

Parent Orientation Content Notes

Parent Orientation

Approximate time required to complete this chapter: 1 hour prior to or on the first-class session. Add time as needed to conduct and collect late registrations, distribute materials, schedule in-car lessons, or facilitate additional activities.

Program Mission Statement: It is our mission to help learners achieve low-risk driving behaviors and habits that will serve them throughout their lifetime and lead to a driving future that is free of crashes.

Parent Orientation - Content Notes

Provider Standards and Requirements – Course Introduction

Each family will understand the rules for the driver education program and be introduced to what an ODOT Approved Driver Education course includes.

See your employer for specific program policies, standards, and requirements. Make it a point to become familiar with those requirements. At the conclusion of this session, learners and parents should be able to access and retrieve resource materials related to course rules, expectations, and provider policies and procedures.

Instruction Permit Required: Learners must have a valid permit by the first night of class.

To receive a permit, they must:

- ♦ Be at least 15 years old
- ♦ Provide a signature from parent or guardian at DMV if new driver is younger than 18
- ♦ Provide proof of school attendance if younger than 18
- ♦ Provide proof of identity and address
- ♦ Pass vision test
- ♦ Pay the required fees

See Oregon Driver Manual or website: <http://www.oregon.gov/ODOT/DMV/fees/driver.shtml>
for full requirements and fees

Permit Limitations:

- ♦ Permit is valid for 24 months
- ♦ Learners must carry the permit whenever they are driving
- ♦ Learner must have a licensed driver at least 21 years old seated beside them; this passenger must have three years driving experience for the practice to count towards the 50-hour requirement
- ♦ They must hold a valid permit for 6 months and be at least 16 years of age before applying for an Oregon Driver License (provisional)
- ♦ Must show proof of school enrollment or other educational progress before DMV can issue driving privileges
(ORS 807.066)

Minimum Requirements for Successful Course Completion

To complete an approved Traffic Safety Education course successfully and receive an ODOT-TSD approved certificate of completion, a course participant shall:

1. Attend, actively participate in, and complete a minimum of 30 hours of classroom instruction using an ODOT-approved curriculum.
2. Complete and submit each course assignment.
3. Achieve a passing grade.
4. Demonstrate the ability to operate a motor vehicle safely and effectively in traffic by achieving a passing score on all BTW evaluations. Complete a minimum of 6 hours of driving and 6 hours of observation.

Reasonable Cause for Expulsion from Course

Individuals shall be counseled out of a Traffic Safety Education course if they:

1. Behave in a manner (words, attitudes, or actions) that is deemed detrimental to the normal progression of the course; or
2. Attempt to purposely maneuver the training vehicle in a manner that puts vehicle occupants or other highway users at risk; or
3. Demonstrate an inability to comprehend chapters of instruction only after all avenues of aid have failed.

Expectations Before and After Getting a License: It's About Life, Not a License

By the end of this section, teens and their parents should be able to describe some of the risks associated with driving under the influence of alcohol, drugs, or various distractions. They will begin to discuss and agree to abide by the terms of a formal or informal Parent/Teen Vehicle Use Agreement.

The leading cause of unintentional death for individuals ages 5-24 is car crashes. For those between the ages of 25-65, traffic collisions are the second leading cause of death. (Center for Disease Control 2009) During this session some of the most common risks associated with collisions and injury in the US Highway Transportation System will be discussed. Special emphasis is placed on driving under the influence of drugs or alcohol and distractions caused by cell phone use and peers, simply because they are culturally common and extremely high-risk behaviors.



Given the ease of access to alcohol and other drugs for even very young teens, medical marijuana laws, and the widespread use of cell phones while driving, it is appropriate to provide an avenue for open discussion between parents and learners about these risky behaviors.

They suggest seven general rules and provide rationale for each. They are included in this document as background information. It is not expected that instructors share the entirety of the information with learners or parents as a part of this session. However, printing handouts from their website would put beneficial information in their hands.

