

# **MDTSEA History Highlights**

## **2010 - 2019**

### **2010 History Highlights**

The Michigan Department of State updated the Driver Education Provider Manual. The update included revision of several required forms.

House Bill 4747, Motorcycle Helmet Repeal, was recommended to the full house in March of 2010.

The US Department of Transportation announced a federal rule prohibiting texting by interstate commercial truck drivers. March 2010.

Governor Jennifer Granholm signed Michigan House Bill 4394 (Texting Ban) into law on April 30, 2010.

In November 2010, the use of all Segment I and Segment II Driver Education tests was extended to a 12-month period.

Public Act 568 of 2008 was signed into law in December 2010. It became known as the Basic Driver Improvement Course (BDIC), which allows driver to take a course to avoid points being added to the driver's record. The Michigan Secretary of State provided criteria and requirements for individuals to attend a BDIC.

PA 268, the GDL Passenger Restriction, was signed into law on December 14, 2010.

Because of term limits, Secretary of State Terri Lynn Land fulfilled her final year in office. Ruth Johnson was elected as the 42nd Secretary of State in November of 2010 with her term beginning in January 2011.

### **2011 History Highlights**

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In 2011, Motorcycle Helmet Repeal bills were again introduced. MDTSEA and SMARTER continued to campaign to keep the current Michigan all-rider helmet law in effect.

In the spring of 2011, the Check Points Program moved into Phase Two. It promoted new videos and an updated website.

PA 268, the GDL Passenger Restriction, went into effect on March 30, 2011 with the exemptions to the law relating to school-sanctioned events. The law was revised in July of 2011 to allow exemptions to

include all authorized activities determined in the revised law.

In the spring, new bills, HB 4608 and SB 291, were introduced regarding Helmet Repeal. These bills were identical with no action taken.

The Driver Education Segment II tests questions were updated by the MDOS.

### **2012 History Highlights**

- The American Driver and Traffic Safety Education Association (ADTSEA) made available for distribution an updated ADTSEA 3.0 curriculum. The binder and associated DVD's/CD's became available for distribution through MDTSEA once the Michigan Department of State adopted the 3.0 version for use in Michigan.

### **2013 History Highlights**

- Public Act of 592 of 2012, more commonly known as "Kelsey's Law", was signed into law in January. The new law banned cellphone use (with certain exceptions) for anyone driving on a Level 1 or Level 2 license in Michigan. It was named in honor of Kelsey Raffaele, 17, of Sault Ste. Marie, who died in a cellphone related automobile crash in 2010.
- Michigan Department of State announced they were adopting the ADTSEA 3.0 curriculum. A revised MDOS Driver Education Curriculum Guide was issued in September.

### **2014 History Highlights**

- A panel from The National Highway Traffic Safety Administration (NHTSA) came to Lansing in the spring to review Michigan's Driver Education Program and compare it to the Driver Education National Standards. Michigan came away with high marks from the panel at the conclusion of the assessment along with a number of recommendations. These included requiring a parent to attend some sort of parent meeting / seminar, requiring documentation of the 50 hours of supervised driving practice, incrementally increasing hours of instruction, and other suggestions.
- Letters from MDTSEA were sent to House & Senate members and the Governor's office opposing SB1029. This bill would have allowed home schooling of driver education in Michigan. The bill did not get out of committee.
- In October, Governor Rick Snyder signed Public Act 317 of 2014 into law. This bill was also known as "Nathan's Law" in memory of Nathan Bower, a 19-year-old motorcyclist killed in a motorcycle-vehicle crash in 2009. The new law mandated that driver education curricula must "include information concerning the laws pertaining to bicycles and motorcycles and shall emphasize awareness of their operation on the streets, roads, and highways of this state." PA 317, however, did not mandate any changes to the driver education curriculum but did bring public awareness to the issue.

It is also worth noting that this bill (HB5438), when first introduced, included language which would have allowed online / Internet-based driver education. MDTSEA worked

with elected officials to remove the language from the bill which would have allowed this and basically codified current practices.

### **2015 History Highlights**

- Public Act No. 120 of 2014 became effective January 1, 2015. This Act amended 1949 PA 300 by providing authority to the Secretary of State to issue a motorcycle temporary instruction permit to applicants 16, 17, or 18 years old under certain conditions.
- Public Act No. 283 of 2014 amended 1949 PA 300 to allow an individual that was assessed a Driver Responsibility Fee to engage in 10 hours of community service as an alternative to paying that fee. The community service shall be completed within 45 days.
- Public Act 11 of 2015 amended 1949 PA 300 to modify Michigan law as needed to meet the new Federal Motor Carrier Safety Regulations that were published in 2011 (FMCSA-2007027659).

