

# CASE Newsletter

California Association for Safety Education Volume XI, Number 1 - Jan. 2001

## CTA Driver Training Legislation

By Jerry Gaines, Past CASE President

CASE is busy working with the California Teachers Association (CTA) in finding legislators to serve as sponsors to CTA sponsored legislation that would restore funding for driver training classes. To date CASE has approached seven different legislators to see if any of their legislative agendas might include sponsorship of CTA's draft legislation. CASE is working closely with the Governmental Affairs staff of CTA.

The proposed legislation would restore funding for driver training (\$140 per regular student trained and \$390 per handicapped student trained), using the Driver Training Penalty Assessment Fund (DTPAF) as the revenue source. Funding would also be used to restore a Traffic Safety Education Unit within the State Department of Education. The proposed legislation would alter the budget allocation process so that revenues from the DTPAF would be automatically transferred to the State Department of Education each year, rather than be dependent on state budget action, as is now the practice. In addition, there is an added requirement that school districts adopt minimum attendance requirements for students to enroll in driver training classes, therefore encouraging them to stay in school.

CASE members need to be alert to this legislation process. Once an author is identified along with a bill number, members need to get active in building support.

Contact with today's eighth and ninth grade parents, local PTA safety chairs, and area safety conscious organizations (service clubs, local emergency facilities, MADD chapters, etc) are critical. The more local grass roots support the better. Please keep CASE officers informed of what you are doing by E Mail ([jgaines852@aol.com](mailto:jgaines852@aol.com)).

This is a historical moment. We have a key sponsor of this legislation with the California Teachers Association. We need to let them know we appreciate their support in the traffic safety area of public education.

## Register Early—Save \$20!

**Register for the Tahoe CASE Conference by April 1st, and pay only \$75. After April 1, the fee will be \$95.**



## April CASE Conference

By Craig Dill, CASE President

Greetings! I hope you enjoyed the holiday season. I remember the year I got the bike I wanted for Christmas. It was a shiny red Schwinn, and I was so excited and happy! Very shortly however, through peer pressure, I removed the fenders, replaced the handlebars, and added a speedometer to see how fast I could go!

I've learned a lot about safety since then; and, in fact, the theme of this year's 49th Annual CASE Conference is "*Making Safety Part of the Journey.*"

The journey begins when you become connected and interested in driver safety through someone or a special subject that interests you. I've been very fortunate in finding mentors who guided me on the path. As the current president of CASE, my goal is to expand the opportunities so you can make safety part of your journey.

This year's conference at the Horizon Hotel, Lake Tahoe, April 20 and 21, 2001, promises to enhance the journey. We're planning an enlarged vendor space and a refreshment hour in the vendor area Friday, April 20, so you can interact with vendors, speakers, and other driver education enthusiasts.

To meet and hear traffic safety leaders from around the country we need you to attend the conference. Our speakers this year will address current trends and issues such as tire safety, crash dynamics, curriculum development, and much more.

We are offering special incentives to attend this year. **Early registration for the CASE Conference is \$75 instead of the usual \$95**, but we must receive your registration and check by **April 1, 2001**.

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## April CASE Conference

*(continued from page 1)*

The Horizon Hotel is offering CASE the same great **low rate of \$89 per night** (single or double occupancy). You must call the hotel directly at **(800) 322-7723 by March 25, 2001** and ask for the CASE Conference rate.

Lastly, as a professional in driver education and driver safety, take a moment to consider who you could invite to this year's conference. Maybe it's a friend, an associate, a student, a principal, or a member of the PTA.

**See you in Tahoe!**

## New Driver Ed/Training Credentialing Standards

The state Commission on Teacher Credentialing has adopted standards for a new credential to teach high school Driver Education/Driver Training. The new standards added new topics and information that is more specific to preventing causes of traffic crashes involving young drivers. CASE members Larry Woodruff and Arline Dillman were part of the committee that wrote the standards.

Watch for detailed information on the new standards in future issues of the newsletter.

## New Drunk Driving National Standard is .08 BAC

After a three-year struggle with Congress, President Clinton signed a bill in October that sets a .08 percent blood alcohol content standard for the nation. It is estimated that the new standard will save 500 lives a year and prevent thousands of injuries.