Parents: Model low-risk driving behaviors when you drive.

Teach responsible driving behaviors from the start. Your children learn by watching you, even before they begin to drive. Model safe driving behavior every time you drive. **Set the Standards.** Spell out the rules and set the consequences. Talk to your teen about safety issues and the rules you are setting. Explain each of your rules and the consequences for breaking it. Write up a contract with your teen driver to make sure they drive by the rules and drive as safely as possible.

Rule No. 1: Alcohol and other drugs: Absolutely none

Teen drivers (ages 15-20) are at far greater risk of death in crashes where alcohol is present. These are staggering statistics: In 2007, almost one-third of teen drivers who were killed in crashes had a positive BAC of .01 or higher at the time of the crash, even though it is illegal in all states for anyone under the age of 21 to drive with any trace of alcohol in their system. On average over the last five years, one-fourth of the deaths in motor vehicle traffic crashes occurred when a teen driver had a BAC of .01 or higher. The consequences are grim. If your teenager is lucky enough to survive a crash, they will have to face the consequences of breaking the law. That includes a trip to jail, the loss of their driver's license, and dozens of other expenses including attorney fees, court costs, and other fines. They will also stand to lose academic eligibility, college acceptance, scholarship awards, and more.

Rule No. 2: Safety belts: Always Buckle Up!

Teens buckle up far less frequently than adults do. The very first thing you can do is set the right example for your children by buckling yourself up every time you get in the car. When your teen is ready to drive, remind them that whether they are driving across town or just around the neighborhood, wearing safety belts is the absolute best way to protect themselves and their passengers from severe injury or even death in the event of a crash. Wearing a safety belt is free, but not wearing it could cost a life. Despite efforts aimed at increasing belt use among teens, observed safety belt use among teens and young adults (16 to 24 years old) stood at 76 percent in 2006 – the lowest of any age group. In 2007 alone, 4,540 teenagers aged 16 to 20 years old were killed in motor vehicle crashes, and more than half (2,502) were not wearing their safety belts at the time of the crash. We don't know what the outcome would have been for those 2,502 teens had they buckled up, but statistics tell us that in that same year, 72 percent of the passenger vehicle occupants involved in fatal crashes who *were* wearing their safety belts survived the crash. Most of the deaths in crashes involving young drivers are the young drivers themselves and their passengers.

Rule No. 3: Cell phone/texting: No talking or texting while driving

Talking on a cell phone while driving slows down the reaction time of even the most experienced driver – making it the same as that of a 70-year-old*. Can you imagine the impact it will have on your teenager? And texting while driving is a serious risk for teen drivers as well, forcing them to take their eyes and at least one hand off the steering wheel. **Distracted drivers can kill or be killed.** Driving distractions like talking on a cell phone or texting while driving are an even greater threat for teens than for others. In 2006, among drivers 15 and older involved in fatal crashes, 15- to 17-year olds had the highest percentage of distracted drivers. Talk to your teen drivers about the risks of talking, texting, and other distractions, and set clear expectations about driving habits.

Rule No. 4: Curfew: Have the Car in the Driveway by 10 p.m.

Talk to your teen driver about when you expect them to have the car back in the driveway. The reason for setting a "home-by" rule is to protect your kids by keeping them from driving during the high-risk nighttime hours. In 2006, 75 percent of all fatal nighttime crashes involving 16-year-old drivers happened between 6 pm and midnight.

Rule No. 5: Passengers: No more than one at all times (zero if your state's GDL law doesn't permit any)

Most teens are susceptible to peer pressure, which can lead to risk-taking. In a survey completed by the Allstate Foundation, almost half of the teens polled said they had been distracted by their passengers. And almost half also said they drive more safely without their friends in the car. **The more, the scarier.** Research shows that the risk of a fatal crash goes up in direct relation to the number of teenagers in the car.

