

Safe Driving Teen Monthly Bulletin

Volume 117, Issue 81

April 2011

It's Not Only Cars That Kill Teens

A 15-year-old boy was killed when his all-terrain vehicle flipped on a turn and landed on top of him

An Allegan County boy died Sunday after the ATV he was riding rolled on top of him in a crash, according to a press release from the Allegan County Sheriff's Office.

The boy who was wearing a helmet, tried to negotiate a turn while traveling too fast, which caused the ATV to roll, the Sheriff's Office stated.

Source: <http://www.mlive.com> ♦

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Published by the National Safety Commission
For Teens and their Parents



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Lessons Learned

In the past month, at least four teens were killed and more than ten children under the age of 18 were injured (some critically) when the ATV they were riding flipped and rolled on top of them.

ATVs have grown in popularity over the past decade but, unfortunately, many of those who ride have had little or no training on how to control these vehicles.

Between 2000 and 2006 an average of 640 people were killed and 123,014 people were treated in emergency rooms every year as a result of ATV crashes. Forty percent of the deaths involved children. Between 2000 and 2007, an average of 141 children under the age of 16 were killed and 38,300 were treated in emergency rooms each year as a result of ATV crashes.

ATVs, usually three and four wheeled vehicles, are dangerous for several reasons. They have very powerful engines which, in the hands of young, inexperienced riders, often "get away" from their riders leading to a crash.

With the wide balloon tires, the vehicles may look stable but their high center of gravity makes them prone to a roll over in uneven terrain where they are



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most often ridden.

Very few of the vehicles include a roll cage to protect the rider if the vehicle should flip over and the lack of seat belts or other restraining devices allow the rider to easily be thrown from the vehicle.

Wearing a helmet, which is recommended for every rider, does not provide enough protection when the vehicle rolls over on the rider causing crushing internal injuries. Not wearing a helmet makes it even more dangerous. A rider, whose head strikes a rock after being thrown from one of these vehicles, even at low speeds, can suffer serious and often fatal brain injuries.

The federal government's [Office of Consumer Product Safety](#) along with a number of public and private health and safety organizations have urged legislation to make ATVs safer and to limit their use by children. In spite of these warnings, fewer than fifteen states currently require safety training certification for ATV riders.

As a result of the threat posed by ATVs to children the American Academy of Pediatrics (AAP), the American College of Surgeons (ACS), and the American Academy of Orthopaedic Surgeons (AAOS) have agreed on the following guidelines for ATVs:

- No one under the age of 16 should be on an ATV (*as a rider or driver*)
- Children 12 and under do not have the body size or strength to handle an ATV
- Children 12 and under do not have the motor skills or coordination needed for safety on an ATV
- Children under the age of 16 do not have the judgment or perceptual skills needed to safely operate high-powered vehicles such as an ATV

The [American Academy of Pediatric Surgeons](#) goes further to suggest that modifications be required on ATVs including:

- Installing seat belts on 4-wheeled ATVs and

requiring that the vehicles also have a roll bar to prevent the driver from being crushed by the weight of the vehicle in the event of a rollover.

- Headlights that automatically turn on when the engine is started should be routinely installed on all ATVs to improve visibility by other vehicles.
- Speed governors (*devices that limit maximum speed*) should be installed on ATVs used by inexperienced operators.
- Efforts made to design ATVs so that they cannot carry passengers.
- Engine covers on small 2-wheeled vehicles, such as mopeds and mini-bikes, could reduce burn injuries resulting from body contact with the engine and exhaust system. A sturdy leg guard could avoid injuries from sideswiping solid objects or being pinned to the ground.

[The ATV Safety Institute](#) (ASI), created by the ATV industry, provides e-training and state by state information on instructor provided training for new riders of all ages. The ASI also suggests basic safety rules that should be followed and prevents its members from knowingly selling ATVs for use by underage riders.

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The Impact Of Fatal Crashes By Teen Drivers

Teen driver sentenced to one year for fatal accident

The teenager accused of killing a 32- year-old mother in an eight car accident learned his fate in a Collier County courtroom Tuesday.

The teen, who was 16 years old at the time, was travelling more than 70 miles per hour in a 45 mph zone on Pine Ridge Road in Collier County.

After serving his jail sentence, the teen will spend four years on probation. He must wear an ankle monitor the first year.

He'll also return to jail twice a year, on the anniversary of the collision and on his victim's birthday.

Source: <http://www.abc-7.com> ♦

Teen Ejected From Car in Saturday Night I-95 Rollover

A vehicle driven by a Malden teen rolled over Saturday on 95 South in Foxborough injuring all four passengers, including a 19-year-old Melrose woman, who was ejected from the car and seriously injured. The driver and two passengers from Somerville received minor injuries.

