

A PARENT'S GUIDE TO TEEN DRIVING IN WASHINGTON

Simple talking points about safety
for you and your new driver



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Introduction

All of us who have gone through it remembers the feeling of both joy and dread when their child turns 16 years old and immediately signs up to take their Driver's License Exam. You're happy when they are growing into responsible young people who can now get themselves to and from school, practice and the myriad of other things you've in the past chauffeured them to and from. You're at the same time very worried that while operating a vehicle, your teen could get badly hurt or hurt someone else.

No matter how good and careful your child may be, as a new driver he or she is plainly at risk. Researchers with the National Institute of Mental Health have shown that the parts of the brain that weigh risks, make judgments and control impulsive behavior are still developing through the teen years and don't mature until about age 25. The second your teen drives away under his or her own power, you have no idea what can happen. Nightmares can and do happen to too many families.

FIVE COMMON MYTHS ABOUT TEEN DRIVING

MYTH: At 16, a teenager is developmentally ready to handle the risks and responsibilities of driving.

REALITY: Teens' neural, physiological, and psychological development lags their physical development. Magnetic resonance imaging (MRI) technology reveals that teens' brains lack the emotional, mental, and physical abilities of an adult.

Specifically, the prefrontal cortex in teens' brains is not as developed as in adults.

This area of the brain manages judgment and ability to organize multiple tasks and sensory input, all requirements for safe driving. Additionally, myelinization of nerves - the process of coating of the nerves to transmit electrochemical signals between muscles and the brain - is not complete until the early 20s. Some of these

developing nerves connect to parts of the brain that regulate judgment and impulse control. This incomplete neurological development causes teens to underestimate risky situations while driving.

MYTH: Parents have little influence over their teens' driving habits.

REALITY: On the contrary, parents have the greatest influence over their teens' driving habits, behaviors, and skills. According to the Insurance Institute for Highway Safety (IIHS), teens whose parents have three or more crashes on their records are 22% more likely to crash at least once, compared to teenagers whose parents have had no crashes.

Parents are one of the greatest influences on their teens' driving habits, behaviors and skills. One of the best ways you can help your children become better drivers is to practice safe driving behaviors yourself – wear your seatbelt, obey all traffic signs and focus on the road.

MYTH: New SUVs are the safest cars for teen drivers.

REALITY: Although it's true that larger cars are safer for teen drivers, SUVs are not necessarily the safest. SUVs tend to have performance features - such as four-wheel drive and larger engines - which may give teens and parents alike a false sense of security. Roll-over rates are also higher for SUVs than for mid- to full-size cars. When choosing a car for your teen, think late-model, large, and solid. Ideal choices include either station wagons or full-size sedans with small engines and air bags. And be sure to check the vehicle history to ensure that it's safe and reliable.

MYTH: Teens who are above-average students will be safe drivers.

REALITY: Studies have shown that there is no relationship between a teen's report card and driving behavior. Driving requires a unique set of cognitive and motor skills that can't be measured by academic performance.

MYTH: Most teen-related car crashes and fatalities are caused by driving while under the influence of drugs or alcohol.

REALITY: There's no doubt that alcohol can be a deadly factor in car crashes involving teens; young drivers are less likely than adults to drive under the influence but their crash risk is substantially higher when they do. Just one drink can lead to fatal consequences when combined with a teen's relative inexperience behind the wheel. Drugs and alcohol also lower inhibitions and makes teens more likely to engage in risky behavior. Additionally, teens who drink and drive are less likely to buckle up.

However, in spite of these facts, driving while intoxicated is not the leading cause of crashes involving teens. Most vehicular fatalities among teens were caused by excessive speed.

Myth: A driver can safely text or talk on the phone while driving or stopped at a red light. After all, it only takes a few seconds.

REALITY: Cell phones are a significant distraction for drivers, and can increase the risk of collision considerably. Drivers text messaging are 23 times more likely to be involved in a crash or near crash event compared with non-distracted drivers.

Myth: Eating/applying make-up/changing my music while driving isn't a distraction.

REALITY: It may be tempting to multitask, but teens should focus all of their attention on the road. Every time you take your eyes off the road, even for a few seconds, you put yourself and others in danger. A recent study shows that 80 per cent of all collisions occur when drivers look away for three seconds or less.

YOU MAKE THE DIFFERENCE FOR YOUR TEENAGE DRIVER!!

Studies have shown that parents can significantly reduce the collision rate among teens simply by talking with them about driving and enforcing rules for safety - much the way, as has been shown, parents can reduce the risk of substance abuse through conversations about alcohol and drugs.