The new law requires states to implement the standard as the legal level for drunk driving by 2004. States that fail to impose that standard will begin losing millions of dollars a year in federal highway funds. Nineteen states, including California and the District of Columbia already define drunk driving as .08% blood-alcohol content, while 31 states have a .10% limit.



**April 20-21, 2001** - 49th Annual CASE Conference, Horizon Hotel & Resort, Stateline, Lake Tahoe. Contact: Richard Mikulik, (650) 349-3995. email: rmikulik@aol.com

**July 22-25, 2001** - National Student Safety Program Conference, Sheraton Waikiki Hotel, Honolulu, Hawaii. Contact: ADTSEA NSSP, (800) 896-7703.

**July 29-Aug. 2, 2001** - 2001 ADTSEA Conference, Crowne Plaza Hotel, Nashua, New Hampshire. Contact: Brad Bradshaw, (800) 896-7703. email: bbradsha@iupp.edu

**February 11-13, 2002** - National Aggressive Driving Conference, San Diego State University. Contact: California Institute of Transportation Safety, (619) 594-0164



*Our thanks to Merry Banks and the California State Automobile Association for mailing this issue of the CASE Newsletter.*

## 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.**

## CASE Newsletter

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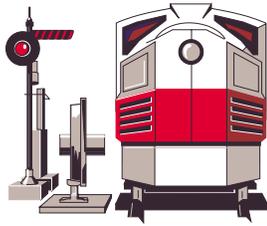
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## General Rail Safety Information for Educators

- ◆ Freight trains do not travel on a predictable schedule; schedules for passenger trains change. Always expect a train at every highway-rail intersection.
- ◆ Train tracks are private property, no matter which railroad owns them. Trains have the right of way 100% of the time — over ambulances, fire engines, cars, the police and pedestrians.
- ◆ If there are rails on the railroad ties, assume that the track is in use, even if there are weeds or the track looks "rusty."
- ◆ A typical locomotive weighs approximately 400,000 pounds or 200 tons. When 100 railcars are added to the locomotive, the train can weigh approximately 6,000 tons. The weight ratio of an automobile to a train is proportional to a soda can and an automobile.
- ◆ A train may extend three feet or more outside the steel rail, which makes the safety zone for pedestrians well beyond the rails themselves.
- ◆ Trains cannot stop quickly. It is a simple law of physics: the huge weight and size of the train and the speed of the train dictate how quickly it can stop under ideal conditions. A 100-car freight train traveling at 55 miles per hour will need more than a mile to stop — that's approximately 18 football fields — once the train is set into emergency braking.
- ◆ There are 200,000 miles of railroad tracks in the United States
- ◆ Trains can move in either direction at any time. Trains are sometimes pushed by locomotives instead of being pulled. This is especially true in commuter and light rail passenger service.
- ◆ Modern trains are quieter than ever, with no telltale "clackety-clack." Also, an approaching train will always be closer and moving faster than you think.
- ◆ Cross tracks **ONLY** at designated pedestrian or roadway crossings. Observe and obey all warning signs and signals.
- ◆ Never walk down a train track; it's illegal and it's dangerous. By the time a locomotive engineer can see a trespasser or a vehicle on the tracks, it is too late. The train cannot stop quickly enough to avoid a collision.
- ◆ Remember: Rail and recreation do not mix!

The Operation Lifesaver website, [www.oli.org](http://www.oli.org), contains lesson plans for teaching safety around highway-rail grade crossings and railroad tracks. The site also has bulletin board ideas, background information on rail safety, and low-cost (\$10) videos available for purchase.



## Interactive Homework Increases G.D.L. Value

By John F. Knippel, *CASE President-Elect*

The loss of reimbursement for Driver Training caused some Traffic Safety classes to be dropped and others to become weaker. A few educators took the opportunity to make their classroom courses even stronger because they understood that literally anyone could be the car instructor for their classroom students. That meant that the students had to be even better prepared. There was no longer a chance to "catch them up" in the simulator, on the range, or on the road. It must be learned right the first time.

Research has shown repeatedly that the greatest factor influencing the success of a person is genuine, positive parent involvement. How do you do that? When do you do it? The answer is while they (the students) are on a permit *and before*. You do it with interactive, parent/student homework or practice sessions.

