A Message from President Patrick M. Irsfeld

Winter 2015

Greetings and Happy New Year to all of you. As you read this letter I hope everyone had a safe and joyous Holiday Season. It's hard to believe that 2014 has come to an end and a new year is once again here. With the mild and open winter we are experiencing, it makes Minnesotan's start thinking of spring.

Thanks to those who attended one of the ten winter workshops around the state which were held on January 21st. and January 28th. A special thank you to Joe Christensen, and the regional facilitators for their special efforts in organizing these workshops for our members. It surely gives everyone a chance to get together in your region and discuss many aspects of what is happening in their program and gain insight from the speakers that help enrich our programs.

This year we had speakers from State Driver's License Examiner's district and a representative from Towards Zero Death (TZD). As you are aware, the new GDL requirement went into effect on January 1st, 2015 in regards to our Parent Program and a Driving Log requirement. The annual state TZD conference is scheduled for October 29th and 30th at the St.Cloud Convention Center. MDTSEA will be planning on giving a presentation in regards to Driver and Traffic Safety at this conference. If you have not had a chance to attend a regional TZD conference or the state conference, please try and attend. You will not be disappointed.

As you plan out 2015, please consider attending our State Conference on March 27th and 28th at the Kelly Inn in St.Cloud. This conference provides updated topics, new materials, legislative reports, roundtable discussions on best practices in teaching classroom and behind-the-wheel, and a chance to stay connected with fellow teachers on a statewide basis. Please mark your calendar now so you don't forget, and plan on bringing a colleague with you this year. I can't stress enough how important it is for all driver educators to be active in their professional organization. Please take the time from your busy schedule to attend.

Also plan on attending this year's ADTSEA National Convention. The dates have been set for July 12th -15th in Raleigh North Carolina. Please check MDTSEA's website and ADTSEA's website for more details.

As you can see there are many opportunities available for all driver educators. The workshops and conferences provided by MDTSEA and ADTSEA throughout the year will not only benefit you the teacher, but ultimately the students you educate.

During its 2013 session, the Minnesota legislature established the Novice Driver Education Improvement Task Force and directed it to prepare a report comparing

novice driver education in Minnesota to the national guidelines in the **Novice Teen Driver Education and Training Administrative Standards,** published by the National Highway Traffic Safety Administration. The task force shall submit a report no later than August 31, 2015, to the chairs and ranking minority members of the committees in the house of representatives and senate having jurisdiction over transportation policy and finance, containing its recommendations as to whether or to what extent Minnesota's driver education programs should conform to national standards, and if so, providing draft legislation necessary or desirable to achieve the recommended level of federal conformity. The report may present recommendations for **improving Minnesota's driver education curriculum** and identify associated costs.

Each MDTSEA member serving on this task force received a preliminary report titled: **Novice Driver Education Improvement Task Force Report and Recommendations** in December 2014. Another Task force meeting is scheduled to occur in late spring 2015. As was mentioned **August 31, 2015** is the due date to members of the House of Representatives and the Senate. More on this will be available at our state conference in March. For more information on the **National Standards,** please check our website.

Lastly, if you know of a deserving colleague for **TOY (teacher of the year),** please consider nominating this person for 2016. Our MDTSEA contact person is Mark Lee, District # 7 board member from Plummer, Minnesota. I hope the year 2015 is a great year for all of our members. I am looking forward to seeing each of you again in St.Cloud. Drive safely.

Upcoming Events

The following links take you to the **MDTSEA Annual Conference** schedule and the registration form for the conference:

http://mdtsea.net/confschedule.html **http://mdtsea.net/confregistration.pdf**

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.

Teacher Licensure Classes Summer and Fall information at:

http://www.stcloudstate.edu/continuingstudies/driversed/default.asp

KNOWLEDGE OF VEHICLE SAFETY FEATURES IN CANADA

This fact sheet summarizes national results from The Road Safety Monitor (RSM), 2013 on knowledge of vehicle safety features in Canada. The RSM is an annual public opinion survey conducted by the Traffic Injury Research Foundation (TIRF) under sponsorship from Beer Canada, Toyota Canada Foundation, and Aviva. It takes the pulse of the nation on key road safety issues by means of a telephone and on-line survey of a random, representative sample of Canadian drivers.