The correlation between parental oversight and teen collision rates may seem obvious, but researchers have been surprised by how much influence parental monitoring and communication had. In a new study, based on data from the National Young Driver Survey, a study of 5,665 students in grades 9 through 12, lead author Kenneth Ginsburg found that the safest drivers were those who reported that their parents had imposed strict rules on driving and provided warm and supportive explanations for their rules. "This absolutely backs up what is intuitively known about parenting - that more-engaged parents are more effective," says Ginsburg. "The bottom line is that you have got to talk to your kids in ways that they know this is about safety and not control. If you make up rules and they think that you are invading their personal space or that in some way you are going to stop their road to independence, then they will reject the rules."

The safest drivers in the study had half the crash risk of students without parental surveillance in the year preceding the survey. The aggressively supervised teens were also 50% less likely to speed, 71% less likely to drive after drinking and 29% less likely to use their cell phones while on the road, compared with their friends who reported having more-permissive parents.

The evidence also shows that teens who have easy access to the car keys are probably less likely to have those protective conversations with their parents and talk about setting rules. If they don't have to come home and return the keys or the car to someone, they are less likely to feel that what they are doing is closely watched, and they are less likely to watch or monitor themselves.

Most parents would probably say they talk to their teens about responsible driving, but there are specific techniques that the parents of the safest teen drivers tend to use. These include setting firm rules and boundaries for driving - such as no speeding, no talking on a cell phone or texting while on the road and no driving while intoxicated. Parents of safe drivers make it a point to explain that the reason for their rules is to ensure the teen safety. Teens have to see the rules as a safety issue, not as a parent control issue, so they choose to do the right thing.

REAL AND REAL SCARY FACTS AND STATISTICS TO SHARE WITH YOUR NEW DRIVER

- ◇ Car wrecks are the leading cause of death among teenagers in the United States, accounting for 36% of all deaths of persons aged 15 to 19 years.
- ◇ The fatal crash rate per million miles for 16-year-old drivers is more than 7 times the rate for drivers aged 30 to 59 years.
- ◇ Nearly the same number of deaths occurred among teenaged passengers as teenaged drivers: in 1993, two thirds of the deaths of passengers aged 13 to 19 years occurred when teenagers were driving. Two thirds of all teenage deaths in Washington are from car crashes.
- ◇ The risk for crashes is higher in 16-19 year olds than in any other age group. Per mile driven, drivers in that age group are four times more likely than older drivers to crash.
- ◇ The motor vehicle death rate for males in the 16-19 year old group is nearly twice what it is for females in the same age group.
- ◇ The presence of teen passengers increases the crash risk for teen drivers, with the risk increasing with the number of passengers.
- ◇ In 2001, 43% of teen motor vehicle deaths occurred between 9 p.m. and 6 a.m.

- ◇ Nationwide, 2002 figures show that 25 percent of the drivers, ages 16-20, who were fatally injured in car crashes had a blood alcohol level of .08 or above.
- ◇ Most collisions involving teens can be attributed to driver error. Speed often is involved, and many incidents are single-vehicle crashes.

No other nation grants full driving privileges to 16-year-olds. In the United States, turning 16 is regarded as the age when independence begins. Experts agree that most teen collisions and fatalities are caused by inexperience, recklessness and risk-taking behaviors, poor judgment and overconfidence. Teens often are slower to perceive danger and may not relate it to themselves -- the feeling that "I'm immortal."

TEEN DRIVING RULES-WASHINGTON

In response to the disproportionate number of serious and fatal collisions involving teenagers, Washington State recently changed and strengthened restrictions on obtaining a new driver's license. It is important that both parents and their teens understand the process.

Driver's Permit

If a teen is enrolled in a Driver's Education course, they can obtain their Driver's Permit at the age of 15. If not enrolled, they must wait until age 15 1/2, and pass the written test, to get the permit.

Intermediate Driver's License

Intermediate Driver's Licenses are only issued to teenagers ages 16 to 18. The teen must have a driver's permit for six months and:

- Complete 50 hours of supervised driving time with a parent or driver who has at least five years of driving experience. At least 10 of the 50 supervised hours must take place at night.

- Have a clean driving record for at least six months
- Pass a Driver's Education Course
- Pass the written and driving test (or just the driving test if the written test was passed to get the Driver's Permit.

