Dirt Road Permit: Addressing Rural Driving Risks for Teens

Alison Mitchell, Target Zero Manager
Washington Traffic Safety Commission
Grant, Adams, Lincoln & Ferry Counties
National Lifesavers Conference, Louisville, KY, April 2019
Target Zero Manager, Region 15
Washington Traffic Safety Commission
…and Mom to 2 rural road driving teens
“WHERE IS HOME?” CONVERSATIONS FOR 60% OF WASHINGTON RESIDENTS

What people think I mean when I say, "Washington."

What people think I mean after I have to say, "State."

What people think I mean after I say, "Not Seattle."

What people think after I say the city name

What people think I mean when I say, "Middle of nowhere."

What "Middle of nowhere" actually looks like.
# Region 15: by the numbers

<table>
<thead>
<tr>
<th></th>
<th>Grant</th>
<th>Adams</th>
<th>Lincoln</th>
<th>Ferry</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>95,158</td>
<td>19,506</td>
<td>10,579</td>
<td>7,594</td>
<td>132,837</td>
</tr>
<tr>
<td>Land area/sq mi</td>
<td>2,791</td>
<td>1,925</td>
<td>2,317</td>
<td>2,257</td>
<td>9,290</td>
</tr>
<tr>
<td>Paved roads/mi</td>
<td>1,465</td>
<td>650</td>
<td>459</td>
<td>178</td>
<td>2,752</td>
</tr>
<tr>
<td>Unpaved roads/mi</td>
<td>1,042</td>
<td>1,125</td>
<td>1,537</td>
<td>558</td>
<td>4,262</td>
</tr>
<tr>
<td>Population 18 YOA and younger*</td>
<td>29.7%</td>
<td>35.4%</td>
<td>21.7%</td>
<td>17.3%</td>
<td>26%</td>
</tr>
</tbody>
</table>

*National average 22.6%
Fatal Collisions Involving a Motor Vehicle in Washington State

Year
- (All)

County
- (Multiple values)

Road Type
- (All)

Legend
- 2013
- 2014
- 2015
- 2016
- 2017

- Each marker reflects a fatal collision location.
- To view the actual number of fatalities per collision, hover over the marker.
- For street level details, left click on desired collision marker and choose Google Map.

The WA State Dept of Transportation also makes statewide crash data available for all injury severities on the WA State Crash Data Portal.

Contact Us at:
Email ghawkins@wtsc.wa.gov
Back to these 2 for a very real case study...

Jacob & Ashley
The reality of a typical rural teen driver’s day...

Jacob, High School Senior
Attending Community College
as part of Running Start

• 80 miles round trip
• 5x/week
• 400 miles/week
• 1,600 miles/month
• 9 months/year
The reality of a typical rural teen driver’s day...

Ashley, High School Senior
Competitive Club Volleyball Player

• 220 miles round trip
• 3x/week
• 660 miles/week
• 2,640 miles/month
• 8 months/year
This case study: 2-teen rural driving household...

- Jacob: 1,600 miles/month
  National yearly average for miles/year for Males/16-19 age group is: 8,206 (683 miles/mo)
  (Federal Highway Administration)

- Ashley: 2,640 miles/month
  National yearly average for miles/year for Females/16-19 age group is: 6,873 (572 miles/mo)
  (Federal Highway Administration)

Case Study: 3,920 miles/month
National Average: 1,255 miles/month
Motor vehicle crashes are the leading cause of unintentional death for young people ages 16-20 in Washington.

Young drivers face an increased crash risk due to both their inexperience and immaturity. Studies show that young drivers, who are just learning to drive, lack the skills and experience necessary to recognize and respond to risk appropriately. Additionally, studies also recognize age-related immaturity as a key factor in dangerous decision-making on the road.

It’s for these reasons that the strategies to reduce young crashes must help young drivers gain valuable experience, while mitigating their risk by keeping them out of dangerous situations.
Our Programs

Improving Driver Training and Testing

Driver training sets the stage for a lifetime of safe driving. Nearly 60,000 people take driver training each year in Washington State. The Department of Licensing, in partnership with the Washington Traffic Safety Commission, driver training schools, and other traffic safety partners, is working to improve driver training and testing—the effort that will better prepare young drivers to handle hazards on the road and make safe driving decisions.

