

Graduated Licensing for Young Drivers

Driving Drowsy is like Driving Drunk

Upcoming Programs: Teen Courts, Peer Mentoring, Student Activist Training

Teen Poetry from *YES Magazine*



## SECTIONS

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THE SCOOP ON YOUTH TRAFFIC SAFETY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

# FIRST ANNUAL STRIDES FOR SAFETY BIG SUCCESS

On April 8, 1995, over 5,000 youth from groups such as Students Against Driving Drunk (SADD), Future Homemakers of America (FHA), BACCHUS, 4-H, and Mothers Against Drunk Driving (MADD) joined forces to march for a safe and healthy future. The idea for *Strides for Safety* originated with the Nation-

al Organizations for Youth Safety (NOYS) and was made possible through a grant to SADD from the National Highway Traffic Safety Administration (NHTSA). Mitsubishi Motors was the corporate sponsor.

*Strides for Safety* events were held in more than 24 states, with activities focusing on seat belt use,

traffic safety, and preventing impaired driving. The march's slogan, "By walking we pledge to secure the future for friends and family by buckling up and riding only with sober drivers," was created by a team of young people who came together with

the support of NHTSA to plan *Strides for Safety*.

Mitsubishi Motors provided thousands of caps for "striders" and sent a lead car to events around the country.

> *Strides for Safety*, continued Section A3, column 4

## MOVING KIDS SAFELY SECOND CONFERENCE PLANNED

Due to the overwhelming success of the first *Moving Kids Safely* conference, Transportation Secretary Peña is pleased to announce that *Moving Kids Safely '96: Building Safe Communities* will take place June 9-12, 1996. The conference is a joint effort of the Departments of Transportation, Health and Human Services, and Education. It will be held at the Sheraton Premiere at Tyson's Corner, Virginia.

The first *Moving Kids Safely* conference, held in Washington, DC from May 31 to June 2, 1995, focused on the safe transport of children under age 16. Conference discussions and presentations covered all forms of transportation from cars, planes,

trains, boats, and buses to escalators, subways, bicycles, trucks, personal watercraft, and beyond.

Professionals from many fields gathered for the conference. They represented medical, safety, transportation, law enforcement, injury prevention, public health, education, Federal, state, and local government, and business professions. Participants shared information, ideas, and experiences, and established partnerships and alliances to build safe communities for children. Sessions provided attendees with the knowledge and resources necessary to identify their community's child transportation safety problems, develop programs to address those problems, and evaluate the effectiveness of the programs implemented.

The *Moving Kids Safely '96: Building Safe Communities* will offer "how-to" and training sessions, interactive workshops, open discussion sessions and networking opportunities. The National

> *Moving Kids Safely*, continued Section A2, column 4



Kathy Rice, wife of Tallahassee, Florida, Mitsubishi Motors representative Larry Gay, leads *Strides for Safety* walk in Tallahassee. Florida State University BACCHUS student Laura Futson played Larry the crash test dummy.

## TEEN DEATHS: GOOD NEWS, BAD NEWS

The number of teen traffic fatalities overall has declined substantially (2,282 fewer fatalities in 1994 compared to 1982), and alcohol-related fatalities have been cut by more than half (3,037 fewer alcohol-related

fatalities). That's the good news. Between 1992 and 1994, youth fatalities in non-alcohol-related crashes increased 15 percent

> *Teen Deaths*, continued Section A11, column 1



## NHTSA STUDY SHOWS BENEFITS OF USING SAFETY BELTS AND MOTORCYCLE HELMETS

A 1995 study by the National Highway Traffic Safety Administration (NHTSA) looked at safety belt and motorcycle helmet use in relation to medical costs of motor vehicle injuries. The NHTSA study linked crash and medical information from seven states to show how seat belt and motorcycle helmet use produces dramatic reductions in deaths, injuries, and medical costs.

"The data verify the value of using your seat belt when you are in a passenger vehicle and of wearing a helmet when you are riding a motorcycle. There is no doubt that these two preventive measures reduce casualties and social costs and could reduce the cost of crashes even more if they were used more widely," said Dr. Martinez, NHTSA

Administrator.

The study further verified that safety belts are highly effective in preventing fatalities and injuries. Considering all drivers, including those not hospitalized, the average hospital inpatient charge for unbelted drivers was five times the cost for those who were belted. For those admitted as inpatients, the cost for unrestrained drivers was 1.6 times the cost for those who used their seat belts.

The study found that motorcycle helmets were 34 percent effective in preventing fatalities and 67 percent effective in preventing brain injuries. The average cost for all crash-involved motorcycle riders who did not wear a helmet was 1.1 times the cost for those who wore helmets.

The average charge for inpatient care for motorcyclists who were not wearing helmets and who received brain injuries was more than twice the charge for motorcyclists who received medical care for other injuries.

The medical costs of unrestrained and unhelmeted crashes are significant. Private insurance pays about 60 percent of inpatient costs for these motor vehicle crash victims. Public sources pay 20 percent and other sources, such as individuals who pay their own bills, account for 20 percent. This means that 80 percent of all inpatient costs are borne by society rather than by individual drivers.

For more information or a copy of the report, contact Dennis Utter, National Center for Statistics and Analysis, (202) 366-5351.

## Nine-Year-Old MAKES THE RIGHT CALL

A nine-year-old boy responded to an emergency situation by employing steps he had learned in school from a visiting fire chief. His quick actions helped save a life.

Matthew Jacobs witnessed a car hit a motorcycle on his way home from school. Matthew calmly told his father to stop the car, then approached the motorcycle rider, covered him with a blanket, and quickly called 911 from a nearby hardware store.

Matthew learned how to handle just such a crisis the day before, when a local fire chief visited his Bloomington, Indiana, fourth grade class to deliver the *Make the Right Call* program. The program teaches children how to properly access the EMS system; when and when not to call 911 or the local emergency number; and what to do while waiting for professional help to arrive. The class also viewed the *Make the Right Call* educational video featuring William Shatner, host of CBS television's *Rescue 911*.

Thousands of fire and EMS educators have used the *Make the Right Call* program to teach children and adults about EMS in their communities and what to do in case of an emergency.

For more information, contact the *Make the Right Call* EMS Campaign at (202) 452-9488.

Drivers of *silver* cars are most likely to *buckle up*



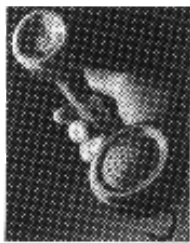
Those who drive *blue, black, and maroon* cars are *least likely* to wear safety belts.

### LEARN TO USE THIS LIFE-SAVING DEVICE. DIAL 9-1-1 IN AN EMERGENCY.

There's been a crash. Someone is hurt. What do you do?

Pick up your phone and dial 9-1-1. Medical help will be on the way.

One call connects you to a whole emergency medical team — ambulance, paramedics, physicians and nurses.



They are part of EMS — Emergency Medical Services. And they are specially trained to help people who are hurt or sick.

Call 9-1-1 for all kinds of medical, police or fire emergencies. Your phone can help save lives. Know how to use it.



...when seconds count.



NOT WEARING A SAFETY BELT CAN COST YOU AN ARM & A LEG.



It's against the law. So if you don't want a ticket, buckle up. Or, you could become broke in more ways than one. YOU COULD LEARN A LOT FROM A DUMMY. BUCKLE YOUR SAFETY BELT.

## Moving Kids Safely... continued from cover

Highway Traffic Safety Administration will sponsor a special one-day pre-conference Child Passenger Safety Seminar on June 9, focusing exclusively on child safety seats and related issues.

Registration packages detailing conference topics, speakers, and activities will be mailed in early 1996. To be placed on the conference mailing list, call toll-free 1-800-784-1215. Information regarding registration for the special pre-conference Child Passenger Safety Seminar will be included in the *Moving Kids Safely '96* registration package.

*Moving Kids Safely '96* will be the setting for the presentation of the Secretary of Transportation Community Partnership Awards. The establishment of the awards program was announced by Secretary Peña at the closing of the 1995 *Moving Kids Safely* conference. The awards program recognizes exceptional community partnerships that have implemented innovative programs to address a community's identified or potential transportation safety problems. A call for nominations will be distributed in early 1996 with nominations due in the spring of 1996.

## SADD "CONTRACT FOR LIFE" RECEIVES PRAISE

Students Against Driving Drunk (SADD) received praise for incorporating safety belt use and responsible driving messages in its new "Contract for Life." Ricardo Martinez, M.D., National Highway Traffic Safety Administrator said, "I have long believed in trusting young people to find the best ways to confront the difficult issues in their lives.

This contract is a foundation for young people and their parents or guardians to work together on their driving safety."

The contract seeks to open the lines of communication between student and parent about drinking, drug use, and traffic safety to ensure the safety of all parties concerned. In signing the agreement, students

and parents promise to abide by certain safe driving behaviors.

SADD students from Kansas, Florida, Ohio, Michigan, and Massachusetts re-examined the "Contract for Life," the most important tool used by SADD in its battle against drinking and driving. The examination led to a rewriting of the contract to reflect a broader view of highway safety, recognizing all the problems that come from underage drinking and other drug use. NHTSA also had expressed an interest in expanding the contract to include other highway safety issues, such as safety belt use.

The Executive Director of SADD, Bill Cullinane, said, "This contract is truly a reflection of the needs of students. We believe young people do have the answers to the tragedy of underage drinking and impaired driving."

A camera-ready copy of the student/parent "Contract for Life" is included in this Campaign Safe & Sober Youth Quarterly Planner.

**CONTRACT FOR Life**  
A FOUNDATION FOR TRUST & CARING

By agreeing to this contract, we recognize that SADD encourages all young people to adopt a substance-free life style. We view this contract as a means of opening the lines of communication about drinking, drug use and traffic safety to ensure the safety of all parties concerned. We understand that this contract does not serve as permission to drink, but rather, a promise to be safe.

**Young Adult**

I acknowledge that the legal drinking age is 21 and have discussed with you and realize both the legal and physical risks of substance use, as well as driving under the influence. I agree to contact you if I ever find myself in a position where anyone's substance use impairs the possibility of my arriving home safely. I further pledge to maintain safe driving practices at all times, including wearing my safety belt every trip and encouraging others to do the same.

\_\_\_\_\_  
Signature

**PARENT or GUARDIAN**

Upon discussing this contract with you, I agree to arrange for your safe transportation home, regardless of time or circumstances. I further vow to remain calm when dealing with your situation and discuss it with you at a time when we are both able to converse calmly about the matter.

I agree to seek safe, sober transportation home if I am ever in a situation where I have had too much to drink or a friend who is driving me has had too much to drink. Recognizing that safety belt usage is a vital defense against death and injury on the highway, I promise to wear my safety belt at all times and encourage others to do the same.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

Distributed by SADD, "Students Against Driving Drunk" and The National Highway Traffic Safety Administration

**NHTSA**  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## TOP TRAFFIC SAFETY OFFICIAL WARNS ABOUT DANGEROUS SCHOOL BUS HANDRAILS

The nation's leading traffic safety official recently underscored his continuing concern about a hidden safety problem in some school buses that could put youngsters at risk for injury or death.

Ricardo Martinez, M.D., head of the National Highway Traffic Safety Administration (NHTSA), said that since 1991, five students have been killed and others injured when clothing, especially coat drawstrings, got snagged in handrails as they stepped off school buses. They were dragged and subsequently run over as the school bus moved forward.

Dr. Martinez said school buses manufactured by A. Girardin, Inc., AmTran/Ward, Bluebird, Carpen-

ter, Coach and Equipment Co., Collins Bus Corporation, Gillig Corporation, Sturdicorp, Thomas Built Buses, and Van-Con, Inc. were recalled to change the handrail designs and make them less prone to snagging.

"But it is not enough to have a recall. Someone needs to make sure that the repairs are actually performed. As of the end of last school year in June 1995, many had not been done," Dr. Martinez said.

According to NHTSA, some buses made by the Wayne Corporation also are prone to snagging and must be fixed. "This firm is no longer in business and will not be contacting bus owners. However, Carpenter Manufacturing, Inc. has

agreed to provide the component at cost to repair buses manufactured by Wayne Corporation and at no cost for buses made by Carpenter Body Works, Inc.," Dr. Martinez said.

Hopefully transportation authorities in school districts throughout the United States have already installed the handrail modifications and added to school bus driver training programs information to deal with the problem. At least two states, Connecticut and Ohio, developed inspection tools for identifying potentially hazardous handrails.

Dr. Martinez urged parents to

> *Dangerous Handrails,*  
continued Section A6, column 1

> *Strides For Safety,*  
continued from Section A1, column 4

### Highlights of 1995 *Strides for Safety*

**Connecticut.** On Thursday, April 6, more than 200 high school and middle school students participated in a legislative training session held by MADD, Drugs Don't Work, and several state injury prevention agencies. The focus of the event was passage of a 0.02 blood alcohol concentration (BAC) law in the state for drivers under age 21. Four years of efforts to enact this legislation had failed. Students rallied on the state house steps, where the attorney general, several state senators and the governor addressed them. A pile of sneakers, symbolizing the victims of drinking and driving crashes, was built in front of the speaker's platform. Two television stations and four newspapers covered the rally. Afterwards, students and their advisors visited local representatives in their offices to lobby for the zero BAC law. Connecticut's zero tolerance law was passed on July 6 and became effective October 1, 1995!

