



From The ABA and The National Highway Traffic Safety Administration

Summer 2006

Pedestrian Crosswalk Sting Operation – Part Deux

by Hon. Larry G. Sage,
Judicial Outreach Liaison, Western Region

In the last issue, I wrote about how a driver's lack of action to prevent a crash in a crosswalk resulted in the



death of a woman in a wheelchair. The woman was struck and killed by a vehicle while taking her son to elementary school. The driver claimed that his vision was impaired by the sun in his eyes. And yet, he failed to take appropriate action to ensure his ability to see, including: using his sun visor, tinting the legal portion of his windshield, keeping sunglasses in his car, wearing a hat with a bill, using his hand to shield the sun, or even avoiding the crosswalk altogether. More and more, drivers' lack of action is resulting in

deadly collisions involving pedestrians.

A crosswalk sting operation conducted by Police Commander Potter in Sparks, NV, confirmed the magnitude of this problem when, in just ninety minutes, 38 motorists were issued citations for failing to yield to a pedestrian in a marked and posted crosswalk. Add to that the numerous warnings that were also issued during that time frame. Most of the motorists who received warnings, some of which

were distracted by the use of cell phones, became angry when they had to slow down for a pedestrian in the crosswalk. Two yelled obscenities at Commander Potter who posed as a pedestrian, and one driver even yelled, honked, and gestured that the Commander was "No. 1," using the "wrong" finger, of course! During the last ten minutes of the sting, Commander Potter was

dressed in full uniform. Still, most motorists continued to speed by without yielding to him, claiming that they simply did not see the uniformed officer. At the end of the operation, only one motorist acknowledged that she deserved the citation for not yielding.

The Sparks Courthouse opens at 7:30 a.m. and the traffic calendar commences at 8:00 a.m., which basically means that I drive to work in rush-hour traffic. During my daily commute, I observe dozens of traffic violations. In the past twelve years

(continued on page 6)

The Time to Debate Mandatory Ignition Interlocks is Here (Or is it?)

By Hon. J. Michael Kavanaugh,
NCSCJ Judicial Fellow

A driver gets into his or her car or truck and before that vehicle will start, a device designed to detect alcohol must be activated by blowing an air sample into it. The device takes the driver's breath sample and tests it. If no alcohol is detected, the vehicle starts and the driver drives away. If a pre-set baseline of the presence of alcohol is detected in the driver's breath, the vehicle won't start.

What if every vehicle in America was equipped with this device? Wouldn't driving while under the influence of alcohol be virtually eliminated in this country? What are we, collectively, waiting for? Should Congress enact legislation requiring that automobiles be manufactured with ignition interlocks as standard equipment, just as seatbelts are? What about used cars? These are the issues facing every American as DWI laws become tougher and ignition interlock orders become more commonplace.

There are those who say that such an idea goes too far. Opponents of the idea suggest that it is unfair to impose the added cost of ignition interlocks on law-abiding drivers who don't drink and drive. Their thinking is that offenders should be held accountable for any added expense as a result of their risky, dangerous, and sometimes deadly behavior.

(continued on page 6)

IN THIS EDITION...

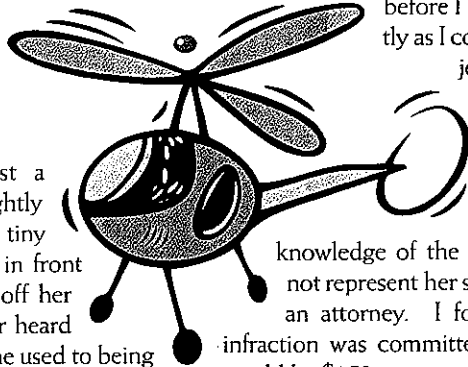
- Pedestrian Crosswalk Sting Operation—Part Deux
- Mandatory Ignition Interlocks?
- A Helpful Resource for Judicial Outreach to Teens
- How To Apply the Drug Court Model to the College Campus Community