Strengthening Washington’s Intermediate Driver Licensing Law

Washington leads in highway safety. Washington teens ages 16-17 move through two restricted phases of licensing before being granted an unrestricted driver’s license: first the instruction permit, then intermediate driver’s license. This law has been credited with reducing the number of fatally crashes in this age group. However, there are additional interventions that have shown to reduce death and injuries even further. Traffic safety experts have developed a research-based model intermediate driver licensing system. Washington’s current law falls short of this model in the following ways:

<table>
<thead>
<tr>
<th>COMPONENT</th>
<th>CURRENT WASHINGTON STATE LAW</th>
<th>MODEL INTERMEDIATE DRIVER LICENSING SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum age for intermediate license</td>
<td>Age 16</td>
<td>Age 17</td>
</tr>
<tr>
<td>Minimum months in intermediate license phase</td>
<td>No minimum requirement.</td>
<td>12 months</td>
</tr>
<tr>
<td>Supervised hours of driving experience</td>
<td>50 hours</td>
<td>80-120 hours</td>
</tr>
<tr>
<td>Nighttime restriction</td>
<td>7 pm to 5 am</td>
<td>9 pm to 5 am. Restriction should last 1 year.</td>
</tr>
<tr>
<td>Teenage passengers</td>
<td>No passengers under 20 for the first 6 months (except for immediate family member). No more than 3 passengers under 20 (except for immediate family members) for the rest 6 months.</td>
<td>The “no teen passenger law” should last 1 year.</td>
</tr>
<tr>
<td>New driver doxial requirement</td>
<td>No requirement</td>
<td>Help law enforcement identify intermediate driver’s license holders through a license plate tag.</td>
</tr>
</tbody>
</table>

Parent Involvement Keeps Teens Safe

Parents play an integral role in keeping their kids safe on the road, as seen in GHSA’s Promoting Parent Involvement in Teen Driving report. In 2015, Department of Licensing began providing a parent’s guide to new teen drivers at its licensing offices throughout the state. The DOL also works closely with driver training schools to add a Parent Night at the beginning of each traffic safety education course.
**Intermediate Driver License Guidelines**

**INTERMEDIATE DRIVER LICENSE GUIDELINES**

Note: DOL Driver History check will show current restrictions.

<table>
<thead>
<tr>
<th>From issue date</th>
<th>First six months</th>
<th>After six months until age 18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Until age 18</td>
<td>No passengers under age 20 except immediate family members</td>
<td>No more than 3 passengers under age 20 except immediate family members</td>
</tr>
<tr>
<td>Restrictions on Passengers:</td>
<td>No driving between 1 a.m. and 5 a.m. unless accompanied by parent, guardian or licensed driver at least age 25</td>
<td>No driving between 1 a.m. and 5 a.m. unless accompanied by parent, guardian or licensed driver at least age 25</td>
</tr>
<tr>
<td>Restrictions on Hours of Driving</td>
<td>Teens with intermediate driver licenses or learner permits may not use a wireless device at all while driving, including hands-free devices, unless they are reporting an emergency.</td>
<td></td>
</tr>
<tr>
<td>Restrictions on Cell Phone Use</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**EXCEPTIONS:**

- No restrictions on hours of driving or passengers if IDL holder is driving for agricultural purposes.
- No restrictions on hours of driving or passengers if after twelve months IDL holder is not involved in a collision, or has not been convicted of, or found to have committed a traffic offense.

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**PENALTIES**

**Conviction of First Traffic Offense or IDL Violation:**
- Court fine and Warning Letter sent to parent or guardian

**Conviction of Second Traffic Offense or IDL Violation:**
- Court fine and for six months suspension or until age 18
- Notice of Suspension sent to parent or guardian

**Conviction of Third Traffic Offense or IDL Violation:**
- Court fine and suspension until age 18
- Notice of Suspension sent to parent or guardian
The new Required Curriculum is here!
You can download your own copy from the DOL webpage (https://www.dol.wa.gov/business/drivertraining/docs/required-curriculum.pdf).
Here are some frequently asked questions and answers about the Required Curriculum.

