

A Message from Pat Irsfeld President MDTSEA

Greetings and Happy Holidays to each of you. My wish is that all of you have a wonderful holiday season with family and friends and that 2015 will be a safe and special year for each of you. Looking back at my messages of 2014, I mentioned that highways are not as forgiving as they once were when we were growing up, that we need to problem solve for safe travel and learn to interact safely with the millions that we share our roads with. When watching the news the other day, a special feature on installing rumble strips on the center line of some two lane highways in our state was being aired. A coalition for safe driving spearheaded this move and with the help from MnDOT, they are getting it done in high risk areas. Rumble strips have been used for many years, most commonly on the right side of the road and sometimes located as you approach highway intersections. It is great to see community based coalition safety groups get involved to make it safer for all of our motorists and if rumble strips “wake up the driver” from whatever they are doing... that’s a good thing to help drivers who might otherwise make a deadly mistake by crossing over the center line.

The Minnesota Driver and Traffic Safety Education Association Regional Winter Workshops are planned for January 21st. and 28th 2015 at various sites around our state. You are cordially invited to check the MDTSEA website for location, dates, and times. I hope you all get a chance to attend this workshop and share with your colleagues the many experiences and efforts you made to improve driver education during the past. I always look forward to this evening of sharing and fellowship.

The Minnesota Driver and Traffic Safety Education Association Annual Conference is set for March 27th and 28th, 2015 at the Best Western – Kelly Inn, in St. Cloud. Please mark your calendars for this event and plan on attending. A special thank you to Joe Christensen, our workshop/conference coordinator for his hard worked in organizing these events for our members.

The 59thAnnual **ADTSEA** conference will be held July 12th-15th 2015 in Raleigh, North Carolina, at the Hilton north/midtown. Please check the ADTSEA website for details. Last summer we had quite a few MDTSEA members attend this conference, and if you attend you’ll walk away with many ideas for improving practices you can use in classroom/ behind-the-wheel instruction. Lastly, if you know of a deserving colleague for **TOY (teacher of the year)**, please consider nominating this person in the future. Our MDTSEA contact person is Mark Lee, District # 7 board members from Plummer, Minnesota.

I hope 2015 is off to a good start for everyone. I am looking forward to seeing you again in St. Cloud. Please stay warm and drive safely. Pat

Upcoming Events

Spring Semester Driver Education Teacher Preparation Courses
http://www.stcloudstate.edu/continuingstudies/driversed/course_sequence.asp

January 21, 2015 Regional Workshops
Annual Conference March 26-28, 2015 at the St. Cloud Kelly Inn
<http://bestwesternminnesota.com/hotels/best-western-plus-kelly-inn-saint-cloud>

Upcoming Events

Elections of President Elect, Secretary/Treasurer and Four (4) at Large Board of Directors
Interested candidates should notify Members of the Nominations Committee (Mike Meyers or Doug Riles), any Board Member, or wait until the Conference to indicate their interest.

<http://trl.co.uk/reports-publications/trl-reports/report/?reportid=6984>

The Forgotten Risk of Driving with Hypoglycaemia in Type 2 Diabetes

Almost 1 in 4 driving licences with a medical notification has a notification related to treatment for diabetes. In 2014, this was equivalent to approximately 575,000 active licences for people treated with diabetes, of which 13% were Group 2 drivers (typically of lorries and/or buses). Recommendations from the Driver and Vehicle Licensing Agency (DVLA) on driving with diabetes have changed in recent years to reflect evidence of increased risks related to hypoglycaemia for certain categories of medicines. Drivers are likely to have their licence revoked after one severe hypoglycaemic event (for Group 2 drivers) or two events (for Group 1 drivers of cars, light vans and/or motorcycles). Yet the onus for safe driving remains with the individual, who is responsible for managing their condition irrespective of the extent of education they have had on how to prevent hypoglycaemia or options they have been offered by healthcare professionals to help minimise risk. Coupled with demands they may face when driving for work purposes, which can include long distances and hours, and a threat to their livelihood if their licence is revoked, it is unsurprising more people do not seek help. This report evaluates the evidence related to the prevalence and impact of hypoglycaemia for people with Type 2 Diabetes who drive and makes recommendations on how these people can be supported through better recording of hypoglycaemia, research, optimisation of medicine management, support and education.

