AAA Wisconsin

NEWS

FOR IMMEDIATE RELEASE
March 5, 1998 (c)

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AAA WISCONSIN SUPPORTS GRADUATED DRIVER LICENSING BILL

--Rep. Olsen's measure aims to reduce teen crashes, save lives--

AAA Wisconsin announced its support today for graduated driver licensing legislation being introduced by Rep. Luther Olsen (R-Berlin). The bill would improve Wisconsin's licensing system to help produce safer teen drivers.

In September, AAA Wisconsin--the 520,000-member statewide motor club--launched its "Licensed to Learn" campaign for novice-driver safety and graduated driver licensing improvements.

Graduated driver licensing (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 seven states--including Wisconsin neighbors Michigan and Illinois--as having full-fledged GDL systems. Wisconsin's current system already includes some GDL elements.

"Rep. Olsen's bill would give us one of the nation's best licensing systems for novice drivers," said Ernie Stetenfeld, AAA Wisconsin vice president of public and government relations.

Among changes in state law to be included in the bill are:

* Fifty hours of required adult-supervised driving practice--with at least 10 during hours of darkness--for teen drivers during the learner's permit phase. (Michigan, Ohio and California have 50-hour requirements; Wisconsin currently requires just six hours of instructor-guided practice.)
* A requirement for learner's-permit holders to remain free of traffic-violation convictions for a minimum of six months prior to applying for the probationary license.

(--MORE--)

AAA WISCONSIN--SUPPORT FOR TEEN LICENSING BILL--add one

* Probationary-license suspension after accumulating 9 traffic-violation demerit points in a year (as compared with 12 points under current law and for the full license).
* 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.
* Restrictions on the number of non-family passengers under 21 years of age that a teen driver is allowed to transport during the first nine months of the probationary period.
* A requirement for new probationary-license holders to remain free of traffic-violation convictions for a minimum of nine months--with a conviction resulting in a six-month extension of passenger and night-time driving restrictions.

The bill would not change the current minimum ages at which new drivers may become eligible for the learner's permit (15-1/2), probationary license (16), and full license (usually 19).

Stetenfeld said teen drivers are overrepresented in crashes. He said that although only about 6 percent of the state's licensed drivers are teens, teen drivers are involved in about 14 percent of all Wisconsin crashes--and 11 percent of fatal crashes. More than one in seven state teens were involved in a crash during 1996, he said.

The problem extends beyond teen drivers to young people riding with them, Stetenfeld said. About two-thirds of teen passengers killed are in vehicles driven by a teen, he said.

Studies have credited GDL systems with teen-crash reductions of between 5 percent 16 percent. In the 13 states that have them, night-time driving restrictions for teens have reduced teen crashes during those hours by up to 69 percent. 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.

In a recent survey of AAA Wisconsin members, 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 Wisconsin believes that graduated driver licensing changes in our state will reduce teen crashes, save teen lives, and improve traffic safety for all," Stetenfeld said. "We greatly appreciate Rep. Olsen's introduction of this bill and will work with him for its passage."

###

Driver death rate among 16 year-olds has nearly doubled while going down among other drivers, even 17-19 year-olds

ARLINGTON, VA -- April 14, 1998 -- The overall driver death rate declined during 1975-96 from 15 to 12 per 100,000 licensed drivers. But among 16 year-olds, the death rate was trending upward, and this trend was more extreme. The rate increased among 16-year-old drivers from 19 per 100,000 in 1975 to 35 per 100,000 licensed drivers in 1996, and the increase occurred among both males and females.

16 Year-Olds Compared with 17-19 Year-Olds

Death rates didn't increase among all teenage drivers, just 16 year-olds. Between 1975 and 1984, the driver death rate among 17-19 year-olds was higher than among 16 year-olds. But as the rate declined slightly among older teenagers and increased among 16 year-olds, a crossover occurred "Since the mid-1980s, the death rate among 16 year-olds has been higher, and this gap is widening," explains Allan Williams, senior vice president of the Insurance Institute for Highway Safety. "So it's misleading to lump all teenage drivers together and talk about the problem of fatal crashes in this group as a whole. The rates differ a lot within the group we call teenagers."

The driver death rate among 17-19 year-olds declined from 27 per 100,000 licensed drivers in 1975 to 25 in 1996. This rate still is substantially higher than among drivers 20+ years old but not nearly as high as among 16 year-olds.

Absolute numbers of deaths as well as death rates "present an alarming picture for 16 year-olds," Williams says. The number of 16-year-old driver deaths increased about 50 percent during 1975-96 (from 362 to 547 annually) while deaths among 17-19 year olds declined 27 percent (from 2,611 to 1,894). "Any way you look at it, 16-year-old drivers represent a growing problem," Williams adds.

Data aren't available to assess why the death rate for the youngest drivers is going up while rates are trending down among older drivers, even older teenagers. "The most plausible hypothesis is that 16 year-olds are driving more in high-risk circumstances -- at night for example -- than they used to compared with 17-19 year-olds. Maybe 16 year-olds are getting easier access to cars than they used to," Williams says, adding it "might be tempting to associate the problem of 16-year-old drivers with the decline in high school driver education programs. But this almost certainly isn't the case because research shows driver ed doesn't affect the crash experience of beginning drivers."

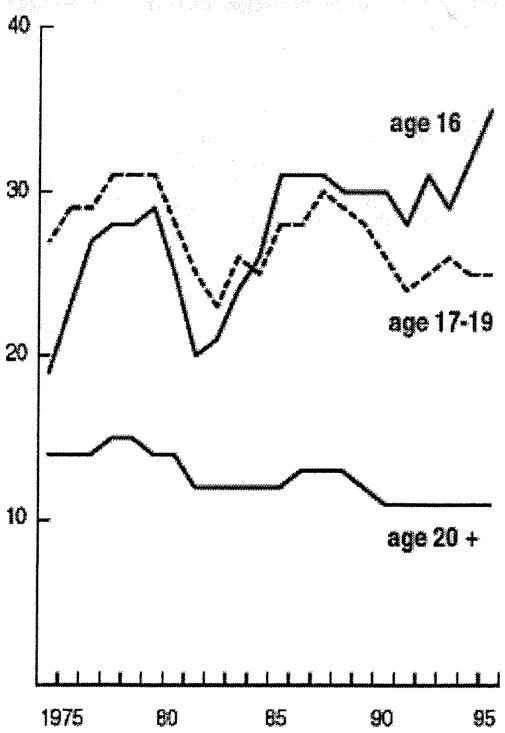
Population Shift Means Problem Will Worsen
The teenage population in the United States declined during most of the years researchers studied (1975-96). But beginning in the early 1990s, the population of 16 year-olds began increasing and will continue going up through the next decade.

