PROPOSAL

"PROGRAM RESEARCH IN DRIVER EDUCATION"
IOWA PROJECT P.R.I.D.E.

Submitted By

Driver and Safety Education Section
Department of Public Instruction
Grimes State Office Building
Des Moines, Iowa 50319

To

U.S. Department of Transportation
National Highway Traffic Safety Administration
Region VII
P.O. Box 7085 - Country Club Station
Kansas City, Missouri

1071A-677TSE

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STATEMENT OF PROBLEM

Driver education is taught in all states and has become a multi-million dollar undertaking for both private and public schools. The expenditure of such a large amount of money and the results of instruction have been questioned but little useable research has resulted from any investigations up to the present. The question of driver education's effectiveness in reducing traffic accidents, deaths, and injuries has not received an adequate answer, if any answer at all.

In the Highway Safety Act of 1966, the Highway Safety Program Standard 4.4.4, Driver Education, specifies that:

> Each State, in cooperation with its political subdivisions, shall have a driver education and training program. This program shall provide at least that:
>
> > There is a State research and development program including adequate research, development and procurement of practice driving facilities, simulators, and other similar teaching aids for both school and other driver training use.

It is the purpose of this project to comply with this standard and measure the effectiveness of driver education as a countermeasure to the highway accident problem. In the state of Iowa, 97.4% of the total potential pupils in the 15-21 year old age group completed driver education in the 1969-70 school year. In terms of research the large enrollment presents a problem since virtually all students take driver education and an adequate control group of students not taking driver education is impossible to obtain. Therefore, this project proposes to evaluate the differences between types of programs in their effectiveness

in traffic accident reduction. This does not achieve the desired long range goal in determining the effectiveness of driver education per se, but it does accomplish several short range goals leading to an eventual method of determining its effectiveness. If differences between programs as they now exist can be found, then the effects of some programs compared to no instruction needs to be questioned. That is, if the assumption is made that the program having the least effect is no different (the same as or better) than no instruction and a difference has been found between programs, then some evidence has been given in the support of the effectiveness of driver education. In addition, the project will do the necessary developmental work in modifying and evaluating instruments and criteria necessary to determine the effectiveness of driver education programs.

The types of programs to be considered vary in structure from the traditional classroom-car phase to programs utilizing multiple car driving ranges and driving simulators. After measures are obtained on programs as they now exist, it is also proposed to implement a model curriculum and test the effects of the program in comparison with other on-going curricula.

The model curriculum as well as the achievement and performance test will utilize the results from current federally-funded projects. Those projects are being conducted by HumRRO, American Institutes for Research, University of Michigan, University of Vermont, University of North Carolina, U.S. Coast Guard, and Michigan State University. All instruments and curriculum will be adapted to the Iowa situation and the relationship of performance on the instruments to the criteria of traffic accidents and violations will be determined.

PROJECT GOALS AND OBJECTIVES

1.0 Statement of Goal

To create or modify existing criterion tests to be used to evaluate Iowa driver education programs in relationship to driving performance resulting in violations, accidents, and traffic deaths.

1.1 Statement of Objective

To create or modify a classroom achievement test.

1.1.1 Description of Activity

The investigator will pretest the instrument in order to establish the test's reliability and its validity for the Iowa situation.

1.2 Statement of Objective

To create or modify a behind-the-wheel performance test.

1.2.1 Description of Activity

The instrument will be pretested to establish the test's validity for the Iowa driving situation.

1.3 Statement of Objective

To develop test administrator manuals and training procedures for those who are to administer the performance test.

1.3.1 Description of Activity

Test administration manuals will be developed so that all testing will take place in the same manner and under the same conditions.

1.3.2 Description of Activity

Training procedures will be developed for the personnel who will be giving the performance test. It is anticipated that each tester will test approximately ten students under supervision.

1.4 Statement of Objective

To determine the relationship of achievement test and performance test scores to the criterion of traffic violations, accidents, and traffic deaths.

1.4.1 Description of Activity

Performance on the two tests will be correlated with various indices derived from the driving record.

2.0 Statement of Goal

To evaluate the impact of different driver education programs in Iowa on highway safety.

2.1 Statement of Objective

To determine the different effects of various driver education programs using the criterion of achievement and performance scores when initial differences in students and schools have been controlled.

2.1.1 Description of Activity

All students enrolled in driver education during the specified testing period will be administered the achievement test referred to in Statement of Objective 1.1.

2.1.2 Description of Activity

The average test scores will be related to the characteristics of the group as defined in the sampling and design section, so that differences between groups can be assessed.

2.1.3 Description of Activity

A sample of students will be administered the performance test referred to in Statement of Objective 1.2. The sample is defined in the design portion of the proprosal and will be selected to recognize known differences.

2.1.4 Description of Activity

The performance test scores will be related to the characteristics of the group as defined in the sampling and design section so that differences between programs can be assessed.

2.2 Statement of Objective

To determine the effect of various driver education programs using the criteria of traffic violations and accidents.

2.2.1 Description of Activity

The driving record of students who are in the sample will be used as criteria in assessing the effects of various programs. The driving records will be followed through Iowa's TRACIS system.

