

# Contents

**Part 1—Introduction ..... ii**

**Part 2—Driver Education Forum Summary, Conclusions, and Recommendations...v**  
Scope of the Problem .....v  
Curriculum ..... vi  
Teenagers’ Learning Styles.....x  
Driver Education Sequencing ..... xii  
Conclusions..... xvii  
Recommendations..... xvii

**Part 3—Graduated Driver Licensing Recommendations ..... xix**

**Part 4—Novice Driver Requirements in the 50 States and District of Columbia.... xxi**

**Part 5—Proceedings**

## Part 1—Introduction

1           The National Transportation Safety Board convened a 2-day public forum in  
2   October 2003 to survey the current state of novice driver education and training,  
3   including the extent to which it is used, its effectiveness and shortcomings, and what can  
4   be done to improve it. (See pages 3 and 4 of the proceedings for the complete public  
5   forum agenda.) While driver education has been available since the 1930s and,  
6   intuitively, should improve driving safety, in fact little consensus exists on the benefits of  
7   driver education and training, what it should entail, and how it should be delivered. The  
8   29 participants included the National Highway Traffic Safety Administration (NHTSA),  
9   State government representatives, safety and consumer associations, groups offering  
10  driver education, and teachers, students, and researchers.

11           The forum highlighted several critical points:

- 12           • Automobile crashes are the leading cause of death among teenagers.
- 13           • What works and what does not work in developing safe drivers is not known.  
14            Measuring the effectiveness of driver education programs is difficult because  
15            of the myriad factors that contribute to teenage driver crashes.
- 16           • Little conclusive research on what constitutes an effective driver education  
17            program is available. Many research projects are under way, nationally and  
18            internationally, that show varying degrees of success for individual  
19            components of driver education, but no program exists that integrates the best  
20            practices in driver education and training.

## Draft

- 1           • Although skill development alone does not necessarily equate to safe driving,  
2           most driver education programs do not take into account at all how teenagers  
3           in today’s environment learn and assimilate knowledge that leads to skill  
4           development.
- 5           • State requirements for driver education vary greatly; for instance, no  
6           consensus exists on whether or how driver education should complement  
7           graduated driver licensing (GDL),<sup>1</sup> which all States are already implementing  
8           to some extent.
- 9           • Driver education programs have not been designed to integrate skill  
10          development, teenagers’ learning styles, and task sequencing, which would  
11          help ensure that young drivers have the knowledge and skills to drive safely  
12          when they receive a license with full driving privileges.
- 13          • The 30 hours of classroom and 6 hours of behind-the-wheel training that most  
14          students receive may not be adequate to teach teenagers how to be safe drivers  
15          and is not based on a thorough analysis of how teenagers learn or on a  
16          progression of task complexity.

17           While the Safety Board has issued recommendations on GDL for teenage drivers  
18          as recently as 2002 (see part 3), this report of proceedings is the first Safety Board  
19          document on driver education since 1971. The Safety Board considers the  
20          recommendations issued as a result of these proceedings a critical step in determining  
21          how driver education and behind-the-wheel training can complement each other to reduce  
22          novice driver crashes, injuries, and fatalities. Without action on these recommendations,

---

<sup>1</sup> GDL is a 3-stage licensing system that provides novice drivers with driving experience under more controlled circumstances through restrictions such as curfews, supervised driving, violation-free driving, and passenger limits.

## Draft

- 1 the Nation will not know which driver training strategies work and, therefore, may
- 2 continue to spend scarce funds on programs that produce few or no measurable gains.

## Part 2—Driver Education Forum Summary, Conclusions, and Recommendations

### Scope of the Problem

1           According to NHTSA, drivers between the ages of 15 and 20 represent 6.4  
2 percent of licensed drivers in the United States, yet were involved in 13.6 percent of fatal  
3 crashes and 18 percent of all police-reported crashes in 2003.<sup>2</sup> In that same year, 15- to  
4 20-year-old drivers involved in fatal crashes numbered 7,884.<sup>3</sup> Motor vehicle crashes are  
5 the leading cause of death for 15- to 20-year-olds, accounting for two out of every five  
6 teenage deaths.<sup>4</sup> In 2002, the estimated economic cost of crashes involving 15- to 20-  
7 year-old drivers was \$40.8 billion.<sup>5</sup> Further, a study of crashes in four States revealed that  
8 16-year-olds account for the highest percentage of single-vehicle crashes and crashes  
9 involving speeding and driver error.<sup>6</sup> Because fatalities in car crashes are the leading  
10 cause of death among teenagers and teenage drivers are disproportionately involved in  
11 crashes, additional action needs to be taken to identify and implement solutions to reduce  
12 these fatalities.

---

<sup>2</sup> U.S. Department of Transportation, NHTSA, *Traffic Safety Facts 2003 Data: Young Drivers*, DOT HS 809 774 (Washington, DC: NHTSA, 2005).

<sup>3</sup> DOT HS 809 774.

<sup>4</sup> <<http://www.cdc.gov/ncipc/duip/spotlite/teendrivers.htm>>.

<sup>5</sup> U.S. Department of Transportation, NHTSA, *Traffic Safety Facts 2002: Young Drivers*, DOT HS 809 619 (Washington, DC: NHTSA, 2004).

<sup>6</sup> M.X. Cammisa, A.F. Williams, and W.A. Leaf, “Vehicles Driven by Teenagers in Four States,” *Journal for Safety Research*, Vol. 30, No. 1 (1999): 25-30.

## Curriculum

1            Responding to repeated requests from both advocates and opponents of driver  
2 education, as well as from the Congress, the National Highway Safety Bureau (now  
3 NHTSA) initiated the first comprehensive study of driver education in 1968; the goal was  
4 to develop and evaluate a state-of-the-art driver education program. This effort ultimately  
5 led to a demonstration project that took place from 1978 to 1981 (commonly referred to  
6 as the DeKalb study, named after DeKalb County, Georgia, where it was conducted) and  
7 compared the effects of three programs: a comprehensive Safe Performance Curriculum  
8 (SPC), a shorter Pre-Driver Licensing (PDL) curriculum, and no driver education. Many  
9 safety advocates expected this effort to conclusively show the crash-reduction potential  
10 of a model classroom and behind-the-wheel curriculum, that is, the SPC.

11            The demonstration project did not yield strong evidence of a safety benefit  
12 associated with either the SPC or PDL curricula. When the crash rates of the students  
13 assigned to each group (regardless of whether they completed the course or were  
14 licensed) were evaluated, no significant difference was found among the three groups,  
15 either in the percentage of students who were involved in a crash or in the average  
16 number of crashes per student.<sup>7</sup> Debate regarding the study's methodology has been  
17 ongoing. Nonetheless, two additional analyses<sup>8</sup> found no evidence of crash reduction  
18 effectiveness due to the driver education training after the first 6 months (for SPC) or

---

<sup>7</sup> J.R. Stock, J.K. Weaver, H.W. Ray, J.R. Brink, and M.G. Sadoff, *Evaluation of Safe Performance Secondary School Driver Education Curriculum Demonstration Project, Final Report*, DOT HS 806 568 (Washington, DC: NHTSA, 1983).