"This means the problem of deaths among 16-year-old drivers isn't going to go away. It's going to get even worse unless corrective action is taken," Williams says.

How Graduated Licensing Works
A promising way to reduce deaths among 16-year-old drivers is to adopt graduated licensing systems that phase in driving privileges in stages as young beginners gain more experience behind the wheel. Since 1996, six states -- California, Florida, Georgia, Michigan, North Carolina, and Ohio -- have adopted programs that include essential elements of graduated licensing. Such elements include six months or more in a learning phase, during which supervision is required. Then there's another six months to a year in an intermediate licensing phase, during which unsupervised driving isn't allowed in high-risk situations -- for example, at night or with other teens in the car.

"We should be seeing the benefits of these new graduated licensing programs soon," Williams concludes. "But the majority of states still allow quick and easy access to licenses. If we're going to reverse the trend of increasing deaths among 16-year-old drivers, more states need to adopt graduated licensing."

Driver Deaths per 100,000 Licensed Drivers, by Driver Age



	age 16	age 17-19	age 20+
1975	19	27	14
1976	23	29	14
1977	27	29	14
1978	28	31	15
1979	28	31	15
1980	29	31	14
1981	25	28	14
1982	20	25	12
1983	21	23	12
1984	24	26	12
1985	26	25	12
1986	31	28	12
1987	31	26	13
1988	31	30	13
1989	30	29	13
1990	30	28	12
1991	30	26	11
1992	28	24	11
1993	31	25	11
1994	29	26	11
1995	32	25	11
1996	35	25	11

April 22, 1998

To:

Rep. David Brandemuehl

From:

Michael J. McGinley
Past President - Wisconsin Driver & Traffic Safety Education Association, 1996-98

The Wisconsin Driver & Traffic Safety Education Association strongly supports a Graduated Licensing Program for Wisconsin teenagers! WDTSEA, representing Wisconsin high school driver educators, stands ready to work with legislators and other countermeasure groups in efforts to reduce teen crashes, injuries, and deaths on our streets and highways.

Fax

To:	Mr. David Brandemuehl	**From:**	Ms. Janice Rider
Fax:	608/282-3649	**Pages:**	2
Phone:	608/266-1170	**Date:**	04/22/98
Re:	**Graduated Driver's License Bill**	**cc:**	

☑ **Urgent** ☐ **For Review** ☐ **Please Comment** ☑ **Please Reply** ☐ **Please Recycle**

Dear Mr. David Brandemuehl,

I am unable to attend the Assembly Committee on Highways and Transportation's public hearing regarding Graduated Driver's License Bill which is scheduled for April 23 at the State Capitol. I would like this correspondence distributed to all committee members prior to the meeting and entered as public comment pertaining to the Graduated Driver's License Bill. Speaking as a parent of two teenagers I do have some concerns with this proposed bill that need to be addressed. They are as follows:

1) An applicant must hold an instruction permit for at least 6 months before applying for initial issuance of a driver's license.

2) During the first 9 months following issuance of a probationary license, the licensee may not: 1) transport persons under 21 years of age in the vehicle, other than immediate family members.

My family resides in a rural area of Southwest Wisconsin. The rural high school where our children attend is located in a former cornfield and is approximately thirteen miles from any public transportation such as cab or bus service.

April 22, 1998

Many high school students choose to drive to the high school in order to participate in extra-curricular activities (all of which are held after regular school hours) or to go directly to their place of employment immediately after school hours. Many of these students also carpool because of the remote area in which they live. The majority of these students come from a family where both parents work outside of the home. This fact makes it impossible for these same parents to transport their children to school or work. Carpooling makes transportation less expensive and feasible for these students whether it is for school or work. Issue # 2 from page 1 would prove a detriment to these students because it would prohibit carpooling for those who are not immediate family members. This in turn would cause difficulties for students who participate in extra-curricular activities after school hours and for those who are employed in part-time jobs in order to pay for anticipated continuing educational costs after graduation from high school.

Now to address issue #1 on page 1. As the regulations are now, if an instructional permit is needed longer than 6 months time, that driver must purchase an additional instructional permit. This results in even more costs for the driver. Also, as proposed, if there is a minimum of 6 months waiting period while holding an instructional permit before being allowed to apply for a probationary license many of these drivers would be sixteen and one-half years of age or older when applying for a probationary license. This would result in the delay of them being able to enter the workforce and, in addition, may make them unable to participate in extra-curricular activities for lack of transportation. In my opinion, this proposed bill is based on facts that would penalize the **majority** of responsible young drivers because of the actions of a **minority** of young drivers with poor driving records.

I urge all of you to give considerable thought and consideration to this matter as it affects us in rural Wisconsin. We do not have the luxury of a mass transit system to transport our children to school and their workplace as many of you do in the larger cities and towns.

Sincerely,

Janice Rider

Janice Rider

Rt #2, Box 340 A

Prairie du Chien, WI 53821

Wisconsin GDL Elements
(AAA Wisconsin working document--9/97)

	AAA National GDL Model	*Wis. Has*	*Wis. Version*
	Stage 1 (Learner's Permit)	X	
*	*Minimum age--16*		Minimum age--15.5
	Vision/knowledge test	X	
*(?)	*Accompanying driver all times (21+)*	X	<16 needs parent, guardian or designee; >16 needs licensed driver w/ 2+ years exp.
*	*Safety belt required*	X	Secondary enforcement only
	Lower youth BAC	X	0.0 for <19; soon 0.0 for <21?
	Distinctive permit	X	
*	*Crash- / conviction-free--6 months*		
*	*Youth driver improvement actions at lower threshold*		
	Pass driver ed (basic)	X	
*	*Duration with driver ed--6 months*		No minimum duration
*	*Parent participation (accompany driver)*		
*	*Passenger restriction ("no teens")*	X(?)	For >16, one more licensed driver 25+ w/ 2+ years driving exp. may ride in back
*	*Night-time restriction (Mich.--Mdnt - 5 am)*	X	<16--lic. prnt/grdn. 25+ w/2+ years exp.; >16--lic. driver 25+ w/ 2+ years exp.
	Stage 2 (Provisional/Intermediate License)	X	"Probationary" license
	Stage 1 completion	X	
*	*Minimum age--16.5*		Minimum age--16
	Pass road test	X	
*	*Night-time restriction (Mich.--Mdnt - 5 am)*		
*	*Safety belt required*	X	Secondary enforcement only
	Lower youth BAC	X	0 for <19; soon 0 for <21?
	Distinctive license	X	
*	*Crash- / conviction-free--12 months*		
*	*Youth driver improvement actions at lower threshold*	X	2 additional demerit points on 2nd & subsequent conviction
*	*Pass driver ed (advanced)*		
* (?)	*Duration with driver ed--12 months*	X	2 years from next birthday--usu. until 19
*	*Parent participation (accompany driver)*		
*	*Passenger restriction (no more than 2 teens)*		
	Stage 3 (Full License)	X	
	Stage 2 completion	X	
	Minimum age--18	X	Min. age--2 years from birthday after probationary license issued (usu. 19); 21 if previously unlicensed.