2.2.2 Description of Activity

The relationship between achievement test, performance test, and the traffic record will be assessed.

3.0 Statement of Goal

Develop and implement a model curriculum for two, three, and four phase driver education programs.

3.1 Statement of Objective

To analyze what aspects of the model curriculum are already present in a course and implement those which are not.

3.1.1 Description of Activity

Selected programs will be studied as to course content and curriculum changes will be implemented where needed.

3.1.2 Description of Activity

Curriculums will be based upon the results of Federally funded projects and the suggestion of a model curriculum which they can give.

RESEARCH DESIGN

Sampling

The sampling scheme must take cognizance of the characteristics of the students enrolled in a program as well as the program itself. For example, we wish to recognize the rural-urban location of where each driver education program is offered, not only because rural programs may be different from urban ones but also because rural youths will be driving in different environments than urban ones and the resulting accident and violation record of the students from these locations may be different.

Within each of these location strata a two-way stratification of the schools is recognized.

1a) Schools offering instruction during the summer only

1b) Schools offering instruction other than the summer

2a) Schools offering classroom instruction and behind-the-wheel instruction

2b) Schools offering the above, 2a, and simulation

2c) Programs offering the above, 2b, and multiple-car range.

The universe of schools in Iowa will be classified according to this stratification so that 12 classes of schools will result. In addition to this, the number of students enrolled in each program will be determined. Since the data collection will, in part, use the entire population and, in part, a sample, a sample of programs will be selected. The sample will be constrained as follows:

1) The total number of students will be 5,000.

2) Each of the twelve cells will have at least 5 schools or, if there are less than 5 schools in a cell, all will be included in the sample.

3) From each school in the sample at least three students will be selected.

Within these constraints, the sampling will be such that each school will be selected within strata with probability proportional to enrollment and between strata in proportion to the enrollment in the stratum. Within a school students will be selected in proportion to the enrollment.

The sample of schools will be further randomized within a strata so that some schools will be evaluated during the first semester only whereas others will be evaluated the second semester only. Of course, those strata with only a summer program will be evaluated during the summer. All students completing driver education will be given the achievement tests and at least 5,000 students will be given the behind-the-wheel performance test. One third or approximately 1,700 students will be tested at the end of the spring semester 1972, with the remaining two thirds to be tested at the end of the summer session 1972, and fall semester 1972. Thus the performance testing will be spread over two fiscal years. Also, students completing driver education in those schools using the model curriculum will be given the achievement test, and approximately 1,700 students will be performance tested in fiscal year 1974.

Procedure

This section recognizes four classes of variables to be used in this investigation:

A) Student characteristics immediately available from the schools or easily obtainable student characteristics. These include: 1) Age 2) Sex 3) Grades 4) Iowa Test of Educational Development Scores 5) Whatever objective achievement test data we wish to collect. It is anticipated that these data will be assembled for all students in Driver Education courses in Iowa from September 1971 through August 1972.

B) Student characteristics requiring considerable time and skill to evaluate. This includes a behind-the-wheel performance measure. This performance test will be administered to a sample of 5,000 student drivers.

C) Each student's driving record acquired after the instruction

D) Institutional information such as student-faculty ratio, educational characteristics and driving record of the driver education teacher, dollars spent per student in the district, etc.

The information described in A above will be assembled by the school guidance and counseling staff and recorded on a form developed specifically for this purpose. The group administered achievement test will include an accompanying administrator's manual instructing the administrator on time limits, security precaution, etc. This test will be administered by the driver education staff in each school district to all students completing the driver education course.

The individually administered behind-the-wheel test must be administered by individuals who have had supervised training in administering such tests. It is suggested that each such technician test at least ten student drivers

under supervision before he tests student drivers for this project. It is anticipated that it will be necessary to train at least 50 of these technicians to test 5,000 student drivers.

The driving record of each student will be collated with the test data and the other individual and institutional variables previously described. This driving record will be gleaned from the records kept by the State of Iowa.

Analyses

The analyses will proceed in two phases. The first phase will recognize individual differences in determining accident records. Performance on the two tests, grades in school, etc. will be correlated with various indices derived from the driving record. These analyses will be within school analyses where differences between schools are controlled for.

The second phase will recognize group differences as defined by the original stratification and by such variables as the training of the teacher. In this case the average test scores and average driving record of groups of students will be related to other characteristics of these groups.

The first set of analyses will attempt to establish a relationship between individual characteristics and driving record. If such a relationship is established, the second set of analyses will attempt to determine those aspects of the driver education program which promulgate those individual characteristics which result in good driving records.

These separate analyses are used to control, in part, differences anticipated in test scores as a result of individual differences in intelligence. That is, it is anticipated that intelligent individuals will

perform better on driving knowledge tests than unintelligent individuals, and these differences will occur independently of the curriculum. It is also true that schools located in upper-socio-economic residential areas will have more intelligent individuals than schools located in less affluent neighborhoods. Also, these two analyses may allow us to make inferences about educational procedures which are most suitable for various kinds of students. Measures of intelligence would include general academic performance, grades, and achievement test performance.

