

Bill as  
Introduced

HB 302 - AS INTRODUCED

2013 SESSION

13-0619

03/10

HOUSE BILL        **302**

AN ACT            relative to restrictions on holders of youth operators' licenses.

SPONSORS:        Rep. Kelly, Merr 20; Rep. Sad, Ches 1; Rep. Schuett, Merr 20; Rep. Knowles, Hills 37; Rep. Davis, Merr 20; Sen. Fuller Clark, Dist 21

COMMITTEE:       Transportation

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ANALYSIS

This bill extends the hours during the holder of a youth operator's license may not operate a motor vehicle and further restricts passenger limitations applicable during the first 6 months of the youth operator's license.

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Explanation:     Matter added to current law appears in ***bold italics***.  
Matter removed from current law appears [~~in brackets and struck through~~].  
Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Thirteen*

AN ACT relative to restrictions on holders of youth operators' licenses.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

1 Youth Operator's License; Restrictions. Amend RSA 263:14, II(b)-(c) to read as follows:

2 (b) The holder of a youth operator's license shall not operate a motor vehicle between the  
3 hours of [~~1:00 a.m.~~] **11:00 p.m.** and [~~4:00~~] **6:00 a.m.**, nor shall such holder operate a motor vehicle  
4 when the number of occupants exceeds the number of safety restraints in the vehicle.

5 (c) During the first 6 months after issuance of the license, the holder of a youth  
6 operator's license shall not operate a motor vehicle with [~~more than one~~] **a** passenger less than 25  
7 years of age who is not a member of the holder's family unless accompanied by a licensed responsible  
8 adult who is at least 25 years of age.

9 2 Effective Date. This act shall take effect January 1, 2014.

# Amendments

Rep. M. O'Brien, Hills. 5  
February 5, 2013  
2013-0202h  
03/10



Amendment to HB 302

*not adopted*

1 Amend RSA 263:14, II(b) as inserted by section 1 of the bill by replacing it with the following:

2

3 (b) The holder of a youth operator's license shall not operate a motor vehicle between the  
4 hours of [~~1:00 a.m.~~] **12:00 a.m.** and [~~4:00~~] **5:00** a.m., nor shall such holder operate a motor vehicle  
5 when the number of occupants exceeds the number of safety restraints in the vehicle.

# Speakers

# SIGN UP SHEET

To Register Opinion If Not Speaking

Bill # HB 302 Date 2-5-13

Committee Transportation

\*\* Please Print All Information \*\*

Name	Address	Phone	Representing	(check one)	
				Pro	Con
Rep. Carolyn Hagan					X
Rep. Laura Jones	Rochester				X
Keith Carlsen	Keene	997-1446	Self		X
Jacqueline Rebund Nelson		847-9070	LYAC		X
Barbara Boland Nelson		847-9070			X
Mabrielle Connolly	Rochester		SHSHWS	X	<del>X</del>
Stenie Russ	Rochester		SHSHWS	X	
Rebecca Moore	Rochester		SHSHWS	X	
Barbara Valenti	LITCHFIELD		CHELSEA Fuel	X	
Loukas Brigham	Rochester	498-7337	SHSHWS	X	
Ken Brigham	Rochester	332-5281	Self	X	
Bill Oldenburg	Concord	271-2784	NHDOT	X	
Ryan Kaylar	Rochester	9534226	Spaulding High School	X	
Kishan Patel	Rochester	603-332-8521	Spaulding High	X	
Ravi Patel	Rochester	(603)-923-9993	spauldinghigh	X	
James Hatem	Manchester	(603) 628-4062	State Farm	X	
Rep Leon H Rowcutt	Lancaster	603 631 4151	COOS T		X
Jim Esda	11 Adwood Ct	Claremont 603-653-8356		X	
Debra Samaha	11 Madison St	Concord 225 2852		X	
Rod Hill	Plymouth NH	536-4321	WOODSVILLE HIGH SCHOOL	X	
Angie Johnson	Campton NH	03223			X
Tiffany Johnson	Campton NH	03223			X
Sophie Johnson	Campton NH	03223			X

# Hearing Minutes



HOUSE COMMITTEE ON TRANSPORTATION

PUBLIC HEARING ON HB 302

**BILL TITLE:** relative to restrictions on holders of youth operators' licenses.  
**DATE:** February 5, 2013  
**LOB ROOM:** 203      **Time Public Hearing Called to Order:** 1:35 pm  
**Time Adjourned:** 2:13 pm

(please circle if present)

**Committee Members:** Reps. Bouchard, M. O'Brien, Rhodes, Johnsen, Patten, Soucy, C. Williams, LaPlante, Burtis, O'Flaherty, Sykes, Packard, Crawford/Hikel, Hinch, Straight, T. Walsh, Steven Smith, Chirichiello and Hodgdon.

**Bill Sponsors:** Rep. Kelly, Merr 20; Rep. Sad, Ches 1; Rep. Schuett, Merr 20; Rep. Knowles, Hills 37; Rep. Davis, Merr 20; Sen. Fuller Clark, Dist 21

TESTIMONY

\* Use asterisk if written testimony and/or amendments are submitted.

