

**Drivers Age 24 and Younger
Action Plan Mid-Term Activities
2015 Accomplishments**

1. Consider explicitly requiring seat belt use in GDL which may have more influence on beginning drivers than the overall belt use law, especially where seat belt violations result in delayed graduation to the next GDL stage. Michigan law does not require back seat passengers age 16+ to wear a seat belt. (2015-2016)

Lead Agency: Michigan State Police (MSP)
Contact Name: Traffic Services Division

After looking at the seat belt data, the bigger problem is the older drivers 18-24 and not so much drivers within GDL (age 15-17). There is an objective on the occupant protection action plan to focus policy efforts on passing a seat belt law requiring seat belt use in all seating positions..., which would cover the GDL passengers. This activity needs a backer. At this time, there are no agencies that are interested in leading any efforts with this regard.

2. Continue to explore decals on teen vehicles that identify them as having a graduated driver's license with associated restrictions and the feasibility of implementing them in Michigan. (2015–2016)

Lead Agency: Action Team
Contact Name: Action Team Chair

In 2015, the action team devoted a meeting to a presentation on New Jersey's Teen Decal Program and the Children's Hospital of Philadelphia research that was given by Pam Fischer and Suzanne Hill. The action team will continue to keep this activity on the action plan so that it will continue to be considered until a determination is made whether a proposal should be developed so that member agencies may seek their respective agencies stance on further promoting this in Michigan.

Later in the year, action team members reported receiving requests from parents for "novice driver" signage for vehicles. For profit action team members who provide them to parents are considering making them available on a wider scale.

3. Explore the need to develop law enforcement training and education on teen crash risk and the benefits of GDL, and development of a law enforcement "tip" card. (2015-2016)

Lead Agencies: OHSP
Contact Name: Linda Fech

In 2015, a basic report of Convictions for Violation of Graduated License Permit on Record was prepared by the Michigan Department of State. The report includes the number of convictions by county appearing on driving records as of August 4, 2015 of drivers under age 18 for violation of GDL license permit restrictions (offense code 3035) for each year 2010 through 2014. In Michigan, the statewide total five-year average for these convictions is 735. In 2014, there were 219,345 licensed drivers under age 18 and 710 convictions that appeared on driving records for this age group for offense 3035. This results in, .3237 percent of Michigan licensed drivers under age 18 received a conviction of violation of GDL license permit restrictions (offense code 3035) in 2014.

The action team has discussed that law enforcement officers need to be provided education so that they understand the need to enforce GDL. The group's consensus was that it is not a problem with knowledge of GDL law, but enforcement of it. It is about influencing an officer's discretion. The

Office of Highway Safety Planning is exploring support for a FY17 grant proposal for development of a roll call video that specifically addresses the importance of enforcing GDL.

The Office of Highway Safety Planning is working on a project for law enforcement officers, as well as the general public. The project involves the development of an App which will include information on impaired driving, occupant protection, and GDL to start with. The application will be a quick and easy resource for officers and the public to use, and will be specific to the law....not opinion.

4. Evaluate the newly developed Michigan Graduated Driver Licensing Parent Checklist and determine its effectiveness for educating parents on GDL. (2015)

Lead Agency: MDOS

Contact Name: Traffic Safety Division

In 2015 a non-scholarly study of the Michigan Graduated Driver Licensing Parent Checklist was completed. This brochure was developed by the Michigan Department of State through a grant to the Michigan Teen Safe Driving Coalition from the Allstate Foundation and supported by the National Safety Council. It is intended to increase parents' knowledge of Michigan GDL and other ways they may supplement additional family rules for their teen drivers such as the use of electronic devices, passenger restrictions, and nighttime curfews. The Traffic Safety Division of the Department of State led the initiative to develop the new resource and study its effectiveness.

