

STATE OF KANSAS

TECHNICAL ASSESSMENT of the DRIVER EDUCATION PROGRAM



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National Highway Traffic Safety Administration
Technical Assistance Team

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The Team believes this report will contribute to the State's efforts to enhance the effectiveness of its driver education program in preventing injuries, saving lives, and reducing the economic costs of young driver motor vehicle crashes on Kansas' roadways. The assessment is a review of all driver education activities and the Team commends all who are involved in the day-to-day efforts to improve driver education in Kansas.

INTRODUCTION

In the State of Kansas, Driver Education is offered by accredited non-public schools, school districts, community colleges, and commercial driver training schools. The Kansas Department of Education (KSDE) is the agency responsible for overseeing driver education in the State of Kansas. KSDE must obtain the approval of the State Board of Education for policy and regulatory changes. KSDE employs a full-time Driver Education Program Manager who provides oversight for driver education programs. The KSDE works collaboratively with the Kansas Department of Revenue, Division of Vehicles to license novice teen drivers.

It is the responsibility of the school districts to administer the Driver Education Program in Public Schools. Licensed teachers with an endorsement in driver education are employees of school districts and report to their school administrations. Commercial driver training schools and their instructors are licensed through the KSDE. Teachers and commercial driver training school instructors are members of the Kansas State Driver Education Association (KSDEA).

On March 27, 2009, Kansas approved a graduated driver license (GDL) system for all new drivers under the age of 17, effective January 1, 2010. The intent of GDL is to mitigate teen crash risk by limiting their exposure to high risk driving situations. Under Kansas GDL, teens may not use cell phones while driving, drive after 9 p.m. or transport multiple passengers.

Young Driver Issues

In 2011, there were 37 fatal crashes involving at least one driver 15-19 years of age, resulting in 39 fatalities.

Table 1

Crashes where at least one driver was age 15-19								
Year	Crashes					People		
	Total Crashes	Fatal Crashes	Severe Crashes	Injury Crashes	PDO Crashes	Deaths	Disabling	Injuries
2008	14081	46	275	3604	10431	50	362	5414
2009	12806	53	290	3353	9400	68	392	5070
2010	11752	54	264	2972	8726	63	414	4562
2011	10835	37	225	2764	8034	39	284	4051

*Source: Kansas State Crash Data

From 2008-2011, 46 percent of fatal teen driver crashes in Kansas involved a teen driver with multiple passengers.

Table 2

Crashes where at least one driver was age 15-19 & teen vehicle had more than 1 occupant								
	Crashes					People		
Year	Total Crashes	Fatal Crashes	Severe Crashes	Injury Crashes	PDO Crashes	Deaths	Disabling	Injuries
2008	5224	26	118	1532	3666	30	187	2833
2009	4848	20	146	1439	3369	30	228	2655
2010	4299	29	129	1242	3028	37	210	2263
2011	3775	13	107	1130	2632	15	155	1981

*Source: Kansas State Crash Data

BACKGROUND

In 2010, 32,885 persons were killed and nearly 2.2 million injured in motor vehicle crashes in the United States. Motor vehicle crashes are the leading cause of unintentional injury and death in the United States. Nationwide, the economic cost of motor vehicle traffic crashes exceeds \$230 billion annually. Motor vehicle crashes are the leading cause of teen (ages 15-20) deaths in the United States.

The mission of the National Highway Traffic Safety Administration (NHTSA) is to reduce deaths, injuries, and economic and property losses resulting from motor vehicle crashes. In its ongoing efforts to reduce teen traffic crashes and subsequent fatalities and injuries, NHTSA continues its program of providing technical program assessments including Driver Education to the States upon request.

NHTSA acts as a facilitator by assembling a team composed of individuals who have expertise in driver education program administration, program development and evaluation, curriculum and instruction, and teen driving advocacy and outreach. Expertise among Team members includes: program administration, driver licensing, education and training, instructor qualification, and parental involvement.

The Kansas Department of Transportation (KDOT) requested NHTSA's assistance in assessing Kansas' Driver Education program. NHTSA agreed to facilitate this assessment and met with the KDOT to define the State's key issues and concerns.

The Kansas Driver Education Assessment was conducted at the Capitol Plaza in Topeka, Kansas from August 13-17, 2012. Under the leadership of the Kansas State Highway Safety Office Director, arrangements were made for program experts and stakeholders to deliver briefings and provide support materials to the Team on a wide range of topics.

Kansas Demographics

Kansas, nicknamed the Sunflower State, was admitted to the Union as the 34th state on January 29, 1861. Kansas has a land mass of 81,758 square miles, making it the 15th largest state. Kansas is bordered on the north by Nebraska, on the east by Missouri, on the south by Oklahoma, and on the west by Colorado. The Kansas capital is Topeka, which has served as the state capital since 1861. Other major cities include Wichita, Kansas City, Overland Park, and Olathe.

U.S. Census Bureau 2011 estimates 2.9 million persons live in Kansas. Approximately 71 percent of Kansans reside in urban clusters. Kansas has 105 counties and 627 incorporated cities. Of those, the 10 most populated counties include Sedgwick, Johnson, Shawnee, Wyandotte, Douglas, Leavenworth, Reno, Riley, Butler, and Saline counties. The 95 remaining counties have populations under 50,000; of those, 62 have populations under 10,000. Statewide, the white population comprise 77.8 percent of the population, Blacks or African Americans make up 6.1 percent, American Indian and Alaska Natives make up 1.2 percent, Asians make up

2.5 percent and 3.4 percent claimed some other race or ethnicity. Hispanics or Latinos of any race make up about 10.8 percent.

Commerce and industry in Kansas are varied, but they are dominated by the aircraft industry and agriculture-related enterprises. Kansas is the world leader in the production of general aviation aircraft, with over approximately 45,000 workers employed by six major aircraft companies. Kansas is also one of the leading agricultural states in the country with over 50 million acres of land devoted to farming. Kansas is the leading state in wheat production and ranks second in beef processing and production.

Highway Safety

Kansas has approximately 135,017 miles of state highways, and city and county roads. Rural roadways comprise 124,420 miles of public roads and 10,597 of rural roads. Kansas has approximately 874 miles in interstate highways. Interstate Highway 35, 335 and 135 runs north/south and Interstate Highways 70 run east/west. Kansas has approximately 2.4 million registered vehicles and 2 million registered drivers.

An examination of NHTSA's final Fatality Analysis Reporting System (FARS) file reveals the following data for Kansas over the past 4 years (2007-2010):

	2007	2008	2009	2010
Number of Traffic Fatalities	416	384	386	431
Number of Serious Injuries in Traffic Crashes (Obtain from State)	1,811	1,708	1,675	1,717
Fatalities/100M VMT	1.38	1.30	1.31	1.44
• Total				
• Urban	.57	.58	.47	.56
• Rural	2.28	2.04	2.18	2.37
Number of Unrestrained Occupant Fatalities, All Seat Positions	178	184	169	206
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	109	138	123	168
Number of Speeding-Related Fatalities	112	95	103	100
Number of Motorcyclist Fatalities	48	46	47	40
Number of Unhelmeted Motorcyclist Fatalities	34	30	29	28
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	88	65	70	73
Number of Pedestrian Fatalities	20	19	22	15
Observed Seat Belt Use, Front Seat Outboard Occupants	75.0	77.4	77.0	81.8

PRIORITY RECOMMENDATIONS

1.1.1.

- **Establish a formal Driver Education Advisory Board made up of key stakeholders who partner with the Kansas Department of Education to address the delivery of driver education and training by all providers in the State of Kansas.**
- **Develop and implement a statewide teen driving public education program that clearly articulates the value of completing driver education and training and the critical provisions of the state's Graduated Driver License program.**

1.1.7. and 1.1.8.

- **Require schools to provide a crosswalk between the school's curriculum content and the state's Model Standards for driver education.**

1.1.13.

- **Ensure that every provider's classroom and behind the wheel curricula meet and/or exceed the standards developed by the Kansas Department of Education.**

1.1.16.

