



# SAFETY Network

January 2011

[www.michigan.gov/ohsp](http://www.michigan.gov/ohsp)

## Young drivers face new licensing regulations

On March 30, House Bill 4493 of 2009 adds new safety-related restrictions to the Graduated Driver License (GDL).

The new restrictions make two major changes to the GDL and affect the number of passengers and hours of operation for a level two driver.

Level two drivers will be prohibited from having more than one passenger under the age of 21. There are two exceptions to this restriction: if the passengers are members of the driver's immediate family and if the passengers are in the

vehicle when driving to or from a school-sanctioned event.

The amended statute also prohibits a GDL level two driver from operating a motor vehicle between the hours of 10 p.m.



and 5 a.m. GDL level two drivers were previously prohibited from driving between midnight and 5 a.m.

There are also two exceptions to the nighttime driving restriction. The first is if the level two driver is accompanied by his or her parent, legal guardian, or a licensed driver over the age of 21 who has been designated by the driver's parent or legal guardian. The second exception is that a GDL level two driver may drive between 10 p.m. and 5 a.m. if he or she is traveling to or from employment.

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## Motorists may avoid points on driving record through new course option

As of December 31, 2010, Public Act 568 of 2008 allows motorists who receive certain traffic tickets the opportunity to avoid points on their driving record by taking a Basic Driver Improvement Course (BDIC).

BDIC are classes offered by providers approved by the state and serve as a refresher of basic traffic safety principles. Passing a BDIC permits drivers with an opportunity to avoid points on their records and the ticket information from being sent to insurance companies. The driver must be eligible to take the course and may only avoid points once under this program. Courses may be taken online or in a classroom.

The Secretary of State (SOS) will notify eligible drivers, who will then have sixty days to arrange for and successfully complete the BDIC. The approved provider will notify SOS of course results.

### TO BE CONSIDERED ELIGIBLE, DRIVERS MUST BE:

- >> Ticketed on or after December 31, 2010
- >> In possession of a valid, non-commercial license, with two or fewer points on a driving record
- >> The violation was not in a Commercial Motor Vehicle
- >> The violation was not a criminal offense
- >> The ticket received must be for three or fewer points and not for careless or negligent driving. For a full list of eligible tickets, visit [www.michigan.gov/sos](http://www.michigan.gov/sos)

The fee for the course is determined by the course provider but must not exceed \$100 as required by law. For more information, visit [www.michigan.gov/sos](http://www.michigan.gov/sos).

## Drug use among fatally injured drivers on the rise

In a new report on drug use by drivers involved in fatal crashes, the National Highway Traffic Safety Administration (NHTSA) reported post-mortem testing results showing an increase in the level of drug involvement among fatally injured drivers over a five-year period from 2005 to 2009.

Drug involvement does not mean the driver was impaired or that drug use was the cause of the crash.

According to data compiled by NHTSA, 63 percent of the 21,798 drivers who were killed in motor vehicle crashes in 2009 were tested for drugs. Of these, 3,952 tested positive for drug involvement, representing 18 percent of the total for that year. The report also showed drug use reported by the states among *Continued on page 9 >*



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## Decrease in belt use prompts additions to 2011 programming

Michael L. Prince, Director, Office of Highway Safety Planning

A 2.7 percent decrease in seat belt use in 2010 has prompted some mid-year additions to OHSP's programming for the summer of 2011.

After maintaining the highest seat belt use rate in the nation of 98 percent for two consecutive years in 2008-09, Michigan recorded a 2.7 percent drop in the state's belt use rate for 2010, based on observational surveys by Wayne State University. This drop is being attributed to several factors including a 5 percent drop in the issuance of moving violations and the redirecting of OHSP programming dollars in 2010 to drunk driving. As a result, OHSP will be looking at several program changes to head off this trend, and put the brakes on any further reductions in belt use.

>> An analysis will be conducted on fatal and serious injuries for the first ten

months in 2010. This will help answer the question of whether additional counties need to be added to the thirty-five already receiving funding for seat belt enforcement;

- >> OHSP will produce a new seat belt television ad and increase funding for seat belt ad buys to provide greater publicity of enforcement efforts this summer. In addition, media events will be conducted for the 2011 Memorial Day safety belt mobilization in every media market in the state to maximize seat belt campaign visibility;
- >> OHSP will further expand enforcement of the state's safety belt law over summer weekends in 2011 and seat belt enforcement will be added to the 2011 Labor Day drunk driving crackdown

There is always a great deal of competition for traffic safety funding, but when it comes to behavioral issues in traffic safety, safety restraint use and drunk driving remain OHSP's top priorities. Therefore, these programming changes will not be at the expense of drunk driving, but will be made possible through the use of surplus federal traffic safety funds.

