

The leading cause of
death and injury to Iowa teens is

Motor Vehicle Crashes



Graduated Driver Licensing

Maximize Experience

Minimize Risk

the better choice.



**BLANK CHILDREN'S
HOSPITAL**

IOWA HEALTH - DES MOINES

Family Testimonial

By Barb & Elizabeth Cassler



Barb:

The GDL bill is important to me because my daughter was the passenger in a car that crashed. The driver was only 15 years old, and was driving with three other teens in the car on the way home from school, on a school permit. It was icy. He was driving too fast. He lost control on the ice and didn't know how to react. My daughter, Elizabeth, had just turned 17 when the accident happened. Elizabeth was injured severely and her life was forever changed that day. She suffered a traumatic brain injury, and nearly died.

She has had to struggle to relearn basic tasks such as moving her body, talking, eating, and caring for her personal needs. The GDL bill would allow teens to practice and improve their driving skills before being able to drive alone. Living in the state of Iowa, we have 4



seasons, and the driving conditions are different in each season. The GDL bill will allow teens to drive in ALL weather conditions under the supervision of an adult. It will also limit the number of people a teen driver can have in the car. Research supports the fact that teens can be easily distracted, and the more passengers they have, the more distracted they can become.

I also know living in the state of Iowa, we have rural areas. Some parents may say they need their teens to drive due to living in rural areas, for convenience sake. I believe that ANY parent would change their mind if they received the phone call I received on that winter day in 2008. Our kids are worth some inconveniences. So, for the sake and safety of our fellow Iowans, please support the GDL bill.



Elizabeth:

I am 19 years old now and when I just turned 17, I was in a terrible car wreck. I was the front seat passenger. I died on the scene and put into a coma for about 21/2 months. The car was driven by a 15 year old boy who lacked experience driving in Iowa's winters. This bill needs to be passed because I don't want anyone else to go through what I had to go through because it really stinks. I missed so much stuff while I was at

rehabilitation including stuff with my friends, soccer tournaments and just games. Now I can no longer play and that was my whole life. What I'm saying is that I know they want to drive, I was there once hate me for this law. You can even blame it on me, I don't care. I just don't want any family to have to go through what I went through



The Problem

The leading threat to Iowa teens' health is motor vehicle crashes.

Motor vehicle crashes cause 48% of all teen deaths in Iowa. In the past five years, 162 teen drivers, ages 14-17, lost their lives in crashes in Iowa (CDC, 2009). To address this issue, we need to create an atmosphere where young drivers are supported as they learn and given appropriate guidance in preparation for the complexities of driving. By **maximizing experience** and **minimizing risks** while this experience is gained we can protect teens while they are learning and produce safer drivers in the long-run.

Because they are still learning, young drivers are a serious threat to themselves, their passengers, and other road users.

- *In fatal crashes involving teen drivers (age 15-17), the teen driver is the person killed 38% of the time, a teen driver's passenger is the victim 26% of the time and an occupant of another vehicle is killed 26% of the time (Iowa DOT 1998 – 2007).*
- *The risk of crashing is three to five times higher when teens drive with more than 1 passenger than when they drive alone (Iowa DOT, 2006).*
- *In Iowa, teen drivers (ages 16 and 17) are involved in more fatal crashes between the hours of 10 p.m. and midnight than any other time of day (Iowa DOT, 2009).*

Young beginner drivers need to obtain experience gradually, over an extended period of time, in order to develop good judgment and learn the complex skills needed to drive safely.

Research has shown that teen crash involvement can be reduced by improving the structure of driver licensing systems. Graduated Driver Licensing, or GDL, is an experience-based approach that allows young drivers to gain experience while minimizing risks to them and others with whom they share the road.

History of GDL

Graduated Driver's Licensing (GDL) has been in place since the 1990's. GDL recognizes the fact that driving is a complex skill to learn. It puts in place a structure that supports learning and practice for young teen drivers to maximize their experience and minimize their risk while beginning driving. These practices have consistent reductions in teen driving crashes when implemented. **This protects not only teen drivers and their passengers but all people on the roads.**

Iowa first enacted GDL in 1998. Since that time the law has seen only minor amendments. At the time the bill passed the Republicans controlled both chambers and Governor Branstad signed the bill into law. In 1998 Iowa was a leader in this arena, being one of the first states to implement GDL. Over the past 12 years the body of scientific evidence supporting comprehensive GDL structures has grown dramatically. Unfortunately, Iowa has not kept pace and while we were once a leader we are now lagging behind almost every state in addressing this high risk scenario.

Consider the following:

- **Every state surrounding Iowa with the exception of South Dakota** has a GDL structure that includes a passenger limitation of no more than one passenger under the age of 21 (excluding family members) for drivers on their intermediate license.
- Iowa is **one of only 8 states with no passenger limit.**

In summary:

1. **Iowa's licensing system has not kept pace with scientific evidence.**
2. **The suggested changes outlined in this document are based on current evidence about the main risks to teenage drivers (and those who share the road with them).**
3. **Other states that have these elements have found that they reduce crashes.**
4. **Parents of teen drivers in Iowa strongly support these changes.**

Stakeholders Group

Blank Children's Hospital

State Farm Insurance

AAA

University of Iowa Injury Prevention Research Center

Iowa Emergency Nurses Association

Iowa Department of Transportation

Iowa Department of Public Safety

Iowa Department of Public Health

Iowa Brain Injury Association

Think First Iowa-Iowa Health System

Iowa Association of Safety Educators

Iowa/Illinois Safety Council

An additional 65 organizations and 600 individuals
have also signed on in support.



Iowa-Illinois Safety Council



Chapter of National Safety Council
Your Safety & Health Leader



The Proposal

Iowa's Graduated Driver's License Structure

Current

Instruction Permit (Can be obtained at age 14)

- Teens must hold an instruction permit for 6 months prior to obtaining and intermediate license (available at age 16).

Nighttime limitation (During intermediate license phase – first 12 months of licensure)

- Between 12:30 a.m. and 5 a.m. youth may only drive with a licensed driver who is a parent/guardian, immediate family member over 21, or designated adult over 25.

Passenger limitation

- The number of passengers is limited to the number of seat belts in the vehicle.

Proposed

Improve Iowa's Graduated Driver's License System to *maximize experience and minimize risks* for young drivers.

Several national evaluations, individual state evaluations and local data suggest the most influential changes we can make to improve Iowa's current GDL system are:

Require a 12-month instruction permit

- This requirement will provide critically important driving experience for beginners. Without a one-year requirement many teens have not opportunity to gain supervised experience winter driving conditions prior to obtaining their intermediate license.

Institute protective limits for teens who are just beginning to drive without an adult in the car by including the following as part of the 12-month intermediate license:

- Passenger limit – no more than one passenger under the age of 21 unless the passenger is a family member. *Currently, there is no limit on young passengers except the size of the vehicle.*
- Night time driving limit – allow driving from 10 p.m. and 5 a.m. only if supervised by an adult. **Waivers are available for teens to drive to and from school and work activities after 10 pm.** *Currently inexperienced teens can drive without supervision until 12:30 a.m.*

When teens first begin driving on their own, without an adult supervisor in the car, their crash risk increases nearly 1000%. Both night driving and passenger limits are meant to protect young beginning drivers from the greatest risks to beginners while they continue developing their skills and judgment without the benefit of an adult in the car.

Several recent studies have reported that the most comprehensive GDL programs, including appropriate nighttime and passenger limitations, reduce young driver crashes by 20% to 40% (*Journal of Safety Research, 2007*).

Parent Survey

What do Iowa parents think?

The University of Iowa in collaboration with the Center for the Study of Young Drivers at the University of North Carolina conducted the Iowa Parent Survey in October, 2009 to answer this question.

Who?

Iowa parents who at the time of the survey had a teen driver currently in Iowa's graduated driver's license structure. (Iowa parents of 16 and 17 year olds).

Why this group?

Much discussion regarding this topic centers on the issue of convenience versus safety. The people in the best position to assess this are the parents who are currently living in the situation.

Where?

One-third of the parents surveyed live in the most urban counties (median county population 128,000), one-third of the parents live in the middle size counties (median county population 32,000) and one-third from the most rural counties (median county population 11,500)

Conclusions?

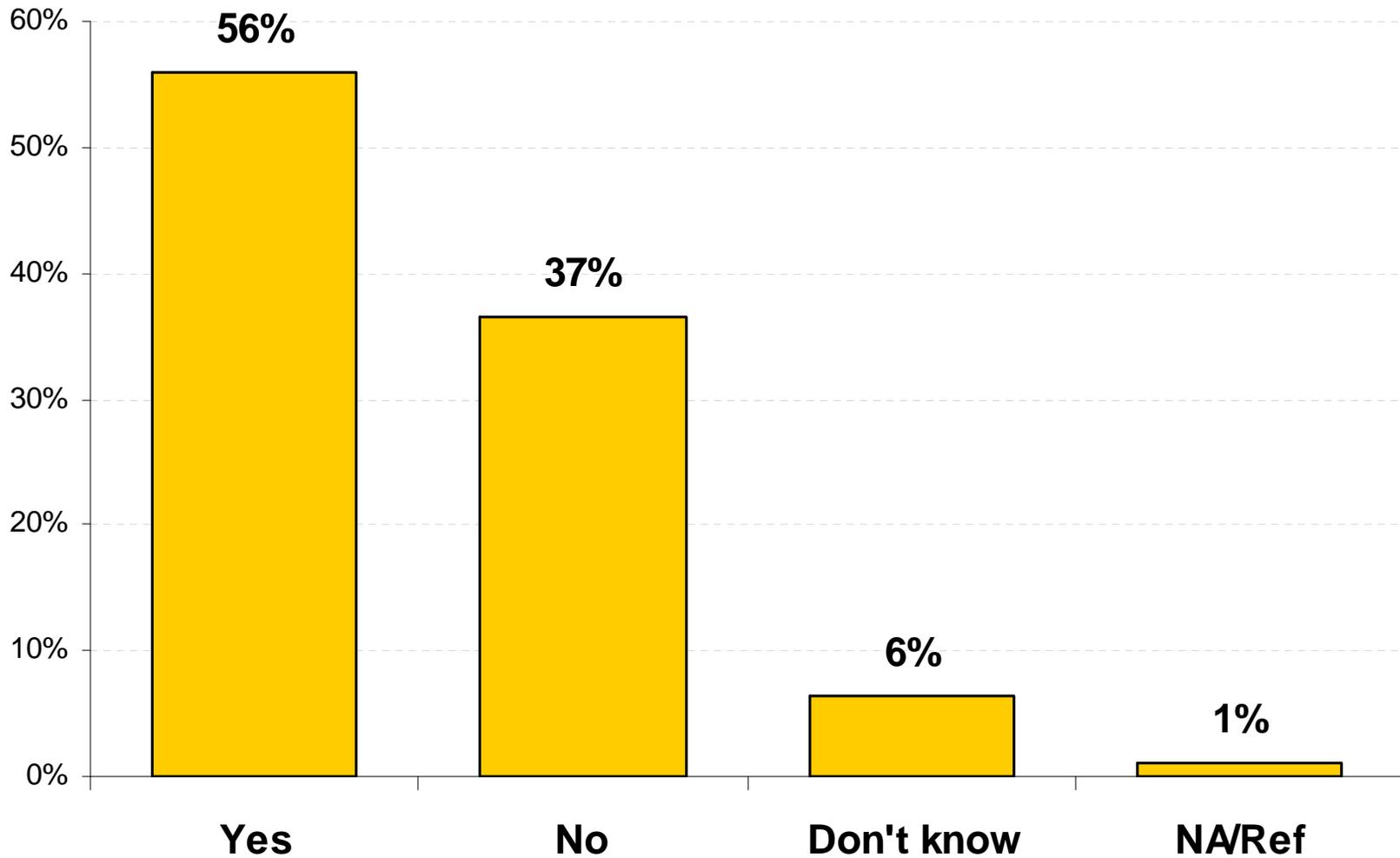
Parents of teenagers in Iowa who have begun driving unsupervised within the past two years have recent direct experience with the young driver licensing process and are in a unique position to speak about the system. Their experiences with helping their child begin driving provide a particularly relevant perspective on the difficulties that novice teenage drivers experience, the issues that are most worrisome to parents, and the ways in which they believe the licensing process might be improved.

