



DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 9, 1999

Nicholas L. Aschbrenner
233 Marsh Road
Marshfield, WI 54449

Dear Mr. Aschbrenner:

Thank you for contacting me regarding your opposition to Assembly Bill (AB) 52, the Graduated Driver Licensing Bill. I appreciate hearing from you.

Unfortunately, it seems that you have been misinformed in regards to this legislation. AB 52 does not raise the legal driving age. Under present law, an instructional permit can be obtained at 15½ years of age. At 16, if the proper qualifications have been met, a teenager can apply for a probationary license. These minimum age limits will remain the same under AB 52. What this bill does do is increase the restrictions upon the issuance of an instructional permit and upon the initial issuance of a probationary license.

Under AB 52, a teenager would be required to hold an instructional permit for at least 6 months, get 50 hours of behind-the-wheel driving and complete the current class time and driving requirements before receiving a probationary license. For the first nine months of the probationary period, the new driver would not be allowed to transport passengers other than adults or immediate family members or drive between the hours of midnight and 5 am without an adult present. In addition, demerit points will be doubled for any driving violations during the probationary period.

There are a number of reasons why I support the intent of AB 52. First, the evidence clearly shows that teen drivers and their crash experiences *are* different from other drivers. Compared to other drivers, a higher proportion of teenagers are responsible for their fatal crashes because of their own driving errors. Fatal crashes involving teenage drivers are more likely to be single-vehicle crashes with speeding or going too fast for road conditions as factors. In addition, a higher percentage of fatal crashes with teen drivers occur when passengers – usually other teenagers - are in the car than crashes involving other drivers.

I would also like to point out that automobile accidents are the number one cause of death among teenagers. More than half of those killed were driving. Two-thirds of all teenage passengers killed were in vehicles driven by another teen. In addition, teenagers account for only 7% of the drivers on the road, but they are involved in 14% of all fatal crashes. These facts are neither dubious nor unsubstantiated, and they certainly haven't been misinterpreted. I agree that all new

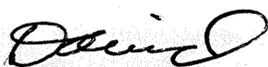
drivers, regardless of age, pose some risks. However, teenagers' lack of experience and risk-taking behavior combine to make them an even greater danger on the road.

In regards to your argument that this bill is undemocratic, I completely disagree. If your logic were correct and it would be unconstitutional to pass laws that affect children without their approval, then we would need to eliminate every law that pertains to K-12 education, child protective services, juvenile justice and an entire array of other issues. Discriminating on the basis of age does not mean that if children do not like the laws that affect them, then they are unconstitutional. Although minors cannot vote, there is nothing stopping them from playing an active role in society. They can write letters, make phone calls and find a number of ways to make their voices heard.

Finally, AB 52 is not intended to punish teenagers. Rather, it is intended to prevent the consequences of the poor judgment and lack of experience of many teens, not just a few. If teenagers were involved in a comparable number of accidents to older drivers then we wouldn't need this legislation. Unfortunately, the fact is that teenagers are over-involved in crashes and are dying as a result of their inexperience.

Programs, similar to that proposed under AB 52, have been enacted in a number of other states and are beginning to show positive results. As Chair of the Assembly Transportation Committee, I have already voted for AB 52 in committee and I will do so again when it comes to the floor of the Assembly.

Sincerely,



David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

Krause, Sheri

From: Aschbrenner Family [laschbre@tcccom.net]
Sent: Saturday, March 06, 1999 2:11 PM
To: Rep.Brandemuehl
Subject: Opposition to AB52

Dear Honorable Representative,

I am writing today to state my opposition to bill number AB52 that raises the driving age. This bill is not in the interests of the people of Wisconsin, nor does it send the right message the youthful persons.

First, I believe that the interpretation of statistics upon which it is based to be incorrect. The position that has been brought forth is that younger people tend to be involved in driving accidents more often than older people. However, this interpretation of the facts is moot. The facts indicate that all persons who have recently begun driving are likely to be involved in collisions while driving regardless of age. To say that teenagers are more likely simply because there are more young drivers in their age group is invalid. In fact, it is discriminatory. I do not like the idea of changing the age in the first place, but I wouldn't find AB52 to be so odious should it discriminate against all new drivers equally (without a statement regarding age) as well as elderly drivers.

Second, this bill sends the wrong message to youth. From what I know, most youth feel completely misunderstood by adults and utterly misrepresented in government. From what I know, most youth want to take on more responsibility not less. The government needs to give them a feeling that they are beneficial to the well-being of society, and not that they are ignorant criminals. This bill will not build self confidence, nor will it make better drivers. It will make bitter people, and that is not an advisable goal to pursue.

Third, this bill is undemocratic. This country was founded in the belief that the people that are affected by the government can decide the make-up of the government itself. This means that the people who are affected can vote. I see it as highly discriminatory to make laws that are not in the best interests of youth—who in fact cannot change or fight the law through Constitutional channels. It is my opinion, as your constituent, that amends be made to allow youth to actively support or oppose this piece of legislation before it can be voted on. Moreover, it is undemocratic to oppress a group on the basis on a condition that they are powerless to change (such as age, race, gender, etc.).

Fourth, it has been cited that youth constitute a high number of traffic accidents. However, you must remember that there are thousands of drivers out there in their teenage years that are responsible persons. I do not see the reason that these responsible people should be oppressed out of the fear of that small percent that aren't. That small number who cannot handle the responsibility of driving should be punished—not all youth as a whole. Perhaps a bill that would levy heavier fines for traffic violations for people of all ages and types would prove to be more effective. Then, the punishment would go to those who deserve it. This would create an incentive to drive better, which is absent in AB52.

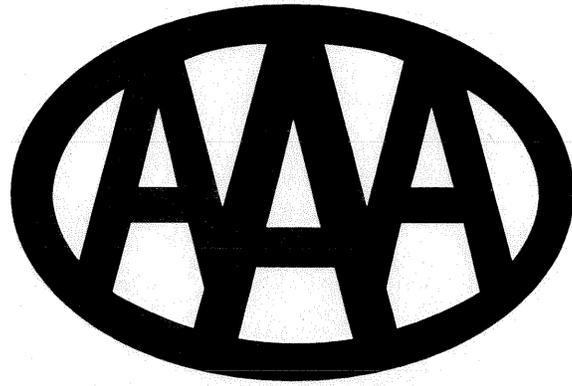
This bill (AB52) makes no sense. It is based upon dubious information, it would have ill consequences, it is un-American and it is unsubstantiated. It is my recommendation, as your constituent, that this bill does not pass and that it does not become law. Please vote against it. This bill is not what Wisconsin needs or wants.

Sincerely,
Nicholas L. Aschbrenner

mailing address:
Nicholas L. Aschbrenner
M233 Marsh Road
Marshfield, WI 54449

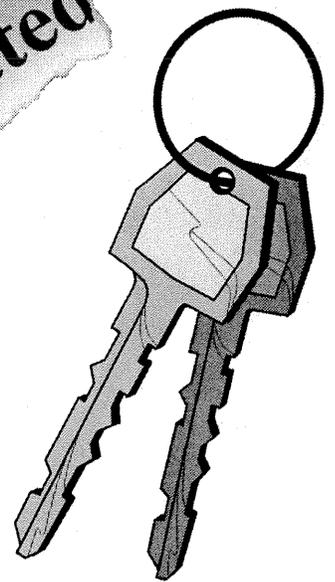
telephone:

(715) 387-8058



Wisconsin

The Keys To Teen-Driver Safety



**Wisconsin's Case
for Graduated Driver Licensing**

Most teenagers dream of the day they can drive. To a 16-year-old, a driver's license is a ticket to independence, mobility, and freedom. Having a license means a teen can drive to school, take a date to the movies, or drive to a football game. In fact, passing the road test can be one of the most exciting moments in a teenager's life, and if a teen passes his or her test on the first try, the

new license may even create a false sense of confidence and security on the road.

Indeed, many young drivers demonstrate the skills and maturity to negotiate our streets and highways safely. But many others, a disproportionate number, lack the

needed skills and experience or fail to comprehend the tremendous responsibilities and risks that come with a driver's license.

Nationally, teens comprise about 7 percent of the driving population, but represent 14 percent of the motor vehicle deaths. In fact, motor vehicle crashes are the leading cause of death for 15- to 20-year-olds, accounting for 35 percent of all deaths in the age group, according to the National Highway Traffic Safety



Triple-fatal teen crash investigated

Administration (NHTSA). In addition, NHTSA reports roughly 20 percent of 16-year olds are involved in a crash before their 17th birthday.

There's no doubt driving is a complex and often demanding task, even for the most experienced drivers. A safe driver must control the vehicle, comply with traffic laws and regulations, monitor traffic conditions, watch other drivers, watch for pedestrians, and maneuver in all kinds of weather and road conditions. Clearly, the preparation of most teens to drive fails to live up to the challenges and risks associated with the potential obstacles they face. The high injury and fatality rates of novice drivers demand improvements in the current system of licensure and driver education.

Contents

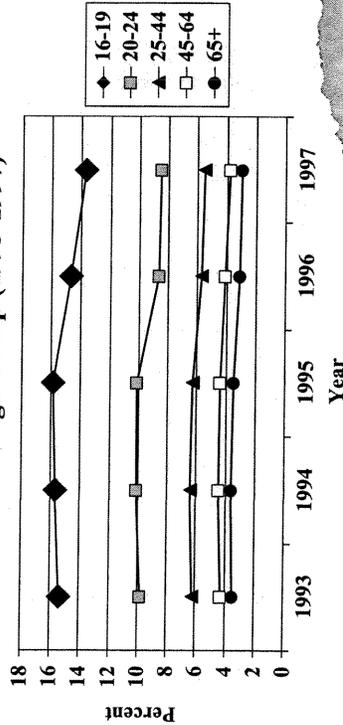
Overview	Page 2-3
Contents	Page 3
Wisconsin Teen Drivers	Page 4-5
Young Drivers At Risk	Page 6-7
When Do Teen Crashes Occur	Page 7
More Young Drivers Carry Passengers	Page 7
Fewer Driver Education Classes Available	Page 8
GDL Reduces Teen Risk	Page 9
Working Toward GDL In Wisconsin	Page 10
Major GDL Components	Page 11
Who Supports GDL?	Page 12
GDL States	Page 13
Kris Greening: More Than a Statistic	Page 14-15

Drivers between the ages of 16 and 19 are more likely to be in a motor vehicle crash than any other age group. According to the Wisconsin Department of Transportation (WisDOT), 13.7 percent of all 16- to 19-year-old licensed drivers in Wisconsin were involved in a crash during 1997 — that's nearly one in seven drivers.



