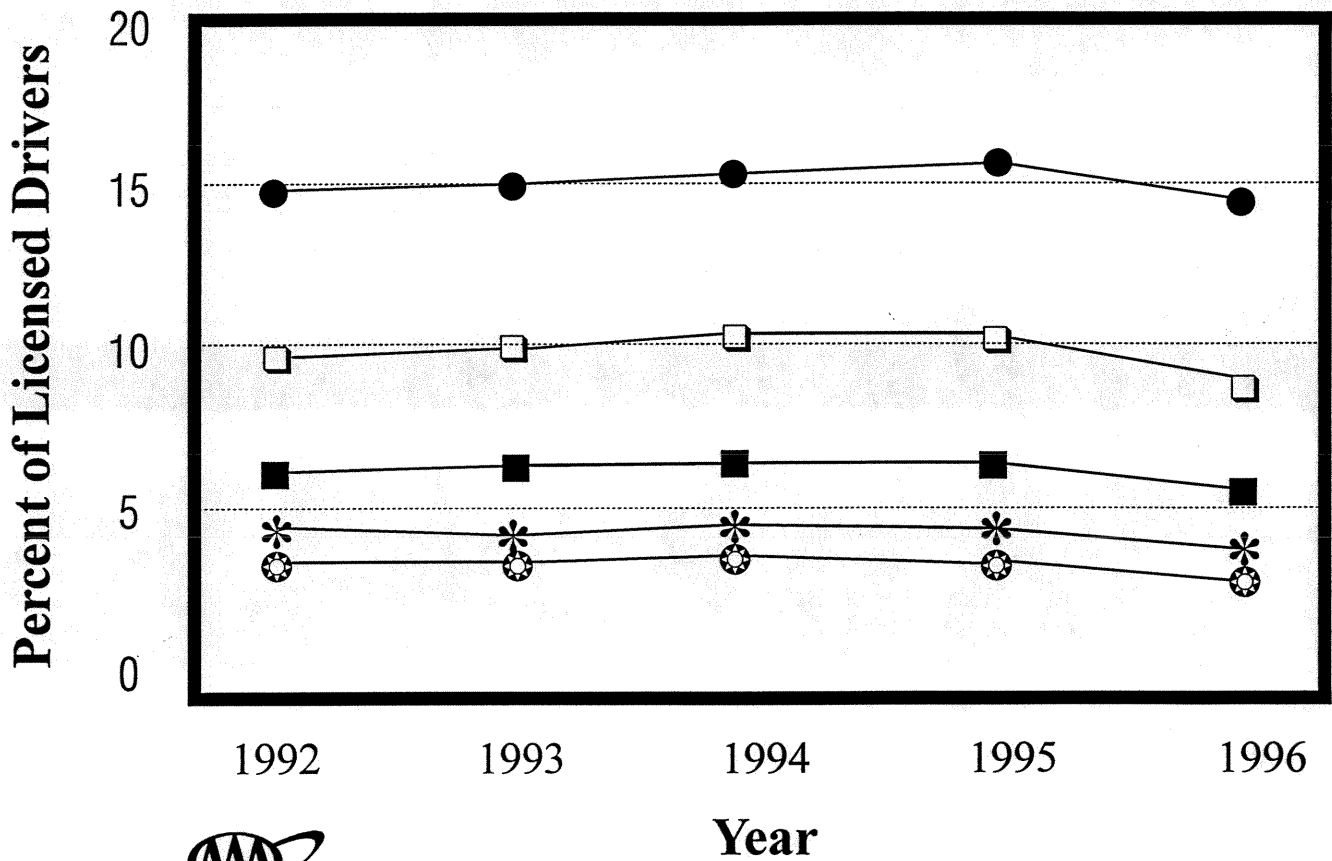


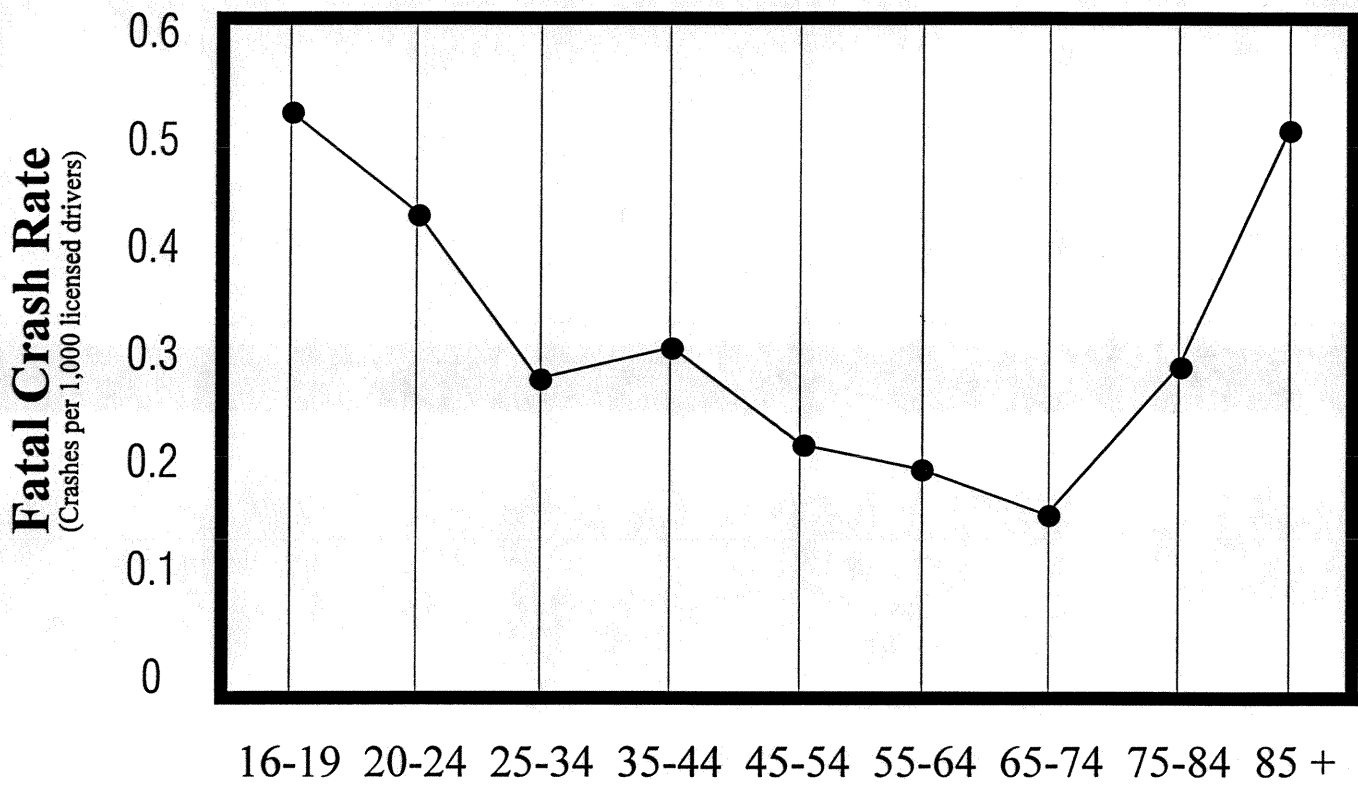
Wisconsin Drivers in Crashes By Year and Age Group (1992 - 1996)

16-19
 20-24
 25-44
 * 45-64
 65+



Source: WISDOT - Crash Facts

Wisconsin Fatal Crash Rates By Age Group (1996)

