

NORTH DAKOTA TEEN DRIVER PARENT SURVEY

Kimberly Vachal, Ph.D., Upper Great Plains Transportation Institute, North Dakota State University

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Abstract

A survey of teen parents was conducted at driver licensing sites across the North Dakota to ascertain perceptions and opinions regarding the current teen licensing process. A majority of the 288 parent respondents support increasing the teen permit age from the current 14 years. Many also believe that additional supervised driving and classroom instruction that includes a teen-parent class should be required. In addition to these recommendations for traditional teen licensing parameters, parents consider mandatory seat belts, cell phone prohibition, passenger limits, and early curfews as most beneficial in a teen's safety during the initial months of driving.

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Table of Contents

Introduction.....	1
Method.....	1
Survey Respondents	2
Results	2
Current Teen Licensing.....	2
Parent Views.....	6
Permit and Instruction.....	6
Initial Independent Driving Phase	9
Other Drivers	10
Conclusion	11
References.....	12
Appendix A. Parent Comments on Current Teen Licensing System.....	13
Appendix B. Other Drivers Comments on Current Teen Licensing System.....	18

Introduction

Novice teen drivers consistently show a relatively high risk for crash involvement (NHTSA 2007, McCartt et al. 2003). A large compendium of research has examined crash and environmental factors to gain a greater understanding of measures that may contribute to safety for young drivers, their passengers, and other drivers (Hedlund 2006). This research has been valuable in formulating policies and graduated driving processes that are now commonplace for states (Hallmark et al. 2008, Baker et al. 2007, Goodwin et al. 2006). The widely published research and anecdotal evidence have shown graduated driver license (GDL) systems to be an effective policy instrument to reduce teen traffic deaths and injuries.

North Dakota remains one of the few states where a graduated licensing policy has not been adopted and only one of two states where 14-year olds can drive independently. At age 14, teens who pass state DOT permit and road tests can navigate the roads solo with just six hours of supervised driving. Although the six hours must be with a certified driving instructor, the experience requirement pales to supervised driving requirements for teens in neighboring states. Both Montana and Minnesota have adopted policies to create GDL processes for their teen drivers. Within this process, Montana requires a traffic education course and 50 hours of supervised driving. Minnesota also requires a traffic education course and 30 hours of supervised driving. Parents typically have large influence, not only in the state's licensing process, but also the experience, supervision, and restrictions when their own teen begins to drive. Several recent studies have sought to gain a better understanding of parent attitudes and involvement in teen driving (Hartos and Huff 2008, McKay et al. 2008, Kansas AAA 2007, McCartt 2007). This work continues that effort.

The goal of this research was to attain opinions, priorities, and perceptions of teen licensure and driving in North Dakota. The survey instrument and process was designed to focus primarily on parents and to allow for input from other drivers as the opportunity presented itself. The method and findings are detailed below.

Method

Following the design used in a three-state survey of teen driver parents, a convenience method was used to collect parent and other driver responses (McCartt et al. 2007). The ND Department of Transportation cooperated in allowing surveys to be conducted at Driver and Motor Vehicle (DMV) sites across the state. DMV officials provided information about the number of teens scheduled for road tests on given days and the survey staff arranged visits accordingly. The survey was conducted between June 1 and July 31. The research team

spent 25 days administering the surveys at 11 DMV testing sites across the state, yielding 355 surveys. This includes 288 from the teen parent target group with the balance submitted by other drivers at the DMV sites. The surveys collected for the teen parents have a 90 percent confidence level with a 5 percent margin for error based on the estimated annual licensure of 7,000 new teen drivers. The surveys collected from other drivers are supplemental views rather than the primary interest, so statistical representation of the larger population of other drivers is not estimated.

Survey Respondents

The responses represent teen driver parents from across the state, including 27 of the 53 counties. The age of young drivers for parents who submitted responses was from 14 to 21 years. Concentration here is given to the large proportion, 94 percent, which fall in the 14- to 17-year range. In the survey responses, 23 percent of parents were waiting for their 14-year-old driver to complete the permit exam or road test. The largest share at 33 percent, were on-site for their 15-year-old. Others in the target ‘young teen’ parent group were those of 16- and 17-year-olds, with 25 and 13 percent of responses, respectively.

Results

The five-minute survey of teen parents offers insight into teen driving activities, parent perspectives on the licensing process, and potential for enhancing the current licensing system. The information on teen supervised driving and expected driving after licensing are important in understanding current practices in exposure to real-time driving environments.

Current Teen Licensing

Parents reported supervised driving experience from 4 to 800 hours for their teens. The 14- to 17-year-olds had a median 60 hours of supervised driving prior to the road test. Within the group, the median hours of driving under supervision was 45 for 14-year-olds, 60 hours for 15- and 16-year-olds, and 75 for the 17-year-olds. The differences within the parent group are not significant.