* **Element for Wisconsin consideration**
(not current Wisconsin law or Wisconsin version may need revision)

Wisconsin State Representative
David Brandemuehl
Chair: Highways and Transportation Committee

May 1, 1998

Barb Mason
6733 Harvest Hill Rd.
Madison, WI 53717

Dear Mrs. Mason:

Thank you for contacting my office regarding your interest in Rep. LutherOlsen's Graduated Driver Licensing proposal (LRB 5058). Per your request, enclosed is a copy of the bill draft. I have also included a chart from the Department of Transportation outlining the current law and the proposed changes. I hope this information is useful to you.

If you have any additional questions, please feel free to contact my office again or you may contact Rep. Olsen at (608)266-8077.

Sincerely,

David

David A. Brandemuehl
State Representative
49th Assembly District

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enc

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THE EFFECT OF TEENAGE PASSENGERS ON THE FATAL CRASH RISK OF TEENAGE DRIVERS

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Abstract—Fatal crash-involved drivers of passenger vehicles were identified in the Fatality Analysis Reporting System for the period 1990 through 1995. Each driver was categorized as being alone in the vehicle at the time of the crash or with one or more passengers. Drivers at fault or responsible for crash occurrence were defined as all drivers involved in a single-vehicle crash, or drivers in multiple-vehicle crashes who were coded in the Fatality Analysis Reporting System as committing one or more driver errors. The results indicated that passenger presence was associated with proportionately more at-fault fatal crashes for drivers aged 24 and younger, were a neutral factor for drivers aged 25–29, and were associated with fewer at-fault involvements for drivers aged 30 and older. Relative risk of fatal crash involvement was particularly high for teenage drivers traveling, day or night, with two or more teenage passengers. Additional research is needed to determine how the added risk associated with teenage passengers riding with teenage drivers can be reduced or eliminated. © 1998 Elsevier Science Ltd. All rights reserved

Keywords—Teenagers, Fatality, Injury, Licensing

INTRODUCTION

In 1990, the last year for which data from the National Personal Transportation Survey are currently available, 16 year-olds had 43 crashes per million miles driven, compared with 30, 15, 10, and 5 crashes for aged 17, 18–19, 20–24, and 25 and older, respectively. For fatal crashes, the 1990 rate of involvement was 17 per million miles driven by 16 year-olds compared with 13, 7, 5 and 3, respectively, for the older age groups (Ulmer et al., 1997). These extremely high crash rates for teenagers in general, and 16 year-olds in particular, have been attributed not only to driver inexperience but also to driver risk taking (see, for example, Mayhew and Simpson, 1990).

Risk taking does not appear to be a general characteristic of teenage driving. Rather, the propensity to take risks seems to be highly related to the driving context. Young drivers will take risks behind the wheel in some driving contexts that they would not take in other contexts. For instance, it has been shown that teenagers can be extremely safe drivers, taking few deliberate risks, when learning to drive with their parents or some other adult (Williams et al., 1997). Similarly, teenagers can be safe when engaged in specific purposeful driving or when they have an extreme motivation to avoid the police. Teenage risky driving seems to be most associated with driving for recreational purposes, such as when out with friends on a Friday night (see, for example, Preusser, 1996).

If teenage risky driving is situational and/or otherwise dependent on the driving context, then it would be of interest to identify which elements of that context contribute to the propensity to take risks. One such element that apparently contributes to risk taking is the presence of other teenage passengers.

Foldvary and Lane (1969) showed that the per mile crash rate for teenagers was higher with, than without, other teenage passengers. Farrow (1987) asked teenagers to describe all of the dangerous driving situations they had participated in within the last six months. The 192 respondents in this study described 662 incidents, of which 85 percent involved the presence of other teenage passengers. Crash- and fatal crash-involved teenagers were more often accompanied by other passengers, typically other teenagers, than were any other age group (Williams and Wells, 1995). Drummond and Triggs (1991), using Australian road survey and crash data, found

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an increase in crashes for inexperienced drivers (typically teenagers) at night with one passenger and a greater increase in crashes at night when carrying two or more passengers.

The objective of the present study is to quantify the relationship between the presence of passengers and the crash risk of passenger vehicle drivers. The focus is on teenage drivers. The database used was the Fatality Analysis Reporting System (FARS) of the National Highway Traffic Safety Administration for the period 1990 through 1995.

METHODS

The question in this study was whether drivers traveling with one or more passengers have a higher, or lower, fatal crash involvement risk than those traveling alone. While crash risk can be stated in a variety of ways, it is typically some form of a ratio in which the numerator is number of crash involvements and the denominator is a measure of exposure (e.g. number of crashes per miles driven). For fatal crashes, the numbers of crash involvements and passengers can be tabulated directly from FARS. However, the measure of exposure is not so easily obtained.

The exposure measure used by Drummond and Triggs (1991) was based on an analysis of roadside survey data collected in Australia during the 1980s. These Australian data showed driver age and number of passengers. Similar roadside information is not available on a national basis for the United States. Therefore, the present study estimated exposure to various passenger and non-passenger driving situations using a technique referred to as indirect or induced exposure.

Induced exposure is based on the concept that any driver on the road may be the victim in a multiple-vehicle crash of some other driver's mistake. These not-at-fault crashes can be used as a surrogate measure of exposure to highway risk. The more often a driver is on the road, the more likely the driver is to be involved, at random, in a not-at-fault crash. The number of at-fault crashes tells us how risky their driving is while they are on the road.

