent or school or private driving instructor to get a skill-development certificate.

That license would limit them to driving for nine months only with family members or adults over 25. Most driving would be prohibited between midnight and 5 a.m. Violations would extend the development period 60 days.

More stringent licensing could reduce teen crashes. It could make life more complicated for teens and parents trying to fit additional driver-training time into already busy schedules.

But such complexity could be beneficial. A GDL system would tell both teens and parents that driving is serious business. It would force more parents to be more involved at a crucial time in their children's lives. It would make both teens and parents think more seriously about the perceived need to drive as early as the law allows.

Lawmakers must make sure that all those points are covered in debate on a GDL bill in January.

Sheboygan Press July 29, 1998

OUR VIEW
PRESS EDITORIALS

Teens need to know the dangers of driving

A traffic safety course taught at Brillion High School by police officers dramatizes the danger and responsibility of driving to teens by giving them a lesson from the "Grim Reaper."

Students taking the course write letters to their families announcing their deaths and parents respond with mock obituaries.

It might sound a bit extreme to some of us, but if it reaches even a few of the students it's worth it. Eighty-nine Wisconsin teen-agers were killed in traffic accidents in 1996, the last year for which complete data are available, and the teen traffic toll was 6,300 across the country that year, according to the American Automobile Association. Drivers 15 to 20 years old are involved in 14 percent of all traffic fatalities even though they make up only 7 percent of licensed drivers.

In addition to programs like Brillion's that attempt to show adolescents they're not invincible, Wisconsin would benefit from a "graduated driver licensing" program that toughens requirements for kids to get their licenses. Such programs have been adopted in 21 states including Michigan, Minnesota, Iowa, Illinois and Indiana, the AAA says.

And Rep. Luther Olsen, R-Berlin, held hearings on such a program for

this state this year. A spokesperson for Olsen said he intends to introduce it at the next session of the Legislature. He's expecting to be there since he's unopposed in his re-election bid this fall.

Olsen's bill would require 50 hours of driving with a learner's permit under adult supervision. Following that, there would be a nine-month period for driving skill development in which the teen could drive alone or with immediate family members and adults over 21, but not with other teens as passengers. The applicant wouldn't be allowed to drive alone between midnight and 5 a.m. except to travel to work or school. There also would be stricter rules on point accumulation for infractions during the probationary period.

In contrast, current state law requires only six hours of behind-the-wheel training for a teen to get a license.

Obviously this bill won't win a most popular law contest among teens who count the days until they're eligible to drive. It will involve more time and effort from parents or other adults, too.

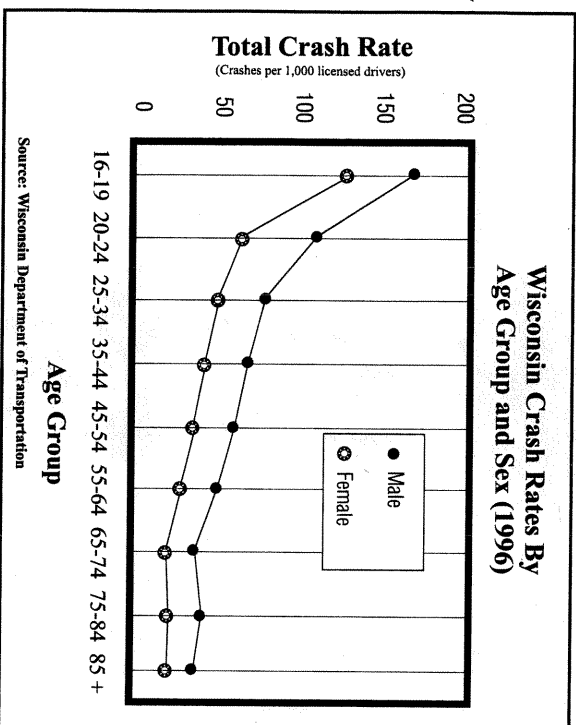
But it's far superior to having our young people meet the real Grim Reaper.

AAA Wisconsin Aims to Reduce Teen-Driver Crashes

Licensed to Learn

"Licensed to Learn: A Safety Program for New Drivers" is AAA's campaign to curb the leading cause of death among young people--automobile crashes.

Due to the high rate of crashes and fatalities among drivers ages 15 to 19, AAA Wisconsin has teamed up with AAA clubs in all 50 states to take action to reduce teen crash rates. Toward this end, AAA Wisconsin is advocating graduated licensing changes in Wisconsin's system of licensure for its newest drivers.



Wisconsin Crash Rates By Age Group and Sex (1996)

Profile of a Teen Driver

Wisconsin's teen drivers are more likely to be in a motor vehicle crash than are members of any other age group. While teen drivers account for only 6 percent of all licensed drivers in the state, they were involved in 14 percent of all crashes in 1996. In fact, more than one in seven state teens were involved in a crash in 1996.

On average during 1996, a Wisconsin teen driver was involved in a crash resulting in property damage roughly once every 26 minutes; a teen driver had a crash resulting in injuries once every 45 minutes; and a teen driver died in a crash once every eight days.

AAA is concerned that the teen-driver injuries and fatalities could continue increasing through 2010, when the number of teen-age children of the Baby Boom generation will reach its peak.

The fact is most crashes involving young drivers are caused by inexperience, risk-taking, poor decision making or poor driving skills. AAA believes changes in the way we license new drivers can help.

Graduated Driver Licensing (GDL)

Graduated Driver Licensing is a means of gradually increasing a new licensee's driving privileges as he or she demonstrates growth in driving skills and responsible operation of a motor vehicle.

In a 1997 survey of AAA Wisconsin members, 88 percent of respondents favored a GDL program that would require more behind-the-wheel experience for novice drivers prior to granting them full driving privileges. Only 12 percent were opposed.

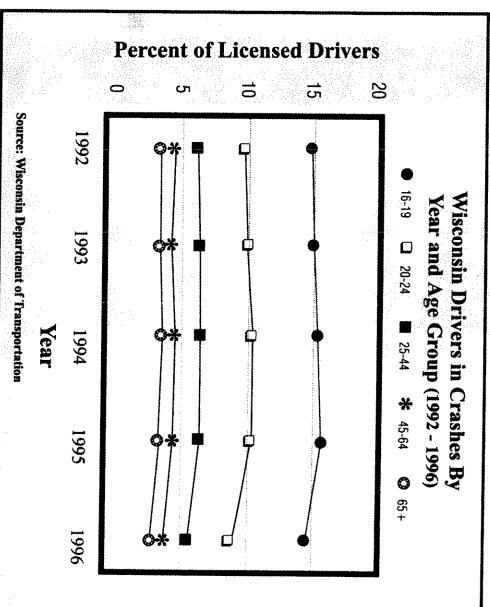
"AAA Wisconsin believes that graduated driver licensing improvements in our state will reduce teen crashes, save teen lives, and improve traffic safety for all."

Ernie Stetefeld
AAA Wisconsin
Vice President,
Public & Government
Relations


First Steps

The Licensed to Learn campaign contains the following action steps:

- Increase public awareness of the safety challenge that is posed by our youngest drivers.
- Implement a graduated licensing system for novice drivers and eliminate deficiencies in the licensing process that currently allow new drivers to become fully licensed without assuring that they are ready to drive.
- Increase parental involvement in teen-driver training. AAA Wisconsin is providing libraries in the state with instructional materials and has reduced retail prices of materials that help parents provide supervised driving experience.



AAA Wisconsin intends to provide leadership among stakeholder organizations and agencies to develop a recommended form of graduated driver licensing for Wisconsin.

To generate interest in this process, AAA Wisconsin is sharing information with all interested parties. 

Several states, including Michigan and Illinois, already have comprehensive, three-stage GDL systems in place, and GDL is supported by many national organizations, including:

- AA • American Association of Motor Vehicle Administrators • Advocates for Highway and Auto Safety • American Coalition for Traffic Safety • Insurance Institute for Highway Safety • Mothers Against Drunk Driving • National Association of Governors' Highway Safety Representatives • National Association of Independent Insurers • National Safety Council • National Sheriffs' Association • National Transportation Safety Board.

The National Highway Traffic Safety Administration cites studies that have credited GDL systems with teen-crash reductions of up to 16 percent (for Oregon males). Most estimates of GDL's impact on teen-crash reductions range between 5 percent and 10 percent.