The lower number of supervised driving hours for the youngest drivers is consistent with their reported lower average median time to hold the permit. A six-month minimum is the current statutory requirement, and more than half hold the permit for less than seven months. In comparison, more than half of the 15- to 17-year-olds were found to hold the permit for 12 months. One in five teen drivers has less than 10 hours of supervised driving when they take the road test, based on the survey responses (Figure 1).

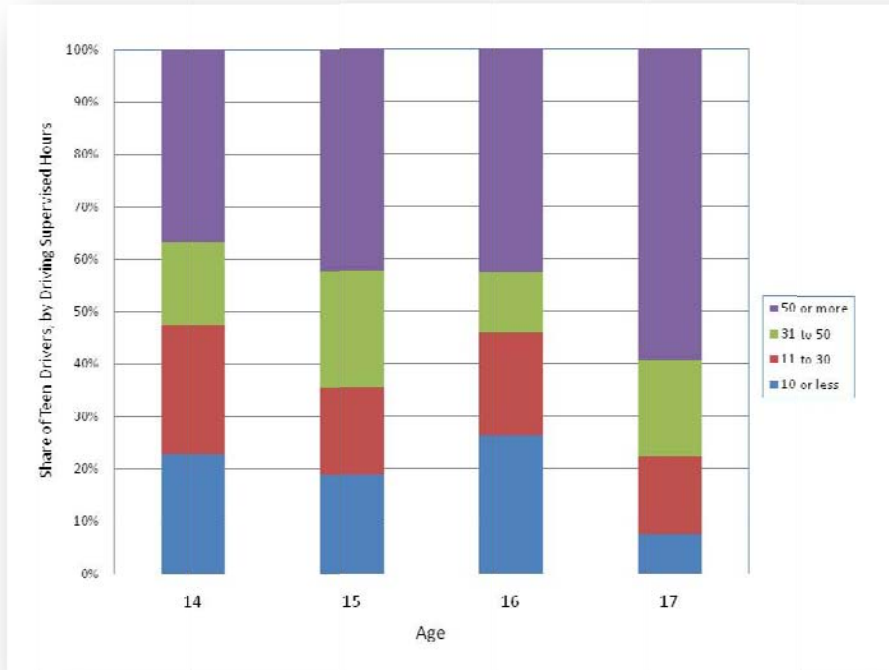


Figure 1. Supervised Driving, by Age

The interviewed parent was largely responsible for the supervised driving, accounting for 61 percent of the supervised driving (Figure 2). Other parents and relatives were also often involved, accompanying the teen for about 24 percent of the supervised driving time. Driving teachers and other drivers played smaller roles in teen supervised driving with 9 and 2 percent, respectively. The driving teacher does play a larger role in the ND teen driver practice than in three that were states recently surveyed (McCartt et al. 2007).

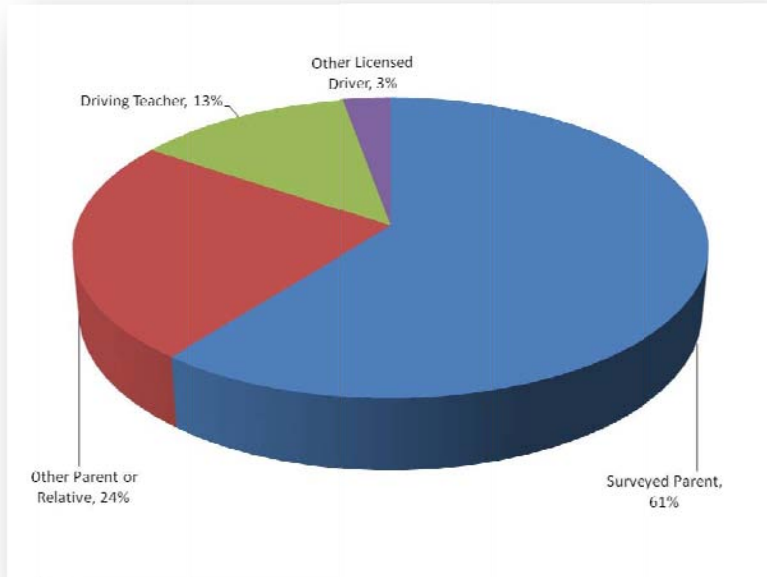


Figure 2. Supervisors in Teen Driving

Parents were asked about the influence of factors in their decision to license their teen. Teen maturity and the fact that it is legally permitted are the most influential factors (Table 1). Grades, teen desire, grades, and helping parents with transport were all also given above average marks for influence in the decision to license.

