

CASE Newsletter

California Association for Safety Education Volume XXVII, No. 3 - Sept. 2016

2017 National Conference in Sacramento

CASE and the Southwest Region of The American Driver & Traffic Safety Education Association (ADTSEA) are serving as the host committee for the ADTSEA 2017 National Conference. The conference will be held at the Hilton Sacramento Arden Way Hotel next summer in July. Jim Lewis, a past president of both CASE and ADTSEA, submitted the following letter expressing how important ADTSEA has been for him as a traffic safety educator over the years.

By Jim Lewis

It was 30 years ago this summer when I attended my first ADTSEA conference held in St. Paul, Minnesota. Willis Valett from Wisconsin was the president at the time. I was urged to go by our late CASE member Tom Phelps. He was one of the members of our CASE organization who was also a member of ADTSEA. He saw how valuable it was to get the national picture of Traffic Safety Education. Tom was so right on. It changed my life as a Traffic Safety Educator.

What fond memories of that first trip! It would not have happened if Tom did not invite me to go and become a member. We attended the conference in St. Paul, held at the Raddison Hotel right on the Mississippi River. It just blew me away. I met teachers, supervisors, administrators, authors of some of our textbooks and curriculum we all used in our classrooms and our programs back home.

I found so many wonderful people all willing to help in any way they could. I met and made friends, many of whom I am still friends with today. I have now attended 23 ADTSEA conferences and was privileged to be elected their President in 1998-1999. Our conference that year was held in San Diego, and I was truly honored that so many of our CASE members helped make it a fantastic conference.

This coming year in July, the ADTSEA conference will be held in Sacramento, California. We are hoping many people will travel to the Golden State to make it a vacation, attend the conference, and like me, meet new people and make new friends. We will be show-casing our state capitol. Please do make plans to attend the 61st ADTSEA conference!



Representatives of CASE manned a booth at this summer's ADTSEA National Conference in Portland to promote the 2017 Conference in Sacramento. Dressed for a "Western" theme are (from left), Dan O'Rork, Jim Lewis, Carol Lewis, Genny Claxton, and Jerry Gaines.

Governor's Novice Driver Program to be Highlighted at the CASE Conference

By Jerry Gaines, Past CASE President

Attendees at the CASE Annual Conference in October will learn about plans that are underway by various state and non-profit agencies to implement the Governor's Novice Driver Program. Over the past two years California has developed strategies to address young drivers through its *Strategic Highway Safety Plan* (SHSP) program. These strategies are as follows:

1. Increase awareness of and Compliance with Graduated License Laws.
2. Promote social norming and behavior change on youth-related traffic safety issues.
3. Promote the use of evidence-based programs and outreach methods.
4. Improve school policies and procedures relating to young driver safety.
5. Improve enforcement and adjudication of young offenders.

CASE has invited representatives from the Office of Traffic Safety and the California Highway Patrol to join with representatives from the Friday Night Live Partnership, Impact Teen Drivers, California Safety Center, and the California State Department of Education (as well as CASE) to conduct a round table discussion on the progress being made to implement elements of the Governor's Novice Driver Program. Attendees will learn about the efforts being made to assess and evaluate progress of the SHSP strategies during the coming years. Questions and answers will be a part of the conclusion of the round table discussion.

Reflections on my first ADTSEA Conference—July 2016 Oregon

By Genny Claxton, CASE President

As I sat with CASE board members and spouses at the dining table the last night of the ADTSEA Conference in Oregon (my first ever) I was moved to tears. Everything, from the beautiful decorations (so tastefully done) to the smiling faces of new friends I had made, to the awards ceremonies and oaths of offices, moved my heart!



Genny Claxton with new friends at the July ADTSEA Conference in Portland

In the name of traffic safety we had come together, some 400 people strong, to save lives, to learn new techniques, to network and seek resources. At the closing dinner in a beautiful banquet room located on the gorgeous Columbia River, I realized we were there for more than all those noble reasons. We are a family! Membership in ADTSEA and in CASE gives us a family dedicated to traffic safety, a family to visit with at least once a year, and to laugh and learn and catch up with. A family!

I am honored to work with all of you, proud to know you, and thankful for your friendship. I am looking forward to many more conferences with you! Let's start with the CASE Conference this October, and I will see you again in July 2017 at the California-hosted ADTSEA Conference in **Sacramento**! Join me?