AAA Wisconsin Proposal

Graduated Driver Licensing elements AAA Wisconsin believes should be considered for holders of Wisconsin's learner's permit and/or intermediate license include:

- A minimum number of hours of parentally certified, adult-supervised driving practice for teen drivers. (Last year Michigan implemented a 50 hour requirement, while recently Illinois legislated a 25-hour requirement. Wisconsin currently requires only 6 hours of instructor-provided "behind-the-wheel" practice.)
- A required minimum period of time (perhaps six months) for holding a learner's permit.
- Required minimum periods of time during which the driver must remain crash- and conviction-free in order to progress to the next stage of licensure.
- Required driver-improvement actions at a lower level of violation points for intermediate license holders than for those who have earned full licensure.
- Night-time driving restrictions. (Michigan has implemented a prohibition on holders of that state's Stage 2 license driving between midnight and 5 a.m., with school and occupational exceptions allowed.)
- Restrictions on the number of non-family or teen passengers a new teen driver is allowed to transport.

For more information call 1-800-236-1300, ext. 2486.

Make a Difference

You can make a difference in reducing the number of teen deaths and injuries -- traffic crashes. With AAA's "Teaching Your Teens to Drive" program parents can assist their teens in developing safe-driving skills and attitudes. "Teaching Your Teens to Drive" includes a detailed handbook, video or CD-ROM and 13-lesson plan that helps parents help teens to learn:

- Basic vehicle control
- Positioning and speed adjustment
- Passing and off-road maneuvers
- Visual search habits
- Freeway and night driving
- Driving on slippery surfaces
- Reducing risks
- Maneuvering in heavy traffic

- Yes, Please send me AAA's **Teaching Your Teens to Drive**

YOUR ORDER		Qty.	Member Price	Non-Member Price
Teaching Your Teens to Drive with Video and Handbook			\$18	\$23.25
Teaching Your Teens to Drive with CD-ROM and Handbook (* PC and Mac-compatible)			\$18	\$23.25
Membership Number Required for Discount				
				Order Total

Prices include sales tax/shipping & handling charges and are subject to change.

PAYMENT METHOD

- Check or Money Order enclosed. (Please do not send cash.) Please make your checks payable to **AAA Wisconsin**.
- MasterCard Visa American Express

Card Number _____ Exp. Date _____ Signature _____

MAIL YOUR PAYMENT WITH THIS COUPON TO:

AAA Wisconsin
8030 Excelsior Dr.
Madison, WI 53717

YOUR MAILING ADDRESS

Name _____
Street Address _____
City _____ State _____ Zip _____
Telephone Number (_____) _____



Our Goal

Reducing Teen Crash Rates!





DAVID BRANDEMUEHL

State Representative
49th Assembly District

July 23, 1998

Sarah Brom
RR 1 Box 371B
Prairie du Chien, WI 53821

Dear Sarah:

Thank you for writing to me regarding your support for a graduated driver licensing program in Wisconsin. I appreciate hearing from you.

Although I am not familiar with National Driver Training (NDT), it sounds as though its parent-taught program is very similar to legislation that has already been proposed in Wisconsin by Rep. Luther Olsen. Like NDT, Rep. Olsen's graduated driver licensing program would require 30 hours of classroom time and 50 hours of documented driving time in order for a new driver to obtain a probationary license. His proposal also includes passenger and nighttime driving restrictions for the first nine months of the probationary license period.

Although Rep. Olsen's legislation was introduced too late in the 1997-98 session for the legislature to move his proposal forward, it has already met with strong support by the Governor, the Assembly Highways and Transportation Committee and other members of the legislature. As chair of the Highways and Transportation Committee, I intend to make this legislation a top priority when the legislature reconvenes next January.

Thank you once again for writing and for providing me the information regarding National Driver Training. If you have any additional questions or concerns, please don't hesitate to contact me again.

Sincerely,

A handwritten signature in cursive script that reads "David".

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

cc: Rep. DuWayne Johnsrud

July 15, 1998

Representative David A. Brandemuehl
Room 317 North, State Capitol
P.O. Box 8952
Madison, WI 53708

JUL 22 1998

Task Force

Dear Mr. Brandemuehl,

I am sixteen years old and I live in Prairie du Chien, WI. In a recent edition of our local paper, I read an article describing the proposed improved graduated system for a teenager to get a driver's license. As your committee reviews this plan, I would ask you to consider approving the driver's education program put out by National Driver Training (NDT). This parent-taught program is currently not accepted in the state of Wisconsin.

To complete the program, the student must have 30 hours of classroom time and 50 hours of documented driving time. When the course is completed, parent evaluations of the student's driving are sent to NDT and, if satisfactory, the student will receive a certificate of completion.

I completed a part of NDT's program while I lived in Nebraska, where the program is accepted. Our move to Wisconsin interrupted my work on the program, and I was surprised to learn that even though I had started NDT's program--and had a valid Nebraska learner's permit--I had to start over in a traditional driver's education program before I could get a Wisconsin permit.

I was mostly disappointed because statistics recently released by NDT show significant differences between the results of their program and those of traditional driver's education programs. I have included these statistics separately. It is easy to see that the parent taught NDT program produces drivers that are at least as safe as drivers from traditional driver's education programs.

I ask you to seriously consider legislation making this program legal in Wisconsin. I believe that there are hundreds of teens and parents in this state who would be eager to complete NDT's programs and put more safe drivers on Wisconsin's roads.

If you are interested in learning more about NDT, you can contact them at: National Driver Training, P.O. Box 948, Monument, CO 80132; or fax: (719) 488-1771. A representative from NDT has indicated that he would be willing to speak to a group of legislators.

I anxiously await your reply.

Sincerely,

Sarah Brom

Sarah Brom
RR 1 Box 371B
Prairie du Chien, WI 53821

several amendments which specifically protect all individuals from being required to obtain any type of skills certificate, participate in any vocational education program, or pursue a mandated career path.

Although this bill has passed the House, it has not passed the Senate. The Senate expects to tackle this bill early in 1998. National Center staff are working closely with Senate staff to ensure that the amendments and changes made in the House version survive. ■

State Parental Rights Acts

The battle to protect parents' rights has shifted from the federal level to state legislatures. Currently, Michigan, Kansas, and Texas have all passed acts which guarantee parents the fundamental right to direct the care and education of their children.

HSLDA has been working with Of The People to target Oklahoma for a state constitutional amendment to ensure parental rights. Such state constitutional amendments provide more permanent protection for parental rights than do easier-to-pass legislative acts like those in the above-mentioned states. ■

Effectiveness of Parent-Taught Driver Education

Preliminary Results

In 1989, Advanced Traffic Technologies, Inc., (now National Driver Training) began researching and developing parent-taught driver training methods. After about eight years of evaluation comparing 1500 users of NDT's parent-taught process with 1000 students from traditional driver training courses, NDT recently released its findings.

On behind-the-wheel state driver

examinations, students from traditional certified courses scored an average of 87 out of 100 possible points while the students taught by parents scored an average of 94.

Significant Differences

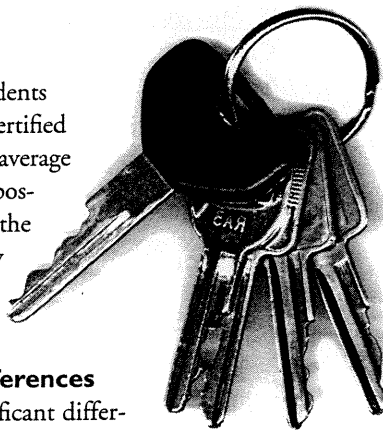
The most significant differences between the two groups were in competency, safe driving skill, confidence, attitude, and proficiency.

In NDT's experience, an average of eight out of ten graduates from traditional driver education programs exhibited a less-than-competent level of car control and/or driving experience. However, NDT found 19 out of 20 parent-taught graduates were able to achieve the "seasoning" necessary to demonstrate competency because they generally log 20 to 30 times the amount of driving time that traditional graduates do.

With far less experience in varied driving situations, traditional driver training graduates lack significant confidence in their abilities and display indecisiveness in higher stress situations. By contrast, parent-taught graduates displayed significantly higher confidence levels and maintained a high standard of safe driving skills and discipline despite the driving patterns around them.

NDT's research reveals that three out of ten graduates of traditional driver education courses displayed significant anti-social behavior—an underlying hostility toward law and authority which found its way into driving habits. Eight out of ten teenage graduates from traditional courses displayed little resistance against peer influence, easily coerced into dangerous and high risk driving behavior.

