

The Chronicle of the American Driver and Traffic Safety Education Association

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Table of Contents Summer 2003

Volume 51

Number 3

Looking to the Future..... 2
Allen Robinson, Ph.D., ADTSEA Executive Director

Interesting How Things Work Out..... 2
Kal Kelliher, ADTSEA President

Editors Notes..... 2
John W. Palmer, Ph.D., Editor

Sound Safety Policies for 15 Passenger Van Operation..... 3
W.E. Van Tassel Texas A&M University

Is There a "Distracted-Driver Personality" Type?..... 4

Driving and Over-the-counter Drugs..... 4

Stability Control (ESC) Has Life Saving Potential..... 5

Research to Advance Understanding of the Brain's Effect on Driving Performance..... 6

Safety Belts and Teens: 2003 Report..... 8

Abstracts and Research Findings 9,10, & 11



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Looking to the Future

Allen Robinson, Ph.D. CEO ADTSEA

Summer is here and fall classes will soon begin. It seems as though time moves faster than we do. The summer conference schedule is almost over and it is time to plan for 2004 and 2005. The NSSP Conference in Salt Lake City, Utah was both exciting in program content and beautiful in its scenic location. The ADTSEA Conference in Charlotte, North Carolina was tremendous and hot.



Allen Robinson

It is now time to begin planning for the ADTSEA Conference in Portland, Oregon at the Doubletree Jantzen Beach Hotel. This was formerly the Red Lion and our conference rates are \$85.00 per night. The North West is gorgeous at this time of year. We promise you a program that will be as informative and entertaining as the 2003 Conference. The NSSP Conference in 2004 will take on a new look. You will be hearing more about these plans in our next issue of the Chronicle.

The 2005 ADTSEA Conference will be in Honolulu, Hawaii, July 31 to August 3, 2005. The hotel has not yet been selected, but those under consideration will give the conference rate three days prior and three days following the conference. This will be a great opportunity to visit the beautiful islands of Hawaii.

The long range planning and commitments of these conferences demonstrates the solid planning of your management team and Board of Directors. We need you to follow through and participate in all of these conferences.

If your state allows conference attendees to receive recertification points for attending, please contact me to complete the necessary paper work for your state driver education teachers. North Carolina teachers attending the

continued onpage 12 under Future

Interesting How Things Work Out

Kal Kelliher, President ADTSEA

It truly is interesting how things work out. You may be aware the president of ADTSEA is afforded the opportunity, when invited, to attend and possibly speak at state and regional conferences.



Kal Kelliher

I thoroughly enjoyed attending conferences in New Hampshire, Wisconsin and Montana this past year. I regret that there were some I could not attend. It was a gratifying experience to see many of our colleagues at work in their own backyard. Thanks to each and every one of you for making my visit such a rewarding experience.

Each state had unique yet similar issues to deal with. These issues ran the gambit from credentials, funding, and laws to improving programs. I met many traffic safety people that I would surely love to see again in Charlotte. Each conference had over 100 attendees. Visualize the power of the ADTSEA conference if we could get all of the members from every state to attend in Charlotte in July or Portland in 2004!

Many of you know I am from Wisconsin originally. Except for my wife and kids, all of my family is there. So, I was especially thrilled to be invited back to WDTSEA's 50th annual conference. I was able to see many "old" friends. In terms of how things work out, I was blessed to be able to spend some time with my aunt her last weekend before she lost her battle with cancer.

In Montana, part of the conference was devoted to the tragic driver education crash, which occurred there last January and took the lives of the teacher and three students. Mr. Gary Van Etten of the National Transportation Safety Board also spoke at that conference. His team of investigators not only investigated the crash, but they are in the process of investigating the total education of a driver. His team is looking at the education from the very young to the very old. Of course, the specific driver education class is part of that picture.

continued on page 11 under Interesting

Editor's Notes

John W. Palmer, Ph.D.



With the completion of this edition of the "Chronicle" my first year as editor has come to an end. In the tradition of marking year ends a look back followed by a look forward are in order. As many of you know this first year as editor has paralleled my daughter Sara's diagnosis, treatment, and recovery from cancer.

Unlike the suddenness of Sara's diagnosis three weeks before her wedding my editorship was planned over a year before the event occurred. There was no need for diagnosis and determination of the most appropriate treatment regime. The "Chronicle" and "News and Views" had been carefully cared for and nurtured by Terry Kline**. Terry turned over a publication that was in good health.

In my first year as editor there have been unintended outcomes, adjustments, and successes. Terry had advised me that having the Chronicle printed at a location in Pennsylvania had created delay in getting the publication in your hands in a timely manner. Perhaps the biggest success of my first year as editor has been streamlining

continued on page 12 under Notes

Sound Safety Policies for 15 Passenger Van Operation

W.E. Van Tassel, Driving Skill Enhancement Program
Texas A&M University

Fifteen passenger vans have received increased attention over the past few years due to their overinvolvement in certain types of crashes. Several safety aspects of these vehicles are examined, including driver selection and training, vehicle inspection, loading and driving issues.