Addressing these issues continue to be the most cost-effective ways to reduce traffic deaths, injuries and the costs associated with traffic crashes. OHSP is asking law enforcement agencies to assist us by adopting an aggressive, zero-tolerance approach to non-use of seat belts and drunk driving.

The first seat belt survey for 2011 is scheduled to take place following the Memorial Day holiday.

## GHSA 2014 Annual Meeting to take place in Grand Rapids

Grand Rapids has been selected as the site for the 2014 Annual Meeting of the Governors Highway Safety Association (GHSA). The Office of Highway Safety Planning (OHSP) Director Michael L. Prince presented a proposal to host the event to the organizations Executive Board at the Annual Meeting in Kansas City, Missouri, on September 25.

According to Prince, "We are excited to be able to bring this event back to Michigan after a number of years. It will be a tremendous opportunity for our state's traffic safety community and to showcase what Michigan has to offer."



The event, to be held at the Amway Grand Hotel and the Devos Place Convention Center, draws nearly 500 attendees each year and brings together state highway safety directors and other leaders in the field of behavioral highway safety from around the nation.

GHSA officials were in Grand Rapids on November 18 for a site visit and to meet with staff from OHSP, the Grand Rapids Area Chamber of Commerce, the Amway Grand Hotel, and Devos Place Convention Center.

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According to the Insurance Institute for Highway Safety, 63 percent of teenage passenger deaths in 2008 occurred in vehicles driven by another teenager. Among deaths of passengers of all ages, 19 percent occurred when a teenager was driving. Research by the Journal of American Medicine has shown the risk of a teen being in a crash increases incrementally with each additional passenger. If a driver has three passengers, the risk of that driver being in a fatal crash is three times higher than if they were driving alone.

Additional studies show that strong restrictions on nighttime driving and teenage passengers can help to reduce the rate of fatal car crashes.

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## Alcohol energy drinks banned In Michigan

Alcohol energy drinks are now banned in the state of Michigan. The Michigan Liquor Control Commission (MLCC) issued an order in November banning the products and gave stores thirty days to get them off of their shelves.

The MLCC raised concern about the labeling of alcohol energy drinks in early September saying the packaging could be misleading. The decision to ban the drinks was made after several studies, community concern, and the Food and Drug Administration's further investigation into the products.



The MLCC also says the products can pose problems by directly appealing to a younger customer, encouraging excessive consumption, while mixing alcohol with various other chemical and herbal stimulants.

A typical alcohol energy drink is 24 ounces and has a 12 percent alcohol content, compared to a 12 ounce can of beer, which normally has an alcohol content ranging from 4 to 5 percent. That's almost three to four times the alcohol content of a 12 ounce beer.

## Etue named Michigan State Police director

Lieutenant Colonel Kriste Etue was named the 18th director of the Michigan State Police (MSP) by Governor Rick Snyder.

"Kriste's 24 years of experience within the department and her experience managing the budget through very challenging times make her a natural choice for the director position," Snyder said. "I have every confidence that Kriste is up to the challenge of finding ways to reduce costs without sacrificing service or putting the public or state troopers at risk."

Etue began her career with MSP in 1987 as a trooper stationed at the Brighton post. She quickly worked her way up the ranks, working first on crime prevention and then later emergency management and homeland security issues. She most recently served as the department's deputy director and was responsible for overseeing an approximately \$550 million budget.

Etue is the first woman to hold the MSP director position.

Snyder also announced Etue will serve on a panel of law enforcement professionals that will recommend ways to cut costs and provide better police protection by increasing cooperation and reducing redundant services. The panel, which includes police officers, government, and judicial leaders from across Michigan, will advise the Snyder administration on public safety priorities. It will also focus on ensuring more cooperation to prevent and solve crimes.

