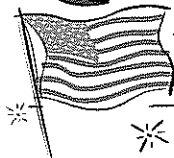




Quarterly Report



VOLUME 23, NUMBER 2

April 2015

Why the Rules of the Road Aren't Enough to Prevent People From Dying

In 2013, 32,719 people died in motor vehicle crashes in the United States and 2.3 million were injured, according to the National Highway Traffic Safety Administration (NHTSA). Those numbers were down from the previous year, but motor vehicle crashes remain a leading cause of death, and speed is a leading cause of crashes. The NHTSA estimates a \$277 billion annual price tag for those crashes, with an additional \$594 billion for "harm from the loss of life and the pain and decreased quality of life due to injuries."

Here's how speed limits are established in most states, according to Federal Highway Administration research: Traffic engineers conduct a study to measure the average speed motor vehicles move along a road. The

speed limit is then set at the 85th percentile. From then on, 85 percent of drivers would be traveling under the speed limit and 15 percent would be breaking the law. Sometimes other factors are taken into consideration, but in most places, speed limits are largely determined by the speed most people feel safe traveling.

Drivers travel at the speed a road allows, and speed limits are set accordingly. So, what determines how fast people can drive and still feel safe?

Roads are planned according to a concept known as design speed, basically the speed vehicles are expected to travel. Engineers often apply the 85th percentile rule to a similar road to arrive at the design speed for the proposed road. It might make sense, then, that the design speed would

become the speed limit. However, in practice, the design speed is often used to determine the *minimum* speed of safe travel on a road.

There are lots of problems with the formula. The study was conducted 50 years ago, when the size and distribution of cars and trucks on the road were very different from today. It only included crashes on two- and four-lane rural highways, where the risk of head-on collisions is much higher than it is on divided interstates. Many of the "speed variations" were related to slowing down in congestion or at intersections, situations that are unavoidable. But perhaps most notably, the study did not include anything related to pedestrians or cyclists, who share the road space with cars in most urban and suburban environments.

Death on the highways

In a study of how impact speed affects a pedestrian's risk of severe injury or death, Brian C. Tefft of the AAA Foundation for Traffic Safety found that above 15 mph, relatively small changes in vehicle speed lead to large increases in risk of death. Tefft calculated that the risk of death for a pedestrian is 10 percent with an impact speed of 23 mph but rises to 25 percent at 32 mph. The limit is 30 or 35 mph in many cities, so 32 is not an uncommon speed.

DRIVING SAFETY TRANSFER

Senate Bill 215 by Campbell and House Bill 1786 by Dutton introduced in the 84th session of the Texas Legislature transfers Defensive Driving and Driver Education to the Texas Department of Licensing and Regulation (TDLR).

What does this mean for you?

TDLR is a law enforcement agency. You will be expected to follow the rules to the letter. Unlike the TEA/Region XIII, TDLR has branch offices ALL over the state. They are in the business of conducting undercover investigations and sting operations to make sure the people they regulate are in compliance.

This will be a big shock to the driving industry because TEA/Region XIII has not been allowed to actively enforce the rules in over 10 years.

The TEA/Region XIII caused this bill to be introduced because they do not feel Driving is part of their mission.

I believe this transfer will pass.

Phil H. Ward, President

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...Rules of the Road...

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But the majority of motor-vehicle-related deaths involve vehicle passengers. There's evidence that speed limits have an effect on that number as well. From 1974 to 1995, a federal law called the National Maximum Speed Law restricted speeds to 55 mph on all interstate highways (though an act in 1987 raised the limit to 65), with the intention of reducing fuel consumption after a 1973 oil embargo. When that

law was removed in 1995, every state raised its speed limits. A study published in 2009 in the *American Journal of Public Health* researched the effects of the changes and found a 3.2 percent increase in road fatalities attributable to the raised speed limits. The researchers calculated that the speed increases led to 12,545 deaths over the 10-year period they studied.

By Anna Maria Barry-Jester

2015 HOLIDAY SCHEDULE USA TRAINING

USA Training Company will be closed on the following dates:

- April 3 - Good Friday*
- May 25 - Memorial Day*
- June 19 - Emancipation Day*
- July 3 - July 4th holiday*
- Aug. 27 - LBJ's Birthday Observed*
- Sept. 7 - Labor Day*
- October 12 - Columbus Day*
- November 11 - Veteran's Day*
- Nov. 26 & 27 - Thanksgiving*
- December 23, 24, 25 - Christmas*

Home Team Loss Boosts Collision Claim Rates

Sports fans know it's easy to be driven to distraction by a loss by the home team. A new study shows that the rate of collision claims associated with the ZIP codes around stadiums is higher on days when the home team loses or ties than when it wins.