Download Report

Eyes on the road: Searching for answers to the problem of distracted driving

Using a cellphone while driving is risky and can lead to crashes. Making or taking calls, texting, or interacting with an electronic device in any way can take your eyes off the road at a critical moment. Teenage drivers may be especially susceptible to distractions. In response, states have enacted cellphone and texting bans, and insurers along with other groups have sponsored public education campaigns. Even though studies show that phone use by drivers has declined in states with bans, crashes reported to insurers haven't gone down during the same period. While phoning and texting have become synonymous with distracted driving in the news, distraction is a much larger problem than just electronic devices. A new study by IIHS in partnership with Virginia Tech helps clarify the risk of cellphone use behind the wheel and offers insight into other distracting things drivers do when they aren't using cellphones. The research points to the need for a broader strategy to deal with the ways that drivers can be distracted. More at:

<http://www.iihs.org/iihs/sr/statusreport/article/49/8/1> distracted driving

The Future of the Highway Trust Fund (HTF)

Since 2008, the U.S. Highway Trust Fund (HTF) has repeatedly been on the brink of insolvency, necessitating five infusions from the U.S. Treasury's General Fund. Many solutions have been proposed to stabilize funding for the federal surface transportation program, but each has confronted substantial political barriers. This study details the circumstances that have led the U.S. transportation program to its current funding situation and explores how other nations have created sustainable mechanisms for ensuring adequate national-level investment in surface transportation systems. The findings indicate that while there are reasons the HTF structure in the United States has persisted, other nations have successfully developed durable programs financed through general funds. This research also suggests that embracing a funding model similar to that of other countries could help restore funding consistency to the U.S. program.

Currently, excise taxes on gasoline and diesel fuel are deposited into the HTF; grants from the HTF are then distributed to state and local transportation authorities through the federal surface transportation program. Historically, fuel taxes were occasionally increased by Congress, and these increases, combined with steady growth in vehicle miles traveled (VMT), helped to ensure funding growth. Since 1993, however, the federal gas tax has remained unchanged at 18.4 cents per gallon. And while many transportation stakeholder groups have been vocal in their support for an increase in the gas tax, Congress and two presidential administrations have demonstrated an unwillingness to raise the tax.

In 2008, the HTF was on the brink of insolvency for the first time in its history. This situation was in part caused by an explicit policy decision to spend down the remaining HTF balance to support a robust spending level in the surface transportation reauthorization bill passed in 2005. In addition, in part due to the recession and rising gasoline prices, Americans were driving less. With these changes, Congress was in a position where they would have to reduce transportation spending, increase gas tax revenues, or identify an alternative solution and doing so in more fuel-efficient vehicles. Congress responded with a stopgap measure, infusing \$8 billion from the General Fund into the HTF. Similar infusions were made in 2009, 2010, 2012, and now 2014.

Beyond these funding challenges, fundamental problems also remain in the way the U.S. government makes transportation investment decisions. Many of these well-documented problems are rooted in the relationship between the way funds are raised and the way they are spent. A tendency to approach transportation planning and investment in terms of modal divisions (e.g., public transit vs. highways) and tensions over how much federal funding is returned to states relative to how much they pay into the HTF in gas tax revenues (also known as the donor–donee issue) are two examples of systemic problems with the existing surface transportation program that are directly related to the way the program is funded. Instead of allocating funds to states or programs that target a particular federal interest or goal, federal funds are distributed to states and transit authorities by formula and are designated for use on specific modes. At the same time, the donor–donee issue leads to persistent battles among members of Congress over whether their states are receiving a “fair” share of HTF funding relative to their gas tax contributions. These challenges have historically overshadowed substantive arguments over policy and hindered the tying of federal funds to national goals or performance measures.

Supporters of the current trust fund structure point to economic theory, which has long endorsed the core principle of user pay. User pay is the idea that equity and efficiency objectives are best

served if the users of a system—who are presumably the primary beneficiaries of the system (in this case, transportation infrastructure)—pay as directly as possible for the construction, operation, and upkeep of the system. Theoretically, the fee sends a price signal to users that discourages over-consumption and helps minimize externalities, such as congestion and emissions. From a policy perspective, users' willingness to pay the fee also sends a useful signal about how they value the system. Thus, the total amount of funding collected through the fee defines the appropriate amount to spend on the system. Finally, user fees can be seen as a more equitable means of funding transportation compared to other revenue mechanisms.

Given the current situation in the United States, it is clear that maintaining the status quo will lead to continued uncertainty about future transportation funding and will do nothing to address the structural challenges inherent in the existing federal program. Accordingly, the findings of this study highlights three potential solutions:

Solution 1: Adjust spending to reflect revenues To align transportation spending with gas tax revenues, Congress has two choices: either 1) reduce spending to no more than current HTF receipts or 2) increase user fee revenues by as much as necessary to cover the desired level of spending. There is little indication that the current Congress or President (or for that matter any future Congress or President) has the appetite for either approach, with both parties vocally opposing an increase in the fuel tax. Adjusting spending to meet revenues, thus creating a smaller, more focused federal role in surface transportation, would shift a much larger share of financial responsibility onto the states and metropolitan areas. Previous research has demonstrated that reducing the federal role in transportation funding would likely diminish overall transportation investment (since it is unlikely that states would be able to replace all lost federal revenue) at a time when there is broad agreement that the United States should be investing more in transportation infrastructure, not less.

