



HAPPY NEW YEAR District "5"

CTST ADVISORY



January 2007



SAVING TEEN DRIVERS:

Teenagers perceive a driver's license as a ticket to freedom. It's momentous for parents, too. Though they are often aware of 16-year-olds' high crash risks, they're relieved not to have to chauffeur their children around anymore. But the price is steep. Crashes are the leading cause of death among American teens, accounting for more than one third of all deaths of 16- to 18-year-olds.

Teen drivers have the highest crash risk of any age group. Per mile traveled, they have the highest involvement rates in crashes, from crashes involving property damage to those that are fatal. The problem is worst among 16-year-olds, who have the most limited driving experience and an immaturity that often results in risk-taking behind the wheel. The characteristics of 16-year-olds' fatal crashes shed light on the problem:

Percentage of fatal crashes by characteristic, 2004

	Driver Age: 16	17-19	20-49
Driver error	78	69	55
Speeding	39	33	23
Single vehicle	52	45	39
3+ occupants	29	24	18
Drivers killed with .08+ BAC	13	25	44

Sources - FARS, NHTSA 2004

- **Driver error:** Compared with crashes of older drivers, those of 16-year-olds more often involve driver error.
 1. Many young male participants complain about other drivers who fail to signal their lane changes or who drive in the left lane, because they make it difficult to swerve from lane to lane at very high speeds. The young male participants believe that they are totally focused on the road ahead and can anticipate every action, thereby minimizing the risk of collision. They do not see their driving as being aggressive, just highly skilled.

- **Speeding:** 16-year-old drivers have a higher rate of crashes in which excessive speed is a factor.
 1. Teens “feel the need to speed,” to borrow a popular quote from the movie Top Gun. They do not consider driving 5 or 10 miles above the speed limit to be dangerous. Rather, it is perceived as just keeping up with traffic. Teen report that they ignore anti-speeding campaigns and enforcement efforts that target this low level of speeding because they see no danger. But they need information about the very real risks of extreme speeding (speeds over 100 mph), which is very alluring to teens.

- **Single-vehicle crashes:** More of 16-year-olds’ fatal crashes involve only the teen’s vehicle. Typically these are high speed crashes in which the driver lost control.

- **Passengers:** 16 year-olds’ fatal crashes are more likely to occur when other teenagers are in the car. The risk increases with every additional passenger.

- **Alcohol:** Although this is a problem among drivers of all ages, it’s actually less of a problem for 16-year-olds.
 Typically, less than 15 percent of fatally injured 16-year-old drivers have blood alcohol concentrations of .08 grams per deciliter or greater. However, alcohol quickly becomes a problem in the later teen years.
 1. Some teens do not see anything wrong with underage drinking and very little wrong with driving after having consumed just a beer or two. Many believe they can tell when they are too drunk to drive.
 2. Most teen drivers believe that marijuana does not affect their driving. Some even believe they are better drivers when they are stoned.

- **Night driving:** This is a high-risk activity for beginners. Per mile driven, the nighttime fatal crash rate for 16-year-olds is about twice as high as during the day.
- **Low belt use:** Teenagers generally are less likely than adults to use safety belts.

An effective way to reduce this toll is to enact graduated licensing, under which driving privileges are phased in to restrict beginners' initial experience behind the wheel to lower-risk situations. The restrictions gradually are lifted, so teenagers are more experienced and mature when they get their full, unrestricted licenses. Graduated systems that are well designed restrict night driving, limit teen passengers, set zero alcohol tolerance, and require a specified amount of supervised practice during the initial phase. Graduated licensing laws have reduced teens' crash rates in the United States, Canada, and New Zealand. But not all States have such laws, and the laws aren't all strong.

What Parents of Teenagers Can Do!

With or without a graduated licensing law, parents can establish rules based on the graduated model. In particular:

- **Don't rely solely on driver education.** High school driver education may be the most convenient way to learn skills, but it doesn't necessarily produce safer drivers. Poor skills aren't always to blame. Teen attitudes and decision-making matter more. Young people naturally tend to rebel. Teens often think they're immune to harm, so they don't use safety belts as much and they deliberately seek thrills like speeding. Training and education don't change these tendencies. Peer influence is great but parents have much more influence than they are typically given credit for.
- **Know the law.** Become familiar with restrictions on beginning drivers. Enforce the rules. To learn about the law in your State, go to www.iihs.org/safety_facts/state_laws.
- **Restrict night driving.** Most young drivers' nighttime fatal crashes occur from 9 p.m. to midnight, so teens shouldn't drive much later than 9. The problem isn't just that such driving requires more skill. Late outings tend to be recreational, and even teens who usually follow the rules can be easily distracted or encouraged to take risks.