Restrictions

- For the first year, no driving between 1 a.m. and 5 a.m. unless accompanied by a parent, guardian or licensed driver at least 25 years old;
- For the first six months, no passengers under age 20, except for family members;
- For the second six months, no more than three passengers under age 20.

Passenger and night driving restrictions expire after the first year if the teen has maintained a record free of citations and collisions.

Penalties

If any traffic violations or collisions occur during the first year with an Intermediate license, the passenger and nighttime restrictions will continue. In addition, the following actions are taken if a driving offense takes place:

- 1st offense - a warning letter is sent to the parent or guardian, as well as the ticket which is at least \$101;
- 2nd offense - suspension of the driver's license for six months, as well as the cost of the ticket;
- 3rd offense - license is suspended until the age of 18.

Alcohol, drug and firearm offenses will negatively affect a teen's driving status. The first offense will result in a revocation of the driver's license for at least a year or until the age of 17. A second offense will revoke the license for at least two years, or until the age of 18.

THE FINANCIAL REALITY OF TEEN DRIVING

The financial reality of teen driving becomes obvious when parents add a teen driver to the family insurance policy. Some tips for reducing the cost of insurance are:

- ◇ Let your teen drive the safest car you own. Safety features like air bags, anti-lock brakes and larger cars reduce the risk of injury. In addition, rates will be lower if the teen is driving a “family” car and not a high-performance model.
- ◇ Make it clear that drinking and driving is unacceptable. In addition to the obvious dangers, your child needs to realize that a DUI most likely will mean the only insurance option will be a high-risk carrier with corresponding higher rates. Also remind your teen driver of the future importance of a clean driving record.
- ◇ Look for “good student” discounts. Many auto insurance companies give discounts for good grades--usually As and Bs. Check with your company to see if you qualify.
- ◇ Some insurance companies also give discounts for taking either their driver training program--or other driver education programs.
- ◇ Remind your teen that seat belts must be worn and this includes seat belts for all passengers. Not only is this common sense, it’s Washington’s law. Besides increased safety, this limits the temptation to pile too many teens into a car, even after the 1 year restriction on passengers has lifted.
- ◇ Establish house rules for driving hours. About 40 percent of teen driving fatalities occur at night, especially weekend nights.
- ◇ Before buying a new or used car, check with insurance company to see what the rate will be for the teen. Sports cars and other expensive cars may have higher rates. So know what you're getting into before you buy.
- ◇ Also check the crash safety rating and average repair cost for any car you might buy--that will impact the insurance rating, too.
- ◇ If getting new insurance, check the rates at a number of companies.
- ◇ Have them keep a disposable camera (unless their cell phone has a camera-and whose doesn't these days?) in their car in case of an collision to record the damage to all cars and the actual placement of the cars--But

be sure they know to get out of the traffic when they are taking the pictures.

- ◇ If they are involved in a minor crash, you might want to have it fixed without reporting it to the company. For a teenager, having an collision--even a minor one--may cause your rates to increase (maybe even more than the cost of repairing the minor damage.)

MORE TALKING POINTS WITH YOUR TEEN

- ◇ Your car is a deadly weapon. Respect this fact. The last thing they want to do is hurt someone else or themselves badly.
- ◇ Talk to your teen about car insurance. Since most teens don't pay their own car-insurance bills, they don't realize that the bills escalate with each driving infraction.
- ◇ Do not drink and drive. EVER. Call a taxi or call a parent. Make sure they know they will not get into trouble with you for foolishly drinking under age as long as they call you when they need a ride. Tell their friends you will do the same thing for them without telling their parents (the 1st time), whether or not your teen is present or not. They'll not only think you are cool for an ancient but it'll impress upon them just how risky the behavior can be and how scared you are for them and their friends.
- ◇ Never get in a car with someone who has been drinking. The same rules apply to drugs.
- ◇ Always wear your seat belt--and make sure all passengers, when you are allowed to have passengers, buckle up, too.
- ◇ Adjust your car's headrest to a height behind your head--not your neck--to minimize whiplash in case you're in an collision.
- ◇ Obey the speed limits, Going too fast gives you less time to stop or react. Excess speed is one of the main causes of teenage collisions.
- ◇ Don't run red lights or "Go like hell to beat the orange light."