JUDICIAL
DIVISION

Helicopter Parents in the Courtroom

by Judge Judith R. Eiler,
Judicial Outreach Liaison,
Northwest Region

She hovered for just a moment and then lightly touched down with a tiny pirouette landing directly in front of my clerk. She tossed off her request to have the matter heard first with the air of someone used to being obeyed, so it was a surprise to her when she was told that the Judge would be hearing her son's case in the order of the calendar.



with her son when he was pulled over. She said, "no", but why was I doing this to her son who had a good record, and was a safe driver. She went on for some time before I stopped her. As gently as I could, with mom interjecting at every breath I took, I explained that she could not give evidence in this case because she had no direct knowledge of the event and she could not represent her son, since she was not an attorney. I found that the traffic infraction was committed and that the fine would be \$153.

They Are Called Helicopters Because They Hover

I started to move on to the next defendant when she launched into a barrage of questions, comments and arguments. It took me a while to get her quieted down and move on to the rest of the calendar. How do you handle helicopter parents? They are loosely defined as family members who hover over their children, intruding into their lives, influencing their decisions, arguing with their choices, and intervening whenever their children experience any sort of personal difficulty. How do you politely advise parents who are so involved that they need to let go? How do you insist that a young driver may take an individual action that no amount of parental intervention can just make go away? How do you expect a young driver to become an individual capable of driving lawfully and safely when there is a parent who wants to rescue them all the time?

Heading Them Off at the Pass

In the courtroom with tight calendars, long discussions on drivers being responsible for their own actions may need to become a part of every judge's repertoire of speeches. Sometimes just saying to the hovering parent that they cannot solve this problem for their child because it would rob the young driver of the opportunity to learn that their driving behavior has consequences is enough. Sometimes an opening statement to the courtroom can make parents more comfortable, allowing their young drivers to act more independently and confidently. The message must be that parents need to prepare their sons and daughters so that they will be able to take care of themselves, drive safely and act independently.

Rotor Wash Is Dangerous

Whatever tactic you use, you must be aware that your frustration level will become more agitated in the rotor wash from the hovering parent. Some courts simply don't allow parents to participate at all and have ejected over-zealous parents from the courtroom in order to maintain a semblance of order. Often when the parent is removed the young driver is actually relieved and the infraction process moves more smoothly. However, expect the ejected parent to be angry and vocal. Some judges take the middle ground and allow parents to stay by their young drivers but do not allow them to talk for the young driver under the theory: if you are old enough to drive you are old enough to explain what you were doing.

We Are Not Alone

Taking a cue from the educational arena, educators often start with a reality-based conversation, reassuring the parent that their young adult will have the necessary support at school. A review of the roles of and responsibilities for the student sometimes helps explain to the parent that letting go is best for their child's development. We in the courtroom are not alone in handling hovering parents. We can learn to reassure parents while keeping the responsibility square on the young driver. We can prepare the parents with our opening talks. We can give the hovering parent the ability to be there as support for the young driver without allowing them to take over the landing pad, ah, um, I mean the courtroom.

A Fuming Helicopter

For me it was another traffic infraction calendar with 75 new faces ready to contest their infractions. As I called through the roll to see who was present she answered. My head went up from the docket and I asked if she was Adam Jones? "No," she replied, "that doesn't matter, I am his mother and I am here for him and I have another appointment so I must be taken first." I demurred that it did matter that her son was not here and that unless it was an emergency she would have to wait her turn. As it turned out, her next "appointment" was for her son as well, and wasn't really an emergency, but was, in her opinion, "quite important." She would have to wait and take her turn, and I added for good measure, that it would be imperative to have her son here, unless she was an attorney. She wasn't an attorney but she said she would wait and huffed to her seat.