By clear contrast, only one in seventy graduates from parent-taught programs displayed even nominal anti-social behavior. Parent-taught graduates display a significant positive difference in their general respect for law, rules and authority. Parents seem to be the only



instructors able to significantly connect driving with overall behavior through awards and privileges, along with consequences for negative behavior.

In NDT's study, eight out of ten graduates from traditional courses were involved in a minor collision or cited for a moving

violation within 18 months after licensure. One out of ten was involved in a severe crash. But among parent-taught graduates, only three out of ten had a minor collision and one out of 80 was involved in a severe crash within the first 18 months after licensing. NDT believes that the parent-taught graduates' much safer driving record can be attributed to the fact that these drivers are more seasoned upon course completion. Parent-taught driver training seems to lower crash involvement rates of young drivers.

Conclusion

When utilizing a systematic program for driver training, parents seem to be turning out safe, responsible drivers. Traditional "certified" driver education pales by comparison in its effectiveness. State agencies might be better off mandating that parents train their teenagers rather than mandating highly regulated certified driver training courses.

An author, lecturer, and former traffic safety researcher, Chuck Taylor is the principal developer of *Help! My Teenager Wants to Drive!*, a home school driver training program for parents and teens. He has served as a traffic accident investigator, has written for the *Colorado State Patrol Magazine* and newspapers, and has appeared on television and radio programs discussing the value of parent-involved driver training. His research has been the impetus for law changes in several states. For more information, contact Mr. Taylor at (719) 572-9394.

— condensed from an article
by Charles Taylor ■

(out on first week of July)

AUTO CLUB UPDATE

GRADUATED DRIVER LICENSING UPDATE

Despite testimony from physicians, educators, safety advocates, bereaved families and AAA at an April 23 Capitol hearing, action on a graduated driver licensing (GDL) law for Wisconsin's new teen drivers will wait until the next legislative session. Legislative elections will take place this November, and the Legislature is slated to reconvene early next year.

Earlier this year, Rep. Luther Olsen drafted a GDL bill, which AAA strongly supports. Olsen's

bill, like GDL bills that have been introduced in many states, aims to reduce the tragically high rate of teen crashes, fatalities and injuries by easing new teen drivers

★ into the driving privilege. Rep. David Brandemuehl, chairman of the Assembly Highways and Transportation Committee, took the unusual step of scheduling a hearing on the bill draft, which had not been formally introduced.

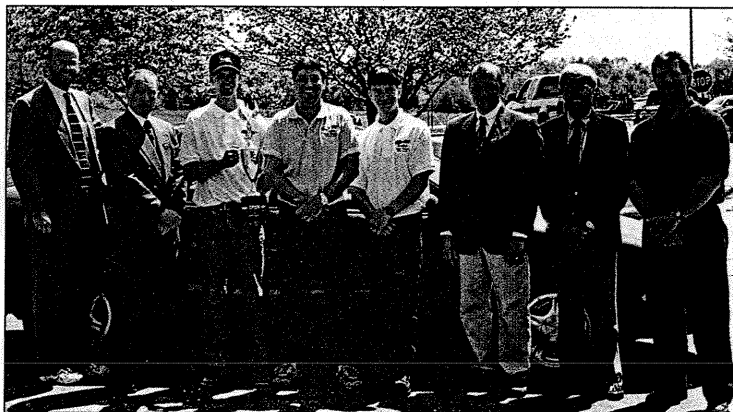
Nevertheless, the bill was not acted upon in the Legislature's recent

special session and will need to be reintroduced next year. All four of Wisconsin's neighbor states have enacted GDL legislation requiring, among other measures, more adult-supervised driving practice for teen drivers.

In mid-May, Wisconsin GDL advocate and AAA member David Greening appeared at a Washington, D.C., news conference convened by AAA to highlight the progress of graduated licensing across the nation. Greening spoke movingly

about his 15-year-old son, Kristopher, who died last November in a 110-plus mph crash near Ripon. Kris was a passenger of a 17-year-old driver who—despite two prior speeding convictions—still held a valid license. Greening believes a GDL law for Wisconsin would help avoid tragedies like the one his family has endured.

AAA Wisconsin encourages members to ask legislative candidates how they stand on passing a GDL law for our state.



The Grafton High School team was the center of attention after it won the 1998 state finals of the Ford/AAA Student Auto Skills Challenge. Pictured (from left): Michael Bie, AAA Wisconsin; Kevin Miller, Department of Public Instruction; Craig Nisleit, student, Grafton; Carl Hader, instructor, Grafton; Alan Soriano, student, Grafton; Jim Eden, Milwaukee Area Technical College; and Terry Walsh and Rob Fendt, Ford Motor Co.

GRAFTON TEAM WINS FORD AUTO SKILLS CHALLENGE

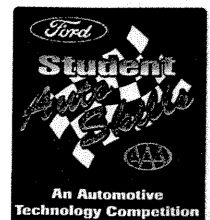
Craig Nisleit and Alan Soriano of Grafton High School captured first place in the state finals of the Ford/AAA Student Auto Skills Challenge, held in May at the Milwaukee Area Technical College North Campus.

The Grafton team, instructed by Carl Hader, advanced to the national finals in Washington, D.C. Crivitz High School placed second, and Watertown Senior High finished third in the state competition.

The state finals for the Ford/AAA Student Auto Skills Challenge, sponsored by AAA Wisconsin and Ford Motor Co., is for student auto technicians. Teams from nine Wisconsin high schools participated in the hands-on competition that required the repair of identically "bugged" 1998 Ford Escort passenger cars. Participants qualified for the finals by taking written examinations.

Other schools represented in the challenge were Gale Ettrick Trempeleau High School, Badger High School in Lake Geneva, Medford Area Senior High, Portage Senior High School (two teams), Shawano High School and West Allis Central High School.

The annual competition aims to encourage talented young people to consider automotive repair and maintenance as a challenging, rewarding and high-technology career.



HWY. 29 NAMED A AAA TOP ROAD

AAA has awarded Wisconsin State Highway 29 "Top Road" status. The new national award recognizes the quality design, construction and safety engineering of only 10 roads across the country. Highway 29 crosses the state between Green Bay and Chippewa Falls.

Improvements on the former "Bloody 29" were the only state highway projects fast-tracked in the 1995-97 biennium. AAA Wisconsin presented the award to Wisconsin Department of Transportation secretary Charles Thompson at a May 12 news conference in Green Bay.



Graduated Driver Licensing



Government Relations
1440 New York Avenue, N.W.
Suite 200
Washington, D.C. 20005
202/942-2050
FAX 202/783-4798

FOR IMMEDIATE RELEASE

Contact: Bill Jackman: 202-942-2050

Kristine Heine: 202-778-1486

AAA RELEASES "REPORT CARD" ON EFFORTS

TO REDUCE TEEN AUTO DEATHS

WASHINGTON, D.C., May 13 - More teenagers have died in motor vehicle crashes in the last 10 years than Americans killed in the Vietnam War, AAA said today. "That war is over. This one is not," said Mark Edwards, AAA's managing director for traffic safety. More than 60,000 young people have died in motor vehicle crashes in the last decade.

Edwards was reporting on progress made in state legislatures to curb teen auto deaths and injuries. Laws mandating more experience for novice drivers are now in place in 21 states and are pending in 11 more, according to a "report card" released by AAA on its Graduated Driver Licensing (GDL) campaign, the first report by AAA on progress toward its goal of GDL in all states by the year 2000.

AAA's campaign - "Licensed to Learn: A Safety Program for New Drivers" - introduced last September, calls on states to enact legislation that requires supervised driving experience and other restrictions before a full license is granted at age 18. Nine out of ten AAA members surveyed in April favor such a program for novice drivers.

“Motor vehicle crashes are the greatest threat to those who are the future of our country – our youth,” Edwards said. “AAA said last fall that we intended to solve this problem, and I’m here today to say we’re well on our way.”

Edwards was joined by National Transportation Safety Board Chairman Jim Hall (who has testified in support of GDL numerous times and made it one of NTSB’s “10 Most Wanted” safety concerns), Virginia Lieutenant Governor John Hager (a leading proponent of Virginia’s teen driving law who had to be cut free from his car after a teenager fleeing authorities crashed into his vehicle), and legislators from ten states and representatives of more than a dozen AAA clubs from around the country. Edwards credited their efforts and those of AAA safety partners, governors, state legislators, and parents and teens committed to safety for the progress made in gaining passage of GDL and other teen driving legislation.

Each year motor vehicle crashes claim a massive human and economic toll, according to AAA. In 1996, the last year for which figures are available, 6,300 teens were killed on America’s roads – 17 a day, 120 a week and 525 a month. Another 600,000 teen injuries were due to motor vehicle crashes and 9,000 other motorists were killed in teen-related accidents.

