



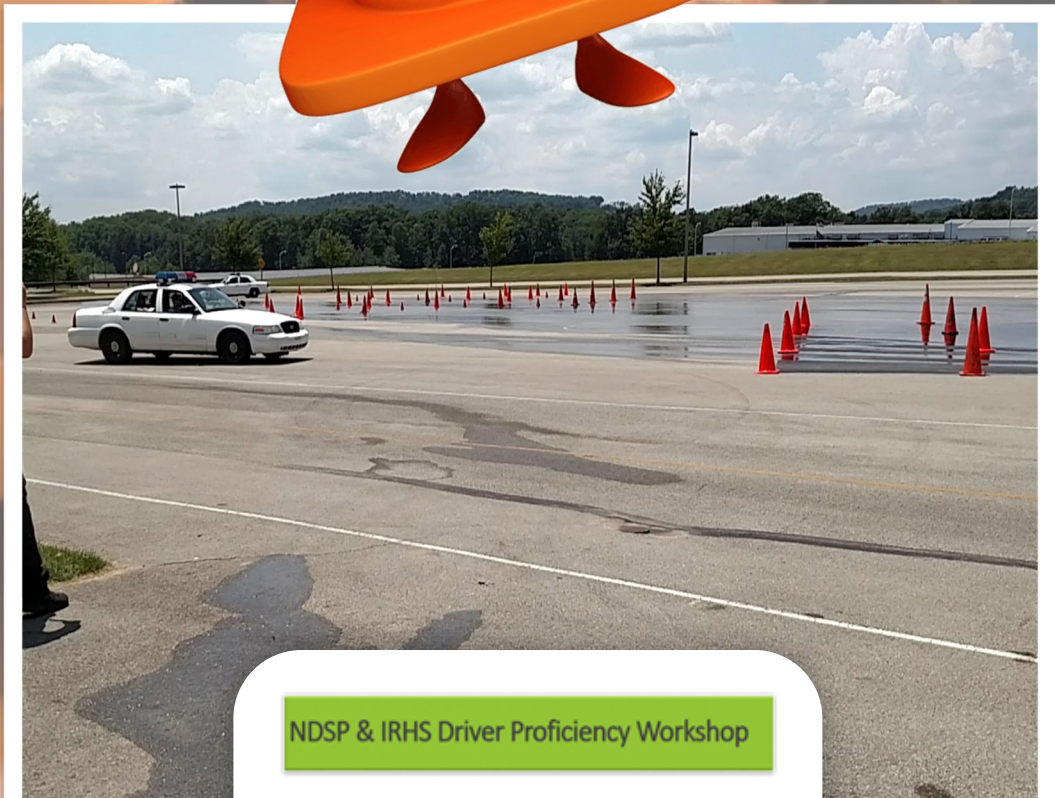
THE Keystone
CTSP
&
Driver Safety
Educators
Newsletter

Volume 3 Issue 3 2022



IURP Institute for
Rural Health & Safety

Made Possible Through a Grant From:



NDSP & IRHS Driver Proficiency Workshop

Evasive Maneuver Exercises





Contents

In This Issue

Hello everyone. Welcome to this edition of *The Keystone CTSP & Driver Safety Educators Newsletter*.

In this issue you will find first an article and photos from the driving workshops recently held here at IUP. The full presentation is available on our [NDSP Webpage](#).

The final pieces of the NDSP webpage have been completed and the materials are featured in the IRHS Web. Finally, some of the most recent SWPBIS information is featured in a segment on the SWPBIS Page

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Driver Proficiency Workshop

At last! After multiple postponements, the NDSP and IRHS was able to present the much anticipated Driver Proficiency and Perceptual Driving Curriculum Workshops. Four of the trainings were tentatively scheduled for this past April, May and June. Ultimately, two were able to be held on April 11, and May 23, 2022. The opportunity to participate was taken by a combination of 27 CTSP, SPO, and high school driver education teachers, as well as representatives of HSO and PDE Safety Office.

NDSP & IRHS Driver Proficiency Workshop



STOP, THINK and GO
Decision Making Process



Driver Proficiency and
Perceptual Driving
Program

These one-day seminars were abridged versions based on the original program that was created and has been used as training for various businesses and emergency services state-wide. The morning sessions consisted of aspects from the PA Enhanced Curriculum, "Stop, Think, and Go Decision Making Process, and the NDSP Mentor/Parent Driver Guide.