<sup>8</sup> (a) A.K. Lund, A.F. Williams, and P. Zador, "High School Driver Education: Further Evaluation of the DeKalb County Study," *Accident Analysis and Prevention*, Vol. 18, No. 4 (1986): 349-357. (b) C.S. Davis, *The DeKalb County, Georgia Driver Education Demonstration Project: Analysis of Its Long-Term Effect* (Iowa City, Iowa: University of Iowa, Department of Preventive Medicine, 1990).

**Draft**

1 after the first 18 months (for PDL). Both studies reported that the SPC and PDL courses  
2 resulted in earlier licensing among their students.

3 In 1981 (before results of the demonstration project were released), the Congress  
4 required NHTSA to reconsider its list of national priority programs in terms of their  
5 potential for reducing crashes. Based on available evidence (including preliminary results  
6 from the demonstration project), driver education was dropped from NHTSA's list of  
7 priority programs in that year.

8 Many driver education curricula, public and private, have been developed without  
9 the benefit of information about what constitutes an effective program. For example, the  
10 American Driver and Traffic Safety Education Association (ADTSEA), with funding  
11 from NHTSA, has developed a model driver education curriculum for classroom and  
12 behind-the-wheel instruction to provide information on the basics of safe vehicle  
13 operation. This curriculum has not yet been validated to determine whether it improves  
14 teenagers' safety. NHTSA plans, probably in 2006, to begin identifying the factors that  
15 would be involved in a large-scale evaluation of driver education effectiveness and then  
16 to perform a general evaluation of driver education, including ADTSEA's curriculum.<sup>9</sup>  
17 Some States already use the ADTSEA curriculum and some supplement it with other  
18 curricula.<sup>10</sup> For example, Idaho and Oregon use parts of the National Institute for Driver  
19 Behavior's behind-the-wheel curriculum, in addition to the ADTSEA curriculum. Other  
20 States have no standard driver education curricula.<sup>11</sup> Several private companies and

---

<sup>9</sup> Conversation with Jim Wright, NHTSA, May 16, 2005.

<sup>10</sup> Elizabeth Weaver, Idaho Department of Education, 74. John Harvey, Oregon Department of Transportation, 107. (All references from the forum transcript are cited as [speaker, company or association, page number].)

<sup>11</sup> Greg Lantzy, Michigan Department of Education, 89.

## Draft

1 associations discussed the content and effectiveness of their driver education curricula at  
2 the forum, and each claimed some level of success in reducing crashes;<sup>12</sup> however, no  
3 individuals or groups have comprehensively identified and evaluated best practices for  
4 driver education and training.

5 Driver education takes place worldwide, and studies are also under way in  
6 Europe, for example, to determine how best to provide driver education and behind-the-  
7 wheel training to improve novice driver safety. Although driver licensing generally does  
8 not occur until age 18 in Europe, the crash rate for European novice drivers is still higher  
9 than that for more experienced drivers.<sup>13</sup> Consequently, the European Union is  
10 researching ways to improve driver education and to reduce the novice driver crash rate.  
11 European researchers note, “[N]ovice drivers can have superior manoeuvring skills and  
12 still have many crashes. Teaching scanning<sup>14</sup> and anticipating as well as self-evaluation  
13 skills<sup>15</sup> appear to be promising ways to reduce crash rates of novice drivers.”<sup>16</sup> Another  
14 European research program found that “driver education should expand from the  
15 knowledge and skills of vehicle manoeuvring and the mastery of traffic situations to

---

<sup>12</sup> Examples include the AAA Foundation’s Novice Driver Education Model Curriculum, the American Automobile Association’s DriverZed, the National Institute for Driver Behavior, TeenSmart, and the National Driver Training Institute.

<sup>13</sup> Nils-Petter Gregersen, *Reducing High Risks—Young Novice Driver Measures*. In <<http://www.etsc.be/evebody.htm>>.

<sup>14</sup> Scanning is the task of observing the entire scene around the vehicle to determine whether the path is safe.

<sup>15</sup> Self-evaluation skills are those used to observe one’s own behavior and actions to determine whether that behavior contributes to safe driving.

<sup>16</sup> A. Hoeschen and E. Bekiaris, editors, *TRAINER System for Driver Training and Assessment Using Interactive Evaluation Tools and Reliable Methodologies*, Deliverable No. 2.1, “Inventory of Driver Training Needs and Major Gaps in the Relevant Training Procedures” (Brussels, Belgium: BIVV/CARA, 2001).

## Draft

1 include more about driving goals and context as well as about goals for life, risk  
2 awareness, and self-evaluation.”<sup>17</sup>

3 A 1996 review of the role of driver education as part of GDL programs in the  
4 United States included the recommendation that an effective program “should be  
5 empirically based and focus on those psycho-motor, cognitive, and perceptual skill  
6 deficiencies that have been shown to be associated with high collision rates of novice  
7 drivers.”<sup>18</sup> However, most driver education courses today are not based on an evaluation  
8 of the amount of time needed to master these skills. They therefore may not have  
9 sufficient hours or the right mix of classroom and behind-the-wheel training (30 hours  
10 classroom, 6 hours behind-the-wheel is the typical amount of training provided) to  
11 provide this type of instruction.

12 In summary, as stated at the forum, “Without national leadership, everyone has  
13 done their own thing. As a result, what driver education is in one community is entirely  
14 different [from what it is] in another community.”<sup>19</sup> The Safety Board concludes that  
15 although the various approaches to driver education in the United States and Europe may  
16 have aspects that provide novice drivers with some of the training and skills needed to  
17 drive safely, no systematic evaluation has been conducted to determine which  
18 components are effective in teaching safe driving skills; consequently, educators and  
19 commercial driving schools have little or no reliable guidance to follow in designing an

---

<sup>17</sup> S. Siegrist, editor, *Driver Training, Testing and Licensing—Towards a Theory Based Management of Young Drivers' Injury Risk In Road Traffic*, BFU Report No. 40 (Bern, Switzerland: BFU, 1999).

<sup>18</sup> D.R. Mayhew and H.M. Simpson, *Effectiveness and Role of Driver Education and Training in a Graduated Licensing System: Summary* (Arlington, Virginia: Insurance Institute for Highway Safety, 1996).

<sup>19</sup> Allen Robinson, ADTSEA, 37.

