

CASE Newsletter

California Association for Safety Education Volume X, Number 3 - Sept. 2000

CTA to Sponsor Driver Training Legislation *CASE Members Support Needed*

By Jerry Gaines, Past CASE President

CASE members and supporters are urged to contact their local legislators (especially those up for re-election in November), parent groups, and community members interested in teen traffic safety in regard to new legislation designed to restore funding for public school driver training classes. The **California Teachers Association** is sponsoring a bill, to be introduced to the new Legislature in January, that will restore driver training funding (\$140 per regular student trained and \$390 per handicapped student trained), using the Driver Training Penalty Assessment Fund as the revenue source. Funding will also be used to restore a Traffic Safety Unit within the Department of Education.

Points to note in seeking support for this legislation include:

- There are few operating driver training programs (regular or handicapped) in California's public schools. The loss of reimbursement revenue (funds collected from moving violations designed for public school use) has led to the elimination of most of these programs. It is estimated that there are some 400 private driving schools (up from 200 in past years) offering regular driver training classes in mostly urban and suburban areas at an average cost of \$175 or more per class. Inner city and rural areas are under served because of lack of availability of private driving schools or lack of financial ability of low-income families to obtain driver training instruction. There is limited access for handicapped students statewide.
- There are currently some 250,000 students who are of eligible age to enroll in driver training classes. The estimate includes 247,000 regular students and some 3,000 students classified as handicapped. The Office of Traffic Safety projected in its recent "Youth Quake Study" a 33.5% increase in the 15-19 year-old population from 1997-2007. The number of teens is expected to comprise a larger proportion of the overall driving population each year for the next decade.
- The revenue from the Driver Training Penalty Assessment Fund (DTPAF) for the year 1998-1999 totaled \$37,494,611.73 (as reported by the State Controller's Office). There is sufficient funding from the DTPAF to restore driver-training classes without using funding from other sources. Most likely the restoration of classes would begin on a gradual basis as teachers and equipment were acquired by school districts willing to restore driver training classes (especially in rural and inner city areas).
- The Graduated License is designed to be a part of the solution to reduce teen deaths and injuries. Formal driver education and driver training, as a pre-licensing requirement is the other essential part needed to support extended parent supervision of new teen driver skill development.
- A strong coalition of traffic safety conscious groups will be supporting this legislation. (includes educators, parents, health professionals, and various community organizations) CASE members are encouraged to build support among local PTA's and others now.

President's Message

By Craig Dill, CASE President

Greetings:

I've had the opportunity to give thanks for my career path, and mentors/friends among so many things. We need to also give thanks to a mentor to many—a statewide leader, and a person always willing to do his fair share and more. Please read Carl Chapin's tribute to the life of Hayden Dawson in this newsletter—especially Hayden's commitment to Driver Education.

It's time for us to think about strengthening this organization. That's my goal as President for the next two years. Let's begin by making lists of people we can contact and encourage to join CASE and attend the upcoming Annual Conference to be held April 20-21, 2001. The conference will feature national presenters providing information and materials to help support classroom teachers. An instructor's guide will also be provided. There will be a Saturday evening dinner cruise on Lake Tahoe!

A membership application form is printed on the back page of this newsletter. Please make copies and distribute to your colleagues who may not be members. Making our organization stronger through increased membership is vital to achieving our goals.

**Plan now to attend the 49th
Annual CASE Conference
April 20-21, 2001 at the
Horizon Hotel, Lake Tahoe**

Physics of Car Crashes Video

What happens to vehicles and their occupants in crashes is determined by science. "You can't argue with the laws of physics," says Griff Jones, a high school physics teacher who goes behind the scenes at the Insurance Institute for Highway Safety's Vehicle Research Center to explore the basic science behind car crashes.



Using a series of vehicle maneuvers on a test track plus filmed results of vehicle crash tests, Jones explains in anything but lecture style the concepts of inertia, the relationship between crash forces and inertia, momentum and impulse, and a lot more. He shows why speed and vehicle weight are critical elements in the outcomes of car crashes and how basic physics explains why safety belts and airbags protect people in crashes. Throughout the video, Jones relates classroom physics to the real world of cars and car crashes, explaining why some of the choices we make about the cars we drive—and how we drive them—can make a difference in whether we survive on the highway. It all comes down to physics.

