



TESTIMONY
GRADUATED DRIVERS LICENSING
HOUSE TRANSPORTATION COMMITTEE
MECHANICSBURG, PA

APRIL 7, 1998

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TESTIMONY
BEFORE
HOUSE TRANSPORTATION COMMITTEE
APRIL 1998

GOOD MORNING:

**I AM ARTHUR J. GLATFELTER, CHAIRMAN OF
THE BOARD AND CEO OF THE GLATFELTER
INSURANCE GROUP - YORK COUNTY.**

**I HAVE BEEN A LICENSED INSURANCE AGENT,
FOR ALL LINES OF INSURANCE, SINCE
NOVEMBER 1947, HAVING COMPLETED 50
YEARS IN THIS FIELD LAST NOVEMBER.**

**IN 1951, I OPENED MY OWN AGENCY AND WILL
CELEBRATE 50 YEARS OF ACTIVE SERVICE IN
THE AGENCY IN THE YEAR 2001.**

**I AM PROUD TO TELL YOU THAT IT HAS
GROWN TO BECOME ONE OF THE LARGEST
PRIVATELY OWNED AGENCIES IN THE
COUNTRY.**

**I HAVE BEEN A LICENSED VEHICLE OPERATOR
SINCE 1940 (48 YEARS) WITH APPROXIMATELY
250 HOURS DRIVING EXPERIENCE BETWEEN
AGE 12 AND 16.**

**I GREW UP NEXT DOOR TO MY FATHERS
SMALL AUTOMOBILE AGENCY IN
LOGANVILLE, YORK COUNTY WHERE I HAD
MANY OPPORTUNITIES TO PRACTICE ON THE
USED CAR LOT BEHIND THE GARAGE, AS WELL
AS ON SOME OF THE MANY GRAVEL ROADS WE
HAD IN THOSE DAYS.**

**I DROVE EVERYTHING FROM A MODEL "T"
FORD TO A TOW TRUCK.
DURING THE 1970'S AND 1980'S, I TRAVELED
EXTENSIVELY THROUGHOUT PENNSYLVANIA
VISITING FIRE DEPARTMENTS, AVERAGING
50,000 MILES PER YEAR AND I AM STILL
DRIVING IN EXCESS OF 25,000 MILES PER YEAR.
I AM PLEASED TO TELL YOU ALSO THAT I
HAVE NEVER RECEIVED A SPEEDING TICKET IN
A RADAR TRAP NOR HAVE I EVER BEEN
INVOLVED IN AN ACCIDENT ON THE HIGHWAY.**

**I FELT IT SOMEWHAT IMPORTANT TO PRESENT
THIS BRIEF BACKGROUND ONLY TO GIVE YOU
SOME INDICATION OF MY QUALIFICATIONS TO
SPEAK TO THE SUBJECT AT HAND.**

**I AM APPALLED TO READ REGULARLY IN OUR
NEWS PAPERS OF THE NUMBER OF VERY
YOUNG DRIVERS WHO LOSE THEIR LIVES IN
AUTOMOBILE ACCIDENTS AND MANY OF THEM
NOT DRIVERS BUT PASSENGERS. I AM ALSO
OUTRAGED TO WITNESS THE DRIVING SKILLS
AND HABITS DISPLAYED ON OUR ROADWAYS
TODAY BY A VAST MAJORITY OF VEHICLE
OPERATORS OF ALL AGES.**

**THERE IS NO QUESTION IN MY MIND THAT
LESS THAN TEN (10) PERCENT OF ALL
OPERATORS EVER STOP AT STOP SIGNS,
OBSERVE YIELD SIGNS AS THEY SHOULD AND**

**SEEM TO LOOK AT AMBER LIGHTS AS A
CHALLENGE TO BEAT THE RED LIGHT.**

**I AM GRATEFUL FOR THIS OPPORTUNITY
BECAUSE I TRULY CARE ABOUT OUR YOUNG
PEOPLE. I BELIEVE THEY ARE TAKING A BUM
RAP FROM LAW ENFORCEMENT PERSONNEL
AS WELL AS THE PRESS.**

**THROUGHOUT THE HISTORY OF THE WORLD
EACH GENERATION HAS GAINED KNOWLEDGE
AND HABITS FROM PREVIOUS GENERATIONS.
THAT CERTAINLY IS ALSO TRUE TODAY.**

YOUNG PEOPLE QUITE NATURALLY LEARN FROM OBSERVING THEIR PARENTS AND OTHER OLDER PEOPLE. THEY FORM HABITS, SOME GOOD AND SOME BAD, FROM THEIR PARENTS.

