

CASE Newsletter

California Association for Safety Education Volume XV, Number 3 - Sept. 2005

Legislation Update

By Jerry Gaines, CASE Governmental Relations Representative

The California State Legislature passed two significant bills this month related to private schools offering classroom driver education, and graduated license regulations related to nighttime curfew and passenger restrictions. Other pending teen driver education and licensing bills related to extending required driver training time and use of cell phones were put over to next January.

AB 846 (Liu) passed the Legislature (after the Senate deleted DMV enforcement language) that would establish regulations on private high schools that choose to offer classroom driver education by correspondence or other distance-learning methods in order to receive certificates of satisfactory completion forms from the DMV. Private schools must (1) have a current affidavit on file with the Superintendent of Public Instruction that they are in compliance as specified in the Ed. Code for private schools. (2) They must use the DMV driver education curriculum, or certify to the DMV that the curriculum is educationally equivalent to the DMV curriculum. (3) New regulations require that all DMV certificates issued to a private school remain under control of the school and a school shall only issue a certificate to a pupil enrolled in the school upon successful completion of a driver education course offered by the school. And (4) the new regulations require all course curriculum contain the school name, address and telephone number, and to be reasonably secure and protected from unauthorized access to safeguard from copying. The bill now goes to the Governor for his signature.

Comment: This bill is a start to addressing the fraud and deception noted by the *Sacramento Bee* recently. Unfortunately, there is no real enforcement power for the DMV short of just withholding certificates and risking another lawsuit. More work is needed to regulate correspondence and distance-learning driver education programs.

AB 1474 (Maze) passed the Legislature and takes effect pending the outcome of SB 806 (Speier) which is held in committee. Pending the outcome of SB 806 next January, AB 1474 would take effect July 1, 2006. It changes the curfew from midnight to 5:00 a.m. to 11:00 p.m. to 5:00 a.m. It changes the passenger restriction from the first six months to the first year of the provisional driver's license (PDL). In addition to AB 1474 provisions, SB 806 would in its present form add additional penalties for violations of the PDL. Regardless of the final outcome of SB 806, there will be extended curfew and passenger restrictions on the GDL by July 1, 2006.

Comment: This bill is a start in addressing identified crash causes known for new novice teen drivers. Particular attention is given to a need for more solo time for first time drivers, away from peer pressure during the first year of driving. CASE strongly supported this bill.

In summary, there was some positive movement on addressing issues identified by the recent series of stories written by the *Sacramento Bee*. More efforts are needed to address the key problems that exist in teen licensing such as quality and accessible driver education and training for new entry level novice teen drivers. CASE will focus on these issues along with its coalition partners such as the two automobile clubs (CSAA and ACSC).

President's Message

by John Knippel

Welcome back to another new year, refreshed and ready to go. The reports on the Tahoe Conference were very positive. New life is being pumped into our organization, and we are now ready for the next phase of growth.

Our next conference is the weekend of April 21-22, 2006 in Palm Springs. We will again be at the Ramada Resort and Conference Center. This is your chance to really get involved. We are seeking your help in contacting potential speakers to help us reach all of our coalition partners such as the PTSA, ACSA (school administrators), OTS, chambers of commerce, county offices of education, EduServe, credential advisors, high school counselors, heads of trauma departments at universities and hospitals, EMS personnel, California Trucking Association, Southern California Edison, and anyone who needs well-trained drivers. We need YOU to be there. We need parents to be there. We need state and local representatives to be there. This is our year to make a difference for all drivers of all ages, but especially the new, young drivers. Email me (macheverly@aol.com) with any great speakers you may know.

We have submitted a grant proposal to fund a driving training program that will augment your current program. If it gets approved all high schools in California will receive free training and materials for their classrooms. Several of you saw the initial presentation at the Tahoe Conference. It was presented both last year in Portland and this year in Hawaii at the ADTSEA National Conferences. California will again be a leader in traffic safety.