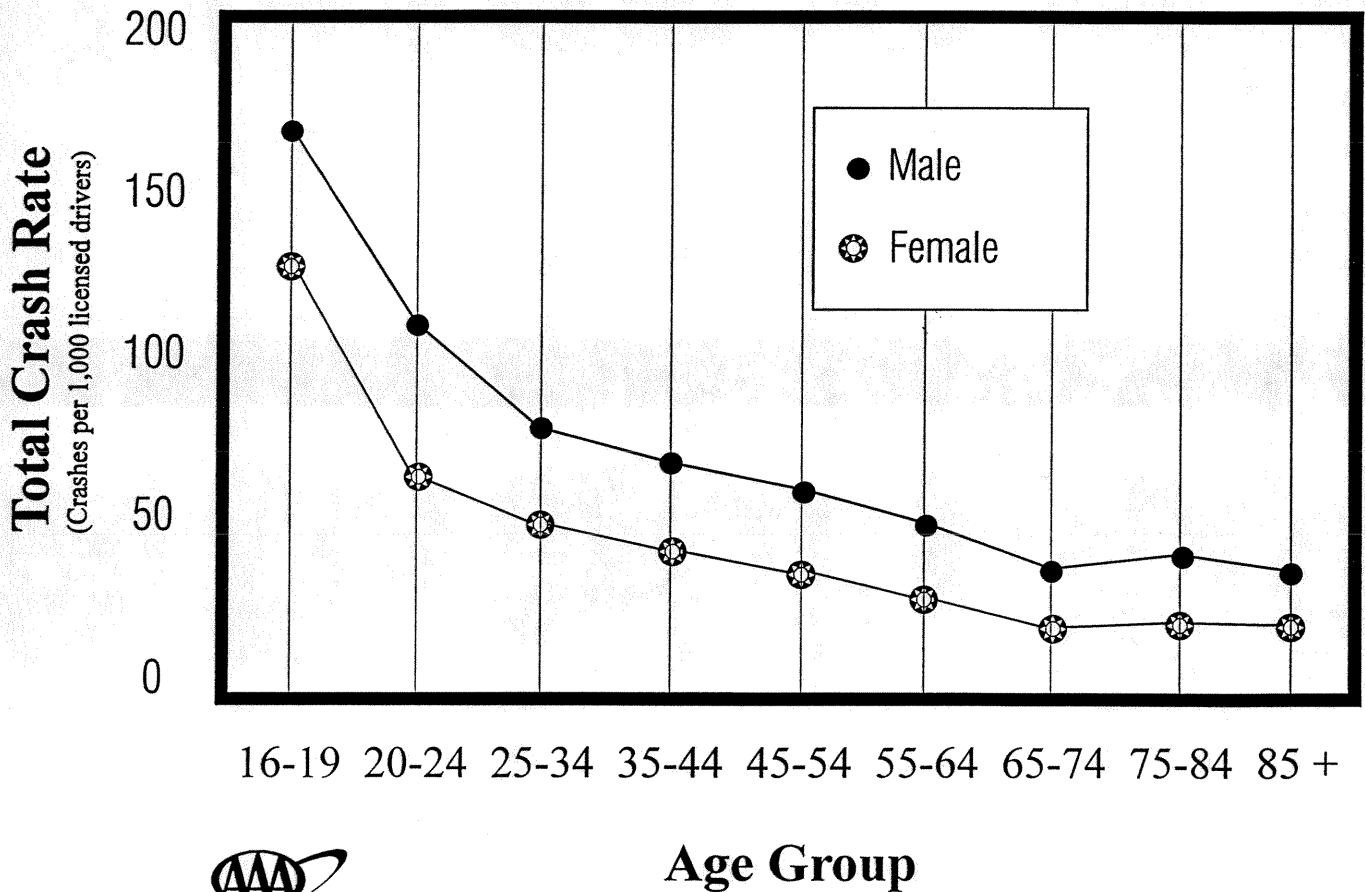


Wisconsin

Source: WISDOT - Crash Facts

Age Group

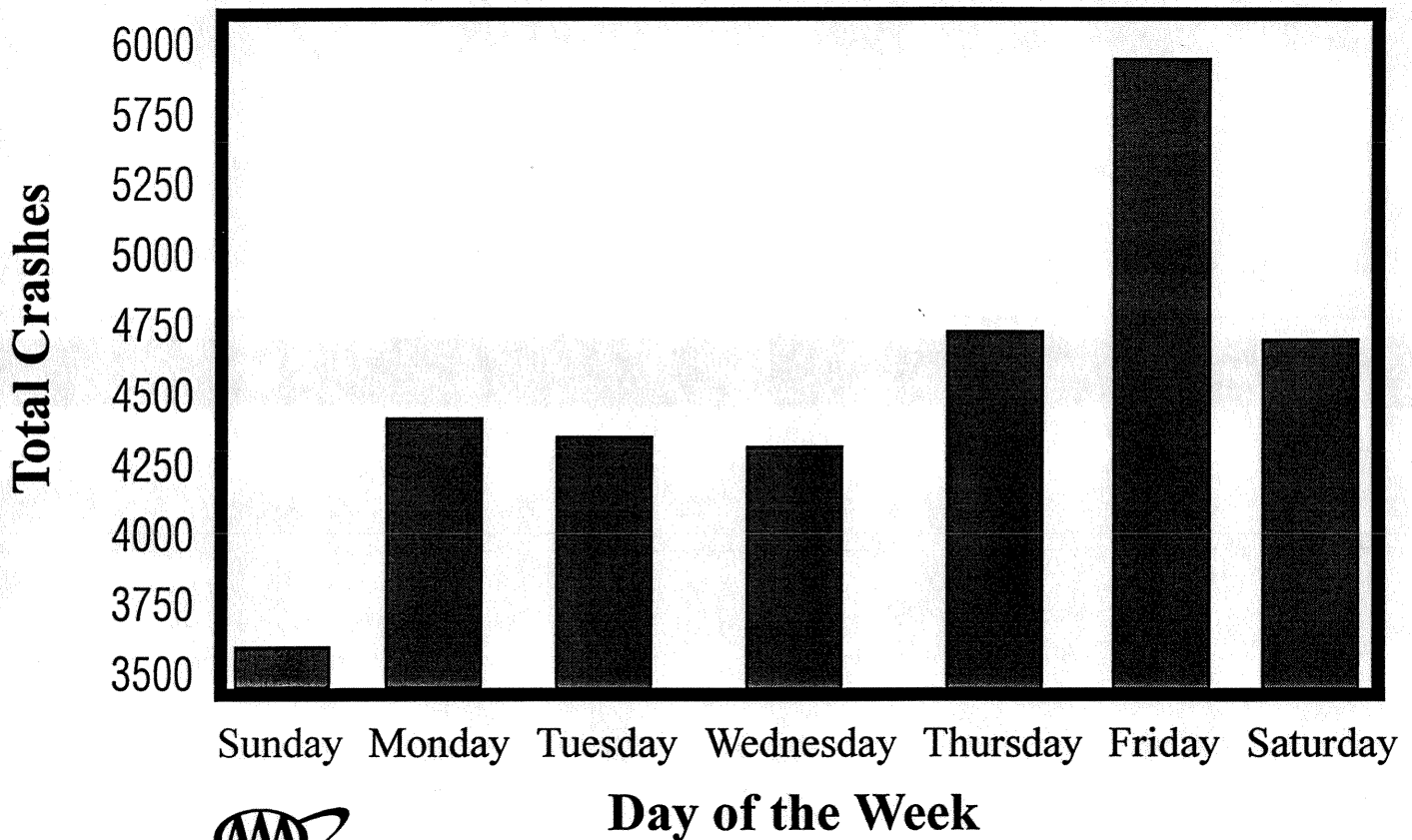
Wisconsin Crash Rates By Age Group and Sex (1996)