Three criterion measures will be used in assessing the differences between programs. They are the classroom achievement test, the behind-the-wheel performance test, and the student's driving record.

Achievement Test

An exact description of this instrument can not be given at this time. We are analyzing those instruments now avaliable and will be reviewing those currently under development. It is anticipated that an achievement test will be ready for pilot testing in the second quarter of fiscal year 1972.

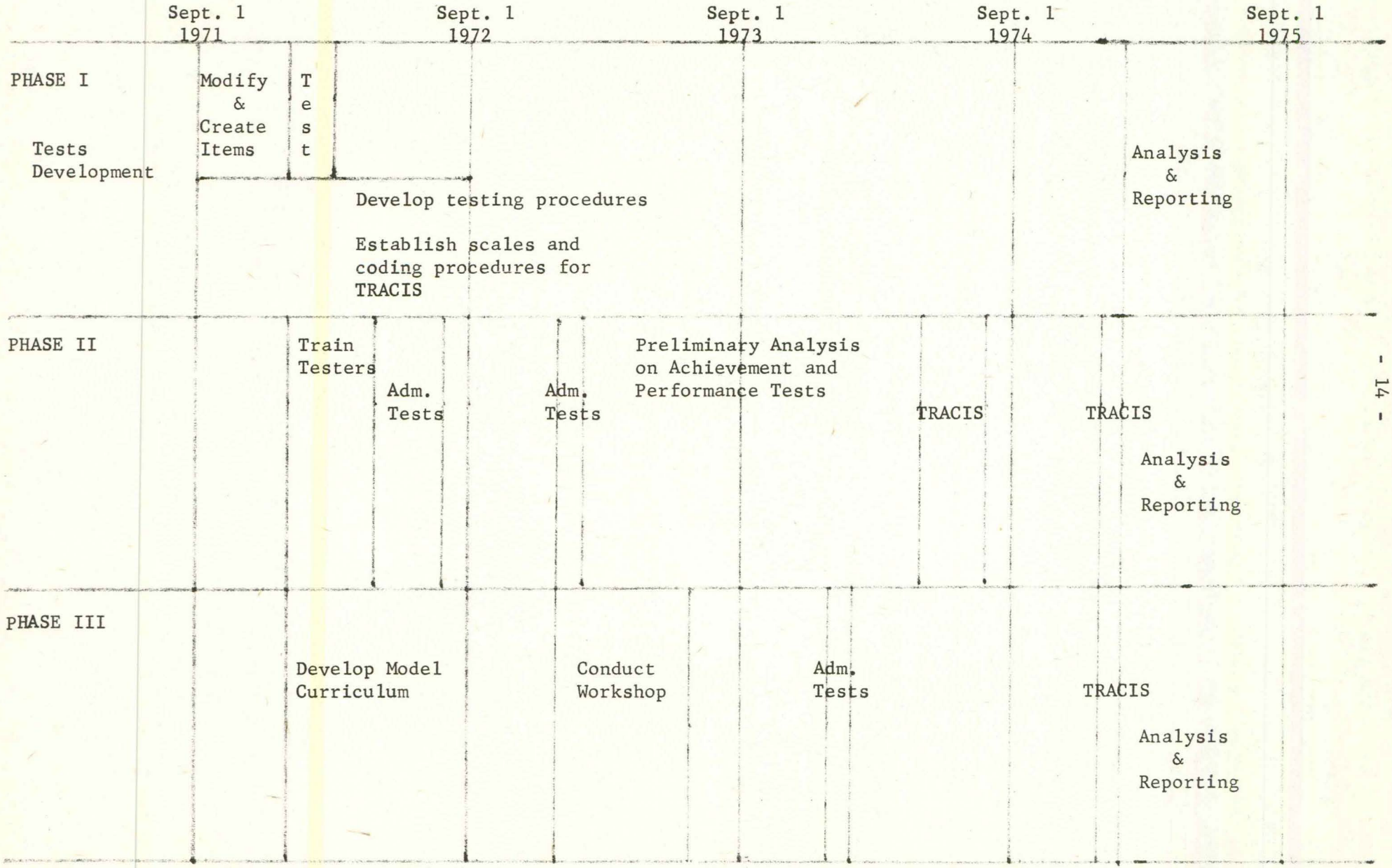
Behind-the-Wheel Performance Test

An exact description of this instrument can not be given at this time. We are analyzing those instruments now available and will be reviewing those currently under development. It is anticipated that a behind-the-wheel performance test will be ready for pilot testing in the second quarter of fiscal year 1972. Approximately 5,000 students will be tested, and it is estimated 50 testers will need to be trained to administer the test.

Driving Record

Using Iowa's TRACIS system traffic violations and accident involvement data will be gathered. The data will be gathered approximately two years after a student completes the driver education course.

