



**Michigan Drivers Age 24 and Younger
Action Plan 2013 – 2016**

May 2015 Update

CONTENTS

	Page
Introduction	3
Goals	4
Strategies	
1. Implement or improve graduated driver licensing systems	4
2. Publicize, enforce, and adjudicate laws pertaining to young drivers	5
3. Assist parents in managing their teens' driving	6
4. Improve young driver training	8
5. Employ school-based strategies	10
6. Provide recommendations related to young driver safety legislation	11
Acronyms	12
Acknowledgements	12

www.Michigan.gov/gtsac

Disclaimer Statement

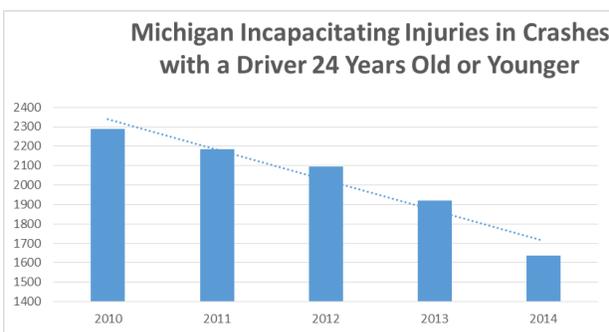
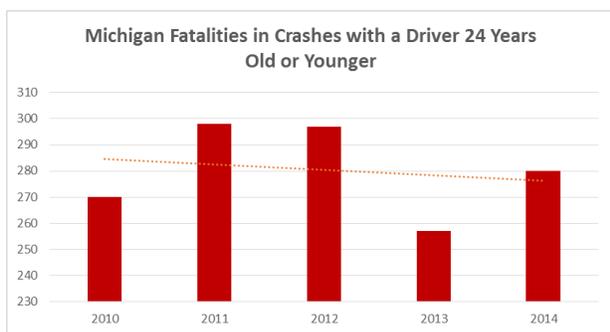
The members of the Drivers Age 24 and Younger Action Team have prepared this document. It is considered a living document and is a compilation of activities and initiatives to address young driver safety in the State of Michigan.

The Action Team is part of a network of ad hoc committees comprised of local, state, federal, and private partners working in collaboration with the Governor's Traffic Safety Advisory Commission (GTSAC) to identify traffic safety challenges and comprehensive solutions. The result of these efforts will support achievement of the mission, vision, and goals identified in the State's Strategic Highway Safety Plan (SHSP). While the strategies identified in the State's SHSP have been approved by the GTSAC, the activities and initiatives identified in this Action Plan, as well as any opinions or conclusions expressed, are those of the individual Action Team member agencies and not necessarily those of the GTSAC.

Introduction

Car crashes are the number one cause of injury and death for U.S. teens 15 to 20 years of age, accounting for more than one in three fatalities in this age group. While crash rates are highest for 16-year-old drivers – the initial licensing (unsupervised driving) age in 34 states – drivers under the age of 20 have crash rates nearly four times higher than older drivers. These statistics are particularly troubling since teens represent approximately 15 percent of the U.S. population, but as drivers in crashes they account for as much as 30 percent (approximately \$26 billion) of the total cost of motor vehicle injuries nationwide.¹

It is widely recognized most novice drivers do not have sufficient experience to handle the complex task of driving when they are first licensed. Moreover, the late teen years involve continuing developmental changes that characterize the transition from childhood to adulthood. These changes result in a variety of behaviors that are risky when they occur in a motor vehicle. Young drivers are more likely than older adult drivers to engage in risky driving behaviors such as speeding and allowing shorter headways. Although such behaviors are sometimes intentional, young driver crashes generally result from errors in attention, failing to recognize hazards, and driving too fast for conditions. Reducing young driver crashes will involve effectively addressing both the youthful propensity to engage in risky behaviors and lack of experience.² The lack of seat belt use is another risky teen behavior.



In 2014, drivers age 24 and younger constituted 14 percent of all licensed drivers in Michigan. However, 33 percent of all incapacitating traffic injuries involved drivers age 24 and younger and 32 percent of all traffic fatalities.

	Number of Licensed Drivers Age 24 and Younger	Total Number of Licensed Drivers	Percent of Total Licensed Drivers Age 24 and Younger	Traffic Fatalities Involving Drivers Age 24 and Younger	Total Traffic Fatalities Involving all drivers	Percent of Total Traffic Fatalities that Involved a Driver Age 24 and Younger	Total Incapacitating Traffic Injuries that Involved a Driver Age 24 and Younger	Total Incapacitating Traffic Injuries Involving all drivers	Percent of Incapacitating Traffic Injuries that Involved a Driver Age 24 and Younger
2008	1,065,382	7,088,425	15%	296	980	30%	2,487	6,725	37%
2009	1,042,981	7,073,619	15%	253	871	29%	2,379	6,511	37%
2010	1,048,120	7,076,344	15%	270	937	29%	2,288	5,980	38%
2011	1,036,663	7,037,876	15%	298	889	34%	2,186	5,706	38%
2012	1,035,385	7,064,569	15%	297	936	32%	2,094	5,676	37%
2013	1,029,470	7,096,836	15%	257	951	27%	1,920	5,283	36%
2014	1,010,102	7,130,205	14%	280	876	32%	1,639	4,909	33%

¹ Governor's Highway Safety Administration, *Curbing Teen Driver Crashes* (2012): Page 2.