Rule No. 6: Graduated Driver's License – Follow the state's GDL law

Chances are good that you live in one of the 46 states or the District of Columbia that has adopted a three-stage Graduated Driver's License law. Make sure you and your teenage driver know and

understand the law, before they get behind the wheel. Young, inexperienced drivers, particularly 16- to 17-year-olds, die too often in fatal crashes, in large part because of immaturity and inexperience. Three-stage GDL laws reduce these factors by reducing high-risk exposure for young drivers. Analysis shows GDL laws have helped reduce crashes for this age group – anywhere between 20 and 40 percent. Keep your child alive by insisting they follow the GDL rules.

Rule No. 7: Parental Responsibility: Set your house rules and consequences

Never forget that more than 5,000 teens (15 – 20 years old) are killed in crashes on our roadways every year. Talk to your young drivers about their driving before and after they have their permit or license. Set the rules for driving and explain the consequences of breaking the rules. In fact, your house rules can be tougher than the GDL laws, based on your assessment of your teen. Be accountable; make them accountable. Remind them that driving is a privilege that can be easily revoked. Keep an open dialog with your young driver and make your rules and consequences clear. Talk often and stick to your own rules.

Purpose for and content of a parent-teen vehicle use contract:

Parents play a pivotal role in helping their teens learn to lower risk as much as possible. They can do this by modeling good habits themselves, by providing ample practice time while their teens are learning, and by setting clear expectations for behavior once those teens have earned the privilege of driving on their own. A parent-teen driving agreement or contract is an excellent way to establish and record those expectations.

Partners in Learning for Successful Habit Development

The value of low-risk habits, resources, and texts to help learn, practice, and master low-risk driving behaviors, and the principles of guided practice and graduated licensing laws will take place in this section. The learners and parents will be able to explain his/her responsibility in the learning process for the development of effective low-risk driving habits.

Curriculum Resources:

ORPC Playbook 2022

Oregon Driver Manual - GDL information, rules of the road, etc.

The Oregon Parent Guide to Teen Driving - Drive logs, GDL information, driving techniques, procedures, etc.

Parent/Teen Vehicle Use Contract - formal or informal

Guided Practice

The purpose of “guided practice” is to give new drivers the opportunity to practice specific behaviors in order to build risk prevention driving habits into their driving style. One of the biggest challenges experienced when training novice drivers is convincing parents to provide practice time to their teens. An even greater challenge is helping parents understand the necessity of having their teens practice specific behaviors.

Providing parents with practice lessons that focus on specific behavior and patterns will help parents understand:

- Program in-car goals and expectations
- The nature of and number of risk prevention driving behaviors to which their learner is being exposed
- What occurs during each lesson
- How their child performs during each lesson
- Their teenager’s specific needs
- What behaviors on which to focus attention during each guided practice session

To Obtain an Oregon Provisional License

Requirements:

- Certify that learner has had at least 50 hours of driving experience while being supervised by a licensed driver who is at least 21 years old and has had a valid license for at least 3 years
- Complete a traffic safety course that meets standards developed by ODOT Transportation Safety Division
- Without a traffic safety course, an applicant must certify an additional 50 hours driving experience, for a total of 100 hours of supervised driving with the licensed driver specified above □ Must pass the safe practices test
- Must pass the behind-the-wheel driving test
- Must pay a fee for an (eight-year license) http://oregondriverslicense.org/new_license.html

Restrictions:

- For the first 6 months, a young driver may not carry any passengers under 20 years old who are not a member of the driver's immediate family unless accompanied by their parent.
- For the second 6 months, the young driver may not carry more than 3 passengers who are under 20 years old who are not members of the driver's immediate family.
- For the first year, the driver cannot drive between the hours of midnight and 5:00 a.m., except when: (A) driving between home and a place of employment; (B) driving between home and a school event for which no other transportation is available; (C) driving for employment purposes; OR (D) driving with a passenger who is at least 25 years old.
- Also, the use of a mobile communication device (including hands-free accessories) is not permitted for drivers under the age of 18.
- Sanctions (ORS 339)