If you teach Right-of-Way rules, have an assignment where they observe Mom and Dad and discuss with Mom and Dad how they (the parents) applied the rules at various corners. When you teach mirror settings, have a sheet for the parents to initial that the student actually sat in the car and adjusted the mirrors to your specifications (which you showed the parents at a parent night). If the student has a permit, design assignments for practicing on-road driving that match the units in the classroom and have the parents sign off on a log sheet. If the students' parents have jobs that are traffic safety-related, have the parents in as guest speakers. It really sells your program to the community. Have lessons that involve your school board members and district superintendent.

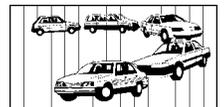
Once you start creating these types of lessons, you soon discover that you can create practice sessions of all types for students to use as passengers, on their permit, as a pedestrian, and as a traffic observer at intersections and on freeway overpasses. The results for the student's understanding of the lessons is dramatic. The parents' assessment of the value of Traffic Safety is increased. Everyone wins.

G.D.L. requires that the parents become more involved. This is a great way to reinforce the goal of G.D.L. It is a great way to reduce the parents' anxiety about sitting on the passenger side while their child drives. Much of the visual skill will have already been practiced as well as the thought processes for traffic strategy. Actually, interactive homework will go far beyond the hopes of those who wrote the G.D.L. laws. We are the professional educators. We should be going above and beyond the letter of the law. We are the spirit of the law. Innovate, invigorate and educate.

## California Registered Vehicles Increase by 2.5%

The number of vehicles registered in California has risen to 28,221,022, according to the Department of Motor Vehicles. This is an increase of 2.5 percent over the prior year.

Los Angeles County again tops the list in number of vehicles registered with 6,290,976.



# California Teen Passenger Deaths and Injuries Drop As Graduated Driver License Law Marks Second Anniversary

Teen passenger deaths and injuries when 16-year-olds are behind the wheel declined 21% statewide from 1998 to 1999, according to the Automobile Club of Southern California. A new Auto Club analysis of California teen crash data reveals dramatic reductions in deaths and injuries among teens as the state marks the second anniversary of its Graduated Driver License (GDL) system.

“This analysis is especially important since California was the first state in the U.S. to adopt a meaningful passenger restriction,” said Steve Bloch, Ph.D., the Auto Club’s senior researcher. “It now seems clear that this type of restriction can save lives and reduce injuries. The 21% decline in deaths and injuries over the first 11 months of 1999 is substantial, especially when compared to passenger deaths and injuries for 18- to 19-year-old drivers who weren’t affected by GDL. In that group, teen passenger deaths and injuries increased 5%.”

Reductions in 1999 are particularly noteworthy because in the years before GDL, teen passenger deaths and injuries for 16-year-old and 18- to 19-year-old drivers changed at very similar rates, explained Bloch. Each year on average, from 1994-1998, the number of teen passengers killed and injured decreased 4% for 16-year-old drivers and 3% for 18- to 19-year-old drivers.

The GDL law, which took effect July 1998, increased requirements for California teenagers under age 18 to obtain a full, unrestricted

license. Teens are now prohibited from transporting passengers under age 20 during their first six months of licensure.

The Auto Club study also looked at the overall effect of GDL on teen driver crashes. It showed that the number of fatal and injury crashes where 16-year-old drivers were at-fault declined 20% from 1998 to 1999. By comparison, at-fault crashes of 18-year-olds increased 6%. Prior to the GDL law, average annual changes in at-fault crashes for 16- and 18-year-old drivers were nearly identical—less than 1% per year.

“These findings show quite conclusively that GDL had its intended effect of reducing teen crashes,” said Bloch. “Older teen drivers who obtained their licenses before GDL did not show the kind of reductions that the affected 16-year-olds did.”

Bloch cautioned that despite his analysis, it’s not clear exactly how GDL works to reduce crashes. California’s reduction in crashes could be a result of decreased teen driving or licensing or due to increased driving practice and better teen driving. “Data we’ve analyzed so far suggest it’s a combination of these factors,” said Bloch. “More research is needed to determine why GDL had the effect it did on teen crashes and teen passenger deaths and injuries.”

