

CASE Newsletter

California Association for Safety Education Volume XVI, Number 1 - Feb. 2006

Legislation Update

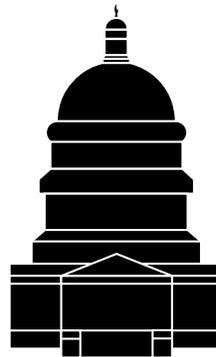
By Jerry Gaines, CASE Governmental Relations Representative

As the state Legislature enters its second year, only one significant bill from last year continues to be reviewed at this writing. It is AB 397 (sponsored by the commercial driving school industry) which would extend the minimum hours for behind-the-wheel driver training to 10 hours from the current six hours for alternatives (2) and (3) in the Education Code. The bill is still in the Assembly Transportation Committee and must be voted out of there by the end of January. Needless to say it has the appearance of being an industry-serving proposal so its chances of success are minimal.

With one week to go to introduce new bills, there are no bills noted that are directly dealing with driver education/training. However, CASE will continue to monitor the Legislature for any new amendments to existing legislation!

Last September, the *Sacramento Bee* (Tony Bizak) noted that there was a possibility of hearings being scheduled to address driver education/training/licensing issues noted in a series of articles earlier in the year. As of this writing, no plans have been made to actually set up hearings. One reason may be that the Senate has reorganized its leadership of committees with a new chairman being named for the Senate Transportation Committee, who is Senator Alan Lowenthal. Given the fact that Senator Lowenthal carried a CTA bill supporting driver training when he was an assemblyman, this may be an opportunity to obtain a review of the driver education/training/licensing issue. Efforts will be made to meet with him and discuss strategy.

In a related matter, the California Department of Education continues to struggle with budget issues and staffing for oversight of public school programs. There is reorganization taking place in the department. However, Dr. Robert Cervantes, a program administrator, states that there are no plans to change the current arrangement where Mr. Robert Lee will continue to be the driver education contact person.



President's Message

by John Knippel

It's a new year. It is time to reflect upon the past and prepare for the future. This is my last column as your president. The time has flown by.

The goal for my terms of office was to be known as the "Education President" and to stop the dropping of classroom driver education. I believe I have accomplished both goals. We have had three super conferences where we focused upon our newly credentialed teachers, upon how the brain functions and new technologies for our classroom, upon political action and fabulous teaching lessons, and upon networking among friends made upon the way.

I was fortunate enough to be named among the top 10 educators in all categories for the Southern California League of High Schools, California's Driver Education Teacher of the Year, and ADTSEA's Teacher of the Year. I was blessed to personally get to meet and work with the best new driver education teachers in California through the credentialing program. These great teachers have brought their driver education programs back into the regular school day, increased from 30 hours to full semester programs, and have even added Driver Training to their districts. That is impressive. It has been my pleasure and privilege to work with the finest group of men I have ever worked with, your current Board of Directors for CASE. We have worked for and witnessed the passage of improvements to the GDL law, are currently working on State Standards for Driver Education Classroom, and have a grant in process to supplement and improve

Register Now for the CASE Conference, April 21-22 in Palm Springs!

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President's Message

(continued from page 1)

the quality of classroom instruction both in content and in delivery.

Now it is time for fresh, young minds to take their place on the Board as we approach elections and the next conference. All of our candidates for office are highly qualified and passionate about the future and about influencing young people to drive safely. We "old timers" will be there to offer advice and continuity. The "new kids on the block" will give us a run for our money with their technological skills, brilliant ideas, and passion to get the job done. I look forward to a great future with them at the helm. Thank you for permitting me to guide your organization for the past four years. It has been an incredible learning experience.

Speakers at the Palm Springs CASE Conference

CASE president John Knippel is putting together a stimulating and informative program for the Palm Springs CASE Conference, April 21-22. A conference agenda will soon be posted on our Web site at www.casewebsite.org

Confirmed speakers include **Allen Robinson**, CEO of the American Driver & Traffic Safety Education Association; **Robert Lee**, California Department of Education; **Merry Banks**, California State Automobile Association, and many others.



