

CASE Newsletter

California Association for Safety Education Volume XI, Number 3 - June 2001

Driver Training Bill on Hold

By Jerry L. Gaines, CASE Governmental Relations Representative

On May 31, The State Assembly Appropriations Committee decided to hold the California Teachers Association's AB 204 (Lowenthal/Karnette) on the committee's Suspense File rather than vote on the merits of the bill. This most likely ends further action on the bill for the current legislative session. With the current energy crisis and the reduction in the state's budget surplus, many fiscal bills such as AB 204 have been put over until next year.

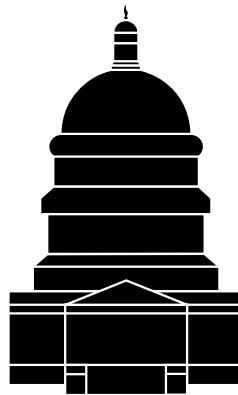
The bill focuses on restoring driver training funding for those high schools choosing to again offer behind-the-wheel driver training classes. The funds would come from the existing state Driver Training Penalty Assessment Fund (DTPAF). Because of the small number of students per teacher ratio for these classes, only categorical funding from the state's DTPAF can enable schools to offer driver training.

The DTPAF was established in 1953 to meet the high cost of offering driver training classes. The recession of 1989 led to the state diverting these funds away from the schools for other needs. With lack of funding, non-fee driver training is almost non-existent in the schools (last year 7 out of 934 high schools offered these classes). What exists is a situation where those new teen novice drivers without financial resources are unable to legally meet the state's driver training requirement. It is an equal access issue for those from low income families, or who live in rural areas, or are disabled.

The bill is sponsored by the California Teachers Association, and supported by numerous other traffic safety conscious organizations and individuals, including the Association of California School Administrators, the Automobile Club of Southern California, the California State Automobile Association, the California Federation of Women's Clubs, ADTSEA, CASE, the Danny Foundation, and the Los Angeles Unified School District. Many individuals have also written in support of AB 204.

CTA, CASE and Assemblyman Lowenthal will review different options in the coming weeks. One option is to carry AB 204 over as a two year bill. Another option is to reintroduce it next year as a new bill. Perhaps next year the state's economic conditions will improve and the bill will be passed and signed by the Governor and put into law.

CASE members should continue to contact local legislators urging support of this legislation. Quality driver training classes should be available for all students, regardless of their income level.



President's Message

By Craig Dill, CASE President

On behalf of the CASE Board and Executive Committee, I want to thank all of you who braved the storm to attend this year's CASE Conference. I would especially like to thank this year's presenters: Walter Barta, Jerry Gaines, Dr. Allen Robinson, Dr. Frank Kenel, Michael Mollenhauer, Larry Hinshaw, Charles Butler, Sharon Storms, Larry Fritz, and Debbie Mart.

I'd also like to recognize and thank our exhibitors: CSAA, Driver Training Technology Inc., Glencoe/McGraw Hill, AAA, Prentice Hall, A+ Auto & Home Insurance, Simulator Systems International, DMV, NHTSA, Delmar Thompson Learning, CHP, Doron Precision Systems Inc., California Educational Creations, Kaiser Permanente, Propulsion International Inc., The Elliott Method, California Integrated Waste Management Board, and a special thanks to Glencoe/McGraw Hill and K.Q. Corporation for sponsoring the continental breakfast and the social hour.

Based on feedback that we received from attendees and exhibitors, this conference was one of the best ever! Some of you expressed an interest and need for break-out sessions. To do that, we need a healthy number of attendees. As a result of this year's great attendance, we are planning to do just that at next year's conference!

The 50th Annual CASE Conference will be the best ever! It will again be held at the Horizon Hotel at Lake Tahoe. We have early commitments from exhibitors wanting to return and from speakers who are interested because they heard the "good news" about this year's conference.

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President's Message

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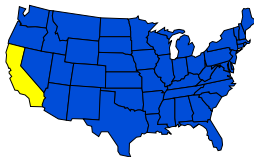
During the presentation "Who Moved My Cheese," I challenged the audience to help us find new cheese (i.e. new members). The offer still stands. Make three copies of the membership form on the back page of this newsletter, and print your name in the "Referred by" space. *Have three people turn in the membership form to become new members* by September 1, and your next year's conference registration will be free!*

Have a safe and wonderful summer. Details on next year's conference will be arriving early in the fall semester..

*A "new" member is defined as one who has not been a member for at least one year.