Since 2011, in an effort to better understand gaps in driver knowledge concerning modern vehicle safety features, TIRF has collected data on driver familiarity with six important features: anti-lock brakes (ABS); brake assist (BA); brake override (BOR); electronic brake force distribution (EBFD); electronic stability control (ESC); and traction control (TC). The following results are based on an analysis of RSM 2013 data, the most recent data available. Comparisons are also made with results from previous surveys in 2011 and 2012.

How knowledgeable are Canadians about various vehicle safety features? In 2013, almost three out of four Canadian drivers reported they were familiar with ABS (71.6%) and a slight majority reported familiarity with TC (51.1%). Most drivers, however, reported limited familiarity with ESC (35.5%), BA (36.8%), EBFD (27.1%), and BOR (23.6%). These results were compared to results from the same question asked in the 2012 RSM and a 2011 TIRF study on vehicle safety features (see Robertson et al. 2012).

In comparison to previous surveys, the results in 2013 and 2012 for each safety feature were not significantly different from each other. However, with the exception of TC, the results in 2013 and 2011 for the remaining five features were found to be significantly different. Although the same question was used across all three surveys, the variance between results may be due to differences in the focus, level of detail collected, and the ordering of questions in these surveys. The 2011 survey was a comprehensive study of safety features, while the 2012 and 2013 RSM surveys asked questions related to only a few vehicle safety features as well as a variety of other road safety issues such as impaired driving and drugged driving. Additional years of data will be necessary to determine the presence of any trends or leveling of results. Nevertheless, all three years demonstrate similar rank-ordering of driver knowledge across the six features.

The results of the 2013 survey continue to suggest that the majority of Canadian drivers are unfamiliar with most of these vehicle safety features. The higher reported familiarity with ABS, and to a lesser extent TC, might be attributed to their being available in a wide range of vehicles for a longer time period. Nonetheless, given their history it is of concern that nearly 30% and 50% of drivers remain unfamiliar with ABS and TC, respectively. Anti-lock braking system (ABS) Traction control (TC) Electronic stability control (ESC) Brake assist (BA) Electronic brake force distribution (EBFD) Brake override (BOR)

To see the full report go to:
http://www.tirf.ca/publications/PDF_publications/2013_RSM_VEHICLE_SAFETY_FEATURES_3.pdf

Drowsy Driving: What the Experts Are Saying

Accident data indicate that nearly 6,000 lives are lost each year due to drowsy driving. Studies show that alcohol and sleep deprivation affect driver performance in similar ways, causing drivers to be inattentive and slower to react.

Dr. Stephen Popkin recently participated as an invited panelist at a National Transportation Safety Board (NTSB) forum where experts discussed the problem of drowsy driving and various countermeasures to address drowsy driving crashes. After experts characterized the magnitude of the problem, Dr. Popkin and his fellow panelists proposed potential countermeasures. Dr. Popkin is Volpe's director of Safety Management and Human Factors. Driver education, laws and enforcement, technology, and employer policies are all discussed as countermeasures. To read more go to:

http://www.volpe.dot.gov/news/drowsy-driving-what-experts-are-saying?utm_source=GovDelivery&utm_medium=email&utm_campaign=TRB_Jan

Lives Saved by Vehicle Safety Technologies and Associated Federal Motor Vehicle Safety Standards, 1960 to 2012 Passenger Cars and LTVs

NHTSA began in 1975 to evaluate the effectiveness of vehicle safety technologies associated with the Federal Motor Vehicle Safety Standards. By June 2014, NHTSA had evaluated the effectiveness of virtually all the life-saving technologies introduced in passenger cars, pickup trucks, SUVs, and vans from about 1960 up through about 2010. A statistical model estimates the number of lives saved from 1960 to 2012 by the combination of these life-saving technologies. Fatality Analysis Reporting System (FARS) data for 1975 to 2012 documents the actual crash fatalities in vehicles that, especially in recent years, include many safety technologies. Using NHTSA's published effectiveness estimates, the model estimates how many people would have died if the vehicles had not been equipped with any of the safety technologies. In addition to equipment compliant with specific FMVSS in effect at that time, the model tallies lives saved by installations in advance of the FMVSS, back to 1960, and by non-compulsory improvements, such as pretensioners and load limiters for seat belts. FARS data has been available since 1975, but an extension of the model allows estimates of lives saved in 1960 to 1974.

