



The Newsletter of the Montana Traffic Education Association

MTEA NEWS

Volume 27, Issue 3

Spring 2022

MTEA Annual Conference - Helena, April 24-26, 2022

The Changing Landscape of Traffic Education

by Doug Van Zee 2020-21 Past President and conference planner

As I was planning this year's conference, I wanted to continue with the previous focus on student engagement while adding some other topics that are changing the way we teach.

On day one, we will have three, 50 minute sessions from keynote speaker Chase Mielke. His topics are:

- 1) **Helping Fellow Teachers Avoid Burnout & Increase Student Engagement**
- 2) **The Power of Small Actions: Research-Based, Teacher Tested Practices for Stronger Outcomes**
- 3) **Growth Zone: Engaging Students with Academic Risk Taking**

He will provide us with some interactive examples for us to apply in our classrooms.

Day one will conclude with the popular **Roundtable Discussions**. This session will consist of small group sharing of multiple skills we all teach and common errors we all see. The moderators will have some examples to share to spark discussion and they will be taking notes to share with all. *See page 6 for more information on preparing for the Roundtables.*

Day two will be packed with sessions on **Share The Road, BTW Medicine, Montana DRIVE, new CDTP information, and Intersection Components, Evaluation and Design**. The day will conclude with a **Review of Recent Laws and Q&A with a Montana Highway Patrol Sergeant**.

On Tuesday morning, you will choose from sessions on **Special Education considerations in traffic education and CDTP testing procedures**.



The third session offered Tuesday morning, **"Who Would Have Thunk It?"** will take some of the module components that are harder to create hands-on activities for. Engaging learners and implementing techniques to stretch student thinking will be demonstrated in the curriculum areas of dashboard/lights, road rage, maneuvering curves, and dealing with emergencies.

Become part of the MTEA Leadership

The MTEA Board is always looking to generate feedback from the membership. What are ideas, or issues that could be important to the board and membership? We NEED to have new members on the board to help us "bridge" with past practices, to incorporate more technology, and keep us as an Association moving forward. We need to stay progressive, dedicated, and informed. The only way to do this is to make sure everyone has input and representation.

Here are some things that the MTEA Board does: monitors legislation, presents testimony on bills if needed, works on curriculum, works with OPI, plans the conference, and works with driver examiners to make the new licensing process run smoother.

During the classification meetings, volunteer for the Board or nominate a peer. Consider the nominations seriously as everyone has a chance to bring forward strengths to expand the Association.

In the future, if you see yourself in front a classroom of kids using new techniques, technology differently, or have a new lesson, think about presenting at the conference and even being on the Board. We would love your input!!

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MTEA President's Message

MTEA President's Message: LeAnn Haas

Traffic Education Instructors,

I am LeAnn Haas, President of MTEA. You are receiving this newsletter as either a current, past, or prospective member of the Montana Traffic Education Association. If you are a state-approved traffic educator, we hope you will consider joining our organization and attend our conference in April.

Heading into our driving season here at Havre High has me thinking about what items I need to pack into the driver's education car for this summer. There are the basics such as mirrors, fire extinguisher, pens, sanitizer, etc. We all have car kits that contain a plethora of first aid items but, have you checked your kit lately? Are the bandages and supplies out of date? Most teachers take first aid and CPR training. Is your certification up to date? These are all things to ponder as we move forward in the driving season.

One way you can step up your safety and readiness for in-car-class is to take a Stop The Bleed course. We all hope that we will never be in a car accident. However, they do happen and being proactive can help save lives. Stop The Bleed is a free course offered through the American College of Surgeons and is administered by the Committee on Trauma. Their goal is to help people become immediate responders to life or death bleeding emergencies. In their course, you can learn three quick techniques to help save a life before someone bleeds out. The main components teach you to apply pressure to a wound, how to pack a wound, and how to apply a tourniquet. There is also an online course available. If you're interested in Stop The Bleed, you can scan the QR code below to take you to stopthebleed.org.



Drive safe, ride safe, and I hope to see you all at the conference!

MTEA President (2021-2022)



Funny learning to drive video!

MTEA News is published by the Montana Traffic Education Association in the fall, winter, and spring. MTEA, PO Box 637, Conrad, MT 59425. Jim Carroll, Executive Secretary, (406) 278-7856. MTEA News is mailed to members and published at MTEAOnline.org. The spring issue is mailed to all traffic educators in Montana as an invitation to the annual traffic education conference. Submissions can be emailed to: sgrogan@forsyth.k12.mt.us. Articles are due 10/1; 12/1; 3/1.