Driver education has traditionally focused on preparing novice drivers to safely operate motor vehicles. Although this is a worthy objective, other opportunities to promote safe driving should also be explored. This article focuses on the safe operation of 15 passenger vans, some of the largest personal vehicles operated on the roadways today.

Fifteen passenger vans are used each day by hundreds of schools, companies, churches and other organizations. These vehicles are popular because they can efficiently transport relatively large numbers of passengers and substantial volumes of cargo. They have proven to be reliable transportation workhorses.

As with any fleet, from one to 100 vehicles, risk management is of prime concern; the costs of even one vehicle-related injury can reach into the millions of dollars. Those responsible for oversight of their organization's vehicles are right to be concerned about the safe operation of any type of vehicle used to accomplish their organization's goals. The capacity for human injury and death is even greater with fully loaded 15 passenger vans; there simply are more people present to be placed in harm's way.

The potential for harm to occupants traveling in 15 passenger vans has received increased attention over the past few years. Several high profile crashes have resulted in greater scrutiny of these vehicles' crash rates and crashworthiness ratings. Major concerns centered on the vans' center of gravity, which moves upward and rearward as they are loaded with occupants and cargo. This shift of central mass is said to increase the likelihood of vehicle rollover in

emergency situations. In addition, the above-average weight of 15 passenger vans translates to longer braking distances and slower acceleration, both of which can reduce the ability to respond to emergency situations.

The concerns soon met the National Highway Traffic Safety Administration's threshold for action, prompting the organization to issue a "Cautionary Warning" in April, 2002, about the operation of 15 passenger vans. This warning contained several important findings regarding the risk of rollover:

- Rollover risk increases as the number of occupants increases;
- With more than 10 occupants aboard, the rollover rate is almost 3 times that of lightly loaded vans;
- With more than 15 occupants, the rollover rate is almost 6 times greater than a van loaded with only 5 occupants.

Given the apparent increase in risk of operating a 15 passenger van over a "regular" passenger sedan, sensible precautions should be taken by operators and administrators of 15 passenger vans. A sound organizational set of policies addressing 15 passenger vans could help manage the risk associated with these vehicles. Following are policies that might assist organizations in reducing their risk.

Driver Issues

1. Van drivers should be screened in advance. At a minimum, drivers should have a valid drivers license. The driving records of potential drivers should be examined, and those with risky driving records should be prevented from driving. Optimally, all van drivers should complete a van-specific safety briefing prior to operating a van. Refresher safety briefings should serve to only increase the probabilities of successful van operation.

2. Van drivers should receive van-specific training. Both the National Safety Council and the Driver Skill Enhancement Program at Texas A&M

University offer training focused specifically on preparing drivers of 15 passenger vans.

3. No driver should drive more than two (2) continuous hours. Changing drivers every 2 hours or every 100 miles is a good rule of thumb.

4. No driver should drive more than 300 miles during any one day.

5. The front passenger should remain awake any time the van is moving. This person should be assigned the task of helping to maintain the driver's alertness.

Pre-Driving Preparation

1. Tire pressures should be set to the manufacturer's recommendations. As tire blowouts have been identified as a major contributing cause of rollovers, it is critical that tires have adequate air pressure to help prevent uneven wear and overheating.

2. Tire tread should be examined- the tread must be adequate. If the tires have worn to the point that the "wear bars" are even (flush) with the tread, the tires should be replaced. Any tire retailer can quickly examine the condition of the tires. No van should be operated with tires of inadequate tread depth.

3. The fuel tank should be kept as full as possible at all times. This will aid in keeping the center of gravity as low as possible. Refueling at each stop can help accomplish this goal.

4. If not needed, the rearmost seat should be removed. This will serve to reduce the rearward weight bias, enhancing the vehicle's stability.

5. A full safety inspection should be performed before each use, examining the vehicle's fluids, belts, hoses, tires, safety belts and other critical operating components.

(Fifteen continued on page 4)

Fifteen from page 3

Loading Issues

1. Passengers and cargo should be loaded front-to-rear. That is, only when a seat is full should the next-rearward seat be used. This will also serve to reduce the rearward weight bias.
2. No cargo should be attached to the roof of the van. Mounting cargo to the roof will raise the center of gravity, reducing the vehicle's stability.
3. No trailers should be towed. These vehicles require enough care to operate safely *without* adding the additional weight and dynamic concerns that accompany trailer towing.
4. All vans should be equipped with a first aid kit and at least one occupant should have a cellular phone.

