

The California Department of Education: Literacy, History, & Arts Leadership Office (916) 323-6269



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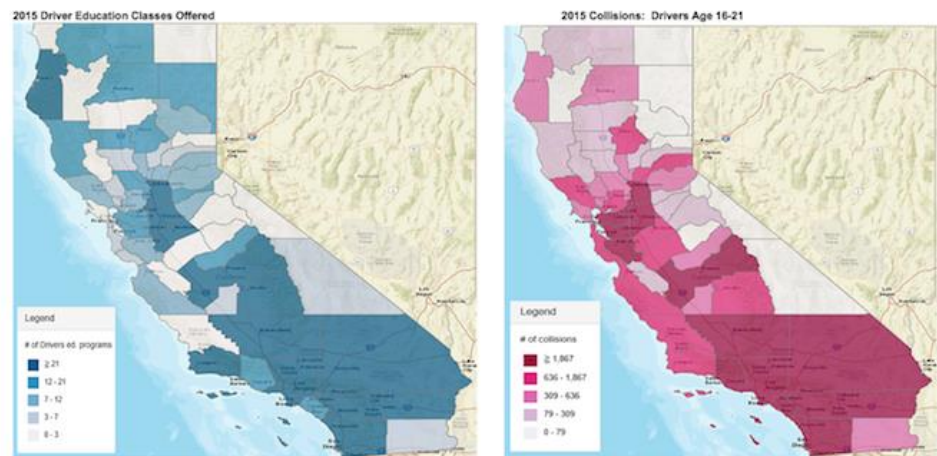
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SafeTREC Releases CA Teen Driver Heat Map

By Jill Cooper
Co-Director
Safe Transportation Research and Education Center
UC Berkeley

According to the latest research from the National Highway Traffic Safety Administration (NHTSA), crashes are still the leading cause of teen deaths. In 2015, 99,000 teen drivers were injured in motor vehicle crashes, while 1,972 teen drivers were involved in fatal motor vehicle crashes. In California, 146 fatalities in crashes involved teen drivers.

In an effort to help visualize and analyze teen collision data, the California Office of Traffic Safety (OTS) has partnered with SafeTREC to develop the California Young Driver Heat Map (Teen Safety Heat Map). This geographic information system (GIS) resource will enable users to identify areas where a high number or rate of teen vehicle crashes have occurred throughout the state by county (including by zip code), as well as display locations where Driver Education and teen safety courses are taught in schools within a county.



California Young Driver Heat Map: 2015 CA Public Driver Education Courses and 2015 Collisions, Drivers Age 16–21

The Teen Safety Heat Map can also display where statewide driver education and grant programs were conducted during the 2016 fiscal year. These features allow users to answer questions about both location and distribution, and assist in not only visualizing how current programs are addressing the problem, but also how teen stakeholders might best plan for future program needs, especially in areas where there has been little to no programming, or where the number or rate of injury collisions is particularly high.

The tool gives users the ability to look at the following on statewide and local levels:

1. Where traffic injury crashes involving teens and young adults are happening;
2. Where Drivers Education classes have been offered;
3. Where Office of Traffic Safety teen education programs have been conducted;

Next steps for the heat map will be to add subsequent years of programming information and to expand the map to additional teen programming.

"CA Teen Driver Heat Map" continued on pg. 3

Students Against Destructive Decisions (SADD)
California Conference coming in 2018
Stay tuned for details!
<https://www.sadd.org/ca/>

California Dashboard: Education and Legislative Issues



Student Deaths Generated Teen Driver Law: Brady-Jared Teen Driver Safety Act of 1997

By Jerry Gaines
Past President, California Association for Safety Education

The provisional driver license law that applies to California first time teen novice drivers age 16-17 is named for two teens who lost their lives in vehicle crashes. The *Brady-Jared Teen Driver Safety Act of 1997* (Senator Tim Leslie – R – SB 1329, Chapter 760- 1997 Statutes) memorializes two Southern California high school students killed in crashes during the 1990's.

