

MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND TOURISM

The meeting was called to order by Chairman Ben Vidricksen at 9:05 a.m. on January 29, 1998 in Room 254-E of the Capitol.

All members were present except:

Committee staff present: Hank Avila, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Marian Holeman, Committee Secretary

Conferees appearing before the committee: John Federico, Federico Consulting
Mitch Fuqua, AAA KS
Maxine Lesline, Wichita
Dr. Dennis Allen - Physician KUMC
Andy Zerzan, Hayden High School
Susan de Courcy, NHTSA

Others attending: See attached list

SB-417: Drivers licenses - age restrictions.

John Federico informed members of the dire need for this bill; stating that in 1996 there were 21,223 crashes involving drivers between the ages of 16 and 19 years of ages - 408 crashes a week. Data collected from the Kansas Department of Transportation show that from 1994 thru 1997 there were over 250 reported teen fatalities across Kansas. These involved both drivers and passengers in cars driven by teens. It is believed this is due to lack of experience and maturity, and all they want is to make teenagers, better, safer drivers. In a sincere effort to not make changes in the present law too onerous, they have met with several interested parties and propose changes to the original bill (Attachment 1). He also provided letters of support for the bill (Attachment 2).

Mitch Fuqua, American Automobile Association, explained his organization's interest in this issue. In no way will they benefit financially at all. This legislation will not require anyone to use their education curriculum or take their defensive driving program. Mr. Fuqua added his comments in support of the bill (Attachment 3).

Maxine Lesline, Wichita - a grandmother who five years ago appeared before the committee to talk about a traffic fatality when her 15-year-old grandson turned into a statistic. At that time they were instrumental in passing the restriction on transporting non-family members. She supports changes proposed (Attachment 4).

Dr. Dennis Allen, Chairman, Emergency Medicine, University of Kansas Medical Center, Kansas City. He is a part of an institution that functions as a Level I Trauma Center for Wyandotte County. He gave a brief overall report on data from the trauma registry for the past year. During this period they saw 42 patients - 16 and under who had been involved in various motor vehicle accidents. In other words these were all seriously injured patients. They accounted for 112 different injuries, almost 300 days in the hospital; 60 of those in ICU, two died in the hospital; approximately 10% were discharged either to receive further home health care or to a rehab center. In this age group 95% or better of the accidents occur after 7:00 p.m. and are alcohol related. No written testimony.

Andy Zerzan, teenager, Hayden High School student, appeared in support of this bill. He advised that the majority of his peers feel it is O.K. for them to drive, but they would not trust others to do so. In his opinion the major portion of them transport non-family members. He feels this is an excellent bill (Attachment 5).

Susan de Courcy, Regional Program Manager, National Highway Traffic Safety Administration, outlined the problems contributing to novice drivers high crash rates (Attachment 6). She asked members to please pay particular attention to the State Legislative Fact Sheet included in her testimony.

Members were shown a tape of ABC's 1/28/98 Primetime report on teen drivers. The AAA bill was mentioned favorably in this report - particularly graduated licensing. Here too it was stressed that driving is a privilege not a right.

Hearings and discussion on this issue will be continued as soon as it can be scheduled. There is a need to hear about enforcement of present laws.

CONTINUATION SHEET

MINUTES OF THE COMMITTEE ON TRANSPORTATION AND TOURISM, Room 254-E,
Statehouse, at 9:05 a.m. on January 29, 1998.

Introduction of bill.

Senator Nancy Harrington requested introduction of a bill regarding titles of repossessed vehicles. Senator Jordan moved to introduce the bill. Senator Gilstrap seconded the motion. Motion carried.

The meeting adjourned at 10:10 a.m.

The next meeting is scheduled for February 2, 1998.

SENATE TRANSPORTATION AND TOURISM
COMMITTEE GUEST LIST

DATE: JANUARY 29, 1998

NAME	REPRESENTING
Bette Mursan	Maxine Lesline
Maxine Lesline	Self
Mitch Fuqua	AAA Kansas
Susan de Courcy	Nat'l Hwy Traffic Safety, Adm
Kevin Simon	AAA Kansas
Greg Hill	Federico Consulting
Natalie Redpi	Federico Consulting
V Zeman	Citizen
Andy O Zeman	Citizens
Teresa Sitenauer	State Farm
Laura Schamburg	NIAA
Mike Kelley	Kansas Motor Carrier's Assn
Susan Kenhedy	Topeka Driving School
Bill Kennedy	Topeka Driving School
Carrie Becht	SMOOTH
Don Cantor	Division of Budget
Leslie Kaufman	Ks Farm Bureau
Ron Hewes	Tech II
HER METAILL	ABATE OF IS INC



MEMORANDUM

To: Senate Transportation Committee Members

From: John J. Federico
On Behalf Of AAA Kansas

Date: January 29, 1998

Re: SB 417

Since introduction of SB 417, and after working with several different interested parties, we have endorsed the following changes to the bill:

- 1. Grandfather Clause:** Anyone holding a valid Instructional Permit, Farm Permit, Restricted License or Driver's License on June 30, 1998 will be exempt from the changes.
- 2. Farm Permit** The time restriction (12:00 a.m. to 5:00) will be eliminated from the Farm Permit.
- 3. School Activities:** We propose to add language that would permit, upon turning age 16, that they be permitted to drive to school activities within their district of attendance.
- 4. Adult Supervised Driving:** Reduce the supervised driving requirement from 50 hours to 40 hours.

SENATE TRANSPORTATION & TOURISM
COMMITTEE -DATE: 1-29-98
ATTACHMENT: # 1

**Kansas Novice Drivers Licensing
Current vs. Proposed**

AGE	CURRENT	PROPOSED	CURRENT	PROPOSED
14	INSTRUCTIONAL PERMIT	INSTRUCTIONAL PERMIT	FARM PERMIT	FARM PERMIT
	<ul style="list-style-type: none"> Applicants may obtain an instruction permit at age 14 or older If under 16, parent or guardian must sign consent form. Must complete vision and written tests May drive passenger car at any time if accompanied by an adult who has a valid Class A, B or C license, who has had at least one year of driving experience, and who is in the seat beside the driver. 	<p>All current, plus:</p> <ul style="list-style-type: none"> During Instructional Permit period, driver must complete at least 40 hours of adult-supervised driving, including at least 10 hours after dark. Accompanying adult must be at least 21 years of age. 	<ul style="list-style-type: none"> Anytime while going to, from, or in conjunction with any farm job, employment or farm-related work. <p>ELIGIBILITY</p> <ul style="list-style-type: none"> Lives or works on a farm of 20 acres or more. Signed affidavit of parent, guardian or employer, if applicant does not work on farm. Complete vision, written and driving test. If violation occurs during farm license period, license is revoked and new license will not be issued until age qualification for full license is reached, or one year, whichever is longer. 	<p>All current, plus:</p> <ul style="list-style-type: none"> During Permit period, driver must complete at least 40 hours of adult-supervised driving, including at least 10 hours after dark. Accompanying adult must be at least 21 years of age. Must remain conviction (moving violation) free during term of license. If holder received two or more such convictions, license will be restricted until age 18.
15	RESTRICTED	RESTRICTED		
	<ul style="list-style-type: none"> Must have completed Driver Education to receive. Parent or Guardian must sign consent form. Must complete vision test. <p>Driving is restricted to:</p> <ul style="list-style-type: none"> Anytime while going to, from or in connection with any job or employment or farm related work. Days when school is in session, over the most direct and accessible route between the drivers home and the school he/she is enrolled, for the purpose of attendance. When accompanied by an adult who has a valid Class A, B or C license. At any time when operating a motorcycle if accompanied by an adult who is the holder of a valid Class M license and who is operating a motorcycle in the general proximity of the licensee who must be at least 15 years of age. Holders of a restricted license cannot transport non-family members under 18 years of age. 	<p>All current, plus:</p> <ul style="list-style-type: none"> Driving only between 5 a.m. and 12 Midnight. Accompanying adult must be at least 21 years of age. Must remain conviction (moving violation) free during term of license. If holder received two or more such convictions, license will be restricted until age 18. 		
			<p>NOTE: Existing Instruction Permit, Farm Permit, Restricted and Full Driver License holders will be "grandfathered."</p>	
16	FULL LICENSE			
	<ul style="list-style-type: none"> Must successfully complete written, vision, and road tests, or combination such as valid out-of-state DL plus written and vision tests, or valid Kansas instruction permit and road test. 	<ul style="list-style-type: none"> In addition to driving to school, work, etc., restricted license holders at age 16 will be able to drive to school activities within their own district, such as athletic events and dances. 		
17		FULL LICENSE		
		<ul style="list-style-type: none"> Same as current, other than age 		

LETTERS OF SUPPORT

Kansas National Education Association

Mothers Against Drunk Driving

Students Against Drunk Driving

National Highway Traffic Safety Administration

Citizens for Roadside Safety

Barbara Pringle

State Farm Insurance Companies
(Written testimony provided.)

SENATE TRANSPORTATION & TOURISM
COMMITTEE -DATE: 1-29-98
ATTACHMENT: #2



KANSAS NATIONAL EDUCATION ASSOCIATION / 715 W. 10TH STREET / TOPEKA, KANSAS 66612-1686

Memorandum

DATE: January 27, 1998
TO: Mr. John Frederico
FROM: Craig Grant
RE: AAA Proposal

Thank you and the representatives from AAA for sharing your proposal for greater preparation of young people before they qualify for a driving license. I can not imagine anyone who looks logically at this proposal who would oppose having adult supervised driving in order to prepare students for the time they will be driving on their own.

Although Kansas NEA does not have a resolution speaking specifically to dates and specific rules in order to obtain driving licenses, we certainly would support measures to improve the safety of our roads and highways.

Good luck in your endeavors.



1/27/98

Dear Members of the Senate Transportation Committee,

Several years ago SADD, Inc. joined forces with a number of prevention organizations in support of a National Graduated Licensing program. We have seen the tragedies associated with a licensing system that places young and inexperienced drivers on the highway without the proper tools. Motor vehicle crashes are the number one killer of teenagers. SADD has seen a dramatic decrease in alcohol related deaths but at the same time an increase in non-alcohol related crashes.

You know the statistics in Kansas:

One out of every seven drivers between 14-17 years of age was involved in an automobile crash in 1996. Only one out of fifteen drivers over the age of seventeen was involved in a crash during the same time period.

Over 14 percent of Kansas's teen driver crashes between 9:00 p.m. and 1:00 a.m. resulted in a fatality. Correspondingly, only one percent of crashes in other age groups during the same time range resulted in a fatality.

Other countries have adapted a Graduated Licensing policy and there has been a significant reduction in the number of highway crashes for the target population. Other States have implemented this approach and the results have been very positive.

AAA of Kansas has a Senate Bill 417 up for debate in the current session. SADD, Inc supports this legislation as it will save lives. This is a great move to assist all of us as we deal with the complex problems of highway safety.

Sincerely,

William F. Cullinane
President
SADD, Inc.

SADD, Inc.
P.O. Box 800, 255 Main St.
Marlboro, MA 01752
(508) 481-3568
Fax: (508) 481-5759

101 Depot Road
Chatham, MA 02633
(508) 945-3122
Fax: (508) 945-3944



Mothers Against Drunk Driving

3601 SW 29th Street • Topeka, KS 66614 • (913) 271-7525 • 1 (800) 228-6233

KANSAS STATE OFFICE

Senator Ben Vidricksen, Chairperson
Senate Transportation & Tourism Committee
State Capitol, Rm 143-N
Topeka, Kansas 66612

1/27/98

Dear Senator Videricksen and Committee Members:

Regarding SB 417, I am presenting Mothers Against Drunk Drivings position statement pertaining to Graduated Licensing or Provisional Licensing Programs.

