

# Alive at 25

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What if you knew a secret that could  
save somebody's life?

*Could you keep it to yourself?*



## Our Mission:

Create a nationwide network of public safety  
professionals who are committed to  
reducing young driver deaths.

Saving Lives Through Education !



### Alive at 25 Overview

- Alive At 25 Overview
- Why We Need the Program
- The History of the Program
  - Program Breakdown
    - Keys to Success
    - The Road Ahead



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### Alive at 25 Overview

The Mission of the Alive at 25 program is to help young drivers choose safe driving practices, take responsibility for their behavior, and be aware of the typical driving hazards.

- Written and designed for drivers 15-24 years of age
  - 4-hour classroom setting
- No behind-the-wheel driving or training
- Taught by certified public safety professionals



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### Alive at 25 Structure

DDC-Alive at 25 NLEC is a highly interactive, young driver, intervention program in which the instructor plays the role of facilitator. The facilitator uses workbook exercises, interactive video segments, small group discussions, role-playing, and short lectures to help young drivers develop convictions and strategies that will keep them safer on the road.



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## *"Teen driver deaths up 11 percent in first half of 2011"*

WASHINGTON | Fri Feb 17, 2012 5:16pm EST

WASHINGTON (Reuters) - Deaths of 16- and 17-year-old U.S. drivers rose in the first half of 2011, threatening to reverse an 8-year downturn, the Governors Highway Safety Association said in a report.

An improving U.S. economy could be behind the increase as more teenagers get behind the wheel, the study released on Thursday said.

Based on preliminary data, 211 16- and 17-year-old passenger vehicle drivers were killed in the first half of 2011, up 11 percent from the same period in 2010.



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## *"Teen driver deaths up 11 percent in first half of 2011"*

"If this trend continued in the second half of 2011, it will mark a reversal of longstanding yearly declines in teen driver deaths," the non-profit association said in a statement.

The number of traffic deaths for 16- and 17-year-old drivers has fallen every year since 2002. Deaths hit a record low of 408 in 2010, down from 1,015 in 1995, around the start of phased-in licensing, when young drivers were required to earn their licenses in gradual steps.

Twenty-three states had increases in the first half of last year and 19 had decreases, the study said. Texas had by far the largest number of fatalities at 48.

The National Highway Traffic Safety Administration said on Wednesday overall traffic deaths were estimated to be down 1.6 percent in the first nine months of 2011 from the same period the year before.

(Reporting By Ian Simpson; Editing by Daniel Trotta)



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### Why We Need the Program...

The #1 killer of all teens in the United States is car crashes.



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### The Statistics

- Individuals aged 16-24 make up 14% of all drivers
- However, they are involved in 28% of all crashes!
  - Video: Driver Statistics



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### 74% LESS LIKELY TO BE KILLED IN A CRASH!

To date, over 91,000 young people have graduated from the program. Of the graduates, the CSPFF has been able to identify 24 graduate drivers that have been killed in a motor vehicle prior to their 25<sup>th</sup> birthday in Colorado.

NHTSA statistics state 20.25/20,000 drivers in the age group of 15-24 years old die in a crash each year. Of the Colorado Alive at 25 NLEC graduates, 5.45/20,000 have died in a crash.

Graduates of the Colorado program are 74% less likely to be killed in a crash than their national counterparts.



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### But the Stats Don't Tell The Story



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### History

- 1996:
  - National Safety Council created the program and came to Colorado (CO), trained the first 20 instructors from the Colorado State Patrol who taught 250 students statewide
- 2003:
  - Colorado passes education law for new drivers
  - High School program starts at 38 high schools
- 2006:
  - Program grew from 250 students to over 12,000 students, from 24 courts to over 150 courts statewide
  - Program began to expand nationwide to include Texas
- 2007/2008:
  - First Alive at 25 course taught
  - Westlake High School begins making course mandatory for students to park on campus



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### Student Workbook/Sessions

- Session One
- Session Two
- Session Three
- Session Four



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### Session 1...

#### ARE YOU A POTENTIAL STATISTIC?

- Get acquainted with other participants.
- Face the collision and fatality statistics for this age group.
- Discuss why young drivers have such high violation rates and how driving behaviors and attitudes contribute.
- See how inexperience, peer pressure, distraction, and underestimation of risk cause unique driving hazards.
- Videos: Driver Statistics, Decisions for Life



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## Collision Prevention Formula

### RECOGNIZE THE HAZARD

Scan the road ahead as far as you can see.

Check mirrors every 3-5 seconds.

Stay focused on driving.

Use the "what if" strategy.

### UNDERSTAND THE DEFENSE

Know what to do to avoid a traffic hazard.

Know the consequences of the driving choices you make, both positive and negative.

### ACT CORRECTLY, IN TIME

Be alert and concentrate on the driving task.

Choose the safest driving behavior in time to avoid a crash.



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## Session 2...

