

CASE Newsletter

California Association for Safety Education Volume XV, Number 2- June 2005

California Traffic Safety Legislation

The bills listed below have been introduced in the California Legislature. The current status and full text of each of these bills may be viewed online at the California Legislative Information website: www.leginfo.ca.gov/bilinfo.html Analysis of the bills is by Jerry Gaines.

Driver Education: Private Secondary Schools—AB 846 (Liu)—Would set forth automobile driver education course requirements for those private schools that offer the course and would specify other requirements. Existing law generally regulates driving schools and driving instructors but provides that these regulations are not to be construed to direct or restrict driver education courses offered by private secondary schools. This bill would delete the exemption as to automobile driver education courses offered by private secondary schools. The original bill focused on curriculum requirements and testing associated with the DMV-approved curriculum used to regulate commercial driving schools. The regulation of teacher qualifications is excluded.

CASE is **neutral** on this bill. It is presently in the Senate Committees on Education and Transportation and Housing.

Provisional License Teen Curfew Restrictions—AB 1474 (Maze)—This bill would modify the teen restrictions for curfew hours (to 11:00 pm to 5:00 am). It would also provide that during the first 12 months after the issuance of a provisional driver's license, the licensee is prohibited from transporting passengers who are under 20 years of age, unless in either situation the licensee is accompanied and supervised as currently provided.

CASE **supports** these adjustments in teen restrictions related to GDL. The bill is currently in the Senate Appropriations Committee.

Provisional License Violator Fines—AB 1475 (Maze)—This bill would increase violator fines for a first offense from \$35 to \$100 as well as the length of community service. It also would permit the court to suspend the license from six months to two years where there is a death or injury at the time of the GDL violation.

CASE **supports** the adjustments in fines and community service but **has concerns** on the suspension provision (at 18 the driver can enter the road after a long period with no restrictions), and **is opposed** to any added exemptions beyond what currently exists in GDL. The bill is in the Assembly Transportation Committee.

Provisional License Penalty Increase—AB 1627 (Koretz)—Would revoke the violator's GDL license to the licensee's 18th birthday and would permit releasing such action to the public.

CASE is **opposed** to sanctions in the GDL law assigned to a violator that are made available to the public, given the fact juveniles are generally given legal protection through juvenile law from public trials for the purpose of seeking rehabilitation. The bill is currently in the Assembly Appropriations Committee.

Cell Phone Restriction for GDL Licensees—AB 963 (Garcia)—This bill would prohibit new GDL licensees from driving while operating a cell phone. CASE is **opposed** to singling out one driver class group, when use of such devices is a restriction to *all* drivers. Given that the GDL is a secondary law, law enforcement cannot enforce this provision unless another violation of the Vehicle Code is observed. Another provision of the bill increases penalties from \$35 to \$100 (see AB 1475). CASE **supports** the new fine penalties. Currently this bill is in the Senate Transportation and Housing Committee.

Driver Ed in the News

Several excellent articles about driver education have appeared in local and national newspapers recently. On May 15, the *Sacramento Bee* published informative pieces about the rise in unregulated Internet driver education courses in California.

Written by *Bee* staff writer Tony Bizjak, who did extensive research on the subject, the articles examine how quick and easy online courses have filled the vacuum left by high schools that no longer offer driver education. A review of several courses as well as interviews with dozens of teens found the programs "often sorely lacking."

California, according to Bizjak, is the only state among the few accepting Internet driver education certificates that doesn't regulate online companies or review what they teach.

The *Bee* articles, "Road scholars," and "State aims to back a rival to unregulated courses," may be viewed online at www.sacbee.com/content/news/projects/driving/story/12896181p-13744781c.html We have posted links to the articles on the CASE website at casewebsite.org

Another recent article that we highly recommend appeared in the June 3 edition of *USA Today*. "Keeping teen drivers safe begins at home" is about teen driving and based on a panel discussion of seven people. Among the panelists are Dr. Jeffrey Runge, Administrator of the National Highway Traffic Safety Administration, and Dr. Allen Robinson, CEO of the American Driver and Traffic Safety Education Association. Text of this article may be viewed at www.usatoday.com/money/autos/2005-06-02-teen-drivers-usat_x.htm or through a link on the CASE website at casewebsite.org

Bill Would Ban "Pocket Bikes"

Mini-motorcycles known as pocket bikes would be barred from California streets, sidewalks and highways under AB 1051 (Benoit). Pocket bikes are only about 2 feet high but can travel at high speeds.