Teaching Students about Traffic Lights

Roy Thomas, Missoula

I just finished a before-school traffic ed class here in Missoula that is a preferred time for students who have sports practice or other events after school. Needless to say, the kids had a lot of practice driving in the dark, in the snow, and in the morning rush-hour traffic. We spent a fair amount of time at traffic lights and like much else about driving, I found students knew very little about the technology. I think there is a lack of curriculum on the topic and probably, with what we need to cover, traffic light tech is pretty low on the priority list.

1. How do traffic signals work?

There are three basic types of traffic signals.....

Pre-timed: The signal changes according to a predetermined schedule and does not sense the traffic at the signal. **Semi Actuated:** The main flow of traffic has the green light and changes only when the signal senses cars on the side streets.

Fully Actuated: All phases of traffic sense cars, and the signal changes as needed. The controller is programmed for minimum and maximum green times. This type of light will stay green until either it has run its maximum time or there is a large amount of time between cars.

2. How does a traffic signal sense cars?

Loops: This detection type involves multiple 6-foot by 6-foot wire coils (loops) installed under the road surface. When a vehicle drives over the loops, a vehicle detector is activated and sends a message to the traffic signal to change the signal accordingly. Loops are the oldest form of traffic detection and are no longer installed with new signals because they require drivers to stop in a specific area, don't work well for motorcycles or bicycles, and are often destroyed by excavation or roadway deterioration. Since its introduction in the early 1960s, the inductive-loop detector has become the most utilized sensor in a traffic management system. Vehicles passing over or stopped within the detection area of an inductive-loop detector decrease the inductance of the loop. The electronics unit senses this event as a decrease in frequency and sends a pulse to the controller signifying the passage or presence of a vehicle.

The short loop is intended to detect a vehicle upstream of the stop line. When a vehicle passes over the loop, a call is sent by the electronics unit to the controller. Timing of the green interval is commonly based on preset controller settings, not by the length of time the detection area is occupied by vehicles approaching the intersection.

Short-loop detectors may be used in a variety of ways and may be located at varying distances from the stop line, depending on the operational requirements. A typical application may consist of one or more short loops near the stop line on the actuated approach of a low-speed intersection. Another typical application is to space a number of these loops well back of the stop line to act as extension sensors for higher-speed approaches.

Loop shapes were the subject of a great amount of research during the 1970s and 1980s.

Subsequently, many loop configurations were designed to detect the various sizes and shapes of vehicles that travel on the Nation's roadways, from bicycles and motorcycles to high-bed trailer trucks, while avoiding detection of vehicles in adjacent lanes.

Larger-area detection normally contains a detection zone covering an area of at least 20 ft. (6 m) or more in a traffic lane. It is primarily used for presence detection because the detection zone registers the presence of a vehicle as long as the zone is occupied. This concept originally used a single loop encompassing the entire detection zone, however, a sequence of short loops are used to emulate the long loop.

Video detection cameras: These cameras are mounted for each approach to an intersection, and when they detect a vehicle, the signal will change. Cameras were installed in Missoula from 2001 until 2012 but are no longer installed because they can be affected by the sun and other light glare, fog, smoke, and build up on the lens from blowing snow and dirt.

Radar: The newest and best option for vehicle detection at this time is radar because it accurately detects all roadway users and is reliable.

3. Why do some lights stay green when there are no cars present?

Some signals give each signal phase a certain amount of time on green and will change only when that time expires. If the signal is running in coordination with other traffic signals on a corridor, it will hold green in order to maintain its coordination with the other signals. If a pedestrian pushes a signal button, the signal will stay green while it serves the pedestrian call.

(continued on page 4.....)

(from Traffic Lights, continued.....)

4. How does an emergency vehicle, such as a fire truck or ambulance, change the signal to give them a green light in the direction they are traveling?

Most fire engines and ambulances have a coded infrared strobe mounted on top of the vehicle. When the strobe is activated, it is detected by a sensor at the signal that turns the signal green for the approaching emergency vehicle. Once the emergency vehicle has passed, the signal will return to the pattern it was running before.

5. How are these traffic signals coordinated?

Traffic signal controllers are very sophisticated and use high-speed microprocessors that make thousands of calculations every second. Each coordinated intersection has a controller that is linked via a wireless network to a central server, which keeps all the traffic signals' internal clocks synchronized. The coordinated signals run according to plans derived from vehicle counts. Typically, signals have four weekday plans—morning, off peak, noon, and evening—and one weekend plan. Coordinated traffic signals drop out of coordination in the evening when traffic volumes are lower.