He's a Good Boy and a Safe Driver

Finally, we got to the "J's" and her son's name was called. She approached the bench and told me to dismiss the speeding ticket (a 75 in a 55 mph zone) as it was just a bit of teenage foolishness and it really shouldn't go on his record as he was a good student, attended church and didn't have time to come to court over a thing like this. I read into the record the officer's statement: "I observed the defendant traveling north bound just south of 152nd Street. I paced the defendant at 80+ in a marked 55 mph zone and the defendant was pulling away from me. I accelerated up to the defendant and stopped him. The defendant said he was in a hurry to get to school as he was late, again." I asked the mom if she was

Goldschmitt v. State
490 So.2d 123, 11 Fla. L. Weekly
1099, Fla.App. 2 Dist.,
May 09, 1986

Florida Court of Appeals affirms County Court Judge for imposing "bumper sticker" as condition of probation for DUI conviction. Driver was convicted of driving under the influence of alcohol. The County Court, Sarasota County, Frederick A. DeFuria, J., placed the driver on probation and required that he affix a bumper sticker to his vehicle indicating his conviction for driving under the influence of alcohol, and driver appealed. The District Court of Appeal held that: (1) trial court could impose special conditions of probation for conviction of driving under the influence of alcohol; (2) requirement of probation that driver affix bumper sticker to his automobile did not infringe upon his First Amendment rights; (3) requirement that driver affix bumper sticker to his automobile as condition of probation was not cruel and unusual punishment; and (4) requirement that driver affix bumper sticker to his automobile demonstrated sufficient rehabilitative purpose.

Affirmed.

Applying the Drug Court Model to the College Campus Community:

Back on TRAC's "Clinical Justice" Treatment Initiative

by Randy Monchick, Ph.D., J.D.,

Back on TRAC (BOT): Treatment, Responsibility & Accountability on Campus" is a national initiative that offers an institution a collaborative methodology for redesigning its programming so that it can systematically, holistically and effectively intervene when a student's repeated pattern of substance abuse has undermined his/her emotional, physical and academic well-being. BOT applies the principles and components of the successful drug court model to the college environment. It holds substance abusing students to a high level of accountability while providing individualized treatment and compliance monitoring.

The drug court model has shown how the combined power of a collaborative team approach, adherence to evidence-based clinical treatment principles and ongoing judicial oversight can successfully intervene in the lives of those with lengthy histories of substance abuse or chemical dependency. BOT borrows heavily from the drug court model and incorporates the best practices of Student Affairs and Higher Education. It operates within the confines of existing resources and without interrupting a student's educational process. It also unites campus leaders, judicial affairs personnel, treatment providers and health professionals with their governmental, judicial and treatment counterparts in the surrounding community, an intervention partnership that should serve as the hub for a comprehensive campus/community strategy for dealing with underage drinking and drugging. BOT provides the tools and structural integrity to make a campus-based "leveraged" intervention appropriate and highly likely to be successful.

Those of us who have witnessed the drug court system model substantially change the face of the community justice and treatment system over the past decade know about the positive "coercive" power harnessed by hold-

ing one's job, freedom, or even children over one's head as the motivation for entering and completing structured treatment. In a college setting, it is the threat of dismissal from the institution or loss of significant privileges that stands as the "stick" to help compel entry into and maintenance within a rigorous treatment regimen. BOT provides an extremely rigorous and powerful system tool for giving substance abusing students the structure to reorient, focus, mature and succeed. It is a purpose in sync with the sometimes forgotten mission of all institutions of higher education, that being "student development." The BOT model sets the stage for Higher Education and the Judicial System to link hands in: (1) addressing the overlapping impacts of substance abuse on campus and community life, and (2) developing a coordinated and collaborative systems-based intervention that promotes student development and campus/community civility.

"Back on TRAC" applies principles and components of the successful drug court model to the college environment and holds substance abusing students to a high level of accountability, while providing individualized treatment and compliance monitoring.

