WISCONSIN
TRAFFIC SAFETY REPORTER

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Good news, but challenges remain

Major Dan Lonsdorf
Director, BOTS

We should be encouraged that Wisconsin ended 2009 with the lowest total traffic fatalities since 1944—approximately 544. Compared with 2008, deaths declined in every category, including motorcyclists, bicyclists and pedestrians.

In examining reasons for this extraordinary reduction, we've noted that deaths in alcohol-related crashes continue to decline. In 2008, these fatalities dropped 30% from the previous year, and, this spring when 2009 statistics are finalized, we expect to see yet another decline. The entire traffic safety community should be proud that its efforts to reduce drunken driving are helping save lives and prevent injuries.

But we are not having the same success improving compliance with the state's mandatory safety belt law. Our observational safety belt survey last fall found that about 73% of motorists were buckled up, down from 74% in 2008.

Since one in four motorists still refuse to buckle up, law enforcement agencies have stepped up their efforts and are using primary safety belt enforcement as an effective tool. WisDOT Division of Motor Vehicles reports that safety belt convictions in 2009 totaled nearly 101,000—which was 12% of all traffic convictions last year and the second most frequent violation after speeding. By comparison, the total in 2008 was about 70,000.

To increase compliance, officers will continue their stringent stance against unrestrained motorists. This year, the WisDOT Bureau of Transportation Safety (BOTS) will provide federal funding totaling more than $1 million to law enforcement agencies for extraordinary patrols along with extensive paid media focusing on *Click It or Ticket*. WisDOT BOTS also will continue to promote safety belt use though our *Zero In Wisconsin*

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Modern roundabouts

save lives & improve traffic flow … but raising public awareness is key

Roundabouts are vastly safer than traditional intersections, and they are becoming more common worldwide, across the United States, and in Wisconsin. By keeping traffic flowing one-way, there are far fewer serious crashes (see graphic below). Compared to other types of intersection control, roundabouts:

- reduce injury crashes about 75% on average
- reduce fatal crashes about 90% on average

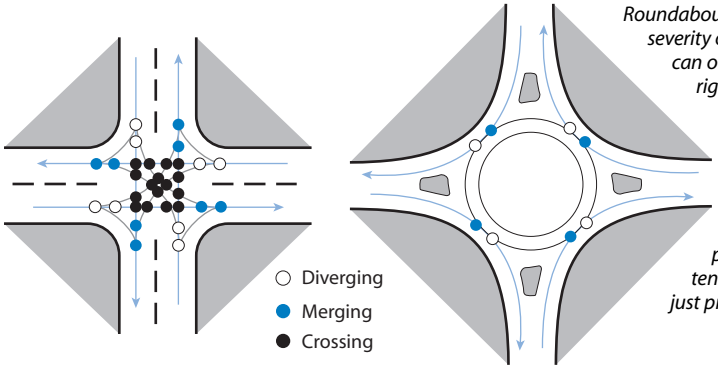
–Source: FHWA

But some drivers are against them when they are first proposed. Some find them confusing or worry that they're unsafe. Studies show, though,

continued on page 2

Two-lane roundabout in Oconomowoc (see driving tips on page 3)

Improved intersection safety



Roundabouts greatly reduce the number and severity of conflict points where crashes can occur. At traditional intersections, right-angle, left-turn and head-on crashes can be severe because of vehicle speed. Roundabouts essentially eliminate such crashes because vehicles travel in the same direction—there are no crossing conflict points. Crashes in round-abouts tend to be minor, mostly involving just property damage.

Your input welcome!

Each year the WisDOT Bureau of Transportation Safety creates a Highway Safety Performance Plan (HSPP) and submits it to the National Highway Transportation Safety Administration (NHTSA). It describes how the Bureau intends to spend federal monies granted to the state to decrease crash-related fatalities. Our planning process is continuous, and we are engaged throughout the year with others who want to make our roadways safer. Each year, the HSPP is submitted to NHTSA by September 1, and we are now beginning the process of creating the 2011 HSPP. We invite new ideas aimed at changing driver behavior, especially in the areas of impaired driving, occupant protection, and speeding.

If you or your organization would like to present ideas for consideration, please contact Laura Andréasson at *laura.andreasson@wi.gov* or (608) 267-5136. Ideas for the 2011 plan should be submitted by June 15. The 2010 HSPP is at *www.dot.wisconsin.gov/library/publications/topic/safety.htm#hwysafetyplan*, or go to *www.dot.wisconsin.gov* and click on Safety and Consumer Protection.

We look forward to hearing from you.

Mark your calendar!