Wisconsin

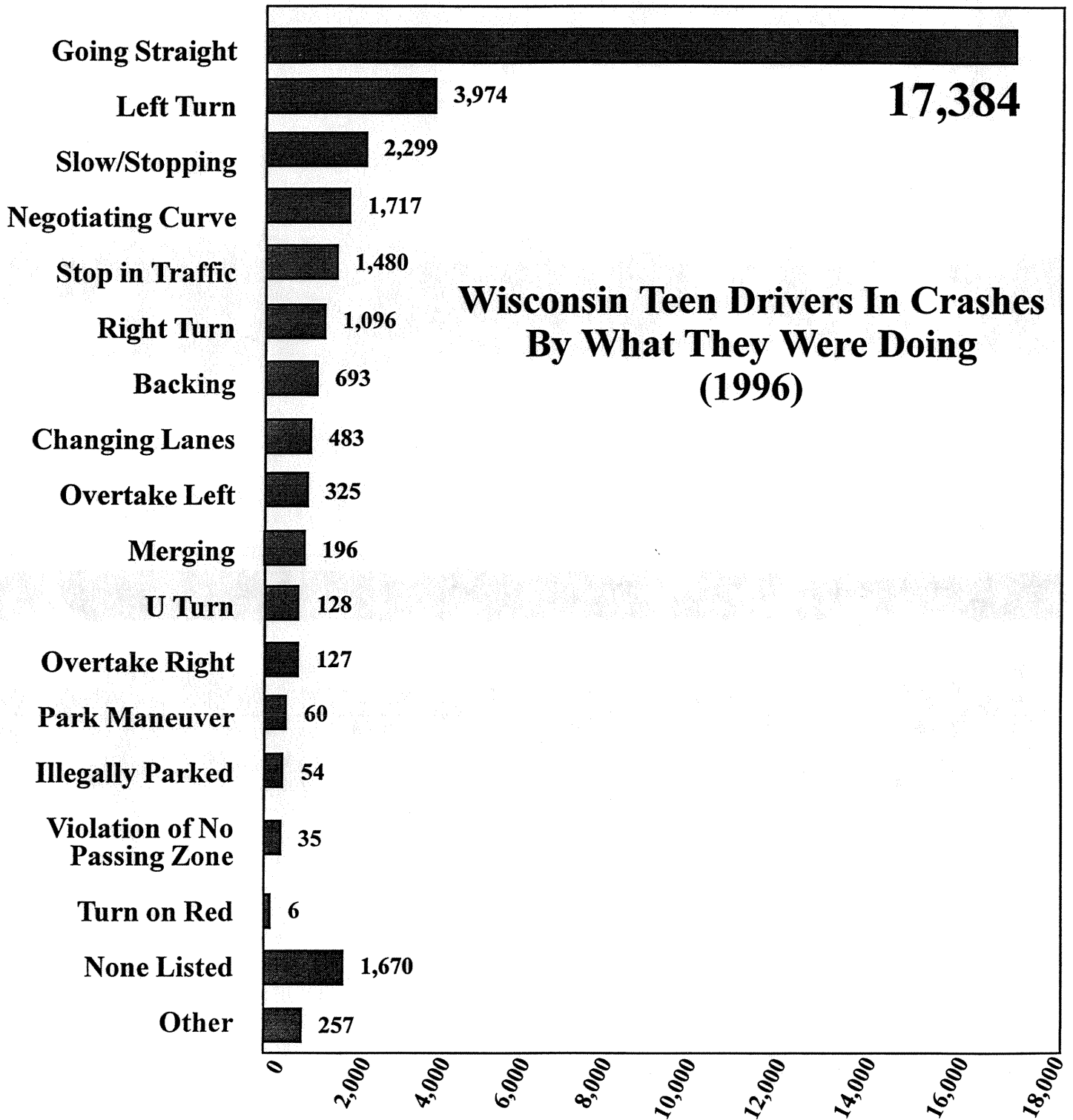
Source: WISDOT - Crash Facts

Wisconsin Teen Drivers In Crashes By Day of the Week (1996)



Wisconsin

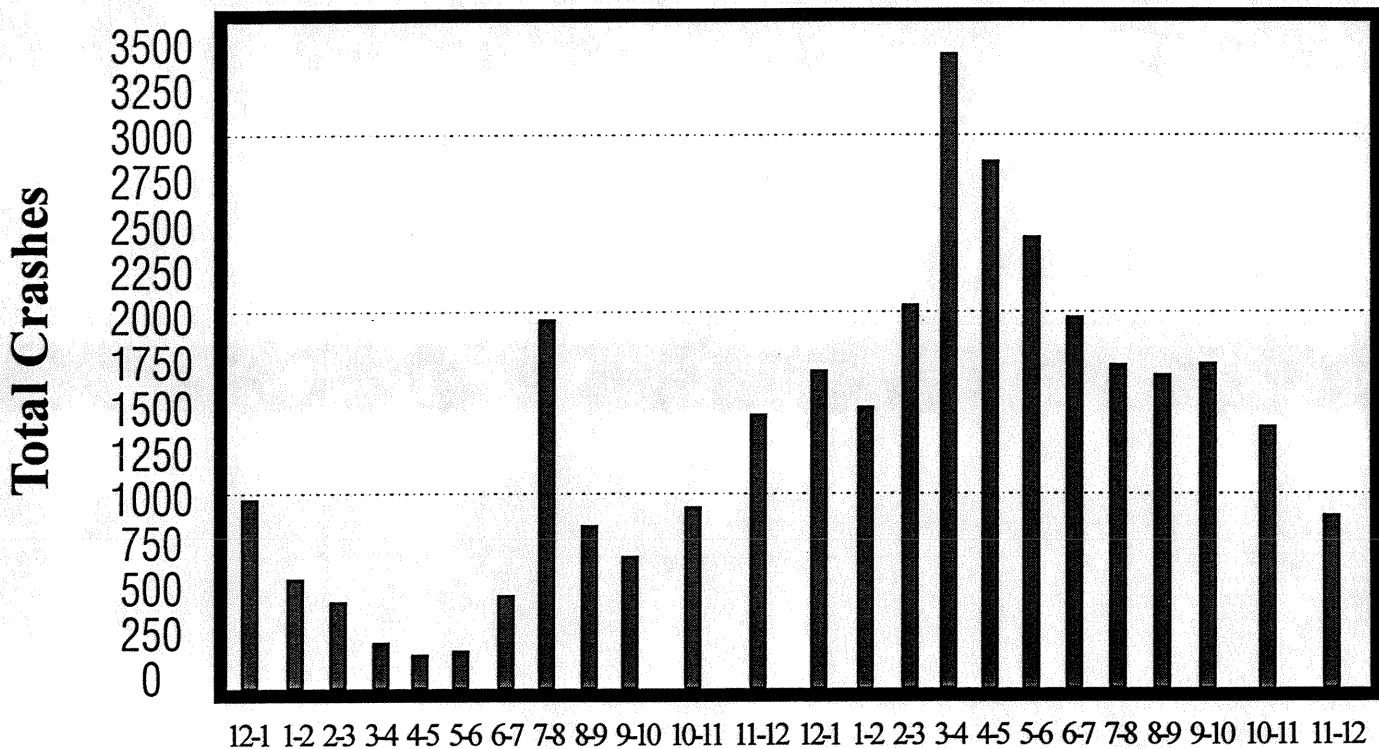
Source: WISDOT - Crash Facts



Wisconsin

Source: WISDOT - Crash Facts

Wisconsin Teen Drivers In Crashes By Time of Day (1996)



AM

Time of Day

PM



Source: WISDOT - Crash Facts

Graduated Licensing Comparisons of Models

NHTSA (National Highway Traffic Safety Administration)
AAMVA (American Association of Motor Vehicle Administrators)
NCUTLO (National Committee on Uniform Traffic Laws and Ordinances)
AAA (American Automobile Association)
NAII (National Association of Independent Insurers)