Driving Issues

1. Maximum driving speed should be limited to 60 mph or slower. Since large vans take more effort to maintain their direction and slow down less quickly than other vehicles, a conservative speed can substantially assist in reducing risk.
2. Driving should be done only during daylight hours. Driving at night presents additional safety concerns including poorer vision and an increased propensity for fatigue/sleep onset.

Of course, all occupants should be required to use their seat belts at all times. This means no lying down across seats to sleep; passengers should remain in an upright seating position.

While some organizations are considering eliminating 15 passenger vans from their fleets, these vehicles will likely be used by many for years to come. It is hoped that these safety policies will help reduce the special risks associated with the operation of 15 passenger vans.

A summary of these policies is provided for your convenience in this issue of *News and Views* on page 6.

Is There a "Distracted-Driver Personality" Type?

Meriden CT – July 1, 2003

According to an analysis by Response Insurance of their national driving survey, people who use cell phones when driving are more likely to be distracted from the road even when they are not talking on a phone. The results indicate there may be a "distracted-driver personality" type behind the wheel.

The Response Insurance National Driving Distractions Survey compared attentiveness of cell phone users to non-users when not talking on a phone. When asked a series of questions about different topics that might take their attention from the road, people who use cell phones were significantly more likely to be distracted when thinking about every-day issues and concerns than drivers who do not use cell phones while driving.

When compared to drivers who do not talk on cell phones, drivers who use cell phones are 56% more likely to be distracted behind the wheel while thinking about what to eat; 36% more likely to be distracted thinking about relationship issues; 32% more likely to be distracted when thinking about their jobs; 27% more likely to be distracted when thinking about health concerns; 21% more likely to be distracted when thinking about family issues, and 19% more likely to be distracted when thinking about money issues or bills.

If, as the survey indicates, certain people are more likely to be distracted behind the wheel, recent attention to cell phone use may be missing the larger problem of driver inattention.

"From the time we issued our first survey, we said that cell phones were only one part of a societal trend of multi-tasking while driving and a general lack of attention to the road," said Mory Katz, Chairman of Response Insurance. "Our analysis points to what could be a chronic inattentiveness problem for a specific group of drivers. We hope this information sets the stage for additional research and much more driver education in this area."

This new analysis is based on a statistically valid survey that included 1,046 interviews conducted among a nationally representative sample of adults 18 years of age and older and included 525 drivers who use cell phones and 420 non-users. The margin of error for this study is +/- 3 percentage points at the 95% level of confidence. The survey was sponsored by Response Insurance in 2001, developed with Leflein Associates, and fielded by Opinion Research Corporation International. The analysis was conducted June 2003.

For more information contact RayPalermo 203-634-7251.

Driving and over-the-counter drugs

In 2002, an estimated 500 people were arrested for drug-impaired driving in Minnesota. Although most were found to be using illicit drugs, some were only taking prescription drugs. University of Minnesota professor Judith Garrard has been working with the Minnesota State Patrol to better understand how drug use may impair driving. The state patrol asked Garrard to conduct research based on more than 10 years of behavioral and toxicological records of people who had been arrested for driving under the influence (DUI).

Garrard will share her findings with state policy makers and transportation safety professionals to help them improve vehicular safety and reduce

injury and death on Minnesota roads. The state patrol will also use her research to evaluate the Drug Recognition Expert program, which trains law enforcement officers to conduct a 12-step procedure to determine if an individual is under the influence of drugs.

Garrard's next project, to study the use of prescription drugs by elderly impaired drivers, will be the first of its kind in the nation. "As a result of our initial work with the state patrol, our research team became aware that no one has examined the role that prescription drugs play in impaired driving by elderly people," says Garrard. To learn more about Garrard's work on drugs and driving, see www.hsr.umn.edu/People/regular/garrard/garrard.htm.

Stability Control (ESC) Has Life Saving Potential

Provided by Jim Gill, M.S., APR, Continental Teves
from a News Release dated June 2, 2003

Newly released studies and surveys from Germany, Sweden and Europe overall, as well as Japan, are quantifying the benefits of Electronic Stability Control (ESC), a crash avoidance system. These reports support the claims that many thousands of lives and millions of dollars can be saved with the proper usage of this equipment in passenger vehicles.

There are five recent studies that present data that is startling, revealing and encouraging. Two of the studies were done in Germany, one by Mercedes and one by DEKRA Automotive Research; in Sweden, by the Swedish National Road Administration; in Europe, the European Accident Causation study; and in Japan, a study by Toyota.

The study conducted by Mercedes, using German government data, is especially significant because all its vehicles include ESC (branded Electronic Stability Program, or ESP) as standard equipment.