August 25-26

36th annual Governor's Conference on Highway Safety

Chula Vista Resort
Wisconsin Dells

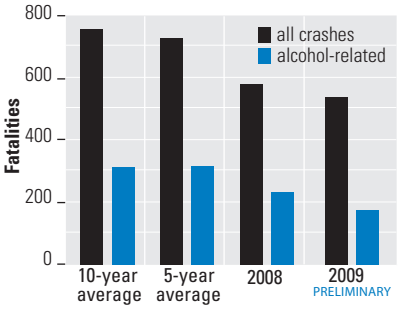
Good news, but . . .

from page 1

campaign. We are excited about new broadcast media messages featuring Packers wide receiver Donald Driver as a safety belt advocate. Visit *www.zeroinwisconsin.gov* to see the messages.

Although traffic fatalities declined last year, we know that 200 of the people who died were not wearing safety belts and half of them likely would have survived if they had made the simple decision to buckle up. There's still much work to be done, and until we attain zero preventable deaths on Wisconsin roads our work will continue.

Declining crash fatalities



WISCONSIN TRAFFIC SAFETY REPORTER

The *Wisconsin Traffic Safety Reporter* is published by the Bureau of Transportation Safety, Wisconsin Department of Transportation. Its purpose is to promote transportation safety, recognize worthwhile programs, and to educate and share ideas with safety professionals.

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Funded by WisDOT and the National Highway Traffic Safety Administration.

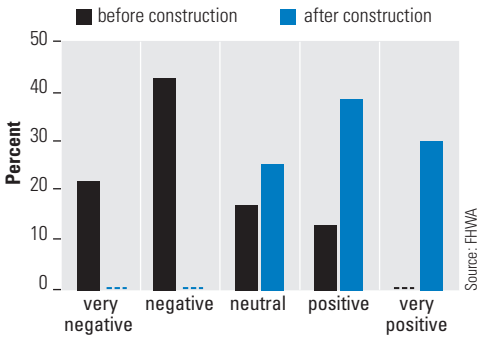
Roundabouts

from page 1

that opinions quickly change once drivers become familiar with roundabouts. The Insurance Institute for Highway Safety (IIHS) studied six communities where single-lane roundabouts replaced stop signs or traffic signals. Only 36% of drivers supported the roundabouts before construction, but 50% did shortly afterward and about 70% did after more than a year. (See graph at right.)

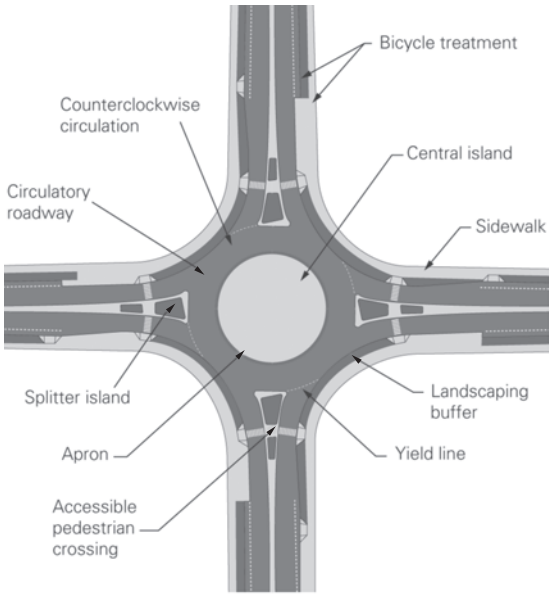
To help drivers get better acquainted with roundabouts, WisDOT has launched an extensive public education campaign. A WisDOT video has been sent to all state legislators, driver training school instructors, trucking firms and AARP instructors. Statewide, 33 newspapers have run a *How to drive roundabouts* advertisement. Over a two-year period, DMV is inserting a flier with driving tips in each license plate/registration renewal—four million in all. DMV has also updated the *Wisconsin Driver's Handbook* (the instruction manual for all new drivers) with roundabout-specific signs, pavement marking and guidance on driving single and multi-lane roundabouts (see page 3). WisDOT's website *www.wisconsinroundabouts.gov* includes: clearly illustrated driving tips for several specific roundabouts in the state, a video and an excellent interactive animation that helps drivers, pedestrian and bicyclists get a feel for how to navigate roundabouts.

Public attitude toward roundabouts



What is a modern roundabout?

Modern roundabouts were first developed in England in the 1950s (see below) and are now increasingly used worldwide. At roundabouts in the United States, vehicles travel counterclockwise around a raised center island, with entering traffic yielding the right-of-way to circulating traffic. In urban settings, entering vehicles negotiate a curve sharp enough to reduce speeds to about 15-20 mph. In rural settings, entering vehicles may be limited to 25-30 mph. Both within the roundabout and as vehicles exit, slow speeds are maintained by the deflection of traffic around the center island and the relatively tight radius of the roundabout and exit lanes. Drivers approaching a roundabout must reduce their speeds, look for potential conflicts with vehicles already in the circle, and be prepared to stop for pedestrians and bicyclists. Once in the roundabout, drivers proceed to the appropriate exit following the guidance provided by traffic signs and pavement markings.