- **Restrict passengers.** Teen passengers in a vehicle can distract a beginning driver and/or lead to greater risk-taking. Because young drivers often transport their friends, there's a teen passenger problem as well as a teen driver problem. About 6 of every 10 teenage passenger deaths (59%) during 2003 occurred in crashes with a teen driver. While night driving with passengers is particularly lethal, many fatal crashes with teen passengers occur during the day. The best policy is to restrict teenage passengers, especially multiple teens, all the time.
- **Supervise practice driving.** Take an active role in helping your teenager learn how to drive. Plan a series of practice sessions in a wide variety of situations, including night driving. Give beginners time to work up to challenges like driving in heavy traffic or on the freeway. Supervised practice should be spread over at least six months and continue even after a teenager graduates from a learner's permit to a restricted or full license.
- **Remember that you're a role model.** New drivers learn a lot by example, so practice safe driving. Teens with crashes and violations often have parents with poor driving records.
- **Require safety belt use.** Don't assume that belt use when you're in the car with your 16-year-old means belts will be used all the time, especially when your child is out with peers. Remember that belt use is lower among teenagers than older people. Insist on belts all the time.
- **Prohibit drinking.** Make it clear that it's illegal and highly dangerous for a teenager to drink alcohol. While alcohol isn't a factor in most crashes of 16-year-old drivers, even small amounts of alcohol are impairing for teens.
- **Choose vehicles for safety, not image.** Teenagers should drive vehicles that reduce their chances of a crash and offer protection in case they do crash. For example, small cars don't offer the best protection in a crash. Avoid cars with performance images that might encourage speeding. Avoid trucks and sport utility vehicles — the smaller ones, especially, are more prone to roll over.

This information was obtained from the Insurance Institute for Highway Safety (www.iihs.org).

Think You Know About Graduated Driver Licensing Programs?

In 2004 alone, 16-year-old drivers were involved in 957 fatal crashes that killed 1,111 people. With support from the National Highway Traffic Safety Administration, researchers from Johns Hopkins University recently completed an evaluation of graduated driver licensing programs in the United States. The authors concluded that the most comprehensive graduated driver licensing programs result in the best reduction of fatal crashes of 16-year-old drivers.

Take our quiz to determine your knowledge of graduated driver licensing programs.

1. **In the United States, what is the youngest age you can obtain your learner permit?**

- A. 16 years and 3 months
- B. 14 years
- C. 17 years and 9 months
- D. 15 years

2. **As of May 2006, how many states have graduated driver licensing programs?**

- A. 50 states
- B. 20 states and the District of Columbia
- C. 44 states and the District of Columbia
- D. 35 states

3. **Graduated driver licensing programs reduce fatal crashes by 16-year-old drivers by what percentage?**

- A. an average of 11%
- B. 25%
- C. 4%
- D. approximately 40%

4. **Which of the following is correct? A graduated driver licensing program:**

- A. is restricted to high school graduates
- B. takes away licenses from teenage drivers who are involved in crashes
- C. forbids teenage drivers to use cell phones
- D. has an intermediate stage when teens can drive without adult supervision under certain

circumstances

5. **In the United States, which of the following age groups of drivers has the highest fatal crash rate per 100 million miles traveled?**

- A. 16-17
- B. 18-19
- C. 40-59
- D. 70 and older

ANSWERS:

1. **The correct answer was:**

B - 14 years

Answer Explanation:

Every state has different requirements for the various stages of obtaining a learner permit and driver's license. However, as of May 2006, in six states (Alaska, Arkansas, Iowa, Kansas, North Dakota and South Dakota*), one must only be 14 years of age to receive a learner permit.

2. **The correct answer was:**

C - 44 states and the District of Columbia

3. **The correct answer was:**

A - an average of 11%

4. **The correct answer was:**

D - has an intermediate stage when teens can drive without adult supervision under certain circumstances

Answer Explanation:

Graduated driver licensing programs, by definition, have three stages. During the middle or intermediate stage there are restrictions, such as limits on nighttime driving that are attached to driving without adult supervision.

5. **The correct answer was:**

A - 16-17

Answer Explanation:

In the United States, 16- and 17-year-old drivers have the highest fatal crash involvement rates per 100 million miles traveled. The rate for 16-year-old drivers is almost six times of the rates for drivers aged 30-69. **

* Data Source: "U.S. Licensing Systems for Young Drivers," 2006 Insurance Institute for Highway Safety, Highway Loss Data Institute, www.iihs.org/laws/state_laws/pdf/us_licensing_systems.pdf

** Data Source: "Fatality Facts 2004: Teenagers," Insurance Institute for Highway Safety, Highway Loss Data Institute, www.iihs.org/research/fatality_facts/teenagers.html.

