

ALASKA LEGISLATURE COMMITTEE FILES, 2003-2004 8672

11082 HOUSE TRANSPORTATION

system, young beginners would not start until age 16, spend at least 6 months in a learner's stage with parents having to certify at least 30-50 hours of practice, enter an initial license stage with restrictions on unsupervised nighttime driving starting at 9 or 10 p.m. and transporting teenage passengers, both lasting for at least 6 months, and graduation to an unrestricted license should not be permitted until at least age 18.

To assist jurisdictions that are considering changes in their licensing systems, all novice driver licensing programs in North America are rated according to the degree to which they meet these optimal requirements. No jurisdiction approaches this ideal although some have elements of it. The jurisdictions are rated below as good, acceptable, marginal, or poor. These ratings are intended to reflect the strength and likely effectiveness of the systems in reducing injuries. The most important component of a graduated system is restricting high-risk driving once an initial license is obtained. This is when crash rates are the highest and when the biggest effects can be seen. The tougher the restrictions and the longer they last beyond the 16th birthday, the higher the rating. A lengthy learner's period of supervised driving is also important and is taken into account in the ratings. The criteria are indicated below, and in the rating of jurisdictions, the licensing system elements that produced the rating are indicated. Full details of the licensing system components for North American jurisdictions can be found at the Institute's website, www.highwaysafety.org.

Good: minimum 6-month learner's phase for young beginners; once licensed, beginners are subject to nighttime restrictions beginning at 10 p.m. or earlier and extending to 5 a.m. and/or a restriction that allows no more than one passenger when driving unsupervised; and beginners must wait until age 17 for their unrestricted licenses

Acceptable: law includes the late evening/night driving or passenger restriction listed above, and beginners must wait until 17 for their unrestricted licenses; or law includes a minimum learner's phase (any length) plus some restrictions on driving hours and/or passengers, and beginners must wait until age 16, 6 months for their unrestricted licenses

Marginal: law includes a minimum learner's phase (any length) plus some restrictions on driving hours and/or passengers when initially licensed, or law includes only a learner's phase lasting a minimum of 6 months; or law includes only restrictions on driving hours and/or passengers once a beginner is licensed

Poor: no minimum learner's phase and no nighttime or passenger restrictions; or minimum learner's phase shorter than 6 months

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U.S. LICENSING SYSTEMS FOR YOUNG DRIVERS

| Jurisdiction/ Evaluation | Learner Stage | | | Intermediate Stage | | | Minimum Age at Which Restrictions May Be Lifted | |
|-----------------------------|------------------------|---|--|---|---|---|--|--------------------------|
| | Minimum Entry Age | Mandatory Holding Period | Minimum Amount of Supervised Driving | Minimum Age | Unsupervised Driving Prohibited | Passenger Restriction | Nighttime Restriction | Passenger Restriction |
| Optimal provisions | 16 | 6 mo. | 30-50 hr. | 16, 6 mo. | 9/10 p.m.-5 a.m. | No more than 1 teenage passenger* | Until age 18 | |
| Alabama / A | 15 ¹ | 6 mo. | 30 hr. ¹ | 16 | Midnight-6 a.m. | None | 17, 6 mo. | — |
| Alaska / M | 14 | 6 mo. | None | There is no intermediate stage. The minimum license age is 16. | | | — | — |
| Arizona / P | 15, 7 mo. ² | 5 mo. | 25 hr., 5 of which must be at night ² | There is no intermediate stage. The minimum license age is 16. | | | — | — |
| Arkansas / M | 14 | 6 mo. ³ | None | Intermediate stage has no passenger or night driving restriction. ³ | | | — | — |
| California / G | 15 ⁴ | 6 mo. | 50 hr., 10 of which must be at night | 16 | Midnight-5 a.m. S | First 6 mo.: No passengers younger than 20 unless supervised by 25-year-old driver Second 6 mo.: No passengers between midnight - 5 am, unless supervised by 25-year-old driver (family members excepted) (eff. 1/1/03) S | 17 | 16, 6 mo. |
| Colorado / A | 15 ⁵ | 6 mo. | 50 hr., 10 of which must be at night | 16 | Midnight-5 a.m. | None | 17 | — |
| Connecticut / M | 16 | 6 mo. (4 mo. with driver education) | None | There is no intermediate stage. The minimum license age is 16, 4 mo. ⁶ | | | — | — |
| Delaware / A | 15, 10 mo. | 6 mo. ⁷ | None | 16, 4 mo. ⁷ | 9 p.m.-6 a.m. ⁷ | No more than 2 passengers ⁷ | 16, 10 mo. | 16, 10 mo. |
| District of Columbia / G | 16 | 6 mo. ⁸ | 40 hr. in learner's stage; 10 hr. at night in intermediate stage | 16, 6 mo. | Sept.-June: 11 p.m.-6 a.m. Su-Th, Midnight-6 a.m. F-Sa; July-Aug.: Midnight-6 a.m. ⁸ | First 6 mo.: No passengers unless supervised by 21-year-old driver (family members excepted); Thereafter, no more than 2 passengers younger than 21 (family members excepted) | 18 ⁸ | 18 |
| Florida / A | 15 | 12 mo. | 50 hr., 10 of which must be at night | 16 | 11 p.m.-6 a.m. (age 16), 1 a.m.-5 a.m. (age 17) | None | 18 | — |
| Georgia / G | 15 | 12 mo. | 40 hr., 6 of which must be at night (20 hr., 6 of which must be at night, with driver education) | 16 | Midnight-6 a.m. S | First 6 mo.: No passengers (family members excepted); Thereafter, no more than 3 passengers younger than 21 (family members excepted) S | 18 | 18 |
| Hawaii / P | 15, 6 mo. | 3 mo. | None | There is no intermediate stage. The minimum license age is 16 ⁹ . | | | — | — |

Key: G=good, A=acceptable, M=marginal, P=poor; S=secondary enforcement

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U.S. LICENSING SYSTEMS FOR YOUNG DRIVERS

| Jurisdiction/ Evaluation | Learner Stage | | | Intermediate Stage | | | Minimum Age at Which Restrictions May Be Lifted | |
|-----------------------------|-------------------------|-----------------------------|--|---|---|--|--|--------------------------|
| | Minimum Entry Age | Mandatory Holding Period | Minimum Amount of Supervised Driving | Minimum Age | Unsupervised Driving Prohibited | Passenger Restriction | Nighttime Restriction | Passenger Restriction |
| Optimal provisions | 16 | 6 mo. | 30-50 hr. | 16, 6 mo. | 9/10 p.m.-5 a.m. | No more than 1 teenage passenger* | Until age 18 | |
| Idaho / M | 14, 6 mo. | 4 mo. | 50 hr., 10 of which must be at night | 15 ¹⁰ | Sunset to sunrise | None | 16 ¹⁰ | — |
| Illinois / A | 15 ¹¹ | 3 mo. | 25 hr. | 16 ¹¹ | 11 p.m.-6 a.m. Su-Th, Midnight-6 a.m. F-Sa | None | 17 ¹¹ | — |
| Indiana / A | 15 ¹² | 2 mo. | None | 16, 1 mo. ¹² | 11 p.m.-5 a.m. Su-F, 1 a.m.-5 a.m. Sa-Su, | First 90 days: No passengers unless supervised by 21-year-old driver | 18 | 16, 4 mo. |
| Iowa / A | 14 | 6 mo. | 20 hr., 2 of which must be at night | 16 ¹³ | 12:30 a.m.-5 a.m. | None | 17 ¹³ | — |
| Kansas / P | 14 | None | 50 hr., 10 of which must be at night | There is no intermediate stage. The minimum license age is 16. | | | — | — |
| Kentucky / M | 16 | 6 mo. | None | There is no intermediate stage. The minimum license age is 16, 6 mo. ¹⁴ | | | — | — |
| Louisiana / A | 15 ¹⁵ | 3 mo. | None | 16 ¹⁵ | 11 p.m.-5 a.m. ¹⁵ | No passenger restriction from 5 am - 11 pm ¹⁵ | 17 ¹⁵ | — |
| Maine / M | 15 ¹⁶ | 3 mo. ¹⁶ | 35 hr., 5 of which ¹⁶ must be at night | 16 ¹⁶ | No night driving restriction. | First 90 days: No passengers unless supervised by 20-year-old driver (family members excepted) | — | 16, 3 mo. ¹⁶ |
| Maryland / A | 15, 9 mo. | 4 mo. | 40 hr. | 16, 1 mo. | Midnight-5 a.m. ¹⁷ | None | 17, 7 mo. | — |
| Massachusetts / G | 16 | 6 mo. | 12 hr. | 16, 6 mo. | Midnight-5 a.m. ¹⁸ S | First 6 mo.: No passengers younger than 18 unless supervised by 21-year-old driver (family members excepted) | 18 | 17 |
| Michigan / A | 14, 9 mo. ¹⁹ | 6 mo. | 50 hr., 10 of which must be at night | 16 ¹⁹ | Midnight-5 a.m. | None | 17 ¹⁹ | — |
| Minnesota / M | 15 ²⁰ | 6 mo. ²⁰ | 30 hr., 10 of which must be at night | A provisional license may be granted at 16. There are no passenger or nighttime restrictions; however, a provisional driver may not operate a vehicle if a passenger under the age of 18 is unbelted. The minimum full license age is 17. ²⁰ | | | — | — |
| Mississippi / M | 15 | 6 mo. ²¹ | None | 15, 6 mo. ²¹ | 10 p.m.-6 a.m. ²¹ | None | 16 | — |
| Missouri / A | 15 | 6 mo. | 20 hr. | 16 | 1 a.m.-5 a.m. | None | 18 | — |
| Montana / P | 14, 6 mo. | None | None | There is no intermediate stage. The minimum license age is 15. ²² | | | — | — |
| Nebraska / M | 15 ²³ | None | 50 hr. (none with driver education) | 16 | Midnight-6 a.m. | None | 17 | — |

Key: G=good, A=acceptable, M=marginal, P=poor; S=secondary enforcement

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U.S. LICENSING SYSTEMS FOR YOUNG DRIVERS

| Jurisdiction/ Evaluation | Learner Stage | | | Intermediate Stage | | | Minimum Age at Which Restrictions May Be Lifted | |
|-----------------------------|-------------------------|-----------------------------|---|---------------------------------|------------------------------------|--|---|---|
| | Minimum Entry Age | Mandatory Holding Period | Minimum Amount of Supervised Driving | Minimum Age | Unsupervised Driving Prohibited | Passenger Restriction | Nighttime Restriction | Passenger Restriction |
| Optimal provisions | 16 | 6 mo. | 30-50 hr. | 16, 6 mo. | 9/10 p.m.-5 a.m. | No more than 1 teenage passenger* | Until age 18 | |
| Nevada / M | 15, 6 mo. | 90 days ²⁴ | 50 hr. | 15, 9 mo. ²⁴ | None | If younger than 16: first 90 days: no passengers younger than 18 (family members excepted) If between 16 and 17: first 60 days: no passengers younger than 18 (family members excepted) If between 17 and 18: first 30 days: no passengers younger than 18 (family members excepted) | — | 16 |
| New Hampshire / A | 15, 6 mo. ²⁵ | 3 mo. | 20 hr. | 16 | 1 a.m.-5 a.m. | First 6 mo.: No more than 1 passenger younger than 25 unless supervised by a 25-year-old driver (family members excepted) (eff. 1/1/03) | 18 | 16, 6 mo. |
| New Jersey / G | 16 ²⁶ | 6 mo. ²⁶ | None | 17 ²⁶ | Midnight-5 a.m. | No more than 1 passenger unless supervised by 21-year-old driver (household members excepted) | 18 | 18 |
| New Mexico / A | 15 | 6 mo. | 50 hr., 10 of which must be at night | 15, 6 mo. | Midnight-5 a.m. | No more than 1 passenger younger than 21 (family members excepted) | 16, 6 mo. ²⁷ | 16, 6 mo. ²⁷ |
| New York / A | 16 ²⁸ | up to 6 mo. ²⁸ | 20 hr | 16, 6 mo. ²⁸ | 9 p.m.-5 a.m. | No more than 2 passengers younger than 21 unless supervised by 21-year-old driver (family members excepted) ²⁸ | 17 (18 without driver education) ²⁸ | 17 (18 without driver education) ²⁸ |
| North Carolina / A | 15 | 12 mo. | None | 16 | 9 p.m.-5 a.m. ²⁹ | No more than 1 passenger younger than 21 (family members exempted); if a family member younger than 21 is already a passenger then no other passengers younger than 21 who are not family members (eff. 12/1/02) | 16, 6 mo. | — |
| North Dakota / M | 14 | 6 mo. | None | There is no intermediate stage. | | | — | — |
| Ohio / A | 15, 6 mo. | 6 mo. | 50 hr., 10 of which must be at night | 16 ³⁰ | 1 a.m.-5 a.m. S | None | 17 ³⁰ | — |
| Oklahoma / P | 15, 6 mo. ³¹ | None | None | There is no intermediate stage. | | | — | — |

Key: G=good, A=acceptable, M=marginal, P=poor; S=secondary enforcement

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U.S. LICENSING SYSTEMS FOR YOUNG DRIVERS

| Jurisdiction/ Evaluation | Learner Stage | | | Intermediate Stage | | | Minimum Age at Which Restrictions May Be Lifted | |
|-----------------------------|-------------------------|---|---|--|---|---|--|--------------------------|
| | Minimum Entry Age | Mandatory Holding Period | Minimum Amount of Supervised Driving | Minimum Age | Unsupervised Driving Prohibited | Passenger Restriction | Nighttime Restriction | Passenger Restriction |
| Optimal provisions | 16 | 6 mo. | 30-50 hr. | 16, 6 mo. | 9/10 p.m.-5 a.m. | No more than 1 teenage passenger* | Until age 18 | |
| Oregon / G | 15 | 6 mo. | 50 hr. ³⁰ (100 hr. without driver education) | 16 | First yr. midnight-5 a.m. | First 6 mo.: No passengers younger than 20 (family members excepted); Second 6 mo.: No more than 3 passengers younger than 20 (family members excepted) | 17 | 17 |
| Pennsylvania / A | 16 | 6 mo. | 50 hr. | 16, 6 mo. | 11 p.m.-5 a.m. | None | 17 (18 without driver education) | — |
| Rhode Island / A | 16 ³² | 6 mo. | None | 16, 6 mo. | 1 a.m.-5 a.m. | None | 17, 6 mo. ³² | — |
| South Carolina / A | 15 | 6 mo. | 40 hr., 10 of which must be at night | 15, 6 mo. | 6 p.m.-6 a.m. EST, ³³ 8 p.m.-6 a.m. EDT | No more than 2 passengers younger than 21 unless supervised by 21-year-old driver (family members excepted and driving students to and from school excepted) | 16, 6 mo. | 16, 6 mo. |
| South Dakota / M | 14 | 6 mo. (3 mo. with driver education) | None | 14, 6 mo. (14, 3 mo. with driver education) | 8 p.m.-6 a.m. | None | 16 | — |
| Tennessee / G | 15 | 6 mo. ³⁴ | 50 hr., 10 of which must be at night | 16 | 11 p.m.-6 a.m. ³⁴ | No more than 1 passenger unless supervised by 21-year-old driver (family members excepted) | 17 | — |
| Texas / A | 15 ³⁵ | 6 mo. | None | 16 | Midnight-5 a.m. S | No more than 1 passenger younger than 21 (family members excepted) S | 16, 6 mo. | 16, 6 mo. |
| Utah / A | 15, 9 mo. ³⁶ | None | 30 hr., 10 of which must be at night ³⁶ | 16 ³⁶ | Midnight-5 a.m. | First 6 mo.: No passengers younger than 21 unless supervised by 21-year-old driver (family members excepted) S | 17 | 16, 6 mo. ³⁶ |
| Vermont / A | 15 | 1 yr. | 40 hr., 10 of which must be at night | 16 | No night driving restriction. | First 3 mo.: No passengers unless supervised by a licensed parent/ guardian, driving instructor, or licensed 25-year-old driver; Second 3 mo.: Same as first 3 mo. (family members excepted) S | — | 16, 6 mo. ³⁷ |

Key: G=good, A=acceptable, M=marginal, P=poor; S=secondary enforcement

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U.S. LICENSING SYSTEMS FOR YOUNG DRIVERS

| Jurisdiction/ Evaluation | Learner Stage | | | Intermediate Stage | | | Minimum Age at Which Restrictions May Be Lifted | |
|-----------------------------|-------------------------|-----------------------------|---|--|------------------------------------|--|--|--------------------------|
| | Minimum Entry Age | Mandatory Holding Period | Minimum Amount of Supervised Driving | Minimum Age | Unsupervised Driving Prohibited | Passenger Restriction | Nighttime Restriction | Passenger Restriction |
| Optimal provisions | 16 | 6 mo. | 30-50 hr. | 16, 6 mo. | 9/10 p.m.-5 a.m. | No more than 1 teenage passenger* | Until age 18 | |
| Virginia / G | 15, 6 mo. | 9 mo. | 40 hr., 10 of which must be at night | 16, 3 mo. | Midnight-4 a.m. ³⁸ S | First 12 mo.: No more than 1 passenger younger than 18; Until 18: No more than 3 passengers younger than 18 (family members excepted) ³⁸ S | 18 | 18 |
| Washington / G | 15 ³⁹ | 6 mo. | 50 hr., 10 of which must be at night | 16 | 1 a.m.-5 a.m. S | First 6 mo.: No passengers younger than 20 (family members excepted); Second 6 mo.: No more than 3 passengers younger than 20 S | 17 ³⁹ | 17 ³⁹ |
| West Virginia / A | 15 | 6 mo. | 30 hr.; none if driver education course completed | 16 | 11 p.m.-5 a.m. ⁴⁰ | No more than 3 passengers younger than 19 (family members excepted) ⁴⁰ | 17 | 17 |
| Wisconsin / A | 15, 6 mo. ⁴¹ | 6 mo. | 30 hr., 10 of which must be at night | 16 | Midnight-5 a.m. | No more than 1 passenger (family members excepted) | 16, 9 mo. ⁴¹ | 16, 9 mo. ⁴¹ |
| Wyoming / P | 15 | 10 days | None | There is no intermediate stage. The minimum license age is 16. | | | — | — |

Key: G=good, A=acceptable, M=marginal, P=poor; S=secondary enforcement

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* Passenger restrictions vary with regard to their durations, the ages of passengers to whom they apply, and the availability of exceptions. Most states have exceptions for passengers who are related to the driver or are members of the driver's household, and there are exceptions when a supervising driver is in the vehicle.

¹ The supervising driver in Alabama must be a parent, guardian, or driving instructor. At age 16, permit holders may drive while supervised by any licensed driver. Certification waived for applicants who have completed driver education.

² A driver education instructor in Arizona can authorize a student enrolled in driver education who is age 15 to drive only while supervised by the authorizing instructor. Certification waived for applicants who have completed driver education.

³ In Arkansas, people age 14 can drive with an instruction permit after passing a written test; after 30 days and after passing a road test, they are eligible for a restricted license that must be held for 6 months. Unsupervised driving is not permitted by holders of either the instruction permit or restricted license. The combined holding period for the permit and restricted license is 6 months. An intermediate phase for licensees younger than 18 prohibits drivers from transporting passengers who are unrestrained. Applicants for an intermediate license must be 16 and must be crash/violation free for 6 months.

⁴ Students enrolled in driver education in California may drive while supervised by an instructor. License applicants who do not take driver education must wait until age 18 for a license. They are not required to go through an intermediate license stage.

⁵ In Colorado, the supervising driver must be a parent, guardian, or driving instructor, and the permit holder must be enrolled in driver education. At age 15, 6 months, permit holders may drive supervised by a licensed driver 21 or older and are not required to have taken driver education.