This technique, as proposed by Thorpe in 1964 (summarized by Waller et al., 1973), starts with the assumption that "single-vehicle accidents are caused entirely by attributes of the driver-vehicle combination concerned." Multiple-vehicle crashes are considered the same as single-vehicle when the "driver-vehicle combination [is] the responsible combination." Multiple-vehicle crashes with, "... any particular driver–vehicle combination being innocently involved in a collision accident will be the likelihood of meeting that combination on the road (i.e., will constitute the exposure distribution)."

In effect, at-fault or responsible crash involvement becomes the numerator and not-at-fault or not-responsible involvement in multiple-vehicle crash events becomes the denominator. Crash risk can then be expressed as relative risk calculated in the present study as relative to drivers aged 30–59 (after Clayton et al., 1977).

$$\text{Relative risk} = \frac{T_f A_{nf}}{T_{nf} A_f},$$

where

T = number of crash involvements for the target age driver (e.g. 16-year-old drivers),
A = number of crash involvements for adult drivers aged 30–59 (i.e. the base driver group),
f = at-fault involvements, and
nf = not-at-fault involvements.

The strength of the induced exposure technique is that it requires no assumptions for time of day, road type, vehicle type, type of area, or other variables that might be related to high risk or low risk driving situations. Types or groups of drivers who drive more in high-risk situations should have a proportionately greater opportunity for 'induced' exposure than groups of drivers who drive more in low-risk situations.

Fatal crash-involved drivers of passenger vehicles were identified in FARS for the years 1990–1995. Each involved driver was categorized as being at fault or not at fault in the crash. At fault was defined as either being involved in a single-vehicle crash, or being assigned in FARS one or more driver-level factors of codes 20–59 (i.e. behavioral errors). Passenger vehicles were defined as cars, vans, light trucks, and utility vehicles. Drivers of motorcycles, motor homes, farm equipment, buses, medium trucks, and heavy trucks were excluded. Also excluded were crashes involving a pedestrian or bicyclist. Each driver was categorized as being alone in the vehicle at the time of the crash or as having one or more passengers. Additionally, for teenage drivers, accompanying passengers were categorized as one teenage passenger (and no others), two or more teenage passengers (and no others), or some other passenger combination (i.e. at least one passenger age 12 or younger, or age 20 or older).

RESULTS

Table 1 shows the number of passenger vehicles that were tabulated from FARS for the 1990 through 1995 period. Also shown is the percentage of these vehicles, by driver age, that had passengers. Overall,

Table 1. Percentage of fatal crash-involved drivers traveling with passengers (FARS, 1990–1995)

		Percentage with passengers		
			Time	
Driver age	*N*	All	Night	Day
16	6586	65	70	62
17	8109	60	65	56
18	9771	56	62	51
19	9766	53	60	47
20–24	43,375	48	52	45
25–29	35,481	42	43	42
30–59	117,467	37	35	37
60–69	18,350	38	35	38
70+	24,149	39	35	39

The 95% confidence interval surrounding the percentages shown ranges from ± <1% to ±2%.

Table 2. Percentage of fatal crash-involved drivers at fault (FARS, 1990–1995)

	Percentage at fault		
Driver age	All	Driver alone	With passenger(s)
16	84	81	86
17	80	76	82
18	80	76	82
19	78	75	81
20–24	75	73	77
25–29	69	70	68
30–59	62	65	56
60–69	62	67	54
70+	77	81	71

The 95% confidence interval surrounding the percentages shown ranges from ± <1% to ±2%.

16-year-old drivers, compared with drivers of other ages, were most likely to have been accompanied by one or more passengers at the time of their fatal crash involvement (65%). The percentages of drivers with passengers involved in fatal crashes then declined with increasing driver age through the 30–59-year-old age group (37%) and then rose slightly for older drivers.

Table 1 also shows the percentage of vehicles with passengers involved in night (8.00 P.M. to 3.59 A.M.) and day (4.00 A.M. to 7.59 P.M.) crashes. For teenage drivers and young drivers up to age 25, passengers were more common in night-time crashes than in those during the day. Forty-one percent of 16-year-old drivers who had passengers had one teenager in the car (and no others), 37% had two or more teenagers (and no others), and the remaining 22% had some other passenger combination. The comparable percentages for other teenagers were 42, 32, and 26 for age 17 drivers; 39, 25, and 37 for age 18 drivers; and 31, 16, and 47 for age 19 drivers. Thus, particularly for 16 and 17 year olds, the most likely passengers were other teenager(s) with no adult present in the vehicle.

Table 2 shows the percentage of drivers who were at fault in the crash by passenger presence. The results indicated that overall, the percentage at fault was highest for 16-year-old crash-involved drivers, declining with age through the 60–69-year-old age group, then increasing again for ages 70 and older. Teenage drivers were less often at fault when the driver was alone, and more often at fault when the driver was with one or more passengers. Passenger presence did not affect the at-fault percentage for drivers in their mid-twenties. For drivers aged 30 and older, the presence of passengers was associated with a lower percentage at fault. That is, the data indicated a cross-over as a function of driver age. Passengers were a negative factor for assignment of fault for teenagers, neutral for drivers in their mid-twenties, and positive for drivers aged 30 and older.

Table 3 shows the percentage of at-fault crashes for teenage drivers as a function of who the passengers were. These results indicated that, for every year of driver age 16 through 19, the presence of two or more teenage passengers (only) was associated with a higher percentage of at-fault crashes than when only one teenage passenger was present, or with a passenger(s) of some other age, or when driving alone.

Table 4 provides an analysis of teenage driver fault by time of day. Both during the day and at night, the at-fault percentages for drivers with teenage passengers were higher than when driving alone, particularly when more than one teenage passenger was present. Moreover, these at-fault percentages were little affected by whether the trip was being made during the day or at night.

Table 5 shows the relative risk of being involved in a fatal crash by driver age and passenger presence. Overall, 16-year-old drivers were 3.28 times more likely to be involved in a fatal crash than drivers aged 30–59. Although relative risk decreased with increasing age, it increased for drivers aged 70 and above. Relative risk was calculated separately for situations in which the driver was alone or was accompanied by passengers. Sixteen-year-old drivers traveling alone were 2.28 times more likely to become involved in a fatal crash than drivers aged 30–59 traveling alone; 4.72 times more likely when traveling with passengers than 30–59-year-old drivers with passengers. Similarly, drivers aged 17, 18, and 19 had a higher crash risk when carrying passengers than when traveling alone. The relative risk in situations in which the teenage driver's passengers were two or more other teenagers (and no others) was even

Table 3. Percentage of teenage fatal crash-involved drivers at fault (FARS, 1990–1995)

	Percentage at fault			
		Driver with passenger(s)		
Driver age	Driver alone	Not teenage only	One teenager only	Two or more teenagers only
16	81	80	84	91
17	76	81	79	87
18	76	80	82	88
19	75	80	78	86

The 95% confidence interval surrounding the percentages shown ranges from $\pm < 1\%$ to $\pm 2\%$.