Table 1. Influences in Parent Timing of Teen License

Influence	Average Rate	Share Who Rated As Above Average Influence
Teen maturity	3.9	72%
Legally permitted age	3.6	60%
Teen wanted	3.4	51%
Grades	3.3	53%
Help parents with transport	3.3	50%
Did not need more practice	2.9	37%
Job-related	2.6	35%
Peer pressure	1.9	10%
Crash/traffic violation	1.2	1%

Identifying the top two influences in parent decisions among the teens by age may provide insight for policy makers. Policy underlies the decision process for all parents as it is one of the two highest-rated influences in the parent decisions for the 14- to 17-year-olds. Among parents of 14-year-olds, potential to help parents with transport is rated the second influence. The teens' ability to help parents with transport is also rated second among the parents who have teens taking the road test at age 17. Teen maturity, just ahead of the legal age factor, is most influential among parent decisions in the 15-and 16-year-old groups.

Table 2. Top Influences in Parent Timing for License, by Teen's Age

Influence	Teen's Age			
	14	15	16	17
Legally permitted age	1 st	2 nd	2 nd	
Teen maturity		1 st	1 st	1 st
Help Parents with Transport	2 nd			2 nd

Parents expect teens to drive an average 53 miles per week. The median for the driving miles is close to that expectation at 48 miles. There is a wide range of 2 to 500 miles for expected weekly driving during the first few months of licensure. The largest share of the driving will be done in town, accounting for about 66 percent of the miles (Table 3). Parents expect 26 percent of the driving by their teens will be on paved roads beyond town. Only 8 percent of the expected miles will be on gravel roads outside town.

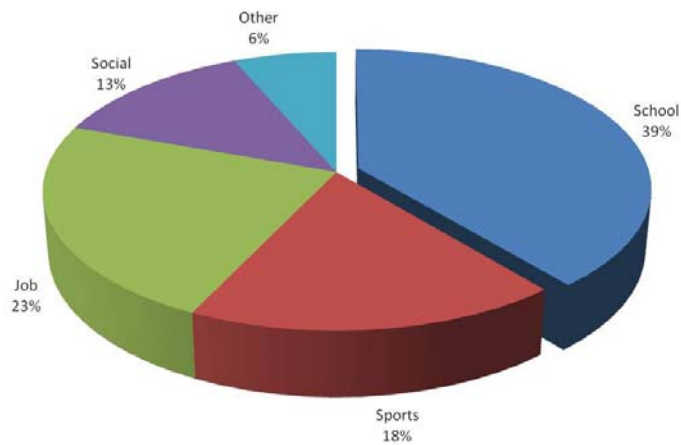
Table 3. Road Surface for Teen's Expected Driving

	Age			
	14	15	16	17
<i>n=</i>	57	85	61	27
In-town Paved or Gravel	60%	67%	77%	50%
Other Paved	26%	29%	19%	29%
Other Gravel	13%	4%	4%	12%

An interesting element is noted for the road surface query. Gravel road share as a driving surface is about 300 percent higher for the 14-year-old drivers than for the 15- and 16-year-old drivers. This may be related to earlier licensure for teens in rural areas for help on the farm or other driving. Expected share of driving done on gravel roads by 14- and 17-year-olds is 12 and 13 percent, respectively, compared to 4 percent for the 15- and 16-year-olds.

The higher exposure rate for the 14-year-olds may lead to their higher crash rate on these road surfaces (Vachal and Malchose Forthcoming), but this theory does not hold true because the 17-year-olds actually have a lower share of their injury crashes on gravel roads compared to drivers ages 14 to 16.

The largest share of teen driving will be for school at 39 percent of the expected driving during the first few months (Figure 3). Job-related driving is also important at 23 percent. Sports and social activities are expected to be the purpose for 18 and 13 percent of driving in the initial months, respectively.



Parent Views

Parents are the primary role model and decision maker for teen drivers. While communities, friends, and others may have a role in teen licensing, the perspectives of parents are paramount in any changes for the teen licensing system. Parents were queried regarding their recommendations for the licensing system parameters, as well as expectations for their teen driver, especially during the first few months of independent driving.

Permit and Instruction

A majority of parents, 61 percent, think the permit age should be raised. In parent responses, 36 percent prefer to remain with the current 14-year permit age while 42 percent favor delaying the permit until age 15. About 19 percent prefer a further delay until age 16. Small shares of parents, 1 and 3 percent, think the permit age should be under 14 or over 16, respectively. This suggests that 78 percent of parents support licensing at age 16. In comparison 49 to 39 percent of parents from states surveyed by McCartt et al. agree that teens should be licensed at age 16 – assuming a one-year permit phase (2007).