**Hawaii.** More than 550 students attended a rally, concert, and pizza and chocolate chip cookie party to demonstrate their support for safety belt use and sober driving. The program, co-sponsored by *Project Prom and Graduation*, included music performed by local legend Willie K and a Michael Jackson look/sound alike, presentations from safety officers and a woman disabled in an alcohol-related crash, a wrecked car display, and construction of a Chain of Life. Participating groups included US Customs Explorers, Army Youth Services, the Department of Education, MADD, Coalition for Drug Free Hawaii, the Department of Youth Traffic Safety, THINK FIRST

> *Strides For Safety,*  
continued Section A4, column 3

# EMS FOR CHILDREN: HELPING THOSE WHO HELP THE YOUNG

**Roosevelt, Utah.** Parents and paramedics are learning first hand the effect that the Emergency Medical Services for Children (EMSC) Resource Network is having on emergency medical services (EMS) for children.

While on a walk with his father and brothers, five-year-old Kacey McCallister ran across a road without looking for oncoming traffic. "As I turned to look at a truck coming up the road, Kacey took off running," says his father, Bernie McCallister. "He was feeling safe, I'm sure, and wanted to join his brothers on the other side of the road."

With his family watching, the front bumper of a semi-truck hit Kacey's right foot. He fell and was pulled under the back wheels. In only moments, the truck had severed one of his legs just below the thigh and mangled the other. Kacey's father ran over to him. "I figured it would be the last time that I would hold him in my arms. But strangely, Kacey came back to consciousness and started talking to me."

What happened to Kacey over

the next 24 hours illustrates the value of a well-coordinated EMS system that has developed its capacity to meet the needs of children. Paramedics arrived within a few minutes and took Kacey to the nearest hospital, where efforts were made to stabilize him. An airplane arrived to fly Kacey and his mother to Salt Lake City, about 45 minutes by air.

"When we picked him up," says Renee Neff, a flight nurse trained in pediatrics, "Kacey had lost a lot of blood and was in severe shock. I thought we were losing him." Dave Fluckiger, who received pediatric training through Utah's EMSC grant, commented, "because of the differences in how children are treated, I'm always a little more apprehensive when I go out on a pediatric call. When you hear that a little boy was hit by a semi, you know it's going to be bad."

Once Kacey arrived in Salt Lake City, the trauma team assessed his situation. His remaining leg was

> *EMS for Children,*  
continued Section A9, column 1



> *Strides for Safety,*  
continued from Section A3, column 4

and the Rehabilitation Hospital of the Pacific. The community donated \$7400 to support the rally, which was covered by three television stations and several newspapers.

**New York.** Despite gray skies, wind, and near freezing temperatures, more than 200 young people walked in Wantagh Park and raised approximately \$1000 for *Strides for Safety*. Activities included a funeral procession for "Old Joe Camel," a Judo demonstration, a health/safety fair, and numerous safety demonstrations. Mitsubishi Motor Sales of North America provided two cars for a display encouraging youth to buckle up. WBAV Radio broadcasted live from the event site. Local businesses contributed over 50 prizes for participants. Credit for the event's success goes to the Nassau County Department of Drugs and Alcohol Abuse Prevention and to the many SADD Chapters who braved the rough weather.

**North Carolina.** More than 110 students from 18 schools participated in a rally and Native American welcoming dance at Raleigh's *Strides for Safety*. Students marched in bright safety vests, carrying balloons and banners. Later they were given t-shirts, signed a pledge wall, enjoyed refreshments, and walked with "Vince and Larry®"

and several costumed sports mascots from North Carolina teams. Activities included presentations by pro football star Lin Dawson and the Director of the Governor's Office of Highway Safety, Joe Parker, a demonstration of the roll-over simulator, a raffle drawing, a DJ, pizza and hot dogs served on plastic frisbee plates bearing the *Strides for Safety* logo, a poster contest, and lots of prizes. News coverage and an hour-long public TV show highlighted the events of the day.

**Utah.** The Wayne County FHA sponsored a *Strides for Safety* event March 10, 1995, on the Wayne County Courthouse grounds. Over 60 youths and adults, including members of the Highway Patrol, Sheriff's Department, Emergency Medical Technicians, the Parent/Teacher Association, County Commissioners, and several businesses and organizations came together to promote safety belt use, prevent impaired driving, and recognize youth traffic safety programs. Highlights included a crashed car displaying a sign, "Buckle Up and Save Your Life," a dramatization of a fatal crash involving a typical family driving only a few blocks for an ice cream without seat belts, seat belt testimonials by crash survivors, seat belt relays with prizes for the winners, and guest appearances by "Vince and Larry®" and "Smoky Bear." The afternoon concluded with participants forming a seat belt around the courthouse.

NOYS hopes to have at least 45 states participate in 1996. Make plans now to be involved in the second national annual *Strides for Safety*, to be held on April 27, 1996 (some states and schools may elect to schedule their event on a different day).

For more information, contact Renee Thompson at (360) 866-1471 at the West Coast SADD office, and see the 1996 *Strides for Safety* flyer in this Campaign Safe & Sober Youth Quarterly Planner.

## **National EMSC Resource Alliance**

Harbor-UCLA Medical Center  
1124 West Carson Street  
Building N-7  
Torrance, CA 90502  
Phone: (310) 328-0720  
Fax: (310) 328-0468

## **EMSC National Resource Center**

111 Michigan Avenue, N.W.  
Washington, DC 20010-2970  
Phone: (202) 884-4927  
Fax: (301) 650-8045

# The No Zone Campaign

To support the Department's goal of reducing highway fatalities, Federal Highway Administrator Rodney E. Slater unveiled FHWA's first-ever national public service highway safety campaign on sharing the road safely with commercial vehicles. Officially called *Sharing The Road*, this public outreach effort is known simply as the *No Zone* campaign to the media, business community, and highway officials. *No Zone* is the term used to describe areas around trucks in which passenger vehicles "disappear" from view and crashes are more likely to occur.

Police report over 250,000 crashes involving medium to heavy trucks and passenger vehicles each year. In 1994, crashes involving trucks resulted in over 5,100 fatalities, 13 percent of the total of 40,600 traffic fatalities nationwide. In eight out of 10 fatal crashes involving cars and trucks, the occupants of the car are killed. FHWA focus group studies suggest that a reduction in crashes involving both cars and commercial vehicles may be possible if motorists are aware of the limitations associated with trucks and buses.

The goal of the *No Zone* campaign is to educate the motoring public, in an entertaining manner, of commercial vehicle limitations. It encourages and motivates motorists to modify their driving attitudes and behavior.

A series of 30-second television public service announcements (PSAs) have been designed to teach motorists to avoid staying in the *No Zone*. The PSAs feature three-dimensional, animated images using the same software used to produce the effects in the movies *Jurassic Park* and *Casper*. An animated character emerges from the highway on a futuristic vehicle to warn motorists they are approaching the *No Zone*. Other PSAs show motorists how to safely pass a commercial vehicle, encourage motorists to allow a safe distance when they pull in front of a truck or bus after passing, and encourage traveling at a safe distance when following behind a truck. Slogans used are, "Don't Hang Out in the No Zone" and "Help Promote WRECK-less Driving."

Roadway Express, Inc., FHWA, and 3M Corporation, working together, introduced *No Zone* graphics on a Roadway trailer. Graphics on the 48-foot trailer illustrate the front, rear, and side blind spots encountered by a tractor-trailer driver. The trailer will be taken to high schools nationwide to educate teenage drivers on sharing the road safely with trucks.

> *The No Zone* campaign,  
continued Section A10, column 1



# SPEED KILLS

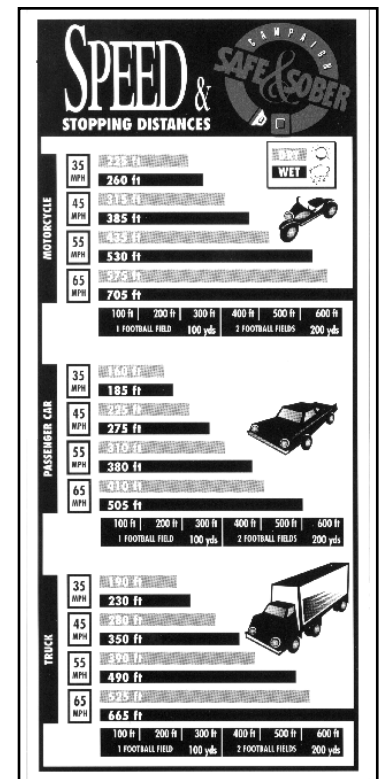
Everybody's in a hurry. You have to get to your part-time job on time, but you spend a few extra minutes in front of the mirror before you leave. You want to see your girlfriend before you have to be home and finish the homework you were supposed to do yesterday. You're going to a party where all your friends are already having a great time. Maybe you are not even aware that your foot is pushing the accelerator pedal a little further. Or maybe you love the feeling of power that comes from the gunning of the engine.

There are a lot of reasons young people drive too fast. Here are some reasons to let up on the gas.

First of all, speeding won't really save you much time. For example, if you drive 65 mph instead of 55 mph on the highway, over a 10 mile stretch, you'll only arrive two minutes sooner. In city or residential traffic the time saved is even less. If you're caught speeding, you'll pay a heavy fine. If you strike a child on a bicycle or cause a fatal crash, nothing can ever make up the time lost in those human lives or the devastation you'll feel.

Many drivers feel secure speeding if they are not drunk or driving carelessly. "I'm a good driver," they say. "I'm in control." But simple math tells another story. It takes 3/4 of a second to move your foot from the gas to the brake pedal. If you are traveling at 60 mph, you'll cover 66 feet before you even reach the brake! From the time you begin to react to the time the car actually stops, you'll cover nearly 300 feet. That's 300 feet of potential collision space -- 300 feet in which you cannot stop. You won't be safe either. Even seat belts are less able to protect you at high speeds. So the faster you drive, the greater your chances of injury or death -- even if you are belted.

The risk of property damage and



loss of life should be enough to get you to slow down and take it easy, but they are not the only reasons. Speeding fines are high, and your insurance rates will go up if you get a ticket. Speeding violations could cost you "points" on your license and several violations can result in your license being suspended for up to a year.

Lower speeds save fuel, money, and lives. Take your time. Keep your insurance rates down and avoid huge fines or loss of your driver's license. Next time you're tempted to "save time" by speeding, think of the lives you may save and take it easy. Enjoy the ride!

Adapted from *SADD On the Move High School Newsletter*, August 1995

Westerners are *most likely* to buckle their safety belts (66 percent) than Americans from other regions.

# Don't Drive Drowsy

Have you ever been driving and found yourself getting sleepy, ready to nod off behind the wheel? Chances are the answer is "yes." Whether you know it or not, you've been lucky: you're still around to read this article.

Driving while tired can be deadly. What many drivers don't realize is that ignoring your body's need for sleep can cause you to reach a tired state in which you will fall asleep at the wheel no matter how hard you try not to. This can be fatal, not only for you and your passengers, but also for other motorists. It only takes a few seconds to run off the road or into an oncoming car.

Everyone has a "biological clock" that tells us when its time to sleep and time to be awake. Some people

are more alert in the morning; they're "larks." Some people are more alert at night; they're "owls." But almost everyone's clock makes them feel the most sleepy in the early morning hours just before dawn and in the mid-afternoon (the siesta zone). Those are the most risky times to be on the road, especially if you haven't been getting enough sleep.

Students are a very high risk group for falling asleep at the wheel. Young people tend to stay up late, get up early, and generally cheat on their sleep. They are also likely to be driving at night, when their bodies would rather be sleeping.

> *Don't Drive Drowsy,*  
continued Section A9, column 1

## What helps

Getting plenty of sleep at least one to two nights before your trip

Planning ahead to drive during hours when you are most alert

*Nothing else helps for very long, but for short term aid:*

Make frequent stops at rest areas for a nap, caffeine, or a brisk walk

Have someone drive with you to keep you awake

Let someone else who has slept and is alert do the driving.

## What does not help

Toughing it out

Turning up the volume on your radio

Opening your car window

Driving faster

Driving slower

> *Dangerous Handrails,*  
continued from Section A3, column 3

insist that any buses that need the modifications actually have the repairs performed and that children know about the risk from drawstrings. "Dangling drawstrings are dangerous. I recommend parents call school administrators and ask if there is a program to make students aware of the danger from dangling drawstrings and whether the handrails on affected buses from their schools

have been fixed," Dr. Martinez said.

The agency has produced a video news release on the subject for television stations, schools, and others to inform parents, students, and the public about this safety concern. The video news release is available from the NHTSA Office of Public and Consumer Affairs by calling (202) 366-9550.

Information about school bus recalls is available by calling NHTSA's toll-free Auto Safety Hotline at (800) 424-9393.