Table 4. Percentage of teenage fatal crash-involved drivers at fault by time of day and teenage passenger presence

	Daytime			Night-time		
Driver age	Driver alone	One teenage passenger	Two or more teenage passengers	Driver alone	One teenage passenger	Two or more teenage passengers
16	79	84	91	85	85	91
17	75	76	86	78	82	87
18	74	80	85	80	83	89
19	71	77	84	80	79	88

higher—7.86, 5.15, 5.51, and 5.22 for 16-, 17-, 18-, and 19-year-old drivers, respectively.

In the present study, drivers were categorized as being at fault in the crash if they were involved in a single-vehicle event or if they were judged to have committed a driving error in a multiple-vehicle event. An alternative approach, referred to as 'quasi-induced exposure' [see, for example, Stamatiadis and Deacon (1997)], restricts the analysis to multiple-vehicle events only. Recalculating relative risk for young drivers based on multiple-vehicle events only produced results that were equivalent to the calculations based on all crash events. Overall risk, as shown in Table 5, was 3.28, 2.45, 2.47, and 2.19 for drivers aged 16–19, respectively. These same results, limited to multiple-vehicle events only, were 3.67, 2.54, 2.46, and 2.08. Similarly, with passengers, the calculated risk for all crash involvements for drivers aged 16–19, was 4.72, 3.52, 3.66, and 3.23, respectively, versus 4.86, 3.32, 3.29, and 2.81 when the calculations were limited to multiple-vehicle events only.

DISCUSSION

The results of this study indicate that the risk of being involved in a fatal crash is much higher for teenage drivers when passengers are present in the vehicle as compared with driving alone, particularly when the passengers are other teenagers and particularly when more than one teenage passenger is present. Furthermore, the presence of teenage passengers increases the at-fault involvement of teenage drivers in fatal crashes both during the day and at night.

Clearly, the presence of teenage passengers is

Table 5. Relative risk of fatal crash involvement by driver age and passenger presence (FARS, 1990–1995)

	Relative risk					
Driver age	All	95% confidence intervals	Driver alone	95% confidence intervals	With passengers	95% confidence intervals
16	3.28	3.07–3.51	2.28	2.05–2.53	4.72	4.32–5.15
17	2.45	2.32–2.59	1.77	1.63–1.92	3.52	3.26–3.80
18	2.47	2.34–2.59	1.77	1.65–1.90	3.66	3.40–3.93
19	2.19	2.08–2.30	1.61	1.50–1.72	3.23	3.01–3.47
20–24	1.86	1.82–1.91	1.50	1.45–1.55	2.54	2.45–2.64
25–29	1.41	1.38–1.45	1.28	1.24–1.32	1.69	1.62–1.76
30–59*	1.00	—	1.00	—	1.00	—
60–69	1.03	1.00–1.07	1.13	1.08–1.18	0.91	0.87–0.96
70+	2.09	2.02–2.16	2.27	2.17–2.37	1.93	1.84–2.03

*The 30–59 age group is the reference group for relative risk calculations.

associated with driver errors. Passengers can distract young drivers who are still in the process of mastering the complex skill of driving and need to pay full attention to the task. Passengers can also induce risk taking by young drivers. A recent study of night-time fatal crashes in California involving 16-year-old drivers, in which in-depth analyses of police crash reports were supplemented with newspaper accounts (Williams et al., in press), showed many examples of loss of attention and risk-taking in cars with multiple teenage passengers. These included passengers urging drivers to speed or to take corners too quickly, driving at night at high speed without the headlights on, drivers showing off for passengers, physical interference with the driver, drivers looking at and talking to passengers, and so on.

Alcohol may also be a factor. Evaluation of the role of alcohol is difficult because less than half of all 16- and 17-year-old fatal crash-involved drivers were tested for alcohol. However, analysis of these data shows that 17% of the 16-year-old drivers covered in the present study who were traveling alone, and who were tested for alcohol, had a blood alcohol concentration (BAC) of 0.01% or higher. This compares with 24% for 16-year-old drivers who were traveling with two or more teen passengers. The comparable figures for 17 year-olds were 25% at 0.01% BAC or higher when alone versus 34% at 0.01% BAC or higher when with multiple teen passengers. Thus, the increased risk of having additional teenage passengers in the vehicle may be due in part to the higher incidence of alcohol when two or more teen passengers were present.

The increased crash risk for teenagers with passengers is due, only in part, to the higher likelihood that they are at fault when with passengers. It is also because older drivers are less likely to be at fault when with passengers. The reason for why older drivers are less often at fault with passengers than when driving alone is not clear. It may have to do with characteristics of the people who drive alone compared with those who drive with passengers, or with the characteristics of the situation. For example, older people may be more attentive when transporting other persons, including family members, than when traveling alone, and/or passengers may assist older drivers in detecting and responding to potentially hazardous situations or in remaining focused on the driving task.

The per-mile fatal crash rate for teenage drivers is approximately three times greater after 9.00 P.M. than during the day (Williams and Preusser, 1997). Night driving is often done for recreational purposes (Williams et al., in press) and often involves teenage passengers. Thus, one way to reduce the risk caused by teenage passengers is to adopt a night-time driving curfew prohibiting all driving by young drivers after a certain time. Nine states in the United States currently have night-time driving curfews for 16-year-old and sometimes 17-year-old drivers. Night-time curfews have been shown to be an effective way to reduce the night-time crash risk (Preusser et al., 1984, 1990, 1993). However, as this study indicates, night-time curfews alone would not address the increased crash risk with teenage passengers in the daytime. Another approach would be to restrict young drivers from transporting teenage passengers, both during the day and at night. Although no such restriction has been adopted in the United States, such a restriction already exists as part of the New Zealand Graduated Licensing System and has been shown to be effective (Frith and Perkins, 1992).

There is a legitimate concern that if teenage drivers are not permitted to transport other teenagers, it could lead to more teenage drivers on the road. Unlicensed teenagers who rely on rides with their peers may become licensed sooner than they otherwise would, and those with licenses who cannot travel with their peers may drive instead. This would offset some of the benefits of the passenger restrictions, but it is likely that some of those restricted from traveling with teenage drivers would not make the trip by car at all, or would be driven by their parents or other adults. Some parents also may be concerned, particularly in the case of their teenage daughters, about their security when driving alone. The present study cannot address the question of whether or not teenagers would still make the trips if they could not travel with their friends, nor can it address security issues. Nevertheless, it is felt that the risk ratios for teenagers with multiple passengers are sufficiently compelling to warrant further research to determine ways in which these risks can be reduced or eliminated.