The parents' view on permit age differ significantly based on their teen's age ($\chi^2=59.46$, $p<0.001$, $n=237$). While a majority of parents of 14-year-olds agree with the current permit age, shares of parents of 16- and 17-year-olds are substantially lower at 17 and 15 percent. The 14-year permit age is also viewed favorably by parents of 15-year-olds, but nearly the same share would prefer waiting a year for the permit (Table 4).

Table 4. Parent Recommended Permit Age, By Age of Teen

Permit age	Teen's Age			
	14	15	16	17
14 or less	60%	47%	17%	15%
15	29%	42%	61%	33%
16	11%	11%	22%	44%
17 or greater	0%	0%	0%	8%

A longer permit phase is also strongly supported in the survey responses. Only 4 percent supported permit phase of less than 6 months. Thirty-one percent of parents want to maintain the current 6-month permit phase. Moving to a 12-month permit phase is favored by 52 percent of the parents. Four percent of parents want a permit phase lasting longer than 12 months.

Opinions on length of the permit phase vary significantly within the teen parent group ($\chi^2=63.65$ $p<0.001$, $n=237$). Parents of 14-year-olds heavily supported a 6- to 11-month permit, with 60 percent of the responses in this time range. The 15- and 16-year-olds' parents favored a permit phase of 12 months or longer, with 62 and 66 percent of the recommendations for at least a year, respectively. Parents of the older novice drivers in the 17-year-old group also most often recommended holding a permit for at least one year. This parent group was also more likely than others than select a permit phase less of than the current 6 months, with 17 percent recommending 0 to 5 months.

The longer permit phase would allow teens the opportunity to enhance experience in driving quantity and conditions. Current legislation stipulates a requirement for a minimum of six hours of supervised driving with a certified driving instructor. Parent comments and responses confirm this as a weakness in the licensing system. While responses included the current six hours, others suggested up to 1,000 be required for licensing. The median choice is for 50 hours of supervised driving. In the parent responses, 60 percent believe that teens should have at least 40 hours behind the wheel before being licensed. The range and average vary somewhat by the teens' ages, with parents of the youngest drivers suggesting lower hours. This requirement refers to with supervision from a licensed driver, and not specifically to the current requirement for driving with a licensed instructor. These parent recommendations follow closely the information parents provided regarding supervised driving done by their teens (Figure 1).

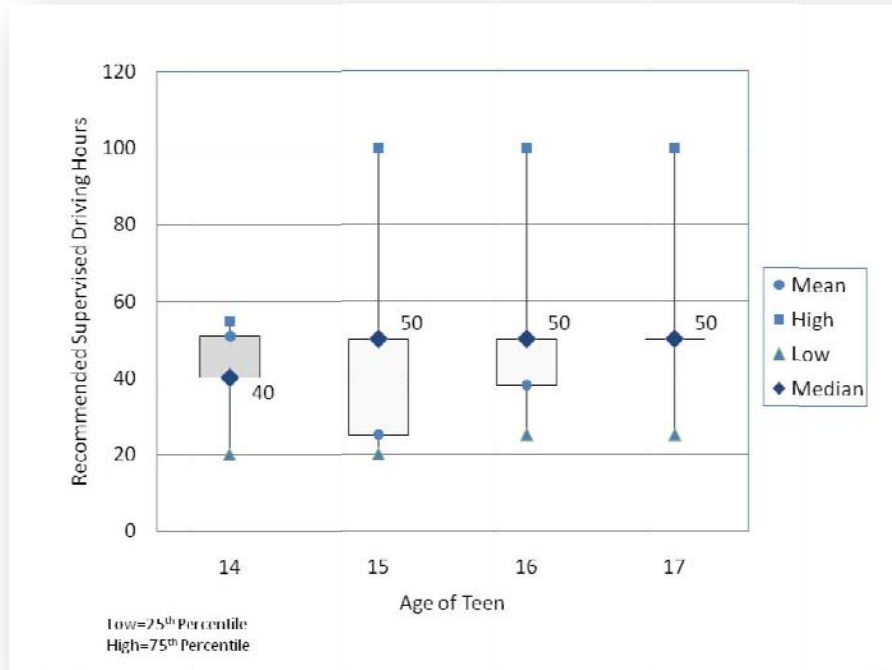


Figure 4. Parent Recommended Supervised Driving Requirement, by Age of Teen

Classroom instruction is common for teen licensing (Insurance Institute for Highway Safety, 2008). Under the state’s current licensing system, classroom instruction is optional. It is currently required for the licensing programs approved by the ND Department of Public Instruction. Private driving schools are not required to include a classroom component for their certification through the ND Department of Transportation. Parent responses overwhelmingly support some type of classroom instruction for their teen during the licensing process. The median recommendation for classroom time during licensing was 20 hours. The answers ranged from 0 to 500 hours. Only 3 percent of the parents felt that teens should have no classroom instruction.