TIME SCHEDULE



PROJECT P.R.I.D.E. PERSONNEL

Project Staff

Leland R. Tack, Project Coordinator
Richard Meyerhoff, Curriculum Specialist
One and one-half time Support Staff

Project Support Staff

Driver and Safety Education Section
- Donald E. Koroch, Chief
- Dwight R. Carlson, Consultant
- Robert G. Roush, Consultant

Planning and Management Information Branch
- Dr. James E. Mitchell, Associate Superintendent
- Dr. Max E. Morrison, Director, Planning, Research and Evaluation Division
- Dean D. Crocker, Director, Management Information Division

Test Administrators

Other Outside Consultants

Proposed Project Committees

Project P.R.I.D.E. Executive Committee
- Curriculum Committee
- Research Committee

State Driver Education Advisory Committee

PROJECT P.R.I.D.E BUDGET	FISCAL YEAR '72	FISCAL YEAR '73	FISCAL YEAR '74	FISCAL YEAR '75	TOTAL
(A) Personal Services					
1. One full time project coordinator - Salary plus benefits	$ 14,000.00	$ 16,500.00	$ 17,500.00	$ 18,000.00	$ 66,000.00
2. One full time support staff - Salary plus benefits	4,000.00	5,000.00	5,500.00	6,000.00	20,500.00
3. Travel (in-state and out-of-state)	3,000.00	3,000.00	2,000.00	1,000.00	9,000.00
4. 50 test administrators, testing app. 1,700 students in FY'72, 3,400 in FY'73, and 1,700 students in FY'74 @ $12 per student	20,400.00	39,600.00	20,400.00	___	80,400.00
5. FY'72-2,772, FY'73-3,287, FY'74-2,709, FY'75-2,017 designated participants of the state driver education reimbursement program.	83,150.00	98,600.00	81,250.00	60,500.00	323,500.00
	$124,550.00	$162,700.00	$126,650.00	$ 85,500.00	$499,400.00
(B) Contractual Services					
1. Waterloo Community School District (see attached budget)	$ 22,750.00	$ 26,500.00	$ 25,250.00	$ 25,500.00	$100.000.00
2. Computer services (see attached budget)	2,000.00	2,000.00	2,600.00	3,000.00	9,600.00
3. Consultants	6,000.00	2,000.00	3,000.00	2,000.00	13,000.00
	$ 30,750.00	$ 30,500.00	$ 30,850.00	$ 30,500.00	$122,600.00
(C) Commodities					
1. Expendable office supplies, printing, postage, etc.	$ 8,000.00	$ 3,000.00	$ 4,000.00	$ 4,000.00	$ 19,000.00
	$ 8,000.00	$ 3,000.00	$ 4,000.00	$ 4,000.00	$ 19,000.00
(D) Other Direct Costs					
1. Telephone and office equipment including typewriter, desk, chair, filing cabinet, etc.	$ 3,000.00	$ 1,000.00	$ 1,000.00	$ 1,000.00	$ 6,000.00
	$ 3,000.00	$ 1,000.00	$ 1,000.00	$ 1,000.00	$ 6,000.00
TOTAL	$166,300.00	$197,200.00	$162,500.00	$121,000.00	$647,000.00

ADDENDUM BUDGET - CONTRACT WITH WATERLOO COMMUNITY SCHOOL DISTRICT

	Fiscal Year '72	Fiscal Year '73	Fiscal Year '74	Fiscal Year '75	TOTAL
(A) Personal Services					
1. R. Meyerhoff Salary & Benefits	$16,000.00	$18,000.00	$19,000.00	$19,500.00	$ 72,500.00
2. ½ time secretary Salary & Benefits	1,500.00	1,750.00	2,000.00	2,250.00	7,500.00
3. Travel (in-state and out-of-state)	2,500.00	2,500.00	2,000.00	2,000.00	9,000.00
	$20,000.00	$22,250.00	$23,000.00	$23,750.00	$ 89,000.00
(B) Commodities					
Expendable supplies and materials	$ 2,000.00	$ 3,500.00	$ 1,500.00	$ 1,000.00	$ 8,000.00
	$ 2,000.00	$ 3,500.00	$ 1,500.00	$ 1,000.00	$ 8,000.00
(C) Other Direct Costs					
Telephone	$ 750.00	$ 750.00	$ 750.00	$ 750.00	$ 3,000.00
	$ 750.00	$ 750.00	$ 750.00	$ 750.00	$ 3,000.00
TOTAL	$22,750.00	$26,500.00	$25,250.00	$25,500.00	$100,000.00

ADDENDUM BUDGET - COMPUTER SERVICES

		Fiscal Year '72	Fiscal Year '73	Fiscal Year '74	Fiscal Year '75	TOTAL
1.	Key punch	$	$1,000.00	$1,000.00	$1,000.00	$3,000.00
2.	Computer analysis	500.00		1,500.00	2,000.00	4,000.00
3.	Sampling	1,000.00				1,000.00
4.	Test Scoring	500.00	1,000.00	100.00		1,600.00
	TOTAL	$2,000.00	$2,000.00	$2,600.00	$3,000.00	$9,600.00

OVERVIEW OF IOWA PROGRAM

History

Driver Education has been in existence in Iowa since the second semester of the 1937-38 school year when the first programs were offered by the Shenandoah and Tipton Community School Districts. There were twenty-six students that completed these first two programs. The program has experienced growth so that during the 1956-57 school year 393 school districts offered the course with 19,306 students completing, in 1966-67 455 school districts offered the program with 50,433 students completing, and in the 1969-70 school year 100% of the public school districts offered the program with 52,901 students completing or 97.4% of the total potential pupils in the 15-21 year old age group. This tremendous growth was due mainly to an Act, 321.177, Code of Iowa (Appendix A) passed by the Sixty-first General Assembly in 1965.