Acknowledgements—This work was supported by the Insurance Institute for Highway Safety.

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FAX

TO: Rep. David Brandenmuehl

FAX #: 1-608-282-3649

FROM: Mike McGinley

FAX #: 1-920-733-5440

PHONE #: 1-920-733-2869 (H)

DATE: 4/22/98

424-4020
Ext. 641
(O)

PAGES INCLUDING THIS PAGE: 2

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The information contained in this facsimile message is privileged and confidential. It is intended only for the use of the individual named above. If you are not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, or if any problems occur with transmission, please notify us immediately at the above telephone number. Thank you.

****

Wisconsin State Representative
David Brandemuehl
Chair: Highways and Transportation Committee

April 9, 1998

Darrell Berglin
Richland County Sheriff
181 W. Seminary St.
Richland Center, WI 53581

Dear Sheriff Berglin:

As promised, enclosed is a copy of LRB 5058/2, Rep. Luther Olsen's bill relating to graduated driver licensing. I thought you may be interested to know that I intend to hold an informational briefing for the Assembly Highways and Transportation Committee on this legislation on Thursday, April 23, 1998 at the State Capitol. The public is welcome to attend and provide written or oral testimony.

If you are interested in the briefing or have any questions regarding the bill, please feel free to contact my office.

Sincerely,

David

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk
enc

Office: P.O. Box 8952, State Capitol • Madison, Wisconsin 53708-8952 • (608) 266-1170
District: 13081 Pine Road • Fennimore, Wisconsin 53809-9619 • (608) 822-3776

Wisconsin State Representative
David Brandemuehl
Chair: Highways and Transportation Committee

March 4, 1998

Jennifer Boden
P.O. Box 173
Theresa, WI 53091

Dear Miss Boden:

Thank you for writing to me regarding graduated driver licensing. I appreciate the time you took to let me know about your concerns.

I fully agree that additional steps need to be taken to help teenagers learn how to be safer, more responsible drivers. Recent statistics show that the crash rate among young drivers is four times higher than for adult drivers and automobile accidents account for the number one single cause of death among teenagers. In addition, two-thirds of teen passengers killed in accidents were in vehicles driven by another teen. As you have unfortunately learned first-hand, most crashes involving 15 to 17 year olds are the result of driver inexperience, undeveloped driving skills, risk-taking or poor decision making.

In order to make our roads safer for everyone, legislators are beginning to consider a graduated driver licensing program. Rep. Luther Olsen of Berlin, Wisconsin intends to introduce legislation to require more hours of driver training, allow the primary enforcement of seat belt violations for minors, increase the penalties for traffic convictions by minors, require a conviction-free record for obtaining a regular license, and create an initial 9-month probationary license period with extra restrictions.

These extra restrictions would apply to the first 9 months after a teenager received his/her license and would include (in addition to the current and proposed restrictions for probationary license holders mentioned above): a prohibition on driving between the hours of 12 am and 5 am unless accompanied by an adult; and no passengers under the age of 21 would be allowed unless they were relatives. Each traffic conviction received during this 9 month period would extend the probation by 6 months. Following this period, the normal probationary license restrictions would still apply until one receives a regular license.

Since this legislation has not yet been introduced, it is difficult for me to comment on any of its specifics. You should also be aware that it will undoubtedly go through many changes before finally becoming law. However, I would like you to know that I support Rep. Olsen in his efforts to make a stronger driver licensing program in Wisconsin. It is very likely that this, or any related bills, would come to my committee, the Assembly Highways and Transportation

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Committee. As chair, I will work with the bill authors and to create a workable piece of legislation.

I would like to mention that it may be some time before a graduated driver licensing program becomes a reality in Wisconsin. We are nearing the end of our current legislative session and thus, it is highly unlikely that a bill will pass yet this session. Similar legislation will undoubtedly be introduced next session for consideration. At that time, we will have the opportunity to hold public hearings and begin serious work on the proposal.

I have taken the liberty of forwarding your letter to your state representative, Rep. Bob Goetsch, so that he may also be aware of your concerns. If you have any additional questions regarding this matter, please let me know. Once again, thank you for writing.

Sincerely,

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk
cc: Rep. Bob Goetsch

Jennifer Bodden
P.O. BOX 173
Theresa, WI 53091

FEB 2 0 1998

2/22/98

Dear Representative Brandemuehl and committee,

I am writing to you in support of the "graduated-driver licensing." I am 17 years old and a senior in high school, and I know what it is like to loose friends in car accidents caused by careless teenaged drivers.

The issue of graduated-driver licensing came to my attention when I ran across an article in the Fond du Lac Reporter about a 15 year old Ripon boy who was killed in a car accident while his 17 year old friend was driving in excess of 100 m.p.h. The driver already had two previous speeding tickets, one just days before the accident. It was very clear to me as I read the article that the 17 year old boy was not a competent driver.

I have had my driver's license for over a year and a half without incident, but many teenagers are not like me. Many of my friends have had speeding tickets and are not very safe drivers. I feel that if the graduated-driver licensing system was in place, they would be more careful behind the wheel.

It is scary and sad that in the state of Wisconsin one teenager dies every eight days

in an automobile accident. I know the pain associated with the death of such a young person. In 1996 my best friend died in a car accident at the age of 15.

I am curious to know how your committee stands on this issue. Is there any investigation of this system or potential that this system may go in effect? Thank you for your time.

Sincerely,

Jennifer Bodden

Wisconsin State Representative
David Brandemuehl
Chair: Highways and Transportation Committee

March 10, 1998

Jason Kuehl
334 Oakdale Dr.
Brownsville, WI 53006

Dear Mr. Kuehl:

Thank you for writing to me regarding graduated driver licensing. I appreciate the time you took to let me know about your concerns. Considering the disproportionately high number of teenagers involved in automobile accidents, I believe this is an issue that our society needs to address.

Recent statistics show that the crash rate among young drivers is four times higher than for adult drivers and automobile accidents account for the number one single cause of death among teenagers. In addition, two-thirds of teen passengers killed in accidents were in vehicles driven by another teen. Driver inexperience, undeveloped driving skills, risk-taking or poor decision making are the most common causes of crashes involving 15 to 17 year olds.