The video is titled *Understanding Car Crashes: It's Basic Physics*, and is available for \$35 from the IIHS by phoning (703) 247-1500, faxing your order to (703) 247-1588, or ordering online at www.highwaysafety.org

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
Doron Precision Systems, Inc.
Propulsion International, Inc.

Tougher Car Seat Law Signed by Governor Davis

Governor Davis has signed a bill requiring car safety seats or booster seats for children either younger than 6 or under 60 pounds. Since 1991, California has required children to ride in car safety seats until they are at least 4 years old and also weigh at least 40 pounds.

SB 567, authored by Senator Jackie Speier (D-Hillsborough), will double the fine for child seat violations to \$100 for the first violation and \$250 for subsequent offenses. Violations will also cost one point on a driver's record. The new law will take effect January 1, 2002.

The National Highway Traffic Safety Administration recommends that all states require car seats for children weighing 40 to 80 pounds.

According to NHTSA, 71 percent of deaths and 66 percent of injuries in car accidents could be eliminated in children were properly restrained in car seats. Senator Speier stated that, "As parents, we all sort of though it's safe to put bigger kids in adult seat belts. It's not." Speier said the new law could save the lives of children who have outgrown regular child car seats, but are too small to properly wear an adult seat belt.



The American Pediatric Association recommends that booster seats be used until a child weighs 80 pounds and is at least 4 feet 10 inches tall. This means that children younger than 10 normally need boosters. "Seatbelts were created for a 168-pound male," Speier said. A child can easily slip out of a seat belt in a collision or can face abdominal or spinal cord injuries if not strapped into a booster seat, she said. Booster seats raise the child so the lap belt fits over the pelvis and the shoulder strap fits across the chest.

The new law also doubles the \$50 fine for older children, ages 7 to 16, caught riding in a car without seat belts.

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Yet Another Challenge

By John F. Knippel, CASE President-Elect

As *professionals* and as *educators* we are being called upon to be both in this new 21st Century. We ended the 20th Century with complacency after a mid-century start-up and 40 to 50 years of progress. Our complacency has dismantled our profession, cost parents millions of dollars, and has led to an increased number of unlicensed teens and poorly trained drivers in their early 20's.

We *know* how to educate. We *know* about teachable moments and teachable years. We know that habits are developed with guided practice over spaced intervals. Yet, we are *allowing* students to cram all 30 minimum hours (really it should be 90) of classroom instruction into two weekends. The 6 hours of behind the wheel instruction we let *teens* dictate to be done in 3 consecutive days. Who is the professional? Do we tell lawyers how to deal with law, or doctors how to diagnose or prescribe? Why do we *let* teens tell us when and how to teach?

We in CASE have been working hard for years to bring Traffic Safety (not Driver's Ed.) back to the schools. It will have a new look and a new emphasis. It will involve many of our friends in the new coalitions that we have formed. There will be new alliances yet to be formed.

Already three new instructor training programs are in various stages of progress. U.C. Riverside (909-787-4361 ext. 1654) will graduate its first newly-credentialed instructors on November 19, 2000. Cal State Fresno has submitted its program for approval. AAA has a program to train private school instructors and may be available for approval for public school credentialing. We are on the move!

The CTA is backing legislation to get funding. CASE is exploring several options for secure funding that will cover true expenses. *Now* is the time to assess the financial mood of your district. *Now* is the time to sell *Traffic Safety* as the building of habits that influence people well beyond their teens (86% of all highway crashes, injuries and deaths happen after 20 years of age). *Now* is the time to take a stand for this *profession*. *Today* is the climate for *educational progress*. Encourage quality instructors to join our ranks. Enroll in our new training programs. Be leaders today so there will be a tomorrow you can be proud that you helped build.

CASE Mission Statement

The mission of the California Association for Safety Education is to promote traffic safety education by working with appropriate organizations to develop safe and efficient users of the highway transportation system.