A previous NHTSA study using the same methods estimated that vehicle safety technologies had saved 328,551 lives from 1960 through 2002. The agency now estimates 613,501 lives saved from 1960 through 2012. The annual number of lives saved grew from 115 in 1960, when a small number of people used lap belts, to 27,621 in 2012, when most cars and LTVs were equipped with numerous modern safety technologies and belt use on the road achieved 86 percent. For the full report go to:

http://www-nrd.nhtsa.dot.gov/Pubs/812069.pdf

Parents have power to influence teen drivers

An exerpt from the January 20, 2015 Detriot Free Press:
http://www.freep.com/story/money/cars/auto-leadership/2015/01/07/toyota-sayer-teen-safe-driving/21361999/

Younger drivers are often assumed to be the target audience for lectures about distracted driving, but many of them pick up risky habits from their parents, according to Tina Brunetti Sayer, principal engineer for Toyota's Collaborative Safety Research Center in Ann Arbor. "As a mother of a teenager I often remind myself that the things I do behind the wheel go a long way in setting a powerful example," said Brunetti Sayer, winner of the 2015 Free Press Automotive Leadership Award for Community Involvement.

Brunetti Sayer along with an advertising agency called 360i and researchers from the University of Michigan Transportation Research Institute, created http://www.toyota.com/teendrive365/, a website that highlights how parents influence their teenagers' driving behavior both positively and negatively. What the research found is that a large percentage of parents, to the extent they talk about safe driving at all, fall into a "do-as-I-say-not-as-I-do" syndrome.

Is Heightened Environmental Sensitivity Responsible for Drop in You Adult's Rate of Driver License Acquisition?

Abstract
Across a range of developed societies, rates of driver's license acquisition by young adults have fallen from their historic peak levels (which in Britain were in the early 1990s). A widely discussed hypothesis to explain this trend is that the heightened environmental sensitivity of the current cohort of young adults could be fully or in part responsible. The objective of this study was to establish whether empirical evidence provided support for this hypothesis. Public opinion polling data from Britain and the United States and British National Travel Survey microdata were statistically analyzed. No evidence was found, either from the United States or Britain, of the populace becoming increasingly inclined toward environmental protection. On the basis of longitudinal trends in public opinion

polling, the opposite seemed to be true. Analysis of British National Travel Survey data (*n* = 2,820 unlicensed adults aged 17 to 29) showed that few young British adults without driver's licenses (approximately 1%) reported that environmental sensitivity was either the main reason or a contributory reason that they had not acquired a driver's license. By contrast, more than half (59%) of not fully licensed young British adults reported that they were either learning to drive (27%) or were put off mainly by the license acquisition testing requirements (2%) or by costs associated with motoring (30%). These findings are evidence contrary to the hypothesis that growing environmental sensitivity is responsible for falling rates of licensing of young adults, at least in Britain and the United States.

http://trb.metapress.com/content/uj52w0802407675u/?p=d65d525bfaa84995866d0a30d016486b&pi=9

New permitted left-turn model helps improve intersection safety

In recent years, the transportation community has introduced significant changes to improve left-turn safety at signalized intersections—and for good reason. Nationally, intersection crashes represent one-fifth of all fatal crashes, and most of these are crashes involving left turns.

In response to this serious safety problem, the Federal Highway Administration has adopted a new national standard for permissive left turns: the flashing yellow arrow. This signal warns drivers that they should proceed with a left turn only after yielding to any oncoming traffic or pedestrians. Flashing yellow arrow signals can help prevent crashes, move more traffic through an intersection, and provide additional traffic management flexibility.

Many transportation agencies, including the Minnesota Department of Transportation (MnDOT), are interested in using the new flashing yellow arrow signals to accommodate within-day changes: protected left turns (signaled by a green arrow) could be used when needed to lower crash risk, while permitted left turns (signaled by a flashing yellow arrow) could be used to reduce delay when crash risk is low. For full article go to: **http://www.cts.umn.edu/Publications/catalyst/2015/january/signal**

Results of the 2013–2014 National Roadside Survey of Alcohol and Drug Use by Drivers Summary of Results

Prevalence of Alcohol Use by Drivers

The NRS surveys reveal a decreasing trend in alcohol use from the first survey in 1973 to the most recent one in 2013– 2014. Figure 1 shows the percentage of weekend nighttime drivers with BrACs across three categories: BrAC of .005 to .049 g/210 L; 2 BrACs of .050 to .079; and BrACs of .080 and higher. The surveys found a decline in

each BrAC category. Further, there has been a large decrease in the percentage of drivers who were alcohol positive, from 35.9 percent in 1973 to 8.3 percent in 2013–2014. For BrACs of .08 and higher, there was a decrease from 7.5 percent in 1973 to 1.5 percent in 2013–2014, revealing an impressive 80 percent reduction in the percentage of alcohol-impaired drivers on the road on weekend nights. Also of importance is the decrease from 6.1 percent to 1.6 percent from 1973 to 2013–2014 for BrACs of .050 to .079 category.