⁶ Either driver education or home training is required for license applicants younger than 18 in Connecticut. Applicants who have not completed driver education have a 6-month learners holding period.

- ⁷ In Delaware, a driver education student does not need a permit to drive with a driver education instructor. After completing the on-road requirements of driver education, a driver education student who is at least age 15 years, 10 months may apply for a Driver Education Learner's Permit, which allows the student to drive while supervised by an experienced driver. Upon completion of driver education, and if the student passes both the road and written tests, the student receives a Level 1 permit that for the first 6 months allows driving only while supervised. There also is a passenger restriction during the first 6 months of the Level 1 permit. No more than 2 passengers (family members excepted) are permitted in addition to the supervising driver. The Level 1 permit for the second 6 months is the equivalent of an intermediate license. During that period, holders may drive unsupervised between 6 a.m. and 9 p.m. and may only carry 2 passengers. Applicants for a driver's license who are younger than 18 must have held a Driver Education Learner's Permit and/or a Level 1 permit for at least 12 months. Driver education is required for all license applicants younger than 18.
- ⁸ The learner's stage in the District of Columbia is mandatory for all license applicants, regardless of age. A nighttime restriction (9 p.m.–6 a.m.) applies in the learner stage. License applicants younger than 21 must go through the intermediate stage until they have completed it or until age 21.
- ⁹ License applicants younger than 18 must have completed driver education in Hawaii.
- ¹⁰ In Idaho, license applicants younger than 17 must have completed driver education. There are three classes of learner's permits: a training instruction permit for persons 14, 6 months taking driver education; a supervised instruction permit for practice driving with a nonprofessional supervisor; and an instruction permit for persons younger than 17 who have completed driver education and supervised driving or for persons 17 and older without either driver education or supervised driving.
- ¹¹ Enrollment in driver education is required for permit applicants age 15 in Illinois; without driver education, a permit applicant must be age 17, 9 months. License applicants 18 and older are not required to have driver education or to go through an intermediate license stage.
- ¹² Driver education determines the minimum age for permits and the intermediate license in Indiana. People enrolled in or who have completed driver education must be age 15 to have a permit; otherwise, they must be age 16. The minimum age for an intermediate license is 16, 1 month with driver education; age 16, 6 months, without.
- ¹³ In addition to the certification in the learner stage, Iowa requires a certification of 10 hours of supervised driving, 2 of which must be at night during the intermediate stage. Driver education is required for an intermediate license and for an unrestricted license if applicant is younger than 18.
- ¹⁴ The Kentucky law prohibits learner's permit holders from driving between midnight and 6 a.m. There is no nighttime driving restriction for other license holders. License holders younger than 18 must complete a 4-hour course on safe driving within 1 year of receiving a license.
- ¹⁵ Driver education is required in Louisiana for a permit and an intermediate license if the applicant is younger than 17. People 17 and older must have completed an educational program that does not require a behind-the-wheel component. In Louisiana, intermediate license holders may only drive from 11 pm to 5 am if accompanied by a supervising driver and during that time may only carry passengers who are members of their immediate family.
- ¹⁶ In Maine, driver education is required for a permit and a license if the applicant is younger than 18. The learner's permit holding period and the certification of practice driving applies to license applicants younger than 21.
- ¹⁷ In Maryland, 15 year-olds may drive without a permit if supervised by a driver education instructor. Driver education and the certification of practice driving applies to all initial license applicants. The nighttime driving restriction, however, only applies to intermediate license holders younger than 18.
- ¹⁸ The night driving restriction in Massachusetts also applies to permit holders younger than 18, unless accompanied by a licensed parent or guardian. Driver education is required of license applicants younger than 18.
- ¹⁹ Permit applicants younger than 18 in Michigan must have completed the first segment of driver education; license applicants younger than 18 must have completed the second segment of driver education. Neither driver education nor an intermediate license is required for license applicants 18 and older. The nighttime restriction is for 6 months or until age 17.
- ²⁰ In Minnesota, permit applicants younger than 18 must be enrolled in driver education; license applicants younger than 18 must have completed driver education. The permit holding period applies to license applicants 18 and older unless they have completed driver education. License applicants younger than 18 must certify 10 hours of driving during a 12-month provisional stage. Provisional license holders must be crash free to qualify for a full license.
- ²¹ In Mississippi, license applicants 17 and older are exempt from the 6-month learner's permit holding period and the requirement to get an intermediate license.
- ²² Enrollment in or completion of driver education is required for permit applicants younger than 15 in Montana; license applicants younger than 16 must have completed driver education.
- ²³ In Nebraska, 14 year-olds who live 1.5 miles or more from school and who either live outside or attend school outside a metropolitan area may be issued a learner's permit (called an "LPE permit") and a limited license (called a "school permit"). The LPE permit authorizes supervised driving for the purpose of preparing for the school permit, which allows driving to and from school or anyplace while supervised by a parent or guardian.

- ²⁴ If license applicant is 16 then mandatory holding period in learner stage is 60 days. If license applicant is 17 then mandatory holding period in learner stage is 30 days. License applicants younger than 18 must have completed driver education if it is available in the public school in Nevada or, if it is unavailable, must complete 50 hours of supervised driving in addition to that required in the learner stage.
- ²⁵ New Hampshire does not issue learner's permits. At age 15, 6 months, a person can drive while supervised by a licensed driver 25 or older.
- ²⁶ In New Jersey, the permit becomes an intermediate license after 6 months. The graduated licensing law applies to adults, except that the night driving and passenger restrictions are waived for new drivers 21 and older. If the applicant has not completed driver education, the minimum permit age is 17 and the minimum intermediate license age is 17, 6 months.
- ²⁷ Permit applicants younger than 18 must be enrolled in driver education in New Mexico; license applicants younger than 18 must have completed driver education.
- ²⁸ Currently, New York law does not have a minimum holding period for the learner's permit. The minimum age for an unrestricted driver's license is 18 (17 if the applicant has completed driver education). The exception is New York City where driving is prohibited unless the driver is 18 or older. Effective, September 1, 2003, New York has enacted a passenger restriction that applies to permit holders and license holders younger than 18 (17 if the applicant has completed driver education). The law also created a new class of license, the limited DJ license. Permit holders who pass a road test and certify 20 or more hours of practice driving may be given a limited DJ license which allows unsupervised driving to and from school, school activities, work, medical appointments, and day care for family members. The night driving and passenger restrictions apply to this license. Permit holders may apply for the limited DJ license at any time. There is, however, a six month holding period for the regular DJ license which allows unsupervised driving anywhere but retains the night driving and passenger restrictions. For the purpose of determining if the six month holding period has passed, both the time spent in the learner's permit phase and the time a person spends in the limited DJ phase is counted.
- ²⁹ In North Carolina, learner's permit holders may not drive between 9 p.m. and 5 a.m. for the first 6 months. Driver education is required for permit and license applicants younger than 18.
- ³⁰ Driver education is required of license applicants younger than 18 in Ohio and Oregon. However, it is waived in Oregon for applicants who certify an additional 50 hours of supervised driving.
- ³¹ Fifteen year-olds may drive in Oklahoma, but only while supervised by an instructor. Driver education is required for a license at age 16 if it is offered in the applicant's school district. A restricted license is available to 16 year-olds who have not completed driver education, which allows daytime driving only, and imposes a passenger restriction of no more than one passenger unless supervised by a parent/ guardian (household members excepted).
- ³² Driver education is required of permit and license applicants younger than 18 in Rhode Island.
- ³³ In South Carolina, the nighttime restriction applies in the learner stage as well as in the intermediate stage. Fifteen year-olds who are enrolled in driver education do not need a permit to drive with an instructor. License applicants younger than 17 who have not completed driver education may not get a license to drive unsupervised after daylight.
- ³⁴ Learner's permit holders in Tennessee may not drive from 10 p.m. to 6 a.m.
- ³⁵ In Texas, the minimum permit age is 15 for applicants who are enrolled in driver education. The minimum license age is 18 for applicants who have not completed driver education.
- ³⁶ Regardless of age, permit applicants in Utah must be enrolled in driver education, and license applicants must have completed driver education. Supervised driving in the learner stage may include up to 5 hours in a driving simulator. Passenger restrictions in Utah end when a driver has been licensed for 6 months or when the driver turns 18, whichever occurs first.
- ³⁷ Driver education is required for license applicants younger than 18 in Vermont.
- ³⁸ In Virginia, driver education is required for license applicants younger than 19 (18 if holds valid license from another state). Initial license applicants 19 and older must either complete driver education or hold a learner's permit at least 30 days. The night driving restriction and passenger restriction (no more than 1 passenger younger than 18) apply to learner's permit holders.
- ³⁹ Permit applicants in Washington must be enrolled in driver education; otherwise the minimum permit age is 15, 6 months. Driver education is required for license applicants younger than 18. Intermediate license holders with a crash or violation history are ineligible for an unrestricted license until age 18.
- ⁴⁰ In West Virginia, learner's permit holders younger than 18 may not drive 11 p.m.-5 a.m. and may not carry more than 2 passengers in addition to the supervising driver.
- ⁴¹ Enrollment in driver education is required in Wisconsin for permit applicants younger than 18. Driver education is required for license applicants younger than 18.

CANADIAN LICENSING SYSTEMS FOR YOUNG DRIVERS

| Jurisdiction/ Evaluation | Learner Stage | | | Intermediate Stage | | | Minimum Age at Which Restrictions May Be Lifted | | |
|----------------------------------|------------------------|--|---|---|------------------------------------|--|--|--------------------------|--|
| | Minimum Entry Age | Mandatory Holding Period | Minimum Amount of Supervised Driving | Minimum Age | Unsupervised Driving Prohibited | Passenger Restriction | Nighttime Restriction | Passenger Restriction | |
| Optimal provisions | 16 | 6 mo. | 30-50 hr. | 16, 6 mo. | 9/10 p.m.-5 a.m. | No more than 1 teenage passenger* | Until age 18 | | |
| Alberta / M | 14 | 1 yr. | None | There is no intermediate stage. A probationary license may be issued at age 16. The only restriction on a probationary license is zero percent blood alcohol concentration while driving. After 2 years the driver may take an advanced road test for full licensure. | | | | | |
| British Columbia / M | 16 | 6 mo. (3 mo. if driver education) | None ¹ | There is no intermediate stage. A probationary license may be issued at 16, 3 mo. The only restrictions on a probationary license is that the driver must display an "N" in window and maintain a zero percent blood alcohol concentration while driving. After 18 mo., the driver may take an advanced road test for full licensure. | | | | | |
| Manitoba / A | 15, 6 mo. ² | 9 mo. (effective date: 4/1/2002) | None | 16, 3 mo. ² | None | Between midnight and 5 a.m.: 1 passenger unless supervised, then as many in back as there are belts. (effective date: TBA) | | 17, 6 mo. ² | |
| New Brunswick / M | 16 | 12 mo. (4 mo. if driver education) | None ³ | There is no intermediate stage. A probationary license may be issued at age 16, 4 mo. The only restriction on a probationary license is a zero percent blood alcohol concentration while driving. A full license may be issued after 12 mo. or age 18, whichever is later. | | | | | |
| Newfoundland and Labrador / A | 16 | 12 mo. (8 mo. with driver education) ⁴ | None | 16, 8 mo. | Midnight-5 a.m. | None | 17, 8 mo. | 17, 8 mo. | |
| Northwest Territories / P | 15 | 30 day ⁵ | None | There is no intermediate stage. The minimum license age is 16. | | | | | |
| Nova Scotia / A | 16 ⁶ | 6 mo. (3 mo. if driver education) | None ⁶ | 16, 3 mo. ⁶ | Midnight-5 a.m. ⁶ | None | 18, 3 mo. | | |
| Nunavut / P | 15 | None | None | There is no intermediate stage. The minimum license age is 16. | | | | | |
| Ontario / M | 16 | 12 mo. (8 mo. if driver education) | None ⁷ | There is no intermediate stage. A probationary license may be issued at age 16, 8 mo. The only restriction on a probationary license is zero percent blood alcohol concentration while driving. After 12 mo. the driver may take an advanced road test for full licensure. | | | | | |
| Prince Edward Island / A | 15, 6 mo. | 180 days | None | 16 | None | 3 passengers | | 17 | |
| Quebec / M | 16 | 12 mo. (8 mo. if driver education) | None (must always be supervised) | There is no intermediate stage. A probationary license may be issued at age 16, 8 mo. The only restrictions on probationary license are lower points and zero percent blood alcohol concentration while driving. A full license may be issued at age 18, 8 mo. | | | | | |

Key: G=good, A=acceptable, M=marginal, P=poor

cont'd

CANADIAN LICENSING SYSTEMS FOR YOUNG DRIVERS

| Jurisdiction/ Evaluation | Learner Stage | | | Intermediate Stage | | | Minimum Age at Which Restrictions May Be Lifted | |
|-----------------------------|----------------------|-----------------------------|--|--|---|---|--|--------------------------|
| | Minimum Entry Age | Mandatory Holding Period | Minimum Amount of Supervised Driving | Minimum Age | Unsupervised Driving Prohibited | Passenger Restriction | Nighttime Restriction | Passenger Restriction |
| Optimal provisions | 16 | 6 mo. | 30-50 hr. | 16, 6 mo. | 9/10 p.m.-5 a.m. | No more than 1 teenage passenger* | Until age 18 | |
| Saskatchewan / M | 15 | 6 mo. | None ⁹ | There is no intermediate stage. The minimum license age is 16, 6 mo. | | | | |
| Yukon / A | 15 ⁹ | 6 mo. | 50 hr., including at least 10 hr. in darkness and 10 hr. in winter conditions ⁹ | 16 ⁹ | Midnight-5 a.m. (unless supervised) ⁹ | No more than 1 passenger younger than 13 No more than 1 passenger younger than 13 and 1 passenger who is older than 12 but younger than 20, unless there is a supervisor older than 20 who is not impaired and is able to supervise the younger passengers. ⁹ | 17, 6 mo. | 17, 6 mo. |

Key: G=good, A=acceptable, M=marginal, P=poor

- ¹ A driver in the learner stage may only carry 2 passengers, including the supervisor. Also, a driver in the learner stage may not drive between midnight and 5 a.m. During all times, a driver in the learner stage must have a sign with an "L" on the vehicle.
- ² A driver in the learner stage, intermediate stage, and first year of full licensure must maintain a zero percent blood alcohol concentration while driving.
- ³ A driver in the learner stage may carry no passengers other than a supervisor.
- ⁴ A driver in the learner stage may not drive between midnight and 5 a.m. A driver in the learner and intermediate stage must maintain a zero percent blood alcohol concentration while driving. Also the accompanying supervisor must maintain a blood alcohol concentration of no more than 0.05 percent while supervising a driver in the learner or intermediate stage.
- ⁵ The 30 day holding period is not by statute; it is only policy.
- ⁶ A driver in the learner stage may carry no passengers other than a supervisor. A driver in the learner and intermediate stage must maintain a zero percent blood alcohol concentration while driving.
- ⁷ A driver in the learner stage is subject to a nighttime driving restriction of midnight to 5 a.m. After attaining a full license, there is a probationary period of 12 months when the driver can have no more passengers than seat belts and the driver must maintain a zero percent blood alcohol concentration while driving.
- ⁸ To graduate from the learner stage, a driver must have either a driver education certificate or 4 hours with licensed driving instructor.
- ⁹ A driver in the learner stage is subject to a nighttime driving restriction of midnight to 5 a.m. and is restricted to 1 passenger other than a supervisor. A driver and the driver's supervisor in the learner and intermediate stage must maintain a zero percent blood alcohol concentration and be drug free while driving.



**FATALITY FACTS:
TEENAGERS
as of November 2002**

Other Institute documents on [teenagers](#)

In every motorized country, teenage drivers represent a major hazard. The problem is worse in the United States than elsewhere. Until recently, most states have allowed teens to get full-privilege licenses at an earlier age than in most other countries, and little driving experience typically was required prior to licensure. The result is greatly elevated crash risk among young drivers. As more and more states adopt graduated licensing systems, which phase in full driving privileges, the problem is expected to decrease. Teenagers drive less than all but the oldest people, but their numbers of crashes and crash deaths are disproportionately high. The risk of crash involvement per mile driven among 16-19 years-old is 4 times the risk among older drivers. Risk is highest at age 16. In fact, the crash rate per mile driven is almost 3 times as high among 16 year-olds as it is among 18-19 year-olds.

Crash rates are high largely because of young drivers' immaturity combined with driving inexperience. The immaturity is apparent in young drivers' risky driving practices like speeding and tailgating. At the same time, teenagers' lack of experience behind the wheel makes it difficult for them to recognize and respond to hazards. They get in trouble trying to handle unusual driving situations, even small emergencies. More often than when older people drive, these turn disastrous. Crashes involving young drivers typically are single-vehicle crashes, primarily run-off-the-road crashes, that involve driver error and/or speeding. They often occur when other young people are in the vehicle with the young driver, so teenagers are disproportionately involved in crashes as passengers as well as drivers.

The following facts are based on analysis of data from the U.S. Department of Transportation's Fatality Analysis Reporting System:

- 5,582 teenagers ages 13-19 died in motor vehicle crashes in 2001. This is 36 percent fewer than in 1975.

13-19 year-old motor vehicle deaths

| | Male | Female | Total |
|------|-------|--------|-------|
| 1975 | 6,532 | 2,215 | 8,748 |
| 1976 | 6,828 | 2,530 | 9,358 |
| 1977 | 6,983 | 2,650 | 9,633 |
| 1978 | 7,295 | 2,645 | 9,940 |
| 1979 | 7,280 | 2,639 | 9,920 |
| 1980 | 6,932 | 2,591 | 9,524 |
| 1981 | 6,014 | 2,301 | 8,315 |
| 1982 | 5,354 | 1,989 | 7,323 |
| 1983 | 4,850 | 1,955 | 6,805 |
| 1984 | 4,947 | 2,005 | 6,952 |
| 1985 | 4,715 | 2,022 | 6,737 |
| 1986 | 5,280 | 2,182 | 7,466 |
| 1987 | 5,107 | 2,186 | 7,293 |
| 1988 | 5,038 | 2,204 | 7,242 |
| 1989 | 4,528 | 2,158 | 6,688 |
| 1990 | 4,420 | 1,944 | 6,364 |
| 1991 | 3,891 | 1,867 | 5,760 |
| 1992 | 3,495 | 1,713 | 5,215 |
| 1993 | 3,678 | 1,742 | 5,421 |
| 1994 | 3,770 | 1,859 | 5,632 |
| 1995 | 3,702 | 1,970 | 5,675 |
| 1996 | 3,855 | 1,863 | 5,819 |
| 1997 | 3,715 | 2,014 | 5,730 |
| 1998 | 3,649 | 1,960 | 5,610 |
| 1999 | 3,745 | 2,007 | 5,752 |
| 2000 | 3,759 | 1,925 | 5,685 |
| 2001 | 3,729 | 1,853 | 5,582 |

- Teenagers accounted for 10 percent of the U.S. population in 2001 and 13 percent of motor vehicle deaths. They represented 15 percent of passenger vehicle occupant deaths in 2001, 7 percent of pedestrian deaths, 6 percent of motorcycle deaths, and 15 percent of bicycle deaths.