Program Approval

The State Department of Public Instruction is responsible for the general development and improvement of driver education in the public schools of Iowa. It is mandated by statute that every public school district in Iowa shall offer or make available an approved driver education course as programmed by the Department of Public Instruction to all residents between the ages of 15 and 21. (Appendix B). The statute also requires approval of the driver education program (Appendix C) before schools can be reimbursed and before the Department of Public Safety will issue a license to individuals under the age limits. Presently, there are 175 school districts

offering driver education programs only during the summer, 213 school districts offering programs during the summer and the regular school year, and 65 school districts offering the driver education program only during the regular school year.

Teachers

There are approximately 1,000 full or part-time teachers teaching the driver education programs in Iowa. During the 1969-70 school year 459 teachers were full time and had the following characteristics:

Men	456
Women	3
Average age	33
Average years experience	8
Average years tenure	5
Bachelors degrees	357
Masters degrees	101
Doctorate	1

State Aid for Driver Education

The Code of Iowa, Chapter 321.177, requires every public school district to offer or make available an approved course in driver education for all residents of the district between the ages of fifteen and twenty-one years.

Beginning with the September 1965 school term, each public school district has received reimbursement on the actual cost basis, up to $30 for each pupil completing an approved program. During the year

1969-1970, there were 453 public school districts that offered or made available driver education to all eligible residents of their district.

The total cost of driver education to the public school districts for the period July 1, 1969 to June 30, 1970, was $3,850,005.25. Iowa's public high school districts offering or making driver education courses available during this period received state aid totaling $1,573,840.53. The average per pupil cost in the districts was $69.58.

State aid was paid for 52,598 students completing an approved course in public high schools of Iowa for the year ending June 30, 1970. Of the 52,598 students, 47,402 were in public schools and 5,132 were from non-public schools, plus 113 out-of-school youths fifteen to twenty-one years of age. An additional 254 students were 14 years of age at the time the course was taken, therefore not eligible for reimbursement to the districts.

Highway Safety Act Involvement

The State Comprehensive Plan for driver education listed several recommendations for action in a priority order. Many of these recommendations have become a reality because of the Highway Safety Act. Others have been accomplished through legislation and increased activity on the state and local levels.

Project grants made possible by the Highway Safety Act (Appendix D) have provided simulation to several school districts so that at the present time twenty-one school districts in Iowa have three phase programs (Appendix E). By September 1, 1971, four school districts will have four phase programs with the addition of off-street, multiple-car driving ranges (Appendix E). The projects include pilot driver education programs for

school bus drivers and the handicapped, revision of the state curriculum guide, inservice scholarships for teachers, procurement of curriculum materials for placement in media centers, and expansion of the state administration.

APPENDIX A

exceed thirty (30) dollars per student for each student completing an approved driver education course offered or made available by the school district. Every public school district in Iowa shall offer or make available to all students residing in the school district an approved course in driver education. Funds for such reimbursement shall be appropriated by the legislature to a special driver education fund to be administered by the department of public instruction. Two(2) percent of the annual amount allocated to the special driver education fund, shall be available to the department of public instruction for use in discharging the cost of administration of this Act.

"Student, for purposes of this Act shall mean any person between the ages of fifteen (15) years and twenty-one (21) years who resides in the public school district and who satisfies the preliminary licensing requirements of the department of public safety.

"Any person who successfully completes an approved driver education course at a private or commercial driver education school licensed by the department of public safety, shall likewise be eligible for an operator's license at the age of sixteen (16) years, providing the instructor in charge of the student's training has satisfied the educational requirements for a teaching certificate at the secondary level and holds a valid certificate to teach driver education in the public schools of Iowa."

Section 6. Section three hundred twenty-one point one hundred eighty (321.180), Code 1962, as amended by chapter one hundred ninety-five (195), section one (1), Acts of the Sixtieth General Assembly, is hereby amended as follows:

1. By striking in line fourteen (14) the words "six months" and inserting in lieu thereof the words "two (2) years from the date of issuance".

2. By striking lines nineteen (19) and twenty (20) and inserting in lieu thereof the words "less than sixteen (16) years of age shall entitle".

Section 7. Section three hundred twenty-one point one hundred ninety-four (321.194), Code 1962, is hereby amended as follows:

1. By striking in line four (4) the word "sixteen" and inserting in lieu thereof the word "eighteen (18)".

2. By striking line seventeen (17) and inserting in lieu thereof the words "expire on the licensee's eighteenth (18th) birthday or upon issuance of a temporary driver's permit."

VINCENT B. STEFFEN
Speaker of the House

ROBERT D. FULTON
President of the Senate

I hereby certify that this bill originated in the House and is known as House File 390, Sixty-first General Assembly.

WILLIAM R. KENDRICK
Chief Clerk of the House

Approved _____, 1965.