Mercedes data indicates the installation of ESC as standard equipment on all its vehicles has resulted in a 29 percent reduction in single-vehicle crashes and 15 percent fewer crashes overall. Using these figures, the impact in the United States could be a savings of as many as 5,000 lives and nearly \$35 billion in economic losses annually.

DEKRA Automotive Research in

Germany confirms Mercedes' study and indicates a 27 percent reduction in serious loss-of-control crashes and 37 percent of corner accidents definitely influenced by ESP. The European Accident Causation survey, conducted throughout Europe, shows that ESC had a positive influence in the total number of loss-of-control accidents.

Similarly, the Swedish National Road Administration study shows that ESC was found to reduce accidents with personal injuries. It goes on to recommend that ESC should be implemented in new cars as quickly as possible and that consumers should be advised to choose vehicles with ESP, especially in countries with wet and icy roads.

The Japan study conducted by Toyota, indicates that vehicles with ESC showed a 35 percent reduction of single-vehicle crashes, which could save 6,000 lives annually in the United States, and a 30 percent reduction of head-on crashes, saving another 2,500 lives.

The study in Japan confirms Mercedes' conclusion that ESC is more effective in higher speed ranges when vehicle dynamics play a greater role and when the crashes that occur are more severe.

In sum, extrapolating the data from these independent studies to the U.S., leads to the revelation that ESC would save between 5,000-8,500 annually.

Commenting on the newly released

information on the performance of Electronic Stability William L. Kozyra, President of Continental Teves North America said:

We are on the threshold of a true revolution in active vehicle safety. We want to shift the safety paradigm to make crash avoidance our first priority.

However, innovations such as ESP will not mean anything unless and until the public (and consumer) understands, accepts, demands and properly uses these technologies."

Kozyra is joined by many other leading automotive and safety journalists and officials in acknowledging the benefits of ESC. Brian O'Neill, president, Insurance Institute for Highway Safety, said "I would like to see (electronic stability control) become standard on all SUVs." David Champion, director of automotive testing for *Consumer Reports* added, "I would not consider buying an SUV without stability control." Control Brian O'Neill, president, Insurance Institute for Highway Safety, said "I would like to see (electronic stability control) become standard on all SUVs." David Champion, director of automotive testing for *Consumer Reports* added, "I would not consider buying an SUV without stability control."

For additional information, visit these websites: www.conti-online.com and www.contitevesna.com.

RESEARCH CONTINUES ON A VARIETY OF FACTORS THAT CONTRIBUTE TO MOTOR VEHICLE CRASHES

http://gulliver.trb.org/news/blurb_detail.asp?id=1390

A General Accounting Office report provides information from data, experts, and studies about the factors that contribute to motor vehicle crashes and information about major ongoing and planned Department of Transportation research into factors that contribute to crashes.

THE SWEDISH PERSPECTIVE: AIRBAGS AND CHILDREN

http://gulliver.trb.org/news/blurb_detail.asp?id=1399

A Swedish National Road and Transport Research Institute report examines the issue of transporting children in automobiles with airbags and suggests that technology that detects child restraint systems in cars provides the optimum solution to the danger of airbags to children. The report, written in Swedish, includes an English summary.

BETTER GUIDANCE COULD IMPROVE OVERSIGHT OF STATE HIGHWAY SAFETY PROGRAMS

http://gulliver.trb.org/news/blurb_detail.asp?id=1423

A General Accounting Office report provides trend data on highway safety, attempts to determine how much highway safety funding was provided to states and how those funds were used, and reviews the National Highway Traffic Safety Administration's oversight of highway safety programs.

Research to Advance Understanding of the Brain's Effect on Driving Performance

Warren, Mich. - Drivers who do a lot of multitasking behind the wheel might think they have everything under control. But their brains may tell another story.

As part of a General Motors-Wayne State University (WSU) School of Medicine partnership aimed at measuring driver distraction, researchers from the school's Transportation Imaging Laboratory recently concluded an initial round of experiments. The tests confirm that using magnetic resonance imaging (MRI) is a valid way to determine how a person processes information while driving.

"The MRI technology offers us great potential to further understand the functioning of the brain when driving," said Christopher Green, M.D., Ph.D., executive director of the Transportation Imaging Laboratory and faculty member in the departments of Psychiatry and Behavioral Neurosciences and Diagnostic Radiology. "We are very optimistic about the information that this research could reap."

Green will share some of the findings on June 21, 2003, at the Eye on the Auto World Congress 2003 in Dearborn, Michigan.

Because driving can be a complex task that involves a variety of cognitive processes such as planning, decision-making and memory, it may be helpful to identify how the brain manages each one of these activities, individually and in sync with one another, to better

understand the act of driving and how it affects the driver.

