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# Texas Traffic Safety Report

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Texas Traffic Safety Section

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## INCREASED MOTORCYCLE USE PROMPTS MANDATORY RIDER TRAINING FOR MINORS

By Sue Alford and Steve Becker  
Traffic Safety Planning, Midland College

As gasoline costs spiral and the possibility of rationing looms ahead, more and more motorcycles are being purchased; the trend suggests motorcycle usage will continue to increase. Today, though, motorcycle usage has changed from recreational to basic transportation...52% of the riders use motorcycles for commuting to work, another 16% for commuting to school. With this change, cyclists face a greater risk because the typical motorist, driving a car, tends to "see" what he expects to see...and that isn't a motorcycle.

Unfortunately, the motorcycle does not have designed-in operator or passenger safety devices to protect them in the event of an accident. Thus, injury and fatal accidents involving cyclists are rising with the motorcycle's popularity. Texas averages over 200 motorcycle accidents a week, resulting in six deaths and 90% of the victims requiring medical attention. And, statistics show that approximately 60% of these motorcycle accidents involve riders who have ridden for two years or less...more specifically, 25% involve riders who have less than six months riding experience, regardless of their age.

To improve this situation, beginning January 1, 1980,

in Texas, motorcyclists under 18 years of age must participate in and pass a motorcycle rider course to receive a restricted operator's license with a "motorcycle also" designation.



By law then, someone has to have available motorcycle drivers education. That's where the State Department of Highways and Public Transportation Traffic Safety Section can come in handy. Many of us already have worked on motorcycle rider courses...not because they were required by law but because they were a good

idea! And, now is the time for those of us who have been hesitant about coordinating a motorcycle course to get moving on it, to help give our communities good programs to turn to.

Developing a motorcycle rider course for any community is no simple job. It takes extensive coordination, long hours and contact work. To offer a successful program, a program coordinator is faced with several tasks, brief discussions of which follow. These narratives on tasks are offered just as guidelines; there is nothing sacred about them. The tasks outlined are items we had to deal with and wanted you to be aware of if, indeed, you try to start a motorcycle course in your community.

**SPONSORS...**The first step is to assess community need for interest in a motorcycle safety program. Contact should be made with school districts, police agencies, motorcycle dealers and clubs, local traffic courts and local traffic safety programs. From this group, a course sponsor may be found. The sponsor needs to be one which can designate an administrator who has adequate time to develop the program, can handle necessary paperwork/recordkeeping and can provide adequate facilities for the course.

**BUDGET...**A motorcycle rider course budget can be divided into two areas: start-up costs and operating costs. The

start-up budget would include such items as the Motorcycle Rider Course package, helmets, eye protection, gloves, vests, 6" traffic cones, paint for the driving range, gas can, fire extinguisher, tape measure, first-aid kit and communication system. This one shot start-up budget easily could reach \$2,000.00. Major expenses possibly can be covered by loan or donation.

The operating budget has two areas: fixed and variable. The fixed operating budget should include bike insurance and about 15% of the start-up budget to cover lost/damaged items. This fixed operating budget can run \$1,000.00 per year. The amount may be covered by course fee if there are sufficient classes offered per year. The variable operating budget would include gasoline, oil, spark plugs, textbooks, spare parts, instructor's salary, assistant instructor's salary and miscellaneous printing expenses. This variable operating budget will be encumbered only on a per class basis and will always be covered by course fees...no class, no variable cost!

**GRANTS...**Support money for motorcycle rider courses is available from many sources, all worth exploring: government, insurance groups, motorcycle dealers and clubs and professional associations. Probably the best source is

(continued on page 6)

### NIGHT DRIVING REQUIRES EXTRA PRECAUTIONS

Although there are fewer vehicles on the road, more than half of all vehicular fatalities occur at night, especially between 5 and 8 p.m. - even up to 3 a.m.

#### WHAT'S A DRIVER TO DO?

If driving after dark is necessary, leave sufficient time so you will be driving at normal speed without tailgating, lane switching and becoming impatient with the car ahead.