MADD advocates that each state adopt laws providing that persons under 21 receive driver's licenses which are more restrictive that full licenses, under which violations would result in driver improvement actions and license revocation and civil sanctions in addition to any criminal sanctions and penalties. MADD advocates that each state adopt laws providing for graduated licensing privileges to persons under 21. Early driving experiences must be acquired in a lower risk environment through extended restriction of no alcohol use, primary seat belt enforcement, limitations on night time driving and teenage passengers. Appropriate restrictions should be lifted in stages, based on clean driving records.

Kansas MADD supports SB 417.

Sincerely,

Diane Poot,
State Chairperson
Kansas MADD

DP:st



U.S. Department
of Transportation

Region VII
Iowa, Kansas, Missouri, Nebraska

P. O. Box 412515
Kansas City, Missouri 64141

**National Highway Traffic
Safety Administration**

January 26, 1998

Ms. Karen Lemon
Coordinator, Public Affairs
AAA Kansas
3545 S.W. 6th Street
P.O. Box 1129
Topeka, Kansas 66601-1129

Dear Ms. Lemon:

We understand that AAA is diligently working to make changes to the current Kansas driver's license law that would help prevent death and injury among Kansas' young driver population. The National Highway Traffic Safety Administration (NHTSA) realizes that the significant percentage of young drivers involved in traffic crashes are twice as likely to be in a fatal crash as adult drivers.

We commend AAA of Kansas for realizing that a graduated driver licensing system is an important initiative that could prevent needless injuries and fatalities among our youth. We also commend you for taking the lead in trying to incorporate components of a graduated licensing system. Because graduated licensing is the key component in reducing the number of motor vehicle crashes in which teenagers are involved, NHTSA encourages states to implement this system. We both know that graduated driver licensing systems are supported by injury prevention experts, the general public, parents, and to a substantial degree, by teens themselves. When this system is used in conjunction with good education, parental communication and trust with their teenager, we will see the astonishing numbers of teens lost to motor vehicle crashes begin to decline.

Good luck with your endeavors. Should you have questions or need assistance, please feel free to contact Susan de Courcy at (816) 822-7233.

Sincerely,

Romell W. Cooks
Regional Administrator

Kansas Senate
Senate Transportation Committee
Kansas Capitol Building
Topeka, Kansas 66612

January 27, 1998

Kansas Senate Transportation Committee

I would like to express my support for Senate Bill # 417, the proposed changes in the Kansas Driver's License requirements.

Senate Bill # 417 would result in new drivers having a restricted license until they reach age 17. It would also increase the number of hours of adult supervised driving.

Motor vehicle crashes are the leading cause of death among teenagers. I believe this proposed legislation will save lives of our teenagers but also others who may be involved in a crash with them.

Lyon county has had deaths and severe injuries of young people recently due to lack of good judgment by inexperienced young drivers. Perhaps this could have been avoided.

As a safety professional I have been involved in traffic safety for 24 years. I teach Defensive Driving courses and train school bus drivers. I have been a member of several traffic safety task forces and national committees on traffic safety.

During these years I have had an opportunity to observe many young drivers who do not think of the consequences that could result from careless driving. It takes more than skill and ability to operate a motor vehicle responsibly.

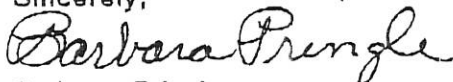
Being the mother of two sons I have seen first hand that good judgment is a key factor to driving safely.

I support the American Automobile Association's proposal and I ask you to support it also.

As a parent and safety professional I urge you to vote for Senate Bill # 417 for the safety of the people of Kansas and especially our young people.

Thank you for your attention,

Sincerely,



Barbara Pringle
1380 Road 160
Emporia KS 66801
316-342-4009

Citizens For Roadside Safety
3300 Robinson Pike
Grandview, MO 64030
816-767-8246 tel. or fax
Roadsafety@aol.com

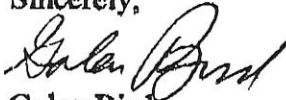
January 23, 1998

Dear Members of the Senate Transportation Committee:

We support the graduated driving age restrictions and the new age recommendation of 17 years of age. We also support the requirement for 50 hours of supervised adult driving including 10 hours of night driving.

We support the proposed changes that AAA has made for the state of Kansas that were mailed to us on page 2. We also recommend that young people should not drive between 12 midnight and 5am unless accompanied by an adult. We would support this in all states.

Sincerely,

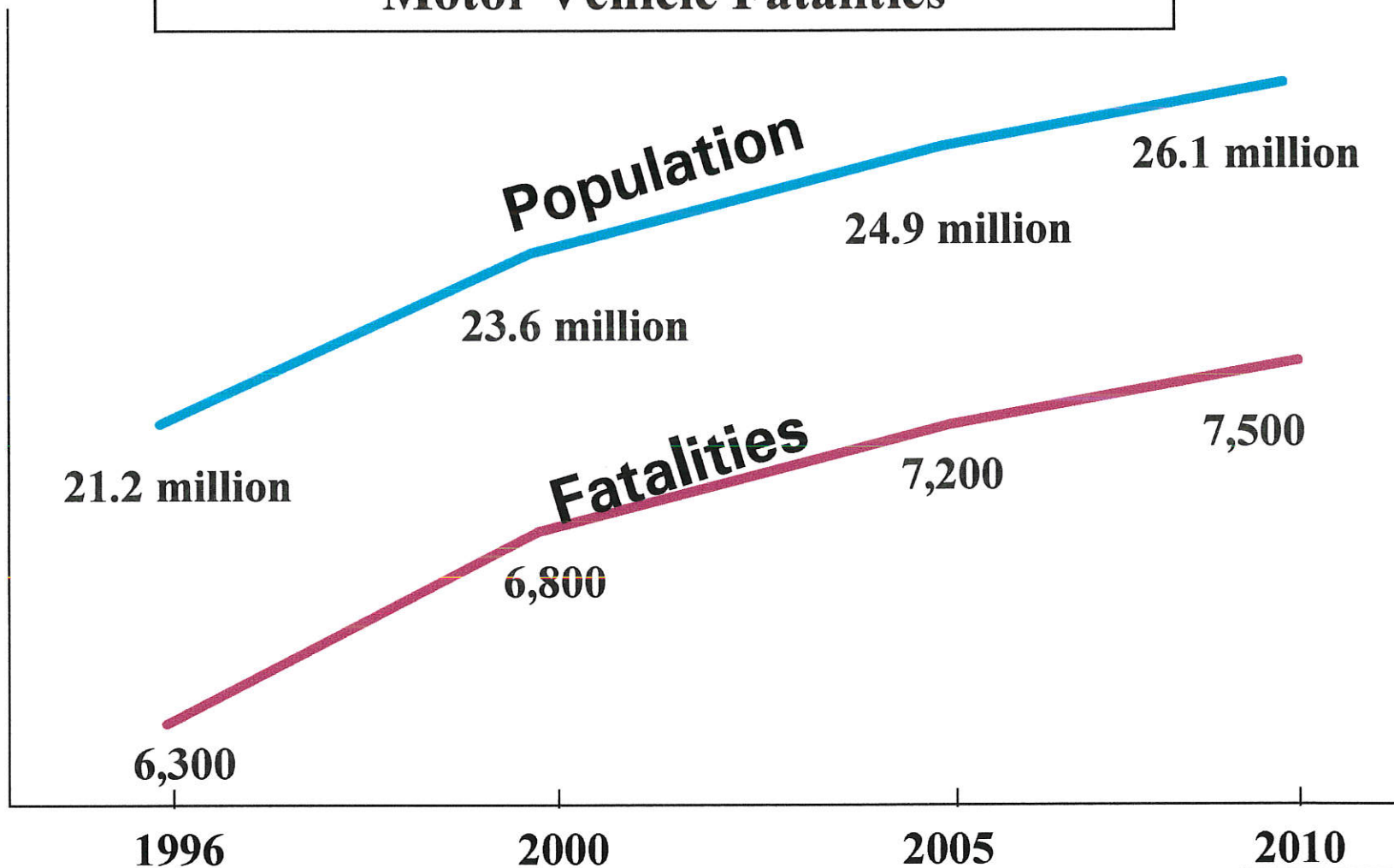


Galen Bird
President

KANSAS CRASH STATISTICS and TEEN LICENSE FACTS

- One out of every seven Kansas drivers between 14 – 17 years of age was involved in an automobile crash in 1996. Only one out of every 15 drivers over the age of seventeen was involved in a crash during the same time period.
- In a survey conducted by AAA, three out of four adults stated they felt that teen drivers should have limited use of an automobile until they receive more adult-supervised driver training. Over 81 percent felt that teen drivers did not drive as safe as other drivers.
- Over 14 percent of Kansas teen driver crashes between 9:00 p.m. and 1:00 a.m. resulted in a fatality. Correspondingly, only one percent of crashes in other age groups during the same time range resulted in a fatality.
- Despite only holding eight percent of the drivers licenses in Kansas, teen drivers were involved in 15 percent of all Kansas fatal accidents in 1996, the largest percentage of any age group.
- Kentucky implemented a similar teen license program in 1995. Since that time, the vehicle fatality rate for 16-year-old drivers has dropped by 88 percent. California, Maryland and Oregon have also reported reductions in teen crashes. Other states have not had the program long enough to formulate results.
- Currently, 19 states have implemented similar legislation, seven states have legislation pending, and 11 states will have legislation introduced this year.
- The economic impact of fatality accidents among teen drivers in Kansas each year is \$69 million.
- In the next 15 years, the teen population is expected to increase by 25 percent.
- Since 1973, traffic on our roads and highways has increased by 85 percent, but the amount of roads and highways has increased by only three percent. This has created more potential for teen crashes.
- Motor vehicle crashes are the leading cause of death among teenagers.

Projected 15-20 Year Old Population and Motor Vehicle Fatalities

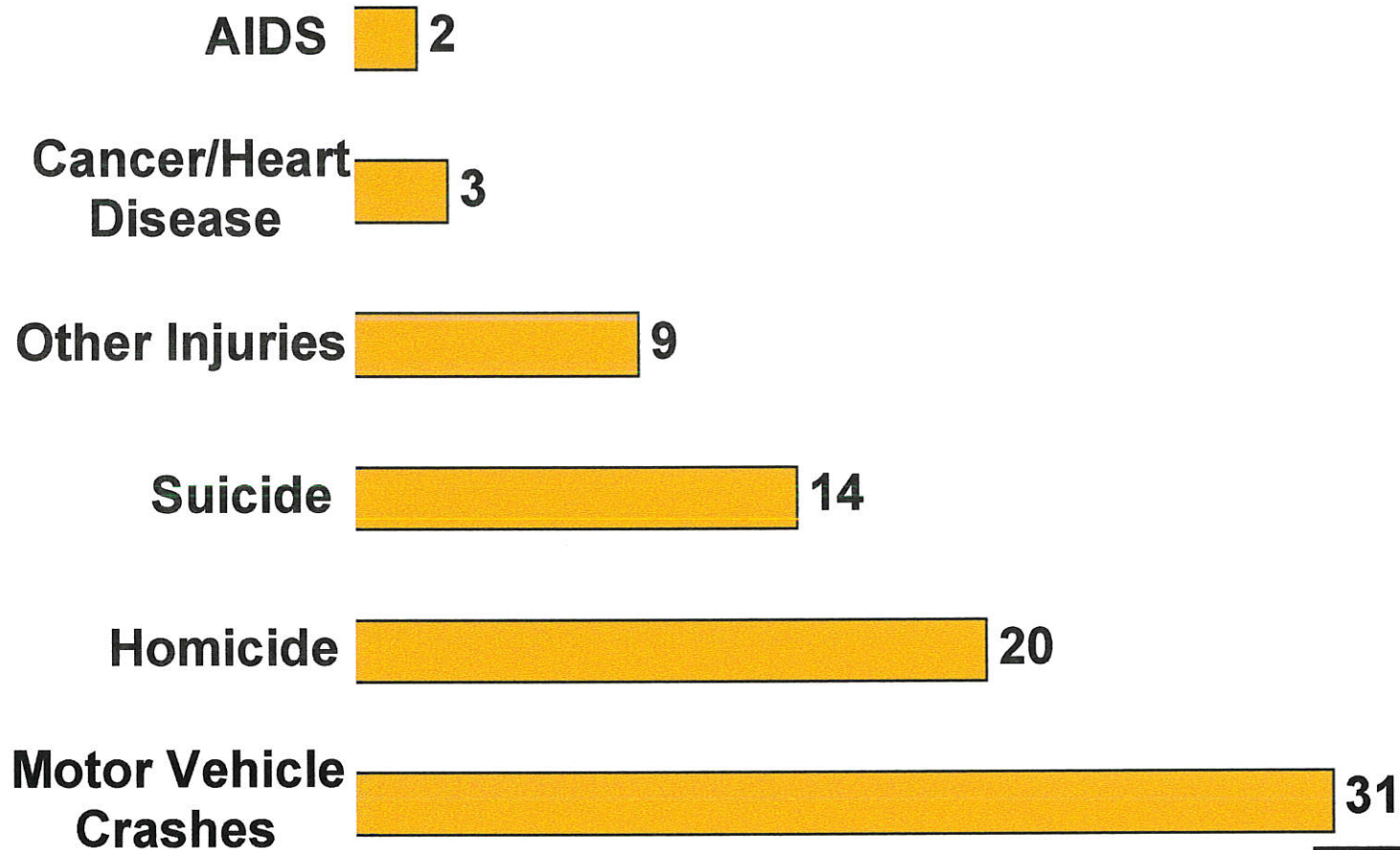


6-9

6-7

Youthful Deaths (ages 15-20)