- **Collect, monitor and publish student crash data by school to include placing a unique identifier on every teen's driver record to determine where they received driver education and training (including an identifier if the teen is parent-taught) and monitor driver license records to track teen crashes by school to aid in evaluating program effectiveness.**

2.1.1. and 2.1.2.

- **Collaborate with other state agencies to provide the American Driver and Traffic Safety Education Association model curriculum to all schools, as the 2007 Model Standards adopted by the Kansas Board of Education mirror the ADTSEA standards.**

3.1.1. and 3.1.6.

- **Monitor all Kansas State Department of Education approved teachers/instructors driving records using an automatic employer notification program.**

3.1.2.

- **Adopt State teacher/instructor training standards that meet the rigor defined by the *National Novice Driver Education and Traffic Safety Administrative Standards*.**

4.1.1.

- **Require a driver education teacher/instructor to conduct a pre-course parent seminar during the initial session of the teen's driver education and training course.**
- **Require the parent seminar, pre-course or initial session to include the known best practices of GDL and parent involvement that outlines:**
 - **parent's responsibilities and opportunity to reduce his or her teen's crash risk, including modeling safe driving behavior;**
 - **how to manage the novice driver's learning-to-drive experience to determine the readiness of the teen to begin the process;**
 - **how to supervise the teen's driving so that the parent can better determine the teen's readiness to advance to the next licensing stage and assume broader driving privileges;**
 - **how to supervise an extended instruction permit period of one year that provides at least weekly opportunities for the novice driver to accumulate the 50 hours of supervised practice driving in a wide variety of increasingly challenging circumstances;**
 - **how to supervise an extended intermediate license period that temporarily restricts driving unsupervised with teen passengers and during nighttime hours until the State's GDL requirements have been met and the parent determines the teen's readiness to drive unsupervised in these high risk conditions; and**
 - **how to negotiate and adopt a written agreement between the teen and parent that reflects the expectations of both teen and parent and clearly defines the restrictions, privileges, rules, and consequences that will serve as the basis for the teen to earn and for the parent to grant progressively broader driving privileges.**

5.1.1.

- **Create a formal system for communication and collaboration between Kansas State Department of Education and Kansas Driver's License Exam Bureau.**

5.1.7.

- **Standardize the Kansas knowledge and driving skills tests that address the novice teen driver's ability to reduce driving risks so they are consistent across the State and not determined by local driver educators and/or local school policy.**

1.0 Program Administration

All entities delivering driver education and training should be treated fairly and equitably, meet the same quality standards, and have equitable access to State driver education and training resources.

Most States may have a multitude of public and private novice teen driver education and training programs. Each State may have different administrative and provisional structures. Alternative delivery (e.g., online, parent-taught, and correspondence) programs can be either public or private, may not have a physical location, and are subject to varying requirements set forth by the State.

1.1 Management, Leadership, and Administration

Advisory

Each State should:

1.1.1 have a single agency, or coordinated agencies, informed by an advisory board of stakeholders and charged with overseeing all novice teen driver education and training programs. That agency should have authority and responsibility for the implementation, monitoring, evaluation, and enforcement of these standards. This agency should also be charged with developing and executing communication strategies to inform parents and the public about driver education and training issues. In addition, the agency should inform providers in a timely fashion about changes to laws, regulations, and procedures.

1.1.2 carefully choose a State agency that is best suited and ideally not a direct provider of driver education to administer a statewide education and training program that can provide needed and appropriate regulatory environment, oversight, monitoring, evaluation, review and approval processes, professional development, and all other administrative actions that make available a quality driver education and training program to all age-eligible residents.

1.1.3 have a full-time, funded State administrator for driver education and training. This individual should meet or exceed the qualifications and training required by the State for a novice teen driver education and training instructor and/or school owner or possesses equivalent experience or qualifications. This administrator should be an employee of the agency that has oversight of driver education and training.

1.1.4 have standardized monitoring, evaluation/auditing, and oversight procedures to ensure that every driver education and training program uses a curriculum with written goals and objectives.

1.1.5 have a program renewal process to ensure that curriculum material and procedures are current.

1.1.6 adopt an instructor certification renewal process.

- 1.1.7 approve driver education and training programs that conform to applicable State and national standards.
- 1.1.8 deny or revoke approval of driver education and training programs that do not conform to applicable State and national standards.
- 1.1.9 ensure that programs reflect multicultural education principles and are free of bias.
- 1.1.10 administer applications for licensing of driver education and training instructors, including owner/operators of public and private providers.
- 1.1.11 develops and execute monitoring, evaluation, and auditing procedures to ensure standards are met by public and private providers.
- 1.1.12 adopt goals, objectives, and outcomes for learning.
- 1.1.13 develop criteria to assess and approve programs, curricula, and provider effectiveness. Financial and/or administrative sanctions for non-compliance with the State application and approval processes and/or standards should be provided to all applicants and provide remediation opportunities to driver education and training programs when sanctions are issued.
- 1.1.14 establish and maintain a conflict resolution system for disputes between the State agency and local driver education and training programs.
- 1.1.15 require, provide, or ensure the availability of ongoing professional development for instructors to include updates in best education and training methods and material.
- 1.1.16 require all public and private driver education and training providers to report program data to the designated State agency so that periodic evaluations of the State's driver education and training programs can be completed and made available to the public.
- 1.1.17 ensure that student information submitted to the agency or used by the agency remains confidential, as required by applicable State and Federal regulations.
- 1.1.18 ensure that all novice teen driver education and training programs, instructors, and associated staff possess necessary operating licenses and credentials required by the State.
- 1.1.19 ensure that each driver education and training provider has an identified person to administer day-to-day operations, including responsibility for the maintenance of student records and filing of reports with the State in accordance with State regulations.
- 1.1.20 ensure that all materials, equipment, and vehicles are safe and in proper condition to conduct quality, effective driver education and training.

1.1.21 refer to a general standard for online education such as those established by the North American Council for Online Learning in the absence of national standards specific to the delivery of online driver education or online teacher preparation.

1.1.22 ensure that the instruction of novice teen drivers is completed using concurrent and integrated classroom and in-car instruction where the bulk of the classroom instruction occurs close in time to the in-car instruction to ensure the maximum transfer of skills.

Status

1.1.1.

The Kansas Department of Education (KSDE) is the single agency charged with overseeing all novice teen driver education and training programs. The agency has the authority and responsibility for the implementation, monitoring, evaluation, and enforcement of the driver education standards. KSDE has a positive relationship with key stakeholder groups including the Kansas Department of Transportation, Traffic Safety Office; Kansas Division of Vehicles; Kansas State Driver Education Association (KSDEA); and AAA Kansas. There is an informal group of stakeholders in place to assist the two-person staff charged with overseeing the statewide driver education and training program. However, there is no formal advisory group. The KSDE does meet annually with the KSDEA as well as hold regional meetings to address statutory, regulatory and operational issues with both public and private school providers.

KSDE administers two sets of driver education and training standards – one for public and non-public schools (competency based) and one for commercial driver training schools (time based). Additionally, the KSDE administers the State Safety Fund, which annually reimburses public schools and all nonpublic schools accredited by the State Board of Education, on a per student basis, for the delivery of driver education and training.

KSDE has the responsibility for ensuring that parents and the public are informed about driver education program and Graduated Driver Licensing (GDL). While KDOT's Highway Safety Office, in partnership with the Kansas Traffic Safety Resource Office, produces and distributes a GDL brochure and other outreach materials, key stakeholders acknowledge that the GDL, due to its complexity (i.e., multiple stages and license types, restrictions, education and requirements), is confusing and not widely known or understood by parents, law enforcement officials and the public at large. Additionally, there is limited communication specifically addressing the importance and value of driver education, but stakeholders agree more is needed.

Recommendations

1.1.1.

- **Establish a formal Driver Education Advisory Board made up of key stakeholders who partner with the Kansas Department of Education to address the delivery of driver education and training by all providers in the State of Kansas.**

- Increase communication to the public and key stakeholders about the duties and responsibilities of the Kansas Department of Education and the Kansas Division of Vehicles when it comes to the provision of licensing and driver education and training in the State of Kansas.
- **Develop and implement a statewide teen driving public education program that clearly articulates the value of completing driver education and training and the critical provisions of the State’s Graduated Driver License program.**

Status

1.1.2.