Teenage motor vehicle deaths by type, 2001

| Age | Passenger vehicles | Motorcyclists | Pedestrians | Bicyclists | Other/unknown |
|-----|--------------------|---------------|-------------|------------|---------------|
|-----|--------------------|---------------|-------------|------------|---------------|

| | | | | | |
|-------|-------|-----|-----|-----|-----|
| 13 | 107 | 3 | 38 | 19 | 18 |
| 14 | 183 | 7 | 44 | 19 | 19 |
| 15 | 298 | 10 | 40 | 19 | 24 |
| 16 | 821 | 7 | 43 | 13 | 21 |
| 17 | 986 | 30 | 61 | 14 | 13 |
| 18 | 1,212 | 57 | 63 | 10 | 30 |
| 19 | 1,190 | 64 | 59 | 13 | 27 |
| Total | 4,797 | 178 | 340 | 107 | 152 |

- Eighty-six percent of teen motor vehicle deaths in 2001 were passenger vehicle occupants. The rest were pedestrians (6 percent), motorcyclists (3 percent), bicyclists (2 percent), and people in other kinds of vehicles (3 percent).
- Thirty-nine percent of deaths of 16-19 year-olds in 1999 from all causes occurred in crashes. This is the latest year for which this information is available.

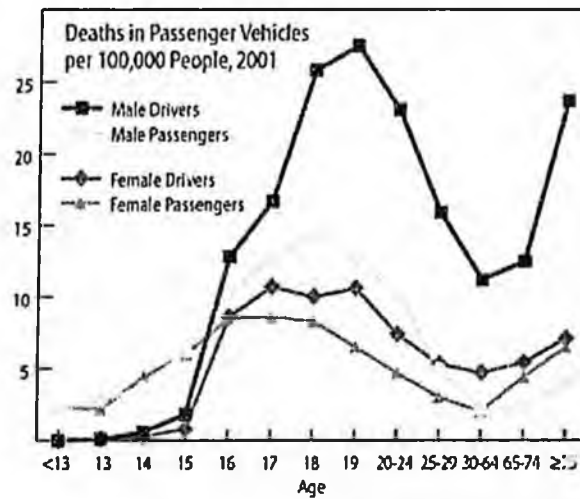
Motor vehicle deaths as a percent of all deaths, 1999

| Age | Male | Female | All |
|-------|------|--------|-----|
| <5 | 2 | 2 | 2 |
| 5-9 | 23 | 22 | 23 |
| 10-12 | 22 | 22 | 22 |
| 13-15 | 25 | 31 | 27 |
| 16-17 | 36 | 50 | 40 |
| 18-19 | 38 | 44 | 38 |
| 20-24 | 30 | 29 | 30 |
| 25-34 | 18 | 14 | 17 |
| 35-54 | 5 | 4 | 5 |
| >=55 | 1 | <1 | 1 |

- Forty-seven percent of females between the ages of 16 and 19 who died in 1999 were involved in a motor vehicle crash. This compares with 36 percent of teenage male deaths (1999 is the most recent data available).

DRIVERS AND PASSENGERS

- Passenger vehicle death rates per 100,000 people in 2001 peaked at age 19 for drivers and at age 18 for passengers.
- Slightly more than half of teenage passenger vehicle occupant deaths in 2001 were drivers (54 percent), and a little less than half were passengers (44 percent).



VIEW GRAPH PLOT POINTS ▶

Passenger vehicle deaths by age and seating position, 2001

Age Drivers Passengers

| | | |
|-------|-------|-------|
| 13 | 4 | 103 |
| 14 | 19 | 164 |
| 15 | 52 | 246 |
| 16 | 436 | 385 |
| 17 | 554 | 429 |
| 18 | 738 | 464 |
| 19 | 790 | 394 |
| Total | 2,593 | 2,185 |

- Sixty-two percent of teenage passenger deaths in 2001 occurred in crashes in which another teenager was driving. Among people of all ages, 20 percent of passenger deaths in 2001 occurred when a teenager was driving.

GENDER DIFFERENCES

- About 2 out of every 3 teenagers killed in motor vehicle crashes in 2001 were males.
- Since 1975, teenage motor vehicle deaths have decreased more among males (43 percent) than among females (16 percent).
- Death rates were higher in 2001 among male drivers age 16-19 than among females -- 21 per 100,000 people compared with 10 per 100,000.
- The rate of nighttime fatal crashes per 100 million miles traveled in 1995-96 by male drivers 16-19 years old was about 4 times the rate for 30-54-year-old male drivers. The corresponding comparison for females is more than 3 times the rate.

ALCOHOL INVOLVEMENT

- The percent of fatally injured drivers ages 16 and 17 who had BACs at or above 0.08 percent is down 66 percent since 1982. This age group experienced the greatest declines, compared with a 46 percent decline among drivers ages 18-20, and a 21 and 33 percent decline among drivers ages 21-30 and older than 30, respectively.

Percent of fatally injured passenger vehicle drivers with BACs >= 0.08 percent, 2001

| | Driver age | | | | |
|------|------------|-------|-------|-----|--|
| | 16-17 | 18-20 | 21-30 | >30 | |
| 1982 | 41 | 57 | 63 | 45 | |
| 1983 | 38 | 55 | 64 | 40 | |
| 1984 | 33 | 52 | 61 | 37 | |
| 1985 | 27 | 44 | 58 | 36 | |
| 1986 | 29 | 47 | 59 | 35 | |
| 1987 | 26 | 41 | 58 | 35 | |
| 1988 | 26 | 40 | 59 | 35 | |
| 1989 | 22 | 40 | 57 | 34 | |
| 1990 | 22 | 41 | 57 | 35 | |
| 1991 | 21 | 40 | 57 | 34 | |
| 1992 | 18 | 37 | 54 | 33 | |
| 1993 | 16 | 34 | 52 | 32 | |
| 1994 | 17 | 32 | 50 | 30 | |
| 1995 | 15 | 28 | 51 | 31 | |
| 1996 | 17 | 30 | 50 | 30 | |
| 1997 | 17 | 31 | 48 | 29 | |
| 1998 | 15 | 30 | 49 | 28 | |
| 1999 | 16 | 31 | 49 | 28 | |
| 2000 | 16 | 30 | 48 | 29 | |
| 2001 | 14 | 31 | 50 | 29 | |

- Among teenage drivers (16-19 years old), 25 percent of fatally injured male drivers and 14 percent of fatally injured female drivers in 2001 had blood alcohol concentrations at or above 0.08 percent.

Percent of fatally injured drivers with BACs >= 0.08 percent, 2001

| Driver age: | 16-17 | 18-19 | 20-24 | 25-34 | 35-54 | >=55 |
|-------------|-------|-------|-------|-------|-------|------|
| Males | 15 | 30 | 48 | 48 | 43 | 15 |
| Females | 11 | 17 | 28 | 30 | 27 | 5 |

- Male drivers (age 16-20) with blood alcohol concentrations in the 0.05-0.08 percent range are 17 times more likely than sober teenagers to be killed in single-vehicle crashes. The corresponding comparison for females is 7 times more likely. At BACs of 0.08-0.10, risks are even higher, 52 times for males, 15 times for females.¹

WHEN THEY DIED

- Fifty-four percent of teenage motor vehicle deaths in 2001 occurred on Friday, Saturday, and Sunday.
- Forty-three percent of teenage motor vehicle deaths in 2001 occurred between 9 pm and 6 am.

REFERENCES

¹Zador, P.L.; Krawchuck, S.; and Voas, R.B. 2000. Alcohol-related relative risk of driver fatalities and driver involvement in fatal crashes in relation to driver age and gender: an update using 1996 data. *Journal of Studies on Alcohol* 61:387-95.

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U.S. LICENSING SYSTEMS FOR YOUNG DRIVERS

Laws as of April 2003

New drivers have elevated crash rates. This is particularly true for drivers younger than 18. Young novice drivers are at significant risk on the road because they lack both the judgment that comes with maturity and the skill that comes with experience. Graduated licensing is a system designed to delay full licensure while allowing beginners to obtain their initial experience under lower risk conditions. There are three stages: a minimum supervised learner's period, an intermediate license (once the driving test is passed) that limits unsupervised driving in high-risk situations, and a full-privilege driver's license available after completion of the first two stages. Beginners must remain in each of the first two stages for set minimum time periods. Thirty-seven jurisdictions (36 states and the District of Columbia) currently have all three stages, but the systems vary in strength.

In an optimal system, the minimum age for a learner's permit is 16; the learner stage lasts at least 6 months, during which parents must certify at least 30-50 hours of supervised driving; and the intermediate stage lasts until at least age 18 and includes both a night driving restriction starting at 9 or 10 p.m. and a strict teenage passenger restriction allowing no teenage passengers, or no more than one teenage passenger (see "Graduated Licensing: A Blueprint for North America" by the Insurance Institute for Highway Safety and Traffic Injury Research Foundation).

The following table lists licensing requirements for the 50 U.S. states and the District of Columbia. During the 1990s, many states moved toward graduated licensing. Some have enacted virtually all the elements of graduated licensing, while others have enacted only parts. Another area in which the laws differ is enforcement. Some states prohibit police from stopping young drivers solely for night driving violations or passenger restrictions (secondary enforcement). The Institute has evaluated the states' licensing systems using criteria designed to estimate the strength and likely effectiveness of the systems in reducing injuries. In particular, strong or optimal restrictions on the initial license phase and how long the restrictions last beyond the 16th birthday are credited. No state has an optimal graduated licensing system.

Good systems have mandatory learner's permit holding periods of at least 6 months and an optimal restriction on the initial license (either an optimal night driving restriction or an optimal passenger restriction lasting until age 17). Acceptable systems have either optimal restrictions lasting until age 17 without regard to the learner's holding period, or any mandatory learner's holding period and any night driving or passenger restriction lasting at least until age 16, 6 months. Marginal systems contain at least one significant element of graduated licensing. States with marginal systems have: (i) both a mandatory learner's holding period that may be less than 6 months and either a night driving or passenger restriction; or (ii) only an optimal mandatory learner's holding period (at least 6 months); or (iii) any night driving or passenger restriction on the initial license. Poor licensing systems have no mandatory learner's holding period and no night driving or passenger restrictions, or they have a mandatory learner's holding period less than 6 months and no other significant elements of graduated licensing.

| Jurisdiction/ Evaluation | Learner Stage | | | Intermediate Stage | | | Minimum Age at Which Restrictions May Be Lifter | |
|-----------------------------|------------------------|---|--|---|---|---|--|--------------------------|
| | Minimum Entry Age | Mandatory Holding Period | Minimum Amount of Supervised Driving | Minimum Age | Unsupervised Driving Prohibited | Passenger Restriction | Nighttime Restriction | Passenger Restriction |
| Optimal provisions | 16 | 6 mo. | 30-50 hr. | 16, 6 mo. | 9/10 p.m.-5 a.m. | No more than 1 teenage passenger* | Until age 18 | |
| Alabama / A | 15 ¹ | 6 mo. | 30 hr. ¹ | 16 | Midnight-6 a.m. | None | 17, 6 mo. | — |
| Alaska / M | 14 | 6 mo. | None | There is no intermediate stage. The minimum license age is 16. | | | — | — |
| Arizona / P | 15, 7 mo. ² | 5 mo. | 25 hr., 5 of which must be at night ² | There is no intermediate stage. The minimum license age is 16. | | | — | — |
| Arkansas / M | 14 | 6 mo. ³ | None | Intermediate stage has no passenger or night driving restriction. ³ | | | — | — |
| California / G | 15 ⁴ | 6 mo. | 30 hr., 10 of which must be at night | 16 | Midnight-5 a.m. S | First 6 mo.: No passengers younger than 20 unless supervised by 25-year-old driver Second 6 mo.: No passengers between midnight - 5 am, unless supervised by 25-year-old driver (family members excepted) (eff. 1/1/03) S | 17 | 16, 6 mo. |
| Colorado / A | 15 ⁵ | 6 mo. | 50 hr., 10 of which must be at night | 16 | Midnight-5 a.m. | None | 17 | — |
| Connecticut / M | 16 | 6 mo. (4 mo. with driver education) | None | There is no intermediate stage. The minimum license age is 16, 4 mo. ⁶ | | | — | — |
| Delaware / A | 15, 10 mo. | 6 mo. ⁷ | None | 16, 4 mo. ⁷ | 9 p.m.-6 a.m. ⁷ | No more than 2 passengers ⁷ | 16, 10 mo. | 16, 10 mo. |
| District of Columbia / G | 16 | 6 mo. ⁸ | 40 hr. in learner's stage; 10 hr. at night in intermediate stage | 16, 6 mo. | Sept.-June: 11 p.m.-6 a.m. Su-Th, Midnight-6 a.m. F-Sa; July-Aug.: Midnight-6 a.m. ⁸ | First 6 mo.: No passengers unless supervised by 21-year-old driver (family members excepted); Thereafter, no more than 2 passengers younger than 21 (family members excepted) | 18 ⁸ | 18 |
| Florida / A | 15 | 12 mo. | 50 hr., 10 of which must be at night | 16 | 11 p.m.-6 a.m. (age 16), 1 a.m.-5 a.m. (age 17) | None | 18 | — |
| Georgia / G | 15 | 12 mo. | 40 hr., 6 of which must be at night (20 hr., 6 of which must be at night, with driver education) | 16 | Midnight-6 a.m. S | First 6 mo.: No passengers (family members excepted); Thereafter, no more than 3 passengers younger than 21 (family members excepted) S | 18 | 18 |
| Hawaii / P | 15, 6 mo. | 3 mo. | None | There is no intermediate stage. The minimum license age is 16 ⁹ . | | | — | — |

Key: G=good, A=acceptable, M=marginal, P=poor; S=secondary enforcement

cont'd

| Jurisdiction/ Evaluation | Learner Stage | | | Intermediate Stage | | | Minimum Age at Which Restrictions May Be Lifted | |
|-----------------------------|-------------------------|-----------------------------|--|---|---|--|--|--------------------------|
| | Minimum Entry Age | Mandatory Holding Period | Minimum Amount of Supervised Driving | Minimum Age | Unsupervised Driving Prohibited | Passenger Restriction | Nighttime Restriction | Passenger Restriction |
| Optimal provisions | 16 | 6 mo. | 30-50 hr. | 16, 6 mo. | 9/10 p.m.-5 a.m. | No more than 1 teenage passenger* | Until age 18 | |
| Idaho / M | 14, 6 mo. | 4 mo. | 50 hr., 10 of which must be at night | 15 ¹⁰ | Sunset to sunrise | None | 16 ¹⁰ | — |
| Illinois / A | 15 ¹¹ | 3 mo. | 25 hr. | 16 ¹¹ | 11 p.m.-6 a.m. Su-Th, Midnight-6 a.m. F-Sa | None | 17 ¹¹ | — |
| Indiana / A | 15 ¹² | 2 mo. | None | 16, 1 mo. ¹² | 11 p.m.-5 a.m. Su-F, 1 a.m.-5 a.m. Sa-Su, | First 90 days: No passengers unless supervised by 21-year-old driver | 18 | 16, 4 mo. |
| Iowa / A | 14 | 6 mo. | 20 hr., 2 of which must be at night | 16 ¹³ | 12:30 a.m.-5 a.m. | None | 17 ¹³ | — |
| Kansas / P | 14 | None | 50 hr., 10 of which must be at night | There is no intermediate stage. The minimum license age is 16. | | | — | — |
| Kentucky / M | 16 | 6 mo. | None | There is no intermediate stage. The minimum license age is 16, 6 mo. ¹⁴ | | | — | — |
| Louisiana / A | 15 ¹⁵ | 3 mo. | None | 16 ¹⁵ | 11 p.m.-5 a.m. ¹⁵ | No passenger restriction from 5 am - 11 pm ¹⁵ | 17 ¹⁵ | — |
| Maine / M | 15 ¹⁶ | 3 mo. ¹⁶ | 35 hr., 5 of which ¹⁶ must be at night | 16 ¹⁶ | No night driving restriction. | First 90 days: No passengers unless supervised by 20-year-old driver (family members excepted) | — | 16, 3 mo. ¹⁶ |
| Maryland / A | 15, 9 mo. | 4 mo. | 40 hr. | 16, 1 mo. | Midnight-5 a.m. ¹⁷ | None | 17, 7 mo. | — |
| Massachusetts / G | 16 | 6 mo. | 12 hr. | 16, 6 mo. | Midnight-5 a.m. ¹⁸ S | First 6 mo.: No passengers younger than 18 unless supervised by 21-year-old driver (family members excepted) | 18 | 17 |
| Michigan / A | 14, 9 mo. ¹⁹ | 6 mo. | 50 hr., 10 of which must be at night | 16 ¹⁹ | Midnight-5 a.m. | None | 17 ¹⁹ | — |
| Minnesota / M | 15 ²⁰ | 6 mo. ²⁰ | 30 hr., 10 of which must be at night | A provisional license may be granted at 16. There are no passenger or nighttime restrictions; however, a provisional driver may not operate a vehicle if a passenger under the age of 18 is unbelted. The minimum full license age is 17. ²⁰ | | | — | — |
| Mississippi / M | 15 | 6 mo. ²¹ | None | 15, 6 mo. ²¹ | 10 p.m.-6 a.m. ²¹ | None | 16 | — |
| Missouri / A | 15 | 6 mo. | 20 hr. | 16 | 1 a.m.-5 a.m. | None | 18 | — |
| Montana / P | 14, 6 mo. | None | None | There is no intermediate stage. The minimum license age is 15. ²² | | | — | — |
| Nebraska / M | 15 ²³ | None | 50 hr. (none with driver education) | 16 | Midnight-6 a.m. | None | 17 | — |

Key: G=good, A=acceptable, M=marginal, P=poor; S=secondary enforcement

cont'd

| Jurisdiction/ Evaluation | Learner Stage | | | Intermediate Stage | | | Minimum Age at Which Restrictions May Be Lifted | |
|-----------------------------|-------------------------|-----------------------------|---|--|------------------------------------|--|---|---|
| | Minimum Entry Age | Mandatory Holding Period | Minimum Amount of Supervised Driving | Minimum Age | Unsupervised Driving Prohibited | Passenger Restriction | Nighttime Restriction | Passenger Restriction |
| Optimal provisions | 16 | 6 mo. | 30-50 hr. | 16, 6 mo. | 9/10 p.m.-5 a.m. | No more than 1 teenage passenger* | Until age 18 | |
| Nevada / M | 15, 6 mo. | 90 days ²³ | 50 hr. | 15, 9 mo. ²⁴ | None | If younger than 16: first 90 days: no passengers younger than 18 (family members excepted) If between 16 and 17: first 60 days: no passengers younger than 18 (family members excepted) If between 17 and 18: first 30 days: no passengers younger than 18 (family members excepted) | — | 16 |
| New Hampshire / A | 15, 6 mo. ²⁵ | 3 mo. | 20 hr. | 16 | 1 a.m.-5 a.m. | First 6 mo.: No more than 1 passenger younger than 25 unless supervised by a 25-year-old driver (family members excepted) (eff. 1/1/03) | 18 | 16, 6 mo. |
| New Jersey / G | 16 ²⁶ | 6 mo. ²⁶ | None | 17 ²⁶ | Midnight-5 a.m. | No more than 1 passenger unless supervised by 21-year-old driver (household members excepted) | 18 | 18 |
| New Mexico / A | 15 | 6 mo. | 50 hr., 10 of which must be at night | 15, 6 mo. | Midnight-5 a.m. | No more than 1 passenger younger than 21 (family members excepted) | 16, 6 mo. ²⁷ | 16, 6 mo. ²⁷ |
| New York / A | 16 ²⁸ | up to 6 mo. ²⁸ | 20 hr. | 16, 6 mo. ²⁸ | 9 p.m.-5 a.m. | No more than 2 passengers younger than 21 unless supervised by 21-year-old driver (family members excepted) ²⁸ | 17 (18 without driver education) ²⁸ | 17 (18 without driver education) ²⁸ |
| North Carolina / A | 15 | 12 mo. | None | 16 | 9 p.m.-5 a.m. ²⁹ | No more than 1 passenger younger than 21 (family members exempted); if a family member younger than 21 is already a passenger then no other passengers younger than 21 who are not family members (eff. 12/1/02) | 16, 6 mo. | — |
| North Dakota / M | 14 | 6 mo. | None | There is no intermediate stage. The minimum license age is 16. | | | — | — |
| Ohio / A | 15, 6 mo. | 6 mo. | 50 hr., 10 of which must be at night | 16 ³⁰ | 1 a.m.-5 a.m. S | None | 17 ³⁰ | — |
| Oklahoma / P | 15, 6 mo. ³¹ | None | None | There is no intermediate stage. The minimum license age is 16. ³¹ | | | — | — |
| Oregon / G | 15 | 6 mo. | 50 hr. ³⁰ (100 hr. without driver education) | 16 | First yr. midnight-5 a.m. | First 6 mo.: No passengers younger than 20 (family members excepted); Second 6 mo.: No more than 3 passengers younger than 20 (family members excepted) | 17 | 17 |