In that year, there were 6.8 million police reported crashes, according to statistics compiled by AAA. Novice drivers aged 15-20 made up seven percent of licensed drivers but were involved in 14 percent of the fatal crashes and 20 percent of all crashes, costing society an estimated \$32 billion. Crashes, deaths, injuries and costs will rise as the number of teenage drivers increases, unless steps are taken to improve teen driver safety, Edwards warned.

At the press briefing, Dave Greening of Ripon, Wisconsin, the father of a teen-ager killed in an automobile accident, urged the Wisconsin legislature to pass a GDL bill now under

consideration. Greening said under that legislation, the driver in his son's fatal accident would have lost his license earlier because of previous speeding violations and his son probably would be alive today.

Edwards pointed out that GDL systems have proven their effectiveness in New Zealand and Ontario, Canada. For example, the Land Safety Transport Authority of New Zealand reported an eight percent reduction in crashes involving drivers aged 15-19 and a 23 percent reduction in car crash injuries for that age group.

The Graduated Driver Licensing campaign calls on states to enact legislation that would require novice drivers to progress through three stages:

- The learner's permit stage, where the novice driver practices basic driving skills and safe driving practices under totally supervised conditions;
- A restricted or probationary license stage that allows unsupervised driving during lower-risk times of the day; and,
- A full, unrestricted license at age 18 after the successful completion of stage two with no traffic violations and the passage of a final road test.

Thus far, eight states have full GDL laws and another 13 have partial laws. Three more states have some restrictions on teen driving. While GDL legislation was defeated in seven states during the past eight months, Edwards said AAA hopes that four states – Rhode Island, Massachusetts, Delaware and Maryland -- will enact legislation before the next report card in the fall. "We learned valuable lessons from the defeats that will help us to gain passage in even more states within the next year," Edwards said.

As part of its campaign to make teen driving safer, Edwards said AAA will unveil a strong, new driver's education program by next year and release a "parents kit for graduated

driver training” this summer to build upon the *Teaching Your Teens To Drive* program announced last year

Other participants at the conference included GDL teen advocate Andy Zerzan from Kansas; Iowa Representative Dave Heaton, House floor manager for a successful bill in that state; and Michigan Senator Jim Berryman, co-sponsor of successful legislation in his state who discussed the results after one year.

Additional advocates of GDL legislation attending the press briefing included Iowa State Senator Larry McKibben; Indiana State Senator Thomas Wyss; Kansas State Senator Ben Vidricksen, chairman of the Senate Transportation Committee; Maryland State Representative Adrienne A. Mandel; New York State Representative Deborah Glick; Anne Ferro, administrator of the Maryland Motor Vehicle Administration; Joe Parker, director of the North Carolina Governor’s Office of Highway Safety; and Carol L. Rose, Alcohol and Traffic Safety Consultant for the Vermont Department of Education.

AAA is the nation’s largest membership organization, with 40 million members, and has been a leader in traffic safety for more than 60 years.



Graduated Driver Licensing



Government Relations

1440 New York Avenue, N.W.
Suite 200
Washington, D.C. 20005
202/942-2050
FAX 202/783-4798

STATUS OF TEEN LICENSING LEGISLATION

MAY 22, 1998

GDL Legislation Pending	GDL Legislation Expected	Teen Licensing Laws Passed in 1998	Teen Licensing Laws Failed in 1998	GDL Proposals Failed in 1998 ¹	Partial GDL In Place	Full GDL
Delaware ²	New Mexico	Maine ³	Arizona	Alabama	Connecticut	California
Hawaii	Idaho/Oregon	South Dakota ⁴		Kansas	Illinois	Florida
Massachusetts*		Virginia*		Mississippi	Indiana ⁵	Georgia
Missouri				Oklahoma	Kentucky	Iowa ⁶
New Jersey				Tennessee	Maryland ⁷	Michigan
New York*				West Virginia	Massachusetts	Minnesota ⁸
Pennsylvania*				Vermont	Louisiana	Ohio
Rhode Island				Washington	New Hampshire	North Carolina
Wisconsin					Nebraska ⁹	
					New York	
					Pennsylvania	
					South Carolina	
					Virginia	

* Strengthens existing legislation.

¹ Expect legislation to be reintroduced next session.

² Sent to Governor on 5/5/98.

³ Enacted 4/13/98 Effective 7/1/98.

⁴ Enacted 2/23/98. Effective 1/1/99.

⁵ Enacted 3/12/98. Effective 7/1/98.

⁶ Enacted 4/16/98. Effective 1/1/99.

⁷ Stronger legislation Enacted 5/12/98. Effective 7/1/99.





⁸ Enacted 4/21/98. Effective 1/1/99.

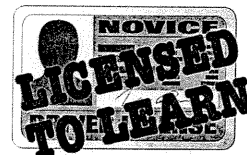
⁹ Enacted 4/7/98. Effective 1/1/99.

Teen Crash Statistics

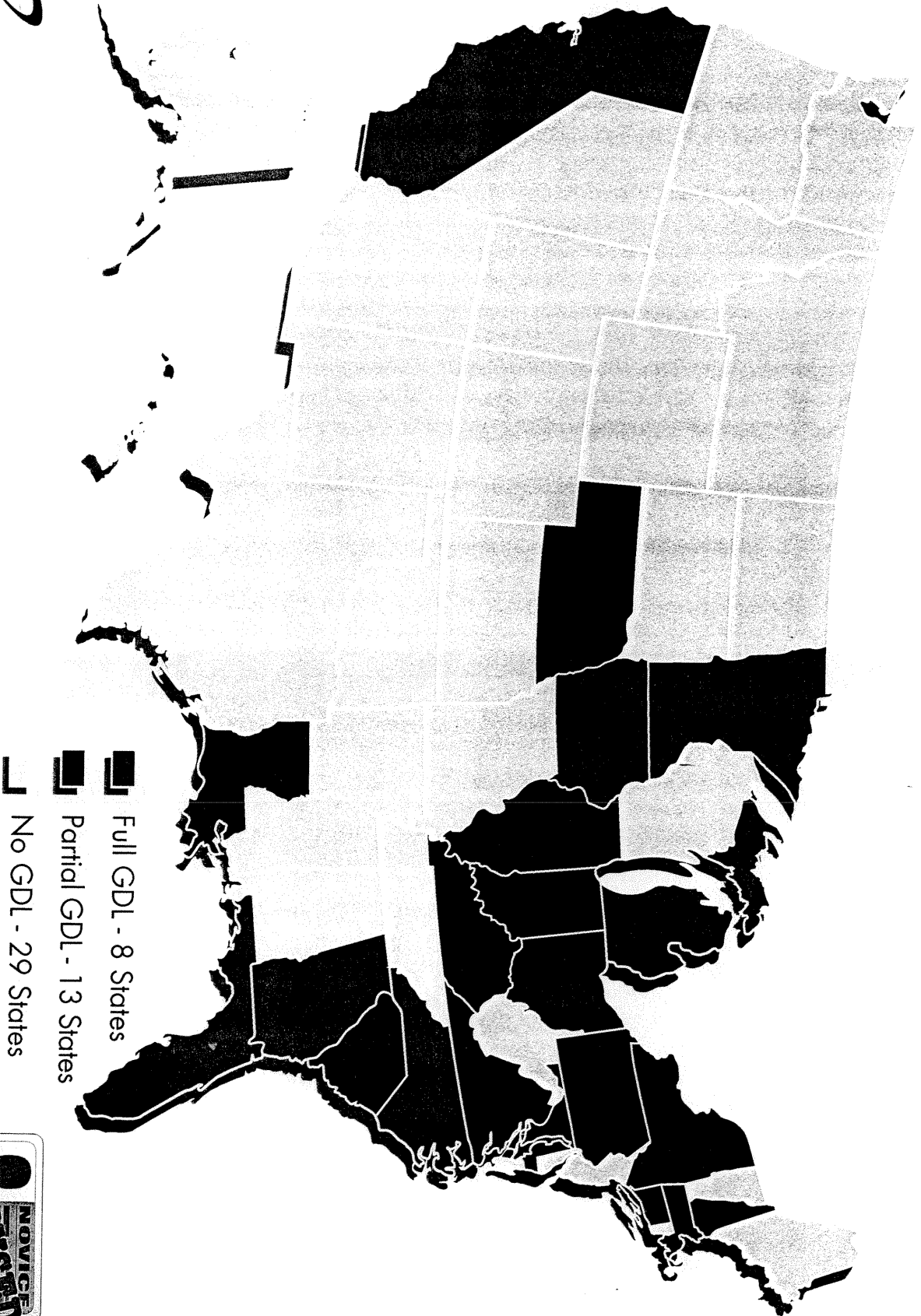
Car crashes are the **NUMBER ONE** cause of death among 15 - 20 year olds.

