PASETTER

Pennsylvania Association for Safety Education

Winter 2003 Issue

"Re-Educating the Driver Educator, Vol. 3"; The 2003 PASE Conference

The 2003 PASE Conference will be held at the Quality Inn – Arena Restaurant in Bedford, PA on May 1 – 2, 2003. The conference will begin at 10:00AM on Thursday and end at 5:15PM on Friday. Make your room reservations by **April 17, 2003** by calling **814-623-5188** and identify yourself with the PASE CONFERENCE. Room rates are very reasonable (see registration form). At last year's Board of Directors meeting, the Board decided to go to a 2-day conference. The main reason is that attendance drops drastically on the last day (Saturday) of the conference.

The program is shaping up to be an exciting and informative one. Two nationally known presenters highlight the program. Ms. Carol Hardin of Springfield, VA (and the ADTSEA Secretary/Treasurer) will open the conference with sessions on creative classroom activities for driver educators. Carol has presented at the ADTSEA national conference and the state conferences of Virginia and Illinois. Dr. Terry Kline of Eastern Kentucky University returns to this years' conference, back by popular demand. Dr. Kline (a native Pennsylvanian) will present on visual skills and driver control sequence using the "Auto Control Monster" in a hands-on session.

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Valuable information, conference updates and issues of the PASETTER are currently available at the PASE web site:

adtsea.iup.edu/pase

Inside…

Conference…2003

IT'S TIME TO REGISTER!

The 54th Annual Pennsylvania Association for Safety Education Conference will be held on May 1st and 2nd, 2003 at the Quality Inn - Arena in Bedford, Pennsylvania.

Sixty-five rooms will be available at the Quality Inn at the following reduced rates:

Single - $52
Double - $58
Triple - $64
Quad - $70

Call 814-623-5188 to make your reservations BY APRIL 17, 2003…

2003 PASE CONFERENCE
(TENTATIVE AGENDA)
"Re-educating the Driver Educator, Volume 3"

THURSDAY, MAY 1

8AM – 1PM REGISTRATION/EXHIBITS

8AM – 9:30AM BOARD OF DIRECTORS MEETING

10AM – 11:30AM OPENING GENERAL SESSION

- WELCOME/INTRODUCTIONS, Jerry Rogish, PASE President
- PRESENTATION OF COLORS, Bedford High School Color Guard
- PLEDGE OF ALLEGIANCE
- NATIONAL ANTHEM
- INVOCATION, Ronald Strapel, PASE Chaplain
- OFFICIAL WELCOME: Mr. David Thompson, Commission, Bedford County
- KEYNOTE SPEAKER
  Ms. Carol Hardin, Springfield, VA
  "Re-Energizing the Driver Education Classroom"
- PROGRAM CHANGES, Brad Bradshaw, PASE Executive Director

11:30AM – 1:00PM EXHIBITS (LUNCH ON YOUR OWN)

1PM – 2PM WORKSHOP SESSION 1 (RED DOT)
"A Cookbook of Activities for Classroom Instruction"
Ms. Carol Hardin, Springfield, VA
(Continuation of the Morning General Session)

WORKSHOP SESSION 2 (BLUE DOT)
"Child Safety Seats: What You Need to Know"
Ms. Cheryl Weber, Marketing/Public Affairs
Reading AAA

2:05PM – 3:05PM REPEAT WORKSHOP SESSIONS 1 &2
(Blue and Red DOTS reverse workshops)

3:05PM – 3:30PM BREAK/EXHIBITS

3:30PM – 5PM GENERAL SESSION
"State of the State of Driver Education"
Anne Titler, PennDOT
Robert Roush, PDE
Harry Sherman, PDE

5PM – 6PM EXHIBITS

6:30PM – 8:30PM PASE BANQUET

Invocation
Awards Presentation
Installation of Officers
"The Future for PASE"
Jerry Rogish, PASE President