With a variety of evasive steering and braking maneuvers, and skid pad exercises, the afternoon segments of outdoor driving range activities were easily the favorite of almost everyone.

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Driver Proficiency Workshop

NDSP & IRHS Driver Proficiency Workshop

Evasive Maneuver Exercises

Habits to Improve Perception

Search Systems & Processes

SIPDE

S I

Search:

20-30 sec. ahead

Identify:

Conditions and hazards 10-15 sec. ahead

P D

Predict:

The level of risks

Decide:

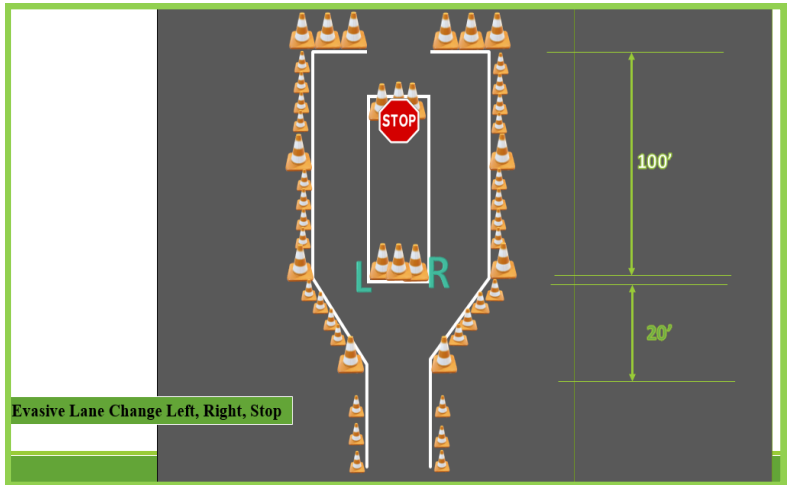
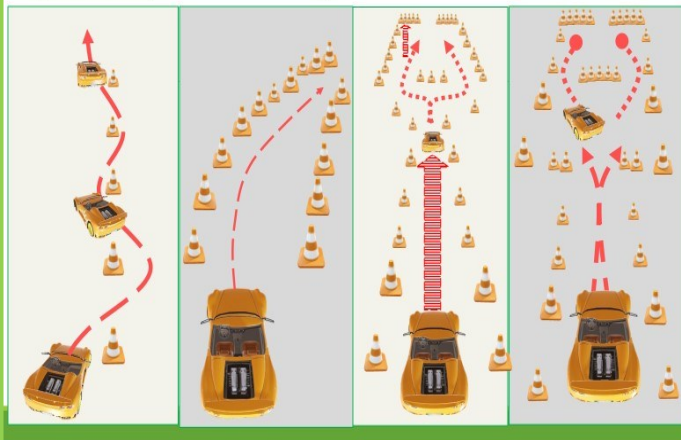
Actions that need to be taken in 4-5 sec.

E

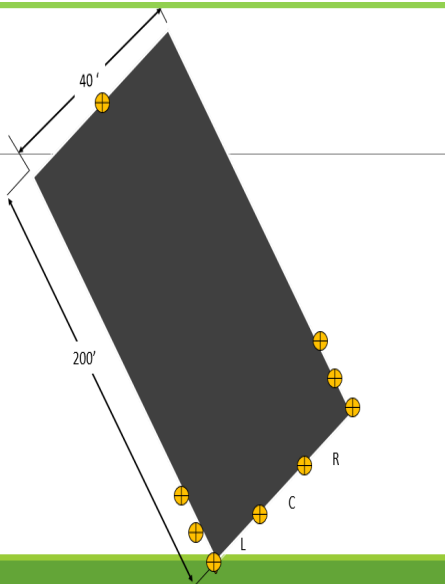
Execute your decision

Be Ready, Be Safe, Be Responsible

1. Serpentine Course Layout 2. Constant Cornering 3. Evasive Maneuver Layout 4. Controlled Braking Layout



Skid Pad



Skid Control

- One out of every four accidents involve skidding.
- Skidding results from changes in speed or direction that are too abrupt for road surface conditions
- Your ability to control skidding is critical in reducing the likelihood and severity of a collision.
- The most critical elements in skid control is to manipulate the brake to avoid locking the wheels and to maintain steering control.