- ◇ Use turn signals to indicate your intention to turn or to change lanes. Turn it on to give the cars behind you enough time to react before you take the action. Also, make sure the signals turns off after you've completed the action.
- ◇ When light turns green, look to make sure intersection clears before you go.
- ◇ Don't drive like you own the road; be polite and courteous.
- ◇ Make sure your windshield is clean. At sun rise and sun set, light reflecting off your dirty windshield can momentarily blind you.
- ◇ Make sure your car has gas in it. Don't ride around with the gauge on empty—you don't want to run out and it's not very good for the car either.
- ◇ Don't blast the radio or I-Pod. You might miss hearing a siren or a horn that could warn you of possible trouble.
- ◇ Don't talk on the cell phone, text, put on make-up, comb your hair, or eat while driving. People who talk on car phones while driving are four times more likely to have an collision. If you need to make a call, pull off the road to a safe spot and park.
- ◇ Maintain your car. Bald tires, a slipping transmission, or a hesitant engine could lead to collisions.
- ◇ Use headlights during daylight driving, especially on long stretches of desert highway and rural roads to make you more visible to oncoming drivers.
- ◇ Be on the lookout for motorcycles, bikes, and pedestrians

SHARING THE ROAD WITH MOTORCYCLES

- ◇ Motorcyclists often slow by downshifting or merely rolling off the throttle, thus not activating the brake light. Allow more following distance, say 3 or 4 seconds. At intersections, predict a motorcyclist may slow down without visual warning.

- ◇ Turn signals on a motorcycle usually are not self-canceling, thus some riders, (especially beginners) sometimes forget to turn them off after a turn or lane change. Make sure a motorcycle's signal is for real.
- ◇ Motorcyclists often adjust position within a lane to be seen more easily and to minimize the effects of wind, road debris, and passing vehicles. Understand that motorcyclists adjust lane position for a purpose, not to be reckless or show off.
- ◇ Because of its small size a motorcycle seems to be moving faster than it really is.
- ◇ Because of its small size, a motorcycle may look farther away than it is. When checking traffic to turn at an intersection, predict a motorcycle is closer than it looks.
- ◇ Because of its small size, a motorcycle can be easily hidden by objects inside or outside a car (door posts, mirrors, passengers, bushes, fences, bridges, blind spots, etc). Take an extra moment to thoroughly check traffic, whether you're changing lanes, pulling out of your driveway, making a left turn across traffic, or turning at intersections.
- ◇ Stopping distance for motorcycles is nearly the same as for cars, but slippery pavement makes quick stopping difficult. Allow a motorcyclist more following distance because it can't always stop "on a dime".
- ◇ Maneuverability is one of a motorcycle's better characteristics, but only at slower speeds and with good road conditions. Don't expect a motorcyclist to always be able to dodge out of the way.
- ◇ Carrying a passenger complicates a motorcyclist's task. Balance is more difficult. Stopping distance is increased. Maneuverability is reduced. Predict more problems when you see two on a motorcycle, especially near intersections.
- ◇ Mirrors are smaller on a motorcycle and are usually convex, thus giving a motorcyclist a smaller image of you and making you seem farther back than you really are. Keep at least a three or four second space cushion when following a motorcyclist.

- ◇ There are a lot more cars and trucks than motorcycles on the road, and some drivers don't "recognize" a motorcycle and ignore it (usually unintentionally). Look for motorcycles, especially when checking traffic at an intersection.
- ◇ At night, single headlights and taillights of motorcycles can blend into the lights of other traffic. Those "odd" lights could be a motorcycle.
- ◇ When a motorcycle is in motion, don't think of it as a motorcycle; think of it as a person.

SHARING THE ROAD WITH BICYCLES

A bicycle is considered a vehicle on the roadway and has exactly the same rights as any other vehicle. Bicycling is one of the most popular recreational activities in the United States, indeed, in the world. There are over 90,000,000 cyclists in the U. S. and over 30,000,000 adult cyclists. In any given year we can expect 800 - 1000 cyclists to die on our roadways while some 500,000 will be treated for injuries. In fact, the first automobile collision in the United States occurred when a motor vehicle crashed into a pedal cycle rider in New York City in 1896!

With more people riding bicycles, following the rules of the road is especially important. A bicycle is a legal road vehicle, just like a car. This means that bicycle riders have the same rights and responsibilities as drivers.

Here are some laws for you and your new driver to be aware of whether you are biking or driving a motor vehicle:

- ◇ Riding on the Road - When riding on a roadway, a cyclist has all the rights and responsibilities of a vehicle driver (RCW 46.61.755). Cyclists who violate traffic laws may be ticketed (RCW 46.61.750).
- ◇ Roads Closed to Bicycles - Some designated sections of the state's limited access highway system may be closed to bicycles for safety reasons.

