



THE Keystone

CTSP

&

# Novice Driver Safety Educators

Newsletter

Issue 4 Volume 2 2021



IUP/IRHS DRIVER PROFICIENCY WORKSHOP

DISTRICT 1

NORTHWEST REGIONAL HIGHWAY SAFETY NETWORK



Public Health  
Prevent. Promote. Protect.

CTSP Activities

CENTER FOR TRAFFIC SAFETY

District 6

Made Possible Through a Grant From:



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### Issue 4

#### Keystone CTSP

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Novice Statewide Driver Program

#### PA HSO:

Christy Timbrell, HSO Project Administrator

#### NDSP IUP/IRHS:

Louis Pesci, Ed.D.

Project Director

Timothy J. Runge, Ph.D.

SWPBIS Coordinator

Kathleen Ammerman,

Asst. SWPBIS

Kevin Wolford,

Project Coordinator



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## Inside This Issue :

As the summer ends, attention turns back to schools and their related activities. As this grant year ends, the NDSP looks to tie up the final activity of our objectives for the year. There is by no means any amount of certainty while still dealing with the impact and various disruptions of the continuing pandemic. The attention of this issue will focus on the first of the Perceptual Driving Workshops. The course is being made available as a condensed version similar to the multiple day program that a few “old timers” may remember from a few years past. Enrollment ends on September 10. Be aware of the potential for this course to be postponed due to COVID policy changes.

Also in this issue, the activities of two CTSP programs are included. The first from Geof Crankshaw in District 1, features (from pre-pandemic days) the 2019 Erie County Teen Driving Competition. Tracy Linn updates an activity from the Center for Traffic Safety. Thanks for the contributions to this issue!

## Driver Proficiency course postponed until later date

The Novice Driver Program is planning to hold an in-person training Driver Proficiency Course for PennDOT CTSP network, and to interested HSO and SPO, on Monday, September 20, 2021 at the IRHS Driver Training Facility on the IUP campus in Indiana, PA. The course will run from 8:00 am until 5 pm. Instructors for this intensive, informative, one-day course will be taught by Louis Pesci and Kevin Wolford.

This program will present aspects of the PA Enhanced Driving Program that will include the STOP, Think and Go Decision Making Process, with a focus on the Perceptual Driving Curriculum, followed by driving range activities of the Driver Proficiency Course featuring behind the wheel sessions on dealing with emergency driving maneuvers and evasive driving skills. Perceptual Driving Parts 1 & 2





## IUP/IRHS NDSP Driver Proficiency Program Workshop

### NDSP & IRHS Driver Proficiency Workshop



**STOP, THINK and GO  
Decision Making Process**

**Driver Proficiency and  
Perceptual Driving  
Program**

**T**his NDSP version of “Driver Proficiency Program” is a single day program focused on involving CTSP and other safety personnel in classroom and driving range experiences by using the PDE Enhanced Driving Curriculum as a basis. The program presents the aspects of decision making and emphasizes both crash avoidance and loss reduction if a crash is unavoidable. The program attempts to address the primary reasons that most drivers identify when they are involved in a crash or near crash, and the reasons usually are:

“I didn’t see the other driver/person,”

“I didn’t see the other driver/person in time,”

“I didn’t think he/she would do that,”

“I did everything that I possibly could have done to avoid the collision.”

The approximately eight hours of instruction will use a variety of training modules to address the prevention and mitigation of traffic collisions. The training modules involve the following:

**STOP, Think, and GO Decision Making Process** - An effective three step decision-making model that is as vital to novice driver safety as are operating skills. Students will participate in an activity using the process to identify and filter risk factors and response to achieve a safety goal.

**Perceptual Driving** – Students actively participate in this phase of training by practicing scanning techniques which enable them to identify certain visual clues on various traffic slides. Students learn to use a disciplined seeing pattern, which in turn enables them to better predict and respond to various traffic situations. All of the learning in this component is in a classroom setting, but it carries over very easily into the real-world situations.

**Emergency Response Techniques** – This module has two important phases of training; one is referred to as “Emergency Reaction Response” and the other is referred to as “Skid Control.”

**Emergency Reaction Response** – Knowing what the vehicle and driver can and can’t do in the event of an emergency is a very important part of collision prevention and mitigation. The driver encounters a number of simulated emergencies in this phase of training, and driver and vehicle control are emphasized. Backing exercises are also

addressed, because of the high number of collisions that occur when backing a vehicle.

**Skid Control** – Vehicle and driver control are also taught for situations that involve areas of less traction. Controlled braking, skid recovery, and controlled braking with evasive steering are some of the exercises learned on the “skid pad.” Once again, drivers are given a chance to experience various emergencies when skidding is involved, and they learn how to control both themselves and the vehicle in these situations. Another important part of this training is using a vehicle with four-wheel “Anti-Lock Brakes” and learning both the technique and feel of the system.