Regardless of whether families live in cities, towns, or rural locations, parents understand and worry about how well their children are equipped to handle the range of driving conditions they face as fully licensed drivers. Consequently, it is not surprising that they **strongly endorse three specific upgrades** to the licensing process that are meant to provide better, more extensive practical learning opportunities for teenagers and to protect them from the highest risk conditions as they gain experience.

Survey details can be seen on the following pages, for the complete report, please go to www.blankchildrens/gdl.

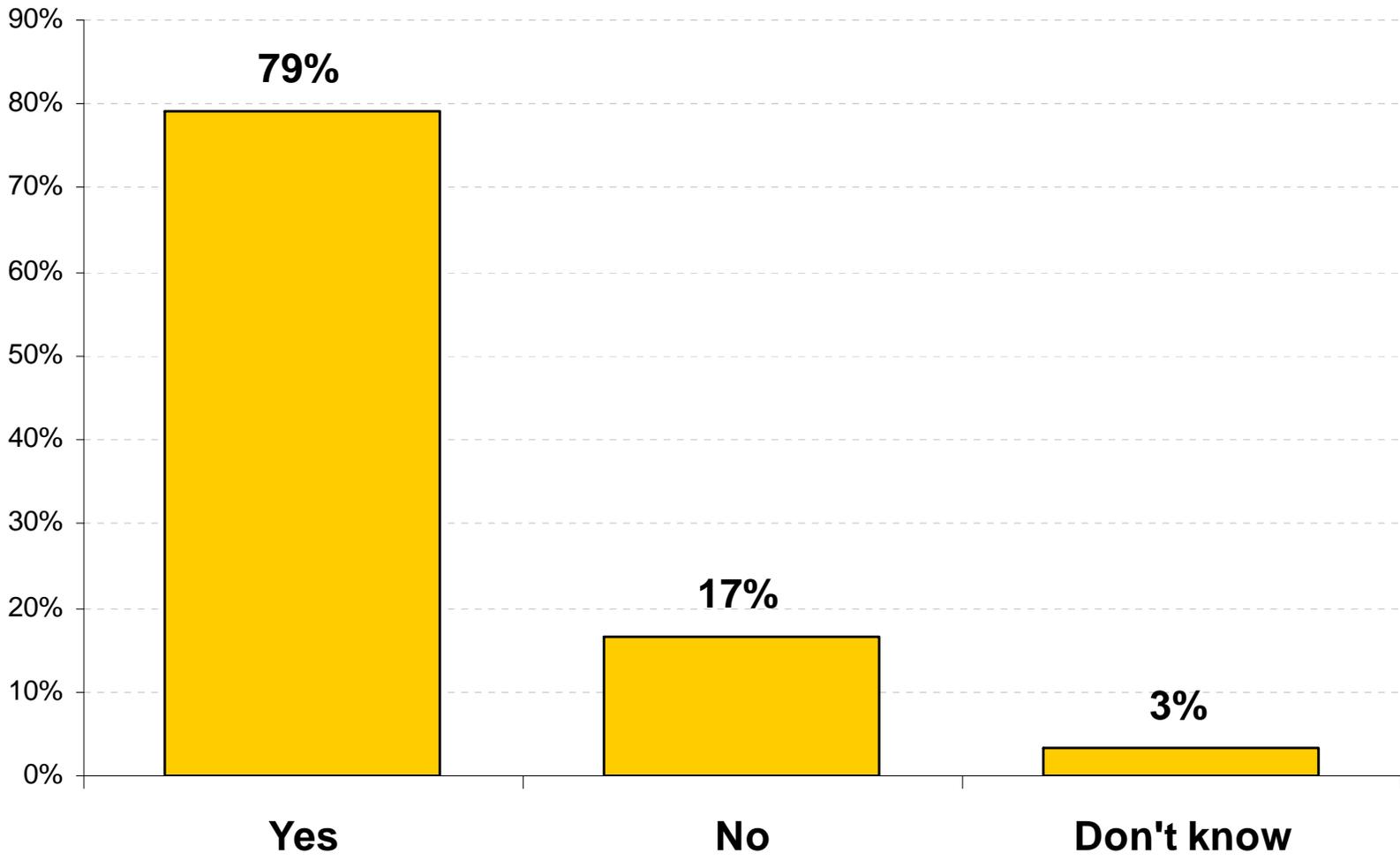
Permit Length

Do you think Iowa should increase the permit length to 12 months?



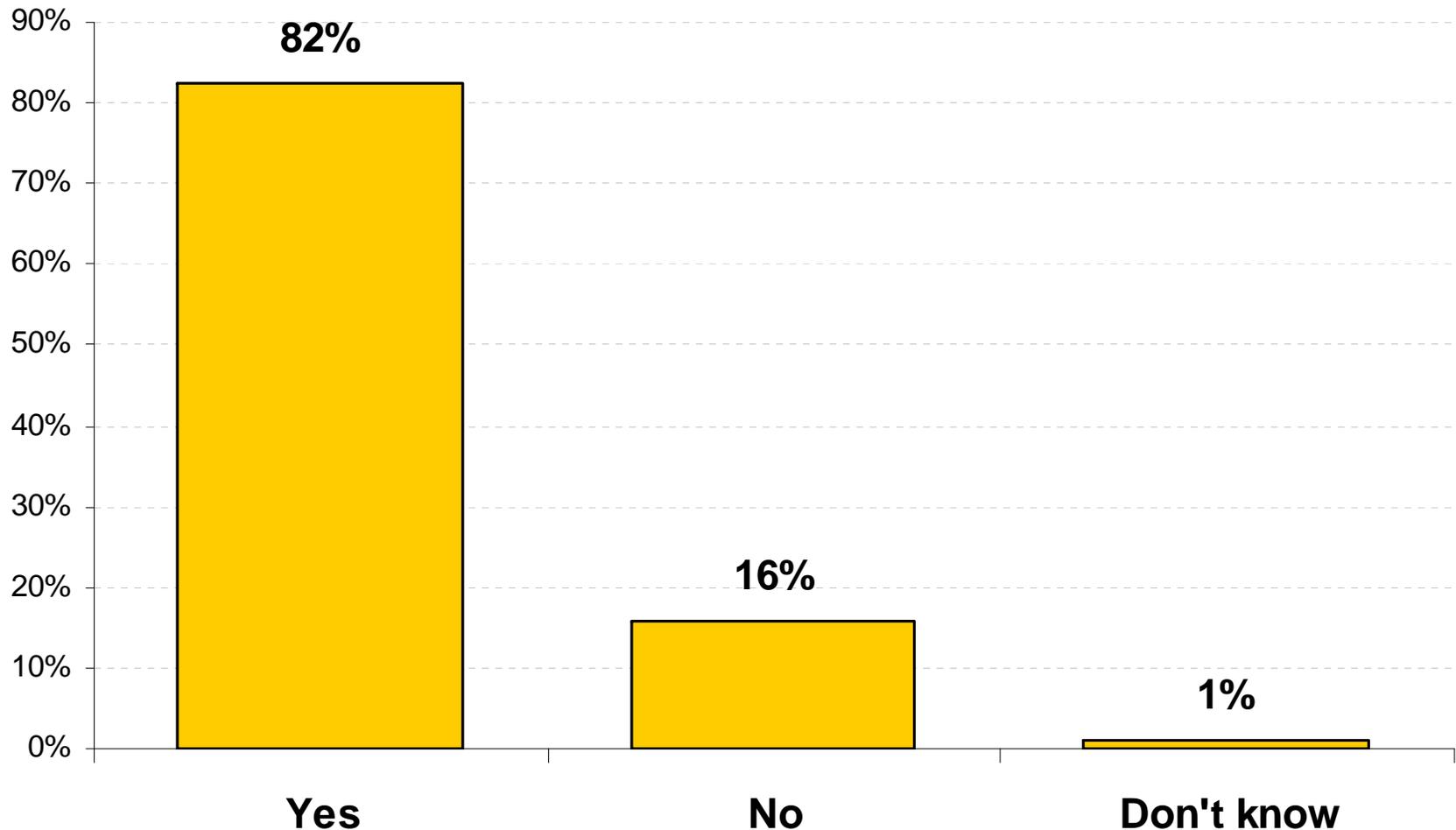
Passenger Limit

Do you think Iowa should limit newly licensed teen drivers to no more than one teen passenger? (Exemption for family members.)