BOT recognizes that the successful alteration of an individual's substance abuse driven behavioral patterns requires more than well-intentioned advice from authority figures or treatment professionals. Rather, it requires:

1. a blended "carrot and stick" systems approach that directly and expeditiously ties the student disciplinary process to substance abuse counseling, mental health treatment, and an array of related "wellness" services;
2. an expedited and reliable screening and referral process to feed a comprehensive clinical assessment;
3. a reevaluation and potential reconfiguration of available clinical modalities and interventions to better integrate clinical and ancillary responses to co-occurring disorders;
4. a collaborative multi-disciplinary team process to routinely share information

- and collectively monitor performance;
5. a sophisticated alcohol and drug testing protocol;
6. ongoing motivational case management;
7. a collaborative "status review" process to gauge progress; and
8. a "status hearing" mechanism for providing periodic sanctions or incentives to reinforce positive change.

By blending judicial and therapeutic systems and harnessing the power of a multi-disciplinary team-based approach, the BOT model creates an evidence-based "clinical justice" intervention system potent enough to bring the out-of-control student from the brink of dismissal to the status of a rejuvenated, sober, healthy and responsible individual on the path towards graduation.

Colorado State University (CSU) has served as the laboratory for the successful piloting of the BOT model. Preliminary data has shown the model to be an overwhelming success in (1) its positive effect on once-troubled students, (2) its cost effectiveness, and (3) its impact on the rebirth of a collective professional enthusiasm. In addition, BOT has functioned as a powerful vehicle for promoting, integrating and sustaining collaborative partnerships between campus and community service delivery providers and systems.

After almost four years of operation, student affairs leaders, judicial discipline staff, health center clinicians, substance abuse counselors, residential life staff, campus law enforcement and their service delivery counterparts in the off-campus community continue to jointly embrace the BOT model and expand its operation based on lessons learned. The success of the CSU pilot program has not gone unnoticed. Leaders from the judicial system and from higher education had been watching the program since its inception. A national committee was subsequently formed to explore the potential expansion of the BOT model. The Century Council was approached by representatives from the National Judicial College, National Drug Court Institute and Association for Student Judicial Affairs and agreed to sponsor a national BOT training and multi-campus demonstration initiative beginning 2006.

For more information including details about the June, 2006 "Back on TRAC" application process, please contact Randy Monchick, Ph.D., J.D., at mmonchick@earthlink.net.

Help with Judicial Outreach to Teens

by Hon. Karl Grube,
Judicial Outreach Liaison, Southeast Region

When we judges decide to talk to teenage audiences about drinking, driving, and risk taking, it can be a daunting task. It's hard enough trying to reason with our own offspring, not to mention a whole audience of teenage drivers and wannabe drivers. There is good news for those of us who have been reluctant to take on this type of important outreach. Connecting with teenage audiences has been simplified through the use of a new video, SMASHED: Toxic Tales of Teens and Alcohol, which promotes interaction, discussion, and most importantly, responsible decision making.

A Powerful Tool for Initiating Dialogue About Underage Drinking and Driving

Through the generosity of HBO, a small grant from the National Organizations for Youth Safety (NOYS) and donated services from a number of corporations and federal agencies including the National Highway Traffic Safety Administration (NHTSA), RADD, the Entertainment Industry's Voice for Road Safety, and members of the RADD Youth Coalition, the use of the deeply-moving documentary SMASHED, has been made available for educational use. It is available to us, as well as to high schools and community groups, free of charge for educational purposes. The documentary has already been shown at high schools, middle schools, military bases and community meetings across the country. It has proven to be a powerful tool for initiating dialogue about the dangers of underage drinking and alcohol-related driving.