Key: G=good, A=acceptable, M=marginal, P=poor; S=secondary enforcement

cont'd

| Jurisdiction/ Evaluation | Learner Stage | | | Intermediate Stage | | | Minimum Age at Which Restrictions May Be Lifted | |
|-----------------------------|-------------------------|---|---|--|---|---|--|--------------------------|
| | Minimum Entry Age | Mandatory Holding Period | Minimum Amount of Supervised Driving | Minimum Age | Unsupervised Driving Prohibited | Passenger Restriction | Nighttime Restriction | Passenger Restriction |
| Optimal provisions | 16 | 6 mo. | 30-50 hr. | 16, 6 mo. | 9/10 p.m.-5 a.m. | No more than 1 teenage passenger* | Until age 18 | |
| Pennsylvania / A | 16 | 6 mo. | 50 hr. | 16, 6 mo. | 11 p.m.-5 a.m. | None | 17 (18 without driver education) | — |
| Rhode Island / A | 16 ³² | 6 mo. | None | 16, 6 mo. | 1 a.m.-5 a.m. | None | 17, 6 mo. ³² | — |
| South Carolina / A | 15 | 6 mo. | 40 hr., 10 of which must be at night | 15, 6 mo. | 6 p.m.-6 a.m. EST, ³³ 8 p.m.-6 a.m. EDT | No more than 2 passengers younger than 21 unless supervised by 21-year-old driver (family members excepted and driving students to and from school excepted) | 16, 6 mo. | 16, 6 mo. |
| South Dakota / M | 14 | 6 mo. (3 mo. with driver education) | None | 14, 6 mo. (14, 3 mo. with driver education) | 8 p.m.-6 a.m. | None | 16 | — |
| Tennessee / G | 15 | 6 mo. ³⁴ | 50 hr., 10 of which must be at night | 16 | 11 p.m.-6 a.m. ³⁴ | No more than 1 passenger unless supervised by 21-year-old driver (family members excepted) | 17 | — |
| Texas / A | 15 ³⁵ | 6 mo. | None | 16 | Midnight-5 a.m. S | No more than 1 passenger younger than 21 (family members excepted) S | 16, 6 mo. | 16, 6 mo. |
| Utah / A | 15, 9 mo. ³⁶ | None | 30 hr., 10 of which must be at night ³⁶ | 16 ³⁶ | Midnight-5 a.m. | First 6 mo.: No passengers younger than 21 unless supervised by 21-year-old driver (family members excepted) S | 17 | 16, 6 mo. ³⁶ |
| Vermont / A | 15 | 1 yr. | 40 hr., 10 of which must be at night | 16 | No night driving restriction. | First 3 mo.: No passengers unless supervised by a licensed parent/ guardian, driving instructor, or licensed 25 year-old driver; Second 3 mo.: Same as first 3 mo. (family members excepted) S | — | 16, 6 mo. ³⁷ |
| Virginia / G | 15, 6 mo. | 9 mo. | 40 hr., 10 of which must be at night | 16, 3 mo. | Midnight-4 a.m. ³⁸ S | First 12 mo.: No more than 1 passenger younger than 18; Until 18: No more than 3 passengers younger than 18 (family members excepted) ³⁸ S | 18 | 18 |

Key: G=good, A=acceptable, M=marginal, P=poor; S=secondary enforcement

cont'd

| Jurisdiction/ Evaluation | Learner Stage | | | Intermediate Stage | | | Minimum Age at Which Restrictions May Be Lifted | |
|-----------------------------|-------------------------|-----------------------------|---|--|------------------------------------|---|--|--------------------------|
| | Minimum Entry Age | Mandatory Holding Period | Minimum Amount of Supervised Driving | Minimum Age | Unsupervised Driving Prohibited | Passenger Restriction | Nighttime Restriction | Passenger Restriction |
| Optimal provisions | 16 | 6 mo. | 30-50 hr. | 16, 6 mo. | 9/10 p.m.-5 a.m. | No more than 1 teenage passenger* | Until age 18 | |
| Washington / G | 15 ³⁹ | 6 mo. | 50 hr., 10 of which must be at night | 16 | 1 a.m.-5 a.m. S | First 6 mo.: No passengers younger than 20 (family members excepted); Second 6 mo.: No more than 3 passengers younger than 20 S | 17 ³⁹ | 17 ³⁹ |
| West Virginia / A | 15 | 6 mo. | 30 hr.; none if driver education course completed | 16 | 11 p.m.-5 a.m. ⁴⁰ | No more than 3 passengers younger than 19 (family members excepted) ⁴⁰ | 17 | 17 |
| Wisconsin / A | 15, 6 mo. ⁴¹ | 6 mo. | 30 hr., 10 of which must be at night | 16 | Midnight-5 a.m. | No more than 1 passenger (family members excepted) | 16, 9 mo. ⁴¹ | 16, 9 mo. ⁴¹ |
| Wyoming / P | 15 | 10 days | None | There is no intermediate stage. The minimum license age is 16. | | | — | — |

Key: G=good, A=acceptable, M=marginal, P=poor; S=secondary enforcement

* Passenger restrictions vary with regard to their durations, the ages of passengers to whom they apply, and the availability of exceptions. Most states have exceptions for passengers who are related to the driver or are members of the driver's household, and there are exceptions when a supervising driver is in the vehicle.

- ¹ The supervising driver in Alabama must be a parent, guardian, or driving instructor. At age 16, permit holders may drive while supervised by any licensed driver. Certification waived for applicants who have completed driver education.
- ² A driver education instructor in Arizona can authorize a student enrolled in driver education who is age 15 to drive only while supervised by the authorizing instructor. Certification waived for applicants who have completed driver education.
- ³ In Arkansas, people age 14 can drive with an instruction permit after passing a written test; after 30 days and after passing a road test, they are eligible for a restricted license that must be held for 6 months. Unsupervised driving is not permitted by holders of either the instruction permit or restricted license. The combined holding period for the permit and restricted license is 6 months. An intermediate phase for licensees younger than 18 prohibits drivers from transporting passengers who are unrestrained. Applicants for an intermediate license must be 16 and must be crash/violation free for 6 months.
- ⁴ Students enrolled in driver education in California may drive while supervised by an instructor. License applicants who do not take driver education must wait until age 18 for a license. They are not required to go through an intermediate license stage.
- ⁵ In Colorado, the supervising driver must be a parent, guardian, or driving instructor, and the permit holder must be enrolled in driver education. At age 15, 6 months, permit holders may drive supervised by a licensed driver 21 or older and are not required to have taken driver education.
- ⁶ Either driver education or home training is required for license applicants younger than 18 in Connecticut. Applicants who have not completed driver education have a 6-month learners holding period.
- ⁷ In Delaware, a driver education student does not need a permit to drive with a driver education instructor. After completing the on-road requirements of driver education, a driver education student who is at least age 15 years, 10 months may apply for a Driver Education Learner's Permit, which allows the student to drive while supervised by an experienced driver. Upon completion of driver education, and if the student passes both the road and written tests, the student receives a Level 1 permit that for the first 6 months allows driving only while supervised. There also is a passenger restriction during the first 6 months of the Level 1 permit. No more than 2 passengers (family members excepted) are permitted in addition to the supervising driver. The Level 1 permit for the second 6 months is the equivalent of an intermediate license. During that period, holders may drive unsupervised between 6 a.m. and 9 p.m. and may only carry 2 passengers. Applicants for a driver's license who are younger than 18 must have held a Driver Education Learner's Permit and/or a Level 1 permit for at least 12 months. Driver education is required for all license applicants younger than 18.

- ⁸ The learner's stage in the District of Columbia is mandatory for all license applicants, regardless of age. A nighttime restriction (9 p.m.–6 a.m.) applies in the learner stage. License applicants younger than 21 must go through the intermediate stage until they have completed it or until age 21.
- ⁹ License applicants younger than 18 must have completed driver education in Hawaii.
- ¹⁰ In Idaho, license applicants younger than 17 must have completed driver education. There are three classes of learner's permits: a training instruction permit for persons 14, 6 months taking driver education; a supervised instruction permit for practice driving with a nonprofessional supervisor; and an instruction permit for persons younger than 17 who have completed driver education and supervised driving or for persons 17 and older without either driver education or supervised driving.
- ¹¹ Enrollment in driver education is required for permit applicants age 15 in Illinois; without driver education, a permit applicant must be age 17, 9 months. License applicants 18 and older are not required to have driver education or to go through an intermediate license stage.
- ¹² Driver education determines the minimum age for permits and the intermediate license in Indiana. People enrolled in or who have completed driver education must be age 15 to have a permit; otherwise, they must be age 16. The minimum age for an intermediate license is 16, 1 month with driver education; age 16, 6 months, without.
- ¹³ In addition to the certification in the learner stage, Iowa requires a certification of 10 hours of supervised driving, 2 of which must be at night during the intermediate stage. Driver education is required for an intermediate license and for an unrestricted license if applicant is younger than 18.
- ¹⁴ The Kentucky law prohibits learner's permit holders from driving between midnight and 6 a.m. There is no nighttime driving restriction for other license holders. License holders younger than 18 must complete a 4-hour course on safe driving within 1 year of receiving a license.
- ¹⁵ Driver education is required in Louisiana for a permit and an intermediate license if the applicant is younger than 17. People 17 and older must have completed an educational program that does not require a behind-the-wheel component. In Louisiana, intermediate license holders may only drive from 11 pm to 5 am if accompanied by a supervising driver and during that time may only carry passengers who are members of their immediate family.
- ¹⁶ In Maine, driver education is required for a permit and a license if the applicant is younger than 18. The learner's permit holding period and the certification of practice driving applies to license applicants younger than 21.
- ¹⁷ In Maryland, 15 year-olds may drive without a permit if supervised by a driver education instructor. Driver education and the certification of practice driving applies to all initial license applicants. The nighttime driving restriction, however, only applies to intermediate license holders younger than 18.
- ¹⁸ The night driving restriction in Massachusetts also applies to permit holders younger than 18, unless accompanied by a licensed parent or guardian. Driver education is required of license applicants younger than 18.
- ¹⁹ Permit applicants younger than 18 in Michigan must have completed the first segment of driver education; license applicants younger than 18 must have completed the second segment of driver education. Neither driver education nor an intermediate license is required for license applicants 18 and older. The nighttime restriction is for 6 months or until age 17.
- ²⁰ In Minnesota, permit applicants younger than 18 must be enrolled in driver education; license applicants younger than 18 must have completed driver education. The permit holding period applies to license applicants 18 and older unless they have completed driver education. License applicants younger than 18 must certify 10 hours of driving during a 12-month provisional stage. Provisional license holders must be crash free to qualify for a full license.
- ²¹ In Mississippi, license applicants 17 and older are exempt from the 6-month learner's permit holding period and the requirement to get an intermediate license.
- ²² Enrollment in or completion of driver education is required for permit applicants younger than 15 in Montana; license applicants younger than 16 must have completed driver education.
- ²³ In Nebraska, 14 year-olds who live 1.5 miles or more from school and who either live outside or attend school outside a metropolitan area may be issued a learner's permit (called an "LPE permit") and a limited license (called a "school permit"). The LPE permit authorizes supervised driving for the purpose of preparing for the school permit, which allows driving to and from school or anyplace while supervised by a parent or guardian.
- ²⁴ If license applicant is 16 then mandatory holding period in learner stage is 60 days. If license applicant is 17 then mandatory holding period in learner stage is 30 days. License applicants younger than 18 must have completed driver education if it is available in the public school in Nevada or, if it is unavailable, must complete 50 hours of supervised driving in addition to that required in the learner stage.
- ²⁵ New Hampshire does not issue learner's permits. At age 15, 6 months, a person can drive while supervised by a licensed driver 25 or older.
- ²⁶ In New Jersey, the permit becomes an intermediate license after 6 months. The graduated licensing law applies to adults, except that the night driving and passenger restrictions are waived for new drivers 21 and older. If the applicant has not completed driver education, the minimum permit age is 17 and the minimum intermediate license age is 17, 6 months.
- ²⁷ Permit applicants younger than 18 must be enrolled in driver education in New Mexico; license applicants younger than 18 must have completed driver education.

- ²⁸ Currently, New York law does not have a minimum holding period for the learner's permit. The minimum age for an unrestricted driver's license is 18 (17 if the applicant has completed driver education). The exception is New York City where driving is prohibited unless the driver is 18 or older. Effective, September 1, 2003, New York has enacted a passenger restriction that applies to permit holders and license holders younger than 18 (17 if the applicant has completed driver education). The law also created a new class of license, the limited DJ license. Permit holders who pass a road test and certify 20 or more hours of practice driving may be given a limited DJ license which allows unsupervised driving to and from school, school activities, work, medical appointments, and day care for family members. The night driving and passenger restrictions apply to this license. Permit holders may apply for the limited DJ license at any time. There is, however, a six month holding period for the regular DJ license which allows unsupervised driving anywhere but retains the night driving and passenger restrictions. For the purpose of determining if the six month holding period has passed, both the time spent in the learner's permit phase and the time a person spends in the limited DJ phase is counted.
- ²⁹ In North Carolina, learner's permit holders may not drive between 9 p.m. and 5 a.m. for the first 6 months. Driver education is required for permit and license applicants younger than 18.
- ³⁰ Driver education is required of license applicants younger than 18 in Ohio and Oregon. However, it is waived in Oregon for applicants who certify an additional 50 hours of supervised driving.
- ³¹ Fifteen year-olds may drive in Oklahoma, but only while supervised by an instructor. Driver education is required for a license at age 16 if it is offered in the applicant's school district. A restricted license is available to 16 year-olds who have not completed driver education, which allows daytime driving only, and imposes a passenger restriction of no more than one passenger unless supervised by a parent/ guardian (household members excepted).
- ³² Driver education is required of permit and license applicants younger than 18 in Rhode Island.
- ³³ In South Carolina, the nighttime restriction applies in the learner stage as well as in the intermediate stage. Fifteen year-olds who are enrolled in driver education do not need a permit to drive with an instructor. License applicants younger than 17 who have not completed driver education may not get a license to drive unsupervised after daylight.
- ³⁴ Learner's permit holders in Tennessee may not drive from 10 p.m. to 6 a.m.
- ³⁵ In Texas, the minimum permit age is 15 for applicants who are enrolled in driver education. The minimum license age is 18 for applicants who have not completed driver education.
- ³⁶ Regardless of age, permit applicants in Utah must be enrolled in driver education, and license applicants must have completed driver education. Supervised driving in the learner stage may include up to 5 hours in a driving simulator. Passenger restrictions in Utah end when a driver has been licensed for 6 months or when the driver turns 18, whichever occurs first.
- ³⁷ Driver education is required for license applicants younger than 18 in Vermont.
- ³⁸ In Virginia, driver education is required for license applicants younger than 19 (18 if holds valid license from another state). Initial license applicants 19 and older must either complete driver education or hold a learner's permit at least 30 days. The night driving restriction and passenger restriction (no more than 1 passenger younger than 18) apply to learner's permit holders.
- ³⁹ Permit applicants in Washington must be enrolled in driver education; otherwise the minimum permit age is 15, 6 months. Driver education is required for license applicants younger than 18. Intermediate license holders with a crash or violation history are ineligible for an unrestricted license until age 18.
- ⁴⁰ In West Virginia, learner's permit holders younger than 18 may not drive 11 p.m.-5 a.m. and may not carry more than 2 passengers in addition to the supervising driver.
- ⁴¹ Enrollment in driver education is required in Wisconsin for permit applicants younger than 18. Driver education is required for license applicants younger than 18.

HOW STATE LAWS MEASURE UP January 2003

How the Institute rated the laws

LEGEND: **G** = Good **A** = Acceptable **M** = Marginal **P** = Poor **★** = Recent change in law

| | DUI/ DWI | Young driver licensing | Safety belt use | Child restraint use | Motorcycle helmet use | Red light camera |
|----------------------|-------------|------------------------------|-----------------------|---------------------------|-----------------------------|------------------------|
| Alabama | G | ★ A | A | P | G | P |
| Alaska | ★ G | M | M | G | P | P |
| Arizona | ★ M | P | M | ★ M | P | A |
| Arkansas | A | M | M | ★ G | P | P |
| California | G | G | G | G | G | G |
| Colorado | A | A | M | G | P | G |
| Connecticut | A | M | A | G | P | P |
| Delaware | A | A | M | G | P | G |
| District of Columbia | A | G | G | G | G | G |
| Florida | G | A | M | M | P | P |
| | DUI/ DWI | Young driver licensing | Safety belt use | Child restraint use | Motorcycle helmet use | Red light camera |
| Georgia | ★ G | ★ G | A | G | G | ★ G |
| Hawaii | G | P | A | G | P | ★ P |
| Idaho | A | M | M | ★ M | P | P |
| Illinois | G | A | M | P | P | P |
| Indiana | A | A | A | P | P | P |
| Iowa | A | A | A | P | P | P |
| Kansas | G | P | M | G | P | P |
| Kentucky | A | M | M | M | P | P |
| Louisiana | ★ G | A | A | G | P | P |
| Maine | A | M | M | ★ G | P | P |
| | DUI/ DWI | Young driver licensing | Safety belt use | Child restraint use | Motorcycle helmet use | Red light camera |
| Maryland | A | A | A | G | G | G |
| Massachusetts | A | G | M | M | G | P |
| Michigan | P | A | A | G | G | P |
| Minnesota | A | M | M | P | P | P |
| Mississippi | A | M | M | P | G | P |
| Missouri | ★ G | A | M | G | G | P |
| Montana | P | P | M | M | P | P |
| Nebraska | ★ G | M | M | M | G | P |
| Nevada | A | ★ M | M | M | G | P |

| | DUI/ DWI | Young driver licensing | Safety belt use | Child restraint use | Motorcycle helmet use | Red light camera |
|----------------|-------------|------------------------------|-----------------------|---------------------------|-----------------------------|------------------------|
| New Hampshire | G | A | A | G | A | A |
| New Jersey | A | G | A | ★G | G | A |
| New Mexico | A | A | ★G | ★G | A | A |
| New York | A | A | ★G | G | G | M |
| North Carolina | A | A | A | G | G | M |
| North Dakota | A | M | M | G | A | A |
| Ohio | A | A | M | A | A | A |
| Oklahoma | A | A | A | G | A | A |
| Oregon | A | G | G | G | G | M |
| Pennsylvania | M | A | M | M | G | ★M |
| Rhode Island | A | A | M | G | A | A |
| | DUI/ DWI | Young driver licensing | Safety belt use | Child restraint use | Motorcycle helmet use | Red light camera |
| South Carolina | M | ★A | M | ★G | A | A |
| South Dakota | ★A | M | M | ★G | A | A |
| Tennessee | ★A | G | M | G | G | ★A |
| Texas | A | ★A | A | G | A | A |
| Utah | G | ★A | M | G | A | A |
| Vermont | G | A | M | G | G | A |
| Virginia | A | ★G | M | G | G | M |
| Washington | A | G | ★G | G | G | M |
| West Virginia | A | A | M | M | G | A |
| Wisconsin | A | A | M | M | A | A |
| Wyoming | A | A | M | M | A | A |

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**Teenage Passengers in Motor
Vehicle Crashes: A Summary
of Current Research**

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December 2001

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Most studies of motor vehicle crashes involving young people focus on drivers. However, much of the problem involves young people traveling as passengers. This report summarizes the current state of knowledge concerning teenage passengers and motor vehicle crashes. Topics covered are the contribution of teenage passengers to the overall problem, the heightened risk when teenage passengers are transported by teenage drivers, characteristics of crashes involving teenage drivers and passengers, and the effects of passenger restrictions in graduated licensing systems.