(continued on page 2)

President's Message

(continued from page 1)

We invite you to also write articles for the *CASE Newsletter* about your innovative programs or some of the latest research you have read. I cannot read all that is published, but together WE can. Let's share that information with each other all year, not just at the conference. Speaking of the conference, make it a goal this year to invite a prospective member to the conference. Many of us are retiring soon and replacements are urgently needed in the classroom.

With all the emphasis on API and AYP scores, electives will be at a premium. **THE ONE ELECTIVE COURSE THAT SHOULD BE OFFERED IS DRIVER EDUCATION.** We not only keep young people alive, we also keep them in school. Make sure your administration realizes the overall value of your course. Driver education is a perfect match for all the latest research on how teens learn best as well as all the emphasis on Multiple Intelligence Theory. Our course material can be used to increase the relevancy of the "core" curriculum and raise test scores.

Have a good year. I hope to hear from you soon



President Bush Signs Transportation Reauthorization Bill

In August President Bush signed the transportation reauthorization bill. The bill provides NHTSA funding to "...conduct research on, evaluate and develop best practices related to driver education programs, including driver education curriculum, instructor training and certification, program administration and delivery mechanisms, and make recommendations for harmonizing driver education and multistage graduated licensing systems."



CASE Calendar

April 21-22, 2006 - 54th Annual CASE Conference, Ramada Hotel Resort, Palm Springs. Watch for registration forms and information in the mail or online at www.casewebsite.org

Nominations Requested for CASE Spring Election

Members of CASE interested in elective office for the term beginning July 1, 2006 and ending June 30, 2008, 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 December 15, 2005 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

Driver Education Teacher Preparation Courses

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

For information contact Jackie Gunderson at the Fresno County Office of Education (559) 265-3031 or Michelle Sang at UC Riverside School of Extended Education (909) 787-4361 x11661.

Even if you have a credential, this is good for salary scale advancement as the units are all graduate credit.

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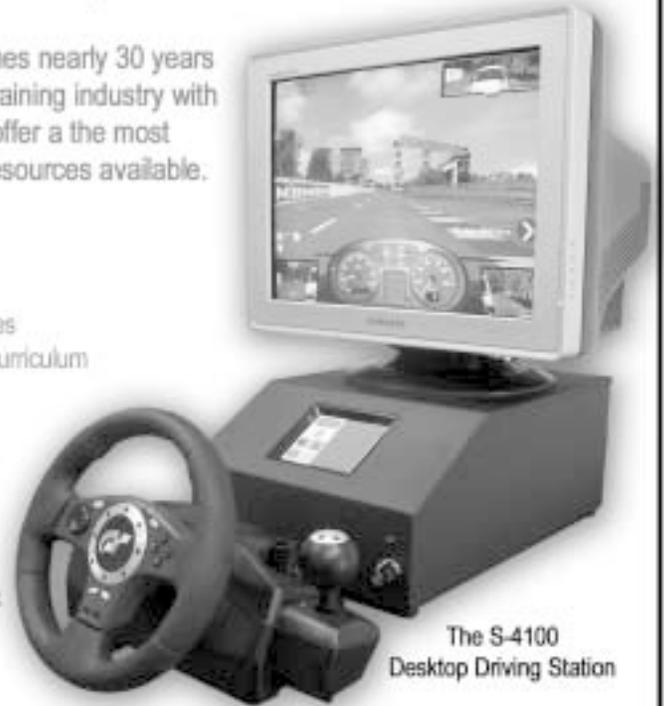
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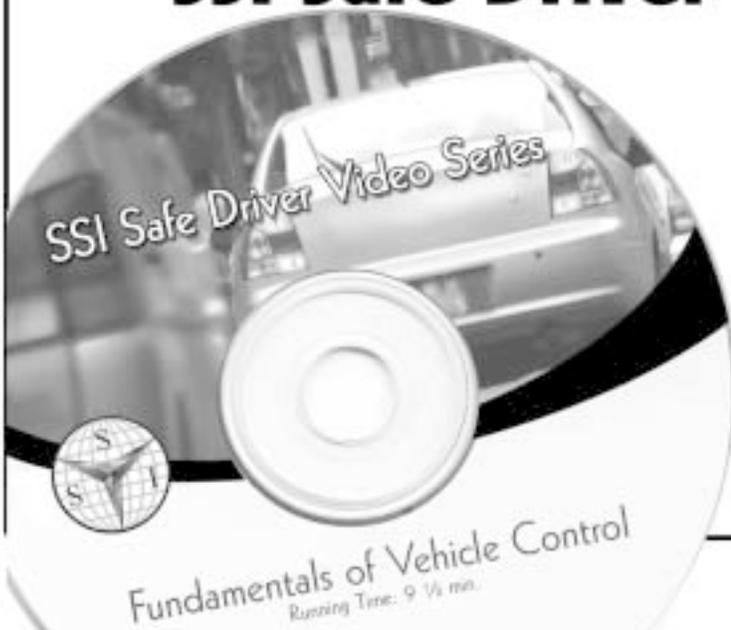
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Occupant Deaths from Inflating Airbags have been all but Eliminated

