



PRACTICE
Stages
young novice
drivers Risk
learner
INTERMEDIATE



Graduated Driver License Best Practices

*Identify, Promote, and Implement Graduated
Driver License Measures to Decrease
Teenager Motor Vehicle Crashes*



September 2009

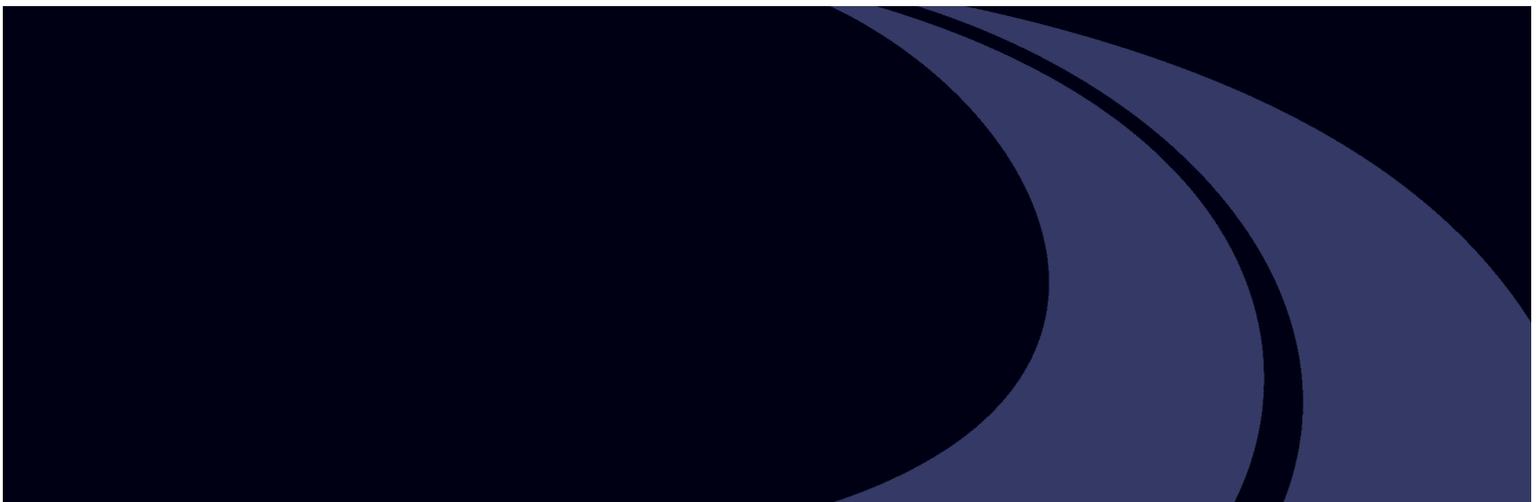


Table of Contents

Acknowledgements.....	5
1. Introduction.....	7
2. Purpose & Method.....	8
Literature review.....	8
Review of State GDL Programs.....	10
Stakeholder meetings.....	12
Demonstration Grant Projects.....	13
3. Best Practices.....	14
3.1 Learner Permit Stage	15
3.2 Intermediate/Provisional Stage	15
3.3 Education & Outreach	16
4. Appendices	19
4.1 US Licensing Systems for Young Drivers.....	20
4.2 State Outreach efforts & Noteworthy Programs.....	28
4.3 Stakeholders - Target Groups & Objectives.....	53
4.4 Stakeholders - Conclusions & Targeted Audiences.....	58
4.5 Demonstration Grant Program.....	63

Acknowledgements

In accordance with the NHTSA/AAMVA Cooperative Agreement DTNH22-04-H-05935, Task Order 11 – “Identify, Promote and Implement Graduated Driver License Measures to Decrease Teenager Motor Vehicle Crashes”, AAMVA was tasked with identifying stakeholders within the greater motor vehicle community to elicit their input related to programs that have been implemented, are in progress or under development which, reduce teen crash rates.

The Stakeholders included State motor vehicle representatives, organizations representing government agencies, safety advocates and other significant stakeholders.

AAMVA extends its appreciation to the following individuals and organizations for their assistance in completing this effort.

Graduated Driver Licensing Stakeholders

Designated Federal Official

Donald McDonald, Highway Safety Specialist
James, Wright, Highway Safety Specialist
National Highway Traffic Safety Administration

Stakeholders

Patricia Ellison-Potter NHTSA	District of Columbia Department of Motor Vehicles
Sasha Willingham, Intern NHTSA	Millicent Ford, Director Virginia Department of Motor Vehicles
Donald Borowski, Director New Jersey Motor Vehicle Commission	Sandra Lambert, Director Florida Department of Highway Safety & Motor Vehicles
Gretchen Lucas, Director Massachusetts Registry of Motor Vehicles	Barbara Peacock, Operations & Management Consultant Florida Department of Highway Safety & Motor Vehicles
Scott Schenk, Division Chief Pennsylvania Department of Transportation Joan Saleh, Driver Services Administrator	

Mitchell Warren, Policy & Legislative Liaison
Wisconsin Department of Motor Vehicles

Bruce Simons-Morton, EdD MPH
National Institutes of Health

Gina Wisch
Missouri Department of Revenue

Barbara Harsha, Executive Director
Governor's Highway Safety Association

Gary Moore, Major
Missouri State Highway Patrol

Anne McCartt, Senior Associate Research
Insurance Institute for Highway Safety

Christopher Caras, Manager
Utah Driver License Division

Sandy Spavone, Executive Director
National Organization for Youth Safety

J. Peter Kissinger, President & CEO
AAA Foundation for Traffic Safety

John Ulczycki, Director
National Safety Council

Justin McNaull, Director of State Relations
American Automobile Association (AAA)

Kyle Ali, Intern
National Education Association

Arlene Greenspan, Chief Scientist
Center for Disease Control

AAMVA Committee Staff

Karen Morton, Program Director
AAMVA, Driver Programs

Kevin Lewis, Senior Director
AAMVA Driver Programs

1. Introduction

It is well established that young drivers ages 15 to 20 are over represented in motor vehicle crashes; and that teens have a greater chance of death in motor vehicle crashes (41% at ages 15-19 “CDC 2006”) than from any other cause (Centers for Disease Control and Prevention 1999, Vijanovich et al. 2001; Foss 2000). The cause of these motor vehicle crashes can be attributed to inexperience, high risk taking behavior and high risk exposure.

Graduated Driver Licensing programs minimizes these risks by delaying the age at which a driver can achieve full licensure and by restricting driving under specific hazardous conditions prior to full licensure. This delay affects the crash involvement of novice drivers by reducing exposure, increasing supervised practice; and decreasing unsupervised driving under hazardous conditions such as at night or when accompanied by passengers.

Most GDL programs consist of three stages, a learner stage, an intermediate/provisional stage and graduation to a full license.

This report describes best practices for the learner and intermediate stages. Listed below is a summarization of the best practices core components.

Learner Stage

- A minimum age of **at least 16 years** for gaining a learners permit.
- A requirement that the applicant pass a vision screening and knowledge test on general rules of the road. Parental consent should be required for applicants under the age of 18.
- A requirement to hold the learners permit for **at least 6 months**.
- A requirement that the driver be accompanied by a supervising licensed driver, that is at least 21 years of age and who has been fully licensed for at least one year.
- A requirement that the parent certify **at least 30 - 50 hours** of supervised driving.

Intermediate/Provisional Stage

- An intermediate stage of licensing with a minimum entry age of **at least 16 years and 6 months**, lasting 18 months or until **at least 18 years of age**.
- A nighttime driving restriction for intermediate license holders, beginning **no later than 9 or 10 p.m.**
- A strict teenage passenger restriction for intermediate license holders, allowing **no teenage passengers, or no more than one teenage passenger**.
- A **minimum age of 18 years** for full licensure.
- A requirement for “conviction-free” driving in order to graduate to a full license.

2. Purpose and Method

Purpose:

The purpose of the report, funded by NHTSA/AAMVA Cooperative Agreement DTNH22-04-H-05935, is to describe best practices in GDL, which can be used as a standard for the development of new programs and for enhancing the effectiveness of those already in place.

Method:

Pertinent information for this report was gathered in several ways:

- Conducting a literature review on all prior GDL effectiveness studies to gather information regarding the effectiveness of GDL programs and to gather information on recommended provisions that should be contained in State GDL programs; as well as,
- A review of State GDL programs.
- A series of meetings with interested stakeholders.
- Implementation of several proposed best practices via a demonstration grant program.

Literature Review:

This task began by conducting a literature review on all prior GDL effectiveness studies to gather information regarding the effectiveness of GDL programs; and gathering information on recommended provisions that should be contained in State GDL programs.

Several documents were the focus of this Literature Review:

- ***U.S. Licensing Systems for Young Drivers***". June 2008. Prepared by the Insurance Institute for Highway Safety. Appendix A.
- ***"Evaluation of Oregon's Graduated Driver Licensing Program"***. September 2007. Report No. DOT HS 810 830. Prepared for NHTSA. Prepared by Paula Raymond, Michael Johns, Gary Golembiewski, Rita Furst Seifert, James Nichols and Richard Knoblauch.
- ***"Nationwide Review of Graduated Driver Licensing"***. February 2007. Prepared for AAA Foundation for Traffic Safety. Prepared by Susan P. Baker, MPH, Li-Hui Chen, MS and Guahua Li, MD, DrPH of the Johns Hopkins Bloomberg School of Public Health, Center for Injury Research and Policy.

- ***“Graduated Driver Licensing in Georgia – The Impact of the Teenage and Adult Driver Responsibility Act (TADRA)”***. February 2007. Report No. DOT HS 810 715. Prepared for NHTSA. Prepared by A. L. Kellerman, MD,MPH; A.Rios, BS; M. Wald, MLS, MPH; S. R. Nelson, MPH; K. Dark, BS; and M.E. Price, MS.
- ***“Evaluation of California’s Graduated Licensing System”*** August 2006. Prepared by Thomas J. Zwicker, Allan F. Williams, Charles M. Farmer of Insurance Institute for Highway Safety and Neil K. Chaudhary, Preusser Research Group. Prepared for the Insurance Institute for Highway Safety.
- ***“National Evaluation of Graduated Driver Licensing Programs”***, June 2006. Report No. DOT HS 810 614. Prepared for NHTSA. Prepared by Susan P. Baker, MPH, Li-Hui Chen, MS and Guahua Li, MD, DrPH of the Johns Hopkins Bloomberg School of Public Health, Center for Injury Research and Policy.
- ***“Graduated driver licensing in the United States: evaluation results from the early programs”***. Journal of Safety Research 34 (2003) 63 – 69. Prepared by Jean T. Shope, Transportation Research Institute, University of Michigan and Lisa J. Molnar.

Although safety advocates agree that GDL programs should consist of three phases of licensure, there are slight differences among them regarding the various components of a GDL Program:

AAA Foundation for Traffic Safety (Susan P Baker, Li-Hui Chen, & Guohua Li, 2007)

- A minimum age of **at least 16 years** for gaining a learners permit.
- A requirement to hold the learners permit for **at least 6 months** before gaining a license that allows any unsupervised driving.
- A requirement for certification of **at least 30 hours** of supervised driving practice during the learner’s stage.
- An intermediate stage of licensing with a minimum entry age of **at least 16 years and 6 months**.
- A nighttime driving restriction for intermediate license holders, beginning **no later than 10 p.m.**
- A passenger restriction for intermediate license holders, allowing **no more than one passenger** (except family members).
- A **minimum age of 17 years** for full licensure.

Insurance Institute for Highway Safety (Safety, 2008)

- A minimum age of **at least 16 years** for gaining a learners permit.
- A requirement to hold the learners permit for **at least 6 months** before gaining a license that allows any unsupervised driving.
- A requirement that the parent certify **at least 30 - 50 hours** of supervised driving .

- An intermediate stage of licensing with a minimum entry age of **at least 16 years and 6 months**, lasting until **at least 18 years of age**.
- A nighttime driving restriction for intermediate license holders, beginning **no later than 9 or 10 p.m.**
- A strict teenage passenger restriction for intermediate license holders, allowing **no teenage passengers, or no more than one teenage passenger**.
- A **minimum age of 18 years** for full licensure.

The conclusion in all research studies indicate that the most comprehensive GDL programs are associated with crash involvement rates about 20 percent lower for 16 year olds than comparable crash involvement rates without GDL programs. The greatest benefit appears to be in programs that include age requirements plus 3 or more months of waiting before the intermediate stage, nighttime driving restrictions, and either supervised driving of at least 30 hours or a passenger restriction. (Susan P. Baker, Li-Hui Chen, & Guohua Li, 2006) .

Review of State GDL Programs:

AAMVA reviewed information from jurisdictions to determine how their GDL programs were established and which activities have had the greatest effect on teen crash rates. Information that was reviewed/considered was related to jurisdictional laws, enforcement practices, judicial practices, jurisdictional communication /outreach efforts, parental roles and responsibilities; and driver sanctions.

Graduated Driver Licensing programs consist of three phases:

Learner Permit Phase: This phase generally begins at approximately 15 years of age although, there are eight (8) states that issues learner permits at 14 years of age. During the Learner Permit phase, the novice driver must be supervised by an adult licensed driver at all times, however, nine (9) states required no minimum amount of supervised driving. Crash involvement at this phase is minimized by the restraining influence of the adult. The length of time that the novice driver must maintain the Learners Permit before progressing to the next phase varies from state to state. All but five (5) states had a mandatory holding period of six (6) to twelve (12) months. Research and safety advocates recommend that a requirement to hold the learner's permit for at least 6 months (Susan P Baker, Li-Hui Chen, & Guohua Li, 2007) before progressing to the next phase.

Intermediate or Provisional Phase: This phase begins once the novice driver has met all of the eligibility requirements of the Learner's Permit phase. During the Intermediate phase, unsupervised driving is allowed but is subject to certain restrictions and conditions such as nighttime hours of operations, prohibition against passengers, prohibitions against the use of cell phones and other electronic devices, etc. Research suggests a minimum entry age of at least 16 years and 6 months (Susan P Baker, Li-Hui Chen, & Guohua Li, 2007). Only eight (8) states had a minimum age of at least 16 years and 6 months. Thirty four (34) states had a minimum age of at least 16 years and up to 16 years 4 months. Six (6) states had a minimum

age that varied from 14 years and 3 months to 15 years and 6 months. Three (3) states had no intermediate stage at all.

As of February 2007, GDL Programs in 44 states and the District of Columbia included some form of nighttime driving restriction. By June 2008, 41 states had some form of a passenger restriction and 19 states had a cell phone restriction.

Full/Unrestricted Licensure: This phase begins once the novice driver has met all of the eligibility requirements of the Intermediate/Provisional License phase. During this phase the licensee may drive without supervision and restrictions.

As of June 2008 (Safety, 2008):

- 51 jurisdictions had some variation of a Graduated Driver Licensing Program.
- Three states did not have an intermediate/provisional phase (Arkansas, Kansas and North Dakota)
- Eleven (11) states did not have a minimum amount of supervised driver hours (30 hours/more) required to move to the intermediate/provisional phase (Arkansas, Hawaii, Indiana, Iowa, Mississippi, New Hampshire, New Jersey, North Carolina, North Dakota, South Dakota, and Texas). The requirement for all other states varied in length from 30 to 60 hours.

Details of state GDL requirements can be found in Appendice, “US Licensing Systems for Young Drivers”.

In reviewing jurisdictional education and outreach efforts, we found that many states partner with schools, law enforcement and/or the court system to develop peer based outreach programs to educate teens and parents about GDL, the risks involved in teen driving/crashes and the impact of parental involvement in the GDL licensing process.

At least twenty eight (28) states conduct their education and outreach programs every May in conjunction with the National Youth Traffic Safety Month. Details of education and outreach programs can be found in Appendice, “State Outreach Efforts and Noteworthy Programs”.

Stakeholder Meetings

AAMVA formed the Graduated Driver Licensing Stakeholders Work Group (the Work Group) to consider the results of the Literature and the GDL Program Reviews in an attempt to identify Best Practices that could be implemented by other jurisdictions. The Work Group convened two times. Through the course of deliberations over 4 days during a two month period, the Work Group members discussed issues and problems with Graduated Driver Licensing programs

nationally, focusing on program improvements and outreach efforts that could be easily implemented, which did not require legislative changes.

The purpose of the first meeting was to discuss the issues and identify potential Best Practices that could be replicated in other jurisdictions. The Work Group explored the following issues at the meeting:

- **The Novice Young Driver Problem: Research on Causes and Solutions** - *Bruce Simons-Morton, NIH*
- **AAA GDL Research** - *Peter Kissinger*
- **National Safety Council Teen Driving Programs** - *John Ulczycki*
- **NHTSA Research & Projects** - *Patricia Ellison-Potter*
- **Short-term Effects of a Teenage Driver Cell Phone Restriction** - *Anne McCartt, Insurance Institute for Highway Safety*
- **AAA Lobbying Efforts** - *Justin McNaul, AAA*
- **Building Partnerships to Promote & Strengthen GDL Laws and Reduce Teen Motor Vehicle-Related Injury & Death** - *Arlene Greenspan, Centers for Disease Control*
- **National Youth Traffic Safety Month** - *Sandy Spavone, National Organization for Youth Safety*
- **State GDL Program Overviews**

The result of the meeting was the identification ten (10) target groups that need to be engaged in an effort to educate and raise awareness of teen driving issues. The target groups identified were youth, parents, law enforcement, driver's education, motor vehicle agencies, judiciary, legislators, schools, media and medical associations. The objectives for each target group were identified, as well as existing Best Practices which became the springboard for the second meeting. Details can be found in Appendice, 5.3 Stakeholders – Target Groups and Objectives.

The second meeting began with a recap of the target groups and objectives identified at our first meeting. The attendees then broke into three groups to discuss and document ideas/Best Practices for each target. The groups began by taking each target and identifying potential education and outreach efforts for each target. Once complete, each group presented their ideas to the Work Group. After all presentations were complete, the Work Group prioritized the target groups and settled on the top three target groups that would be the focus of the demonstration grant project.

The Work Group selected the following target areas for the Grant:

1. Parents
2. Youth/Schools
3. Law Enforcement/Media

Details of the Work Group can be found in Appendice, 5.4 Stakeholders – Conclusions and Target Groups.

Demonstration Grant Project

Three states were initially selected to participate in the Demonstration Grant Program. The criteria for participation was that the State's Graduate Licensing Program:

- had an Insurance Institute for Highway Safety rating of Fair or Moderate; and
- AAA, National Safety Council (NSC) and the National Organization for Youth Safety (NOYS) had a prominent presence in the state.

Florida and Missouri participated in the Work Group and their GDL programs met the selection criteria. The third state selected was Arizona, however they were forced to withdraw due to budgetary / personnel constraints.

Both Florida and Missouri conducted programs that crossed over all three of the target groups. A key element of the demonstration grant program required that the Grantees develop partnerships with external agencies/entities that could assume some responsibility for outreach efforts, thus enable states to reach more individuals. Details of the grant programs can be found in the Appendice, 5.5 Demonstration Grant Program.