The term "modern roundabout" does not refer to either the small traffic calming circles in neighborhoods or the large rotaries that were common years ago along the US northeastern coast. Much smaller than rotaries, modern roundabouts require vehicles to slow down to negotiate sharper entry curves. Because of the higher speeds in rotaries, many were equipped with traffic signals or stop signs to help reduce crashes. Some older rotaries also operated according to the traditional "yield-to-the-right" rule, with circulating traffic yielding to entering traffic. In modern roundabouts, entering traffic must yield.

Benefits

Slower speeds

- Drivers have more time to judge and react to other vehicles
- Better for older and novice drivers
- Reduce crash severity and improve pedestrian safety

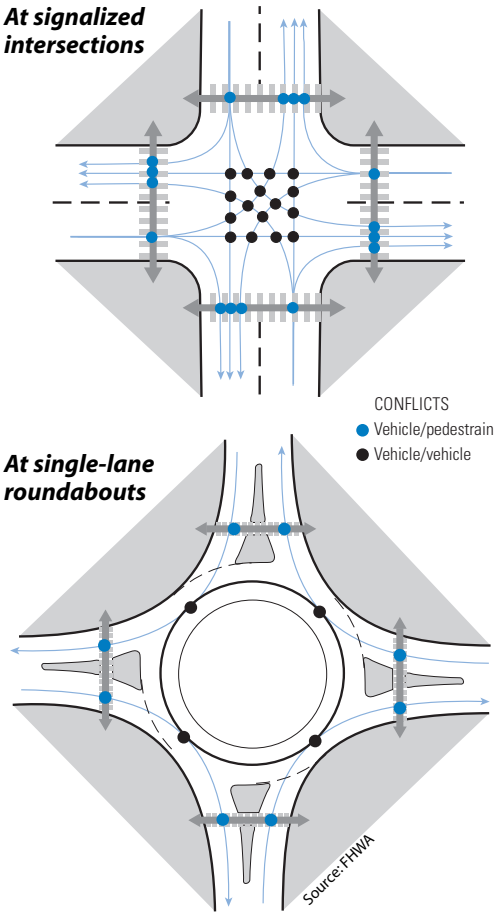
Improved traffic flow

- 20-25% increase in traffic capacity

Money saved

- Reduction in fuel use and pollution
- No signal equipment to install and repair. Savings average about $5,000 per year in electricity and maintenance costs.

Vehicle-pedestrian conflicts



For pedestrians, the direction conflicting vehicles will arrive from in roundabouts is more predictable.

Pedestrian safety?

Roundabouts are generally safer for pedestrians than traditional intersections (see diagram). In a roundabout, pedestrians cross only one direction of traffic at a time. Also, crossing distances are relatively short, and traffic speeds are lower. Studies in Europe find that, on average, converting conventional intersections to roundabouts can reduce pedestrian crashes by about 75%.

Pedestrians who are blind, visually impaired or who have cognitive disabilities face special challenges at roundabouts. For example, blind pedestrians rely primarily on what they hear to decide when to cross a street, and roundabout traffic sounds quite different. The United States Access Board, a federal agency committed to accessible design, has published *Pedestrian Access to Modern Roundabouts: Design* and *Operational Issues for Pedestrians who are Blind* www.accessboard.gov/research/rounabouts/bulletin.htm. Wisconsin Council of the Blind & Visually Impaired staff members can help people learn the necessary new skills.

Are roundabouts good for businesses?

A study of roundabout implementation in Golden, Colorado suggests that they are. In 1999, four roundabouts became operational along a half-mile stretch of South Golden Road, one of the community's primary commercial arterial corridors. The result has been slower speeds, better travel times, and less delay at business access points. Crash rates have dropped by 88%, and injury crashes have declined from 31 during the 3 years prior to installation to only one in the 4½ years after.

Further good news is that roundabout designs continue to improve, and many safety features are inexpensive. A recent IIHS study (*Status Report,* 6/08) finds that a key challenge is getting drivers to recognize roundabouts and slow down as they approach and enter them. Helpful design changes include narrowing entry lanes, adjusting the curvature of approach roads, and lengthening splitter islands. Some upgrades are inexpensive (e.g., reflective pavement markers and large "roundabout ahead" and "yield" signs to help alert drivers to slow down and yield to circulating traffic).