**Rep. Kelly**, prime sponser of the bill, speaking in support of the bill. Relayed some personal experiences. Young drivers have a higher crash experience than other age groups. Primarily due to lack of experience. The bill covers an extension of the hours of restrictive operation, and the number of passengers who are unrelated.

**Virginia Fuller**, representing herself. She wholly endorses the bill. Relayed a personal story. \* Presented written testimony.

**Debra Samaha**, representing herself. \* Will offer written testimony. Presented data concerning the frequency of crashes. Spoke in support of the bill.

**Jacqueline Roland**, NH Legislative Youth Advisory Council. speaking in opposition to the bill. This bill won't change bad behaviors, restricts travel to sports events or work. Car pooling is important, but won't work with this. Discourages employers from hiring teenagers. \* Submitted written testimony.

**Kiana Brigham**, Spaulding High School Highway Safety Team. Speaking in support of the bill. Their group feels that this bill will help save lives of the young. \* Provided written testimony.

**Rep. O'Brien**, will this restrict you in your school activities. No

**Kighan Patel**, agrees with the previous speaker.

**Max Abramson**, speaking for himself is opposed to the bill as it goes to far. Asks the committee to vote I'TL the bill. Presented a long list of objections to the bill. The most common was against the morning restriction.

**Rod Hull**, Woodsville High School, a driver education instructor, spoke in favor of the bill. His experience is that most parents are shocked how late teens can drive. Other more restrictive states' data shows a steep decline in teen fatality rate with these restrictions.

**Pat Moody**, AAA of NNE Public Affairs, testified that AAA of NNE is in favor of the bill. Data supports this bill. \* provided written testimony.

**Rep. Sykes**, is there a correlation between the labor laws and the driver restrictions. An exception is provided.

**James Esdor**, representing Safe Kids NH. \* presented written testimony from Dr. Eric Martin, speaking in support of the minor changes in the law.

**Elaine Frank**, NH Public Health Association, in support of the bill. Public health studies continually show that these restrictions reduce traffic fatalities.

**Peter Thomson**, Highway Safety Agency. Suggests a compromise for the north country of 12 to 5 am. They are in support of the further prohibition of the passenger requirements.

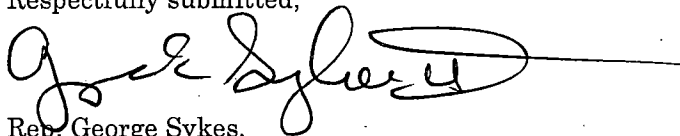
**Rep. Rhodes**, statistics show higher rates, of death, but what is the rate in comparison with over all deaths. Does not have the answer will provide it for the committee.

**Rep. Hikel**, are Driver Education folks doing a bad job. No, they do an excellent job.

**Rep. Packard**, how many of the fatalities had a passenger involved in the mix. Doesn't have the data, but will provide it.

**Bill Joseph** of HN DMV, representing AC Sweeney, suggests 12 to 5 am.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "George Sykes", with a long horizontal line extending to the right.

Rep. George Sykes,  
Clerk

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(please circle if present)

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TESTIMONY

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( members present in **BOLD**)

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**Bill Sponsors:** Rep. Sally Kelly; Rep. Mary Ann Knowles; Rep. Tara Sad, Rep. Frank Davis; Rep. Dianne Schuett; Sen. Martha Fuller Clark

**TESTIMONY**

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# Testimony

Tuesday, February 05, 2013

To the Members of the Transportation Committee:

I am writing to you in support of House Bill 302. As a Trauma Surgeon at Dartmouth-Hitchcock in Lebanon, I all too frequently treat injured patients of all ages. When treating children or young adults, there is always an extra layer of anxiety in knowing that much of the patient's life is still ahead of him or her.

Statistics have shown that in 2011 fewer than 2% of all New Hampshire drivers were between the ages of 16 and 17 years of age; this group, however, was involved in nearly 6% of all crashes. Between 2001 and 2009, crashes involving drivers in the 16 to 17 year old age group resulted in 84 lost lives. Seventy-two of the deceased were between the ages of 16 and 17. Nearly half of the crashes involved at least one teenage passenger. These numbers are alarming and demonstrate that experience does play a role in good driving.

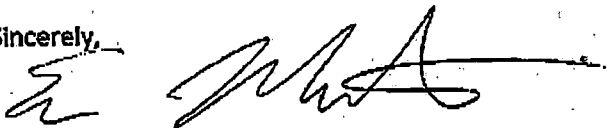
A study published in the Journal of the American Medical Association (JAMA) in 2011 showed that regions with stronger graduated drivers' licenses experienced fewer fatal crashes among teenage drivers. Regulations including restricted night driving and limitation of the number of passengers in teenage drivers' vehicles had the greatest impact in minimizing motor vehicle fatalities. A second study published in the Journal of Safety Research in 2012 documented a similar reduction in fatal crashes with these restrictions. It should be noted that both studies found the greatest benefit in the 16 year old driver group.

