

# Chapter 1

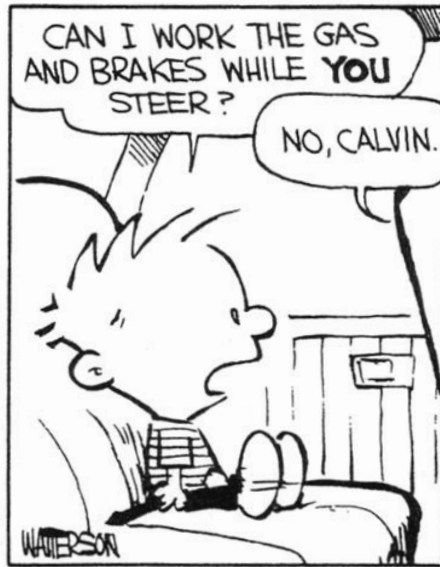
## You Are the Driver

1.1 You Are Part of the System

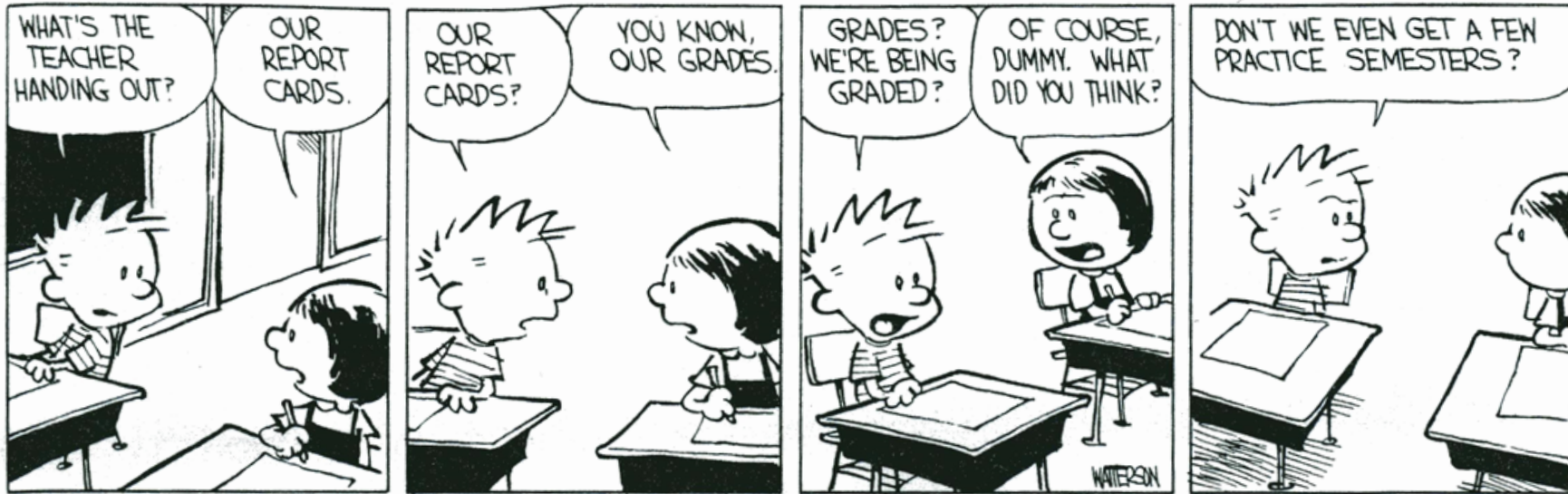
1.2 Your Driving Task

1.3 Your Driving Responsibilities

1.4 Your Driver's License



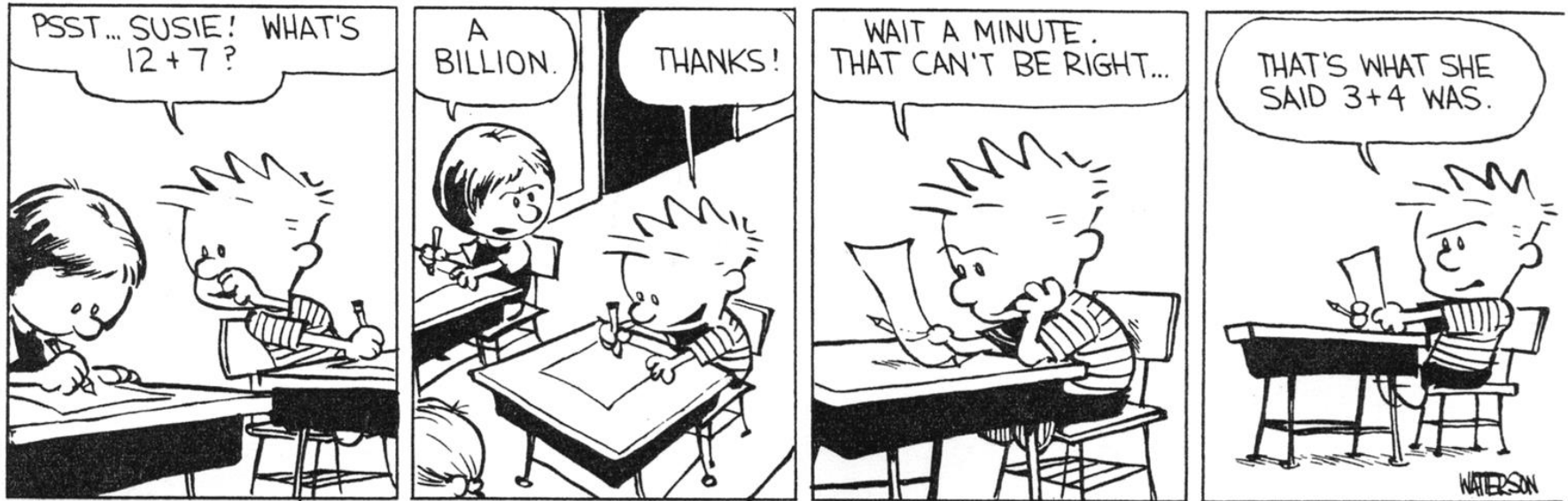
You will get to do lots of things.....



No, there are no practice semesters, and you don't get to take a test over if you didn't do well on it, either.

There is no provision for extra credit.....

Take the class seriously, pay attention, participate and you will do fine.



The message for you is the same as it is for Calvin:

Don't look at your neighbor's test paper and do not ask your neighbor for the answer.

# The HTS

The Highway Transportation System (HTS) is congested and becoming more congested all the time. Consider:

- The number of vehicles continues to increase
- Road construction is not keeping pace
- The more populated places such as major cities are becoming increasingly congested as the cities continue to attract more and more people

## Traffic Busters

Herewith an assortment of transportation concepts that promise to reduce gridlock, expedite commutes and green the environment.



TOP: GARY JAMES / GETTY IMAGES

**CONGESTION PRICING:** In 2003 London introduced a controversial charge of \$10 (now \$16) to drive in its city center, a measure that the city says cut travel times by 22% during the evening rush. Stockholm installed a similar program, approved by voters after a seven-month trial. New York City Mayor Michael Bloomberg's proposed \$8 fee to enter Manhattan was killed in early April by the state legislature. The city stands to lose \$350 million in federal aid as a result.



GETTY IMAGES

**ELECTRONIC TOLL COLLECTION:** Now standard on toll roads across the country, these systems enable drivers to pay tolls wirelessly and without stopping. The New Jersey Turnpike Authority claims that its E-ZPass system reduces delays for all drivers by 85% and saves 1.2 million gallons of fuel per year. Systems also keep money from the hands of larcenous toll booth employees.



MIKE COOPER / CORBIS

**FAST LANES FOR A FEE:** This scheme is a stepchild of congestion pricing and those carpool lanes that solo drivers detest. The idea is to allow mostly empty cars to ride in carpool lanes by paying a toll that's anywhere from 75 cents to \$10, depending on traffic conditions. Extra-fee lanes are already operating in Houston, Denver, Minneapolis and southern California. Virginia is developing a \$1.4 billion public-private toll lane on a stretch of I-495 south of Washington, D.C.



MIKE BEEBE / AP

**STREETCAR DESIRE:** Often derided as a boondoggle, light rail has become a tool for encouraging denser, eco-friendly development that appeals to young, affluent workers. Twenty-three U.S. cities have opened rail systems since 1981. Commuters now take an average of 1.3 million trips per day. Examples of new development near rail stations include \$4 billion in Dallas and \$2 billion in Portland, Ore.



MIKE COOPER / CORBIS

**HIGHWAY INFORMATION SYSTEMS:** Roadway sensors relay information on traffic density and speed to control centers. The information can be used to guide motorists around congestion using digital highway signs or on Web sites like Google Maps that show traffic conditions in real time. A study in Toronto found that time lost to accident-related delays decreased by 65% with the installation of dynamic signs that advised motorists to use alternate routes.



MIKE COOPER / CORBIS

**INTELLIGENT SUBWAYS:** In New York City's crowded subway a few extra trains make a difference. After extensive technical delays and bureaucratic bickering, Siemens recently installed a computerized system for the L train that allows the line to operate 33 trains per hour, up from 28. As a bonus, the system alerts riders when the next train is due. Washington, D.C. and San Francisco have had that feature for years.

Here are some ways cities are dealing with the congestion.

# The Iowa driver education program

## 2003 Iowa Code & Administrative Rules Pertaining to Driver Education

Text highlighted in red indicates state requirements for driver education classes as excerpted from the [Iowa Code & Administrative Rules of the Iowa General Assembly](#)

### Iowa Code 321.178

#### Driver education--restricted license--reciprocity.

1. *Approved course.* An approved driver education course as programmed by the department of education shall consist of **at least thirty clock hours of classroom instruction, of which no more than one hundred eighty minutes shall be provided to a student in a single day, and six or more clock hours of laboratory instruction of which at least three clock hours shall consist of street or highway driving.** Classroom instruction shall include all of the following:
  - a. A minimum of four hours of instruction concerning substance abuse.
  - b. A minimum of twenty minutes of instruction concerning railroad crossing safety.
  - c. Instruction relating to becoming an organ donor under the uniform anatomical gift Act.
  - d. Instruction providing an awareness about sharing the road with motorcycles and bicycles. (Motorcycles and bicycles added in 2007)



# TO RECAP THE BASICS OF THE DRIVER EDUCATION COURSE:

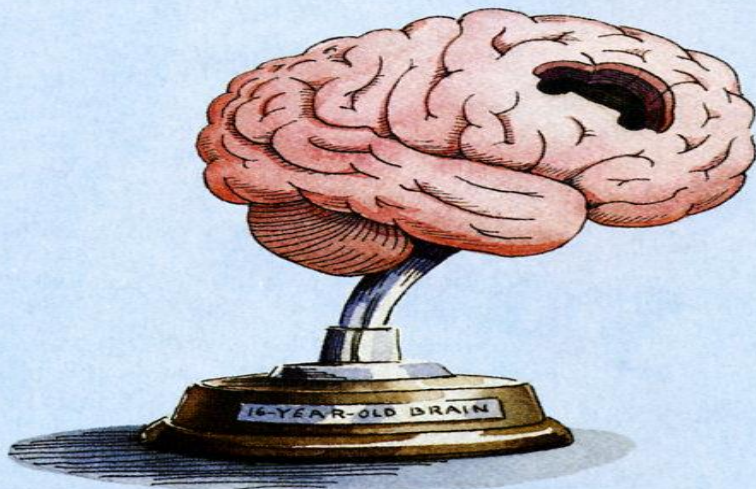
- 30 HOURS OF CLASSROOM INSTRUCTION
- 6 HOURS OF BEHIND THE WHEEL INSTRUCTION
- 6 HOURS OF IN THE CAR OBSERVATION TIME
- THE LAST BEHIND THE WHEEL SESSION WILL BE A “FINAL DRIVE” THAT TAKES THE PLACE OF A DOT EXAMINATION. YOU MUST PASS THE FINAL DRIVE TO RECEIVE A CERTIFICATE OF COMPLETION

Allstate Insurance has taken a very active role in promoting safe driving and the Graduated Driver's License Program for young drivers.