(percent)



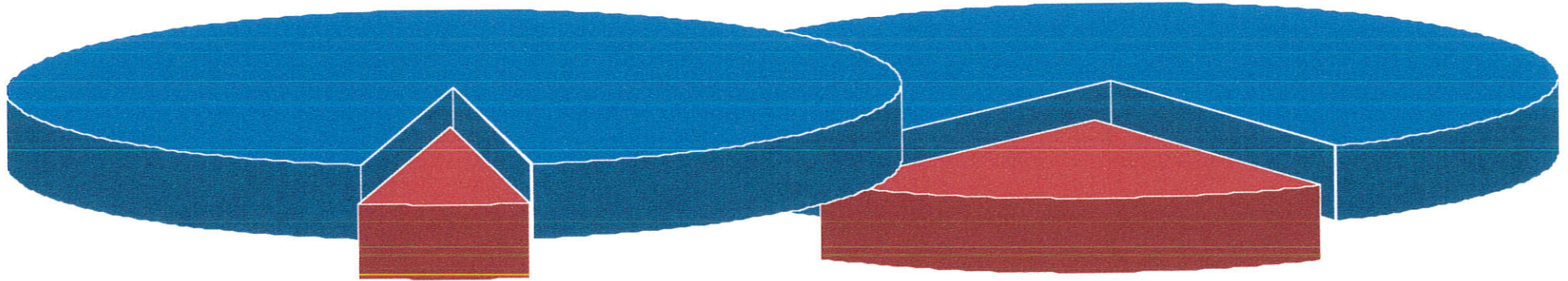
2-10

2-10

Young Drivers/Fatal Crashes

Kansas - 1996

2-11



8% of drivers

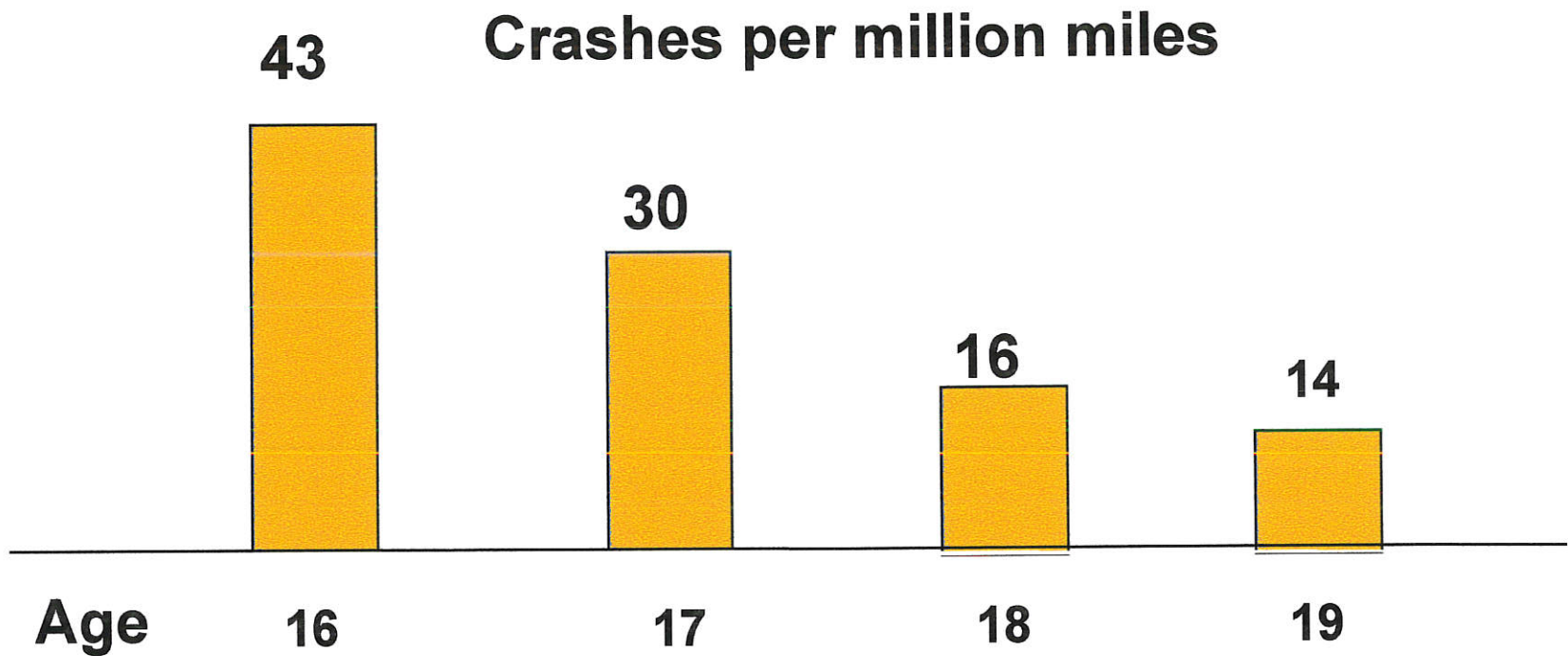
15% of fatal crashes

11-8



Young Drivers = High Risk

2-12



2-12





	LEVEL	LEVEL	LEVEL
	1 PERMIT PHASE	2 INITIAL LICENSING PHASE	3 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. • May not drive between 11:00 p.m. and 6:00 a.m. Sun-TH and Midnight - 6:00 a.m. F-Sa. 	<ul style="list-style-type: none"> • Two traffic convictions within this two-year period results in a minimum 30-day license suspension.

2-13

13





8-14

	LEVEL 1 INSTRUCTION PERMIT	LEVEL 2 PROVISIONAL LICENSE	LEVEL 3 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 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, minor 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.





	LEVEL 1 PERMIT PHASE CLASS P	LEVEL 2 INITIAL LICENSING PHASE CLASS D	LEVEL 3 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, must 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"> • At least 18 years old. • Must have held a provisional license for a year that has not been suspended. • In the preceding year, must 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.

2-15

2-15





9/1-16

	LEVEL 1 LEARNER'S LICENSE	LEVEL 2 INITIAL LICENSING PHASE	LEVEL 3 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. • Approval from parent or guardian. 	<ul style="list-style-type: none"> • Must have held learner's driver's license for at least six months. • At least 16 years old. 	<ul style="list-style-type: none"> • Minimum age 18.
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 5:00 a.m. This restriction does not apply if the minor is driving to or from work. 	

9/1-16





	LEVEL 1 TEMPORARY PERMIT	LEVEL 2 PROBATIONARY LICENSE	LEVEL 3 FULL LICENSE
Requirements	<ul style="list-style-type: none"> At least 15 and a half years old¹. Permit holder must be in possession of permit and identification card at all times. A parent or legal guardian must sign the permit application. Must pass vision and written test. 	<ul style="list-style-type: none"> At least 16 years old. Held instruction permit for at least six months. Must pass road test. Must complete 50 hours of supervised driving with at least 10 hours of night driving. This must be certified by an eligible adult. Must complete a 24-hour driver's education, training, or comparable course with 8-hours of behind-the-wheel training. 	<ul style="list-style-type: none"> At least 18 years old.
Restrictions	<ul style="list-style-type: none"> A person who is at least 15 and a half, but less than 16, must be accompanied by an eligible adult² at all times. The adult must sit in the front seat. A person who is 16 years old and issued a permit must be accompanied by a licensed driver at least 21. No one under 17 may drive between the hours of 1:00 a.m. and 5:00 a.m. unless accompanied by a parent or guardian (who sits next to the driver). Limits the number of people in the car to the number of seat belts. Everyone in the car must wear a seat belt. 	<ul style="list-style-type: none"> No one under 17 may drive between the hours of 1:00 a.m. and 5:00 a.m. unless accompanied by a parent or guardian except when going to and from work or school events, emergencies, or if the minor is emancipated. Passengers in the car limited to the number of seat belts. Everyone in the car must wear a seat belt. 	

EFFECTIVE 1/1/99 EXCEPT WHERE NOTED.

- Requires 6-month suspension of the temporary instruction permit, probationary driver's license, or driver's license of a minor who commits the offense of the purchase or consumption of beer or intoxicating liquor by a person under 21, or the offense of the consumption of beer or intoxicating liquor in a motor vehicle.

Effective 7/98.

1-1-99 Eligible adult refers to an instructor of an approved drivers education course, a parent or guardian, or a person at least 21 years old who acts in loco parentis of the permit holder.





	LEVEL 1	LEVEL 2	LEVEL 3
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 5:00 a.m. - Midnight. From Midnight - 5:00 a.m., parent or guardian must be present unless driving to/from work. 	

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.



81-8

81-8

North Carolina



	LEVEL 1 LIMITED LEARNER PERMIT	LEVEL 2 LIMITED PROVISIONAL LICENSE	LEVEL 3 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. This restriction is waived after six months. All passengers must wear seat belts or be restrained by child passenger restraints. 	<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 an official 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. All passengers must wear seat belts or be restrained by child passenger restraints. 	

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. The person must have held a valid driver's license for at least five years.