What is it? The Required Curriculum identifies the required elements (knowledge, skills, and awareness) that all students should have by the time they complete any traffic safety education program in our State. Teachers should use the Required Curriculum as the guiding document for lesson planning and instruction within their program. By designing teaching materials and lesson plans around the elements listed in the Required Curriculum, schools are not only satisfying the requirements of traffic

Washington Administrative Code 308-108-150 Rulemaking Update
The proposed Rule Change of WAC 308-108-150 has been underway since October 2017, when the Pre-Proposal Statement of Inquiry was filed with the Office of the Code Reviser. The initial proposed language draft was released in January, 2018, for industry review and feedback. After considering feedback comments, a new draft was drawn up for review. A total of three language drafts have been circulated to date.
Positive Community Norms

The MONTANA INSTITUTE
TRAINING AND CONSULTATION
THE MONTANA SUMMER INSTITUTE
ABOUT
CONTACT

What is the Science of the Positive?

The Science of the Positive is the study of how positive factors impact culture and experience. It focuses on how to measure and grow the positive, and how has been applied over decades with agencies, communities, and businesses. It is based on the core assumption that the positive is real and its worth growing into ourselves, our families, our workplaces, and our communities (Linkenbach, 2007).

Some of us who work as health and safety professionals can sometimes become so focused on the dangers and problems we are trying to decrease that we forget our core tasks. The Science of the Positive enables this problems-centered frame, and focuses on growing the healthy, positive, protective factors that already exist in our communities. When we start to look at the world through this positive, hopeful lens, it has a profound impact on the questions we ask, the data we collect, and the way we address health and safety issues.

The Science of the Positive should not be confused with simple “positive thinking.” It is a rigorous process that works across entire cultures. And while the Science of the Positive is based on the core assumption that the positive exists in every community and culture, it recognizes that suffering, pain, and harm are very real. One of its principal outcomes is to reduce suffering in our families, our communities, and ourselves.

The Spirit-Science-Action-Return Cycle

The four essential stages – Spirit, Science, Action, and Return – make up the transformational process of the Science of the Positive. These stages, when fully engaged, work together to create a synergistic cycle of positive transformation.

Spirit

We have gotten locked into a two-dimensional approach to our work, in which science leads to action. The Science of the Positive directs our efforts in a unique way by incorporating and integrating spirit into this process. By re-engaging with spirit and with creative thinking, our work proceeds guided by core values that allow us to ask different questions, reach people with more authenticity and truly create room for cultural transformation.

Science

Once we identify our core values and purpose, we must next seek an accurate understanding of the world around us. Science is about asking the right questions, answering those questions with rigor, and seeking the best possible understanding of the communities in which we work. Our perceptions of what is happening both in our communities and in our own organizations are often inaccurate. These misperceptions will cause us to get stuck in our work.

Action

Health promotion professionals are always eager to jump in and take action. We want to start improving the health of our communities immediately and without a full understanding of our purpose and the community we are working in, we cannot engage in meaningful action that fosters both change and transformation.

...For Defined Returns

A crucial and often overlooked part of health promotion work is the element of Return: a time of set, recovery, and renewal before the cycle begins again. Our dominant culture is fixated on action. But the reflection required by Return is hard work. Stillness takes enormous energy. ‘This last step of the Spirit-Science-Action-Return Cycle is a place of humility and authority. We have set our intentions, used our best science, and taken action to make change. We have grown, learned, and been tested, and now we have wisdom from the journey. And it is because of this authenticity that we have something of value to return to the community.

Reasons for HOPE:

Building Positive, Healthy, Resilient Communities

INCREASE HEALTH & SAFETY | IMPROVE PUBLIC HEALTH | IGNITE YOUR LEADERSHIP

June 25th-28th — Big Sky, Montana

There are so many reasons for HOPE!

