

Milwaukee Journal Sentinel April 8, 1999

Van crash renews call to limit novice drivers

Deadly lagoon accident adds momentum to plan for 'graduated licensing'

BY AMY RINARD
AND VIKKI ORTIZ
of the Journal Sentinel staff

A van crash that killed two New Berlin teens and critically injured two others has given momentum to proposed legislation that would restrict the driving privileges of novice drivers, say state lawmakers and advocates of the bill.

"It's sad to say, but sometimes this is what it takes to get things moving," said Rep. Luther Olsen (R-Berlin), the Assembly author of the bill modeled after similar laws in 26 states, including Illinois, Iowa, Michigan and

Minnesota.

"I know that if this bill was law today, these two teenagers would be alive," Olsen said.

"How many kids have to die before we get this passed?"

In Monday's fatal accident, 16-year-old driver Dan Sutton lost control of his vehicle, causing it to land upside down in the Whitnall Park lagoon in Hales Corners. Witnesses said the van was traveling 60 mph in a 25-mph zone.

Rebecca Lutzke and Sam Schmidt, both 16, died in the accident.

Sutton has had his driver's license for only six weeks.

Although Olsen's proposal has the support of Gov. Tommy G. Thompson and Assembly Speaker Scott Jensen (R-Town of Brookfield), Sutton's father has his doubts about the effectiveness of such a law.

"I don't know if being stricter would have changed anything," Jerry Sutton said as his son lay clinging to life at St. Luke's Medical Center.

"He's still comatose," Sutton said. "Maybe he'll pull through yet."

Emily Brooks, 15, also remained in a coma Wednesday at Froedtert Memorial Lutheran Hospital in Wauwatosa, family friends said.

Sutton said he could not offer any advice to parents on how the accident could have been prevented or how such accidents could be avoided. But he said his son had never before been in trouble.

"I personally think he's a great kid," Sutton said. "None of these six families wanted this to happen. I think we just got stuck with a real bad situation."

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Milwaukee Journal Sentinel April 7, 1999

Speed-related crashes, injuries fell in 1998, state DOT says

By LARRY SANDLER
of the Journal Sentinel staff

Speed-related crashes dropped sharply in Wisconsin last year to the lowest level in at least a decade, the state Department of Transportation reported.

Injuries and deaths related to speeding also fell, according to the DOT's annual breakdown of traffic crashes statewide.

During 1998, law enforcement authorities blamed 18,311 crashes on speeding, down 17.6% from 22,224 in 1997.

That was the biggest drop and the lowest total in the '90s, DOT records show.

"That's a phenomenal statistic," Capt. Bob Bereiter, commander of the State Patrol's Waukesha-based southeastern district, said Tuesday.

Speed-related injuries fell 12.6%, from 13,091 in 1997 to 11,439 last year, and speed-related deaths fell 5.1%, from 214 to 203, the DOT reported. Those were the lowest injury and death totals in at least six years.

Authorities weren't sure what caused the decline but said mild weather and stepped-up traffic enforcement likely played a role.

The definition of a speed-related crash includes both exceeding the speed limit and driving too fast for conditions, noted Dennis Hughes, DOT chief of safety policy analysis.

Also, speeding enforcement was emphasized by southeastern Wisconsin law enforcement agencies last year, Bereiter said.

Even with the decrease, speeding still accounted for 15% of last year's 125,831 total crashes, 18% of the 62,236 total

injuries and 29% of the 709 total deaths, the DOT reported.

Total crashes are down 3%, total deaths are down 2% and total injuries are down 1%.

The DOT figures also show:

- Alcohol-related deaths dropped for the first time since 1994, down 8.7%, from 309 in 1997 to 282 last year. Alcohol-related crashes fell 1.8%, from 8,627 to 8,475, continuing their long-standing downward trend.

- Bicyclist deaths more than doubled, from five to 11. But the 1998 total matches the average of the preceding five years.

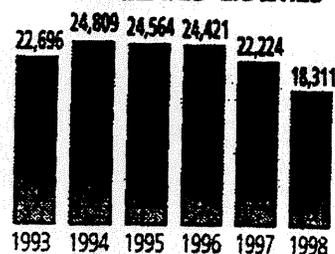
- School bus crashes dropped 13% from 886 to 771, the fourth straight year they've declined.

- Pedestrian deaths rose slightly, from 62 to 64.

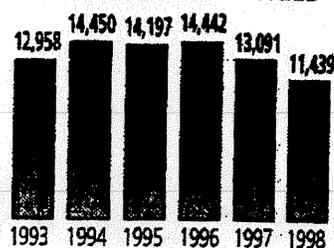
Slowing down

Speed-related crashes in Wisconsin dropped 17.6% last year, while the number of people injured in accidents caused by excessive speed was down 12.6% and deaths decreased 5.1%, according to new state figures.

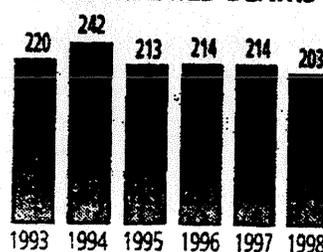
SPEED-RELATED CRASHES



SPEED-RELATED INJURIES



SPEED-RELATED DEATHS



Source: Wisconsin Department of Transportation Journal Sentinel

Milwaukee Journal Sentinel April 8, 1999*...cont. from prev. page***'Graduated Licensing'**

For nine months after getting a driver's license, a 16-year-old could not have another teenager in the vehicle unless it was a family member, under the proposal.

"In this case, clearly had that driver been subject to this law, he would have been the only teenager in that van," Sen. Bob Jauch (D-Poplar), the co-sponsor of the bill, said of Monday's accident.

"Like so many other tragedies, this accident puts a personal face on the issue and adds momentum and inspiration for action."

Called the "graduated licensing" bill, the measure aims to reduce accidents involving teen drivers by requiring driving ex-

perience before they are granted full driving privileges.

The bill was advanced recently by an overwhelming bipartisan vote of an Assembly committee and sent to the Joint Finance Committee for action. It has not been scheduled to come before the Finance Committee, which is working on the 1999-2001 state budget bill.

But Wednesday, the Joint Finance Committee's Assembly co-chairman, Rep. John Gard (R-Peshtigo), said he would arrange for the full Assembly to act on the bill this spring.

Gard noted, however, he was undecided about the measure.