Based upon the outcome of the Demonstration Grant Program, recommendations provided by the Grantees, as well as the Work Group as a whole, a set of Best Practices was developed. The Best Practices can be found in Section 3.

3. Best Practices

Graduated Driver Licensing has been shown to be more effective at reducing crashes among new drivers than other licensing programs. Based upon twenty-one studies of GDL within 14 individual jurisdictions and six nationwide studies of GDL that were conducted and available, positive results were reported from nearly all of the studies. Overall, GDL systems reduced the youngest driver's crash risk by approximately 20-40%. (National Safety Council, 2007)

Although the goal of GDL programs is to prevent injuries and deaths from teen motor vehicle crashes, there is much more to do. AAMVA formed the Graduated Driver Licensing Stakeholders Work Group (the Work Group) to consider the results of the Literature and the GDL Program Reviews in an attempt to identify Best Practices that could be implemented by other jurisdictions. The Work Group convened two times. Through the course of deliberations over 4 days during a two month period, the Work Group members discussed issues and problems with

Graduated Driver Licensing programs nationally, focusing on program improvements and outreach efforts that could be easily implemented, which did not necessarily require legislative changes.

The Work Group quickly concluded that that a successful GDL program requires a variety of approaches:

- Key partners in a GDL effort include state Departments of Motor Vehicles (DMVs), law enforcement, parents, driver education, and medical and health professionals and organizations. (National Safety Council, 2007)
- Integrated approaches are required to reduce the especially high teen crash rates during the first 6 months of unsupervised driving, including integrating licensing, driver education, parent involvement and monitoring, peer programs, and insurance systems in a comprehensive community effort. (Shope, 2007)
- Public health and traffic safety practitioners can work with policy makers to make GDL's effects more pronounced. (National Safety Council, 2007)
- Combine and coordinate various interventions that have shown promise or seem promising: (Williams, 2006; 12)
 - Provide information to young beginners through skills and insight training
 - Insurer education programs with discounts for crash-free driving
 - Well publicized programs involving parents and police to encourage appropriate driving behavior and to enforce GDL laws/regulations
 - Encourage teen involvement in these programs

3.1 Learners Permit Stage

The recommended best practices for the learner stage are described below:

- **Minimum age.** The minimum age of at least 16 years should be required for learners permit issuance, which is the case in only nine GDL programs in the United States.
- **Test Requirements.** For learner permit issuance, novice drivers should be required to pass a vision screening test and a knowledge test on the rules of the road. Parental consent should be required for applicants under the age of 18.
- **Minimum holding period.** The minimum holding period for a learners permit should be at least 6 months. This is already the case in all but 3 states (holding periods in those states range from none to 3-months).
- **Supervising Driver.** Driving should only be allowed when under the supervision of a licensed driver, that is at least 21 years of age and who has been fully licensed for at least one year. The supervising driver should be seated in the front seat.

- **Practice driving certification.** The parent/mentor must certify that the novice driver has had at least 30 - 50 hours of supervised driving, of which 10 hours must have been done at night.

3.2 Intermediate / Provisional Stage

The recommended best practices for the intermediate/provisional stage are described below:

- **Minimum age.** A minimum age of at least 16 years and 6 months should be required to enter this stage. The intermediate stage should last until at least 18 years of age.
- **Test requirements.** In-vehicle test. Should include basic control skills and on-road testing.
- **Minimum holding period.** The minimum holding period should be at least 18-months and 18 years of age.
- **Driver Education.** Successful completion of a mandatory driver education program should be required to enter this stage.
- **BAC.** Zero BAC during this stage should be required.
- **Night restriction.** Nighttime driving is permitted except between the hours of 9 or 10 p.m. until 5 or 6 a.m. Driving to or from school sponsored events, work and other approved purposes could be exempt.
- **Passenger restriction.** A strict teenage passenger restriction for intermediate license holders, allowing no teenage passengers, or no more than one teenage passenger. The driver and all passengers must be restrained by the appropriate safety belt/device.
- **Cell phone/text messaging restrictions.** A restriction prohibiting the use of a cell phone or sending/reading text messages should be imposed until full licensure is obtained.
- **Conviction-free driving.** A minimum of 18 months conviction-free driving should be required. A conviction during this stage would result in recalculation of the 18-month period. Conversion to the full license would be delayed until the required conviction free period had been met regardless of age.
- **Administrative sanctions.** Administrative sanctions should be imposed for convictions (over and above those imposed by the courts). Example: 1st offense, mandatory driver improvement, 2nd offense, up to a 30 day license suspension, 3rd or subsequent offense, up to 180-day suspension.
- **Minimum age for conversion to full license.** The minimum age for full licensure should be 18 years.

3.3 Education and outreach programs

Given the role that motor vehicle agencies play in the licensing of teen drivers, we need to seize the opportunity that we have to educate teens, parents, law enforcement, judicial system and the legislators. The recommended best practices for education and outreach programs are described below.

Focus on improving GDL laws and implementing a mandatory parental involvement campaign as one of the highest priorities.

- Mandate parent orientation, extend permit periods, move administrative sanctioning (remedial course, suspensions) to court (legislative) where the MV is ineffective, establish a State level Driver Education/GDL Advisory Committee to communicate program effectiveness/needs, as well as highway statistics showing reduced violations, crashes and fatalities.
- Actively conduct information campaigns to Governor's Association and Legislative associations regarding current GDL provisions and those which may need to be amended to promote teen driver safety. Work with them on billing it as safety issues and look past those few parents who may complain it is too time consuming.

Parent/Teen education.

- Develop parent/teen training programs that can be attended by the parent/guardian and teen together, which gives specific GDL law requirements, explains why various provisions can be effective, how the parents can support these provisions and encourage parents/guardians to enter into Parent/Teen Driving Contracts to help ensure their teens safety such as limiting phone use, curfew, passengers, etc.
- Partner with Law Enforcement agencies to develop programs to notify parents/guardians any time the teen is stopped for any reason, regardless whether a citation was issued.
- Develop specific outreach efforts targeted at educating parent/guardians about GDL requirements.
- Develop comprehensive websites with specific pages for parents, separate from those for teens.

Partner with Law Enforcement, School Resource Officers, the media and medical and public health professionals and organizations to raise awareness of teen driving issues. Encourage School districts to initiate youth leadership organizations to help educate, encourage and empower teenagers to be traffic safety advocates in their schools and communities.

Good Driver Incentive Programs. Create an incentive program in which teens would receive incentives (gift cards, movie passes, etc) for maintaining violation-free and crash-free driving records during the intermediate stage of licensing.

Parent notification of convictions & access to driving record. Develop a program that will automatically notify the parent when a conviction is posted to the teen driver's record. Provide parents with access to the driving record.

Educate law enforcement on GDL requirements and the importance of enforcement. Assist local law enforcement and related agencies with internal and external information campaigns regarding the purpose of the GDL program and the need for better awareness and enforcement.

Provide Juvenile & District Court judges with additional guidelines and presentation packages in order to standardize the manner in which graduated licensing violations are adjudicated.

- Strict guidelines for plea bargaining, innovative/non-monetary penalties for violations.
- Educate and inform the courts regarding the role they play to support GDL provisions.

Sponsor a Judicial Transportation Safety Conference for Juvenile and District Court Judges and Chief Administrative Clerks of the Court.

Violation free driver abstract to maintain parking on campus, ensure driver ed curriculum is up to date and effective, purchase simulators and other interactive resources for classroom instruction (bringing awareness to GDL at same time), agreements with insurance companies to pay for or subsidize behind the wheel instruction.

- Develop school announcements, posters, contests and other information to junior high and high school age students.

Corroborate with schools to implement a Campus Seat Belt Policy as part of a Buckle Up Challenge. Initiate a Click-It or Ticket media campaign to promote the use of seat belt usage among all age groups.

Establish partnerships with Medical professionals to distribute information to parents/teens during check-ups, immunizations, sports physical programs and others regarding teen driving and driving safely.

Appendices

Contents

4.1 US Licensing Systems for Young Drivers.....	20
4.2 State Outreach Efforts and Noteworthy Programs	28
4.3 Stakeholders – Target Groups and Objectives	53
4.4 Stakeholders – Conclusions and Targeted Audiences	58
4.5 Demonstration Grant Program.....	63

4.1 US LICENSING SYSTEMS FOR YOUNG DRIVERS

September 2008

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. Although only three states lack an intermediate stage (Arkansas, Kansas, and North Dakota), US licensing systems vary significantly.

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 pm and a strict teenage passenger restriction allowing no teenage passengers, or no more than one teenage passenger.

The table beginning on page 2 lists licensing requirements in the United States. Since the 1990s, most states have improved their licensing systems by enacting some or all the elements of graduated licensing. Licensing systems differ not only with regard to the number and strength of the elements of graduated licensing they have adopted, but in enforcement. Some states prohibit police from stopping young drivers solely for violating night driving or passenger restrictions (secondary enforcement). The Institute has evaluated state licensing systems using criteria designed to estimate their strength and likely effectiveness in reducing injuries. In particular, the length of the learner's holding period, the duration and strength of restrictions in the intermediate license phase are credited. No state has an optimal graduated licensing system.

Points were assigned for the key components of graduated licensing. Good systems scored 6 or more points; fair systems scored 4 or 5; marginal systems 2 or 3; and poor ones scored less than 2 points. Regardless of point totals, no state was rated above "marginal" if intermediate license holders could be younger than 16 or if it allowed unrestricted driving before 16, 6 months. The following schedule was used to assign points.

Learner's entry age:	1 point for learner's entry age of 16
Learner's holding period:	2 points for ≥ 6 mo; 1 point for 3-5 mo; none for < 3 mo
Practice driving certification:	1 point for ≥ 30 hr; none for less than 30 hr
Night driving restriction:	2 points for 9 or 10 pm 1 point for after 10 pm
Passenger restriction:	2 points for ≤ 1 underage passenger; 1 for 2 passengers; none for 3; where supervising driver may be < 21 , point values were determined including the supervising driver as a passenger.
Driver education:	Where completion of driver education changed a requirement, point values were determined for the driver education track.
Duration of restrictions:	1 point if difference between minimum unrestricted license age and minimum intermediate license age is 12 or more months; night driving and passenger restrictions were valued independently

Key: G = good, F = fair, M = marginal, P = poor

	Learner Stage			Intermediate Stage Restrictions on Driving while Unsupervised			Minimum Age at Which Restrictions May Be Lifted	
<i>Jurisdiction/Evaluation</i>	Minimum Entry Age	Mandatory Holding Period	Minimum Amount of Supervised Driving	Minimum Age	Unsupervised Driving Prohibited	Restriction on Passengers (family members excepted unless otherwise noted)	Nighttime Restriction	Passenger Restriction
<i>Optimal provision</i>	16	6 mo	30–50 hr	16, 6 mo	9/10 pm–5 am	No more than 1 teenage passenger*	Until age 18	Until age 18
Alabama ¹ / F	15	6 mo	30 hr (none with driver education)	16	Midnight–6 am	No more than 3 passengers	17	17
Alaska / G	14	6 mo	40 hr, 10 of which must be at night or in inclement weather	16	1 am–5 am	First 6 mo: No passengers	16, 6 mo	16, 6 mo
Arizona ² / F	15, 6 mo	6 mo	30 hr, 10 of which must be at night (none with driver education)	16	Midnight–5 am secondary	First 6 mo: No more than 1 passenger younger than 18 secondary	16, 6 mo	16, 6 mo
Arkansas ³ / M	14	6 mo	None	There is no passenger or night driving restriction. The minimum license age is 16.			—	—
California ⁴ / G	15, 6 mo	6 mo	50 hr, 10 of which must be at night	16	11 pm–5 am secondary	First 12 mo: No passengers younger than 20 (limited exception for immediate family) secondary	17	17
Cellphones: A provision prohibiting all drivers, regardless of age, from using hand-held cellphones has been enacted.								
Colorado ⁵ / G	15	12 mo	50 hr, 10 of which must be at night	16	Midnight–5 am secondary	First 6 mo: No passengers Second 6 mo: No more than 1 passenger secondary	17	17
	Cellphones: A driver, regardless of age, may not operate a cellphone in the learner stage secondary							
Connecticut ⁶ / G	16	6 mo (4 mo with driver education)	40 hr	16, 4 mo	11 pm–5 am	First 6 mo: No passengers other than parents or driving instructor Second 6 mo: No passengers other than parents, driving instructor, or members of immediate family	18	17, 4 mo
	Cellphones: A driver may not operate a cellphone in the learner or intermediate stage.							
Delaware ⁷ / G	16	6 mo	50 hr, 10 of which must be at night	16, 6 mo	10 pm–6 am	No more than 1 passenger	17	17
	Cellphones: A driver may not operate a cellphone in the learner or intermediate stage.							
District of Columbia ⁸ / G	16	6 mo	40 hr in learner's stage; 10 hr at night in intermediate stage	16, 6 mo	September–June: 11 pm–6 am Su–Th, 12:01 am–6 am Sa–Su; July–August: 12:01am–6 am	First 6 mo: No passengers; Thereafter, no more than 2 passengers	18	18
	Cellphones: A driver may not operate a cellphone in the learner stage.			Cellphones: There is a prohibition on the use of hand-held cellphones that applies to drivers of all ages.				

Key: G = good, F = fair, M = marginal, P = poor

Florida ⁹ / F	15	12 mo	50 hr, 10 of which must be at night	16	11 pm–6 am (age 16), 1 am–5 am (age 17)	None	18	—
Georgia ¹⁰ / G	15	12 mo	40 hr, 6 of which must be at night	16	Midnight–6 am secondary	First 6 mo: No passengers Second 6 mo: No more than 1 passenger younger than 21 Thereafter, no more than 3 passengers secondary	18	18
Hawaii ¹¹ / G	15, 6 mo	6 mo	None	16	11 pm–5 am	No more than 1 passenger younger than 18 (household members excepted)	17	17
Idaho ¹² / M	14, 6 mo	6 mo	50 hr, 10 of which must be at night	15	Sunset to sunrise	First 6 mo: Licensees 16 and younger can have no more than 1 passenger younger than 17	16	15, 6 mo
Illinois ¹³ / G	15	9 mo	50 hr, 10 of which must be at night	16	Starts 10 pm Su–Th, 11 pm Fri–Sat, ends 6 am	First 12 mo: No more than 1 passenger younger than 20	18	17
	Cellphones: A driver younger than 19 may not operate a cellphone.							
Indiana ¹⁴ / F	15	2 mo	None	16, 1 mo	11 pm–5 am Su–F 1 am– 5 am Sa–Su,	First 90 days: No passengers	18	16, 4 mo
Iowa ¹⁵ / F	14	6 mo	20 hr, 2 of which must be at night	16	12:30 am–5 am	None	17	—
Kansas ¹⁶ / M	14	6 mo	25 hr, in learner phase; 25 hr before age 16; 10 of the 50 hr must be at night	There is no intermediate stage. The minimum license age is 16.			—	—
Kentucky ¹⁷ / G	16	6 mo	60 hr, 10 of which must be at night	16, 6 mo	Midnight–6 am	No more than 1 passenger younger than 20 unless supervised by a driving instructor secondary	17	17
Louisiana ¹⁸ / F	15	6 mo	35 hr	16	11 pm–5 am	None	17	—
Maine ¹⁹ / G	15	6 mo	35 hr, 5 of which must be at night	16	Midnight–5 am	First 180 days: No passengers	16, 6 mo	16, 6 mo
	Cellphones: A driver may not operate a cellphone in the learner and intermediate stages.							
Maryland ²⁰ / G	15, 9 mo	6 mo	60 hr, 10 of which must be at night	16, 3 mo	Midnight–5 am	First 5 mo: No passengers younger than 18 secondary	18	16, 8 mo
	Cellphones: A driver younger than 18 may not operate a cellphone in the learner permit and intermediate stages. secondary							
Massachusetts ²¹ / G	16	6 mo	40 hr	16, 6 mo	12:30 am–5 am	First 6 mo: No passengers younger than 18	18	17
Michigan ²² / F	14, 9 mo	6 mo	50 hr, 10 of which must be at night	16	Midnight–5 am	None	17	—

Key: G = good, F = fair, M = marginal, P = poor

Minnesota ²³ / G	15	6 mo	30 hr, 10 of which must be at night	16	First 6 mo: Midnight–5 am	First 6 mo: No more than 1 passenger younger than 20 Second 6 mo: No more than 3 passengers younger than 20	16, 6 mo	17
Mississippi ²⁴ / M	15	6 mo	None	15, 6 mo	10 pm–6 am	None	16	—
Missouri / G	15	6 mo	40 hr, 10 of which must be at night	16	1 am–5 am	First 6 mo: No more than 1 passenger younger than 19 Thereafter: No more than 3 passengers younger than 19	17, 11 mo	17, 11 mo
Montana ²⁵ / M	14, 6 mo	6 mo	50 hr, 10 of which must be at night	15	11 pm–5 am	First 6 mo: No more than 1 passenger younger than 18 Second 6 mo: No more than 3 passengers younger than 18	16	16
Nebraska ²⁶ / G	15	6 mo	50 hr, 10 of which must be at night (none with driver education)	16	Midnight–6 am secondary	First 6 mo: No more than 1 passenger younger than 19 secondary	17	16, 6 mo
Nevada ²⁷ / G	15, 6 mo	6 mo	50 hr, 10 of which must be at night	16	10 pm–5 am secondary	First 6 mo: No passengers younger than 18 secondary	18	16, 3 mo
New Hampshire ²⁸ F	15, 6 mo	None	20 hr	16	1 am–5 am	First 6 mo: No more than 1 passenger younger than 25	17, 1 mo	16, 6 mo
New Jersey ²⁹ / G	16	6 mo	None	17	Midnight–5 am	No more than 1 passenger (household members excepted)	18	18
New Mexico ³⁰ / M	15	6 mo	50 hr, 10 of which must be at night	15, 6 mo	Midnight–5 am	No more than 1 passenger younger than 21	16, 6 mo	16, 6 mo
New York ³¹ / G	16	up to 6 mo	20 hr	16, 6 mo	9 pm–5 am	No more than 2 passengers younger than 21	17 (18 without driver education)	17 (18 without driver education)
North Carolina ³² / G	15	12 mo	None	16	9 pm–5 am	No more than 1 passenger younger than 21; if a family member younger than 21 is already a passenger then no other passengers younger than 21 who are not family members	16, 6 mo	16, 6 mo
North Dakota / M	14	6 mo	None	There is no intermediate stage. The minimum license age is 16.			—	
Ohio ³³ / G	15, 6 mo	6 mo	50 hr, 10 of which must be at night	16	Midnight–6 am (age 16) 1 am–5 am (age 17). secondary	No more than 1 passenger	18	17
Oklahoma ³⁴ / G	15, 6 mo	6 mo	40 hr, 10 of which must be at night	16	11 pm–5 am	No more than 1 passenger	16, 6 mo (17 without driver education)	16, 6 mo (17 without driver education)
Oregon ³⁵ / G	15	6 mo	50 hr (100 hr without driver education)	16	Midnight–5 am	First 6 mo: No passengers younger than 20 Second 6 mo: No more than 3 passengers younger than 20	17	17
Pennsylvania / G	16	6 mo	50 hr	16, 6 mo	11 pm–5 am	None	17 (18 without driver education)	—