Contrary to the information you received, the state has not yet implemented a graduated licensing program for beginning drivers. The state legislature is only now beginning to consider this idea as a means to help young drivers become safer, more responsible drivers.

Rep. Luther Olsen of Berlin, Wisconsin is in the process of introducing legislation to require more hours of driver training, allow the primary enforcement of seat belt violations for minors, increase the penalties for traffic convictions by minors, require a conviction-free record for obtaining a regular license, and create an initial 9-month probationary license period with extra restrictions.

These extra restrictions would apply to the first 9 months after a teenager received his/her license and would include (in addition to the current and proposed restrictions for probationary license holders mentioned above): a prohibition on driving between the hours of 12 am and 5 am unless accompanied by an adult; and no passengers under the age of 21 would be allowed unless they were relatives. Each traffic conviction received during this 9 month period would extend the probation by 6 months. Following this period, the normal probationary license restrictions would still apply until one receives a regular license.

While you may disagree with the provisions prohibiting certain passengers, I think there is ample evidence to prove that beginning drivers need to concentrate on their driving. Every driver could

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benefit from fewer distractions. However, this is especially important during the first few months of driving when teenagers are the most inexperienced and unskilled.

Since a graduated licensing bill has not yet been introduced, it is difficult for me to comment on any of its specifics. You should be aware that it will undoubtedly go through many changes before finally becoming law. However, I would like you to know that I support Rep. Olsen in his efforts to make a stronger driver licensing program in Wisconsin. It is very likely that this, or any related bills, will come to my committee, the Assembly Highways and Transportation Committee. As chair, I will work with the bill authors to create a workable piece of legislation.

It may be some time before a graduated driver licensing program becomes a reality in Wisconsin. We are nearing the end of our current legislative session and thus, it is highly unlikely that a bill will pass yet this session. Similar legislation will undoubtedly be introduced next session for consideration. At that time, we will have the opportunity to hold public hearings and begin serious work on the proposal.

In your letter, you suggested improving the curriculum at private driving schools as a means to fostering better drivers. While private driving schools may accelerate the learning process, they must follow the same minimum standards as the public and private high schools in Wisconsin. These minimums include: 30 hours of classroom instruction; 6 hours of observation instruction; and 6 hours of actual on-street behind-the-wheel instruction. Since the majority of beginning drivers do not enroll at private driving schools, we would need to improve driver's education curriculums at both high schools and private driving schools to be effective.

The observations you have made regarding a correlation between ownership of a vehicle and safer driving habits may very well have some merit. However, as you pointed out, it would be politically impossible for the state legislature to require teenagers to be financially responsible for the vehicles they drive. Thus, we need to improve driver training.

I have taken the liberty of forwarding your letter to your state representative, Rep. Bob Goetsch, so that he may also be aware of your concerns. If you have any additional questions regarding this matter, please let me know. Once again, thank you for writing.

Sincerely,

David

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk
cc: Rep. Bob Goetsch

Jason Kuehl
334 Oakdale Dr
Brownsville WI
53006

MAR 03 1998

David Brandemuehl
317-N State Capitol
Madison, WI
53702

Dear David Brandemuehl,

My name is Jason Kuehl and I am a student at Lomira High School. We are currently doing a project at school involving looking at problems and situations our state and local governments are taking care of. A week ago I became aware that the state of Wisconsin was adopting a three step licensing program for beginning drivers. Personally I don't think this is a very good idea. I have had my license for over 2 years. I don't think the environment, such as who is in the car with the person, is the problem for accidents and teens driving. I think the amount of education the driver has makes the difference. In the area where I live there are two ways to get your drivers license. You can take Drivers Ed. Class at the high school or you can attend a private agency . At first I had no idea why you would want to take private classes for $150 when you could take it for $50 at the school, but then I found out from some of the other students who were going to the private lessons. A student could get his/her license in about 3 weeks from a private agency, where at the high school it took a semester, 18 weeks. I believe that the private schools need to enrich their curriculum, so that the student drivers receive more experience. After my semester of drivers ed I felt very confident about driving and riding with other students. I did notice a big difference in driving ability of those students who went to the private

schools. I believe that toughening up the curriculum of Drivers Ed would improve the quality of drivers. I have also noticed that the teens that are let to drive "Mom and Dads" car are more dangerous. I myself am a teen and go out to the football games and see movies, etc. When I go out with my friends we take turns driving so not one person is stuck driving all the time. Two of us own our own vehicles, and I feel very safe driving with these two people, but the other 3 that go with us have to borrow their parents car, and we don't let them drive much because it is like playing Russian Roulette when you ride with them. In fact one of my friends we don't even let drive any more. I myself had to buy my own truck, pay my own insurance, pay for any repairs, and pay for gas. My other two friends who own their cars do the same. I think this gives the driver a respect for their cars and other drivers. I know it is impossible to tell people to let your kids pay their own way but you certainly can increase the amount of education the person needs to get their license. I think we need to look further into this problem and not tack it on the environment of the drivers. I thank you for your time.

Sincerely,

Jason Kuehl

Wisconsin State Representative
David Brandemuehl
Chair: Highways and Transportation Committee

March 4, 1998

Valerie Nickel
N2782 Oak Ridge Rd.
Fond du Lac, WI 54935

Dear Miss Nickel:

Thank you for writing to me regarding graduated driver licensing. I appreciate the time you took to let me know about your concerns.

I fully agree that additional steps need to be taken to help teenagers learn how to be safer, more responsible drivers. Recent statistics show that the crash rate among young drivers is four times higher than for adult drivers. Automobile accidents account for the number one single cause of death among teenagers. In addition, two-thirds of teen passengers killed in accidents were in vehicles driven by another teen. Most crashes involving 15 to 17 year olds are the result of driver inexperience, undeveloped driving skills, risk-taking or poor decision making.

In order to make our roads safer for everyone, legislators are beginning to consider a graduated driver licensing program. Rep. Luther Olsen of Berlin, Wisconsin intends to introduce legislation to require more hours of driver training, allow the primary enforcement of seat belt violations for minors, increase the penalties for traffic convictions by minors, require a conviction-free record for obtaining a regular license, and create an initial 9-month probationary license period with extra restrictions.

These extra restrictions would apply to the first 9 months after a teenager received his/her license and would include (in addition to the current and proposed restrictions for probationary license holders mentioned above): a prohibition on driving between the hours of 12 am and 5 am unless accompanied by an adult; and no passengers under the age of 21 would be allowed unless they were relatives. Each traffic conviction received during this 9 month period would extend the probation by 6 months. Following this period, the normal probationary license restrictions would apply until one receives a regular license.