SMASHED was filmed at the University of Maryland's R. Adams Cowley Shock Trauma Center in Baltimore. The documentary follows six teens and their family members through life-altering injuries as a result of alcohol use and impaired driving. Rated TV-14, "Smashed" pulls no punches in its graphic presentation of the consequences of underage drinking and alcohol-related driving. The resulting footage is dramatic and compelling. Assembled in a manner that teaches without preaching, this real reality show focuses on those who live rather than those who die. The results of underage drinking and alcohol-related driving are portrayed by showing the life-long and often tragic consequences of an alcohol-related

(continued on page 6)

Therapeutic Jurisprudence: The Healing Professions of Law and Occupational Therapy

A Collaborative Model for Addressing Issues Concerning the Older Driver

by Alexander Lopez, JD, Clinical Assistant
Professor, Occupational Therapy
Stony Brook University, NY

A shift in the aging population is quickly approaching as "Baby Boomers" approach the age of 65. In 2003, it was estimated that there were 36 million persons over 65 in the United States. Studies indicated that by the year 2000, the remaining life expectancy for a 65-year-old was 18 years, and for 75-year-old individuals, it was 11 years. Americans are living longer and healthier lives.

As mortality decreases and life-spans increase, older Americans will encounter a number of challenges. Although they will have a powerful political voice as their numbers and political constituency increases, better healthcare, preservation of their economic security, and autonomy and independence in their homes and community will become even greater issues.

For example, the ability to drive is a valued privilege in American society, and older Americans rely on their driving abilities to maintain independence in the community. According to a study conducted by the NHTSA, it is estimated that there was a 29% increase in older drivers between 1992 and 2002. Experts estimate that by the year 2020, 42.5 million drivers will be over the age of sixty-five, representing nearly 25% of the total driving population. In 2003, it was estimated that 145,000 older Americans were injured in traffic crashes. Although these individuals only made up to 5% of the total number of crashes that occurred, they accounted for 12% of the occupant fatalities and 16% of pedestrian fatalities.

Studies have shown that older drivers have declining motor and process aptitude. The decline in function is associated with a number of variables that cannot be easily categorized. While mechanical theory suggests that the human body is prone to detrimental physiological changes over time, it fails to account for the individuals' susceptibility for decline or proclivity to remain functional. No two persons age alike. Moreover, the term "old" is relative. Lawmakers would have considerable trepidation about calling for legislation that would indicate a degree of ageism. Therefore, an age-based approach is not necessarily the solution.

Research has shown that attention and perception errors were among the most important causal factors of fatal car crashes, 44% of the older drivers had not been aware of any danger prior to the crash, compared with only 26% of the young drivers. Moreover, in a study conducted by Freund et al., older drivers demonstrated a lack of awareness or insight into their actual driving. Older drivers perceived their driving performance as better or equal to the same cohort. However, of the participants surveyed, the study found that 38% of the drivers who were tested were actually unsafe drivers. In a study conducted by Parker, et al, older drivers were asked to identify an acceptable measure of intervention when driving capacity has been called into question. Older drivers could not come to a consensus as to what would be the most effective model for dealing with older driving issues. Participants thought it was unacceptable for older drivers to report their own health concerns to authorities and did not think it would be acceptable for medical pro-

(continued on page 5)



Therapeutic Jurisprudence

(continued from page 4)

professionals to report concern of their driving abilities.

Hence, waiting for an older driver to voluntarily relinquish their driving privileges is not likely. Older drivers who are cognizant of a decline in functional performance may opt to use compensatory techniques in an effort to preserve their driving privileges. For example, they may avoid driving at night, during rush hour, or in unfamiliar settings. Therefore, a self-regulatory model would not actually promote safe driving.

A model that focuses on educating older drivers on identifying signs of declining function and alternatives to driving would be useful in increasing driver awareness. In a study conducted by Kostyniuk and Shope, they found that older drivers are not considering alternatives to driving. Some of the drivers surveyed only considered the implications associated with the possibility of the loss, but had not considered the implications associated with the complete driver. Many of the participants in the study did not report using public transportation as a regular means of transportation. Moreover, many older drivers are not aware of the local public transportation alternatives within their community. It is imperative that older drivers increase their awareness and insight about how a decline in motor and process skills could impair their driving ability.

