



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

Ed U. Cation, Icon
ODOT-TSD Driver Education



Driver Ed here! ☺ I love starting out my communication with that phrase! It seems like there has been more and more opportunity for me to get the message out this year. Our Facebook, Hulu and other social media ads as well as the Mall banners have really stepped up the message of driver education AND the fact that we need to be training more instructors. I have really enjoyed all of the posts on my Facebook page and look

forward to even more interaction in 2016.
(<https://www.facebook.com/ed.cation.330>) Won't you help me pass the word that teen driving health is important and the best, first step for any teen is to take the Oregon approved program!

At the time of this newsletter printing, we have just reimbursed schools for 8500 teens that took driver education in 2015 and we still have a few weeks to go! Remember, last year, we had 7656 teens complete the course. This means that we have already passed last year's numbers by almost 900 teens! If you remember the 2014 Oregon DE teen driver statistics (which were amazing!) just think of how much more we could positively affect the economy of traffic safety in the next years!



Here's to a "Teen"-tastic New Year!!

- Ed



Bill's Turn!...

Finally! I thought Ed would never finish! 😊 This has been such an unusual year in so many ways and I am excited and exhausted at the same time. We added some new providers this year, changed some of the administrative structure at the DE office AND the leadership team structure both in the DEAC and at Western Oregon University...twice! It seems like there has been a lot of emphasis on the logistics of running a statewide driver education program.

Even with all that, we got some great **pilot projects** off the ground and successfully completed. We are staging the largest initiative yet in conjunction with HB2264... the **Region 5 Initiative**. More to come on this, but for now I can tell you that we have big plans to build an infrastructure with *Virtual classrooms* all over the eastern third of the state AND to fund those locations with bright shiny new instructors!



The Playbook is in the middle of its second revision and the content upgrade is almost complete. We have actually ordered over 34,000 copies since the inception of the curriculum resource in 2013. I was telling Mary that I am at a loss for how we could have so many “out there” with only 16,000 teens reporting in over the last two years and approximately 7000 in stock. This means there about 10,000 copies of the

Playbook out there. **We have images of hoarders stockpiling them next to the bottles of water in case of catastrophe!** LOL 😊

Seriously, we're not really sure where all those copies are, but we aren't going to order any more before the Feb/March release of the revised Playbook. Some providers have already checked in with the office to let us know of potential overages so we can connect those materials with the schools that might run short before March. Thank you to all of those providers who are helping this process along! 😊

Playbook Evolution Possibility...

In discussing all of the areas in the Playbook that needed updating and revision, discussion has begun about the possibility of making the material more efficient. The biggest proposal is to change the format of the Playbook to two different resources... a classroom manual and a workbook which would be consumable by the student. There are pros and cons for doing this and I am going to list both of them below.

Your mission is to add to both of these lists in an effort to help us come to a consensus before the January deadline on the revision. Email them to odotdemoil@odot.state.or.us by the end of December before the big January curriculum meeting on the 9th in order to have a say in where we take this resource...

PROs

- Classroom manual doesn't need to be reprinted as often as current Playbook.
- “Tickets” and other student centered assignments are centralized for teacher review.
- Overall \$\$\$ would be less by printing consumable (smaller) workbooks

- Potentially adding an “in-car” portion to the workbook.

CONS

- Student has to keep track of 2 resources instead of 1.
- Schools would have to care for the book in prep for the next course.

Mary's Turn!

Deficiency Weighting and Reporting



Thanks to guidance I received from the DEAC in their January 9, 2015 meeting, we made some changes in the way provider visits are conducted and in the way reports are presented.

We agree with DEAC that deficiencies are not all the same and should not be treated as such. Deficiencies that have the greatest potential for harm should be scored or ranked differently than those with less potential for harm. *For example, consider the potential consequences of a failing student who receives a waiver card, versus a provider lacking one written policy.*

Gradually, over the past nine months, we have made the following changes based on DEAC's suggestions:

1. Weighting. Deficiencies that appear on a compliance report are now weighted. **Severity Level 1 deficiencies are more serious than those ranked SL 2 or SL 3.**
 - The severity of a deficiency based on its own merit, the number of instances, or whether this was a repeated deficiency all factor in to the final weighting.
2. Provider response. A provider is required to respond differently depending on the severity level of deficiencies.
 - If the highest level deficiency is either SL 1 or SL 2, corrective action is required within 30 days, along with a detailed corrective action report. The report must address every noted Observation (including SL 3 observations).
 - If SL 3 is the highest level of deficiency, a provider is still required to make the correction within 30 days, but is **not required** to provide a written corrective action report. (But if the provider wishes to remove the item from the report during the grace period, a corrective action letter is required). The item will be evaluated during the next compliance visit.
3. Pre-inspection. We have implemented a pre-inspection form that allows a provider to conduct a portion of the inspection in advance of the appointment. This allows ODOT to do some pre-work, reducing on-site inspection time.
4. Student Records Review. We now typically select only 10 random student records, from a variety of recent courses, and evaluate those 10 records very carefully. Additional records may be reviewed based on findings.
5. Re-inspections. ODOT has always had the option to provide a re-inspection to assure corrections have been made. This is now routine when deficiencies are found to be significant.

We began collecting inspection data upon implementation of each of these items. Some changes to the current process may be made based on our findings.

Be aware that these changes may affect the way inspection stats appear. For example, it may appear that provider compliance has decreased because SL 1 items will no longer be removed from the report even if corrections have been made within the grace period.

Finally, remember that during a compliance visit it is the provider's responsibility to demonstrate that your program remains in compliance. Maintain strong documentation so there is no question.

Double check your final in-car lesson plan and time tracking

Most providers have made the following corrections by now. But if you have not, please do so.

- Your final in-car Lesson Plan must include the following:
 - State that the final comprehensive skills assessment will occur during this drive.
 - Describe the scoring method used during the final assessment. This standard language you may have used in previous lessons will not apply to the final assessment:



Performance Based Method of Assessment

Student Drive Record – NCR – Performance Codes

1 = Performs well with little or no coaching

2 = Performs fair with coaching, needs guided practice

3 = Performance requires coaching, considerable guided practice required

4 = Unable to perform, required to repeat lesson

- Be sure you are tracking both driving and observation time during the final drive.
 - If you track driving and observation time directly on your in-car assessment forms, you may need to add spaces to your final drive evaluation sheet so teachers are prompted to record both the drive and observation time for the final lesson.

Student Name: _____	Date: _____	Evaluator: _____
Driving Min: _____	Observation Min: _____	Total Deductions: _____
Score: _____	Pass <input type="checkbox"/>	Fail <input type="checkbox"/>
GIF Code _____		

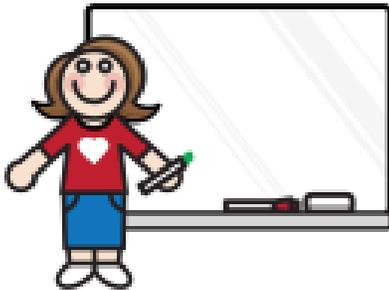
In any case, be sure that you have clear documentation of 6 hours BTW and 6 hours observation, each by date.

Let us know if you have questions!

Mary

P.S. One more thing!...

Instructor Evaluation



Ages ago, we promised that a formal process for instructor evaluation would be coming soon. Due to some setbacks regarding budget and personnel changes at WOU, evaluations had been placed on the back burner for a while.

It appears that we may be making progress again, soon. So stay tuned.

Providers...

Remember, there is no more Instructor Reporting Form. Instructors are now required to be listed on the annual Assurance Form which is due every January 1st!



A Message from the DEAC Chair

2015 has been a banner year for Driver Ed in Oregon! Our ability to positively shape the driving behaviors of a growing number of teens is gratifying and motivating. Increased enrollment does bring challenges, and I'm very grateful to Ed U Cation for his efforts to help providers recruit additional instructors.

As DEAC chair I have the distinct privilege of reporting to the [Oregon Transportation Safety Committee](#) (OTSC) after each of our quarterly DEAC meetings. You've probably seen some of the OTSC members at our conferences; they are incredibly dedicated to improving traffic safety in Oregon and beyond. And they are VERY supportive of driver ed and the work providers are doing in conjunction with ODOT TS DE.

Finally I want to acknowledge the topnotch work done by Bill and Mary in 2015. Despite the loss of Shari's daily support they have found a way to make it all work and have accomplished super human feats this year. There is no status quo for them!

Wishing you all a safe and happy holiday season!

Dawn Davis



January 4th, 2016

New Instructor Class in Salem!

This will be part of the NHTSA national pilot to standardize instructor training and we need to have at least 6 participants!

Hosted at ODEC in Salem

Call WOU for more information ☺



Bill



Mary



Ed



**Happy Holidays from the TSD
Driver Education Team**