Analysts looked at collision claims for ZIP codes in which 31 major stadiums are located, as well as adjacent ZIP codes. Claim frequency was higher

on home game days compared with other days. The effect was especially pronounced in the ZIP codes where the stadiums are located, though it was also present in the surrounding ZIP codes.

On days when the team lost or tied, the claim rate was 9.4 percent higher than on days without a home game. Only the increase for a loss or tie was statistically significant.

New Radar Gun to Help Police Detect Texting Drivers

Police may soon have a new weapon in their efforts to prevent drivers from texting while on the road. The technology is able to differentiate text messaging from phone calls.

The device, which is not yet ready for production, could be wielded the same way an officer uses a radar gun.

Thousands of Faulty Driver's Licenses Issued in Texas

You may be receiving a new license in the mail because your current one is no good. A mistake made on hundreds of thousands of licenses is forcing the state to send out replacements.

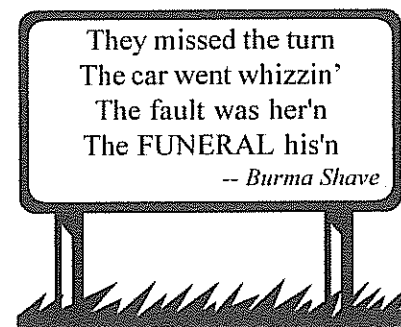
The letter sent by Texas DPS says having two licenses or ID cards in your possession is illegal and asks you to destroy the previous card.

Addressing the security concern of duplicate licenses being used illegally, Texas DPS spokesman Tom

Vniger said, "I think there is always a concern if there are licenses in circulation that don't belong in circulation, so that's why we make sure we ask the customers to destroy those licenses."

Vinger says he believes the risk is low for any of the faulty licenses to be used illegally. Drivers want to know if they are at risk if they get stopped by police and have one of the bad licenses. Vinger says they shouldn't have any problems because the mistake doesn't affect anyone's driving privileges.

Watch KXAN video here:
<http://kxan.com/2015/02/16/texas-dps-vendor-issues-thousands-of-faulty-drivers-licenses/>



Texting While Driving Kills, But Will We Stop?

A majority of Americans agree that texting while driving is dangerous. Keeping phones out of sight in the car is easier said than done, according to a new survey provided exclusively to USA TODAY Network.

Overall, 87% of respondents agreed that it is dangerous to text or check e-mail while driving, though 18% said they cannot “resist the urge” to use their phones behind the wheel, according to the survey by the Univ. of

Southern California Annenberg Center for the Digital Future.

People are admitting that it’s dangerous to text and drive, but it’s still a behavior that people cannot shake.

The survey asked 904 drivers about texting and e-mailing behavior while in the car. Responses varied by age, with 17% of Millennials ages 18-34, admitting to always or often sending or checking online messages while driving. Whereas, 7% of 35-54-year-olds admitted to doing so.

It’s nothing new that Millennials are more likely to text and drive, according to psychologist David Greenfield, founder of The Center for Internet and Technology Addiction and assistant clinical professor of psychiatry at the Univ. of Connecticut.

“Younger people have essentially been weaned on technology. They don’t know the existence of life without their cellphones or smartphones,” Greenfield says. “They see technology as an extension of themselves.”

Greenfield conducted a similar study about texting and driving in 2014 with AT&T. He says they found the same thing, people have a hard time

controlling the urge to check their phones while driving.

The constant push of notifications from Twitter, Facebook and news sites have increased the impulse to check phones immediately.

“People don’t know their brains are being conditioned but that’s what smartphones are doing — shaping our behavior without our realizing it,” Greenfield said.

We are so attached to our phones, education and awareness won’t make people stop, but tougher laws might.

By Mary Bowerman, USA TODAY network

**2015
IDC SCHEDULE**
(Instructor Development Course)

*Friday, Saturday and Sunday
8 a.m. - 5 p.m. all three days
\$110 Pre-Registration;
\$150 At the Door*

**All classes will be held at
USA Headquarters,
8871 Tallwood Drive, Austin**

May 15, 16, 17
July 24, 25, 26
September 25, 26, 27
November 20, 21, 22

Low-Speed Vehicles

Low-speed vehicles aren’t designed to protect their occupants in crashes. Although low-speed vehicles (LSVs) must be equipped with basic features, they are exempt from most federal motor vehicle safety standards, and they don’t have to meet any criteria for vehicle crashworthiness. They aren’t required to have airbags or other safety features beyond belts since they’re intended for short trips in residential neighborhoods and other low-risk driving situations.