Teenager fatalities are not the only victims of these crashes. Multiple other victims suffer devastating neurologic or orthopedic injuries and are affected for the remainder of their lives.

As a resident of New Hampshire, a Trauma Surgeon, and a father, I ask you to strongly consider the two minor changes requested in House Bill 302. These changes will allow young drivers to gain real life driving experience through a graduated program. This can only make our streets and communities safer. Please know that the views and opinions expressed in this letter are my own.

Thank you for your time.

Sincerely,



Eric Martin, MD  
Medical Director for Emergency Management  
Assistant Professor of Surgery  
Division of Trauma & Acute Care Surgery  
Dartmouth Hitchcock Medical Center  
Phone: (603) 650-8022 / Fax: (603) 650-8030

Kiana Brigham & Kishan Patel

Spaulding High School

Kiana's Email: KianaB1995@yahoo.com

My name is Kiana Brigham and this is Kishan Patel. We are members of the Spaulding High School Highway Safety team in Rochester, N.H. Over the past two years, we've been committed to promoting culture of safe driving in our school community.

We held a mock crash simulation before prom two years ago, had distracted driving simulators in the cafeteria, invited students to sign a pledge to not text while driving, had events promoting seatbelt use and are currently participating in our third year of the Seat-belt challenge.

All of our dedication has given us the credibility to present at the 2012 Highway Safety Conference in Meredith, New Hampshire, and to also educate over 1200 students and faculty members at our school with a self-made presentation called "Saving Lives: One Student at a Time."

When this proposal (HB 302) was presented to us at one of our weekly safety meetings, many of us were surprised by the restrictions. However, after more discussion and reflection we all realized that these small sacrifices could save the lives of many teens. With that being said, our team is asking for your support. This legislation can save our friends, siblings and also your young loved ones.

We believe that this legislation will add state support to the hard work we've done at Spaulding High School over the past two years. Together we can save lives: one student at a time.

If you have any questions, we would be happy to answer them.



My name is Virginia Fuller. I am from Brentwood, NH and I am Chelsea Fuller's mother. Chelsea was killed in a car crash on September 14<sup>th</sup>, 2010, just before her 18<sup>th</sup> birthday. There were numerous factors that contributed to her death, the most significant being that she was not wearing a seatbelt.

Another major cause was the fact that she was distracted by her 2 passengers, one under the age of 18 and one just 18. The distraction resulted in a sudden change in her car's direction, causing it to roll at the off ramp from route 495, ejecting Chelsea from the vehicle.

When she was younger Chelsea was very safety conscious, and would not allow me to leave the driveway until I was wearing my seat belt like her. Had she been either alone or with older passengers on the day of her accident I truly believe she would have chosen to wear her seat belt, rather than act like one of the crowd.

Additionally, based on what we were told by the Massachusetts State Police, and by a witness to the crash, the presence, and potentially the actions, of the passengers in her car very likely contributed to the accident.

Although at the time of her accident Chelsea had been a licensed driver for nearly 2 years, she was still a young and inexperienced driver. For a driver with less than 6 months experience behind the wheel, the probability is very high that a young passenger could compromise the driver's concentration or ability to make safe judgments.

Because I believe that it can and will save lives and reduce life changing injury, I wholly endorse the age and passenger restrictions proposed in House Bill 302.

If you have any questions, I would be happy to answer them.

Virginia Fuller  
Forever Chelsea's Mum  
77 Prescott Road  
Brentwood NH  
603-686-3340



**Northern  
New England**

House Transportation Committee  
Legislative Office Building Room 203  
February 5, 2013 1:30pm

P.O. Box 3544  
Portland, Maine 04104  
Tel 207/780-6800  
Toll Free 800/222-3612  
Fax 207/780-6914

**Re: HB 302 An Act relative to restrictions on youth operators' licenses.**

Madam Chair and distinguished Members of the House Transportation Committee. My name is Pat Moody and I am the manager of public affairs for AAA Northern New England. On behalf of AAA Northern New England, which serves more than 390,000 members in the state of New Hampshire, I am here to express our support for House Bill 302.

AAA actively advocates for public policy that makes New Hampshire a safer place to live, work, and raise our families. AAA has long been a leading voice for graduated driver licensing, an approach that eases teens into driving by helping them gain experience under progressively more challenging conditions.

The positive effects of strong GDL systems have been extensively measured. For 16-year-old drivers, comprehensive GDL programs were associated with fatal crash rates 58% lower relative to states with less comprehensive programs, and these states saw similar reductions in injuries (Lyon, et al., 2012). *The messages from the research are clear: Improving a state's GDL improves safety. Greater reductions in fatal crashes and injury crash rates are achieved through a comprehensive GDL system.*

Late-night driving and passenger presence, especially teen friends, are the risk factors traditionally addressed in GDL systems and are the focus of HB 302. A recent study by the AAA Foundation for Traffic Safety, found that for drivers ages 16-17, the rate of driver deaths per mile driven was more than five times as high between the hours 10 pm-5:59 am compared with the daytime driver death rate. Having one passenger younger than 21 in the vehicle increased the driver death rate per mile driven by 44 percent compared with driving alone; two or more passengers doubled the death rate; three or more quadrupled it. Having at least one passenger age 35 or older decreased the driver death rate by 62 percent.