The bill's author states that the bikes don't meet federal or state safety standards, but there is no clear-cut Vehicle Code provision to keep them off the public roadways. Officers are using other laws, such as equipment and registration requirements, to cite drivers of the vehicles.

AB1051 passed the Assembly by a 75-0 vote and was in the Senate Appropriations Committee as of June 13.

Driver Education Teacher Preparation Courses

Driver Education teacher preparation courses are continuing in the Northern California and Riverside areas.

For information contact Jackie Gunderson at the Fresno County Office of Education (559) 265-3031 or Michelle Sang at UC Riverside School of Extended Education (909) 787-4361 x11661.

Even if you have a credential, this is good for salary scale advancement as the units are all graduate credit. You will also learn much in the way of valuable information and techniques.

Designate a Driver: Case Study #1

Jeff Foran, of Foreman, Arkansas, suffered trauma to his nose, eyes and chin after jumping from a car traveling 55-60 mph. The incident occurred Saturday night, May 21. State troopers said he was attempting to retrieve a cigarette blown out of the passenger side window.



The driver of the car, Jerry Glenn Nelson, said Foran had asked him earlier in the evening to be a designated driver after a night of drinking. In our opinion, that was a good decision!



CASE Calendar

July 6 - 10, 2005 - National Student Safety Program Conference, Mississippi. Contact: NSSP <http://adtsea.iup.edu/nssp>

July 31 - Aug. 3, 2005 - 49th ADTSEA Conference, Renaissance Iikai Waikiki Hotel, Honolulu, Hawaii. ADTSEA: <http://adtsea.iup.edu/adtsea>

Palm Springs to be Site of 2006 CASE Conference

The CASE Board of Directors has voted to return to Palm Springs for our 2006 Conference. The date is tentatively set for April 28-29.

We will confirm the date as soon as arrangements have been secured for the conference facility. Watch for the September issue of the CASE Newsletter or check the CASE Website at: casewebsite.org for updated information.



Interactive CD-ROM

driver-ZED™ ("Zero Errors Driving") is an interactive CD-ROM that puts teens in the virtual driver's seat. Developed by the non-profit AAA Foundation for Traffic Safety, teens will navigate more than 80 live-action scenarios and learn how to identify, assess and react to a wide range of potential risks.

driver-ZED® is available for \$12.95 by ordering online www.aaafoundation.org or calling 1-800-305-SAFE.

"The surest sign that intelligent life exists elsewhere in the universe is that it has never tried to contact us."

Bill Watterson (Calvin and Hobbes)

CASE Newsletter

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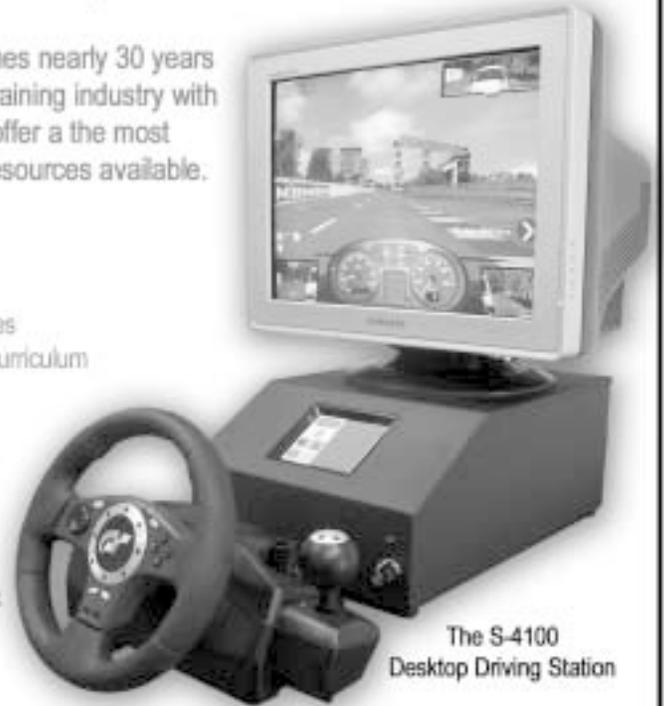
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53rd Annual CASE Conference



Horizon Hotel, Lake Tahoe
April 29 - 30, 2005



CASE Board of Directors meeting prior to the conference



Craig Dill presented the Cecil Zaun Award to Merry Banks for excellence in traffic safety education.