Nighttime Driving Limit

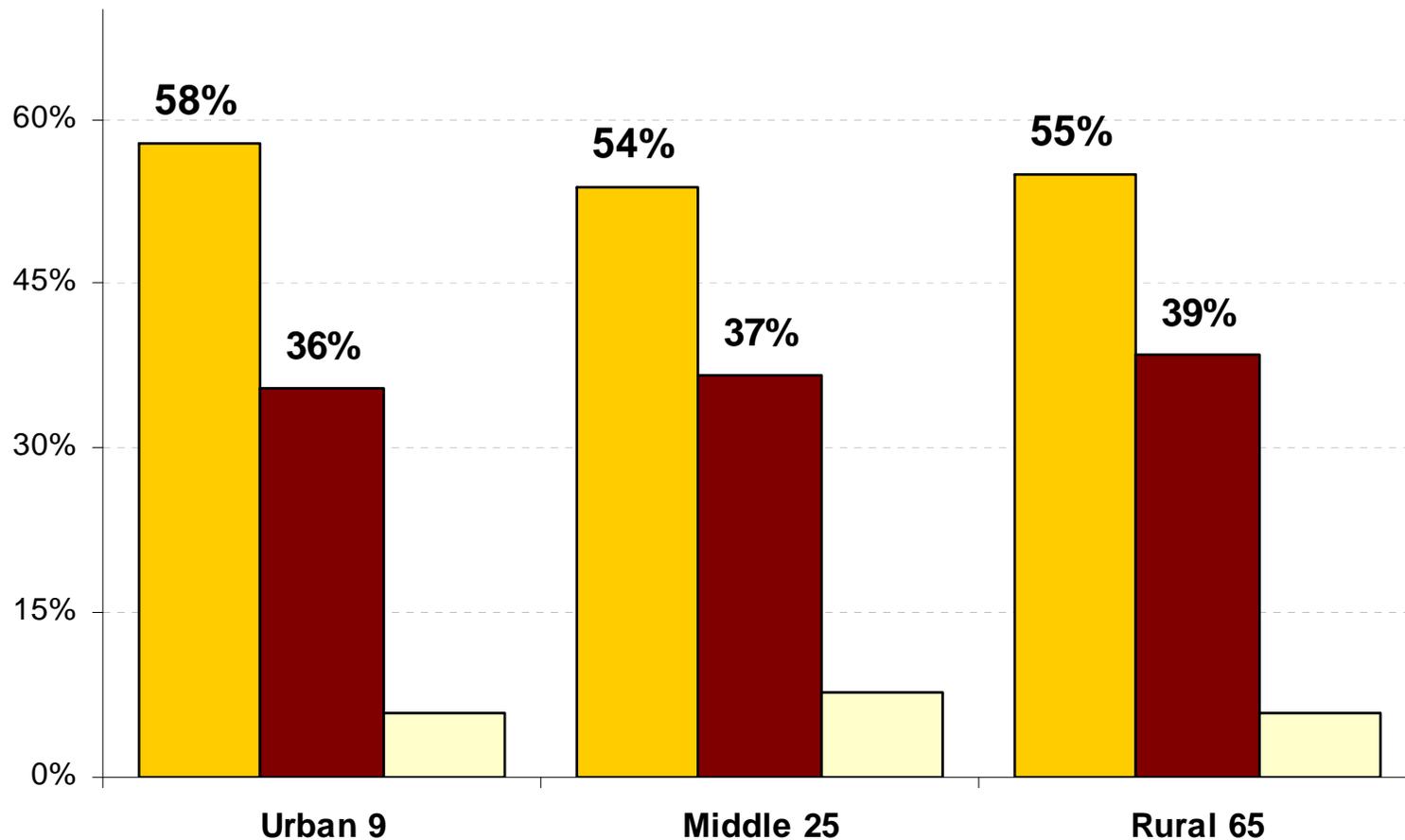
Do you think Iowa should limit driving after 10 p.m. for newly licensed teen drivers? (With exemption for work/school.)



Urban vs. Rural Differences

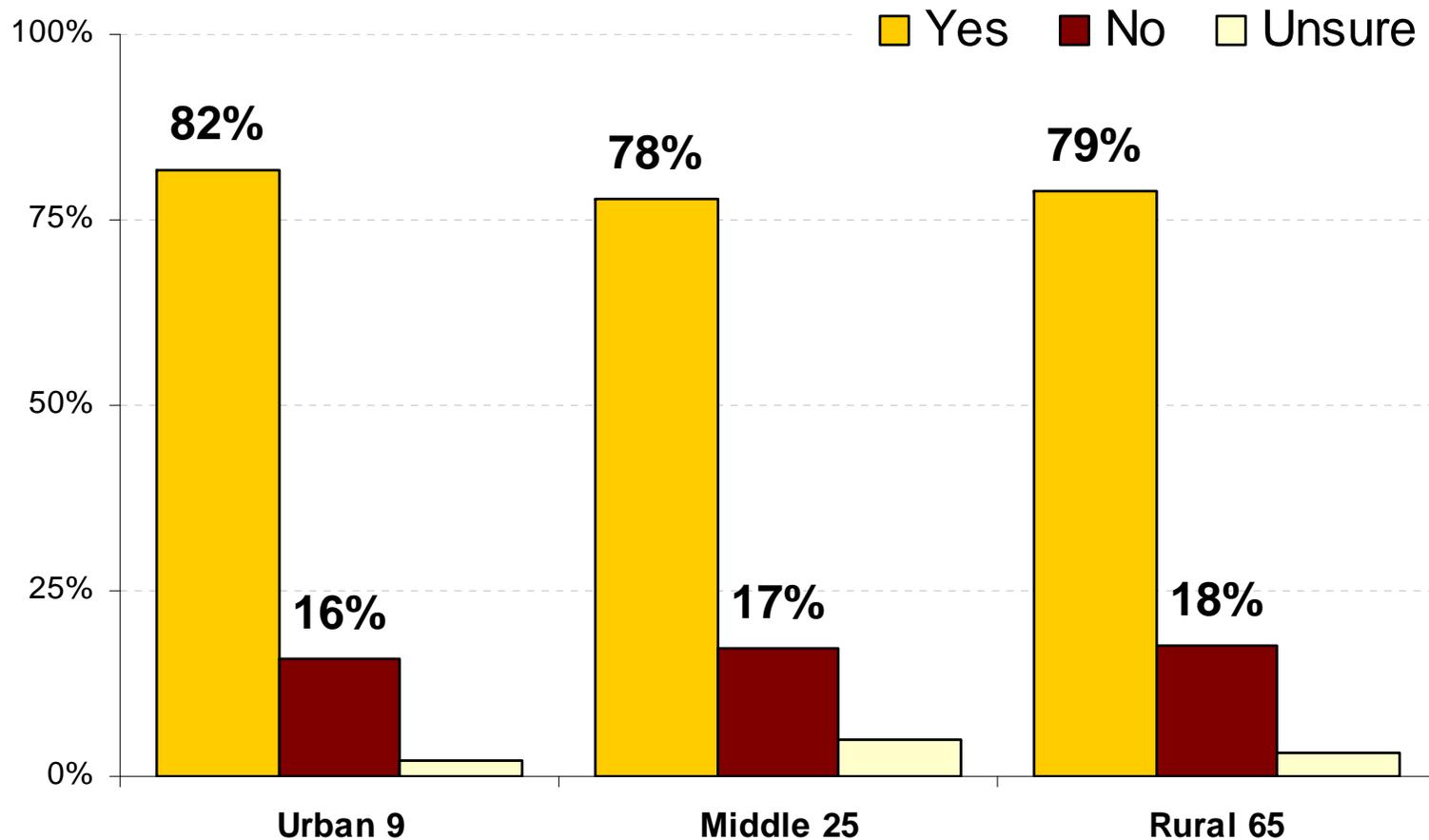
Do you think Iowa should increase the permit length to 12 months?

Yes No Unsure



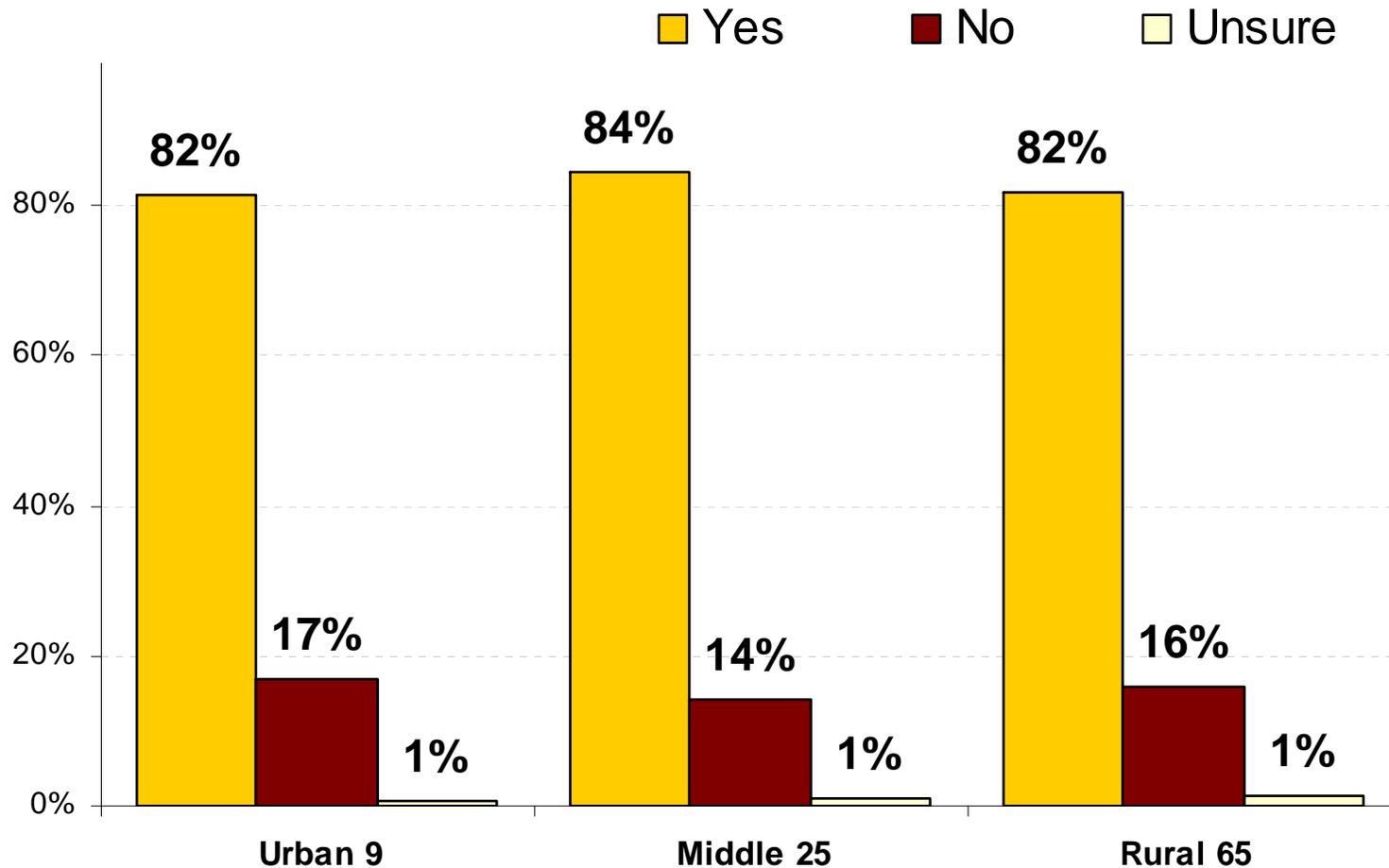
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Urban vs. Rural Differences