Driver Proficiency Workshop

NDSP Workshop Flashbacks





IRHS WEBPAGE



Part XIII. Emergency Situations is the final module of the Mentor/Parent Driver segment of the NDSP. The content includes dealing with vehicle failure, driver error, and collisions and traffic stops. Included with the presentations are links directing to YouTube videos for dealing to these situations. Here's a look at some of the latest additions. Click on the links to visit the added segments.

Be Ready, Be Safe, Be Responsible

XIII. Driving Emergencies-Part 1

1. Vehicle Failure
2. Driver Error
3. Dealing With Collisions and Traffic Stops

Lessons and Hints to Work With Your New Teen Driver Part 13

EMERGENCY SITUATIONS

Common Driving Emergencies:

1. Vehicle Failure
 - Brake Failure
 - Tire Failure (Blowout)
 - Steering Failure
 - Engine Failure (Stalling)
 - Accelerator Failure
 - Other Accessory Failure
 - Fire
2. Driver Errors
 - Decision Making/Judgement
 - Operation

- Speed
- Steering
- Traction
- Distraction

3. Collision Avoidance
 - Objects on road
 - Animals
 - Debris
 - Other Users
 - Road and Weather Conditions

AVOIDING EMERGENCY SITUATIONS

Vehicle Failure-One or more device or vehicle system malfunctions or fails.

Prevention:
Regular care and maintenance

- Check fluids
 - fill with correct fluid and amount
- Tire pressure and treadwear
 - fill with proper amount of air
 - replace when worn
- Attention to dash warning lights
 - Steady light means a system isn't working correctly. Should be checked
 - Flashing means a critical system malfunction that could lead to failure.

EMERGENCY SITUATIONS

Reacting to Driving Emergencies:

1. **Don't Panic !**
2. Identify the Problem.
 - Clues
3. Act on the Problem.
4. Be aware of vehicles behind

EMERGENCY SITUATIONS

Brake Failure

When Your Brakes Fail

Identify

Brake pedal

- may go to floor
- may feel "mushy", hard to push
- poor braking response-
 - vehicle not slowing enough for foot pressure on pedal

Dash Warning Lights

Grinding Sounds While Braking

EMERGENCY SITUATIONS

Brake Failure-Respond

Don't Panic

1. Rapidly pump the brake pedal
 - May build up pressure in system
2. Hand on steering wheel at 12 o'clock
3. Downshift: slows the movement of car
 - 3rd or 2nd gear if at higher speed
4. Apply the parking brake with steady pressure.
 - Keep thumb on release button
 - If not, can lock the rear wheels. If the car begins to skid, release the parking brake slightly.



IRHS WEBPAGE



Part XIII. Emergency Situations is the final module of the Mentor/Parent Driver segment of the NDSP. The content includes dealing with vehicle failure, driver error, and collisions and traffic stops. Included with the presentations are links directing to YouTube videos for dealing to these situations. Here's a look at some of the latest additions. Click on the links to visit the added segments.

Be Ready, Be Safe, Be Responsible

XIII. Driving Emergencies-Part 2

1. Vehicle Failure
2. **Driver Error**
3. Collisions & Traffic Stops

Lessons and Hints to Work With Your New Teen Driver
Part 13

Be Ready, Be Safe, Be Responsible

Part 2 focuses on errors in decision making that can lead to vehicle operations that many novice drivers make. Data shows that major causes of collision for novice drivers is speeding, loss of control navigating through curves, and problems caused by distractions while driving.

Common Driving Emergencies:

EMERGENCY SITUATIONS

1. Vehicle Failure
2. **Driver Errors**
 - **Poor Decision Making/Judgement**
 - **Operation Errors**
 - **Speed**
 - **Steering**
 - **Traction**
 - **Distraction**
3. Collision Avoidance

Be Ready, Be Safe, Be Responsible

Decision Making /Judgement

Decision Making Process:

- **The Choice to be AWARE of:**
 - **Right and Wrong Behavior**
 - **Correct and Incorrect Decisions**

BE READY, BE SAFE, BE RESPONSIBLE

Poor decision making/Poor Judgement

Speed-

Affects safety even when driving at the speed limit but too fast for conditions.