## When is driving drowsy most likely to occur?

Driving between midnight and 7:00a.m.  
or in the middle of the afternoon

Driving alone

Taking monotonous drives

Taking long drives

Waking up early to start a trip,  
or staying up late  
to prepare for the trip

## How do you know you are drowsy when driving?

You have trouble keeping your eyes open  
or focusing your vision

You have trouble keeping your head up

You find yourself drifting across lanes

You have difficulty maintaining  
a constant speed

You feel sleepy or drowsy

You have no memory of the last  
couple of minutes of your drive

# NSBC SAFEGUARDS THE MOTORING PUBLIC

The National Safety Belt Coalition (NSBC) is taking action to strengthen occupant protection legislation with the publication of *Safeguarding the Motoring Public: A Case for Strengthening Occupant Protection Laws*. This booklet provides detailed information on the importance of effective safety belt laws.

The publication is part of NSBC's mission to support state efforts to promote strong occupant protection legislation and enforcement. It includes a summary on why safety belt upgrades should be pursued, methods of strengthening and implementing legislation, point-counterpoint pieces to respond to common arguments against safety belt use, and a series of fact sheets.

NSBC is also helping states educate opinion leaders where stronger laws and enforcement are needed. States that are planning legislative initiatives or statewide enforcement campaigns can contact the NSBC for training on media advocacy and media relations, communication techniques for highly visible programs, the use of "earned" media, campaign strategy development, and fostering community involvement in statewide campaigns.

For more information and a free copy of the publication, contact Carole Guzzetta (NSBC) at (202) 296-6263.



> *EMS for Children,*  
continued from Section A4, column 2

surgically amputated. He spent two months in the hospital recovering and receiving rehabilitation therapy. He then had two years of outpatient physical therapy. Kacey now has two prosthetic legs, on which he skis, walks home from school, and enjoys numerous other activities. "I don't think anybody actually told Kacey he lost his legs," said Mr. McCallister. "He does whatever he wants to do."

Kacey's father maintains that had it not been for the comprehensive EMS system that was in place, Kacey may not have had any future, much less such a bright one.

Advanced, highly organized EMS systems, such as the one that took care of Kacey, are relatively new. Few people realize that these EMS systems initially made no allowance for children's unique

medical needs, a critical omission that hurt the quality of pediatric emergency care. While tremendous progress has been made, optimal emergency services for children are still unavailable in many regions of the country. A great deal of work lies ahead.

The EMSC Resource Network (established in 1991) and the Children's Safety Network (CSN) are dedicated to preventing childhood injuries and providing state-of-the-art emergency medical care for the ill or injured child and adolescent.

The EMSC Resource Network serves as a clearinghouse and provides technical assistance for developing injury prevention programs, bike safety rodeos, drowning prevention programs, bystander care programs, CPR and first aid programs, car seat programs, and adolescent violence prevention programs. It provides resources to EMSC state projects working to improve their state EMS systems to

meet the unique needs of children, and to other organizations wishing to promote EMSC and children's injury control issues. Members of the Resource Network include the National EMSC Resource Alliance and the EMSC National Resource Center.

The Children's Safety Network, funded by the Maternal and Child Health Bureau, is a group of organizations that assists states and organi-

zations in developing strategies to prevent child and adolescent injury. There are six sites nationwide. Two sites have been designated as core sites responsible for addressing all aspects of injury and violence prevention. The remaining four sites address specific issues: economic and insurance; adolescent violence; rural injury prevention; and injury data.

## The Children's Safety Network

### *National Center for Education in Maternal and Child Health*

Georgetown University  
2000 15th Street North  
Suite 701  
Arlington, VA 22201-2617  
Phone: (703) 524-7802  
Fax: (703) 524-9335

Internet:  
CSNCENTER@MEDLIB.GEORGETOWN.EDU

or  
Education Development Center, Inc.  
55 Chapel Street  
Newton, MA 02158-1060  
Phone: (617) 969-7100, ext. 2207  
Fax: (617) 244-3436

### *Economics and Insurance Resource Center*

National Public Services Research Institute  
8201 Corporate Drive  
Suite 220

Landover, MD 20785  
Phone: (301) 731-9891  
Fax: (301) 731-6649

or  
National SAFE KIDS Campaign  
111 Michigan Avenue, N.W.  
Washington, DC 20010-2970  
Phone: (202) 884-4993  
Fax: (301) 650-8038

### *Adolescent Violence Prevention Resource Center*

Education Development Center, Inc.  
55 Chapel Street  
Newton, MA 02158-1060  
Phone: (617) 969-7100, ext. 2374  
Fax: (617) 244-3436

### *Rural Injury Prevention Resource Center*

National Farm Medic Center  
Marshfield Clinic  
1000 North Oak Avenue  
Marshfield, WI 54449-5790  
Phone: (715) 387-9298 or (800) 662-6900  
Fax: (715) 389-4950

### *Injury Data Technical Assistance Center*

California Center for Childhood Injury Prevention  
Graduate School of Public Health  
Maternal and Child Health Division  
San Diego State University  
6505 Alvarado Road  
Suite 205  
San Diego, CA 92120  
Phone: (619) 594-3691  
Fax: (619) 594-4293

> *Don't Drive Drowsy,*  
continued from Section A6, column 2

A study done in North Carolina found that 55 percent of the accidents attributed to falling asleep at the wheel involved a driver between the ages of 16 and 25. The peak age was 20. Most of the at-fault drivers (78 percent) were male.

It's important for every young driver to realize that youth and health are not guarantees against falling asleep at the wheel. Ironically, the lifestyle of the young and healthy puts them more at risk than any other group.

Alcohol increases the risks dramatically. Studies have clearly demonstrated that alcohol has a much larger effect when you are sleep-deprived. Drinking and driving are already a recipe for disaster: drowsiness makes it much worse.

Students need to be aware of how to avoid falling asleep at the wheel. Here are a few basic tips:

- ✓ Remember, there is no substitute for a good night's sleep.
- ✓ Avoid driving after midnight and during the mid-afternoon, the times when the body's biological clock is set for sleep.
- ✓ If you become drowsy while driving, pull over immediately and have someone else take the wheel.
- ✓ If you're alone, fine a safe rest stop and take a 20 to 30 minute nap.

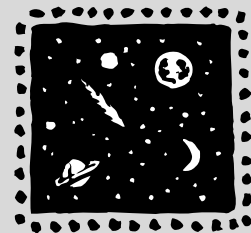
Crashes caused by driving drowsy can be prevented. SADD Chapters and concerned students need to work to heighten awareness of the dangers. We all need to work together to save lives and make our roads safer.

For more information write to the National Sleep Foundation, 1367 Connecticut Avenue, N.W., Washington, DC 20036.

*Adapted from SADD On the Move High School Newsletter, August 1995*

People born under *Taurus* and *Leo*  
(63 percent) are *tops*

at buckling up, while  
*Scorpios*, with only  
43 percent usage,  
*live dangerously.*



# THE *No Zone* CAMPAIGN CONTINUED

The American Automobile Association (AAA) is also supporting this new campaign initiative. "We believe it is vitally important for drivers to understand truck limitations, and have made it an important part of our safety messages," said James Kolstad, Vice President of Public and Government Relations.

More information may be obtained by contacting David Longo at (202) 366-0456 or Marianna Rizzo at (202) 366-2959.

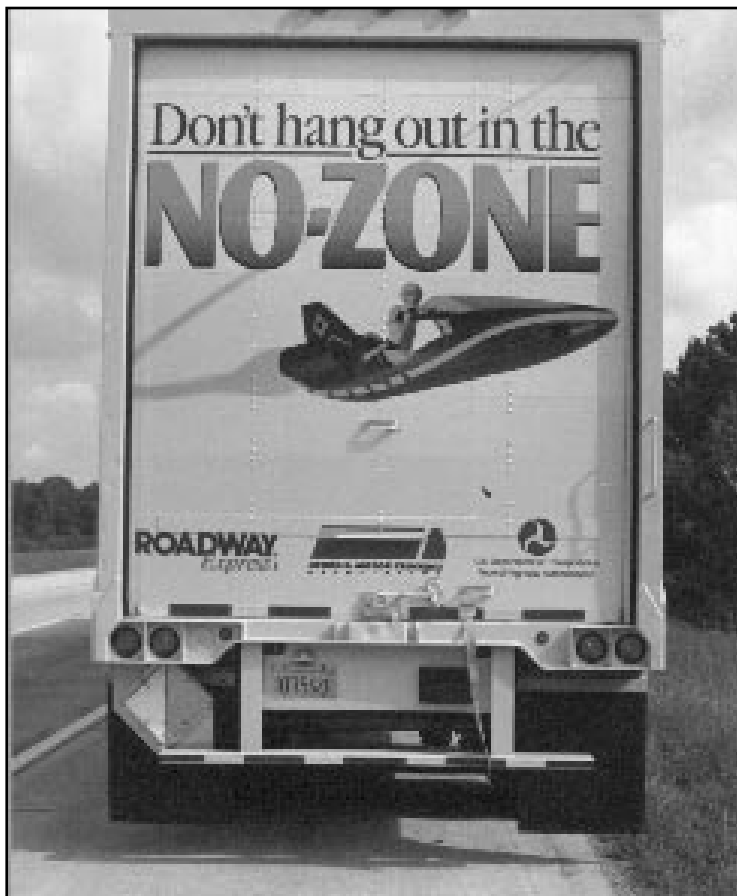


*The No Zone campaign offers some simple advice to passenger vehicle drivers on sharing the road safely with trucks:*

**Avoid tailgating.** Trucks have deep blindspots directly behind them. Truck drivers can not see cars in this *No Zone* position. Travel several car lengths behind to avoid rear-ending a truck in the case of a sudden stop.

**Avoid side blindspots.** Trucks have larger blindspots than cars on either side. If you can't see the truck driver's face in his side mirrors, you're driving in the *No Zone*. Maintain a consistent and safe speed while passing through these *No Zones*.

**Pass cautiously.** Avoid cutting in front of trucks too closely. Trucks take twice as long as cars to stop. The rule of thumb is that if you can't see the whole cab of the truck in your rear view mirror you are in the *No Zone* and too close to cut in.



## Urban Youth Coalition Gains National Attention

Rita Owens, a teacher at Frank H. Morrell High School in Irvington, New Jersey, lost her son in a drunk driving crash. Last summer her daughter was a victim of a car jacking, and her passenger was critically shot. These senseless tragedies strengthened Rita Owens' resolve to become involved in injury prevention education among urban youth.

In 1986, Owens and Donald Lozito, also a teacher at Morrell High School, had a vision of creating an after-school club that empowered students to live positive lifestyles without the use of alcohol and other drugs. The Students Against Crack (SAC) organization has grown to over 200 students and now has the highest student participation of any after-school organization in the school district.

The student leaders and members have organized numerous community service programs, including anti-alcohol and other drug awareness campaigns, student training in peer-to-peer communications, and workshops on resisting peer pressure to drink alcohol, use drugs, and carry a handgun. SAC organized activities during the prom and graduation season to raise student awareness of the consequences of drinking and driving. Through fundraising activities, SAC has given service awards and college scholarships to graduating SAC seniors.

They recently participated in a citywide clean-up that resulted in more than 100 graffiti-damaged buildings being repainted. During

the clean-up project, SAC students noticed the alcohol and tobacco billboards near their school. A weekend march was organized to protest the billboard content and location. The billboards were later removed and the mayor of the city awarded SAC a Letter of Commendation.

SAC students have responded to many different threats (and opportunities) in their community, far beyond the dangers of crack cocaine. As a result, SAC changed its name to the Urban Youth Coalition (UYC). The group has broadened its mission and set new goals for reaching students beyond the local community. UYC plans to establish two new chapters in the neighboring cities of East Orange and Newark, and ultimately to expand to urban, predominantly black, high schools throughout the country. UYC is currently working with the National Highway Traffic Safety Administration, national Students Against Driving Drunk, and other highway safety groups to achieve its new, broader goals and to promote safe driving, injury prevention, and a healthy lifestyle.

The success of SAC/UYC has brought national attention to Frank H. Morrell High School and its 2,200 students, most of whom are African American. Founder Rita Owens received the Teacher's Achievement Award from Governor Christie Whitman and the New York Children's Choice Award for Education.

For more information, contact Rita Owens, Irvington High School, 1253 Clinton Avenue, Irvington, NJ 07111.