Vehicle size defined:

Low-speed vehicle has a maximum speed of at least 20 but not more than 25 mph, is used primarily for short trips and recreational purposes and has some safety equipment such as lights, reflectors, mirrors, parking brake, windshield and safety belts.

Most states allow LSVs on certain roads, usually those with 35 mph or lower speed limits.



Retrain Classes

The retrain class agenda changes every September 1st. Classes are scheduled within the 12-month period beginning September each year. Every licensed instructor must attend **ONE** class during the 12-month period beginning September 1, 2014 and ending August 31, 2015. Below are the remaining scheduled classes in 2015:

AUSTIN
USA HQ, 8871 Tallwood Dr.
All classes are 10 am - 12 noon
Apr. 10, 2015 (Fri.)
June 5, 2015 (Fri.)

HOUSTON
Golden Corral Restaurant
16308 FM 529
April 18, 2015 (Sat.)
8:30 am - 10:30 am

Cost is \$10 if you pre-register with a reservation form. If you do not have a reservation form, contact USA HQ. We will mail or fax the form to you. Or, forms are available at www.usatraining.com, select "Take a Course" select "Forms"



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Never test the depth of the water with both feet.

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License Renewals (Fee: \$25)

Listed below are instructors whose licenses are coming up for renewal. You should have received, or soon will receive a renewal application from USA Training. Please fill it out and mail it back to USA Headquarters, with a check payable to TEA.

MAIL TO: USA Training, PO Box 26309, Austin, TX 78755-0309

We will deliver it to TEA. Remember, renewals are due at TEA 30 days prior to the expiration date.

IMPORTANT: You must attend the 2-hour Mandatory Continuing Education (retrain) every year prior to the renewal. Your name may be listed below even if you have already sent in your renewal. IDC schedules, RETRAIN schedules and RENEWAL FORMS are available online at www.usatraining.com, "Take A Class", "Forms".

<i>Instructor</i>	<i>Expires</i>	<i>Instructor</i>	<i>Expires</i>	<i>Instructor</i>	<i>Expires</i>	<i>Instructor</i>	<i>Expires</i>
Adams, Dale	27-May	Dumas, Nelda	5-Jun	McDaniel, Barbara	18-Jun	Reyna, Anthony	14-Jun
Albert, Cloteal	2-May	Eagleton, Alisa	8-Jun	McKinley, Keith	28-Apr	Robnett, Ray	30-Jun
Alexander, Douglas	11-May	Falls, William	22-May	McMinn, Marion	27-Apr	Samarripa, Andrew	29-Jun
Ali, Trang	26-Apr	Franklin, Glynn	10-May	Momin, Aziz	9-Apr	Shaver, Jr., Steve	30-Apr
Ally, Mohammed	26-Jun	Garcia, Roy	6-May	Morris, Paula	23-May	Steptoe, Charles	16-May
Almazan, Shirley	26-Apr	Gauthier, Alana	7-Jun	Naqvi, Syed N.	24-May	Tang, Suong	14-Jun
Almazan, Pilar	10-May	Germain, Pierre	7-Jun	Nieto, Arturo	21-Jun	Terrell, Conte	10-Jun
Anderson, William	8-May	Glady, Angela	9-May	Nieto, Bertha	21-Jun	Tran, Peter	10-Apr
Bontrager, Gerry	26-Apr	Gonzalez, Francisca	11-May	Ogbonmwan, Matthew	29-May	Vickers, Lester	29-Jun
Bruce, Heather	25-Apr	Gugudan, Franklin	15-Apr	Olatayo, Asimiyu	19-Apr	Vogelsang, Penney	16-May
Chargois, Lydia	11-Jun	Hassni, Asif	1-Apr	Orr, Willie	1-Apr	Walker, Kevin	21-May
Cleland, Vicki	4-May	Jackson, Charles	21-May	Orr, Brenda	1-Apr		
Collins, Keith	19-Apr	Jones, Sam	8-Jun	Parsard, Sonia	30-May		
Copeland, Christopher	26-May	Knotts, Sandra	5-Apr	Preciado, Gilberto	28-Apr		
Dao, Jimmy	16-Apr	Kpadobi, Anthony	28-Jun	Ragusa, Carolyn	5-May		
DeSoto, Dean	20-Apr	McCoy, Diana	2-May	Ramirez, Dianne	19-Jun		