Stage 1 (Learner's Permit)				
	NHTSA/AAMVA	NCUTLO	AAA	NAII
Minimum Age	15 1/2 years old	16 years old	16 years old	15 years & 9 months old
Vision and Knowledge Test	YES	YES	YES	YES
Accompanying Driver At All Times	YES -- 21 years old	YES -- 21 years old	YES - 21 years old	YES - 21 years old
Seat Belt	YES	YES	YES	YES
Lower BAC for Youth	Zero	Zero	Zero	Zero
Distinctive Permit	YES	--	YES	YES
Crash-and-Conviction-Free	6 months	6 months	6 months	6 months
Youth Driver Improvement Actions	Initiated at Lower Point Level	--	Initiated at Lower Point Level	Initiated at Lower Point Level
Driver Education Duration with DE			YES (basic course) 6 months	YES (basic course)
Parent Participation (Accompanying Driver)			YES	
Passenger Restriction			YES (No teenagers)	
Night Restriction			YES	

Stage 2 (Intermediate/License)				
	NHTSA/AAMVA	NCUTLO	AAA	NAII
Complete Stage 1	YES	YES	YES	YES
Minimum Age	16 years old	16 1/2 years old	16 1/2 years old	16 years old
Pass Road Test	YES	YES	YES	YES
Night Driving Restriction	Accompanying Driver 21 years old	Accompanying Driver 21 years old (10 p.m. to 5:00 a.m.)	Accompanying Driver 21 years old	Accompanying Driver 21 years old
Seat Belt	YES	YES	YES	YES
Lower BAC for Youth	Zero	Zero	Zero	Zero
Distinctive License	YES	YES	YES	YES
Crash-and Conviction-Free	12 months	6 months	12 months	12 months
Youth Driver Improvement Actions	Initiated at Lower Point Level	--	Initiated at Lower Point Level	Initiated at Lower Point Level
Pass a DE Course Duration w/ DE	--	YES	YES (advanced course) 12 months	YES (basic course)
Parent Participation (Accompanying Driver)			YES	
Passenger Restriction			YES (No more than 2 teens)	

Stage 3 (Full License)			
	Complete Stage 2	Minimum Age	
	YES	17	YES
		18	18

Wisconsin State Representative
David Brandemuehl
Chair: Highways and Transportation Committee

May 6, 1998

Debbie Kinder
Platteville High School
710 E. Madison St.
Platteville, WI 53818

Dear Ms. Kinder:

Thank you for contacting my office this morning regarding you and your students' interest in LRB 5058, Rep. Luther Olsen's graduated driver licensing proposal. I appreciate hearing from you.

Enclosed is a packet of information which includes LRB 5058, the bill record from the public hearing and copies of all of the testimony that has been given to the Assembly Highways and Transportation Committee members up to this point. I have also included a chart outlining the recent changes to driver licensing laws in other states. I thought it might be helpful for your students to get an idea of what their counterparts in other states are facing.

If you or your students have any questions regarding this material or would like additional information, please let me know. I understand that you may be interested in holding a mock hearing in order to give your students an opportunity to attempt to influence my position on this issue. I think this would be an interesting debate and I would be more than happy to meet with them at your convenience. If you decide to hold a hearing, please let my office know so that we can make the necessary arrangements.

Thanks again for calling. I look forward to hearing from you.

Sincerely,



David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk
enc



Graduated Driver Licensing



Government Relations
1440 New York Avenue, N.W.
Suite 200
Washington, D.C. 20005
202/942-2050
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Interpretation of Findings

“The Effect of Teenage Passengers on the Fatal Crash Risk of Teenage Drivers”

by
Preusser, Ferguson and Williams

MAR 31 1998

The intent of this study was to determine if the risk of crash involvement for teenage drivers increases when other teenagers are riding in the car. If such is the case, limiting their number could have significant safety benefits for novice drivers. To determine whether or not the presence of passengers increases the risk of fatal crash involvement for teen drivers, the authors compared the risk of fatal crash involvement for teenage drivers 16 to 19 years of age with drivers aged 30-59, who typically have the lowest crash involvement rates of any age. Risk of fatal crash involvement was calculated for several conditions:

All -- relative risk of fatal crash involvement regardless of the number of passengers.

Driver Alone -- no other occupants in the vehicle.

Passengers Present -- regardless of whether or not they were fatally injured in the crash.

The results of this study have important implications for reducing the risk of fatal crash by limiting passengers as part of a graduated licensing system. Among the more important of these are:

Requiring drivers age 16 years of age to operate alone appears to reduce the risk of their being involved in a fatal crash by about 30%.

Allowing passengers to ride with 16 year old drivers appears to increase their chances of being involved in a fatal crash by about 100%.

Taken as a whole, these results suggest that because teenage drivers have limited driving experience, they are easily distracted by the presence of other teenagers in the car and thus more likely to crash as a result.

This study also examined the effects of passengers on the likelihood of teenage drivers being found "at fault" in fatal crashes. Findings indicate that as the number of teenage passengers increase, the chance a teenage driver will be found "at fault" in a fatal crash increases. More specifically, the percentage of drivers found "at fault" in fatal crashes increases by:

Three percentage points when one teenage passenger is in the car.

Ten percentage points when two or more teenage passengers are in the car.

These findings suggest that in addition to the "distractions" teenage passengers may create, their presence may actually encourage teenage drivers to drive unsafely. It is interesting to note that limiting the number of passengers to "one" lowers the risk of crash involvement by seven percentage points, a substantial improvement in safety. States that are unwilling to consider "no passenger" restrictions might be willing to accept limiting the number of passengers to "one". These data suggest this would be better than having no limitations at all.

While these findings have important implications for graduated licensing programs, it is important to remember that they are based on fatal crashes which differ in many ways from nonfatal crashes and therefore, these results may not extend to all crashes. Additionally, there may be other factors unaccounted for in this study which contribute to these findings.

NE STATE JOURNAL 4-15-98

Teen driving limits urged to cut deaths

Graduated privileges suggested

By Glen Johnson
Associated Press

WASHINGTON — More 16-year-old drivers are dying in car accidents even as traffic fatalities drop for older teen-agers, prompting an insurance group to call for limits on the privileges of America's youngest drivers.

The Insurance Institute for Highway Safety, which analyzed fatal accident reports between 1975 and 1996, reported Tuesday that the death rate for 16-year-olds nearly doubled, from 19 per 100,000 licensed drivers in 1975 to 35 per 100,000 in 1996.

At the same time, the overall number of deaths declined, from 15 per 100,000 in 1975 to 12 deaths per 100,000 in 1996. The numbers also fell slightly for 17- to 19-year-olds, from 27 deaths per 100,000 in 1975 to 25 deaths per 100,000 in 1996. That age group had accounted for the most teen driving deaths until the mid-1980s, when it was surpassed by the 16-year-olds.

The insurance institute said it suspected a number of factors, including the belief that more 16-year-olds are driving in high-risk circumstances, including at night and with friends in the car.

The institute, which is financed by insurance companies, urged more states to adopt a graduated licensing system, which increases driving privileges as experience increases.

The insurance industry favors a three-step system with a learner's phase — requiring a licensed driver in the car — of at least six months, a half-year intermediate phase in which drivers cannot drive at night or with other teens in the car and full privileges for drivers who complete the other phases without incident.

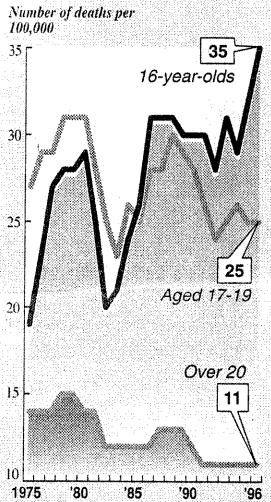
(A similar proposal is under consideration in the Wisconsin Legislature, where a public hearing on a draft bill will be held at 10 a.m. April 23 in the GAR Room of the Capitol before the Assembly Committee on Highways and Transportation.)