- ◇ Children Bicycling - Parents or guardians may not knowingly permit bicycle traffic violations by their ward (RCW 46.61.700).
- ◇ Riding Side by Side - Cyclists may ride side by side, but not more than two abreast (RCW 46.61.770).
- ◇ Riding at Night - For night bicycle riding, a white front light (not a reflector) visible for 500 feet and a red rear reflector are required. A red rear light may be used in addition to the required reflector (RCW 46.61.780).
- ◇ Shoulder vs. Bike Lane - Cyclists may choose to ride on the path, bike lane, shoulder or travel lane as suits their safety needs (RCW 46.61.770).

SELECTED WASHINGTON STATE PEDESTRIAN LAWS

- ◇ Traffic signals -Pedestrians must obey traffic signals and traffic control devices unless otherwise directed by a traffic or police officer (RCW 46.61.050).
- ◇ Sidewalks - Drivers and bicyclists must yield to pedestrians on sidewalks and in crosswalks (RCW 46.61.261).
- ◇ Pedestrians on roadways - Pedestrians must use sidewalks when they are available. If sidewalks are not available, pedestrians must walk on the left side of the roadway or its shoulder facing traffic (RCW 46.61.250).
- ◇ Bolting into traffic - No pedestrian or bicycle shall suddenly leave a curb and move into traffic so that the driver can not stop (RCW 46.61.235).
- ◇ Drivers exercise due care - Every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary (RCW 46.61.245).
- ◇ Yield to pedestrians at intersections - Vehicles shall stop at intersections to allow pedestrians and bicycles to cross the road within a marked or unmarked crosswalk (RCW 46.61.235). See Washington's Crosswalk Law for more information.
- ◇ Yield to vehicles outside intersections - Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an

unmarked crosswalk at an intersection shall yield the right of way to all vehicles upon the roadway (RCW 46.61.240).

WHAT TO DO IF YOUR NEW DRIVER HITS A PARKED CAR, MAILBOX OR ANYTHING WHEN NO ONE ELSE IS AROUND

Many new (and older) drivers don't know or appreciate the fact that any time you hit something causing even scratch, according to law you need to take responsibility by leaving a note on the windshield or otherwise in a visible spot. The note should minimally include your name, license number, phone number and time of the incident.

Whether you report it to insurance or just take care of the damage yourself is up to you and depends on the amount of damage you want to be personally responsible for paying. Make sure that the owner of the hit property, gets a couple of estimate for the work. Do not take them at their word for the amount of damage. Get it in writing and when you pay it, make sure you get a Release from them indicating you've paid all damage arising from the incident.

DISCUSS WITH YOUR TEEN WHAT THEY SHOULD DO WHEN THEY ARE PULLED OVER BY THE POLICE

Getting pulled over by the police is never fun. It is particularly stressful for the new driver being pulled over for the first time. A few simple rules will help your new driver deal appropriately with the police and keep every one safe. Pulling a car over can be one of the most dangerous activities for police so you want to make it clear that you pose no physical threat to the officer

- ◇ **PULL OVER IMMEDIATELY ONCE YOU CAN DO SO SAFELY** after the lights and/or siren comes on. Doing so safely is based upon road conditions and adequate places to pull over. Don't be alarmed if the officer uses the

loud speaker to direct you where to park. Drive the car as far over as safely possible on the shoulder of a highway. If you are on the street, pull over into a well lit parking lot or a well lit side street if possible for your safety, particularly if you are a woman, and to avoiding blocking traffic.

- ◇ **NEVER TRY TO ELUDE THE POLICE.** It's illegal, makes them very angry and, as a practical matter, never works. It just gets you in more trouble than you can imagine.
- ◇ **DO NOT GET OUT OF THE CAR** unless the police officer asks you to do so. It's not illegal to do so as long as you get back in when ordered to do so. If you don't, you can be arrested.
- ◇ **KEEP BOTH HANDS ON THE STEERING WHEEL AS THE OFFICER APPROACHES YOUR WINDOW.** Remember, the officer is justifiably worried that you might have a weapon. When you are instructed to roll down the window, do so slowly. When you are asked, you must show your license and registration. Ask the officer if it's ok to get it from the glove box and, again, slowly retrieve it. Similarly, ask the officer if you can retrieve your wallet from your purse or pocket first. Then, pull it out with two fingers slowly showing the officer that you have no weapon and you pose no threat of harm.
- ◇ **BE SUPER POLITE.** While it is technically not illegal to "mouth off" in a free society, you may cross the line when your comments threaten, or are loud enough to be disturbing to other people, or are likely to cause others to become problematic to the police officer. Officers generally have discretion whether to issue you a citation. Hostility or rudeness NEVER gets you a warning. It always earns you a ticket or worse!
- ◇ **YOU CAN ASK FOR PROOF OF SPEEDING.** If the officer says you were clocked with a radar gun or laser, you can ask to see it. If the officer refuses, it'll look bad for the officer when you challenge the ticket in court. If it's a speedometer clock, it's his or her word against yours.
- ◇ **YOU CAN ASK THE OFFICER FOR ID.** If there is ever a question, ask the officer for his or her ID and badge. They are required to show it to you.