"Everybody's heart is in the right place but we have to make sure we don't act so quickly that we don't pay attention to all the details," he said. "The impact of this on families is going to be dramatic."

The legislation would require parents or guardians to spend 50 hours practicing driving with a 15-year-old who has a learner's permit, including 10 hours of night driving. Now, there is no such requirement.

The bill also would prohibit teens from applying for a license unless they have a learner's permit for six months. Also, any teen with a learner's permit who has been convicted of a moving violation would have to wait another six months to apply for a license.

In addition, for nine months after getting a license, a new teen driver could not drive alone between midnight and 5 a.m. except to go to work or school, or in an emergency.

The new law would go into effect July 1, 2000.

AAA Supports It

Ernie Stetenfeld, vice president of the American Automobile Association Wisconsin, said that in the wake of this accident, his organization would urge its members in its next newsletter to call their legislators and urge passage of the bill.

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Milwaukee Journal Sentinel April 8, 1999

...cont. from prev. page

The AAA Wisconsin newsletter is to mailed to 350,000 households in the state.

"I can only hope that we can wrest some good out of a tragedy like this one," Stetenfeld said. "This lends some credence to the argument that we should pass these restrictions."

In many of the states with similar measures, the laws are so new it is not yet known whether the restrictions have reduced teens accidents and fatalities, Stetenfeld said.

But Florida, which in 1996 enacted a law similar to the one proposed in Wisconsin, saw a 9% reduction between 1995 and 1997 in fatal and injury accidents involving 15-, 16- and 17-year-olds. For 15-year-olds alone, the reduction was 19%.

In Ontario, Canada, which implemented a similar law in 1994, the crash rate for drivers ages 16 to 19 declined 27% in a two-year period.

National Highway Traffic Safety Administration studies have credited graduated driver licensing laws with reducing accidents among teenagers from 5% to 16% in various states.

Stetenfeld said that although they make up only 6.1% of Wisconsin's licensed drivers, teen drivers were involved in 14.4% of all crashes in the state and more than 12% of fatal crashes in 1997.

"Between the risk-taking and the sense of invulnerability that

young people are understandably prone to, the passage in Wisconsin of these driving restrictions for teenagers just makes sense," Stetenfeld said.

Neighbors of Brooks said stricter rules for young driver's could have prevented the tragedy.

"I don't think they're old enough to have that responsibility to make those critical decisions," said Jean Miller, a long-time friend of the Brooks family.

Miller said Brooks and her friend Rebecca Lutzke would often lay by the Brooks' pool and giggle away summer days.

"God, this is so close," Miller said, crying. "They're good, wholesome kids..."

But Miller said she couldn't advocate for Sutton, the van's driver, to be punished.

"I'd be the last one to judge him," Miller said. "It could have happened to anyone."

Meanwhile Wednesday, Capt. Randy Tylke of the Milwaukee County Sheriff's Department said sheriff's officials had received contradictory statements concerning how fast Sutton was driving the van.

He declined to say who was making what statement and added that those people needed to be re-interviewed.

Tylke added, however, that it was clear Sutton was speeding.

"If you look at marks on the roadway by the tires, you can tell the van was out of control," he said. "It wouldn't do it if they

were doing 25 mph, and that's the speed limit through the park."

Funeral arrangements have been set for Schmidt and Lutzke.

Visitation for Lutzke will be from 3 p.m. Friday until services at 7 p.m. at Blessed Savior Lutheran Church, 15250 W. Cleveland Ave., New Berlin. Burial will be in Highland Memorial Park Cemetery in New Berlin.

Lutzke is survived by her parents, Paul and Diane Lutzke; her brother, Luke; her sister, Jessica; and her grandmother, Katie Lutzke.

For Schmidt, visitation will be from 5 to 8 p.m. today, with a vigil at 7 p.m., at the Larsen Bros. Funeral Home, 15250 W. National Ave., New Berlin, and from 10 a.m. Friday until services at 11 a.m. at St. Elizabeth Ann Seton Parish, 12700 W. Howard Ave., New Berlin. Burial will be private.

His survivors include his parents, Steven and Stephanie Schmidt; his brother, Zak; his sister, Roxie; and his grandparents, Richard and Maxine Schmidt.

Church & Chapel Funeral Service is handling the arrangements for both Schmidt and Lutzke.

Jessica McBride and Chris Carr of the Journal Sentinel staff contributed to this report.



DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 24, 1999

Debbie Siegenthaler, Secretary
Lafayette County Highway Safety Committee
740 East Street, P.O. Box 118
Darlington, WI 53530

Dear Ms. Siegenthaler:

Thank you for your letter informing me of the support by the Lafayette County Highway Safety Committee for Assembly Bill 52, known as the Graduated Driver Licensing bill. I appreciate hearing from you.

As chair of the Assembly Transportation Committee, I have made this legislation one of my top priorities and given it my full support. Last month, the Transportation Committee voted on AB 52 and recommended it for passage. It next needs to get approval of the Joint Finance Committee before moving on to the full Assembly. Unfortunately, the Joint Finance Committee is currently wrapped up in budget deliberations and does not expect to take up any other legislation until the budget process is over. However, AB 52 does have wide, bipartisan support in both houses and the support of the Governor. So, I am hopeful that AB 52 will be moved along as quickly as possible.

Thank you again for writing.

Sincerely,

A handwritten signature in cursive script, appearing to read "David".

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

Lafayette County Health Department

740 East Street - P.O. Box 118 - Darlington, Wisconsin 53530
[608] 776-4895 - Fax [608] 776-4885

Public Health * Home Care * Hospice * Personal Care * Environmental Health

Date: March 18, 1999

MAR 24 1999

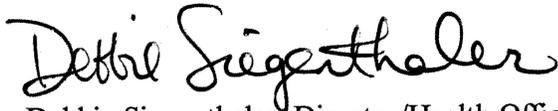
To: Representative David Brandemuehl
State Capitol
P.O. Box 8952 - Office 317-N
Madison WI 53708

From: Lafayette County Highway Safety Committee

Dear Representative Brandemuehl:

On behalf of the Lafayette County Highway Safety Committee, we would like you to be aware and support our position pertaining to the legislative discussions regarding the new graduated driver's licensing proposals. At our meeting today, we formally made a motion to support the GDL concept. As a committee dedicated to safety, reducing traffic crashes and preventing related traffic deaths, we feel the concept is strong and is a concept we hope you support. This committee is comprised of our highway commissioner, law enforcement, public health, county board officials, and DOT representation. Statistically, the number of traffic crashes that involve teens is disproportionate to the number of teen drivers. It is our strong feeling that teen drivers lack experience behind the wheel as well as they can be easily persuaded by other teens into unsensible driving behavior. We feel this GDL legislation is a great step in addressing these issues and ultimately saving lives. Thank you for your consideration.