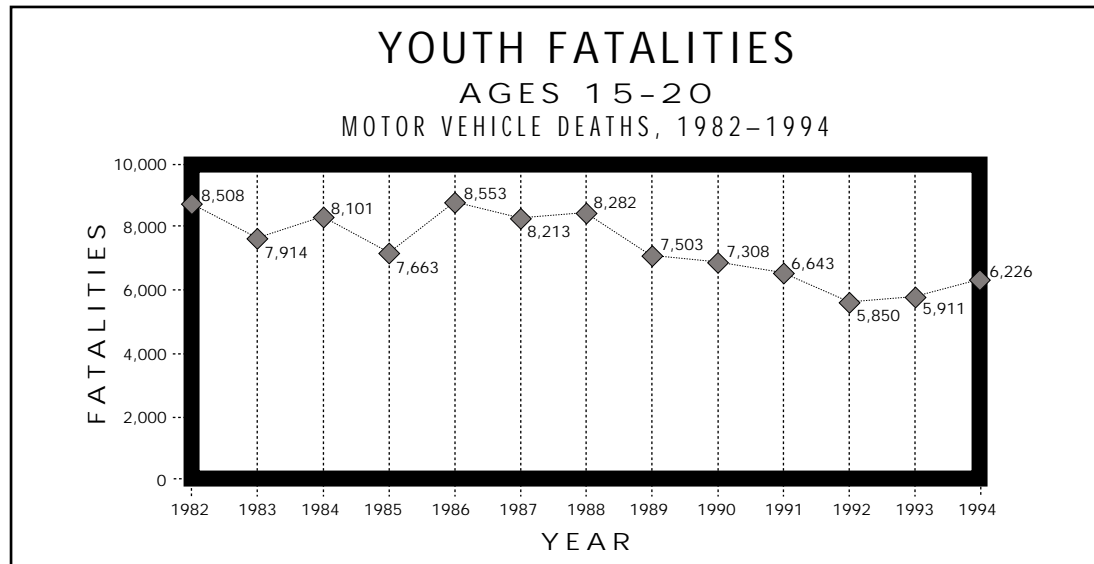
## Teen Deaths...continued from cover

while the long decline in alcohol-related deaths seemed to be leveling off. That's the bad news.

The overall reduction in youth fatalities since 1982 is attributed to positive changes in traffic laws and their enforcement, youth attitudes toward drinking and driving, and increased use of safety belts.

Age 21 drinking laws have had a significant impact on fatalities. Twenty-seven states and the District of Columbia have enacted "zero tolerance" laws, making it illegal for youth under age 21 to drive with any alcohol in their system. In order to prevent underage drinking, enforcement efforts have begun to target the places where youths are likely to drink and drive. Seat belt laws are also being enforced.

The emergence of a wide range of prevention programs



directed at youth, coupled with public awareness campaigns, helped to reduce fatalities. Young people, tired of seeing their friends and classmates die needlessly, are taking action to prevent their peers from engaging in

dangerous behavior. Concerned youth are taking positive steps to make their peers aware of the dangers of drinking, driving impaired, and not wearing seat belts. A recent National Highway Traffic Safety Administration

(NHTSA) study, "Youth Peer-to-Peer Groups Influence Attitudes and Behavior of Teenagers" (Traffic Tech, No. 107, November 1995), has shown the positive

> *Teen Deaths,*  
continued Section A12, column 1

## Future Homemakers of America Make Mark on Nation's Capital

Future Homemakers of America members have been telling national leaders about youth issues since the organization began in 1945. This year was no different. During the 1995 National Leadership Meeting in Washington, DC, members visited the U.S. Capitol to meet with their legislators and speak out for traffic safety.

On July 13, 1995, nearly 4,000 members and advisers gathered at the Capitol to celebrate their FACTS program -- Families Acting for Community Traffic Safety. They connected a giant seat belt and heard from Secretary of Transportation Federico Peña, National Highway Traffic Safety Administrator Ricardo Martinez, M.D., and Federal Highway Administrator Rodney Slater.

On behalf of President Clinton, Secretary Peña thanked members for "doing the right things and making our neighborhoods, our states, and our country better."

FACTS combines the traffic safety goals of increasing safety belt use and reducing impaired driving with opportunities to promote and support community service, peer education, and the importance of families. For more information, contact the Future Homemakers of America at 1910 Association Drive, Reston, VA, 22091, fax (703) 860-2713.



Make sure all children are buckled up  
no matter where they sit.  
Unbuckled children can be hurt or killed by an air bag.

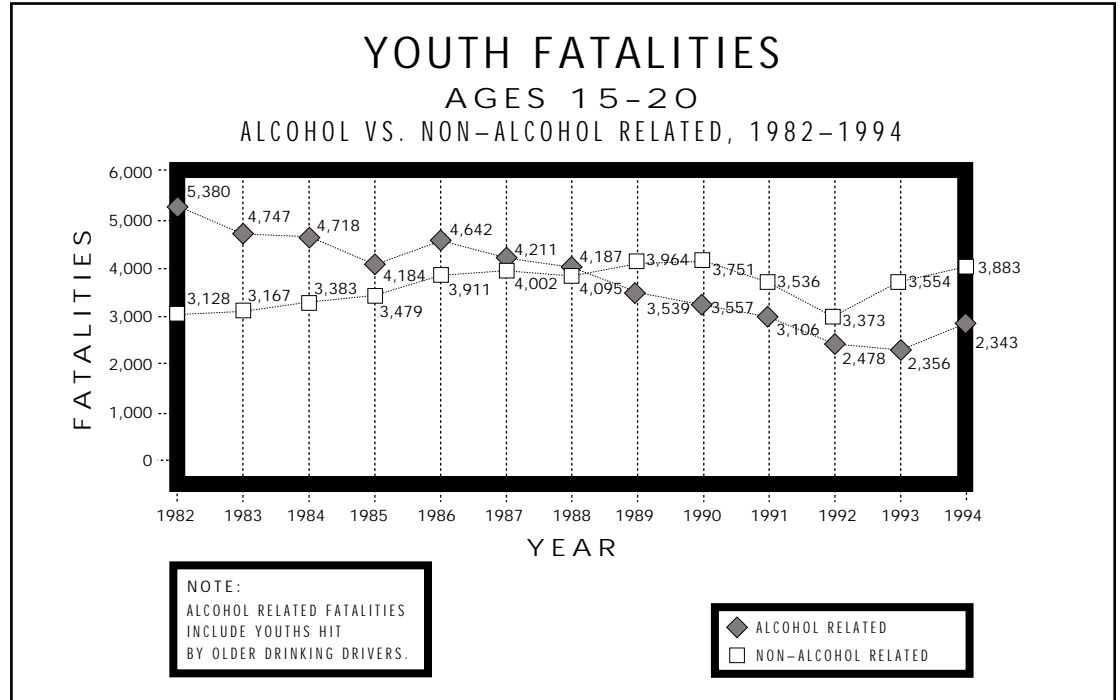
> *Teen Deaths,*  
continued from Section A12, column 4

effects of such programs.

With the 12-year decline in youth alcohol-related fatalities, the recent rise in total youth fatalities is especially alarming. Youth are still overrepresented in motor vehicle crashes compared to adults and experts point to new danger signals in the years ahead as the youth population increases. Surveys indicate that drinking and other drug use are increasing among youth. If the fatality rate remains constant, estimates are that in the year 2000, 884 more young people will die in motor vehicle crashes than in 1994. If the fatality rate reverts back to the 1982 level, over 2,000 more young people will die in the year 2000 than in 1994. Enforcement and prevention efforts must be increased to reverse the recent trends and to prepare for the challenges in the next decade.

Young fatalities are particularly tragic. Changing youth behavior

early in the driving experience will impact the high risk years of the early 20s and beyond. Injury prevention programs directed at younger ages can have a big payoff and young lives can be saved in significant numbers.



## TWENTY STATES take sTEPs to improve traffic safety

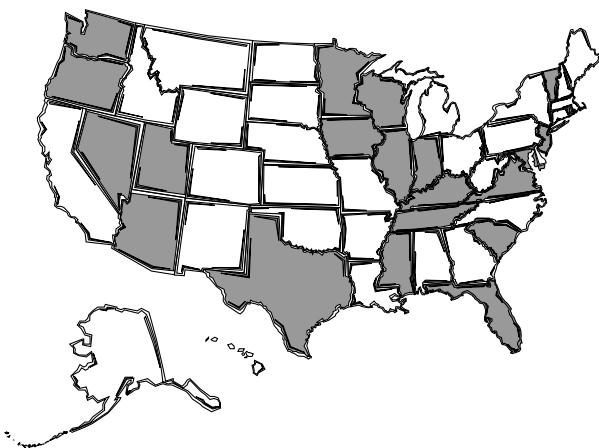
Throughout 1996, 20 states are employing special Traffic Enforcement Programs (sTEPs) to increase safety belt use rates and reduce the number of alcohol-related deaths. The sTEP approach combines law enforcement activity with targeted media messages to convince motorists that states are serious about seat belt use and impaired driving laws. Each state is conducting periodic, statewide waves of highly-publicized law enforcement targeting one or more of the objectives of the National Highway Traffic Safety Administration's (NHTSA) Campaign Safe & Sober.

Campaign Safe & Sober is designed to increase national seat belt use to 75 percent and to reduce the number of alcohol-related fatalities to 15,400 by 1997. Enforcement-based sTEP programs are a key ingredient of this NHTSA initiative. This approach has proven successful in Canada and in a number of U.S. states.

Each state is closely coordinating its own enforcement and publicity activities with those in participating local communities to obtain a "statewide" impact. In 1994, five similar state programs achieved statewide safety belt use increases averaging four percentage points, compared to a nationwide increase of only one percentage point during the same period. All 20 states are committed to exceeding that increase during 1996 and to demonstrating the benefits of the sTEP approach in a variety of operational environments.

Campaign Safe & Sober is a very popular national safety initiative with state and community traffic safety professionals. In addition to promoting the concept of effective traffic law enforcement, the Campaign provides a wide range of resources and services to participating states and communities, including media materials, technical information, and training opportunities.

### States Employing Statewide sTEPs



*Women* are more *safety conscious* than men, with **63** percent of women always buckling up versus **51** percent of men.

# WORKING TOGETHER MAKES FOR A SAFER SPRING BREAK

By T.J. Sullivan

Spring break means the home stretch of the school year, the end of a long winter and the start of a season of fun in the sun – all great reasons to celebrate. These celebrations can be even better if they're not marred by worries about sizzling sunburns or hangovers ... or worse.

BACCHUS and GAMMA chapters work with local communities to promote exciting and alcohol-free environments for students on spring break. Their program, *Safe Spring Break*, has become the largest student-organized campaign in the country. BACCHUS and GAMMA chapters at more than 600 schools in North America participated in *Safe Spring Break* promotions last year.

"Spring break and other vacations are supposed to be carefree. The tendency for many people is to have a great time and worry about consequences later," said Janet Cox, Director of Chapter Services for BACCHUS and GAMMA. "No one has to give up all the fun as long as common sense and caution play some part in the party."

Alcohol poisoning, violence caused by alcohol and other substance abuse, crashes caused by impaired driving, non-traffic crashes caused by impaired judgment, and unsafe sex are all risks when students are careless and do not use common sense. These problems aren't unique to spring break, but they are more pronounced due to the huge numbers of partying students gathered together in one place at the same time.

Students can take the *Safe Spring Break* pledge promising to wear seat belts, not to drink and drive, not to ride with an impaired driver, and not to let friends drive while drunk. BACCHUS and GAMMA chapters collected about 800,000 of these pledges last year. For the second year, GEO offered its support with the giveaway of a GEO Tracker to one randomly-drawn student who took the *Safe Spring Break* Pledge.

*Safe Spring Break* includes a national contest with cash awards to recognize the three schools that do the best job of promoting the program. The 1995 *Safe Spring Break* winners were Oxford College of Emory University, Longwood College, and Montana State University/College of Technology.

Last year, BACCHUS and GAMMA took the *Safe Spring Break* campaign a step further by targeting South Padre Island, Texas, and Panama City, Florida, for continued safety reminders. The local BACCHUS and GAMMA chapters, the U.S., Florida, and Texas Departments of Transportation, local law enforcement agencies, local businesses, and a major corporate sponsor, GEO, joined together to reinforce the *Safe Spring Break* message at these resort destinations. The resorts were flooded with safety messages, from hourly announcements from the pool-side disc jockey to door hangers in the hotel and beach balls at the pool. Promotions included special giveaways, con-



David Hellstrom, Director of Education, and Drew Hunter, Executive Director, draw the winner of the new GEO vehicle from the hundreds of thousands of *Safe Spring Break* entries.

tests, and corporate promotions for students taking the *Safe Spring Break* pledge.

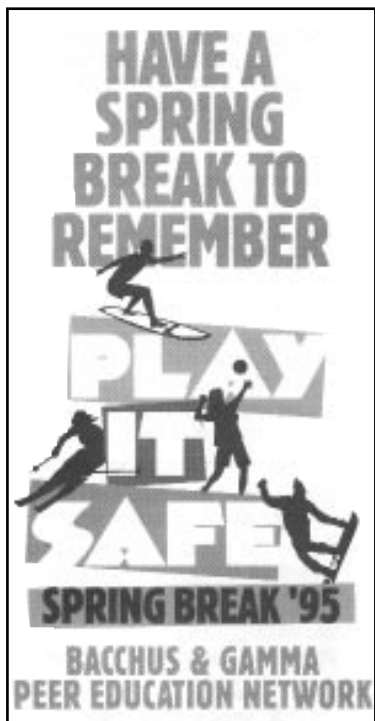
"Both of these destinations receive huge numbers of students. Since students have done such a great job of promoting safety before spring break begins, we wanted to follow through by keeping the promotion going during spring break itself," Cox said.