## U.S. DOT proposes rear view visibility rule to protect kids and the elderly

The U.S. Department of Transportation has proposed a new safety regulation to help eliminate blind zones behind vehicles that can hide the presence of pedestrians, especially young children and the elderly. The proposed rule was required by Congress as part of the Cameron Gulbransen Kids Transportation Safety Act of 2007. Two-year-old Cameron Gulbransen, for whom the act is named, was killed when his father accidentally backed over him in the family's driveway.

The proposal, issued by the National Highway Traffic Safety Administration (NHTSA), would expand the required field of view for all passenger cars, pickup trucks, minivans, buses, and low-speed vehicles with a gross vehicle weight rating of up to 10,000 pounds so that drivers can see directly behind the vehicle when the vehicle's transmission is in reverse. NHTSA

believes automobile manufacturers will install rear mounted video cameras and in-vehicle displays to meet the proposed standards. To meet the requirements of the proposed rule, 10 percent of new vehicles must comply by September 2012, 40 percent by September 2013, and 100 percent by September 2014.

NHTSA estimates that, on average, 292 fatalities and 18,000 injuries occur each year as a result of back-over crashes involving all vehicles. Of these, 228 fatalities involve light vehicles weighing 10,000 pounds or less. Two particularly vulnerable populations - children and the elderly - are affected most. Approximately 44 percent of fatalities involving light vehicles are children under five. In addition, 33 percent of fatalities involving light vehicles are elderly people 70 years of age or older.



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## General sessions, workshops announced for 2011 Traffic Safety Summit

Five general session speakers and several workshops have been confirmed for the 16th Annual Michigan Traffic Safety Summit March 22-24, 2011, at the Kellogg Center in East Lansing.

Workshops will be offered on: drugs and driving; a Michigan Vehicle Code update; transition to the new data master; IntelliDrive-21st century technology for transportation safety; out-of-the-box non-motorized planning; road diets: 4 - 3 lane conversions; strengthening Michigan's GDL law; Michigan checkpoints: parents helping teens become better drivers; where did all the reporters go?; cable barrier 101 for emergency first responders; and a distracted driving panel.

Attendee and non-profit vendor registration is \$75 on or before February 11 and \$125 after February 11. For profit vendor registration is \$395. Visit [www.michigan.gov/ohsp](http://www.michigan.gov/ohsp) for updates.

### GENERAL SESSION SPEAKERS INCLUDE:



#### Touchstones

**Patrick A. Mead, Ph.D.**, serves as the senior minister for the 1,000+ member Rochester Church of Christ in Rochester Hills. Raised by missionaries and a former missionary himself, Mead is inspired to reach the left out, forgotten, and broken who live invisible lives around us. He has worked with minority groups across the world and has a special passion for helping those under fire or persecution.

A frequent speaker to law enforcement and military groups, Mead is known for using his Celtic humor to make even the most complex subjects fun and understandable.



#### Traffic Safety: Past, Present, and Future

**David A. Morena** has served

as the Highway Safety Specialist at the Federal Highway Administration (FHWA) Michigan Division Office in Lansing since 1983. Working within the strategic goals of FHWA, his duties include: being aware, or becoming aware, of successful safety-related practices around the state and around the nation, sharing and promoting these good practices within Michigan as well as with the rest of the country.

Past and current safety initiatives to which Morena has contributed, both in Michigan and nationwide, include rumble strips, elderly mobility countermeasures, traffic signal placement, and engineering/EMS collaboration. He was also responsible for developing the engineering agenda for the 2004 North American Conference on Elderly Mobility.



**Joseph S. Toole** is the associate administrator for the Federal Highway Administration's (FHWA) Office of Safety. This office is the focal point within FHWA for efforts to reduce highway fatalities and serious crashes and build partnerships with those who share those objectives.

A licensed professional engineer and a graduate of the Harvard program for Senior Managers in Government, Toole received his master's degree in business administration in finance from George Washington University and his bachelor's degree in transportation engineering from California Polytechnic State University.



#### Henderson's Light: The Story of Lives Interrupted

**Jack Torry** covers Congress, the Supreme Court, and politics for the Washington Bureau of the Columbus, Ohio, Dispatch.

He is also the author of *Henderson's Light*, the story of how an alcohol-involved fatal crash in Birmingham, Michigan, took the lives of three teenagers in 1965 and

how the impacts of that crash still linger 40 years later.