Provisional Driver Improvement Program

Oregon Administrative Rule (filed through July 15, 2013) **735-072-0023** ([OAR 735-072-0023](#))

- (1) Drivers who have reached 14 years of age but who have not yet reached 18 years of age are subject to the Provisional Driver Improvement Program. The Provisional Driver Improvement Program is designed to have a quick and immediate impact on young drivers who are convicted of traffic offenses or involved in preventable accidents. This rule applies to driver improvement violations and preventable accidents that occur when the driver is 14, 15, 16 or 17 years of age, and whose record review date occurs before the person has reached 18 years of age.
- (2) On the record review date, DMV will review the person's driving record and restrict the driving privileges of any provisional driver who has:
 - (a) Two driver improvement violations; or
 - (b) Two preventable accidents; or
 - (c) A combination of one driver improvement violation and one preventable accident.
- (3) The following apply to provisional restrictions:
 - (a) DMV will restrict the license or instruction permit of a provisional driver to drive only to and from or for employment, with no passengers except their parent, stepparent, or guardian;
 - (b) DMV will impose the restriction for a period of 90 days or until the driver becomes 18 years of age. DMV will notify the provisional driver by letter that the restriction will begin five days from the date of the letter. During the 90-day restriction period, the provisional driver must carry the restriction letter at all times while the person is driving a motor vehicle;
 - (c) A person who violates the Provisional Driver Improvement Program restriction, can be cited under ORS 807.010, operating in violation of license restrictions, which is a Class B traffic violation; and

- (d) DMV will delay imposition of a restriction to driving privileges and place a pending restriction code on the person's driving record of any provisional driver:
- (A) Whose driving privileges are cancelled, suspended, or revoked until DMV grants driving privileges or fully reinstates driving privileges; or
 - (B) Who has not been granted driving privileges until DMV grants driving privileges in the form of a provisional driver license or instruction permit;
 - (C) Unless that provisional driver gets another driver improvement violation or preventable accident while under the age of 18. In that case, DMV will suspend the driving privileges or right to apply for driving privileges as set forth in subsection (6) of this rule. This suspension will supersede the pending restriction and the pending restriction code will be removed from the person's driving record.
- (4) Upon submission of a designated application form from the provisional driver, DMV may re-evaluate the restriction imposed under section (3) of this rule and may amend the restriction. On the form, the provisional driver must set forth the reason why an amended restriction is needed. The provisional driver must also provide proof he or she has completed an action approved by DMV that is designed to reduce the likelihood of future traffic violations and accidents.
- (5) DMV will suspend for six months the driving privileges or right to apply for driving privileges of any provisional driver who has:
- (a) Three driver improvement violations;
 - (b) Three preventable accidents; or
 - (c) A combination of driver improvement violations and preventable accidents that total three.
- (6) For each subsequent driver improvement violation or preventable accident, DMV will suspend for six months the driving privileges or right to apply for driving privileges of a provisional driver, regardless of a previous or current Driver Improvement Program suspension(s), who has:
- (a) Four or more driver improvement violations;
 - (b) Four or more preventable accidents; or
 - (c) A combination of driver improvement violations and preventable accidents that total four or more.
- (7) DMV will suspend for one year the driving privileges or the right to apply for driving privileges of a provisional driver convicted of any offense listed in ORS 809.600(1). This suspension is for Provisional Driver Improvement Program purposes and is in addition to any suspension or revocation imposed because of the specific conviction.
- (8) The suspension period for those suspensions imposed under sections (6), (7) and (8) of this rule will be imposed for the full suspension period, regardless of whether the provisional driver becomes 18 years of age during the suspension period. A suspension of driving privileges or the right to apply for driving privileges under this rule shall run concurrently with any other suspension, revocation, or cancellation in effect at the time the suspension begins. This section is applicable to suspensions imposed on or after June 30, 2002.

Full License: Must be 18 years of age

Driving Updates and Rationales: What's New?