CASE Calendar

April 9-11, 2006 - Lifesavers 2006 National Conference on Highway Safety Priorities, Austin Convention Center, 500 East Cesar Chavez, Austin, Texas. Contact: 703-922-7944 or www.lifesaversconference.org

April 21-22, 2006 - 54th Annual CASE Conference, Ramada Hotel Resort, Palm Springs. See the conference registration form included in this newsletter or online at www.casewebsite.org

July 5-9, 2006 - National Student Safety Program Conference, University of Central Oklahoma, Edmond, Oklahoma. Contact: (800) 896-7703 or <http://adtsea.iup.edu/nssp/conference/2006>

July 29-August 3, 2006 - 50th ADTSEA Conference, Radisson Plaza Hotel, Kalamazoo, Michigan. Contact: (800) 333-3333 or <http://adtsea.iup.edu/adtsea/conference/2006>

Conference Discount Offered at Ramada Restaurant

Nina's Cafe, located in the Palm Springs Ramada Resort & Conference Center, is offering CASE Conference attendees 10% off breakfast and lunch on Friday, April 21 and Saturday, April 22.

Just say you are attending the CASE Conference to receive the discount.

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 at Palm Springs. Contact Bill Lee, Retired Members Representative at (310) 831-6471.

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

CASE Newsletter

Published by the California Association
for Safety Education

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

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

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

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



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

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

Registration must be received no later than April 1, 2006

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

Name: _____ School District/Business _____

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

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* \$140 fee includes one-year CASE membership



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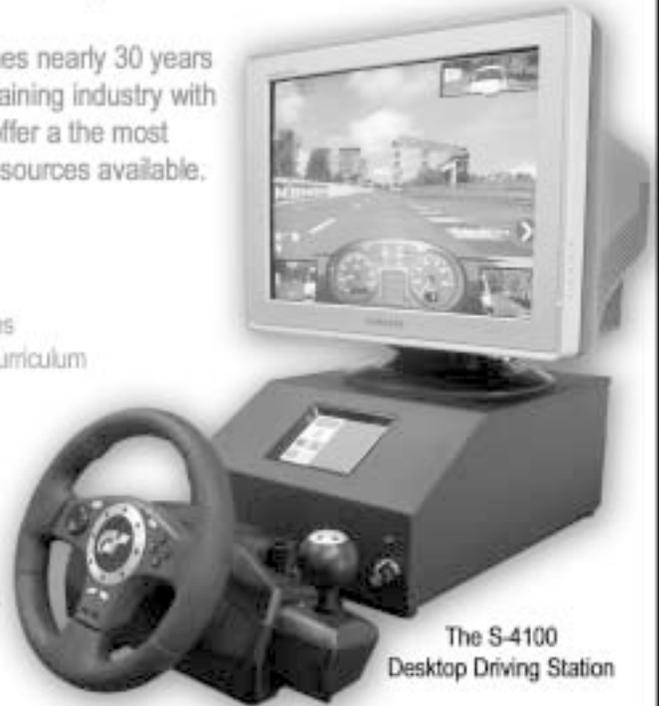
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A Summary of the National Transportation Safety Board's Recommendations on Driver Education

by Dale O. Ritzel

Director, Safety Center, Southern Illinois University

On 28-29 October 2005 the National Transportation Safety Board (NTSB) conducted a public forum on novice driver education and training in Washington, DC. This public forum was held as a result of a motor vehicle crash involving a driver education vehicle and truck tractor and semi-trailer which occurred near Belgrade, Montana on 23 January 2003. The driver education teacher and 3 students died in the crash. On 20 June 2005 the NTSB issued a highway accident brief that indicated the probable cause of the crash was the driver education student driver's loss of control due to slushy roadway conditions. NTSB indicated that a contributing factor to the loss of control was the student driver's inexperience driving in degraded winter weather.

The public forum highlighted several critical points:

1. Automobile crashes are the leading cause of death among teenagers.
2. What works and what does not work in developing safe drivers is not known. Measuring the effectiveness of driver education programs is difficult because of the myriad factors that contribute to teenage driver crashes.
3. Little conclusive research on what constitutes an effective driver education program is available
4. Although skill development alone does not necessarily equate to safe driving, most driver education programs do not take into account at all how teenagers in today's environment learn and assimilate knowledge that leads to skill development.
5. State requirements for driver education vary greatly; for instance, no consensus exists on whether or how driver education should complement graduated driver licensing, which all States are already implementing to some extent.
6. Driver education programs have not been designed to integrate skill development, teenager's learning styles, and task sequencing, which would help ensure that young drivers have the knowledge and skills to drive safely when they receive a license with full driving privileges.
7. The 30 hours of classroom and 6 hours of behind-the-wheel training that most students receive may not be adequate to teach teenagers how to be safe drivers and is not based on a thorough analysis of how teenagers learn or on a progression of task complexity.