FRIDAY, MAY 2

8AM – 11AM REGISTRATION

7:30AM – 8:45AM BUFFET BREAKFAST/EXHIBITS

9AM – 10:00AM GENERAL SESSION

"Developing Visual Skills"
Dr. Terry L. Kline, Eastern Kentucky University

10:00AM – 10:30AM BREAK/EXHIBITS

10:30AM – 11:30AM GENERAL SESSION (Continued)

"Developing A Driver Control Sequence"
Dr. Terry L. Kline, Eastern Kentucky University

11:30AM – NOON EXHIBITS

NOON – 1:15 AMOS NEYHART LUNCHEON
"Open Forum – Where Should PASE Go?
Dr. Brad Bradshaw, PASE Executive Director

1:30PM – 2:30PM WORKSHOP SESSION 3 (BLUE DOT)

"Using the Auto Control Monster"
Dr. Terry Kline and Mrs. Hilde Kline

WORKSHOP SESSION 4 (RED DOT)
"Legislative Changes for the New Session"
Vince Phillips, Phillips Associates
PASE Legislative Consultant

2:30PM – 3PM EXHIBITS/BREAK

3PM – 4PM REPEAT WORKSHOP SESSIONS 3 & 4

4:15PM – 5:15PM GENERAL SESSION
PASE Business Meeting

5:15PM CONFERENCE ADJOURNS

The 2003 PASE Conference
Continued from page 1

Breakout session speakers include Ms. Anne Titler giving an update on PennDOT activities and programs, Dr. Brad Bradshaw leading an open-forum discussion on the future of PASE and driver education in the Commonwealth and presentations dealing with drugs and alcohol and other content-specific areas. The PASE business meeting and elections highlight the remainder of the conference.

Conference registration is **$130.00 if paid by April 15, 2003** and **$150.00 after 4/15/03**. **This registration includes all meals at the conference**. Extra meal tickets can be purchased for $55 (or $30 for PASE Conference banquet only).

"Re-Educating the Driver Educator, Vol. 3" promises to help improve your driver education teaching skills in the classroom and in the car. Join us in Bedford, May 1 and 2!

Please see pages 2-3 for a tentative conference agenda.

Please use the registration form on page 15 to register for the conference, or visit the PASE website at adtsea.iup.edu/pase

Pennsylvania Liquor Control Board
In The Public Interest.

Your Partner in Alcohol Education

The PLCB provides resources to help schools, community groups, and individuals prevent alcohol problems.

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To find out more about PLCB Alcohol Education services, contact

PLCB Bureau of Alcohol Education
Room 602 Northwest Office Building
Harrisburg, PA 17124-0001
Phone: 1-800-453-PLCB; TTY: 717-772-3725
Fax: 717-783-2612
Website: http://www.lcb.state.pa.us/edu/
E-mail: ra-lbeducation@state.pa.us

FREE Resources Are Available!

Need some facts to back up a report, prepare a press release, or develop a campaign? Get them free off the web! There is a great site with free information and ideas.

2001 Traffic Safety Fact Sheets are available on the following topics: Alcohol, children, large trucks, motorcycles, occupant protection, older population, overview, cyclists, pedestrians, school transportation-related crashes, state alcohol estimates and young drivers.

To gain this useful information, please visit:
http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/AvailInf.html

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New Technology Leads to Safer Cars.
So who's at the wheel? The computer!

If you're like me, you may find yourself overwhelmed by some of the new technology being fitted to today's automobiles. The new systems are computer-operated (scary enough, when you think about it) and take control of the vehicle away from the driver.

Some enthusiasts and auto media types decry that trend, but actually I think it's a good idea, considering the driving ability of the average North American car owner. These systems are all aimed at safety, and anything that can keep him/her out of harm's way, while simultaneously protecting the rest of us, gets my vote.