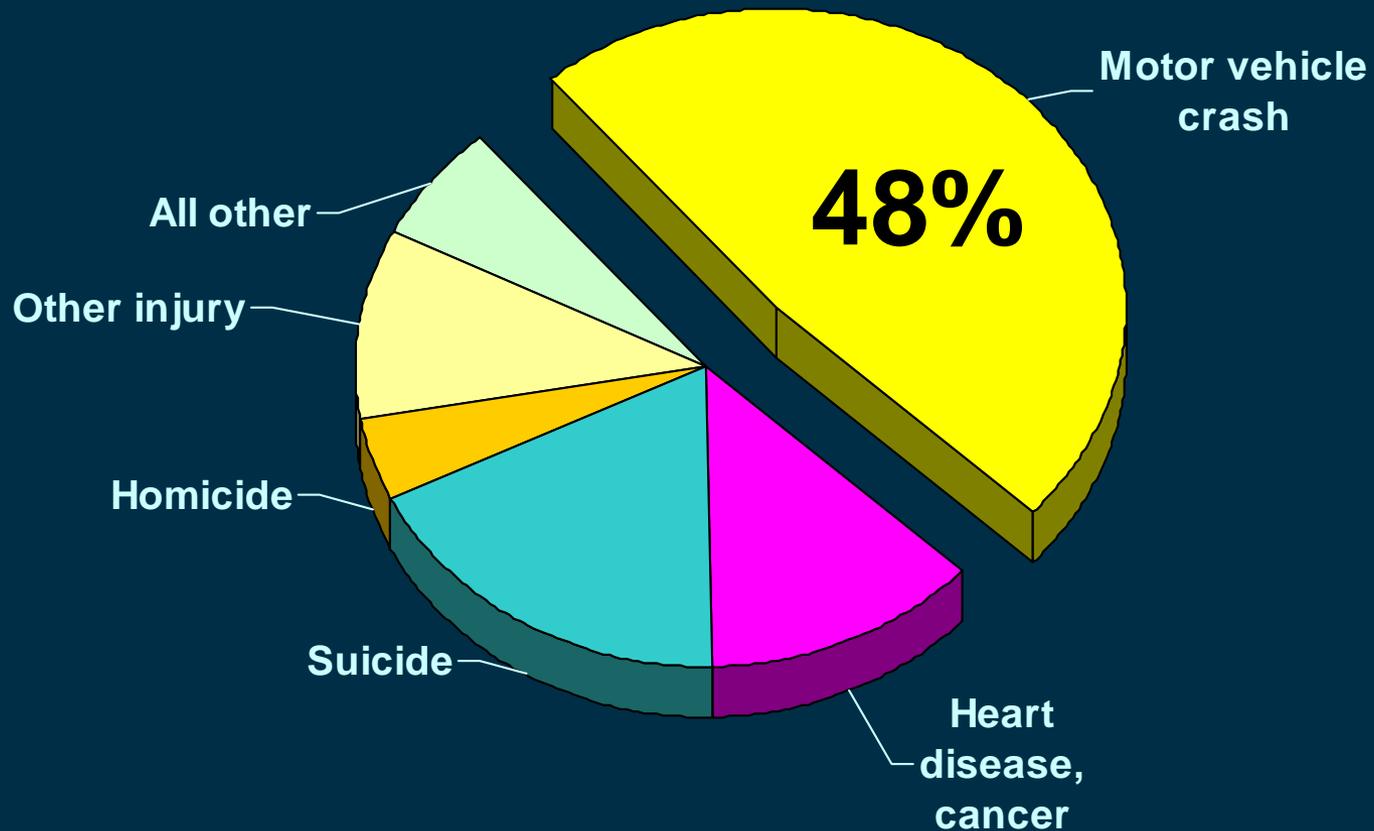
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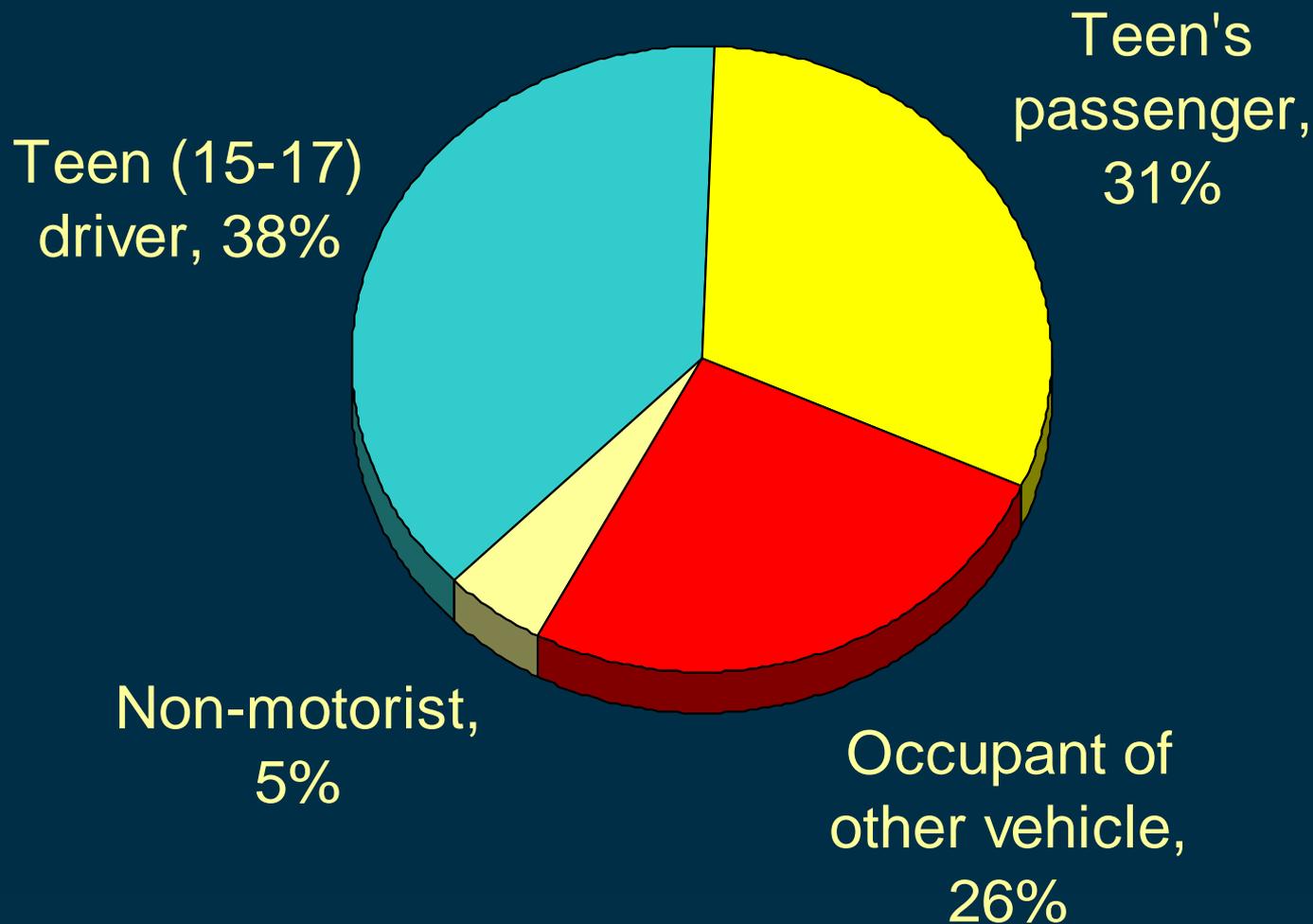
Resources