2-19

2-19

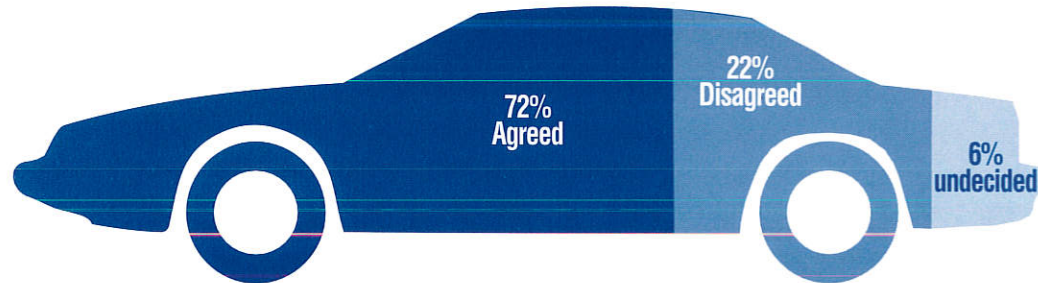
AAA National Survey on Teenage Drivers*



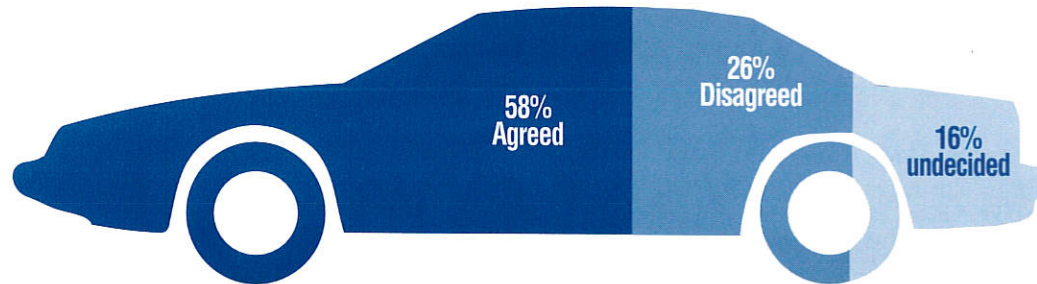
People between 15 and 19
drive as safely as any other driver



Limiting the use of cars by drivers
between 15 and 19 until they gain
some experience behind the wheel
is a good idea



Public officials pay too little attention
to safety issues regarding drivers
between the ages of 15 and 19

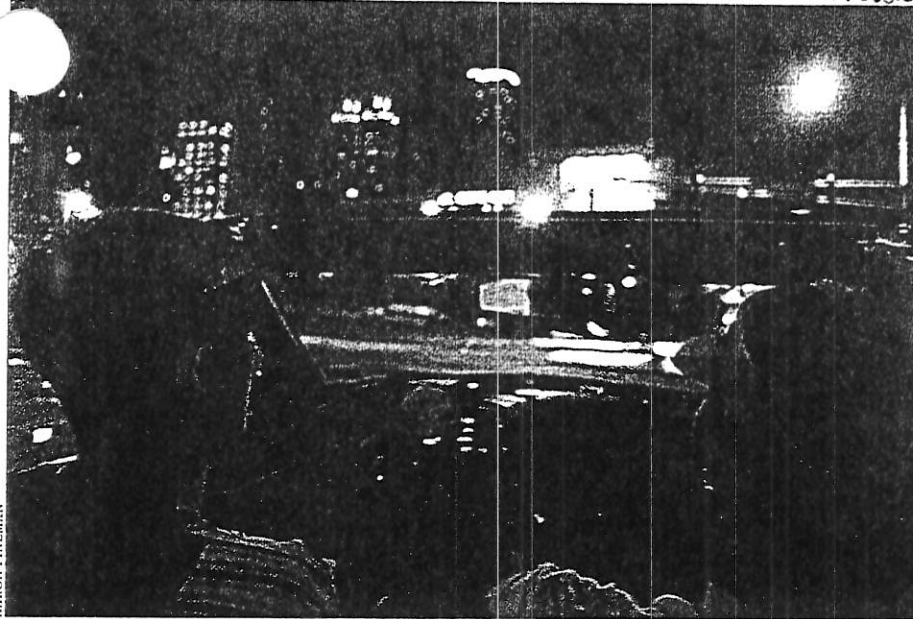


*1997 survey commissioned by AAA Market Research. 1,000 random adults (50% male, 50% female).



2-20

2-20



AARON FINEMAN

Hey, Mom, can you pick me up? Some states are trying to eliminate carloads of kids

JUSTICE

Teen Cruise Controls

New state laws put the brakes on young drivers

BY DANIEL MCGINN AND
JULIE EDELSON HALPERT

WHEN THE SUN SETS IN SILER CITY, N.C., teenagers drive to the Gravel, a parking lot that doubles as the town's big hangout. Dana Wilson, 15, had hoped to be behind the wheel, making the scene, when she gets her license in January. But the state legislature has other plans. Last April it passed a law that says kids can't drive after 9 p.m. for the first six months after they get their license. For Wilson, that means more tagging along in her older brother's car. "All of my friends are out cruising," she complains. "I want to be able to do that."

As rites of pubescent passage go, a driver's license is up there with first kisses and senior proms. But states across the country are putting the brakes on teens' driving dreams. Last year Florida, Georgia and Michigan all passed laws restricting young drivers. New Jersey and Ohio are debating similar measures. Most of the new rules prohibit novices from driving late at night, when many fatal accidents involving teens occur. Some states, like Georgia, also forbid driving a car loaded with other teens. These provisions are designed to ease inexperienced drivers onto the road slowly by not giv-

ing them an unrestricted license until the age of 18.

Statistics support the precautions. Sixteen-year-olds have a crash rate three times as high as 18- and 19-year-olds, says researcher Allan Williams. They're also more likely to rack up while driving a car filled with their friends. "Put one teenager in a car and you may have a decent driver," says Brian O'Neill of the Insurance Institute for Highway Safety. "Put four teenagers in a

car and you have a prescription for immature, irresponsible behavior." Driver's ed. classes don't help much: studies show that formal training doesn't reduce crashes. But the new laws apparently do. In the first states to adopt them, teen crashes dropped by up to 16 percent.

Kids, being kids, are crying "age discrimination," writing letters to legislators and holding debates in school. Fifteen-year-old Erin Ruth worries that Georgia's restrictions on the number of passengers in a car will mean the end of double-dating—and, more seriously, could discourage the use of designated drivers after drinking parties. Other teens say the new rules would have kept them stuck at home, ruining their high-school experience. "If they passed the law when I was 16, I wouldn't have been able to be on the tennis or soccer teams," says Brian Oxner, 18. Complains 13-year-old Debbie Hyde of Mathews, N.C.: "We could get out of a movie at 9:30 [and] have to call our parents to pick us up."

Life's tough when you're too young to vote. Legislators have learned that safety sells with parents. (Even the powerful liquor lobby hasn't been able to stop 14 states from reducing the threshold for drunken driving from the traditional 0.10 blood-alcohol content to a stricter 0.08 in the last few years.) And not every teenager sees the crackdown as the first step toward martial law. "I don't have a problem giving up my rights to ensure other people are safe," says 17-year-old Adi Hermoni of Parma, Ohio. Even if it means a few more years of cruising the strip in the passenger seat. ■

13 How to reduce teens' road accidents 'Graduated' licenses

BY WARREN COHEN

Obtaining a driver's license is one of the most triumphant events in a teenager's life. It's also a day most parents should dread, because teenagers are the most unsafe drivers on the road, a threat to themselves and others.

Sixteen- and 17-year-olds represent only about 2 percent of all drivers, but they

license drivers under 18. But in America, where teens often need to drive to work and school and parents are eager to stop chauffeuring, raising the licensing age seems impractical and politically unlikely.

There is a practical alternative that is already saving lives in parts of the country: graduated licenses. This new approach (adopted in eight states) creates a three-tiered system of limited driving privileges

JONATHAN SAUNDERS FOR US&WR



In some states teenagers need to prove they can drive safely to earn full driving privileges.

are involved in nearly 11 percent of crashes. Traffic accidents are the leading cause of death for teens, costing 5,805 lives in 1996. The obvious response to such gruesome statistics is to call for more driver-education classes. But a landmark 1982 government study found that teens who take driver's ed are just as likely to be involved in crashes as those who don't.

The problem lies not with driver's ed but with teenagers, who tend to be impulsive and fearless. They are much more apt to speed, tailgate, shun seat belts, and show off. Indeed, about 44 percent of 16-year-olds' accidents are single-car crashes, such as smashing into a tree, which basically indicates foolish driving.

A direct approach to the problem would be to raise the age at which teens can get their licenses. Beginning drivers who are over age 21 have fewer crashes and other problems than do beginners in their teens. In fact, many countries don't li-

that become more generous as a teen gains behind-the-wheel experience. The first stage requires a mandatory learner's permit ranging from three months to one year. With such a permit, a teen can drive only with a licensed adult in the passenger seat. A teenager who remains incident free during this period receives an intermediate license, which requires an adult in the car during evening hours, the most likely time for dangerous joy riding. A teenager who goes through a year without accidents or violations gets a full license.

There is evidence that the three-tiered system works. Studies in California, Oregon, and Maryland have found drops in teen crashes ranging from 5 to 16 percent after those states instituted components of graduated-licensing systems. These results have impressed legislators in other states. The faster more states move to adopt graduated licenses, the more lives will be saved. ■

State of Kansas
Senate Transportation Committee
January 29, 1998

Senate Bill 417

Mitch Fuqua
AAA Kansas

Good morning Mr. Chairman, Mr. Vice Chairman and members of the Committee. Thank you for the opportunity to comment on Senate Bill 417, legislation to provide our teens with additional experience necessary to make them better and safer drivers. My name is Mitch Fuqua and I am Vice President of AAA Kansas. I am here representing AAA Kansas and AAA Missouri, which together have more than 180,000 members in Kansas.

If someone was to ask you what the leading cause of death was for teenagers, what would you say? Truth be known, car crashes are by far the leading cause of death among teenagers.

Statistics overwhelmingly support the need to change our novice driver licensing:

- In 1996, 21,223 Kansas teens were in car crashes. That is one in every seven drivers in their age group. This is twice the rate of other age groups.
- Teen drivers age 14 to 17 have represent only eight percent of drivers, but account for 15 percent of crashes in Kansas.
- Over 14 percent of teen crashes between 9:00 p.m. and 1:00 a.m. resulted in a fatality. Correspondingly, only one percent of accidents during this same time range for those over 17 resulted in a fatality.

The public supports such changes, too. Three out of four adults felt that vehicle use should be limited for drivers between ages 15 and 19 until they gain additional experience behind the wheel. Eighty-one percent of adults felt that teen drivers do not drive as safe as other drivers.

There are several reasons for the disproportionate number of teen crashes and fatalities:

- Teenagers either lack the skills and knowledge to drive safely, or are less likely to use what they do have.
- Teenagers are sometimes immature. We really can't do anything about this, other than wait for them to grow up. However, this lack of maturity usually translates into poor judgement.

- Teenagers are less likely to use seatbelts and more likely to be driving an older car without airbags.
- They often go places in groups rather than alone. This means they probably have several occupants in the vehicle with them. A tragic statistic bears this out: two-thirds of the teenage passengers killed on the roads died in a vehicle driven by another teen.
- Teenagers are often risk takers they are more likely to speed, follow too closely and weave through traffic.

This crisis will get much worse if we don't make changes now. The teen population is expected to increase by 25 percent in the next decade.

This type of novice driver program works. Kentucky implemented a similar program in 1995. Since that time, they have seen an 88 percent reduction in fatalities among 16-year-old drivers.

To date nineteen other states have implemented similar programs, seven states have legislation pending and 11 states will have legislation introduced this year.

We have taken measures to ensure such a program will not have an impact on the agriculture community nor any state agency.

While this legislation may cause some minor inconveniences for some, it will save the lives of numerous teenagers and the lives of non-teenagers killed by teen drivers. Too many teens are injured, or worse yet killed, by a problem that is easily fixed

Driving is not a right; it is a privilege, skill and responsibility.

KANSAS
Kingman Journal
W. 3,106

AUG - 5 1997

268

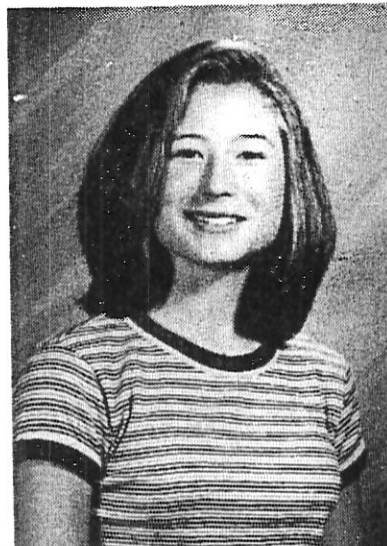
Traffic accident takes life of 15-year-old girl

Kingman County suffered its 3rd fatality of the year when 15-year-old Nicole Hern wrecked a pickup on a blacktop road north of Cunningham Friday afternoon.

According to a report by Kansas Highway Patrol Trooper Tom Quinn, Hern was northbound on NW 170 Avenue some 3.5 miles north of Cunningham when the right wheels of her 1995 Chevrolet dropped off the blacktop. The driver corrected to the left, then over-corrected back to the right causing the pickup to slid into the east ditch where it rolled one and one-half times and then flipped.