1 appropriate curriculum or in establishing requirements for classroom or behind-the-wheel  
2 instruction. [Conclusion]

## Teenagers' Learning Styles

3 Research has advanced significantly since the DeKalb study 2 decades ago,  
4 particularly in the area of how teenagers learn. A representative from the Idaho  
5 Department of Education stated that, in her experience, “traditional classroom lecture  
6 methods that we have used so long in our schools no longer work with teenage drivers  
7 today. Our teenagers need to be visually, mentally and physically stimulated and  
8 challenged.”<sup>20</sup> Teenagers vary greatly in their learning capacity, learning style, maturity,  
9 and risk-taking behavior. Driver education and behind-the-wheel training need to  
10 accommodate those who learn visually, those who learn by listening, and those who learn  
11 by doing. Having students only read a book or listen to a lecture, as many classroom  
12 curricula do, does not take into consideration the varying ways in which students learn. A  
13 multivariate approach to teaching and learning can reach the maximum number of  
14 students and help them learn to drive safely. Noting that most programs do not attempt to  
15 employ the wide-ranging methods by which teenagers learn, a 2000 study<sup>21</sup> of policies  
16 and practices in driver education stated, “it will be important for future initiatives to  
17 ground efforts in the overall cognitive, emotional, and physical developmental processes  
18 of youth.”

19 Thus, developing comprehensive driver education and behind-the-wheel training  
20 curricula requires an understanding not only of traffic safety but also of how teenagers

---

<sup>20</sup> Elizabeth Weaver, Idaho Department of Education, 75.

<sup>21</sup> D. Anderson, A. Abdalla, C.N. Goldberg, T. Diab, and B. Pomietto, *Young Driver: A Study of Policies and Practices, Report of Findings* (Fairfax, Virginia: George Mason University, December 2000).

## Draft

1 learn. In the absence of such an understanding, educators can lose the opportunity to  
2 teach teenagers how to drive safely. Furthermore, as is reflected in their behavior,  
3 teenagers are extremely susceptible to peer pressure. Understanding this pressure and  
4 other aspects of the cultural and societal pressures that affect their behavior could help  
5 educators design curricula that take into account and compensate for risks associated with  
6 this environment. Some European programs have begun to focus on this aspect of  
7 educating teenage drivers.<sup>22</sup> The Safety Board concludes that to be effective, novice  
8 driver education must take into account research results that offer an understanding of  
9 how teenagers learn and of the behavioral environment in which teenagers typically  
10 function. [**Conclusion**]

11 One function of the U.S. Department of Education is to promote improvements in  
12 the quality and usefulness of education throughout the United States.<sup>23</sup> Driver education  
13 in a majority of the States comes under the purview of the State Departments of  
14 Education; however, the U.S. Department of Education currently has no role in  
15 developing driver education courses. Yet the need for a more rigorous approach to novice  
16 driver education is pressing, and the time for Department of Education involvement is  
17 opportune. Research results from other educational fields on how teenagers learn may  
18 have applicability to driver education, and the Department of Education is best equipped  
19 to make this determination.

20 Training is necessary for skill development and proficiency in any activity, and,  
21 logically, driver education and training should provide such benefits for novice drivers.  
22 Although statistics have not shown whether driver education is beneficial for novice

---

<sup>22</sup> BFU Report No. 40.

<sup>23</sup> <[www.ed.gov](http://www.ed.gov)>.

## Draft

1 drivers in terms of reducing the incidence of crashes, this does not necessarily indicate  
2 that driver education is unsuccessful, when in fact no methodology is available to  
3 measure whether the roads would be less safe without driver education. Further, what  
4 specifically would improve novice driver performance has not been identified; rather,  
5 driver education curricula, including the recently developed ADTSEA course funded by  
6 NHTSA, have been developed largely based on subjective measures and use of readily  
7 available components that have not been validated. NHTSA, through a cooperative  
8 agreement with ADTSEA, is preparing a summary of subjects being taught in driver  
9 education programs throughout the country, but this agreement does not include an  
10 evaluation of the benefits of these programs.<sup>24</sup> Therefore, NHTSA, in conjunction with  
11 the Department of Education, should determine which driver training methods result in  
12 increased safety for novice drivers, and the Safety Board encourages NHTSA and the  
13 Department of Education to solicit input from driver education providers during this  
14 effort. The Safety Board believes that NHTSA and the Department of Education should  
15 jointly review current driver education and training programs in use nationally and  
16 internationally and determine which instructional tools, training methods, and curricula  
17 are consistent with what the Department of Education has identified as best teaching  
18 methodologies and have led to or are likely to lead to a reduction in crashes. Further, they  
19 should incorporate these best practices into a model driver education and training  
20 curriculum. **[Recommendation]**

### Driver Education Sequencing

21 In 1949, the National Education Association's National Commission on Safety  
22 Education<sup>25</sup> recommended 30 hours of classroom education and 6 hours of behind-the-

---

<sup>24</sup> Conversation with Jim Wright, NHTSA, May 16, 2005.

<sup>25</sup> The commission was formed to provide structure and guidance to the rapidly developing field of

## Draft

1 wheel training (30 + 6) as a standard for driver education and training. The commission  
2 derived these recommendations based on a compromise between the time needed to teach  
3 driver education and the time funded and feasible for teaching driving skills during the  
4 school day.<sup>26</sup>

5 Despite the dramatic changes in vehicles, highways, and the driving environment  
6 over the past 56 years, the approach to driver education has changed little. According to  
7 one of the speakers at the Safety Board’s public forum, many schools still regard the 30 +  
8 6 formula as the standard.<sup>27</sup> Researchers have shown that driver education, accomplished  
9 in 30 hours of classroom and 6 hours of behind-the-wheel training, cannot reasonably be  
10 expected to transform a nondriver into a safe driver.<sup>28</sup> Nonetheless, even the model  
11 curriculum that ADTSEA recently developed for NHTSA is based on the 1949 standard  
12 (30 hours of classroom instruction and 6 hours of behind-the-wheel instruction),<sup>29</sup>  
13 because it reflects the number of instruction hours allotted in States that offer school-  
14 based driver education. One driver education teacher at the forum agreed that, based on  
15 her experience, precision driving skills and safe driving habit development cannot be  
16 taught in only 6 hours of behind-the-wheel instruction.<sup>30</sup> A teenage speaker at the forum  
17 also said she did not receive enough driving time with her instructor.<sup>31</sup> A speaker from  
18 the Insurance Institute for Highway Safety noted that “the courses are generally short  
19 duration, leading to concentration on teaching basic driving skills and less opportunity to

---

driver education.

<sup>26</sup> Correspondence with James Nichols, formerly of NHTSA, August 16, 2004.

<sup>27</sup> Allen Robinson, ADTSEA, 33.

<sup>28</sup> (a) P.F. Waller, “Driver Education: Can Its Goals Be Met?” *Perception*, Vol. 8, No. 6 (1975).  
(b) P.F. Waller, “The Genesis of GDL,” *Journal of Safety Research*, Vol. 34 (2003): 17-23.

<sup>29</sup> <[http://adtsea.iup.edu/adtsea/de\\_curriculum/de\\_curriculum.htm](http://adtsea.iup.edu/adtsea/de_curriculum/de_curriculum.htm)>.

<sup>30</sup> Deborah Cottonware, 2003 Teacher of the Year, ADTSEA, 125.

<sup>31</sup> Kayla Craddick, student, 136.