Contribution to the Problem

Table 1 lists the numbers of young drivers and passengers killed when traveling in passenger vehicles in 2000. These data are based on the Fatality Analysis Reporting System (FARS), a census of fatal motor vehicle crashes on U.S. public roads. Considering all the teenage years 13-19, 53 percent of the deaths were drivers, 47 percent were passengers. Based only on the driving-age population 16-19, 60 percent were drivers, 40 percent were passengers. At ages 13-15, more young people were killed as passengers than as drivers.

Table 1
Numbers of Fatally Injured Drivers and Passengers, United States 2000

| Age | Drivers | | | Passengers | | |
|-------|---------|--------|-------|------------|--------|-------|
| | Male | Female | Total | Male | Female | Total |
| 13 | 4 | 4 | 8 | 58 | 57 | 115 |
| 14 | 12 | 10 | 22 | 76 | 95 | 171 |
| 15 | 38 | 27 | 65 | 165 | 136 | 301 |
| 16 | 262 | 169 | 431 | 225 | 145 | 371 |
| 17 | 375 | 184 | 559 | 259 | 177 | 436 |
| 18 | 533 | 210 | 743 | 284 | 173 | 457 |
| 19 | 566 | 209 | 775 | 279 | 148 | 427 |
| Total | 1,790 | 813 | 2,603 | 1,346 | 931 | 2,278 |

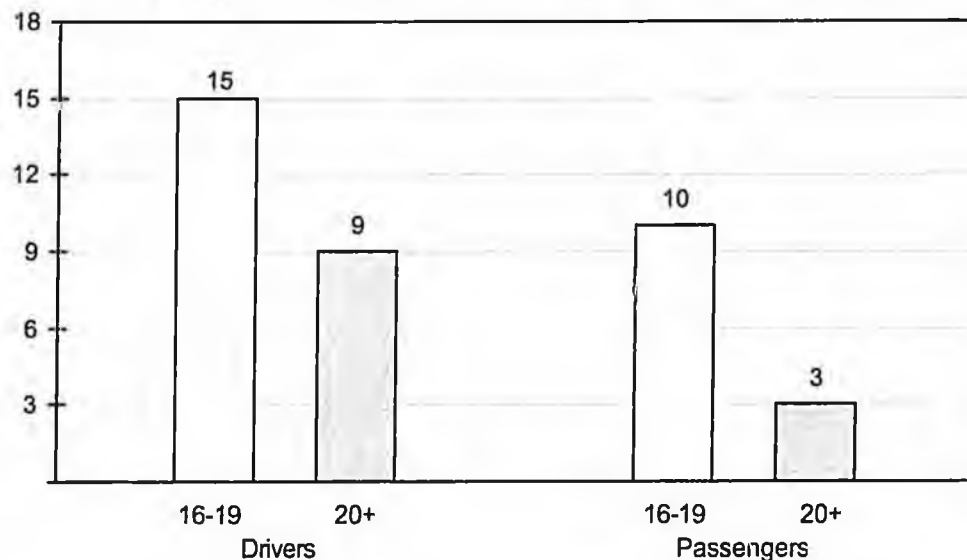
As shown in Figure 1, the relative increase in death rates for 16-19-year-old occupants compared with those ages 20 and older is much greater for passengers (10 vs. 3 per 100,000 population) than for drivers (15 vs. 9)

Reasons for the Problem

One important factor elevating the death rate of teenage passengers is their frequent travel with teenage drivers. This situation increases the already high crash risk of teenage drivers.

FARS data indicated that in 2000 63 percent of the deaths of 13-19-year-old passengers (64 percent for males, 61 percent for females) occurred when other teenagers were driving. The highest proportions of teenage passengers killed in vehicles with teenage drivers were at ages 16 (73 percent), 15 (72 percent), and 17 (68 percent).

Figure 1
Death Rates per 100,000 Population, Drivers and Passengers by Age, 2000

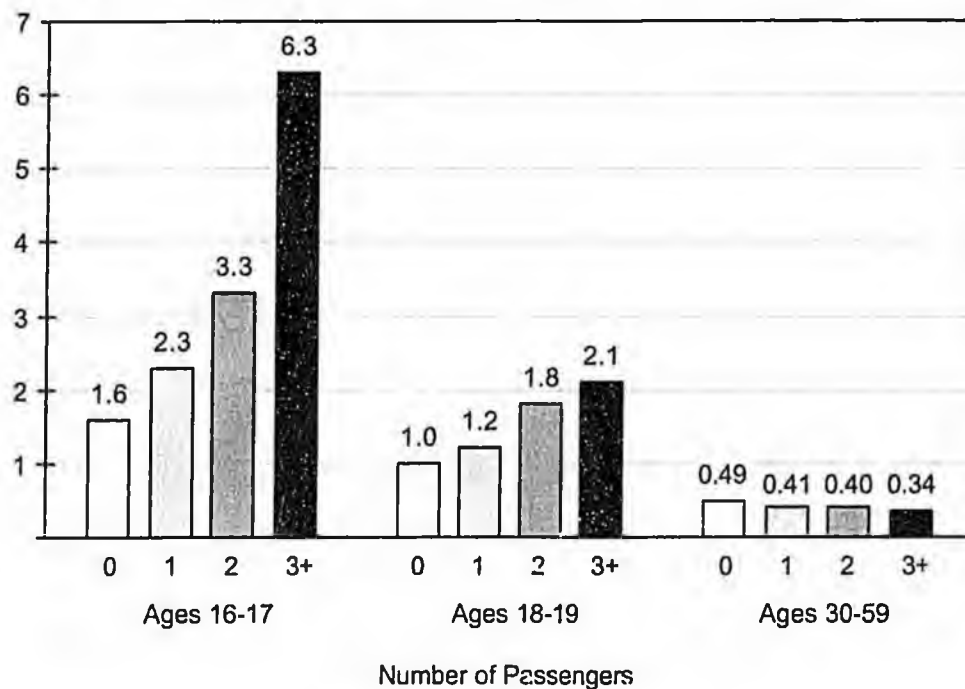


Four recent North American studies have quantified the crash risk associated with teenage drivers transporting teenage passengers (Aldridge et al., 1999; Chen et al., 2000; Doherty et al., 1998; Preusser et al., 1998). Collectively, findings from these studies indicate that the presence of passengers strongly increases crash risk for teenage drivers; the more passengers the greater the risk. For example, in one study the presence of one passenger almost doubled the fatal crash risk compared with driving alone. With two or more passengers, the fatal crash risk was five times as high as driving alone (Doherty et al., 1998). Results were similar for male and female teenage drivers. There is excess risk for young drivers with passengers both day and night. For older drivers, on the other hand, passengers either have no effect on crash risk or a beneficial effect, with drivers less likely to crash if there are passengers in the vehicle.

Part of the increased injury risk with passengers present could be because higher vehicle occupancy by itself increases the opportunity for injury in a crash. However, there is increased risk for young drivers with passengers present in studies that are based on involvement in crashes (Doherty et al., 1998) or deaths to drivers per million trips (Chen et al., 2000), where the influence of high vehicle occupancy on the likelihood of injury is not a factor.

Figure 2 presents data from the 1990 Nationwide Personal Transportation Survey and from the 1988-94 General Estimates System, a probability sample of police-reported crashes on public roads that result in property damage, injury, or death. Figure 2 indicates the high rate of crash involvement for teenage drivers when alone relative to older drivers, the increasing risk as passengers are added — especially for 16-17-year-old drivers — and the beneficial effect of passengers for older drivers.

Figure 2
Crash Rates by Driver Age and Passenger Presence per 10,000 Trips



The increased risk with passengers present is thought to be largely the result of distraction and risk-taking factors. In vehicles with several young occupants, there is often considerable verbal interaction, music playing, and sometimes physical interactions. Young people are in the beginning stages of driving, and inattentiveness to the task can have serious consequences. There is much anecdotal evidence of inducements to risk taking or showing off in multiple-occupancy crashes involving young people. In police reports of fatal crashes in which two or more teenagers were in the vehicle, there is in some cases evidence of distraction (e.g., turning around to talk to someone in the rear seat), physical interference (e.g., passenger grabbing the steering wheel), or inducements to risk taking (e.g., trying to get the driver to overtake another vehicle) (Williams, Preusser, et al., 1998). In a survey of teenagers asked to describe all the dangerous driving situations in which they had participated during the past 6 months, 85 percent of the reported incidents involved one or more peers as passengers in the vehicle (Farrow, 1987).

As further evidence of increased risk taking when passengers are present, a study of on-road driving behavior in England found that young drivers with young male passengers drove more dangerously than drivers without passengers — that is, they drove faster and accepted smaller gaps at intersections (McKenna et al., 1998).

Are Some Driver-Passenger Combinations More Dangerous?

In both the study of on-road driving (McKenna et al., 1998) and the study of driver fatality rates per trip with and without passengers (Chen et al., 2000), certain combinations of occupants had extra high risks while others did not increase risk or reduced it. In both studies, the high-risk combinations were male or female drivers with male passengers. In the study based on driver death rates (Chen et al., 2000), the presence of one male passenger almost doubled the death rate per 1,000 crashes for both male and female drivers, and two or more male passengers more than doubled it.

The lower risk situation involves a male driver and a female passenger. In the study of on-road driving (McKenna et al., 1998), males with a female passenger drove slower and did not follow vehicles as closely as did males driving alone. In the study based on driver death rates (Chen et al., 2000), there was no increased risk with one female passenger, but there was with two or more. The driver death rates study found some increased risk when young females transported other young females, although the on-road study indicated no difference in driving risk compared with driving alone.

Crash Characteristics

The crashes of youthful drivers are more likely to involve a single vehicle, driver error, and speeding (Williams et al., 1995). Analysis of 1999 FARS data indicated that the crashes involving multiple passengers were even more likely to have these characteristics (Table 2). For example, 57 percent of the fatal crashes of 16-17-year-old drivers with three or more passengers were single vehicle compared with 30 percent of fatal crashes where the driver was alone; 88 vs. 76 percent involved driver error, and 48 vs. 24 percent involved speeding. A slightly higher proportion of crashes with multiple occupants involved alcohol, although crashes involving alcohol are a rare feature of 16-17-year-old driver crashes in general.

Table 2
Percent of Fatal Crashes of 16-17-Year-Old Drivers with Certain
Characteristics by Number of Passengers, United States 2000

| Crash Characteristics | Driver Alone | Driver and 1 Teenage Passenger | Driver and 2 Teenage Passengers | Driver and 3+ Teenage Passengers |
|--|--------------|--------------------------------|---------------------------------|----------------------------------|
| Single vehicle | 34 | 39 | 40 | 57 |
| Driver error | 76 | 79 | 79 | 88 |
| Speeding | 24 | 33 | 38 | 48 |
| Driver with positive blood alcohol concentration | 12 | 13 | 14 | 15 |

Passenger Restrictions

New Zealand's graduated licensing system, adopted in 1987, includes a passenger restriction for initial license holders. Some U.S. states are now including passenger restrictions in their graduated licensing systems. As of October 2001, 18 states and the District of Columbia had passenger restrictions in the initial licensing phase. The restrictions vary in terms of number and ages of passengers allowed, whether or not family members are exempted, and the duration of the restriction. Some jurisdictions with passenger restrictions allow such travel if there is an adult in the vehicle. Licensing laws for all 50 states and the District of Columbia, including detailed information on passenger restrictions, can be found at the Insurance Institute for Highway Safety's website (www.highwaysafety.org).

Passenger restrictions have great potential to reduce crashes and injuries. For example, FARS data showed that in 1995 (prior to the graduated licensing movement) 53 percent of the deaths in crashes of 16-17-year-old drivers occurred when they were transporting other teenagers without an adult present, and 68 percent of these deaths happened during the daytime hours 5 a.m.–9 p.m. Passenger restrictions potentially prevent many more deaths than night driving restrictions, especially nighttime restrictions that start late, and add to the effect of nighttime restrictions. Table 3 indicates the numbers of deaths potentially prevented by passenger and night driving restrictions, by themselves and in combination.

Table 3
Deaths Potentially Prevented by Nighttime and Teenage
Passenger Restrictions, United States, 1995

| Nighttime Restriction | Teenage Passenger Restriction | |
|-----------------------|-------------------------------|-------|
| | No | Yes |
| No | 0 | 1,691 |
| Midnight–5 a.m. | 347 | 1,807 |
| 9 p.m.–5 a.m. | 856 | 1,998 |

Effects of Passenger Restrictions

It is too early to tell what the effect of passenger restrictions will be in the United States. However, New Zealand's restriction was found to reduce crashes involving passengers among newly licensed drivers (Begg et al., 1999). Survey data from New Zealand also suggest that compliance will be more of an issue with passenger restrictions than in the case of night driving restrictions. For example, in one survey, 65 percent of males and 70 percent of females reported violating the passenger restriction at least sometimes, compared with 52 percent of males and 45 percent of females who said they at least sometimes violated the nighttime restriction (Harre et al., 1996).

Concern has been expressed that many young people will not comply with the passenger restriction, or that compliance will result in more young drivers on the road, increasing crash risk. Although the actual effects of passenger restrictions are yet to be established, the crash risk for alternative

forms of travel is known, and a recent study estimated the effect of 12-month passenger restrictions under varying degrees and types of compliance (Chen et al., 2001). Under a high-compliance scenario (10 percent violate the restriction and continue to travel with young drivers, 10 percent drive themselves, 20 percent forgo the trip, 60 percent go with older drivers) an estimated 345 of the 1,180 yearly deaths associated with young drivers traveling with passengers would be prevented. Because the risk of traveling with passengers is so high, even under a low-compliance scenario (80 percent continue to travel with young drivers, 10 percent drive themselves, 10 percent go with older drivers) about 60 deaths would be averted. There is such a major increase in crash risk when young drivers transport teenage passengers that even if all passengers ages 16-19 were to comply by driving themselves, an estimated 290 yearly deaths would be prevented. Thus although the magnitude of the effect of passenger restrictions is not presently known, it is expected to be strongly positive.

Various other concerns have been expressed about passenger restrictions, including personal safety if young women are forced to travel alone and that activities such as double-dating and having a designated driver would be prohibited.

Parents support passenger restrictions but not as strongly as they support night driving restrictions. In a 1995 national survey of U.S. parents, 74 percent supported a nighttime restriction compared with 43 percent who supported a passenger restriction (Ferguson and Williams, 1996). In most surveys, however, the majority support passenger restrictions. In four states in which parents of graduating seniors were interviewed, 54 percent in Connecticut, 72 percent in Delaware, 54 percent in New Jersey, and 63 percent in New York supported passenger restrictions (Williams, Ferguson, et al., 1998). In Connecticut and Florida, where the same parents were interviewed before and after their teenagers were licensed, support for a passenger restriction increased from 56 to 69 percent in Florida and from 58 to 72 percent in Connecticut, even though neither state has one (Ferguson et al., 2001).

Initial reports on the effects of passenger restrictions in graduated licensing systems are expected to be available in 2002 and will be added to this paper. California had the first meaningful passenger restriction, not allowing passengers younger than 20 to be transported without an adult present for the first 6 months of licensure. Preliminary results indicate that in 1999 teenage passenger deaths and injuries when traveling with 16-year-old drivers declined by 23 percent compared with the 5 prior years (Automobile Club of Southern California, 2000).

A major study on how young people accommodate to passenger restrictions was conducted in California (Williams et al., in press). In this study, young people and their parents, before and after graduated licensing, were interviewed multiple times about passenger restrictions and other aspects of the graduated system. Most parents approved of the passenger restriction, but the majority of teenagers did not. However, transportation of teenage passenger decreased. Prior to graduated licensing, few parents

were restricting who their children transported, but there was a substantial increase in restricting teenage passengers when the graduated system was introduced, even though compliance was by no means universal.

Teenagers said the passenger restriction impacted their social activities, but most (89 percent) said they could find ways to do their activities anyway, and 74 percent said the restriction did not affect them very much. The majority of parents said there was no inconvenience caused by the passenger and night driving restrictions. Only 8 percent said there was inconvenience that was frequent or major. Thus, the strong California restrictions on transporting young passengers appears to be well tolerated by teenagers and their parents and should produce reductions in crashes and injuries.

For the full report of this study, "Responses of teenagers and their parents to California's graduated licensing system" by Williams et al., e-mail awi@ihs.org or write: Publications, Insurance Institute for Highway Safety, 1005 North Glebe Road, Arlington, VA 22201.

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HOUSE TRANSPORTATION COMMITTEE

STATE CAPITOL, ROOM 17

465-4858

COMMITTEE MEMBERS

Rep. Jim Holm
Co-Chair
Room 110
465-3466

Rep. Beverly Masek
Co-Chair
Room 403
465-2679

Rep. Hugh Fate
Room 128
465-4967

Rep. Dan Ogg
Room 409
465-2487

Rep. Mary Kapsner
Room 424
465-4942

Rep. Vic Kohring
Room 24
465-2186

Rep. Albert Kookesh
Room 114
465-3473

TO: Sub-committee, HB 213
Representative Dan Ogg
Representative Mary Kapsner

DATE: April 28, 2003

FROM: Representative Beverly Masek *BM*
Co-Chair

RE: HB 213 – Graduated Driver's Licenses

This bill was placed into a sub-committee in an effort to review the intent of the sponsor, the effectiveness of graduated driver's licenses, the administrative burden of administering graduated driver's licenses, and the need for such legislation.

Prior to meeting on this Bill, I would ask that you or your staff review the bill, consider alternatives such as mandatory driver's education for minors, banning minors from driving during certain hours of the day/night, or other alternatives that may or may not be beneficial to our youthful drivers.

I would like to try and meet on this bill before May 10, if it is felt that prior to adjourning this year we can work out concerns with the bill.

Please give my staff member, Eric a call at 6585 if you have any questions.

Thank you.

Cc: Representative Jim Holm, Co-Chair
Representative Bruce Weyrauch, Sponsor

Subject: HB 213, Graduated driver's license

Date: Mon, 29 Sep 2003 13:07:19 -0800

From: "Diamond, Joan W." <DiamondJW@ci.anchorage.ak.us>

To: ""Representative_Beverly_Masek@legis.state.ak.us"" <Representative_Beverly_Masek@legis.state.ak.us>, ""Representative_Jim_Holm@legis.state.ak.us"" <Representative_Jim_Holm@legis.state.ak.us>, ""Representative_Dan_Ogg@legis.state.ak.us"" <Representative_Dan_Ogg@legis.state.ak.us>, ""Representative_Mary_Kapsner@legis.state.ak.us"" <Representative_Mary_Kapsner@legis.state.ak.us>, ""Representative_Hugh_Fate@legis.state.ak.us"" <Representative_Hugh_Fate@legis.state.ak.us>, ""Representative_Albert_Kookesh@legis.state.ak.us"" <Representative_Albert_Kookesh@legis.state.ak.us>, ""Representative_Bruce_Weyhrauch@legis.state.ak.us"" <Representative_Bruce_Weyhrauch@legis.state.ak.us>

CC: Marti Greeson <mgreson@maddalaska.com>

To House Transportation committee members,

I am writing as a parent of two teenagers in support of HB 213 (Graduated Driver's License) which would add more time for young driver's to practice under better conditions before they are issued a permanent driver's license. At this time, a young person, with very little experience, can get a driver's license as long as they hold a driver's permit for six months. This does not guarantee that the person has driven very much. With two teenagers, I am personally aware of how likely it is that a teenager will crash their car the first year. Our family made up our own provisional rules when our teens reached 16 years because we knew that they needed more time to practice on their own and with minimal distraction.