Solution 2: Adopt a hybrid funding approach that relies on both general funds and gas tax revenues A second solution would be to codify the hybrid system that Congress has unintentionally created, but in a way that provides for predictable, long-term General Fund commitments. Politically, this approach would probably be the easiest lift. It represents the smallest change to the existing system but provides some potentially substantial benefits, including a sustainable funding stream and the opportunity to better target funding for transportation investments toward national goals.

Solution 3: Eliminate the Highway Trust Fund A more permanent solution could be to move toward a system that is more in line with the approach taken by other developed countries that do not rely on gas taxes to fund transportation. Under this solution, the HTF would be dissolved and the entire surface transportation bill could be funded through the appropriations process. This scenario does not preclude the use of dedicated revenues—income or sales taxes for example—but those revenues would cease to be user fees and would no longer be deposited into a trust fund.

Any of the options above could represent a dramatic improvement over the existing system. However, based on our analysis Solution 3 deserves fair consideration as an effective long-term solution to our national transportation funding problem.

<https://enotrans.r.worldssl.net/wp-content/uploads/wpsc/downloadables/Highway-Trust-Fund2.pdf>

New crash report interface will improve usability and data quality

The data collected at the scene of a crash by law enforcement officers are important for more than just drivers and their insurance companies. The information is also used on a much larger scale by state agencies and researchers to analyze and evaluate crashes, trends, and potential countermeasures. As part of an effort to improve the quality of this data in Minnesota, a team of researchers from the U of M's HumanFIRST Laboratory are working on a redesign of the electronic crash report interface used by law enforcement officers. The team's goal is to create a new interface that improves the accuracy, speed, reliability, and meaningfulness of crash report data. <http://www.cts.umn.edu/publications/catalyst/2014/december/usability>

Teen Driver Support System helps reduce risky driving behavior

Although teen drivers make up a small percentage of the U.S. driving population, they are at an especially high risk of being involved in a crash. Factors that contribute to teen drivers' risk include their lack of experience and their tendency to engage in unsafe behaviors while behind the wheel. To help teen drivers stay safe on the road, researchers at the U of M's HumanFIRST Laboratory have been working for nearly 10 years on the development of the Teen Driver Support System. The smartphone-based system is a comprehensive application that provides real-time, in-vehicle feedback to teens about their risky behaviors and reports those behaviors to parents if teens don't heed the system's warnings.

<http://www.cts.umn.edu/Publications/catalyst/2014/november/riskydriving>

Snow control cost/benefit tool goes online as program aims to expand

Cornstalks may not be the first thing that comes to mind for keeping rural roads clear in the winter. But when stalks near roadsides are left standing after fall harvest, they become a living snow fence, reducing the amount of snow blowing onto roads. To help determine reimbursement costs for farmers and choose which roads are good candidates, the Minnesota Department of Transportation (MnDOT) uses a snow control cost/benefit tool developed by University of Minnesota researchers. In a new MnDOT-funded project, CTS and U of M Extension are developing a website to host the tool and related snow-control resources.

<http://www.cts.umn.edu/Publications/catalyst/2014/november/snow>

New radar detection stations help evaluate safety improvements on rural roads

Though several effective countermeasures have been developed for twists and turns on flat terrain, vertical curves on rural roadways do not yet have such treatments. To fill this void, a new approach using chevron warning signs is being considered in Washington County, Minnesota. To help determine the effectiveness of the new countermeasure, researchers at the Minnesota Traffic Observatory set out to develop a new radar-based data collection system that can easily collect vehicle trajectory data for analysis.

<http://www.cts.umn.edu/publications/catalyst/2014/october/radar>

<http://www.worldlifeexpectancy.com/cause-of-death/road-traffic-accidents/by-country/>

Check this site out. The US is ranked 107th out of 192 countries when road traffic accidents are considered as a function of population. The US rate of deaths per 100,000 is 13.9. Canada, Western Europe, Scandinavia, and Australia and New Zealand all better death rates. Switzerland's rate is 3.8 which is over 3 times better than the US. Our neighbor to the north has a death rate approaching twice as good as our rate (13.9 v 7.8). The US has a long way to go in reducing our death rate for road traffic accidents.

