



# Driver Education Program News

ODOT - Transportation Safety Division

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## The Driver Education Program Team



**William (Bill) Warner**, Program Manager  
**Mary DeFerrari**, Quality Assurance Specialist  
**Shari Davis**, Administrative Specialist

ODOT - Transportation Safety Division  
235 Union Street NE  
Salem, Oregon 97301-1054  
FAX: 503 986-4341  
<http://www.oregon.gov/ODOT/TS/de.shtml>

## Summer Standpoint

**William A. Warner**, Driver Education Program Manager  
ODOT Transportation Safety Division



When someone says "summer" what words or images pop into your mind? Many think of camping, swimming, or traveling. The kid in us might think "S'mores" or lazy summer days where all we have to worry about is not getting too much sun! Anyone think of driver education?

When I was growing up, many of the schools that offered driver education did so during those summer months. In a way, it was kind of like one of the things you did in the summer when you were in high school. A lot of students took it that way and I think most of us survived, didn't we?

Many families try and squeeze a whole year's worth of vacation into just three months of summer. Who can blame them? I don't. What I do think about, however, are those families that try to "squeeze some good learnin'" into a couple of weeks in and around the summer fun plans.

Yes, I am talking about driver education. It is funny to me that parents see the need enough to enroll them in the course but don't seem to see that value in teaching their son or daughter over a period of time so that they may adequately have a chance to change their behavior when mom or dad isn't watching them. It is perhaps the biggest reason we have the OAR's we do; to be your (the provider) back up so that you can remind the parent that maybe for one summer, they might get a little bit less done than previous or future summers. I can't think of a scarier way to remember a summer than by constantly reliving a crash that took the life of my child... or someone else's.

Yes, our program is that good. We're saving lives, a kid at a time. Thanks to all of you who face those people that think "good enough" is. I encourage you to continue holding out for what you know is right and help our parents make the "best" choice for their teen. 5 weeks? Yes, it is not as good as 15 or even 10 weeks, but it is a compromise to meet those families halfway, and give their teen a chance for some life-long skills that just might make a difference when they're on the roadway; with you! ❖

**Help us spread the word...**



**Do you know an instructor who does not use email? Please share a copy of this newsletter! And, share conference notices when you receive them!**

**Do you have a question you would like to have answered? We will begin a new Q & A column in the next newsletter and are looking for questions from our colleagues.**

**Submit your questions or suggestions for things you would like to see in future issues of this newsletter via e-mail to [william.a.warner@odot.state.or.us](mailto:william.a.warner@odot.state.or.us) or [shari.c.davis@odot.state.or.us](mailto:shari.c.davis@odot.state.or.us).**

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## Statement Scrutiny – Are the Following Statements Correct?



William A. Warner, Driver Education Program Manager  
ODOT Transportation Safety Division

1. "Look left, right, left at the intersection"  
**Not quite.** Since over 35% of the intersection crashes occur because of turning in front of an oncoming vehicle, etc., Best Practice tells us that we should teach "Left, Center, Right" to reduce risk. While there is some argument for an additional "left" at the end of the process, some think that if the scan is done correctly the first time, it is unnecessary. If for any reason, the scan reveals a hazard, then movement is delayed until the scan does not reveal hazards.
2. "Set the park brake before you put it in park, it's the law!"  
**Well, close!** The vehicle code does specify that a car must be secured by use of the park brake in **811.585(1)(a)(E)** and we do know that if you set your brake before putting the vehicle in park, the weight of the car rests upon the brake and not the "park pin" of the transmission. It is not a matter of law about which order, just best practice.
3. "When backing just use your mirrors, don't turn your head"  
**Ouch, not even!** With today's risk-prevention education, we should be teaching to check mirrors, as well as turning the head in an attempt to gain as much information as possible so that our high-risk movement (backing) is as safe as possible. It's not okay to just watch the back up camera when backing either
4. "Turn left at the stop sign"  
**Definitely not best practice, on two counts.** First, you should always give the location before the direction. This will prevent you from ending up somewhere you never intended to be. Second, by identifying a traffic control device (such as the stop sign) you are providing information that you really want the student to figure out on their own. Even in the first lessons, a student can be given the responsibility of deciding whether or not an intersection is controlled and what the correct response to those controls might be.
5. "It is legal to change lanes in an intersection"
  - a. **Yep!** It is not illegal to change lanes in an intersection (an urban myth). However, it is certainly not very smart to do so, on many levels. When we think about the risk at every intersection, a driver scans and sees that a vehicle is approaching the intersection in the left lane. The driver then decides to turn right onto that same roadway, not noticing that the car they originally saw has changed lanes to the right while traveling through the intersection. KAPOW! Well, you get the idea...
  - b. There is precedent for being cited under **811.370(1)** and **(2)** which is the "failure to drive within lane" penalty: *(1) A person commits the offense of failure to drive within a lane if the person is operating a vehicle upon a roadway that is divided into two or more clearly marked lanes for traffic and the driver does not: (a) Operate the vehicle as nearly as practicable entirely within a single lane; and (b) Refrain from moving from that lane until the driver has first made certain that the movement can be made with safety.*
6. "Whoever gets to the intersection first, gets to go first"  
**Well, close, again!** Actually what vehicle code says in **811.260(11)** is *After stopping, the driver shall yield the right of way to any vehicle in the intersection or approaching so closely as to constitute an immediate hazard during the time when the driver is moving across or within the intersection.* In other words, he who stops first (not who gets there first) is cleared to go first (providing all other conditions are met). In fact, on an interesting side note, a person can be cited for speeding up to get to the intersection first! (See **811.275(3)**).
7. "If you arrive at the intersection at the same time as the car on the right, they have the right of way."  
**Hmm, we have a syntax error here.** The timing is dealt with by the question above so let's talk about right-of-way (ROW) it is always dangerous to give right-of way to anyone because; in reality no-one can actually possess right-of-way. So, rather than assign ROW, use terms that identify who must yield ROW. In this way you are matching both the curriculum and the vehicle code. A correct way to make our statement would be "If two of you stop at the same time, the person on the left must yield right-of-way."