HAROLD E. HUGHES
Governor

SENATE FILE 106

AN ACT

RELATING TO THE OFFERING OF COURSES IN DRIVER EDUCATION.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF IOWA:

Section 1. Section three hundred twenty-one point one hundred seventy-seven (321.177), Code 1966, is hereby amended by inserting in line twenty-two (22) of subsection seven (7) after the word "education." the following:

"An approved course offered during the summer months, on Saturdays, after regular school hours during the regular terms or partly in one term or summer vacation period and partly in the succeeding term or summer vacation period, as the case may be, shall satisfy the requirements of this section to the same extent as an approved course offered during the regular school hours of the school term."

Sec. 2. This Act, being deemed of immediate importance, shall take effect and be in full force from and after its publication in the Estherville Daily News, a newspaper published in Estherville, Iowa, and in The Brooklyn Chronicle, a newspaper published in Brooklyn, Iowa.

ROBERT D. FULTON
President of the Senate

MAURICE E. BARINGER
Speaker of the House

Sixty-second General Assembly

A P P E N D I X B

TITLE IV

DRIVER AND SAFETY EDUCATION

CHAPTER 6
DRIVER EDUCATION

/Filed December 2, 1965/

The state department of public instruction is responsible for the general development and improvement of driver education in the public schools of Iowa. At each stage of planning, organization, administration, teacher preparation, certification, evaluation, and research, the state department of public instruction has the primary responsibility of leadership as well as the responsibility of supervision. These rules are intended to implement sections 257.10(11) and 257.18(17), Code of Iowa, and in addition, chapter 27A, section 5, 61st General Assembly.

6.1 (257) Certification and approval.

6.1 (1) The instructor in driver education must have a certificate valid for teaching in secondary schools in the state of Iowa.

6.1 (2) To be approved the instructor must have ten semester hours in the field of safety education including two semester hours in actual behind-the-wheel driving.

6.1 (3) The instructor must have a valid Iowa operator's or chauffeur's license.

6.1 (4) The instructor must have a satisfactory driving record verified by the state department of public safety.

6.1 (5) The instructor must be free of any physical defects that would be a handicap in the teaching of driver education.

6.2 (257) Time standards.

6.2 (1) Minimum time. Schools shall provide for each student an absolute minimum of thirty class hours of sixty minutes each (or a total of eighteen hundred minutes) in classroom instruction, plus six class hours of sixty minutes each (or a total of three hundred sixty minutes) in supervised laboratory instruction, exclusive of observation time, in a dual control automobile.

6.2 (2) Evaluation. In evaluating driver training courses for approval, consideration will be given to whether: (1) The classroom and driving training phases run concurrently; and (2) the driver education course be

organized on the full-semester basis. Time allotments for each phase of the program should be such that time spent in each, at any one time, is equivalent to the time allotment in other subject areas. Time allowances to take care of individual differences, and special occasions in each school should be provided over and above the minimums set forth in subsection one above.

6.2 (3) Scheduling class sessions. The following will serve as a guide for determining the number of sessions required for class periods of specified durations to assure thirty clock hours per student in classroom instruction:

Minutes per Class Period	Minimum Number of Sessions Required
40	45
45	40
50	36
55	33
60	30

6.2 (4) Scheduling practice driving. To assure six clock hours per student in practice driving instruction, the following table will be observed:

Minutes per Class Period	Minimum Number of Sessions Required	
	Two Pupils in Car	Three Pupils in Car
40	18	27
45	16	24
50	15	22
55	14	20
60	12	18

6.3 (257) Summer school.

Summer school driver training courses shall be at least eight weeks in duration. If all the instruction is scheduled in the summer the amount of time devoted to the program shall be on the same basis as outlined in the previous sections. Specific approval for any proposed course of less than eight weeks in duration must be obtained from the department of public instruction prior to commencing the course.

6.4 (257) Time on driving simulators. When simulators are used for part of the practice driving experiences, four hours of simulator experience

shall be considered equal to one hour of practice driving in the car. Not more than three of the six hours required for practice driving may be simulator experience.*

*Standard 6.1 through 6.4 are the minimum recommendations of the National Education Association as well as requirements of most state departments and insurance companies. The insurance companies accept these standards for offering a lower rate of insurance premium where there is a person under the age of twenty-five driving the family car.

6.5 (257) Driving ranges. Special permission for programs on multiple-vehicle driving ranges must be secured from the department of public instruction.

6.6 (257) Adult programs. Wherever possible adult programs will provide a basic course comparable in time and content to that of the secondary school.

6.7 (257) Dual controlled cars.

6.7 (1) Used on streets. Dual controlled automobiles shall be used in all cases involving driving on the street or highway.

6.7 (2) Marking. All dual controlled automobiles should have identification signs, visible from the rear, showing that the automobile is being used for driver education. If the vehicle is being used for other than driver education, the identification signs should be removed or covered.

6.8 (257) Insurance.

6.8 (1) Liability and property damage. All dual controlled automobiles shall be adequately insured. The following policy limits are deemed adequate coverage: $100,00-300,000 on liability and $50,000 on property damage.