Hern remained in the pickup but managed to crawl out of a broken window and was conscious when Kingman Deputy Sheriff Leroy Herdman arrived on the scene. Quinn said Kingman Emergency Medical Service transported Hern to Kingman Community Hospital and Life Watch out of Wichita was called. However the call was cancelled when Hern died at the hospital.

The fatal accident happened around 4 p.m. Authorities believe



Nicole Hern

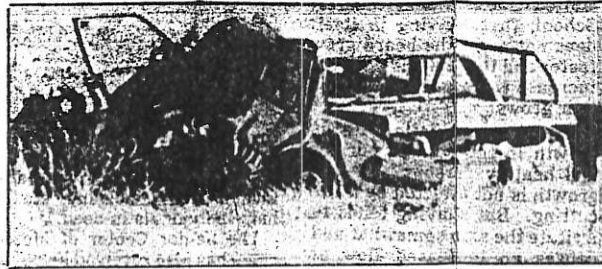
the victim was on her way to visit family living in the area.

On July 4 two people died in a traffic accident on US-54 west of Kingman when their vehicle wrecked after the driver swerved to miss a dead deer that was partially on the highway.

Two towns, two tragedies too many

Buhler and Moundridge coping with deaths of community members

268



The crumpled mass of metal of the Beckers car rests in the north ditch of Comanche Road. Ernest Becker, as of press time, remains in critical condition in Wichita.

by Mary Ann Musselwhite
Tragedy has marred the beginnings of a beautiful fall. Traffic accidents on Thursday, October 2 and Saturday, October 4, have left the communities of Moundridge and Buhler cloaked in dismay and disbelief. Dismay that someone can literally not stop at a stop sign and disbelief that two young people's lives can be snuffed out in the blink of an eye.

Thursday morning's quiet calm was disturbed by the sound of emergency vehicles headed out of Moundridge. Their destination was 22nd and Comanche Road, 6 miles north of this community. There, in two heaps of twisted metal, were two vehicles mangled by the force of the impact.

At approximately 9:05 a.m. the 1990 Chevrolet pickup driven by Darren Weems, 33, of Peabody, was going east on Comanche Road when Weems failed to stop at a stop sign at the intersection of Comanche and 22nd Ave. Ernest Becker, 68 and his spouse Marilyn "Mary" Becker, 69, of Moundridge, were traveling north on 22nd Ave. in their 1991 Pontiac, when Weems struck the Becker's car broadside. Both vehicles traveled to the east and landed in the field and roadside ditch some 50 ft. from the intersection.

Mary Becker was pronounced dead at the scene. Ernest was transported to Mercy Hospital with severe internal injuries and later Life-Watched to Columbia-Wesley Medical Center in Wichita. Weems was taken to

Memorial Hospital, McPherson and later transported to Via Christi Medical Center, St. Francis Campus, Wichita.

An eye-witness account of the accident stated that Weems was traveling at a high rate of speed and showed no signs of slowing for the stop sign. Beckers were unaware of the approaching disaster as neither vehicle had skid marks prior to the impact in the intersection. Parts of both vehicles were strewn across the road to the east and into the field. Becker's car ended up in the roadside ditch facing north while Weems vehicle faced the south and was west of the Becker's. The eye witness stated, "It was like two children playing with their cars and pretending to crash them, they just flew into the air."

The investigation is still continuing by the highway patrols Critical Highway Accident Response Team (CHART). It is not known if any of the people involved in the accident were wearing their seat belts.

Mary was buried on Monday at Mound Township Cemetery, while her husband Ernest is still in critical condition at Columbia Wesley Medical Center, Wichita. Darren Weems was listed in fair condition at Via Christi Hospital, St. Francis Campus.

Saturday morning at around 7:55 a.m. the Buhler community was jarred by the sounds of emergency vehicles responding to a call. The Buhler Frolic was pre-

paring to continue its celebration with the parade. West of town two young ladies were involved in a fiery crash that claimed their lives.

Buhler High School cheerleaders Kristi Daniels and Rebecca Radebaugh, both 16, were preparing to participate in the Buhler Frolic Parade. Both girls played in the high school band, which was assembling at the high school.



Kristi Daniels

Radebaugh and her family had recently moved to Sterling from Buhler. She had spent the night with Daniels so that the close friends could go to the parade together. The young ladies were honor roll students, participated in many school activities and were well liked by their fellow

classmates.

They left the Daniels' home proceeding east the few hundred feet to the Buhler-Haven road, stopped and pulled out in front of a grain truck loaded with soybeans, driven by John Ratzlaff, 49, of Moundridge. The grain truck hit the Daniels Mercury on the driver's side and the car burst into flames. The skid marks went approximately 60 yards. Both victims were burned beyond recognition. According to newspaper reports, Ratzlaff's truck and the Mercury remained together until they stopped and then he backed away to prevent his vehicle from becoming engulfed in flames. Ratzlaff was not injured.



Rebecca Radebaugh

Members of the Buhler Fire Rescue Team were excused from extracting the bodies from the wreckage because of their closeness to the victims. Barricades and plastic sheeting shielded the gathering crowd from the scene as members of the Reno County fire rescue used the Jaws of Life to remove the young ladies from the car.

The eleven o'clock parade was preceded with prayer for the young ladies. The Buhler High School band marched with arms linked to the beat of somber drums in tribute to their friends.

A German supper that the Buhler Mennonite Youth was to serve Saturday evening was can-

celed due to the deaths.

Many other activities of the Frolic were also canceled.

Buhler High School Principle, Steve Miller, when asked Tuesday how students were doing, said, "Pretty well. Some are really stressed out, others are stressed because their friends are." Normal class schedules were followed Monday and students were able to seek counseling at anytime during the day from the Crisis Intervention Team, which is a county wide organization. These counselors are trained to handle this type of situation allowing for the most normal routines possible. Miller also stated, "Today (Tuesday) will be harder than yesterday." Classes were run as normal with the memorial service for the young ladies at 2 p.m.

The strength that is born out of tragedy is evident in John Ratzlaff, as he deals with the visions that will remain with him for the rest of his life. "Our family is astonished at the outpouring of concern for me," Ratzlaff stated. Not just from the community of Moundridge but from Buhler also. Ratzlaff has visited with both families regarding the accident.

The investigating officers of the Critical Highway Accident Response Team (CHART) assured Ratzlaff that he had done everything he possibly could have to avoid the accident. Ratzlaff stated that the girls looked, but did not see him even after sounding his horn as he swerved and applied his brakes to escape hitting them.

Ratzlaff's strong faith in God and those of the families of these girls is evident. He related the biblical passage of 1st Philipians Chapter 1, verses 12 to 21, in how he feels. "It is a hard experience to carry on one's shoulders," he stated, "but the strength of God will help me."



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KANSAS
Baxter Springs Citizen
W. 2,130

SEP 16 1997

Riverton teen dies in accident

By John Hacker
Citizen Staff

A Riverton teenager was killed in a one car accident on State Line Road, east of U.S. Highway 69A.

According to the Kansas Highway Patrol, Charles Tyler Crane, 16, was driving a pick-up truck east on State Line Road with Frank M. Strainmier, 15, Baxter Springs, when the vehicle ran off the road at 4:13 p.m. Saturday.

He was a student at Riverton High School.

A KHP Spokesperson said the truck overturned, partially ejecting Crane, who was pronounced dead at 5:09 p.m. at St. John's Regional Medical Center.

Strainmier was treated and released with minor injuries at St. John's.

Three Baxter residents injured Saturday

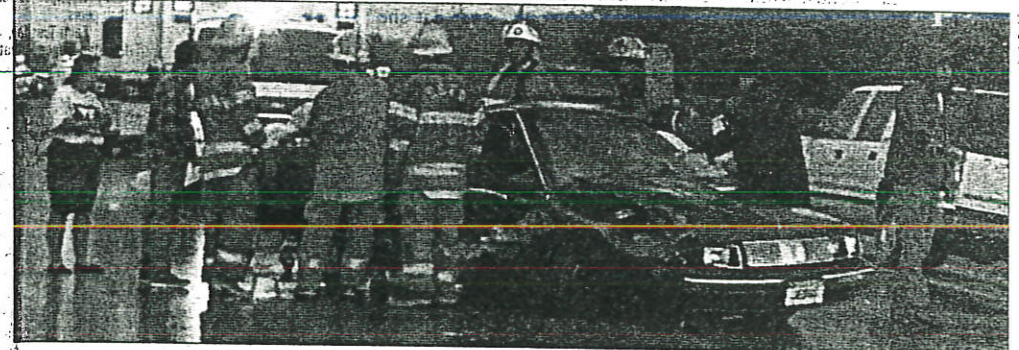
A two-car collision on U.S. Highway 166 two miles west of Baxter Springs left three people hurt, and blocked the highway for approximately 30 minutes.

According to a KHP spokesperson, the accident happened at 9:33 a.m. Saturday, when an east-bound vehicle, driven by Sarah Tibbits, 16, collided with a west-bound vehicle driven by Ethel Clemmons, 49.

Nine-year-old Patricia Clemmons was a passenger in the west-bound vehicle.

A Patrol spokesperson said all three people were taken to St. John's Regional Medical Center.

A spokesperson at St. John's said no information was available on any of the people involved in this accident.



Citizen Photo/John Hacker

Three people were hurt in this two-car collision on U.S. 166, west of Baxter Springs, Saturday morning. Ethel Clemmons, 49, and Patricia Clemmons, 9, are tended to by rescuers with the Baxter Springs police, fire, and ambulance services. The Kansas Highway patrol said Sarah Tibbits, 16, Baxter Springs, was hurt in the other vehicle.

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KANSAS
Miami County Republic
Paola
W. 5,787

SEP 08 1997

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Two Paolans killed in crash on U.S. 169

□ Vehicle driven by teen crossed center line and struck other head-on.

HILLSDALE—Two Paola residents were killed Saturday afternoon in a head-on collision on U.S. 169 at the highway's interchange with 255th Street east of Hillsdale.

Freddie K. Keaton III, 16, and Janice E. Fowle, 48, drivers of the colliding cars, were pronounced dead at the scene of the accident, according to a report by Kansas Highway Patrolman Jim Theis.

The accident occurred about 4:40 p.m. Saturday about 200 feet south of the southbound exit to Hillsdale on U.S. 169, Theis said. A 1988 Dodge driven south by

Keaton crossed the highway's center line and struck a 1982 Buick driven by Fowle. After the impact, the Buick struck a guardrail on the bridge spanning 255th Street, he said.

Fowle was thrown from her car after the collision, Theis said. Neither driver appeared to have been wearing a seat belt, he said.

According to physical evidence at the scene of the accident and reports from other drivers near the scene at the time, Theis said, there is no indication of the reason the Keaton vehicle crossed the highway's center line. No one reported

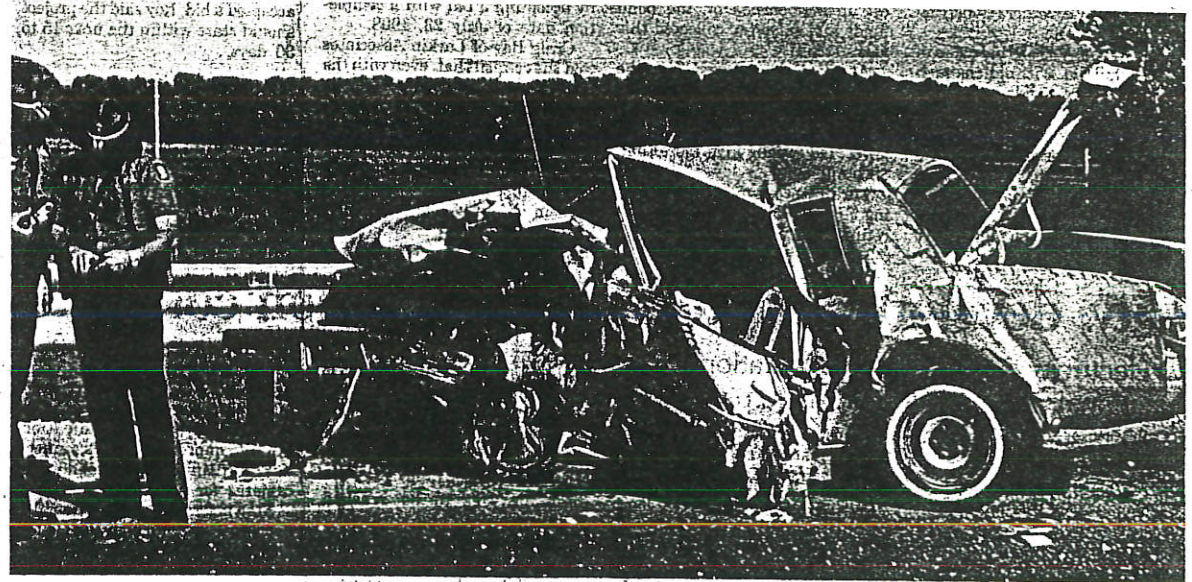


Photo by John VanPelt

Fatal crash

Troopers from the Kansas Highway Patrol investigate an accident scene in which two

seeing a passing attempt, he said, and the only evidence of braking or avoidance measures came from

the Fowle vehicle.

