

CASE Newsletter

California Association for Safety Education Volume XXVIII, No. 1- June 2017

Assembly Passes Extended GDL Bill

By Jerry Gaines, CASE Governmental Representative

After three years of effort, the California State Assembly has voted to extend the Brady-Jared Teen Driver Safety Act (GDL) to 18-20 year-old first-time teen drivers seeking a provisional driver license. Both the Assembly Transportation Committee and the Assembly Appropriations Committee had voted to pass **AB-63** (Jim Frazier-D) and send it to the Assembly floor where it passed 47-21 on June 1st. The bill will now move to the State Senate.

Two stumbling block issues apparently have been resolved through negotiations with the financial needs of the DMV to implement and facilitate additional costs for the extension (\$600,000 for transition needs and an annual \$300,000 for serving added applicants in the 18-20 year old age bracket), and recognizing that for the first time the California 2015-2019 Strategic Highway Safety Plan (SHSP) includes a recommendation to extend the GDL to older first time teen drivers. The bill, if passed by the legislature and signed by the Governor, would take effect in January 2019.

The bill may allow the added costs for the extension of GDL to be met through an additional \$1 fee for issuing DMV Driver Education/ Training Completion Certificates to licensed driver education schools. In addition an owner or operator of a driving school or independent driving instructor, as a condition to obtain a new license or renewed license from the DMV on or after January 1, 2018, must offer and accept installment payments for up to 12 months without added interest or fees for the compensation to provide the instruction required by the Brady-Jared Teen Drive Safety Act of 1997.

The extension of GDL for 18-20 year old teens is strongly supported by numerous agencies, including the Centers for Disease Control and Prevention (CDC), NHTSA, Insurance Institute for Highway Safety, and the Governor's Highway Safety Association (GHSA). Other support listed include Advocates for Highway and Auto Safety, Alcohol Justice, Allstate Insurance, American Academy of Pediatrics, California, Association of California Life and Health Insurance Companies, California Alcohol Policy, California Association for Safety Education (CASE), California Association of Highway Patrolmen, California Coalition for Children's Safety and Health, California State PTA, Health Officers Association of California, Impact Teen Drivers, Liberty Mutual Insurance, National Safety Council, Nationwide Mutual Insurance Company, Personal Insurance Federation of California, Peace Officers Research Association of California, Safe Kids California, San Marcos Prevention Coalition, and State Farm Insurance.



Analysis of GDL bill AB-63

The Brady-Jared Teen Driver Safety Act of 1997 established a PDL program for licenses issued to drivers at least 16 years of age but under 18 years of age. After holding a learner's permit for six months and completing driver education, behind-the-wheel training, and 50 hours of supervised driving, a person who is at least 16 years old may apply to DMV for a PDL. During the first 12 months after a PDL is issued, a licensee is prohibited from driving between the hours of 11:00 p.m. and 5:00 a.m. and transporting passengers who are under 21 years of age, unless he or she is accompanied and supervised by a licensed driver or certified driving instructor, with certain exceptions. These exceptions include driving to and from school with a note from a principal or dean, driving to and from employment with a note from an employer, and transportation of immediate family members when existing transportation facilities are inadequate with a note from the driver's parent or guardian. After the 12 months elapse, the restrictions are lifted, and the driver must avoid accumulating negligent operator violation points. The PDL program was intended to promote safer driving by first-time drivers by restricting their driving hours and conditions of driving while gaining driving experience and improve driving safety generally.

This bill would extend the PDL program to apply to all first-time drivers between 16 and 21 years of age. After completing the one-year period of restrictions licensee's driving privilege that begins when the PDL is issued, the licensee would then be required to comply with the limits on the number

Continued on page 3, column 1

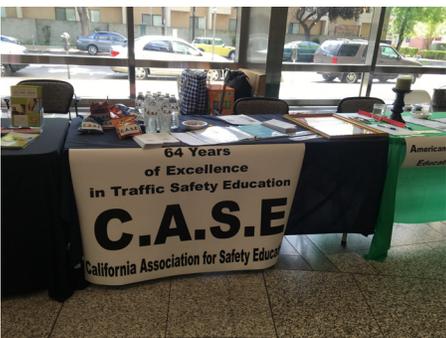
CDE Teen Safe Driving Fair

The California Department of Education sponsored a Teen Safe Driving Fair on April 25 at the CDE headquarters in Sacramento. The event was intended to familiarize CDE staff and the public with the various entities and programs involved with teen traffic safety education locally, statewide, and nationally.