6. How do pedestrian buttons and walk signals work?

Once a pedestrian push button is pressed, a walk signal will come on with the associated green light for vehicles. Signal controllers handle these calls for service in sequence, so the walk signal will activate when it is that direction's turn in the sequence. Just like a vehicle pulling up on a side street, pedestrians have to wait for the signal to cycle around to receive the walk light.

The "walk" indication comes on for only a short period of time—usually 7 seconds—and is meant to get pedestrians started across the street. When the red hand (don't walk) indication starts flashing, pedestrians are no longer allowed to leave the curb. However, if they are already in the crosswalk, they may continue crossing the street.

A pretty good YouTube for students to watch:
<https://www.youtube.com/watch?v=DP62ogEZgkl>

References:

Federal publication: Traffic Detection Handbook
<https://www.fhwa.dot.gov/publications/research/operations/its/06139/index.cfm>
 Missoula City Road Department
<http://www.ci.missoula.mt.us/Faq.aspx?QID=79>
 YouTube video of in depth discussion of loop technology and patterns for geeks

MTEA Executive Board Meeting

January 23, 2022 (via Google Meet)

- Minutes, financial reports, and correspondence were reviewed.
- Membership and insurance update was provided. Some changes will be coming with the insurance program; more information presented at the spring conference.
- President-Elect nominations were decided. A mail vote will be held.
- Spring newsletter deadline of March 1st. Articles were encouraged.
- MTEA involvement at the upcoming ADTSEA conference was discussed.
- Spring conference details and speaker line-ups were reviewed. Information to be sent to all teachers in a March mailing and also the newsletter.
- Teacher, Contributor, and Service Awards were discussed.
- Conference assignments for the MTEA Board were made.
- An OPI report was heard. Items included new hires, MT DRIVE, MSU-N Masters Program, and certifications.
- On-line TE programs and curriculum were discussed.
- An MTEA lifetime membership proposal was discussed.
- Teacher recruitment and professionalism ideas were discussed.

The next meeting was set for April 25th at the spring conference. Anyone having items for discussion should contact LeAnn Haas, President, or Jim Carroll, Executive Secretary, to be included on the agenda.

MTEA President-Elect

It is our pleasure to announce that Denise Bordeleau from Butte has been elected to the position of President-Elect of this Association. Denise has served on the MTEA Board for several years and is "up to the challenge" of serving in this new capacity for the 2022-2023 school year. She will take over her new position at the upcoming MTEA Annual Meeting. Congratulations, Denise!

The President-Elect must be a current board member. If you are interested in becoming more involved in the leadership of this Association, please consider being a "member at large" or even a "classification member". Openings for both positions are available and will be discussed more at the upcoming conference classification meetings.

The Lighter Side of Driving With Teens by Patricia Sayer

Butte High School

Driving with Teens: Student calls her teacher who is already pressed for time to finish the drives on time.

Student: I was wondering if we could drive another day?

Teacher: Well it's either now or now, I don't have any other available time. What's the problem?

Student: Duh, it's snowing .

We all drove in the snow and nothing happened, but we all had a good laugh. How do they think they will live here and not even drive in the snow since we have all seen it snow in any of the 12 months?

Driving with Teens: Usually by the fourth drive downtown, the kids have greatly improved with their skills but have trouble problem solving. I don't intervene unless it's a safety issue so I see funny things teens do.

One girl passed through a yellow light; so the next light, while green, she came to a complete stop.

Teacher: What are you doing?

Student: Well, I think it might turn yellow.

Driving with Teens: Parallel parking is always the worst nightmare but it shouldn't be. A teacher came in from a drive. His carload of boys were pretty excited about parallel parking and now wanted to do it all the time.



He had been parking in a residential area. In one of the houses the curtains of the big picture window were opened and two young girls began to dance across in front of the window. That got the boys attention but not on parking. Before the drive was done the girls began to strip in the window. It didn't do much for concentration but it did reinforce parallel parking as a good thing.

Driving with Teens:

Finally getting the student to keep the car between the lines on a two lane road with no shoulders.

Teacher: What did you understand to help you stay on the road ?

Student: It helped to keep both my eyes opened.