The 2013–2014 survey found large differences by the day of week and the time of day in the likelihood of drivers being alcohol positive or having an illegal BrAC (Table 1). During weekday daytime hours (Friday), only 1.1 percent of drivers were alcohol positive, while at weekend nighttime hours (Friday and Saturday), 8.3 percent of drivers were alcohol positive. During weekday daytime hours there were very few drivers with illegal BrACs (BrAC ≥ .08), just 0.4 percent, while at weekend nighttime hours 1.5 percent drivers had illegal BrACs. Daytime compared to nighttime percentages are statistically significant. Compared with the NRS 2007, the 2013–2014 NRS BrAC prevalence shown in Figure 1 was significantly lower only for the .005 to .049 BrAC category.

Prevalence of Drug Use by Drivers

The 2013–2014 study examined the use of drugs, focusing on drugs with the potential to impair driving skills, including over-the-counter, prescription, and illegal drugs. Participants were asked to provide an oral fluid and blood sample in addition to a breath sample. The oral fluid and blood samples were tested for the presence of a large number of potentially impairing drugs including cannabinoids, stimulants, sedatives, antidepressants, and narcotic analgesics. Not all drivers provided both an oral fluid and blood sample; some drivers provided just one sample but many provided both.

The reader is cautioned that drug presence does not necessarily imply impairment. For many drug substances, drug presence can be detected after impairment that might affect driving has passed. For example, traces of marijuana use can be detected in blood samples several weeks after heavy chronic users stop ingestion. In this study, for marijuana, we tested only for THC (delta 9 tetrahydrocannabinol), the psychoactive substance in marijuana, and 11-OH-THC, its active metabolite. When marijuana is smoked or ingested, THC is absorbed into the blood stream and is distributed into areas of the body, including the brain. There are over 100 marijuana metabolites detectable in blood that research has not associated with the psychoactive effects of marijuana use. Whereas the impairment effects for various concentration levels of alcohol in the blood or breath are well understood, there is little evidence available to link concentrations of other drugs to driver performance. About one in five drivers tested had a drug other than alcohol present in their bodies at the time of the test. For more information go to:

http://www.trb.org/main/blurbs/172097.asp

Motorcycle Helmet Use in 2014

Use of DOT-compliant motorcycle 64 percent in 2014, statistically unchanged from 60 percent in 2013. This result is from the National Occupant Protection Use Survey (NOPUS), the only survey that provides nationwide probability-based observed data on motorcycle helmet use in the United States. The NOPUS is conducted by the National Center for Statistics and Analysis of the National Highway Traffic Safety Administration.

The 2014 survey also found the following:

Helmet use among motorcyclists on expressways increased significantly to 81 percent, up from 64 per- cent in 2013.

Helmet use among motorcyclists in the Southern states increased significantly to 78 percent, up from 65 percent in 2013.

Use of non-compliant motorcycle helmets decreased significantly to 5 percent, from 7 percent in 2013.

Helmet use in 2014 continued to be significantly higher in states that require all motorcyclists to be helmeted than in other states.

http://www.trb.org/main/blurbs/172105.aspx

Evaluation of Dynamic Speed Feedback Signs on Curves

Abstract
Lane departure crashes are a significant safety concern. The majority of lane departure crashes occur on rural two-lane roadways, with a disproportionate number of these crashes on horizontal curves. Curve-related crashes involve a number of roadway and driver causative factors. A primary driver factor is speeding.

Dynamic speed feedback sign (DSFS) systems are one method to reduce vehicle speeds and, consequently, crashes on curves. These systems show promise but they have not been fully evaluated on curves. The Center for Transportation Research and Education at Iowa State University conducted a national demonstration project to evaluate the effectiveness of two different DSFSs in reducing speed and crashes on curves at 22 total sites on rural two-lane roadways in seven States. The goal is to provide traffic safety engineers and other professionals with additional tools to manage speeds and crashes on rural horizontal curves more effectively.