Teenagers are 6 times more likely to crash their vehicles and injury themselves and others when they first start driving a vehicle. Most of the crashes are from inexperience and distraction like loud music and chatter from friends who challenge concentration. When emergency maneuvers are called for, the young driver usually over corrects in panic, causing the car to rollover. The grief from losing a young child in a car crash is the deepest loss of all.

In other states, like North Carolina that is urban and rural, 96% of parents alike said they approved of the state's graduated licensing system, passed in 1997. Crashes involving 16 year old drivers declined 34 percent since the GDL legislation was passed, (University of North Carolina Highway Safety Research Center). We cannot count on parents to teach their children well and the State needs to help. Please pass public policy that helps a young person grow up safer in Alaska.

Joan Diamond

Anchorage, Alaska

907-345-6192

Subject:

Date: Tue, 30 Sep 2003 16:45:18 -0800

From: "Janies Barlow - Alexander" <courtwatch@maddalaska.com>

To: <Representative_Beverly_Masek@legis.state.ak.us>,
<Representative_Jim_Holm@legis.state.ak.us>, <Representative_Dan_Ogg@legis.state.ak.us>,
<Representative_Mary_Kapsner@legis.state.ak.us>,
<Representative_Hugh_Fate@legis.state.ak.us>,
<Representative_Albert_Kookesh@legis.state.ak.us>,
<Representative_Bruce_Weyhrauch@legis.state.ak.us>

My Dear Representative,

With so many teens being injured or killed on Alaskan highways, we must, as adults, commit to properly training young Alaskan Drivers about vehicle and driver safety. In doing so, we can save lives and reduce injuries in this high risk population.

If we implement a comprehensive graduated drivers license program in the state of Alaska, we will have a positive impact on the problem. Graduated drivers license programs have been shown to reduce teen crashes as much as 27% in those states that enact and enforce these laws.

Helping teens gain the necessary driving experience and maturity behind the wheel, before tackling high risk driving situations, is a doable goal for Alaska. Please, make it happen. Thank you for your time.

Janise

Janies Barlow-Alexander
Court Monitoring Coordinator
(907)562-6890-T (907)6896-F
4105 Turnagain Blvd, Ste A (99504)

Re:

Subject: Re:

Date: Thu, 02 Oct 2003 15:21:04 -0800

From: Jim Holm <Representative_Jim_Holm@Legis.state.ak.us>

Organization: Alaska State Legislature

To: Janies Barlow - Alexander <courtwatch@maddalaska.com>

Hello Janies (Janise?),

Thank you for your email regarding the graduated driver's license. I'm Barbara Cotting, Chief of Staff for Representative Jim Holm and also Committee Aide for the House Transportation Committee where HB 213 is presently assigned.

Personally I agree with your reasons for supporting the bill, but several members of the committee have concerns. On April 15, Co-Chair Rep. Masek put the bill into a subcommittee consisting of herself and Representatives Ogg and Kapsner. In May, I met with staff from their offices and we came up with some suggested minor changes to address committee members' objections, but the full committee didn't hear the bill again during the last legislative session.

It remains to be seen whether the bill will be brought up again during the 2004 legislative session, but you have taken an important step in that direction by emailing members of the Transportation Committee. I suggest you do the same thing again after the 2004 session begins. You can also email me personally at Barbara_Cotting@legis.state.ak.us.

Thanks for your concern.

Janies Barlow - Alexander wrote:

> My Dear Representative,

>

> With so many teens being injured or killed on Alaskan highways, we must, as
> adults, commit to properly training young Alaskan Drivers about vehicle and
> driver safety. In doing so, we can save lives and reduce injuries in this
> high risk population.

>

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> state of Alaska, we will have a positive impact on the problem. Graduated
> drivers license programs have been shown to reduce teen crashes as much as
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>

> Helping teens gain the necessary driving experience and maturity behind the
> wheel, before tackling high risk driving situations, is a doable goal for
> Alaska. Please, make it happen. Thank you for your time.

>

> Janise

>

> Janies Barlow-Alexander

> Court Monitoring Coordinator

> (907)562-6890-T (907)6896-F

> 4105 Turnagain Blvd, Ste A (99504)

Subject: Re: HB 213, Graduated driver's license

Date: Thu, 02 Oct 2003 15:20:22 -0800

From: Jim Holm <Representative_Jim_Holm@Legis.state.ak.us>

Organization: Alaska State Legislature

To: "Diamond, Joan W." <DiamondJW@ci.anchorage.ak.us>

Hello Joan,

Thank you for your email regarding the graduated driver's license. I'm Barbara Cotting, Chief of Staff for Representative Jim Holm and also Committee Aide for the House Transportation Committee where HB 213 is presently assigned.

Personally I agree with your reasons for supporting the bill, but several members of the committee have concerns. On April 15, Co-Chair Rep. Masek put the bill into a subcommittee consisting of herself and Representatives Ogg and Kapsner. In May, I met with staff from their offices and we came up with some suggested minor changes to address committee members' objections, but the full committee didn't hear the bill again during the last legislative session.

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Thanks for your concern.

"Diamond, Joan W." wrote:

To House Transportation committee members,

I am writing as a parent of two teenagers in support of HB 213 (Graduated Driver's License) which would add more time for young driver's to practice under better conditions before they are issued a permanent driver's license. At this time, a young person, with very little experience, can get a driver's license as long as they hold a driver's permit for six months. This does not guarantee that the person has driven very much. With two teenagers, I am personally aware of how likely it is that a teenager will crash their car the first year. Our family made up our own provisional rules when our teens reached 16 years because we knew that they needed more time to practice on their own and with minimal distraction.

Teenagers are 6 times more likely to crash their vehicles and injure themselves and others when they first start

driving a vehicle. Most of the crashes are from inexperience and distraction like loud music and chatter from friends who challenge concentration. When emergency maneuvers are called for, the young driver usually over corrects in panic, causing the car to rollover. The grief from losing a young child in a car crash is the deepest loss of all.

In other states, like North Carolina that is urban and rural, 96% of parents alike said they approved of the state's graduated licensing system, passed in 1997. Crashes involving 16 year old drivers declined 34 percent since the GDL legislation was passed, (University of North Carolina Highway Safety Research Center). We cannot count on parents to teach their children well and the State needs to help. Please pass public policy that helps a young person grow up safer in Alaska.

Joan Diamond

Anchorage, Alaska

907-345-6192

Yes it would - both now and later. One warning - try not to bombard legislators with the exact same message from different people all at the same time, because those tend to get deleted immediately. Kind of space it out a bit and vary the wording. If you sent some over the next few weeks and then again during the first weeks of session (which begins January 12) that would be great. Please add me to your list too so I can see how it's going:

barbara_cotting@legis.state.ak.us

Good luck!

Barbara

"Diamond, Joan W." wrote:

I will follow up. I have several parents with the same concerns and would like to see a GDL passed. Would it be worth having them write to the Transportation committee now or later?

Joan Diamond

-----Original Message-----

From: Jim Holm [mailto:Representative_Jim_Holm@Legis.state.ak.us]

Sent: Thursday, October 02, 2003 3:20 PM

To: Diamond, Joan W.

Subject: Re: HB 213, Graduated driver's license

Hello Joan,

Thank you for your email regarding the graduated driver's license. I'm Barbara Cotting, Chief of Staff for Representative Jim Holm and also Committee Aide for the House Transportation Committee where HB 213 is presently assigned.

Personally I agree with your reasons for supporting the bill, but several members of the committee have concerns. On April 15, Co-Chair Rep. Masek put the bill into a subcommittee consisting of herself and Representatives Ogg and Kapsner. In May, I met with staff from their offices and we came up with some suggested minor changes to address committee members' objections, but the full committee didn't hear the bill again during the last legislative session.

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Thanks for your concern.

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In other states, like North Carolina that is urban and rural, 96% of parents like said they approved of the state's graduated licensing system, passed in 1997. Crashes involving 16 year old drivers declined 34 percent since the GDL legislation was passed, (University of North Carolina Highway Safety Research Center). We cannot count on parents to teach their children well and the State needs to help. Please pass public policy that helps a young person grow up safer in Alaska.

Joan Diamond

Anchorage, Alaska

907-345-6192

ALASKA STATE LEGISLATURE

Representative Bruce Weyhrauch

HOUSE DISTRICT 4

ALASKA
STATE CAPITOL
JUNEAU, ALASKA
99801-1182

(907) 465-3744
FAX (907) 465-2273

MEMORANDUM

DATE: March 25, 2003

TO: Rep. Jim Holm
Chair, House Transportation Committee

FROM: Rep. Bruce Weyhrauch *BW*

SUBJECT: HB 213 – Provisional Driver's License

As you know, I have introduced HB 213, which proposes a three-tiered system for Alaska teens to acquire their driver's license. This bill is the highest priority of Mothers Against Drunk Drivers. At your earliest opportunity, I request that this bill be scheduled for a hearing in the Transportation committee.

If you have any questions or need further information, I invite you to contact myself, or my aide, Linda Sylvester.

Thank you for your kind attention to this matter.

AL NEAR
PO Box 80847
Fairbanks, AK 99708
479-4090

Representative Jim Holm
Alaska State Legislature
Juneau, AK

Dear Jim:

I understand that you have been looking at legislation along the lines of Representative Weyhrauch's graduated driver's license bill... HB213. I want you to know that I fully support these efforts.

The number one cause of deaths for teenagers is motor vehicle crashes. At least 38 states now have a graduated driver's license program and studies show that they reduce teen crash rates by up to 1/3. One study found that fatalities involving teen drivers were reduced by almost 60%. Here are some statistics that are especially relevant to HB213:

- The crash rate for teens aged 16 and 17 is *three* times greater than for 18 and 19 year olds... HB213 specifically targets this younger age group.
- 60% of teen passenger deaths occur when another teen is driving... HB213 requires that a licensed adult be present during both the "instructional" phase and for the first 6 months of the "provisional" period.
- 1/3 of fatal teen crashes occur at night... HB213 requires the presence of a licensed adult between midnight and 5AM.

Here's an alarming national statistic that could be mitigated by an adult copilot... On a typical weekend... one teen dies per hour in an auto accident... *50% of these involve alcohol.*

Please pass this legislation.

Sincerely:

AL NEAR

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB 213
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Administration
 Title An act relating to a provisional driver's BRU Motor Vehicles
license and to issuance of.... Component _____
 Sponsor Representative Weyhrauch
 Requester (H) TRANS Component No. 2348

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

| OPERATING EXPENDITURES | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 |
|------------------------|------------|------------|------------|------------|------------|------------|
| Personal Services | | | | | | |
| Travel | | | | | | |
| Contractual | | | | | | |
| Supplies | | | | | | |
| Equipment | | | | | | |
| Land & Structures | | | | | | |
| Grants & Claims | | | | | | |
| Miscellaneous | | | | | | |
| TOTAL OPERATING | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|-----------------------------|--|--|--|--|--|--|
| CAPITAL EXPENDITURES | | | | | | |
|-----------------------------|--|--|--|--|--|--|

| | | | | | | |
|-------------------------------|--|--|--|--|--|--|
| CHANGE IN REVENUES () | | | | | | |
|-------------------------------|--|--|--|--|--|--|

FUND SOURCE (Thousands of Dollars)

| | | | | | | |
|--|------------|------------|------------|------------|------------|------------|
| 1002 Federal Receipts | | | | | | |
| 1003 GF Match | | | | | | |
| 1004 GF | | | | | | |
| 1005 GF/Program Receipts | | | | | | |
| 1037 GF/Mental Health | | | | | | |
| Other (Specify Type-Do not abbreviate) | | | | | | |
| TOTAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Estimate of any current year (FY2003) cost: 0.0
 Check this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

| | | | | | | |
|-----------|--|--|--|--|--|--|
| Full-time | | | | | | |
| Part-time | | | | | | |
| Temporary | | | | | | |

ANALYSIS: (Attach a separate page if necessary)

This bill creates additional requirements and restrictions on the provisional driver license. The additional requirements are that an applicant under the age of 18 must submit proof that he/she has at least 50 hours of driving experience and must not have had a citation within the last 6 months. DMV will accept a parent's affidavit of this experience. A record check is a routine part of the licensing process.

The restrictions in the first 6 months after licensing include no driving between midnight and 5 am except for work and no passengers under the age of 25. These restrictions will be shown on the license with an ending date.

These procedures can be implemented without fiscal impact.

Prepared by: Charles R. Hosack Phone 269-5559
 Division Motor Vehicles Date/Time 3/28/03
 Approved by: Commissioner Mike Miller Date 3/31/2003
 Agency Department of Administration

[Fwd: GDL legislation]

Subject: [Fwd: GDL legislation]

Date: Mon, 26 Jan 2004 16:12:31 -0900

From: Bruce Weyhrauch <Representative_Bruce_Weyhrauch@Legis.state.ak.us>

Organization: Alaska State Legislature

To: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>

Subject: GDL legislation

Date: Mon, 26 Jan 2004 11:04:01 -0900

From: "L J Rowinski" <ffljr@aurora.uaf.edu>

To: representative_bruce_veyhrauch@legis.state.ak.us

Thank you for your good work on this bill. The people whose lives are spared will never know they were in danger; but, you know and I know that we are everyone of us at risk. Thank you, Christi Rowinski, 479-5317
ffljr@uaf.edu

Subject: Letter of support for HB 213

Date: Mon, 26 Jan 2004 17:25:30 -0800 (PST)

From: Linda Pearson <lpearson18@yahoo.com>

To: terry.harvey@legis.state.ak.us

Hi Terry:

This is the letter I tried unsuccessfully to fax....

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

January 26, 2004

Representative Bruce Weyhrauch

State Capitol Building- Room 30

<?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarts" />Juneau, Alaska
99801

Dear Representative Weyhrauch,

Thank you for sponsoring and supporting House Bill 213- the Graduated Drivers License proposal. As a high school counselor for 30 years in the Fairbanks area, I had the opportunity to observe teens driving on a daily basis. Every day I saw kids showing off to their peers by speeding, gunning their engines, jumping stop signs, even challenging and racing other drivers and threatening pedestrians (playfully, of course). And this was before and after school in a school parking lot. This risky driving extends to the roads we all use.

As a proponent of safety, I practiced a type of GDL with my own children. They got their permits after their sophomore years, practiced driving with me for a year and a summer, and took a drivers' ed class before taking their licensing tests. I know that lots of practice under safe driving conditions helps novice drivers become good drivers and avoid risky behaviors.

Other states that have adopted GDLs have seen a reduction in teen accidents, deaths and injuries. Insurance companies also recognize the dangers posed by inexperienced drivers in the form of higher rates for young drivers.

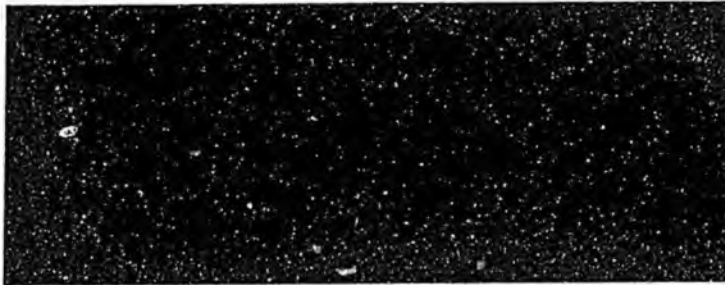
Thank you for your concern for all drivers and for promoting HB 213.

Sincerely,

Linda L. Pearson

3252 Helen Place

Fairbanks, Alaska 99709



Do you Yahoo!?
Yahoo! SiteBuilder - Free web site building tool.
Try it!

Subject: Support of HB 213

Date: Mon, 26 Jan 2004 10:31:36 -0900

From: Debbie Manning <dmanning@northstar.k12.ak.us>

To: Linda_Sylvester@legis.state.ak.us

Dear Rep Weyrauch,

I lost my daughter on March 26, 2003 in a traffic accident on the Parks Highway. She got her driving permit at age 14 and her driver's license at age 16. I tried to prepare her as best I could for all driving experiences by driving with her whenever possible. When she was on her own though or with friends, I know she didn't always follow the rules. She was a typical driver of her age group -- driving too fast and taking too many chances because she believed nothing could ever happen to her. At age 20 she was finally getting some experience under her belt and driving more defensively; however, she never got a chance to improve any more. She was in a head-on collision. I still don't know the cause of the accident but I believe it was a combination of lack of attention and inability to read road conditions correctly. Perhaps if she would have had a more restrictive driver's license from the beginning, she would have been more aware of her limited experience and taken more precautions. It's too late for her, but maybe this bill will save other young people.

Debbie Manning
North Pole, AK

*Debbie Manning, Human Resources Technician
Fairbanks North Star Borough School District
(907)452-2000, ext 381
<http://www.northstar.k12.ak.us>*

Re: HB 213 - Graduated Driver's License

Subject: Re: HB 213 - Graduated Driver's License

Date: Mon, 26 Jan 2004 11:49:10 -0900

From: "Don Henry" <donhenry@mtaonline.net>

To: "Linda Sylvester" <Linda_Sylvester@legis.state.ak.us>

I live in Palmer and the road conditions are anything but small town driving, plus a large percentage of our yearly driving is spent with winter (dark, snowy, icy) road conditions. I think adding the 50-hour instruction step with nighttime driving limited is a good one, but it should include or be in addition to a driver's ed (defensive driving) course. Here in the Valley, Community Schools offers a 4-week program (8 hours a week) that costs (if I remember right) \$80. They have simulated modeled driving situations that prepares new (young) drivers to be defensive, responsible drivers. Instead of (or in addition to) legislating more laws, I think the State government should put forth effort (money) for new driver training courses. If the driver's ed course was available more often, most parents can afford the \$80. Right now though there is limited space and the program is offered twice during the school year. So I do support the GDL bill but think there is room for improvement. One comment on the 6-month period that requires the presence of a parent or an over-21 adult, but allows for the driver to drive with two siblings (without a parent or over-21 adult it appears). This does not make sense, if I'm understanding it right. Thank you for allowing me to comment. Sincerely, Carole Henry, 25346 E. Buckshot Lane, Palmer, AK 99645 (907) 745-6578

CAPITAL CHEVROLET
ROB SKINNER

5245 GLACIER HWY
JUNEAU, AK 99801

April 28, 2003

Rep. Bruce Weyhrauch

Dear Rep. Weyhrauch:

I'm pleased to add my support to HB 213, "Provisional Driver's License for Teen Drivers". Being the father of six up and coming drivers and as the "Managing Partner" for Capital Chevrolet I feel the up side to this bill clearly outweighs the small inconveniences that would result from it.

While growing up in a small town in Oregon several of my classmates were in serious car accidents, resulting in two fatalities, two friends who are permanently paralyzed and several other injuries of varying degrees. Most likely had a bill like this been in place my friends would be alive today and those paralyzed would not be so.

In my business we see every day the young drivers and their behaviors. We experience losses from minor accidents as a course of business but almost never from an older more mature employee. It is almost without exception that young drivers feel a need to push the envelope when the rush of power and freedom is afforded them associated with driving. I myself experienced it and so has every one who has been behind the wheel of a car. My sales persons are continually reminding our younger potential car owners to watch the traffic laws while on test drives.