"We want to try to build up driving experience while keeping people out of the high-risk situations," said Allan Williams, the institute's senior vice president.

The insurance institute cited six states with the critical elements of a proper three-step

Driver deaths

A look at accident death rates among the nation's licensed drivers.



SOURCE: Insurance Institute for Highway Safety
API/Kiamzon

program, including bans on nighttime driving and a ban on carrying fellow teen-agers. Those states are California, Florida, Georgia, Michigan, North Carolina and Ohio.

States with other three-step programs include Connecticut, Kentucky, Maryland, Massachusetts, New York, Pennsylvania, West Virginia and Wisconsin.

The Wisconsin program, though technically a three-step, is considered very weak and is under reconsideration in the Legislature, where a grieving father's campaign has resulted in a bill sponsored by Rep. Luther Olsen, R-Berlin, to dramatically tighten training and licensing rules. David Greening, of Ripon, Wis., made it his mission to change the laws after his teen-age son died in a car accident last November.

The Maryland Legislature on Monday agreed to subject teenage drivers to a midnight curfew for 18 months rather than 12 months.

The Maryland Senate had considered extending the hours of the driving curfew, now midnight to 5 a.m., to 10 p.m. to 5 a.m., but it dropped the idea after young drivers rallied and complained about the added restriction.

— George Hesselberg of the Wisconsin State Journal contributed to this report.



PII: S0001-4575(97)00081-X

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

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(Received 15 January 1997; in revised form 20 June 1997)

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

Keywords—Teenagers, Fatality, Injury, Licensing

INTRODUCTION

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

Risk taking does not appear to be a general characteristic of teenage driving. Rather, the propensity to take risks seems to be highly related to the driving context. Young drivers will take risks behind the wheel in some driving contexts that they would not take in other contexts. For instance, it has been shown that teenagers can be extremely safe drivers, taking few deliberate risks, when learning to drive with their parents or some other adult (Williams

et al., 1997). Similarly, teenagers can be safe when engaged in specific purposeful driving or when they have an extreme motivation to avoid the police. Teenage risky driving seems to be most associated with driving for recreational purposes, such as when out with friends on a Friday night (see, for example, Preusser, 1996).

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

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

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

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

METHODS

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

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

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

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

of meeting that combination on the road (i.e., will constitute the exposure distribution)."

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

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

where

T = number of crash involvements for the target age driver (e.g. 16-year-old drivers),

A = number of crash involvements for adult drivers aged 30-59 (i.e. the base driver group),

f = at-fault involvements, and

nf = not-at-fault involvements.

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

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

RESULTS

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

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

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

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

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

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

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

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

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

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

were a negative factor for assignment of fault for teenagers, neutral for drivers in their mid-twenties, and positive for drivers aged 30 and older.

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

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

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

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

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

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

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

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

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

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

risk for all crash involvements for drivers aged 16–19, was 4.72, 3.52, 3.66, and 3.23, respectively, versus 4.86, 3.32, 3.29, and 2.81 when the calculations were limited to multiple-vehicle events only.

DISCUSSION

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

Clearly, the presence of teenage passengers is

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

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

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

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

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

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

The per-mile fatal crash rate for teenage drivers is approximately three times greater after 9.00 P.M. than during the day (Williams and Preusser, 1997). Night driving is often done for recreational purposes (Williams et al., in press) and often involves teenage passengers. Thus, one way to reduce the risk caused

by teenage passengers is to adopt a night-time driving curfew prohibiting all driving by young drivers after a certain time. Nine states in the United States currently have night-time driving curfews for 16-year-old and sometimes 17-year-old drivers. Night-time curfews have been shown to be an effective way to reduce the night-time crash risk (Preusser et al., 1984, 1990, 1993). However, as this study indicates, night-time curfews alone would not address the increased crash risk with teenage passengers in the daytime. Another approach would be to restrict young drivers from transporting teenage passengers, both during the day and at night. Although no such restriction has been adopted in the United States, such a restriction already exists as part of the New Zealand Graduated Licensing System and has been shown to be effective (Frith and Perkins, 1992).

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

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

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The Driving School Association of the Americas, Inc.

From the Office of the President

Linda A. Zepka • 1-800-270-3722



TESTIMONY OF LINDA A. ZEPKA, PRESIDENT
DRIVING SCHOOL ASSOCIATION OF THE AMERICAS, INC.
ON GRADUATED DRIVER LICENSING ASSEMBLY COMMITTEE
ON HIGHWAYS AND TRANSPORTATION

APRIL 23, 1998

* * * *

Good morning Chairman Brandemuehl and Committee Members. My name is Linda Zepka. I am President of the "Driving School Association of the Americas", a national trade association representing commercial driver education schools. Also, I am owner of the Arcade and Sears Driving Schools in Wisconsin. I am here today representing our state association, namely, the "Wisconsin Commercial Driver School Owners Association".

In Wisconsin there are approximately seventy-five (75) licensed driver education schools. We estimate that nearly half of all teen driver education training 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.

I want to start by thanking you for providing us with the opportunity to speak to you today regarding the issue of young driver safety and the importance of a comprehensive system of graduated licensing for the young drivers of this state.

We also want to commend State Representative Olsen for taking a leadership role on this issue and for attempting to improve young driver safety.

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 four (4) times as high as adults 21 years of age and older is evidence that not enough is being done. The new study done by the Insurance Institute for Highway Safety further demonstrates the seriousness of the problem.

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 the Bill being discussed here which would close several gaps in the state's driver's licensing system. We believe that restrictions on other teens being in a vehicle makes a lot of sense, as well as the night time driving restrictions and seat belt enforcement. Most importantly, requiring that a young driver be crash and ticket free is a very wise move.

The requirement that young drivers spend time "practice" driving with their parents is also a move in the right direction. This is especially true if the parent is a good driver. Unfortunately, not all parents are good drivers. You would be surprised the number of students who have already been "taught" how to drive by their parents and what we have to do to retrain them and break bad driving practices.

If parents actually spent the fifty (50) hours with their young drivers helping them to be safe, skillful drivers, 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.

There is another area of concern that is overlooked by this Bill and we believe must be included in any comprehensive solution - driver training. Wisconsin requires a person who wishes to work in the barber or cosmetology industry to complete more than three thousand, seven hundred (3,700) 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 simply by completing a thirty (30) hour classroom course and training behind the wheel with a licensed instructor for six (6) hours and observing another student driver for another six (6) hours. The Wisconsin

requirement, known as 30-6-6, has been at that minimal level 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 her hair was rolled too tight.

In 1997 seven hundred twenty-One (721) people died in automobile crashes in our great state, far too many of them between the ages of 16-18. It would seem our priorities are grossly misplaced. Mr. Chairman, your Committee has an opportunity, with this legislation, to make a difference in the quality of life for young people of Wisconsin.

We urge you to support this legislation with one fundamental difference, there needs to be a driver education component. We believe that driver education can play a major role in ensuring that a graduated licensing system actually works.

Wisconsin already requires a probationary permit to be held by a young driver for two years. Requiring sixteen year olds to spend fifty hours driving with their parents is a major improvement, but is it enough? While the intent of this provision is to afford them the time to gain more supervised experience before actually applying for a license, there is nothing requiring them to actually drive or prove they have driven. Parents would be required to include confirmation that such applicant operated a motor vehicle under their supervision for 50 hours. That is less than nine hours per month.