CASE Calendar

September 18-24, 2016 - Child Passenger Safety Week. Contact: www.trafficsafetymarketing.gov

October 16-22, 2016 - National Teen Driver Safety Week. Contact: www.teendriversource.org

October 21-22, 2016 - 64th Annual CASE Conference, Holiday Inn Auburn, 120 Grass Valley Highway, Auburn, CA. Contact: www.casewebsite.org

December 2016 - National Drunk and Drugged Driver Prevention Month. Contact: www.whitehouse.gov/ondcp

July 2017 - ADTSEA National Conference, Hilton Sacramento Arden Way Hotel, Sacramento, CA. Contact: www.adtsea.org

CASE Mission Statement

Promote traffic safety education in conjunction with all appropriate organizations in developing safe and efficient users of the highway transportation system (HTS).

Critical Success Factors:

- Participate in policy and legislation
- Improve communication with the Department of Education (CDE)
- Promote and expand teacher preparation and Training
- Increase public awareness of injury prevention
- Identify and obtain funding
- Develop private/public partnerships

CASE Newsletter

Published by the California Association for Safety Education

Richard Mikulik, Editor

25 Shelbourne Place
San Mateo, CA 94402

E-mail: casemembership@sbcglobal.net

CASE Web Site: www.casewebsite.org

CASE Officers

Genny Claxton, President

P.O. Box 535
Colfax, CA 95713
(530) 305-9051
e-mail: genclaxton@gmail.com

Barbara Shiffermiller, Past President

P.O. Box 3736
Riverside, CA 92519
(909) 229-5242
e-mail: barb@shiffermiller.net

Dan O'Rork, Vice President

P.O. Box 17534
So. Lake Tahoe, CA 96151
(530) 542-2900
e-mail: rookie56@att.net

James Lewis, South Region Rep.

2303 Teasley St.
La Crescenta, CA 91214
(818) 957-5264
e-mail: jameslewis1118@gmail.com

Kevin Tucker, North Region Rep.

637 Tammy Lane
Lemoore, CA 93245
(559) 924-8735
e-mail: kevietucker@gmail.com

Alert to Retiring Teachers

If you are planning to retire this year, please let us know so we may honor you at the annual CASE conference in Auburn. Contact Bill Lee, Retired Members Representative, at (310) 831-6471.

Bill would like to remind all retired and retiring members that they are especially invited to join our activities at the conference.

64th Annual CASE Traffic Safety Education Conference

Holiday Inn Auburn
120 Grass Valley Highway, Auburn, CA

Friday, October 21, 1:00-5:00 p.m. and Saturday, October 22, 2016, 8:00 a.m.-5:00 p.m.

Join the California Association for Safety Education in the foothills of the Sierra for an information-packed traffic safety education conference! We are planning another stimulating and interesting program with presentations from top educators and experienced professionals in traffic safety education. Our goal is to assist you with new ideas and tools for engaging students in driver education.

Meet and interact with traffic safety leaders from state agencies such as the Office of Traffic Safety, CHP, DMV, and the California Department of Education, as well as from non-profits such as Impact Teen Drivers, Friday Night Live Partnership, and The California Safety Center. Engage in the building of a coalition process within the traffic safety community to address the number one teen health issue—teen crashes. Both national as well as state teen advocates have been invited.

Acquire the latest teaching techniques from leading state and national driver education teachers. They will be sharing their skills through interactive workshops offering take-home tools for improving instruction. Vendors have been invited to display the latest teaching materials to assist in classroom and behind the wheel instruction.

- For driving school owners and instructors, participation at our professional conference sessions will serve as evidence of continuing professional education for license renewal. We will provide a certificate of completion at the conclusion of the conference.
- This year's two-day conference will be loaded with informative presentations. Friday's program will begin at 1:00 p.m. and will feature a forum/panel format. Dinner will be on your own with several dining options nearby. Saturday breakfast will be available for \$5 for hotel guests in the in-house restaurant. Sessions focusing on teacher instructional support will begin at



8:00 a.m., and a catered lunch will be provided in the afternoon. The program will conclude with a reception following presentations. At the reception you will have an opportunity to speak one-on-one with presenters and other conference participants.

- Register early for both the conference and hotel. The Holiday Inn Auburn is a very attractive facility with good meeting rooms. It's located in the historic gold country of the Sierra foothills near I-80 and 35 miles from Sacramento. The hotel features free high speed wireless Internet access and outstanding amenities, including a pool, fitness center, and full-service restaurant. The room rate is \$149 per night (plus tax). Phone (530) 887-8787 for reservations and ask for code "DEI" or "California Association for Safety Education" to secure the conference rate.
- Conference Registration Fee: \$125. Make checks payable to **CASE Conference**. Fee includes a Saturday lunch. **Conference registration fee must be received by October 10, 2016 to qualify for the \$125 fee.** Registrations received after October 10 are \$135.