# Why do most 16-year-olds drive like they're *missing a part of their brain?*



BECAUSE THEY ARE.



EVEN BRIGHT, MATURE TEENAGERS SOMETIMES DO THINGS THAT ARE "STUPID."

But when that happens, it's not really their fault. It's because their brain hasn't finished developing. The underdeveloped area is called the dorsal lateral prefrontal cortex. It plays a critical role in decision making, problem solving and understanding future consequences of today's actions. Problem is, it won't be fully mature until they're into their 20s.

It's one reason 16-year-old drivers have crash rates three times higher than 17-year-olds and five times higher than 18-year-olds. **Car crashes injure about 300,000 teens a year. And kill nearly 6,000.** Is there a way for teens to get their driving experience more safely—giving their brains time to mature as completely as their bodies? Allstate thinks so.

**Graduated Driver Licensing (GDL) laws** are one approach that's been proven effective at reducing teen

crashes. These laws restrict the more dangerous kinds of driving teens do, such as nighttime driving and driving with teen passengers. Since North Carolina implemented one of the most comprehensive GDL laws in the country, it has seen a 25% decline in crashes involving 16-year-olds.

**To find out what the GDL laws are in your state, visit [Allstate.com/teen](http://Allstate.com/teen).** Help enforce them—and if they aren't strong enough, ask your legislator to strengthen them.

Let's help our teenagers not miss out on tomorrow just because they have something missing today.

*It's time to make the world a safer place to drive.*  
THAT'S ALLSTATE'S STAND



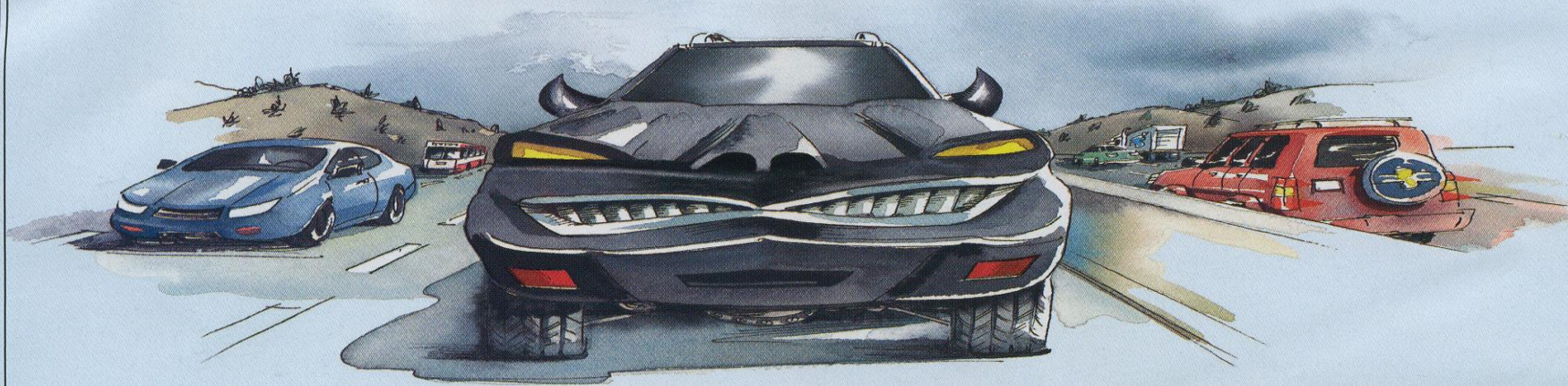
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You're in good hands.

Auto  
Home  
Life  
Retirement

# The #1 killer of teenagers doesn't have a trigger.



IT HAS A STEERING WHEEL.



Motor vehicle crashes are the #1 cause of death for teens in America. They take nearly 6,000 young lives and injure another 300,000 teens every year. Those numbers remain unacceptably high, despite safer cars, better roads and decades of safe-driving programs. We think it's time for a change.

So The Allstate Foundation has developed a new, nationwide program: "Keep the Drive." It mobilizes teens to become safe-driving activists by involving them in designing a new safe-driving program. And it uses the power of peer influence to help teens think and act smarter every time they get into a car — as a driver or a passenger.

Peers are some of the most important influences in getting teens to drive more safely. "Keep the Drive"

can help them realize that smart driving is the key to keeping their licenses, their cars, their friends and their futures.

To learn more about this issue and what you can do to help, go to [ProtectTeenDrivers.com](http://ProtectTeenDrivers.com). If you're a parent, you'll also find a link to the **Allstate Parent-Teen Driving Agreement**. Use it to help you and your teen set driving limits and make smarter decisions on the road.

*It's time to make the world a better place to drive.*  
THAT'S ALLSTATE'S STAND

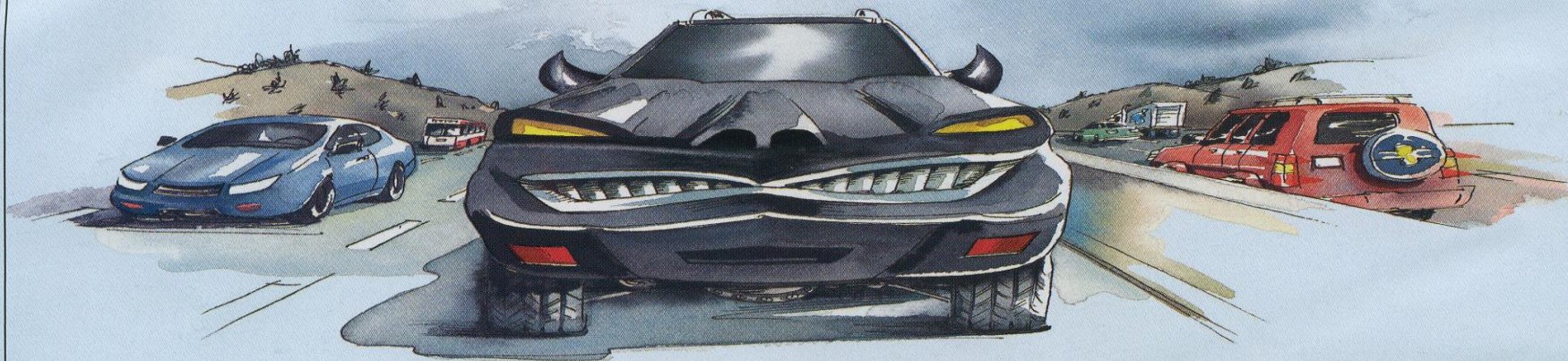


**Allstate**  
You're in good hands.

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*It's time to make the world a better place to drive.*  
THAT'S ALLSTATE'S STAND



**Allstate**  
You're in good hands.

If 12 fully loaded jumbo jets  
crashed every year,  
*something would be done about it.*



EVERY YEAR, NEARLY 6,000 TEENS DIE IN AUTOMOBILE ACCIDENTS.



IF 12 JUMBO JETS WENT DOWN, THE PUBLIC OUTCRY WOULD BE STAGGERING. But that many teenagers dying every year barely makes the headlines.

**Allstate thinks it's time the carnage stopped. We've identified some solutions that can help.**

**1. The "Driving Talk" is as important as the "Sex Talk" and the "Drugs Talk."** When parents and teens agree on driving restrictions and rules (such as never driving after midnight and having only one passenger), and the consequences of violating those rules, teens are less likely to take risks while driving. Download a free Parent-Teen Driving Contract at [Allstate.com/teen](http://Allstate.com/teen).

**2. Parents have power.** Though conventional wisdom says teens don't listen, 3 out of 4 teens say their parents would be the best influence in getting them

to drive more safely. When parents drive safely, their children are more likely to be safe drivers as well.

**3. Graduated Driver Licensing (GDL) laws work.** GDL laws put limits on teen driving so kids can gain experience safely. Since North Carolina implemented one of the most comprehensive GDL laws in the country, it has seen a 25% decline in crashes involving 16-year-olds. **Find out what the GDL laws are in your state at [Allstate.com/teen](http://Allstate.com/teen).** Help enforce them—and if they aren't strong enough, ask your legislator to strengthen them.

We can all help stop teen driving deaths—and the good news is we can start today.

*It's time to make the world a safer place to drive.  
THAT'S ALLSTATE'S STAND*



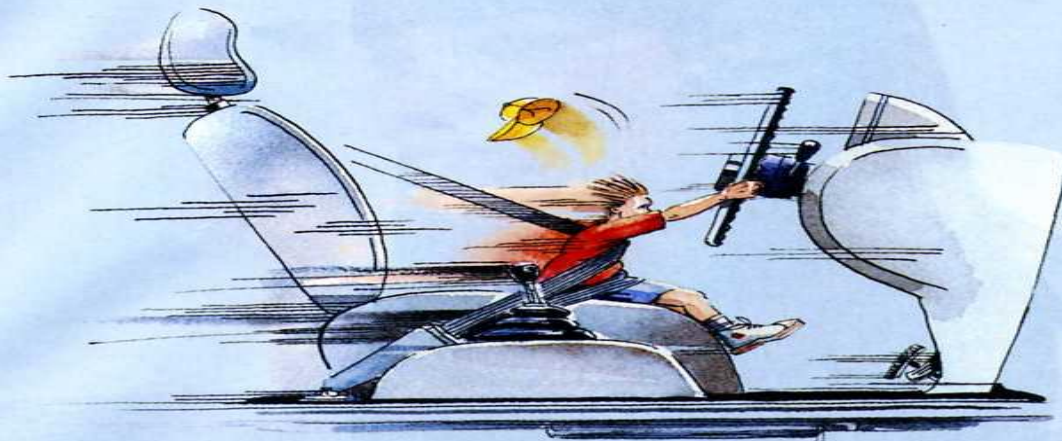
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Home  
Life  
Retirement

A 16-year-old can't see  
an *NC-17* rated movie,  
drink alcohol or vote.



BUT DRIVE A 5,000 POUND VEHICLE AT 60 MPH? THAT'S OK.



IN THIS COUNTRY, YOU HAVE TO BE 18 TO VOTE, 21 TO DRINK AND 17 OR OLDER TO SEE A FILM WITH AN NC-17 RATING. But you only have to be 16 to get a driver's license.

No one knows exactly when a teenager crosses the line from being a child to being an adult. And while some 16-year-olds seem wise beyond their years, their decisions behind the wheel aren't always very bright. **Crash rates for 16-year-old drivers are three times greater than 17-year-olds and five times greater than 18-year-olds.**

Allstate and The Allstate Foundation believe that the ability to drive is best learned through experience. **Which is why Graduated Driver Licensing (GDL) laws are a promising solution to teen crashes.**

GDL laws help new drivers get on-the-road experience by using a phased approach with lower-risk conditions. They also restrict nighttime driving and reduce

the number of passengers in cars with teen drivers—two major contributors to teen fatalities. **Since implementing one of the most comprehensive GDL laws in the country, North Carolina has seen a 25% decline in crashes involving 16-year-olds.**

GDL laws are a way to help 16-year-old drivers survive their first year and become 17- and 18-year-old drivers. **Find out what the GDL laws are in your state at [Allstate.com/teen](http://Allstate.com/teen).** Help enforce them—and if they aren't strong enough, ask your legislator to strengthen them.

