

CASE Newsletter

California Association for Safety Education Volume XI, Number 4 - Dec. 2001

President's Message:

By Craig Dill, CASE President

Unfortunately, I'm sure you remember exactly what you were doing on September 11, 2001, when America was attacked. I was teaching a defensive driving class for the State of California when the Governor had all state buildings evacuated. The next day, or I should say evening, I had to take the Greyhound from San Jose to Los Angeles. A bus ride from hell! That bus ride gave me time to reflect on the events of my life—those hallmark moments!

Prior to September 11, and after, I've been planning and preparing for another hallmark event: the 50th Annual CASE Conference, April 5-6, at the beautiful Radisson Hotel, Sacramento, California.

As I mentioned earlier in the September mailing to all CASE members, I've increased the number of exhibitors and speakers to be more inclusive of all aspects of traffic safety: health and safety, engineering, law enforcement, and other selected topics (see enclosed agenda).

I've also planned a special social hour Friday with a local radio station DJ, so we can dance while enjoying visiting with exhibitors and each other. Food and refreshments will also be provided, so bring your spouses or significant others.

Saturday morning we begin with a continental breakfast sponsored by Glencoe/McGraw Hill and continue with general and workshop sessions until noon.

I'm working hard to find a luncheon sponsor and keynote speaker, i.e., General Motors featuring their On-Star program.

The Friday night social hour, Saturday morning continental breakfast, and a delicious luncheon will be held in the spacious Radisson ballroom, which seats 300 people in table rounds. The exhibitors will be set up there also, for increased exposure and interaction with you.

The exhibitors/sponsors are looking forward to our 50th Annual CASE Conference and so am I. I am, however, disappointed with the low CASE member registration numbers to date. Please commit to making this a hallmark event for yourself by filling out and mailing the conference registration form today. Thank you—have a safe and wonderful holiday season, and God Bless America.

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Spring 2002 Driver Education & Training Credential Programs

Offered through Fresno County Office of Education at California State University, Fresno and at UC Riverside

Commission-approved courses are being offered in the Spring of 2002 for (1) teachers who are currently teaching Driver Education and Training on waivers, and (2) instructors or individuals applying for a credential to teach Driver Education and Training for the first time.

In order to be credentialed by the California Commission on Teacher Credentialing to teach Driver Education and Training, an instructor must take and pass a Commission-approved subject-related program (12 semester units) in Driver Education and Training.

Fresno County Office of Education/California State University Program

The program at California State University, Fresno, will be offered beginning April 13, 2002. The courses are scheduled according to a Saturday and Friday evening format. This cluster will conclude August 10, 2002.

Sections of the Fresno courses are planned to be computer-based in order to cut down on the commute. More information on this will be available in January, 2002. This format will require the participants to have access to computers.

The program consists of five courses—*The Driving Privilege (2 units), Sensory Input (3 units), Risk Management & Traffic Strategies (3 units), Driver Instruction Program Organization & Management (1 unit), and Behind-the Wheel Laboratory (3 units)*. The cost is \$90 per unit.

(continued on page 2, column 1)

Driver Education & Training Credential Programs

(continued from page 1)

For an application or for more information call Mary West, (559) 265-3005, ext. 3251, or E-mail: mwest@fcoe.k12.ca.us

University of California, Riverside University Extension Program

The program consists of the following required courses (units listed are *quarter* units): Driver Choice and Responsibility (4 units), Safety and Risk Factors in Driver Education and Training (4 units), Driver Skills and Abilities (4 units), Pedagogical/Organizational Considerations in Driver Education and Training (2 units), and Behind-the-Wheel Competencies (4 units).

Courses are scheduled according to student need. Classes will be offered in the spring provided at least six students are enrolled.

For an application or for more information call Patricia Arebalo, (909) 787-4361, ext. 1654, or mail your request to Ms. Arebalo @ University Extension Center, Education, 1200 University Avenue, Riverside, CA 92507-4596.



CASE Calendar

December 2001 - California Drunk and Drugged Driving Prevention Month (3D). Contact: Janet Lane, California Office of Traffic Safety, (916) 262-0980 or jlane@ots.ca.gov

April 5-6, 2002 - 50th Annual CASE Conference, Radisson Hotel, Sacramento. Contact: Craig Dill, (916) 925-2991.