The event was coordinated by Roxane Fidler, CDE Education Programs Consultant. Tables were set up in the CDE lobby from 11 AM to 2 PM staffed by representatives from state and local agencies including the CHP, DMV, OTS, and the Sacramento Police Department. Also represented were Impact Teen Drivers, The Safety Center, California Friday Night Live Partnership, SADD, and MADD. California and National groups included NOYS, Donate Life California, CASE, California Motorcyclist Safety Program, and ADTSEA. CASE President Genny Claxton represented both CASE and ADTSEA.



Presentations by Impact Teen Drivers and several programs were held from 12:15 to 3:30 PM in a CDE conference room. This was a stellar event, and Roxane deserves a great deal of credit. We are fortunate to have such an outstanding advocate for traffic safety education at the California Department of Education.



CASE Calendar

July 14-17, 2017 - NSSP Annual Teen Leadership Conference. Hilton Sacramento Arden West, 2200 Harvard Street, Sacramento, CA 95815. Contact: www.adtsea.org

July 16-19, 2017 - ADTSEA National Conference, Hilton Sacramento Arden West, 2200 Harvard Street, Sacramento, CA 95815, Sacramento, CA. Contact: www.adtsea.org

Sept. 17-23, 2017 - Child Passenger Safety Week, sponsored by NHTSA. Contact: www.trafficsafetymarketing.gov

October 15-21, 2017 - National Teen Driver Safety Week, sponsored by Children's Hospital of Philadelphia and NHTSA. Contact: <http://www.teendriversource.org>

December 2017 - National Drunk & Drugged Driving Prevention Month (3D). Contact: www.whitehouse.gov/ondcp

Genny Claxton Elected to ADTSEA Board

Congratulations to CASE President Genny Claxton, on her recent election as Southwest Region Board Member of the American Driver and Traffic Safety Education Association.



Dues Increase for Retired Members

At the January 24 CASE Board of Directors meeting, the Board voted to increase Retired Member dues to \$40. In addition to this action, drastic reductions were made to our expenses in a number of budget categories.

CASE Newsletter

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CASE Newsletter Goes Electronic

The CASE Board of Directors has decided to convert publication of the *CASE Newsletter* to an electronic format. This means that beginning with this issue we will be emailing a notification to our members and posting the *Newsletter* online at our website: www.casewebsite.org. We will no longer print the *Newsletter* and send it by regular postal mail.

AB-63 Analysis

(Continued from page 1)

of negligent operator violation points a driver can accumulate until the licensee turns 21, instead of when he or she turns 18 as is required under existing law. This bill would not extend or alter the restrictions placed upon first-time teen drivers during their first 12 months of licensure. This bill does loosen the restrictions placed upon drivers who are 18, 19, and 20 years old during their first 12 months of holding a driver's license, by allowing them to carry a school or work schedule instead of a signed note, and waiving the note altogether to transport immediate family members if existing transportation facilities are inadequate.



With this bill, the author intends to provide more novice teen drivers with the opportunity to safely hone their driving skills while undergoing a provisional period in order to reduce older teen injuries and deaths from motor vehicle accidents.

According to the California Department of Public Health (CDPH) and the Centers for Disease Control and Prevention (CDC), vehicle crashes are the leading cause of emergency room visits, hospitalizations, and deaths for California children ages 1 to 19 years old. Furthermore, according to the author, approximately 1 in 3 drivers wait until they are 18 to get their driver's license, which eliminates their eligibility to participate in the PDL program when receiving their driver's license for the first time. This creates a large portion of teen drivers on California roads who have not undergone a provisional licensing period.

According to the CDC, the National Highway Traffic Safety Administration, and the Insurance Institute for Highway Safety, drivers who go through a provisional licensing period experience 40-60% fewer vehicle crashes than those who obtain a license after reaching the age of 18. A recent report by the Governor's Highway Safety Association (GHSA), in which

California is represented by the Office of Traffic Safety (OTS), found that 15 to 17 year olds had a greater decrease in fatal crashes over the past decade than 18 to 20 year olds who did not participate in a PDL program, and recommended all states adopt a PDL program up to the age of 21. New Jersey and Maryland are among the states that have extended their PDL program to at least the age of 21.