Alarming statistics from 1996

-  6,300 teens killed on America's roads
 - 17 a day
 - 120 a week
 - 525 a month
-  600,000 teen injuries due to motor vehicle crashes
-  9,000 other motorists killed
-  Teen crashes cost \$32 billion annually



Graduated Driver Licensing Laws



(May, 1998)

AUTOS ON FRIDAY/Safety

Setting Limits on Teen-Age Drivers

By MATTHEW L. WALD

WASHINGTON
CONGRESS and the state legislatures have bogged down in their efforts to pass new laws on a risky group of drivers, those who drive drunk. But lawmakers are still voting new restrictions on another group who have a disproportionate share of auto accidents: teen-agers.

Taken collectively, teen-age drivers are a frightening prospect. While drivers aged 15 to 20 account for just 7 percent of all licensed drivers, according to the American Automobile Association, they were involved

in 14 percent of fatal crashes in 1996, and in 20 percent of all crashes reported to the police. Teen-agers are involved in crashes for all kinds of reasons, but alcohol is involved less frequently than it is for drivers in their 20's, experts say. Simple inexperience is the main reason for the high accident rate.

As with drunken driving, the teen-age accident rate has created a cadre of victims and parents clamoring for changes. One is David Greening of Ripon, Wis., whose son Christopher died in a crash last November in a car that had been traveling at more than 100 miles an hour. Christopher, on his way home from a track meet, was a passenger; the driver was a 17-year-old with two previous speeding convictions.

Crashing the Computer, Not the Car

IT'S not Doom or Flight Simulator, but the AAA Foundation for Traffic Safety has concocted a lively computer game for teen-agers called Driver-ZED that shows head-a-dozen ways to crack up a car in city, suburban or country driving.

The CD-ROM game is run through a mouse, and the player has to identify potential hazards or take action to prevent accidents. The screen shows the view through the windshield, with rear-view and side-view mirrors and instrument panel, including speedometer and turn-signal indicators.

In one scene, the player's car is signaling for a left turn, following another car also signaling for a left. A car is coming in the op-

posite direction, and a pedestrian is waiting to cross the street onto which the player wants to turn.

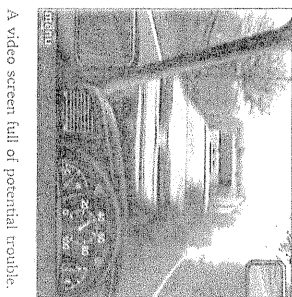
To gain points, the player has to click on the pedestrian, the approaching car and the back bumper of the car ahead as potential hazards.

Click, and the action moves ahead. The pedestrian starts across the street, drops some papers and stoops to retrieve them; the car ahead stops and the player's car is maneuvered in the middle of the intersection as the oncoming car beeps the horn.

If the player spots the hazards and avoids the accidents, the game awards points. But it is designed with teen-agers in mind: It still shows the cracking the player avoided, complete with squealing tires, crumpling metal and shattering glass.

"Otherwise," said Stephanie Fuld of the AAA Foundation, "the kids would do the wrong thing just to see the crash."

The program is designed for 16-year-olds, but younger children would probably enjoy it. It keeps score, so siblings can compete. Because the game is heavy on full-motion video, it requires a premium computer: a Pentium 90 with Sigma Designs RealImage MPEG1 video accelerator, or a 200-mega-hertz Pentium with 32 megabytes of RAM. The \$27.95 game is available from AAA at (800) 577-8699 or P.O. Box 8257, Fredericksburg, Va. 22404. It can be ordered on the World Wide Web at <http://www.aaaafs.org>.



A video screen full of potential trouble.

@the New York Times

"To get a license to our hair requires over 1,000 hours of training," Mr. Greening said, referring to the law in Wisconsin. "We'll give a young driver the keys with only six hours of training."

Mr. Greening, speaking at a recent meeting of safety advocates here in press for his sister Hank, quoted A.A.A. statistics showing that nearly a quarter of all 16- to 17-year-old drivers are involved in accidents. "It's just a matter of how serious it is who is injured, who is killed," he said. "We're playing Russian roulette with the lives of other people when we're putting a bullet in the chamber and spinning it."

Safety professionals make a similar point in less dramatic terms. The National Transportation Safety Board, for example, lists among its 10 most-wanted safety goals "graduated driver licensing," a multi-step program that assures that there are many months and many hours of practice between the learner's permit and the full license.

James E. Hall, the board chairman, said: "Our current driver training programs don't teach young people to drive. They teach them to pass a test."

"We need to provide for enhanced driving practice under the safest possible real-world driving conditions. None of us proceed from crawling to walking or riding a bicycle in a single step. We need training wheels."

A study this year by the insurance institute for Highway Safety, comparing data from 1973 and 1996, found death rates for drivers of all ages had declined sharply, and for 17- to 19-year-olds had declined slightly. For 16-year-olds, though, the rate jumped to 35 for each 100,000 drivers, from 19.

Twenty-two states have passed some form of graduated licensing, partly in response to a national A.A.A. campaign. Five states passed laws in the last year, and in three, stricter provisions take effect July 1.

Provisions differ, but most have an extended period during which teen-agers hold learner's permits that allow them in the driver's seat only when supervised by fully licensed drivers, and then, after passing a road test, a long probationary or restricted license that allows driving only during low-risk times of the day. Then, according to the A.A.A. model, a young driver would have to wait until age 18 and pass a second road test to get a full license.

Maryland, in a twist, will require a graduated licensing procedure for all new drivers, regardless of age. "We've eliminated age discrimination," said Anne S. Perro, administrator of the State Motor Vehicle Administration. The law signed this month by Gov. Parris N. Glendening and takes effect on July 1, 1999. One reason for Maryland's action was suspicion that novice drivers were waiting a few extra months, until they turned 18, to avoid having to take driver's education classes and road training.

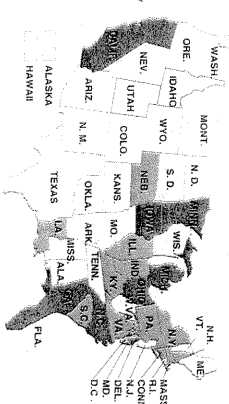
States' restrictions vary. Teen-agers do not have a lot of clout in state legislatures, but lawmakers may fear that parents will resent state limits that impinge on the flexibility and convenience of having a teen-ager who can drive anywhere at any time.

Learning Slowly

Many states have imposed graduated licensing programs, in which a novice driver must progress, step by step, from learner's permit to probationary license to unrestricted license.

Identified by A.A.A. as having above-average programs. Partial programs. States holding all or most of the above programs.

State	Min. age learner's permit	Probationary period	Min. age for full license
Ala.	15	1 yr.	17
Ark.	16	1 yr.	18
Calif.	15.5	1 yr.	17
Conn.	16	N/A	16.5
Fla.	15	2	18
Ga.	15	2	18
Ill.	15	1	17
Iowa	14	2 yrs 10 months	18
Ky.	16	N/A	16.5
La.	15	1	17
Md.	15.67	1	17
Mass.	16	1 yr. 6 months	18
Mich.	14.67	1	17



State	Min. age learner's permit	Probationary period	Min. age for full license
Ala.	15	1 yr.	17
Ark.	16	1 yr.	18
Calif.	15.5	1 yr.	17
Conn.	16	N/A	16.5
Fla.	15	2	18
Ga.	15	2	18
Ill.	15	1	17
Iowa	14	2 yrs 10 months	18
Ky.	16	N/A	16.5
La.	15	1	17
Md.	15.67	1	17
Mass.	16	1 yr. 6 months	18
Mich.	14.67	1	17

regardless of age. "We've eliminated age discrimination," said Anne S. Perro, administrator of the State Motor Vehicle Administration. The law signed this month by Gov. Parris N. Glendening and takes effect on July 1, 1999. One reason for Maryland's action was suspicion that novice drivers were waiting a few extra months, until they turned 18, to avoid having to take driver's education classes and road training.

States' restrictions vary. Teen-agers do not have a lot of clout in state legislatures, but lawmakers may fear that parents will resent state limits that impinge on the flexibility and convenience of having a teen-ager who can drive anywhere at any time.