#### The Distracted Brain

**Deborah Trombley** has a twenty-year background in injury control program coordination and research, and marketing communications. At the National Safety Council (NSC) her work is focused on influencing change in behavior and policies for teen driving and distracted driving.

Prior to joining the NSC, Trombley worked on underage drinking and violence issues at the Minnesota Department of Health, older driver traffic safety research at the University of Michigan Transportation Research Institute's Social and Behavioral Analysis Division, and community injury prevention programs for the University of Michigan Trauma Burn Center.



#### Alcohol and Drugs: The Trends in the New Millennium

**Dr. Mark Menestrina, M.D., FASAM**, began working at Brighton Hospital in 2000 and is the medical director of the hospital's Detox Unit. He also serves as medical director for Southeast Michigan Community Alliance. Dr. Menestrina has been involved in professional chemical dependency treatment for 18 years and frequently speaks at community, educational, and media events regarding addictions and recovery from chemical dependence.

A 1979 graduate of Wayne State School of Medicine, Dr. Menestrina is board certified in family practice and certified by the American Society of Addiction Medicine.



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## Beck and Jetter named SRP deputies of the year

Roscommon County Sheriff's Deputy Laurie Beck and Grand Traverse County Sheriff's Deputy Charlie Jetter were honored with Secondary Road Patrol (SRP) Deputy of the Year Awards at the Michigan Sheriffs' Association (MSA) 2010 Fall Training Conference in October.



*Roscommon County Deputy Laurie Beck receives Deputy of the Year honor from OHSP Director Michael L. Prince.*

The SRP award was created to honor deputies or sergeants who show initiative, display a positive image of the sheriff's office both on and off-duty, and show outstanding work performance in the four service areas of the SRP program: patrolling and monitoring traffic violations, enforcing the law, investigating motor vehicle crashes, and providing emergency assistance. The awards program is sponsored by the Office of Highway Safety Planning (OHSP) in partnership with the MSA.

Deputy Beck's dedication to duty is well-known throughout Roscommon County. She received accolades for her handling of a deadly force incident where she was able to talk the perpetrator into

surrendering without incident. She was also recognized by the Department of Human Services for her professionalism in handling domestic situations.

Children are important to Beck, as she is a certified child passenger safety technician and bus safety trainer. She also visits local schools to teach students about bicycle safety and distribute helmets. And she is co-founder of the department's Christmas for Kids Program, which collects donations to provide gifts and food to families in need during the holidays.

Beck serves as a field training officer and teaches the department's recertification training for defensive tactics and use of force. She also teaches physical training and defensive tactics at Kirkland Community College where she is regarded as a role model for women interested in law enforcement.

This past year, Beck logged 17,500 miles on SRP duty, making just under 1,000 traffic stops.

Deputy Jetter wrote 627 tickets and made 213 arrests this past year. He is also a skilled accident investigator and serves on the multi-jurisdictional emergency rescue team. A certified child passenger safety technician, Jetter works with the North Shore Safe Kids Coalition and coordinates an annual car seat check event for the county.

Developing new programs has been a highlight of his career. Jetter founded Road Safety Advocates of Grand Traverse County, a non-profit organization that seeks funding to enhance road segments based on

complaints from citizens and safety plans from the road commission.

He also created a program to train local firefighters on current emergency driving laws and recently worked with the Michigan State Police to conduct a speed study, which resulted in the speed being lowered in two local communities.

This is not the first time Jetter's dedication has been noted. He was honored as Employee of the Year by his peers in 2008 and named Police Officer of the Year by the



*Grand Traverse County Deputy Charlie Jetter receives Deputy of the Year honor from OHSP Director Michael L. Prince.*

Police Officers Association of Michigan in 2007.

The Secondary Road Patrol and Traffic Accident Prevention program was created by Public Act 416 of 1978. The program is often referred to as the "SRP" or "416" program. This state grant program provides county sheriff offices with funding to patrol county and local roads outside the limits of cities and villages. The program is managed by OHSP and in 2010, eighty-three counties participated.



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## MDOT's Steudle wins national transportation leadership award



Kirk T. Steudle, director of the Michigan Department of Transportation (MDOT), has been honored by the American Association of State and Highway Officials (AASHTO) with the association's highest award. The Thomas H. MacDonald Memorial Award is given annually to a person, active or retired, who has worked for a state department of transportation for at least five years and has made an "exceptional contribution to the art and science of highway engineering."