Among the other leading causes of death for young people the US fares worse in comparison to the rest of the world with a rank of 63rd out 192 having a rate of 10.3 deaths by suicide and 92nd out of 192 in violence related death with a rate of 6.5. On a macro basis road traffic accidents remains the top concern for the leading causes of death among young people in the US.

**Traffic Injury Research Foundation (TIRF)
to launch Wildlife-Vehicle (WVC) Clearing House**

TIRF is pleased to announce that it has received funding from State Farm Canada to develop an online wildlife-vehicle (WVC) clearing house. The development of the clearing house stems from a comprehensive review of this road safety issue and a feasibility study to investigate strategies to address the problem.

"The TIRF feasibility study, also funded by State Farm Canada and released in 2012, revealed important gaps in research and knowledge about WVCs, and a lack of complete data sources that can inform our understanding of the causes and consequences of this problem," explains President and CEO, Robyn Robertson. "More concerning, the fragmented data and resources that are available make it challenging to identify the most effective ways to begin to address it. The creation of a central repository to compile and distill this information was a logical next step emerging from the feasibility study."

Transport Canada reports some 25,000 collisions involving a large animal each year. According to the 2012 study there has been an average annual increase of 7.55% in WVCs from 1994 to 2004. These data most often include large animals such as deer, moose, elk and bison, which typically result in injury collisions or serious damage.

Conversely, WVCs with smaller animals are usually not reported. However this issue is a concern as many of these smaller species play a key role in the ecosystem and represent species that are endangered or at risk.

Ms. Robertson explains that "The results of the 2012 study showed that the consequences of wildlife-vehicle collisions are under-estimated and profound. These collisions can be linked to road user deaths and serious injuries as well as a loss of biodiversity. The bottom line is that WVCs increase direct and indirect financial costs to Canadians." National estimates of the problem suggest that WVCs cost Canadians a minimum of \$200 million a year.

One of the most effective ways to prevent WVCs is road-life mitigation solutions which aim to reduce negative impacts by changing motorist and/or wildlife behaviour. The choice of mitigation

solution and how it is implemented is informed by data that are collected and analyzed by road engineers and mitigation specialists. Better access to research and data provided by the new clearing house will inform the development of new mitigation solutions and help to improve those that are currently in place.

“The goal of the wildlife-vehicle clearing house is to begin to raise awareness and fill gaps in WVC information, data, research and tools that are needed by researchers, practitioners, and the public to help reduce and prevent WVCs,” describes Robertson. “The online resource will host a variety of products, data links and resources that meet the needs of researchers and practitioners in ecological, environmental, and road safety industries, and, provide useful information to educate the public to better understand and prevent these types of collisions.”

The wildlife-vehicle collision clearing house website is set to launch in Spring 2015.

To learn more about the Wildlife-Vehicle Collision Database Feasibility Study, visit TIRF’s website, http://tirf.ca/publications/project_show.php?pid=76.

What Do Current Owners of Hybrids and Non-Hybrids Think About Hybrids

This survey examined the views of U.S. motorists concerning hybrid vehicles, both in terms of their current vehicles and future vehicles. The survey yielded completed responses from 1,002 owners of a hybrid and 1,038 owners of a non-hybrid. The main findings related to **current owners of a hybrid** are as follows:

- The main reason given for owning a hybrid is the environmental impact; females are more concerned than males about this aspect of hybrid ownership.
- Only a small percentage of respondents report any hybrid-specific problems.
- About 4/5 intend to buy a hybrid again for their next vehicle; about 1/3 of them intend to buy a plug-in hybrid.
- Out of those that do not intend to buy a hybrid for their next vehicle, about 1/6 are planning to get an electric vehicle.

The main findings related to **current owners of a non-hybrid** are as follows:

- The most frequent reasons given for not getting a hybrid as the current vehicle are not considering hybrids at all and the initial cost.
- About 1/3 of respondents intend to buy a hybrid for their next vehicle.

In looking ahead to the future, this report also contains a table that summarizes 14 aspects of 12 different fuel sources (including hydrogen) that will likely influence driver acceptance.

<http://deepblue.lib.umich.edu/bitstream/handle/2027.42/109078/103025.pdf?sequence=1&isAllowed=y>

Young Driver Crash Rates in New Jersey by Licensing Experience, Age, & License Phase

The AAA Foundation for Traffic Safety has released a report that uses a linked licensing-crash database from New Jersey to examine the independent and joint contributions of age at licensure, driving experience, and graduated driver license phase on 24-month crash rates among 17-20 year old New Jersey drivers.

<https://www.aaafoundation.org/sites/default/files/OlderVsYoungerNovicesNJ-FINAL%20FTS%20Format.pdf>

WHAT IS DISTRACTED DRIVING?