The Kansas Department of Education is the State agency that administers the statewide driver education and training program that is currently provided to all age-eligible residents through public high schools, community colleges and commercial driver training schools. The KSDE is also responsible for providing the appropriate regulatory environment, as well as oversight, monitoring, evaluation, review and approval processes, and other administrative actions that make available a driver education and training program. The Kansas Division of Vehicles has expressed interest in taking a more active role in monitoring as it relates to the licensing of providers (background and financial checks) and administration of knowledge and road tests.

Status

1.1.3.

There is a full-time, funded state administrator for driver education and training who is employed by the KSDE, the agency responsible for oversight. This individual along with one other employee are tasked with approving curriculum, ensuring compliance and administering the State Safety Fund. This state administrator, who has more than 20 years of driver education teaching experience, also functions as the liaison between the Kansas Division of Vehicles, provides technical assistance and serves as the “help desk” to answer questions about the program.

Status

1.1.4.

The KSDE has standardized auditing procedures to ensure that driver education and training programs meet the following standards: has classroom and in-car assessments, has folders for each student with all the required documentation including locally-developed test results, meets the required minimum number of days of instruction, ensures that all teachers/instructors are properly credentialed, and that all students are at least 14-years-of-age.

The KSDE also has oversight procedures that require curricula to be approved by the State Board of Education using the Kansas Model Standards for Driver Education as a guide. The

commercial driving training schools must submit their curriculum materials to the KSDE before licensing and upon annual renewal. However, the panelists indicated that the curriculum did not need to align with the Model Standards and could be a textbook or a driver improvement program.

Recommendation

1.1.4.

- Expand the auditing procedures to include curriculum alignment with the Model Standards for driver education.

Status

1.1.5.

The KSDE reviews and revises the Model Standards as needed by legislative and rule changes. School textbooks must be updated and schools must revise curriculum when the textbook is updated. The textbook may not be older than ten years.

The KSDE has an annual program renewal process for commercial driver training schools but not for public schools that requires commercial schools to submit curriculum materials for approval.

Recommendation

1.1.5.

- Implement a program renewal process for public schools to ensure that curriculum material and procedures are current.

Status

1.1.6.

The KSDE has a teacher and instructor renewal process. Once a teacher receives a driver education endorsement, it remains valid as long as the teacher's license is valid. Teachers are required to renew their state teaching credentials every five years. Instructors are required to renew their license annually on their birthday.

Status

1.1.7. and 1.1.8.

The KSDE provides Model Standards as a guideline that conform with the American Driver and Traffic Safety Education Association (ADTSEA) standards. Public school driver education

programs are approved by the State Board of Education (SBOE). The commercial driver training schools are required to annually submit curriculum content for classroom instruction to the SBOE for approval. The SBOE has a provision to deny or revoke approval of commercial driver education and training programs that do not conform to the recommended content standards.

Recommendations

1.1.7. and 1.1.8.

- **Require schools to provide a crosswalk between the school's curriculum content and the state's Model Standards for driver education.**

Status

1.1.9.

The KSDE does not have a formal review process to ensure that programs reflect multicultural education principles and are free of bias. However, the KSDE does provide guidance on accommodations for students with special needs.

Recommendations

1.1.9.

- Develop a process to ensure programs reflect multicultural education principles and are free of bias.
- Expand the auditing procedures to include monitoring programs for multicultural education principles that are free of bias.

Status

1.1.10.

The driver education credentials for all driver education teachers/instructors, as well as owner/operators, is done by the KSDE.

Status

1.1.11.

The KSDE annually audits all providers to ensure compliance with operational, facility and service delivery requirements including classroom and in-car training hours, minimum test score standards (80%), issuance of contracts and receipts to all parents, appropriate training facilities, properly equipped vehicles, and adequate insurance coverage. KSDE administers two sets of

driver education and training standards – one for public schools (competency based) and one for private schools (time based). No monitoring or evaluation of program effectiveness is conducted by KSDE.

The KSDE administers the State Safety Fund, which annually reimburses public schools and all nonpublic schools accredited by the State Board of Education, on a per student basis, for the delivery of driver education and training. Additionally, the attendance records of all public school providers are audited to ensure they reconcile with disbursements from the State Safety Fund.

Recommendations

1.1.11.

- Establish a formal evaluation and monitoring process to ensure program effectiveness in the auditing process to include the quality of instructors and instruction.

Status

1.1.12.

Kansas currently follows a seven-year cycle for reviewing and updating curricula, including the state standards for driver education.

Status

1.1.13.

All public and private school providers are required annually to submit their curriculum to the KSDE for review and approval by the State Board of Education. While there are curriculum standards, they are perceived as guidelines by providers. Additionally, no criteria exist to assess provider effectiveness.

Providers not in compliance with the standards are notified of the deficiencies, via a letter from the State Administrator, and given the opportunity to address them. A formal appeals process is outlined in the provider regulations. There are no financial sanctions for non-compliance with the standards or application process. However, the State administrator does have the authority to revoke or not reissue a license.

Recommendations

1.1.13.

- Establish and implement criteria to assess provider effectiveness.

- **Ensure that every provider’s classroom and behind the wheel curricula meet and/or exceed the standards developed by the Kansas Department of Education.**

Status

1.1.14.

A formal appeals process is outlined in the provider regulations, which include a timeline for responding to a dispute and making the necessary corrections. The State administrator will notify a provider, in writing, of any findings related to its annual audit, and work with that provider to address and resolve disputes. If the issue cannot be resolved to the KSDE’s satisfaction, it could result in revocation or non-reissuance of the provider’s license.

Status

1.1.15.

The KSDE requires licensed teachers to renew their license every five years which includes professional development. Instructors licensed through the KSDE are required to renew their driver training instructor license annually without professional development. Instructors may choose to attend regional workshops and/or the KSDEA annual conference. Ongoing professional development opportunity may be provided once a year through the Kansas Department of Transportation, Traffic Safety Office annual conference.

Recommendations

1.1.15.

- Require ongoing professional development for instructors licensed through the Kansas State Department of Education.
- Partner with the Kansas Driver Education Teachers Association and Kansas Department of Transportation to provide more opportunity for development.

Status

1.1.16.

All schools report limited program data to the Department of Education including number of students trained during the annual audit. There is no systematic evaluation of the effectiveness of the program or monitoring of a program’s impact on reducing teen crashes.

Recommendations

1.1.16.

- **Collect, monitor and publish student crash data by school to include placing a unique identifier on every teen’s driver record to determine where they received driver education and training (including an identifier if the teen is parent-taught) and monitor driver license records to track teen crashes by school to aid in evaluating program effectiveness.**

Status

1.1.17.

Students obtaining driver education and training through a public or private school provider must complete a four-part DE99 form administered by the Kansas Division of Vehicles. The form includes the student’s name, age, licensure status, and medical information. The student is asked to provide the latter to ensure that the provider is aware of any medical condition that could impact her/his ability to successfully and safely complete the driver education and training program. It is unknown whether the medical section of the form is compliant with the provisions of the Health Insurance Privacy Protection Act (HIPPA).

Recommendations

1.1.17.

- Review the DE99 to ensure compliance with HIPPA and revise the form as needed to comply with all federal and state laws.
- Develop a secure online version of the DE99 form to expedite the process and ensure that student information remains confidential and available only to authorized personnel.

Status

1.1.18.

Driver Education programs in public schools must be approved by the KSDE in order to receive any financial reimbursement. All commercial driver training schools and instructors are required to be in compliance with KSDE rules and regulations. Monitoring and evaluation of provider documentation happens through the KSDE audit team on a regular basis.

The SBOE has removed the driver education endorsement from the teacher licensing process. Consequently, when an applicant successfully completes the requirement of nine credit hours to meet the expectation of the endorsement, it is not formally recognized under the licensing procedures.

K.A.R. 91-5-3 Qualifications of instructors.

- (a) Each instructor of an approved driver education program shall have the following:
 - (1) (A) a valid teacher certificate with an endorsement in driver education

Status

1.1.19.