Get plenty of rest before your trip. Do not smoke - heavy smoking can reduce vision as much as 10%. Avoid alcoholic beverages and **REFUSE TO RIDE WITH THE DRINKER WHO DRIVES!**

Use low-beam headlights whenever there is reduced visibility - in rain and fog. Be especially aware of the hours of dusk and dawn.

Pay sharp attention to highway signs and signals; check your headlights, tail lights, four-way flashers and mirrors, etc.

Arrange for regular physical examinations including eye test on glare recovery and night vision.

*A tip from the  
Traffic Safety Bureau,  
Middlesex County, N.J.*

# JAYCEES POLL TEXANS ON 55 MPH

## Most Believe 55 Saves Gas and Lives

(AUSTIN) In their continued effort to conduct projects in support of the 55 mph speed limit, nine Jaycee chapters in Texas took an informal poll of their fellow citizens to find out what people think of the National Maximum Speed Limit (NMSL).

Jaycee chapters in Fort Worth, Midland, Corpus Christi, San Antonio, Tyler, El Paso, Abilene, Austin, and McAllen took a "55 Survey" to shopping malls, office buildings, and street corners. They found that out of approximately 1800 responses, 1064 believe that speeding is a factor in most traffic accidents and 1205 think that driving 55 mph increases gas mileage.

However, 57 percent of those responding said they believe the 55 mph speed limit should be changed.

Although an informal poll, responses came from an appropriate cross-section of ages and races. Questionnaires were almost evenly split between men and women (961 males and 871 females).

The enforcement of the 55 mph speed limit appeared to be a controversial item on the questionnaire. Although 55 percent of the respondents had been issued a speeding ticket in Texas, 60 percent report that they don't believe 55 is being enforced. Yet 60 percent also do not believe

that unmarked patrol cars should be used to detect speeders.

Almost half responded that CB radios and "fuzzbusters" should be used to avoid getting caught for speeding, (49 percent).

When asked "what single factor do you believe would be most effective in fostering greater compliance with the 55 mph speed limit?" many persons wrote that more troopers and stiffer fines might work. Others suggested actual mechanical changes in autos such as speed governors, warning lights and buzzers, and engines that could not go above 55 mph. "The only way I would drive

55 is if that was as fast as the car would go," said one respondent. A money incentive in the form of tax deductions was thought by some to be a good idea. Others indicated that more "education," or a better "advertising campaign" could result in greater compliance.

Geographical alterations were recommended by one who believed that the single most effective factor to gain compliance with the speed limit would be to "reduce the distance between towns and cities in Texas."

Truckers are still seen most frequently as violating the speed limit. When given a list of 15 different types of

drivers, 1225 persons listed truck drivers as ones who "usually exceed the speed limit."

"Teenagers" were listed by 753. "Small town drivers" are regarded the least as violators; only 174 persons indicated they believed these drivers usually exceed the speed limit.

Approximately one third thought no one was exempt from speeding; 528 persons checked "all of the above", which included both men and women, small town and big city drivers, economy as well as luxury car drivers, commuters and bus drivers, and teenagers as well as traveling salesman.

## CHILDREN DRAW ATTENTION TO TRAFFIC SAFETY

By Michael Uriniak, Public Education Specialist  
Regional Traffic Safety Office, Midwestern State University

(WICHITA FALLS) This year in Wichita Falls, traffic safety is drawing attention. Students of the Wichita Falls Independent School District are using traffic safety themes to create art posters that will be enlarged and displayed on billboards throughout the city.

"Each month three different schools will participate and a different theme will be used," said Walter Ehlert, art supervisor for Wichita Falls Independent School District. The twelve-month-long project will involve all grade levels from kindergarten through high school. The project is being sponsored by Creative Displays, Inc., Regional Traffic Safety Office at Midwestern State University, Wichita Falls Citizens Traffic Safety Council, and Wichita Falls Independent School District.

The art poster selected for the month will be sent to Creative Displays' production facility where a billboard-size 25 foot by 12 foot hand-painted color reproduction

will be made.