In the United States, 50 of the 51 jurisdictions have nighttime driving restrictions in the provisional stage with starting times generally ranging from 9 pm to 1 am (one starts at sunset). Forty-five have passenger restrictions that vary in numbers of passengers allowed and ages covered. Night and passenger restrictions are well accepted by parents. Teenagers accept them also, although with less enthusiasm for passenger restrictions. National surveys have found that 90 percent of parents and 78 percent of teens ages 15-18 approve of nighttime restrictions; 89 percent of parents and 57 percent of teens approve of passenger limits (Williams, Braitman, & McCartt, 2011; Williams, 2011).

This bill would help foster a distraction free learning environment for the first six months of licensure and reduce teen exposure to the higher risk night driving environment. This is a policy change that is supported by evidence based research and accepted by both parents and teens. HB 302 would improve teen driver safety in New Hampshire and I urge you to support HB 302.

Pat Moody  
Manager of Public Affairs  
AAA Northern New England



# Teen Driver Safety

## Teen Driver Risk in Relation to Age and Number of Passengers

### *The Situation*

- Motor vehicle crashes are the leading cause of death for teenagers in the United States
- Teen crash rates are nearly four times higher than those of adult drivers
- Carrying passengers, particularly other teens, greatly increases crash risk for teen drivers
- Most states have enacted passenger restrictions as part of graduated driver licensing systems, and studies indicate that passenger restrictions do reduce crashes
- Data used to examine teen crashes involving passengers are over a decade old

### *New Study: Teen Driver Risk in Relation to Age and Number of Passengers*

- Provides new data on the relationship between the number and age(s) of passengers present and the crash risk of 16- and 17-year-old drivers
- Uses data from teen crashes that occurred in years 2007-2010 and the number of miles driven in years 2008-2009, to calculate risk of crash involvement and driver death per mile driven
- Estimates crash risk for 16- and 17-year-old drivers with no passengers; with one, two, and three or more passengers younger than 21 (and none older); and with at least one passenger 35 or older

### *Key Findings*

- Compared to driving with no passengers, a 16- or 17-year-old driver's risk of death per mile driven:
  - **Increases** 44% when carrying one passenger younger than 21 (and no older passengers)
  - **Doubles** when carrying two passengers younger than 21 (and no older passengers)
  - **Quadruples** when carrying three or more passengers younger than 21 (and no older passengers)
  - **Decreases** 62% when a passenger aged 35 or older is in the vehicle
- The risk of a 16- or 17-year old driver being involved in a police-reported crash of any severity appeared to follow a similar pattern, but the risk increases were not statistically significant. (The risk decrease associated with carrying an adult passenger was significant, however.)

Teens have the highest crash rate of any group in the United States.



- Between 2000 and 2010 the annual number of 16- and 17-year-old drivers involved in fatal crashes fell by 53%; however, carrying passengers is still a significant risk factor for this age group
  - Of the 2,191 16- and 17-year-old drivers killed over the study period, nearly 40% had at least one passenger younger than 21 (and no older passengers) in the vehicle
- Risks were significantly reduced when an **adult passenger** (aged 35 and older) was present in the vehicle

### ***Useful Resources***

AAA and the AAA Foundation have developed the following teen driver resources:

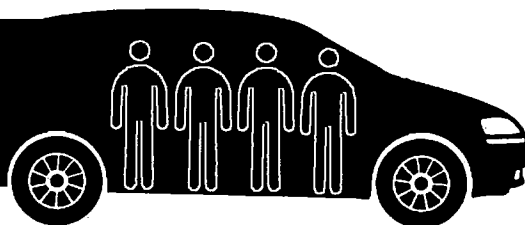
- [TeenDriving.AAA.com](http://TeenDriving.AAA.com) – This AAA site provides state-specific information to help parents and their teens navigate the learning-to-drive process. Tailored content guides families through each step in the process, from teaching safe behaviors even before teens get learner's permits to keeping parents involved as teens begin driving on their own.
- [Driver-Zed](#) – This interactive risk-management training tool is designed to help teens recognize how to react in a variety of driving scenarios.
- [AAA StartSmart](#) – AAA StartSmart is an online program designed to help families get through the crucial period when teens are learning to drive, through a series of videos and e-newsletters based on a proven program from the National Institutes of Health. A key component is the AAA Parent-Teen Driving Agreement.
- [Dare To Prepare](#) – Dare to Prepare is a 90-minute pre-permit presentation for parents and teens to provide critical information families need to know before teens take the wheel. This presentation walks attendees through the steps necessary to obtain a permit and a driver's license, and offers useful tools to help families through the learning-to-drive process. A shorter online version of the program is now available at [www.TeenDriving.AAA.com](http://www.TeenDriving.AAA.com).