Key: G = good, F = fair, M = marginal, P = poor

Rhode Island ³⁶ / G	16	6 mo	50 hr, 10 of which must be at night	16, 6 mo	1 am–5 am	First 12 mo: No more than 1 passenger younger than 21	17, 6 mo	17, 6 mo
South Carolina ³⁷ / M	15	6 mo	40 hr, 10 of which must be at night	15, 6 mo	6 pm–6 am EST, 8 pm–6 am EDT	No more than 2 passengers younger than 21 (driving to and from school excepted)	16, 6 mo	16, 6 mo
South Dakota ³⁸ / M	14	6 mo (3 mo with driver education)	None	14, 6 mo (14, 3 mo with driver education)	10 pm–6 am	None	16	—
Tennessee ³⁹ / G	15	6 mo	50 hr, 10 of which must be at night	16	11 pm–6 am	No more than 1 passenger	17	17
	Cellphones: A driver may not operate a cellphone in the learner and intermediate stages.							
Texas ⁴⁰ / F	15	6 mo	None	16	Midnight–5 am secondary	No more than 1 passenger younger than 21 secondary	16, 6 mo	16, 6 mo
	Cellphones: A driver may not operate a cellphone in the first 6 months of intermediate stage.							
Utah ⁴¹ / G	15	6 mo	40 hr, 10 of which must be at night	16	Midnight–5 am	First 6 mo: No passengers secondary	17	16, 6 mo
Vermont ⁴² / F	15	1 yr	40 hr, 10 of which must be at night	16	None	First 3 mo: No passengers without exception Second 3 mo: No passengers	---	16, 6 mo
Virginia ⁴³ / G	15, 6 mo	9 mo	45 hr, 15 of which must be at night	16, 3 mo	Midnight–4 am secondary	First 12 mo: No more than 1 passenger younger than 18; thereafter, no more than 3 passengers younger than 18 secondary	18	18
	Cellphones: Drivers younger than 18 may not operate a cellphone. secondary							
Washington ⁴⁴ / G	15	6 mo	50 hr, 10 of which must be at night	16	1 am–5 am secondary	First 6 mo: No passengers younger than 20 Second 6 mo: No more than 3 passengers younger than 20 secondary	17	17
	Cellphones: All drivers regardless of age may not use hand-held cellphones or use text messaging while driving. secondary							
West Virginia ⁴⁵ / F	15	6 mo	30 hr (none with driver education)	16	11 pm–5 am	No more than 3 passengers younger than 19	17	17
	Cellphones: A driver may not operate a cellphone in the learner and intermediate stages. secondary							
Wisconsin ⁴⁶ / G	15, 6 mo	6 mo	30 hr, 10 of which must be at night	16	Midnight–5 am	No more than 1 passenger	16, 9 mo	16, 9 mo
Wyoming ⁴⁷ / F	15	10 days	50 hr, 10 of which must be at night	16	11 pm–5 am	No more than 1 passenger younger than 18	16, 6 mo	16, 6 mo

* 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.

Key: G = good, F = fair, M = marginal, P = poor

- 1 In Alabama, the supervising driver must be a parent, guardian, or driving instructor. At age 16, permit holders may drive while supervised by any licensed driver. Restrictions end after holding the intermediate license for at least 6 months and reaching age 17.
- 2 In Arizona, a driver education instructor can authorize a student enrolled in driver education who is age 15 to drive only while supervised by the authorizing instructor.
- 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. 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 In California, students enrolled in driver education 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 minimum permit age varies. Fifteen-year-olds who are enrolled in driver education may apply for an instruction permit. Their supervising driver must be a parent, stepparent, grandparent, guardian, or driving instructor. A person age 15, 6 months, may apply for an instruction permit which allows driving while supervised by a parent, stepparent, grandparent, or guardian. Although driver education is not required at this age, applicants for this permit must have completed a 4-hour driver awareness program. At 16, young drivers may apply for a permit that allows driving while supervised by a licensed driver age 21 or older.
- 6 In Connecticut, either driver education or home training is required for license applicants younger than 18. Permit holders may not carry any passengers aside from the person providing instruction, parents, or guardians. Time spent practice driving with a professional instructor counts toward the 40-hour certification requirement. Before an applicant who is less than eighteen years of age may take the driver's test, parents or guardians must attend two hours of instruction regarding teen driving laws and related issues with such applicant.
- 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 1 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 am and 10 pm and may only carry 1 passenger. 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 In the District of Columbia, the learner's stage is mandatory for all license applicants, regardless of age. A nighttime restriction (9 pm–6 am) 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 In Florida, learner's permit holders may not for the first 3 months drive after sunset and thereafter may not drive after 10 pm.
- 10 In Georgia, license applicants younger than 17 must have completed driver education.
- 11 In Hawaii, license applicants younger than 18 must have completed driver education.
- 12 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.
- 13 In Illinois, enrollment in driver education is required for permit applicants age 15; without driver education, a permit applicant must be age 17, 3 months. License applicants 18 and older are not required to have driver education or to go through an intermediate license stage.
- 14 In Indiana, driver education determines the minimum age for permits and the intermediate license. 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.
- 15 In Iowa, in addition to the certification in the learner stage, the state 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. Restrictions end after holding an intermediate license for at least 1 year and reaching age 17.
- 16 In Kansas, restricted license holders may not drive unless supervised other than to and from school or work via the most direct route and may not carry minor passengers other than siblings. To get a restricted license, applicants must have driven at least 25 of the 50 hours required for a full license and must have held an instruction permit for 6 months.
- 17 In Kentucky, learner's permit holders are prohibited from driving between midnight and 6 am or from carrying more than 1 passenger younger than 20 unless supervised by a driving instructor. License holders younger than 18 must complete a driver education course or a state-sponsored traffic school.
- 18 In Louisiana, driver education is required 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.
- 19 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

Key: G = good, F = fair, M = marginal, P = poor

- applicants younger than 21.
- 20 In Maryland, driver education and the certification of practice driving applies to all initial license applicants, but the nighttime driving restriction applies only to intermediate license holders younger than 18.
 - 21 In Massachusetts, the requirement for supervised driving is 30 hours for applicants who have successfully completed a driver skills development program in a closed, off-road course licensed by the Registrar of Motor Vehicles. Driver education is required of license applicants younger than 18. The night driving restriction for permit holders younger than 18 is midnight to 5:00 am, unless they are accompanied by a licensed parent or guardian.
 - 22 In Michigan, permit applicants younger than 18 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.
 - 23 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. Provisional license holders must be crash free to qualify for a full license.
 - 24 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.
 - 25 In Montana, enrollment in or completion of driver education is required for permit applicants younger than 15; license applicants younger than 16 must have completed driver education.
 - 26 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.
 - 27 In Nevada, driver education is required of all licensed applicants younger than 18 unless there is no driver education program offered within a 30-mile radius of the applicant's residence.
 - 28 In New Hampshire, learner's permits are not issued. At age 15, 6 months, a person can drive while supervised by a licensed driver 25 or older.
 - 29 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. Learner's permit holders may not drive between 11 pm and 5 am and may not carry more than 1 passenger in addition to the supervising driver.
 - 30 In New Mexico, permit applicants younger than 18 must be enrolled in driver education; license applicants younger than 18 must have completed driver education.
 - 31 In New York, the law currently 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.
 - 32 In North Carolina, learner's permit holders may not drive between 9 pm and 5 am for the first 6 months. Driver education is required for permit and license applicants younger than 18. Cellphone restriction does not apply to phone conversations with physicians, parent, guardian, or spouse.
 - 33 In Ohio, driver education is required of license applicants younger than 18.
 - 34 In Oklahoma, 15 year-olds may drive, but only while supervised by an instructor.
 - 35 In Oregon, driver education is required of license applicants younger than 18. However, it is waived for applicants who certify an additional 50 hours of supervised driving.
 - 36 In Rhode Island, driver education is required of permit and license applicants younger than 18.
 - 37 In South Carolina, licensees in the learner stage may not drive between midnight and 6 am unless supervised by a licensed parent or guardian. 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.
 - 38 In South Dakota, learner's permit holders may not drive between 10 pm and 6 am unless under the supervision of their parent or guardian who is occupying a seat beside them.
 - 39 In Tennessee, learner's permit holders may not drive from 10 pm to 6 am.
 - 40 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.
 - 41 In Utah, permit holders younger than 18 may only drive under the supervision of a driving instructor, a parent or guardian, or a responsible adult who accepted liability for the permit holder's driving by signing the permit application. Regardless of age, permit applicants 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 end when a driver has been licensed for 6 months or when the driver turns 18, whichever occurs first.

Key: G = good, F = fair, M = marginal, P = poor

- 42 In Vermont, driver education is required for license applicants younger than 18.
- 43 In Virginia, driver education is required for license applicants younger than 19 (18 if applicant holds a 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.
- 44 In Washington, permit applicants 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.
- 45 In West Virginia, learner's permit holders younger than 18 may not drive 11 pm–5 am and may not carry more than 2 passengers in addition to the supervising driver.
- 46 In Wisconsin, enrollment in driver education is required for permit applicants younger than 18. Driver education is required for license applicants younger than 18. During the learner's stage, licensees may carry 3 passengers if supervised by a driving instructor in a dual-control vehicle or if at least 16, may carry 1 passenger 25 or older who has been licensed at least 2 years.
- 47 In Wyoming, all applicants for an unrestricted license who are younger than 17 must have completed driver education and must have held an intermediate license for at least 6 months.

State	4.2 State Outreach Efforts – Noteworthy Programs
Alabama	
Alaska	
Arizona	
Arkansas	
California	<p data-bbox="428 370 869 396"><i>Teen Public Information Campaign</i></p> <ul data-bbox="474 431 1961 516" style="list-style-type: none"> ✓ Posts videos on youtube.com that address teen driver issues. ✓ Teen Driver Website: practice tests, links to Parent Teen Guide & Driver’s Handbook, FAQs, DUI, new laws and videos on driving techniques. <p data-bbox="428 522 1163 548">NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p data-bbox="428 584 1990 682"><i>Operation DIZZY</i> - Operation DIZZY is a youth coalition to prevent underage drinking. There are 38 high school students in this coalition. Assemblies are provided to schools for grades 6-8 and are conducted by local High school students with guidance from the Manteca Police Department. Each assembly takes approx. 1</p> <p data-bbox="428 717 2003 987">hour and can have up to 125 student participants. Students take part in activities such as Basketball, a Twister game, Walking a Line, riding a 3 wheel bike and opening a door lock all while wearing drunk goggles. The goggles give the student the ability to see how alcohol will impair their motor skills and slow their reaction time. Students are also given a short presentation by students that have been in alcohol related incidents as well as a 19 year old driver that was impaired and killed his passenger. Operation DIZZY is funded by donations from local establishments and is requested at all major events with in the city and beyond. It has been presented at the Walmart Safety Fair, Manteca Pumpkin Fair, Westin Ranch Safety Fair in Stockton Ca, Manteca Street Fair, The fishing Derby, Every 15 minutes program, and many more through out the year. Coalition members also work with the Manteca Police Department in a shoulder tap Decoy Position to stop the purchase of alcohol for minors at local stores.</p> <p data-bbox="428 1023 2003 1403"><i>Journey Safe “Remember the 5”</i> - During the month of May JourneySafe will be presenting to over 1,500 teens our story and giving the teens (and parents in attendance) FIVE easy tips to help keep them safe as drivers AND passengers in cars. 1) Buckle up. 2) Limit your passengers. 3) Distractions kill. Put away the stuff. Be a good passenger and help driver stay focused on driving. 4) Turn off the cell phone and no texting. 5) Find your voice and use it to speak up in unsafe situations. Use "positive peer pressure" as a model for how to behave in a vehicle. JourneySafe is an outreach program established by the family and friends of Jill Sabet and Jonathan Schulte, two remarkable teens who lost their lives May 26, 2005 in a senseless single vehicle automobile crash. They were passengers in a friend's overcrowded car on the way to their junior prom. It was no freak accident and no drugs or alcohol were involved: just an instant of distraction in which the young driver looked away from the road searching for a pack of gum, then panicked and lost control of the car. The primary goal of the JourneySafe program is to educate teens and parents about the unique risks faced by young drivers and their passengers. Using the story of Jill and Jonathan and focusing on the 6,000 teens killed each year in similar automobile crashes, JourneySafe promotes and teaches a "positive peer pressure -- friends protecting friends" concept that teens can</p>

	<p>use as a tool to protect themselves and each other on and off the road.</p>
<p>Colorado</p>	<p>Alive at 25. The program targets the 15 to 25 age group and is a 4 ½ hour class focusing on the hazards and consequences of poor driving decisions.</p> <ul style="list-style-type: none"> ✓ Classes are taught by Law Enforcement officers (88 instructors statewide). ✓ 174 County and Municipal Courts utilize the program as a sentencing/plea option. ✓ 100,000 students have completed the program since 1996. <p>Alive at 25 (for parents). The program is geared to parents of teen drivers and is a 3 hour class designed to help parents understand the hazards of driving and assist them in opening a dialogue with their teen driver. Full rollout is expected later this year.</p> <p>Click It or Ticket seat belt enforcement mobilization.</p> <p>Teen Public Information Campaign</p> <p>The Driver's Seat Website (www.coteendrivers.com): sponsored by Colorado DOT & NHTSA. Parents page has info on supervising your teen, family driving rules and parent/teen contracts, GDL laws, driving tips, FAQs, etc. (Parent also has chance to win \$500 for accessing site). Teen page has info on GDL laws, consequences, driving tips, facts, resources, etc. (Teen can also redeem music download card on site). Brochures and Teen Driving Tool Kit are also available for download. Tool Kit contains downloadable printed materials as well as MP3 radio spots.</p> <p>NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p>SignforSafety.org - The Student Advisory Committee (SAC) of The BACCHUS Network re-launched an online petition campaign this spring, building upon the foundation established last year, so that more students could be reached by the message of youth traffic safety and have the chance to raise their voices in support. The goal of the website www.signforsafety.org was to gather signatures in support of state proclamations to officially declare May National Youth Traffic Safety Month (NYTSM) as well as educating visitors to the site about youth traffic safety as an issue while inspiring activism. The Student Trustees of the BACCHUS Network, who oversee the SAC, worked to redesign the site this year to be more easily applicable to the development of youth projects, as NYTSM Toolkit developed by National Organizations for Youth Safety and other such resources were displayed. The Student Advisory Committee members promoted the NYTSM initiative and ideas for action within the context of Sign for Safety at their area conferences and within their newsletters and other contact to the over 900 BACCHUS affiliates into the month of May. This year, the success of the signatures led to petitions and sample proclamations, the latter from the NOYS toolkit, being sent to the four governor's offices whose states were represented well in the petition, thus completing the transformation from the idea of an electronic petition to an action to demand recognition and real change concerning this significant topic.</p>
<p>Connecticut</p>	<p>CheckPoints Program pilot – program that teaches parents to limit their teenager's exposure to certain driving conditions for the first 12 months after teens receive their licenses.</p>

NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:

Making the Right Choices - In light of all of the recent tragic accidents and senseless loss of the young people that have so affected our Naugatuck Valley Community here in Connecticut, Seymour High School along with the Seymour Police Department Community Police and Youth Divisions have joined forces to educate our young drivers in the responsibilities of safe driving and the horrific consequences that may result when driving irresponsible.

The "Making the Right Choices" program is an interactive student program that combines multimedia presentations that address teen underage drinking and driving as well as the responsibilities of safe driving combined with victims, offenders, law enforcement who relate first hand experiences of the tragic and deadly consequences that occur when engaging in this very risky behavior.

Every school year we hear throughout the country tales of tragic alcohol related and needless accidents involving high school students and young

drivers. Some of these accidents occurred when young drivers had made the wrong choice to consume alcoholic beverages illegally and then attempt to

drive only to become involved in a horrible accident. Other young lives have been claimed simply by irresponsible driving.

State of Connecticut Governor Jodi Rell has called upon the State of Connecticut to form a joint task force to address teen safe driving. In Seymour we have already taken steps long before the Governor's call to respond to this need of a continued proactive effort to arm our young drivers with the information they need to make the right choices.

If we can stop one teen from drinking and driving, one teen from being distracted, one teen from traveling too fast or recklessly then we will be successful in saving a life!! These tragic accidents and the senseless losses of our young drivers must make all communities now have the attitude of "It can happen here!" and "What can we do to prevent it!"

The "Making the Right Choices!" program focuses on the horrific consequences of what can occur when the bad decision to mix drugs/alcohol with driving and addresses the tragic results when motor vehicles are operated irresponsibly or recklessly. Our guest speakers will include and/or be offenders, victims and emergency services personnel who will relate their life changing experiences when involved in tragic accidents. We also will present a powerful presentation on tragic accidents that have sadly occurred in our Valley area which have sadly affected our Community. Students who have participated in the program have told us that they were greatly impacted by the presentation and affected by the tragic stories that were told by the offenders/victims.

The primary objective of the program is to educate our students/young drivers on the responsibilities of safe driving and the dangers that can occur when mixing drugs and alcohol with operating a vehicle. If the program we offer can influence one student to: not engage in this destructive activity and/or operate their vehicle responsibly, then the program will be a success! We conduct student surveys at the end of the program or following day. We have received an overwhelming positive response and recommendation from students, parents and staff to continue this program.