Experts believe that being able to pinpoint the parts of the brain that work on specific driving tasks - and how these areas work together - will help researchers better understand the physiological basis for driver distractions and how to manage them.

"The GM-WSU project represents a breakthrough for research of this nature," said Bill Kemp Jr., GM executive director, safety strategy. "For the first time in a study of this kind, researchers will view both the surface and deep structures of the brain, at the same time, in real time."

In addition, because this research method has been applied only recently to this issue, another prime objective is to develop ways to more realistically simulate driving within the scanner. Previously, studies used simulation that was similar to video game animation and involved the use of joystick or key press devices.

However, researchers at the WSU Transportation Imaging Laboratory are taking a different approach and using real driving scenes shot on public roadways. They may also eventually incorporate vehicle items like brake pedals into the scanner to more accurately represent the driving task within the MRI lab environment.

Green said researchers hope to shed light on a number of things, including how to best train drivers to allow them to maximize their driving performance.

In addition, this knowledge may give manufacturers added insight into designing easy-to-use in-vehicle technologies that require less attention.

For the initial tests just completed, researchers observed male and female subjects between the ages of 22 and 27. Within the MRI scanner, subjects watched a real-world driving scene through virtual reality goggles. As they navigated through the driving scene, researchers were able to observe which areas of the brain were activated during different driving scenarios and tasks.

In the upcoming test, a wider sample of ages will be observed, with special attention focused on at-risk age groups including new and aging drivers.

In addition, the study will focus on subjects who have experienced traumatic brain injury and are learning how to drive again. Next on the priority list is studying drivers who are under the influence of alcohol and prescription medications.

GM's partnership with WSU began in 2002 and the initial testing began in January. In addition to this research, GM is involved in a number of other programs aimed at understanding the causes of distraction and the management of driver workload. GM's SenseAble Driving initiative, launched in 2000 with a commitment of \$10 million, incorporates research, driver education and technology.

More information on GM and its products can be found on the company's consumer website at www.gm.com.

ROAD CRASHES ACCOUNTED FOR 1 OF 5 INJURY-RELATED DEATHS WORLDWIDE IN 2000

http://gulliver.trb.org/news/blurb_detail.asp?id=1418

Approximately 1.26 million humans lost their lives in 2000 as a result of road traffic incidents, making road crashes the single leading cause of death due to injury in the world, according to a World Health Organization report.

SAFETY BELT USE IN 2002

http://gulliver.trb.org/news/blurb_detail.asp?id=1439

According to the National Highway Traffic Safety Administration's National Center for Statistics and Analysis, safety belt use in states with primary enforcement laws is 11 percentage points higher than in states without such a law (80% vs. 69%).

ROADWAY LIGHTING AND DRIVER SAFETY

http://gulliver.trb.org/news/blurb_detail.asp?id=1566

A Kentucky Transportation Center report examines the impact of roadway lighting on safety, human factors, and transportation budgets.





SAFETY BELTS AND TEENS: 2003 REPORT

http://gulliver.trb.org/news/blurbs_detail.asp?id=1383

The National Highway Traffic Safety Administration has released a fact sheet that provides information and statistics on injuries, fatalities, and economic costs due to lower safety-belt use rates among teens compared to the general population. Teens* have the highest fatality rate in motor vehicle crashes than any other age group.¹ There are many reasons; for instance, while teens are learning the new skills needed for driving, many frequently engage in high-risk behaviors, such as speeding and/or driving after using alcohol or drugs. Studies also have shown that teens may be easily distracted while driving.² One key reason for high traffic fatalities among this age group is that they have lower safety belt use rates than adults.³ Because teens have an increased exposure to potentially fatal traffic crashes, it is imperative that efforts to increase safety belt use among this age group be given the highest priority. In addition, the youth population has increased by more than 12 percent since 1993, and is expected to increase by another seven percent by 2005.⁴ As this age group increases as a percentage of the population, the personal and societal costs associated with deaths and injuries from motor vehicle crashes also will rise.

Teens Are At Risk

* Motor vehicle crashes are the leading cause of death for 15 to 20 year olds in the United States.⁵

* In 2001, 5,341 teens were killed in passenger vehicles involved in motor vehicle crashes. Two thirds of those killed were not buckled up.⁶

* In 2001, 3,608 drivers 15 to 20 years old were killed in motor vehicle crashes, and an additional 337,000 were injured.⁷

* When driver fatality rates are calculated on the basis of estimated annual travel, teen drivers (16 to 19 years old) have a fatality rate that is about four times higher than the fatality rate among drivers 25 through 69 years old.⁸

* Many high school students fail to

use their safety belts even when riding with adults who are buckled up. An observational survey conducted at 12 high schools found that 46 percent of high school students were not wearing their safety belts when riding with adult drivers. About half of the unbelted students were riding with adults who were belted.⁹

