

Driver school gets problems on the right track

Problem drivers sent by the Oregon Motor Vehicles Division to driver improvement schools do improve their driving records, and of two schools studied, the most effective is the

National Safety Council's Defensive Driving Course. These are the primary findings of a joint study by the division and the Oregon Traffic Safety Commission. The study, carried out by

the Commission's consulting psychologist, Dr. Noel Kaestner, began more than two years ago and tracked the records of about 1,400 drivers for one full year after they were assigned to a school or placed in a "no contact" control group on a randomly assigned basis.

Although the NSC's Defensive Driving Course and the Traffic Violator's Workshop, developed by the Oregon-based National Traffic Safety Institute, had nearly identical success in delaying the next conviction or accident, DDC was rated more effective because 46 percent of drivers assigned to it drove trouble-free for one full year. Forty percent of the drivers assigned to the NTSI course drove for a year without conviction or a chargeable accident. Thirty-eight percent of the control group went a year without trouble.

Average delaying effect after assignment to a course was 136 days for NTSI and 137 days for DDC. Those in the control group went only 106 days, about 3½ months, before another entry.

Since 83 percent of Oregon's drivers go a full

year without an accident or conviction, these figures alone, point up that drivers in the driver improvement program are far from typical drivers, according to DMV Administrator David P. Moomaw.

Two analyses were made of the data. One was based on evaluating records of drivers sent to the schools and the control group, even if the drivers assigned to school did not complete the course to which they were assigned. That study produced the 46 percent success figure for DDC versus the 40 percent figure for the NTSI workshop.

The second analysis looked only at those drivers who actually completed either course. DDC performed even better in this analysis with a success figure of 52 percent trouble-free for a year versus 43 percent for the NTSI course graduates.

NTSI is taught in one eight-hour Saturday session and is aimed at changing attitudes which affect driver behavior; DDC is usually taught in four two-hour sessions but in some DMV-sponsored courses the eight hours are taught in fewer but

longer sessions. DDC focuses on improving driver knowledge and how to prevent basic types of accidents.

Since NTSI was relatively new to the state when the initial study began, a second sample of drivers (without a control group) was selected in June, 1979, to see if more experience for the program and its instructors might change the result.

Kaestner said DDC was again favored over NTSI, but the differences were not so great, and there was one surprising finding: those who did not complete either course appeared to have a better chance of driving a full year without trouble than those who completed either course.

Kaestner is not sure why, but he thinks this result occurred because "time and cost limitations" made it impossible to remove from the second sample the records of drivers whose residence in Oregon was not verified for a full year. This was done with the first sample group, he said, to make sure the "improvement" was not because drivers took their poor

driving habits and moved to some other state.

Kaestner said the findings may mean that DDC's greater structure, films made specifically for the course, and more attractive work booklets contribute to higher attention and cooperation levels by these drivers and more efficient use of classroom time. The conclusion, he said, is supported by his first-hand observation of the two courses.

This is the second Oregon study involving DDC. The first study, in 1974, showed that issuing a probationary license or sending a driver to a Defensive Driving Course were effective alternatives to license suspension.

In that study, Kaestner also noted that while suspension itself was not effective in getting drivers to improve, the threat of suspension served "as an incentive to get drivers to respond positively" to DDC or the probationary license approach.

Another Oregon study found that two-thirds of suspended drivers continue to drive but they drive less and more carefully which, in

itself, makes suspension a viable step in dealing with problem drivers, he said. Moomaw said the latest study will be used to help the division determine future directions of the state's problem driver program.

"Some changes are now in the discussion stage," he said, "but are not far enough along to announce. They may require changes in the administrative rule under which the program operates."

Budget

(Continued from Page 1)

Supporters of the able and gifted program were asked to return for the third meeting on Friday evening Jan. 9, at 7 p.m., when that program will be up for consideration.

Budget committee members are Marvin Hansen of Cottrell, Jeff Jaqua of Sandy, Patty Klascius of Bull Run, Dan McDonald of Welches and Matthew Sheild, Jr. of Boring.

They anticipate meeting several times with district board members weekly, until Jan. 26, when they must have completed their examination of the document in order to meet various deadlines which will allow the high school levy issue's inclusion on the March 31 ballot.

The district's total requirements for the coming school year, according to the budget document, are

\$4,661,467. Funds available to the district from sources other than the tax to be levied are \$2,679,105.

The difference, made up by the annual tax levy, is \$1,982,362 for the 1981-82 budget. Peters explained that a higher figure than that is levied because an estimated 8 percent of taxes go uncollected.

Adding the 8 percent figure to the amount needed to balance the budget yields the district's proposal for the March 31 levy election: \$2,140,951.

Peters said this amounts to \$4.74 in property taxes per \$1,000 of assessed valuation. For the current levy issue, the taxes were \$4.90 per \$1,000.

He attributed the reduction to an increase in assessed valuation of real estate within the district amounting to \$63 million.