Distracted driving is any activity that could divert a person's attention away from the primary task of driving. *All* distractions endanger driver, passenger, and bystander safety. These types of distractions include:

- Texting
- Using a cell phone or smartphone
- Eating and drinking
- Talking to passengers
- Grooming
- Reading, including maps
- Using a navigation system
- Watching a video
- Adjusting a radio, CD player, or MP3 player

But, because text messaging requires visual, manual, and cognitive attention from the driver, it is by far the most alarming distraction. The best way to end distracted driving is to educate all Americans about the danger it poses. On this page, you'll find facts and statistics that are powerfully persuasive. If you don't already think distracted driving is a safety problem, please take a moment to learn more. And, as with everything on Distraction.gov, please share these facts with others. Together, we can help save lives.

Top Teen Driving Safety Tips

It's National Teen Driver Safety Week, when the National Highway Traffic Safety Administration (NHTSA) raises awareness about issues related to the youngest drivers on the road. NHTSA notes that though teen driver fatalities have declined in recent years, "young drivers – particularly 16- and 17-year-olds - are significantly over-represented in fatal crashes."

Ford's MyKey lets parents limit vehicle speeds for teen drivers. (Ford Motor Company)
Handing over the keys is a worrying experience for most parents, but by setting expectations well before your teen starts to drive, you may be able to reduce your teen's risk of a crash. NHTSA recommends five rules that parents should set for new drivers.

NHTSA's 5 to Drive

No Cellphones: It's not just texting that teen drivers should stay away from while driving. New drivers need to focus all their attention on the road, so cellphones, including hands-free

cellphones, should never be used while the teen is driving. Some cars, like those from Ford, offer “Do Not Disturb” modes for phones to prevent the phone from being used while driving. There are also a number of apps that can disable a phone while the vehicle is in motion, removing temptation from teens. Sound too tough? Ten percent of fatal crashes involving teen drivers occurred because of driver distraction, according to NHTSA. Putting away the cellphone doesn't sound so bad now, does it?

No Extra Passengers: A number of studies have found that teen drivers are more likely to engage in a risky driving behavior, like speeding, tailgating, failing to yield, weaving, showing off or driving erratically, than when they drive alone. While state graduated licensing laws often limit the number of passengers a teen driver can have, parents should not allow teens to drive with their friends in the car.

No Speeding: In 2012, excessive speed was a factor in 48 percent of crashes that were fatal to teen drivers, reports NHTSA. New drivers just don't have the skills or decision-making ability to handle extra speed. Talk to your teen about how risky speeding is. Some cars also offer tools to monitor and limit teen drivers. Hyundai's Blue Link telematics system can send a notification to a parent if the car goes over a certain speed. Ford's MyKey system allows parents to limit a car's top speed when a teen is driving.

No Alcohol: This rule seems pretty basic, given that it's illegal for teens to drink at all, let alone drink and drive. However, NHTSA reports that in 2012, 28 percent of teen drivers who had fatal crashes had been drinking. Let your teen know that drinking and driving, or getting into a car with a driver who has been drinking, is unacceptable.

Always Buckle Up: No parent would let a toddler ride in an unbuckled car seat, yet teen drivers are the group that's least likely to buckle up. NHTSA says that 55 percent of 15- to 20-year-old passengers who were killed in a car crash weren't wearing a seat belt. It adds the 49 percent of teen drivers who were killed in car crashes while sober weren't buckled up. Teen drivers who had been drinking were even worse off: 55 percent of teen drivers killed in crashes after drinking were not wearing their seat belts. Talk to your teen about the importance of buckling up. If you worry about the message getting through, Ford's MyKey system can disable the car's radio until everyone in the car has their seat belt on.

NHTSA's 5 to Drive rules are an excellent first step to keep teen drivers safe, but teens are experts at detecting hypocrisy. Set a good example and follow these rules when you drive, even if your kids are years away from taking the wheel. You'll not only be keeping yourself and your passengers safe, but you'll also be setting the stage for your kids to have safe driving habits for life.

In the market for a teen-friendly car? Check out our Used Car Rankings and our New Car Rankings to find the best car for your new driver. You can also explore the U.S. News Best Price Program for guaranteed savings on a new car, SUV or truck. Also, be sure to follow us on Twitter and Facebook. http://usnews.rankingsandreviews.com/cars-trucks/best-cars-blog/2014/10/Top_Teen_Driving_Safety_Tips/

Winter Driving Tips

Severe weather can be both frightening and dangerous for automobile travel. Motorists should

know the safety rules for dealing with winter road emergencies. AAA reminds motorists to be cautious while driving in adverse weather. For more information on winter driving, the association offers the *How to Go on Ice and Snow* brochure, available through most AAA offices. Contact your local AAA club for more information.