Currently the technology is limited to luxury and near-luxury cars, but these things eventually filter down to the mass market vehicles most of us drive. I just wish it could be sooner, rather than later.

Of all the systems, the one that appeals to me most is what engineers refer to as "yaw control." I appreciate the principle both as a driver and former pilot, because the concept has applications in cars and aircraft, though the latter requires human input. But then, pilots are infinitely better-trained than drivers.

Explained in simple terms, yaw control works to help keep cars on the road in turns. Since a driver entering a curve too quickly may spin-out through oversteer, or plow straight ahead because of understeer, the system, reacting to sensors, will brake each wheel individually to keep the car following the driver's intended line. It can't defeat the laws of nature, though, so eventually there's a point where the tires must lose their grip, and away you go.

I should add that yaw control, which each manufacturer describes under a different marketing term, is actually a combination of several systems working together, including ABS brakes, traction control, and in some cars, all-wheel-drive. It's the cross-pollination of such computer-activated devices that will lead to even more remarkable technology in the near future.

An impressive example is a new radar-based system designed to prevent cars from colliding on expressways. Currently available on the costly Mercedes-Benz S-Class, where it is known as Adaptive Cruise Control, the system constantly monitors and maintains a preset distance between your car and cars ahead in your lane. All of this happens automatically, with no driver effort. I wouldn't recommend it as a means of watching the scenery when you should be concentrating on driving, but Adaptive Cruise Control has the potential to save a lot of grief on crowded highways.

Other new systems include brake-by-wire, a concept that eliminates the mechanical connection between you and the hydraulic cylinder and leads to quicker stops; brake sensors that recognize the difference between normal stops and panic stops then apply the brakes quicker than you can do it manually; electronic suspension systems able to keep a car from leaning when negotiating corners; and deflation systems capable of warning a driver when a tire is losing air pressure.

All such systems are expensive, of course, which is one reason why the rich get them first. But with engineers working hard to reduce manufacturing costs, it won't be long before these safety devices will be fitted to your basic economy car, if only as extra-price options. Hopefully this is one feature drivers won't pass up in order to save a buck. Saving lives is a heck of a lot cheaper

Information provided by technologyreview.com

GM to Launch Hybrid Versions of Seven Vehicle Models by 2007

General Motors Corporation (GM) announced on January 6th that it will offer hybrid electric versions of at least seven vehicle models within the next five years and could sell as many as a million hybrid vehicles per year by 2007.

GM will offer three types of hybrid electric configurations in up to a dozen vehicle models.

As announced in 2001, GM is planning to introduce hybrid versions of its GMC Sierra and Chevrolet Silverado by combining a 14-kilowatt motor with a V8 engine and using a 42-volt lead-acid battery pack for energy storage. A so-called "mild" hybrid system, the motor will provide supplemental power to the engine when needed, but the engine will always run. GM expects a 10 to 12 percent increase in fuel economy in the pickups, which will be available later this year. In 2007, GM will offer the same system for its Chevrolet Tahoe and GMC Yukon sport utility vehicles (SUVs), combined with a "displacement on demand" feature that will shut down some engine cylinders when they are not needed. That feature will add another 5 to 8 percent increase in fuel efficiency, according to GM.

In late 2005, GM plans to introduce a hybrid version of its Saturn VUE, a smaller SUV that runs on a 4- or 6-cylinder engine. The hybrid electric model will add twin 20-kilowatt electric motors and will operate as a "strong" hybrid: At low speeds, the vehicle will run on batteries alone. GM expects to achieve 50 percent gains in fuel economy while improving the vehicle's performance.

Starting in 2006, GM will begin selling its third hybrid system, which combines a belt-driven starter/alternator with a 2.4-liter engine and a 42-volt battery. Available on the upcoming Chevrolet Equinox SUV in 2006, the system will be applied to the Chevrolet Malibu sedan in 2007. GM expects to offer the system for both 4- and 6-cylinder engines, achieving an estimated 12 to 15 percent improvement in fuel economy.