The survey included one question about content of the classroom instruction. Parents were asked if they should be involved in classroom learning with their teen. A majority of parents, 63 percent, feel that parents should participate in at least one hour of their teen’s driver education classroom time. Considering answers of parents by age of teen, the parents of 14-year-old drivers were the only group to have the larger share of parents supporting no classroom time for parents. In this group 49 percent of parents felt parents should attend classes. This compares to parents for teens ages 15, 16, and 17, in which 61, 62, and 74 percent, respectively, believe parents should attend at least one hour of class (Figure 5). These differences are not statistically significant.

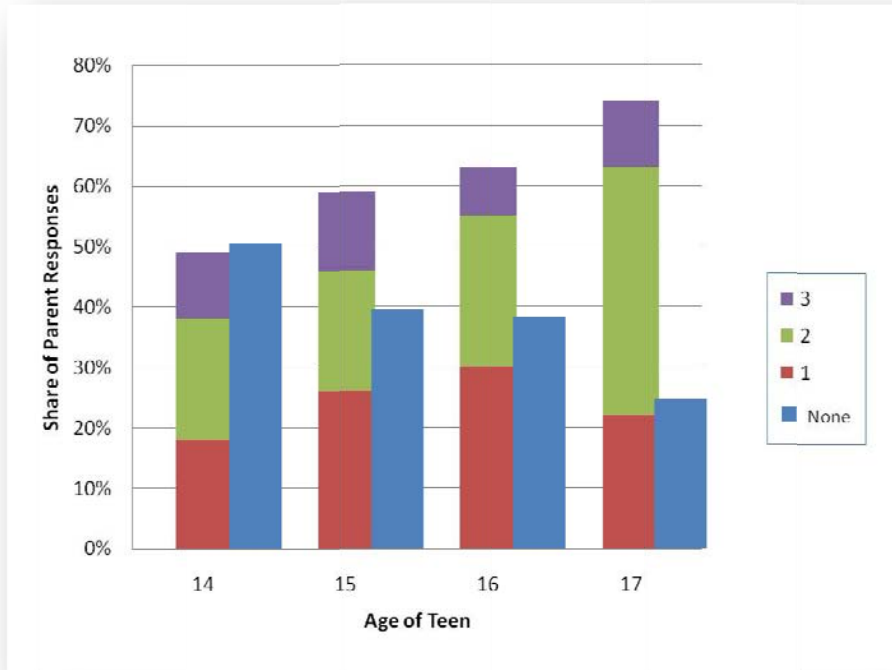


Figure 5. Hours Parent Should Be Included in Classroom Instruction, by Age of Teen

Initial Independent Driving Phase

Licensing in most other states is based in a phased system designed to control elements that have been identified as risk factors for young teen drivers. These graduated driver licensing systems often have a seat belt requirement and limits on passenger numbers, driving hours, and cell phone usage. North Dakota parents support the seat belt requirement as evidenced in the state’s primary seat belt law for occupants under age 18. Survey responses that show 99 percent of parents expect their teen to be belted at all times in a vehicle. Teen crash statistics suggest that these expectations do not fully carry through to action in the teens. Teen belt use in injury crashes in 2007 was 74 percent on all roads and only 65 percent on rural roads (ND Department of Transportation 2008).

Regarding passengers, only 11 percent of parents allow their teen to ride with a newly licensed friend frequently. A majority, 71 percent, think it is okay to have their teen ride with a friend who has recently received a license at least on occasion. Nearly 1 in 5 parents, or 19 percent, never allow their teen to ride with an inexperienced peer. These marks are interesting given that many states have placed limits on non-relation passengers for teen drivers since it has been proven a significant risk in distraction for novice drivers.

Given the disproportionately high risk associated with teen driving during the first few months of licensure, parents were asked about intentions for further supervision of their teen's driving after licensure. Parents seem well aware of the passenger distraction factor as 94 percent plan to limit passengers for their own teen driver. These responses seem somewhat contradictory to the practices discussed in the previous paragraph. Responses also suggest that parents still feel their teens need driving experience as 91 percent will continue to ride with the teen frequently and 91 percent will establish an early driving curfew. Fewer, at 87 percent, will require trip permission. Slightly more than 1 in 5, or 22 percent, will sign one of the written contracts that set agreed-on parameters for the teen driver and parent. About 19 percent plan to monitor their teen by following them.