* A recent medical study examined motor vehicle fatality exposure rates and found that, per mile traveled, African American and Hispanic male teenagers (13-19 years old) are nearly twice as likely to die in a motor vehicle crash as male teenagers who are white.¹⁰

* Male high school students (18 percent) report that they are more likely to rarely or never use safety belts compared with female high school students (10 percent).¹¹

Seat Belts Save Lives And Dollars

* In 2001, the estimated economic cost of police-reported crashes involving drivers between 15 and 20 years old was \$42.3 billion.⁷

* Safety belts saved more than 12,000 American lives in 2001. Yet, during that same year, nearly two-thirds (60 percent) of passenger vehicle occupants killed in traffic crashes were unrestrained.¹²

* Research has shown that lap/shoulder belts, when used properly, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate to critical injury by 50 percent. For light truck occupants, safety belts reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent.¹³

* Safety belts should always be worn, even when riding in vehicles equipped with air bags. Air bags are designed to work with safety belts, not alone. Air bags, when not used with safety belts, have a fatality-reducing effectiveness rate of only 12 percent.¹⁴

* Safety belt usage saves society an estimated \$50 billion annually in medical care, lost productivity, and other injury-related costs.¹⁵

* Conversely, safety belt nonuse

results in significant economic costs to society. The needless deaths and injuries from safety belt nonuse account for an estimated \$26 billion in economic costs to society annually.¹⁶ The cost goes beyond the lost lives of unbuckled drivers and passengers: We all pay - in higher taxes and higher health care and insurance costs.

Strong Safety Belt Laws Can Make a Difference

* There are two types of safety belt laws: primary and secondary. A primary (standard) safety belt law allows law enforcement officers to stop a vehicle and issue a citation when the officer simply observes an unbelted driver or passenger. A secondary safety belt law means that a citation for not wearing a safety belt can only be written after the officer stops the vehicle or cites the offender for another infraction.

* Primary safety belt laws are much more effective in increasing safety belt use, because people are more likely to buckle up when there is the perceived risk of receiving a citation for not doing so. In June 2002, the average safety belt use rate in States with primary enforcement laws was 11 percentage points higher than in States without primary enforcement laws.¹⁷ (Safety belt use was 80 percent in primary law States versus 69 percent in States without primary enforcement.)

* Many teens support primary enforcement safety belt laws. In 2000, a nationwide survey was conducted to determine attitudes regarding primary enforcement safety belt laws. Of the more than 500 young people 16 to 20 years of age who were surveyed, 60 percent voiced their support for primary enforcement laws.¹⁸

* Young drivers are more likely to use safety belts in States with a primary safety belt law versus States with a secondary law. The five states that currently have the highest teenage safety belt use are California, Maryland, Michigan, North Carolina, and Oregon. These States have primary safety belt laws that are among the strongest in the

continued on next page

from page 8
nation.¹⁹

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*for the purposes of this fact sheet, the term "teen" refers to young people ages 16-20 unless otherwise specified

DOT HS 809 578

March 2003

A GUIDE FOR ADDRESSING COLLISIONS INVOLVING UNLICENSED DRIVERS AND DRIVERS WITH SUSPENDED OR REVOKED LICENSES

http://gulliver.trb.org/news/blurb_detail.asp?id=1549

TRB's National Cooperative Highway Research Program (NCHRP) Report 500 – Guidance for Implementation of the AASHTO Strategic Highway Safety Plan Volume 2: A Guide for Addressing Collisions Involving Unlicensed Drivers and Drivers with Suspended or Revoked Licenses identifies strategies that can be employed to reduce the number of crashes due to unlicensed drivers and drivers with suspended or revoked licenses.

NHTSA ROLLOVER MITIGATION INITIATIVES

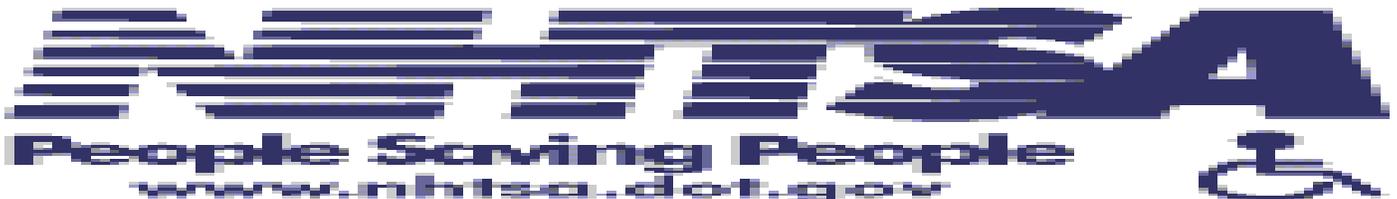
http://gulliver.trb.org/news/blurb_detail.asp?id=1530

The National Highway Traffic Safety Administration (NHTSA) has released a report that outlines initiatives the agency plans to pursue to reduce deaths and injuries attributable to vehicle rollover crashes. A Transportation Research Board report – An Assessment of the National Highway Traffic Safety Administration's Rating System for Rollover Resistance – found that the static stability factor is a useful indicator of a vehicle's propensity to roll over.