The provider regulations administered by the KSDE do not require that a specific person be identified to handle day-to-day operations including the maintenance of student records and report filings. However, all paperwork and records must be up-to-date and readily available at the time of the annual audit. Failure to provide the appropriate documents could result in the KSDE not reissuing a license.

Recommendation

1.1.19.

- Require public and private school providers to identify a single point of contact for administrative functions.

Status

1.1.20.

There is an expectation that the local school administrators and driver educators will ensure all classroom materials and equipment are in proper condition to conduct quality, effective driver education and training. There is no verification by the KSDE that these requirements and expectations are being met.

All commercial driver training schools are required to be in compliance with KSDE rules and regulations for private schools and an annual audit is performed at these commercial schools.

Recommendations

1.1.20.

- Verify that all classroom materials and equipment used by providers are in proper condition to conduct quality, effective driver education and training.
- Verify that all driver education-specific vehicle equipment is present and in proper working condition at all of the driver education schools.

Status

1.1.21.

The KSDE has approved online delivery of classroom driver education and teacher preparation courses. According to the KSDE administrative rules, the online programs must include approved curriculum. However, the KSDE does not audit online programs.

Recommendation

1.1.21.

- Expand the audit to determine whether the online delivery of the classroom driver education course and the teacher preparation courses align with the standards established by the North American Council for Online Learning.

Status

1.1.22.

The KSDE believes that a concurrent and integrated classroom and in-car instruction is best practice for driver education programs. Due to the school's scheduling challenges, however, some schools provide all of the classroom instruction prior to offering in-car instruction. The KSDE rules are flexible and do not require concurrent or integrated classroom and in-car instruction.

Recommendation

1.1.22.

- Ensure that driver education instruction is conducted using concurrent and integrated classroom and in-car delivery to ensure the maximum transfer of skills.
- Ensure students participate in meaningful guided practice with their parents or guardians in the event that concurrent and integrated classroom and in-car delivery is not possible.

2.0 Education/Training

Advisory

2.1 Each State should:

2.1.1 have driver education and training that meets or exceeds current nationally accepted content standards and benchmarks.

2.1.2 approve curricula that are based on nationally recognized standards such as ADTSEA and DSAA – Attachments E and F. Each State retains authority in determining what curricula meet its State standards. Other resources include AAA¹ and NIDB.²

2.1.3 regulate the use of simulation and driving ranges.

2.1.4 require an approved end-of-course knowledge and skill assessment examination based on the stated goals and objectives to graduate from the driver education and training program.

2.1.5 require a course provider to conduct valid post-course evaluations of driver education and training programs to be completed by the students and/or parent for the purpose of improving the effectiveness of the program (a resource for help in conducting these evaluations is the AAA Foundation for Traffic Safety³).

2.1.6 require core driver educational hours that focus on the driving task and safe driving practices sufficient to meet the criteria established by the end-of-course examination. To enable States to select the appropriate guidelines for contact hours to meet the desired outcomes, the following instructional time should be:

First stage education:

Minimum of 45 hours of classroom/theory;

Minimum of 10 hours of behind the wheel instruction;

10 hours in-car observation;

Second stage education;

Minimum of 10 hours; and

The in-car instruction can be enhanced with simulation or driving range instruction.

2.1.7 require distributive learning.

¹ Lonero, L., Clinton, K., Brock, J., Wilde, G., Laurie, I., & Black, D. (1995). Novice Driver Model Curriculum Guidelines. Washington, DC: AAA Foundation for Traffic Safety. . <http://www.aaafoundation.org/resources/index.cfm?button=lonaro>

² Mottola, F. R. (n.d.). Standards for a Risk Management Program. Chesire, CT: National Institute for Driver Behavior. <http://www.nidb.org/>

³ Clinton, K., & Lonero, L. (2006, October). Evaluating Driver Education Programs: Comprehensive Guidelines Washington, DC: AAA Foundation for Traffic Safety. <http://www.aaafoundation.org/pdf/EvaluatingDriverEducationProgramsGuidelines.pdf>

Status

2.1.1. and 2.1.2.

Model Standards were developed and approved by the Kansas Board of Education in 2007 and they meet the nationally-accepted American Driver Education and Traffic Safety Association's (ADTSEA) content standards. However, the state has not developed an enhanced curriculum framework that includes a scope and sequence of content that meets the expectations of the state standards.

Kansas State Department of Education (KSDE) does have a state-level process for locally-developed curriculum review, revision and approval, but the process does not require alignment with the state's driver education content standards. The stakeholder's feedback indicated that driver education instruction in Kansas was not guided by the state standards, and that teachers do not have consistent learning targets or outcomes. The panelists mentioned textbooks and eight-hour driver improvement programs as primary sources for curriculum. Instruction is delivered by licensed teachers and individuals without teaching licenses who are not required to receive any formal training through an institution of higher education. Consequently, there is a need for a model curriculum that would standardize instruction for all driver education students in Kansas.

A variety of curriculum enhancement tools have been developed by the Kansas Traffic Safety Resource Office. These curriculum enhancements provide venues for students to apply and enhance traffic safety knowledge and skills. The crash data indicates these curriculum enhancements improve traffic safety through increased safety belt use and greater awareness of the dangers of texting while driving. The quantified benefit of these curriculum enhancement projects indicates a need for continued investment in these engaging educational opportunities.

Recommendations

2.1.1. and 2.1.2.

- Collaborate with various stakeholders to develop a driver education model curriculum to standardize instruction among the public schools and the commercial driver training schools.
- **Collaborate with other state agencies to provide the American Driver and Traffic Safety Education Association model curriculum to all schools, as the 2007 Model Standards adopted by the Kansas Board of Education mirror the ADTSEA standards.**
- Revise the Board of Education's *Driver Education Administrative Standards* to ensure consistent curriculum delivery by accredited Community Colleges, and public, non-public and commercial driver training schools.
- Create a curriculum review process comparing the curriculum content of existing

curricula currently approved for use in Kansas with the Driver Education content standards.

- Collaborate with the Kansas Traffic Safety Office to create and promote curriculum enhancement projects for students.
- Request crash data from the Kansas Traffic Safety Office to inform instruction and focus curriculum.

Status

2.1.3.

There was no mention of schools using simulation as part of classroom instruction, and it was indicated that a few schools use driving ranges for in-car instruction. The Kansas Curricular Standards for Driver Education, however, provide no guidance on when, where or how to deliver simulated instruction or how to teach in-car instruction, and there is no reference to use of simulation in the Driver Education Regulations, K.A.R. 91-5-1 through K.A.R. 91-5-14.

Recommendation

2.1.3.

- Provide guidance and instructional strategies for the use of simulation and driving ranges.

Status

2.1.4.

Driver Education Regulations K.A.R. 91-5-1 through K.A.R. 91-5-14 provide no guidance on assessment, and the Kansas State Department of Education (KSDE) does not require a standardized state-approved end-of-course knowledge and skills test based on the Kansas Model Standard for Driver Education.

Recommendation

2.1.4.

- Establish a statewide review committee of content specialists, teachers and other qualified persons to create a standardized summative assessment tool for classroom and in-car driver education that aligns with the Kansas state standards for driver education.

Status

2.1.5.

The KSDE does not require schools to conduct post-course evaluations of program effectiveness for the purpose of improving instruction and student learning.

Recommendations

2.1.5.

- Establish a statewide committee made up of stakeholders to design an evidence-based, post-course evaluation to be completed by parents and students that measures the effectiveness of the program.
- Request that the State Board of Education amend the *Driver Education Administrative Standards* to require course providers to conduct a post-course evaluation, and add this tool to the audit process to evaluate compliance with state regulations and program effectiveness.

Status

2.1.6.

The SBOE's *Driver Education Administrative Standards* are inconsistent as they do not require the delivery of the same number of core driver education hours by accredited public, non-public, commercial driver training schools and community colleges. The requirements for the public schools are "competency based," but there is no standardized, state-approved metric that measures competency.

The *Driver Education Administrative Standards* require public school driver education courses to be conducted in no less than seven days. According to one panelist, this could conceivably mean one hour on day one, and one hour on day seven. According to the Administrative Standards an "hour" means a class period of no fewer than 50 minutes.