- Weather
- Road surface
- Visibility
- Traffic conditions
- Vehicle condition

Consequences of speeding-

- Loss of vehicle control
- Increase crash severity
- Inability to stop in time
- Decrease in occupant protection equipment
- Economics of damage and injury.

Be Ready, Be Safe, Be Responsible

Poor decision making/Poor Judgement

Speed-

Consequences of speeding- *Decreases ability to identify hazards and act correctly on them.*

1. **Loss of vehicle control**
 - Swerving, running off road=
 - Rollover crash
 - Striking solid objects on roadside
2. **Inability to avoid hazards by steering away or changing lane positions**

Decreases the gap when following vehicles

 - Inability to stop in time=
 - Rear end collisions
 - Decreases approach times to intersections=
 - Increases chance of collision with crossing, turning vehicles
3. **Economics of damage and injury**
 - Decrease in occupant protection equipment
 - Increase crash severity
 - to occupants, pedestrians
 - damage

Be Ready, Be Safe, Be Responsible



IRHS WEBPAGE

LOSS OF CONTROL



Be Ready, Be Safe, Be Responsible

DROP-OFF RECOVERY

CLICK FOR VIDEOS

- [Drop Off Recovery 1](#)
- [Drop Off Recovery 2](#)



Be Ready, Be Safe, Be Responsible

OFF-ROAD RECOVERY

- **Do not panic and jerk the steering wheel!**
- **Look to safe path of travel on roadway**
- **Ease off accelerator/Don't brake hard**
- **Align vehicle with edge of road**
- **Check oncoming/following traffic**
- **Return to road gradually with proper steering technique**

Be Ready, Be Safe, Be Responsible

CURVE CONTROL



NEGOTIATING CURVES -VIDEO

CLICK FOR VIDEO

[Negotiating Curves and Hills](#)



Be Ready, Be Safe, Be Responsible

Eye Habits for Curves

- **Picture Path of Travel**
- **Look down Middle of the travel lane**
- **Look As High and Far Ahead As Possible**



DON'T STARE at hazard spots!
Always look to the **OPEN** path in the middle of your lane and steer to it.

CURVE CONTROL



Distracted Driving and Cell Phones

CLICK FOR LINK



BE READY, BE SAFE, BE RESPONSIBLE



IRHS WEBPAGE

Be Ready, Be Safe, Be Responsible

XIII. Driving Emergencies-Part 3

1. Vehicle Failure
2. Driver Error

3. Dealing With Collisions and Traffic Stops

Lessons and Hints to Work With Your New Teen Driver
Part 13



IRHS Institute for Rural Health & Safety

Part 3 is Dealing With Collisions and Traffic Stops. The section aims to inform about what to do when involved in a collision or when coming on the scene of a crash.

The second section deals with proper behavior and procedures for drivers and passengers if involved with a traffic stop.

DEALING WITH COLLISIONS

Dealing With A Collision



Emergency Situations

What to do:

- **STAY AT THE SCENE**
- Call 911 if injuries and vehicles can't safely be moved
- Exchange information with others involved
- Get names & addresses of witnesses
- Get pictures of damage

Be Ready, Be Safe, Be Responsible

Dealing With A Collision



Emergency Situations

If passing a collision scene:

- Reduce speed, make space for emergency personnel
 - **PA Move Over LAW**
- If it's under control, drive by
 - Don't "rubberneck"
- If you're first on the scene,
 - Stop to offer aid or Call 911
 - **"Good Samaritan Law"**

Be Ready, Be Safe, Be Responsible

TRAFFIC STOPS

Traffic Stop



Emergency Situations

What to do when pulled over by the police:

- Be polite.
- The officer will tell you what you did wrong.
- You may receive only a warning, or you may be cited for a traffic violation.
- By signing the citation, you are NOT admitting to guilt, only acknowledging receiving the ticket.
- If you disagree with the citation, you are entitled to a court hearing where you can present your arguments.
- It is not in your best interest to argue with the officer at the scene.
- If you believe you have not been treated in a professional manner, you should contact the appropriate police department at a time following the traffic stop and ask for a supervisor.