Truck found, robbed

The year didn't start off just right for one Sandy man.

Last Thursday, Jan. 1, Jack Waibel of Sandy reported the theft of his 1979 Ford pickup truck from his residence. The Sandy police recovered the pickup later that day and took a 15-year-old boy into custody in connection with the theft.

Tuesday, Waibel reported that someone broke into the same truck when it was parked on Highway 26 near Jarl Road Monday night. That person took a radio, radio equipment and tools valued at \$1,800. He had left the truck parked there when it ran out of gas.

Sandy police cited Cheryl Shaw of Sandy on Saturday,

Dec. 27, and charged her with driving while under the influence of intoxicants.

Raymond Smith of Gresham was cited for the same offense Friday, Jan. 2, at 11:15 p.m.

Police took a 13-year-old boy into custody Monday, Jan. 5, after Williams Thriftway reported that he had attempted to shoplift a package of brownies and some matches. He was released to his parents.

Tail's End Western Shop reported a burglary Tuesday morning. Someone broke into the store and took three saddles and several saddle blankets of undetermined value. The incident is under investigation.

Stop smoking plan set

That first cigarette burned your lungs, made your head ache and generally made you feel queasy. But, now if you don't have a cigarette, you're in trouble. You get edgy and nervous.

There is a way to get off the nicotine at the Five-Day Plan to Stop Smoking.

The classes begin this Sunday, Jan. 11, and continue through Thursday, Jan. 15, at the Portland Adventist Community Health Education Service Center, 6611 S.E. Powell Blvd. The

nightly sessions begin at 7 p.m. and are free of charge.

For some, there is an added incentive. The first 10 pregnant women who register for the Five-Day Plan, attend all of the classes, and who have stopped smoking by the end of the sessions, will be presented with a lovely handmade baby quilt.

For more information, call 774-7325 Monday through Thursday, 2 to 4 p.m., or you may leave a message anytime.

Public Notices

PUBLIC AUCTION LAND SALE

January 23, 1981 at 11:00 a.m.
The Oregon Transportation Commission will offer for sale at public auction, a landlocked parcel of land located on the south side of Highway 26, approximately 1.25 miles east of the east Sandy city limits. The property is further described as follows:

A parcel of land lying in the NE 1/4 NE 1/4 SE 1/4 of Section 19, Township 2 South, Range 5 East, W.M., Clackamas County, Oregon, containing 0.4 acre, more or less.

THE SALE WILL BE HELD in the Region R Right of Way office at 9010 SE McLoughlin Blvd., Milwaukie, Oregon.

TERMS OF SALE: Cash sale only. The minimum price that will be accepted is \$1,900. Buyer must deposit \$380 or 20 percent of the sale price, whichever is greater, on date of sale and pay the balance within 60 days. Successful bidder is entitled to possession of property when entire purchase price has been paid. Taxes, if any, to be prorated as of date of sale. The State reserves the right to accept or reject any or all bids. Sale subject to special assessments, existing restrictions, reservations and easements, if any. This sale is further subject to the following: (A) The Oregon Transportation Commission's use restrictions on signboards and all types of junkyards; (B) noise and air pollution clause; and (C) complete restriction of access to highway.

INFORMATION: Region Property Agent, 9002 SE McLoughlin, Portland, Oregon. Phone 653-3123 prior to date of sale, weekdays 8 to 5. (File 2543). Sale No. 10)

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NOTICE OF BUDGET COMMITTEE MEETING NOTICE IS HERBY GIVEN.

pursuant to ORS 294.401, that a meeting of the budget committee of Sandy Elementary School District No. 46 will be held on the 21st day of January, 1981 at 7:30 P.M. o'clock for the purpose of receiving the budget message and budget document of said district for the fiscal year 1981-1982.

This is a public meeting where deliberations of the budget committee will take place, and any person may appear and discuss proposed programs with the budget committee at that time. A copy of the budget document will be available at the Administration Office of School District 46 at the time of the meeting.