Delaware	
District of Columbia	
Florida	<p>NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Mock DUI Crash/Prom Promise</i> - TAVARES - Junior and seniors from Tavares High School, located at 603 N. New Hampshire Ave., will learn firsthand about the horrifying consequences associated with driving under the influence (DUI) at a Mock DUI Crash on Friday, May 9, at 9 a.m.</p> <p>Tavares High School, in cooperation with the Lake County Community Traffic Safety Team, the Lake County Sheriff's Office and other agencies, will be hosting the Mock DUI Crash at the high school football field.</p> <p>The acclaimed program was designed to create a realistic setting of how an alcohol-related traffic accident can adversely impact the people involved. Through a dramatization of a DUI crash, the program provides a realistic look at the serious consequences of drinking and driving. According to safety officials, mock DUI crashes help encourage students not to drink and drive. The program is held to coincide with the prom to serve as a sobering reminder for the students to seriously consider the implications of drinking and driving.</p> <p>Those participating in the program include Tavares High School students, parents and teachers. Agencies involved with organizing the program include the Lake County Board of County Commissioners, City of Tavares fire and police departments, Lake County Community Traffic Safety Team, Lake County Department of Community Services, Lake-Sumter Emergency Medical Services, LifeNet, Office of the State Attorney Fifth Judicial Circuit of Florida, Honorable Judge Donna Miller, Honorable Judge Michael Johnson, Lake County Sheriff's Office, Lake County Fire Rescue Division, Florida Department of Transportation, Car Store, Lake County Mothers Against Drunk Drivers (MADD) Chapter and Hamlin and Hilbish Funeral Home.</p> <p>Distinguished officials expected to attend the Mock DUI Crash include County Commissioner Debbie Stivender, Sheriff Gary Borders, School Superintendent Anna Cowin and School Board Member Jimmy Conners. The public is invited to attend this educational event. For more information about the Mock DUI Crash, call (352) 742-6580.</p> <p><i>Saving our Family and Friends' Lives – "Wear that Seatbelt, Please!"</i> - ASPIRA advisors will arrange for designated schools to make daily announcements reminding students to encourage families and friends to wear their seatbelts. In addition, advisors will generate a pre and post survey to measure the effectiveness of the "Wearing the Seatbelt" activity.</p> <p><i>Buckle Up for Safety</i> - We will hang poster the week before about buckling up. On May 13 we will survey the number of people wearing their seatbelt in the morning and dismissal. Those wearing their seatbelt will receive a smartie and those not wearing their seatbelt will get a dum-dum. We will then survey them again on May 15 to see if there is an increase. All week long during the morning show facts will be read to students about the importance of wearing their seatbelt. We will solicit local businesses to allow us to place flyers about the importance of wearing your seatbelt.</p>

	<p><i>SIDNE (Simulated Impaired DrivINg Experience)</i> - Along with a FSU health educator and a FSU Police Officer, members of KARMA went to two local High Schools to present the SIDNE during driver education classes. The program is fairly simple. We go a whole day and present to every driver education class. The students set up a driving course on the driving range and then the High School students can drive the SIDNE. The SIDNE is an electric go-cart that simulates the delayed reaction times of an impaired driver by delaying the brake and gas pedals, along with the steering wheel. Participants learn quickly that controlling a vehicle under the influence is absolutely impossible. IN order to extend the experience a passenger can also go along for the ride. The passenger receives a very unique perspective of what it is like to be completely helpless in the situation. Participants scream, laugh, and often times just give up. After the drive a Peer Educator explains to the Participants what just happened and explains the reasons for why it was so hard to control the vehicle when impaired. Participants come away impressed and tend to swear that they will never drive impaired. At the end of the class session the police officer along with the Peer Educators reinforces the message that it is never safe to drive impaired or to ride with an impaired driver. Informational materials are handed out as well. We have been going to those two schools for the past 3 years every semester and keep getting asked to come back by the teachers because they feel it is an invaluable experience for their students.</p> <p><i>Teen Driver Website</i> - a new Website, www.takethewheel.net, geared toward teen driver safety was launched by the Florida Department of Highway Safety and Motor Vehicles on Monday, October 6, 2008.</p>
<p>Georgia</p>	<p><i>Youth & Young Adult Highway Safety Leadership Conference</i> – Governor’s Office of Highway Safety hosted the conference for 350 high school and college students.</p> <p>NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Floyd County Teen Report Line</i> - Say no to drugs! That's the message one northwest Georgia community is sending by actually encouraging teens to put all those cell phone calls and text messages to good use. That's right. Teens in the Floyd County area can now call or text message The Teen Report Line at (706) 252-1031 to anonymously report any activity involving drugs. The new tip line is completely confidential and can be accessed 24-hours-a- day. The Teen Report Line number is the result of a partnership between the Governor's Office of Highway Safety (GOHS), Pepperell High School's chapter of Students Against Destructive Decisions (S.A.D.D.), Sprint Nexcom of Georgia, Promotions Plus, Lamar Advertising and Floyd County Sheriff Tim Burkhalter's Youth Initiative program. The goal of the partnership is to provide teens in Rome and Floyd County an outlet for reporting information about any drug activity in their community. All confidential reports coming through the tip line are forwarded to the Rome/Floyd County Metro Drug Task Force for law enforcement follow-ups.</p> <p>At the Governor's Office of Highway Safety, Director Bob Dallas commended the community and especially its young people for taking a proactive approach to help curb illegal drug use and make Floyd County's homes, schools and roads safer in the process.</p> <p>"The Teen Report Line has the potential to not only disrupt illegal drug activity, but also to avoid the stigma kids often associate with reporting anything about their peers to authorities," Director Dallas said. "It's unfortunate a life line like this is needed in any community, but it's a step in the right direction toward making an entire town safer."</p>

Pepperell High School's S.A.D.D. advisor Alana Ellenburg said, the key to the report line concept is appealing to the way teenagers think. With the current popularity of text messaging, Ellenburg said teens can confidentially any report drug activity they witness as easily as if casting a vote for their favorite American Idol contestant.

S.A.D.D. students here have also created a profile for the Teen Report Line on Myspace, the social networking site frequented by millions of teens all across the country. Now, anyone with a MySpace account can post confidential comments on the page or send the group a private email message at www.myspace.com/teenreportline.

"We are trying to keep up with how kids are communicating," said Ellenburg. "The kids are the ones who know where the drugs are. With the Teen Report Line, they can call immediately and it doesn't put any pressure on them because it's anonymous. The biggest thing is it's non-threatening."

Students in Pepperell's S.A.D.D. chapter also recognize the effects of drugs and the consequences experienced by their peers. Club officer Storme Jordan said much like communities all over the country, teen drug use in Floyd County is also causing higher rates of other risky behaviors.

"Drugs are becoming more abundant for kids and teens of all ages," Jordan said. "Many [students] drop out of school because of their addiction to these drugs. The kids and teens are being greatly influenced by the growth and availability of drugs in their everyday lives."

Local law enforcement activity would indicate teen perceptions are right on the mark about the continuing availability of illegal drugs to students. According to the Floyd County Sheriff's Office, 78 drug-related charges were filed against Floyd County teens, ages 16-and-under from March 1st, 2007, to March 1st of this year.

The S.A.D.D. chapter at Pepperell High School was established three years ago with 41 members. Its ranks have now grown to 85 members, all of whom have a mission to provide students with the best prevention and intervention tools possible to deal with the issues of underage drinking, illegal drug use, impaired driving and other destructive decisions.

The group, which is the only school S.A.D.D. chapter in Floyd County, meets monthly and coordinates positive decision-making activities, for Red Ribbon Week, prom and homecoming.

Sheriff Tim Burkhalter reports information from the tip line has already led to arrests. In fact, he also credits Floyd County teens for reporting other criminal incidents such as domestic abuse and gang activity. Burkhalter says he believes in the continuing success of the anonymous report line.

"It works," says Burkhalter. "The Teen Report Line is a valuable tool in the criminal justice field here in Floyd County and we're very fortunate to have this partnership with Pepperell High School and the students in S.A.D.D."

For more information on the Teen Report Line, contact Pepperell High School S.A.D.D. Advisor Alana Ellenburg at aellenburg@floydboe.net or call (706) 236-1844. The Floyd County Sheriff's Office can also be reached at (706) 291-4111, ext. 871. For more information about the S.A.D.D. program in Georgia and the Governor's Office of Highway Safety, contact GOHS Planner

	<p>Barbara Jones at bjones@gohs.ga.gov or call her at 404-657-9246.</p> <p>Ghost Out Week - A GHOST OUT is a week long alcohol and drug awareness campaign aimed at teenagers to coincide with prom night. According to the National Highway Traffic Administration car crashes are the number one killer of teens and over one third of the teen traffic deaths are alcohol or drug related.</p> <p>Monday through Friday, May 12 - 16, 2008, the Savannah Arts Chapter of SADD (Students Against Destructive Decisions) will distribute literature, give public service announcements in the morning and afternoon announcements in regards to safe driving statistics and tips, have giveaways and drawings and give a quiz on teen driving statistics.</p> <p>On Thursday, May 15 (the day before the prom) we will have ghosts walking our hallways. 18 preselected students (members of SADD) will be made up as dead teenagers to represent the numbers of teens killed due to alcohol related accidents.</p> <p>This is all in hopes to make an impact on students of the Savannah Arts Academy in that they will carry their message to friends, neighbors and relatives during what may be the deadliest times of the year, prom season!</p>
Hawaii	
Idaho	
Illinois	<p>Teen Driver Safety Task Force - The Task Force held statewide hearings to examine teen driving laws and propose legislation aimed at reducing teen traffic fatalities. The Task Force, comprised of legislators, traffic safety experts, law enforcement officials, educators and judges, held public hearings to examine Illinois' Graduated Driver Licensing (GDL) law, other state's programs and recent studies that have concluded comprehensive GDL programs reduce teen traffic fatalities. The task force heard proposals from a variety of traffic safety organizations, national experts and victim advocates to improve teen driving laws. From these hearings, the Task Force developed a 10-point plan of recommendations to give Illinois a model GDL program for other states to emulate.</p> <p>Educational Campaign - Initiated an educational campaign within the Secretary of State's Court Liaison Unit to reinforce among law enforcement and the judicial system the importance of prosecuting GDL offenses.</p> <p>NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p>Poster Contest for Traffic Safety - Have 6th-8th grade students create posters in regards to drinking and driving.</p> <p>Gibson City-Melvin-Sibley High School, Gibson City, IL</p> <p>The campaign, titled License to Live, uses television and radio PSA's to urge seat belt use, bicycle and railroad safety in their community. GCMS License to Live leader Eric Sommer also worked with local officials to raise awareness about dangerous intersections in their area, and has been successful in making helpful changes. To learn more about their campaign, visit http://www.gcmslicensetolive.com/.</p>

	<p>Clifton Central High School, Clifton, IL</p> <p>Clifton Central High School's Operation Safer Teens (CO\$T) started their campaign by purchasing two speed limit signs for both entrances of their high school and middle school complex. To spread their message, the team hung banners at football games, sponsored a door decorating contest, and an artwork contest with the school's Art Club. CO\$T has sponsored a Child Safety Seat check program, and has hosted an Alive at 25 Parent Program. To learn more about their campaign, visit http://www.noys.org/YouthTrafSafe/Clifton%20Central%20High.html.</p>
<p>Indiana</p>	<p>NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p>Mock Accident, Click-It Race, and Seat Belt Check Statistics - The mock accident included nine senior SADD members and participation from the area police officers, EMT, fire department, coroner, and the student body. As a team we worked to demonstrate the harmful effects of drinking and driving. The "click-it" race will be held on May 16, 2006 as one of the fun day activities at the school. The competition will consist of four person teams from each grade level. The teams will race against each other for the best time of who can get into a car and fasten their seat belt the fastest. The key is however they have to have their seat belt on properly. The final activity will include SADD members checking student drivers the morning of Wednesday, May 7 and charting how many drivers are wearing a seatbelt and then charting it again on May 28, 2008 to see if the seatbelt use had increased.</p>
<p>Iowa</p>	
<p>Kansas</p>	<p>NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p>Shattered Dreams - This was a week of activities: Monday - seat belt check at all 3 school exit points with a police officer (and car with flashing lights) and 3 students. If occupants were wearing a seat belt, they were given a "smartie" candy and told "thanks" for wearing their seatbelt. If they were not, then they got a "dum-dum" candy. 465 cars were stopped - 425 (91%) wore seat belts. On Wed. we had "Grim Reaper Day" - someone was tapped to represent a drunk driving victim every 33 minutes. They were given a black t-shirt with "Shattered Dreams...every 33 minutes someone dies from a drunk driving accident" on the back. A tear was painted on their face and they did not talk the rest of the day. On Friday we had a "mock accident". The students were shown a video that the kids made of a party (with fake drinking) and then getting in a car to leave. The screen went black and you could hear the sound effects of a car starting, taking off, tires squealing and a crash. They then went to the stadium where the kids in the video portrayed a drunk driving accident. Police, fire and EMT's responded. The parents of one of the "victims" then gave a short eulogy and asked the students to please make good decisions so that their parents did not have to do this for real. We did a survey about drinking and driving after the program. We had several students report that they either have participated in drinking and driving or have ridden with someone. They reported that their attitude was changed b/c of this assembly. We also rec'd antidotal reports of fewer kids drinking and driving the past 2 weekends.</p>

Kentucky	Take Two – Department of Transportation Safety funded MADD’s multi-media presentation “Take Two” to draw teen driving awareness in numerous high schools throughout National Teen Driver Safety Week.
Louisiana	
Maine	
Maryland	<p>Rookie Driver Campaign - A campaign that issued “Rookie Driver” magnetic bumper stickers to all teens issued a learner’s permit; and a highly publicized media campaign.</p> <p>Parental Involvement Campaign-</p> <p>NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p>Charles County Sheriff’s Office – CCSO increased its traffic safety enforcement among the teen population and worked with school officials to combat the problem and reach out to teens. The Sheriff’s deputies now strictly monitor and enforce seatbelt use as students enter or leave local high school parking areas. Students who are found not wearing seatbelts are ticketed. Student drivers are also cited if they transport more passengers than their vehicles or licenses permit them to carry. Passengers in excess of the limit are removed from the vehicle and required to call a parent for transportation, or ride a school bus. Off school grounds, the Sheriff’s Office is also increasing its efforts to enforce posted speed limits. When patrol officers have occasion to pull over teen drivers for primary offenses like speeding, they also check for potential secondary violations of new driver provisional license requirements. Such violations will also result in an immediate citation. No warnings will be issued. In addition to the increased enforcement campaign, the Sheriff’s Office has asked for student input on the problem. The principal and the CCSO resource officers in each school meet with the Students Against Drunk Driving (SADD) clubs and Student Government Associations (SGA) to get their input about the best ways to get students to drive safely.</p> <p>The Sheriff’s Office maintains a parental notification system whereby officers contact the parents of teens recently stopped for traffic violations. Parents are notified about any traffic citations, warnings or equipment repair orders issued to their teens. The Sheriff’s Office and CCPS also manage the High School Driver Program. Any student stopped by Sheriff’s officers while commuting to or from school or a school-related event, is reported to the school’s resource officer. The school may revoke or suspend the school-driving privileges of those students. The Sheriff’s Office added a safe driving lesson to its Truth and Consequences program, which school resource officers present annually to freshmen and juniors. The program encourages students to make safe decisions about drugs, alcohol, gangs and other issues that teens often face.</p> <p>Project LAB (Loose All Booze) - The CAD Coalition will be organizing numerous events targeting underage drinking and seat belt usage during both Prom and Graduation seasons as well as to recognize Youth Traffic Safety Month during the month of May. Student drivers at various high schools within Washington County will be exposed to seat belt checks upon leaving at the end of the school day. One week prior to the check, seat belt compliance will be monitored by local health department personnel in conjunction with school resource officers and sheriff’s department deputies. Then, a seat belt check will occur, providing belted students with air fresheners (in the shape of a Lifesaver) reading "Seatbelts are a LifeSaver" accompanied by the actual Lifesaver candy for their</p>

	<p>vehicle. Unbelted students will receive dum-dum candies. Both sets of drivers will also receive informational material on seat belt usage. With anticipated financial support, incentives for students buckling up will include gift cards for gasoline as well as redeemable tickets for free car washes. Student tickets with their assigned parking permit number, will be picked randomly from a bowl and presented with their incentive. A mock presentation will be presented by Maryland State Police during Prom Season demonstrating the dangers of drunk/impaired driving to local high schools in the county. At the completion of the presentation, the students will pass the casket of their dead classmate. The student(s) who died in the crash will be taken out of class for the remainder of the day, represented by a single flower lying on their classroom desk(s). To coincide with this measure, participating schools will also utilize their student council members for participating in "Dead Day." Members of the student council will represent the Grimm Reaper by wearing all black and randomly picking parking space numbers from a hat every 14 minutes to represent how many teens are injured in automobile crashes every day in Maryland. The Grimm Reaper(s) will go to the chosen student's class and remove them - upon removal, that student will be tagged by placing black marker under their eyes and told not to speak to anyone for the remainder of the day unless asked how they died. They will also wear a drunk driving/alcohol-related statistic taped to their back for the remainder of the school day. Dependent on each school's schedule, PSA's will be utilized during morning announcements or lunchroom announcements by students themselves, focusing on local statistics about youth and automobile crashes and the dangers of unsafe driving. Activities such as Prom Promise and Battle of the Belts will also be implemented during Prom Season – with students pledging to abstain from drinking alcohol and commit to wearing their seat belts. Pledge activities can be creative such as students signing a large poster board/bulletin board with their signatures ensuring their abstinence of alcohol. Each school will have the liberty to create their own pledging activities. All of these activities will be reinforcing the awareness of underage drinking in our county, and will be following a community-wide underage drinking town hall meeting, sponsored by SAMHSA, that was previously conducted in March on behalf of the youth of Washington.</p>
<p>Massachusetts</p>	<p><i>Law Enforcement Outreach</i></p> <p><i>High School and Coach Outreach</i></p> <p><i>Partnership with SADD for Homeroom Announcements</i></p> <p><i>Earned Media</i></p> <p><i>Driver Education Provider Outreach</i></p> <p><i>Addition of Driver Education Provider section on website</i></p> <p><i>Addition of Teen & Parent section to website</i></p> <p><i>Creation of new handouts and brochures</i> (MA sends a letter and brochure to the parent of every teen receiving a junior operator license)</p> <p>NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Mock Crash</i> - Cars previously in crashes are brought to the school and covered up with the victims already in place. Senior class is</p>

	<p>brought to the scene asked to close their eyes and they hear the sounds of a crash. Upon opening their eyes they see a horrible scene and witness the events as they would take place as if it were real, from the fire department (from 2 towns) rescue teams, to the coroner, to one victim leaving in a body bag in the back of a hearse. Once students return to the auditorium where they witness what would take place in a real emergency room. ER nurses volunteer their services to make this a real as possible. Once the victim is pronounced dead, the "parents" are brought in to be told of their child's death and to say goodbye. Our local funeral home donates caskets to be used for the "funeral", also set on stage, where the students can see life sized pictures of the victims and listen to eulogies given by fellow students as well as the "parents". As we have done in the past, we will be using the actual parent of the "victim" to make it as real as possible. We also have the DA come in to give a speech regarding consequences drivers face in these situations. This is all done the week before prom.</p>
<p>Michigan</p>	<p>CheckPoints Program pilot – program that teaches parents to limit their teenager's exposure to certain driving conditions for the first 12 months after teens receive their licenses.</p> <p>Driver's Education – 2 phase driver's education program designed to coordinate with the phases of graduated driver licensing.</p> <p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p>I Pledge - Through our youth initiative, Active Balanced Community, we visit the high schools of the 9 school districts in Monroe County and have the seniors pledge to drive safely. We use speakers to give testimonials of personal experiences when possible and talk about other instances that have happened in our community. We emphasize that driving safely includes not driving when tired, to avoid distractions, that passengers should not create distractions and to not use drugs or alcohol and drive. After the students have signed their pledge, we have a useful giveaway with our logo and the words "I Pledged" and the year. This is followed with a drawing for a couple of gas cards. In 2007 we obtained 1219 pledges and 1836 graduates.</p>
<p>Minnesota</p>	<p>Speak Up, Teens! Challenge - Produce a 30-second TV commercial directed at teens to encourage them to speak up when they are in a vehicle with friends and don't feel safe. This challenge is to show how/why teens should speak up and tell their friends/driver to either buckle up, slow down or pay attention (avoid cells/texting, MP3 players, eating) — and let the driver focus on driving.</p> <p>Get Your School Involved Use the <i>Speak Up, Teens! Challenge</i> to generate awareness of important traffic safety issues in your school and community. Share the commercials created by your students throughout your school and conduct your own viewing and voting activity. Ask your local media to report on student participation, or ask a local TV or community access station to broadcast your school's spots.</p> <p>Grand Prizes: Prizes are donated by AAA The first-place producer(s) will receive a grand prize of \$1,000. The second-place winner wins \$600 and third-place \$400. The winning spot will make its broadcast premiere on TV.</p> <p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p>SPOTSS Dessert Theatre - On May 31, 2008, student members will host a safety dessert theatre and invite the local community to</p>