Be Ready, Be Safe, Be Responsible

Traffic Stop



Emergency Situations

What to do when pulled over by the police:

- If the officer requests that you and your passengers exit the vehicle:
- **you must do so.**
 - In the cases of [Pennsylvania v. Mimms](#) (1977) and [Maryland v. Wilson](#) (1997), the U.S. Supreme Court held that an officer could require the driver and any passengers to exit the vehicle during a traffic stop. Do **NOT** exit the vehicle until asked to do so by a law enforcement officer. Exiting the vehicle before you are told to do so can be interpreted as a threat and the situation can escalate.

Be Ready, Be Safe, Be Responsible



IRHS WEBPAGE

Traffic Stop

Emergency Situations

What to do when pulled over by the police:

PASSENGERS:

- Stay inside the vehicle, unless asked to exit.
- Limit your movements.
- Keep your hands in plain view.

Be Ready, Be Safe, Be Responsible

Traffic Stops

Emergency Situations

Videos

- [Traffic Stop 1](#)
- [Traffic Stop 2](#)

Be Ready, Be Safe, Be Responsible

Traffic Stop

Emergency Situations

What to do when pulled over by the police:

DRIVING UNDER THE INFLUENCE OF ALCOHOL OR A CONTROLLED SUBSTANCE

WHAT CONSTITUTES A DUI (DRIVING UNDER THE INFLUENCE)?

The penalties for driving while under the influence of alcohol or drugs are severe.

- In Pennsylvania, if you are of legal drinking age (21 or older), you are considered to be driving "while under the influence" if your blood alcohol level is .08 or higher.
- But, you also may be convicted of DUI at lower BAC levels, if you are stopped by police for driving erratically (too slow, too fast, straddling your lane, making wide turns, stopping for no reason, failing to obey traffic signs and signals, etc.).

From PA Driver's Manual Pub 95, p.81

Be Ready, Be Safe, Be Responsible

Traffic Stop

Emergency Situations

PENNSYLVANIA'S IMPLIED CONSENT LAW (CHEMICAL TESTING FOR ALCOHOL OR DRUGS)

The Implied Consent law is very important to you as a driver.

The law covering chemical testing says you **have**:

- agreed to take such a test -- just by being licensed to drive in Pennsylvania.

If the police arrest you for driving while under the influence of alcohol or drugs and you refuse to take one (1) or more chemical tests of breath or blood,

- your driving privilege will be automatically suspended for one (1) year.
- This suspension is in addition to the suspension imposed for a conviction or Accelerated Rehabilitative Disposition (ARD) for driving while under the influence.

From PA Driver's Manual Pub 95, p.81

Be Ready, Be Safe, Be Responsible

Traffic Stop

Emergency Situations

What to do when pulled over by the police:

DRIVING UNDER THE INFLUENCE OF ALCOHOL OR A CONTROLLED SUBSTANCE

WHAT CONSTITUTES A DUI (DRIVING UNDER THE INFLUENCE)?

- If you are under age 21, Pennsylvania's laws do not permit you to drive with any measurable alcohol in your system.
- If you are under 21, you are considered to be driving under the influence if your blood alcohol level is .02 or greater.

From PA Driver's Manual Pub 95, p.82

Be Ready, Be Safe, Be Responsible

Traffic Stop

Emergency Situations

DRIVING UNDER THE INFLUENCE OF ALCOHOL OR A CONTROLLED SUBSTANCE

WHAT CONSTITUTES A DUI (DRIVING UNDER THE INFLUENCE)?

ZERO TOLERANCE LAW (UNDER 21 DUI)

- The Zero Tolerance law establishes serious consequences for those under 21, who drive with any measurable amount of alcohol in their blood.

WHY ZERO TOLERANCE?

- Traffic crashes are the number one (1) cause of death for teenagers in the United States.
 - Driving involves multiple tasks, the demands of which change continually. To drive safely, you must be alert, make decisions based on ever-changing information present in the environment and be able to maneuver based on these decisions.
 - Drinking alcohol impairs a wide range of skills necessary for carrying out these tasks.
- If you are under 21 and are convicted of DUI for the first time, you will go to jail for a term ranging from two (2) days to six (6) months, your license will be suspended for a full year, and you will pay a fine of \$500 to \$5,000.

From PA Driver's Manual Pub 95, p.84

Be Ready, Be Safe, Be Responsible

Traffic Stop

Emergency Situations

DRIVING UNDER THE INFLUENCE OF ALCOHOL OR A CONTROLLED SUBSTANCE

WHAT CONSTITUTES A DUI (DRIVING UNDER THE INFLUENCE)?