Death of an Innocent

By Lizette Ruiz

Sophomore, Schurr High School, Montebello

*I went to a party Mom, and I remembered what you said.
You told me not to drink, so I drank soda instead.
I really felt proud inside, the way you said I would.
I didn't drink and drive, even though the others said I would.
I know I did the right thing; I know you are always right.
Now the party is finally ending, as everyone is driving out of sight.*

*As I got into my car, I know I would get home in one piece.
Because of the way you raised me, so responsible and sweet.
I started to drive away, but as I pulled out into the road,
the other car didn't see me and hit me like a load.
As I lay there on the pavement, I hear the policeman say,
the other guy was drunk, and know I'm the one who will pay.
I'm lying here dying; I wish you'd get here soon.
How could this happen to me? My life just burst like a balloon.*

*There's blood all around me, and most of it is mine.
I hear the medic say, I'll die in a short time.
I just wanted to tell you, I swear I didn't drink.
It was the others. The others didn't think.
He was probably at the same party as I.
The only difference is, he drank and I will die.
Why do people drink? It can ruin your whole life.
I'm feeling sharp pains now. Pains just like a knife.
The guy who hit me is walking, and I don't think it's fair.
I'm lying here dying and all he can do is stare.
Tell my brother not to cry, tell daddy to be brave.
And when I go to heaven, put "Daddy's Girl" on my grave.
Someone should have told him, not to drink and drive.
If only they had told him, I would still be alive.
My breath is shorter, I'm becoming very scared.
Please don't cry for me before I say good-bye.
I didn't drink and drive, so why am I the one to die?*

Thanks to CASE member Gary Lok, Driver Education instructor at Schurr H.S. in Montebello for sharing Lizette's poem.

72% of U. S. Drivers Support .08 BAC

A recent Gallup survey found that 72 percent of American drivers support lowering the drunken driving limit nationwide from 0.10 to 0.08 blood alcohol concentration. Sixty-five percent of the 930 licensed drivers surveyed supported a federal law requiring states to lower the limit. The survey, conducted between July 20 and August 3, was commissioned by Mothers Against Drunk Driving and sponsored by General Motors.

The survey also found that 94% of those questioned were discouraged from drinking and driving by the awareness that they could kill or injure others. Ninety-one percent were deterred by the possibility of a jail sentence. However, 57% of those surveyed acknowledged that they have operated a car under the influence of alcohol.

Another Year of Progress for Highway Safety

Child, Alcohol-Related Deaths Are Down; Seat Belt Use Is Up

September 6, 2000

U.S. Transportation Secretary Rodney Slater has announced that alcohol-related traffic fatalities dropped again to a new historical low and represented a smaller percentage of the total traffic fatalities, 38 percent in 1999 compared to 39 percent in 1998. He said that President Clinton will send a letter to Congress strongly urging them to adopt .08 blood alcohol content as the law of the land.

“America's highways are safer than ever and I am encouraged by the progress we've made,” Secretary Slater said. “These encouraging statistics reflect continuing, steady improvement in highway safety under the leadership of President Clinton and Vice President Gore, for whom safety is the highest transportation priority.”

“Last year, 234 fewer Americans died in alcohol-related crashes,” said NHTSA Administrator Dr. Sue Bailey. “That is 234 American families who are not grieving, children who are not missing parents, or schools who are not disrupted by tragedy. Nonetheless, alcohol-related fatalities and injuries remain intolerably high.”

Secretary Slater also said that seat belt use has reached an all time high of 71 percent nationwide this year, another steady improvement on an upward trend from the 58 percent measured in the first national seat belt use survey completed in 1994.

In announcing results of a new seat belt survey and the 1999 Fatal Analysis Reporting System (FARS) assessment, Secretary Slater also said that President Clinton's goal of reducing fatalities among children five and under by 15 percent, set in 1997, was met in 1999, one year ahead of the President's target date. Fatalities in this group decreased to 555 in 1999 from 652 in 1996.

The 1999 FARS assessment by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) found that, while population, total registered vehicles, and miles traveled all increased in 1999, the fatality rate remained virtually unchanged from 1998. The fatality rate per 100 million vehicle miles traveled was 1.6 in both 1998 and 1999.

Total fatalities in 1999 were 41,611 compared to 41,501 in 1998. The total number of persons injured in crashes increased slightly from an estimated 3.19 million in 1998 to 3.24 million in 1999.

