



# Driver Education Program News

ODOT - Transportation Safety Division

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## The Driver Education Program Team



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## Driver Education Program Update

**William A. Warner**, Manager  
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Happy November!!

With so much happening, I can't remember the last time we actually published a driver education newsletter, which usually isn't a good thing. So, we'll try and condense a list of everything that has happened in the last few months since we passed our legislation.

We started with the implementation plans for HB 2264, which passed last May. This plan includes writing (or re-writing) our Division 15 rules. I actually told a group of folks this morning that we have only kept from opening two of the existing rules, while adding an additional seven. Most of this is just to support the statute that was passed.

In the meantime, while this was happening, DMV handed the driving (skills) test waiver program for students who complete driver education over to our office. There has been a lot of work in the past few months while we set the stage with DMV and some of the Providers; just to get an idea of how this new waiver program would roll out. Recently, all providers were given a series of documents as examples and guidelines and asked to convert their final drive routes and assessment sheets to one standard format. NOW the work begins! We have been inundated with routes and assessments that are "in process" and we are methodically working through each Provider's finals and moving toward the January implementation of the waiver program. Luckily, we have a crew of dedicated state trainers willing to step in and help the providers who need that "little extra" in this time of transition. ☺

Oh, yeah, and did I mention that ODTSEA worked with our office to provide FOUR regional conferences to launch the new curriculum instructor interface, the Playbook®?? Getting ready for our part in the conferences; which was figuring out how thousands of Playbook®, Partnership, and Bike/Ped/Driver books were going to be disseminated all over the state, and dealing with the continual ups and downs of dealing with late or missing deliveries was no picnic. You should see the loading dock at TLC (where driver education program is housed) AND the state storeroom. Wow! Are we messy!!

In the next issue we'll talk about some of the big changes coming when the administrative rules take effect. All great stuff!! *Bill*

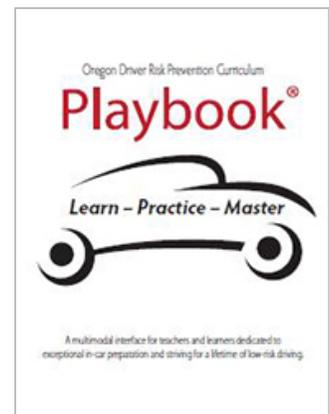
## New Driver Education Program FAQs (Frequently Asked Questions)

### Concurrent delivery using the new Playbook interface – FAQs

- Q:** The new Playbook interface allows a program to deliver lessons in a different order if they wish. How does an approved program demonstrate that they are delivering classroom and behind-the-wheel lessons concurrently?
- A:** An approved program is responsible for providing concurrent instruction. Work with your teachers to assure your flow chart accurately reflects lessons in the order they are delivered. It should show integration between classroom and behind the wheel lessons, and show movement from simple to more complex tasks. See a sample flow chart on the instructor Playbook DVD, in the Administrators folder. Your flow chart, together with lesson plans and actual student records, will demonstrate whether a course was delivered concurrently.
- Q:** Our teachers like to express their own creativity. Is it ok if each of our teachers delivers Playbook lessons in a different order?
- A:** A provider is required to approve and maintain copies of every flowchart and lesson plan in use. This could be a nightmare to manage if your teachers are all doing different things. ODOT-TSD urges providers to develop one standard method of delivery, used by all teachers. Teachers can incorporate activities and teaching methods to personalize their lessons.

### General Playbook FAQs

- Q:** What if some of our teachers couldn't make it to the conference. Will more training be offered?
- A:** Chemeketa Community College is developing an 8-hour on-line Playbook course for instructors. The cost is \$25. Contact the community college to be added to their course list: Chemeketa's phone number is 503 584-7541. See page 6 of this newsletter for more information.
- Q:** We understand the Playbook can only be issued to students who qualify under the teen program. How do we obtain books for our adult students?
- A:** The workbooks will be available for purchase through Western Oregon University.



### DMV Skills Test Waiver – FAQs

- Q:** What is the skills test waiver?
- A:** Beginning January 2014, DMV will waive the skills test for any student who has been issued the new plastic student completion certificate.
- Q:** How does an approved program qualify?
- A:** ODOT-TSD provided guidelines for the final drive route the final skill assessment, and the worksheet narrative that briefly identifies maneuvers that meet DMV's minimum requirements.. Once you are confident your route and skill assessment meets all of the requirements as described, send them, along with the worksheet narrative, to [Mary.b.Deferrari@odot.state.or.us](mailto:Mary.b.Deferrari@odot.state.or.us) or [William.a.warner@odot.state.or.us](mailto:William.a.warner@odot.state.or.us) for review and approval. Your electronic copy will be kept on file and used to verify compliance. Your program will be issued the new student completion certificates only if the final route and assessment form have been approved.
- Q:** How do we obtain the new student completion certificates that qualify for the skills test waiver?
- A:** First, you need to have your final route and skill assessment form approved by ODOT-TSD. Then, order your student completion certificates as you always do:
- Enter the student and anticipated completion date into the SDES system within the first two weeks of the course, and then
  - Contact Shari Davis of ODOT-TSD by phone at 503.986.4291 or email [Shari.C.Davis@odot.state.or.us](mailto:Shari.C.Davis@odot.state.or.us). Be sure to include a list of the newly added students since there may be others from previous courses still in the SDES system.