UNDERAGE DRINKING

- If you are under age 21, it is against the law to buy alcohol, consume alcohol, have alcohol in your possession or have alcohol in the vehicle you are driving.
- In addition, if you are underage and are arrested and detained for blood, breath and/or urine testing, parental consent to conduct these tests is not required, but the police will notify your parents of the arrest.
- The minimum penalty for underage drinking is a fine of up to \$500 plus court costs.
- The courts may require you to be evaluated to determine the extent of your involvement with alcohol and may also require you to successfully complete a program of alcohol education, intervention or counseling.

ONE FACT REMAINS: It is against the law for anyone under age 21 to consume, possess or transport alcohol.

From PA Driver's Manual Pub 95, p.84

Be Ready, Be Safe, Be Responsible

Lessons and Hints to Work With Your New Teen Driver

- These resources are based on a behind the wheel program that is used by trained driver education teachers.

Purpose :

- to give adults supervising practice driving with a teen driver, an orderly, standard routine.
- To provide objectives and methods similar to those used by in-car driving instructors that may:
 - reduce stressful situations for adult and teen.
 - reduce risk by allowing the teen driver to gradually progress through skill levels and driving environments.
- The "Be Ready, Be Safe, Be Responsible" approach, is the motto used by the Novice Driver Statewide Program, and is used in the PA Perceptual Driving Curriculum.

Be Ready, Be Safe, Be Responsible



The SWPBIS Page

Implementation of the Full Three-Tiered Model of School-Wide Positive Behavioral Interventions and Supports in Pennsylvania Schools

by Kaitlin Mazor

Fidelity measures that are used to determine whether the full three-tiered model of School-Wide Positive Behavioral Interventions and Supports (SWPBIS) are being implemented were not available for schools prior to 2017 like they were for implementation of tier one SWPBIS. Data regarding the implementation of these advanced tiers will be from spring 2017 to spring 2020. When evaluating the data, it is important to consider the effects of the

COVID-19 pandemic on the ease and ability of implementation of the full SWPBIS framework and the ability to conduct fidelity measures. For the purposes of the present discussion, the focus will be on schools who have fully implemented advanced tiers of SWPBIS. In terms of full implementation, as presented in Runge et al. (2021), of the 556 schools who are members of the PA Positive Behavior Support (PAPBS) Network, 91 of the schools were implementing tiers one and two SWPBIS and 53 of the schools were implementing tiers one, two, and three SWPBIS (See Figure 1).

Figure 1

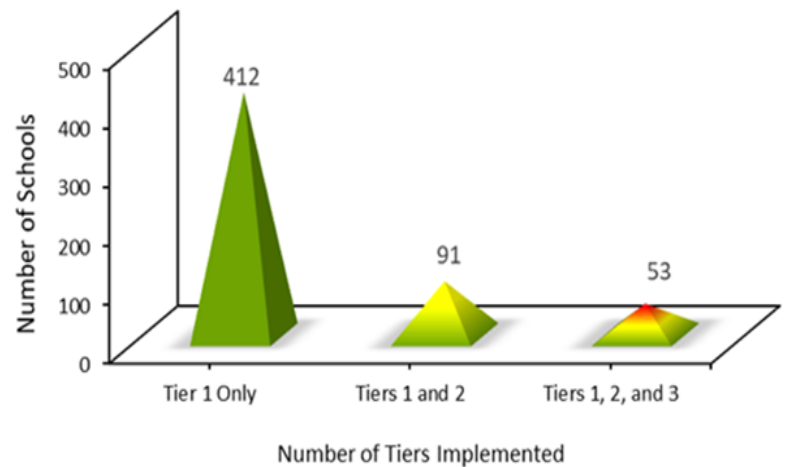
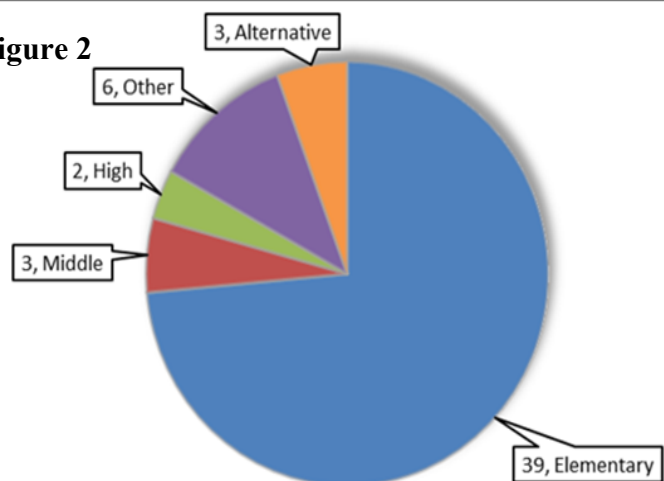