PICTURE, IF YOU WILL, YOUNG CHILDREN IN AN AUTOMOBILE FOR 16 YEARS WATCHING THEIR PARENTS OPEN THE CAR WINDOW TO DEPOSIT A BEER OR SODA CAN OR A FAST FOOD BAG OF GARBAGE ALONG THE HIGHWAY.

- **HABITUALLY, DISREGARDING STOP SIGNS**
- **VIEW YIELD SIGNS AS AN INVITATION TO**
- **ENTER A HIGHWAY RATHER THAN A**

**WARNING OF THE RESPONSIBILITY TO
ENTER THE HIGHWAY IN A SAFE MANNER**

**•ACCELERATING AT THE SIGHT OF AN
AMBER LIGHT TO BEAT A RED LIGHT**

RATHER THAN AS A WARNING TO

PREPARE TO STOP BEFORE THE LIGHT

TURNS RED.

•TURNING ON THE LEFT OR RIGHT TURN

SIGNAL TO PASS ON AN INTERSTATE

BELIEVING IT IS A COMMAND LIGHT TO

NOTIFY OTHER OPERATORS TO CLEAR

THE WAY.

HOW COULD WE POSSIBLY EXPECT NEW 16

YEAR OLD OPERATORS TO DO ANYTHING BUT

**WHAT THEY HAVE BEEN TAUGHT FOR 16
YEARS.**

**IF WE ARE GOING TO REDUCE THE NUMBER OF
VEHICLE FATALITIES OF OUR YOUNG PEOPLE
WE MUST BEGIN TO WORK WITH THEM MUCH
EARLIER THAN THE DAY THEY REACH AGE 16
AND RECEIVE A LEARNERS PERMIT.**

**IF WE HOPE TO CHANGE THE ATTITUDE AND
DRIVING HABITS OF PEOPLE ON OUR HIGH
SPEED CROWDED ROADWAYS WE MUST START
IN ELEMENTARY SCHOOL FOR IN MY OPINION
THE GREATEST CHANGE IN OUR SOCIETY
DURING MY SEVENTY-THREE YEARS IS THE
ALMOST TOTAL LACK OF COMMON COURTESY**

**IN OUR SOCIETY AND NO WHERE IS COURTESY
MORE IMPORTANT THAN ON OUR ALREADY
OVER-CROWDED HIGHWAYS.**

**WE CAN FILL THE MINDS OF YOUNG PEOPLE
WITH PROPER DRIVING HABITS AND SKILLS
BUT IF THEY DO NOT ALREADY UNDERSTAND
AND PRACTICE COMMON COURTESY IN EVERY
DAY SITUATIONS, OBVIOUSLY, THEY CANNOT
BE EXPECTED TO DO SO BEHIND THE WHEEL
OF AN AUTOMOBILE.**

**IN FACT, IT IS TOUGH ENOUGH ON A
YOUTHFUL OPERATOR TO BE GIVEN A
LICENSE AT AGE 16 AND PUT HIM OR HER IN AN**

**AUTOMOBILE THAT WILL REACH 65 OR 70 MPH
IN SECONDS AFTER WATCHING ALL THE HIGH
SPEED CHASES ON TV NIGHT AFTER NIGHT
AND NOT FEEL COMPELLED TO TRY IT
THEMSELVES.**