Source: <http://melrose.patch.com> ♦

Lessons Learned

These are just two of the many tragic stories involving teen drivers that point out the fact that it isn't just the teen driver or their family who are affected by a crash involving a teen driver.

According to [2009 data](#) provided by the National Highway Traffic Safety Administration (NHTSA), the teen drivers themselves make up only forty two

percent of the fatalities caused by teen drivers.

The other fatalities are made up of:

Passengers in Young Drivers' Vehicles – Twenty six percent

Occupants of Other Vehicles – Twenty Four Percent

Non-occupants (Pedestrians) – Eight Percent

These are just fatality figures. The number of injuries is staggering.

Graduated Driver License (GDL) laws in many states are designed to prevent not only the teen driver from being killed in a collision but also to prevent injuries and loss of life to innocent victims of a teen driver.

Most GDL laws limit the number of passengers a teen can carry until he or she reaches the age of eighteen. As the number of passengers in a teen's vehicle increases, the number of distractions also increases, while seat belt use decreases.

The limit in passengers is designed to reduce distractions faced by teen drivers and to limit the opportunity for showing off or giving in to peer pressure from friends in the vehicle.

Parents need to know the GDL laws in their state and strictly enforce them. Parents also need to be aware when their teen will be the passenger of another teen driver and insist on a limit of passengers if their child is to receive permission to go. Even if their state does not have a GDL law, parents can still create their own limits.



Want to pass your DMV Exam the first time?

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The advertisement features a young woman with long dark hair, wearing a blue and white striped shirt and denim overalls, sitting at a desk with a laptop and a mug. The background is a warm, brownish-orange color.

Tips for Parents: STANDUP Act

A bill is currently working its way through congress that would establish minimum federal requirements for state Graduated Driver License (GDL) laws for in all fifty states. The law provides incentives for states to adopt the uniform requirements.

If the law passes, the basic requirements for licensing drivers under the age of 21 would be:

- A 3-stage licensing process (learner's permit and intermediate stages before unrestricted driver's license granted starting at age 18;
- A prohibition on nighttime driving during the learner's permit and intermediate stages;
- A passenger restriction during the learner's permit and intermediate stage (no more than 1 non-familial passenger under the age of 21 unless a licensed driver over 21 years of age is in the vehicle);
- A prohibition on non-emergency use of cell phones and other communication devices during the learner's permit and intermediate stages;
- Age for issuance of learner's permit is 16 and unrestricted license at 18;

DISCRETIONARY REQUIREMENTS:

- Any other requirement adopted by the Secretary of Transportation, including at least 30 hours behind-the-wheel, supervised driving by licensed driver 21 years of age or older; automatic delay of full licensure if permit holder commits offense, such as DWI, misrepresentation of true age, reckless driving, unbelted driving, speeding, or other violations as determined by the Secretary.

You can learn more about this law by visiting:

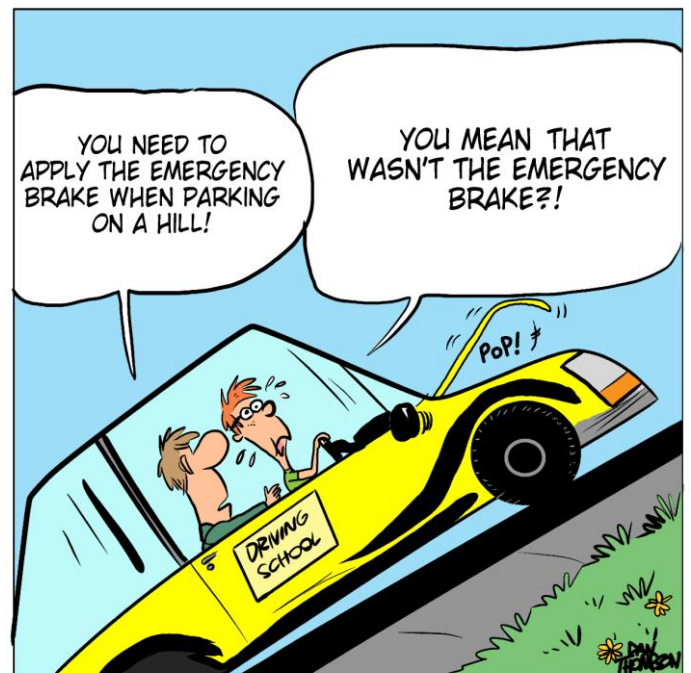
<http://www.saferoads4teens.org/standup-act>

If you want to show your support for passage of this law, you can find a link to your congressional representative and senator at:

<http://www.capitolconnect.com/saferoads4teens/>

Read more at our National Safety Commissions Blog – Safety Alerts:

<http://alerts.nationalsafetycommission.com/2011/01/standup-act.html>





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