2016 CASE Conference Registration Form

Registration must be received by October 10, 2016

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: \$ _____ **CASE members:** \$125 if received by October 10, 2016 / \$135 if received after October 10.

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).

Turning off red light cameras costs lives, new research shows

Red light camera programs in 79 large U.S. cities saved nearly 1,300 lives through 2014, researchers from the Insurance Institute for Highway Safety have found. Shutting down such programs costs lives, with the rate of fatal red-light-running crashes shooting up 30 percent in cities that have turned off cameras.

Red-light-running crashes caused 709 deaths in 2014 and an estimated 126,000 injuries. Red light runners account for a minority of the people killed in such crashes. Most of those killed are occupants of other vehicles, passengers in the red-light-running vehicles, pedestrians or bicyclists.

Automated enforcement deters red light running. While traditional police enforcement can help, there aren't enough resources to station officers at every intersection. Cameras increase the odds that violators will get caught, and well-publicized camera programs discourage would-be violators from taking those odds.

Although surveys have found strong support for red light cameras in communities that have them, opposition from a vocal minority has led some jurisdictions to shut off their cameras. While programs are still being launched in some places, the total number of communities with red light cameras fell to 467 in 2015 from a peak of 533 in 2012.

IIHS researchers looked at the 57 cities of 200,000 or more people that activated cameras between 1992 and 2014 and didn't shut them off. They compared the trends in annual per capita fatal crash rates in those cities with the trends in 33 cities that never had cameras. After accounting for the effects of population density and unemployment rates, the researchers found there were 21 percent fewer fatal red-light-running crashes per capita in cities with cameras than would have occurred without cameras and 14 percent fewer fatal crashes of all types at signalized intersections.

IIHS News, July 28, 2016

Lane-Splitting is Now Legal in California

On August 19, California became the first state in the U. S. to make motorcycle lane-splitting legal. Governor Jerry Brown signed AB51 by Assemblyman Bill Quirk (D-Hayward). AB51, which was tabled last July after concerned parties couldn't agree on terms, was amended and passed the Senate Transportation Committee in June before passing the full Senate in August..

Lane-splitting is riding a bicycle or motorcycle between roadway lanes of vehicles driving in the same direction. It has long been a controversial subject, debated as to whether or not it is legal, should be legal, and whether or not it should be practiced regardless of legality. Bills to legalize lane-splitting have been introduced in state legislatures around the country over the last twenty years, but none had been enacted until now.



Motorcyclists like the practice because it allows them to maneuver through traffic jams by riding between lanes clogged with vehicles. But riding between rows of stopped or moving vehicles in the same lane can leave a rider vulnerable. A vehicle could turn suddenly or change lanes, a door could open, or a hand could come out a window.

Many auto drivers consider lane-splitting dangerous, but it has been a common practice in California for many years. Drivers who flinch when motorcycles blow past them on the broken white lines don't seem ready to accept the concept.

In 2015 the California Highway Patrol published guidelines on lane-splitting. Assemblyman Quirk's bill provides a definition of the practice and leaves enforcement interpretation to the CHP. It will be up to the CHP to develop speed limit and safety guidelines. Quirk has said the law has many benefits, including reducing traffic congestion and promoting safety.

A 2015 survey by the state Office of Traffic Safety found that nearly two-thirds of drivers across the state do not approve of lane-splitting. But riding a motorcycle between lanes may be safer than is commonly perceived. A UC Berkeley Safe Transportation Research and Education Center (SafeTREC) report looked at 5,969 motorcycle accidents in California from July 2012 to August 2013. Of those, 997 involved lane-splitting. The study concluded that motorcyclists splitting lanes at 50 mph or slower were far less likely to suffer serious injury from their accidents than motorcyclists who were not lane-splitting or doing it at high speeds. Among the other findings:

- 9 percent of lane-splitters at moderate speeds suffered head injuries, compared with 17 percent overall.
- 19 percent suffered injuries to their torso, compared with 29 percent overall.
- the death rate was 1.2 percent, compared with 3 percent overall.

California's new law may influence lawmakers in other states. Arizona, Texas, Washington, Nevada and Oregon are also considering legalizing the practice.