This summer, Dr. Jeff Linkenbach and the dynamic Montana Summer Institute faculty will share cutting-edge science, tools and resources for building healthy, resilient communities. The 2019 Institute will focus on how Science of the Positive, Positive Community Norms, and Health Outcomes from Positive Experience (H.O.P.E.) are creating new opportunities in prevention and driving community transformation on a wide range of health and safety issues. Join us in Big Sky to learn how positive, norms-based approaches can power up your public health and prevention practices, improve your leadership skills, and increase the effectiveness and sustainability of your projects.

Great for prevention leaders working on:

• underage, college, and adult substance use
• child abuse prevention
• distracted & impaired driving
• marijuana legalization
• sexual assault and dating violence
• opioid abuse and more.

Choose from THREE exciting pre-Institute tracks!

Sign up for our Positive Community Norms Intensive Seminar for a deep dive into how this approach works. This day-long event will provide the information and insights you need to get a new campaign up and running or keep an existing effort on track for success. Additional materials will be provided to those who register.

Embrace our groundbreaking Health Outcomes from Positive Experience (H.O.P.E.) seminar, and develop a better understanding of the effects of childhood experiences on the brain’s growth and development. H.O.P.E. offers a more holistic foundation for programmatic efforts to assess and address child and family needs, and provides an important complement to the entire toxic stress portfolio.

Or spend the day in our interactive workshop on Screening and Brief Interventions for Alcohol, Marijuana, Sexual Assault and Suicide Risk for training on how non-judgmental, non-confrontational motivational interviewing strategies can be applied to brief interventions, especially those that utilize normative feedback.

Why Montana? (Once you’ve been here, you won’t have to ask.)

Join us at beautiful Big Sky Resort for topnotch training and a heavy dose of inspiration. Spend your days being challenged and energized in our interactive Institute sessions, then take advantage of Montana’s endless summer evenings to explore The Last Best Place. Hike, fish, raft, horseback ride, visit Yellowstone National Park – or just relax under the Big Sky! Participants say the gorgeous setting magnifies their learning and helps transform the way they approach their work. Scroll down for a photo gallery of our participants at work and at play.

MontanaInstitute.com
Impact Teen Drivers

ImpactTeenDrivers.org
Impact Teen Driver Program

- Began in 2007
- Mission to change culture
- Nationwide educational program
- Free online materials & trainings
- Empowering teens to make meaningful behavioral changes in their own driving habits and promoting safe driving within their community
- Evidence based curricula guides for all fields and target audiences
  - Educators
  - First Responders
  - Healthcare Professionals
  - Parents
  - Community Members
  - Teens & Teen Organizations
What Do You Consider Lethal?

Reckless & Distracted Driving is the #1 Killer of Teens in America

It doesn’t have to be though... this health epidemic is 100% PREVENTABLE and you have the POWER to fight it TODAY!

Impact Teen Drivers is a non-profit dedicated to saving lives by empowering people to drive safer. What Do You Consider Lethal? TECHNOLOGY is this team'sWhile--an engaging and evidence-based campaign designed to help teens tackle the issue of reckless and distracted driving. Check out all the fantastic tools on this site and get involved! Get trained so you can lead your peers and community in stopping the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our community by engaging the #1 Killer of Teens in America--100% Preventable Car Crashes. Join our c
Social Media

- Account student/group takeover days
- Contests
- Law Enforcement
- Community Support
- SHARE!

@cbtstfTZM
@cbtstf
@cbtstfTZM
Local Projects: Intermediate Drivers License
Local Projects: Region 15 Prom & Grad Safe Driving Video
Volunteer Opportunities & Community Service Hours

Volunteer hours are fun!
Volunteer Opportunities & Community Service Hours
Encourage High School Volunteer PSA's
SWAG!
Law Enforcement Training
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- Top Speed
- Phone Usage Events
- High Speed Events
- Hard Braking Events
- Rapid Accel Events
- Crash Detection
- Free & Paid Versions
Dirt Road Permit: Addressing Rural Driving Risks for Teens

Alison Mitchell, Target Zero Manager
Washington Traffic Safety Commission
Grant, Adams, Lincoln & Ferry Counties
National Lifesavers Conference, Louisville, KY, April 2019

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