—Automobile Club of Southern California

## Passengers Killed & Injured Before and After GDL: California, January-November\*

Passengers Ages 13-19					
Age of Driver	Before GDL		After GDL	Average % change per year Before GDL 1994-1998	% change After GDL 1999-1998
	1994	1998	1999		
16	2,474	2,045	1,608	-4.3%	-21.4%
18-19	5,018	4,361	4,598	-3.2%	+5.4%

## At-Fault Crashes of Teen Drivers Before and After GDL: California, January-November\*

Fatal & Injury Crashes					
Age of Driver	Before GDL		After GDL	Average % change per year Before GDL 1994-1998	% change After GDL 1999-1998
	1994	1998	1999		
16	3,780	3,817	3,066	+0.2%	-19.7%
18	5,731	5,871	6,212	+0.6%	+5.8%

Property Damage Crashes					
Age of Driver	1994	1998	1999	Average % change per year Before GDL 1994-1998	% change After GDL 1999-1998
16	4,746	5,199	4,416	+2.4%	-15.1%
18	7,122	8,239	8,590	+3.9%	+4.3%

\*12-month statewide data for 1999 not yet available.

## General Motors Offering Child Seat Anchors

General Motors has announced through a press release that it is offering new child safety seat anchors in some 2001 cars and trucks to help reduce injuries and deaths from installation errors.

The system, called the "Latch," uses a top tether and anchors between the seat back and bottom cushion to secure the seat without seat belts. The system is available on the 2001 Pontiac Aztek, Grand Am sedan, Montana minivan, Oldsmobile Alero sedan, Silhouette minivan, Chevrolet Venture minivan, Silverado pickup truck and GMC Sierra pickup.

Automakers must include tether and anchor systems in vehicles in the next three years. The National Highway Traffic Safety Administration seeks tighter safety standards to reduce accidents that killed 1,135 children age 10 and younger and injured more than 182,000 others last year. According to NHTSA, more than half those deaths involved children improperly secured in seats.

DaimlerChrysler AG said it currently offers the tether and anchor system on some of its vehicles. Ford Motor Company began installing the tether and anchor systems on some 2000 model-year vehicles.

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## California Scores High in National Assessment of Traffic Safety Laws

For the first time, the Insurance Institute for Highway Safety has conducted a comprehensive assessment of key traffic safety laws in every state and the District of Columbia. "We didn't evaluate every traffic safety law by any stretch," says Institute senior vice president Allan Williams. "We looked at provisions of key laws that research shows can change driver behavior and reduce crash deaths and injuries. Clearly some states do a better job than others of getting good traffic safety laws on the books."

In the report issued December 20, researchers assessed alcohol-impaired driving laws, young driver licensing laws, safety belt use laws, child restraint use laws, and motorcycle helmet use laws.

*Insurance Institute for Highway Safety,  
Highway Loss Data Institute*

## Restricted License for DUI Offenders Requires Installation of Breath Tester

In accordance with a new law, AB 2227 by Assemblyman Tom Torlakson, motorists can now install an ignition interlock device that disables their vehicle if the driver has alcohol on their breath. The new technology is intended for motorists who have been convicted of multiple offenses of driving under the influence (DUI). Under the new law, these motorists can drive with a restricted driver license only if they have the device in place and have served at least half of their license suspension, show proof of financial responsibility, evidence of completion of a substance abuse prevention program, and clear all other suspension or revocation actions on their driving record.

"This technology will save lives because it is an affective deterrent to drinking and driving," said DMV Director Steven Gourley. "It's one more step to ensure that people who have a drinking problem don't get behind the wheel of a car and put other people at risk. With this device, their car won't start."

The DMV will evaluate the impact of the new law on the subsequent driving record of interlock program participants, and plans to report those results to the California Legislature.

*California Dept. of Motor Vehicles  
December 2000*

## I Teach

There is more power in my voice  
than in my hand.

Each day I have the choice  
on whom my words will land

I can gently caress the timid soul  
giving love a place to grow  
Or I can crush a lifelong goal  
sowing desperation as I go.

There is more power in my eye  
than I care to see.  
That subtle orb can spot a lie  
be it you or be it me.

I look each day upon those faces  
for the key into their mind.  
Curiosity must leave its traces -  
twisted trails I must unwind.

I find the challenge quite amusing,  
Spending hours in my search.  
Some days are so trying and confusing  
leaving no one in the lurch.