"The billboard will also include each winner's name and school," said Jim McIntyre, general manager of Creative Displays' Wichita Falls office. Creative Displays is donating the production service and billboard space without charge. "I have recently become aware that traffic accidents are the number one cause of death in children, and it is my hope this project will make both children and adults more conscious of traffic safety and the important part it plays in all our lives," McIntyre said.

The first billboard was displayed in November at one of the highest traffic volume intersections in Wichita Falls. Each billboard will remain up for a one-month period.

Future themes are pedestrian safety, being seen after dark, safety in bad weather, watch out for emergency vehicles, traffic hazards, riding safe in cars, drive 55, play away from traffic, school bus safety, drinking and driving, and back-to-



Amy Andrews, a sixth grade student at Washington Elementary School in Wichita Falls, displays her art poster that was chosen as the first in a series of billboard displays. Amy's poster was selected from among 500 other students who participated in November's theme of bike safety.

school. After all twelve posters have been created, plans call for developing them into calendars where their educational influence can be continued in the city's schools and businesses.

### Editor's Note:

A change in the way federal officials calculate compliance with the 55 mph speed limit brings Texas' compliance to 43 percent. See next months TFSR for more details.

# TRAFFIC SAFETY CALENDAR OF EVENTS

## 1981

<u>DATE</u>	<u>EVENT</u>
January 1	New Year's Day
January 19-24	Texas Winter Driving Week
February 14	Valentine's Day
February 16	Washington's Birthday
March 17	St. Patrick's Day
March 20	Spring Begins
April 17	Good Friday
April 19	Easter
April (First Week)	Texas Defensive Driving Week
April 20-25	Texas Bike Safety Week
May 4-9	Texas Motorcycle Awareness Week
May 11-17	National Transportation Week
May 16	Armed Forces Day
May 25	Memorial Day
May 25-31	Texas Vehicle Maintenance Week
June 1-7	National Safe Boating Week
June 8-14	Texas Highway and Freeway Driving Week
June 14	Flag Day
June 22-28	Safety Belt Use Week
June 21	Summer Begins
July 4	Independence Day
July (Last Week)	National Farm Safety Week
August 24-30	Back to School Week
September 7	Labor Day
September 23	Autumn Begins
October 5-11	National School Bus Safety Week
October 5-11	National Fire Prevention Week
October 19-25	RR Grade Crossing Week
October 25-31	National Safety on the Streets Week
October 31	Halloween
November 14-15	Texas Traffic Safety Sabbath
November 11	Veteran's Day
November 26	Thanksgiving
December 21	Winter Begins
December 25	Christmas

# Driving Without Restraint

By George F. Will  
©1980

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(CHEVY CHASE VILLAGE)—Thinking he heard thunder, my neighbor went to close his car windows. Actually, he had heard a commonplace tragedy, the making of a statistic. A woman died and a man nearly did in an occurrence shocking but routine: an automobile accident.

The car veered out of control on Connecticut Avenue, hit trees, fragmented, broke in half. Three of us arrived immediately. Emergency equipment arrived quickly. Cleaning up took hours.

In 1900, this "village," six miles from the White House, was where Washingtonians came for country breezes. Today, it is a small incorporated area near the center of a sprawling metropolis. It is divided by Connecticut Avenue, which passes around a traffic circle as it enters Maryland. Trees on the circle are heavily scarred. Crumpling steel and crying sirens are common sounds here as on many urban thoroughfares.

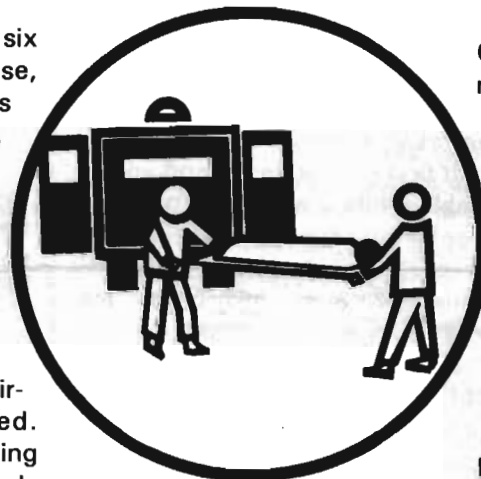
Increasingly, American driving reflects, I think, the sublimated fury of persons heading for infuriating jobs, the animal spirits of persons whose lives allow little scope for such spirits. As Daniel Moynihan wrote years ago, the automobile is "both a symbol of aggression and a vehicle thereof. . . . It is a prime agent of risk-taking in a society that still values risk-taking, but does not provide many outlets."