# Driver Proficiency Evasive Maneuver Exercises

NDSP & IRHS Driver Proficiency Workshop

Evasive Maneuver Exercises

## Habits to Improve Perception

• Use a **SYSTEMATIC SEARCH PATTERN.**

• Search in **meaningful groups**

1. Traffic Controls

2. Highway Conditions

3. Other Users



Be Ready, Be Safe, Be Responsible

## 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

## Search

- Use visual search pattern and selective seeing
- Keep your eyes moving
- Leave yourself an "out"
- Look far ahead (at least 12 seconds)
- Look through curves

## Identify

- Specific clues
- Other roadway users
- Roadway features and conditions
- Traffic controls
- Condition of your vehicle

## Predict

- Actions of other roadway users
- Control of your vehicle
- Consequences of your actions
- Use judgement, knowledge, and experience

## Decide

- Change speed
- Change direction
- Communicate

## Execute

- Accelerate
- Brake
- Steer
- Communicate
- Combined actions



# Driver Proficiency Evasive Maneuver Exercises (cont.)

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

## Serpentine

**Procedures**

- Use steering at 9 and 3 position
- Steer to center area between cones
- Maintain steady speed
  - start at 15mph
  - increase speed at 5mph intervals to maximum level...20-25mph
- Traction is lost as speeds increase

**Skill Techniques**

- Visual**
  - Use the middle of area between cones as visual cue
  - Keep eyes moving to the next cue area when you cannot see the initial cue
  - Finish exercise by looking at the center of the exit area
- Motion**
  - Do not fluctuate speed
  - Steady pressure with heel of foot at base of accelerator
  - Try not to brake
  - Each try should be at a slightly higher speed
- Steering**
  - Start at 9-3 position
  - Move steering wheel until you feel touch of arms...180 degrees (forearm bump)
  - Movements should be smooth and directed

## Constant Cornering

**Procedures**

- Speed is set before entering curve...20-35mph
- Look through the curve to the apex point
- Accelerate to speed as you are able to see your way out of the curve

**Skill Techniques**

- Visual**
  - Use OUTSIDE of lane as guide in entering curve
  - Move eyes quickly through the curve to the apex
  - Visually track your path of travel out of the curve
    - this gives an indication of when to use accelerator
    - important to keep a good visual track as it will keep you in your lane position
- Motion**
  - Speed set before entering curve
  - Try not touch brake in curve
  - Use accelerator to monitor speed through curve
  - Accelerate as you exit the curve
- Steering**
  - You will need hand over hand steering
  - Steering may remain at 9 and 3 depending on speeds

## Evasive Lane Change-Left, Right, Stop

**Controlled Braking with Lane Change**

**Procedures**

- Approach exercise between 20-30mph
- Use 9 and 3 steering technique
- Decide which direction to move at instructor's command
- Use control braking to slow vehicle down

**Skill Techniques**

- Visual**
  - Move eyes to follow lane position...lane 1 or 2
  - Look in the lane position rather than at cones
- Motion**
  - Keep foot on accelerator until instructor gives direction...lane 1 or 2
  - Use a controlled hard brake w/o skid; braking occurs with steering movements
  - Stay on brake until vehicle comes to a complete stop between lanes 1 and 2
- Steering**
  - Use 9 and 3 steering technique to enter the lane change
  - Technique should be bump (touch arms)...bump (touch arms)...straighten (center steer)

## Controlled Braking

**Procedures**

- Approach exercise between 25-35mph
- Use 9 and 3 steering technique to execute lane change when indicated by instructor a...LEFT, RIGHT, or STOP
- Use controlled braking technique while steering into lane
- Bring vehicle to a stop before cues

**Skill Techniques**

- Visual**
  - Move eyes to sight on instructor at end of exercise
  - Look to lane position rather than cones
- Motion**
  - Speed is set at entrance to exercise
  - Braking occurs with steering movements
  - Brake hard initially w/o skid, then ease up to stop
- Steering**
  - Use 9 and 3 technique to enter the lane change
    - 1<sup>st</sup> bump (touch of arms) moves wheel to area...180 degrees
    - 2<sup>nd</sup> bump (touch of arms) opposite way brings vehicle back to control...
  - Straighten wheel back to center steer
  - Keep hands at 9 and 3 for stop command, bring vehicle to a complete stop using controlled braking in lane - no lane change needed for this command

\*\*If stopping distance is too short, steer between end lane cones using 9 and 3 steering technique (BRING VEHICLE TO A COMPLETE STOP!)

## 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.



## Northwest Regional Highway Safety Center

Erie County Teen Driving Competition 2019 Contributed by Geoff Crankshaw

The 13th annual Erie County Teen Driving Competition was presented on April 29th, 2019, at Grace Church in McKean, PA. NW Regional Highway Safety & PMTA/NW Chapter sponsor and manage this event. The tournament is for the benefit of high school drivers with one year



Thirteen (13) continuous years providing teenagers a stage to demonstrate their over one year proven driving skills and knowledge to their community.

