

DRIVER EDUCATION

NEW METHODS AND EXPANDED
REQUIREMENTS

Joint Transportation Committee
Draft Report Presentation
October 16, 2014

JTC Budget Proviso

2014 Supplemental Transportation Budget (ESSB 6001, section 204(6))

“The joint transportation committee shall:

- coordinate a work group comprised of representatives from the department of licensing, the Washington state traffic safety commission, and other stakeholders as deemed necessary, along with interested legislators, to:
- develop parameters for and make recommendations regarding a pilot program that would allow students to meet traffic safety education requirements online.
- Additionally, the work group shall make recommendations related to requiring driver training to individuals between the ages of eighteen and twenty-four who have not previously passed a driver training education program or other methods of enhancing the safety of this high-risk group.
- The joint transportation committee shall issue a report of its findings to the transportation committees of the house of representatives and senate by December 1, 2014.”

Work Group Members

- 21 members
- Four Legislators:
 - Senators Liias and Rolfes
 - Representatives Hayes and Ryu
- Department of Licensing, Traffic Safety Commission, State Patrol, Superintendent for Public Instruction
- 7 representatives of private driver training schools
- 1 representative from public schools
- AAA, Farmers Insurance
- Beth Redfield, JTC staff, facilitator

Study Outline

- **Two subject matters**
 - **Online Driver Education, 15 – 17 year olds**
 - Parameters for a pilot program
 - **New requirements for 18 – 24 year olds**
 - Recommendations for enhancing safety
- Work Group met twice: presentations on background information, live demonstrations of online driver education programs, and discussions of parameters
- Staff group assisted in developing background materials, reviewing study and meeting materials

Young Driver Background Information

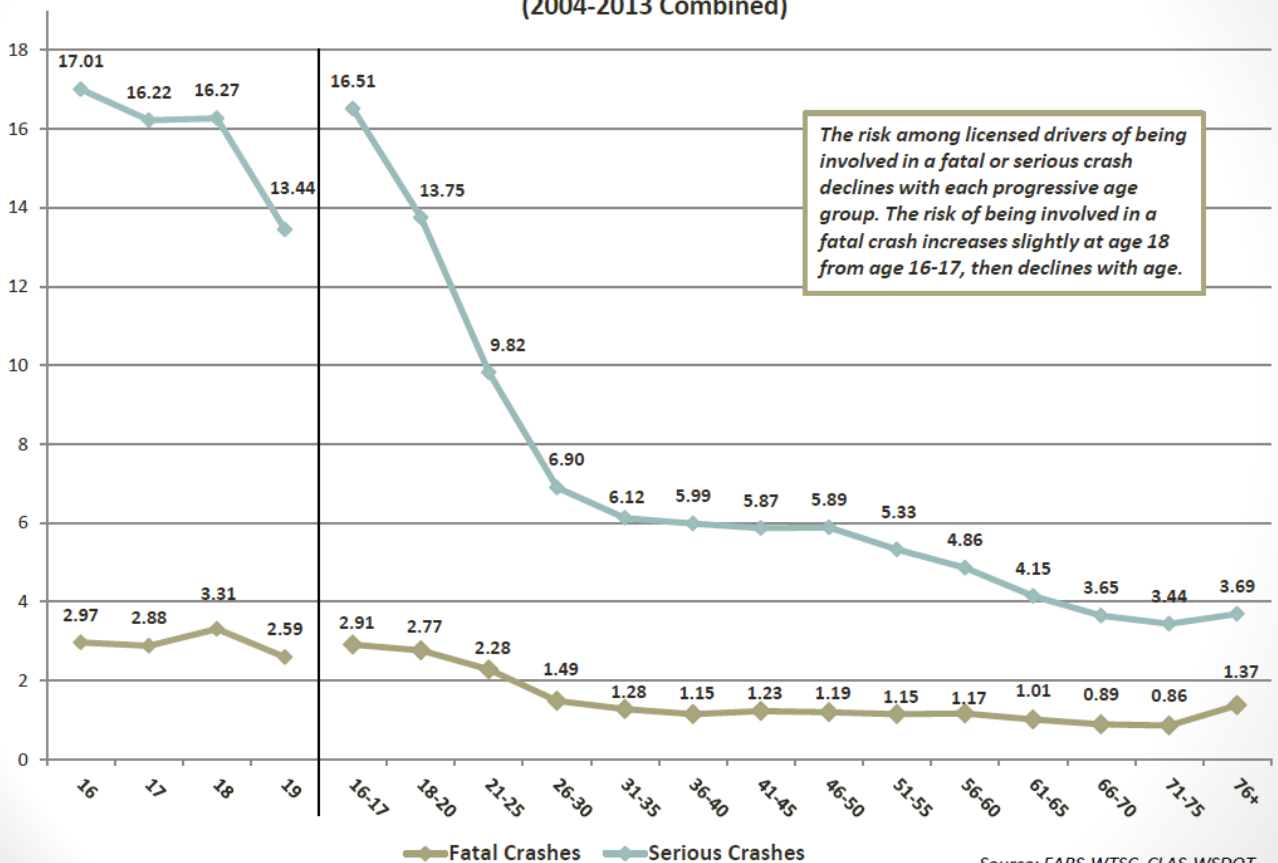
- Dual Path to Licensure
 - Under 18—must complete driver education (including behind-the-wheel), pass knowledge and skills exams, and subject to driving restrictions (Intermediate Driver License)
 - 18 and over—must only pass driver knowledge and skills exams
- Washington trend (2003 to 2009) of some new licensees waiting until 18 or 19 to get a license
 - National study found most common reasons:
 - Not having a car
 - Able to get around without driving
 - Costs associated with driving
 - Lower household income