6.8 (2) Medical payments. Liability insurance does not cover injuries received by students in accidents by other vehicles or from other causes not resulting from carelessness, on the part of the student or the instructor. Therefore, medical insurance of at least one thousand dollars per student shall be carried.

6.8 (3) Uninsured motorist. It is hereby approved that all dual controlled automobiles be covered by uninsured motorist insurance.

6.9 (257) Instruction permit. Students enrolled in an approved driver education program must meet the preliminary licensing provisions of the department of public safety.

6.10 (257) Reimbursement. The secretary of each district entitled to driver education reimbursement shall, on or before the first day of July of each year, report to the state department of public instruction on forms

furnished by the department, such information as it may require for determining the amount the district shall be reimbursed for driver education courses provided to pupils. The state department may require further supporting data and information, and from said reports, data and information, it shall determine and compute the amount to which each district is entitled for reimbursement, and shall certify same for payment to the state comptroller who will draw warrants upon such certification and cause same to be delivered to the districts named as payee thereon. The appropriation for driver education shall be used to reimburse school districts in the amount and manner provided by law.

6.11 (257) Records. The necessary records for determining the days of attendance for each student enrolled, in each phase of the driver education program, shall be maintained by each school in the district.

6.12 (257) Failure to qualify. Failure by any local district to comply with the provisions of law, or any rules or regulations made by the state department of public instruction, relating to driver education, shall disqualify such district for reimbursement for and during the period such failure to comply existed.

/Filed December 2, 1965/

APPENDIX C

771A-624TSE
APPLICATION FOR APPROVAL OF
DRIVER EDUCATION PROGRAM DE 4
CPA-42350 7/71

IOWA DEPARTMENT OF PUBLIC INSTRUCTION
Paul F. Johnston, Superintendent
Des Moines, Iowa 50319

(1-10) ☐☐ ☐☐☐☐ ☐☐☐☐ _____
Co. District School (Official Name of School District)

X THE APPROPRIATE PROGRAMS

		Type of program	Classroom phase		Laboratory phase	
			Date begins	Date ends	Date begins	Date ends
(11)	☐	1 First semester: During regular school day				
(12)	☐	2 Second semester: During regular school day				
(13)	☐	3 Summer program				
(14)	☐	4 Saturday program				
(15)	☐	5 First semester: After regular school day				
(16)	☐	6 Second semester: After regular school day				
(17)	☐	7 Overlapping program: Both semesters or with summer program				
(18)	☐	8 Contractual agreement with another public school district				

Signature of superintendent _____

771A-622TSE
DRIVER EDUCATION PROGRAM ANALYSIS
DEPA
CPA-42[illegible] 7/71

IOWA DEPARTMENT OF PUBLIC INSTRUCTION
Paul F. Johnston, Superintendent
Des Moines, Iowa 50319

1971-72 REGULAR SCHOOL YEAR PROGRAM _____
(Official Name of School District)

Yes ☐ No ☐ Every student receives classroom and driving instruction each week of the entire course. Exception is allowed for ten hours of classroom instruction only during the first one or two weeks of the course.

_____# of STUDENTS to be scheduled 1st sem
_____# of STUDENTS to be scheduled 2nd sem
_____# of TEACHERS to be scheduled 1st sem
_____# of TEACHERS to be scheduled 2nd sem

CLASS
_____Number of continuous weeks of classroom instruction
_____Number of times each week each student receives classroom instruction
_____Number of minutes each period of classroom instruction is scheduled

DRIVING
_____Number of continuous weeks of in-car instruction
_____Number of times each week each student drives
_____Number of minutes each student drives each period

SIMULATION
_____Number of times each student receives simulation instruction during entire course
_____Number of minutes each simulation instruction period is scheduled

Signature of superintendent _____

271A-36TSE
DRIVER EDUCATION
PROGRAM ANALYSIS DEPA

IOWA DEPARTMENT OF PUBLIC INSTRUCTION
Paul F. Johnston, Superintendent
Des Moines, Iowa 50319

SUMMER PROGRAM for _____, _____
Year (Official Name of School District)

Yes ☐ No ☐ Does each student receive both classroom and driving instruction each week of the entire course? Classroom instruction may total 10 hours during the first week.

_____Number of students anticipated _____Number of driver education teachers

CLASS
_____Length of classroom instruction period (CONVERT TO MINUTES)
_____Number of times each student receives classroom instruction each week
_____Number of times each student receives classroom instruction during entire course
_____Number of weeks each student receives instruction

DRIVING
_____Number of times each student receives simulation instruction during entire course
_____Length of simulation instruction period (CONVERT TO MINUTES)
_____Number of students (2, 3, or 4) assigned per car per driving period
_____Length of driving period (CONVERT TO MINUTES)
_____Number of times each student drives each week
_____Number of times each student drives during entire course
_____Number of weeks each student receives driving instruction

Signature of superintendent _____

771A-623TSE

DRIVER EDUCATION TEACHER
INFORMATION CARD DETIC

CPA-42351 7/71

IOWA DEPARTMENT OF PUBLIC INSTRUCTION
Paul F. Johnston, Superintendent
Des Moines, Iowa 50319