Respectfully,



Debbie Siegenthaler, Director/Health Officer
Lafayette County Health Department
& Lafayette County Highway Safety Committee Secretary

Eau Claire Leader-Telegram March 20, 1999

Graduated driver's license good idea

There are few rites of passage more hallowed than getting a driver's license.

Turning 16 means getting nervous, sitting behind the wheel of a car with a state examiner next to you, trying not to hit the car behind you when you parallel park and hoping you remember not to move across two lanes of traffic when getting into the left-hand turn lane.

Then, if all goes well, you emerge with a slip that says you can drive at any time with whomever you want.

That's when the real danger begins. And that's why it's right for the Legislature to impose a few reasonable restrictions on new drivers.

According to the state Department of Transportation, teens make up 6 percent of all drivers but account for 15 percent of the total accidents. The number of accidents involving these drivers is cut by 50 percent with each year of driving experience among 16- to 18-year-olds.

Editorial That has led 26 states to impose a so-called graduated driver's license, which sets the amount of time a young driver would have to train and who can ride along after the license is issued.

Under the proposal by state Sen. Robert Jauch, D-Poplar, teen-agers would need 50 hours of behind-the-wheel training with an adult before getting their license.

In the nine months after getting his or her license, a teen-ager could not drive without an adult along between midnight and 5 a.m. Also, the teen couldn't have a rider under 21 along who wasn't a family member for the first nine months of his or her driving career.

As reporters Tawny Colaizy and Susan Barber detailed recently, the proposed restrictions aren't being welcomed by a number of high school students who are close to getting their licenses.

"How are we supposed to date?" a North High School sophomore asked about the restrictions.

"I wonder how many people would actually follow it," said another North teen-ager.

But Jerry Siler, who teaches students to drive at North, said he knows young people "need more experience" behind the wheel before they are on their own.

The bill has received committee approval in the Assembly. Both the Assembly and the Senate should approve the bill and send it to Gov. Tommy Thompson for his signature. The restrictions are reasonable and have a chance to improve highway safety.

— Doug Mell, managing editor



DAVID BRANDEMUEHL

*State Representative
49th Assembly District*

March 23, 1999

LaTonya Smith
111 N. Ingersoll St.
Madison, WI 53703

Dear LaTonya:

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

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.

Contrary to the information you received, parents would not have to accompany new drivers for the first six months of the probationary license period. The only time that an adult would have to be present would be between the hours of midnight and 5 am. However, you are correct about the 50 hours of additional behind-the-wheel training that would be required for the learner's permit stage.

The 50 hours of additional training has been one of the most controversial aspects of AB 52. I realize that this requirement is going to be inconvenient for some parents, especially single parents. However, public safety outweighs any of the possible inconveniences. The evidence clearly shows that teen drivers are more likely to be involved in fatal crashes because of their own driving errors. Teenagers' lack of experience and risk-taking behavior combine to make them a danger to themselves and to other drivers on the road.

Driving is a privilege that requires skill, experience and training. Considering the fact that automobile accidents are the number one cause of death among teenagers, obviously something more needs to be done to better prepare our young drivers. Although the 50-hour requirement may be difficult for some, it must be remembered that a teenager will have at least six months to complete this requirement. This breaks down to about two hours of driving per week and there is no reason that these hours can't be accumulated while driving to school, church, the grocery store or while running normal errands.

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. I think the inconveniences caused by this legislation are a small price to pay to keep our young drivers alive.

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.

Thank you for writing.

Sincerely,

A handwritten signature in black ink, appearing to read "David", written in a cursive style.

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

LaTonya Smith
111 N. Ingersoll St.
Madison, WI 53703

MAR 22 1999

March 18, 1999

Representative David Brandemuehl
Wisconsin State Assembly
P.O.Box 8952
Madison, WI 53708

Dear David Brandemuehl,

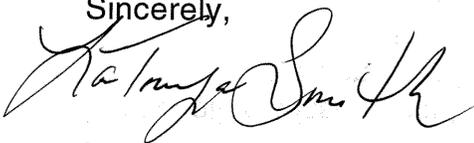
My name is LaTonya Smith, and I'm a 17 year old student from Malcolm Shabazz City High School. I have concerns about the proposed Graduated Drivers' License Bill. I don't think the bill addresses the everyday realities of students and parents. The bill is saying that the students would have to have 50 more hours behind the wheel for their license. They would also need more time at night to drive as well. The final concern I have is with the parents having to ride with their teenager for 6 months after he/she receives a license.

First of all, the issue about the parents riding with their teens for 50 more hours is a barrier. Some parents work and have no time to do that with their teens. Some teens don't even have the parents with whom to do that. The driving at night is the same issue. Parents have night jobs, too. The bill also states that the parents have to be in the car with their teens while they are driving. My question is: would the parents have to take off of work to ride with their teens to school. Some teens rely on their cars for transportation to school or work. Their parents might leave for work at 6 o'clock in the morning. The legislature has to think about these situations in people's lives.

In my opinion, the bill is not thinking of the single parent home nor of the home with no parents at all. I suggest that the legislature and the transportation committee rethink the proposed bill and make changes that address the real lives of real people and real voters.

Thank you for your time, interest, and consideration of my views.

Sincerely,



LaTonya Smith

cc: Charles Chvala, District Senator
P.O. Box 7882, Madison, WI 53707



DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 22, 1999

Jennifer Frank
Malcolm Shabazz High School
1601 N. Sherman Ave.
Madison, WI 53704

Dear Jennifer:

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 extend the learner's permit by 9 months. 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 others, 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. 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.

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. Driving is a privilege, not a right. 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,

A handwritten signature in cursive script, appearing to read "David".

David A. Brandemuehl
State Representative
49th Assembly District

DAB:silk

Jennifer Frank
Malcolm Shabazz High School
1601 N. Sherman Ave.
Madison, WI 53704

MAR 22 1999

March 18, 1999

Representative David Brandemuehl
Wisconsin State Assembly
P.O. Box 8952
Madison, WI 53708

Dear Mr. Brandemuehl,

I am a student at Malcolm Shabazz High School, and I am greatly opposed to the new driving laws that may be passed. I understand that people think that 16 year olds get into a lot of accidents, but 18 year old new drivers get into accidents too.