An A.A.A. survey found that Georgia is one of the most restrictive states, requiring young drivers to keep a learner's permit for 12 months, and if they pass a road test to wait two full years for an unrestricted license. That means a driver is 18 before he or she gets an unrestricted license.

Virginia, on the other hand, sets a six-month minimum requirement on learner's permits, allowing drivers to get a full license while they are still 16.

In a recent tightening of the rules, Virginia decided to set stricter limits on young drivers who get tickets for moving violations. Beginning July 1, for a first violation, the driver is sent back to driving school, and the number of other teen-agers allowed in his or her vehicle is limited to three. If a young driver has no moving violations, there is no limit to the number of teen-agers the driver can carry as passengers.

Several states require parents to sign log books showing that they completed a certain number of hours in the car with their children. A few states require professional training.

Connecticut and New York have some form of graduated licensing for teen-agers; New Jersey does not. New York and Connecticut also allow faster progress toward a full license if the student takes a driver's education course, although safety professionals differ on the effectiveness of such classes. Mark Edwards, A.A.A.'s managing director for Traffic Safety, said, "It may be asking too much of public schools or commercial schools" to turn out safe drivers. But, he added, "we don't think it's asking too much of parents to make that happen."

"We really know you learn how to drive by driving, not by reading books about it," Mr. Edwards said. What beginners need most, is "more time behind the wheel."

PHOTO: JEFFREY M. HARRISON/STRIKE PHOTO

MAP AND TABLE COURTESY OF THE AAA FOUNDATION FOR TRAFFIC SAFETY

Drivproj

Wisconsin Licensed Driver Projections by Age						
Base Year 1990						
Age Group	Population			Licensed Drivers		
	Male	Female	Total	Male	Female	
16-19	142121	136886	279007	103347		95872
20-34	591129	594640	1185769	581674		559970
35-59	698407	705802	1404209	696000		672904
60-69	190007	214000	404007	186951		176450
70-79	122958	171435	294393	120894		117044
80+	51905	108834	160739	43158		34571
	1796527	1931597	3728124	1732024		1656811
Percentage of the Population with a Driver's License						
					projected by Bruce Aun	
MALE	1970	1975	1980	1985	1990	1995
Age						
16-19	0.822	0.796	0.764	0.773	0.727	0.735
20-34	0.995	0.873	0.984	0.976	0.984	0.986
35-59	0.97	0.913	0.961	0.992	0.994	0.995
60-69	0.935	0.896	0.941	0.978	0.984	0.967
70-79	0.713	0.683	0.898	0.972	0.983	0.964
80+			0.598	0.802	0.783	0.783
FEMALE						
Age						
16-19	0.609	0.684	0.692	0.72	0.7	0.736
20-34	0.855	0.781	0.923	0.928	0.942	0.958
35-59	0.747	0.787	0.859	0.932	0.953	0.968
60-69	0.537	0.572	0.694	0.769	0.825	0.854
70-79	0.196	0.202	0.482	0.596	0.683	0.741
80+			0.138	0.235	0.324	0.391

199219
 114,1044
 1,310,3704
 363,461
 237,938
 77,729
 338,835

The Capital Times May 16, 1998

State may enact teen driver limits

By Kate Roberts

The Capital Times/Medill News Service

It will probably be a bitter pill for Madison 16-year-olds to swallow, but Wisconsin could be one of the next states to impose tighter restrictions on teen drivers in an effort to keep them safe.

The legislation, called graduated licensing requirements, will be introduced in the Assembly early next year. It would not change the age at which drivers could receive an unrestricted license. It would, however, place greater restrictions on those driving with provisional licenses, including limiting the number of people allowed in the car and prohibiting teens from driving during the early morning hours.

"We're working toward a bill that is the least restrictive possible, but that offers the greatest benefits as far as driver safety," said state Rep. Luther Olsen, R-

Berlin, who has been working on a draft proposal.

One in every seven Wisconsin drivers aged 16 to 19 was involved in a car accident during 1996. Every eight days, a teen driver died in one of those accidents. Graduated licensing advocates blame the inexperience of young drivers, combined with a sense of immortality, for these statistics.

Teen drivers have more accidents than any other age group, including senior citizens, said Julie Clark, deputy director of the state Bureau of Driver Services.

Part of the problem, said James Hall, chairman of the National Transportation Safety Board, is that driving on U.S. roads today is a whole different ball game than it was years ago. There are more miles of highway and more cars

and semi-trailers that use them.

"Today's highways have changed," Hall said. "The laws we use to prepare teens to drive on those highways must change also. It's just plain old American common sense."

Twenty-one states, including all of the ones that border Wisconsin, have passed graduated driver licensing laws designed to help teenagers gain more driving experience under their parents' guidance before they're given full driving privileges. National officers of the American Automobile Association said this week their goal is to enact graduated licensing requirements in all 50 states.

"None of us proceed from crawling to walking to riding a bicycle in one step," Hall said. "We need training wheels. That's what graduated driver's licenses are —

training wheels."

In Michigan, youths driving with a learner's permit must have 50 hours of behind-the-wheel training with a parent or other driving teacher. And 16-year-olds are prohibited from driving between midnight and 5 a.m. while they have a probationary license.

Olsen credits David Greening with bringing the graduated licensing issue to his attention. Greening lost his 15-year-old son, Kris, in a car crash last fall.

Kris Greening was riding with a friend from the Ripon High School cross country team the night of Nov. 1, having just returned home from the state meet. The 17-year-old driver, who already had two speeding tickets, was going as fast as 120 miles per hour on the ride that ultimately ended in a car crash and Kris' death.

"A classroom full of kids dies every day in car crashes in this country," David Greening said. "This legislation is not about keeping teens from driving. It's about keeping them safe."

Sheboygan Press May 15, 1998

OUR VIEW
PRESS EDITORIALS

Teen drivers need tougher licensing law

Wisconsin is a prime target for a campaign by the American Automobile Association to tighten requirements for teens to obtain their driver's licenses.

The evidence for tougher rules is overwhelming and has led 21 states to adopt "graduated driver licensing" (GDL) programs. Another 11 states are currently considering such programs.

Records show that drivers 15 to 20 years old are involved in 14 percent of all traffic fatalities even though they constitute only 7 percent of licensed drivers in the U.S. Teen drivers are involved in 20 percent of all accidents.

According to the AAA, 6,300 teens were killed on the nation's roads in 1996, the last year of complete data. Eighty-nine died on Wisconsin roads that year.

Wisconsin is the only Upper Midwest state without such a program. Michigan, Minnesota and Iowa have full GDL programs while Illinois and Indiana have partial ones, according to the AAA.

A GDL bill proposed for this state by Rep. Luther Olsen, R-Berlin, would require 50 hours of driving with a learner's permit under adult supervision.

After that, there would be a nine-month period for driving skill development during which the license applicant could drive alone or with

immediate family members and adults over 21, but not with other teens as passengers. Applicants would not be permitted to drive without adult accompaniment between midnight and 5 a.m. except for traveling to or from school or work.

The accumulated point system for measuring infractions and suspending licenses also would be more stringent for applicants. The penalties would kick in at nine points instead of 12 as they do for other drivers.

Current state law requires only six hours of behind-the-wheel training to obtain a license.

The Olsen proposal or a stricter measure like Michigan's law won't win a popularity contest among teens, most of whom count the days to the time they're old enough to drive. It also would require more time and supervision of parents and other adult members of families.

But Dave Greening, a Ripon father whose 15-year-old son died in a traffic crash, is quick to point out that such inconveniences are a small price to pay to prevent the tragedy that struck his family. That's why Greening has been campaigning with the AAA for such laws in every state.

A strong graduated driver licensing law should be a top priority for the Legislature when it reconvenes next year.



8030 Excelsior Drive
P.O. Box 33
Madison, WI 53701-0033
608/836-6555
800/236-1300

April 23, 1998

TO: Chairman David Brandemuehl
and Members of the Assembly Committee on Highways and Transportation

FROM: Ernie Stetenfeld, ^{ES}AAA Wisconsin Vice President
Public and Government Relations (608/828-2487)

RE: AAA support for LRB 5058 (a teen graduated driver licensing law for Wisconsin)

Good morning, Chairman Brandemuehl and members of the committee. On behalf of AAA Wisconsin--representing the interests of more than 520,000 member-motorists in this state--I thank you for this opportunity today to tell you why AAA strongly supports graduated driver licensing in general and Representative Olsen's bill in particular.