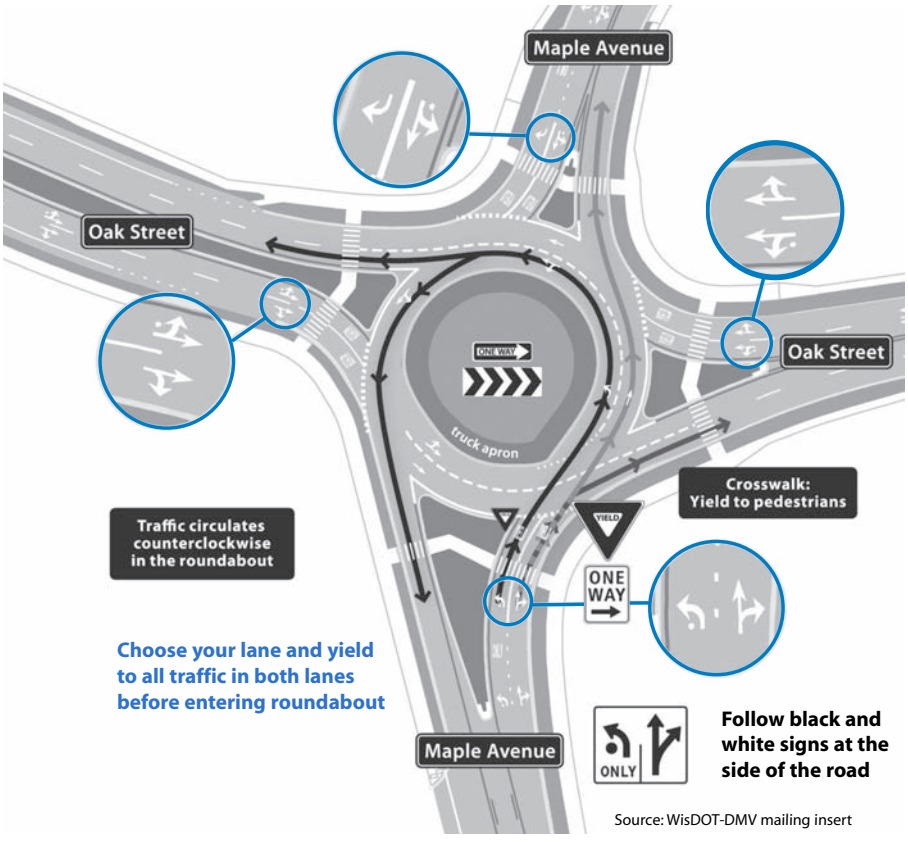
continued on page 4

Driving tips

People tend to be apprehensive about the unfamiliar. These driving tips will help drivers learn to safely navigate roundabouts:

- Slow down.
- If there's more than one lane, use the left lane to turn left, the right lane to turn right, and all lanes to go through, unless directed otherwise by signs and pavement markings.
- Yield to pedestrians and bicyclists.
- At the entry, yield to circulating traffic.
- Stay in your lane within the round-about and use your right-turn signal to indicate your intention to exit.
- Assume trucks need all available space—don't pass them!
- If you have not yet entered the round-about when an emergency vehicle approaches, pull to the right and let it pass. If you are already in the roundabout, continue on and exit as normal, then pull over to allow the emergency vehicles to pass.

Lane choice is critical in a two-lane roundabout



Source: WisDOT-DMV mailing insert

Pioneering efforts — New York City, Paris, and England

NYC DEPT OF PLANNING

Columbus Circle (circa 1915) at the intersection of Broadway, Central Park West, 59th St and Eighth Ave, at the southwest corner of Central Park. Traffic flows around statue of Christopher Columbus erected in 1892, the 400th anniversary of his voyage.

Place de l'Étoile (now known as Place Charles de Gaulle) in Paris, seen from 35,000 feet.

The Arc de Triomphe stands in the center.

Traffic, many vehicles abreast, traverses the Place de L'Étoile, seen from atop the Arc de Triomphe. Can you spot the two police officers directing traffic? Visitors to Paris after World War II would have seen the 12-leg, 12-lane traffic circle jammed with nearly 20,000 vehicles/hour and frequent crashes.

Origins

The history of the modern roundabout—especially its evolution from the rotaries built in the first half of the 20th century—helps explain its current status in the United States and the negative perception of roundabouts held by some in the general public.

The United States was home to the world's first one-way rotary system, completed in 1905 around New York City's Columbus Circle (see photo above). Designed by William Eno, who pioneered many early innovations in traffic safety, it was part of Frederick Law Olmsted's grand new vision for Central Park.

CREDIT: CBRD.CO.UK

In Letchworth Garden City, England's first roundabout. Traffic circulates clockwise.

