

CASE Newsletter

California Association for Safety Education Volume XXVII, No. 2 - June 2016

Provisional License Bill Would Have Extended Restrictions Up To Age 21

SB 1223 (Huff) would have expanded the applicability of the provisional driver's license program to new drivers under the age of 21. After it passed the Senate Housing and Transportation Committee on a 10-0 vote, it had a 7-0 Vote in the Senate Appropriations Committee which placed it in the Suspense File. Unfortunately, last week the Committee decided to halt further action on the bill and it will go no further. This means the tragedy of high fatal crash rates for older teens will continue to exist for the time being.

Existing law, the Brady-Jared Teen Driver Safety Act of 1997, provides for the issuance of a driver's license to an applicant who is at least 16 years of age but under 18 years of age pursuant to the provisional licensing program. Under existing law, a person licensed under this program is prohibited, during the first 12 months after issuance of a provisional license, from driving during the hours of 11 p.m. and 5 a.m. or from transporting passengers who are under 20 years of age, subject to specified exceptions. This bill would prohibit a person with a provisional license, from engaging in those prohibited activities until the provisional period ends when the person reaches 21 years of age.

The bill is co-authored by Assemblyman Frazier, the author of AB 235, which was held on the Appropriations Committee's Suspense File last year. That bill would have required provisional driver's license restrictions to remain in effect until the end of the provisional period at age 18, instead of 12 months after issuance of the provisional license. AB 1801 (Frazier), an identical bill to AB 235, was held on the Assembly Appropriations Committee's Suspense File in 2014. AB 724 (Cooley), which was held on the Assembly Appropriations Committee's Suspense File in 2013, would have extended provisional driver's license requirements to those under the age of 20.

SB 1223 was intended to reduce the incidence of traffic fatalities and accidents caused by young and inexperienced drivers. An increasing number of teens wait until they are 18 or older to obtain a driver's license, which means they are not subject to the mandatory driver's training or restricted driving requirements of the provisional driver's license program. Existing data indicates that young drivers without provisional driver's license training have a much higher crash rate than those who undergo a graduated driver's licensing structure.

Implementation of the bill would have required DMV to make programming changes to revise the applicability of provisional restrictions and make necessary updates to informational brochures, handbooks, and DMV's website. One-time costs to perform these tasks were expected to exceed \$350,000.

Although there is no known opposition to extending the GDL, and there is a great deal of bipartisan support from many stakeholders, the DMV has a significant programming backlog of federal and state mandates. These include the issuance of driver's licenses for those without documentation proving legal presence and automatic voter registration through the DMV, in addition to other recently-enacted legislation. The state is faced with addressing the higher death rate of older teens at the same time as addressing these other priorities.

60th Annual ADTSEA National Conference

The American Driver & Traffic Safety Education Association National Conference will be **July 17-20, 2016**, at the Red Lion Hotel on the River—Jantzen Beach, 909 N. Hayden Island Drive Portland, Oregon 97217. The hotel's conference room rate is \$129 per night (phone 503-283-4466 for reservations). A conference registration form can be downloaded from the adtsea.org website.

Hosted by the Oregon Driver & Traffic Safety Education Association and the Oregon Department of Transportation, the conference theme is "*Meeting Our Changing Times*". Join fellow traffic safety educators for four days of relevant and interesting sessions and exhibits. Presentations from top educators and experienced professionals in traffic safety will provide you with an enriching experience.

This is an opportunity to meet traffic safety educators from throughout the United States to share and compare programs, teaching techniques, and educational viewpoints—and gain from the experience and expertise of others.

California DMV Facts

(as of January 1, 2015)

- Licensed Drivers: 25,014,468
- Licensed Teen Drivers (16-19 year olds): 868,388
- Registered Vehicles: 32,980,355
- Registered Motorcycles: 862,705
- Special Interest Plates: 420,200
- Registered Hybrid Vehicles: 838,795
- Registered Electric Vehicles: 79,594

2017 ADTSEA National Conference will be in Sacramento

The American Driver & Traffic Safety Education Association's 2017 National Conference is coming to California! The conference will be held at the Hilton Sacramento Arden Way Hotel in July of 2017. Exact dates for the conference will be reported in this newsletter and at the ADTSEA website (www.adtsea.org).