Similarly, California's 2015-19 Strategic Highway Safety Plan (SHSP) Implementation Plan, prepared in accordance with federal requirements by the California Department of Transportation with input from the California Emergency Medical Services Authority, OTS, CDPH, the California Highway Patrol (CHP), and DMV, states that "Young drivers have less driving experience, may be less likely to identify hazardous conditions and react to them, and are disproportionately involved in risky driving behaviors that directly result in more crashes than experienced drivers," and that fatalities and severe injuries among drivers between the ages of 15 and 20 comprised 14% of all fatalities and severe injuries from 2012 to 2014 in California. The SHSP Implementation Plan recommends extending graduated driver's license requirements through age 20.

This bill would extend California's PDL program to all first-time drivers under age 21, consistent with recommendations from GHSA and the state agencies compiling the SHSP Implementation Plan. By targeting older teen drivers who may have not undergone the same provisional period as their younger counterparts, this bill may result in greater driver safety benefits and a reduction in accidents, injuries, and fatalities.

Source: California Assembly Transportation Committee Analysis: AB-63
www.leginfo.ca.gov

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National Conference July 16-19 in Sacramento

The American Driver and Traffic Safety Education Association (ADTSEA) will hold its national conference for July 16-19, 2017 in Sacramento, CA at the Hilton Sacramento Arden West Hotel. Registration and hotel information is available at www.adtsea.org.

The conference in Sacramento will bring together national leaders in traffic safety and driver education to continue dialogue in the interest of safety education. General sessions will feature national leaders, motivational speakers and awards recognition for outstanding contributions to safety education.

CASE and the Southwest Region of ADTSEA are serving as the host committee for the conference. We are hosting a golf tournament, spouse outing to the gold country, and a host night-out in historical Old Town Sacramento that includes a narrated one-hour cruise along the Sacramento River and a dinner at Joe's Crab Shack.



Hilton Sacramento Arden West Hotel

NSSP 2017 Conference

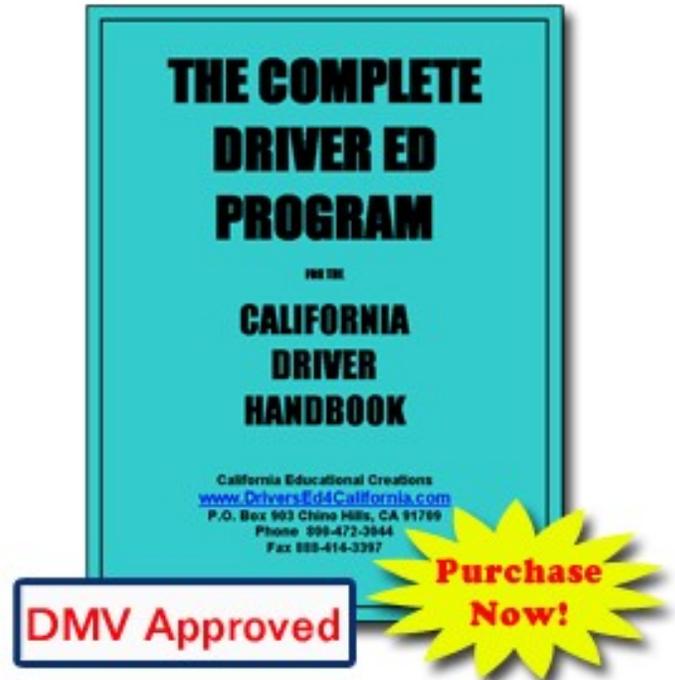
The National Student Safety Program (NSSP) will hold its annual conference in the same time frame, July 14-17, 2017, at the Hilton Sacramento Arden West.

The NSSP, established by the National Commission on Safety Education in 1956, develops teen leadership statewide that is engaged in changing their schools and communities. In the mid-1970's, following a series of national legislative and mission changes, the NSSP affiliated with ADTSEA to promote quality traffic safety education for the nation's youth. Secondary schools nationally are eligible to join the NSSP by requesting membership in the organization through ADTSEA.

The Most Comprehensive and Economical Driver Education Program for the Classroom!

THE COMPLETE DRIVER ED PROGRAM is the only program that works as a page-by-page interactive companion with the *California Driver Handbook*, published annually by the DMV. The handbook is the ultimate authority on the most current laws and rules of the road in California.