After almost 2 years from the time of the public forum, on 5 August 2005 the NTSB issued its summary, conclusions, and recommendations about the public forum and driver education. The report starts by highlighting the scope of the teenage driving problem by indicating that teenage drivers are disproportionately involved in crashes and more needs to be done to reduce this problem.

The report next reviews the driver education curriculum. The De Kalb County, Georgia safe performance curriculum project was reviewed. The report also discusses the fact that there is no consistent driver education curriculum for both classroom and laboratory instruction. Best practices for driver education has not been documented and evaluated.

Teenagers learning styles are also discussed in the report. NTSB concludes that to be effective, novice driver education must take into account research results that offer an understanding of how teenagers learn and of the behavioral environment in which teenagers typically function. NTSB is encouraging a multivariate approach to teaching and learning where visual/listening/doing approaches are used.

NTSB is suggesting that the National Highway Traffic Safety Administration (NHTSA) and the U.S. Department of Education (USDE) work together in determining which driver education methods result in increased safety for novice drivers. NHTSA and USDE should solicit input from driver education providers in determining these methods. After reviewing all appropriate instructional tools, training methods and curricula, NHTSA and USDE should propose a model driver education and training curriculum.

As many of you are aware, the field of driver education made the mistake in 1949 of recommending a minimum of 30 hours of classroom and 6 hours of in-car instruction for driver education. Over the years the 30 and 6 has become the minimum and maximum and everything in between for most driver education programs. Research has shown the 30 and 6 driver education program can not be expected to transform a non-driver into a safe driver. NTSB concluded in their report that 30 hours of classroom training followed sequentially by 6 hours of in-car training was determined arbitrarily and is probably inadequate to teach teenagers the skills necessary to drive safely on today's roadways.

The report went on to discuss the role of graduated driver licensing (GDL) in regards to young novice drivers. NTSB stated that NHTSA and USDE should determine the optimum sequencing, in conjunction with GDL qualifications, for educating teenagers in

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Summary of the National Transportation Safety Board's Recommendations

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safe driving skills, both in the classroom and in-car, and encourage the States to adopt this requirement.

Finally, as a result of the public forum and its own investigation, NTSB made the following recommendations:

1. USDE and NHTSA should review current driver education and training programs in use nationally and internationally and determine which instructional tools, training methods, and curricula are consistent with what have been identified as best teaching methodologies and have led to or are likely to lead to a reduction in crashes. These best practices should be incorporated into a model driver education and training curriculum.
2. USDE and NHTSA should determine the optimum sequencing, in conjunction with GDL qualifications, for educating teenagers in safe driving skills, both classroom and in-car, and encourage the States to adopt this requirement.

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New California Motor Vehicle Laws

These new laws became effective on January 1, 2006.

Pocket Bikes—Adds the definition of a “pocket bike” to the Vehicle Code. Adds §21720 to the Vehicle Code, which makes it illegal to operate a pocket bike on a sidewalk, roadway, or any other part of a highway, or on a bikeway, bicycle path or trail, equestrian trail, hiking or recreational trail, or on public lands open to off-highway motor vehicle use.

Motor Vehicle Speed Contests—Increases the jail time to a minimum of 30 days and a maximum of six months in jail when a person is found guilty of engaging in a motor vehicle speed contest and the driver causes injury to someone other than himself. If it is a second or subsequent offense and serious bodily injury occurs, the jail time is increased to a maximum of one year.

Provisional Licensing Program—Prohibits a provisional licensee from carrying passengers under the age of 20, unless accompanied by a licensed parent/guardian, licensed/certified instructor or a licensed driver 25 years of age or older, during the first 12 months (currently six months) the driver is licensed. Prohibits a provisional licensee from driving between the hours of 11 p.m. and 5 a.m. (currently 12 midnight and 5 a.m.).

Motorized Scooter Driver License Requirements (Transportation Omnibus Bill)—Adds a person with a Class M or M1 license is authorized to operate a motorized scooter.