Clark Lund
Budget Officer
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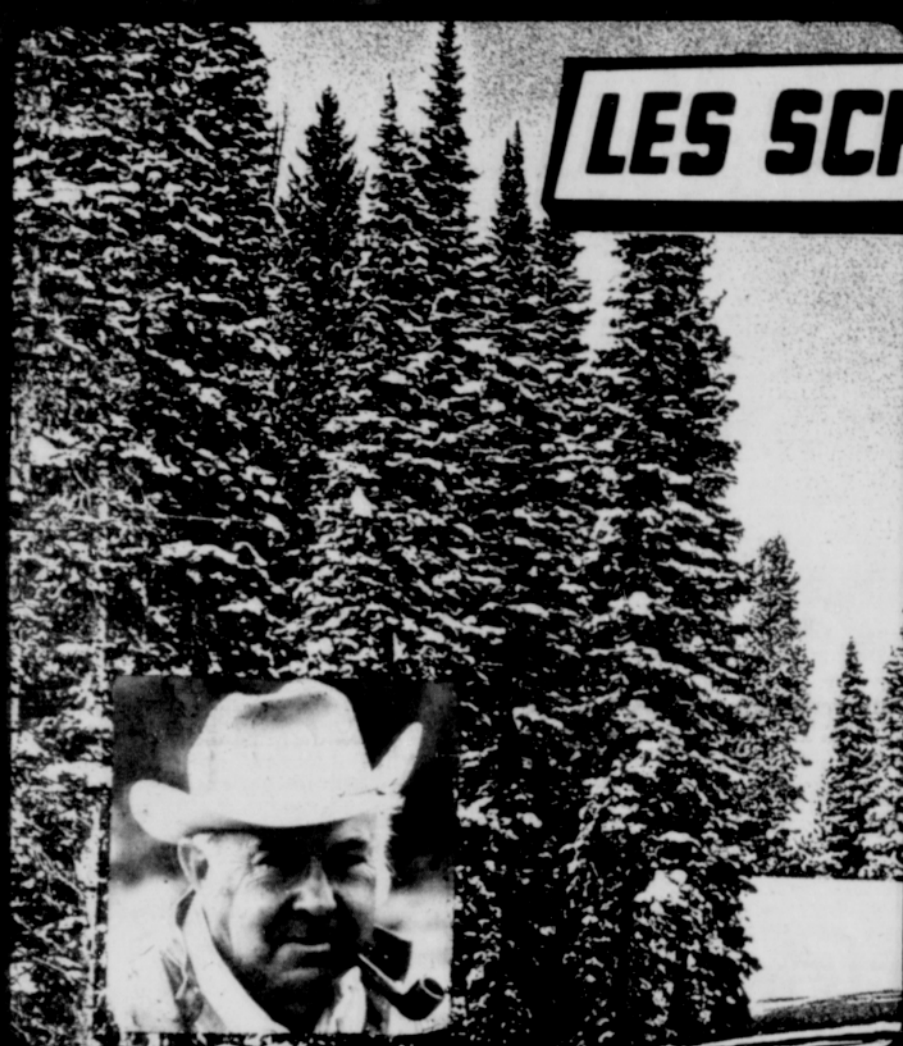
Clackamas County School District No. 45, will receive sealed bids for property and liability insurance until 12:00 P.M. February 10, 1981. Insurance will be for the period March 1, 1981 to March 1, 1982. Bids received after time set for opening will not be considered.

All proposals must be submitted with the form furnished with the specifications. Said forms and specifications available at the office of the Clerk, Bernita Kull, 834 S.E. 187th, Portland, Oregon, 665-4778. A specimen copy of the policy must accompany the bid and any exceptions to the specifications must be noted. No bid shall be made in a company with a policyholders rating of less than "A".

The Board of Directors of Clackamas County School District No. 45 reserves the right to reject any or all bids, waive formalities or to accept any bid which appears to serve the best interest of the District. Completeness of coverage will be determining factor in awarding bids.

Bernita Kull, Clerk
Bull Run School
Clackamas County
School Dist.
No. 45
Portland, Oregon, 97223

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35⁹⁸ plus FET

- Our most popular 40,000 mile steel radial
- Gas saving radial construction
- Free Mounting
- Road Hazard Warranty
- Free Rotation

SIZE	PRICE	FET
155x12	35.98	1.37
145x13	34.23	1.34
155x13	39.95	1.43
165x13	40.62	1.69
175x13	44.69	1.81
165x14	46.20	1.79
175x14	49.21	1.91
185x14	52.70	2.20
165x15	47.11	1.89



LES SCHWAB'S COMMERCIAL TIRES

- Free Rotation
- Free rebalancing
- Free Mounting

HIGHWAY 700x15 6 ply \$49⁹⁹ plus 2.84 FET
750x16 8 ply 64⁸⁹ plus 3.62 FET

TRACTION 700x15 6 ply \$55⁴³ plus 3.23 FET
750x16 8 ply \$75⁹⁹ plus 4.08 FET

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- Tread design may vary to size



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Steel belted radial performance combined with extra "GO" in snow, ice and wet weather. Performance, comfort and reliability when you need it most.

HIGHWAY		
SIZE	PRICE	FET
LR78x15 6 ply	83 ⁹⁹	3.78
750/16 8 ply	96 ¹⁰	4.54
875/16.5 8 ply	103 ⁴⁴	4.37
950/16.5 8 ply	115 ⁴⁴	5.04
TRACTION		
SIZE	PRICE	FET
LR78/15 6 ply	88 ⁴⁴	3.38
800/16.5 8 ply	73 ⁸⁷	4.08
875/16.5 8 ply	112 ⁹⁹	4.58
950/16.5 8 ply	131 ⁴⁴	5.07

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