For more information about teen driver safety and the AAA Foundation's research in this area, please visit [www.AAAFoundation.org](http://www.AAAFoundation.org) and [www.TeenDriving.AAA.com](http://www.TeenDriving.AAA.com).

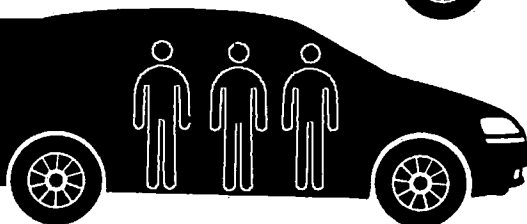
# Teen Drivers Risk Death with Young Passengers

A 16- or 17-year-old driver's **RISK OF BEING KILLED IN A CRASH** increases when there are young passengers in the vehicle.

Compared to driving without any passengers, **THE RISK:**



**QUADRUPLES** when carrying  
3 or more passengers younger than 21



**DOUBLES** when carrying  
2 passengers younger than 21



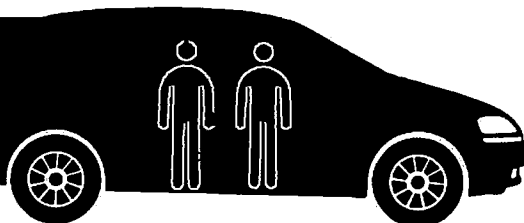
Adults 35+



Passengers under 21

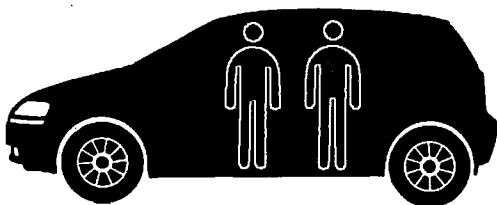


Teen Drivers (ages 16 or 17)



**INCREASES** by 44 % when carrying  
1 passenger younger than 21

**DECREASES** by 62 %  
when an adult age 35+ is in the vehicle



"Teen Driver Risk in Relation to Age and Number of Passengers" AAA Foundation for Traffic Safety, MAY 2012



# Teen Driver Safety

## Characteristics of Fatal Crashes Involving 16- and 17-Year-Old Drivers with Teenage Passengers

### ***The Situation***

- Motor vehicle crashes are the leading cause of death for teenagers in the United States
- Recent [AAA Foundation research](#) found that risk of death in a crash for 16- and 17-year-old drivers increases by 44% when carrying one passenger younger than 21, doubles with two, and quadruples with three or more, compared with driving alone
- Another [AAA Foundation study](#) found that potentially-distracting loud conversation and horseplay were substantially more common with multiple teens in the vehicle than with siblings or adult passengers
- Most states have enacted passenger restrictions as part of graduated driver licensing systems, and studies indicate these limits reduce crashes

### ***The Study: Characteristics of Fatal Crashes Involving 16- and 17-Year-Old Drivers with Teenage Passengers***

- Documents the proportion of fatal crashes of 16- and 17-year-old drivers in which passengers were present in relation to the age, sex, and number of passengers
- Examines the characteristics of these crashes in relation to specific combinations of passengers
- Provides state-by-state summary data [note: Virginia excluded from study due to lack of passenger-related data]
- Utilizes data from the Fatality Analysis Reporting System (FARS) on fatal crashes occurring in years 2005-2010 that involved a 16- or 17-year-old driver of a passenger vehicle

### ***Key Findings – Numbers Breakdown***

- 9,578 16- and 17-year-old drivers were involved in fatal crashes during the years 2005-2010 (3,667 16-year-olds; 5,911 17-year-olds; excluding Virginia)
  - 42% had at least one teen passenger (and no passengers of any other ages)
  - This proportion remained consistent over the study period, despite overall teen traffic fatality reductions, and the introduction or strengthening in numerous states of passenger restrictions for novice teen drivers in this time



Teens have the highest crash rate of any group in the United States.



- Of 16- and 17-year-old drivers involved in fatal crashes who had teen passengers (and no passengers of other ages):
  - 56% had one passenger
  - 24% had two
  - 20% had three or more
- Most often, the teen passengers were the same sex as the driver and within one year of the driver's age

### ***Key Findings: Characteristics of Crashes***

- Among fatal crashes involving 16- and 17-year-old drivers, several risk factors were generally more prevalent when teen passengers (ages 13-19) were present than when the driver was alone, and increased as the number of passengers increased. For example:
  - Prevalence of **speeding** increased from 30% to 44% and 48% with zero, two, and three or more teen passengers, respectively
  - Prevalence of **late-night driving** (11 p.m. to 5 a.m.) increased from 17% to 22% and 28% with zero, two, and three or more teen passengers, respectively
  - Prevalence of **alcohol use** increased from 13% to 17% and 18% with zero, two, and three or more teen passengers, respectively
- All risk factors were more common among male drivers than females
- Except for lack of valid license, all risk factors were least prevalent when an adult aged 30 or older was present in the vehicle, which suggests a protective influence that adults have on teen drivers when they ride as passengers

### ***Useful Resources***

AAA and the AAA Foundation have developed the following teen driver resources:

- [TeenDriving.AAA.com](http://TeenDriving.AAA.com) – This AAA site provides state-specific information to help parents and their teens navigate the learning-to-drive process. Tailored content guides families through each step in the process, from teaching safe behaviors even before teens get learner's permits to keeping parents involved as teens begin driving on their own.
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# ★ ★ ★ ★ Teen Driver Safety

## Distracted Driving Among Newly Licensed Teen Drivers

### *The Situation*

- With teen crash rates roughly four times higher than those of adult drivers, traffic crashes remain the leading cause of death for the age group
- To date there has been little concrete information or research available on distracted driving among teens specifically
- Teenage drivers are believed to be at risk for distracted driving-related crashes, as they are avid users of cell phones and other technologies, are inexperienced drivers, and are still undergoing development in areas of the brain responsible for decision-making and risk management

### *The Study*

- Part of an in-depth naturalistic three-phase study of 50 families in North Carolina with a novice teenage driver
- Follows two previous studies which collected in-vehicle video clips while teens progressed through the first two stages of Graduated Driver Licensing (GDL):
  - The first study looked at how parents supervise their teens during the learner's stage of GDL
  - The second examined how teen behaviors and driving conditions shift during the transition to unsupervised driving
- The current study re-analyzed clips from the first six months of unsupervised driving to determine the nature and prevalence of distracted driving behaviors among teenagers and their relation to various aspects of driving performance

### *The Findings: Answers to Six Key Questions*

Which distracted driver behaviors are most common among teenage drivers? Use of electronic devices was the leading behavior, followed by adjusting controls, personal grooming, and eating or drinking.

- Use of electronic devices was the most common distracted driving behavior and was found in 7% of the 7,858 clips that were recorded when a pre-determined g-force threshold was exceeded in the vehicle
  - Nearly twice as many teens were observed or suspected of operating an electronic device (e.g., texting) than were seen talking on a hand-held phone
- Excluding electronic device use, teens were observed engaging in distracting behaviors in 15.1% of video clips: adjusting controls was the most common (6.2%), followed by personal grooming (3.8%), and eating or drinking (2.8%)



Teens have the highest crash rate of any group in the United States.



Do males and females differ in how often they engage in distracted behaviors, or the kinds of distractions they experience? Yes.

- Females were nearly twice as likely as males to be using an electronic device
- Males were roughly twice as likely to turn their bodies around while driving
- Excluding use of electronic devices, females were slightly more likely to be observed engaging in a distracted behavior (15.6% of clips vs. 13.9% for males), such as reaching for an object in the vehicle

Do distracted driver behaviors vary based on the number of passengers and the characteristics of those passengers (e.g., teens vs. adults vs. young siblings)? Yes.

- Electronic device use was most common when drivers carried no passengers, and were least common when a parent or other adult was in the vehicle
- Drivers were 60% less likely to use an electronic device when carrying one teenage peer than when driving alone
- Loud conversation and horseplay were more than twice as likely to occur when teens were carrying multiple teenage peers than when they were only carrying one; these behaviors were significantly less likely in the presence of a sibling or parent

Are distracted driver behaviors more common during certain times of day or week (e.g., weekday vs. weekend), and do these behaviors bear any relation to the amount of traffic or other characteristics of the driving environment? Not necessarily.

- No clear pattern emerged in the frequency of distracted driving behaviors on weekdays vs. weekends
- Loud conversation and horseplay were particularly common when teens drove on weekend nights with multiple teen passengers (found in 20.2% and 11.2% of clips, respectively)
- No clear relationship was found between the frequency of distracted driving and the amount of traffic present, suggesting teens were not adapting their behaviors to traffic conditions (though heavy traffic conditions were rarely observed)
- There was some indication that teens limited distracted driving behaviors during periods of rain, but the differences were small

Do drivers who engage in distracted behaviors spend more time looking away from the roadway than drivers who are not distracted? Yes.

- Drivers were **three times as likely** to look away from the road when using an electronic device, and two-and-a-half times as likely to look away when engaging in other distracted behaviors
- Drivers using an electronic device looked away from the roadway, on average, for a full second longer than drivers not using such a device
- Overall, drivers looked away from the road in 45% of clips; in 10% of these, the longest continuous glance was more than two seconds – enough to cover nearly 2/3 of a football field at 65 mph

Are distracted driver behaviors associated with serious incidents such as near-collisions, or events involving hard braking or swerving? Yes.

- Drivers were **six times** as likely to have a serious incident when there was loud conversation in the vehicle, and were more than twice as likely to have a high g-force event when there was horseplay

For more information about teen driver safety and the AAA Foundation's research in this area, please visit [www.AAAFoundation.org](http://www.AAAFoundation.org).



To: Transportation Committee

From: Legislative Youth Advisory Council  
Rep. Carolyn Gargas, co-chair  
Hillsborough District 27

Date: February 5, 2013

HB302

The council discussed this bill and was unanimous in opposing it.

The provision for limited driving hours would be a hardship because many students participate in sports activities such as hockey, skiing, swimming. They are required to leave early, some before 5 a.m., in order to attend practices or competitive meets.