Evidence accumulates year by year that inflating frontal airbags in newer vehicles are causing few deaths and injuries. From a high of 68 deaths attributed to inflating airbags in 1995 model vehicles, only 1 such death occurred in a 2004 model (a 56-year-old woman in the front passenger seat). No deaths were caused by inflating airbags in 2002-03 models.

This information is from the National Highway Traffic Safety Administration's on-going investigations of crashes in which airbag-related deaths are believed to have occurred.



Fifty-eight of the 68 airbag deaths in 1995 model year vehicles were infants and children. There have been no deaths of infants in rear-facing restraints since 1997 models and no child deaths since 2001 models.

The reduction in adult deaths can be attributed largely to airbag redesign (those in 1998 and later models inflate with less power). Other contributors include increasing belt use and education encouraging shorter drivers to sit farther from the steering wheel. Much of the fatality reduction among children has resulted from education to ensure that kids travel in a back seat, away from frontal airbags. Depowering airbags also has reduced deaths and injuries among infants and children riding in the front passenger seat.

Source: IIHS Status Report, August 6, 2005

U. S. Won't Reduce Time that Truckers can be on the Road

On August 19, the Bush administration declined to reduce the number of hours a long-haul trucker can drive without rest. The Federal Motor Carrier Safety Administration announced new hours of service regulations on the trucking industry, but left intact a controversial, 2-year-old provision allowing drivers to stay on the road 11 hours without a required rest.



The action drew immediate criticism from Advocates for Highway Safety, a coalition of consumer, health, medical and safety groups and insurance companies.

A federal court in 2003 stopped the agency's original move to increase a 10-hour driving limit that had been in effect for decades.

The Teamsters union has criticized the new legislation. "What reasonable person who has traveled our nation's roads and highways thinks that forcing tired truck drivers to stay behind the wheel even longer is good public policy?" Teamsters President James Hoffa said.

Joan Claybrook, president of the safety group Public Citizen, said that drivers can drive 20 percent longer and spend 30 percent more time on duty under the new rule. She said the agency's own data show that deaths resulting from large truck crashes are up 3.1 percent from 2003 to 2004.

Wal-Mart and other retailers have lobbied Congress to extend the workday for truckers to 16 hours, something labor unions and safety advocates say would make roadways more dangerous for all drivers.

Tire Pressure Monitoring Systems Required by NHTSA

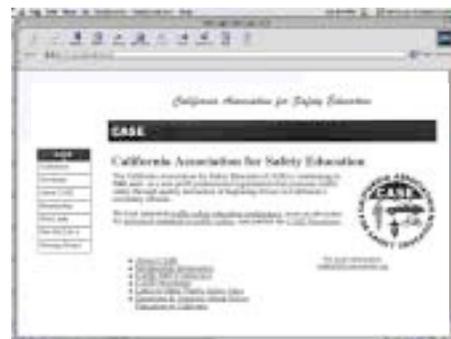
The National Highway Traffic Safety Administration issued a final rule requiring automakers to install monitoring systems capable of detecting when one or more of a vehicle's tires (up to all four) are 25 percent or more below the manufacturer's recommended inflation pressure or a minimum activation pressure specified in the standard. By mandating a specific pressure measurement, this rule effectively eliminates pressure warning systems that rely on antilock brake wheel speed sensors. Systems based on antilocks don't measure pressure directly but impute low pressure when one tire rotates faster than another.