Statement Scrutiny continued on page 3

8. "If you cannot change lanes when approaching engaged emergency vehicles, then you have to slow to 5 mph below the posted speed"  
**True.** In 811.147(2)(B) it states that you have to change lanes left if there is one available. If there is not one reasonably available or it is just a two-lane / two-way road, then you must slow to 5 mph below the posted speed.
  
9. "The Transition Peg is your Target in a Turn"  
**Nope.** We actually hear this all the time. It usually happens when someone doesn't understand that the transition peg is a reference point on the car. For left turns, it is the A pillar on the driver's left. For right turns it is the inside rear-view mirror. Before the turn, a novice driver should identify a target that appears to be in the center of the road they are going to occupy, and keep their eyes on that target as they turn. When the reference point (A pillar or inside Rear-view mirror) blocks the view of that target, they are in the middle (apex) of the turn and can begin un-turning, accelerating, or releasing the brake (moving turn). In most cases, the novice driver will be looking out the side window before beginning the turn! ❖

## Great Things Are Happening

We love hearing from our partners across the state. Bill Warner recently received the following message from Lana Doddington of Oregon Driver Training Institute:

*Hello,*

*I wanted to share a story with you,*

*ODTI has decided to make the Parent/Teen contract required by our parents/teens. We give this to them during parent night. As we read the TNTT/Parent Line packet through with them we talk about the contract, read through the example in the pack, then give them an activity to do, we select one of the issues in the contract and ask them to take 5 minutes to talk to their teen and decide how they will address the contract issue. This is amazing. I had to break up the meeting twice this past week. We give them several web pages to use to draft their contract, and ask them to have it to us by the second week. This is required.*

*Last night Pam got a call from a parent at home that wanted to let her know how grateful he was that we now do this, he has put three of his teens through our program and he wished he had this talk with the other two. He said it opened up a conversation he did not have an opportunity to have with his other kids. "NICE"*

*Anyway, we are making a huge difference, and sometimes it is nice to toot your horn, if you know what I mean.*

*Have a great weekend, and thanks for your support.*

*Lana*



## Compliance Corner

By Mary DeFerrari

**More feedback, in two different "forms", coming soon!**

As part of compliance review, we observe a few minutes of a classroom or behind-the-wheel lesson. Many times there is not the opportunity to chat afterward because the instructor is busy with students. While a few of you have called me after an observation to ask for feedback, it occurred to us that it would be a good idea to provide immediate feedback to everybody.

*Compliance Corner continued on page 4*

The **DE Instructor Feedback** form will be in service soon. The intention is to give you, the instructor, immediate feedback about the lesson observed that day. Here are some of the things we look for: Did you provide a copy of the lesson plan/drive route to the inspector? Did you recognize the need for additional coaching? Did you keep students involved and excited about learning? What was the backseat observer doing? Did the lesson meet the objectives in the lesson plan?

The second form you may see is the **R-Voucher** (recertification referral). This is how it works: If upon inspection an instructor has fewer than 15 hours continuing education and/or fewer than 30 hours teaching experience in the past 2 years, we will issue an R-Voucher. The voucher describes steps an instructor needs to take to become recertified.