Young Driver Safety

Background Data

- 16 and 17 year olds are the riskiest drivers
- 18 to 24 year olds are still risky drivers and are involved in more crashes because they are a larger group.

Drivers Involved in Fatal and Serious Crashes by Age Categories:
RATES per 10,000 Licensed Drivers
 (2004-2013 Combined)



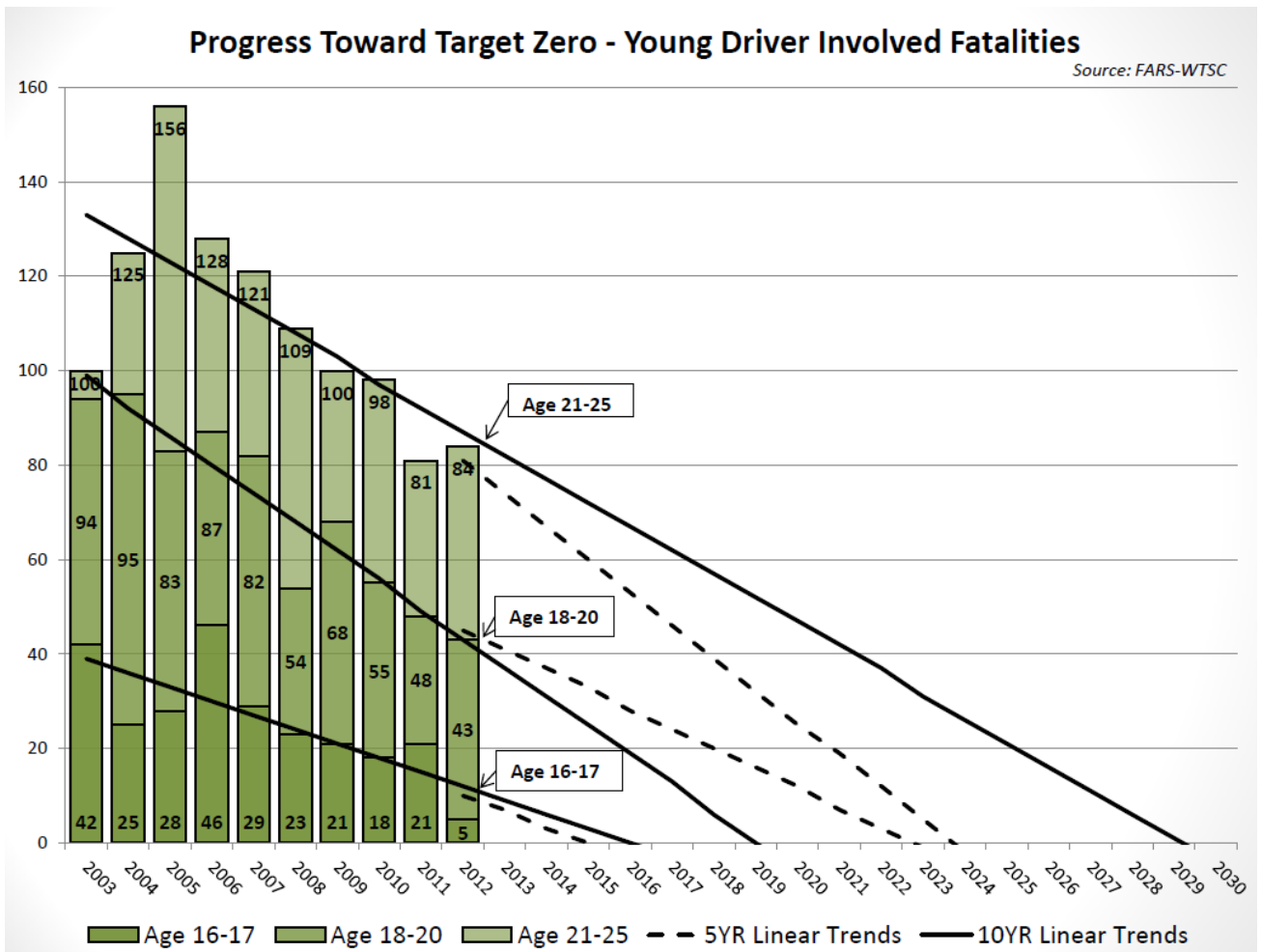
The risk among licensed drivers of being involved in a fatal or serious crash declines with each progressive age group. The risk of being involved in a fatal crash increases slightly at age 18 from age 16-17, then declines with age.