Compliance with the new rule will begin later this year. Twenty percent of light vehicles will have to comply between October 5, 2005 and August 31, 2006. Compliance goes up to 70 percent through August 31, 2007, and then 100 percent of light vehicles must comply.

Source: IIHS Status Report, August 6, 2005

Visit the CASE Website: www.casewebsite.org



California Association for Safety Education
54th Annual CASE Conference
Ramada Resort & Conference Center, Palm Springs

Friday, April 21, 2006, Noon to 5 p.m.
Saturday, April 22, 2006, 9 a.m to 5 p.m.

Join us for a stimulating and interesting program with presentations from top educators and experienced professionals in traffic safety education.

CASE has reserved a large block of rooms at the beautiful Ramada Resort & Conference Center, 1800 East Palm Canyon Drive at Sunrise Way, Palm Springs. The hotel has an excellent conference facility and a beautiful garden courtyard complete with an Olympic-size pool and hot therapy pools. It is within walking distance of shopping centers, restaurants and nightclubs. Many fine golf courses are nearby.



- The Ramada Resort Conference room rate is \$85.95 Friday and Saturday and \$75.95 Sunday through Thursday plus tax, single or double occupancy. Participants are responsible for their own hotel reservations. Request the special CASE Conference Rate, which is available 3 days before and 3 days after the conference. **Reservations must be made by March 21, 2006 to receive the group rate.** Call Toll-Free for reservations 1-800-245-6907.
- Conference Registration Fee: \$100 for CASE members or \$140 for non-CASE members. The \$140 fee includes a one-year CASE membership. Make checks payable to **CASE Conference** (Registration Form below). Fee includes banquet style luncheon on Saturday plus informal social hour Friday with hors d'oeuvres/refreshments and raffle awards. **Conference registration fee must be received by April 1 to guarantee Saturday banquet meal.** Registrations received after April 1 are \$140.

----- REGISTRATION FORM -----

Registration must be received no later than April 1, 2006

Mail check to: CASE Conference, 25 Shelbourne Place, San Mateo, CA 94402

Name: _____ School District/Business _____

Address: _____ Evening Phone () _____

City _____ State _____ Zip _____ E-mail: _____

Registration Fee Enclosed: \$ _____ (\$100 CASE members, \$140 non-members*)

School District Purchase Orders not accepted (if your school district is paying for registration, a district check must be sent with this registration form attached).

* \$140 fee includes one-year CASE membership

Record Low Highway Fatality Rate in 2004

The fatality rate on the nation's highways in 2004 was the lowest since record-keeping began 30 years ago, the National Highway Traffic Safety Administration (NHTSA) announced in August. The number of alcohol-related fatalities also dropped for the second straight year.

All told, 42,636 people died on the nation's highways in 2004, down from 42,884 in 2003. The fatality rate per 100 million vehicle miles traveled (VMT) was 1.46 in 2004, down from 1.48 in 2003. The fatality rate has been steadily improving since 1966 when 50,894 people died and the rate was 5.5.

Traffic deaths declined in California and 26 other states, while fatalities increased 42 percent in Vermont, the biggest jump in the nation, followed by New Hampshire, New Mexico, Alabama and Oklahoma. California had the highest number of fatalities in the nation last year—4,120—but that figure represented a 2.5 percent drop from the previous year when 4,224 deaths were recorded.

Alcohol-related deaths were up slightly in 2004, at 1,643 compared to 1629 in 2003. This figure represents 40% of the total fatalities.