² National Cooperative Highway Research Program Report 500, Volume 19: *A Guide for Reducing Collisions Involving Young Drivers*

Goals

Reduce traffic fatalities involving drivers age 24 and younger from 297 to 260 (3.2 percent per year) from 2013 to 2016.

Reduce incapacitating traffic injuries involving drivers age 24 and younger from 2,094 to 1,838 (3.2 percent per year) from 2013 to 2016.

Strategies

Strategy 1: Implement or improve graduated driver licensing systems

Michigan's current graduated driver licensing (GDL) requirements are displayed in the table below along with the optimal requirements from the Moving Ahead for Progress in the 21st Century Act (MAP-21)

	Michigan's GDL Requirements December 2013	Optimal GDL (MAP-21)
Level 1 license* (driving with parent/guardian)	Age 14 years and 9 months	Age 16
Level 1 holding period	Six months	Six months
Supervised driving time	50 hours, 10 of which must be at night	40+
Level 2 license (restricted and unsupervised driving)	Age 16 Must be 90-days crash and violation-free Six-month holding period	Age 17
Level 2 restrictions*: Night time Passenger	10 p.m. to 5 a.m. No more than one passenger under age 21	10 p.m. to 5 a.m. No more than one
Level 3 license (unrestricted and unsupervised driving)	Age 17 Must be 12 months crash and violation-free	Age 18

**Although not a GDL restriction, teen drivers with a Level 1 or Level 2 GDL are prohibited from using a mobile telephone.*

Objective 1

Strengthen and improve upon graduated driver licensing (GDL) laws in order to reduce traffic fatalities and incapacitating traffic injuries involving teen drivers.

Mid-Term (3-5 years) Activities:

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

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

Strategy 2: Publicize, enforce, and adjudicate laws pertaining to young drivers

Objective 2

Publicize laws pertaining to young drivers.

Ongoing Activities:

Continue to host www.Michigan.gov/teendriver, publish and distribute the *Michigan's Graduated Driver Licensing: A Guide for Parents*; *The Parent's Supervised Driving Guide*, *What Every Driver Must Know*; and *Your Probationary License* publications.

Lead Agency: MDOS

Contact Name: Traffic Safety Division and Driver Programs Division

To encourage awareness and compliance with the new requirements for teenage drivers with a Level 1 and Level 2 license under the Graduated Driver Licensing (GDL) program specific to *Kelsey's Law*, the Office of Highway Safety Planning (OHSP) launched the *Put your phone in park* campaign featuring billboards, public safety announcements, posters, and brochures.

Lead Agency: OHSP

Contact Name: Linda Fech

The MDOS is encouraging awareness and compliance to *Kelsey's Law* via the MDOS Teen Driver Web pages at Michigan.gov/teendriver, notices sent to driver education providers, Michigan courts, law enforcement, and Secretary of State Work areas; an article published in *SOS Express News*; and updates to MDOS publications. The MDOS is collaborating with OHSP on the *Put your phone in park* campaign.

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Objective 3

Encourage enforcement of laws pertaining to young drivers including enforcement of GDL restrictions.

Mid-Term (3-5 years) Activities:

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

Ongoing Activities:

The MDOS will continue to monitor teen drivers as well as all new drivers on probation and respond accordingly (warning letter or driver reexamination) when traffic violation convictions are posted to the driving record.

Lead Agency: MDOS

Contact Name: Traffic Safety Division

The Michigan Teen Safe Driving Coalition, sponsored by the National Safety Council and the Allstate Foundation was established in November 2013 and consists of organizations throughout the state that are dedicated to helping teens become safer drivers by using the proven principals of Michigan's Graduated Driver Licensing (GDL). The coalition's goal this year is to address parents and make them aware of GDL and become a role model for their children when driving.

Lead: Bonnie Raffaele

Strategy 3: Assist parents in managing their teens' driving

Objective 4

Improve methods to engage parents to take ownership of their role and responsibilities in managing their teens' driving.

Mid-Term (3-5 years) Activities:

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

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

Ongoing Activities:

Continue to host www.TeenDriving.AAA.com.