Leading Cause of Death

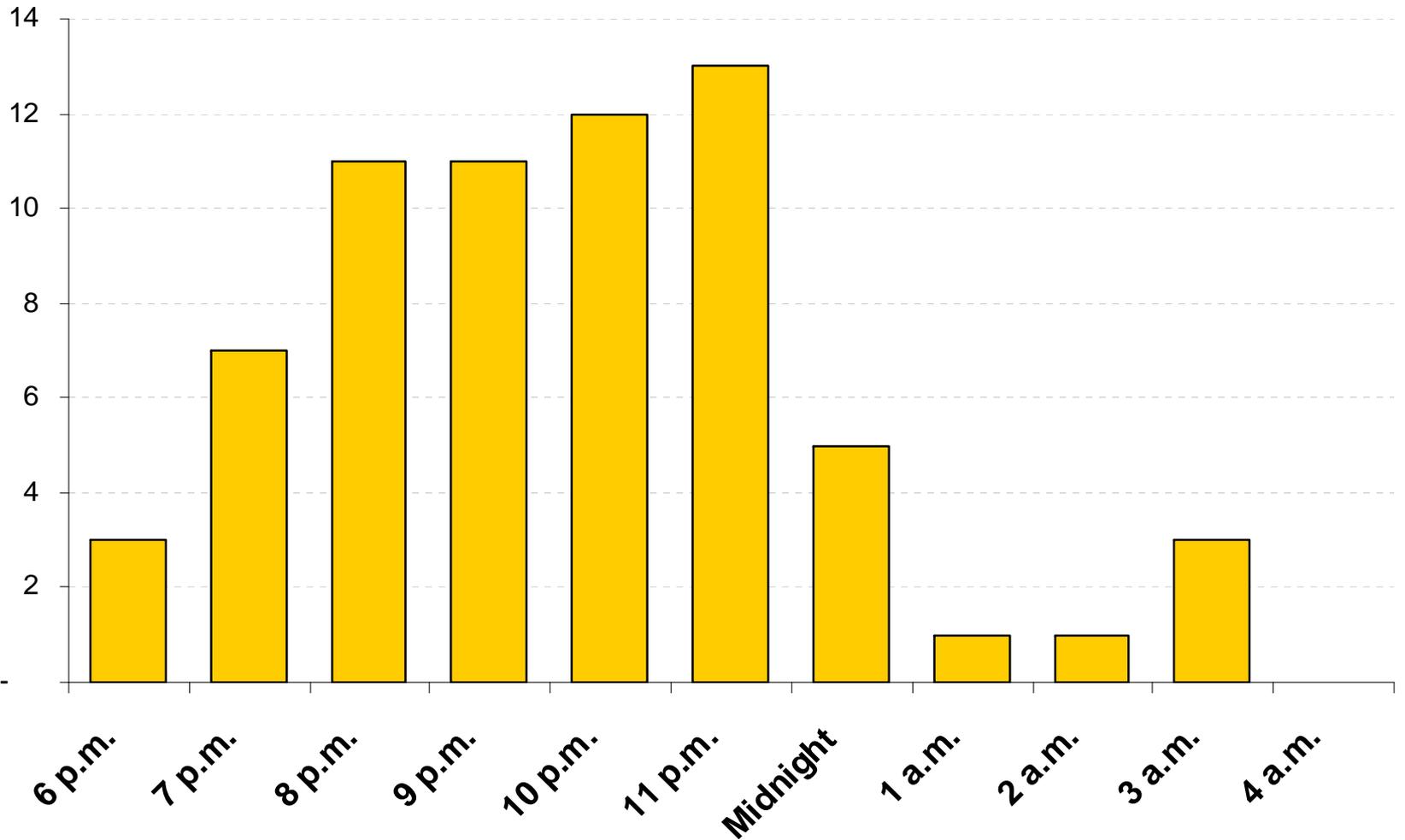
Iowa, Ages 14 - 17



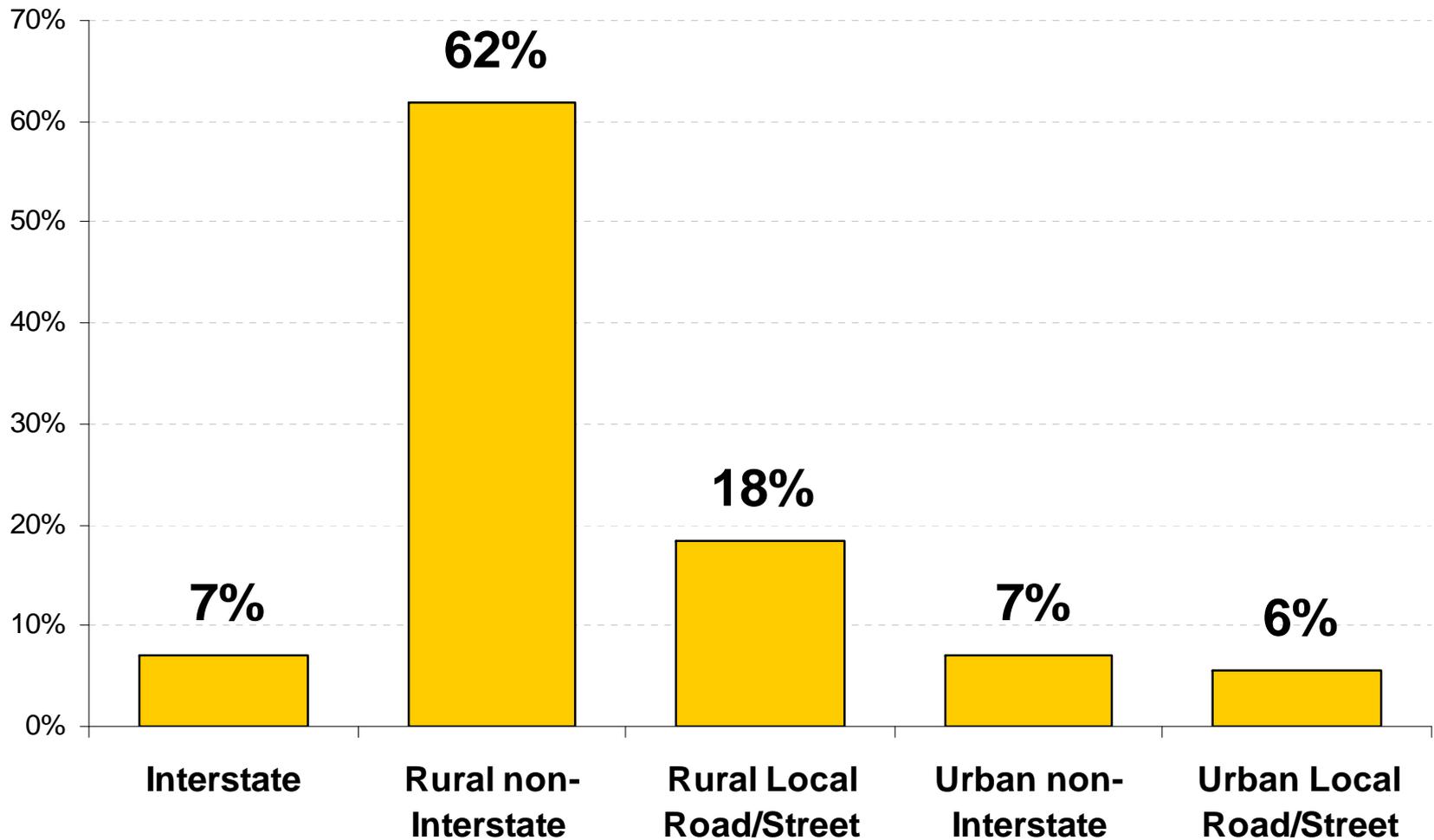
Victim role in teen driver (15-17) fatal crashes Iowa 1998 - 2007



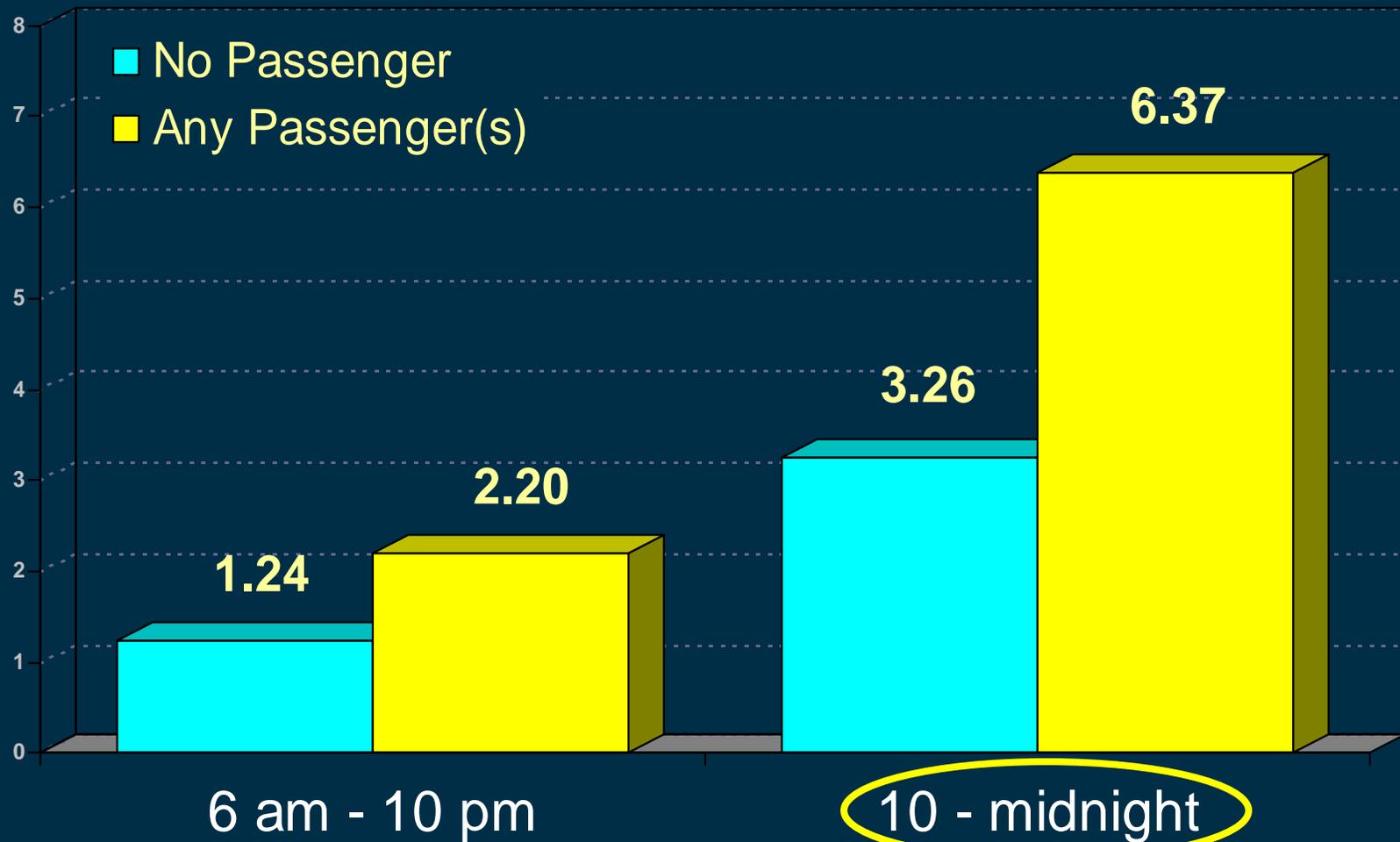
Iowa Teen (16-17) Nighttime Driver Fatal Crash Involvement by Time, 2004-2008