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K-12 Health Framework & Driver Education

The California Department of Education has convened a committee of certificated teachers to revise and update the Health Framework for public schools, grades kindergarten through 12.

Roxane Fidler, CDE Education Programs Consultant, is inviting interested teachers to take a look at the draft Health Framework and share thoughts and comments regarding the sections that examine driver education and use of alcohol and drugs. To access the draft chapters of the health education framework, use this link to box.com: <https://cde.box.com/s/j86bvs1mk9kuo3byiak06idu5vahwb00>

The draft chapters are organized by Health Education Curriculum Framework and Evaluation Criteria Committee (HE CFCC) meeting. Click on the folder for each HE CFCC meeting month to view or download the draft chapters.

General Intro.

Pg. 2: Student Health, line 47

Pg. 10: Purpose of Health Framework, line 274

Grades 7-8

Pg. 40: Injury Prevention and Safety, line 935

Pg. 44: ATOD, line 1056

Grades 9-12

Pg. 2-3: Violence and Injury, lines 59-67

Pg. 44-47: Injury Prevention and Safety, line 958

Pg. 46-47: Driving, lines 1033-1064

Pg. 52-60: ATOD, line 1160 and 1289

Pg. 68: Personal and Community health, line 1492-1663

E-mail questions and comments to:

healtheducationframework@cde.ca.gov

Mail comments to:

Health Education Framework c/o CFIRD
California Department of Education
1430 N Street, Suite 3207
Sacramento, CA 95814

Rearview cameras reduce backing crashes

Rearview cameras, soon to be standard on all new vehicles, can be expected to prevent nearly 1 in 6 police-reported backing crashes, an Insurance Institute for Highway Safety study concludes (*IIHS Status Report, November 17, 2016*).

The study compared rates of backing crashes for vehicles equipped with optional rearview cameras from four manufacturers with crash rates for the same models without the feature. On average, the cameras cut such crashes by 16 percent. Drivers ages 70 and older appeared to benefit the most.

More and more vehicles are being sold with rearview cameras, and all new vehicles under 10,000 pounds must have them by May 2018. The requirement is aimed at reducing backover crashes involving children and other pedestrians.

Teach traffic stop conduct in Driver Education classes?

Deadly encounters between police officers and motorists have lawmakers across the country thinking driver's education should require students to be taught what to do in a traffic stop.

A North Carolina bill would require instructors to describe "appropriate interactions with law enforcement officers."

Illinois passed a similar law recently, and another awaits the Virginia governor's signature. Mississippi, New Jersey and Rhode Island also are considering them.

Many lawmakers want to make police interactions more transparent and improve community relations, in particular with people who feel unjustly targeted or mistreated because of their skin color.

The Illinois' 2017 "Rules of the Road" handbook offers some do's and don'ts:

- Slow down and safely pull over to the right-hand shoulder or nearest safe location.
- Keep both hands clearly in sight on the steering wheel until the police officer instructs otherwise.
- Be prepared for an officer to approach your vehicle from either side.
- Do not exit your vehicle until asked to do so, since getting out may be viewed as aggressive behavior.
- When asked for your driver's license and proof of insurance, say where they are, then follow the officer's instructions.
- Don't debate with the officer about the reason for the stop or a ticket. There will be time in court to defend yourself.
- Don't be uncooperative, and don't resist if taken into custody.
- Expect the officer to treat you with dignity and respect. Report any inappropriate behavior to the officer's superiors.

Bill addresses marijuana use while driving

SB-65 (Jerry Hill-D) passed the State Senate May 30 and is now in the Assembly. The bill prohibits smoking or ingesting marijuana or any marijuana product while driving or while riding as a passenger in a motor vehicle on a highway. It also requires that the consumption of marijuana or alcohol in a motor vehicle by the driver or a passenger be treated as an infraction.

According to the author, the purpose of this bill is to bring laws regulating marijuana use while driving in line with current laws regulating alcohol use while driving. The bill does so by prohibiting marijuana consumption while driving or riding as a passenger in a motor vehicle, consistent with current law prohibiting the consumption of alcohol while driving or riding in a motor vehicle.

Life-saving benefits of ESC continue to accrue

Electronic stability control (ESC) saved an estimated 4,100 lives in 2010-14, the National Highway Traffic Safety Administration (NHTSA) says in an updated analysis.