### **2016 History Highlights**

- The 2016 MDTSEA Conference and Annual Meeting was held on April 30<sup>th</sup> at the Soaring Eagle Casino and Resort, Mt. Pleasant, Michigan.
- Beginning in early 2016, MDOS required providers and instructors to utilize the new “Driving Skills Report Card”.
- MDOS updated the Segment 2 Risk Awareness Fact Sheet and revised the test questions.
- Public Act No. 135 of 2015 became effective on January 5, 2016. This Act amended 1949 PA 300 by amending Section 328 to permit the electronic copy of the certificate of insurance of the vehicle using an electronic device.
- Public Act No. 443 of 2016 was passed to direct the State Transportation Department and the Michigan State Police to increase the speed limits on at least 600 miles of limited access freeway to 75 mph and 900 miles of trunk line highway to 65 mph after the completion of specific engineering & safety studies.
- Public Act No. 23 of 2016 became effective May 23, 2016. The Act amended 1949 PA 300 by amending Sections 309 and 312b such that the Secretary of State shall waive the requirement of a written test, road sign test, and driving skills test of an applicant for an original motorcycle endorsement if the person has successfully passed a motorcycle safety course approved by the Department, as described in Sections 811a and 811b.
- A new study conducted at the University of Nebraska-Lincoln followed more than 150,000 teen drivers over eight years found that driver’s education significantly reduces crashes and traffic violations among new drivers. For example:

11.1 percent of the driver’s education cohort was involved in a car crash, compared to 12.9 percent of those who did not take driver’s education.

2.1 percent of the driver’s education group was involved in an accident that caused injury or death, compared to 2.6 percent of those who did not take driver’s education.

10.4 percent of students who took driver's education were ticketed for moving traffic violations, compared to 18.3 percent of those who did not take driver's education.

Similar trends were seen for alcohol-related violations and for crashes and traffic violations during the second year of driving.

Young drivers who have not completed driver's education are 75 percent more likely to get a traffic ticket, 24 percent more likely to be involved in a fatal or injury accident and 16 percent more likely to have an accident, the study showed. Researchers Duane Shell and Ian Newman of the Nebraska Prevention Center for Alcohol and Drug Abuse at the University of Nebraska-Lincoln conducted the study. The study appeared in the September 2015 edition of the *Journal of Accident Analysis and Prevention*.

- The Michigan Office of Highway Safety has reported that traffic deaths have increased approximately 10 percent in 2015, compared to 2014. Alcohol-involved, bicyclist, teen, and motorcyclist traffic deaths were all up more than 20 percent, according to information released from the Michigan State Police Criminal Justice Information Center.

## **2017 History Highlights**

- The 2017 MDTSEA Conference and Annual Meeting was held on May 6th at the Soaring Eagle Casino and Resort, Mt. Pleasant, Michigan.
- Senate Bill 528 was introduced to stiffen penalties for failing to stop for a school bus.
  - Fines to be increased from \$100-\$500 for a first offense to \$250-\$500
  - Second offense to be increased to \$500-\$1,000
  - In addition, the secretary of state may suspend a person's license for up to a year for a second or subsequent offense.
- Senate Bill 46 became effective on 8/21/17 and required that emergency lights be mounted on the roof of an authorized emergency vehicle
- House Bill 4215 became effective on 9/26/17 and allows for owners to leave their vehicles running unattended on private property.
- Senate Bill 0332 became effective 10/25/17, requirement of examination regarding existence of certain medical conditions affecting applicant's ability to operate vehicle safely.
- The coalition to regulate Marijuana like Alcohol was successful in gaining enough signatures to ensure that recreational marijuana use would be on the state-wide ballot in 2018.
- The Washtenaw County Road Commission put on a roundabout simulation at Saline High School to help give students more exposure to how to properly navigate through them The link to the demonstration can be found here: [https://youtu.be/8y9uJ\\_snR54T](https://youtu.be/8y9uJ_snR54T)
- Public Act 59 of 2017 became effective on July 12, 2017. The bill amended the Michigan Vehicle Code to allow for an electronic copy or a digital photograph of a vehicle registration certificate to satisfy the requirement that a registration certificate be carried in a vehicle or carried by the person driving a vehicle.