Before our teens can start acting like adults, we need to help them actually become adults.

*It's time to make the world a safer place to drive.*  
THAT'S ALLSTATE'S STAND



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Auto  
Home  
Life  
Retirement

Watch a short video about a teen, Gillian Sabet, and her boyfriend who were killed in a car crash on May 26, 2005.

As you watch, be mindful of the statistics and what you can do to protect yourself.





WATCH A VIDEO, *DRIVE IT RIGHT*,  
ABOUT THE TEEN BRAIN PRODUCED  
BY ALLSTATE INSURANCE AND THE  
DISCOVERY CHANNEL.

# IOWA'S GRADUATED DRIVER'S LICENSE PROGRAM

Iowa GDL follows Federal guidelines:

- Instruction (Learner's) Permit age 14
- Intermediate License age 16
- Full License age 17
- All stages require parental consent and can be withdrawn by the parent at any time before age 18

# Graduated Driver Licenses (GDL)

## Information on Iowa's System for Drivers Under the Age of 18

### INSTRUCTION PERMIT

#### ELIGIBILITY REQUIREMENTS

- Available at age 14.
- Written consent of parent/guardian is required. This consent may be given using one of two options: (1) the parent/guardian accompanies the teenager to the driver's license station to sign the consent form in the presence of the examiner, or (2) the parent/guardian downloads the form [Parent's Written Consent to Issue Privilege to Drive or Affidavit to Obtain Duplicate License Form #430018](#) and signs the form in the presence of a notary public. The teenager may then present the completed and notarized form to the examiner and the parent/guardian would not have to accompany the teenager to the driver's license station.
- Satisfactory performance in vision screening and knowledge tests.
- [Proof of Identity & Verification of Social Security Number](#)

#### CONDITIONS

- Must be held for a minimum of six months.
- All driving must be supervised by a licensed driver. May drive only with parent/guardian, immediate family member over 21, driver education teacher, driver over 25 with written permission of parent/guardian.
- Number of passengers limited to number of safety belts available in vehicle.
- Must complete 20 hours of supervised driving; minimum of two hours must be between sunset and sunrise.
- Must drive accident-free and violation-free for six consecutive months immediately preceding application for intermediate license (see box at right). The permit must not be expired or withdrawn during this six-month period.
- Must complete Iowa approved or comparable driver education course
  - 30 hours of classroom instruction which must include four hours of substance abuse education, minimum of 20 minutes on railroad crossing safety, and information on organ donation.
- six hours laboratory, three hours of which must be behind the wheel; may use simulators for the remaining time.
- no parental waiver of any behind-the-wheel drive time.
- Instruction permit will have the words "under eighteen" printed on it.

# Graduated Driver Licenses (GDL)

## Information on Iowa's System for Drivers Under the Age of 18

### INTERMEDIATE LICENSE

#### ELIGIBILITY REQUIREMENTS

- Available at age 16.
- Must meet all conditions of instruction permit.
- Written consent of parent/guardian is required. This consent may be given using one of two options: (1) the parent/guardian accompanies the teenager to the driver's license station to sign the consent form in the presence of the examiner, or (2) the parent/guardian downloads the form [Parent's Written Consent to Issue Privilege to Drive or Affidavit to Obtain Duplicate License Form #430018](#) and signs the form in the presence of a notary public. The teenager may then present the completed and notarized form to the examiner and the parent/guardian would not have to accompany the teenager to the driver's license station.

#### CONDITIONS

- Must be held for a minimum of 12 months.
- May drive:
  - without supervision from 5 a.m. to 12:30 a.m.
  - between 12:30 a.m. and 5 a.m. only with a licensed driver who is a parent/guardian, immediate family member over 21, or designated adult over 25.
  - with a waiver, may drive between 12:30 a.m. and 5 a.m. to and from work or school-related extracurricular activities.
- Must complete 10 hours of supervised driving; minimum of two hours must be between sunset and sunrise. The supervision must be by a licensed driver who is a parent/guardian, immediate family member over 21, or designated adult over 25.
- Number of passengers limited to number of safety belts available in vehicle.
- Must drive accident-free and violation-free for 12 consecutive months immediately preceding application for full license (see box at right). The intermediate license must not be expired or withdrawn during this twelve-month period.
- Intermediate license will have the words "under eighteen" printed on it.

**Up to age 18, all conditions of the intermediate license shall remain in effect until the holder of the intermediate license has been issued a full license.**

# Graduated Driver Licenses (GDL)

## Information on Iowa's System for Drivers Under the Age of 18

### FULL LICENSE

#### ELIGIBILITY REQUIREMENTS

- Available at age 17.
- Must meet all conditions of intermediate license.
- Written consent of parent/guardian is required. This consent may be given using one of two options: (1) the parent/guardian accompanies the teenager to the driver's license station to sign the consent form in the presence of the examiner, or (2) the parent/guardian downloads the form [Parent's Written Consent to Issue Privilege to Drive or Affidavit to Obtain Duplicate License Form #430018](#) and signs the form in the presence of a notary public. The teenager may then present the completed and notarized form to the examiner and the parent/guardian would not have to accompany the teenager to the driver's license station.

#### CONDITIONS

- Full driving privileges with no restrictions.
- For drivers under age 18 or age 21, the license shall have the words "under eighteen" or "under twenty-one," respectively, printed on it.

- YOU ARE NOT OWED A DRIVER'S LICENSE UPON COMPLETION OF THE COURSE.
- YOU MUST **SUCCESSFULLY** COMPLETE THE COURSE TO EARN THE **CERTIFICATE OF COMPLETION** NEEDED TO OBTAIN YOUR LICENSE

- DRIVING IS SERIOUS BUSINESS AND IT HAS RISK ASSOCIATED WITH IT.
- YOU ARE EXPECTED TO TAKE DRIVING SERIOUSLY, MANAGE THE RISK AND OPERATE YOUR VEHICLE IN A RESPONSIBLE MANNER.



THE FOLLOWING SERIES OF SLIDES SHOW YOUNG PERSONS FROM OUR AREA, WHO, EXCEPT TWO, WERE INVOLVED IN TRAFFIC FATALITIES WITHIN THE PAST TWO YEARS.

**NONE WERE ACCIDENTS.** EVERY COLLISION WAS THE RESULT OF POOR JUDGEMENT, HIGH RISK BEHAVIOR, IRRESPONSIBLE CHOICES, INEXPERIENCE BEHIND THE WHEEL OR A COMBINATION OF SEVERAL OF THE ABOVE.

THERE IS NO SUCH THING AS AN  
ACCIDENT.

SIGMUND FREUD

# Local News

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## NEWS BRIEFS

### Charges pending in crash death

Thirteen-year-old Cortney Malone of Indianola died in a car crash south of Indianola early Saturday morning.

The driver of the car, Lancer Wood, 16, Indianola,

lost control of the car in the 12,000 block of McKinley Trail, went into the ditch and struck some trees.

Katlyen LaPour, 13, and Rebecca Lenguadoro, 14, were taken to Mercy Medical Center in Des Moines. Wood declined treatment for minor injuries.

Warren County Attorney Gary Kendell said he expects there will be charges filed.

Malone was an eighth-

grader at Indianola Middle School where she played volleyball and softball.

As a driver, you are responsible for your passengers

# Wood faces new lawsuits from fatal crash

By **SHAWNA DRISH**  
Record-Herald Staff Writer

Two more families have filed civil lawsuits against Lancer Wood, the 16-year-old driver in the Dec. 9 crash that killed 13-year-old Cortney Malone.

The families of two other teenagers who were in the car that night have filed separate lawsuits seeking punitive and compensatory damages. Malone's family filed a civil lawsuit in December.

Shawn and Stacey Lenguadora and Christine Lapour, the parents of Rebecca Lenguadora, 14, and Katelyn Lapour, 13, claim Wood acted negligently, recklessly and "with complete disregard for the rights and safety of his passengers," according to court documents.

Rebecca Lenguadora, Katelyn Lapour, Malone and Bobbi Johnson, 15, were all passengers in a car driven by Wood on Dec. 9.

According to police reports, Wood had a blood alcohol level of .079 and was driving with his lights off just before 1 a.m. when the car veered out of control and struck two trees. The crash killed Malone and injured Lenguadora and Lapour.

The lawsuits also name Daniel Wood, the boy's father, as a defendant. Daniel Wood owns the car involved in the crash.

Matthew Haindfield, defense attorney for the civil cases against Lancer and Daniel Wood, said a trial date wasn't set yet but he expects it to be during the summer 2008.

Warren County Attorney Bryan Tingle filed vehicular homicide charges against Lancer Wood in January and is petitioning to try him as an adult.

If tried and convicted as an adult, Wood could face up to 10 years in prison for the Class C felony charge. If he is tried and convicted as a juvenile, the charge will be a delinquent act and the disposition will be determined by what is considered to be in Wood's best interests.

The waiver hearing to determine which court Wood will be tried in was originally scheduled for last week but has been postponed until May 9 to allow for more preparation time. Tingle said he is confident a decision will come out of the May 9 hearing.

John Breitbach, the Cedar Rapids-based attorney for Lapour and Lenguadora, did not return phone calls for this story.



Passengers or their parents sometimes sue drivers for what they consider reckless behavior and actions

<u>Case ID</u>	<u>Title</u>	<u>Name</u>	<u>DOB</u>	<u>Role</u>
05771 LACL106229	PROPERTY & CASUALTY INS CO VS DANIEL K WOOD ETAL	WOOD, LANCER AUSTIN		DEFENDANT
05911 LACV029718	ESTATE OF CORTNEY MALONE ETAL VS LANCER & DANIEL WOOD	WOOD, LANCER AUSTIN	05/07/1990	DEFENDANT
05911 LACV029787	CHRISTINE & KATELYN LAPOUR VS LANCER & DANIEL WOOD	WOOD, LANCER AUSTIN	05/07/1990	DEFENDANT
05911 LACV029788	SHAWN, STACEY & REBECCA LENGUADORA VS LANCER & DANIEL WOOD	WOOD, LANCER AUSTIN	05/07/1990	DEFENDANT
05911INST122192	INDIANOLA vs. WOOD, LANCER AUSTIN	WOOD, LANCER AUSTIN	05/07/1990	DEFENDANT

CN=John Q Public,O=JUDICIAL

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Certain details of case data are only shown to subscribers. You may logon at this time if you are a subscriber, or you may be become a subscriber by registering at this time. There is a \$25.00 per month subscription fee.

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Lancer Wood's problems are far from over. Note that he is being sued by the parents of all three of his passengers plus an insurance company. He also has problems with the city of Indianola.

If Lancer Wood's father, Daniel, also named in the suits because he is owner of the car, does not have sufficient insurance to cover the damages that will be awarded by three jury trials, the families will likely look to Mr. Wood's personal assets to make up the difference.

# Teen in crash may have tried to outrun truck

A witness says that as a firetruck approached a West Des Moines intersection, Erika Schwager 'gunned it.'