Reminder: If you do not have documentation of all required qualifications, you are putting yourself and your employer at risk of losing your ODOT-TSD approved status. Need a reminder of required instructor qualifications? See OAR 737-015-0070. You can find a link to the administrative rules on the ODOT-TSD website.

Also, Oregon Administrative Rule requires instructors to provide proof of qualifications to their employers! Please take this responsibility, rather than waiting for your employer to come to you. ❖

*Watch for more compliance tips in our next issue!*

## Cool Links



Check out the Impact Teen Driving website for teen-approved activities, fact sheets and downloadable posters!  
<http://www.impactteendrivers.ORG/>

Have a question or would like to sign up for continuing education courses? Check out the opportunities on Western Oregon University's Division of Extended Programs webpage.  
<http://www.wou.edu/provost/extprogram/trafficsafetyeducation.php>

Oregon DMV has a nice teen driving page with information about getting a permit/license, driver education, Oregon driving laws, forms and more. <http://www.oregon.gov/ODOT/DMV/TEEN/index.shtml>

ODTSEA is an organization that supports the driver education objectives and strategies as outlined in the Oregon Administrative Rule.  
<http://www.otsea.org/>

Look for more cool links and other useful information on the Driver Education Program webpage.  
[http://www.oregon.gov/ODOT/TS/drivers\\_ed.shtml](http://www.oregon.gov/ODOT/TS/drivers_ed.shtml)

### Calendar of Upcoming Events and Opportunities

The Power of In-Car Video Workshop, Portland, OR July 15, 2010  
ADTSEA Conference, St. Louis, MO July 24-29, 2010  
ODTSEA Fall Conference, Clackamas, OR October 1-2, 2010  
Oregon Transportation Safety Conference, Salem, OR October 12-14, 2010  
National Teen Driver Safety Week October 17-23, 2010

*Dear Driver Education Colleagues:*

*On July 15, 2010 an 8-hour workshop is being held in Portland on the use of DVR Cameras in Driver Education and the presenter is Fred Mottola, the originator of many of the concepts in the Oregon curriculum guide.*

*I am granting 8 hours of continuing education credit for each participant. The course fees are on the flyer and Fred is holding the workshop at a location that you may also have lodging, should you need to travel for the day. At the end of the day, you will not only have a chance to explore the concept and usage of cameras for in-car training, but you will walk away with a camera, SD card, reader, classroom pack of materials, and much, much more!*

*It is my hope that many of you will take advantage of this opportunity to advance your professional development and increase your effectiveness with our novice drivers! The flyer is attached on the last page of this newsletter. The deadline for registration is July 2<sup>nd</sup> -- William A. Warner*



Professor Frederik Mottola

Thursday July 15, 2010 • 9 to 4:00

One-day Workshop in Portland Area, Oregon

# The Power of In-Car Video

## Making Your Program A Step Above Others!

### You Will Receive:

- DVR Camera/Recorder
  - 2-gig SD card
  - SD Card Reader
- 25 Books: *Ten Habits Using the Dynamics of Zone Control*
- 2 Partnership for Expert Driving books
- Instructor's Mirror
- SmartView Mirror® Blind Spot Demo Kit
  - CD-ROM: Ten Model Driving Habits
  - CD-ROM: Teacher Notes



Attaches to the windshield. Smaller and lighter than a deck of playing cards!

### Value for Classroom:

- Teachers are able to make movies during everyday driving.
- Easy to make video clips, without editing, to show in the classroom.
- Teens get to view simulated driving situations of local area.
- Develops Situational Awareness as a countermeasure to distracted driving.

### Value for In-Car:

- Teens can take SD card home to relive lesson without stress.
- Teen and parent get to increase GDL practice effectiveness.
- School owners are able to see instructor's effectiveness.
- Audio-video can protect against liability and sexual harassment.
- Same training techniques used to improve professional athletes.

The video of your teens driving are used for dynamic classroom activities.

Bring Laptop Computer if available

Audio and video is played back and stored on a computer.

Easy to make the classroom come alive with neighbor scenes.

The *Ten Habits Zone Control* book's provides a risk-reduction system to supplement any classroom program.



You can get an outside or inside view.

This workshop enhances the Oregon Curriculum and National Standards.

**Earn 8 hours Professional Development**

- Teens learn vehicle control and perceptual guidance skills while viewing the videos of their in-car sessions.
- Make your in-car and classroom sessions exciting, interesting, and relevant for today's "Gen Y" teens.

**Holiday Inn • Wilsonville, OR**

25425 SW 95th Ave. (I-5, exit 286)

Please make check payable to: NIDB **\$225**  
 Mail to: NIDB • PO Box 98 • Cheshire, CT 06410  
 Request Registration form: Ed@NIDB.org or 203-272-9391  
 Deadline for Registration is July 2nd