Since this legislation has not yet been introduced, it is difficult for me to comment on any of its specifics. You should also be aware that it will undoubtedly go through many changes before finally becoming law. However, I would like you to know that I support Rep. Olsen in his efforts to make a stronger driver licensing program in Wisconsin. It is very likely that this, or any related bills, would come to my committee, the Assembly Highways and Transportation

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Committee. As chair, I will work with the bill authors and to create a workable piece of legislation.

I would like to mention that it may be some time before a graduated driver licensing program becomes a reality in Wisconsin. We are nearing the end of our current legislative session and thus, it is highly unlikely that a bill will pass yet this session. Similar legislation will undoubtedly be introduced next session for consideration. At that time, we will have the opportunity to hold public hearings and begin serious work on the proposal.

I have taken the liberty of forwarding your letter to your state representative, Rep. John Dobyns, so that he may also be aware of your concerns. If you have any additional questions regarding this matter, please let me know. Once again, thank you for writing.

Sincerely,

David

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk
cc: Rep. John Dobyns

February 20, 1998

Valerie Nickel
N2782 Oak Ridge Road
Fond du Lac, WI 54935

FEB 25 1998

Highways and Transportation Committee
Attention David Brandemuehl
Room 317-N
P.O. Box 8952
Madison, WI 53708

Dear Mr. Brandemuehl:

A topic that has recently come up in my social problems class is that of graduated driver-licensing. I feel that this program should be supported. In the past three years, I have known four teenagers who were killed in car accidents. In July 1995, two cheerleaders from my school were killed when they were traveling in a car driven by another cheerleader. Their deaths hit our school hard. Six months later, one of my close friends was killed in a car accident involving a driver who ran a stop sign. Everyone in our school was stunned that it could happen again. Just last August, a friend from work was killed when riding a motorcycle with a drunken friend. I still miss all of them very much.

Though I cannot say that my friends would still be alive if Wisconsin had a graduated licensing program, I feel that something must be done to stop the high rate of teenage accident-related deaths. In Wisconsin alone, one teen dies every eight days in a car accident, and in the entire U.S., seventeen teens are killed everyday. This rate must be reduced.

I admit that I was excited to get my license two years ago when I was 16, but I would give it up if I thought it would keep everyone safer. A new driver is inexperienced and I know many who take foolish risks. When your friends are in the car, you don't concentrate on your driving as much. I would hate to be in a situation where one of my friends was killed because of my carelessness. No one should have to be in that position.

I hope that you will support graduated driver-licensing. I feel that it will save many and create drivers who are responsible and ready to be given full privileges. Thank you for your time and service.

Sincerely,

Valerie Nickel

Valerie Nickel

Wisconsin State Representative
David Brandemuehl
Chair: Highways and Transportation Committee

March 4, 1998

Becky Hayes
N2401 Hwy. K
Campbellsport, WI 53010

Dear Miss Hayes:

Thank you for writing to me regarding graduated driver licensing. I appreciate the time you took to let me know about your concerns.

I fully agree that additional steps need to be taken to help teenagers learn how to be safer, more responsible drivers. Recent statistics show that the crash rate among young drivers is four times higher than for adult drivers and automobile accidents account for the number one single cause of death among teenagers. In addition, two-thirds of teen passengers killed in accidents were in vehicles driven by another teen. Most crashes involving 15 to 17 year olds are the result of driver inexperience, undeveloped driving skills, risk-taking or poor decision making.

In order to make our roads safer for everyone, legislators are beginning to consider a graduated driver licensing program. Rep. Luther Olsen of Berlin, Wisconsin intends to introduce legislation to require more hours of driver training, allow the primary enforcement of seat belt violations for minors, increase the penalties for traffic convictions by minors, require a conviction-free record for obtaining a regular license, and create an initial 9-month probationary license period with extra restrictions.

These extra restrictions would apply to the first 9 months after a teenager received his/her license and would include (in addition to the current and proposed restrictions for probationary license holders mentioned above): a prohibition on driving between the hours of 12 am and 5 am unless accompanied by an adult; and no passengers under the age of 21 would be allowed unless they were relatives. Each traffic conviction received during this 9 month period would extend the probation by 6 months. Following this period, the normal probationary license restrictions would still apply until one receives a regular license.

Since this legislation has not yet been introduced, it is difficult for me to comment on any of its specifics. You should also be aware that it will undoubtedly go through many changes before finally becoming law. However, I would like you to know that I support Rep. Olsen in his efforts to make a stronger driver licensing program in Wisconsin. It is very likely that this, or any related bills, would come to my committee, the Assembly Highways and Transportation

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Committee. As chair, I will work with the bill authors and to create a workable piece of legislation.

I would like to mention that it may be some time before a graduated driver licensing program becomes a reality in Wisconsin. We are nearing the end of our current legislative session and thus, it is highly unlikely that a bill will pass yet this session. Similar legislation will undoubtedly be introduced next session for consideration. At that time, we will have the opportunity to hold public hearings and begin serious work on the proposal.

I have taken the liberty of forwarding your letter to your state representative, Rep. Carol Owens, so that she may also be aware of your concerns. If you have any additional questions regarding this matter, please let me know. Once again, thank you for writing.

Sincerely,

David

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk
cc: Rep. Carol Owens

February 21, 1998

Becky Hayes
N2401 Hwy K
Campbellsport, WI 53010

Dear Chairman,

Recently I read an article in our local newspaper dealing with graduated-driver licenseing. According to this acticle, this proposal would place restrictions on drivers under the age of 18. I would appreciate any information you could give me about the specifics of this proposal and your opinion.

As a teenager, I am in favor of making this a law in our state. I have had my license for a year and a half. I consider myself a safe and responsible driver. However, there have been many times when my mind wasn't on the road. Now, I wouldn't say that my age has anything to do with my mind wondering--I'm sure many adults are guilty of the same thing, but I do not have the experience, patience, and knowledge of older drivers. Another reason why I support this proposal is because of peer pressure. Teenagers are more likely to be swayed by their peers. Because of that, while driving they tend to do stupid things that put themselves and other drivers in danger. Also I find that when I'm driving with other kids I am distracted and as a result make stupid mistakes. WhenI drive by myself or with adults, I am focused.

I am interested in hearing if this is being discussed and will possibly become a state law. Thank you for your time and service.

Sincerely,

Becky Hayes

Becky Hayes