- ◇ **YOU CAN FIGHT THE TICKET.** Tickets for young drivers will cause your insurance rates to increase, sometimes dramatically. It is worth the effort to contest it but, a word to the wise, hire an attorney. It's definitely worth the money because the attorney can find things in the paper work or through a document request that would never occur to you. See, e.g., www.speedinginseattle.com.

ABOUT THE AUTHOR

(AND WHY YOU SHOULD BOTHER LISTENING TO HIM)



Thank you for reading this pamphlet. You've taken an important step towards being an educated consumer. By reading and using this information, you and your family have a much better chance dealing with insurance company adjusters following a wreck where you were not at fault. You will also be more knowledgeable in the claims process and valuation if for no other reason than to determine this wisdom of you to handling your claim without an attorney on your side.

For 30 years, I've practiced law handling serious, too often tough catastrophic injuries and wrongful death cases caused in car, truck, motorcycle, bicycle and pedestrian collisions. I've seen many clients learn that adjusting your own insurance claim is a course filled with land mines designed to harm you. After attempting to negotiate without an attorney, many clients have come to me for help. I can't remember one case in all these years where I could not drastically increase my client's settlement offer, often five to ten times or more, over the original offer.

All the major truths in my presentation of a client's damages come from scripture and mainly from the book of Ecclesiastes. But you need not be a religious person to understand the universal and unsalable truths embodied therein: each person has a right to the enjoyment of living; that an injured part of a person concerns and injures all the person; that anything less than full justice is injustice; that what a negligent defendant leaves an injured person is more important than what they took from them.

I am a lawyer dedicated to the truth. If you are telling less than the truth, I am not the lawyer for you. It's hard enough to win these cases against insurance companies and their insurance defense lawyers when you are telling only the truth. The defense bar will tell you their job isn't to find the truth. It's to keep their clients from paying out money. Good for them is bad for you.

For me, every case is a humbling opportunity to represent good people in bad straits and to learn something new so it can be taught in an interesting and exciting way to a jury. I prepare every case for trial from the moment we accept it in the door. I believe therefore the vast majority of cases settle. If it doesn't settle, I am ready, willing and able to champion the courtroom for my clients. It's far better to be prepared for battle and put the weapons down than to not be prepared for a battle that despite best efforts still rages.

My name is Larry Kahn and I've been representing individuals against insurance companies since 1986. I limit my practice to personal injury cases, medical malpractice and elder negligence and abuse cases so if you need a will, business transaction, or have a traffic ticket, my office can't help you other than to recommend someone who can.

On each individual case, my entire staff works together tirelessly seeking and often obtaining the best results possible. We seek out and hire the most authoritative and brightest experts possible for each case we accept because our clients deserve the best. We do everything within the bounds of law, uncompromising ethics, and that years of battle have taught me.

My experience, skill and litigation methods have resulted in numerous multi-million dollar and significant verdicts and settlements. This is no guarantee as every case must stand on its own merits. Any lawyer who unethically makes such a guarantee of results has not only violated the Rules of Professional Conduct, but is flat out lying to you. We don't have a crystal ball and can't guarantee what a judge or jury will do with your case. We just know what should be done, what must be done and when to do it to properly maximize your results.

If you have any questions left unanswered after reading this report, please e-mail me at lmk@llegal.com. I'll respond to every question as quickly as possible and usually within 24 hours.

We would also be honored to help you and yours find justice in the face of any type of serious personal injury or wrongful death arising from vehicle collisions, product liability, medical malpractice or nursing home negligence or abuse. If you have such a claim, or any question at all about a claim, please call us today for your free consultation or for further information.

We sincerely hope you and yours never need our services but, if you do, we would be honored to review your case for a free professional evaluation. We hope to earn your trust and confidence.

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