The commercial driver training schools, on the other hand, are required to deliver eight hours of classroom instruction and six hours of behind-the-wheel instruction.

Recommendations

2.1.6.

- Increase classroom hours with the goal of meeting the 45 hours recommended by the *Novice Teen Driver Education and Training Administrative Standards*.

- Increase the required hours of behind-the-wheel instruction with the goal of meeting 10 hours as recommended by the *Novice Teen Driver Education and Training Administrative Standards*.
- Require a second-stage educational program with the goal of meeting 10 hours as recommended by the *Novice Teen Driver Education and Training Administrative Standards*.
- Require the Kansas *Driver Education Administrative Standards* to be consistent so that students in Kansas receive the same amount of instruction from all programs accredited by the Kansas State Department of Education.

Status

2.1.7.

The *Driver Education Administrative Standards* allow unlimited hours of classroom and behind-the-wheel instruction in a 24-hour period of time. Distributed learning provides for shorter and more frequent lessons which are more effective than longer lessons given over a shorter period of time. However, in Kansas students can complete the in-car requirements in one day.

Recommendation

2.1.7.

- Amend the Board of Education's *Driver Education Administrative Standards* to allow a maximum of 90 minutes of classroom and 60 minutes of in-car instruction within any 24-hour period to provide for distributive learning (ADTSEA, *Recommendations on the Delivery of Driver Education*).

3.0 Instructor Qualifications

Advisory

3.1 Each State should:

3.1.1 require the following prerequisites for instructors receiving certification and recertification:

- a) possession of a valid driver's license, as recognized by the State.
- b) have an acceptable driving record as determined by the State.
- c) pass a Federal and State criminal background check.
- d) meet health or physical requirements as determined by the State.
- e) achieve a minimum academic education requirement as determined by the State.
- f) meet a minimum age requirement as determined by the State.

3.1.2 require instructors to complete approved standardized instructor training that applies to instructors and teachers in all public and private driver education and training programs. This preparation should include a course of study that is no less than 120 hours of preparatory time. (See Attachment B, Instructor Qualifications Statement)

3.1.3 require instructors to receive training in accepted best practices in course delivery and evaluations using various delivery modalities.

3.1.4 require that an instructor pass a State-approved practical and/or written exam (e.g., Praxis II, National Teacher Certification Program [available at www.ADTSEA.org]).

3.1.5 require annual continuing education and professional development hours for instructors.

3.1.6 require an annual driving record review for instructors.

Status

3.1.1. and 3.1.6.

The KSDE certifies and recertifies driver education teachers and instructors.

The KSDE Standards Board for Professional Educators requires the following prerequisites for educators receiving the state driver education endorsement:

K.A.R. 91-5-3 Qualifications of instructors.

(a) Each instructor of an approved driver education program shall have the following:

- (1) (A) a valid teacher certificate with an endorsement in driver education; or
(B) subject to the provisions of subsection (b), a valid substitute teacher certificate; and
- (2) a valid motor vehicle operator's license.

(b) Each instructor who provides driver education under a substitute teacher certificate shall have had, within the five years preceding the date of the issuance of each substitute teacher certificate, teaching experience in an approved driver education program.

(Authorized by K.S.A. 72- 7514; implementing K.S.A. 8-272; effective Jan. 1, 1966; amended Jan. 1, 1967; amended Jan. 1, 1970; amended, E-74-3, Oct. 5, 1973; amended May 1, 1976; modified L. 1978, ch. 447, May 1, 1978; amended May 1, 1979; amended May 1, 1980; amended Dec. 27, 1996.)

All applicants for an initial Kansas teaching license must submit one fingerprint card for the purpose of a KBI and FBI background clearance report. Fingerprints are also required for applicants whose Kansas certificate/license is expired. However, instructor applicants for the driver education endorsement are not required to pass a Federal and State background check.

All instructors are required to achieve minimum academic requirements.

A minimum age of 21 years of age is required for both teachers and instructors to receive and hold a driver education endorsement from the KSDE.

The KSDE requires an annual driving record review for instructors that work in commercial driver training schools, but not for teachers.

Recommendation

3.1.1. and 3.1.6.

- Require the commercial driver training school instructors to pass a Federal and State criminal background check for certification and recertification.
- Require an annual driving record review for all Kansas State Department of Education approved teachers/instructors.
- **Monitor all Kansas State Department of Education approved teachers/instructors' driving records using an automatic employer notification program.**

Status

3.1.2.

KSDE requires completion of an approved instructor training to obtain certification to teach driver education and training in public and commercial driver training schools, including community colleges.

KSDE requires teachers seeking a driver education endorsement to complete nine (9) credit hours from an approved college which consists of three separate 45 clock hour courses. This teacher preparation time exceeds the recommended 120 hours.

The courses-DE 703 XA General Safety, DE 713 XA Driver Ed 1, and DE 723 XA Driver Ed II- are offered online by Emporia State University. In addition, a practice teaching unit is required with the candidate's approved cooperating school. The team could not determine if the courses were developed using the *Novice Driver Education and Training Administrative Standards*.

There is an alternative training method for commercial school instructors that allow the owner/provider to train in-house. The in-house training consists of thirty (30) hours of classroom training and twenty-four (24) hours of in-car training totaling 54 contact hours. This teacher preparation time does not meet the recommended 120 hours. It is unclear if the private school owners are required to follow the state standards for instructor training.

Recommendations

3.1.2.

- **Adopt State teacher/instructor training standards that meet the rigor defined by the *National Novice Driver Education and Traffic Safety Administrative Standards*.**
- Ensure that teacher/instructor training programs meet the State's standards as approved by Kansas State Department of Education.

Status

3.1.3.

The team was not able to determine if instructor training includes content that accepted best practices in course delivery and evaluation using various delivery modalities.

Recommendation

3.1.3.

- Require instructors to receive training in accepted best practices in course delivery and evaluation using various delivery modalities.

Status

3.1.4.

The KSDE does not require an instructor to pass a State-approved practical and/or written exam specific to driver education. The KSDE does require that any public school teacher pass the Praxis I (general teaching principles) and successfully complete the nine (9) credit hours.

Instructors that are not certified teachers are not required to take the Praxis exam.

Recommendation

3.1.4.

- Require all teachers to pass the Praxis exam.

Status

3.1.5.

The KSDE requires licensed teachers to renew their license every five years which includes professional development. Instructors licensed through the KSDE are required to renew their driver training instructor license annually without professional development. Instructors may choose to attend regional workshops and/or the KSDEA annual conference. Ongoing professional development opportunity may be provided once a year through the Kansas Department of Transportation, Traffic Safety Office annual conference.

Recommendations

3.1.5.

- Require ongoing professional development for instructors licensed through the Kansas State Department of Education.
- Partner with the state Driver Education Teachers Association and Kansas Department of Transportation to provide more opportunity for development.

4.0 Parent Involvement

Advisory

4.1 Each State should:

4.1.1 require the parent of a teen driver education and training student to attend a parent seminar, pre-course, or the initial session of the teen's driver education and training course. This session should outline the parent's responsibility and opportunity to reduce his or her teen's crash risk in several ways, including modeling safe driving behavior. Information conveyed to the parent in this session should include, but not be limited to, the following known best practices of GDL and parental involvement:

- a) Manage the novice driver's learning-to-drive experience to determine the readiness of the teen to begin the process, and supervise the teen's driving so that the parent can better determine the teen's readiness to advance to the next licensing stage and assume broader driving privileges;
- b) Supervise an extended learner permit period of at least six months that provides at least weekly opportunities for the novice driver to accumulate a minimum of 50 hours of supervised practice driving in a wide variety of increasingly challenging circumstances. Hours of supervised practice driving required in GDL should not be reduced by a novice driver's participation in other driver education and training programs, nor should any other activity be considered a substitute;
- c) Supervise an extended intermediate license period that temporarily restricts driving unsupervised with teen passengers and during nighttime hours until the State's GDL requirements have been met and the parent determines the teen's readiness to drive unsupervised in these high risk conditions; and
- d) Negotiate and adopt a written agreement between the teen and parent that reflects the expectations of both teen and parent and clearly defines the restrictions, privileges, rules, and consequences that will serve as the basis for the teen to earn and for the parent to grant progressively broader driving privileges.