Steudle began his career with MDOT in 1987. As a registered professional engineer, Steudle has been engaged in all aspects of Michigan transportation. He was appointed state transportation director in 2006. Before that, he served as chief deputy director, Bay Region engineer,

and deputy region engineer for the Metro Detroit Region.

Steudle also was recently elected to serve as vice president of AASHTO in 2011. He currently chairs the AASHTO Standing Committee on Performance Management and Subcommittee on Asset Management, and also serves on the Executive Committee. In 2004, he was a member of the National Asset Management Delegation conducting a Transportation Asset Management Seminar in Latvia, for the countries of Estonia, Latvia, and Lithuania, and in 2005, he participated in the FHWA/AASHTO International Scan regarding Asset Management in Australia, New Zealand, Canada, and England.

Steudle currently plays a leadership role in the development of IntelliDrive, the technology that enables vehicles to communicate with the road network to promote greater safety and mobil-

ity. Steudle is on the board of directors of the Intelligent Transportation Society of America and the Engineering Society of Detroit. He also serves on the Strategic Highway Research Program II oversight committee and chairs the group's implementation report to the U.S. Congress. His other committee assignments include serving as president of the 2009 Mississippi Valley Conference and the AASHTO executive committee.

A graduate of Adrian High School and Lawrence Technological University, Steudle earned a Bachelor of Science in construction engineering.

## Motorists reminded to drive to conditions in winter weather

With snow in the forecast, the Michigan Department of Transportation (MDOT) is reminding motorists to slow down and use caution when faced with winter driving conditions.

MDOT also reminds motorists to accelerate or brake slowly during winter weather events, slow down when visibility is poor, wear seat belts, and make sure everyone is buckled up properly. Motorists should maintain a safe distance from snowplows to give workers enough room to safely do their jobs.

The Michigan State Police winter road advisories appear on the web at [www.michigan.gov/msp](http://www.michigan.gov/msp). Winter level of service maps, illustrating the service priorities for each region of the state regarding snow and ice removal, have been posted to the MDOT web site at: [www.michigan.gov/mdot/0,1607,7-151-9615-203762--,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9615-203762--,00.html).

## MDOT and MSP promote new safety slogan: "If You Can Steer it-Clear it!"

The Michigan Department of Transportation (MDOT), in collaboration with the Michigan State Police (MSP), has launched an educational campaign designed to encourage drivers to obey a new law about moving vehicles out of traffic following a crash. MDOT and MSP are promoting the new law that went into effect earlier this year with a new slogan, "If You Can Steer it - Clear it!"

"We hope everyone will remember this slogan and help us create a safe traveling environment," said State Transportation Director Kirk T. Steudle. "Drivers involved in a crash are required to safely remove vehicles from the main traveled portion of the roadway if there are no serious injuries and the vehicle still operates."

Sec. 618a. (1) of Public Act 10 of 2010 (HB 5140) states: "Unless the operator of a motor vehicle involved in an accident knows or reasonably should know that serious impairment of a bodily function or death has resulted from the accident, the operator or any other occupant of the motor vehicle who possesses a valid driver license shall remove the motor vehicle from the main traveled portion of the roadway into a safe refuge on the shoulder, emergency lane, or median or to a place otherwise removed from the roadway..." The Public Act can be read online at: [www.legislature.mi.gov/documents/2009-2010/publicact/pdf/2010-PA-0010.pdf](http://www.legislature.mi.gov/documents/2009-2010/publicact/pdf/2010-PA-0010.pdf).

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## Stimulants and alcohol: A dangerous combination

By Kenneth Stecker, Traffic Safety Resource Prosecutor, Prosecuting Attorney's Association of Michigan

In October 2010, nine students from Central Washington University in Ellensburg, Washington, were taken to the hospital after they became sick from drinking the high-alcohol energy drink "Four Loko." Authorities first suspected drug use because of the number of persons who had become ill at the same party. That drink, which is comparable to consuming five to six cans of beer, is referred to as "black-out in a can" or "liquid cocaine."