Special Thanks to Our Conference Sponsors and Exhibitors

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Larry Carlin, CTA Division Director

“Elevating the Value of Driver Education”



Beth Weaver, President of the American Driver & Traffic Safety Education Association



Mark Horowitz, CEO of Moorshire Group



Jennifer Le and Rebecca Davis, representing *Lives Interrupted*



Bob Terry presented ideas for restoring the Driver Training Penalty Assessment Fund



Craig Dill and Jim Lewis giving away door prizes



Dell Freeman, exhibitor representing Doron Precision Systems



Conference photos provided by Ted Blake
View these photos and others from the 2005 Conference at casewebsite.org

Auto Skid: A New Country Insurance and Financial Services CD-ROM

by Dale O. Ritzel

Director, Safety Center, Southern Illinois University
Reprinted from the Spring 2005 I.D.E.A. Journal

The Illinois-based Country Insurance and Financial Services Company has produced and released a new CD-ROM for driver education programs entitled "Auto Skid." The CD-ROM is an interactive approach to learning the important factors involved with stopping a vehicle quickly and safely. It teaches people many important things about stopping a vehicle and ways to make a driver safer in the motor vehicle.

The program has eight main sections and a virtual simulator, including Safe Driver, Stopping Distance, Human Factors, Vehicle Factors, Driving Conditions, Your Vehicle Safety Features, Step on the Brakes, and Auto Insurance. Each section basically explains itself by the name of the title, for example Human Factors is about how human factors affect the ability of a person to stop a vehicle. Every section was complete with objectives, summaries, and individual tests to make sure that the sections' themes were being taught properly.

Safe Driver was full of statistics showing how speed, distractions, and alcohol are major contributors to motor vehicle crashes. It summarized how control of human/vehicle factors and adapting to driving conditions will make one a safer driver. It also clarified that the main goal of the program was to teach the key to preventing crashes is the ability to make a vehicle stop quickly and correctly.

The section Stopping Distance illustrated reaction and brake distance and presented a video clip on how these two concepts can be seen in real life. The test at the end of this section was fantastic as it checks your reaction times in four settings that are part of everyday driving.

The third section dealt with Human Factors as being the leading cause of motor vehicle crashes. It showed how the four factors of distractions, fatigue, alcohol, and emotions can lead to impaired driving. This lesson taught that these human factors have the ability to affect eye movement and reaction time and affect your braking ability. There was a video game test at the end of the section that lets you see how braking distance is affected by distractions, fatigue, alcohol, and emotions on the road.

The fourth section showed how the four vehicle factors of speed, tires, brakes, and vehicle size can influence the total braking distance of a vehicle. This section also had a unit video game that lets you control a vehicle in certain settings with the ability to choose your speed, brake wear, and type of vehicle, while letting you see how these factors affect your total stopping distance.

The Driving Conditions section highlighted how such conditions affect your path of travel. It specifically stated that you can not control these conditions but you must learn ways to deal with them.

The section went on to show that surface conditions, weather, and reduced visibility affect one's ability to stop a vehicle. This section also included a long list of tips to follow when driving in these types of conditions and how to control a skidding vehicle. A video game at the end of the section lets you practice stopping a vehicle in many different types of road and weather conditions.

The sixth section deals with Your Vehicle Safety Features which includes a description of the areas needed to have a safe vehicle. It showed the positive features of ABS, air bags, traction control, head restraints, child passenger safety seats, and safety belts. This section singled out Illinois as requiring a child passenger safety seat or booster seat for all passengers age 8 and younger.

How to Step on the Brake properly was the seventh section on CD-ROM. It highlighted the proper technique to use the brake to quickly and safely stop a vehicle.

The eighth section discussed the importance of Auto Insurance. How premiums are calculated was also included.

One of the best features of Auto Skid was the virtual simulator. A driver could see how long it took to respond to a kid running out in the middle of the street. I recommend its use by driver education teachers.

Editor's note: The Auto Skid CD-ROM may be ordered free from the Country Insurance & Financial Services website:

www.countryfinancial.com/SiteController?url=/learningCenter/safety/justForTeens/autoSkid

Black Boxes Seen by Teens as Evidence of Distrust

An article by Robert Davis and Jayne O'Donnell in the June 2 edition of *USA Today* discussed the use of high-tech "black boxes" in cars. These devices are sold for \$280 and can show parents a young driver's every move.