In 2014 alone, ESC saved 1,580 lives, the agency says. That is more than double the 682 lives saved during 2010 before the U.S. regulator required the groundbreaking technology on passenger vehicles.

ESC is an extension of antilock brake technology that helps drivers maintain control of their vehicles on curves and slippery roads. It is especially effective at preventing rollover crashes. The technology is standard on 2012 and later passenger vehicles.



The benefits of ESC are expected to keep growing as the technology spreads through the general fleet of vehicles on the road. During 2014, 47 percent of registered vehicles had ESC as standard or optional equipment at the time of manufacture. It is predicted that the proportion of vehicles sold with available ESC won't reach 95 percent until 2032.

Insurance Institute for Highway Safety studies indicate that ESC reduces fatal single-vehicle crash risk by about half and fatal multiple-vehicle crash risk by 20 percent for cars and SUVs. Many single-vehicle crashes involve rolling over, and ESC's effectiveness in preventing rollovers is even more dramatic. It reduces the risk of fatal single-vehicle rollovers by 75 percent for SUVs and by 72 percent for cars.

NHTSA estimates the installation of ESC reduces fatal single-vehicle crashes of cars by 38 percent and fatal single-vehicle crashes of SUVs by 56 percent. The agency's updated estimates include only vehicles with standard ESC and not vehicles that may have been equipped with optional ESC. The estimates also don't take into account lives saved in multivehicle crashes.

IIHS Status Report, September 1, 2016

Traffic Fatalities

California Traffic Deaths	U. S. Traffic Deaths
2014: 3,084	2014: 35,398
2015: 3,249	2015: 37,757
2016: 3,680	2016: 40,200
Percentage increase: 13 percent jump from 2015 to 2016; 19 percent jump from 2014 to 2016	Percentage increase: 6 percent jump from 2015 to 2016; 14 percent jump from 2014 to 2016

Source: National Safety Council

Click-It or Ticket Seat Belt Campaign

The National Highway Traffic Safety Administration again sponsored the annual Click It or Ticket law enforcement mobilization, bringing together the power of 10,000 agencies across the nation to crack down on seat belt use laws. The campaign, which ran from May 22 to June 4, was targeted to all drivers, but especially the hard-to-reach males ages 18-34 who research shows are far less likely to wear seat belts.

Click It or Ticket is a multi-pronged campaign that combines on street enforcement with a national media buy campaign that airs across TV, radio, internet, and social media to convey the message that officers are out enforcing seat belt laws. The ads, which air in English and Spanish, generate awareness of stepped-up enforcement of seat belt laws and the increased chance of getting a ticket if you're not buckled up. The ads aired on television, radio and online from May 16-June 5.



Data from NHTSA show that nearly half (48%) of the 22,441 occupants killed in crashes in 2015 were unbuckled. In addition, 57 percent of passenger vehicle occupants killed at night were not wearing their seat belts, compared to 40 percent killed during the daytime. Men continue to outnumber women in not wearing seat belts – 52 percent to 42 percent respectively. Pickup truck occupants tend to be the lowest among any other vehicle type in wearing seat belts --59 percent of drivers killed were not wearing a seat belt, compared to 54 percent for SUV drivers, 42 percent for passenger car drivers, and 41 percent for van drivers.

www.nhtsa.gov/press-releases/us-dot-kicks-click-it-or-ticket

Largest annual pedestrian fatality increase ever recorded

The Governors Highway Safety Association (GHSA) projects an 11% increase in the number of persons on foot killed on U.S. roadways last year, compared to 2015. This would represent the steepest year-to-year increase since record-keeping began, both in terms of number of deaths and percent increase. GHSA's annual *Spotlight on Highway Safety* [www.ghsa.org/publications/spotlights] offers a first look at state-by-state trends in pedestrian traffic fatalities for 2016, using preliminary data provided by all 50 state highway safety offices and the District of Columbia.

States reported 2,660 pedestrian fatalities for the first six months of 2016, compared to 2,486 deaths during the same time period in the previous year. Adjusting for underreporting and past full-year data trends, GHSA estimates an 11% rise in pedestrian fatalities from 2015 to 2016. Compared to 2014, the number of pedestrians killed in 2016 increased by 22%. Pedestrians account for approximately 15% of all motor vehicle deaths.

California is one of the states with the most pedestrian-related fatalities last year. California, New York, Florida and Texas had 42 percent of all pedestrian deaths in the first half of 2016.