



Michigan



Year	Motor Vehicle Fatalities	Motor Vehicle Registrations	Motorcycle Fatalities	Motorcycle Registrations
2004	1,159	4,680,729	81 (79)	228,856
2005	1,129	4,753,156	124 (122)	264,533
2006	1,085 (1,084)	4,765,547	114	248,002

The data in parentheses was provided by the State of Michigan.

- In Michigan, motorcycle fatalities represented 7 percent of all motor vehicle fatalities but 5 percent of registered vehicles in 2004; 11 percent of fatalities but 6 percent of registered vehicles in 2005; and 11 percent of fatalities but 5 percent of registered vehicles in 2006.

GENERAL

- The Michigan Department of State (MDOS) is the lead agency for motorcycle safety.
- Michigan has a statewide motorcycle advisory committee. Members include representatives from: the State Highway Safety Office (SHSO), MDOS, the Michigan DOT, local rider groups and dealership associations. Law enforcement officers, prosecutors, rider coaches and doctors are also on the committee.
- Motorcycle crashes are a priority crash problem in Michigan.
- Michigan has a motorcycle safety plan, and motorcycle crashes are included in the state's strategic safety plan.
- In 2005, NHTSA conducted an assessment of Michigan's motorcycle safety program

RIDER EDUCATION AND TRAINING

- The MDOS is responsible for rider training and education.
- The MSF's Basic and Experienced RiderCoursesSM are offered in Michigan.
- Rider education is mandatory for people under 18.
- Training capacity is an issue in Michigan. The average wait time for a class is eight to 12 weeks. Michigan is actively pursuing additional third party testing locations and examining the entire training program to determine additional ways to increase capacity.
- Michigan has a *Sharing the Road* program. Michigan actively promotes the sharing the road message through the Department of State branch offices and highway rest stops with brochures and posters available to the public for free. The Michigan Office of Highway Safety Planning also promoted the message to its network of partners and grant-funded agencies.
- Information on sharing the road with motorcyclists is included in the state's licensing manual, and as of 2008, information regarding motorcycles and the unique issues associated with them is included in the novice driver curriculum.

1 of **20**
states, the District of Columbia
and Puerto Rico that has a
universal helmet law.

1 of **17**
states with an education effort
to increase helmet use.

1 of **9**
states and Puerto Rico
with a program to help law
enforcement identify
non-compliant helmets.

1 of **16**
states that requires rider
training for people under
a certain age.



Michigan

1 of 17

states and Puerto Rico with anti-impaired riding enforcement efforts.

1 of 21

states and Puerto Rico that includes motorcycles in highway engineering issues.

1 of 18

states that had a NHTSA assessment of its motorcycle safety program.

LICENSING

- The minimum age to receive a motorcycle license and temporary instruction permit in Michigan is 16.
- Vision, knowledge and skills/road tests are required of applicants. The road test is waived for applicants who successfully complete rider education courses. This applies to all riders 16 or older.
- Michigan conducts ongoing safety campaigns reminding motorists and riders that a motorcycle endorsement is required to ride a motorcycle on Michigan's roads. The state produces free posters and brochures detailing how to register for a motorcycle training course and the importance of proper endorsement. This project has been ongoing for over two years and is limited to only supporting print materials such as posters and brochures. No radio or television spots have been produced. A detailed analysis of motorcycle fatalities is planned for FY09, so it is unknown at this time the impact this campaign has had on motorcycle injuries and fatalities.
- The MDOS works with rider groups, law enforcement agencies and motorcycle dealers to encourage proper licensing.

PERSONAL PROTECTIVE EQUIPMENT

- Michigan has a universal helmet law.
- In 2006, 13 of the 114 motorcycle riders killed weren't wearing helmets.
- Michigan educates riders about the benefits of helmet use through its rider training courses, public service announcements and media campaigns.
- The MDOS provides resources to law enforcement, including videos and a website detailing the differences between an approved helmet and a novelty helmet.

IMPAIRED MOTORCYCLING

- Information about the dangers of riding impaired is included in the state's rider training programs.
- Michigan has a program to help law enforcement detect impaired riders. This program included a roll call video titled *Knowing What to Look For* and provides law enforcement with practical and realistic examples of simulated impaired riders. This video has been sent to all law enforcement agencies in the state.
- Michigan also has enforcement campaigns that include motorcyclists. The state's impaired driving crackdowns include motorcycles in the television public service announcements. Law enforcement is also reminded to look for impaired riders in the August *Drunk Driving. Over the Limit. Under Arrest.* crackdown.

HIGHWAY ENGINEERING

- Signs are placed on the roadways in Michigan to warn riders of construction hazards.

RESOURCES AND FUNDING

- Motorcycle licensing, registration and course fees are used to support the state's rider education program.
- Michigan received a 2010 Motorcyclist Safety Grant. The funds were used to purchase training motorcycles and to conduct an evaluation to determine why certain riders do not obtain endorsements. The results of the survey indicated that as of 2006, Michigan was still unable to meet the increasing demand for the basic rider course. Also, a number of respondents indicated they were either unfamiliar with the process of obtaining an endorsement or that the state even required special training and licensing to ride a motorcycle lawfully in Michigan.
- Federal 402 funds are also used in Michigan to support the rider education program.
- \$30,000, \$180,000 and \$210,000 of federal funds were obligated to motorcycle safety in 2005, 2006 and 2007, respectively.