Alcoholic Energy Drinks (AEDs) are pre-packaged beverages that combine alcohol with caffeine, taurine, guarana, ginseng, and other ingredients commonly associated with nonalcoholic energy drinks. They may either be malt or distilled spirits-based. Malt-based Spark, Bud Extra, Tilt, and Rock Star 21 are among the popular AED brands. Pink Vodka and V2 Vodka are examples of distilled spirit-based AEDs. Malt-based AEDs have a higher alcohol content of 5-12 percent as compared to most beers with an alcohol content of 4-5 percent.

There are also what are known as Flavored Alcoholic Beverages (FABs). FABs are alcoholic beverages designed and marketed for entry-level drinkers. Examples of FABs being marketed with distilled spirits brand names include Smirnoff Ice, Skyy Blue, Bacardi Breezer, and Jack Daniels County Cocktails. The vast majority of entry-level drinkers are under the legal drinking age of 21. The alcohol taste in FABs is concealed by sweet, fruity flavors that serve as an alternative between non-alcoholic beverages such as soft drinks and the harsher tastes of traditional alcohol products. FABs are also called "alcopops" because of their similarity to soda pop in flavor and sweetness.

FABs are popular with junior and senior high school students. In a 2007 survey, 12.2 percent of eighth graders, 21.8 percent of tenth graders, and 9.1 percent of twelfth

graders reported consuming "alcopops" within the last thirty days. Girls are much more likely to consume FABs than boys.

Teenagers often refer to FABs as "girly beer" or "cheerleader beer" because of their popularity with young, adolescent girls. Eighty-two percent of teen girls who have tried "alcopops" agree that they taste better than beer or alcoholic drinks.

The younger the drinker, the more likely he/she will consume "alcopops." Among eighth grade drinkers, 78 percent reported FAB consumption in the last thirty days compared to 59 percent of 19-20 year olds and 36 percent of 25-30 year olds.

AEDs have proven even more problematic as the caffeine in the drinks, often as much as five cups of coffee, suspend the effects of alcohol, allowing people to continue drinking long after they normally would have stopped consuming non-caffeinated alcohol, health experts have said.

Caffeine, a stimulant, masks the intoxicating effects of alcohol, which may lead to increased risk-taking. As a result, consumers may misjudge their level of intoxication and engage in risky behavior. The stimulants also encourage greater consumption by counteracting the depressant effects of the alcohol, increasing the risk of binge drinking.

Both the Marin Institute and Wake Forest University are the leaders in the research on this issue. The Wake Forest University report can be found at [www.wfubmc.edu/](http://www.wfubmc.edu/). The Marin Institute's report can be found at [www.marininstitute.org/alcopops/resources/EnergyDrinkReport.pdf](http://www.marininstitute.org/alcopops/resources/EnergyDrinkReport.pdf).

To address this serious concern, the Michigan Coalition to Reduce Underage Drinking (MCRUD) has been collecting research on the harmful effects of these drinks and what other states have been doing about it. On November 4, 2010, Michigan's Liquor Control Commission

announced a statewide ban in Michigan on stimulant-laced alcoholic energy drinks.

The decision was made in light of several studies regarding alcohol energy drinks, the widespread community concerns aired by substance abuse prevention groups, parent groups and various members of the public, as well as The Food and Drug Administration's (FDA) decision to further investigate these products.

The ban covers a number of products from four manufacturers currently approved for sale in the state. Manufacturers had until December 2, 2010, to remove these products from the market. For a complete list of the products that are banned in Michigan, visit:

[www.michigan.gov/documents/dleg/11\\_AED\\_Product\\_Release\\_12-2-2010\\_339777\\_7.pdf](http://www.michigan.gov/documents/dleg/11_AED_Product_Release_12-2-2010_339777_7.pdf)

Liquor Control Commission Chairperson Nida Samona said, "Alcohol has been recognized as the number one drug problem among youth, and the popularity of alcohol energy drinks is increasing at an alarming rate among college students and underage drinkers."

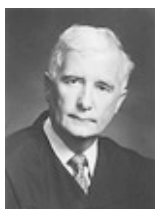
Further, according to Commissioner Patrick Gagliardi, who voted in favor of the ban, "One can, one serving, is enough to get you intoxicated. Alcohol energy drinks cost on average \$2-\$5 per can making these products easily accessible and affordable."