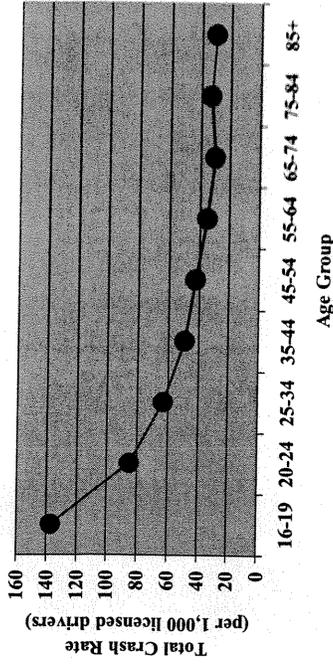
While only 6.2 percent of all licensed drivers in 1997 were teens, this age group accounted for 14.4 percent of all drivers in crashes! In 1997, nearly once every 27 minutes, a teen driver had a property-damage crash. Once every 45 minutes, a teen driver had an injury crash. Once every eight days, a Wisconsin teen driver died in a crash.

Wisconsin Licensed Drivers in Crashes By Year and Age Group (1993-1997)

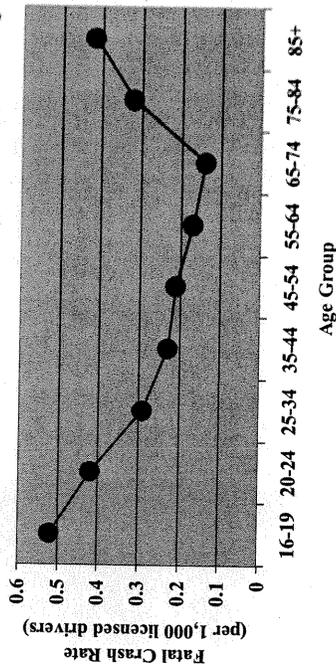


Two teens killed in weekend crash

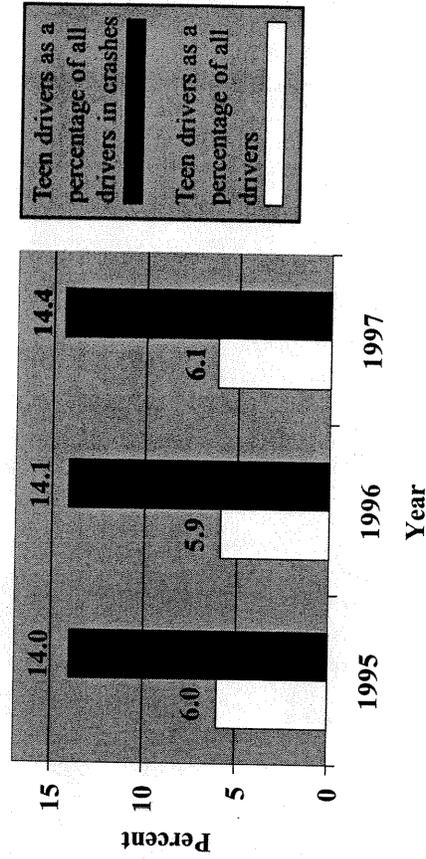
Wisconsin 1997 Total Crash Rates by Age Group



Wisconsin 1997 Fatal Crash Rates by Age Group



Wisconsin Teen Drivers and Their Crash Rates



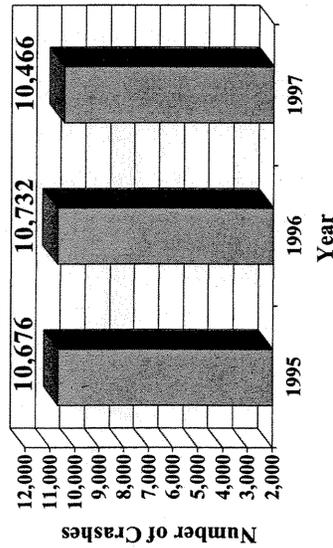
Young Drivers at Risk

National statistics indicate that the more experience drivers have, the more their crash risk per mile decreases. Statistically, driver-crash risk drops dramatically after age 16. Among drivers of all ages, the highest fatality rates are found among teenage motorists, who have 20 crashes per 1 million miles driven. Comparatively, all other age groups combined have only five crashes per million miles driven.



The threat of injury and death drops substantially as people get older. While 16-year-old motorists have 43 crashes per million miles driven, the number drops to 30 crashes for 17-year-olds, and to 16 for 18-year-olds. In short, as teens gain driving experience, their crash rate decreases.

16-19 Year-Olds Injured In Wisconsin Traffic Crashes by Year



Statistics also show that teens' inexperience contributes to mistakes behind the wheel. WisDOT reports that Wisconsin teens involved in crashes are more likely than other drivers to exceed the speed limit, drive too fast for conditions, fail to control their vehicle, and drive inattentively.

National statistics mirror the Wisconsin trend. AAA has found that 75 percent of fatal crashes involving 15- to 20-year-old drivers nationwide are caused by driver error or other factors related to a driver's behavior or lack of experience.

Teen behavior before driving is also a concern, especially considering the effect of alcohol on inexperienced drivers. At low to moderate blood-alcohol concentrations, young drivers' crash risks are substantially higher than for older drivers. According to the Insurance Institute for Highway Safety, among teen drivers nationwide, 28 percent of fatally-injured male drivers and 13 percent of fatally-injured female drivers in 1997 had blood-alcohol concentrations at or above 0.10 percent.

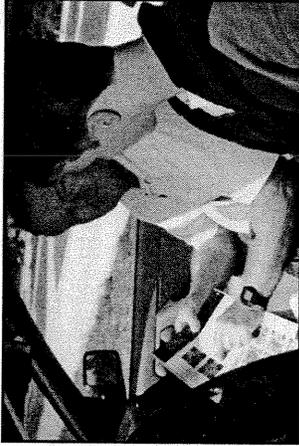
Why Teen Crashes?

In 1997, 44 of the 85 Wisconsin 16- to 19-year-olds who died in crashes were killed on Friday, Saturday, or Sunday. Traffic fatalities for teens peaked in the afternoon between 3 p.m. and 6 p.m. While the number of teen crashes is greater during the day, crash severity tends to be greater at night. National statistics show that the rate of fatal teen-driver crashes at night is three times the daytime rate. Increased speeding, drinking and recreational driving may be contributing factors toward the disproportionate number of night crashes, injuries and fatalities.

Young Drivers at Risk

Young drivers who travel with at least one passenger are at a significantly higher risk of having a traffic crash than those who drive alone. On average, once every 3.5 hours, a passenger between 16 and 19 years old was either killed or injured while riding in a vehicle driven by another teen in Wisconsin. In 1997, 70 percent of Wisconsin teen passengers killed were riding in a vehicle driven by a teen; nearly three-quarters of teen passengers who suffered incapacitating injuries were in vehicles driven by a teen. Of the 117 Wisconsin teen drivers involved in fatal crashes in 1997, 72 of them (61.5 percent) had passengers.

Our entire education system is built upon the belief that formal instruction is more efficient and effective than informal training alone. The frequent, early involvement of teens in traffic crashes underscores the need for safety education. Unfortunately, when school officials face a financial crunch, driver-education programs are often cut.



A correlation between the dip in the availability of quality driver education classes and the increase in teen traffic crashes is evident nationwide. There is no doubt that some form of driver education is an essential component of an overall safe-driving program.

In Wisconsin, the number of school districts offering driver education is slowly diminishing. Of the 382 districts in the state, 26 no longer offered a driver education program as of the 1998-99 school year. Wisconsin does not mandate driver education in public schools, and the gradually decreasing emphasis on such programs reinforces the need for a licensing system that requires more behind-the-wheel experience.

Teen crash rate twice average

Clearly, when Wisconsin teens get behind the wheel, they do so at significantly greater risk than do more experienced drivers. Wisconsin is faced with a challenge. The problem is how to help teens gain more driving experience and learn safe operating practices while limiting teen exposure to risky driving situations.



One promising solution, which at least 12 states and several countries have implemented, is a graduated driver license system. 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.

A GDL system for Wisconsin's new teen drivers would strengthen the licensing process and help make teen drivers safer. With the teen population growing an estimated 25 percent over the next 15 years, it's time to make such significant improvements in Wisconsin's licensing system.

**Editorial:
Teen driver licensing needs state overhaul**

State Representative Luther Olsen has developed a teen graduated driver licensing bill intended for introduction in the Wisconsin Legislature. While the AAA-supported bill was not introduced in the 1997-98 legislative session, an initial hearing on the proposal was held April 23, 1998, by the Assembly Highways and Transportation Committee. At the hearing, many speakers, including educators, physicians, insurance company representatives, bereaved parents, safety advocates and others spoke or registered in favor of the bill. Few expressed opposition.



The drive for GDL legislation in Wisconsin was further strengthened on July 22, 1998. On that day Gov. Tommy Thompson announced his active support for GDL as formulated in Olsen's proposal. The measure is being introduced early in the 1999-2000 legislative session. Major components likely to be included in the bill are listed on the next page.