NHTSA estimated that highway crashes cost society \$230.6 billion a year, or about \$820 per person.

Source: *2004 Crash Fatality Counts*, August 2005, NHTSA

driver-ZED DVD

The AAA Foundation for Traffic Safety is releasing an expanded version of the interactive DVD *driver-ZED* ("Zero Errors Driving"). The expanded version will include a new segment on work-zones, double the number of safety tips, along with parent/teacher/teen supplemental guides.

The Foundation is making the current version of *driver-ZED* available for the closeout sale price of \$12.95 (online at www.aaafoundation.org or by calling 1-800-305-SAFE).

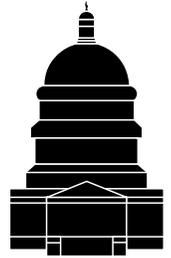
92.5% of Californians are Wearing Seat Belts

A record number of California motorists are wearing their seat belts, according to federal statistics released September 7.

The National Highway Traffic Safety Administration's yearly tabulation for 2005 shows that 92.5 percent of all California vehicle occupants are wearing their seat belts. That number is up from 90.4 percent for 2004. The survey is taken during June of each year nationwide. California has the fifth highest compliance rate in the nation.

California Legislators Plan Hearings on Driver Education

According to an article in the September 13 *Sacramento Bee*, Staff Writer Tony Bizjak reports that two state legislators are planning hearings in January to search for reforms that lead to training better and safer young drivers.



Senator Tom Torlakson, D-Antioch, chairman of the Senate Transportation Committee, is quoted as saying the current system of driver education and behind-the-wheel training "is not making the kind of dent in accident statistics we would like to see. Let's find the state of the art, the most effective curriculum."

Bizjak writes that Torlakson is being joined by Assemblywoman Carol Liu, D-La Canada Flintridge. They will be looking at why so many teens fail their driver's license tests, in addition to whether teens need more hours of driving practice and fewer hours in the classroom. Torlakson said, "I'm only asking the questions, not leaning one way or another."

Aides to the legislators said the hearings could involve looking at toughening restrictions on when teen drivers are allowed on the road and who can be with them. They will also be looking at the unregulated Internet businesses that offer driver education completion certificates online.

In a previous *Bee* article, Bizjak reported that California is the only state among the few accepting Internet driver education certificates that doesn't regulate online companies or review what they teach. He also found that some teens receive driver education completion certificates for just a few hours of reading or even skimming on-line, without teachers or classroom discussions.

Assemblywoman Liu's AB 846 has passed the Legislature and is awaiting signature by the governor. The bill requires private online driver education schools to post the DMV's suggested curriculum or an equivalent curriculum on their Web sites. However, the bill does not give the DMV authority to monitor the schools.

Torlakson and Liu have agreed to take a more comprehensive look in January at how to improve driver education for teens in California. According to Liu's chief of staff, Suzanne Reed, "They want to look at the efficacy of the whole system, what's being taught and how. The endgame here is to make sure that student drivers are being appropriately trained."

Source: "Legislative Hearings Planned on Teen Drivers," *Sacramento Bee*, September 13, 2005, page A3.

The *Bee's* Tony Bizjak can be reached at (916) 321-1059 or tbizjak@sacbee.com.

Bizjak's article may be viewed online at www.sacbee.com/content/politics/story/13557963p-14398652c.html We have posted a link to the article on the CASE Website homepage at www.casewebsite.org

Motor Vehicle Crashes are the Leading Cause of Death in the U. S. for Ages 3 - 33

NHTSA has reported that 43,005 people died in motor vehicle crashes in 2002 and that motor vehicle traffic crashes were the 8th-leading cause of death among all ages that year. But broken down by age, crashes were the No. 1 cause of death for every age from 3 through 33.