The endless epidemic of accidents is one of the nation's gravest public health problems. Automobile deaths and injuries have costs beyond counting, and are a special plague to the young. Of every 100,000 males at age 15, about 1,100 will die in accidents, most involving automobiles, before age

25—a death rate 20 times worse than polio inflicted at its worst.

As Moynihan notes, the social life of most Americans "now primarily takes the form of driving to a place where alcohol is consumed." And because traffic laws are widely ignored, almost everyone is a lawbreaker, and the incidence of arrest in America may be the highest of any nation in history. Repairing and replacing wrecked cars may provide 20 percent of the business for the automobile industry, the nation's most important.

Such statistics are as lifeless as the woman who lay beneath blankets on the



Connecticut Avenue median strip. But they describe a river of sorrow flowing from monstrously irrational behavior.

Most drivers frequently exceed speed limits, only 11 percent use seatbelts, only four percent use harnesses. Because slaughter behind the wheel is deeply rooted in aggression and other irrationality, it is very difficult to substantially reduce accidents by reforming drivers. So government has tried to reduce the severity of injuries received in accidents.

The public disliked, and the government quickly disconnected, the ignition "interlock" system that prevented cars from starting when safety belts were unfastened. Today, new cars just make a brief buzz of disapproval.

Government may yet require "passive restraints"—air

bags that instantly inflate to cushion passengers in collisions. There is evidence that they would save many thousands of lives annually and may be one answer to what Moynihan has called "the seeming incompatibility of safe driving and mass driving." That is a considerable problem in a nation where more people drive than pay taxes or vote.

Air bags require no forethought by drivers, so they are suited to the American driving public. The air bags would probably cost manufacturers less than \$100, a fraction of what car buyers exuberantly expend when loading their cars with snappy wheel covers and other options.

Long before the most recent Connecticut Avenue death, I regretted having once argued that government has no business requiring drivers to buy and use inexpensive devices that might save them from self-destruction. There is a pitiless abstractness, and disrespect for life, in such dogmatic respect for the right of consenting adults to behave in ways disastrous to themselves. Besides, too many children passengers are sacrificed on that altar. And a large part of the bill for the irrationality of individual drivers is paid by society.

Most important, society desensitizes itself by passively accepting so much carnage.

On Connecticut Avenue that evening, the police operated with the wearing patience normal to those who are paid to look unblinkingly at what people do to themselves. "Go home," a policeman finally said, with barely noticeable disgust, to people milling around the debris. "Go home and watch television." After a while, we did.

### Department of Public Safety Traffic Death Comparison\*

	Total Fatal Accidents	Total Deaths
1979	3336	3842
1980	3437	3964

\*As of Dec. 12

# ARE YOU A GOOD DRIVER?

Test yourself with the following questions to find out.

Q. Which are more important—physical or mental driving skills?

A. You really can't separate the two. How fast you react to something on the road is often dependent on when you realize an action must be taken. The more vigilant you are about the task of driving, the more likely you will be to detect and respond quickly to a potential problem.

Q. Is there one driving technique that's better than others?

A. Defensive driving is the best technique. To be a good defensive driver you have to be alert. And the more alert and attentive you are, the better you drive.

Q. The speed limit is always a safe speed. True or false?

A. False. Speed limits are set for the best driving conditions. Slow down in heavy traffic, darkness and bad weather. But remember, if you're on a freeway, don't go too slowly. That can be very dangerous. Concentrate on staying within the speed limit and "Going with the flow".