AAA recommends the following winter driving tips:

- Avoid driving while you're fatigued. Getting the proper amount of rest before taking on winter weather tasks reduces driving risks.
- Never warm up a vehicle in an enclosed area, such as a garage.
- Make certain your tires are properly inflated.
- Never mix radial tires with other tire types.
- Keep your gas tank at least half full to avoid gas line freeze-up.
- If possible, avoid using your parking brake in cold, rainy and snowy weather.
- Do not use cruise control when driving on any slippery surface (wet, ice, sand).
- Always look and steer where you want to go.
- Use your seat belt every time you get into your vehicle.

Tips for long-distance winter trips:

- Watch weather reports prior to a long-distance drive or before driving in isolated areas. Delay trips when especially bad weather is expected. If you must leave, let others know your route, destination and estimated time of arrival.
- Always make sure your vehicle is in peak operating condition by having it inspected by a AAA Approved Auto Repair facility.
- Keep at least half a tank of gasoline in your vehicle at all times.
- Pack a cellular telephone with your local AAA's telephone number, plus blankets, gloves, hats, food, water and any needed medication in your vehicle.
- If you become snow-bound, stay with your vehicle. It provides temporary shelter and makes it easier for rescuers to locate you. Don't try to walk in a severe storm. It's easy to lose sight of your vehicle in blowing snow and become lost.
- Don't over exert yourself if you try to push or dig your vehicle out of the snow.
- Tie a brightly colored cloth to the antenna or place a cloth at the top of a rolled up window to signal distress. At night, keep the dome light on if possible. It only uses a small amount of electricity and will make it easier for rescuers to find you.
- Make sure the exhaust pipe isn't clogged with snow, ice or mud. A blocked exhaust could cause deadly carbon monoxide gas to leak into the passenger compartment with the engine running.
- Use whatever is available to insulate your body from the cold. This could include floor mats, newspapers or paper maps.
- If possible run the engine and heater just long enough to remove the chill and to conserve gasoline.

Tips for driving in the snow:

- Accelerate and decelerate slowly. Applying the gas slowly to accelerate is the best method for regaining traction and avoiding skids. Don't try to get moving in a hurry. And take time to slow down for a stoplight. Remember: It takes longer to slow down on icy roads.
- Drive slowly. Everything takes longer on snow-covered roads. Accelerating, stopping, turning – nothing happens as quickly as on dry pavement. Give yourself time to maneuver by driving slowly.
- The normal dry pavement following distance of three to four seconds should be increased to eight to ten seconds. This increased margin of safety will provide the longer distance

needed if you have to stop.

- Know your brakes. Whether you have antilock brakes or not, the best way to stop is threshold braking. Keep the heel of your foot on the floor and use the ball of your foot to apply firm, steady pressure on the brake pedal.
- Don't stop if you can avoid it. There's a big difference in the amount of inertia it takes to start moving from a full stop versus how much it takes to get moving while still rolling. If you can slow down enough to keep rolling until a traffic light changes, do it.
- Don't power up hills. Applying extra gas on snow-covered roads just starts your wheels spinning. Try to get a little inertia going before you reach the hill and let that inertia carry you to the top. As you reach the crest of the hill, reduce your speed and proceed down hill as slowly as possible.
- Don't stop going up a hill. There's nothing worse than trying to get moving up a hill on an icy road. Get some inertia going on a flat roadway before you take on the hill.
- Stay home. If you really don't have to go out, don't. Even if you can drive well in the snow, not everyone else can. Don't tempt fate: If you don't have somewhere you have to be, watch the snow from indoors.

Visit AAA's YouTube page for more videos on winter driving tips.

<http://exchange.aaa.com/safety/roadway-safety/winter-driving-tips/>

Hidden Highways: Fog and Traffic Crashes on America's Roads Abstract

Although fog and smoke are understood to create challenging driving conditions for motorists, surprisingly little research has been conducted on the characteristics of fog- and smoke-related crashes, and on the prevalence of such crashes in overall national highway safety statistics. This report illustrates the scope of the problem by presenting 23 years of national data on fatal crashes involving fog and smoke, and 19 years of police-reported crash data pertaining to these conditions. These data point to issues of particular concern with regards to fog and smoke, including the elevated prevalence of such crashes among young drivers, during winter months, and along undivided rural highways. Perhaps most alarmingly, fog and smoke appear to play a major role in fatal multi-vehicle pileups, and are coded as a factor in nearly one-in-five such crashes involving 10 or more vehicles. By examining national and regional data, as well as existing research into driver behavior and perception changes due to fog, this paper offers recommendations that highway officials, safety advocates, parents, automakers, driving instructors, and road users of all kinds can act on in order to promote safe highway operations in foggy or smoky conditions. Full publication at:

<https://www.aaafoundation.org/sites/default/files/2014FogAndCrashesReport.pdf>

Prevalence of Motor Vehicle Crashes Involving Drowsy Drivers 2009-2013

Although official government statistics suggest that drowsy driving only contributes to approximately 1-3% of motor vehicle crashes each year in the United States, results of in depth studies suggest that the true prevalence is likely much higher. A previous study by the AAA Foundation for Traffic Safety found that 7% of all crashes in which a vehicle was towed from the scene, 13% of crashes in which a person was hospitalized, and 17% of fatal crashes involved a drowsy driver in years 1999 – 2008.

The current study updates that study with data from years 2009 – 2013. Data from a

representative sample of 14,268 crashes in which a vehicle was towed from the scene were examined. Driver drowsiness was assessed by trained investigators. Multiple imputation was used to estimate the proportion of drivers who were drowsy among those whose drowsiness status investigators were unable to ascertain. Results showed that an estimated 6% of all crashes in which a vehicle was towed from the scene, 7% of crashes in which a person received treatment for injuries sustained in the crash, 13% of crashes in which a person was hospitalized, and 21% of crashes in which a person was killed involved a drowsy driver. If these proportions are applied to all reported crashes nationwide, results suggest that an average of 328,000 crashes annually, including 109,000 crashes that result in injuries and 6,400 fatal crashes, involve a drowsy driver.

Excerpts from:

Slowing Down Will Get You Through a Traffic Jam Faster
Measures to Minimize Bottlenecks Emphasize the Importance of Cutting Your Speed
By JO CRAVEN MCGINTY of the Wall Street Journal
Updated Nov. 7, 2014 1:50 p.m. ET

When traffic thickens on freeways, drivers often make decisions that worsen conditions. They speed up when they should slow down. They change lanes when they should stay put. They squeeze together when they should spread out. Once the flow of traffic is disrupted, the shock wave ripples backward, with driver after driver braking instead of progressing smoothly.

“Everyone is selfish and wants maximal travel time versus optimal time for everyone,” said Hesham Rakha, a professor of civil and environmental engineering at Virginia Tech. “By being selfish, you make the system worse.” Essentially need to go slower in order to go faster. “The intuition is if you are more aggressive, you will get to your destination faster,” Mr. Rakha said. “Studies have shown that if you are less aggressive, you’ll get there faster.”

Ideally, drivers should maintain a steady slower speed, avoid unnecessary lane changes, which induce braking, and lengthen the gaps between vehicles to allow for adjustments. Mr. Rakha compares it to pouring sand through a funnel. “If you pour sand suddenly, not as much goes through as if you pour exactly the amount the funnel needs,” Mr. Rakha said. “There is more throughput by pouring less into the funnel.”

About DriveitHOME™

Car crashes are the #1 cause of death for teens. Fortunately there is something we can do about this national tragedy. Designed by and for parents of newly licensed teen drivers, DriveitHOME™ offers a variety of helpful resources you can use to help your teen get the experience they need behind the wheel to become safer, more experienced drivers.
<http://driveithome.org>

A Teen's Biggest Safety Threat is Sitting on the Driveway

Half of all teens will be involved in a car crash before graduating from high school. The more you know, the more you can do to prevent these crashes. <http://www.nsc.org/learn/NSC-Initiatives/Pages/teen-driving.aspx>

2015 Drive2Life Student PSA Contest

Challenge your students in grades 6–12 to enter the 2015 Drive2Life Contest by creating public service announcements (PSAs) to help prevent distracted walking. The student Grand Prize is \$1,000 and a trip to New York City, where the winner will work with an Emmy Award–winning producer to film the PSA. Teachers have the chance to win, too! **Deadline:** February 10, 2015. Read more: <http://www.scholastic.com/drive2life/>

Minutes of the MDTSEA Board Meeting September 6, 2014

Members present: Pat Irsfeld, Dr. John Palmer, Greg Davis, Dr. Brad Isberner, Doug Riles, Curt Quiner, Shirley Suneson, Jen Jensen - Skoviera, Mike LaBerge, Charles Benda, Carol Olson, Joe Christensen, Raymond Kroll, Jen Sletten, Mark Lee by phone, Bea Kehr **Excused:** Marty Rossini, John Ertz,

The meeting was called to order at 10:00 am by President Pat Irsfeld. Pat reminded the board that we want to establish a consent agenda and reports should be sent to the secretary in advance for the secretary to send out with the agenda and past minutes. Members of the board can then review the reports and be ready to address issues. This will save time during the meeting for old and new business.