I believe that the proposed law is ageist. I think this because 18 year olds don't need to take this driver's education course. No adults need to take this course. Why? A new driver is a new driver no matter what age. Why is this law for just 16 year olds? I think that if you make one group do something, all groups should have to.

I don't believe that it is fair that young drivers are getting rights taken away. The law has always been that teens are able to get their driver's license at age 16. Your proposed law will extend the required learner's permit by 9 months. That's a long time, and I for one need full independence for going to school in a different town and need to car pool with people. I also need to take the people I live with grocery shopping. I need to be able to drive people.

Not all young drivers are irresponsible. I for one do not use drugs, drink alcohol, or smoke. I manage my own bills, pay my own rent, and buy my own groceries. I take great offense in not being thought of as a responsible individual.

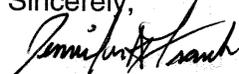
On the other hand, I understand why this bill is trying to be passed. I have many other ideas about what could be done to reduce the number of teenage accidents. Some of them include;

- *Double ticket prices and point deduction on speeding tickets for young drivers,
- *Have separate winter and summer driving courses requiring both to have a full license,
- *Have the instructor do a driving personality test to see if they think the person is responsible enough or not,
- *Do random drug tests,
- *Lower the learners permit age so the full license can be complete by age 16. Begin driver's education classes at age 15 and require a learners permit for a year.

Please, I am asking you to reconsider your vote on this bill. Even though it may not effect me, I don't understand why you are taking this freedom away from young people all over. I would like you to consider other options to keep our roadways safe.

Thank you for your attention to this matter,

Sincerely,


Jennifer A. Frank

c: Charles Chvala



DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 23, 1999

Jody Fleury
3230 Atwood Ave.
Madison, WI 53714

Dear Jody:

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

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.

One of the concerns you mentioned was that older siblings would not be able to transport their younger brothers and sisters to school, but this is not true. Once a teenager receives his or her probationary license, then the new driver is free to transport immediate family members (including brothers and sisters) or other adults to school, work, home or wherever you would like to go. However, the new driver cannot have friends or non-family members under the age of 18 as passengers until he or she has held a probationary license for at least nine months without any violations. Somehow you and your friends managed to find a way to get to school before you turned sixteen, I am sure you can still find a way to get there for another nine months.

There are a number of reasons why I support AB 52. First, the evidence clearly shows that teen drivers and their crash experiences *are* different from other drivers. Compared to others, 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.

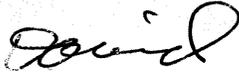
I would also like to point out that automobile accidents are the number one cause of death among teenagers. More than half of those killed were driving. Two-thirds of all teenage passengers killed were in vehicles driven by another teen. In addition, teenagers account for only 7% of the drivers on the road, but they are involved in 14% of all fatal crashes. 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.

AB 52 does not take away the rights of teenagers nor is it 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. Driving is a privilege, not a right. 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

Jody Fleury
3230 Atwood Ave
Madison, WI 53714
(608)249-3701

MAR 22 1999

March 15, 1999

David A. Brandemuhel
Room 317 North
State Capitol
P.O. Box 8952
Madison, 53708-8952

Dear Representative Brandemuhel:

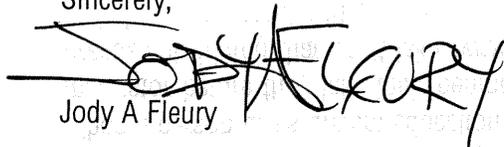
My name is Jody Fleury, I'm a student at Malcolm Shabazz City High School. I am writing to give you my personal opinion on measure AB52. I am only giving you my personal opinion on this issue, but I know that many of my peers agree with my viewpoint.

The passing of this law will take away rights that most children look forward to most of their childhood. When a person takes drivers education they are required to have x number of driving hours with their instructor before they take their behind-the-wheel test. Also, there are other ways to give teens more practice at driving that don't take away their rights. For example, in Iowa at the age of 14, teens receive their learners permit and get two years of practice before they can actually get their license at 16. Another example is in Idaho where teens get their permit when they are 14 and their license to drive during the day at 15. When they turn 16 they receive a full probationary license.

Not all teens use their cars to joyride. A 16 year old with a license has an easier time getting a job because they have transportation to and from work. A problem that will arise because of this law will be a shortage of rides to and from school. Kids who get a ride to and from school from older siblings will be out of a ride. High school students who get rides from friends make up at least 50% of my school. Those who use this type of transportation will also be out of a ride. Some kids may stop going to school if it is no longer easy to travel to and from school. Lastly I believe it is wrong to punish a whole group of people because a minority of that group of people can't handle the responsibility placed upon them.

In conclusion I would like to thank you for your time in reevaluating the proposed licensing changes. A response would be greatly appreciated.

Sincerely,


Jody A Fleury

Milwaukee Journal Sentinel March 17, 1999

Graduated teen driving makes sense

Teens become full-fledged motorists too fast in Wisconsin. Their haste makes waste — of lives and limbs. So lawmakers are pondering the installation of speed bumps on the adolescent road to driver's licenses. As recent tragedies underscore, such a measure deserves quick passage.

No longer, under the bill being considered, would a teen be able to get a probationary license just three weeks after acquiring a learner's permit. The youngster would have to wait at least six months before advancing to the probationary step. A driving violation would lengthen the wait even further.

Just six hours of behind-the-wheel training with a licensed instructor wouldn't suffice anymore, either. A youthful driver would have to get another 50 hours of training — from an instructor, a parent or an adult approved by Mom or Dad. Yes, it's Scout's honor for the parents. But surely most of them would not risk their children's lives by fibbing.

As with the learner's permit, the probationary license would wisely have more strings attached for younger drivers than it now does. For instance, for the first nine months, such a driver could transport only family members or a driving mentor. So forget the carload of teens, which can distract the driver and result in carnage.

The bill, sponsored by Rep. Luther Olsen (R-Town of Aurora) among many others, would wisely put into place a system called graduated driver licensing — a necessity because way too many automobile outings involving teen drivers turn fatal. Teens are much too rapidly taking the wheel without oversight.