	<p>participate. Members will perform 17 improvisational scenes related to teen safety issues, such as distracted driving, drunk driving, and seatbelt use. All ages will be invited to this event which will both educate and entertain the public. In addition, members will perform similar improvisational scenes at the Toward Zero Death Workshop in Rochester, MN on May 15th. Student members will perform scenes, lead a workshop, and sit on a teen panel to address the issue of seatbelt use.</p> <p>Community Mock Crash - This mock crash will be a dramatic portrayal event for parents and community members demonstrating what can happen when underage drinking occurs and drivers are distracted (such as Text Messaging). The mock crash demonstration will be one hour in length followed by another hour of Impact Speakers and Resource Tables.</p> <p>Anoka High School SADD, Anoka, Minnesota</p> <p>Anoka High School's Get the 411 on Teen Drivers! Stay Connected! Save Teen Lives! campaign focuses on graduated licensing and seatbelt laws. The school hosted Teen Driver 411 week, during which they made presentations to four Driver's Education programs along with AAA. To learn more about their campaign, visit http://www.teedriver411.com/.</p>
Mississippi	
Missouri	<p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p>Mock Car Crash - This mock car crash is aimed to help students understand the number of lives affected by a car crash. Through the combined efforts of law enforcement agencies and EMT and medical services, the coroner, and a local funeral home, the mock crash demonstration will simulate the arrest, rescue and medical transport of the injured students and the deaths of others.</p> <p>Secret Seatbelt Check - Volunteers will be stationed at entrances and exits of parking lot. Counts will be taken of those wearing and those not wearing seatbelts. Those wearing seatbelts will be given prize. Those not wearing seatbelts will be given MOdot pamphlet.</p> <p>Drive Safe. Drive Smart. - Drive Safe. Drive Smart. is a program that encourages responsible driving practices through education. Through research, events, and programs, Drive Safe. Drive Smart. investigates what students' driving habits are, and attempt to educate them on how to be a better, more aware driver. Driving issues addressed by Drive Safe. Drive Smart. Are aggressive, distracted, impaired, and drowsy driving as well as speeding and seatbelt use.</p> <p>Drive Safe. Drive Smart. is conducted across the twelve publicly funded universities in the state of Missouri. It includes of two independent seatbelt surveys - one before and one after an intense 6-week educational blitz between September and October. The information from the independent survey determines who wins the college Battle of the Belts, a seatbelt competition between the participating campuses. Media education is also included to allow each campus to easily contact their local press and have some helpful information to answer questions related to Missouri college student's driving behaviors.</p> <p>Strategies to implement the program: Presented to the Partners in Prevention Coalition in July about the Drive Safe. Drive Smart. program, new materials that would be available for the 2007-2008 school year, programming ideas, etc. Contracted the Missouri</p>

Safety Center to conduct seatbelt survey in order to achieve uniform results and assist DSDS coordinators on each campus.

Events that were held at MU: Posters were displayed around campus and in the residence halls Tricycle obstacle course while wearing Fatal Vision Goggles Seatbelt Convincer from the Highway Patrol (9/26 and 10/10) Golf cart tabling - using the Wellness Resource Center's golf cart as a mobile tabling device. Showed to be extremely effective in reaching a large number of students in a variety of spots throughout campus. Was much more effective than a traditional tabling event. Distributed information at the Fall Welcome Resource Fair on how to drive responsibly and safely Table at Alcohol Responsibility Month Resource Fair emphasizing seatbelt use and not drinking and driving. Continuation of website <http://drivesafedrivesmart.missouri.edu>, a resource on driving issues for college students. A new campaign was launched for the kick off in fall 2007. The design for this campaign is a series of posters and handbills using road signs to create an eye-catching, bold look. Feedback from a PIP meeting over the summer was used to develop the new campaign to best meet the needs of each campus. This campaign can be viewed in full on the Drive Safe. Drive Smart. website.

Tabled at the University of Missouri's Resource Fairs for Fall Welcome, Alcohol Responsibility month and Safe Holiday Break Resource Fair. At these

Safe Holiday Break Resource Fair we informed people about the program and encouraged safe driving practices over the holiday break to approximately

550 students. We displayed a tree where students could place a ribbon on the tree if they pledged to make responsible driving choices over the holiday break. We had 116 students sign pledge cards at this event.

ADAM Campaign (Attentive Driving Always Matters) assembly and awareness activities - Students from two service clubs at a large Columbia, MO high school combined their efforts to focus on traffic safety at their school during the week of May 26, 2008. This school-based program, titled the ADAM Campaign, is in its fourth year of operation. ADAM stands for Attentive Driving Always Matters. The campaign originated in Marshall, Minnesota and is named after a young man, Adam Zick, who was killed in a car crash due to driver inattention. Lori Popejoy, from Columbia, MO, also had a son named Adam who died in a car crash at the age of 16 due to inattention. In 2003-2004, Lori gathered a local group of like-minded individuals and organizations and launched a local ADAM chapter based on the Minnesota model. The 2008 ADAM Campaign at Hickman High School was hosted by the student members of the HOPE Club (Helping Our Peers Everywhere) and BRIDGES Club (a service club with a traffic safety and community focus). These two clubs garnered support from several local partners, including Lori Popejoy & family, the University of Missouri ThinkFirst Chapter and CHEERS program, and the Missouri Coalition for Roadway Safety/MoDOT. Lori Popejoy and ThinkFirst provided compelling speaker/survivors for a phenomenal assembly. ThinkFirst also provided the ADAM campaign static cling stickers to the service clubs for mass distribution, and traffic safety posters and 3-D pop-up, cardstock safety "bricks" to display throughout the school. The MU CHEERS program provided the graphic design work and poster printing of numerous traffic safety posters. These posters were displayed on unqued-shaped sandwich boards placed in hallways throughout the school. The Missouri Coalition for Roadway Safety and MoDOT provided "Arrive Alive" dog tags to distribute during the week of the assembly. The main event for the ADAM Campaign was an assembly for 400 sophomores on Thursday, May 29, 2008. Antoinne Jones, a Voices for Injury Prevention VIP Speaker from ThinkFirst provided testimony of his crash and how his spinal cord injury changed his life. Lori Popejoy told the students about the enormous impact the death of her 16-year-old son, Adam, has had on her family. Chris Hart, Lori's sister-in-law, provided testimony to the students about how an inattentive 16-year-old driver killed her 9-year-old daughter in January of 2007. Students attending the

	<p>assembly sat motionless while the three survivors shared their testimonies of how devastating traffic crashes can be and how important it is to not drive while distracted. Club members displayed posters on sandwich boards and distributed Arrive Alive dog tags and static cling ADAM campaign stickers for cars and lockers.</p>
<p>Montana</p>	<p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Wake up! Pay attention! Remember, Only You Know if You Should Drive</i> - We will put together a presentation on Distracted and Drowsy Driving. We will use materials from Triple A , including a video and other material about the problems and reasons that so many people have car crashes due to distracted and being tired. We will inform the students that a lot of this is not paying enough attention due to texting, cell phone talking, visting with their friends, or from being up late doing sports, watching t.v or out with friends and not getting enough sleep before going out to drive. We will explain that being distracted and/or tired is a part of everyone on the road, that we need to protect ourselves also from others by driving defensively and being ready to drive. This project will be done in conjunction with our Drivers Education class where we are also hoping to build a bill board sign promoting safety.</p> <p><i>Seat Belt Promotion Project</i> - With one adult and four or five members we go to the main intersection in our tiny rural remote Montana town (Pop. 180) and stop traffic. If you are wearing a seat belt, you are rewarded by a t-shirt, and if you are not buckled up, our members will give you a "sweet" gentle reminder in the form</p> <p>of a candy bar, along with a pamphlet on why it is important to buckle up. All prizes also include a Montana pin, and we wish each driver "safe driving". This is all made possible through a grant we obtained from State Farm Insurance "Shift into Safety" program. We started our project in January with the junior high making posters urging seat belts and hung them all over the school and around town. Then in February, our members have been handing out t-shirts and candy bars. We hope to conclude the program by using some of our driver education students in early June.</p>
<p>Nebraska</p>	<p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>A Walk To Remember for KKAD25</i> - The Norfolk Panther JOOI Clubs with support from the Norfolk Police Division will be sponsoring a "walk" to raise awareness of the need to drive safely and legally (25 mph) in residential neighborhoods. Tom Everson, the founder of "Keep Kids Alive Drive 25" will participate in our walk along</p> <p>with his wife. Participating walkers (families) will each receive a FREE "Keep Kids Alive Drive 25" yard sign to display in their neighborhood.</p> <p>Participating JOOI members will also receive a specially-designed KKAD25 t-shirt which will help advertise our continuing efforts. We are planning</p> <p>to promote our event through local media (radio and newspaper) as well as through the Norfolk Public Schools!</p> <p><i>Click It. Don't Risk It.</i> - The RAOK Jr. Optimist Club hosted Cherie Ferber of the statewide "Click It, Don't Risk It" Coalition and the National Highway Safety Council for</p>

	<p>programs in each of six Health classes for 6th/7th graders on both April 1 and 2. On April 3 and 4, the Nebraska State Patrol brought their roll-over vehicle for demonstrations to each of the classes as follow-up to Cherie's presentations. Students were encouraged to sign a seatbelt pledge and incentives were offered for those who did. Approximately 90% of 6th graders signed the pledge and 75% of 7th graders did so. Throughout April and into early May, RAOK Jr. Optimists conducted seatbelt compliance checks of students and parents as they arrived at the Norfolk Middle School and saw improved compliance throughout the spring. On May 15, members of the RAOK Jr. Optimist Club presented an improv scene entitled "Backseat Bullet" to approximately seventy 6th graders and discussed the implications of not wearing a seatbelt. They also reminded students of their commitment to wear a seatbelt and to encourage others in the vehicle to do likewise.</p>
<p>Nevada</p>	<p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Buckle-Up Teens</i> - We will do a blind study at 4 high schools during the month of May, which will consist of 2 seat belt checkpoints as well as a poster campaign with the school student council. During the seat belt checkpoints we will perform a survey of all those buckled as well as not buckled and their age. The sequence of events will go as follows: Day 1- initial seat belt checkpoint, to take place 1 hour prior to the start of school and end 10 minutes before the 1st bell. Those students properly buckled will receive a "Buck for a buckle" (\$1) and a raffle ticket to win an Apple iPod. Day 2-5- a poster campaign led by the schools' Student Council. Day 5- Follow-up seat belt checkpoint to take place again, prior to the start of school. Teens will again receive a "Buck for a buckle" and a raffle ticket for the Apple iPod. This 3 phase event will take place at 4 different schools, one per week, during the month of May. Estimated population of kids at each school is approximately 3,000.</p>
<p>New Hampshire</p>	<p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Grim Reaper and Prom Safety</i> - Every 33 minutes there is a death due to an accident with an impaired drunk driver. Our RCFY Youth Action group at the Raymond High School will be making an announcement at the beginning of the day to make students and staff aware of this. A gong will go off every 33 minutes throughout the day and at that time a youth action member will visit a classroom and remove a previously selected student from the room. That student's face will be painted white with a teardrop added. From that moment on they may not speak for the remainder of the day, as they will represent one of the "dead" involved in an accident. This will take place throughout the day and at the end of the day 13 students will have become victims. A brief summary of the day's activities will be read at the end of the day along with a request for student to celebrate the prom, graduation and their life decisions responsibly. Flyers will be designed around not drinking, drugging and driving and passed out as well. As the students and staff leave for the day the 13 "dead" bodies will be lying with white sheets over them at the exit of the schoolyard with gravestones listing their information.</p>
<p>New Jersey</p>	<p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Every 15 Minutes</i> - Ramapo HS in Franklin Lakes, NJ will be sponsoring the national program "Every 15 Minutes" on May 29 & 30, 2008. The innovative program is designed to dramatically instill the potentially dangerous consequences of drinking alcohol among teenagers. "Every 15 Minutes" refers to the fact that a person is killed in an alcohol-related traffic collision every quarter hour. While primarily targeted toward preventing alcohol-related traffic injuries and fatalities, the program is also designed to challenge students to</p>

	<p>think about drinking, personal safety, and the responsibility of making mature decisions when lives are involved.</p> <p>Are you a “Smartie” or a “Dum Dum”? - During the week of May 19th, in order to promote seat belt awareness, our SADD chapter will be conducting a seat belt check during drop off and pick up times at our school. Being a walking district, most of our students are driven to school by parents. No busing is provided. The SADD members are currently creating posters to hang around the school, and plan to do automobile checks that week giving out "Don't be a Dum Dum" lollipops to people who have not buckled up, and "You're a Smartie for buckling up" candies. The members are also planning a visit to the mayor of our town to request signs at the exits of our school reminding people to buckle up. Members are creating coloring sheets for the lower grades (K-2), planning a coloring contest for the middle grades (3-5), and organizing an essay contest for the upper grades (6-8). Our goal is to make our town safer, one seat belt at a time.</p>
<p>New Mexico</p>	
<p>New York</p>	<p>Be Smart. Drive Smart- Governors Traffic Safety Committee major public outreach campaign towards the issue of teen driving. The campaign ran from mid-April (prom season) through late June or July (graduation season). The campaign revolve around a statewide public service announcement disseminated by the New York State Broadcasters Association, as well as a website, posters at DMV regional offices and transportation hubs, handout and informational materials.</p> <p>Office of the Younger Driver - New York State has dedicated a unit to the serve as the Office of the Younger Driver. The Office serves as a central location for the collection and promotion of material affecting this demographic. The office identifies best practices to develop programs, as well as build an understanding of what the younger driver issues are; and what government can do in concert with the highway safety community to encourage the younger driver to act responsibly/safely behind the wheel.</p> <p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p>Think about it – Is it worth the risk? - Members of Students Against Destructive Decisions, SADD, will sponsor a three week long event, Think about it. Is it worth the risk? May 12 a car that has been involved in a drunk driving accident will be displayed on the main lawn, our sign "They weren't thinking, will you?" gets displayed and the morning announcements begin our kick off. May 14, a chalk walk displaying positive messages about driving safely, prom season and promoting a drug free lifestyle. May 15th, "Day of the dead" students will be "killed" during the day to represent students killed in drug and alcohol and unsafe driving related accidents. We ring a bell over the PA system and a grim reaper removes a student from class, the student changes into all black and has their face painted gray. At the conclusion of the day the students stay outside by the crashed car to be visible to the entire school as the busses leave for the day. May 16, day of the Junior Prom, the entire Junior class will watch MADD'S DVD entitled Broadband, topics included are teen driving, law enforcement, media/advertising, underage drinking and other drug use, consequences and choices. Beginning May 19 more posters displaying safe driving including seat belts and cell phone use will be displayed. May 28, seat belt check conducted with SADD students and school security, students will be rewarded with keychains and or bracelets. June 2, before the senior picnic, entire Senior class views the Broadband DVD. If grant is awarded permanent signs will be erected in the student parking encouraging safe driving.</p> <p>Through the use of visual aids, ie. crashed car, "dead" students, posters/signs, video performances, students will be exposed to</p>

underage drinking prevention, substance abuse, media influence, teen driving choices and consequences. We hope that this will influence them in making the SADD decision.

Beer Goggles - Students in Health Education classes are shown the movie "The Truth About Drinking". They then get to try to "walk the line" while wearing goggles that simulate 1)0.08 BAC, and 2).10 BAC at night. After the students have attempted this, they attempt to race remote controled cars while wearing the goggles, against another student not wearing them. A discussion of how alcohol affects driving skills follows. An assembly with Peter Hawkins (a victim of a drunk driver) follows. Mr. Hawkins is paralyzed from the waist down as a result of the tragedy, and after the assembly, he talks informally to small groups of students.

Raising Local Awareness After We Lost Shannon - Recently our small community lost a junior in high school becasue she got into a car with another student who had been drinking. Our school decided to post posters from your website announcing the dangers in not paying attention to distractions like cell phone use, texting and making poor decision like riding with someone who has been drinking. The same posters are also being distributed around the community by the drivers education students and teacher. A press release will run in our local newspaper The Times of Ticonderoga utilizing the press release example on this site. The students in Drivers Education met with CYC to develop this program in an effort to raise awareness. They have devoted this program to Shannon.

Arrive Alive Week and After Prom Party - This is a program designed to remind students of the responsibility of driving or riding in a car. During the Arrive Alive week students were involved in learning about how their perceptions are altered with the Fatal Vision Goggles. They had the opportunity to sign the SADD Contract for Life and receive a keychain and participated in a seatbelt safety check. The community sponsors an all-night party at the school following the Prom so students have a safe party to attend.

North Carolina

Graduated Driver License Enforcement Campaign - A program to encourage compliance with GDL restrictions and seat belt requirements. The program combined increased enforcement with a multi-faceted publicity campaign drawing attention to the enforcement activity. A comparison community was studied to assess whether changes over time could be reasonably attributed to the program.

The program also got students involved by running their own CheckPoints program. Students gave mock tickets to violators of GDL provisions and restaurant coupons to reward compliant drivers.