Source: FARS-WTSC, CLAS-WSDOT,

Young Driver Safety

Background Data

Target Zero has identified Young Drivers as a Priority Level One to address with safety improvements



Research Literature: What works?

Background Information

- Driver education, *on its own*, has not been shown to reduce crashes.
- Driver education is the gateway to the Intermediate Driver License path, which has shown safety impacts for the youngest drivers.
 - 22% crash reduction for 16 year olds
 - 6% crash reduction for 17 year olds
 - Jury still out on impact for 18 and over
- NHTSA has identified online driver education programs and identified key strong characteristics, including:
 - Short screens of text, interactive tasks
 - Certified driving instructors provide individual feedback
 - Parental involvement
 - Identify verification
 - Challenging exams

Research Literature: What works?

Background Information

- Online general education studies have shown modest improvement in student performance, when online and face-to-face instruction is blended.
- A review of many studies of technology initiatives for at-risk high school students found:
 - Blending of technology and teacher support improved achievement
 - Computer-based instruction can—
 - diagnose student understanding,
 - customize material,
 - offer interactive instructional materials,
 - provide feedback to students, and
 - provide detailed information about student progress.

What are other states doing?

Background Information

- 16 & 17 year olds: Of the 31 states that require driver education, 12 allow an online course to substitute for the traditional classroom.
- 18 & over: 11 states make additional requirements—driver education, learner permit, supervised driving
- JTC staff survey of online pricing (six states):
 - Only California showed a clear savings to the student from taking an online version of driver education.
 - Colorado and Idaho, pricing was the same.
 - Suggests that online may not reduce prices for students.

Parameters for changes to driver education

Work Group Preferences and Study Findings

- What is a parameter?
 - An element of a program or policy choice that may be included in legislation to implement online driver education or other safety initiatives for young drivers
- While Work Group did not reach consensus on many issues, staff identified “preferences” from the discussions
 - Staff supplemented preferences with findings from the background research
- What is online education?
 - Alternative method of course delivery in which learning and teaching take place via computer network.

What should online driver education look like?

Work Group Preferences and Study Findings

18 to 24 year olds

- Start with a new requirement for online driver education for 18 to 24 year old novice drivers
- Goal: improve safety
- Short course (less than the 36 total hours required of younger drivers)
- Include behind-the-wheel requirement
- Not a temporary pilot, but a permanent new requirement
- Proof of concept before adopting online for 15 to 17 year olds
- Significant policy change to expand driver education requirements to this group

What should online driver education look like?

Work Group Preferences

15 to 17 year olds

- Wait to offer online driver education for 15 to 17 year olds
- Goal: accessibility and affordability
- Blend classroom and online instruction
- Online should supplement not substitute for classroom
- Teacher involvement is important
- Do not change the behind-the-wheel requirements
- A pilot project should ensure that there are no worsening of safety outcomes

Parameters for changes to driver education

Work Group Preferences and Study Findings

Process and administration

- Transparency of implementation is important
- Delegate details of program design to DOL and SPI working with a stakeholder panel
- Details to include: curriculum design, online teaching methods, security issues, costs
- Allow sufficient time (two or more years) for implementation
- DOL and SPI will need additional resources to design new programs and for ongoing oversight

Parameters for changes to driver education

Work Group Preferences and Study Findings

General Findings

- Quality of online education can be regulated by course criteria or performance outcomes.
- Washington's current knowledge and skills tests may need to be strengthened.
- Many Work Group members interested in more data collection on collisions, citations, and educational outcomes for the current driver education system.
- Subsidy programs increase affordability (example of motorcycle education).

Next Steps

- Currently accepting feedback from Work Group on Draft Report
- Feedback from legislators today?
- Presentation of draft final report at December JTC meeting
- Draft Report is posted on JTC Website on the Meetings Page at:
- <http://www.leg.wa.gov/JTC/>

Questions?

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