California Scores Higher Than All Other States in Updated IIHS Traffic Law Survey

In the January issue of the *CASE Newsletter* we reported on the Insurance



Institute for Highway Safety's comprehensive assessment of key traffic safety laws in every state and the District of Columbia. The Institute looked at provisions of key laws that research shows can change driver behavior and reduce crash deaths and injuries.

In a May 2001 survey update, the Institute added "red light camera laws" to its comparison of alcohol-impaired driving laws, young driver licensing laws, safety belt use laws, child restraint use laws, and motorcycle helmet use laws. California was the only state in the nation receiving the highest rating in all six categories. The District of Columbia rated second in the listings, receiving only an "acceptable" rating in the young driver licensing category.

Insurance Institute for Highway Safety
Online: www.hwysafety.org/safety_facts/state_laws/measure_up.htm



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

July 29-August 2, 2001 - 45th American Driver & Traffic Safety Education Association Conference, Crowne Plaza Royal, Nashua, New Hampshire. Contact: ADTSEA, (800) 896-7703, or Online: <http://adtsea.iup.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 Marva Thomas and A+ Auto & Home Insurance Plus for assisting in the mailing of 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 out-standing support.

American Honda Motor Co., Inc.

California Casualty

California Integrated Waste Management Board

Doron Precision Systems, Inc

Propulsion International, Inc.

CASE Newsletter

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CTC-Approved Driver Education/Training Courses Available

Courses are now available in Fresno and Riverside leading to a credential in Driver Education and Driver Training. These courses have been approved by the California Commission on Teacher Credentialing. *Only* CTC-approved courses are acceptable towards the credential. Out of state "long distance" college or university programs are *not* acceptable, and it is highly recommended that the CTC be consulted before embarking on a certification program.

Courses are for:

- Instructors who are currently teaching Driver Education and Training on waivers.
- Instructors who are wanting to add-on Driver Education and Training to their General or Standard Secondary Teaching Credentials
- Instructors who are applying for a credential to teach Driver Education and Training for the first time.

Fresno County Office of Education/ California State University, Fresno

California State University, Fresno, now offers a Commission-approved program of five courses:

- *The Driving Privilege (2 units),*
- *Sensory Input (3 units)*
- *Risk Management & Traffic Strategies (3 units)*
- *Driver Instruction Program Organization & Management (1 unit)*
- *Behind-the-Wheel Laboratory (3 units).*

Courses will begin Saturday, June 16, 2001. They are scheduled according to a Saturday and/or Friday evening format. Housing is available on campus at reasonable rates during weekends.

For more information, call (559) 265-3005, ext. 3251.

University of California Riverside, Extension

UC Riverside is offering Commission-approved courses leading to the Driver Education and Training Credential.

Courses offered this summer include:

- *Orientation: Driver Education/Subject Matter*
- *Safety and Risk Factors in Driver Education and Training (4 units)*
- *Pedagogical/Organizational Considerations in Driver Education and Training (2 units).*

Courses are offered on Fridays and Saturdays beginning Saturday, June 23.

For more information, contact Pat Arebalo, (909) 787-4361, ext. 1654, or e-mail: parebalo@ucx.ucr.edu



Ad for A+ Auto & Home Insurance

Full-page ad for Doron Precision Systems
on this page.

49th Annual CASE Conference



The CASE Board of Directors gathered for a pre-conference breakfast meeting.



CASE President Craig Dill and Past President Jim Lewis.



Jim Lewis presented special awards of recognition to Ted and Agnes Blake for their years of work at CASE conferences. Ted has been a CASE member since 1953!



Special Thanks to Our Conference Exhibitors

American Automobile Association
A+ Auto & Home Insurance
California State Automobile Association
California Department of Motor Vehicles
California Educational Creations
California Highway Patrol
California Integrated Waste Management Board
Delmar Thomson Learning
Doron Precision Systems, Inc.
Driver Training Technology, Inc.
The Elliott Method
Glencoe/McGraw Hill
Kaiser Permanente
K. Q. Corporation
National Highway & Traffic Safety Administration
Prentice Hall
Propulsion International
Simulator Systems International, Inc.



Debbie Mart demonstrated emergency treatment of a vehicle accident victim. Carl Chapin was the volunteer patient.

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Rush hour? It's actually closer to 3 hours - twice a day

The last time that "rush hour" actually lasted that long, Richard Nixon was the President, lava lamps were popular (the first time around), and Rowan & Martin's "Laugh-In" was the hottest show on TV.