2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:

Seat Belt Safety Project - SADD club partnered up with the Onslow County Medical Society Alliance to put on a seat belt check at student dismissal time two days prior to prom educational brochures and smartie candies were given to all those wearing seatbelts.. This seatbelt compliance check will be done to promote injury

prevention and driving safety.' 'Our Alliance Chapter has undertaken to impact teen drivers as well as their riders , seat belt compliance through an on-site seat belt check upon dismissal from the parking lots of 3 area high schools, offering the driver and passengers educational brochures/ pamphlets re : to seat belt usage,

teen crash statistics/ graduated licensing info; drinking and driving info; cell phone usage w/ driving info. Our group also is giving "smartie Candies" to all who are wearing seat belts and "dum-dums" to those not buckled up. We conducted this operation in the

	<p>fall(Oct 2007) at the same schools and are preparing to conduct it again as a follow - up and in timing with each school's upcoming prom night - in an effort to increase awareness of the risks of driving without safety restraints and issues with drinking and driving. We have established a relationship with high school principals and their respective SADD Chapters within the schools to gain their assistance and support in this mission. In addition, our Alliance Chapter (which is a non-profit organization of physicians' spouses), plans to offer each of the schools involved with our project a \$100.00 donation to use for their upcoming graduation projects, which is typically an event which provides for a safe, lock-down type of party for seniors at the school on graduation night.</p>
<p>North Dakota</p>	<p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Battle of the Belts</i> - In an effort to promote seatbelt use, Lisbon High School was invited to take part in a contest , "Battle of the Belts", with Enderlin High School. We began implementing our program in February. We gave the LHS student body a survey to gage present seatbelt usage including seatbelt habits of their parents. The students then began making informational posters and table toppers with facts regarding the importance of seatbelt use. One of our students made two videos that shows actual crashes, which we played for the student body before school. We have also had bi-monthly parking lot surveys to see how many students and passengers were buckled up. Initially 28 % of students viewed were wearing seatbelts. Three surveys later, that number has risen to 65%. Seatbelts wearers are included in a incentive drawing each time we do a survey. We have another parking lot survey to go and also plan to send an informational letter out to all students and their families explaining our project. The letter will also include a seatbelt contract to promote family seatbelt use.</p> <p><i>Wii Prevent Drinking and Driving</i> - The Wii Prevent Drinking & Driving program is an educational presentation developed by the Adapt Peer Educators at the University of North Dakota. These peer educators are a group of undergraduate students from a variety of major fields who serve as an integral part of UND's comprehensive alcohol abuse prevention program. They are responsible for conducting alcohol use assessments with students; giving informational, interactive presentations on alcohol and other wellness topics; and providing alcohol-free events, such as a weekly Friday and Saturday evening program entitled NightLife@UND.</p> <p>The Wii Prevent Drinking & Driving program is an attempt to teach students about the effects of alcohol consumption on motor coordination and driving ability. In this interactive presentation, students are allowed to try to play MarioKart on the Nintendo Wii while wearing beer goggles to simulate the visual (and disorientating) effects of alcohol consumption. Three students play the game while wearing goggles and a fourth serves as a control, or sober individual. This fourth individual can represent an innocent bystander or a sober driver who either witnesses and/or experiences (through collisions, etc. with other "drunk" drivers) the effects of alcohol consumption on other drivers' abilities. A peer educator is present to guide the students through the experience and provide education on the effects of alcohol consumption as well as statistics and other information regarding driving under the influence. The students are also provided with informational handouts detailing typical Blood Alcohol Content (BAC) charts, local laws and policies regarding alcohol consumption and driving, effects and costs of receiving a DUI/DWI offense, and other information detailing alcohol's effects on motor coordination, response time, etc. The Wii Prevent Drinking & Driving program will be effective because it provides a fun and hands-on way for students to learn about alcohol's deleterious effects on their motor functions. Although we recognize that beer goggles and videogames can not fully simulate an actual experience of driving while under the influence of alcohol, we feel that this experience can be powerful enough to challenge students' thoughts regarding the effects of alcohol. Furthermore, we feel that by providing educational information in a fun and interactive format, students will be more open to gain knowledge and insight regarding</p>

	<p>this topic. Finally, since this program will be unveiled during the biannual campus De-Stress fest prior to finals, we feel that the information will be even more educational since students will be coming to the De-Stress fest to discover fun and healthy ways to unwind before finals. This will be a key time to remind students that alcohol is not a good stress reliever and that alcohol and driving should never mix.</p>
<p>Ohio</p>	<p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>CARTEENS Driver Safety Program</i> - The 4-H CARTEENS vehicular safety initiative was developed in response to a need identified by needs assessments conducted in Ohio counties. The original CARTEENS Program began in Brown County, Ohio in 1987 with the support network of Becky Cropper (Brown County OSU Extension 4-H Educator), volunteer teen leaders, the juvenile probate court, and the Ohio Highway Patrol. Since 1987, the 4-H CARTEENS program has expanded throughout Ohio</p> <p>and to several other states across the nation. The "Car" in CARTEENS stands for "Caution And Responsibility", and "Teens" refers to the teenagers who help prepare and present the program. In CARTEENS programs, 4-H teen leaders teach traffic education safety programs to first-time teen traffic offenders, while also building offenders' self-esteem and interpersonal skills. Teen traffic offenders attending this program have typically been cited for speeding, stop sign violations, reckless operation, and other, similar moving violations. CARTEENS program topics include excessive speed, driving under the influence, seat belt safety use, consequences of unsafe decisions, dealing with peer pressure, understanding traffic laws, and recognizing and reacting to traffic signs and signals. Ohio 4-H CARTEENS has proven to be a valuable tool in educating Ohio's teen drivers and saving lives on Ohio roads. In addition, communities are strengthened by bringing together teens and adults representing local agencies and organizations that are working to address this need. Teens also gain leadership, public speaking, and organizational skills. Data collected from 4-H CARTEENS participants indicate a significant reduction in second-time traffic offenses, increased use of safety belts, reduced drinking and driving, and an increased use of caution when driving. More than 80 percent of the participants in a recent survey said they planned to use more caution when driving and will increase their use of seat belts.</p> <p>In Hocking County, we introduced the CARTEENS program in 2007, holding six sessions per year and averaging 17 participants per session. We recruit and train five 4-H teen leaders to assist in facilitating this program, so that teens are leading teens through this important educational event. We also work with our local Highway Patrol station, a local insurance agent, and a local funeral home. Each of these parties supplies a speaker to add impact to our program. In addition, each participant works through three educational "stations" on selected traffic safety topics. To review what has been learned, the entire group participates in a CARTEENS Jeopardy game. Followup surveys from parents indicate that the program is making an impact on the use of seat belts and a change in attitude towards safe driving.</p> <p><i>Morrow Co. Farm Safety Day</i> - The Auglaize Co. CARTEENS advisor, Donald Baumer and CARTEEN peer teen teacher, Jonathon Walterbusch will be demonstrating their seat belt crash simulator to all Morrow County fifth graders. The demonstrations will be done as part of the Farm Safety Day at the county fairgrounds. The crash</p> <p>simulator shows the effect of not wearing a seat belt in a 35 mph crash. The simulator has a dummy that would be equivalent to an adult and can also use a carseat and infant sized dummy. The Auglaize Co. CARTEENS is a monthly program where teens teach their peers about traffic and driving safety. The program involves the simulator, videos, guest speakers including OHP troopers, EMTs,</p>

	<p>individuals who have lost family members in fatality crashes. They also do special presentations at local schools and in other counties as requested.</p>
<p>Oklahoma</p>	<p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Kickoff to a SAFE PROM</i> - Hosting a cookout for all 10-12th grade students. Promoting no Underage drinking. Speaking to talk about her accident that left her a parapalegic. Obstacle course using impaired vision goggles and golf carts. Music provided by a radio station dj. Games. Door prizes. Local and State elected officials have been invited to show support. Will allow students to sign Pledge Cards of NO Underage drinking. Asking adults to sign pledges of not furnishing alcohol to underage drinkers or condoning underage drinking. Several local businesses have shown support by donating funds and door prizes.</p>
<p>Oregon</p>	
<p>Pennsylvania</p>	<p><i>Teen Driver Info Center</i> – PennDOT website for teen drivers and parents.</p> <p><i>Crossroads</i> – Interactive stories and driving quizzes for teen drivers.</p> <p><u>FullApologies.com</u> - a site that shows the impact of teen drinking and driving and allows teens to post their own apologies.</p> <p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Safe Driving Campaign</i> - Our SADD Club began the campaign in November with a seatbelt check at the exit of our high school conducted by the borough police. In December, safe driving announcements were made at the high school. The announcements were about safe driving tips for snowy weather conditions. In January, Our club coordinated presentation of the "16 Minutes Program". Local Police Officer Miller came twice to present to new drivers--those who turned 16. An "Every 30 Minutes" video was shown to all tenth grade students. In February, two "16 Minutes Programs were presented by Officer Miller; we conducted our Seatbelt Safety Week: PA Announcements for 8 school days, local radio announcements for a week, a seatbelt pre-survey and post-survey was conducted, and all activities were reported in The Spirit, a local newspaper; an assembly about alcohol and DUI and statistics in power point format was held for tenth grade Safety Education students. Again in March, two "16 Minutes Programs" were conducted by Officer Miller for students turning 16, the eligible age for driving. Two additional "16Minutes Programs" are scheduled for April. Additionally, our SADD Club is planning for the Mock Crash event that will take place on May 2, 2008 at our high school. Community involvement includes Rebeck's Towing Service, the local volunteer fire companies, local/state police, Abraxis youth as presenters who experienced DUI, The Spirit, WPXZ, and the Red Cross. The Mock Crash will take place on May 2, as I indicated above. When school is dismissed, SADD Club members will be stationed at the parking lot exit and doing a seatbelt check. Drivers and front seat passengers who are wearing their seatbelts will be given a packet of lifesavers that were donated to our organization for this activity by The Wrigley Company. Our club will also sponsor the Erie Insurance Company's Prom Promise in May. Finally, we are planning on hosting the PA DUI Safety SIM Program at our school the week of May 5. (This is a \$950 value.)</p> <p><i>Pre-Prom/Graduation Mock Accident Assembly</i> - Members of the SADD Chapter at Shikellamy High School will simulate a serious alcohol-related automobile accident on May 13, 2008 at 1:30 pm at the high school athletic field area. Northumberland County District Attorney, Anthony Rosini, will speak to the students about the consequences of drinking and driving. Emergency services will</p>

participate in the event, along with personnel from local fire and police departments, including the local EMS council, Northumberland County Coroner's staff and Geisinger's Life Flight helicopter. The local medial and radio stations will be there to cover the event live. The simulated accident will include two student drivers and six victims being extracted from vehicles. Some arrests will be made. One student will be pronounced dead and a mother will be on hand to identify her child. One student will be taken away by life-flight, while several others will be treated by emergency crews. Students are hoping to help their peers understand and see first-hand what happens when drivers don't make wise choices.

Lookin' Out Prom Disaster Drill - There is an event staged that there has been a drunk driving accident following prom picnic which involves 8 students. @ students are killed, 2 critically injured, and the other 4 are injured. Make up is done by Tom Savini's School of Makeup effects to make the accident scene as real as possible. Local police, EMS, and fire departments respond to a pseudo 911 call. They extricate the victims from the car. Police arrive, assess accident and arrest drunk driver. Police officer is narrating throughout the scenario to let the Juniors and seniors know what is going on. All juniors and seniors of BVA attend the event. Life flight is involved. We are outside for 1 hour. Then the students proceed to the auditorium. There is a funeral scene of the 2 deceased students with a casket, video of their lives and audio of them talking about the choice they made to get in a car with a drunk driver. A pre-taped video of the drunk driver being arrested is played for the students. This includes finger printing and placing in a cell. The local magistrate does a live arraignment with the drunk driver. Procedures and consequences are explained to the audience. The director of a local hospital's ER speaks to the students about his experiences with victims of drunk driving accidents. Statistics of teens and drinking, driving, and drugs are shared with the audience. A few poems are read regarding drinking and driving. Our first grim reaper presentation is done on stage in front of all juniors and seniors. T-shirts are presented to students who allegedly were a drunk driver and they are told who they have killed. The person killed also gets a t-shirt saying that they have been killed. The deceased can no longer talk the remainder of the school day because they are deceased. Further Grim Reaper presentations are every 15 minutes for the remainder of the day. We have a luncheon following the assembly to thank all of the volunteers. This is done the Monday of Prom Week.

High School Students Invited to Help Promote Safe Driving Through PennDOT Radio Contest

High school sophomores, juniors and seniors are invited to create a 30-second radio public service announcement, or PSA, focused on aggressive driving, buckling up or driving under the influence. The PSA must include the phrase 'Drive Safe PA,' which PennDOT is introducing as part of its continued commitment to highway safety. The hope is that through this competition, teens will start to talk more about safe driving behaviors and use their creativity to spread the word to others about how to drive safely through Drive Safe PA." There were 1,491 fatalities in Pennsylvania in 2007. Of those, 101 fatalities involved a 16- or 17-year-old driver, which was an increase from 68 in 2006. One finalist will be chosen from each of PennDOT's 11 engineering districts. The winning students will be offered the opportunity to travel to Harrisburg to have the PSA professionally recorded and then distributed to radio stations in their respective areas. Winning students from each PennDOT district will receive certificates and finished copies of their PSA. For complete contest rules, visit www.dot.state.pa.us and click on Drive Safe PA

Rhode Island

"Teen TV/Radio Commercial Challenge" - Audio and Video Public Service Announcements created by high school students related to teen driving issues (various safety messages including buckling up, not drinking and driving, and driving responsibly). The event was sponsored by RIDOT, along with the Rhode Island Interscholastic League, AAA of Southern New England, the Rhode Island State Police, Neighborhood Health Plan of Rhode Island and 95.5 WBRU. Cash prizes were awarded by AAA of Southern New England.

	<p><i>Rollover Simulator</i> - Rollover Simulator demonstration by the Rhode Island State Police demonstrates what happens in a motor vehicle in a rollover crash, first using dummies that are belted, and then using dummies that are unbelted.</p> <p><i>Click It or Ticket</i> seat belt enforcement mobilization.</p>
<p>South Carolina</p>	<p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Traffic Safety Week/Prom Promise</i> - Since prom can be in groups too, we decided to host during that time. We will have traffic stats read every morning, host trivia questions three of the days, seat belt checks with SCHP on Apr. 24 (done) and May 8, golf cart (2) simulations for distracted and drunk driving, video footage of crashes,</p> <p>bumper stickers, posters, and a wrecked car on the property for the last two days.</p>
<p>South Dakota</p>	<p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Drinking and Driving Takes Real Lives</i> - We have the following activities planned for Anti Drinking and Driving month: A "Ghost Out" where students are pulled from class every half hour to signify the number of youth killed every day from drinking and driving, distribution of 100 bumper stickers that say "One Life To Live - Don't Drink</p> <p>And Drive. Baltic FCCLA", placement of a car involved in an alcohol related crash in front of our high school, various posters and bulletin boards hung throughout the middle and high school, stickers on all candy and pop in our high school vending machines with drinking and driving facts and statistics, stories from staff members and students who have had friends and relatives die or hurt in alcohol related accidents will be put on gravestone shaped posters throughout the high school and each participant will get a commemorative T-shirt with all participant and victim names and a slogan "Drinking and Driving Takes Real Lives", daily facts about drinking and driving will be announced each morning and afternoon in the middle and high school, a drinking and driving quiz will be available to all students and winners will be rewarded with prizes, red ribbons will be tied on all vehicles in the school parking lots and a poster contest will be held in grades 3-5 to create the best anti drinking and driving posters with winners receiving a family pizza party.</p> <p><i>Brookings FCCLA Driving Safety Awareness Project: Get Real! Stay Alive!</i> - Our chapter will have a drunk driving awareness week during the week prior to our Homecoming this fall. They have a docudrama lined up...complete with victims, grieving parents, emergency personnel, lawyers, and the law. They will conduct the outdoor portion of the event and then move it to our auditorium for emergency room scenes, a funeral, and a trial. They will also have a speaker talk to our student body. He is a young man who was convicted of vehicular homicide in the death of his best friend a year ago. We also have a Ghost Out day to show the number of victims in the past year in our state. We have a vehicle display to emphasize the importance of wearing seat belts. We will also use our media...the radio stations, television, newspaper, and school announcements and newsletters to get the message out about drunk driving. The students also make a video of the docudrama and other events and play it in the school hallways during other times of the year. We will reach over 850 students with our message.</p>

<p>Tennessee</p>	<p><i>Between the Barrels</i> - is a safety education program offered by the Tennessee Department of Transportation that is geared toward sophomores and juniors in high school; students who are just learning or thinking about learning to drive. The program includes a high-tech, interactive presentation provided to Tennessee high schools at no cost in order to reduce the chances of young drivers being involved in dangerous work zone accidents.</p> <p>2008 NATIONAL YOUTH TRAFFIC SAFETY MONTH PROJECTS:</p> <p><i>Senior DUI Mock Crash/ Funeral and Seatbelt Surveys</i> - We will conduct seatbelt survey's pre and post prior to conducting the MOCK DUI Crash. Additionally, we will show the smashed DVD program to the underclassmen in wellness class. They will do the pre and post surveys for that program. We are a small rural West Tennessee community with few resources. Funding would be used to conduct the project. Part of the funding would be used to reinforce the program with safe driving rewards for seniors during the prom season. We used to leave our area and drive to Memphis until 2 youth we tragically killed returning home from the prom. We will partner with the Police, Sheriff, School Clubs, Ambulance, Fire, Rescue, parks & Recreation, Health Department, School Officials and the Local Hospital Med-vac helicopter unit. The seatbelt surveys will be conducted on the school level and the community level to compare youth safety with that of the community. We fell that supported programs on a small grassroots level can make a dramatic difference in saving lives in a small community.</p>
<p>Texas</p>	
<p>Utah</p>	
<p>Vermont</p>	
<p>Virginia</p>	<p><i>Judicial Transportation Safety Conference</i> - DMV along with Virginia State Police and several other agencies sponsor a Judicial Transportation Safety Conference for Juvenile and Domestic Relations Court and General District Court judges. Approximately 150 judges attend the conference during which DMV and other agencies share information about issues related to transportation safety for juveniles and adults. In August 2008, the conference agenda will include presentations on the Virginia Driver Improvement Program, the driver improvement clinic experience as well as the S.M.A.R.T. Driving School, which is a program that trains novice drivers.</p> <p><i>The DRIVE Smart Organization</i> - has initiated a project to encourage judges to incorporate occupant protection material into the Juvenile Licensing Ceremonies.</p> <p><i>Juvenile Licensing Ceremonies</i> - Judges conduct Juvenile Licensing Ceremonies to present the license to persons under age 18. Parents are required to attend the ceremony in order for the young driver to obtain the license.</p> <p><i>Campus Seat Belt Policy</i> - The Virginia Department of Education is working to implement a Campus Seat Belt Policy as part of the Department of Health's Buckle Up Challenge. This policy is currently being implemented in two school districts and will hopefully be expanded. Schools issue color-code parking passes which enables them to monitor seat belt usage.</p> <p><i>Driver's Education Professional Development</i> - Federal grants have been awarded to school to: cover costs of driver's education</p>

	<p>professional development opportunities (i.e. courses and conferences for driver's education/training instructors); and revision of Driver's Education Standards of Learning. A sample will be provided.</p> <p>Click-It or Ticket - DMV has initiated a Click-It or Ticket media campaign to promote the use of seat belt usage among all age groups.</p>
<p>Washington</p>	<p>Little Stars - Shelton High School and junior high school members go into 30 first grade classes in Mason county and talk to over 1000 students about traffic safety issues such as booster seats, seat belts, riding their bicycles properly, not sitting in the back of a pickup, hand signals, Halloween safety, and walking against traffic. We have done this program for over 10 years and have twenty students this year trained to do the program. Plus, we go special events such as Children's Festival, Oysterfest, the Mason County Fair and fire halls and do bicycle rodeos and hand out bicycle helmets to students who are in need of them. Crosspeer teaching is very affective. The first graders listen very carefully to the junior high and high school students when they do their presentations and demonstrations. The first graders especially like the melonhead and Mr. Egg demonstrations.</p> <p>Click It and Ticket Campaign - Our Naches Valley High School SADD club initiated a partnership with the Washington Traffic Safety Commission WTSC to hold a Click-It-&-Ticket Campaign here at the high school to impact all students and families. The SADD club did a pre visual survey of all students arriving to campus in the morning and leaving in the afternoon which amounted to 86% of students wearing their seatbelts which is below the 93% state average. SADD then launched an awareness campaign where two members of the WTSC, three law enforcement officers and the SADD club members stopped every car enter the school parking lot on the morning of 4/14 to give them a thank you ticket for "wearing" their seat belt. The ticket had safety statistics on it and the recipient was allowed to enter a drawing for \$124 which is the price of a real ticket for not wearing your seatbelt. Later that morning a drawing was held for the \$124 during a Youth Traffic Safety assembly organized by SADD. SADD also partnered with several other area businesses to get additional items donated for the drawing and increase excitement. They also put up posters and made morning announcements during the next two weeks around Youth Traffic Safety. SADD conducted a visual follow up survey of seatbelt use on 4/28 which showed an increase of seatbelt use up to 93% for a 7% improvement. Our Naches Valley High School SADD club members will have the chance to announce that improvement at an academic awards assembly on May 2nd. We will also highlight that two students who received tickets during the campaign to reinforce them wearing seatbelts were unfortunate enough to be involved an a fairly significant vehicle roll-over accident the very next day where they were able to walk away uninjured due to wearing their seatbelts. Great Job SADD club!!</p>
<p>West Virginia</p>	
<p>Wisconsin</p>	
<p>Wyoming</p>	<p>4th Annual Youth Awareness Day – Martha's Final Hour - The newly formed Menominee Indian High School SADD Chapter in collaboration with the community Youth Service Providers Coalition hosted the 4th Annual Youth Awareness Day. As part of the day long event, an anti-drinking and driving presentation was held that featured the locally made documentary film on the drinking and driving crash that took the life of Martha Smith and others in the Menominee Community in the late 80"s. All students of the Menominee Indian High School were able to see the film and ask questions or make comments afterward. The family of Martha Smith</p>

and the Menominee County Sheriff Robert Summers were on hand to answer questions and talk to the students.

