

CASE Newsletter

California Association for Safety Education Volume XVII, Number 2 - June 2007

Progress Report: California Strategic Highway Safety Improvement Plan

Goal of the Challenge Area Six Study Group: *Reduce Young Driver Fatalities*

by Dr. Bill Cole

CASE Representative to the Strategic Highway Safety Improvement Plan Study Group

The Challenge Area Six group has been meeting monthly and working on a rough draft since October, 2006. The committee continues to meet, revise and refine its recommendations.

Goal:

By 2010, reduce the number of fatalities attributed to drivers age 15 - 20 by 15 percent from their 2004 level.

Problem Statement:

Motor Vehicle crashes are the leading cause of death for young people ages 15 to 20. (Though young drivers constitute less than six percent of California's licensed drivers, they accounted for an average of 21 percent of the state's traffic fatalities from 2002 to 2004). This disproportionate fatality rate demonstrates the need for California to improve how it manages young drivers. Teen drivers and occupants are dying at a rate that is unacceptable.

Problem Definition:

Newly-licensed young drivers with less than one year of driving experience have the highest crash rate of any driver group. Young drivers are more likely to engage in risky driver behaviors, such as speeding and tailgating; they are also least able to cope with hazardous situations due to lack of experience. As a result, motor vehicle crashes are the leading cause of death for young drivers. Though young drivers constitute less than six percent of California's licensed drivers, they accounted for an average of 21 percent of the state's traffic fatalities from 2002 to 2004. This disproportionate fatality rate demonstrates the need for California to improve how it manages young drivers.

California's traffic fatalities from 1995-2004 among drivers aged 15-20: fatalities declined between 1995-1998, increased between 1998 and 2002, and then decreased again in 2003 and 2004. The increase in traffic fatalities associated with young drivers has been higher than for other age groups. The increase in young driver fatalities occurred despite the implementation of the graduated driver license (GDL) by California in July, 1998. The GDL in part, restricts nighttime driving and the transport of young passengers for drivers



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California Strategic Highway Safety Improvement Plan

Jerry Gaines, CASE Governmental Relations Representative

The State of California Department of Transportation (Caltrans) has been overseeing a strategic planning process (SHSIP) for the past several months. Some 16 areas of study are being made by specific study groups. One such group is focusing on the teen driver. Dr. Bill Cole is serving as the representative of CASE on this group. The group has been meeting at least once a month since October 2006.

Group study activities of Bill's group have focused on several areas related to their goals, time lines, potential policy changes (some may require legislation), a review of Graduated Licensing, a review of Driver Education standard/curriculum, agency oversight (who, how, when), interfacing state guidelines with federal guidelines in regard to Driver Education and Graduated Licensing, driver licensing process used by DMV, and various sources of funding. In other words they have a full plate of issues before them with questions on how the study group will complete its work in a timely manner, given the busy agendas of the different organizations/agencies represented by various members of the group.

Valuable input was given to SHSIP members who attended the recent CASE State Conference in Sacramento. Work is underway for CASE to provide input in the near future on thoughts related to driver education/driver training standards and curriculum being more uniform within the state. The California State Department of Education is in support of working closely with developments in the standards and curriculum area.

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Progress Report: Strategic Highway Safety Plan

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under age 18.

According to the CHP, the top five primary collision factors (PCFs) for young drivers were: unsafe speed, right-of-way (auto unsafely pulling in front of on-coming vehicles), improper turning, stop sign violations, and driving under the influence of alcohol or other drugs. These data reveal the need to implement strategies aimed at easing young/new drivers into the challenges and responsibilities that come with operating a motor vehicle in the State of California.

The Challenge Area Six group has been focusing on Performance Measures and Targets used to evaluate the effectiveness of the following Strategies and Countermeasures:

- Improve the education and behind the wheel training of young drivers.
- Increase parental involvement, knowledge, and buy-in to the graduated license program
- Improve the process of testing young drivers to obtain a driver's license.
- Enforce compliance of young drivers with the graduated driver's license and rules of the road.
- Enhance existing positive and constructive reinforcement of young driver behavior.
- Enhance effective DUI countermeasures targeting drivers under age 21.