Considering specifics set in GDL systems established elsewhere, parents were asked about limits they would consider appropriate for novice teen drivers. Only 41 percent of the parents felt teens should be subject to a complete passenger restriction with the exception of adults and relatives. A higher share, 64 percent, thought a passenger limit of one person would be acceptable. Awareness of the nighttime driving risk is evident as 85 percent of parents support an 11 p.m. curfew for teen driving activities. Parents' concern for teen cell phone distraction is an obvious risk factor as 88 percent feel teens should be required to turn their cell phone off while driving. Less support is offered for policies that would curtail music and media distractions. Only 41 percent would consider limiting music and media in the early independent driving phase. Strong support for seat belt and traffic law adherence is shown, as 91 percent feel teens should be allowed no leniency in traffic and seat belt violations.

Other Drivers

Another version of the survey was available for non-parent drivers who were present at the DMV sites to allow them to express their views regarding teen licensing. A limited number of responses, 67, was collected for this abbreviated query. Respondents included drivers from 14 counties in the state. Ages ranged from 14 to 76 years, with an average age of 40 years. The results from these surveys are mentioned briefly here.

As with parents, the other drivers feel the permit age should be raised, with 72 percent recommending a higher permit age. The most common recommendation was 16 years, at 36 percent, with 15 years a close second at 33 percent of all recommended permit ages. The current 6-month permit phase was the most common recommendations among other drivers, with 13 percent suggesting a lesser span and 44 percent favoring additional time for the permit phase. A 12-month permit phase was second among recommendations. This is a deviation from the parent responses where 12-month responses dominated the

recommended time for holding a permit. The other driver responses do vary significantly from the parents ($\chi^2=8.95$ $p<0.03$, $n=341$).

Along with parents, other drivers support additional supervised driving and some classroom instruction for the teen licensing process. The mean responses for both items were at par with the larger parent response group, with both favoring 50 hours of supervised driving and 20 hours of classroom instruction. A larger share of respondent in this group, 71 percent, felt classroom instruction should include parents for at least one hour. The most common recommendations were for 1 and 2 hours of joint teen-parent classroom instruction, with each value selected by 27 percent of the respondents.

Regarding safety factors and parent supervision or limits, 94 percent agree that teens should be required to turn their cell phone off while driving. As with the parents, an 11 p.m. driving curfew is supported by a majority at 81 percent. Forty-two percent think teens should be prohibited from having passengers – other than relatives and adults – during their first few months of driving. A larger share, 67 percent, supports a limit of one passenger – with the same relative and adult exception. Strong support is also given for safe driving behaviors as 99 believe a teen should always wear a seat belt.

Conclusion

The teen driver parent survey conducted at DMV sites across North Dakota in the summer of 2008 yielded valuable information regarding teen driving activities and parents views on the current licensing system. Parent responses provide evidence that there is a good awareness of teen driver safety issues. Ninety-nine percent of parents expect their teen to always use a seat belt. Many will also limit passengers, restrict night time driving, and continue to ride with their teen. Responses to the specifics on the licensing system and time line chosen for teen driving suggest that the state can play an important role in teen driver safety.

Responses from parents and other drivers show strong support for changes to the state's current teen licensing system. While some resistance may be found for extraordinary requirements or restrictions, a critical support mass is evident in moving forward several changes that would create a knowledge foundation and safer environment for teen drivers. Primary elements in the recommendations identified through the survey are to: raise the permit age, lengthen the permit phase to 12 months, require 50 supervised driving hours, and set a minimum classroom instruction requirement where the parent joins the teen for at least one hour during the course.

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Appendix A. Parent Comments on Current Teen Licensing System

Teen's Age	Parent's Comments
14 Years	<ul style="list-style-type: none"> • Both my sons are current off-road motorcycle riders which greatly increases their skills. • We get our kids licensed as soon as possible because we live in the country and farm. It is very helpful for us to have them licensed at a young age, but only because we have driven with them a lot and have worked with them to make sure they will be safe. • 14 is too young to have a driver's license. 16 minimum. • I think driving age should be 16 yrs U.S. law. • It should be more strict. Kids are too young and immature to handle many driving situations. We expect them to be responsible, like an adult, when they are still realistically a child. • Very important to keep Behind the Wheel instruction. • I feel 14 years old is too young for some, but not all new drivers. A lot depends on an individual's maturity and sense of responsibility. I feel they should have more classroom time and more instructor Behind the Wheel time. • It's difficult to get the necessary training in rural school districts. Maybe consider adding an on-line classroom component for a reasonable fee. We purchased a one-day Behind the Wheel training, but I honestly think she learned more from the manual and the hours of driving she did with me. • At 16 a child is no longer required to attend a driving school w/instructor. I think they should be required to have driving instruction classroom/driving up until the age of 18. • Still important for us ND farmers and ranchers to have kids licensed at an early age. • I would like to see classroom instruction come back either in school or other. • We have a written contract with our driver. • After her permit, she drove any chance she could. The driving instructor said she is a very conscientious driver especially at intersections. • 14 seems too young. • Cell phone usage only if traffic permits. Must find a stopping place to talk (my rule). I think permits and licenses are allowed a bit early in ND. • Teens under the age of 16 should not be able to have passengers and/or should only be able to drive during daylight hours. • Should instruct on the basics of driving, p. parking, right turns on green, turns on red. Not trip of 2 - 3 hours, parent will do that. • Watch them carefully and keep restrictions on them. • I feel closer review of student/teacher driving. More structured, Fargo driving.