The ADTSEA Southwest Region Host Committee for the 2017 Conference will consist of CASE President Genny Claxton, CASE Past President Shannon Woods, Past ADTSEA President Fred Nagao from Hawaii, and Jan Meeker, current ADTSEA President.

CASE Election of Officers

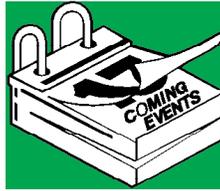
Congratulations to the following officers who have been elected by the membership to serve the July 2016—June 2018 term of office.

President: Genny Claxton
Vice President: Dan O'Rork
Northern Rep: Kevin Tucker
Southern Rep: Jim Lewis

The newly-elected officers were certified by the CASE Board of Directors during the April 11 meeting. Thanks to all who took the time and effort to vote!



"Have you ever noticed that anybody driving slower than you is an idiot, and anyone going faster than you is a maniac?" - George Carlin



CASE Calendar

July 15-18, 2016 - NSSP Annual Teen Leadership Conference, Red Lion Hotel Jantzen Beach, Portland, OR (phone 503-283-4466 for reservations). Contact: www.adtsea.org

July 17-20, 2016 - ADTSEA National Conference, Red Lion Hotel Jantzen Beach, Portland, OR (phone 503-283-4466 for reservations). Contact: www.adtsea.org

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

CASE Annual Conference

This year's annual CASE Conference has been tentatively planned for Friday evening, October 7 and all-day Saturday, October 8, 2016. The conference will be in the Sacramento area with the venue still undetermined at this point.

Based on our survey of the membership back in March, October was favored as the best month for holding the annual conference with a preference for the Northern California region. The Sacramento area has the best potential for attracting government agencies (CDE, DMV, CHP, OTS) as presenters, as well as offering some potentially attractive facilities.

As soon as our conference dates and location are confirmed, we'll post the information online at our website (www.casewebsite.org) and via email to our members who have provided us with email addresses. If you have not as yet done so, please send your email address to the membership director at casemembership@sbcglobal.net.

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) 621-6781
e-mail: barb@shiffermiller.net

Bart Schwarz, Vice President
29597 Millco Way
Valley Center, CA 92082
(760) 703-3934
blkbartolo@sbcglobal.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

CRASHES
aren't
~~Accidents~~

Few drivers use their high beams, IIHS study finds

There is one simple thing that drivers can do to improve nighttime visibility: use their high beams. A recent study, however, shows that drivers rarely turn them on.

The finding supports the Insurance Information Institute's decision to award extra credit in its new headlight ratings for high-beam assist, a feature that automatically switches between low beams and high beams, depending on whether other vehicles are present.



Researchers from IIHS and the University of Michigan Transportation Research Institute observed high-beam use at night on roads around Ann Arbor, Michigan. The observation sites included both rural roads and urban streets, and all but one had poor or nonexistent lighting. Some of the roads were straight, and some were winding.

The researchers deemed a vehicle isolated enough to use high beams if other vehicles were 10 seconds or more away.

Of about 3,200 isolated vehicles observed, 18 percent had their high beams on. At one unlit urban location, use was less than 1 percent. Even on rural roads, drivers on average used their high beams less than half of the time they should have for maximum safety.

The researchers also conducted a telephone survey of drivers in the Ann Arbor area and found that drivers overestimate how often they use their high beams when compared with what the observations showed. More than 80 percent of respondents said they use their high beams most or all of the time on rural roads.

“It may be that drivers are being too polite and keeping their ‘brights’ off

whenever there are other vehicles in sight — even if those vehicles are far enough away not to be bothered by the glare,” IIHS Senior Research Scientist Ian Reagan says. “Another possibility is that they are simply forgetting to switch to high beams. In either case, high-beam assist could be a good solution.”

To be an effective remedy, however, high-beam assist will need to be embraced by consumers. The survey showed that some people may be reluctant to drive a vehicle with the technology. Only 43 percent of survey respondents said they would like to own a vehicle equipped with high-beam assist.

“A third possible explanation for the low rate of high beam use is that drivers believe they see fine without them,” Reagan adds. “If that’s the case, they may not see the point in purchasing a vehicle with high-beam assist and activating the feature.”

Of the 31 midsize luxury and nonluxury cars for which IIHS released headlight ratings, 18 have available high-beam assist.