Outstanding Traffic Education Teacher of the Year Award

MTEA honors an exceptional Traffic Education instructor with an annual Teacher of the Year (TOY) award presented at the spring conference. Any active teacher who has demonstrated their ability to teach traffic education is eligible to apply. Teachers can self-nominate or be nominated by someone who is familiar with their traffic education work. *Nominations for this year are closed as of the March 1st deadline*, but you can always look ahead to next year by downloading the two-page nomination form found on our website at MTEAOnline.org. For more information, contact Jim Carroll, Executive Secretary, at 406-289-0208. ***Please join us in honoring this year's recipient at the conference!***

Outstanding Traffic Education Contributor of the Year Award

MTEA recognizes those who make generous contributions of their time, energy, equipment, and/or expertise to support and sustain the mission of the Montana Traffic Education Association. Examples of outstanding contributors are MVD driver examiners who have gone out of their way to assist driver education teachers with their CDTF requirements and needs; car dealerships who have provided vehicles to local school districts for their traffic education programs, local experts who have visited driver education classes to share their knowledge about various topics such as tire safety, distracted driving, or DUI prevention, as well as business development organizations that have funded materials, equipment or learning tools for your TE program. *Nominations for this year are closed as of the March 1st deadline*, but you can always look ahead to next year by downloading the one-page nomination form found on our website at MTEAOnline.org. For more information, contact Jim Carroll, Executive Secretary, at 406-289-0208. ***Please join us in honoring this year's recipient at the conference!***

Roundtable Discussions at the 2022 MTEA Conference

The roundtables at conference will focus on behind the wheel instruction from professionals in the field. Look at the skill topics below and write down the steps you teach, student errors that occurred when the skill was presented, and how you as an instructor addressed the mistake. Just breaking down the skill by writing the steps is eye-opening from a teacher's point of view. When instruction is compared to other cues, interesting possibilities open up and maybe someone else can solve a frustration area for you. Please come prepared to discuss the teaching techniques, errors, and your correction methods for each of the following skills that are introduced to new drivers in the state curriculum:

Skill #1: Parallel Parking

Skill #2: Backing Straight and Around a Corner

Skill #3: Precision Right Hand Turns

Skill #4: Precision Left Hand Turns

Skill #5: Backing while Perpendicular Parking

Skill #6: Enter Limited Access Highway (Interstate)

Skill #7: Exit Limited Access Highway (Interstate)

Skill #8: Lane Position 1 from the Driver's Seat

Skill #9: Entering & Exiting Roundabouts

CDL's and MT DRIVE

The Office of Public Instruction has been proactive in looking to expand their existing Lewistown program into a Class B CDL training program facility, including a 3rd party testing site. This proposed expansion will provide school districts with an avenue for accelerated training for all bus drivers who already hold their CDL learner's permits. Below is a link for more information about

<https://www.fmcsa.dot.gov/registration/commercial-drivers-license/entry-level-driver-training-eldt>.

If you have questions please contact Dwight Nelson, the Montana DRIVE Supervisor, at dwight.nelson@mt.gov or 406-444-4396.

Take the Online CDTP Refresher

Is it okay to reprint a learner license for a student who lost their first one? How many times can I give the knowledge exam? When does the six months of GDL practice begin—with the TEP or Learner License date?

These questions and many more are asked by teachers who call the OPI Traffic Education office for answers. But our free, online Hub course is available to answer these questions 24/7!

If you haven't taken the **CDTP Refresher Course** yet, please spend an hour to refresh your CDTP knowledge. **One renewal unit can be earned upon course completion.** And you can take it again a year later, if you want.

This course will update instructors on staying CDTP certified, students' eligibility to participate, what to do when you have a special ed or disabled student wanting to take driver education, completing the driver license application, and how to properly administer and record CDTP knowledge and road tests. It also includes helpful resources to manage the CDTP part of traffic education, with TEDRS tips, too!

Visit the OPI Teacher Learning Hub at <https://learninghub.mrooms.net/>. Log in or create a new account and use "CDTP" as the Enrollment Key.

If you have any questions, contact Dwight Nelson (OPI) at 406-444-4396 or Sara Fabian (OPI) at 406-444-4432.

OPI also wants you to know . . .

~ That **students' birthdates** given at registration must be validated and checked for accuracy on the driver license applications and OPI Student Lists.

~ That the **GDL six-month practice period begins with the TEP date** (when the student starts driving with their teacher) and the Learner License is valid for a whole year, giving students plenty of time to practice before applying for a restricted license.

~ That the vision test that is required for issuance of a learner license is **ALSO** required for all students before they begin in-vehicle instruction with their teacher. **Please make sure all students have had their vision checked before they get behind the wheel.**

Contact either Dwight Nelson, TE State Director at dwight.nelson@mt.gov (406-444-4396) or Sara Fabian, TE Program Specialist at sara.fabian@mt.gov (406-444-4432) with any questions about Teen Driver Education in Montana. Additionally, visit <http://www.opi.mt.gov/Driver Ed>.