Lead Agency: American Automobile Association (AAA)

Contact Name: TrafficSafety@ACG.AAA.com

Continue to review current publications provided to parents of teen drivers and develop a plan to revise information with a view to making it more obvious and user-friendly, and develop and implement a communication plan to reach all parents and legal guardians.

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Objective 5

Facilitate parental supervision of teen drivers with Level 1 licenses.

Mid-Term (3-5 years) Activities:

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

Ongoing Activities:

Continue to distribute *The Parent's Supervised Driving Guide* to parents to use during the required 50 hours of supervised driving time.

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Continue to promote the RoadReady mobile phone application for parents/teens to log supervised driving hours.

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Continue to collaborate with organizations such as Big Brothers Big Sisters to promote the idea of helping teens complete driver education and GDL, such as providing assistance with the required supervised driving time when their parents/legal guardians are not able to do so.

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Objective 6

Develop and promote effective resources for parents to help manage their teen drivers with a Level 2 license and beyond.

Mid-Term (3-5 years) Activities:

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

Ongoing Activities:

The Michigan Sheriffs' Association (MSA) will continue the *S.T.O.P.P.E.D. (Sheriffs' Telling Our Parents and Promoting Educated Drivers)* program that is running in all 83 Michigan counties. The initiative is a voluntary notification system connecting law enforcement with parents when a teen driver is stopped for a traffic violation. Any officer (city, township, or state) who stops a car with a sticker may notify MSA and they will send the parents a letter with the chief's or post commander's contact information. The program is free to parents, and every SOS office is providing brochures about the program to parents.

Lead Agency: Michigan Sheriffs' Association

Contact Name: Terrence L. Jungel

The Michigan Department of State will continue to send notifications to parents when their teens violate GDL restrictions.

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Continue to promote the *Checkpoints* program developed at the National Institute of Child Health and Human Development intended to help parents manage the early stages of teen driving, especially under high-risk conditions. A centerpiece of the *Checkpoints* program is the online, interactive *Parent-Teen Driving Agreement*. It is designed to help parents and teens to negotiate an agreement on limits related to driving at night, with passengers, on high-speed roads, and in inclement weather.

Lead Agencies: Action Team

Contact Name: Action Team Chair

Strategy 4: Improve young driver training

Objective 7

Continuously review and improve teen driver education.

Mid-Term (3-5 years) Activities:

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

Ongoing Activities:

The MDOS is responsible for prescribing Michigan's driver education curriculum. The current prescribed curriculum is based on national standards from the American Driver and Traffic Safety Education Association (ADTSEA). It is based on the current national *ADTSEA 3.0 Curriculum* and was updated in 2013, five years after the *ADTSEA 2.0 Curriculum* was prescribed. As ADTSEA updates its national curriculum, the MDOS will update its prescribed curriculum to reflect changes and enhancements.

Lead Agency: MDOS

Contact Name: Driver Programs Division

The Michigan Center for Truck Safety is providing information about sharing the road with commercial motor vehicles to driver education instructors. Additional outreach includes educational materials, attending safety fairs, and using a simulator to teach CMV traffic safety and sharing the road.

Lead Agency: Michigan Center for Truck Safety

Contact Name: Alfred F. Newell, Jr.

Continue to include motorcycle and bicycle safety in Michigan driver education pursuant to the Nathan Bower Act.

Lead Agency: MDOS

Contact Name: Driver Programs Division

Objective 8

Improve delivery of teen driver education and training.

Mid-Term (3-5 years) Activities:

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

Ongoing Activities:

The Michigan Department of State continues to monitor driver education providers and instructors; monitor instructor preparation courses; and expand and improve professional development options for instructors. Driver education instructors in Michigan are required to complete an approved professional development activity every two years as part of their certification renewal process.

Lead Agencies: MDOS

Contact Name: Driver Programs Division

Objective 9

Develop new and/or enhance current educational programs for target groups of drivers (e.g., drivers age 18+) intended to reduce traffic crashes, injuries, and fatalities.

Mid-Term (3-5 years) Activities:

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

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

Ongoing Activities:

The MSP will continue to provide the *Teenage Defensive Driving Course*. This is an eight-hour program for teens with a GDL Level 2 license. The areas covered in the class and reinforced during practical exercises are defensive driving, skid control, serpentine control, controlled braking, evasive maneuvering, confined area maneuvering, and off road recovery (emergency). The curriculum includes seven hours of hands-on training and one hour of classroom instruction. MSP patrol vehicles will be provided for all driving exercises.

Lead Agency: MSP

Contact Name: Precision Driving Unit

Strategy 5: Employ school-based strategies

Objective 10

Develop school-based programs to be implemented by student audiences across Michigan to reduce traffic fatalities and serious injuries.

Utilize student voice when appropriate and useful to members of any subcommittee.

Ensure that tactics include existing resources from organizations, companies, and other institutions (e.g., Ionia Intermediate School District's *Drive2Survive*, *State Farm Project Ignition*)

Continue to engage stakeholders in the process. This includes parents, community leaders, businesses, education professionals, etc.