Things — including traffic — have truly changed since 1970. In fact, the timeframe we refer to as "rush hour" in the nation's major cities has doubled in less than 20 years, increasing from nearly three hours (morning and evening combined) in 1982 to almost 6 hours in 1999. Congested travel periods today consume nearly half of the daylight hours in any given workday.

That's one of several findings from the 2001 Urban Mobility Study, published by the Texas Transportation Institute. In the annual study, TTI Researchers David Schrank and Tim Lomax use a variety of measures to illustrate the nation's growing traffic problem. The findings are intended to provide elected officials, policy makers and everyday commuters a collection of easily understood measures to support local decision-making related to freeway and street systems as well as a variety of other land-use issues.

Researchers say there's no single solution to the worsening problem of traffic jams. "Widening roads is part of the solution, but it's only one of many elements we need to address the problem," Lomax says. He and Schrank stress that other means — including demand management, operational efficiency improvements and better management of construction and maintenance projects — must also be employed as part of an overall mix of solutions.

The report illustrates trends from 1982 through 1999, and this year's statistics include a wide variety of findings in the 68 urban areas that were studied:

* The cost of traffic congestion nationwide totaled \$78 billion, representing the cost of 4.5 billion hours of extra travel time

and 6.8 billion gallons of fuel wasted while sitting in traffic.

* The average delay is 36 hours per person per year.

* The average rush hour trip takes 32 percent more time than the same trip taken during non-rush hour conditions.

*2001 Urban Mobility Study
Texas Transportation Institute
May 7, 2001*

Sitting on the side of the highway waiting to catch speeding motorists, a state police officer sees a car pattering along at 22 mph. He thinks to himself, "This driver is just as dangerous as a speeder!" So he turns on his lights and pulls the driver over.

Approaching the car, he notices that there are five old ladies—two in the front seat and three in the back—wide-eyed and white as ghosts. The driver, obviously confused, says to him, "Officer, I don't understand. I was doing exactly the speed limit! What seems to be the problem?"

Ma'am," the officer replies, "You weren't speeding, but you should know that driving much slower than the speed limit can also be a danger to other drivers."



"Slower than the speed limit? No sir, I was doing the speed limit exactly...Twenty two miles an hour!", the old woman says a bit proudly.

The police officer, trying to contain a chuckle, explains to her that "22" was the route number, not the speed limit. A bit embarrassed, the woman grinned and thanked the officer for pointing out her error. "But before I let you go, Ma'am," the officer says, "I have to ask....Is everyone in this car OK? These women seem awfully shaken, and they haven't muttered a single peep this whole time."

"Oh, they'll be all right in a minute officer. We just got off Route 119."

CHP Cracks Down on Seat Belt Violators

California Highway Patrol officials expressed concern over the dramatic increase in the number of deaths on California's roads and highways during the Memorial Day weekend. Final weekend statistics show 45 people were killed this year (40 in CHP jurisdiction and 5 in incorporated cities), nearly double last year's total of 24. Of the 40 killed in CHP jurisdiction, 25 (63 percent) were not wearing safety belts.

I am outraged that so many victims were not wearing their safety belt," said Commissioner D. O. "Spike" Helmick.



"It is a fact that you are 75 percent more likely to survive a crash if you are wearing your safety belt. I am told that in a number of the weekend collisions, officers on scene reported that many of the victims would have survived if they were wearing their safety belt. There is simply no excuse for not buckling up."

California boasts a 90 percent safety belt compliance rate, and CHP officials are focused on convincing the last 10 percent to buckle up. "It is imperative that motorists recognize that without the use of a safety belt, they are putting their lives at risk every time they get behind the wheel," said Helmick. Helmick also reminds motorists that it is against the law to ride in a vehicle without a safety belt.

CHP officers are continuing the maximum enforcement effort with a focus on safety belt usage. Helmick is asking every officer to be on the lookout for motorists who are not wearing a belt. CHP Public Information Officer Nanci Kramer announced that CHP officers will no longer be issuing only verbal warnings to violators. Citations in the amount of \$25 for a first offense and \$50 for repeat offenders will now be standard procedure.

With a 90 percent compliance rate, that means there are still 3 million people who are not buckling up in the state," she said. "That's huge. And it's absolutely unacceptable."

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! If three (3) new* members referred by you join by September 1, 2001, your next year's conference registration will be free! * A "new" member is defined as one who has not been a member for at least one year.



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): _____