Volunteers from the local BACCHUS and GAMMA chapters helped law enforcement officers hand out information on impaired

driving, wearing safety belts, and safe driving practices at rest areas along heavily traveled highways into the resort communities to heighten the importance of safe and sober driving.

For information on how to participate in the 1996 *Safe Spring Break*, contact the National BACCHUS and GAMMA Peer Education Network in Denver at (303) 871-3068.

*T.J. Sullivan, is the Director of Communications, BACCHUS and GAMMA Peer Education Network*



*Married drivers (58 percent) buckle up more often than single drivers.*

# ALCOHOL AND YOUTH: Educating Our Communities

By Officer Ronald Crump, Jr.

Very often the role of the law enforcement officer gets expanded as a result of the ever-increasing professional and social demands that have been placed on parents. Law enforcement officers are constantly being called upon to perform as parents, educators, and mentors.

Law enforcement officers have firsthand knowledge of the devastating results of alcohol consumption by youth. They should feel compelled to promote an atmosphere that discourages youth consumption by continuing to educate themselves and also by

developing comprehensive enforcement programs that target youth.

Alcohol, more than any other drug, has been linked to high incidences of crime, reckless driving, wrongful deaths, and violent acts. A total of 2,343 youths, aged 15 to 20 years old, died in alcohol-related crashes in 1994. When the decision to drink and drive does arise, lenient parenting and feeble enforcement efforts tend to confuse youth.

Buckling up while riding in an automobile is not the norm for

youth. Frequently, their role-models and buddies do not buckle up. The broadcast media is filled with the excitement of high-speed automobile chases and spectacular crashes from which unbelted occupants walk away without injury.

Knowledgeable front-line law enforcement officers must assume direct responsibility for educating young people about the dangers of alcohol consumption and non-use of seat belts. These efforts must be concentrated and on-going, taking place each time an enforcement officer deals with youth, whether it's in an investigative detention or through voluntary contact. The messages that law enforcement officers send to youth are imprinted in their minds

and will accompany them throughout their lives. Law enforcement efforts play a large part in educating youth and adults about the potential dangers of risky behavior.

Law enforcement officers should be creative and innovative and use all of the talents and resources within their agencies and communities to enforce the laws that govern drinking and driving and seat belt use and offer healthy alternatives for youth. This Campaign Safe & Sober Planner on Youth Traffic Safety Programs provides stimulating ideas and examples of innovative programs for youth.

*Ronald Crump, Jr. is an officer for the Charlotte-Mecklenburg Police Department, NC*

## RISK TAKING AND YOUTH

Why are youth over-involved in crashes? What approaches offer the most potential to change the statistics? What causes this behavior? What can be done to change it? The people who conduct youth programs ask these questions over and over. But the answers are not easy.

What is known about youth and risk taking? We know that teenagers have heightened needs for excitement and adventure. This can manifest itself in speeding, taking chances, and overly animated behavior in the car with friends. We know that friends play an important role. Peer pressure, sometimes so subtle it is hard to recognize, can be a negative influence on behavior. We know that experimentation plays an important role in skill development. Teens prefer to learn by experience, so it is hard to change teen behavior with words. In order to be effective, program activities must take these strong personal and social influences into consideration.

Most programs try to influence one of three factors – knowledge, attitude or behavior. Education programs primarily target knowledge and attitudes. However, there is no clear evidence that increasing knowledge alone makes much of a difference. Education is the answer if ignorance is the problem, but most youth *are* aware of the possible consequences of their behavior: there are many examples of tragic behavior by youth who “knew better.” Laws and enforcement attempt to influence behavior. Once behavior is changed, attitudes and knowledge follow. We have seen behavior change with strict enforcement, but it is not usually long lasting.

The National Highway Traffic Safety Administration is conducting studies to explore how youth perceive and process information in order to better understand which programs are more likely to change behavior. The importance of peers and risky experimentation are factors that are often at odds with traffic safety. A better understanding of these influences can not only help to address destructive behavior, but also can help to develop strategies to turn these factors into pluses. For example, a number of programs using “positive peer influence” have turned what was conventionally thought to be a negative youth characteristic into a positive one.

For the immediate future, research completed by the public health community and NHTSA's traffic safety research should help to identify new approaches to the youth risk-taking problem by better understanding youth themselves. A more challenging task may be to get the researchers and the practitioners to understand one another. That is an adult problem no one has solved.

## NATIONAL ORGANIZATIONS MAKE NOYS FOR YOUTH SAFETY

In February 1994, the National Highway Traffic Safety Administration (NHTSA) convened 22 national organizations to explore the possibilities of sharing expertise and resources to promote youth safety. The participants greeted the opportunity with enthusiasm and decided to join forces as the National Organizations for Youth Safety (NOYS). Within NOYS, individual youth organizations form partnerships to multiply the impact of their programs.

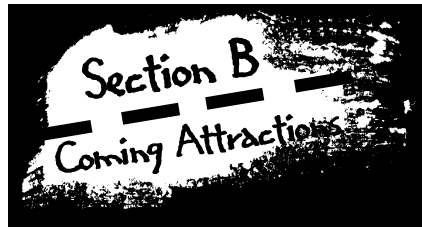
The NOYS network promotes collaboration at the national, state, and local levels. Currently, NOYS targets youth between the ages of 5 and 24 and emphasizes highway safety and non-use of alcohol, tobacco, and other drugs. Its mission is to marshal resources and build synergistic partnerships to save lives, prevent injuries, and promote healthy lifestyles among youth. NOYS has grown to include more than 30 national organizations committed to reducing the magnitude of injuries and deaths among young people.

In April 1995, NOYS sponsored its first joint project, the first annual *Strides for Safety*, which consisted of state and local demonstrations of the positive steps young people are taking to promote youth safety. Students Against Driving Drunk (SADD) took the lead organizing the national event, collaborating with the other NOYS members and bringing state and local groups together to build relationships and work cooperatively to achieve their common goals.

The first *Strides for Safety* was a great success with 24 states converging teams from different national organizations to jointly design youth safety events. Some states conducted a single event; others held multiple local events. (See related article on page A1)

For information on how your organization or agency can get involved with NOYS, contact Beth Poris at the National Highway Traffic Safety Administration, 400 7th Street, S.W., NTS-11, Washington, DC 20590, (202) 366-2705.





# YOUTH MENTORING YOUTH

The National Highway Traffic Safety Administration (NHTSA) and the National Federation of State High School Associations' TARGET Program have teamed up to spread traffic safety messages to youth through a peer mentoring program. High school student athletes and students involved in other activity groups are trained as mentors for junior high and middle school students who are making the transition to high school.

The mentoring program includes a two-day training program for selected high school mentors and advisors. Student mentors are trained to provide the information, skills, encouragement, and support necessary to choose not to use alcohol and other drugs and to follow positive traffic safety behaviors. Advisors are provided with information to guide the student mentors through the program.

Mentors present three educational sessions that focus on teaching the younger students about identifying risky situations, stating consequences, and giving alternatives. The mentors are encouraged to develop a mentor-mentee relationship by contacting the junior high students outside the classroom at school-sponsored events.

The peer mentoring program has been successfully pilot tested in Wyoming and Tennessee. Additional grant funding will be used to develop a partnership between the National Federation of State High School Associations and the National Peer Helpers Association to train facilitators for the program to expand it throughout the country.

Program materials (facilitator, supervisor, and student mentor training) will be available in October 1996. For additional information contact Lori Miller, NHTSA, 400 7th Street, S.W., Washington, DC 20590, (202) 366-9835.

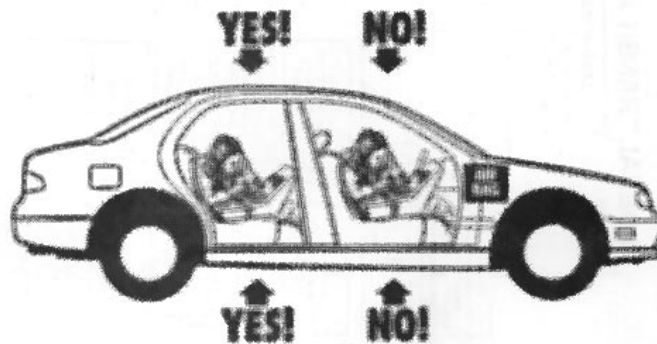
# YOUTH ENFORCEMENT RESOURCE MANUAL

The National Highway Traffic Safety Administration (NHTSA) is developing a Youth Enforcement Resource Manual to provide law enforcement agencies with information on enforcement programs targeting age 21 and youth impaired driving laws.

The manual will contain "how to" information describing methods for establishing and implementing programs such as a sting, a point of purchase or "cops in shops" operation, and saturation and party patrols. The manual will provide information on forming partnerships with community organizations that have contact with the underage drinking population. It will also include a list of experts available to provide additional information to enforcement agencies wishing to implement enforcement operations.


An informational brochure will be included with the manual to be used as a marketing tool to stress the importance of youth enforcement and to promote the resource manual. The manual will be available in May 1996. For additional information, contact Lori Miller, NHTSA, 400 7th St., S.W., Washington, DC 20590, (202) 366-9835.

# BABIES AND AIR BAGS DON'T MIX!




The safest place for any child safety seat is in the back seat of the vehicle. A child safety seat can save your child's life, but it's important to use it correctly! Never place a rear-facing child seat in the front seat of a vehicle with a passenger-side airbag. Your child could be in danger in a crash!

February, 1996



2-year-old, 1992



Steve Ace Flores.

Killed by a drunk driver  
on March 23, 1993, on Pacific Coast  
Highway in Westminster, Calif.

If you don't stop your friend  
from driving drunk, who will?  
Do whatever it takes.

**FRIENDS DON'T LET FRIENDS DRIVE DRUNK.**

A Division of The AAA Club System

## "GET BIG ON SAFETY" NATIONAL TRAFFIC SAFETY RAP CONTEST

Basketball star Shaquille O'Neal of the Orlando Magic and singer "Usher" from LaFace Records have been named as the spokespersons for the third annual *Get Big on Safety* national traffic safety rap contest. Rap stars Queen Latifah and Heavy D and The Boyz have been spokespersons in previous years. The contest, which aims to educate youth about impaired driving, anti-drug messages, and seat belt use, is coordinated by the National Safety Council (NSC). The National Boys and Girls Clubs of America, Black Entertainment Television (BET), and the National Highway Traffic Safety Administration (NHTSA) also

➤ *Get big on safety...*  
continued Section B2, column 1

> *Get big on safety...*  
 continued from Section B1, column 4

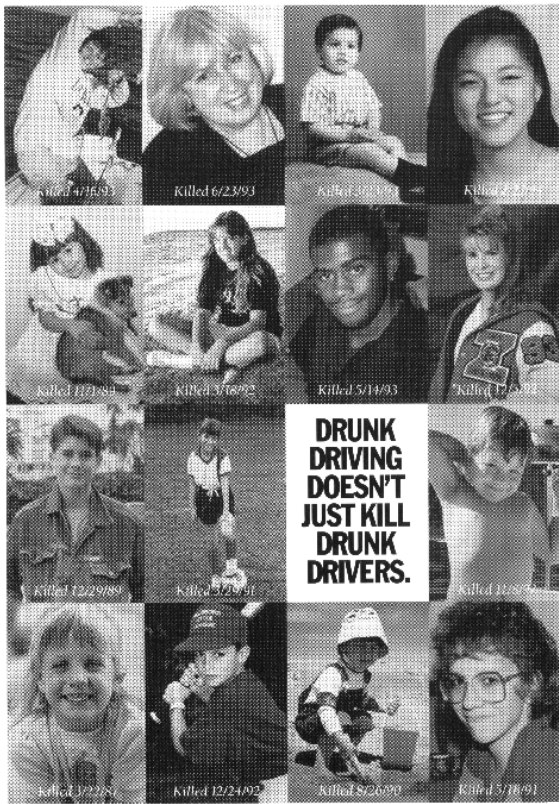
support the program.

The contest kicks off December 1, 1995 and contest entries are due no later than April 30, 1996. Youth are challenged to create and deliver safety messages in a rap format that "speaks" to their peers, using songs, poetry or art.

The contest and its messages have been featured on BET's youth talk show "Teen Summit" during the prom and graduation season. BET estimates that nine million young

viewers were reached by these shows.

NSC began the *Get Big on Safety* program with grant support from NHTSA to explore new avenues for reaching diverse youth groups to increase their awareness of traffic safety issues. NSC is seeking corporate funding to continue the contest after the NHTSA grant expires. Contact Pat Pulte at the National Safety Council, (800) 621-7619, to join the *Get Big on Safety* Coalition and help save lives, prevent injuries, and educate youth.