Palos Verdes Peninsula High School (PVPHS) student Brady Grassinger, a 10th Grader, lost her life in a late night crash during the spring of 1991. Her mother Sandy Grassinger was an English Teacher at PVPHS. In the summer of 1996, the California Association for Safety Education (CASE) and the Automobile Club of Southern California (ASC) met to address the high death and injury rate of teens holding their first driver licenses. As a representative of CASE, this writer (also a teacher at PVPHS) approached Mrs. Grassinger to learn if she, in memory of Brady and current PVPHS students, would be interested in pursuing legislation to address the high teen death rate.

In 1997 the PVPHS high school student body president, parents, teachers, and community members led an effort in that school year (working with the auto club) to craft the first *California Graduated Driver License (GDL) Law*. State Senator Tim Leslie (R) of Lake Tahoe authored Senate Bill (SB) 1329 and shepherded the bill through the legislature. Hearings were held in January and July of 1997 where witnesses testified on behalf of the proposed GDL law. The student body president Dan Martin testified that he was in a roll over crash after six months of holding his license, and he almost killed his best friend riding with him in his car. SB 1329 was passed in September 1997, signed by Governor Pete Wilson (R) and became law on January 1, 1998. The bill was named after Brady and a male student named Jared from Ventura County who also was killed in a vehicle crash.

Some 20 years later the *Brady-Jared Teen Driver Safety Act* is credited with reducing death and injury for 16-17 year old teens by almost 60% (Insurance Institute for Highway Safety, McCartt, et. al., 2010). Under California's GDL, teens are required to complete a three phase learning process, first the novice driver must complete 50 hours of supervised driving practice, which includes 10 hours of nighttime driving, and pass a driver education course to earn a learner's permit. Supervision during the learner permit phase must be with a professional driver trainer and a parent or adult 25 years or older, all of whom must have a valid California driver's license. For the second phase, the new novice driver must obtain a provisional driver's license, which in California is distinguishable from a regular or unrestricted driver's license as it is printed vertically rather horizontally on the driver license card. Under the provisional license the novice driver is restricted to no night time driving from 11:00 p.m. to 5:00 a.m. and to not having passengers under 21 riding along without a licensed passenger in the car of over 25 years of age for a period of 12 months. During the provisional driver license phase there are exceptions for driving to work, school, and providing family members transportation for common essential trips (e.g. to work, day care, school, medical appointments). Phase three includes passing the California Department of Motor Vehicle (CA DMV) driver license written test and driving test, and allows the novice driver to obtain an unrestricted driver's license. Please visit the CA DMV Frequently Asked Questions Web page for more information:

https://www.dmv.ca.gov/portal/dmv/detail/teenweb/dl_btn2/q_and_a.

Supervision during the learner permit phase must be with a professional driver trainer, parent or adult 25 years or older, all of whom must have a valid California driver's license. For the second phase, the new novice driver must obtain a provisional driver's license, which in California is distinguishable from a regular or unrestricted driver's license by being printed vertically rather than the more common horizontal license.

Under the provisional license the novice driver is restricted to no night time driving from 11:00 p.m. to 5:00 a.m., and not having passengers under 21 along without a licensed passenger

The number of teen driver fatalities in the last ten years in California is equivalent to the death of every student in three high schools.

"Teen Driver Law" continued on pg. 3

“CA Teen Driver Heat Map” continued from pg. 1

The Teen Safety Heat Map is one of several data and mapping analysis tools available at SafeTREC’s

Transportation Injury Mapping System (TIMS) Web site. To gain access to the heat map, visit the TIMS website and click “Register” to apply for an account. Once you have an account, sign in and then find the “Teen Safety Heat Map on the drop down menu. A tutorial will help navigate the site, or for additional questions, please contact Jill Cooper, cooperj@berkeley.edu.