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## Judge Hoffman named NHTSA Judicial Fellow



The National Highway Traffic Safety Administration (NHTSA) has announced that Judge Harvey Hoffman of 56A District Court in Charlotte has been selected to the NHTSA judicial fellow position for 2011.

Hoffman has presided over the 56A District Court as chief judge since 2004 and has overseen one of the nation's longest running sobriety court programs since 1997. He has served on a number of national association boards for judicial and specialized court programs including the National Association of Drug Court Professionals, the National Drug Court Institute, and the Traffic Injury Research Foundation national workgroup.

The mission of the Judicial Fellow is to provide needed resources, research, and the educational opportunities of NHTSA and its cooperative partners to judges and citizens in their jurisdictions. The Judicial Fellow functions as a liaison between the ABA Judicial Division, the National Judicial College, NHTSA, and the judges and their representative organizations throughout our nation.

Hoffman will also serve as a consultant to NHTSA on legislative traffic safety topics, sobriety courts issues, and as a member representative of the Conference of Specialized Court Judges Association.

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Following Michigan's lead, on November 17, 2010, the FDA notified four manufacturers of caffeinated alcoholic drinks, giving them fifteen days to stop adding caffeine to the products or stop selling them altogether. Dr. Margaret Hamburg, FDA commissioner, said the drinks appeared to pose a serious public health threat because the caffeine masked the effects of the alcohol, leading to "a state of wide-awake drunk." After a year-long review found no conclusive evidence that the drinks were safe, she said, the FDA decided the caffeine in them was an illegal additive.

Getting behind the wheel after drinking alcohol is bad enough, potentially endangering other innocent drivers on the highways. If a drinker decides to drive after drinking alcoholic energy drinks, the caffeine will most likely make this driver feel wide awake which causes them to underestimate their impaired condition.

The bottom line is that stimulants combined with alcohol is a dangerous combination at anytime, especially when driving.

*For more information on these cases and PAAM training programs, please contact Kenneth Stecker, Traffic Safety Resource Prosecutor, at (517) 334-6060 or e-mail at [steckerk@michigan.gov](mailto:steckerk@michigan.gov). Please consult your prosecutor before adopting practices suggested by reports in this article. Discuss your practices that relate to these statutes with your commanding officers, police legal advisors, and the prosecuting attorney before*

*changing your practices in reliance on a reported change.*

1. See Mosher, J. and D. Johnson, "Flavored alcoholic beverages: An international marketing campaign that targets youth" *Journal of Public Health Policy* 26(3): 326-342 (2005).
2. *Id.*
3. *Id.*
4. American Medical Association, Teenage Drinking Survey Results. Available at: [http://www.alcoholpolicysolutions.net/alcoholpolicy/md/press\\_room/girlie\\_drinks\\_release.htm](http://www.alcoholpolicysolutions.net/alcoholpolicy/md/press_room/girlie_drinks_release.htm).
5. Johnston, L.D., O'Malley, P.M., Bauchman, J.G., & Schulenberg, J.E. Monitoring the Future national Results on Adolescent Drug Use: Overview of key findings, 2007 (NIH Publication No. 06-5882). Bethesda, MD: National Institute on Drug Abuse (2008).
6. Michigan's Liquor Control Commission announces ban on alcoholic energy drinks, "Michigan Live," November 4, 2010.
7. <http://www.marininstitute.org/alcopops/resources/EnergyDrinkReport.pdf>.
8. James F. Mosher, JD, The CDM Group, Inc., [jimmosher@cdmgroup.com](mailto:jimmosher@cdmgroup.com), based on the report: Simon, S. and Mosher, J. Alcohol, Energy drinks and Youth: A Dangerous Mix. San Rafael, CA; Marin Institute, 2007.
9. *Id.*

## What's Ahead

### APRIL

#### Alcohol Awareness Month

[www.nih.gov](http://www.nih.gov)

#### National Distracted Driving Awareness Month

[www.focusdriven.org](http://www.focusdriven.org)

#### 18-22 National Work Zone Awareness Week

[www.fhwa.dot.gov](http://www.fhwa.dot.gov)

#### 27-29 Lifesavers 2011 Conference (Phoenix)

[www.lifesaversconference.org](http://www.lifesaversconference.org)

# SAFETY Network

## Howard and Kilvington join OHSP staff

The Office of Highway Safety Planning started 2011 off with the loss of several staff members due to retirements and added a couple of new faces.