August 4-8, 2002 - 46th Annual ADTSEA Conference, Overland Park, Kansas. Online information: <http://adtsea.iup.edu>

Nominations Requested for CASE Spring Election

Members of CASE interested in elective office for the term beginning July 1, 2002 and ending June 30, 2004, should submit the following information to the Nominations and Elections Committee:

- A statement of qualifications
- A resume of professional service and activity in the Association

Nominations must be received by January 15, 2002 for the offices of President-Elect, First Vice-President, Second Vice-President, Northern Region Representative, and Southern Region Representative. Please send the information to:

CASE Nominations Committee
25 Shelbourne Place
San Mateo, CA 94402



CASE Corporate Members

Our Corporate Members are a vital asset to our organization. These companies show their support for traffic safety education by participating at our state conferences and providing financial assistance. We appreciate our special relationship and thank them for their outstanding support.

American Honda Motor Co., Inc.

California Casualty

**California Integrated Waste
Management Board**

Doron Precision Systems, Inc

Propulsion International, Inc.

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California Association for Safety Education
50th Annual CASE Conference

Radisson Hotel, Sacramento, California
April 5 & 6, 2002 (Friday & Saturday)

Friday, April 5

- Reaching Out With Technology • Making Each Ride a SAFE One • Renewing Your Credential
- Look, Listen, and Live • DMV Licensing Updates • Saving Lives Through Enforcement
- Engineering Safety • Needs for Special Populations • Distance Learning • Drunk Busters • Social Hour

Saturday, April 6

- Social & Cultural View of Traffic Safety • Legislative Update • Older and Wiser • Tire Safety and You
 - Pay Me Now or Pay Me Later • Cell Phone Safety • Is Graduated Licensing Working? • Road Rage
 - License to Learn • Vehicle Safety • Accident Predictions Models • NHTSA Curriculum Project
 - Parking Lot Exhibits • Advanced Skills that Save Lives • Paddlewheeler Cruise on the Sacramento River
- One semester unit of professional advancement credit is available through the Office of Continuing Education, Sacramento State University.
 - The Radisson Hotel Conference room rate is \$84 per night single and \$104 for double. Participants are responsible for their own hotel reservations (request the CASE Conference Rate). **Room reservations must be made by March 5, 2002.** Call Toll-Free for reservations 1-800-333-3333.
 - **Early registration is \$85, but we must receive the registration form and check by February 1, 2002.** Registrations received after February 1 are \$105. Make checks payable to **CASE Conference** (Registration Form below). Fee includes a social hour Friday evening and continental breakfast and luncheon on Saturday. **Conference registration fee must be received by February 1 to receive the \$85 rate and to guarantee Saturday luncheon.**



CASE MEMBER 2002 CONFERENCE REGISTRATION FORM

Registration must be *received* no later than February 1, 2002 for early fee of \$85

Make check payable to: **CASE Conference** and mail to:
CASE, 1500 West El Camino Avenue, #211, Sacramento, CA 95833-1945

Name: _____ School District/Business _____

Address: _____ Work Phone () _____

City: _____ State _____ Zip Code _____ E-Mail _____

Registration Fee Enclosed: \$ _____ CASE Members may include \$40 membership renewal as part of the fee for a total of \$125 (early registration) or \$145 (if received after February 1). School District Purchase Orders not accepted.



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We The Jury

by John Knippel
CASE President-Elect

The following are comments made by driver education teachers after experiencing the “We The Jury” simulation of the penalty phase of a young man guilty on eight counts of felony D.U.I.

“I did not expect the emotions to run so deep in a 20 minute jury”

“I changed my decision three times as the deliberations continued. What a surprise.”

“After this I must reorganize the way I teach the alcohol unit. This will change student behavior behind the wheel”

An even greater joy comes from actually observing your high school students participate in a D.U.I. jury simulation as you facilitate. If you want a hard hitting, every student involved, behavior changing, attitude shaping lesson, then this is for you

This lesson is the culmination of a week or two of solid preparation. The more you expect and the better you prepare the students, the greater the impact. Do not attempt to do this by assigning readings from the textbook only. The students need to grapple with several readings, videos, guests, and student-presentations before they can do this. This is no different than any quality work of art, music, carpentry or athletics. Prepare, practice, prepare and practice, adjust, prepare and practice.