Source: Transportation Injury Mapping System (TIMS) Web site, <https://tims.berkeley.edu/>

Transportation Injury Mapping System

Home About Tools ▾ News Help

Register Sign In

The screenshot shows the TIMS website interface. On the left is a navigation menu with options: SWITRS Query & Map, SWITRS GIS Map, Teen Safety Heat Map (highlighted), SRTS Map Viewer, ATP Maps & Summary Data, Motorcycle Collision Map, SHSP Data Viewer, and a 'No Longer Maintained' section with SWITRS GIS Map (old) and FARS Visualization. The main area features a map of Berkeley with colored markers representing collisions. A 'CASEID' pop-up window is open, showing details for a collision at Mathews St & Dwight Wy, including Date & Time, Location, Intersection, Dist. & Dir. from intersection, Collision Severity (4), Injuries (0 Killed & 1 Injured), and Type of Collision (D).

Welcome to TIMS (Transportation Injury Mapping System)

TIMS has been established by the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley to provide data and mapping analysis tools and information for traffic safety related research, policy and planning.

TIMS will continue to evolve and provide new tools as new products are developed from research at SafeTREC. Please visit the [SafeTREC website](#) for more information.

News

- Nov 16 2017 [Site Updates and 2015-2016 SWITRS Update](#)
- Sep 14 2017 [Final 2014 and Provisional 2015-2016 SWITRS Update](#)
- Jun 22 2017 [2014-2016 SWITRS Update](#)

[More news](#)



Create Real Impact Contest Spring 2018

Open to students, aged 14-22, the **Create Real Impact contest is an exceptional opportunity to produce and showcase socially conscious art** and get recognized for it, an opportunity to earn educational grants for both students and schools, and an opportunity to create real impact. The artwork must address the issue reckless and distracted driving in a creative and compelling way, as well as meet criteria based on its format. Visit ITD at

<http://impactteendrivers.org/about/our-efforts/createrealimpact>

In the Zone: Drinking & Driving Is Never Worth It —A College Student Reflects on His Decision



By Phillip Mitchell
College Student, Age 19

Year after year after the numbers are crunched and the statistics are studied resulting in new horror stories about the risks teen drivers face, especially teens who choose to drink and drive. Yet it seems as if all of this information goes unnoticed by those around us, especially the teen drivers themselves. One thing that I learned from my time at the Safety Center is that the influence of alcohol on the teenage mind can cause teens to do things they would never have done if sober.

In June of 2016 as I sat in a driving safety course at the Safety Center, my then-17-year-old self wondered, "How can I be in a situation like this? Why did I decide to drink and drive?" As I sat in my desk, images of twisted hunks of metal that used to be cars flashed across the projector screen making me cringe, and the parents of a teen killed in a car crash spoke in sorrowful tones about the kid they will never hold again. My mind flashed to the joyless look on my father's face when he picked me up from the police station following my arrest for driving while intoxicated. Feeling the solidness the chair I was sitting in, I thought of how fortunate I was to be in a five-week safety class rather than a six-foot deep grave.

Things could have been much worse for me; I am one of the lucky ones.

There is no circumstance that excuses driving drunk; it will never be worth it. And no matter how obvious that statement sounds, teenagers (myself included) still put themselves at risk when they decide to drink. I was raised to know to never get in the car with a drunk driver, and yet I inexplicably invited three other people into the car with me. The underdeveloped teenage mind simply cannot process or handle alcohol, leading to inexcusable actions such as mine.

"Drinking & Driving" continued on pg. 5

"Teen Driver Law" continued from pg. 2

over 25 for a period of 12 months. During the provisional driver license phase there are exceptions for driving to work, school, and providing family members transportation for common essential trips (e.g. to work, day care, school, medical appointments, etc.). Phase three includes passing the CA DMV driver license written test and driving test in order to obtain an unrestricted driver's license.

Based on the success of the *Brady-Jared Teen Driver Safety Act*, and increased data of 18-20 year old very high crash rates, a new California legislative efforts was made to extend the GDL program through age 20. The bill was authored by State Assembly Member Jim Frazier, who lost a teen-aged daughter to a teen driver-involved crash, and co-authored by Assembly Member Jose Medina, an ex-high school teacher who had lost three students to vehicle crashes, and Senator Josh Newman, who has a focus on child and youth safety and health issues. Their goal was to address the young novice driver ages with the highest fatal and serious injury crash rates, 18 to 20 year old first time drivers. This age group accounts for four times the crash experience vs. younger teens. On October 6, 2017 the National Highway Traffic Safety Administration (NHTSA) released the latest state by state crash data. In 2016 California had the highest fatal crash rates since 2008, with some 433 teen driver fatalities (*over one death each day*) (NHTSA, 2017). Since 2008 more than 4,300 California teen drivers have been killed, and many more severely injured or also killed during these crashes. The number of teen driver fatalities in the last ten years in California is equivalent to the death of every student in three high schools.