GM made the announcement at the 2003 North American International Auto Show in Detroit.

Source: EERE News. January 8, 2003.

Pennsylvania's New Child Passenger Safety Law

- Children under 4 years of age are required to use a restraint. Nonuse is a primary offense.
- Children 4 to under 8 years are required to use a booster seat. Nonuse is a secondary offense. The driver will be cited only if there is a moving violation, such as running a red light.
- Drivers and passengers 8 to 18 years are required to be restrained while traveling in a vehicle.
- The fine can be up to $100. The money will continue to go into a fund to purchase car seats for loaner programs across Pennsylvania.
- The law goes into effect February 21, 2003.

For more information or to get your car seat checked, contact:

Pennsylvania SAFE KIDS Coalition
1-800-683-5100

American Academy of Pediatrics
1-800-CAR-BELT

Your local State Police Station

Children's Miracle Network and SAFE KIDS BUCKLE UP Program Sponsors

Doron Ad Here

Buckle Up The Ones You Love…
Remind everyone you ride with to buckle up on every ride.

The Members of the Pennsylvania Association for Safety Education, Inc. wish to recognize and thank the exhibitors who participated in the 2002 Pase Conference

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

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

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Email your articles to dbowser@iup.edu

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Taming Traffic

New projects attempt to predict congestion and help drivers steer clear

Even when they are on roads equipped with advanced traffic-data-collection and advisory systems, drivers know that a fender bender can turn the morning rush hour into an endless wait. Transportation researchers at the National University of Singapore say that although they can't prevent crashes or rubbernecking, they'll soon have a better way to disperse traffic and avoid jams: computers will identify the best response and change electronic highway signs to suggest alternate routes, for instance. The Singapore project is just one of several traffic-prediction efforts that, by 2004, could be saving drivers' time in cities such as Tokyo, Los Angeles, Houston, and Stockholm, where "intelligent highway" infrastructures are already in place.

In these and many other cities, cameras, magnetic loops in roadbeds, and even signal patterns from drivers' cell phones provide analysts with raw data on traffic speed and density. But today's systems for utilizing those data have two big shortcomings: When gridlock sets in, the responsibility for interpreting the data and recommending responses falls to human traffic managers, who sometimes err. Furthermore, their recommendations offer no look ahead. "Without good predictions, you cannot come up with good traffic management," says Henry Lieu, a transportation engineer at the Federal Highway Administration's research labs in McLean, VA.

The Singapore system aims to provide traffic predictions early enough for drivers to act on them. In the aftermath of an accident, the system analyzes traffic conditions in the surrounding area to determine which response—lane closures, light cycle adjustments, or driver advisories—will restore order fastest. The problem is so complex that most computers can't keep up, but the Singapore team has developed efficient algorithms and data-mining strategies that generate predictions and select the best response within seconds. "The system will pick the highest-performance strategy, so you can implement that traffic control strategy on the real traffic network," says Der-Horng Lee, a civil engineer who led the project at the National University of Singapore. His country expects to deploy the system on its 300 kilometers of expressways by August 2005, he says.

A similar traffic-prediction system under development at MIT incorporates feedback—the response of drivers to announcements of anticipated points of congestion. Traffic centers in Los Angeles and McLean plan to implement the program in 2004. Such systems will add intelligence to the roadways—although researchers still haven't figured out how to add any to drivers.

Article from technologyreview.com. Written by: David Talbot, Senior Editor at Technology Review

Become A Member!!!

If you haven't already, The Pennsylvania Association for Safety Education (PASE) would like to invite YOU to become a member. If you have questions, or are interested in becoming a member today, please contact us at the toll-free telephone number listed below and let us know!

IUP Highway Safety Center
1-800-896-7703

Also, visit our web site at adtsea.iup.edu/pase for more information today!