In the weeks prior to “jury day” the students should view segments of many alcohol videos. The subjects should be physiology of alcohol, alcoholism, economics of the alcohol industry, Fetal Alcohol Syndrome, D.U.I. crashes, D.U.I. jury scenes and sentencing (I use almost 20 video segments).

The students should do research and make short (ten minute) presentations in the class on field sobriety testing, setting up guidelines for reducing D.U.I. (up to 40 possible preventative measures here), Fetal Alcohol Syndrome, alcoholism, D.U.I. legal penalties and the chemistry of alcohol in the body.

Guest speakers add to the importance of the lesson and make lasting impressions. These guests could include but are not limited to paramedics, police, coroners, AA, MADD, insurance agents, victims of D.U.I. crashes, doctors and teachers in other disciplines on your own campus.

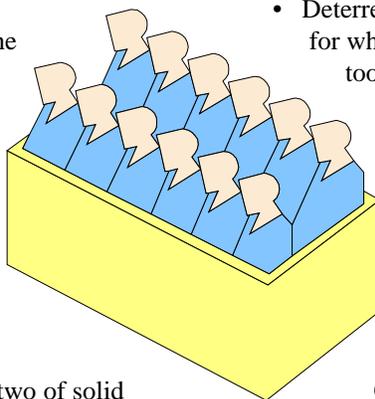
Before the actual viewing of the final video (I use *Just Another Friday Night*, available from AAA) several steps are necessary (I do them the previous day).

1. Divide the class into three groups or jury teams
2. Have each team select a “jury foreman” to run the

deliberations and report to the class why they chose to sentence the defendant as they did.

3. Review the three sentencing options being certain the students understand each option AND that they must choose an option before selecting various punishments. This is crucial to a just outcome. The three options are:
 - Reprimand (for a contritely remorseful person)
 - Rehabilitation (for a truly remorseful person for whom the crash was the result of poor but correctable habits or lack of knowledge or skill)
 - Deterrent (for someone who shows little or no remorse or for whom correction will not last because their habits are too deeply ingrained)

4. Review the various strategies of jail time, fines, license penalties, parole, suspensions, vehicle repossession or impounds, etc. The items in the previous Section 3 and in this Section 4 should be provided to the juries in print as well as a list of the various video clips where examples of each sentencing type were viewed plus the scenes of the defendants in court.



On “jury day” have them view a short (10 to 15 minute) video like *Just Another Friday Night* that shows the events leading up to the crash. They should take notes both mentally and written of all events, statements, facial expressions and details to be discussed in the deliberations.

After the video, the juries each and at the same time discuss facts, choose a sentencing option and then deliberate the details of the sentencing. You will need to circulate around the room and facilitate.

When delivering the juries’ decisions, the foremen must explain why each segment of the penalty was chosen and why other options were not taken.

The power of this lesson comes in two areas: 1) making the foremen defend or support every action helps all others in the room to reason and weigh evidence accurately, fully and in light of all other crimes, and 2) the reflection done by the students about the process of being on a jury deepens their respect for the justice system and helps them to want to follow the law.

Helping students make good decisions is what teaching is all about. Anyone can recite facts. Teachers help students learn to make wise choices about facts.

If you would care to have a list of the videos I used, the student projects, bulletin board assignments or want to see the jury day in action, write, call, FAX or e-mail me at: Bloomington High School, 10750 Laurel Ave., Bloomington, CA, 92316 or (909) 876-4248, or FAX (909) 874-6326 or Macbeverly @ AOL.com.

NHTSA Proposes Child Restraint Rating System

The National Highway Traffic Safety Administration (NHTSA) has issued a request for public comment on ways to provide consumers with information on child restraint performance and ease of use.

“We want to help consumers make informed decisions when purchasing child safety seats and make sure that children are well-protected when riding in motor vehicles,” said U.S. Transportation Secretary Norman Y. Mineta.

The Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act, which became law in November 2000, calls for the development of a child restraint safety rating system that is practicable and understandable. Ratings must be available by November, 2002.

“We know from our crash test ratings that when consumers have information, they buy the vehicles with better safety ratings. We also know that consumers are most concerned about safety when they will be transporting children. With the addition of child restraint ratings, we are helping the public make informed choices about not just their vehicle, but also the child restraint they will use in that vehicle,” said NHTSA Administrator Dr. Jeffrey W. Runge.