IIHS Status Report, March 30, 2016

Speed limit increases cause 33,000 deaths in 20 years

A new IIHS study shows that increases in speed limits over two decades have cost 33,000 lives in the U.S. In 2013 alone, the increases resulted in 1,900 additional deaths, essentially canceling out the number of lives saved by frontal airbags that year.

Maximum speed limits are set by the states, and they have been on the rise since 1995. However, during most of the 1970s and 1980s, the threat of financial penalties held state speed limits to 55 mph.

In 1973, Congress required that states adopt 55 mph as their maximum speed limit in order to receive their share of highway funds. Concerns over fuel availability, rather than safety, had prompted Congress to pass the measure, known as the National Maximum Speed Limit, but the most dramatic result was a decrease in fatalities.

In 1987, with energy concerns fading, Congress relaxed the restriction, allowing states to increase speed limits to 65 mph on rural interstates. The law was completely repealed in 1995.

Proponents of raising the speed limit often argue that such increases simply bring the law in line with reality, since most drivers exceed the limit. Once the limit is raised, however, drivers go even faster.

Not surprisingly, IIHS researchers found that travel speeds increased following the repeal of the National Maximum Speed Limit. They also found that fatalities went up, first on rural interstates with the law’s partial repeal and later on all interstates after the full repeal.

The increases have continued at a considerable pace. Today, six states have 80 mph limits, and drivers in Texas can legally drive 85 mph on some roads.

The new study looked at the effect of all speed limit increases from 1993 to 2013 in 41 states. Nine states and the District of Columbia were excluded because they had relatively few vehicle miles traveled each year, leading to wide fluctuations in their annual fatality rates.

IIHS researchers looked at deaths per billion miles traveled by state and roadway type. Taking into account other factors that affected the fatality rate — including changes in unemployment, the number of potential young drivers (ages 16-24) and per capita alcohol consumption — *they found that each 5 mph increase in the maximum speed limit resulted in a 4 percent increase in fatalities. The increase on interstates and freeways, the roads most affected by state maximums, was 8 percent.*

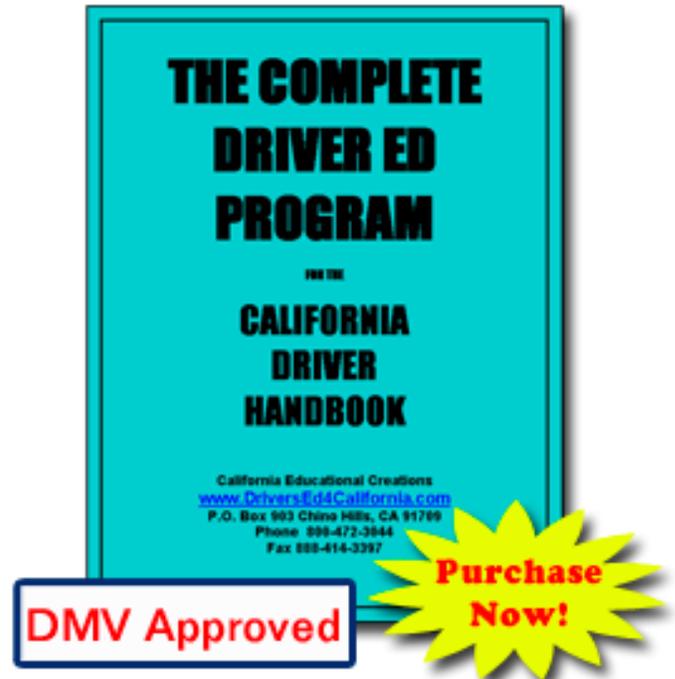
Comparing the annual number of fatalities in the 41 states with the number that would have been expected if each state’s maximum speed limit had remained unchanged since 1993, researchers arrived at the estimate of 33,000 additional fatalities over the 20-year period.

IIHS Status Report, April 12, 2016

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.

All of the DMV drivers license test questions come from the handbook. This program will have your students working section by section with the handbook through a series of comprehensive worksheets, terminology reviews, and test questions.



Updated to Synchronize with the 2016 California Driver Handbook from the DMV

Unlike other textbooks, this book comes in a durable 3-ring binder and may be photocopied for use in the classroom for only \$140.00, an **extremely economical solution** for educators on a budget.

Visit our website at www.DriversEd4California.com to see samples and get more info. Order today from:

California Educational Creations

www.DriversEd4California.com

Phone 800 472 3044

Fax 888 414 3397