Alloy Could Lower Fuel-Cell Cost

Technology Research News, February 18, 2003

Scientists from Lawrence Berkeley National Laboratory have found a way to fashion fuel cells that are potentially cheaper and easier to manufacture than previous prototypes. The method is a step toward making the relatively clean energy-generating technology commercially viable.

Fuel cells work by converting chemical energy to electricity. The key reaction takes place in a fuel cell's electrodes, where oxygen from the air reacts with the fuel to produce a flow of electrons. The byproducts are water and carbon dioxide.

One of the main barriers to commercially-viable fuel cells is cost; fuel-cell-generated electricity currently costs 3 to 10 times more than other methods.

The Berkeley researchers method brings down the potential cost by replacing a fuel cells' usual ceramic electrodes with a sandwich of metal and ceramic. The alloy is stronger than ceramic and can be welded, and the cost of the raw materials is considerably lower. Previous work opened the door for the alloy by decreasing the fuel-cell reaction temperature from 1,000 to 800 degrees Celsius.

The method could lead to a commercially-viable fuel cell with a materials cost of about $35 per kilowatt in about five years, according to the researchers.

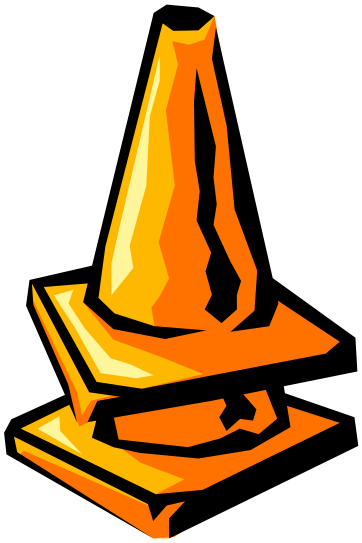
Road Construction Obstacles
Orange Barrels In Bloom

While spring & summer may bring sunshine, green leaves and colorful flowers, it also means that state and local departments of transportation will be planting orange barrels and cones on roadways across the country.

Although roadway work zones are necessary to improve roads and make them safer, they may also cause challenging driving conditions for motorists.

Obstacles such as loose gravel or dirt, changing speed limits, modified traffic patterns and construction vehicles pulling in and out of traffic can make for dangerous situations, and motorists need to expect the unexpected.

Here are some safety tips to help you better navigate roadway work areas:



- Be alert for ORANGE warning signs and barrels along the roadway.
- Proceed with caution and follow all signs and directives.
- Watch your speed and be aware of reduced speed limits. Remember, fines are doubled in many states for violations in work zones.
- Look out for workers and construction vehicles.
- Try not to change lanes while in a work zone, even where permissible.
- Always maintain a safe following distance behind other vehicles.
- Minimize distractions in your vehicle when driving through work zones. Avoid changing radio stations, CDs and using mobile phones.
- If you are involved in a work zone collision, move your vehicle to a safe portion of the roadway if possible, and be aware of other vehicles proceeding through the area.

BE PREPARED…roadway improvements and repairs even occur through the cold fall and winter months. Take caution ANY time of year and do your part to keep construction workers safe.

DID YOU KNOW…

* Construction workers are pedestrians too…if a pedestrian is hit by a vehicle going 15mph or less, there is a 96% chance the victim will survive…
* At 40 mph, there is only a 17% chance the victim will survive…

PLEASE SLOW DOWN AND STAY ALERT IN WORK ZONES

Some of the above information provided by womenmotorist.com

Distracted Driving

Consequences and Tips to Avoid Doing It

What is distracted driving? It is anything that can distract a driver's physical and mental attention from driving. Eating, drinking beverages, using cell phones, correcting children, talking with passengers, tuning the radio/CD or cassette or adjusting climate controls, leaning over to pick up something that fell, reading maps, and on and on.