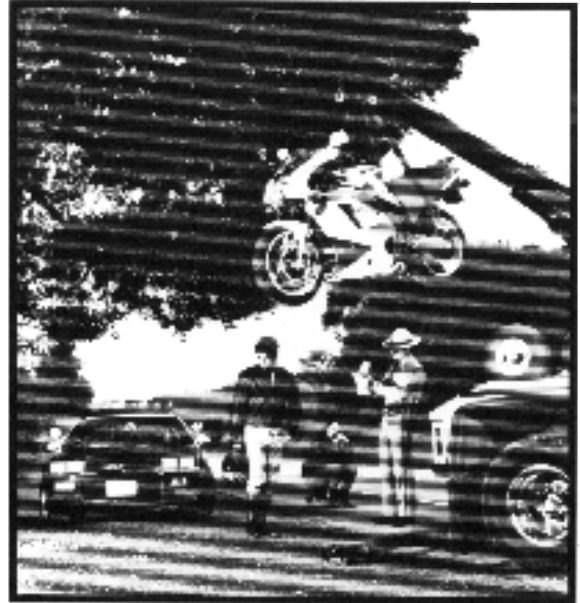
If you don't stop your friend from driving drunk, who will? Do whatever it takes.



**FRIENDS DON'T LET FRIENDS DRIVE DRUNK.**

NHTSA Department of the Justice

# Don't Get Towed.



## Ride Licensed.

# TEEN COURTS RESOLVE TEEN OFFENSES

The Constitution guarantees Americans trial by a jury of their peers. In some communities, teenagers are getting just that. A teen courts program that started in Odessa, Texas, is gaining popularity in Texas and across the country.

Teenagers charged with violating the law are having their day in court. Cases include alcohol offenses, shoplifting, and some traffic offenses. The prosecuting and defense attorneys present their cases and the jury hands down a verdict and recommends a penalty. A bailiff maintains order in the courtroom. At first glance, it's a normal courtroom. A closer look reveals that everyone, except the judge, is a teenager. These teen cases are being decided by a jury of peers.

The American Probation and Parole Association (APPA) is documenting the existence of these teen courts and how they are conducted. Texas currently has the most teen courts, and a grant from the National

Highway Traffic Safety Administration (NHTSA) will be used to develop training and technical assistance for other communities who want to implement teen courts.

Teen courts give youth a sense of responsibility and accountability in resolving problems within their communities. Involvement in this program is a valuable tool for understanding how the judicial system works. The response to teen courts has been positive from all involved. Some defendants have even gone on to become prosecuting attorneys.

A handbook on teen courts that includes legal, operational, and cost information is available. For additional information about existing teen courts, materials developed from the NHTSA grant, and technical assistance, contact Tracy Goodwin, APPA, P.O. Box 1910, Lexington, KY 40578, (606) 244-8215.

### Remember! Children should always...

- Stop at the edge of parked cars or the curb.
- Look LEFT-RIGHT-LEFT for moving cars.
- Cross when clear and keep on looking.
- Walk, not run or dash into street.
- Look for signs that a car is about to move.
- Walk alert.




## YOUTH PROGRAMS PROMOTED IN URBAN COMMUNITIES

The National Association of Governors' Highway Safety Representatives (NAGHSR) will promote comprehensive youth programs, including prevention, enforcement, legislation, and media focus, in five urban communities. The programs will be based on a Congressionally mandated model developed and conducted in the Washington, DC area by the Washington Regional Alcohol Program (WRAP).

NAGHSR has chosen to replicate the program in Austin, TX; Detroit, MI; Salt Lake City, UT; Omaha, NE; and Chesterfield County (Richmond), VA. Project staff from the model program will help the participating states and communities develop an action plan and implement the comprehensive strategies.

The program sites and NAGHSR project staff will communicate via an electronic bulletin board. The bulletin board will allow the sites to take advantage of the latest technology in youth programming and to share information with other communities nationwide.

For additional information, contact Barbara Harsha, NAGHSR, Washington, DC, (202) 789-0942.



**DRUNK DRIVING DOESN'T JUST KILL DRUNK DRIVERS.**

*Patricia Williams, killed Nov. 21, 1994 at 2:05am on Hwy. 28, Dallas, TX.*

Next time your friend insists on driving drunk, do whatever it takes to stop him.  
Because if he kills innocent people, how will you wish yourself?

**FRIENDS DON'T LET FRIENDS DRIVE DRUNK.**

## YOUTH VISITATION PROGRAM GOES NATIONAL

In an effort to reduce recidivism among youth alcohol-related traffic violators, the National Highway Traffic Safety Administration (NHTSA) has joined with the American Trauma Society (ATS) and the Corrective Behavior Institute (CBI) to expand a CBI-developed visitation program.

The 10-hour visitation program addresses first-time offenders and includes an orientation, personal assessment, coroner slide presentation, trauma unit visit, alcohol awareness seminar, and writing an essay about the experience. Implementation of the program in five California counties showed a recidivism rate of only two percent.

The NHTSA/ATS/CBI partnership effort will expand the visitation program nationally. CBI is training ATS personnel to assist states interested in implementing a visitation program.

CBI is a San Diego-based non-profit corporation which offers educational programs that benefit the community and justice system. ATS is a national organization with 2,700 members across the country dedicated to public education, the prevention of trauma, and the improvement of trauma care.

A "how to" manual will be available in January 1997 for communities interested in implementing a youth visitation program. For further information, contact Lori Miller, NHTSA, 400 7th St., S.W., Washington, DC 20590, (202) 366-9835.

*How **big** is the youth traffic safety **problem?***

**Traffic crashes are the leading cause of death for youth and young adults, accounting for about **29 percent** of all deaths between 15-24 years of age.**

**Over 500,000 youth, 16 to 20 years, were *injured* in traffic crashes in 1994. Over **5,000** were *killed*.**

**Americans** who earn \$40,000 and above are more likely to always wear safety belts (68 percent), while fewer than half of those who earn \$20,000 or less regularly buckle up.

**YOU CAN GET OUT OF SHAPE FAST**



*If you're really concerned about your health, give your safety belt a workout. It's the best exercise we know - it saves you and your friends' lives. From getting through the world.*

**"YOU CAN GET OUT OF SHAPE FAST FROM A DUMPKY." BRACE YOUR SAFETY BELT.**

© 1994 NHTSA

# STUDENT ACTIVIST TRAINING PROGRAM

Mothers Against Drunk Driving (MADD) is collaborating with the National Student Safety Program, National Association of Student Councils, Students Against Driving Drunk, and the National Highway Traffic Safety Administration to develop a student activist training program. The program will allow youth to teach other youth: 1) about true stories of students who have changed history by educating legislators about the laws that affect them;

2) how to assess their community problems; and 3) how to address relevant issues with legislators and the media. As more and more students are becoming involved in safety issues, this program will serve as a powerful vehicle to increase their ability to address the critical traffic safety issues that affect their daily lives.

The program will be piloted at three workshops in the spring and summer of 1996: the National Stu-

dent Safety Program Conference, MADD's TeamSpirit Rhode Island Conference, and a regional meeting of the National Association of Student Councils.

Student activists will develop skills to be presenters at future workshops. Participants in the pilot workshops will have an opportunity to enter into a year-long mentor relationship with an adult advocate from their state or community to assist the advocate in addressing the

public policy issues of their choice.

The training program is designed to be used as a stand-alone workshop or linked with existing youth conferences. Following the pilot workshops, materials will be available to individuals or groups interested in developing a student activist training program. For additional information, contact Beth Poris, NHTSA, 400 7th St., S.W., Washington, DC 20590, (202) 366-2705.



Only **48 percent** of those with less than a *high school degree* always wear safety belts, compared with **66 percent** of those who *attended college*.

## HANDS-ON WITH AUTOMOBILE CRASHES

There's nothing like "hands-on" experience as a teacher. The National Highway Traffic Safety Administration (NHTSA) agrees that hands-on experience is an excellent teaching method and has encouraged the development of a Science and Traffic Safety curriculum by Western New England College. The curriculum package includes materials that apply the laws of physics to real automobile crashes using hands-on classroom activities. The goal of the program is to reduce teen traffic injuries and deaths through education.

The hands-on activities include the use of real police accident reports and photographs of damaged vehicles involved in real crashes. Science topics covered include: occupant kinematics and seat belt safety; determining reaction times of Driving Under the Influence (DUI) operators; estimating vehicle speed from skid marks in DUI crashes; analyzing DUI cases using police reports; damage forces and seat belt effectiveness; unsuccessful evasion actions in DUI crashes; determining vehicle speed from damage energies; finding speed from utility pole damage; examining headlights for on/off at impact; measuring vehicle accelerations; and determining braking forces.

The materials follow standard physics lessons and can be added to classes as demonstrations or experiments. A workshop was conducted to explain to science teachers from four high schools in Massachusetts how they could integrate the experiments into their classes. NHTSA will be pilot testing the curriculum in these schools.

Preliminary reactions to the materials have shown unmatched enthusiasm. Students, parents, and teachers think this may be the most meaningful way to help students visualize the impact of safe and unsafe driving practices.

For additional information, contact Beth Poris, NHTSA, 400 7th St., S.W., Washington, DC 20590, (202) 366-2705.

Coming soon to a theater near you ...

Vince & Larry™  
in

### Safety Belts

*the Public Service Announcements*

We have public service announcements promoting safety belt use. These PSAs may be used by movie theaters and are available as slides or thirty second 35mm clips.

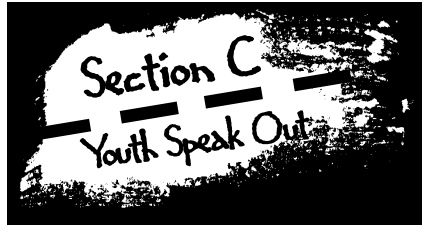
Ask your local theaters if they're interested.

If they are, let us know and we'll do the rest.

Please contact:  
National Highway Traffic  
Safety Administration  
400 7th Street, SW  
NTS-11  
Washington, DC 20590  
202-366-2705

Vince and Larry ©1995 U.S. DOT

Youths between **16-20 years of age** are **killed** in traffic crashes at about **twice the rate** of the general population.



# A Girl On The Road

*By Antonio Pagliarulo  
La Guardia High School, Manhattan*

There's a girl lying down on the road,  
Her body is twisted in place,  
Yellow tape seals the scene,  
And a sheet is thrown over her face.

There are two men standing above her,  
Each with a tear in his eye,  
They've been at this scene before,  
And before they've seen this girl die.

She was innocent, as were the others,  
Though her life was snuffed away,  
The victim of a crime so senseless  
Who will not see another day.

We cannot help but wonder,  
How she felt with that final breath,  
Caught in the glare of the headlights,  
Staring into the eyes of death.

The car had slammed against her,  
A crime so quickly perpetrated,  
The driver had stumbled from the car,  
Blank and intoxicated.

He had left the scene in an ambulance,  
Shaken but still alive,  
And his victim would soon be buried,  
Because he decided to drink and drive.

All the pieces in this section, with the exception of *Stop, Look, and Listen*, are reprinted with permission from *YES Magazine*.

*YES (Youth Educating for Safety) Magazine* is published annually by the New York City Department of Transportation, in cooperation with the New York City public schools.

For more information about *YES Magazine*, contact the Office of Safety Programs, 51 Chambers Street, New York, NY 10007.

## STOP, LOOK, AND LISTEN!

*By Frannie Trum*

When our parents tell us what is best for us, it usually goes in one ear and out the other. If teenagers only realized that every time we are behind the wheel we have our life and the lives of those around us in our hands. So many times we are in a hurry and think that running the red light is no big deal. We need to stop, look, and listen.

We must stop just for a moment to buckle our safety belt, a task that takes 1.5 seconds can save our life. I know you are thinking yeah, well I'm too cool to wear my seat belt. I'll just look like a nerd. Just think if everyone would buckle up, the ones who didn't would be the nerds. Whether you are worried about being macho or wrinkling your outfit, I'm sure you can find some excuse not to buckle up, but can you find an excuse for being paralyzed or even killed?

You must look around you. Being aware of the surroundings and what other vehicles are doing. If you are concentrating on the road and you notice another vehicle swerving or driving foolishly, contact the police. Those drivers

shouldn't be on the road. They could easily have passed by you, but what about the million other cars behind you?

To play it safe we must listen up. We need to listen to our parents, though it is hard sometimes, and pay attention to traffic signs. If we leave for our destination earlier, we don't have to risk our lives and speed. I believe teenagers should listen up because the habits that we start now will follow us throughout our lives. We want to live in a safe world. The only way to do that is to start now. If everyone would do their part, the problem would be easily solved. After all, the teenagers of today are the future of tomorrow.