## Draft

1 teach safe driving techniques.”<sup>32</sup> The Safety Board concludes that the 56-year-old  
2 formula of 30 hours of classroom training followed sequentially by 6 hours of behind-  
3 the-wheel training was determined arbitrarily and is probably inadequate to teach  
4 teenagers the skills necessary to drive safely on today’s roadways. **[Conclusion]**

5 GDL, which the Safety Board has recommended and all States have implemented  
6 (at least in part), is a three-stage system that incrementally gives young novice drivers  
7 added privileges as they gain experience driving. First, the young driver receives a  
8 learner’s permit that requires completion of both a minimum of 6 months driving without  
9 an at-fault crash or traffic violation and supervised driving practice (including nighttime  
10 driving) in which the supervising licensed driver is age 21 or older. Next, the young  
11 driver receives an intermediate, or provisional, permit that requires completion of a  
12 minimum of 6 months driving without an at-fault crash or traffic violation and imposes  
13 nighttime driving restrictions and teenage passenger restrictions. During both stages one  
14 and two, young drivers are not allowed to operate a vehicle under the influence of alcohol  
15 (blood alcohol concentration of 0.0 grams/100 ml) and may not use interactive wireless  
16 communication devices (cell phones). The third and final stage is full licensure.

17 In many States, teenagers cannot receive their learner’s permit until they have  
18 completed the classroom phase of driver education. However, at stage 1 of GDL and  
19 beyond, the opportunities for additional classroom education are limited. While GDL  
20 provides novice drivers with actual driving experience under controlled conditions,<sup>33</sup> the

---

<sup>32</sup> Alan Williams, Insurance Institute for Highway Safety, 199.

<sup>33</sup> Examples include limiting driving to daytime, driving with adult supervision, limiting the number of passengers, mandatory seatbelt usage, remaining accident/violation-free during the learner and intermediate stages, no alcohol violations, and prohibiting cell phone use.

**Draft**

1 opportunity for behind-the-wheel practice in a safe environment from a qualified  
2 instructor is minimal.

3         The majority of States that require both classroom and behind-the-wheel training  
4 do not require that they be taken concurrently (see part 4). Most classroom training in  
5 driver education takes place when a novice driver has had little or no experience behind  
6 the wheel to relate concepts learned to real-life driving. Students listen to a lecture but  
7 often do not practice the lesson until weeks or even months later. Michigan, in  
8 cooperation with NHTSA, is studying the effect of providing two-phased classroom  
9 education, which inserts the behind-the-wheel training between the two classroom  
10 phases. Some privately offered driver education courses discussed at the forum combine  
11 classroom and behind-the-wheel learning so that they are done concurrently. No studies  
12 to date have shown whether students' driving skills benefit from concurrent classroom  
13 and behind-the-wheel training. Yet NHTSA, through its cooperative agreement with  
14 ADTSEA, will offer technical assistance to the States on providing driver education in  
15 conjunction with GDL without corresponding research to support the validity of such  
16 assistance.<sup>34</sup>

17         Although the specific number of hours that novice drivers need to learn to operate  
18 a motor vehicle safely may vary because of individual learning differences, setting a  
19 standard sequence for classroom and behind-the-wheel education, in conjunction with  
20 GDL qualifications, could guide educators and trainers in providing optimum training to  
21 teach the majority of novice drivers to become safe drivers. The Safety Board believes  
22 that NHTSA, in cooperation with the Department of Education, should determine the  
23 optimum sequencing, in conjunction with GDL qualifications, for educating teenagers on

---

<sup>34</sup> Conversation with Jim Wright, NHTSA, May 16, 2005.

## Draft

- 1 safe driving skills, both in the classroom and behind the wheel, and encourage the States
- 2 to adopt this requirement. [**Recommendation**]

## Conclusions

- 1 1. Although the various approaches to driver education in the United States and Europe  
2 may have aspects that provide novice drivers with some of the training and skills  
3 needed to drive safely, no systematic evaluation has been conducted to determine  
4 which components are effective in teaching safe driving skills; consequently,  
5 educators and commercial driving schools have little or no reliable guidance to follow  
6 in designing an appropriate curriculum or in establishing requirements for classroom  
7 or behind-the-wheel instruction.
- 8 2. To be effective, novice driver education must take into account research results that  
9 offer an understanding of how teenagers learn and of the behavioral environment in  
10 which teenagers typically function.
- 11 3. The 56-year-old formula of 30 hours of classroom training followed sequentially by 6  
12 hours of behind-the-wheel training was determined arbitrarily and is probably  
13 inadequate to teach teenagers the skills necessary to drive safely on today's roadways.

## Recommendations

14 As a result of its investigation and public hearing, the National Transportation  
15 Safety Board makes the following safety recommendations:

### 16 **To the U.S. Department of Education:**

- 17 1. In cooperation with the National Highway Traffic Safety  
18 Administration, review current driver education and training programs  
19 in use nationally and internationally and determine which instructional  
20 tools, training methods, and curricula are consistent with what you  
21 have identified as best teaching methodologies and have led to or are

**Draft**

1           likely to lead to a reduction in crashes. Further, incorporate these best  
2           practices into a model driver education and training curriculum. (H-05-  
3           XX)

4           2. In cooperation with the National Highway Traffic Safety  
5           Administration, determine the optimum sequencing, in conjunction  
6           with graduated driver licensing qualifications, for educating teenagers  
7           on safe driving skills, both in the classroom and behind the wheel, and  
8           encourage the States to adopt this requirement. (H-05-XX)

9           **To the National Highway Traffic Safety Administration:**

10          3. In cooperation with the U.S. Department of Education, review current  
11          driver education and training programs in use nationally and  
12          internationally and determine which instructional tools, training  
13          methods, and curricula are consistent with what the U.S. Department  
14          of Education has identified as best teaching methodologies and have  
15          led to or are likely to lead to a reduction in crashes. Further,  
16          incorporate these best practices into a model driver education and  
17          training curriculum. (H-05-XX)

18          4. In cooperation with the U.S. Department of Education, determine the  
19          optimum sequencing, in conjunction with graduated driver licensing  
20          qualifications, for educating teenagers on safe driving skills, both in  
21          the classroom and behind the wheel, and encourage the States to adopt  
22          this requirement. (H-05-XX)

## Part 3—Graduated Driver Licensing Recommendations

1 **To the Governors of Alabama, Alaska, Arizona, Colorado, Connecticut,**  
2 **Delaware, Florida, Georgia, Hawaii, Idaho, Iowa, Kansas, Louisiana, Maine,**  
3 **Massachusetts, Minnesota, Mississippi, Montana, Nebraska, New**  
4 **Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Rhode**  
5 **Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia,**  
6 **West Virginia, Wisconsin, and Wyoming and the Mayor of the District of**  
7 **Columbia:**

8       Raise the minimum legal age for drinking or purchasing all alcoholic  
9       beverages to 21 years of age. (H-82-18)

### 10 **To the State Governors:**

11       Review your drinking age (age 21) laws to determine if they prohibit  
12       persons under the age of 21 from attempting to purchase, purchasing,  
13       publicly possessing, or consuming alcoholic beverages and prohibit the  
14       sale of alcoholic beverages to persons under the age of 21. Enact laws to  
15       include these provisions and to eliminate deficiencies that may exist. (H-  
16       93-1)