- Permits should have to be kept for a longer period of time. More instructional driving lessons. Not able to get license until 16 or older.
- I can't believe the legal age limit is only 16. My daughter is 14 and testing today. If the legal age limit was 16 that would be better. She wouldn't be testing today.

15 Years

- No problems with more restrictions.
- No cell phone use while driving if under 16. If caught fine parents, they are most likely paying the phone bill.
- It really depends on the child. Many of these questions should be an individual case. I feel a parent knows best when a child is ready to drive and there should be limits on a new driver.
- Take drivers ed before license.
- I would like to see the age be at least 16 to get your license as it seems a lot of fatal accidents happen with young drivers.
- I felt the education on driving was quite adequate.
- I think they should teach all adults who take drivers ed how to drive a manual like they used to. Also more driving time and go out of town to really get what it is like.
- 15 is good age for permit. It also depends on maturity and need. The more learning and training the better. You're never too old to learn.
- It seems inattentiveness, speeding and distractions are the most common problems with teen driving.
- I feel 14 years old is quite young to get a drivers license though some teens are mature enough. 16 yrs sounds about right.
- Cell phone is off, just on when calling whereabouts.
- I feel our child is ready at age 15 3/4, although as a high school teacher I'd say many similar aged children are not ready for the responsibility. We began with other vehicles such as a go-cart (w/helmets), lawn tractor (w/supervision) and snowmobiles (with a MN safety course taken prior to driving.)
- This is a huge responsibility. Kids and parents need to take their time with this process.
- Help!
- Our instructor emphasized how much the parents have to be accountable for the teen driver. Some parents have a lot to lose if their teen is in an accident. Maybe if kids hear this enough it will make them think a little harder and make smarter decisions knowing that their driving actions can really impact the whole family.
- I believe first time drivers, no matter what age, should be required to take Drivers Education and Behind the Wheel course.
- I think 16 should be the age for license with restrictions that gradually decline over the first year.
- Permit requirements to include winter driving practice.

- I do think they should raise the limit to 16.
- Would like to take drivers test right after Behind the Wheel training.
- I'm pretty strict. I already have had 2 teen drivers. They are pretty good. I do not see a need for licensing before 16 unless needed on the farm. I like a 12 month permit time which is what I did with my third.
- The age and term of permit is hard to set. Some kids use farm equipment and may take to driving almost immediately. Is it fair to set a lengthy minimum for them? Some kids never drove anything before getting a permit. I think term of permit should be left up to the parent.
- Grand Forks Drivers Ed does an excellent job teaching the students. Cell phone use should be restricted when driving.
- I wish North Dakota was like Minnesota in that they cannot get their license before 16. It takes away the peer pressure factor and the parent is not the bad guy for making them wait until 16.
- More strict laws for permits and driving after hours - passengers, etc.
- She is a very cautious driver; very aware of her surroundings.
- Legal driving age should be 16 yrs old at the earliest.
- I would like to see drivers ed as a credit during the school year. There is a lot of info to cover in the short summer course. The class we attended was good. The instructor did wonderful with driving hours - gave lots of hints/reminders, yet made the learning process fun.

16 Years

- I'm not convinced that Behind the Wheel instruction is vital or necessary but is a good option.
- It does help out with school and sports, but I still feel that allowing teens to be licensed at age 15 is a bit young. We place very strict rules on our girls on top of all laws in place when they drive. Too many young drivers out there are distracted. My first car accident was in ND and it was caused by a teen driver. She was talking on her cell phone and trying to put on her makeup while driving to school.
- I think in most cases parents are the better teacher rather than classes.
- Driving with parents and relatives helped. Some of us noticed different things in her driving.
- Reinstitute Drivers Ed in schools.
- Should have drivers education mandatory in the Bismarck school system. 99% of people drive and 100% of them should have proper training. It could be life or death.
- Make sure they know the dangers of cell phones and loud music. To be a defensive driver and watch out for motorcycles. Don't yell at their mistakes but calmly correct them. Most parents scare the driver and make things worse.