Iowa Teen (16-17) Driver Fatal Crash Involvement by Road Type, 2004-2008

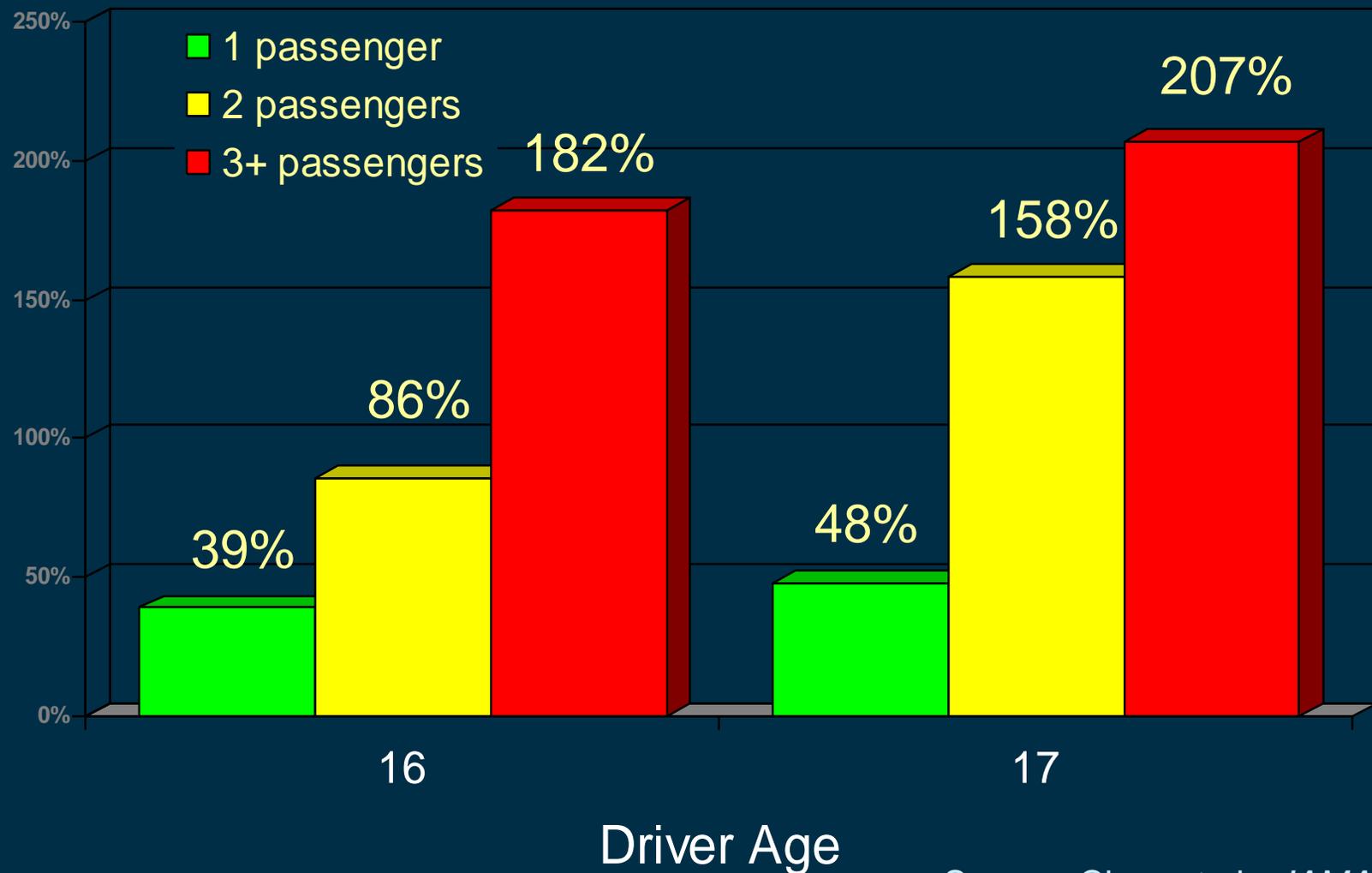


16 & 17 Year-old Driver Death Rate by Time and Presence of Passengers



Source: Chen et al., *JAMA*, 2000

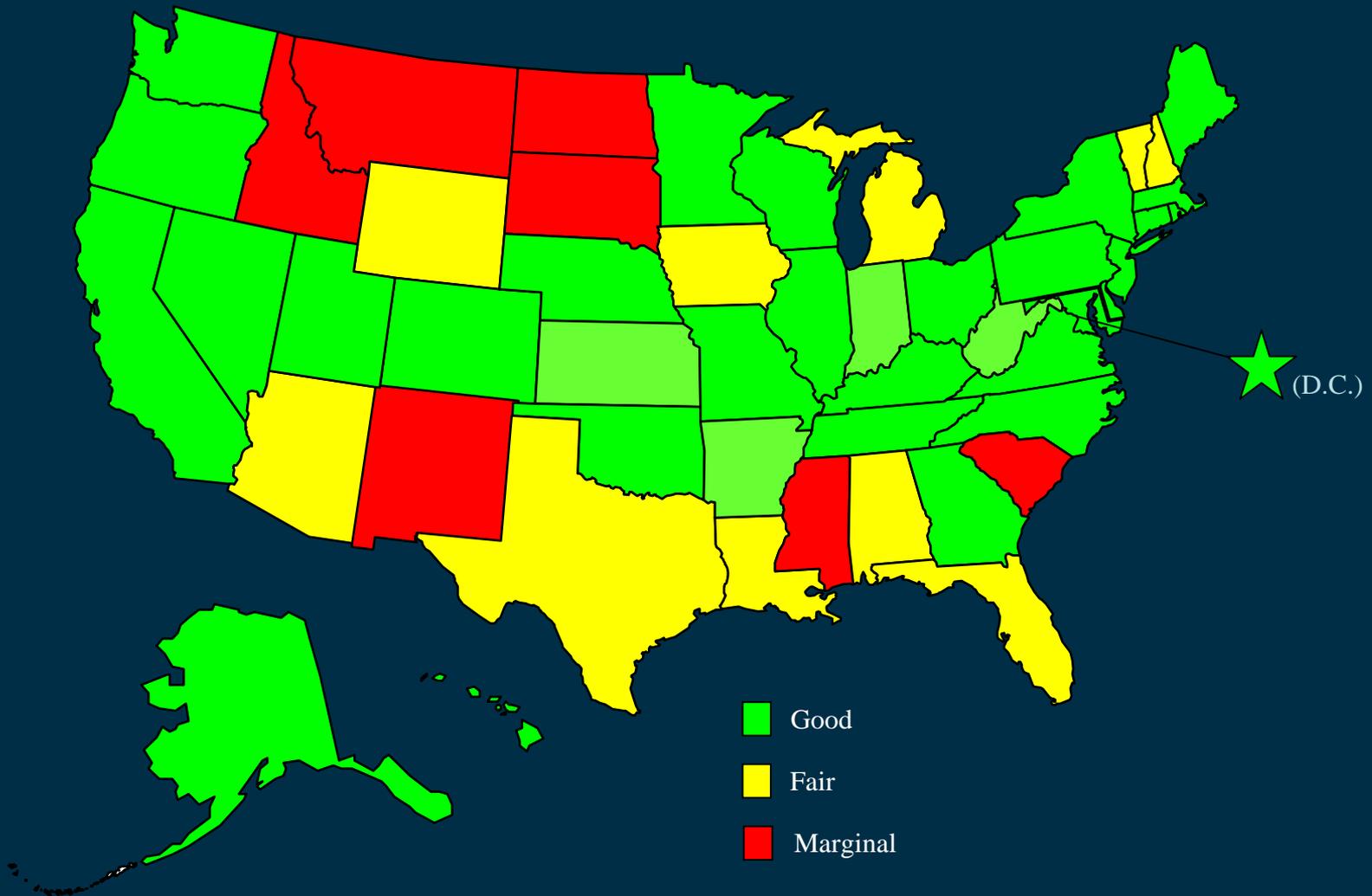
Increased Risk of Driver Death by Number of Passengers and Driver Age



Source: Chen et al., *JAMA*, 2000.