Q. Are there any tricks to keeping your mind alert while driving?

A. One way is to keep your body alert. Sit up straight in the seat. Your car will tell you how it's responding. But you have to listen with your body, as well as your ears. When you turn a corner too swiftly, you'll feel it first in your hands and your arms. You should be comfortable while driving, but not so comfortable that you aren't prepared for the signals your car can give you.

Q. Any tips on making turns at busy intersections?

A. Here's a tip on what not to do. Don't be in such a hurry to turn left that you turn your wheels before you start to make your move. Leaving your wheels straight is a defensive technique. Why? Because if you are struck from the rear and your wheels are turned left, you'll be knocked into the path of oncoming traffic. When you're making any turn, stay in the same lane. Don't swing wide into a different lane. Besides taking more road than you need, you could really be inviting disaster.

Q. What's safe following distance?

A. The familiar answer is at least one car length for every 10 mph, but there's a better answer: at least a two-second interval. To use it, simply select an object along the roadside ahead. When the car in front of you passes it, start counting "one-thousand-one, one-thousand-two." You should finish "one-thousand-two" as you reach the object previously selected. If you reach it before you've finished counting, you're too close.

Q. How should you shake a tailgater?

A. Don't hit your brakes and try to scare him out of his wits. He may not react quickly enough and plow right into you. Don't let him intimidate you into driving too fast. Gradually slow down and give him every opportunity to pass. If he's really in a hurry, he'll go around you when you slow down.

Q. How should you react when people cut in front of you?

A. You're following at a safe distance and someone does it again. What next? Believe it or not, the answer is to back off again. If you get frustrated and start following too closely, you're only increasing your chances of a possible rear-end collision. Keep a level head. Never let emotion get the best of you.



Part of the Austin Jaycees' efforts to promote 55 mph, this billboard appears within the city limits.

## CALIFORNIA ENACTS CHILD RESTRAINT LEGISLATION

(Status Report Vol. 14, No. 6)

California recently became the third state, following Tennessee and Rhode Island, to enact child restraint legislation. While the California bill (AB 1198) stops short of specifying that children must be restrained in motor vehicles, it does reflect the increasing concern of the California legislators with the 200 children who are killed and 20,000 who are injured every year as motor vehicle passengers in that state.

Under the new law, the Secretary of California's Business and Transportation Agency will conduct an information campaign in 1981 "for the purpose of educating the public about the importance of using seat restraints for infants and children under 15 years of age who are passengers in motor vehicles." After one year of this campaign, law enforcement officers will be authorized (but not required) to warn drivers transporting unrestrained children about the hazards of this practice. Officers may also "advise and urge the utilization of seat restraints that are available in the vehicle, and may further note that, for children under five years of age, even greater protection could be provided by acquiring and properly us-

ing a separate, federally approved child restraint." These measures may be taken only if, after a car has been stopped, the officer observes unrestrained children under 15 years old in the vehicle. The legislation also calls for a study of the effects of this program on child restraint usage in California.

### Relies on Voluntary Usage...

The law differs from previously enacted child restraint legislation in that it relies on *voluntary* use of restraints by adults instead of direct enforcement. In Tennessee, parents are required to put their own children who are three years old or younger in restraints. As an alternative, the law permits adults to hold children in arms. Studies conducted by the Insurance Institute for Highway Safety indicate that the use of special child seats has increased in Tennessee from 8 percent to 29 percent since the law went into force in 1978.

In Rhode Island, a 1980 law requires all persons transporting children three years old or younger in the front seat of a motor vehicle to properly secure them in child restraints. On-lap travel in the front seat is not permitted, and failure to comply with the

law is considered a moving violation resulting in a \$15 fine.

In addition to these laws, child restraint legislation is being considered in at least 32 other states. The Institute has looked comprehensively at the problem of child death and injury in highway crashes, and believes the following to be the elements of a desirable child restraint law:

- Children under one year old should be required to be transported in an approved infant carrier.

- Children who can sit up unassisted should be required to use special restraints or car seat belts.

- Child passengers should be required to be in the back seat, unless there are not enough seating positions with restraints in the rear.

- Child passengers should be prohibited from being transported on the laps of other passengers.