*Frannie Trum is the first place winner of the BET On Learning Traffic Safety Awareness contest. Frannie is a graduate of Sikeston High School, Sikeston, Missouri.*

*For more information on the BET On Learning Traffic Safety Awareness campaign, write c/o BET Traffic Safety, 1900 West Place, N.E., 4th Floor, Washington, D.C. 20018.*

## *THE MESSAGE IS PLAIN AND SIMPLE*

By Nadine Comeau  
Aquinas High School, Bronx

*The message is plain and simple.*

*"Don't drink and drive."*

*You hear it all the time.*

*"Just Say No."*

*The words seem so negative.*

*"Don't do this and Don't do that."*

*But when you are caught in a situation  
related to drinking and driving, those  
negative words are the only positive  
solution to your life and the lives of others.*

*So with this in mind, remember to say*

*"No" to the drugs and alcohol and say*

*"Yes" to your life.*

## **A SADD Story**

By Emily Hernandez

*Our Lady of Perpetual Help H.S., Brooklyn*

My cousin Aida, age 42, had three children ages twenty-two, sixteen, and fifteen. She was the nicest person anybody could ever meet. She believed in what she had and never gave up trying. Her marriage of 20 years was coming to an end, but she did everything in her power to make it work.

One day on the beautiful island of Puerto Rico, Aida got in her van. So did her mother and father. They each put on their seat belts, and were on their way. Later that day (May 27, 1993), I received a call at my house. It was my Aunt Gladys notifying me that Aida and her parents had apparently been involved in a crash five minutes away from their house. An ambulance had slammed into Aida's van. The van was thrown 25 feet into the air and

slid two blocks. The ambulance driver was intoxicated while on duty. Because of this man's inhumanity, Aida, my aunt, and uncle were hospitalized with broken bones, bruises and fractures all over their bodies. To make matters worse, Aida was unconscious.

On May 29th, 1993 at exactly 10:30pm, I received another call. It was my Aunt Gladys. Aida had died 10 minutes earlier. My body froze, my lips trembled, and I was in total shock. I couldn't believe it. I had lost my cousin in such a horrible accident. I couldn't believe it would ever happen to my family. I had not only lost my cousin but also a good friend. Everything just happened so quickly I couldn't even say "good-bye" or "I love you."

Unfortunately, the patient and the

# MY CHOICE

By Nicole Clarke

*Erasmus Hall High School, Brooklyn*

Last summer my parents had a fight. My dad slammed out of the house and my mom began crying. About four hours later my dad came back. You could see he had been drinking because his speech was slurred. He asked me if I wanted to go driving with him. I didn't want to go driving with a drunk parent or anyone who is drunk so I told him that I had some homework to finish. He then said he is not asking me he is telling me to go with him or I know what I would get.

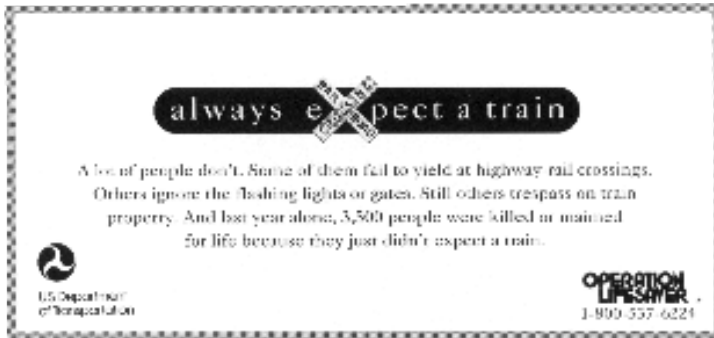
I was always a little afraid of my father when he was sober but now he was stone drunk. I got up carefully and said, "Daddy, I really would like to come, but I have a hard test tomorrow that I have to study for." He began shouting and asking how I dare talk back to him. Then he began taking off his belt. I was so scared I was shaking in my boots. For the first time in my life I did something totally unlike myself. I shouted at my dad. I shouted at him telling him to leave me alone, I don't want to go anywhere with him. Then I ran into my room slammed the door.

The next day when I came out I saw my dad sleeping on the sofa. I was going to summer school so I got ready and left. When I got home my dad called me and told me to come to him. I was very cautious because I didn't know what type of mood he was in. When I got to him he apologized saying that he was sorry for what had happened and it wouldn't happen again. He also said that he was proud of me, that I know how to handle myself with drunks. He said that if someone I know is drunk and wants me to go driving with them, I should do the same thing that I did with him.

passenger in the ambulance also died. They didn't have their seat belts on. Aida had her seat belt on but the impact to her head was too strong for her to survive. My aunt and uncle survived because they wore their seat belts.

To this day, the driver hasn't set foot in a jail cell. Why? I don't know. I guess the deaths of five victims due to his negligence and the grief suffered by their families isn't enough to put him in jail for life.

My family gave out flyers in memory of Aida and all families affected by a drunk driver. I would hope that since then, people who witnessed the accident or received a flyer have thought twice about driving drunk or not wearing their seat belts. I hope you do the same. Spread the word... a life is too beautiful to lose, especially to such a deadly substance as alcohol. Too many people have died in situations like this one, so don't become another statistic.



## HELMET HEAVEN

By Paula Lester  
Brooklyn College

If you knew that \$25 would save you from brain damage, would you spend it? If \$50 would mean the difference between living your life to fulfill your dreams and an early funeral, would you invest it? Chances are that you would.

Last summer I was driving my bicycle home from my friend's house. She was leaving for Cornell University the following week and I wanted to say goodbye and good luck to her. I left her house around 9:30 pm and biked home via the Ocean Parkway service road. While riding on the block between Avenues R and S, I saw approaching headlights in my rear view mirror. I turned around to see how close the oncoming car was and suddenly everything went black. I heard a smashing sound and felt my head hit something twice. When I regained consciousness I looked to my side and saw my bike lying on the asphalt. My head was pounding and my entire left side hurt.

A driver in a parked car had opened his door without first looking back. Because I was unconscious, I don't know if the door opened as I was passing, or if it opened and I then hit it. Whichever it was, it caused me to fly off my bike, bounce on the top of my head, fly back up and land on my left side. Ouch!

My helmet sustained a three inch crack on the left side and the force of the bounce on the top of my

head caused the mesh of my helmet cover to make indentations on the hard Styrofoam. If I had not invested \$40 for my helmet, there's a range of injuries I would have endured. If I were fortunate, I would have suffered from memory loss and loss of manual dexterity. If I were unfortunate, I would have been killed. Luckily, thanks to my helmet protecting my brain, I survived the collision with non-debilitating injuries. I suffered from a concussion, black and blues and soreness on my left hip, knee, and elbow.

This crash scared the doo-doo out of me. Since then I've stopped cyclists on the street and screamed out from cars to tell them the importance of wearing a helmet. That \$25 to \$50 investment can save hundreds to thousands of dollars for hospital bills as well as preventing much pain and suffering.

Collisions will happen, we are not infallible—but the harm from them can be prevented or at least the effects minimized.

Bicycle helmets can be purchased in toy stores, bike stores, and through mail order catalogues, including the USA-SAFE Helmet Line, 1-800-393-8356. When you order from USA-SAFE you will be supporting Traffic safety for New York City, Inc. and Operation STAR because USA-SAFE will donate a portion of all helmet sales to support these safety programs.

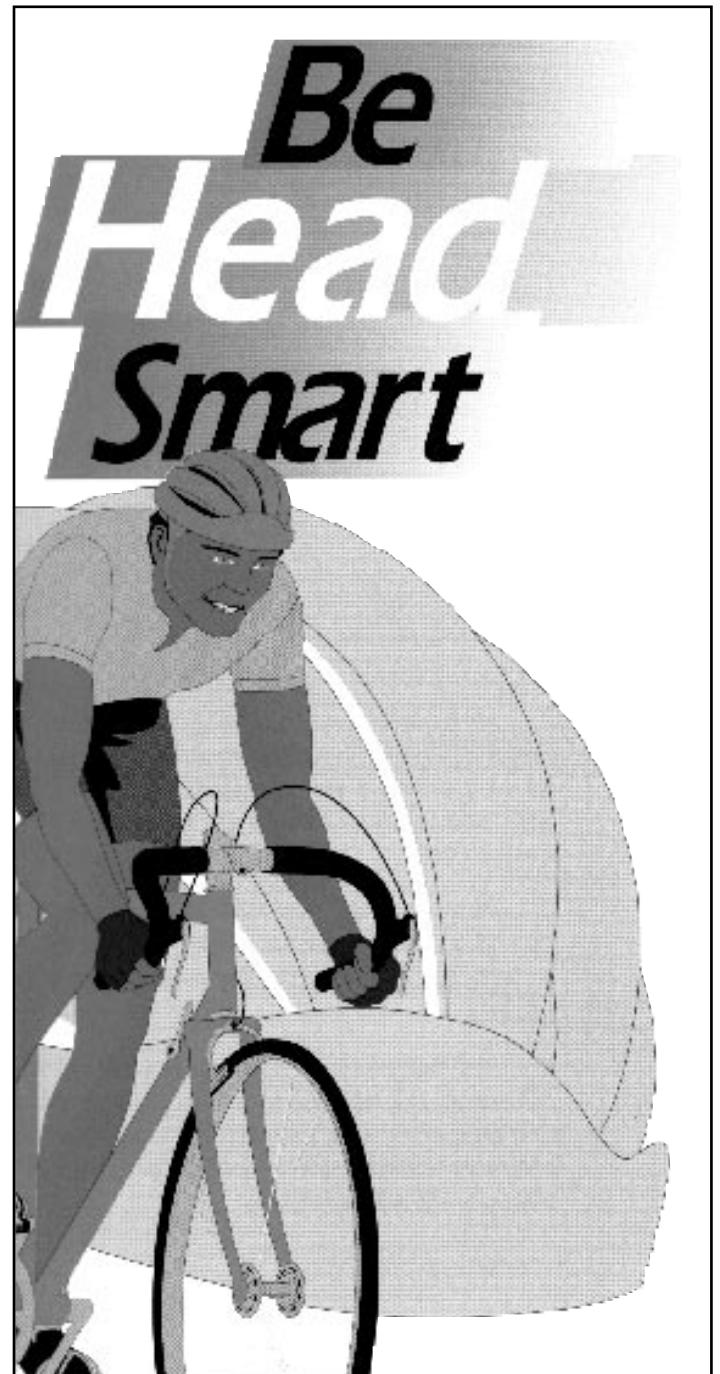
## A Wounded Heart

By Keisha Smith, Seward Park High School, Manhattan

The cries grow louder from a mourning heart, a troubled heart, a heart that's pierced. And once again that wish returns, for everything to go into place. If only I had stopped her then, she might be here to be my friend.

The cries keep growing in my heart, as thoughts replay the terrifying scene, of what had happened on the night my friend had died with one last scream. The car had moved across the street, it jumped the curb, it made a screech, and I saw my friend slumped over the wheel.

The whole thing happened oh, so fast, I woke up when I heard a blast. My friend was peaceful and sincere, she died without a touch of fear. I reminisce of times like these, when all I had to do was take the keys.



## THE UNEXPECTED KILLER

By Eric Ramos  
Park East High School, Manhattan

Al was at the top of his class full of hope and dreams.  
He wasn't destined for any tragedies or so it seemed.

Al was well-spoken, polite, courteous and neat.  
He was president of student government and an all around athlete.

Admired by many, he was thought to be daring and bold.  
No one knew the dark tragic fate that his future would hold.

Remember, he was a model student who never fought or uttered a curse.  
Here is where this story take a tragic turn for the worse.

It was the senior prom and it was the biggest and the best.  
The party offered many things, but alcohol sparked Al's interest.

The party food was good. The music was a blast  
But once the alcohol was brought out everything went too fast.

Al lost interest in the party and soon it became a bore.  
Al started with a beer, then two, then rum and even more.

Now here is the main point, the climax of the story.  
For those of you with weak stomachs this might be a little gory.

Al left the party without a sober driver because he couldn't wait.  
When he started the car engine so did his fate.

Al didn't think of the effects of his deadly mistake.  
And especially about an 11-year-old girl whose life he was going to take.

It started with screeching tires and a sickening, horrified stare.  
As Al watched the innocent young girl's body being tossed into the air.