The decline in the number of schools offering drivers' education has likely hurt safety. The proposal's 50-hour training mandate is designed to make up for that falloff, caused by

tight school budgets.

Some teens think the bill is a bummer. A 15-year-old asserted that, if it became law, she would ask legislators to give her and her friends rides because they couldn't have one another as passengers.

Did anyone ever mention to her the virtues of walking, biking and busing? No, those mod-

es of transportation are not always practical. But there are two other options: 1) getting a ride from a grown-up, such as a parent, and 2) staying home.

Keep in mind the bill does not outlaw teen driving. Rather, it aims to better prepare teens to drive solo. This measure is for young people's own good.

Milwaukee Journal Sentinel March 17, 1999

...cont. from prev. page

any effort to campaign or line up support in Iowa, which will hold presidential caucuses in 10½ months, Dave Yepsen, chief political reporter for the Des Moines Register newspaper, said Tuesday.

On Feb. 7, Iowa Republicans will meet to pick their presidential favorites. Thompson has an opportunity to give a speech in Iowa in mid-April, however.

Family leery: Thompson said he would not run for president without talking to his family, but admitted that his wife, Sue Ann, "is not too excited about" such a campaign.

One adviser said he cannot understand why the governor doesn't officially announce that he will not run for president and endorse one of the front-running candidates. At the Waukesha meeting, Thompson discussed possibly endorsing Bush or Dole.

"There's really no good political reason to wait," the source said.

Out of respect for Thompson's possible favorite-son run for president, Republican legislators — except for Rep. Scott Walker of Wauwatosa — have not endorsed other presidential candidates.

Last week, before Thompson's strategy session, Walker endorsed Dole, who formerly headed two federal agencies and is married to 1996 Republican presidential candidate Bob Dole.

Walker said Tuesday he endorsed Dole because he worked for the Red Cross in Milwaukee from 1990 to 1993 and "saw firsthand" the effectiveness of Elizabeth Dole.

But Walker said he also endorsed Dole because he realized that Thompson probably would not run for president, and even if he did run would not win the nomination.

Thompson "is a very successful governor," Walker said. "But I just don't think he's a viable

candidate on a national basis."

Also, governors such as Bush and Engler have pre-empted Thompson's issues such as welfare and education reforms, Walker said. "The issues (Thompson) is well known for are no longer exclusively his."

Thompson's only real chance to run for president would occur "if Bush or Dole falter" in the early stage of the campaign in Iowa and New Hampshire, Walker said.

Sheboygan Press March 16, 1999

Graduated license bill criticized

Area lawmakers split on whether 50 hours practice, nine months with no teens in car too long

By Andrew Weiland
of The Press Staff

Two state lawmakers representing Sheboygan say a bill proposing tougher requirements for teen-agers to get their drivers licenses is too strict.

If approved by the Legislature, the new law would prohibit 16-year-olds from driving with other teens (except family members) for the first nine months and would prohibit them from driving between midnight and 5 a.m. (except for school, work or emergencies) for nine months after being licensed.

The bill would be effective July 1,

"My initial reaction was I didn't like it. But if it saves lives it is worth it."

Rep. Steve Kestel

2000.

It also would require a minor to have a learner's permit for six months without a moving violation and require a 15-year-old learner to have 50 hours of practice accompanied by a parent or guardian, including 10 hours of night driving.

Several other states have similar laws. The Wisconsin proposal for so-called graduated licenses is supported by Gov. Tommy Thompson and Assembly Speaker Scott Jensen, R-town of Brook-

field. The bill also was approved by the Assembly Transportation Committee.

But Sen. Jim Baumgart, D-Sheboygan and Rep. Joe Leibham, R-Sheboygan, have reservations.

Leibham, a member of the Assembly Transportation Committee, was the only Republican on the committee who voted against it.

Both Baumgart and Leibham said nine months is too long to force new drivers to learn driving skills alone before they can drive with their friends.

"I think that may be accomplished already during the temporary period," Leibham said.

Baumgart recommended a 30-day period for new drivers to wait before driving with friends.

...cont. next page

Sheboygan Press March 16, 1999

...cont. from prev. page

"I think 30 days is reasonable," he said. "The day after you get (a driver's license) you shouldn't be able to fill up with a car full of friends."

Rep. Steve Kestell, R-Elkhart Lake, also a member of the transportation committee supports the bill.

"My initial reaction was I didn't like it," he said. "But if it saves lives it is worth it."

"It's just an opportunity for them to practice more," Kestell added. "By not having any violations they get to keep their license."

Many teens who will get their driver's license soon are concerned the bill will force them to wait even longer to enjoy driving privileges with their friends.

"Once one of my friends gets a license, I would want to go to the mall with them," said Sarah Tinsley, 14, a freshman at Sheboygan County Christian High School. "Otherwise you would waste a lot of gas if we all went in separate cars."

But other teens believe the proposed law changes may have some merit.

"When you are with your friends things get out of hand sometimes and you make stupid mistakes," said Andy Eggebeen, 15, also a freshman at Sheboygan County Christian.

That is why some lawmakers think new drivers need more practice before they take their friends for a ride.

"I remember that too, and I remember us doing some pretty stupid stuff," Kestell said. "I'd

rather have them get through those nine months alive."

Baumgart and Leibham are also concerned many parents will have difficulty finding enough time to meet the 50 hours of practice requirements for their teens with learning permits.

"I think 50 hours is a drastic step," Leibham said. Currently students are only required to have six hours behind the wheel and six hours of classroom instruction as part of driver education.

No hours are required for parents to practice with their children.

Enforcing these new laws also could be difficult. Parents would be trusted to sign a form indicating they had in fact met the 50-hour practice requirement with their 15-year olds.

While Baumgart and Leibham both oppose the bill in its current form, both said they may change their minds if the bill is amended and the nine-month and 50-hour requirements are reduced.

Statistical evidence weighs in for the graduated license bill.

People between ages 15 and 19 represented only 6.2 percent of licensed Wisconsin drivers in 1997 but were involved in more than 14 percent of the traffic crashes, the American Automobile Association says.

"Per mile driven, 16-year-old drivers are more than 20 times as likely to have a crash as is the general population of drivers, and 17-year-olds are more than six times as likely," said Murray Katcher of the Medical Society of Wisconsin.



DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 18, 1999

Amy Bengel
759 Main St.
Lomira, WI 53048

Dear Amy:

Thank you for contacting me regarding your support for increasing the minimum driver licensing age in Wisconsin to eighteen. I appreciate hearing from you.

I agree that the high teenage accident rate needs to be addressed. However, I don't believe that raising the minimum driver licensing age would adequately address the problem or have public support. Rather than having inexperienced 16-year old drivers, we would have inexperienced 18-year old drivers. That isn't really an improvement.

A proposal has been introduced in the state legislature to implement a graduated driver licensing program. Under this proposal, instructional permit and probationary license holders would be subject to greater restrictions and be required to have more experience. Although it doesn't change the age limits, the graduated driver licensing proposal does address the problem of inexperience. Similar programs in other states have been proving successful in decreasing teenage accident rates. As chair of the Assembly Transportation Committee, I have given this proposal my full support and will continue to advocate for its passage.

Thank you again for writing.

Sincerely,

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

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

February 23, 1999

Amy Bengel
759 Main St.
Lomira WI, 53048

Mr. Brandemuehl Sir,

My name is Amy Bengel, I'm a senior who attends Lomira High School. I'm 17 years old right now and will be 18 years old in March. I'm writing you today on the issue of raising of the driving age. I believe that we should raise the driving age to 18 years of age because by this time the teenagers will be more mature. I believe that at 16 yrs. of age, these teenagers aren't mature enough. They are about sophmores in high school, their second year, and have two more years left. I think they can wait because they've waited that long, what's two more years to wait. For myself I do not have my drivers license because I did not think I was mature enough to have them. I had no job at

16 yrs. old, and did not hardly have any responsibilities, except for cleaning up around my home. So where would I have the money to afford a car or insurance.

I support the idea of raising the driving age because it's a good idea and believe that the accident rate will decrease.

I talked to some people and I would have to say 8 out of 10 people said the accident rate will decrease. I have a strong belief that this will happen. Thank you for your time

Sincerely,

Amy Bengel



DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 17, 1999

Faye Bokelman
W 2155 South Ave.
Lomira, WI 53048

Dear Faye:

Thank you for writing to let me know of your support for the proposed Graduated Driver Licensing bill, Assembly Bill 52. I appreciate hearing from you.

As chair of the Assembly Transportation Committee, I have made this legislation one of my top priorities. I realize that many teenagers are going to disagree with the additional restrictions proposed for instructional and probationary license holders. However, I strongly believe that the benefits to public safety far outweigh any temporary inconveniences the bill may cause.

Last month, the Transportation Committee voted on AB 52 and recommended it for passage by the full Assembly. I expect the bill to be brought up for full consideration by the Assembly within the next few months. It has wide bipartisan support in both the Assembly and Senate, and the Governor has already announced his willingness to sign AB 52 when it gets to his desk. Hopefully, we will be able to implement graduated driver licensing in 2000.

Thank you again for writing.

Sincerely,

A handwritten signature in cursive script, appearing to read "David".

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

Wisconsin Assembly
Highway and Transportation Committees
State Capitol
Madison, WI 53702

2/23/98

Faye Bokelman
W2155 South Ave.
Lomira, WI 53048

Dear Chairperson Otte,

I've heard that Wisconsin will try to institute a graduated license program. I can see why this proposal was passed. Young, unexperienced drivers cause a majority of motor vehicle accidents. This issue has been a concern of mine, also.

I would like to applaud everyone who worked to pass this proposal. I know teens will resent these changes, but I feel they will extremely beneficial. The restrictions of the graduated license program will help teens safely earn the valuable experience they need to make them better drivers. This program will put a strain on all police forces,

but I believe the benefits will outweigh the problems.

I appreciate the time you took to read this letter. Thank you for passing this valuable proposal.

Sincerely Yours,

Faye
Bokelman

Ripon High School

GDL survey Results

Name: R. COOK

1) Do you have a driver's license?

YES

2) Do you think that the graduated drivers license bill is fair, why?

yes, It allows teenagers to drive while reducing the ability to drive at the most dangerous times

3) Do you think that raising the driving age would make driving any safer than it is now?

yes. If statistics are accurate, drivers under 21 are the most likely to have accidents.

4) Do you have any ideas on how teenage driving could be made more safe?

NO. I think that maturity + experience makes one a better, and safer, driver. by the way, statistics seem to validate this opinion.

5) Do you think that making driving laws and penalties more strict would make driving safer, why?

NO. Stricter drunk driving laws have had disappointing results. The number of people arrested for other or state offenses is too large. I don't see how more strict penalties would work in other areas.

6) Do you have any questions or comments regarding the graduated drivers license bill?

I think that it is a good idea. I don't want to bury another student.

Name: Linda Riegle (Teacher)

1) Do you have a driver's license?

Yes

2) Do you think that the graduated drivers license bill is fair, why?

Yes it provides more ^{driving} experience for new drivers. New drivers are also monitored during this probationary period.

3) Do you think that raising the driving age would make driving any safer than it is now?

yes

4) Do you have any ideas on how teenage driving could be made more safe?

not really

5) Do you think that making driving laws and penalties more strict would make driving safer, why?

possibly

6) Do you have any questions or comments regarding the graduated drivers license bill?

1. Yes
2. NO, cause you need to get around and cruise
3. NO, because were just as good as old people,
4. Have their parents drive more with them
5. Yes because people won't do bad stuff if the penalties are more strict
6. This Bill ~~sucks~~ Big Monkey Cock

Name: Anthony Alvarado

1) Do you have a driver's license?

NO

2) Do you think that the graduated drivers license bill is fair, why?

NO, because their expectations of us are so out of proportion and its like were under probation.

3) Do you think that raising the driving age would make driving any safer than it is now?

no, because maturity comes over people all at different times and what is a couple yrs. going to do,

4) Do you have any ideas on how teenage driving could be made more safe?

longer and better courses but not as harsh as the bill,

5) Do you think that making driving laws and penalties more strict would make driving safer, why?

Maybe, if the right laws are made but everyone or almost, who's a teenager usually breaks the laws and this will just give more of them to break.

6) Do you have any questions or comments regarding the graduated drivers license bill?

I think it isnt fair to us and is limiting us teenagers our own rights, it might help but its just going to cause trouble and may lead into riots, so it basically sucks.

- ① No
- ② I don't care, It doesn't matter to me
- ③ NO
- ④ No clue, don't care
- ⑤ Probably not, more rules... more times they will be broken
- ⑥ No comments

Me



Name: Joel Dolske

1) Do you have a driver's license?