- ND is too lax on our requirements. They should have more supervised driving time w/parents. Teenagers should not be allowed to use cell phones while driving - nor adults!
- Our school district just discontinued classroom drivers ed and Behind the Wheel. We can get drivers ed through a private company but classroom would be nice also.
- Should have to sit in a busy parking lot and watch how dangerous it is with drivers cutting through and not following traffic flow arrows.
- We had our son wait until he was 16 to test for his license for 2 reasons: 1) Save on insurance costs; 2) 14 1/2 - 15 is too young for license.
- I think the days of younger drivers due to "farm needs" should be over. I am all for the graduated drivers license, i.e. no teen passengers, driving only certain hours of day, etc. "25 Alive" part of drivers license requirement.
- Would like to see more drivers ed classes. Continuously had son driving anywhere we went.
- Maturity and level of responsibility/accountability is key.
- I think students should 1st take classroom time then receive a permit for driving. It seems backwards now. I think after Drivers Ed teen drivers should have a one year probation with limited privileges such as driving hours, passengers, violations, etc. Driving is a privilege and responsibility for both the teen and parent. An unfortunate mistake changes the lives of everyone involved. I think ND needs to re-evaluate their teen driving requirements w/an emphasis on better education and supervised driving.
- Visit from NDHP should be more on safety and less how many rules you can bend before getting a ticket/points.
- I think permit phase should be extended to cover winter driving practice.
- 14 1/2 yrs is too young to become a licensed driver. ND should have mandatory laws regarding cell phone use, # of passengers allowed in new drivers vehicles.
- Teens should not be licensed before the age of 16. Their supervised hours during the permit stage depend on the abilities of the teen. Some of my children were "naturals" - another needed lots of practice.
- I think written contracts with the teenager are a must. They need to know there are consequences if they break the conditions of the contract.
- I think a lot depends on the individual as my 2 children were totally different in their driving abilities. This one understood and got the concept right away. However, I believe a lot is in the experience of driving with the different situations that happen.

17 Years

- A lot depends on child's level of maturity.
- Children at the age of 14 should not be able to drive for any reason. I will be monitoring my teen always while driving our vehicles.

- Have to be willing to shoulder financial responsibility of a vehicle as well as being a responsible driver. They will take more care when they have had to work for and continue to work for the privilege of driving.
- I feel there are way too many young drivers under 16 who have lic. They are too young and immature. Too many kids in cars with cell phones.
- I think parents should be involved in all stages of a teenage driver.
- My daughter is 17 years old. I think she is more responsible at later teen years. She is a good driver and follows traffic rules.
- My daughter is under probation for the same reason she had her license revoked until she is 18. She knows that she cannot do anything illegal whatsoever or she will lose her driving privileges along with her new car and she is not going to be taking any chances. She has learned her lessons a tough way. She is actually an excellent driver and she has grown up a lot in the last year so I feel pretty good about her driving now.
- Parents should supervise teen driving better even if it's difficult sometimes.

18 Years and Older

- I believe that parents should drive often with their children with permits. It can show you if your child can be a responsible driver.
- I think all teens should not be allowed to have a cell phone on or have more than one friend in the vehicle with them. When they have too many distractions they can get in accidents.
- My son had an early driving violation before he had a license which changed his plans for getting a license. Now he is through school and has a job where he needs to get himself around.
- If possible highly recommend Drivers Education.

Appendix B. Other Drivers Comments on Current Teen Licensing System

- I think 14 is too young for a permit or license.
- Our 3 children got their permits at age 14 and drove with us only until they got their license at least 1 1/2 yrs later. We saw much improvement during that time. Our daughter was almost killed the night before her wedding by a 15 year old who had gotten her license the week before. The girl was driving a sports UV and had several friends with. She was clearly distracted at the time and was cited 100% responsible for the accident.
- I believe many teens are able to get their licenses before they should. As they are a little older, I believe they will be more mature and responsible to handle driving. I believe a license should be able to be taken away if irresponsibility occurs. Driving is a privilege and not a joke or a game.
- A minimum 20 hrs of classroom instruction shall be made mandatory, teaching all safety measures and tips for safe driving. License or permit shall not be issued unless he/she completes minimum hrs of classroom instruction.
- Cell phones and music channel changing are big distractions.
- Speed limit to 65 miles/hr for 16 first year. If found driving ?...? during driving, license should be withdrawn for a period of one year.
- Let them know they must follow all the rules and regulations or there will be limits for driving. No one else is to drive the car. No drinking or smoking in the car.
- The devices in cars for monitoring speed and what is happening in the car I think are an excellent idea. Their perceptions are quite different. Ha!
- I am thinking they should be 16 years old to get a license.
- All kids vary on how responsible and dependable they are. I feel it's up to the parents to set the rules and restrictions for their own children and not the government.
- They need to slow down when they are driving in residential streets. They go too fast around grocery stores also.