17       Enact comprehensive laws that prohibit drivers under the age of 21 from  
18       driving with any measurable blood alcohol concentration (any level above  
19       0.00 BAC), to include: provisions for administrative license revocation.  
20       (H-93-5)

21       Enact laws that prohibit driving by young novice drivers between certain  
22       times, especially midnight to 5 a.m. (H-93-9)

23       Require that the supervising adult driver in the learner’s permit stage of  
24       your graduated licensing law is age 21 or older. (H-02-31)

25 **To the Governors of Alabama, Arkansas, Colorado, Delaware, Florida,**  
26 **Georgia, Idaho, Indiana, Illinois, Iowa, Louisiana, Maine, Maryland,**  
27 **Michigan, Mississippi, Missouri, New Hampshire, New Mexico, New York,**  
28 **Ohio, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota,**

Draft

1 **Texas, Virginia, Washington, West Virginia, and the Mayor of the District of**  
2 **Columbia:**

3 Restrict young, novice drivers with provisional (intermediate) licenses,  
4 unless accompanied by a supervising adult driver who is at least 21 years  
5 old, from carrying more than one passenger under the age of 20 until they  
6 receive an unrestricted license or for at least 6 months (whichever is  
7 longer). (H-02-30)

8 **To the Governors of Alaska, Arizona, Connecticut, Hawaii, Kansas,**  
9 **Kentucky, Minnesota, Montana, Nebraska, Nevada, North Dakota,**  
10 **Oklahoma, Utah, and Wyoming:**

11 Enact laws to provide for a three-stage graduated licensing system for  
12 young novice drivers, and restrict young novice drivers with provisional or  
13 intermediate licenses (second stage), unless accompanied by a supervising  
14 adult driver who is at least 21 years old, from carrying more than one  
15 passenger under the age of 20 until they receive an unrestricted license or  
16 for at least 6 months (whichever is longer). (H-02-32)

17 **To the 48 States that do not have legislation prohibiting holders of learner's**  
18 **permits and intermediate licenses from using interactive wireless**  
19 **communication devices:**

20 Enact legislation to prohibit holders of learner's permits and intermediate  
21 licenses from using interactive wireless communication devices while  
22 driving. (H-03-8)

# Part 4—Novice Driver Requirements in the 50 States and District of Columbia

1 Table 1. Learner’s permit requirements (based upon Insurance Institute for  
2 Highway Safety [IIHS] information, June 2005).

	Requirements				Restrictions	
	Type	Age	Training	Testing	Supervision	Other (hours, locations, passengers, cell phone usage)
<b>Alabama</b>	Learner’s license	15	—	Pass written test	Not drive unless supervised	—
<b>Alaska</b>	Instruction permit	14	—	Pass written test	Not drive unless supervised	—
<b>Arizona</b>	Restricted instruction permit	15	Enrolled in driver education program	Pass written test	Not drive unless supervised	Only drive on designated highway or area
	Instruction permit	15 years, 7 months	—	Pass written test	Not drive unless supervised	—
<b>Arkansas</b>	Instruction permit	14	—	Pass written test	Not drive unless supervised	—
	Learner’s license	14	Hold instruction permit 30 days	Pass driving test	Not drive unless supervised	—
<b>California</b>	Instruction permit	15 years, 6 months	Complete driver education and enrolled in or completed on-the-road training	Pass written test	Not drive unless supervised	—
<b>Colorado</b>	Instruction permit	16	—	Pass written test	Not drive unless supervised	Not drive while using a cell phone
	Instruction permit	15 years, 6 months	Complete 4-hour driver awareness program	Pass written test	Not drive unless supervised	Not drive while using a cell phone
	Instruction permit	15	Enrolled in driver education program	Pass written test	Not drive unless supervised	Not drive while using a cell phone
<b>Connecticut</b>	Learner’s permit	16	—	Pass written test	Not drive unless supervised	—
<b>Delaware</b>	Level 1 learner’s permit	15 years, 10 months	Complete driver education and certified by driving instructor	Pass written and driving test	Not drive unless supervised for first 6 months	Not carry more than two passengers in addition to supervising driver (family excepted)
<b>District of Columbia</b>	Learner’s permit	16	—	Pass written test	Not drive unless supervised	Not drive between 9 p.m. and 6 a.m.  Not drive while using a cell phone
<b>Florida</b>	Learner’s license	15	Complete traffic law and substance abuse course	Pass written test	Not drive unless supervised	First 3 months: not drive after sunset; after 3 months: not drive after 10 p.m.

Draft

Requirements					Restrictions	
	Type	Age	Training	Testing	Supervision	Other (hours, locations, passengers, cell phone usage)
<b>Georgia</b>	Instruction permit	15	—	Pass written test	Not drive unless supervised	—
<b>Hawaii</b>	Instruction permit	15 years, 6 months	—	Pass written test	Not drive unless supervised	—
<b>Idaho</b>	Driver training instruction permit	14 years, 6 months	Enrolled in driver training	—	Not drive unless supervised by driving instructor	—
	Supervised instruction permit	14 years, 6 months	Completed driver training	—	Not drive unless supervised	—
<b>Illinois</b>	Instruction permit	15	Enrolled in driver education	Pass written test	Not drive unless supervised	—
	Instruction permit	15 years, 6 months	Enrolled in school	Pass written test	Not drive unless supervised	—
	Instruction permit	17 years, 9 months	—	Pass written test	Not drive unless supervised	—
<b>Indiana</b>	Unvalidated learner's permit	15	Enrolled in driver education	—	Not drive unless supervised by instructor or parent	—
	Validated learner's permit	15	Completed driver education	—	Not drive unless supervised by parent or relative	—
	Validated learner's permit	16	—	Pass written test	Not drive unless supervised by parent or relative	—
<b>Iowa</b>	Instruction permit	14	—	Pass written test	Not drive unless supervised	—
<b>Kansas</b>	Instruction permit	14	—	Pass written test	Not drive unless supervised	—
	Restricted driver's license	15	Complete driver education, drive at least 25 hours supervised	—	Not drive unless supervised other than to and from work and school by the most direct route	Not carry minor passengers (siblings excepted), hold instruction permit at least 6 months, and obtain recommendation of chief law enforcement officer of city or county if required
<b>Kentucky</b>	Instruction permit	16	—	Pass written test	Not drive unless supervised	Not drive between midnight and 6 a.m.
<b>Louisiana</b>	Learner's license	15	Completed driver education	Pass written test	Not drive unless supervised	—
	Learner's license	17	—	Pass written test	Not drive unless supervised	—
<b>Maine</b>	Instruction permit	15	Completed driver education	Pass written test	Not drive unless supervised	Not drive while using a cell phone
<b>Maryland</b>	Learner's instructional permit	15 years, 9 months	—	Pass written test	Not drive unless supervised	Not drive while using a cell phone