Yes

2) Do you think that the graduated drivers license bill is fair, why?

No, because of other kids stupid mistakes we get penalized for it,

3) Do you think that raising the driving age would make driving any safer than it is now?

Maybe

4) Do you have any ideas on how teenage driving could be made more safe?

Kids need to be more responsible and

5) Do you think that making driving laws and penalties more strict would make driving safer, why?

No, it will make more people just angry

6) Do you have any questions or comments regarding the graduated drivers license bill?

NO

Tory Stillo

- 1 No
- 2 No, because why punish the people that ~~do not~~ ^{will} be affected, when they didn't do anything
- 3 No
- 4 No
- 5 Yes, because if someone would get caught, and get in trouble, they might ~~of~~ change their mind about doing that again
- 6 Who will this effect?

Tell me

1. yes
2. yes - allow for new drivers to get skills ~~off~~
3. As people get older, the decisions they make are usually less apt to put others in danger. Thus, making decisions later in life as a driver ought to help.
4. graduated license
5. No - Maybe in the case such as drunk driving, but most people don't think about the penalty before they do something.
6. when go into effect?

1 No,

2 No, because it is too strict

3 No

4

5 No, because some people don't care about the law

6

Asst's Times

1) No

2) No. Since there's nothing on grandfathering, it is unfair to current driver's license holders. It's too strict.

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

4) Encourage or maybe require parents to drive and teach with kids but don't make a restrictive driver's license.

5) Yes. The rules will be abided more because of penalties.

For responsible drivers it shouldn't be a problem.

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

Name: Jenny DeBross

1) Do you have a driver's license?

no

2) Do you think that the graduated drivers license bill is fair, why?

Yes, because the bill makes teens spend more time driving behind the wheel with an adult, so they can become better + safer drivers.

3) Do you think that raising the driving age would make driving any safer than it is now?

no, because it's not just teenagers that are unsafe drivers

4) Do you have any ideas on how teenage driving could be made more safe?

have them do more behind the wheel (more time)

5) Do you think that making driving laws and penalties more strict would make driving safer, why?

no, because it would be hard to enforce the laws + penalties, so people would still get away with unsafe driving

6) Do you have any questions or comments regarding the graduated drivers license bill?

I agree that teens should do more behind the wheel, but 50 hrs. is nuts!

1. Yes

2. Hell Yeh. There's a lot of bone head kids at there.

I'll probably be killed by one of these morons. ~~It's a waste of time.~~

3.

No

4. Take away their license if they are a stupid driver

5. Yes. Make them think of what their doing.

6. Go away.

Name: Brian Steffen

1) Do you have a driver's license? yes

2) Do you think that the graduated drivers license bill is fair, why?

Loaded word. Cannot answer, unfamiliar with the bill.

3) Do you think that raising the driving age would make driving any safer than it is now?

Yes

4) Do you have any ideas on how teenage driving could be made more safe?

Require more hours, documented, of pre licensed time.

A more rigorous written & driving test. A defensive driving

5) Do you think that making driving laws and penalties more strict would make driving safer, why?

No, ~~stiff~~ fines do not curtail current problems.

6) Do you have any questions or comments regarding the graduated drivers license bill?

What are the specifics.

Name: Luke Williams

1) Do you have a driver's license?

Yes

2) Do you think that the graduated drivers license bill is fair, why?

No. The restrictions on drivers under 18 make it basically pointless to ~~have~~ have a license. You might as well wait till you're 18.

3) Do you think that raising the driving age would make driving any safer than it is now?

No. As with anything, maturity is more important than age.

4) Do you have any ideas on how teenage driving could be made more safe?

More mandatory hours should be enacted; 12 hours is not nearly enough.

5) Do you think that making driving laws and penalties more strict would make driving safer, why? No. It doesn't matter how many laws or fines are

enacted; people who drive dangerously will continue to do so. The solution is to simply revoke the licenses of anyone who has too many speeding fines and

6) Do you have any questions or comments regarding the graduated drivers license bill? over violation

Name: Clyde Martin

1) Do you have a driver's license?

No

2) Do you think that the graduated drivers license bill is fair, why?

~~Probably~~ No the other drivers didn't have to do this so why should we?

3) Do you think that raising the driving age would make driving any safer than it is now?

No

4) Do you have any ideas on how teenage driving could be made more safe?

Make it so that the test's are more strict.

5) Do you think that making driving laws and penalties more strict would make driving safer, why?

~~Probably~~ No, because there will just be more laws to break.

6) Do you have any questions or comments regarding the graduated drivers license bill?

Name: Aon

1) Do you have a driver's license?

No

2) Do you think that the graduated drivers license bill is fair, why?

No, because none else had to before us like seniors and adults

3) Do you think that raising the driving age would make driving any safer than it is now?

No

4) Do you have any ideas on how teenage driving could be made more safe?

Make them stay in the state until 18

5) Do you think that making driving laws and penalties more strict would make driving safer, why? No, because then there will be angry drivers

6) Do you have any questions or comments regarding the graduated drivers license bill?

We should get to drive with our friends

Name: Amy Sullivan

1) Do you have a driver's license?

no

2) Do you think that the graduated drivers license bill is fair, why?

no, it's not just kids who cause accidents

3) Do you think that raising the driving age would make driving any safer than it is now?

no

4) Do you have any ideas on how teenage driving could be made more safe?

no

5) Do you think that making driving laws and penalties more strict would make driving safer, why?

no because people don't abide by the laws anyway because they like to rebel

6) Do you have any questions or comments regarding the graduated drivers license bill?

it's useless because no one will abide by it

Name: J.R. De La Rosa

1) Do you have a driver's license?

No

2) Do you think that the graduated drivers license bill is fair, why?

No because it is taking peoples right to drive at the age of 16.

3) Do you think that raising the driving age would make driving any safer than it is now?

No

4) Do you have any ideas on how teenage driving could be made more safe?

No

5) Do you think that making driving laws and penalties more strict would make driving safer, why? No, because people do things with or without laws.

6) Do you have any questions or comments regarding the graduated drivers license bill?

I don't like it

Name: Jon Gatzka

1) Do you have a driver's license?

No

2) Do you think that the graduated drivers license bill is fair, why? No, it will make a lot more pollution because we will not be able to taxi people around. We are being punished for other people's mistakes.