Keep teen driver education projects ongoing in nature rather than one time or passive events.

Mid-Term (3-5 years) Activities:

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

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

Ongoing Activities:

Continue the *Strive for a Safer Drive (S4SD)* program, which is a high school-based safe-driving initiative led by teens for teens. The program is sponsored by the Ford Motor Company and OHSP. Sponsors are exploring the possibility of expanding the program statewide. Students choose a traffic safety topic such as distracted, seat belts, impaired, speeding, or winter driving and develop a traffic safety campaign. Campaigns are documented in a video or PowerPoint and winners are selected by the sponsors. Participating schools attend a *Ford Driving Skills for Life Ride and Drive* in the spring.

Lead Agency: OHSP

Contact Name: Linda Fech

The Michigan Trauma Coalition is very active in advocating for development of evidence-based programs for prevention and care of traumatic injury. There are approximately 60 member hospitals throughout the state which have designated injury prevention professionals providing outreach into the communities, state-wide. These professionals coordinate to deliver presentations regarding teen driver safety by discouraging distracted and impaired driving, education and overview of the Graduated Driver's License (GDL), while encouraging proper use of seatbelts/restraints for every rider. Most presentations are given in high schools, but may also be provided for youth groups, clubs, and even parents of young drivers. Efforts continue throughout the year and are often partnered with other facilities or outside corporations to reach a higher number of people.

Lead Agency: Michigan Trauma Coalition

Contact Name: Rhonda Thompson

The AAA *PROMise* campaign supports the discussion of the dangers of underage drinking, illegal drug use and impaired driving between young drivers and their parents. The program provides a variety of

tools that encourage teens to refrain from using alcohol or other drugs, driving impaired or driving with someone who is not sober. One of those tools is the *AAA PROMise* written agreement that reinforces a strong parent-teen relationship. The agreement states that if a teen needs help getting home safely, they can call their parent for a safe ride home and not risk the negative consequences. The targeted time period for this campaign is during prom and graduation season, when the risks for alcohol-related crashes often increase. The *AAA PROMise* kit is available to all Michigan high schools at no cost.

Strategy 6: Provide recommendations related to young driver safety legislation

Objective 11

To develop recommendations for changes to Michigan laws related to young drivers and pursue changes.

Mid-Term (3-5 years) Activities:

Pending accepted recommendations from other strategies, pursue changes to Michigan law surrounding GDL and driver education. (2015-2016)

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Pending accepted recommendations from other strategies, pursue legislation to require parents of beginning teen drivers to participate in a parent orientation program. (2015-2016)

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Pending accepted recommendations from other strategies, pursue legislation that requires all new drivers to participate in a driver education program. (2015-2016)

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Acronyms

AAA	American Automobile Association
ADTSEA	American Driver and Traffic Safety Education Association
DA24Y	Drivers Age 24 and Younger
GDL	<i>Graduated Driver Licensing</i>
GTSAC	Governor's Traffic Safety Advisory Commission
MAHS	Michigan Association of Honor Societies
MAP-21	<i>Moving Ahead for Progress in the 21st Century Act (P.L. 112-141)</i>
MASC	Michigan Association of Student Councils
MASSP	Michigan Association of Secondary School Principals
MDOS	Michigan Department of State
MDOT	Michigan Department of Transportation
MDTSEA	Michigan Driver and Traffic Safety Education Association
MSP	Michigan State Police
NHTSA	National Highway Traffic Safety Association
OHSP	Office of Highway Safety Planning
S4SD	<i>Strive for a Safer Drive</i>
SHSP	<i>Strategic Highway Safety Plan</i>
SOS	Secretary of State
STOPPED	<i>Sheriffs' Telling Our Parents and Promoting Educated Drivers</i>

Acknowledgements

The Drivers 24 and Younger Action Team are comprised of members of the following organizations:

Botsford Hospital Trauma Services
Ford Automotive Safety Office
General Motors
Ionia County ISD
League of Michigan Bicylists
Meridian Township Police Department
Michigan Association of Chiefs of Police
Michigan Association of Secondary School Principals
Michigan Association of Student Councils/Michigan Association of Honor Societies
Michigan Center for Truck Safety
Michigan Department of Education
Michigan Department of Health and Human Services
Michigan Department of State
Michigan Department of Transportation
Michigan Driver and Traffic Safety Education Association
Michigan Education Association
Michigan Parent Teacher Association
Michigan Sheriffs' Association
Michigan State Police
Michigan Teen Safe Driving Coalition
MSU Extension – Grand Traverse/Munson Trauma Services
Office of Highway Safety Planning
Prosecuting Attorneys Association of Michigan
The Auto Club Group, AAA Michigan
University of Michigan Transportation Research Institute