**Draft**

Requirements					Restrictions	
	Type	Age	Training	Testing	Supervision	Other (hours, locations, passengers, cell phone usage)
<b>Massachusetts</b>	Learner's permit	16	—	Pass written test	Not drive unless supervised	If under 18, not drive between midnight and 5 a.m. unless supervised by licensed parent or guardian who has been licensed for at least 1 year
<b>Michigan</b>	Level 1 license	14 years, 9 months	Completed segment 1 driver education and 6 hours of driving	—	Not drive unless supervised	—
<b>Minnesota</b>	Instruction permit	15	Enrolled in or completed driver education	Pass written test	Not drive unless supervised	—
<b>Mississippi</b>	Temporary permit	15	—	Pass written test	Not drive unless supervised	—
<b>Missouri</b>	Instruction permit	15	—	Pass written test	Not drive unless supervised	—
<b>Montana*</b>	Traffic education learner license	14 years, 6 months	Enrolled in or completed driver education	—	Not drive unless supervised by parent or driving instructor	—
	Instruction permit	15	Completed driver education	Pass written test	Not drive unless supervised	—
	Instruction permit	16	—	Pass written test	Not drive unless supervised	—
<b>Nebraska</b>	Learner's permit	15	—	Pass written test	Not drive unless supervised	—
<b>Nevada</b>	Instruction permit	15 years, 6 months	—	Pass written test	Not drive unless supervised	—
<b>New Hampshire</b>	To practice driving; no learner's permit	15 years, 6 months	—	—	Not drive unless supervised	—
<b>New Jersey</b>	Special learner's permit	16	Completed driver education	Pass written test	Not drive unless supervised	Not drive while using a cell phone  Not carry more than 1 passenger beyond supervisor (household members excepted)  Not drive between 11 p.m. and 5 a.m.
	Examination permit	17	—	Pass written test	Not drive unless supervised	Not drive while using a cell phone  Not carry more than 1 passenger (household members excepted)  Not drive between midnight and 5 a.m.
<b>New Mexico</b>	Instruction permit	15	Enrolled in driver education	—	Not drive unless supervised	—

\*In addition to requirements noted by IHS above, the Montana Department of Justice or an approved traffic education instructor may issue a Restricted Instruction Permit to anyone age 14 years, 6 months, who has passed a knowledge test.

**Draft**

Requirements					Restrictions	
	Type	Age	Training	Testing	Supervision	Other (hours, locations, passengers, cell phone usage)
<b>New York</b>	Learner's permit	16	—	Pass written test	Not drive unless supervised	Restrictions in New York City and surrounding counties
	Limited use DJ license	16	Drive at least 20 hours supervised	Pass driving test	Not drive in New York City and surrounding counties unless supervised	Not drive unless going to and from school, school activities, work, medical appointments, and daycare for family members
<b>North Carolina</b>	Limited learner's permit	15	Completed driver education	Pass written test	Not drive unless supervised	First 6 months: not drive between 9 p.m. and 5 a.m.
<b>North Dakota</b>	Instruction permit	14	—	Pass written test	Not drive unless supervised	—
<b>Ohio</b>	Instruction permit	15 years, 6 months	—	Pass written test	Not drive unless supervised	Not drive between 1 a.m. and 5 a.m. unless supervised by parent or guardian
<b>Oklahoma</b>	Learner permit	15 years, 6 months	Completed or enrolled in driver education; enrolled in parent-taught driver education certified by DPS; or completed 36 hours of supervised practice driving, as certified by parent or guardian	Pass written test	Not drive unless supervised	—
	Learner permit	16		Pass written test	Not drive unless supervised	—
<b>Oregon</b>	Instruction permit	15	—	Pass written test	Not drive unless supervised	—
<b>Pennsylvania</b>	Learner's permit	16	—	Pass written test	Not drive unless supervised	—
<b>Rhode Island</b>	Limited instruction permit	16	Completed driver education	Pass written test	Not drive unless supervised	—
<b>South Carolina</b>	Beginner's permit	15	—	Pass written test	Not drive unless supervised	Not drive between midnight and 6 a.m. unless supervised by a parent or guardian
<b>South Dakota</b>	Instruction permit	14	—	Pass written test	Not drive unless supervised	Not drive between 10 p.m. and 6 a.m. unless supervised by a parent or guardian
<b>Tennessee</b>	Learner's permit	15	—	Pass written test	Not drive unless supervised	Not drive between 10 p.m. and 6 a.m.  Not drive while using a hand-held cell phone
<b>Texas</b>	Instruction permit	15	Completed classroom phase of driver education	Pass written test	Not drive unless supervised	—
<b>Utah</b>	Practice permit	15 years, 6 months	Enrolled in driver education	Pass written test	Not drive unless supervised	—
<b>Vermont</b>	Learner's permit	15	—	Pass written test	Not drive unless supervised	—
<b>Virginia</b>	Learner's permit	15 years, 6 months	—	Pass written test	Not drive unless supervised	Not carry more than 1 passenger under 18  Not drive between midnight and 4 a.m.

Draft

Requirements					Restrictions	
	Type	Age	Training	Testing	Supervision	Other (hours, locations, passengers, cell phone usage)
<b>Washington</b>	Instruction permit	15	Enrolled in driver education	—	Not drive unless supervised	—
	Instruction permit	15 years, 6 months	—	Pass written test	Not drive unless supervised	—
<b>West Virginia</b>	Level 1 instruction permit	15	—	Pass written test	Not drive unless supervised	Not carry more than 2 passengers in addition to supervising driver (family excepted)  Not drive between 11 p.m. and 5 a.m.
<b>Wisconsin</b>	Regular instruction permit	15 years, 6 months	—	Pass written test	Not drive unless supervised	Carry family members if supervised by parent or guardian  Carry 3 passengers if supervised by instructor in dual-control vehicle  If 16, carry 1 passenger, 25 years or older, who has been licensed 2 years
<b>Wyoming</b>	Instruction permit	15	—	Pass written test	Not drive unless supervised	—

1

1 **Table 2. Intermediate/provisional license requirements (based upon IIHS**  
 2 **information, June 2005).**

	Requirements					Restrictions (hours, locations, passengers, cell phone usage)	Restrictions end (age, experience, and training)
	Age	Learner's permit held	On-the-road experience	Training	Testing		
<b>Alabama</b>	16	6 months	30 hours supervised driving; if driver education completed, no supervised driving experience required	Optional	Pass driving test	Not carry more than 3 passengers (parents or guardians excepted)  Not drive between midnight and 6 a.m. unless supervised	17, after 6 months restricted
<b>Alaska</b>	16	6 months	40 hours supervised driving, 10 at night or in inclement weather	—	Pass driving test	Not carry passengers under 21 (siblings excepted) unless supervised  Not drive between 1 a.m. and 5 a.m. unless supervised	After 6 months or at 18, whichever comes first
<b>Arizona</b>	16	5 months	25 hours supervised, 5 at night; if driver education completed, no supervised driving experience required	Optional	Pass driving test	—	—
<b>Arkansas</b>	16	Instruction and learner's permit (6 months total)	—	—	—	—	—
<b>California</b>	16	6 months	50 hours supervised, 10 at night	Pass driver education and training	Pass driving test	First 6 months, not carry passengers under 20 (immediate family excepted in limited circumstances) unless supervised  Not drive between midnight and 5 a.m. unless supervised	After 1 year or at 18, whichever comes first
<b>Colorado</b>	16	12 months	50 hours supervised, 10 at night	—	Pass driving test	First 6 months, not carry passengers (family excepted); second 6 months, not carry more than 1 passenger (family excepted) unless supervised  Not drive between midnight and 5 a.m. unless supervised	17