AAA Wisconsin believes Rep. Olsen's bill would improve Wisconsin's licensing system to help produce safer teen drivers. This bill would give Wisconsin one of the nation's best systems of licensure for our youngest, newest drivers and would thus improve traffic safety for all.

AAA Wisconsin views the bill as a major step toward the success of the "Licensed to Learn" campaign for novice-driver safety and graduated driver licensing improvements that we launched last September. I will keep my comments today relatively brief, but I have supplied each of you with a packet of materials that delves more deeply into our Licensed to Learn campaign and our support for Rep. Olsen's bill.

Graduated driver licensing, or "GDL," is a means of gradually increasing a new licensee's driving privileges as he or she demonstrates growth in safe, responsible operation of a motor vehicle and in driving skills. AAA regards eight states--including Wisconsin neighbors Michigan, Illinois and, just last week, Iowa--as having enacted full-fledged GDL systems. Also, just yesterday, the governor of our fourth neighbor state, Minnesota, signed a form of GDL into law. Wisconsin's current system already includes some GDL elements, but Rep. Olsen's bill would place us on the growing list of states that understand the life-saving aspects of a full GDL system for teen drivers.

Here's the problem GDL helps to solve: Teen drivers are overrepresented in crashes. Although only about 6 percent of the state's licensed drivers are teens, teen drivers were involved in about 14 percent of all Wisconsin crashes--and 11 percent of fatal crashes--in 1996. More than one in seven of the state's teen drivers were involved in a crash that year. The problem extends beyond teen drivers to young people riding with them. About 14 percent of all persons killed in motor vehicles in our state during 1996 were teens, and about two-thirds of teen passengers killed were in vehicles driven by a teen.

Studies collected by the National Highway Traffic Safety Administration have credited GDL systems with teen-crash reductions of between 5 percent and 16 percent. The typical crash reductions credited to GDL in the states, provinces and nations studied were in the range of 8 percent to 10 percent. And most of those were systems less thorough-going than the GDL programs recently enacted in at least three of our four neighbor states. GDL means lives saved and injuries reduced and prevented--among teens and all others with whom they share the road.

Allow me to discuss briefly some of the major areas of change this bill would bring about and why these changes make sense:

- * **Fifty hours of required adult-supervised driving practice for teen drivers during the learner's permit phase.** Michigan, Ohio and California have such 50-hour requirements; Wisconsin currently requires just six hours of instructor-guided practice. In AAA Wisconsin's most-recent member survey, 88 percent of respondents indicated they favor a novice-driver graduated licensing program that would require more behind-the-wheel experience before full driving privileges are granted. AAA's own latest national model recommends a minimum of 100 hours of supervised practice driving for novice drivers.
- * **For probationary-license holders, a restriction on driving without an adult over 21 between midnight and 5 a.m. during the first nine months of the probationary period.** In the 13 states that have them, night-time driving restrictions have reduced crashes during those hours for the teens to whom the restriction applies by up to 69 percent. Teen crash reductions in the 50 to 55 percent range are not uncommon. Studies show that on a per-mile-driven basis, the rate of teen-driver involvement in fatal crashes is three times as high at night as during daylight hours.
- * **Not allowing teen probationary-license holders to transport non-family passengers under 21 during the first nine months of the probationary period.** A 1998 study included in your packet documents that requiring 16-year-old drivers to operate a vehicle alone appears to reduce their risk of being involved in a fatal crash by about 30 percent. The study also found that allowing passengers to ride with 16-year-old drivers appears to increase their chances of fatal-crash involvement by about 100 percent. The study's results suggest what I believe most of us already understand: that for many teen drivers, not only are teen passengers too-often distracting, but their presence may actually encourage teen drivers to drive dangerously.

AAA Wisconsin also supports the bill's six-month minimum period to hold the learner's permit, the required conviction-free periods for advancement in the licensure process, standard enforcement of the safety-belt law through the probationary period, extending the skill-development period for probationary-license holders convicted of violating traffic laws or GDL restrictions, and probationary-license suspension after accumulation of 9 demerit points in a year. Each of these elements reflects recommendations of GDL models developed by AAA and other national safety and transportation organizations. Each of these elements increases the value Wisconsin's teens will place on the role their own safe driving will play in maintaining their driving privileges.

In a few areas--because this bill is easily subject to misinterpretation--it is important to reiterate what the bill is and is not, and what it will and will not do:

This bill is not anti-teen. It is for teens. It will save teen lives and reduce teen injuries. It will help make teens better drivers, and the improved teen driving attitudes and skills that this graduated licensing bill will foster will last a lifetime.

This bill *does not* change the minimum ages at which Wisconsin teens will become eligible for the various stages of licensure. At 15-1/2, a teen will still be able to obtain a learner's permit; at 16, eligible teens will be able to apply for the probationary license; and, for most teens, their 19th birthday should still mark the point at which they reach eligibility for the full license.

This bill is pro-family. It provides parents with tools needed to help ensure that their own teens will become safe drivers. It would reinforce the notion that driving the family car is too important a responsibility to be left to the minimal hours of supervised practice currently required. And most importantly, for some families this bill would mean the difference between seeing a teenaged son or daughter grow safely to maturity versus lifetimes of missing a teen snatched away so soon.

On behalf of AAA Wisconsin, I want to thank Rep. Olsen for introducing this much-needed legislation. AAA's thanks go also to the Greening family and other effective advocates who know first-hand and too well the tragedy of teen-driver crashes and teen-passenger deaths. My thanks to members of the committee for their consideration of this bill and AAA Wisconsin's support for it. We urge all legislators to support and cosponsor this measure.

I am open to any questions you might have.

AAA Wisconsin--Graduated Driver Licensing Fact Sheet

* Graduated Driver Licensing (GDL) is the gradual phasing-in of driving privileges for new licensees as they demonstrate growth in driving skills and responsible operation of motor vehicles.

* The intent of GDL systems is to reduce crashes involving teen drivers through an increase in teen driving experience gained in lower-risk and adult-supervised settings.

* The three stages of a graduated driver licensing system include specific components and restrictions to introduce driving privileges gradually to beginning drivers. Young drivers are required to demonstrate responsible driving behavior in each stage of licensing before advancing to the next stage.

* The 15 states with full, three-stage GDL systems either in place or pending implementation are: California, Connecticut, Florida, Georgia, Hawaii, Illinois, Kentucky, Michigan, New Hampshire, New Jersey, North Carolina, Ohio, Pennsylvania, Tennessee and Virginia.

* There are at least 21 states that have either two- or three-stage licensing with several GDL elements in place. These states are: California, Connecticut, Colorado, Florida, Georgia, Hawaii, Illinois, Kentucky, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Oregon, Pennsylvania, West Virginia, Vermont, Virginia and Wisconsin.

* New Zealand; Nova Scotia, Canada; Ontario, Canada; and Victoria, Australia, have graduated driver licensing systems.

* The National Highway Traffic Safety Administration cites studies that have credited GDL systems with teen-crash reductions of up to 16 percent (for Oregon males). Most study estimates of the impact of GDL on teen-crash reduction have ranged between 5 percent and 10 percent (e.g., Maryland--5 percent; California--5 percent; Ontario--9 percent; and New Zealand--8 percent).

* Organizations that support GDL include: AAA, the American Association of Motor Vehicle Administrators, Advocates for Highway and Auto Safety, the American Coalition for Traffic Safety, the Insurance Institute for Highway Safety, the International Association of Chiefs of Police, Mothers Against Drunk Driving, the National Association of Governors' Highway Safety Representatives, the National Association of Independent Insurers, the National Safety Council, the National Sheriffs' Association, and the National Transportation Safety Board.

* GDL system models have been developed by AAA, the American Association of Motor Vehicle Administrators (together with the National Highway Traffic Safety Administration), the National Association of Independent Insurers, and the National Committee on Uniform Traffic Laws and Ordinances.



NEWS

FOR IMMEDIATE RELEASE
September 23, 1997

Contact: Michael Bie or
Ernie Stetenfeld
(608) 828-2492

AAA WISCONSIN LAUNCHES MAJOR CAMPAIGN TO COMBAT YOUNG DRIVER CRASHES

AAA Wisconsin launched a campaign today to help curb the leading cause of death among young people, a problem that could worsen as the population of teen-agers increases significantly.

The campaign -- "Licensed to Learn: Safety Program for New Drivers" -- targets the high rate of crashes and fatalities among drivers ages 15 to 19 and calls for a series of action steps. The state campaign is part of a national plan that will be coordinated by AAA clubs in all 50 states.