California Strategic Highway Safety Improvement Plan

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Dr. Bill Cole and the CASE Board of Directors are to be commended for their time and effort in collaboration with the SHSIP process. This is a historical time for traffic safety education in California.

President's Message

by Barbara Shiffermiller

We had a successful conference in Sacramento and we are leading the way to have our 2008 conference in Big Bear next year. We are hoping all of you can attend in this beautiful mountain resort. I also request that you will encourage others to join us. We are putting together a great line up of presenters for you to learn from and interact with.

Our two training programs are going well. We will have graduates from both the Fresno program and the Riverside program this summer. We would like you to encourage more people to attain this credential. There are districts out there that have lost this important program for lack of a credentialed teacher. We are here to help fill that need. You are an important key to help promote our programs by letting people know that the training is available. All of the students from the Riverside, UCR Extension, program attended our conference and are looking forward to applying what they learned there and in class in their own classrooms soon.

Go forth and teach the skills of safety to make our roads a better place to spend time.



CASE Calendar

June 29-July 1, 2007 - National Student Safety Program Conference, Peace College, Raleigh, North Carolina. Contact: Dana Bowser at dbowser@hsc.iup.edu or phone 1(800) 896-7703

July 28-Aug. 2, 2007 - 51st ADTSEA Conference, Wyndham Burlington Hotel, Burlington, Vermont. Contact: ADTSEA, 1-800 896-7703

April 11-12, 2008 - 56th Annual CASE Conference, Northwoods Resort & Conference Center, Big Bear Lake, CA.

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DMV Distributes New Video to Schools

The California Department of Motor Vehicles has developed a new video – “Let’s Go for a Drive” – designed to assist teenage and elderly drivers, people who have learning disabilities or difficulty reading, or those for whom English is their second language.

The video is funded in part by a \$111,490 grant from the Office of Traffic Safety, through the National Highway Traffic Safety Administration. It was distributed the week of May 7 to all California private and public high schools, driving schools, traffic violator schools, and public libraries.

The new video updates and combines two videos produced by DMV in 1997 (“Rules of the Road” and “Safe Driving Practices”), incorporates the two videos produced by DMV in 1999 and 2001 (“The California Driver License” and “Sharing the Road”), and illustrates a driving test. It is composed of four segments which can be viewed in any sequence: The California Driver License, Sharing the Road, Rules of the Road, and Top Ten Reasons for Failing the Driving Test.

Prior videos produced by DMV were well received, with the majority of the comments received from surveys stating the video formats helped people to better understand the written information contained in the *California Drivers Handbook*.

The video complies with the Americans with Disabilities Act of 1992 and enhances driver competency in California by providing another format to disseminate traffic safety information.

Schools wishing to order additional materials can contact Larry Fritz at the Department of Motor Vehicles, 916.657.8494

Catalog of California State Archives Available Online

A catalog of the collections in the California State Archives is now available online. It describes each record, including maps, photographs, court cases and documents from the Legislature and executive agencies, including the state Supreme and appellate courts.

The Archives is a treasure house of historical documents. You can find records relating to the State’s first constitutional convention in 1849, land grant records of the Spanish and Mexican eras, campaign contribution statements, legislative committee files, original laws, and personal papers of many of the state’s leading politicians. These are just a few examples of the types of records to be found among the more than 232 million documents that are preserved in the California State Archives.

Dubbed “Minerva,” the service is free and can be accessed at <http://minerva.sos.ca.gov>. It replaces the state’s paper-based method of keeping records.

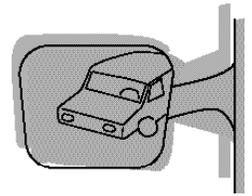
2008 CASE Conference at Big Bear Lake

The 2008 CASE Conference will be held Friday April 11 and Saturday April 12 at the Northwoods Resort, and Conference Center, Big Bear Lake, California. Located in the beautiful San Bernardino Mountains, the Northwoods is a premier resort destination.