In 1906, Eugene Henard, architect for the City of Paris, proposed a "gyratory" traffic scheme (one-way circulation around a central island) for several major intersections. In 1907, the Place de l'Etoile became the first one. (See photos.)

England, the birthplace of the Industrial Revolution, is also home to many important innovations in dealing with urbanization and traffic congestion. One pioneer, Ebenezer Howard, designed towns with the goal of including the benefits of both urban and rural life while minimizing their downsides. His work led to the "Garden Cities" movement which has influenced urban design worldwide to this day. The first town he founded, in 1903, is Letchworth Garden City in Hertfordshire. Open to forward-thinking ideas in town planning, the community built England's first round-about in 1909, a six-way junction called Sollershott Circus (see photos). With no one-way rule, it wasn't a "modern roundabout," but back then the UK's national speed limit was 20mph and Henry Ford had been in business for only six years. It's not as grand as the Place de l'Etoile, but, a hundred years later, it's still doing its job.

The rise and fall of rotaries

During these early years, no consistent right-of-way rules were adopted. In New York City, for instance, traffic flowing north and south had priority over east-west traffic. Wisconsin, in 1913, was the first state to adopt the "yield-to-right" rule, giving entering vehicles the right-of-way. Soon this would prove to be a big problem.

Many states along the east coast started building "rotaries" with large central circles that allowed fairly high circulating speeds. But, as Ford and others churned out affordable cars and traffic increased dramatically, drivers encountered a serious problem with rotaries: at high traffic volumes they tended to "freeze up." Entering vehicles had the right-of-way, and, when traffic was heavy, this caused them to block the circulating traffic, which could eventually freeze up the whole intersection. At the Ellisburg, New Jersey rotary, traffic would lock up when volume reached about 5,000 vehicles/hour, and traffic often remained at a standstill until the police intervened. Not surprisingly, rotaries became quite unpopular. (Photo below shows one in New York being converted into a roundabout.)

An old-fashioned high-speed rotary (diameter: 660 feet) in Kingston, NY, being converted into the state's first modern roundabout (220 feet) in 2000.

The modern roundabout is born

In the 1950s, British traffic engineers started questioning the American practice of using large rotaries. One design pioneer, Frank Blackmore (1916-2008), exemplifies the engineering "can do" spirit of experimenting toward improvement. He had served in the Royal Air Force during World War II as a pilot and also helping develop the new Leigh Light, a powerful carbon arc searchlight that enabled patrol bombers to spot and sink U-boats recharging their batteries on the surface at night. This work sparked in him a passion for experimentation.

After the war, at the Transport Research Laboratory, he tirelessly studied existing designs, developed new models and put them to the test, gradually achieving important breakthroughs. He helped identify two key elements of the modern roundabout:

- **Yield-at-Entry**
  Circulating traffic has the right-of-way, and entering traffic must yield.
- **Deflection for entering traffic**
  Sharper curves for entering traffic cause lower entry speeds.

New roundabout designs brought dramatically improved safety and traffic flow. But, as always, the public was wary of change. Sometimes as traffic built up at redesigned intersections, Blackmore would station himself roadside and shout instructions through a bullhorn at bewildered drivers (foreshadowing WisDOT's current public awareness efforts).

The first yield-at-entry roundabout in England was built in 1956, and a nationwide yield-at-entry rule in 1966 launched the modern roundabout revolution. New designs were so successful that versions of them have been spreading worldwide and are especially prominent in the United Kingdom (10,000), France (20,000) and Australia (15,000). The first two modern roundabouts in the United States were constructed in Nevada, in 1990, and since then more than 1,000 have been built nationwide, with many more planned.

Wisconsin

Improving intersection safety has always been a high priority for WisDOT, and FHWA, which has identified Wisconsin as one of 14 states with high intersection crash rates, now provides additional funding for projects such as building roundabouts.

In 1997, WisDOT brought in experts to report on roundabout progress worldwide (e.g., Michael Wallwork, who had had a great impact on the culture and use of roundabouts in Australia when he lived and practiced there). By 1999 Wisconsin had its first two modern roundabouts in the Village of Howard (see at right). WisDOT embarked on an extensive intersection safety improvement effort through the use of roundabouts, compiling and using information on best practices for their design, engineering and operation, along with educating the public on their proper use. A 2004 WisDOT design manual states, "If an intersection warrants a signal or a four-way stop within the design life of the proposed project, the modern roundabout shall be evaluated as an equal alternative." Patrick Fleming (see profile on page 6), a WisDOT standards development engineer who has helped foster roundabout development statewide, says, "Any state that wants to improve safety by using roundabouts, in my opinion, needs this sort of policy statement." In November, WisDOT's roundabout implementation program received a National Roadway Safety Awards honorable mention.

