



DTSE JOURNAL

New York State Education Department Driver & Traffic Safety Education

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Get A Jump On Your Program's MV-524 Renewal Season

Driver & Traffic Safety Education (DTSE) programs that contract with commercial driving schools may find that several of their MV-524 behind-the-wheel instructors (e.g. commercial driving school instructors) will need to renew their MV-524 cards with the DMV by September 30th. Once an employee's MV-524 card is renewed, the DTSE program must amend their program's approval via the State Education Department's DE-1A form. Every Year this results in a logistics nightmare for schools that employ individuals who wait until the last minute to submit their MV-524 renewals to the DMV Bureau of Driver Training Programs. It is highly suggested that DTSE administrators work collaboratively with their

contracted commercial driving school to encourage their MV-524 card carrying employees to submit their paper work in a timely manner.

In the past, the DMV's Office of Driver Training Programs only accepted MV-524 renewals in the beginning of September, which created a problem for DTSE programs submitting their Fall semester approval forms in August for the new school year. As a courtesy to those instructors who are contracted with approved DTSE programs with this timing issue, the DMV's Bureau of Driver Training Programs has agreed to an early MV-524 renewal process beginning July 15th.

Any DTSE program administrator whose program has expiring MV-524 card holders listed on their DTSE program's Course Approval Notification and Check List (CAN) letter should begin the process of renewing the MV-524 cards as soon as possible. This will serve to avoid the traditional September lag in processing. Remember, this is only required if your approved DTSE program's CAN letter lists an MV-524 card holder(s) slated to expire this September. Once renewed, schools are to submit a DE-1A form with the accompanying necessary copies of the updated MV-524 cards to the DTSE office.

Study: Texting While Driving Now Leading Cause Of Death For Teen Drivers

Texting while driving now surpasses the number of teens who drink and drive

Texting while driving has become a greater hazard than drinking and driving among teenagers who openly acknowledge sending and reading text messages while behind the wheel of a moving vehicle.

researcher at Cohen Children's Medical Center in New Hyde Park, puts texting while driving in the same risk category as other hazardous activities, such as lack of seat belt use; drinking and driving; binge drinking; drug and tobacco use; unsafe sex, and tanning devices.

Texting while driving now surpasses the number of teens who drink and drive -- a hazard that has been on a dramatic decline in recent years, researchers say.

An estimated 2,700 young people die each year as a result of driving under the influence of alcohol

The number of teens who are dying or being injured as a result of texting while driving has skyrocketed as mobile device technology has advanced. Researchers at Cohen Children's Medical Center in New Hyde Park estimate more than 3,000 annual teen deaths nationwide from texting and 300,000 injuries.

An estimated 2,700 young people die each year as a result of driving under the influence of alcohol and 282,000 are treated in emergency rooms for injuries suffered in motor-vehicle crashes, according to the Centers for Disease Control and Prevention.

Agency officials acknowledged Wednesday that distracted driving of all kinds -- including the use of handheld cellphones -- is a growing hazard. The National Highway Traffic Safety Administration describes texting as among the worst of driver distractions because conversing by text simultaneously involves manual, visual and mental distractions.

Dr. Andrew Adesman, a

Driver & Traffic Safety Education Compliance Issues: What Not To Do In Your Program

An estimated 3,000 young people die each year as a result of texting while driving

Vehicle and Traffic (V&T) Law 507 where it states "... a class D or class M license, whichever is appropriate, may be issued to a minor seventeen years of age who has successfully completed a

driver education course approved by the state education department and the commissioner in a high school or college." A law such as this one assigns a government agency with the positional

authority to regulate a program for the citizens of the State; unfortunately, a law such as this one does not take into account how a government agency will monitor, evaluate, or even police such

Voice-To-Text Apps Offer No Driving Safety Benefit: As With Manual Texting, Reaction Times Double

Texting drivers may believe they're being more careful when they use the voice-to-text method, but new research findings suggest that those applications offer no real safety advantage over manual texting.