- Children should be prohibited from being transported in the cargo area of motor vehicles.

NOTE: As of December 15, 1980, no child restraint bills had been filed with the Texas Legislative Service for consideration during the 1981 State Legislative Session.

Texas Department of Public Safety  
Austin, Texas 78701

Dear Safety People:

I don't know where you get the figures about what percentage of Texas drivers comply with the 55 mph speed limit, but I'd like to volunteer the information that I like it and comply with the speed limit.

For 20 years I have driven a powerful car to and from cities surrounding Austin, in my work as a professional salesman. Back with the 70 mph limit, which I drove and others drove, I figure my chances of survival were less than they are now.

When the 55 mph limit first went into effect, I was surprised to notice that I could SEE cars approaching in the opposite lane much better, because they were going slower and I was going slower. I liked that, so I determined then and there to set my cruise control on the Eldorado at 55 and leave it, and that's what I've done ever since.

So, put another mark on the plus side when you are calculating the percentages of Texas drivers who comply with the 55 mph speed limit.

Sincerely,

Jack Colby  
Austin, Texas

#### Editor's Note:

Although the job of promoting the 55 mph speed limit sometimes seems futile, the letter above is offered as encouragement.

## Highway Survival Tips; Topics of Traffic Safety Program's New Publications

Two new pamphlets are now available from the Traffic Safety Section, SDHPT. *SURVIVAL, Tip For Safe Driving On Texas Highways* offers informative information on excessive speed, drinking and driving, seatbelt use, child safety seats, and good driving strategy. *Education, Engineering Enforcement, Evaluation, The Texas Traffic Safety Program* explains the challenges and goals of the State's traffic safety program in each of the "three E's". Contact the Traffic Safety Section if you would like to receive copies of these new publications.

## Baby Escapes Injury

(PANOLA) Joshua Fouse, age three months, hasn't been around very long, but he already has developed a knack for good luck.

The son of Patty Wallace Fouse of Gladewater, Texas, Joshua was riding with his mother when their car was nearly totalled in a collision with a truck.

Although the passenger side of the auto was smashed, the baby was securely buckled into an infant restraint seat and escaped injury. His mother was treated for a broken wrist at a near by Hospital and then released.

The accident occurred when the northbound truck turned left into the path of the Fouse's car, according to a Department of Public Safety trooper. Skid marks left by the car prior to collision measured 47 feet.

While conducting his investigation the trooper praised the use of infant restraint seats, and said the seat almost certainly protected the child from injury. *Printed with the permission of the Panola Watchman.*

## Child Safety Club Eases Panic of Teaching Safety

The Child Safety Club, created in 1978 by the National Safety Council, has entered its third year as the nation's first comprehensive safety education program for children between the ages of three and five.

Vincent L. Tofany, President of the Council, said the unique program takes the "No!-No!" and panic out of teaching everyday basic safety principles to young children. "Safety training under this program," he said, "becomes a game to be shared by both the adult and child, a positive experience with positive results." He listed the following features:

1. Child Safety Club memberships are available for \$15.00, and includes the complete program package along with mailing costs. The five individual packets include an initial packet designed for the child before his or her third year. The four other packets are received by the Club member every six months thereafter until the child's fifth birthday.

2. Scheduled distribution is processed through the Council's computer center located at its Chicago headquarters.

3. The five books received under the program are action filled and colorfully illustrated, teaching safety lessons dealing with hazards in the home and in traffic.

4. Each book is designed so the child and adult work together, learn together, understand themselves and each other, and have fun while doing it.

5. There are puzzles, quizzes and pop-outs about safety, all designed to help the child develop decision-making capabilities while very young and establishing a life-long safety awareness.



### NEW BOOK PREPARED FOR CAR BUYERS LIST SAFETY, PERFORMANCE DATA

The U.S. Department of Transportation has announced the availability of a new book designed to help consumers make the best choice when buying an automobile.

*The Car Book*, a 68-page illustrated publication, contains safety and performance information in a convenient and easy-to-use format. The Car Book was developed by the Department's National Highway Traffic Safety Administration and is available to consumers free of charge.