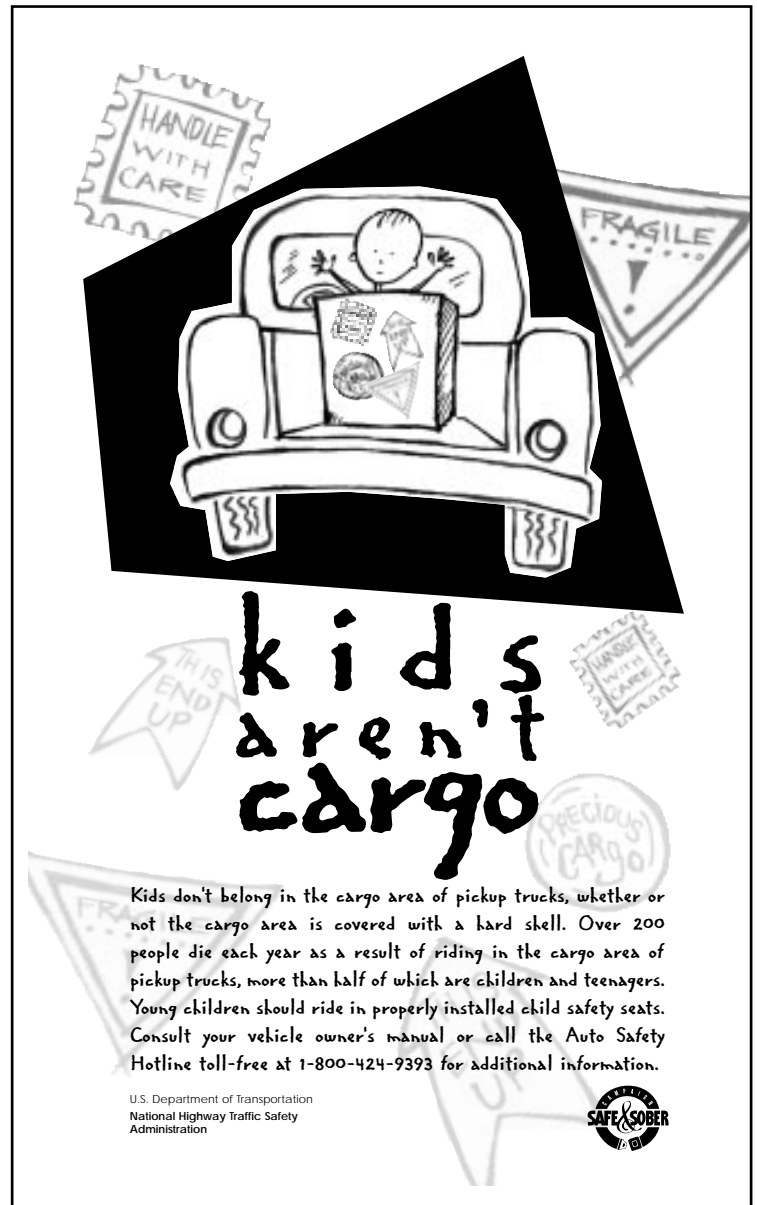
Some say she died before she hit the ground, with blood splattered  
all over her face.

Whether she died slowly or quickly, why did it have to happen in  
the first place?

Hearing that story drove people angry and wild.  
Because in a pool of her own blood laid someone's child.

I hope the loss of life will make a person think twice.  
About not driving drunk; this is such sound advice.

As for Al, his life is ruined. No more fame, praise or glory.  
He turned out to be an unexpected killer and so ends my story.





# Section D Comics

### CALVIN AND HOBBS BILL WATTERSON



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### CALVIN AND HOBBS BILL WATTERSON



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Family Circus reprinted with special permission of King Features Syndicate.



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**Buckle-up!**

NO HE WASN'T OFFICER.. HE SAID HE'D RATHER BE THROWN CLEAR....

FEDERAL DEPARTMENT OF PUBLIC SAFETY - 1970 - U.S. DOT

**Buckle-up!**

I ALWAYS FEEL ALOT SAFER WHEN MY DATE WEARS HIS SEATBELT TOO...

FEDERAL DEPARTMENT OF PUBLIC SAFETY - 1970 - U.S. DOT

**Buckle-up!**

LET'S CONSIDER THIS A LESSON IN WHY WE SHOULD ALWAYS WEAR OUR SEATBELTS.

FEDERAL DEPARTMENT OF PUBLIC SAFETY - 1970 - U.S. DOT

**Buckle-up!**

THE BAD NEWS IS, I WRECKED THE CAR.  
THE GOOD NEWS IS, I WAS WEARING MY SEATBELT.

FEDERAL DEPARTMENT OF PUBLIC SAFETY - 1970 - U.S. DOT

**Buckle-up!**

NO HE WASN'T OFFICER.. HE SAID HE'D RATHER BE THROWN CLEAR....

FEDERAL DEPARTMENT OF PUBLIC SAFETY - 1970 - U.S. DOT

**ACROSS**

- 1. About 80 percent of all car crashes happen at speeds of \_\_\_\_\_ than 40 mph.
- 6. You should never try to \_\_\_\_\_ up by using one belt for two people.
- 8. Safety belts are good for shorter and \_\_\_\_\_ trips.
- 10. You should \_\_\_\_\_ try to brace yourself in a crash with only your hands and without a safety belt.
- 12. \_\_\_\_\_ wear a safety belt.
- 13. \_\_\_\_\_ out of four crashes happen within 25 miles of home.

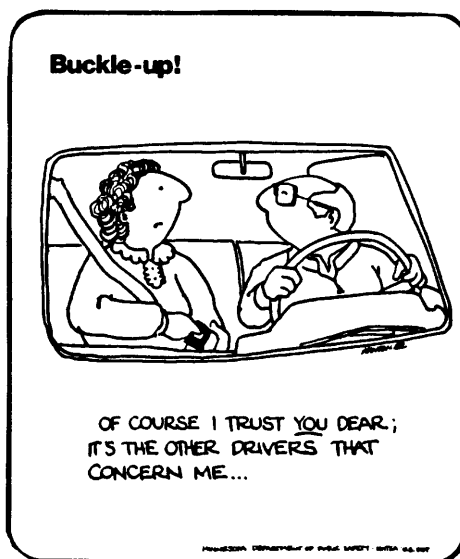
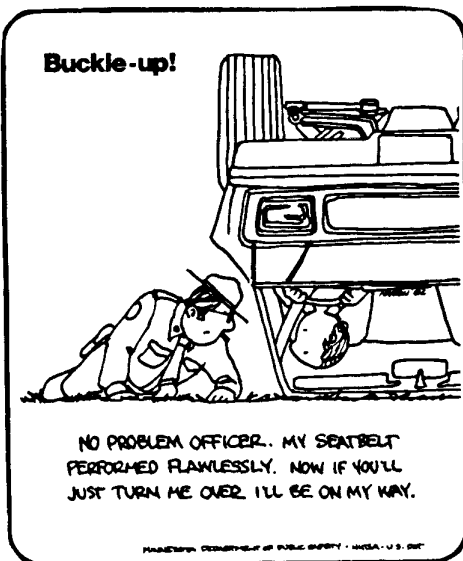
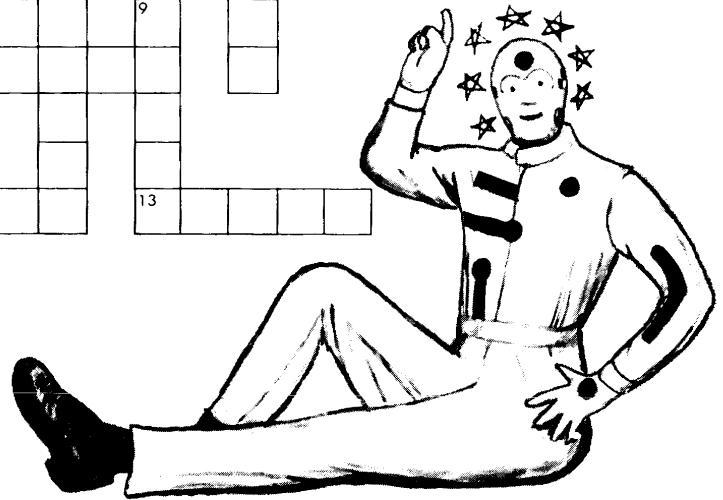
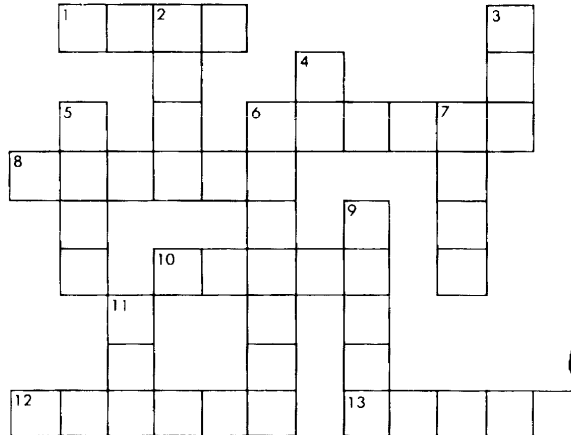
**DOWN**

- 2. Shoulder belts should be \_\_\_\_\_, not loose.
- 3. Less than one-half of \_\_\_\_\_ percent of all car crashes involves a car catching fire or going under water.
- 4. \_\_\_\_\_ wear a safety belt when you're sitting in the back seat so you won't be thrown around.
- 5. Drivers who wear both lap and shoulder belts have \_\_\_\_\_ control over their cars in an emergency.
- 6. Responsible \_\_\_\_\_ want their passengers to buckle up.
- 7. Wearing a safety belt can save your \_\_\_\_\_.
- 9. When belts \_\_\_\_\_ worn, you are more likely to be hurt.
- 11. Safety belts should be worn \_\_\_\_\_ on the hips, not across the stomach.

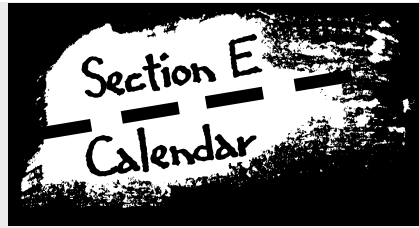
Get all the facts about safety belts and seats by first filling in the blanks with the correct answers, then transferring your answers to the crossword puzzle.

Word Bank

- |         |        |
|---------|--------|
| life    | always |
| drivers | do     |
| longer  | one    |
| snug    | double |
| low     | three  |
| never   | aren't |
| less    | more   |



Close to Home ©1994 John McPherson. Reprinted with permission of Universal Press Syndicate. All rights reserved.



# 1996 CALENDAR OF NATIONAL TRAFFIC SAFETY AWARENESS WEEKS AND NHTSA EVENTS

## JANUARY

Alcohol Poisoning Awareness Month  
SADD, (508) 481-3568

## JANUARY

First wave of 1996 "Vince and Larry®"  
radio and television safety belt public ser-  
vice announcements sent to stations.  
NHTSA, (202) 366-2686

## FEBRUARY 11-17

Child Passenger Safety Awareness Week.  
National theme: Kids Aren't Cargo.  
NHTSA, (202) 366-9550

## MARCH 3-9

Collegiate Health and Wellness Week  
BACCHUS, (303) 871-3068

## MARCH 17

Designated Driver St. Patrick's Day  
Campaign  
MADD, (214) 744-6233

## APRIL

Strides for Safety Month  
National Organizations for Youth Safety  
(NOYS), (360) 866-1471

## APRIL

SADD Awareness Month  
(508) 481-3568

## APRIL

Second wave of "Friends Don't Let  
Friends Drive Drunk" television and  
radio public service announcements sent  
to stations.  
NHTSA, (202) 366-2750

## APRIL 14-17

Lifesavers 14 Highway Safety  
Conference, Albuquerque, NM  
NHTSA, (202) 366-2687

## APRIL 27

*Strides for Safety* Celebration Day  
National Organizations for Youth Safety  
(NOYS), (360) 866-1471

## MAY

National Bicycle Safety Month  
League of American Bicyclists  
(410) 539-3399 or (202) 462-8376

## MAY 4-11

National SAFE KIDS Week  
(202) 884-4993

## MAY 19-25

National Emergency Medical Services Week  
American College of Emergency Physicians,  
(202) 728-0610 ext. 3904

## MAY 20-27

Buckle Up America! Week  
NHTSA, (202) 366-9550

## MAY 24-27

Designated Driver Memorial Day Weekend  
MADD, (214) 744-6233

## MAY AND JUNE

Safe Prom & Graduation Campaign  
SADD, (508) 481-3568

## JUNE 2-8

National Safety Week  
American Society of Safety Engineers,  
(708) 692-4121 ext. 218

## JUNE 9-12

Moving Kids Safely Child Transportation  
Conference, Vienna, VA  
NHTSA, (800) 784-1215

## JULY

Second wave of 1996 "Vince and Larry®"  
safety belt radio and television public  
service announcements sent to stations.  
NHTSA, (202) 366-2686

## JULY 1-7

National Sobriety Checkpoint Week  
MADD, (214) 744-6233

## AUGUST/SEPTEMBER (DATE PENDING)

Native American Lifesavers Conference,  
Denver, CO  
NHTSA, (202) 366-2690

## OCTOBER

"Friends Don't Let Friends Drive Drunk"  
print ads sent to newspapers and  
magazines.  
NHTSA, (202) 366-2750

## OCTOBER 13-19

National Collegiate Alcohol Awareness  
Week  
BACCHUS, (303) 871-3068

## OCTOBER 20-26

National School Bus Safety Week  
National School Transportation Association,  
(703) 644-0700

## NOVEMBER

MADD Red Ribbon Campaign Launch  
(214) 744-6233

## NOVEMBER

"Friends Don't Let Friends Drive Drunk"  
radio and television public service  
announcements sent to stations.  
NHTSA, (202) 366-2750

## DECEMBER

National Drunk and Drugged Driving (3D)  
Prevention Month  
NHTSA, (202) 366-0144

## DECEMBER 12

National 3D Prevention Month Press  
Conference  
NHTSA, (202) 366-0144

## DECEMBER 13

Lights on for Life Day  
NHTSA, (202) 366-0144

## DECEMBER 13-15

National Holiday Lifesavers Weekend  
International Association of Chiefs of  
Police, (703) 836-6767