Today, a reactionary approach is used to deal with issues related to older drivers. The ability to drive is closely associated with an individual's independence. It is estimated that 90% of older drivers rely on automobile transportation for the majority of their transportation. If an older driver is restricted from driving, the restriction or loss of independence on the occupation of driving will have a cascading effect on the individual's overall independence in the home and community. A restriction can result in loss of access to shopping, doctor visits, leisure activities, and human contact.

Older drivers continue to drive as the function declines. When determining the degree of function or dysfunction, age should not be the only element of the equation. Judges, attorneys, license renewal agencies and occupational therapists must consider the person's physical and mental capacity to function; the context of the individual's environment; and the tools the individuals utilize to safely and independently perform meaningful occupations or tasks.

Occupational therapists can help in identifying the underlying cause of dysfunction and provide restorative consultation and intervention, consultation for vehicle adaptation, and methods or procedures for prevention of disability. Therapists are skilled in the art of evaluating a client's physical, cognitive, perceptual, sensory and emotional capacity to perform daily living skills like driving. Occupational therapists utilize a number of evaluation tools to determine a client's driver competence. This professional expertise can be useful when judges, attorneys and hearing officers have to decide on whether an older driver should continue driving or relinquish their driver's license. The ultimate goal of occupational therapists is to keep older people "transportation independent." When drivers' skills cannot be remediated, occupational therapists can help clients identify alternative modes of transportation.

Therapeutic jurisprudence was born out of the theory that certain legal issues could be better addressed with interdisciplinary intervention. The holistic model focuses on remediation rather than condemnation. Therapeutic jurisprudence models have been used in mental health courts, drug courts and family courts where judges and attorneys work in partnership with other professionals. The collaborative model is not new to judicial system. For years, criminal defense advocates have engaged in interdisciplinary outreach and team-based advocacy with healthcare professionals.

Therapeutic justice reduces dangers inherent in anecdotal applications of law and employs traditional methods of deduction. Therapeutic justice makes use of a variety of knowledge and skills from team members. It is an effective means of determining whether an individual's actions were the result of physical or cognitive disability or the failure to abide by the law. Through scientific and clinical inquiry, judges, attorneys and hearing officers can make well-informed decisions in adjudicative proceedings concerning elder drivers.

Part two of this article will discuss how providing a forum for therapeutic justice sets a stage for dialogue and problem solving. For more information, please contact Alexander Lopez at alexander.lopez@sumysb.edu.

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Information and Resources about Older Drivers

Click on www.aota.org/olderdriver to obtain resources for consumers and professionals, plus a database of occupational therapy programs that offer driver assessments

Visit www.aded.net to view the Association for Driver Rehabilitation Specialists (ADED) CDRS directory

Go to www.unitedweride.gov for coordinated transportation services listed by Alternative Transportation—United We Ride

Click on www.aamva.org/drivers/drv_AgingDrivers.asp for information and resources provided by the American Association of Motor Vehicle Administrators

Visit www.nhtsa.gov for programs, publications and brochures, research and reports

Go to www.naa.org/older_driver_safety for information on older driver education, safety awareness and practices

Pedestrian Crosswalk

(continued from page 1)

on the bench, I can not recall, during my drive to the courthouse, ever not seeing any driving violations. I see drivers change lanes without signaling, make turns into the wide lanes (thus delaying the opposite direction turners and slowing traffic even further), speed (past me), run red lights, follow too closely behind other vehicles, and fail to use turn signals when turning. I've even encountered, in my courtroom, a few young-adult drivers who say their turn signals are broken and that they don't know how to signal for right turns or slow/stops using arm signals.

What's even more daunting is the careless way that some motorists drive behind the wheels of these three-thousand-pound cars, speeding along the same streets and roadways that pedestrians lawfully share. It's unbelievable! And it's no secret that the flow of traffic on city streets is a one-point speed violation (1-10 M.P.H. above the posted limit); the flow on the highways is a two-point speed violation (11-15 M.P.H. over posted limit):

The tragedy of the matter, of course, is the vast number of pedestrians that are injured or killed in marked and posted crosswalks as a result.