Check the CASE website for a registration form and detailed information about the conference: www.casewebsite.org

Rear View Mirrors are “Hazardous”

The European Union Road Safety Commission is urging the European Parliament to adopt a new directive on rear view mirrors for motor vehicles. The Commission states that standard equipment side view mirrors are unsafe because they have a hazardous blind area that conceals quickly approaching or nearby vehicles, causing lane changing endangerment.



The new directive would involve the following key changes:

- Increasing the mandatory minimum field of vision for certain vehicles;
- Mounting additional mirrors on certain vehicles (front mirrors on trucks, exterior rear view mirrors on the passenger’s side of cars);
- Upgrading technical characteristics of mirrors (e.g. curvature of the surface), in line with technical progress;
- Replacing certain mirrors with other indirect vision systems, such as camera/monitor systems.

In the U. S., the non-profit Automobile Safety Foundation backs the European Union’s rear view mirror proposal, and has petitioned the National Highway Traffic Safety Administration to require that all automobile companies take remedial action on the production of side-view mirrors and begin the manufacture of safe side view mirrors as standard equipment.

Driver Education Teacher Preparation Courses

Driver Education teacher preparation courses are continuing in the Northern California and Riverside areas.

For information contact Jackie Woodworth at the Fresno County Office of Education (559) 265-3031 or Anna Maria Toma at UC Riverside School of Extended Education (951) 827-1661.

Even if you have a credential, this is good for salary scale advancement as the units are all graduate credit. You will also learn much in the way of valuable information and techniques.

55th Annual CASE Conference

Sacramento, April 20-21, 2007

CASE Conference— No Accident

by Jim Lewis

The April 2007 CASE conference was held at the Red Lion Hotel in Sacramento, California. The theme was, “CASE Leading the Way.”

The two-day affair was attended by ten exhibitors and seventy CASE members. A pre-conference workshop, led by Prof. Frederik Mottola from Connecticut, took place on Thurs., April 19th, and gave participants a chance to learn vehicle control under skid conditions using the *Skid Monster*.

The first day of the conference opened with remarks by James M. Lewis, past president and chair of the conference, and Barbara Schiffermiller, CASE President. Colors were presented by the Del Campo High School Junior ROTC Color Guard.

Speaker Owen Crabb, PhD., author and educator, led off with “Are We Willing to Change?”, concerning methods of teaching and the necessity of forming private/public partnerships.

Carolyn Doggett, Executive Director of the California Teacher’s Association, highlighted what CTA is doing to help CASE.

A panel discussion headed by Dr. William Cole took place, with Katherine Heck of UC Davis and Dr. Steve Block of AAA of Southern California talking about the goal of the California Strategic Highway Safety Plan.

Public Information Officer Jeff Gartner of the California Highway Patrol of Lake Tahoe presented the “Start Smart” Program, which is available to all driver education classroom teachers in the State of California. For information on obtaining this program, contact your local CHP office.

Afternoon “Breakout” sessions were offered by Trina Bega, CASE Vice President, and Shannon Woods, CASE President Elect, entitled, “Driving Scenarios/Student Teams”, and “Interactive D/E Notebooks”.

Day two opened with Prof. Fred Mottola on “Reducing Teen Crashes: Your Role is Vital”, and was followed by the Cecil Zaun Forum, Jerry Gaines, moderator. Forum members were Owen Crabb, Bill Cole, and Katherine Heck. The topic was, “Reforming California Driver Education.”

The teacher credentialing update was presented by past president John Knippel and CASE board member Bill Lee.

The outstanding luncheon was hosted by CSAA, with special thanks to Merry Banks for her generous support of CASE. Featured speaker was Virginian Carol Hardin, ADTSEA President, who provided a national perspective on traffic safety education.