By **MELISSA WALKER**  
REGISTER STAFF WRITER

Investigators on Tuesday tried to determine if a critically injured West Des Moines teenager tried to beat a firetruck through an intersection before her car was broadsided in a chain-reaction collision.

Rescuers used special equipment to free Erika Schwager, 16, from her mangled car Monday night. Three firefighters aboard the West Des Moines firetruck escaped injury.



**Schwager**

Police said Schwager, a junior at Des Moines Christian School, was on her way home after shopping at Valley West Mall when the accident happened shortly before 9 p.m. at Valley West Drive and Westown Parkway.

The firetruck was headed

to the mall, where an alarm had sounded at the Younkers department store. It turned out to be a false alarm.

"It looked like she was trying to beat the firetruck," said Craig Clark, whose vehicle was struck by another as a result of the collision. "Two police cars had already gone through. She came up to the intersection and slowed down, and then she gunned it trying to beat the firetruck."

No charges have been filed. A Mercy Medical Center spokeswoman said Tuesday that Schwager, of 4120 Lexington Plaza, was in intensive care. The hospital would not make public information about her injuries.

As a driver you are responsible for making good decisions

It was reported in the media that a bloody cell phone was found on the seat of Ms. Schwager's car

OCTOBER 20, 2006

# 911 calls reported wrong-way driver

By **JARED STRONG**  
REGISTER STAFF WRITER

More than 10 people dialed 911 Tuesday night to alert law enforcement that a man was driving the wrong direction on U.S. Highway 30 before he collided head-on with a Valley High School senior who died in the crash.

The first call was made about 8:15 p.m., when Phillip Ray Stephens, 37, of Boone was seen traveling eastbound in the westbound lanes of the highway toward Ames. About six miles later, he collided with Jonathan Baugh, 17, of West Des Moines.

Baugh was found dead at the scene. Stephens, who has a prior OWI conviction and had an outstanding warrant in Boone County related to a second drunken-driving offense, was taken to Des Moines' Iowa Methodist Medical Center. His condition wasn't released.

Story County Attorney Steve Holmes said investigators be-

## Hear the 911 calls

Listen to 911 calls from drivers who saw the crash at [DesMoinesRegister.com/audio](http://DesMoinesRegister.com/audio).

lieve alcohol may have been a factor in the collision.

One 911 caller said: "There's a van going excessively fast in the wrong side. There's about three of us that just about nailed him. ... Whoa. He's going fast."

Another caller who witnessed the crash said: "Oh, he just got hit ... and it's bad."

Baugh was returning from Ames when the three-vehicle crash occurred, friends said.

Passengers of the third vehicle, Jerry and Anna Vincent, 72 and 71, respectively, of Jefferson, were taken to Mary Greeley Medical Center in Ames. Their injuries and conditions were not released.

Reporter Jared Strong can be reached at (515) 284-8075 or [jstrong@dmreg.com](mailto:jstrong@dmreg.com)

As a driver, you are charged with being responsible for your choices as they affect other drivers

The driver who died was 17. The drunk driver was 37. The next two slides show what happened to the drunk driver

# STEPHENS, PHILLIP RAY

Count 01   **Charge**

**Charge:** 707.6A(1)(a)      **Description:** VEH. HOMICIDE/OWI (FELB)  
**Offense Date:** 10/17/2006      **Arrest Date:**      **Against Type:**

**Adjudication**

**Charge:** 707.6A(2)-3      **Description:** VEH. HOMICIDE/RECKLESS OR ELUDE - 1997 (FELC)  
**Adj.:** GUILTY - NEGOTIATED/VOLUN PLEA      **Adj.Date:** 02/21/2007  
**Adj.Judge:** MOON, MICHAEL J

**Comments:**

**Sentence**

**Charge:** 707.6A(2)-3      **Description:** VEH. HOMICIDE/RECKLESS OR ELUDE - 1997 (FELC)  
**Sentence Date:** 02/21/2007      **Sentence:** PRISON  
**Appeal:**      **Sen.Judge:** MOON, MICHAEL J



**Sentence**

<b>Charge:</b>	707.6A(2)-3	<b>Description:</b>	VEH. HOMICIDE/RECKLESS OR ELUDE - 1997 (FELC)		
<b>Sentence Date:</b>	02/21/2007	<b>Sentence:</b>	PRISON		
<b>Appeal:</b>		<b>Sen.Judge:</b>	MOON, MICHAEL J		
<b>Facility Type:</b>		<b>Attorney:</b>	Y		
<b>Restitution:</b>	Y	<b>Drug:</b>	N	<b>Extradition:</b>	
<b>Lic.Revoked:</b>	N	<b>DDS:</b>	N	<b>Batterer:</b>	
<b>Fine Amount:</b>		<b>Duration:</b>	10 Year(s)		
<b>Comment:</b>	CONSECUTIVE TO COUNTS II, III, & IV This record taken from Iowa Courts Online				

# Sentencing brings tears, remorse

DES MOINES REGISTER Oct 7, 2006



RODNEY WHITE/REGISTER PHOTOS

Shanda Munn speaks to relatives of ISU student Kelly Laughery during Munn's sentencing hearing Friday. She was sentenced to 10 years for the death of Laughery, who was killed last December in Ames when she was struck by a vehicle Munn was driving while under the influence of alcohol. Munn had attended a keg party.

As a driver,  
your choices  
can also affect  
pedestrians

Parts of this case  
have not yet been  
resolved. We will  
take a closer look  
at this case in  
Chapter 15, Alcohol  
And Driving.

# Milo girl critical after crash

Three teenagers hurt as icy road cause collision with bus Friday a.m. near Milo

By **SARA SLEYSER**  
 Record-Herald Staff Writer

Sisters Rosie and Donna Petry of Milo remained hospitalized Monday after a car they were riding in collided with a school bus Friday.



Donna Petry

Emanuel Tucker, who was driving the car, was back at school Monday coping with the help of support from her classmates and teachers. The girls were on their way to Southeast Warren Junior-Senior High School Friday morning when Tucker's vehicle slid on frost west of Milo on Highway and went into the path school bus headed toward the Primary School.



Rosie Petry

Donna Petry was thrown from the back-seat of the car during the accident and is still in critical condition at Blank Children's Hospital in Des Moines. She is in a medically induced coma as she heals from a brain injury and lacerations to her face, Principal Terry Gladfelter said.

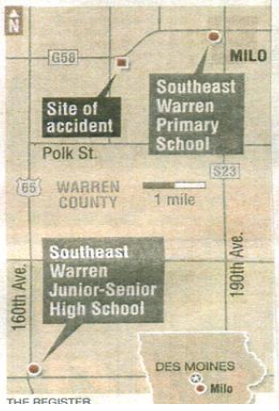
Rosie Petry was upgraded to fair condition Monday at Mercy Medical Center in Des Moines. She sustained internal injuries in the crash and her spleen

**CRASH**  
 Continued on page 2A



A Life Flight helicopter lifts off from the scene of a Friday morning, Jan. 26, accident on Warren County's G58 Highway west of Milo.

Three Milo teenagers were in this car when it slid out of control into the path of a Southeast Warren school bus. The passenger in the back seat, Donna Petry, who is not wearing her seatbelt, was ejected through the rear window. It took rescue workers 15 minutes to find her. She's listed in serious condition at a Des Moines hospital.





crash near Milo earlier this month was blamed on icy roads. Southeast Warren school officials want to talk with Warren County engineers about road clearing policies to see if future tragedies can be averted.

Even though it is not required by law in Iowa to wear your seat belt if you are sitting in the back seat, it is a good idea to wear it no matter where in the vehicle you are sitting

Three Milo teenagers were in this car when it slid out of control into the path of a Southeast Warren school bus. The passenger in the back seat, Donna Petry, who was not wearing her seatbelt, was ejected through the rear window. It took rescue workers 15 minutes to find her. She's listed in serious condition at a Des Moines hospital.

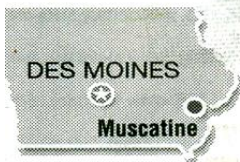
## ALL CONDITIONS

Including driving into the sun, especially in the spring and fall when the sun is not very high in the sky during the morning commute.

# CAR RAMS STOPPED BUS



BRAD REINERS/FOR THE REGISTER



A car driven by a 17-year-old girl struck a stopped school bus west of Muscatine on Wednesday morning. Muscatine sheriff's officials, who expect to release the driver's name today, said early-morning sunlight may have been a factor in the crash. The Muscatine Community Schools bus was picking up children at the time of the accident, authorities said. The bus driver and the four students on the bus were taken to a local hospital, and the driver of the car was airlifted to University of Iowa Hospitals in Iowa City.

Des Moines Register, September 13, 2007

Even if the driver was driving into the sun, how could she not see something as big as a stopped orange school bus?

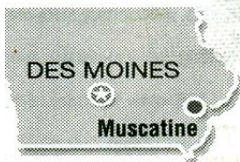
Look closely at the photo. What saved the driver's life was the front of the car hitting the rear tire of the bus (red arrow).

This teen driver was very fortunate.

# CAR RAMS STOPPED BUS



BRAD REINERS/FOR THE REGISTER



A car driven by a 17-year-old girl struck a stopped school bus west of Muscatine on Wednesday morning. Muscatine sheriff's officials, who expect to release the driver's name today, said early-morning sunlight may have been a factor in the crash. The Muscatine Community Schools bus was picking up children at the time of the accident, authorities said. The bus driver and the four students on the bus were taken to a local hospital, and the driver of the car was airlifted to University of Iowa Hospitals in Iowa City.

Des Moines Register, September 13, 2007





WHO-TV, CHOPPER 13

This video image from WHO-TV's news helicopter shows the scene of the fatal crash on Sept. 15 on Interstate Highway 35 south of Ames.

# Car crashed at 87 mph, state troopers conclude

The State Patrol says alcohol also factored into the crash on I-35 that killed four after the Iowa-ISU football game.

By **WILLIAM PETROSKI**  
REGISTER STAFF WRITER

A traffic crash that killed four people south of Ames on Sept. 15 shortly before the end of the Iowa-Iowa State football game was linked to alcohol and speeding, the Iowa State Patrol said Thursday.

Troopers investigating the crash determined that the 2001 Mitsubishi Galant car carrying five people was traveling about 87 mph when it veered off Interstate Highway 35 and struck the rear of a motor home legally parked on the shoulder of I-35, the State Patrol said in a statement.

The Mitsubishi was southbound between Ames and Des Moines when the car swerved and struck the motor home that had broken down, troopers said.

The crash killed the Mitsubishi driver, Zackry Thomas, 21, of Ottumwa.

Three passengers — Gavin Granneman, 29, of Clive;

Steven Atchison, 27, of Des Moines; and Karli Manker, 22, of Iowa City — also died of their injuries.

Another passenger, Eric Hartung, 26, of Johnston, was seriously hurt. Four occupants of the motor home suffered minor injuries.

State Patrol investigators said tests showed that Thomas had been drinking before the accident, although his blood-alcohol level was below .08, the point at which a person is deemed to be legally intoxicated.

"An examination of all of the evidence surrounding this crash has led ... investigators to conclude that alcohol and speed were key factors contributing to the cause and severity of the crash," the State Patrol statement said.

The speed limit on that portion of I-35 is 70 mph.

Because Thomas was killed in the crash, no criminal charges will be filed, the patrol said.

The motor home, which was occupied by an Urbandale couple and two of their grandchildren, had been waiting for a towing service.