1

(1-6) 1. ☐☐-☐☐☐☐ 2. _____
County-District # School District Where Employed

(11-64) 3. ☐☐☐-☐☐-☐☐☐☐ 4. _____
Social Security Number Last Name, First Middle

2

(20-31) 5. ☐☐-☐☐-☐☐ Date of Birth 6. ☐☐☐☐☐☐ Cert. Folder #
Mo Day Year

7. ☐☐-☐☐-☐☐ Expiration Date of IOWA Driver's License
(32-37) Mo Day Year

(38-39) 8. ☐☐ Total number of years professionally employed in safety education

(40-43) 9. ☐ ☐ Teaching Driver Education during the REGULAR SCHOOL YEAR
Yes No ☐ Full Time ☐ Part Time

(44-45) 10. ☐ ☐ Teaching Driver Education during the SUMMER
Yes No

_____
Signature of Teacher Date Signature of Superintendent

A P P E N D I X D

HIGHWAY SAFETY GRANTS

The Department of Public Instruction, Driver and Safety Education Section, has the primary responsibility for Standard 304, Driver Education.

Our involvement included 15 separate projects under this Standard. There are three projects that are based within the Department.

1. Inservice Training Scholarship Program

This provides for 100 scholarships at $200 each for inservice driver education teachers to increase and upgrade their knowledge and teaching skills.

2. Curriculum Guide Revision

This project was written to revise the state driver education curriculum guide. Printing and distribution of the guides have been completed.

3. Expansion of State Administration

This project provided one full-time professional staff and one half-time support staff to the Driver and Safety Education Section.

4. Expansion of Driver Education Program, Ames Community School District

This was a cooperative project between Ames Community School District and Iowa State University for the purchase of simulation and construction of an off-street multiple-car driving range. This project has provided the school district with a full four-phase driver education program, and has provided the University with excellent teacher preparation facilities.

5. Expansion of Driver Education Program, Cedar Falls Community School District

This is a cooperative project between the Cedar Falls Community School District and the University of Northern Iowa for the purchase of simulation

and construction of an off-street multiple-car driving range. This project will provide the school district with a full four-phase driver education program, and will provide the University with excellent teacher preparation facilities.

6. School Bus Driver Training and Improvement

This is a pilot project to develop a training program for new school bus drivers and the re-training or improvement for experienced drivers. This project is based at Merged Area V, Iowa Central Community College, at Fort Dodge, Iowa, and will serve all local school districts in that area.

7. Expansion of Driver Education Program, Osage and Riceville Community School Districts

This was a pilot project benefitting two separate school districts in different counties. This project will serve as a guide in future cooperative programs.

8. Expansion of Driver Education Program, Davenport Community School District

This project provides the school district with an off-street multiple-car driving range. The project will expand the driver education program to a full four-phase program.

9. Expansion of Driver Education Program at Fort Dodge Community School District

This project provided the Fort Dodge Community School District with a 16-place mobile simulation unit and two additional driver education teachers. This project expanded the program to three phases.

10. Expansion of Driver Education, West Des Moines Community School District

This project provided the West Des Moines Community School District with a 12-place simulation unit and expanded the program to a three-phase program.

11. Expansion of Driver Education Program, Des Moines Community School District

This is a cooperative project between Des Moines Community School District and Younker Rehabilitation Center. It provides a five-place mobile simulation unit as well as two full-time driver education teachers. This is a pilot project to provide driver education for the handicapped. It also provides for inservice workshops on the teaching of the handicapped for driver education teachers in Iowa.

12. Expansion of Driver Education Program, Council Bluffs Community School District

This project provided a 12-place simulation unit for the school district. This expanded the program to a three-phase program at each high school.

13. Expansion of Driver Education Program, Waterloo Community School District

This will provide the school district with an off-street multiple-car driving range. This project will expand their present program to a full four-phase program.

14. Expansion of Driver Education Program, Ottumwa Community School District

This project provided a 12-place simulation unit to the school district and expanded their program to a three-phase program.

15. Expansion of Driver and Traffic Safety Education Curriculum Materials in the Area Media Centers

This project will provide a variety of curriculum materials to the 16 Iowa Regional Educational Media Centers for use in the Driver and Traffic Safety Education programs within their respective areas.

APPENDIX E

SCHOOL DISTRICTS WITH SIMULATION

	Singer-Link	Educom	Total
Des Moines	3	2	5
Cedar Rapids	1	2	3
Davenport	1	1	2
Waterloo	1	1	2
Council Bluffs		2	2
Dubuque		2	2
Iowa City	2		2
Ottumwa	1		1
Burlington		1	1
Fort Dodge	1		1
Mason City		1	1
Clinton	1		1
Cedar Falls	1		1
Muscatine		1	1
Ames-Iowa State University	1		1
West Des Moines	1		1
Bettendorf		1	1
Fort Madison		1	1
Keokuk		1	1
Southeast Polk		1	1
Osage-Riceville	1		1
University of Northern Iowa		1	1
University of Dubuque		1	1

SCHOOL DISTRICTS WITH RANGES

Ames-Iowa State University

Carroll-Modified range

Cedar Falls-University of Northern Iowa

Cedar Rapids-Modified range

Davenport

Waterloo