Keaton was a junior at Paola High School and a son of Debbie

Paola residents died on U.S. 169 highway east of Hillsdale. This Buick is the vehicle

and Freddie Keaton Jr.

Fowle worked as a waitress at Cracker Barrel Old Country Store

Janice E. Fowle was driving when the accident occurred Saturday afternoon.

in Olathe and is survived by her husband, Scott, and children, Eric, Shannon and Evan.

3-6

JAN 1 2 1998

268 Caldwell youth remain hospitalized after serious one-car accident

By Linda Stinnett

Wellington Daily News writer

Two young men from Caldwell remain hospitalized at Columbia Wesley Medical Center in Wichita, following an accident Saturday night.

Jonathan Falkenberg remains hospitalized in critical condition, according to a hospital spokesperson. Wyatt Reedy is hospitalized in serious condition, after being upgraded from critical, the spokesperson said.

Both were passengers in a one-

vehicle accident Saturday night. According to the Kansas Highway Patrol, a 1995 Pontiac, driven by Ryan Miller, 16, of Caldwell, was southbound on Kansas Highway 49, 1-1/2 miles north of Caldwell, when it left the roadway.

The KHP dispatcher said Miller

looked away from the road, swerved to the left and overcorrected and swerved back to the right. The vehicle left the roadway and entered the ditch, where it came up sideways and hit a utility pole and cart-wheeled.

The dispatcher said the vehicle

ended up in a wheat field on the west side of the roadway.

A third passenger was also in the vehicle, Allen Subera, 16, of Caldwell.

The dispatcher said she could not release further information on the accident.

2-2

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KANSAS
Hutchinson News
D. 38,678
2-9-1997

Rice County teen killed, 3 injured in accident

268 By Don L. Hart

The Hutchinson News

ALDEN - A one-car accident on an unpaved road in rural Rice County killed a Sterling teen-ager and sent three other youths to the hospital this week.

Pronounced dead at the scene of the accident was Monica D. Allen, 16, of Sterling.

According to the Kansas Highway Patrol, Allen was a passenger in a car

driven by Angela C. Weaver, 16, of Sterling. Weaver was transported to Hutchinson Hospital, then to Wesley Medical Center in Wichita, where she was reported in critical condition Friday afternoon, a hospital spokesman said.

Passengers Anthony Armstrong, 15, and Jonathan Armstrong, 17, both of Alden, were taken to Hutchinson Hospital, where they were treated and released, a hospital spokesman said.

The accident occurred about 8 p.m.

Thursday on Avenue U, about 1 mile south and 1.5 miles west of Alden.

Weaver was traveling east on Avenue U, which is a dirt road, when she lost control of the vehicle. The car left the roadway and traveled into the north ditch, where it rolled once before coming to rest on its wheels, the KHP reported.

Allen and Weaver weren't wearing seat belts at the time of the accident, but both Jonathan and Anthony Armstrong were, the highway patrol reported.

No one was ejected from the vehicle, a patrol spokesman said. However, both Allen and Weaver received severe head injuries, according to the KHP and Hutchinson Hospital.

Rice County Sheriff Milton Gillespie declined comment, saying the highway patrol had handled the accident and had requested that KHP personnel make all media releases.

The accident was still under investigation by the KHP Friday afternoon.

3-8

KANSAS
Louisburg Herald
W. 1,850

JAN 0 1 1998

268 Three injured in traffic accidents

By Herb Simon

Despite some four inches of new snow, both the Miami County Sheriff's Office and the Kansas Highway Patrol reported no traffic accidents anywhere in the county over the Christmas holiday.

~~Not so the weekend.~~
A Sheriff's spokesman Lt. Jerry Lucas and a highway patrol representative said they were unaware of any accidents either on Christmas Eve or Christmas Day. A 38-year-old Osawatomic man and two teen-aged girls, however, sustained injuries in a collision Saturday evening.

The highway patrol spokesman said Leslie L. Pettitt of Osawatomic was taken to Columbia Overland Park Regional Medical Center by Life Flight helicopter after the 1994 Dodge Sport Pickup he was driving slammed into a 1991 Pontiac Firebird driven by 16-year-old Ashlee N. Dudley of Paola. Both Dudley and Erin E. Prothe, 15, from Kingwood, Texas, went to Miami County Medical Center by ground ambulance.

The patrol spokesman said both Dudley and Pettitt were on US-169 just south of 223rd Street at about 6:35 p.m. Pettitt, who the patrol said was "driving erratically," then rear-ended Dudley's car. The accident is still under investigation.

Columbia spokeswoman Denise Charpentier said Pettitt was in serious condition as of Monday. Both Dudley and Prothe were treated and released.

A storm front brought heavy, wet snow on top of rain beginning early Christmas Eve. The snow continued throughout the day,

eventually accumulating to around four inches before tapering off to flurries that evening. Roads were slick from the earlier rain, which began Tuesday evening, but travelers stayed alert and avoided trouble...until Saturday night.

The Louisburg Police Department was not available for comment.

KANSAS
Winfield Daily Courier
D. 6,400

NOV 12 1997
Car wreck

**Burden teens injured
as car leaves gravel road**

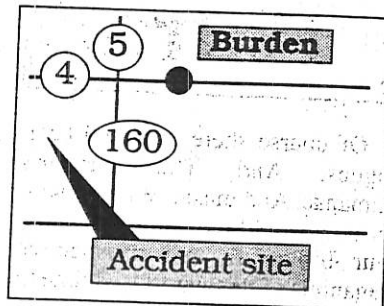
By SETH BATE

BURDEN — Two Central High School students were injured in a one-car accident near Burden at about 6 p.m. Tuesday.

Travis McMinn, a 16-year-old sophomore, was driving a 1989 Oldsmobile east on a township road 1 1/8 miles west and 1 mile south of the Cowley 4 and Cowley 5 junction, according to a Kansas Highway Patrol press release. He apparently lost control, and the vehicle struck a tree.

McMinn, son of Brad and Sheila McMinn, was trapped in the vehicle. An off-duty sheriff's deputy, Bruce Hafenstein, arrived on the scene and assisted McMinn in breathing.

The Winfield Fire Department extricated the teen from the car. He was transported by LifeWATCH helicopter to Wesley Medical Center, Wichita. Hospital officials



said this morning that McMinn was in serious condition.

A 15-year-old passenger, sophomore Crystal Reed, was transported by Winfield Emergency Medical Service to William Newton Memorial Hospital with abdominal, back and leg pain. She was treated and released.

Chuck Hennen, Central High School principal, said neither student received any life-threatening injuries and he expects to have

(SEE: Car wreck, page 7)

(Continued from page 1)

both Reed and McMinn back in classes soon.

He said school officials told students about the accident at a music program Tuesday evening.

"We informed the students what we knew of the situation at the time, and we've already announced to them this morning what information we had at our disposal. We're dealing real well with it," Hennen said.

The principal added that everyone needs to learn lessons from events like this one.

"All young people, just be careful," Hennen said. "It can happen so fast. We can all get in serious problems real quick."

In addition to the highway patrol, the accident was investigated by the Cowley County Sheriff's Department. Assisting at the scene were the Burden Fire Department, Burden EMS, Winfield Fire Department and Winfield EMS. The investigation is continuing.

Press Clipping Division
Kansas Press Assn., Inc.
5423 SW 7th Street
Topeka, Kansas 66606-2330

KANSAS
Holton Recorder
W. 4,900

AUG - 4 1997

268
Two youths injured in
US 75 accident Saturday

Two Holton teens were injured in an accident on US 75 south of Netawaka Saturday night when the driver failed to stop at a stop sign.

Andrea Boeckman, 16, Holton, was taken to St. Francis Hospital in Topeka by Life Star air ambulance. No information is being released about her condition, at the family's request.

Terry Schirmer, 16, rural Holton, was taken to St. Francis by ambulance. She was treated and released.

The driver of the second vehicle was not injured.

According to the Kansas Highway Patrol report, Andrea was westbound on county road 302 and failed to yield at a stop sign at the intersection with US 75 at about 8:30 p.m. Her 1986 Dodge Lazer struck a 1987 Chevrolet van driven by Luvene Matlock, 53, Topeka. Andrea was thrown from the vehicle during the collision.

Both vehicles were totaled. Matlock was not wearing a seatbelt. The report did not specify whether the two teens were wearing seatbelts.

As traffic on US 75 remained stopped for the accident at about 9:30 p.m., a three-car accident occurred when a semi truck struck a stopped vehicle in the rear, pushing

it into a third vehicle.

A passenger in the second vehicle, Jerry Armitage, 48, Parsons, sustained minor injuries. He was taken to Holton Community Hospital, where he was treated and released.

According to the Kansas Highway Patrol report, the 1995 Freightliner semi, driven by Jimmie Caudle, 54, Augusta, came upon the scene too quickly to stop before striking a 1990 LeBaron driven by Kimberly Huebner, 22, Dennis. That vehicle was shoved into a 1997 Plymouth Voyager van driven by Lynn Hellebust, 56, Topeka.

Armitage was one of three passengers in Huebner's vehicle, none of whom were wearing seatbelts. Hellebust's vehicle contained three passengers, all wearing seatbelts. None were injured. Caudle was wearing a seatbelt.

All three vehicles sustained damage exceeding \$500 in value.

KANSAS
St. Francis Herald
W. 1,838

JUL 17 1997

268 Accident sends girl to hospital

By Karen Krien

Erin Day, 17, St. Francis, was taken to the Goodland hospital around 10 a.m. Friday after a semi truck hit the vehicle she was driving. Erin answered the phone from the hospital on Tuesday and reported that she was feeling much better and, following the doctor's visit, expected to be released either that day or on Wednesday.

According to the state highway patrol report, Erin was driving a 1993 Ford when she reached an intersection on Highway 27 south of Goodland and failed to yield. A 1989 Kenworth semi truck, pulling a trailer with a tractor and grain cart, was northbound going at a speed of 35 to 40 miles per hour and hit the Day vehicle.

The Day vehicle spun round and rolled onto its top, coming to a rest in the east ditch. The semi was able to stop on the roadway.

Erin was taken to the Goodland Regional Medical Center with broken ribs, concussion, cuts and bruises.

The driver of the truck Gary McGarvey, 51, of Leed, N.D., was not injured. Mr. McGarvey was wearing his seat belt, Erin was not wearing her seat belt.

The Ford was totaled and there was only minor damage to the semi truck.

Erin is the daughter of Mike and Brenda Day, St. Francis.

Press Clipping Division
Kansas Press Assn., Inc.
5423 SW 7th Street
Topeka, Kansas 66606-2330

KANSAS
Basehor Sentinel
W. 850

MAY 15 1997

Accident puts two local youth in hospital

An accident late Saturday night left Frank Vardijan, 16, Bonner Springs; and Nick Shields, 16, Linwood; in critical condition at KU Medical Center.