Wisconsin now has 68 roundabouts on the state highway system, with about 165 proposed. About 45 more are on local roads.

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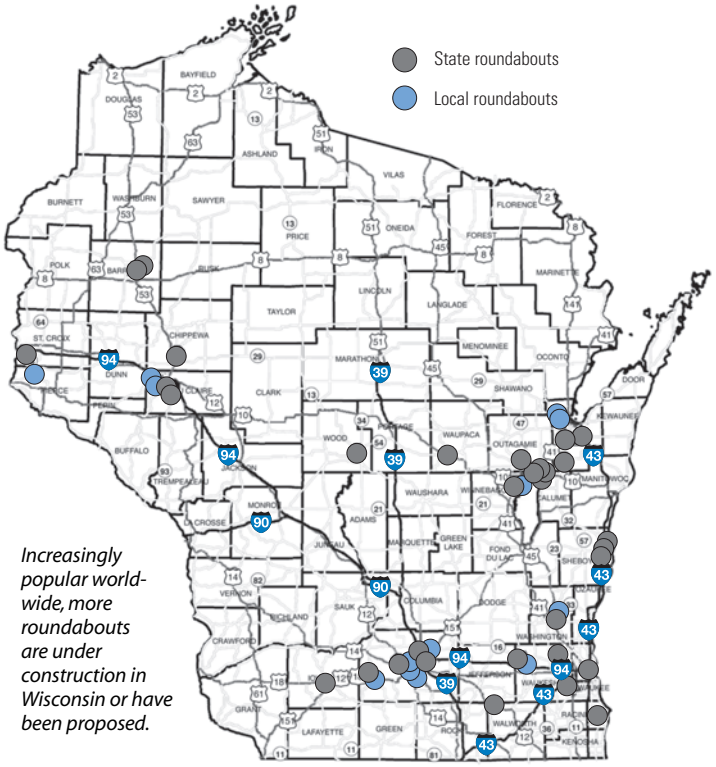
Wisconsin roundabouts (8/09)

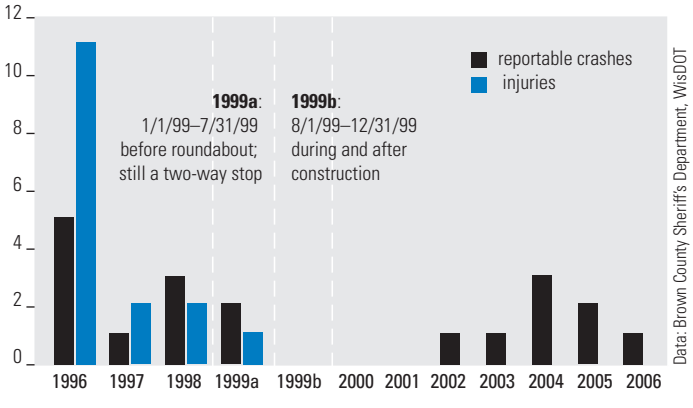


Increasingly popular worldwide, more roundabouts are under construction in Wisconsin or have been proposed.

Lineville Road/ Cardinal Lane roundabout, Village of Howard

Completed in October 1999, the roundabout is at the east end of a campus with an elementary, middle and high school.

Lineville/Cardinal roundabout



- Traffic volume has increased significantly since 1999: e.g., Bay Port High School opened in 2000
- Damage to vehicles before roundabout = severe damage with roundabout = minor
- Most crashes caused by 16-17 year-old drivers
- No crashes involved pedestrians or bicyclists

Highway Safety Partners

This section profiles people who are helping improve traffic safety in Wisconsin.

Patrick Fleming, PE
WisDOT Standards Development Engineer

"It's always interesting—and yet challenging—when working with the public on controversial topics that involve new concepts. And roundabouts are a relatively new concept to many people." So says Patrick, one of WisDOT's leaders in fostering the development of roundabouts in Wisconsin and in helping the public become familiar with them (see page 1). "Few people understand why WisDOT is incorporating more roundabouts as an intersection control. The primary reason is improved safety because of less severe crashes. But other benefits include reduced delays, emissions and queuing. And WisDOT plans to expand their use."

Patrick grew up on a farm between Reedsburg and Wisconsin Dells. He enlisted in the Army in 1972, serving as a military policeman in Augsburg Germany. After receiving a bachelor's degree in Civil & Environmental Engineering at UW-Madison in 1983, he worked for Donohue & Associates in Illinois, Iowa and then Madison.