Investigators said a dispatcher received a 911 call reporting the crash at 2:44 p.m. Troopers who responded said the impact of the crash had flipped the 1991 Tioga motor home onto its right side, with the vehicle blocking the west lane of southbound I-35 once it came

to rest. The Mitsubishi wreckage was found in the west ditch.

The crash closed a stretch of the southbound lanes of I-35 south of Ames for nearly three hours. Football fans leaving Jack Trice Stadium were directed to alternate routes.

Friends of Hartung said earlier this week that they are trying to raise money for their friend, who has no health insurance. Hartung suffered severe chest injuries in the crash.

The Eric Hartung Benefit Fund has been created at Community State Bank, P.O. Box 127, Ankeny, IA 50021.

Reporter William Petroski can be reached at (515) 284-8547 or [bpetroski@dmreg.com](mailto:bpetroski@dmreg.com)



Thomas



Granneman



Manker



Atchison

We'll learn how the officers can pinpoint the speed in chapter 3

Sometimes a combination of irresponsible choices, in this case speed and alcohol together can have fatal consequences.

There was an unconfirmed report the driver was texting at the time of the collision

# Bondurant man charged in accident on Highway 330

By **KEN BLACK**

TIMES-REPUBLICAN

RHODES — A man authorities say is responsible for an accident on Highway 330 in southern Marshall County has been charged with vehicular homicide.

The Iowa State Patrol says Johnathan Dowd, 21, of Bondurant, failed to yield at a stop sign and was crossing the highway when his vehicle was struck by two motorcycles near The Harvester golf course April 28.

The full accident report released by the Iowa State Patrol lists Dowd as under the influence of drugs or alcohol at the time of the accident.

Gregory Teasley, 47, of Omaha, Neb., was killed

because of the impact.

Also injured was another man on a different motorcycle, Horace Bethea, 55, of Bellevue, Neb. He was taken to Marshalltown Medical & Surgical Center, where he was treated and released. Both men were wearing helmets at the time of the accident.

Dowd and a passenger in his vehicle, John Kimberley, 30, of Collins, were also listed as injured on the state patrol's accident report, but neither was transported to a hospital.

The Marshall County Sheriff's Office assisted at the scene, but the investigation and scene was under the jurisdiction of the state patrol.

---

Contact Ken Black at 641-753-6611 or [kblack@timesrepublican.com](mailto:kblack@timesrepublican.com)

Marshalltown  
Times Republican  
Tuesday, May 6, 2008

Note how the word "accident" is used about 6 times. But it is hard to tell the family of the dead motorcyclist that their loved one was killed in an accident when the Iowa State Patrol determined the driver was under the influence of drugs or alcohol when he drove through a stop sign.

KATHY A. BOLTEN, Metro Communities Editor,  
515-284-8283/e-mail: kbolten@dmreg.com

# Iowa targets traffic deaths

By TOM ALEX  
REGISTER STAFF WRITER

Iowa transportation officials are targeting driver distractions such as cell phones and vehicle video systems in an effort to lower the number of traffic fatalities.

Iowa will record at least 426 traffic fatalities in 2007 — fewer than the number killed in 2006 or 2005, but far more than the number of dead in 2004 crashes.

Officials said that when fatalities dropped to 388 at the end of 2004, the lowest number since World War II, it was believed that traffic fatalities would continue to drop. That

## Text messaging, entertainment systems are dangerous distractions, officials say

didn't happen.

"These are not numbers, they are people," said Tom Welch, state safety engineer with the Iowa Department of Transportation. "These are people's parents, their kids and friends."

Welch said safety features like rumble strips are being added to roadways to help save distracted and sleepy drivers. But the challenge for safety officials is to find a way

to keep drivers from being distracted in the first place.

"There's a lot of multitasking and text-messaging going on," Welch said. "Map reading, cell phones, computers in cars. We are seeing entertainment centers in vehicles. Some have two videos going at the same time."

He said the state is paving shoulders and adding safety cables to prevent vehicles

from crossing into oncoming lanes. But that process will take years to complete.

Scott Falb, a spokesman with the DOT, expects more reports of fatal accidents from 2007 in the coming days.

"If the final figure for 2007 is around 435, that will be pretty close to our 10-year average of 442," Falb said. "We were hoping it would go down more than that."

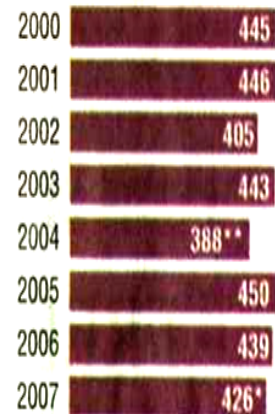
Last year also recorded a dramatic increase in motorcycle fatalities. Sixty-one people died in motorcycle crashes in 2007, including 10 who were killed in collisions with deer.

Motorcycle deaths had been dropping for years, but the statistics appear to be headed back up to numbers not seen since the 1980s.

Safety officials thought they were getting a handle on motorcycle crashes a decade ago when the total number of motorcycle fatalities in 1997 dropped to 16. That number climbed to 30 by 2000.

### Iowa traffic fatalities

Iowa's traffic fatalities have remained steady for most of the past eight years.



\* Officials say more deaths may be added as late reports come in. Last year, nine additional victims were added to the 2006 fatality list after the new year began.

\*\* Lowest number of fatality crashes since World War II

Source: Iowa Department of Transportation

# Most back banning phone use by drivers, poll finds

The survey shows support for restrictions for everyone, not just teens.

By **THOMAS BEAUMONT**  
REGISTER STAFF WRITER

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AND TRIBUNE COMPANY

While most Iowans say they have taken a cell phone call while driving, a majority also say they favor the Legislature's banning phone use behind the wheel.

In other words, a lot of us do it, but most of us think we shouldn't.

This mixed message emerges from The Des Moines Register's most recent Iowa Poll, at a time when lawmakers have proposed legislation banning cell phone use by teenage drivers.

More than three-quarters of Iowans say they use a cell phone, compared with less than a quarter who say they do not, according to the poll of 801 adults taken last week.

Of those who say they use a cell phone, almost three-quarters say they have taken a call, while more than six in 10 say they have made one behind the wheel. More than 50 percent of Iowans overall have answered a call, and nearly half have dialed while driving.

But a 57 percent majority of all Iowans say they favor expanding a proposal at the Statehouse aimed at banning teen drivers from using cell phones to include drivers of all ages, according to the poll.

## What Iowans said

Iowans were asked whether they favor a ban on teenagers using cell phones while driving, or expanding it to include all drivers:

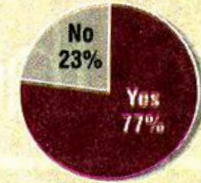
INCLUDE ALL DRIVERS	BAN ONLY TEENS
<b>57%</b>	<b>27%</b>
OPPOSE ANY BAN	NOT SURE
<b>14%</b>	<b>2%</b>

Note that a majority of drivers are in favor of putting a ban on themselves and not just on teens

## Des Moines Register Iowa Poll February 29, 2008

### Cell phone use

Do you currently use a cell phone?



### Cell phone use while driving

Iowa cell phone users were asked whether they had ever done the following:

Answered a call while driving

**74%**

Initiated a call while driving

**63%**

Read a text message while driving

**15%**

Initiated a text message while driving

**11%**

Nearly had an accident while talking or texting on a cell phone

**4%**

None of these

**22%**

Source: Iowa Poll of 801 adults in Iowa, including 570 cell phone users.

Watch a news clip about a girl from Audubon, city in southwest Iowa, who was killed in 2007 because the driver of the vehicle in which she was riding was texting while driving

PLAY ▶



**IOWA'S NEWS LEADER**

**TEXTING AND DRIVING DANGERS**



10:00

## DATELINE IOWA

*From Register staff and news services*

### MAPLETON

#### **Wreck leaves 2 teens dead, 1 injured**

Two Iowa teenagers were killed and one was injured after their vehicle went off a road south of Mapleton between 1 and 1:30 a.m. Saturday, the Iowa State Patrol said.

Michael Babcock, 19, of Odebolt and Bradley Kline Jr., 15, of Schleswig died in the wreck. Scott Mau, 21, also of Odebolt, was taken by helicopter to Mercy Medical Center in Des Moines. His condition was unknown Sunday.

According to a crash report from the State Patrol, the 2001 Chevrolet pickup truck driven by Babcock exited Iowa Highway 175 at a bridge a quarter-mile south of Mapleton.

The crash scene was discovered about 1:32 p.m. Saturday. Babcock and Kline were ejected and trapped under the vehicle. Mau was found outside the vehicle.

None of the occupants was wearing seat belts. The incident is under investigation.

Choosing not to wear a seat belt was a poor decision. Would these young men be alive if they would have remained in the truck?

What do you think the likelihood is that there were other factors not listed in the article that may have contributed to this crash such as speed or alcohol?

Tuesday, December 4, 2007

The Des Moines Register Final

## **DATELINE IOWA**

*From Register staff and  
news services*

EDGEWOOD

### **2 charged as juveniles with vehicular homicide**

The Clayton County sheriff's office said Derek Pritchard and Nicholas Burgin were charged Monday as juveniles with vehicular homicide in a deadly car crash that happened on their way to Edgewood-Colesburg High School last month.

Officials said Pritchard and Burgin were both driving above the speed limit Nov. 12 when Pritchard passed Burgin. Pritchard could not slow down in time for a stop sign and lost control of his car.

Pritchard's car went through an intersection and rolled, killing passenger Steven Shellito.

In this fatality one driver's need to get ahead of the other resulted in a tragic and needless death.

Both drivers were speeding and the driver who did the passing, Derek Pritchard, did not have enough room to complete his pass before an intersection at which there was a stop sign. He lost control, his vehicle rolled, killing his passenger. He should not have been carrying a passenger.

In the records of Iowa Courts Online, Pritchard's date of birth is listed as 12/30/91 making him 15 at the time of this mishap.

Iowa Courts Online did not have any information about the other driver, Nicholas Burgin.

The next slide lists the charges against Pritchard.



**Charges, Dispositions, Sentences**

Title: STATE OF IOWA vs PRITCHARD, DEREK J

Case: 01221 NTA0000157 (CLAYTON)

**Defendant:** PRITCHARD, DEREK J

---

Count 01

Charge

**Charge:** 321.303      **Description:** UNSAFE PASSING -  
**Offense Date:** 11/12/2007      **Arrest Date:**      **Against Type:**

**Charges, Dispositions, Sentences**

Title: STATE OF IOWA vs PRITCHARD, DEREK J

Case: 01221 NTA0000158 (CLAYTON)

**Defendant:** PRITCHARD, DEREK J

---

Count 01

Charge

**Charge:** 321.288      **Description:** FAIL TO MAINTAIN CONTROL -  
**Offense Date:** 11/12/2007      **Arrest Date:**      **Against Type:**

**Charges, Dispositions, Sentences**

Title: STATE OF IOWA vs PRITCHARD, DEREK J

Case: 01221 NTA0000159 (CLAYTON)

**Defendant:** PRITCHARD, DEREK J

---

Count 01

Charge

**Charge:** 321.322      **Description:** FAIL TO OBEY STOP OR YIELD SIGN -  
**Offense Date:** 11/12/2007      **Arrest Date:**      **Against Type:**

**Charges, Dispositions, Sentences**

Title: STATE OF IOWA vs PRITCHARD, DEREK J

Case: 01221 NTA0000160 (CLAYTON)

**Defendant:** PRITCHARD, DEREK J

---

Count 01

Charge

**Charge:** 321.194      **Description:** VIOL OF CONDITIONS OF MINOR'S SCHOOL LICENSE -  
**Offense Date:** 11/12/2007      **Arrest Date:**      **Against Type:**

No mention here about the vehicular homicide charge possibly because he is a minor

## Local News

> [News](#) > [Local News](#)

[←--back to story](#)

### **Two Webster City teens die in car-semi accident**

---

Two passengers hospitalized with injuries following Monday night crash

*POSTED: December 11, 2007*

Two Webster City teenagers lost their lives Monday evening in a two-vehicle accident on the 2300 block of Stage Coach Road—approximately one mile south of Highview.