While I'm a huge fan of our youth and understand that HB 213 will disappoint a few, the facts are clear, accidents will decrease and lives will be saved. Nothing is more important to a father than that.

Sincerely,

Rob Skinner
Owner, Capital Chevrolet

Rep. Bruce Weyhrauch
Capitol Building
Juneau, Alaska 99801
January 25, 2004

Al Near
POB 80847
Fairbanks, AK 99708

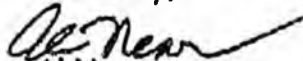
Dear Representative Weyrauch:

Thank you for introducing HB213.

Considering that motor vehicle crashes are the leading cause of death for 15-18 year olds, something must be done. I believe that young people should be introduced to the driving experience gradually by phasing in full driving privileges over time and in lower-risk settings. Your bill would help to achieve this... thereby saving the lives of our teenage drivers and their passengers.

You have my total support.

Sincerely,


Al Near

Subject: gdl

Date: Sun, 25 Jan 2004 18:42:24 -0900

From: "Rhammond" <chickencoop@starband.net>

To: <Linda_Sylvester@legis.state.ak.us>

Dear Representative Weyrauch,

please know that our entire family is very supportive of the GDL. We urge you to do all you can to help it pass. The lives saved will be worth it.

Thank you, Robin & Dick Hammond of Chicken, AK 99732

[Fwd: boating safety and GDL]

Subject: [Fwd: boating safety and GDL]

Date: Thu, 27 Mar 2003 07:26:19 -0900

From: Bruce Weyhrauch <Representative_Bruce_Weyhrauch@Legis.state.ak.us>

Organization: Alaska State Legislature

To: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>

Hi

I can we use this to help this bill?

Bruce

*Local control
of federal funds*

Subject: boating safety and GDL

Date: Wed, 26 Mar 2003 21:35:40 -0900

From: Perkins <perkins@ak.net>

To: Representative_Bruce_Weyhrauch@legis.state.ak.us

Dear Representative Weyhrauch,

I'm impressed with your involvement with several safety issues. I'm an Eagle River constituent and an injury epidemiologist (I study injury patterns in various communities and populations). I have lived in Alaska for 25 years, 8 of which were in Dillingham. My injury prevention work with the U.S. Public Health Service took me to communities throughout Alaska before my retirement in 1998. I'm writing to encourage you in your support of HB93, to keep the Boating Safety Law active and in place. As you know, this Law brings in about \$600,000 of federal funds each year and the hardship on individuals is a miniscual \$10 registration fee every 3 years. It helps pay for flotation devices which are used on Kids Don't Float loaner boards throughout Anchorage and Alaska. It is a good law with huge positive impacts on the safety of all Alaskans and a very small impact on individuals. I introduced and encouraged the use of Float Coats throughout rural Alaska in the mid-seventies, and now they are used as the rule rather than the exception.

The other very positive legislation you are developing is the strengthening of the Graduated Driver's Licensing requirement for new drivers. Teens are 4 times more likely to die in a motor vehicle crash than their adult counterparts. Much of this increased risk is due to inexperience, lower seat belt useage, and alcohol. Teens rarely get into crashes when they are learning to drive with an adult present. Their risks increase tremendously shortly after they go solo, drive with other teens in the car, and drive after midnight. The good GDL laws that have been inacted in other states and countries have cut the teen crashes in half. They demand that teens have 6 months behind the wheel under an adult's supervison, no other non-family passengers, and no driving after midnight. Motor vehicles related injuries are the leading cause of death for our teens and we must see that they recieve the proper experience before turning them loose on the roads. School based driver's education has been shown to be ineffective, FYI.

I'm currently the Exec. Director of a non-profit injury prevention center and my special interest is to reduce the needless deaths and trauma from preventable injuries. If I can be of technical assitance to you on any injury prevention issues, please call 907-929-3941.

Ron Perkins, MPH

Subject: Graduated licensing

Date: Tue, 20 Jan 2004 19:28:04 -0900

From: "Amy Menerey, Frontiersman" <editor@alaska.net>

To: linda_sylvester@legis.state.ak.us

Dear Rep. Bruce Weyhrauch,

I am writing because I recently heard that you are sponsoring a bill regarding graduated licensing in Alaska. My name is Amy Menerey and I am a reporter at the Frontiersman newspaper in Wasilla. My daughter Julie died at the age of 16 two years ago as the result of a car crash - she was driving. It was not late, there was no alcohol or drugs involved and there was only one passenger in her car; however she was driving too fast and being careless and it cost her her life. I have since spoke to numerous students about driving safe and about what happened to my daughter. After doing research I also wrote a story about what happened with Julie. I have included it and the sidebars in this e-mail, but it is much more effective on paper. I have also created buttons that I hand out to teenagers in the name of "Teens Drive Safe," promoting safe driving. I would love to be involved in any way in giving testimony, copies of the article, etc. to promote this bill.

My only objection to the proposal as it is written is that 16-year-olds have no passengers at all; I believe limiting the passengers to either 1 or 2, as other states have done, is sufficient, especially since so many teens have responsibilities that include driving younger siblings to destinations that are a condition of their privileges. I would be happy to discuss any of this further. You can call me at 352-2267 (the Frontiersman), or at home 376-7752.

Thank you for your time.

Amy Menerey

(I apologize for the length of this e-mail)

Published in the Frontiersman newspaper Nov. 24, 2002.

Getting behind the wheel By Amy Menerey Frontiersman reporter

It was

shortly after 7:30 p.m. on a cold, icy Friday night when the phone rang. My daughter, Julie, and her friends, Sally, James and Cody, had left the house about 15 minutes earlier. On the phone, James was hysterical, barely comprehensible. The only words that were clear caused my pulse to race, my thoughts to run in a thousand circles and my heart to ache to the core of my inner being < Julie had been in an accident.

Nearly every teen-ager looks forward to that day when they can break from the constraints of mom and dad and finally 'be free.' With their 16th birthday comes the ability to drive in Alaska < which means no longer riding the school bus, the ability to get to and from work on their own, greater responsibility and more freedom to be with their friends. It is a great leap toward adulthood. For parents, it also means greater freedom. Their licensed teen can get where they need to be without a chauffeur, run to the store for necessities or drive younger siblings to their activities.

'When you get

your license it's a coming of age,' said 19-year-old Melissa Davis. 'It's a lot of responsibility, but also the freedom to use that responsibility maturely.' Before the big day arrives, plans have to be made. What car will the teen-ager drive? What rules will accompany that privilege? And then, of course, there's the insurance. Why, many people end up asking, does insurance for teen-agers cost so much? The answer to that is repeated again and again in report after report from private and governmental agencies < teen-agers get into more accidents than any other age group in the United States. The risk for motor-vehicle crashes nationwide is higher among 16- to

19-year-olds than among any other age group. Per mile driven teen drivers between the ages of 16 and 19 are four times more likely than older drivers to crash, according to the National Highway Traffic Safety Administration. Teen-agers represented just 10 percent of the U.S. population in 2000, but accounted for 14 percent of all motor vehicle-related deaths. Forty-one percent of those teen motor-vehicle deaths occurred between 9 p.m. and 6 a.m. Moving a 3- to 4-thousand-pound piece of machinery at speeds of up to 65 mph is not something to be taken lightly. Experienced drivers often take automobiles for granted and forget that learning to drive is a difficult skill. Young drivers start out with very little knowledge or understanding of the complexities of driving a motor vehicle. Learning how a car handles and how people react takes a lot of time. To be a safe driver, teens must have technical ability, good judgment and experience, according to highway safety organizations.

The day before Julie's accident, Dec. 13, she drove me to work. I cautioned my 16-year-old about watching out for others, about taking time to slow down now that the roads were getting worse. 'Quit worrying mom,' she said in a tone that echoed her displeasure at hearing my consternation again and again. 'I'm a good driver,' she said confidently.

Here in Alaska, there were 14,127 traffic accidents during 2000. Ninety-three resulted in fatal injuries to occupants; nonfatal injuries were reported in 4,181 of all accidents; and 9,789 accidents caused only property damage. Traffic accidents injured or killed 6,226 people in Alaska during 2000, and caused \$52.3 million in damages to vehicles, plus \$2.1 million in damages to highway structures and other non-vehicular property, according to the Alaska Department of Transportation's 2000 Alaska Traffic Accidents report. Of these, the percentage of crashes involving either injuries or fatalities continued to increase over the past three years in three of the eight largest boroughs during 2000 - Kodiak, Kenai Peninsula and the Mat-Su Borough. When asked, many teens say they know people who have been involved in accidents. But when asked whether that involvement changed their driving behavior, the answers were mixed. One teen said his mother and father had been in an accident but claimed it changed his behavior little. 'Not really because I don't drive like them,' 18-year-old Phillip Talley said.

Dec.

16: I'm holding her pink and shapely manicured hands that she was so proud of before she got into her car and left that night. 'Don't they look fake,' she had said. As she lays unmoving in Alaska Regional Hospital's Intensive Care Unit I wonder, is she scared? Does she have any conscious thought? I am aware she might die. I knew that Friday night. But she made it through the night - the first 24 hours are crucial they told me. Then they told me the first 48 hours are crucial. So we passed 24 - halfway there, I thought. At 36 hours I thought maybe, just maybe, I wouldn't have to think about my only daughter dying anymore. The nurse at Valley Hospital Friday night told me, 'This is the beginning of a very long night for you, for you and your daughter, and its going to be a difficult one, so brace yourself, it won't be easy. But just be with her, let her know you're there - and pray.' It seems like another lifetime ago when my daughter was just another teen-age kid going out with her friends, bugging me for 10 bucks and looking absolutely perfect in her size 7 jeans. I haven't stopped praying since.

NHTSA's Web site on teen driving warns that 'adolescent impulsiveness is a natural behavior, but results in poor driving judgment and participation in high-risk behaviors like speeding, inattention, drinking and driving and not using a seat belt. Peer pressure also often encourages risk taking. Teens often drive at night with other teens in the car, increasing risk.' In Alaska, those same high-risk behaviors, unsafe speed, driver inattention and failure to yield - in that order - were the most frequently cited contributing factors for all crashes during 2000. Among all accidents in Alaska - as reported nationwide - more accidents involve teen-agers than any other age group. Teen-agers between 16 and 20 years old were involved in more than 6,000 car accidents in our state alone in 2000. The numbers drop significantly in other age groups, however. Statistics show that the 21- to 25-year-olds make up the age group with the next-highest rate of accidents

in Alaska. Reports indicate that, while speed and inattention are the major causes of accidents among younger drivers, drunken driving is the next-highest factor and as drivers become of legal drinking age, alcohol becomes a major factor in crashes. Captain Dennis Casanovas, head of the Palmer post of the Alaska State Troopers, agreed that he sees more new drivers in accidents than any other group. 'My general sense is that high up there would be driver inexperience [as the reason]; as we would expect, brand-new drivers do make more mistakes than experienced drivers,' Casanovas said. 'It can be first-winter drivers or perhaps those not driving the same car every day, who swap vehicles with their parents and [the vehicle doesn't] necessarily handle the same, brake the same or have the same pick-up when passing. It's true teens take more risks and are often out in lower-light driving [conditions]. It always seems more tragic when you read about those [teen-related crashes].' Friday night is the most common night for crashes in Alaska, and, the statistics show, more crashes occur on weekdays than on weekends here. Looking at road conditions, the number of accidents that occur when roads are dry, compared to roads that are packed with snow and ice, are relatively close < 5,602 accidents on dry roads compared to 5,933 on snow and ice, but there were more accidents with major injuries and fatalities on dry roads than roads with snow or ice. The numbers may correlate with an increase in driving time, higher speeds caused by lower levels of driver caution and longer hours of daylight, according to the ATA report.

It wasn't until after Julie had been taken to Alaska Regional and a hole had been drilled into her skull to measure the pressure from her massive brain injury that I learned what had happened after she and her friends left my house that night. The two boys, driving in another vehicle, and later Sally, Julie's passenger, told a similar story. They had stopped side-by-side at a stoplight heading into Wasilla. When the light turned green they both took off. Cody, driving a large truck, took off ahead of Julie. My daughter, not wanting to be outdone, said, 'I'm not gonna let them beat me,' and pressed the accelerator of her 1994 Chevy Beretta. Apparently they were nearly side-by-side when they approached a right curve in the road < Cody slowed down coming into the turn. For Julie, it was too late. The car's rear end slid to the left on the icy road and she overcorrected, putting the car into a spin and crossing the lane < right in front of an oncoming car. 'Oh shit, we're sliding,' Sally heard Julie say before looking up herself and responding, 'Whoa, we are.'

In 2000, Wasilla ranked fourth among Alaska's major cities in its motor-vehicle accident rate with 298 accidents, 11 with major injuries and one fatality. According to the ATA report, a high percentage of those accidents occurred along the Parks Highway, which runs through Wasilla. There were 83 crashes reported in Palmer, with no fatalities or major injury. Anchorage had the highest number with 8,286 crashes, 103 major injuries and 29 fatalities. Of all the accidents in Alaska in 2000, most of them, 5,597, were motor-vehicle angle crashes or T-bone accidents, as they are more commonly referred. The next most common type of accident in Alaska is the rear-end collision, with 3,790 in 2000. Compared to the 660 reports of crashes involving moose during the year or the 685 reports of vehicles in a ditch can give cause for reflection. Though only one in four crashes nationwide is a side or T-bone collision, this type of accident is responsible for one out of every three highway deaths. According to the National Highway Traffic Safety Administration, almost 10,000 occupant deaths occur each year in side-impact crashes and more than half of these involve head injuries. Head injuries are the cause of death in 51 to 74 percent of single-vehicle side impacts and 41 to 64 percent of multiple-vehicle side impacts.

Dec. 19: 'The numbers are up a little,' the nurses say, or 'the numbers are looking good.' It's no longer, 'Julie's looking good, or bad,' our focus is on the numbers displayed on the large screen above her hospital bed that monitors the pressure on her brain. It's as if she's no longer there < and, I guess she isn't, really. I don't mean her life is gone, but she's staying

in a controlled state, hanging in the balance between here and there by the manipulation of buttons. Tubes, machines, bells and beeps, suction in, suction out < this is my daughter's life right now < and mine. I fall asleep, my head on a pillow at her thigh, her hand in mine, to the sound of the humming, rhythmic machinery. I doze, still hoping that this is all some weird other-worldly dream, but it's not.

When a car crashes, there are three collisions, or impacts, that take place. The first one is the impact of the vehicle itself against something < a wall, another vehicle, or a light pole, for example. This causes a rapid deceleration. The second collision is the impact of the person inside the vehicle against objects in the car < the windshield, steering wheel, seat belt, or another person. The third collision is within the person. This is when organs slam against bones or other organs. When a small object and a large object collide, the larger usually wins. This applies to two vehicles colliding or the person within the larger object, namely the car itself. It is for this reason that safety standards applied by car manufacturers now include airbags, cars that 'give' more and also why the industry is gearing toward vehicles that are lighter and about the same weight as other vehicles on the road. Heavier cars subject their own occupants to more force at a given velocity than do smaller automobiles when they hit a fixed object, and in multi-car collisions, they strike the other vehicles with more force. A 2,000-pound car needs to achieve a speed of 46 miles per hour to generate as much force at impact as a 3,500-pound automobile traveling 35 miles per hour, according to an article entitled 'Automobile Weight and Safety,' at www.panix.com. A common tendency when a child reaches driving age is to either buy them an older, 'beater' car or to give them mom or dad's older vehicle. While many of these older cars may be heavier and seem safer, experts in the automobile safety industry warn that, because teens are more likely to get into an accident, they need newer cars with more safety features such as airbags, side air bags and construction made to crumple.

Dec. 20: My time is spent between sitting at Julie's side and updating everyone on her condition. The many friends and family that came to see her were astounded by her visible appearance. 'She just looks like she's sleeping,' they told me, astonished that, save for a wrapped arm and one small scratch on the side of her head there is no visible injury to my daughter. Yet the outcome is unknown. The swelling in her brain has not subsided as we had hoped and other complications have emerged. But with her eyes closed and the remains of her favorite purple eye shadow still visible, her brown hair flowing across the white hospital pillow and her painted hands resting at her side, were it not for all the tubes and IVs, she would look at peace.

Experts agree that new drivers need continued supervision after they get their license. Area law enforcement officials suggest limiting the hours young or inexperienced drivers are out driving and prohibiting the use of tobacco, alcohol or other drugs while driving. Although parents would like to believe their teen-ager will make good choices, it is important to make a 'free call' agreement for a ride home in case they abuse drugs or alcohol, or are with a driver who is doing so. A driver education program is recommended for young drivers and parents are encouraged to set a good example. The use of seat belts is not only recommended, but the law in Alaska. Still, Casanovas said, there are a lot of people who aren't using them. 'We still see roughly a quarter of the population in Mat-Su that fail to wear their seat belts,' he said, adding that safe driving also means keeping the car in working order, such as keeping headlights and windshield clear for optimal visibility. Parents, officials say, should take advantage of the two-year window between license eligibility and legal adulthood < obtaining a license doesn't mean the training period has ended. Currently Alaska law requires that anyone under the age of 18 who is seeking a license must first hold an instruction permit for at least 6 months. This permit, or provisional license, can be obtained any time after the age of 14 and requires the driver to have an adult present in the car with them. The adult must have been licensed for one year and must be 21 or older. A teen who

acquires traffic citations totaling six or more points in a 12-month period, or nine or more points in a 24-month period must also take a nationally certified defensive driving course to retain their driving privileges. Many states are also instituting graduated licensing < a system that allows beginning drivers to obtain a license with lower risks involved. (See 'THIS,' Page THIS) When signing for their child's driver's license, the parent and child are informed that parents have the right to suspend that license at any time if they choose. What many parents don't know, though, is that they also have the right to see their teen's driving record. In 1999, legislation was passed that enables parents to receive a copy of their minor child's driving record. According to that law, if a parent, foster parent or guardian requests it, the division of motor vehicles must release information about their under-18 teen driver, as long as the teen has not been emancipated. The law requires an 'abstract' be released, free of charge, which includes a listing of accidents, convictions of vehicle, driver and traffic offenses and 'any actions taken upon the driver's license, and information relating to financial responsibility.' At A1 Driving in Wasilla, Jim Moody teaches the National Safety Council's 'Alive at 25' defensive driving course. The program is exclusively for young drivers from 16 to 25. While Moody doesn't offer any behind-the-wheel instruction, he feels the Alive course is very beneficial to young drivers. The four-hour course focuses on common errors teens make while driving and how to avoid them. Some local insurance companies offer discounts for teens who have taken the course, Moody said. Parents should check for available discounts with their insurance agent. Although the class is available to any 16- to 25-year-old, Moody said 90 percent of the teen-agers he sees in the class come because 'the law sent them here.' No one else in the Valley is teaching the course, he said, and it is required for teens who have exceeded the number of points allowable. The biggest mistake teens make when driving? 'Speeding,' Moody said. Cost of the course is \$40 plus tax, and it is offered twice a month. Call 357-2216 for more information. Area schools may offer driver education courses as well, such as the course offered by Colony High School that incorporates driver's education with first aid training throughout one semester. In that course, 10 to 13 hours of training is done before ever setting foot in a vehicle, through the use of a high-tech simulator that incorporates different driving courses and helps new drivers develop good driving habits before getting behind the real wheel. There can be as much as a 5 to 20 percent discount on insurance for completion of the course, according to Mike Boyd of CHS. The driving portion of the program < and use of the simulator < is also available through the community schools program as a three-week course. Call 376-0831 for more information. Students enrolled in Job Corps in Palmer can take advantage of the Alive at 25 defensive driving course, as well as preparation for written and driving tests. Will Owens instructs teens and young adults at the center and assists them through the process of licensing, right up to the driving test at DMV.