A study sponsored by the Southwest Region University Transportation Center and conducted by the Texas A&M Transportation Institute (TTI) demonstrated that voice-to-text apps offered no driving safety benefit over manual texting.

The study is the first of its kind, as it is based on the performance of 43 research participants driving an actual vehicle on a closed course. Other research efforts have evaluated manual versus voice-activated tasks using

devices installed in a vehicle, but the TTI analysis is the first to compare voice-to-text and manual texting on a handheld device in an actual driving environment.

Major findings from the study included:

- Driver response times were significantly delayed no matter which texting method was used. In each case, drivers took about twice as long to react as they did when they weren't texting. With slower reaction times, drivers are less able to take action in response to sudden roadway hazards, such as a swerving vehicle or a pedestrian in the street.
- The amount of time that drivers spent looking at the roadway ahead was signifi-

cantly less when they were texting, no matter which texting method was used.

- For most tasks, manual texting required slightly less time than the voice-to-text method, but driver performance was roughly the same with both.
- Drivers felt less safe when they were texting, but felt safer when using a voice-to-text application than when texting manually, even though driving performance suffered equally with both methods.

The study is available for download at

<http://d2dtl5nnlpr0r.cloudfront.net/swuttc.tamu.edu/publications/technicalreports/600451-00011-1.pdf>.

The Texas A&M Transportation Institute (TTI) demonstrated that voice-to-text apps offered no driving safety benefit over manual texting

COMPLIANCE
Checkup

a program. Herein lies the problem: what are the most common Driver & Traffic Safety Education compliance issues, and how do we deal with them?

A list of the top ten DTSE compliance issues was first pub-

lished in the July 2011 memo to the field located [here](#), but as time goes by priorities change. This 2011 list reflects the concerns of the DTSE office at that time, but as the field of DTSE administrators becomes more savvy

in administering the State's DTSE program, many of these compliance issues have been addressed. What follows are the two biggest compliance issues that concern NYSED's Office of Driver & Traffic Safety Education today.

The Driver & Traffic Safety Education Guidelines clearly state that classroom lecture and in-car-instruction may not exceed 90 minutes per day for each type of instruction



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Number 1: Allowing a vendor such as a commercial driving school to prepare DE-1 or DE-1A forms for the school

School District Administrators are being asked to do more now than ever before. As a matter of survival more and more administrative duties are being delegated to others. Commercial driving schools are more than willing to help out in any way they can, and commonly offer to fill out these forms. This may seem like a logical delegation of duties, but allowing a vendor to perform administrative duties for a school district is problematic. Schools that engage in this practice tend to lose, or never have had, the institutional knowledge required to run a DTSE program with fidelity. The NYSED DTSE office has had to suspend a number of programs that have engaged in this

inappropriate behavior. The most common response from administrators who have had their programs suspended is that they sign the paper work but don't read or understand it. There are a number of DTSE program safety features that are documented via forms DE-1 and DE-1A. These features exist to protect the school, the administrators, and the students. Entrusting a commercial driving school with the documentation and implementation of these safety features that the school is responsible for is a potential liability issue for the school district. Enforcement of this Guideline maintains the integrity of a given DTSE program.

Number 2: Scheduling DTSE lectures or in-car-instruction sessions to exceed 90 minutes per day

The Driver & Traffic Safety Education Guidelines clearly states that classroom lecture and in-car-instruction may not exceed 90 minutes per day for each type of instruction. It has been determined that a student's inattention and fatigue levels spike after 90 minutes of the same type of instruction. This rule exists to protect your students. It may benefit your schedule to conduct longer classes, but a student who graduates from your DTSE program that was sleepy during your lecture on hydroplaning may be able to attribute a future accident/crash to your program's inappropriate practice.

Most compliance issues can be easily remedied via a phone call to the DTSE Office. The staff is accessible for technical support by calling 518-486-1547.

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