- A study in the American Journal of Surgery found the following regarding the repeal of Michigan's Motorcycle Helmet Law.
  - The amount of riders not wearing helmets rose from 7% to 29%
  - There was no difference in mortality rate between helmeted and nonhelmeted riders after admission; however, crash scene fatalities for nonhelmeted riders increased significantly.
  - Intensive care unit length of stay was higher for nonhelmeted riders.
  - Mechanical ventilation time was higher for nonhelmeted riders.
  - Cost of stay was higher in the nonhelmeted cohort.
- The Silvernale Award, given to recognize a person from throughout the country who has made an outstanding contribution to traffic safety education, was awarded to William VanTassel.
- The New Teacher of the Year Award, honoring an individual who is relatively new in the field of driver education, was awarded to Andrew DiGiorgio of Ironwood Area Schools and James Rafferty of L&L Driving School.

### **2018 History Highlights**

- The January/February MDTSEA Newsletter discusses the Myths & Facts regarding the use of a Textbook to supplement the ADTSEA Curriculum Requirement for teaching Novice students governed by the Michigan Department of State (MDOS).
- Announcement of April 21, 2018 as the date of the 2018 MDTSEA Conference and Annual Business meeting to be held at Soaring Eagle Casino and Resort in Mount Pleasant, MI.
- The January/February MDTSEA Newsletter contained a letter identifying MDTSEA's position opposing Senate Bill 1029, a bill that would allow parents to provide home-schooled driver education to their children. The position was the interpreted research reporting the experiences of Texas and Oregon with parent-taught driver education to their children. The letter was sent all Michigan Legislators and Others.
- The new Flex Route system, on highway U.S. 23 in Washtenaw and Livingston Counties, is a lane control system that uses cameras and electronic message boards to let drivers know when an additional lane is available for use during morning and afternoon peak travel periods.
- The Governor's Traffic Safety Advisory Commission (GTSAC) announced the societal costs of Traffic Crashes in Michigan and they are:
  1. Alcohol-related crashes accounted for \$793 million in monetary costs and 3.9 billion in total costs,
  2. Injury-crash involved unrestrained occupants accounted for &506 million in monetary costs and \$2.6 billion in total costs,
  3. Crashes involving teen drivers accounted for almost \$748 million in monetary costs and \$3.2 billion in total costs,
  4. Motorcycle-involved crashes accounted for \$330 million in monetary costs and \$1.8 billion in total costs, and
  5. Crashes involving large trucks accounted for \$36\$ million in monetary costs and \$1.3 billion in total costs.

- ADTSEA Conference to be held on July 22 – 25, 2018 at the Crowne Plaza Chicago O’Hara Hotel and Conference Center.
- The GTSAC honored Norene Lind, 20-year Secretariat of MDTSEA, with the **Richard H. Austin Long-Term Traffic Safety Award** at their Annual Awards presentation on March 21, 2018.
- In 2012, Michigan reduced the all-rider helmet law allowing riders 21 and over, who meet certain requirements, to ride without a helmet. Ph.D. Lidia P. Kostyniuk examined 2015 data of the Michigan Traffic Crash Reporting System, concluded that “If helmets had been worn by all crash-involved motorcyclists in 2015, monetary costs of motorcycle crashes would have reduced by \$28 million – \$32 million, quality of life costs would have been reduced by \$157 million - \$169 million, and total societal costs would have been reduced by \$185 million - \$201 million. Twenty-one deaths would have been prevented and total societal costs of motorcycle crashes would have been lower by 10.5% - 11.4%”
- Public Act 109 of 2018 requires a motorist to TREAT A MALFUNCTIONING TRAFFIC LIGHT AS A FOUR-WAY STOP.
- The Annual Michigan Traffic Safety Summit was conducted on March 20-22, 2018.
- MDTSEA Board Members enjoyed a presentation and tour of Mcity.
- Public Act No. 138 of 2018 permits the operation of an electric bicycle. Class 1, class 2, or class 3, on a trail, subject to specified conditions, effective January 28, 2018.
- Public Act No. 139 of 2018 defines an electric bicycle and describes the method of propelling each: class 1, class 2, and class 3, January 28, 2018.
- Public Act No. 276 of 2018 specifies new requirements for In-Class-Instruction for Traffic Stop Protocol, effective September 27, 2018.
- Public Act No. 277 of 2018 identifies new requirements for In-Class-Instruction of Vulnerable Roadway Users, effective 91<sup>st</sup> day after adjournment of regular 2018 session
- Public Act No. 280 of 2018 provides a 3 ft. Berth for Bicycles, with certain conditions, effective August 1, 2019.
- The Governor’s Highway Safety Association (GHSA) reports that 12 States with Autonomous Vehicle Testing: Arizona, California, Florida, Michigan, Nevada, Ohio, Pennsylvania, Texas, Virginia, and Washington.

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