Draft

Requirements						Restrictions (hours, locations, passengers, cell phone usage)	Restrictions end (age, experience, and training)
	Age	Learner's permit held	On-the-road experience	Training	Testing		
<b>Connecticut</b>	16	6 months, or 4 months with driver education	—	Complete course in driver education or home study with parent or guardian; complete course on safe driving practices	Pass driving test	First 3 months, not carry passengers; second 3 months, not carry passengers (family excepted)	After 6 months
<b>Delaware</b>	16 years, 4 months	6 months	—	—	—	Not carry more than 2 passengers unless supervised  Not drive between 10 p.m. and 6 a.m. unless supervised  Not drive while using a cell phone	After 6 months
<b>District of Columbia</b>	16 years, 6 months	6 months	40 hours supervised	—	Pass driving test	Not carry passengers (family excepted)  Not drive between 11 p.m. and 6 a.m. (weekends and summers between midnight and 6 a.m.)	17 and after 6 months restricted
	17	6 months	10 hours at night	—	—	Not carry more than 2 passengers (siblings excepted)  Not drive between 11 p.m. and 6 a.m. (weekends and summers between midnight and 6 a.m.)	18
<b>Florida</b>	16	1 year	50 hours supervised, 10 at night	—	Pass driving test	Under 17—not drive between 11 p.m. and 6 a.m. unless supervised  17—not drive between 1 a.m. and 5 a.m. unless supervised	18
<b>Georgia</b>	16	1 year	40 hours supervised, 6 at night; if driver education completed, 20 hours supervised, 6 at night	Optional	—	First 6 months, not carry passengers (family excepted); after that, not carry more than 3 passengers under 21 (family excepted)  Not drive between midnight and 6 a.m.	18

Draft

	Requirements					Restrictions (hours, locations, passengers, cell phone usage)	Restrictions end (age, experience, and training)
	Age	Learner's permit held	On-the-road experience	Training	Testing		
<b>Hawaii</b>	16	6 months	—	Complete driver education	Pass driving test	Not carry more than 1 passenger under 18 (household members excepted) unless supervised  Not drive between 11 p.m. and 5 a.m. unless supervised	17
<b>Idaho</b>	15	4 months	50 hours supervised, 10 at night	—	Pass written and driving test	Not drive after daylight hours unless supervised	16
<b>Illinois</b>	16	3 months	25 hours supervised	Complete driver education	Pass driving test	Not carry more than 1 passenger under 20 (family excepted)  Not drive between 11 p.m. and 6 a.m. weekdays and midnight and 6 a.m. weekends unless supervised	After 6 months or at 18, whichever comes first— passenger restriction  17—night driving restriction
<b>Indiana</b>	16 years, 1 month  16 years, 6 months	2 months  2 months	—  —	Complete driver education  —	Pass driving test  Pass driving test	Not carry passengers unless supervised  Not drive between 11 p.m. and 5 a.m. weekdays and 1 a.m. and 5 a.m. weekends	After 90 days or at 18, whichever comes first— passenger restriction  18—night driving restriction
<b>Iowa</b>	16	6 months	20 hours supervised, 2 at night	Complete driver education	—	Not drive between 12:30 a.m. and 5 a.m. unless supervised	17, after holding intermediate license for 1 year
<b>Kansas</b>	16	—	50 hours supervised, 10 at night	Complete driver education or driving test	—	—	—
<b>Kentucky</b>	16 years, 6 months	6 months	—	—	Pass driving test	—	18  If under 18, must attend driver education course or State traffic school within 1 year
<b>Louisiana</b>	16	6 months	—	—	Pass driving test	Not drive between 11 p.m. and 5 a.m. unless supervised	17
<b>Maine</b>	16	6 months	35 hours supervised, 5 at night	—	Pass driving test	Not carry passengers (family excepted) unless supervised  Not drive between midnight and 5 a.m.  Not drive while using cell phone	After 6 months or at 18, whichever comes first

Draft

	Requirements					Restrictions (hours, locations, passengers, cell phone usage)	Restrictions end (age, experience, and training)
	Age	Learner's permit held	On-the-road experience	Training	Testing		
<b>Maryland</b>	16 years, 3 months	6 months	60 hours supervised, 10 at night	Complete driver education	Pass driving test	Not carry passengers under 18 unless supervised  Not drive between midnight and 5 a.m. unless supervised  Not drive while using a cell phone	After 5 months or at 18, whichever comes first— passenger restriction  After 18 months or at 18, whichever comes first— night driving restriction
<b>Massachusetts</b>	16 years, 6 months	6 months	12 hours supervised	Complete driver education	Pass driving test	Not carry passengers under 18 (family excepted) unless supervised  Not drive between midnight and 5 a.m. unless supervised	After 6 months or at 18, whichever comes first— passenger restriction  18—night driving restriction
<b>Michigan</b>	16	6 months	50 hours supervised, 10 at night	Complete segment 2 driver education	Pass driving test	Not drive between midnight and 5 a.m. unless supervised	17
<b>Minnesota</b>	16	6 months	30 hours supervised, 10 at night	Complete driver education	Pass driving test	—	—
<b>Mississippi</b>	15 years, 6 months	6 months	—	—	Pass driving test	Not drive between 10 p.m. and 6 a.m. unless supervised	After 6 months or at 17, whichever comes first
<b>Missouri</b>	16	6 months	20 hours supervised	—	Pass driving test	Not drive between 1 a.m. and 5 a.m. unless supervised	18
<b>Montana</b>	15  16	6 months  6 months	50 hours supervised, 10 at night  50 hours supervised, 10 at night	Complete driver education  —	Pass driving test  Pass driving test	First 6 months, not carry more than 1 passenger under 18 (family excepted) unless supervised; second 6 months, not carry more than 3 passengers under 18 (family excepted) unless supervised	—  —
<b>Nebraska</b>	16	—	50 hours supervised; if driver education completed, no supervised driving experience required	Optional	Pass written and driving tests	Not drive between midnight and 6 a.m. unless supervised	After 1 year or at 18, whichever comes first
<b>Nevada</b>	No earlier than 16	6 months	50 hours supervised, 10 at night, and complete driver education or 100 hours supervised (in locations where driver education not available)	Complete driver education	—	Not carry passengers under 18 (family excepted)  Not drive between 10 p.m. and 5 a.m.	3 months