NHTSA has tentatively concluded that the most effective consumer information system is one that gives the consumer a combination of information about child restraints’ performance in crashes and ease of use. The measures being considered to assess performance in crashes include testing the child restraint at higher speeds than is currently required in the child restraint safety standard or putting child restraints in the back seat of vehicles that will be crash-tested. For the ease-of-use rating, NHTSA proposes a 3-level system, labeled A, B, and C.

Dr. Runge expects that the new child restraint information program will motivate manufacturers to create child restraints that are safer and easier to use. He emphasized that a child restraint can

protect a child only if it is used correctly and installed properly.

“All children age 12 and under should ride properly restrained in the back seat,” Dr. Runge said. “Infants, from birth to about age one, and weighing up to 20 pounds should ride in the back seat in a rear-facing safety seat. Children over one year and at least 20 pounds may ride forward-facing in the rear seat in an appropriate child restraint. Children should ride in a child restraint with a full harness until they weigh about 40 pounds. All children who have outgrown child safety seats should be properly restrained in booster seats until they are at least 8 years old, unless they are 4 feet 9 inches tall.”



To be considered, comments must be provided to NHTSA within 60 days of publication in the Federal Register. The agency will then review the comments to determine what further actions should be taken. Comments may be submitted in writing to the Department of Transportation’s Docket Management Section, Room PL-401, 400 Seventh Street S.W., Washington, DC 20590. It is requested, though not

required, that two copies of the comments be provided. The docket section is open on weekdays from 10 a.m. to 5 p.m. Comments should cite the docket number, NHTSA-2001-10053-Notice 1.

Alternatively, comments may be submitted electronically by logging onto the docket management system website at <http://dms.dot.gov>. Click on “Help” or “Electronic Submission” to obtain instructions for filing the document electronically. The electronic docket number is 10053.

The notice of request for comments is posted on the NHTSA Web Site at <http://www.nhtsa.dot.gov/cars/rules/> and can be reached by clicking on “Notices and Final Rules.”

Final decisions on the child restraint rating program, which would begin in late 2002, will be made early next year.

State Issues New Super-Secure California Driver License

The Department of Motor Vehicles is now issuing an all-new, super-secure California driver license. The license features several new technologies to deter identity thieves and other criminals from duplicating or manufacturing fraudulent copies. The new cards are being issued to new applicants and those renewing their licenses.

The new license has a hologram that is difficult for thieves to reproduce. It also retains most of the security features of the previous driver license, such as the secondary portrait and the magnetic stripe.

“We want to be on the cutting-edge of protecting Californians from fraud and loss,” said Secretary Maria Contreras-Sweet of the Business, Transportation and Housing Agency, which oversees the Department of Motor Vehicles. “This new license is one of the most technologically advanced cards in the entire United States.”

DMV worked with the Polaroid Corporation to develop the technology needed to make the improvements, which include:

- An ink that changes color when viewed from different angles. Copy machines and other low-grade counterfeiting technologies can’t do the same thing.
- A process that allows for full-color printing of fluorescent images, which emerge under ultraviolet light. The fluorescent inks also take copiers and laser printers out of the picture.
- A fine-line color-design printing technology similar to that used on new U.S. currency, which also hampers photocopiers and scanners.

Previously issued licenses will be replaced with the new version when they expire. Existing licenses will continue to be valid until expiration. It will take about five years before all existing licenses will be completely replaced.



Increase in Drunk Driving Deaths

The number of people killed by drunken drivers increased last year for the first time in five years, according to data released by the National Highway Traffic Safety Administration.

The total number of highway deaths increased slightly in 2000 to 41,812, up from 41,717 in 1999. In California, total deaths rose in 2000 to 3,753, up from 3,559 in 1999.

For all highway deaths nationwide, 40 percent (or 16,653) involved alcohol, up from 38 percent (or 15,976) the previous year. In California, 1,233 people were killed in alcohol-related crashes in 2000, up from 1,170 in 1999.

It is only the second time alcohol-related deaths have increased since 1986, when 24,045 people were killed. The number of deaths rose 4 percent from 1994 to 1995, although an overall rise in the number of deaths kept the percentage of deaths that involved alcohol at the same level.

NHTSA also found that motorcycle deaths rose significantly, from 2,483 in 1999 to 2,862 in 2000. It's the third straight year of higher motorcycle fatalities after 17 years of declines.