This component was particularly effective in that the students were able to identify more with the film as they saw local people and places that they may know or even be related to that were effected by this tragic event. Our Community Youth Service Providers Coalition members From the Maehnowesekiyah Wellness Center (our local ATODA center), Youth Development & Outreach program, and SADD Chapter students helped to prepare and were on hand to help support the students as they went through this experience, At the conclusion of the session, the students received a visor that reads "UNDERAGE DRINKING- It's not cool". As a continuation effort, area youth groups will be helping to replant and revitalize "Martha's Garden" which was a garden created at the Tribal School to honor and remember the lives of our youth taken tragically by drinking and driving.

AAA Foundation for Traffic Safety

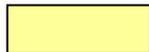
Recommendations for Advocates:

- ✓ Become familiar with the rapidly expanding knowledge base about GDL. Opportunities to convey this knowledge to parents, teen, and the wider community include interchanges with the media and the schools.
- ✓ Encourage the inclusion of parental involvement as a critical element of state programs.
- ✓ Legislators depend upon information from informed sources about the content, purpose and scientific background for changes in traffic safety laws. Advocates play a crucial role in shaping the opinions of legislators and members of the public about graduate driver licensing.
- ✓ The topic of GDL is of interest to the media, and advocates have an opportunity to enlist the media in their efforts to improve teenage driver's safety on the road.

Insurance Institute for Highway Safety GDL Program Rating:



- Good



- Fair



- Marginal

4.3 Stakeholders – Target Groups and Objectives

Target Population	Objectives	Best Practices	Needed Research
Youth	<ol style="list-style-type: none"> 1. Train youth in responsible co-driving 2. Increase awareness to ensure compliance with GDL rules. (AAMVA) 	<p>Teen parent contracts, Alive at 25 (NJ) States to make affordable training programs available which include information about vehicle safety ratings in regards to teen drivers distracted driving and taking responsibility for the vehicle and actions.(MO)</p> <p>There are some local community based programs, including peer to peer. (AAA/FTS) Create an incentive program in which teens would receive incentives (gift cards, movie passes,etc) for maintaining violation-free and crash-free driving records during the intermediate stage of licensing. (NOYS)</p> <p>Partner with Law Enforcement, MVAs, media and medical community to raise awareness of teen driving issues during National Teen Driver Safety Week. (AAMVA) School districts in Roanoke, Virginia started a youth leadership organization called YOVASO (Youth of Virginia Speak Out). This organization helps educate, encourage and empower teenagers to be traffic safety advocates in their schools and communities. (VA)</p>	<p>Monitor those trained for violations and collisions (NJ) Many state high school driver education programs have been eliminated due to funding issues. Research may be needed in how to obtain funding for these programs to make them more accessible.(MO)</p> <p>Evaluate programs; could do process evaluation in timeframe you have. (AAA/FTS)</p>
Parents	<ol style="list-style-type: none"> 1. Improve parent knowledge of GDL provisions 2. Improve parent management of GDL provisions 3. Improve parent management during permit stage and first year of intermediate stage. (IIHS) 	<p>Teen parent contracts, Report violations to parents, integrate parent night with classroom secondary school driver ed curriculum, technology (NJ) Roll out parent/teen training program which they may attend together which gives specific GDL law requirements and why the various provisions can be effective and how the parents can support these provisions and possible additional requirements defined by parents to help ensure their teens safety such as limiting phone use, curfew, etc. (MO)</p> <p>Suggest you focus on number one as it is the most doable. You could collect examples of how this has been done to serve as best practices. (AAA/FTS)</p> <p>* Invite parents of youth enrolled in Driver’s Education to attend a Safe Teen orientation session.</p> <p>* Distribute 45-Hour Parent/Teen Driving Guides to provide parents with information on the juvenile licensing process. (VA)</p>	<p>Compare records of unmanaged drivers to managed drivers. (NJ) Funding research. The bottom line is the availability of funds for many of these programs. (MO)</p> <p>Could evaluate best practices to raise awareness of parents. (AAA/FTS)</p>

Target Population	Objectives	Best Practices	Needed Research
Law enforcement	<ol style="list-style-type: none"> 1. Improve knowledge of GDL provisions among law enforcement. (IIHS) 2. Improve enforcement practices 3. Increase involvement in the promotion of GDL 	<p>Roll call video, Law enforcement bulletin/advisory, report violations to schools who restrict/revoke parking), handout info card to teen driver on traffic stop, plea bargain guidelines (prosecutor), integrate safe driving with other programs such as DARE, create a new model like DARE for driver safety. (NJ)</p> <p>Assist local law enforcement and related agencies with internal and external information campaigns regarding the purpose of the GDL program and the need for better awareness and enforcement. (MO)</p> <p>Not sure what has been done? But, hopefully your state reps might. All are worthwhile. (AAA/TSF)</p>	<p>Survey enforcement to determine effective ways for them to learn about GDL. (NJ)</p> <p>Research possibility of tracking programs for GDL violations to assist in determining affect of GDL programs. Many states do not track details on GDL violations. This may also require legislation. Many agencies with limited resources do not have the time/money to develop a tracking program or want ot take on tracking what is not required by state law. (MO)</p> <p>Evaluate programs; could do process evaluation in timeframe you have. (AAA/TSF)</p>
Driver Education	<ol style="list-style-type: none"> 1. Increase emphases on GDL and understanding reasons for the laws. (IIHS) 2. Increase and improve parent components 	<p>Integrate GDL in driver ed curriculum, tie parent participation in orientation nite to completion of driver ed course. (NJ)</p> <p>See Youth and Parent areas above. (MO)</p> <p>Improving laws and getting parents engaged highest priorities; but not sure you have time to do much in this study, given timeframes. (AAA/TSF)</p>	<p>Assess curriculum for contribution and ability to reduce collisions. (NJ)</p> <p>Many state high school driver education programs have been eliminated due to funding issues. Research may be needed in how to obtain funding for these programs to make them more accessible. (MO)</p> <p>Might develop synthesis of best practices. (AAA/TFS)</p>

Target Population	Objectives	Best Practices	Needed Research
DMV/MVA	1. Increase and improve parent education and involvement programs	<p>Track warnings for law enforcement, implement updated driver improvement programs that focus on driver behavior (Alive at 25), notify parents of violations. (NJ) CheckPoints Program. (AAA/TSF) Provide Juvenile & Domestic Relations Court judges with additional guidelines and presentation packages in order to standardize the manner in which Juvenile Licensing Ceremonies are conducted. (VA)</p>	<p>Evaluate current parent programs for involvement and commitment level, ease of use, rewards, success, etc. (NJ) Evaluations underway. (AAA/TSF)</p>
Judiciary	1. Improve decisions regarding GDL violations	<p>Strict guidelines for plea bargaining, innovative/non-monetary penalties for violations (attend Alive at 25). (NJ) Need to get information to the courts regarding the role they play to support GDL provisions In Missouri a violation of a GDL restriction/provision is an infraction only, not a conviction and therefore we assume it is not considered priority in the courts. (MO) * Sponsor a Judicial Transportation Safety Conference for Juvenile and Domestic Relations Court and General District Court judges. * The DRIVE Smart Organization has initiated a project to encourage judges to incorporate occupant protection material into the Juvenile Licensing Ceremonies. * Judges conduct Juvenile Licensing Ceremonies to present the license to persons under age 18. (VA)</p>	<p>Research with local court systems to determine what they feel their role is and what could be done to assist them in supporting the GDL programs. (MO)</p>

Target Population	Objectives	Best Practices	Needed Research
Legislators	<ol style="list-style-type: none"> 1. Maintain support for GDL 2. Improve perceived acceptability of GDL provisions 3. Reduce negative perceptions of GDL 4. Simplify and improve GDL 	<p>Mandate parent orientation, extend permit periods, move administrative sanctioning (remedial course, suspensions) to court (legislative) where the MV is ineffective, State level Driver Ed/GDL Advisory Committee (communicate program effectiveness/needs), communicate highway stats showing reduced violations, 56 collisions and fatalities. (NJ)</p> <p>Information campaigns to Governor’s Association and Legislative associations regarding current GDL provisions and those which may need to be amended to promote teen driver safety. Work with them on billing it as safety issues and look past those few parents who may complain it is too time consuming. (MO)</p> <p>The 2008 Virginia General Assembly passed legislation to increase the number of practice driving hours from 40 to 45 in order to obtain a provisional driver’s license. (VA)</p>	<p>Extent to which GDL has delayed licensing and resulted in higher level of violations, 56 collisions at age 18-20. (NJ)</p> <p>Could survey several states to identify parental support. (AAA/TSF)</p>
Schools	<ol style="list-style-type: none"> 1. Raise awareness & support of GDL provisions 	<p>Violation free driver abstract to maintain parking on campus, ensure driver ed curriculum is up to date and effective, purchase simulators and other interactive resources for classroom instruction (bringing awareness to GDL at same time), agreements with insurance companies to pay for or subsidize behind the wheel instruction. (NJ)</p> <p>Develop school announcements, posters, contests and other information to junior high and high school age students. (MO)</p> <p>* The Virginia Department of Education is working to implement a Campus Seat Belt Policy as part of the Department of Health’s Buckle Up Challenge.</p> <p>* Federal grants have been awarded to school to: cover costs of driver’s education professional development opportunities (i.e. courses and conferences for driver’s education/training instructors); and revision of Driver’s Education Standards of Learning. A sample will be provided. (VA)</p>	<p>Survey teens, parents, teachers, enforcement, courts, lawmakers and others regarding knowledge and perceived benefits of GDL. (NJ)</p> <p>Possible funding sources. (MO)</p>

Target Population	Objectives	Best Practices	Needed Research
Media	1. Elicit media support to raise awareness of GDL & the role it plays in reducing teen crashes & deaths 2. Highlight enforcement efforts. (IIHS)	DMV has initiated a Click-It or Ticket media campaign to promote the use of seat belt usage among all age groups. (VA)	
Medical Associations/Pediatricians and Hospitals	1. Raise awareness and support of GDL provisions	Medical professionals could pass along information to parents/teens during check-ups, immunizations, sports physical programs and others regarding teen driving and driving safely. (MO)	

GOAL:

Combine and coordinate various interventions that have shown promise or seem promising:

- Provide information to young beginners through skills and insight training
- Insurer education programs with discounts for crash-free driving
- Well publicized programs involving parents and police to encourage appropriate driving behavior and to enforce GDL laws/regulations
- Encourage teen involvement in these programs.

Reference: **Williams, A.F.** Young driver risk factors: successful and unsuccessful approaches for dealing with them and an agenda for the future. *Injury Prevention 2006;12*

4.4 Stakeholders – Conclusions & Target Groups

Parents - Group 1

- Magnets with GDL information at a glance (cheat sheet)
- Establish a National Teen Driver website with links to GDL info from all jurisdictions and links to other resources (NHTSA, AAA, NSC, etc) for everything parents need to know
- Drive camera
- Condense parent guide. Develop training criteria, video and detailed lesson plans for use by parents.
- Educate parents
 - Stress during training
 - Stats about young drivers
 - Follow up messages to parent that gave consent
 - Parental access to teen driver's record

Parents - Group 2

- Educate Parents:
 - With young drivers
 - Mandatory parental involvement
 - Incentive
 - Parent exam
 - Don't limit to just GDL, include best practice
- Coaching teens & selecting appropriate type of vehicle (incorporate into message to parents)
 - Set example/ expectations
 - Some acknowledgment of rules restrictions at permit issuance
 - "Secondary touch" at issuance of initial license
 - Include literature and mailing and issuance of license
- Share parents perspective on GDL, teaching/managing new drivers
- National "talk to your teen about driving night" Connecticut sponsored night last April
- Mobilize parents/parents Groups to support GDL laws(to offset the negative parent voices state legislator hear)

Parents - Group 3

- Give parents information and resources they need to teach and manage their teens.
 - Driving –make them more comfortable in their role.
 - Videos that show parents issue information and ways to effectively manage their teen's driving
 - Show videos in licensing office
 - Show videos in pediatricians' office
- Mandatory parent meetings with teens in school
 - As part of driver's education (where available)
 - As part of the other school meetings
 - To participate in other school extra Curricular activities
 - Tied to school driving privileges (like parking permits)
 - Sign parent –teen contracts
- Find ways to encourage and reward families that complete parent teen contracts

Youth - Group 1

- Peer to Peer (competition and reward)
 - Talking points after crash
 - Use Face Book to post safety messages
- Incentives
 - Drive Camera (Wisconsin)
 - Focus on positive not negative
 - Contest for best messages
- Pre-movie safety messages
- Use October teen driver safety week to promote creating safety message for May – National Youth Traffic Safety Month
- Viral

4.4 Stakeholders – Conclusions & Target Groups

Youth - Group 2

- Start young , elementary /middle school age, focus on driver safety
 - Use youth to teach youth
- PSA'S targeted youth
 - TV
 - Radio (not sure if this is effective)
 - Myspace/web
- Use incentives for good driving behavior
 - Use schools, school competition
- Incentives to schools

Youth - Group 3

- Teen created PSAs or other videos that could be placed on internet (go viral)
 - Encourage teens to vote for favorite
 - Provide modest rewards for most popular PSAs/videos
- Local/state/nationwide competitions
- Find ways to identify and promote good teen sites (fullapologies.com, etc.)
- Help teens understand the consequences of fatal crashes, especially on victim families
 - Ask law enforcement groups to help facilitate

Schools - Group 1

- Use parking permit as a decal to indicate age and GDL status
- Educate school resource offices about GDL
- Electronic messaging boards for safety messages
- Use permitting process to communicate GDL information to parents(magnet)

Schools - Group 2

- Monitor driving behavior in school parking lot by peers
- Provide incentives for good driving behavior
- Good driving record/behavior as a condition of parking permit issuance

(sign contract Re:seat belts and obeying the laws in the parking lot)

- Closing the open school lunch policy
- Mobilizing school to speak out on GDL issues from a safety perspective to educate school community when crashes/fatalities occur (relatives of the injured/killed person)
- Promote student organizations that focus on teen driving safety

Schools - Group 3

- Get Passengers involved in encouraging safe driving
 - “Friends don’t let friend drive stupid”
 - Encourage notion of “skillful co-piloting-everyone in the car is responsible for car arriving at destination safely
- Change social norm-it’s not cool to be a risky driver. Passengers need to say something when they feel threatened in a car with risky driver
- Focus teen competitions in best way to tell a friend to drive more safely

Schools provide a captive audience (teens & parents)

Law enforcement - Group 1

- Use of decals/parking permits to target GDL enforcement
- Have youth go to roll call to encourage GDL enforcement
- Involve LE in local out reach
- LE PSA – Frustration (another senseless death, powerless to stop, how the officer feels at the crash, hospital and notifying parents)

Law enforcement - Group 2

- Educate LE on GDL
 - Roll call training (speaker or video)

4.4 Stakeholders – Conclusions & Target Groups

- Resources in cruiser (pocket card GDL laws/restrictions)
- Elevate the priority of GDL enforcement
- Utilize School Resource Officers & Officers assigned to school areas for high visibility campaigns

Law enforcement - Group 3

- Provide PIOs with information and materials
 - Make it fun competition component
 - Prepare a brief that PIOs could use
 - Talk to teens about GDL night
- Develop “speakers Bureau kit for PIOs to encourage and support community presentation on GDL. Including:
 - State information
 - Power point presentation(geared audience)
 - Videos
 - Tips for soliciting speaking opportunities
 - Include parent/teen driving contract and other give-aways

Media - Group 1

- Quick dissemination of information by the media when teen crashes occur
- Use PSAs to educate youth

Media - Group 2

- Get representative of local media to adopt teen driving safety as a pet project
- PSA each morning
- Get media to use teen traffic crashes as opportunity to promote GDL, safety belt use, Etc.
- Get media to launch high visibility effort on teen safety GDL, click it or ticket, etc.
- State PIO’s work on developing campaigns

Media - Group 3

- Encourage movies/TV/media to not glorify risky driving behaviors
- Build safe teen driving story lines into popular TV series
- Use state by state stats of parent’s view of GDL to encourage major media outlets to do in-depth reporting on the young driver issue(rather than just covering sensational stories about individuals crashes)
- Compare crashes in states with stronger GDL versus states with weaker GDL

DMV - Group 1

- Require Parents to Pass knowledge test before teen is issued a permit
- Offer classes for parents
- Continue to educate youth and parents on GDL law
- Safety messages on DL sites

DMV - Group 2

- Tailor the message to the audience, Re: Parents/Teens
- Make it easy to get information
- Agencies should have a “Teen driving office” or “Officer” to monitor the program
- Improve track and statistics for teen drivers & GDL violations
- Take advantage of opportunities
 - When parent/teen are at DMV
 - Make GDL an issue at the state highway safety level
- Present best practices
- Acknowledge role in highway safety
- Include staff training

4.4 Stakeholders – Conclusions & Target Groups

DMV - Group 3

- Require parent /teen driving contract to be presented as part of getting a license
- Use parent waiting time as opportunity to educate about GDL(video in waiting room)
- Mandatory driver improvement training during GDL period if teen has traffic conviction

RESOURCE: The Motor Vehicle Network is free to DMVs and consists of video & radio messaging boards in DMV lobbies that provide safety messages in a continual loop. Company makes money via advertising that is approved by DMV.