Both steps are needed to generate your student completion certificates.

*New Driver Education FAQs continued on page 3*

- Q:** Our course began in December 2013. We ordered our student completion certificates within the first two weeks of class, as required, but our students will complete the course after the first of the year. Our final route and drive assessment have just been approved by ODOT and we would like our students to receive the drive test waiver. How do we replace the paper certificates that were issued to us with the new plastic student completion certificates?
- A:** Contact Shari Davis at ODOT-TSD to request replacements. 503.986.4291 or [shari.c.davis@odot.state.or.us](mailto:shari.c.davis@odot.state.or.us)
- Q:** Our school and teachers don't want to take on this added responsibility. How do we opt out?
- A:** All approved providers are required to participate. Any program not wishing to participate will be removed from the approved provider list. The attrition schedule is posted at the end of this document.
- Q:** What if we need help with our final route or final assessment form?
- A:** Lead trainers are available to help; contact Western Oregon University at 503.838.8042.
- Q:** What if our program decides to alter the route or the final assessment form after the initial approval?
- A:** Any alteration must be approved by ODOT-TSD prior to implementation.
- Q:** Our school has more than one final drive route. Which route do we submit for approval?
- A:** Schools may have and use as many final drive routes as they wish. However, each final drive route must be approved before it can be used to waive the skills test. A school will not be considered approved until every final drive route is approved. Future documentation may be required for those schools that use more than one final approved route to make sure that use did not precede authorization.
- Q:** This is too overwhelming for me. What can I do?
- A:** State trainers are available at no cost to the provider. They can come in and help modify your final drive to make it match the new format (See WOU phone number above).

### How it works. . . (The Transition and Attrition Schedule)



Once a Provider is approved for the new system, after January 1<sup>st</sup>, any student that receives a completion card will receive the new plastic card. This card is what they will show the field office of the DMV in order to waive the skills test for their license when the time is right.

For providers that have not completed the skills test approval process, even after January 1<sup>st</sup>, they will continue to receive the paper certificates. The transition period will continue for approximately:

- 2-3 months for schools that have a winter program or spring program, or
- 5-6 months for those who have a summer program only.



The decision to cancel a provider's approved status will be made after the transition period is complete, and only for those programs who have still not received approval.

**Don't delay, start today!!**



# So You Think You Can Text: Dangerous Driving, Dangerous Walking

October 23, 2013

## The Driving Mind

*Teen Driving, Space Management, Zone Control*

By Professor Frederik R. Mottola, National Institute for Driver Behavior



There are dozens of research studies, each telling the same story: the majority of drivers know it is dangerous to text and drive, but more than half of them still do it. Why?

The problem of texting-related crashes is not limited to drivers. After years of declining traffic crashes in which pedestrians were being killed, in 2009 the trend has reversed directions; each year since, more and more texting pedestrians are being killed. In New York City, pedestrians comprise 51% of all motor vehicle deaths.

Why do drivers and pedestrians believe they can text and manage a traffic situation at the same time? The answer is within their unconscious mind. What people don't realize is that over years of walking, or driving, there is a learning experience on the unconscious level for how to process information of where one is traveling. Everyone knows that vision is the most important sense for detecting, and for traveling, a safe path, while driving and while walking. Out of all of the disabilities a person might have, the only one that a driver cannot compensate for is loss of sight. And, for a blind person, it takes many months of extensive training to acquire the skills necessary to learn how to walk in a traffic environment and safely navigate a traffic situation. When people walk or drive while texting, they are unknowingly rendering themselves sightless. They lose their ability to use central and fringe vision effectively.

Central vision is a narrow cone of clear vision that is capable of bringing objects sharply into focus to identify details. Central vision is the vision used for reading these words. While driving or walking, central vision is used to search ahead to detect if the path one is going to travel is clear of obstacles. Surrounding the central vision is our peripheral vision, which increases our field of vision to 180 degrees or more. The part of peripheral vision that is closest to central vision is what we refer to as "fringe vision." Fringe vision is used to monitor our placement within the travel path, whether walking or driving.

Drivers don't realize how dependent they become on the use of lower fringe vision to monitor the placement of the vehicle in relationship to the lane they are traveling in. You don't consciously pay attention to where your feet are stepping as you walk along a sidewalk, but when you lose sight of lower fringe vision it becomes difficult to detect when you stray off course. While texting, the head is bent down, which results in a loss of central vision, so one cannot detect anything blocking the path the vehicle is traveling; and, lower fringe vision is lost, which prevents the driver from monitoring the accuracy of the vehicle within the lane. The loss of central and lower fringe vision results in three major crash potentials:

1. Drivers crash into something that blocks their path of travel, such as stopped traffic or a crossing pedestrian. Or, they fail to see stop signs and red traffic lights.
2. Drivers veer off the road to the left into oncoming traffic, or into a ditch, often times taking the wrong steering actions and losing control while attempting to get back into the travel lane.
3. Drivers veer off the road to the right into parked vehicles, pedestrians, bicyclists, utility poles, trees, and ditches, resulting in crashes or fatal rollovers.