Two teens "critical" after late-night crash

MAJOR GDL COMPONENTS

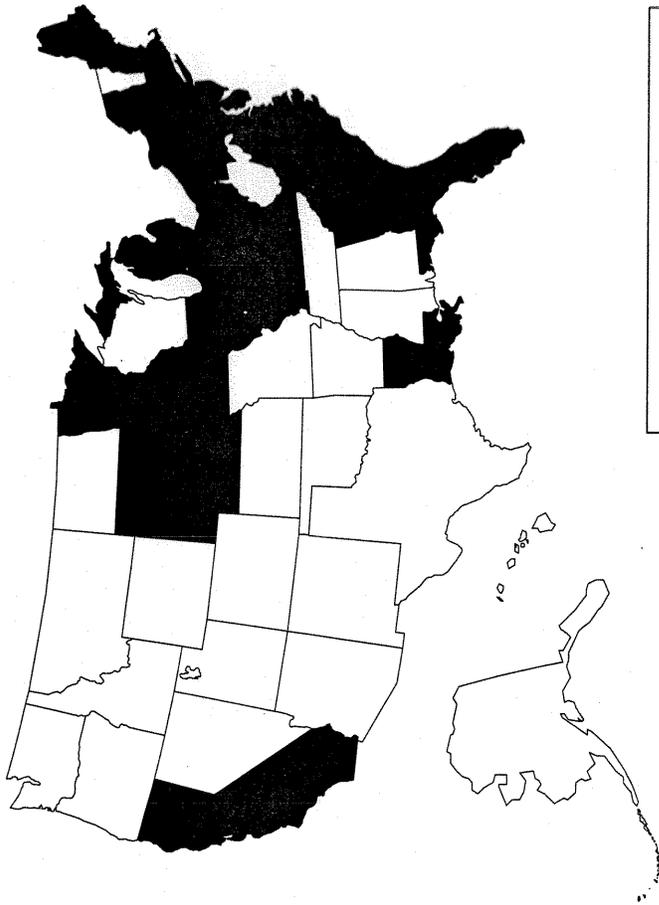
- Fifty hours of required adult-supervised driving practice—at least 10 during hours of darkness—for teen drivers during the instructional-permit phase.
- A requirement for instructional-permit holders to remain free of specified violation convictions for a minimum of six months prior to applying for the probationary license.
- Some option for accelerating demerit point accumulation for traffic violations in the probationary license phase.
- 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.
- A prohibition on teen drivers transporting non-family passengers under 21 years of age during the first nine months of the probationary period.
- A requirement for new probationary-license holders to remain free of specified violation convictions for a minimum of nine months—with a conviction resulting in a six-month extension of passenger and night-time driving restrictions.
- Standard (i.e., "primary") safety-belt enforcement for teen holders of the probationary license.

■ The 12 states with full, three-stage GDL systems either in place or pending implementations are California, Delaware, Florida, Georgia, Iowa, Massachusetts, Michigan, Minnesota, New Jersey, North Carolina, Ohio and Rhode Island.

■ There are at least 26 states that have either two- or three-stage licensing with several GDL elements in place. These states are California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, South Dakota and Virginia.

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

■ National 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 Governor's Highway Safety Representatives, the National Association of Independent Insurers, the National Safety Council, the National Sheriff's Association, the National Transportation Safety Board, the American Academy of Family Physicians, the American College of Emergency Physicians, the Brain Injury Association, the Center for Disease Control, the General Federation of Women's Clubs, and the National Sheriff's Association.



GDL States

Graduated Driver Licensing saves teen lives

Some of the most compelling and eloquent appeals on behalf of graduated driver licensing for Wisconsin teens have come from Dave Greening. Constituents of Rep. Luther Olsen, David and Kathy Greening lost their 15-year-old son, Kristopher, in a high-speed crash in November 1997.

Kris Greening was a passenger of a 17-year-old who, despite two speeding convictions in the year prior to the crash, still held a valid license. The driver lost control of the downhill-bound vehicle at 110-plus mph; the airborne car flipped and sheered off treetops before coming to rest. The driver and two other passengers survived. Kris Greening died instantly.

After Kris' death, Dave Greening became a firm believer in a system of graduated licensing for Wisconsin — a system that would no doubt spare many parents the tragic loss of a loved one. Greening said, "I realized that had GDL been in place, Kris would still be alive."



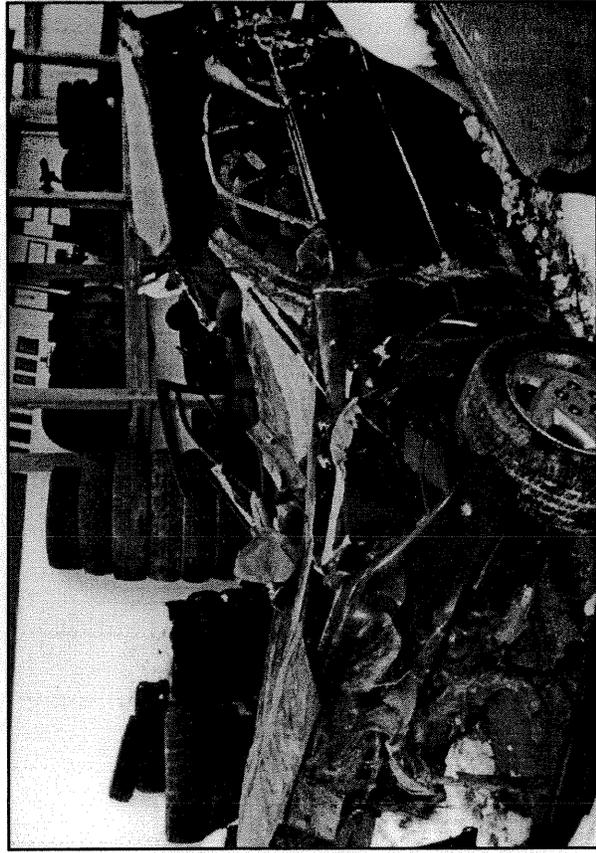
Above: A student at Ripon High School, 15-year-old Kris Greening and his teammates had just placed second in the 1997 Wisconsin state cross country meet. Kris died in a crash that same day, Nov. 1, 1997.

Right: The car Kris Greening had been riding in as a passenger.

Dad asks for tougher teen licensing program

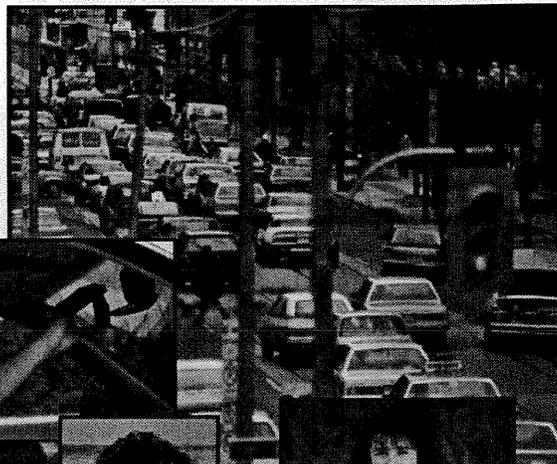
"I realized that had GDL been in place, Kris would still be alive."

*- Dave Greening,
father of Kris Greening and
GDL advocate*



GDL: Helping Teens Become Safer Drivers

CALL 1-800-362-9472
"VOTE FOR GDL: A.B. 52"



*This booklet is
dedicated to the
memory of
Kristopher Greening.*



AAA Wisconsin thanks the Wisconsin Department of Transportation
for Wisconsin-specific crash data.

**For more information about graduated driver licensing, please contact
AAA Wisconsin's Public & Government Relations Department
at 1-800-236-1300, extension 2486.**

AAA Wisconsin's Web site: www.aaawisc.com



LICENSED TO LEARN REPORT:

States with Graduated Driver Licensing Laws

(Effective)	Stage One Learner's Permit		Stage Two Intermediate License		Minimum Age Unrestricted License	Number of Hours Behind-the-Wheel Training
	Minimum Age	Holding Period (Months)	Holding Period (Months)	Nighttime Driving Restrictions Passenger		
California	15 & 6 months	6	12	Midnight to 5 am	17	50 (10 at night)
Connecticut	16	3 with D.E. 6 w/out D.E.	6	9 pm to 6 am	16 & 6 months	
Delaware	15 & 10 months	6	6	11 pm to 6 am (16) 1 am to 5 am (17)	16 & 10 months	
Florida	15	6	24	1 am to 5 am	18	
Georgia	15	12	24	No more than 3 passengers under 21 who are not members of the immediate family	18	
Illinois	15	3	12	11 pm to 6 am Sun.-Thu. Midnight to 6 am Fri.-Sat.	17	25
Indiana	15	2	34	1 am to 5 am Sat.-Sun. after 11 pm Sun.-Thu.	18	
Iowa	14	6	12	12:30 am to 5 am	17	30 (4 at night)
Kentucky	16	6			16 & 6 months	
Louisiana	15	3	12	11 pm to 5 am	17	
Maine	15	3	24 ²		21	35 (5 at night)
Maryland¹	15 & 9 months	4	18	Midnight to 5 am	17 & 10 months	40-50

Michigan	14 & 9 months	6	6	Midnight to 5 am	accompanied by supervisory driver or least 21	17	50 (10 at night)		
Minnesota (1/1/99)	15	6	12	Midnight to 6 am	No more passengers than seat belts	17	40 (10 at night)		
Nebraska (1/1/99)	15		12	Midnight to 6 am		17	50 hours in lieu of driver education		
New Hampshire	16	3	21	1 am to 5 am		18			
New Jersey ¹ (1/1/01)	16	12	12	Midnight to 5 am	No more than 1 passenger unless accompanied by a person at least 21	18			
New York	16		12 w/ D.E. 24 without D.E.	9 pm to 5 am		18 (17 if driver education completed)			
North Carolina	15	12	6	9 pm to 5 am	No more passengers than seat belts	16 & 6 months			
Ohio	15 & 6 months	6	12	1 am to 5 am	No more passengers than seat belts	17	50 (10 at night)		
Pennsylvania	16		12 w/ D.E. 24 without D.E.	Midnight to 5 am		18			
Rhode Island (1/1/99)	16	6	6	1 am to 5 am	All vehicle occupants must wear seat belts	17 & 6 months			
South Carolina	15	3	12	6 pm to 6 am 8 pm to 6 am		16 & 3 months			
South Dakota	14	6	3	8 pm to 6 am		14 & 9 months			
Virginia	15	6				16			

¹ Applies to all novice drivers. ² Six month junior operator license suspension for second speeding offense. 12 month suspension for third and subsequent offenses until age 18. ³ 24 months or until age 21, whichever occurs last. * Stricter penalties and fines for provisional license holders convicted of moving violations and driving under the influence.