Afternoon sessions again were offered by Trina Bega and Shannon Woods, “Lesson Plans for the Driver Education Classroom,” and “Multimedia in the Classroom”. They were followed by Katherine Heck reporting on “Teen Driving Survey Results”.

The conference wrapped up with door prizes and a 50/50 drawing for a new scholarship fund which was established to help new teachers attend future CASE conferences.

Feedback from participants this year was very positive; if you would like to contribute to next year’s conference (speakers, exhibitors, door prizes, general help) please contact James Lewis, e-mail address jlewis1118@aol.com.

It’s no accident that CASE continues to lead the way. We hope to increase the attendance at next year’s conference, which will be held at Big Bear Lake, California, April 11-12, 2008. See you there.



CASE Board of Directors meeting prior to the conference



This “Skid Monster”-equipped car was a feature of Professor Frederik Mottola’s pre-conference workshop

Theme: "Leading the Way"



Trina Bega and Shannon Woods presented workshops on classroom teaching



Jim Lewis presented the Cecil Zaun Memorial Award to Jerry Gaines for outstanding leadership and service to CASE



CASE President Barbara Shiffermiller presented a workshop on classroom teaching methods



Conference exhibitors at the Saturday banquet luncheon



Jim Lewis and ADTSEA President Carol Hardin

Special Thanks to Our Conference Sponsors and Exhibitors

California Educational Creations
California Highway Patrol
California State Automobile Association
Department of Motor Vehicles
Drive Friendly Driving School
Doron Precision Systems, Inc.
Glencoe/McGraw-Hill Publishing
Operation Lifesaver
Prentice Hall-Pearson Publishing
Virtual Driver Interactive



Past-President John Knippel presented a teacher credentialing update

Traffic Crashes Leading Cause of Death Among Young People Worldwide

Road traffic crashes are the leading cause of death among young people between 10 and 24 years, according to a new report published by the World Health Organization. The report, *Youth and Road Safety*, says that nearly 400 000 young people under the age of 25 are killed in road traffic crashes every year. Millions more are injured or disabled.

The vast majority of these deaths and injuries occur in low- and middle-income countries. The highest rates are found in Africa and the Middle East. Young people from economically disadvantaged backgrounds are at greatest risk in every country. Young males are at higher risk for road traffic fatalities than females in every age group under 25 years.

Unless more comprehensive global action is taken, the number of deaths and injuries is likely to rise significantly. Road traffic collisions cost an estimated \$518 billion globally in material, health and other expenditure. For many low- and middle-income countries, the cost of road crashes represents between 1-1.5% of GNP and in some cases exceeds the total amount the countries receive in international development aid.

Youth and Road Safety stresses that the bulk of these crashes are predictable – and preventable. Many involve children playing on the street, young pedestrians, cyclists, motorcyclists, novice drivers and passengers of public transport.

The report points out that children are not just little adults. Their height, level of maturity, their interests, as well as their need to play and travel safely to school, mean that they require special safety measures. Also, the report says, protecting older youth requires other measures such as lower blood alcohol limits for young drivers and graduated license programs.

World Health Organization, April 19, 2007

2007 Click It or Ticket campaign May 14-June 3

Police departments throughout California are looking for drivers and passengers who don't buckle up during the 2007 "Click It or Ticket" seat belt enforcement campaign, taking place May 14-June 3, 2007. And that includes passengers in the back seat.

The fine for a seat belt violation costs between \$80 and \$91 depending on the county and up to \$350 for not properly restraining a child under 16. And if the parent is not in the car, the driver gets the ticket.

California's "Click It or Ticket" campaign is a cooperative effort of the California Highway Patrol, Office of Traffic Safety, Department of Transportation, Department of Alcoholic Beverage Control, and the Department of Motor Vehicles.