When it comes to traffic violations, I don't know which is more deadly — the *legal* actions that drivers fail to perform, or the *illegal* actions they try to get away with. What I do know, is that both can kill! I have seen the death cases on our traffic calendar.

P.S. I observed a traffic offense first hand while I was driving to work on April 7 at 0742 hours. I saw, up close, an eastbound driver lose control of his vehicle on the four-lane straight road that he and I shared. The road was divided by an 8-foot raised median that separated the eastbound and westbound lanes. The driver crossed the median at 45 M.P.H. and crashed into me. It was my first motor vehicle crash ever. My car was totaled. A separate law enforcement agency was required to investigate to ensure that the driver was not cited into the court where I preside. I'll have more on the story later as it develops.

¹Nevada is a 12 point State

The Time to Debate

(continued from page 1)

ior. Some say that ignition interlocks can be easily tampered, and therefore ineffective.

In 2005, in the New Mexico State House of Representatives, Rep. Ken Martinez, a criminal defense attorney who chaired the House Judiciary Committee, and is viewed by many as a liberal democrat, proposed a Bill that would mandate ignition interlocks on all passenger vehicles sold and registered in New Mexico. New Mexico is a state that has long been plagued by the DWI problem.

The proposed legislation failed, but not as a result of effective lobbying by criminal defense attorneys, as a result of vocal opposition to the Bill by a wide variety of people



who objected to the shared-cost approach which the law would impose.

The argument can be made that the cost of lives lost, injuries sustained, and the burden on families, hospitals, insurance companies, law enforcement, courts, and corrections and jail facilities, is ultimately borne by American families anyway. So why not transfer some of that cost to owners of automobiles? The cost benefit is that lives will be saved and injuries prevented.

The purpose of this article is not to take a position on the issue, one way or another, but simply to generate some thinking and stimulate some discussion of the issue as more states consider the best interests of their citizens and constituents. Just as seatbelt laws were controversial when they were promulgated, so too is the issue of mandatory ignition interlock laws.

Outreach to Teens

(continued from page 4)

crash for those who survive them, as well as for their families and friends.

Discussion Guides and Materials Available to Assist with Screening

RADD and its partners have also developed resources to accompany the documentary including a curriculum, discussion guide and materials to assist schools and community groups in organizing their own SMASHED screenings. Materials are available at www.radd.org. RADD will also help coordinate guest speakers for SMASHED screenings,

including young people featured in the documentary and experts to provide supplemental programming to reinforce the SMASHED message.

To order a free copy of SMASHED, call the National Clearinghouse on Alcohol and Drug Information (NCADI) at 800-729-6686 and request DVD190 or VHS198. You can also contact your local FCCLA (www.fcclainc.org) or SADD (www.sadd.org) chapter. For more information on SMASHED, bringing guest speakers to your own SMASHED screening, or how you may support this program, please contact RADD's communications agency, BLU MOON Group, at 310.394.7800.

NHTSA RESOURCES ONLINE

Visit www.nhtsa.dot.gov/stsi/ for updated State Traffic Safety Information (STSI) for 2004.

Go to www-fars.nhtsa.dot.gov/ to view the updated FARS Encyclopedia web site, and generate reports by year, via its online query system.

Go to <http://www.nhtsa.dot.gov/people/injury/alcohol/DWIOffenders/index.htm> to access the second edition of "A Guide to Sentencing DWI Offenders," designed to assist judges and prosecutors with reducing recidivism among offenders convicted of driving while impaired.

Click on <http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/RNotes/2006/810556/810556.html> for NHTSA's National Center for Statistics and Analysis (NCSA) latest issue of Research Note on "Total and Alcohol-Related Fatality Rates by State, 2003-2004."

Visit www.stopimpaireddriving.org/ImpairedDriving_Symposium/index.htm to access presentations, data and research from the "What We Know about Impaired Driving" symposium in March 2006. Program Planners, including media tools and marketing strategies, are also available.