The 10 leading causes of death for all ages were:

1. Heart Disease
2. Cancer
3. Stroke
4. Chronic Lower Respiratory Disease
5. Diabetes
6. Influenza/Pneumonia
7. Alzheimer's
8. Motor Vehicle Traffic Crashes
9. Nephritis/Nephrosis (kidney disease)
10. Septicemia (blood poisoning)

Source: National Center for Statistics and Analysis, NHTSA, using NCHS (CDC) 2002 Mortality Data

Analysis of Speeding-Related Fatal Crashes

A study released in June analyzed speeding-related motor vehicle traffic fatal crashes using NHTSA's Fatality Analysis Reporting System (FARS). Following is a brief summary of some of the findings of the 76-page report.

Speeding is one of the most prevalent factors contributing to traffic crashes. Speeding reduces a driver's ability to steer safely around curves or objects in the roadway, extends the distance necessary to stop a vehicle, and increases the distance a vehicle travels while a driver reacts to a dangerous situation. Higher crash speeds also reduce the ability of vehicle, restraint system, and roadway hardware such as guardrails, barriers, and impact attenuators to protect vehicle occupants

- Speeding is a factor in 30 percent of all fatal crashes.
- Saturdays have the highest number of speeding-related fatal crashes, followed by Sundays and Fridays.
- About 40 percent of speeding-related fatalities occurred on a curve.
- Male drivers are more likely to be involved in speeding-related fatal crashes than female drivers among drivers of all ages.
- The relative proportion of speeding drivers decreases with increased driver age.
- About 41 percent of intoxicated drivers (BAC= 0.08+) involved in fatal crashes were speeding, compared to only about 14 percent of the sober drivers.
- Motorcycle operators had the highest proportion, as a percent of all motorcycle drivers involved in fatal crashes, to be speeding.
- Western states have a higher percent of speeding-related fatalities as compared to the Eastern half of the US.

Source: Analysis of Speeding-Related Fatal Motor Vehicle Traffic Crashes, June 2005, NHTSA

NHTSA Evaluation of the Repeal of the All-Rider Motorcycle Helmet Law in Florida

Effective July 1, 2000, Florida eliminated the legal requirement that all motorcycle riders wear helmets. State law now requires helmet use only by riders under the age of 21, or older riders who do not carry at least \$10,000 of medical insurance.

Observational surveys and crash reports indicated that helmet use dropped substantially following the law change. Motorcyclist fatalities increased by 81 percent comparing 2001-2003 to 1997-1999, compared to +48 percent nationally. Non-fatal serious injuries began increasing in the first six months of 2000, increased by 32 percent in the first year following law repeal.



There was a 40 percent increase in the number of injured motorcyclists who were admitted to hospitals. Admissions for head injuries increased by 82 percent. The average head injury treatment cost increased by almost \$10,000, to \$45,602. In 1998 and 1999, the acute care hospital charges for head-brain-skull principal injury cases per 10,000 registered motorcycles were \$311,549 and \$428,347 respectively. The comparable figures for 2001 and 2002 were \$605,854 and \$610,386, adjusted for inflation.

Time series analysis showed a statistically significant increase in fatalities while controlling for changes in motorcycle registrations. Similar analyses also showed significant increases for Kentucky, Louisiana and Texas. Florida crash reports also indicated that helmet use declined markedly among riders under age 21, who were still covered by the law. Fatalities in this age group nearly tripled in the three years after the law change.



Comparing the 30 months before and after the law change, there was an increase of 55 percent in the average annual number of motorcyclists killed (181 to 280, respectively). Registrations increased an average 33.7 percent in this time period. Some of the increases in fatalities and other injuries in Florida were probably due to this increased ridership. The expected number of motorcycle fatalities as a result of the increase in registrations was 242. The actual number who died in 2002 was 301, 56 (+24 percent) more motorcycle fatalities than expected as a result of increased registrations alone.

Nationally in 2001 and 2002, motorcycle miles of travel declined compared to earlier years. Given the large registration increase in Florida, it is unlikely that this national pattern held in the State.

Source: Report on Florida Motorcycle Helmet Law Repeal www.nhtsa.dot.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.



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Membership Application (please type or print)

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

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