He joined WisDOT in 1990 and two years later moved to Central Office construction to develop, train and promote WisDOT's QC/QA (quality control/quality assurance) program. Since 1995 he has been primarily involved in safety-related design issues involving FDM Chapter 11, writing design guidance and policy. His current emphasis is on ADA, pedestrian, bicyclist and capacity issues, roundabouts and other intersection control, along with interstate and expressway topics.

For a generation, roundabouts have become increasingly popular worldwide, but they were slow to catch on in the United States. In 2002, FHWA published roundabout design guidelines, marking an important advance in their acceptance. Patrick led the effort to produce a WisDOT roundabout design guide, published in 2004 and frequently updated.

"An important challenge is informing the public about the various types of circular intersections," he observes. "Many people think any circular intersection is a roundabout. For example, last winter a Madison TV station described how difficult it was for the city to plow snow at roundabouts, but their examples included a small traffic calming circle on a residential street. Many people think "roundabout" refers to the large, higher-speed rotaries that became common along the East Coast years ago but tended to create traffic jams."

Roundabout designs continue to improve, and he notes that currently the Wisconsin TOPS (Traffic Operations and Safety) Lab at UW-Madison is studying how roundabout safety here compares with other states.

Contact Patrick at *patrick.fleming@dot.wi.gov*.

By the Parmenter roundabout in Middleton

Roundabouts save lives *from page 5*

Looking ahead

According to FHWA, roundabouts are the preferred safety alternative for a wide range of intersections. Although they're not always appropriate, FHWA's position is that they should be considered as an alternative for all proposed new intersections on federally-funded highway projects, particularly those with major road volumes less than 90% of the total entering volume. Roundabouts should also be considered for all existing intersections that have been identified as needing major safety or operational improvements. This includes freeway interchange ramp terminals and rural intersections.

WisDOT will continue to work with its diverse partners to implement improved roundabout designs and raise public awareness.

Resources

WisDOT *www.wisconsinroundabouts.gov*
Excellent driving tips and an interactive animation demonstrating car, truck, EMS, pedestrian and bicyclist use of roundabouts.

FHWA *http://safety.fhwa.dot.gov/intersection/roundabouts/*
Roundabouts: An Informational Guide
www.tfhrc.gov/safety/00068.htm

IIH *www.iihs.org*
"Research & statistics" section and *Status Report* newsletter

CREDIT: MINNESOTA DOT

Well-lighted rural roundabout. *In Scott County, Minnesota, the intersection of State Highway 13 and County Road 2 (both 55 mph), with two-way stop control, had two fatal crashes and 50 injury crashes in five years. In the year after this roundabout was installed, the only reported crash was a motorcyclist who ran off the road.*

Wisconsin strengthens its OWI laws

On December 22, Governor Jim Doyle signed into law 2009 Wisconsin Act 100, which takes effect July 1, 2010.

The new law:

- Requires ignition interlock devices (IIDs) for all repeat drunken drivers and for first-time offenders with blood-alcohol levels of 0.15 or greater. It criminalizes (misdemeanor) non-compliance with an IID court order and IID removal or tampering.
- Makes a fourth drunken driving offense a felony if it occurs within five years of a previous offense.
- Makes first-offense drunken driving a misdemeanor if a child under 16 is in the vehicle. All other first-time offenses would remain non-criminal traffic offenses.
- Expands to the rest of the state a Winnebago County program that gives judges the option of offering reduced jail time to repeat offenders who agree to and complete alcohol or drug abuse (AODA) treatment. (This provision took effect December 24, 2009.)
- Eliminates the exemption from some costs, record retention and AODA assessment now granted to first offenders with blood-alcohol levels between 0.08 and 0.10.

Dennis Hughes, WisDOT Bureau of Transportation Safety, describes Act 100 as the biggest advance in strengthening the state's OWI laws in the past 10 years. He notes that law enforcement officers who are unfamiliar with IIDs may need training to look for and identify them. And first offense OWI stops may now be handled differently if a minor is in the vehicle.

Another important change: the period of license revocation for OWI begins on the conviction date and is extended by the number of days the offender spends in jail/prison.

Governor Doyle said, "This bill is an important step in the fight against drunken driving in Wisconsin. We still have a long way to go."

Legislative changes

Beginning January 1, Wisconsin Act 97 made several changes affecting U-turns that make Wisconsin more consistent with neighboring states.

- Previous law prohibited U-turns at all controlled intersections. Act 97 permits U-turns at controlled intersections UNLESS signs are installed to indicate they are prohibited by the unit of government responsible for maintaining the intersection (state, county, municipality).
- U-turns have to be made from the leftmost turn lane in the same way as an ordinary left turn. Vehicles on the intersecting street attempting to turn right-on-red must yield to the U-turning vehicle.
- Passing a left-turning vehicle on the right using a PAVED shoulder is permitted. This does NOT mean that a driver can pass a slower-moving vehicle on the right using the shoulder—the vehicle being passed MUST be making a left turn. Also, the vehicle passing 0on the right MUST keep all four wheels on the pavement or paved shoulder.