In California and Michigan, where a similar provision is already in place, they are having problems with parents who make false statements regarding the number of hours of supervised driving. Would the state of Wisconsin license an individual to be a beautician with only a note from the parent stating that they had been supervised for 3,700 hours? I hardly think so! Yet, isn't that what we are doing with this provision with graduated driver licensing?

Please understand I am not diminishing the involvement of parents in this process, but this should be a partnership.

We would propose that this partnership include the additional provisions:

- 1) Give the parents an alternative method for meeting the new fifty hours practice requirement. A parent could reduce the 50 hours of practice time to twenty-five if five (5) additional hours were then spent with a licensed instructor. Thus parents and their young driver would have a choice, either 50 hours with a parent or 25 hours with a parent and 5 hours with a licensed instructor.
- 2) Increasing the current driver education requirements from 30-6-6 to 30-9-9. The current six hours of behind-the-wheel is simply not enough time to teach young drivers all the necessary skills to be a safe, skillful driver. The emphasis for the additional three hours would be on teaching and practicing crash-reducing skills. At least six other states require more behind-the-wheel training than Wisconsin does. These include Texas, Florida, Delaware, New Hampshire, Virginia and, most recently, Connecticut.
- 3) New adult drivers should, at a minimum, be required to take at least 30-6. I'm not sure that Committee Members are aware of this, but in Wisconsin anyone over 18 years of age applying for a first license is not required to take any classroom instruction or behind-the-wheel training. Of course, these new drivers still need to take the exams from the Department of Vehicle, though crash 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. In Wisconsin we are seeing an increase in adults from other countries attempting to get a drivers license. Fortunately, some Wisconsin companies that bring foreign nationals into Wisconsin recognize that their new employees quite possibly 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 Legislation, as part of its new Comprehensive Graduated Licensing Bill, just adopted the 30-6 requirement for new adult drivers. Like Wisconsin, adults in Maryland were exempt from any type of driver education or behind-the-wheel experience.

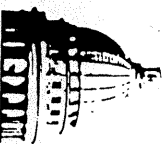
The bill before you is a good start in improving the driving safety of young drivers. We think it should go a little further by including driver education as part of the solution.

We would like to work with Rep. Olsen and the Committee Members on improving this bill for the next session of the legislature.

Thank you for giving me the opportunity to testify here today. Please allow me to introduce other members of our state association who are here today.

We would be glad to answer any questions you might have.

Thank You . . .



To help others avoid anguish . . .

Victim's father wants tighter licensing regulations

By George Hesselberg
Wisconsin State Journal

The way this usually goes is a terrible traffic accident occurs on a Wisconsin county road, taking the lives of teen-agers who may or may not have been drinking, or driving too fast, or may not have been wearing seat belts.

In the weeks following, classmates place flowers at the accident site. a



Fifteen-year-old Kristopher Greening died in this car following an accident in Green Lake County. Dave Greening, his father, has launched a campaign to change the way teen-agers are licensed to drive in Wisconsin.

FOCUS: TEEN DRIVERS



K. Greening



D. Greening

church is packed with mourners, the morbidly curious visit the junk yard to look at the smashed vehicle. Someone may say something about the senseless death of innocents, but then there is silence. For all the headlines, life even-

tually continues along the same old routes.

Dave Greening, however, has not been silent.

In the three months since Greening's 15-year-old son Kristopher died in a traffic accident in Green Lake County, Greening has mounted a campaign that may result this week in legislation that would change the way teen-agers are licensed to drive in Wisconsin. It would also, predicted Greening and proponents of what is called "graduated driver licensing," save lives.

Greening, a sales and marketing ex-

Please see TEEN, Page 3A

■ **Tips to protect teen drivers/3A**
■ **Grim statistics on 16-year-olds/3A**

PHOTO

Teen

Continued from Page 1A

Executive for a Ripon company, was in Madison last week for a series of interviews for the media and a strategy session with his legislator, Rep. Luther Olsen, R-Berlin, and representatives from the Department of Transportation and the American Automobile Association.

Greening's message to legislators and parents is simple: His son would be alive today — and more teen-agers will be alive tomorrow — if driver's license requirements were more strict and drivers' privileges were phased in.

Kristopher Greening died Nov. 1. He was one of three passengers in a car driven by a 17-year-old classmate at Ripon High School. The four boys had competed that day in a state cross country track meet, as a team placing second. Completing tradition, the team had a pizza party at the team captain's house and a group set out to decorate the coach's home. The car Kristopher was a passenger in eventually was driven at high speeds — reportedly up to 100 mph — on Stank Hollow Road. The road is locally notorious for three very steep hills that draw joy riders who, according to local news reports, build up enough speed to go airborne.

This car at 11:30 p.m. on Nov. 1 went out of control, hit an embankment and flipped end-to-end into a deep gorge. Two boys, including the driver, walked away from the crash. One passenger received head injuries and was hospitalized. Kris Greening was killed.

The driver had been ticketed for speeding twice before the accident and has since been charged with second-degree reckless homicide and causing injury by reckless driving.

About a week after the accident, Greening noticed an article in the Wisconsin AAA magazine that advocated tightening licensing requirements for new drivers. "As I read it, I realized that had that system been in place, Kris would still be alive. It sounded worth my while to try to make changes so that another family would not have to go through what we had to go through."

Greening points out that his son was not a drug, alcohol or risk taker. A top student, student council member, active in sports, he was just a passenger.

The sort of changes Greening and the AAA want in license laws would, they say, make teen-agers get more behind-the-wheel driving experience before they can drive late at night or take non-relative passengers. A license would also be limited if the driver is involved in an accident, or is convicted of a traffic offense.

It is an attempt to fight what Greening calls "the dynamics of what happens when there are

TIPS TO PROTECT TEEN DRIVERS

Without a state system of graduated driver licensing, there are guidelines parents can use to reduce teen drivers' risk. The Insurance Institute for Highway Safety listed these rules:

- Require your teen to drive six to 12 months in a learner's permit phase, with as much adult-supervised driving time as possible, before getting a probationary driver's license.
- Set a night-driving curfew. Curfew laws substantially reduce crashes of 16-year-olds.
- Limit passengers. Teen passengers pose a huge risk for teen drivers, and vice versa. Such risk-taking as speeding, skidding, lane changes, dangerous passing and tailgating, associated with immaturity and inexperienced drivers, increase with passengers.
- Don't rely solely on driver's education. Teaching skills and warnings do not always affect attitudes, and attitudes strongly influence driving.
- Adopt zero tolerance for alcohol.
- Require seat belt use for the driver and all passengers.
- Choose a safe car. Never put your new, inexperienced driver in a high-performance vehicle.
- Maintain the fire-safety benefits of air bags and anti-lock brakes. Those brakes need to be pressed, not pumped, even in emergency situations.

WSJ graphic

other teens in the car."

Statistics are on Greening's side. Olsen, the legislator, quotes from an Insurance Institute for Highway Safety student showing that nationwide 63 percent of the teens who died as passengers in traffic accidents were in cars driven by another teen-ager. Anecdotal evidence is also strong. Look at any high school parking lot. More teen-agers have

me to do because it is something that Kris would want me to," said Greening.

His emergence as a spokesman has coincided with misimpressions of his goals, he admits. "This is not about keeping teens from getting licenses," he stressed.

"It's about getting more experience. It is about putting kids who may be at risk out of harm's way while they learn how to drive."

Greening has also heard the criticism that the proposal is an "anti-dating" bill. "I would probably call it a 'pro-dating' bill," he said. "That depends on how the passenger restrictions are defined," said the AAA's Ernie Stenfeld. "It could just impact how many teens are in the car," he said.

The same passenger restrictions would probably not limit a student's driving to and from school, Stenfeld said. The AAA has committed to passing what it calls "GDL," or "graduated driver licensing" legislation in all 50 states by 2000. Michigan and Illinois have already signed on, said Stenfeld.