### RECOGNIZE THE HAZARD

- Identify different types of driver vs. driving hazards.
- Identify most common driver hazards that Group 1 faces.
- Discuss alcohol, drugs and all state laws.
- Videos: Seven Deadly Drives, Recognize the Hazards
- Understand how hazards, impaired driving, speeding, distractions, fatigue and not wearing a seat belt increase risk.
- Use Defensive Driving strategies to set personal guidelines and guidelines for others.



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## Session 3...

### UNDERSTAND THE DEFENSE

- Identify situations that lead to feeling out of control as a driver.
- Discuss forms of consequences.
- Video: Two Friends
- Analyze several situations and discuss how to use Defensive Driving strategies to take control in each.
- Formulate what to say to peers who are trying to take control, whether as a driver or passenger.
- Conclude that a real leader drives safely and responsibly.



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### Session 4...

#### ACT CORRECTLY, IN TIME

- Recognize positive characteristics of Group 1 that will help them be defensive drivers.
- Explore instances where other young drivers lost control and role-play ways to take charge.
- Videos: Improv Jam, Don't Drive Stupid
- Commit to making a change in driving attitudes and behaviors.



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### Keys to Success

#### Curriculum

- Multi media approach
- Updated as needed

#### Instructors

- Public Safety Professionals ( EMS, Firefighters)
- Stringent training

Marketing, Communications,  
and Public Relations

#### Program Development

- Continually finding new way to improve product
- Quality videos

#### Community Effort

- Local sponsors

"It takes a Village"



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### Benefits to Your Agency...

Course will offer outstanding training  
Lowering the impact of the leading cause of death for young Americans  
Positive connection between instructors and students  
Graduates will feel differently about your agency and law enforcement  
Increase public trust  
Meets mission and goals



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### The Road Ahead:

Achieving nationwide support

- |                  |                |
|------------------|----------------|
| • Colorado       | • South Dakota |
| • Wyoming        | • Utah         |
| • Kansas         | • Texas        |
| • California     | • Washington   |
| • South Carolina | • Idaho        |
| • Illinois       |                |



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We Need Your Involvement !



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Our Partners:



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Alive at 25 Training Director  
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By: \_\_\_\_\_ .B. No. \_\_\_\_\_

Substitute the following for .B. No. \_\_\_\_\_:

By: \_\_\_\_\_ C.S. .B. No. \_\_\_\_\_

A BILL TO BE ENTITLED

1 AN ACT

2 relating to driving safety courses for individuals younger than 25  
3 years of age receiving deferred disposition for certain traffic  
4 offenses.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

6 SECTION 1. Effective January 1, 2012, Article 45.051(b-1),  
7 Code of Criminal Procedure, is amended to read as follows:

8 (b-1) If the defendant is younger than 25 years of age and  
9 the offense committed by the defendant is a traffic offense  
10 classified as a moving violation:

11 (1) Subsection (b)(8) does not apply;

12 (2) during the deferral period, the judge:

13 (A) shall require the defendant to complete a  
14 driving safety course approved under Chapter 1001, Education Code;  
15 and

16 (B) may require the defendant to complete an  
17 additional driving safety course designed for drivers younger than  
18 25 years of age and approved under Section 1001.111, Education  
19 Code; and

20 (3) if the defendant holds a provisional license,  
21 during the deferral period the judge shall require that the  
22 defendant be examined by the Department of Public Safety as  
23 required by Section 521.161(b)(2), Transportation Code; a  
24 defendant is not exempt from the examination regardless of whether

1 the defendant was examined previously.

2 SECTION 2. Subchapter C, Chapter 1001, Education Code, is  
3 amended by adding Section 1001.111 to read as follows:

4 Sec. 1001.111. DRIVING SAFETY COURSE FOR DRIVER YOUNGER  
5 THAN 25 YEARS OF AGE. (a) The commissioner by rule shall provide  
6 minimum standards of curriculum for and designate the educational  
7 materials to be used in a driving safety course designed for drivers  
8 younger than 25 years of age.

9 (b) A driving safety course designed for drivers younger  
10 than 25 years of age must:

11 (1) be a four-hour live, interactive course focusing  
12 on issues specific to drivers younger than 25 years of age;

13 (2) include instruction in:

14 (A) alcohol and drug awareness;

15 (B) the traffic laws of this state;

16 (C) the high rate of motor vehicle accidents and  
17 fatalities for drivers younger than 25 years of age;

18 (D) the issues commonly associated with motor  
19 vehicle accidents involving drivers younger than 25 years of age,  
20 including poor decision-making, risk taking, impaired driving,  
21 distraction, speed, failure to use a safety belt, driving at night,  
22 failure to yield the right-of-way, and using a wireless  
23 communication device while operating a vehicle, and the role of  
24 peer pressure in those issues;

25 (E) the effect of poor driver decision-making on  
26 the family, friends, school, and community of a driver younger than  
27 25 years of age; and