"Traffic crashes are the leading cause of death among 15- to 19-year olds nationwide," said AAA Wisconsin spokesman Michael Bie. "Yet in a survey conducted by AAA, only 22 percent of 1,000 respondents identified traffic crashes as the greatest threat to teen-agers. Almost half listed the biggest risk as drug addiction, which ranks 28th among all causes of death for persons in that age group."

Wisconsin's teen drivers are more likely to be in a motor vehicle crash than any other age group. While teen drivers account for only 6 percent of all licensed drivers in the state, they were involved in 14 percent of all crashes last year. More than one in seven state teens were involved in a crash in 1996.

On the average last year, a Wisconsin teen driver was involved in a crash resulting in property damage roughly once every 26 minutes; a teen driver had a crash resulting in injuries once every 45 minutes; and a teen driver died in a crash once every eight days.

(MORE)

AAA LICENSED TO LEARN -- add one

AAA is concerned that the teen-driver injuries and fatalities could continue increasing through 2010 when the number of teen-age children of the Baby Boom generation reaches its peak.

Most crashes involving young drivers are caused by inexperience, poor driving skills, risk-taking or poor decision-making.

"Mistakes are a part of any learning process, including driving," Bie said. "We must provide an opportunity for new drivers to gain experience in the safest possible on-road environment since much of what novice drivers need to learn about responsible driving can only come from behind-the-wheel experience," Bie said.

The problem extends beyond teen-age drivers to the young people riding with them. Two-thirds of teen passengers killed were in vehicles driven by another teen.

The "Licensed to Learn" program contains the following action steps:

- Implement a graduated licensing system for novice drivers and eliminate deficiencies in the licensing process that allow new drivers to become fully licensed without assuring that they are ready to drive.
- Increase parental involvement in teen driver training. AAA Wisconsin will provide libraries in the state with instructional materials and reduce the retail prices of the materials to help parents provide supervised driving experience.

"It is time to incorporate the teen driving problem into the public health agenda," Bie said.

AAA Wisconsin, affiliated with AAA, is a not-for-profit member organization offering travel, insurance, financial and auto-related services to more than 516,000 members statewide through 13 office locations.

###

This information can also be found at <http://www.aaawisc.com/>



NEWS

FOR IMMEDIATE RELEASE
September 23, 1997

Contact: Ernie Stetenfeld or
Michael Bie
(608) 828-2487

**AAA WISCONSIN SUPPORTS GRADUATED DRIVER LICENSING
TO HELP REDUCE TEEN CRASHES**

--Changes would foster teens' growth in the driving privilege.--

As part of its "Licensed to Learn" teen-driver safety campaign, AAA Wisconsin announced today that it will advocate for graduated driver licensing changes in Wisconsin's system of licensure for its newest drivers.

Graduated driver licensing (GDL) is a means of gradually increasing a new licensee's driving privileges as he or she demonstrates growth in driving skills and responsible operation of a motor vehicle. AAA has committed to trying to pass GDL legislation in all 50 states by the year 2000.

Currently, 21 states--including Wisconsin--have systems with some elements of graduated driver licensing. Two Canadian provinces, New Zealand, and Victoria, Australia, have GDL systems in place. Michigan and Illinois have both implemented full-fledged graduated driver licensing laws within the last year.

Studies have credited GDL systems with teen-crash reductions of up to 16 percent (for Oregon males), with most falling between 5 percent and 10 percent (e.g., Maryland--5 percent; California--5 percent; Ontario--9 percent; and New Zealand--8 percent).

"Traffic crashes kill more teens than any other single cause," said Ernie Stetenfeld, AAA Wisconsin vice president of public and government relations. "AAA Wisconsin believes that graduated driver licensing changes in our state will reduce teen crashes, save teen lives, and improve traffic safety for all."

Major GDL elements already in place in Wisconsin include: three-stage licensure with a distinctive permit or license for each level, a requirement for those under 18 to complete a driver

(MORE)

AAA GRADUATED DRIVER LICENSING -- add one

education course to get a probationary license, and a requirement to pass a driving-skills test to obtain a probationary license.

Stetenfeld said AAA Wisconsin intends to provide leadership among stakeholder organizations and agencies to develop a recommended form of graduated driver licensing for Wisconsin. To elicit interest in this process, AAA Wisconsin will share information about graduated driver licensing and AAA's "Licensed to Learn" campaign with lawmakers, pertinent state agency officials, and other potentially interested organizations.

In a national public-opinion poll commissioned by AAA earlier this year, 72 percent of respondents agreed with the idea of limiting the use of cars by 15- through 19-year-olds as they gain driving experience.

Stetenfeld said GDL elements AAA Wisconsin believes should be considered for holders of Wisconsin's learner's permit and/or intermediate license (currently a probationary license) include:

- * A minimum number of hours of parentally supervised driving practice for teen drivers. (Last year Michigan implemented a requirement for 50 such hours. Recently, Illinois legislated a 25-hour requirement. Wisconsin currently requires just six hours of instructor-guided "behind-the-wheel" practice for new drivers under 18.)
- * A required minimum period of time--perhaps six months--for holding the learner's permit.
- * Required minimum periods of time during which the driver must remain crash- and conviction-free in order to progress to the next stage of licensure.
- * Required driver-improvement actions at a lower level of violation points for probationary license holders than for those who have earned full licensure.
- * Night-time driving restrictions. (Michigan has implemented a prohibition on holders of that state's Stage 2 license driving between midnight and 5 a.m.; school and occupational exceptions are allowed.)
- * Restrictions on the number of non-family passengers a new teen driver is allowed to transport.

###



NEWS

FOR IMMEDIATE RELEASE
September 23, 1997

Contact: Michael Bie or
Ernie Stetenfeld
(608) 828-2492

AAA INSTRUCTIONAL MATERIALS HELP PARENTS TEACH TEENS TO DRIVE SAFELY

In support of AAA's nationwide "Licensed to Learn" campaign, AAA Wisconsin is providing libraries in the state with instructional materials and reducing retail prices to help parents provide supervised driving experience to novice drivers.

The materials, part of a program titled "Teaching Your Teens to Drive: A Partnership for Survival," were developed by AAA to combat the high-crash rate among young drivers -- a rate four times higher than for adult drivers.

Teaching Your Teens to Drive is the first program of its kind designed for a burgeoning video/computer generation. It includes an illustrated handbook, detailed parent guide, live-action video or CD-ROM, and parent-teen driving contract.

"AAA urges parents and adult coaches to become actively involved in helping reduce traffic crashes among new drivers because they are in the best position to show teens how to improve driving choices," said AAA Wisconsin spokesman Michael Bie.

AAA is concerned that teen-driver injuries and fatalities may continue increasing through 2010 when the number of teen-age children of the Baby Boom generation will reach its peak.

Most crashes involving 15- to 17-year olds are the result of driver inexperience, poor driving skills, risk-taking or poor decision-making.

(MORE)

AAA TEACHING TEENS TO DRIVE -- add one

AAA's instructional materials include a 50-minute video or CD-ROM, each sold separately, containing 13 lessons to help new drivers with basic vehicle control, positioning and speed adjustment, passing and off-road maneuvers, visual search habits, freeway and night driving, driving on slippery surfaces, and reducing risks.

The handbook included in the kits helps parents plan lessons with step-by-step approaches.

AAA Wisconsin will provide each library district in the state with several "Teaching Your Teens to Drive" kits.

The membership organization is offering the materials at the club's cost to non-members; AAA members can receive a \$5 discount. The Teaching Your Teens to Drive kit with VHS video or CD-ROM are being offered to non-AAA members for \$23.25 each. The video or the CD-ROM kits are available to AAA members for \$18.00 each. Shipping and handling are included in prices.

The kits can be purchased by sending a check or money order to "Teaching Teens," 8030 Excelsior Drive, Madison, WI 53717-1939. Credit card orders can be made by calling 1-800-236-1300, ext. 2486.

The kits can also be purchased without shipping and handling costs at AAA Wisconsin offices located in or near Appleton, Beloit, Eau Claire, Green Bay, La Crosse, Madison, Milwaukee, Racine, and Waukesha. The in-office price for members is \$14.95, plus tax; the in-office price for non-members is \$19.95, plus tax.

AAA Wisconsin, affiliated with AAA, is a not-for-profit membership organization offering travel, insurance, financial and auto-related services to more than 516,000 members statewide through 13 office locations.

###

This information can also be found at <http://www.aaawisc.com/>