**WE CERTAINLY WERE NO DIFFERENT IN OUR
YOUTH BUT IN MY YOUTH WE DID NOT HAVE
TV NOR DID WE HAVE AUTOMOBILES THAT
WOULD REACH THOSE HIGH SPEEDS IN
SECONDS NEITHER DID WE HAVE THE NUMBER
OF VEHICLES OR HIGH SPEED- OVERCROWDED
HIGHWAYS.**

**PLACING MORE POLICE ON OUR HIGHWAYS
WILL NOT CORRECT THE PROBLEM. WE
COULD NOT AFFORD THE NUMBER REQUIRED
TO POLICE ALL OF THE SECONDARY ROADS
WHERE THE VAST MAJORITY OF THESE
YOUTHFUL DRIVERS AND PASSENGERS ARE
KILLED.**

**EVEN IF WE COULD, THESE YOUNG PEOPLE
ARE TOO INTELLIGENT AND HAVE LEARNED
MANY WAYS TO AVOID THE AREAS COVERED
BY POLICE PATROLS ON ANY REGULAR BASIS.**

**I HAVE DONE EXTENSIVE RESEARCH FOR
MORE THAN FIFTEEN YEARS TO WRITE A
BOOK ON HIGHWAYS AND HIGHWAY SAFETY.**

**IN DOING SO, I REVIEWED NINE YEARS OF
PENN DOT RECORDS WHICH REVEAL MUCH
INFORMATION, BUT ALSO LACKS
INFORMATION THAT WOULD BE VERY
HELPFUL IN ANALYZING THE YOUTHFUL
DRIVER PROBLEM.**

**ALLOW ME TO SHARE SOME OF THE
INFORMATION IN THE NINE YEARS 1985-1993.**

**THERE WERE 15,935 FATALITIES ON
PENNSYLVANIA HIGHWAYS, AVERAGING 1,771
FATALITIES PER YEAR.**

**74.6 % (11,891) OCCURRED ON STATE
HIGHWAYS (INTESTATES AND TURNPIKE
NOT INCLUDED.)**

**7.5% (1,177) OCCURRED ON OUR
INTESTATES AND THE TURNPIKE.**

**18% (2,867) ON MUNICIPAL-COUNTY OR
PRIVATE ROADS.**

**23.4% (3,721) OCCURRED BETWEEN 11:00 PM
AND 2:59 AM (A 4 HOUR PERIOD)**

**31% (4,960) BETWEEN 11:00 PM AND 5:59 AM
(A PERIOD OF 7 HOURS)**

**18.8% (2,999) OCCURRED AT TRAFFIC
SIGNALS, STOP SIGNS AND YIELD SIGNS
(AND WE CALL THEM ACCIDENTS)**

**VERY, VERY FEW OF THEM ARE ACCIDENTS.
THEY ARE REALLY PLANNED EVENTS, LIKE
PLAYING RUSSIAN ROULETTE. IT IS NOT A
MATTER OF, IF THEY ARE GOING TO HAPPEN,
IT IS SIMPLY WHEN.**

**UNFORTUNATELY, THE REPORTS FROM PENN -
DOT DO NOT TELL US:**

**1. THE AGES OF THE OPERATORS IN THESE
FATAL ACCIDENTS OCCURRING DURING THE
11:00 PM AND 2:59 AM PERIOD.**

**2. THE AGES OF THE OPERATORS AND TIME
OF ANY ACCIDENT.**

**3. THE NUMBER OF OCCUPANTS IN THESE
ACCIDENTS.**

**4. THE KIND OF ROADWAY ON WHICH THE
ACCIDENT OCCURRED.**

**5. WHETHER IT WAS A ONE VEHICLE OR
MULTIPLE VEHICLE ACCIDENT.**

6. THE DAY OF THE WEEK

**7. WEATHER CONDITIONS AMONG OTHER
IMPORTANT FACTORS.**

**YOU ARE PROBABLY AWARE THAT THE
FATALITY RATE FOR YOUNG MALE
OPERATORS WHICH TOTALED 5,635 OR 35.4%
OF THE 15,935 FATALITIES DURING THIS NINE
(9) YEAR PERIOD SHOWS A DECLINE IN RECENT
YEARS (SEE CHART BELOW)**

