

PASE PSETER

Fall
2000

Pennsylvania Association for Safety Education

The Facts on Drinking and Driving

In Pennsylvania, drinking and driving remains a top safety issue. In 1999, 14,079 alcohol-related crashes occurred. This is an increase from a reported 13,835 alcohol-related crashes in 1998. The number of alcohol-related deaths decreased only slightly from 535 alcohol-related deaths in 1998 to 528 in 1999.

Underage drinking drivers in 1999 went up 1% since last year. Also, 33% of the driver deaths in the 16-20 age group were drinking drivers. This percentage is up from 22% in 1998.

On average each day...

- 39 alcohol-related traffic crashes occurred
- 1.4 persons were killed in alcohol-related crashes
- 37 people were injured in alcohol-related crashes

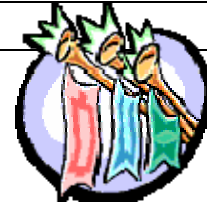
In order to see a decrease in these figures, it is necessary to continue to educate both students and community members alike. Remember, we all have a duty to help stop the slaughter on the highways.

This information was gathered from PA SADD Network News, and Pennsylvania Dept. of Transportation 1999 Crash Statistics

Call for Submissions...

From Pasetter Editor Dana Bowser

Submissions are currently being collected for the Winter issue of the Pasetter up until November 24, 2000. Please get those articles in. Any articles received after November 24, 2000 will be included in the spring issue.



The next PASE Conference is scheduled for May 3rd, 4th and 5th, 2001 at the Radisson Lackawanna Station located at 700 Lackawanna Avenue, Scranton, PA Check out the winter issue of the Pasetter for registration information

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The end of underage drinking is just a few clicks away.

About PAUD

A Focus on Youth

Environmental Change

Pennsylvanians Against Underage Drinking

www.AlcoholFreeYouth.org

America's kids need a 'boost'

Most parents know that infants up to 20 pounds should ride in a rear-facing child safety seat and that children weighing 20-40 pounds should be in a forward facing toddler seat. But new studies show that children (weighing 40-80 pounds, about 4-8 years old) are too small for adult safety belts to be effective. The shoulder portion of an adult belt cuts across the child's neck, and the lap portion rides upon the stomach -- and either could cause injury.

These kids need a boost - a booster seat to be exact - which helps position the child for a proper fit with the adult belt, so the belt can provide optimum protection. Today, fewer than 7% ride with the benefit of a booster seat, buckled in with the adult safety belt

Information supplied by www.vehiclechoice.org

If every state passed a .08 BAC law, about 500 lives would be saved each year.

For related facts visit www.madd.org

DUI SAFETY BUG PROGRAMS AVAILABLE



The "Safety Bug" is a 1999 V.W. Beetle that has been custom-engineered to demonstrate the loss of control one would experience if operating a motor vehicle while in an impaired state. Passengers realize the helpless position that they are in when they are along for the ride. The key difference is that it's the car -- not the driver -- that is drunk. (www.state.pa.us)

This exciting program is available for your school. For more information, please contact the Pennsylvania DUI Association at 1-800-62-PA DUI

PASE Membership Application

Dues for active members \$20, Retiree \$10, Student \$5 per year.
Sustaining Membership is \$100.

Name _____ Date _____

Address _____ City _____ State _____ Zip _____

Position _____ School/Organization _____

Home Phone _____ Business Phone _____ Fax _____

Return to: Ron Strapel, PASE Secretary/Treasurer, 1840 Marengo Road, Warriors Mark, PA 16877

Tips on "Brake and Steer" and Using Your Anti-Lock Brake System

Always "brake and steer" when using anti-lock brakes.

Most drivers were taught to pump the brakes and turn hard to the right or left in order to compensate for skidding. With anti-lock brakes, all you have to do is "brake and steer." With four-wheel ABS, push the brake pedal hard while steering normally and keep your foot firmly on the brake pedal until the car comes to a complete stop. Don't take your foot off the brake pedal because it will disengage the anti-lock system. Drivers of rear-wheel ABS vehicles should step firmly with care, and if they feel the wheels begin to lock, they should withhold some pressure.

Expect noise and vibration in the brake pedal when your anti-lock brakes are in use.

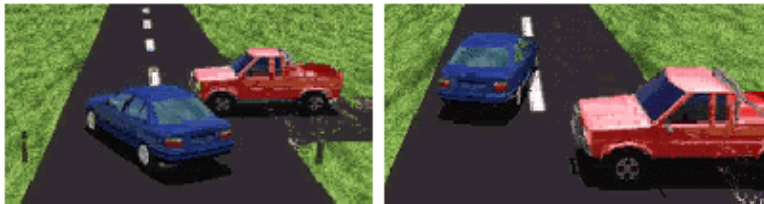
The mechanical noise or pulsations of anti-lock brakes while they're in use might catch drivers by surprise, but these sensations tell you the brakes are working.

Remember that you can steer while you are braking with 4-wheel anti-lock brake systems.

Steering is not always an instinctive reaction in an emergency stopping situation. Steer out of harm's way, while keeping your foot firmly on the brake pedal. Remember that while you have steering capability in a braking situation, your vehicle may not turn as quickly on a slippery road as it would on dry pavement.

Rear-wheel anti-lock brake systems -- found exclusively on light trucks, vans and sports utility vehicles -- will provide vehicle stability, but will not give you the steering capability of 4-wheel ABS.