Legislator Olsen said he will probably introduce a bill this week calling for more stringent licensing.

It's getting late in the legislative session, so getting the bill passed will take a concerted effort.

Some parents may object to the increased time teaching their children behind the wheel. Said Greening: "If it requires them to be more active in their teens' early driving, and they obey, then the other scenario is what we are living through, a life without our son."

Grim statistics on 16-year-olds

"Graduated driver licensing" means driving privileges are phased in as the driver learns skills. Why 16-year-olds?

The Insurance Institute for Highway Safety provided some telling statistics:

- In 1996, 1,539 people died in crashes involving 16-year-old drivers. Of the deaths, 572 16-year-old drivers died, 499 passengers died. Of those passengers, 410 were teens.
- 82 percent of 16-year-old drivers in fatal crashes in 1996 made at least one driving error that contributed to the crashes. That compares with 68 percent of drivers 17-19 years old, and 52 percent of drivers 25-49 years old.
- 36 percent of all 16-year-old drivers in fatal crashes during 1995 were reportedly speeding or, if not exceeding the limit, going too fast for road conditions.
- 41 percent of those drivers were in fatal crashes that involved only the teen's vehicle, which generally left the road and overturned or struck an object.
- The rate of alcohol involvement was very low, only 15 percent of all 16-year-old drivers killed in 1996 crashes had blood alcohol concentrations above 0.10 percent.
- 63 percent of teen-age passenger deaths in 1996 occurred in crashes in which another teen-ager was driving. And 36 percent of crashes involving 16-year-old drivers happened when there were three or more people in the vehicle.

Testimony of
Murray L. Katcher, MD, PhD
for the
State Medical Society of Wisconsin
and the
Wisconsin Chapter of the American Academy of Pediatrics
to the
Assembly Committee on Highways & Transportation
April 23, 1998
Regarding LRB-5058/2: Graduated Licensing for Teens

Motor vehicle-related crashes are the leading cause of death in youth from 16 through 20 years of age. Although this age group makes up only 7% of the US population, it accounts for 14% of all motor vehicle related deaths. 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-old drivers are more than 6 times as likely. In 1995, the rate of fatal crashes for 16 year olds was 18 times greater than the rate for those age 30-34. For each adolescent killed in a motor vehicle crash, about 100 non-fatal injuries occur. Crashes are also a leading cause of disability related to the head and spinal cord injuries in this age group.

The two main factors that account for their increased crash rate include **lack of driving experience** and **risk taking behavior** of

adolescents. Adolescents lack experience and ability to perform many of the complex tasks of ordinary driving, compared with more experienced drivers. Judgement and decision making are not yet fully developed. Drivers education programs that provide only six hours of behind the wheel experience do not provide sufficient supervised driving. Adolescent driving habits may be particularly influenced by peer group pressure, emotions, and other stresses.

Nighttime driving is more difficult and challenging for beginning drivers. Because they are in school most of the day, teenage drivers drive fewer hours than adults overall but drive disproportionately more at night and have a higher nighttime crash fatality rate.

Adolescent **use of alcohol and other drugs** puts them particularly at great risk. Alcohol use is implicated in approximately 1/3 of fatal crashes involving teenagers. Small amounts of alcohol impair the driving abilities of adolescents more than those of older drivers.

The **low rate of safety belt use** by teenagers also increases their risk of injury in a crash. Youths 10-20 years old use safety belts only about 35% of the time, which is the lowest use rate for any age group.

Graduated licensing systems for teens addresses the inexperience and risk-taking behaviors of adolescents. The three stage

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approach involving an instructional permit, provisional license, and a full drivers license has been shown to decrease crash rates among teenagers by 5-16%. These graduated licensing systems must mandate the following:

- **supervision** by a parent or a responsible adult for at least the first six months when the teenager is learning to drive
- **nighttime driving curfews** at least between midnight and 5 am
- some **limitation on nonadult passengers**
- **use of safety belts** by all occupants
- prompt imposition of **remedial driver education for violators**
- a **documented safe driving record** before full licensure is granted
- **zero alcohol tolerance** and provisions for **administrative license revocation**

The model legislation of the American Academy of Pediatrics has all of these elements. Many of them are present in LRB-5058/2, and legislation such as this would go a long way towards decreasing the number of crash fatalities and severe injuries among teenagers as well as adults in Wisconsin.

Thank you very much.

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California

	Level One Instruction Permit	Level Two Provisional License	Level Three Full License
Requirements	<ul style="list-style-type: none"> At least 15 and a half years old. Must take driver training instruction in conjunction with driver education. The permit is good for one year. 	<ul style="list-style-type: none"> At least 16 years old. Must have held instruction permit for 6 months. Must have completed 50 hours of supervised driving with at least 10 hours of night time driving. This must be certified by parent, guardian, spouse, or driving instructor.¹ <ul style="list-style-type: none"> Must also have successfully completed either: <ul style="list-style-type: none"> approved courses in driver education and training, or six hours or more of behind the wheel instruction by a driving school or an independent driving instructor. Must pass driving test. 	<ul style="list-style-type: none"> At least 17 years old Must have held provisional license for at least one year.
Restrictions	<ul style="list-style-type: none"> Permit holder must be in possession of permit at all times Must be accompanied by licensed driver not on probation (parent, guardian, instructor, or a person who is at least 25} at all times. 	<ul style="list-style-type: none"> During first six months driver must be accompanied by a licensed driver at least 25 who is a parent, guardian or licensed certified instructor when driving between the hours of 12:00 a.m. to 5:00 a.m. and when carrying passengers under 20. Except in the following circumstances: <ul style="list-style-type: none"> family necessity with signed statement from parent or guardian medical necessity with signed statement from a doctor licensee is an emancipated minor driving to and from work with a signed statement from the employer driving to and from school activities with a signed statement from a school official. In the second six months the minor may transport passengers under the age of 20 between the hours of 5:00 a.m. to 12:00 a.m. without supervision but still may not drive between the hours of 12:00 a.m. to 5:00 a.m.² 	

¹ Person without parent, spouse, guardian, or is an emancipated minor may have a licensed driver over 25 complete the certification.

² Makes exceptions for medical, family, employment or school related activities.

³ The bill also prohibits police officers from stopping vehicles solely to check whether the driver is in violation of the restrictions.

⁴ The bill requires courts to impose community service or specified fines for violating the provisions of the licensing system.

Connecticut

	Level One Learner's Permit ¹	Level Two Initial Licensing Phase	Level Three Full Licensing Phase
Requirements	<ul style="list-style-type: none"> • 16 and 17 year olds. • Must have written consent from a parent or guardian. • Must successfully complete formal driver training and instruction given by a licensed commercial driver training school or school-based driver education program.² • Must pass vision test. • Must pass an initial written test covering motor vehicle laws and rules of the road. 	<ul style="list-style-type: none"> • Must pass a comprehensive test on motor vehicle laws and rules of the road. 	
Restrictions	<ul style="list-style-type: none"> • Must have permit in possession at all times when driving. • Reduces the restriction on operating on a limited access highway from the first 90 days to the first 60 days. 	<ul style="list-style-type: none"> • Must have license in possession at all times when driving. 	

¹ Permit valid until driver receives official driver's license or turns 18.

² Reduces the number of days a minor must hold a permit from 180 to 120 if the minor successfully completes this driver training/education.