3) Do you think that raising the driving age would make driving any safer than it is now?

No

4) Do you have any ideas on how teenage driving could be made more safe?

I + car.

5) Do you think that making driving laws and penalties more strict would make driving safer, why? No, people will just always be themselves. laws don't change anything.

6) Do you have any questions or comments regarding the graduated drivers license bill?

I hate it.

Name: MR Mielke

1) Do you have a driver's license? Yes

2) Do you think that the graduated drivers license bill is fair, why? Not really - extra burden on parents to drive kids to games, extra curricular

3) Do you think that raising the driving age would make driving any safer than it is now?

No just another law for kids to break

4) Do you have any ideas on how teenage driving could be made more safe?

5) Do you think that making driving laws and penalties more strict would make driving safer, why? Yes. If people can example - If people could lose their license for speeding → they wouldn't speed.

6) Do you have any questions or comments regarding the graduated drivers license bill?

How will it be enforced? want it be difficult/expensive

Name: Debbie Daye

1) Do you have a driver's license?

NO

2) Do you think that the graduated drivers license bill is fair, why?

NO, because that would be stupid-say if you were going on a date, you don't want your mom or dad with you & also it hard if you have a job

3) Do you think that raising the driving age would make driving any safer than it is now?

No, because people can drive at different skills

4) Do you have any ideas on how teenage driving could be made more safe?

If the instructor feels that the person is not a safe driver then they should hold them back.

5) Do you think that making driving laws and penalties more strict would make driving safer, why? Yes, because people are limited to do illegal stuff.

6) Do you have any questions or comments regarding the graduated drivers license bill?

I think that they should keep the age at 16 because I always was thinking what I can do when I'm 16 (with the car) such as go out with friends & in other states they don't have a problem (they drive at age 14)

Name: Amy Burton

1) Do you have a driver's license?

YES

2) Do you think that the graduated drivers license bill is fair, why?

No. It's not fair to the kids or to their parents. Parents do not want to take their kids to work or to friends

3) Do you think that raising the driving age would make driving any safer than it is now?

NO either way people can get into ~~more~~ accidents. Raising the age will not make driving any safer.

4) Do you have any ideas on how teenage driving could be made more safe?

You can't really make ~~it~~ it be safer. Accidents can happen no matter who it is.

5) Do you think that making driving laws and penalties more strict would make driving safer, why? I think that it might in some cases while still some people would still break the law

6) Do you have any questions or comments regarding the graduated drivers license bill?

I don't feel that we should have it. If maybe a few things were changed then...



No, but I will March 2.

Ryan
Drew

1. Not as it is. I do not think that it is fair for the kids to not be able to drive with peers in the vehicle because car pooling is very good for the environment and allow others that may not have a ride to participate in school activities that they would be able to otherwise.
3. No, because the kids would still not be as experienced at 19 if they are restricted.
4. Some time restrictions may be appropriate.
5. Yes because if you know you will be prosecuted you would be less likely to break the law.
6. I think that this law is currently unfair and needs much more work before it is good.

Joy
Unwile

1. No
2. No, The only way to learn responsibility is to have responsibility.
3. No, because a new driver is still a new driver.
4. make drivers ed. classes more indepth.
5. No, people don't usually brake it on purpose.
6. don't let it pass!

- ① no
- ② no, because it has gone too far by one man. The way it was is good enough. You shouldn't change the lives of a lot of others because one youth lost a life. Yes, more have died, but you may raise that ratio.
- ③ no
- ④ teenage driving made more safely → higher passing grade to pass the driver's test on a written exam
- ⑤ yes, people would think about it more, but don't we jail-time-raise the cost of the fine
- ⑥ Questions/Comments:
→ one man took this way too far

Adam
Sprague

1. No
2. No, because it takes away from 1st amendment rights. But there are some good points
3. Not at all
4. Harder drivers ed class.
5. No, because there will still be people who will do whatever they want to no matter what the laws are.
6. It makes no sense because people will do whatever they want anyway, so you just have more people getting arrested for overcrowding prisons, etc.

Paul
Heebman
4thour

- ① Yes
- ② 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
- ③ No
- ④ Start the process of driver's ed in class the freshman year. Maybe have a unit of it in Health class.
- ⑤ I think it would make more people afraid to drive and break the law, 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.
- ⑥ I think our whole class should go into the computer lab some day and write Welch + Olson.

Jay Cram

1 No

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

3 No

4 Allow more time to learn to drive behind the wheel.

5 Driving would be safer if Drunk Drivers were taken off the road. The penalties for driving drunk should be a lot more severe. When a drunk driver with 7 prior offenses is still on the road, all you have is an accident waiting to happen.

Becky Dobrowolski

① no

② no-students with jobs or extra-curricular activities can't always depend on parents or friends to pick them up if they get done working after midnight

③ no

④ enforce laws and penalties more (speed limits, seat belt, etc.)

⑤ yes

⑥ it is not specific enough and too many people disagree with it

Clint Widdake

- 1) no
- 2) no, **I** think that this will not solve any problems.
- 3) no
- 4) Lower speed limits
- 5) yes, because people couldn't afford the fines
- 6) It's stupid, doesn't make a lot of sense. sucks

Shane
Hansen

1. No
2. NO. We are responsible enough to drive by ourselves and with passengers. The people who aren't good enough drivers shouldn't ruin it for us.
3. NO - Beginners will be unexperienced no matter when they start. (Any age)
4. Penalties for those who are bad drivers. (Strict laws)
5. Yes, people even our age, would follow them because they wouldn't want to get penalized.
6. If you vote to pass it you're stupid. They wouldn't have wanted it when they were our age.

1. Yes

2. No, because there would be alot of conflicts concerning this. Like if you have to go to work.

3. No

4. More hours behind the wheel

5. No

6.

David
Wuest

- 1) Yes
- 2) No, because not a lot of people go and drive fast and kill people in an accident.
- 3) No
- 3) More hours behind the wheel of a car.
- 5) Yes, because no one wants to pay \$200 ticket for speeding.
- 4) Will this be Grandfathered?

Daine

- 1 NO
- 2 NO - It simply puts off the phase of inexperience.
- 3 No - ~~retest~~ re-testing would make it later,
- 4 better drivers ed, more behind the wheel with instructor.
- 5 yes, get drunk drivers off the road the first time.
- 4 I cant