Illinois' Operation Teen Safe Driving

from page 8

driving issues, and 105 schools received financial assistance to develop teen-led, peer-to-peer programs emphasizing safety belt use, distracted driving, speeding and impaired driving.

At the conclusion of their programs, top schools received funding for post-prom activities. Also, students from the winning schools participated in Ford's DSFL Ride and Drive events, with professional drivers teaching teens key driving skills behind the wheel.

Teen fatalities decreased from 155 in 2007 to 93 in 2008. During its first two years, there were no further teen fatalities in Tazewell County. In 2009 the program won an award from the Governor's Highway Safety Association and also a National Roadway Safety Award. Some credit for the lower fatalities also goes to the state's newly-enacted GDL law.

Keys to success, says Marianne Hankins from IDOT-DTS, include the financial assistance and strong support from schools, IDOT field staff, law enforcement and community members who help with the coordination required for local programs to catch on.

Visit these websites:
www.teensafedrivingillinois.org
www.cautionmagazine.org.

Vehicular Homicide Conference
March 22-24

Holiday Inn Hotel & Convention Center
Expo Rooms 1 & 2
Stevens Point

Sponsored by the Wisconsin Department of Justice's Traffic Safety Resource Prosecutor (TSRP) Program and the Statewide Prosecutor Training and Education (SPET) Program, with grant funding from the WisDOT Bureau of Transportation Safety, this FREE conference will provide law enforcement officers and prosecutors with the knowledge and skills necessary to effectively and aggressively investigate and prosecute vehicular crash cases. The joint training approach will allow prosecutors and law enforcement to learn from one another and appreciate the challenges each group faces.

Registration information is available on WILENET. No registration fee.

For further details, contact Tara Schipper, Wisconsin's TSRP, at *jenswtm@doj.state.wi.us,* or Tami Dzikowich, SPET Director, at *spet@doj.state.wi.us.*

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IRC study

GDL works. Let's make it work better!

A study by the Injury Research Center at the Medical College of Wisconsin of GDL policies of Great Lakes states includes these key findings:

- Three-phase GDL policies reduce teenage crash deaths and injuries
- Evidence-based modification of GDL policies could reduce them further

All six states in this region now have three-phase GDL policies (a learner and intermediate stage prior to full licensure). IRC researchers used state-by-state data from the *National Review of Graduated Driver Licensing*, funded by the AAA Foundation for Traffic Safety. The Review identified best-practice GDL components (see sidebar).

IRC researchers found that if all six states met at least five of these seven components, then more than 300 fatalities and 27,000 injuries could be prevented.

For more about the study, visit *www.mcw.edu/irc* and contact Sally Smaida at *ssmaida@mcw.edu*. A wealth of GDL information is available on the WisDOT website.

Best-practice GDL components

Identified by the *National Review of GDL* for 2002-06 in Great Lakes states (subsequent modifications noted).

- Learner's permit: minimum age 16 (no states)
- Minimum 6-mo holding period between learner permit and intermediate phase (MI, MN, OH, WI)
- Minimum of 30 hours supervised driving (IL, MI, MN, OH, WI)
- Minimum age of 16.5 years to enter intermediate phase (no states)
- No unsupervised driving after 10 pm during intermediate phase (IL '08, IN '09)
- No unsupervised driving under age 20 with more than one peer during intermediate phase (WI, IL '04, MN '08, OH '07, IN '09)
- Full licensure: minimum age 17 (IN, MI, MN, OH)

National award-winner

Illinois' Operation Teen Safe Driving

Innovative programs nationwide are helping improve traffic safety. One example is Operation Teen Safe Driving, developed by Illinois DOT's Division of Traffic Safety (DTS) along with the Ford Motor Company Fund's Driving Skills for Life (DSFL) program and the Allstate Foundation.

In the spring of 2007, law enforcement officers in rural Tazewell County, Illinois, helped launch the pilot program after 15 teens died in crashes in the county in just 15 months. After the program had good results in seven high schools, it went statewide in 2008. No other state has attempted an effort of this magnitude. All 900 Illinois high schools were invited to participate and 225 submitted applications. Students identified local teen

continued on page 7

Mt. Assisi Academy (Lemont, IL) held a poster contest to help raise awareness. The winner: "U CAN'T REALLY DRIVE TIL U DWI: Drive With Intelligence"

Springfield-area high school students at an Operation Teen Safety Driving press event. Each cross represents an Illinois teen fatality.