Secretary Slater credited the continuing hard work and support of the public-private partnerships for another year of progress. The USDOT is a partner with the Air Bag and Seat Belt Safety Campaign, a coalition of government, auto manufacturers, insurance companies, safety organizations, and professional associations who, in turn, work with state and local governments, law enforcement, health professionals, teachers and others to increase seat belt and child safety seat use.

The FARS for 1999 also indicates that:

- Seat belts and child safety seats clearly save lives. Fifty-seven percent of passenger car and light truck occupants killed in 1999 were unbelted.
- Pedestrian deaths dropped to 4,906 in 1999 from 5,228 in 1998.
- Alcohol-related fatalities dropped from 16,020 in 1998 to 15,786 in 1999.
- Alcohol-related fatalities among youths ages 15 - 20 increased slightly from 2,219 in 1998 to 2,238 in 1999.
- Fatalities involving large trucks dropped slightly from 5,395 in 1998 to 5,362 in 1999.
- Passenger car fatalities dropped 1.8 percent to 20,818 in 1999 compared to 1998 figures. In contrast, occupant fatalities in light trucks and vans (LTVs) rose 5 percent.
- For LTVs, which include sport utility vehicles, deaths from single vehicle rollovers increased 8.4 percent in 1999 to 4,352 fatalities.
- Motorcycle deaths were up 7.8 percent from 2,294 in 1998 to 2,472 in 1999.
- Speed-related fatalities increased slightly from 12,509 in 1998 to 12,628 in 1999.
- School bus occupant fatalities increased from 6 in 1998 to 10 in 1999, continuing the overall average of approximately 10 per year for the past several years. Total school bus-related fatalities increased from 122 in 1998 to 154 in 1999. School bus-related fatalities result from incidents around school buses and do not include school bus occupants.

The new survey results from NHTSA's June 2000 National Occupant Protection Use Survey (NOPUS) also found that:

- Seat belt use increased in all categories compared to the previous 1999 NOPUS study.
- Seat belt use increased in all geographic regions of the country. The largest increases were in the Midwest, which was up more than 8 percentage points.
- Seat belt use increased among occupants in all classes of vehicles: passenger cars, pickups, vans and SUVs.
- Seventeen states and the District of Columbia have primary seat belt laws; they averaged 77 percent seat belt use, while states without primary laws averaged 63 percent. This substantial difference shows dramatically the benefits of primary belt use laws.

Other recent seat belt use surveys have recorded dramatic increases in some states with new primary laws or highly visible law enforcement or both. Examples include:

- Michigan, which recorded seat belt use at 84 percent, an increase of nearly 14 percentage points in less than six months after the passage of its primary law.
- New York, where the State Police reported seat belt use at 86 percent, up 5 percent over a similar 1999 study, as a result of highly visible, state-wide enforcement of a primary law.

*National Highway Traffic Safety Administration
Contact: NHTSA, Rae Tyson, (202) 366-9550*

DMV Driver Performance Evaluation Road Test

By Michael Gebers

California Department of Motor Vehicles

The DMV Research and Development Branch has completed the final stage of a project to develop and evaluate the driver performance evaluation (DPE) road test for possible statewide implementation in California. This evaluation and the earlier studies in the series are part of a more extensive effort by the department to increase the competency of California motorists by improving the driver licensing process.

This study was designed to determine whether applicants who are required to pass the DPE exhibit lower subsequent traffic accident and citation rates than do applicants who are required to pass the standard test. That is, this evaluation attempted to measure an overall program effect (e.g., accident reduction) rather than merely a correlation between test performance and accident rates.

The effect of the DPE was assessed by comparing pre-post accident and citation rates for original license applicants in two sets of field offices: northern, where the DPE is not given, versus southern, where it is. The study groups were compared on rates of involvement in traffic accidents and citations during 2 years immediately following driver license application date. The primary effect of interest was whether the change in accident risk for applicants in southern (DPE) offices following implementation of the DPE differs from the change in accident risk in northern (non-DPE) offices over the same time periods.