Feb. 11, 1999

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

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

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

RE: AAA Wisconsin support for A.B. 52 (teen graduated driver licensing--GDL)

Good afternoon, Chairman Brandemuehl and members of the committee. On behalf of AAA Wisconsin--representing the interests of more than 535,000 member-motorists in this state--I thank you for this opportunity today to tell you why AAA strongly supports A.B. 52 and graduated driver licensing for Wisconsin's new teen drivers.

AAA Wisconsin believes Rep. Luther 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.

I will keep my comments today relatively brief, but I have supplied each of you with a packet of materials that delve more deeply into AAA Wisconsin's "Licensed to Learn" campaign for teen-driver safety and our support for A.B. 52. Those packets include a booklet, "The Keys to Teen Driver Safety--Wisconsin's Case for Graduated Licensing," that AAA Wisconsin is making available to members and the general public.

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 and other national safety organizations regard 12 states--including Wisconsin neighbors Iowa, Michigan and Minnesota--as having enacted full-fledged GDL systems. Our one other immediate neighbor, Illinois, also has a good GDL law in place. In all, 26 states now have passed some form of graduated driver licensing to help their new teen drivers become better drivers.

In those states--and, I hope, here in Wisconsin--this is the problem GDL helps solve: Teen drivers are overrepresented in traffic crashes, the leading cause of death for their age group. Although only 6.1 percent of the state's licensed drivers were teens, teen drivers were involved in 14.4 percent of all Wisconsin crashes--and more than 12 percent of fatal crashes--in 1997. Nearly one in seven--13.7 percent--of the state's teen drivers were involved in a crash that year; for 16-year-old drivers, the picture was even worse; their crash-involvement figure was 18.7 percent.

(--MORE--)

Overall, teen drivers in Wisconsin have a crash rate about three times that of their parents and grandparents. These statistics are made all the more daunting in light of this trend: by 2010, the nation's teen driving population is expected to grow by about 23 percent over its 1996 level. More teens on the roads will only exacerbate the safety challenge of drivers for whom inexperience, developing skills and risk-taking behavior combine in a dangerous, often tragic mix.

The problem extends beyond teen drivers to young people riding with them. More than 14 percent of all persons killed in either car and truck crashes in our state during 1997 were teens. Typically about two-thirds of teen passengers killed are in vehicles driven by a teen.

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

Among jurisdictions with some form of GDL in place long enough to show significant results are the following:

- * **Maryland**--As of 1983, evaluation of this state's GDL law--in place since 1979--showed a 5 percent reduction in crashes and a 10 percent reduction in violation convictions among all 16- and 17-year-old drivers, even though only about half of that population was in the GDL program at that time. Maryland has since implemented a number of measures to improve its GDL system further.
- * **California**--This state found that its initial GDL law, which took effect in 1983, contributed to a 5.3 percent reduction in crashes involving drivers ages 15 to 17. California has since implemented GDL improvements that make its system similar to the GDL program proposed for Wisconsin in A.B. 52.
- * **Oregon**--A provisional licensing system was put in place in this state in 1989. This program showed a marked effect on the crash rates of 16- and 17-year-old males. In their first year of driving, provisionally licensed males had 16 percent fewer crashes than non-provisionally licensed males. (No statistically significant results for new female drivers were reported at that time.)
- * **Florida**--This state implemented GDL measures in mid-1996. An Insurance Institute for Highway Safety study of Florida's GDL program has recently reported that for drivers ages 15, 16, and 17, Florida saw a 9 percent combined fatal- and injury-crash rate reduction for 1997 compared with 1995. Florida's youngest drivers, 15-year-olds, saw the greatest reduction in this crash rate--19 percent. Crash reductions were not seen among teen drivers in Alabama, a neighboring state without a GDL law, nor among 18-year-olds in Florida, who had not been licensed under the state's GDL system.
- * **New Zealand**--This nation put GDL measures in place in 1987 and by 1992 had reported an 8 percent reduction in crashes involving drivers 15-19 years old.

(--MORE--)

- * **Ontario**--This province implemented GDL in 1994 and has produced the most clear-cut evidence for GDL effectiveness of any jurisdiction. Results released in 1998 indicated that the 1995 crash rate for Ontario drivers age 16-19 had declined 27 percent from 1993 levels. The fatal crash rate for 16-year-olds went from three times that of the general public to a level comparable to that of the general public. The overall crash rate for 16-year-olds dipped below that of the general population.

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 instructional permit phase). Michigan, Ohio and California have such 50-hour requirements; Wisconsin currently requires just six hours of instructor-guided practice. In a 1998 AAA Wisconsin membership 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.
- * **For probationary-license holders age 16-19, a restriction on driving without an adult over 21 between midnight and 5 a.m. during the first nine months of the probationary period** (with school and work exceptions). In the more than 20 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. National studies show that on a per-mile-driven basis, the rate of teen-driver involvement in fatal crashes is three to four times as high at night as during daylight hours.
- * **Not allowing probationary-license holders age 16-19 to transport non-family passengers under 21 during the first nine months of the probationary period.** Several studies--as well as common sense, intuition and memory--validate that teen passengers are often a risk factor for teen drivers. One 1998 study 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. Requiring teens--in this brief stage of their development as drivers--to develop their skills without interference from teen passengers is a prudent, crash-reducing step.

AAA Wisconsin also supports the bill's other significant provisions: a six-month minimum period to hold a learner's permit that remains valid for one year; required conviction-free periods for advancement in the licensure process; standard enforcement of the safety-belt law for teens through the probationary period; extending the skill-development period for probationary-license holders convicted of violating traffic laws or GDL restrictions; point-doubling for violation convictions during the probationary-license phase; and six-month license suspension after accumulation of 12 demerit points in a year. Each of these elements reflects recommendations of

(--MORE--)

AAA WISCONSIN--A.B. 52/GDL--PAGE FOUR

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 clarify 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 encourage more driving by new teen drivers both in supervised settings and--with a new probationary license--alone, without distractions. This bill as law 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 should 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 an instructional 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 does aim to reward teens gradually for growth in driving skill and maturity. It does not seek to punish teens. It does, however, recognize that what we've done in the past--what we still do today--is hand new teen drivers a virtually unrestricted pass to operate a several-thousand-pound potential weapon on the public roadways. And we allow them to do so after they've had only the most minimal practical preparation. That's neither fair nor safe.

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 and all A.B. 52 cosponsors 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. I thank Chairman Brandemuehl for scheduling this hearing and members of the committee for their consideration of this bill and AAA Wisconsin's support for it. We urge all legislators to support A.B. 52 and help make Wisconsin newest teen drivers better, safer drivers.

CORRESPONDENCE/MEMORANDUM

STATE OF WISCONSIN

LEGISLATIVE COUNCIL STAFF
ONE EAST MAIN STREET, SUITE 401
P.O. BOX 2536
MADISON, WI 53701-2536
TELEPHONE: (608) 266-1304
FAX: (608) 266-3830
EMAIL: leg.council@legis.state.wi.us

DATE: February 17, 1999
TO: PAUL NIELSEN, LEGISLATIVE ATTORNEY
FROM: William Ford, Senior Staff Attorney
SUBJECT: New Substitute Amendment to 1999 Assembly Bill 52

Please include the following in a redraft of Assembly Substitute Amendment 1 to 1999 Assembly Bill 52 for Representative Olsen:

1. Page 1, line 10. Revise s. 343.06 (1) (cm), Stats., so that it does not apply to a person applying for a Class M license.
2. Page 2, lines 18 and 23. Substitute "19" for "18."
3. Page 4, line 2. Insert "specified by the department by rule" after "violation."
4. Page 5, line 6. Substitute "a moving violation" for "offense."
5. Page 3, line 22. Revise s. 343.085 (1) (b), Stats., so that it does not apply to applicants for Class M licenses.
6. Page 5, line 3. Revise s. 343.085 (2m) (b) 1., Stats., to clearly state that, even if extended, the restrictions do not apply once a licensee reaches 18 years of age.
7. Page 6, line 4. Delete SECTION 9.
8. Page 6, line 25. The \$5 instructional fee increase should apply to applicants for a Class D license only.
9. Page 7, line 2. Revise to also double the number of demerit points for unlicensed violators who, if licensed, would hold a probationary license and to persons who hold permits under s. 343.07. This revision should also be made to SECTION 14 of the substitute amendment.
10. Page 7, line 12. Insert "on or" before "after."
11. Page 4, line 14. Revise s. 343.085 (2m) (am), Stats., to allow a licensee to operate a motor vehicle without regard to par. (a), in order to drive to or from a program and to transport other participants in the program to or from the program, whether licensed or unlicensed, if the

person transported has documentation signed by a person who is at least 25 years of age and associated with the program that the person is a participant in the program.

12. Give the Department of Transportation rule-making authority to determine under what conditions to waive the 50-hour training requirement of s. 343.06 (1) (cm), Stats., and the six-month instructional permit requirement of s. 343.085 (1) (b), Stats., for a person under 18 years of age who was previously licensed in another jurisdiction or country who is applying for a Wisconsin operator's license.

13. Amend s. 121.41 (2), Stats., to authorize a school board to provide for driver instruction under s. 343.06 (1) (cm), Stats., and to collect reasonable fees for it. Add similar language for technical college boards under s. 38.14, Stats.

14. Page 5, line 17. After that line, insert:

“(e) Nothing in this subsection shall be construed to create a separate cause of action against the parent or guardian of a licensee under this subsection or against the owner of any vehicle operated by a probationary licensee under this section.”

15. Page 9, line 6. SECTIONS 5, 6, 7, 8, 9, 10, 12, 13 and 14 of the bill are to take effect on the first day of the 10th month beginning after publication or on July 1, 2000, whichever occurs later.

WF:tlu:kjf:jal

These are the results of a recent student survey, which was conducted at Ripon High School on the 9th and 10th of February 1999, concerning the Graduated Driver's License bill.

The questions of the survey were as follows:

- 1) Do you have a driver's license?
- 2) Do you think that the graduated driver's license bill is fair, why or why not?
- 3) Do you think that raising the driving age would make driving any safer than it is now?
- 4) Do you have any ideas on how teenage driving could be made safer?
- 5) Do you think that making driving penalties and laws more strict would make driving safer, why and why not?
- 6) Do you have any questions/comments regarding the Graduated Driver's License bill?