Studies show that mental distractions are as much of a concern as physical distractions. Most people agree that more than once they have driven somewhere and wondered how they got there. Driving is almost automatic. People do it without thinking. So running a red light, or cutting off another car can happen without awareness.

In a study reported in the Journal of Experimental Psychology, drivers were asked to perform simple mental exercises that did not require them to take their eyes off the road. They were compared with drivers not performing the mental exercises. The drivers that performed the mental exercises reduced their speed, exhibited a shortening of their field of view, a lower frequency of side-to-side scanning and used their rearview mirror less often.

Distracted driving ranks as the fourth most serious driving safety issue, behind drunk driving, aggressive driving and speeding, and ahead of running red lights. Distracted driving is believed to be a factor in between 25 and 50 percent of accidents.

Driver attention is estimated to be a factor in between 25 to 50 percent of highway collisions. Of the 1 million accidents reported to law enforcement each year, driver inattention is a factor in approximately 4,000-8,000 crashes every day. Distracted driving costs the nation between $40 and $80 billion annually.

Lapses in driver attention play a role in as many as half of all traffic crashes, according to NETS. A broad-based coalition of employers dedicated to highway safety, NETS launched a first-of-its-kind effort to combat distracted driving. NETS released a poll demonstrating that a high percentage of drivers engage in activities that can lead to distracted driving.

"Drivers blame the weather, the vehicle they are driving, or other drivers for causing the sometimes tragic outcomes of a traffic crash," said Mark Edwards, a NETS board member from AAA. When considering the "actual" cause of the accident, the driver's own behavior behind the wheel is often the distraction.

As vehicles become more and more sophisticated, drivers will be further distracted by Web access in their vehicles, glancing back/forth at a screen on the dash. Twenty-four countries today limit the use of wireless telephones in vehicles.

Rarely, if ever should people be driving and talking on cell phones at the same time. However, as individual as Americans are, it is unlikely this will come to be. Therefore, here are some tips to help reduce the risk of a cell phone-related car wreck:

- Pull over to make a call.
- Stop first.
- Don't use a handheld phone.
- Choose a model with voice-activated controls and hands-free options, such as a headset and microphone.
- Let voicemail answer incoming calls, and return them later.
- Use the phone only in case of an emergency while driving.
- If possible, let a passenger make the call.

Information provided by Motor News Media
Article by Susan Frissell, Ph.D.

2003 PASE Conference Registration Form

Name: _____ School/Business: _____

Address: _____

_____

Telephone: (_____) _____ Fax: (_____) _____

Email Address: _____

Spouse/Guest Name: _____

The 54th Annual **Pennsylvania Association for Safety Education** Conference will be held Thursday and Friday, May 1 – 2, 2003 at the Quality Inn - Arena in Bedford, Pennsylvania.
Sixty-five rooms will be available at the Quality Inn at the following reduced rates:

Single - $52
Double - $58
Triple - $64
Quad - $70

Call **814-623-5188** to make your room reservations. The reservation deadline for rooms is **April 17, 2003**.
The following fees are in addition to your room costs.
Conference registration fees do not include the cost of your hotel room.

Conference Registration (Includes meals)		Number	Total
Active (Early)	$130 (by April 15, 2003)	_____	$_____
Active (Late)	$150 (after April 15, 2003)	_____	$_____

Extra Tickets (These meal tickets are available if you are bringing a Guest/Spouse)

Complete Meal/Break Ticket	$55	_____	$_____
Thursday PASE Banquet Only	$25	_____	$_____

Membership: PASE dues are payable either before the Conference or at the Conference Registration Table.

Active	$ 25	_____	$_____
Retiree	$ 15	_____	$_____
Student	$ 10	_____	$_____
Corporate	$ 200 (Exhibitors)	_____	$_____

TOTAL AMOUNT ENCLOSED **$_____**

NOTE: As part of Act 48, we will be a provider for the in-service credit.

Please make registration remittance payable to **PASE, Inc**. and send to:

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