The following statistics indicate just how big the teen related traffic crash problem is in Florida:

- Motor Vehicle crashes are the number one killer of teenagers in America, accounting for nearly half of all teen deaths in the US each year.
- Florida teens are 14% more likely to die in a crash than any other drivers.
- 37,355 teen drivers between the ages of 15 and 19 years old were involved in crashes on Florida's roadways in 2004.
- 1,062 of those teen drivers were impaired by alcohol.
- 396 of those crashes were fatal crashes.
- 50,579 teen drivers between the ages of 15 and 19 years old were involved in crashes on Florida's roadways in 2005 resulting in 560 deaths and 46,665 injuries.
- Florida teens aged 15-19 have the highest rate per 10,000 licensed drivers of crash involvement (485.03) and the highest rate in fatal crashes (5.14).
- Drivers aged 20-24 years of age hold second place in both categories.
- For every teen that is killed in a motor vehicle crash, about 100 are injured.
- On average, a teenager is injured every 15 minutes in a motor vehicle crash in the United States.
- 62% of teenaged passenger deaths occur in motor vehicles in which another teenager was driving.

Case in Point:

On November 29, 2006, two Williston High School students were killed and another seriously injured in a single-vehicle crash. Witnesses said the 17-year-old driver was speeding (85mph) while attempting to pass another vehicle when he lost control and crashed. The driver had just gotten the truck and was en route from school to purchase his tag. The road was wet and it appeared that none of the occupants were wearing seat belts. The crash occurred on alternate U.S.-27 which is a four lane divided highway.

DISTRICT FIVE CTST MEETING DATES AND LOCATION



BREVARD COUNTY CTST

Mr. Reggie Belle, Chairperson

Meets: 3rd Wednesday of month @ 9:30 AM
every other month at the following locations:
@ Viera Government Complex - Bldg. C - 2nd floor
Viera, FL 32940
@ Florida Highway Patrol Station
3775 West King Street (SR-520)
Cocoa, FL 32926

LAKE COUNTY CTST

Mr. Noble Olasimbo, Chairperson

Meets: 3rd Thursday of month @ 9:00 AM
FDOT Operations Facility Conference Room
1405 Thomas Road
Leesburg, FL 34748-3225

MARION COUNTY CTST

Lt Dennis Yonce, Chairperson

Meets: 2nd Thursday of month @ 9:00 AM
Ocala Police Dept.
402 South Pine Ave.
Ocala, FL 34471

ORANGE COUNTY CTST

Sheryl Bradley, Chairperson

Meets: 3rd Tuesday of month @ 9:00 AM
Orange County Public Works - Conf. Room
4200 South John Young Parkway
Orlando, FL 32839

OSCEOLA COUNTY CTST

Sgt. Jimmy Haddock, Chairperson

Meets: 2nd Wed. of month @ 9:00 AM
Osceola Sheriff's Office
2601 East SR-192
Kissimmee, FL 34744

SEMINOLE COUNTY CTST

Robin Butler, Chairperson

Meets: 4th Tuesday of month @ 8:30 AM
Lake Mary Police Department
165 East Crystal Lake Avenue
Lake Mary, FL

EAST VOLUSIA COUNTY CTST

Richard Prine, Chairperson

Meets: 4th Thursday of month @ 9:00 AM
Daytona Bch. Public Works - Conf. Room
950 Bellevue Avenue
Daytona Beach, FL

WEST VOLUSIA COUNTY CTST

John Izzo P.E., Chairperson

Meets: 2nd Tuesday of month @ 8:30 AM
Deland Police Department conference room
219 West Howry Avenue
Deland, FL 32720

*Buckle Up!
Don't Drink and Drive!
Hope You Had a Safe and
Happy Holiday...*

BUCKLE UP FLORIDA

THERE'S JUST TOO MUCH TO LOSE



2007 Calendar of Events

JANUARY

Traffic Safety Awareness Month
State CTST Coalition Meeting – Tampa (Monday – Jan. 8th) details to follow
Rolex 24 Hour Race (Jan. 27th & 28th)



FEBRUARY

Aggressive Driving Awareness Month
Daytona 500 (18th)
National Child Passenger Safety Awareness Week/Safety Belt Enforcement Week (11th-17th)

MARCH

Bike Week (2nd – 11th)
Daytona 200 (10th)
Motorcycle Safety Month
National Lifesavers Conference 2007, Chicago (25th-27th)
Spring Break (11th – 31st)



APRIL

BCR (March 30th – April 1st)
National Work Zone Awareness Week (1st -7th)
Train Safety Awareness Month
Alcohol Awareness Month

MAY

National Bike Month
National Motorcycle Safety Awareness Month
National Safe Kids Week (TBA)
National Transportation Week (13th-19th)
Operation Lifesaver Awareness Week (TBA)
National EMS Week (20th – 26th)
Click It or Ticket Mobilization (TBA)



The CTST Newsletter is a product of the FDOT, District 5 Safety Office. If you are having an event (Safety Fair, Mock DUI Crash, Enforcement Wave, Child Safety Seat Checkpoint, Sobriety Checkpoint, etc.) please e-mail your information to "barry.wall@dot.state.fl.us".