The 2017 legislation would have implemented the teen driver safety recommendation in the state's 2015-2019 *California Strategic Highway Plan (SHSP)*. Our state highway safety plan recommends extending GDL through age 20. A vast coalition of public health and safety organizations, law enforcement, insurance companies, medical associations, and child and youth health and safety advocates were sponsors or supporters of his legislation. The bill had no opposition and was passed by a large bipartisan vote in both the state Assembly and Senate.

Unfortunately, Governor Jerry Brown vetoed Assemblyman Frazier's extended GDL bill, even though Assemblyman Frazier had 79 out of 119 members of the legislature voting bipartisan support to seek a reduction of teen deaths on the highways. The Governor stated in his veto message that older teens reaching the age of majority at age 18 are given key adult legal rights, such as voting, joining the military and signing contracts, therefore they should not be subject to the same restrictions in obtaining first time driver licenses as their peers, 16 and 17 year old, who are minors. Regrettably the Governor misunderstood the intent of giving new novice drivers a gradual, staged driving learning experience may help further reduce the number of early deaths of teens.

Driving is a privilege, not a right. The leaders behind the 2017 legislation are planning the re-introduction of legislation in 2019, during the administration of California's next Governor. The goal is to implement the state's SHSP teen driver safety strategy, which calls for extending California's successful GDL program through age 20. As these legislative leaders see it, not extending California's GDL to 18-20 year-old first-time drivers condemns several hundred teenagers to an early grave, due to preventable vehicle crashes.

Drowsy Driving is Distracted Driving

By Merry Banks

Students Against Destructive Decisions (SADD) California Coordinator

It was a sunny September morning. My husband was driving down a main road heading to the freeway. All of a sudden, his jeep lurched forward as it was rear-ended by the car behind him. Luckily, no one was hurt and both drivers were wearing seatbelts. The driver was a flight attendant who just flew in on a red-eye. He said he knew he should have taken a nap before driving home. Unfortunately, his story is typical. We know we are tired and should not be driving, but we do it anyway.

The National Highway Traffic Safety Administration (NHTSA) estimates that at least 100,000 police reported crashes each year are caused by driver fatigue. According to National Sleep Foundation (NSF) surveys, half of Americans consistently report that they have driven drowsy and approximately 20% admit that they have actually fallen asleep at the wheel.

The holidays are approaching and the American Automotive Association (AAA) predicts that most travelers will drive to their celebration destinations. Busy schedules, social activities, stress and time constraints can put holiday road trips at risk.

The solution is to make sleep a priority. Plan your schedule so you are getting the recommended amount of sleep. Experts recommend eight and a half to nine and a half hours of sleep for teens and young adults, and seven to nine hours of sleep for adults.

When a person doesn't get enough sleep, a "sleep debt" accumulates and keeps growing until the sleep is replenished.

Only 20% of adolescents get the recommended hours of sleep on school nights, and nearly one-half (45%) sleep less than eight hours on school nights. (NSF's 2006 Sleep in America poll)

At least once a week, more than one quarter (28%) of high school students fall asleep in school, 22% fall asleep doing homework, and 14% arrive late or miss school because they oversleep. (NSF's 2006 Sleep in America poll)

Driving drowsy will significantly affect driving skills leading to slower reaction time and impaired judgment and vision tantamount to driving under the influence. There is a decline in attention to important signs, road changes and the actions of other vehicles, and decreased alertness, preventing you from seeing an obstacle and avoiding a crash.

Plan your schedule so you are getting enough sleep before holiday driving travel. Take driving breaks every two hours. Watch out for signs of fatigue and if you feel sleepy, find a safe place to rest.