Medical – Group1

- No comments

Medical - Group2

- Have physicians and other medical professionals ask questions about seat belt use during exams/check ups
- Promote Teen driving as health issue

Medical - Group 3

- Get State Medical Associations involved in GDL Campaigns(active lobbying)
- Use waiting rooms as opportunity to talk to parents /teen(video)
- Help doctors distribute GDL information during office visits
- Engage nurse organizations
- Use organization newsletters to share information

Judiciary - Group1

- Have youth speak out at judiciary meetings
- Lobby Prosecutors to uphold citations
- Youth Courts

- Mobile DL unit in court house
- Educate on effectiveness of sanctions

Judiciary - Group 2

- Utilize judicial conferences as an opportunity to educate Judges. Use of high profile crashes and statistics get their attention
- Know line between influence and educating
- Show crash scene and analysis

Judiciary - Group 3

- Mandatory Driver Improvement course for teens convicted of traffic violations during GDL period
- Educate judges of the important role they play in enforcing laws that protect teens
- Educate prosecutors about the important role they can play in issues
- Courts can't be so complacent with issues
- Consistent reporting of GDL citations and consistent way handling cases

Legislators - Group1

- Empower parents/youth to lobby for stronger GDL laws
- Work with PTA'S to start grass root push for legislators to enact GDL laws
- Provide parents with links to safety advocate organizations
- Use election process to elevate teen drivers issues
- Invite community leaders to outreach events

Legislators - Group 2

- Education regarding benefits/Importance of GDL(Including stats and research)
- Update new legislators

4.4 Stakeholders – Conclusions & Target Groups

- Reach out to NCSL and GHSA on GDL issues
- Partner with National Education Association to assist with outreach
- Share Best practices related to GDL status

Legislators - Group 3

- Develop state by state surveys that demonstrate parental support if the GDL to share with legislators:
 - Surveys could b done at DMV/VMA offices
 - Perhaps survey at permit and then at licensing stage to see if and how attitudes have changed
- Mobilize parents to contact their state legislator and encourage stronger laws
- Encourage minimum national GDL standards
- Build coalitions in each state(representing diverse interests) to encourage stronger GDL
- Illustrate how stronger GDL makes roads safer for everyone(not just teens)

Driver Education - Group 1

- Keep it in schools
- Insurance provide discount incentives for successful completion of DE
- Develop national standards

Driver Education - Group 2

- Emphasis on professional development activities for divered instructor
- Establish curriculum requirements:
 - GDL
 - Safety-what to do in an accident
 - Maintenance
 - handling emergency situations
 - vehicle inspections
 - crashes

Driver Education - Group 3

- Include information for parents(videos) on how to be better teacher/ coach with teen (would be best practice)
- Work with national and state driver education associations to disseminate GDL information and encourage greater parent involvement

The Work Group selected the following target areas for the Grant:

4. Parents
5. Youth/Schools
6. Law Enforcement/Media

4.5 Demonstration Grant Program

Florida

FINAL REPORT FOR THE GRADUATED DRIVER LICENSING BEST PRACTICES GRANT

STATE OF: FLORIDA

IMPLEMENTATION PERIOD: 1/23/2009 through 8/31/2009

Partnerships:

- 3 Florida Affiliates of the National Safety Council – Distributed magnets, rack cards and hung posters in classrooms
- 22 Private Driving schools - Distributed magnets, rack cards and hung posters in classrooms
- 65 Offices of AAA - Distributed magnets, rack cards and hung posters in their offices, hosted event in Jacksonville
- PTA Leadership – Provided free space at statewide PTA Leadership Conference and Safety Fair
- County Tax Collectors- Distributed magnets, rack cards and hung posters
- 134 Department of Health – Injury Prevention Office and local Childrens Medical Services and County Health Departments - Distributed magnets, rack cards and hung posters
- 10 Public High School Driver Education teachers in Miami-Dade – hung posters, distributed magnets
- Orange Park High School (NOYS referral) – hung posters, distributed rack cards and magnets
- 16 Florida Highway Patrol Public Affairs Officers and Occupant Protection Specialists - distributed magnets at outreach events
- Colorado Department of Transportation – graciously allowed us to use content from their teen website
- Dori Slossberg Foundation
- AAA South, Artis Driving School – Weston, Suncoast Safety Council – Clearwater, B&W Driving School – Orlando, Safety Council of Palm Beach County, Suncoast Defensive Driving School – Sarasota, Dori Slosberg Foundation and the Office of Injury Prevention – Florida Department of Health have all put links to the Florida Highway Safety & Motor Vehicle’s Teen website on their home webpages.

Outreach Events:

- AAA Jacksonville Office – June 6, 9-11am – low turnout – 25 people due to lack of publicity and bad weather (heat wave -100 degrees). AAA provided refreshments and tried to promote event; connected with local law enforcement

community outreach member who took 400 magnets to distribute to summer driver education programs in two counties

- Family First ALL Pro Dad Event – (Rays Father and Kids Experience)Tampa, July 11, over 900 people in attendance,
- PTA Leadership Conference Safety Fair – Innisbrook (near Tampa) July 17, Provided free space and refreshments, 1,000 people in attendance, distributed 310 rack cards and 150 magnets at event then shipped an additional 75 posters, 3,785 rack cards and 3,350 magnets to people met at conference
- Family First All Pro Dad Event – August 1 in Tallahassee with Head Football Coach Bobby Bowden, 350 people in attendance, distributed 350 rack cards and 100 magnets
- AAA Ponte Vedra – Event scheduled for August 22 9 -11 am. We anticipate an excellent turn out as more effort is being put into publicity of event and it is just before school starts.

Materials Distributed:

Distributor/partner	Posters	Rack cards	Magnets
AAA	65	8050	1400
DHSMV Trainers			5200
PTA Leadership	75	3785	3350
Department of Transportation			4,000
High Schools*	26	350	5200
Department of Health and Community Health Depts.	134	11,150	0
Public Affairs Officers of the Florida Highway Patrol			4,000
Occupant Protection Specialists			3,500
County Tax Collectors	67	1050	42,960
Driver Licenses Offices	112	4500	37,840
Safety Councils	9	700	1,600
Driving Schools (non Safety Council)	61	6,900	8,400
Dori Slossberg Foundation			400
All Pro Dad Events	0	1,250	300
TOTALS	549	37,735	112,955

Websites:

English: <http://www.flhsmv.gov/teens/> 22,242 visitors to parents portion 20,893 visitors to teens portion as of 8/10/09

Spanish: <http://www.flhsmv.gov/teens/spanish/>, 112 visitors to parents portion, 112 to teens portion (only posted a couple of weeks)

Recommendations: Overall, Florida thought that things went very well on this grant project, but time was definitely short. Because of the heat and sometimes rainy weather, summer is not

the best time for outreach events and they tend to have more in the other seasons. Due to the length of time required to develop and reproduce the materials, they were in to summer by the time the materials were ready. The Department of Health Office of Injury Prevention was a tremendous partner and they were eager to get materials to distribute. They had a lot of opportunities to distribute materials as school is about to start and they have Fall Safety events planned.

AAA was a tremendous resource and have materials in all their offices. Florida received some assistance from Safety Councils. Reaching out to the private driving schools proved to be somewhat successful. The PTA Leadership Conference Safety Fair was proved to be an excellent outreach event as they were able to reach some critical counties. Florida will pursue communication with some of them as school starts back.

The opportunity to partner with Aspira was untimely as it was close to the end for the school year and they were unable to provide assistance.

Best Practice Recommendations: Florida recommends that states take a multimedia approach and create a professional cohesive “branded” look and theme for all the materials is something that could be emulated. It makes the message appealing, recognizable, and memorable. That will prove to be helpful over time with the All Pro Dad exposure which brought so many people together in one place.

Missouri

Missouri Graduated Driver License Grant Post Report/Evaluation

The Public Information and Education Division (PIED) of the Missouri State Highway Patrol was awarded a grant from the American Association of Motor Vehicle Administrators. The grant period was from March 1, 2009, through June 30, 2009. The grant was aimed at promoting the Missouri Graduated Driver License (GDL) and increasing awareness of the dangers faced by teen drivers. The overall goal of the grant was to reduce the number and severity of traffic crashes involving drivers who are 15, 16, and 17 years old. There were four parts to the Patrol's grant proposal.

- The first part involved producing a video about the graduated driver license to be used in the middle and high schools throughout the state. The plan was to have the video completed in time to be used in the schools in time for prom and graduation activities. The video would also be utilized by the public information and education officers during their traffic safety programs. Another use for the video would be for display in the busiest driver examination stations in the state.
- The second part of the grant was to purchase and mount DVD monitors in the busiest driver examination stations in the state. The monitors would be set up in the waiting rooms of the stations and would play the GDL video for the parents and perspective drivers as they were waiting to take their examinations.

- The third part of the plan was to have the two oldest Simulated Impaired Driving Experience Vehicles (S.I.D.N.E.s) updated. These electric go-karts are used in a variety of settings to help illustrate the dangers of impaired driving. They are specifically designed to provide a hands-on learning experience for teen aged drivers.
- The fourth part of the grant was to pay overtime to the 12 public information and education officers to allow them to do additional traffic safety activities during the months of April, May, and June, which are typically dangerous months for teen drivers.

The first part of the grant was to produce the GDL video. The hope was to have the video completed and ready for distribution to the schools in time for the end of the year school activities. Missouri was delayed about a month in the initial development of the video because of other unexpected obligations on the part of PIED and the audio/visual section. Initial discussions with the Missouri Department of Elementary and Secondary Education indicated that there would be no possibility of getting the video distributed and used in the schools before the end of the school year because of all the testing and graduation preparations and activities. The video was developed by the department's audio/visual section within the training division. During the development several delays were encountered:

- The Patrol wanted to include information from a rather large study that was completed on the effectiveness of Graduated Driver Licenses.
- There was also legislation that was introduced and subsequently passed in Missouri that changed the way potential drivers would be identified when starting the licensing process.

The video was completed and will require some slight revision when the new law takes effect on August 28, 2009. The video will be placed on the Patrol's driver examination web page as well as the Missouri Department of Revenue website. We will also send the video to other traffic safety oriented websites.

The Patrol submitted a spreadsheet of the 1,153 public schools and 470 private schools to send information and links to the video; as well as a letter to be sent via e-mail and/or regular mail to each of these schools to help kick off the video at the start of the school year. The Patrol also worked with the Department of Revenue to disseminate news release and host news events to promote the new video. The video was also incorporated in the PIED programs completed by the officers around the state.

The second part of the grant was the installation of DVD monitors in the busiest driver examination locations in the state so the GDL video could be displayed to those parents and potential drivers who were in the waiting rooms prior to their examinations.

The third part of the grant was to update the S.I.D.N.E. vehicles. Those vehicles were updated by the manufacturer and have been utilized in programs demonstrating the dangers of impaired

driving. The updates included computer updates to make the vehicle more realistic, new transmitters, improved seat belts and bumpers, and impairment mode improvements. These updates will help improve the quality of safety education programs for many years to come.

The fourth part of the grant was to pay overtime for public information and education officers to present safety programs and displays that focused on the graduated driver license and teen traffic safety. These officers presented 47 safety programs and displays/demonstrations. The total number of attendees at these programs was 6,735 (see spreadsheet at the end of the section). One of the more interesting partnerships was between the Patrol, a local television and radio station, and several schools in the southwest Missouri area. Collectively, these groups conducted seminars for parents of teenagers. In addition to GDL and teen driving issues, they covered internet safety, alcohol issues, and other safety information. These programs were very well received and plans are already underway to conduct more of the programs in the future. The Patrol developed a PowerPoint presentation that was available for the officers to use until such time as the video was completed. The officers also distributed a GDL brochure. Both the PowerPoint and brochure have been submitted previously.

In addition to the four formal parts of the grant, the Patrol also worked with the Department of Revenue to develop a parent/teen driver contract. The contract was placed on both agencies' websites; and is being distributed by the Patrol's driver examiners to the parents/guardians of those teens who pass their driving test.

Conclusions: As far as the overall evaluation of the project, the Patrol was not able to evaluate the effectiveness of the GDL video due to delays in production and distribution. The ultimate evaluation can be found in the crash statistics involving teenagers. In 2008 there were 23 people killed in Missouri traffic crashes who were 15, 16, or 17 years old. There were 1,008 people of that same age injured. In 2009 for the same timeframe, there were 4 people, who were 15, 16, or 17 years old, killed and 926 injured in Missouri traffic crashes. That is an 82.6% reduction in fatalities and an 8% reduction in injuries. While there may be a few late deaths reported, the statistics should not change much because the statistics were gathered six weeks after the conclusion of the grant period. Missouri is currently experiencing a 14% decrease in overall traffic fatalities. The decrease in fatalities for this age group is much greater. We have to surmise that this decrease is due in some part to our efforts under the Graduated Driver License Grant project.

Graduated Drivers License Project

<u>Date</u>	<u>Location</u>	<u>Event</u>	<u>Partner</u>	<u>No. of Attendees</u>
4/6/2009	Rogersville, MO	GDL/Teen Safety Issues	Rogersville High School	50
4/7/2009	Nixa, MO	GDL/Teen Safety Issues	Nixa High School	50
4/8/2009	Springfield, MO	GDL/Teen Safety Issues	Remingtons	50
4/8/2009	Marceline, MO	GDL/Driver Education Program	St. Bonaventure Youth Group	100
4/9/2009	Willard, MO	GDL/Teen Safety Issues	Willard High School	50
4/13/2009	Carthage, MO	GDL/Teen Safety Issues	Carthage High School	50
4/14/2009	Central, MO	GDL/Teen Safety Issues	Central High School	50
4/16/2009	Lone Jack, MO	GDL/Safe Driving Program	Lone Jack High School	90
4/16/2009	Richmond, MO	GDL Brochures at Safety Booth	City of Richmond	100
4/21/2009	Green City, MO	GDL/Convincer-Driver Education Program	Green City Middle School	53
4/21/2009	Linneus, MO	GDL/Rollover-Driver Education Program	Linneus Mennonite Community	50
4/26/2009	Moberly, MO	GDL/Driver Education Program	Moberly Area Church Youth Groups	86
4/26/2009	Moberly, MO	GDL/Citizen Safety Program	Timberlake Christian Church	30
4/28/2009	Lee's Summit, MO	GDL/Safe Driving Program	Lee's Summit North High School	150
5/1/2009	Holden, MO	GDL/Rollover-Convincer-Seatbelt Program	Holden Middle School	160
5/1/2009	Drexel, MO	GDL/Safe Driving Program	Drexel High School	100
5/2/2009	West Plains, MO	GDL Brochures at Safety Table	West Plains Community Kid's Fest	600
5/4/2009	Liberty, MO	GDL/Defensive Driving Program	Liberty High School	170
5/5/2009	Liberty, MO	GDL/Convincer/Seatbelt Programs	Liberty Junior High School	75
5/5/2009	Palmyra, MO	GDL/Rollover-Driver Education Program	City of Palmyra - Big Truck Night	50
5/5/2009	Fulton, MO	GDL/Seatbelt Programs	Fulton Academy	20
5/11/2009	Liberty, MO	GDL/Safe Driving Program	South Valley Jr. High School	55
5/11/2009	Montgomery City, MO	GDL/Driver Safety Program	Montgomery County High School	30
5/12/2009	Jefferson City, MO	GDL/Seat Belt Safety Program-Convincer	Thomas Jefferson Middle School	20
5/14/2009	Fulton, MO	GDL/Driver Safety Program	Callaway County Juvenile Center	10
5/15/2009	Meadow Heights, MO	GDL/Driver Safety-Mock Accident	Meadow Heights High School	100
5/15/2009	Doniphan, MO	GDL/Driver Safety-Project Graduation	Doniphan High School	70
5/16/2009	Salem, MO	GDL/Seat Belt Safety Program-Convincer	US Food Trucking	150
5/18/2009	Jefferson City, MO	GDL/Driver Safety Program	Simonsen School	35
5/20/2009	Wellington, MO	GDL/Safety Program	Wellington-Napolean High School	100
5/20/2009	Buckner, MO	GDL/Safety Program	First Baptist Church	25
5/21/2009	Clinton, MO	GDL/Safety Program-Rollover	Gold Valley Hospital	25
5/22/2009	Fulton, MO	GDL/Seat Belt Safety Program - Rollover	Bartley Elementary School	20
5/26/2009	Gladstone, MO	GDL/Safety Program	City of Gladstone	50
5/27/2009	Leeton, MO	GDL/Driver Education Program	Leeton Secondary School	24
5/30/2009	St. Robert, MO	GDL/Seat Belt Safety Program-Convincer	St. Robert Community Safety Fair	200
6/2/2009	Kansas City, MO	GDL/Safety Program	Hallmark Cards	25
6/2/2009	St. Elizabeth, MO	GDL/Driver Education Program	St. Elizabeth High School	15
6/3/2009	Pleasant Hill, MO	GDL/Driver Education Program	Pleasant Hill School	35
6/3/2009	Mountain Grove, MO	GDL/Driver Education Program	Mountain Grove High School	50
6/8/2009	Belton, MO	GDL/Driver Education Program	Belton High School	40
6/9/2009	Lincoln, MO	GDL/Driver Education Program-Convincer	Lincoln High School	65
6/13/2009	Newburg, MO	GDL/Seat Belt Safety Program-Convincer	City of Newburg	1,000
6/18/2009	Lebanon, MO	GDL/Driver-Seat Belt Safety Program-Convincer	Lebanon Library-Kidz Karnival	2,000
6/20/2009	Cape Girardeau, MO	GDL/Seat Belt Safety Program-Convincer	Southeast Hospital/West Park Mall	107
6/26/2009	Kearney, MO	GDL/Driver Education Program	Kearney High School	50
6/27/2009	West Plains, MO	GDL Brochures at Safety Table	Wal-Mart	300
			TOTALS	6,735

OUR VISION

Safe drivers

Safe vehicles

Secure identities

Saving lives!



**American Association of
Motor Vehicle Administrators**

4401 Wilson Blvd, Suite 700
Arlington, Virginia 22203
703.522.4200 | aamva.org