The results failed to demonstrate a significantly greater safety benefit for the DPE test than for the standard road test. The difference between the two sets of offices on pre-post change on the accident and citation driver record measures did not approach statistical significance. Although there was a very slight trend for those assigned to the DPE test to have a reduced odds (1%) of being accident-involved in terms of total reported accidents, the comparisons on fatal/injury accidents and total citations showed no difference. The very small variations between the groups on the subsequent driver record measures are consistent with the null hypothesis of no measurable difference in the relative safety impact of the two testing programs.

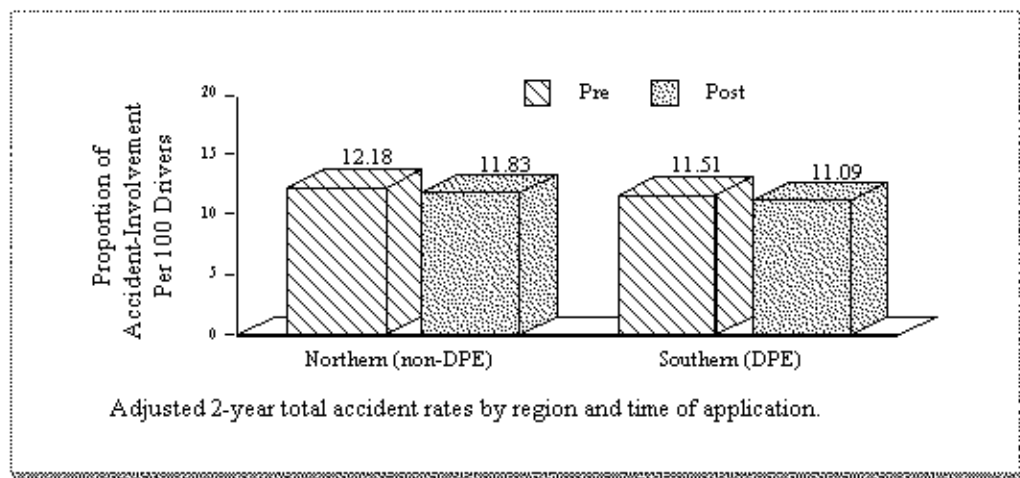
For example, the figure below displays the adjusted two-year total accident rates by region and time of application.

Based on the numbers presented in the figure, the northern post-period applicants had 2.9% fewer accident-involved drivers (11.83 accidents per 100 drivers) than did the northern pre-period applicants (12.18 accidents per 100 drivers). Likewise, southern post-period applicants (taking the DPE) had 3.6% fewer accident-involved drivers (11.09 accidents per 100 drivers) than did the southern pre-period applicants not taking the DPE (11.51 accidents per 100 drivers).

The similarity of the accident rates over time for the two regions reflects the lack of a statistically significant impact of the DPE. However, the results are directionally supportive of a positive impact of the DPE, with a directionally greater risk reduction over time shown for southern offices exposed in the post period to the DPE drive test.

Following completion of this study, the department reduced the length of the DPE and eliminated its freeway component due to budgetary constraints. Because the DPE evaluated in this study is longer than the standard road test and included additional maneuvers such as a freeway driving component, it is a more costly program requiring a more extensive allocation of resources than the standard road test. Although the evaluation failed to demonstrate any bottom-line accident savings to offset program costs, there is no question, based on prior research studies, that the DPE method of testing (route selection and scoring procedures) produces a more reliable and content-valid test than does the traditional non-DPE testing procedure. It was therefore recommended in the report that the department expand the DPE scoring procedures to all offices in the state.

To order a copy of the report *An Evaluation of the Impact of California's Driving Performance Evaluation Road Test on Traffic Accident and Citation Rates* (Report No. 181) write to DMV, Research and Development Branch at 2415 1st Avenue, Mail Station F-126, Sacramento, CA 95818.



California DMV Written Test Failure Rates

By Scott Masten

The Spring 1998 issue of *DMV Research Notes* reported on the astonishingly high Class C license written test fail rates, which were found as part of a 1998 Research and Development (R&D) evaluation. Since that time the tests have been extensively modified and another evaluation was conducted in 1999 to assess the effects of these changes, particularly with regard to the test fail rates. The results of this evaluation indicated that the fail rates of the tests, except those for English-language renewal applicants, were actually higher than those reported in the 1998 written test evaluation. The overall fail rate for applicants on their first-attempt is 67.0% for English originals, 45.7% for English renewals, 86.6% for Spanish originals, 84.9% for Spanish renewals, and 63.3% for English provisionals.