MONTANA TRAFFIC EDUCATION CONFERENCE
The Changing Landscape of Traffic Education
 Helena, Montana ~ April 24-26, 2022



*The Montana Traffic Education Association and Montana Office of Public Instruction invite you to the
2022 Montana Traffic Education Conference!*

The Traffic Education environment is constantly changing. The 2022 conference will focus on increasing student and teacher engagement, research-based outcome strategies, growth through academic risk-taking, roundtable discussions on "how I teach", sharing the roadway, SPED ideas, school size comparisons, BTW strategies, MT DRIVE, intersection/roadway design, curriculum modules, CDTP, future of TE, and more!

PRE-REGISTER FOR THE CONFERENCE: All attendees must pre-register with MTEA by Friday, April 15, 2022. The registration fee is \$215 and includes five meals. Detach the registration form below, complete, and mail to MTEA along with a check for \$215. **Walk-in registrations are not allowed.** Cancellation policy: Upon prior written notice of cancellation before the conference, \$135 of the \$215 registration fee is refundable.

BOOK YOUR HOTEL: The conference takes place at the **Delta-Marriott Helena Colonial Inn**, 2301 Colonial Drive, in Helena. Room rate is \$139.00 (plus tax) for a single or double room. Attendees will be asked for a credit card to secure a room. Call the **Helena Delta-Marriott Colonial Inn** at **(406) 443-2100**. Mention the group name (Montana Traffic Education Association) to get the special rate. Cut-off for the group rate is **April 9**, so reserve your room early!

COLLEGE CREDIT OR RENEWAL UNITS: Register for one semester credit through MSU-N beginning at 10:00 am on Sunday, April 24. The cost is \$150. You can alternatively choose to earn up to 15 renewal units which can be used toward your Montana educator license renewal. **You may register for college credit OR renewal units, but NOT both.**

SCHEDULE/AGENDA: Registration packets will be available beginning at 10:00 am on Sunday, April 24. The first general session will begin at noon. The conference ends at 12:00 pm on Tuesday, April 26. **Conference agenda, speaker bios and other updates will be posted at MTEAOnline.org.**

Please write clearly on the form below and send with payment to MTEA.



2022 Montana Traffic Education Conference Registration
DELTA-MARRIOTT HELENA COLONIAL INN
April 24-26, 2022 – Helena, Montana

You must pre-register to attend.
MUST PRE-REGISTER BY APRIL 15, 2022
 Please bring an item to give as a door prize!

Name _____

E-mail _____ Birth date* _____

Telephone (Work) _____ (Home) _____ (Cell) _____

Home Mailing Address _____

City _____ State _____ ZIP Code _____

School(s) where you teach _____

MTEA USE ONLY

Date _____

Check No. _____

Received check from: _____

Amount \$ _____

_____ I would like to register for the MTEA conference and join/renew my membership in MTEA. Enclosed is a check to **MTEA** for **\$215**. * Birth date is required for MTEA Membership AD&D/Life Insurance

_____ I am unable to attend this year's conference, but I want to join/renew my MTEA membership and receive MTEA's newsletter. Enclosed is a check to **MTEA** for **\$45**.

- MAKE CHECK PAYABLE TO: **MONTANA TRAFFIC EDUCATION ASSOCIATION or MTEA**
- MAIL TO: **MTEA, PO Box 637, Conrad, MT 59425**
- QUESTIONS? Call Jim Carroll at **(406) 278-3285** (days) or **(406) 278-7856** (evenings)

The conference registration fee does not include the college credit fee. The cost for the one semester hour of credit is \$150 and must be paid to MSU-N at the conference.



Montana Traffic Education Association
PO Box 637
Conrad, MT 59425

Return Service Requested



2022 Montana Traffic Education Conference
April 24-25-26, 2022 ~ Delta-Marriott Colonial Inn, Helena

Look for more detailed conference information in the spring mailing and/or on the MTEA website at www.mteaonline.org!

The 2022 ADTSEA conference will be held July 24-27 in Vancouver, Washington. The conference will provide you with a wealth of information and an opportunity to network with other professionals from across the United States. Remember, MTEA has a scholarship program that will provide up to \$500 per person to offset



conference costs. The MTEA Board is working in conjunction with the ADTSEA Northwest Regional planners for this event. With the national conference being so close to Montana, please consider attending. Even if you can't attend, at least consider joining your national organization.

For more information, check it out at www.adtsea.org.