Draft

Requirements						Restrictions (hours, locations, passengers, cell phone usage)	Restrictions end (age, experience, and training)
	Age	Learner's permit held	On-the-road experience	Training	Testing		
<b>New Hampshire</b>	16	—	20 hours supervised	Complete driver education	Pass driving test	Not carry more than 1 passenger under 25 (family excepted) unless supervised  Not drive between 1 a.m. and 5 a.m.	After 6 months or at 18, whichever comes first—passenger restriction  After 13 months or at 18, whichever comes first—night driving restriction
<b>New Jersey</b>	17	6 months (learner's or examination permit)	—	Complete driver education	Pass driving test	Not carry more than 1 passenger (household members excepted) unless supervised  Not drive between midnight and 5 a.m.  Not drive while using a cell phone	After 1 year or at 21, whichever comes first
<b>New Mexico</b>	15 years, 6 months	6 months	50 hours supervised, 10 at night	Complete driver education	Pass driving test	Not carry more than 1 passenger under 21 (family excepted)  Not drive between midnight and 5 a.m. unless supervised	After 1 year or at 18, whichever comes first
<b>New York</b>	16	6 months	20 hours supervised	—	Pass driving test	Not carry more than 2 passengers under 21 (family excepted) unless supervised  Not drive between 9 p.m. and 5 a.m. unless supervised  Not drive in New York City and only to and from school in surrounding counties	17, with driver education; 18, without
<b>North Carolina</b>	16	1 year	—	—	Pass driving test	Not carry more than 1 passenger under 21 (family and household members excepted) unless supervised  Not drive between 9 p.m. and 5 a.m. unless supervised	After 6 months
<b>North Dakota</b>	16	6 months	—	—	—	—	—
<b>Ohio</b>	16	6 months	50 hours supervised, 10 at night	Complete driver education	Pass driving test	Not drive between 1 a.m. and 5 a.m.	17

Draft

Requirements						Restrictions (hours, locations, passengers, cell phone usage)	Restrictions end (age, experience, and training)
	Age	Learner's permit held	On-the-road experience	Training	Testing		
Oklahoma	16	6 months	40 hours supervised, 10 at night	Optional	Pass written and driving tests	Not carry more than 1 passenger (household members excepted) unless supervised  Not drive between 11 p.m. and 5 a.m. unless supervised	After 1 year; after 6 months if completed driver education and supervised driving practice
Oregon	16	6 months	50 hours supervised and complete driver education or 100 hours supervised	Optional	Pass driving test	First 6 months, not carry passengers under 20 (family excepted); after that, not carry more than 3 passengers under 20 (family excepted)  Not drive between midnight and 5 a.m. unless supervised	After 1 year or at 18, whichever comes first
Pennsylvania	16 years, 6 months	6 months	50 hours supervised	—	Pass driving test	Not drive between 11 p.m. and 5 a.m. unless supervised	17
Rhode Island	16 years, 6 months	6 months	50 hours supervised, 10 at night	—	Pass driving test	Not drive between 1 a.m. and 5 a.m. unless supervised	After 1 year or at 18, whichever comes first
South Carolina	15 years, 6 months for conditional restricted license (16 to get special restricted license)	6 months	40 hours supervised, 10 at night	Complete driver education	Pass driving test	Not carry more than 2 passengers under 21 (family and students going to and from school excepted), unless supervised  Not drive between 6 p.m. and 6 a.m. (between 8 p.m. and 6 a.m. during daylight saving time) unless supervised; between midnight and 6 a.m. must be supervised by parent or guardian	After 1 year or at 17, whichever comes first
South Dakota	14 years, 6 months, or 14 years, 3 months, with driver education	6 months, or 3 months with driver education	—	—	Pass driving test	Not drive between 6 a.m. and 10 p.m. without parent's permission; not drive between 10 p.m. and 6 a.m. unless supervised	16
Tennessee	16	6 months	50 hours supervised, 10 at night	—	Pass driving test	Not carry more than 1 passenger (family to and from school excepted) unless supervised  Not drive between 11 p.m. and 6 a.m. unless supervised  Not drive while using a hand-held cell phone	After 1 year or at 18, whichever comes first

Draft

	Requirements					Restrictions (hours, locations, passengers, cell phone usage)	Restrictions end (age, experience, and training)
	Age	Learner's permit held	On-the-road experience	Training	Testing		
<b>Texas</b>	16	6 months	—	Complete driver education	Pass driving test	Not carry more than 1 passenger under 21 (family excepted)  Not drive between midnight and 5 a.m. unless supervised	After 6 months or at 18, whichever comes first
<b>Utah</b>	16	—	40 hours supervised, 10 at night	Complete driver education	Pass driving test	Not carry passengers (family excepted) unless supervised  Not drive between midnight and 5 a.m. unless supervised	After 6 months or at 18, whichever comes first—passenger restriction  17—night driving restriction
<b>Vermont</b>	16	1 year	40 hours supervised, 10 at night	Complete driver education	Pass driving test	First 3 months, not carry passengers unless supervised; next 3 months, not carry passengers (family excepted) unless supervised	After 6 months or at 18, whichever comes first
<b>Virginia</b>	16 years, 3 months	9 months	40 hours supervised, 10 at night	Complete driver education	Pass driving test	First year, not carry more than 1 passenger under 18 (family excepted); after 1 year, not carry more than 3 passengers under 18 (family excepted)  Not drive between midnight and 4 a.m. unless supervised	18
<b>Washington</b>	16	6 months	50 hours supervised, 10 at night	Complete driver education	Pass driving test	First 6 months, not carry passengers under 20 (family excepted); after 6 months, not carry more than 3 passengers under 20 (family excepted)  Not drive between 1 a.m. and 5 a.m. unless supervised	After 1 year or at 18, whichever comes first
<b>West Virginia</b>	16	6 months	30 hours supervised; if driver education completed, no supervised driving experience required	Optional	Pass driving test	Not carry more than 3 passengers under 19 (family excepted)  Not drive between 11 p.m. and 5 a.m. unless supervised	After 1 year or at 18, whichever comes first
<b>Wisconsin</b>	No earlier than 16	6 months	30 hours supervised, 10 at night	—	Pass driving test	Not carry more than 1 passenger in addition to supervising driver (family excepted)  Not drive between midnight and 5 a.m. unless supervised	After 9 months or at 18, whichever comes first

**Draft**

<b>Requirements</b>						<b>Restrictions (hours, locations, passengers, cell phone usage)</b>	<b>Restrictions end (age, experience, and training)</b>
	<b>Age</b>	<b>Learner's permit held</b>	<b>On-the-road experience</b>	<b>Training</b>	<b>Testing</b>		
<b>Wyoming</b>	16	10 days	50 hours supervised, 10 at night	Complete driver education and have intermediate permit for 6 months or have learner's permit for 10 days and be 17 or older	Pass driving test	Not carry more than 1 passenger under 18 (family excepted) unless supervised  Not drive between 11 p.m. and 5 a.m. unless supervised	After 6 months or at 17, whichever comes first

Draft

## **Part 5—Proceedings**