The State of the States in GDL

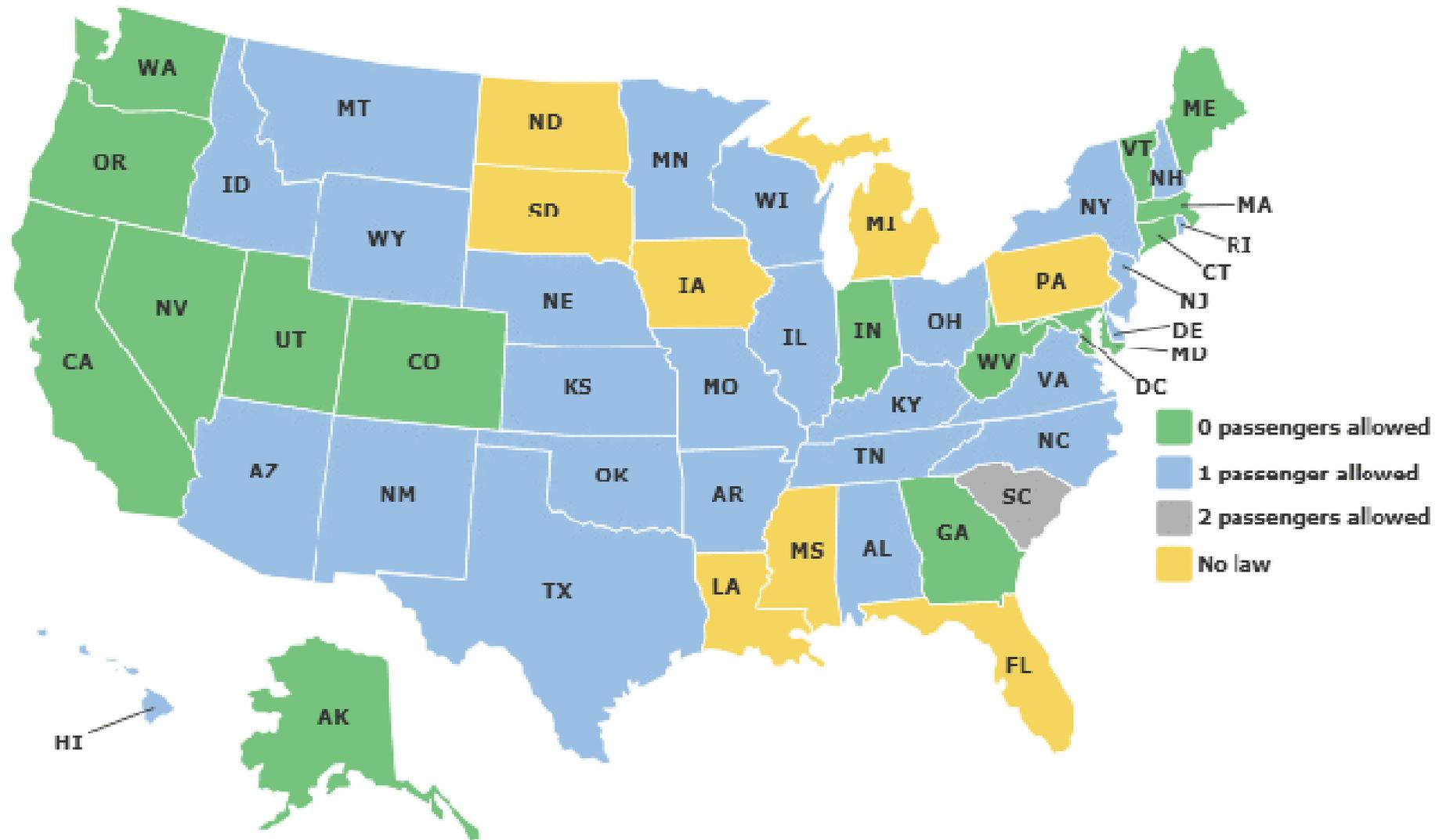
(Enacted as of June 2009)



Passenger Limitations for Drivers with Intermediate Licenses

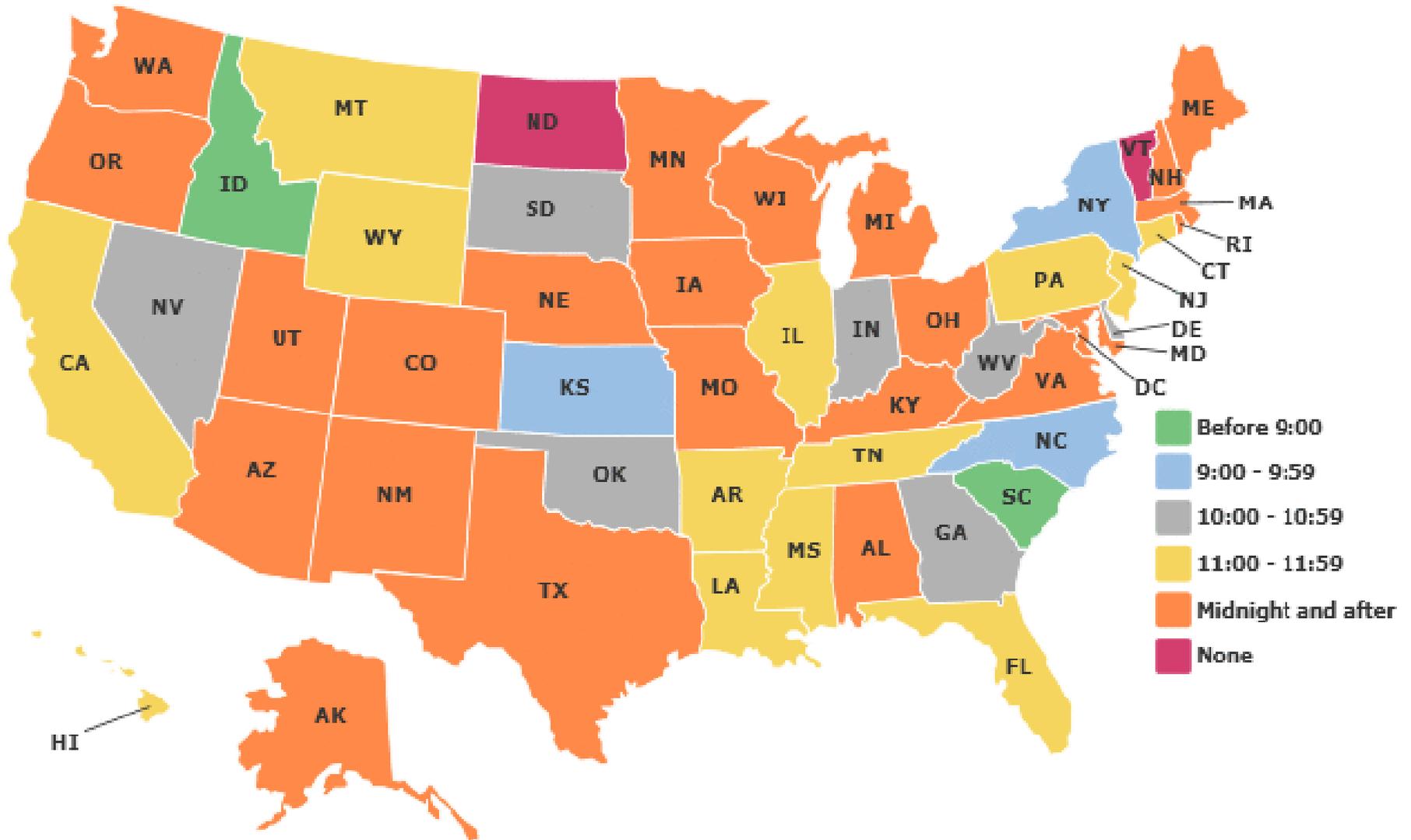
(Family members excepted unless otherwise noted)

Source: Insurance Institute for Highway Safety, 2010



Night Limitation Start Times for Drivers with Intermediate Licenses

Source: Insurance Institute for Highway Safety, 2010



Costs of 15-17 year-old driver crashes, Iowa 2006
(Source: AAA)

State	# Crashes	# Deaths	# Injuries	2006 Teen (15-17) Cost (<i>in Millions</i>)					
				Medical	Work Loss	Property Damage	QALYs	Other	Total
Iowa	13,189	37	5,503	\$29	\$149	\$47	\$154	\$65	\$444
US Total	974,001	2,540	406,434	\$2,643	\$11,188	\$3,874	\$11,558	\$5,150	\$34,413

QALYs = Quality Adjusted Life Years, a standard measure of 'disease burden.'

More Resources

Research

Iowa DOT Waiver Sample

Common Myths and Concerns

Frequently Asked Questions

Waiver



Iowa Department of Transportation

WAIVER OF INTERMEDIATE DRIVER'S LICENSE HOUR RESTRICTION

I certify that I am aware that a person under the age of eighteen holding an Intermediate Driver's License is restricted from operating a motor vehicle unaccompanied between the hours of 12:30 A.M. and 5:00 A.M. under the provisions of Section 321.180B, Code of Iowa.

I further certify that _____, _____, _____,
(Full Name) (Date of Birth)
_____, who is my _____ has a legitimate school or
(Driver License Number) (Son, Daughter, Ward)
work related reason to be operating a motor vehicle unaccompanied between the hours 12:30 A.M. and 5:00 A.M. and
has my permission to do so during the hours of _____ to _____.

Reason (to be completed by parent or guardian):

School activity:

Beginning date of the waiver: _____

Ending date of waiver: _____

Describe activity: _____

Signature of Parent or Guardian

Address

Phone Number

Date

Signature of School Official and Title (Chairperson, Superintendent, Principal)

School District and Phone Number

School Location

Date

Reason (to be completed by parent or guardian):

Work activity:

Beginning date of the waiver: _____

Ending date of waiver: _____

Describe employment: _____

Signature of Parent or Guardian

Address

Phone Number

Date

Signature of Employer

Business Name

Business Address

Phone Number

Date

Section 321.180B, Code of Iowa provides that a person under the age of eighteen who has an Intermediate Driver's License may operate a vehicle to and from school-related extracurricular activities and work without an accompanying driver between the hours of 12:30 A.M. and 5:00 A.M. if such person possesses a waiver.

Under rules adopted by the Department, this waiver must be signed by the parent or guardian, school official and/or employer.

A waiver signed by a parent or guardian is not necessary for married persons under the age of eighteen. However, the waiver must still be carried along with an original or certified copy of a marriage license when driving unaccompanied between the hours of 12:30 A.M. and 5:00 A.M. and must be verified and signed by the school official and/or employer.

Common Myths & Concerns

Common Myths and Concerns

Teenagers don't need a "curfew" and if so 10 p.m. is too early.

- The nighttime limit on inexperienced drivers *is not a curfew*. It has nothing to do with how late teens stay out – that is a matter for their parents to decide. All this does is ensure that drivers who still have much to learn about being in charge of a vehicle do not drive during high risk hour's nighttime hours until they have acquired a sufficient amount of experience.
- Crash data show that this is a very dangerous time for new drivers in Iowa, just as it is elsewhere. Crash risk is nearly 3 times as high from 10 p.m. and midnight compared to daytime driving. This recommendation is based on those data. Adjusting it to a different hour would continue to leave them, their passengers and everyone else on the road in unnecessary danger.
- Parents of Iowa teenage drivers strongly (82%) support setting this limit at 10 p.m. The belief that Iowa should enact this limit is universally strong, from the most rural to the most urban areas of the state.
- Kansas recently enacted a 9 p.m. nighttime limit. What we are proposing is doable and will save lives. 82 percent of parents of teen drivers in Iowa support the 10 p.m. time. Those who live in rural areas Why wouldn't we do this?
- This limit lasts only for the first – and most dangerous – year of driving. It does not apply to all teenagers. Because teens vary in when they get a license, night driving limits mostly influence who drives rather than whether teens make trips. This is documented in a 2002 study, which found that the various elements of graduated licensing had little disruptive effect on teens' lives (in a state that has a zero passenger limit).
- Careful studies of the travel patterns of high school age teens in Kansas and North Carolina indicate that only about 11-12% of trips occur after 9 p.m. Consequently, an 11 p.m. limit for new drivers would affect only a very small proportion of trips – those that are particularly dangerous for inexperienced drivers. This limit provides lots of protection, with little inconvenience.