According to the Highway Patrol, their vehicle was westbound on 24-40 in Douglas County at Airport Road when it drifted left of center.

Brian Murphy, Tonganoxie, was unable to avoid it, and the two vehicles collided head-on. Murphy and his wife, Felecia, as well as Vardijan and Shields, were taken to the University of Kansas Medical Center. All four were wearing seat belts.

As of Tuesday, Vardijan and Shields were in critical condition in the intensive care ward at KU Medical Center.

Press Clipping Division
Kansas Press Assn., Inc.
5434 SW 7th St. Topeka, KS 66606-2330

KANSAS
Wichita Eagle
D. 115.390

SEP 22 1997

**Wichita teen killed
in one-car accident** 168

A Wichita teenager was killed in a one-car accident early Sunday morning on I-135 near Hydraulic.

Tiffani Ann Iorio, 16, was driving south about 2 a.m. at a "high rate of speed," said Tina Samples, a dispatcher with the Kansas Highway Patrol.

The car, a 1988 two-door Chevy Cavalier, left the highway, went through a fence and struck a concrete restraining wall, Samples said.

Iorio, who was not wearing a seat belt, was pronounced dead at the scene.

Press Clipping Division
Kansas Press Assn., Inc.
5423 SW 7th Street
Topeka, Kansas 66606-2330

KANSAS
Dodge City Daily Globe
D. 9,258

SEP 17 1997

213
Two Dodge City teens
remain hospitalized.

Two Dodge City teen-agers remained hospitalized Tuesday as the result of a one-car wreck that occurred Monday evening.

Shannon Bunch was in Columbia Western Plains Medical Complex, Dodge City, with incapacitating injuries which required surgery, her aunt Donna Bunch said Tuesday. Nicholas Villegas was in Columbia-Wesley Medical Center, Wichita.

A Kansas Highway Patrol spokeswoman gave this account of the wreck:

Shannon and her passengers, Ariel Jenkins and Nicholas, were northbound on Ford County Road 116 when Shannon lost control of her car. The car went into the east ditch and began rolling end-over-end.

The car rolled one and a half times before coming to rest on its top, facing east. It was damaged beyond value.

All three teen-agers were taken to the Dodge City hospital at first. Ariel was treated and released later that night.

LIFEWATCH took Nicholas to the Wichita hospital later Monday night.

— By Eric Swanson

Press Clipping Division
Kansas Press Assn., Inc.
5423 SW 7th Street
Topeka, Kansas 66606-2330

KANSAS
Pittsburg Morning Sun

OCT 06 1997

Five teens are injured in accident 218 Sunday afternoon

Five teenagers were injured in a one-vehicle accident Sunday.

Mark E. Chapman, 18, of La Harpe; and Eryn N. Sell, 16; Heidi D. Evans, 17; Joshua D. Stiffler, 17; LaVorn R. Leake, 16; and Scott A. Rexwinkle, 16, all of Iola were reportedly all injured in the accident, which occurred Sunday afternoon at U.S. 59 Highway, south of Garnett.

According to reports from the Kansas Highway Patrol, the accident occurred after Chapman, who was driving a 1992 Ford van south on U.S. 59, drove the vehicle off the road

on the west side, struck a culvert, and returned to the road, where the van then overturned several times.

Both Sell and Evans were reportedly ejected from the vehicle during the wreck.

Sell, Stiffler, Leake and Rexwinkle were taken to the Anderson County Hospital in Garnett, however, officials there refused to release their conditions late Sunday night.

Evans was transferred from the Anderson County Hospital to the Columbia Overland Park Regional Medical Center at Overland Park, where she was listed in serious condition Sunday night.

The van received more than \$500 in damage.

Head-on collision injures 4

● U.S. Highway 24 was temporarily closed as efforts were made to free victims of a two-vehicle accident over the weekend.

By CHRIS KOGER
JOURNAL-WORLD WRITER

Two 16-year-old boys and a married couple from Tonganoxie were injured in a head-on collision north of Lawrence over the weekend, and at least three of the victims remained in area hospitals Sunday night.

Nicholas J. Shields, 16, of Linwood, was in critical condition Sunday night at the Kansas University Medical Center in Kansas City, Kan. Shields was driving a 1988 Ford Escort west on U.S. Highway 24 about 10:30 p.m. Saturday when it crossed the center line, according to the Kansas Highway Patrol.

Brian Murphy, 28, of Tonganoxie, swerved the 1993 Ford Taurus he was driving, but was unable to avoid an accident. Murphy was in serious condition at Columbia Overland Park Regional Medical Center.

His wife, Felicia, who was a passenger in the eastbound Taurus, was in fair condition at the Overland Park hospital.

A passenger in Shields' vehicle, Frank Bardijan, 16, was taken to the KU Medical Center, according to a highway patrol dispatcher. A nursing supervisor at the medical center said he was not treated there, and supervisors at Lawrence Memorial Hospital and the Overland Park hospital said he had not been admitted. The highway patrol did not have a home town listed for Bardijan.

The accident happened near the intersection of East 1500 Road near the Lawrence Municipal Airport, also known as Teepee Junction.

Medical personnel called to the scene cut the wreckage apart to get to the victims, and U.S. 24 was closed as rescue efforts continued. All four occupants of the two vehicles were wearing seat belts at the time of the accident, the KHP dispatcher said.

Howard woman killed, teens injured in area accidents

218
A 46-year-old Howard woman was killed Monday morning in a two-vehicle collision at Jefferson and Cherry in Howard, the Elk County Sheriff's Office said. Three others were injured.

Roxy L. Miller was partially ejected from her vehicle during the accident and died at the scene, the sheriff's department scene.

Miller was southbound, with her 6-year-old grandson, Christopher Odle, Howard, when their vehicle collided with a westbound car driven by Tania Mills, 16, Moline, and carrying Amanda Harris, 16, Severy, the sheriff's department reported.

Odle, Harris and Mills were taken by Elk County ambulance to the Greenwood County Hospital. Harris

was flown by Life Watch Helicopter to Columbia Wesley Medical Center in Wichita where she was listed in very critical condition.

Mills was admitted to the Greenwood County Hospital where she was listed in good condition and Odle was treated and released.

The accident was investigated by the Kansas Highway Patrol, the sheriff's department reported. It was the second fatality in Elk County since January.

Three teen-agers, including an Independence boy, were injured when their car struck a dumpster truck at a highway construction zone on Granby two miles west of Neodesha at about 5 p.m. Monday, the Wilson

County Sheriff's Office said.

Tara Hendrix, 13, of Neodesha, was taken by ambulance to Wilson County Hospital and then flown by helicopter to CWMC in Wichita where she was listed in serious condition today, officials said. Sheriff Paul Ammann said the accident nearly tore off one of her ears and she would require reconstructive surgery.

Hendrix's sister, Kelli, 15, of Neodesha, who was driving, was taken to WCH and the other passenger, James Hensley, 18, of Independence, was taken to Mercy Hospital in Independence for treatment. Both have been released, Ammann said.

Ammann said the youths were westbound and sped past a flag-

woman at the construction zone and were "broad-sided by a very large dumpster truck in the intersection." The truck was driven by David Barton, an employee for Alta Pacific Construction which is working on the new U.S. 400 highway construction.

The truck struck the rear of the car where Tara Hendrix was sitting, he said, explaining why she received more serious injuries.

The accident points out the need for motorists to heed safety precautions in highway construction zones, Ammann said.

"People need to pay attention to the signs and to the people with the stop

(See WOMAN on Page 2)

WOMAN killed, teens hurt in accidents

(Continued from Page 1)

signs and the yield signs," he said, stressing they need to slow down whether or not they see a flagman. After visiting with the accident victims, he related that they did not remember seeing any signs; however, he alleged they were speeding and, in fact, almost "ran down" the flag-woman.

Tickets were expected to be issued, and Ammann noted, under state law, fines are doubled for traffic infractions inside a designated highway construction zone. He was still investigating the accident today.

In an unrelated accident, the Montgomery County Sheriff's Office investigated an injury accident at 4:34 p.m. at County Roads 3775 and 4050 about a half mile south of Independence, Deputy Dan Payne said.

Richard C. Russell, 525 W. Main, Independence, "turned left in front of" a pickup driven by Lora M. Horner, 1701 N. 10th, Apt. 10, Independence, Payne said. He did not report which direction they were headed.

Horner, 40, who was ejected from the vehicle, was transported by Independence ambulance to Mercy Hospital for treatment, he said. Russell was not injured, officials said.

3-18

MR CHAIRMAN, MR Vice Chairman, Members

Being asked to speak here is welcome and much appreciated. Five years ago I was here for the same reason - to talk about a traffic fatality - a statistic - my grandson, John Culver. Paul Copeland was driving John and another boy to Heights High, out in the county several miles from the far Northeast Wichita neighborhood where they lived. All of them were fifteen, and Paul had recently got his restricted license. Revving away from the stop sign at 37th and Oliver Paul speeded up to pass a school bus before the four lanes narrowed to two. He did not make it. The sheriff's officer reported that he appeared to have yanked the steering wheel to the right to avoid the bus + then to the left when the pickup tilted toward the ditch. The vehicle fell into the ditch + turned over, and over. The TV + newspaper pictures showed a flattened rectangular object, two tire-less wheels sticking up - the other two torn away in the violence of the impact. The kids weren't wearing seat belts, and they were found lying here and there amongst the weeds and the wreckage... John and Paul dead. The other boy, seated, we think, in the middle lived, so broken in body that he spent two months in the hospital. The deputy said the cause of the accident was the inexperience of the young driver - he made a quick and bad decision, then panicked.

John's mother and father, my own son, hurried to Wesley Hospital knowing only that he had been in an accident. They expected to see an injured boy. Later my son told me, "And instead we saw the chaplain waiting for us." When I arrived I saw two sets of weeping parents - Paul was an only child - not hysterical, controlled but almost

Senate Transp. + Tourism
1-29-98
Attachment #4

4-1

At the funeral, held jointly because John and I had been school pals and Little League hotshots for years, John's Aunt from Colorado cried out to me "Oh these Kansas laws that let a green kid haul around other kids!" T.L. Then I had not considered that other states might have tougher laws - that in another state John might not have died - would not have been with Paul that morning.

For days I thought about this, all the time mourning, weeping, taking a pill to sleep each night. And then there came a moment one morning when I banged my fist on the breakfast bar and said aloud "I am going to do something about this - I will not let your life be wasted, John!" Grandmothers sometimes do such things. His mother and I organized a blitz of letters to people all over the state, with the names, addresses, and office telephone numbers of legislators. We asked each to urge his/her own legislator to support Sen. Mark Parkinson's ther current bill to restrict the privileges of the restricted license holders. Five years ago we were testifying here in support of that bill - his mother, his twelve year old sister, his fifteen year old friend - and me. Doing that, only four months afterward, was ravaging emotionally for us, but we truly suffered listening to objections raised in the testimony of others - that more restrictions caused inconvenience to some families - that statistics supporting a need for the restrictions were flawed or invalid. Finally, with much editing, a bill did pass, one feature being, I believe prohibiting a person driving on a restricted license from having passengers younger than the age of a legal adult.

for these kids who can only move from dependent children to Adulthood through the experiences of TRIAL AND ERROR. I want THAT TRANSITION TIME To be SAFER for them, I would like To see A gathering of energy and commitment To prevent the deaths of kids like John as would match that displayed ACROSS this STATE To save the unborn.

In no way do I denigrate the Advocacy for the unborn when I say THAT in A fifteen yearold boy like John THERE IS ALREADY A fifteen year investment in emotional ties AS well AS in economic cost - floor walking A colicky baby, The hours spent in the backyard Teaching A little boy To swing the bat, The orthodontist's bills, The school books, uniforms -

I would like There To be such a fervid Advocacy for these Teenagers THAT the media would Revel in meetings, And MARCHES, And There would be COVERAGE. I can almost see The editorial title - "WHAT IS GOING ON IN KANSAS!"