Results:

Number of total surveys	80	
Number of students who took the survey who <i>have</i> a driver's license	28	35%
Number of students who took the survey who <i>do not have</i> a driver's license	52	65%

Results for question 2: Do you think that the graduated drivers license bill is fair, why or why not?

Licensed drivers:

No	23	82%
Yes	4	14%
Unsure	1	4%

Non-licensed students:

No	48	92%
Yes	4	8%

Total for all students:

No	71	89%
Yes	8	10%
Unsure	1	1%

Comments from question 2:

"No, because it isn't the way to go about this. I think more time behind the wheel in an education class is necessary."

"No. You shouldn't change the lives of a lot of others because one youth lost a life."

"No. You just can't find enough time to do all the driving they want."

"No. It punishes everyone for mistakes made by a few people."

"Yes, because the more experience you have as a driver the better off you will be. Younger people need to take driving more seriously and by restricting their time they can drive and will learn to drive more safely."

"No because it is not just teenagers causing the problems on the road."

"No, students with jobs or extra-curricular activities can't always depend on parents to pick them up if they get done after midnight."

"No- it's impractical, most people can handle driving at 16 years old."

"No, I feel as though it is punishment to those of us who wouldn't abuse the privilege of having a license."

"Yes because other states have already implemented it and kids need more experience driving behind the wheel."

"No. It seems unnecessary to me to have 50 hours of behind-the-wheel."

"No. The only way to learn responsibility is to have responsibility."

"No – It penalizes those younger responsible drivers when there is only a small majority that would need stricter rules."

"No. Unfortunately the loss of a child is what made this bill, but trying to punish so many for the mistakes of a few is unconstitutional."

"Yes to some extent – I think it is a little strict but I'd rather walk everywhere until I'm 19 than go through the pain of being killed or someone close to you being killed."

"No, because certain jobs require driving at night or carpooling to work."

"No. there are too many responsible and smart kids that this law affects and shouldn't. No matter how much we try to stop them, accidents will happen."

Results for question 3: Do you think that raising the driving age would make driving any safer than it is now?

No	73	91%
Yes	4	5%
Unsure	3	4%

Comments from question 3:

"No it would not because they will still be inexperienced."

"No. New drivers will have the same amount of experience, young or old."

"No. I don't think it matters what age you are. Anyone can drive reckless."



Results for question 4: Do you have any ideas on how teenage driving could be made safer?

36% of students agreed that more hours should be required for behind-the-wheel, or that drivers education course should be longer and more in depth. This was the most common suggestion.

Other suggestions were:



Teens should be able to have their temps for a longer period of time so that they would have more experience driving in different conditions (i.e. weather conditions)



Driving tests should be more difficult or that less points should be required to fail the driving test.

Parents should be more involved in their children's driving.

Teenagers need to learn to be more responsible when driving.

* * Punishment and fines for breaking driving laws should be more severe. Students should have their license taken away after a fewer number of offenses.

WDA The hours of the day that students are able to drive with friends should be restricted. For example between the hours of 1 am and 5 am.

A drug test should be required before a student is able to get their license.

* One student also suggested that students should be required to have a C average in school before they are able to get their license.

* Results for question 5: Do you think that making driving laws and penalties more strict would make driving safer, why or why not?

Yes	33	41%
No	35	44%
Unsure	12	15%

• Comments for question 5:

* "Yes because teenagers couldn't afford the fines."

"For some people but not all because those that get into many accidents do it inevitably."

"Be more strict on the laws. Give tickets and make them more expensive, and kids would learn from them."

"Yes, people won't want to lose their drivers licenses or pay stiff fines."

"Yes and no, it all depends on the individual person."

"Possible – but most kids are going to do what they want anyway, but it might make them think twice."

"Yes, too many people just get off with warnings."

"No, kids in general have a tendency to rebel against set rules anyway. More rules would be worse."

"I think it would make more people afraid to break the law when they drive, so in that aspect, yes. But in no way should the punishment not fit the crime. I think the punishments are fine now – if not too excessive."

Common questions about this bill:

How will it effect the people who already have their license?

How will it be enforced?

How do you think that this bill will help?

Will this bill only effect teenagers, or will it effect all new drivers?

Will students be able to have their temps for longer?

How is it possible that students would be able to drive with an instructor for 50 hours when it is already very difficult to arrange time to drive for 6 hours?

When will it become effective?

Other comments about the bill:

"I don't feel that we should have [this bill]. What has happened will never change and people won't come back."

"I agree that teens should do more behind-the-wheel, but 50 hours is nuts!"

"I do not think that it should be passed because it is not the fact of how many hours a teenager has behind the wheel, it's just that they have to pay more attention to the road instead of what is going on around them."

"Responsible drivers (most teenagers) should not be subjected to this unfair law. It is too restrictive and harms college students, students in sports and parents. It will not necessarily be safer."

"When your kids are driving, or when they first start driving, how would you like to be chauffeuring them around because they can't go with their friends. Not only is it our inconvenience, it'll be yours too."

"Experience cannot always prevent accidents. Even the best drivers have accidents."

"I think that this bill is currently unfair and needs much more work before it would be good."

"I am not totally opposed to the Graduated Licensing Bill but I just don't see why it has to be so strict. If they would make some of the requirements less than what they are in the bill right now, but more than what the current law is, I think less people would be opposed to it."

NCBI *PubMed*

PubMed QUERY

PubMed ?

Other Formats:

Citation

MEDLINE

Links:

Related Articles

Order this document

J Pediatr Surg 1998 Jul;33(7):1084-8; discussion 1088-9

Teenage driving fatalities.

Liu JY, Mooney DP, Meyer MM, Shorter NA

Department of Surgery, Kiwanis Pediatric Trauma Center, Children's Hospital at Dartmouth, Lebanon, New Hampshire, USA.

BACKGROUND/PURPOSE: A recent legislative effort in New Hampshire to institute a graduated licensing system for teenagers (TA) led to an analysis of state data on fatal crashes involving TA drivers. This provides an overview of these events and suggests possible prevention strategies. **METHODS:** Data on fatal crashes involving TA drivers was obtained for the years 1991 through 1996 from the Fatal Accident Unit, Division of State Police, New Hampshire Department of Safety. **RESULTS:** From 1991 through 1996, there were 100 events resulting in 109 total deaths, of which 76 were TA. Five involved motorcycles. Four drivers struck pedestrians, and two struck children on bicycles. In one case, an object fell from a truck, crushing a car. The remaining 88 were single- or multiple-car crashes, and these were analyzed further. Two thirds of the drivers were boys. The driver breakdown by age was 15 years, 3; 16 years, 21; 17 years, 26; 18 years, 20; 19 years, 18. The TA driver was killed in 47% of the events. Nineteen percent resulted in the death of the driver of another car. In 62 events, there were passengers in the TA's car, and in 55% of these, a passenger was killed. Twenty percent of the crashes involved drugs or alcohol, and almost two thirds of these occurred between 10:00 PM and 6:00 AM. Seat belts were not used by at least 72% of those injured fatally. In 59%, known traffic violations, usually speeding, contributed. More detailed data were available for 1995 through 1996, during which there were 30 crashes resulting in 33 deaths. Speed limit did not correlate with number of crashes. One-car crashes outnumbered multiple-car, 57% to 43%. Ninety percent occurred on single-lane roads. Most significantly, 63% of the drivers had been licensed less than 1 year and 47% less than 6 months. In this latter group, drugs and alcohol played no role, and none occurred between 11:00 PM and 6:00 AM. **CONCLUSIONS:** Two at-risk groups exist. The first is inexperienced sober TA drivers on single-lane roads during conventional hours. As experience increases, the second group appears: TA who have been drinking and are out late at night. Prevention strategies must take into account these two groups.

PMID: 9694099, UI: 98357472

the above report in

format

documents on this page through Loansome Doc

Other Formats:

Links:

Order this document

J Public Health Policy 1995;16(3):347-60

Characteristics of fatal crashes of 16-year-old drivers: implications for licensure policies.

Williams AF, Preusser DF, Ulmer RG, Weinstein HB

Insurance Institute for Highway Safety, Arlington, VA 22201, USA.

Compared with older drivers, and even older teens, greater percentages of 16-year-old drivers in fatal crashes were involved in single-vehicle crashes, were responsible for their crashes, were cited for speeding, had high vehicle occupancy (especially other teenagers), and were female. Sixteen-year-olds were less likely than older drivers to have been drinking. In addition, their crashes occurred at different times than those of older drivers, crashes between 10:00 p.m. and 11:59 p.m. on Fridays and Saturdays being especially likely. Information about the characteristics of the crashes of 16-year-olds is important because this is the age at which most states currently allow teenagers to get an unrestricted driver's license. It is also the age at which restrictions on beginning licenses are being considered in some states. The results of this study suggest that restrictions on teenage passengers, and night-driving curfews with pre-midnight starting times--two provisions used in New Zealand's graduated licensing system--would be appropriate in attempts to reduce crashes of beginning 16-year-old drivers, who have the highest fatal crash rate of any single teen age.

PMID: 7499515, UI: 96072142

the above report in format

documents on this page through Loansome Doc

Other Formats: Citation MEDLINE

Links: Related Articles

Order this document

J Health Polit Policy Law 1981 Summer;6(2):303-14

Patterns of teenaged driver involvement in fatal motor vehicle crashes: implications for policy choice.

Robertson LS

The failure (sometimes with harmful effects) of many current public policies to reduce fatal motor vehicle crashes of teenaged drivers points up the need to consider a broader range of policy options. This article examines data on 236,205 drivers in fatal crashes, including 19,470 who were less than eighteen years old, for patterns which might suggest or rule out particular options. Adults are seldom in the vehicle when drivers under eighteen crash, but requiring the presence of an adult might increase adult deaths rather than reduce teenage crashes. Identification of risk groups through crash and violation records cannot be very effective because drivers under eighteen in fatal crashes usually have no prior record. Legal precedent regarding minors and the pattern of fatal crash involvement by licensure status and time of day suggest that raising the age of licensure to eighteen or prohibiting driving from 8 p.m. to 4 a.m. by drivers under eighteen would reduce deaths substantially. Since only 52 percent of motorcyclists under eighteen had a valid motorcyclist license, increased enforcement of motorcyclist licensure laws has the potential to reduce motorcyclists' deaths even if present licensing ages are retained.