*The Car Book* tells consumers:

- Which cars have low maintenance costs.
- How cars performed in safety crash tests.
- How to buy for fuel economy.
- Which cars get insurance breaks and which have higher rates.
- How to get help if you have continuing problems with your car.
- What you need to know about buying a used car, including safety defects and recalls.

The *Car Book* is not only designed as a guide to the purchaser of a new 1981 car, it also includes tips on how to buy a used car. There also is a safety section containing the results of the latest tests from NHTSA's new car crash test program, including newly-released results on the Renault LeCar, Peugeot 504D, Mercedes Benz 240D, Ford Thunderbird, Oldsmobile Cutlass (V-8), Dodge Mirada, Chrysler LeBaron and Cadillac Seville.

Other sections deal with the historical fatality rates of various car lines; comparative information on the comfort and convenience features of safety belt systems; tips on how to choose a fuel efficient car; the costs to maintain and repair vehicles; and hints on how to handle a problem with your car -- who to complain to and various agencies available to assist the consumer.

#### 1980 NEW CAR ASSESSMENT PROGRAM

Make/Model	Occupant Protection @ 35 mph	Comments
Minicompacts (up to 2,150 lbs.)		
Renault LeCar	FAILED	1,2
Compacts/Intermediates (2651 - 3,350 lbs.)		
Peugeot 504D	FAILED	1,3
Mercedes Benz 240D	FAILED	1
Ford Thunderbird	PASSED	
Oldsmobile Cutlass (V-8)	FAILED	1
Standard/Full-sized (3,351 - 4,050 lbs.)		
Dodge Mirada	PASSED	
Chrysler LeBaron	FAILED	1
Cadillac Seville	PASSED	

Comments:

1. Restraint system allowed excessive forward motion of occupant(s).
2. Steering column had excessive rearward or vertical displacement.
3. Crash energy management of structural design appears to be inadequate.

Single free copies of *The Car Book* may be obtained by writing to *The Car Book*, Pueblo, Colo. 81009.

6. The program generates a "caring is sharing" atmosphere, stimulates a positive parent/child relationship, and changes the child's vulnerability to capability.

Application forms for the Child Safety Club can be obtained from the Child Safety Club, National Safety Council, 444 North Michigan Avenue, Chicago, Illinois 60611.

## MOTORCYCLE RIDER COURSE CONTINUED FROM 1

the Motorcycle Safety Foundation which will provide technical, material and/or monetary assistance. Another good resource is the Texas Motorcycle Riders Association.

If you anticipate needing a Motorcycle Safety Foundation grant, contact them as soon as you know you possibly may need the money. Each year's funds are allocated on a first-come, first-served basis to those meeting a basic requirement of planning to train at least 48 students during the grant period and truly needing assistance to initiate a program. A course sponsor's cover letter of understanding and commitment to the program must accompany the grant application.

**CURRICULUM...**The approved and recommended curriculum for motorcycle education is the Motorcycle Rider Course developed by the Motorcycle Safety Foundation. It is a 20 hour program...well planned, well researched. There are eight classroom hours and 12 range hours.

The Motorcycle Rider Course comes as a complete package from the Motorcycle Safety Foundation and includes films, filmstrips and instructor's guide with accompanying student handbooks.

In addition to meeting state requirements for licensing,

this curriculum is accepted by some insurance companies as qualifying successful course cyclists for a motorcycle premium discount.

**INSTRUCTORS...**Finding motorcyclists interested in being motorcycle course instructors can probably be accomplished in your contact work concerning community interest in a course...especially at the motorcycle dealers and in clubs. Instructors must have completed, or be willing to participate in, the Motorcycle Safety Foundation 50 hour Instructor's Course and they must be active, licensed cyclists. Key elements to consider in instructor applicants are: cycling experience, communication skills and driving record.

Two important notes: (1) The new law does not require instructors to be certified drivers education teachers and (2) If trained instructors are not available in your area, you can even plan a Motorcycle Safety Foundation Instructor's Course for your area.