PENN DOT STATISTICS

FATALITIES

MALE - AGES 15-26

| | |
|---------------|------------|
| 1985 | 762 |
| 1986 | 850 |
| 1987 | 777 |
| 1988 | 784 |
| 1989 | 767 |
| 1990 | 602 |
| 1991 | 611 |
| 1992 | 482 |
| 1993 | <u>485</u> |
| 9 YEAR TOTAL | 5,635 |
| 1994 | <u>461</u> |
| 10 YEAR TOTAL | 6,096 |

**WE READ AND HEAR MUCH ABOUT SPEED ON
OUR LIMITED ACCESS HIGHWAYS BUT I
SUBMIT TO YOU THAT WHILE SPEED
CERTAINLY HAS A GREAT EFFECT ON THE
SEVERITY OF AN ACCIDENT IT DOES NOT
CAUSE ACCIDENTS.**

**IF EVERY VEHICLE TRAVELING ON A LIMITED
ACCESS HIGHWAY WERE TRAVELING AT 70
MPH AND MAINTAINED A SAFE DISTANCE
BETWEEN THEM AND THE VEHICLE THEY ARE
FOLLOWING HOW WOULD AN ACCIDENT
OCCUR WITHOUT SOMEONE DOING
SOMETHING STUPID.**

FOR EXAMPLE:

**TURNING ON THEIR LEFT OR RIGHT TURN
SIGNAL FEELING FULLY PROTECTED THEN IN
A KNEE JERK MOVE, FLY OUT IN FRONT OF AN
18 WHEELER.**

**START DOWN AN ENTRANCE RAMP WITH THE
LEFT TURN SIGNAL FLASHING BELIEVING ALL
VEHICLES ON THE ROADWAY MUST YIELD TO
THEM.**

**IN NEITHER CASE WOULD SPEED BE THE
CAUSE OF AN ACCIDENT BUT IT SURELY IS
FLIRTING WITH DEATH.**

**I HAVE ASKED PROBABLY IN EXCESS OF 100
LONG HAUL TRUCK DRIVERS FOR THEIR
OPINION OF THE MAJOR CAUSE OF ACCIDENTS
ON LIMITED ACCESS HIGHWAYS. ALMOST
WITHOUT EXCEPTION, THEY QUICKLY
RESPONDED WITH THE WORDS, 'FALLING
ASLEEP.;**

**ODDLY ENOUGH OF THE 15,935 FATALITIES IN
YEAR 1985-1993, PENN DOT REPORTS AS THE
CONTRIBUTING FACTOR**

**DROWSY, SLEEP, FATIGUE TO BE 250 OF
THE 15,935 FATALITIES (01.5%)**

**IF THE FACTS WERE KNOWN, I STRONGLY
BELIEVE THE NUMBER WOULD BE MORE LIKE
TEN TIMES THAT SHOWN ON POLICE REPORTS.
WHAT CAN WE DO THAT MIGHT REDUCE THE
RATE OF FATALITIES AMONG OUR YOUNG
OPERATORS AND THEIR PASSENGERS.**

**I SEE NO WAY WE CAN HAVE A MEANINGFUL
EFFECT ON THESE FATALITIES EXCEPT BY:**

EDUCATION

GRADUATED LICENSING

**YOUNG PEOPLE ARE NO DIFFERENT TODAY
THAN IN ANY OF OUR GENERATIONS, BUT**

**SURELY YOU WOULD AGREE THAT
CONDITIONS ARE VERY MUCH DIFFERENT.**

**WE MUST BEGIN IN OUR SCHOOLS IN THE
ELEMENTARY GRADES TO TEACH THESE
YOUNG PEOPLE THE SOCIAL GRACES THAT
WERE MUCH MORE PREVALENT IN PREVIOUS
GENERATIONS.**

**I DO NOT BELIEVE IT NECESSARY TO OUTLINE
THE SOCIAL GRACES THAT WOULD MAKE OUR
SOCIETY A BETTER PLACE TO LIVE BUT THE
PRACTICE OF SIMPLE COMMON COURTESY
WOULD BE A WONDERFUL START.**