4.1.2 require a parent to complete a debriefing with the driver training instructor to inform the parent of the progress and proficiency of the teen driver. This final session should include a reminder that it is the parent who must ultimately determine the teen's readiness to obtain a license with full driving privileges and of the parent's responsibility and important role in helping the teen to become a safe driver.

Status

4.1.1.

The Kansas State Department of Education (KSDE) does not require parents to attend a parent seminar, pre-course, or the initial session of the teen's driver education and training course. A few public and commercial driver training schools have parents attend a parent seminar or parents attend the initial sessions of the teen driver education program. Included in these seminars or sessions is information concerning the school's classroom procedures, seatbelts, alcohol/DUI, parent's responsibility in his/her teen driving, parent as a role model and the Graduated Driver's License (GDL) law.

The Kansas Traffic Safety Resource Office (KTSRO) has developed a GDL flyer that is provided to public and commercial driver training school programs for distribution to parents and teens. Also, KTSRO and a task force of teen driver advocates have developed a *Driver Education Toolkit*. The toolkit's slide presentation covers Traffic Safety Trivia, the GDL, required forms, keeping and renewing your license, distracted driving and lesser-known laws, and *Click It or Ticket*. It also provides copies of various KTSRO flyers (Don't text while you drive, Car Seat Recommendations for Children, New Laws for Teen Drivers).

Recommendations

4.1.1.

- **Require a driver education teacher/instructor to conduct a pre-course parent seminar during the initial session of the teen's driver education and training course.**
- **Require the parent seminar, pre-course or initial session to include the known best practices of GDL and parent involvement that outlines:**
 - **parent's responsibilities and opportunity to reduce his or her teen's crash risk, including modeling safe driving behavior;**
 - **how to manage the novice driver's learning-to-drive experience to determine the readiness of the teen to begin the process;**
 - **how to supervise the teen's driving so that the parent can better determine the teen's readiness to advance to the next licensing stage and assume broader driving privileges;**
 - **how to supervise an extended instruction permit period of one year that provides at least weekly opportunities for the novice driver to accumulate the 50 hours of supervised practice driving in a wide variety of increasingly challenging circumstances;**
 - **how to supervise an extended intermediate license period that temporarily restricts driving unsupervised with teen passengers and during nighttime hours until the State's GDL requirements have been met and the parent determines the teen's readiness to drive unsupervised in these high risk conditions; and**

- **how to negotiate and adopt a written agreement between the teen and parent that reflects the expectations of both teen and parent and clearly defines the restrictions, privileges, rules, and consequences that will serve as the basis for the teen to earn and for the parent to grant progressively broader driving privileges.**

Status

4.1.2.

The KSDE does not require parents to complete a debriefing with the driving instructor. A few Kansas public and private driver education instructors conduct a debriefing session with the parent to inform the parent of the progress of his/her teen driver. This final debriefing includes a verbal and written progress report concerning the teens driving skill level.

Recommendations

4.1.2.

- Require a driver education teacher/instructor to conduct a debriefing with the parent/guardian to discuss the progress of the teen driver.
- Require the parent debriefing to include a reminder that it is the parent who must ultimately determine the teen's readiness to obtain a license with full driving privileges and of the parent's responsibility and important role in helping the teen to become a safe driver.

5.0 Coordination with Driver Licensing

Advisory

5.1 Each State should:

5.1.1 have a formal system for communication and collaboration between the State driver education and training agency and the State driver licensing authority. This system should allow sharing of information between driver education and training program/course administrators and the State's driver licensing authority.

5.1.2 have a GDL system that includes, incorporates, or integrates driver education and training. Completion of driver education and training should not reduce the time requirements in the GDL process.

5.1.3 provide information and education on novice teen driving requirements and restrictions to judges, courts, and law enforcement officials charged with adjudicating or enforcing GDL laws.

5.1.4 ensure that sanctions for noncompliance with GDL requirements by novice teen drivers are developed and enforced uniformly.

5.1.5 require a parent to submit State-specified documentation that certifies completion of required supervised hours in a manner that reduces the possibility of fraudulent entries.

5.1.6 ensure that State licensing tests are empirically based and reflect performance competencies of the standards-based driver education and training program outlined in the previous sections of this document.

5.1.7 develop and implement a valid and reliable driver's knowledge and skills test that assesses factors associated with the novice teen driver's ability to reduce driving risks.

Status

5.1.1.

The Kansas Driver's License Exam Bureau (DLEB) works directly with the Director and staff of the Kansas State Department of Education (KSDE) on juvenile licensing issues. There appears to be no formal system for communication and collaboration between the DLEB and the KSDE. However, DLEB and KSDE communicate in an ad hoc manner by agency email, the United States Postal Service (USPS), telephone and personal visitation.

There is one point of contact for the KSDE and multiple points of contact for the Kansas Division of Vehicles.

Data related to teen driving traffic convictions and driving errors in crashes is not actively disseminated by Kansas Division of Vehicles and Kansas Department of Transportation, Highway Safety Office for driver education program enhancement and improvements.

The Kansas Division of Vehicles has expressed an interest in assuming a more active role in driver education and training to ensure there is consistency between the agency and KSDE. Kansas Division of Vehicles is investigating migrating to the American Association of Motor Vehicle Administrators' Non-commercial Model Driver Testing System (NMDTS) with a long-term goal of having all test providers administer the same licensing tests. Kansas Division of Vehicles is not involved in the business licensing of commercial driving schools, but believes that the agency could play a role in ensuring that critical checks (i.e., background, financial) are performed. To assume these and others tasks, the Kansas Division of Vehicles would look to enter into a Memorandum of Agreement with the KSDE.

Students obtaining driver education and training through a public or private school provider must complete a four-part DE99 form administered by the Kansas Division of Vehicles that could be enhanced by improved communications and collaboration between agencies.

Recommendations

5.1.1.

- **Create a formal system for communication and collaboration between Kansas State Department of Education and Kansas Driver's License Exam Bureau.**
- Develop a secure online version of the DE99 form to expedite the process and ensure that student information remains confidential and available only to authorized personnel.
- Distribute teen crash and conviction data for driver education program enhancement and improvement to the driver education and traffic safety community.

Status

5.1.2.

The Kansas legislature passed a series of GDL laws during the 2009 legislative session. These laws took effect January 1, 2010. Provisions of Kansas Statute 8-2,100 (Instruction permits; conditions, restrictions and requirements; under 17 years of age) and Kansas Statute 8-2,101 (Restricted license; conditions, restrictions and requirements) were passed in Kansas Supp., 2010, strengthening the GDL laws.

Driver education is required for any applicant under the age of 16 who applies for a Restricted License. Driver education is not required if the applicant for a Restricted License is 16 or older. Completion of an approved driver education and training course does not reduce the time requirements in the GDL process.

There are vulnerabilities in the Kansas GDL system as illustrated by the following list:

- Affidavit signed by parent/employer is all that is needed for a teen driver to obtain a Farm permit.
- There are no warnings to parents or employers regarding falsification of the affidavit or sanctions for doing so.
- No verification is performed when a teen is applying for a Farm Permit.
- There are no standardized tests in use by driver education programs.
- Driver education schools are not required to offer a parent session at the beginning of a course.
- Parents, guardians or mentors are not required to attend a parent session when the student begins the driver education course.
- Parents, guardians, or mentors are not required to attend a debriefing when the student completes the driver education course.

Recommendations

5.1.2.

- Standardize knowledge and skill tests used by driver education programs.
- Require all driving schools to offer a parent session at the beginning of the course.
- Require parents, guardians or mentors to attend a debriefing when the student completes the driver education course.

Status

5.1.3.

Based on information received from law enforcement, Kansas State Department of Education and Kansas Division of Vehicles there is very little outreach to judges, courts and law enforcement.

GDL information is sent to law enforcement for insertion into their ticket books but there is no GDL training for law enforcement after their initial training.

There appears to be no judicial outreach and a wide disparity in how judges and adjudicators prosecute GDL offenses. Some will prosecute, others will not, and some will offer diversion programs in lieu of prosecution.