A semi operated by Tom Fredricksen of Fort Dodge was southbound on Highway 17, when a vehicle operated by Richard Goettsch of Webster City, reportedly failed to stop for a stop sign and struck the side of the semi trailer, at approximately 7 p.m. The vehicle, containing four teenagers, spun around and came to a rest in the east ditch, when the vehicle then became totally engulfed in flames, according to report from the Iowa State Patrol.

Those killed in the accident were Richard Goettsch, 16, and Michael Carpenter, 17, both of Webster City.

Jamie Johnson, age 15 of Webster City, was injured in the accident and transported to Mary Greely in Ames. His condition was unknown as of press time. Nevin Capsel, age 16 of Duncombe, was also injured in the accident, and transported to Hamilton Hospital in Webster City. His condition was unknown as of press time. Fredricksen, 36, was uninjured.

According to accident reports, three of the teens were not wearing seat belts.

All four young men attended Webster City High School. The school district immediately implemented their crisis plan, according to a statement by Superintendent Mike Sherwood.

"Grief counselors are available to meet with students and staff on Tuesday, and throughout the week in the high school media center," according to the statement.

The Webster City Fire Department, the Webster City Police Department, and the Hamilton County Sheriff's office, assisted the Iowa State Patrol at the scene of the accident.

The accident is still under investigation.

This article is from  
the website of the  
Webster City Daily  
Freeman-Journal

WATCH A VIDEO CLIP OF THE CRASH  
THAT TOOK PLACE DECEMBER 10,  
2007 NEAR WEBSTER CITY.

LISTEN CAREFULLY TO WHAT THE  
STATE TROOPER HAS TO SAY ABOUT  
CELL PHONE USAGE THE SECOND  
TIME HE SPEAKS WHICH IS AT THE  
VERY END OF THE CLIP.

A CELL PHONE CAN BE A DEADLY  
OBJECT.



WATCH A VIDEO CLIP ABOUT A  
YOUNG MAN WHO ON THE NIGHT OF  
JANUARY 19, 2008 VIOLATED TWO  
BASIC RULES OF DRIVING:

1. FAILURE TO WEAR A SEAT BELT
2. DO NOT VEER FOR DEER



KGO'S  
STOCKS

MEREDITH

.81

49.85

5:33  
11°

AVAILABLE ONLINE AT KGO.COM

MONDAY

January 21, 2008

Another example of poor choices and the Law of Unintended Consequences. The police are investigating the possibility of alcohol and speed being involved also.

## D.M. crash fatal to teen, wounds her passenger

By NIGEL DUARA  
REGISTER STAFF WRITER

William Walsh was awakened by his wife early Sunday. She said she heard a crash.

Walsh looked out his window, across an ice-laden patch of the 3300 block of Southeast 18th Street, where a Ford Explorer was stopped next to a neighbor's tree. From his window, the crash didn't look too serious.

"I called 911 and told them what I saw," Walsh said. "They asked if anyone was hurt, so I got dressed and checked."

Walsh found two teenagers, later identified as Natasha M. Dudley, 17, and Mike Freeman, 15, both of Des Moines, inside the sport utility vehicle. Dudley was unconscious. Freeman was

See TEENS, Page 2B

Watch the news report from Channel 8

## Police suspect crash victim drove erratically

TEENS, from Page 1B

moaning.

That was about 2 a.m. Eight hours later, Dudley died at Iowa Methodist Medical Center, apparently from multiple injuries suffered in the crash. Freeman was at Mercy Medical Center on Sunday afternoon, where his mother, Ruth Brail-Freeman, said he was recovering from five broken ribs and a partially collapsed lung.

Fishtail marks in the snow led police to believe that Dudley was "purposely driving erratically" before the fatal crash, a Des Moines police report said.

Neither she nor Freeman was wearing a seat belt. The tem-

perature was minus 6 degrees, and the road was icy and snow-packed, the report said.

"I could see that they had severely impacted the tree," Walsh said. "Even the passenger-side door had buckled."

When police arrived at the scene of the accident, Walsh said the front doors of the vehicle wouldn't open and the back doors were locked. They used batons to break out the rear windows and free the teenagers.

"It was obvious that the young lady was unconscious and the young man was in a lot of pain," Walsh said.

The teenagers weren't able to say what happened because of their injuries.

Des Moines police spokesman Sgt. Vince Valdez said police were investigating whether alcohol was a factor in the crash.

Brail-Freeman said her son was at a party on Saturday night, an affair that she had checked out in advance.

Her son had told her that he planned to spend the night at the house and would be back on Sunday.

At 3 a.m., she got the call: Her son was injured. She needed to get to the hospital right away.

"This is a very good family, we made our arrangements ahead of time," Brail-Freeman said. "So the kids snuck out, what can you do?"

Freeman, a freshman at Des Moines' Roosevelt High

School, has "been getting huge support from the Roosevelt community," his mother said from the hospital Sunday. "Probably 50 kids have been up here."

Des Moines Public Schools spokesman Phil Roeder said Dudley was a student at Des Moines' Lincoln High School until this fall, when she started attending classes through the Future Pathways program at Central Campus. Roeder did not know her grade level.

Brail-Freeman said she didn't know Dudley and wasn't sure why the two were in a car on a snowy side street in the middle of the night. "This is a wake-up call," said Brail-Freeman. "Life is short."

PLAY ▶



**IOWA'S NEWS LEADER**

Caitlin  
**COYNER**

Marcus  
**MCINTOSH**



**KENNEL FIRE**

The fire collapsed the roof of the kennel

5:31

11°



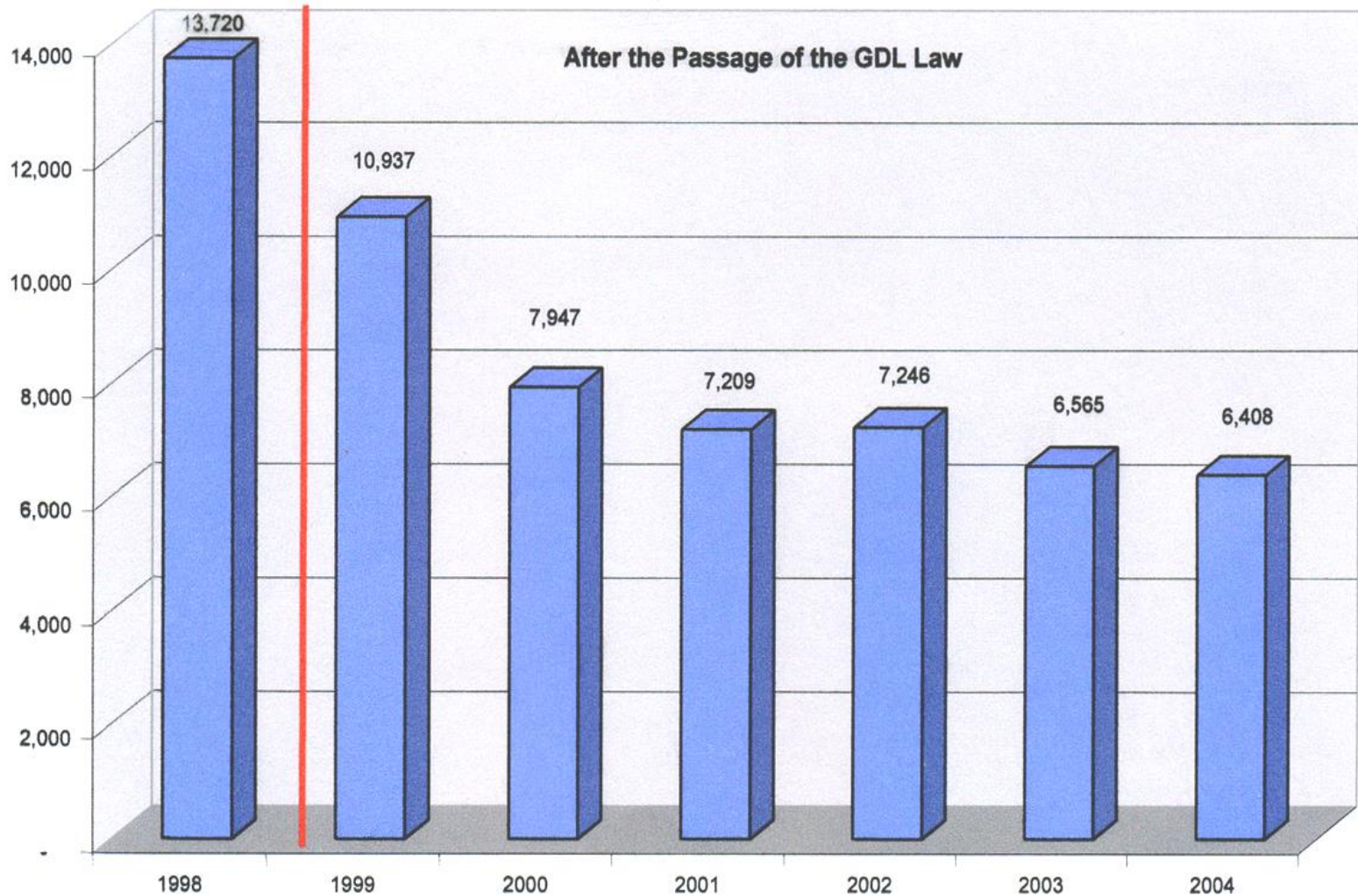
# THREE RULES TO REMEMBER

1. TWO OBJECTS CANNOT OCCUPY THE SAME SPACE AT THE SAME TIME
2. IF ONE SPEEDS, DRINKS OR OTHERWISE DISREGARDS THE LAWS OF PHYSICS OR THE SAFETY OF OTHERS WHILE DRIVING, **THE LAW OF UNINTENDED CONSEQUENCES** WILL LIKELY COME INTO PLAY
3. WHEN YOUR AIRBAG DEPLOYS, IT COULD RUIN YOUR WHOLE DAY

- DO GRADUATED DRIVER'S LICENSE PROGRAMS WORK?