The other provision regarding who could ride with a youth driver would also be a hardship in that many rely on being able to carpool.

The Legislative Youth Advisory Council was created by the legislature in 2006 to advise the legislature about issues of concern to young people.

Thanks for taking into account their opinions on this legislation.



## **INJURY PREVENTION CENTER**

Dartmouth Hitchcock Medical Center  
1 Medical Center Drive, Lebanon, NH 03756-0001  
Toll Free (877) 783-0432; Fax (603) 653-8354  
Jim Esdon, Program Manager  
*Jim.Esdon@dartmouth.edu*

### **New Hampshire Teen Graduated Licensing Overview and Recommendation**

#### **The Reality**

Teenage drivers have the highest crash risk per mile traveled, compared with drivers in other age groups. Young drivers tend to overestimate their driving abilities and underestimate the dangers on the road.

Graduated driver licensing (GDL) laws reduce this risk by making sure teens gradually obtain driving experience under lower-risk conditions as they mature and develop skills. This means limiting night time driving, restricting teen passengers and making sure that teens get lots of supervised practice.

Graduated licensing laws that are based on known best practice have reduced teen crashes 10-30 percent on average.

#### **New Hampshire Facts**

In 2011, less than 2% (1.88%) of all New Hampshire licensed drivers were 16 and 17 years of age. They, however, were involved in almost 6% (5.71%) of all of the crashes.

During 2011, more than 14% of all 16 year old drivers and 12% of all 17 year old drivers were involved in motor vehicle crashes. This is 3 to 4 times higher than older drivers with more experience.

During the period from 2001 through 2009, 84 lives were lost in 73 crashes involving 16 and 17 year old drivers in NH. In 59 of these crashes, the 16 and 17 year old drivers were the at fault drivers

#### **Summary**

The proposed changes to New Hampshire's Youth Operator Law proposed in HB 302 are designed to move us toward national best practice for highway safety related to

teen drivers while balancing the law with the practical realities and necessities of teen life in New Hampshire.

According to the Insurance Industry for Highway Safety (IIHS), making the proposed changes in HB 302 law will reduce fatal crashes involving teen drivers in New Hampshire by as much as 21%.

Based on the above facts, this is a significant change that will benefit all of the residents of our state.

# Voting Sheets

HOUSE COMMITTEE ON TRANSPORTATION

EXECUTIVE SESSION on HB 302

**BILL TITLE:** relative to restrictions on holders of youth operators' licenses.

**DATE:** February 19, 2013

**LOB ROOM:** 203

Amendments:

Sponsor: Rep. O'Brien OLS Document #: 2013 0202h

Sponsor: Rep. OLS Document #:

Sponsor: Rep. OLS Document #:

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep. O'Brien

Seconded by Rep. Soucy

Vote: (Please attach record of roll call vote.)

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep. O'Brien

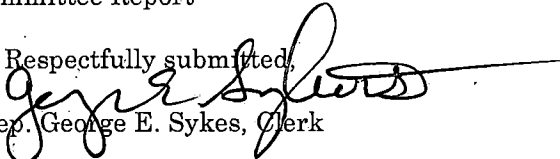
Seconded by Rep. Hinch

Vote: (Please attach record of roll call vote.) Motion: ITL moved by Rep. Packard/Seconded by Rep. Hinch

CONSENT CALENDAR VOTE:

(Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,  
  
Rep. George E. Sykes, Clerk

HOUSE COMMITTEE ON TRANSPORTATION

EXECUTIVE SESSION on HB 302

BILL TITLE: relative to restrictions on holders of youth operators' licenses.

DATE: 2/19/13

LOB ROOM: 203

Amendments:

Sponsor: Rep.	O'Brien	OLS Document #:	2013-0202 h
Sponsor: Rep.		OLS Document #:	
Sponsor: Rep.		OLS Document #:	

Motions: (OTP) OTP/A, ITL, Interim Study (Please circle one.) AMENDMENT

Moved by Rep. O'Brien

Seconded by Rep. Soucy

Vote: (Please attach record of roll call vote.)

Motions: OTP, (OTP/A), ITL, Interim Study (Please circle one.)

Moved by Rep. O'Brien

Seconded by Rep. Hunch

Vote: (Please attach record of roll call vote.)