Thank you sponsors, school administrators, law enforcement, district judges, Erie County government, business operators, safety and health agencies, families and students

of driving experience and no crashes or moving violations. Mr. Dale Knox, a Champion truck driver, winning state and national competitions, provides his expertise and sets up the road-test course on site at Grace Church (Grubb Road). He is the Managing Director of the teen driving competition event in Erie and seven other counties and is also the Safety Specialist at Vorzick Transport

The slow driving obstacle course is one of four challenging skill level tests. Also included are a written road knowledge test, a perception test, and a vehicle pre-trip inspection test. In addition, students have educational presentations: A Distracted and Impaired Driver Simulator; Heavy Truck Share-the-Road Blind Zones demonstration - getting into the cab of a large truck to experience the truck driver's view - and see the AT&T video, "Texting Can Wait".

This tournament is open to all Erie County schools and home school students. They may sign up with their school administrator to enter. This is a unique opportunity to demonstrate smart driving skills, and to receive big awards! Students, school faculty and safety representatives, insurance companies, all types of businesses, trucking firms and, ultimately, anyone who drives, will benefit from the activities of this competition. The TV and print media covering this event send positive messages to our community. These students are already special for maintaining clean

driving records. They are conscientious and have shown respect for the complexities of driving.



Individual Winners  
2019 Erie County Teen Driving Competition  
1st - Walter Holtgreffo, McDowell High School    2nd - Seth Myers, General McLane High School    3rd - Ellen Mercatoris-Morrison, Villa Maria Academy  
Local Check Awards Sponsor: the Matt Barczyk Agency - Allstate Insurance Company; Offices on Liberty St. and W 26th St., in Erie - Event Dir.: Dale Knox, PMTA NW Chapter



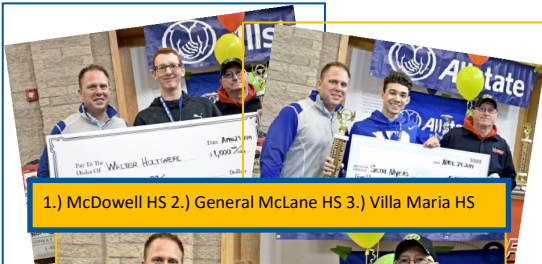
# Teen Driving Competition (cont.)



1.) Erie Co. MDJ Sue Mack & Mary LaKari, TIPP, proctor the perception test - a series of projected images depicting confusing road situations.



2.) Erie County Executive, Kathy Dahlkemper, demonstrates the driving skills test for students.



1.) McDowell HS 2.) General McLane HS 3.) Villa Maria HS

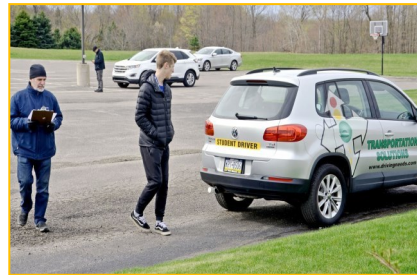
3.) The 2019 individual winners: 1st, 2nd and 3rd place finishers received a ribbon & medalion, a trophy and cash prize of \$1,000, \$500, or \$300, respectively.



This year, 1st place also won a \$500 scholarship from the PA Motor Truck Association. The top 3 cash awards were provided by the Matt Barczyk Agency - Allstate Insurance Company.



4.) Villa Maria student, Ellen, had an opportunity to operate the Distracted and Impaired Driver Simulator. The students observe the driving skills of their peers and everyone becomes more aware of the medical, legal, financial and personal consequences resulting from a "crash".



5.) A student participates in the pre-trip inspection, pointing out car hazards and defects.



6.) Concentrating on the PA Driver's Manual test. A magisterial district judge & State Tpr. presided.

7.) Registration and the award presentations are presented in the Grace Church café' style lobby.



8.) During the slow drive obstacle course, there are stations that the driver needs to negotiate. At each point, there are objective measurements recorded to tally a score.

9.) Share-the-Road demonstration. With only vertical mirrors, the truck driver can not see the side and rear cars positioned in this photo. It is critical to know the big truck Blind Zones.





## Center for Traffic Safety - Contributed by Tracy Linn

CENTER FOR TRAFFIC SAFETY  
Safe Driving Saves Lives

FIRST ANNUAL



WAR OF THE ROSES SEAT BELT CHALLENGE



JULY 20, 2021

LANCASTER BARNSTORMER'S FANS @ CLIPPER MAGAZINE STADIUM

VS:

YORK REVOLUTION FANS @ PEOPLE'S BANK STADIUM



In July, our office held the First Annual War of the Roses Seat Belt Challenge. On July 20, 2021 both the Lancaster Barnstormer's and the York Revolution Baseball teams both had games at their stadiums. We went out to both stadiums and did a seat belt survey of all the patrons coming in to the stadiums

to see how many drivers were wearing their seat belts from 5:00pm -7:30pm. The York Revolution fans won the contest with a usage rate of 88.5%. The Lancaster Barnstormer fans had an 87% usage rate. During the 7<sup>th</sup> inning break it was announced at each stadium who the winner was with a message about wearing your seat belt.

It was a lot of fun and we have some great ideas for next year's event!