In addition, for all tests and applicant groups, the fail rates remain surprisingly high on second, third, and fourth or higher attempts. The fail rates for English renewals tend to increase slightly over successive attempts, while those for the other tests and applicant groups tended to decrease slightly. The high failure rate on repeated attempts is extremely discouraging because it suggests that applicants are not reviewing the California Driver License Handbook and items missed before retaking the test.

In response to the intractability of the high failure rates, the department formed a project group to totally revamp the English written tests (and later the Spanish tests). The group revised hundreds of test items based on the results of the 1999 R&D evaluation, and over 150 new items were added to the test item pool. Each test now has almost completely unique items selected from 23 different driving-related content areas. The tests are being pilot-tested in 20 field offices and will be revised again based on the results before being released statewide this year..

To order a copy of the report *An Evaluation of the Impact of California's Driving Performance Evaluation Road Test on Traffic Accident and Citation Rates* (Report No. 181) write to DMV, Research and Development Branch at 2415 1st Avenue, Mail Station F-126, Sacramento, CA 95818.

State Reaffirms Mandate for Zero-Emission Vehicles

The California Air Resources Board voted unanimously in September to maintain its mandate for zero-emission vehicles. The current mandate, adopted in 1990, requires the auto industry to put an estimated 22,000 electric cars on the road by 2003. It requires clean or nearly clean vehicles to make up 10 percent of the vehicles sold in California beginning in that year. Only 4 percent of those cars need to be electric cars, but because the rule uses a formula that gives auto manufacturers extra credit for producing electric vehicles early or with relatively long ranges between charges, the Air Resources Board estimates that about 22,000 vehicles will need to be on the road in three years. That is a tenfold increase over the number of EV vehicles currently on California roads.

The ARB did agree to make modifications to its mandate to make the goal more achievable. This includes finding ways to make electric vehicles more affordable. A study by the board estimates that EV's cost \$7,500 to \$20,000 more than internal combustion vehicles.

DMV Backlog for Drunk Driver Hearings

California drivers who have been arrested for failure to take a drug or alcohol test are remaining on the road for months until their appeal is heard. The Vehicle Code specifies that a driver who fails or refuses to take such a test loses driving privileges in 30 days. But if the driver wants to appeal the arrest, the DMV must hold an administrative hearing and render a decision within that 30 day period in order for a license suspension to go into effect. The problem is that the DMV isn't meeting the deadline, currently taking an average of 55 days to hold a hearing.

DMV officials are acknowledging that many drivers in this situation continue to drive. Delayed hearings in DUI cases have been a concern of the Legislature for some time. Lawmakers did include \$3.3 million in the new budget to hire 27 hearing officers, 27 support positions, and two attorneys statewide to reduce the backlog. There are currently 143 driver safety hearing officers in the state.

Classroom Driver Education is Still a Required Course!

Classroom Driver Education is still mandated under Section 51220 (j) of the Education Code. This statute specifies that: *"The adopted course of study for grades 7 to 12, inclusive, shall offer courses in the following areas of study: (j) Automobile driver education."*

Scheduling of Driver Education

CASE strongly believes that driver education must be offered as a 10th grade course. It is educationally proper to offer the course to students of licensing age.

An important point to consider in the scheduling of driver education is that Education Code section 51852 mandates the following:

"A course of instruction in automobile driver education shall:

(B) Provide the opportunity for students to take driver education within the regular schoolday.....

Additional classes may be offered.....to accomodate those who have failed or those who cannot enroll in the regular schoolday program."

Also, section 41912 states that:

"The express purpose of the Legislature is that.....this instruction properly belongs in the high school curriculum on a basis having comparable standards of instruction, quality, teacher-pupil ratio and class scheduling as in other courses in the regular academic program."