Dec. 24: The doctor has now told us that Julie's injuries were massive and that he is afraid we may have been given false hope. He tells us her brain injury was a shearing type, the worst kind, and the outcome would probably not be good < he dashes away any hope we had. 'Wait and see,' the phrase we have heard for the last 10 days, has turned to 'she will not survive this.' We had been told that the swelling of Julie's brain would eventually subside and then we could begin to address other complications that had resulted from her comatose state. Even if she should live, I am told, it will probably only be with the aid of machines. The room spins and the floor disappears below my feet < I feel like that first night is being played all over again. I cannot be with people at this time. I get in my car and drive aimlessly through Anchorage streets, stopping in a movie theater parking lot and sobbing until my nose runs red with blood. I scream, I curse < I ask God why and ask for direction, for courage, for the strength to survive watching my daughter die.

Short of following teen-agers and spying on them, several new devices that enable parents to find out how their teen-ager is driving are now on the market. Taking its cue from the trucking industry, the Am I Safe? Program is advertised as a youth safety awareness system. The system < for a monthly

fee of \$39 per family < works much the same as the 'How am I driving?' sticker seen on the back of commercial vehicles. Parents receive a kit containing safety information, a parent-teen safe driving partnership agreement and a decal to affix to the teen-ager's car. The decal contains a toll-free number for other drivers to call with reports on the teen's driving. The parent receives immediate notification of reported driving behavior < good or bad < a quarterly summary of the teen's driving habits and a quarterly newsletter with safety tips, updates and news articles. The company claims an accident reduction rate of 40 to 50 percent. A registration form is available online at www.amisafe.net. Although controversial, the 'black box' is making its way into the automobile industry. These boxes work much like those in airplanes and have been used in race cars, armored cars, police cars and transit vehicles. Although many drivers aren't aware, event data recorders are already in many cars < all GM cars since 1999 and in many other makes and models since 1996 have them < and controversy has risen over the information obtained from the recorders and who should have access to it. Insurance companies claim the information will end disputes about what happened in a car crash, such as a vehicle's speed before impact, engine speed, brake status and airbag status. A similar monitor device is now being advertised for parents who want to track their teen's driving habits. The Auto Watch black box comes with a computer program that gives guardians information about how long a vehicle has been driven, at what speeds and distances the vehicle has traveled, among other things. The box is password protected and the program notifies the parent if it has been tampered with. The Auto Watch comes at the hefty price of \$295, but if used in conjunction with guidelines and consequences, parents may consider this information about their teen's activities worth the cost. More information on Auto Watch is available at www.drivehomesafe.com/autowatch. Insurance companies in the Valley may offer other programs that couple lower insurance rates with driving improvement courses for young drivers. Allstate, for example, offers Teen Smart, a course on a computer disk that teens can take. The course includes a test which, when completed, can be taken to an area office and, depending on the test score, may make the teen eligible for insurance discounts. They also offer discounts for young drivers who keep their grades up and for college students attending school away from home. 'We believe if they're a good student, then they're also probably more of a defensive driver; so these [discounts] promote both,' said Martina Edwards of Allstate's Michael Hughes Agency in Wasilla. 'The discounts are well worth looking into.'

Dec. 25: The hospital is quiet, alone. Everyone is gone for the holiday. Julie lies there, her cheeks looking both sallow and puffy at the same time. Her respirator speeds her breaths faster than before and to listen to it makes my breathing increase, my heart rate increase and my fears swell. This place is too quiet. She seems to be doing well today and I try to take my mind away but I am numb from a night of little sleep, of crying, of panic attacks filled with fear and wondering how this could be real. Tired, I return to her room about 2 a.m. < I need to be with her. My heart sinks as I look at the monitor < her blood pressure has dropped < it is 90 over 70. The nurse, usually cheerful and optimistic, is distant as she busies herself with Julie's assortment of IVs hanging from trees with plastic tubes trailing to my little girl's arms and chest < Julie's Christmas Trees I had called them earlier in the day. 'I assume you'll be wanting to stay with her tonight,' the nurse says in an assuming, almost demanding tone. I hold Julie's hand and speak to her as I watch in shock as each reading from the pressure cuff on her arm drops. The nurse comes in and closes the curtains < an act that tells me more than I want to know. She explains that Julie's heart is failing, that they have tapped out all the medications available and she is getting very little oxygen to her blood < and her brain. Her blood pressure continues to fall < 80 over 60, over 50, over 40 < as I share stories with the nurse and respiratory therapist of the once-spirited, smiling girl who liked to work on cars, sing loud, dance and had no qualms about farting in public. I want them to know who this girl is and I want her to know I am here. Her body is giving up; whether or not my Julie is still there I do not know. Her skin is pale and ashen compared to the red glow of

her previous feverish days lying in the ICU. I go up and wake her father, 'I'm sorry, wake up; she's leaving us,' I say. He doesn't hesitate, he doesn't question < he knows. Returning to the room the eyes of the nurses who had cared for her, hoped with us, prayed silently to save this young woman whose vitality and sense of humor they had never known are welled up on the brink of tears. They do their jobs then once again close the curtain, leaving us to say good-bye to our daughter. 'Tell her it's okay to go,' I sob to her father < I already had. He falls to his knees beside the bed and tells her she can stop trying, it is okay, it's time to go to heaven. The monitor begins to beep and the nurse comes into the room in tears. She turns the monitor away from view, saying, 'Don't look at the screen, look at her, don't let your memories be of this.' The room is dark and, once warm, suddenly so cold as her father holds her hand and I stroke her face, watching the color drain away as her heart stops beating. The nurses return and one, then the other, puts her stethoscope to Julie's chest and listens, then steps aside and, eyes red and streaked, announce her time of death. 3:35 a.m. Dec. 26, 2001. Two weeks after Julie's death, after leaving the hospital that had become our days and our nights, after making funeral arrangements, after putting relatives on a plane, after I have reached a point of numbness that prohibits me from feeling or crying, I am looking through her things. I come across a photograph of Julie on her 16th birthday. She is sitting cross-legged in her pink flannel pajamas, hair pulled back in a familiar ponytail and a wide, toothy smile graces her face. She is holding her driver's license. The tears begin to flow.

Side: Graduated licensing sweeping the country The Graduated Driver Licensing System is a program developed by the U.S. Department of Transportation's National Highway Traffic Safety Administration to give young drivers more time to learn how to operate a vehicle. Forty-seven U.S. states have adopted some form of graduated licensing, all but a few since 1994. Although each state's conditions vary, the system optimally involves three stages. The first is a supervised learner's phase, lasting a minimum of six months, as Alaska law now requires. Some systems also require a certain number of hours that a teen-ager has to drive to reach the next level - similar to accumulating a number of supervised flight hours before flying an airplane solo. The intermediate step permits unsupervised driving, but only in less risky situations, such as during daytime hours, and with a limited number of passengers. California was the first state to ban teen-age passengers, according to the Insurance Institute for Highway Safety's October report, 'Graduated Licensing: A Blueprint for North America.' The ban applies to the first six months of a 12-month intermediate phase, unless an adult is present in the car. Full-privelege licensing becomes available when conditions of the first two stages are met. This usally means the driver has incurred no violations or accidents during the first two phases. In the U.S., graduated licensing applies to young drivers < specifically those under the age of 18 < because of the high incidence of accidents among this group, with the exception of Maryland and New Jersey. Those states have followed the lead of Canada, where graduated licensing has been instituted for some time and applies to drivers of any age on the basis that it is designed to address a lack of driving experience. According to the IIHS report, though many states and provinces have adopted portions of the graduated licensing system, there is too much variation between them. The report rates each state as either poor, marginal, acceptable or good, in their new licensing requirements. Alaska was among 12 states rated as marginal, in the company of South Dakota, Nevada, Minnesota and Kentucky, to name a few. Rated poor by IIHS were Arizona, Hawaii, Kansas, Montana, Oklahoma and Wyoming. Twenty-four states were rated acceptable, and nine received the top rating of good.

Side: Accidents are the leading cause of all head and brain injuries. Brain injury can occur when the head has been struck, usually by striking an object such as a windshield, or the brain undergoes a sudden acceleration/deceleration movement without direct external trauma to the head. Many brain injuries are the result of bruising, bleeding, twisting or

tearing of brain tissue. Damage to the brain may occur at the time of the accident, or develop over time as tissues swell and bleed within the head. Many people have minor brain injury from accidents and don't realize the results for years, which can include loss of memory and changes in behavior. Fifty percent of all brain injuries are caused by vehicle crashes, according to the Brain Injury Association, and more than 50,000 people die each year from brain injuries. Each year, about 1.5 million Americans sustain a traumatic brain injury (TBI). That's eight times the number of people diagnosed with breast cancer and 34 times the number of new cases of HIV/AIDS each year, according to BIA.

Side: It could be you By Sally Fielder

The last thing I remember is me looking in my purse and Julie saying, 'Oh shit, we're sliding,' and me looking up and I don't even remember what I saw, just looking up. I don't remember anything at Valley hospital, or even much at Alaska Regional Hospital, but I do remember the nurses pushing me and going over the seam in the doorway and screaming because of my back. It was the worst pain I ever had in my life, a broken back. Although I don't remember much, I had a broken back, my pelvis was broken in four places, I had two broken ribs, a punctured lung, and a ripped spleen. I also lost a kidney as a result of the crash, and have lots of nerve damage to my left leg. I went through several surgeries. The first was an an exploratory surgery when they sewed my spleen back into place. Then I had to have major surgery when I had my fixator and the screw put in my back. Later, I had another one when they took my fixator out and then another to take the screw back out of my back. The screw didn't come out of my back until about 6 months after the crash. I couldn't even lay on that side of my back because I could feel the four-inch screw through my skin. Most of what I know about the hospital is what my family told me happened, because I was heavily drugged. I hallucinated a lot during that time and some of those memories are clear. I remember the really traumatizing stuff, like when the nurses had to lift me or move me to take care of me. I also had chest tubes in place, in addition to the IVs and oxygen in my nose. Because of the extent of my injuries the doctors didn't know whether or not I'd have a catheter the rest of my life < if I'd even be able to go to the bathroom by myself, let alone walk. I did better than they expected me to. The doctor said I healed as fast as a person could. Initially, when I did start walking, it was with a walker, then a crutch. I can walk fine now, but I still have pain and I limp from the pain in my leg because of the nerve damage. The worst possible thing that came out of this < even aside from any of the physical pain < is losing my best friend. The pain of the injuries does not even compare to having someone you love die. That's what's with me mostly now. Julie was a part of my family since fourth grade, so it not only hurts me but every person in my family. They all knew her very well and they knew and loved her for years < everyone was hurt by this and still are. Sometimes I do get mad because she's gone and I wish I could ask her 'why.' But it's because of the fact that she's gone, not because I'm mad at her for anything she did. It's only because she's not here. My family said that at first they didn't know what to expect when the accident happened, it was the most horrifying moment. They knew I had a lot of injuries and would suffer a lot from it, but they also knew I would live. Then there was Julie, and no one knew. One day you're going to work, and the next it's the most horrible experience there is. Now I'm completely paranoid of driving < if it snows or the road is slippery I'm terrified to death of driving. It's hard for me to ride with someone else < almost every one of my friends I would disqualify to drive me around. I consider myself a good driver because I'm so cautious of everything now. I think it's made me a better driver, though. I go on the road every day knowing this could be my last drive < the slightest wrong move could be your last chance. I think people misjudge how much power they have in their hands. I would tell everyone, look at your best friend, your brother, sister, mom or dad < someone you love more than anything in the world, someone you could trust and tell everything to < and picture one night what you could lose, just for not using good judgement. That they could be gone forever.

OFFICIAL VOTER PETITION

TO: Governor Frank Murkowski

FROM: Sister Patricia Mayer

Fairbanks, AK 99701-3017

REGISTERED PETITION #: 24101559524

As a registered voter and supporter of the efforts of Mothers Against Drunk Driving (MADD), I urge you to focus closely on that organization's assessment of our state's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking and drinking and driving. Together, we can end the tragedy of drunk driving in our state.

Signature

Sister Patricia Mayer

615 Betty St
Box 99701

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Michael McDonagh
402 E 23rd Ave # 23RDA
Anchorage AK 99503-2104

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Michael McDonagh
Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Angela Dowler
1130 Acorn Cir
North Pole AK 99705-5692

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Angela Dowler
Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Ms. Francine Stredny
PO Box 390
Ester AK 99725-0390

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Francine M. Stredny
Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Carter Crawford
107 Maple Dr
Fairbanks AK 99709-2956

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Carter Crawford
Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Ms. Karen N Max
15875 Glacier Hwy
Juneau AK 99801-8410

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Karen N Max
Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Mr. Stanley R Miller
4119 Aspen Ave
Juneau AK 99801-8902

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Stanley R Miller
Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Betsy L Skore
9200 Kirkwall Cir
Anchorage AK 99502-1433

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Betsy L Skore
Signature

Let your voice be heard!

Petition to: Governor Frank Murkowski

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

[Signature]

Let your voice be heard!

Petition to:
From:

Governor Robert Riley
Pauline McNally
256 County Road 755
Cullman AL 35055-9369

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alabama's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Pauline McNally

Signature

Let your voice be heard!

Petition to:
From:

MRS Governor Frank Murkowski
Mr. Edel M Juskewicz
PO Box 8667
Nikiski AK 99635-8667

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Edel M Juskewicz

Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Mrs. Mary Snowball
4401 E 6th Ave
Anchorage AK 99508-2226

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Mary Snowball

Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Michael Hervey
PO Box 872889
Wasilla AK 99687-2889

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Let your voice be heard!

Petition to: Governor Frank Murkowski

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

[Handwritten Signature]

Signature

Let your voice be heard!

Petition to: Governor Frank Murkowski
From: Keith Derry
3931 Astro Cir
Anchorage AK 99517-1447

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

[Handwritten Signature]

Signature

Let your voice be heard!

Petition to: Governor Frank Murkowski
From: Ms. Molly Gerdes
7362 W Pks Hwy 200
Wasilla AK 99654

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

[Handwritten Signature]

Signature

Let your voice be heard!

Petition to: Governor Frank Murkowski
From: Barbara Maruzame
1400 Gwenn Dr
Anchorage AK 99515-3948

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
H J Lemereis
25505 Eagle River Rd
Eagle River AK 99777-9691

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

X

[Signature]
Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Elmer R Soule
12210 Rainbow Ave # 1505C
Anchorage AK 99516-1931

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

X

[Signature]
Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Mr. & Mrs. Laurence Earles
PO Box 288
Palmer AK 99645-0288

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

X

[Signature]
Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Ms. Karla Freeman
PO Box 3587
Homer AK 99603-3587

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference.

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Ms. Carol Nilson
~~309~~
Fairbanks AK 99701-3226

Use this address
P.O. Box 70967
99707-0967

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Carol Nilson

Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Mrs. Carol A Hull
HC 34 Box 2071
Wasilla AK 99654-9601

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Carol A. Hull

Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Kenneth Whatley
HC 4 Box 9026A3
Palmer AK 99645-9510

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Kenneth W. Whatley

Signature

Let your voice be heard!

Petition to:
From:

Governor Frank Murkowski
Linda Lindsey
PO Box 90202
Anchorage AK 99509-0202

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Let your voice be heard!

Petition to: Governor Frank Murkowski
From: Robert Sharrer
PO Box 770453
Eagle River AK 99577-0453

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Robert Sharrer
Signature

Let your voice be heard!

Petition to: Governor Frank Murkowski
From: Mrs. Mary S Tanner
4006 Allan Pl
Anchorage AK 99508-5111

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Mary S Tanner
Signature

Let your voice be heard!

Petition to: Governor Frank Murkowski
From: Ms. Mary Larson
1711 Scenic Way
Anchorage AK 99501-4975

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Mary Larson
Signature

Let your voice be heard!

Petition to: Governor Frank Murkowski
From: A M Taylor
PO Box 926
Wrangell AK 99929-0926

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Let your voice be heard!

Petition to: Governor Frank Murkowski
From: Joseph S Cornell
921 Oconnor Pk
Fairbanks AK 99701-1534

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Joseph S. Cornell
Signature

Let your voice be heard!

Petition to: Governor Frank Murkowski
From: Richard L Hansen
535 Ketchikan Ave
Fairbanks AK 99701-3738

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Richard L. Hansen
Signature

Let your voice be heard!

Petition to: Governor Frank Murkowski
From: Ms. Constance Kopy
PO Box 70289
Fairbanks AK 99707-0289

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Constance Kopy
Signature

Let your voice be heard!

Petition to: Governor Frank Murkowski
From: Mrs. Patricia J Kowalewski
7241 Bailey Dr
Anchorage AK 99502-1912

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's

Let your voice be heard!

Petition to Governor Frank Murkowski:

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Byron L. Boudurant
Signature

Let your voice be heard!

Petition to Governor Frank Murkowski:

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Virginia M. Martin
Signature

Let your voice be heard!

Petition to Governor Frank Murkowski:

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Kathy A. Ross
Signature

Let your voice be heard!

Petition to Governor Frank Murkowski:

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking.

Let your voice be heard!

Petition to Governor Frank Murkowski:

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Amy Flaherty

Signature

Let your voice be heard!

Petition to Governor Frank Murkowski:

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

James M. Hendrie

Signature

Let your voice be heard!

Petition to Governor Frank Murkowski:

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

G. Van... ..

Signature

Let your voice be heard!

Petition to Governor Frank Murkowski:

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking.

Let your voice be heard!

Petition to Governor Frank Murkowski:

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Beatrice Long

Signature

Let your voice be heard!

Petition to Governor Frank Murkowski:

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Shawn Patrick Berrier

Signature

Let your voice be heard!

Petition to Governor Frank Murkowski:

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

Wal Gray

Signature

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Mrs. J. Rosenbladt

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Le Roy Messing

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Rebecca Brownlee

Signature

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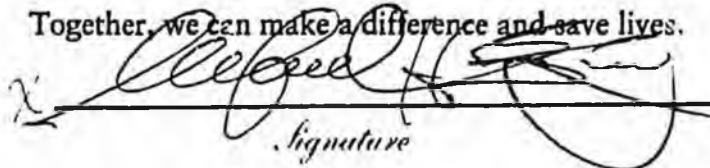
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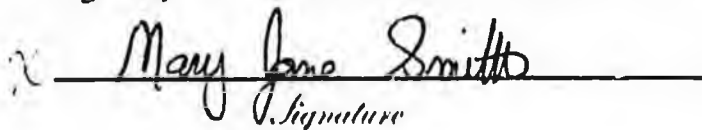
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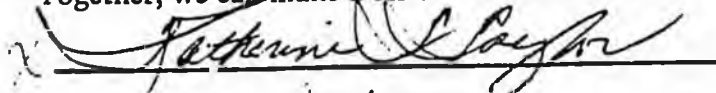
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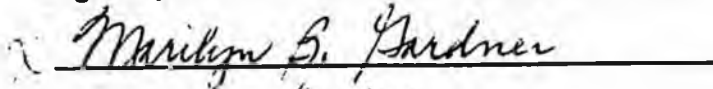
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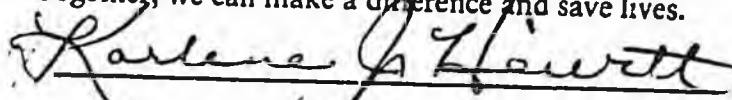
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Signature

7-25-03

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X Tom McKinnon
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X Gregory D. Council
Signature

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X William L. Davis
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X Dale Rankin

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X *Katherine D. ...*
Signature

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X *K. ...*
Signature

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X *R. M. ...*
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X *Anna ...*

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X May L. Kuffner
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X Jeanne Bradley
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X Mr & Mrs Robert K. Williams
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X David Budger