Florida

	Level One Learner's License	Level Two Initial Licensing Phase	Level Three Full Licensing Phase
Requirements	<ul style="list-style-type: none"> • At least 15. • Must pass a special written exam. • Must pass a vision and hearing test. • Must complete traffic law and substance abuse education course. 	<ul style="list-style-type: none"> • Must have held learner's driver's license for at least six months. 	
Restrictions	<ul style="list-style-type: none"> • May only drive when accompanied by a person holding a valid license. This person must be at least 21 and must sit in the front seat next to the driver. • May only operate a vehicle between the hours of 6:00 a.m. and 7:00 p.m. 	<ul style="list-style-type: none"> • Any driver under 17 must be accompanied by a licensed driver at least 21 years old when driving after 11:00 p.m. and before 6:00 a.m. This restriction does not apply if the minor is driving to or from work. • 17 year old drivers must be accompanied by a licensed driver at least 21 when driving after 1:00 a.m. and before 6:00 a.m. This restriction does not apply if the minor is driving to or from work. 	

Georgia

	Level One Permit Phase Class P	Level Two Initial Licensing Phase Class D	Level Three Full Licensing Phase Class C
Requirements	<ul style="list-style-type: none"> At least 15 years old. Must pass eye exam. Must also pass test on traffic control devices, safe driving practices, and traffic laws. 	<ul style="list-style-type: none"> At least 16 years old. Must have held a valid instruction permit for one year. In the preceding year not have been convicted of a hit and run, leaving the scene of an accident, racing on highways or streets, fleeing from the police, reckless driving, or any other four point offense. Must pass a road test. 	<ul style="list-style-type: none"> Must have held a provisional license for a year that has not been suspended. In the preceding year not have been convicted of a hit and run, leaving the scene of an accident, racing on highways or streets, fleeing from the police, reckless driving, or any other four point offense.
Restrictions	<ul style="list-style-type: none"> Must have permit in possession at all times when driving. May drive for a period of two years when accompanied by a licensed driver who is at least 21. The supervisory driver must sit in the front seat. 	<ul style="list-style-type: none"> Must have license in possession at all times when driving. May not drive between the hours of 1:00 a.m. and 5:00 a.m. unless: <ul style="list-style-type: none"> - driving to and from work (where the minor is employed on a regularly scheduled basis); - driving to and from a school sponsored event; - driving to and from an event sponsored by a religious organization. - driving for the purpose of a medical, fire, or law-enforcement related emergency. May not transport more than three passengers in the vehicle under 21 who are not members of the minor's immediate family. 	

EXCEPTIONS

- Non residents attending school in Georgia are exempt from the licensing requirements if:
- they are at least 16 years old with a valid driver's license from another state; and
 - they are currently enrolled in school, have paid tuition for the current period, and have proof of said payment.

Illinois

	Level One Permit Phase	Level Two Initial Licensing Phase	Level Three Full Licensing Phase
Requirements	<ul style="list-style-type: none"> At least 15 years 6 months old. Must be enrolled in a driver education program. 	<ul style="list-style-type: none"> At least 16 years old. Must have held permit for minimum of three months. Parents or guardians must give consent for drivers to obtain license. Parents or guardians must guarantee that a minimum of 25 hours of driving practice has taken place. Must pass an approved driver education course and submit proof to that effect. 	<ul style="list-style-type: none"> At least 18 years old.
Restrictions	<ul style="list-style-type: none"> Must have permit in possession at all times when driving. All driving must be supervised by a parent or adult over 21 with at least one year of driving experience. This person must sit in the front seat. May only drive in daylight hours. All vehicle occupants under 18 must wear seat belts. Driving without permit is punishable by ineligibility of driving until 18. 	<ul style="list-style-type: none"> Must have license in possession at all times when driving. All vehicle occupants under 18 must wear seat belts. Traffic conviction before age 18 results in a written warning. Second conviction is a maximum 30-day suspension. Suspended drivers must attend a remedial driver education course. May not operate the vehicle with more than one passenger in the front seat. There may be no more passengers in the back seat than the number of available seat belts. 	<ul style="list-style-type: none"> Two traffic convictions within this two-year period results in a minimum 30-day license suspension¹

¹ Zero tolerance for blood-alcohol levels for drivers under 21.

Michigan

	Level One	Level Two	Level Three
Requirements	<ul style="list-style-type: none"> At least 14 years 9 months old. Complete first segment of an approved driver education¹ course. Including a minimum of six hours driving time with an instructor. Pass a vision test and meet health standards set by the Secretary of State. Written approval from a parent or guardian. 	<ul style="list-style-type: none"> At least 16 years old. Successfully complete six months of practice at Level One. Complete second segment of approved driver education course. Have no convictions/civil infractions, license suspensions, or crashes during the 90-day period immediately prior to applying for a Level Two license. Log 50 hours of behind-the-wheel practice driving, including 10 hours of nighttime driving. This must be certified by a parent or guardian. Pass a road test. 	<ul style="list-style-type: none"> At least 17 years old. Hold Level Two license for six months. Complete 12 consecutive months of driving without a moving violation, a license suspension or a violation of the graduated license restrictions.
Restrictions	<ul style="list-style-type: none"> Must have graduated licensing status in possession at all times. May only drive when accompanied by a licensed parent, legal guardian, or a driver over 21 designated by the parent or legal guardian. 	<ul style="list-style-type: none"> May drive without supervision except from midnight to 5:00 a.m. Driving only permitted during this time when minor is driving to or from work or with a parent, legal guardian, or designated licensed driver over 21. 	

¹ A combination of classroom and behind the wheel instruction and observation in an automobile under the supervision of a qualified teacher or licensed instructor.

² Restrictions may be expanded/extended (until minor completes 90 days without a reported moving violation or until age 18) if any of the following occur during the provisional period:

- moving violation that results in conviction, civil infractions, or a probate court disposition;
- an accident where the police report a moving violation on the part of the minor; and
- a license suspension form something other than mental or physical disability.

North Carolina

	Level One Limited Learner Permit	Level Two Limited Provisional License	Level Three Full Provisional License
Requirements	<ul style="list-style-type: none"> At least 15 years old. Must pass an approved driver education course or course of driver instruction at a licensed commercial driving school. Must pass written driving test. 	<ul style="list-style-type: none"> At least 16 years old Must have held a limited learner's permit for at least 1 year. No moving violations or seat belt infractions for the preceding six months. Must pass a road test. 	<ul style="list-style-type: none"> At least 16 years old Must have held limited provisional license for at least six months. No moving violations or seat belt infractions during the preceding six months.
Restrictions	<ul style="list-style-type: none"> Permit holder must be in possession of permit at all times. Supervisory driver¹ must be seated beside the driver at all times. No other person can be seated in the front seat. For the first six months the minor may only drive between the hours of 5:00 a.m. and 9:00 p.m. After six months this restriction is waived. Everyone in the car must wear a seat belt or be restrained by a child passenger restraint. 	<ul style="list-style-type: none"> License holder must be in possession of license at all times. May drive without supervision <ul style="list-style-type: none"> between 5:00 a.m. - 9:00 p.m. when driving to and from work when driving in a public emergency volunteer capacity (e.g., volunteer fireperson driving to and from a fire) May drive with supervision at any time. Supervisory driver must always be seated in the front seat. Everyone in the car must wear a seat belt or be restrained by a child passenger restraint. 	

EXCEPTIONS

A person who moves to North Carolina from another state and has an unrestricted driver's license from that state and becomes a resident of North Carolina may obtain a temporary permit, a limited provisional license, or a full provisional license. A person must obtain a temporary permit if he/she has not completed an approved driver education course but is currently enrolled in an approved driver education course. A person qualifies for a limited provisional license if he/she has completed an approved driver education course but either has not held the license issued by the other state for at least a year or was convicted of a moving violation or seat belt infraction during the last six months. A person qualifies for a full provisional license if he/she has completed an approved driver education course, held the license issued by the other state for at least a year, and has not been convicted of a moving violation or seat belt infraction during the last six months.

¹ Parent or guardian of permit holder or the adult that signed the application form. Supervising driving must be a driver licensed for at least five years.