Drivers with rear wheel anti-lock brake systems, found exclusively in light trucks, vans and sports utility vehicles, should remember that because the front brakes can lock, steering capability will not improve. If your vehicle is equipped with rear-wheel anti-lock brakes, follow these directions: do not step as firmly; and if you feel the front wheels begin to lock, withhold some pressure. The vehicle will stay straight while braking, and your braking ability and the stability of your vehicle will be much better than with conventional brakes.



Anti-lock brake systems can often stop more quickly than conventional brakes, but they can't overcome the laws of physics.

Anti-lock brake systems function well on wet paved surfaces and icy or packed snow-covered roads. Stopping times can be longer on deep gravel or freshly fallen snow, although drivers won't experience the dangerous lock-up of the wheels usually associated with conventional hard braking.

Drive safely because your anti-lock brakes are only as good as the driver who is using them.

Anti-lock brakes cannot compensate for driving faster, more aggressively or maintaining unsafe following distances, nor can they guarantee recovery from a spin or skid prior to a braking event. Keep a safe distance behind the vehicle in front of you and maintain a speed consistent with road conditions. Also, avoid extreme steering maneuvers while your anti-lock brake systems are engaged.

If you need more information or an Information brochure on "brake and steer," call 800-ABS-8958.

Keg Registration is Central to Curbing Youth Alcohol Problems

by Cheryl Guthier

The “keg party” is a popular excuse for young people to socialize. No wonder. Serving beer from a keg is cheap, about one-third what it would cost to buy the equivalent in cans.

This combination of low price and high quantity can lead to trouble. Unattended kegs are an invitation to kids to do an end-run around the legal drinking age of 21. At many keg parties, no one checks ages. For inexperienced young drinkers, the risk is that they’ll leave a keg party with enough alcohol in their systems to have tragic results if they drive. Underage drinking also figures in date rape, unwanted pregnancies and failing grades.

Giving teenagers access to alcohol is irresponsible and illegal. The penalty for underage drinking is a fine of up to \$500 and driver’s license suspension. The minimum fine for a first offense of providing alcohol to minors is \$1000. People who buy beer by the keg have a clear responsibility to avoid providing alcohol to people under 21, and there’s a simple way to make that responsibility clear: keg registration.

Keg registration requires distributors to place an identification tag on beer kegs. The hard-to-remove tag carries a number that is recorded by the dealer along with the purchaser’s name, address and driver’s license number. The purchaser also signs a statement agreeing to serve beer from the keg only to people of legal drinking age.

This process serves two purposes. First, it informs the person buying the keg of the liability if underage drinkers are given access to the beer. Second, if police find that teenagers have been drinking beer at a party and confiscate the keg, they can identify the person who assumed responsibility for controlling access to the keg.

Who can argue with that? Retailers already collect a purchaser’s name with a deposit on the keg to make sure the keg is returned. The distributors should like the tagging system because it protects the public and because it protects them by providing a record that when they sold the keg, they made sure that the customer was of legal age and understood that the beer being purchased was to be served only to those 21 and over.

A recent survey found that 80 percent of Pennsylvania parents with teenagers favor a keg registration law.¹ Some argue that keg registration should be voluntary. I’m sure many distributors would join voluntarily in an effort to reduce underage drinking. However, a voluntary system would only drive business to dealers who don’t participate.

We need to deter older adults from providing alcohol to minors. Keg registration reminds party-organizers that they face serious consequences if they provide alcohol to anyone under 21.

1. “1999 Robert Wood Johnson foundation state alcohol policy surveys: Reducing underage drinking in Pennsylvania,” Mathematical Policy Research, Inc., September, 1999.

Cheryl Guthier, of the Community Prevention Partnership of Berks County in Reading, is chair of Pennsylvanians Against Underage Drinking. PAUD can be reached at www.AlcoholFreeYouth.org, coalition@lcb.state.pa.us , or 800-537-6591. The toll-free hotline to report underage drinking is 888-UNDER-21.

The Members of the Pennsylvania Association for Safety Education, Inc. wish to recognize and thank the exhibitors who participated in the 2000 PASE Conference

- **ABS Education Alliance**
- **Delmar Thomson Learning**
- **Doron Precision Systems, Inc.**
- **Glencoe/McGraw Hill**
- **Pennsylvania Liquor Control Board**
- **PA Motorcycle Safety**
- **Safety Industries, Inc**
- **Simulator Systems International**



Its that time again...



So send those articles in!!!

If your school is planning an activity that deals with highway safety...we'd like to know. Send your articles to:

Dana Bowser, Pasetter Editor
Highway Safety Center
R&P Building
629 Fisher Avenue
Indiana, PA 15705

Be A Part Of IT!!

The PASETTER is created by article submissions provided by PASE members. And, we are always on the lookout for articles. You are encouraged to submit articles.... Remember... without you, the PASETTER doesn't exist.

If you would like to submit an article...enclose this completed form, with your article and mail them to:

Dana Bowser, Editor
The Pasetter
Highway Safety Center
R&P Building
629 Fisher Avenue
Indiana, PA 15705

Name: _____ Organization: _____

Title of Article: _____

Contact Phone: _____ e-mail: _____

Author(s) of Article: _____

Please list any sources that you acquired information for your article from, and would like noted at the end of the article:

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