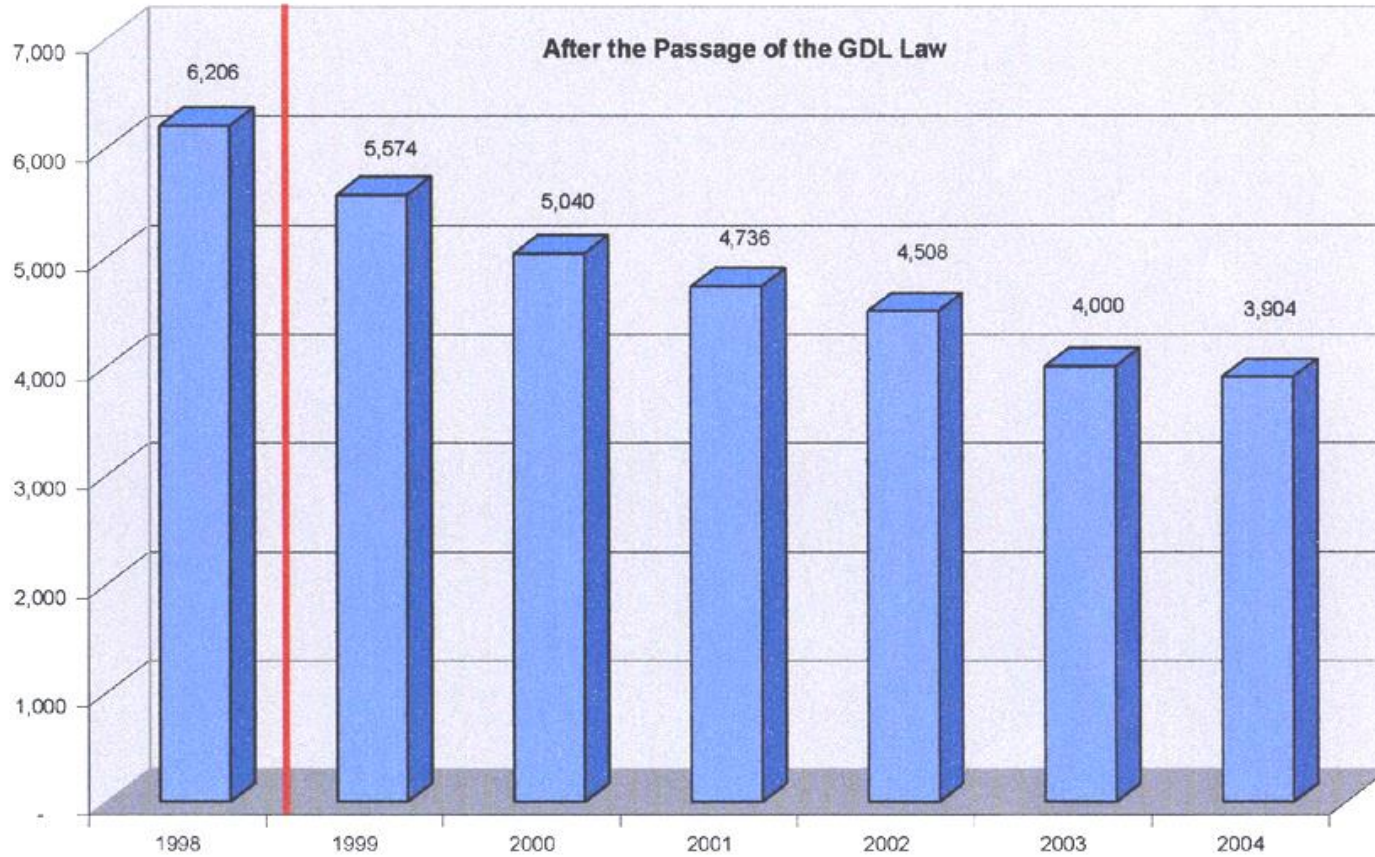
# State of Iowa

Sixteen Year Old Drivers with Moving Convictions: 1998 Through 2004




# State of Iowa

Sixteen Year Old Drivers Involved in Traffic Crashes 1998 Through 2004




STATE OF IOWA  
A Comparison of Crash & Conviction  
Experience of  
School License & Instruction Permit Holder  
2004

- **School License Holders:** 8,693
- **Drivers with Crashes:** 386
- **Drivers with Moving Violations:** 684
- **Drivers with Sanctions:** 625
- **Crash Rate:** 44.4 per 1000 drivers
- **Instruction Permit Holders:** 49,258
- **Drivers with Crashes:** 343
- **Drivers with Moving Violations:** 805
- **Driver Sanctions:** 459
- **Crash Rate:** 7.0 per 1000 drivers

- 
- School License Holders are **6.3** Times More Likely to be Involved a Traffic Crash.

The next slide shows what has happened to these numbers in the 2 years after 2004

- 
- School License Holders are **4.8** Times More Likely to Receive a Traffic Conviction.
  - School License Holders are 7.7 times more likely to lose their license to a driver sanction.

The Iowa Department of Transportation has been conducting this study annually since 1996; the findings have not significantly changed since the first survey.

For More Information Contact:  
Scott R. Falb  
Research & Statistical Analysis  
Office of Driver Services  
Iowa Department of Transportation  
Phone: 515-237-3154  
E-mail: <scott.falb@dot.iowa.gov>

# 2006 State of Iowa

## A Comparison of Crash & Conviction Experience of School License & Instruction Permit Holder

Age	Instruction Permit Holders					School License Holders				
	Number of Licenses	With Crashes	Crash Rate*	With Moving Violations	Violation Rate*	Number of Licenses	With Crashes	Crash Rate*	With Moving Violations	Violation Rate*
14.5-14.9	10,686	14	13.10	13	12.17	411	0	0.00	0	0.00
15.0-15.4	11,372	20	17.59	27	23.74	2498	37	148.12	21	84.07
15.5-15.9	11,529	23	19.95	44	38.16	4634	110	237.38	101	217.95
Total	33,587	57	16.97	84	25.01	7543	147	194.88	122	161.74

### Instruction Permit Holder

Crash Rate*	Violation Rate*
16.97	25.01

### School License Holder

Crash Rate*	Violation Rate*
194.88	161.74

Almost double since 2004



\* Crash and Conviction Rates are calculated per 10,000 licensed drivers.

School license holders are **11.5 times more likely to be involved in a crash** than instruction permit holders.

School license holders are **6.5 times more likely to receive a moving traffic violation conviction** than instruction permit holders.

Up by 1/3 Since 2004



### Summary

According to an August 2006 Iowa Department of Transportation study, a school license holder is 11.5 times more likely to be involved in a traffic crash and 6.5 times more likely to receive a moving traffic conviction than an instruction permit holder of the same age (age 14 ½ to 16). The difference in traffic crash rates, moving traffic conviction rates indicate that 14 and 15 year olds do not yet possess all the driving skills and decision-making capabilities that are needed for driving without adult supervision with today's more complex driving demands. Recent psychology studies in brain development indicate that the section of the brain used to assess risk has not matured by age 14, indeed the studies indicate that area of the brain is not fully developed until age 25 or even later in most young people.

The Iowa Department of Transportation has been conducting this study annually since 1996. The numbers may change from year to year. However, the essential findings, that school license holders are far more likely to be involved in a crash or convicted for a moving traffic violation, have not changed since the first survey. This year's finding of 11.5 times greater chance of being in a crash for school license holders is the largest difference in risk yet recorded in this survey.

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# National Transportation Safety Board

## State Graduated Licensing Laws

September 2006

State	GDL 3-stage system H-93-8 & H-02-32	Passenger Restriction H-02-30 & -32	Cell Phone Restriction H-03-8
Alabama	Yes	Partial	
Alaska	Yes	Yes	
Arizona	Partial		
Arkansas	Partial		
California	Yes	Yes	
Colorado	Yes	Yes	Partial
Connecticut	Yes	Yes	Yes
Delaware	Yes	Yes	Yes
D.C.	Yes	Yes	Partial
Florida	Yes		
Georgia	Yes	Yes	
Hawaii	Partial	Partial	
Idaho	Yes		
Illinois	Yes	Yes	Yes
Indiana	Yes	Partial	
Iowa	Yes		
Kansas	Partial		
Kentucky	Yes	Yes	
Louisiana	Yes		
Maine	Yes	Yes	Yes
Maryland	Yes	Partial	Yes
Massachusetts	Yes	Partial	
Michigan	Yes		
Minnesota	Partial		Yes
Mississippi	Yes		
Missouri	Yes	Partial	
Montana	Yes	Partial	
Nebraska	Partial		
Nevada	Partial	Partial	
New Hampshire	Yes	Yes	
New Jersey	Yes	Yes	Yes
New Mexico	Yes	Yes	
New York	Yes	Partial	Partial
North Carolina	Yes	Yes	Yes
North Dakota	Partial		
Ohio	Yes		
Oklahoma	Yes	Yes	
Oregon	Yes	Yes	
Pennsylvania	Yes		
Rhode Island	Yes	Yes	Yes
South Carolina	Yes	Partial	
South Dakota	Yes		
Tennessee	Yes	Yes	Yes
Texas	Yes	Yes	Partial
Utah	Yes	Yes	
Vermont	Yes	Yes	
Virginia	Yes	Partial	
Washington	Yes	Yes	
West Virginia	Yes	Partial	Yes
Wisconsin	Yes	Yes	
Wyoming	Partial	Partial	
<b>TOTAL</b>	<b>Yes: 41 States and DC Partial: 9 States</b>	<b>Yes: 22 States and DC Partial : 13 States</b>	<b>Yes: 11 Partial: 3 &amp; DC</b>

## National Transportation Safety Board State Graduated Licensing Laws

September 2007

State	GDL 3-stage system	Passenger Restrictions	Cell Phone Restriction
Alabama	Yes	Partial	
Alaska	Yes	Yes	
Arizona	Partial	Partial	
Arkansas	Partial		
California	Yes	Yes	Yes
Colorado	Yes	Yes	Partial
Connecticut	Yes	Yes	Yes
Delaware	Yes	Yes	Yes
D.C.	Yes	Yes	Partial
Florida	Yes		
Georgia	Yes	Yes	
Hawaii	Partial	Partial	
Idaho	Yes	Partial	
Illinois	Yes	Yes	Yes
Indiana	Yes	Partial	
Iowa	Yes		
Kansas	Partial		
Kentucky	Yes	Yes	
Louisiana	Yes		
Maine	Yes	Yes	Yes
Maryland	Yes	Partial	Yes
Massachusetts	Yes	Partial	
Michigan	Yes		
Minnesota	Partial		Yes
Mississippi	Yes		
Missouri	Yes	Partial	
Montana	Yes	Partial	
Nebraska	Yes	Partial	Yes
Nevada	Yes	Partial	
New Hampshire	Yes	Yes	
New Jersey	Yes	Yes	Yes
New Mexico	Yes	Yes	
New York	Yes	Partial	Partial
North Carolina	Yes	Yes	Yes
North Dakota	Partial		
Ohio	Yes	Yes	
Oklahoma	Yes	Yes	
Oregon	Yes	Yes	
Pennsylvania	Yes		
Rhode Island	Yes	Yes	Yes
South Carolina	Yes	Partial	
South Dakota	Yes		
Tennessee	Yes	Yes	Yes
Texas	Yes	Yes	Partial
Utah	Yes	Yes	
Vermont	Yes	Yes	
Virginia	Yes	Partial	Partial
Washington	Yes	Yes	Partial
West Virginia	Yes	Partial	Yes
Wisconsin	Yes	Yes	
Wyoming	Partial	Partial	
<b>TOTAL</b>	<b>Yes: 43 States and DC Partial : 7 States</b>	<b>Yes: 23 States and DC Partial: 16 States</b>	<b>Yes: 13 States Partial: 5 States and DC</b>



California and Nebraska are the latest states to restrict cell phone usage since 2006. Washington and Virginia added partial restrictions



# Bill would limit teens' passengers

The full Senate will debate whether young motorists should be barred from giving rides to nonsiblings.

By **JENNIFER JACOBS**  
REGISTER STAFF WRITER

Drivers under age 18 would not be able to transport passengers other than siblings under a bill lawmakers are considering.