600 survey packets were distributed to three of the largest teen driver education providers in Michigan who in turn distributed them to parents or legal guardians of teens currently in a driver education program. There were 300 survey packets that included the new resource and 300 that did not. All 600 packets included a \$5 gasoline card and a self-addressed stamped envelope to encourage survey completion. Of the 600 survey packets that were distributed, 44 were returned leaving 556 survey packets being distributed. A total of 136 surveys were completed and returned timely and there were 6 received after the data was compiled. This is a return rate of 25.5 percent. There were 63 completed surveys received timely where the new Michigan Graduated Driver Licensing Parent Checklist had been included and 73 received timely where it had not been included. Observations made by comparing the survey responses from parents who received the new resource to those who did not indicate that the resource is effective. Parents who received the new resource are more likely to enforce the requirements and restrictions of GDL because of their increased knowledge and understanding of them.

Revisions to the brochure were made based upon the study and 100,000 copies were printed for distribution through public and non-public schools. The intent is to get them to parents before they begin driver education. A web page has been implemented with instructions for ordering the publication. The link to this page is at Michigan.gov/teendriver. In 2016, the Michigan Department of State will work with the Michigan Department of Education to promote it to high schools through their e-communications to school leaders.

5. Develop and implement a Michigan orientation program for parents/legal guardians of teens beginning the GDL process that is proven effective. Engage parents on the importance of GDL and driver training. Consider both a required program and one that gives incentives for participation. Legislation is needed to make it required. (2015-2016)

Lead Agency: MDOS

Contact Name: Traffic Safety Division

In 2015, a proposal was approved by the Michigan Department of State for a pilot to develop and study parent meetings during Segment 1 and Segment 2 driver education. A Request for Information (RFI) was posted via the Department of Technology, Management and Budget Procurement system

with regard to a Model for Parental Involvement in Graduated Driver Licensing. The RFI sought to obtain advice in conjunction with designing, administering and evaluating a program to increase parental and legal guardian involvement in their teen's graduated driver licensing process. The purpose for the (RFI) includes, but is not limited to, collecting market information to better understand best practices about conducting a study to determine the impact of increased parental and legal guardian involvement in Michigan's teen graduated driver licensing (GDL) process. The request netted one response that is in-process of being reviewed by the department. The information gathered may be used to assist the State in developing program strategy and possibly developing a Request for Proposal (RFP).

6. Promote interactive resources for parents to facilitate the required supervised driving time that shows how to coach teens through various skill lessons. (2015-2016)

Lead Agencies: Action Team

Contact Name: Action Team Chair

No activity.

7. Promote the action team's newly developed list of electronic monitoring devices parents can use to monitor their teens. These devices are often interactive for teens, alerting them to speed, braking, and acceleration issues. (2015)

Lead Agencies: Action Team

Contact Name: Action Team Chair

In 2015, the list of Technology Resources for Safe Driving was finalized by the action team and posted to the GTSAC Drivers Age 24 and Younger web page at http://www.michigan.gov/msp/0,4643,7-123-72297_64773_41646-145632--,00.html. Member agencies are promoting the list and the Department of Education sent it out to their contacts, and the MDTSEA has it on their resource page.

8. Consider recommendations for implementation that were made in the State of Michigan Technical Assessment of the Driver Education Program that was facilitated by the National Highway Traffic Safety Administration April 28 through May 2, 2014.

Lead Agency: MDOS

Contact Name: Driver Programs Division

In 2015, the Michigan Department of State (MDOS) has been working on a proposal to increase driver education hours from 30 classroom, 6 behind-the-wheel, and 4 observation to national standards that are 45 hours without increasing costs. Also looking at what can be done on-line. MDOS is getting assistance from national experts on these recommendations. In addition, three proposals were approved by MDOS management for implementation which are requiring the supervised driving log to be turned in, a skills report card provided to the parent, and a program evaluation survey to be completed by parents and students.

Require Driving Log of the 50 Hours of Supervised Driving Practice (Standard 4.1.1): Students completing the Segment 1 Driver Education Course and their parents will be informed by driver education instructors and Secretary of State branch office staff that the driving log in The Parent's Supervised Driving Guide will need to be completed to show that at least 30 hours (including 2 hours of nighttime driving) were completed before beginning the Segment 2 Driver Education Course. Implementation will begin June 15, 2016. Then, the log with at least 50 hours (including 10 hours of nighttime driving) will need to be completed before the new driver will be allowed to take the Driving Skills Test. Implementation will begin September 15, 2016.