Low Accident Rate at Traffic Circles

A new study from the Insurance Institute for Highway Safety found that there were 76% fewer injury-producing crashes—and 39% fewer crashes overall—at modern traffic circles than there were at intersections with signals or stop signs. Such circles (also called “rotaries” or “roundabouts” and common in Europe) reduce traffic speed and eliminate the right-angle turns that often lead to accidents.

NHTSA Urges Better Accident Avoidance Technology

With more than three-quarters of all accidents attributed to driver error, the National Highway Traffic Safety Administration is urging the automobile industry to increase efforts to develop technologies that will help drivers avoid accidents. Smart technology such as adaptive cruise control, crash-avoidance systems and night-vision enhancements are already available on some high-end vehicles.

Transportation Secretary Rodney Slater has set a target of 10 years for the technology to be installed in at least 10 percent of all passenger vehicles and 25 percent of commercial vehicles sold in the U. S. Slater says NHTSA believes that better technology can dramatically reduce accidents.

“Adaptive cruise control” is currently available on some Mercedes, Jaguar, Toyota, and Ford vehicles. The system tracks the car ahead, slowing down and speeding up automatically to maintain a safe distance.

A night vision system is available as an option on General Motors Cadillac DeVilles. Infrared technology detects people or animals in darkness. The images are projected in black and white on a small screen projected on the windshield.

Massachusetts is the safest state for drivers, averaging 0.8 deaths per 100 million miles traveled last year, compared to a national average of 1.5 deaths, according to the National Safety Council.

Mississippi had the most deaths, with 2.7 per 100 million miles.

Hayden Gladson Dawson 1936-2000

After a battle with cancer, Hayden Dawson passed away on June 22, 2000 at the age of 64. A member of CASE for 24 years, he had a long and distinguished career with an emphasis on traffic safety education and coaching. A past President of CASE, Hayden was a consummate professional.

Hayden was born and raised in Cumberland, Maryland. He attended college at Frostburg State University in Maryland and earned a BS degree and Masters in Education. After teaching and coaching football in Cumberland, Maryland for seven years (1957-1965), Hayden and his wife JoAnn moved to Sacramento, California in 1965.

In September of 1965, Hayden began teaching in the Elk Grove Unified School district at Joseph Kerr Middle School. He later transferred to Elk Grove High School, where for thirty years he primarily taught history and driver education and coached football.

Hayden became active in CASE, serving as President from 1985-1987. In 1981 he received the CASE-sponsored Walter Lunsford Award. Having known and worked with Walter, Hayden considered it a great honor. He also was a recipient of the association's Distinguished Service Award for his tireless efforts as CASE Legislative Committee Chairman. Since 1996, he had served CASE as the North Region Representative. He also was a member of the Board of Directors of the American Driver & Traffic Safety Education Association.

Hayden Dawson was a dedicated traffic safety education professional and a role model for many of us.

By Carl Chapin, CASE First Vice President

Free Lattes for Good Drivers

Police in Berkeley have been handing out coupons for free beverages at a local cafe to drivers who observe the speed limit and bicyclists who yield at stop signs. The “Good Driver Recognition Program” began earlier this year at the suggestion of Police Chief Dash Butler, who took up a collection among officers to pay for the coupons. The Au Coquelet Cafe on University Avenue agreed to sell 70 certificates, redeemable for any nonalcoholic beverage, at a discounted rate to the police as a community service.

“Granted, a cup of coffee may not be a large reward,” said Sgt. Bruce Agnew, “but we’re letting people know that what they did is appreciated and maybe if they tell someone else, courteousness will become contagious.” The City Council has secured \$5,000 in city funds to continue the program.

Intersection Collisions Up 18% in Six Years

Intersection collisions have increased greatly in recent years according to a study by the Insurance Institute for Highway Safety. The study, the largest conducted on red-light running, examined nearly 6,000 deadly red-light crashes from 1992 to 1998. Researchers found that crashes at intersections increased 18% from 1992 to 1998. That’s more than three times the rate of increase for all other fatal crashes.

Most serious red-light crashes, the study said, occurred in the evening, when congestion eased and motorists increased their speeds on open roads. In addition, cities with speed limits of 45 mph and higher on surface streets faced more serious red-light-running accidents.

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.

Write your name in the "Referred by: _____" line on the application so we can convey our thanks and recognize you for your efforts!



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): _____