Motion ITL moved by Rep Richard

CONSENT CALENDAR VOTE: 2nd Hunch

Vote (Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,

*George E. Sykes*

Rep. George E. Sykes, Clerk



2013 SESSION

TRANSPORTATION

Bill #: HB 302 Title: relative to restrictions on holders of guest operator's  
PH Date: 2/5/13 Exec Session Date: 2/19/13 discusses.  
Motion: OTP/A Amendment #: 2013-0202 h

MEMBER

YEAS

NAYS

Bouchard, Candace C W, Chairman	✓	
O'Brien, Michael B, V Chairman	✓	
Rhodes, Brian D		
LaPlante, Roland H		
Soucy, Timothy A		✓
Williams, Carol A		
Johnsen, Gladys	✓	
Patten, Dick W		✓
Burtis, Elizabeth B		
O'Flaherty, Tim		✓
Sykes, George E, Clerk	✓	
Packard, Sherman A,		✓
Hikel, John A,		
Hinch, Richard W,		✓
Chirichiello, Brian K		✓
Smith, Steven D		✓
Crawford, Karel A		✓
Hodgdon, Bruce E		✓
Straight, Philip N		✓
Walsh, Thomas C		✓
<b>TOTAL VOTE:</b>		

4

11



Smith time frames still don't work  
for him

Hinch can't support 2<sup>nd</sup> part

Packard can't support 2<sup>nd</sup> part

Goodland Safety issue

O'Brien will vote to support

O'Flaherty opposed

Crawford - questioned clarity of  
the second portion

doesn't agree about section c

Packard - bill doesn't make sense



STATE OF NEW HAMPSHIRE  
OFFICE OF THE HOUSE CLERK

1/10/2013 10:53:00 AM  
Roll Call Committee Registers  
Report

2013 SESSION

TRANSPORTATION

Bill #: HB 302 Title: relative to restrictions on holder's & youth operator's licenses  
PH Date: 2 / 5 / 13 Exec Session Date: 2 / 19 / 13  
Motion: ITL Amendment #: \_\_\_\_\_

MEMBER	YEAS	NAYS
Bouchard, Candace C W, Chairman		✓
O'Brien, Michael B, V Chairman		✓
Rhodes, Brian D		
LaPlante, Roland H		
Soucy, Timothy A	✓	
Williams, Carol A		
Johnsen, Gladys	✓	
Patten, Dick W	✓	
Burtis, Elizabeth B		
O'Flaherty, Tim	✓	
Sykes, George E, Clerk		✓
Packard, Sherman A,	✓	
Hikel, John A,		
Hinch, Richard W,	✓	
Chirichiello, Brian K	✓	
Smith, Steven D	✓	
Crawford, Karel A	✓	
Hodgdon, Bruce E	✓	
Straight, Philip N	✓	
Walsh, Thomas C	✓	
<b>TOTAL VOTE:</b>		

14 3

# Committee Report

**REGULAR CALENDAR**

**February 20, 2013**

**HOUSE OF REPRESENTATIVES**

**REPORT OF COMMITTEE**

The Committee on TRANSPORTATION to which was referred HB302,

AN ACT relative to restrictions on holders of youth operators' licenses. Having considered the same, report the same with the following Resolution: **RESOLVED**,  
That it is **INEXPEDIENT TO LEGISLATE**.

**Rep. Sherman A Packard**

**FOR THE COMMITTEE**

## COMMITTEE REPORT

Committee:	TRANSPORTATION
Bill Number:	HB302
Title:	relative to restrictions on holders of youth operators' licenses.
Date:	February 20, 2013
Consent Calendar:	NO
Recommendation:	INEXPEDIENT TO LEGISLATE

### STATEMENT OF INTENT

A majority of the committee felt that the new restrictions in this bill were too restrictive considering the rural areas of New Hampshire. It restricts the ability to have a passenger during the first six months of driving unless they are family members.

Vote 12-3.

Rep. Sherman A Packard  
FOR THE COMMITTEE

Original: House Clerk  
Cc: Committee Bill File

## REGULAR CALENDAR

### TRANSPORTATION

**HB302**, relative to restrictions on holders of youth operators' licenses. **INEXPEDIENT TO LEGISLATE.**

Rep. Sherman A Packard for TRANSPORTATION. A majority of the committee felt that the new restrictions in this bill were too restrictive considering the rural areas of New Hampshire. It restricts the ability to have a passenger during the first six months of driving unless they are family members. **Vote 12-3.**

TRANSPORTATION COMMITTEE

Blurb

HB 302 relative to restrictions on holders of youth operators' licenses.

ITL 12-3 RC

A majority of the committee felt that the new restrictions in this bill were too restrictive considering the rural areas of New Hampshire. It restricts the ability to have a passenger during the first six months of driving unless they are family members.

Rep. Sherman Packard,  
For the committee

*CS*

*2/20/2013*

# COMMITTEE REPORT

COMMITTEE: House TRANSPORTATION

BILL NUMBER: HB 302

TITLE: relative to restriction on holders of youth operator's licenses

DATE: 2/19/13 CONSENT CALENDAR: YES  NO

OUGHT TO PASS

OUGHT TO PASS W/ AMENDMENT

INEXPEDIENT TO LEGISLATE

INTERIM STUDY (Available only 2<sup>nd</sup> year of biennium)

Amendment No.

2013-0202-11

## STATEMENT OF INTENT:

A majority of the Comm felt that the new restrictions in HB 302 were too restrictive considering the rural areas of NH. It restricts the ability to have a passenger during the first 6 months of driving unless they are family members.

COB 2/19/2013

COMMITTEE VOTE: 12 - 3

RESPECTFULLY SUBMITTED,

- Copy to Committee Bill File
- Use Another Report for Minority Report

Rep.

Sherman Packard

For the Committee