And To you here who have the Legislative power, who ARE STEWARDS of "The public weal", I want To say - for many who ARE Teenagers Already, for A lot of kids who will be - And for John Edward Colver - GO FOR IT.

Good morning ladies and gentlemen. My name is Andy Zerzan and I am a student at Hayden High School here in Topeka. I would like to talk to you today about why I am in favor of changing the current drivers license regulations.

As an active teenager, I have to attend a lot of functions for school. I do not feel that the plan would negatively affect a kid's ability to get to anyplace they need to go.

I do think the changes would make teenager's better drivers. I drove some with my parents before getting a full license, and completed Driver Education as offered by my school. However, when I received my full license, I didn't feel that I had been properly trained as a safe driver.

I think the additional experience that this new proposal suggests is a good idea. I also think that adding a year to the license would help, too. As I mentioned earlier, kids would still be able to drive to school and work at the same age they currently can, and they would be able to drive to other school activities like games and dances once they are 16.

Thank you for allowing me to speak today.



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region VII
Iowa, Kansas, Missouri
Nebraska

P.O. Box 412515
Kansas City, Missouri 64141

**TESTIMONY BEFORE
SENATE TRANSPORTATION AND TOURISM COMMITTEE**

**REGARDING SENATE BILL 417
NOVICE DRIVER LICENSE**

January 29, 1998

Mr. Chairman and Committee Members:

Mr. Chairman and members of the committee, I am Susan de Courcy, Regional Program Manager. On behalf of the National Highway Traffic Safety Administration, I am here today to testify on Senate Bill 417 regarding novice driver licensing.

Getting a driver's license is one of the most proud events in a teenager's life. It is also a day that most parents should dread, because teenagers are the most unsafe drivers on the road, and a threat to themselves and others.

Studies have shown that a significant percentage of young drivers are involved in traffic crashes and are twice as likely to be in a fatal crash as adult drivers. Young people ages 15 to 20 are significantly over represented in motor vehicle crashes. The fatality rate for this age group is four times as high, when compared to the 25 to 65 year old drivers, per 100 million vehicle miles traveled. In 1996, 6,319 young people, aged 15-20, died in motor vehicle crashes.

The problems contributing to their high crash rates include driving inexperience and lack of adequate driving skills, excessive driving during nighttime high risk hours, risk-taking behavior, poor driving judgment and decision-making, and drinking and driving.

Graduated driver licensing is a system that addresses the main causes of crashes involving young drivers. It gradually increases the exposure to more difficult driving situations, it increases supervised behind-the-wheel driving time, and it requires a crash-and violation-free driving experience. It is a strategy that promotes safe driving behaviors and reduces the incidence and severity of motor vehicle crashes among young drivers.

SENATE TRANSPORTATION & TOURISM
COMMITTEE -DATE: 1-29-98
ATTACHMENT: # 6

Novice driver licensing systems have proven effective in reducing the number of traffic crashes and convictions among young people in other states. Although licensing practices vary from state-to-state, several states have various recommended components of a driver licensing system. A few of these states are California, Florida, Kentucky, Maryland, Michigan, Ohio, and Oregon. There are several more listed in the attached Legislative Fact Sheet.

In addition to these states, Ontario and Nova Scotia, Canada; Victoria, Australia, and New Zealand also have driver licensing systems.

There is evidence that the novice driver licensing system works. Evaluations from a several states have been conducted and clearly show the benefits of a licensing system. Maryland has seen a 5 percent reduction in motor vehicle crashes and a 10 percent reduction in traffic convictions. California has experienced a 5 percent reduction in motor vehicle crashes and a 20 percent reduction in convictions. Oregon has experienced a 16 percent crash reduction for males. An evaluation was conducted in New Zealand and reported an 8 percent reduction in crashes for drivers ages 15-19. Two additional studies are currently being conducted in Michigan and Kentucky. Evaluation data should be available from these studies next year.

Novice driver licensing systems have been eagerly embraced by injury prevention experts, the general public, parents, and to a substantial degree by teens themselves. In Florida, 90 percent of parents of 15 year olds were in favor of the night time driving provision, as well as 82 percent of parents in Connecticut. In an Insurance Institute for Highway Safety News Release, it states that "more than 80 percent of parents of 15 year olds in both Connecticut and Florida said their new licensing laws are an improvement compared with their old laws." In the news release, it also states, "a quarter of the parents surveyed said they are in favor of even tougher licensing requirements. The Institute also found strong support for graduated licensing among the parent of high school seniors in three other states -- New York, New Jersey, and Delaware."

In summary, novice driver licensing is the key component in reducing the number of motor vehicle crashes in which teenagers are involved. Though Senate Bill 417 does not propose a full graduated driver licensing system, by increasing the length of the restricted phase of the licensing program, we will target the highest crash involvement age and assure more practice in a limited exposure and safer environment, resulting in a decline in the number of teens lost to motor vehicle crashes.



FACT SHEET

CONTENTS

- *Key Facts*
- *How Does Graduated Licensing Work?*
- *How Many States Have a Graduated License System?*
- *How Effective is Graduated Licensing?*
- *Who Supports Graduated Licensing?*
- *What Products and Services Are Available?*
- *Information Sources*

GRADUATED DRIVER LICENSING SYSTEM

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) encourages states to implement a graduated driver licensing system. Easing young drivers into the traffic environment through more controlled exposure to progressively more difficult driving experiences can reduce their traffic crashes.

A significant percentage of young drivers are involved in traffic crashes and are twice as likely to be in a fatal crash as adult drivers. The problems contributing to their high crash rates include driving inexperience and lack of adequate driving skills, excessive driving during nighttime high risk hours, risk-taking behavior, poor driving judgment and decision-making, and drinking and driving.

To address these problems, NHTSA and the American Association of Motor Vehicle Administrators (AAMVA) developed an entry level driver licensing system. It consists of three distinct stages, named by the type of license possessed at each stage: learner's permit, intermediate (provisional) license, and full license. Young drivers are required to demonstrate responsible driving behavior in each stage of licensing before advancing to the next.

Key Facts

- In 1996, 6,319 young people, aged 15-20, died in motor vehicle crashes.
- Approximately 35 percent of all deaths for people ages 15-20 are from motor vehicle crashes.
- In 1996, 21 percent of the young drivers involved in fatal crashes had been drinking.
- These young drivers are 6.7 percent of the total driving population, but are 14 percent of the alcohol-involved drivers in fatal crashes.
- In 1996, 71 percent of youth (age 16-20) who died in passenger vehicle crashes were not wearing safety belts.
- In the last two years, non-alcohol-related fatalities increased by 3 percent for youth aged 15-20.
- In 1996, almost one quarter (22 percent) of those who died in speed-related crashes were youth.
- States with nighttime driving restrictions or curfews for young novice drivers experience lower crash rates than comparison states.
- Graduated licensing has been shown to reduce crashes among youthful drivers.



U.S. Department of Transportation
**National Highway Traffic Safety
 Administration**

NHTSA
 People Saving People
<http://www.nhtsa.dot.gov>

How Does Graduated Licensing Work?

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

Each stage has recommended components and restrictions for States to consider when implementing a graduated licensing system. Example components and restrictions of each stage include:

Stage 1: Learner's Permit

- State's minimum age for a learner's permit.
- Pass vision and knowledge tests, including rules of the road, signs, and signals.
- Complete basic vehicle skills training.
- Licensed adult (at least age 21) required in the vehicle at all times.
- All occupants must wear safety belts.
- Zero alcohol while driving.
- Permit is distinctive from other driver licenses.
- Must remain crash-and conviction-free for at least six months to move to the next stage.
- Supervised practice.

Stage 2: Intermediate (Provisional)

- Complete Stage 1.
- State's minimum age.
- Pass a behind-the-wheel road test.
- Complete advanced driver education training (e.g. safe driving decision-making, risk education, etc.)
- All occupants must wear safety belts.
- Licensed adult required in the vehicle during late night hours (e.g., nighttime driving restriction).
- Zero alcohol while driving.
- Driver improvement actions are initiated at lower point level than for regular drivers.
- Provisional license is distinctive from a regular license.
- Must remain crash-and conviction-free for at least 12 consecutive months to move to the next stage.
- Supervised practice.

Stage 3: Full Licensure

- Complete Stage 2.
- State's minimum age.
- Zero alcohol while driving.

How Many States Have A Graduated License System?

Although licensing practices vary from state-to-state, several states have various recommended components of a graduated driver licensing system. For example, California, Colorado, Florida, Georgia, Kentucky, Illinois, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, West Virginia, and Wisconsin all have components of a graduated licensing system.

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

How Effective Is Graduated Licensing?

Evaluations clearly show the benefits of a graduated licensing system. California reported a 5 percent reduction in crashes for drivers ages 15-17. Maryland reported a 5 percent reduction in crashes and a 10 percent reduction in traffic convictions for drivers age 16-17. Oregon reported a 16 percent reduction in crashes for male drivers age 16-17.

An evaluation in New Zealand reported an 8 percent reduction in crashes for drivers ages 15-19.

Who Supports Graduated Licensing?

The following organizations have publicly supported a graduated driver licensing system:

- Advocates for Highway and Auto Safety
- Allstate Insurance
- American Academy of Family Physicians
- American Association of Motor Vehicle Administrators
- AAA
- American Automobile Manufacturers Association
- American Coalition for Traffic Safety (ACTS)
- American College of Emergency Physicians
- Brain Injury Association
- Center for Disease Control
- General Federation of Woman's Clubs
- Insurance Institute for Highway Safety
- International Association of Chiefs of Police
- Mothers Against Drunk Driving
- National Association of Governors' Highway Safety Representatives
- National Association of Independent Insurers
- National Center for Education in Maternal and Child Health

- National Commission Against Drunk Driving
- National Committee on Uniform Traffic Laws and Ordinances
- National Highway Traffic Safety Administration
- National Safety Council
- National Sheriffs' Association
- National Transportation Safety Board
- Police Executive Research Forum
- The Distilled Spirits Council of the United States (DISCUS) and its member companies
- The Century Council, supported by concerned members of the beverage alcohol industry
- The Beer Institute and its members
- USAA Insurance

What Products and Services Are Available?

- Consultation on provisions and implementation of graduated licensing systems: from AAMVA and NHTSA.
- Testimony before state legislatures: from AAMVA and NHTSA.
- "Graduated Driver Licensing System for Young Novice Drivers," Guidelines for Motor Vehicle Administrators, NHTSA and AAMVA, DOT HS 808 331, January 1996. Note: Being updated. No copies available.
- "Graduated Licensing System: Learning the Skill, Earning the Privilege," 2 Volume Resource Package, from AAA Government Relations.
- Video and media kit describing graduated licensing: from NAII.
- Video, "Young Drivers: The High-Risk Years," from IIHS.
- A sample graduated driver licensing system law.
- Report to Congress, "Research Agenda for an Improved Novice Driver Education Program," (May 1994): from NHTSA.

- Evaluation studies from California, Maryland, Oregon, and New Zealand showing the benefits of graduated licensing: from NHTSA.
- National Transportation Safety Board (NTSB) Report to States, "Reducing Youth Highway Crashes," (March 1993).
- Brochure: "Questions Most Frequently Asked About Graduated Driver Licensing" from NHTSA and ACTS.
- Brochure: "License to Live," from NHTSA and ACTS.

Information Sources

American Association of Motor Vehicle Administrators (AAMVA)
 4301 Wilson Blvd., Suite 400,
 Arlington, VA 22203
 Mike Calvin, Director of Driver Services
 703-522-4200 (Fax: 703-522-1553)

National Association of Independent Insurers (NAII)
 2600 River Road,
 Des Plaines, IL 60018-3286
 Joe Annotti, Asst. Vice-President
 847-297-7800 (Fax: 847-297-5064)

Insurance Institute for Highway Safety (IIHS)
 1005 North Glebe Road,
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 Allan F. Williams, Ph.D.
 703-247-1500 (Fax: 703-247-1678)

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