**MOTORCYCLES...**Most motorcycle dealers are more than willing to provide bikes to a course under a loan program established by the Motorcycle Safety Foundation. The Foundation provides course sponsors a standard loan agreement which in effect provides for loan of bikes

to sponsor and guarantees proper insurance and maintenance for dealers.

**INSURANCE...**As noted before, insurance on the bikes is required by the loan agreement between dealer and course sponsor. It should then be determined what type of coverage the sponsor feels is necessary for instructor, students, bikes and personal property. A \$100,000/\$300,000 bodily injury liability and a \$25,000.00 property damage policy is recommended.

In some cases, coverage can be acquired by adding a rider to existing sponsor policies.

**COURSE LOCATION...**This program takes more than just a lot of time by the sponsoring agency, it takes commitment of a lot of space...in the form of classroom, range and storage.

The classroom should comfortably hold 25 students, be near the range area and be equipped for lectures, discussions and AV presentations.

The range area must be a flat, paved area approximately 150' x 300'. An existing parking lot that is free of potholes and has a grade not exceeding 15° is adequate. The course is then marked in paint and/or traffic cones.

Finally, secured, enclosed storage area is a must for the protection of equipment.

**COURSE PROMOTION...**To be successful a motorcycle rider course needs a promotion which provides high visibility or your courses won't fill up! All media need to be considered: radio, newspaper, TV, posters, flyers and brochures. Your printed media can most effectively be used at dealer's showrooms and in drivers education classes. The best promotion for your course, though, will be getting that first class off the ground. The positive statements of participants to other cyclists will almost guarantee students for the next course.

**PAPERWORK...**First, the course sponsor will want to



**AUSTIN** — The Texas Safety Association has been selected to implement the Texas Occupant Traffic Safety (TOTS) program. TSA will be working closely with the Texas Medical Auxiliary and the Texas Extension Homemakers Association in implementing a statewide occupant restraint program.

**AUSTIN** — Region XIII Education Service Center is currently developing a school bus driving training program which concentrates on training drivers and bus passengers simultaneously thus improving bus passenger behavior.

**AUSTIN** — Efforts to establish a uniform statewide DWI education program for traffic offenders has begun through the execution of a contract between SDHPT and the Texas Commission on Alcoholism. The program is designed to educate DWI offenders of the dangers of drinking and driving and ultimately reduce the recidivism rate.

**AUSTIN** — A new contract between the Department of Public Safety and SDHPT provides for the placement of approximately 175 new automated breath testing instruments by DPS during 1981. The new instruments will be placed in-to use at DPS and local law enforcement program locations.

draft registration and liability release forms. Then a registration and record keeping process must be developed. Receipt or disbursement of money is a primary task as is attendance reporting. The Motorcycle Safety Foundation requires that attendance records and test scores be submitted for grant purposes, as does the State for licensing purposes. Additionally, the Motorcycle Safety Foundation requires a statistical summary of activities be submitted quarterly.

**IS IT WORTH IT?...Yes!!!** You will have worked with enthusiastic people (the cyclists) and have made the roads a safer place, all while giving your agency good PR.

Would we write about it if we didn't believe in it? Of course not! So, please feel free to call on us for further explanation and/or copies of our promotional materials.

*Traffic Safety Planning, Midland College, 3600 North Garfield, Midland, Texas 79701.*

### This New Year, Make a Resolution That Could Save Your Life!



Texas drivers are slowing down as they take to the wide open spaces and long stretches of highway. This year, make a resolution to observe the 55mph speed limit. It could save your life all year long. Let's make 1981 a good year for us all.

(A message from this newspaper and your Highway Patrol).



This newsletter is an official publication of the Traffic Safety Section of the Safety and Maintenance Operations Division—and is intended to inform the public on the traffic safety programs in Texas. Contributing articles from outside sources are the reflected opinions of the author and not necessarily those of the Traffic Safety Section. Permission is granted for reproduction of articles or photographs, except where the publication has obtained permission from other sources and provided credit. The Texas Traffic Safety Report is published monthly. Comments or contributions should be sent to:



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