Lori Howard became the new Occupant Protection Program coordinator in January. She comes to OHSP from the Department of Energy, Labor & Economic Growth (DELEG), where she worked as an analyst in the Veterans' Services Division of the Bureau of Workforce Transformation.

Before coming to work for DELEG in 2006, she taught English and French at the high school and middle school level for five years.

Her job experience also includes lab tech, intake coordinator, and military intelligence while serving in the United States Marine Corps.



Charlotte A. Kilvington joined OHSP in December as the Analysis & Evaluation coordinator. Prior to joining OHSP, she worked for the Michigan State Police

(MSP) Criminal Justice Information Center Sex Offender Registry and Enforcement Section where she served as the application's project manager, trainer, and intelligence analyst for enforcement.

Kilvington was a member of the MSP Capitol Security Officer Recruit School #19. She graduated in 1995 with the Award of Academic Excellence for highest grade point average as well as the Gold Badge for Firearms. Following graduation, she served at MSP's State Capitol Post and as part of the Governor's Detail for Governor John Engler.

She holds a Bachelor of Science in Psychology and a Bachelor of Arts in Criminal Justice along with an associate's degree in psychiatric nursing from Cameron University in Oklahoma.

OHSP retirees included: Pat Carrow, special programs coordinator; Deborah Savage, program management section chief; Deborah Sonnenberg, executive secretary; Sandy Eyre, administrative assistant; Karen Richardson, accounting technician; and Arlene Turner, administrative assistant.

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fatally injured drivers increasing from 13 percent in 2005, to 15 percent in 2006, 16 percent in 2007, and 18 percent in 2008.

The drug data was collected by NHTSA as part of its Fatality Analysis Reporting System (FARS) and included information collected from the states under three broad categories: whether the driver was tested, the type of test conducted, and the test results. The types of drugs recorded in FARS include narcotics, depressants, stimulants, hallucinogens, cannabinoids, phencyclidines (PCPs), anabolic steroids, and inhalants. The groups include both illicit drugs, as well as legally prescribed drugs and over-the-counter medicines.

In announcing the findings, Administrator David Strickland did offer some cautions, including the fact that drug test results are unavailable for a large portion of fatally injured drivers. He noted also that there was a wide variance among states regarding the extent of drug testing conducted.

Strickland added that NHTSA is continuing to conduct research to better understand the correlation between drug levels and their impact on crashes.

## 2010 ends on sober note for many after drunk driving crackdown

More than 350 motorists are starting 2011 with a sobering reminder after being arrested during a statewide drunk driving crackdown over the holidays.

Law enforcement officers from more than 200 agencies conducted stepped up enforcement aimed at curtailing drunk driving during the *Drunk Driving. Over the Limit. Under Arrest.* crackdown December 16 - January 2. The Office of Highway Safety Planning (OHSP) coordinated the effort which was funded with federal highway safety grants in thirty-five counties. This resulted in 9,462 traffic stops and more than 6,600 citations or arrests, including 121 for other alcohol- and drug-related

charges such as open intoxicants and underage drinking.

In addition to the 356 drunk driving arrests, 599 other misdemeanor and felony arrests were made and officers issued 113 seat belt and child restraint, 864 speeding, and 411 uninsured motorist citations. Two stolen vehicles were recovered and 92 fugitives were arrested during the enforcement effort. During a similar effort last year, officers made 7,510 traffic stops and arrested 300 drunk drivers.

Preliminary reports from the Michigan State Police Criminal Justice Information Center indicate eight people died in traffic crashes over the recent Christmas and New

Year's holidays, with half of those deaths involving alcohol. Three of those killed were pedestrians. This is a slight improvement over the 2009 holiday periods when 10 people died in traffic crashes. Four of those deaths were alcohol-related.

Grant-funded counties included: Allegan, Barry, Bay, Berrien, Calhoun, Cass, Chippewa, Clinton, Eaton, Genesee, Grand Traverse, Houghton, Ingham, Ionia, Isabella, Jackson, Kalamazoo, Kent, Lenawee, Livingston, Macomb, Marquette, Monroe, Montcalm, Muskegon, Newaygo, Oakland, Ottawa, Saginaw, St. Clair, Tuscola, Van Buren, Washtenaw, Wayne and Wexford.

# SAFETY Network



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