Sources: American Automotive Association News Room, <http://newsroom.aaa.com/category/travel/>;
National Highway Traffic Safety Association, "Drowsy Driving and Automobile Crashes," https://one.nhtsa.gov/people/injury/drowsy_driving1/Drowsy.html;
National Sleep Foundation, <https://sleep.med.harvard.edu/>

Merry Banks is the California Coordinator for Students Against Destructive Decisions (SADD). SADD's mission is to provide students with the best prevention tools possible to deal with the issues of underage drinking, other drug use, risky and impaired driving, and other destructive decisions. It's easy to form a SADD chapter or any existing club can register as a SADD chapter. There is no cost to register and you will have access to free materials, resources, contests and campaigns.

Please register with SADD online at: <http://sadd.force.com/registration>

Plans are underway now for a statewide SADD Conference in March 2018 in Anaheim. Students and Advisors will be invited to attend free of charge. For more information, contact Merry Banks at mbanks@sadd.org.

"Drinking & Driving" continued from pg. 4

Some of the onus falls on people who have experienced the effects of underage drinking. If I could reach out to every teenager and impart one piece of wisdom to them, I would stress the impact that the one decision to drink and drive can have on the rest of your life. As soon as that first drop of alcohol touched the back of my throat on the night, May 21st, 2016, I instantly jeopardized the future that my parents and I had worked for, specifically my college admission and, most importantly, the lives of myself and many others.

The risks teens and adults face when driving are constant and yet vary. We never know if we're going to encounter a driver exceeding the speed limit or a driver who thinks driving on the highway is a good time to finish applying makeup. But for teenagers, one of the most recurring and publicized dangers comes from underage drinking and driving. Even with new legislation, regulations, and other policies being adopted each year, teens *still* will find a way to access alcohol when they want it.

The incessant news stories about underage drinking and driving crashes at the start of the New Year and again around graduation time show that teens are still willing to risk their futures despite the ongoing devastation they, their friends, their families, and their communities suffer at the loss of teen lives.

Since there is no foreseeable future when teenagers will abstain from drinking, what can be done to reduce the number of crashes, injuries, and death from it?

I beg all of you to consider what will happen if you drink and drive. The safety of yourself and everyone else depends on it.

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**We're on the Web!**

See us at:

<http://www.cde.ca.gov/ci/cr/dr/>



TeenDrive³⁶⁵ Video Challenge In School 2018 Contest!

SUBMIT YOUR VIDEO as a YouTube link by 8PM ET February 28, 2018. Please make sure that you title your video "TeenDrive365 Video Challenge – [Your title]" and that your video is set for public viewing. Don't forget to review our Entry Video Checklist and the Contest Rules as any failure to comply could mean you could be disqualified—no matter how great your video is! For more information, visit us at <http://www.teendrive365inschool.com/teens/video-challenge/>

Driver Education: Winter 2017-18 Calendar

December 2017

M	Tue	W	Th	F	Sat	Sun
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

January 2018

M	Tue	W	Th	F	Sat	Sun
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February 2018

M	Tue	W	Th	F	Sat	Sun
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

December: Merry Christmas!

- December 18-January 3 is **Winter Holiday Avoid DUI Task Enforcement Campaign**
- December 23-25 is **Christmas weekend, CHP Maximum Enforcement Period**

January: Wishing You a Happy and Safe Start to 2018!

- December 29-January 1 is a **CHP Maximum Enforcement Period**
- October 15-21 is **National Teen Driver Safety Week**
- October 29-31 is **Halloween Weekend—maximum DUI enforcement**
- October 31: **Happy Halloween**

February: Super Bowl LII & Valentine's Day!

- February 3-5 is Super Bowl Weekend: **Fans Don't Let Fans Drive Drunk!**
- February 14 is **Valentine's Day!**

Calendar Sources: California Office of Traffic Safety,; <http://www.ots.ca.gov/default.asp>
National Highway Traffic Safety Association, <https://www.trafficsafetymarketing.gov/calendars>