NHTSA VEHICLE COMPATIBILITY INITIATIVES

http://gulliver.trb.org/news/blurb_detail.asp?id=1529

The National Highway Traffic Safety Administration (NHTSA) has released a report outlining initiatives the agency plans to pursue to improve the safety and compatibility of the different types of vehicles that make up the nation's passenger vehicle fleet.



Abstracts from the Journal of Safety Research 2003 Vol. 34, No.2

Do the designated drivers of college students stay sober?

Mary Ann [Timmerman](#), E. Scott [Geller](#), , Kent E. [Glindemann](#) and Angela K. [Fournier](#)

Department of Psychology, Virginia Polytechnic Institute and State University

By numerous accounts, alcohol abuse is considered the number one drug problem facing young people today. Alcohol consumption and its negative consequences, especially those due to drinking and driving, continue to have devastating effects on the college student population.

Method: This field study examined the blood alcohol concentration (BAC) levels of male and female designated drivers (DD), non-DD, and their

respective passengers as they were leaving drinking establishments in a university town. Also investigated were the effects of group size and gender on DD use. *Results:* A 2 Gender \times 2 Driver type (DD vs. non-DD) analysis of variance (ANOVA) for BAC indicated significant main effects for Gender and Driver type, with higher BAC for men and non-DD (p 's $<$.001).

A significant Gender \times Driver type interaction (p $<$.05) was primarily due to

female DD having lower BAC than male DD. In addition, larger groups were more likely to have a DD.

Impact on Industry: Results indicate that the success of DD programs may be influenced by group size and a DD's gender. While larger groups are more likely to have a DD, students riding home with a male DD may still be at risk for the negative consequences of drunk driving.

An empirical investigation of European drivers' self-assessment

Matthew G. [Karlaftis](#), , Ioannis [Kotzampassakis](#) and George [Kanellaidis](#)

Department of Transportation Planning and Engineering, School of Civil Engineering, National Technical University of Athens

Problem: Evaluating motorists through self-assessment has attracted much interest in recent literature, which is mainly due to the profound impact various parameters of self-assessment can have on the way motorists deal with hazardous traffic situations. Much of the previous work in this area has been hampered both by the lack of adequate sample sizes and, because of the small samples, the evaluation methodologies used.

Method: This paper extends previous research in two significant directions: (a) it uses the SARTRE 2

database, which provides more than 17,000 questionnaires from most European countries; and (b) it employs the ordered probit modeling approach, which recognizes the latent nature of self-assessment and explicitly links its dimensions to a set of relevant explanatory variables such as age, gender, region, and income.

Results: The results indicate that drivers who rate themselves as both more dangerous and faster than others are, generally, younger men, with higher incomes, break the speed limit more frequently, avoid wearing seat

belts, and have been involved in more accidents in the past than other drivers. Interestingly, more experienced and more highly educated drivers assess their driving as less dangerous, but admit to driving faster than other drivers.

Impact on Industry: The methodology used and the results obtained can be a significant help in identifying drivers with high and low self-assessment ratings, which can be useful in planning and implementing road safety information campaigns.

DEVELOPMENT OF PROCEDURES FOR IDENTIFYING HIGH-CRASH LOCATIONS AND PRIORITIZING SAFETY IMPROVEMENTS

http://gulliver.trb.org/news/blurb_detail.asp?id=1565

A Kentucky Transportation Center report analyzes procedures for identifying high-crash locations and implementing safety improvements. The report also describes software developed to assist in producing a generalized estimate of the benefits of potential safety projects.

MENTAL TASKS MAY INTERFERE WITH DRIVING

http://gulliver.trb.org/news/blurb_detail.asp?id=1557

According to a study by Spain's Public Administration for Traffic Safety and the Universidad Complutense in Madrid, a driver's mental workload can interfere with his or her capacity to detect visual targets, discriminate among them, and select a response.

A LITERATURE REVIEW ON THE SAFETY OF CHILDREN IN CARS

http://gulliver.trb.org/news/blurb_detail.asp?id=1568

A Swedish National Road and Transport Research Institute review of literature produced in the last 15 years on the safety of children in cars is now available.