Teen Driving Skills Report Card (Standard 4.1.2): Providers must begin using the prescribed report card or an approved alternative form. The report card is meant to serve as a summary of skills the teen demonstrated on all drives, using a proficiency-based grading system. The instructor will issue the report card at the same time that the student receives the Segment 1 certificate of completion, or the provider may mail or email the form to the parents no later than the next business day. Implementation will begin February 15, 2016.

Post Course Evaluation Pilot (2.1.5): At the end of both Segment 1 and Segment 2 classroom instruction, driver education students (and their parents/guardians) participating in classes through the pilot providers will be asked to complete surveys either issued on paper, or using Survey Monkey. Implementation will begin February 22, 2016.

9. Explore and prepare recommendations on how to leverage professional development for driver education instructors. (2015-2016)
Lead Agency: MDOS
Contact Name: Driver Programs Division
Lead Agency: MDTSEA
Contact Name: Mary Kay Relich

MDTSEA continues to develop professional development options for driver educators. A professional development course was scheduled for August 14, 2015 in Dearborn, and the annual conference (which counts for professional development credit) will be held April 30, 2016. In addition, a new online course has been submitted to MDOS for approval: "Tips for Behind the Wheel, Part 2". MDTSEA has developed and gained approval (from MDOS) for a new professional development course: Tips for Teaching about Distracted Driving to help instructors prepare quality lessons for teaching about distracted driving in both Segment 1 and Segment 2 as well as tips for talking about distracted driving during Behind the Wheel Instruction.

Require instructor candidates to take a standardized written test and behind-the-wheel exam (Standard 3.1.5)/Require Annual Continuing Education and Professional Development Hours for Instructors (Standard 3.1.5): Progress continues on a program concept that would serve as an incentive for existing Michigan driver education instructors by encouraging continuous educational improvement beyond the minimum requirements established by law, increasing the quality of instruction, increasing traffic safety initiative programs, and improving the quality of instruction delivered in the classroom and behind-the-wheel. The proposed concept project goals include the following:

- *Recognize instructors that have and continue to excel in their field*
- *Improve the driver education instructor's professional knowledge*
- *Improve the driver education instructor's professionalism*
- *Improve the driver education instructor's leadership role*
- *Improve the overall quality of the driver education program*

10. The MDOS is exploring potential new education programs for teens and/or parents of teen drivers; first time drivers age 18 and older; and continuing education for all drivers. (2013 - 2018)
Lead Agency: MDOS
Contact Name: Driver Programs Division

The MDOS is exploring the idea of an on-line "Test Your Knowledge" quiz and a possible web page highlighting insurance discounts for continued driver education.

11. Determine if the crash rates are different for drivers who have been through the GDL program and driver education compared to those who have not been through the program (drivers 18+). (2015-2016)

Lead Agency: MDOS

Contact Name: Traffic Safety Division and Driver Programs Division

In 2015, the MDOS identified drivers between the ages 16-24 who completed GDL/driver education and who have not going back to 2003. Crash records from 2011 to 2014 were provided to MDOS by Brian Sine, DTMB where at least one driver was 16 - 24. A database is being built to hold the crash data and build queries for initial reports that will compare the crash data for those who went through GDL and those who did not.

12. Consider how education and resources with regard to teen drivers may be disseminated to schools and implementation encouraged. (2015-2016)

Lead Agency: Michigan Department of Education

Contact Name: Mary Teachout

In 2015, the Department of Education joined the Drivers Age 24 and Younger action team and has coordinated e-messages (Strive for a Safer Drive) to school administrators via their Thursday Communications via GovDelivery.

13. Consider, develop, and implement activities to engage teen leaders to develop traffic safety programs in schools with the goal of decreasing teen traffic crashes. Develop a method for tracking which schools have teen traffic safety programs and the focus/general content.

Lead Agency: MASC/MAHS Michigan Student Leadership

Contact Name: Matt Alley

In 2015, the action team decided to request a meeting with Matt Alley of Michigan Student Leadership Services to discuss events that would be good to attend in order to reach parents and/or teens with traffic safety programs. That meeting was held in 2016 and plans are underway to attend the largest student leadership conference in the state on April 17, 2016.