Based on the information received, law enforcement is reluctant to issue GDL citations as they are concerned with saddling the GDL offender with court costs of \$97.00. Law enforcement mentioned they would be more willing to write GDL citations if there were sanctions other than monetary consequences. It was also communicated that the licensing document and GDL are confusing to law enforcement. There was no data provided regarding the number of GDL-related citations issued by law enforcement.

Recommendations

5.1.3.

- Develop additional Graduated Driver License outreach and education materials for use by judges, courts, and law enforcement agencies that address the GDL provisions, restrictions and mandated sanctions.
- Develop a simpler, easier to use law enforcement guide describing how to interpret the Graduated Driver License driving requirements and restrictions for use during roadside stops.
- Investigate placing the Graduated Driver License restriction phase on the driver license or providing the information electronically to the officer at roadside.
- Gather data on Graduated Driver License-related citations to determine the effectiveness of GDL enforcement.

Status

5.1.4.

It is a misdemeanor for any person to operate a motor vehicle in violation of the restrictions on any driver's license or permit imposed pursuant to any Kansas statute. Sanctions for violations of GDL are written into Kansas Statute and require the recall of permits or licenses of GDL holders. A restricted driver's license shall be suspended for any violation of any GDL restriction.

Period of suspension is based on the offense and by statute ranges from 30 to 360 days:

- Upon first conviction, the GDL holder will be suspended from operating a motor vehicle for 30 days.
- Upon a second conviction, the GDL holder will be suspended from operating a motor vehicle for 90 days.
- Upon a third or subsequent conviction, the GDL holder will be suspended from operating a motor vehicle for one year.

Additional GDL sanctions include:

- A GDL holder will be suspended if involved in two or more accidents chargeable to the licensee. The license may not be reinstated for one year.
- Drivers under age 16 and convicted of two or more moving traffic violations committed on separate occasions are not eligible to receive full (unrestricted) license until age 17.
- Drivers under age 17 but at least 16 years of age and convicted of two or more moving traffic violations committed on separate occasions are not eligible to receive a full (unrestricted) license until age 18.

Enforcement of GDL restrictions by law enforcement and the courts is perceived as inconsistent.

Recommendations

5.1.4.

- Develop additional Graduated Driver License outreach and education materials for use by judges, courts, and law enforcement agencies so that the Graduated Driver License mandated sanctions are enforced uniformly.
- Develop a law enforcement pocket guide describing how to interpret the license issue date and driver's age, Graduated Driver License driving requirements and restriction information to assist with consistent enforcement.
- Develop additional Graduated Drivers License outreach materials informing parents the reasons for the driving restrictions and why sanctions must be enforced when their teen driver violates the restrictions of the restricted license.

Status

5.1.5.

Kansas GDL provisions require Instruction Permit holders to hold the permit for one year and complete 25 hours of supervised driving. Restricted License holders 16 years old and younger must complete an additional 25 hours of supervised practice driving with at least 10 hours being nighttime driving.

Kansas Department of Vehicles requires the teen driver to log their driving hours and submit the log sheet to DMV at the time of application for a Full (unrestricted) License. The Teen Driving Experience Log has been created for this purpose. An entry on the Teen Driving Experience Log is to be made each time the teen driver undergoes supervised driving. By signing the log sheet, the parent or guardian self certifies by their signature that their teen has driven the required number of hours.

There are no warnings to parents or guardians regarding falsification of driver log entries or sanctions for doing so. This seems to miss the opportunity to communicate to parents that providing false information could result in a charge of perjury per State Statute. There is no requirement for the Teen Driving Experience Log to be notarized.

There is no uniformity regarding forms used by driving schools to instruct parents how to teach or record the supervised driving requirement.

Recommendations

5.1.5.

- Identify systemic mechanisms to educate parents, guardians, or mentors regarding the consequences of falsifying driver log entries.

- Develop Department of Vehicles administrative sanctions that apply to parents, guardians or mentors for willful falsification of driver logs.
- Collaborate with all traffic safety partners/organizations to promote meaningful guided practice as well as the integrity of the 50 hour provision in the Graduated Driver License Law.

Status

5.1.6.

Kansas requires a knowledge test that measures an applicant's knowledge of road signs, traffic laws, and other information a driver needs to know. Kansas road test examinations require drivers demonstrate knowledge of the rules of the road and basic vehicle control which is covered in driver education. Applicants are expected to demonstrate they have attitudes and habits required of safe and courteous drivers.

The Kansas Department of Vehicles driving and knowledge tests are over 25 years old. There is no uniformity between the Kansas Department of Vehicles offices regarding road test requirements. There is no scoring consistency between testing locations.

The Kansas Department of Vehicles indicated a desire to adopt the American Association of Motor Vehicle Administrator's (AAMVA) *Non-commercial Model Driver Testing System* (NMDTS) as the Kansas testing standard.

Recommendations

5.1.6.

- Develop standardized knowledge and road test criteria so that all testing entities are consistent.
- Adopt a uniform evidence-based driver licensing testing system for use at all testing sites.

Status

5.1.7.

The Kansas Division of Vehicles road test is designed to require the license applicant to demonstrate knowledge of the rules of the road and vehicle control as well as demonstrating the attitudes and habits required of safe drivers.

Driver educators administer written knowledge and driving skills tests. The nature and extent of these tests vary and are determined by driver educators and/or local school policy.

The non-commercial knowledge and driving exams in Kansas have not been updated in a number of years and are lacking in current test validity standards. The Kansas Department of Vehicles indicated a desire to adopt the American Association of Motor Vehicle Administrator's

(AAMVA) Non-commercial Model Driver Testing System (NMDTS) as the Kansas testing standard.

Recommendations

5.1.7.

- Update the current non-commercial knowledge and driving exams to current test validity standards.
- **Standardize the Kansas knowledge and driving skills tests that address the novice teen driver's ability to reduce driving risks so they are consistent across the State and not determined by local driver educators and/or local school policy.**

APPENDIX 1 – Team Credentials

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Pam Fischer is a transportation safety consultant with more than 25 years of experience addressing behavioral safety issues at the local, state and national level through advocacy, education, enforcement, and outreach. From 2007-2010, Pam served as Governor's Representative and Director of the New Jersey Division of Highway Traffic Safety, where she led a team of professionals who helped raise the state's front seat belt usage rate to a record high and reduce motor vehicle fatality rate to an historic low. She partnered with Governor Jon Corzine, following his near fatal car crash in 2007, to promote the lifesaving value of seat belts and pass a record number of traffic safety reforms. Additionally, she chaired the New Jersey Teen Driver Study Commission, which prompted the passage of legislative initiatives that are helping to reduce teen driving crashes and save lives. The Commission's work was recognized with three national awards and is held up as a model for other states.

While Vice President of Public Affairs for the AAA New Jersey Automobile Club (1986-2006), Pam worked to gain passage of the nation's first 8/80 booster seat law and chaired AAA's award-winning, national child passenger safety educational initiative, *Seated, Safe & Secure*. She also lobbied for lifesaving traffic safety laws including Graduated Driver Licensing, primary seat belt use, and bicycle helmets for children and teens.

Pam is currently working on projects for the Center for Injury Research and Prevention at the Children's Hospital of Philadelphia, the Governors Highway Safety Association, the National Highway Traffic Safety Administration, the Port Authority of New York and New Jersey, the North Jersey Transportation Planning Authority, the New Jersey Department of Transportation, and the national Lifesavers Conference. Additionally, she leads the New Jersey Teen Safe Driving Coalition, a partnership with The Allstate Foundation and the National Safety Council, writes a weekly teen driving/traffic safety blog for the New Jersey Patch websites and is recognized nationally for her work on teen driving.

Pam facilitates parent-teen driving orientations at public and private high schools across the state, lectures at colleges and universities on behavioral safety issues, and is regularly called upon to address traffic safety at seminars, workshops and conferences throughout the nation. She is quoted frequently in the media and has appeared on Good Morning America, the CBS Morning News, Fox News, MSNBC, CNN, and many other television/radio news and public affairs programs.