**ATTACHED IS WHAT I BELIEVE SHOULD BE
INCORPORATED IN A GRADUATED DRIVER
LICENSING PROGRAM.**

**I WOULD BE HAPPY TO ANSWER ANY
QUESTIONS OR WORK WITH YOU TO BRING
ABOUT A PROGRAM TO HELP REDUCE THE
NUMBER OF OUR YOUNG PEOPLE FROM BEING
KILLED OR BADLY MAIMED IN VEHICLE
ACCIDENTS.**

**SUGGESTED COMPONENTS
OF A
YOUTHFUL DRIVER LICENSING SYSTEM**

STAGE ONE

- MINIMUM AGE 15**
- MUST PASS VISION AND KNOWLEDGE TEST**
- MUST BE ACCOMPANIED BY LICENSED DRIVER
21 YEARS OF AGE OR OLDER**
- DISTINCTIVE LICENSE
MARKED "UNDER 21, NO ALCOHOL"**
- SEAT BELTS - ALL OCCUPANTS**

**•OPERATE VEHICLE ONLY ON DESIGNATED
DRIVER TRAINING COURSES AND DESIGNATED
ROADS ON DESIGNATED DAYS AND HOURS.**

**STAGE TWO
INTERMEDIATE LICENSE**

- MINIMUM AGE 16 - PROVISIONAL LICENSE**
- MUST HAVE COMPLETED DRIVER EDUCATION
OR BE 16 1/2 YEARS OF AGE**
- MUST HOLD LEARNERS PERMIT FOR NOT LESS
THAN 120 DAYS**
- MUST HAS PARENTAL CONSENT**
- MUST PASS A ROAD TEST**

•RESTRICTED DRIVING PRIVILEGES

MIDNIGHT TO 5:00 AM UNLESS

ACCOMPANIED BY DRIVER 21 YEARS OF

AGE OR OLDER

•DISTINCTIVE LICENSE

MARKED "UNDER AGE 21 NO ALCOHOL -

PROVISIONAL

•SEAT BELTS - ALL OCCUPANTS

STAGE THREE

FULL LICENSE

- MINIMUM AGE 18**

- MUST HAVE HAD ONE YEAR ACCIDENT FREE DRIVING**

- MUST HAVE COMPLETED DRIVER EDUCATION OR A 3 HOUR DRUG AND ALCOHOL AWARENESS PROGRAM**

- DISTINCTIVE LICENSE - MARKED "UNDER AGE 21 - NO ALCOHOL"**

- SEAT BELTS - ALL OCCUPANTS**

Fatalities—1985-1993

Exhibit No. 11

| Ages 15 - 26 | Fatalities | | Male | | Female | |
|-----------------|------------|----------|------------|----------|------------|----------|
| | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries |
| 1985 | 762 | 41,835 | 189 | 19,269 | | |
| 1986 | 850 | 42,983 | 180 | 20,895 | | |
| 1987 | 777 | 43,007 | 219 | 21,622 | | |
| 1988 | 784 | 27,701 | 197 | 15,334 | | |
| 1989 | 767 | 23,947 | 196 | 20,785 | | |
| 1990 | 602 | 35,381 | 151 | 19,178 | | |
| 1991 | 611 | 31,650 | 152 | 17,339 | | |
| 1992 | 482 | 30,693 | 146 | 17,754 | | |
| 1993 | 485 | 29,723 | 131 | 17,493 | | |
| 1994 | 461 | | | | | |
| Totals | 5,635 | 6,096 | 277,197 | 1,430 | 152,176 | |
| Average | 704 | 610 | 34,650 | 286 | 30,435 | |
| 1985 - 89 | 3,940 | 179,473 | 981 | 97,905 | | |
| Average | 788 | 35,895 | 196 | 19,581 | | |
| 1990 - 93 | 2,180 | 2,641 | 127,447 | 429 | 71,764 | |
| Average | 545 | 528 | 31,862 | 145 | 17,941 | |