PMID: 7288111, UI: 82031670

Save the above report in Macintosh Text format

Order documents on this page through Loansome Doc

Other Formats: Citation MEDLINE

Links: Related Articles

Order this document

J Public Health Policy 1997;18(3):334-45

Night driving restrictions for youthful drivers: a literature review and commentary.

Williams AF, Preusser DF

Insurance Institute for Highway Safety, Arlington, Virginia 22201-4751, USA.

The research literature on night driving curfews is reviewed. Driving at night involves high risk, particularly for young beginners. Although only about 15 percent of the total miles of 16-17-year-old drivers occur between 9 p.m. and 6 a.m., about 40 percent of their fatal crashes take place during these hours. Curfews that limit recreational driving at night without an adult have been found to substantially reduce nighttime crashes. Parents of teenagers strongly endorse curfews and favor earlier starting times than prevail in most jurisdictions with curfews. A night driving curfew is an essential component of graduated licensing, a system that phases in young beginners to full-privilege licensure, limiting initial driving to lower-risk situations.

Publication Types:

- Review
- Review, tutorial

PMID: 9360349, UI: 98024703

Save the above report in Macintosh Text format

documents on this page through Loansome Doc

Other Formats: Citation MEDLINE

Links: Related Articles

Order this document

Accid Anal Prev 1996 Mar;28(2):139-46

An evaluation of the New Zealand graduated driver licensing system.

Langley JD, Wagenaar AC, Begg DJ

Injury Prevention Research Unit, University of Otago Medical School, Dunedin, New Zealand.

Young drivers have a disproportionately high risk of experiencing a road traffic crash. On 1 August 1987 a Graduated Driver's Licensing System (GDLS) was introduced in New Zealand. This system was designed to give young drivers (i.e. 15-24 years inclusive) experience in driving while being excluded from high risk driving situations. We sought to determine the impact of the GDLS on serious injury crashes. The source of the injury crash data was New Zealand's Health Information Services' national public hospital inpatient morbidity data files for the years 1979-1992 inclusive. We disaggregated the occupant data into three age groups 15-19 years, 20-24 years, and persons 25 years of age or older and compared their trends in injury. In order to determine whether the incidence of motor vehicle crashes was simply following trends in other injury events we also included two 15-19 year old non-traffic injury comparison groups. Using time series analyses we showed that the introduction of the GDLS was closely followed by substantial reductions in car crash injuries for all age groups, especially 15-19 year olds (23% reduction). After considering effects for older occupants we speculate that the effect is likely to be substantially less than 23%. An analysis of licensure data suggests that the reduction in crashes may, in large part, be attributable to an overall reduction in exposure.

PMID: 8703271, UI: 96282729

Save the above report in Macintosh Text format

documents on this page through Loansome Doc

Other Formats: Citation MEDLINE

Links: Related Articles

Order this document

Accid Anal Prev 1996 Mar;28(2):171-80

Differences in young driver crash involvement in states with varying licensure practices.

Ferguson SA, Leaf WA, Williams AF, Preusser DF

Insurance Institute for Highway Safety, Arlington, VA 22201, USA.

Teenage driver licensing practices and the crashes of teenagers were compared in several states with differing laws and policies regarding licensure. High school seniors in Delaware, a state with laws that allow early driving and licensure, reported that they first drove on a public road, obtained a learner's permit and obtained a driver's license at younger ages than high school seniors in other northeastern states (Connecticut, New Jersey and upstate New York). State crash data indicated that Delaware and Connecticut, which allow unrestricted licensing at age 16, showed the highest rates of 16-year-old driver involvements in nonfatal and fatal injury crashes. Pennsylvania and upstate New York, which have night driving curfews for 16 year-olds, showed lower crash rates overall and much lower crash rates during their respective curfew hours. New Jersey and Nassau and Suffolk counties, where unsupervised driving by 16 year-olds is generally not allowed, showed the lowest crash rates for 16 year-olds. Graduated licensing programs that include delayed full-privilege licensure, night driving curfews, and extended periods of supervised practice driving are a possible countermeasure for the high motor vehicle crash rates of young drivers.

PMID: 8703275, UI: 96282733

the above report in format

documents on this page through Loansome Doc

MAY 05 1999

Dear State Representative:

Sixteen months ago our son Kris died in a car crash a few hours after helping his team to a 2nd place finish at the Wisconsin State Cross Country Championship. He was six weeks shy of his 16th birthday. Kris was a passenger in a car driven by a teen who had been driving a little more than a year, and had two previous speeding citations. The driver lost control of the car after suddenly accelerating to speeds reported to be as high as 120 mph. Our family will live with this tragedy for the rest of our lives. It's an even greater tragedy that this senseless loss of life is repeated 17 times a day on our nation's highways. It happens every 3 days in Wisconsin. We will lose more teens in cars this decade, than the total casualties of the Vietnam War. **YOU HAVE AN OPPORTUNITY TO CHANGE THOSE STATISTICS . . . BY APPROVING ASSEMBLY BILL 52.**

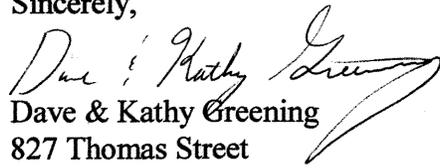
More than 25 states have already passed Graduated Drivers Licensing (GDL) laws. Those GDL laws have resulted in accident reductions ranging from 6-16%. **THIS BILL WILL SAVE LIVES!** What other piece of legislation can you point to that makes that claim. It's a common sense bill that is not designed to prevent teens from driving . . . it's designed to make them better drivers.

Last year in Wisconsin, 16 yr. old drivers were involved in crashes that took thirty-six lives. Not a single time in which the crash involved another vehicle was the other driver at fault. In nearly every case, inexperience, speed, or inattentiveness was cited as the primary cause. When a teen dies in car, two out of three times it's a passenger, not the driver who is killed. This bill will take other families loved ones out of harms way while new drivers gain valuable experience.

Kris was an accomplished athlete, a straight A student, a class leader who dreamed of going to UCLA. If this can happen to him, it can happen it can happen to anyone. I cringe every time I open a newspaper with the fear that another life that could have been saved by this bill has been lost. I hope you do too. This bill won't bring back Kris. It won't help the Miller family from Sun Prairie who lost their daughter Tobi two years ago in a car driven by someone who had their license eight days. It won't ease the pain of the Voss family from Mazomanie who lost their son Josh more than a year ago in a car with a driver who had only been driving a few weeks. But it will reduce the number of families who are going through what we are. You have an opportunity to make a difference. I hope you will do whatever you can to make this bill a reality just as soon as possible.

Thank you for your time and consideration in reading this letter. Please vote **YES** to making our teens better drivers . . . vote **YES** to Assembly Bill 52.

Sincerely,


Dave & Kathy Greening
827 Thomas Street
Ripon, WI 54971
PH: 920-748-2784
E-Mail: greening@dotnet.com

*make a copy
for DeWagner*

GDL OVERVIEW

(Assembly Substitute Amendment 2 to AB 52)

- **Requirements for 16 & 17 year old drivers**

Instruction permit must be held for at least 6 months

Parental certification for 50 hours of practice time with 10 hours at night

Must be conviction free 6 months prior to obtaining a probationary license

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

- **Class D permit fee increased from \$20 to \$25.**
- **Demerit Point Changes for Class D&M permit and probationary**

licensees:

Six month suspension for 12 points in 12 months

Doubling of points for moving violations

- **Primary enforcement of safety belt law for under 18**
- **Effective date: 3 months - for Instruction Permit requirements**

9 months - for Probationary License requirements



Wisconsin Professional Driving School Owners, Inc.
808 North 3rd Street
Wausau, WI 54403

TESTIMONY OF
LINDA ZEPKA
MEMBER
WISCONSIN COMMERCIAL DRIVING SCHOOL OWNERS ASSOCIATION
GRADUATED DRIVER LICENSING (AB-52)
ASSEMBLY COMMITTEE ON TRANSPORTATION
FEBRUARY 11, 1999

Good afternoon Chairman Brandemuehl and committee members. My name is Linda Zepka. I am the Immediate Past President of the Driving School Association of the Americas, a national trade association representing commercial driver education schools throughout the US and Canada. I am also owner of the Arcade and Sears Driver Schools in Wisconsin.

I am here today representing our state association, the Wisconsin Commercial Driver School Owners Association.

In Wisconsin, there are approximately 75 licensed driver education schools. We estimate that nearly half of all driver education done in the state is done by commercial schools. As more and more public schools look for ways to cut back on the programs they offer, many of them drop driver education and leave it up to the private sector.

All of you have had experience with young drivers either as parents helping your teen to drive safely or from your own experience of leaning to drive when you were a teen. This experience certainly gives you some first hand knowledge of how the system works and maybe some ideas of what could be done to improve it.

Our members work with teen drivers every day. I have been in this field for 23 years alone. I think we have a pretty good idea of where the problems are and what some of the solutions might be.

I want to thank you again for providing us with the opportunity to speak to you regarding the issue of young driver safety and the importance of a comprehensive system of graduated licensing for teen drivers.

We also want to commend Rep. Olsen (Sen. Roessler and Sen. Jauch) for taking a leadership role on this issue and for attempting to improve young driver safety through the introduction of AB-52.

Wisconsin's present driver licensing system does impose some limitations on young drivers with the intent of easing them into the driving experience.

The fact that crash rates for drivers 15-20 years of age is about 4 times as high as adults 21 years of age and older is evidence that not enough is being done.

We believe a comprehensive graduated licensing system must be implemented to ensure that our young drivers will receive the best possible training with experienced professionals and actual driving experience before they are allowed to move to the next level of licensure.

We support AB-52 which would close several gaps in the state's current driver's license system. We believe that restrictions on other teens being in a vehicle makes alot of sense. So do the night time restriction and the required use of seat belts. Requiring that a young driver to be accident and ticket free is also a wise move.

The requirement that teen drivers spend time practice driving with their parents is also a move in the right direction. This is especially true if the parents are good drivers.