The number of traffic deaths involving children under 16—2,811—was the lowest since record-keeping began in 1975.

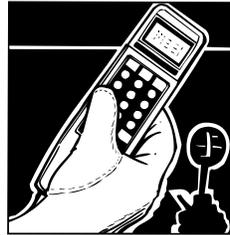
Deaths dropped for pedestrians, people riding bicycles and in accidents involving large trucks. Single-vehicle rollover accidents decreased for all automobiles except sport utility vehicles, which increased 8.9 percent, from 1,546 in 1999 to 1,684 in 2000. NHTSA officials attribute the increase to growing sales of SUVs.

A Drink Is A Drink Is A Drink			
	beer	wine	liquor
Volume	12oz.	5oz.	1 1/3oz.
Percent Alcohol	4.5%	11%	40%
Amount Alcohol	.54oz.	.55oz.	.53oz.

CHP Study Cites Cell Phones as Leading Driver Distraction

A California Highway Patrol report shows that cell phones lead the list of distractions causing automobile collisions. The report is based on the first California study correlating cell phones to crashes.

The report adds to the mounting statistical evidence showing that drivers can't effectively talk on the phone and operate a car at the same time.



The state Legislature is studying whether to ban cell phone use in cars. This year, New York became the first state to outlaw talking on a handheld cellular phone while driving. Similar bans have been proposed in 41 other states in the past several years, but those so far have failed to pass due to intense lobbying by wireless telephone companies.

The New York law became effective November 1. It does not ban talking on the telephone in a car, but does make it a traffic violation to raise a handset to the ear and have a conversation. Talking with the aid of a headset or a speakerphone is permitted. Drivers may be fined up to \$100 for the violation. Exceptions may be made under the law for people who use their telephones in emergencies to call police or fire departments or other authorities.

The CHP study found that cell phone use ranked as the highest "associated factor" in distracted driving accidents, followed by adjusting the radio or distractions caused by children or eating.

The study found that cell phones were an associated factor in 341 of 238,000 collisions, or 0.14 percent of collisions statewide. In Los Angeles County, phones were a factor in 81 of 69,976 crashes, or 0.11 percent. About half of the Los Angeles County collisions included injury. A little more than 4 in 10 cell phone-related collisions statewide included injury.

New Law Impacts Driving Schools

A new California law affecting commercial driving schools and traffic violator schools raises the bond for driving school owners from \$2,000 to \$10,000 and allows the DMV to immediately suspend schools that violate laws and regulations. The law was passed to protect the public, because every year several driving schools go out of business after having collected tuition from customers, but before delivering the training. This had resulted in some students losing some or all of the average \$200 in fees they pay in advance. The former bond of \$2,000 was only enough to refund the money of about 10 students per school. (Thirty-six driving schools went out of business in 2000.)

The law also requires:

Driving school operators to be at least 21 years old and to have provided at least 2,000 hours of behind-the-wheel instruction at another California-licensed driving school;

Driving instructors to be at least 21 years old;

Traffic violator school operators to be at least 21 years old and to have worked as a driving instructor; and

Vehicles used by a driving school for training drivers to be equipped with an **additional foot brake** on the passenger side of the front floor **and a rearview mirror on the passenger side.**

DMV Update, June 2001

California Auto Insurance Premium Comparison Survey Results Available

The California Department of Insurance surveys licensed insurers in California and asks them to provide premium comparisons for various lines of personal insurance, including automobile insurance. These surveys provide consumers with a premium comparison for what premium the consumer may be charged in a specific scenario.

Results of the surveys may be found at the California Department of Insurance website: www.insurance.ca.gov

Please help us increase our membership!

Our Membership Committee is requesting that each member do his/her part to bring in new members. Please check with the driver education professionals at your school or district to see if they are members of CASE. If not, provide them with the membership application below and discuss the importance of belonging to their professional association.



Make check payable to:
CASE
25 Shelbourne Place
San Mateo, CA 94402

Membership Application (please type or print)

Professional Memberships are **\$40.00**. New memberships are valid for one year from date of receipt.

Name _____

Address _____

City _____ State _____ Zip _____

School: _____ District _____

County: _____

Phone: School or office () _____ - _____ Evenings: () _____ - _____

Referred by (optional): _____