In this section the learner and parent will be able to demonstrate 9&3 and 8&4 hand positions, as well as hand-overhand and push-pull steering techniques; demonstrate seating position needed for making modern mirror adjustments; and be able to see the basic relationship between a reference point (1) that aligns with a place on ground (2), shows a vehicle's actual position (3), and is seen from the perspective of driver and passenger seats (4) as illustrated. Rear-view mirrors inside and outside the vehicle should be set to give the driver the best views to the sides and rear of the vehicle. The inside mirror provides the widest view to the rear; the outside mirrors overlap and widen that view.

Mirror Settings

The Modified Mirror Settings adjust the left and right outside mirrors so they tilt slightly outward from the vehicle. This gives the driver a wider view of traffic behind and to the sides of the vehicle. This also reduces the amount of glare from the headlights of vehicles approaching from behind. For more information on the Modified Mirror Setting, see Chapter 1 Overview.

Steering Techniques

Where a driver looks before steering is more important than how they steer. However, in a critical situation good steering **habits** are important to maintain to avoid losing control. Use a balanced 9&3 or 8&4 hand position for the best control and protection against airbag injury. Use push-pull for most turns and curves, hand-overhand for very sharp, slow turns, and one-handed method for backing.

Vehicle Placement – Reference Points

Drivers cannot see the actual position of the car in relation to the roadway. The body of the car blocks the driver's view of the road. That area is the vehicle's blind zone (not to be confused with the vehicle's blind spots). Reference points serve as a guide to overcome the vision problems a driver encounters.

Reference Point Definition: A place on the vehicle that visually relates to some part of the roadway

Some Advantages of Using Reference Points

1. First, the ability to consistently be successful
2. Rapid transfer of techniques from one vehicle to another and to new situations
3. Driver can get into a larger or strange vehicle and, within five minutes, feel comfortable and confident in maneuvering it in tight spaces and in various traffic situations
4. Driver will feel confident getting into and out of tight parking spaces and will be able to back into parking spaces with confidence
5. While in the right lane, driver will know exactly how far the car is from a parked car; knowing that the car is more than six feet away from a parked car will reduce the need to swerve when a driver suddenly opens a door in front of the vehicle
6. Driver can make tight right turns into driveways, alleys, and narrow streets without feeling the need to swerve to the left before turning, and driver will know that the right rear tire will not hit the curb
7. Driver can feel confident driving in confined areas such as: municipal parking garages with spiral ramps, tunnels with fast moving traffic, a narrow bridge with a bus or truck approaching from the opposite direction, and a highway narrowed by concrete construction barriers
8. Driver can make the best possible decisions for using the various lane positions to get maximum control of the spaces to either side of the vehicle
9. Driver will be able to get reliable feedback to tell exactly where the vehicle is within the lane and increase awareness for what is an OK or a not-OK lane position
10. Driver will use reference points to overcome optical illusions, rather than using or depending on what "feels right"

Standard Reference Points

Right Side Position

The standard reference point for the right-side position is the center of the hood. On vehicles with a scooped hood, the standard may be somewhere to the left of the center of the dash or windshield, for example, in a Ford Taurus. It is used for parking on the right and lane position 3, or the far-right edge of a lane.

Left Side Position

The standard reference point for the left side position is approximately one foot inside the left corner of the hood. Again, in a vehicle with a scooped hood, the reference point will be about one foot inside the left corner post on the dash or windshield wiper. This reference point is used for parking on the left and lane position two, or the far left edge of a lane.

Front Position

The standard reference points for the front position are the left and the right corner posts or side mirrors. Use one or both sides, whichever is most easily seen. Used for stopping before crosswalks, stop lines, safety stops to get a clear line of sight without penetrating a traffic lane, or beginning sharp right turns.

Rear Position

The standard reference point for the rear position is approximately one foot behind the corner post or the middle of the rear side window. It also works on both sides, whichever is most easily seen. Use it to back to the rear line or curb of a parking space, stopping before a sidewalk or crosswalk, or making a safety stop without penetrating a traffic lane when performing turnabouts.