Senate Bill Would Prohibit Cell Phone Use by Teenagers

Teenagers would be banned from chatting on their cell phones or sending text messages while they're behind the wheel under a bill (SB33 - Simitian) passed by the state Senate April 26. The bill prohibits persons under the age of 18 years from using any type of wireless telephone, including a handset that is equipped with a hands-free device while operating a motor vehicle. The restriction does not apply to drivers using the phone for emergency purposes. It also prohibits a law enforcement officer from stopping a vehicle for the sole purpose of determining whether the driver is under age 18 years and using a wireless telephone.

The legislation is Sen. Joe Simitian's second attempt in a year to put the brakes on distracted drivers. Last year, the Palo Alto Democrat sponsored legislation, set to take effect in July 2008, that will force drivers of all ages to use a hands-free device, such as Bluetooth, when they're talking on the phone.



Senator Simitian cited a 2001 report by the National Highway Traffic Safety Administration that 16-year-old drivers are almost 10 times more likely to be involved in a crash than drivers ages 30 to 59.

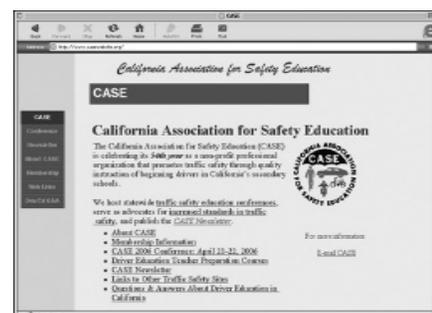
Under Simitian's bill, violators would face a \$20 fine the first time, and \$50 each time after that, but an offense would not count against the person's driving record.

The bill, SB33, passed on a 21-14 vote, with three Republicans voting yes. It now heads to the Assembly and, if it passes, to Gov. Arnold Schwarzenegger, who signed Simitian's hands-free device bill last year.

Last year, the governor said he told his teenage daughter that she would be taking the bus if he caught her talking on the cell phone while driving.

If the bill becomes law, it would take effect July 1, 2008. As of May 17, it was in the Assembly Transportation Committee.

Visit the CASE Website: www.casewebsite.org



Teacher Tip

The Distraction Challenge

Submitted by: Shannon Woods, River City High School, West Sacramento

Purpose: To demonstrate how being distracted while driving can be dangerous.

Materials: Enough for each team

- 1- 11" Balloons, blown up and tied in a knot.
- 1- XL Men's Button Down Dress shirt.
- 1- Empty Box taped shut

Objective: To be the first team to successfully complete the obstacle course without letting the balloon drop to the floor.

Procedures:

1. Divide into small- med teams (4-8).
2. Mark off a portion of space available for each team to form a line and walk forward about 25 feet.
3. There are three races to this competition. The first involves simply keeping the balloon in the air while walking down the course. The second involves keeping the balloon in the air while putting on the men's dress shirt and walking the course. The third involves keeping the balloon in the air, putting on the men's dress shirt, and avoiding the empty boxes.
4. Begin the first race by explaining the course and that each member of the group must go to the end of the course while keeping the balloon in the air. Allow students to race.
5. Begin the second race by introducing the unbuttoned men's dress shirt. Explain that each member of the team must put on the dress shirt, button it completely, and keep the balloon in the air while walking to the end of the obstacle course. When they get back to the next person they must unbutton the shirt and hand off the balloon and the shirt to the next person while keeping the balloon in the air. They may not assist the other members of their group.
6. Begin the third race by introducing the empty boxes. Explain that each member of the group must put on and button the men's shirt while keeping the balloon in the air and avoiding the boxes. The race continues like the first two.
7. The winner is the team that successfully completes the most obstacle course without letting the balloon drop to the floor.

Discussion: Discussion should center around how adding distractions increases the rate of difficulty. Equate to the distractions of driving. What can be done to minimize distractions? If the balloon represented drugs/ alcohol how did that affect their speed? Coordination? Dexterity? Control? Why is it easier to deal with one distraction at a time then many all at once? How do we recognize when something is a distraction? Once a distraction has been recognized what can we do to minimize it?

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): _____