Pam holds a Bachelor's Degree in English from Lebanon Valley College, a certificate in Advanced Management from The Wharton School at the University of Pennsylvania, and a Masters Degree in Leadership and Public Administration from Centenary College. She and her husband, Chuck, a high school teacher and coach, live in Northern New Jersey with their 17-year-old son, Zachary, who is (gulp) newly licensed.

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Kevin was born in Pittsburgh, Pennsylvania, on January 5, 1955, served in the United States Navy in the military intelligence arena from 1973 to 1979 and graduated from the University of Maryland with a degree in Business Administration in 1985. Kevin has over 37 years of Information Systems, Computer hardware/Software Integration and Driver Licensing experience.

Kevin has worked for a wide variety of employers, including NASA, where he worked on the first three Space Shuttle launches and the Defense Advanced Research Projects Agency (DARPA) where he was responsible for managing the Agency's Data Processing Center as well as providing computer hardware support for over 1,500 workstations. Kevin joined AAMVAnet in August 1997 as the Driver Systems Implementation Manager and became manager of the Operations Department in June 1998. In March of 2000, he assumed the position of CDL Safety Director in AAMVA's Programs department. He currently serves as Director of Driver Programs in AAMVA's Programs and Member Support department.

Kevin has been married for 28 years and resides in Mitchellville, Maryland.

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Nina Saint is Program Manager and Driver Education Curriculum Specialist for the Driver Training Division at Education Service Center, Region XIII that manages the functions of the Texas Education Agency for oversight of public and licensed (private) schools. She has over 34 years of experience in education and over 30 years of experience in the field of driver education. Nina is responsible for establishing the curriculum standards for public, licensed, and parent-taught driver education programs. Her background is in public and private school driver education instruction including classroom, behind-the-wheel, simulation, and multi-car range instruction.

Nina serves as the Executive Director for the Driver Education and Training Administrators (DETA), Central board member for the American Driver and Traffic Safety Education Association (ADTSEA), Chair of the Supervision and Administration Division of ADTSEA 2008 - 2012, ex officio board member for the Texas Driver and Traffic Safety Education Association (TDTSEA), Ad Hoc board member of the Texas Coalition for Motorcycle Safety, Secretary for the Texas National Association for Multicultural Education, and a member of the Operator and Education Committee for the Transportation Research Board, and the Chair of the Association of National Stakeholders in Traffic Safety Education.

In 2008, Nina received the Texas Driver and Traffic Safety Education Associations Gene Wilkins Honor Award and in 2010, Nina was the only state administrator to receive the prestigious Driving School Association of the Americas', H. B. Vinson Award. In 2011, she was awarded *Teacher of the Year* by the Texas Driver and Traffic Safety Education Association.

JANICE DAWSON SIMMONS

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Janice Simmons is an administrative consultant for National Highway Traffic Safety Administration (NHTSA) facilitated, Technical Assistance Teams (TAT), throughout the nation. She has been a participant since 1992, beginning with *The Emergency Medical Services Program Assessment for the State of New York*. In addition to Driver Education Assessments, she has assisted with programs that include Motorcycle Safety, Impaired Driving, Occupant Protection, Pedestrian Safety, and Emergency Medical Services.

WILLIAM “BILL” WARNER

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Bill has been the Driver Education Program Manager for Oregon Department of Transportation, Transportation Safety Division since March of 2010. Before this he was a Lead Trainer for the Trainer of Trainers program (Instructor Training) for Western Oregon University. He is also a certified First Aid instructor trainer as well as a school bus driver trainer. Bill is a national conference speaker and Presenter, although his new position does not allow him much time to present.

Bill is a Past-President of the Oregon Driver and Traffic Safety Education Association and was also selected by ODTSEA as the state teacher of the year in 2006. In 2008, he was awarded the national Teacher of Excellence award by the American Driver Traffic Safety Education Association. Bill has served on the ADTSEA program committees as the Secondary Division chair, and was recently elected to the Supervision and Administration chair for ADTSEA's annual conference.

Bill brings many years of expertise to the state assessment team. He has owned his own traffic safety consulting company as well as coordinated his hometown's driver education program for 10 years before taking the state post.

VANESSA C. WIGAND

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Vanessa Wigand is Principal Specialist for Health Education, Physical Education, Driver Education and Athletics at the Virginia Department of Education. She has over 34 years of experience in the field of driver education and has been at the Department of Education for 21 years. Vanessa oversees driver education programs for public and private schools, and is responsible for establishing the standardized curriculum of instruction for public, private and driver training schools. She is presently chair elect of DETA (Driver Education and Training Administrators).

Kansas Driver Education Assessment

APPENDIX 2 – AGENDA

Capitol Plaza Hotel
17th and Western, Topeka KS
August 13-17, 2012

Tuesday, August 14, 2012

River Conference Room

- 8:00 am – 8:55 am **Kansas Highway Safety Office, KDOT**
Pete Bodyk, Manager, KDOT Traffic Safety Office
Chris Bortz, Assistant Manager, KDOT Traffic Safety Office
Norraine Wingfield, Kansas Traffic Safety Resource Office
- 9:00 am – 10:00am **Ks State Dept of Education Administration**
Tom Foster, Director of Career., Standards, and Assessment Services KSDE
State Administration-Joan Peterson, Driver Education Director, KSDE High
School Administration-Gary Dowell, USD480, Liberal, KS.
Gary Scott, Executive Director, KS Driver Safety Education Association
Dick Wilson, Kansas Certified Instructor
- 10:15 am – 11:15 am **Coordination with Division of Vehicles**
Donna Shelite, Director of Vehicles, Ks Department of Revenue
Marcy Ralston, Division of Vehicles
Debra Wiley, Division of Vehicles
John Holroyd, Division of Vehicles
Jim Hathaway, Instructor, Kansas City Ks Community College
- 11:15 am – 12:00 pm **Law Enforcement**
Sandy Horton, Crawford County Ks Sheriff
Dave Corp, Law Enforcement Liaison, KDOT Traffic Safety Office
Rusty Berry, Auburn-Washburn Rural School Security
- 12:00 pm – 1:00 pm ***Buffet Lunch in the Capital Plaza Restaurant, provided by KDOT***
- 1:00 pm – 2:00 pm **Kansas SAFE Program**
Laura Moore, Kansas Traffic Safety Resource Office
Sandy Horton, Crawford County Ks Sheriff
Dave Corp, Law Enforcement Liaison, KDOT Traffic Safety Office
Jim Hanni, Kansas American Automobile Association
- 2:15 p.m. - 3:15 p.m. **Education and Training**
Joan Peterson, Driver Education Program Manager, Kansas State Department of
Education
Gary Scott, Executive Director, Ks Driver Safety Education Association
Gary Dowell, Unified School District 480. Liberal KS

3:30 pm – 4:30 pm **Instructor Qualifications**
Joan Peterson, Driver Education Program Manager, Kansas State Department of Education
Jim Hathaway, Instructor, Kansas City Ks Community College
Dick Wilson, Kansas Certified Instructor
Gary Scott, Executive Director, Ks Driver Safety Education Association

Wednesday, August 15, 2012

River Conference Room

8:30 am- 9:30 am **Parent Involvement**
Dick Wilson, Kansas Certified Instructor, Russell KS
Gary Dowell, USD480, Liberal, KS.
Jim Hathaway, Instructor, Kansas City, KS Community College

9:30 am – 10:30 am **Parent Panel**
Linda Knak
Terry Foster

10:45 am – 11:45 am **Novice Driver Panel**
Micah Matthews
Megan Ashlaw
Maria Cherr Karaniwan

11:45 am – 12:45 pm ***Buffet Lunch in the Capital Plaza Restaurant, provided by KDOT***

1:00 pm- 2:00 pm **Private Driving School Panel**
Bill Kennedy, Owner/Instructor, Kennedy Driving Schools
Terri West, Owner/Instructor, Twin City Driving Education
Steve Jensen, Owner/Instructor, BWB Driving Academy, Inc.

2:00 pm **Debrief and Work Session (Closed to Public)**

Thursday, August 16, 2012

Report Write-up (Closed to Public)

Friday, August 17, 2012

9:00 am Report out Findings River Conference Room