The limitation would be in place during the first six months that a teen holds an intermediate driver's license.

However, Senate Study Bill 3085 would allow a novice driver to carry passengers if a parent rode along.

"It's about keeping kids safe," said Sen. Tom Hancock, a Democrat from Epworth.

Lawmakers have other ideas for keeping teens safer, including making them buckle up in any seat of the car and forbidding them from talking or text-messaging on cell phones

while driving.

The passengers bill got the unanimous approval of the Senate Transportation Committee on Tuesday.

The restrictions would also apply to any driver with a school permit. Such a teen would be forbidden from transporting passengers except siblings or household members unless a parent or guardian is in the car, the bill says.

The passenger rule would apply the whole time the teen has the school permit.

The bill also would add new training requirements to get a school permit. School permits allow youths ages 14 to 18 years old to drive for school-related purposes.

To get a school permit, a

## Passenger rule for teen drivers

**PROPOSAL:** A teenage driver would not be able to transport passengers other than siblings unless a parent rides along under Senate Study Bill 3085. The restriction would apply the whole time a driver has a school permit, but only during the six months after a teen first gets an intermediate driver's license.

**WHAT'S NEXT:** The full Senate will vote on the bill.

**CONTACT:** Sen. Tom Hancock, a Democrat from Epworth, at [tom.hancock@legis.state.ia.us](mailto:tom.hancock@legis.state.ia.us).

teenager must drive at least 18 hours on the street or highway during daylight plus two hours after dark, under the supervision of an adult, such as a parent, guardian or instructor.

Twenty hours of training is already required for an intermediate license.

The bill would clarify that a school permit is valid for travel between home and the school where the teenager is enrolled, and to and from extracurricular activities at any school in the driver's own

school district.

Sen. Brad Zaun, a Republican from Urbandale, asked Hancock about "the driving force" behind the bill.

Hancock said it was suggested by state Department of Transportation officials, who are looking out for inexperienced young drivers.

Sen. Matt McCoy, a Democrat from Des Moines, voted in favor of the bill but predicted some families, especially those involved in sports and other activities, wouldn't like it.

"I think you're going to run into challenges from parents on why one of the kids can't take his teammate next door the 15 miles up to school when they're practicing at 6 in the morning for swim team," McCoy said.

If a young driver violates the provisions of the proposed law, the punishment would be a fine of \$30. The teenager could also be subject to a remedial interview with a DOT driver's license examiner. Young drivers must be free of accidents or moving violations for six months before they qualify for an intermediate license and a year before they can get an unrestricted license.

The next stop for the bill is the full Senate. It would also need House approval to become law.

Reporter Jennifer Janeczko Jacobs can be reached at (515) 284-8001 or [jejacobs@dmreg.com](mailto:jejacobs@dmreg.com)

Des Moines Register 3/5/08 The bill may not pass this session but the issue is not going away. It will eventually pass. A passenger restriction law would bring Iowa closer to the Federal guidelines for inexperienced teen drivers



2008 IOWA  
LEGISLATURE

# Teen driving proposal joins scores of bills labeled dead

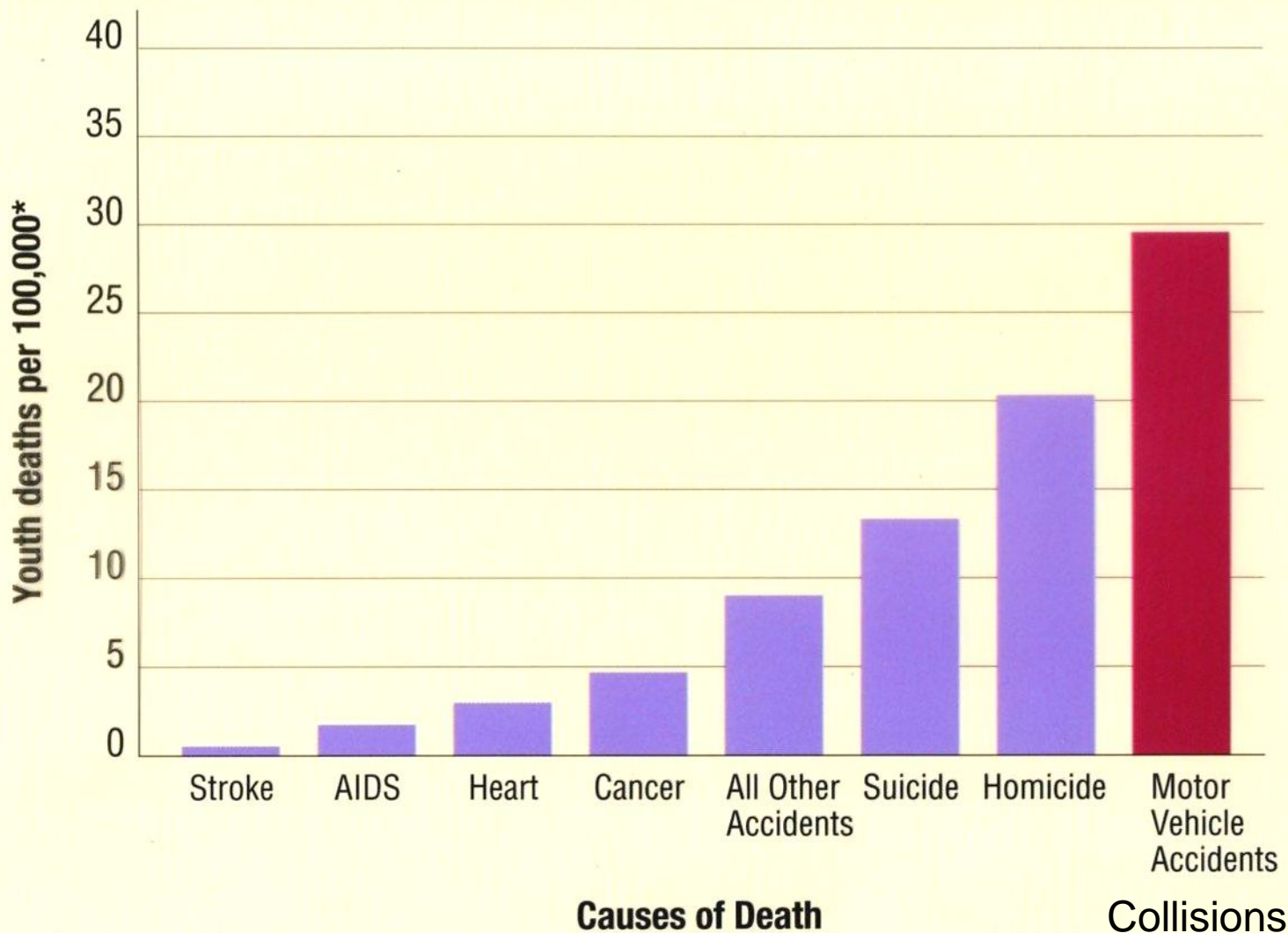
By **JASON CLAYWORTH**  
and **JENNIFER JACOBS**  
REGISTER STAFF WRITERS

Teen drivers got a free pass this year from lawmakers who considered prohibiting them from hauling their friends around.

The bill to restrict passengers is dead for 2008 but it is not likely to go away. Look for this issue to come up again next session.

Des Moines Register  
Friday, March 28, 2008

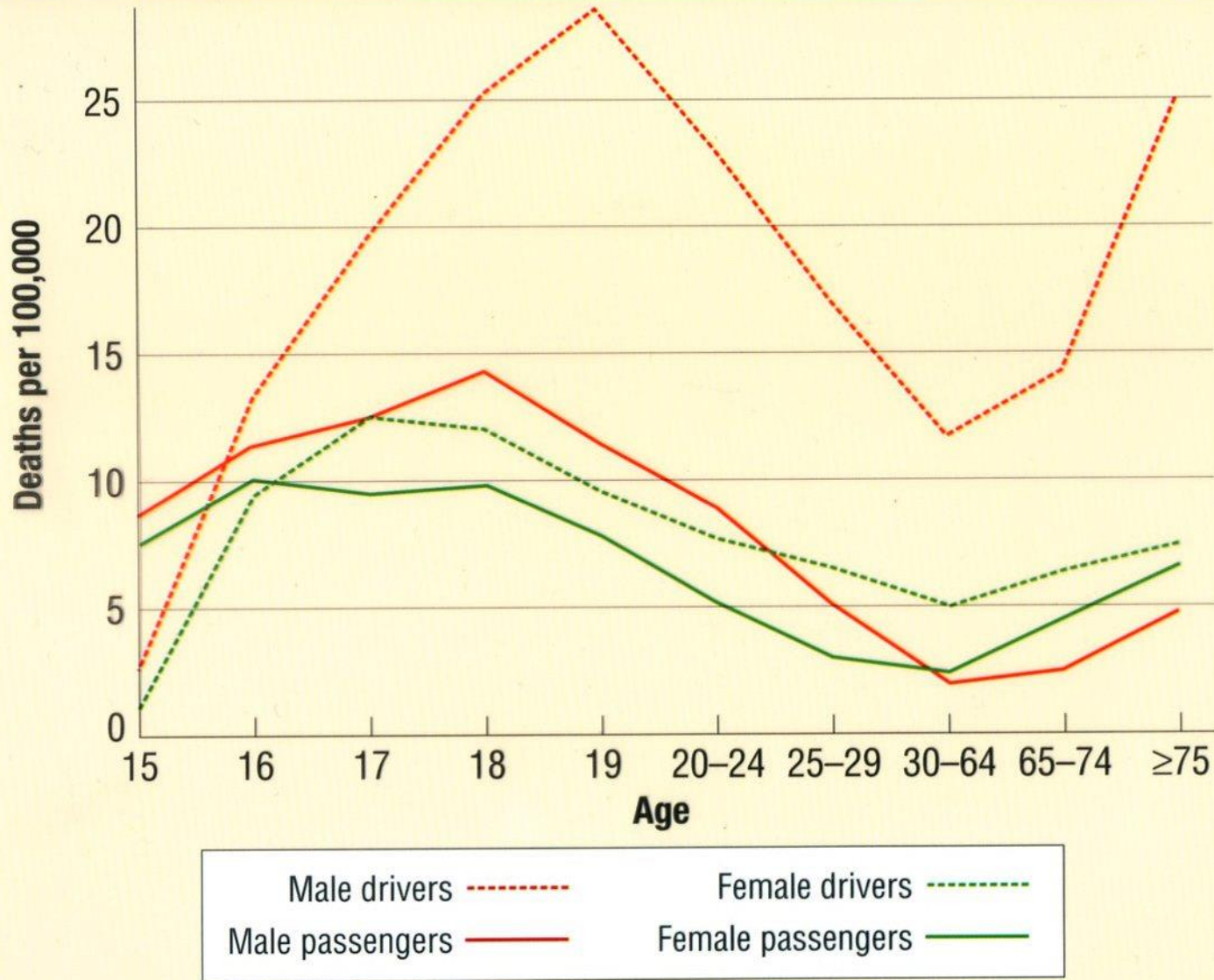
# Death Rates for Youth



Collisions  
or  
Mishaps

\*15 to 24 year old provisional death rates/100,000 population (NCHS Data)

# Death in Passenger Vehicles per 100,000 People, 1999



Unfortunately, for male drivers, graduated license programs lose their effectiveness once drivers reach the age of majority. This statistic has been about the same for 50 years or more.