Unfortunately, not all parents are! You would be surprised the number of times we have students that have already been "taught" how to drive by their parents and what we have to do to retrain them.

If parents actually spend the 50 hours with their teen driver as AB-52 requires, assisting them with becoming a knowledgeable driver, that would be great. Unfortunately some of today's parents are even more eager than the young driver to get the process over with as quickly and with as little involvement as possible. We are not sure how many parents will actually meet this requirement, especially since no real verification is required.

Last year when we testified on Rep. Olsen's first GDL bill, we were concerned that formal DRIVER TRAINING had been overlooked in the bill. We are pleased to report that we have worked with Rep. Olsen and some of our concerns have been addressed.

Our three (3) most serious concerns were: (a) parents and teen drivers not being given an alternative to the full 50 hours of practice driving time; (b) no change in the current requirement of six (6) hours of behind-the-wheel training with a licensed instructor; and (c) adult novice drivers could continue to get a license in Wisconsin without any driver education.

Our concern with the 50 hours of practice time is partially addressed in AB-52. If a parent and the teen want, they are able to reduce the 50 hours to 40 hours if the teen spends an additional 5 hours with a licensed instructor. We think that is fine and are willing to give it a try, but we doubt that any parent will see this as a viable option.

A more attractive option for the parent might be to get the 50 hours reduced to 25 hours with a licensed driver. We honestly believe that 5 more hours with a professional instructor in addition to the now required 6 hours of behind-the-wheel would be much more beneficial to the teen driver.

We also think it is time for Wisconsin to raise the current 6 hours of behind-the-wheel.

As I pointed out in last years testimony, Wisconsin requires a person who wishes to work in the barber or cosmetology industry to complete 3700 hours of apprenticeship before qualifying for a license to cut hair. Yet that same person could apply for a driver's license to operate a motor vehicle simple by completing a 30 hour classroom course and drive behind-the-wheel with a licensed instructor for 6 hours and observe another student driver for another 6 hours.

The Wisconsin requirement, known as 30-6-6, has been at that minimal level for since the Sixties!

Some would argue that being a hair stylist is a skill that requires training. How much less of a skill is the driving task? I can't recall anyone having died from a bad hair cut or because their hair was rolled too tight.

In 1997, 721 people died in automobile crashes in our great state, nearly a hundred of them were teenagers. It would seem our priorities are grossly misplaced.

We believe that the current 6 hours of behind-the-wheel is simply not enough time to teach young drivers all the necessary skills to be a safe, skillful driver. We think that 9 hours would more realistically provide the time to teach and practice crash-reducing skills.

Several other states now require more than 6 hours, including Texas, Florida, Connecticut, Maryland, Virginia, Delaware, and New Hampshire. Unfortunately, AB-52 does not address this issue.

If the Wisconsin Legislature is not prepared to address the issue of more driver education at this time, maybe it would be appropriate for you to direct the Council on Highway Safety to study the matter and report its recommendations back to the State Legislature at a later date.

The third issue that we had recommended be addressed is the lack of a requirement that adult novice drivers be required to take driver education. As you probably know, in Wisconsin anyone over 17 years of age first applying for a license is not required to take any classroom instruction or behind-the-wheel training. Of course, these new drivers still need to take the tests from the Department of Transportation.

Though accident rates are highest among new young drivers, we believe that a significant number of adult accidents are the result of new adult drivers not being properly trained. Here in Wisconsin we are seeing an increase in adults coming from other countries attempting to get a drivers license. Fortunately, some Wisconsin companies that bring foreign nationals into Wisconsin recognize that their new employees are not able to drive safely and these employers enroll their new employees in driver education programs.

We think there needs to be more of that. The Maryland Legislature, as part of its new comprehensive graduated licensing legislation, has adopted the 30-6 for new adult drivers. Like Wisconsin, adults in Maryland were exempt from any type of driver education or behind the wheel experience.

AB-52 begins to address this issue by extending the Graduated Licensing Requirements and driver education requirements to 18 year olds. We think that makes alot of sense for two reasons. First there does not appear any evidence to suggest that 18 years olds are any better drivers than are 17 year olds.

The other important reason for including 18 year olds is the experience in Minnesota when they implemented GDL. Seventeen year olds figured out the easiest way to beat the new GDL requirements was simply to wait till they turned 18 and then simply take the road test. As a result there are even more 18 year old divers without driver education in Minnesota than before GDL.

Including 18 years olds should avoid that problem.

We would like to suggest that if the State Legislature does not want to address the novice adult driver in this legislation, you might again consider referring the issue to the Council on Highway Safety and ask for their recommendation.

Again we think AB-52 is a good start in improving the driving safety of teen drivers. We think it should go a little further but are willing to work with you in addressing the other issues that we have raised in the future.

Again, thank you for giving us the opportunity to testify. I would be glad to answer any questions that you might have.

State Medical Society of Wisconsin

Working Together, Physicians Can Determine the Path of Medicine



TO: State Representative David Brandemuehl, Chair
Members, Assembly Committee on Transportation

FROM: M. Colleen Wilson, Legislative Counsel
Government Relations

RE: Support for Assembly Bill 52

DATE: February 11, 1999

The State Medical Society of Wisconsin greatly appreciate the opportunity to testify in favor of Assembly Bill 52 which would establish a graduated driver's license program in the state of Wisconsin. Graduated driver's licensing as proposed by Representative Olsen establishes a three stage approach to granting a driver's license based on a learner's permit, a probationary license and a full driver's license.

Motor vehicle related crashes are the leading cause of death in youth from 16-20 years of age. Although this age group makes up 7% of the US population, it accounts for 14% of all motor vehicle-related deaths. The two main factors that account for this increased crash rates include lack of driving experience and risk taking behavior on the part of adolescents. Adolescents lack experience and the ability to perform many of the complex tasks of ordinary driving, as judgment and decision-making skills are not yet fully developed. Driver's education programs that provide only six hours of behind-the-wheel experience do not provide sufficient supervised driving.

Graduated driver's licensing, as proposed by Representative Olsen, requires more practical behind-the-wheel experience before a teen is given a full driver's license. The teen is required to spend at least 50 hours behind the wheel with his/her parents or other adult over age 21 to gain the practical experience necessary to become a safer, experienced driver. There also is a requirement that a portion of the behind-the-wheel time take place in hours of darkness. Other restrictions are put on the teen driver seeking a full driver's license to reduce the number of accidents and deaths involving teen drivers and their passengers.

Drivers in the age group targeted by AB 52 are far more likely to be involved in a fatal car crash than any other age group (based on 1996 Wisconsin Traffic Facts). In states with graduated driver's license laws, crash rates have fallen 5%-16% though most states have implemented only elements of the graduated driver's license system. Wisconsin needs to continue its progressive tradition by implementing a system that through practical experience can save lives. We respectfully urge the committee to support AB 52.

JOHN D. RIESCH, MD, *President*
JACK M. LOCKHART, MD, *President-Elect*
JOHN E. PATCHETT, JD, *Executive Vice President*
BRADLEY L. MANNING, MD, *Treasurer*



**National
Transportation
Safety Board**

Washington, D.C. 20594

Safety Information

TESTIMONY OF

STEVE BLACKISTONE

NATIONAL TRANSPORTATION SAFETY BOARD

BEFORE THE

COMMITTEE ON HIGHWAYS AND TRANSPORTATION

WISCONSIN STATE ASSEMBLY

ON

A.B. 52 – GRADUATED DRIVER LICENSING

FEBRUARY 11, 1999

Good afternoon Chairman Brandemuehl. I am delighted to be here today to address the problem of young drivers in traffic crashes and our recommendations for reducing these crashes. Graduated driver licensing is an important step that will reduce needless deaths and injuries on Wisconsin highways and help hundreds of thousands of young new drivers in Wisconsin to adjust to their new driving responsibilities.

The National Transportation Safety Board is an independent Federal agency charged by Congress to investigate transportation accidents, determine their probable cause and make recommendations to prevent their recurrence. We are best known for our aviation investigations such as that of the crash of TWA Flight 800. But, we investigate accidents in all modes of transportation. The Safety Board also conducts special studies on transportation safety problems of national significance.

The recommendations that arise from our investigations and safety studies are our most important product. The Safety Board has neither regulatory authority nor grant funds. In our 31 year history, more than 80 percent of our recommendations have been adopted by organizations and government bodies in a position to effect improvements in transportation safety.

Studies show that newly licensed drivers have the highest crash rate of any driver group and young drivers between the ages of 16 and 24 have the greatest fatality rate per 100,000 population. These young drivers are also over represented in crashes involving alcohol. With a lack of driving experience and a tendency toward risk taking, young drivers are a fair target for developing safety measures tailored to address their driving behavior.

Through its safety initiatives, Wisconsin has made improvements in highway safety, resulting in a decrease in overall highway fatalities in the general population. Yet, the number of highway fatalities involving young people between the ages of 15-20 has continued to remain roughly the same since 1991. In 1997, 162 persons lost their lives on Wisconsin roads in crashes involving 15-20 year old drivers compared to 171 in both 1995 and 1996.

These statistics demonstrate that there remain areas that need attention. In particular, the Safety Board is concerned about crashes involving our youngest drivers. For a 10-year period the number of young persons (age 15-20) had been

declining. However, in 1994 that trend started to reverse. It is projected that over the next 10 years, our youth population will increase. The logical consequence of this demographic change is simple: more population, more drivers, more exposure, and regrettably, potentially more crashes and fatalities.

Unfortunately, we all too often hear reports of car crashes involving young people who have only recently obtained their license to drive. No year passes without tragedies. Indeed, right in my own backyard in Patuxent, Maryland a little more than a week ago, three teens were killed when their car collided with a truck as they were passing another car on a two-lane road near their high school. The teenage driver of that car lost control as he was returning to his lane. Speed was a contributing factor in the accident. This was in fact, the second such accident in recent months involving students from that high school. In an earlier accident, two teens were killed when their car went out of control and crashed into a tree as they drove to school.

There are certain characteristics of fatal crashes involving young novice drivers. The drivers and passengers frequently are not belted, the cars are loaded with the drivers' peers, and often there is a deadly combination of inexperience and immaturity. That combination can be deadly. When night driving and alcohol are added to the equation, crash risk increases dramatically. Yet, these crashes are preventable and there are legislative measures that are successful in reducing both crashes and fatalities.