After years of concentration  
I find that to reach each one  
across the ever widening generation  
takes my best from sun to sun.

I would gladly do it all again  
for the treasure of their smile  
when they realize what they gained  
made the effort so worthwhile.

I Teach

*John F. Knippel*

## DMV Standardizes Driving Test

California Department of Motor Vehicles has revised its Class C driving test to make it more uniform and consistent among the 172 DMV offices up and down the state. The test contains more objective criteria regarding required driving behavior, making it easier for the licensing examiner to evaluate driving ability. Traffic checking—the driver's awareness of the environment—is one of the main objectives. The test requires a higher competency level of the driver.

On the previous examiner's score sheet, there were 43 possible driving errors listed. On the new version, there are 298. Applicants must first answer 17 questions about the car, including how to work the emergency flashers and locating the glove compartment. If three items out of the seventeen on this Pre-Drive Checklist are answered incorrectly, the test is over without having to start the engine.

During the traffic portion of the test, the examiner checks off the correct things as well as the errors made by the driver. The DMV says that the new test has been standardized so that applicants face the same challenges and there is no advantage to taking the test at one DMV office over another. Every examiner tests for exactly the same maneuvers the same number of times, using routes that never vary, reading directions from a script.

# Making A *CASE* For Used Oil Recycling



RECYCLE  
USED OIL

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY  
**INTEGRATED WASTE  
MANAGEMENT BOARD**

## WE WANT YOU!

(Well, we want your students.)

The California Integrated Waste Management Board is a state agency that promotes used oil recycling throughout California. We spread the message that by recycling used oil and other wastes you can help protect your health, safety and the environment. Your driver education students, as future drivers and consumers, are just the people we want to reach with our message. We want to bring the message of used oil recycling to your students in a way that enhances your current curriculum and we'd like to hear your input about how this can be done. Sound interesting? We look forward to meeting you at the Annual CASE Conference in April at Lake Tahoe.

If you just cannot wait for more information about our program, contact Don Peri at 916-341-6461 or [dperi@ciwmb.ca.gov](mailto:dperi@ciwmb.ca.gov)

## New California Vehicle Laws

SACRAMENTO -- Vehicle laws protecting children, passengers and pedestrians are among the measures passed during the 2000 legislative session that became effective Jan. 1, according to the California Highway Patrol (CHP).

### New laws include:

**SB 2185 (Soto)** requires ice cream trucks selling products in residential areas to be equipped with large signs visible from 100 feet incorporating the words "Warning" and "Children Crossing."

Ice cream trucks are prohibited from stopping to sell products on blind curves or on streets where the speed limit is more than 25 mph.

The legislation was prompted by several deaths and injuries to children who darted out in traffic to approach an ice cream truck.

**SB 567 (Speier)** increases penalties for drivers who fail to restrain child passengers in child safety seats. A violation now adds a point to a person's driving record, and the fine increases from \$100 to \$250 for a second or subsequent offense.

Another portion of the bill, the so-called booster seat provision,

will become effective Jan. 1, 2002. It requires that children less than six years and 60 pounds be properly secured in a child passenger restraint system.

**AB 602 (Florez) and AB 2086 (Reyes)** increase safety for farm laborers riding to work in farm labor vehicles.

The legislation bans carrying passengers in the back of pickup trucks with camper shells unless the area is fitted with approved safety belts. The bill exempts vehicles owned by a farmer or rancher carrying passengers in the back of a pickup truck with a camper shell on the farmer's lands.

All cutting tools carried in the passenger compartment of a farm labor vehicle must be stored in securely latched compartments that are attached to the vehicle.

**AB 2522 (Shelley)** protects pedestrians by banning a motorist from unnecessarily blocking a crosswalk.

It also prohibits removal of an existing marked crosswalk unless the public is notified and a hearing is held 30 days prior to the removal.

**Doron Precision Systems Ad on this page**

## 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

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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.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

School: \_\_\_\_\_ District \_\_\_\_\_

County: \_\_\_\_\_

Phone: School or office ( ) \_\_\_\_\_ - \_\_\_\_\_ Evenings: ( ) \_\_\_\_\_ - \_\_\_\_\_

Referred by (optional): \_\_\_\_\_