In London, texting pedestrians stray so often into utility poles that the city has placed padding on many of the poles to reduce injuries to the pedestrians. The major difference between the crashes of texting-pedestrians and texting-drivers is that the pedestrians are usually only hurting themselves. However, in a large percentage of the texting-driver crashes other innocent people are getting killed. And, the problem is only going to get worse before it gets better.

The major reason that more texting drivers will get into crashes as the years go by is because the more experience one gets texting and driving, the more callous they become to the danger they are exposing themselves and others to. Drivers can convince themselves that they have no issue with being able to text and drive. In a 2011 Ad Council survey, 55% of young drivers stated that, "it's easy to text and pay attention to driving at the same time." Yet, I am certain that every driver who has the habit of texting every time they drive has been in situations where they found their vehicle had inadvertently drifted outside of the lane markings — perhaps two or three feet onto the shoulder of the road.

*So You Think You Can Text... continued on page 5*

However, there was no pedestrian, bicyclist, jogger, utility pole, parked car, or other object there to crash into. The “crash” was in empty space, so it was perceived as a non-event.

Texting and driving is a societal problem. The way I see it is that society views the problem of texting and driving today in a similar manner as how acceptance of drinking and driving was thirty years ago. Crashes then by intoxicated drivers were accepted as merely being an “accident” that happened by chance. Intoxicated drivers would swerve into and out of their travel lane, and often that behavior would be incorporated into comedy shows on television as “entertainment.”

In 1981 the “town drunk,” who had been cited several times for driving under the influence, had drifted his vehicle out of the travel path onto the shoulder of road and crashed into a bicyclist. The bicyclist was a forty-one year old clinical psychologist — *and he was my brother, Dr. William C. Mottola. He died thirteen days later.* The punishment for the drunk driver: \$150 fine and thirty days in jail — after all, it was only an “accident.”

How many texting drivers and their innocent victims will need to die before society — before you — see this as a serious public epidemic? What can you do? The obvious is don't text and drive. The more difficult, don't participate in texts when your friends are texting and driving. Give some true love to your friends while they are alive by letting them know that you will not text while they are driving. Your love for them while they are alive is more rewarding than placing flowers at their roadside memorial. Society is composed of people, and one person at a time can make a difference. You are that person! ❖

Here is an activity for you to do to experience the effect that loss of your central and fringe vision has upon driving. Please feel free to share this blog with others. <http://www.nidb.us/MA/083-On-Off-Target-Texting-No-Textingv7.htm>

**For Traffic Safety Educators:**

Click on this link <http://www.nidb.us/MA/083-On-Off-Target-Texting-No-Textingv7ne.zip> to download the activity for use in the classroom.



**About the author:** Frederik Mottola, Professor Emeritus at Southern Connecticut State University and Executive Director of the National Institute for Driver Behavior, has, for the past 50 years, researched and developed techniques to help drivers learn good habits for space-management. A scientist, inventor, educator, and author, he has designed successful crash-reducing programs for corporations, municipalities, police, military, emergency vehicle operators, and traffic safety educators on national and international levels.

## Kudos to Oregon’s Approved Providers

Mary DeFerrari, Quality Assurance Specialist  
Driver Education Program  
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We continue to be impressed by Oregon’s approved providers. However, within the last few days, two examples were so prominent that they just can't go unmentioned.

In each instance, a provider was requesting help from others who had faced a similar challenge. When asked for help, 100% of the providers we contacted offered to provide support in whatever way they could. This is significant!

We also recognize that the two situations this past week are not isolated incidents; there are many, many times peer mentorship takes place informally, with no knowledge by our office. These supportive acts (providers assisting providers) are a reflection of the rock-solid professional community you have all created. ❖

## New Playbook Interface Course Offered by Chemeketa Community College



Chemeketa Community College just finalized the on-line Playbook Interface course and will be rolling it out for registrations on Tuesday, Nov 12th. This course will be more of an individual based class, so there will not be a requirement for a minimum number of students to begin a class. Those interested will get registered within a day of calling and they will have two weeks from that date to complete the course. It is an 8-hour course and the cost will be \$25.

Those participating will need to have access to the Playbook and will need to let Chemeketa know at time of registration whether or not they have a copy of the Playbook.

Below is a description of the course:

The new Playbook Interface is a totally different way to deliver driver education. Learning how to use the Playbook and all its contents will allow you to be more effective with your driver education students. As you work through the presentations and activities see how the concepts are connected and how each concept builds on the last. See how the delivery strategy now uses less direct lecture from PowerPoint presentations and how the Playbook Interface uses various activities to engage the learner in ways which are more relevant.

If you have a group of five or more instructors, Chemeketa CC may be able to tailor a class to fit your specific needs.

For more information and course descriptions go to the [Chemeketa webpage](#) or to register by phone, call Chemeketa directly at: 503 584-7541.