I'm sure you have heard the grim statistics, but let me recount just a few that illustrate the need to act:

- In 1997, there were about 8,900 fatalities nationwide involving 4,800 15- to 20-year-old drivers.
- The 162 fatalities in Wisconsin that I mentioned earlier comprised 21 percent of Wisconsin's 770 highway fatalities for 1997.
- Young drivers age 15-20 years comprise about 6.7 percent of all drivers nationwide, but about 14 percent of highway fatalities.
- About 20 percent of their driving is at night, but about 50 percent of their fatalities occur during the hours of darkness.

- Traffic crashes account for 40 percent of all deaths -- the leading cause of death for this age group.
- Beginning drivers have a very high crash risk. Male drivers in this age group have 6 times the fatality risk of older drivers. Nationally, in 1997, the fatality rate for teenage drivers (age 15-20) is four times as high as the rate for drivers 25 to 65 years old.

Crash rates for 16-year-olds are a cause for alarm. Nationally, the 16-year-old driver crash rate is 1.5 times that of drivers age 17, 3 times that of drivers ages 18 and 19, and 4.3 times that of drivers ages 20 through 24. It seems clear that this rite of passage does not allow some teenagers to pass through to adulthood.

In Wisconsin, while only 6 percent of the State's licensed drivers are teenagers, teens are involved in 14 percent of all Wisconsin crashes and 11 percent of the fatal crashes. Studies show that more than one in seven Wisconsin teens were involved in a driving accident of some type. We must act to change this trend. One important solution is before you - graduated driver's licensing.

A number of studies by the National Highway Traffic Safety Administration (NHTSA), the Insurance Institute for Highway Safety, the States and others put the problem in context nationwide. These studies have shown that 16-year-olds are more likely to be involved in single vehicle crashes, be responsible for the crash, be cited for speeding, and have more passengers than older drivers. Such crashes are most likely to occur from 10 p.m. to midnight on Friday and Saturday nights.

For example, a 1994 NHTSA study found that teenage drivers, ages 16-19, had the highest crash rate of all drivers. The rate for 16-year-olds was by far the highest (43 per million miles driven), followed by 17-year-olds (30 per million miles driven). By contrast, the rate for 20- to 24- year-old drivers was 10 crashes per million vehicle miles driven; for those over age 25 the rate was 3 crashes per million vehicle miles driven. Clearly, 16-year-old and, to a certain extent, 17-year-old drivers are at great risk of crashing. First-year drivers, moreover, have twice the average number of crashes and, on a miles-driven basis, four times the number of crashes of more experienced drivers.

Further, the studies indicated that the presence of passengers, especially other teenagers, might be an important factor in the high crash rate. Two-thirds of the deaths of teenagers as passengers in cars occur in vehicles driven by teenage drivers. More teenagers die in vehicles driven by 16-year-olds than in vehicles driven by 17-, 18-, or 19-year-olds.

The United States has the youngest age of licensure of any industrialized nation; most other nations don't license drivers until age 17 or 18, have substantially more rigorous education requirements, and more expensive mandatory insurance. In the United States, only New Jersey licenses at age 17.

Given the appalling number of deaths, injuries and crashes, what more can we do to reduce the toll? After a review of young driver (drivers under the age of 21) licensing and underage drinking and driving research, analysis, and careful study, the National Transportation Safety Board recommended in 1993 that Wisconsin and the other 49 States take several specific actions, including implementation of a comprehensive graduated driver licensing system.

Research indicates that because driving patterns are formed early, driver improvement actions targeted toward youthful drivers need to be identified and acted upon rapidly. Thus, the Safety Board called on all States to improve their driver licensing by enacting laws to provide for a provisional license system for young novice drivers, also known as graduated licensing.

Beginning drivers should be introduced gradually to the driving experience. They should be provided the maximum time to practice, under the safest possible real-world conditions. They should be given the opportunity to gradually develop the skills needed for full licensure. For our young drivers to be able to have the chance to develop, we need to create a support system for them that involves parents and guardians in the process, and quickly identifies young problem drivers before bad habits and behaviors become ingrained, and then take action to correct those problems. This system needs to be combined with a nighttime driving restriction during the driver's first year so that adults can provide the experience necessary to drive safely at night. It allows the young driver to gain experience and expertise while also providing a safety net. The National Safety

Council has described this system of graduated licensing as “training wheels for young drivers.”

Beyond that, we need to more rapidly identify young problem drivers before bad habits and behaviors become ingrained. We need to take driver improvement action more quickly and more effectively than with older drivers. In that way, we can prevent crashes over the long run. In an analogy that may be helpful, we don't proceed from walking to riding a bicycle in one step. We need training wheels to make the process safer. The National Safety Council has described graduated licensing as “training wheels for young drivers.”

Our current system doesn't teach young people how to drive, it teaches them to pass a test. Learning to drive is a long-term process, one that can't be dealt with effectively through the traditional driver education program. Once the mechanics are learned, additional training must be “on the job,” without unnecessary distractions, and with the assistance of a more mature and experienced driver. As their skills and maturity develop, new drivers can then proceed to full licensure.

A graduated license system for teenage novice drivers accomplishes this. It combines restrictions so that their initial driving takes place in less dangerous circumstances (daytime and with adult supervision at night) until the driver has had an opportunity to gain experience. A truly successful program must incorporate a nighttime driving restriction. Nighttime driving practice with adult supervision results in better drivers, and fewer nighttime crashes. Restrictions would gradually be lifted after successful completion of the learning period.

The experience of other countries and States has proven the effectiveness of this system. The Safety Board reviewed reports from overseas involving New Zealand and in the United States from the states of California, Maryland, Oregon and Florida - all of whom have implemented portions of a graduated licensing system. A 1988 California Department of Motor Vehicles study reported that California's 1983 graduated licensing law reduced the rate of crashes among 15- to 17-year-old drivers by 5.3 percent. In 1997, California strengthened its law by adding a nighttime driving restriction and passenger limits. Similarly, in Maryland, despite the two recent tragic examples I cited, a limited graduated licensing system, implemented in 1979, led to a 5 percent reduction in crashes,

according to a 1983 evaluation. Maryland further strengthened its law last year. New Zealand achieved an 8 percent crash reduction among drivers from age 15 through 19 according to a 1992 evaluation. A 1991 study of the Oregon graduated license program reported a 16 percent crash reduction among 16 and 17-year-old male drivers.

Florida enacted a strong graduated licensing system in 1996. In a study released just last month by the Insurance Institute for Highway Safety, a 9 percent reduction in the fatal and injury crash rate among 15, 16, and 17 year-olds in Florida occurred during 1997, the first full year of graduated licensing, compared with 1995. Reductions were not seen among 18 year-olds in Florida, nor among Alabama teenagers, who were used as control groups.

A 1984 study of nighttime driving restrictions in four States by D.F. Preusser and others found among 16-year-old drivers that crashes were reduced by 69 percent in Pennsylvania, 62 percent in New York, 40 percent in Maryland, and 25 percent in Louisiana. Because many of these crashes occur in the evening hours, the earlier in the night that the restriction starts, the greater the crash reduction that is achieved. Many States include conditions or exemptions related to work or school, and may limit routes or number of passengers as well.

Clearly, graduated licensing that identifies and takes driver improvement action with young drivers can work to improve the learning process and reduce youth highway crashes. A nighttime driving restriction allows that learning process to take place in a safer environment, and helps parents to participate in that process.

Both public and private sector highway safety leaders have reached consensus on the critical elements that should be included in a model graduated licensing law. These models include mandatory safety belt use, zero alcohol tolerance, a nighttime driving restriction, more rapid driver improvement actions, parent/adult supervised practice, limited period learner's permit, and demonstrated safe driving to qualify for full licensure.

The National Highway Traffic Safety Administration has developed a three stage model for graduated licensing for young novice drivers consisting of a learner's permit, an intermediate or provisional license, and a full license. Each stage includes mandatory safety belt use, zero alcohol tolerance, and a permit

with a distinctive appearance until age 21. This program also promotes driver education, parent participation, restricted night driving, and rapid corrective action following at fault crashes and violations. The model also suggests using a vision and knowledge test for the learner's permit; a knowledge and skills test for the provisional license; and a minimum holding period for each permit. Completion of the first two stages as well as at-fault crash and violation free driving is rewarded by full licensure. Eighteen States have enacted at least some of the core provisions of graduated licensing.

Many parents and even young drivers support the restriction when they understand the justification for it. A November 1994 survey by Alan Williams of the Insurance Institute for Highway Safety found that 74 percent of parents of 17-year-olds favor night driving restrictions for beginning drivers. Of those in favor, 48 percent preferred a restriction beginning at 10 p.m. A telephone survey of 16- to 18-year-olds in 4 States with such restrictions indicated that 63 percent of the teens in Illinois, 67 percent in New York, 80 percent in Pennsylvania and 47 percent in Indiana, were in favor of some kind of night driving restrictions for beginning teenage drivers.

In conclusion, highway crashes involving young drivers will remain a serious and persistent problem unless concrete and comprehensive steps are taken. Our young people are this Nation's most valuable resource, one that must be nurtured and protected. Too many of them are being killed and injured unnecessarily.

Mr. Chairman, it is time for Wisconsin to enact a comprehensive graduated driver's license system. The legislation before you makes a significant start to this process by phasing in the driving privilege, and enabling young drivers to gain experience by driving during less dangerous times. It includes many of the provisions recommended by the Uniform Vehicle Code. In addition, it also requires 50 hours of supervised driving practice, including at least 10 hours at night, a passenger restriction during the intermediate phase and a comprehensive safety belt use requirement applicable to all vehicles operated by drivers under age 19.

The Safety Board believes an effective combination of tough, fair laws; vigorous enforcement; and intensive, targeted educational campaigns is needed.

We are so convinced of their life saving benefit that we have included our graduated licensing recommendations on our "Most Wanted" recommendations list. We strongly believe that graduated licensing is one of the most effective actions that the Wisconsin Legislature can take to save both young lives and the lives of others involved in crashes with young drivers.

Thank you again for inviting me to testify about this important initiative. I would be happy to answer any questions you may have.

###