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Teen Driver Crashes Often Result in Someone Else Getting Killed, According to AAA Foundation Analysis

(LOS ANGELES, JAN. 18, 2006) — When teen drivers are involved in a fatal crash, someone else is usually the victim, according to a recent analysis of 10 years of crash data by the AAA Foundation for Traffic Safety. A separate Automobile Club of Southern California analysis of California crash data shows that teens 15–17 years of age were at fault in 68 percent of the fatal crashes in which they were involved.

The new AAA Foundation study shows that, nationwide, young novice drivers comprise slightly more than one-third of all the fatalities in crashes in which they are involved. The remaining two-thirds of those killed are other vehicle users and pedestrians.

In California, according to the AAA Foundation analysis, 1,976 lives were lost in crashes involving young novice drivers from 1995–2004; this included 546 drivers 15–17 years old (28 percent), 700 passengers (35.4 percent), 496 occupants of vehicles operated by drivers at least 18 years of age (25 percent), and 233 non-motorists (12 percent).

“It’s clear from this analysis that young drivers’ lack of experience on the road is a major traffic safety issue,” said the Auto Club’s Driving School Manager Kathy Downing.

The AAA Foundation analysis shows that from 1995 through 2004 crashes involving 15-, 16-, and 17-year-old drivers claimed the lives of 30,917 people nationwide, of which only 11,177 (36.2 percent) were the teen drivers themselves. The remaining 19,740 (63.6 percent) included 9,847 passengers of the teen drivers, 7,477 occupants of other vehicles operated by drivers at least 18 years of age, 2,323 non-motorists.

“The tragedy of teen driver crashes goes well beyond the teen driver and their teen passengers,” said Downing. “Teens too often put others at risk and when crashes involve family members — younger brothers or sisters — the teen and the entire family can suffer emotional trauma that will last a lifetime,” she said. “It’s also important to remember that while these statistics represent fatalities, there are many crashes that don’t result in death, but do result in severe physical or mental injury or trauma to teen motorists and others.”

Teen drivers also tend to be disproportionately at fault for the crashes in which they are involved. An Auto Club analysis of California data for 1995–2004 shows that teens 15–17 years of age were at fault in 68 percent of their fatal crashes. “This is well above what we’d expect given that when two drivers are involved in a crash, as is typical, there’s a 50-50 chance of one of them being at

fault. It’s also another indication why it’s so important for parents to limit teens from being exposed to dangerous driving conditions and also to manage their driving experience,” said Steven Bloch, Ph.D., the Auto Club’s senior research associate who analyzed the California teen crash data.

In an effort to increase teen driver safety, California made its 1998 Graduated Driver License law even tougher during the last legislative session. The law now requires teen drivers under age 18 to have their license for one year before being allowed to drive between 11 p.m. and 5 a.m., or before being allowed to transport passengers under age 20 without an adult in the car. Teens who received their licenses before Jan. 1 will still have to follow the new law if their licenses are less than one year old.

The Auto Club says comprehensive GDL laws are the best way to increase safety not just for teen drivers but for all road users and also believes that parents play a critical role in enforcing restrictions.

“For safety’s sake, parents and teens need to adhere to the GDL law’s restrictions but they also need to establish strict driving rules for their

teens based on their maturity and driving experience, where, with whom and when they drive, and under what weather and road conditions. These rules should cover both the time period when teens fall under GDL and also after,” said Downing. “For example, teens don’t have the experience to safely transport any passengers during their first year of driving, and even though exceptions to the law exist for family members, that doesn’t mean significant risks don’t exist when transporting siblings or others.”

“Be vigilant about restricting your children from riding with a first-year teen driver. It’s tempting to have different options for getting kids and teens to and from school, a job, sports practices and other events, but the risks are high,” said Downing. “Parents who understand the risks should be more willing to personally drive children until teens obtain their full licenses or have gained enough driving experience to make them feel comfortable with transporting others.”

The national teen driver crash data analysis was conducted by the AAA Foundation for Traffic Safety. The Foundation analyzed data from the National Highway Traffic Safety Administration’s Fatality Analysis Reporting System (FARS) from 1995 through 2004, identifying and describing all fatal crashes involving 15–17-year-old drivers of passenger vehicles.



Please help us increase our membership!

Our Membership Committee is requesting that each member do his/her part to bring in new members. Please check with the driver education professionals at your school or district to see if they are members of CASE. If not, provide them with the membership application below and discuss the importance of belonging to their professional association.



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Membership Application (please type or print)

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