It is not realistic to limit the number of passengers. Teens in rural areas have to carpool.

- Each additional passenger with a new driver increases the crash risk. This fact is well documented. The risk of crashing is three to five times higher when teens drive with more than 1 passenger than when they drive alone (Iowa DOT, 2006).
- Iowa parents overwhelmingly (79%) support limiting intermediate license drivers to carrying no more than one passenger. Support for enacting this limit is equally strong in rural, semi-rural and urban areas of the state.
- Studies of teen travel patterns have also documented that the majority of trips made by new teen drivers don't include more than one passenger. In Kansas, only 7% of all trips by high school age drivers involved more than one passenger. Only 11% of the trips by intermediate license drivers in North Carolina involved more than one teen passenger.
- It is reasonable to infer that Iowa intermediate license drivers are not vastly different from those in other states. Therefore limiting intermediate drivers to one young passenger

(except for family members) would not interfere with the large majority of trips, but would prohibit the small number of trips that are most dangerous.

- Many states require zero passengers rather than one. In the interest of balancing safety with legitimate needs to travel, we have stuck with the evidence that the risk goes up dramatically with more than one passenger, rather than suggesting a complete ban on passengers, as many states have tried.

Matter of Convenience/Enforcement

- After parents have ridden with their teen learning to drive, they become quite uncomfortable with what he/she doesn't know. They know they will have to let them start driving alone eventually, but are pretty uncomfortable. This is likely one of the reasons that parents support both a 10 p.m. night limit and a one passenger limit for teens who are beginning to drive unsupervised.
- Parents of teen drivers overwhelmingly support these proposals. They know better than we whether these licensing changes would be an inconvenience for them. Clearly they either do not think so, or they believe that any inconvenience is offset by increased safety for their children.
- Most parents are thankful to have help from the state/licensing system to put limits on driving in risky conditions. Parents are the ones who enforce these limits and they report that having the backing of the licensing agency is enormously helpful to them in placing limits on their teen's driving in risky conditions.
- Conditions placed on driver licenses are enforced by parents. Law enforcement officers merely need to enforce laws dealing with moving violations. They do not need to look for those few who may be violating a license condition, but if they happen to stop them for speeding, running a stop sign or some other dangerous action, it is easy to tell whether they are complying with their license conditions.

Personal Responsibility of Parents

- Many parents try very hard to do the responsible thing. However, they report that having guidelines in the licensing regulations is extremely helpful and much appreciated. When they tell their child he can't drive a car full of friends [or after 10 p.m.] it is far easier for them to make that stick when they can say 'Your license doesn't allow it' rather than simply 'I don't want you to.' The reality of family life these days is that teenagers are very effective in talking their parents out of limits. Societal changes the past several decades have increasingly made being a good parent extremely difficult; this is one area where the state can help parents to do what they want to do, and know they should, to help their child be safer.
- The state requires parents to immunize their children from infectious diseases, partly to protect the child, but also to protect everyone else from the spread of these diseases. Decisions about immunization do not rest solely to the hope that all parents will be responsible. Since risks to non-family members are also involved, the state steps in to play a role. This is exactly the same thing that requirements and limits for beginning drivers are

meant to do. They are designed to protect everyone – the driver, passengers, others on the road.

- Designing the state licensing system based on research to promote the safest roads and development of the best drivers is the responsibility of the state, it is the parent's responsibility to carry out the requirements. Parents, and others, often illustrate how they count on the state for guidance when they comment that 'If it's dangerous, it would be illegal.' When the state fails to incorporate known risky conditions in its regulations, it fails to deliver on its part of this understood relationship between individual responsibility to obey laws and guidelines and states responsibility to ensure appropriate regulations are in place.
- Parents are very much involved in their teen's learning to drive. They have to enforce the licensing system, they are the ones who teach their teens to drive; they will continue to have to make the decisions regarding their child's driving and riding situations. Restructuring the licensing system does not take any responsibility away from parents, it merely provides the guidance and assistance that parents desire and while helps them to do the best job possible.

People don't comply now with things like this why put more in place?

- This is a myth. The fact is that the majority of teens, and parents, comply with driver licensing requirements. With any regulation, policy or law, there will always be a few who do not comply, but it's rare. Several studies have documented high compliance with teen driver licensing requirements like those recommended here.

How do we know this works?

- Several recent studies have reported that the most comprehensive GDL programs, including appropriate nighttime and passenger limits, reduce young driver crashes by 20% to 40% (*Journal of Safety Research*, 2007).
- In summary, (1) Iowa's licensing system has not kept pace with scientific evidence, (2) the suggested changes are based on current evidence about the main risks to teenage drivers (and those who share the road with them), (3) other states that have these elements have found that they reduce crashes, and (4) parents of teen drivers in Iowa strongly support these changes.

Questions & Answers

Frequently Asked Questions

Q. What is Graduated Driver Licensing?

Graduated Driver Licensing, or GDL, is an experience-based approach that allows beginner drivers to gain experience while minimizing risks. This approach provides a structure in which teen drivers obtain increasing responsibility in a series of phases. The phases allow for beginning drivers to gain practical driving experience in low risk situations that protect them and others on the road.

Q. Why is this important?

Motor vehicle crashes are the leading cause of death for teens in Iowa, ages 14-17 (CDC, 2009). Easing novice drivers into the complexities of driving by maximizing experience can reduce motor vehicle crashes. In addition, research has shown that 31% of occupants in other vehicles and non-motorists fall victim to teen driver fatal crashes. If we do not attempt to change the status quo, we are risking the opportunity to save lives. We can work to prevent crashes through strengthening Iowa's current GDL system.

Q. Is this implying that all teen drivers have poor driving skills?

No. Although many novice drivers have had the opportunity to become familiar and comfortable with the physical tasks involved in driving, the equally important judgment abilities develop more slowly. Over time, drivers develop a wisdom about driving that allows them to anticipate and avoid numerous potentially dangerous situations. Young drivers need repetition and gradual exposure to normal driving risks over an extended period of time in order to develop this sense of judgment and learn the complex skills needed to control a vehicle.

Q. Will changes to the GDL system delay full licensure for teens?

No. Full licensure is available to an individual at the age of 17 and this will remain the same if the proposed changes are made to the GDL system.

Q. What changes are proposed?

Instruction Permit (Maximize Experience)

- Extend the time required for teens to hold an instruction permit to 12-months. *(Current system requires only 6-months.)*

Intermediate License (Minimize Risk)

12 months (available at age 16)

- Night time driving between 10 p.m. and 5 a.m. is only allowed if teen is accompanied by a licensed parent, guardian or adult over the age of 25. Waivers will be available to allow teens to drive to and from school and work activities after 10 p.m. *(Current night time limit is 12:30 a.m. until 5 a.m.)*
- Limit passengers to no more than one non-family member under the age of 21. *(Current system limits passengers to the number of seat belts in the vehicle)*

Q. Why these changes?

- Twelve months ensures that drivers will obtain supervised experience during all seasons gaining experience with all types of weather conditions. A 6-month instruction period does not provide this advantage.

- Research on teenage drivers is increasingly finding that 6-months does not provide adequate time for teens to obtain the amount of practice they need, because of busy family schedules – both parents and teens. This results in practice occurring repeatedly in the same conditions, on the same routes, at the same times of day, rather than obtaining experience with wide variety of conditions necessary for teens to experience the full range of situations and risks they will encounter.
- The likelihood of a 16-17 year-old driver fatality nearly triples from 10 p.m. to midnight, compared to daytime and early evening driving.
- The likelihood of a 16-17 year-old driver fatality doubles when there is more than one non-adult passenger.

Q. What if my child needs to be at work or school past 10 p.m.?

Waivers are available for teens that have school and/or work commitments past 11 p.m. The waivers are completed by the parent and school or workplace and kept with the student while driving.

Q. Will this place an undue impact on our teenager's social activities?

No. In Kansas, based on interviews with 832 licensed 16- and 17- year-old-drivers, only 7% of all trips taken involved more than one passenger (Conducted in 2007 as part of the Kansas Teen Driver Research and Education Project). In North Carolina, 11% of intermediate license driver trips involved more than one passenger younger than 21 (Interviews conducted by the University of North Carolina Highway Safety Research Center in 2001 as part of a study to examine effects of the North Carolina GDL system).

Limiting intermediate drivers to one passenger would not interfere with the large majority of trips, but would prohibit the small number that are the most dangerous. Multi-passenger trips are relatively uncommon. It is estimated this restriction would apply to less than 15% of all young driver trips in Iowa.

Q. Is there proof that the proposed system changes are effective?

Recent studies have reported that the most comprehensive GDL programs, including appropriate nighttime and passenger limitations reduce young driver crashes by 20% to 40% (Journal of Safety Research, 2007).

Q. Do parents of teens in Iowa support the proposed changes?

Yes. A survey conducted in October, 2009 with Iowa parents of 16 and 17 year olds found that 56% of them supported the twelve-month instruction permit, 79% supported the passenger limitation and 82% supported the nighttime limit.

Q. Was there a difference in parental support in Iowa between those living in rural and urban areas?

No. The Iowa parent survey utilized a random stratified sampling to assess if there were differences in opinion among parents residing in rural areas. One-third of the parents surveyed represented the most rural counties, one-third of the parents represented the middle size rural counties and one-third represented the urban counties. Statistically, there were no differences in the level of support between these groups.

Q. What are other states doing?

With the exception of South Dakota all other surrounding states currently have a passenger limitation similar to the one being proposed. Kansas passed a nighttime limitation of 9 p.m. to 5 a.m. in 2009. Other states are heading this direction. In Iowa, 82% of parents of teen drivers support the nighttime limitation as proposed.

Q. How is GDL enforced?

Experience from other states indicates that GDL is predominately enforced by parents and the licensing agency. Law enforcement generally enforces the traffic safety laws and utilizes discretion in regard to GDL.

Q. When would the proposed law go into effect?

The new GDL structure would apply to all new teen drivers entering the system on or after January 1, 2012.

For more information please go to www.blankchildrens.org/gdl or contact Kathy Leggett at leggetkm@ihs.org



BLANK CHILDREN'S HOSPITAL

IOWA HEALTH - DES MOINES

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