The minutes of the pre-conference, conference and post conference board meetings were presented. Corrections were completed. Joe moved and Carol seconds the motion to accept the minutes with corrections. The motion carried. Parliamentarian reminded that we need to follow through with the decisions made at the board meetings in regards to policy. Membership needs to see those policy changes.

Jen made the motion to include the cancelation and refund information on all registration materials. Doug seconds the motion. The motion carried.

The treasurer's report: the organization has \$10 in savings and \$18,202.51 in checking as of 8/31/14. Discussion on what has been paid since the beginning of the 2015 fiscal year July 1, 2014. Carol moved to accept the treasurer's report, Joe seconded and the motion carries.

Committee Reports:

Audit: has not been done yet (see note at the end of the minutes)

Awards: Marty called and said we are on track.

Workshop & Conference: Winter workshops planned for Wednesday, January 21, 2015. The TZD program and parent involvement has been suggested as the topic. Gordy Pherson will find us speakers for the night. Spring Conference dates March 26-28, 2015 Kelly Inn St. Cloud

Curriculum / Education: No report

Executive: attached to the minutes

Historian: Shirley reported that there were no responses to the questionnaire put online. Does anyone have ideas?

Legislative: We need a lobbyist, discussion on the end of the task force meeting on September 18 and that there should be a minority report. DPS has not taken our suggestions for driver

improvement. We need to go to the Senators and House Members directly. Questions call Joe Christensen.

Membership: We need to recruit new members.

Nominations: Office to be filled this Spring Conference-President elect, Secretary / Treasurer, Directors at large. Contact Doug Riles if interested.

Public Relations: Joe reported that little has been done on the web site and would like to have someone team with him to eventually take over the web site. No other report. * note that members would like to have a paper mailing for the workshops and Spring conference.

Affiliate Reports:

ADTSEA: Dr. John Palmer has been working with ADTSEA and NHTSA through a web meeting. ADTSEA has a new up-date from the Conference in Witicha, Kansas featuring the power points from the three Teachers of the Excellence. Great information is available on the site.

SCSU: Dr. Brad Isberner reported that the summer class was small for teacher prep. He is concerned that the program will not be able to continue due to the low attendance and shortfall of funds at SCSU. SCSU's general student population has dropped. He encourages us to have student sign up for spring classes to continue the program.

Driver Education Foundation: Mark Lee reported by phone that the group would be meeting to do a fund transfer to another financial institution.

Jen moved to accept reports from the committees, Joe seconds the motion and the motion carried.

OLD BUSINESS

Task force will meet on Thursday, September 18th at Bremer Bank Building in St. Paul. The final reports did not look as if the suggestion from the MDTSEA members were taken seriously.

Milepost editor is John Palmer please send articles to him.

A paper announcement for the workshops and conference will be mailed out.

Carol Olson will be our go to person for congratulation, get well cards and sympathy condolences. Please call her with the name at 218-724-6579. Jen Sletten will be assisting Carol.

Jan Jensen Skoviera will be on the audit, membership and PR committees.

Committee members please make a description of your duties and goal for this coming year.

TOY APPLICATIONS: We are getting the call out now that Teacher of the Year applications are due in by December 6th. The sooner the better! Contact Mark Lee at mlee@trf.k12.mn.us or call 218-686-8724. They take time to fill out and you need letters of recommendation.

NEW BUSINESS

Review the email sent by Joe from Charles Hayssen. Discussion took place on virtual driver education. ADTSEA has a program that can be used on line. Please get back to Joe with questions. Email is the best jmc@cloudnet.com.

The 2014 ADTSEA was held in Kansas. We had 7 members attend. Mark Lee was sworn in as the North Central Regional Director on the ADTSEA Board of Directors. Bea Kehr was presented with the Teacher of Excellence Award. Bea presented two working sessions. One was on the use of Common Core Standards for behind the wheel instruction. Teaching Strategies from the Toy Box to

the Glove Box was presented for the Teacher of Excellence presentation. Marty was the MC for the banquet and Pat Irsfeld spoke on his first time experience at the conference.

Adoption of the 2014-2015 Budget- Total \$22,732.40 budget was moved by Jen and second by Greg and the motion carried.

The meeting was adjourned at 12:00 pm

Respectfully submitted by,

Beatrice Kehr Secretary / Treasurer

NOTE: Audit committee met after board meeting Bob Cole by phone, Jen Sletten & Jan Jensen-Skoviera. They unanimously recommended staying with Silva Helmer for our auditor. The books will be mail on Monday, September 8, 2014 for review.