IMPACT OF MEASURES TO INCREASE BICYCLE HELMET USE

http://gulliver.trb.org/news/blurb_detail.asp?id=1544

A report by the Swedish National Road and Transport Research Institute compiles and analyzes the state of knowledge regarding the effects of measures, both legislative and noncompulsory, intended to increase the use of cycle helmets.

COST-BENEFIT ANALYSIS OF ROAD SAFETY ENFORCEMENT

http://gulliver.trb.org/news/blurb_detail.asp?id=1563

A report by the European Commission analyzes the impact and implications of improved enforcement of existing road safety laws.

A GUIDE FOR ADDRESSING AGGRESSIVE-DRIVING COLLISIONS

http://gulliver.trb.org/news/blurb_detail.asp?id=1548

TRB's National Cooperative Highway Research Program (NCHRP) Report 500 – Guidance for Implementation of the AASHTO Strategic Highway Safety Plan Volume1: A Guide for Addressing Aggressive Driving Collisions provides strategies that can be employed to reduce the number of crashes due to aggressive driving behavior.

Interesting continued from page 1

In terms of how things work out, as so many have done in the past, Mr. Van Etten alluded to the "DeKalb Study". The information out there only reports work out in life. These are just a couple of many examples I could name. These

just happen to relate directly to my privilege of serving as president of ADTSEA. So I encourage you, yes you, each and every one of you if you are not already serving to consider getting more involved in ADTSEA. Serve on committees, present at conferences, and run for office.

Each year it seems that many of our elections are closer to a draft than an election. This year we will be taking nominations for president-elect and secretary-treasurer. We will also nominate for regional board of directors. Think about it now! If you are interested in running for office then do it! Do not wait for someone to ask you. Get nominated. Let others know of your interest. If nothing else, let me know and I will make sure you are nominated. You never know. It is very interesting how things work out. Keep up the good work.

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Future continued from page 2

2003 conference will get 18 hours credit toward their driver education recertification.

As all of you know, driver education continues to be criticized for not demonstrating that it reduces crashes and fatalities. Most critics will not consider the positive results of the DeKalb Study. In short, the researchers projected a ten percent reduction in collisions and fatalities when comparing the three study groups. This did not happen. However, there were cases where there was a four percent reduction in crashes and fatalities.

In most states they evaluate seat belt effectiveness by comparing use rates determined through surveys. When the use rate increases, they consider the seat belt program effective. In these same states the number of unbelted fatalities also increase each year. If seat belts are an effective countermeasure, shouldn't we see a reduction in the non-belted fatalities?

Alcohol involvement in fatal crashes is also on the rise. This is true in most states and the US as a whole. If alcohol countermeasures were effective, we should continue to see a decline in alcohol related fatalities.

Why is driver education held to a different standard? A driver education program should be measured on a set of specific outcomes just as seat belt and

alcohol programs are. None of these three programs guarantees that the driver or passenger will use these safety-driving practices in the real world.

We do need to continue to improve driver education, but we can't do so if programs are eliminated simply because critics say they don't work. Driver education, if measured properly, will demonstrate as much effectiveness as any other single countermeasure.

Notes continued from page 1

the process for printing and mailing of the publication. This publication is now reaching readers eyes about one month before the deadline for submitting materials for the next issue. My goal for the upcoming year is to have each edition in your hands six weeks before the editorial deadlines (approximately the 15th of October, January, April, and July). It is hoped that by getting the publication to you earlier one of the biggest disappointments, limited feedback and participation of readers, will be addressed. Sometimes it's lonely being editor.

A good example of the feeling of loneliness comes from my effort in the previous edition of "News and Views" to get your input on the direction our discipline should be headed with regard to teaching in an era of graduated driver license systems. I have to admit that my expectations for the level of participation in the survey were not high.

When only one person had submitted their responses to the survey

six weeks after the publication had been mailed even my conservative expectations were underwhelmed. At this writing two readers, both from Minnesota have responded to the survey. If you still want to share your views on the questions raised by the survey you still can be included in an elite group by e-mail or snail mail your responses. For those of you who can not locate the last issue of "News and Views" just drop me a message that you want to participate in the survey and second copy of the survey will be sent your way.

This publication needs material to consider for publication. With only three people having a moral or financial obligation to write something for each edition ADTSEA depends on you to submit materials. Do not self censor or prejudice items you come across which may be of interest to "Chronicle" and "News and Views" readers. An editor can only edit items that have been submitted. For those of you who have some ideas you want to express please send your manuscripts my way!

As the second year of editorship begins my hope is that we can strengthen this publication and use it to improve traffic safety education.

**Terry Kline, the immediate past Editor of this publication is recovering for major surgery associated with treatment of cancer. Terry is doing well and his prognosis is good. Please keep Terry and his family in your thoughts and prayers.

AMERICAN DRIVER AND TRAFFIC SAFETY EDUCATION ASSOCIATION

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