According to the article, the technology has yet to catch on in households across the country. Many parents say they're unaware that there's a black box for cars, and some teens object to the technology as an invasion of their privacy. In fact, even Jeffrey Runge, the Administrator of NHTSA, couldn't persuade his wife and son to allow the device in the family car. During a *USA Today* roundtable discussion on the risks of teenage driving, Runge stated that when he brought the device home to put in the car his teenage son drives, his wife resisted. "She said, 'Well, that really doesn't demonstrate very much trust.' I didn't win the argument." Larry Selditz, who heads Road Safety International, which makes the black box, says many families struggle with the same question the Runge family



Continued on page 7

Black Box (continued from page 6)

did: "When does that cross the line of distrust?"

Sold primarily to monitor and train emergency vehicle operators, the device is also easily installed in cars made after 1995 and has a memory card like those found in digital cameras. The card can be removed and plugged into a home computer where the parent can then download a detailed report, including seat belt use, how fast the car traveled, and the use of signals. The device also growls at the driver when he or she exceeds safety thresholds while braking or turning.

NHTSA's Runge sees the device as useful for both teaching and monitoring. ADTSEA's CEO Allen Robinson, who also participated in the roundtable discussion, agreed. "The technology is terrific. A 16 and 17-year-old, when they come back home, they might tell you one thing. But the black box is going to tell you something else."

However, one roundtable participant, Alexis Grant, who advocates for teen rights, stated, "It is an invasion of privacy. If you actually show your parents that you're responsible all the time, even when they're not around, they will be able to trust you more, and they won't have to invade your privacy."

http://www.usatoday.com/money/autos/2005-06-02-black-box-usat_x.htm

Urban Camouflage: Mud in a Can to Spray on Your SUV

For those who own an SUV that never ventures beyond tooling around town and going to the grocery store, there is a new product that will make their 4x4 vehicles look like they've been doing some serious off-roading in rugged country. The product is **Spray-On Mud**. Sold on the Internet and by mail order by an enterprising U.K. businessman, the mud-in-a-can sells for \$14.50 a quart. Colin Dowse says he can't keep the stuff in stock with demand from all over the world.

Aside from its use as urban camouflage to impress the neighbors, officials in the U.K. say Spray-On Mud is being used by some to avoid identification by traffic-light and speed cameras. People are squirting it on their license plates to obscure them from being photographed.

The U.K. government's Department for Transport said such use of mud carries a hefty fine. "It is an offense to treat a number



plate in a way that obscures the characters of the registration mark, and I would imagine that this would include obscuring a plate with mud," said a spokesman. The potential fine for deliberately obscuring a plate is 1,000 pounds (\$1,820).

Other products on the market have been used to defeat the traffic cameras. These include a high-gloss spray and an angular license plate cover that cause a camera's flash to overexpose the photos and obscure the numbers.

Visit the CASE Website:
www.casewebsite.org



Seat Belt Use Lower, Deaths Higher Among Those in Pickups

Pick-up truck occupants are over-represented in motor vehicle crashes. There were 5,903 pick-up truck occupant deaths in year 2003. 1,677 of these deaths occurred in the Southeast alone. Unfortunately, many of these deaths could have been prevented simply by putting on a safety belt.

Studies conducted for the National Highway Traffic Safety Administration (NHTSA) indicate occupants in pick-up trucks consistently have lower safety belt usage rates than occupants in automobiles, vans and sport utility vehicles. While there have been steady increases in safety belt use rates for all types of vehicles, the belt use rate in pick-up trucks has continued to lag behind other vehicle types.

Percentage of Belt Use by Vehicle Type, 1998 - 2003

	Car	Van & SUV	Pick-up
Fall 1998	71	70	59
Fall 2000	74	74	59
Jun-01	76	75	62
Jun-02	77	78	64
Jun-03	81	83	69

Source: NCSA, 2003.

The disparity in safety belt usage among pick-up truck and passenger car occupants is evident in fatal crash statistics. Information from fatal crashes indicates that three out of four pick-up truck occupants killed in crashes were not wearing a seat belt. In comparison, just about one-half of occupants killed in passenger cars were unbelted.

www.pickupsafetybelt.com

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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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