Figure 2

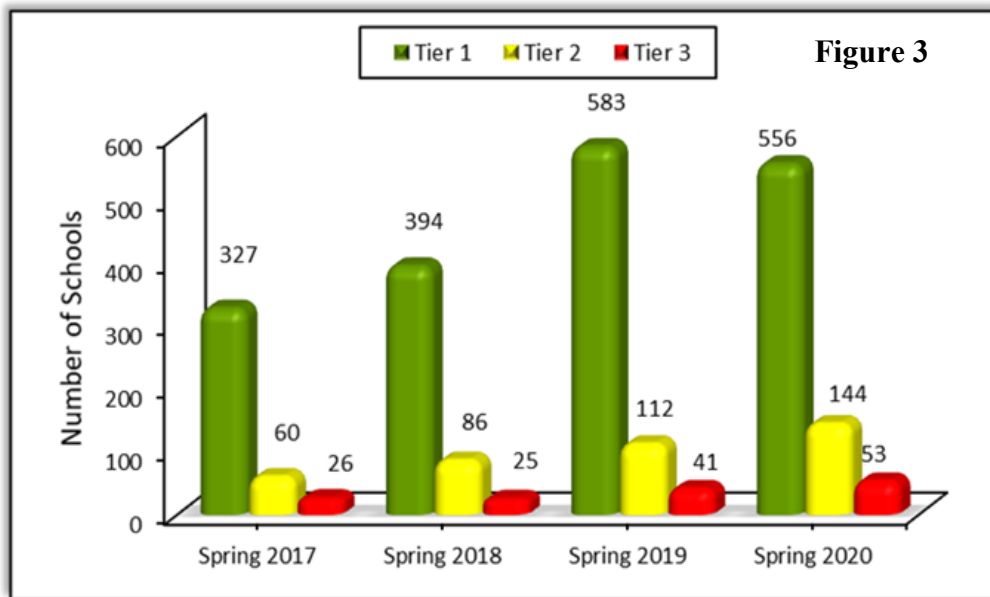




Implementation of the Full Three-Tiered Model of School-Wide Positive Behavioral Interventions and Supports in Pennsylvania Schools (cont.)

Of the 53 schools who were implementing all three tiers of SWPBIS, 39 of the schools were elementary schools, six were PreK through 8 schools, both middle schools and alternative schools had three schools implementing all three tiers, and two of the schools were high schools (See Figure 2).

Consistent with what is seen for building types implementing just tier one SWPBIS, high schools are still underrepre-



sented in full implementation of the advanced tiers of SWPBIS despite being the second highest in terms of membership to the PAPBS Network. Overall, the number of schools who are implementing all three tiers of SWPBIS has generally increased significantly from the spring of 2017 to the spring of 2020. Implementation of tier one SWPBIS experienced

a slight dip in 2020 due to the COVID-19 pandemic; however, implementation of tiers two and three consistently increased with no decreases in the spring of 2020 (See Figure 3).

The reasoning behind why implementation of tiers two and three SWPBIS did not see the same dip as implementation of tier one SWPBIS has yet to be described. Implementation of any tier of SWPBIS takes time and resources, and there is evidence of schools in varying stages of implementation. Despite the relatively low implementation of advanced tiers of SWPBIS for high schools, the trends are nonetheless promising. There is hope that full implementation of SWPBIS will increase once schools who are currently in partial or beginning phases reach full implementation.

Runge, T. J., Staszkiwicz, M. J., Myers, T., & Breon, S. (2021). *13th annual program*

evaluation of school-wide positive behavioral interventions and supports in Pennsylvania schools. Indiana University of Pennsylvania.