Data were collected before and at 1, 12, and 24 months after installation of the DSFS. On average, most sites had decreases in mean speeds, with decreases up to 10.9 miles per hour (mph) noted for both the point of curvature (PC) and center of curve

(CC). Most sites experienced changes in 85th percentile speed of 3 mph or more at the PC, with the majority of sites having a decrease of 2 mph at the CC. The numbers of vehicles traveling 5, 10, 15, or 20 mph over the posted or advisory speed limit were also compared. Large reductions in the number of vehicles traveling over the posted or advisory speed occurred for all of the after periods at the PC and CC, indicating that the signs were effective in reducing high-end speeds, as well as average and 85th percentile speeds.

A before-and-after crash analysis was also conducted, and crash modification factors (CMF) were developed. CMFs ranged from 0.93 to 0.95 depending on the crash type and direction of the crash.

http://www.trb.org/main/blurbs/172092.aspx

Minutes for the MDTSEA Board Meeting of December 6, 2014

Members Present: Jen Sletten, John Palmer, Joe Christensen, Marty Rossini, Shirly Suneson, Mark Lee, Jan Jensen-Skoviera, C. John Ertz, Curt Quiner, Mike LaBerge, Brad Isberner, Greg Davis, Bob Cole, Carol Olson, Doug Riles, Pat Irsfeld, Bea Kehr

The Meeting was called to order by President Pat Irsfeld at 10 am. The minutes were reviewed by the board. Marty moved to accept the minutes. John E. 2nd the motion. Motion passes. The Treasurer's report was presented. John E. moved to accept the treasurer's report Marty 2nd the motion. The motion passes. The MDTSEA budget was presented. Doug moved to accept the motion. Marty 2nd the motion. Discussion took place on the MDTSEA Budget. The Sunshine line of $200 was missing. A request for the budgeted and the year to date spending by budget category was made.

The MDTSEA Board remembered Frank Thiessen a card will be sent with a $50 donation to his wife.

Audit: John palmer reported the audit report was completed and was a good representation of the organization.

Awards: Marty reported that all the awards are in order. Mark Lee reported there was a nominee for Teacher of the Year. Mark would like to have folks get the nominations in early. The applications and letters of recommendation are due at the December Board Meeting. The sooner the better!

Workshop & Conference: Joe reported that the workshops are coming together. Speakers are from TZD and DPS Examiners. There will be 10 locations. Fee $25 with $40 paid dues.

The Spring Conference will be held March 27 & 28, 2015 Kelly Inn St. Cloud. He was working on speakers.

Curriculum/Education: Shirly would like to present on curriculum on behind the wheel instruction at the Spring Conference.

No executive report.

Historian: chair Shirly would like members to write up stories and experiences from their driver education careers.

Legislative: Pat reported that the Task Force has a plenary report. There is no date for spring meeting. Should we have a minority report? Do we need to contact the author of the bill?

Membership: No report

Nominations: No report

Public Relations: No report

Sunshine: Carol Olson needed to know how much she has in the budget. Please add Jen Sletten to the committee.

ADTSEA Report: John reported that nothing new happening at the national level.

SCSU Report: Brad presented and update on what was happening with the online courses. New on line staff: Mark Lee and Andy Unseth.

MDTEA Foundation Report: Mark Lee reported that the banking account will move to St. Cloud Federal Credit Union

Old Business

Discussion took place on what we need to do with the report from the Driver Education Task Force.

Milepost information is due to John Palmer by the end of December. We will continue the Milepost online.

TZD conference was held in Duluth. Did any members attend the conference? No one did. We need to add the TZD link to the web site.

Elections will take place at the Spring Convention President Elect, Secretary/Treasurer, 4 at Large Board Members.

John Ertz will update work on updating the constitution.

The Board needs committee descriptions.

New Business

Discussion on winter workshops ideas and dates.

Discussion about Chip Hayssen- On line Driver Ed.

State Conference March 27 & 28, 2015 Kelly Inn St. Cloud

2015 ADTSEA July 12-15 North Carolina

TOY Applications due December Board Meeting 2015

Meeting Adjourned by Pat Irsfeld at 12:00 pm

Respectfully submitted by

Beatrice Kehr Secretary / Treasurer

Approved at the February 7, 2015 Board Meeting